

# SRX8 GT '23



**GIP**

1/8 scale onroad

## SERPENT



## INTRODUCTION

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

The Serpent SRX8 GT '23 is a state of the art 1/8 scale 4wd GT 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 SRX8 GT '23. Fine-tuning the initial setup is an essential part of building a high-performance race car like your Serpent SRX8 GT '23.

## EXPLODED VIEWS AND PARTS LIST

The exploded views and parts lists for the Serpent SRX8 GT '23 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 indicates that this part is an optional. Optionals part names and numbers are showed below.

## CUSTOMER SERVICE

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

## SAFETY

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

## READ THIS FIRST!

- This is a highly technical hobby product, intended to be used in a safe racing environment. This car is capable of speeds in excess of 80 km/h or 50mph. Please follow these guidelines when building and operating this model.
- Parental guidance is required when the builder/user of this car is under 16.
- Follow the building instructions. If in doubt, contact your dealer or importer.
- Be sure to use the proper tools when assembling the car. Always exercise caution when using electric tools, knives and other sharp objects.
- Be careful when using liquids like lubrication oil, fuel or glue. Do not swallow.
- Follow the manufacturer's instruction in case you experience irritation after using the product.
- Be careful when operating the car. Stay away from any rotating parts such as wheels, gears and transmission. Stay away from motor, engine and exhaust pipe system or speedo during and immediately after use, as these parts may be very hot. We advise to use protective hand 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.



Carefully, 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.

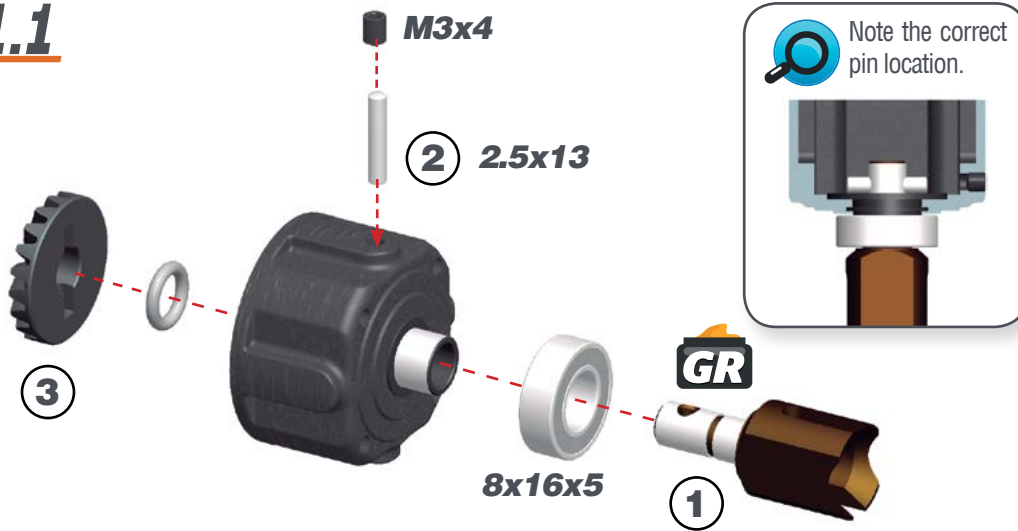


Optional part, not standard in the kit.

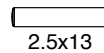
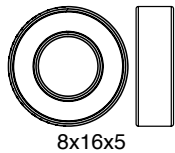
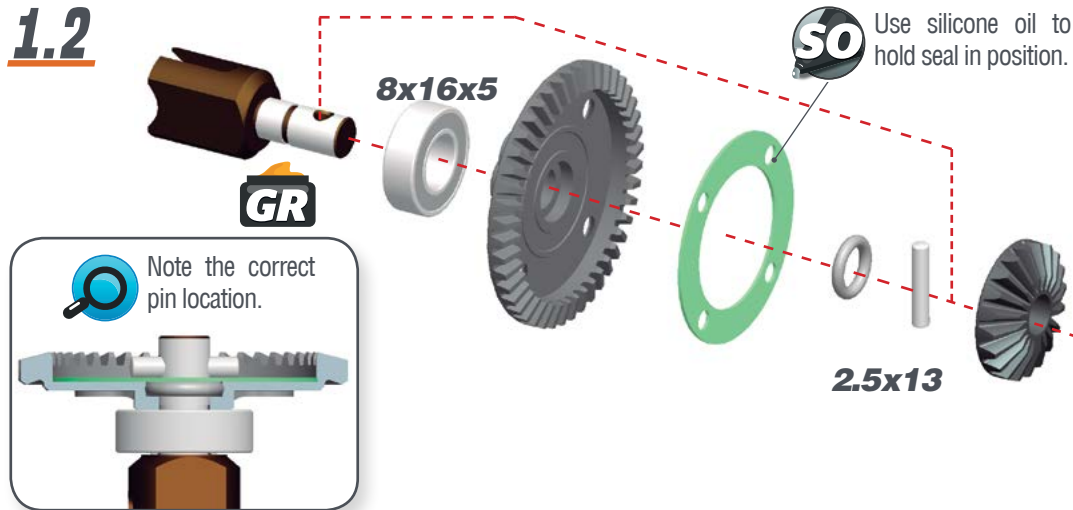
## STEP 1

### DIFF BAG FR/RR

#### 1.1



#### 1.2



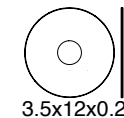
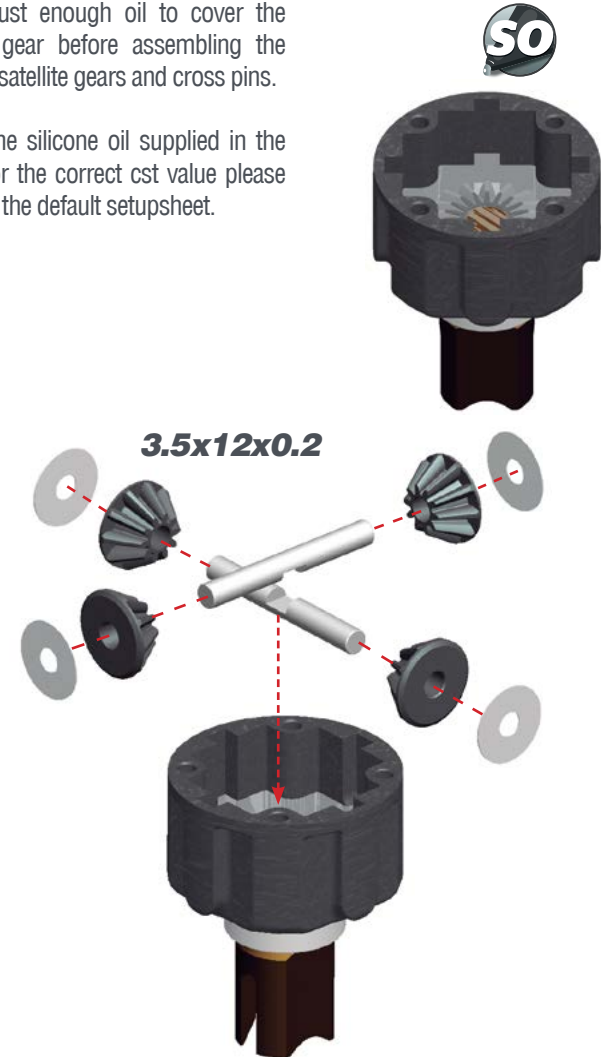
## STEP 2

#### 2.1

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

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

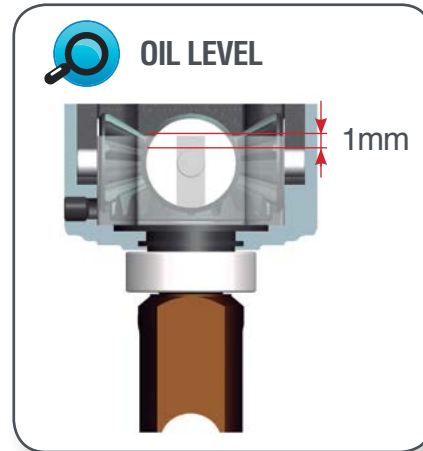
#### 2.2





## STEP 3

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



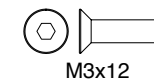
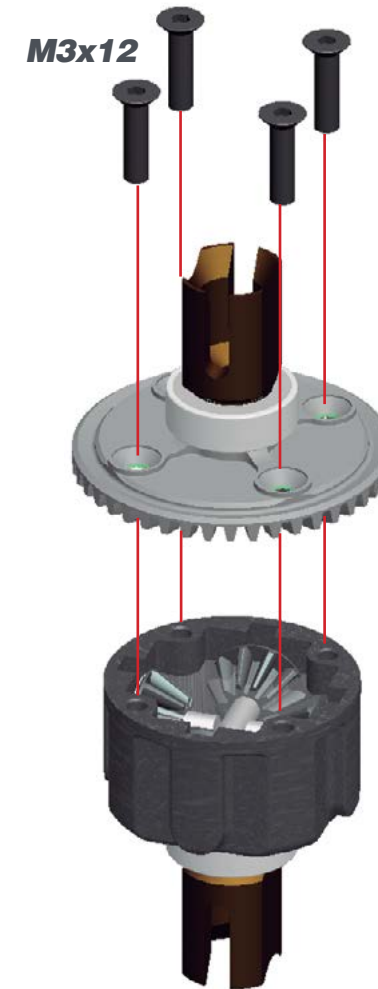
### **AMOUNT OF OIL IN THE DIFFS**

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

Differential weight should be 45.7-45.8 grams.

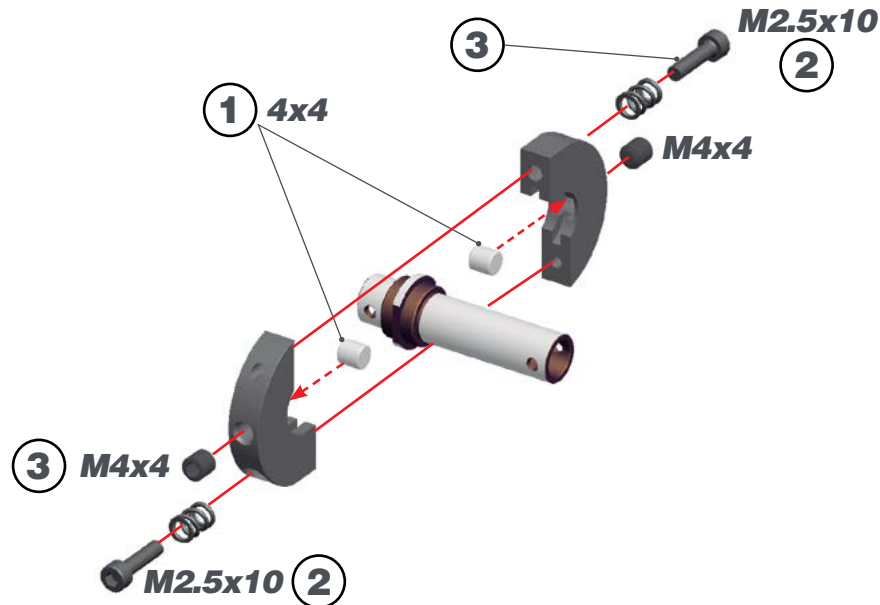


## STEP 4



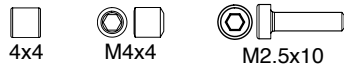
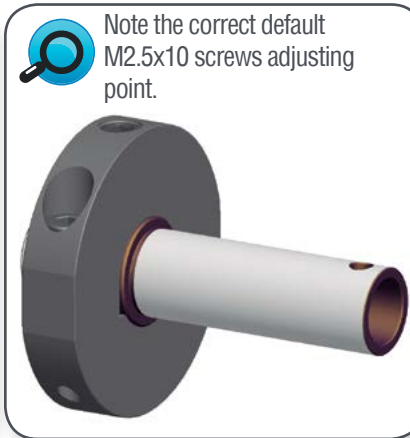
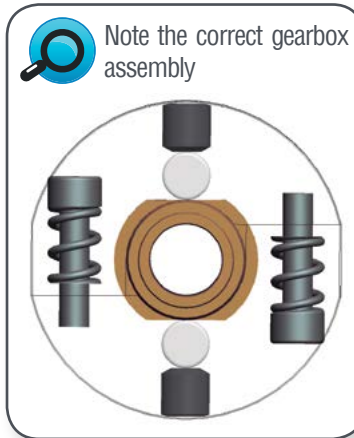
## STEP 5

### BAG 1



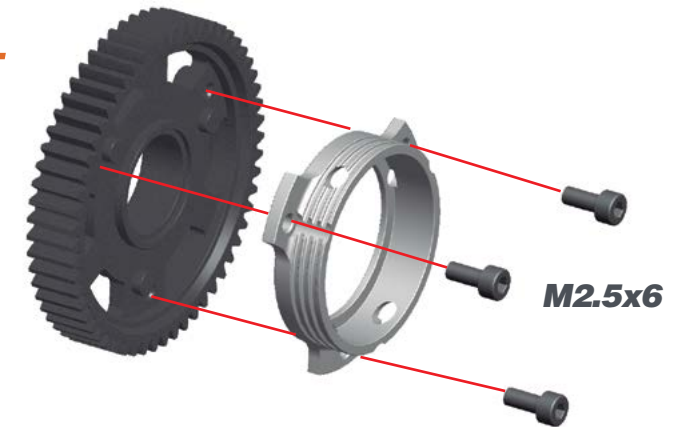
**!** 1- The M2.5x10 screws adjust the SHIFT POINT. As default adjustment screw them until the screws will be leveled with the hole as in the right pictures.

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.

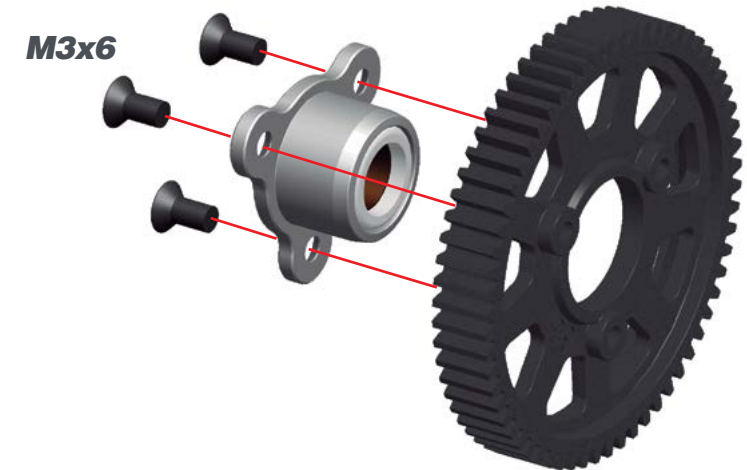


## STEP 6

### 6.1



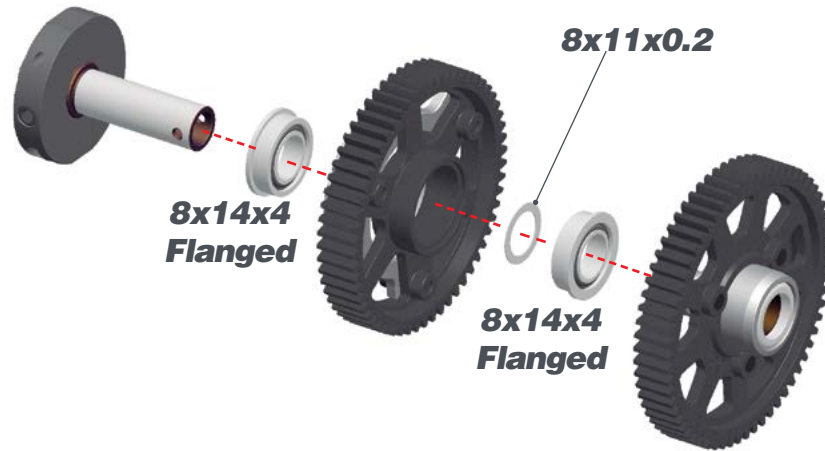
### 6.2



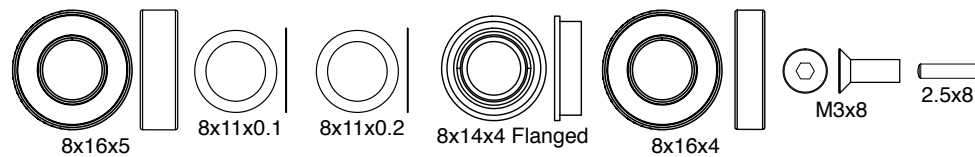
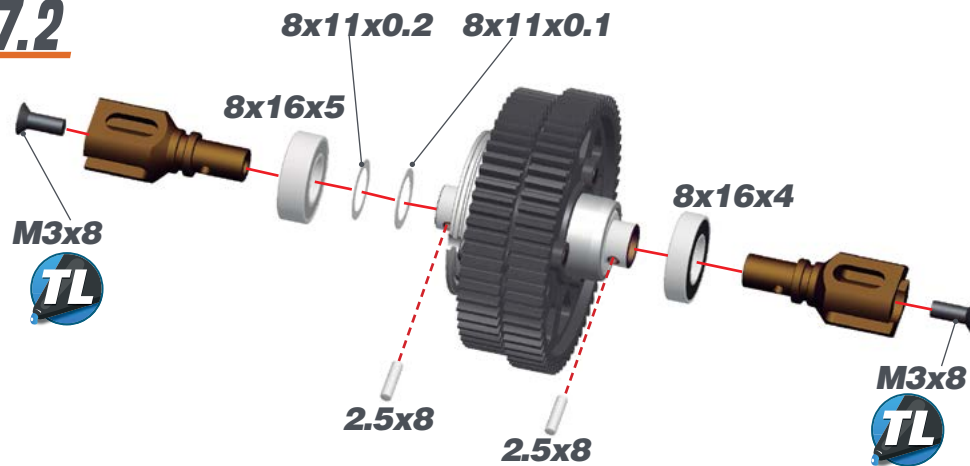


# STEP 7

## 7.1

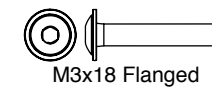
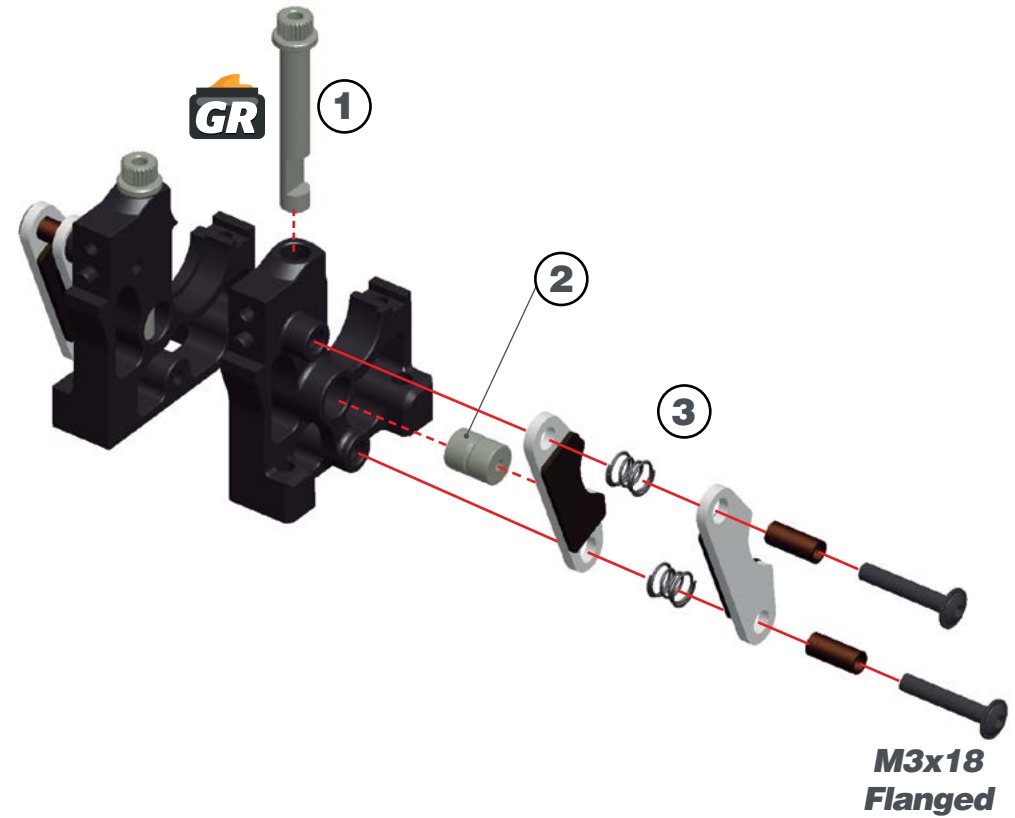


## 7.2

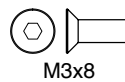
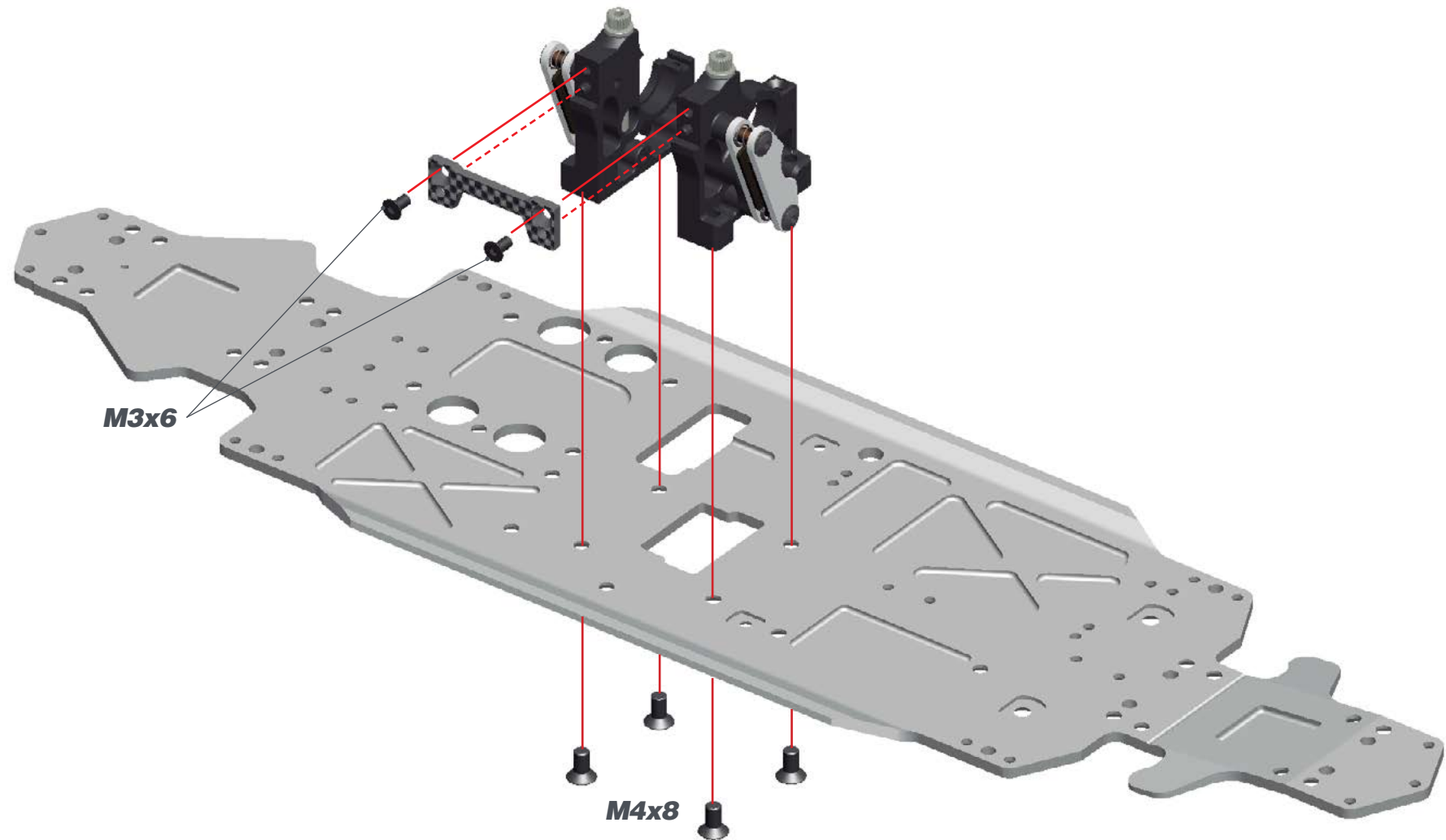


# STEP 8

## BAG 2

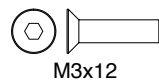
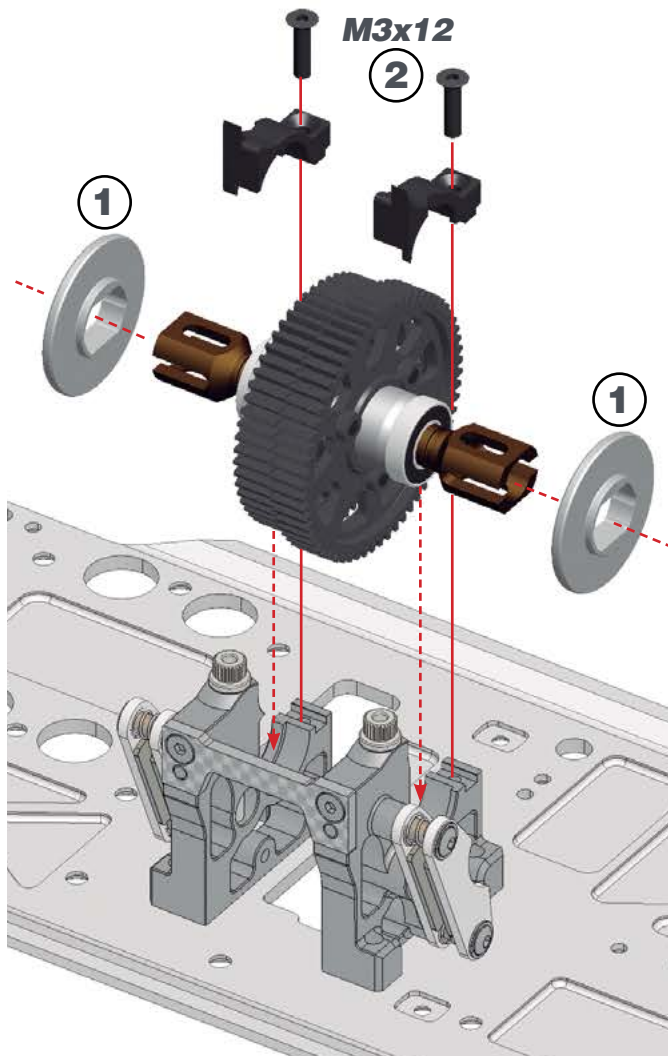


## STEP 9



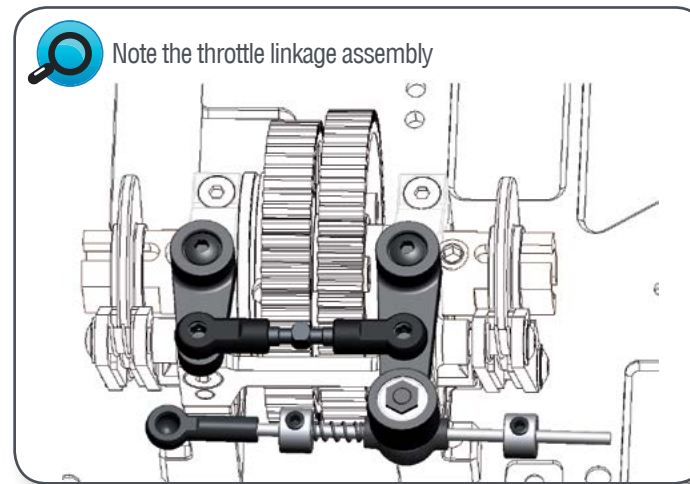
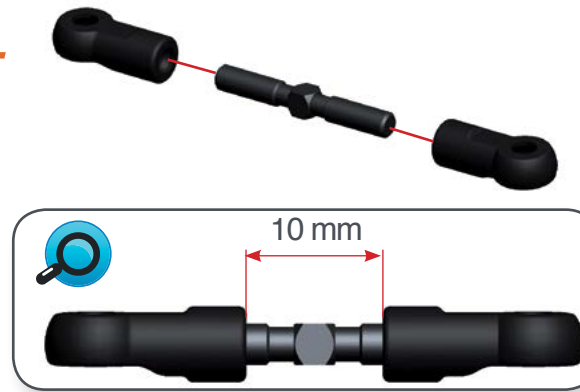


