SERPENT

INNOVATIONS

750 EVO

1/10 scale onroad

INSTRUCTION MANUAL

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 Natrix 750 EVO is a state of the art gaspowered 1/10 scale onroad racing car. The assembly manual will guide youthrough 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 Natrix 750 EVO. Fine-tuning the initial setup is an essential part of building a high-performance racecar like your Serpent Natrix 750 EVO.

EXPLODED VIEWS AND PARTS LIST

The exploded views and parts lists for the Serpent Natrix 750 EVO 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 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 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

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.

1 2 3	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

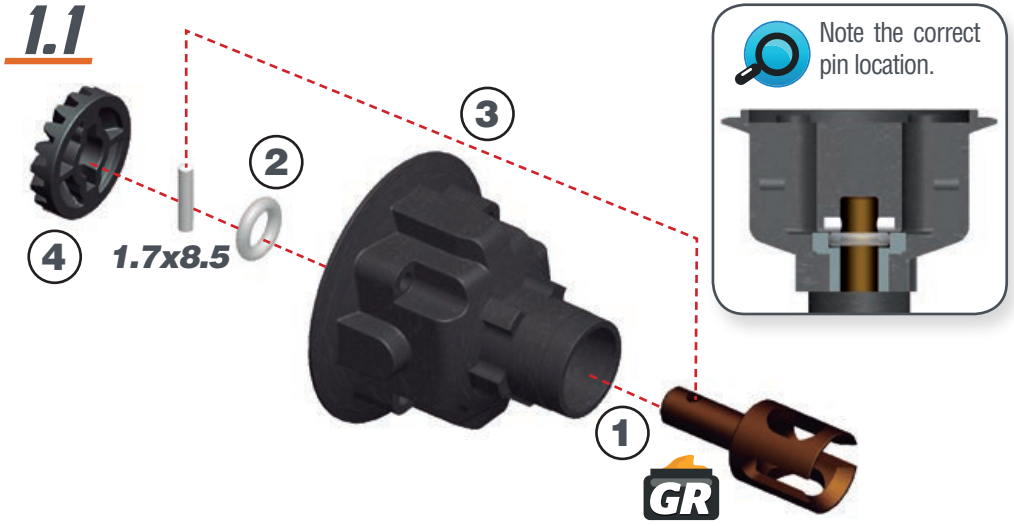
Each step contains a variety of symbols described below.

	Carefull, read and check very well.
	Apply a small amount of cyano glue. Use 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.
	Silicone 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 applying 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.

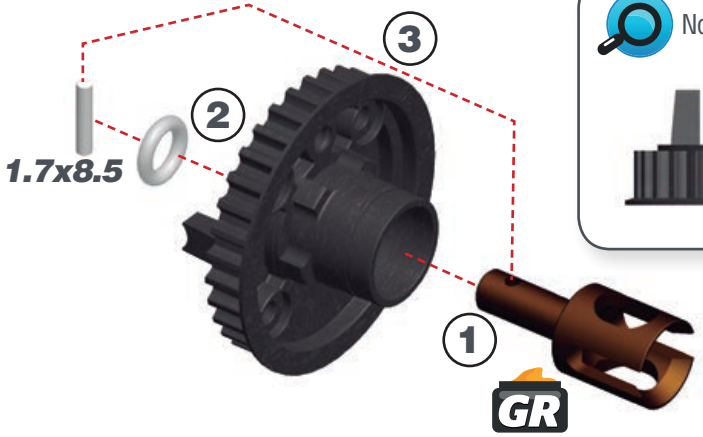
FRONT DIFF ASSEMBLY

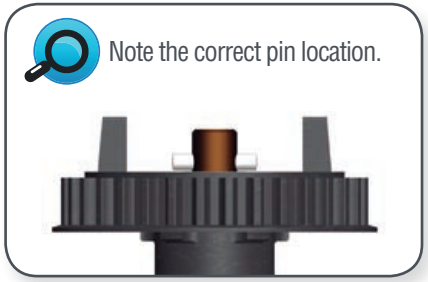
STEP 1 FRONT DIFF BAG

1.1



1.2





STEP 2

2.1

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

For the correct cst value please check the default setupsheet.

2.2

1.75x8.5

4x10x0.2

STEP 3

3.1

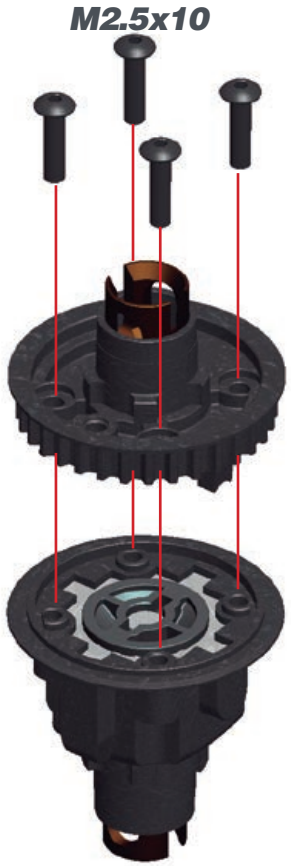
Fill the differential with silicone oil 1 mm above the crosspin, do NOT overfill. For the correct cst value please check the default setupsheet.

3.2

Add the big gear.

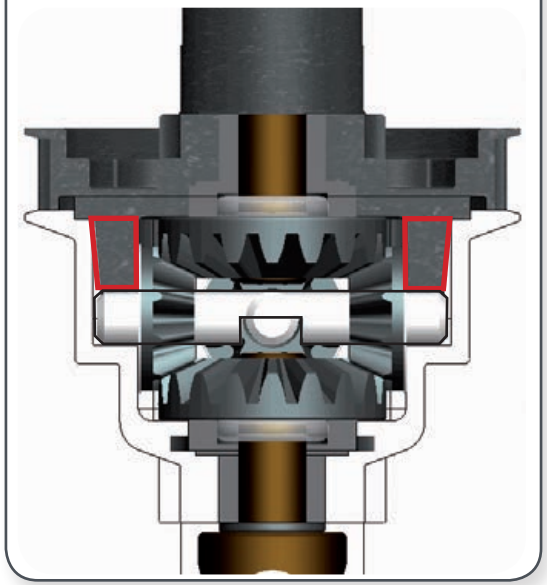
STEP 4

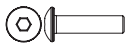
Mount the diff top-case on the lower case, make sure to follow below Detail View, and tighten the screws.



HOW TO CLOSE THE FRONT DIFF

The front diff top case has two protrusions (see below picture in red) to hold the geardiff shafts in the correct position. The two protrusions press on the upper shaft and thus secure the shafts in position.




M2.5x10

STEP 5

1- Allow the excess of oil to escape through the escape hole.

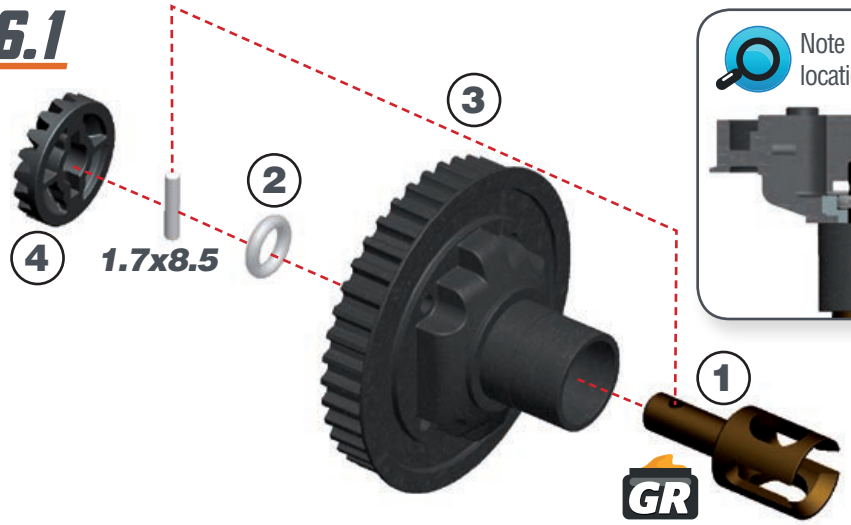
2- Close the hole with the 3x3 setscrew. Tighten carefully.

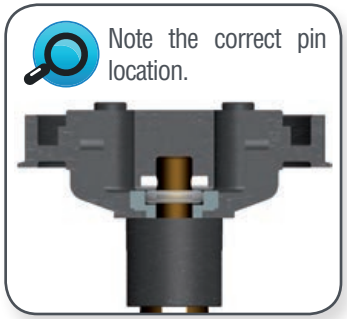
3- In case the diff feels too hard remove the M3x3 set screw and let some oil escape and close again. Tighten carefully.


M3x3

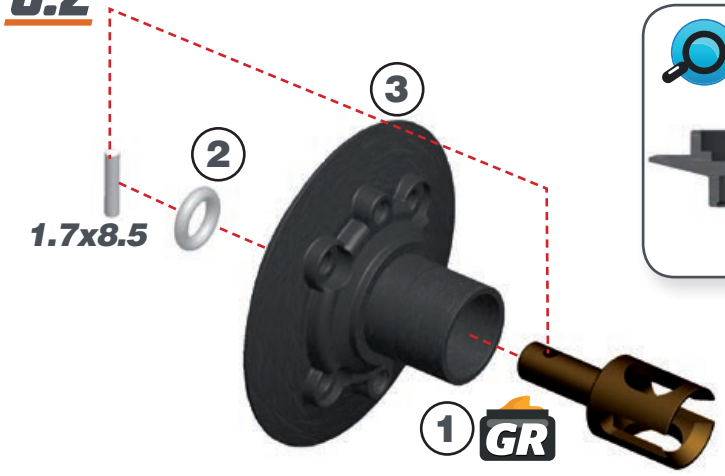
STEP 6 REAR DIFF BAG

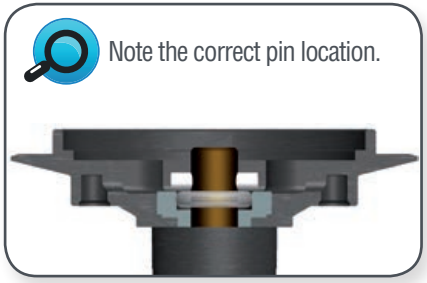
6.1





6.2





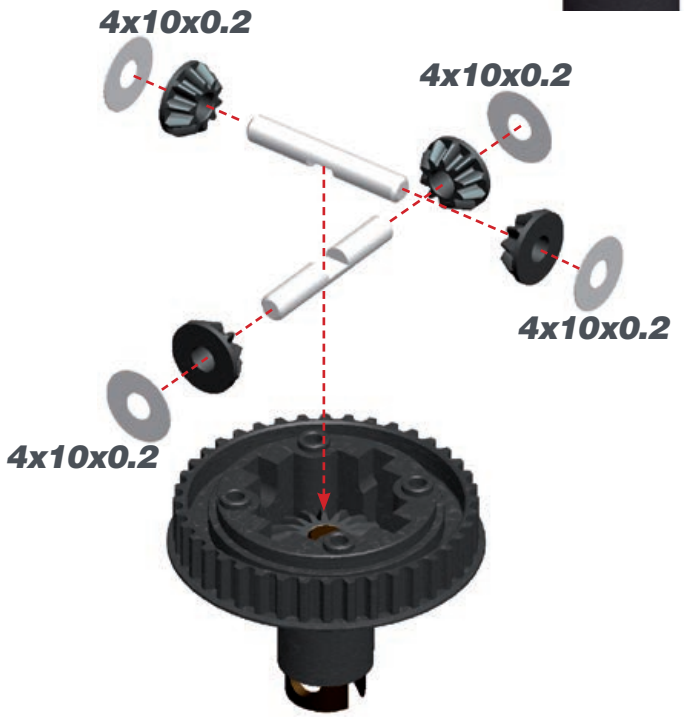
STEP 7

7.1

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

For the correct cst value please check the default setupsheet.

7.2



1.75x8.5

4x10x0.2

STEP 8

8.1

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

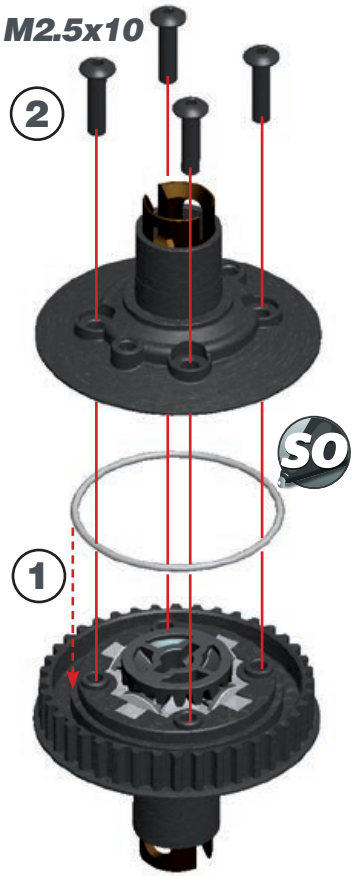
8.2

Add the big gear.

STEP 9

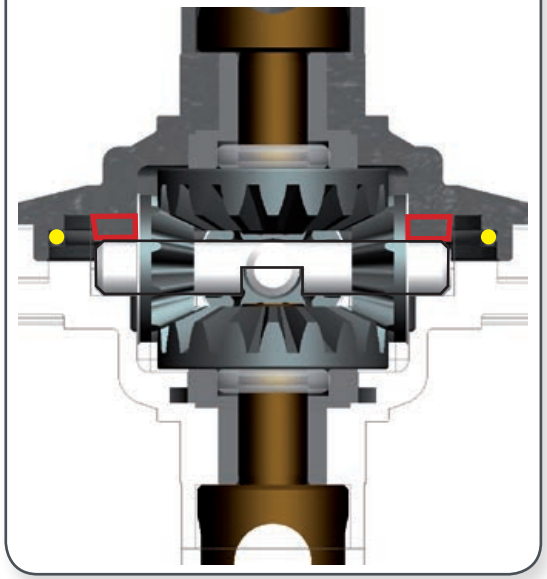
1- Fit the o-ring (see detail view picture in yellow) in the slot of the bottom case using some silicone oil to hold it in position.

2- Mount the diff top-case on the lower case, make sure to follow below Detail View, and tighten the screws.



HOW TO CLOSE THE REAR DIFF

The rear diff top case has two protrusions (see below picture in red) to hold the geardiff shafts in the correct position. The protrusion should hold the upper shaft as it will hold the bottom shaft .

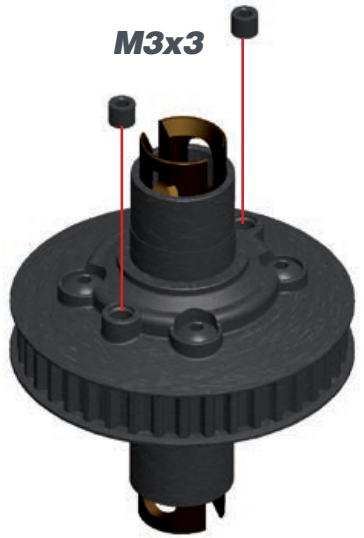


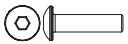
STEP 10

1- Allow the excess of oil to escape through the escape holes.

2- Close the holes with the 3x3 setscrews. Tighten carefully.

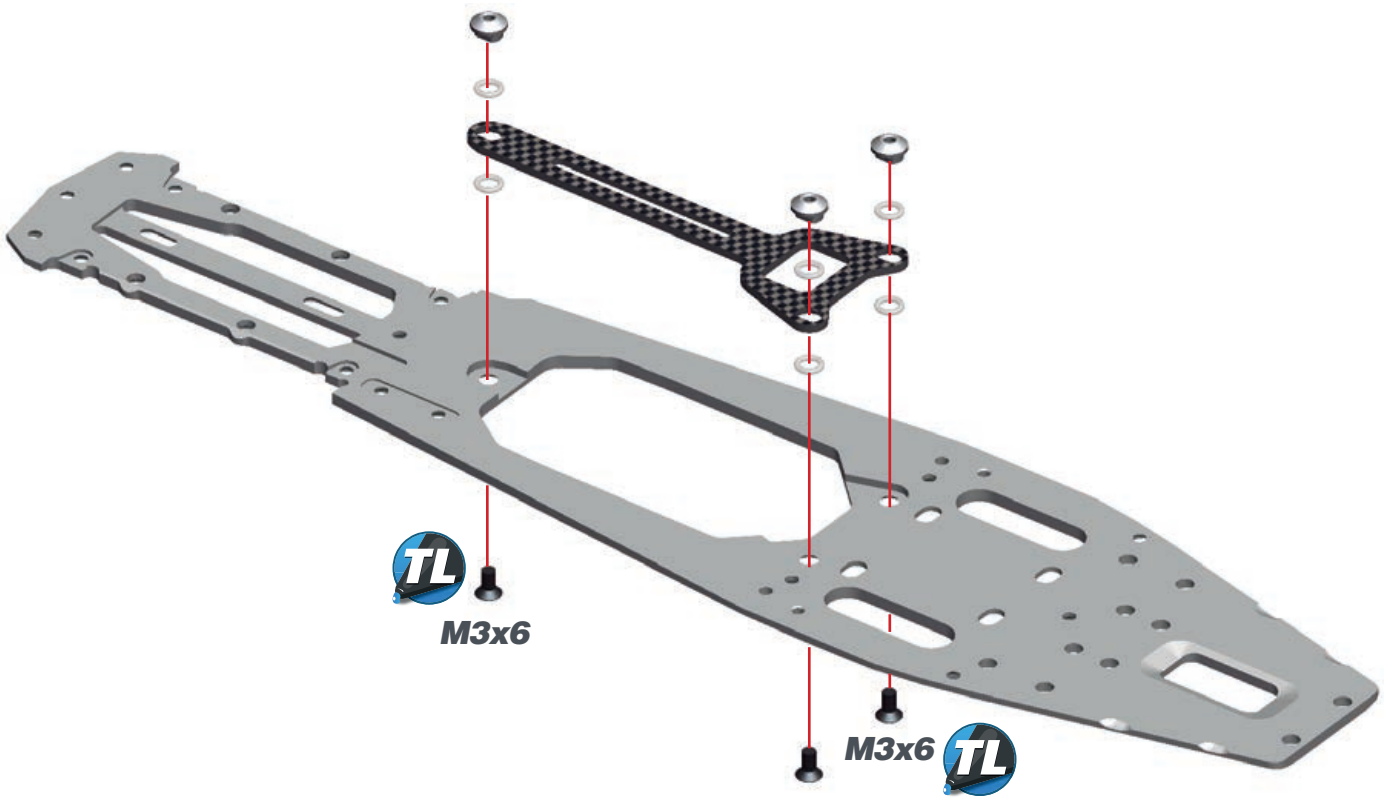
3- In case the diff feels too hard remove the M3x3 setscrews and let some oil escape and close again. Tighten carefully.



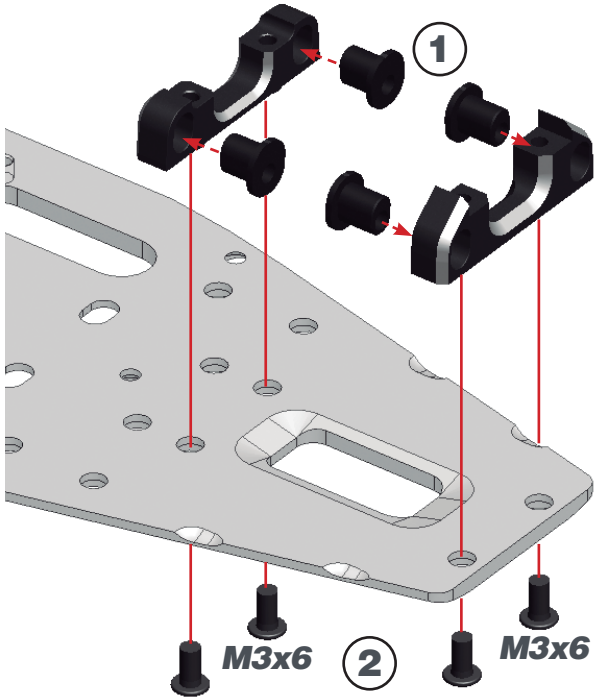

M2.5x10

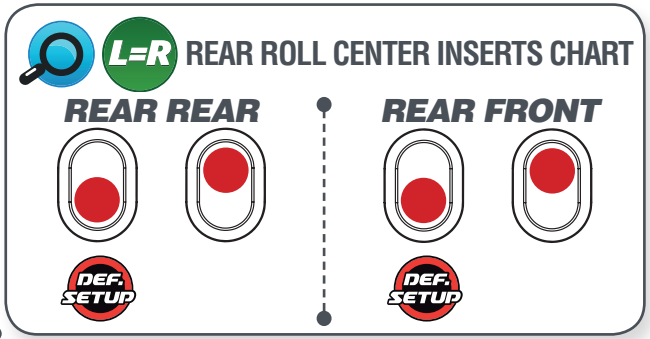

M3x3

STEP 11 BAG 1



STEP 12






M3x6


M3x6


M3x6

STEP 13

13.1 L=R

L=R REAR LOWER SUSPENSION AND SHOCK BRACKETS

Serpent 7XX has two rear lower suspension brackets, NARROW (default) and WIDE. On the other hand the shock bracket has two differnet positions on the rear wishbone, INNER and OUTER. When the WIDE suspension bracket will be used the shock bracket should be used in the inner position to keep the shock's angle.

SUSPENSION BRACKET

NARROW

DEF. SETUP

WIDE

OPT

SHOCK BRACKET

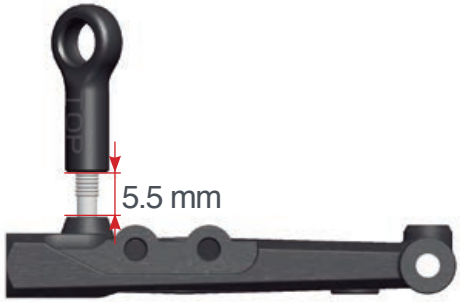
OUTER

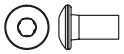
DEF. SETUP

INNER

13.2

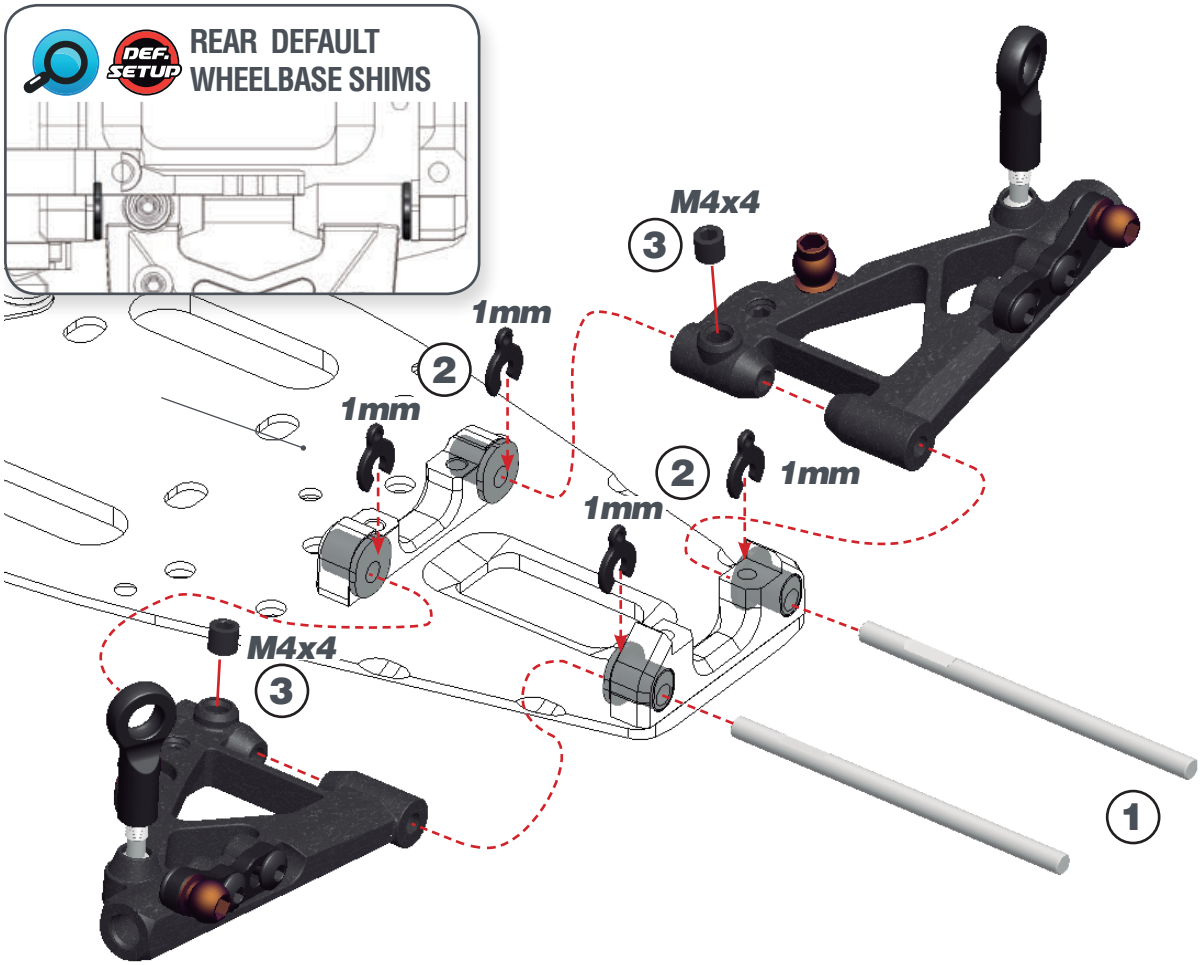
L=R DEF. SETUP REAR ANTIROLL BAR ROD LENGTH




M3x6

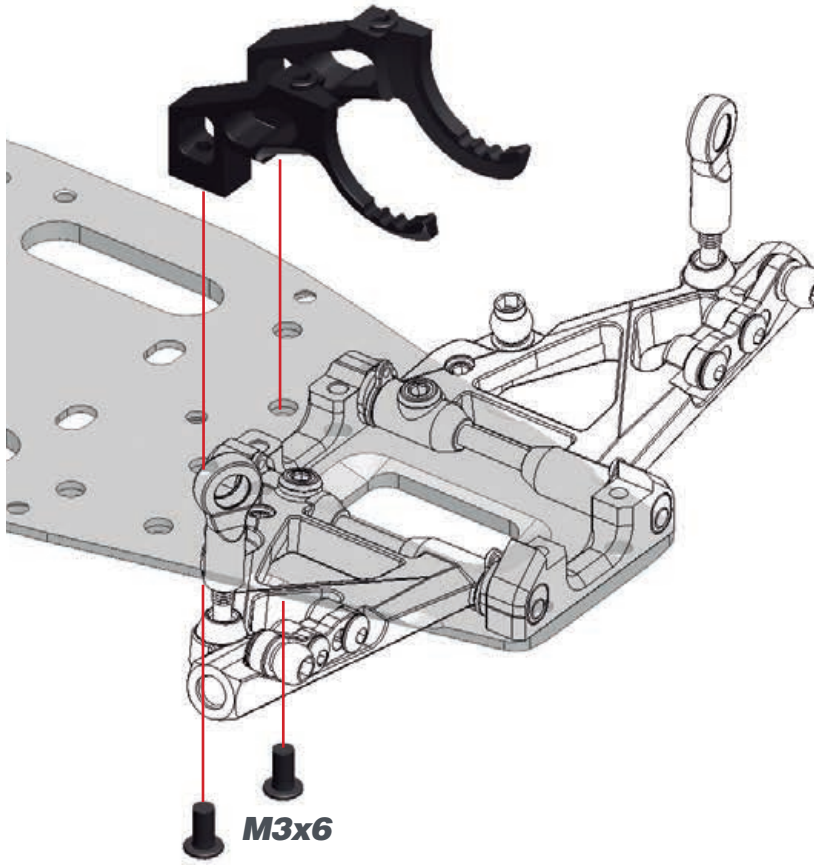

M4x6

STEP 14



M4x4

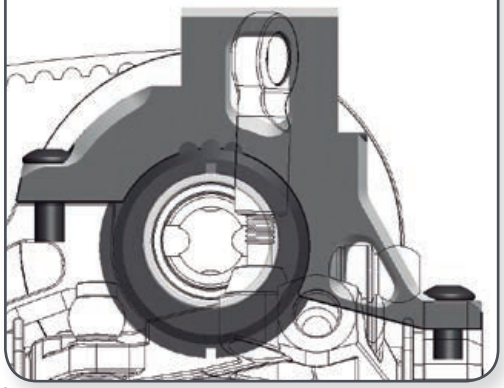
STEP 15 BAG 2



M3x6

STEP 16

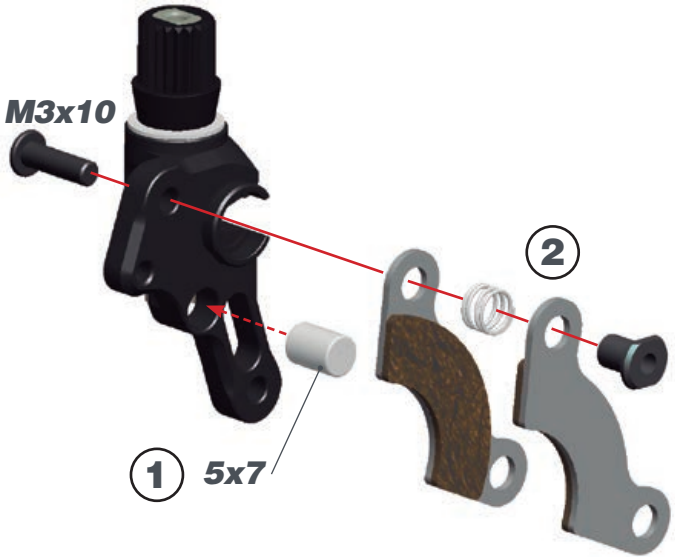
REAR BELT TENSION
Use the central slot as starting position.

