

**Instruction  
Manual**

# **COBRA** **SRX8**



the racing experience

# **GP**

1/8 4WD - Buggy

## INTRODUCTION

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

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

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

Team Serpent  
Multiple World Champions

## INSTRUCTIONS

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

## PLASTIC PARTS

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

## SETUP

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

## EXPLODED VIEWS AND PARTS LIST

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

## CUSTOMER SERVICE

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

## SAFETY

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

## READ THIS FIRST!

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

## CONTENTS

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## LINES DESCRIPTION

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



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



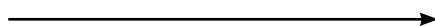
Length after assembly



Assembly path of one item into another



Group of items (within lines) should be assembled first



Direction the item should be moved



Glue one item to another



Press/insert one item into another



Connect one item to another



Gap between two items

## ICONS DESCRIPTION

Each step contains a variety of symbols described below.



Carefull, read and check very well.



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



Detail view to explain assembly or order of parts better.



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



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



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



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



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



Parts or items not included in the kit.

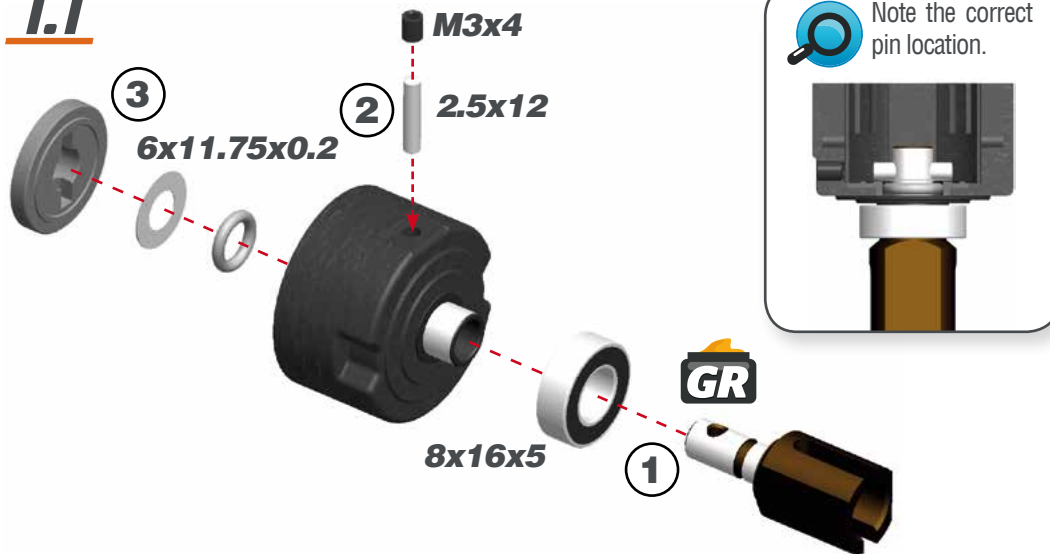


Optional part, not standard in the kit.

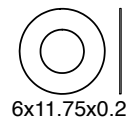
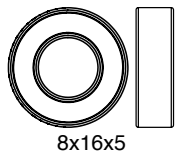
## STEP 1

### CENTER DIFF BAG

#### 1.1



#### 1.2



## STEP 2

#### 2.1



#### VOLUME COMPENSATORS

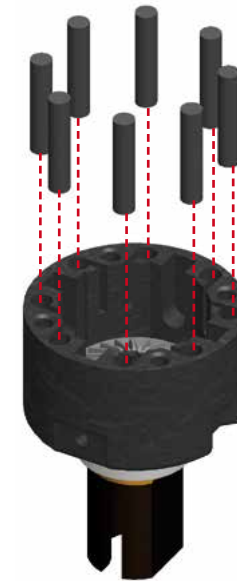
When the differential gets hotter, the foam inserts will absorb the pressure of the expansion of the oil.

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

2- Penetrate them fully with same differential oil.

3- Insert them in the compensator holes.

14.7 - 14.9 mm



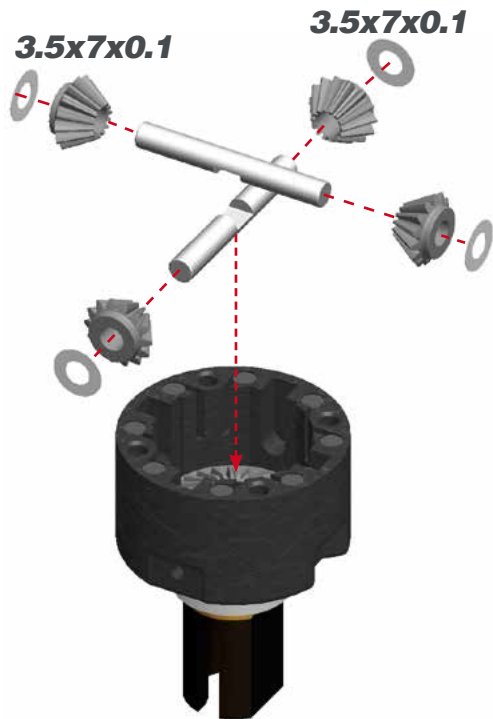
#### 2.2

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

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



**STEP 3**

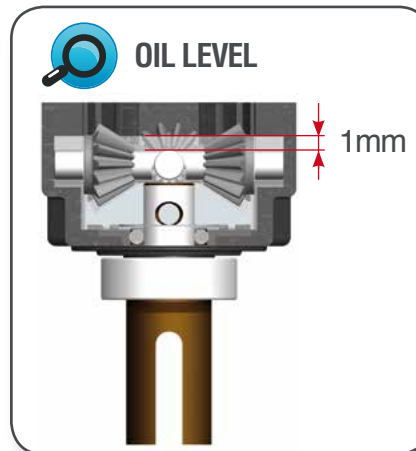


3.5x7x0.1

**STEP 4**



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

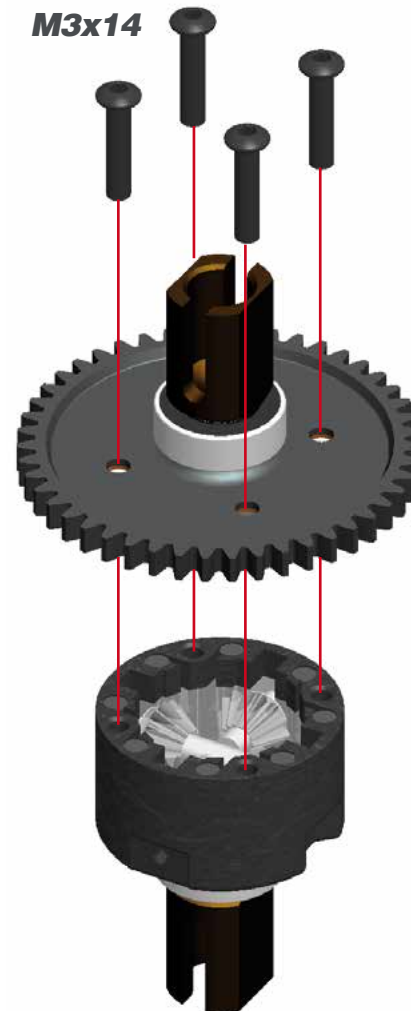


**AMOUNT OF OIL IN THE DIFFS**  
Use a digital scale to measure the exact amount of oil in the diff.

Differential weight with volume compensators = 40.8 grams

Differential weight without volume compensators = 41.0 grams

**STEP 5**

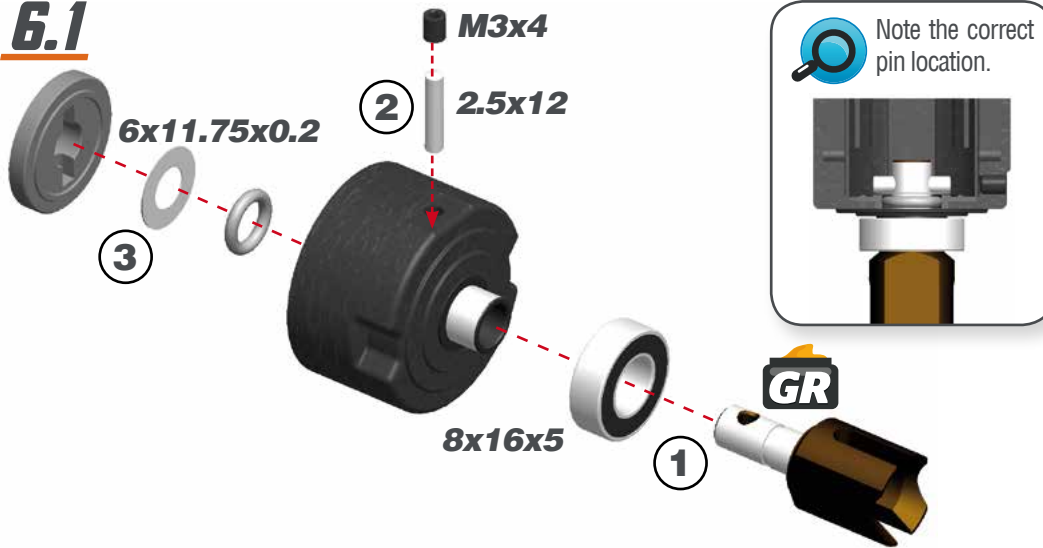


M3x14

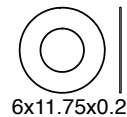
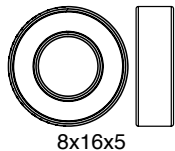
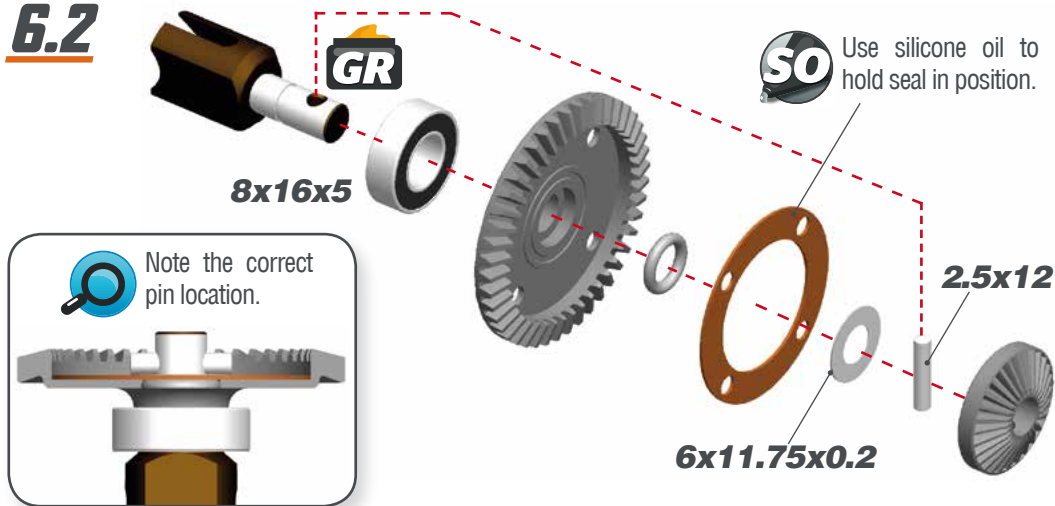
## STEP 6

### FR/RR DIFF BAG

#### 6.1



#### 6.2



## STEP 7

#### 7.1

### VOLUME COMPENSATORS

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

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

2- Penetrate them fully with same differential oil.

3- Insert them in the compensator holes.

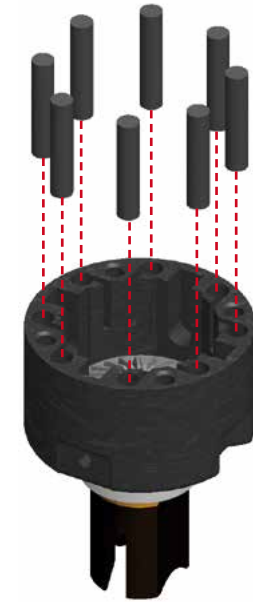
14.7 - 14.9 mm



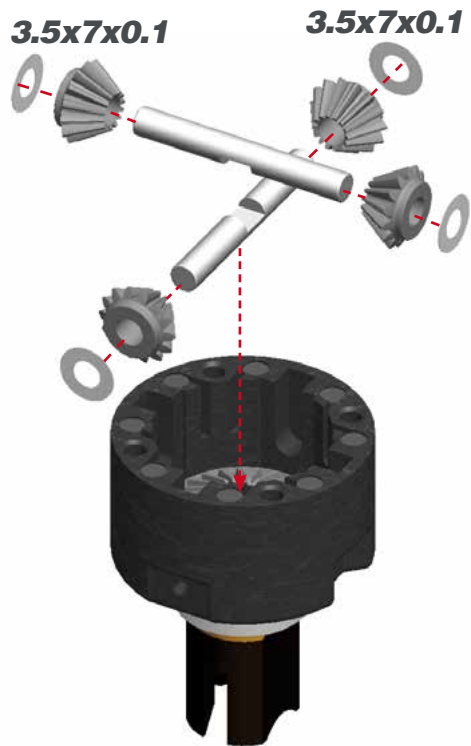
#### 7.2

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

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



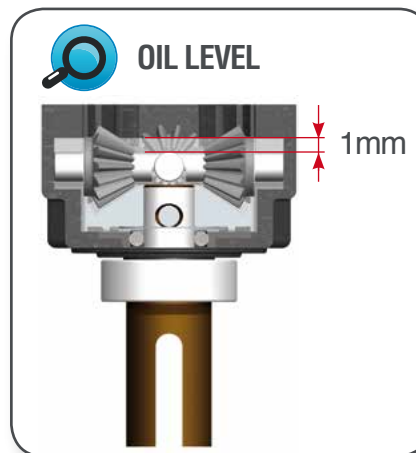
**STEP 8**



**STEP 9**



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



**AMOUNT OF OIL IN THE DIFFS**

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

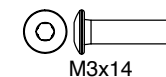
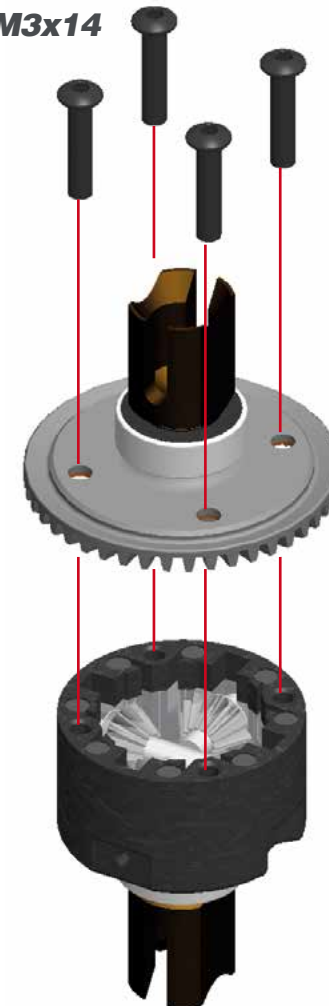
Differential weight with volume compensators = 40.15 grams

Differential weight without volume compensators = 40.35 grams



**STEP 10**

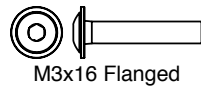
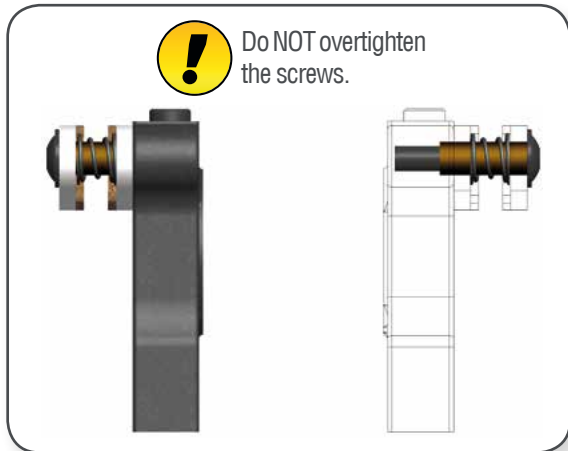
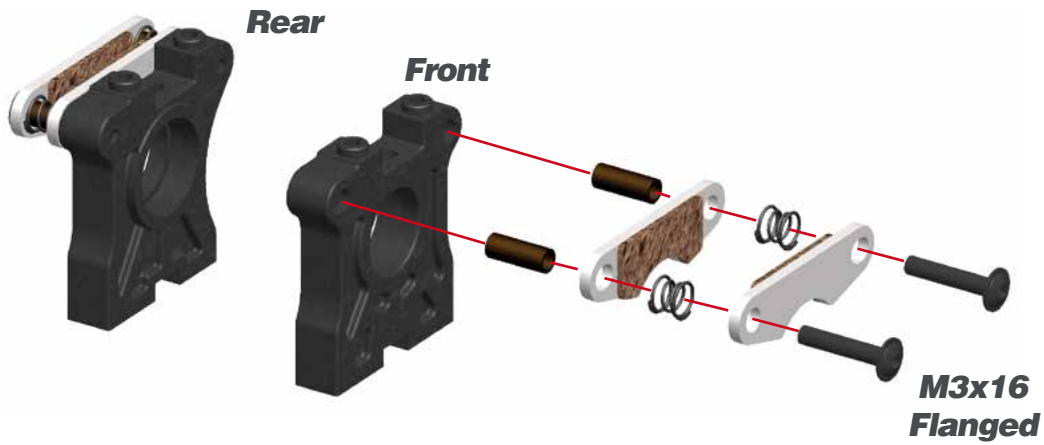
**M3x14**



## STEP 11

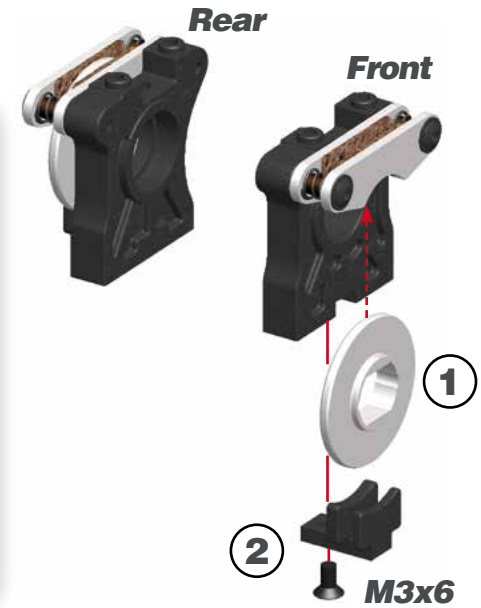
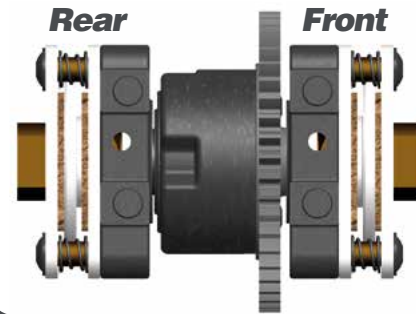
### BAG 1

## STEP 12

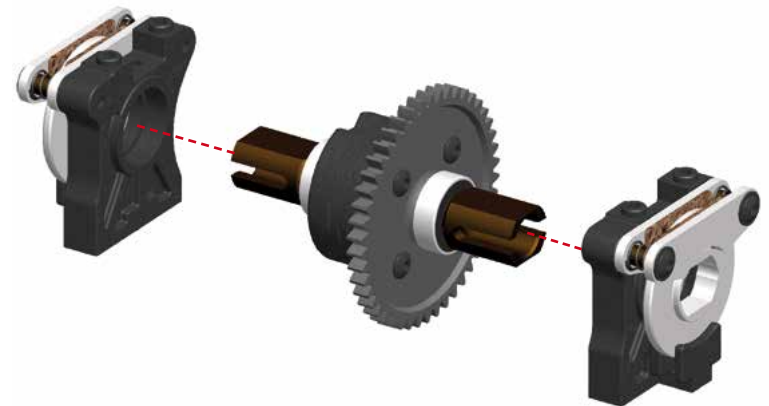


### 12.1

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

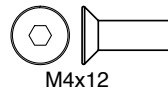
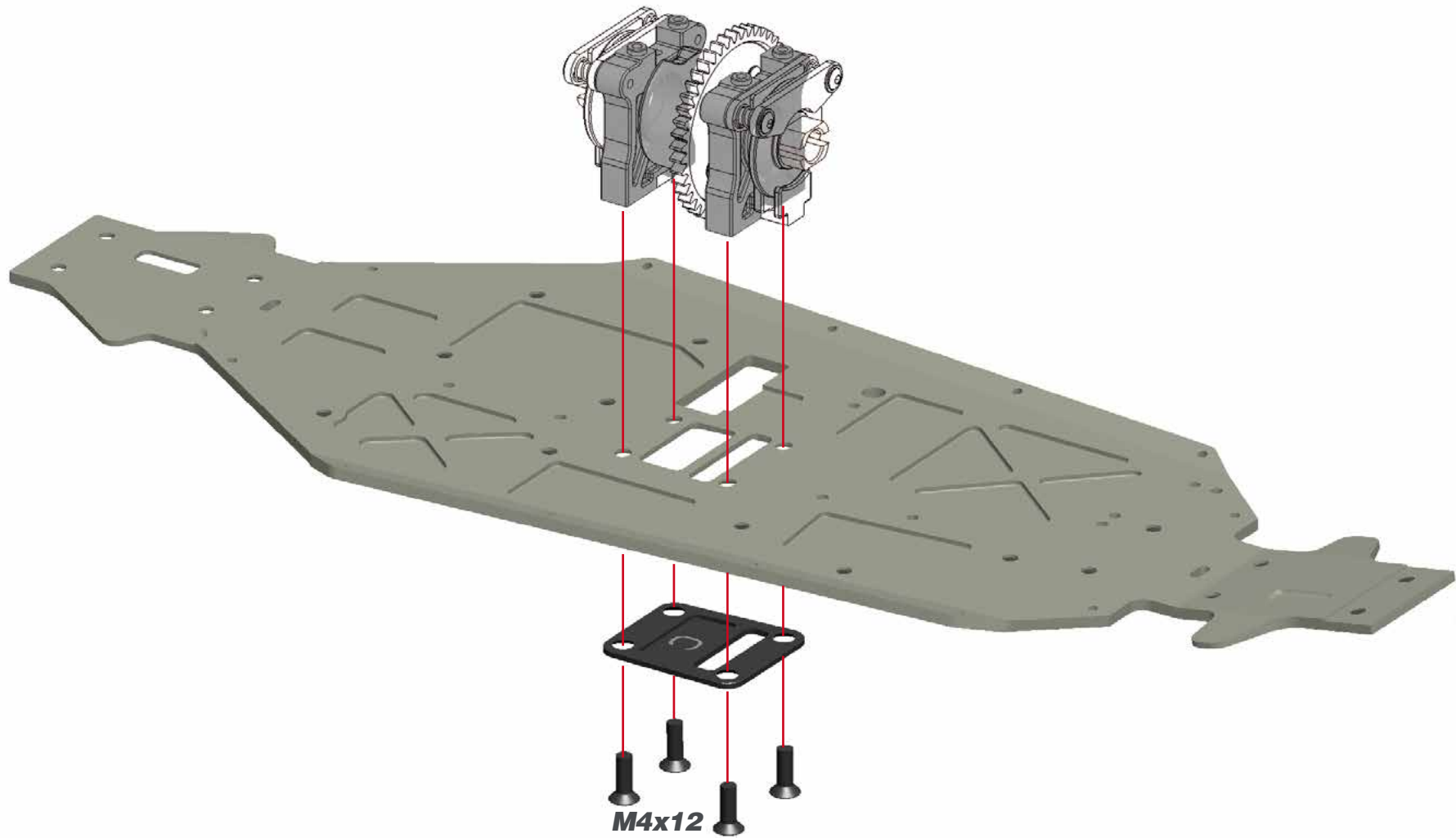


### 12.2





**STEP 13**



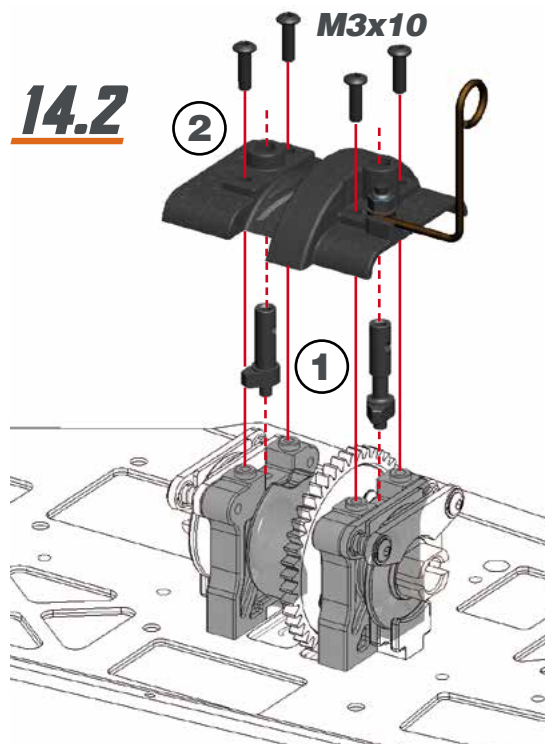
**STEP 14**

**14.1**

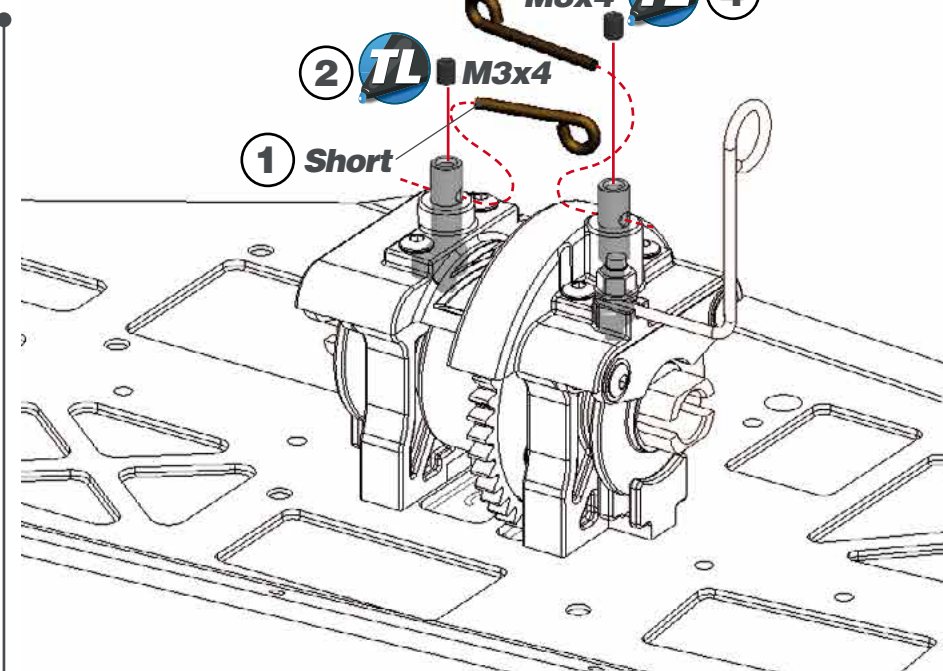
Nylock nut M3  
3.2x7x0.5



**14.2**



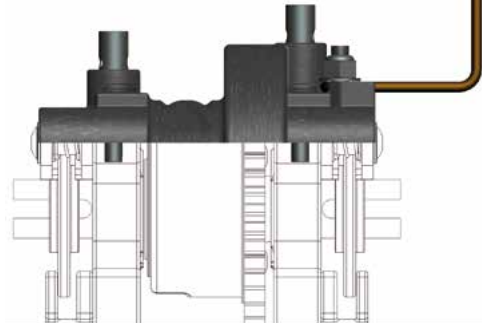
**STEP 15**



**BRAKE CAMS**

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

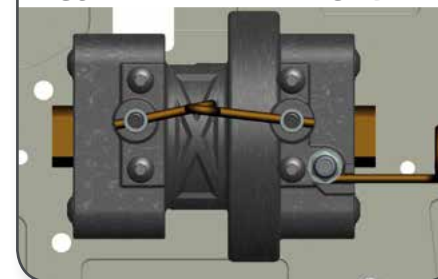
**Rear Front**



Note the correct brake wires position.

