

**INSTRUCTION  
MANUAL**



*1/8 OFF ROAD SCALE*

**SRX8**  
**GEN 4**

**NITRO  
POWERED**

**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-Gen 4 is a state of the art 1/8 scale 4wd buggy, designed and developed to 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 will need to make basic adjustments, which will give you a good initial setup for your Serpent SRX8-Gen4. Fine-tuning the initial setup is an essential part of building a high-performance race car like your SRX8-Gen 4.

## EXPLODED VIEWS AND PARTS LIST

The exploded views and parts list for the Serpent SRX8-Gen 4 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 clothes.
- 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.

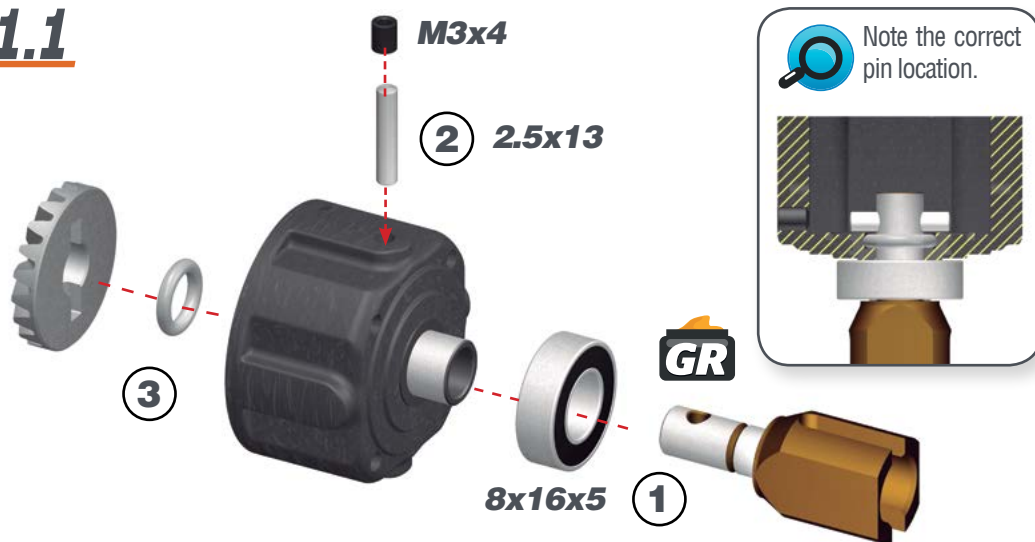


Optional part, not standard in the kit.

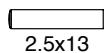
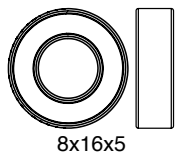
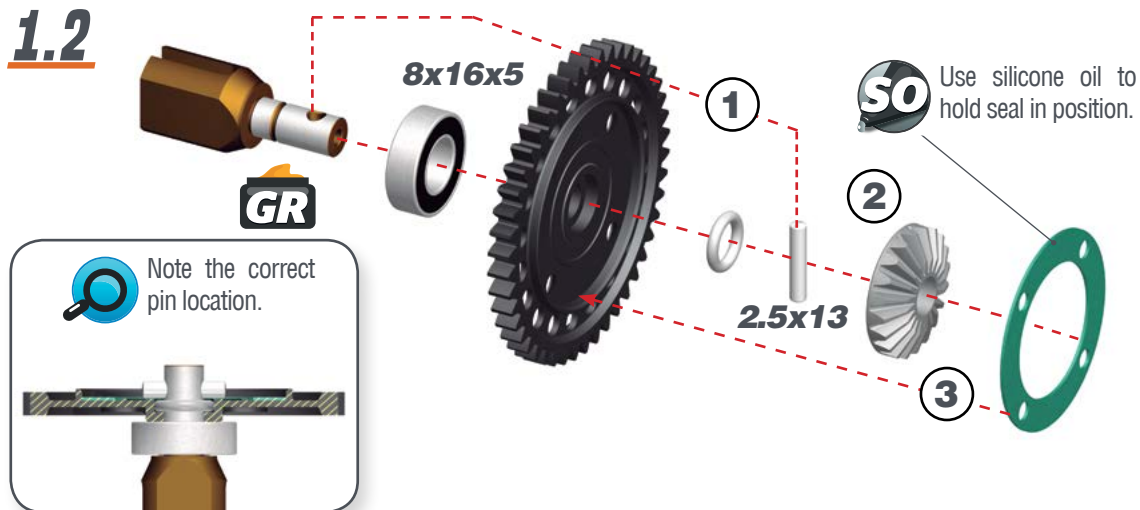
### STEP 1

### CENTER DIFF BAG

#### 1.1



#### 1.2



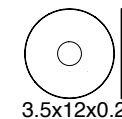
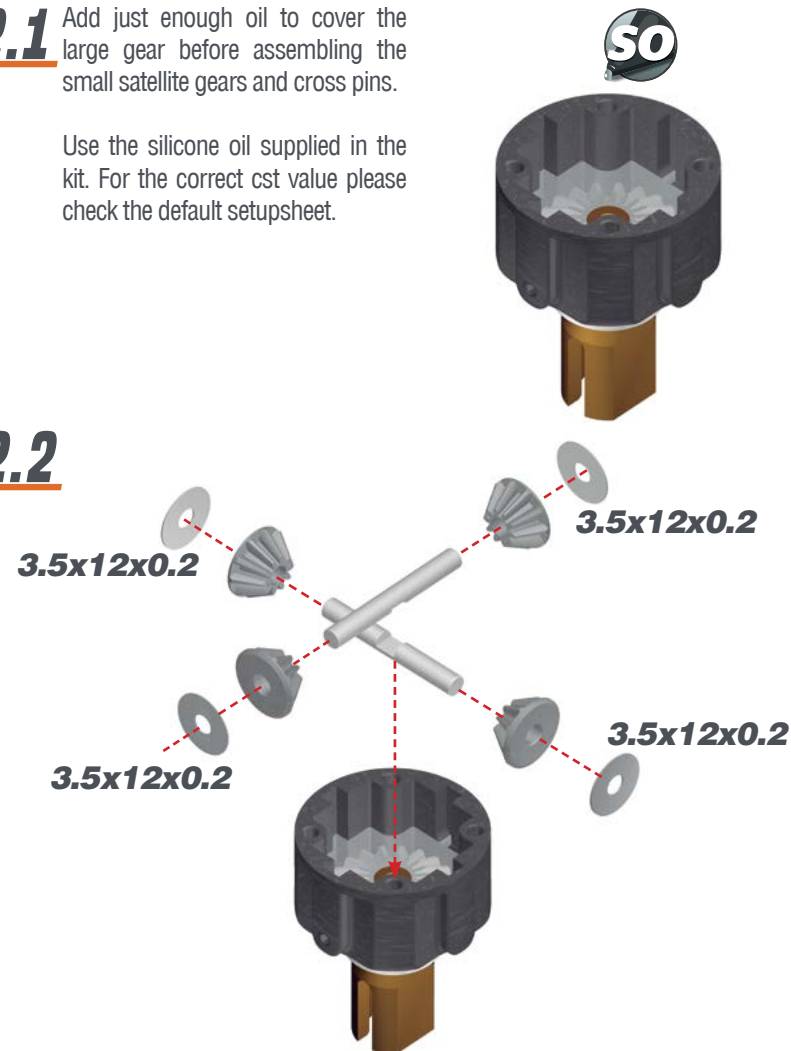
### STEP 2

#### 2.1

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

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

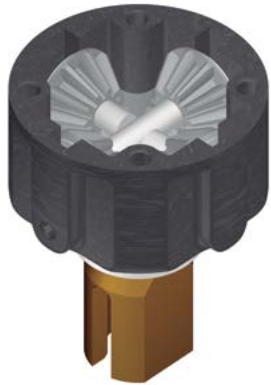
#### 2.2



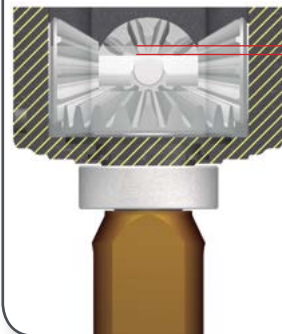
## STEP 3

**!** 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.

SO



**OIL LEVEL**



1-1.5-mm



**AMOUNT OF OIL IN THE DIFFS**

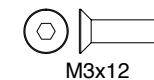
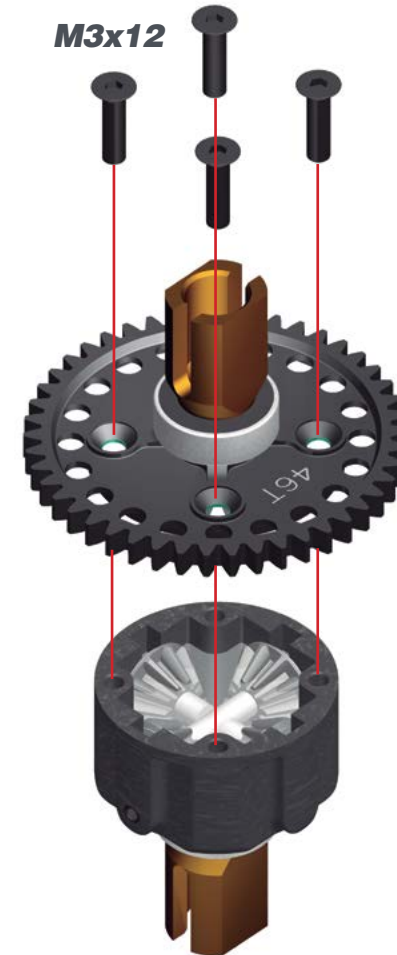
Use a digital scale to measure the exact amount of oil in the diff.

Differential weight should be 44.2-44.4 grams.



## STEP 4

M3x12



M3x12

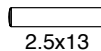
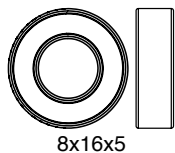
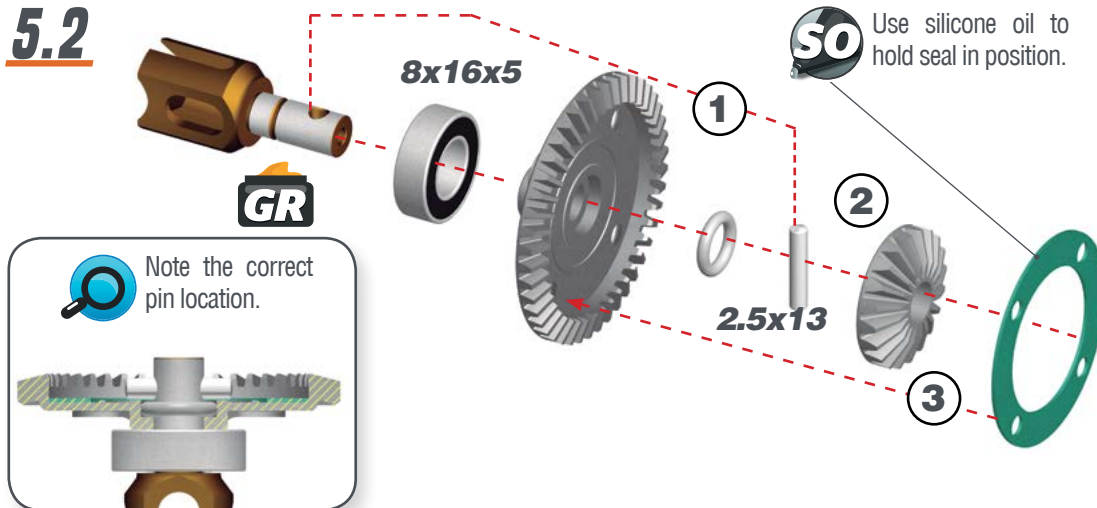
### STEP 5

### FR/RR DIFF BAG

#### 5.1



#### 5.2



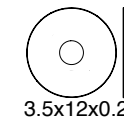
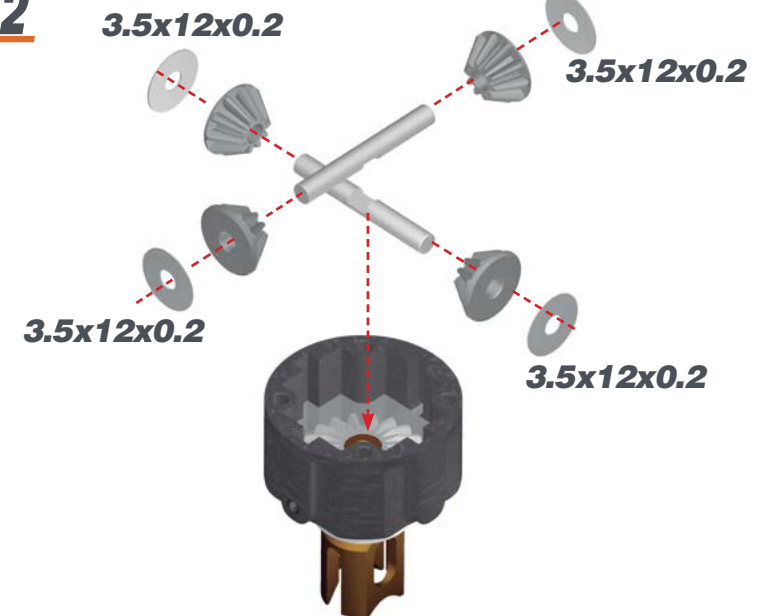
### STEP 6

#### 6.1

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.

#### 6.2



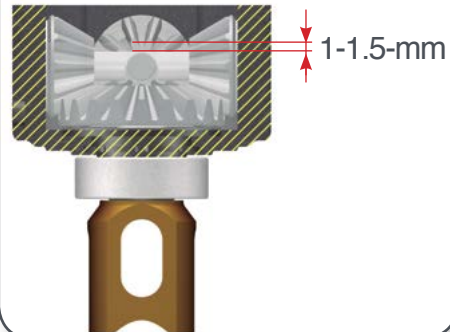
## STEP 7

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

**SO**



**OIL LEVEL**



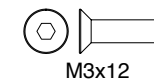
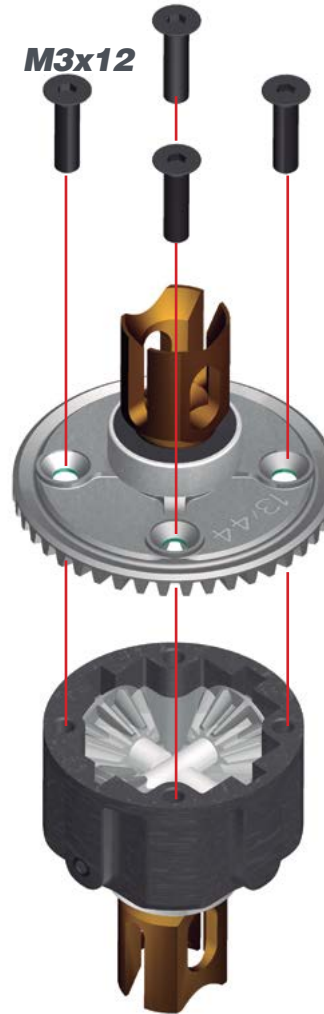
**AMOUNT OF OIL IN THE DIFFS**

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

Differential weight should be 42.6-42.9 grams.



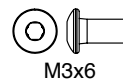
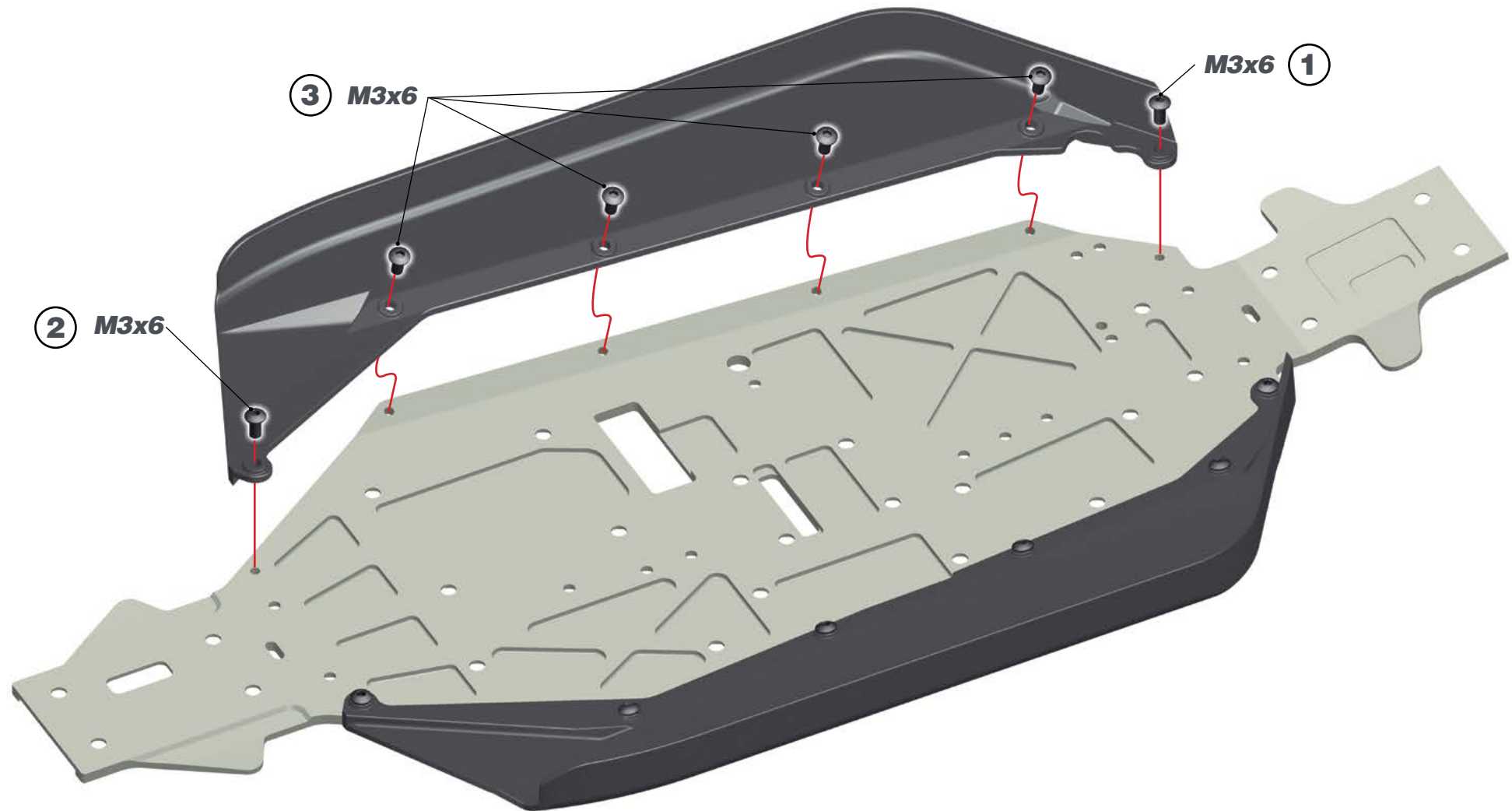
## STEP 8



M3x12

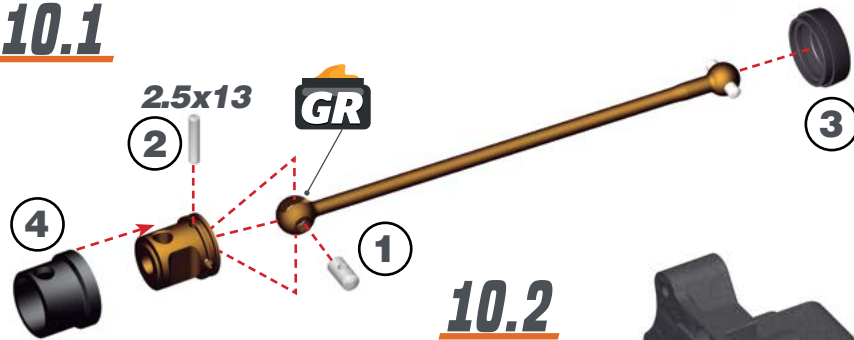
### STEP 9

BAG 1

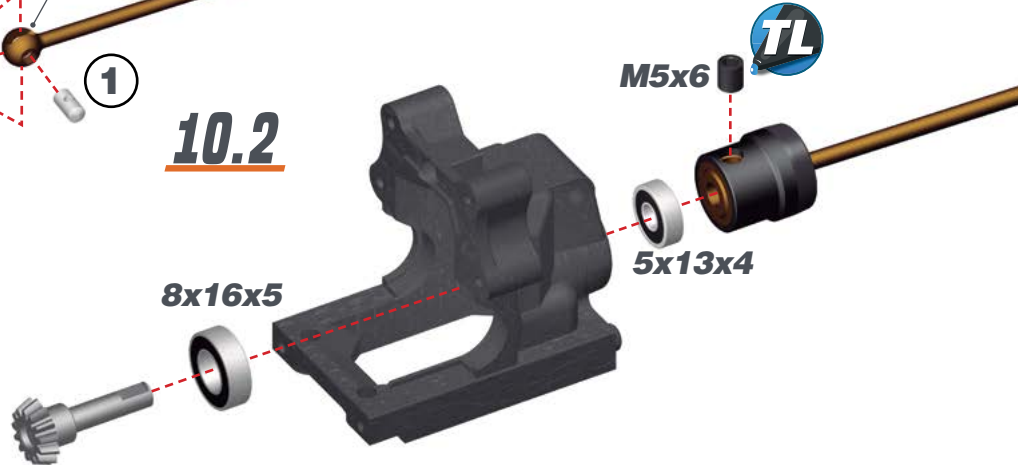


# STEP 10

## 10.1

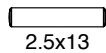
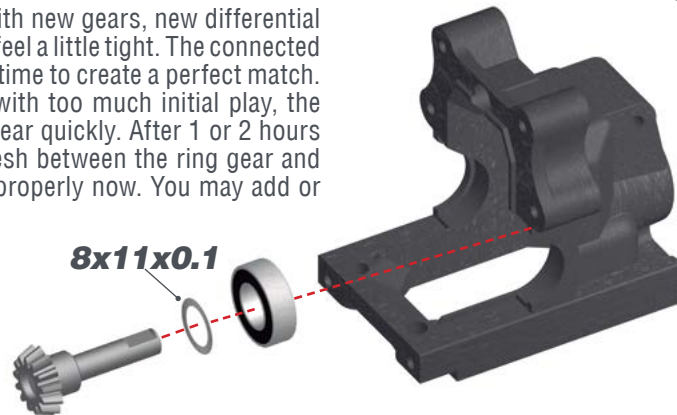


## 10.2



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

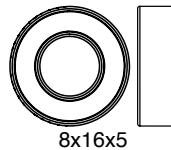
8x11x0.1



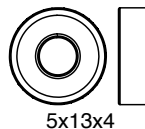
2.5x13



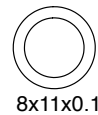
M5x6



8x16x5

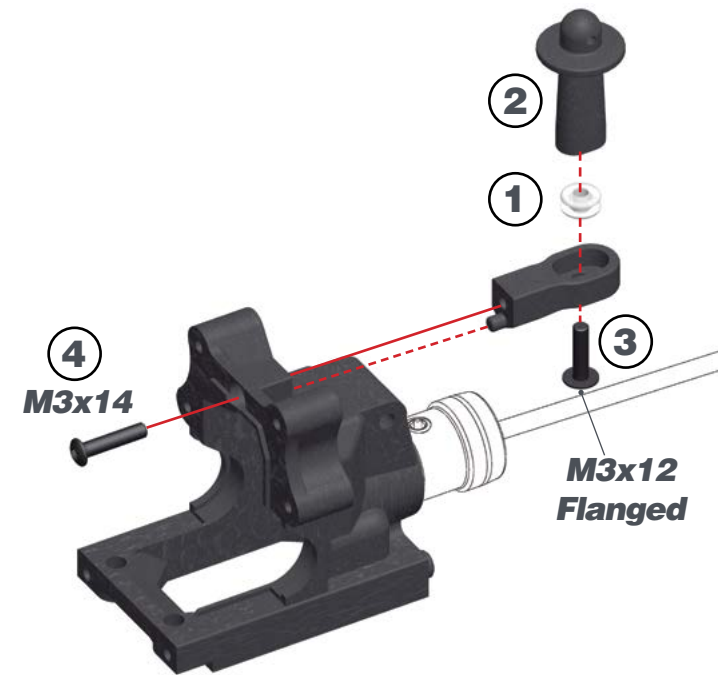


5x13x4

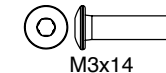
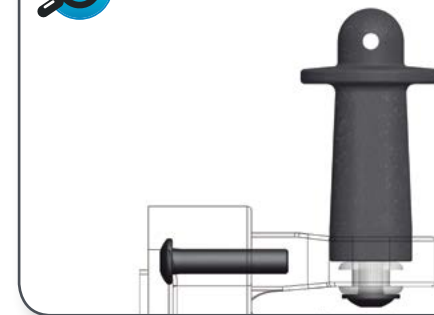


8x11x0.1

# STEP 11



Note the correct grommet position.



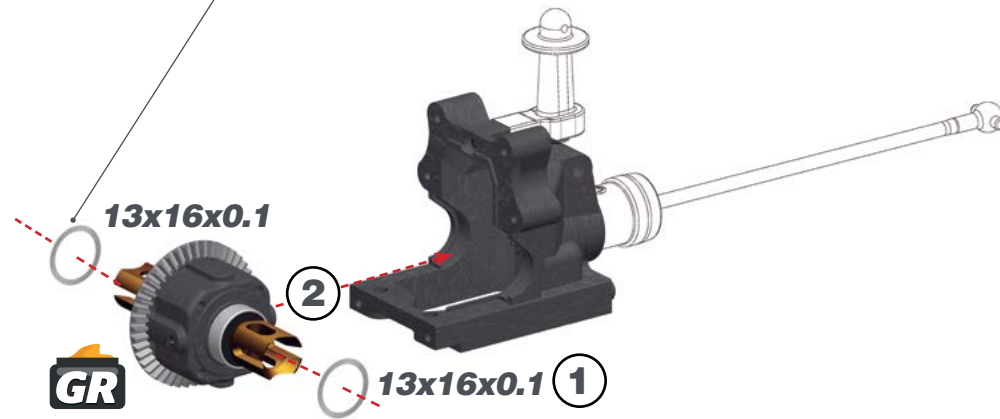
M3x14



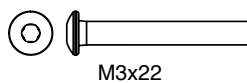
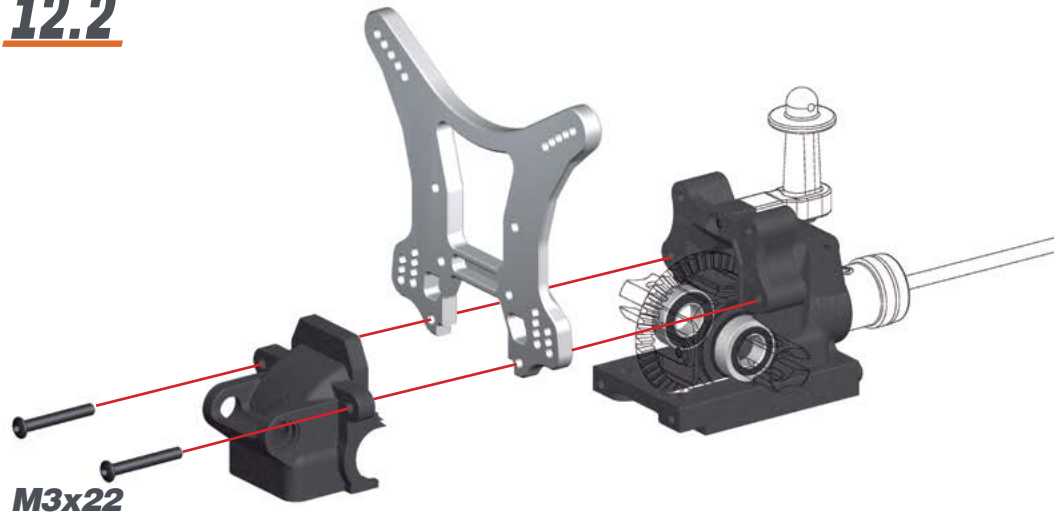
M3x12 Flanged

## STEP 12

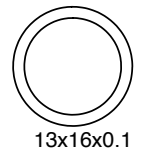
**12.1**  On the initial build, you will not be able to fit this shim. After 1 or 2 hours of running the car, re-check the gear-mesh between the ring gear and pinion. All the parts should have run in properly. You may need to add this 13x16x0.1 shim.