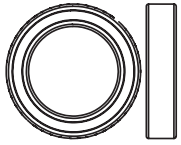


STEP 17 BAG 3

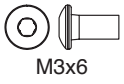
17.1

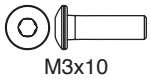
17.2




12x18x4


M3x8


M3x6

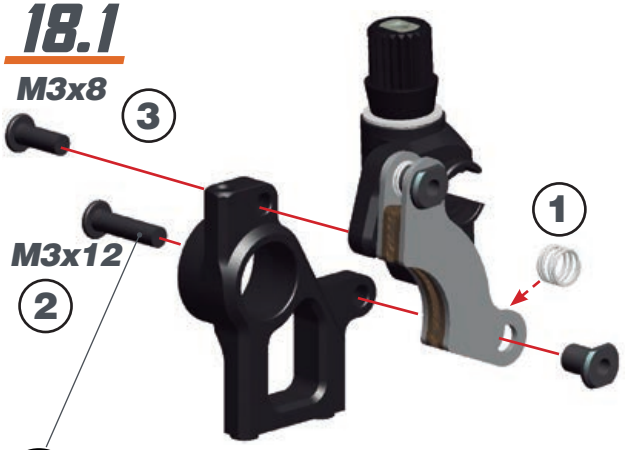

M3x10


6X10X3 Flanged


5x7

STEP 18

18.1



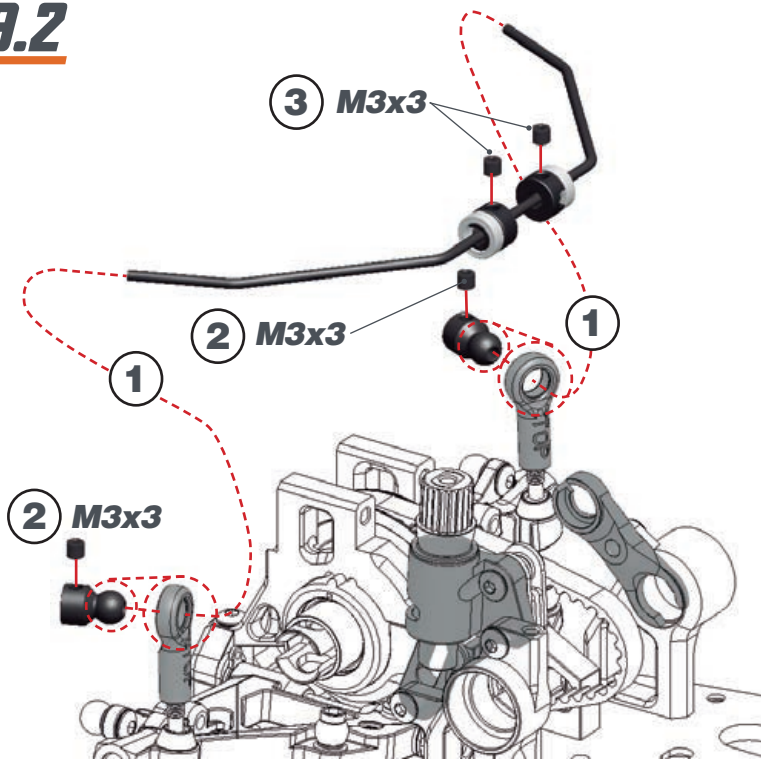
After tightening the M3x12 screw check that the brake pads slide easy over the bushings.

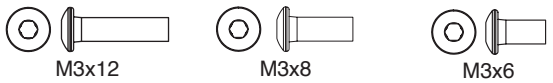
18.2

STEP 19

19.1

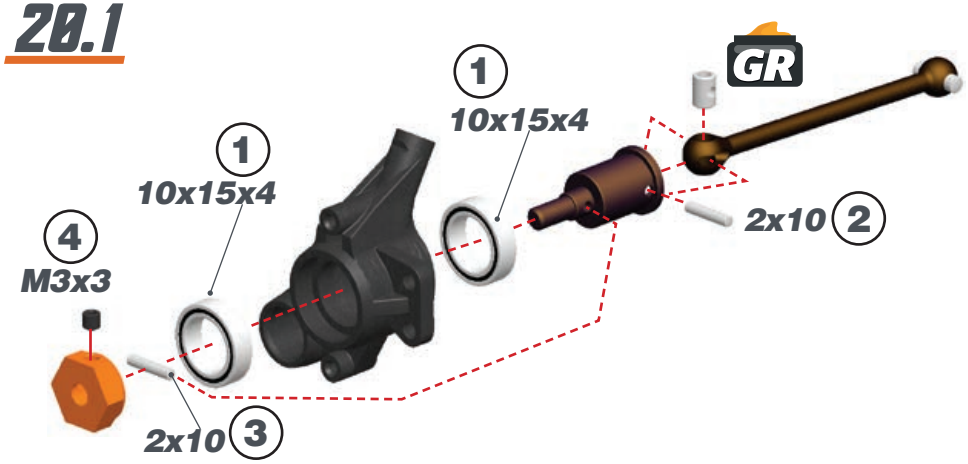
19.2





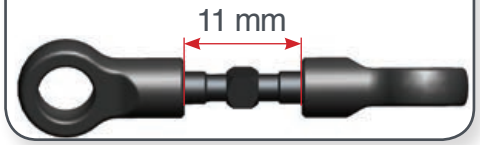
STEP 20 BAG 4

20.1

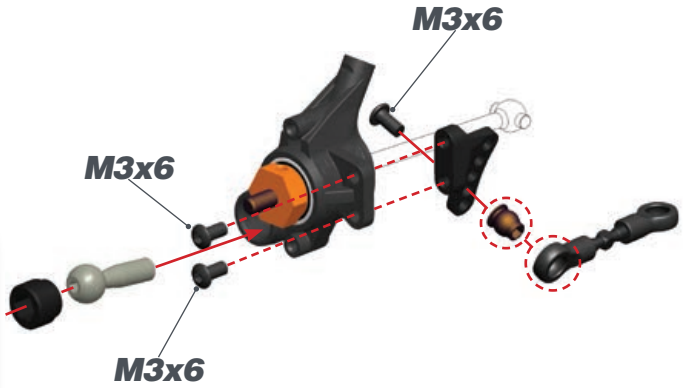


20.2

DEF. SETUP L=R REAR TOE-IN LINK LENGTH

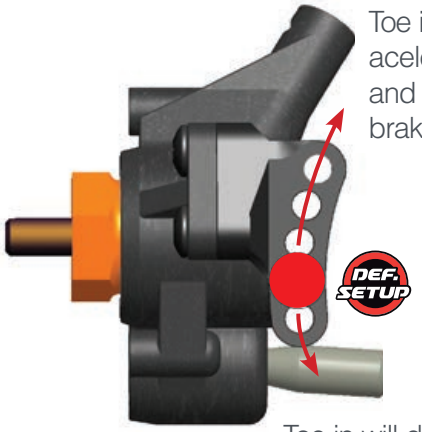


20.3



L=R REAR REACTIVE STEERING SYSTEM

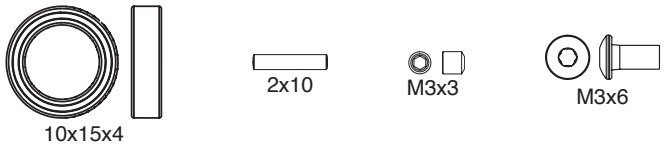
Serpent 750 EVO introduce the Active rear toe-in. It brings a new dimension to setup changing the toe-in characteristics of the rear tires under rolling effect. It allows to run less static toe-in and still have a good traction coming out of the corner. Serpent RRS System brings the possibility to fully adjust the amount of toe-change over the suspension travel even having the possibility of no toe-in change in droop and still have a toe-in raise under compression.



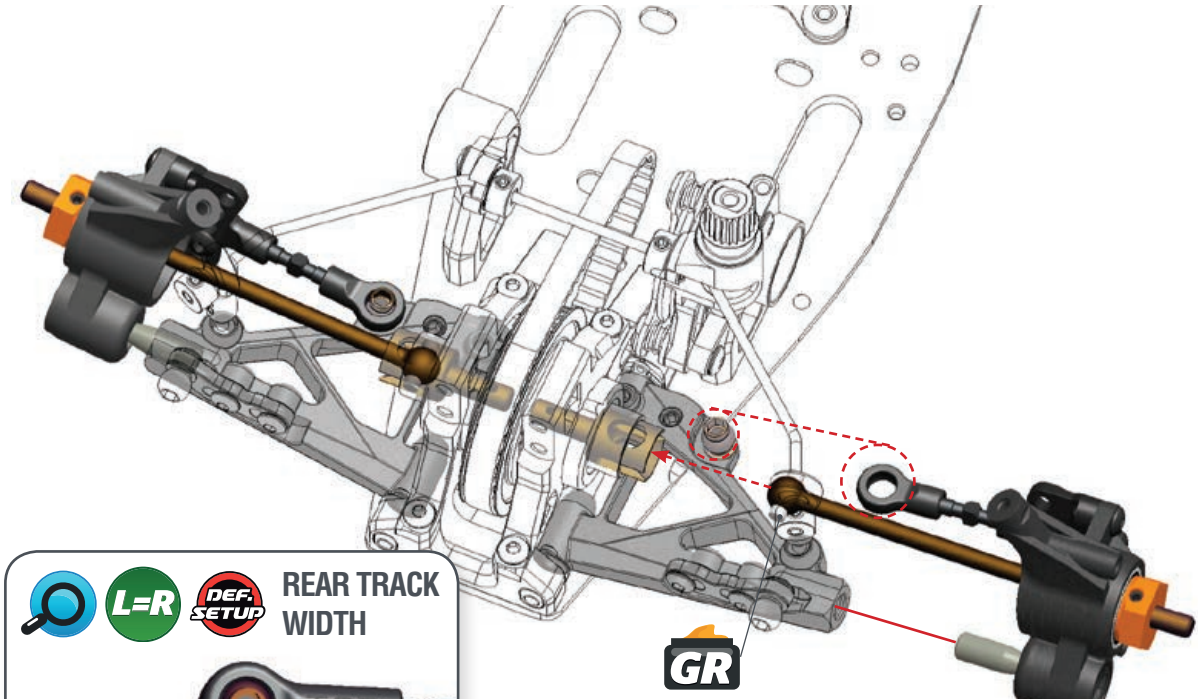
Toe in will increase under aceleration (compression) and will drecrease under braking (extension).

Toe in will not change over the suspension travel.

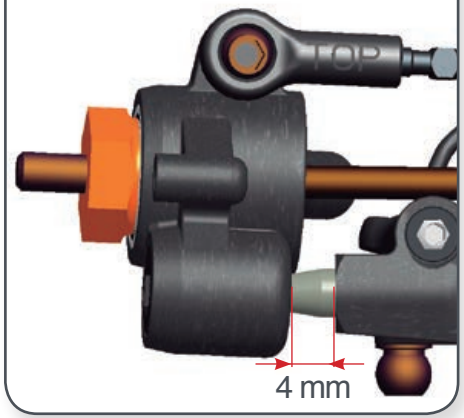
Toe in will decrease under aceleration (compression) and will increase under braking (extension).



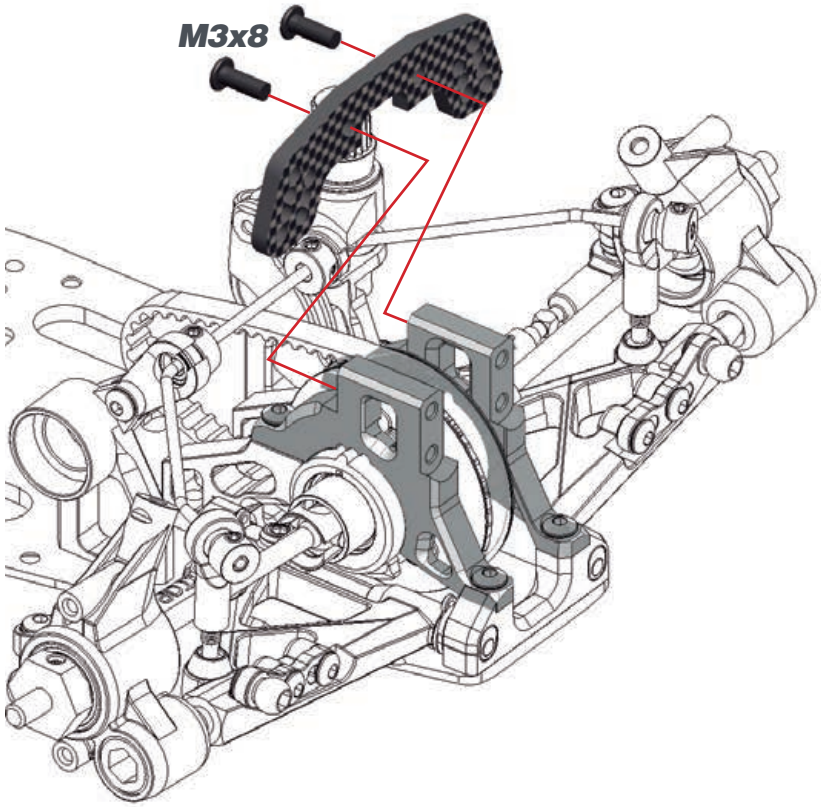
STEP 21

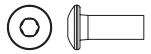


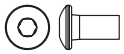
L=R DEF. SETUP **REAR TRACK WIDTH**



STEP 22 BAG 5

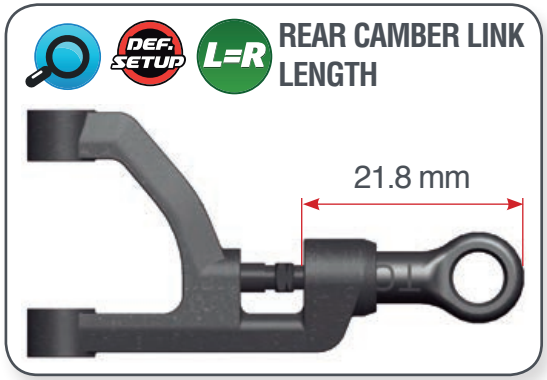



M3x8

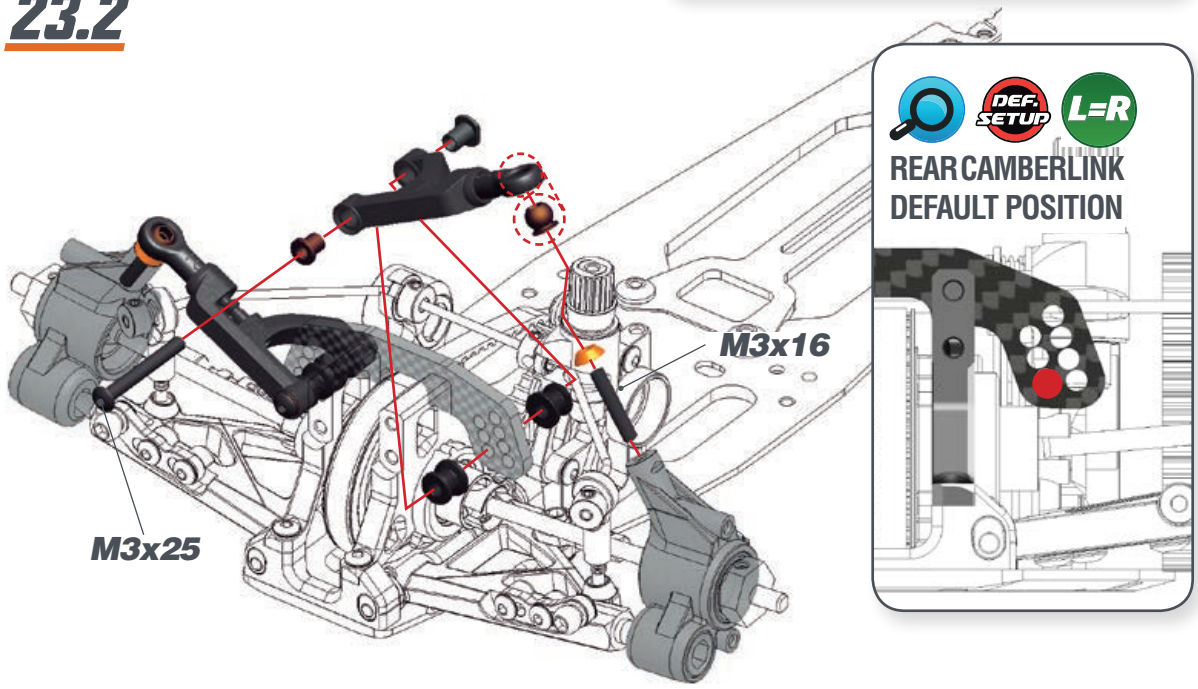

M3x6

STEP 23

23.1



23.2

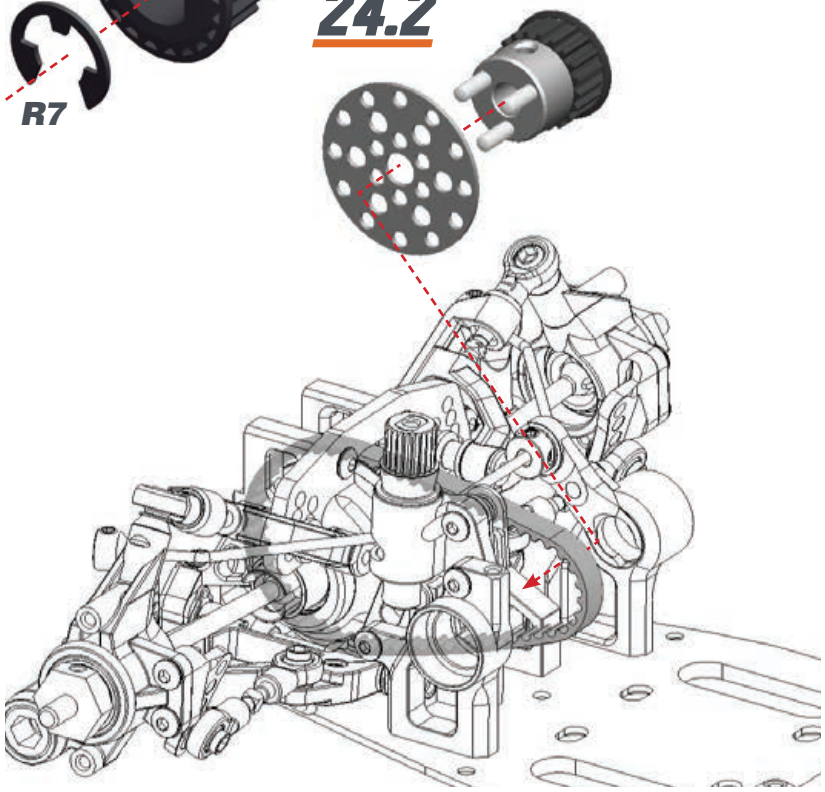


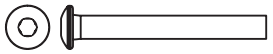
STEP 24

BAG 6

24.1

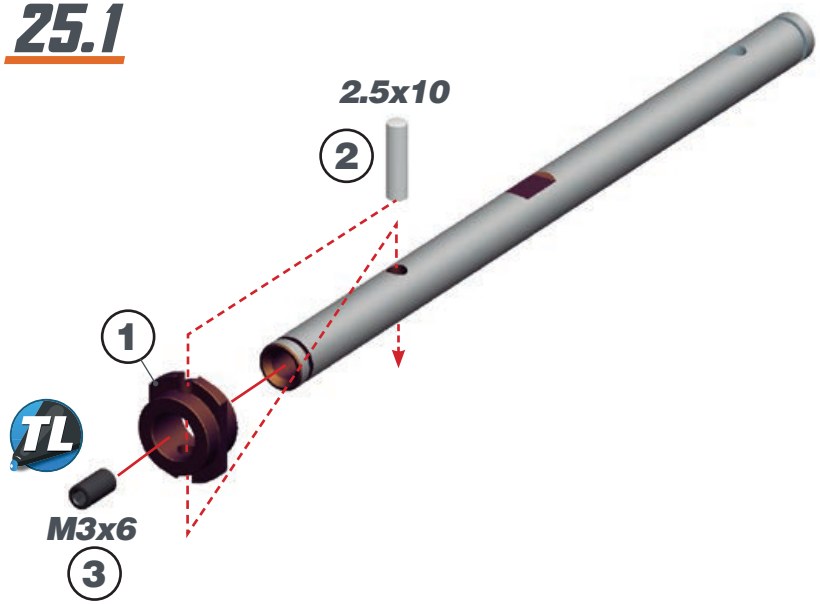
24.2



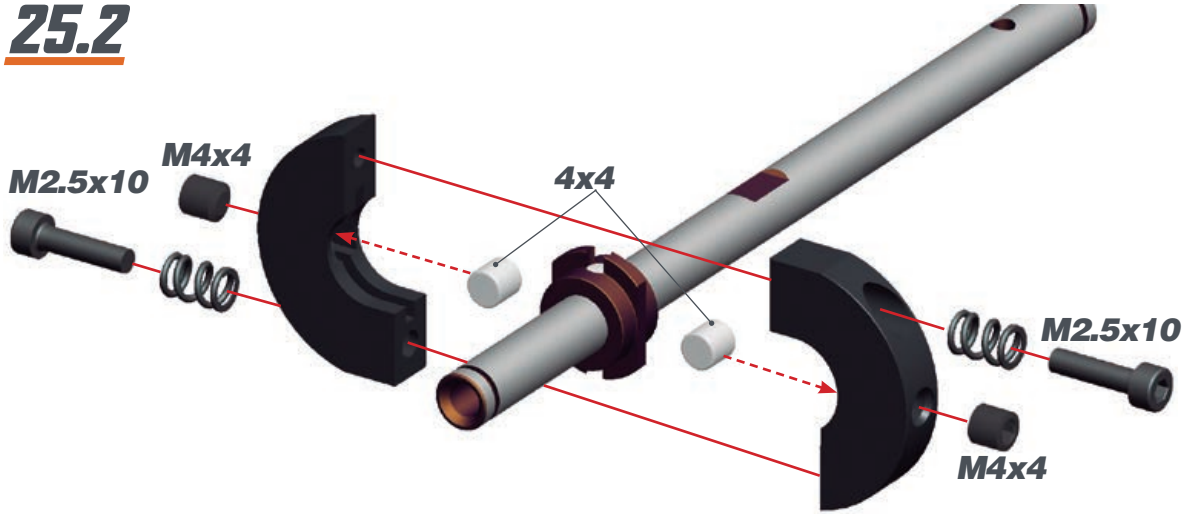


STEP 25

25.1



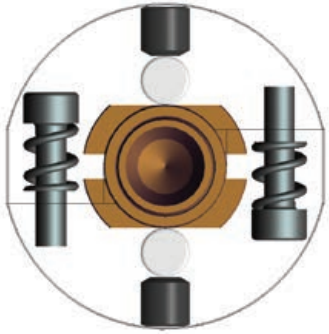
25.2



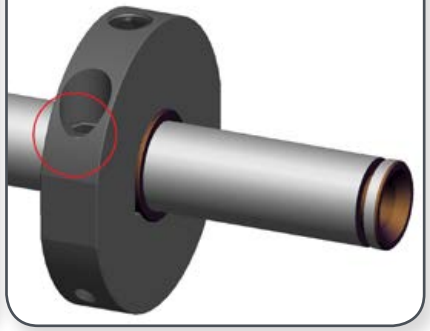
1- The M2.5x10 screws adjust the SHIFT POINT. As default adjustment screw them untill the screws will be be leveled with the hole as in the right pictures.

2- Adjust the M4x4 screw to minimise the gap between the shoes and the bell, but still spinning free without touching. Check after each run.

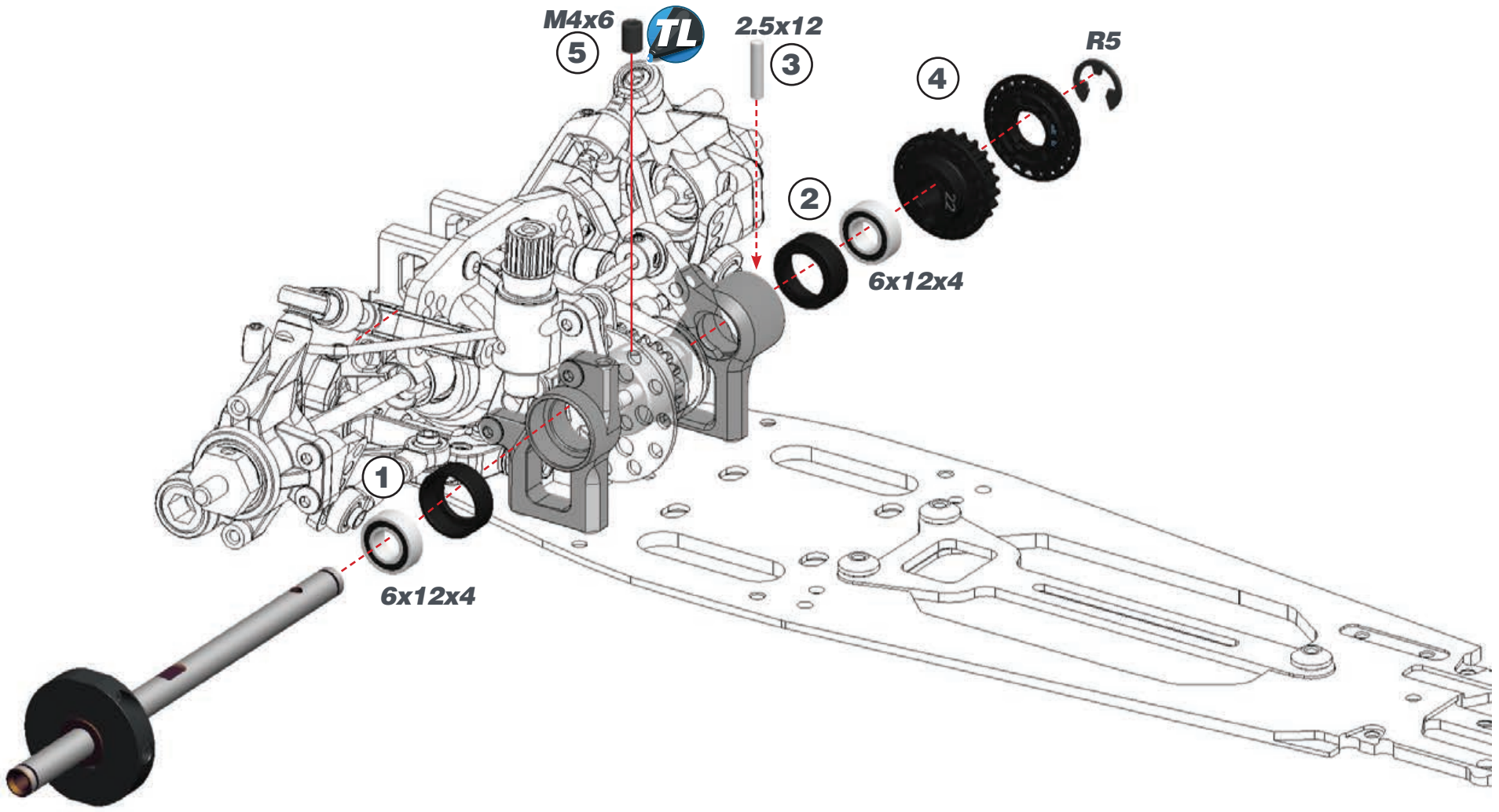
Note the correct gearbox assembly

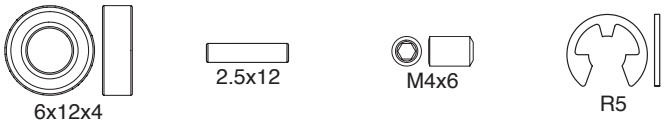


Note the correct default M2.5x10 screws adjusting point.