## STEP 10

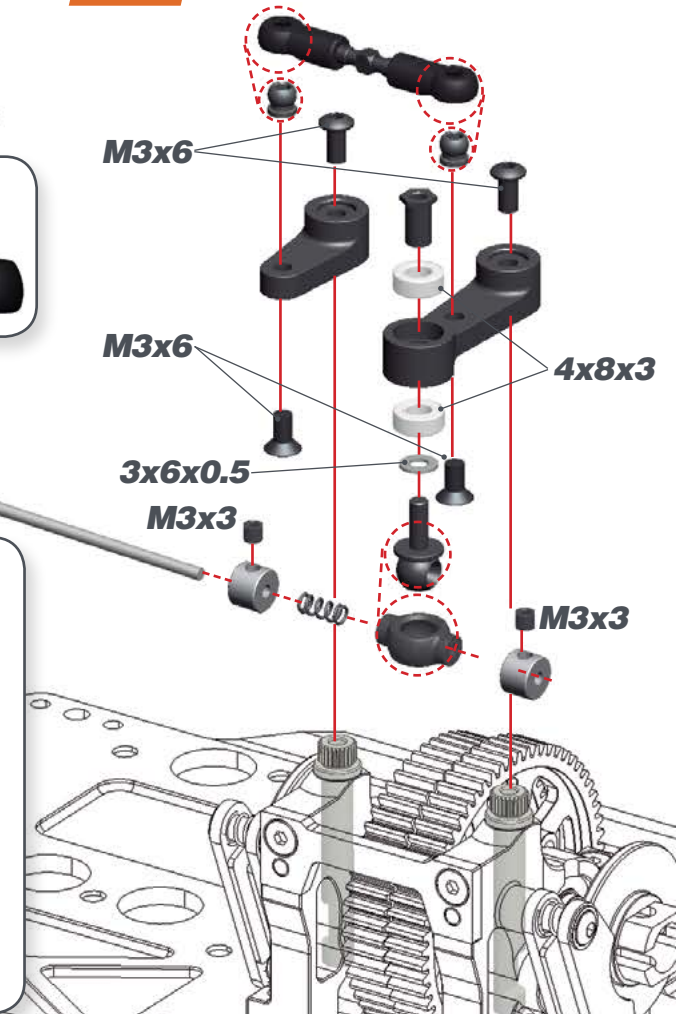


## STEP 11

### 11.1

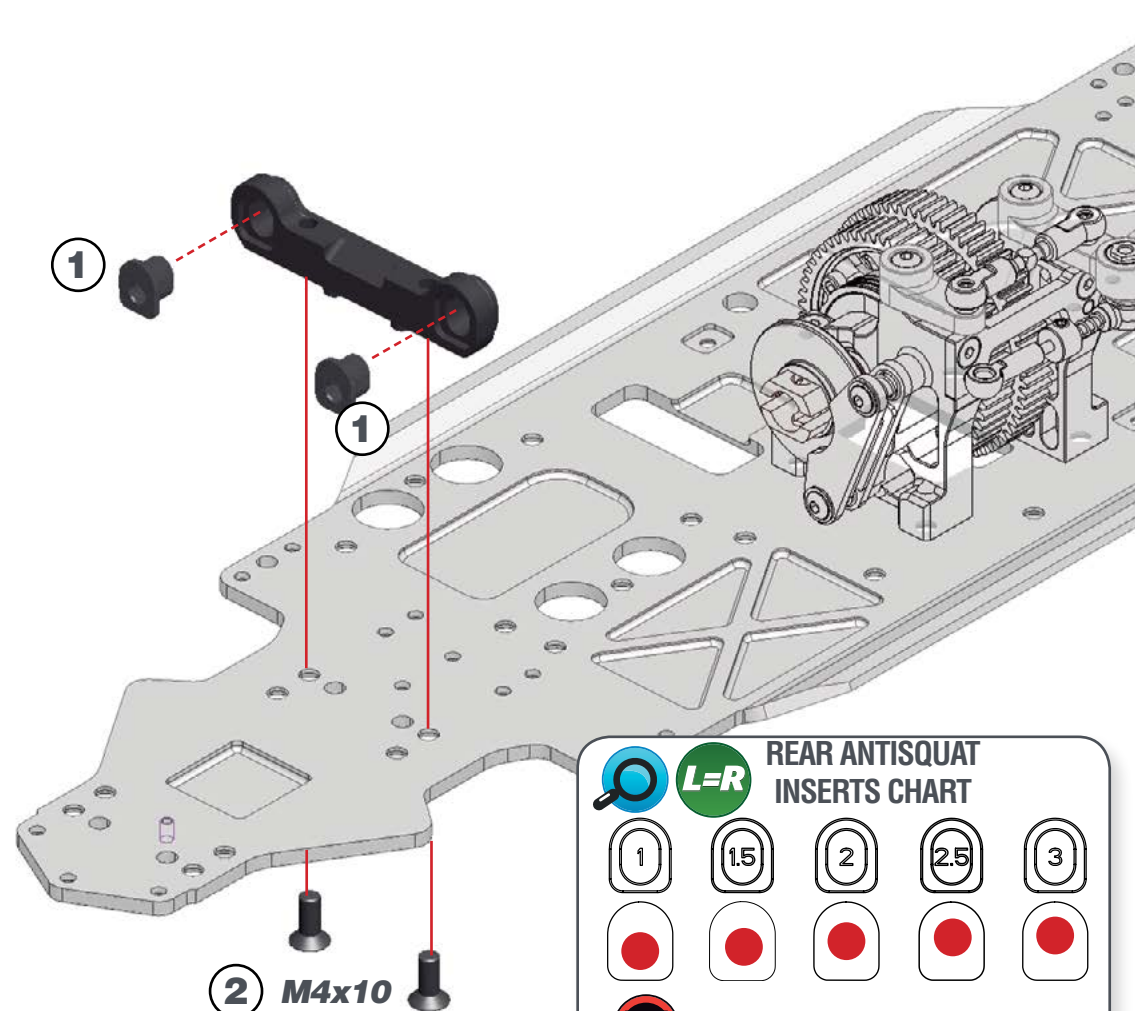









### 11.2

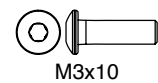
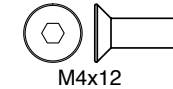
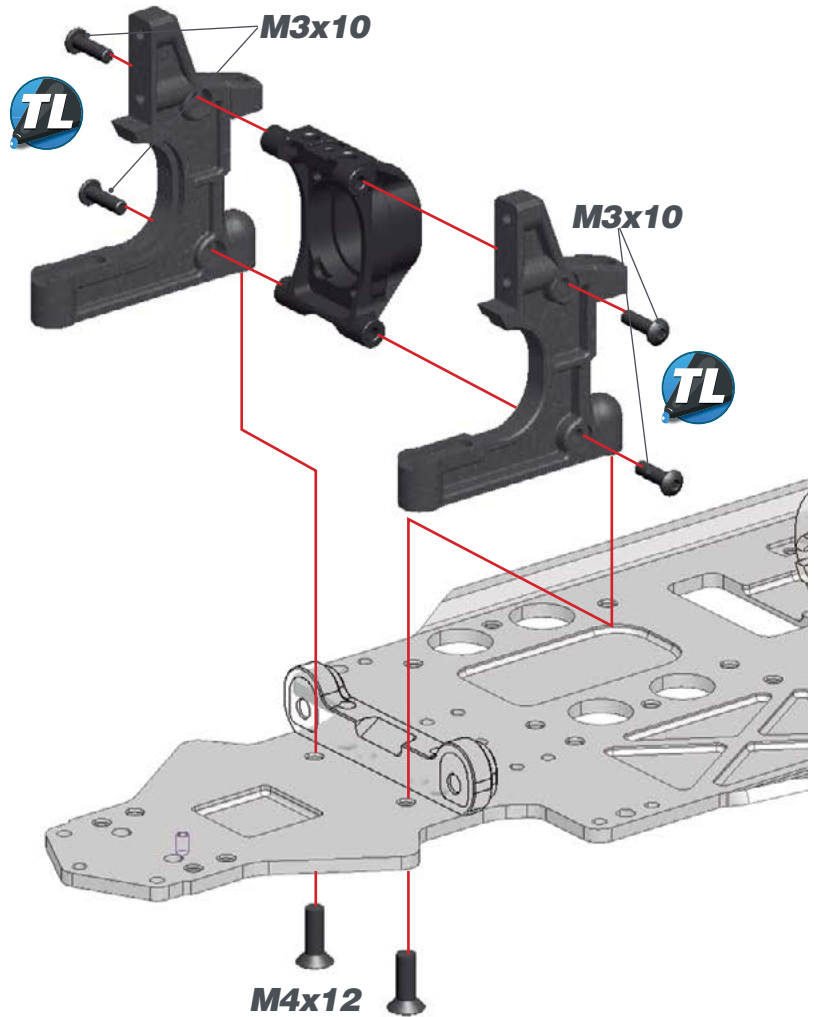
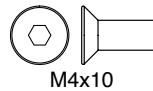


## STEP 12

BAG 3



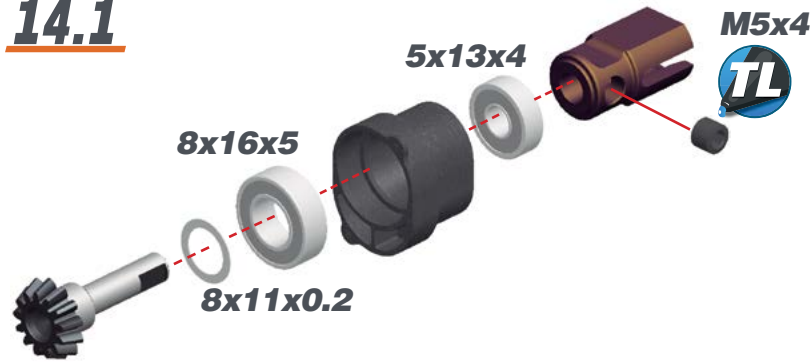
REAR ANTISQUAT INSERTS CHART				
	<b>L=R</b>			
1	1.5	2	2.5	3
				
				





# STEP 14

## 14.1



**INDRIVE BRACKETS CHART**  
 Assemble the indrive bracket accordingly to the diff insert assert mouted in the step 18.

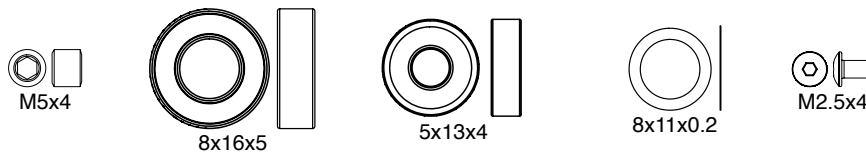
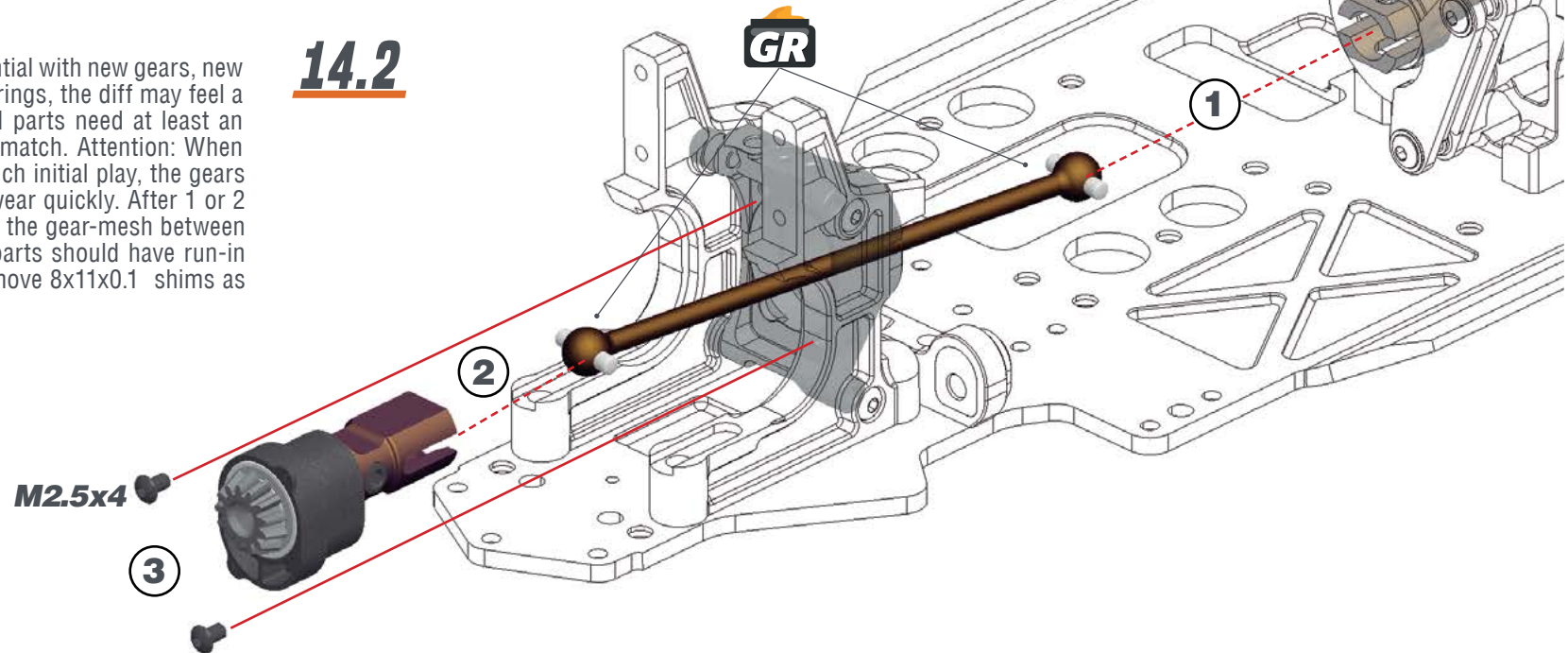
LOW	MID LOW	MID HIGH	HIGH

**DEF. SETUP**



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

## 14.2



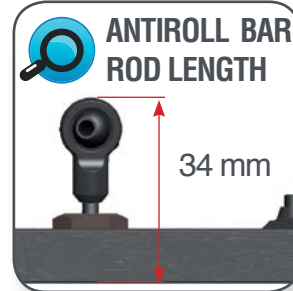
## STEP 15

BAG 4

### 15.1 L=R



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

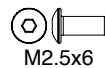


### 15.2

M2.5x6

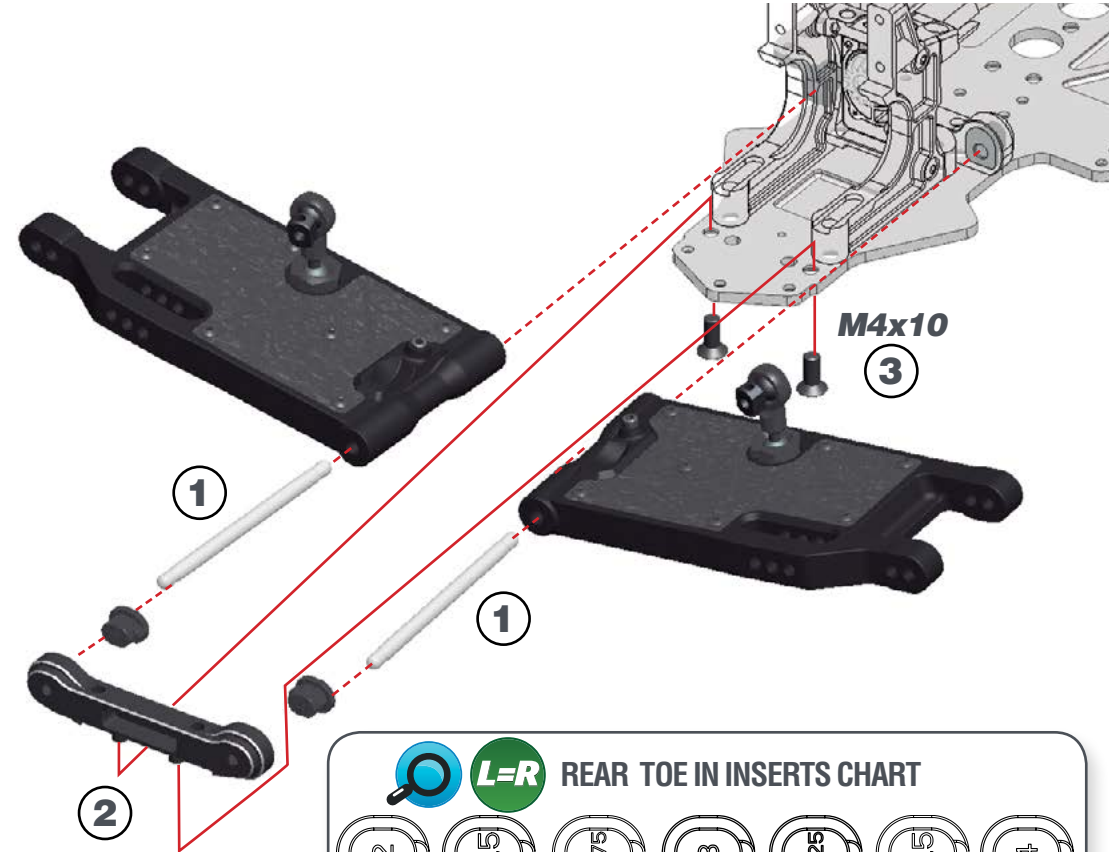


M2.5x6



M2.5x6

## STEP 16



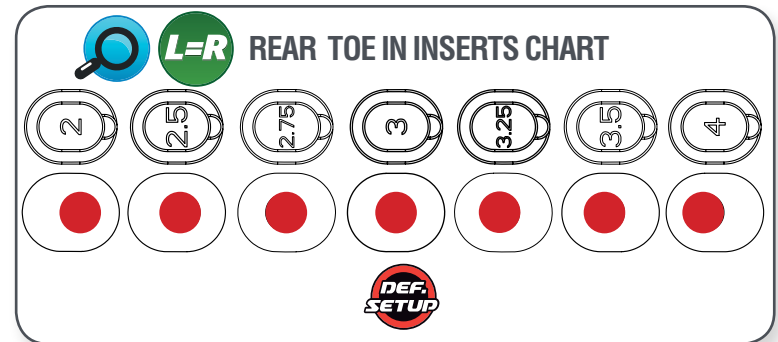
M4x10

3

1

1

2

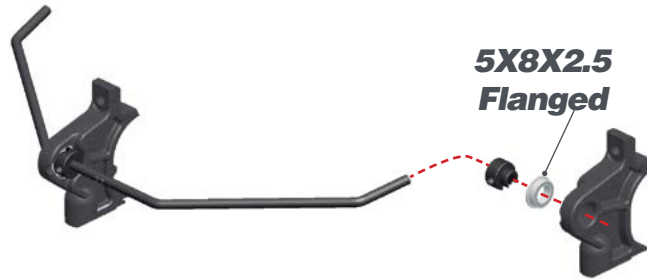


M4x10

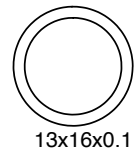
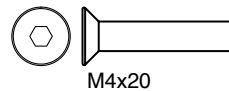
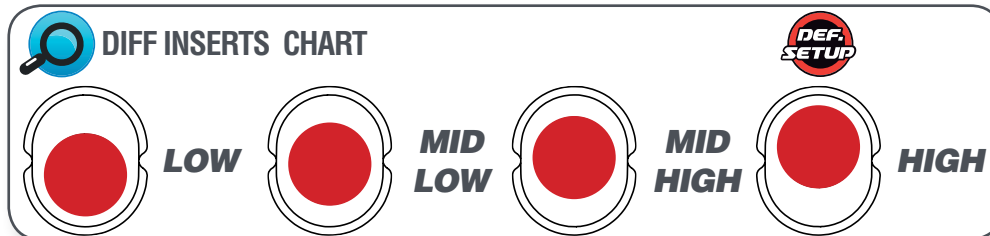
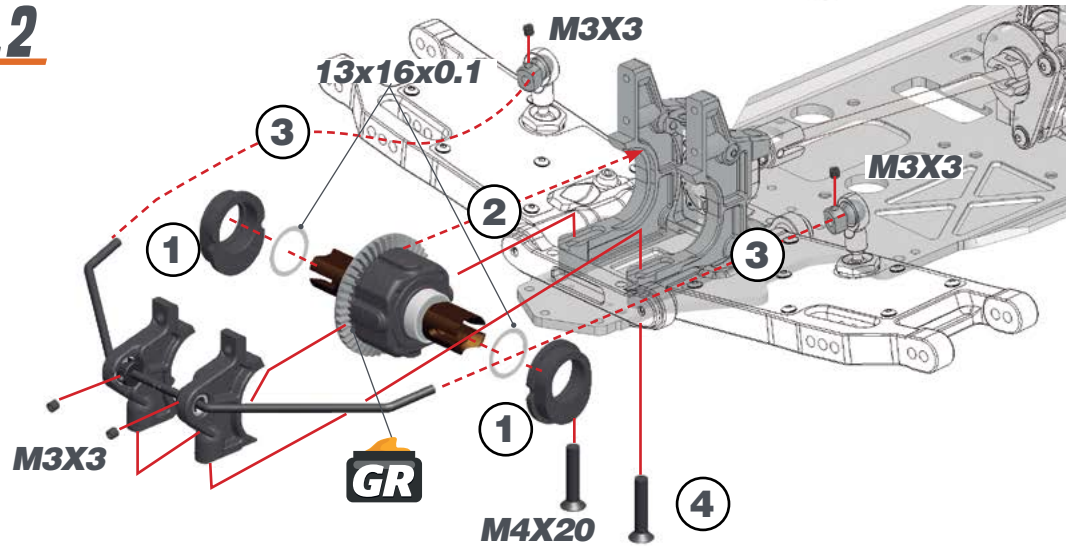


## STEP 17

### 17.1

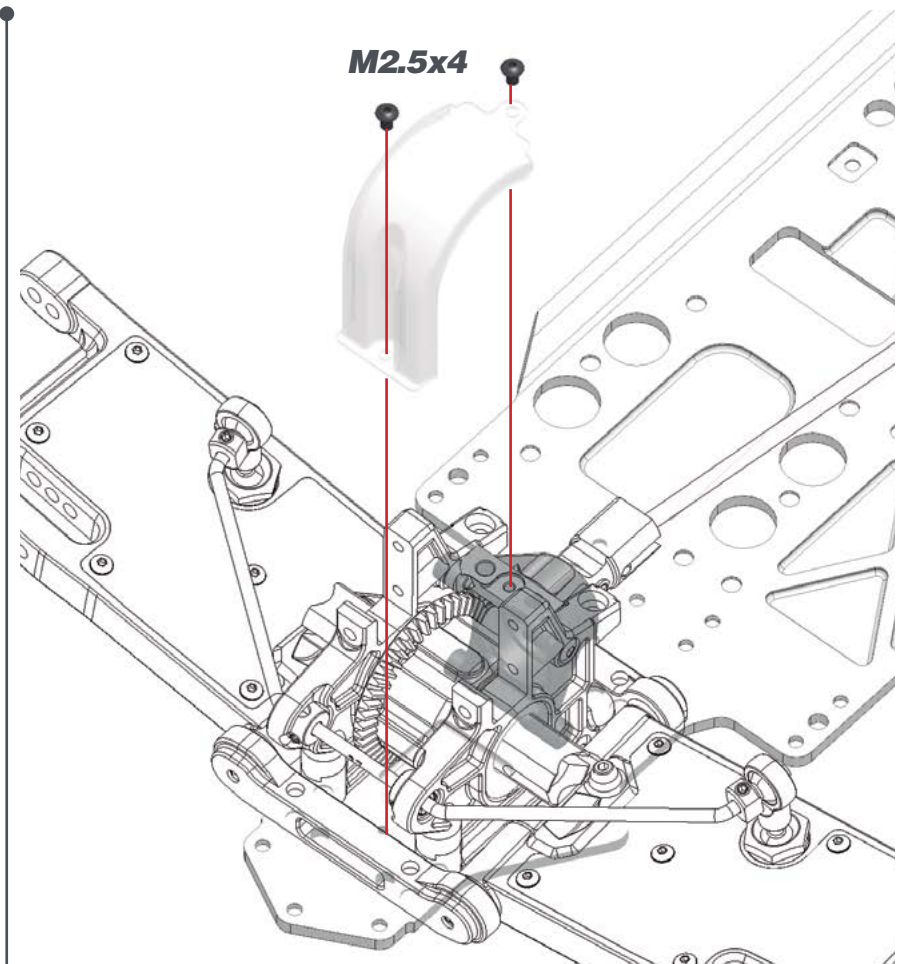


### 17.2



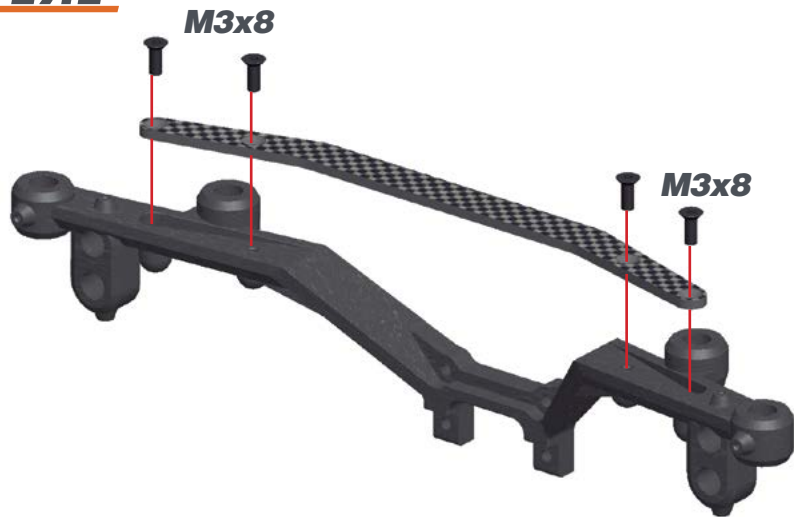
## STEP 18

## BAG 5

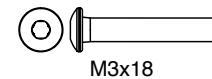
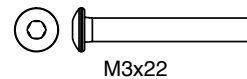
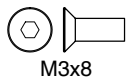
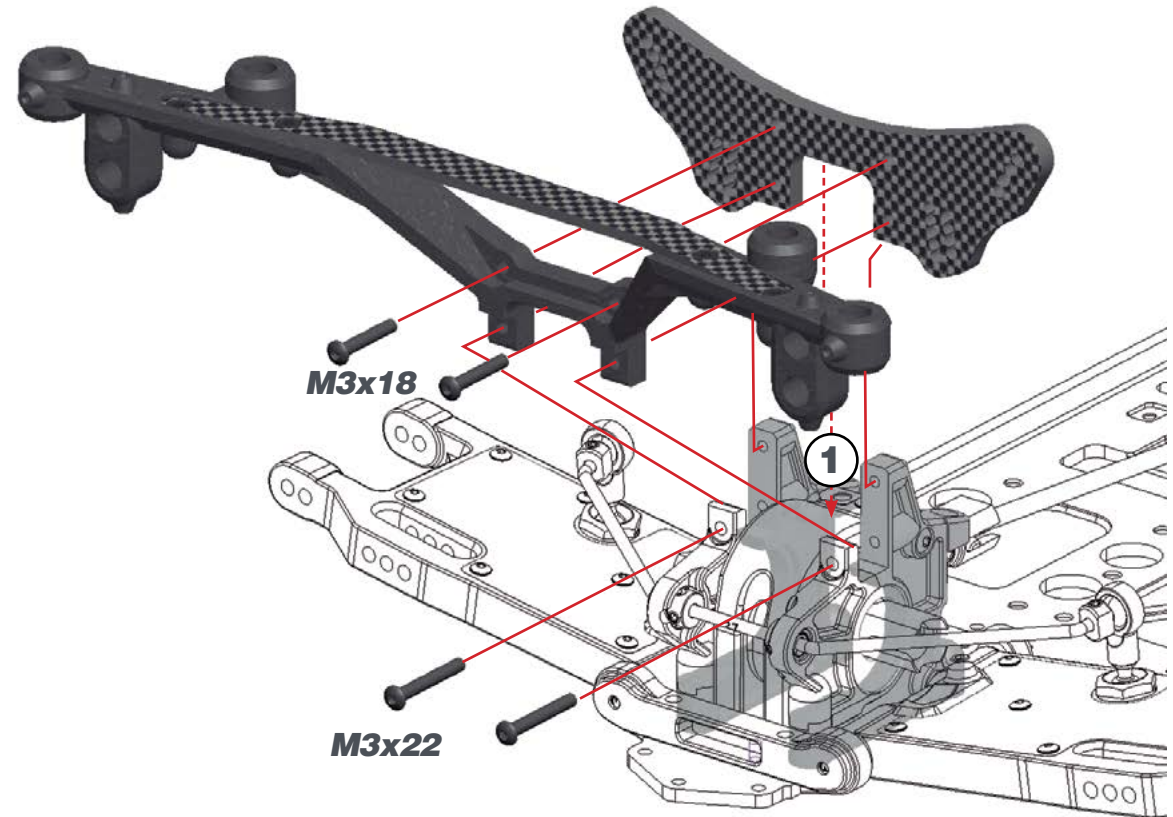