## 12.2



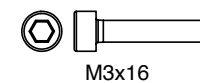
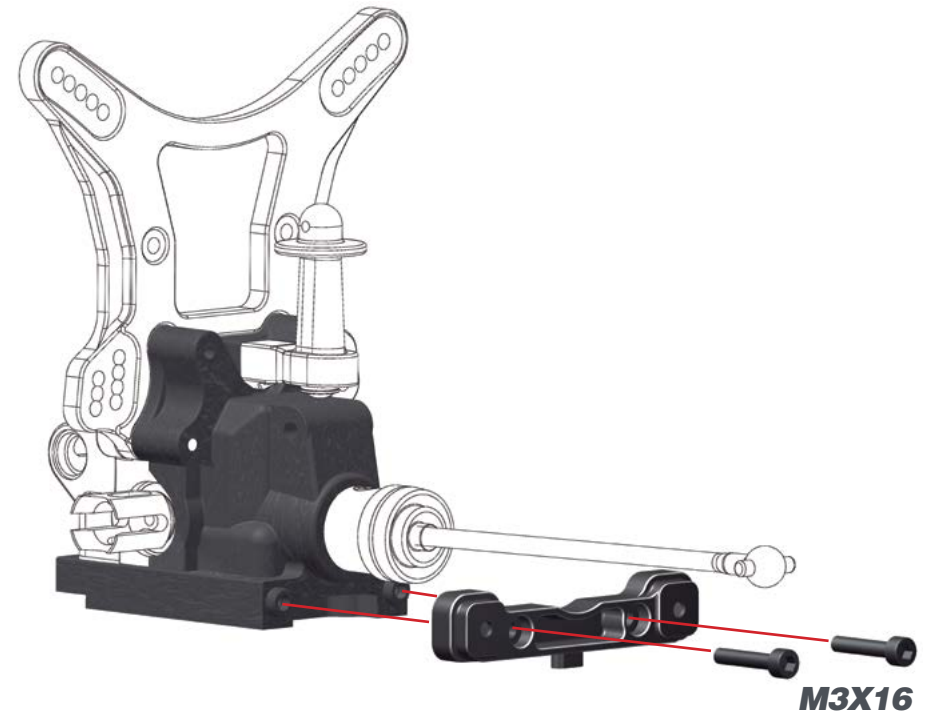
M3x22



13x16x0.1

## STEP 13

BAG 2



M3x16

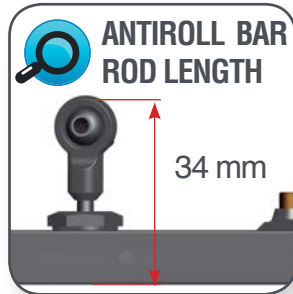
## STEP 14

## STEP 15

**14.1** **L=R**

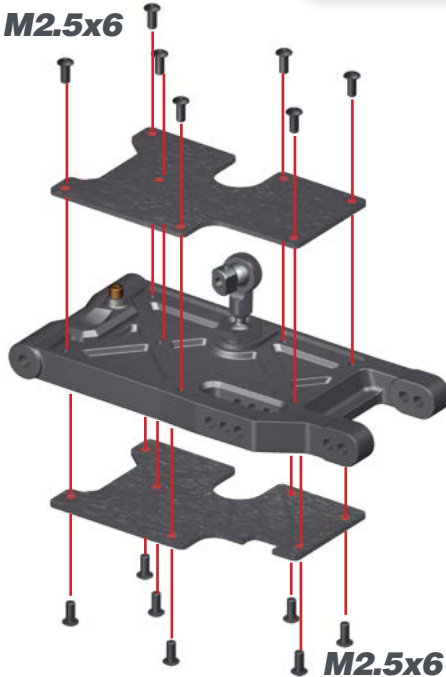


Tighten anti-roll bar cap until there is no play, and it moves freely.

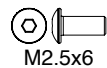


**14.2**

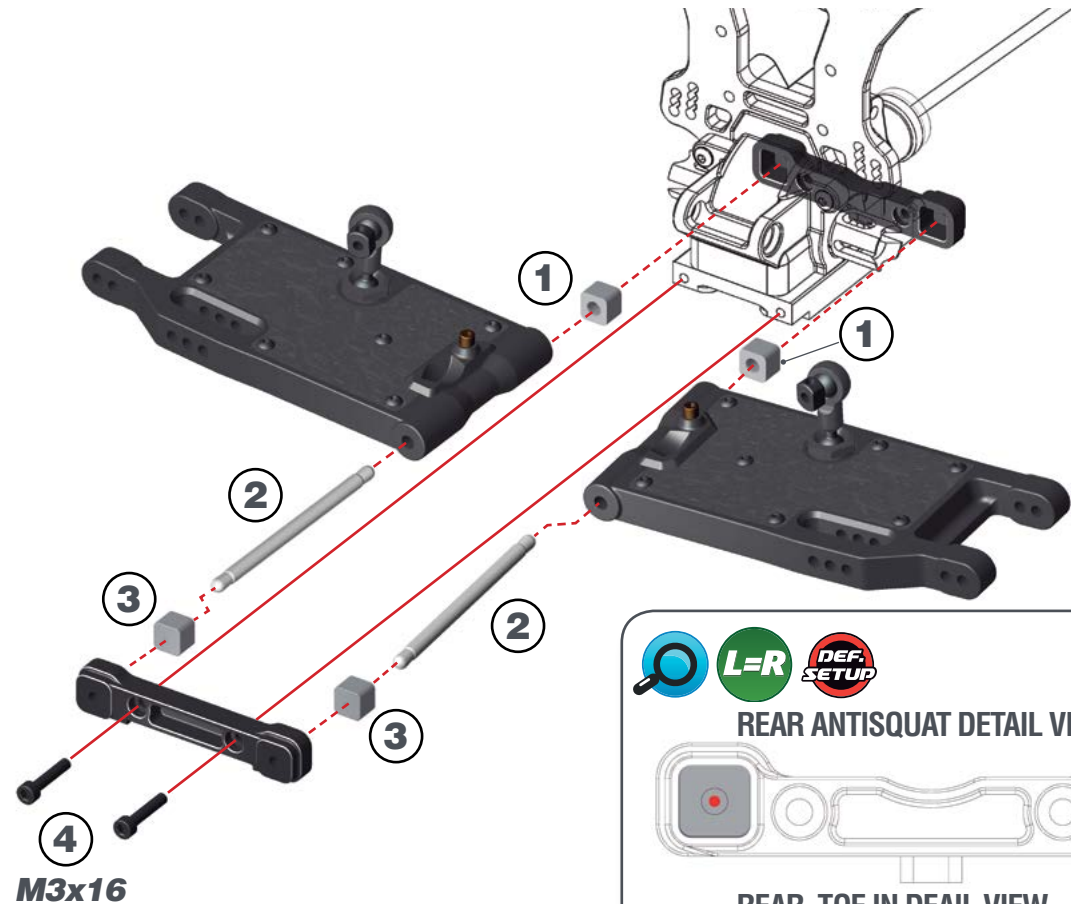
**M2.5x6**



**M2.5x6**



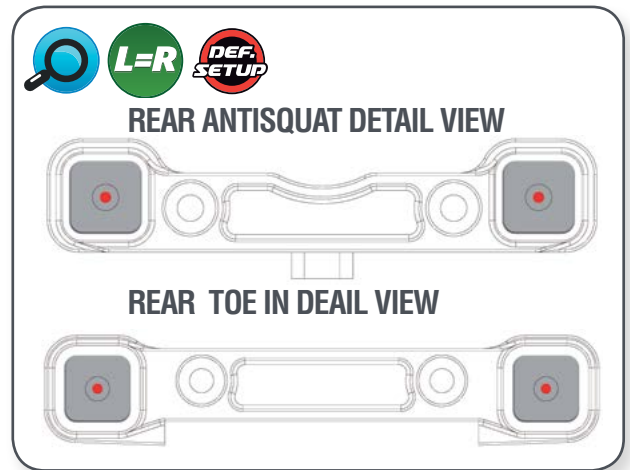
M2.5x6



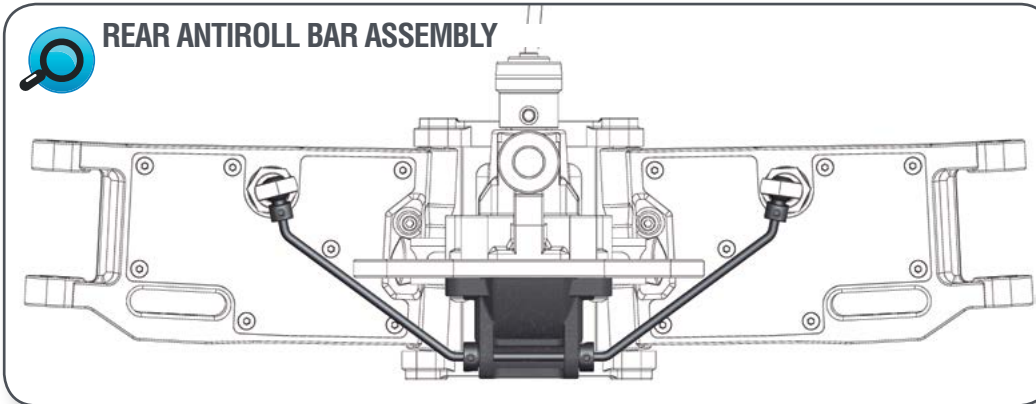
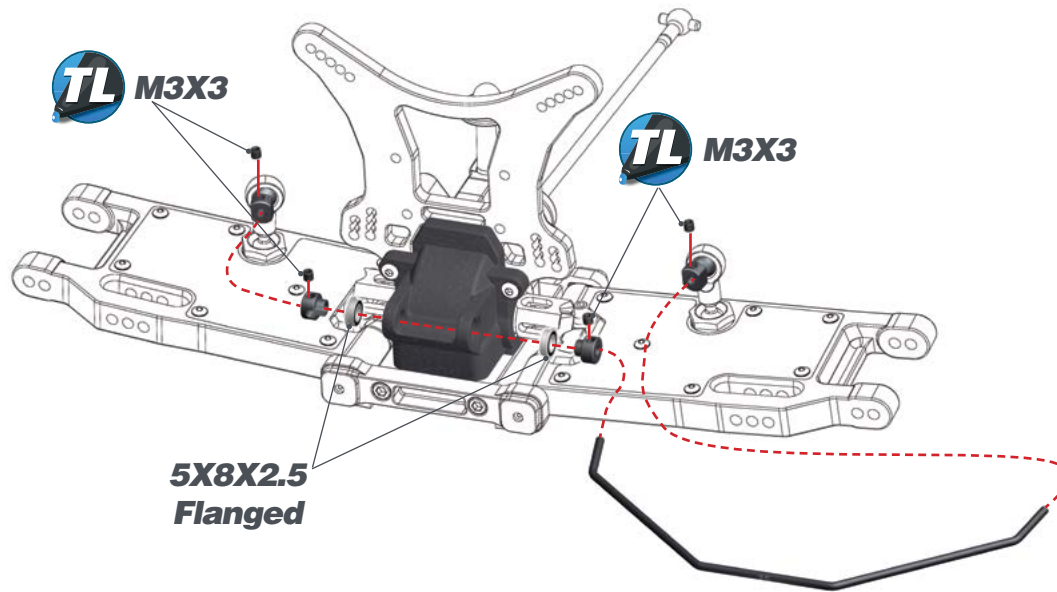
**M3x16**



M3x16

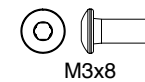
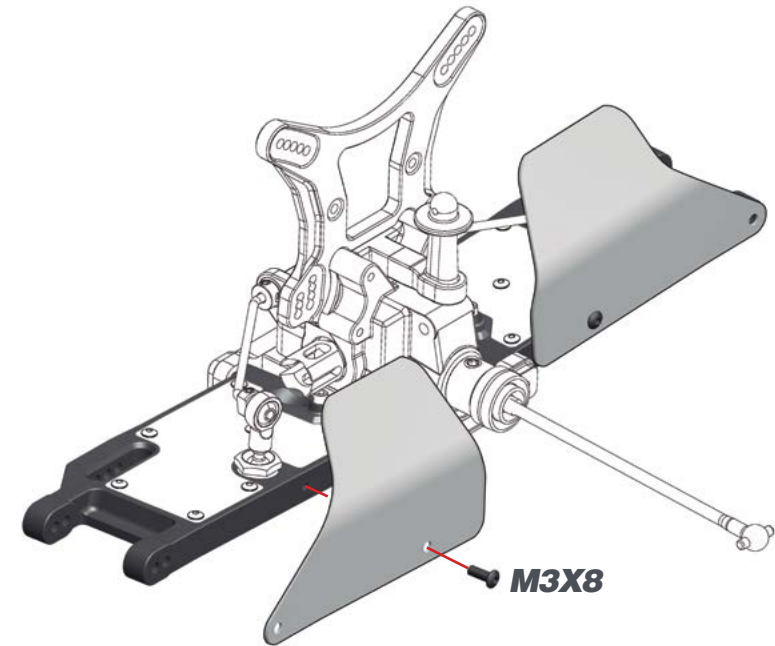


## STEP 16



## STEP 17

**!** Cutout supplied mud guards as illustrated following the trim lines. Make sure to place the holes in the mudguards as required

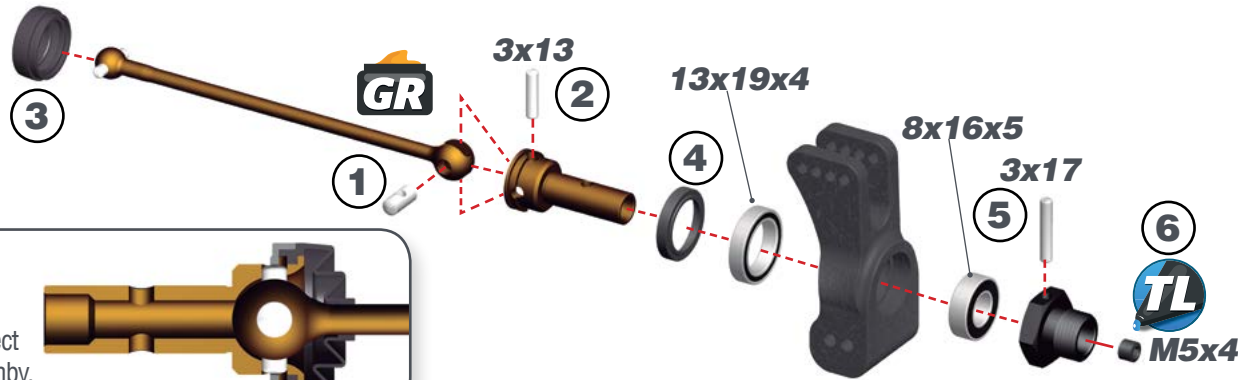


# STEP 18

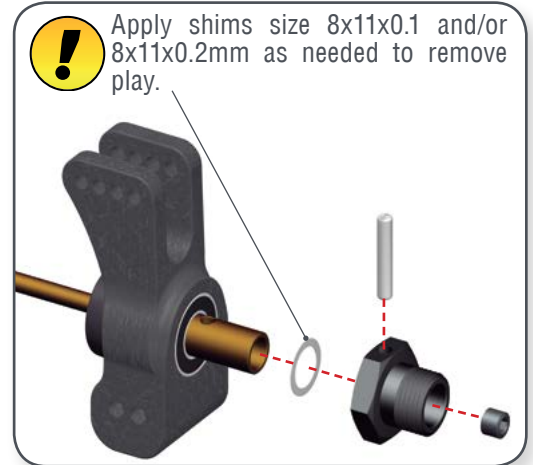
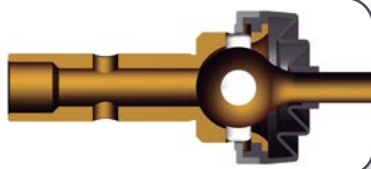
BAG 3

**18.1**

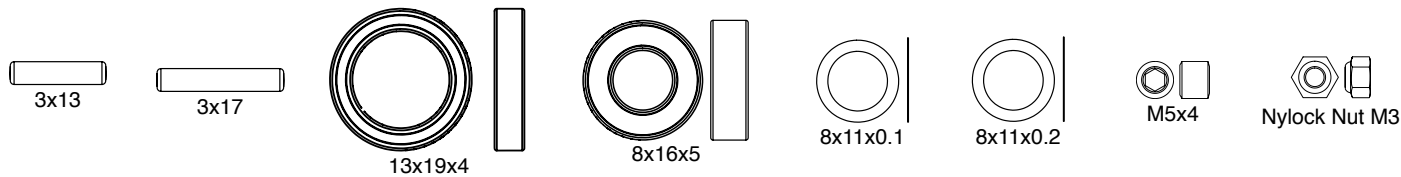
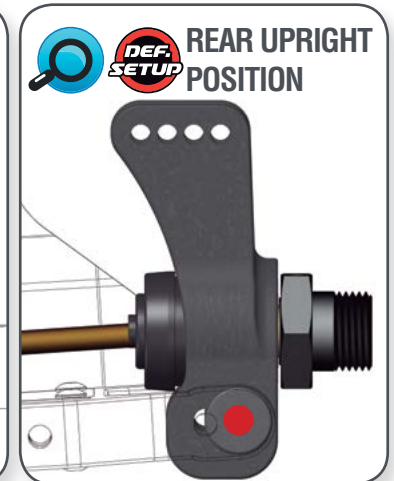
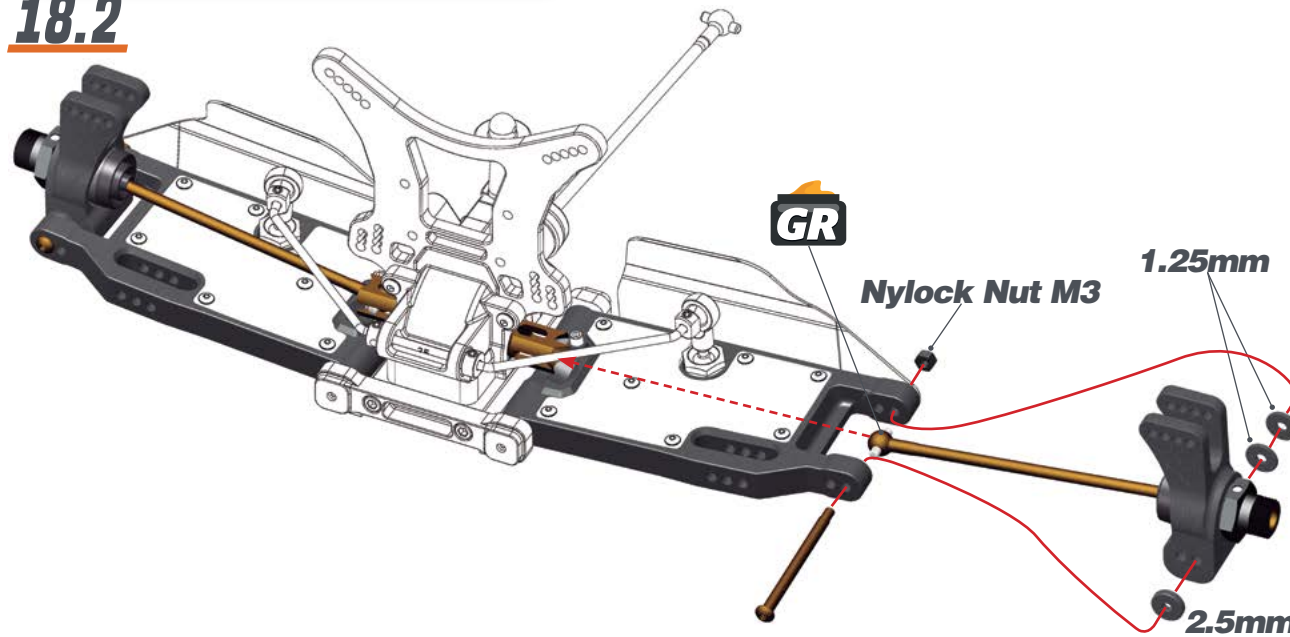
L=R



Note the correct coupler assembly.



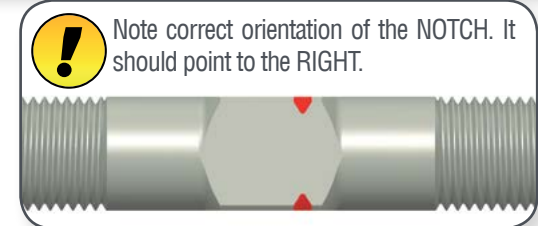
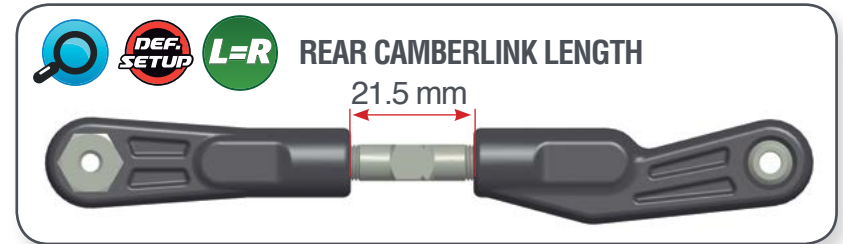
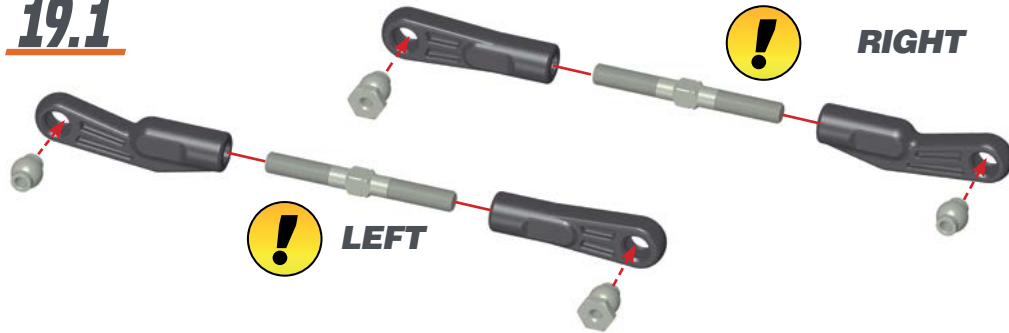
**18.2**



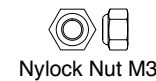
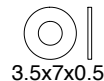
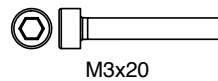
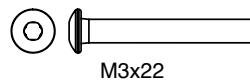
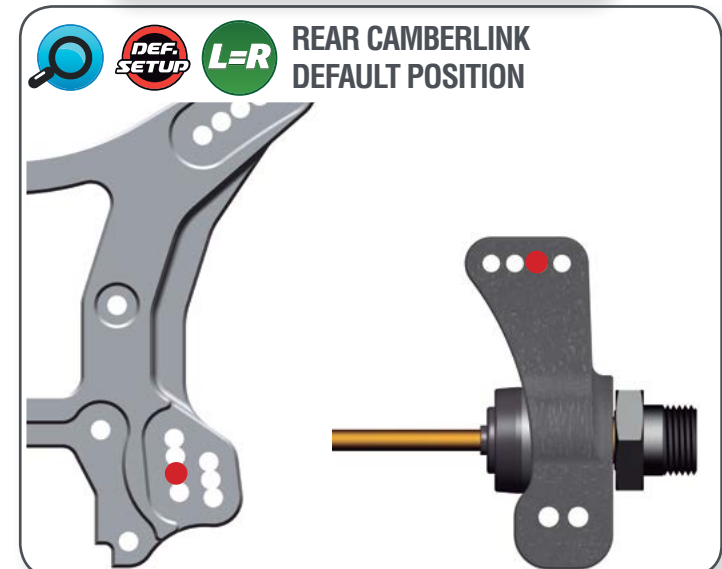
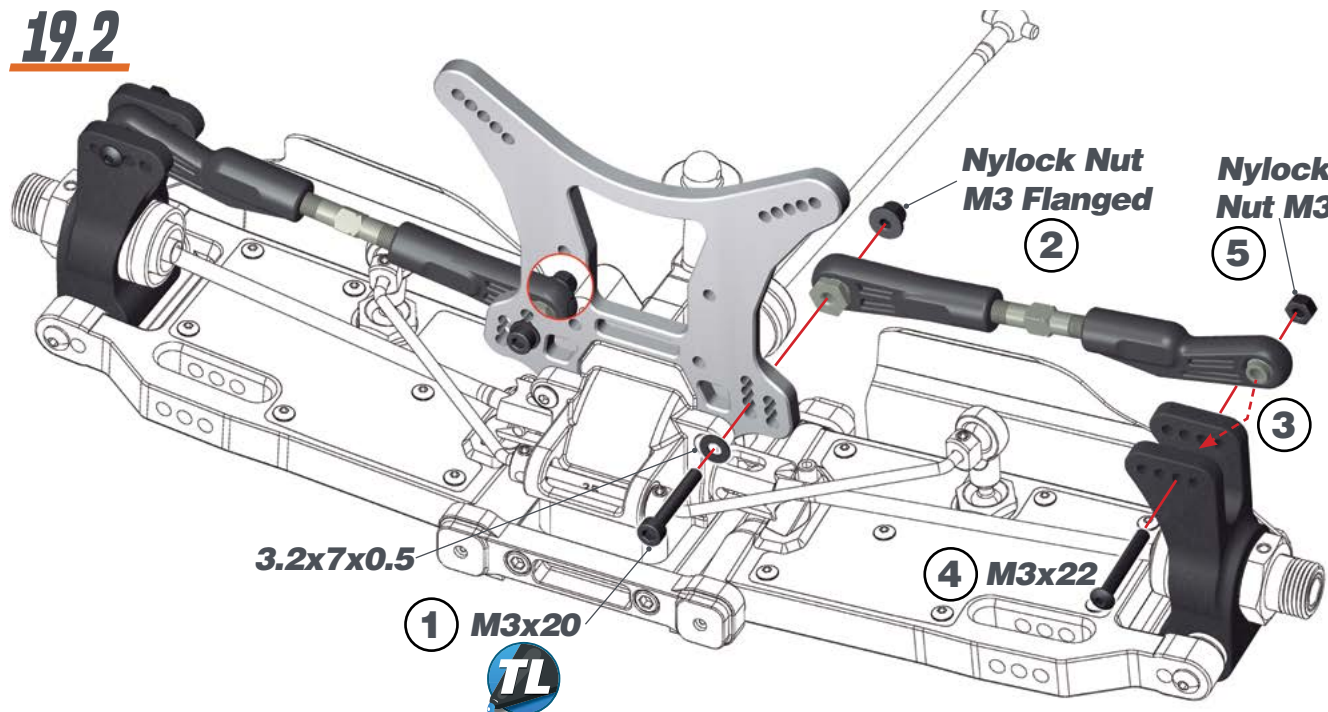
# STEP 19

BAG 4

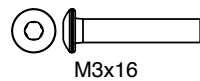
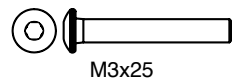
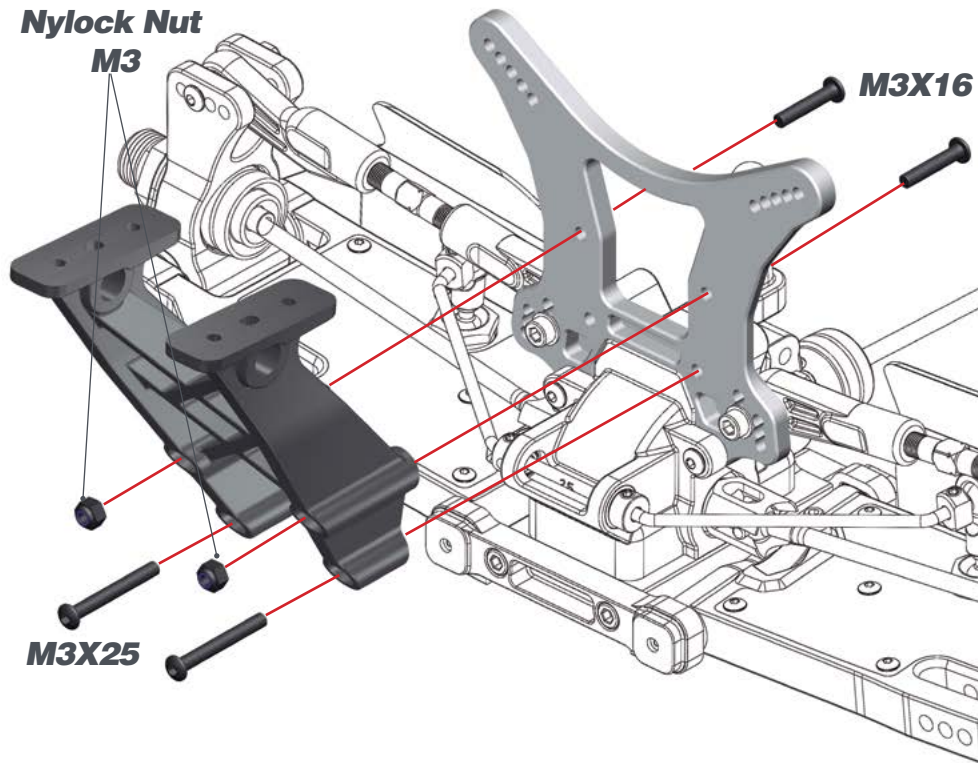
## 19.1