STEP 26

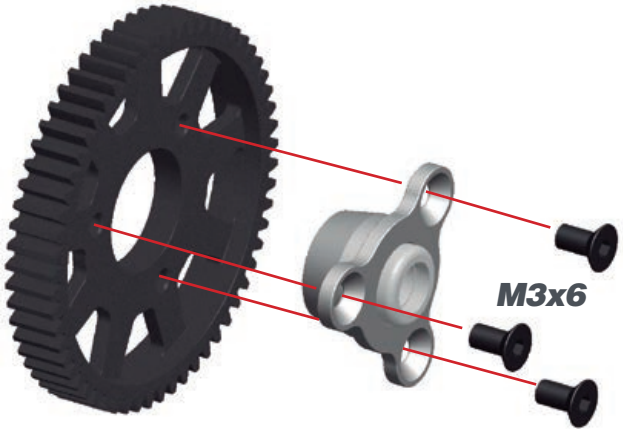




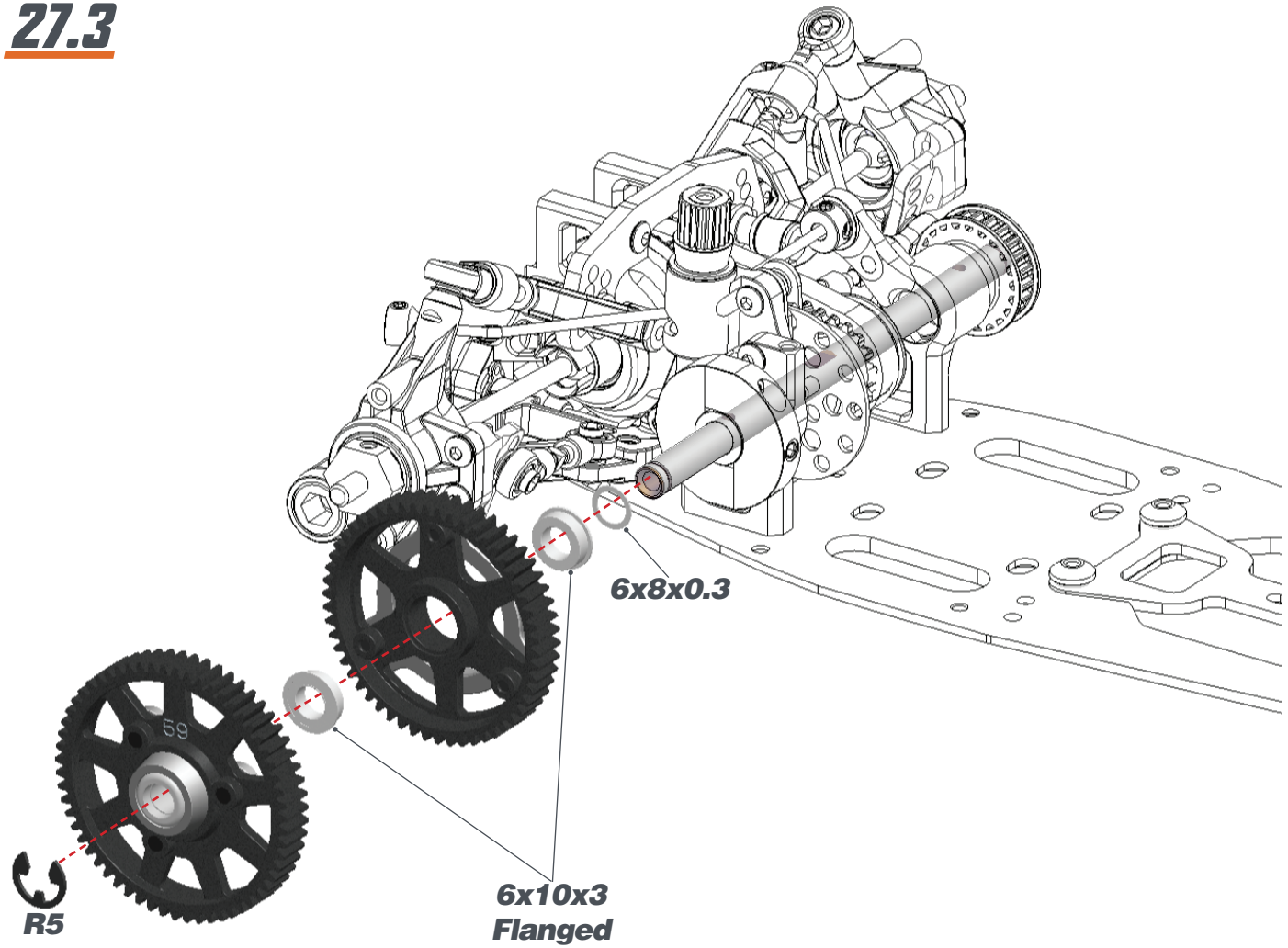
STEP 27

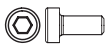
27.1

27.2



27.3




M2.5x6


M3x6


R5

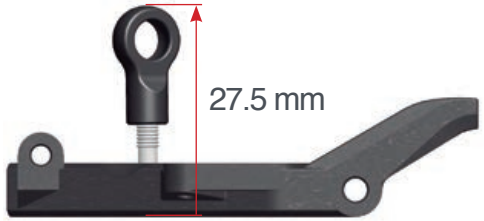

6X10X3 Flanged


6x8x0.3

STEP 28 BAG 7

28.1 L=R

DEF. SETUP L=R FRONT ANTIROLL BAR ROD LENGTH



28.2

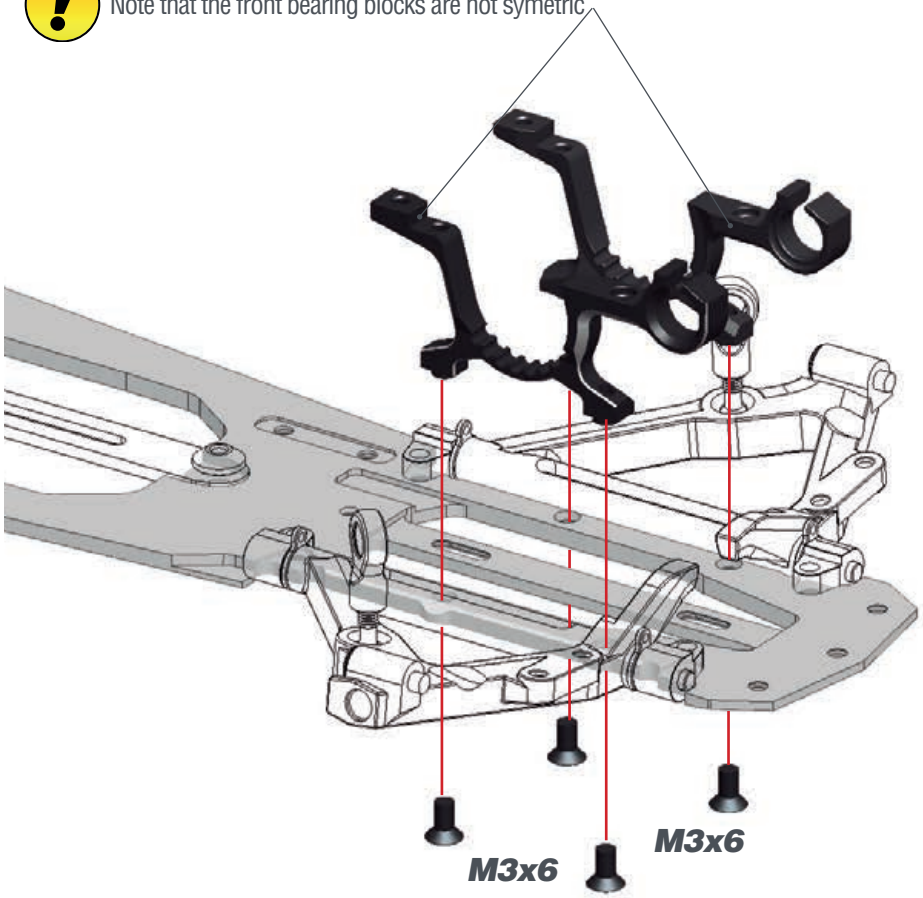
DEF. SETUP FRONT DEFAULT WHEELBASE SHIMS

M3x12

M3x6

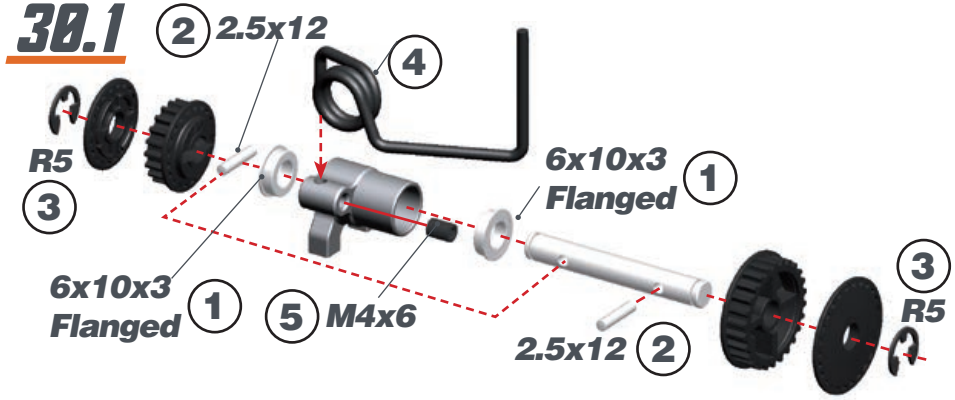
STEP 29

Note that the front bearing blocks are not symetric

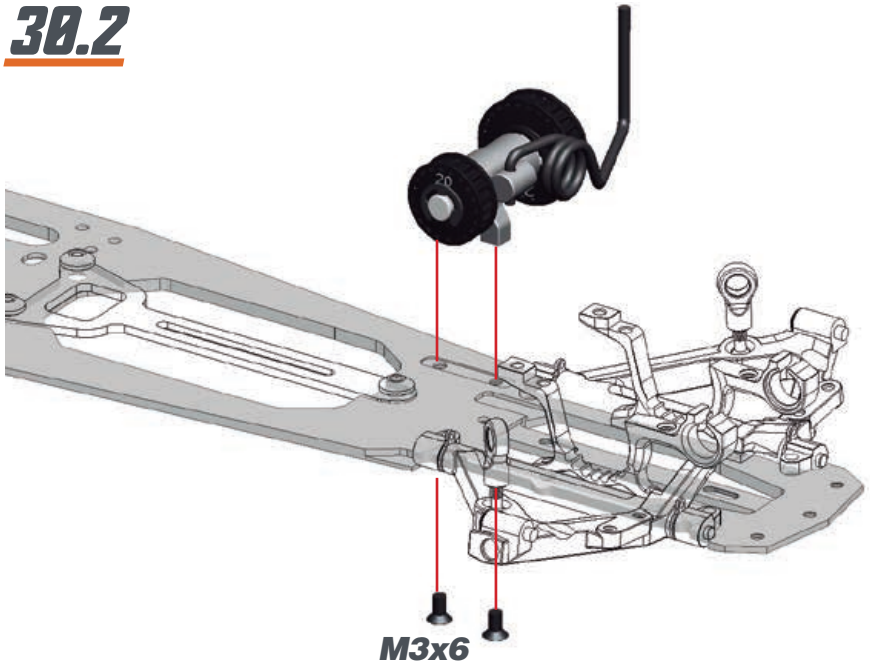


STEP 30

30.1



30.2




M3x6


6X10X3 Flanged


2.5x12

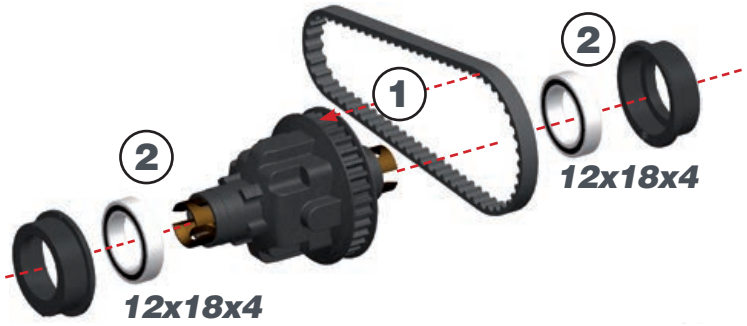

M4x6


R5

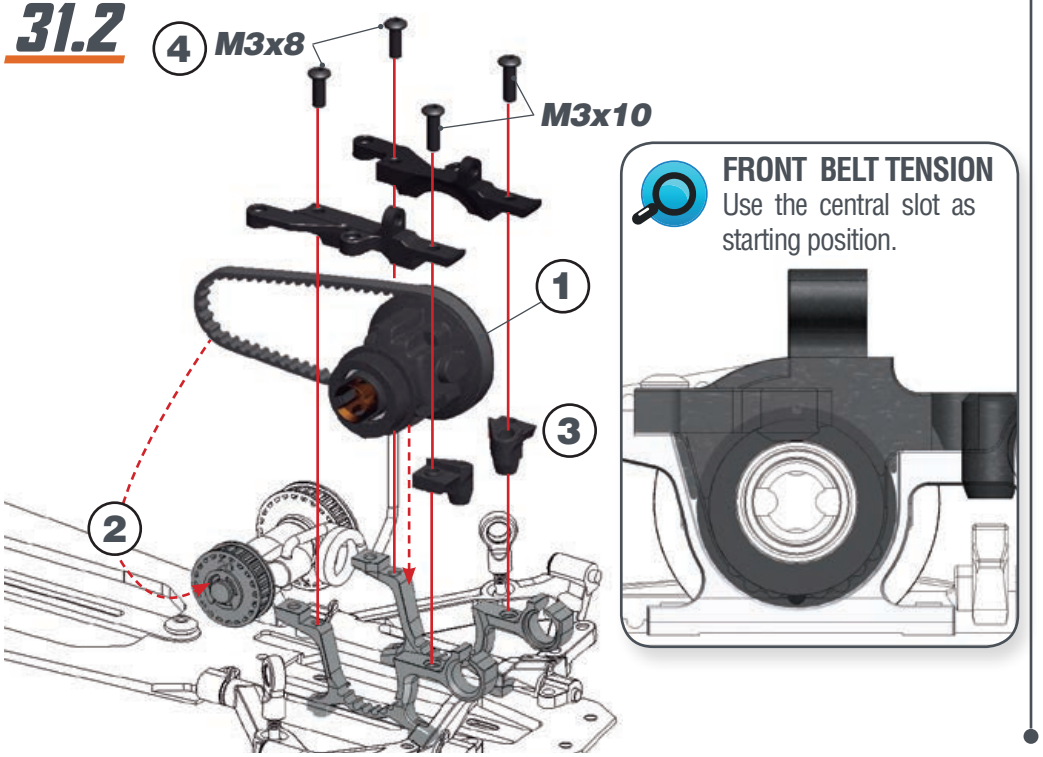

M3x6

STEP 31 BAG 8

31.1

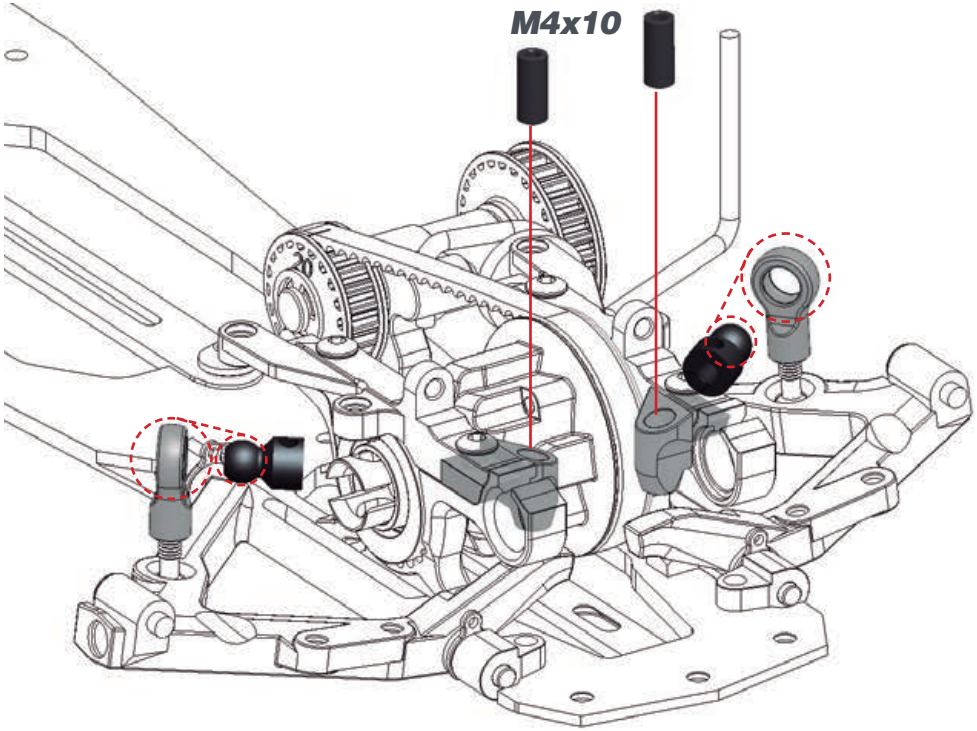


31.2

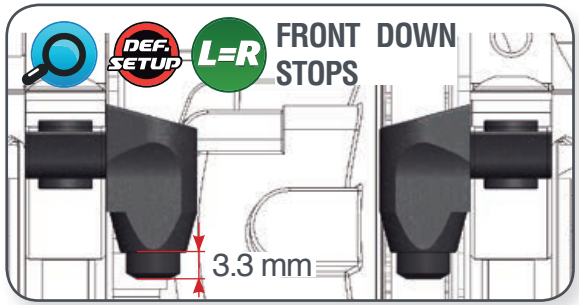


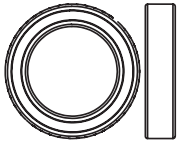
FRONT BELT TENSION
Use the central slot as starting position.

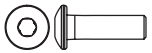
STEP 32

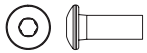


FRONT DOWN STOPS




12x18x4


M3x10

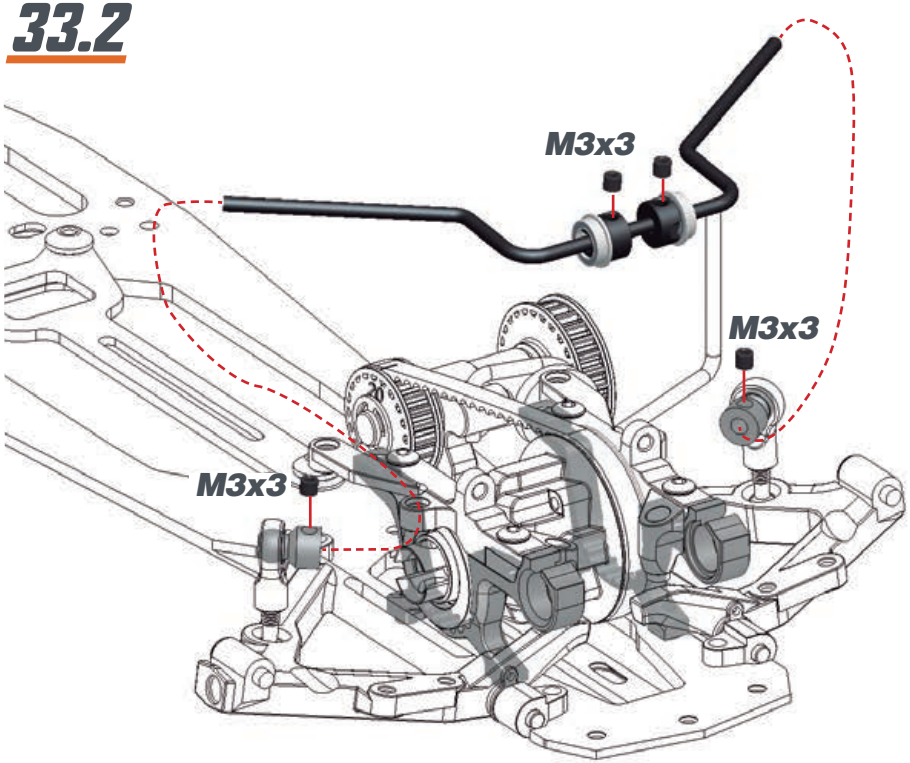

M3x8


M4x10

STEP 33

33.1

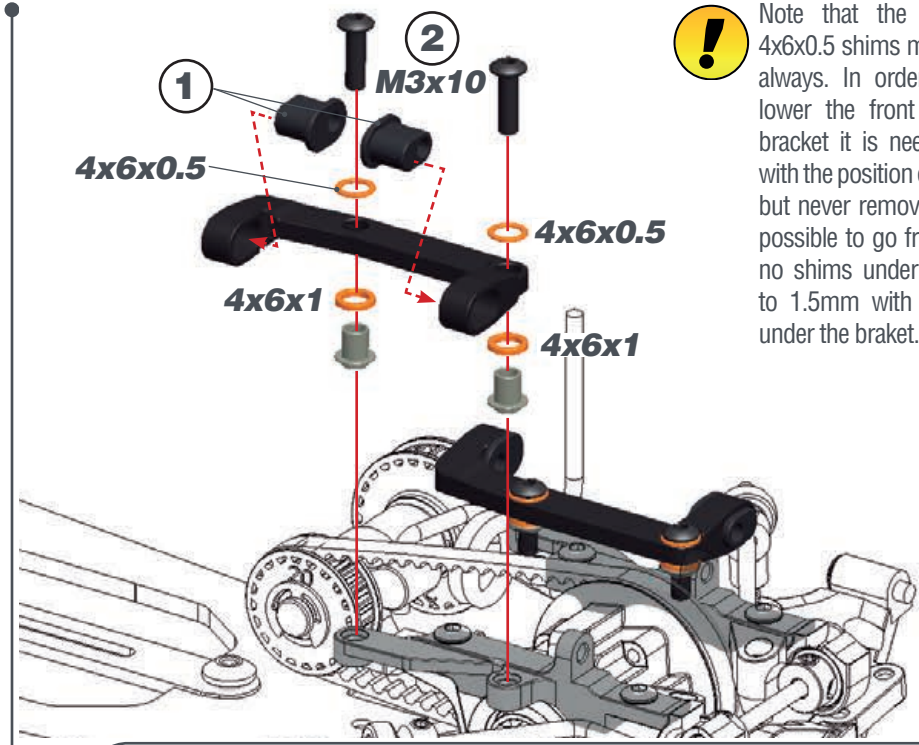
33.2



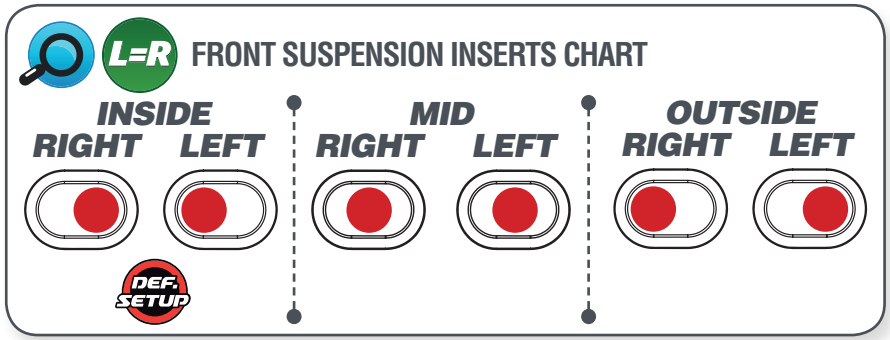

5X8X2.5 Flanged

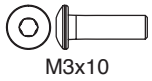

M3x3

STEP 34



Note that the 4x6x1 and 4x6x0.5 shims must be used always. In order to rise or lower the front suspension bracket it is needed to play with the position og the shims but never remove them. Is it possible to go from “0” with no shims under the bracket to 1.5mm with both shims under the braket.