## STEP 19

**19.1**



**19.2**



## STEP 20

BAG 6

20.1

L=R

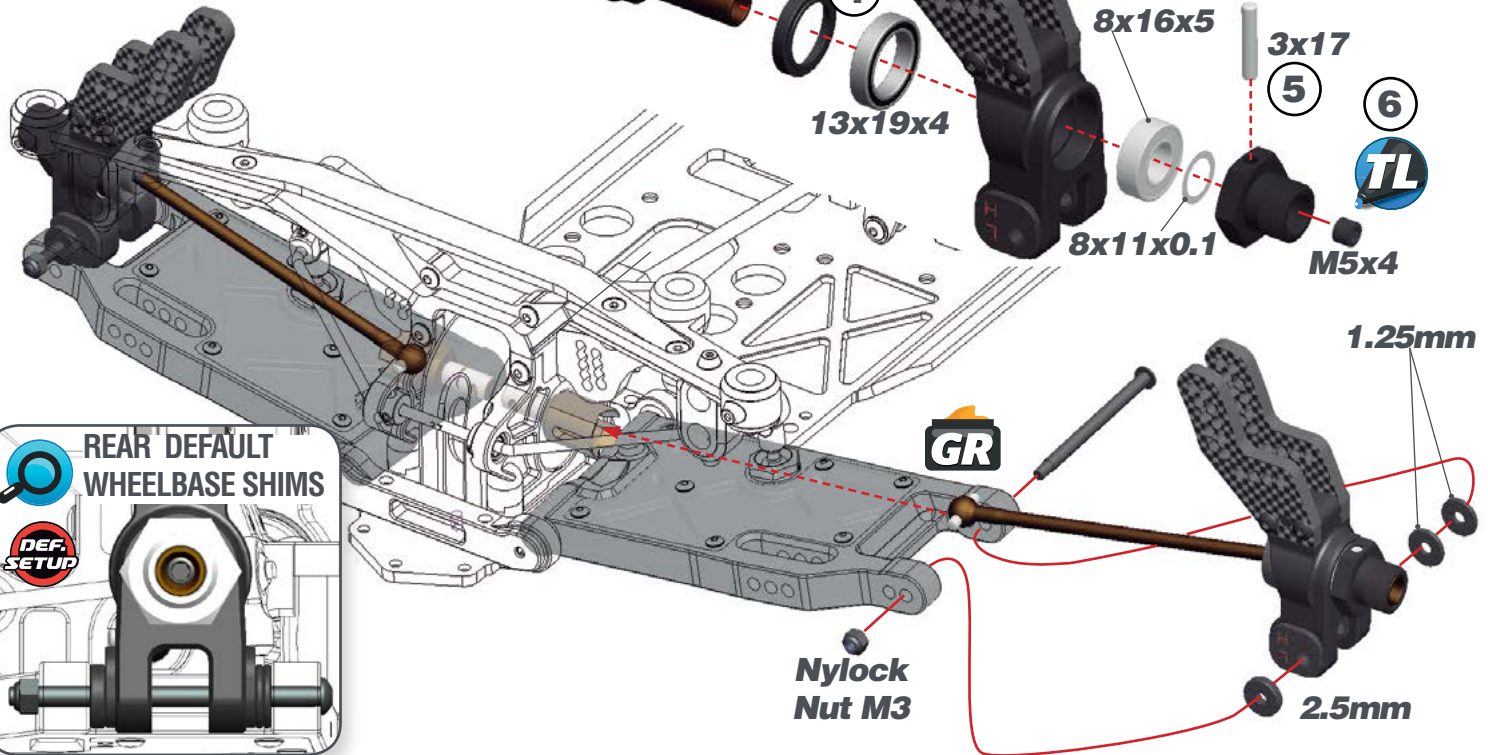


20.2

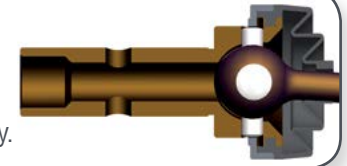
L=R



20.3



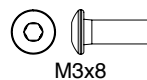
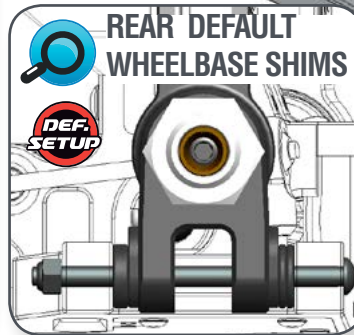
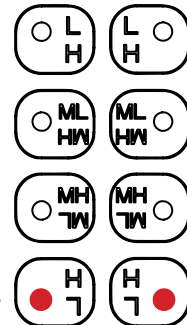
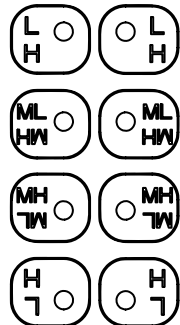
Note the correct coupler assembly.



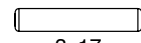
REAR UPRIGHT ROLL CENTER INSERTS CHART

NARROW

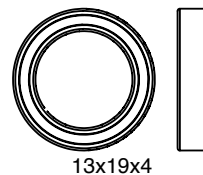
WIDE



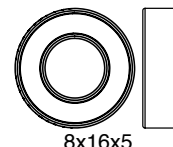
M3x8



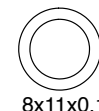
3x17



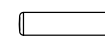
13x19x4



8x16x5



8x11x0.1



3x13



M5x4

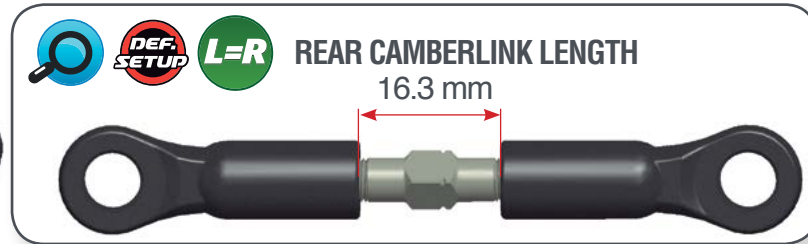


Nylock Nut M3

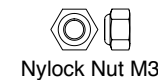
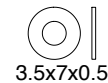
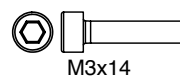
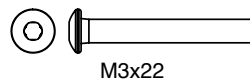
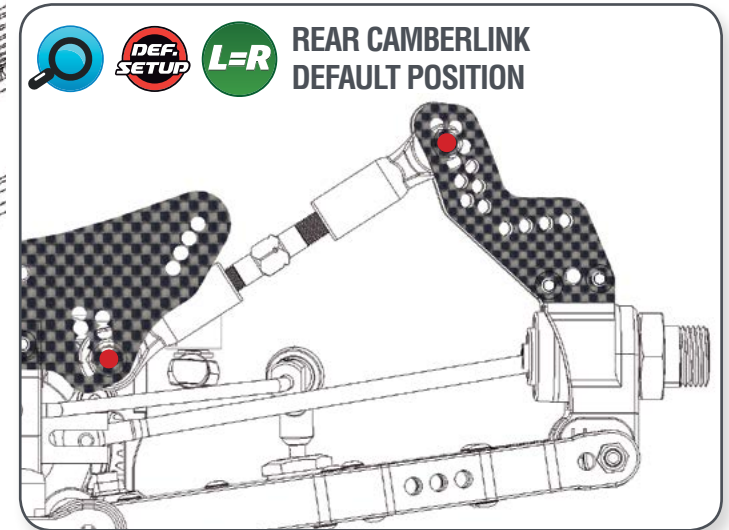
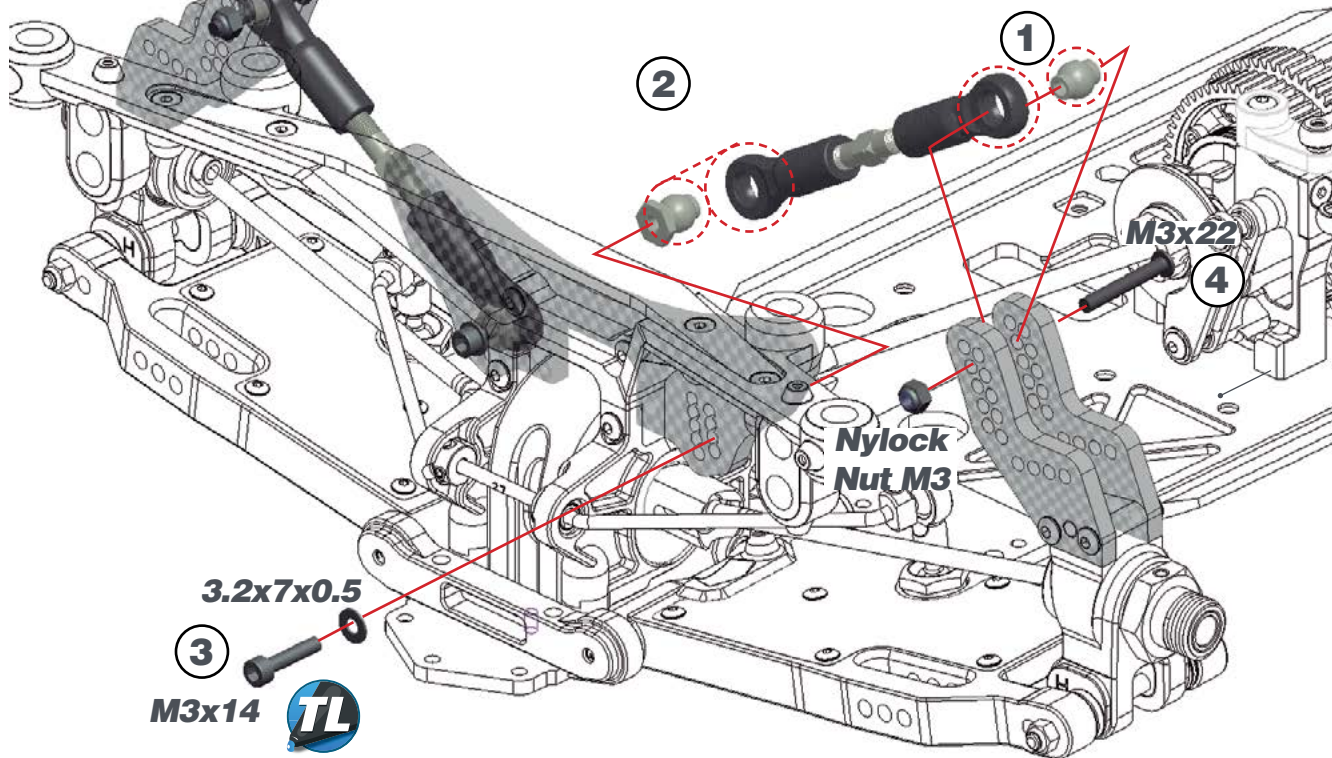


## STEP 21

### 21.1

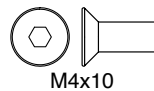
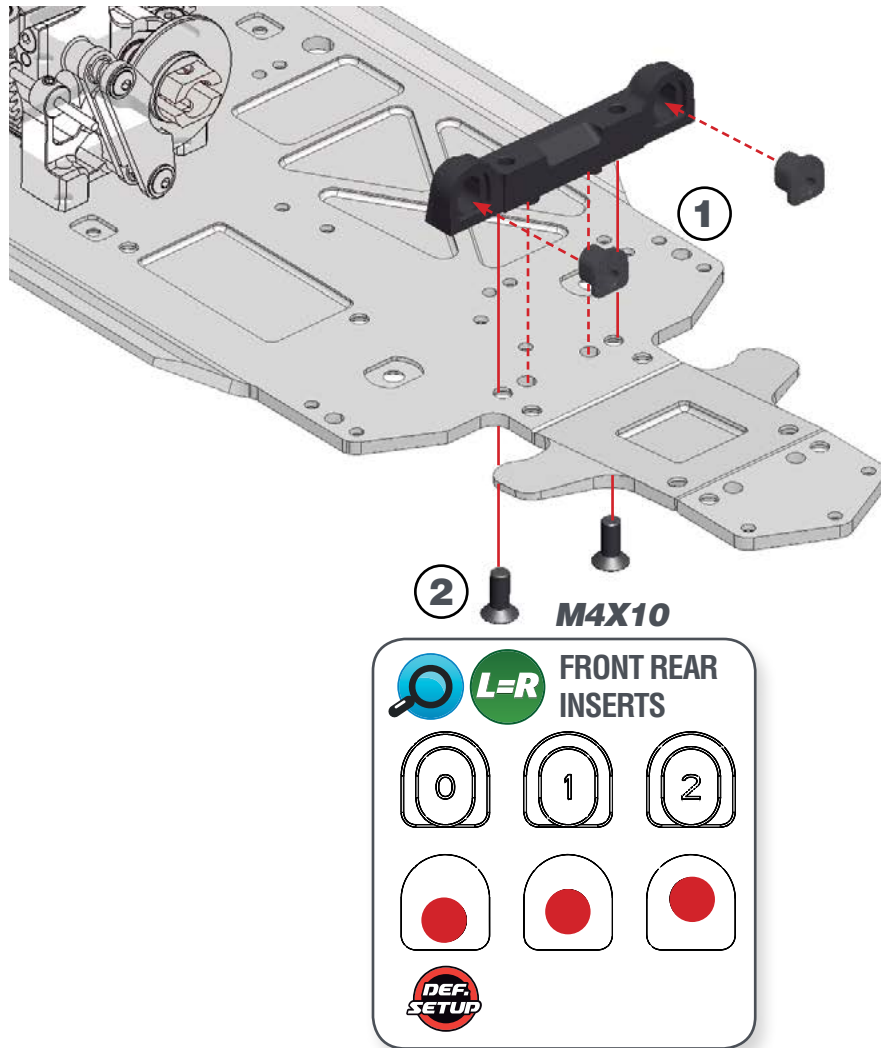


### 21.2

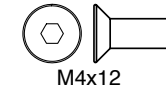
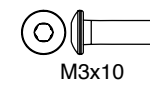
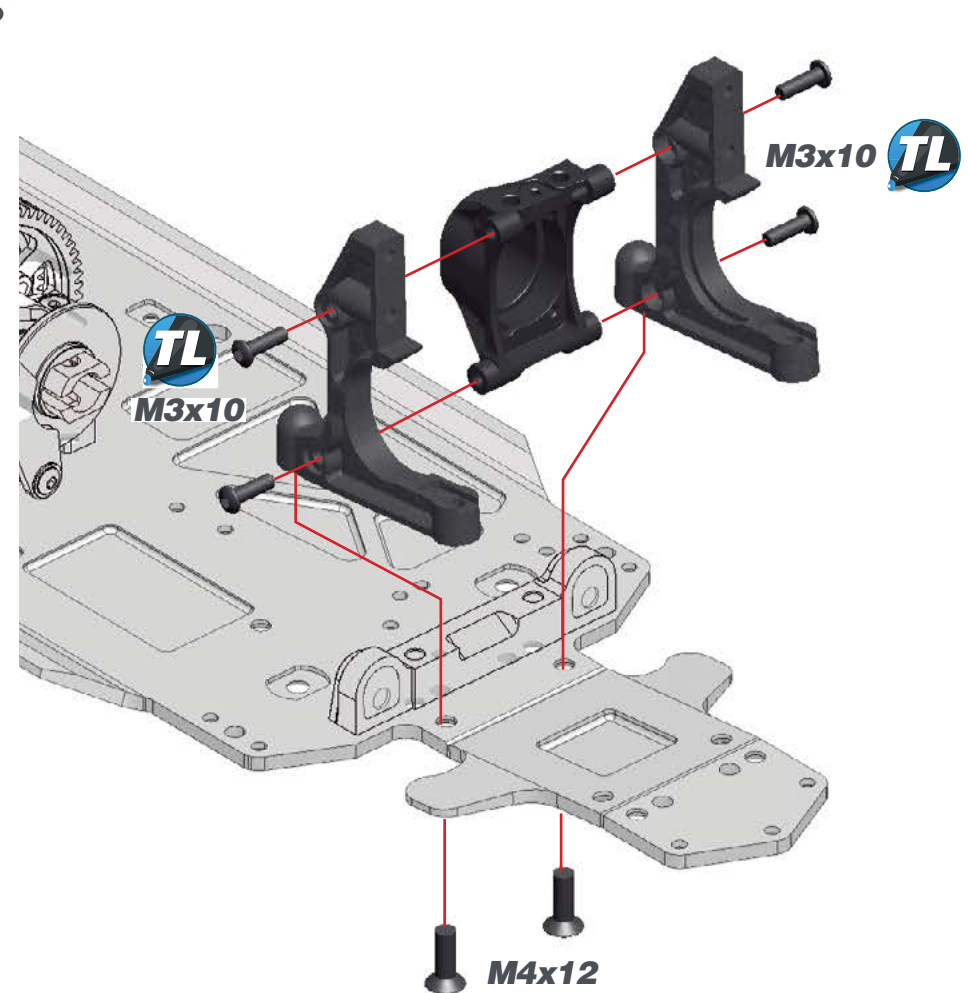


## STEP 22

BAG 7

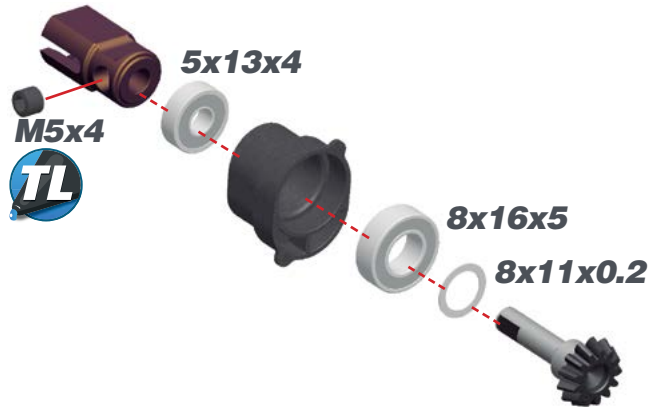


## STEP 23



## STEP 24

### 24.1



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

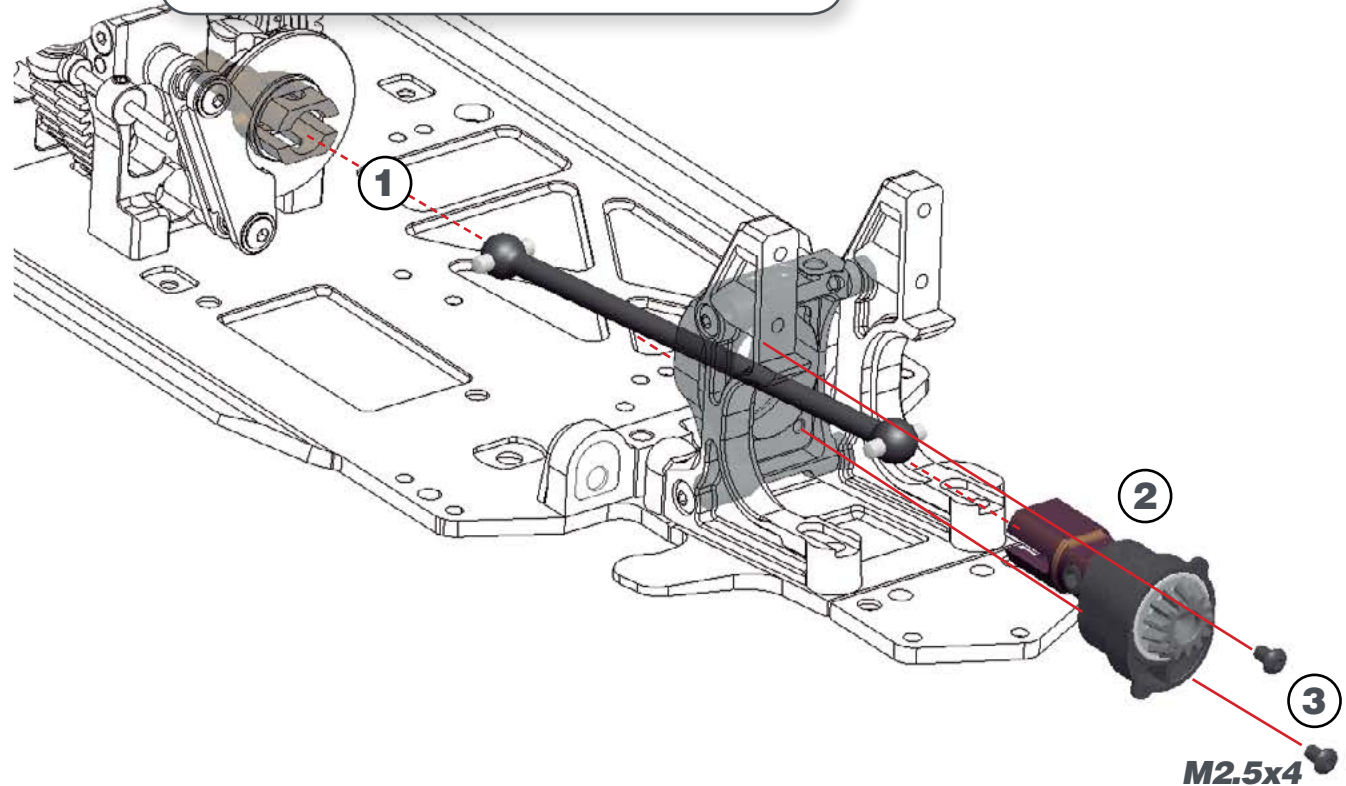
### 24.2



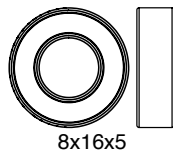
#### INDRIVE BRACKETS CHART

Assemble the indrive bracket accordingly to the diff insert assert mouted in the step 18.

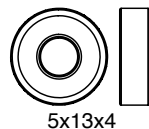
**LOW MID LOW MID HIGH HIGH**



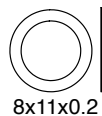
M5x4



8x16x5



5x13x4



8x11x0.2



M2.5x4



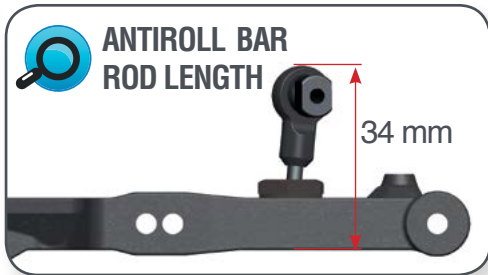
## STEP 25

BAG 8

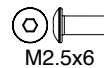
### 25.1



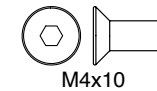
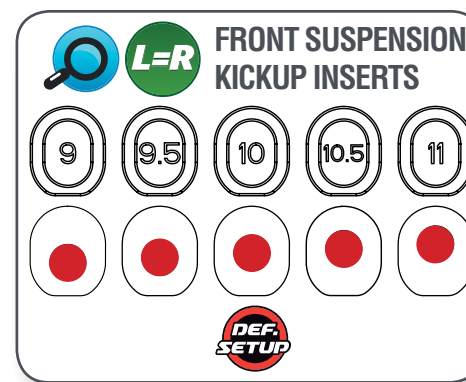
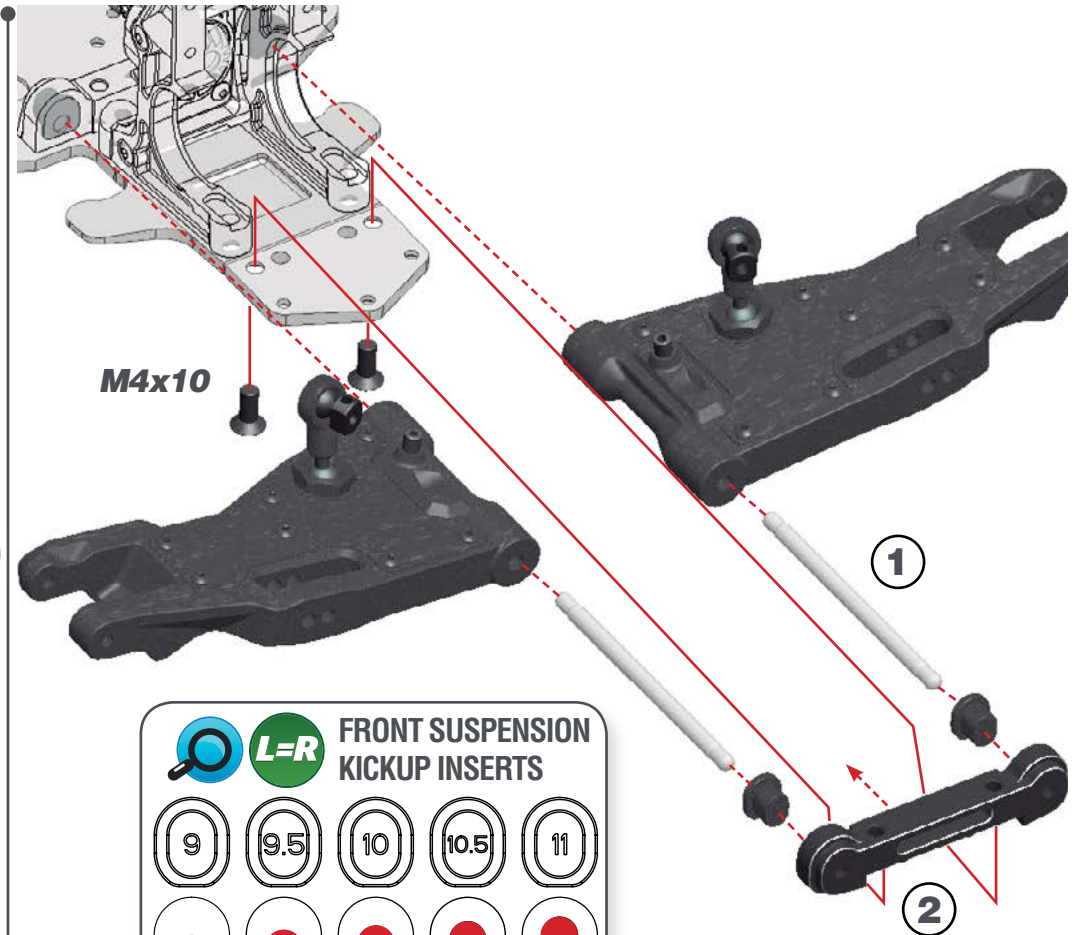
Tighten anti-roll bar cap until there is no play, and it moves freely.



