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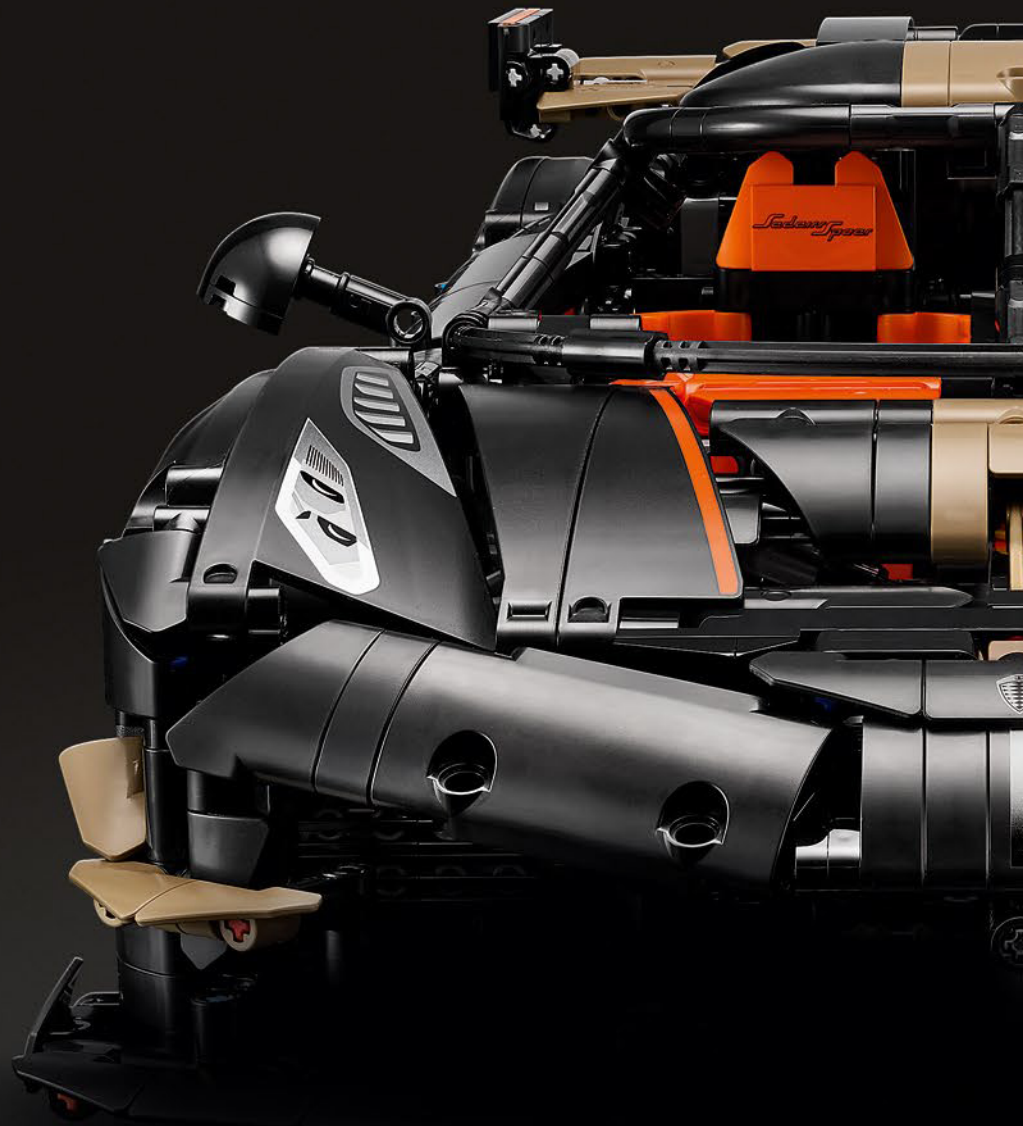


LEGO TECHNIC
Koenigsegg


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KOENIGSEGG AUTOMOTIVE

Ängelholm (Suecia)
Fundada en 1994



THE LEGO GROUP

Billund (Dinamarca)
Fundada en 1932



¿Qué ocurre si nos planteamos desafíos descabellados y aparentemente imposibles? Al colaborar con Koenigsegg, descubrimos hasta qué punto llega nuestra pasión compartida por la innovación lúdica.

Acompáñanos a descubrir los secretos de diseño del Koenigsegg Sadair's Spear LEGO® Technic.

DE LOS SUEÑOS DE LA INFANCIA AL DISEÑO DE PRIMER NIVEL

Cuando nos sentamos a conversar con Christian von Koenigsegg, fundador y propietario de Koenigsegg, nos vimos alineados por el juego desde el primer momento. Ambas empresas nos inspiramos en el desenfadado optimismo de la infancia combinado con un compromiso incondicional con la perfección y, no menos importante, nuestra fe inquebrantable en las ideas audaces y las comunidades creativas. Al fin y al cabo, ¿qué probabilidades hay de que dos pequeñas empresas de dos pequeñas localidades de Dinamarca y Suecia se conviertan en casos de éxito a nivel mundial?

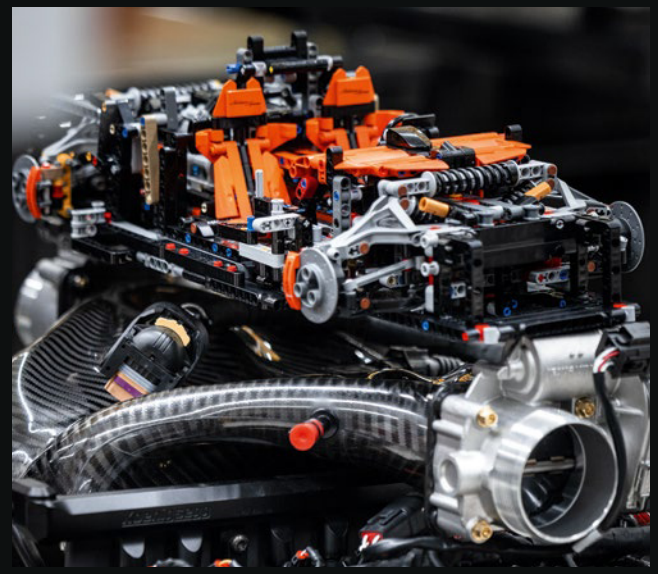
A pesar de habernos fundado con más de medio siglo de diferencia, nuestros productos base (los ladrillos LEGO® y los *megacars*) desatan la imaginación y los sueños de fans de todas las edades. Dos marcas igualmente decididas a alcanzar nuevas cumbres en la ingeniería, desafiar los límites de lo posible y hacer lo que nunca antes se había hecho.



KOENIGSEGG











SUEÑOS CONSTRUIDOS EN COMUNIDAD

Sea cual sea tu sueño más extravagante, se vuelve mucho más fácil de alcanzar si logras involucrar a otras personas para que te ayuden a conseguirlo. Para el sexto modelo de nuestra exclusiva colección LEGO® Technic, asociarnos con Koenigsegg era uno de nuestros mayores sueños. El equipo de Koenigsegg es conocido por el arrollador entusiasmo y la implicación que vuelcan en sus coches, el sector y la comunidad de fans de los *megacars*. Para la directora de operaciones de la empresa, Halldora von Koenigsegg, la colaboración con LEGO es una alianza natural:

"Los equipos de LEGO y Koenigsegg sienten una pasión increíble por la tecnología, el diseño, el espíritu lúdico, la curiosidad y el afán por desafiar los límites. Nuestros valores fundamentales están perfectamente alineados, y ambas empresas contamos con comunidades muy sólidas. Entendemos la necesidad de mantenernos dentro del marco de trabajo de LEGO y, al igual que los nuestros, los equipos de Technic están entusiasmados por desafiar las convenciones. No vemos obstáculos; vemos desafíos y disfrutamos con ellos".



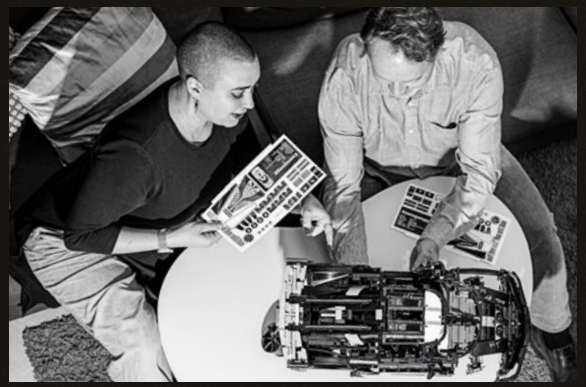




"Este modelo es, sin duda, un proyecto de equipo, tanto para The LEGO Group como para nuestros socios de Koenigsegg".

- El equipo de diseño de LEGO® Technic







LA CONSTRUCCIÓN DE UN LEGADO

El Sadair's Spear, un homenaje final a la serie Jesko, se lanzó en una edición limitada de tan solo 30 impresionantes *megacars* homologados para la circulación. Al igual que el modelo original en el que se basa, esta versión LEGO® Technic presenta detalles de diseño, técnicas de construcción y elementos novedosos desarrollados en estrecha colaboración entre The LEGO Group y Koenigsegg.

Diseñar una réplica mientras el coche real aún está en fase de desarrollo siempre supone un desafío apasionante para el equipo de Technic. Aunque la mayoría de las características del diseño del Sadair's Spear ya estaban decididas, algunos detalles, como la toma de aire central de la cubierta trasera, se terminaron de definir mientras completábamos nuestro diseño. Nuestro proceso tuvo en cuenta esa posibilidad: contábamos con la flexibilidad necesaria para aplicar cambios de última hora y todos arrimamos el hombro para que saliera bien.

Se nos ocurrió la idea de crear una combinación de colores exclusiva para el modelo Technic, ¿pero por qué quedarnos ahí si podíamos ir un paso más allá? El primer Sadair's Spear luce la librea marrón '76 Brown, que se completa con detalles en blanco y verde Koenigsegg Racing Green. ¿Pero y si un color exclusivo de LEGO pudiera, a su vez, inspirar el color de un Sadair's Spear de verdad?

En colaboración con Koenigsegg, experimentamos con combinaciones de colores que encajaban con su marca (ya usadas anteriormente en sus coches), aplicándolas de nuevas maneras. La combinación de colores elegida debía diferenciarse de las ya empleadas en otros *megacars* y en la colección LEGO Technic.

THE LEGO GROUP







"¡Este lo construimos seguro! Tendremos que ocupar la mesa del comedor durante semanas".

- Halldora von Koenigsegg, directora de operaciones









AL VOLANTE

"En el caso del Sadair's Spear, es la suma de pequeños cambios graduales lo que nos ha ayudado a batir récords incluso en las primeras pruebas de rodaje. Forzar aún más los límites de velocidad sería entrar en el terreno de lo absurdo para un coche homologado. ¡400 km/h ya es rapidísimo! Y podemos batir a coches diseñados exclusivamente para los circuitos. ESO es fascinante. Pero lo que de verdad me sorprendió fue la sensación al conducirlo. La forma en la que reacciona y te habla está a un nivel que no creía posible alcanzar.

"La tracción trasera se traduce en una mejor dirección sin comprometer la geometría del eje delantero. Con toda la potencia en el eje trasero y una intervención mínima del control de tracción, superamos a coches de 2000 CV con tracción a las cuatro ruedas en carreras en línea recta. Eso no me lo esperaba.

"Nuestro espíritu de equipo siempre me motiva. Valoro más una mentalidad curiosa que una formación específica, y suelo preguntar a los nuevos miembros del equipo: '¿Alguna vez has construido algo rápido y peligroso en el garaje de tu casa y has sobrevivido?'. Crear algo complejo exige responsabilidad y consideración, y te enseña por qué las cosas tienen el aspecto que tienen y se comportan como se comportan.

"Siempre he sido fan de LEGO®; hemos usado modelos de coches LEGO como proyectos de trabajo en equipo. Este modelo supera con creces todas mis expectativas. Sus asombrosos detalles, diseño y funciones capturan a la perfección la esencia del Sadair's Spear, y su caja de cambios es increíble. Estamos entusiasmados por ver cómo reaccionan los fans".







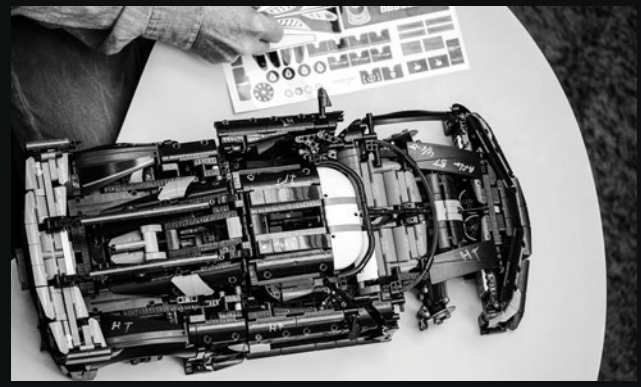

THE LEGO GROUP

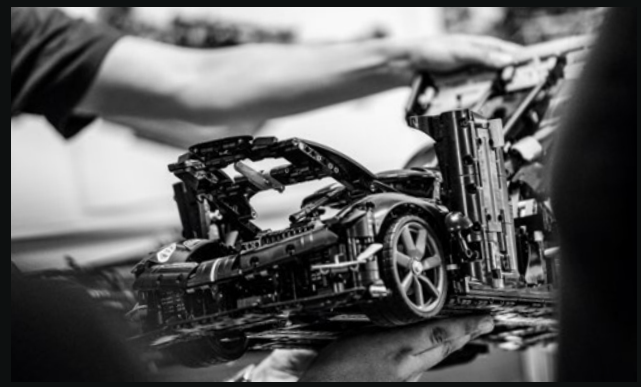


BAJO EL CAPÓ

Uno de los mayores placeres al examinar un coche nuevo es descubrir exactamente qué lo hace funcionar. Hemos reconstruido minuciosamente el compartimento del motor, con detalles como el motor de pistones V8 con el logotipo del fantasma y dos turbos, la estructura de tubo en X, el radiador de aceite, la suspensión Triplex con amortiguadores cilíndricos dorados (que también aparecen en la suspensión delantera), la barra de torsión en Z, los brazos de horquilla y el tubo de escape.

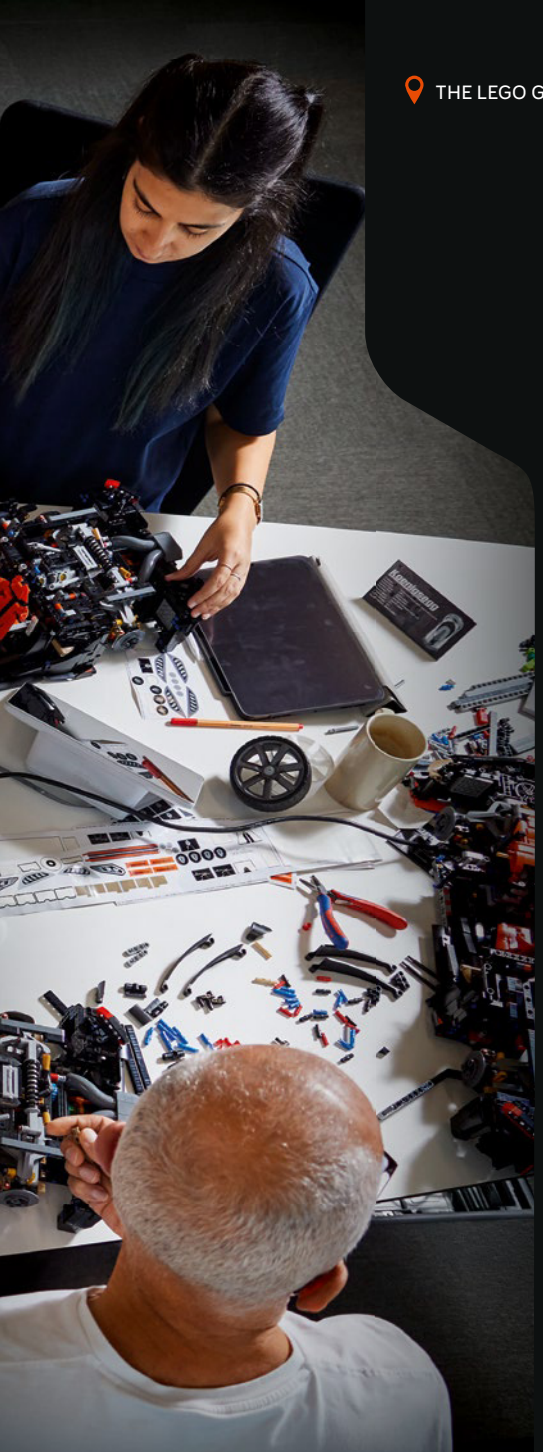
La estructura de tubo en X está representada por dos ejes grises situados en la parte superior del V8, uno a cada lado. En el coche de verdad, presentan una pendiente descendente y se unen formando una X. Debido a las limitaciones de espacio, en este modelo están inclinados hacia abajo cerca de la suspensión para crear la ilusión óptica de que se unen. La barra de torsión en Z se representa mediante ejes móviles en forma de Z que van conectados a los brazos de horquilla traseros y se ubican entre los amortiguadores largos y cortos, por debajo.











EL MOMENTO DE LAS PRUEBAS

Poner a prueba el Sadair's Spear en entornos extremos era fundamental, y lo mismo sucedía con la versión LEGO® Technic, aunque a una escala diferente (esta última es más fácil de volver a montar si ocurriera lo peor). Todos los modelos LEGO se someten a pruebas de durabilidad, nivel de dificultad, variaciones de color, uso seguro de los elementos y funcionalidad. Durante el proceso, diversas secciones del modelo pueden someterse a pruebas de resistencia con calor, presión y una serie de condiciones que simulan su uso en la vida real. Si alguna función falla durante estas pruebas, efectuamos modificaciones.

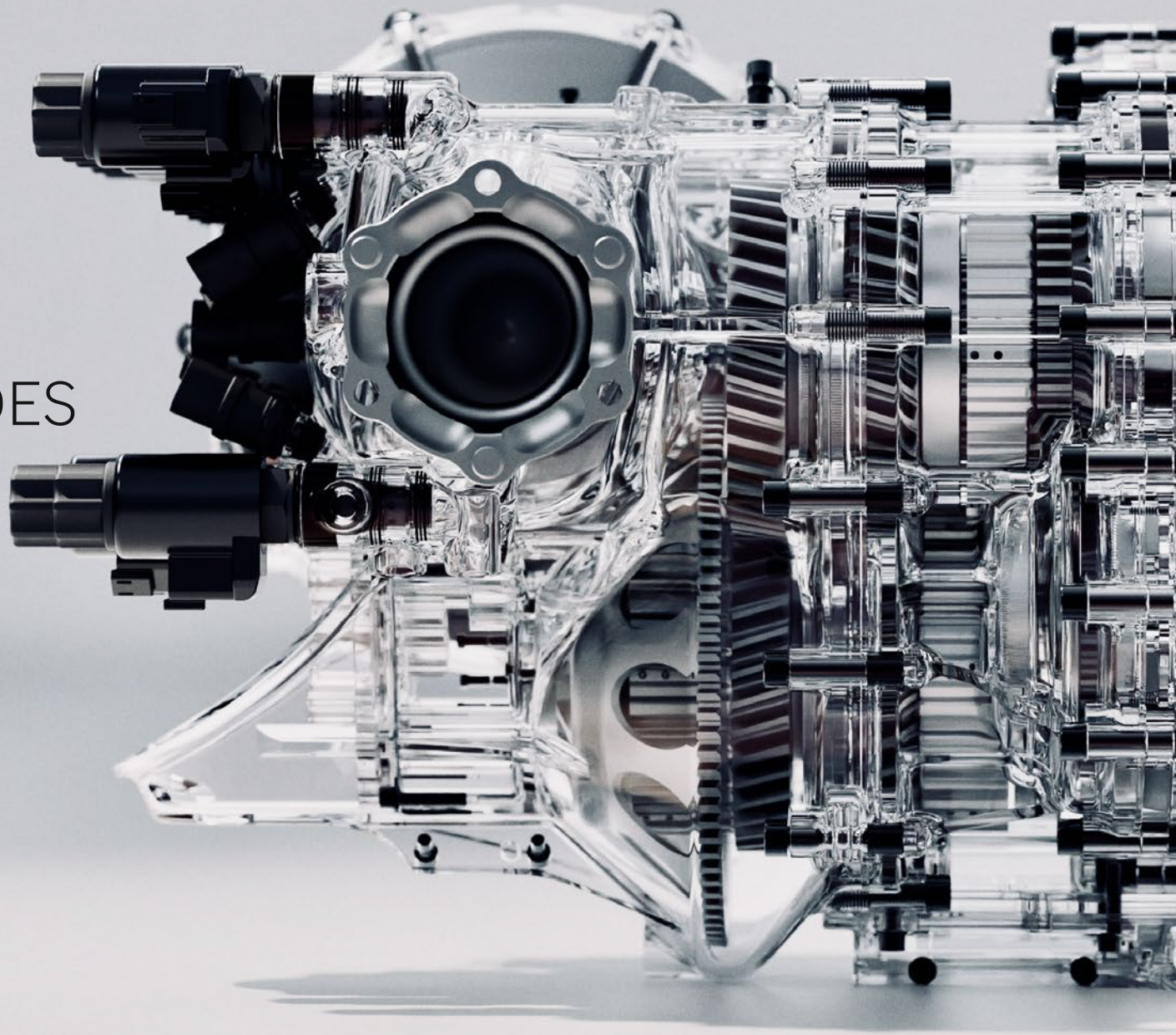
En este modelo, empezamos probando la caja de cambios de 9 velocidades con un brazo robótico programado, el cual cambiaba las nueve marchas con las levas mientras la transmisión y el motor V8 giraban. Construimos la suspensión Triplex delantera y trasera y dejamos que el brazo robótico pusiera a prueba la resistencia de los amortiguadores y las horquillas; después, ajustamos tanto el diseño de las horquillas como la resistencia de los nuevos amortiguadores para que la versión final pudiera soportar el peso del modelo completo. La prueba más exhaustiva fue la de nuestro modo Ghost, en el que el brazo robótico pasó horas y horas abriendo la cubierta trasera para activar el mecanismo y cerrando las puertas y el capó delantero.

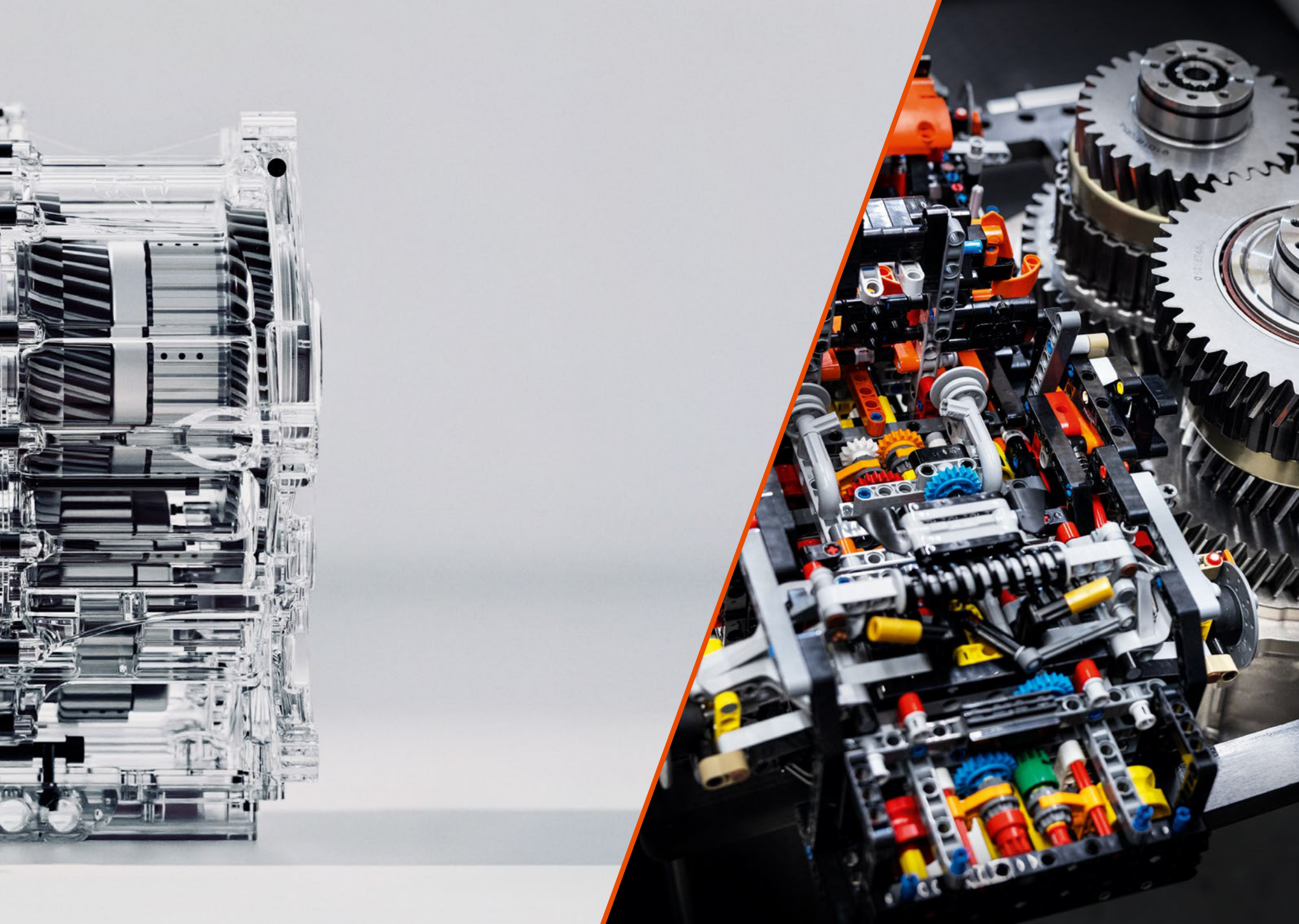
Como prueba final, un equipo compuesto por modelistas, asesores de diseño y diseñadores de instrucciones de construcción evaluó todo el proceso de construcción de principio a fin. Para un modelo de este tamaño suele necesitarse una semana entera, tiempo durante el cual se pueden aplicar los cambios necesarios.

LA CAJA DE CAMBIOS DE 9 VELOCIDADES

El Sadair's Spear usa la emblemática caja de cambios Koenigsegg de 9 velocidades (LST, Light Speed Transmission). Cuenta con seis conjuntos de engranajes que ofrecen un total combinado de nueve marchas hacia delante. La caja de cambios LST usa varios embragues multidisco bañados en aceite y funciona sin una rueda de inercia convencional, lo que permite cambios increíblemente rápidos entre todas las marchas; de ahí el nombre: Light Speed ("velocidad de la luz", en inglés).

En el coche Technic puedes cambiar de 1.ª a 9.ª marcha, o de 9.ª a 1.ª, con las levas de cambio situadas detrás del volante.







Halldora von Koenigsegg, directora de operaciones

LA EVOLUCIÓN AERODINÁMICA

Aerodinámica radical y tecnología de vanguardia son elementos que no pueden faltar para los fans en una marca reconocida por llevar el rendimiento a territorios inexplorados. Las aletas más largas, los deflectores ampliados y los paneles de la carrocería rediseñados con conductos NACA y otros elementos aerodinámicos maximizan la carga aerodinámica al tiempo que canalizan un 30 % más de aire de refrigeración hacia los radiadores. El resultado es una resistencia en pista insuperable. Los pasos de rueda ampliados albergan llantas direccionales de fibra de carbono a medida que actúan como turbinas para extraer el aire caliente de los frenos. Al mismo tiempo, un limpiaparabrisas adaptativo recién patentado, una tercera luz de freno vertical y un alerón extendido subrayan la devoción de Koenigsegg por los detalles de diseño. En el interior, la precisión digital se une a la vocación de circuito, y el conjunto se completa con arneses de 6 puntos y asientos preparados para llevar casco. Con una entrega de 1189 CV por tonelada, el Sadair's Spear es toda una demostración de potencia e innovación.

Según Halldora von Koenigsegg, la evolución de la marca solo ha sido posible gracias a las sólidas relaciones a largo plazo que han forjado con los clientes a lo largo de los años:

"Por supuesto, desde el año 2000, tanto nuestra empresa como nuestros productos han madurado, y contar con una base de clientes tan sólida y leal que nos sigue inspirando es todo un privilegio. En compañía de nuestros concesionarios, siempre buscamos formas divertidas de interactuar con nuestra comunidad y ampliar nuestra 'familia'".





DESAFÍO DE DISEÑO: ACEPTADO

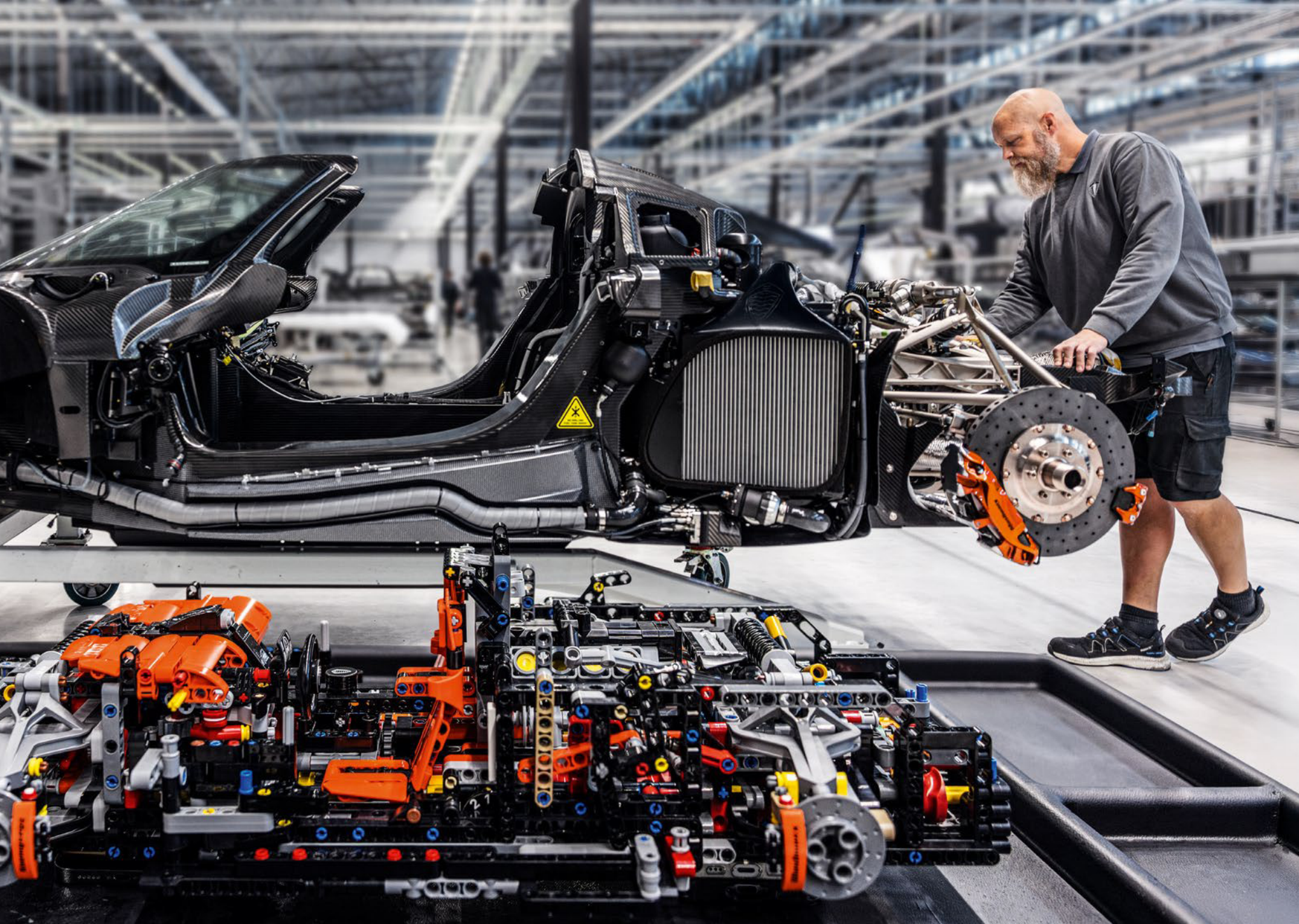
Este modelo ha sido nuestro mayor desafío hasta la fecha. A escala 1:8, su tamaño vino determinado por las proporciones de las ruedas; como referencia, usamos los archivos CAD de Koenigsegg.

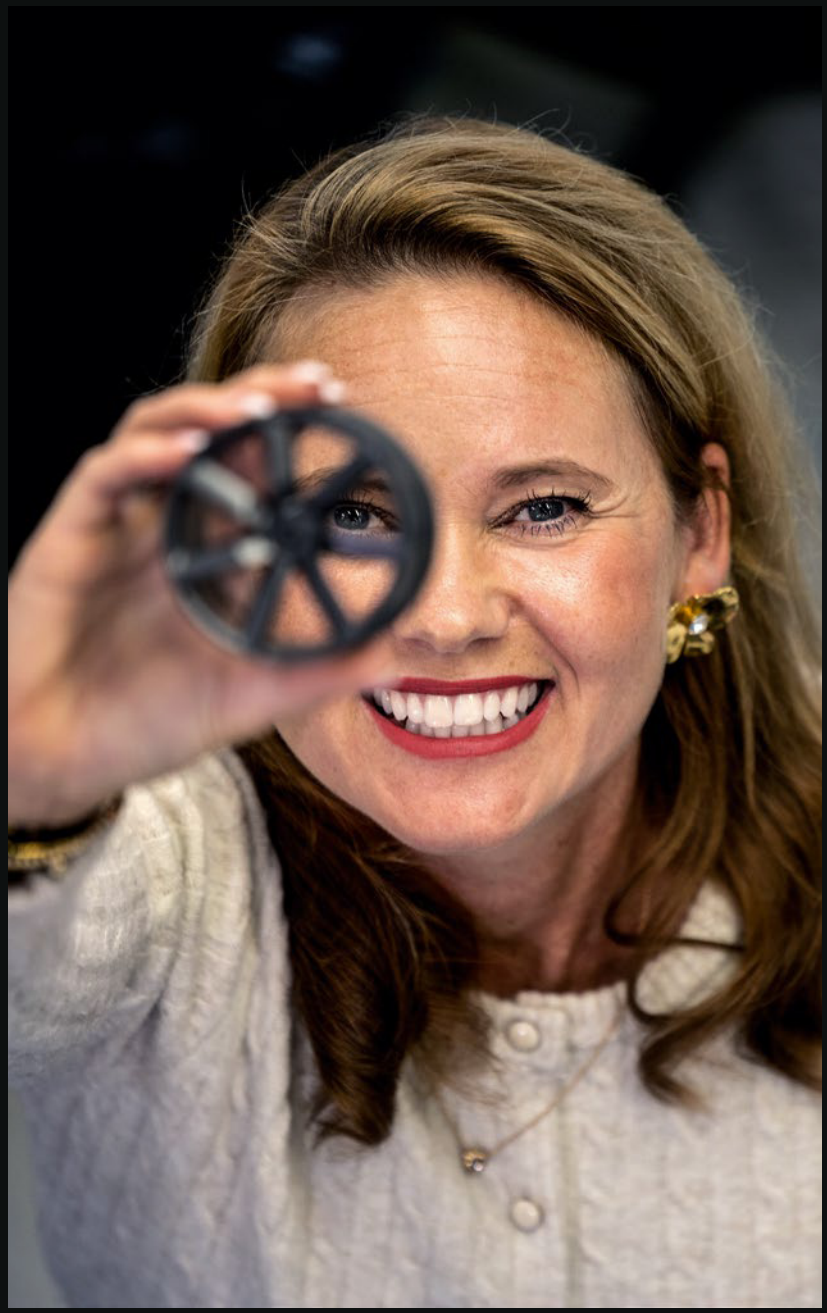
Primero tuvimos que recrear la caja de cambios de 9 velocidades. Al igual que Koenigsegg, si no tenemos lo necesario para que un detalle quede perfecto, ¡lo inventamos nosotros mismos! De ese modo, diseñamos nuevos brazos de horquilla y amortiguadores largos y cortos para recrear la suspensión Triplex delantera y trasera.

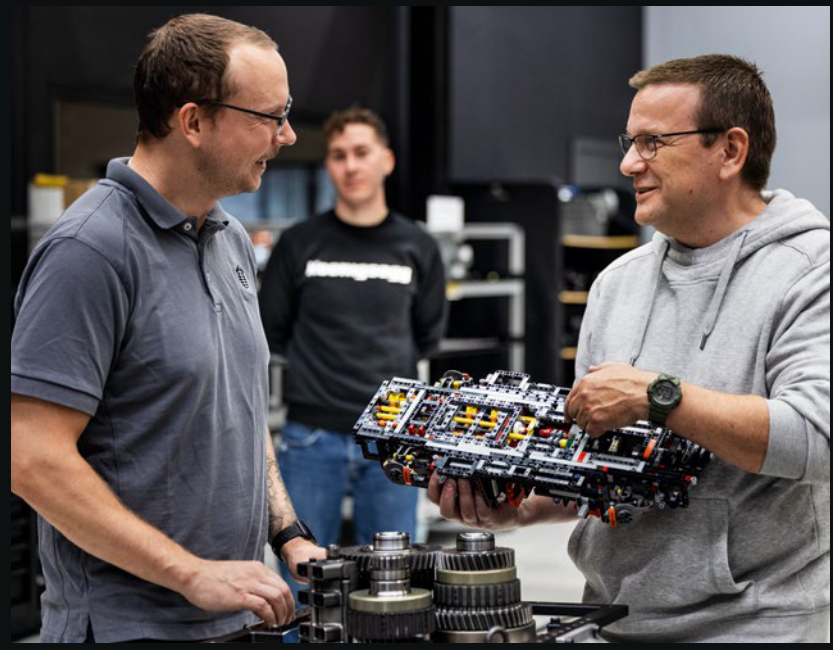
El desarrollo de los elementos tanto de la caja de cambios como de la suspensión Triplex es fruto de una estrecha colaboración: por una parte, participaron nuestros diseñadores de elementos, ingenieros de desarrollo inicial, asesores de modelos y especialistas en elementos LEGO® y, por la otra, nuestros socios de Koenigsegg. Fue un auténtico trabajo en equipo.

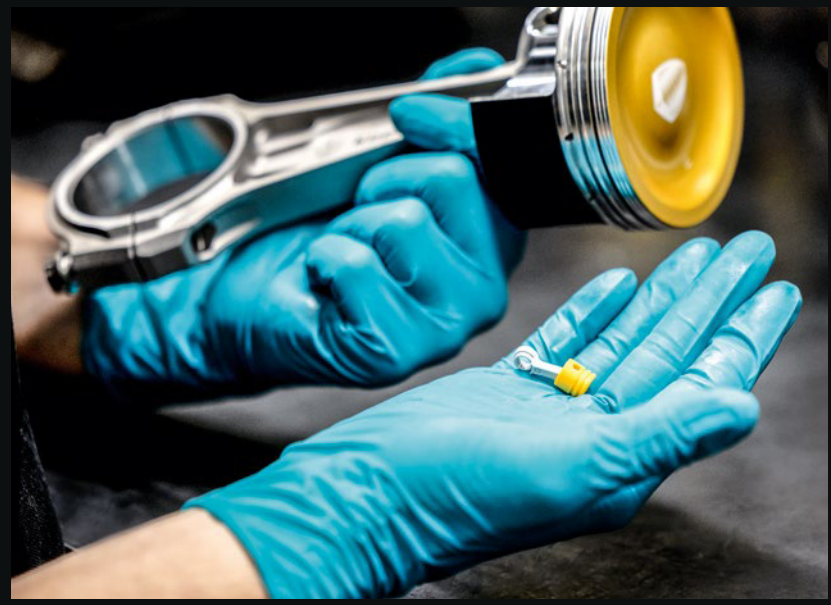
A partir de ahí, hicieron falta múltiples iteraciones de modelos de prueba para experimentar con las formas, el mecanismo del modo Ghost, el mecanismo de las puertas y el resto de los detalles de la carrocería.

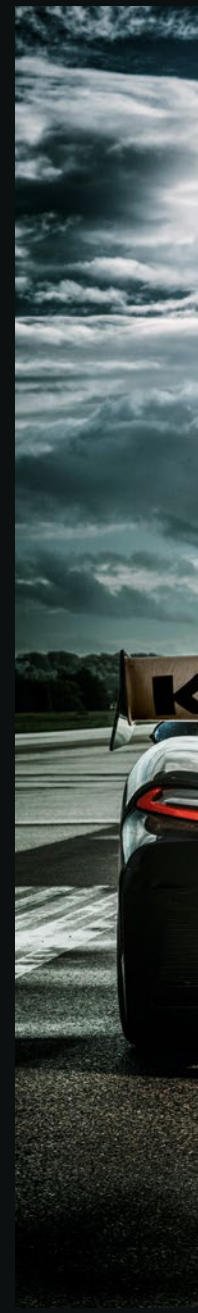















Koenigsegg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HOMOLOGADO PARA LA CARRETERA, INSPIRADO POR LA COMPETICIÓN

Steve Dubs, director de concepto y diseño de Koenigsegg, considera que la colaboración entre todos los equipos de desarrollo es fundamental para crear soluciones innovadoras:

"Siempre buscamos formas de añadir más potencia, reducir el peso y optimizar la carga aerodinámica. Aprovechando los conocimientos y las herramientas de simulación con las que contamos, nos propusimos perfeccionar la plataforma Jesko. El hecho de que Christian bautizara el coche con el nombre del caballo de carreras de la familia Koenigsegg nos lo dejó claro: tenía que rendir bien en el circuito. A partir de ahí, se inició un trabajo en equipo en el que participaron el departamento de diseño, el de ingeniería y el de dinámica de vehículos, además del equipo de aerodinámica y nuestro piloto de pruebas Markus Lundh. Teníamos muy presente la importancia de combinar los componentes existentes con nuevas soluciones.

"El nuevo alerón trasero, gracias al innovador material del que está hecho su núcleo y al método basado en la tecnología de competición con el que se fabrica, es mayor pero más ligero, y genera más carga aerodinámica con menos resistencia al avance. También aplicamos estos principios de diseño a los deflectores y al exclusivo dispositivo aerodinámico en forma de lanza situado tras la puerta. Incluso se rediseñó la parte inferior del alerón, eliminando tornillos y huecos para optimizar el flujo de aire. Durante las pruebas de desarrollo realizadas en agosto de 2025 en el circuito WeatherTech Raceway Laguna Seca, las impresiones del piloto de pruebas Markus no hicieron más que confirmar el equilibrio y la estabilidad del coche. Fue increíblemente satisfactorio ver cómo nuestra colaboración se traducía en mejoras significativas, más control y una mayor confianza a la hora de llevar el coche al límite. Apenas tres meses después de la primera prueba de desarrollo en Laguna Seca, Markus y un pequeño equipo de Koenigsegg regresaron al emblemático circuito y consiguieron el récord de vuelta para un coche de producción.

"Estoy verdaderamente impresionado con el modelo LEGO® Technic y el nivel de detalles y funciones que el equipo de Technic ha logrado plasmar. ¡Creo que les metimos bastante presión! El resultado es asombroso, con detalles como la suspensión Triplex, una caja de cambios funcional de 9 velocidades, los retrovisores plegables en las dos inconfundibles puertas de hélice sincrónica diedro y el modo Ghost completo. ¡Casi nada!".



Steve Dubs y el diseñador de LEGO® Technic



Halldora y Christian contemplan el modo Ghost del modelo por primera vez

> *"Es una locura. Una auténtica locura. ¿Cómo es posible?".*
>
> *– Christian von Koenigsegg*

LA RECREACIÓN DEL MODO GHOST

En la llave del coche real, un botón te permite activar el denominado *modo Ghost*, que abre simultáneamente la cubierta trasera (dejando a la vista el compartimento del motor), el capó delantero y las dos puertas. Estas cuatro partes abatibles del coche están conectadas entre sí mediante el sistema hidráulico. También pueden accionarse por separado desde la llave.

Esta fue, sin duda, la función más gratificante de recrear en el modelo LEGO® Technic, pero resultó aún más divertido mostrársela al equipo de Koenigsegg por primera vez y observar su reacción. El mecanismo del modo Ghost se activa al levantar la cubierta trasera, lo que acciona las funciones de apertura del capó delantero y las puertas. Cuando la cubierta trasera está cerrada, puedes seguir abriendo el capó delantero y las puertas de forma totalmente independiente mediante los botones situados a cada lado del vehículo. Al abrir las puertas, los retrovisores se pliegan sobre ellas, ¡igual que en el coche de verdad!


KOENIGSEGG


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PULVERIZANDO PRUEBAS… Y RÉCORDS

Para Koenigsegg, y especialmente para el piloto de pruebas Markus Lundh, la seguridad es siempre lo primero:

“Conducir el Sadair’s Spear es como usar un truco en un videojuego: todo está puesto al máximo. En mitad de la curva, hay más agarre. Cuando confías en el coche, puedes entrar y salir de la curva a mayor velocidad. La caja de cambios Light Speed Transmission parece una extensión de ti mismo. El salto entre varias marchas es instantáneo. El coche es muy indulgente y fácil de conducir al límite. Lo hemos pilotado sobre lagos helados y bajo el calor abrasador del Valle de la Muerte en California. Inspira confianza y transmite calma y aplomo incluso a velocidades y en condiciones extremas.

”Por supuesto, aceptamos la posibilidad de perder un coche durante las pruebas. Esa realidad añade presión, pero también es lo que nos impulsa a seguir adelante. La clave para batir récords en línea recta, como el de 0-400-0 km/h, es asegurarnos de que todo en el coche esté a punto. No es lo mismo con las subidas en cuesta, como la de Goodwood. Es un trazado lleno de baches, estrecho y sin margen de error, donde tu comodidad y tu confianza en el coche lo son todo. El récord de Goodwood ni siquiera estaba planeado: aún estábamos haciendo ajustes, pero nos pareció bien intentarlo. A esas velocidades, no tienes la sensación de que el paisaje se difumine, sino que el sonido del viento se convierte en un ruido blanco que casi ahoga el rugido del motor. Aunque el coche se vuelve más sensible a cada maniobra, nunca llega a asustar. Es más bien como volar. Una extraña sensación de libertad”.





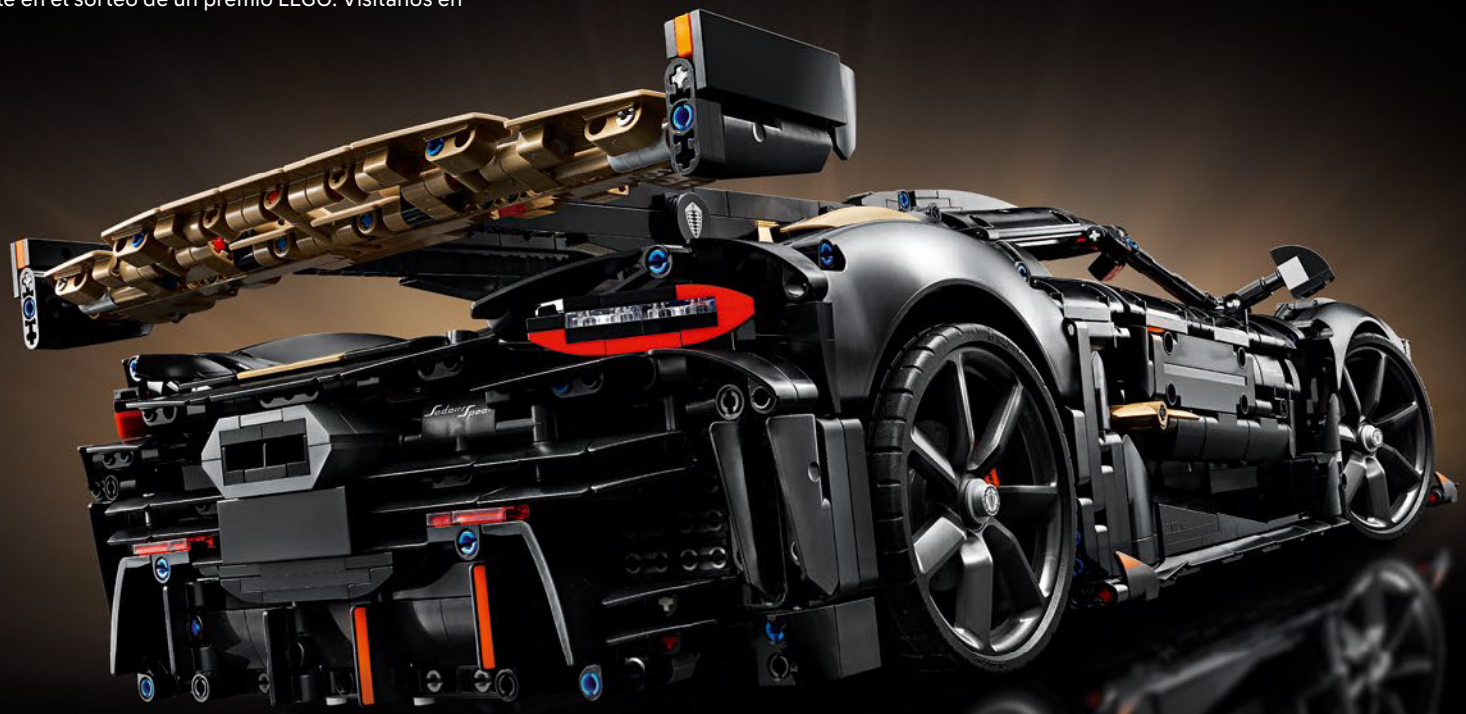


Keno Zache

DINOS LO QUE PIENSAS

Siempre nos esforzamos por mejorar la experiencia LEGO® Technic y, por eso, nos encantaría conocer tu opinión. ¿Qué piensas del modelo en sí? ¿Cómo fue el proceso de construcción? ¿Estuvo todo a la altura de tus expectativas?