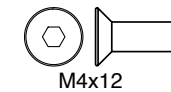
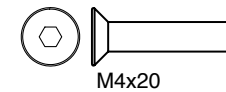
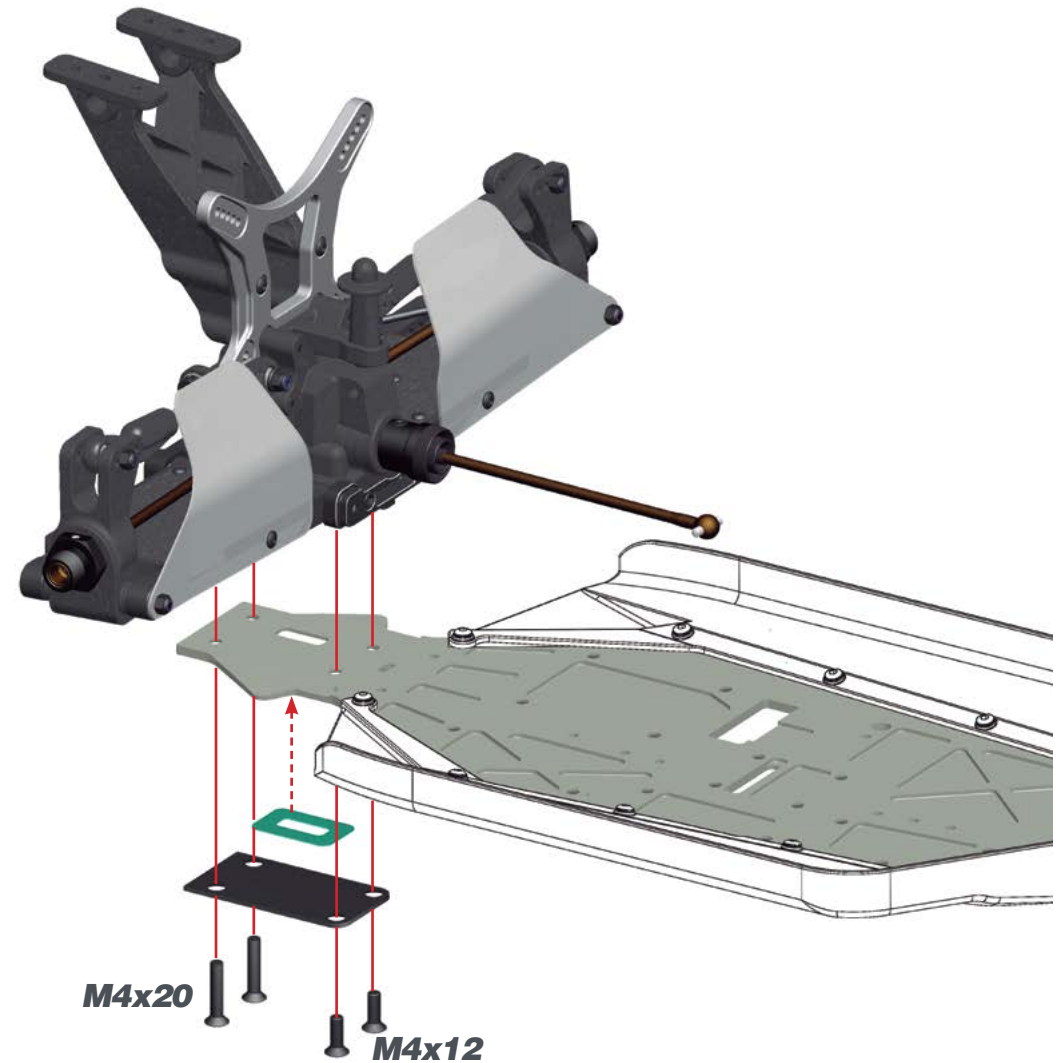
## 19.2



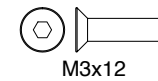
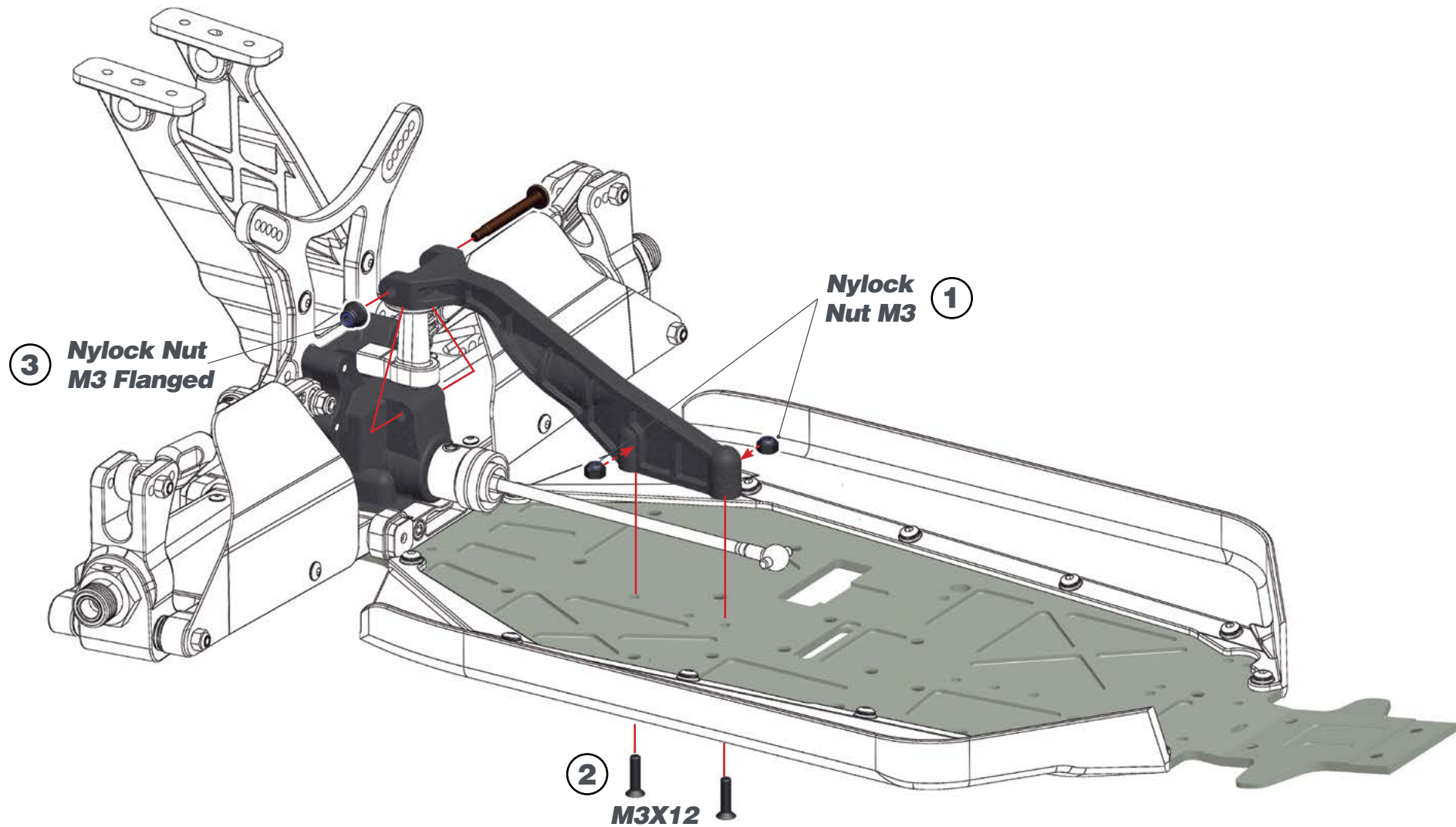
## STEP 20



## STEP 21

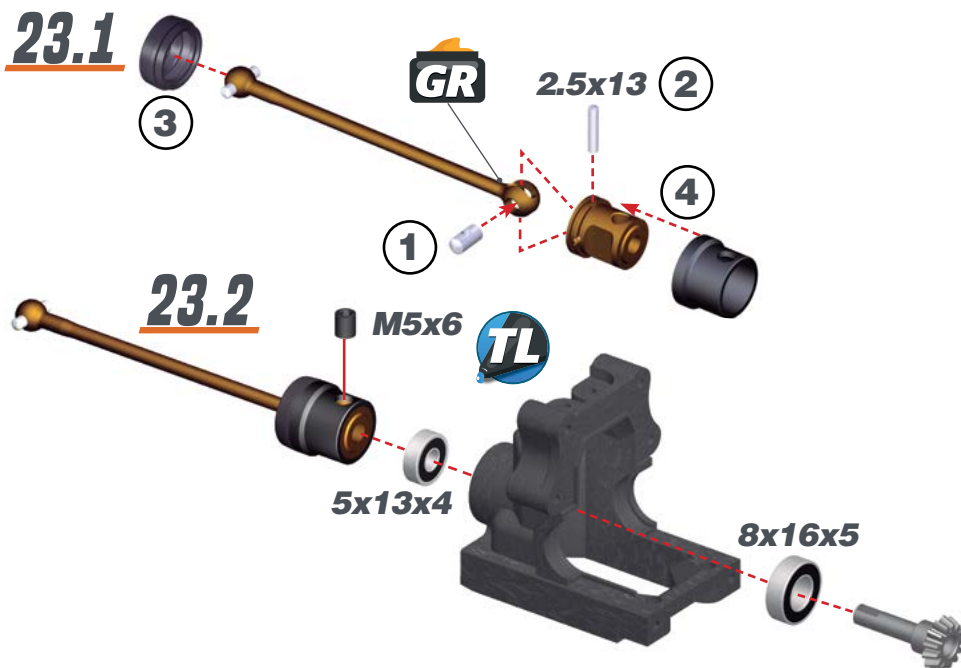


**STEP 22**

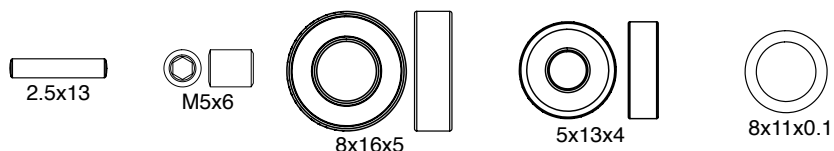
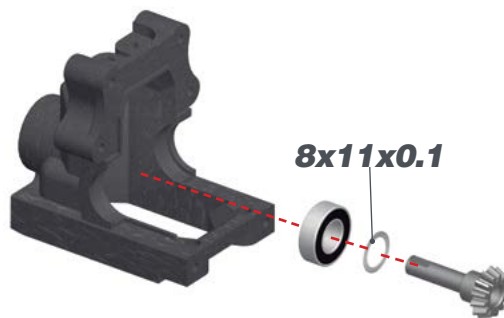


### STEP 23

BAG 5



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 24

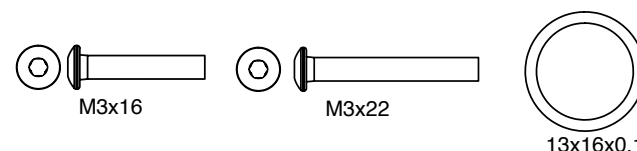
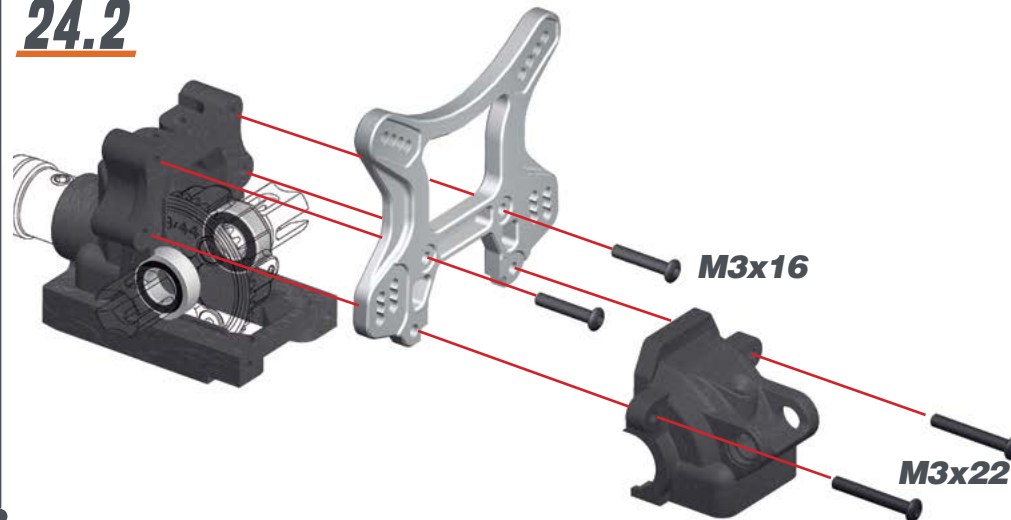
#### 24.1



On the initial build, you will not be able to fit this shim. After 1 or 2 hours of running the car, re-check the gear-mesh between the ring gear and pinion. All the parts should have run in properly. You may need to add this 13x16x0.1 shim.



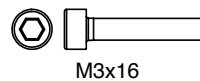
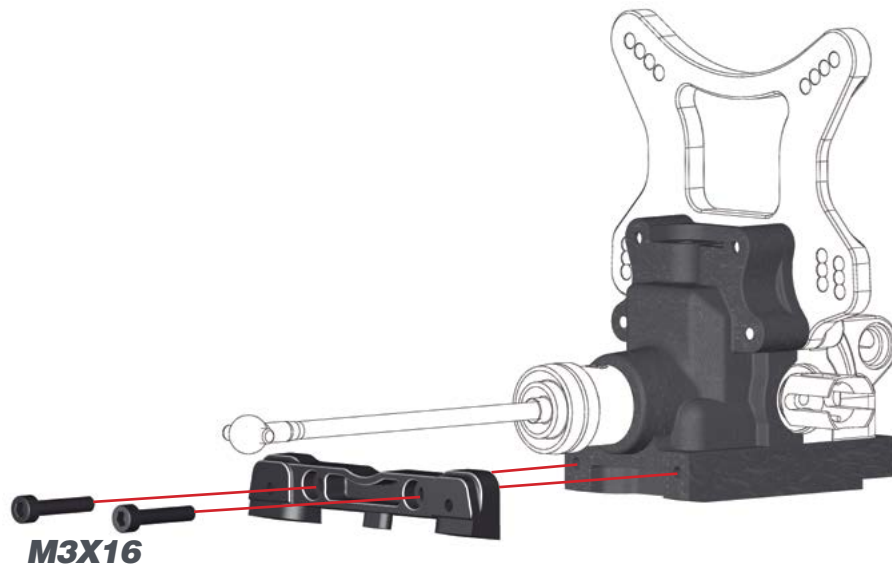
#### 24.2



**STEP 25**

**BAG 6**

**STEP 26**



**26.1**

**L=R**

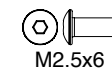
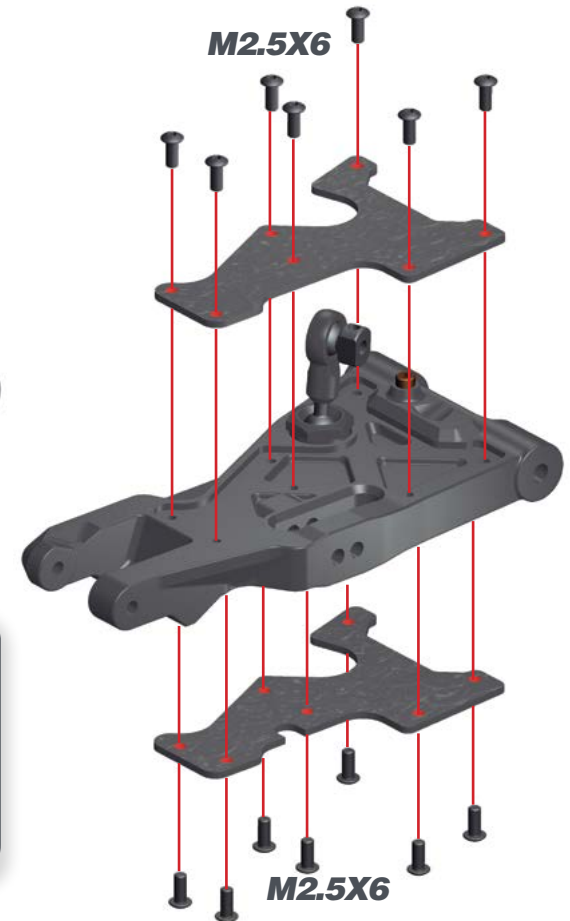


Tighten anti-roll bar cap until there is no play, and it moves freely.

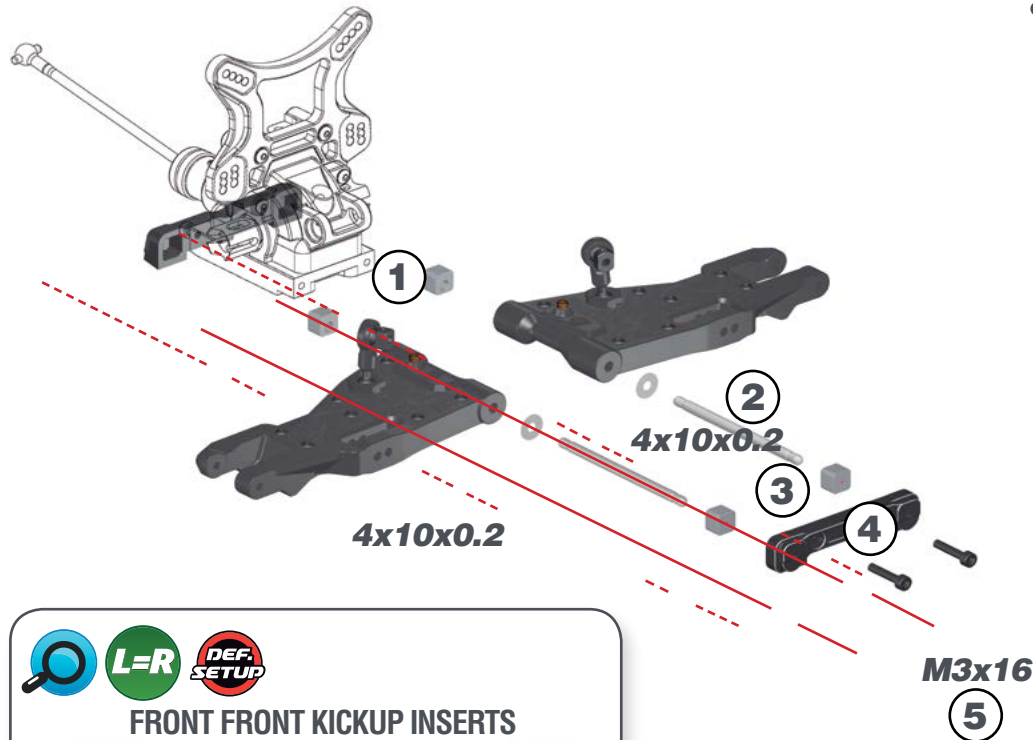


**26.2**

**L=R**



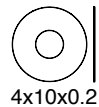
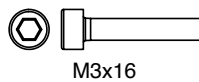
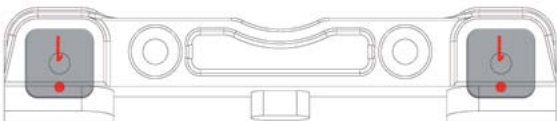
# STEP 27



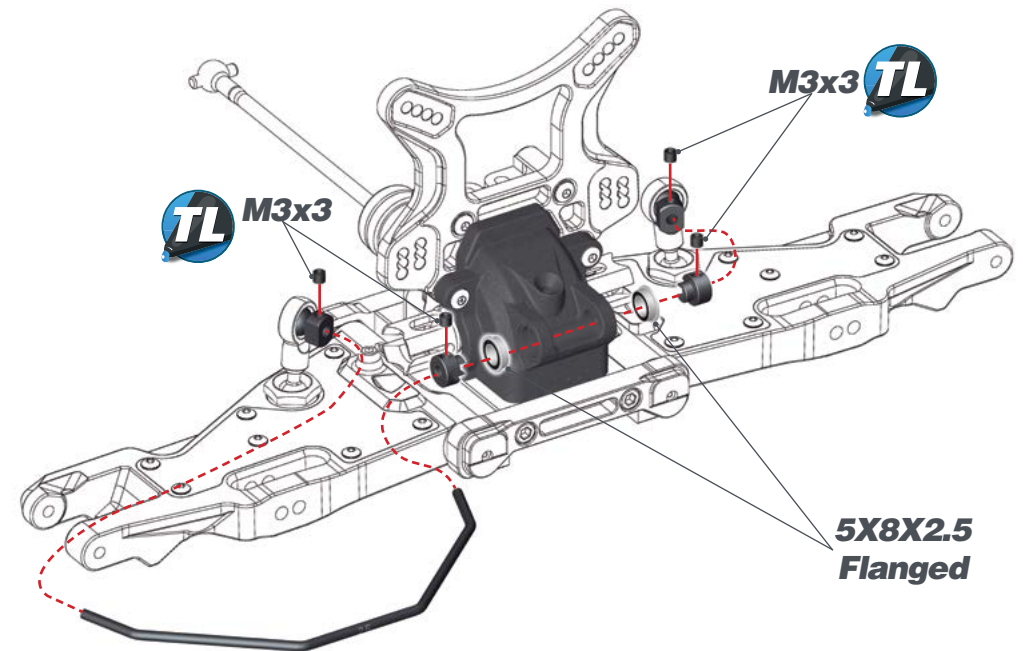
FRONT FRONT KICKUP INSERTS



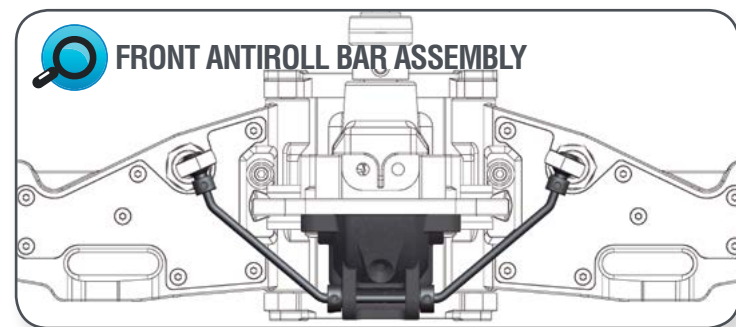
FRONT REAR KICKUP INSERTS



# STEP 28



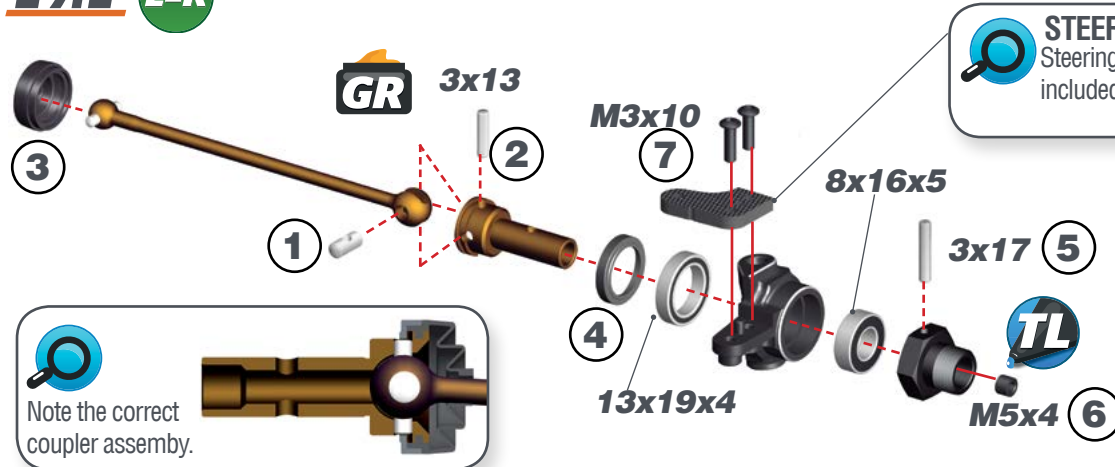
FRONT ANTIROLL BAR ASSEMBLY



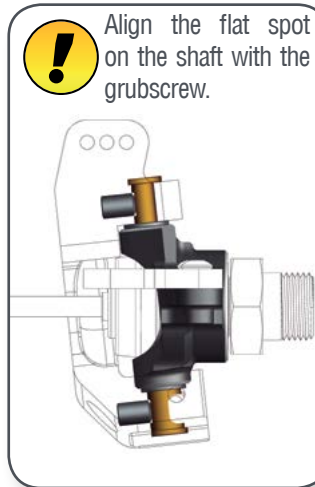
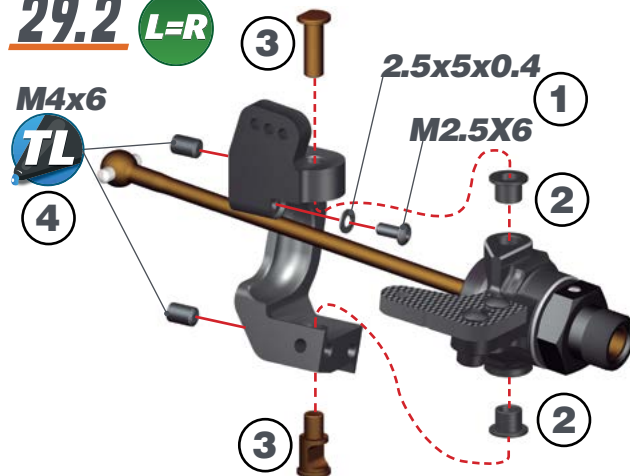
# STEP 29

BAG 7

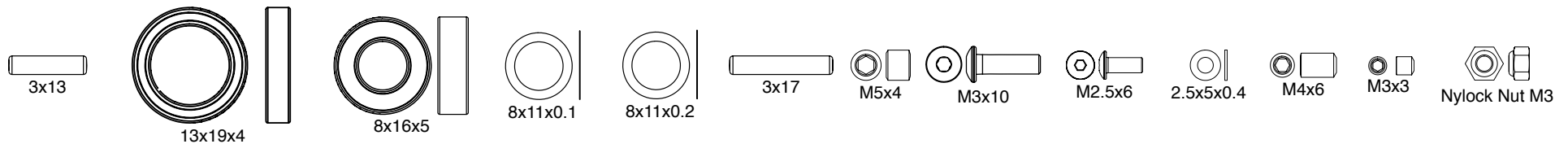
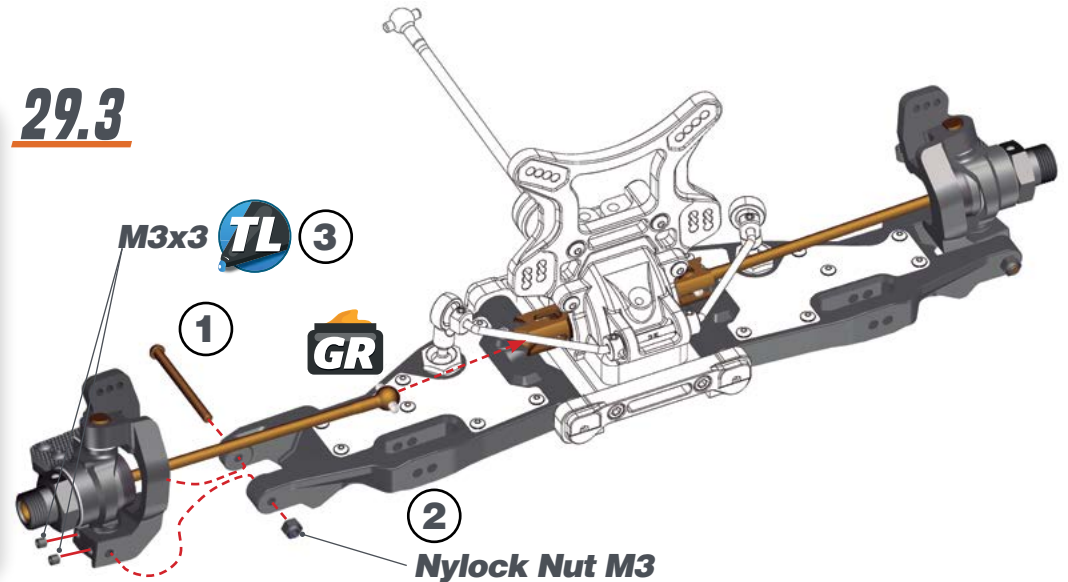
## 29.1 L=R



## 29.2 L=R



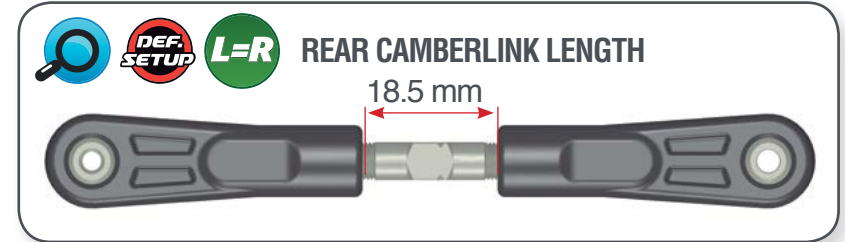
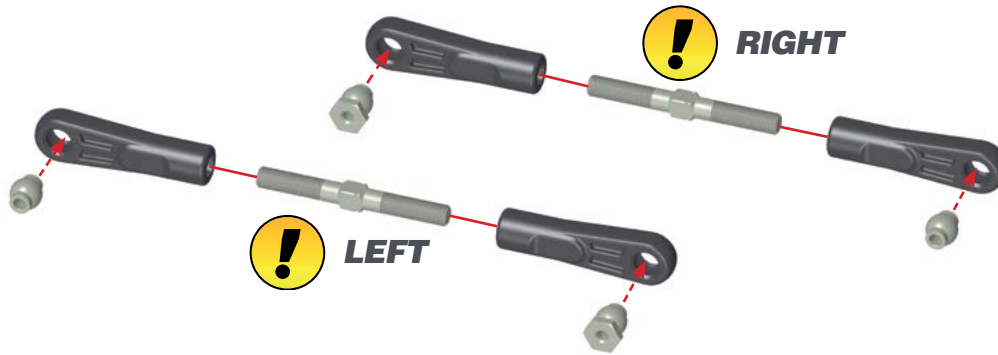
## 29.3