### 25.2

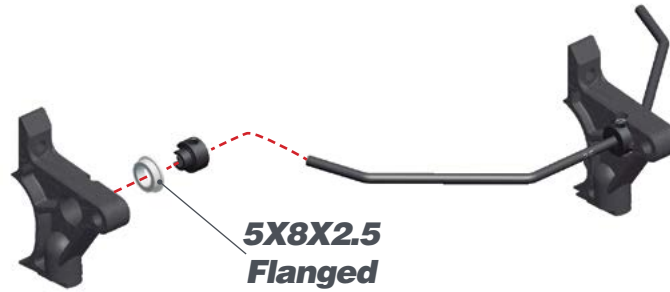


## STEP 26

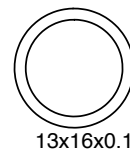
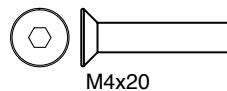
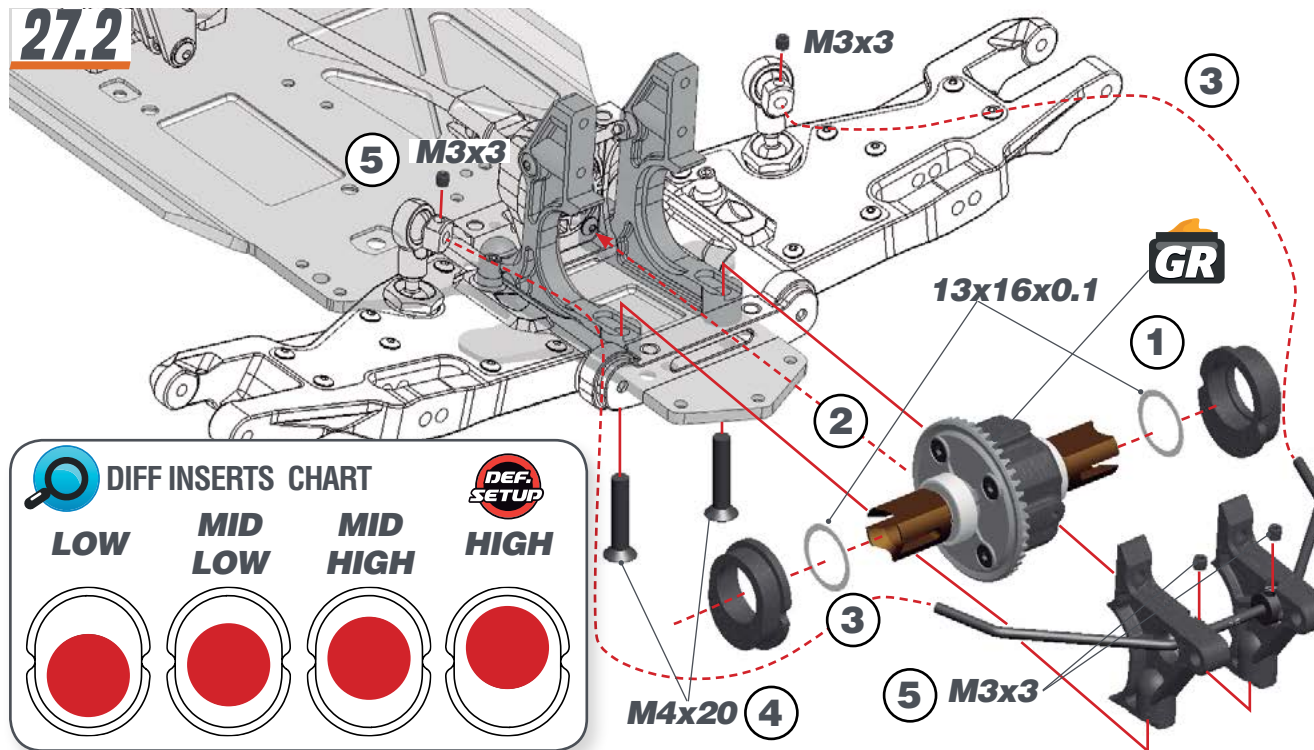


## STEP 27

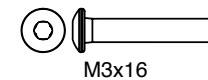
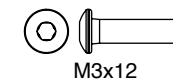
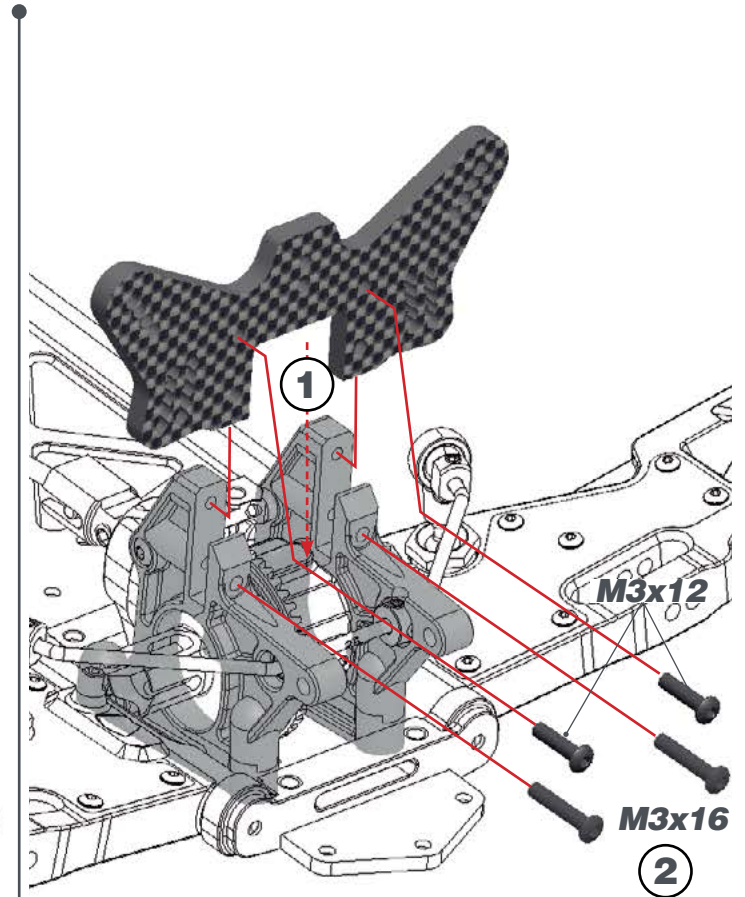
### 27.1



### 27.2



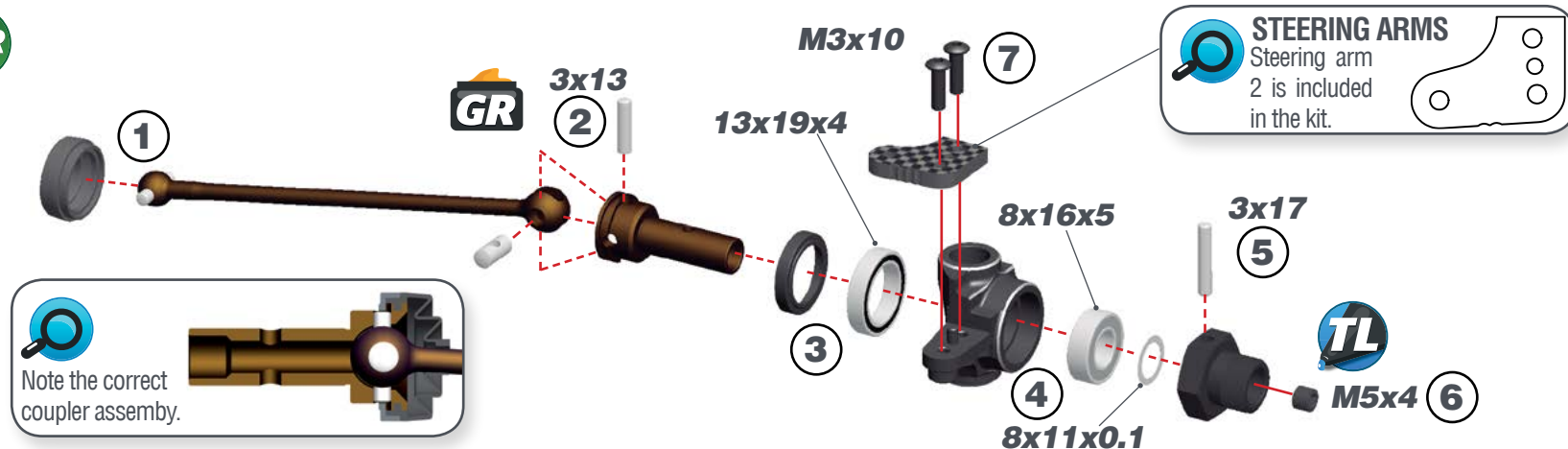
## STEP 28



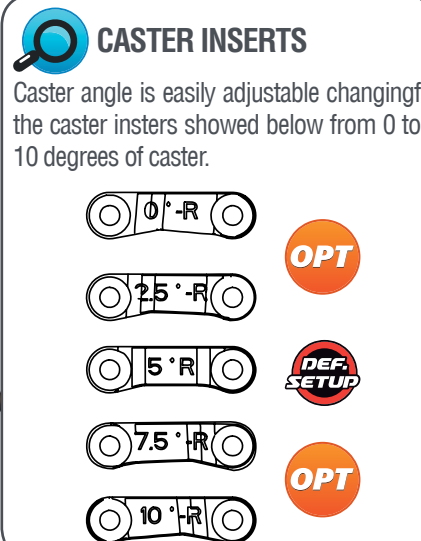
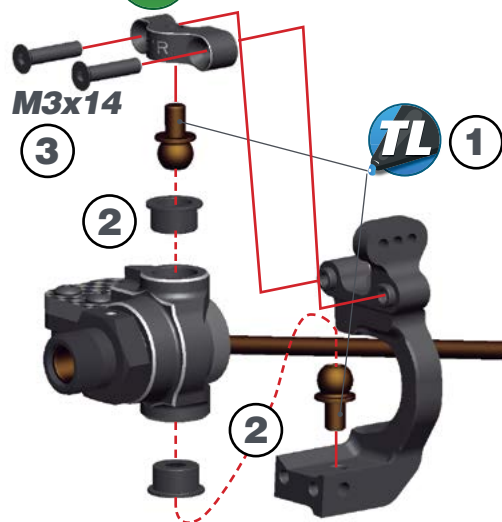
## STEP 29

BAG 9

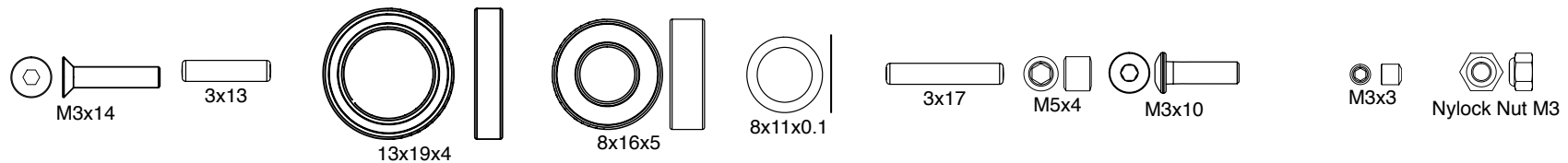
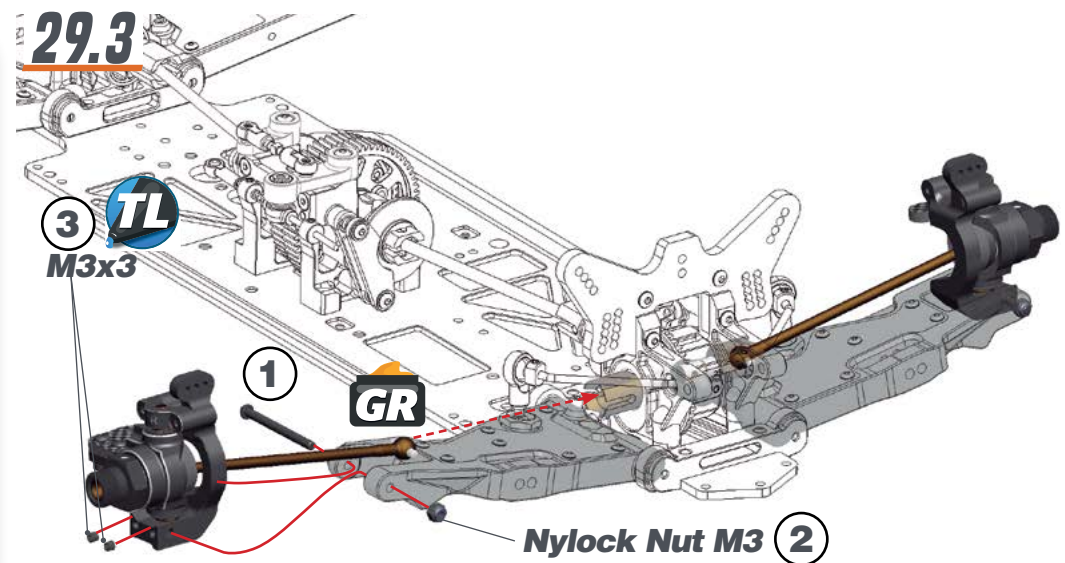
### 29.1 L=R



### 29.2 L=R



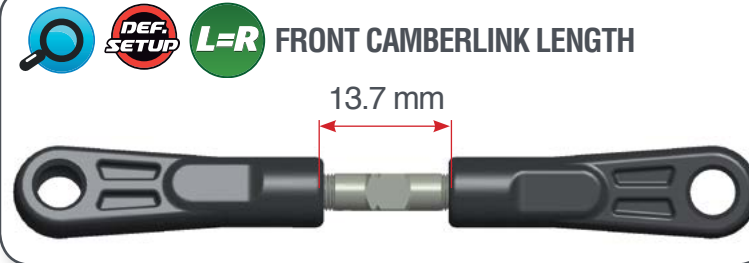
### 29.3



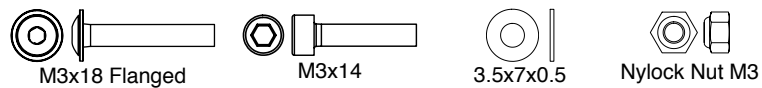
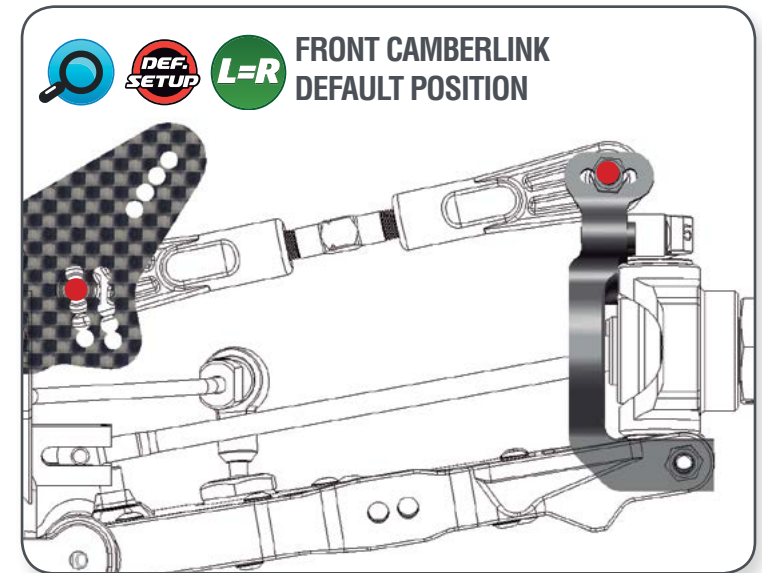
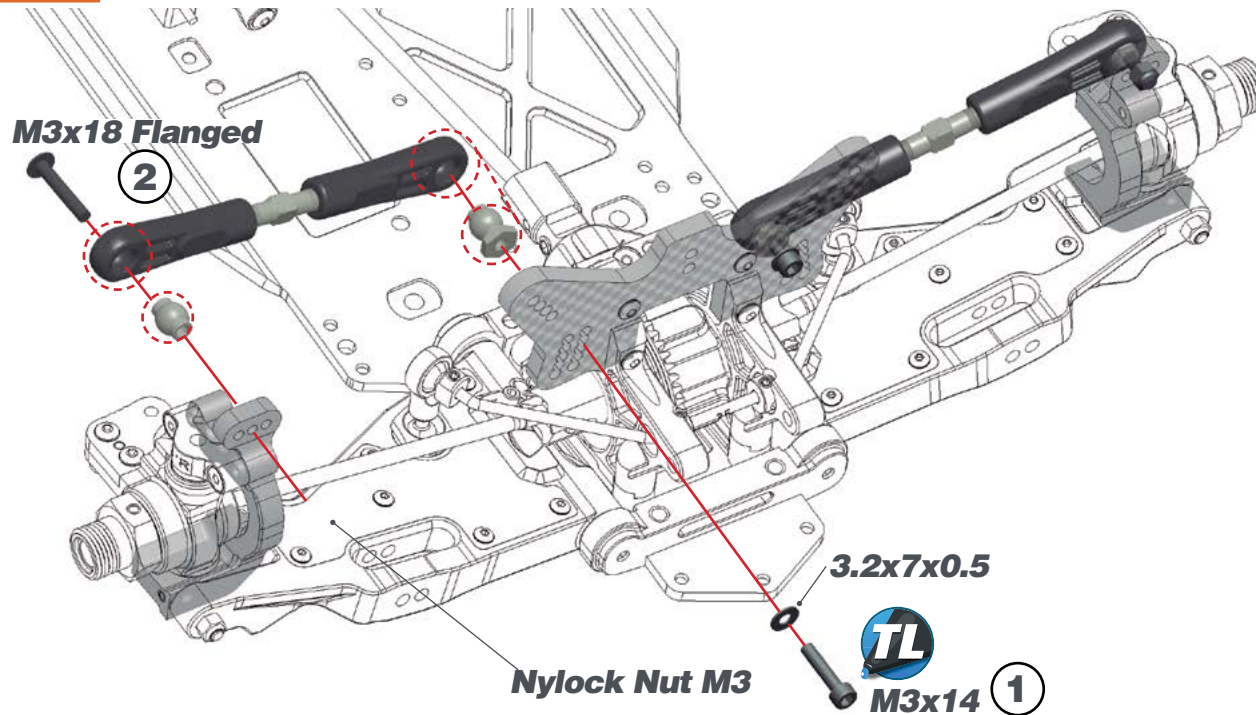


# STEP 30

## 30.1



## 30.2



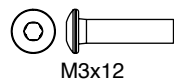
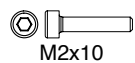
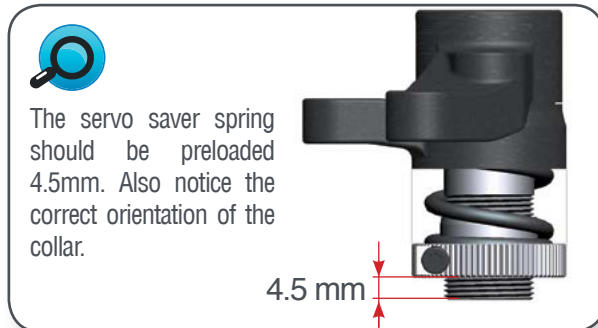
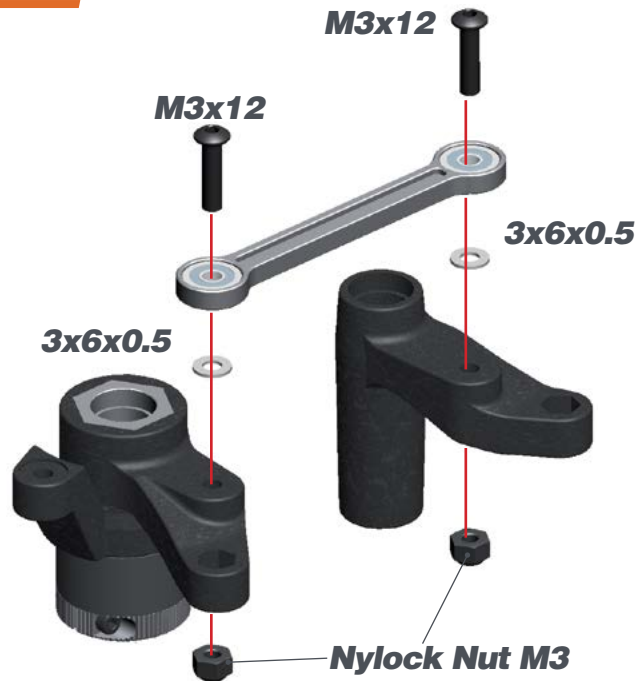
## STEP 31

BAG 10

### 31.1



### 31.2



## STEP 32

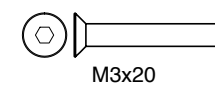
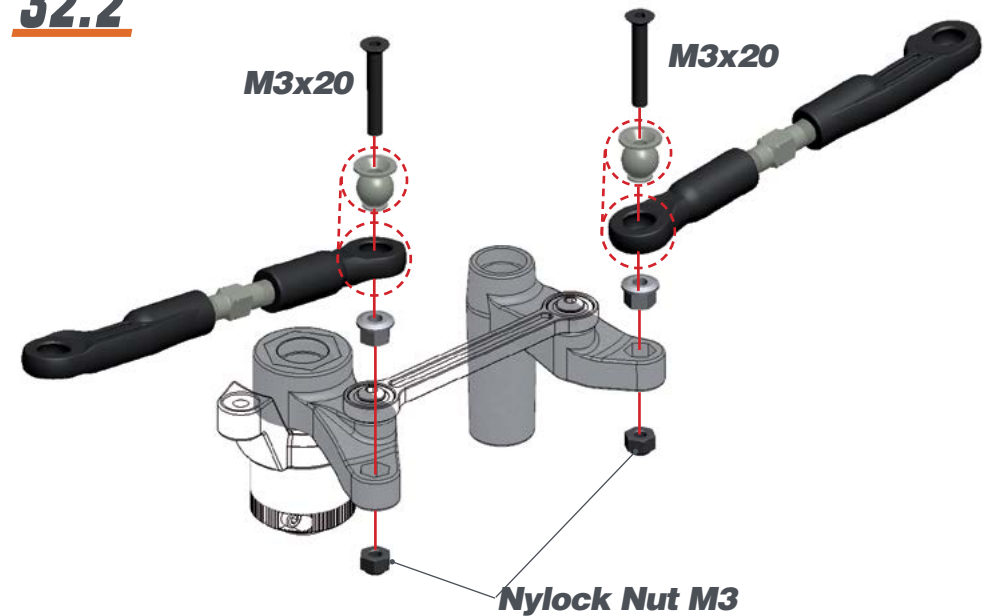
### 32.1



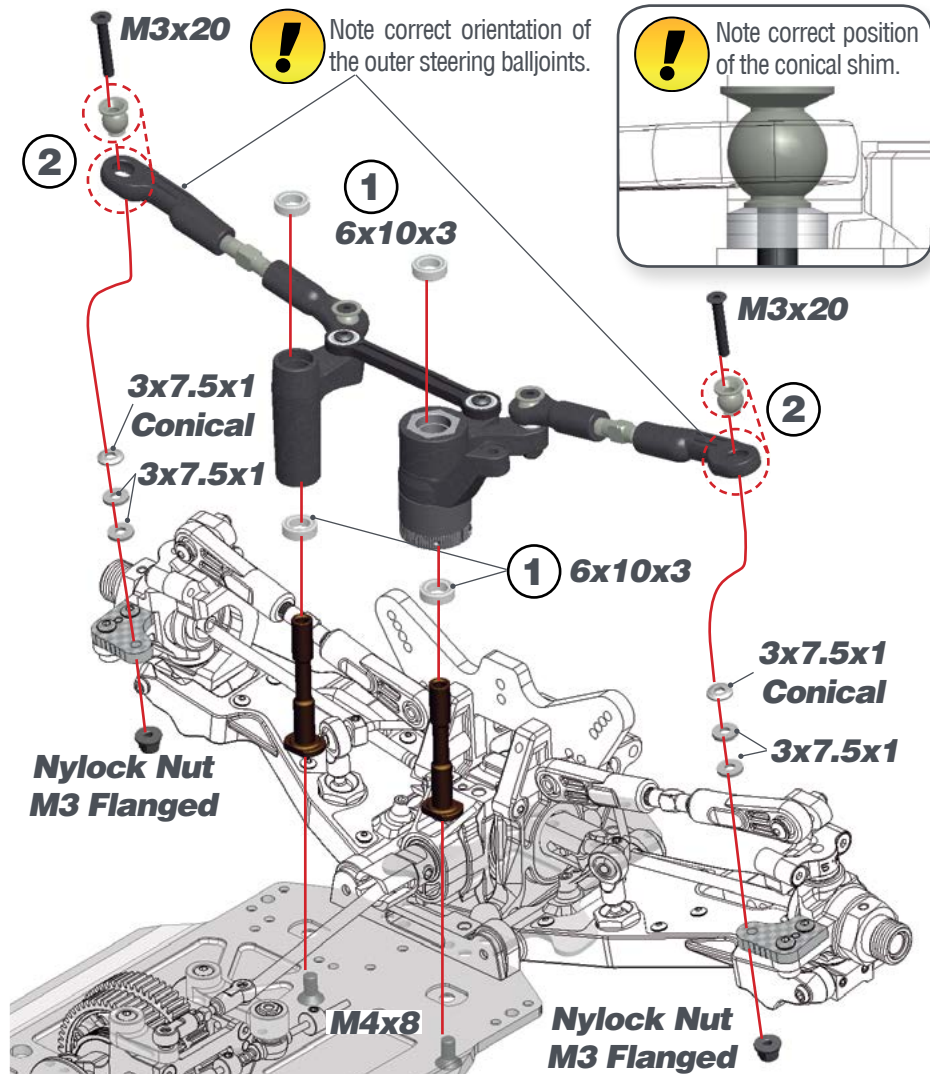
STEERING TRACKROD LENGTH



### 32.2

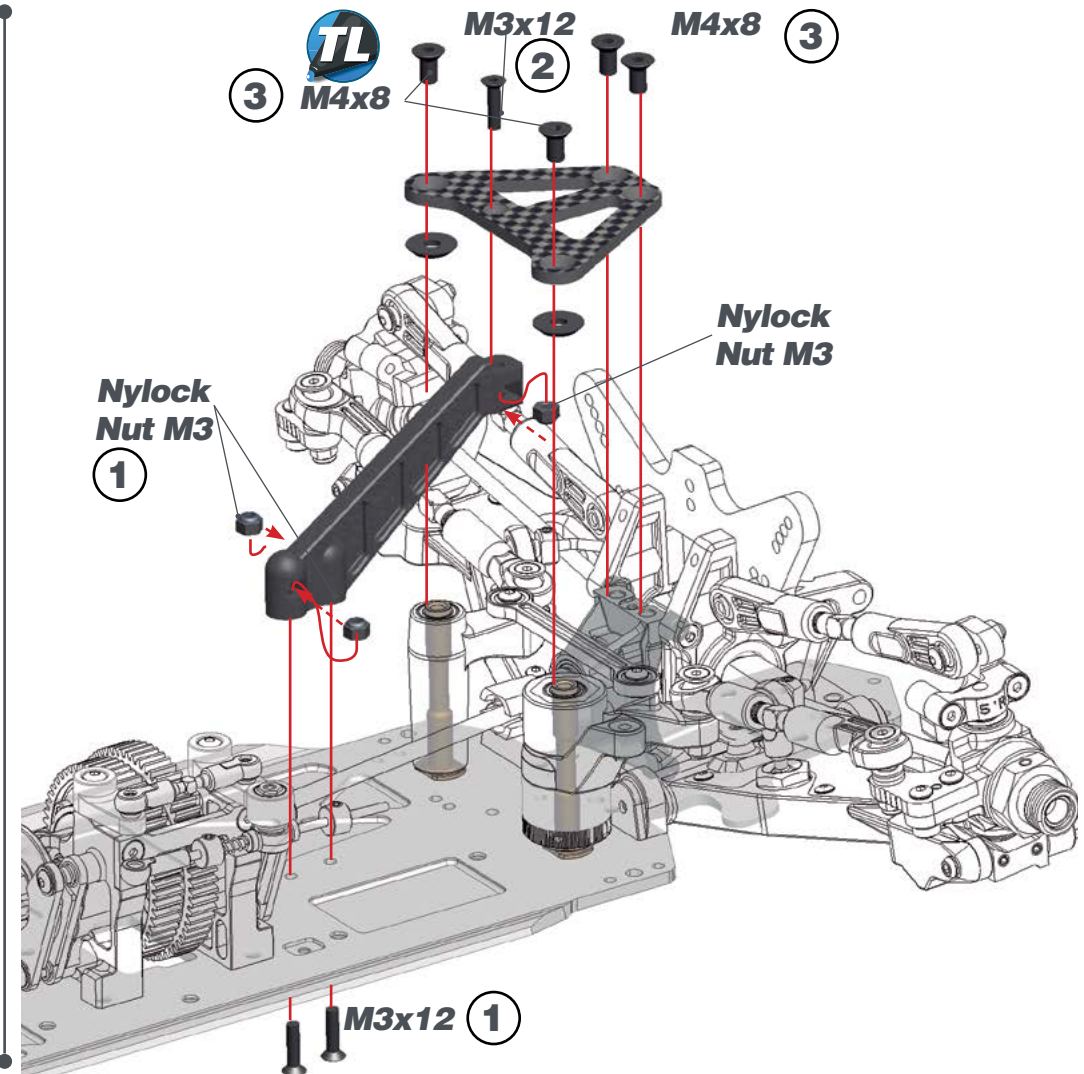


## STEP 33



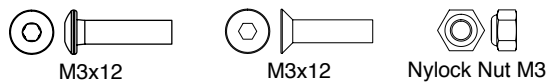
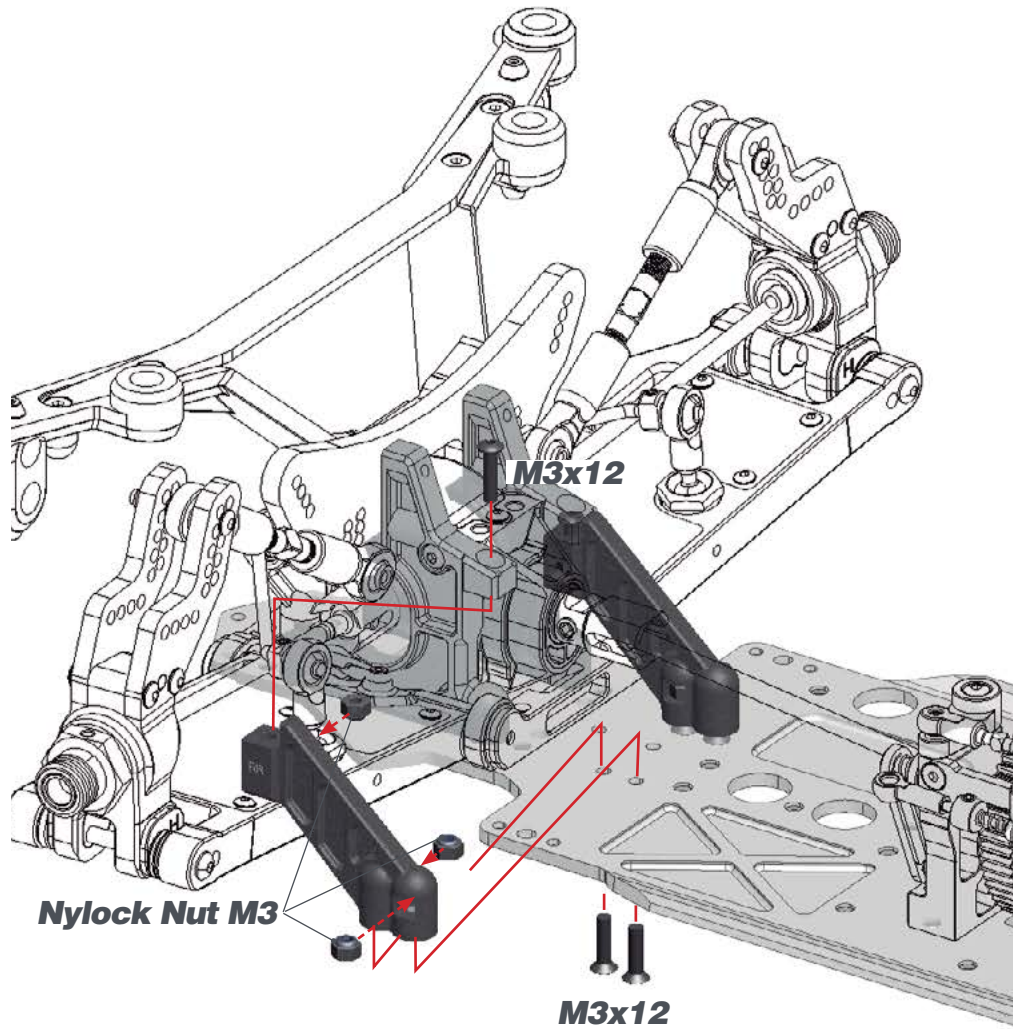
## STEP 34