Al responder a esta breve encuesta de opinión, participarás automáticamente en el sorteo de un premio LEGO. Visítanos en



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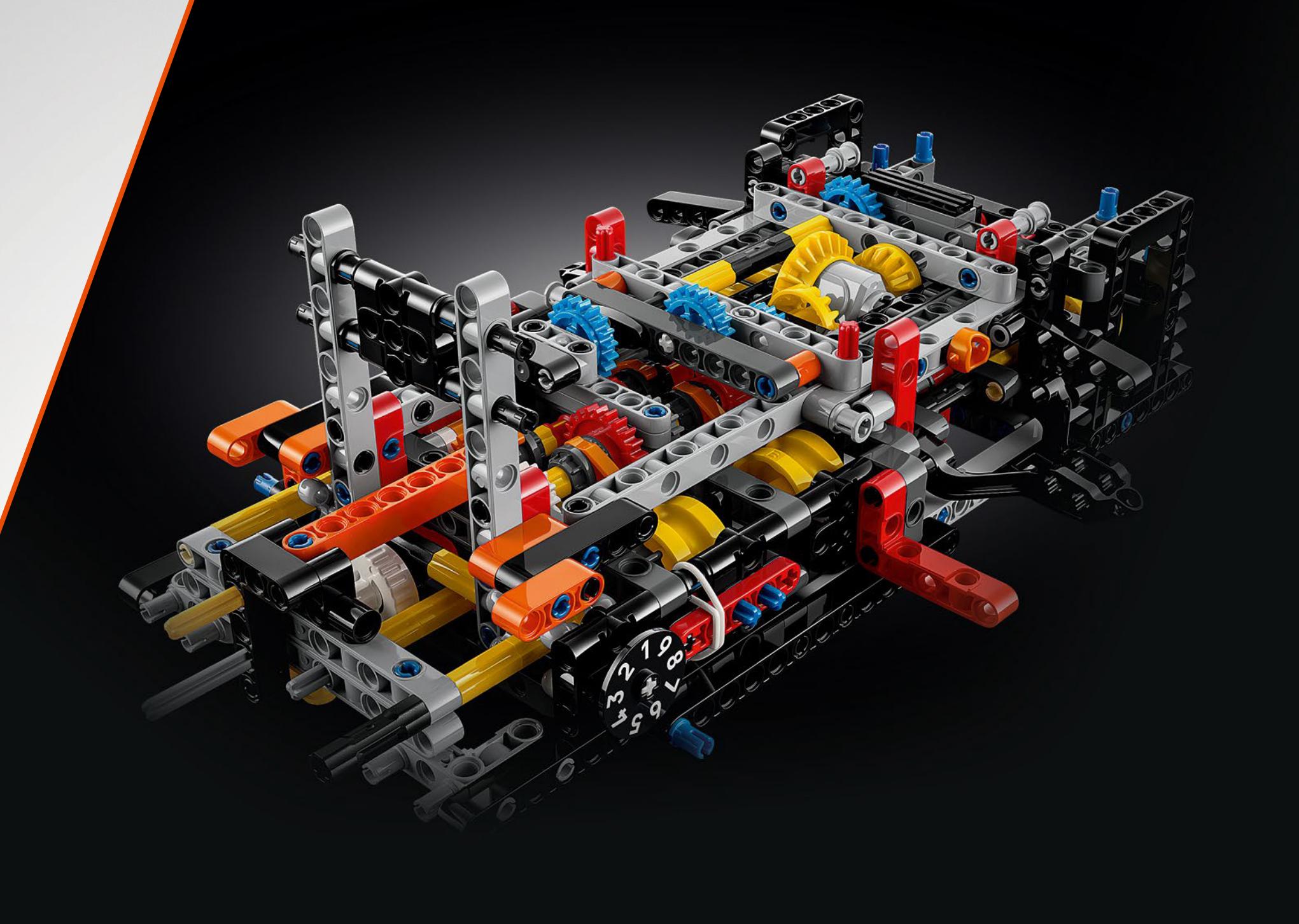
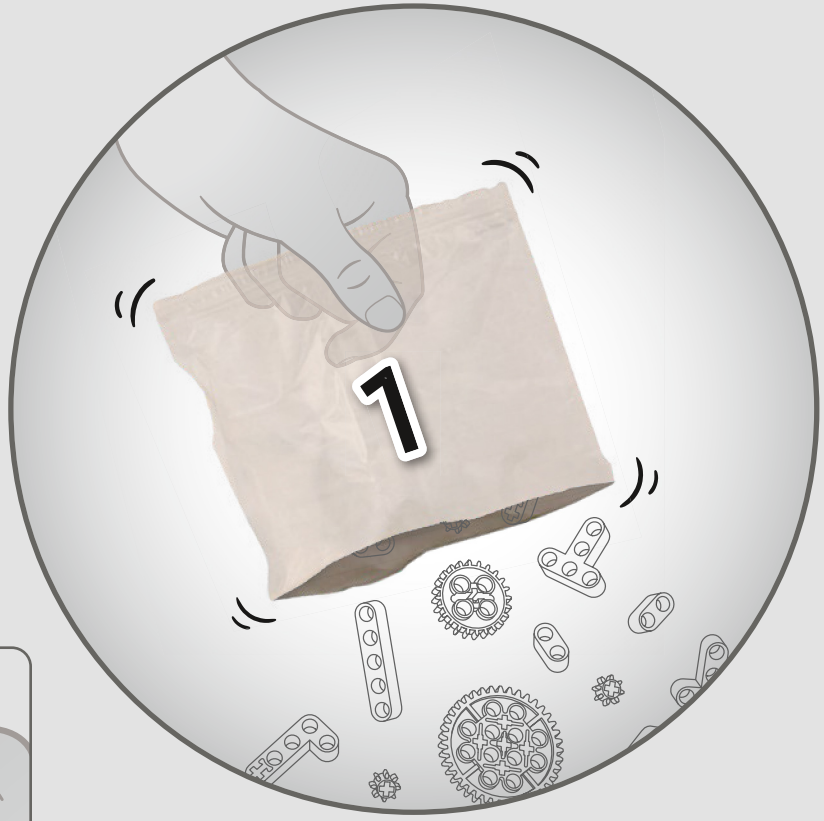
BOX



CAJA DE CAMBIOS DE 9 VELOCIDADES

El modelo puede cambiar entre 9 marchas hacia delante, punto muerto (marcha libre) y marcha atrás (una velocidad). La caja de cambios estará conectada al selector de avance, punto muerto y marcha atrás, y a las levas de cambio. El disco giratorio situado detrás del asiento del conductor con los números del 1 al 9 (visible al abrir la puerta) te indica la marcha actual.

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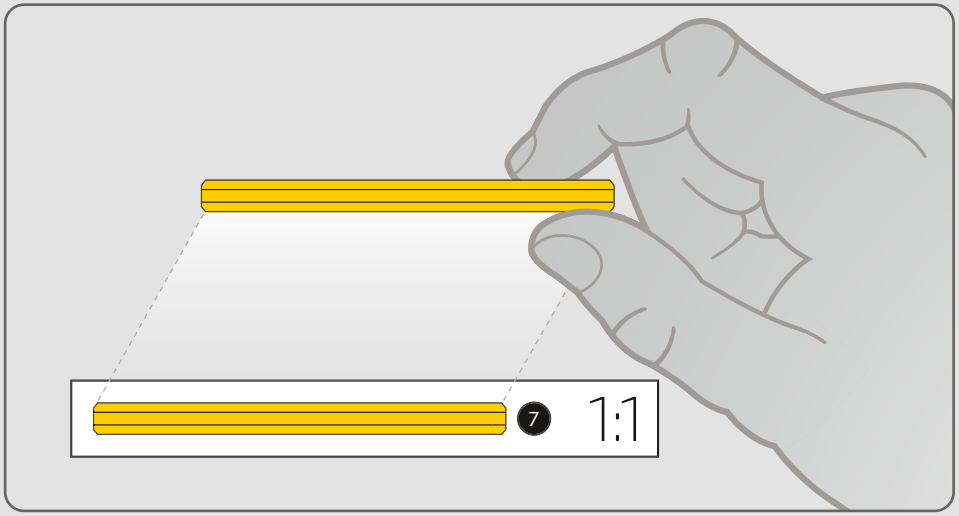
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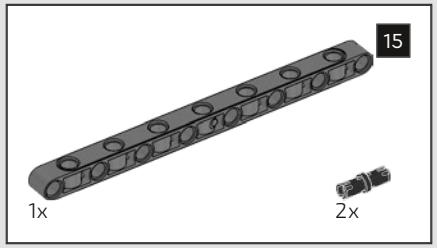

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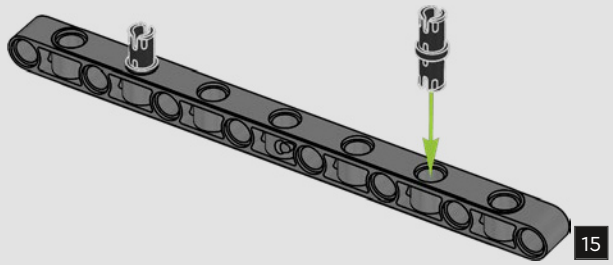

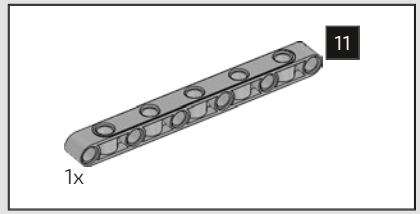

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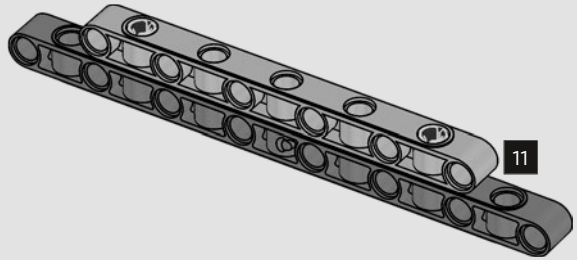

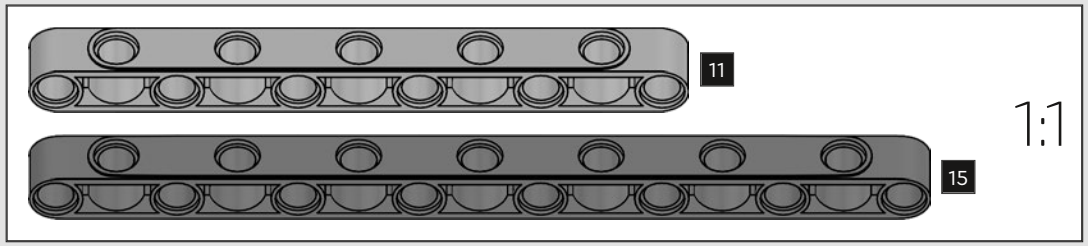

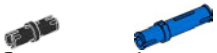

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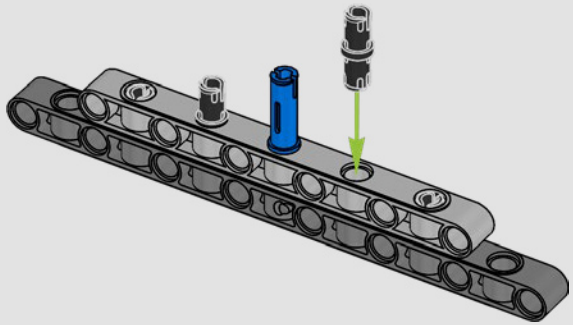

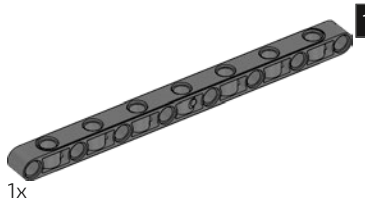

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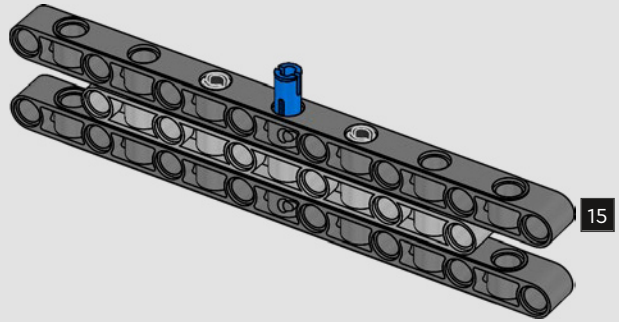

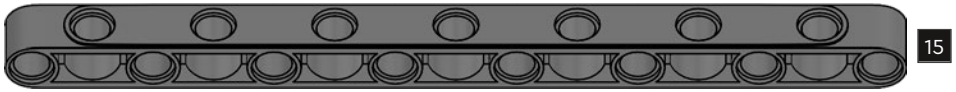



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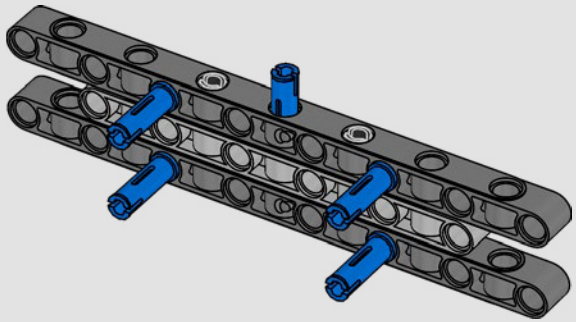



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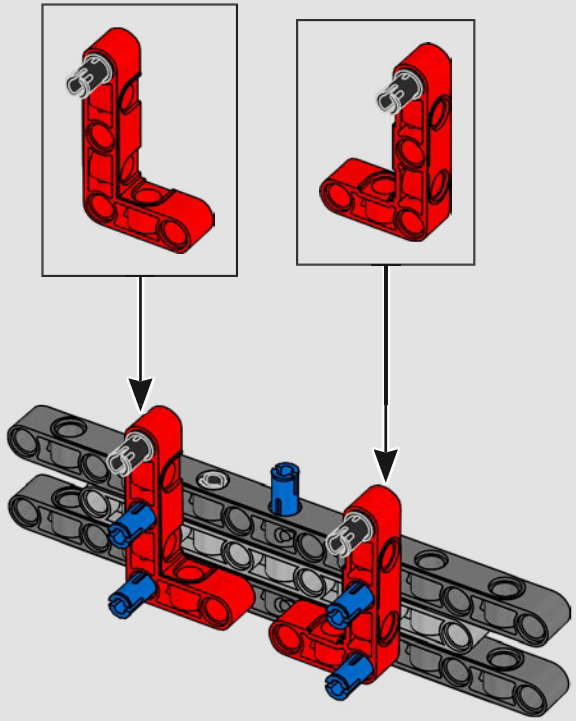

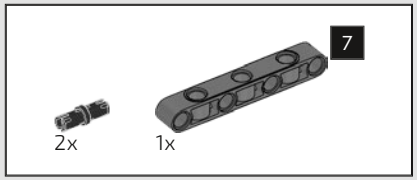

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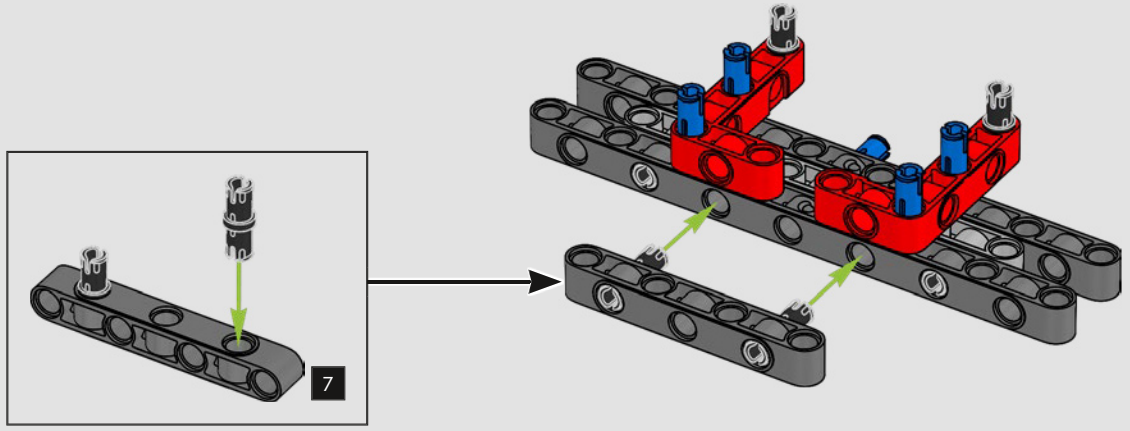

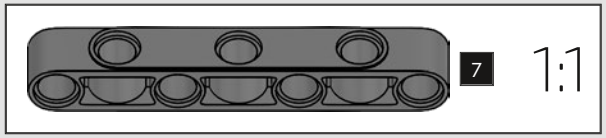

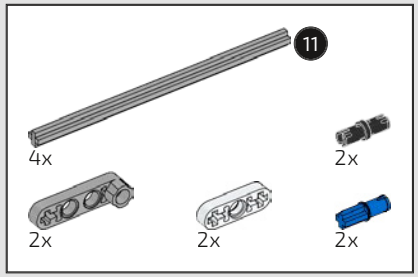

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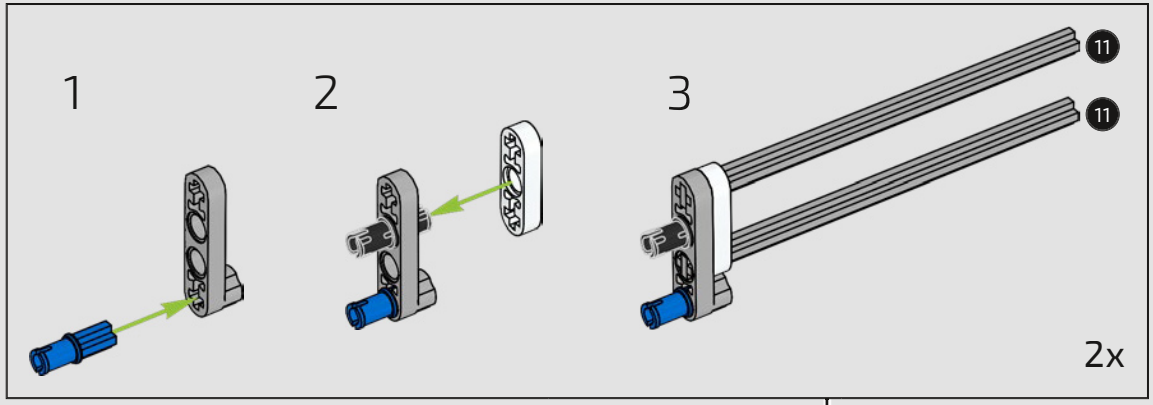

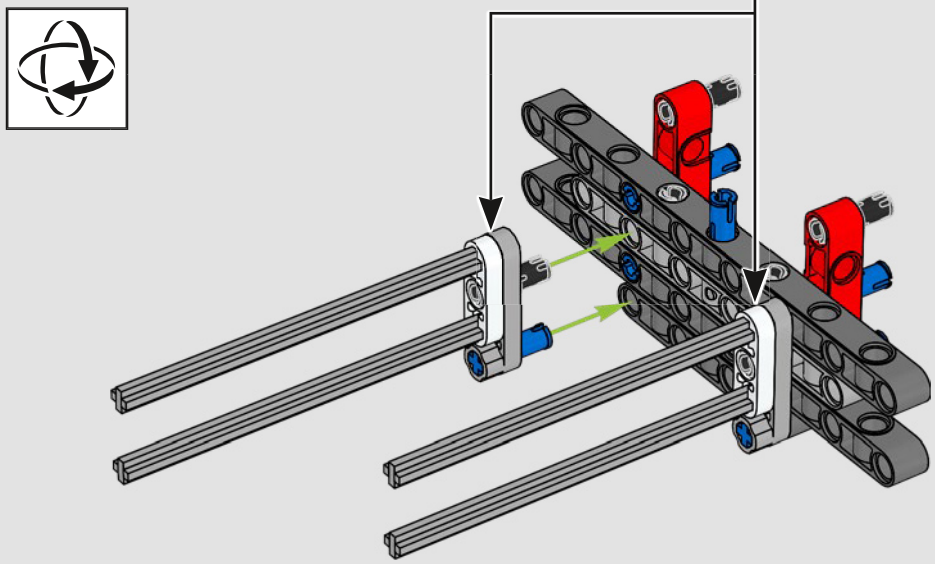

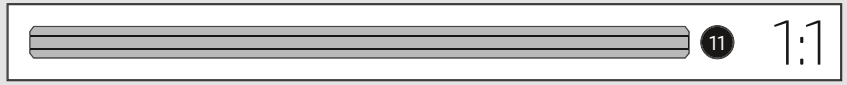

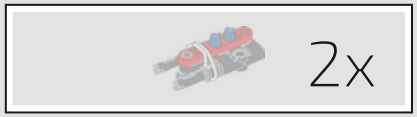

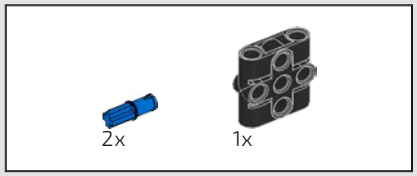

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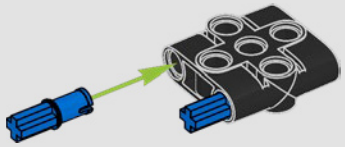

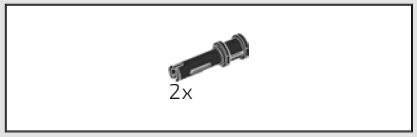

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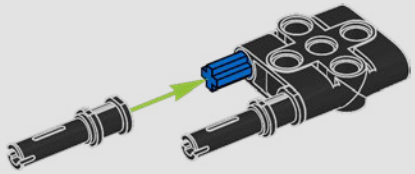

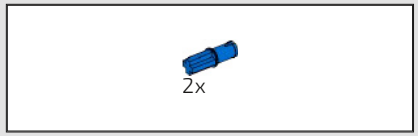

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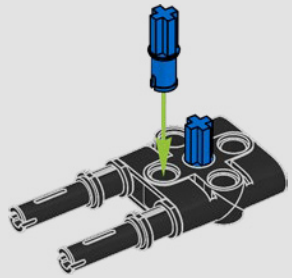

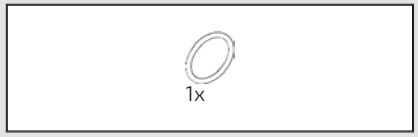

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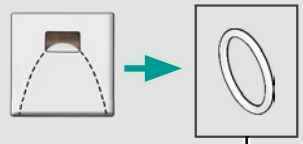

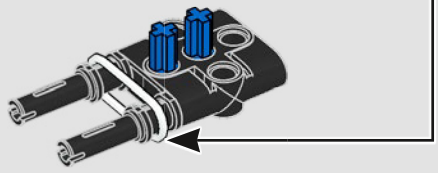

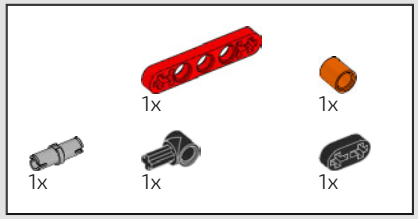

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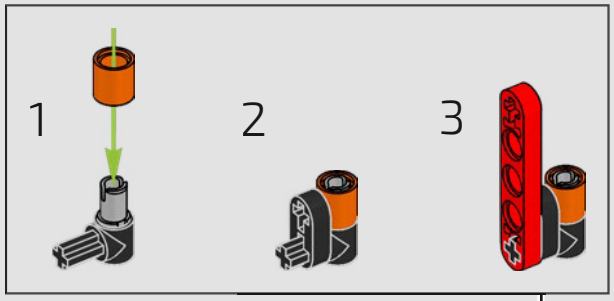

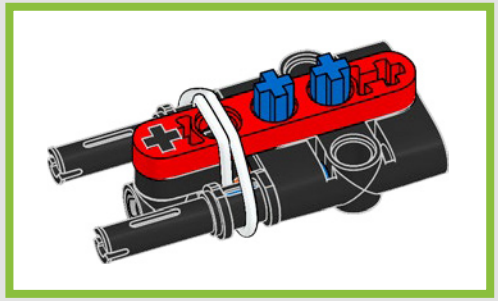

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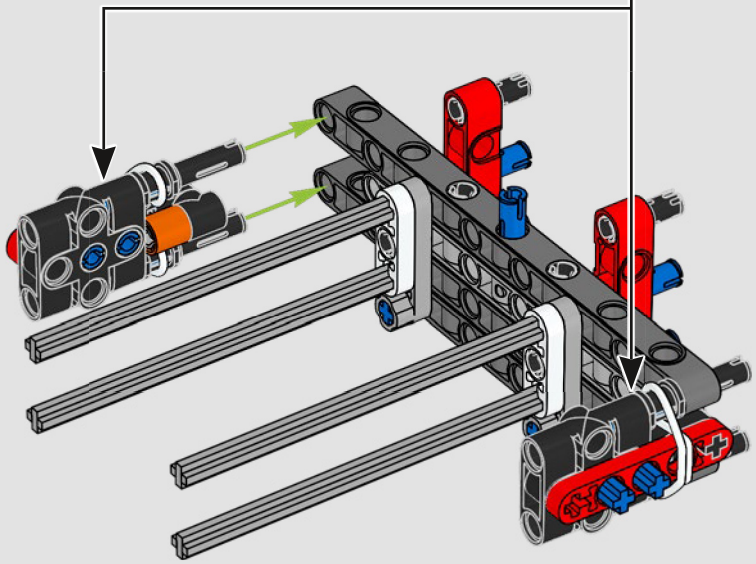

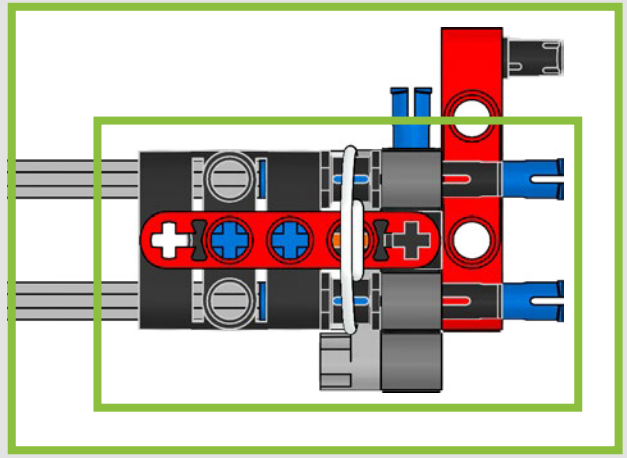

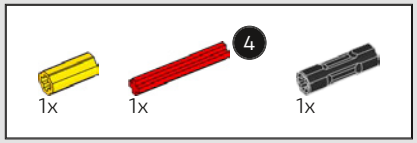

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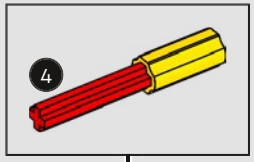

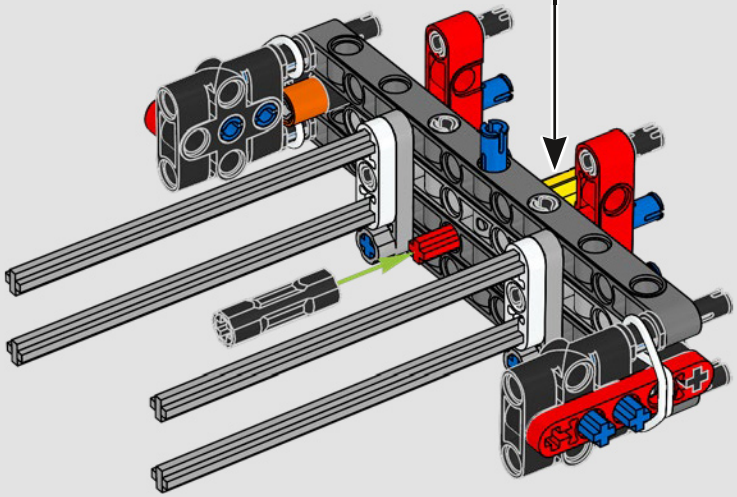

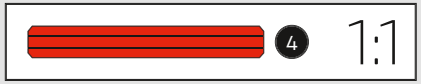

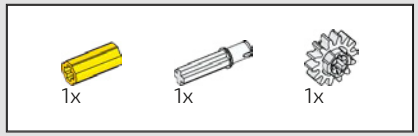

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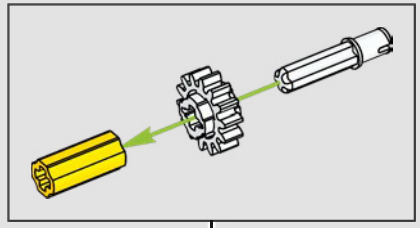

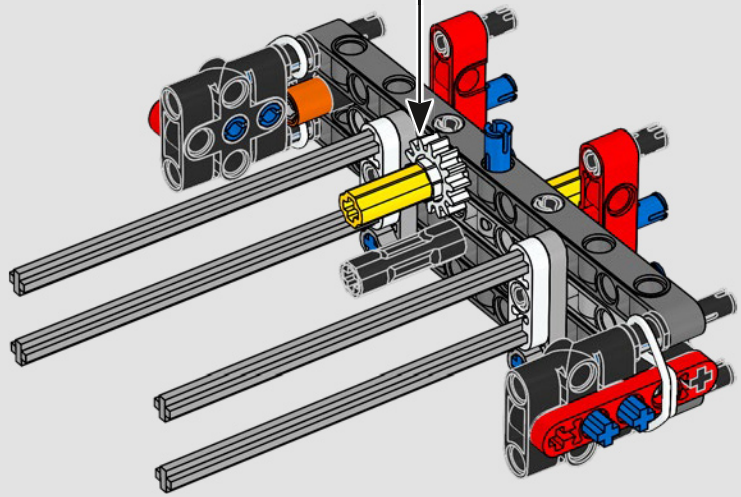

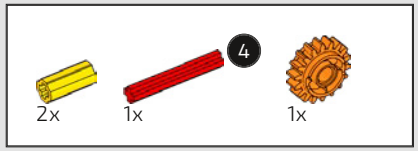

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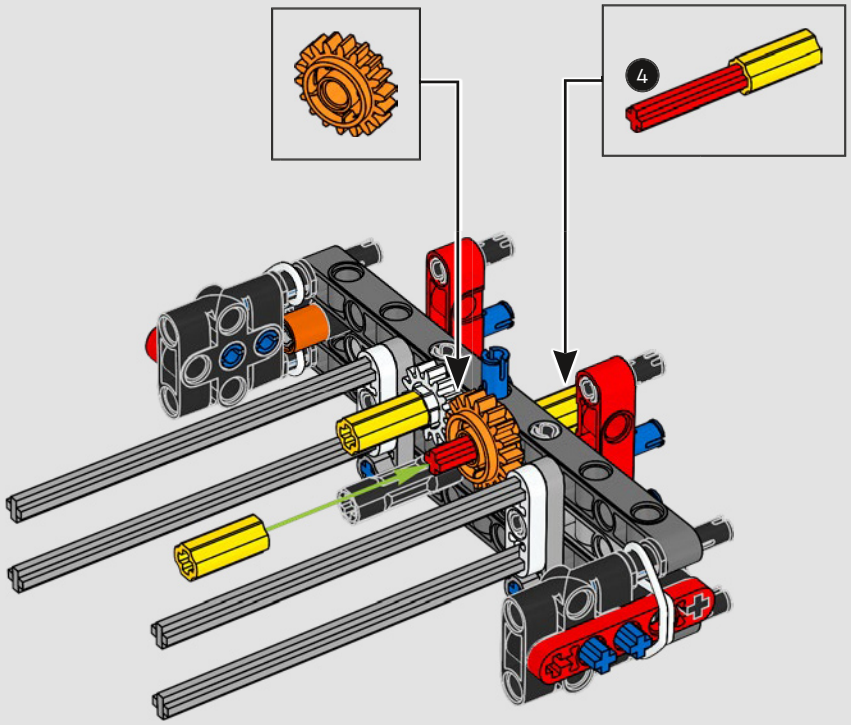

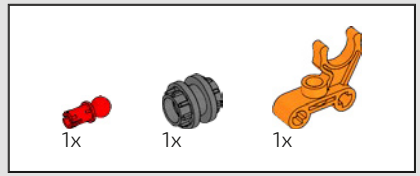

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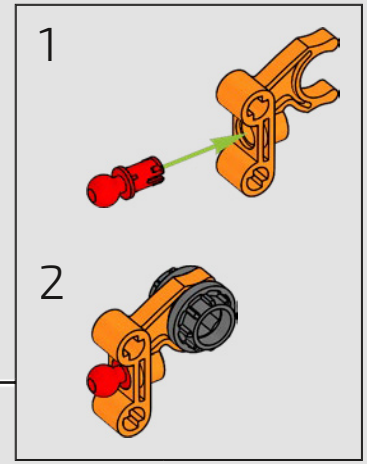

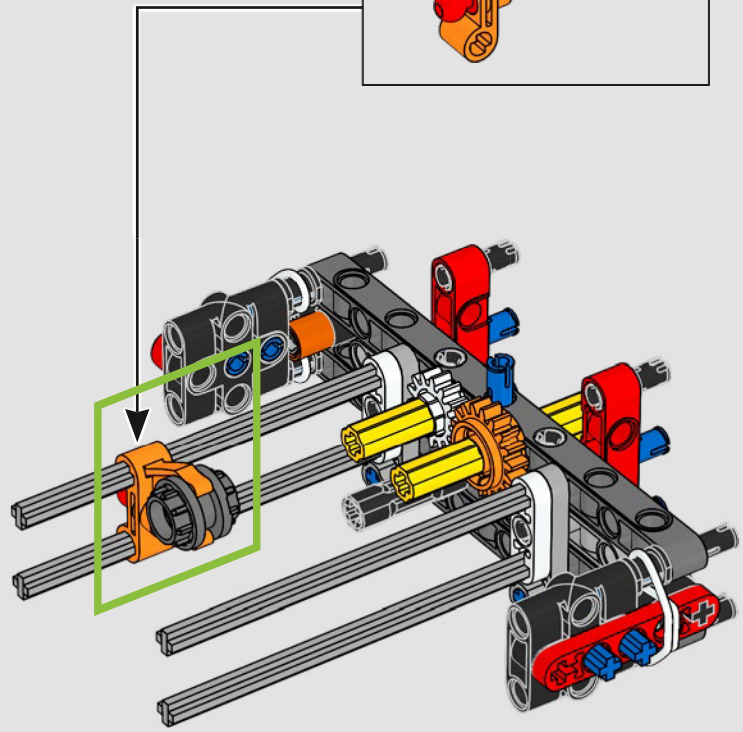



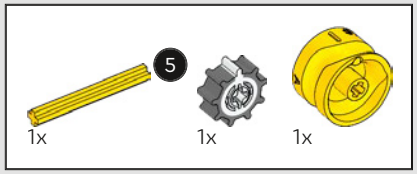

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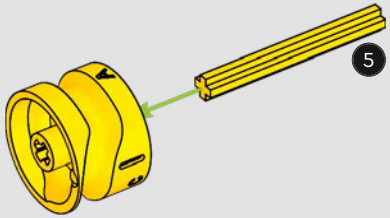

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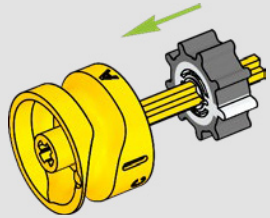

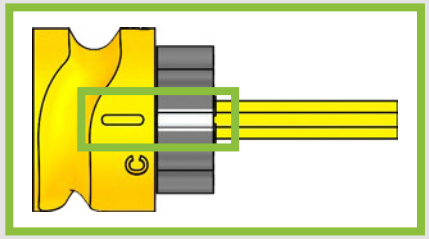

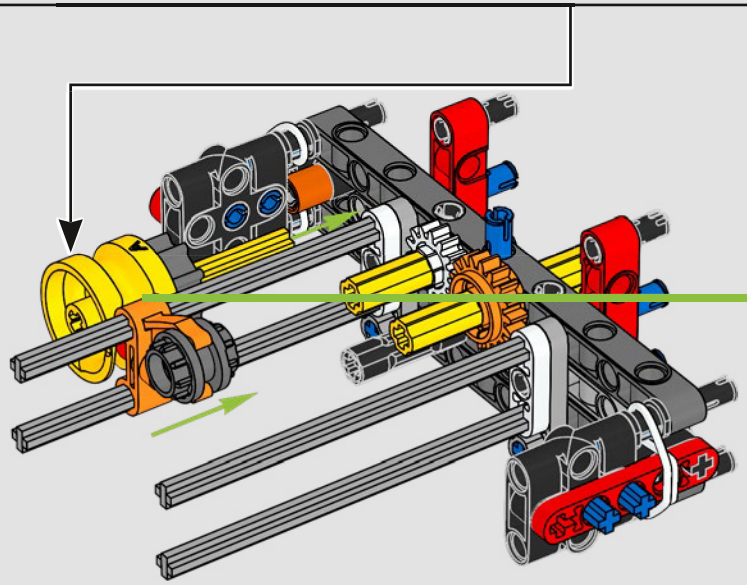

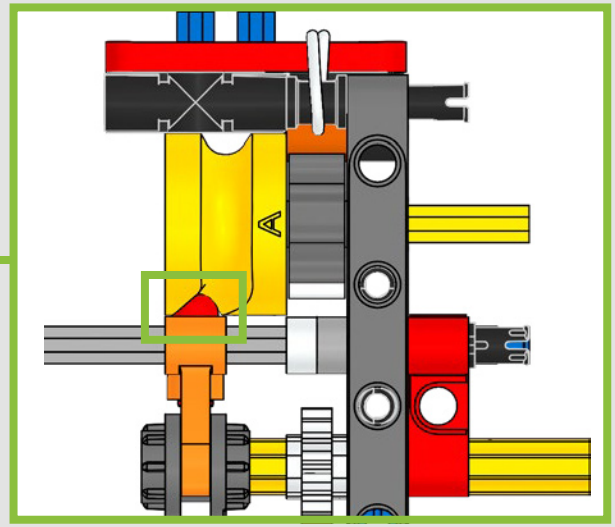



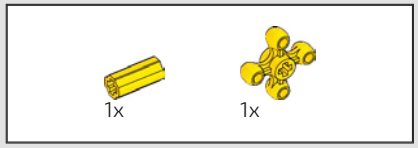

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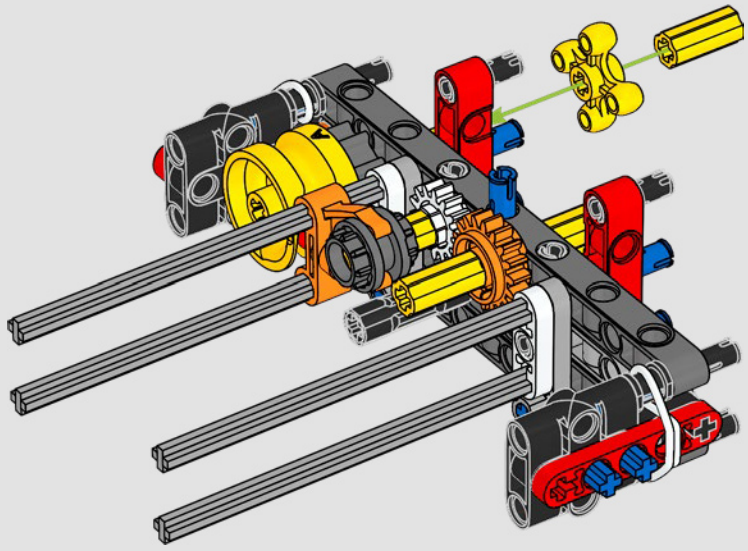

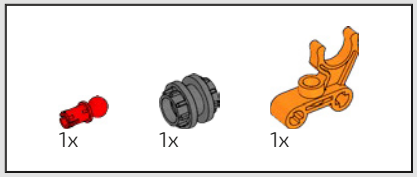

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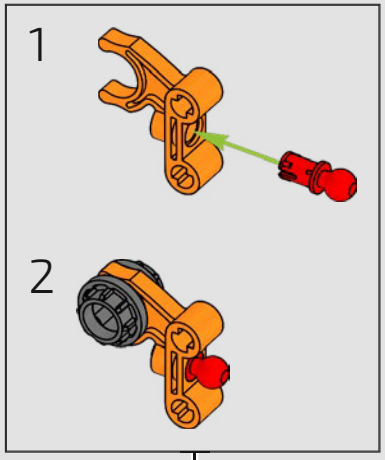

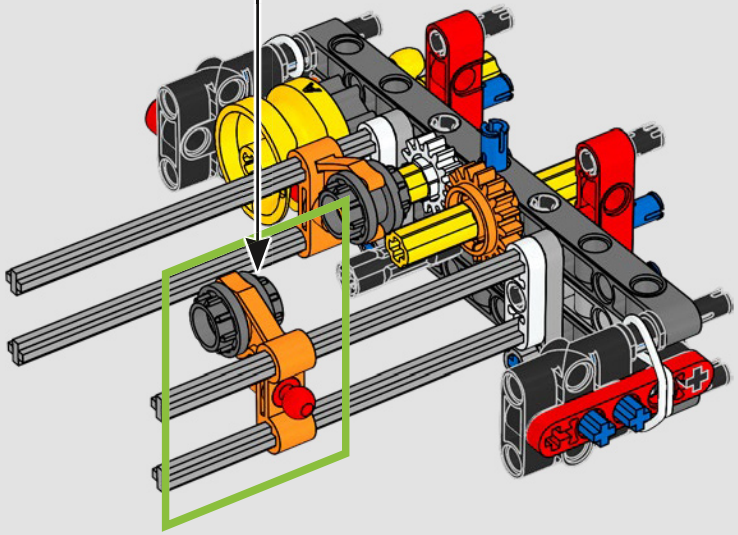



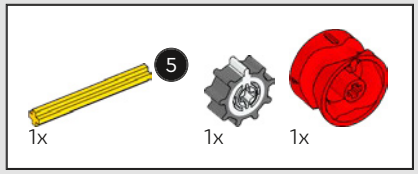

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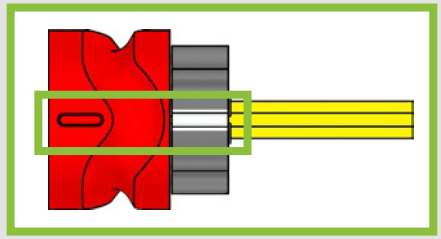

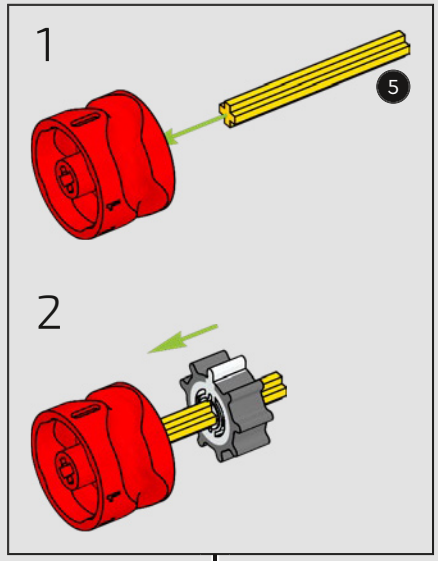

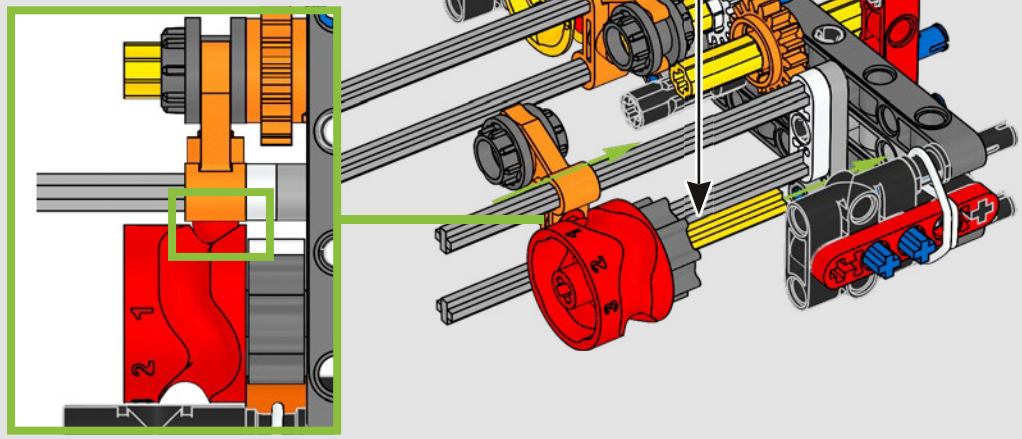

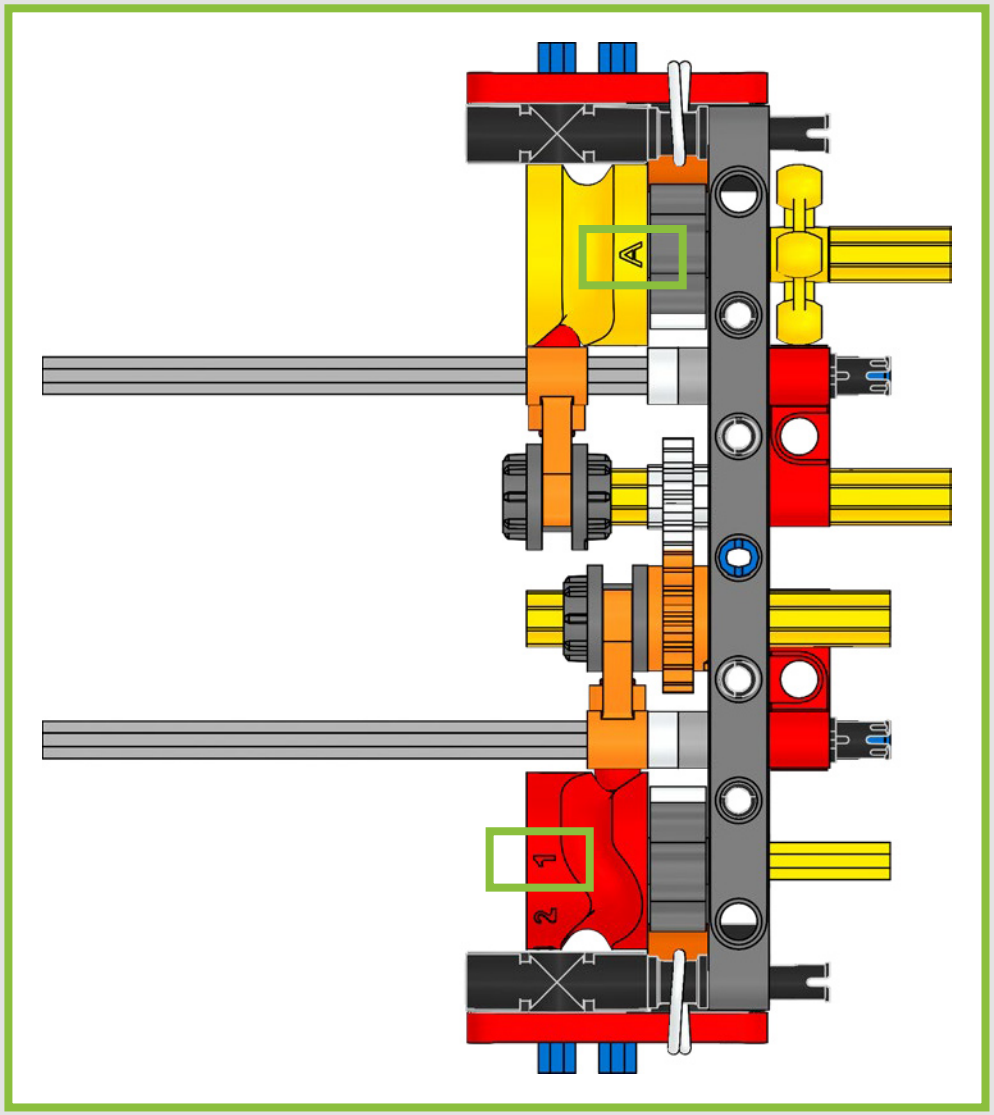
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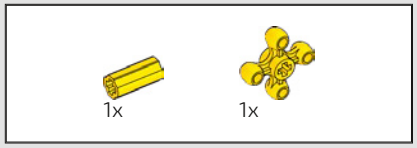