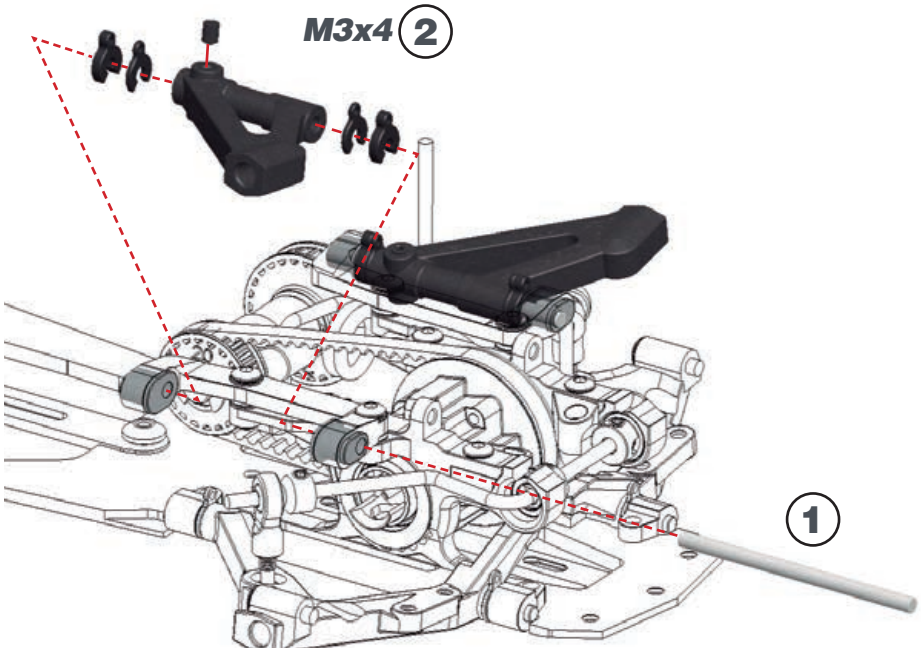


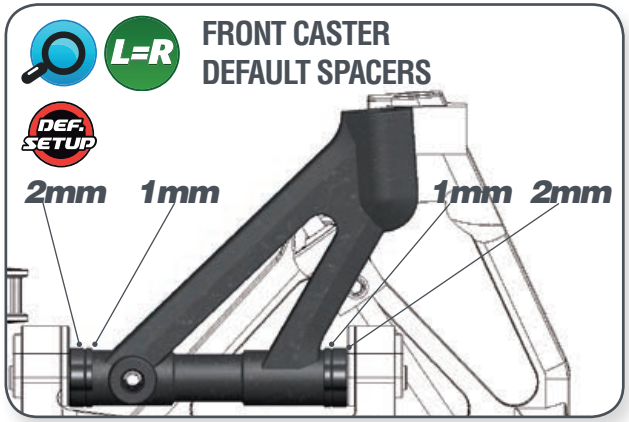

M3x10


4x6x0.5


4x6x1

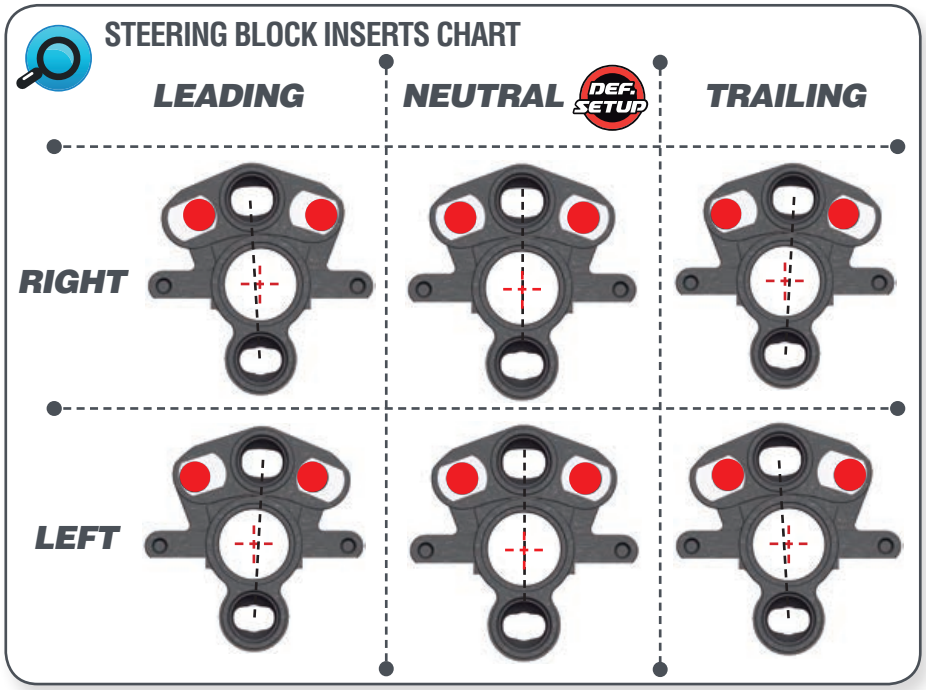
STEP 35 BAG 9

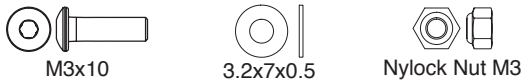




M3x4

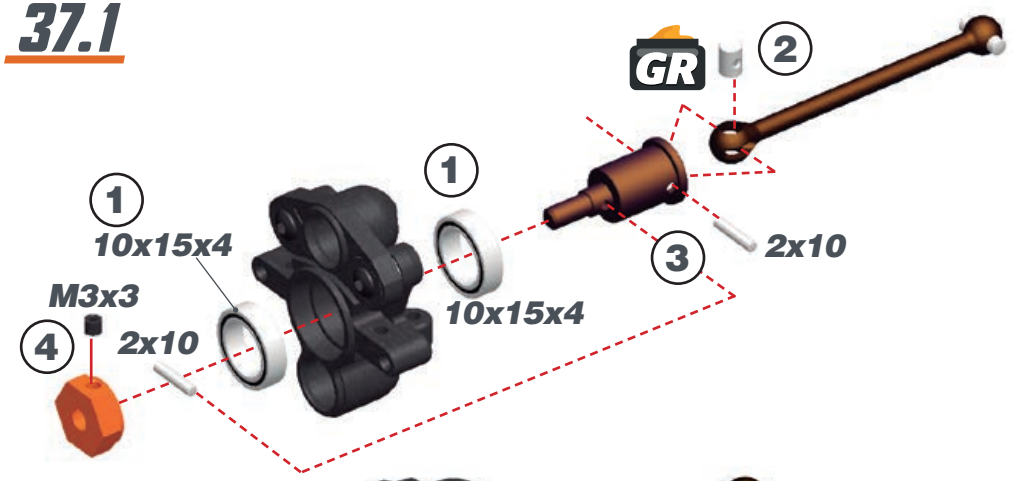
STEP 36



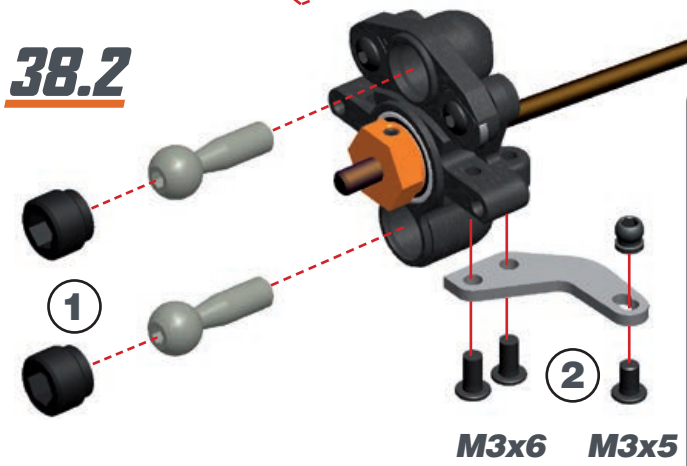


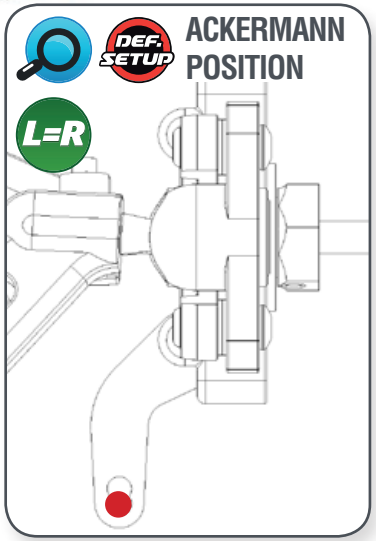
STEP 37

37.1

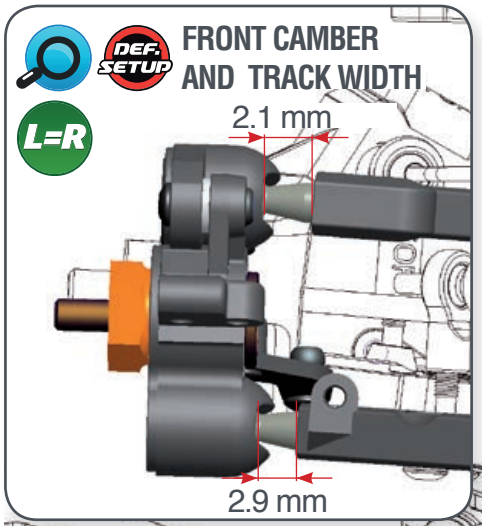


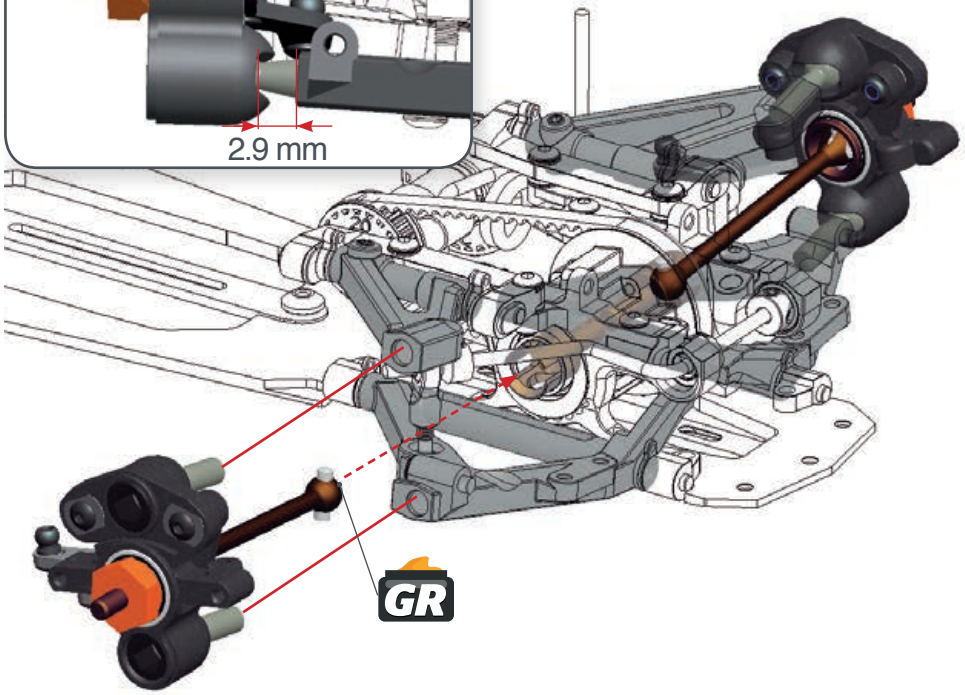
38.2

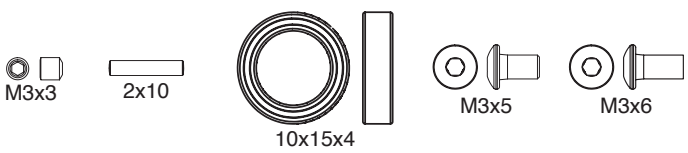




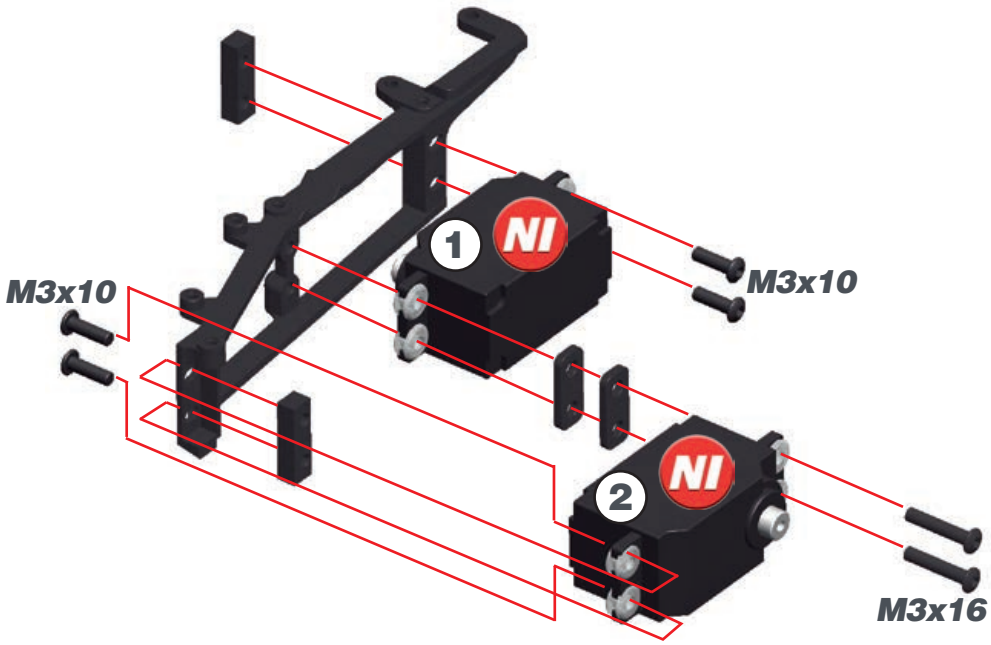
STEP 38



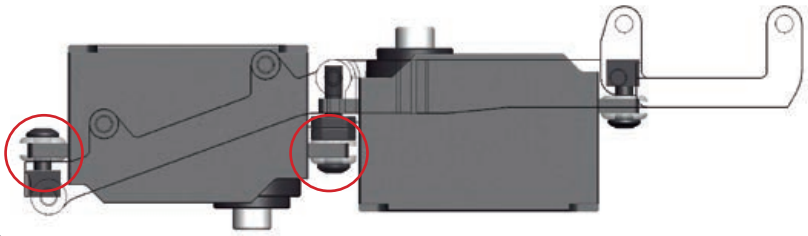




STEP 39 BAG 10



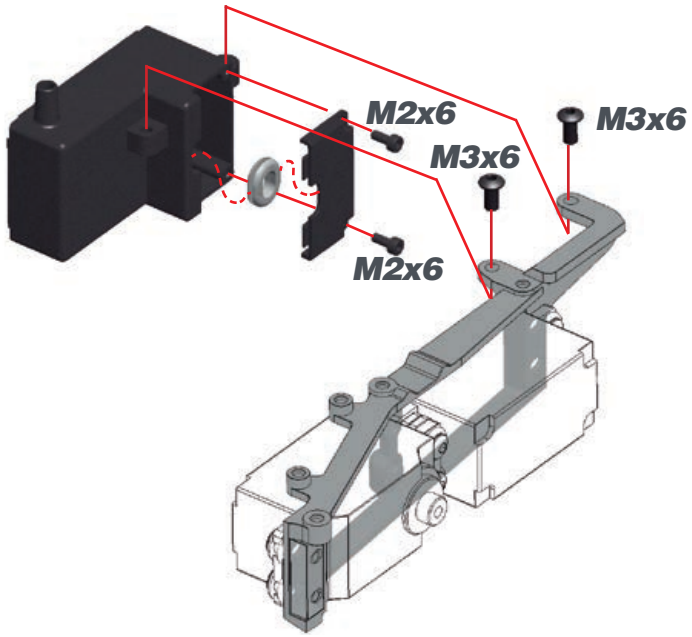
Note the position of the steering servo “ears”. Each one is in one side of the radio box.



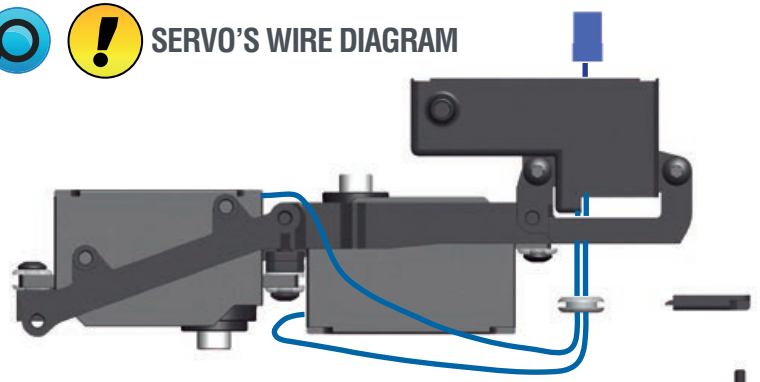
M3x10

M3x16

STEP 40



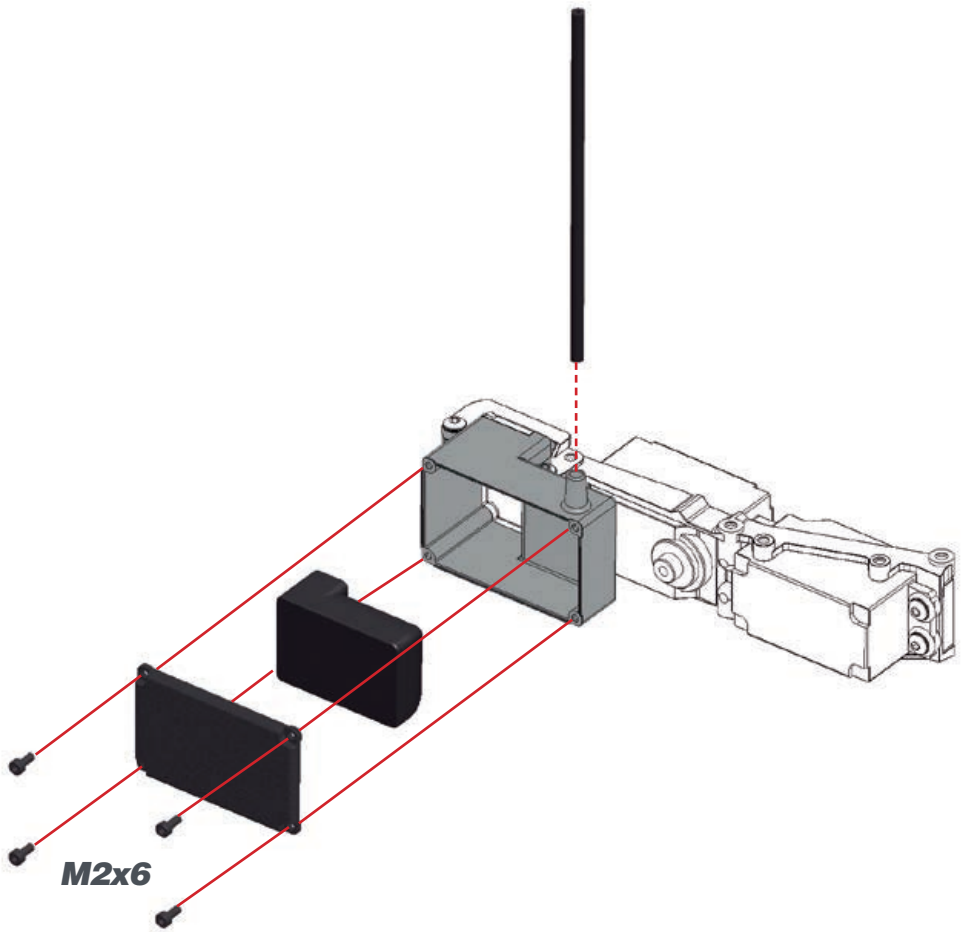
SERVO’S WIRE DIAGRAM



M3x6

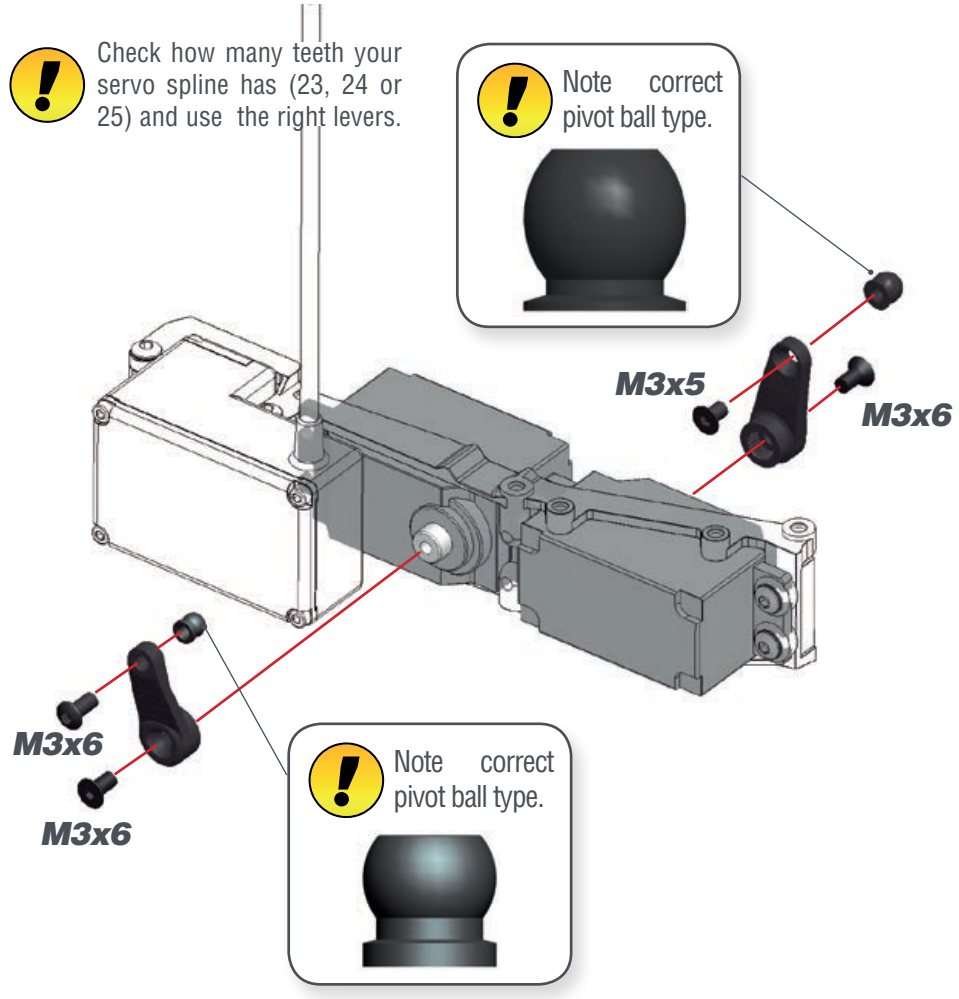
M2x6

STEP 41



STEP 42

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



M2x6

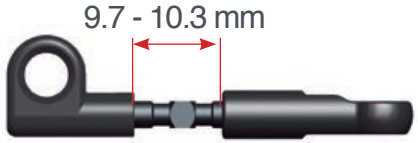
M3x5 M3x6 M3x6

STEP 43

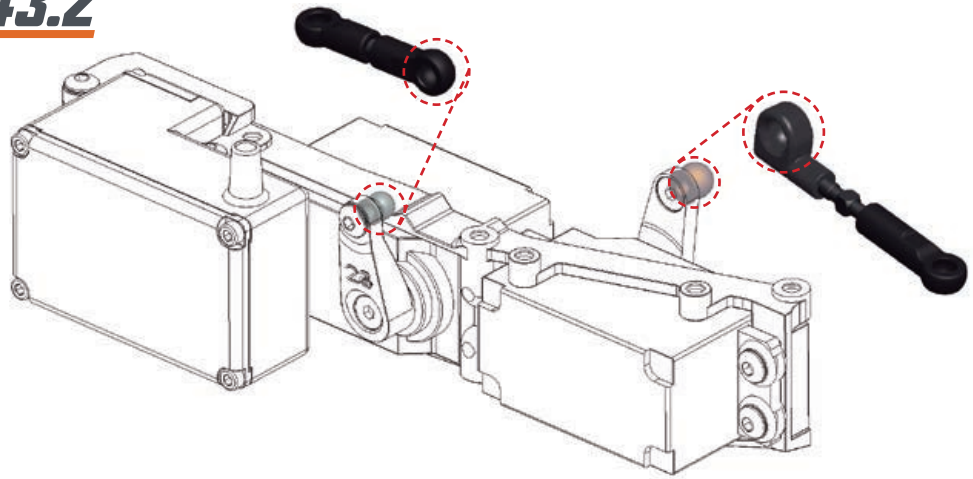
43.1

THROTTLE LINK LENGTH
Between different servo brands there can be slight differences.

STEERING LINK LENGTH
Between different servo brands there can be slight differences.

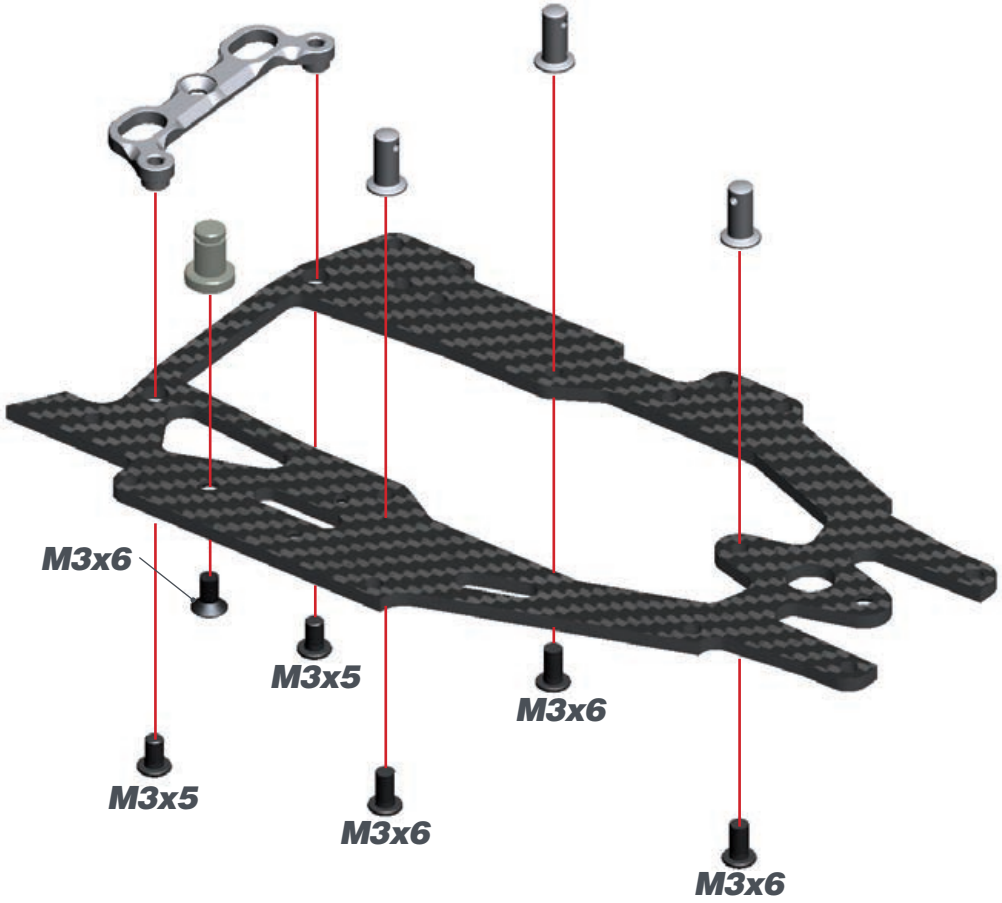


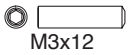
43.2

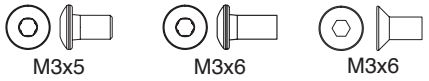


STEP 44 BAG 11

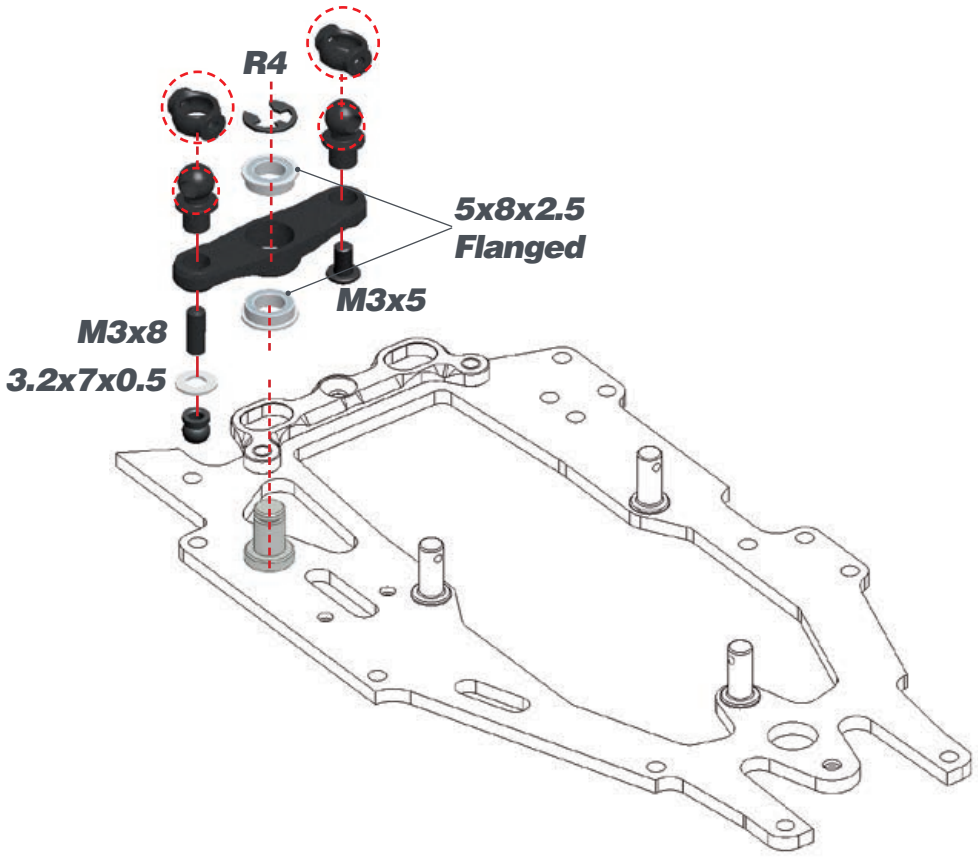
NOTE: When using Nimh or some Life receiver batteries, it is needed to raise the fueltank 2mm adding 2mm shims between the fuel tank mountings and the radio plate.