BAG 11

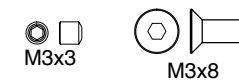
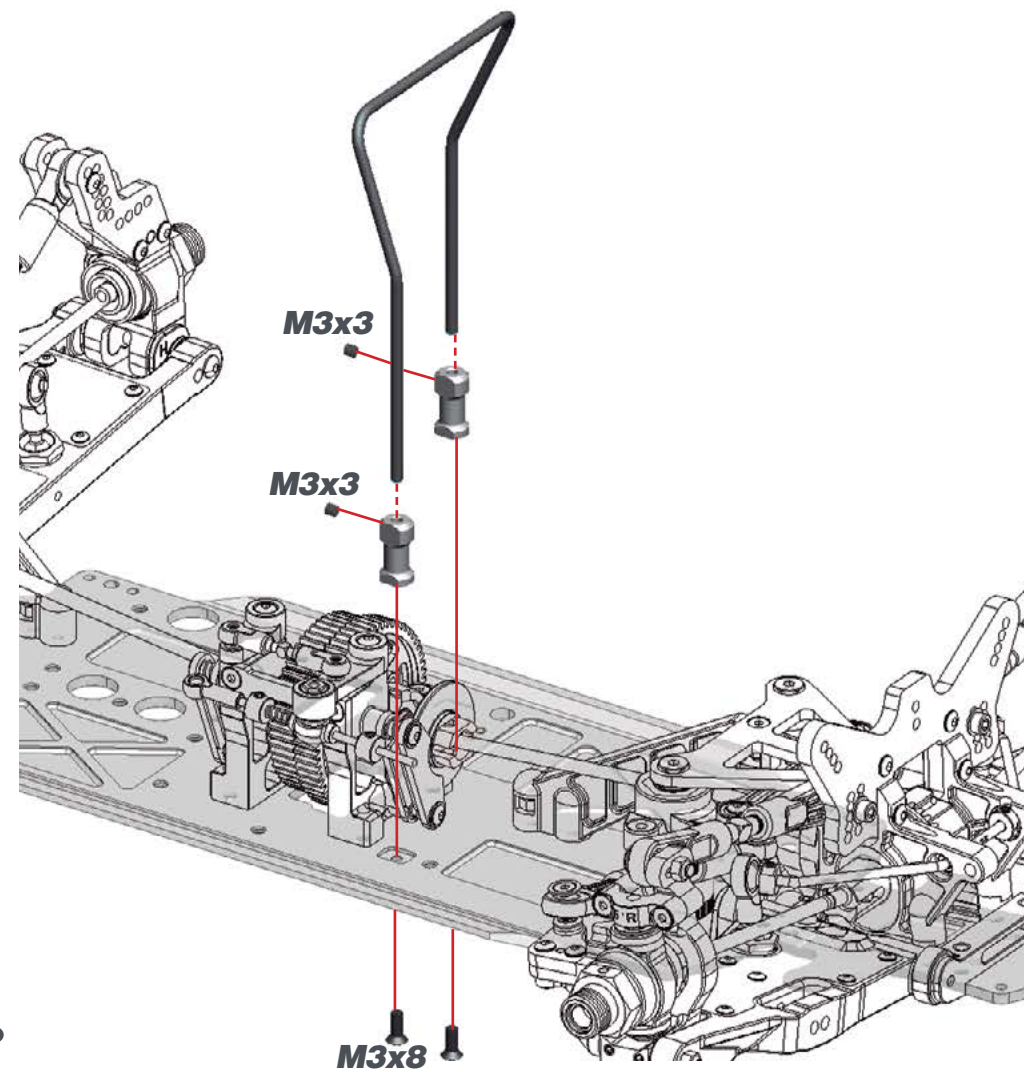




## STEP 35

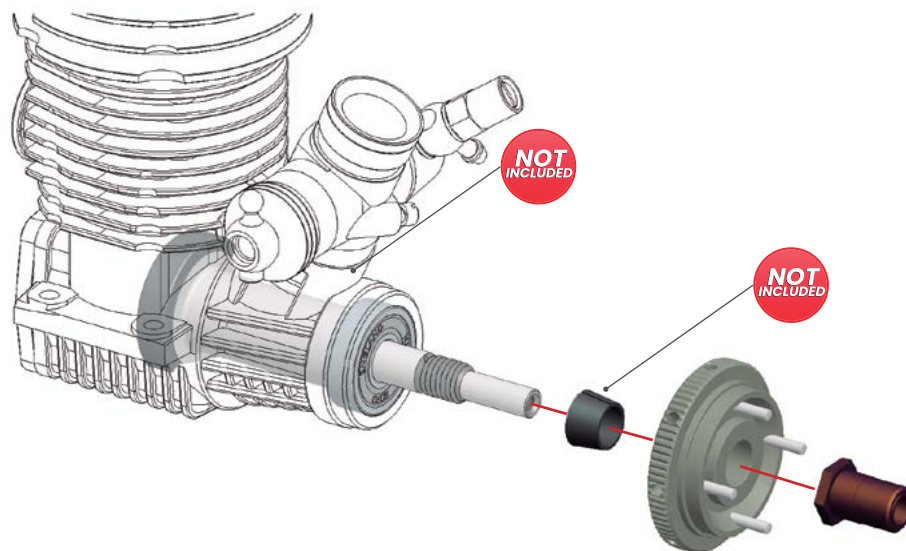


## STEP 36



## STEP 37

BAG 12



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.

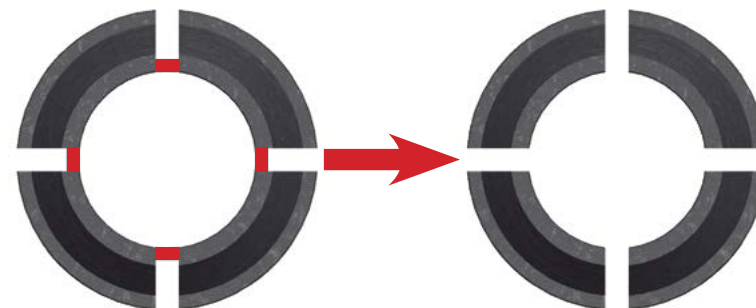
2- The holes in the side of the flywheel can be used to block the flywheel (with short allen tool) through the bottom of the chassis, when the engine/clutch is mounted in the car. It's easier to tighten or loosen the pre-load on the clutch spring that way.

## STEP 38

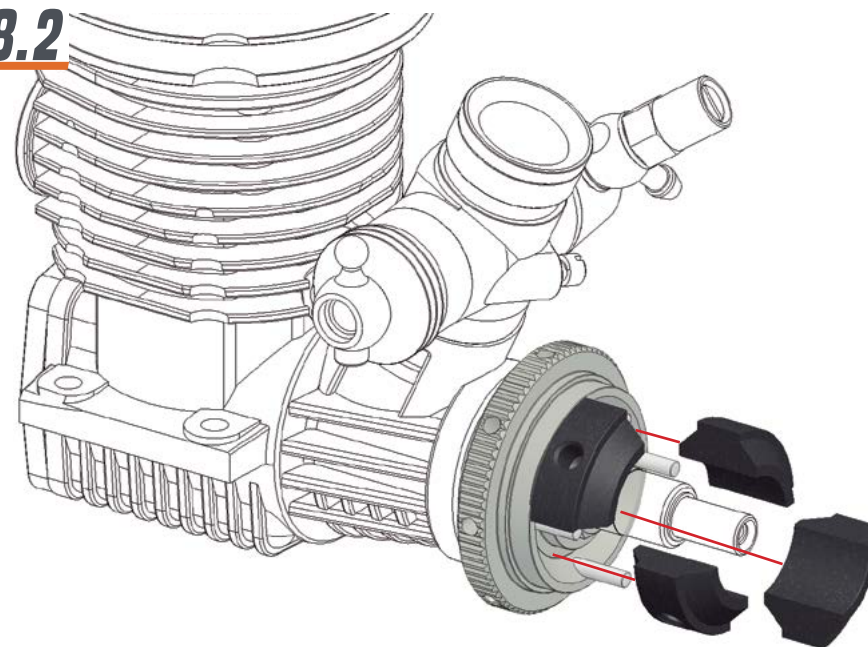
### 38.1



Before to assemble clutch shoes, carefully remove the red area and smoothen the cut surface in order to have four clutch shoes with the same shape.

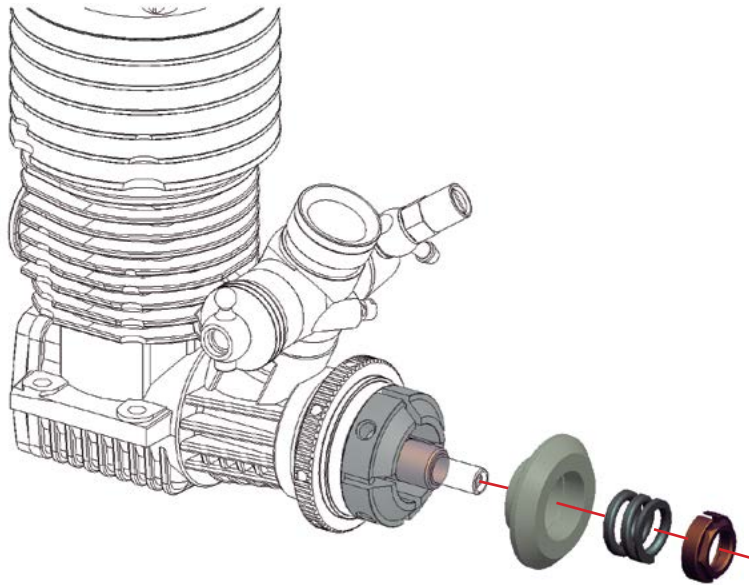


### 38.2





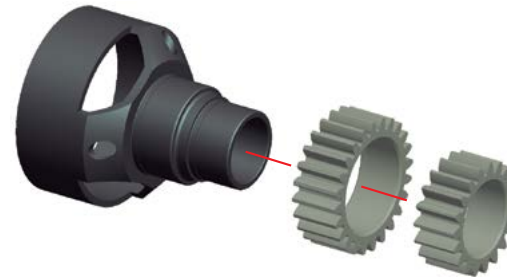
## STEP 39



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 40

### 40.1



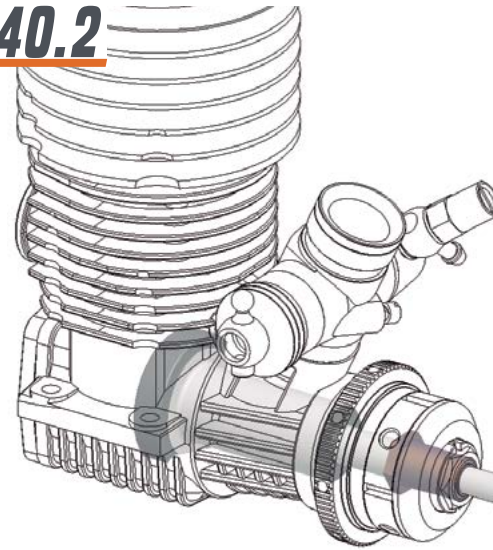
Note the orientation of the gears



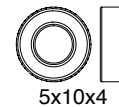
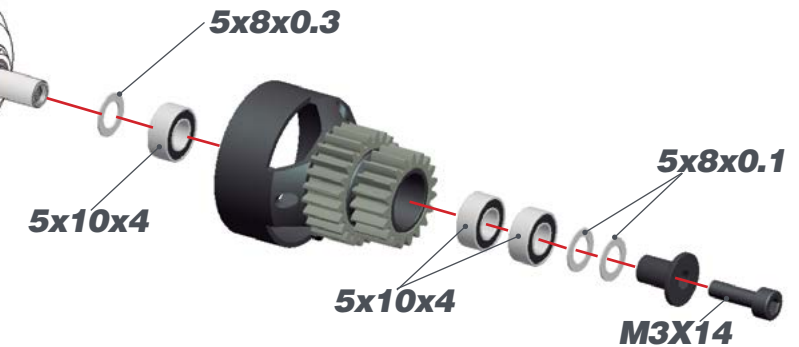
2ND

1ST

### 40.2

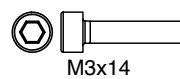
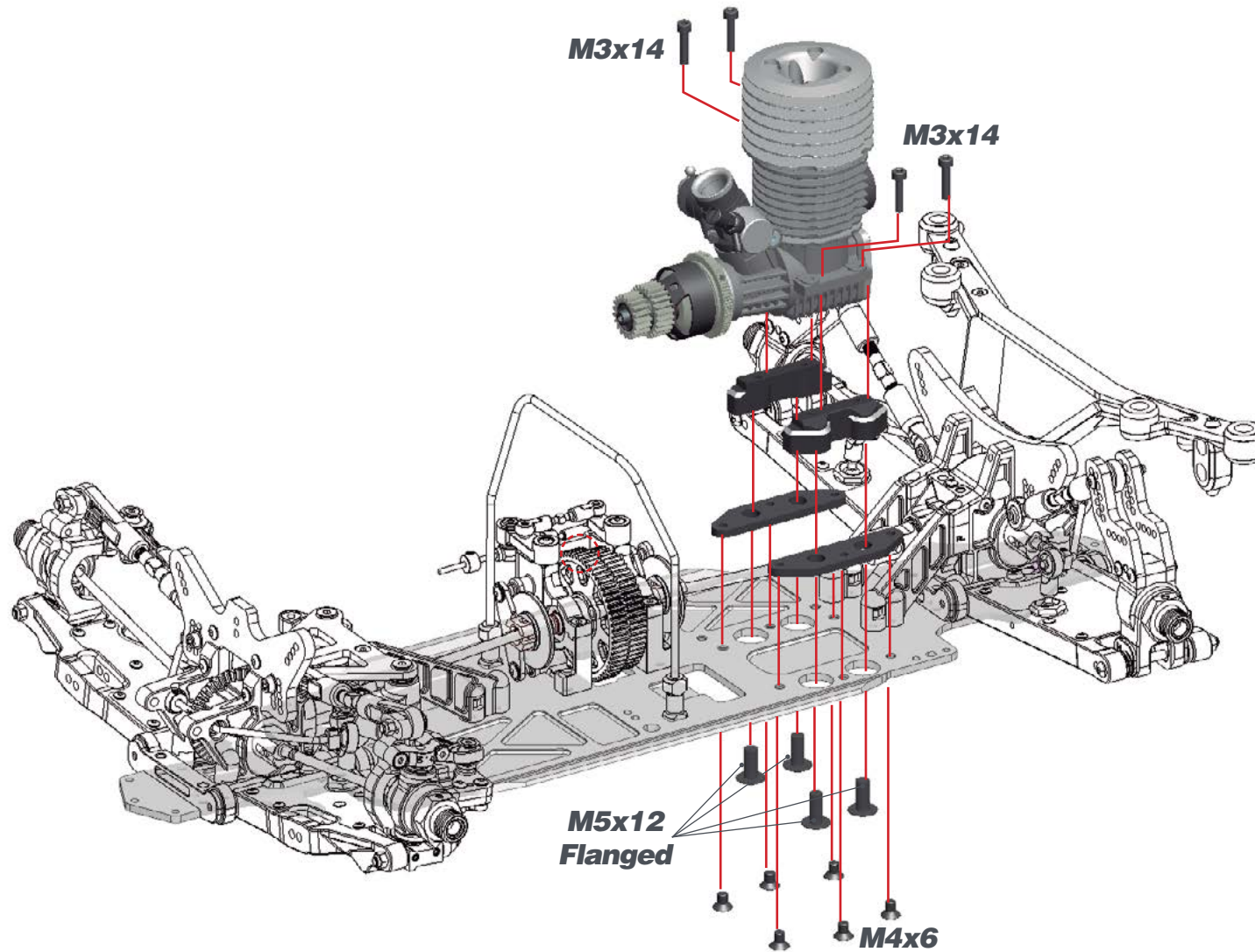


Place 5x8x0.1 and/or 5x8x0.3 shims to achieve a small amount of end play.





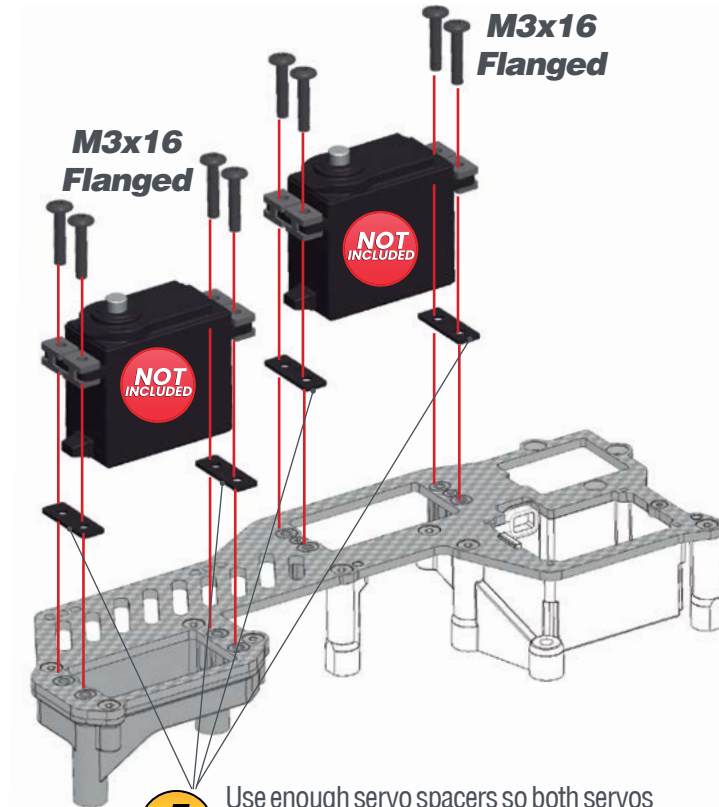
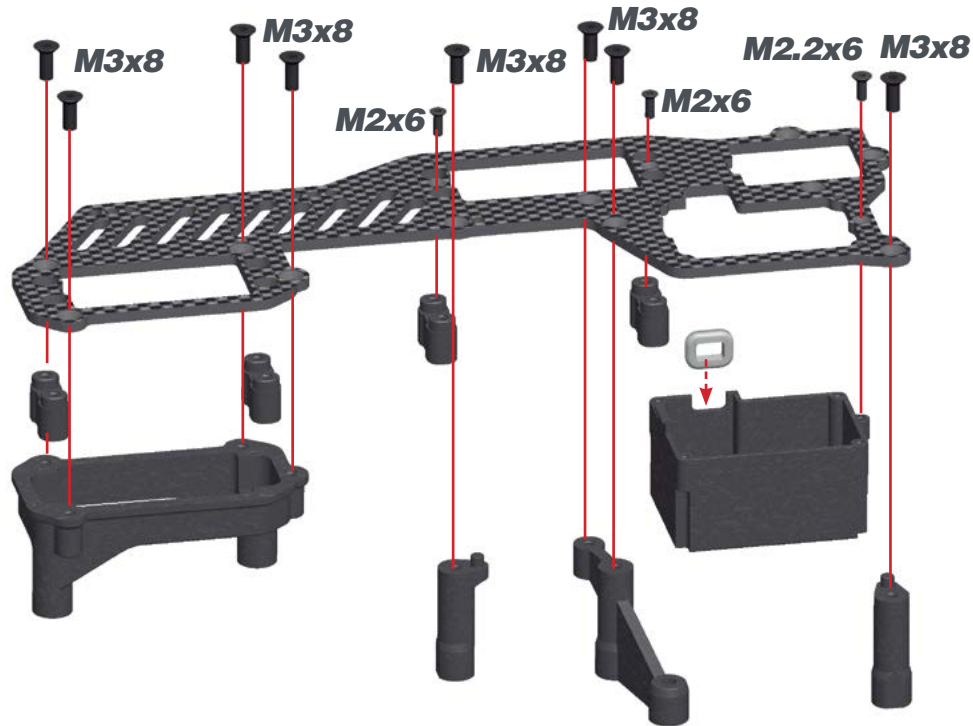
**STEP 41**



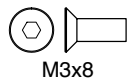
## STEP 42

BAG 13

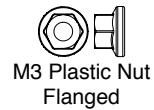
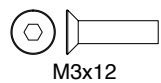
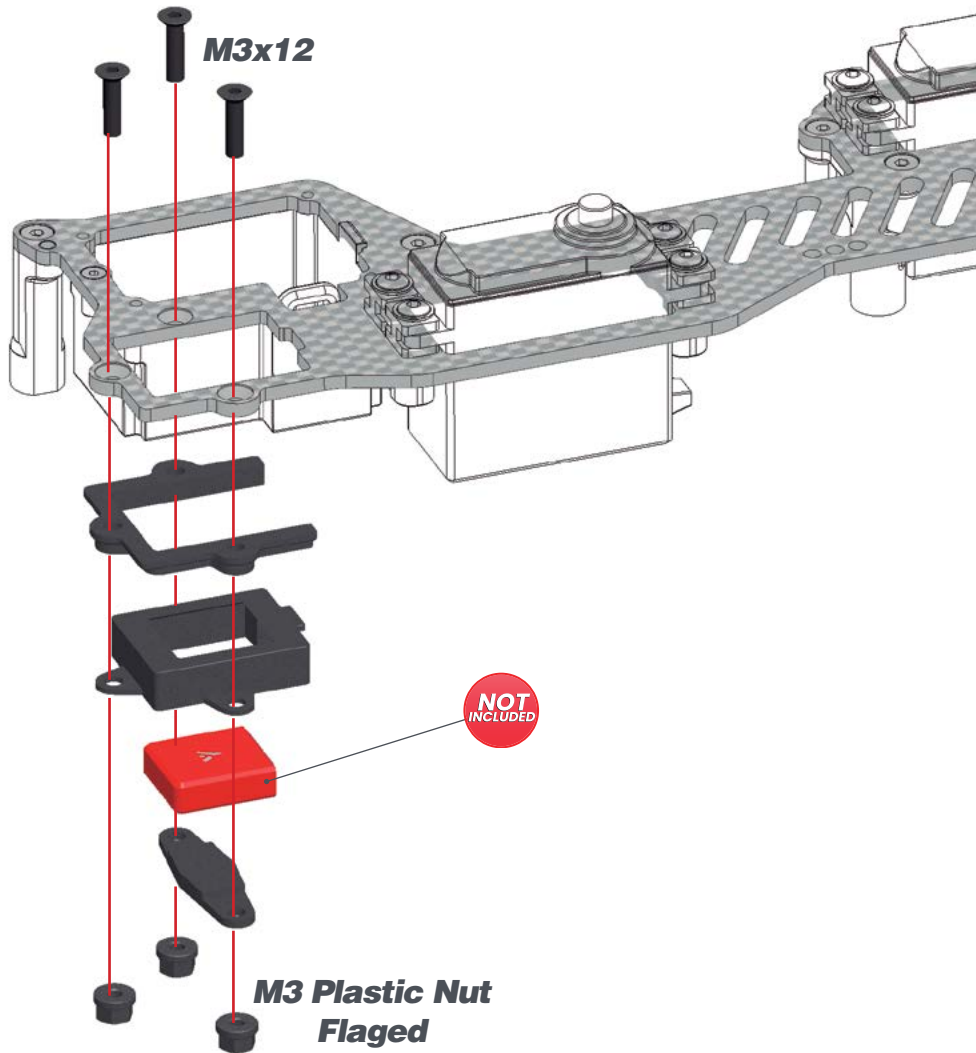
## STEP 43



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.