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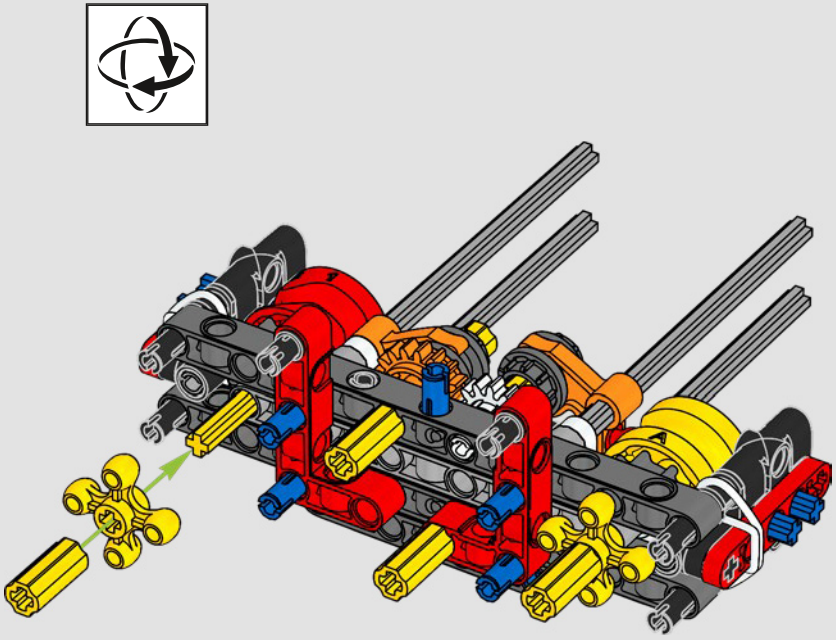

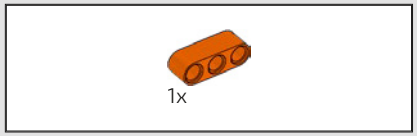

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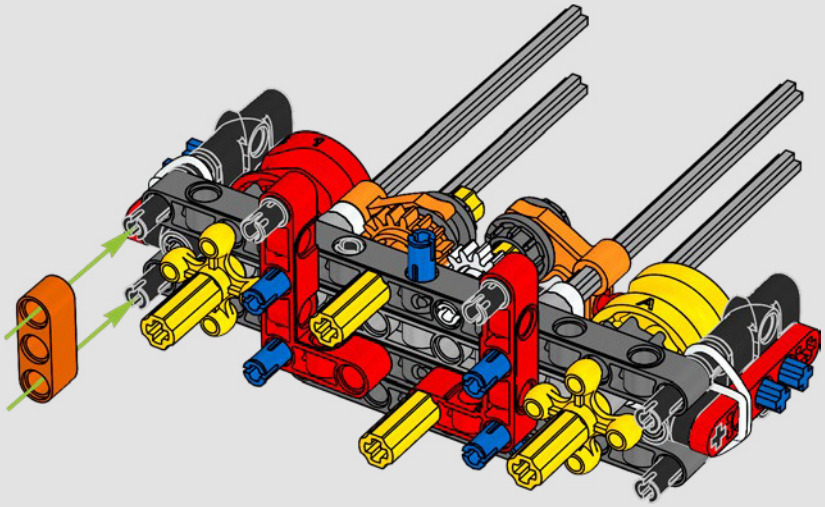

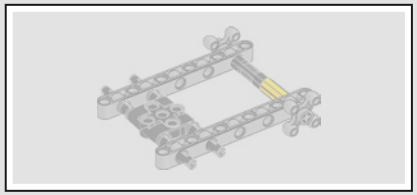

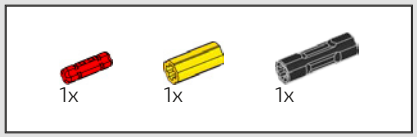

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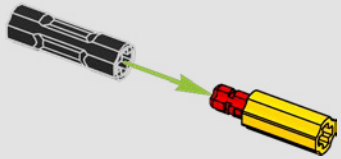

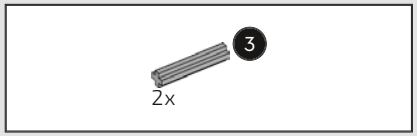

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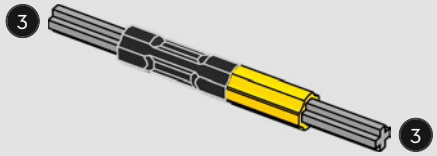

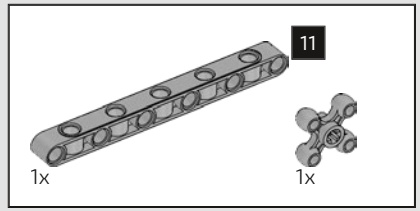

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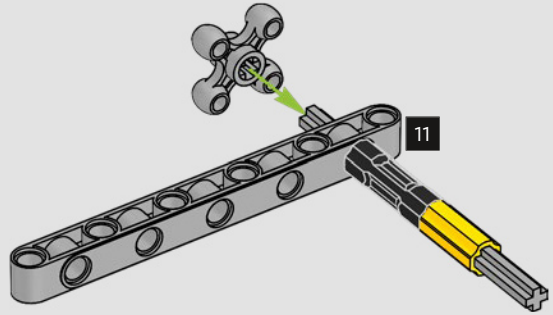

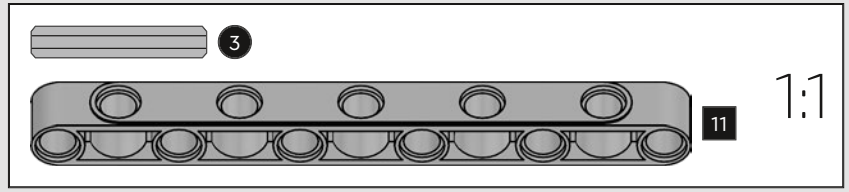

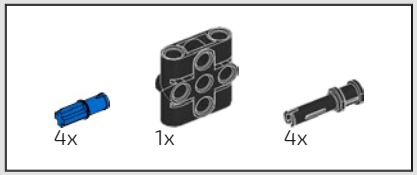

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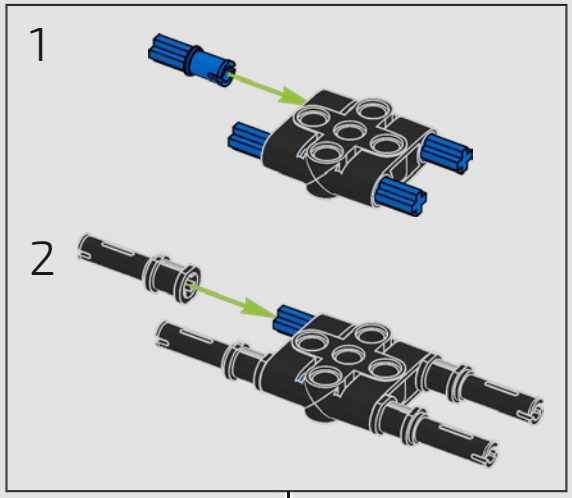

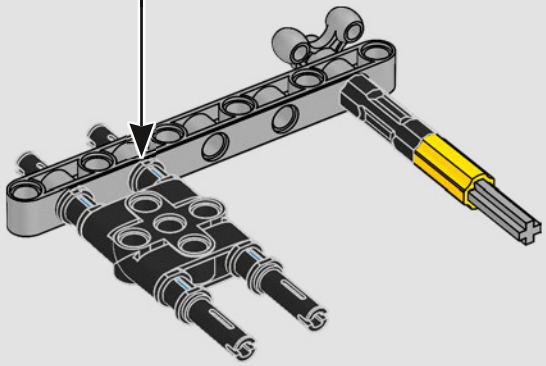

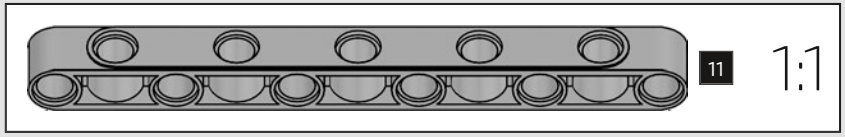

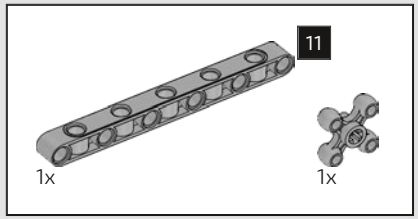

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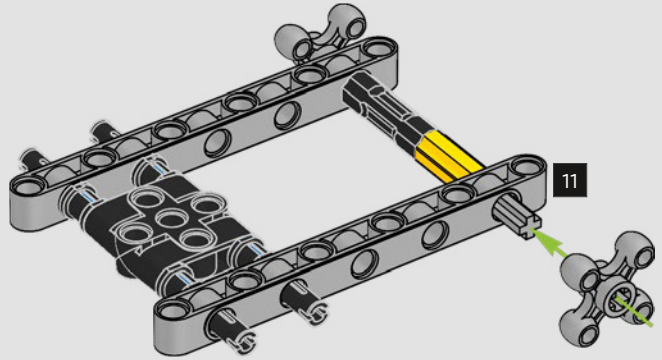

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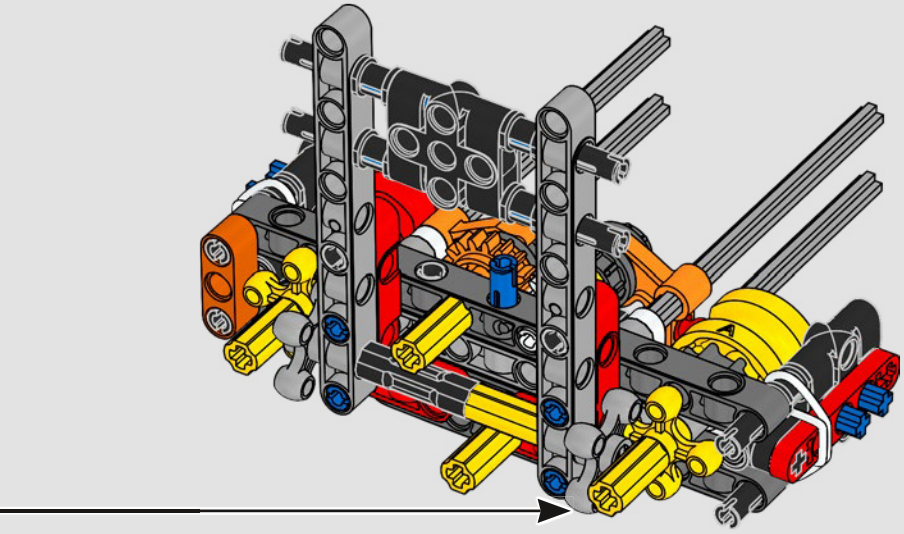

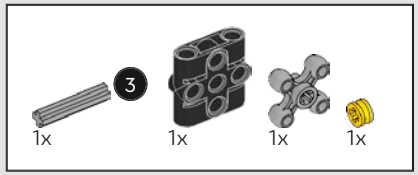

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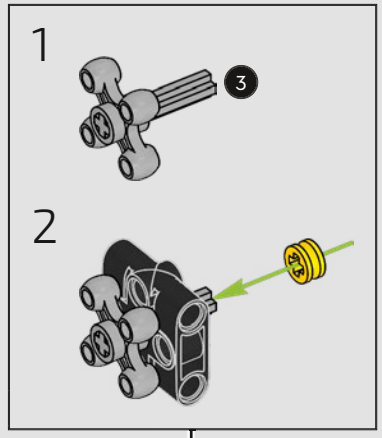

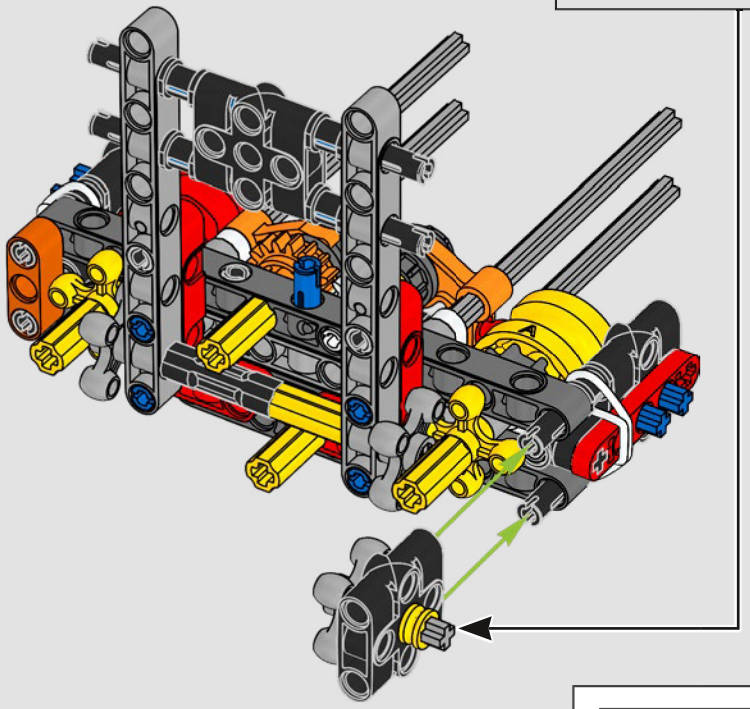

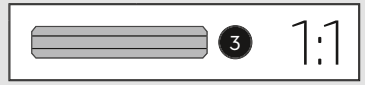

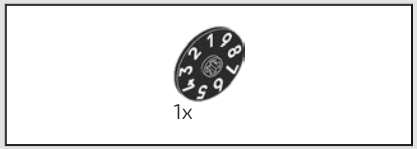

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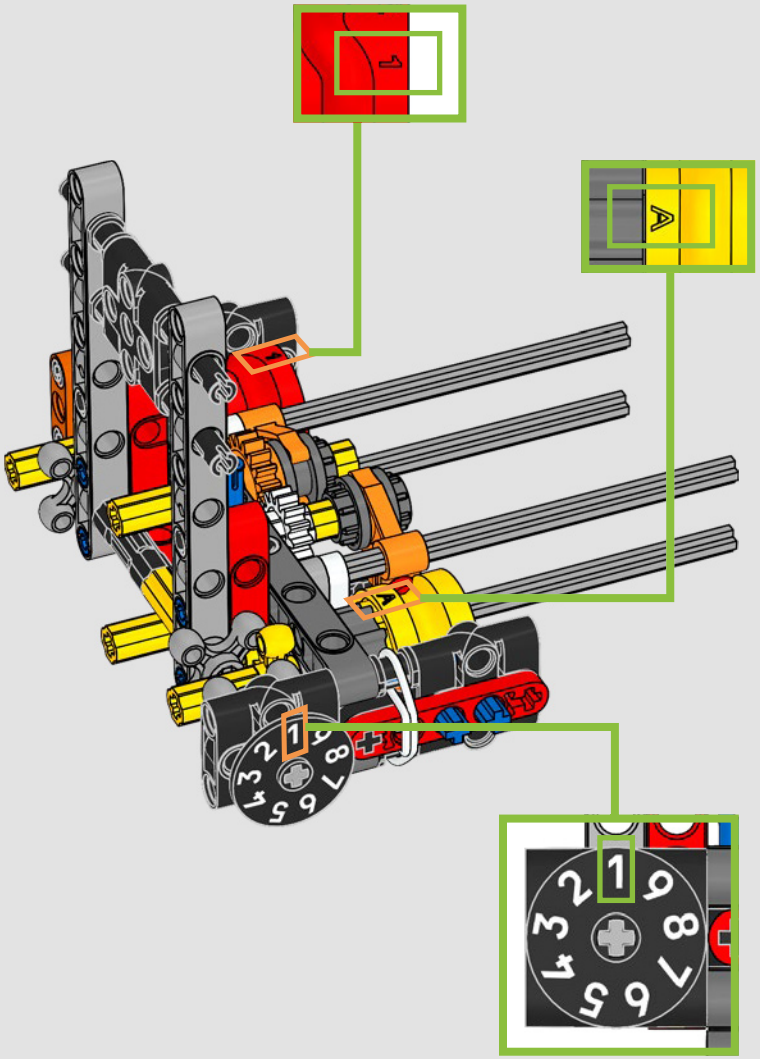

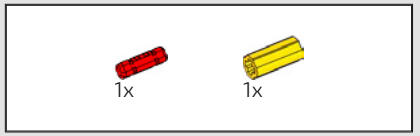

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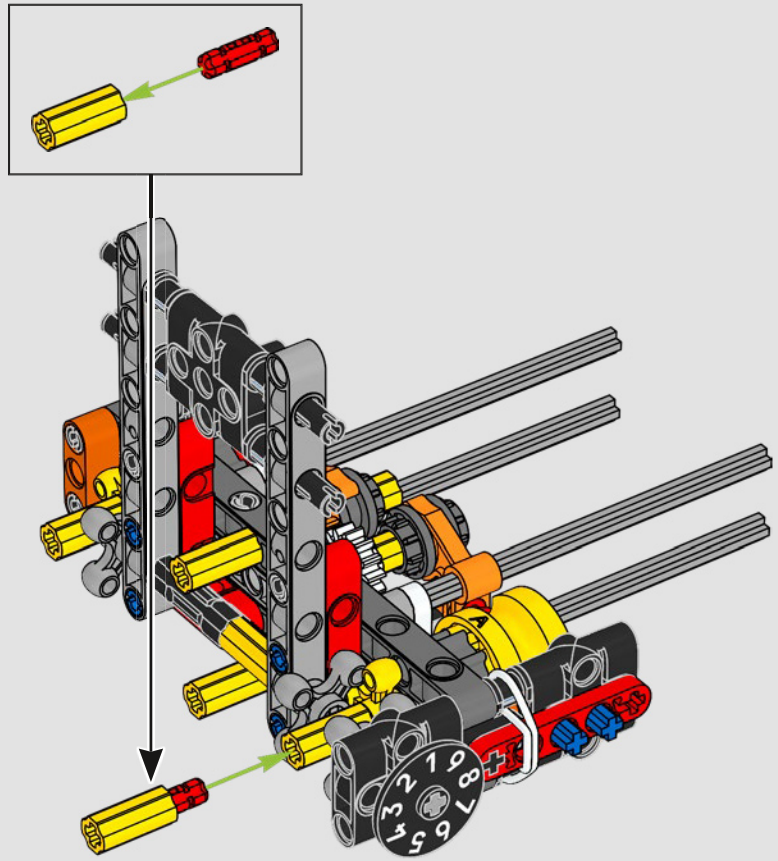

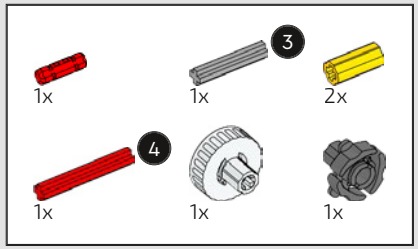

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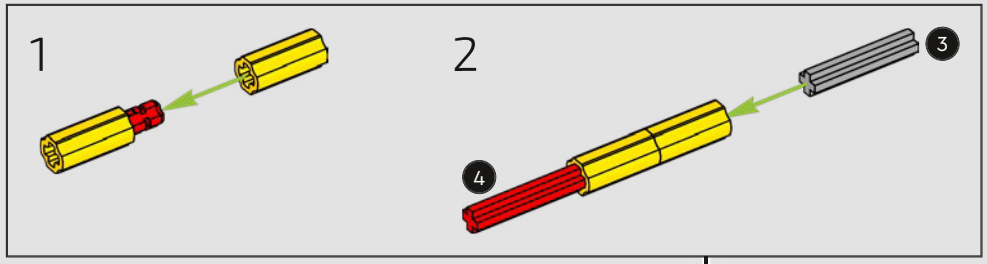

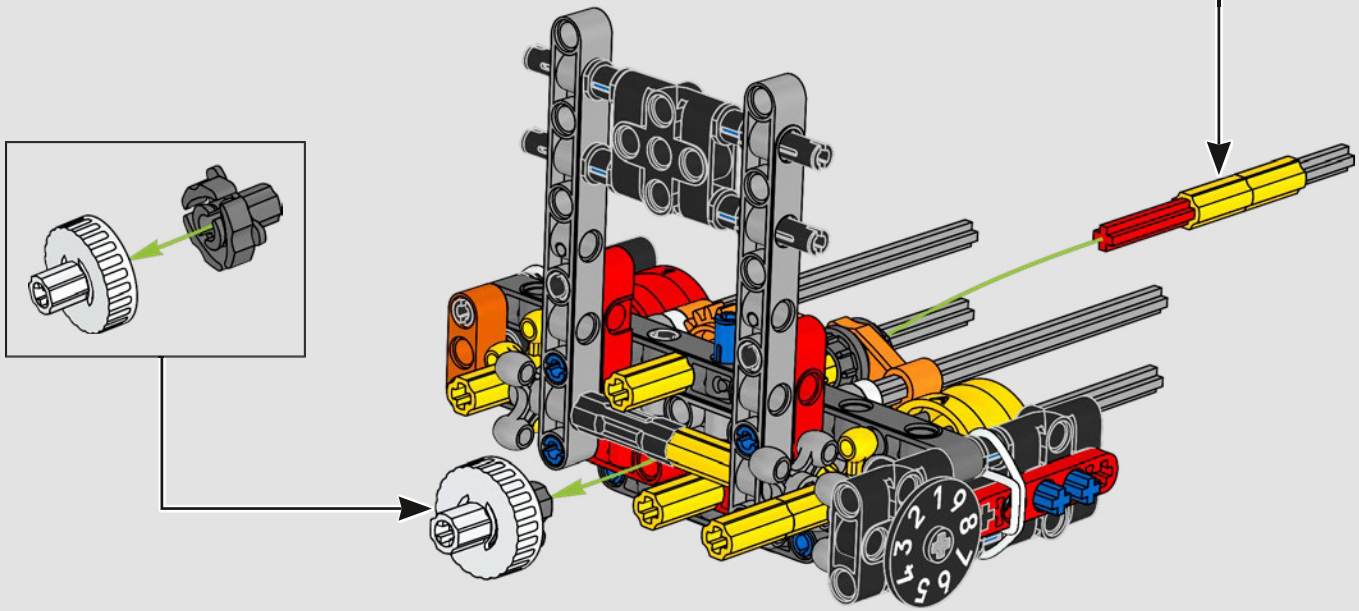

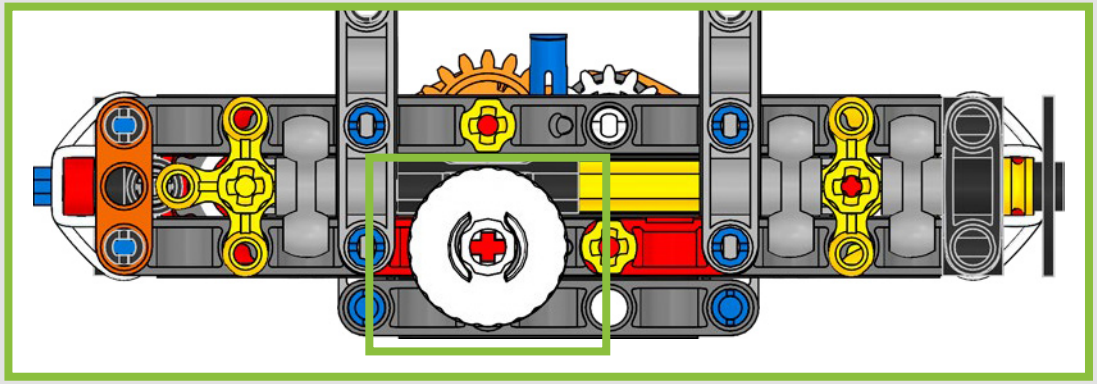

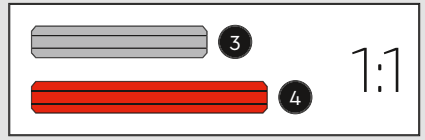

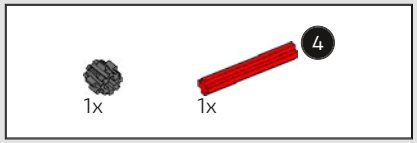

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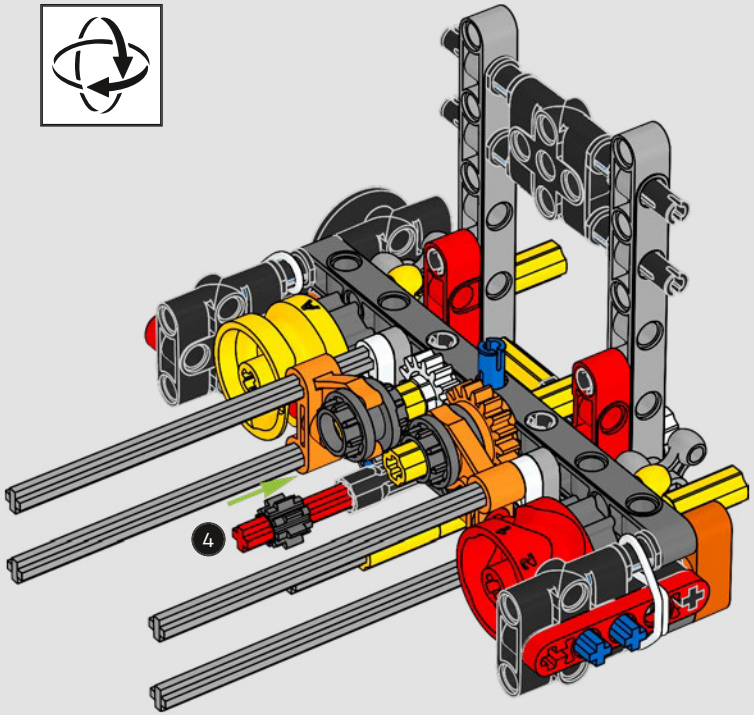

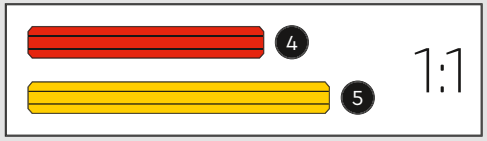

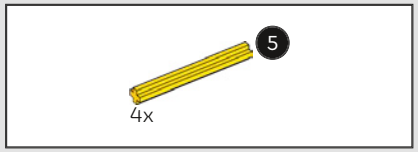

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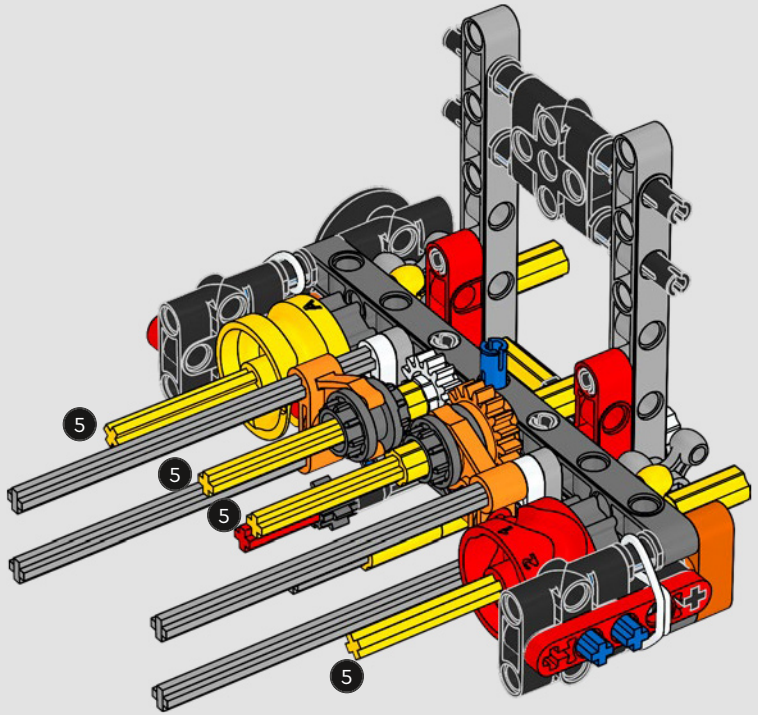

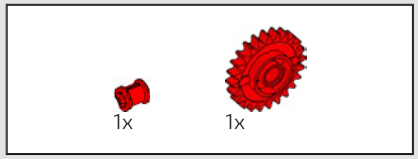

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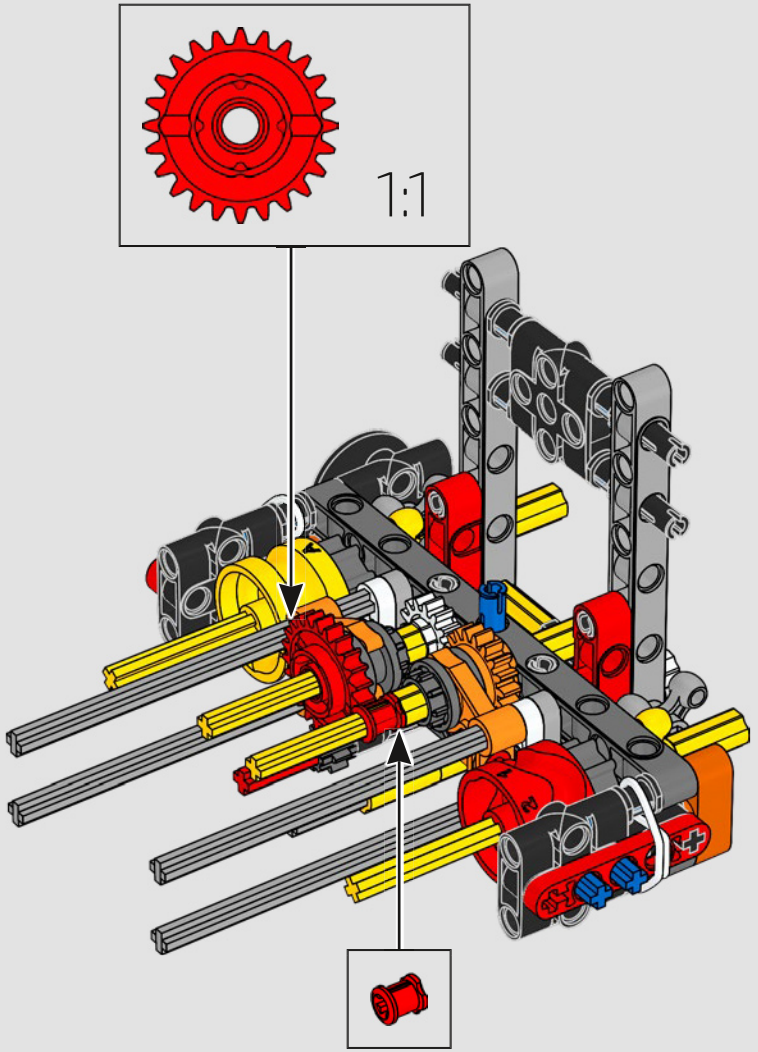

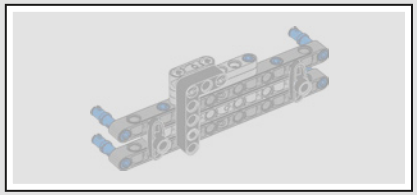

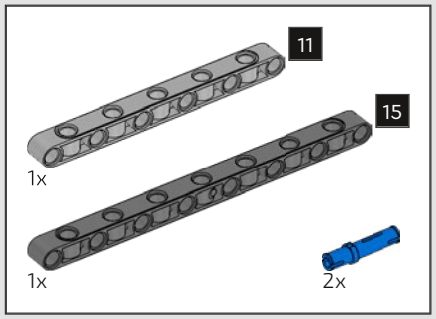

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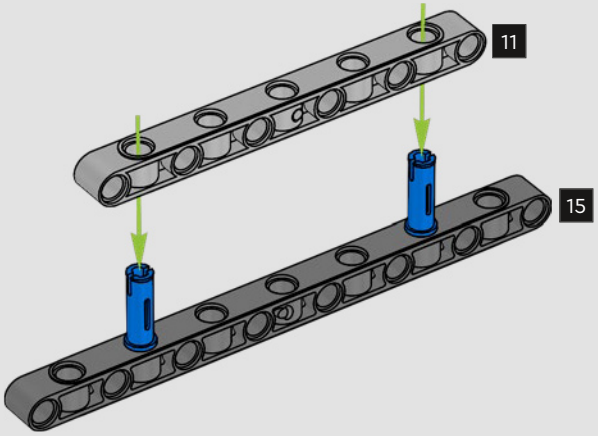

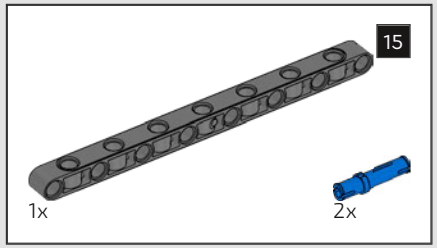

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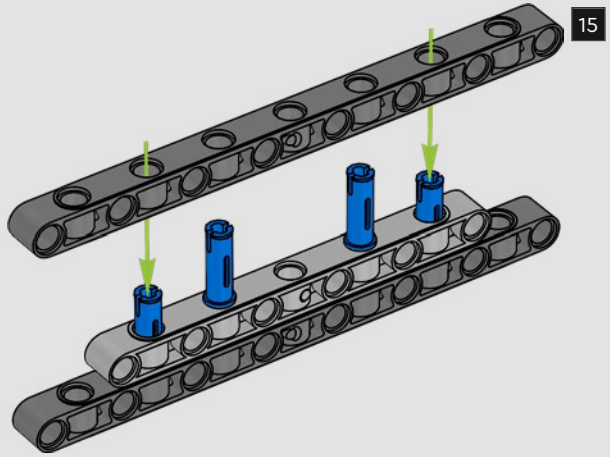

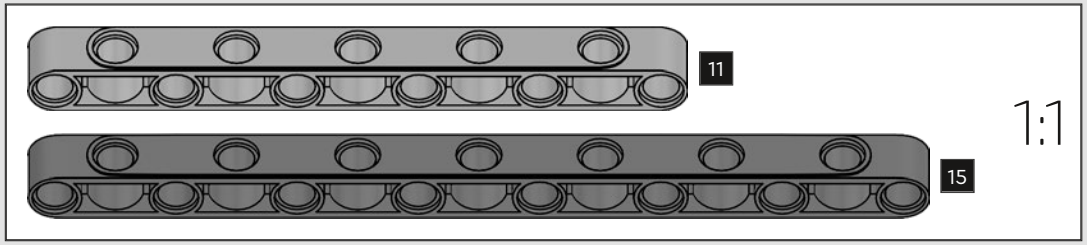



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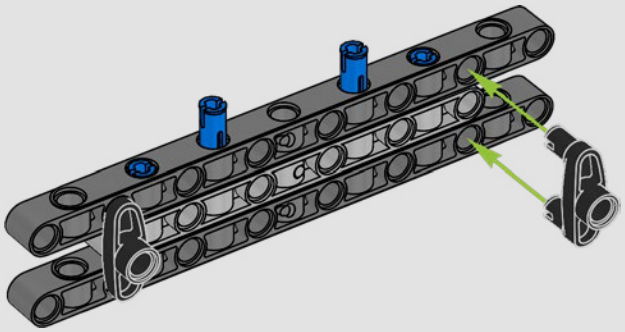

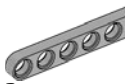



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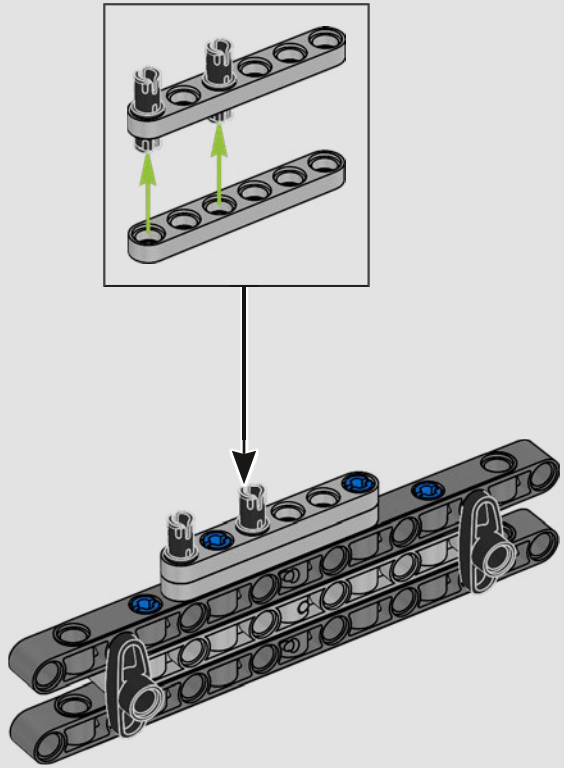



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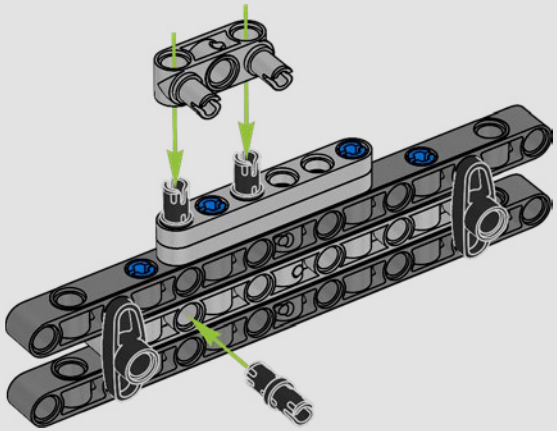



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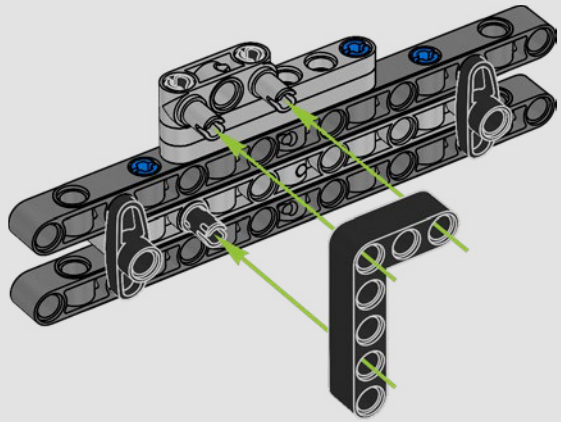
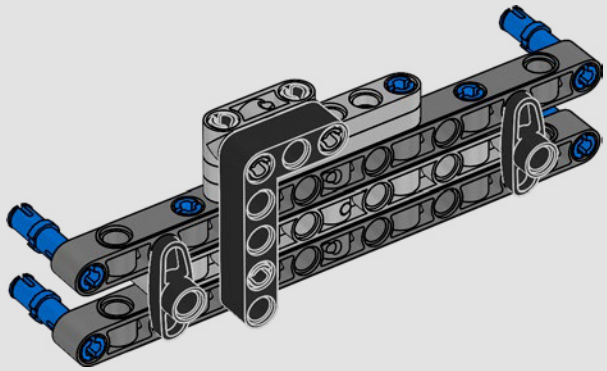




44



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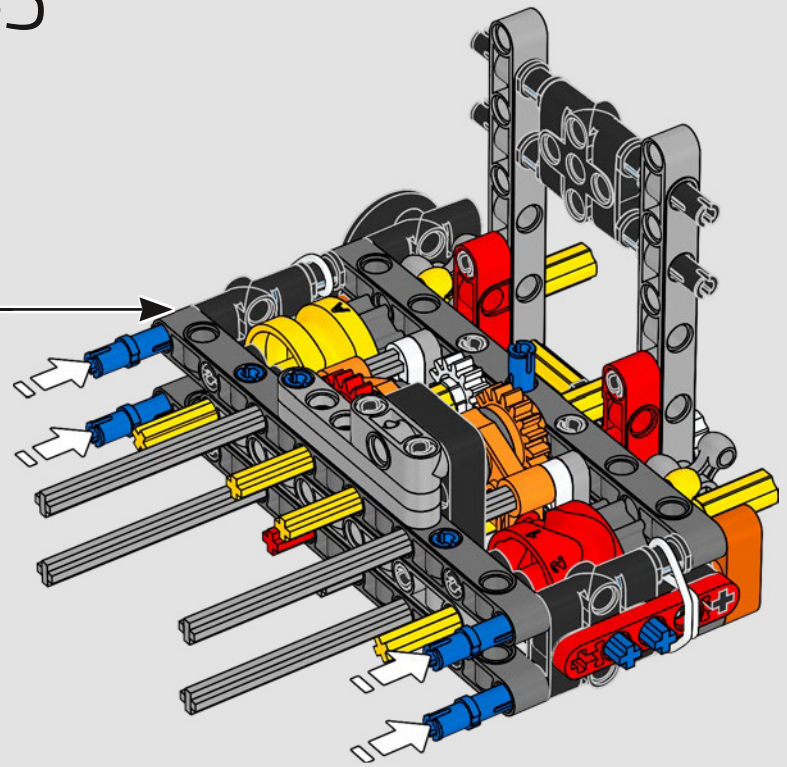

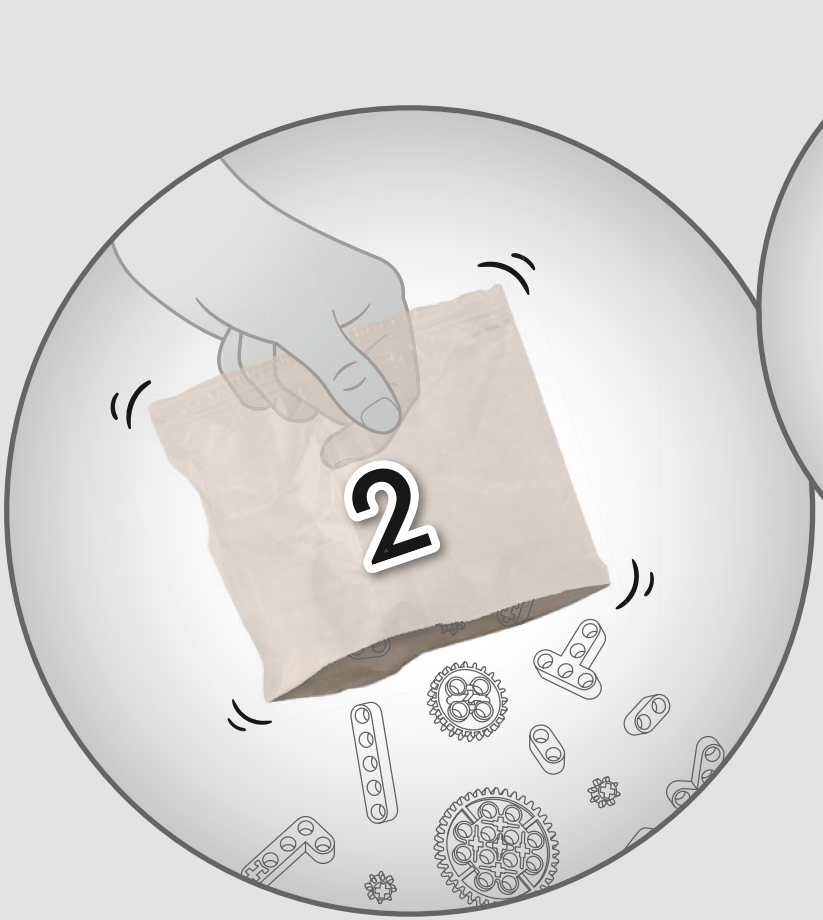
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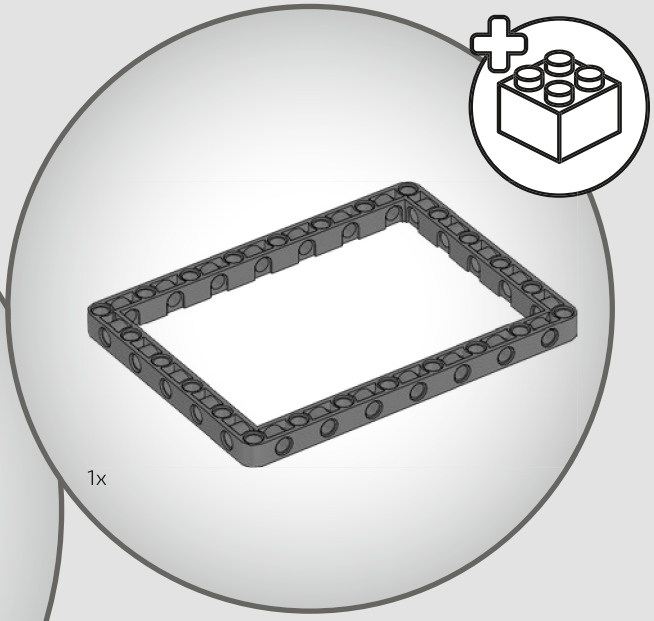
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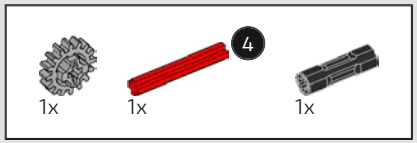

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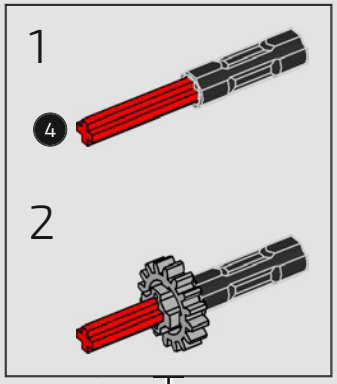

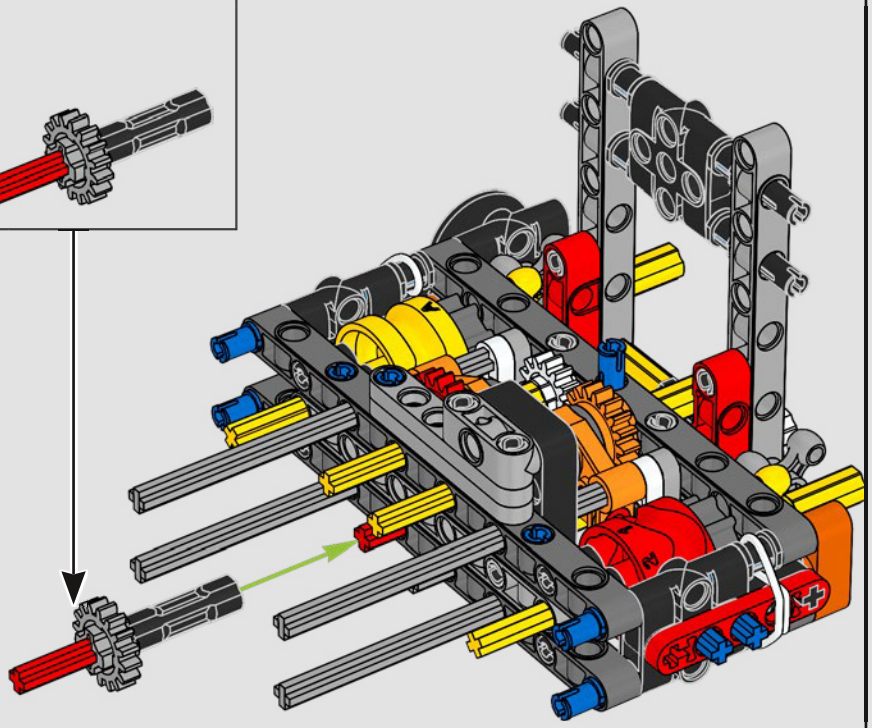

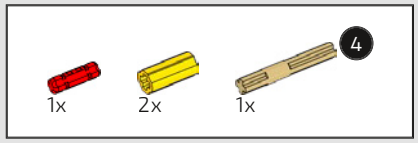

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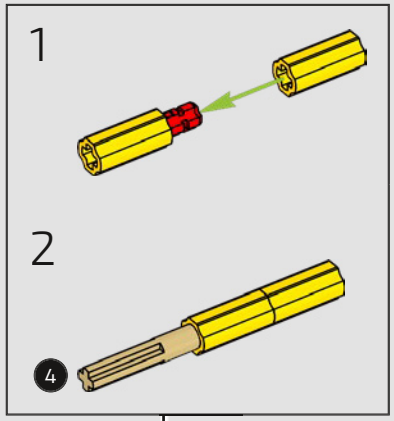