# STEP 30

BAG 8

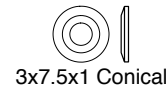
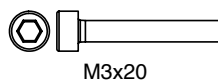
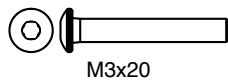
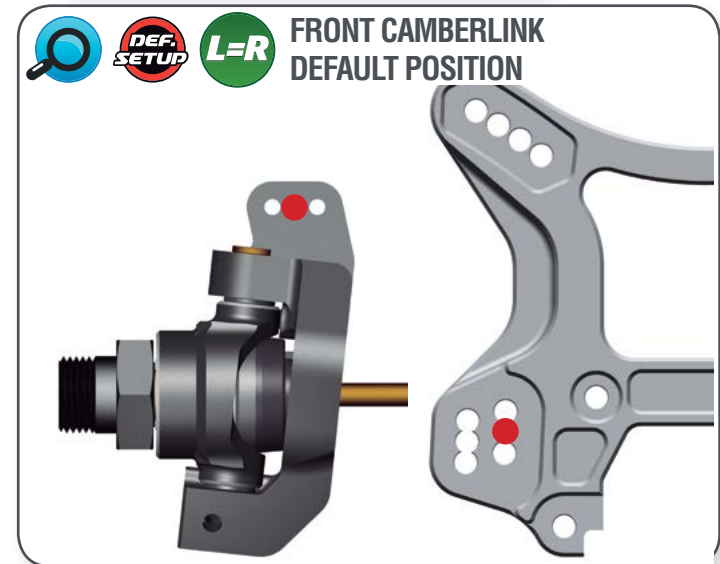
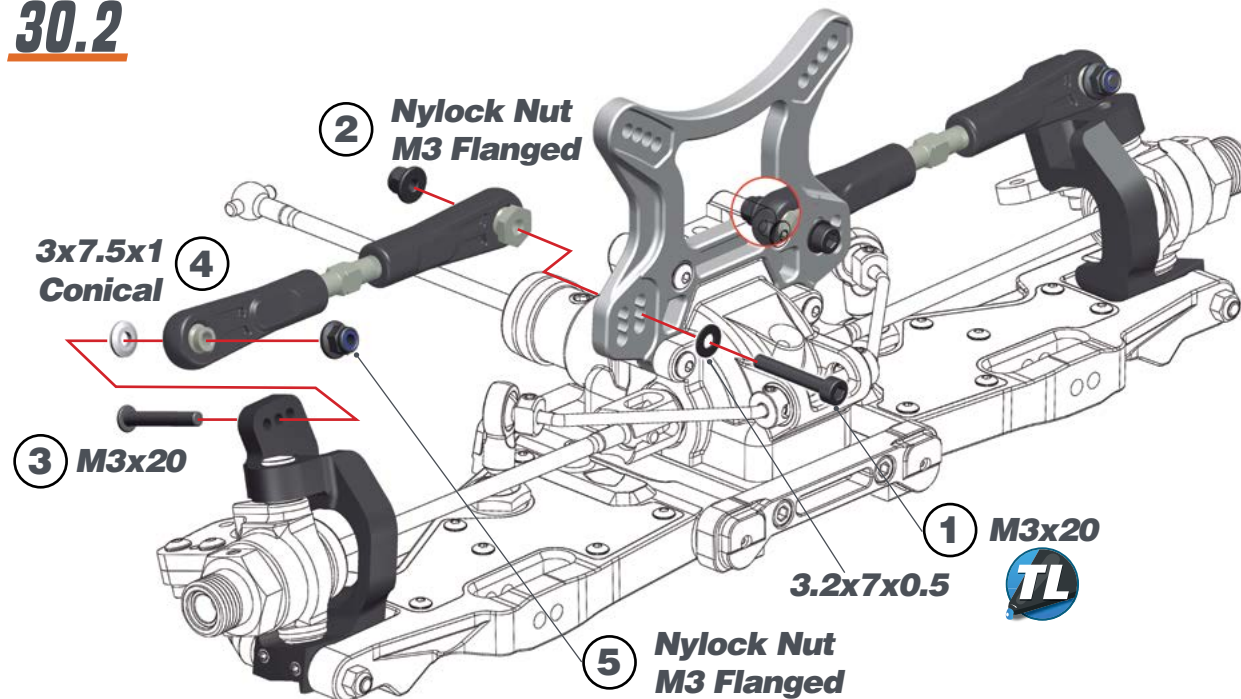
## 30.1



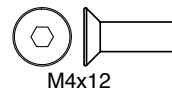
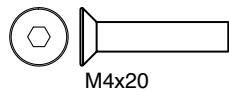
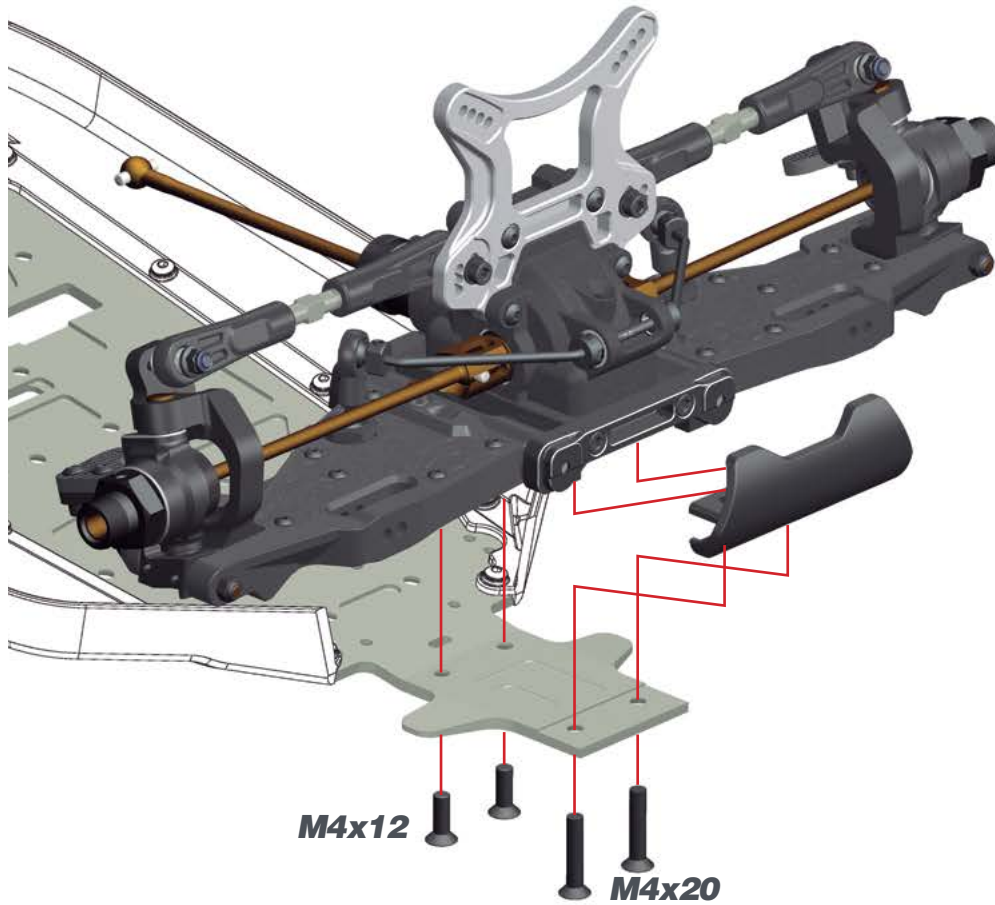
**!** Note correct orientation of the NOTCH. It should point to the RIGHT.



## 30.2



## STEP 31

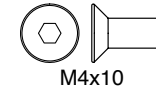
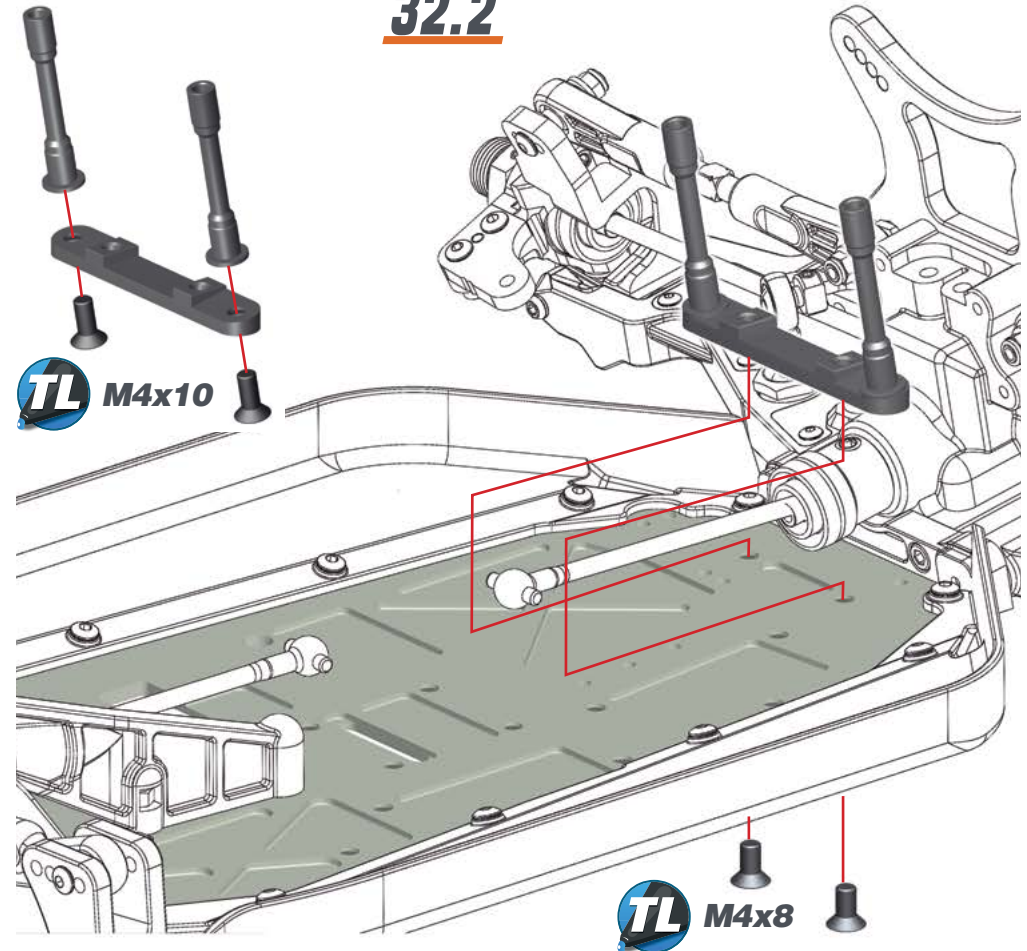


## STEP 32

### 32.1



### 32.2



### STEP 33

BAG 9

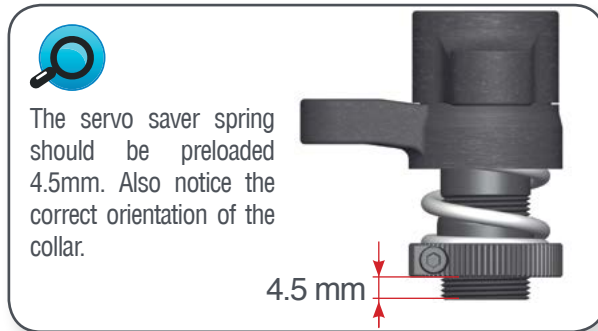
#### 33.1



#### 33.2



**CA**



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

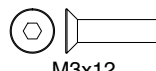
4.5 mm



M2x10



5x8x2.5



M3x12

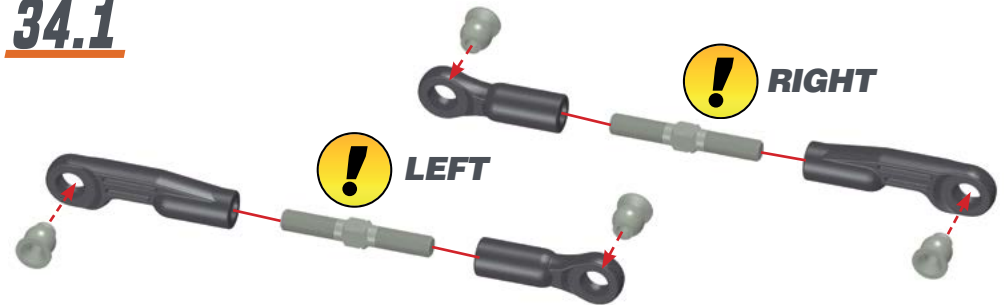


3x6x0.5



Nylock Nut M3

#### 34.1



**! RIGHT**

**! LEFT**

STEERING TRACKROD LENGTH

8.5 mm



DEF. SETUP

L=R



#### 34.2

Nylock Nut M3 Flanged

3x7.5x1

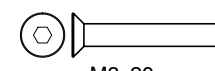
3x7.5x1 Conical

3x7.5x1  
3x7.5x1  
Conical

M3x20

M3x20

**!** Note correct position of the conical shim.



M3x20



Nylock Nut M3

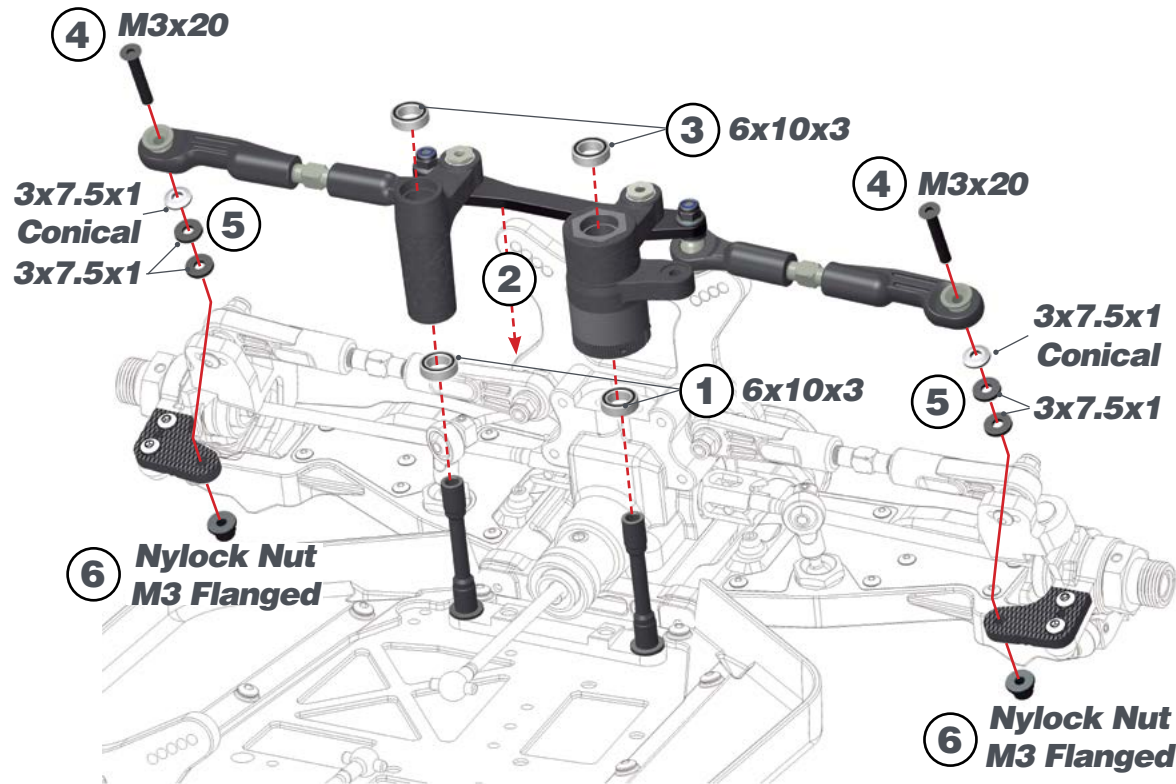


3x7.5x1

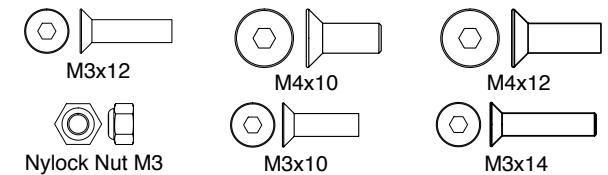
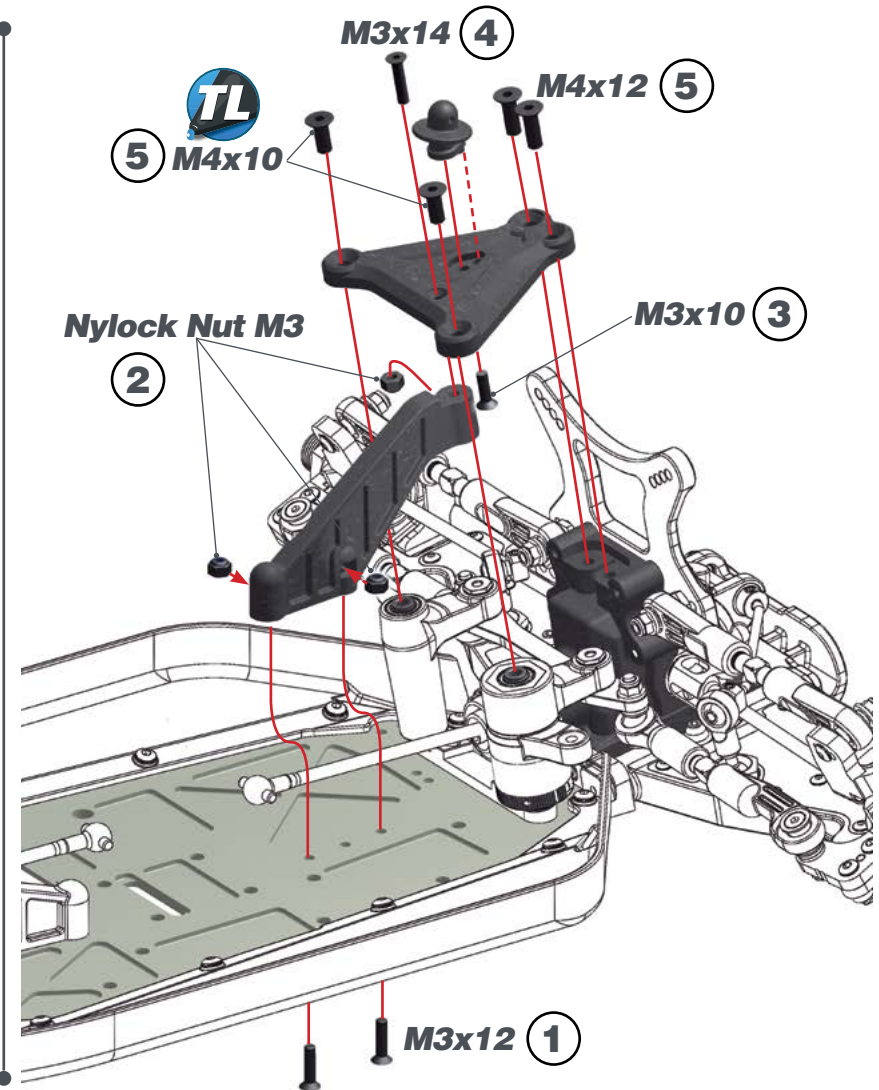


3x7.5x1 Conical

# STEP 35



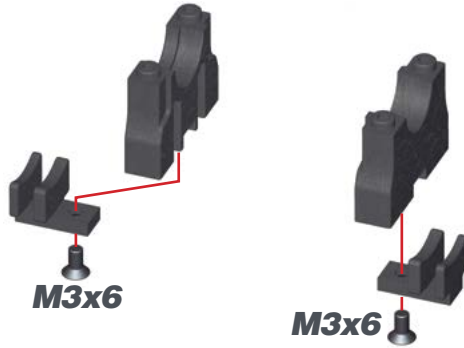
# STEP 36



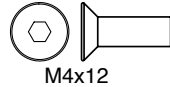
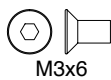
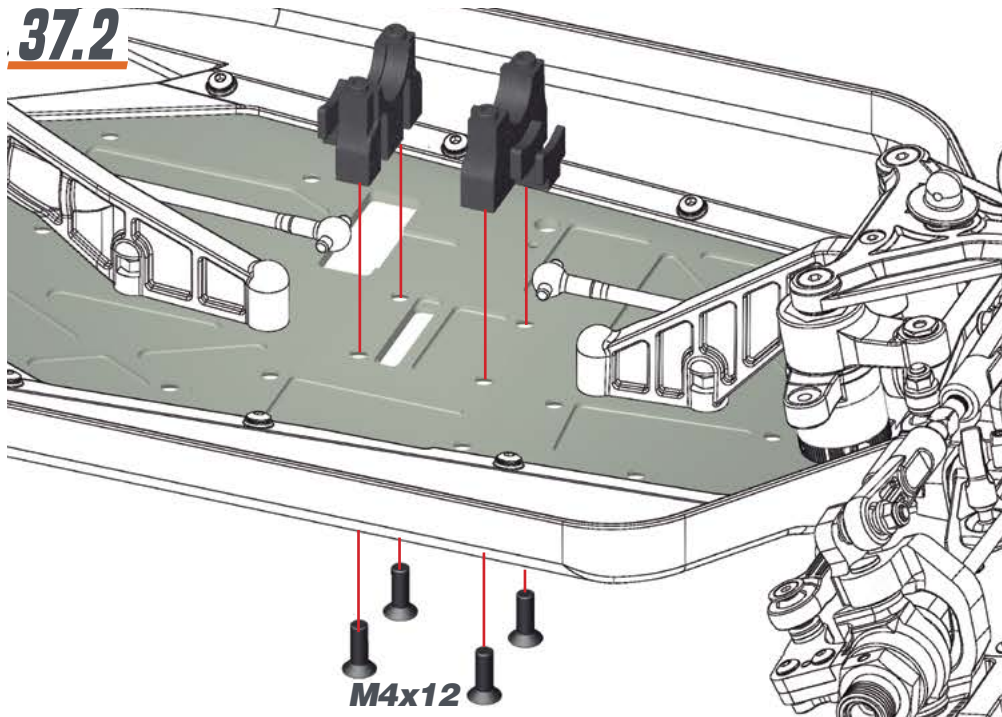
**STEP 37**

**BAG 10**

**37.1**

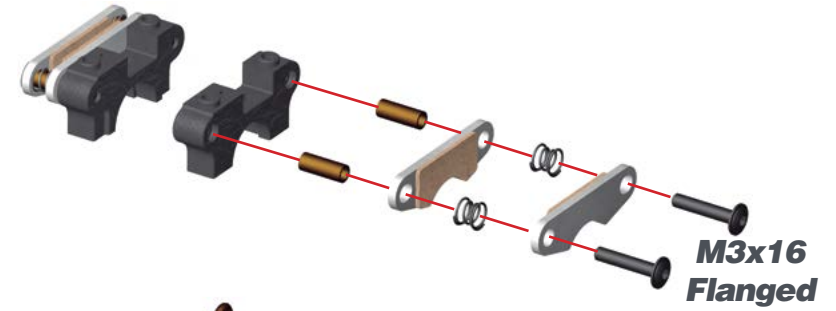


**37.2**



**STEP 38**

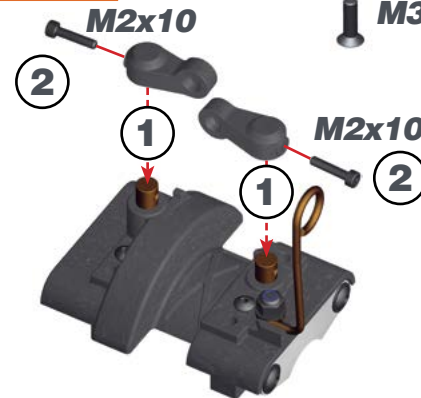
**38.1**



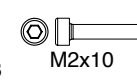
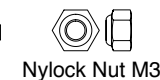
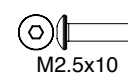
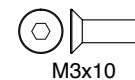
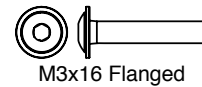
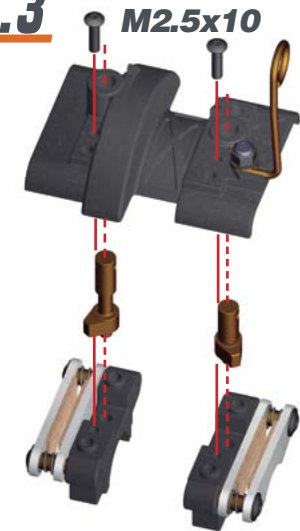
**38.2**



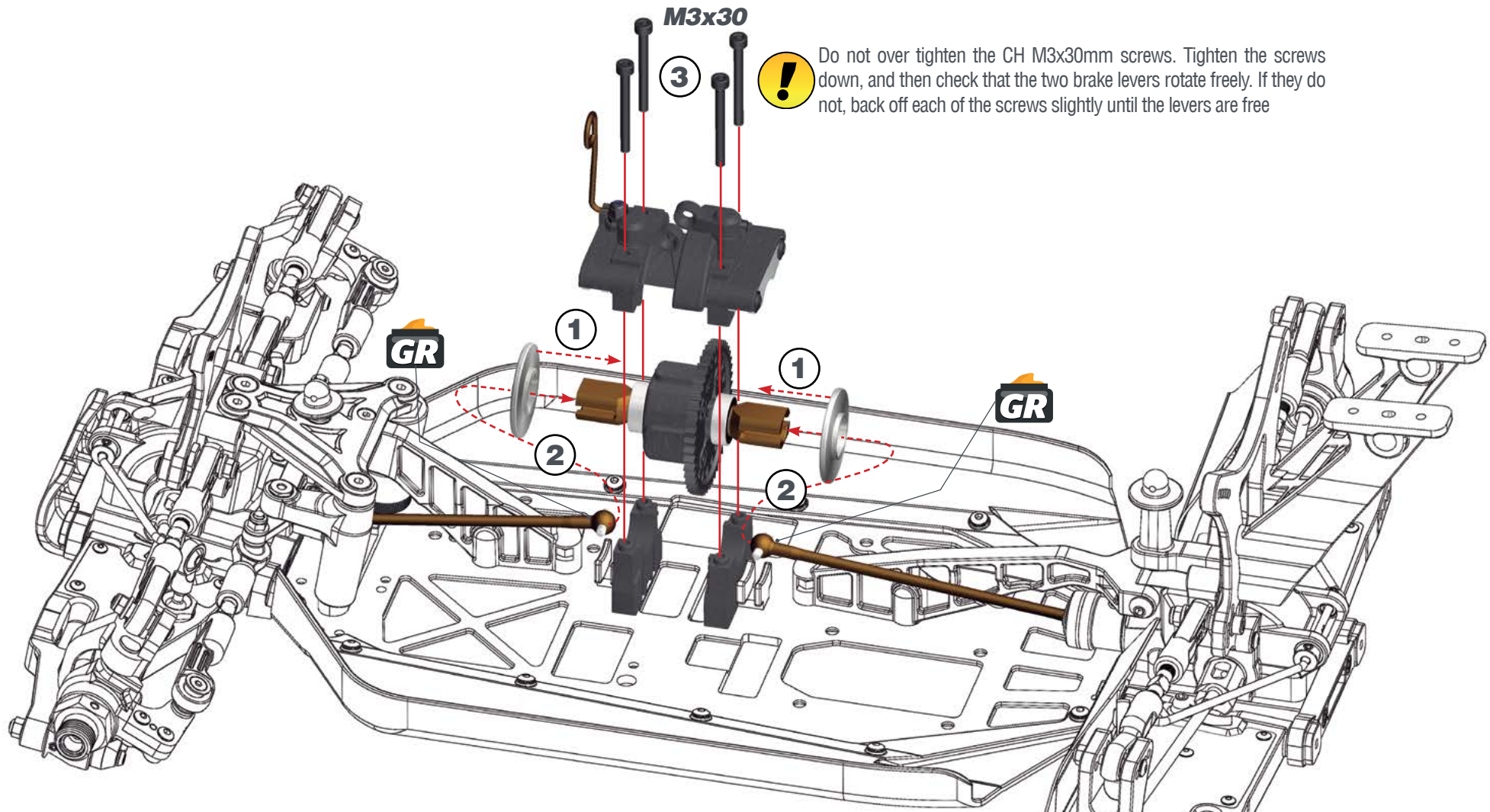
**38.4**



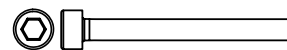
**38.3**



# STEP 39



Do not over tighten the CH M3x30mm screws. Tighten the screws down, and then check that the two brake levers rotate freely. If they do not, back off each of the screws slightly until the levers are free

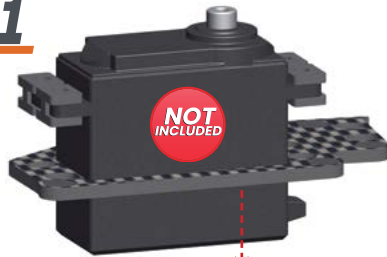


M3x30

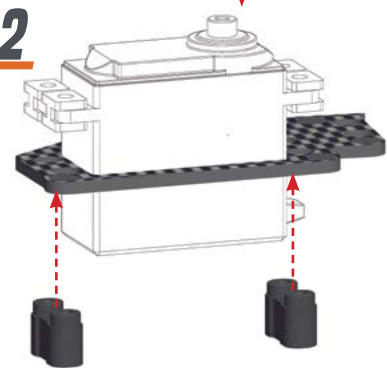
### STEP 40

BAG 11

40.1



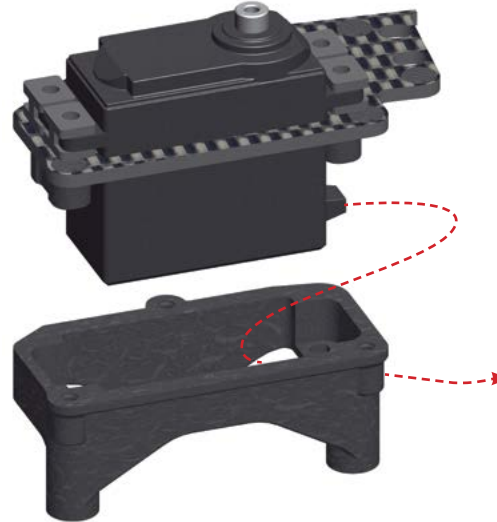
40.2



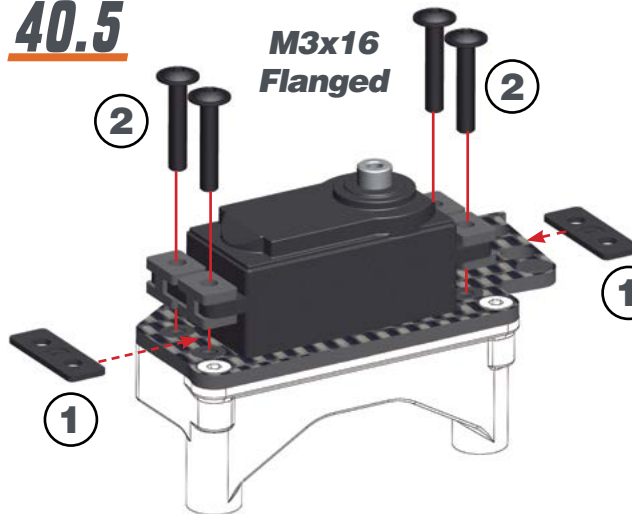
Using the supplied eccentric servo mounts. Choose the closest combination of mounts to achieve your servos mounting distance."