**Rear**

**Front**



M3x12



3.2x7x0.5



Nylock Nut M3



M3x10

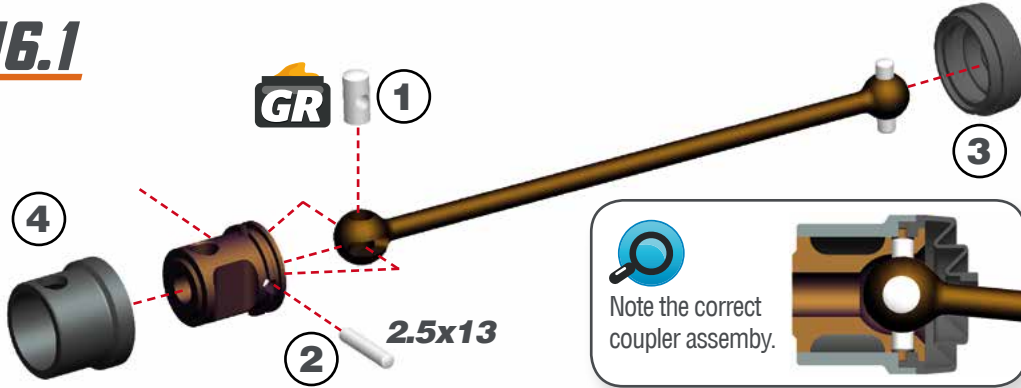


M3x4

## STEP 16

BAG 2

### 16.1

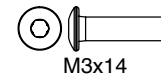
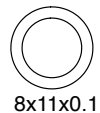
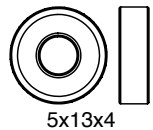
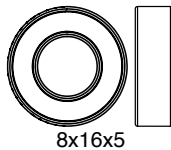
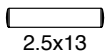
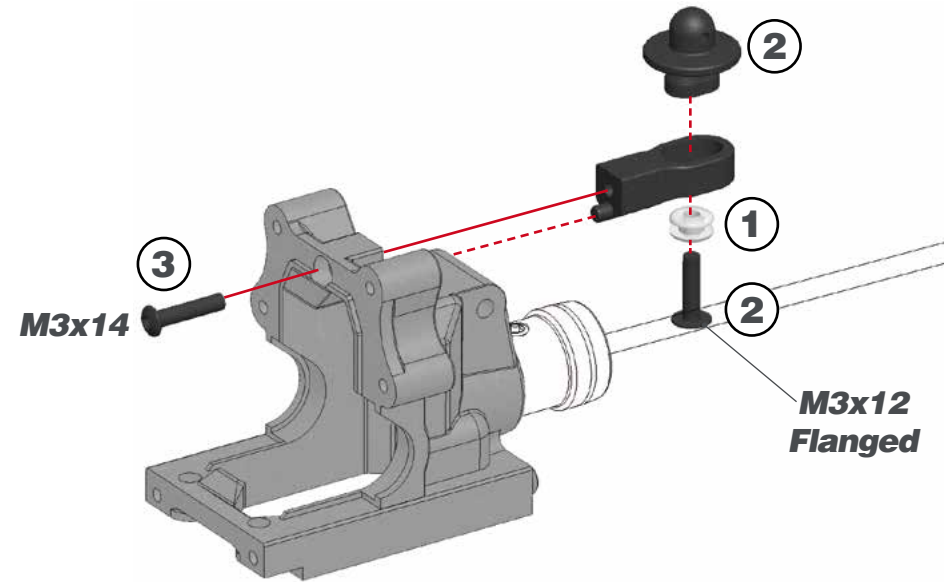


### 16.2



**!** 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.

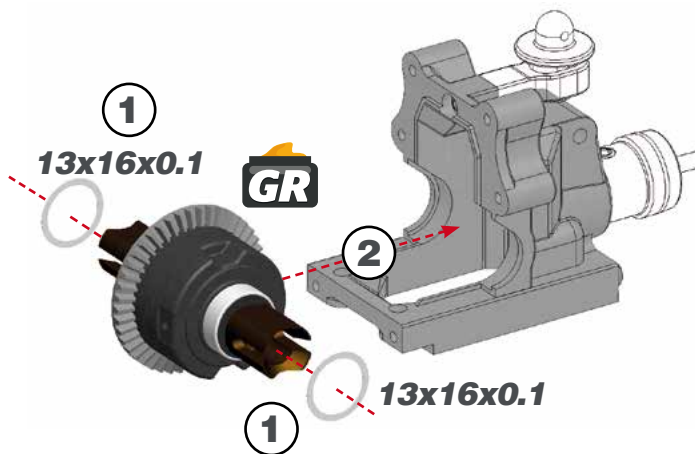
## STEP 17



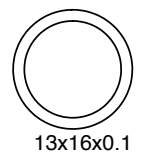
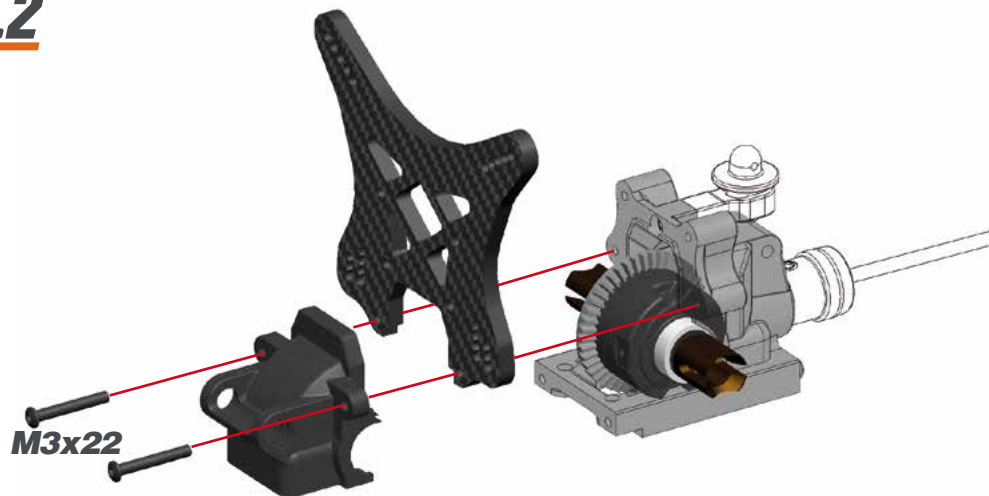
**STEP 18**

**18.1**

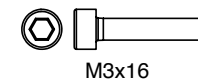
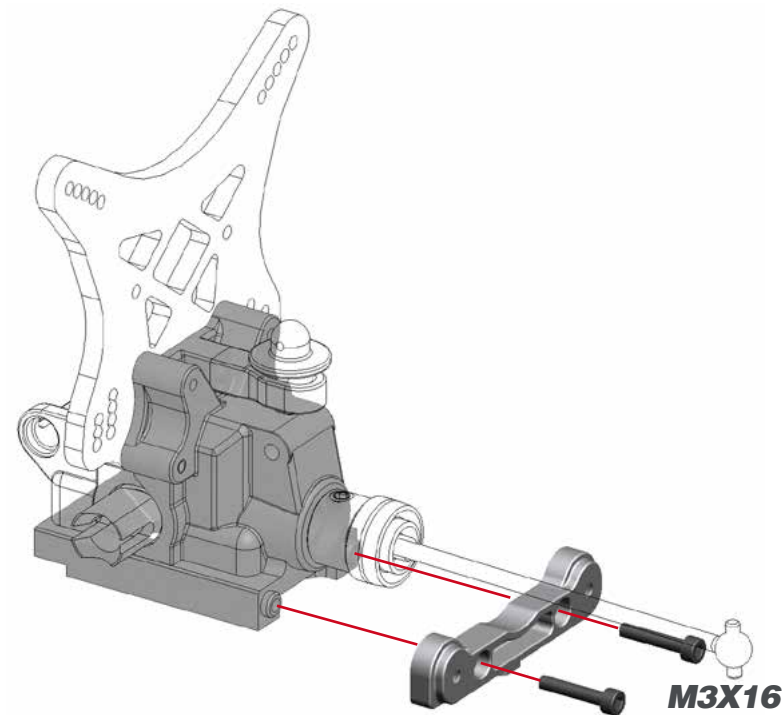
**!** After 1 or 2 hours of running the car, re-check the gear-mesh between the ring gear and the pinion. All parts should have run-in properly. You may add or remove 13x16x0.1 shims as needed.



**18.2**



**STEP 19**



**STEP 20**

**BAG 3**

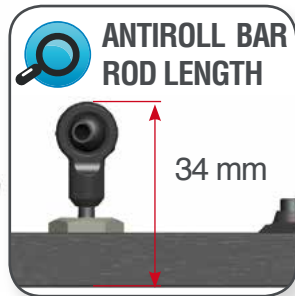
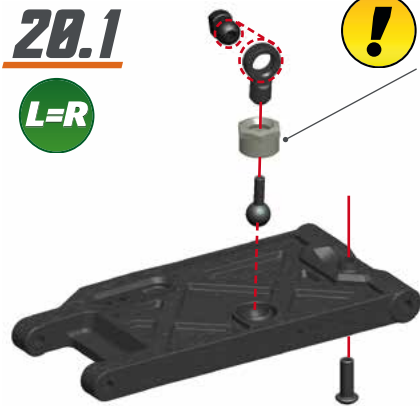
**STEP 21**

**20.1**

**L=R**

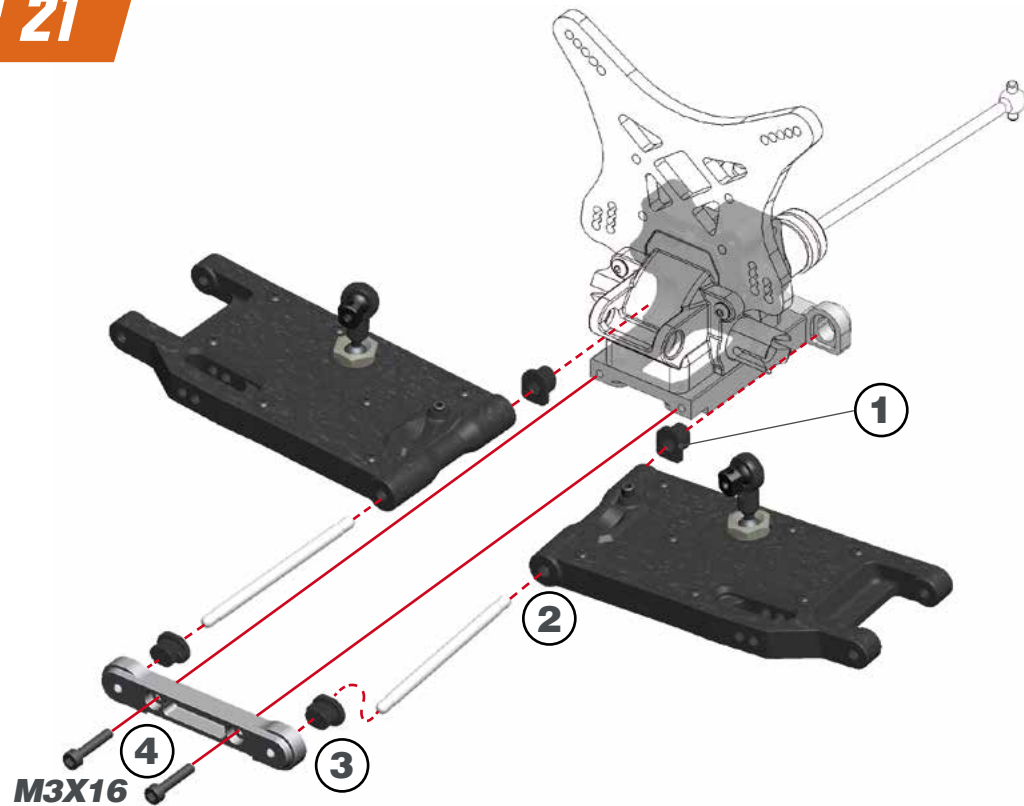
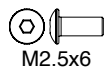
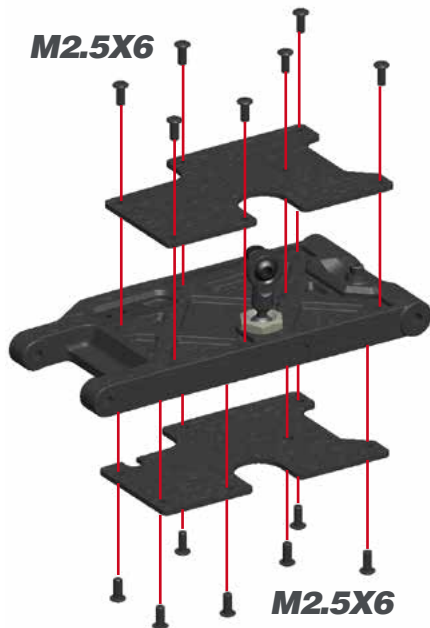


Tighten anti-roll bar cap until there is no play, and it moves freely.



**20.2**

**M2.5X6**



**M3X16**

**L=R** REAR TOE IN INSERTS CHART

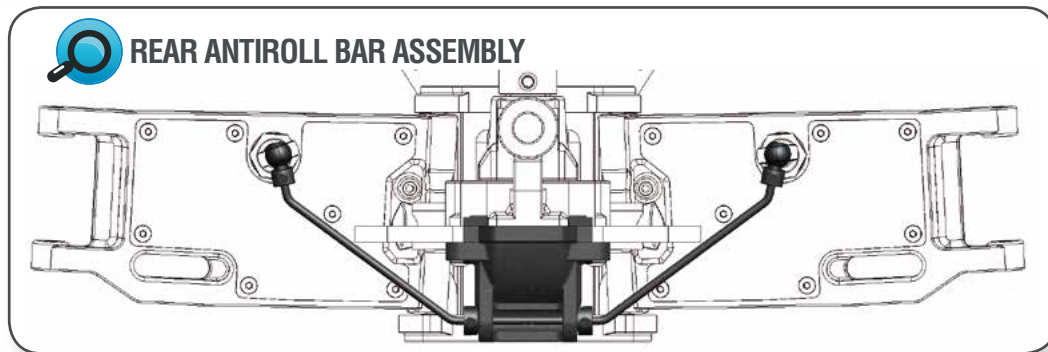
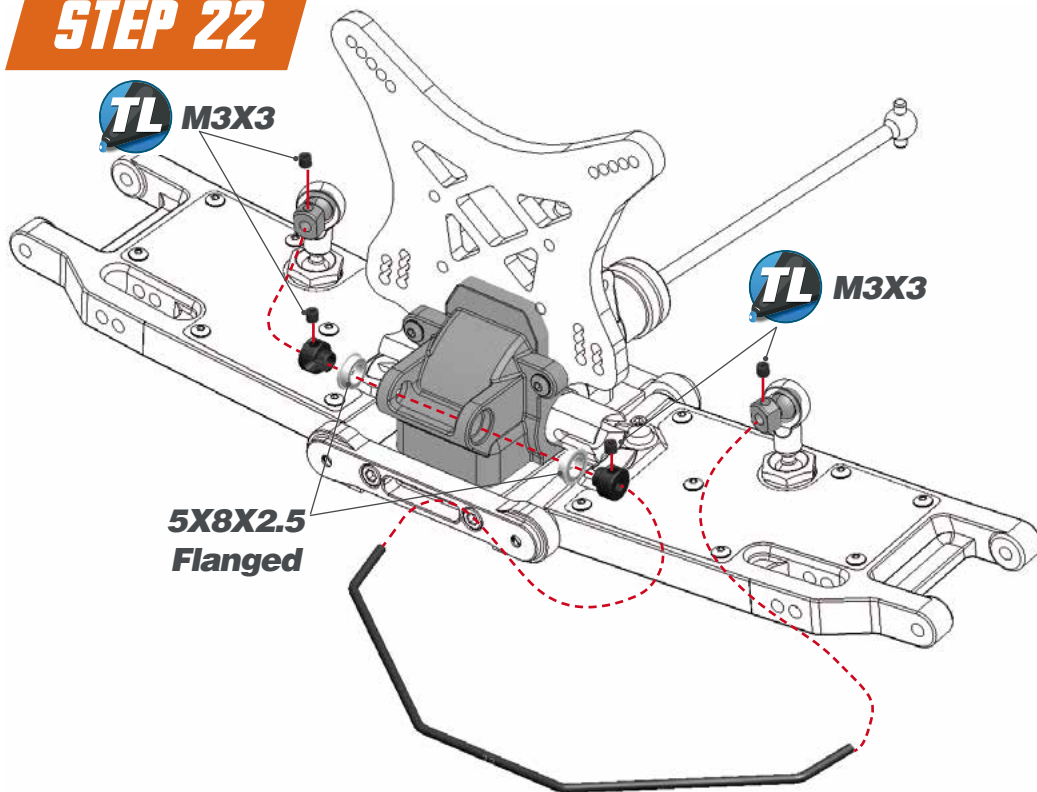

**DEF. SETUP**

**L=R** REAR ANTISQUAT INSERTS CHART

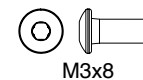
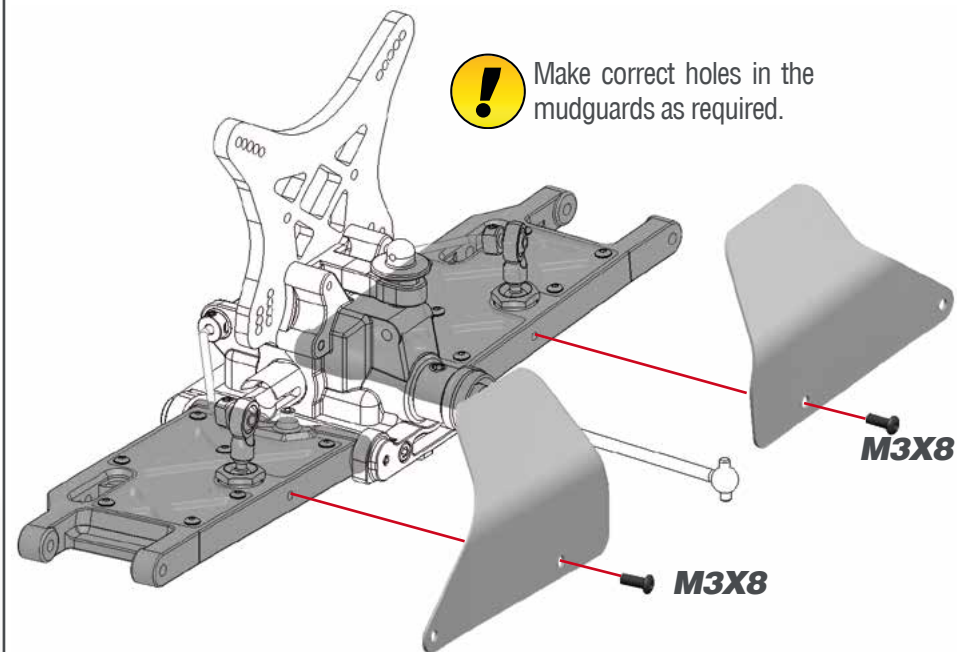

**DEF. SETUP**



**STEP 22**



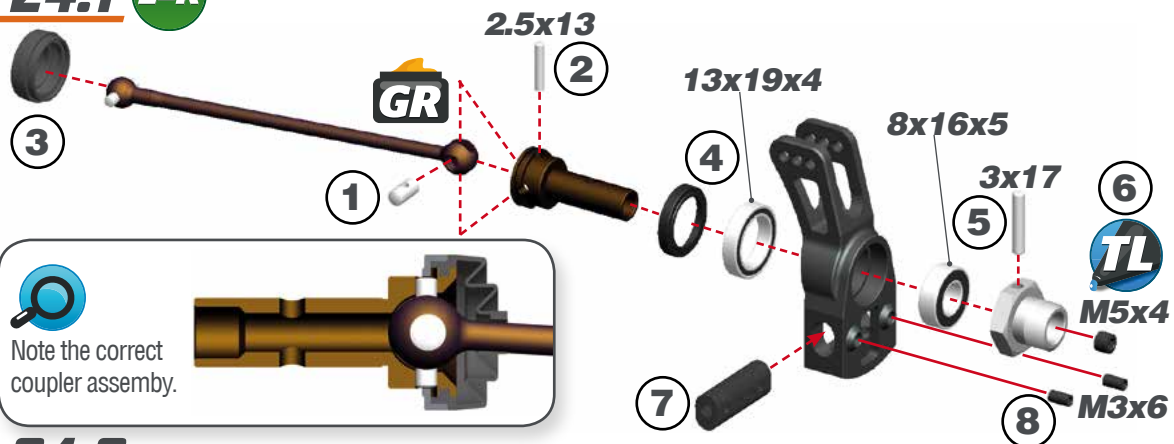
**STEP 23**



**STEP 24**

**BAG 4**

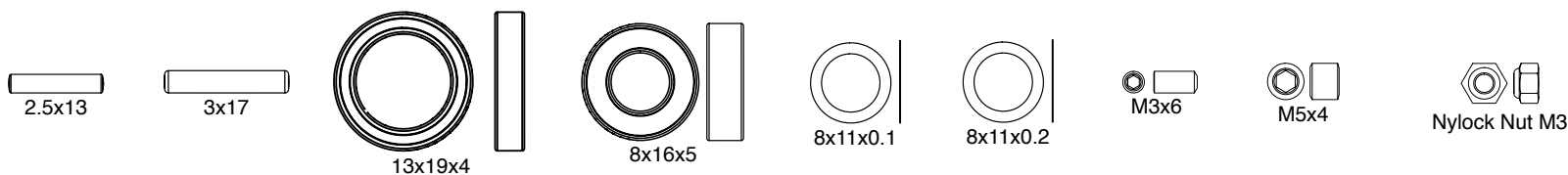
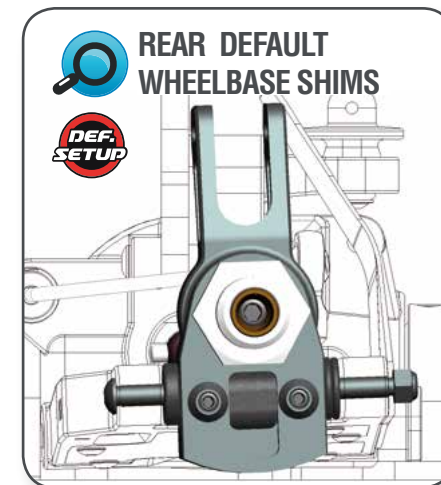
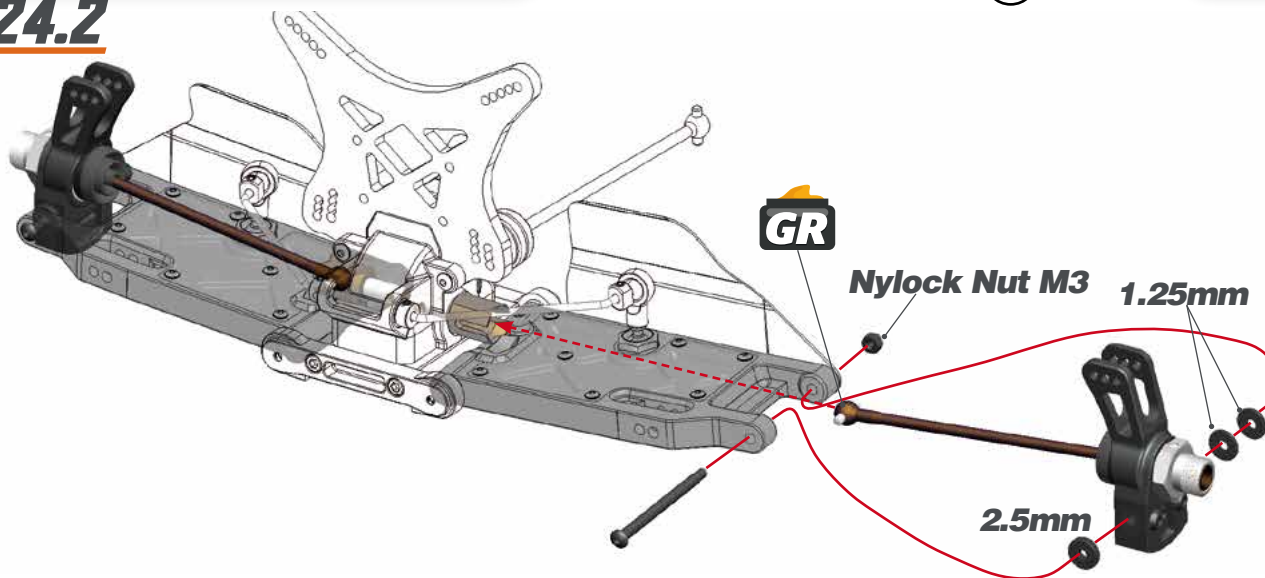
**24.1** L=R