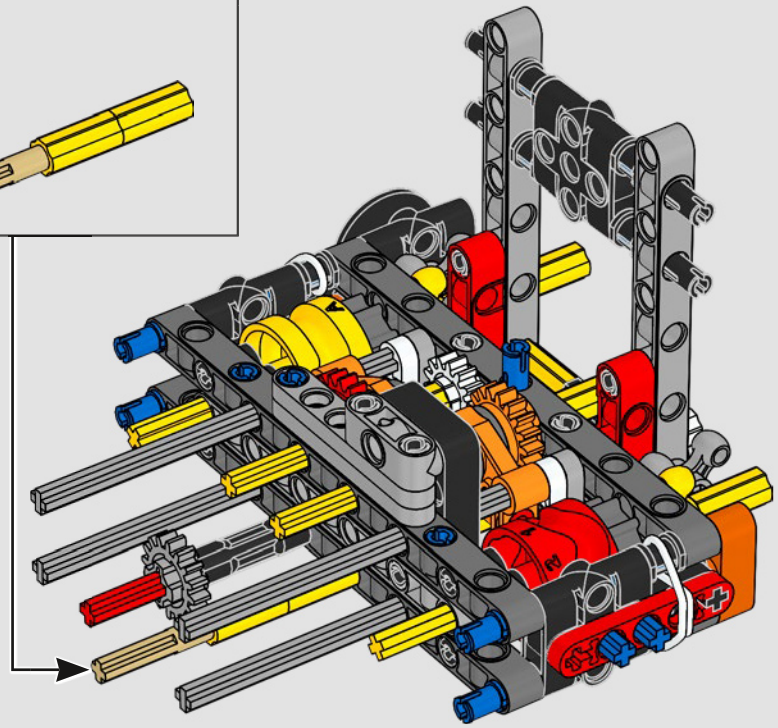

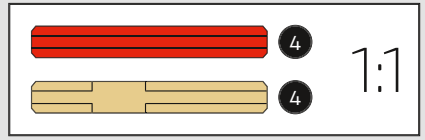

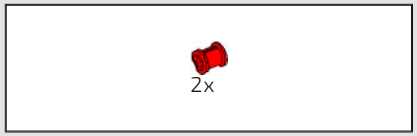

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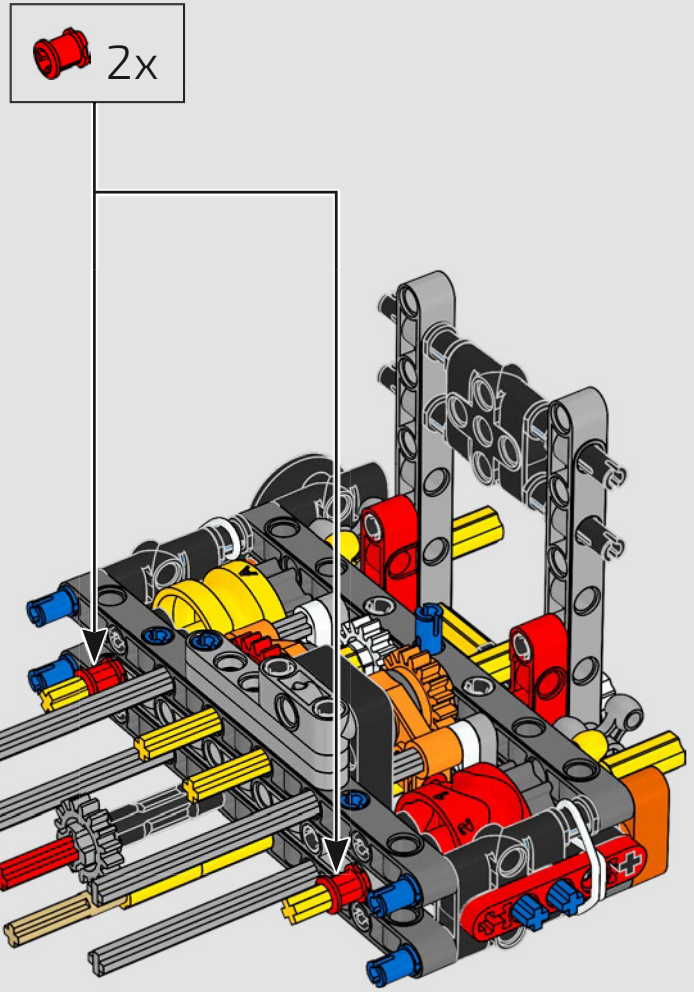

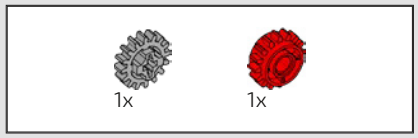

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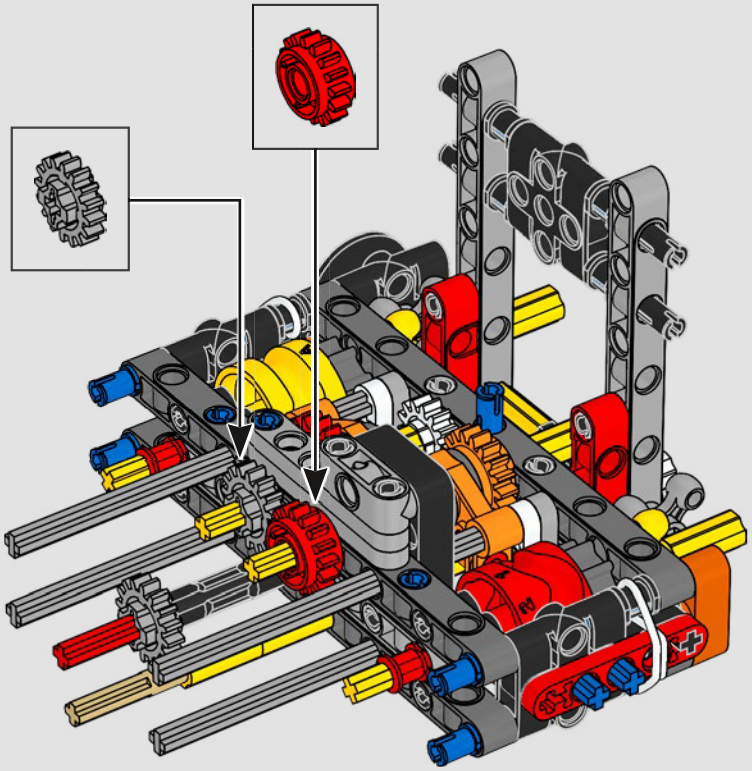

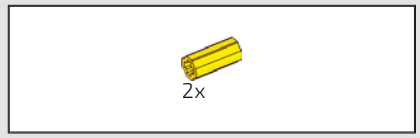

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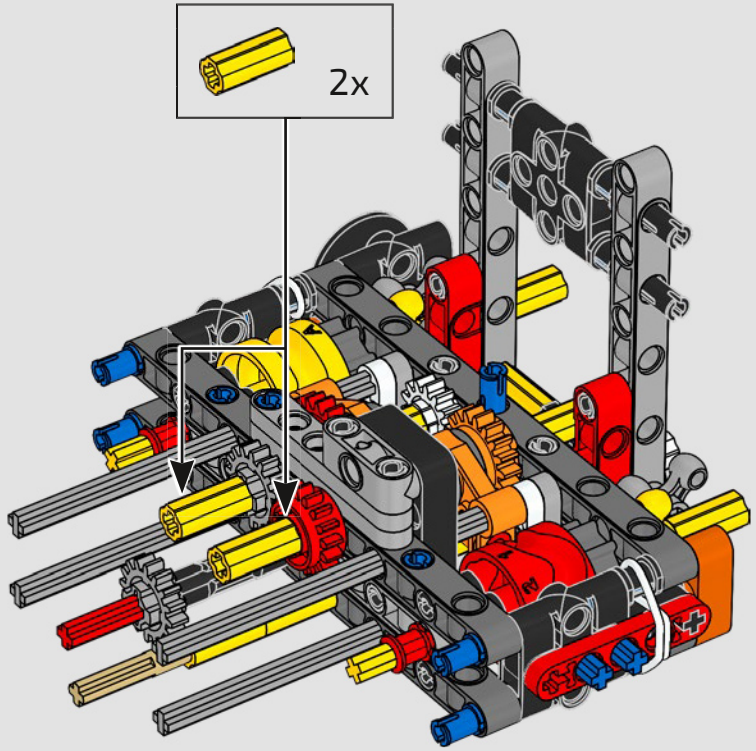

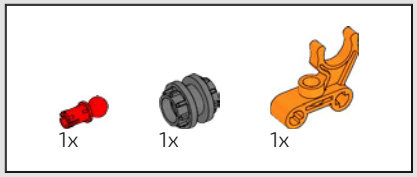

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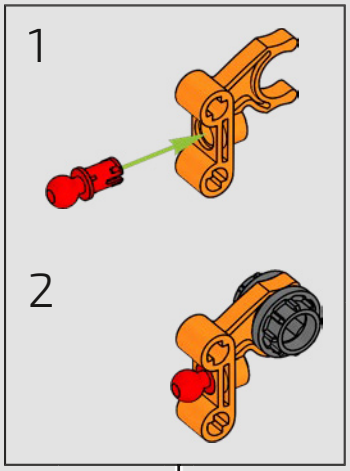

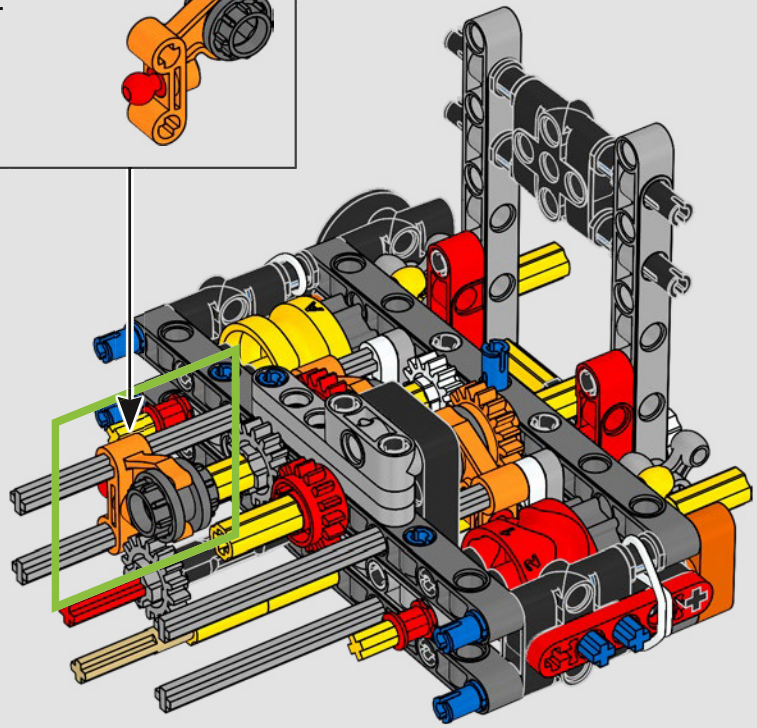

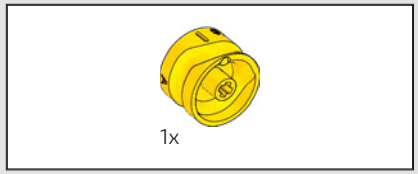

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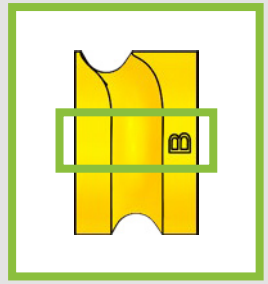

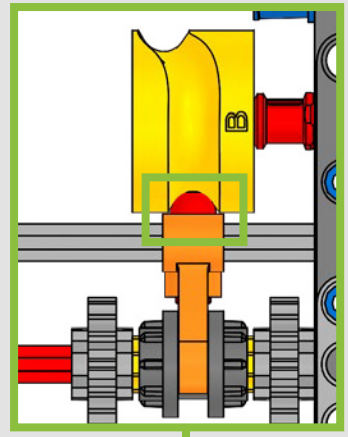

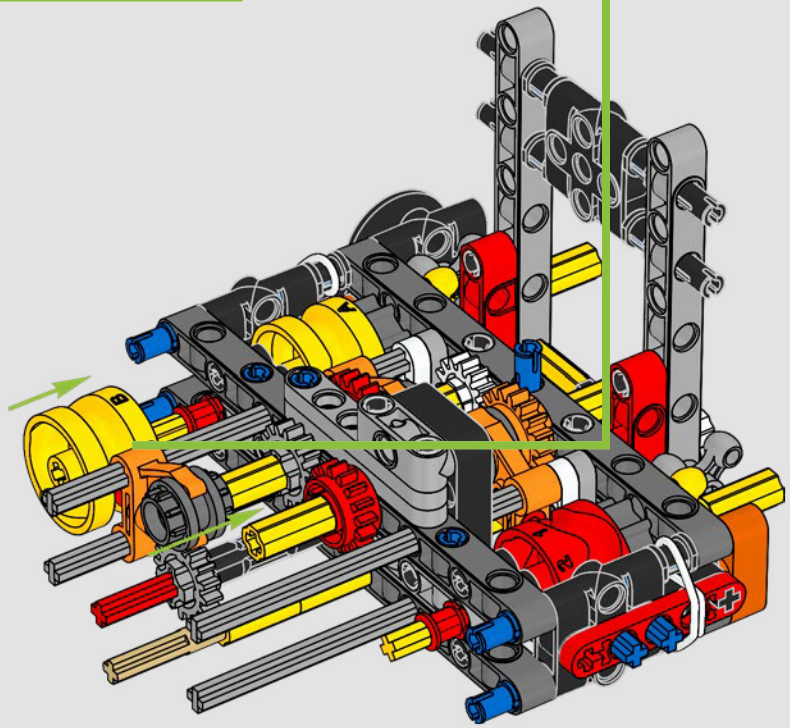

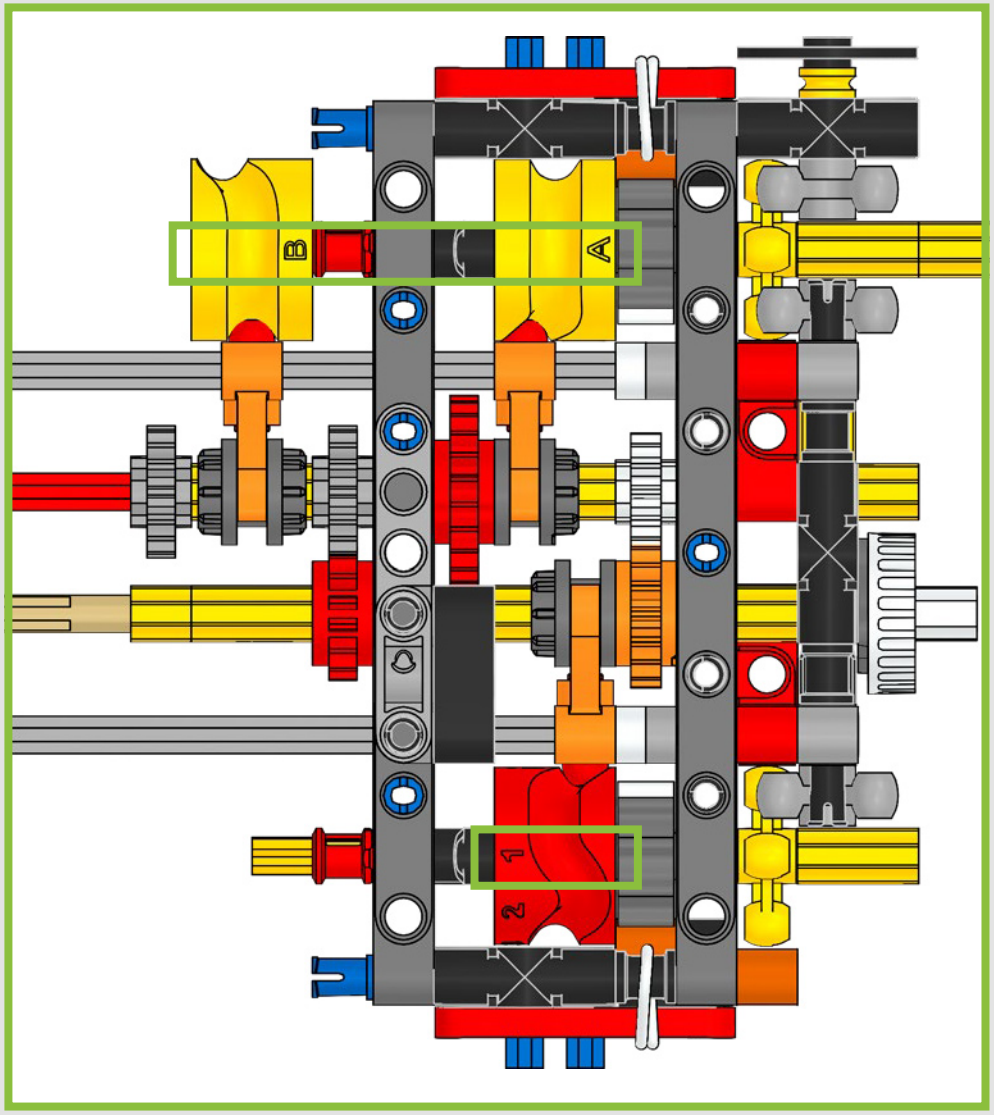
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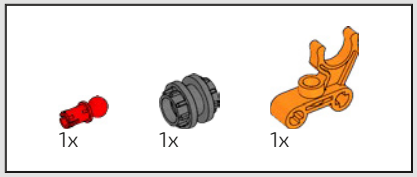

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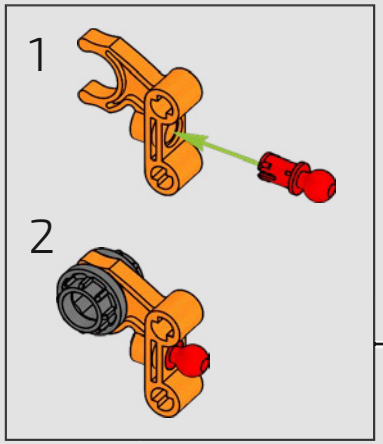

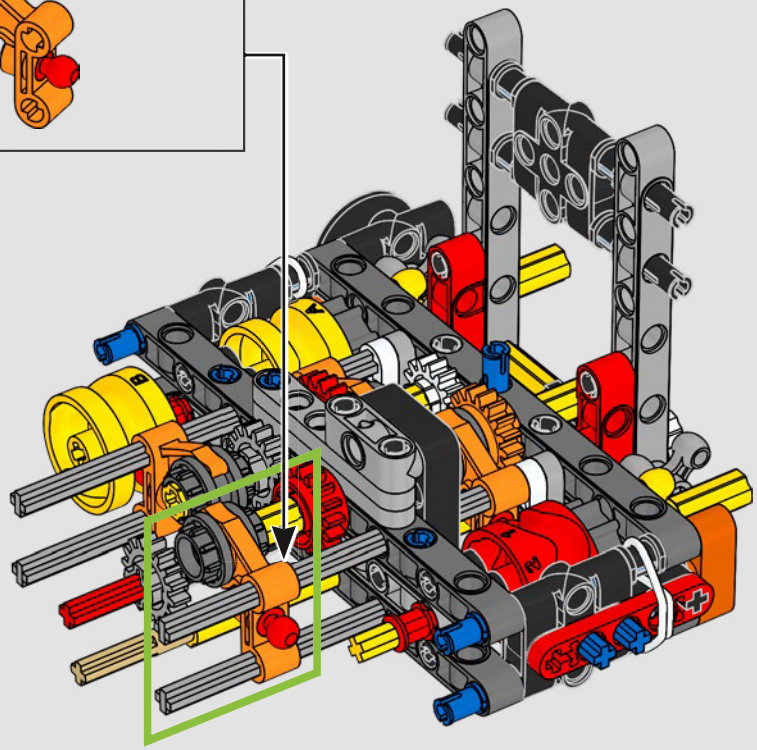

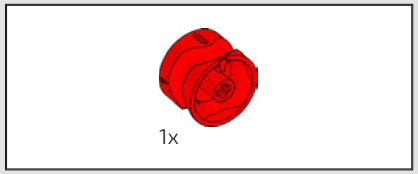

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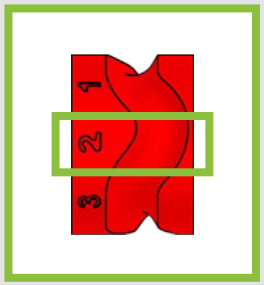

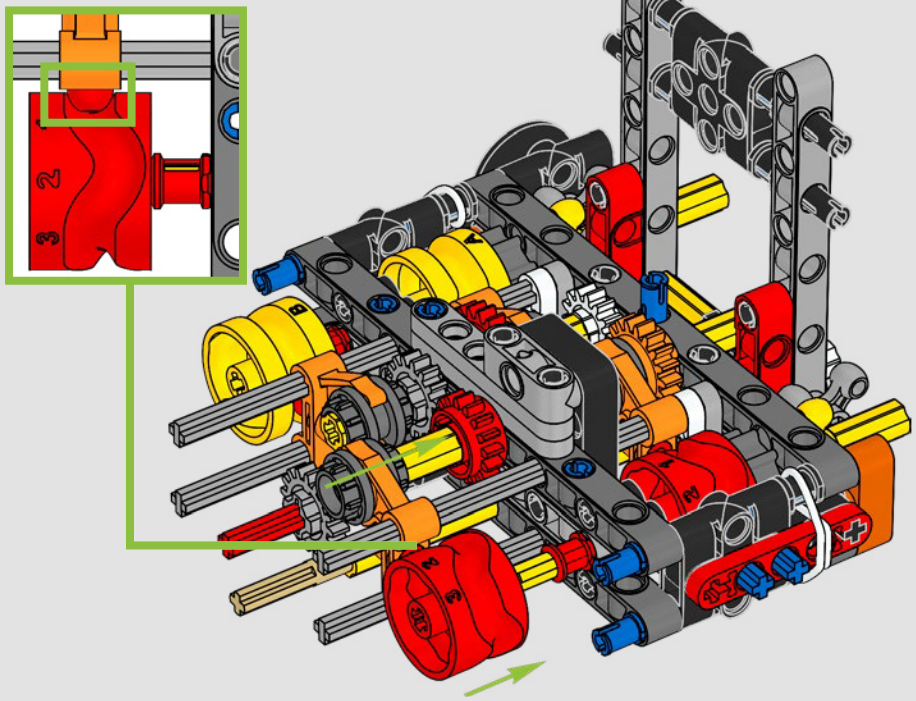

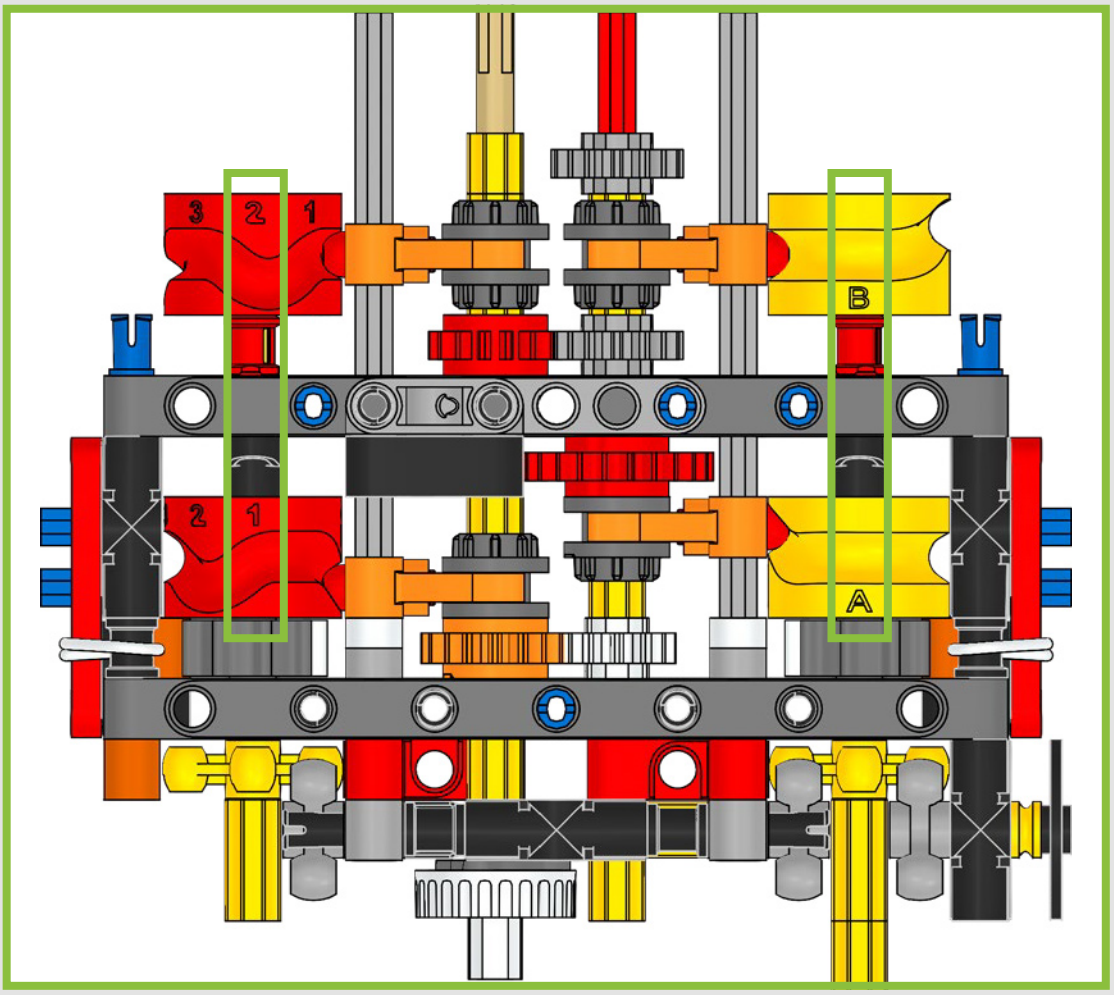
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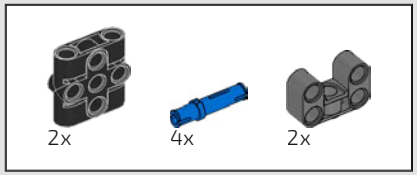

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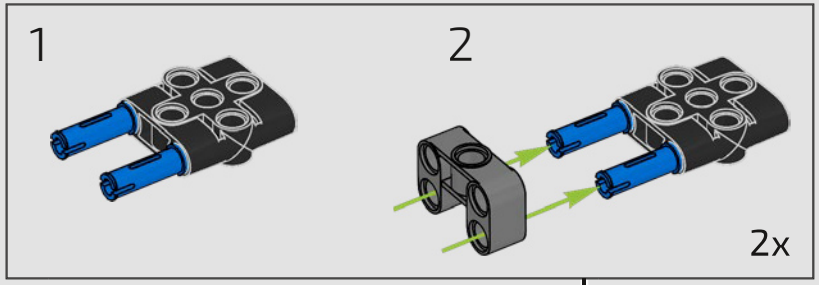

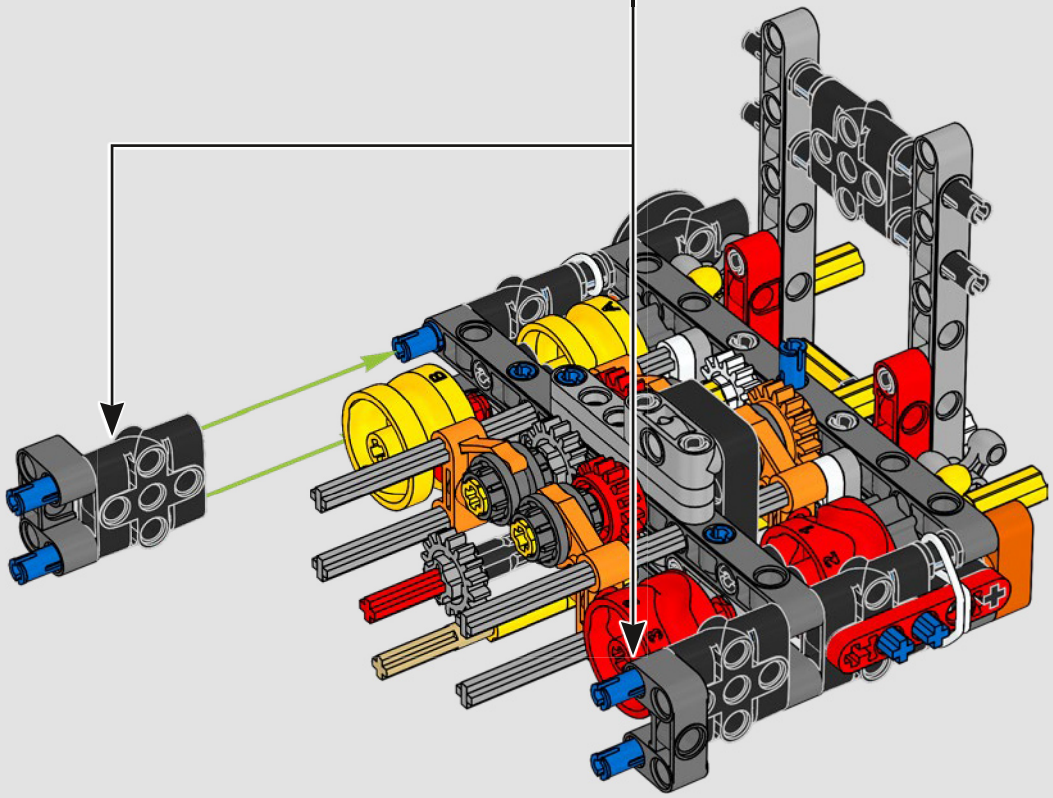

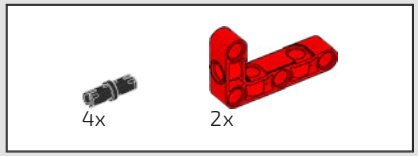

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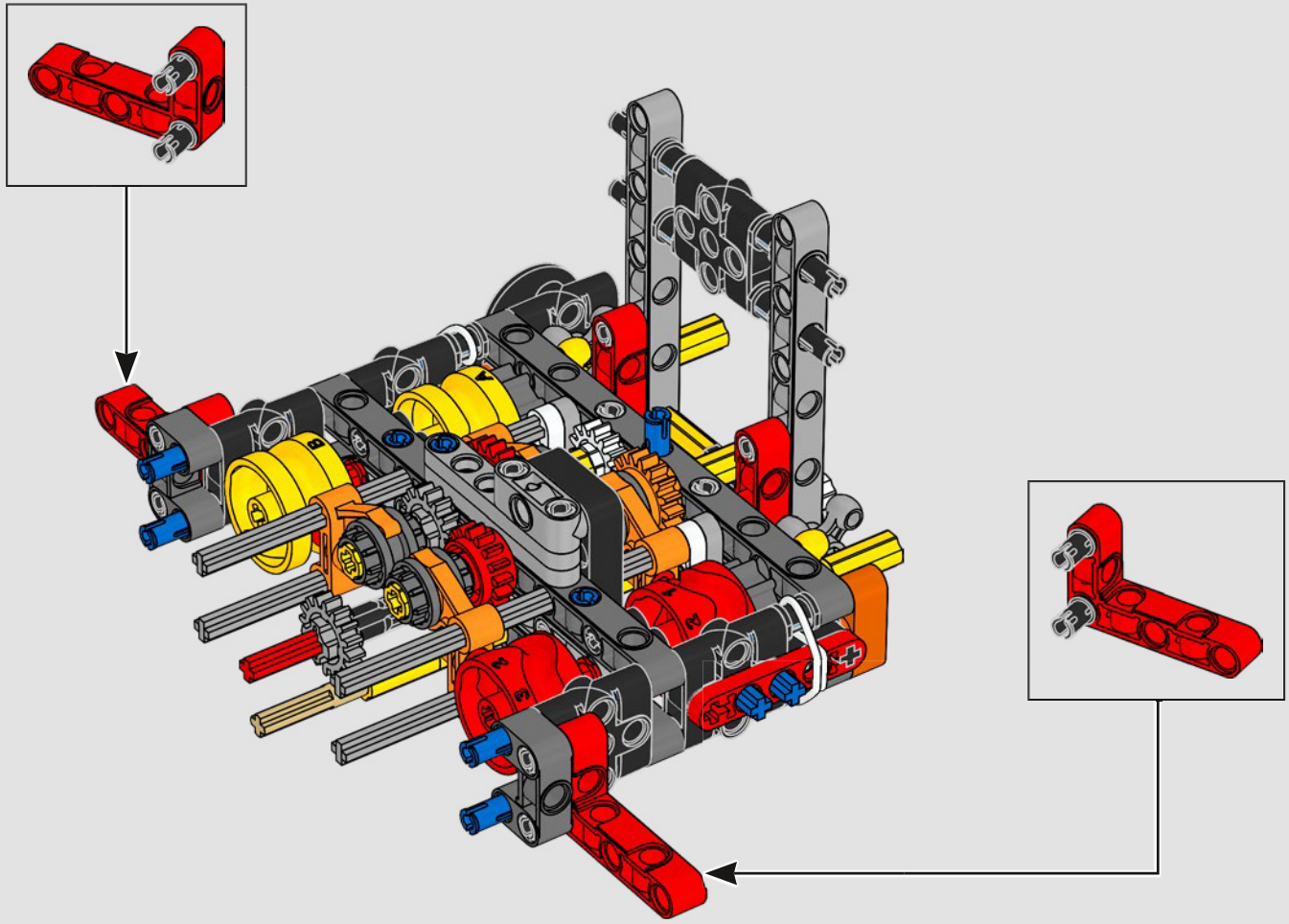

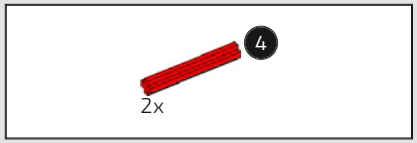

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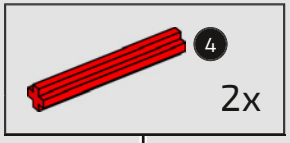

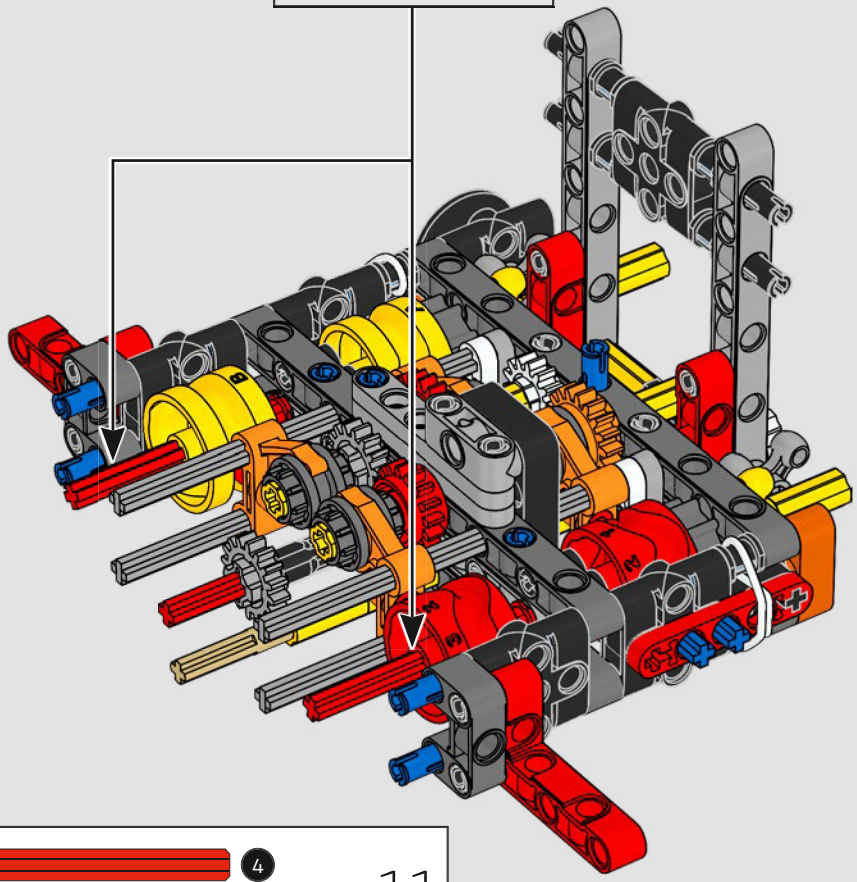

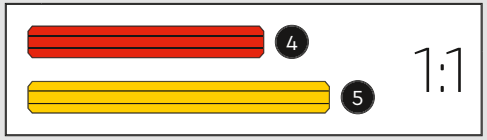

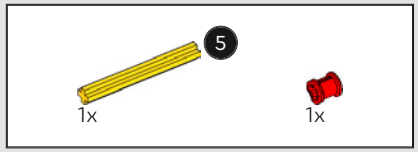

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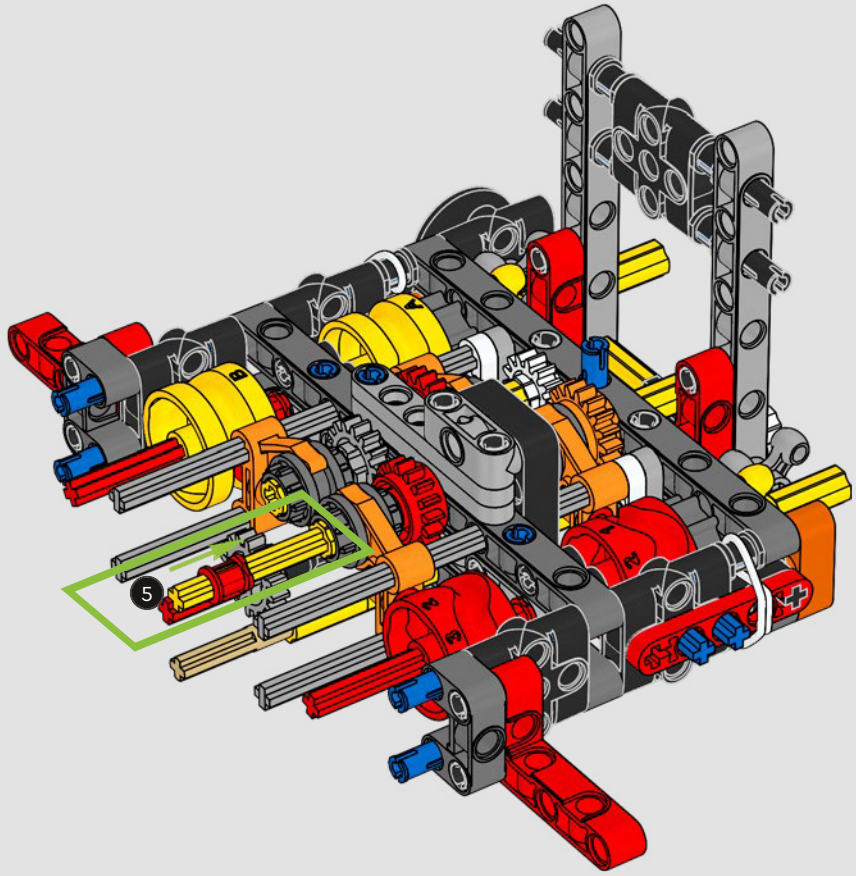

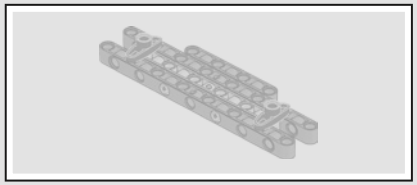

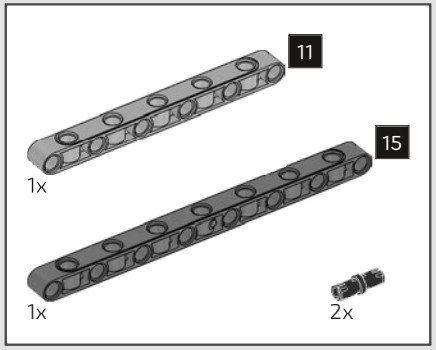

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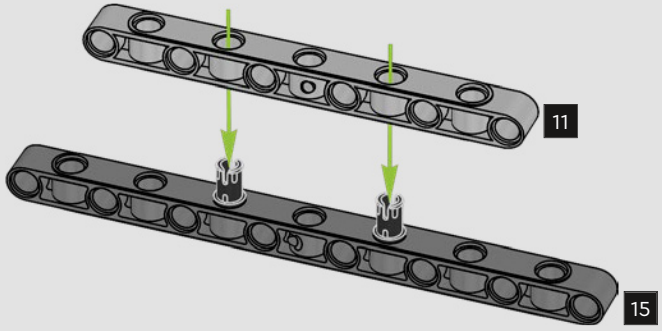

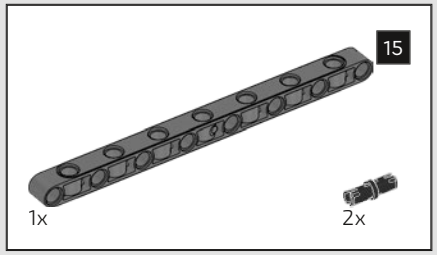

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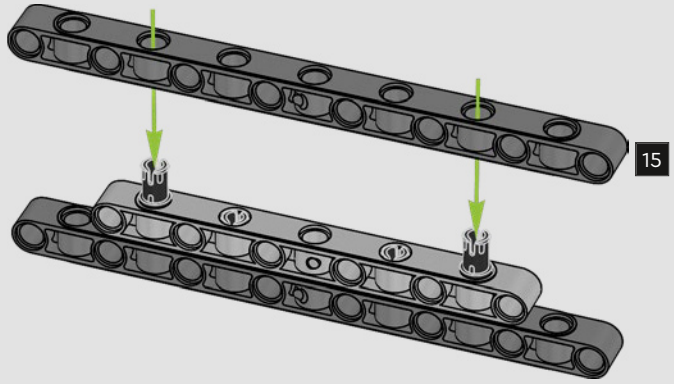

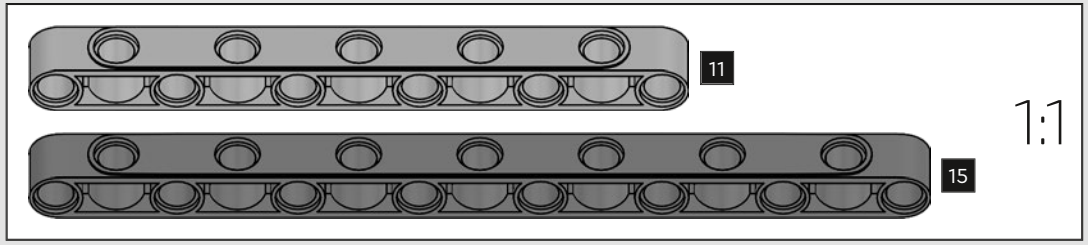

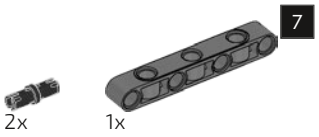

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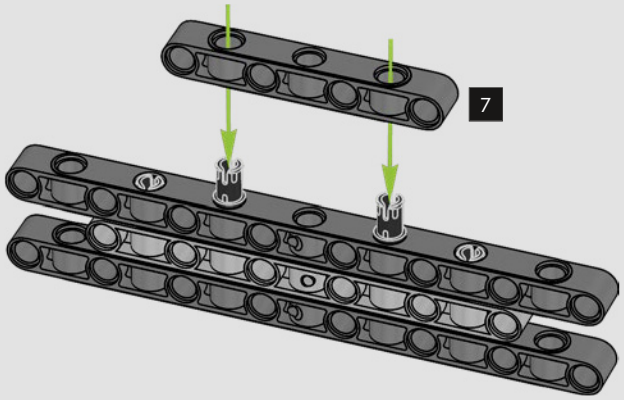

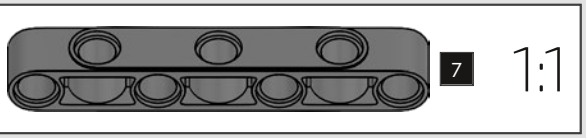

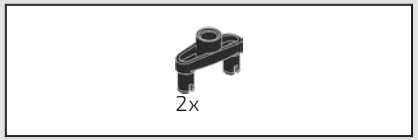

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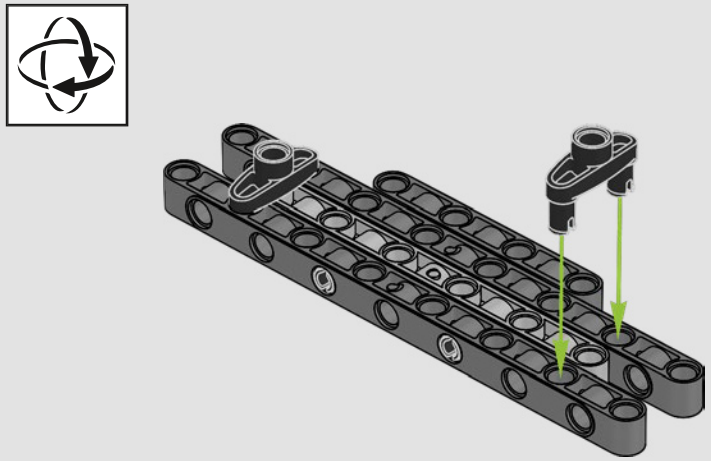

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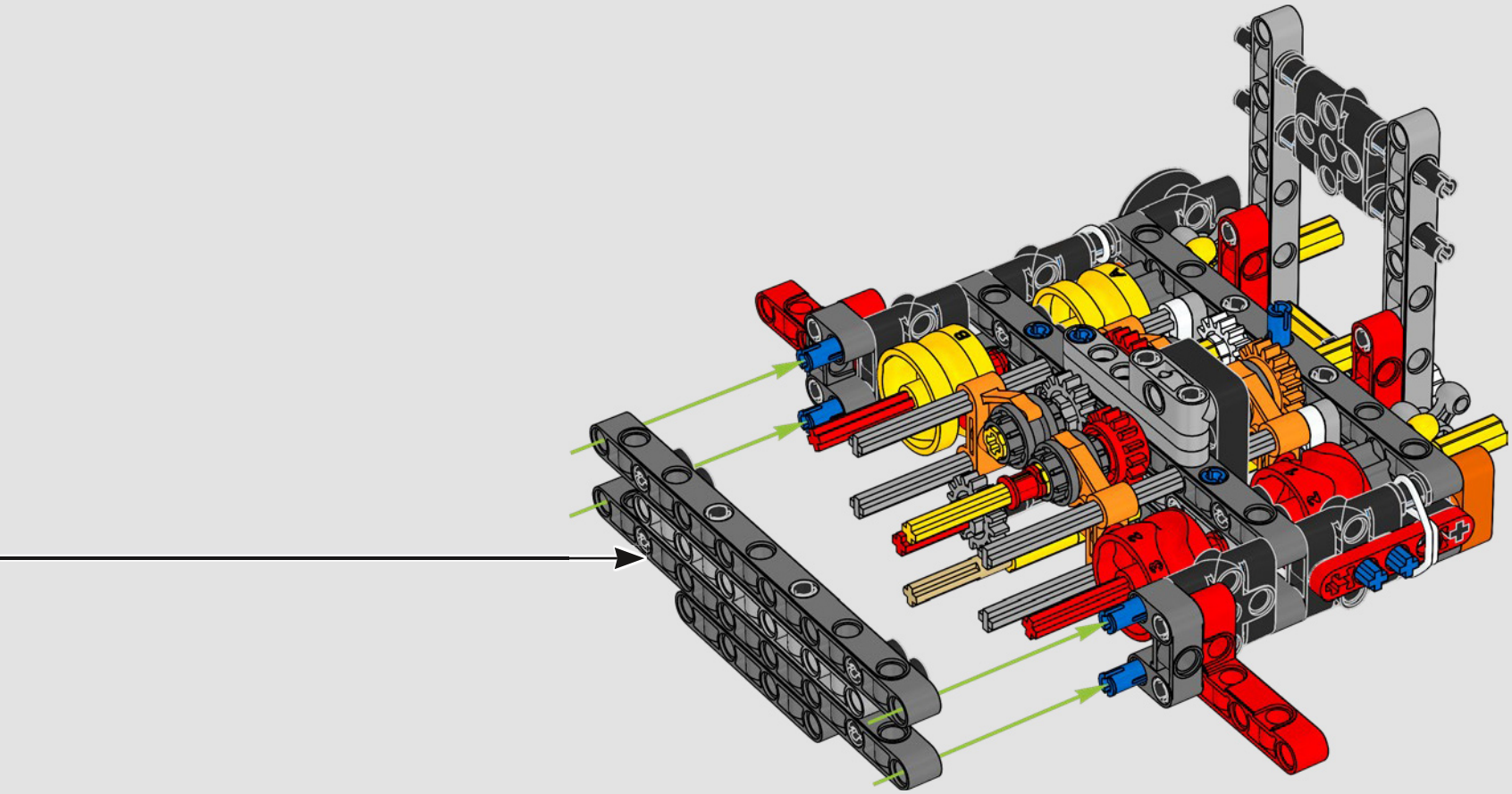