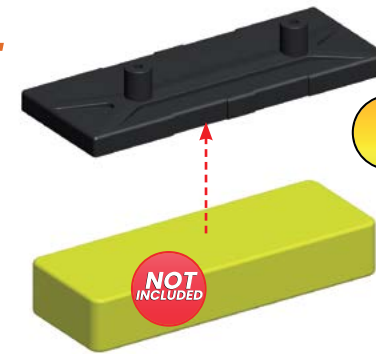


## STEP 44



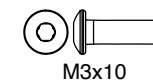
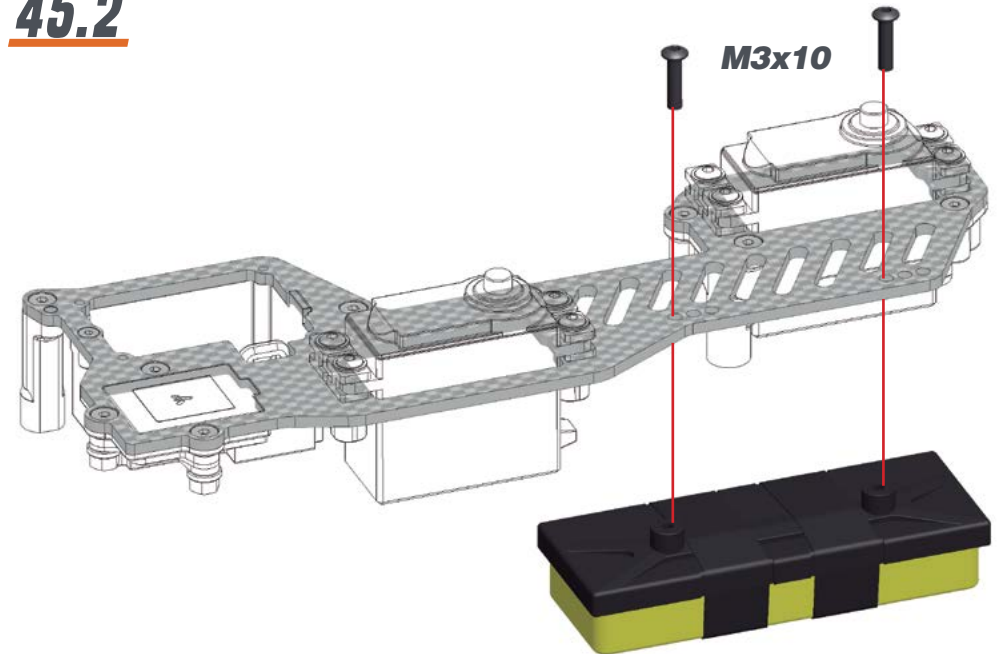
## STEP 45

### 45.1



**!** Use tape to mount the battery to the plastic support.

### 45.2



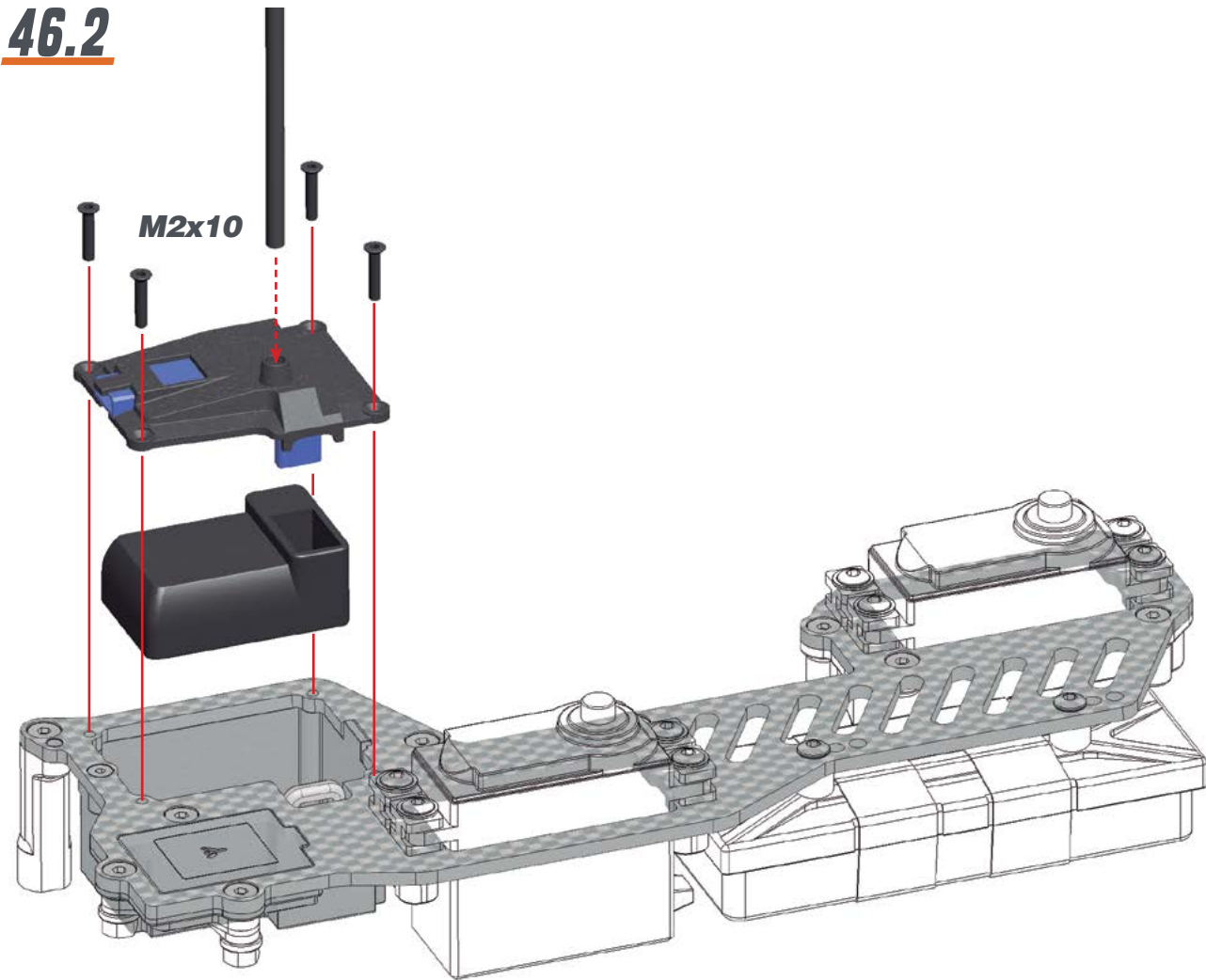


**STEP 46**

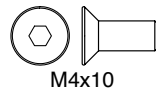
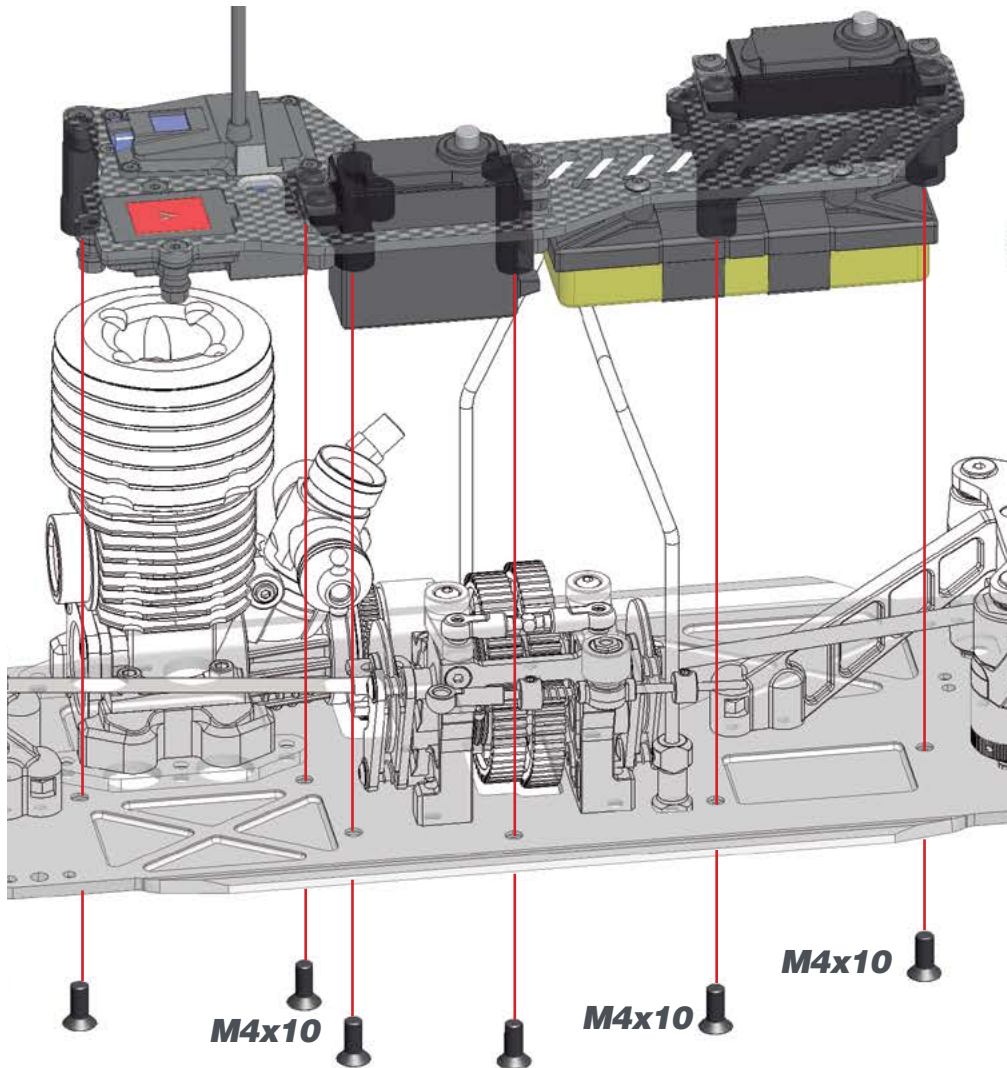
**46.1**



**46.2**



## STEP 47



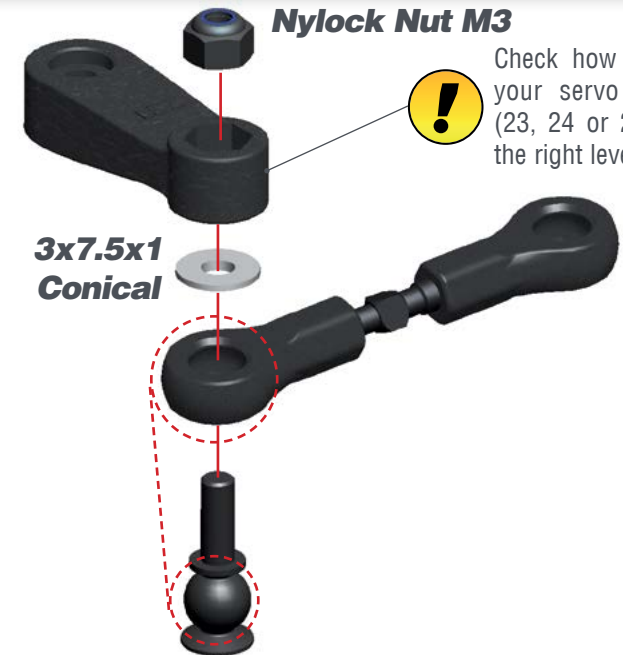
## STEP 48



### STEERING LINK LENGTH

Between different servo brands there could be slight differences.

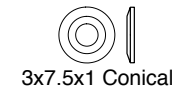
6.5 - 7 mm



**Nylock Nut M3**

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

**3x7.5x1  
Conical**



## STEP 49

## 49.1



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

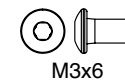
## 49.2



**M3x6**

**3x7.5x1  
Conical**

**Nylock Nut M3** 

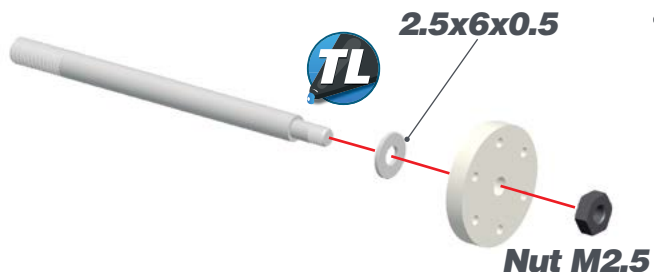




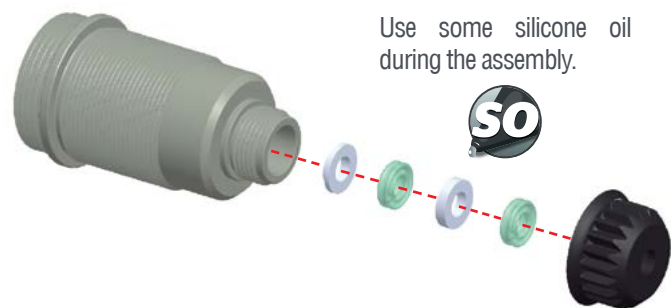
## STEP 51

### SHOCK BAG

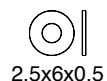
#### 51.1



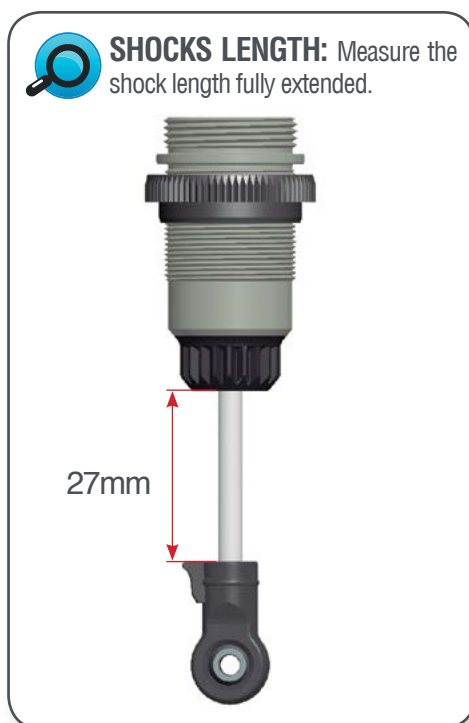
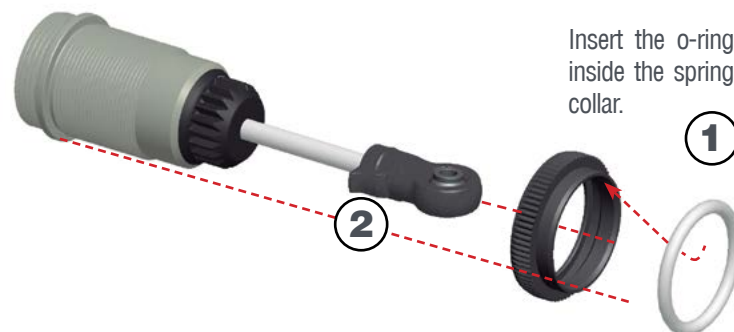
#### 51.2



#### 51.3



## STEP 52



## STEP 53

- 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.



## STEP 54

### 54.1

Push the membrane into the shock cap.



### 54.2

Close top step by step only 3/4



## STEP 55

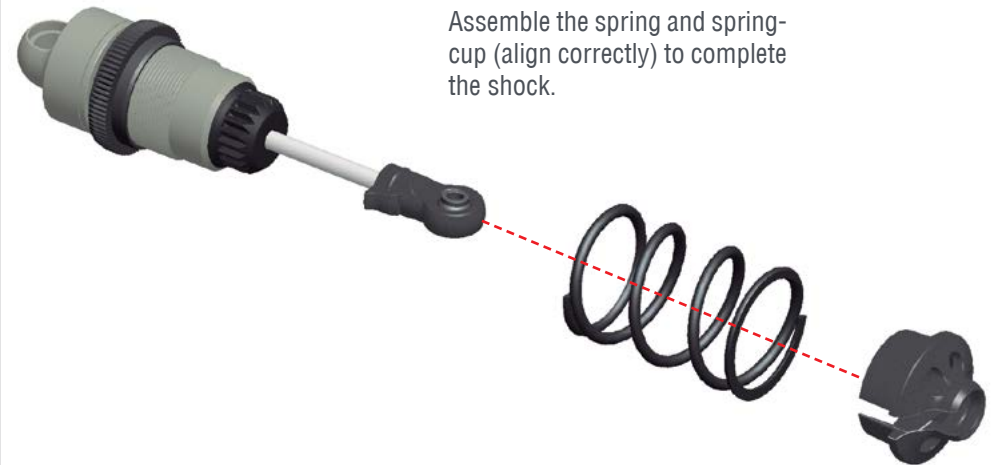
1-Bleed: push the shock-rod all the way in slowly, to allow excessive oil to escape.

2- With shockrod fully in, close fullu the shock cap.

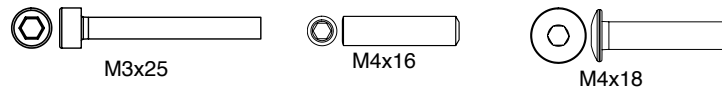
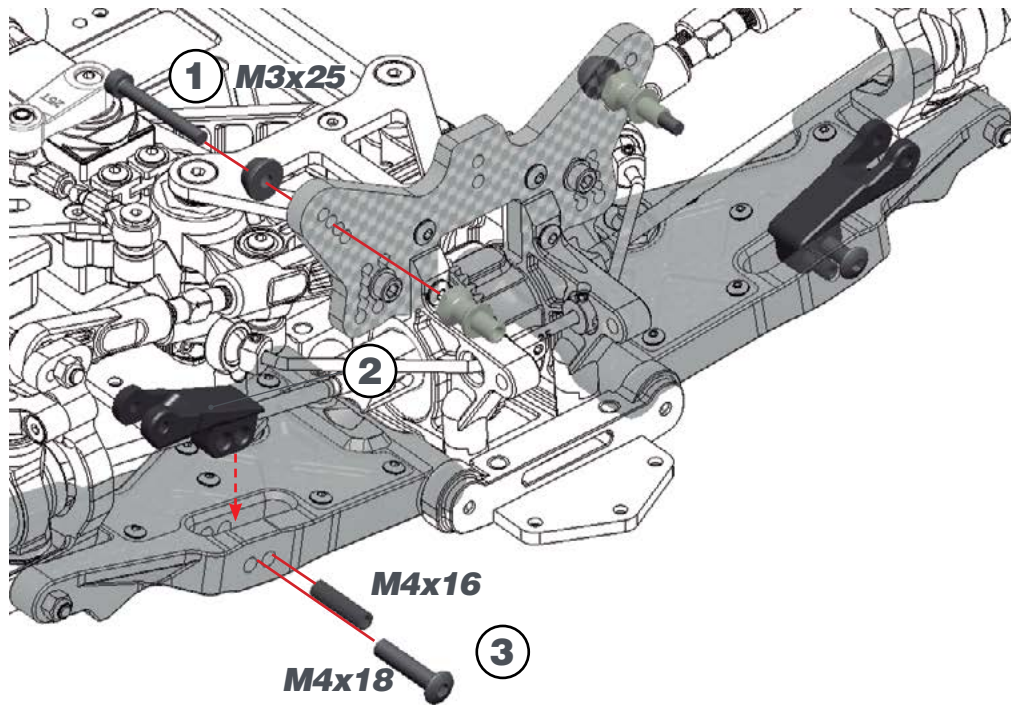


## STEP 56

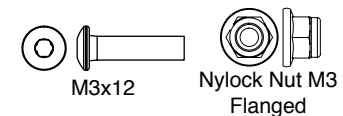
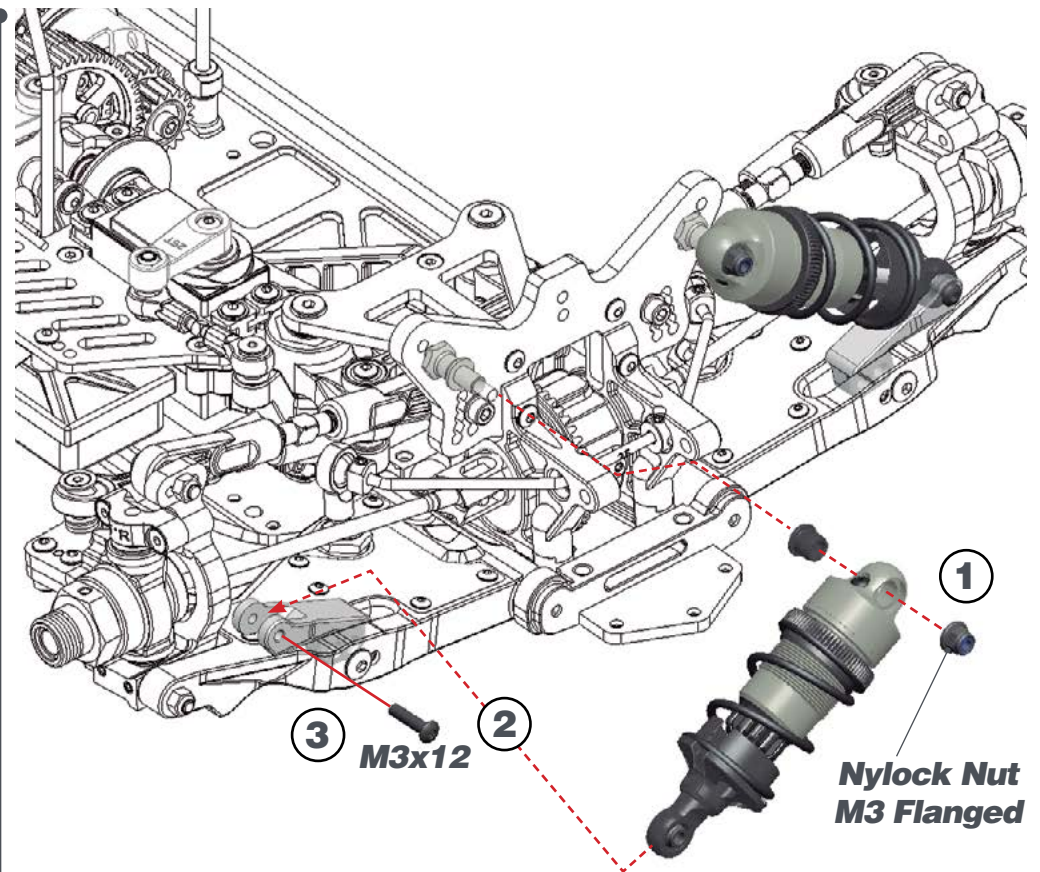
Assemble the spring and spring-cup (align correctly) to complete the shock.



## STEP 57

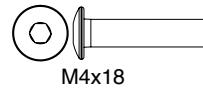
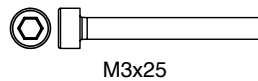
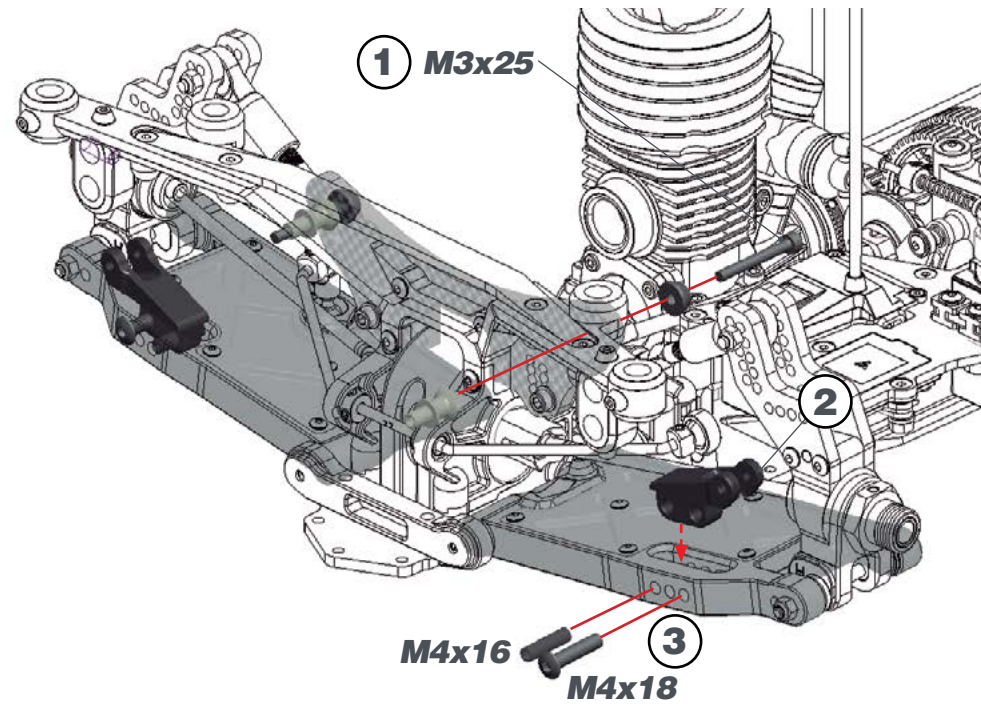


## STEP 58

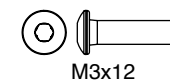
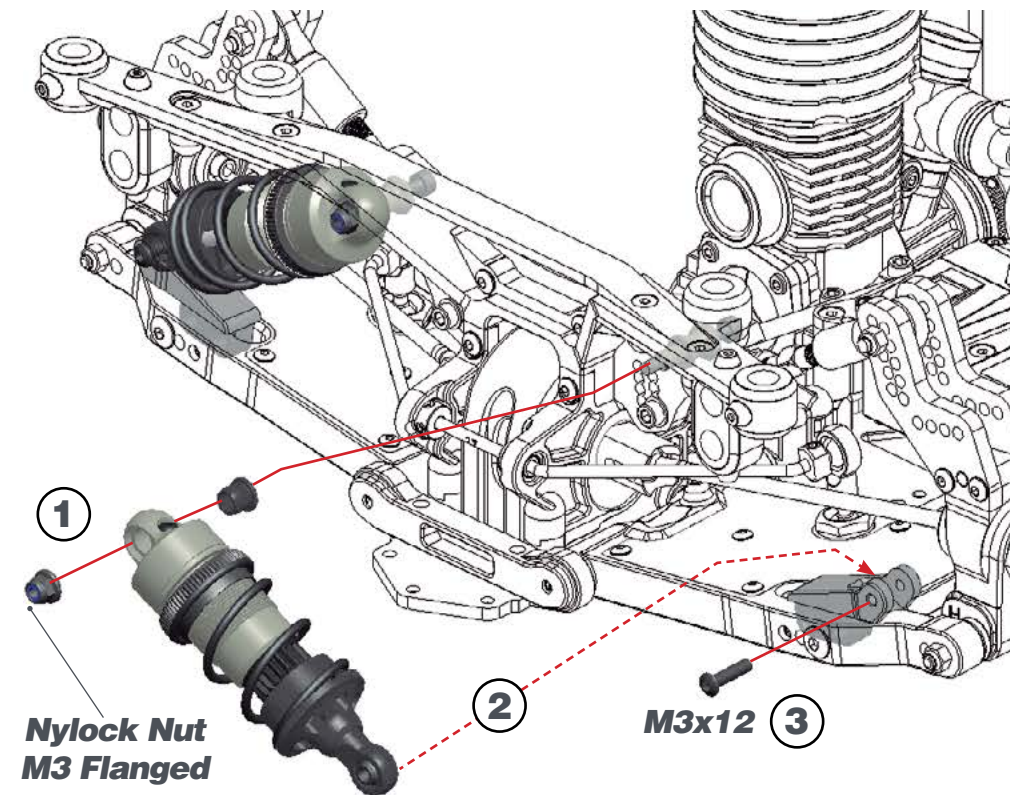




## STEP 59



## STEP 60



## STEP 61

BAG 14

### 61.1



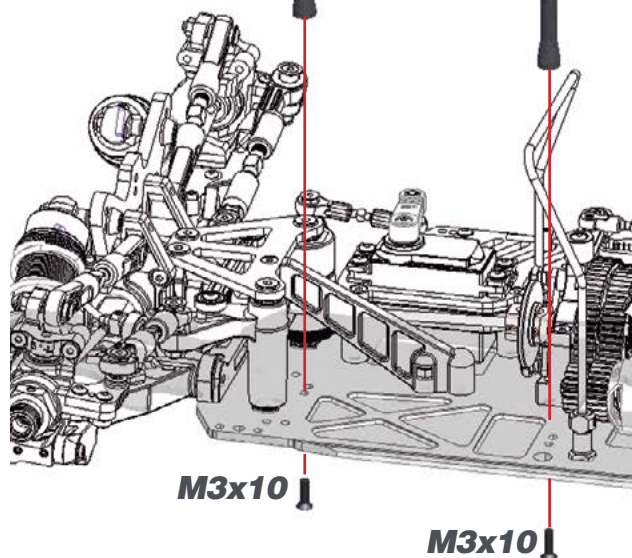
### 61.3

M3x12  
Flanged

M3x12  
Flanged

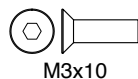
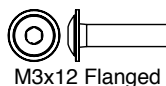


### 62.2

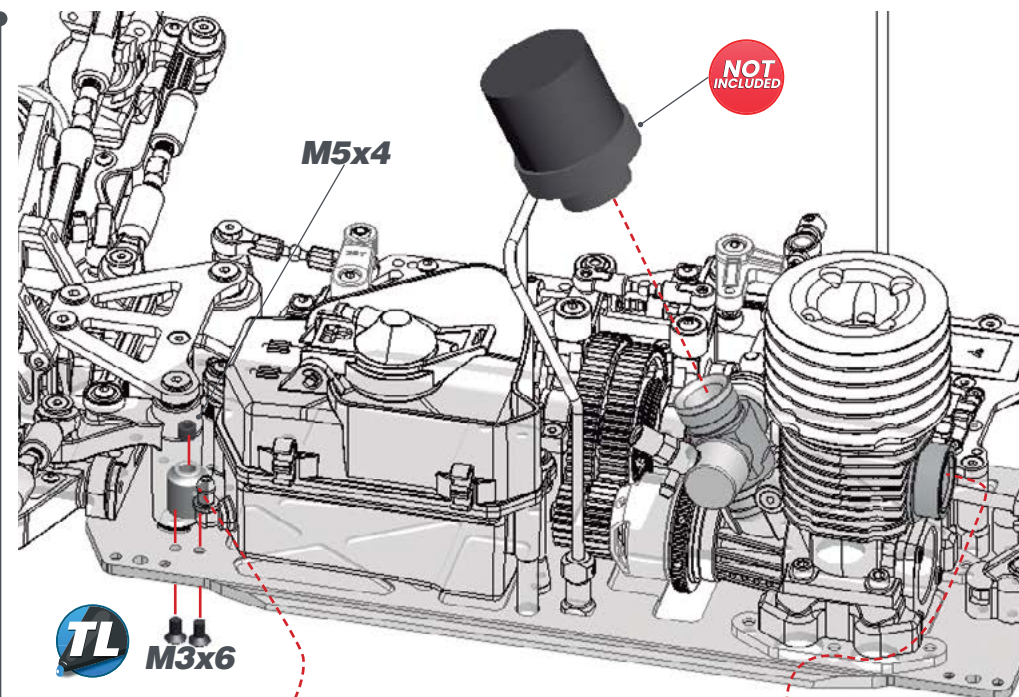


M3x10

M3x10



## STEP 62



M5x4

TL

M3x6

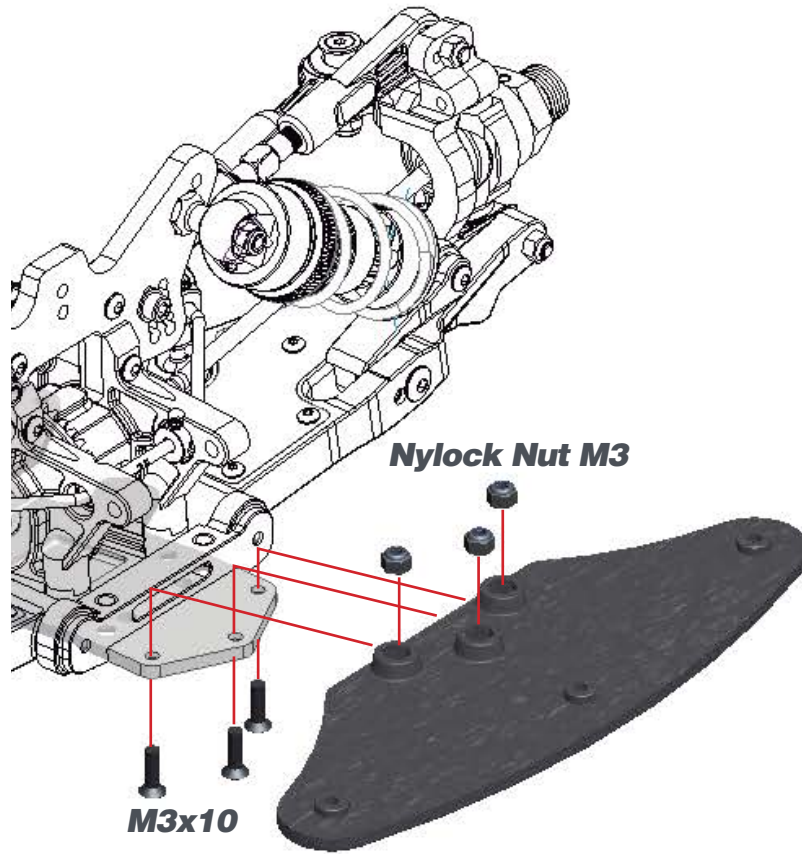
NOT  
INCLUDED



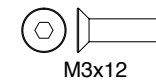
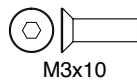
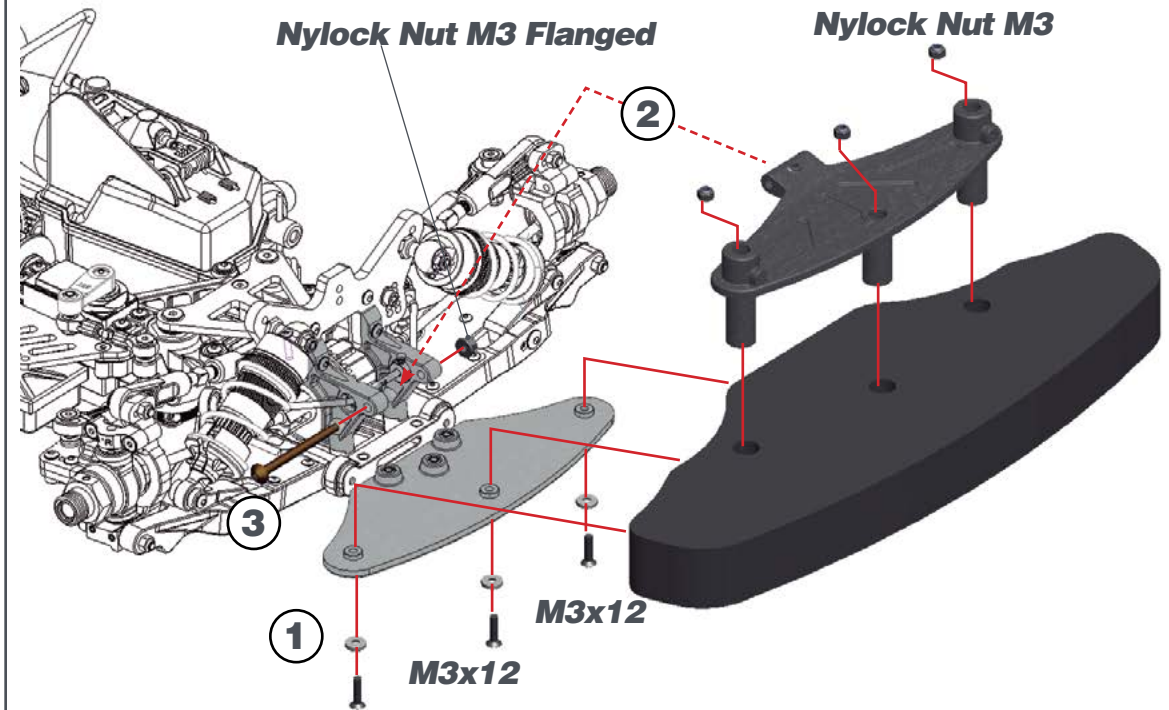