**REAR UPRIGHT ROLL CENTER INSERTS CHART**

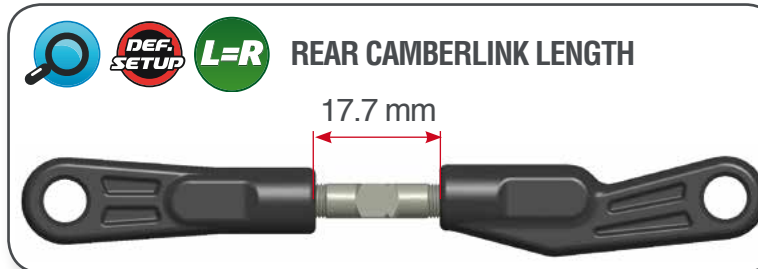
<b>LOW</b>		<b>DEF. SETUP</b>
<b>MID LOW</b>		
<b>MID HIGH</b>		
<b>HIGH</b>		

**24.2**

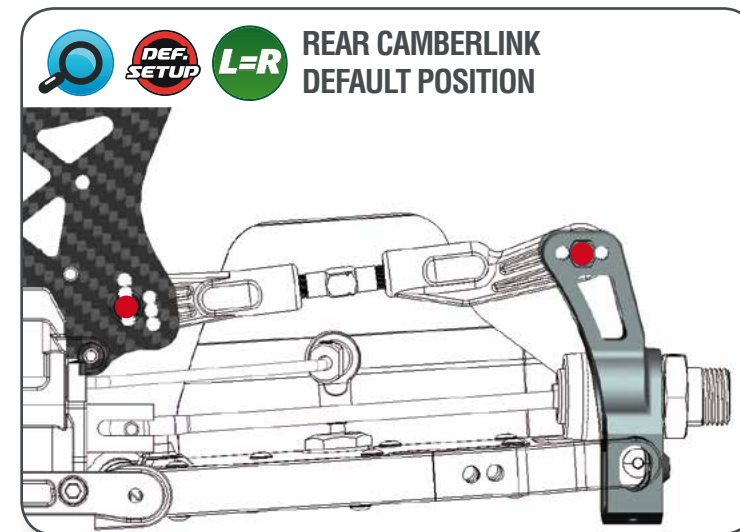
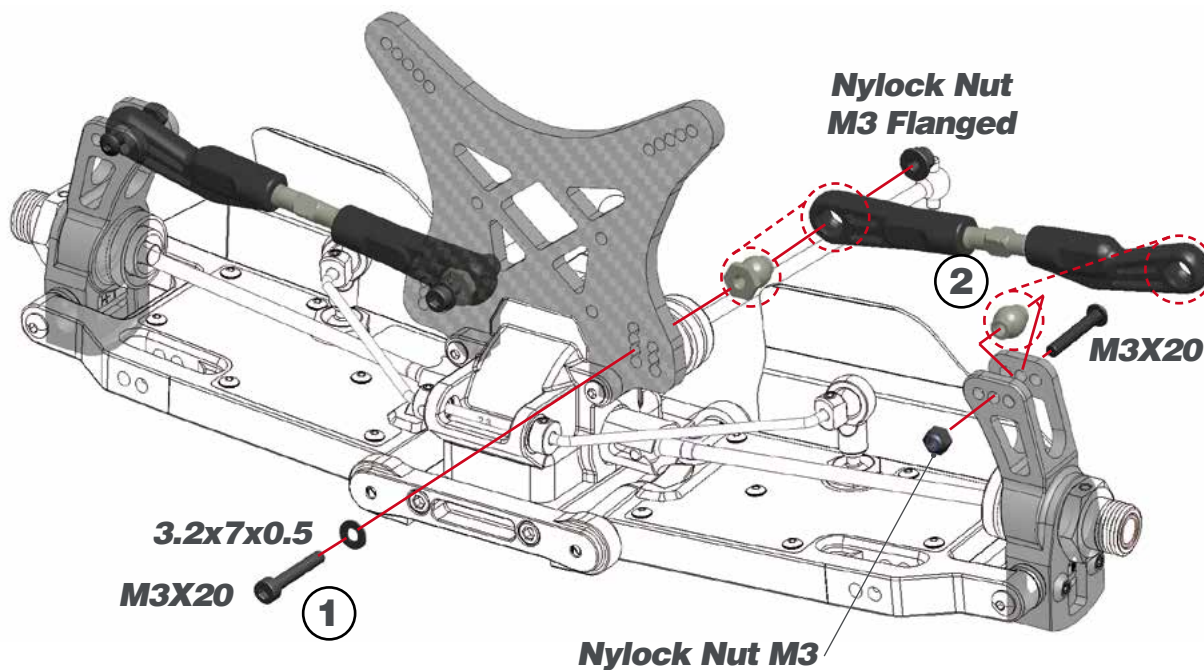


**STEP 25** **BAG 5**

**25.1**



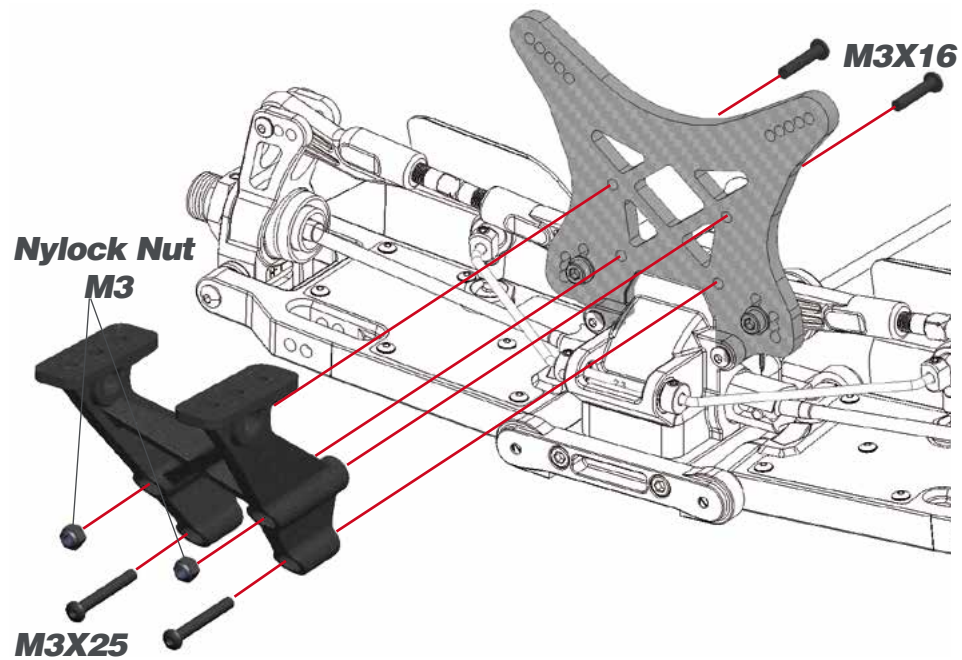
**25.2**



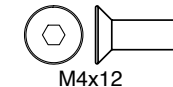
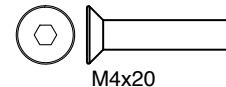
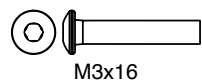
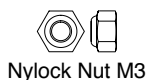
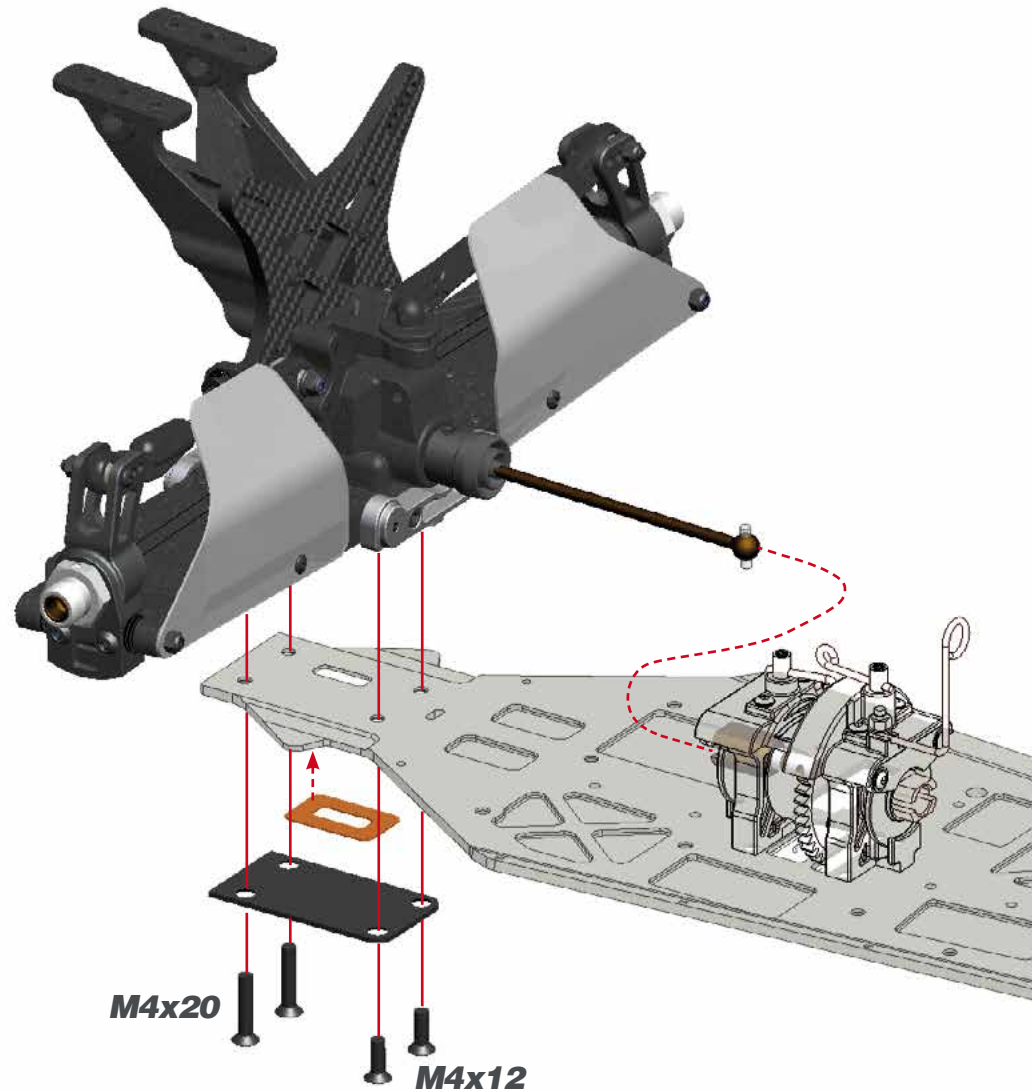
-   
 M3x20
-   
 3.5x7x0.5
-   
 Nylock Nut M3  
 Flanged
-   
 M3x20
-   
 Nylock Nut M3



**STEP 26**

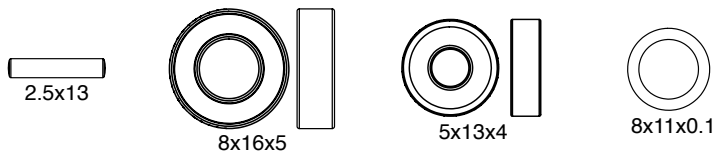
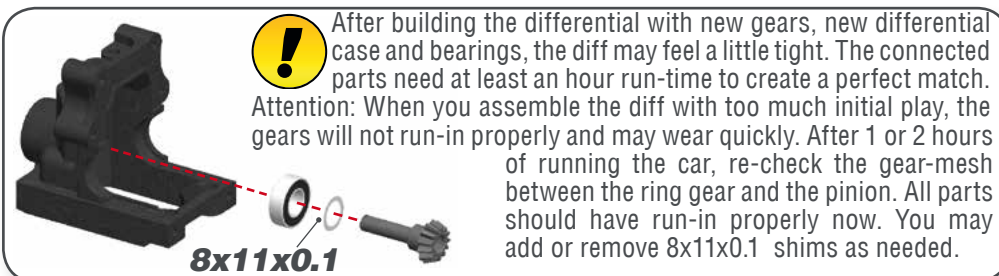
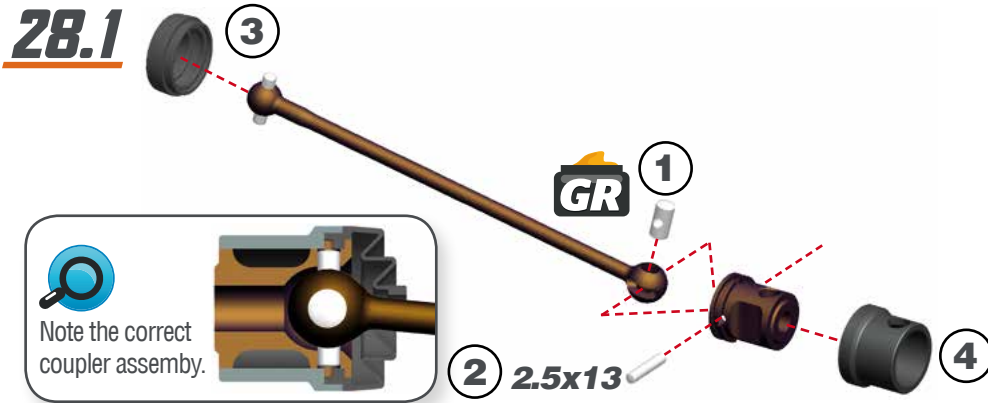


**STEP 27**

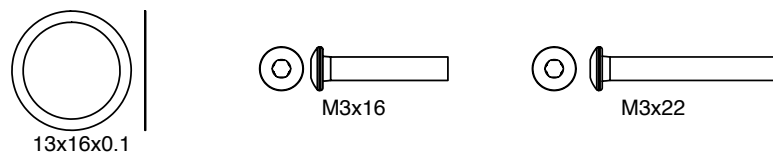
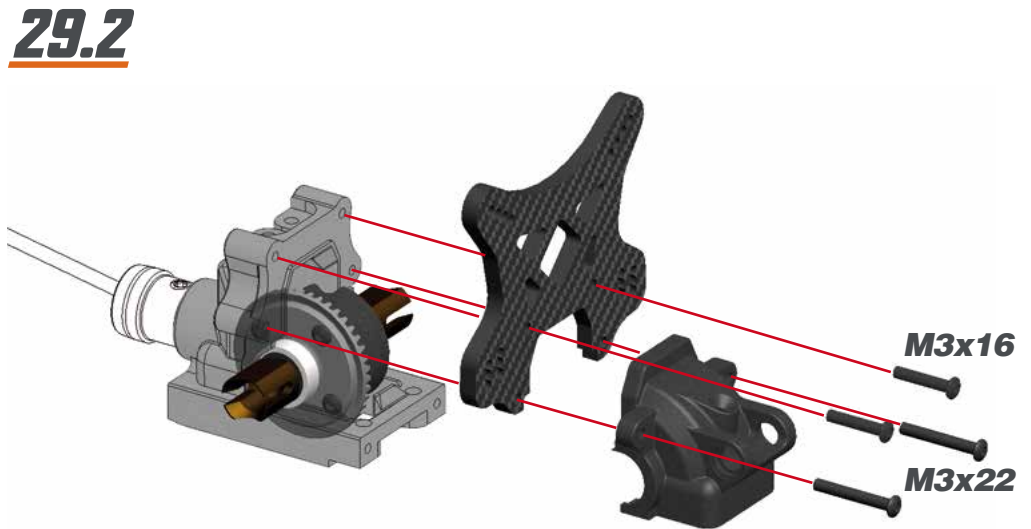
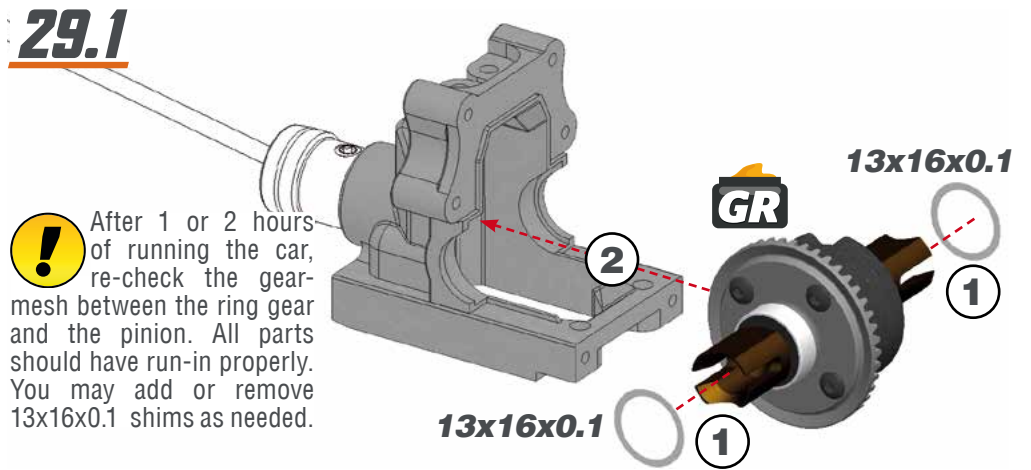


## STEP 28

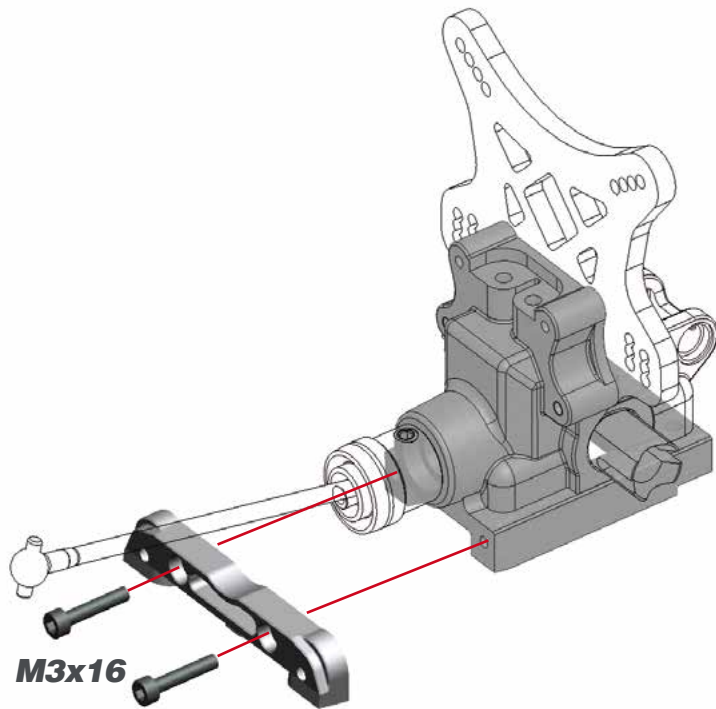
BAG 6



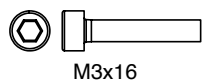
## STEP 29



**STEP 30**



M3x16



**STEP 31** **BAG 7**

**31.1**

L=R

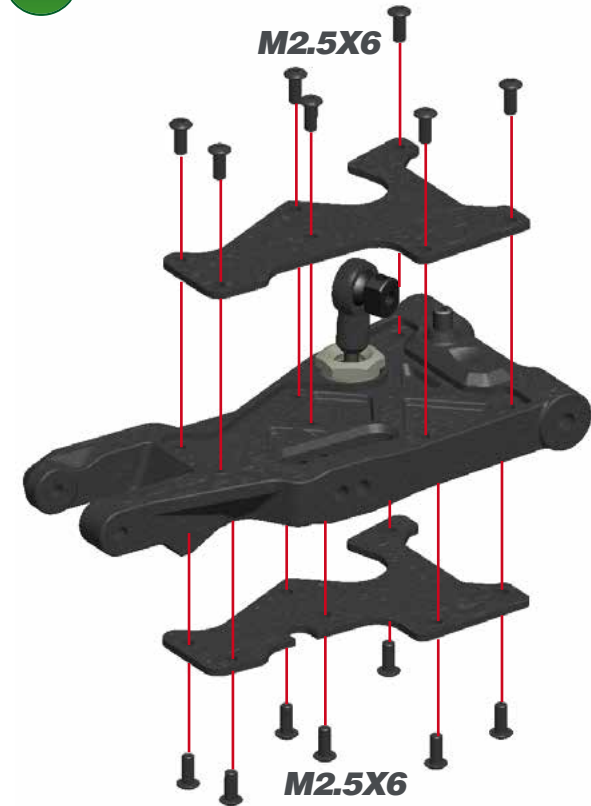


Tighten anti-roll bar cap until there is no play, and it moves freely.



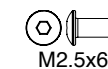
**31.2**

L=R

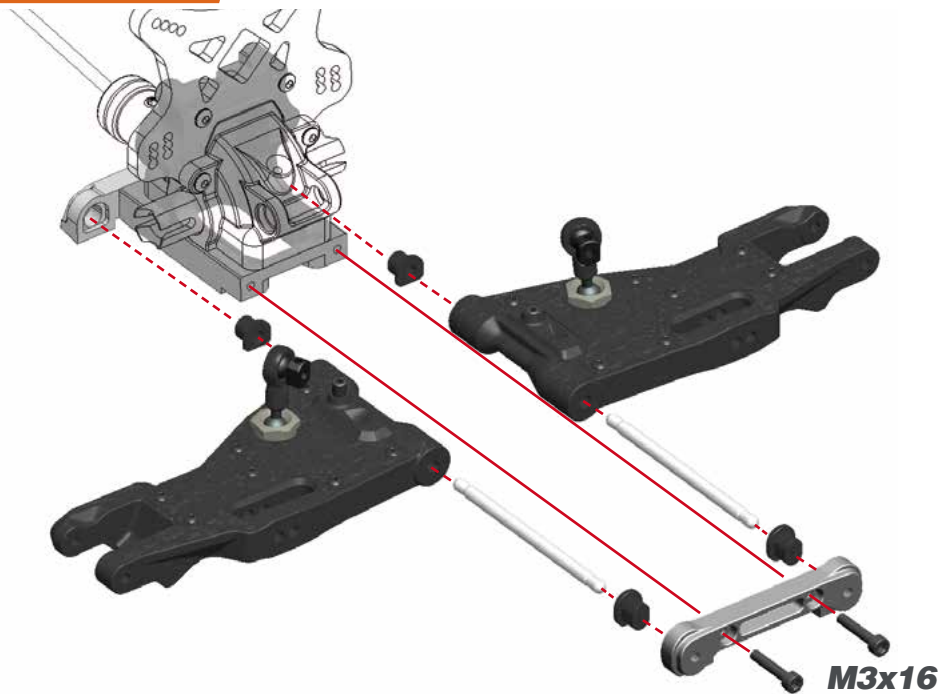


M2.5X6

M2.5X6



**STEP 32**

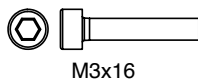


**L=R FRONT REAR INSERTS**

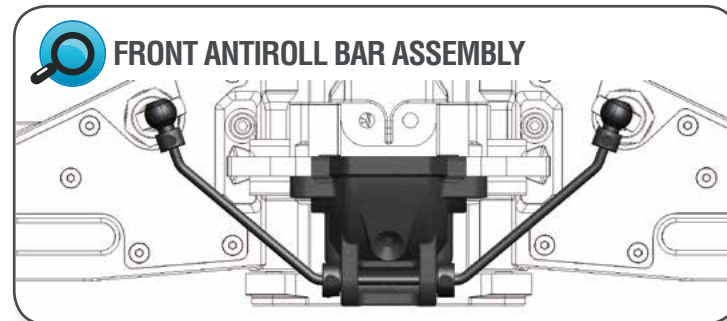
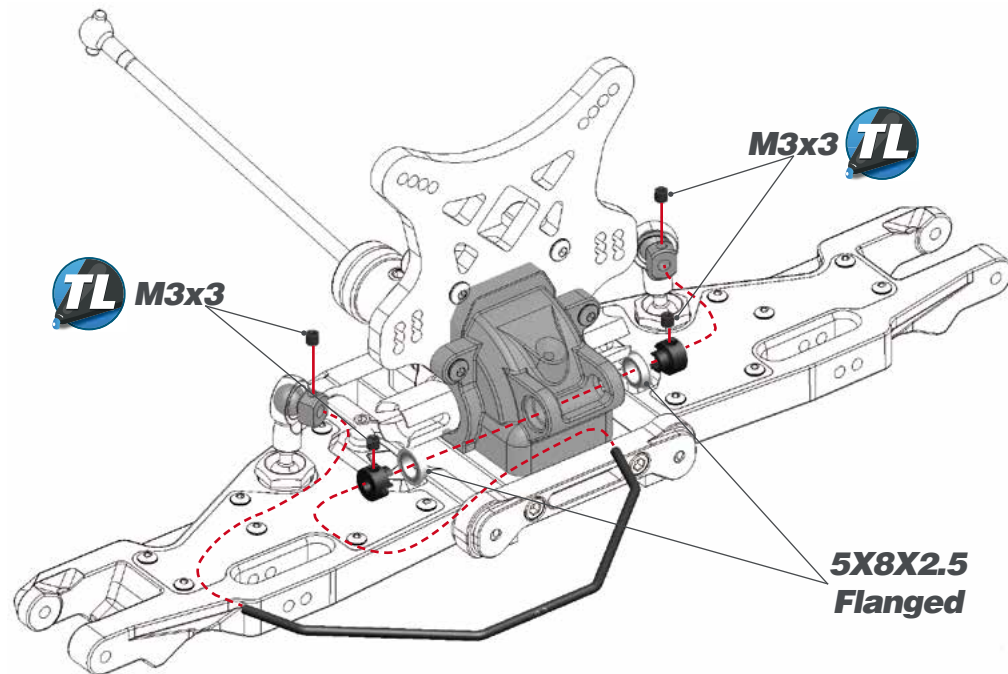
**L=R FRONT SUSPENSION KICKUP INSERTS**