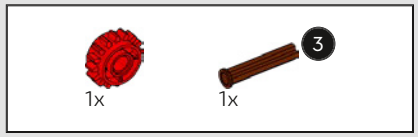

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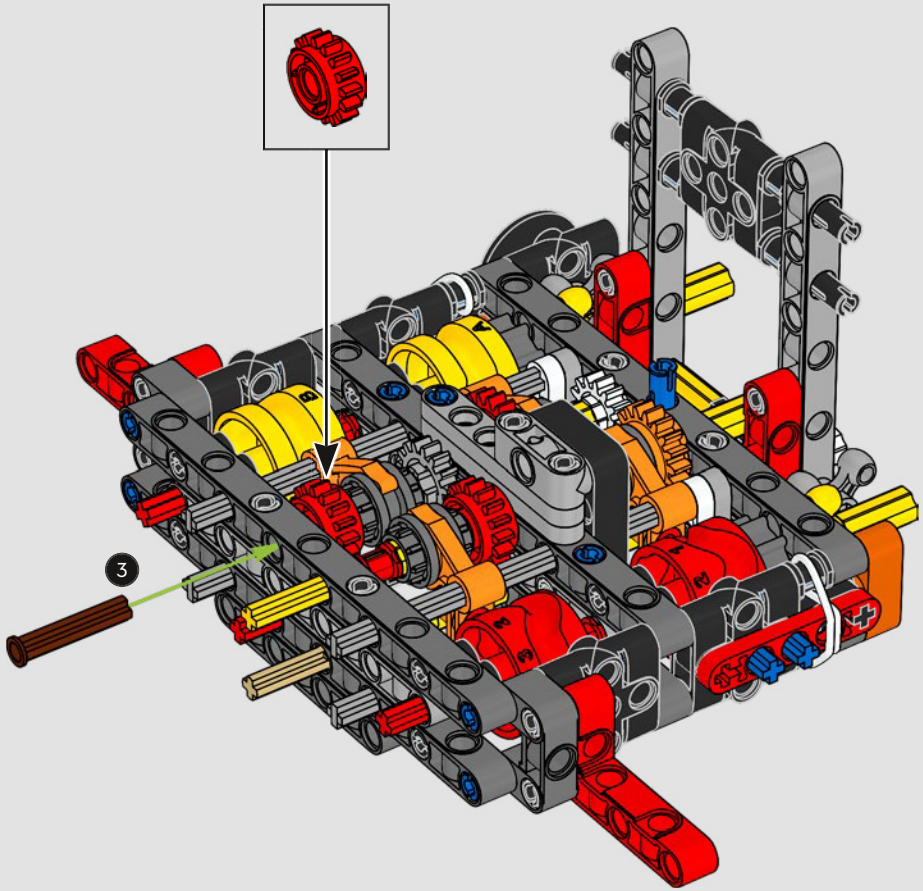

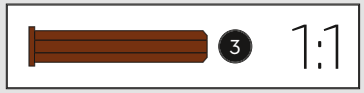

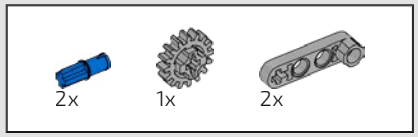

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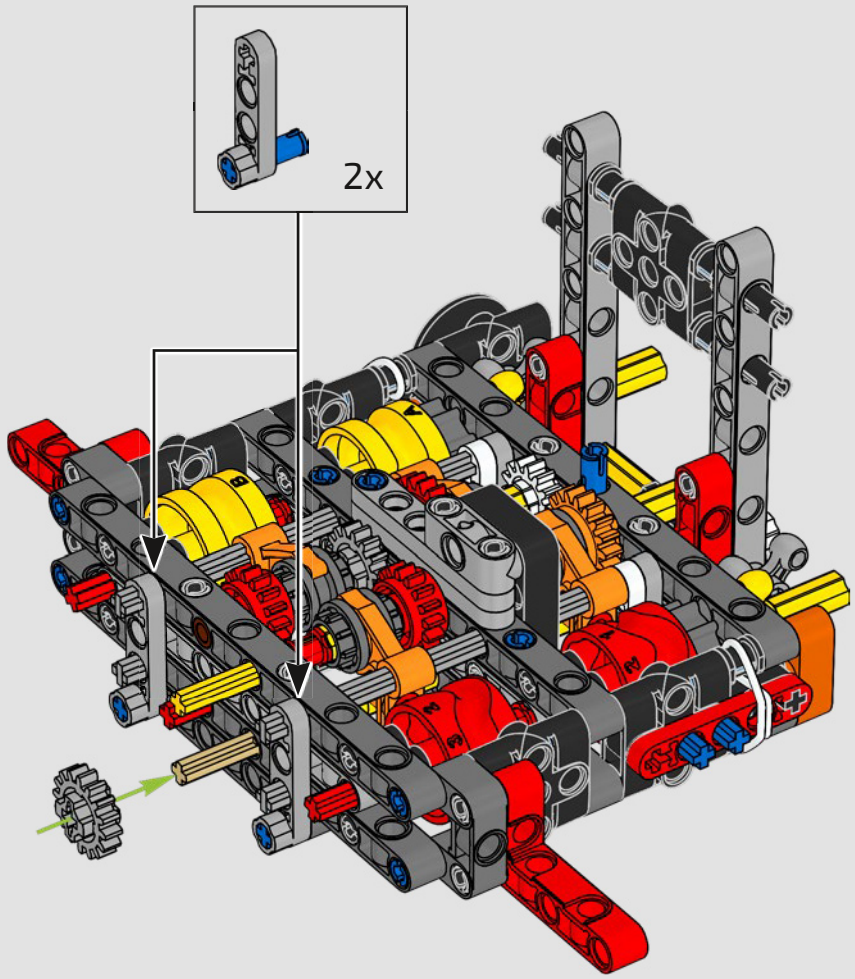

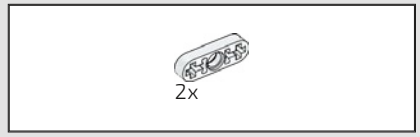

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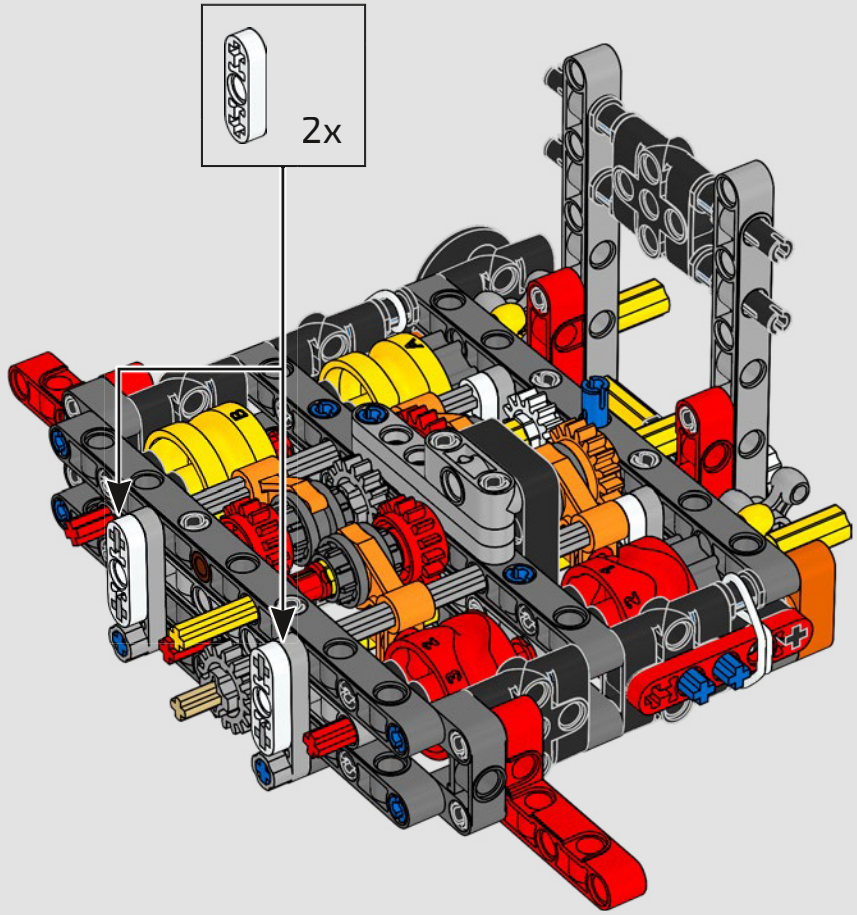

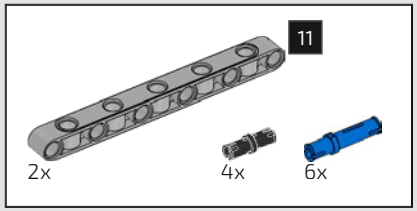

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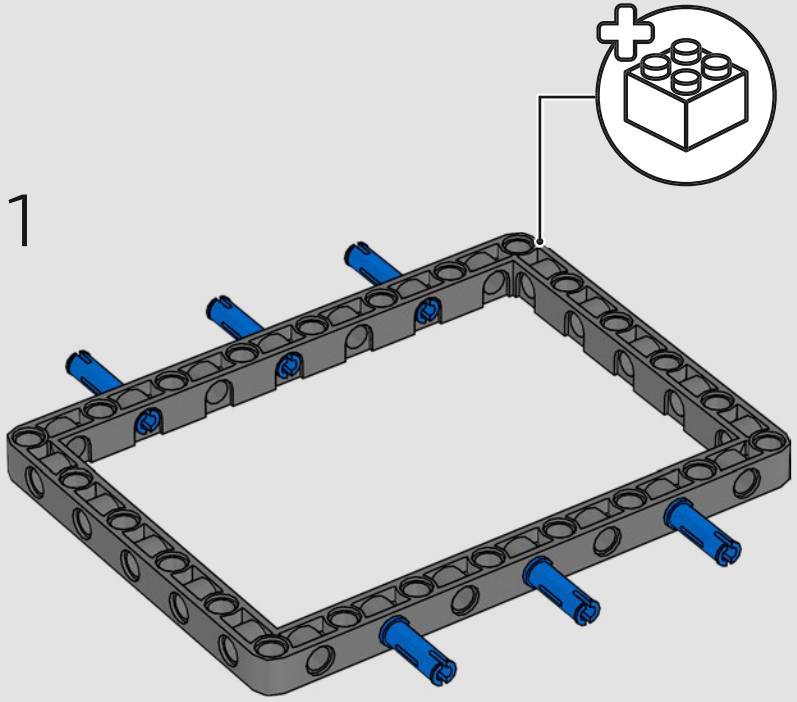

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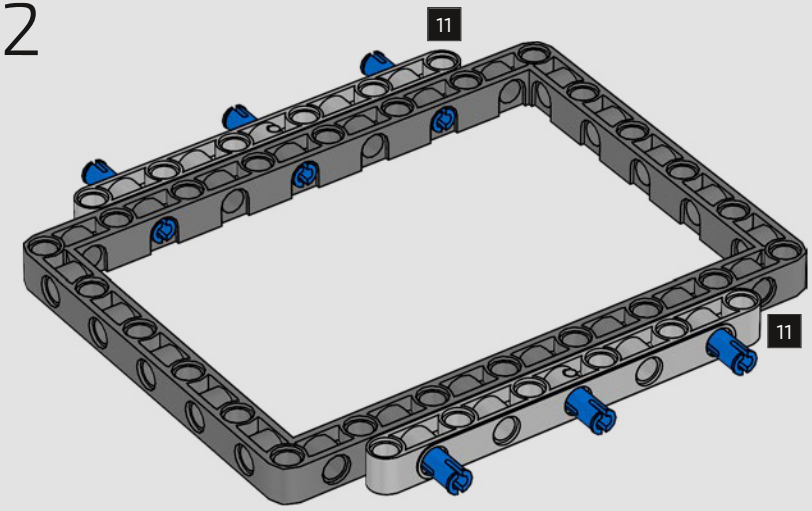

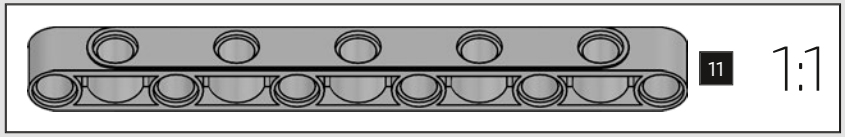

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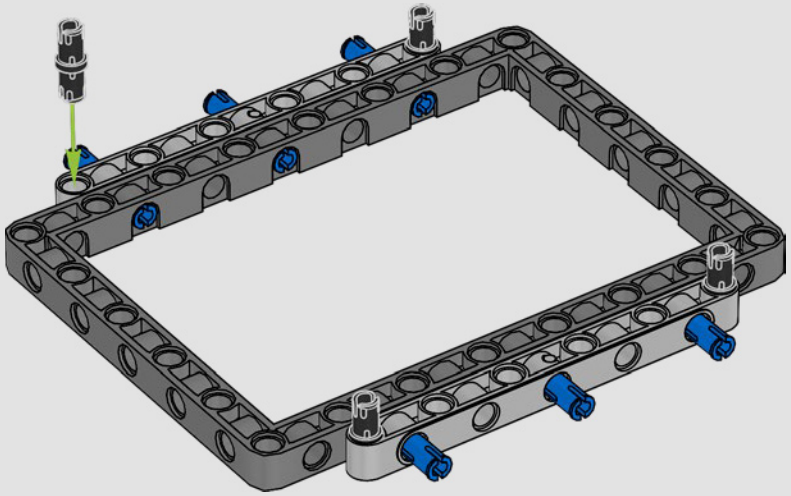

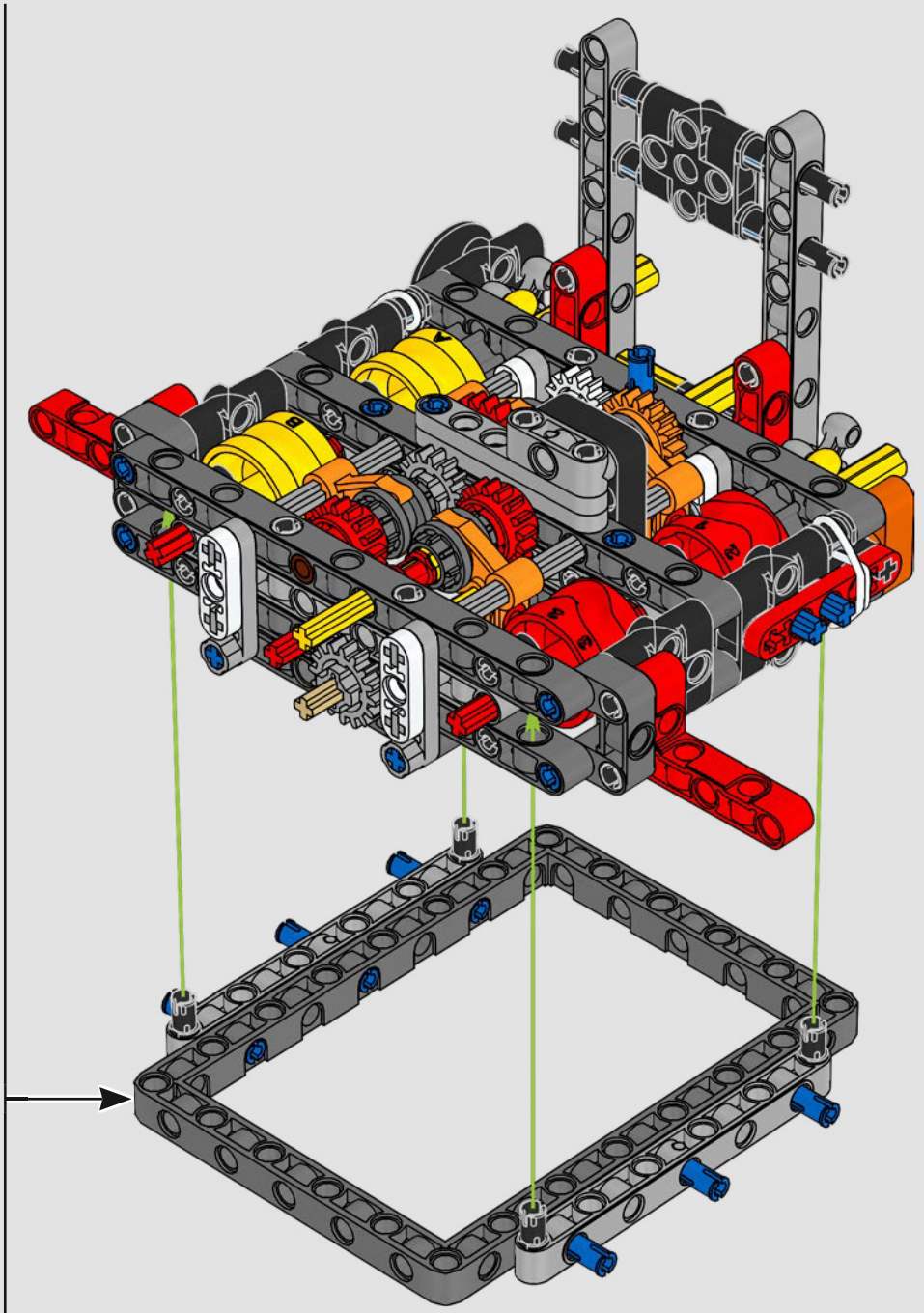

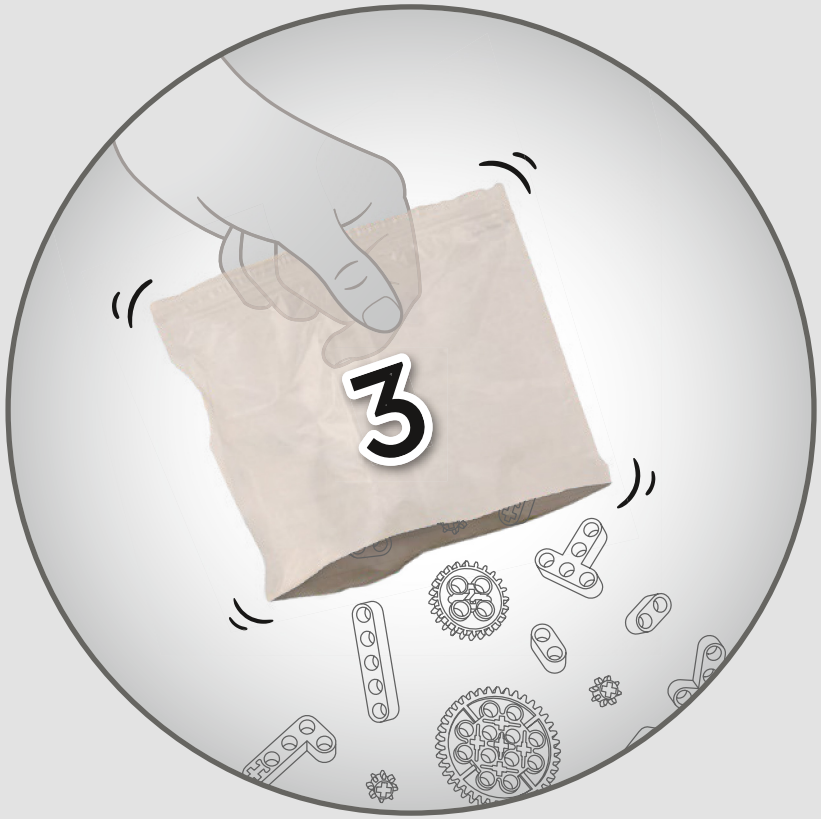
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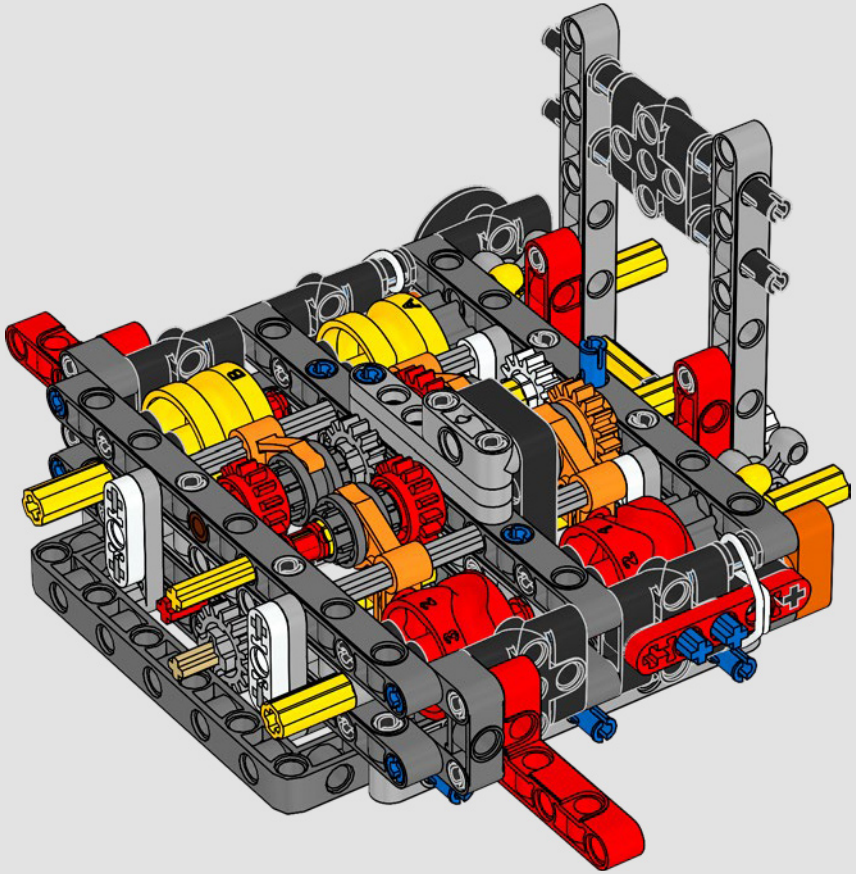


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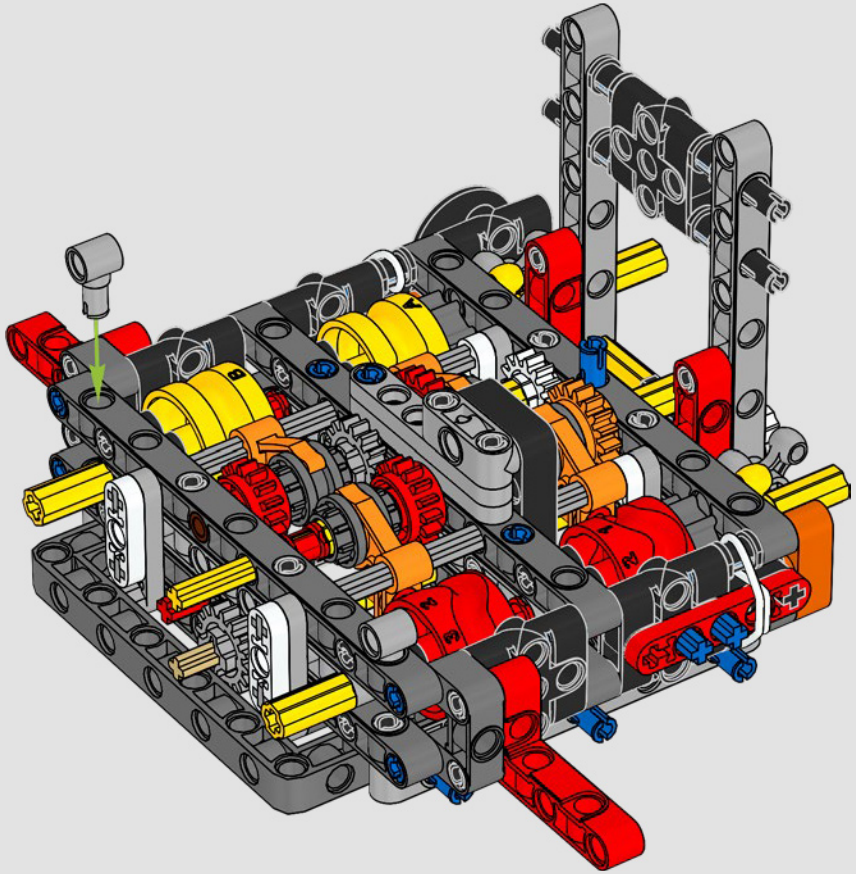

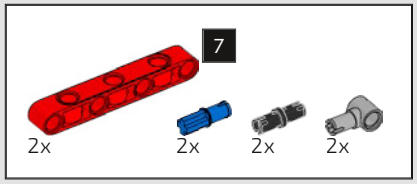

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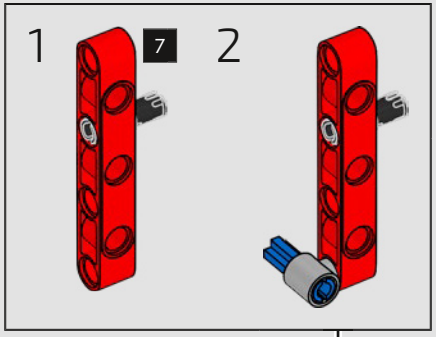

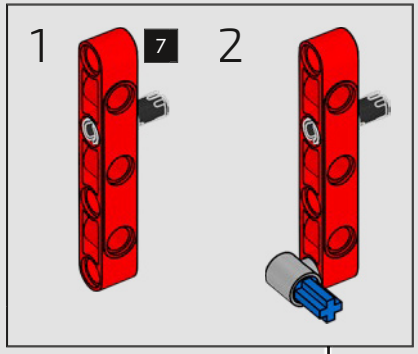

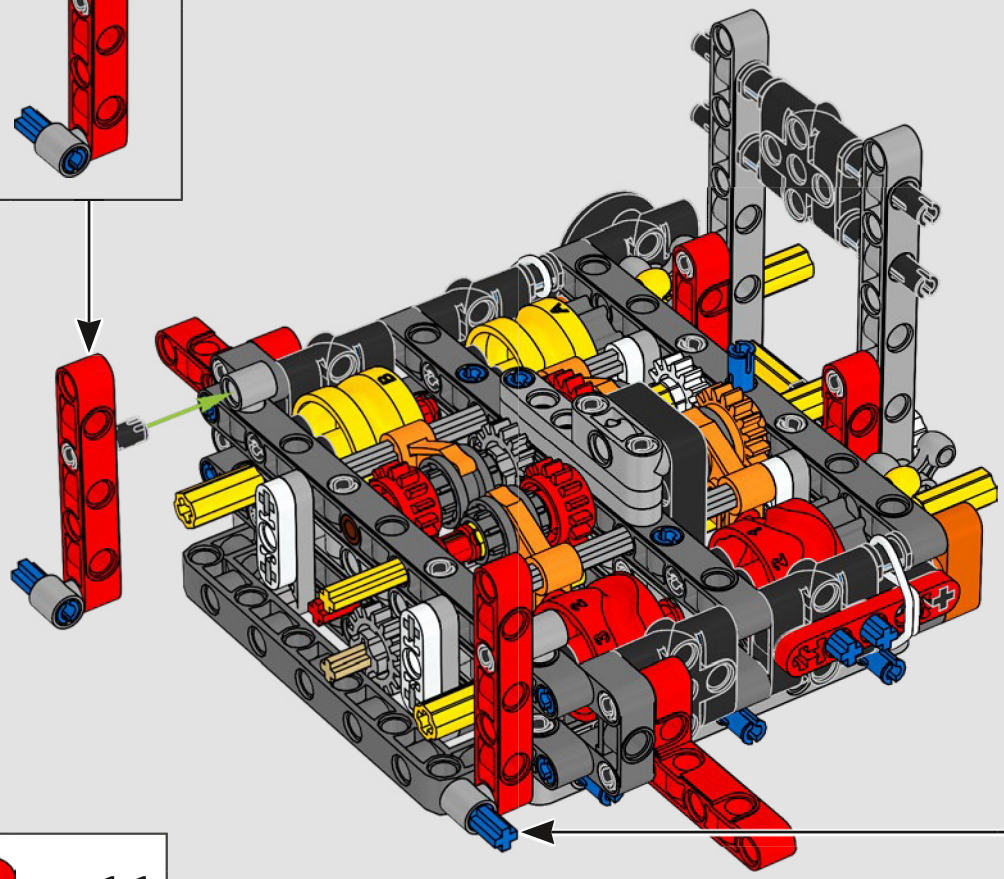

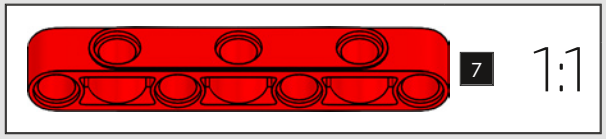

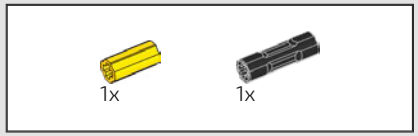

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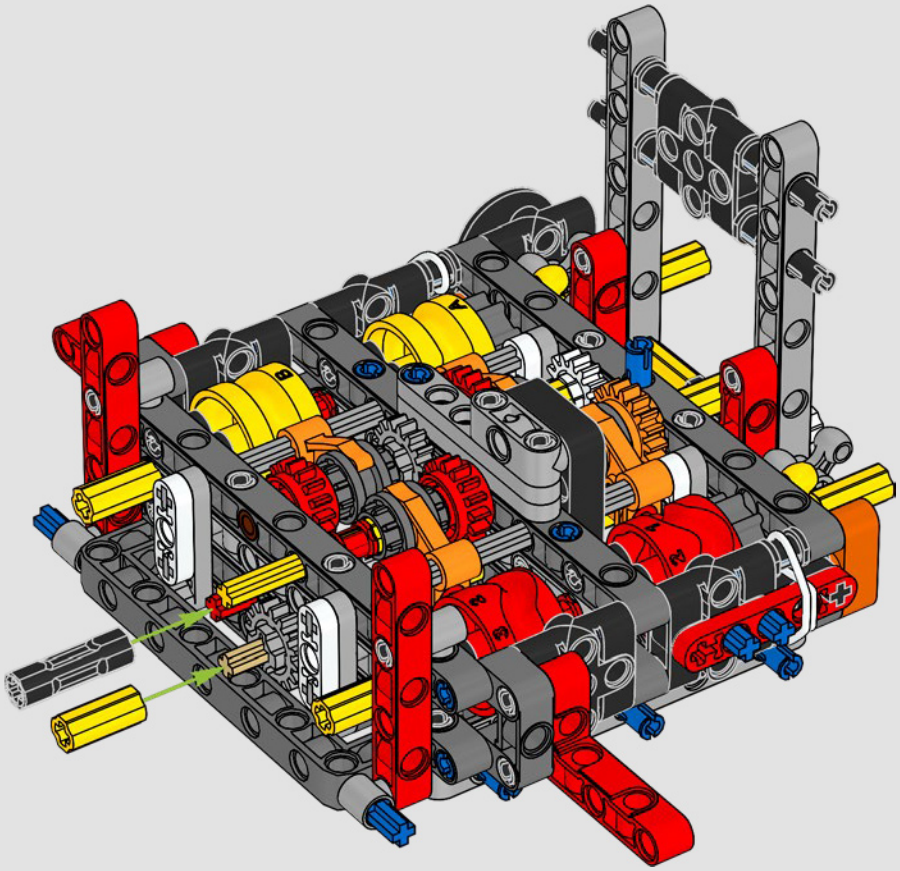

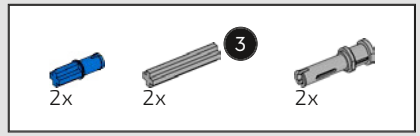

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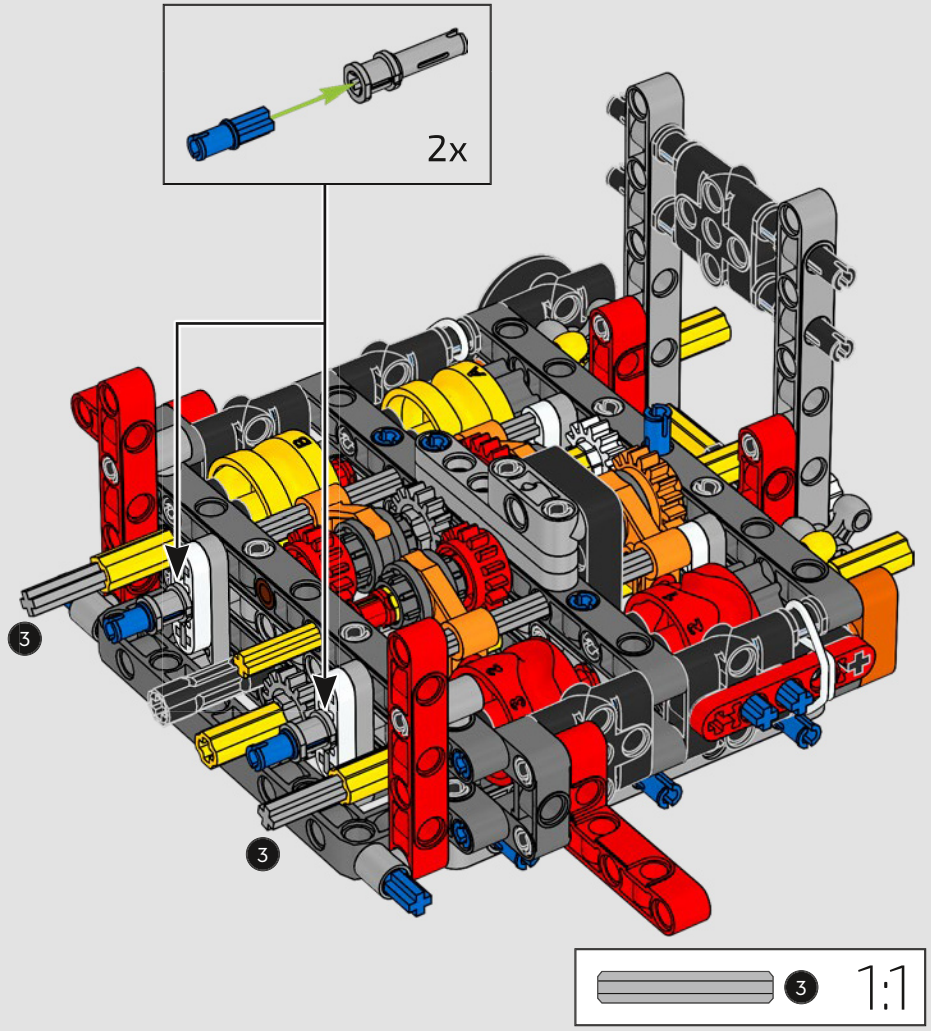

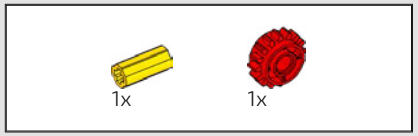

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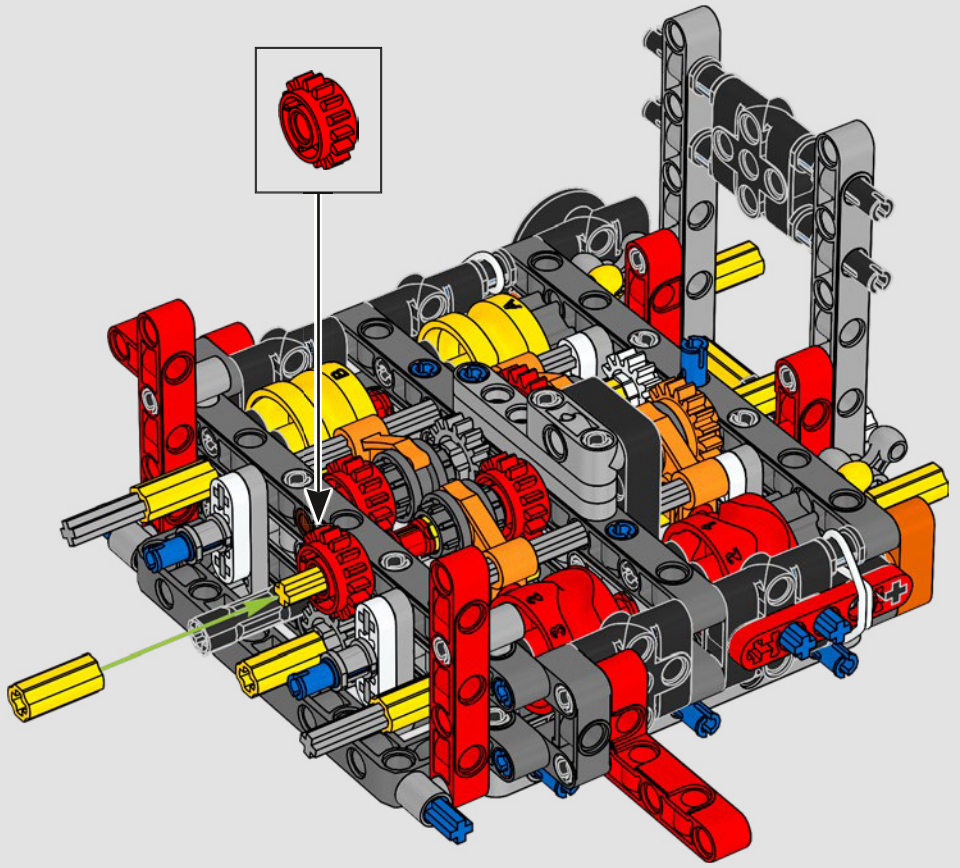

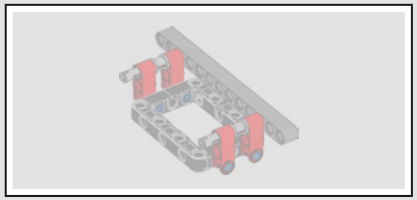

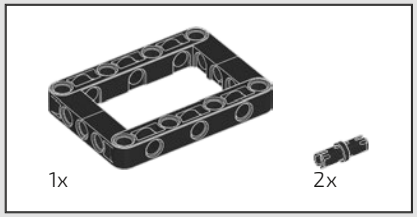

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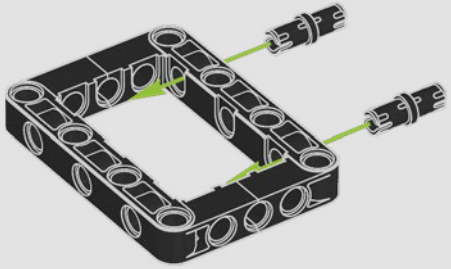

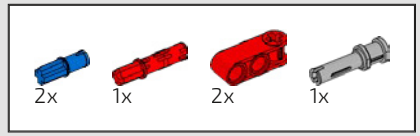

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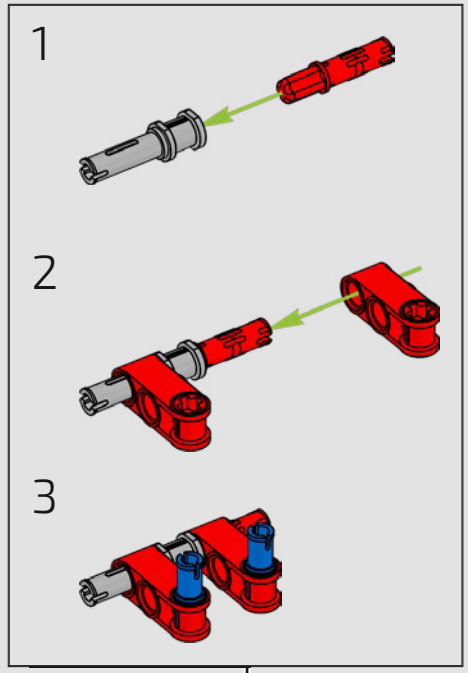

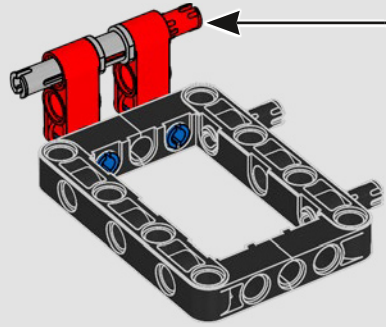



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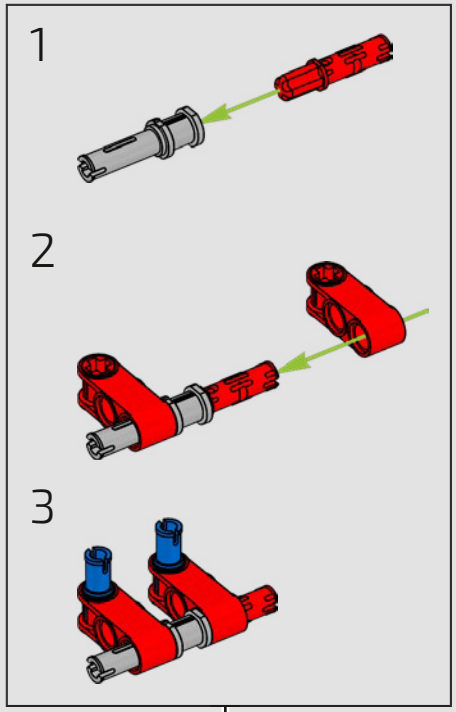

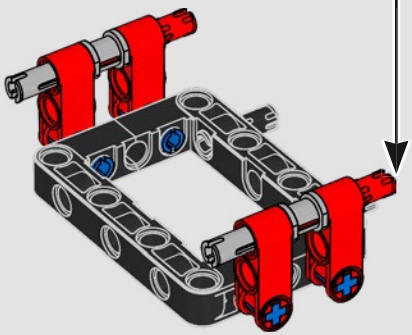

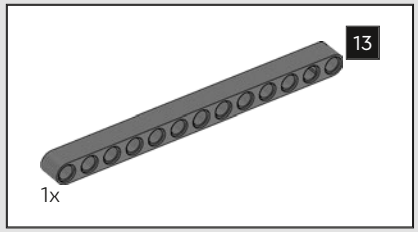

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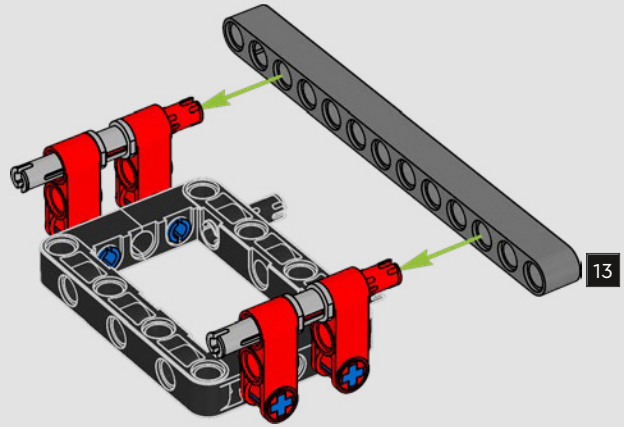

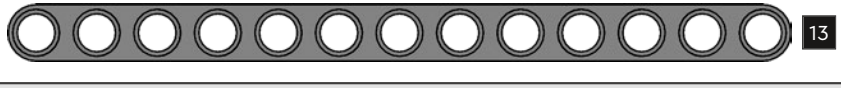

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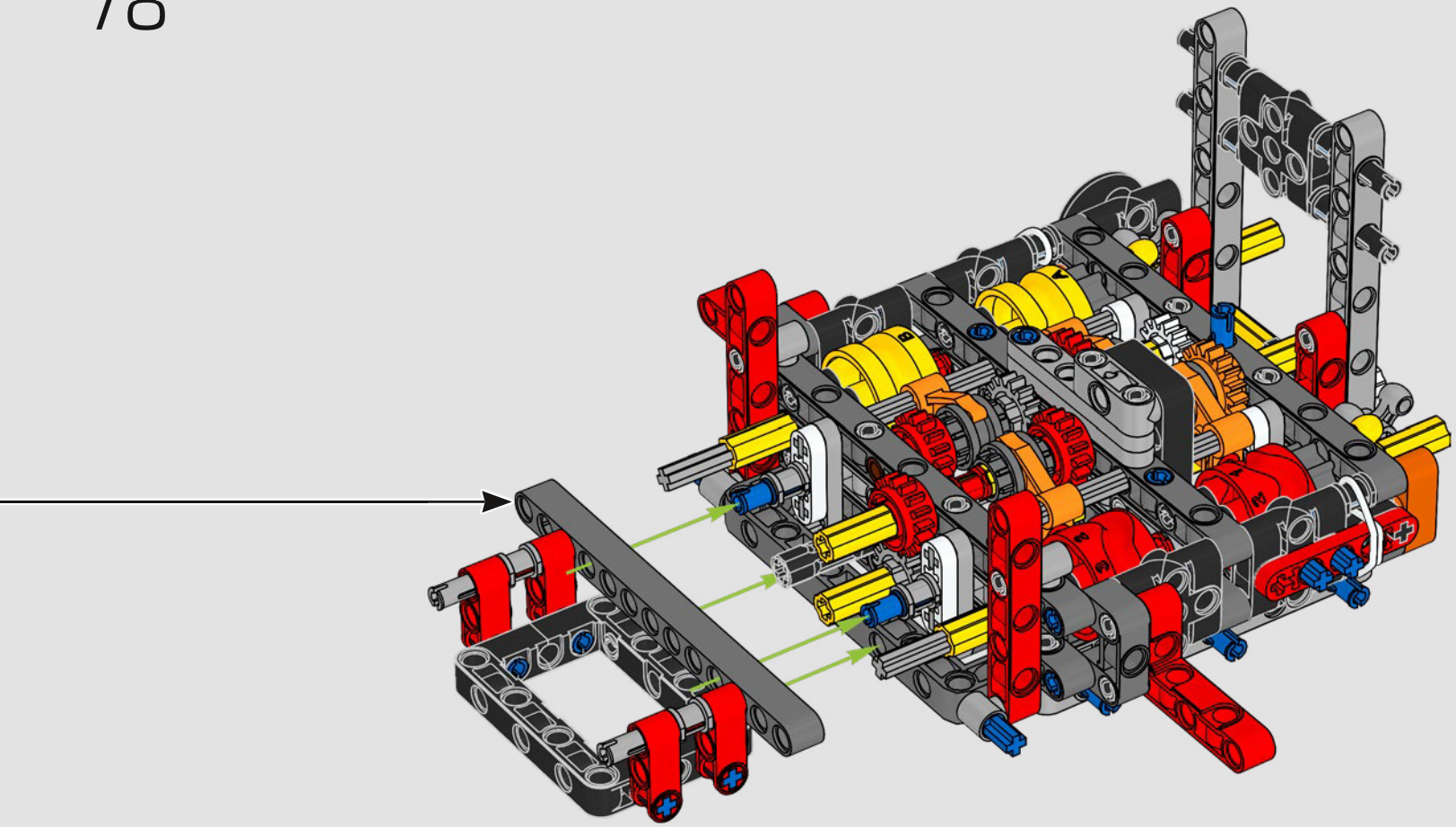