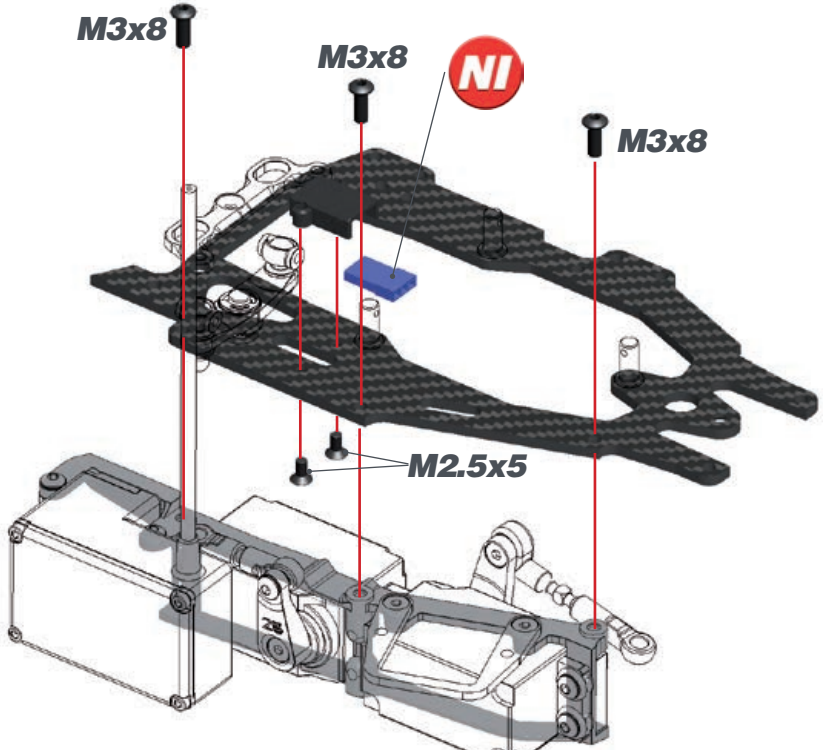




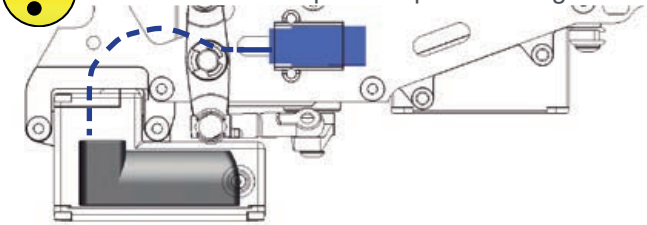
STEP 45

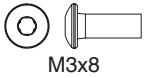


STEP 46

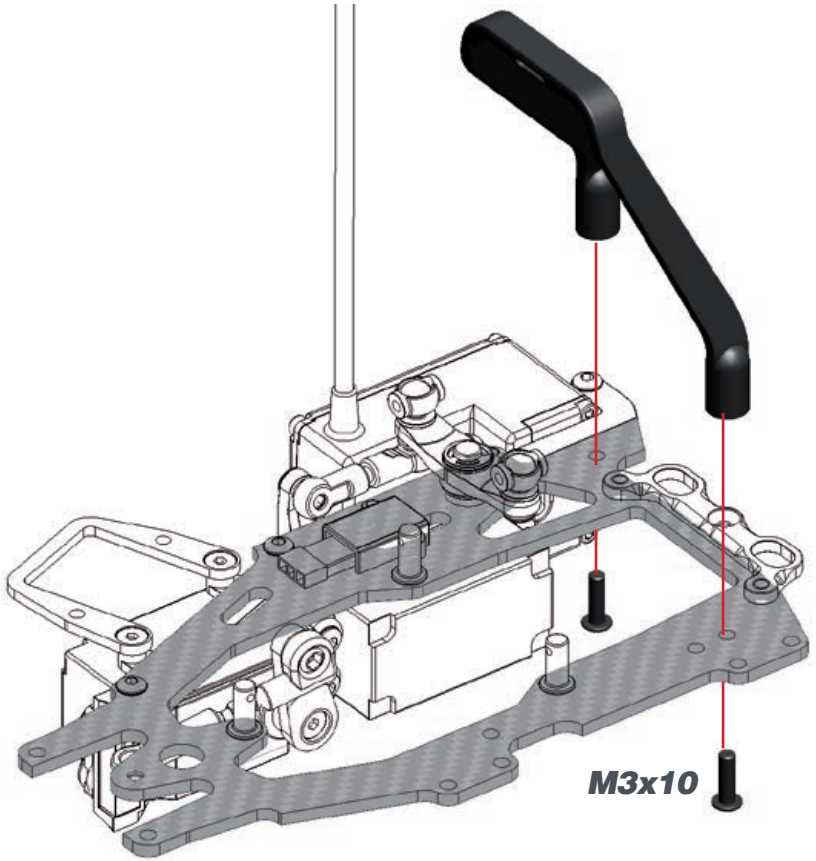


Note the receiver's power input wire diagram





STEP 47

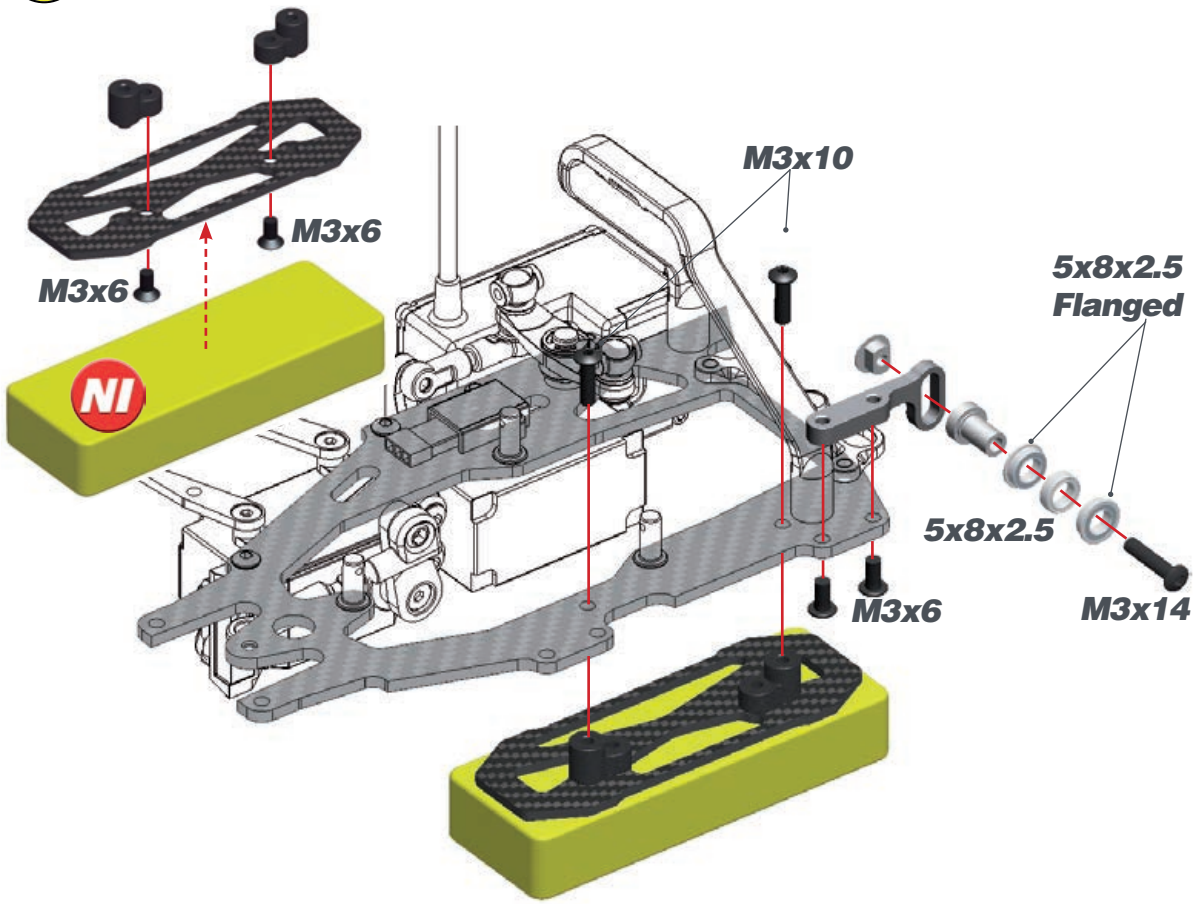


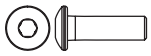
STEP 48

48.1

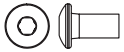
48.2

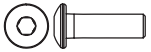
Use tape to mount the battery to the carbon support.




M3x10

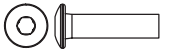

M3x6


M3x6

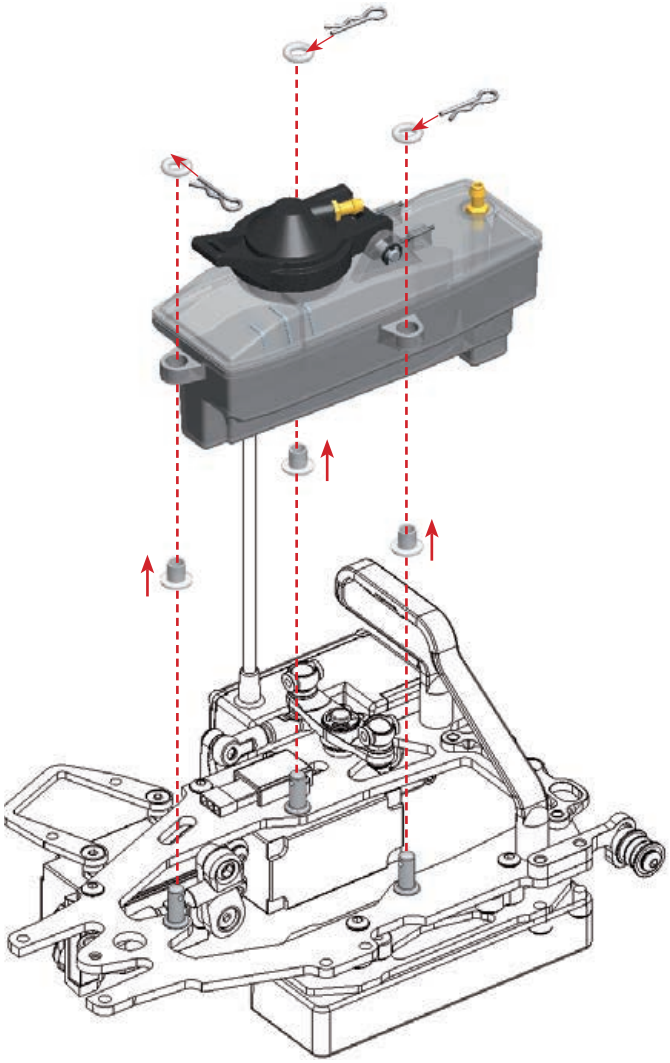

M3x10


5x8x2.5


5X8X2.5 Flanged

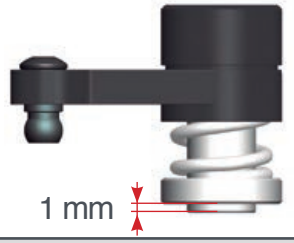

M3x14

STEP 49

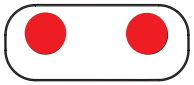


STEP 50 BAG 12

Preload the servo-saver-spring 1mm.