9	9.5	10	10.5	11
●	●	●	●	●

**DEF. SETUP**

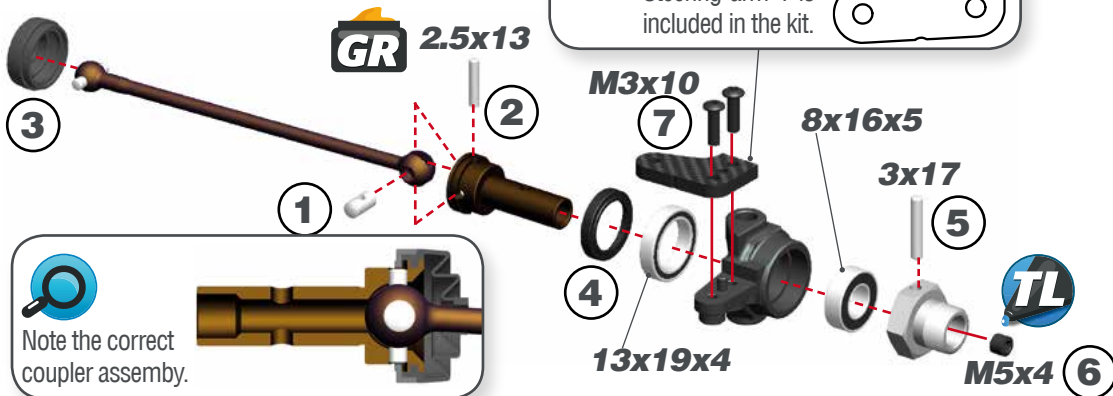


**STEP 33**

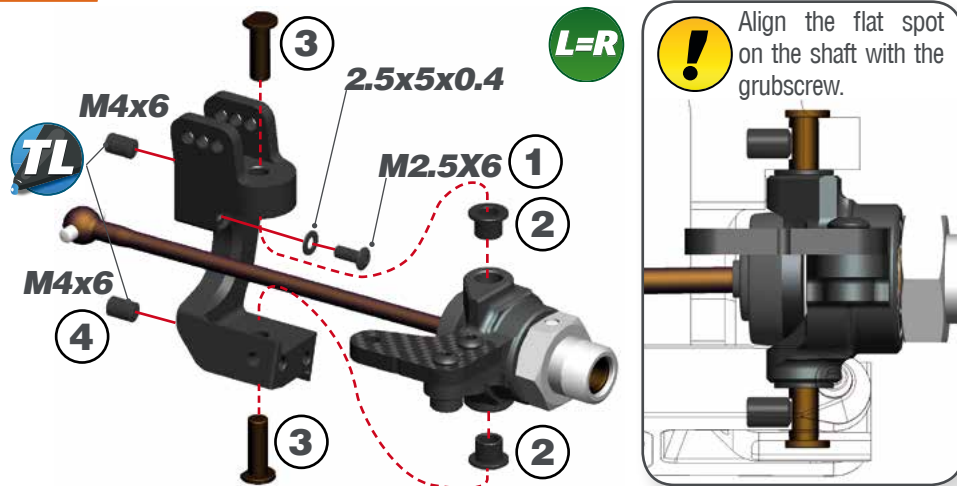


**STEP 34** **BAG 8**

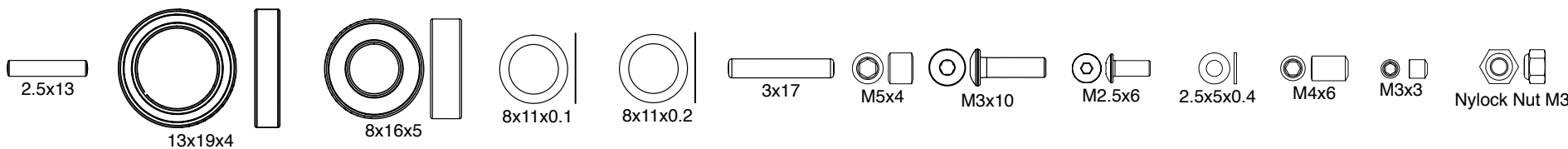
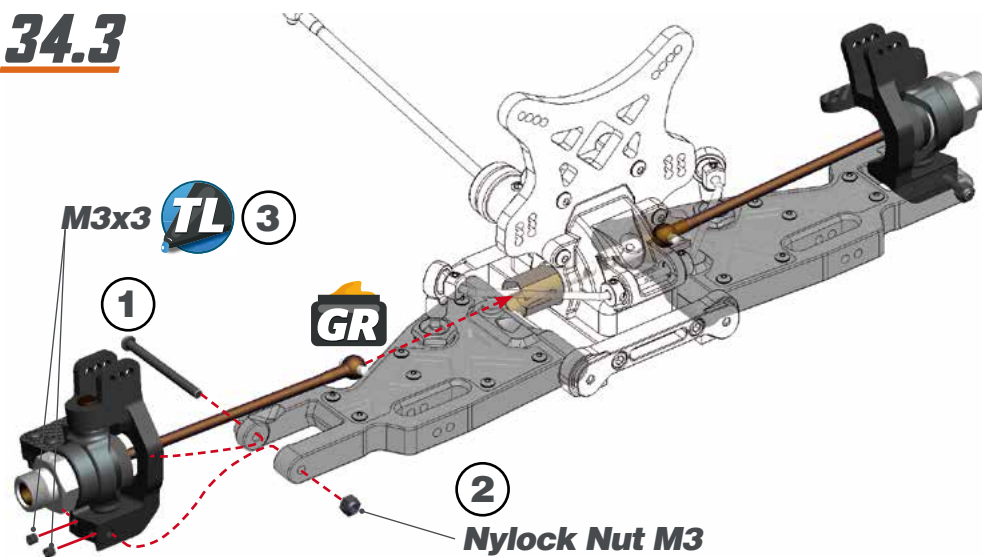
**34.1** **L=R**



**34.2**



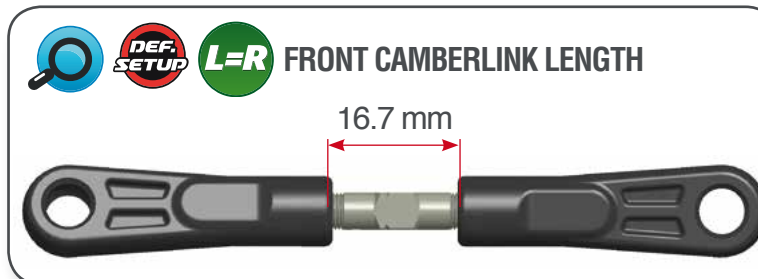
**34.3**



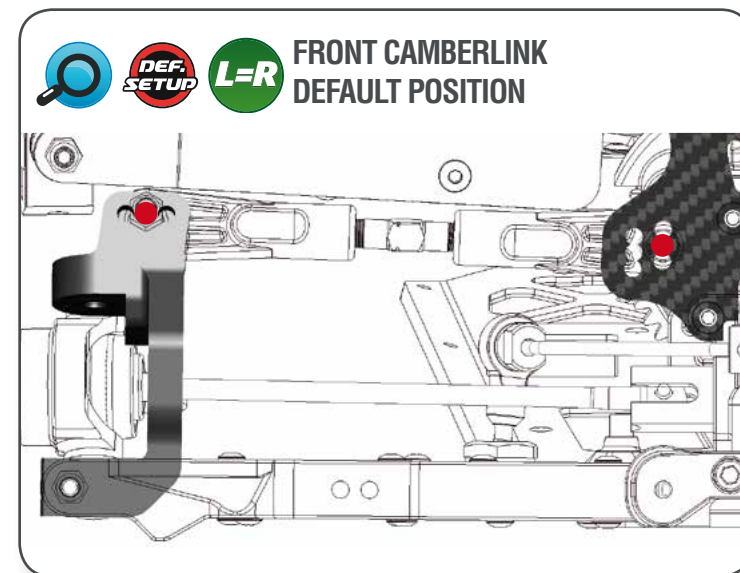
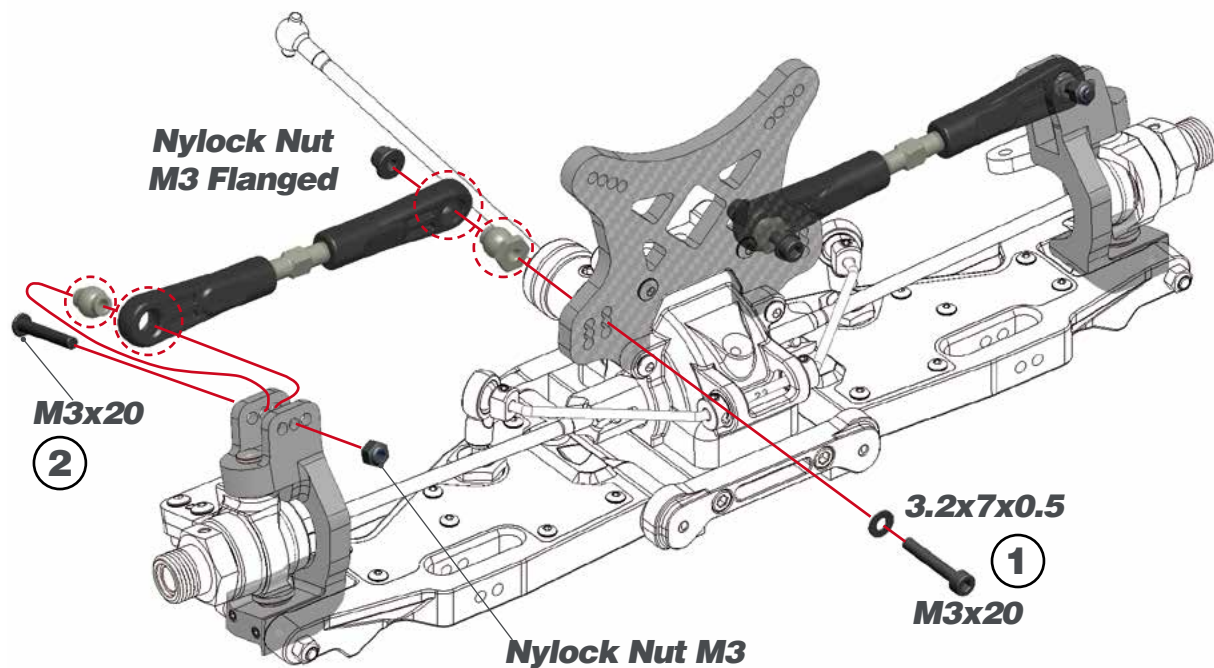
**STEP 35**

**BAG 9**

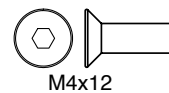
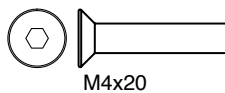
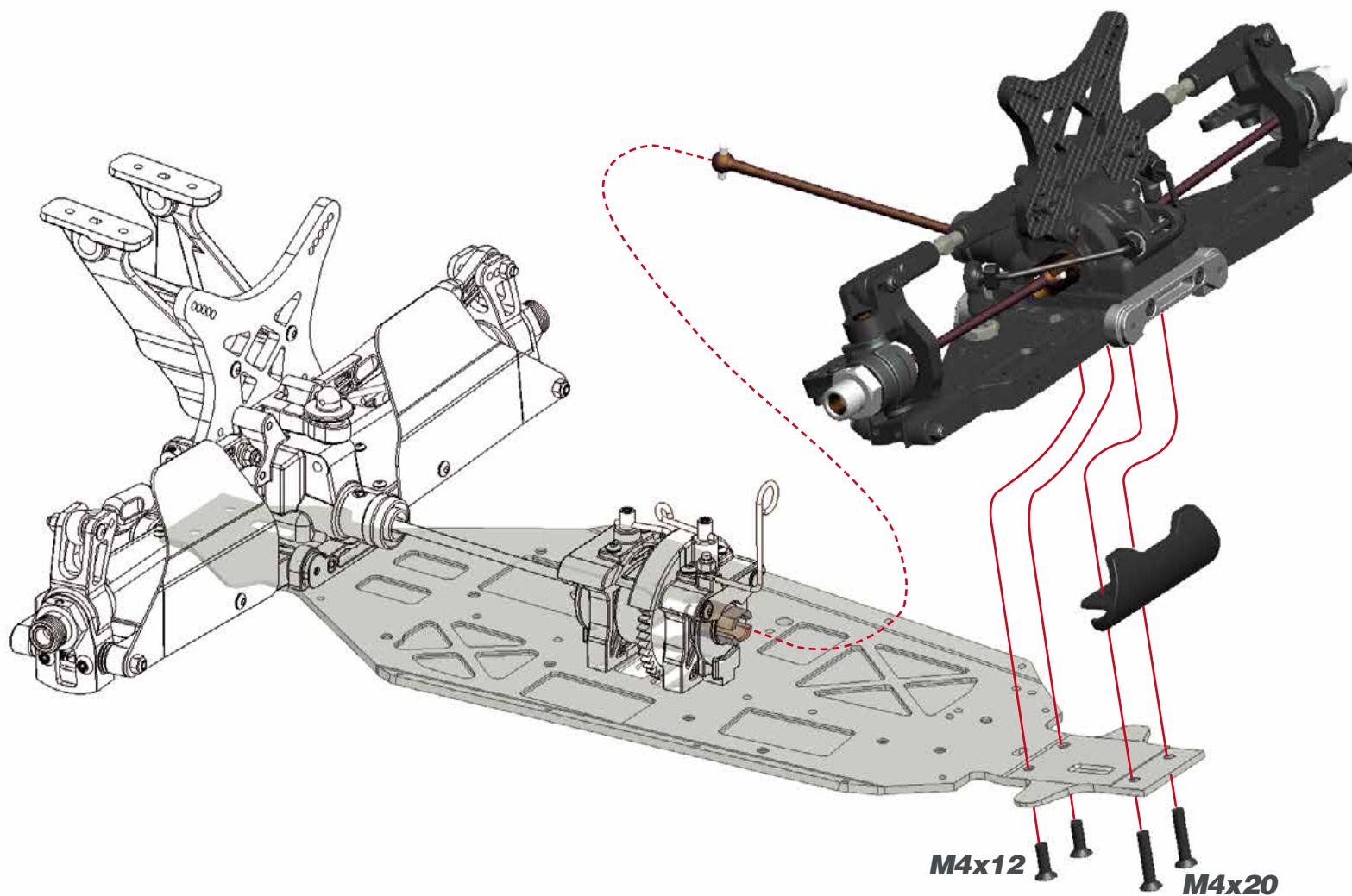
**35.1**



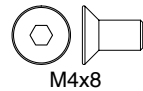
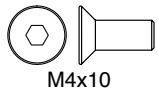
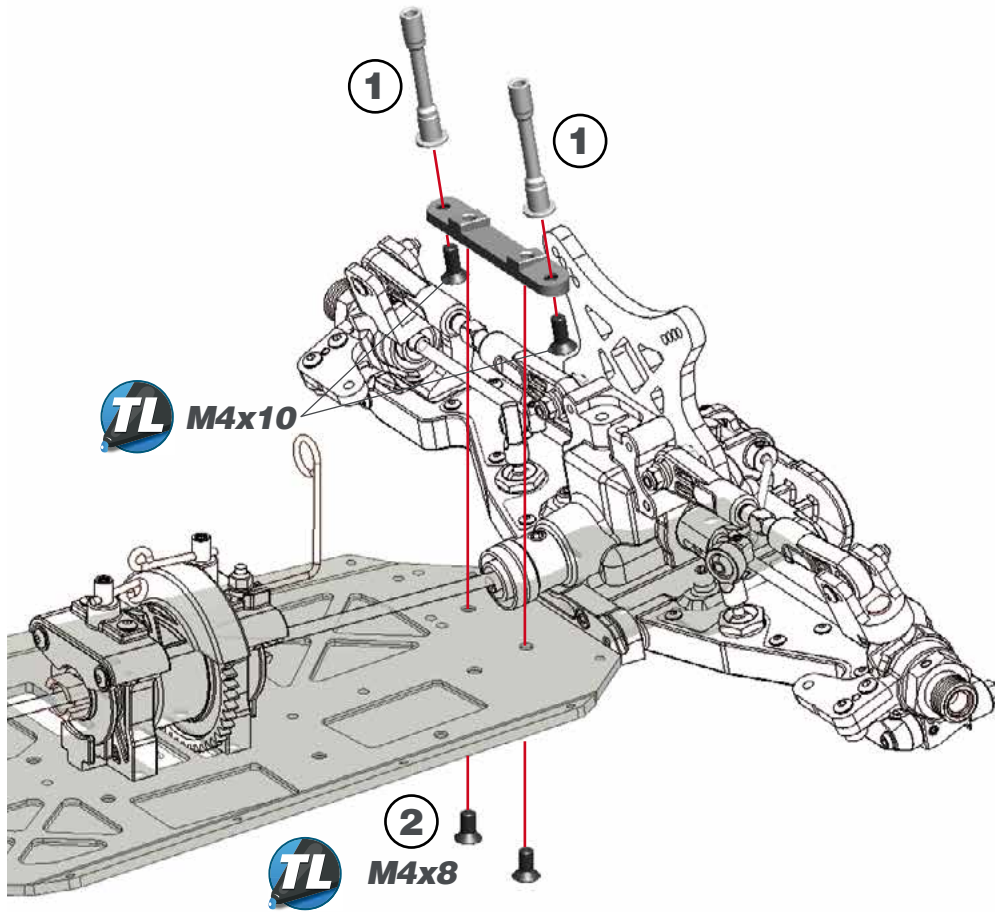
**35.2**



**STEP 36**



## STEP 37



## STEP 38 BAG 10

### 38.1

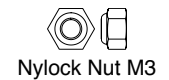
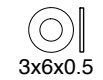
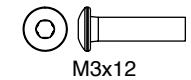
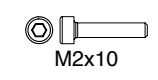


### 38.2



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

4.5 mm



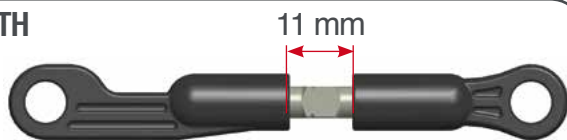


# STEP 39

## 39.1

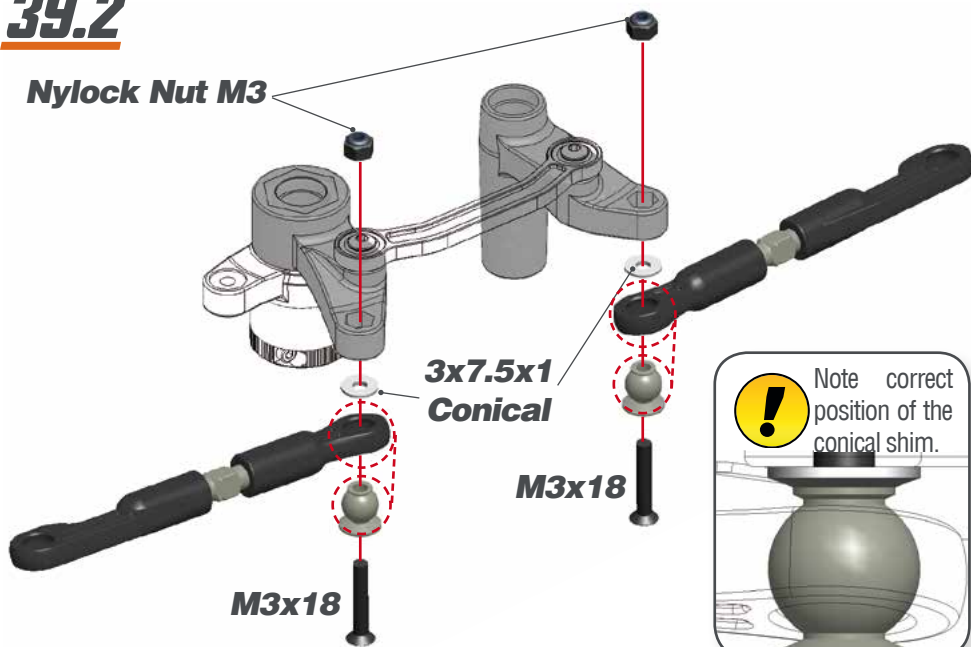


STEERING TRACKROD LENGTH



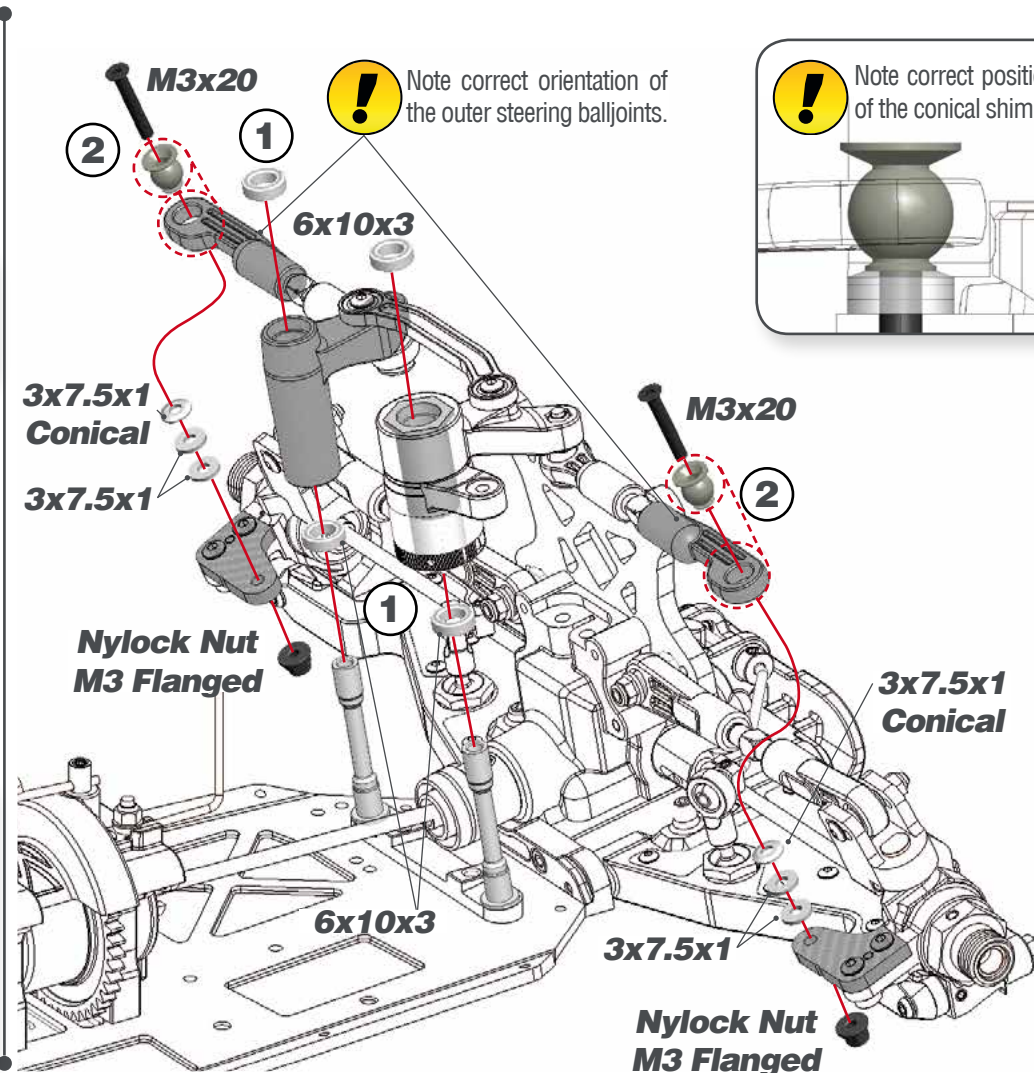
## 39.2

Nylock Nut M3

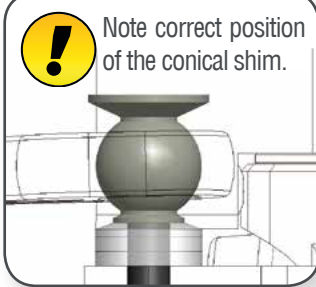


Note correct position of the conical shim.

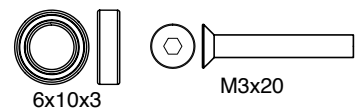
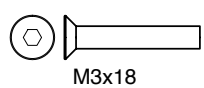
# STEP 40



Note correct orientation of the outer steering balljoints.

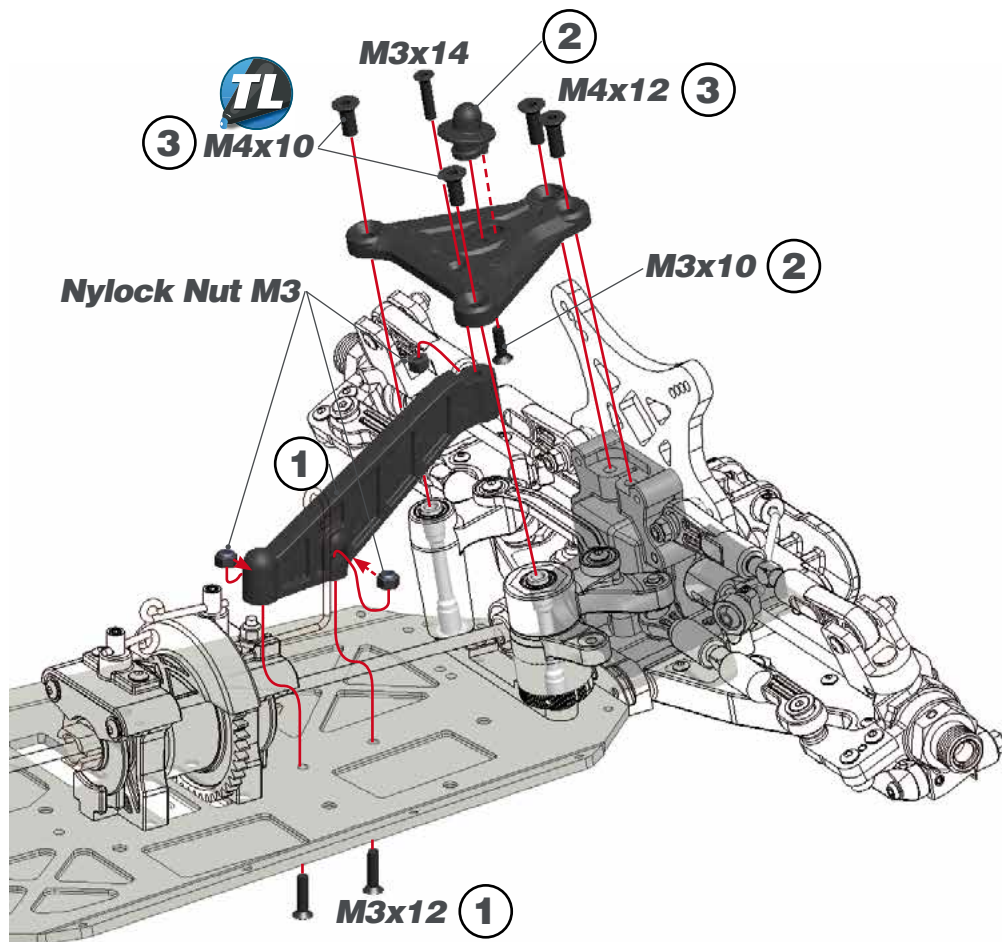


Note correct position of the conical shim.