# STEP 63

BAG 15

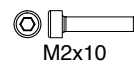
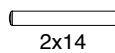
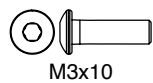
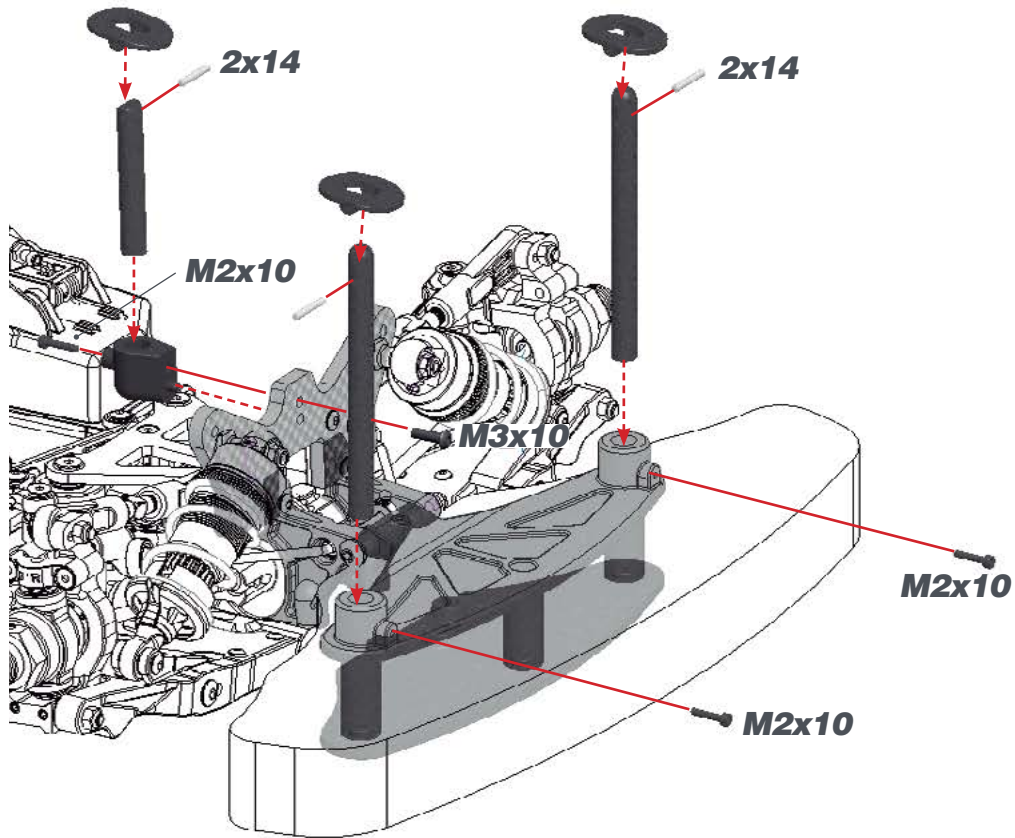


# STEP 64

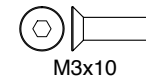
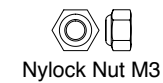
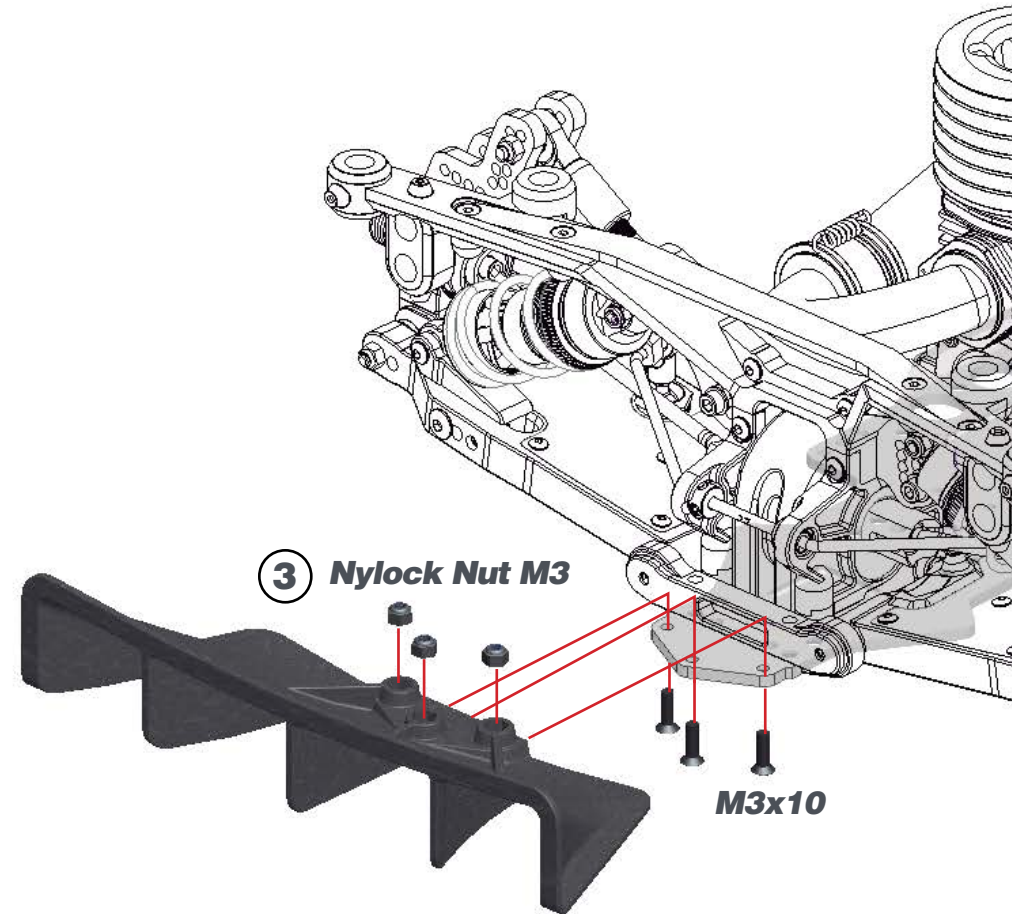




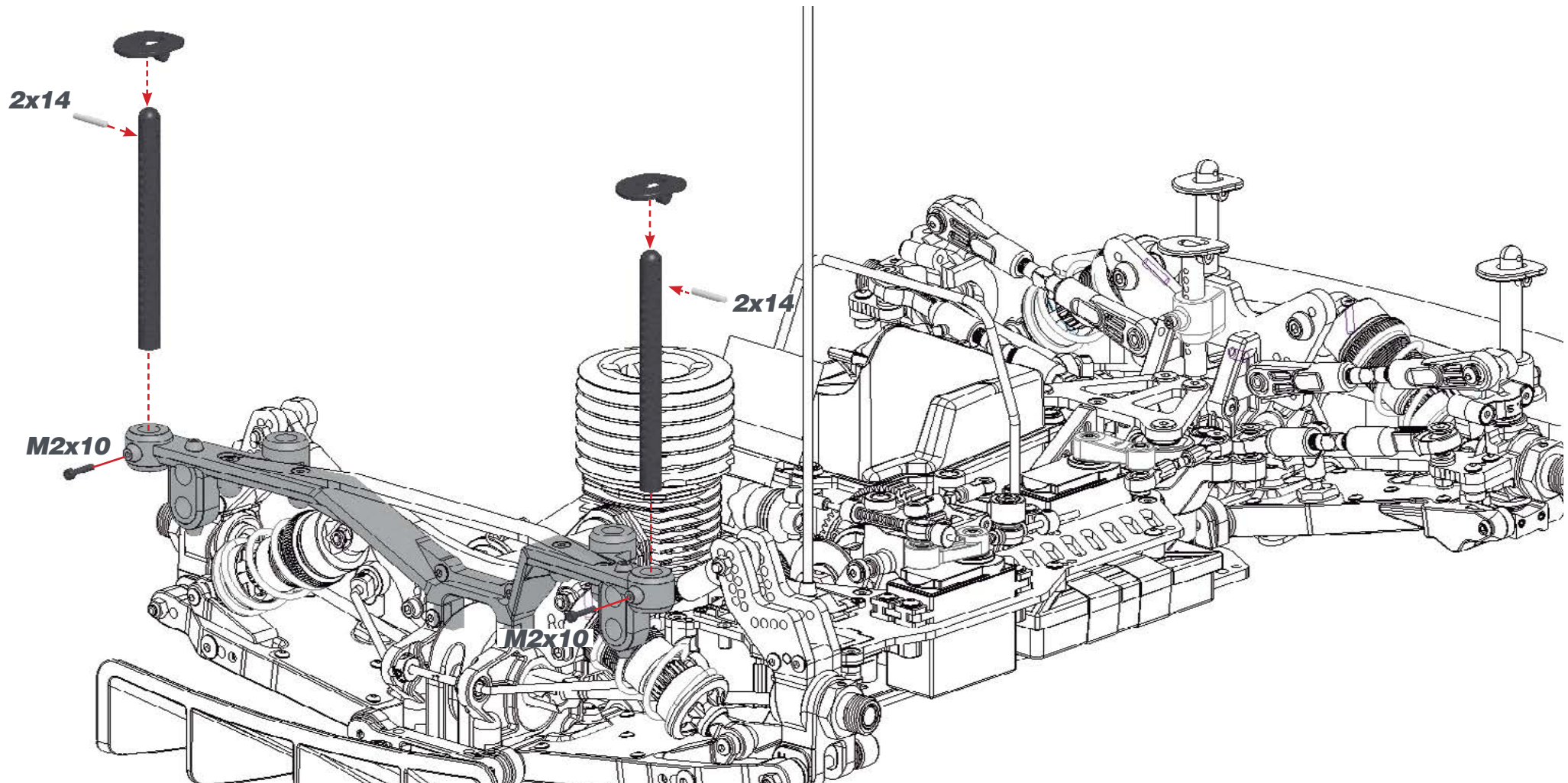
## STEP 65



## STEP 66

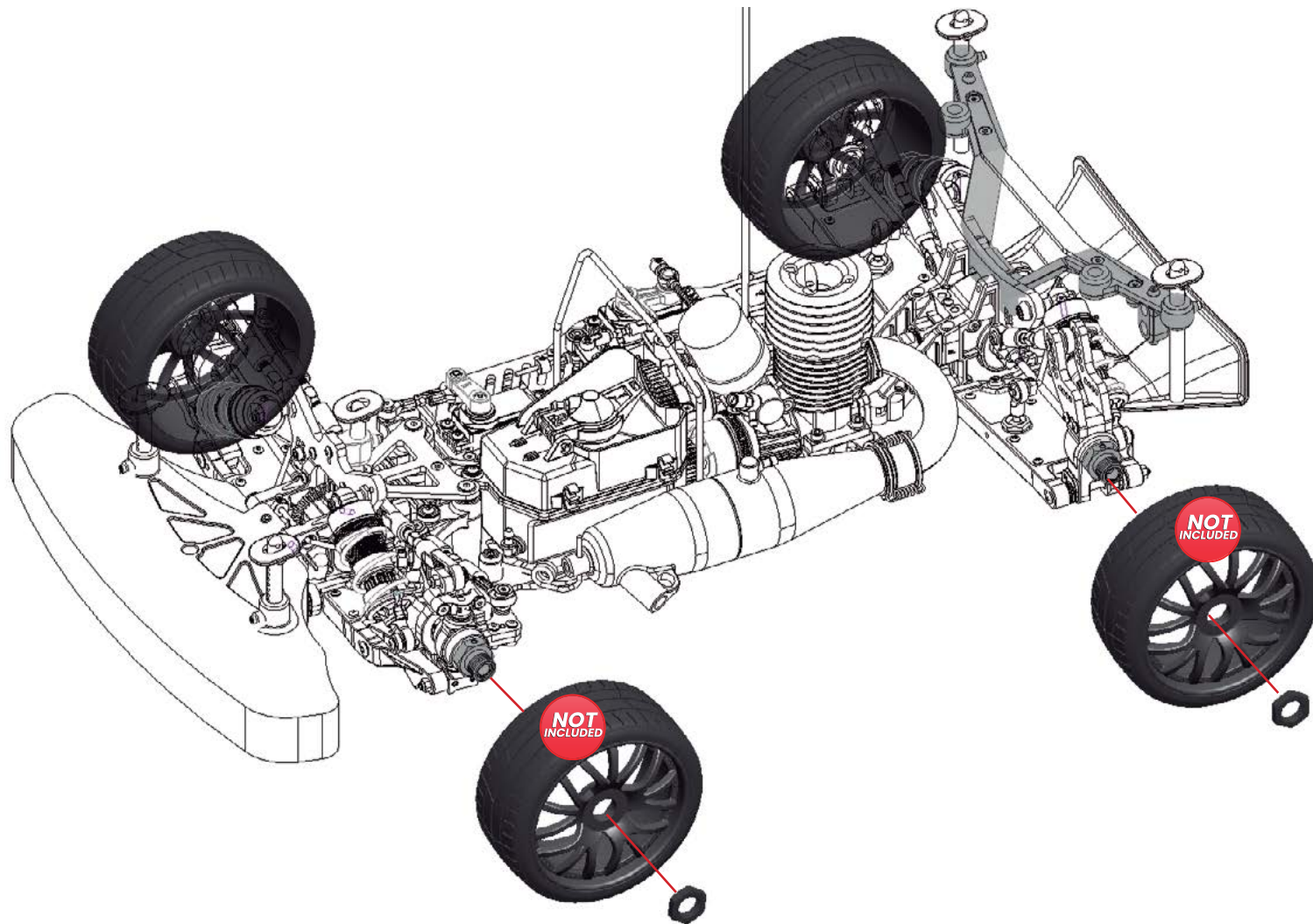


**STEP 67**





**STEP 68**

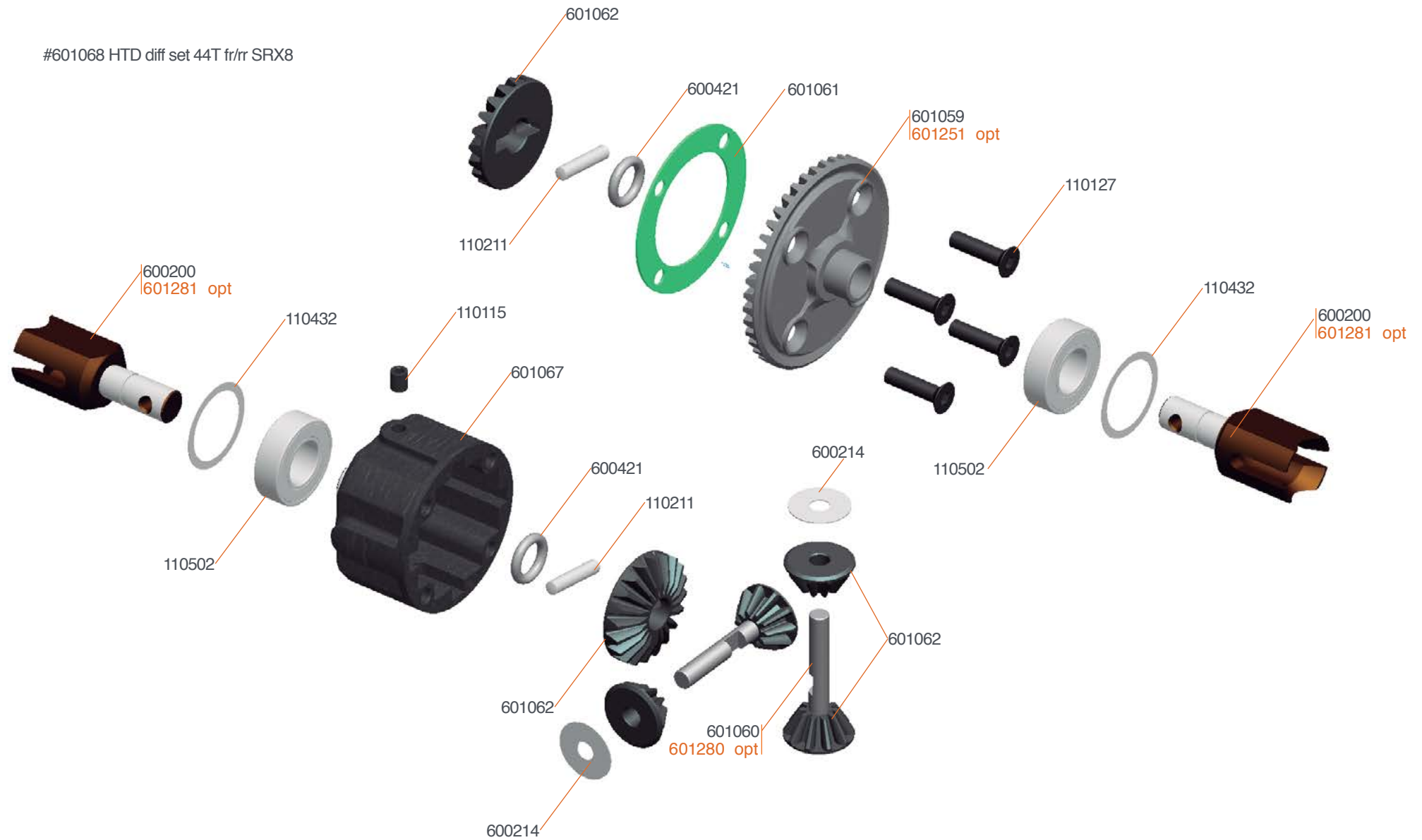




## INDEX

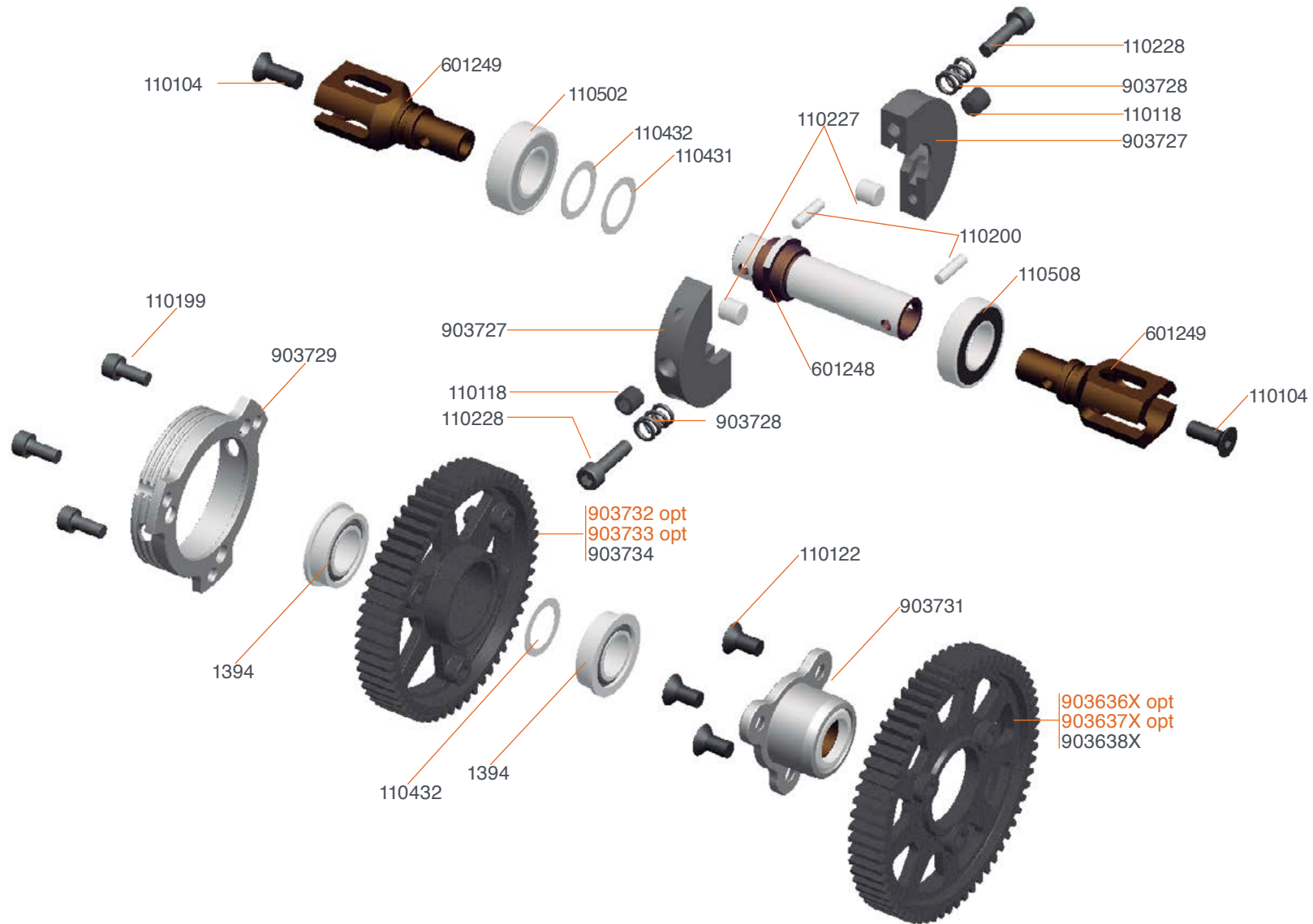
<b>DIFFERENTIALS EXPLODED VIEW</b>	<b>44</b>
<b>GEARBOX EXPLODED VIEW</b>	<b>45</b>
<b>MID EXPLODED VIEW</b>	<b>46</b>
<b>REAR EXPLODED VIEW</b>	<b>47</b>
<b>FRONT EXPLODED VIEW</b>	<b>48</b>
<b>STEERING EXPLODED VIEW</b>	<b>49</b>
<b>RADIO EXPLODED VIEW</b>	<b>50</b>
<b>CLUTCH EXPLODED VIEW</b>	<b>51</b>
<b>SHOCKS EXPLODED VIEW</b>	<b>52</b>
<b>ENGINE AND EXHAUST</b>	<b>53</b>
<b>FINAL 1 EXPLODED VIEW</b>	<b>54</b>
<b>FINAL 2 EXPLODED VIEW</b>	<b>55</b>

#601068 HTD diff set 44T fr/r SRX8



601250 HTD diff set 44T SRX8 GT V2  
 601251 HTD diff gear 44T SRX8 GT V2  
 601280 HTD diff X-shaft alu SRX8

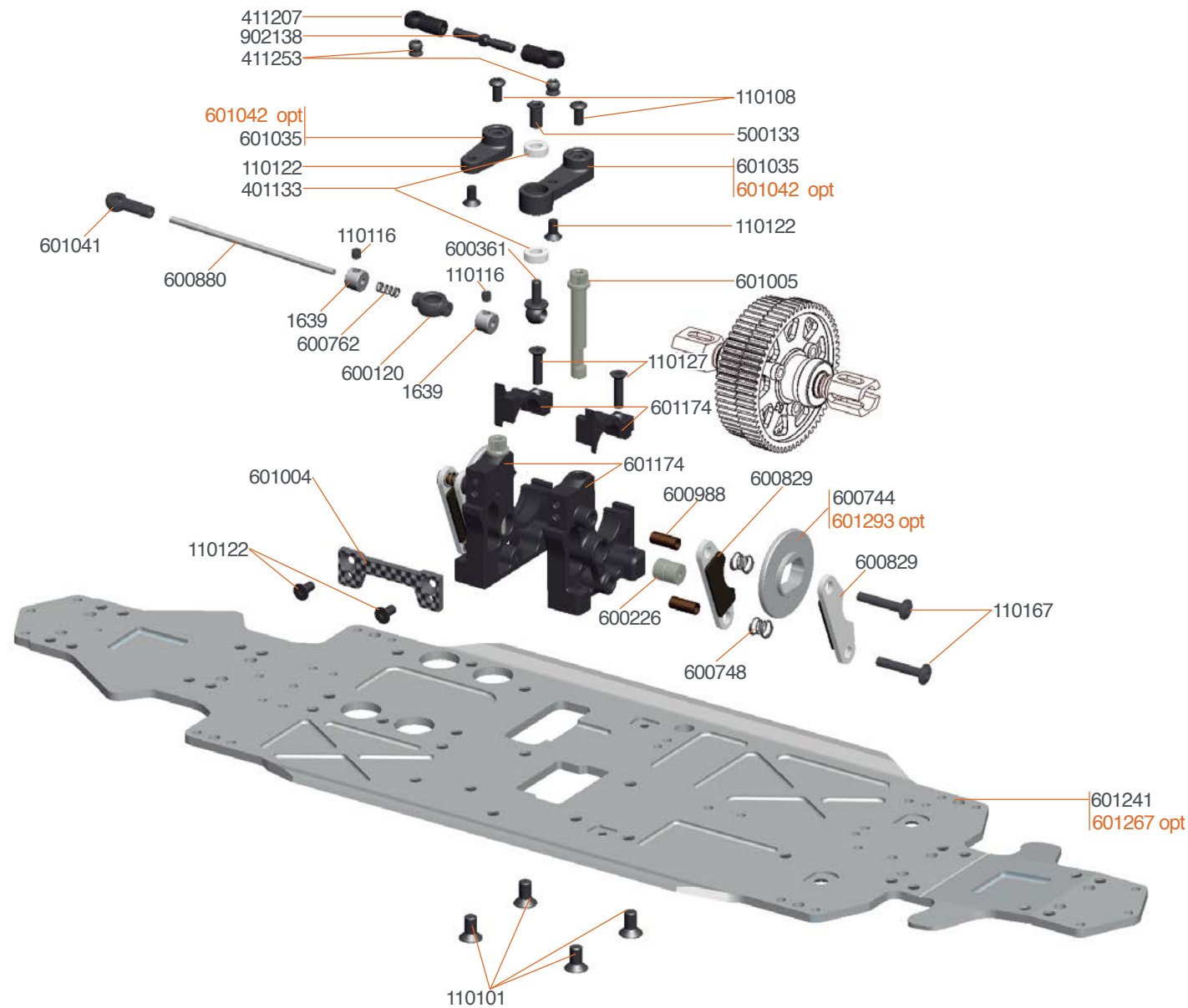
601281 Diff outdrive (2) V2



903636X 2-speed gear 61T SL8 XLI V2  
 903732 2-speed gear 56T XLI Gen2  
 903637X 2-speed gear 62T SL8 XLI  
 903733 2-speed gear 57T XLI Gen2