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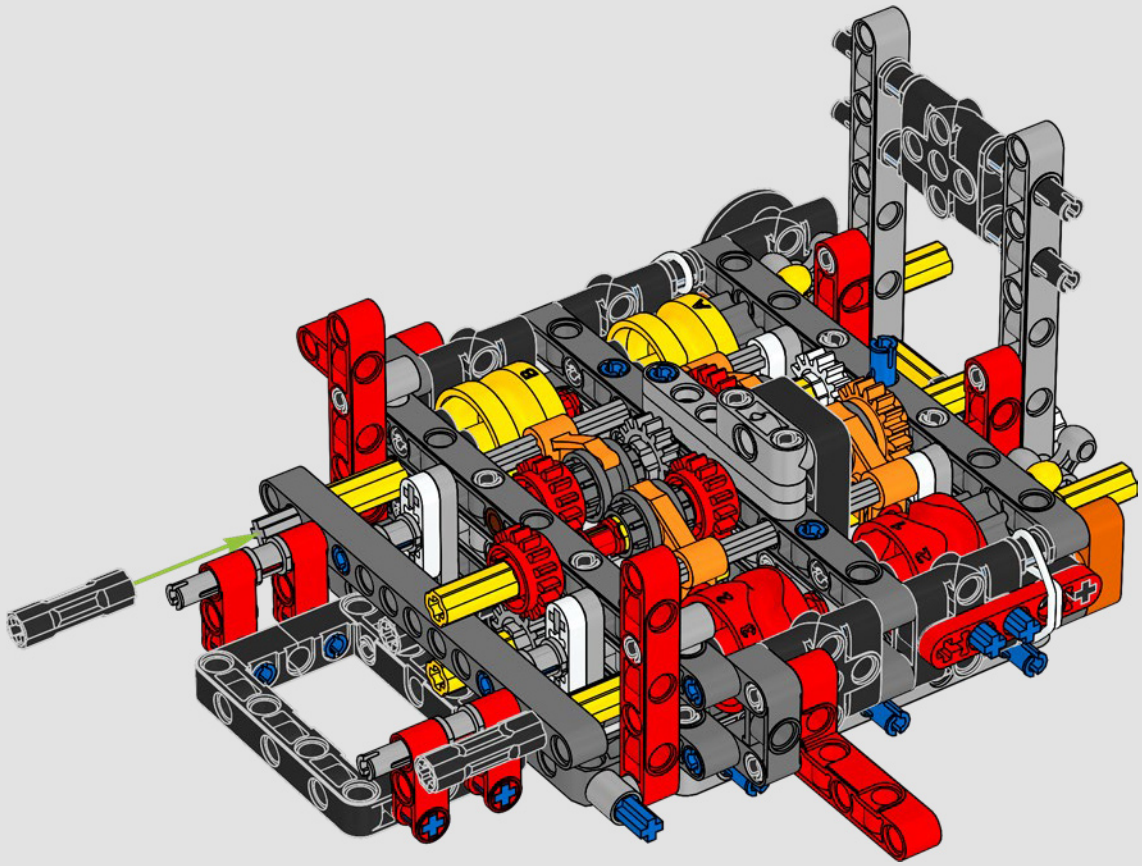

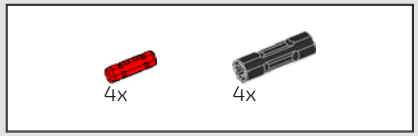

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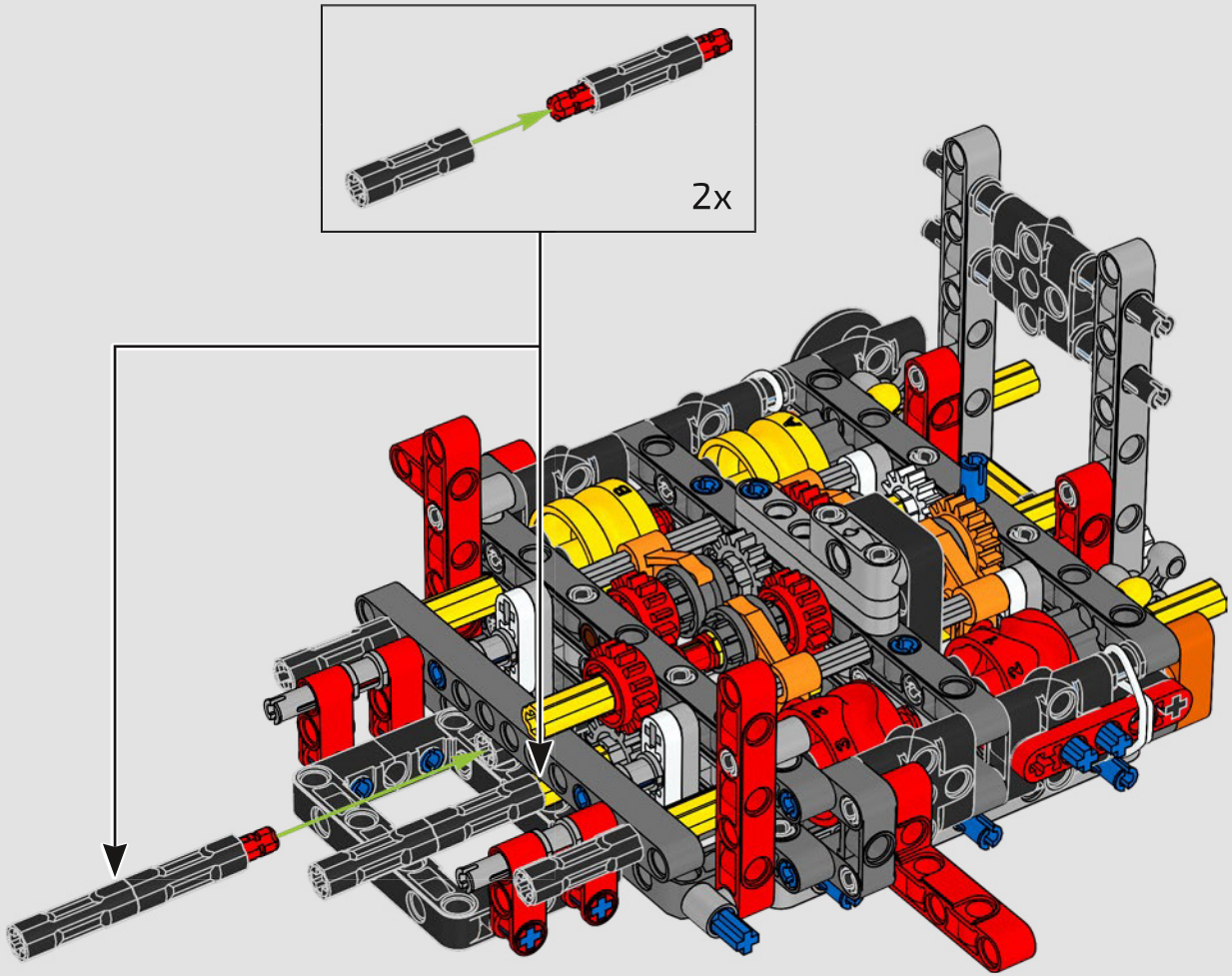

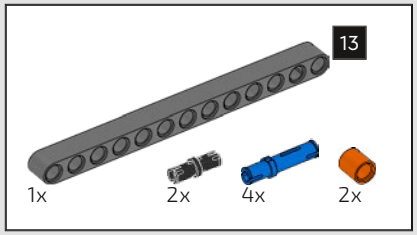

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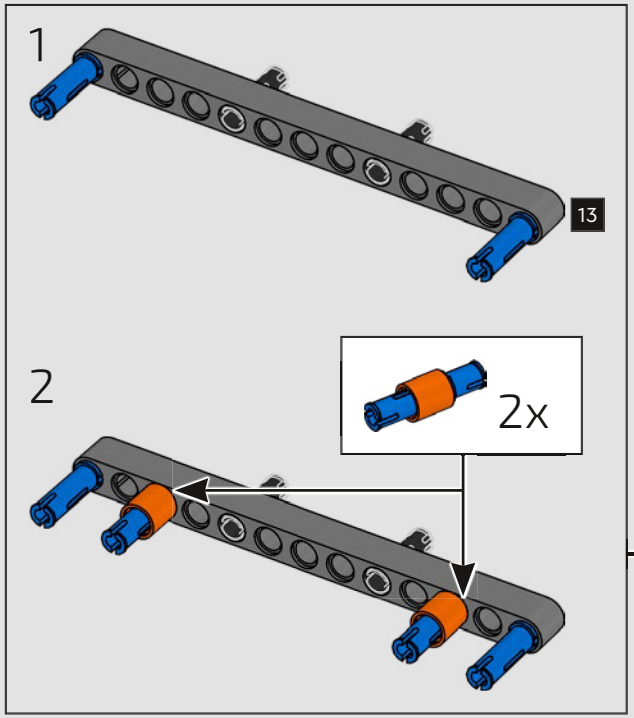

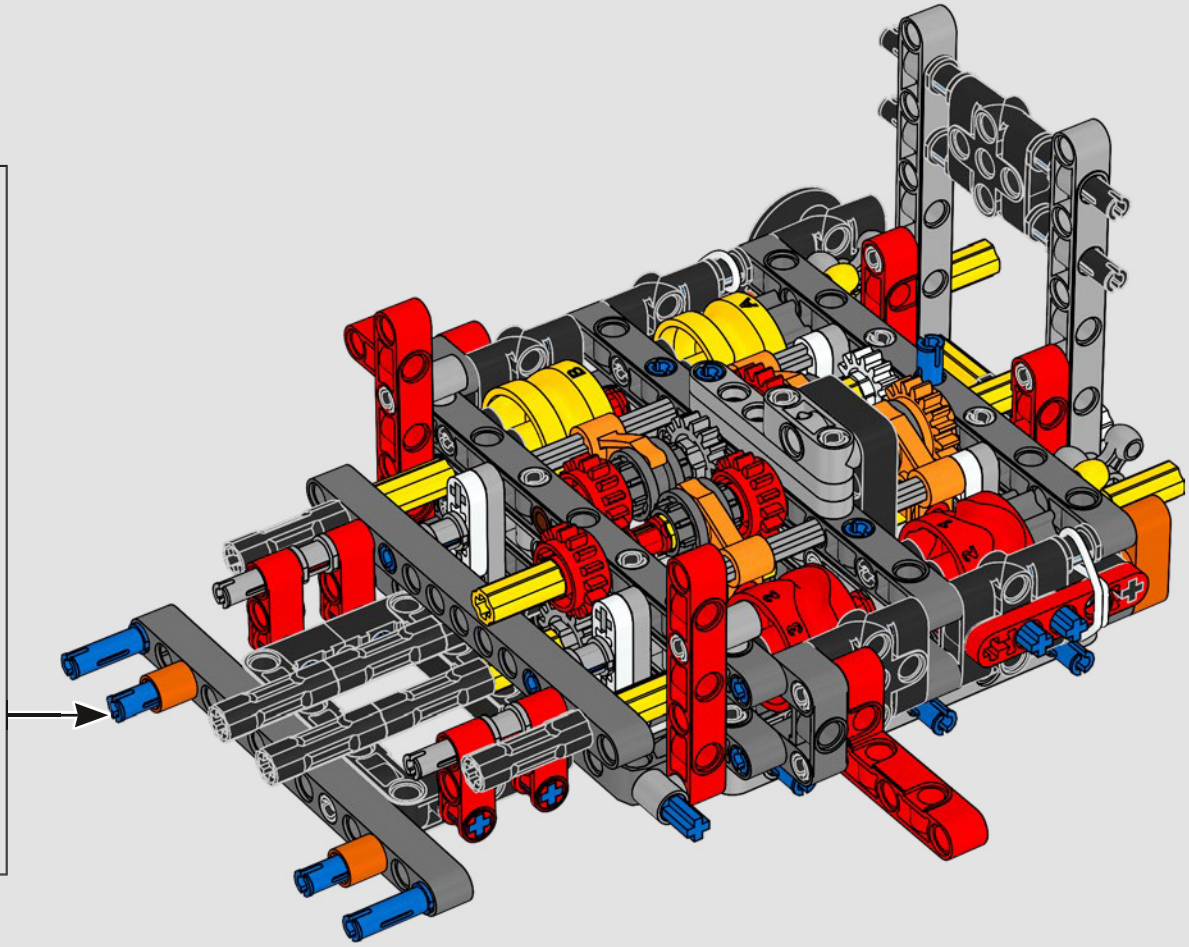

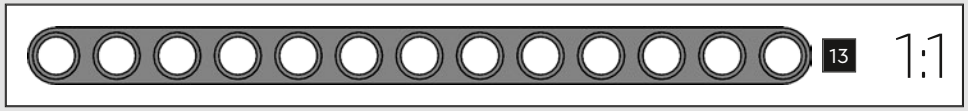

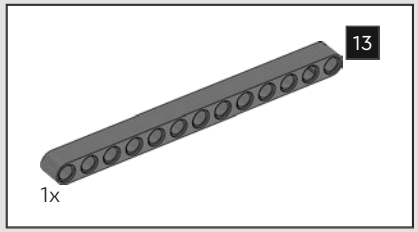

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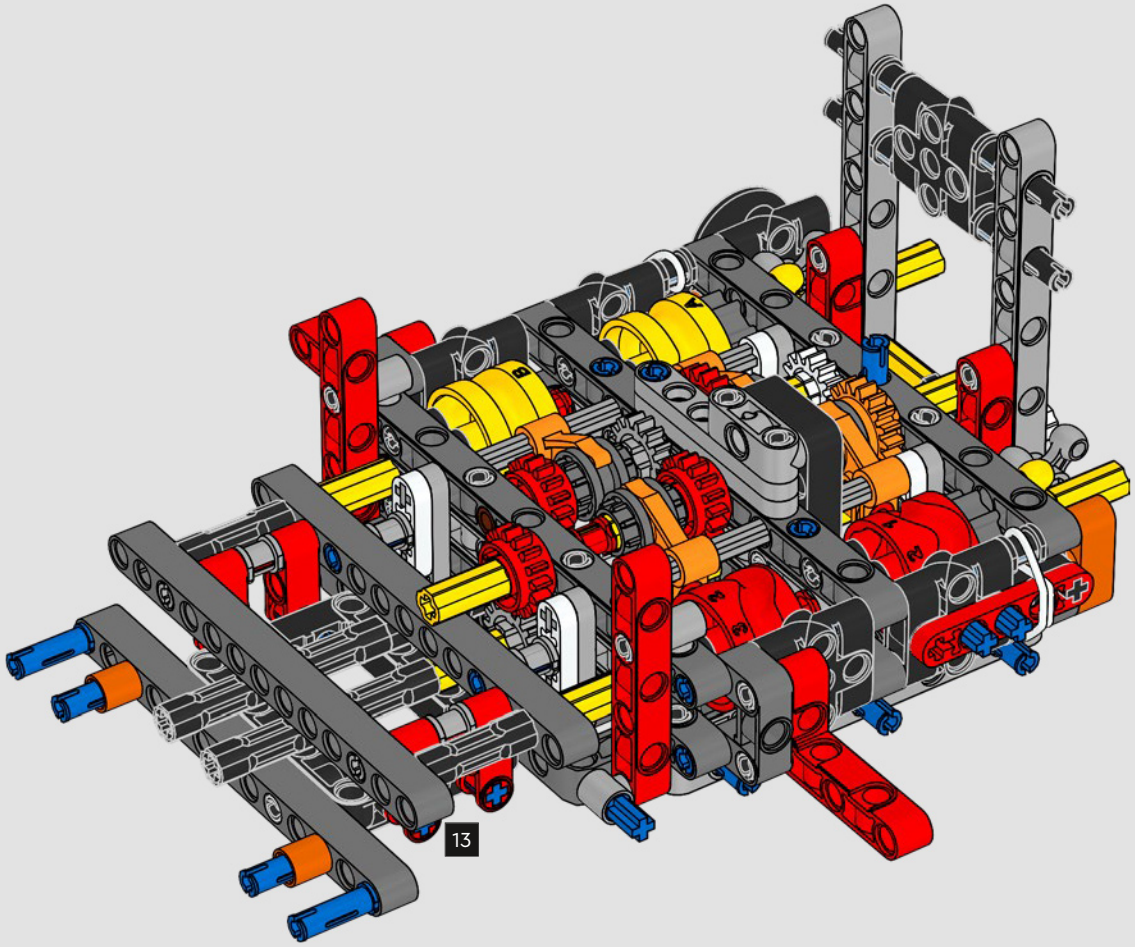

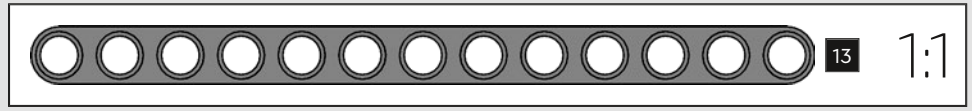

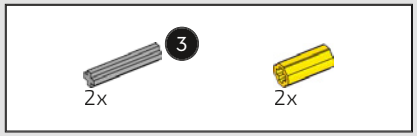

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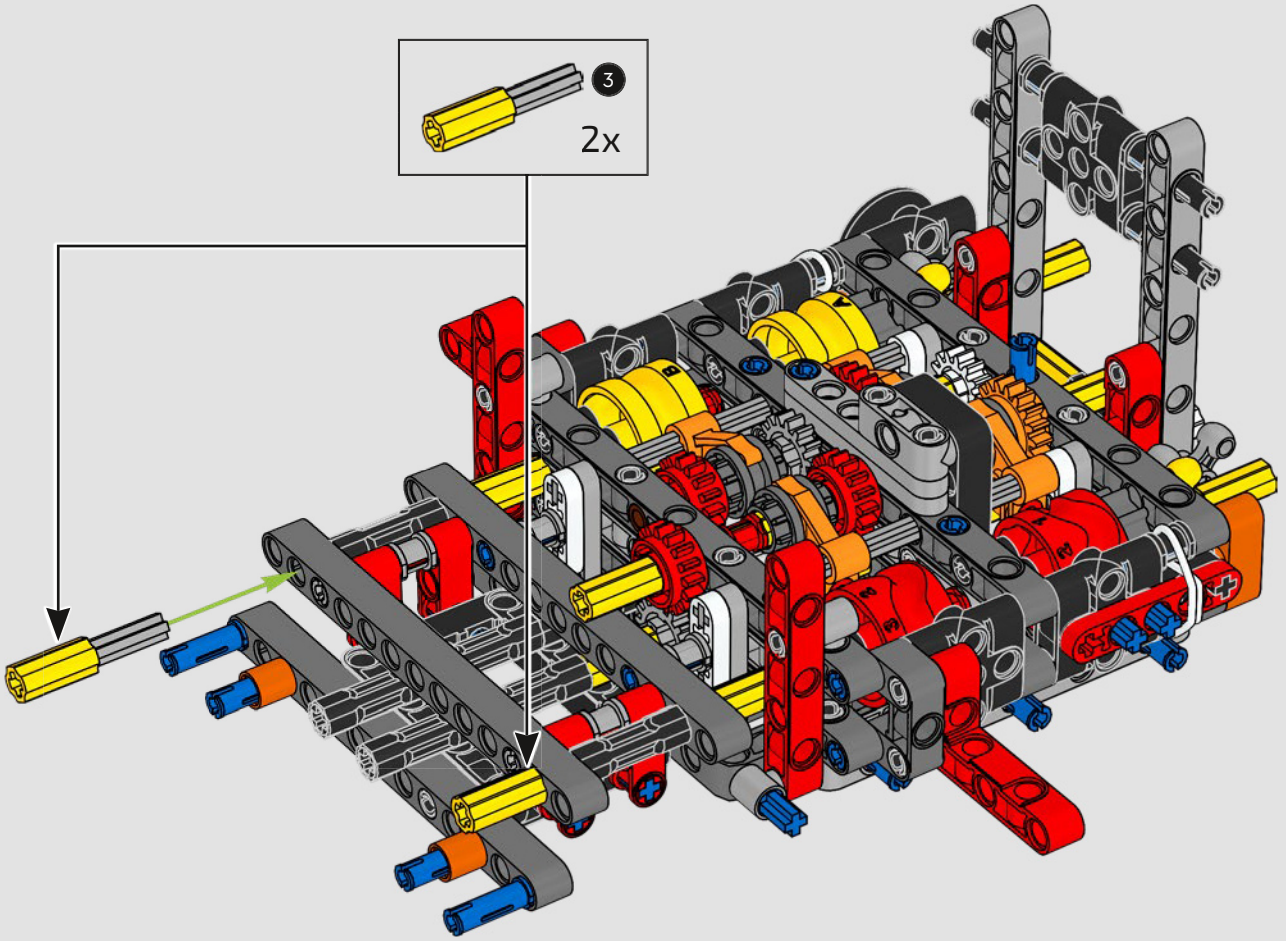

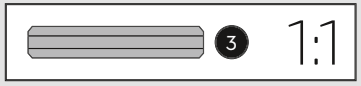

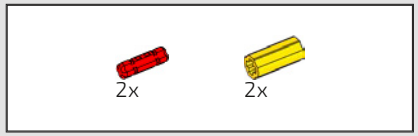

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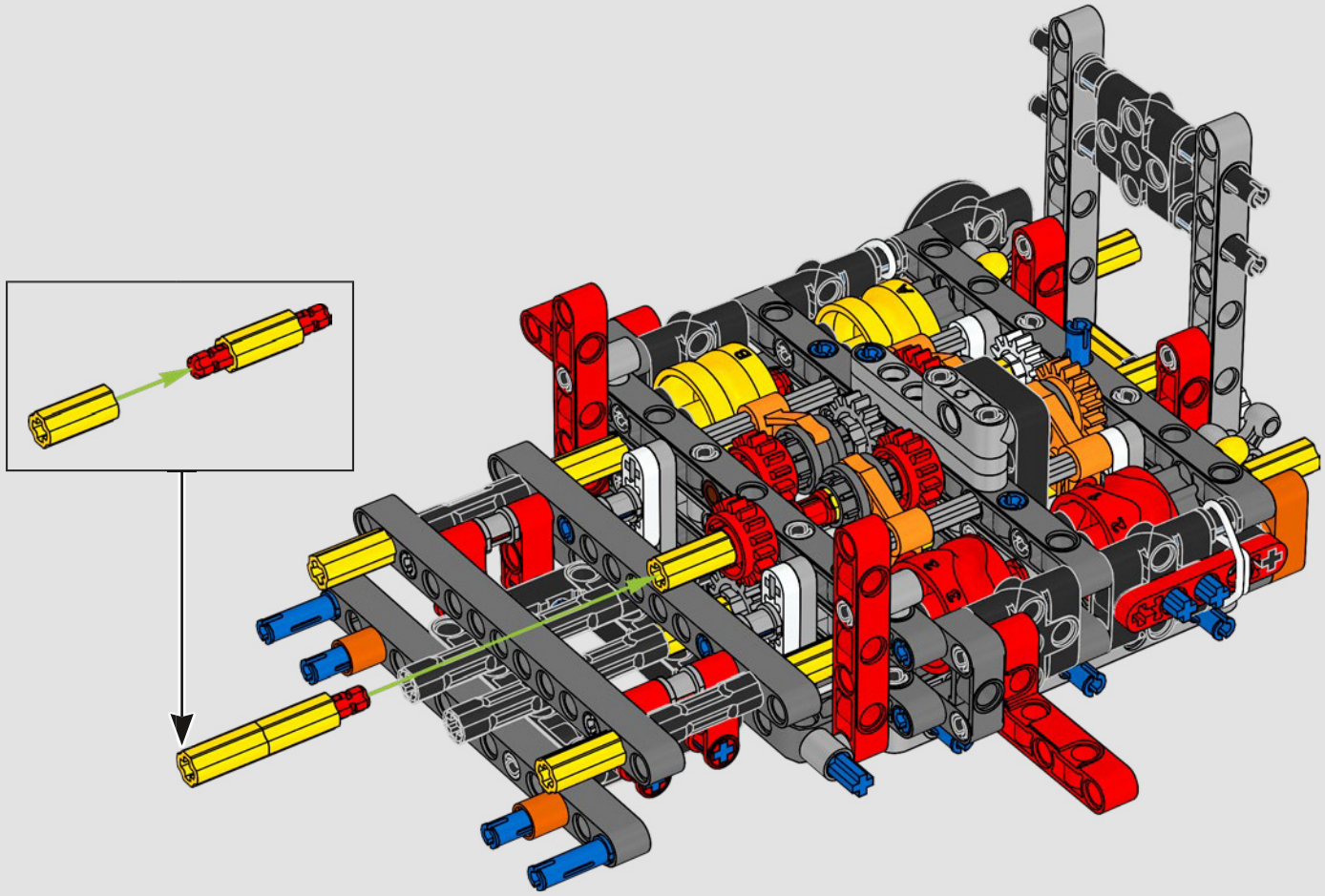

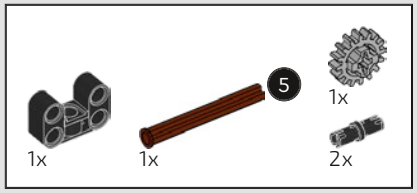

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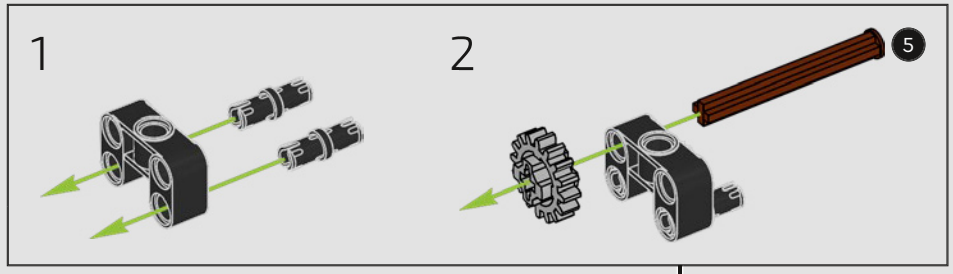

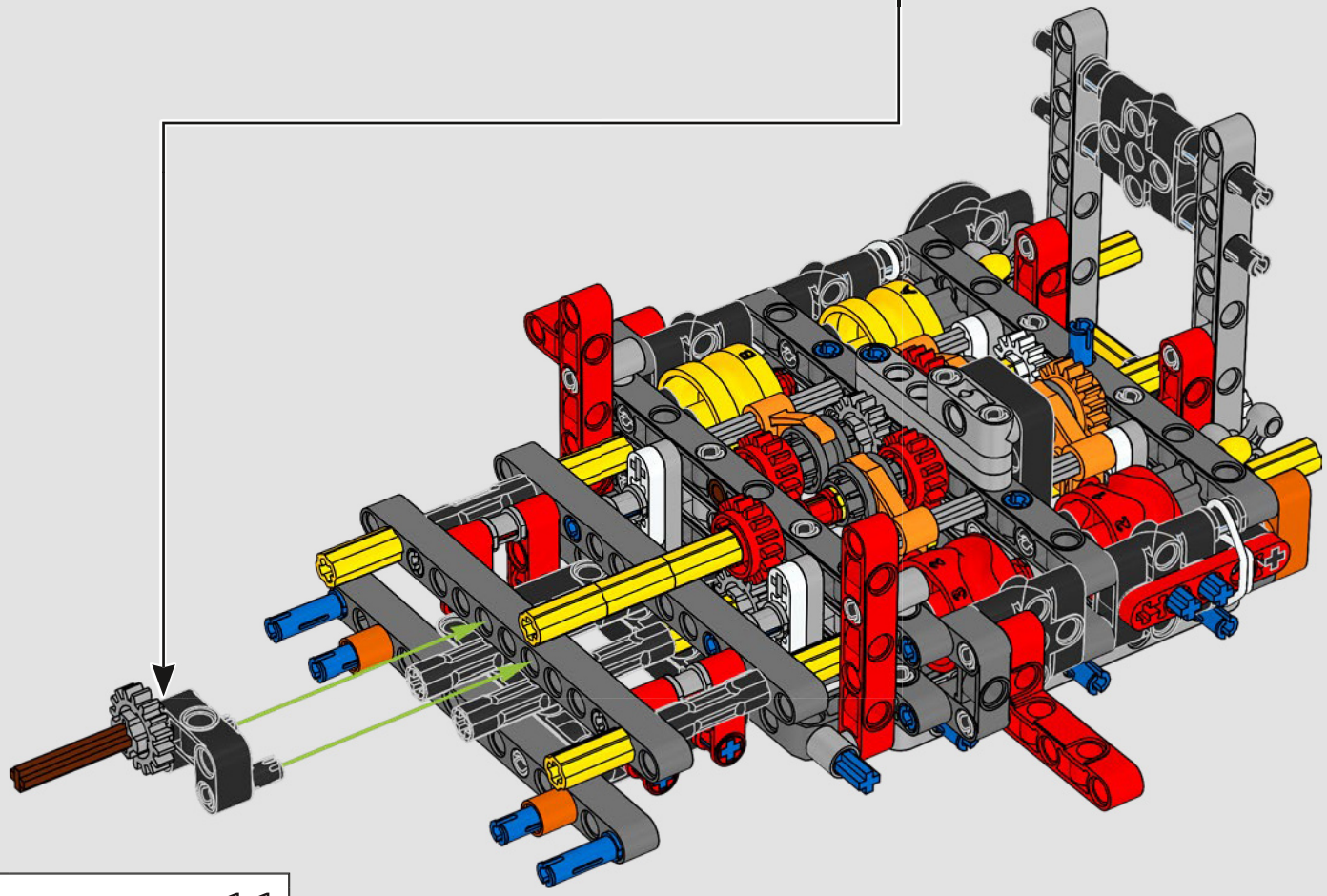



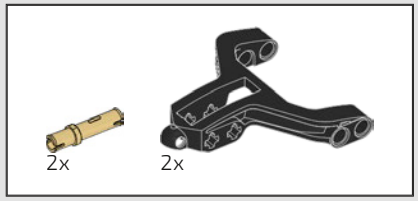

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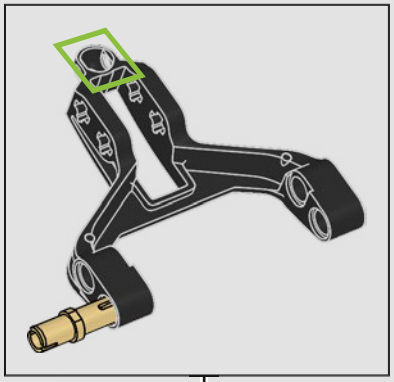

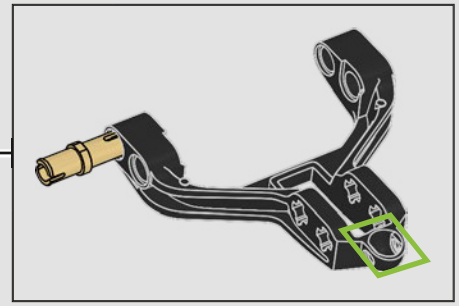

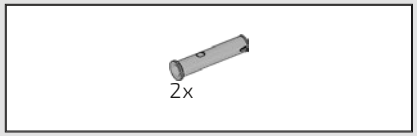

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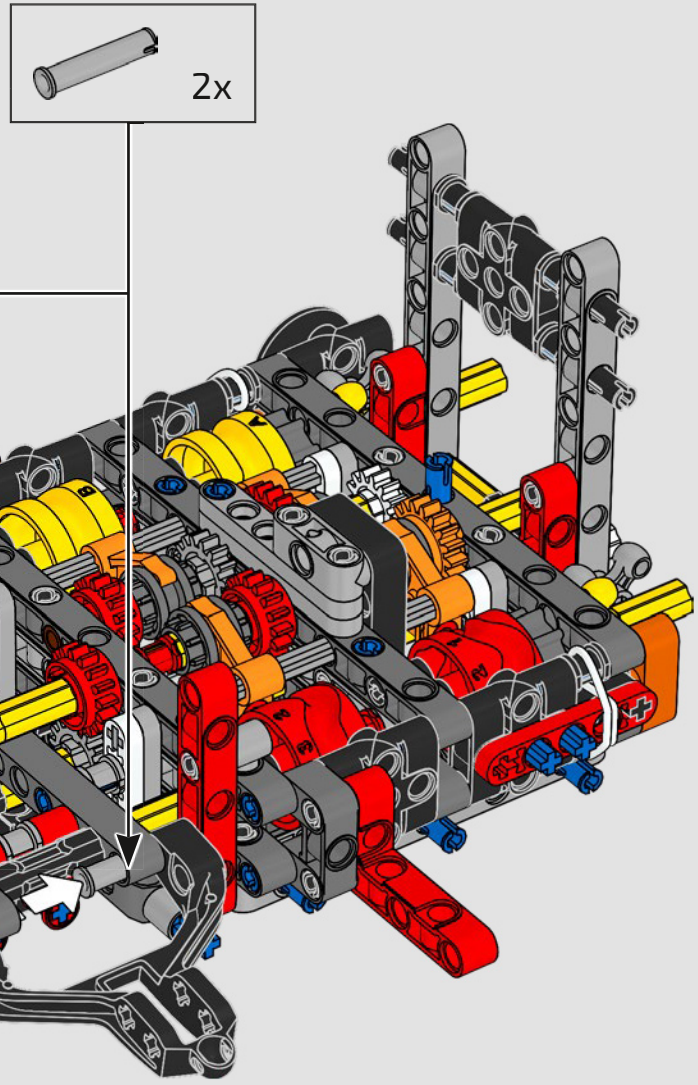

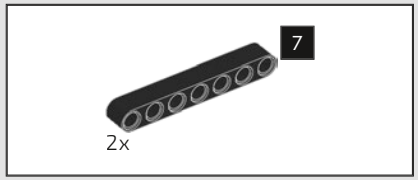

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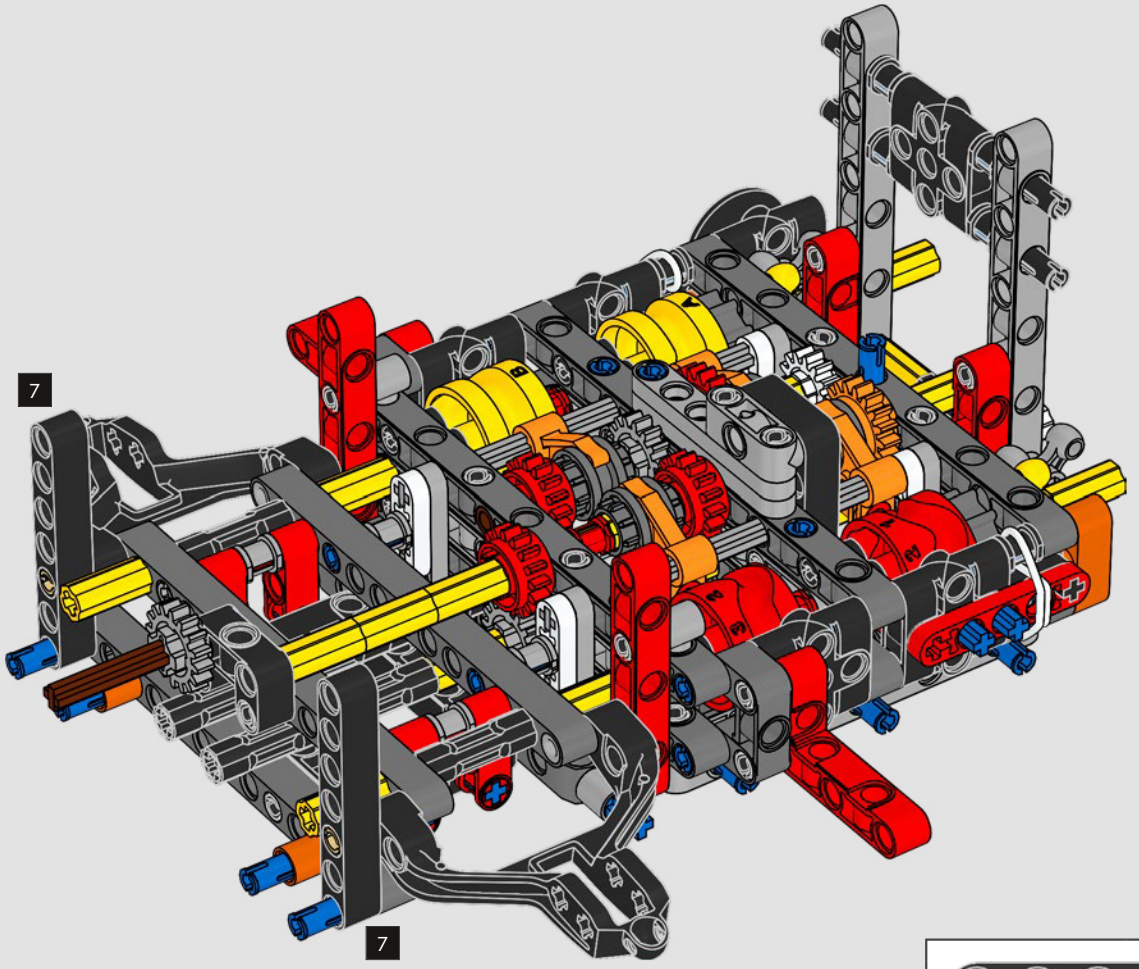

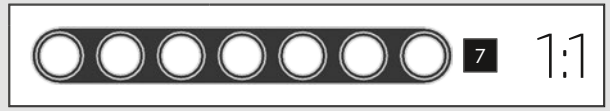

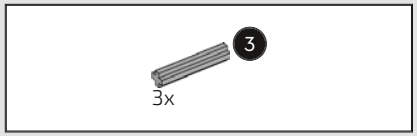

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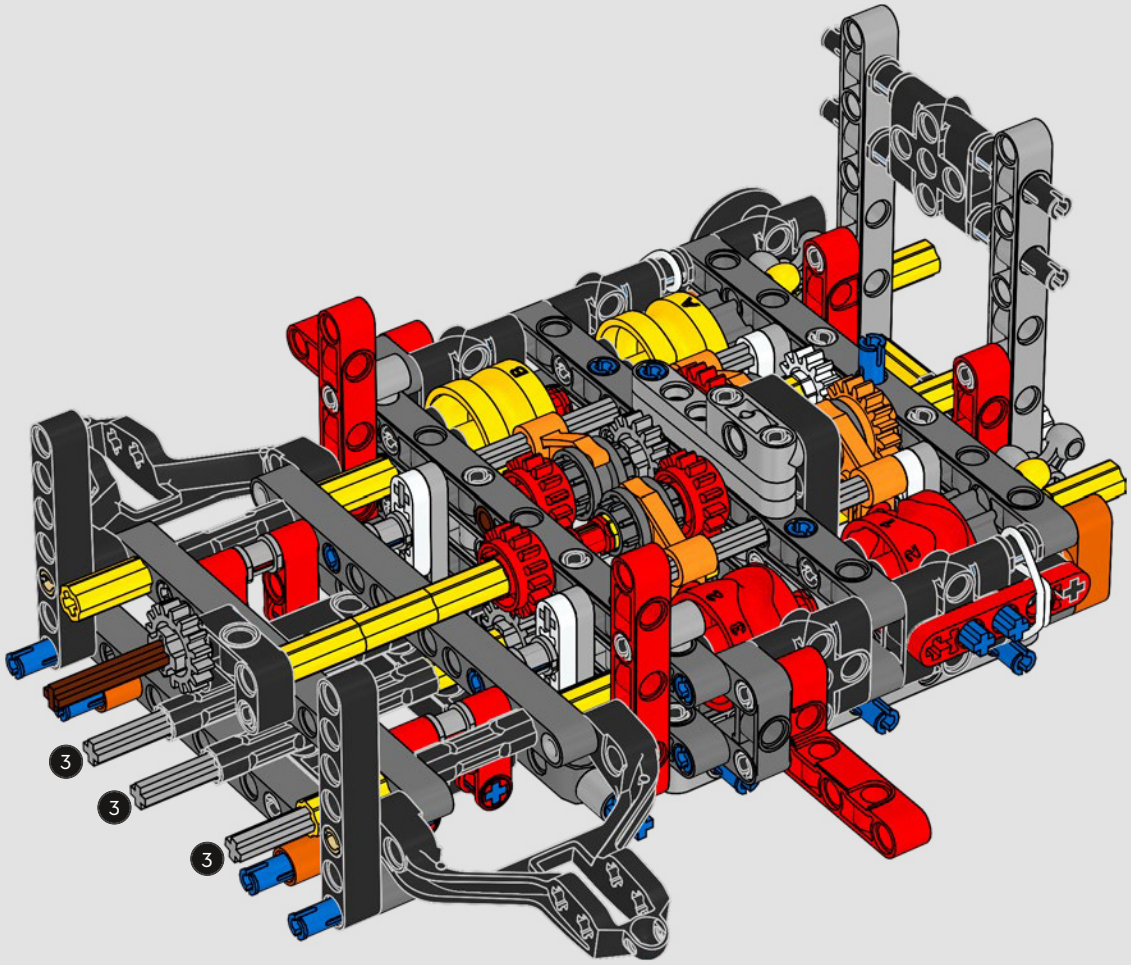

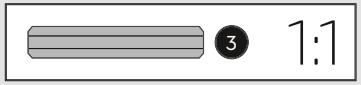

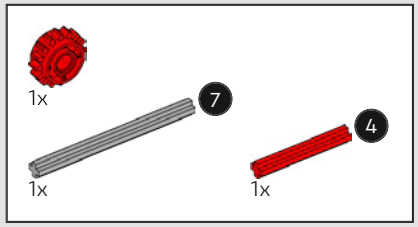

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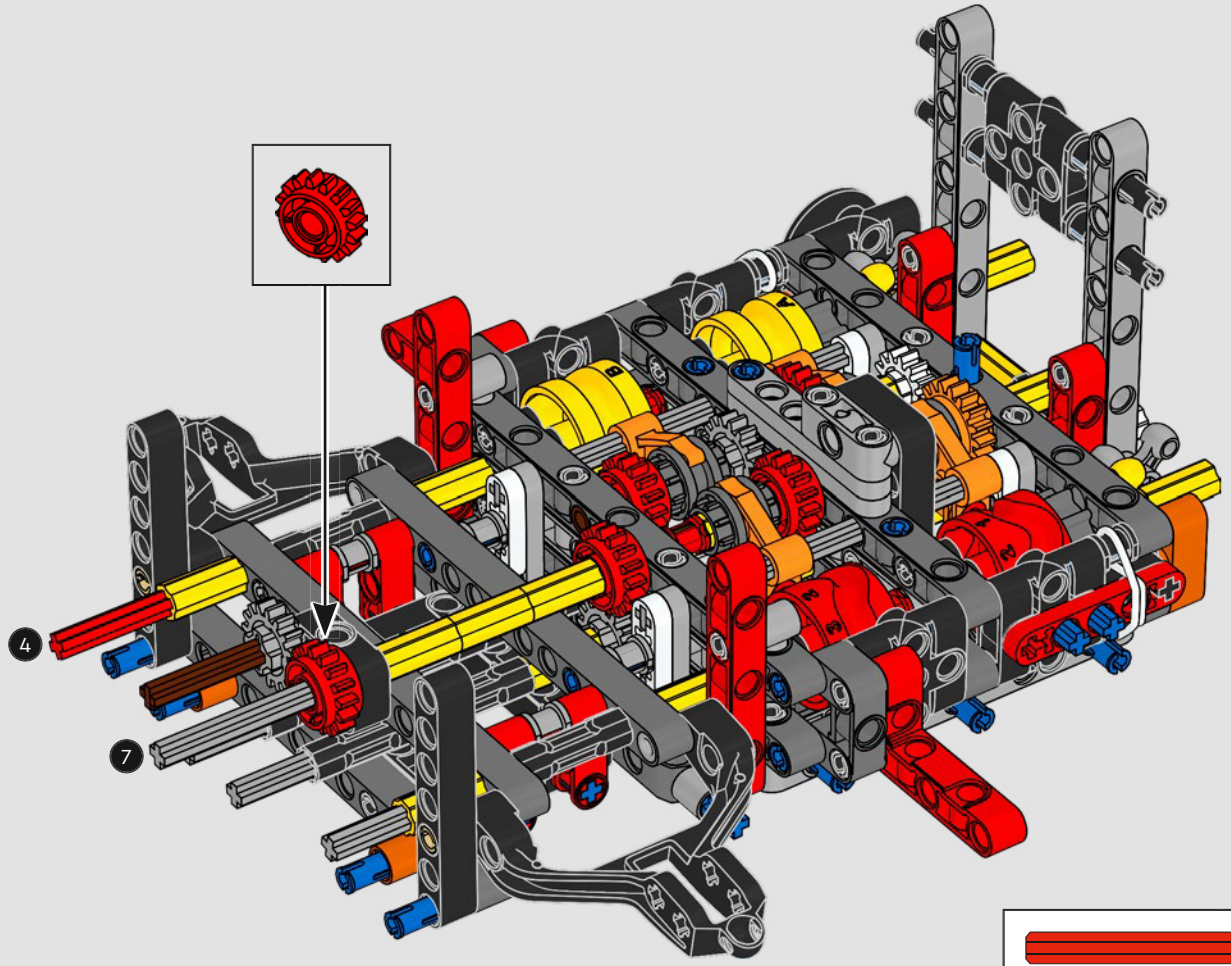

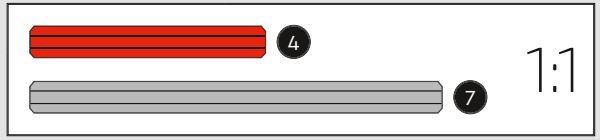

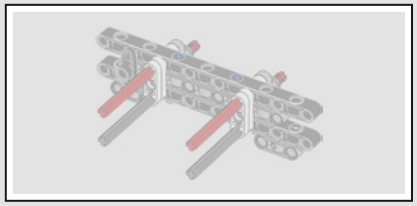

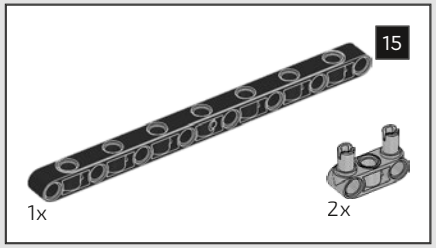

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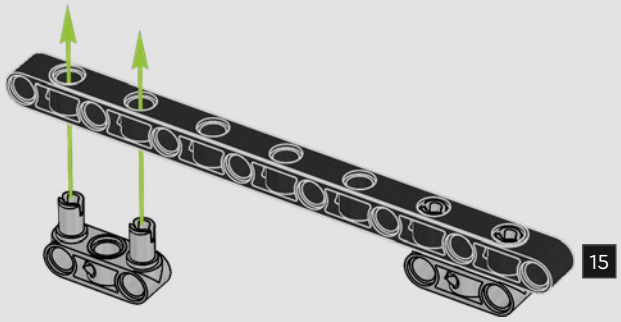

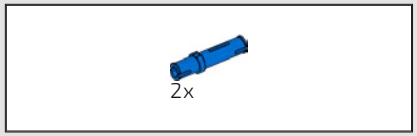

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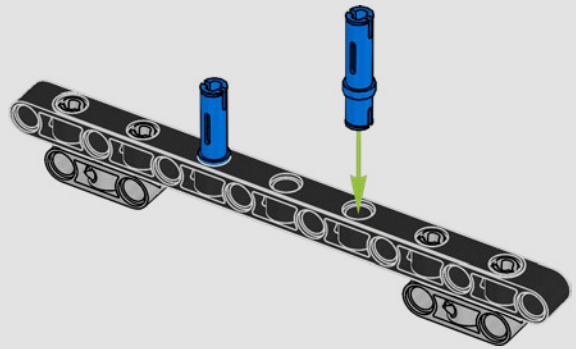

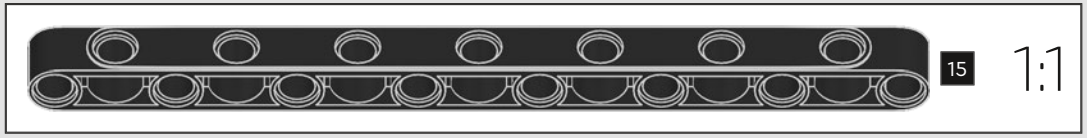

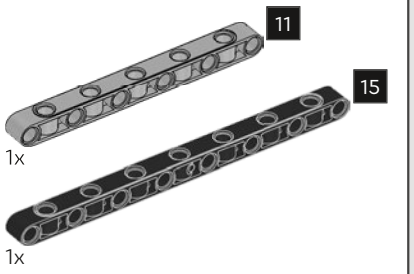

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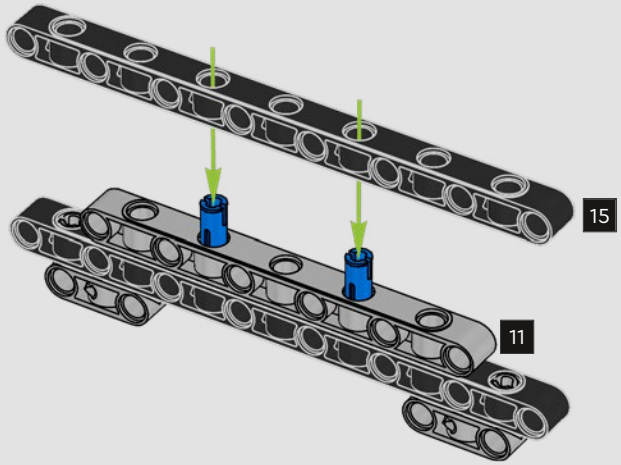

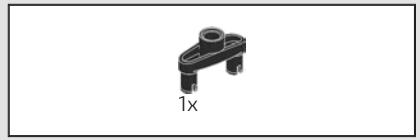

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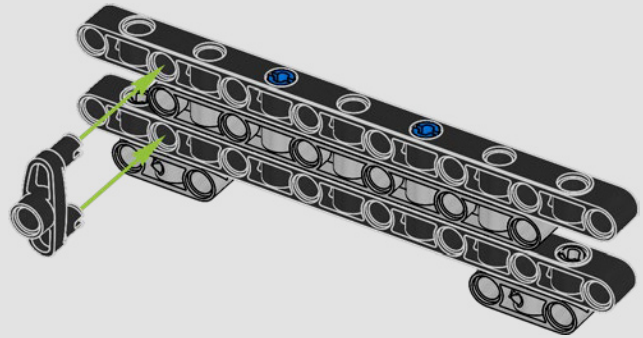