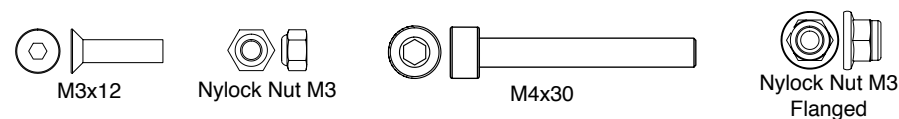
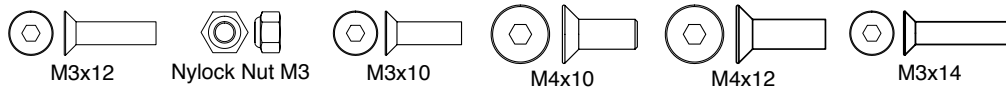
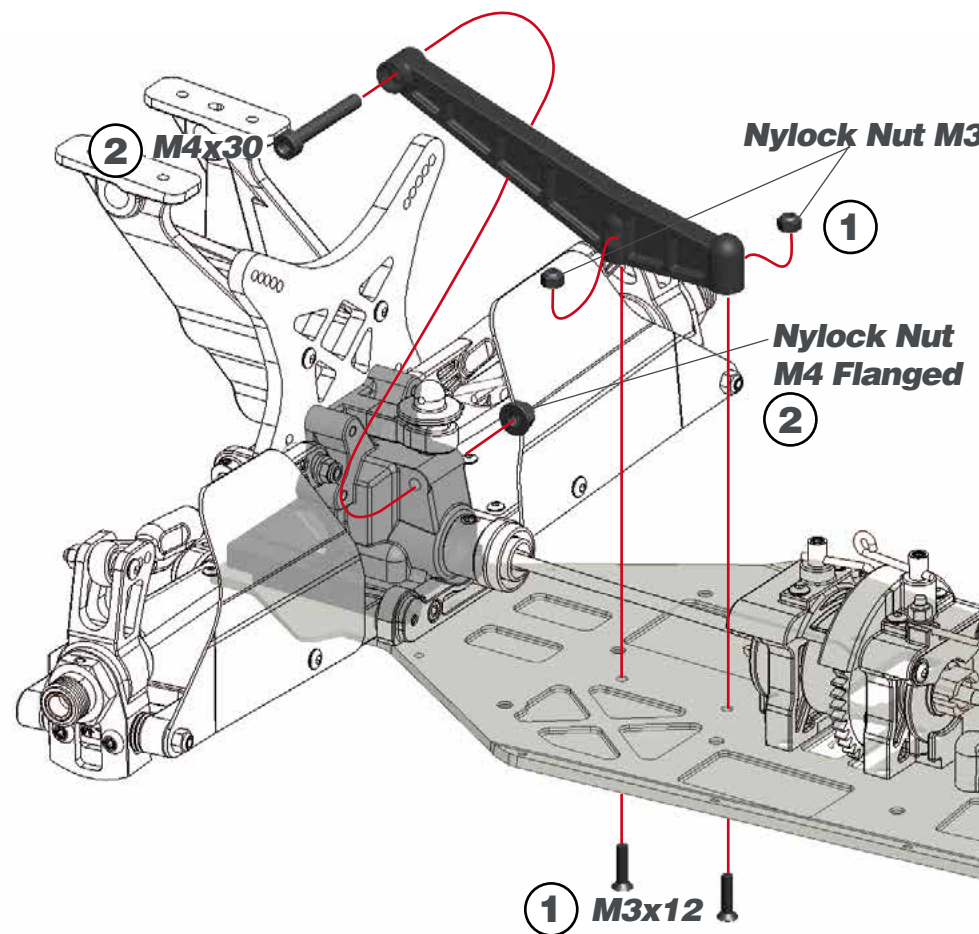


**STEP 41**

**BAG 11**



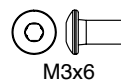
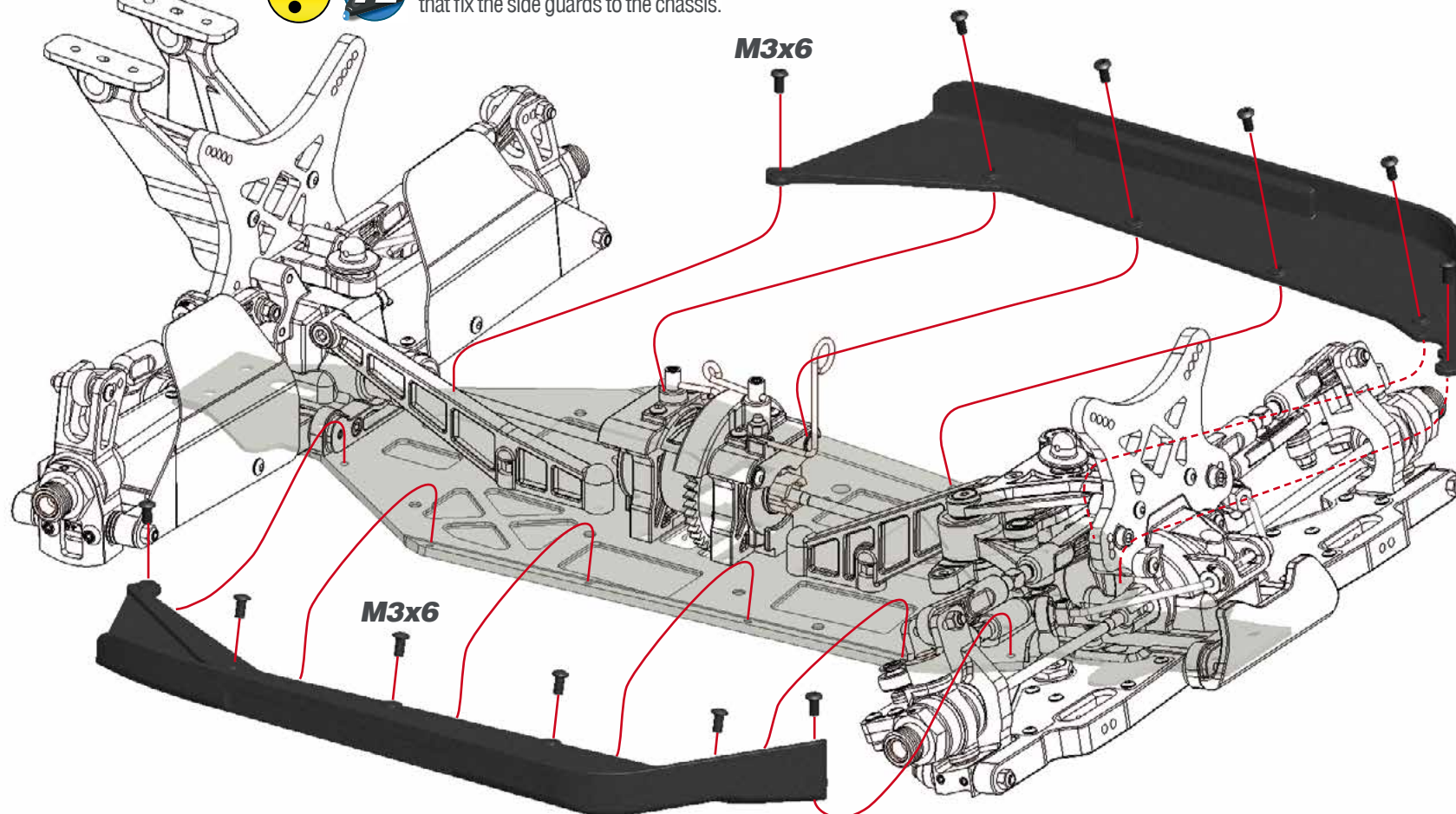
**STEP 42**



**STEP 43**



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



M3x6

## STEP 44 BAG 12

### 44.1



#### STEERING LINK LENGTH

Between different servo brands there could be slight differences.

19.3 - 19.6 mm



### 44.2

Nylock Nut M3

M3x8

1

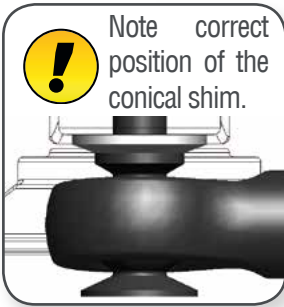
2

3x7.5x1 Conical



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

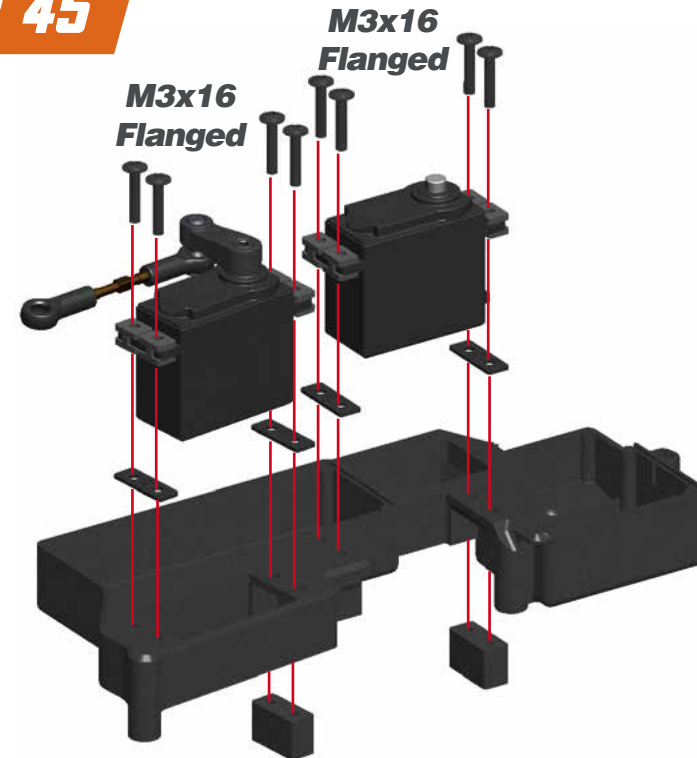
1



Note correct position of the conical shim.



## STEP 45



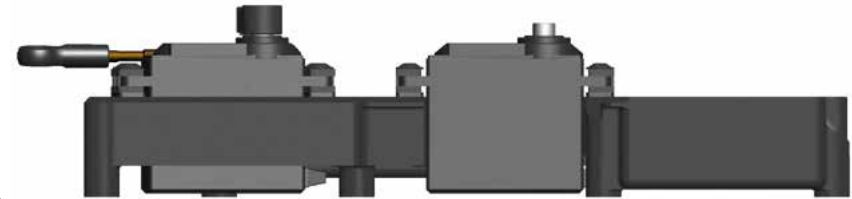
M3x16 Flanged

M3x16 Flanged

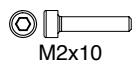
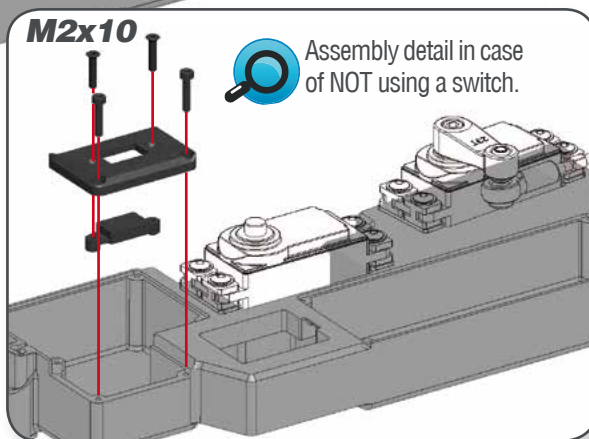
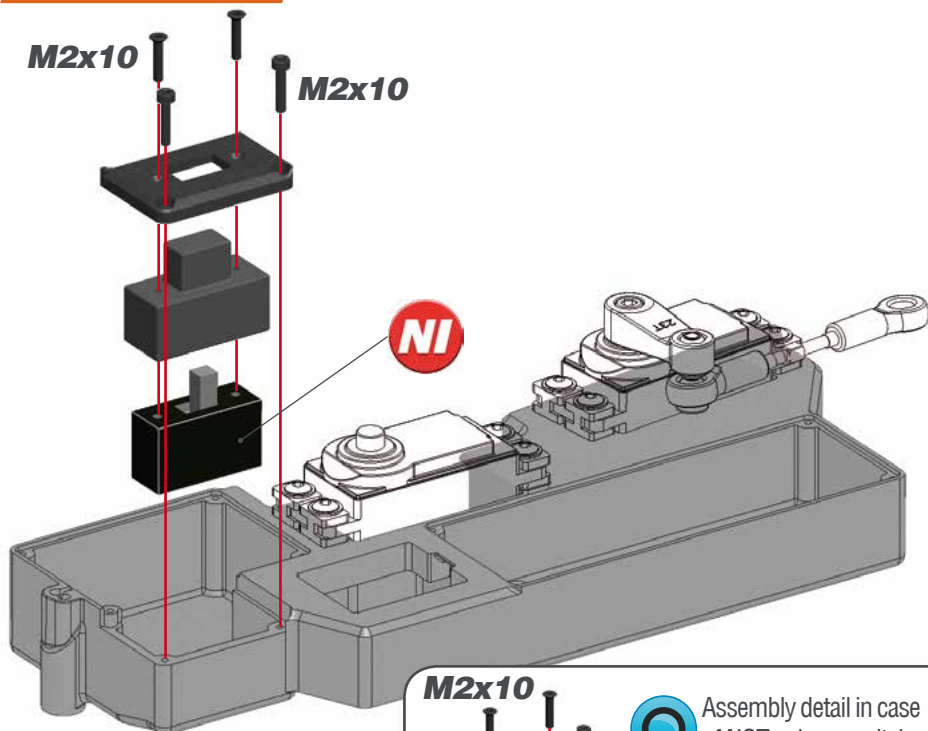


#### SERVO SPACERS

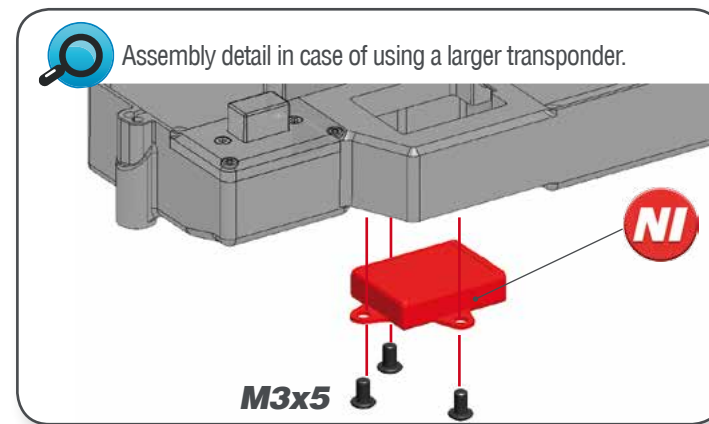
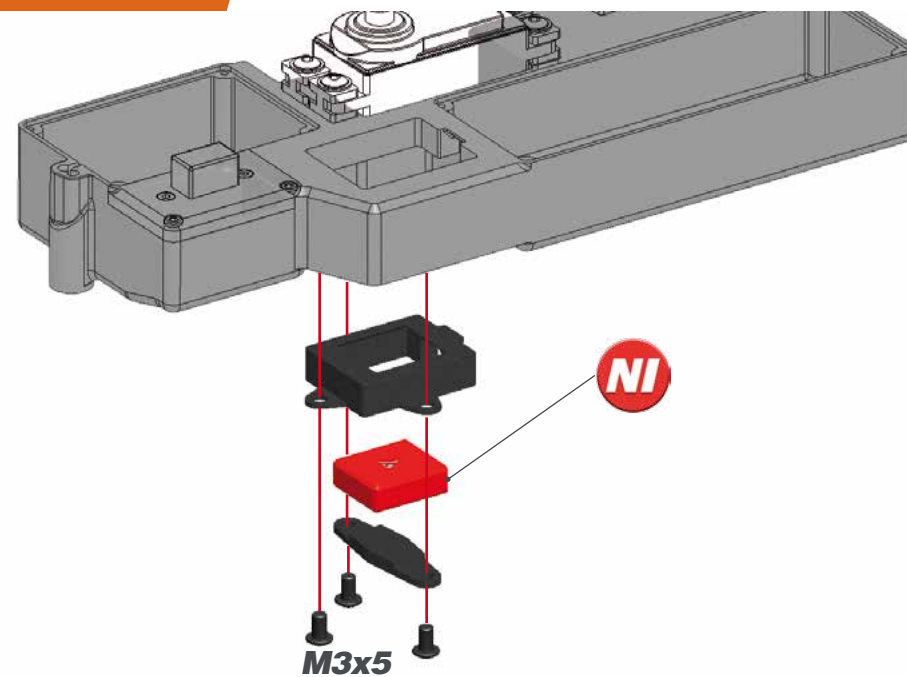
Use enough servo spacers so both servos are flush with the bottom of the radiotray posts. This will prevent the servo to touch the chassis under torsion – flex.



**STEP 46**



**STEP 47**

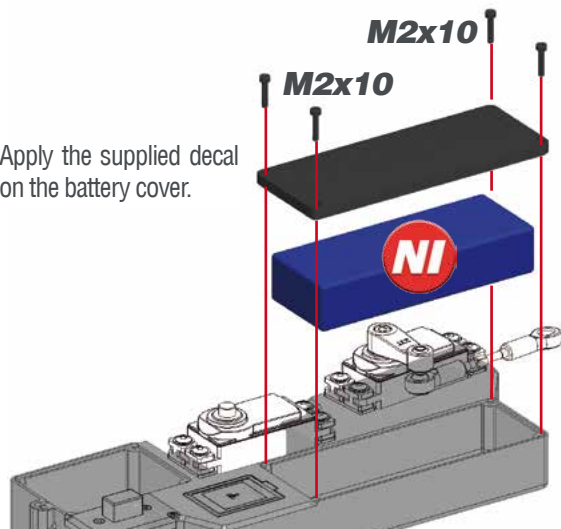


**STEP 48**

**STEP 49**

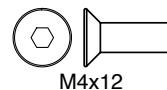
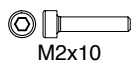
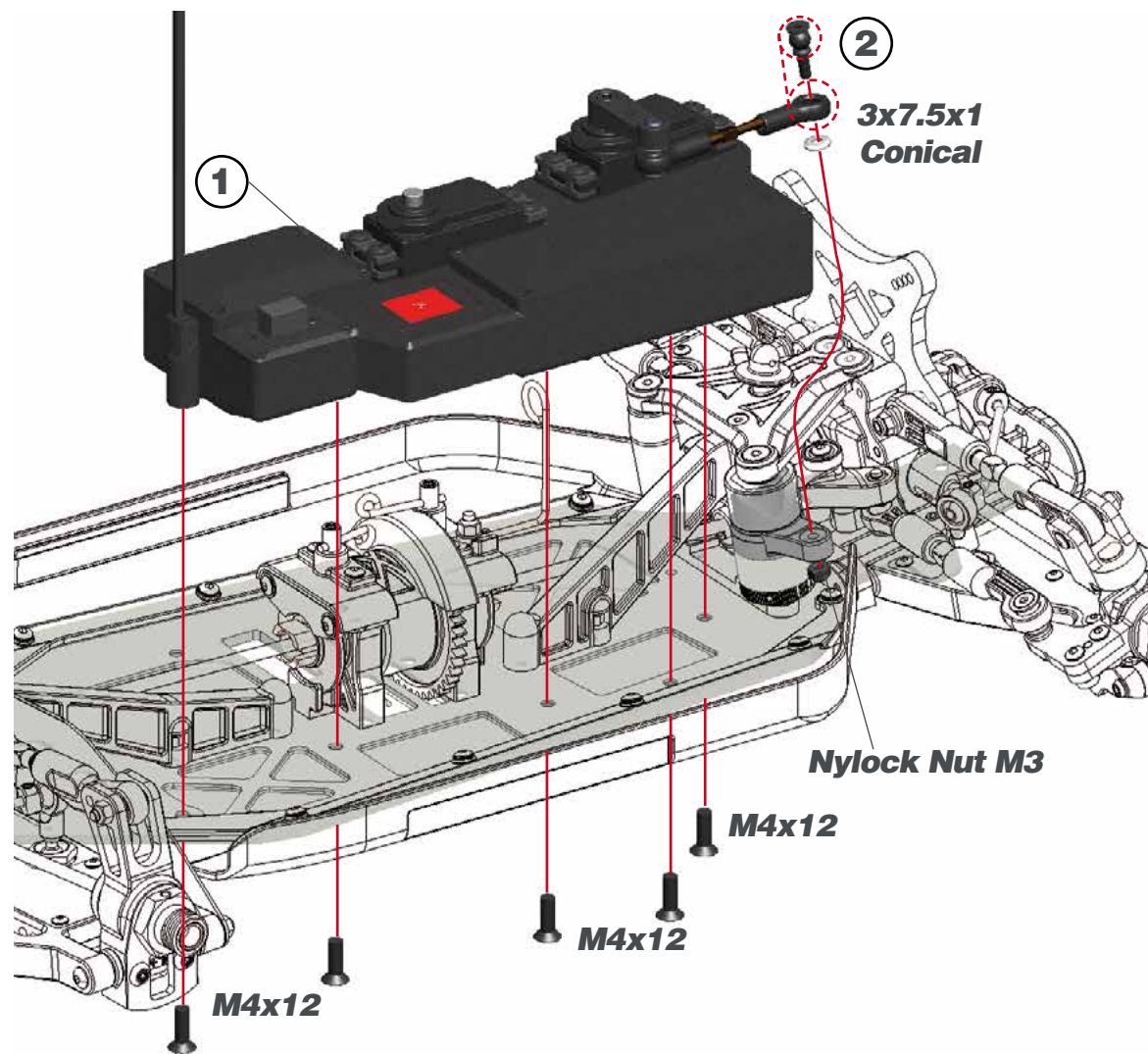
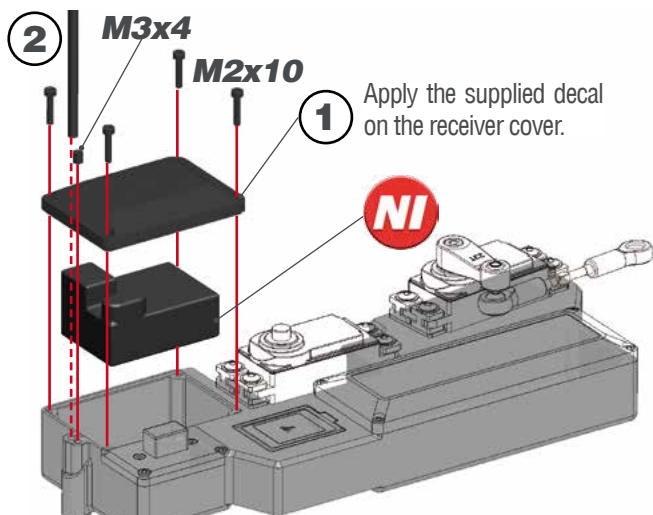
**48.1**

Apply the supplied decal on the battery cover.



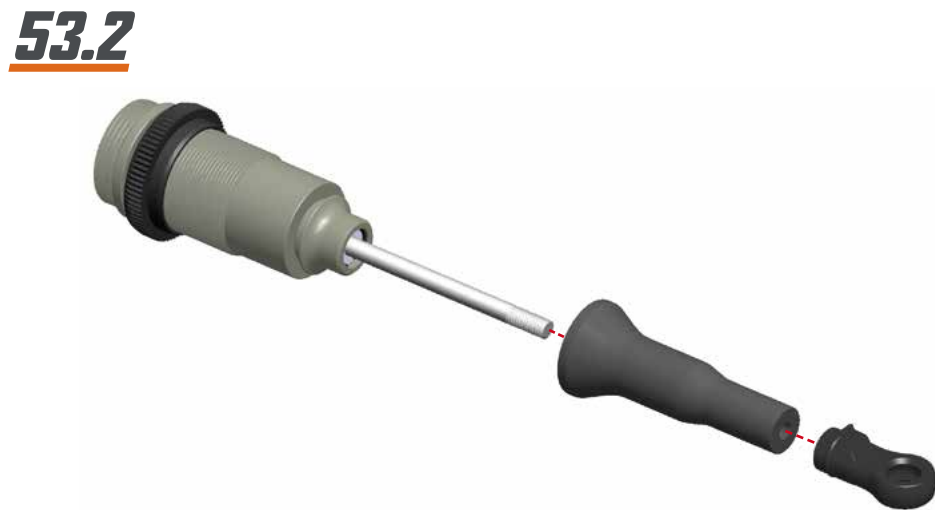
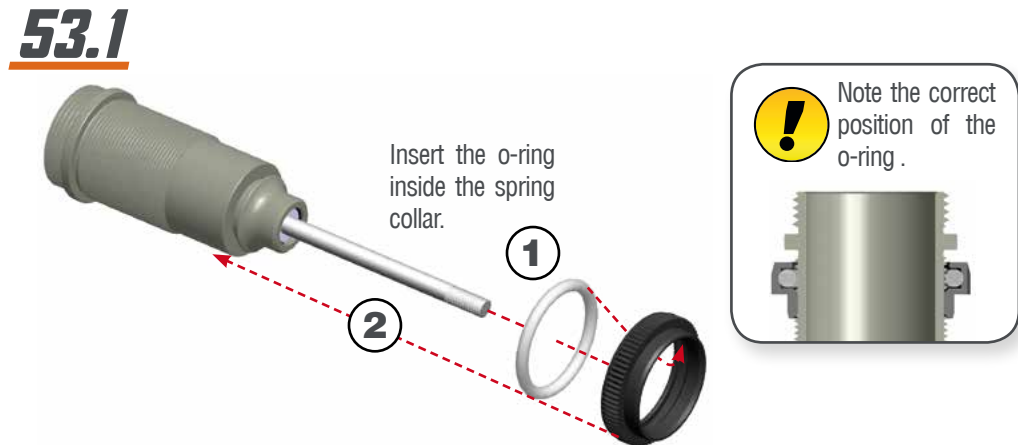
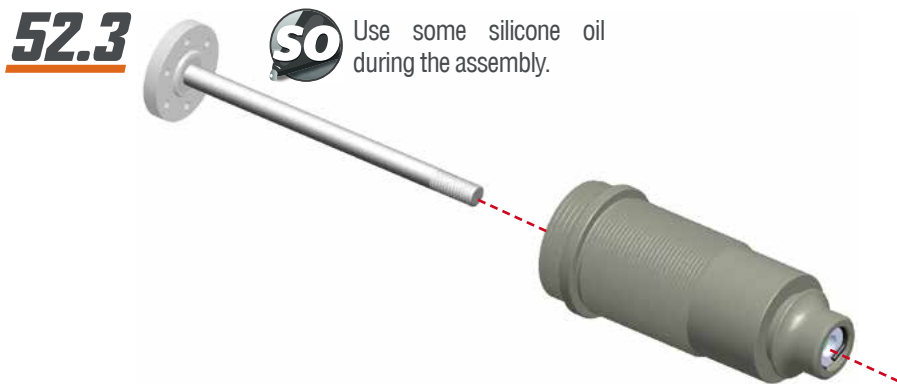
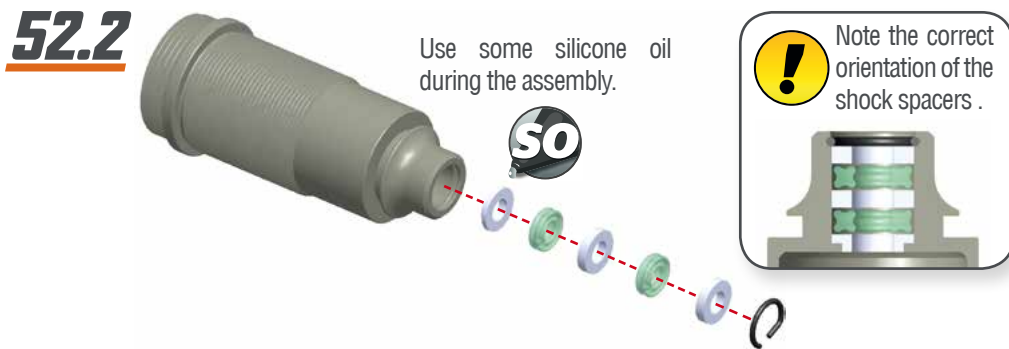
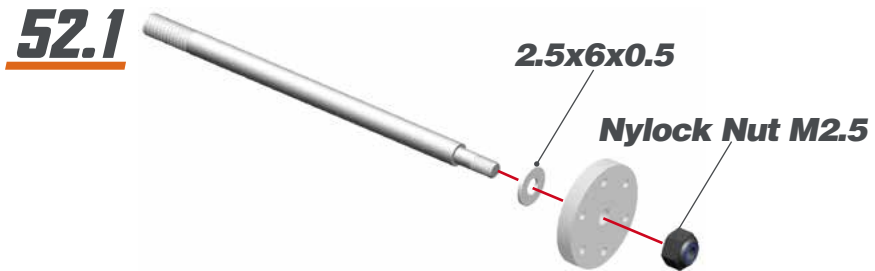
**48.2**

Apply the supplied decal on the receiver cover.