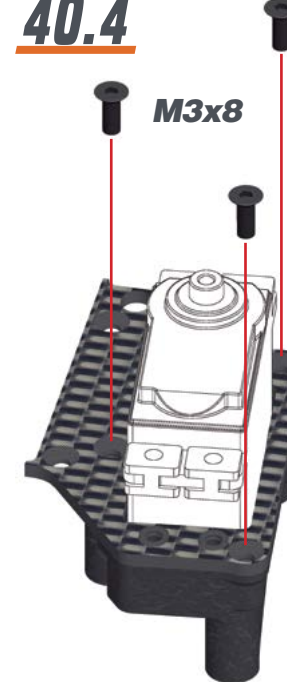
40.3



40.5



40.4

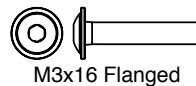
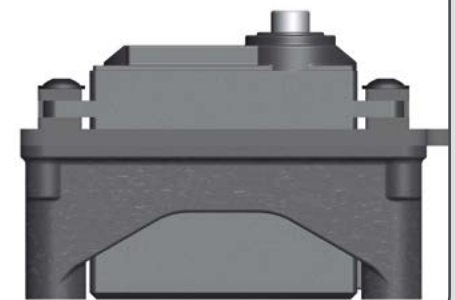


Pull the servo up and then install the M3x8.

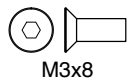
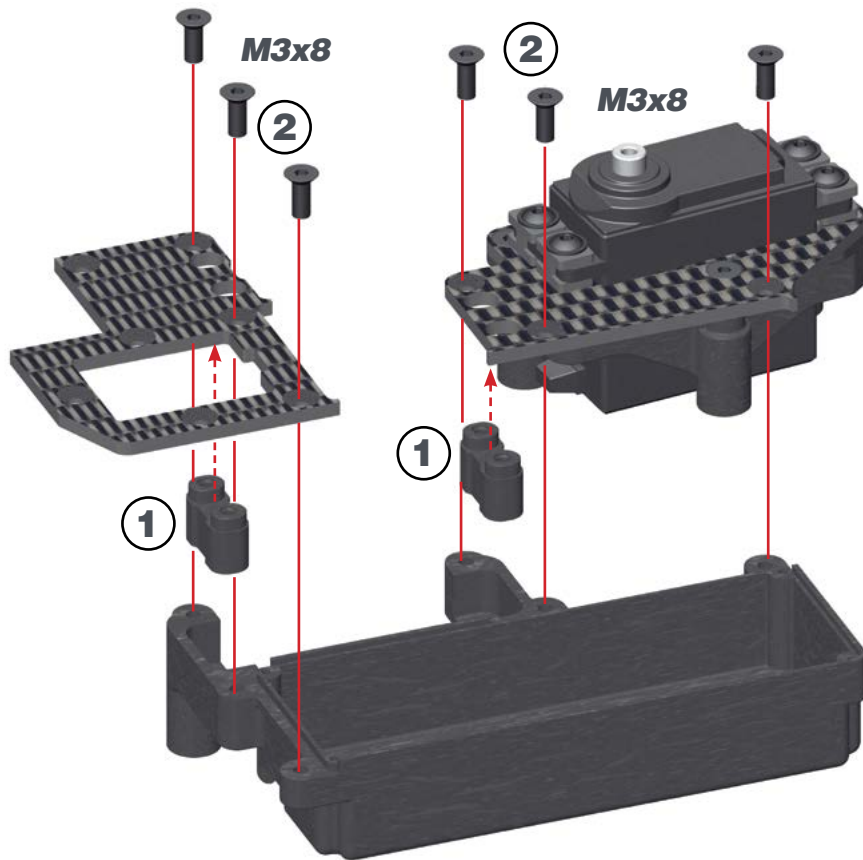


#### SERVO SPACERS

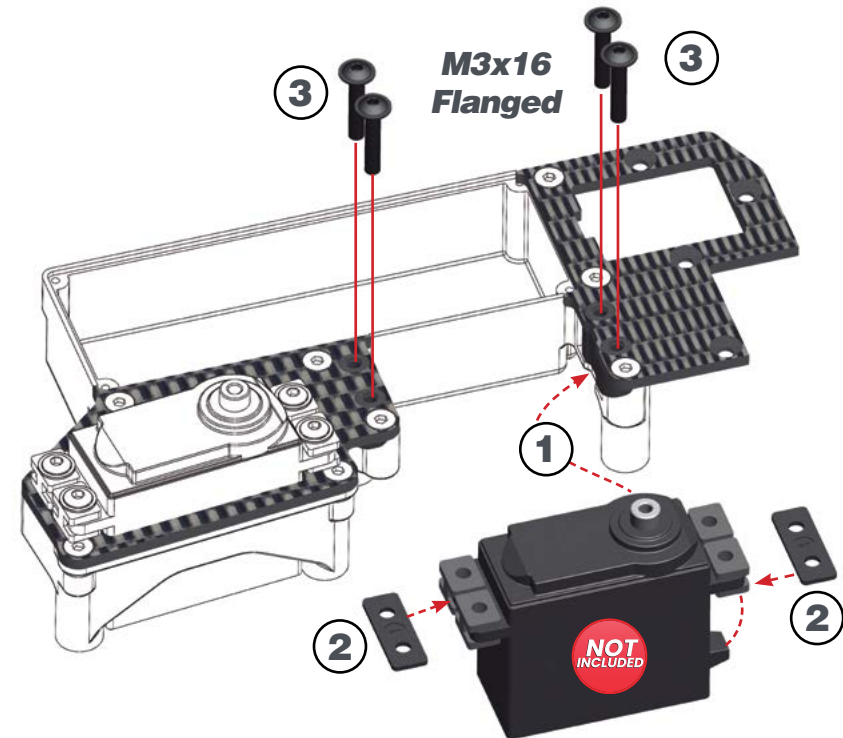
The servo must not be below the bottom legs of the radio box/servo mount. Use enough plastic shims in the step 40.5 to ensure that point.



## STEP 41



## STEP 42

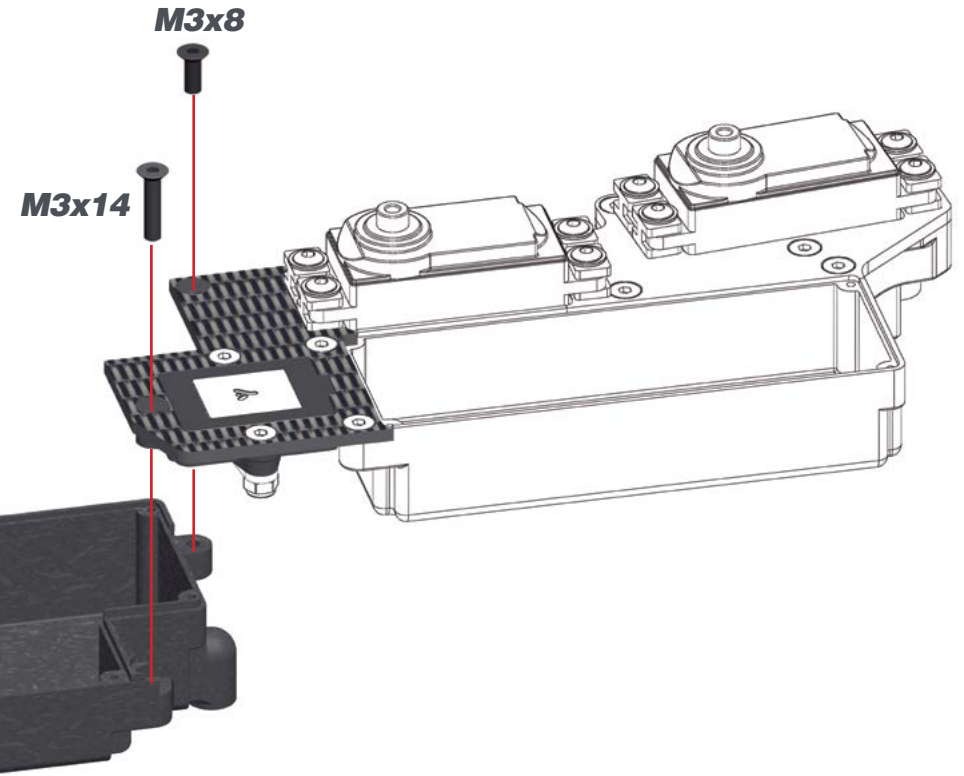


### SERVO SPACERS

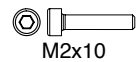
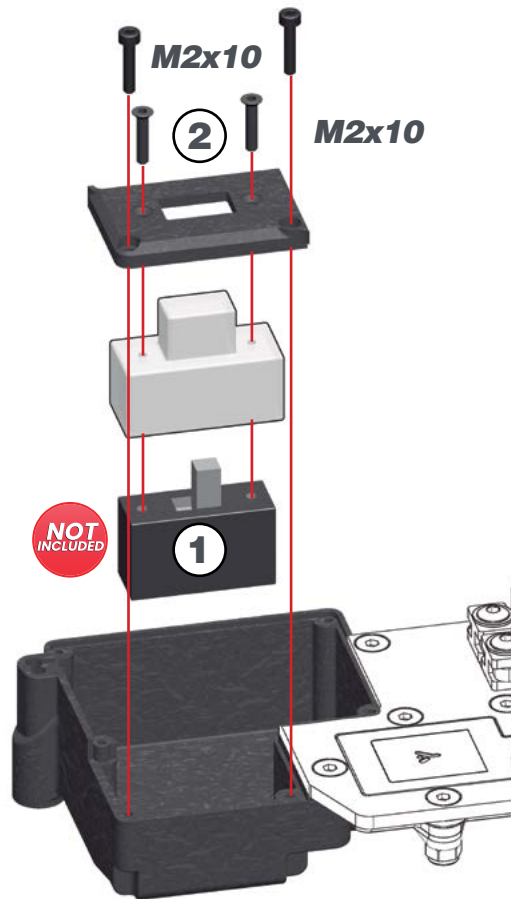
The servo should not be below the bottom legs of the radio box/servo mount.



## STEP 44

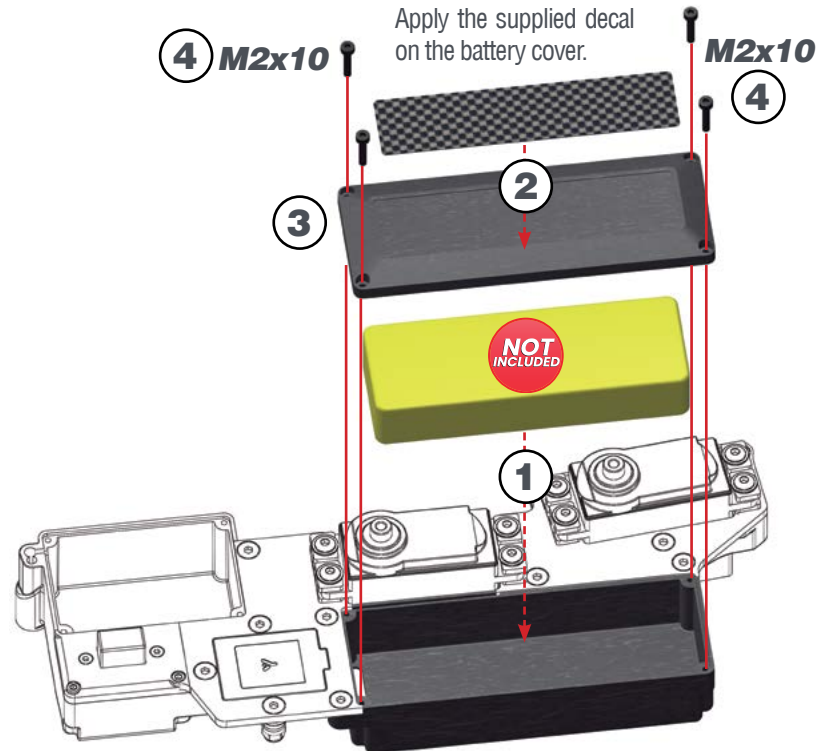


## STEP 45

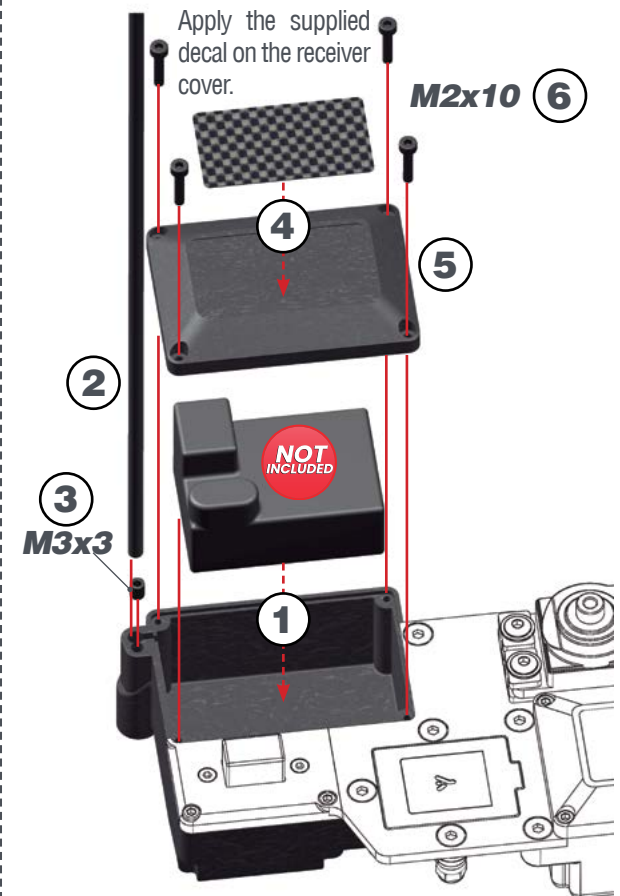


## STEP 46

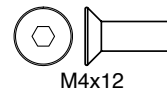
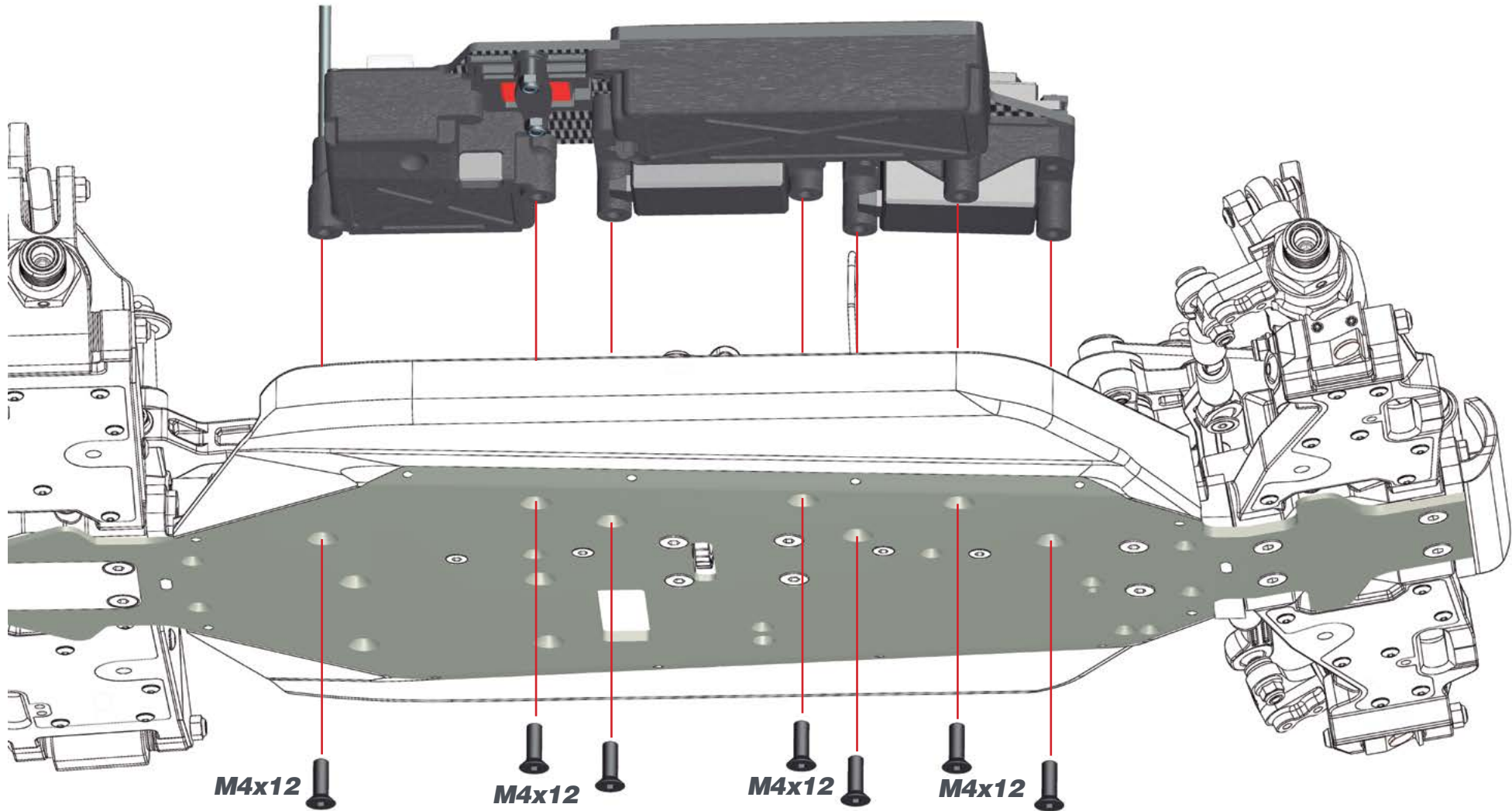
### 46.1



### 46.2



**STEP 47**



# STEP 48

**48.1**



## STEERING LINK LENGTH

Between different servo brands there could be slight differences.

11.8 - 12.2 mm



**48.2**

**Nylock Nut M3**



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

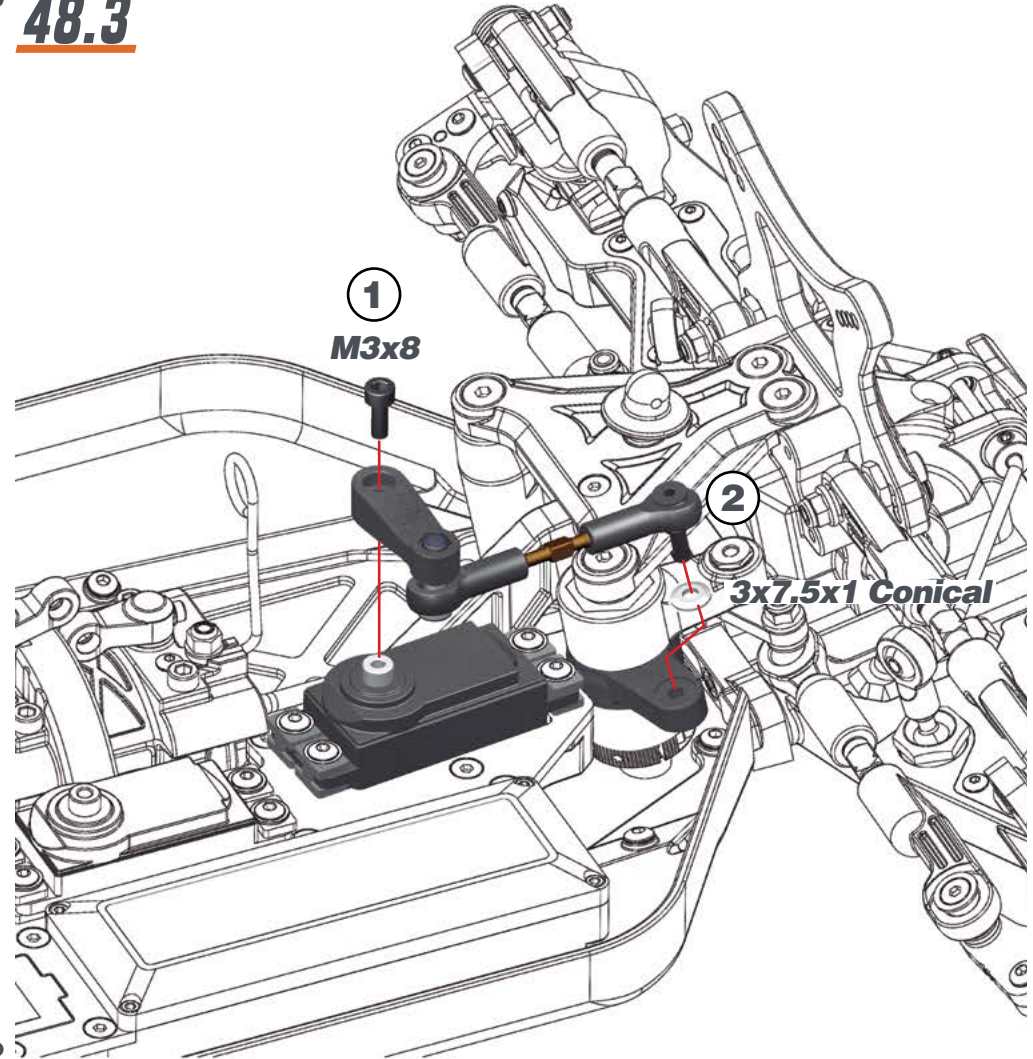
**3x7.5x1 Conical**



Note correct position of the conical shim.



**48.3**



**1**  
**M3x8**

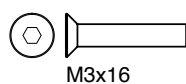
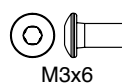
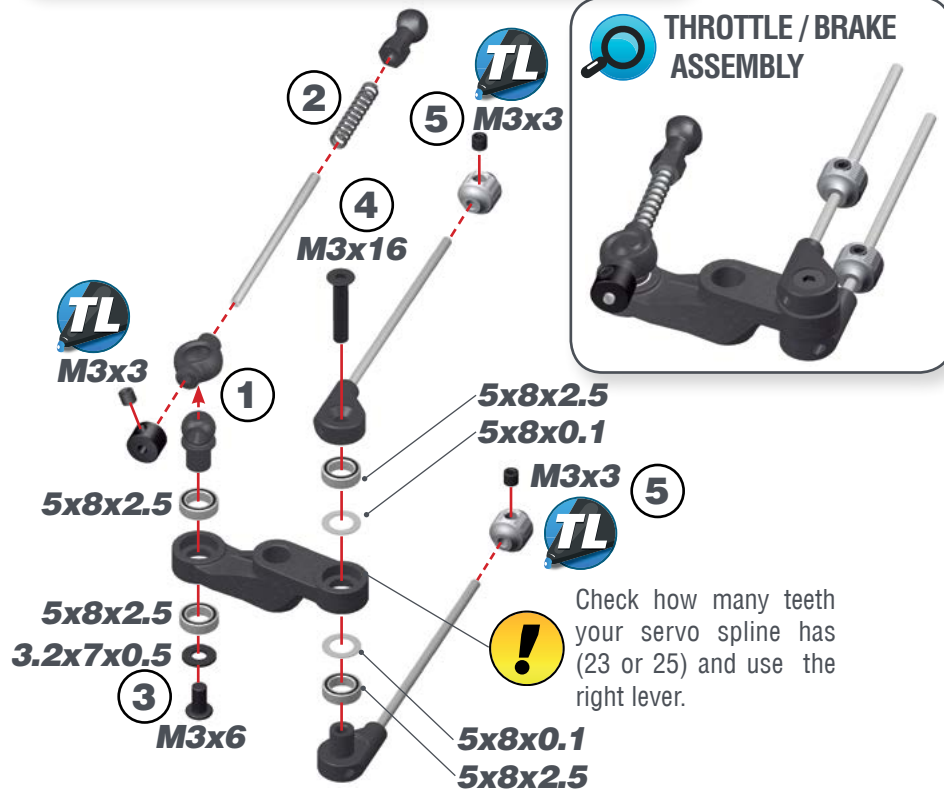
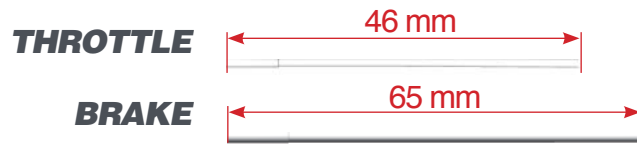
**2**

**3x7.5x1 Conical**



# STEP 49

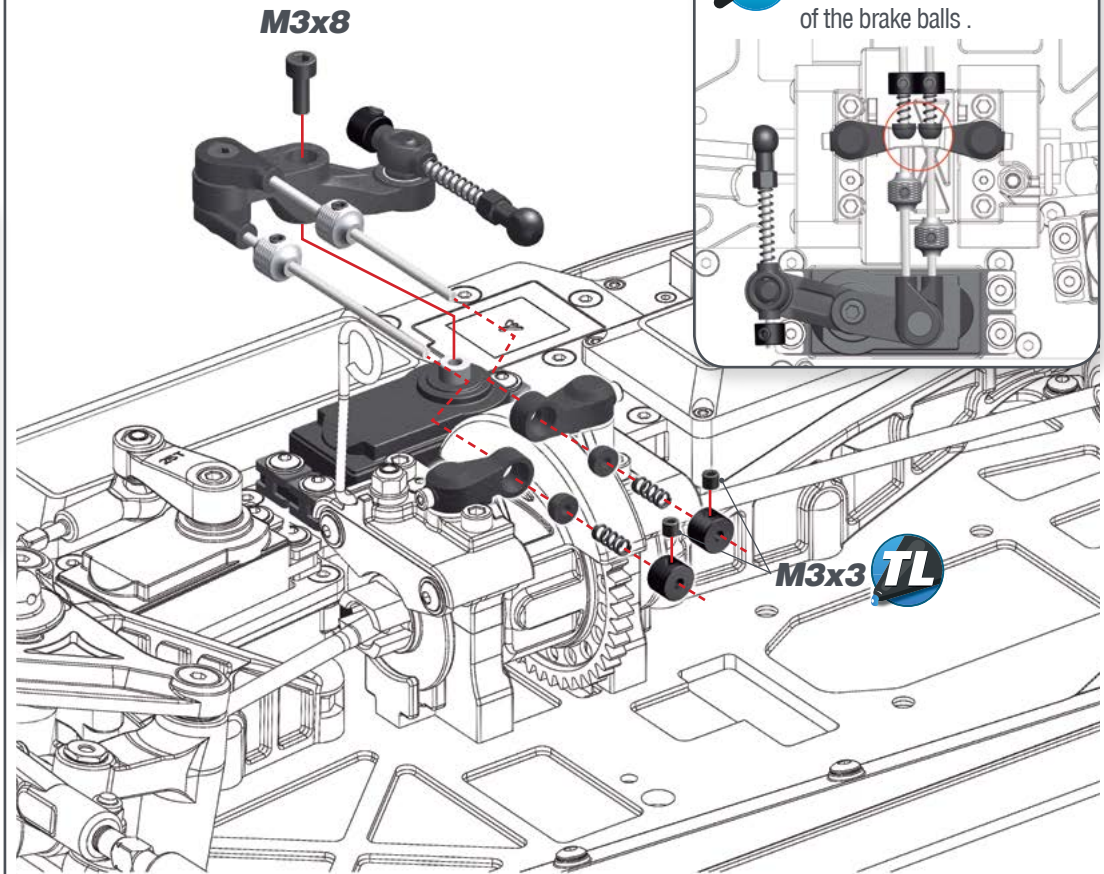
## THROTTLE / BRAKE SPOKE LENGTHS



# STEP 50

## THROTTLE ASSEMBLY

Note the correct orientation of the brake balls.



### STEP 51

### SHOCK BAG

### STEP 52

**51.1**

**!** Use the correct shafts for the front and rear:  
Front shaft: **62.35mm**  
Rear shaft: **71.25mm**

**51.2**

**!** Use the correct shock body for the front and rear:  
Front body: **50.25mm**  
Rear body: **58.15mm**

**51.3**

**!** Use the long shaft with the long shock body and the short shaft with the short shock body.

**SO** Use some silicone oil during the assembly.

2.5x6x0.5

**TL**

Nut M2.5

Use some silicone oil during the assembly.

**SO**

**52.1**

Insert the o-ring inside the spring collar.