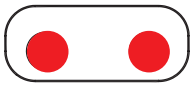


SERVOSAVER ACKERMANN INSERTS

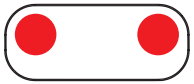


FORWARD NARROW

DEF. SETUP



REARWARD NARROW



FORWARD WIDE

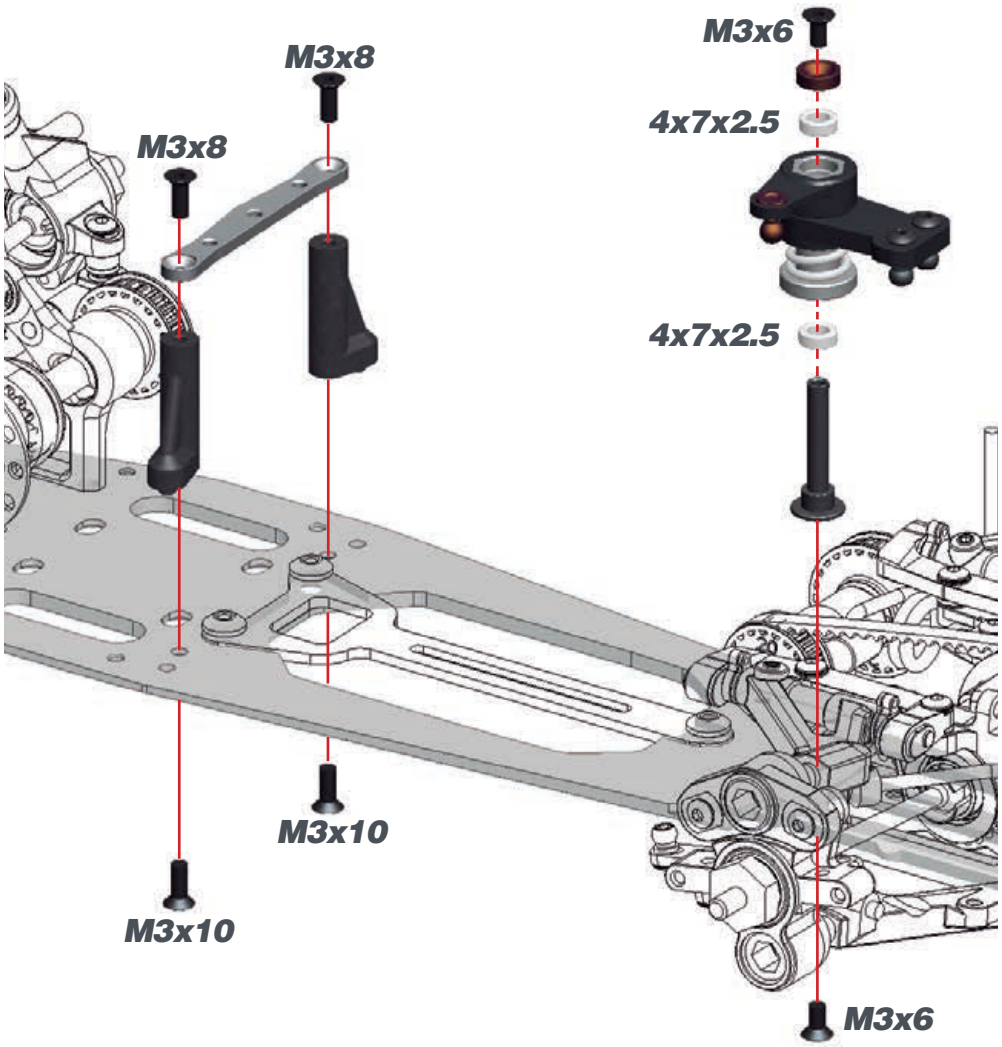
REARWARD WIDE

Clip small

M3x6

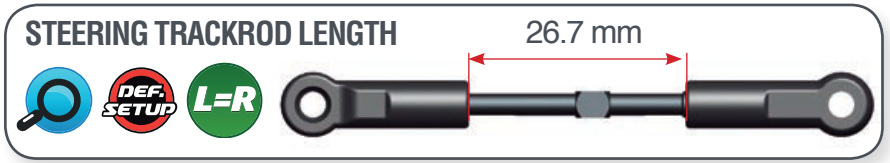
3x6x0.5

STEP 51

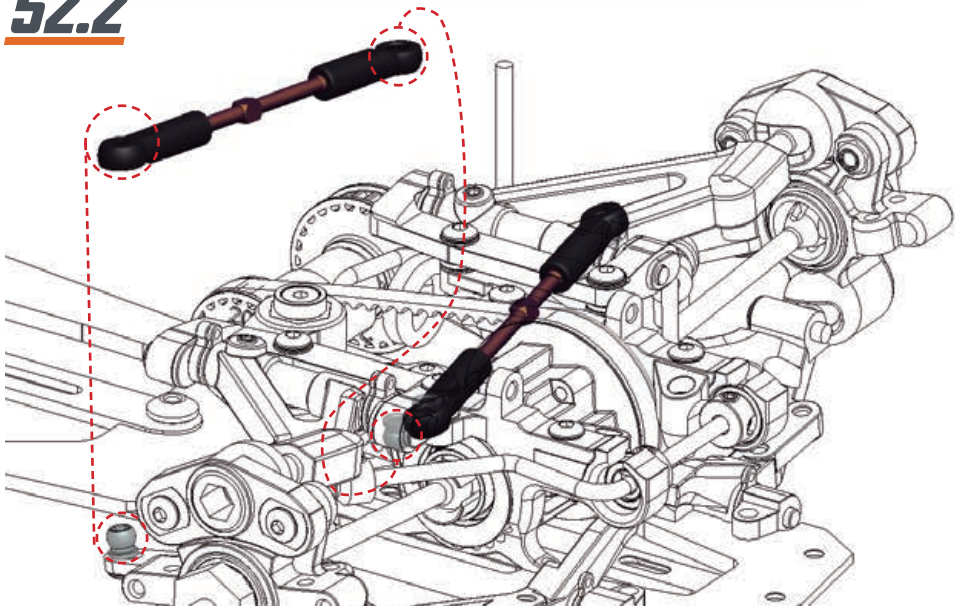


STEP 52

52.1

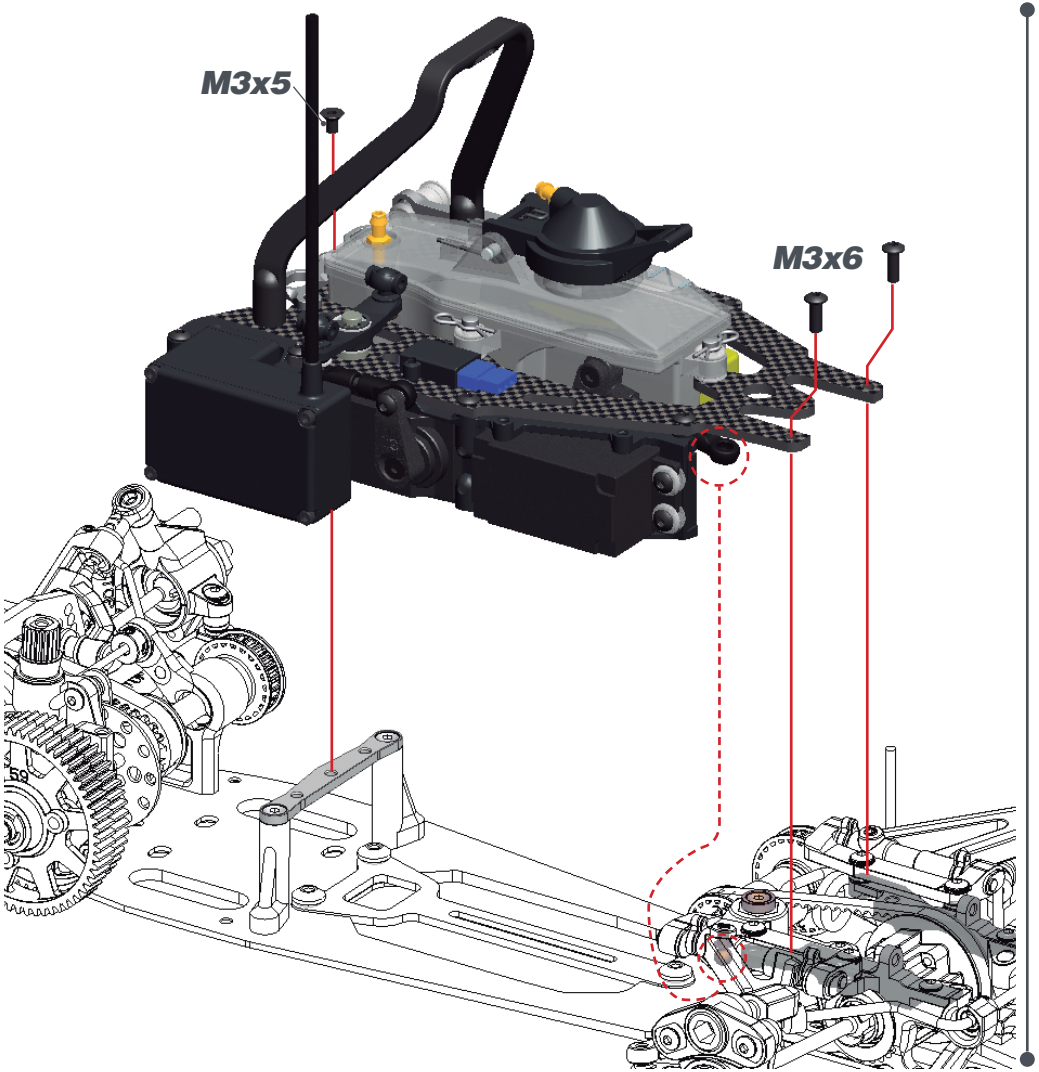


52.2



M3x8 M3x6 4X7X2.5 3x5x1

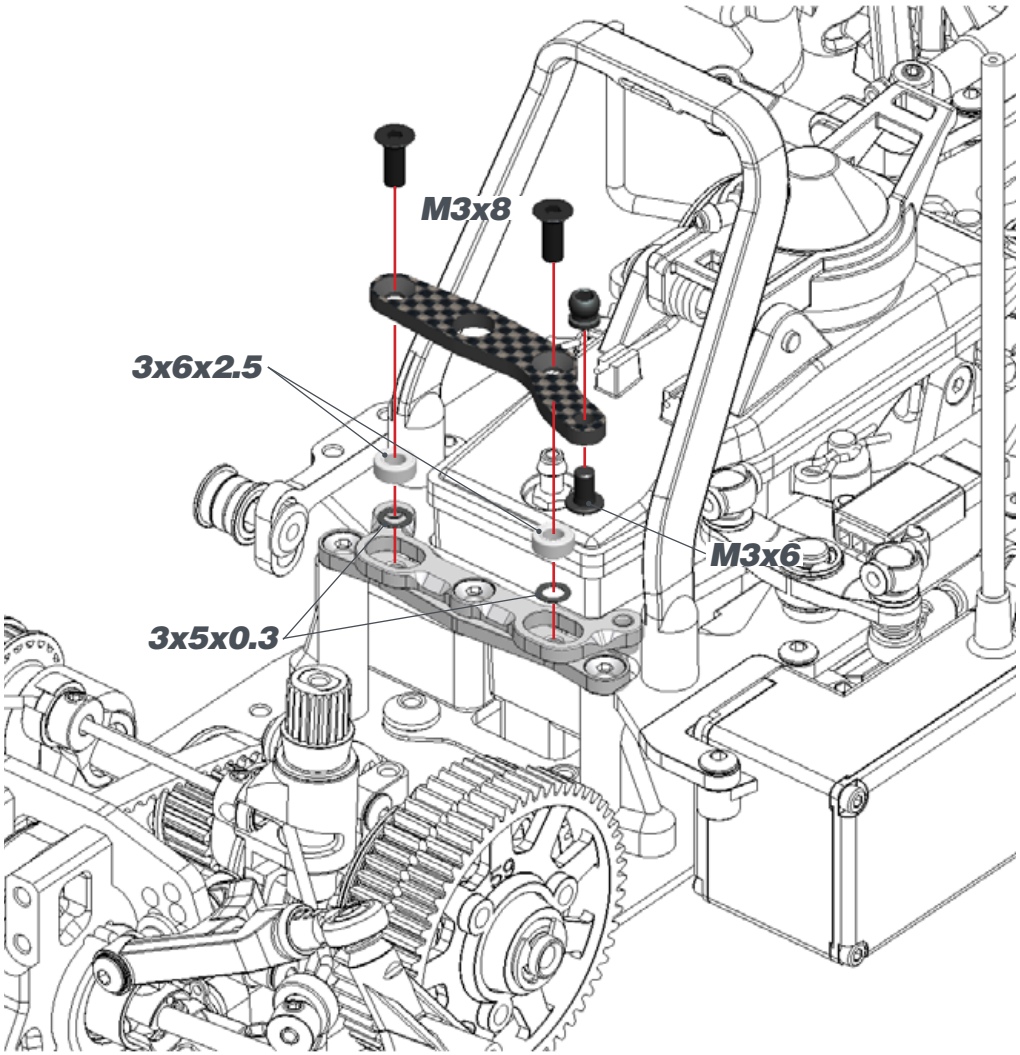
STEP 53



M3x6

M3x5

STEP 54



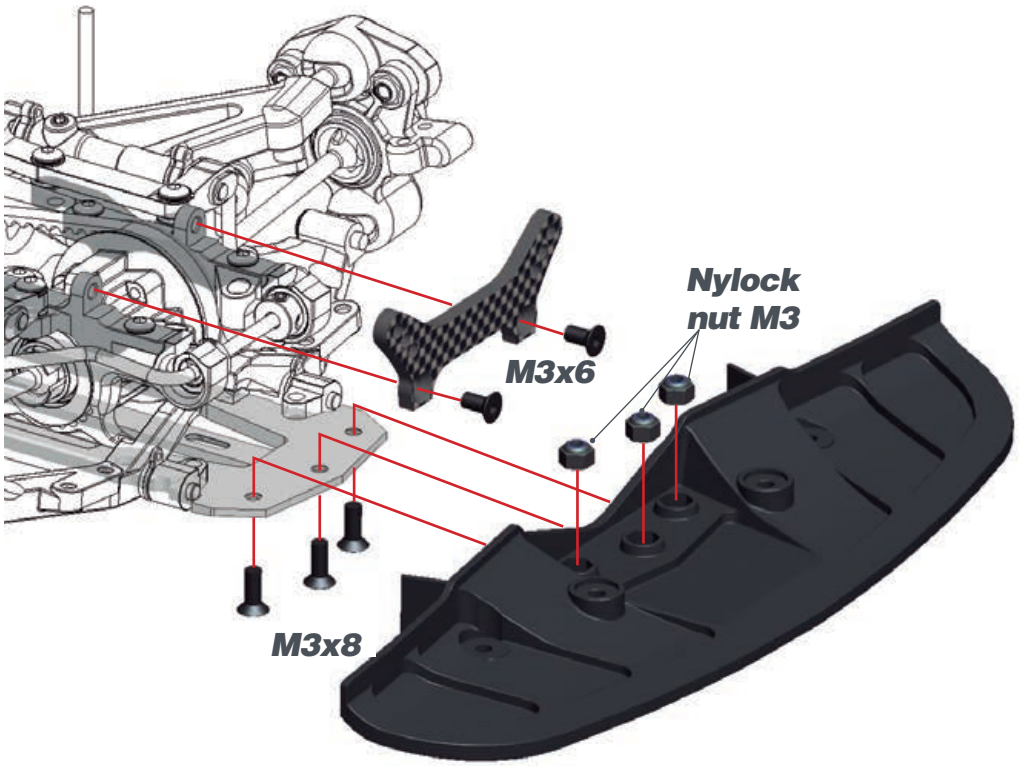
M3x8

3x6x2.5

3x5x0.3

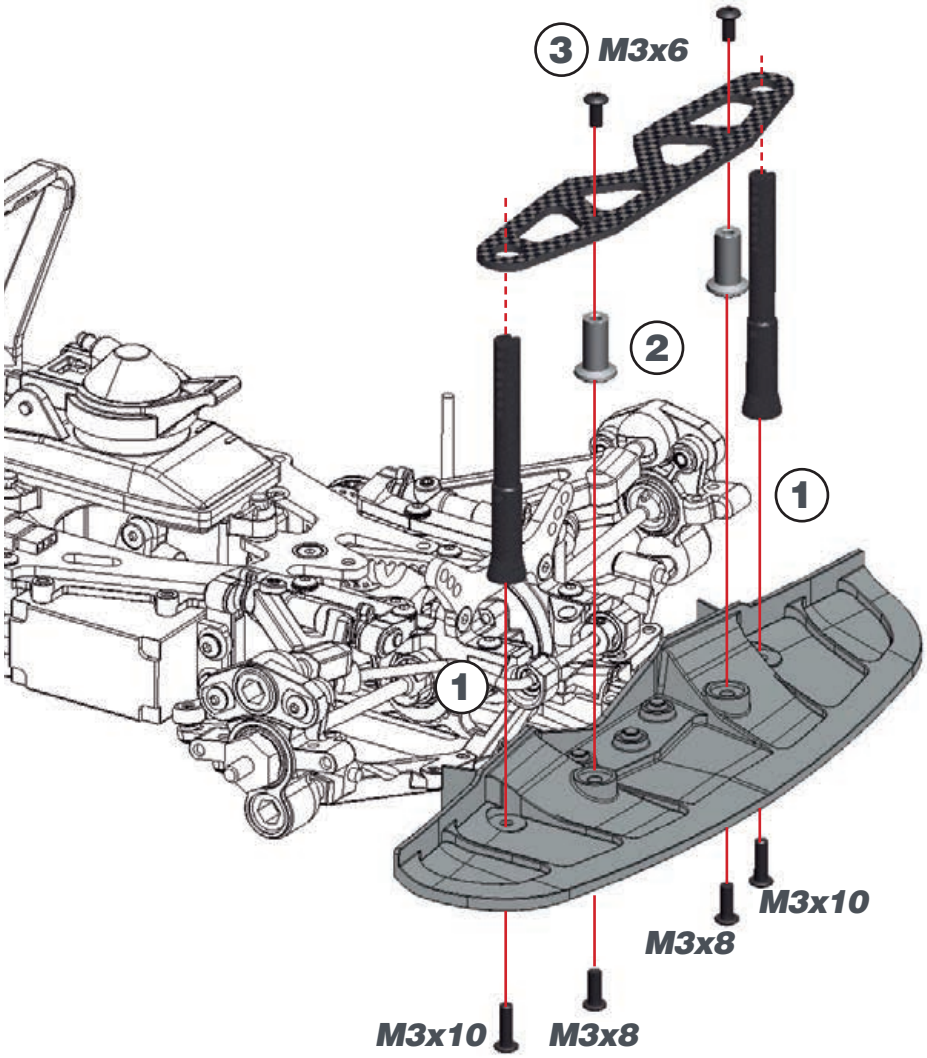
M3x6

STEP 55 BAG 13



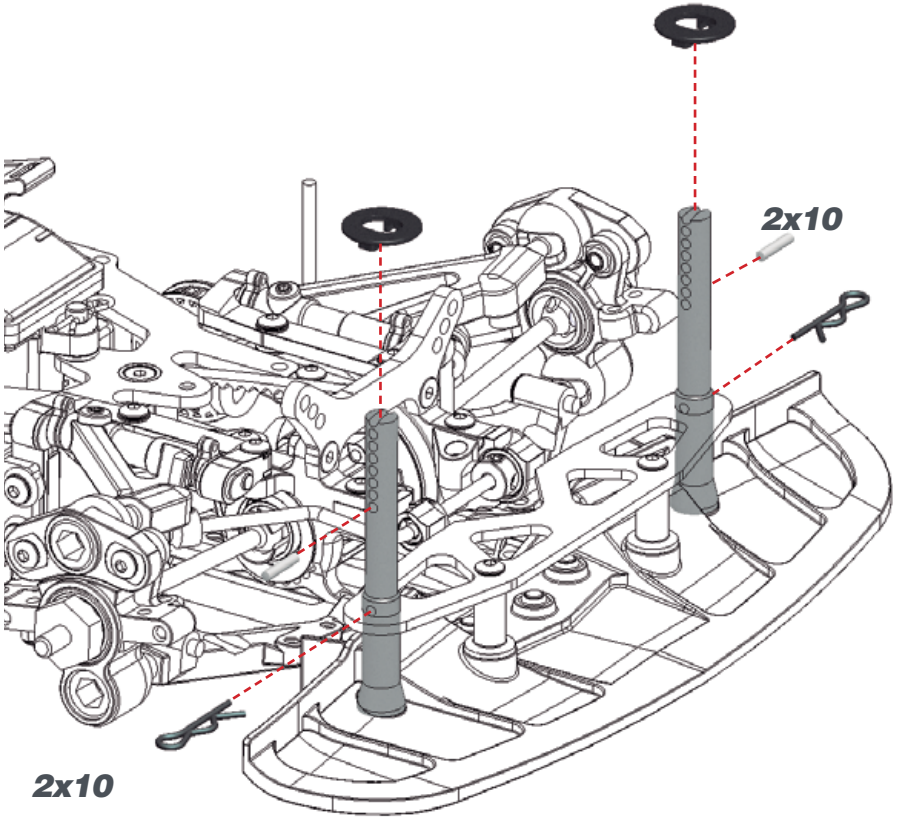
M3x8 M3x6 Nylock Nut M3

STEP 56

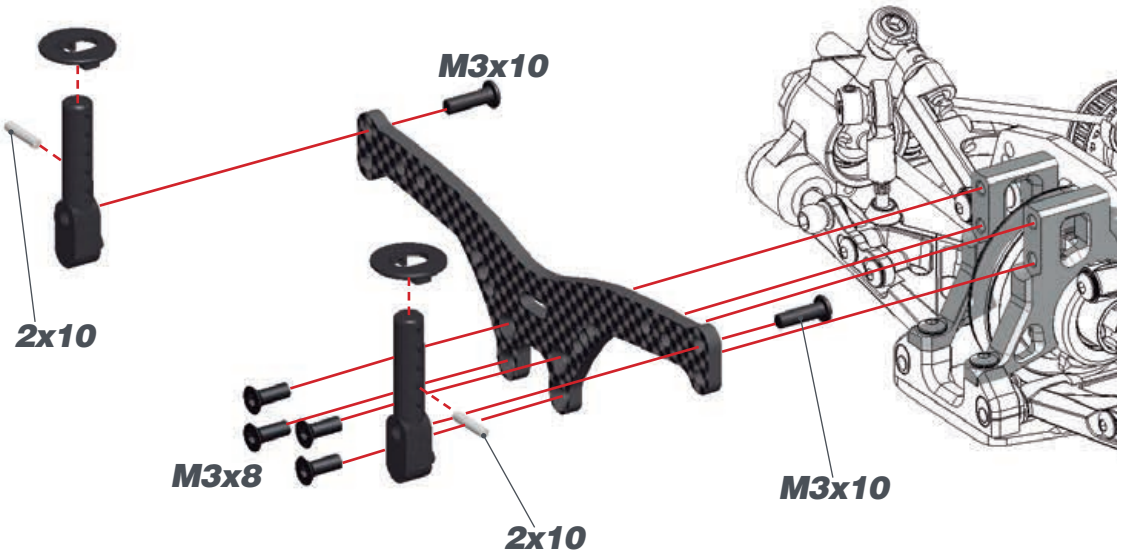


M3x6 M3x8 M3x10

STEP 57



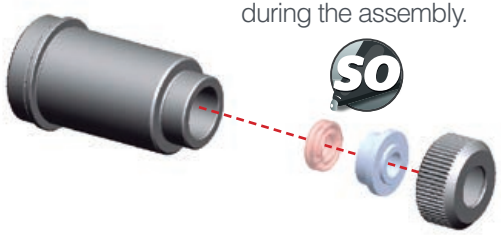
STEP 58



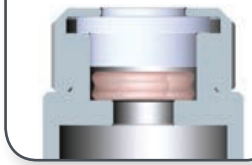
STEP 59 SHOCKS BAG

59.1

Use some silicone oil during the assembly.

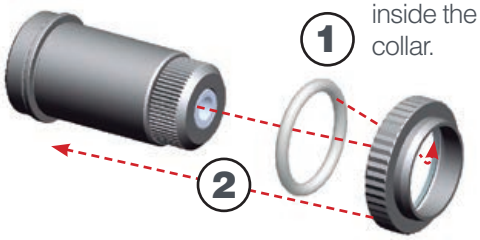


Note the correct orientation of the shock spacers .



59.2

Insert the o-ring inside the spring collar.

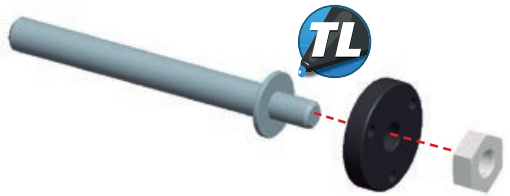


Note the correct position of the o-ring .

STEP 60

60.1

For the correct piston holes please check the default setupsheet.



60.2

Use some silicone oil during the assembly.

Nut M2.5

STEP 61

61.1

Push the shock top and the membrane into the shock cap.

62.2

1- Fill up with sillicone 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.

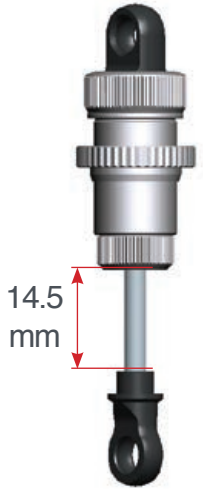
4- Close top only 3/4.

61.3

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

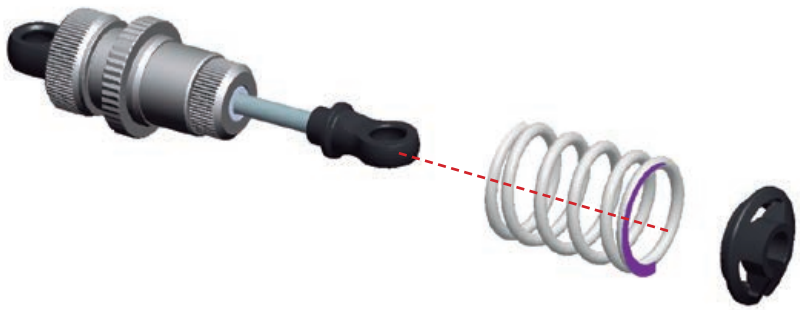
2- Close the shock cap completely.

SHOCKS LENGTH:
Measure the shock length fully extended.

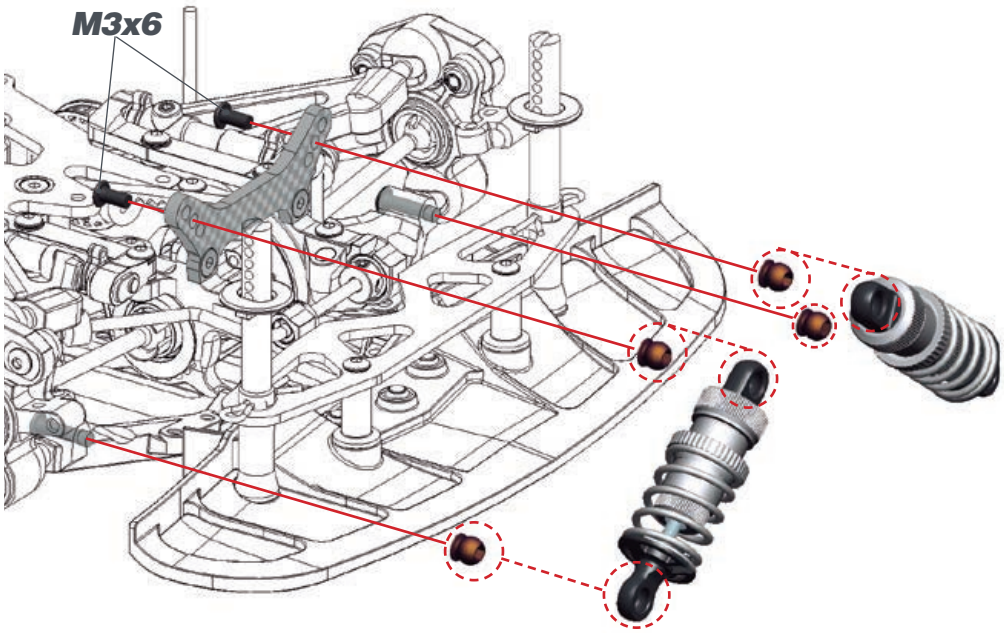


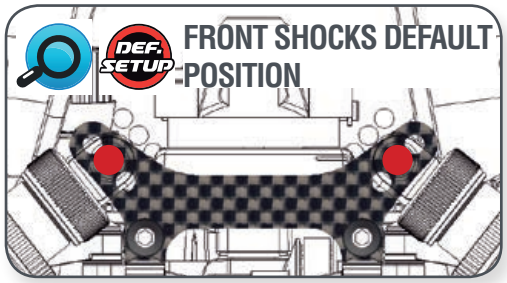
STEP 62

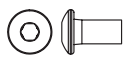
Assemble the spring and spring-cup (align correctly) to complete the shock.



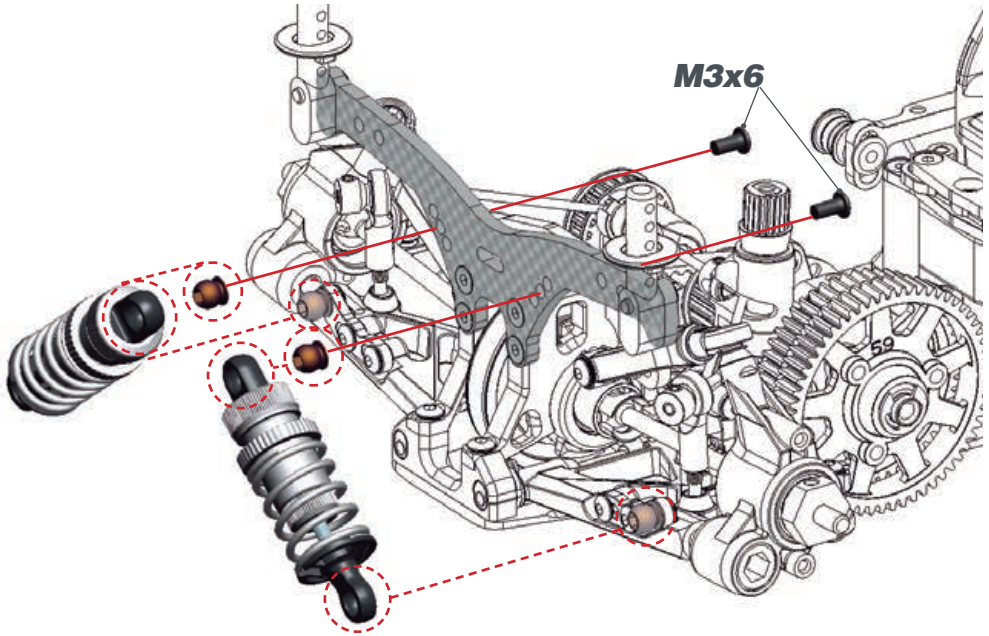
STEP 63

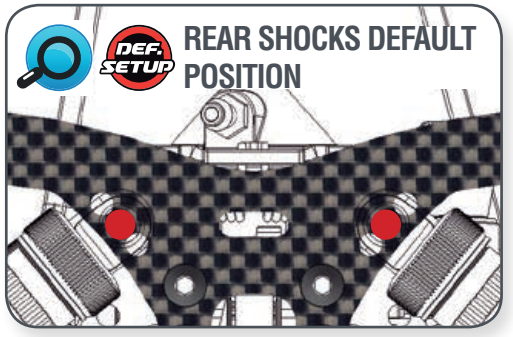


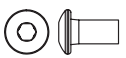



M3x6

STEP 64

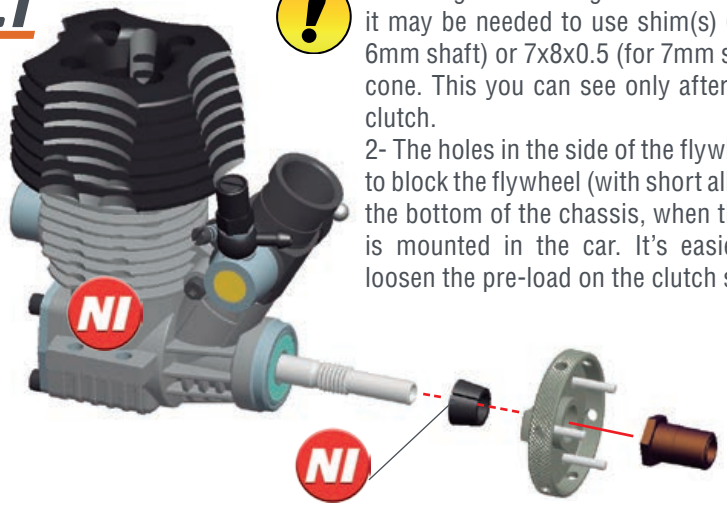





M3x6

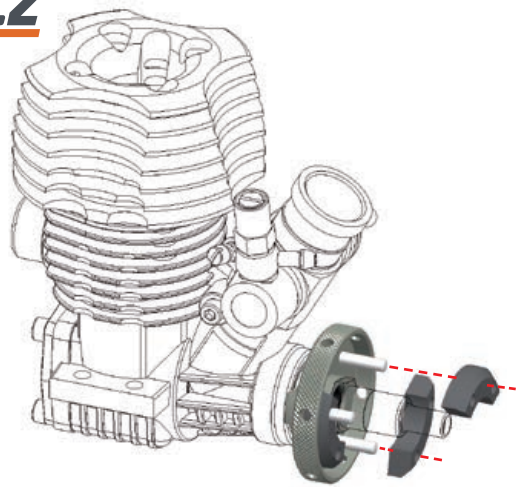
STEP 65 CLUTCH BAG

65.1

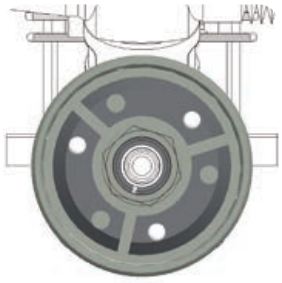


1- To align the clutchgears with the 2-speed gears, it may be needed to use shim(s) 6x8x0.5mm (for 6mm shaft) or 7x8x0.5 (for 7mm shaft) behind the cone. This you can see only after assembling the clutch.
2- The holes in the side of the flywheel can be used to block the flywheel (with short allen tool) through the bottom of the chassis, when the engine/clutch is mounted in the car. It's easier to tighten or loosen the pre-load on the clutch spring that way.

65.2

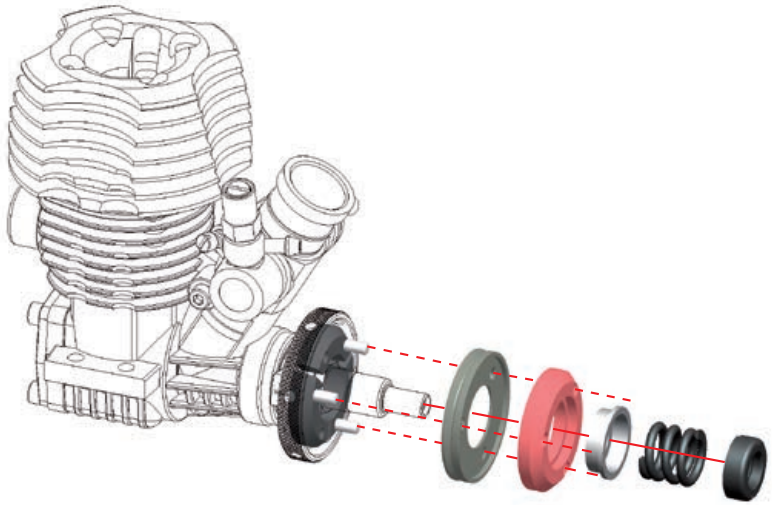


Note the orientation of the flyweights. Use the right hole for having a more aggresive clutch



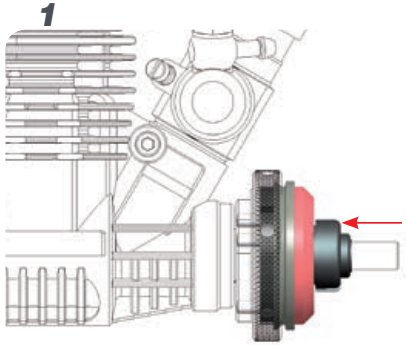
STEP 66

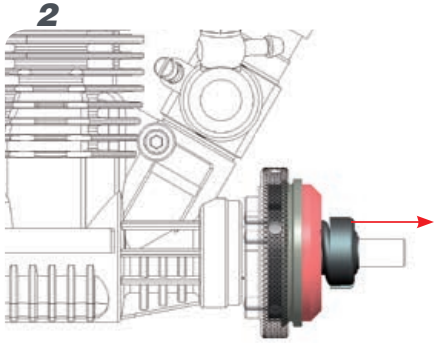
66.1



66.2

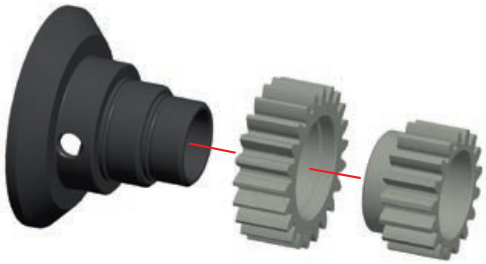
For adjusting the default clutch spring tension:
1- Screw in the adjusting nut all the way.
2- Unscrew it one and a half turns.
3- Fine tune the setup of your clutch on the track according to your driving style, track and weather conditions.