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





**STEP 54**

**54.1**

Push the membrane into the shock cap.



**54.3**

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

2- Close completely the shock cap.



**54.2**

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

2- Extend the shockrod fully

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

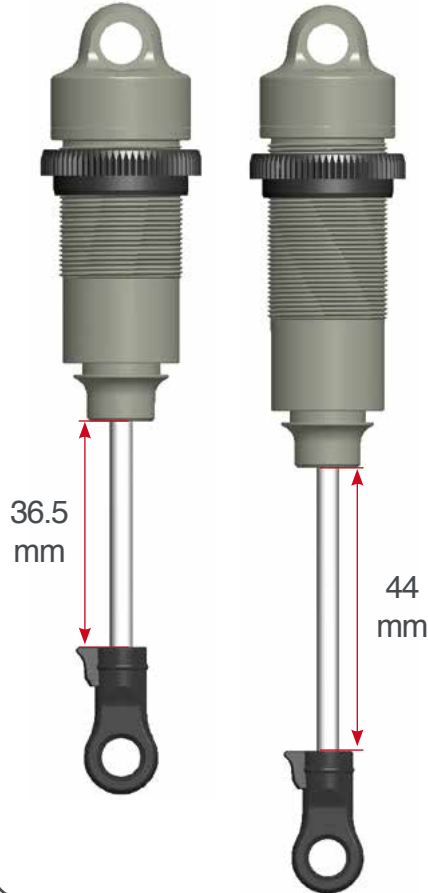
4- Close top only 3/4.



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

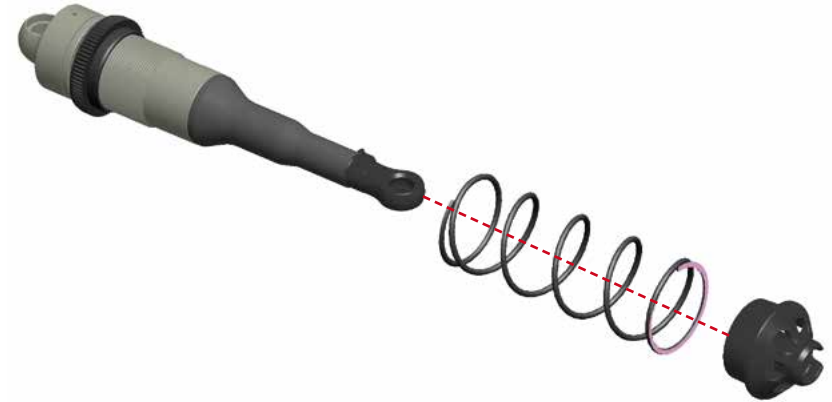
**FRONT**

**REAR**

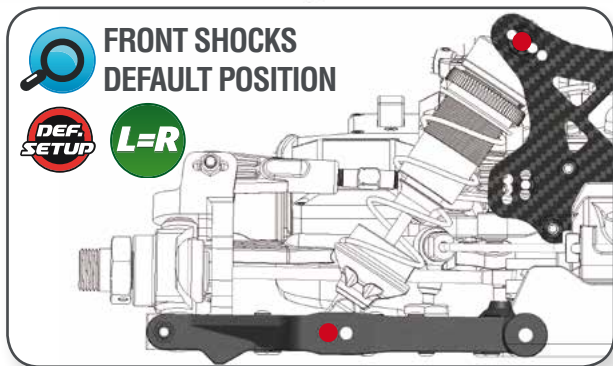
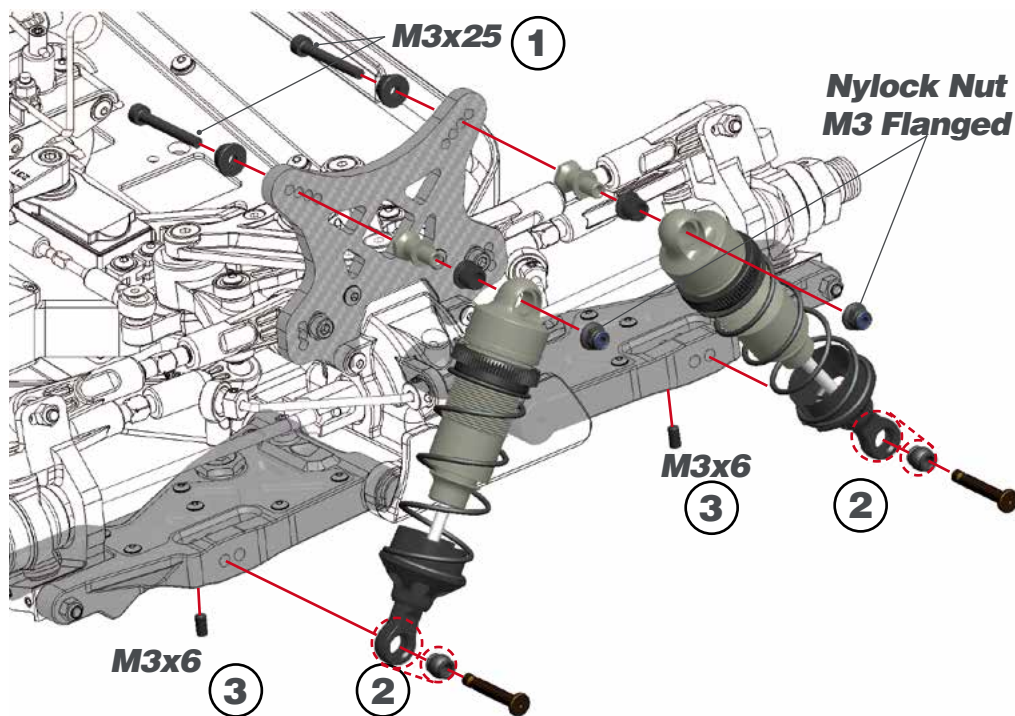


**STEP 55**

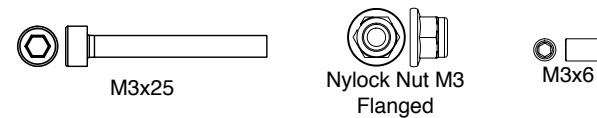
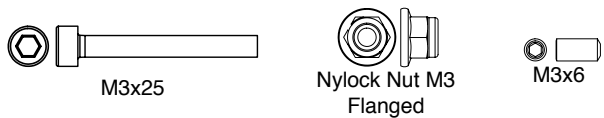
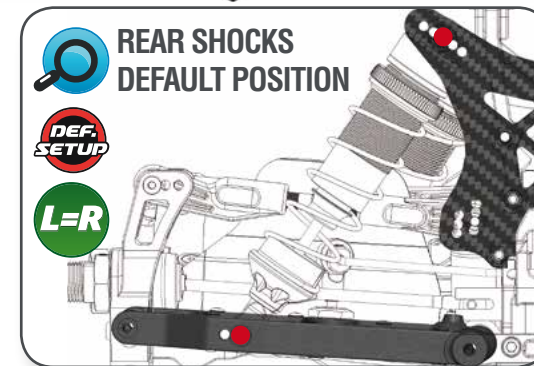
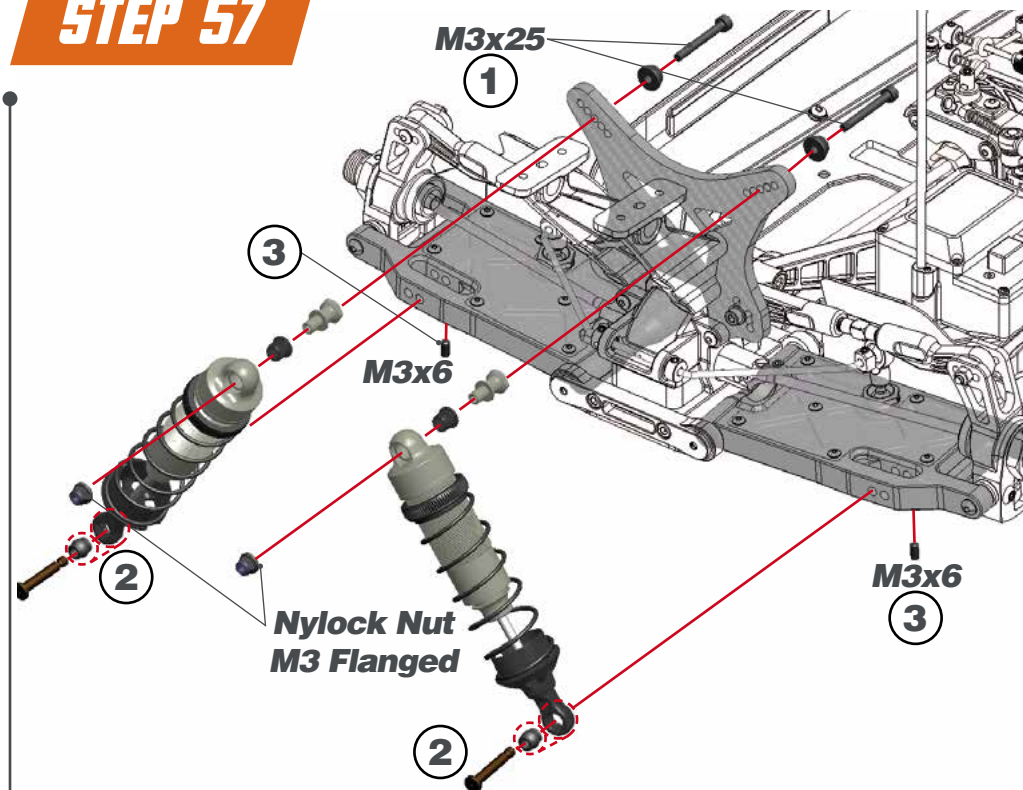
Assemble the spring and spring-cup (align correctly) to complete the shock.



**STEP 56**

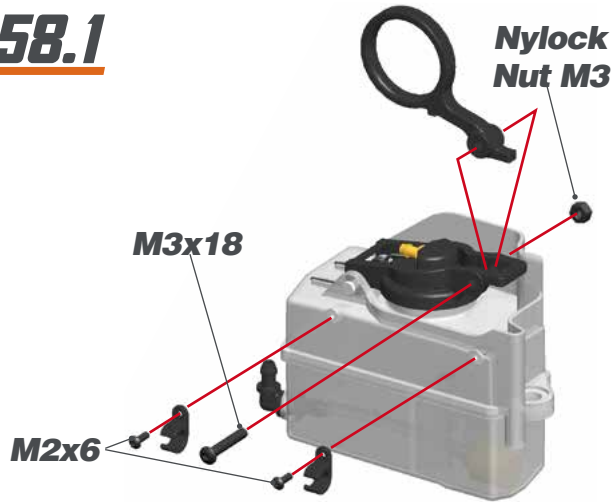


**STEP 57**



## STEP 58 BAG 15

### 58.1



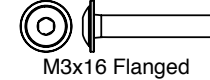
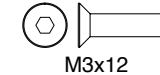
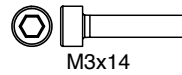
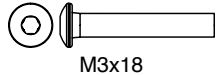
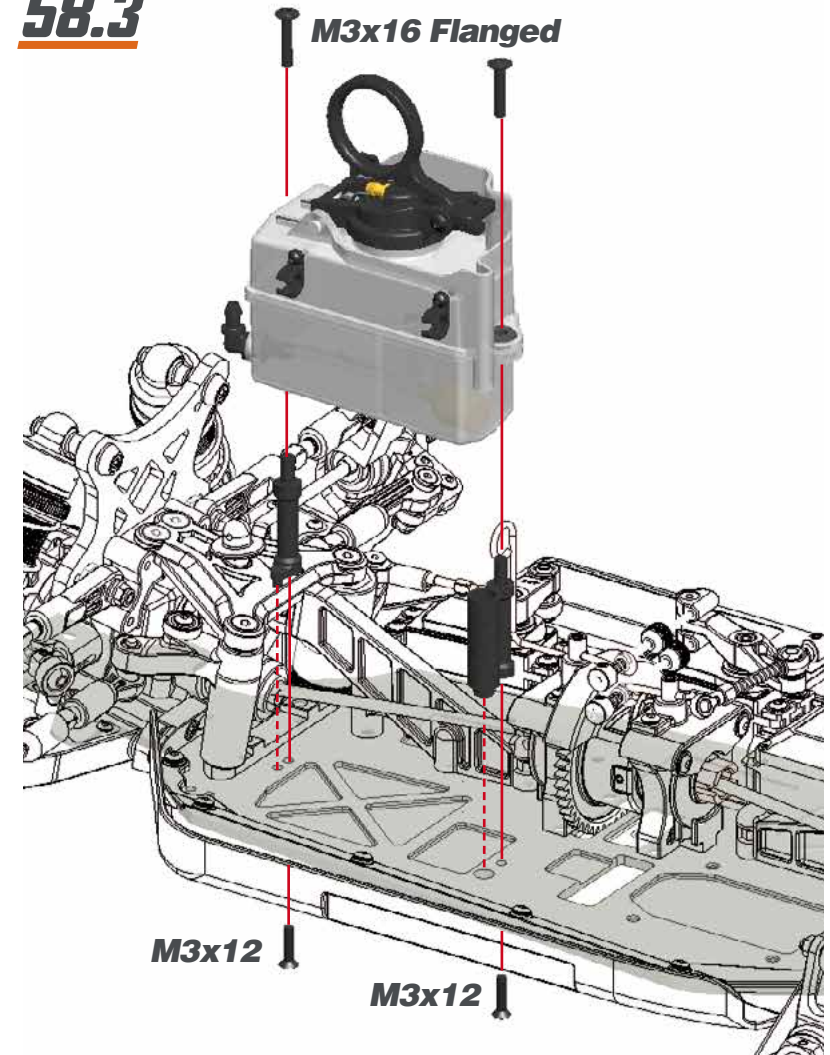
**FUEL TANK INSERTS**

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

### 58.2

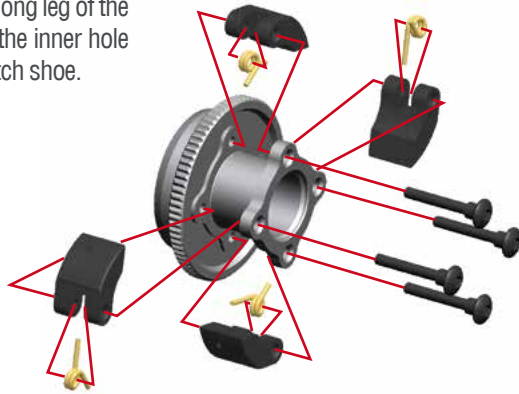


### 58.3

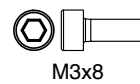
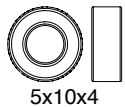
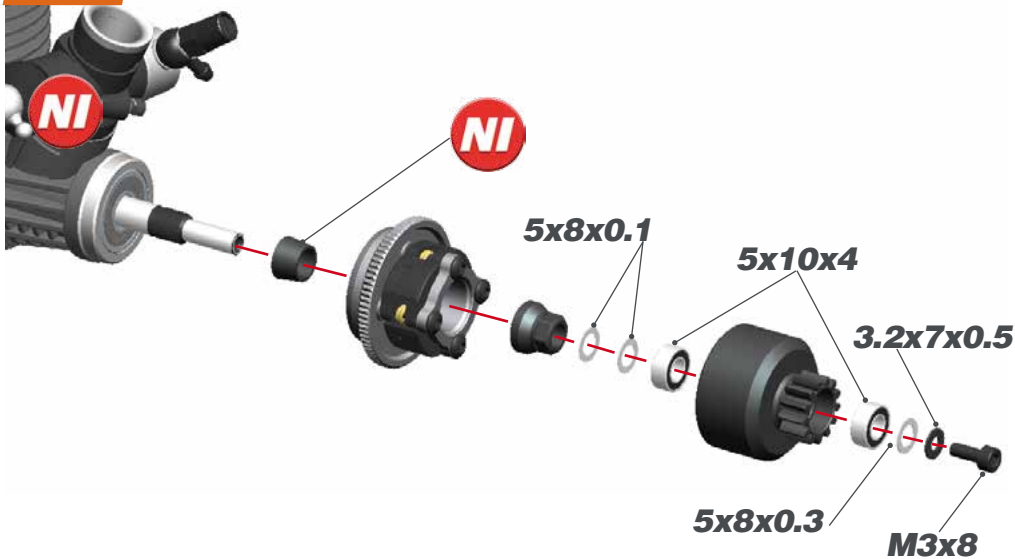


## STEP 59 BAG 16

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

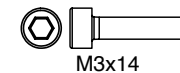
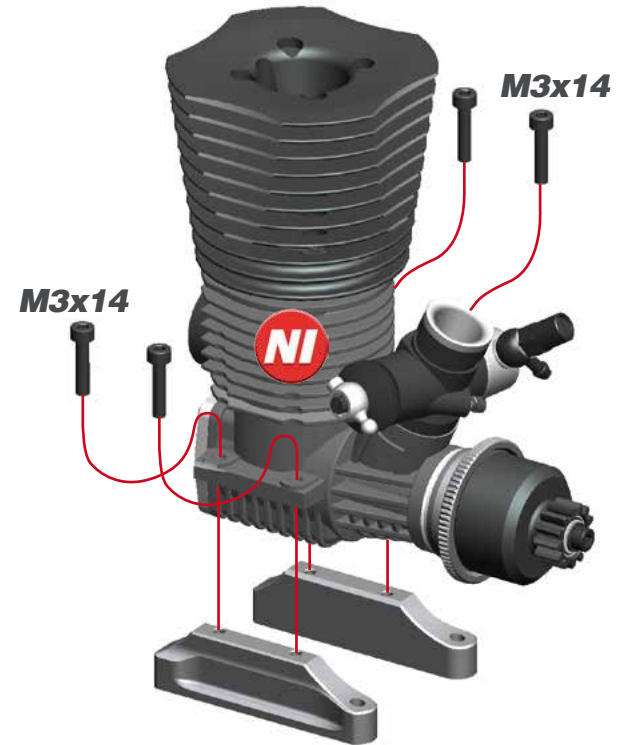


## 59.2



## STEP 60

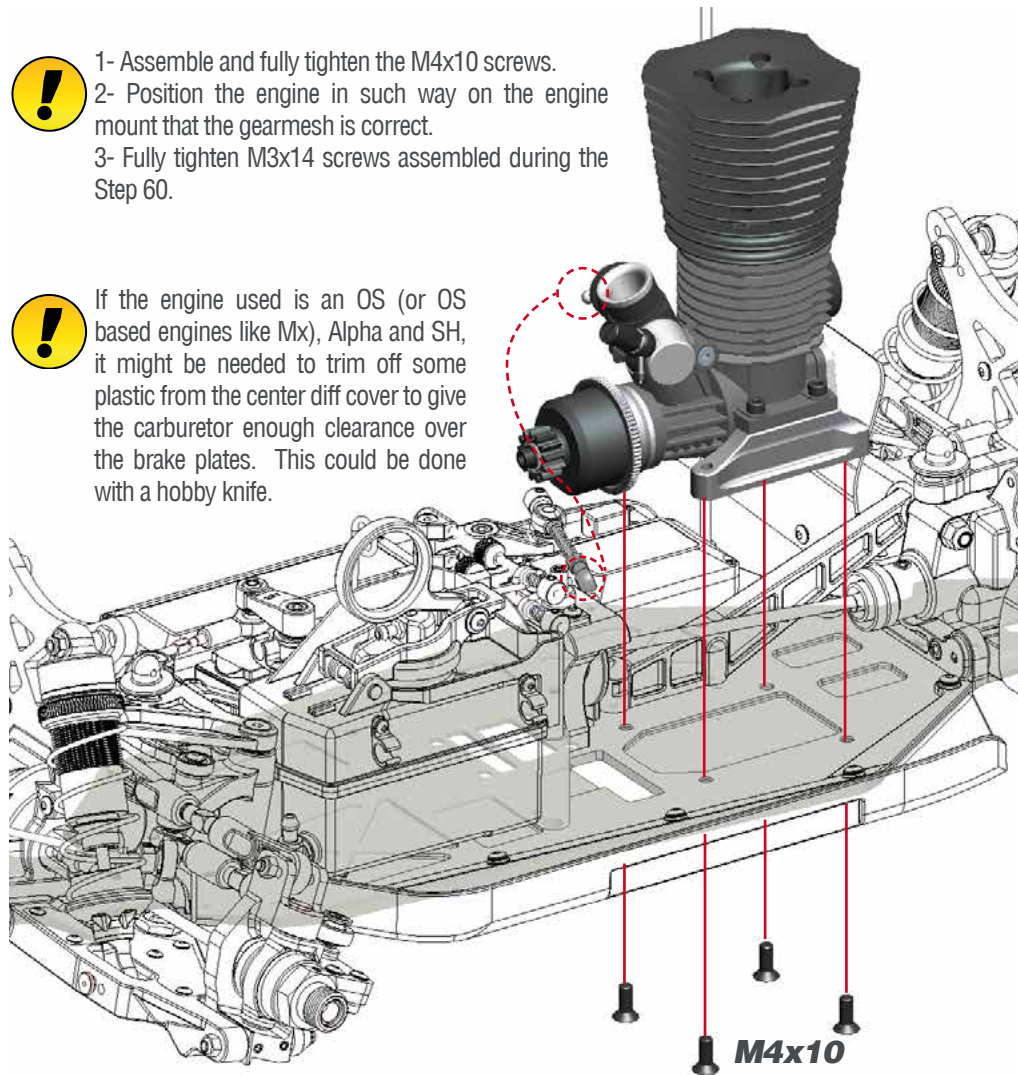
Do not fully tighten the M3x14 screws till Step 61.