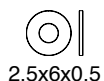
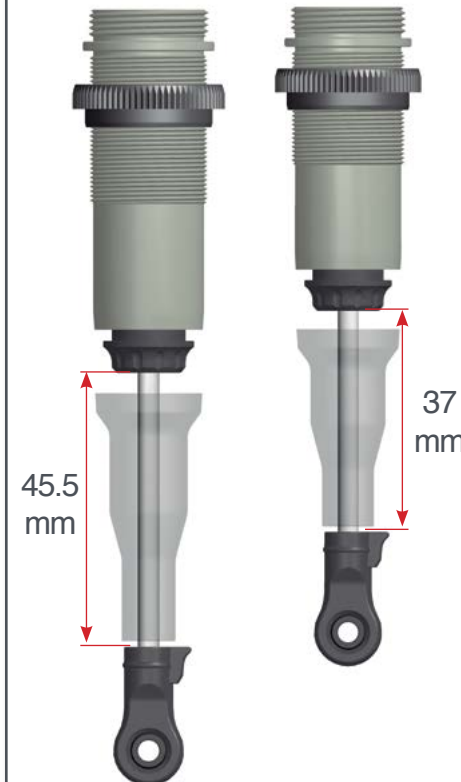
**52.2**



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

**REAR**

**FRONT**



## STEP 53

### 53.1

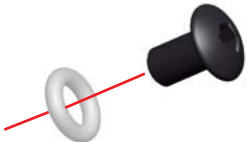
Push the membrane into the shock cap.



### 53.2

Prepare the screw with the o-ring

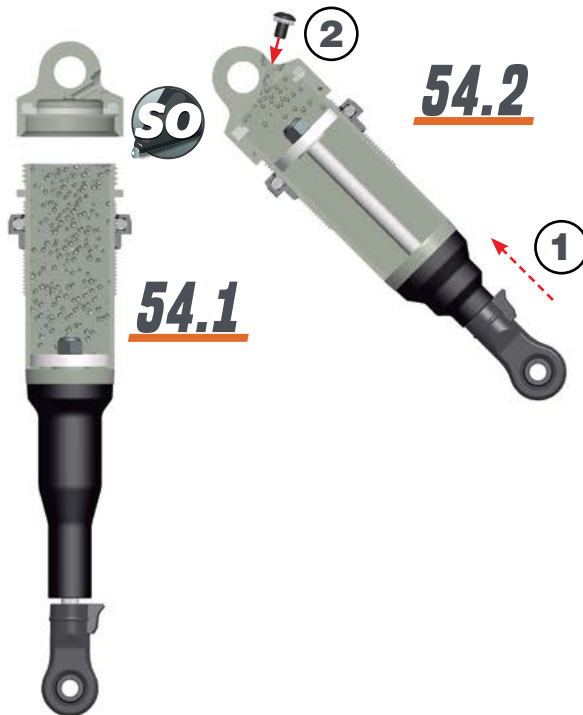
M2.3x4



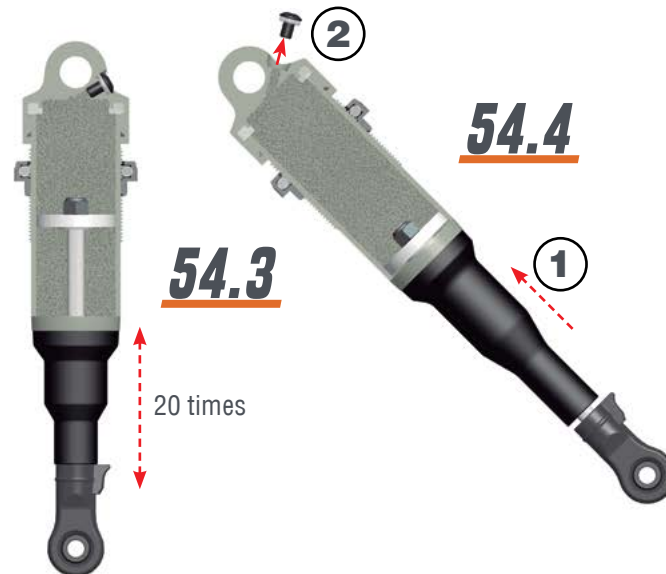
## STEP 54

### SHOCKS FILLING INSTRUCTIONS:

- **Step 54.1:** Pull the shock shaft to full stroke. Fill shock body with oil all the way to the top. Gently push and pull the shock shaft in and out 5 strokes. With the shaft at full extension, top off the shock with oil and install the cap.
- **Step 54.2:** With the shock at roughly 45 degree angle, position the opening in the cap facing upwards. Now, gently push the shock shaft all the way through its stroke. Excess oil and air will come through the bleeder hole. When the shock is at full compression, install the bleeder cap screw.
- **Step 54.3:** Pump the shock vigorously up and down 20 times to emulsify the oil for the final bleeding process.
- **Step 54.4:** With the shock angled as before and the shock shaft at full stroke, remove the bleeder cap screw and slowly press the shaft in one final time bleeding out any excess oil/air. Then retighten bleeder cap screw.



### 54.2



### 54.3

20 times

### 54.4

## STEP 55

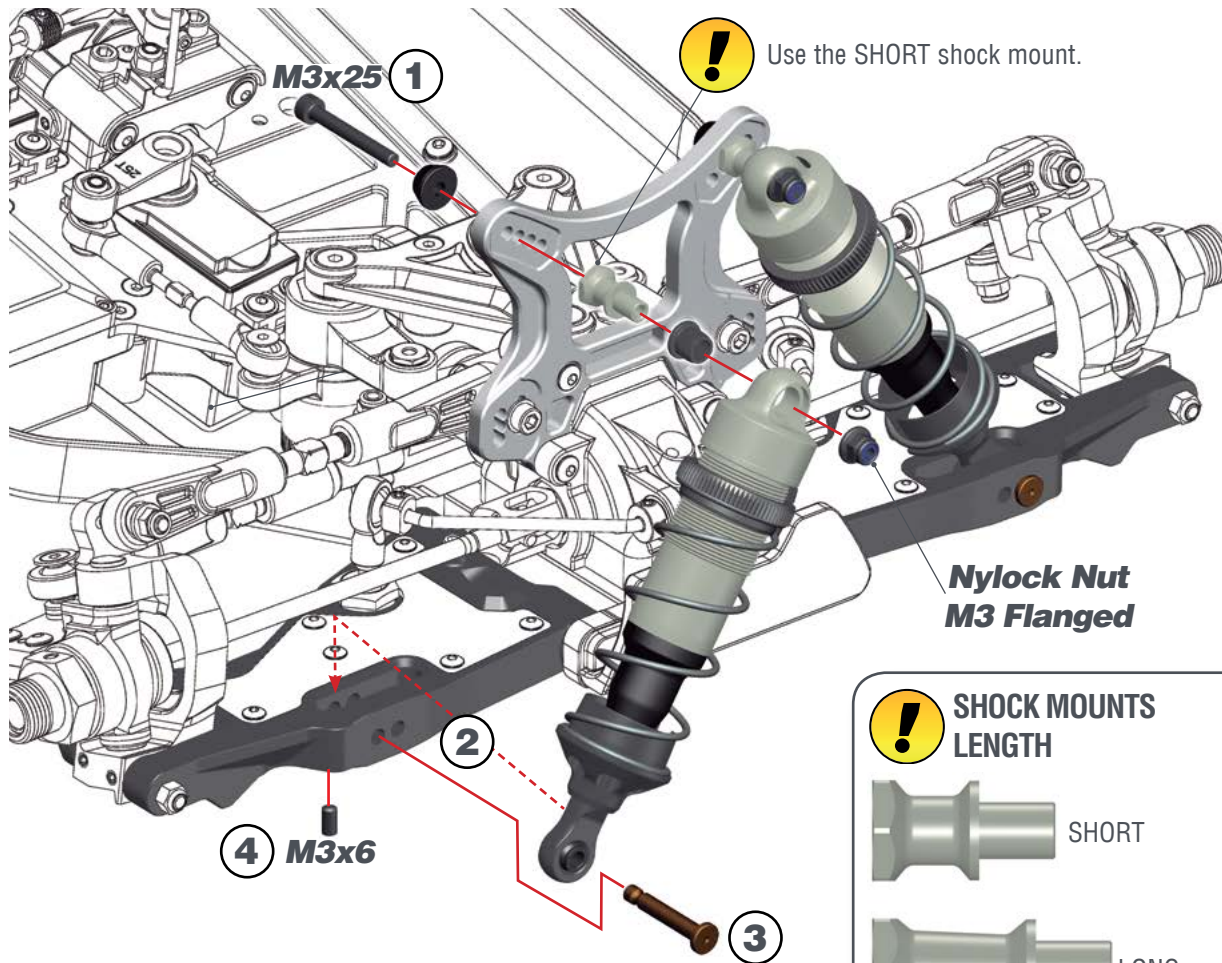


Spring Lengths:

Front-67.50mm  
Rear-82.50mm



# STEP 56



**!** SHOCK MOUNTS LENGTH



SHORT



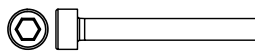
LONG



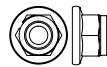
DEF.  
SETUP



**L=R** FRONT SHOCKS DEFAULT POSITION



M3x25

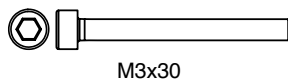
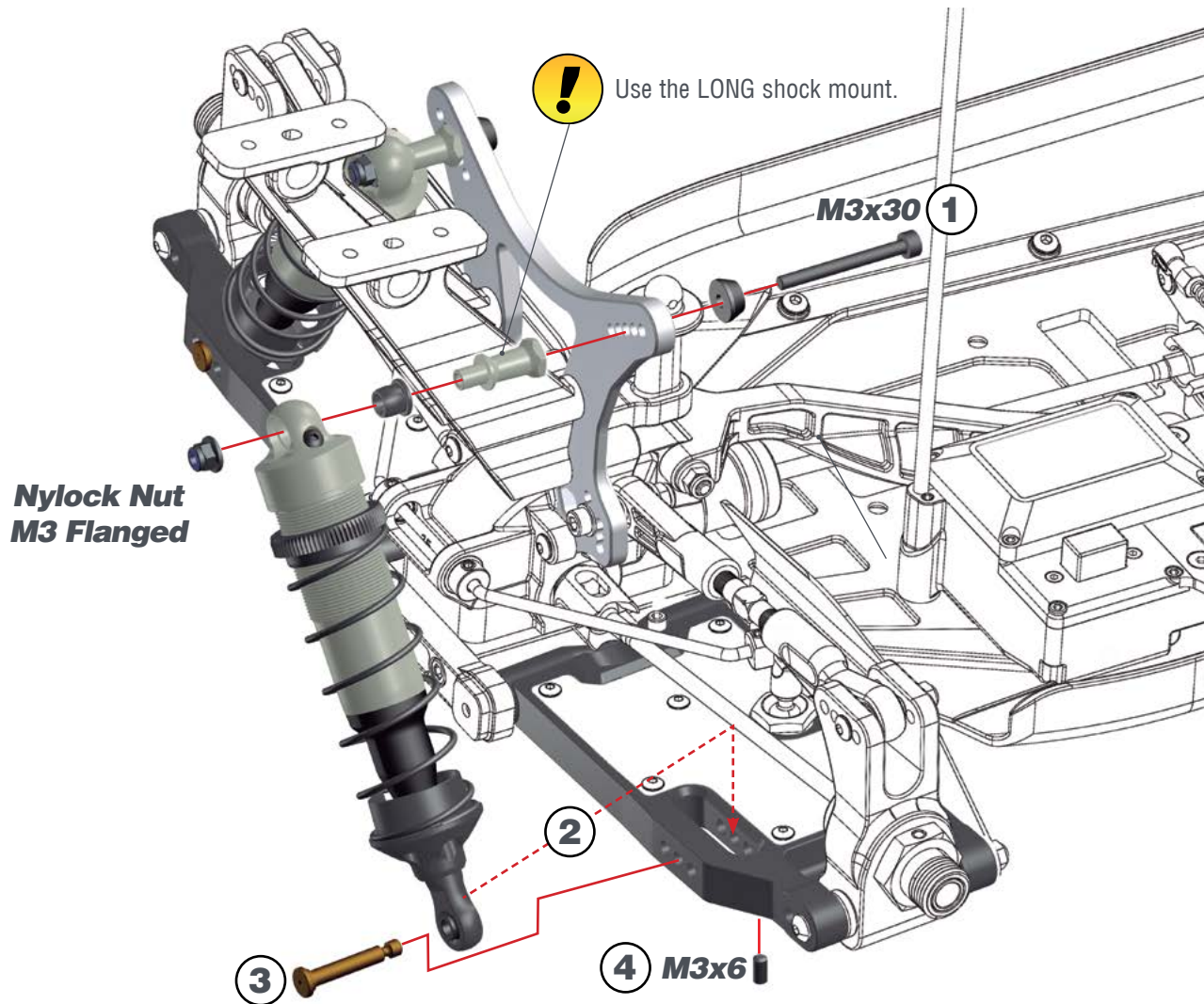


Nylock Nut M3  
Flanged



M3x6

# STEP 57



### STEP 58

BAG 12

#### 58.1



#### 58.2

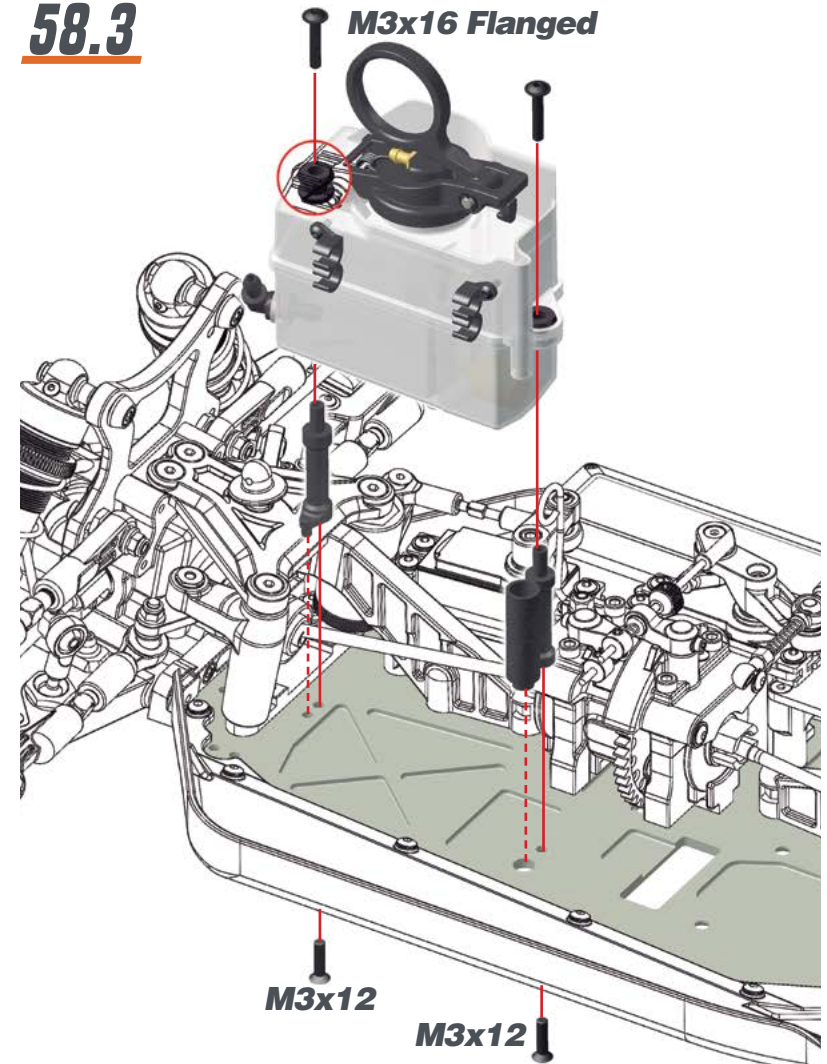


#### FUEL TANK INSERTS

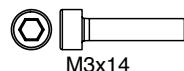
The fuel-tank features a premounted 3cc insert. You can remove it if needed as shown.



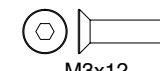
#### 58.3



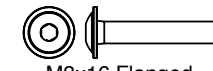
M2x6



M3x14



M3x12



M3x16 Flanged

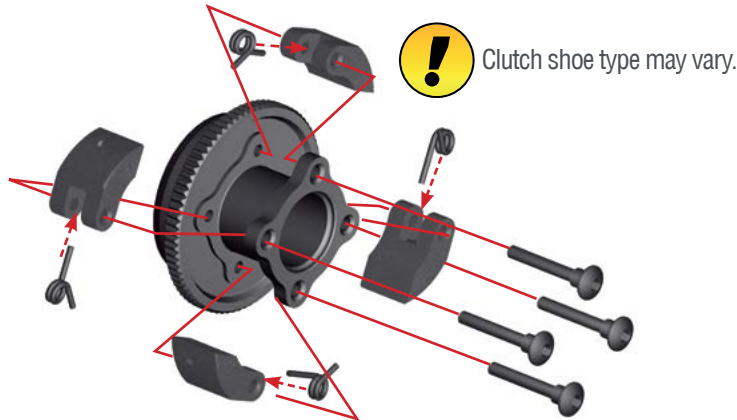
# STEP 59

BAG 13

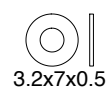
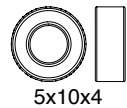
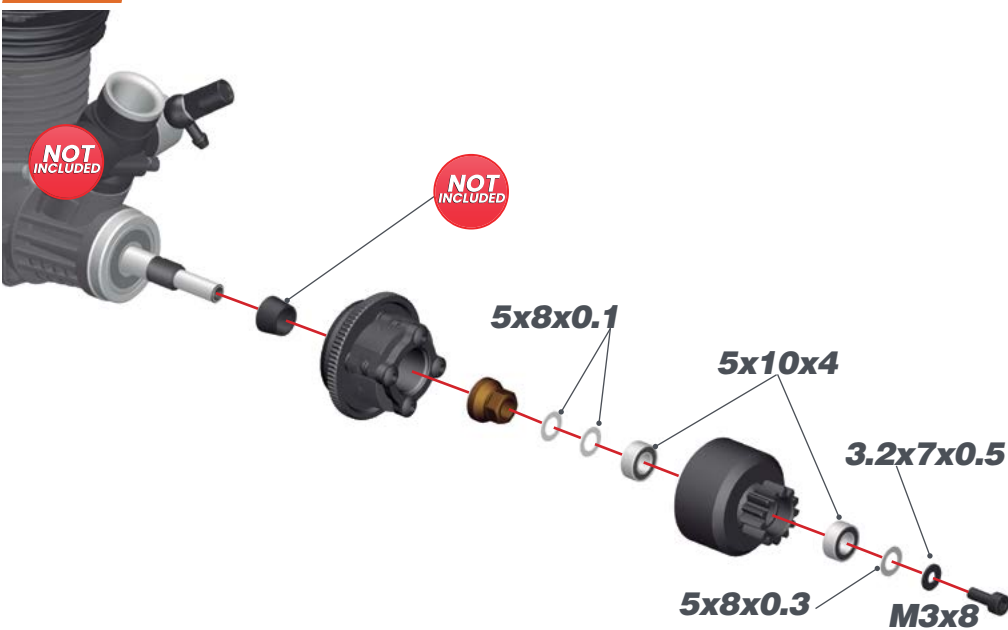
## 59.1



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



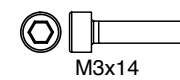
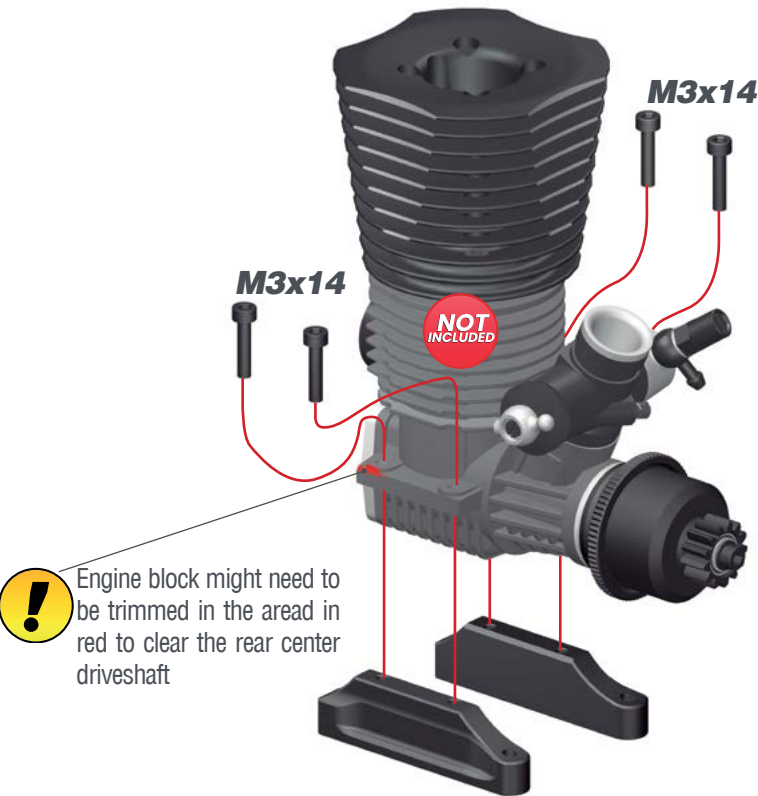
## 59.2



# STEP 60

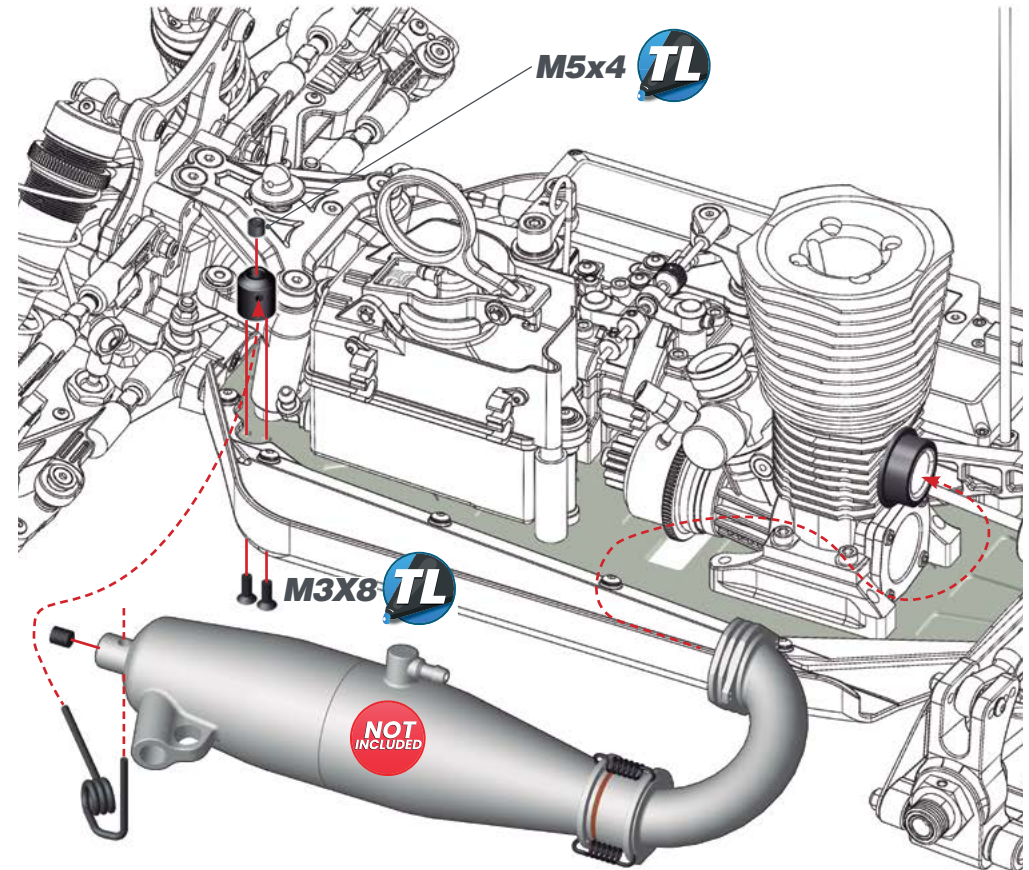
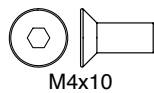
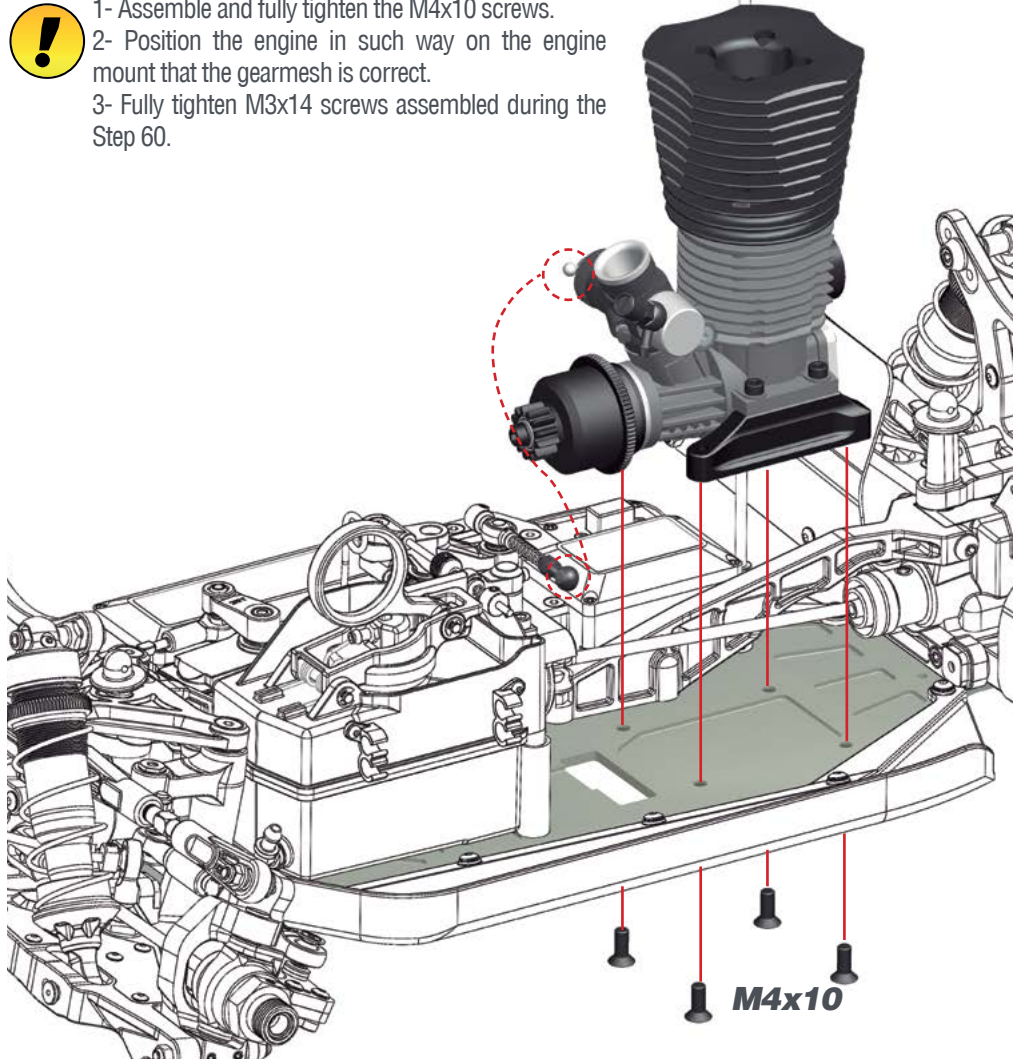


Do not fully tighten the M3x14 screws till Step 61.



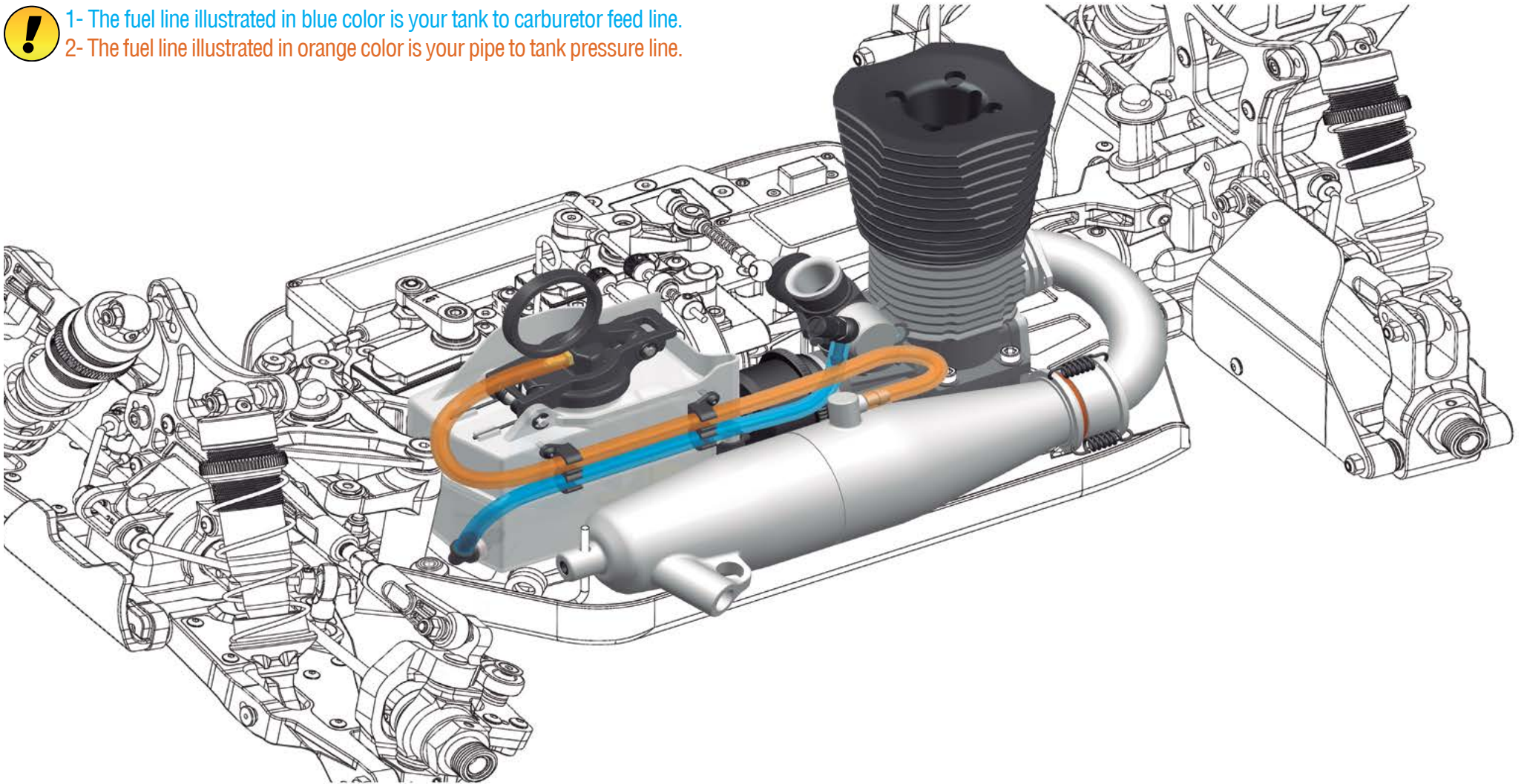
## BAG 14

- 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.