903771 2-speed gear set (6) XLI Gen2

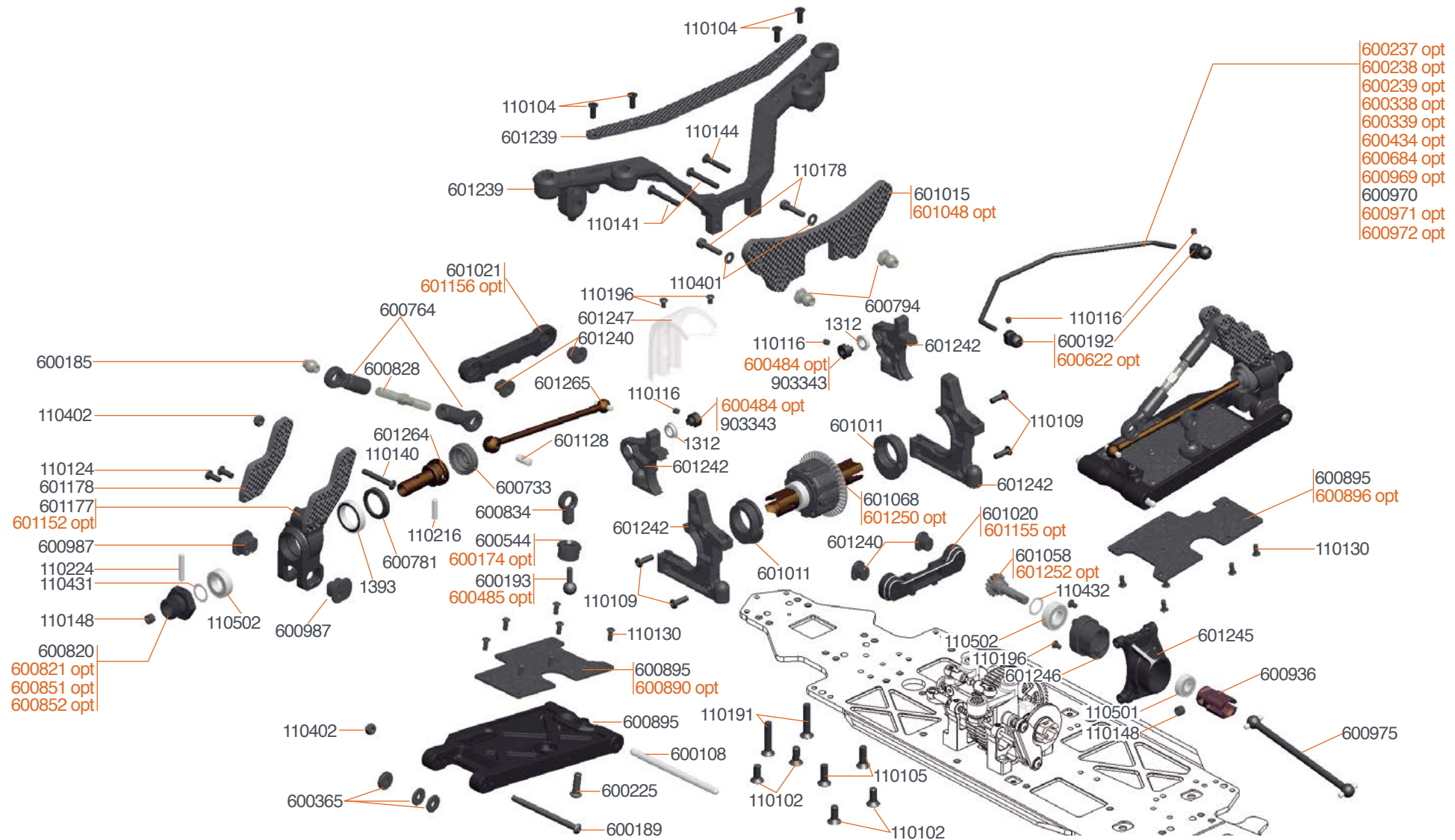




601042 Brake lever fr / rr alu SRX8 GT  
601266 Chassis set 4mm SRX8 GT  
601267 Chassis 4mm SRX8 GT

601268 Chassis inserts carbon SRX8 GT  
601293 Brakedisk pro (2) SRX8

# REAR EXPLODED VIEW



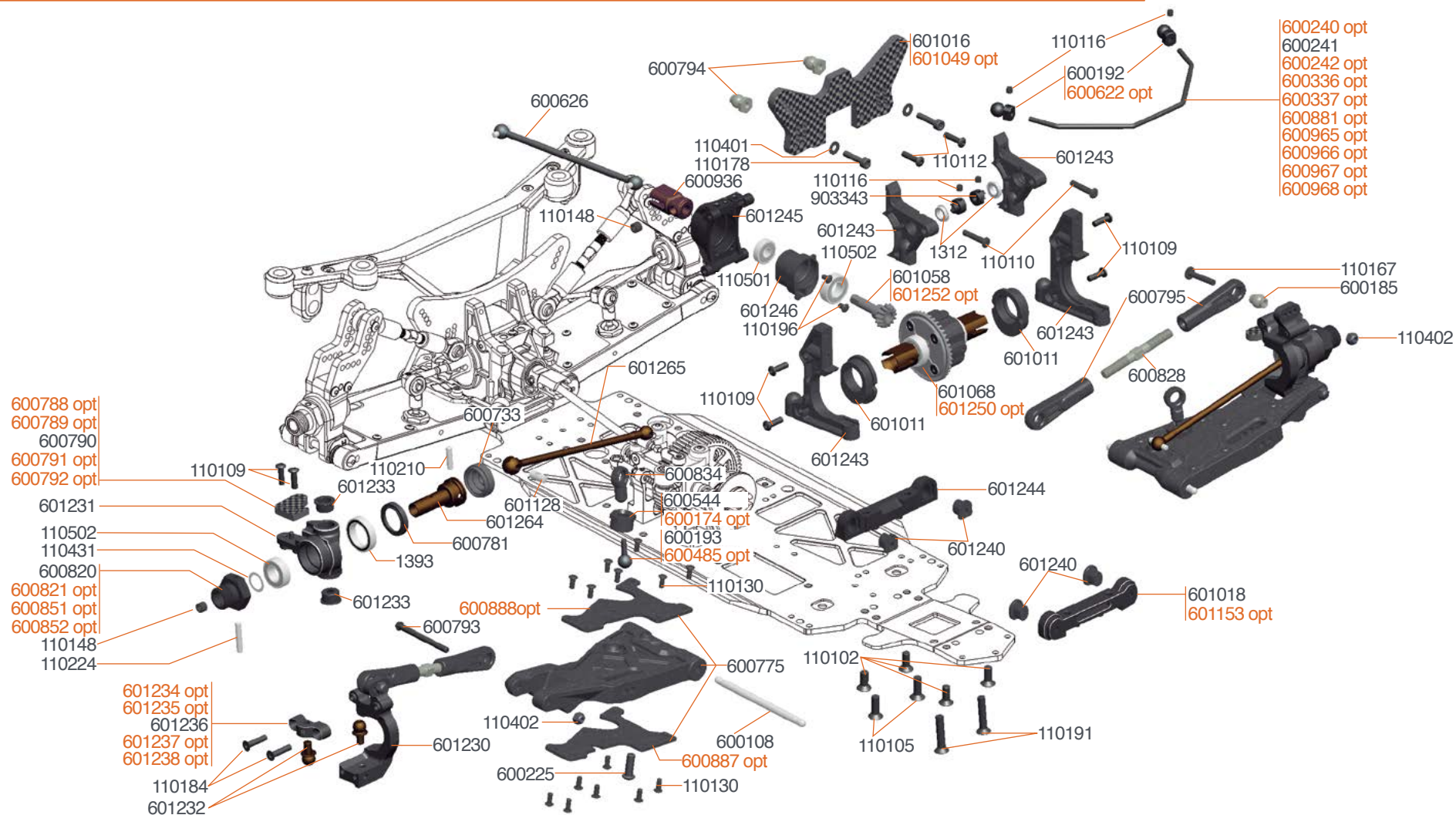
600237 opt  
600238 opt  
600239 opt  
600338 opt  
600339 opt  
600434 opt  
600684 opt  
600969 opt  
600970  
600971 opt  
600972 opt

600174 Antirollbar nut (2)  
600338 Antiroll bar rear 1.8mm  
600339 Antiroll bar rear 2.0mm  
600434 Antiroll bar rear 2.4mm  
600237 Antiroll bar rear 2.3mm  
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)  
600896 Wishbone insert carbon RR Lower V2 SRX8  
600851 Wheelhexagon 0mm light (2) SRX8  
600852 Wheelhexagon +1mm light (2) SRX8  
600890 Wishbone insert carbon RR Upper SRX8 (2)  
600969 Antiroll bar rear 2.2 mm  
600971 Antiroll bar rear 2.6 mm

600972 Antiroll bar rear 2.8 mm  
601048 Shock Tower RR Straight arm SRX8-GT  
600821 Wheelhexagon +1mm (2) SRX8  
601152 Upright magnesium SRX8 GT (2)  
601250 HTD diff set 44T SRX8 GT V2  
601252 HTD diff pinion 12T SRX8 GT V2





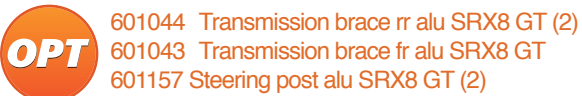
- 600174 Antirollbar nut (2)
- 600336 Antiroll bar front 1.8mm
- 600337 Antiroll bar front 2.0mm
- 600240 Antiroll bar front 2.3mm
- 600242 Antiroll bar front 2.7mm
- 600484 Antirollbar spacer 3mm alu (2)
- 600485 Pivotball threaded anti roll bar alu (2)
- 600622 Pivotball antirollbar alu (4)
- 600788 Steering arm 0 carbon (2) SRX8
- 600789 Steering arm 1 carbon (2) SRX8

- 600791 Steering arm 3 carbon (2) SRX8
- 600792 Steering arm 4 carbon (2) SRX8
- 600851 Wheelhexagon 0mm light (2) SRX8
- 600852 Wheelhexagon +1mm light (2) SRX8
- 600881 Antiroll bar front 3.0 mm
- 600887 Wishbone insert carbon FR Lower SRX8 (2)
- 600888 Wishbone insert carbon FR Upper SRX8
- 600965 Antiroll bar front 2.2 mm

- 600966 Antiroll bar front 2.4 mm
- 600967 Antiroll bar front 2.6 mm
- 600968 Antiroll bar front 2.8 mm
- 601049 Shock Tower FR Straight arm SRX8
- 600821 Wheelhexagon +1mm (2) SRX8
- 01234 Adjustable casterblock mount 0deg L+R SRX8 GT
- 601235 Adjustable casterblock mount 2,5deg L+R SRX8 GT
- 601237 Adjustable casterblock mount 7,5deg L+R

- SRX8 GT
- 601238 Adjustable casterblock mount 10deg L+R SRX8 GT
- 601250 HTD diff set 44T SRX8 GT V2
- 601252 HTD diff pinion 12T SRX8 GT V2





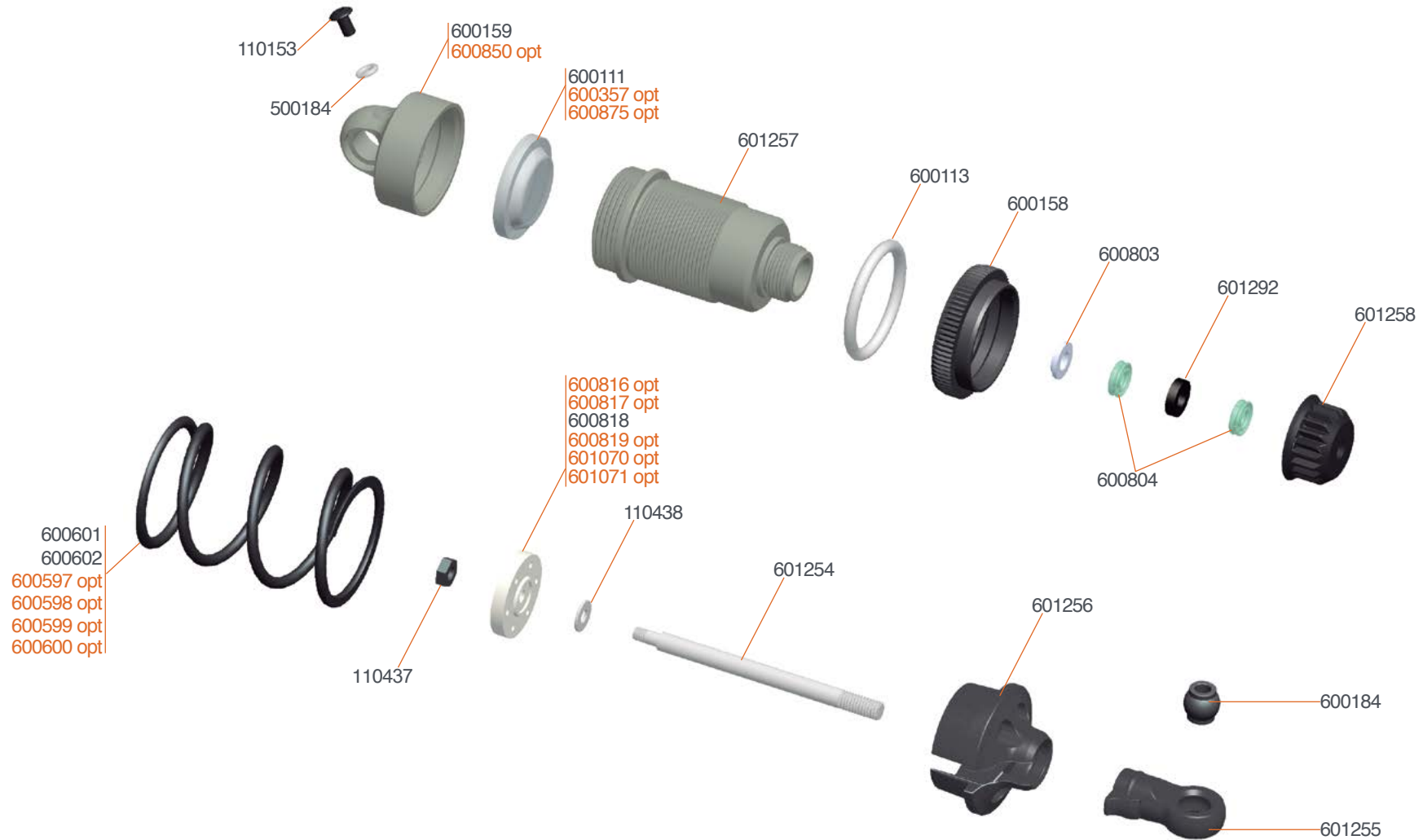
[illegible]

601045 Servo lever throttle 23T alu SRX8 GT  
601046 Servo lever throttle 24T alu SRX8 GT  
601047 Servo lever throttle 25T alu SRX8 GT

Exploded view diagram of a mechanical assembly. The components are labeled with part numbers:

- 601164
- 6582
- 110424
- 110500
- 601175
- 601166 opt
- 903643 opt
- 903644
- 903645 opt
- 903640 opt
- 903641
- 903642 opt
- 110500
- 110423
- 909516
- 110178
- 601168
- 601169 opt
- 601165
- 903647
- 903796 opt
- 6583





601253 Shock set (2) SRX8 GT V2

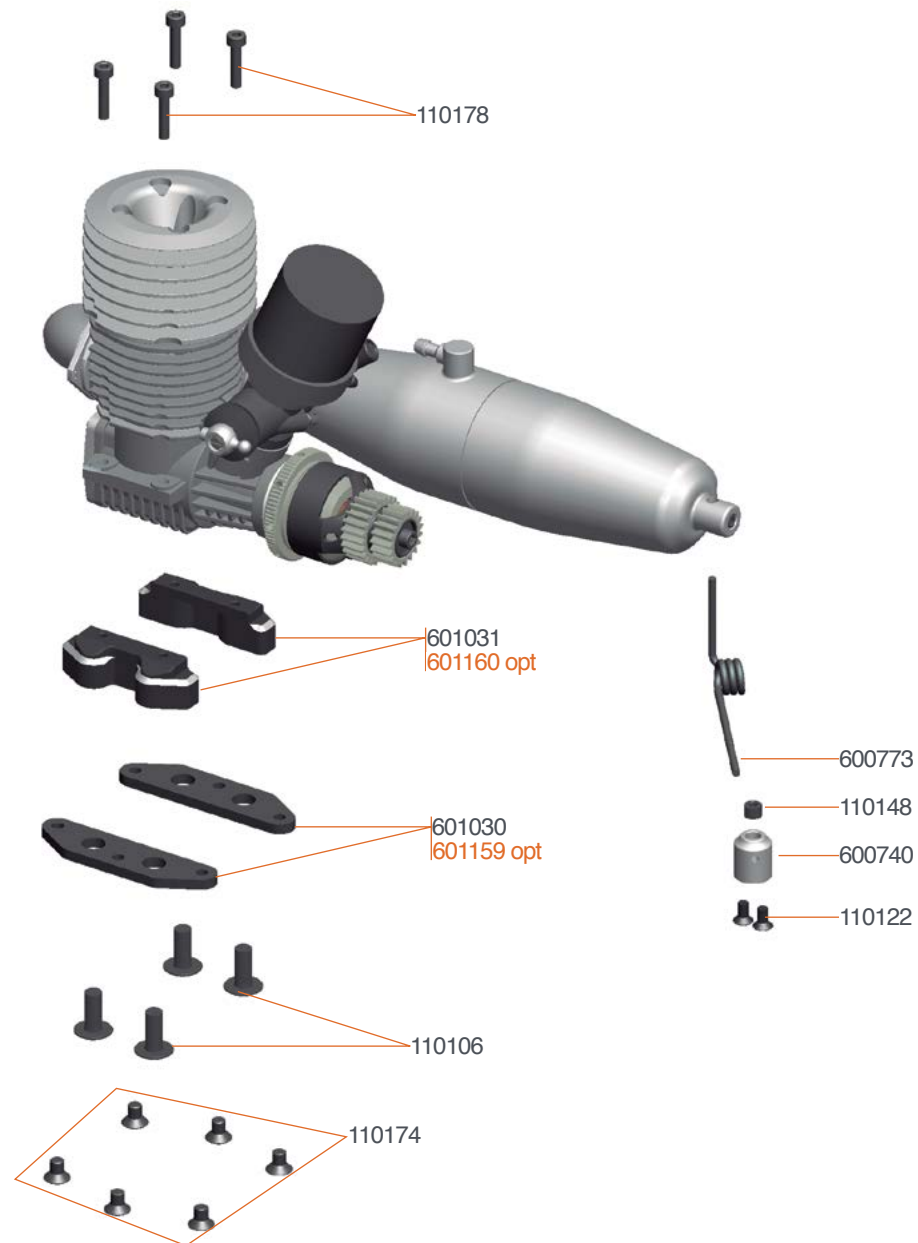


600597 Spring Fr/Rr Red 811GT 18lbs (2)  
 600598 Spring Fr/Rr Purple 811GT 21lbs  
 600599 Spring Fr/Rr Yellow 811GT 29lbs  
 600600 Spring Fr/Rr White 811GT 31.5lbs

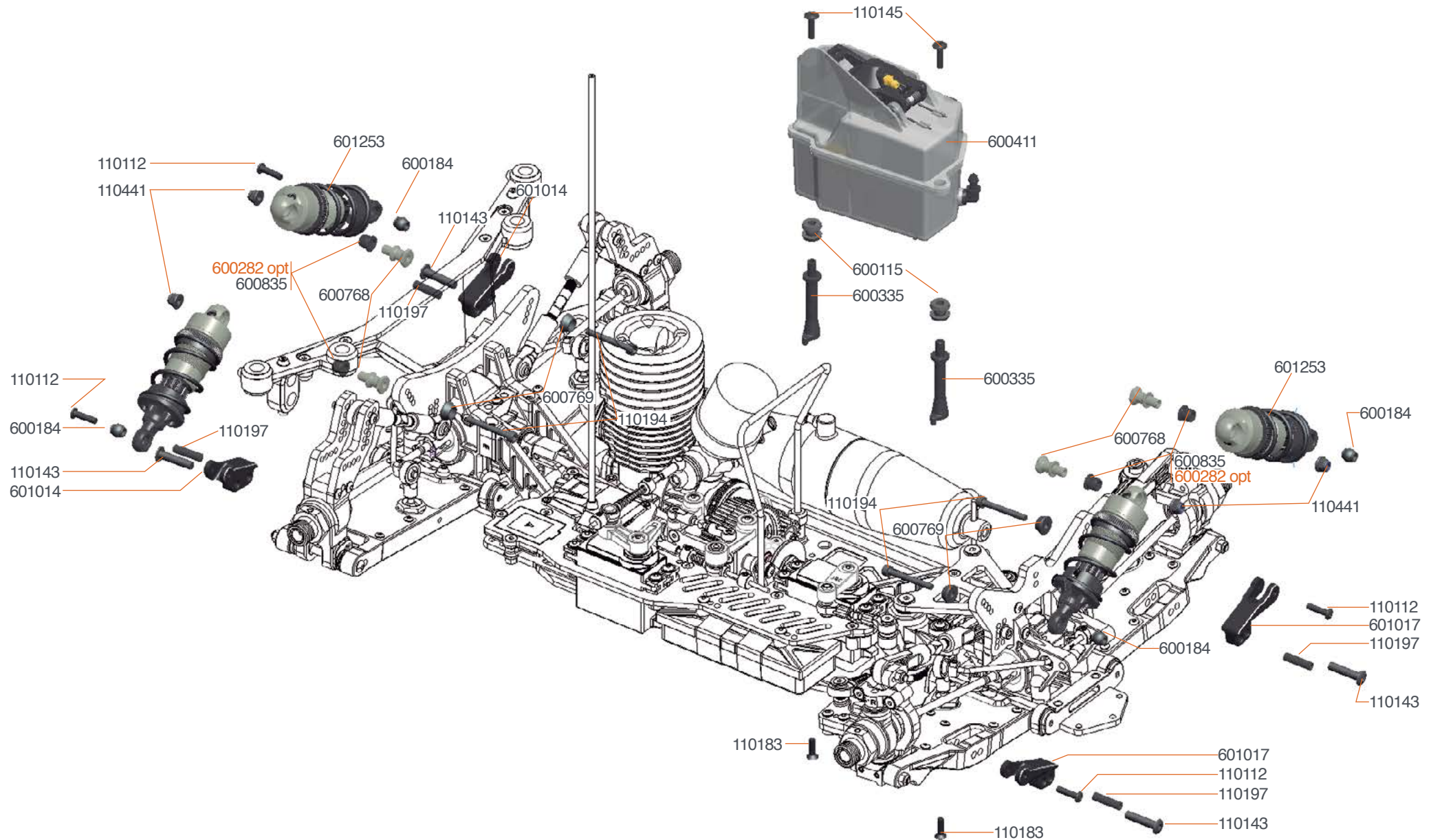
600357 Membrane webbed silicone (4)  
 600875 Shock top gasket (4) SRX8  
 600850 Shock cap pro hard coated (2) SRX8  
 600816 Shock piston blank (4) SRX8

600817 Shock piston 5 holes (4) SRX8  
 600819 Shock piston 8 holes (4) SRX8  
 601070 Shock piston angled 1.2mm 8holes (4) SRX8

601071 Shock piston angled 1.3mm 8holes (4) SRX8

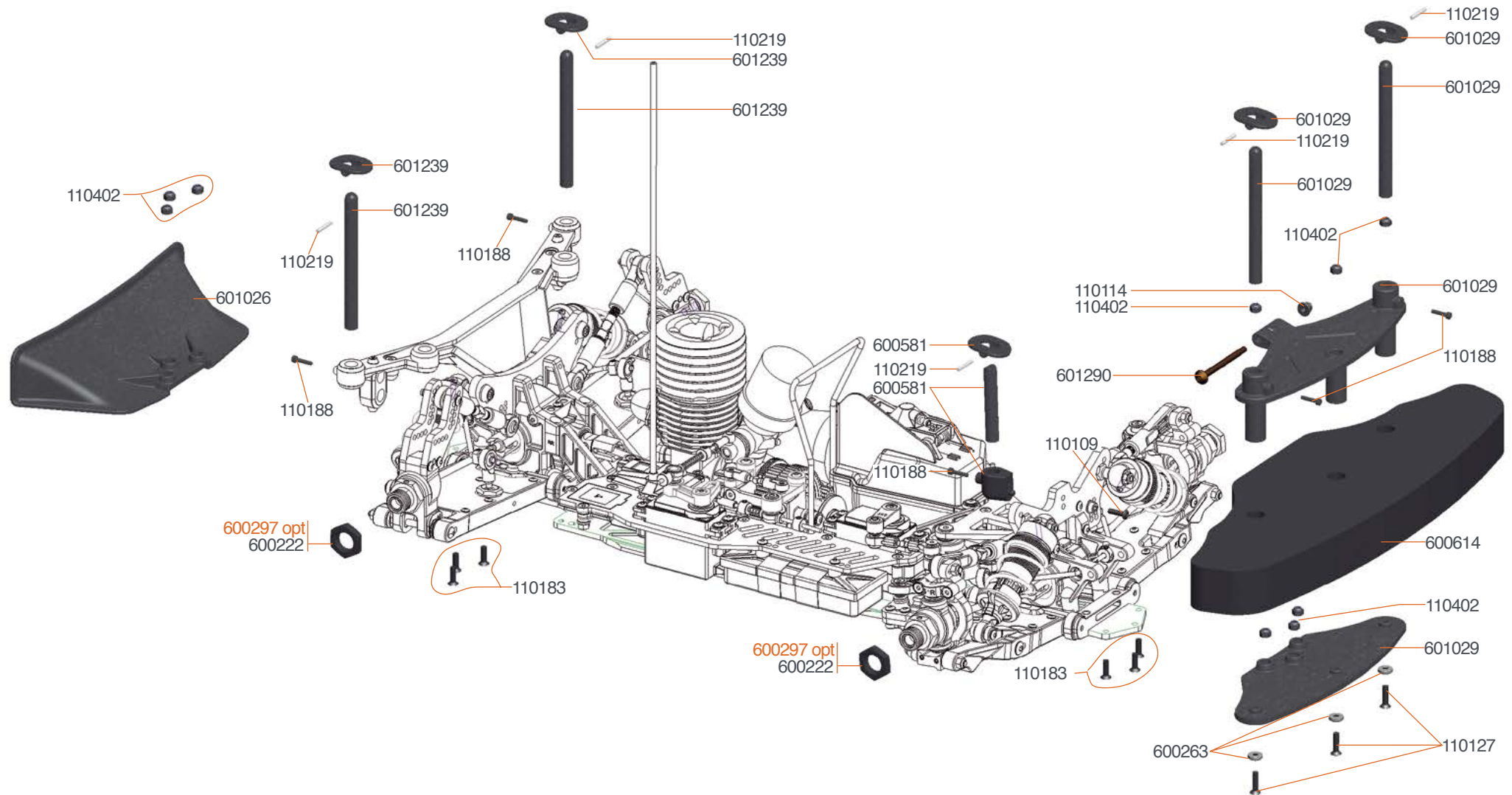


601159 Enginemount bottom magnesium SRX8 GT (2)  
 601160 Enginemount top magnesium SRX8 GT (2)



600282 Shock-pivot bushing delrin (4)





600297 Wheel-nut 17mm flanged/light (4)  
 601050 Bumperplate carbon set SRX8 GT  
 601051 Bodypost brace carbon fr/r SRX8 GT

601269 Aero bumper set SRX8 GT  
 601276 Side bodymount set SRX8 GT

# **TEAM SERPENT NETWORK**

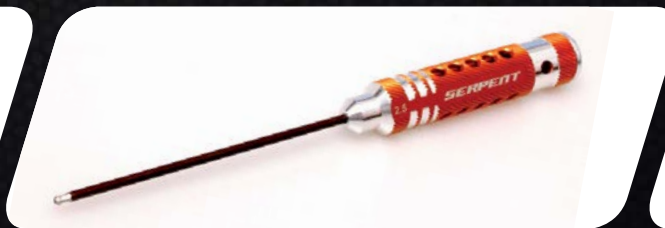
## **SRX8 GT '23 SPARE PARTS**



## **SRX8 GT '23 OPTIONALS PARTS**



## **SERPENT TOOLS**



## **SERPENT MERCHANDISING**





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# SRX8 GT '23



Manual SRX8 GT '23 #83626-1

**SERPENT**