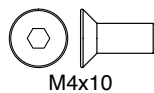
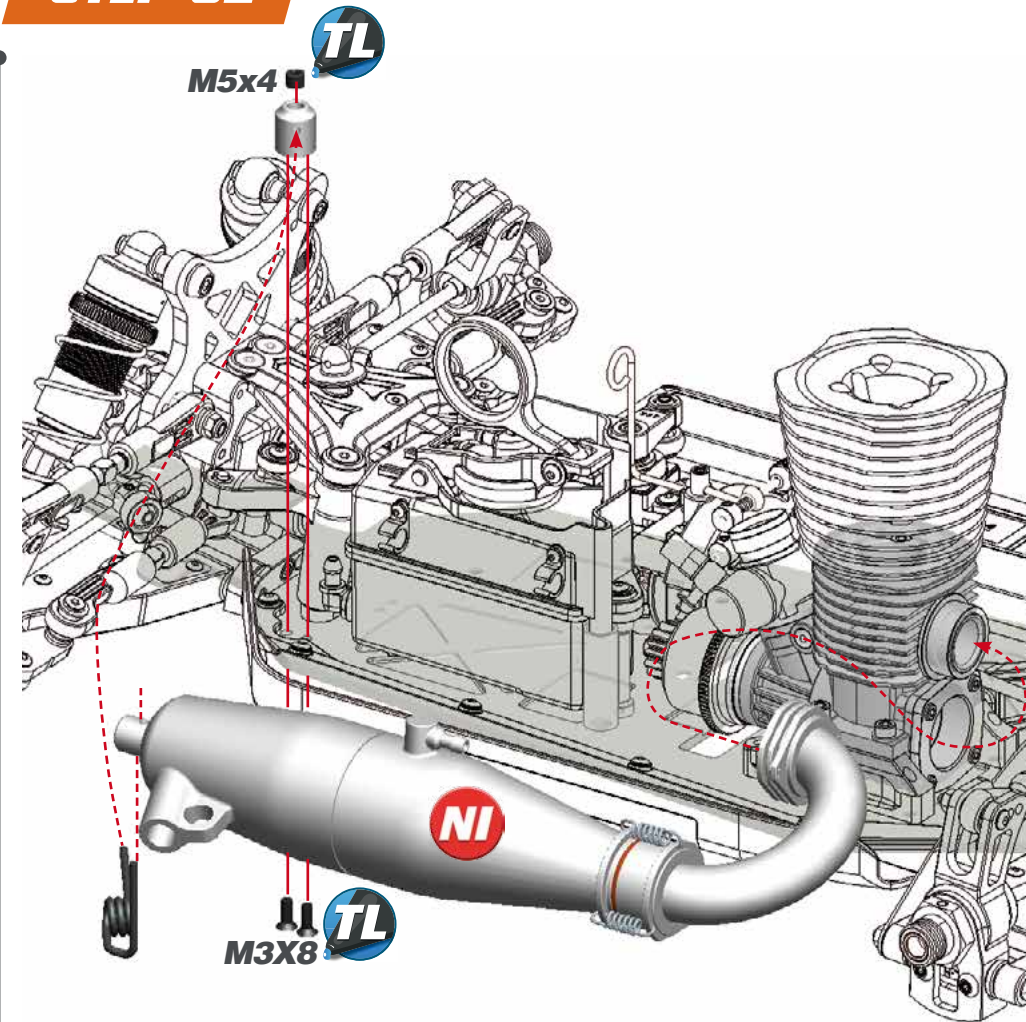
# STEP 61

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

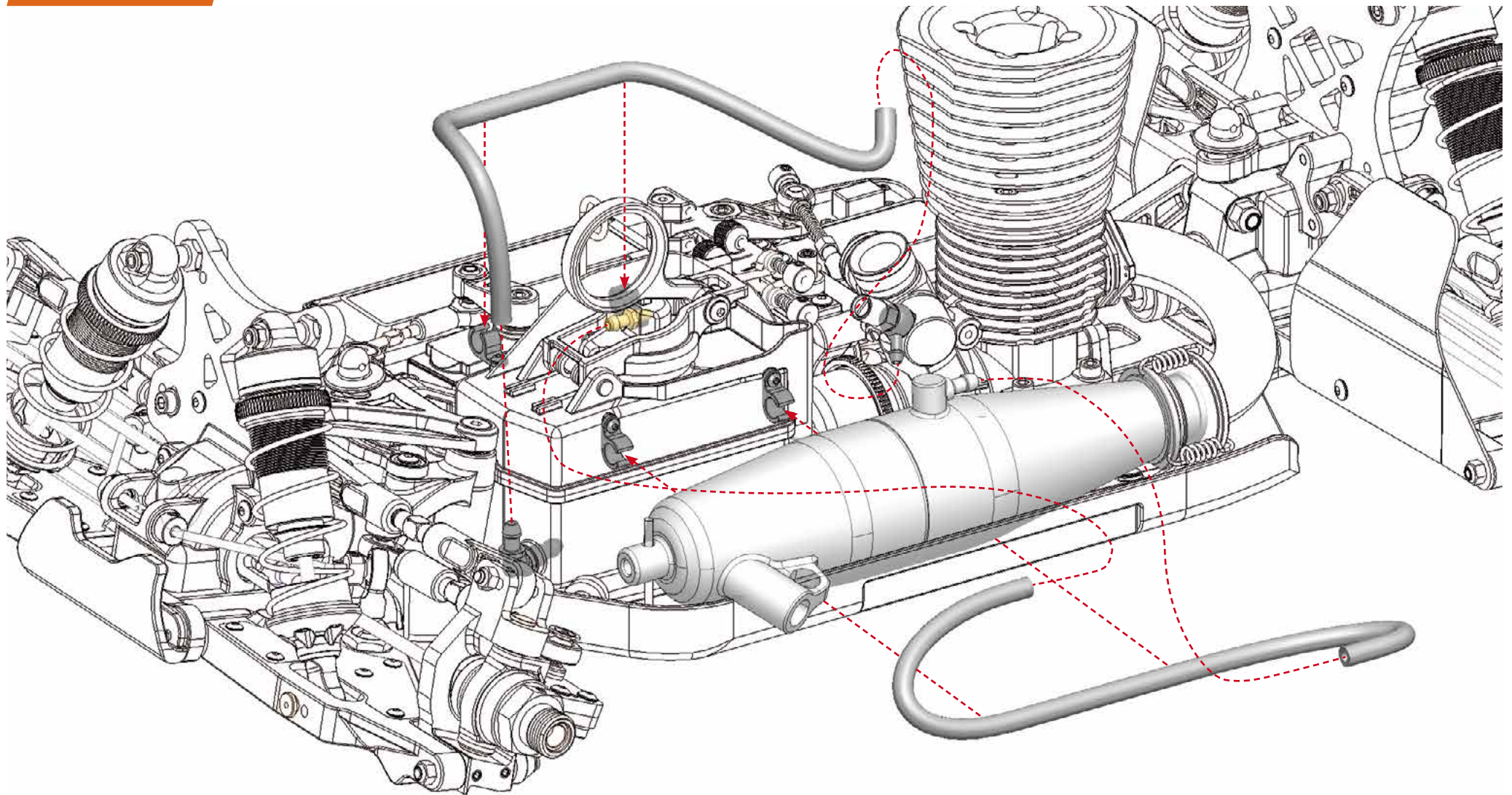
! If the engine used is an OS (or OS based engines like Mx), Alpha and SH, it might be needed to trim off some plastic from the center diff cover to give the carburetor enough clearance over the brake plates. This could be done with a hobby knife.



# STEP 62

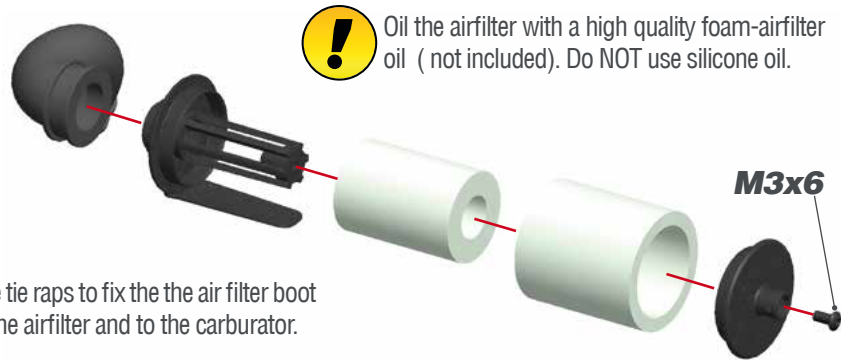


**STEP 63**



**STEP 64** BAG 17

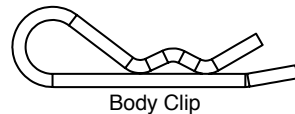
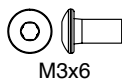
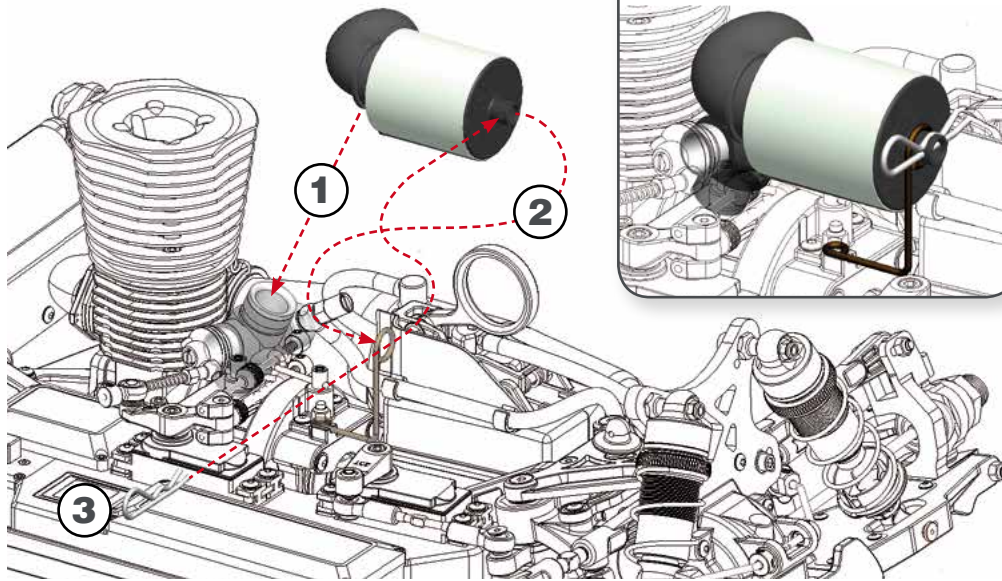
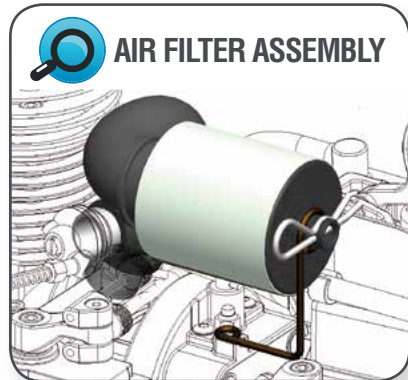
**64.1**



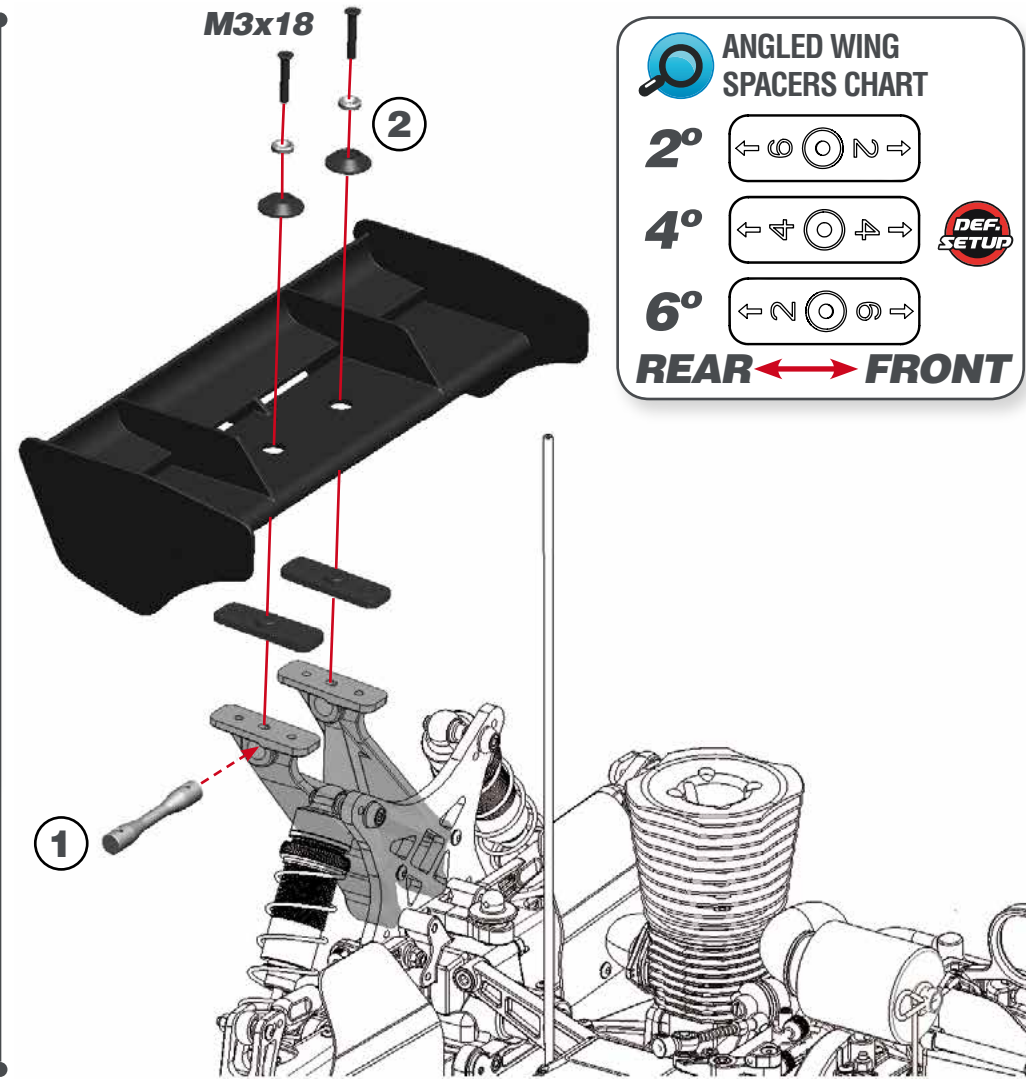
**!** Oil the airfilter with a high quality foam-airfilter oil ( not included). Do NOT use silicone oil.

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

**64.2**



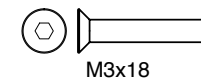
**STEP 65**



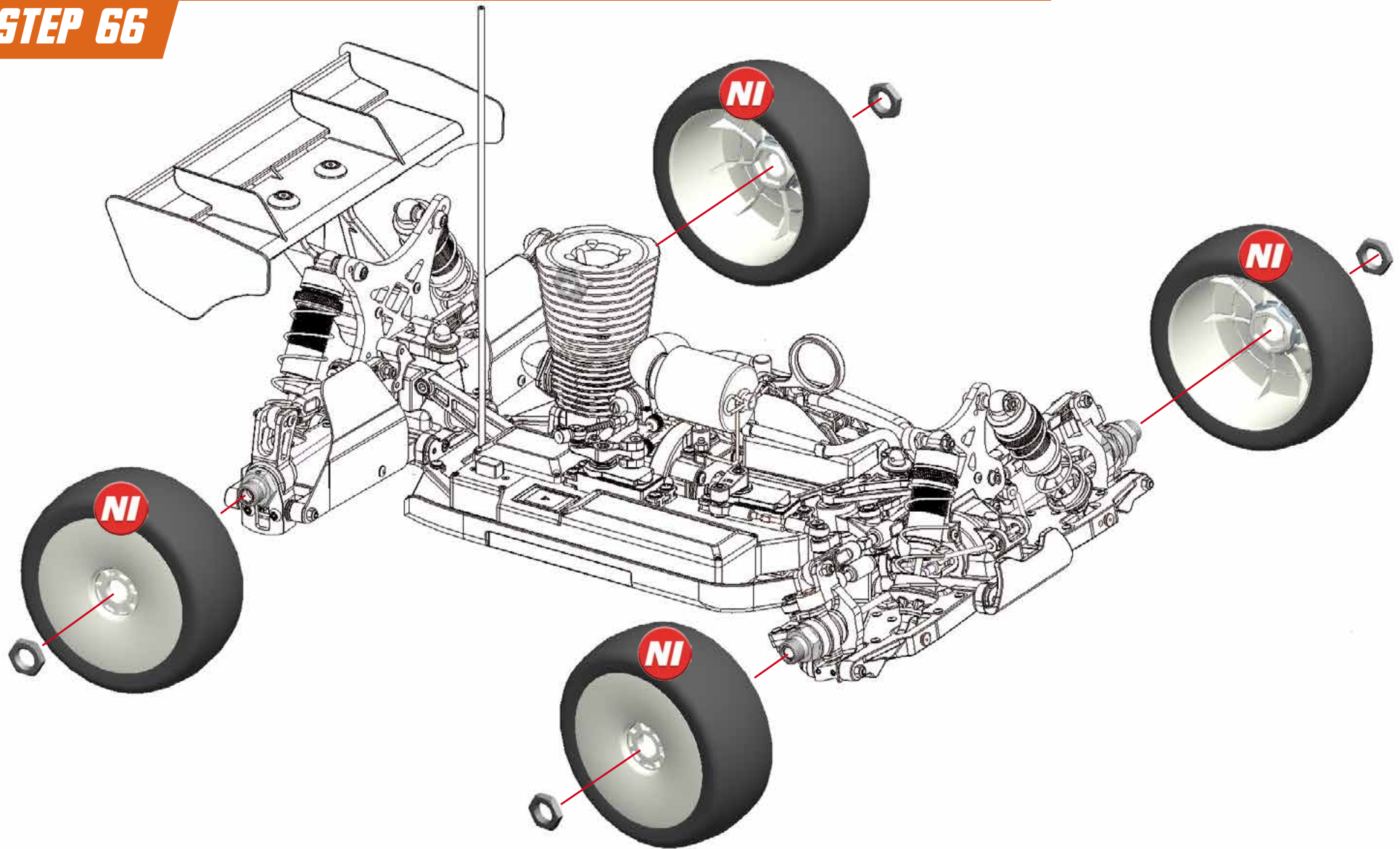
**ANGLED WING SPACERS CHART**

<b>2°</b>		
<b>4°</b>		<b>DEF. SETUP</b>
<b>6°</b>		

**REAR** **FRONT**



**STEP 66**



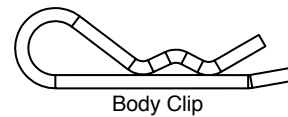
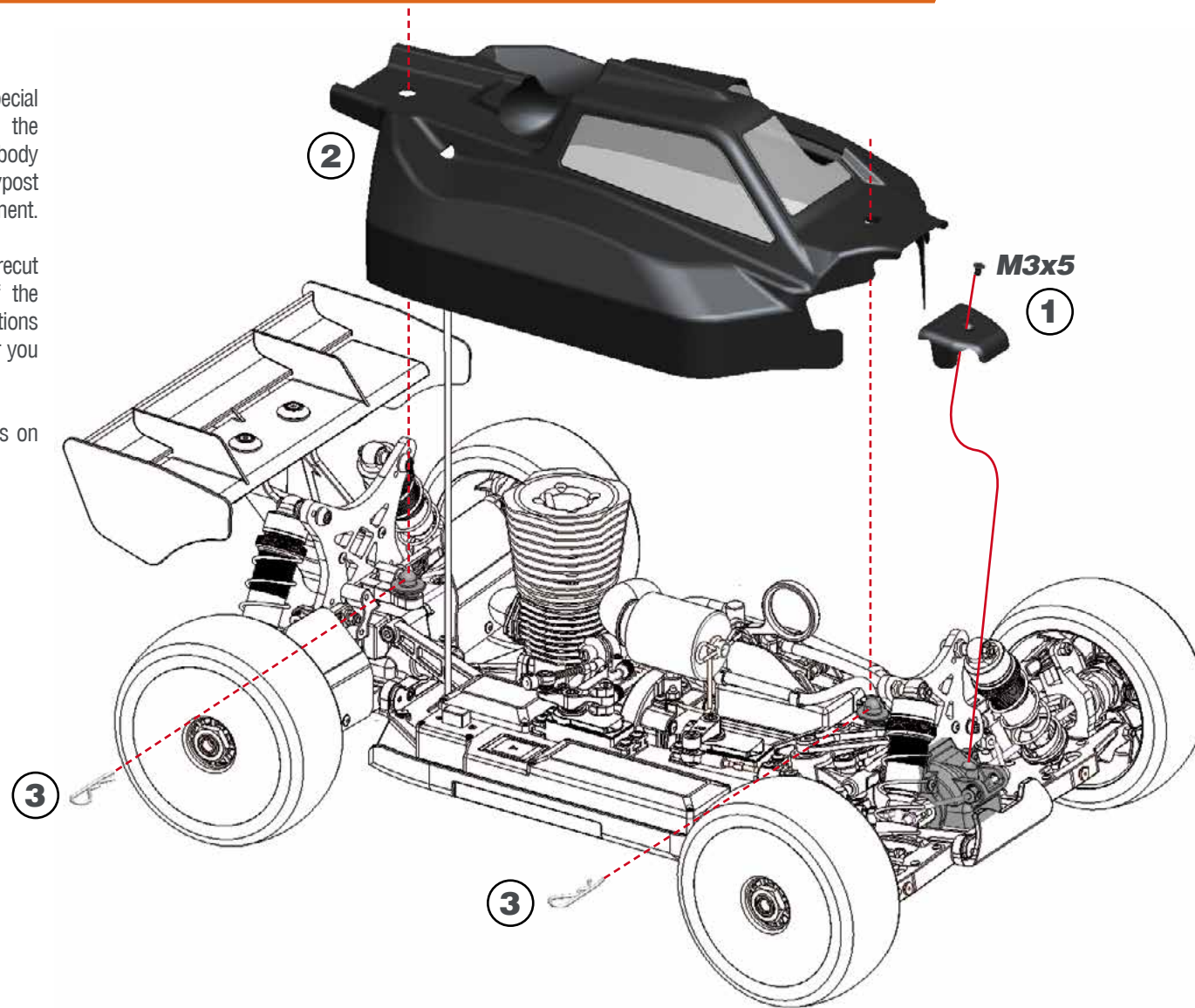


# STEP 67

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

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

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



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# DIFFERENTIAL EXPLODED VIEW

**COBRA**  
SRX8

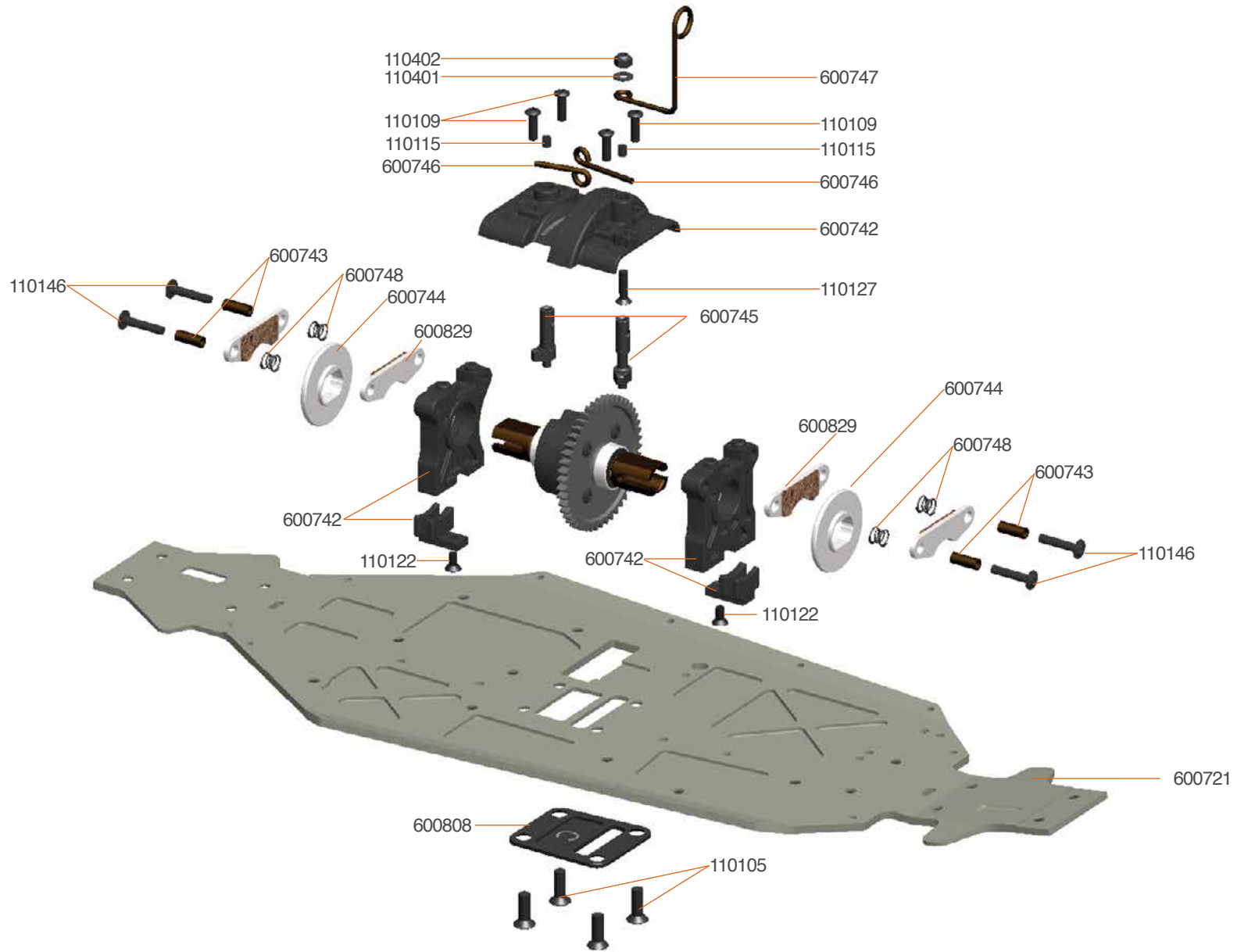
**Serpent**



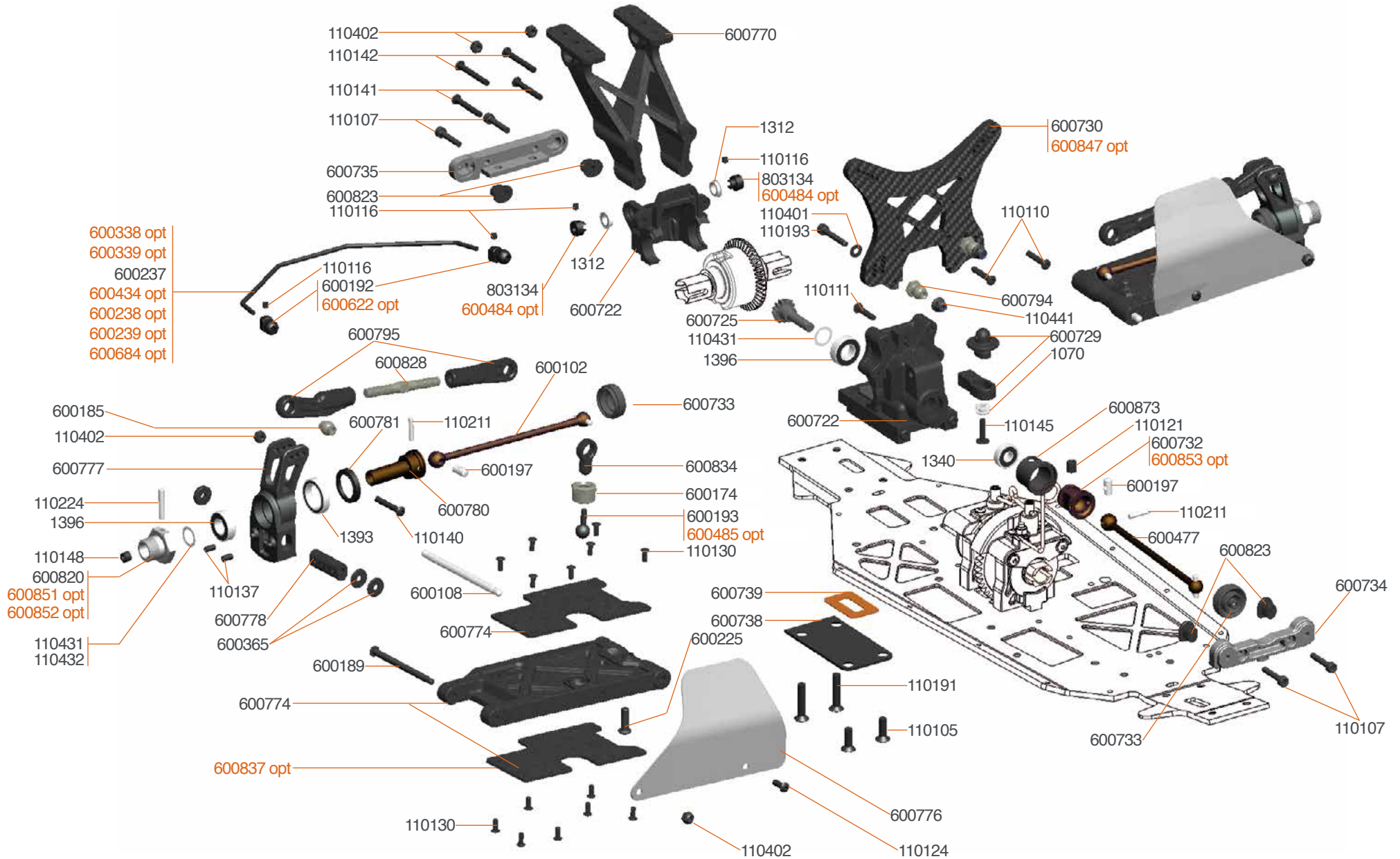
600283 Diff pin 10T alu (2)  
600814 Spur gear 47T SRX8  
600815 Spur gear 48T SRX8  
600868 Diff set 44T front / rear SRX8