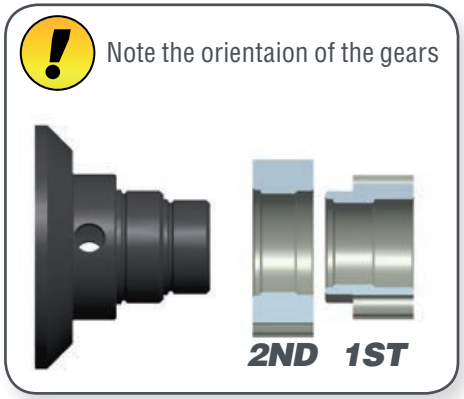




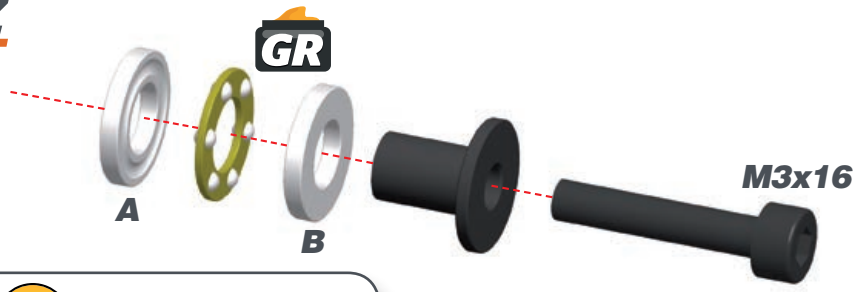
STEP 67

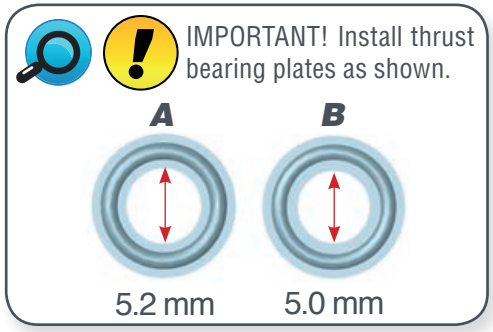
67.1





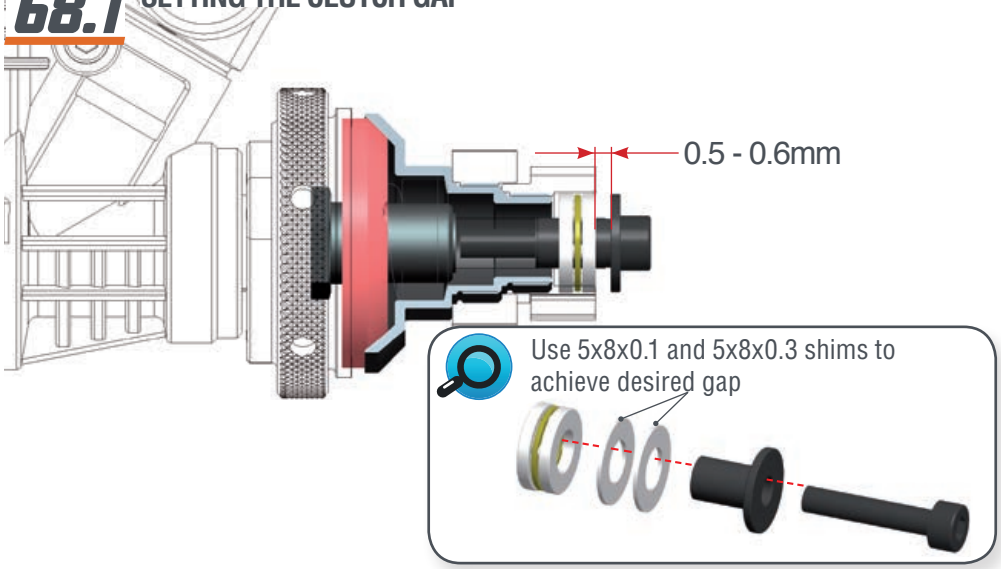
67.2



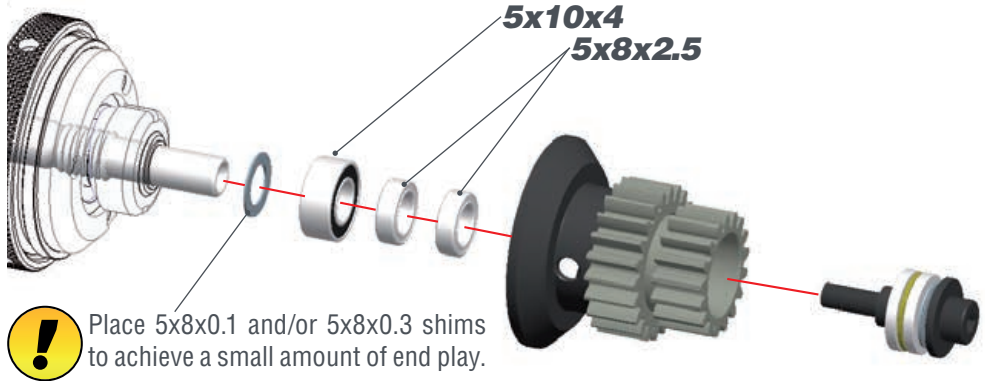


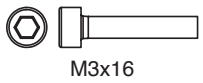
STEP 68

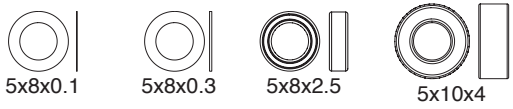
68.1 SETTING THE CLUTCH GAP



68.2 SETTING THE CLUTCH END PLAY



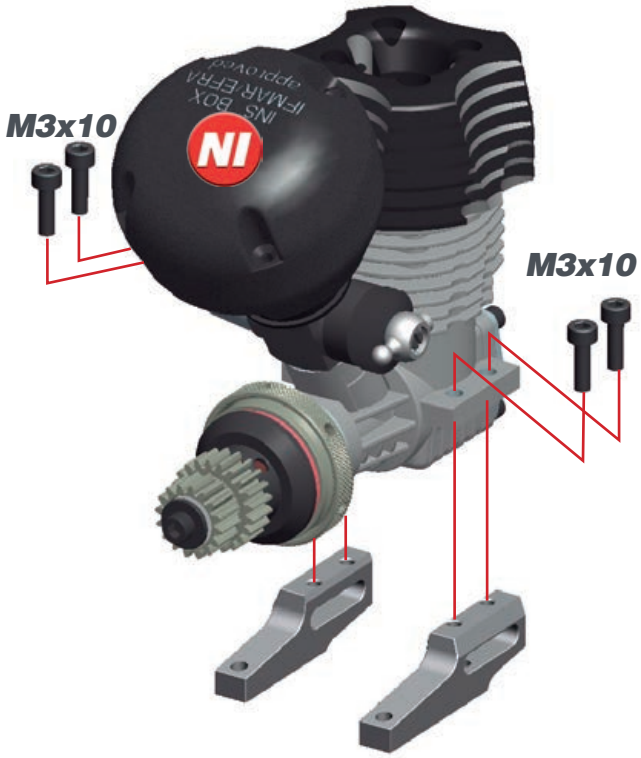




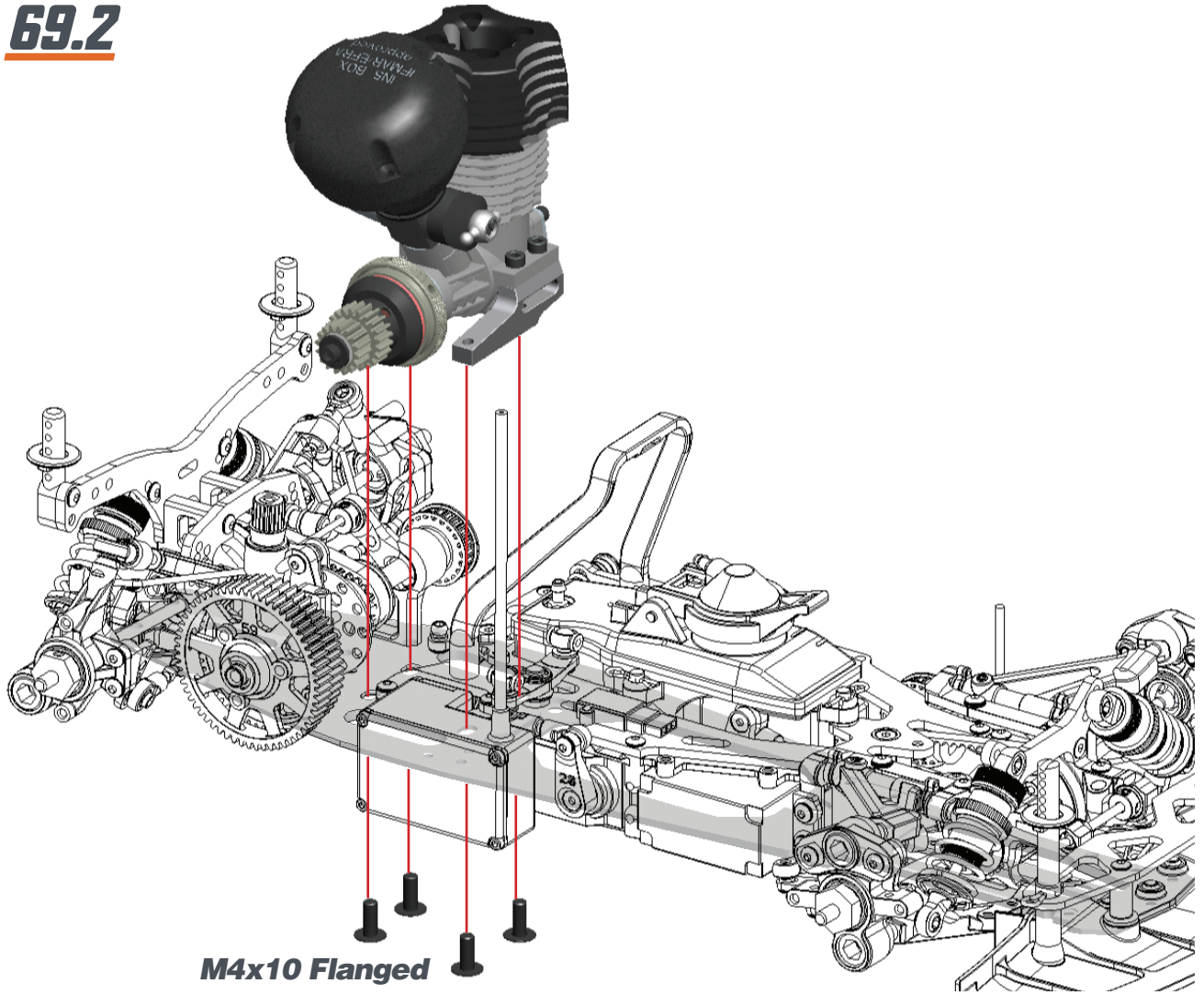
FINAL ASSEMBLY

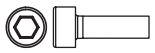
STEP 69 BAG 14

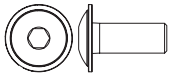
69.1



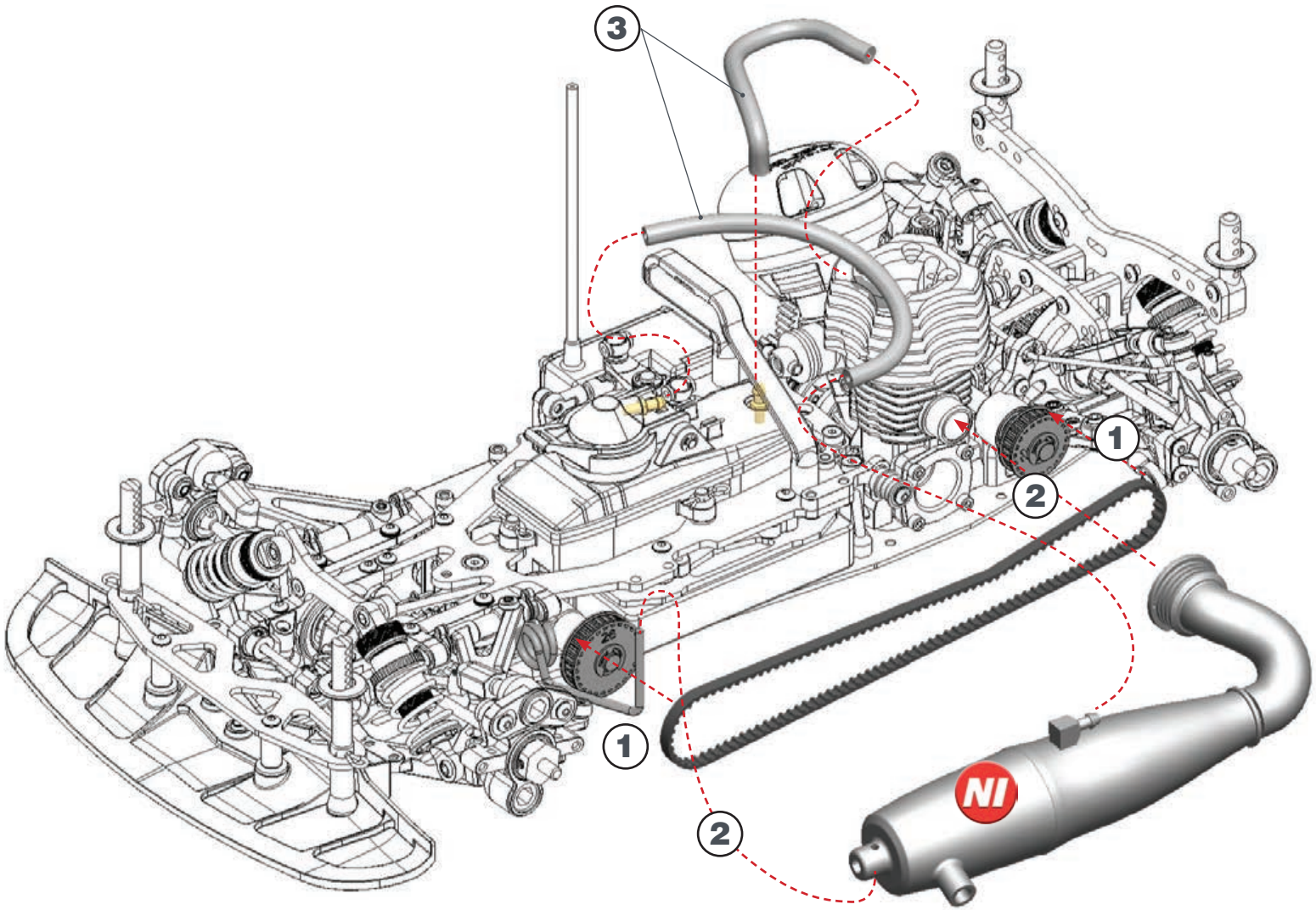
69.2




M3x10


M4X10 Flanged

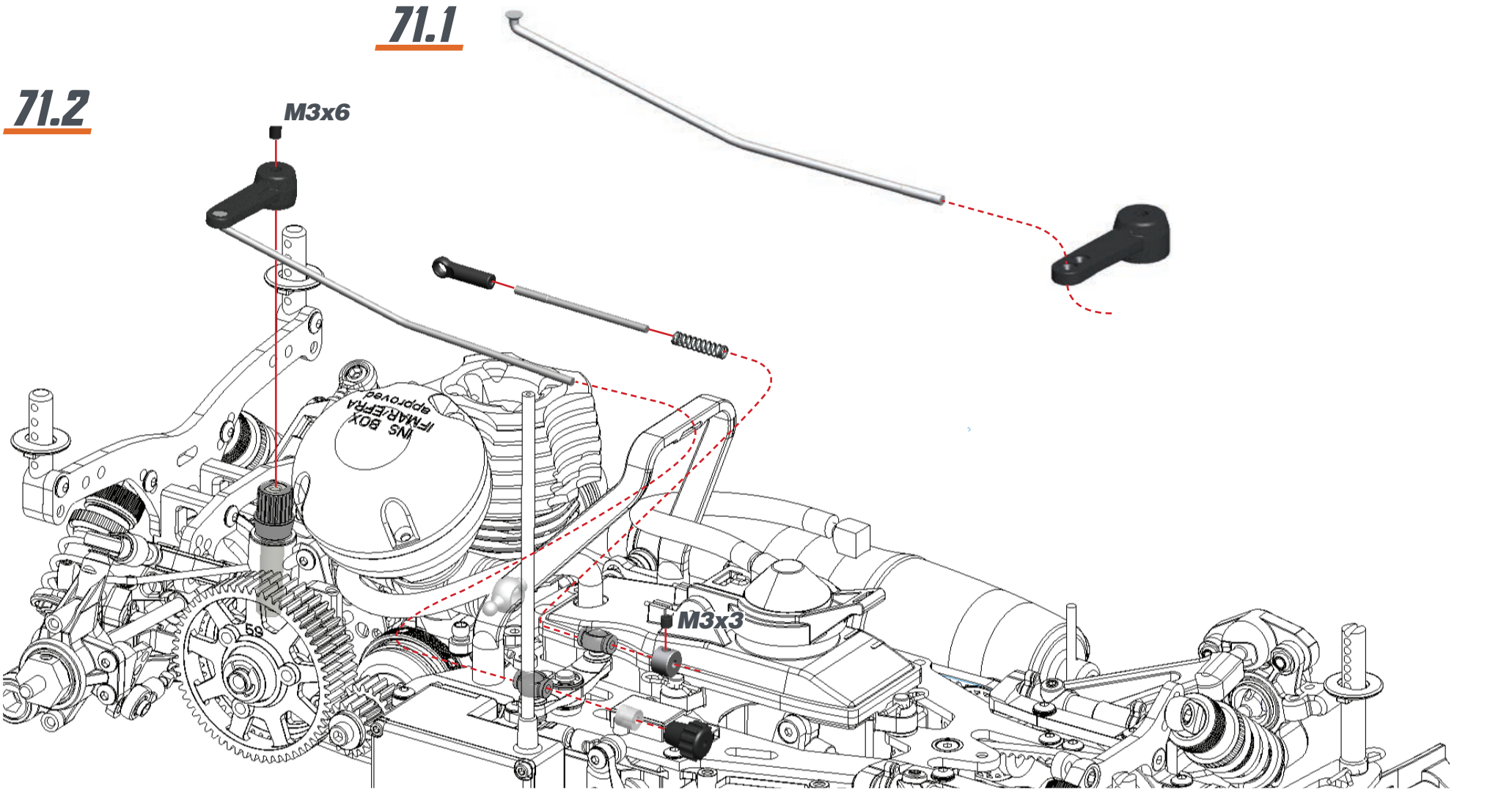
STEP 70



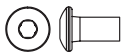
STEP 71

71.1

71.2

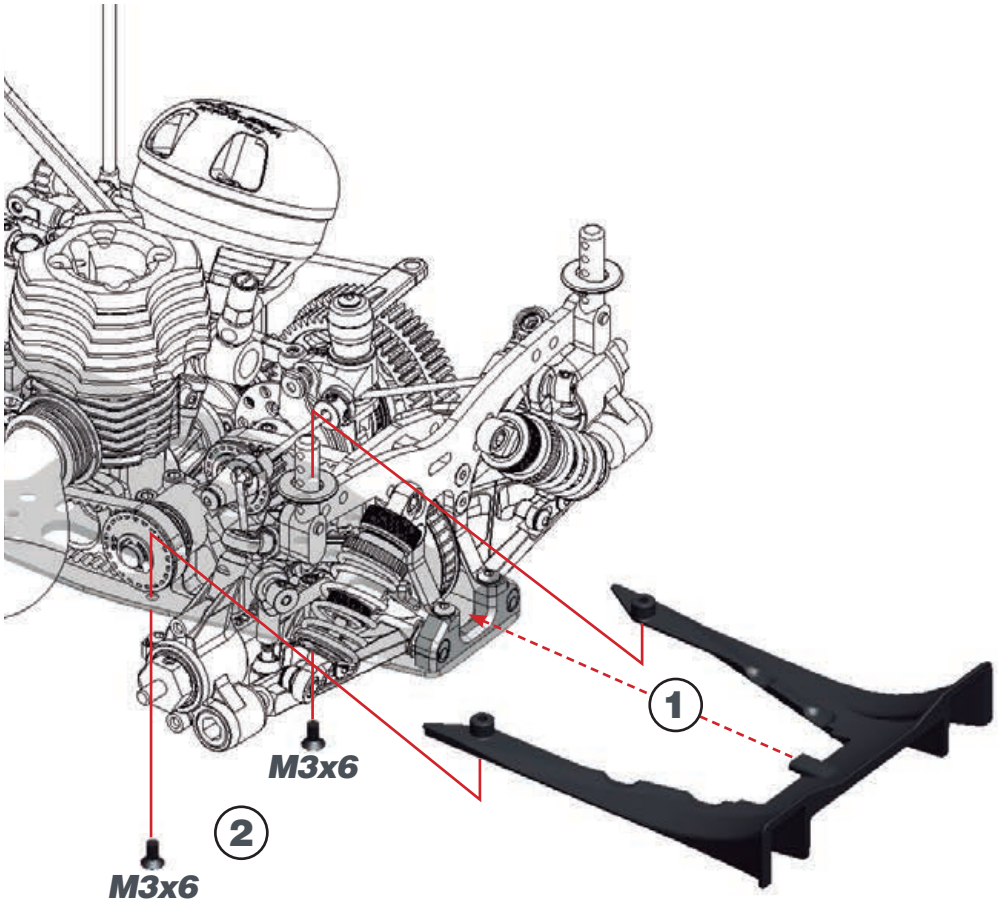


M3x3



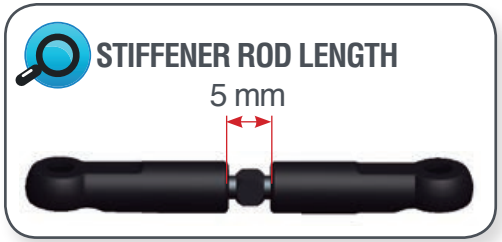
M3x6

STEP 72

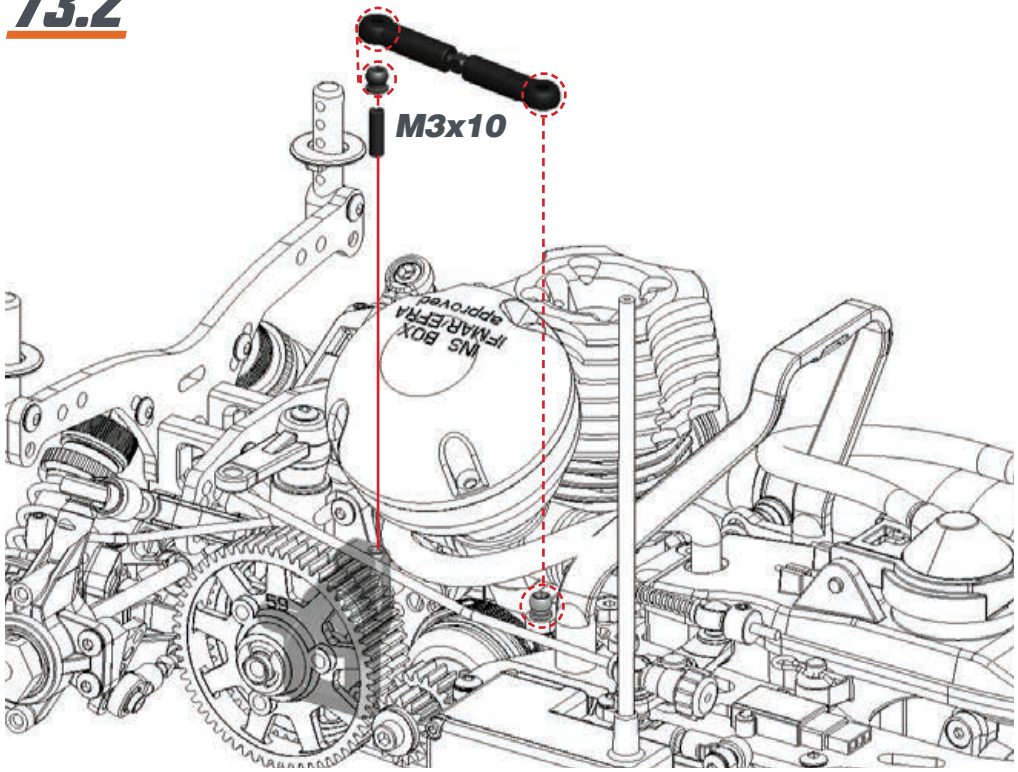


STEP 73

73.1



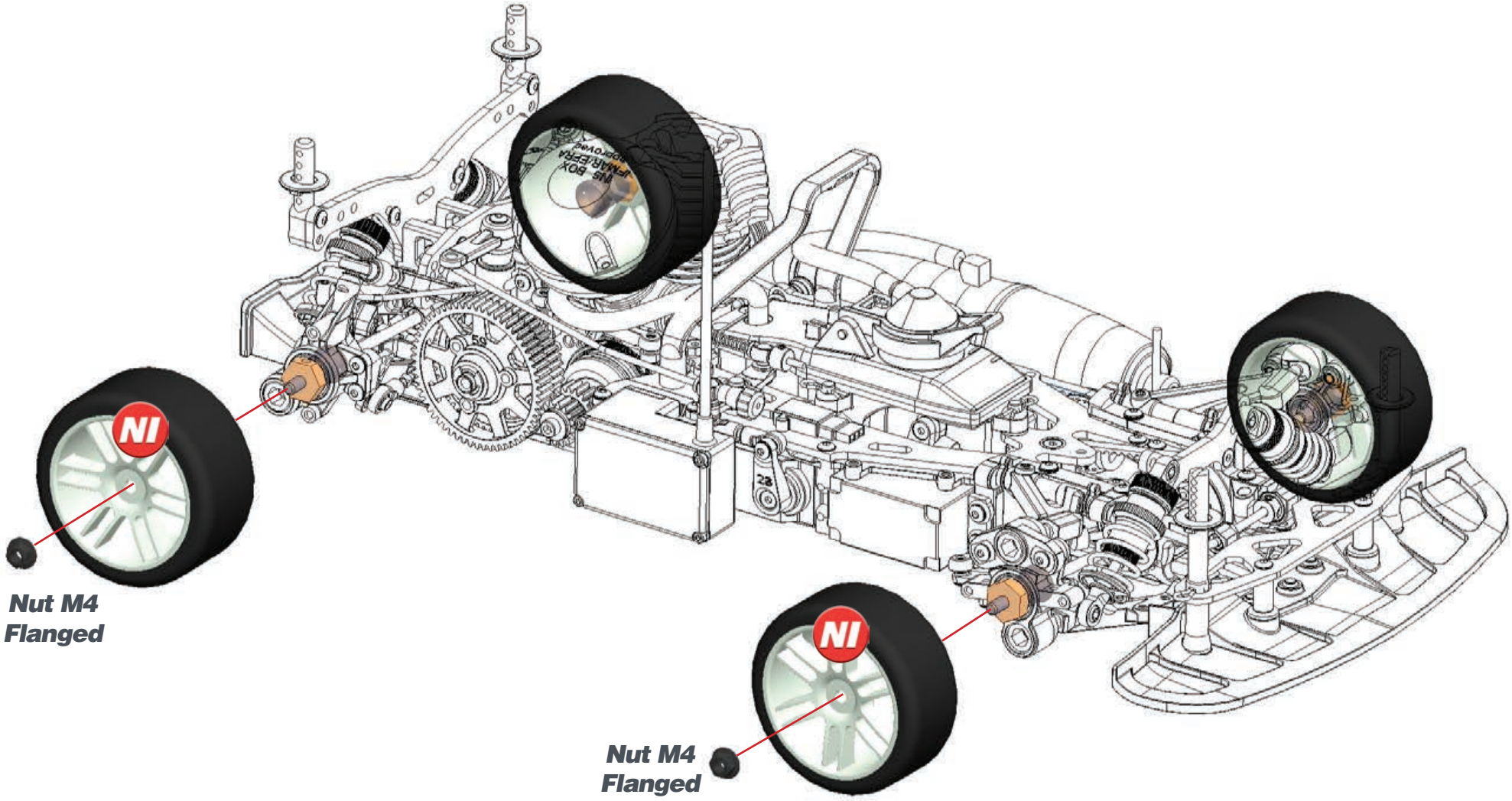
73.2




M3x6


M3x10

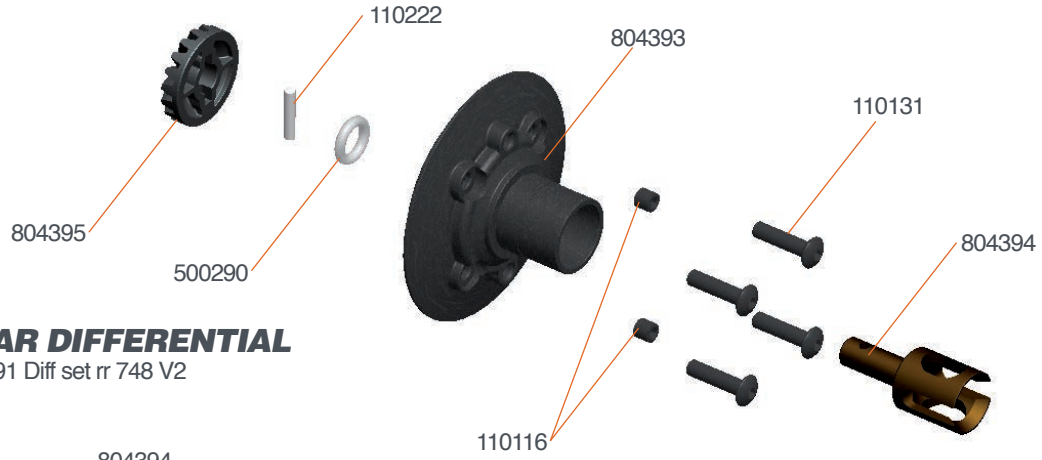
STEP 74



Nut M4
Flanged

INDEX

DIFFERENTIAL EXPLODED VIEW



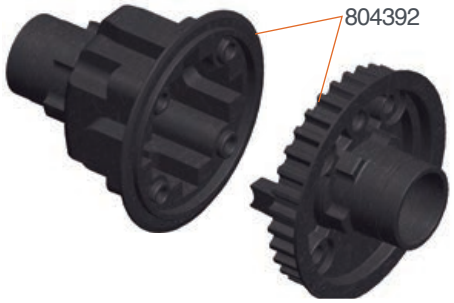
REAR DIFFERENTIAL

804391 Diff set rr 748 V2

804390 Diff set fr 748 V2

FRONT DIFFERENTIAL

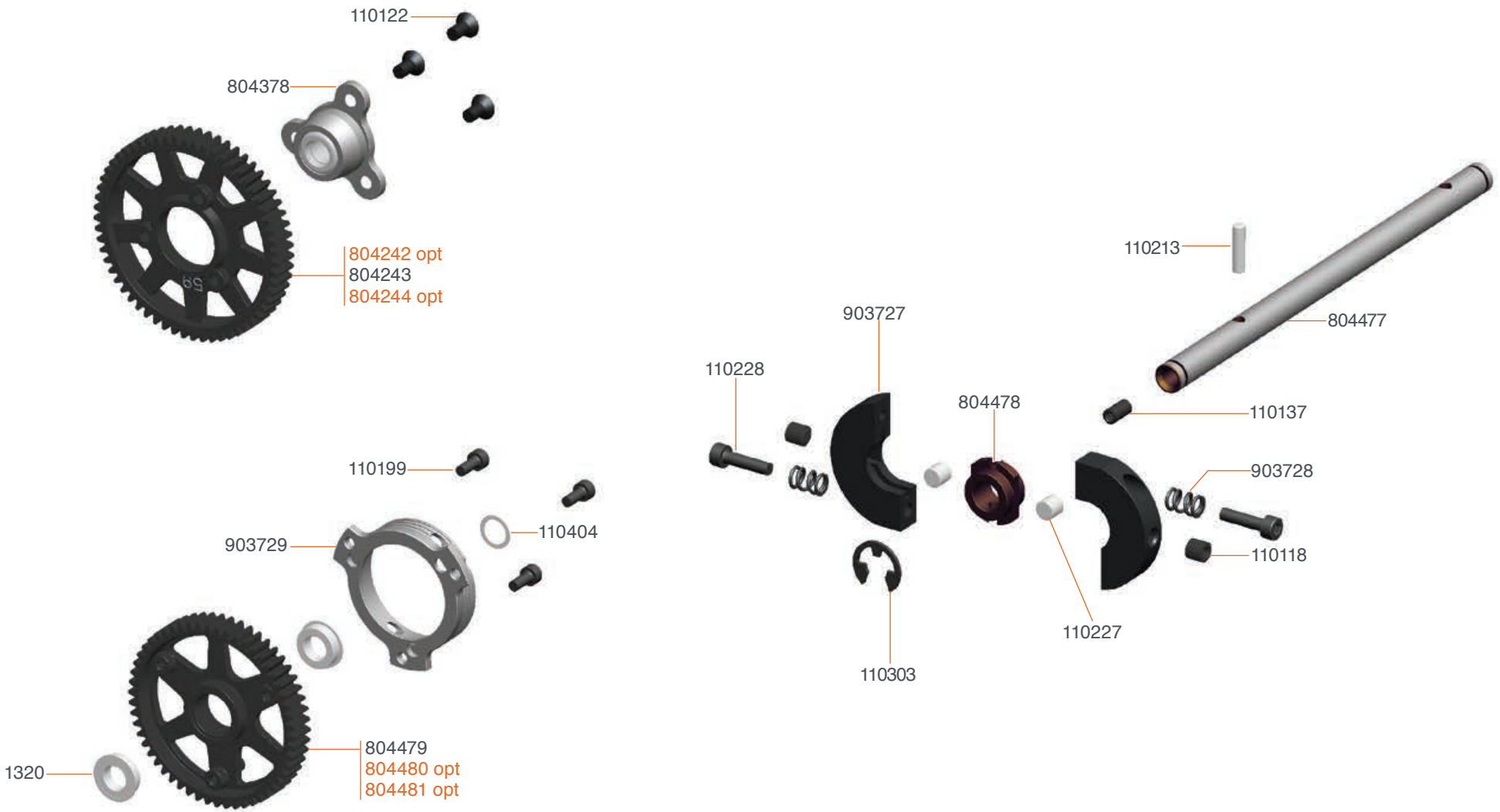
804390 Diff set fr 748 V2



OPT

804374 Solid axle set front alu
804375 Solid axle front alu
804376 Solid axle outdrive (2)
804440 Diff set rr 750 arrowspace magnesium
804442 Diff housing rr 750 arrowspace magnesium
804444 Diff pulley 40T rr arrowspace magnesium
804450 Oneway diff fr S7XX
804451 Oneway diff housing fr
804452 Oneway diff outdrive (2)
804453 Oneway diff fr gear (2)
804454 Pully 33T fr S7XX
804455 Oneway diff housing o-ring (5)
804456 Oneway diff outdrive o-ring (5)