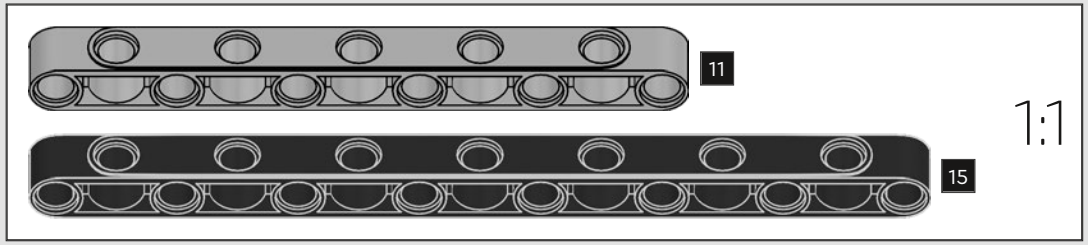

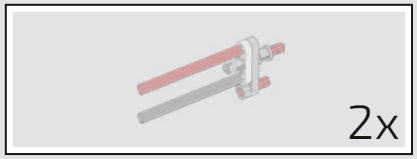

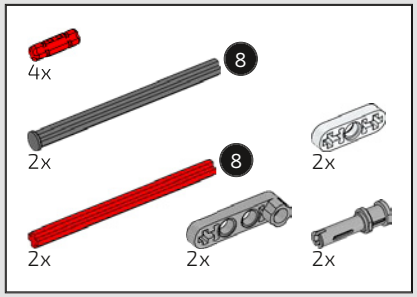

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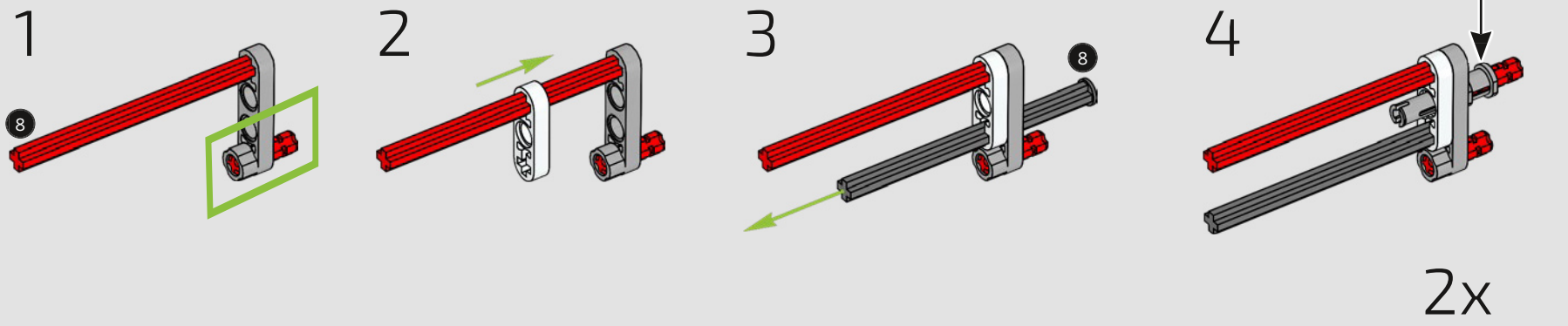

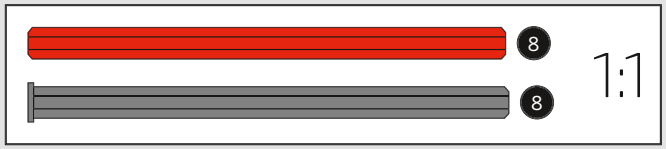

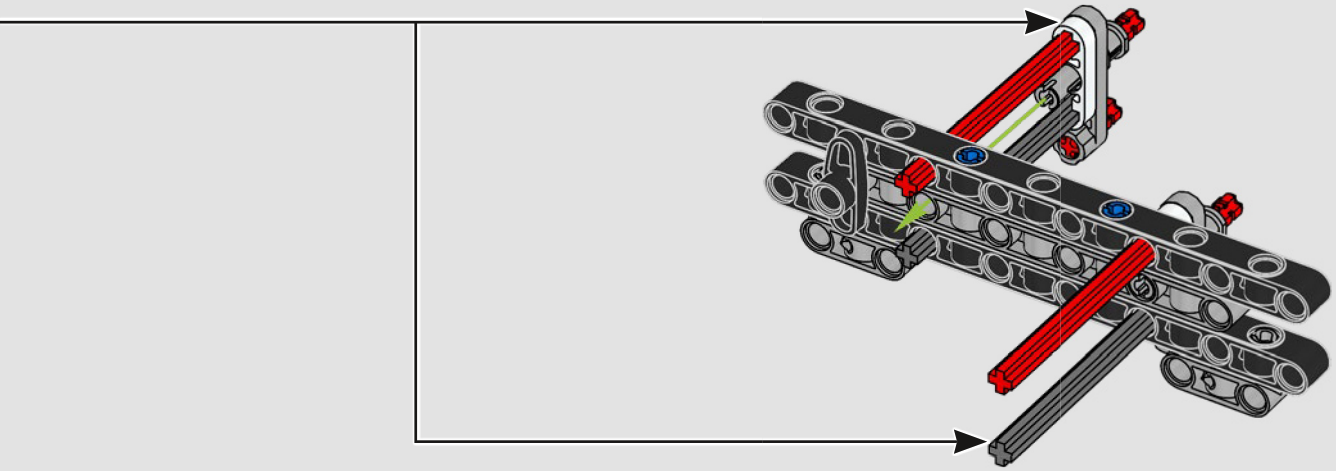



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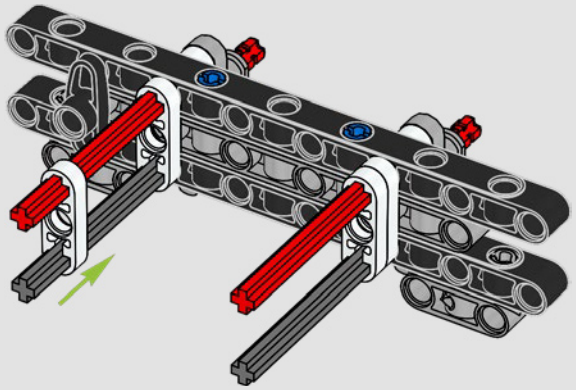

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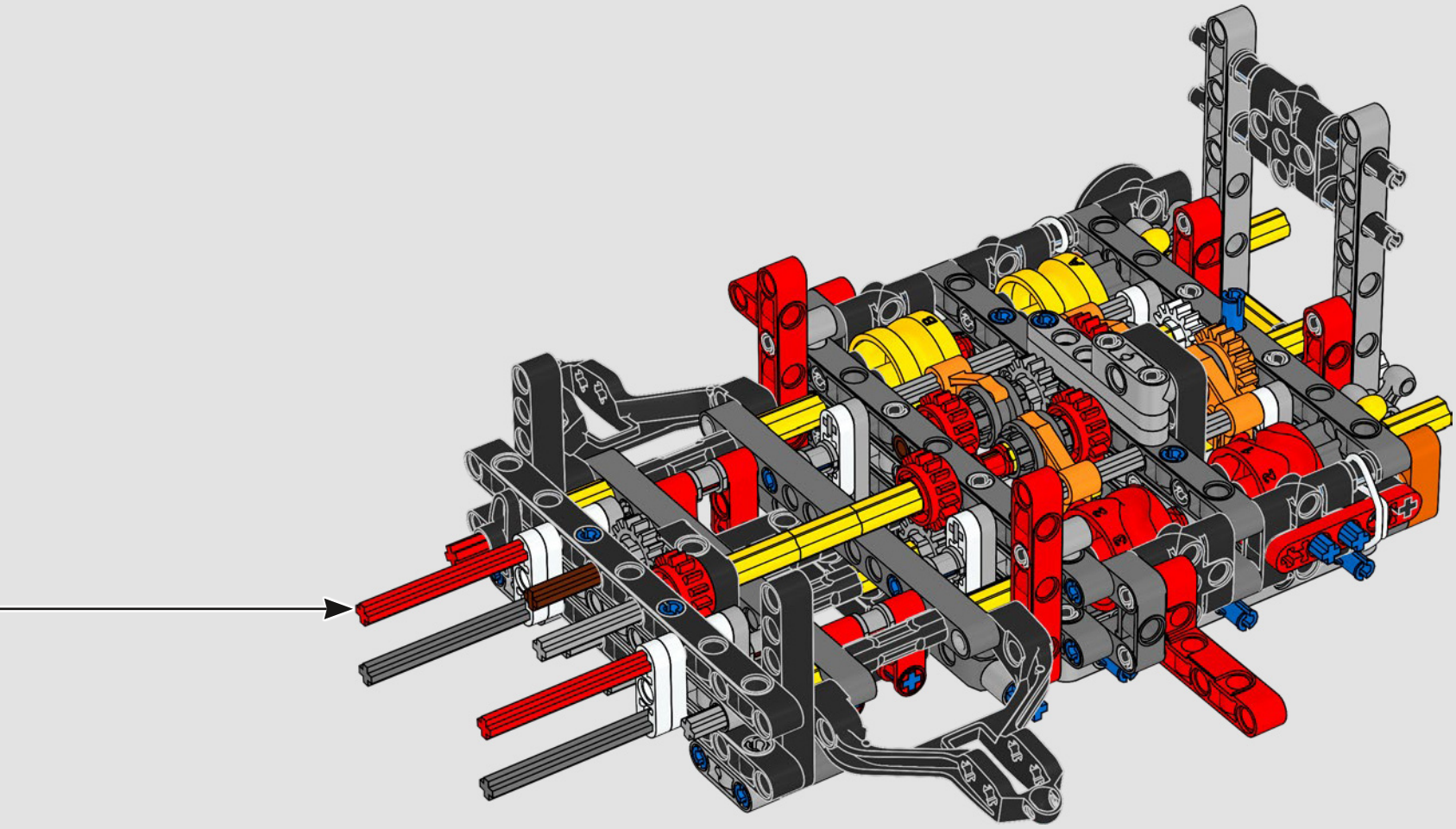

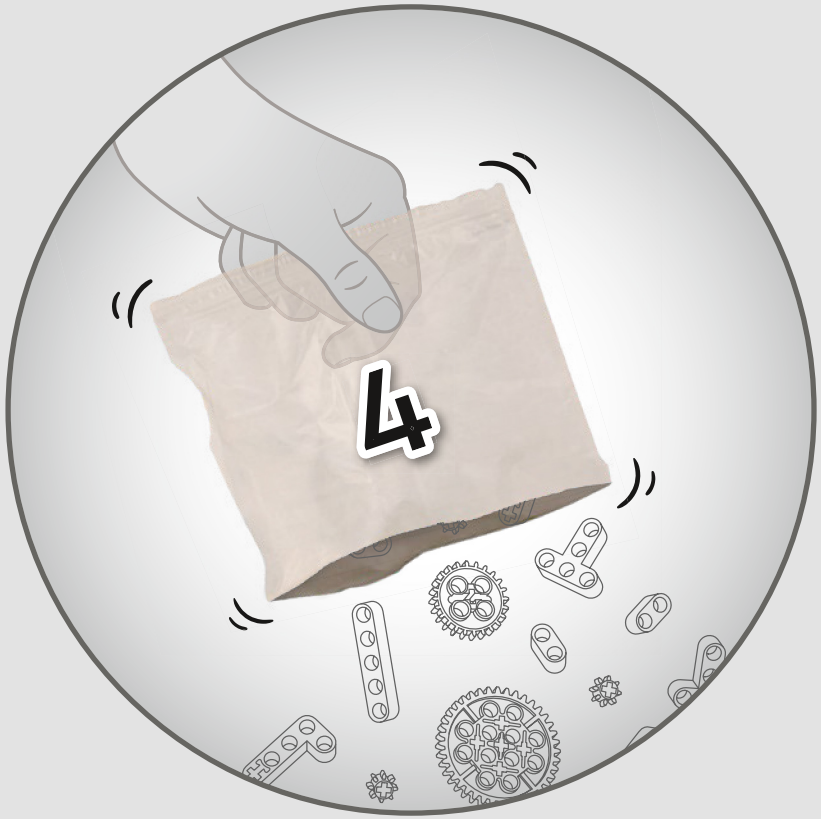
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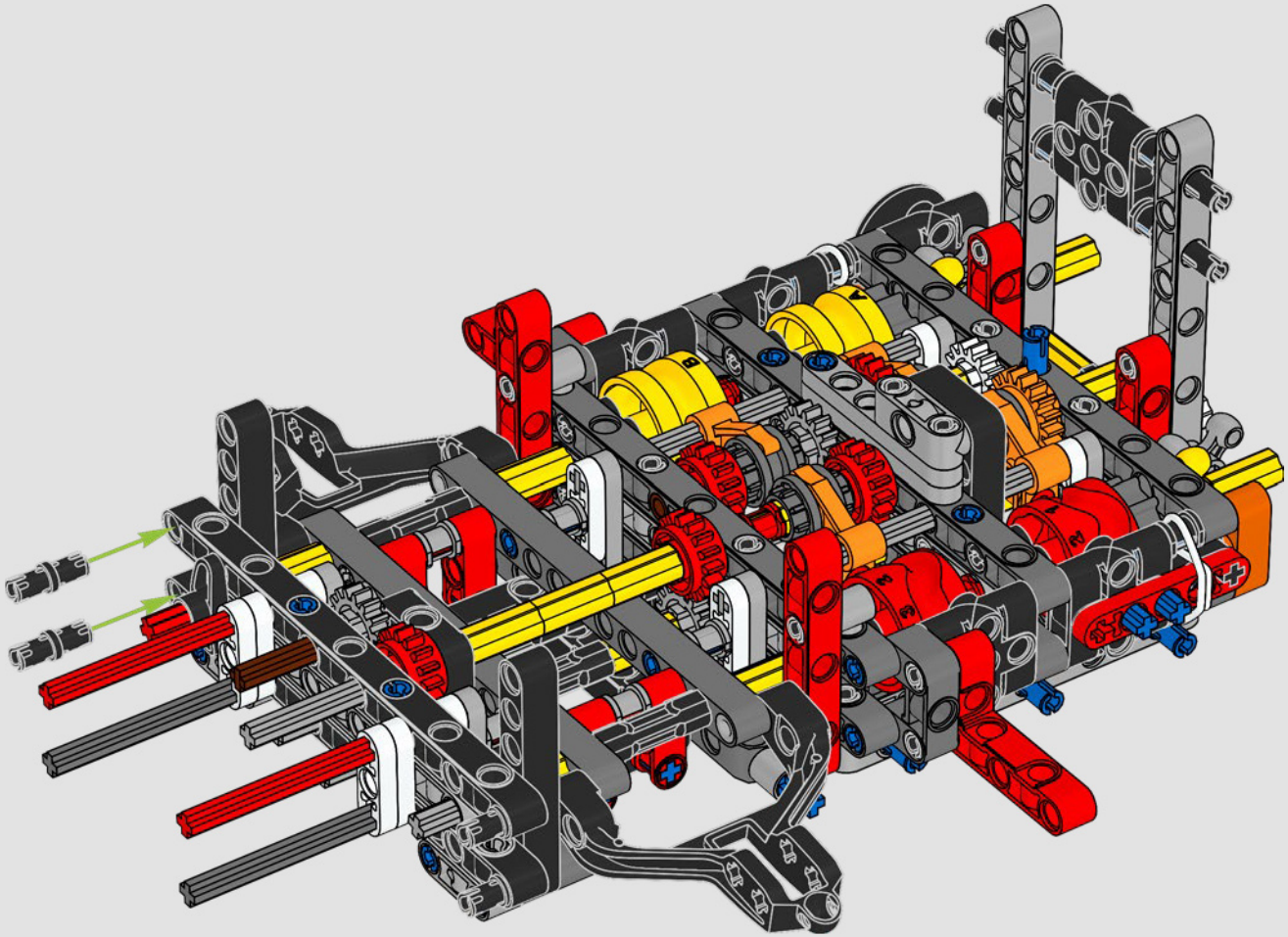

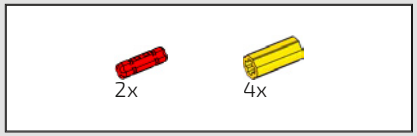

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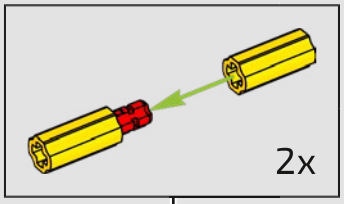

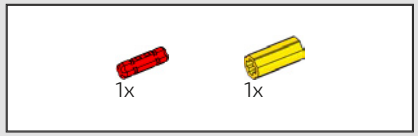

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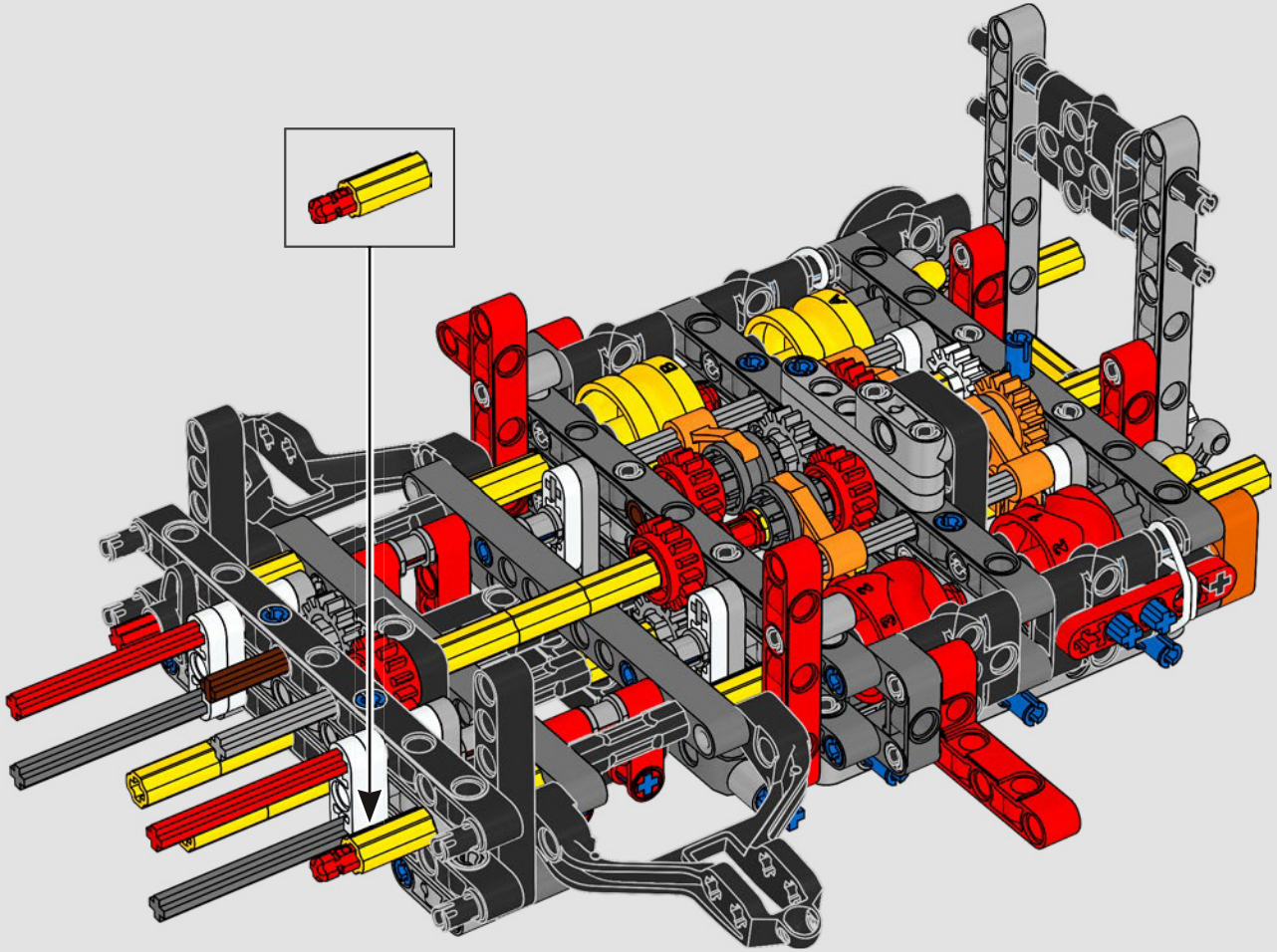

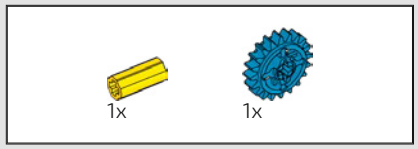

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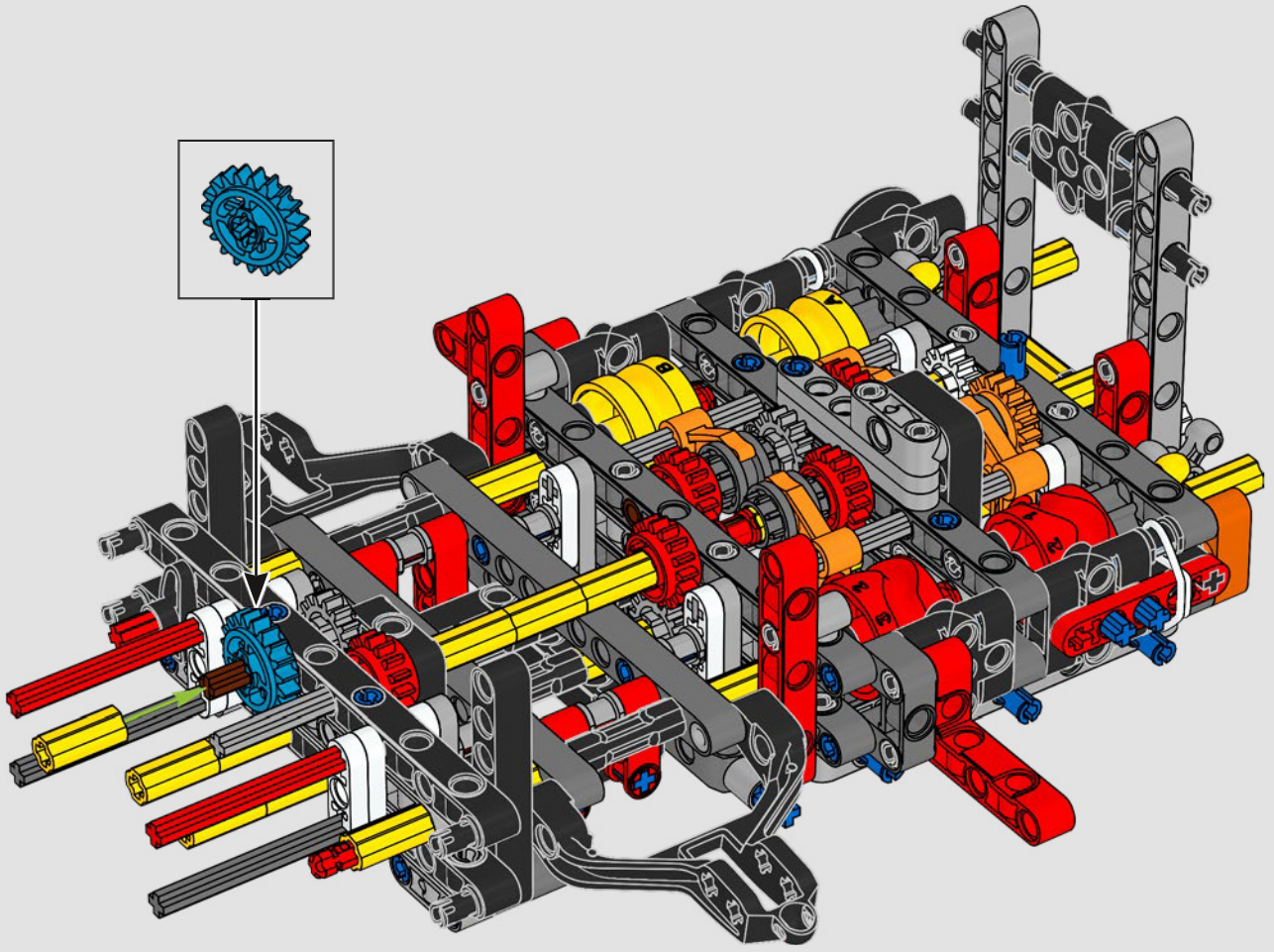

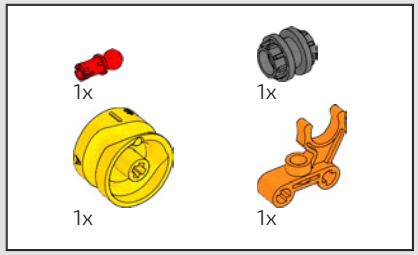

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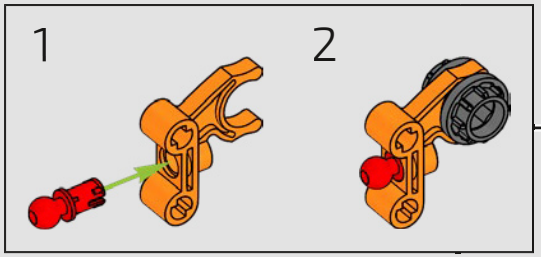



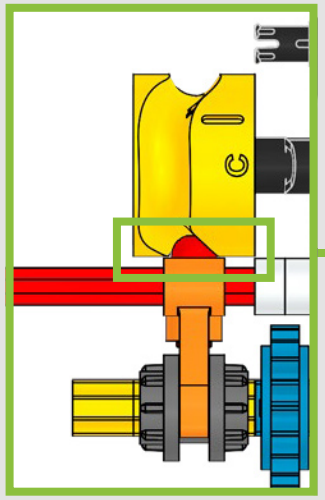

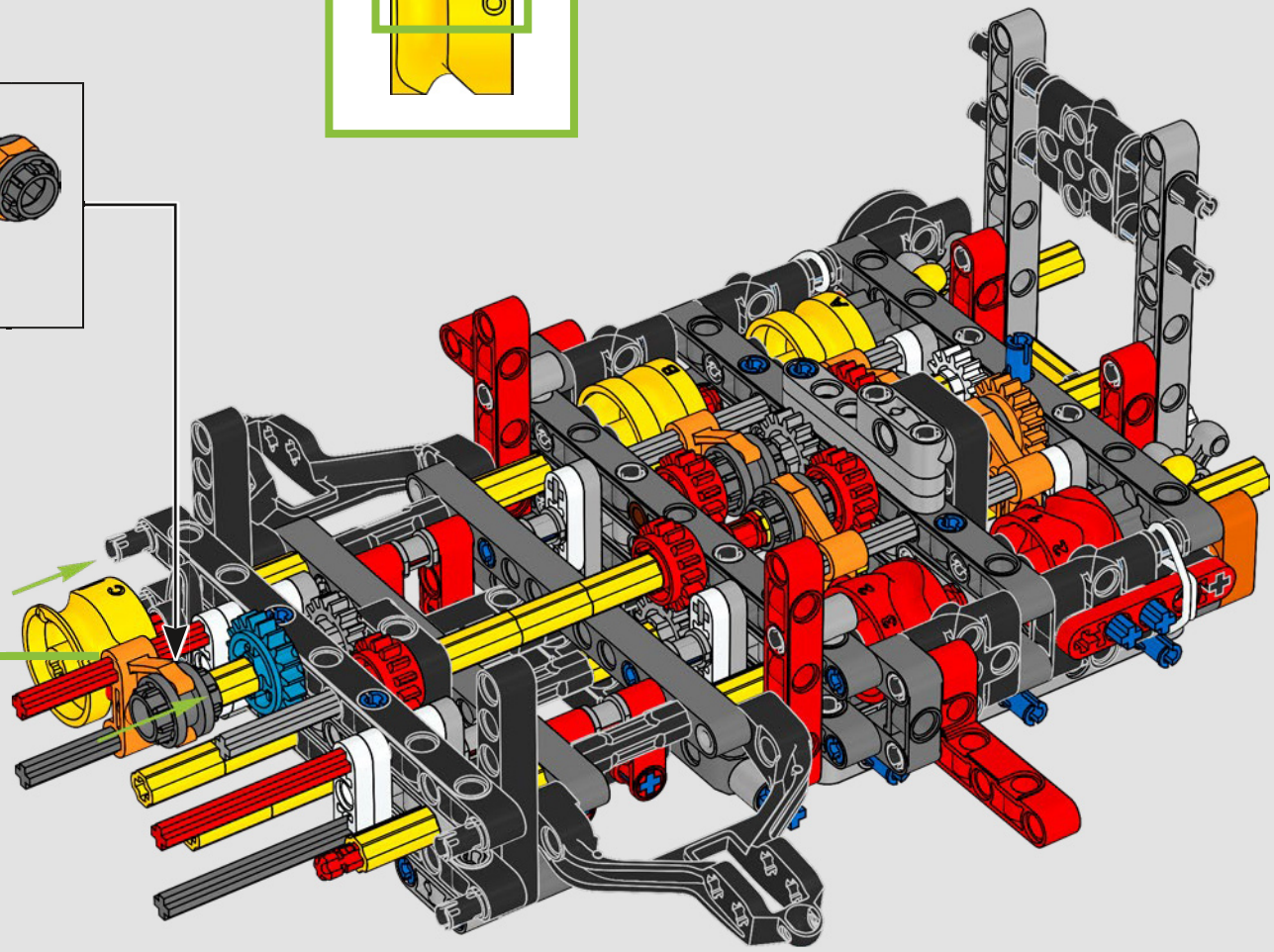

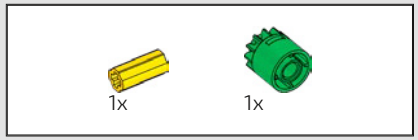

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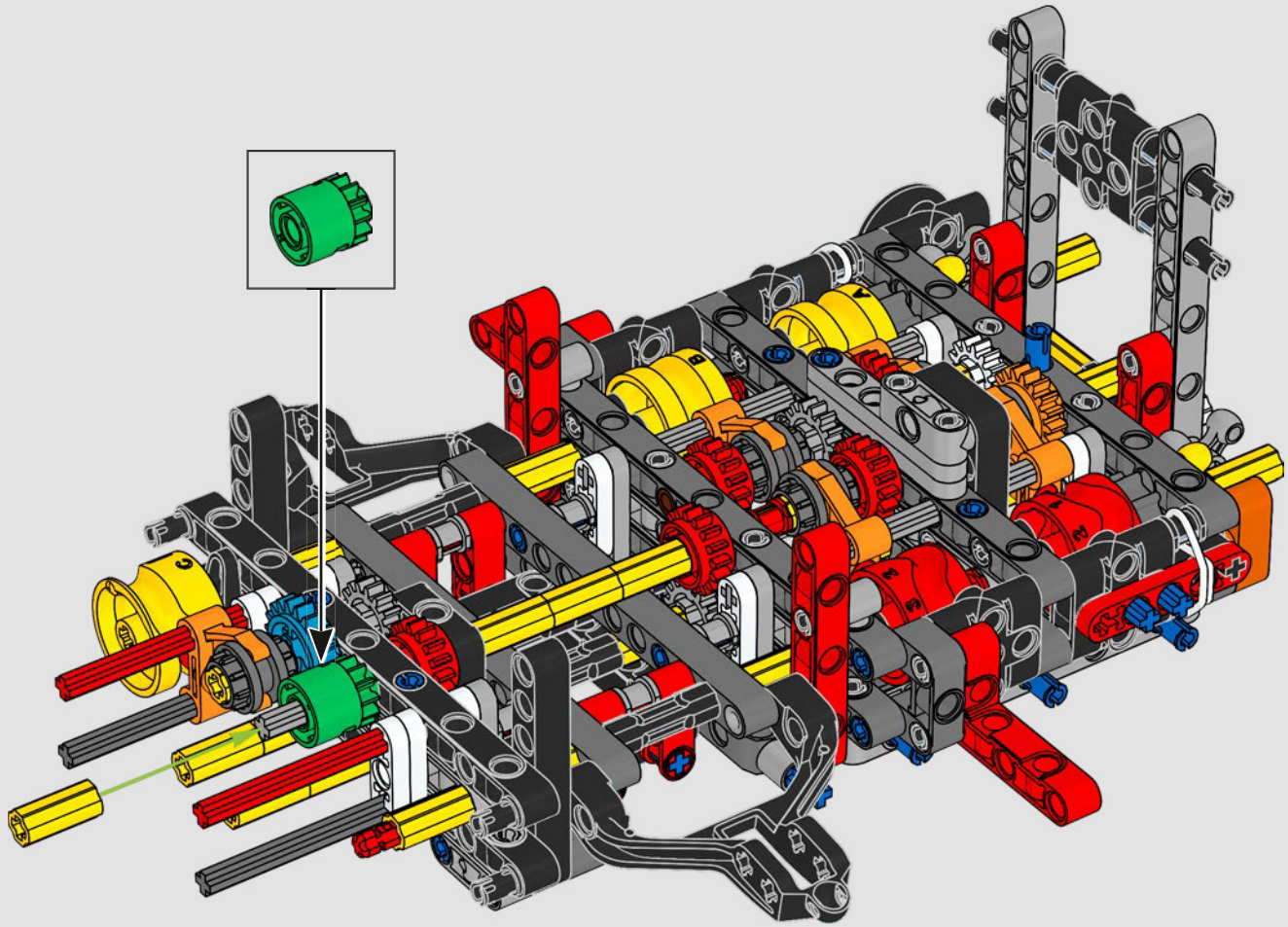

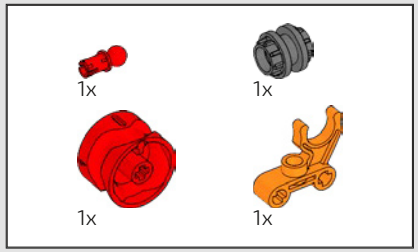

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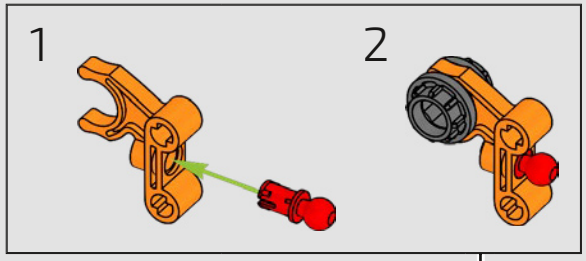

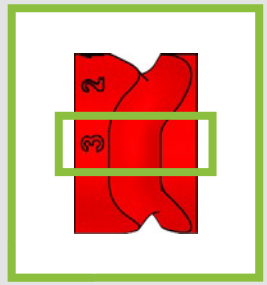

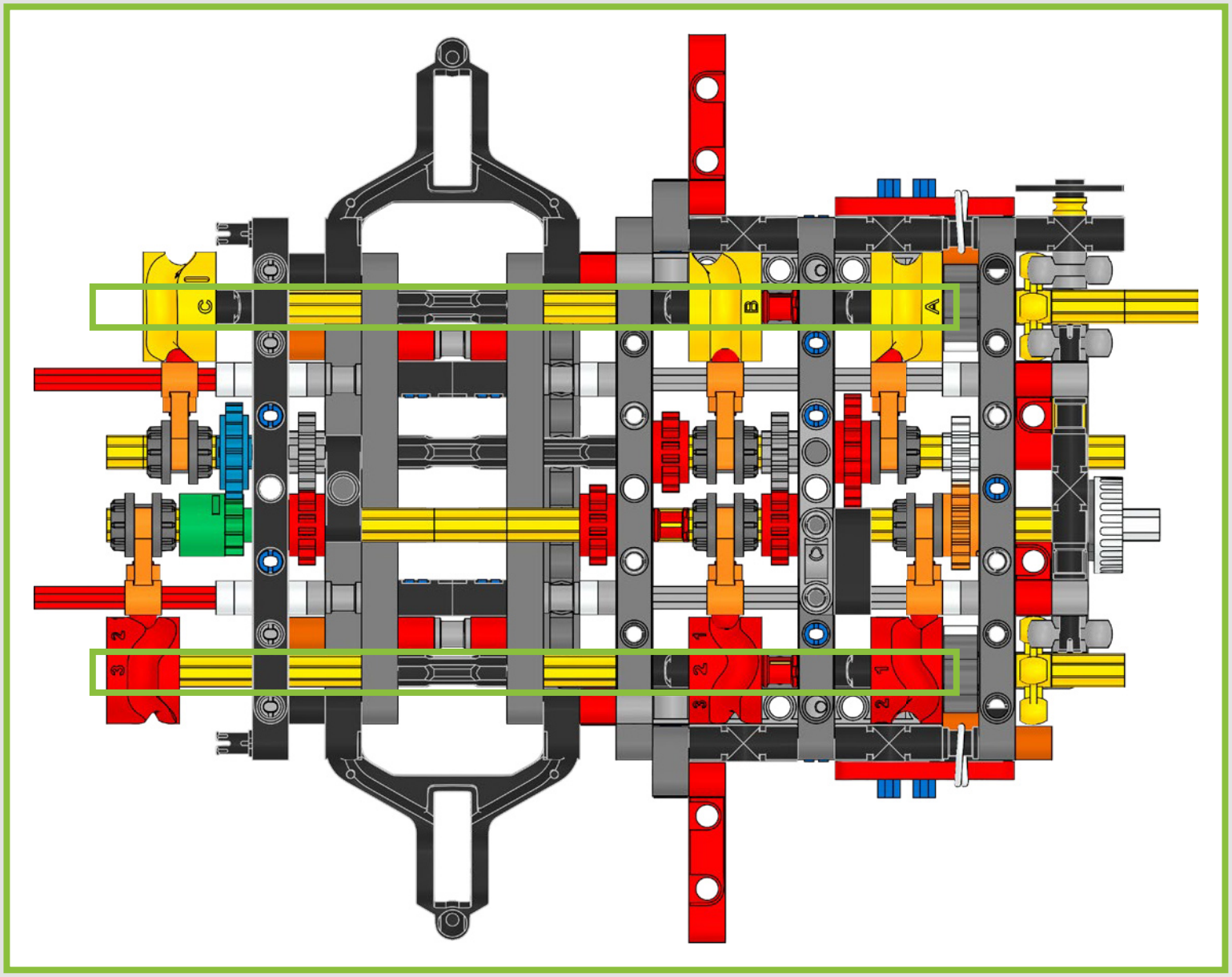
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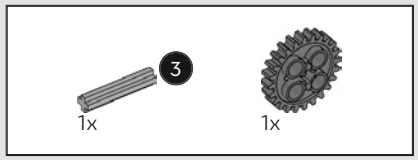

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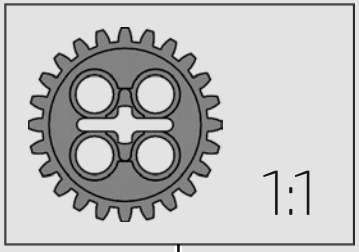



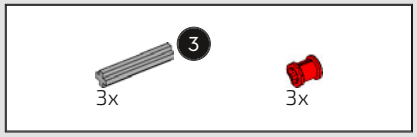

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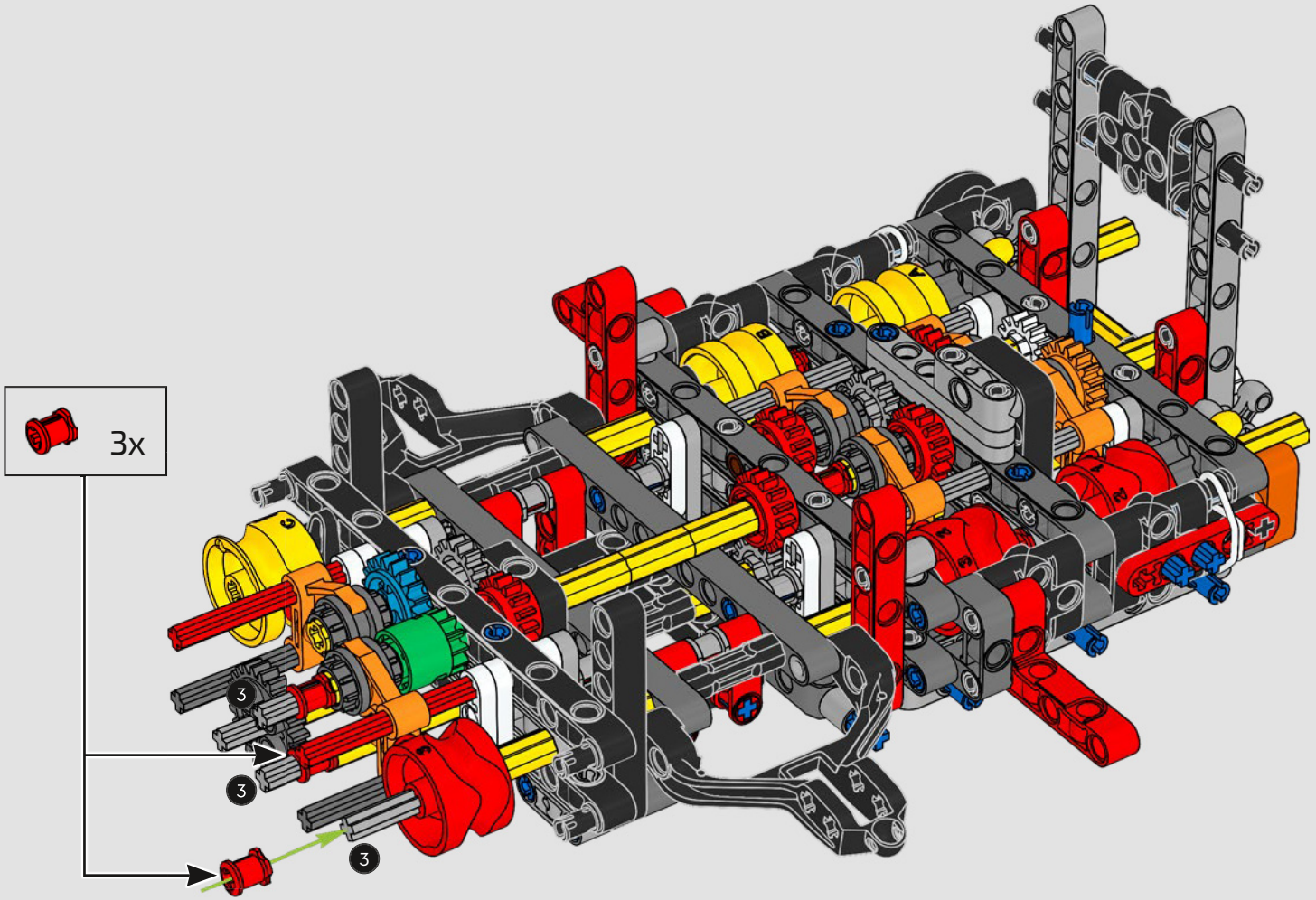

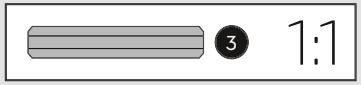

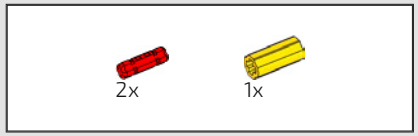

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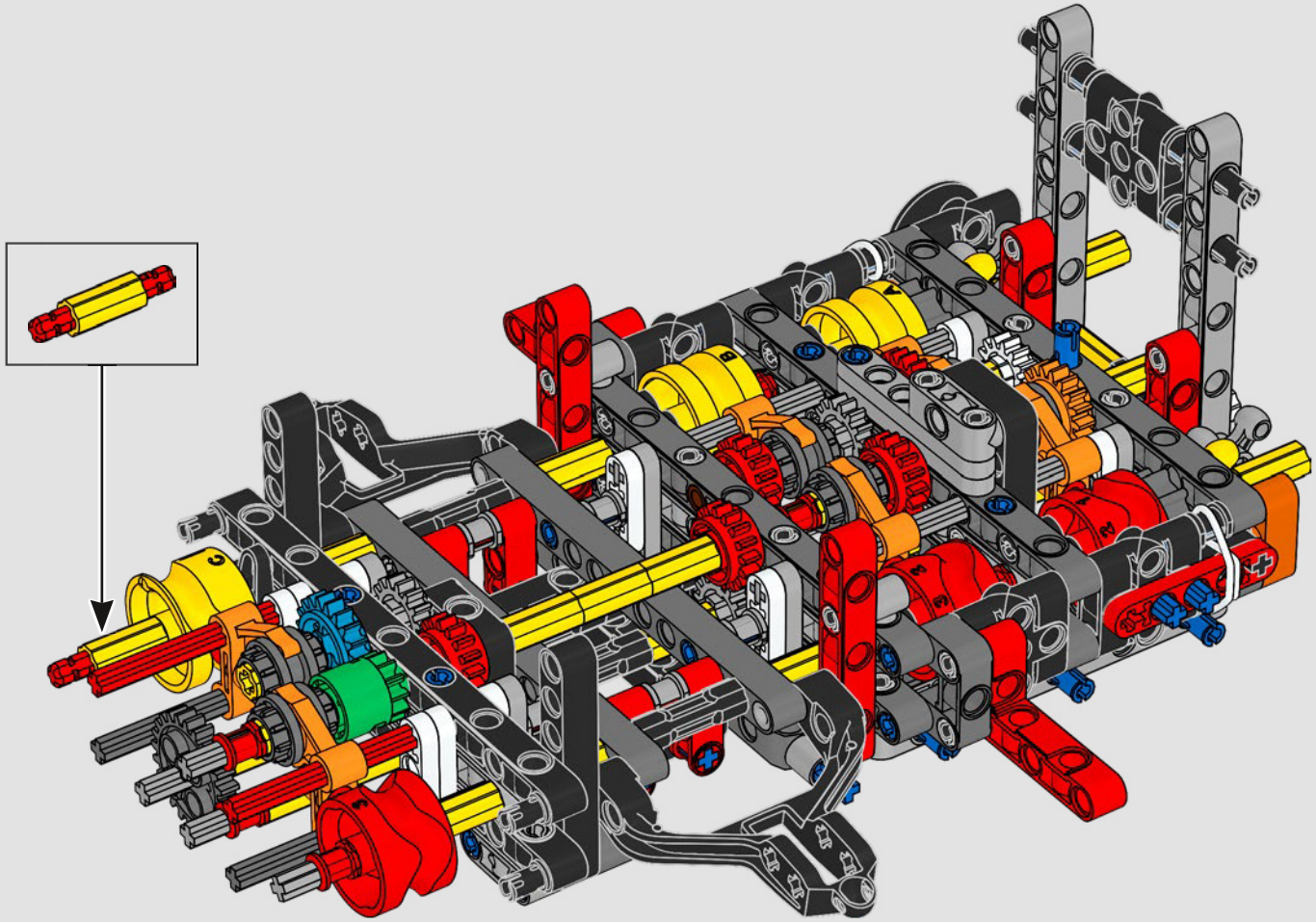

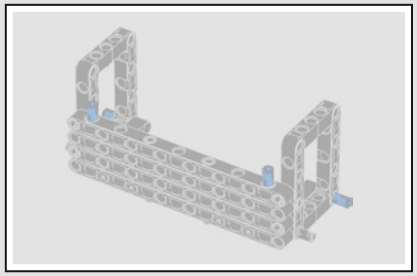

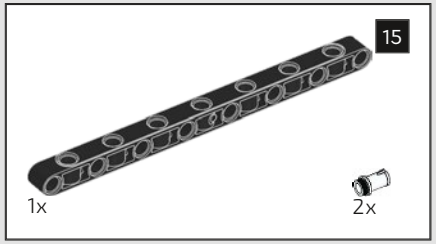

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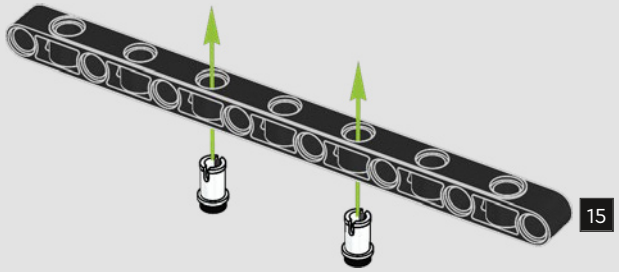