600869 Diff set 46T center SRX8





# REAR EXPLODED VIEW

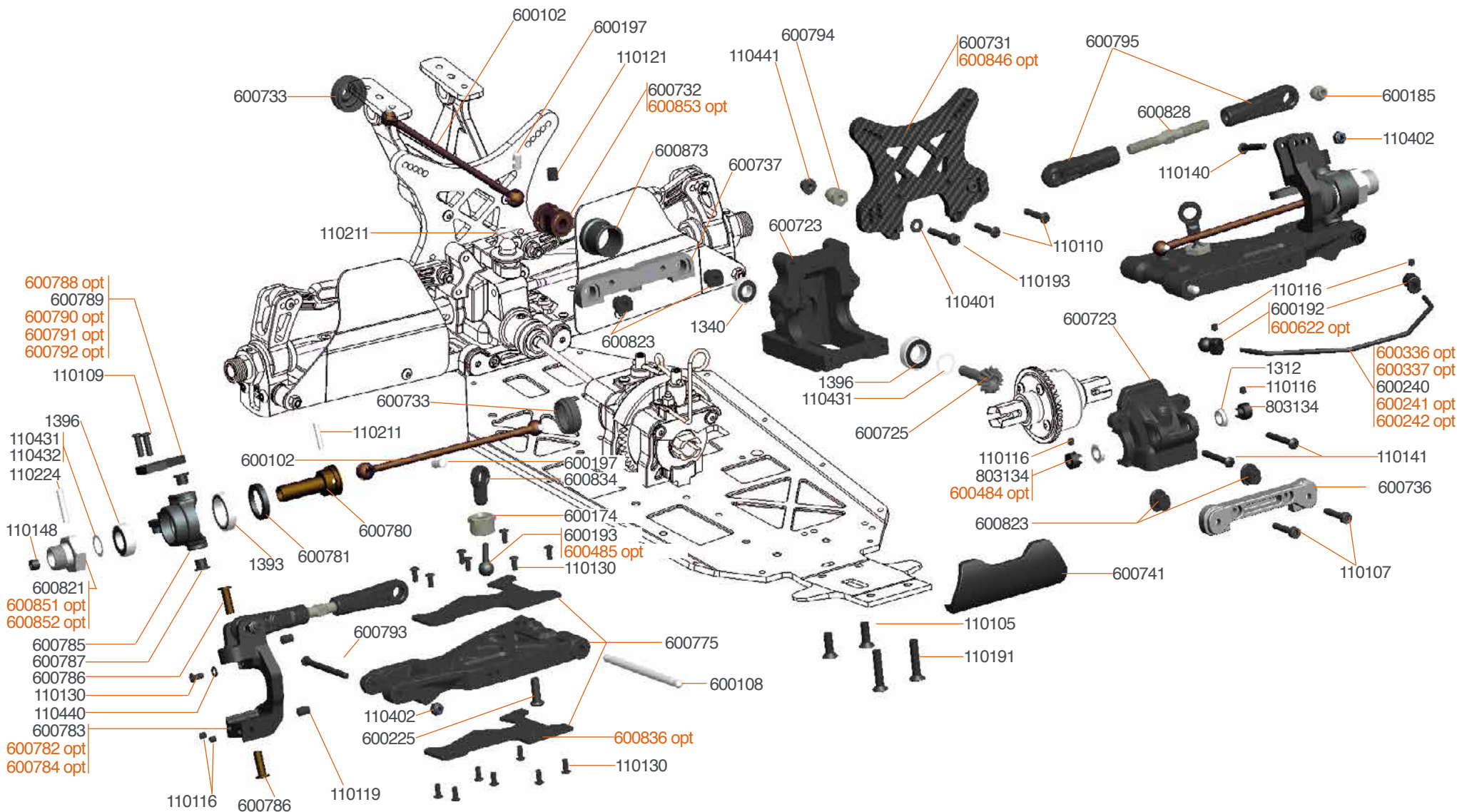


600338 Antiroll bar rear 1.8mm  
 600339 Antiroll bar rear 2.0mm  
 600434 Antiroll bar rear 2.4mm  
 600238 Antiroll bar rear 2.5mm

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

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

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



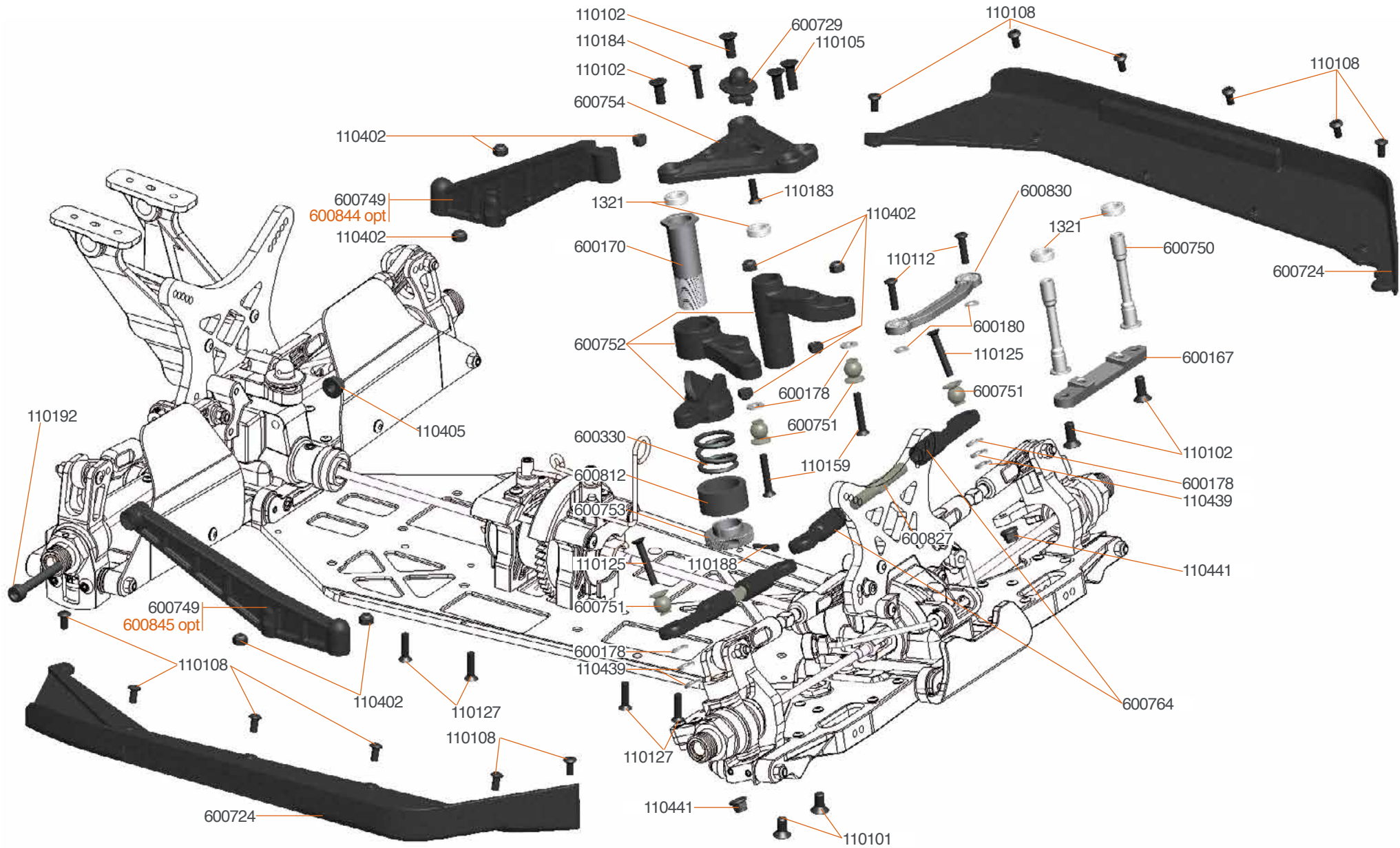
600336 Antirroll bar front 1.8mm  
 600337 Antirroll bar front 2.0mm  
 600241 Antirroll bar front 2.5mm  
 600242 Antirroll bar front 2.7mm  
 600484 Antirrollbar spacer 3mm alu (2)

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

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

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

# STEERING EXPLODED VIEW



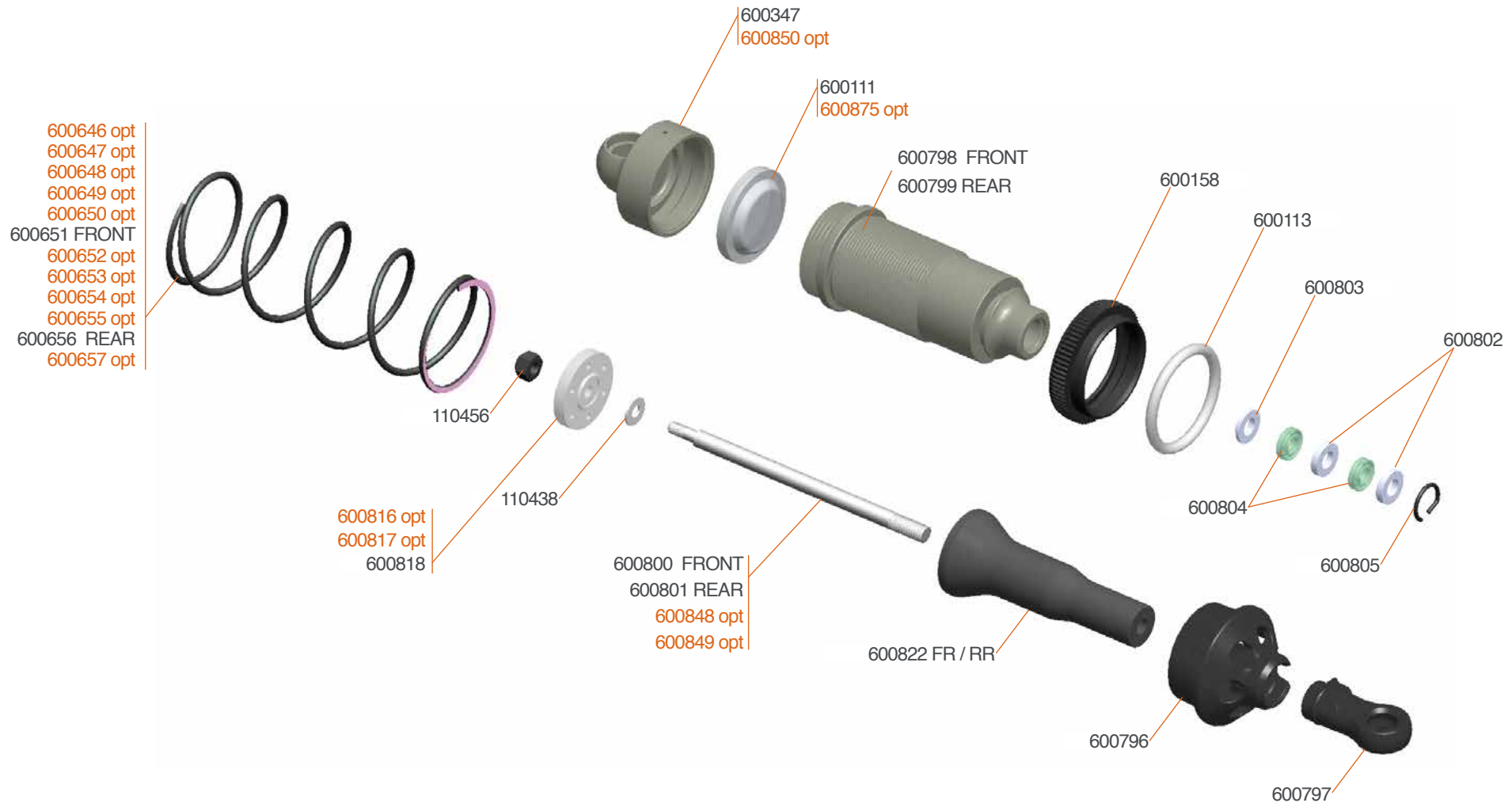
600844 Transmission brace alu FR SRX8  
600845 Transmission brace alu RR SRX8





# SHOCKS EXPLODED VIEW

**COBRA**  
SRX8



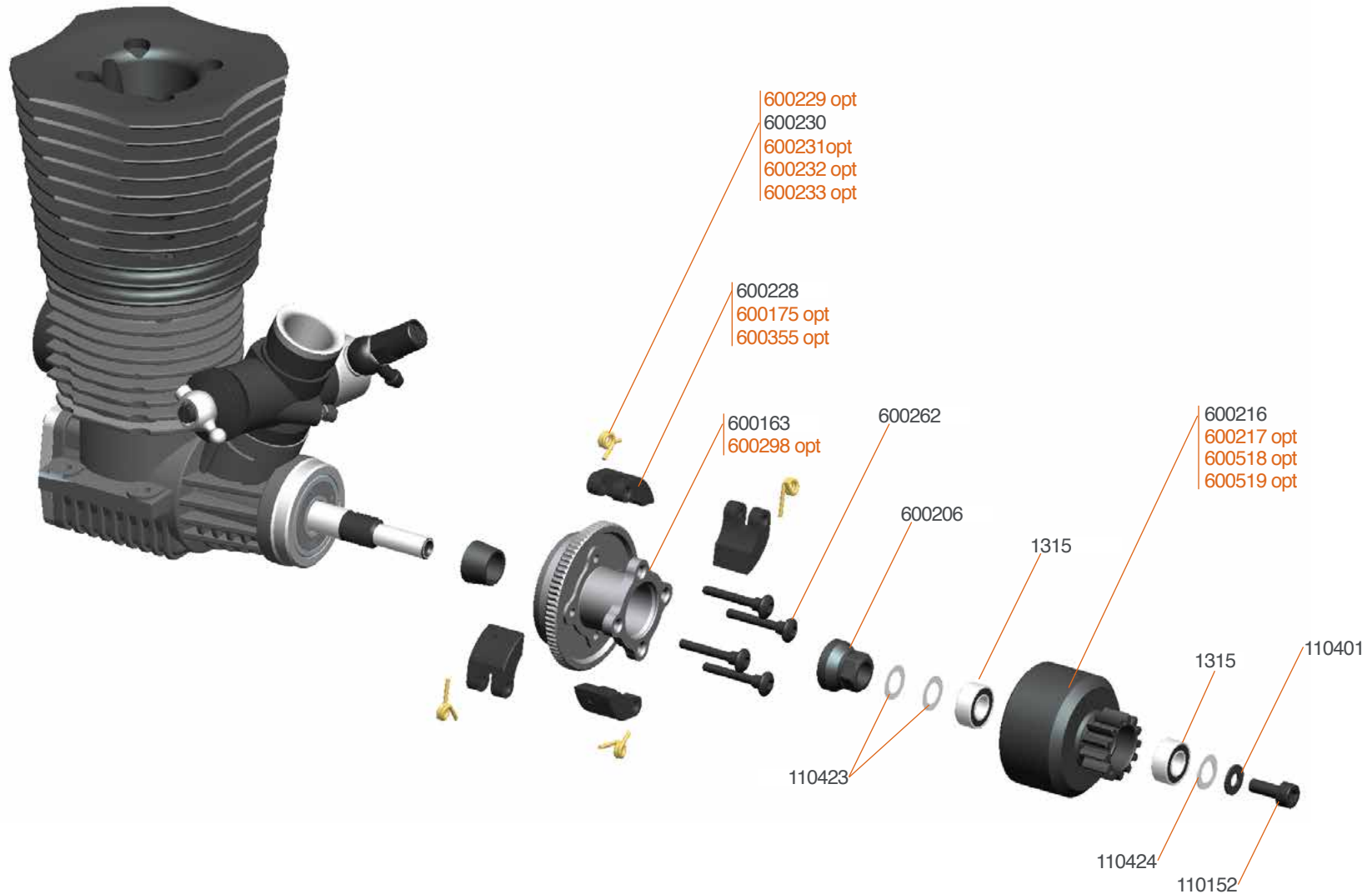
- 600646 Shockspring FR orange V2 (2)
- 600647 Shockspring FR red V2 (2)
- 600648 Shockspring FR blue V2 (2)
- 600649 Shockspring FR purple V2 (2)
- 600650 Shockspring FR green V2 (2)
- 600658 Shockspring set FR V2 (6x2)

- 600652 Shockspring RR orange V2 (2)
- 600653 Shockspring RR red V2 (2)
- 600654 Shockspring RR blue V2 (2)
- 600655 Shockspring RR purple V2 (2)
- 600657 Shockspring RR green V2 (2)
- 600659 Shockspring set RR V2 (6x2)

- 600357 Membrane webbed silicone (4)
- 600816 Shock piston blank (4) SRX8
- 600817 Shock piston 5 holes (4) SRX8
- 600819 Shock piston 8 holes (4) SRX8
- 600848 Shock shaft FR TIN coated (2) SRX8
- 600849 Shock shaft RR TIN coated (2) SRX8

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



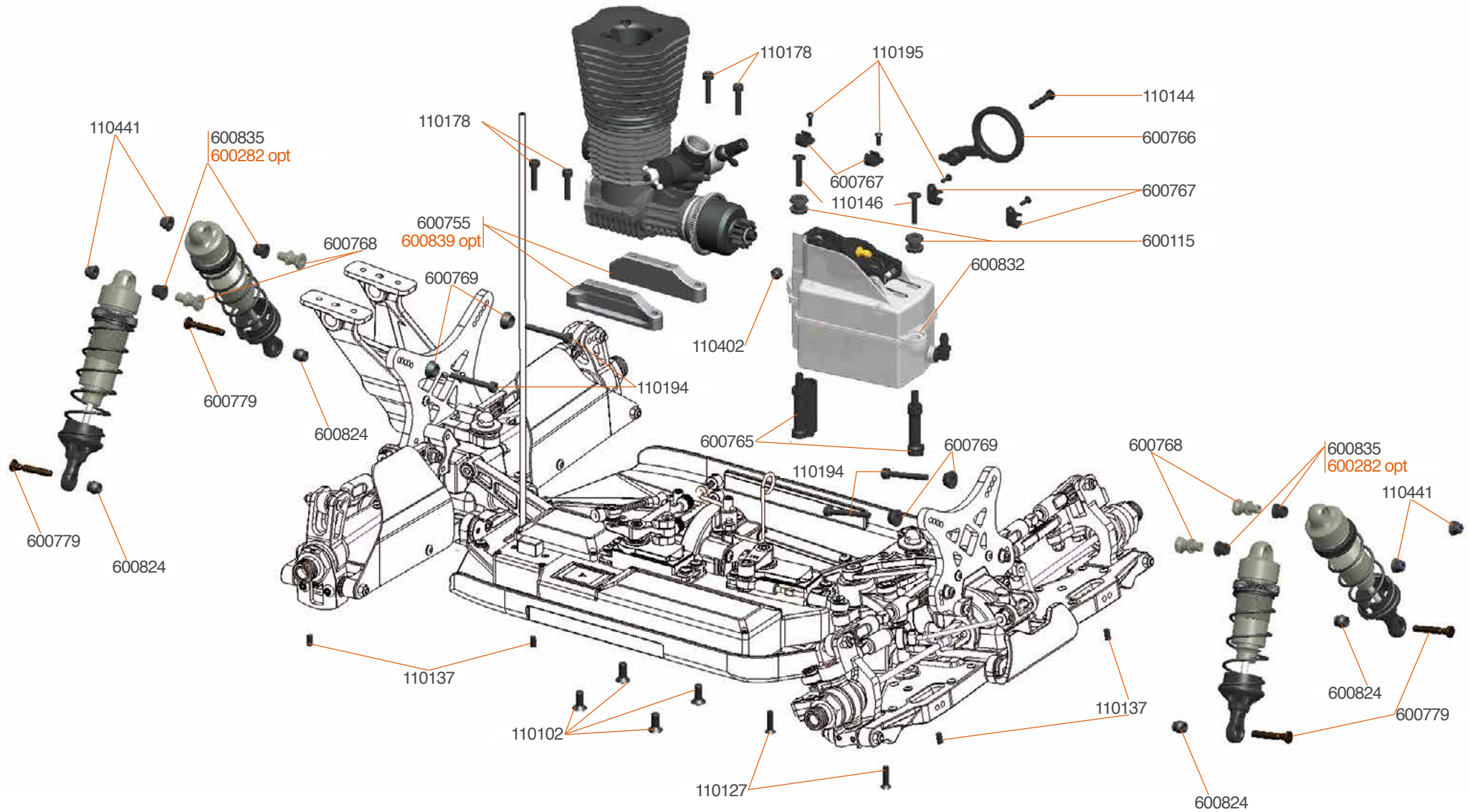


600518 Clutch bell 13T vented  
600217 Clutch bell 14T  
600519 Clutch bell 14T vented

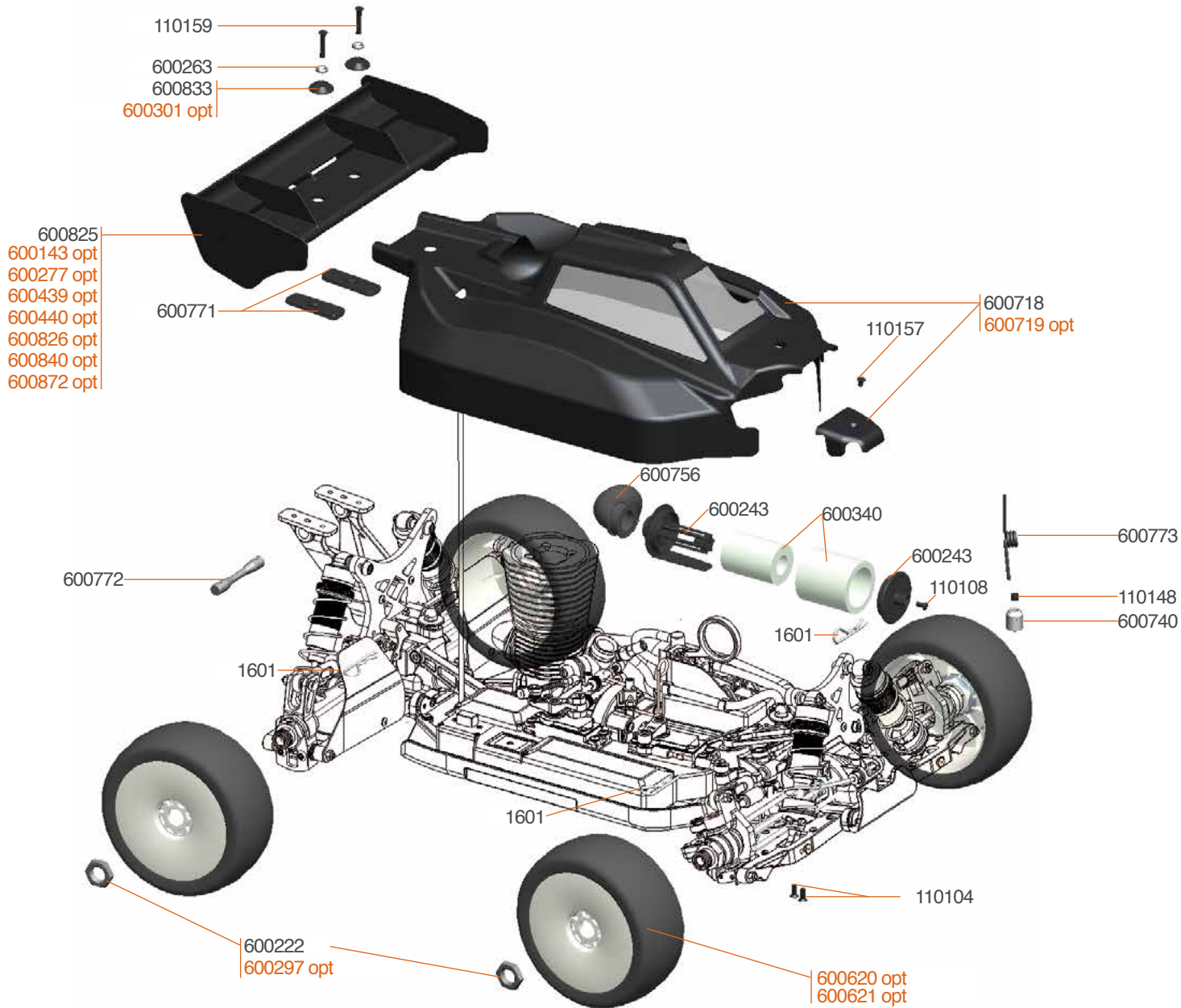
600229 Clutch spring soft 0.85mm(4)  
600231 Clutch spring hard 0.95mm(4)  
600232 Clutch spring X hard 1mm(4)

600233 Clutch spring set (4x4)  
600175 Clutchshoe alu (4)  
600355 Clutch shoe set Alu / Carbon (2+2)

600244 Clutch-set alu / carbon  
600298 Flywheel steel



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



600297 Wheel-nut 17mm flanged/light (4)  
600143 Wing white nylon  
600277 Wing black nylon

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

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

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

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**COBRA**  
**SRX8**

# COBRA SRX8



  
the racing experience



Manual Cobra SRX8 #82806-1