GEARBOX EXPLODED VIEW



OPT

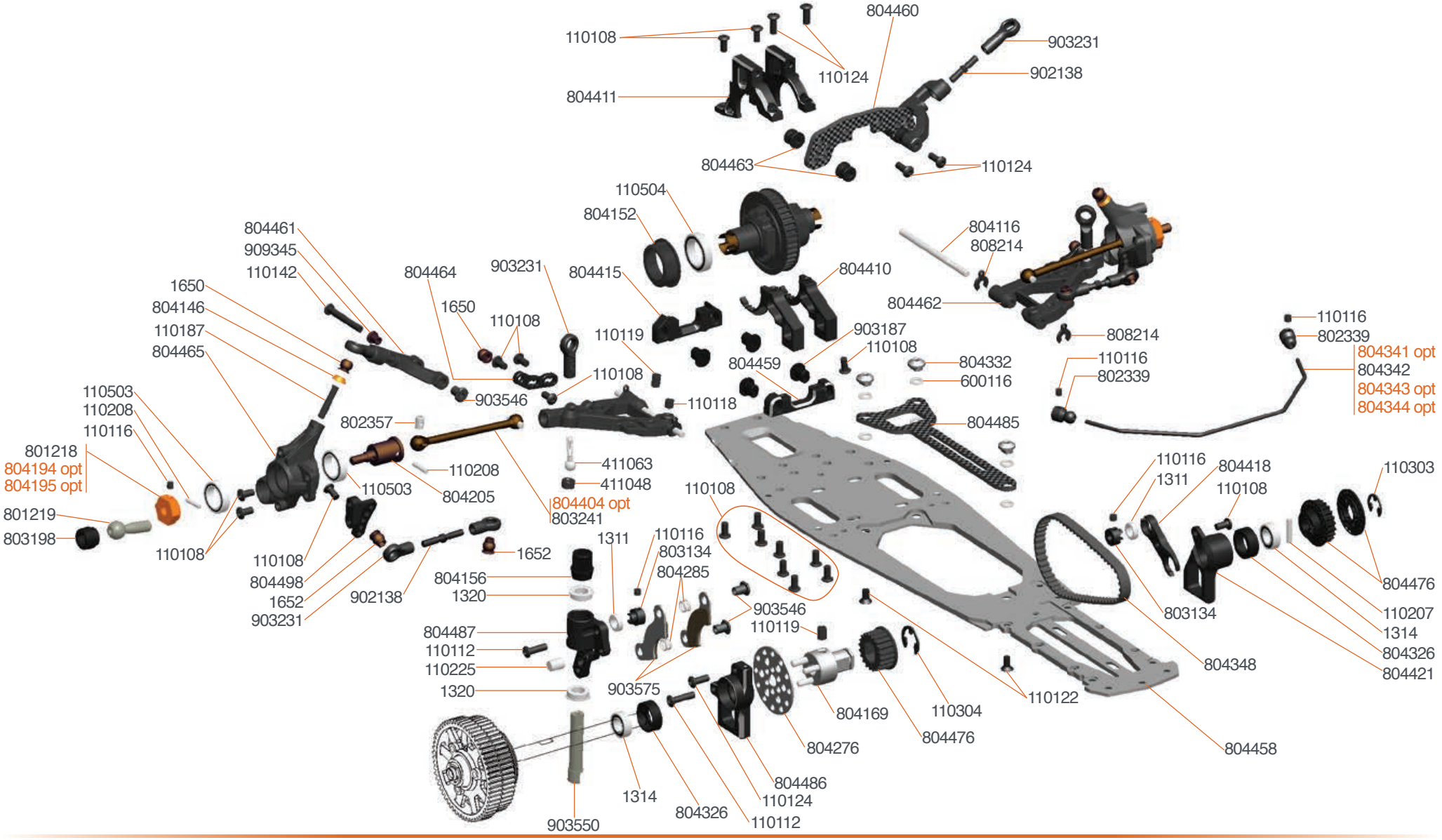
804242 2-Speed gear 58T SL6
804244 2-Speed gear 60T SL6
804480 2-Speed gear 55T SL6 XLI Gen2
804481 2-Speed gear 53T SL6 XLI Gen2
804482 2-speed set SL6 XLI Gen2
804497 2-speed gear set SL6 XLI (6)

SHOCKS EXPLODED VIEW

OPT

160297 Spring grey TC
160298 Spring black TC
160299 Spring green TC
160300 Spring white
160301 Spring yellow
160302 Spring orange
160304 Spring Pink
160305 Spring blue
160306 Spring purple
160310 Spring-set L23 (5x2)
160147 Shock onroad big bore bushing LF (4)

REAR EXPLODED VIEW



OPT

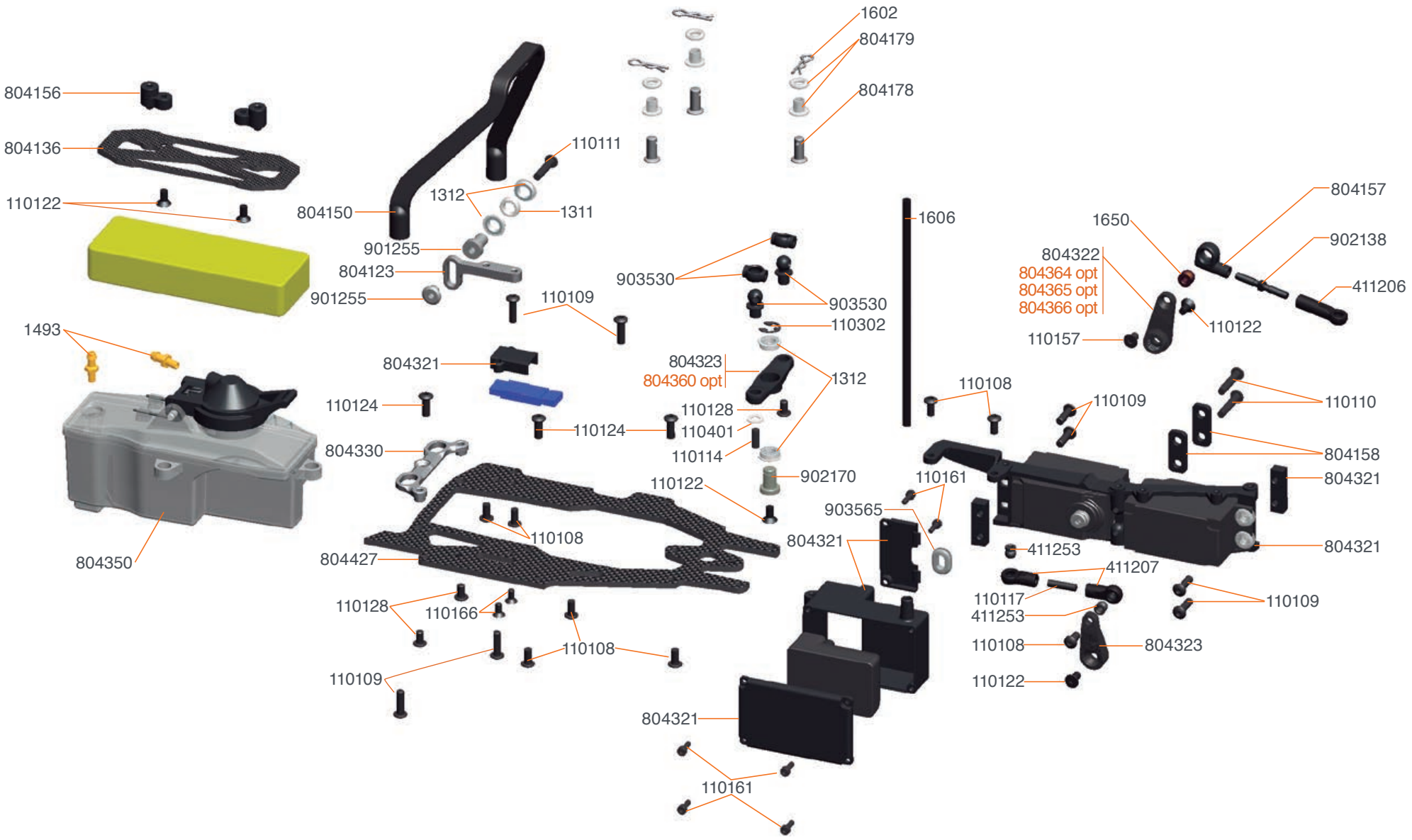
803240 CVD-set Pro (2)
804194 Wheel hexagon +1mm (4)
804195 Wheel hexagon -1mm (4)
804341 Antiroll bar 1.6 RR 748
804343 Antiroll bar 2.0 RR 748
804344Antiroll bar 2.2 RR 748

804354 Rim cover RR 748 (2)
804440 Diff set rr 750 arrowspace magnesium
804442 Diff housing rr 750 arrowspace magnesium
804444 Diff pulley 40T rr arrowspace magnesium

804446 Wheelaxle set CVD alu 0mm V2 (2)
804447 Wheelaxle CVD alu V2 (2)
804448 Wheel hexacon CVD 0mm V2 (2)
804449 Wheel hexacon CVD -1mm V2 (2)
804457 Screwset titanium S750 EVO (165)
804489 Suspension bracket rr fr wide alu

S750 EVO
804490 Rearplate alu wide S750 EVO
804492 Chassis weight 25gr S750 EVO

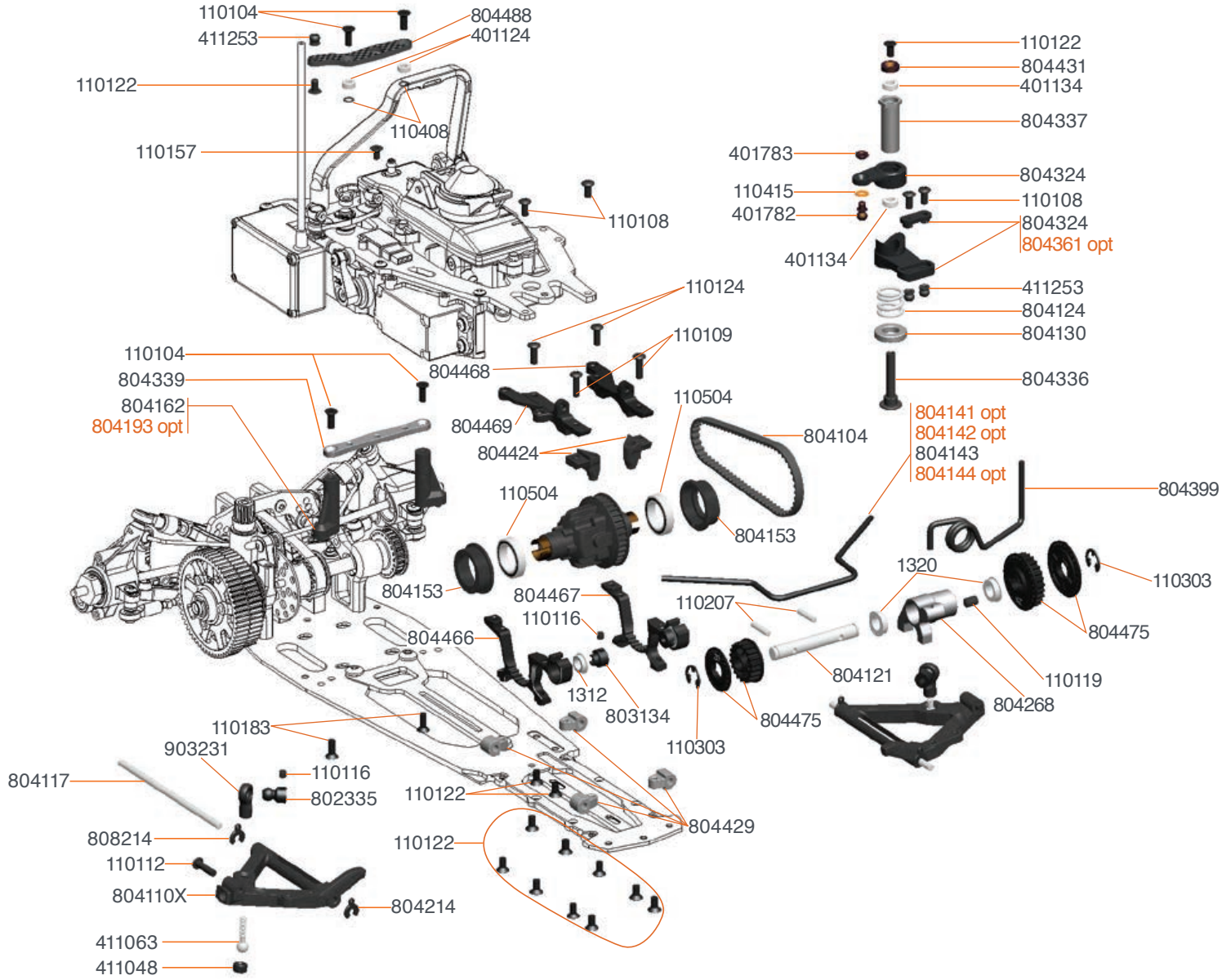
RADIO EXPLODED VIEW



OPT

804360 Throttle lever alu
804364 Servo lever steering alu 23T 748
804365 Servo lever steering alu 24T 748
804366 Servo lever steering alu 25T 748
804457 Screwset titanium S750 EVO (165)

FRONT I EXPLODED VIEW



OPT

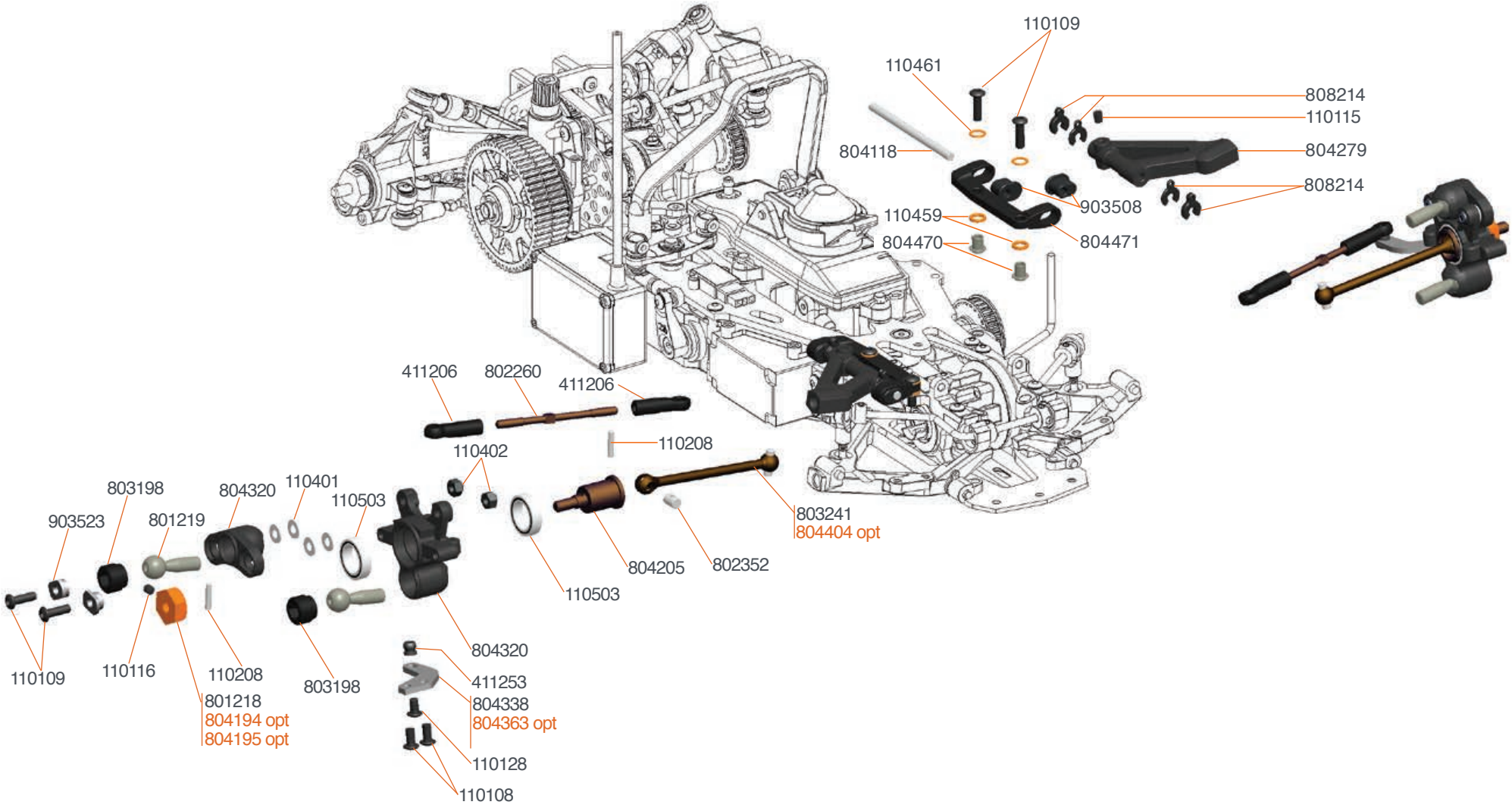
804141 Anti-rollbar FR 1.8mm
804142 Anti-rollbar FR 2.2mm
804144 Anti-rollbar FR 2.8mm
804193 Radioplate support alu
804361 Servosaver bottom alu

804374 Solid axle set front alu
804375 Solid axle front alu
804376 Solid axle outdrive (2)
804400 Suspension bracket FR brass
804450 Oneway diff fr S7XX

804451 Oneway diff housing fr
804452 Oneway diff outdrive (2)
804453 Oneway diff fr gear (2)
804454 Pully 33T fr S7XX
804455 Oneway diff housing o-ring (5)

804456 Oneway diff outdrive o-ring (5)
804457 Screwset titanium S750 EVO (165)

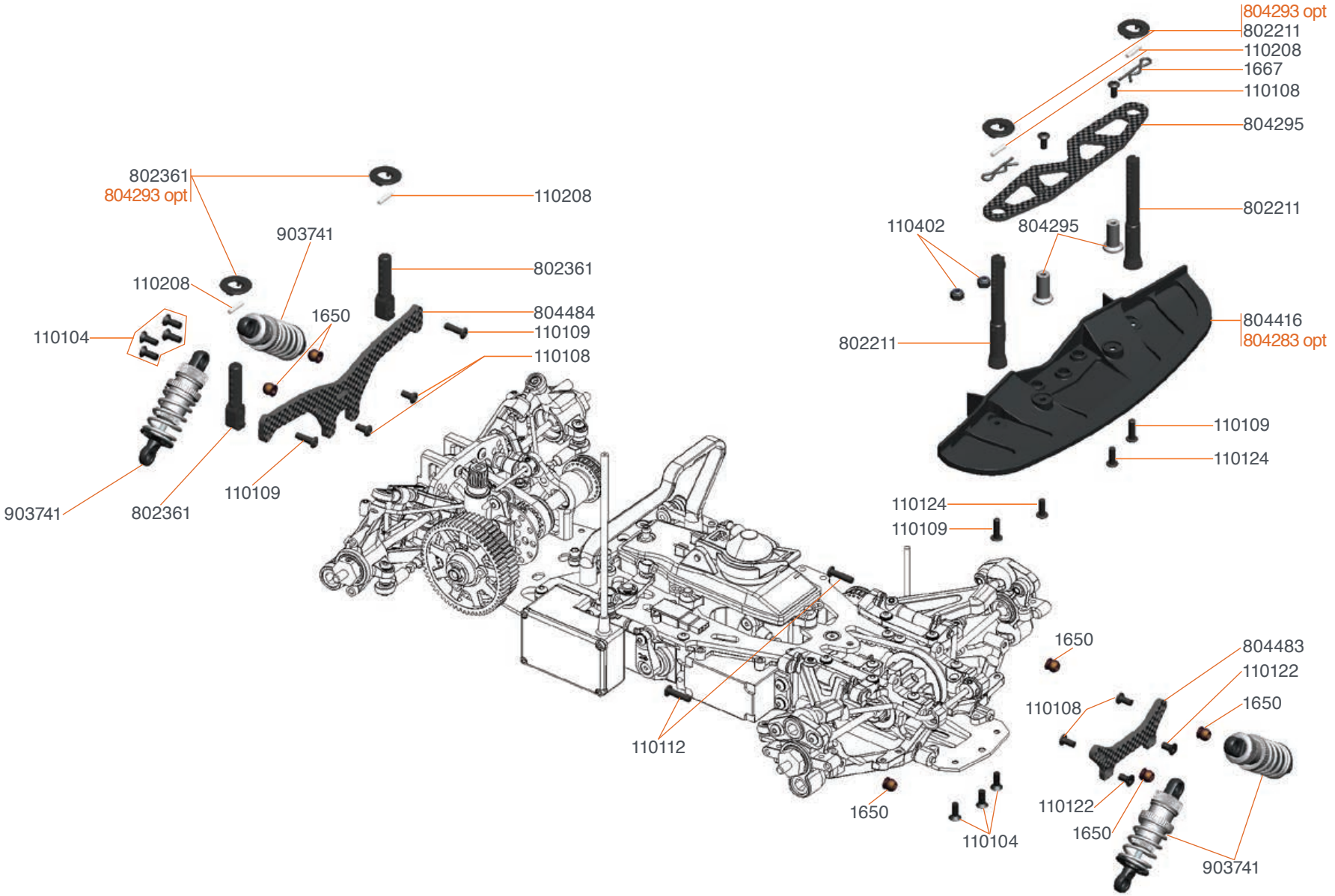
FRONT II EXPLODED VIEW



OPT

804194 Wheel hexagon +1mm (4)
804195 Wheel hexagon -1mm (4)
803240 CVD-set Pro (2)
804353 Rim cover FR 748 (2)
804363 Steeringblock lever carbon 748 (2)
804404 Driveshaft CVD alu (2)
804446 Wheelaxle set CVD alu 0mm V2 (2)
804447 Wheelaxle CVD alu V2 (2)
804448 Wheel hexacon CVD 0mm V2 (2)
804449 Wheel hexacon CVD -1mm V2 (2)

SHOCKS MOUNTING EXPLODED VIEW



OPT

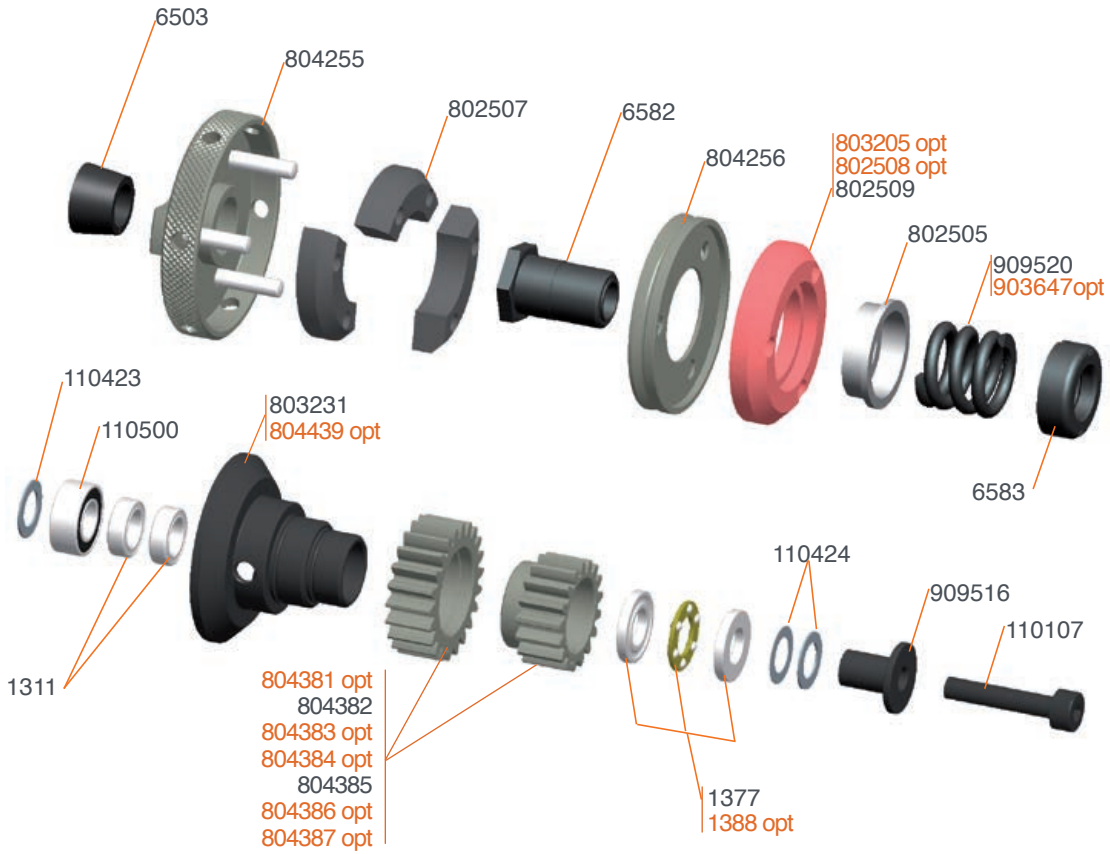
804283 Bumper 747
804293 Body support washers med + high (5+5)
804457 Screwset titanium S750 EVO (165)

804493 Heave bracket rr L+R alu S750 EVO
804494 Heave bracket fr L+R alu S750 EVO
804495 Heave demper set rear S750 EVO

804496 Heave demper set front S750 EVO

CLUTCH EXPLODED VIEW

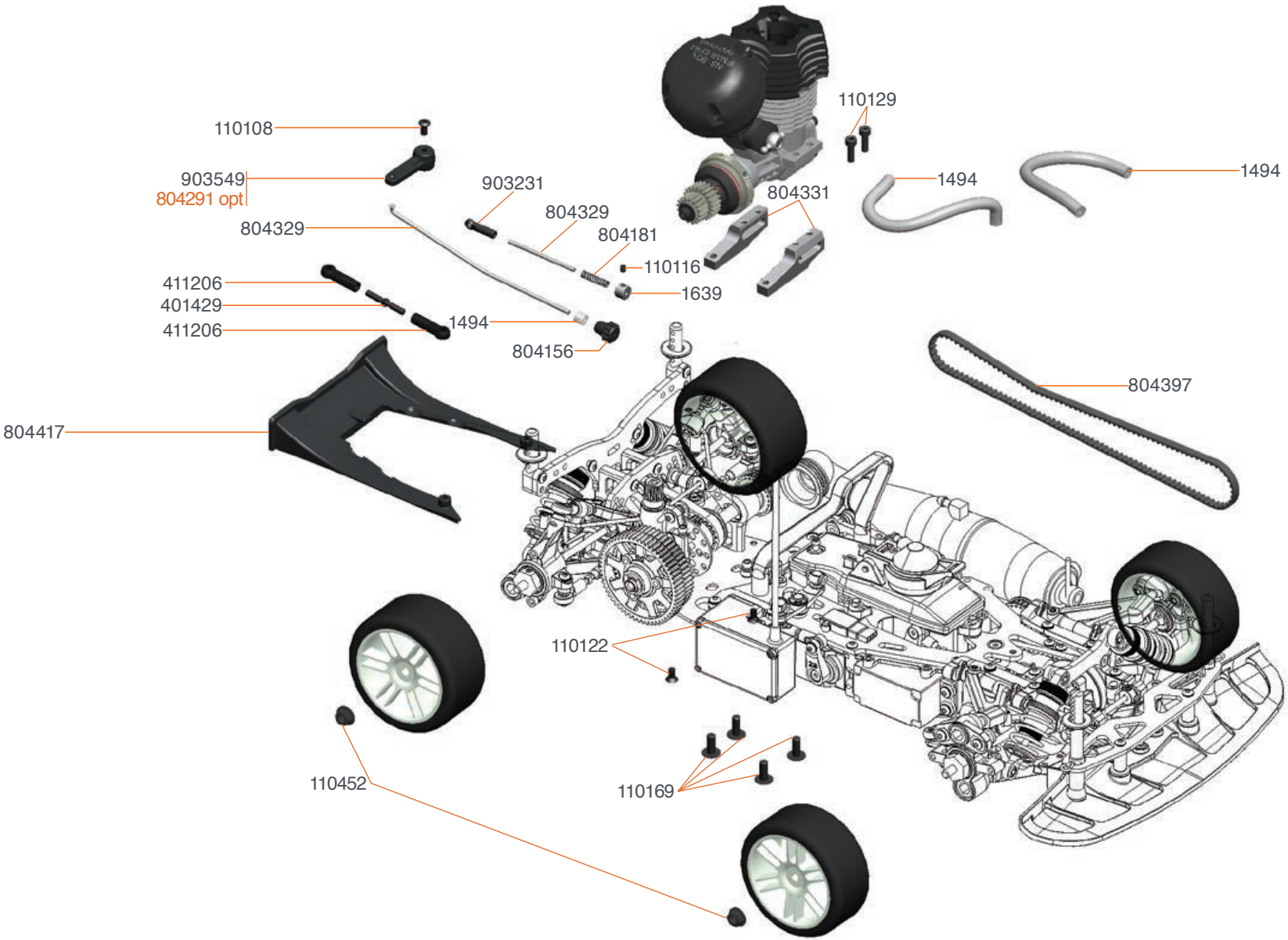
Centax True Motion clutch 1/10 #804250



OPT

1388 Thrust bearing 5x10 Ceramic
802508 Centax - 3 clutch shoe XP
804205 Centax-3 clutch shoe red
804381 Centax-3 gear-pinion alu 15t wc V2
804383 Centax-3 gear-pinion alu 17t wc V2
804384 Centax-3 gear-pinion alu 20t wc V2
804386 Centax-3 gear-pinion alu 22t wc V2
804387 Centax-3 gear-pinion alu set wc (6) V2
804439 Centax clutchbell 1/10 alu nickel coated V2
903647 Centax spring x-hard

FINAL ASSEMBLY EXPLODED VIEW



OPT

804291 Brake lever on-road alu
804457 Screwset titanium S750 EVO (165)

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S750 EVO

1/10 scale onroad

SERPENT INNOVATIONS

Manual S750 EVO #62938-1