## STEP 63

- ! 1- The fuel line illustrated in blue color is your tank to carburetor feed line.  
2- The fuel line illustrated in orange color is your pipe to tank pressure line.

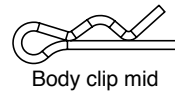
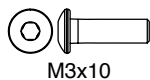
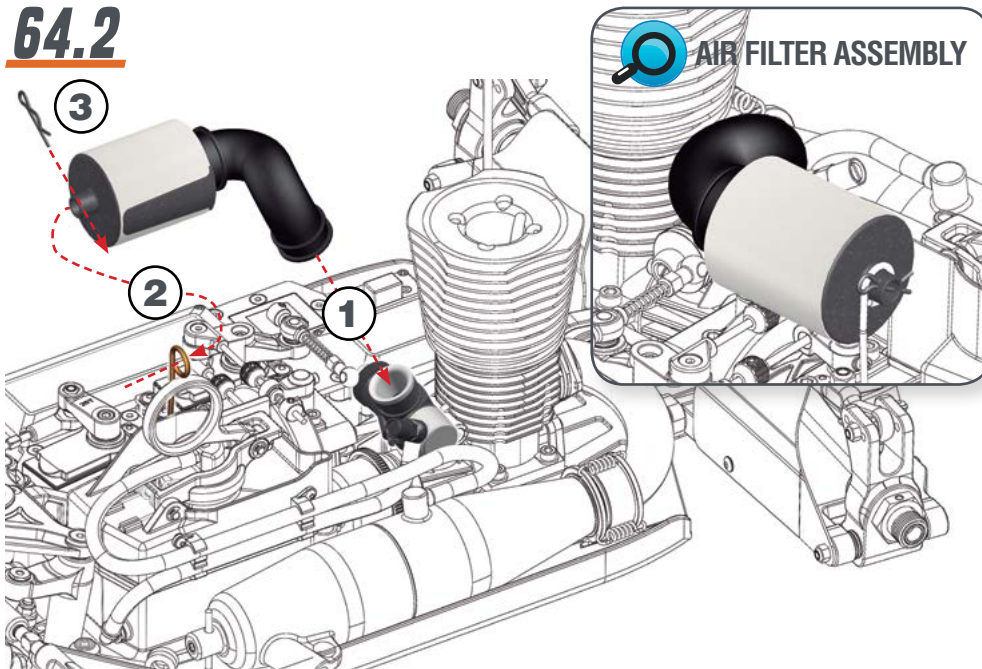


## STEP 64

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



## 64.2



## STEP 65

 **ANGLED WING SPACERS CHART**

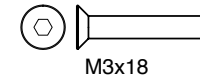
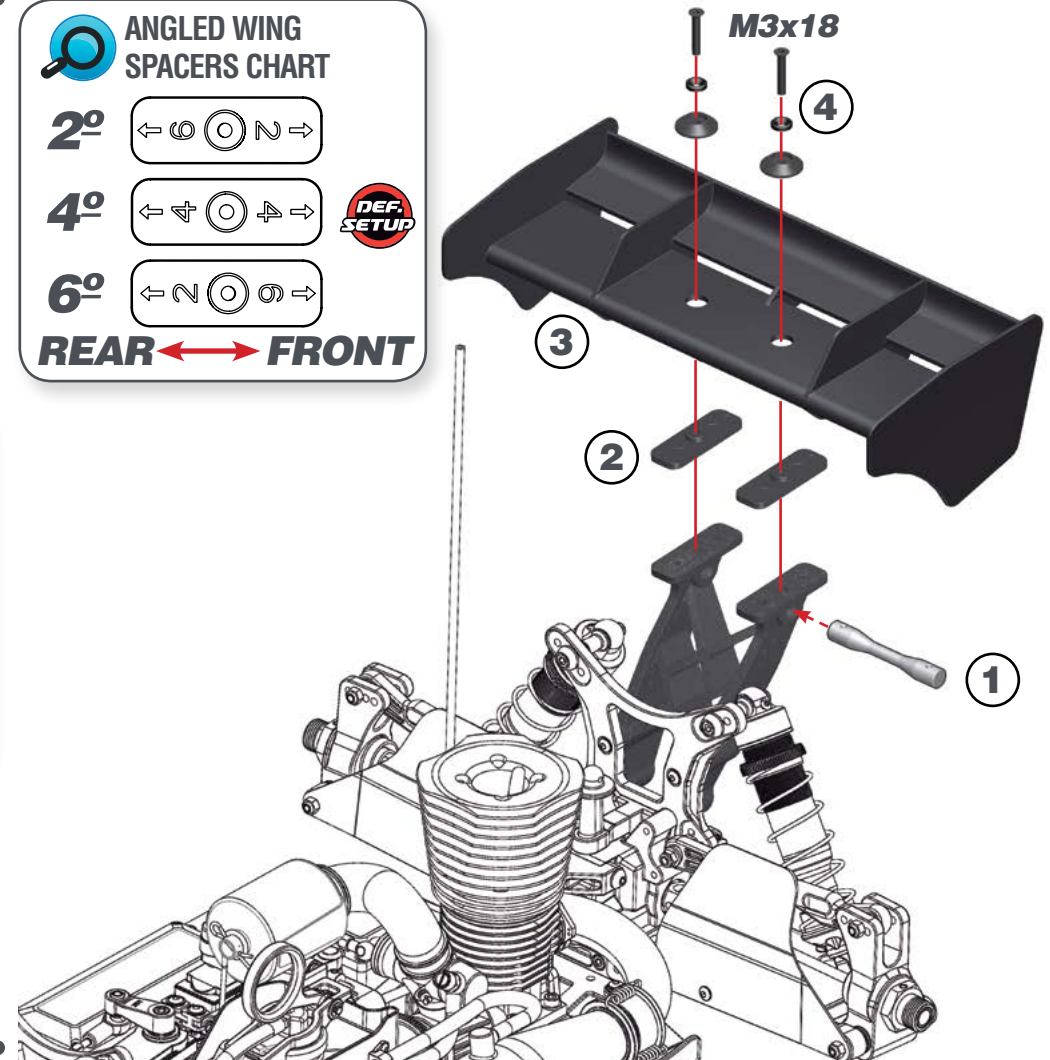
**2°** ←   N →

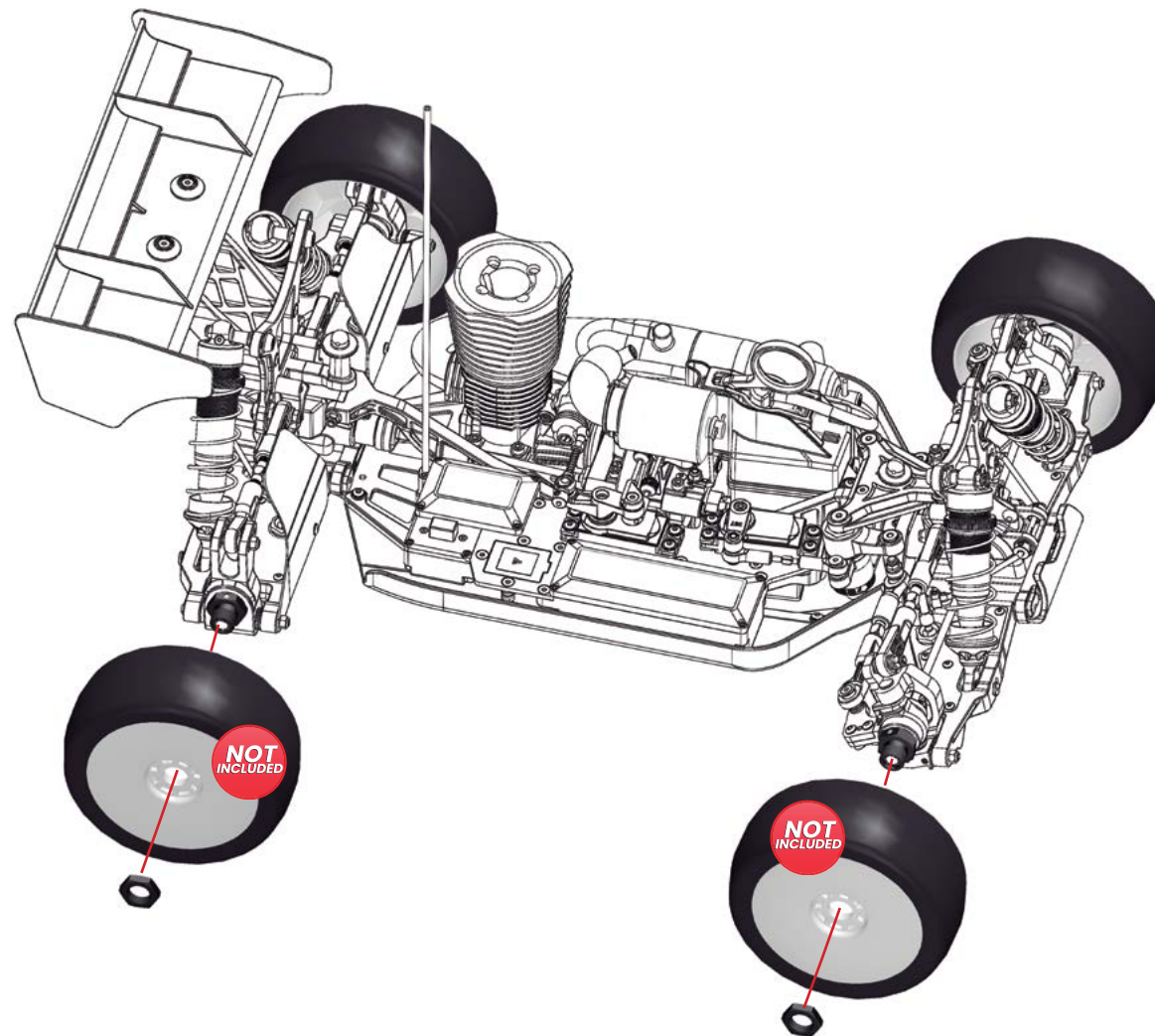
**4°** ←   →

**6°** ←   →

**REAR** ↔ **FRONT**

**DEF. SETUP**



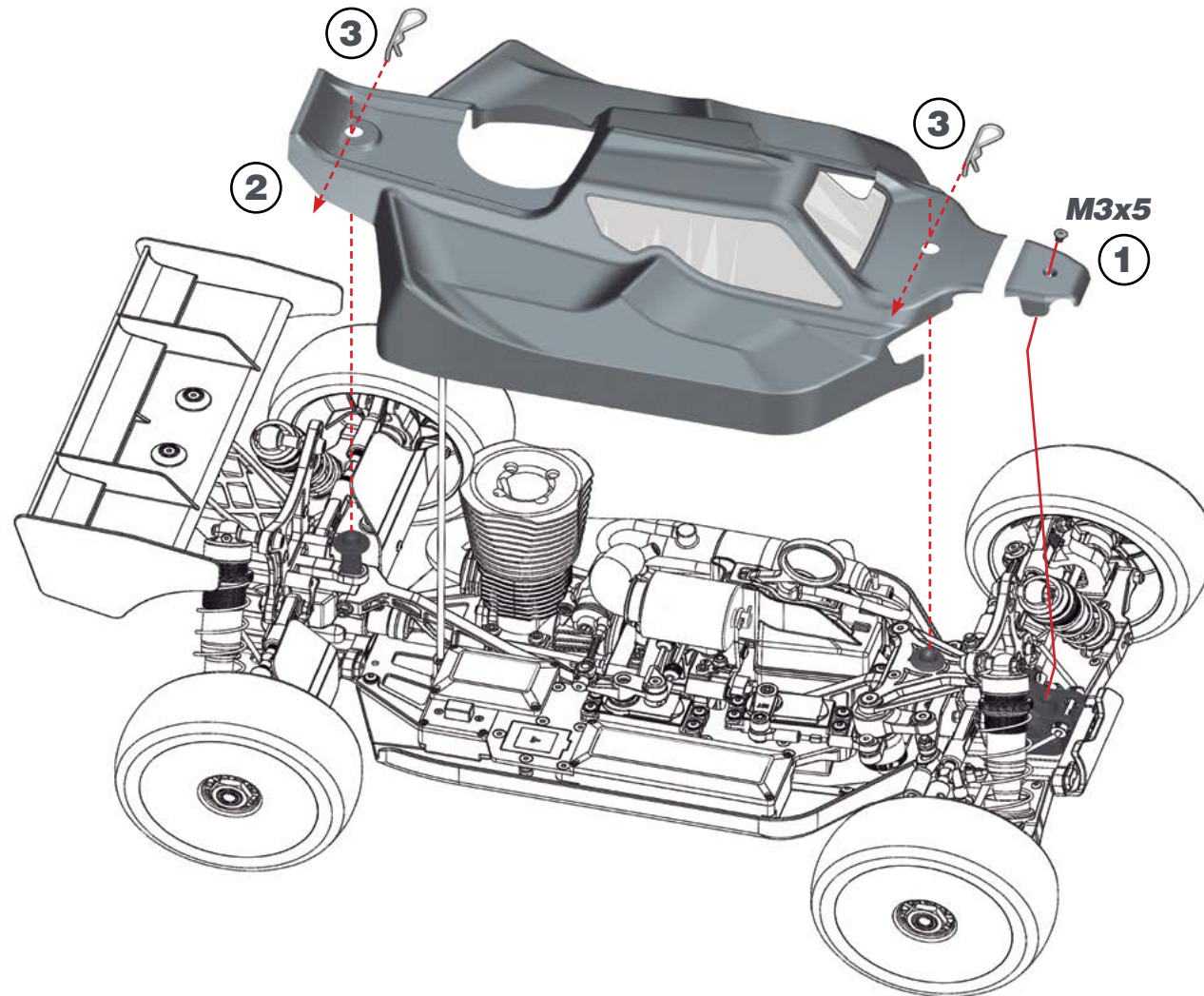
**STEP 66**

# STEP 67

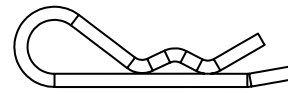
1- Cut the body along the cutting line with special scissors (not included). Make holes for the bodypost and antenna as needed with a body reamer (not included). Make a longer bodypost hole in the rear, to allow for chassis flex movement.

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

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



M3x5



Body Clip

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| <b>SHOCKS EXPLODED VIEW</b>                | <b>49</b> |
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# DIFFERENTIAL EXPLODED VIEW

**SRX8**  
GEN 4

**SERPENT**

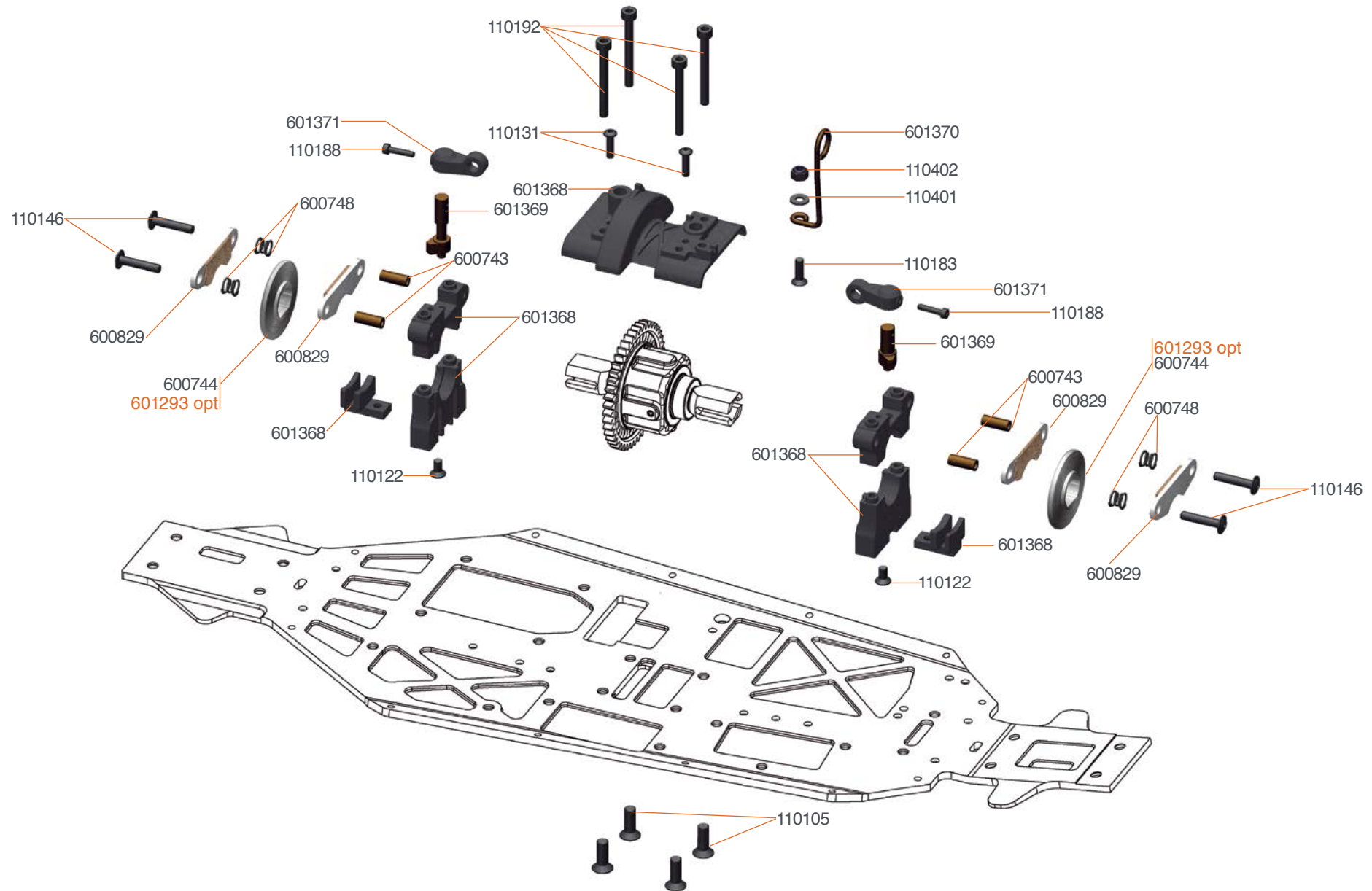
#601068 HTD diff set 44T fr/rr SRX8  
#601069 HTD diff set 46T center SRX8

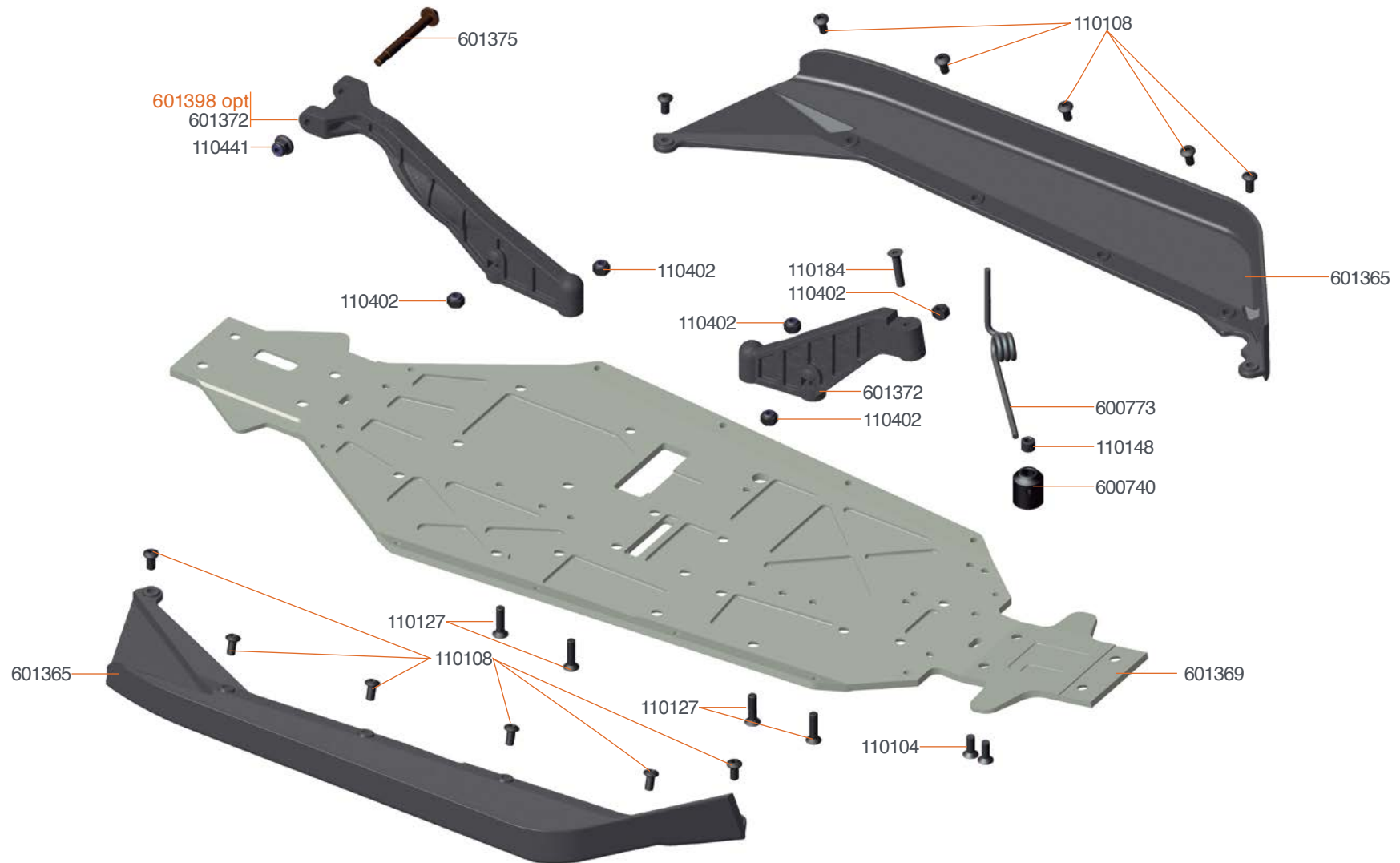


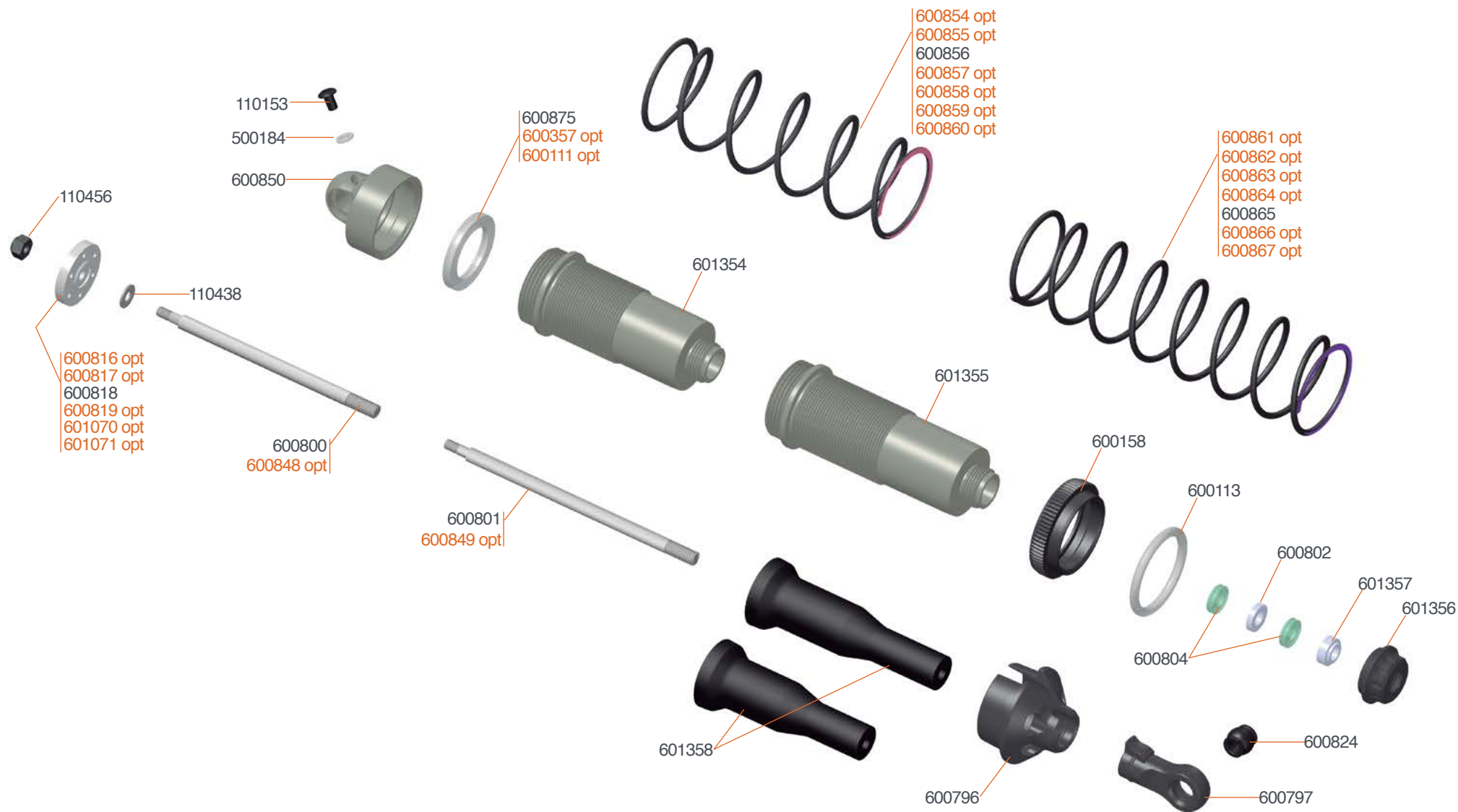
601280 HTD diff X-shaft alu SRX8



601072 HTD diff pin 10T alu (2) SRX8  
601250 HTD diff set 44T SRX8 GT V2  
601251 HTD diff gear 44T SRX8 GT V2





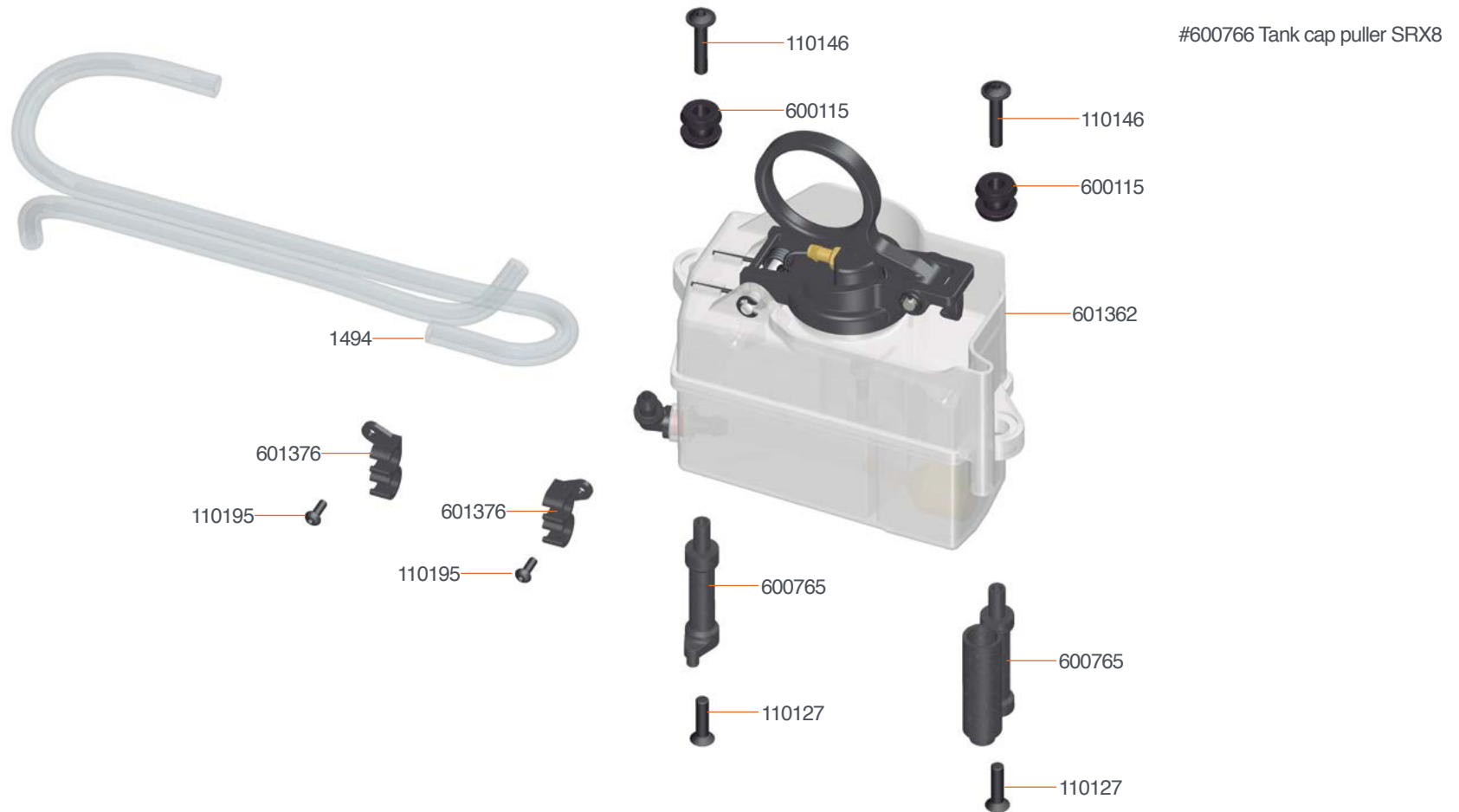


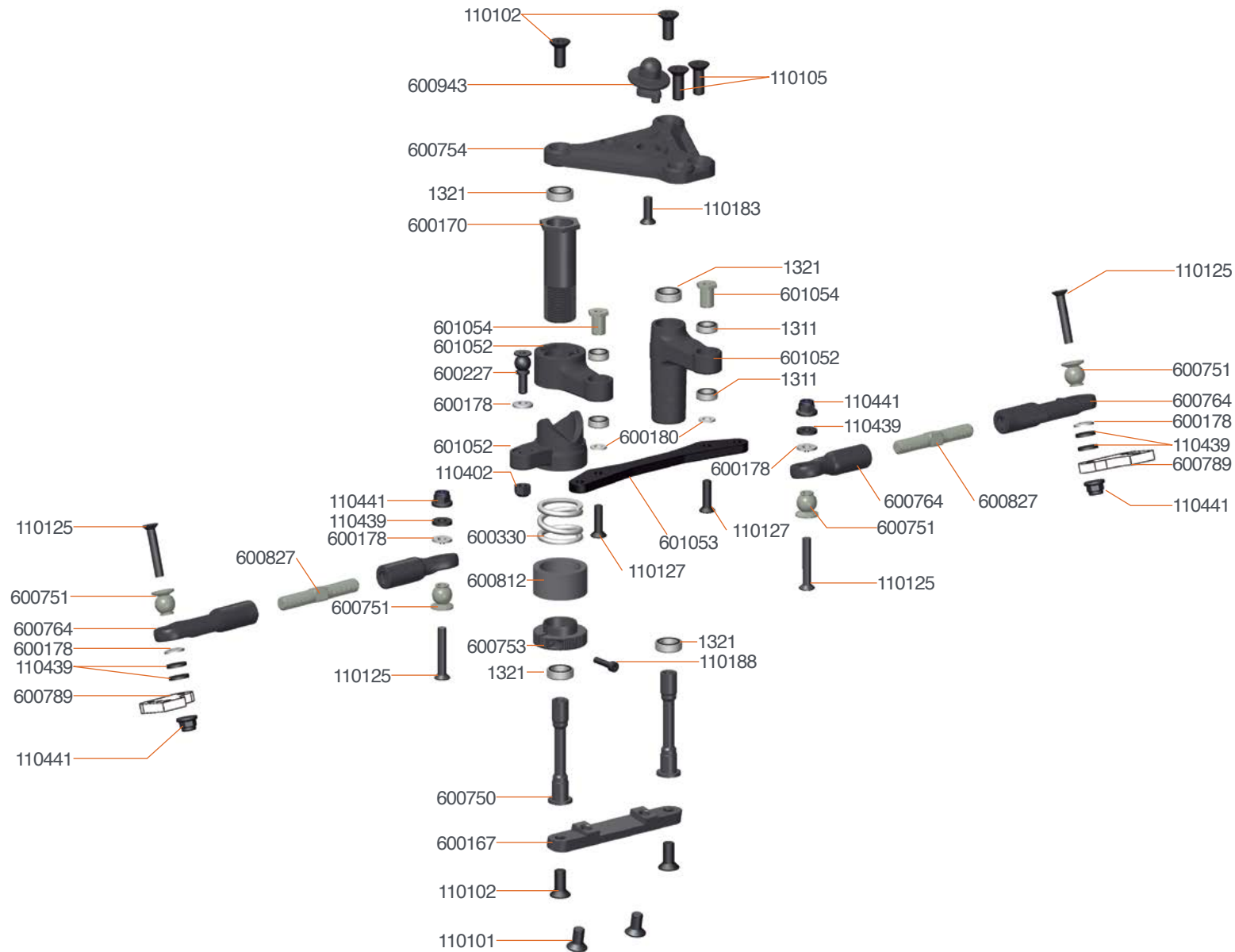
600854 Shockspring FR 4.5 lbs orange (2)  
 600855 Shockspring FR 4.7 lbs red (2)  
 600857 Shockspring FR 5.1 lbs blue (2)  
 600858 Shockspring FR 5.3 lbs purple (2)  
 600859 Shockspring FR 5.5 lbs green (2)  
 600860 Shockspring set FR (6x2)

600861 Shockspring RR 3.0 lbs orange (2)  
 600862 Shockspring RR 3.2 lbs red (2)  
 600864 Shockspring RR blue 3.6lbs (2)  
 600866 Shockspring RR 4.0 lbs green (2)  
 600867 Shockspring set RR (6x2)  
 600357 Membrane webbed silicone (4)

600816 Shock piston blank (4) SRX8  
 600817 Shock piston 5 holes (4) SRX8  
 600819 Shock piston 8 holes (4) SRX8  
 600848 Shock shaft FR TiN coated (2) SRX8  
 600849 Shock shaft RR TiN coated (2) SRX8  
 600111 Shock membrane (10)

600863 Shockspring RR pink 3.4lbs (2)  
 601070 Shock piston angled 1.2mm 8holes (4) SRX8  
 601071 Shock piston angled 1.3mm 8holes (4) SRX8

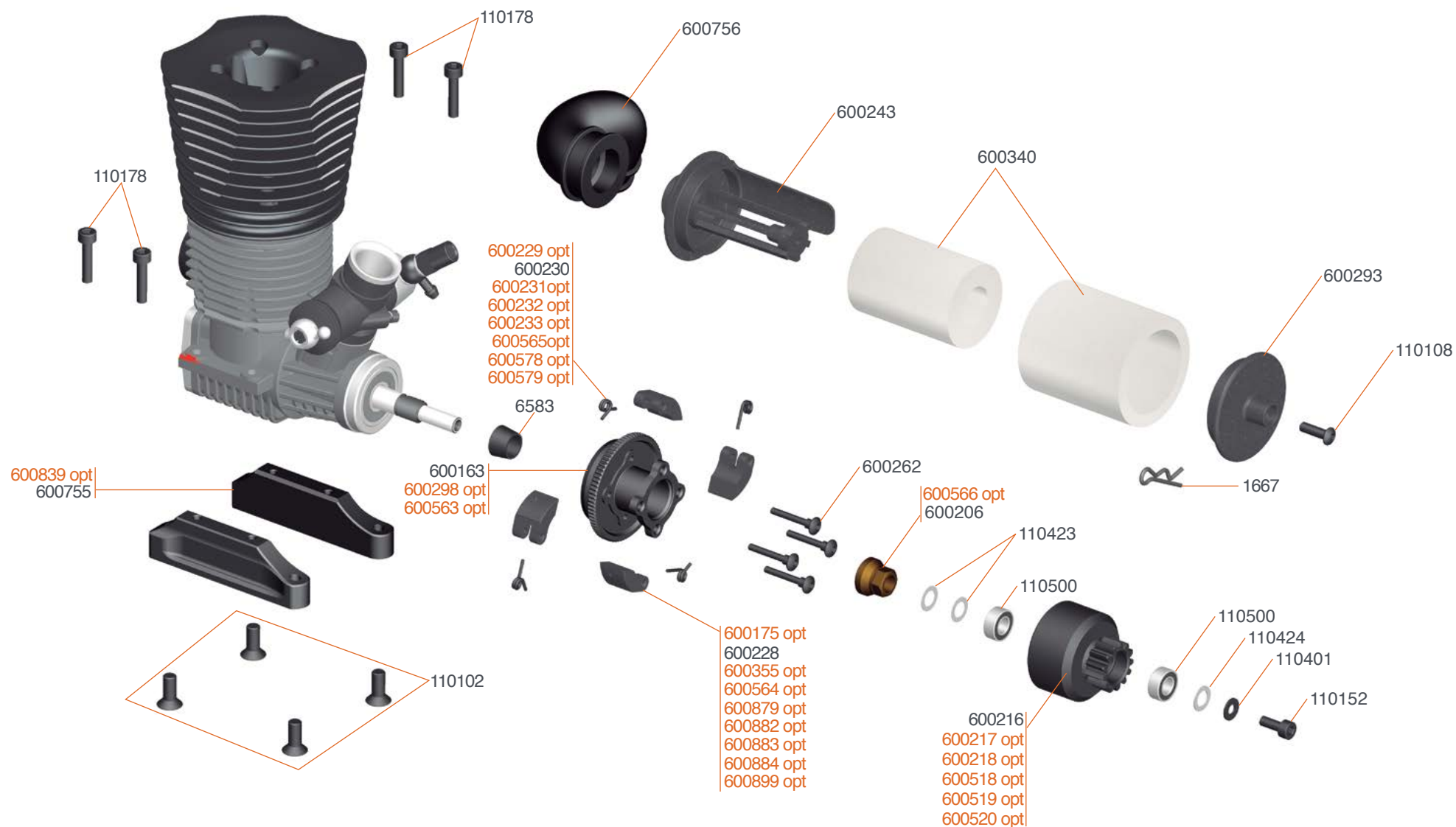




# CLUTCH AND FILTER EXPLODED VIEW

**SRX8**  
GEN 4

**SERPENT**



600518 Clutch bell 13T vented  
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)

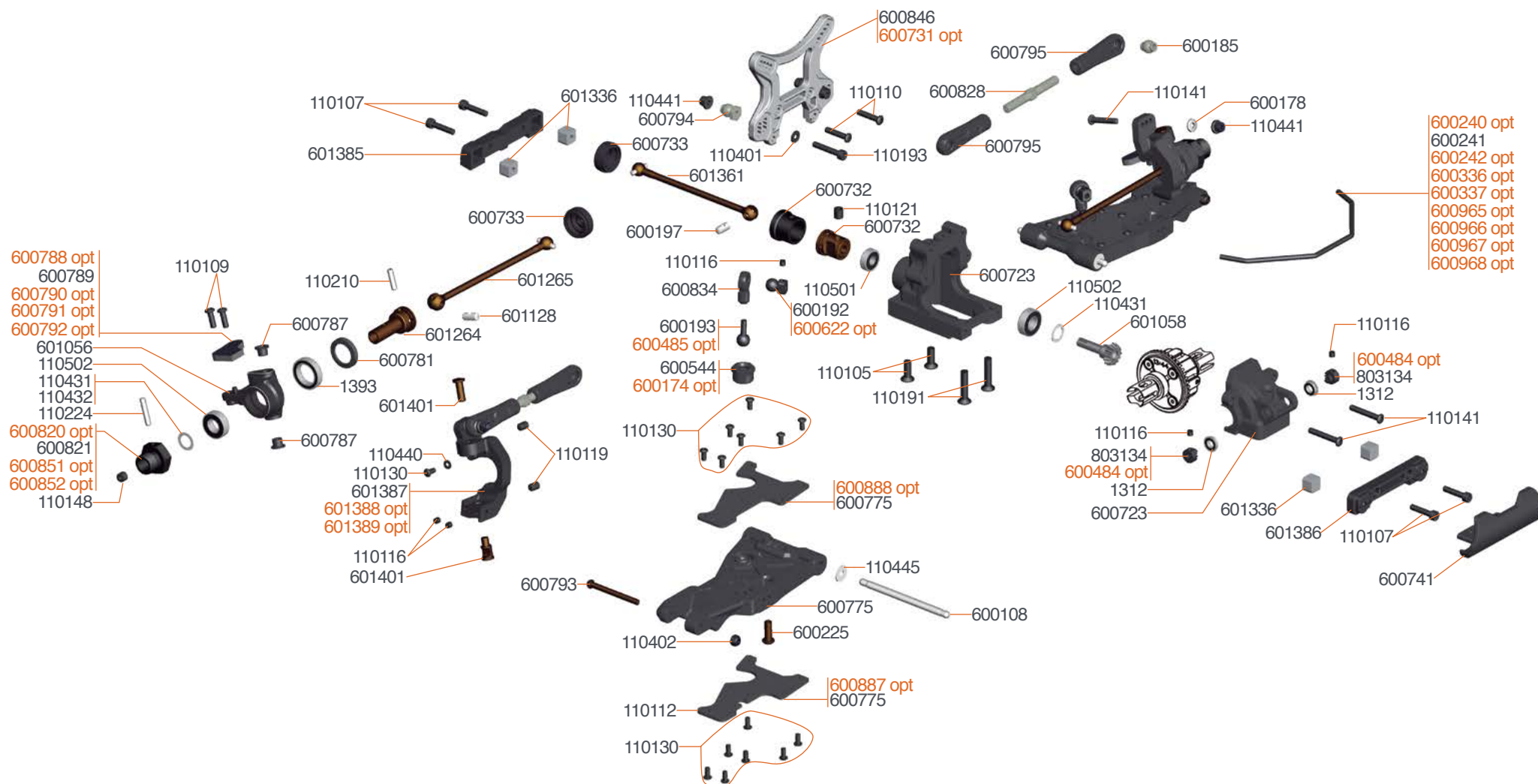
600355 Clutch shoe set Alu / Carbon (2+2)  
600244 Clutch-set alu / carbon  
600298 Flywheel steel  
600563 Flywheel 3-pin alu  
600565 Clutch spring 3-pin 0.9mm (4)  
600578 Clutch spring 3-pin 1.0mm (3)  
600579 Clutch spring 3-pin 1.0mm (3)

600564 Clutch shoe 3-pin carbon (3)  
600566 Clutch nut 3-pin  
600879 Clutch shoe yellow (4)  
600882 Clutch shoe 4-pin alu 6061 (4)  
600883 Clutch shoe 3-pin alu 6061 (3)  
600884 Clutch shoe 3-pin alu 7075 (3)  
600217 Clutch bell 14T

600218 Clutch bell 15T  
600520 Clutch bell 15T vented

**OPT**

601349 Throttle lever alu 25T SRX8 Gen4

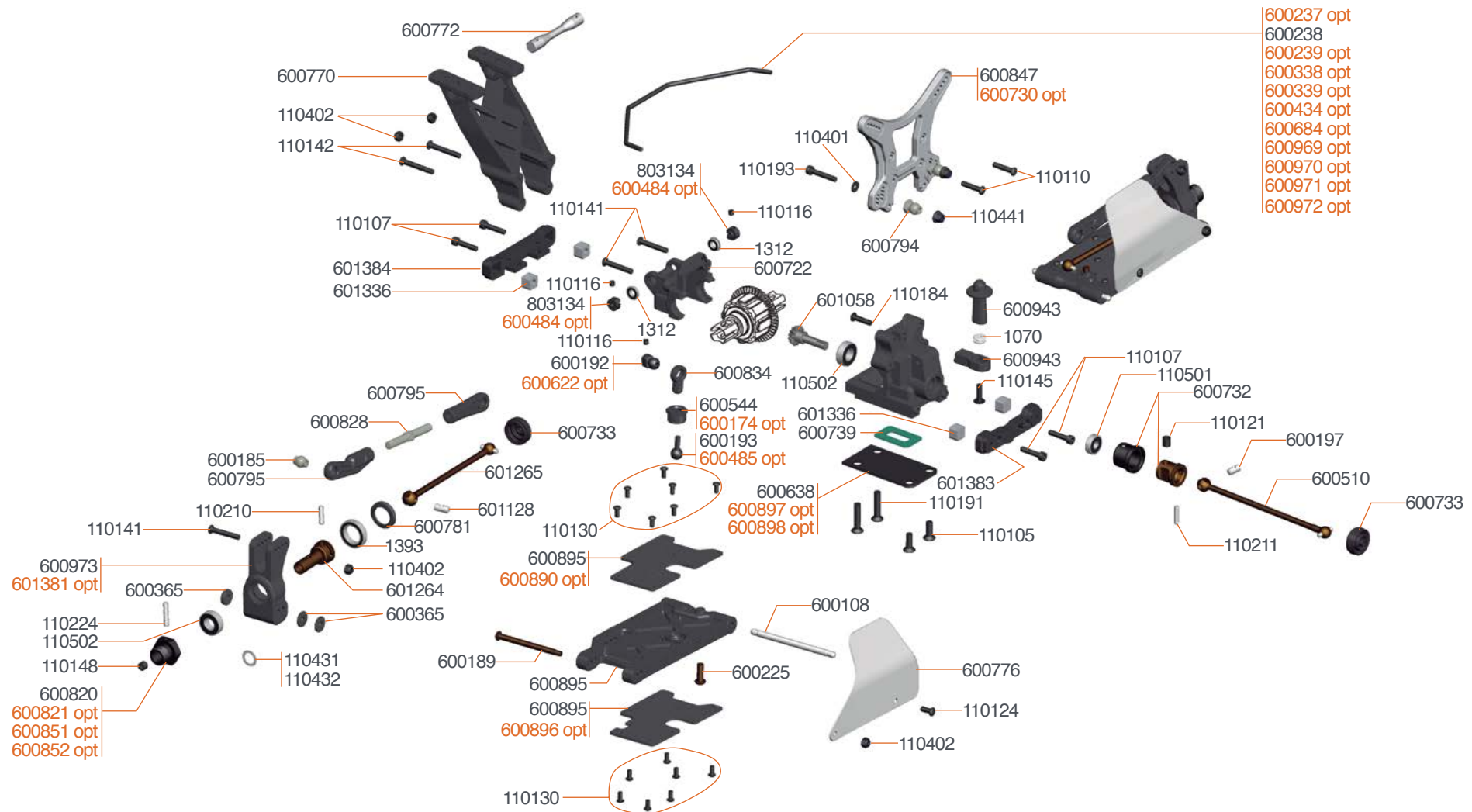


600174 Antirollbar nut (2)  
600336 Antiroll bar front 1.8mm  
600337 Antiroll bar front 2.0mm  
600240 Antiroll bar front 2.3mm  
600242 Antiroll bar front 2.7mm  
600484 Antirollbar spacer 3mm alu (2)  
600485 Pivotball threaded anti roll bar alu (2)

600622 Pivotball antirollbar alu (4)  
600788 Steering arm 0 carbon (2) SRX8  
600791 Steering arm 3 carbon (2) SRX8  
600792 Steering arm 4 carbon (2) SRX8  
600731 Shocktower FR carbon SRX8  
600851 Wheelhexagon 0mm light (2) SRX8  
600852 Wheelhexagon +1mm light (2) SRX8

600887 Wishbone insert carbon FR Lower SRX8 (2)  
600888 Wishbone insert carbon FR Upper SRX8 (2)  
600893 Overdrive diff pinion 13T 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  
600820 Wheelhexagon 0mm (2) SRX8  
600853 Gear Coupler alu SRX8  
600970 Steering arm 2 carbon (2) SRX8  
601388 C-hub 19deg KPI L+R alu SRX8 V2  
601389 C-hub 21deg KPI L+R alu SRX8 V2



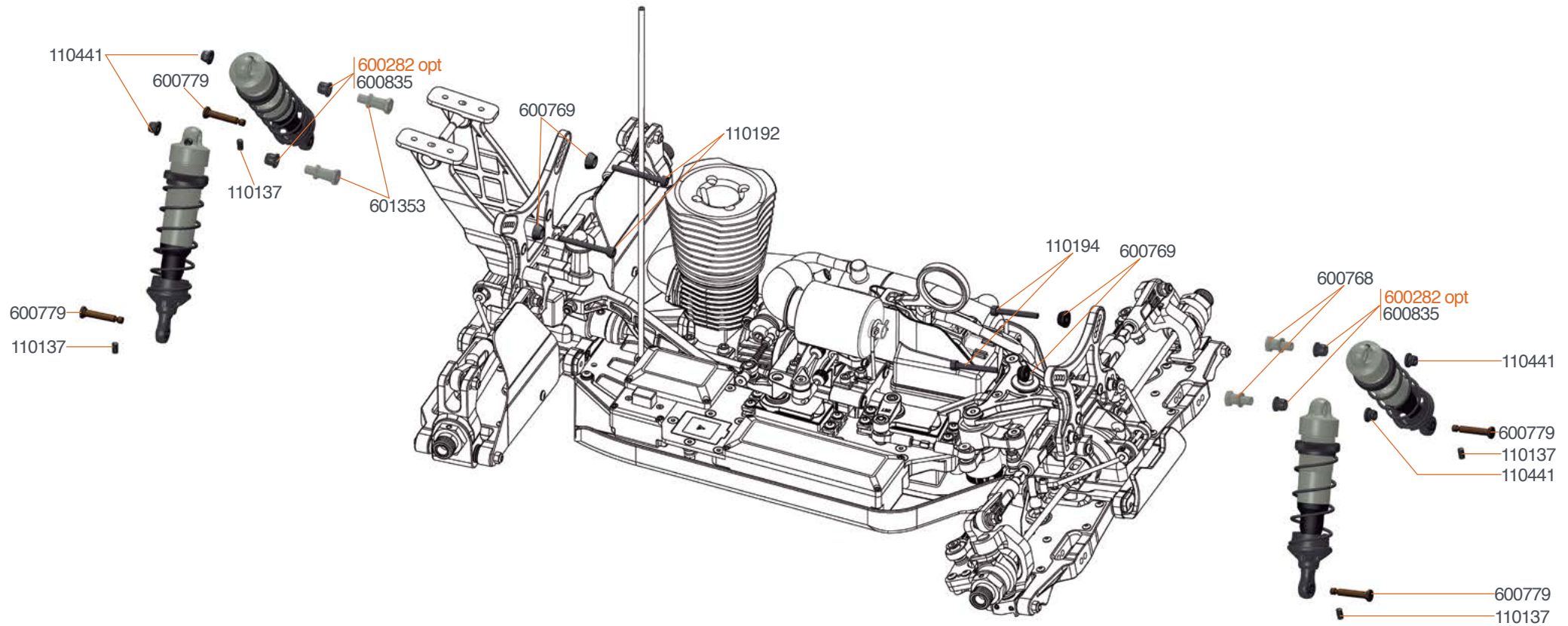
|        |                                |
|--------|--------------------------------|
| 600174 | Antirollbar nut (2)            |
| 600338 | Antiroll bar rear 1.8mm        |
| 600339 | Antiroll bar rear 2.0mm        |
| 600434 | Antiroll bar rear 2.4mm        |
| 600237 | Antiroll bar rear 2.3mm        |
| 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)
- 600896 Wishbone insert carbon RR Lower V2 SRX8
- 600851 Wheelhexagon 0mm light (2) SRX8
- 600852 Wheelhexagon +1mm light (2) SRX8
- 600853 Gear coupler alu SRX8
- 600890 Wishbone insert carbon RR Upper

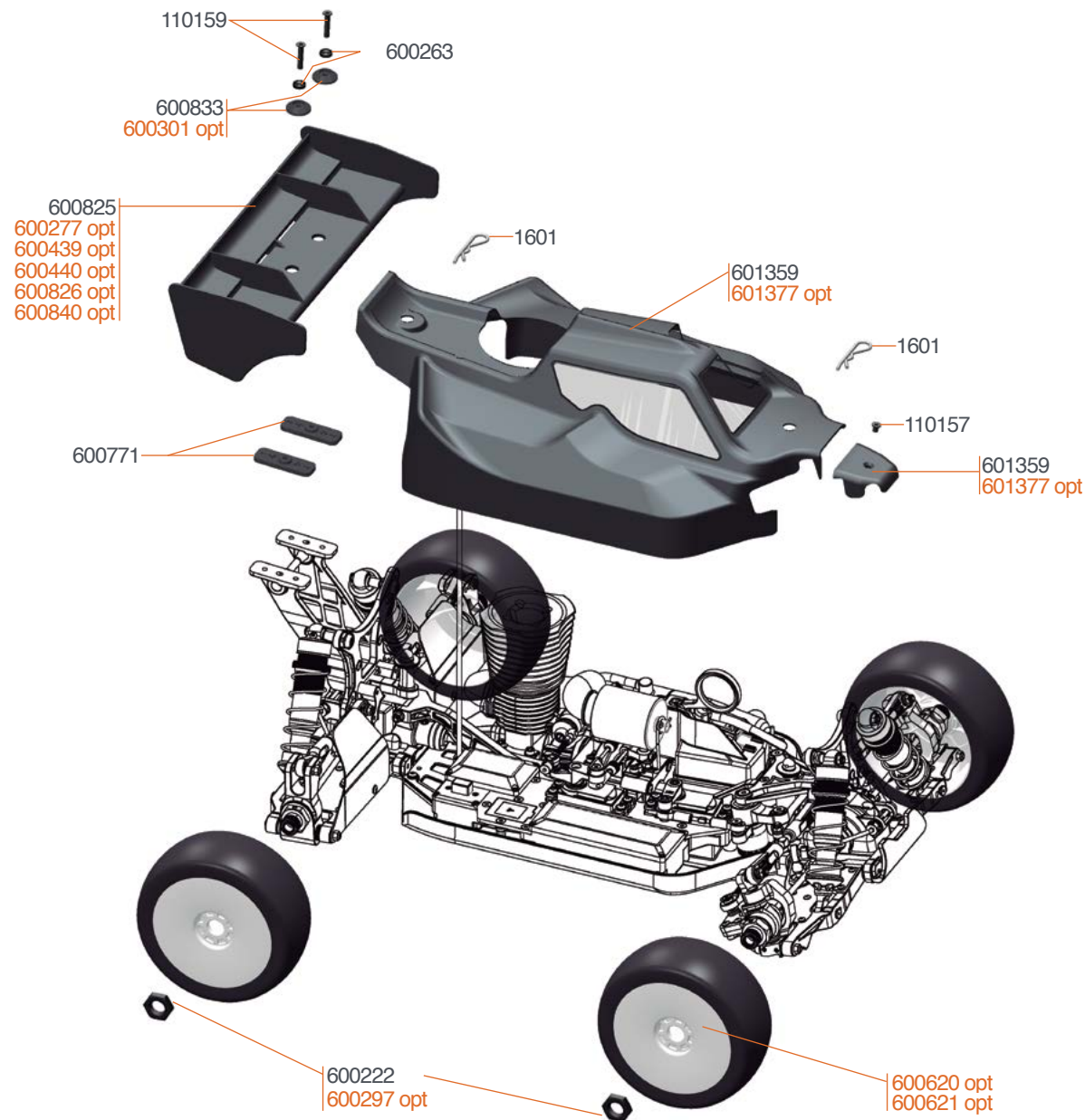
SRX8 (2)

|        |                                |
|--------|--------------------------------|
| 600893 | Overdrive diff pinion 13T SRX8 |
| 600969 | Antiroll bar rear 2.2 mm       |
| 600970 | Antiroll bar rear 2.4 mm       |
| 600971 | Antiroll bar rear 2.6 mm       |
| 600972 | Antiroll bar rear 2.8 mm       |
| 600730 | Shocktower RR carbon SRX8      |
| 600821 | Wheelhexagon +1mm (2) SRX8     |

600897 Skid plate alu SRX8  
600898 Skid plate carbon SRX8  
601381 Adjustable upright set alu SRX8 Gen4  
601382 Adjustable upright inserts (20) SRX8 Gen4



600282 Shock-pivot bushing delrin (4)



600297 Wheel-nut 17mm flanged/light (4)  
600277 Wing black nylon  
600439 Wing white low 811

600440 Wing black low 811  
600826 Wing straight MD white 1/8  
600840 Wing lexan HD with gurney 1/8

600620 Rim 1/8 buggy White (4)  
600621 Rim 1/8 buggy Yellow (4)  
601377 Body SRX8 Gen4 light

# **TEAM SERPENT NETWORK**

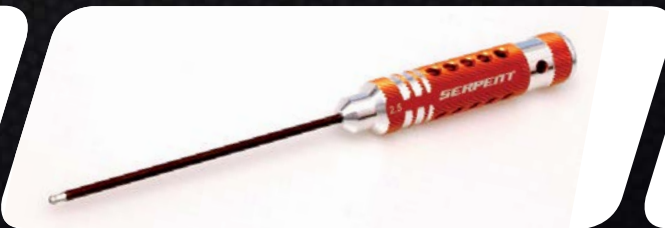
## **SRX8 Gen4 SPARE PARTS**



## **SRX8 Gen4 OPTIONALS PARTS**



## **SERPENT TOOLS**



## **SERPENT MERCHANDISING**



## SERPENT WEBSITE AND BLOG

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[www.teamserpent.com](http://www.teamserpent.com)

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*1/8 OFF ROAD SCALE*

# **SRX8**

## **GEN4**



Manual SRX8 Gen4 #83841-1

**SERPENT**