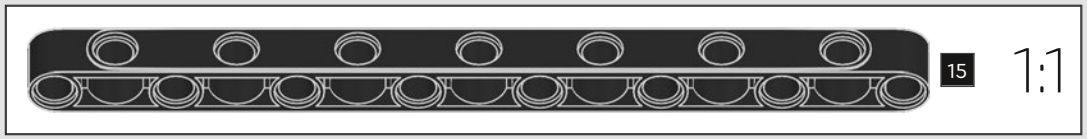

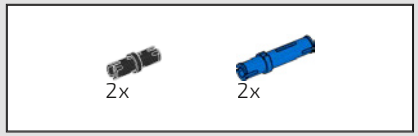

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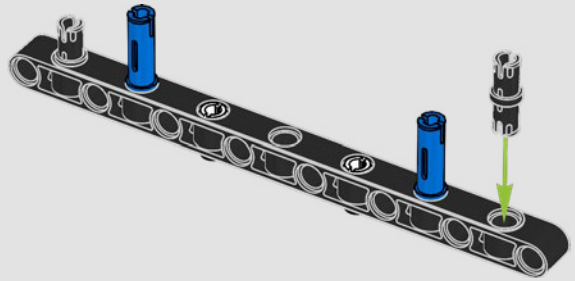

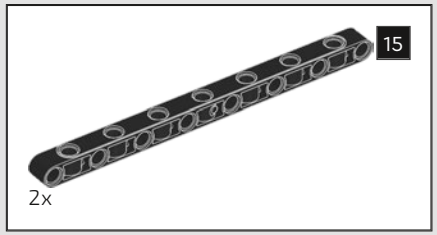

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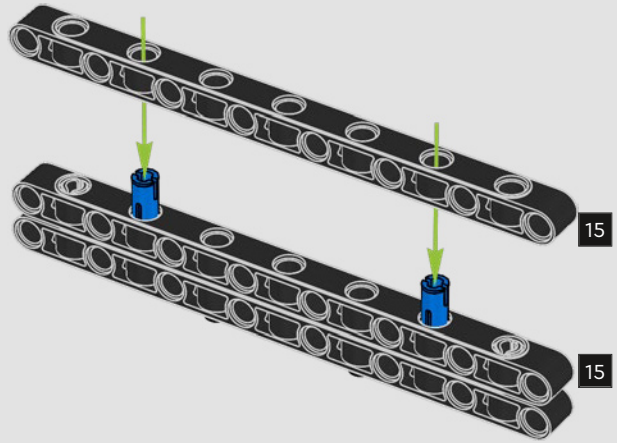

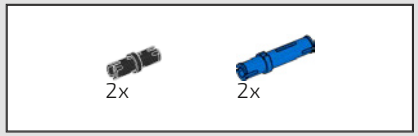

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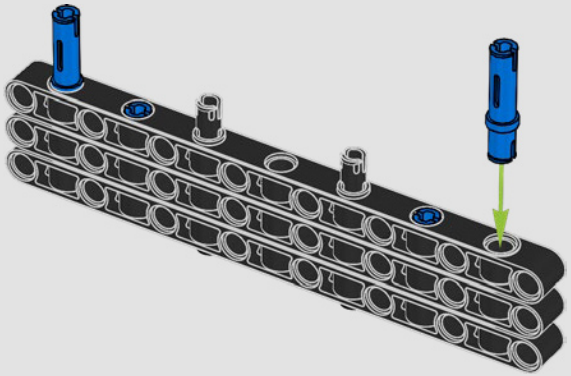

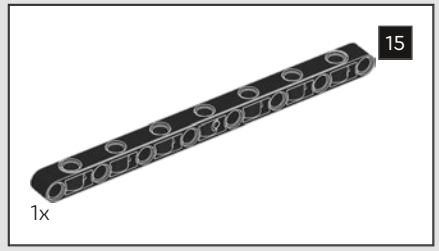

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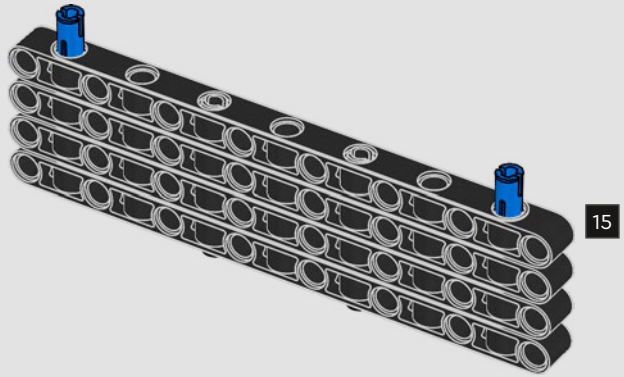

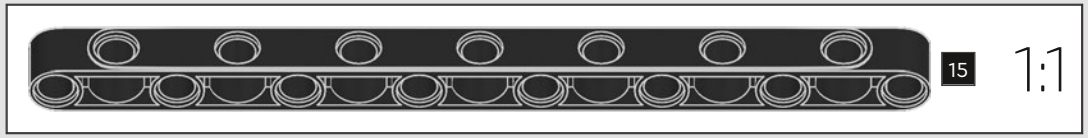

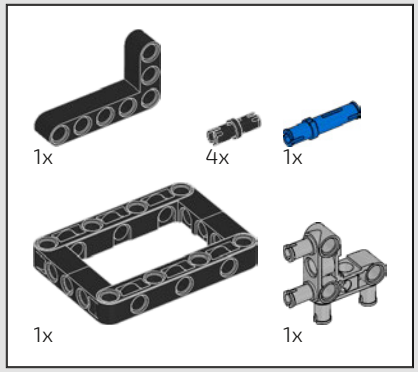

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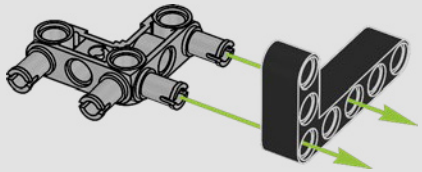

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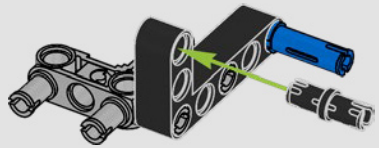

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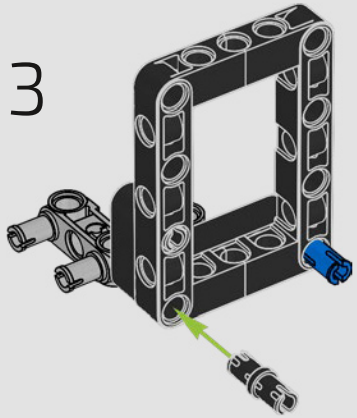

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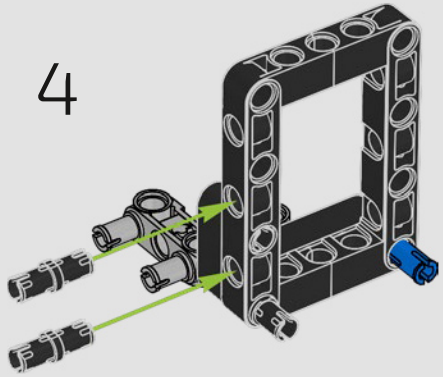

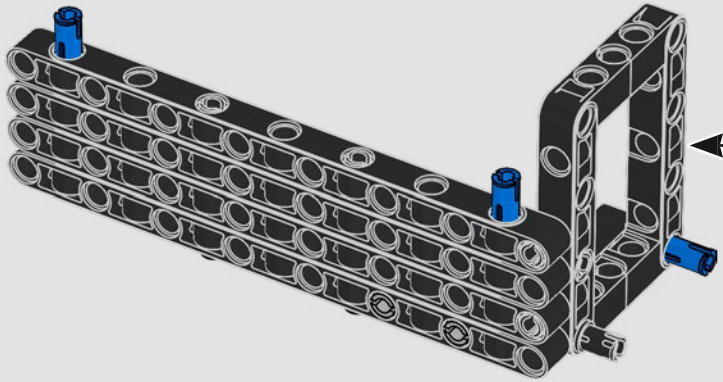

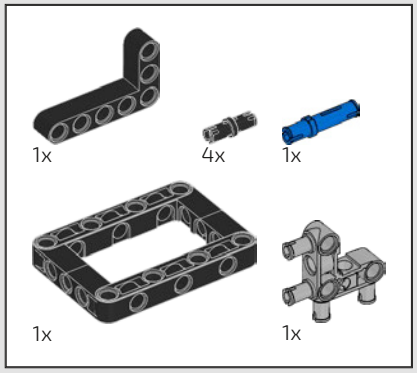

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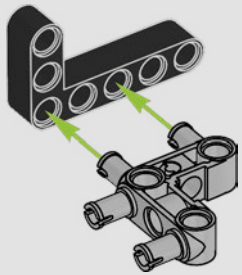

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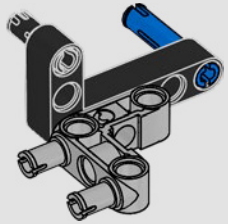

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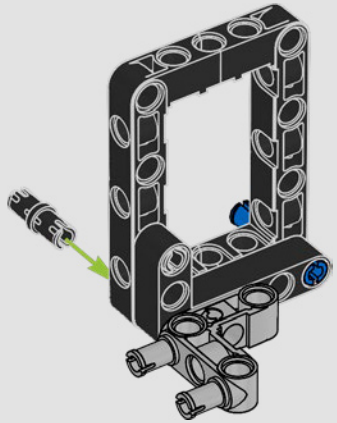

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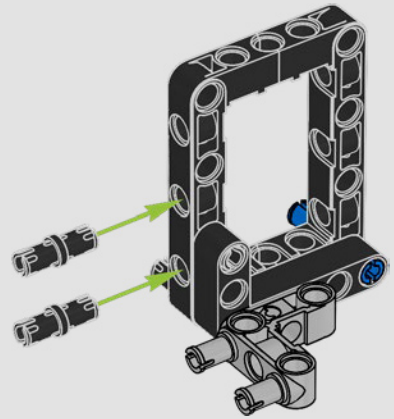

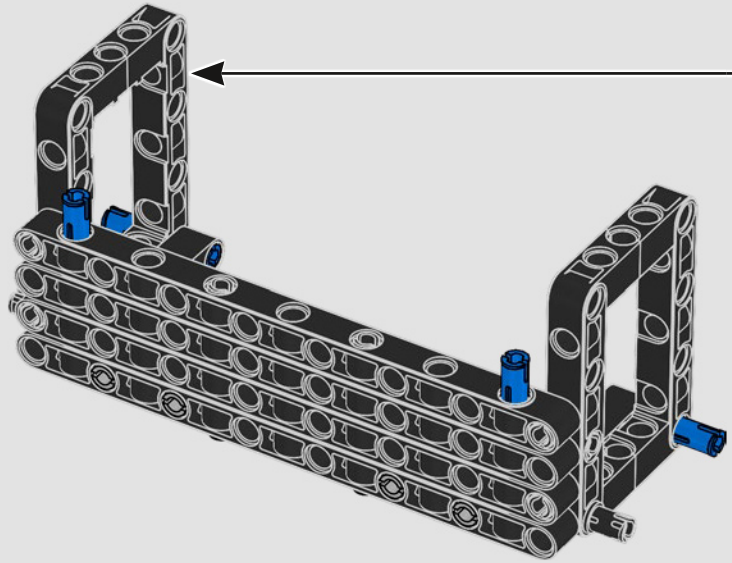

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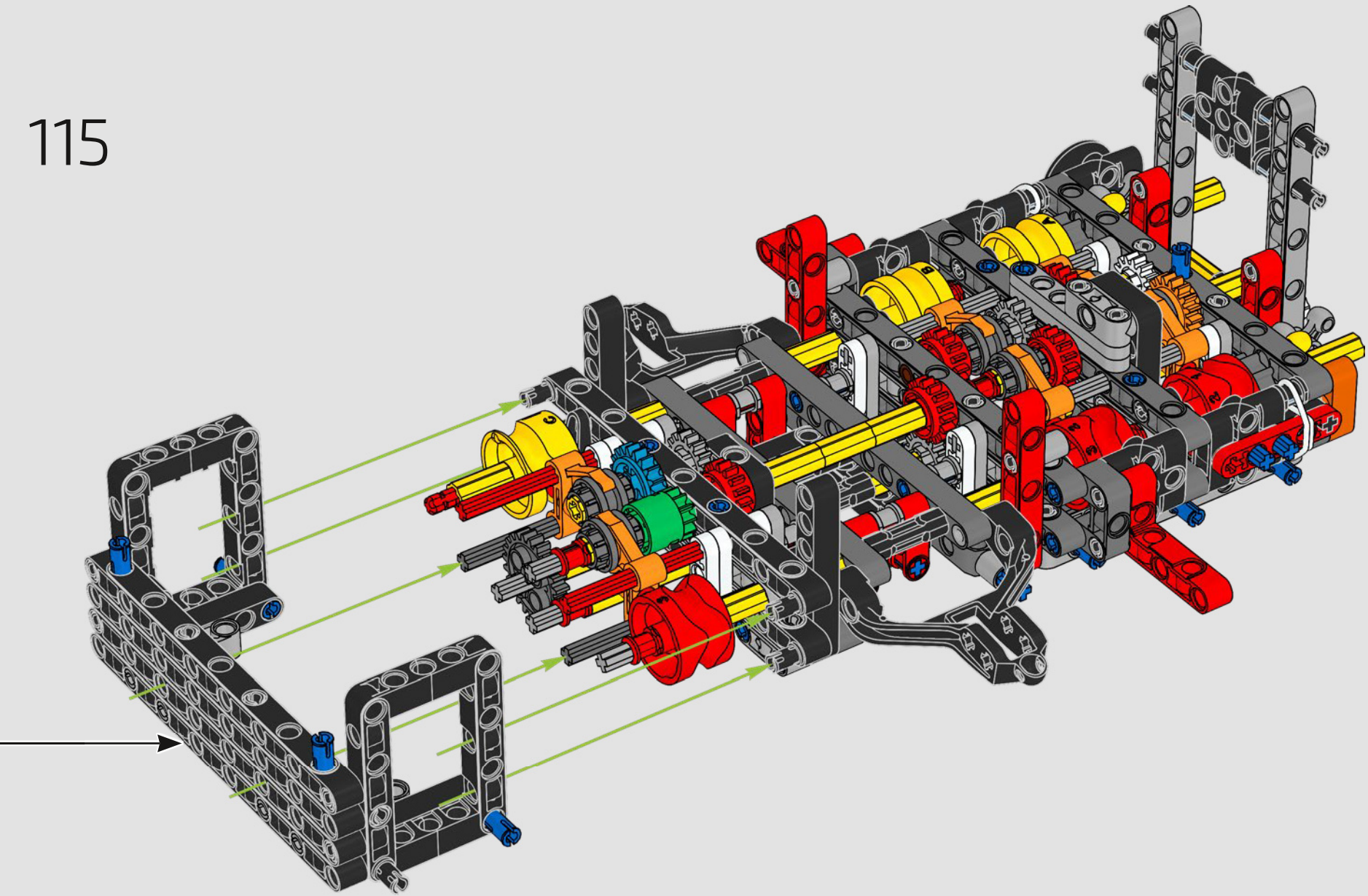

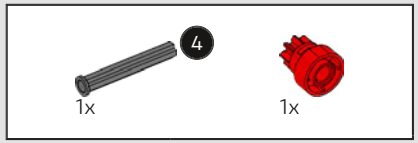

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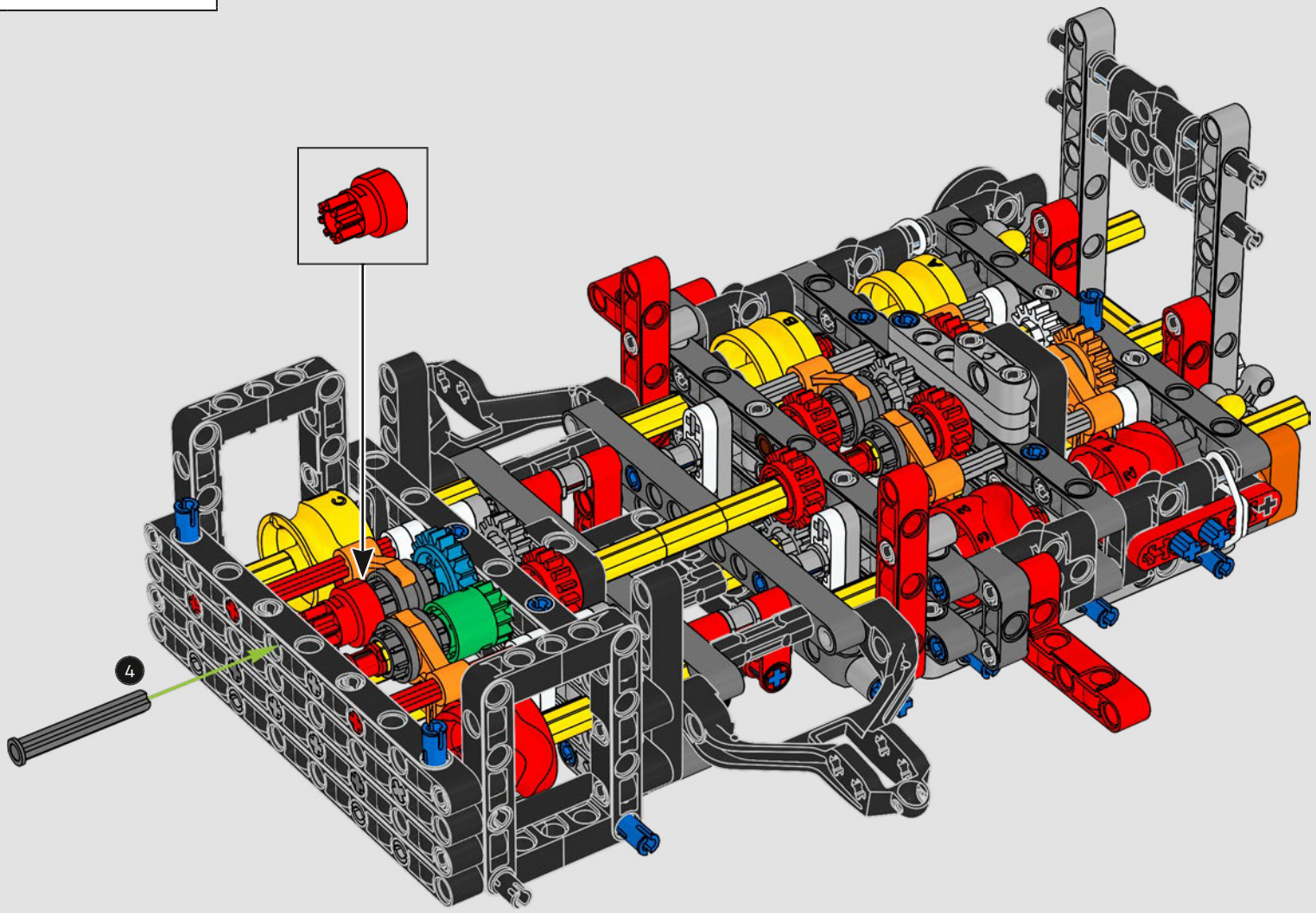

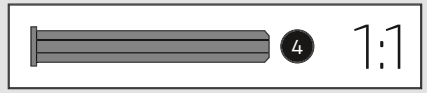

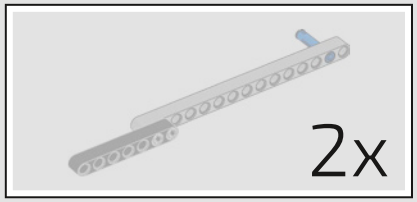

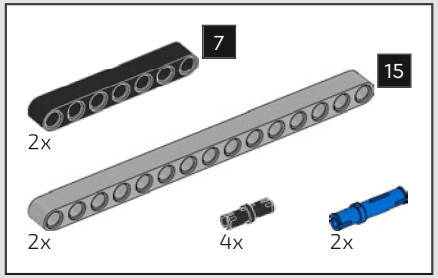

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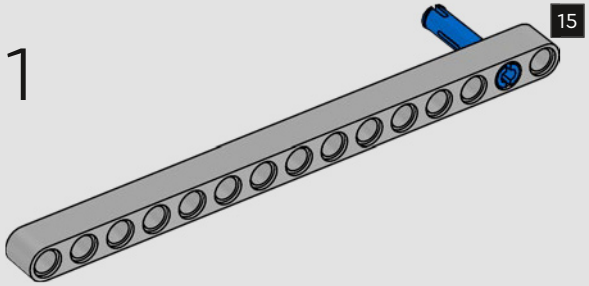

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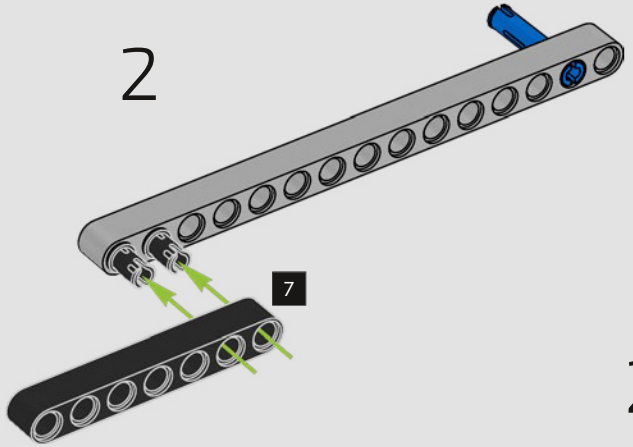

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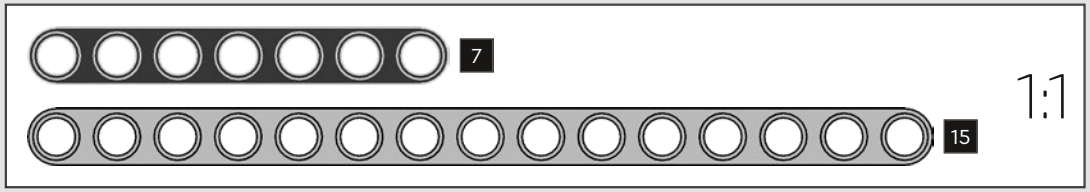

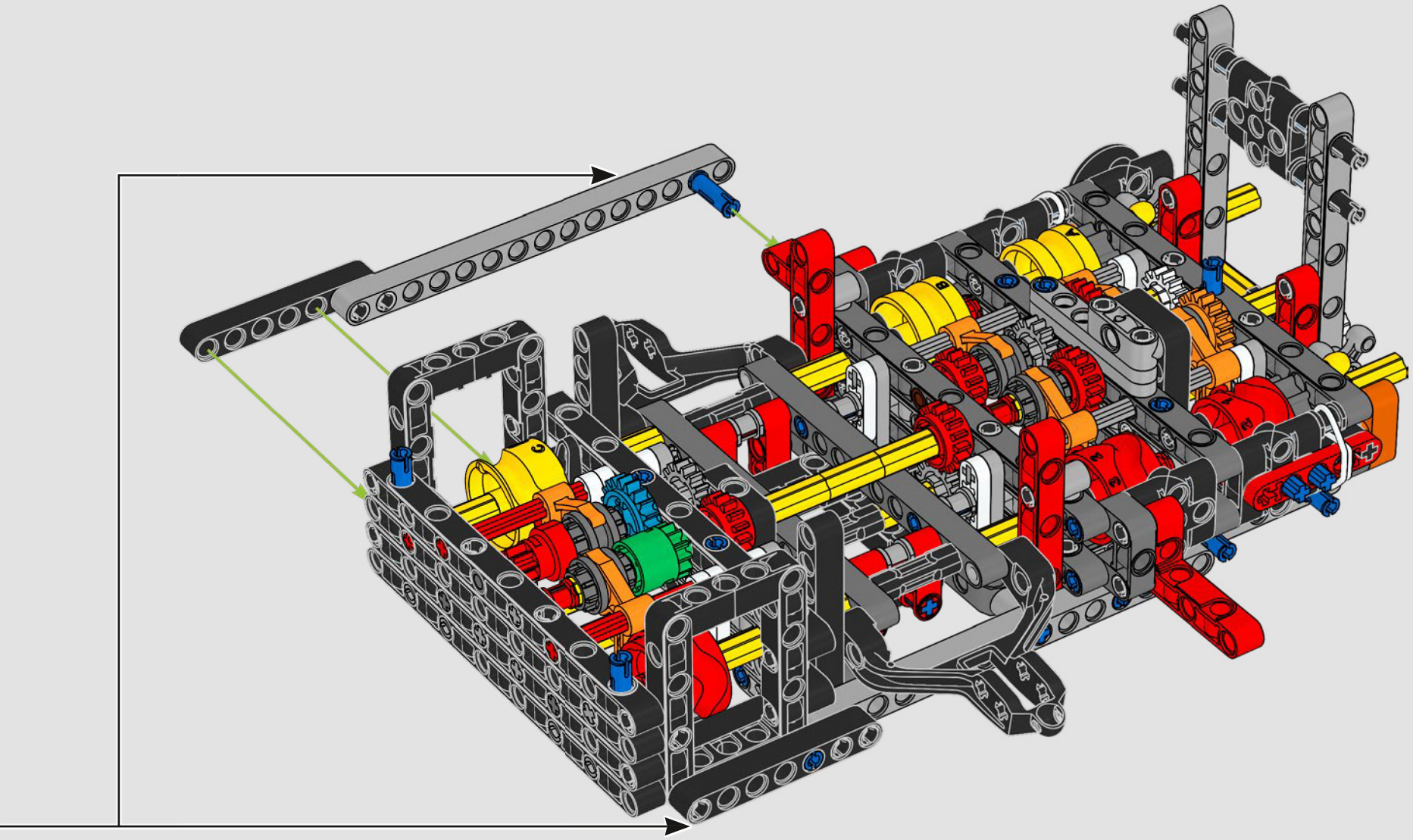


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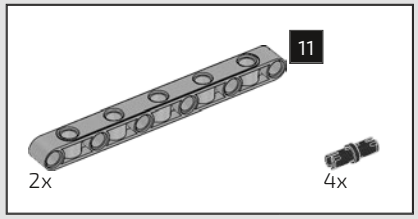

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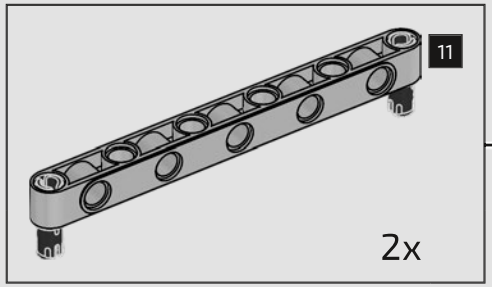

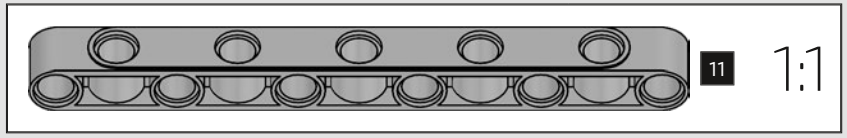



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119

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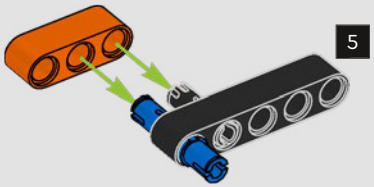

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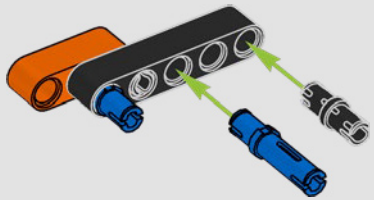

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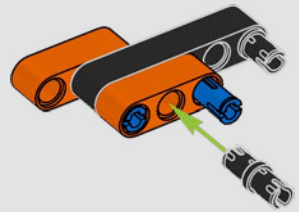

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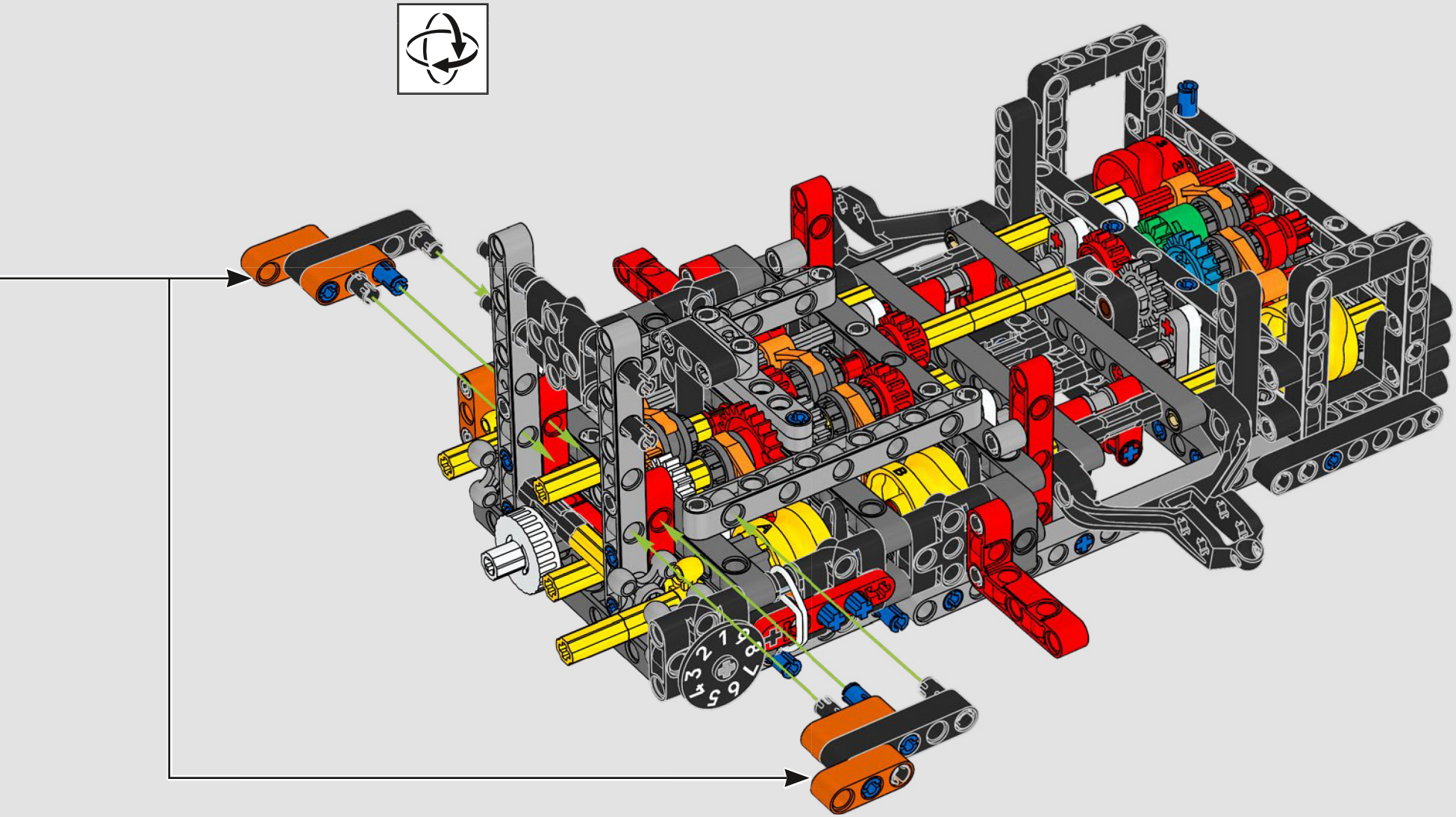

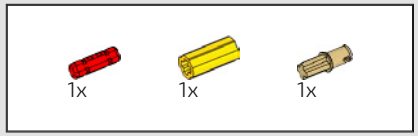

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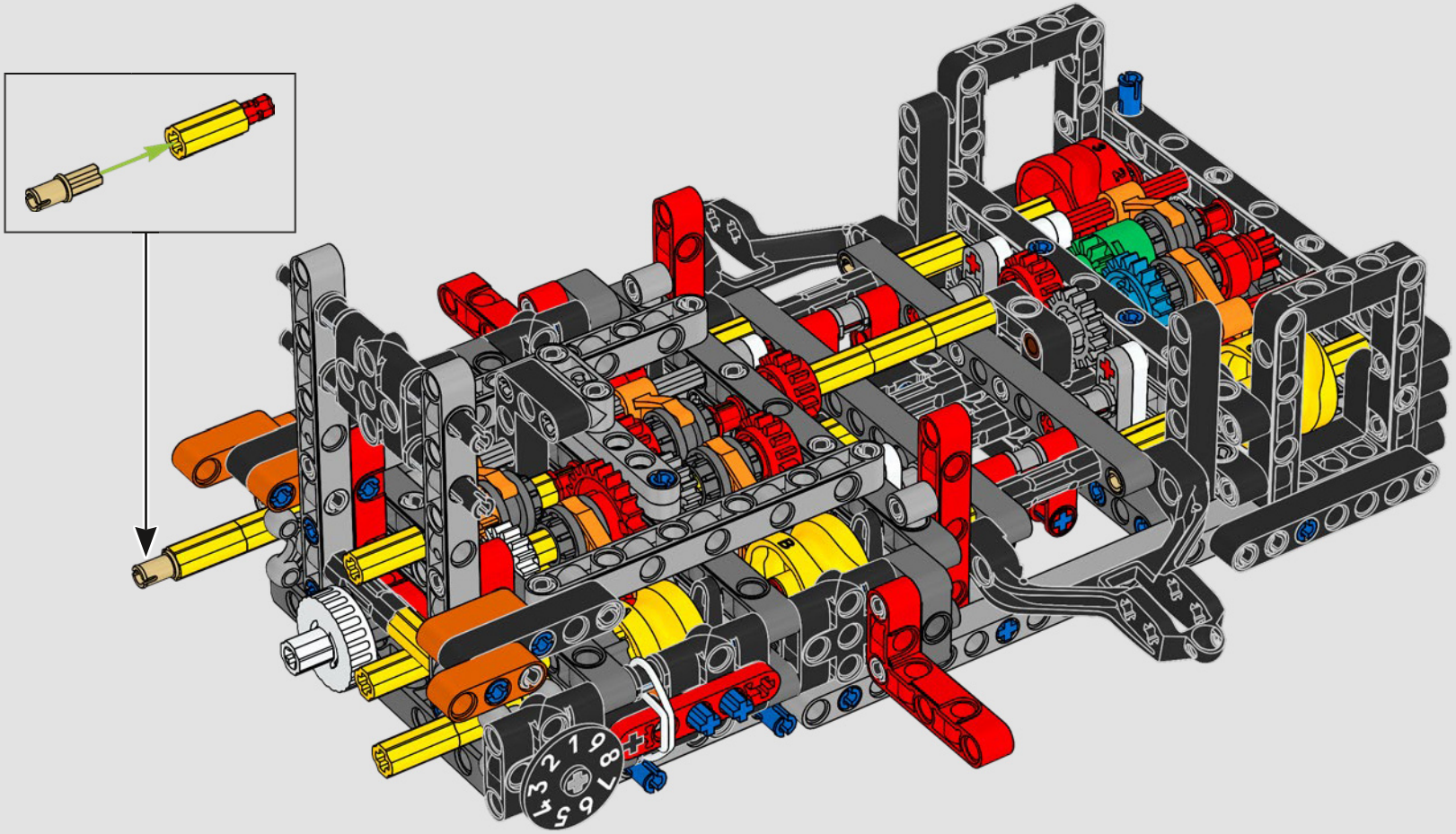

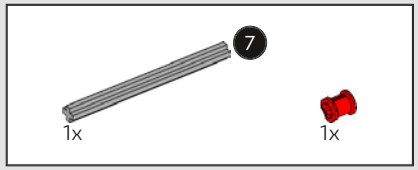

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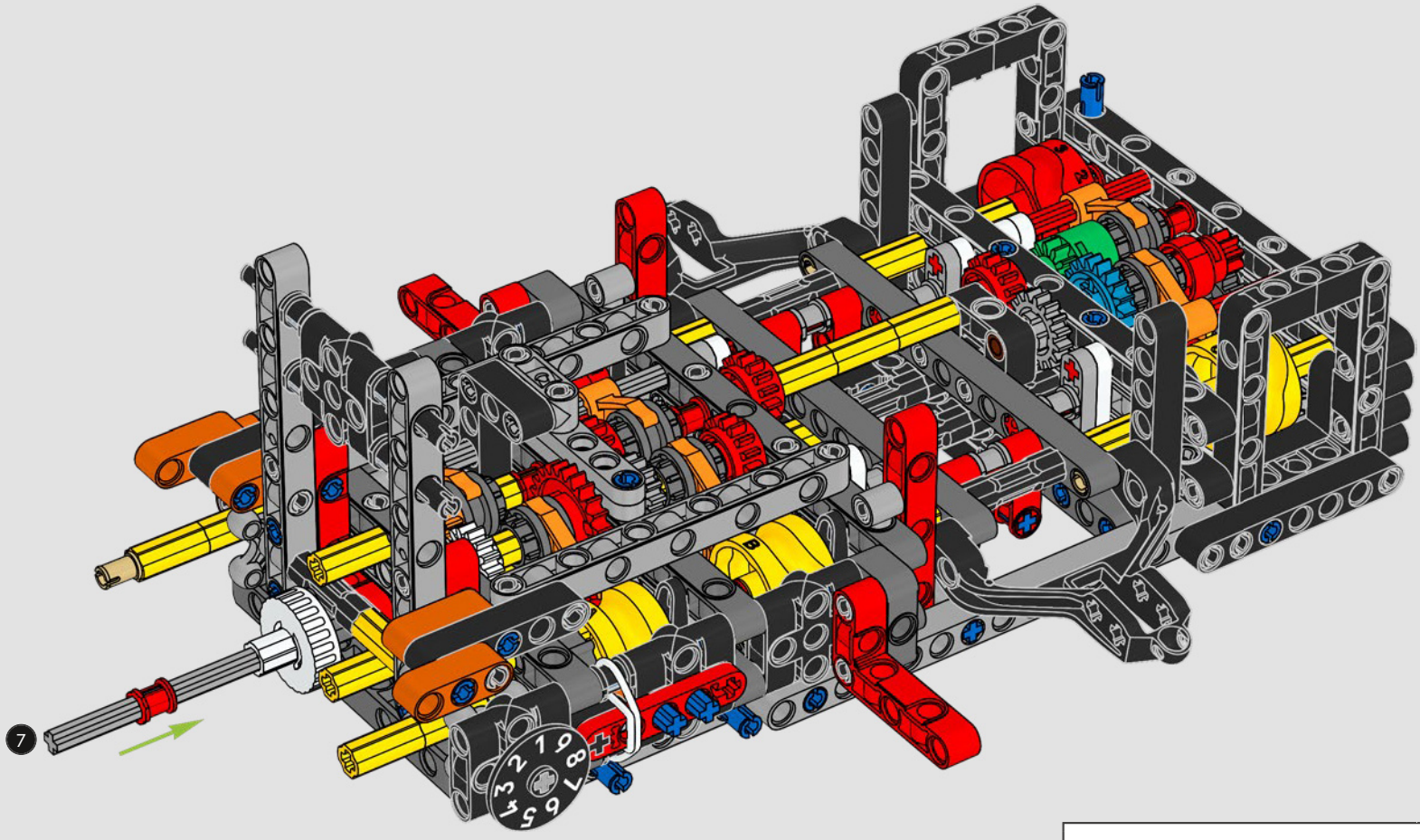

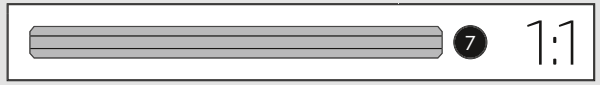

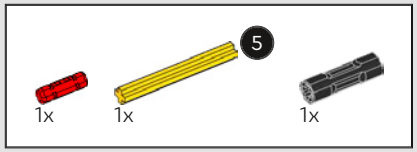

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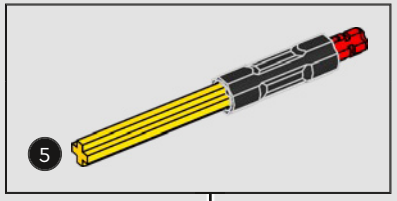

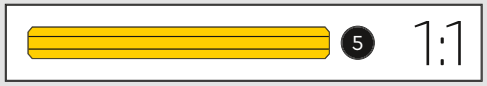

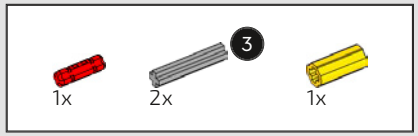

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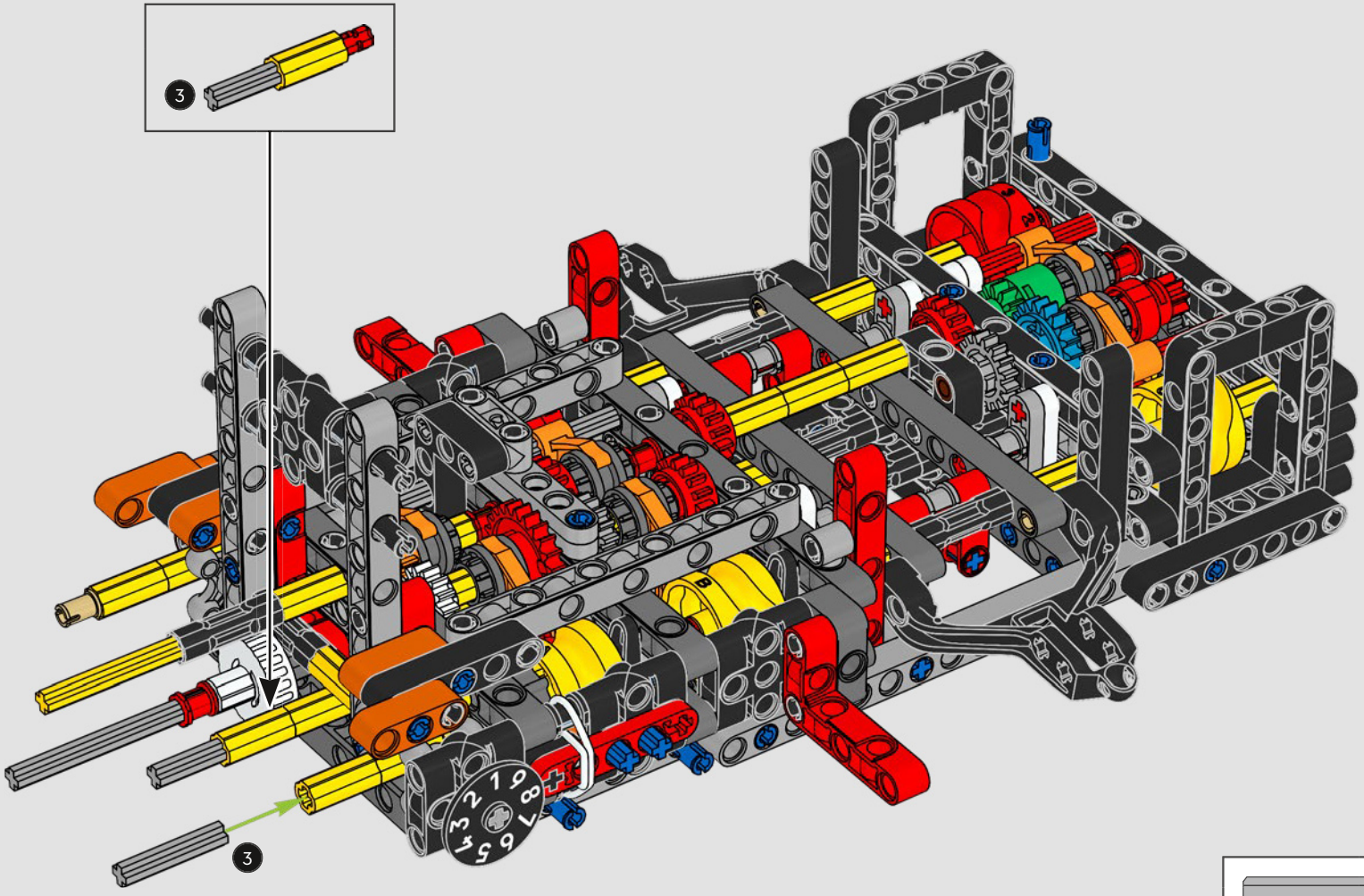

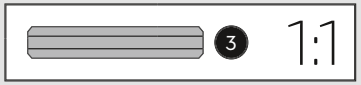

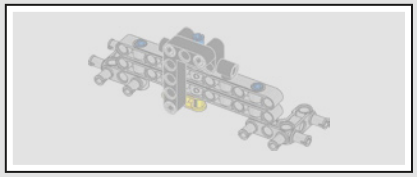

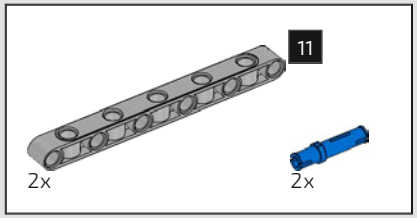

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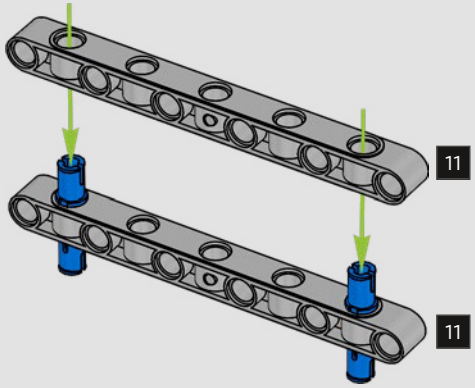

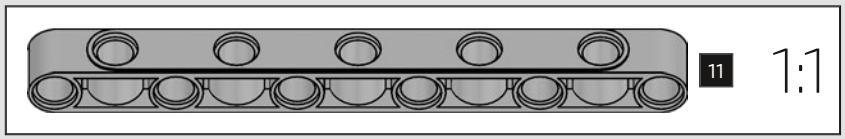

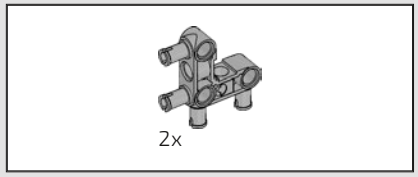

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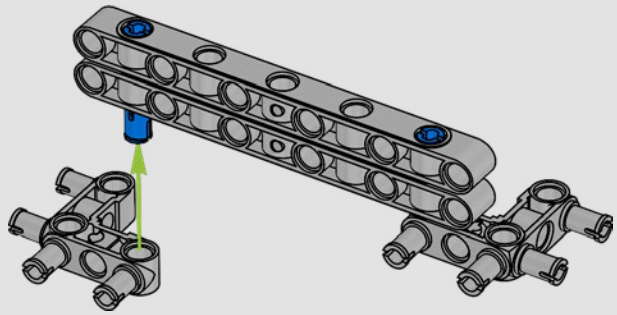
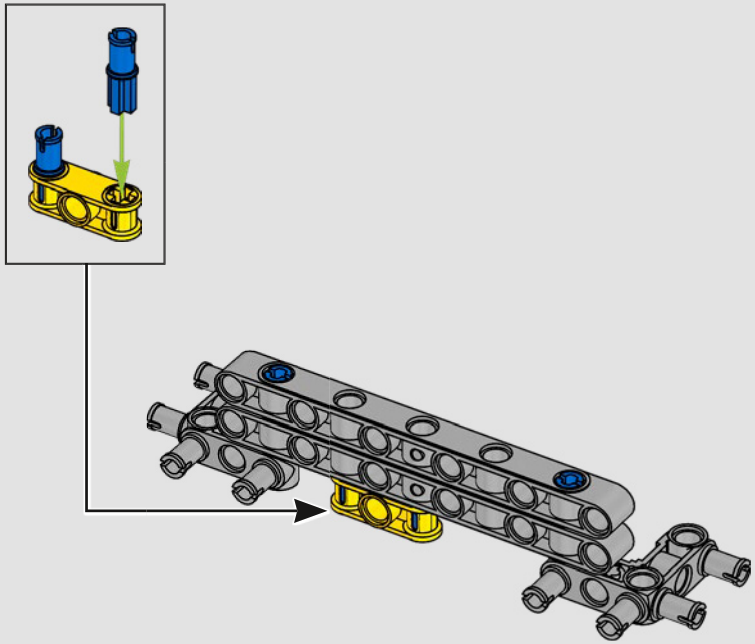




126





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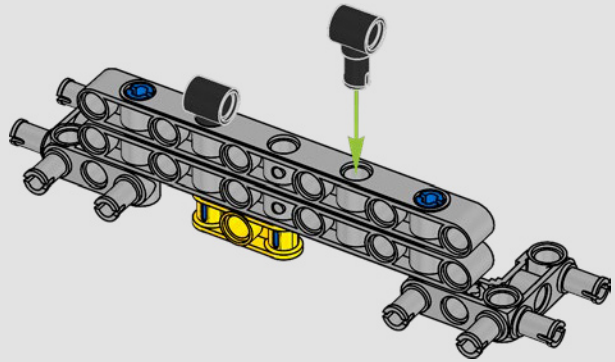

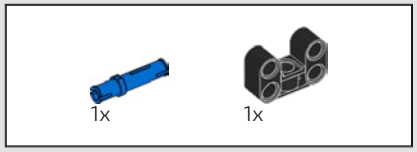

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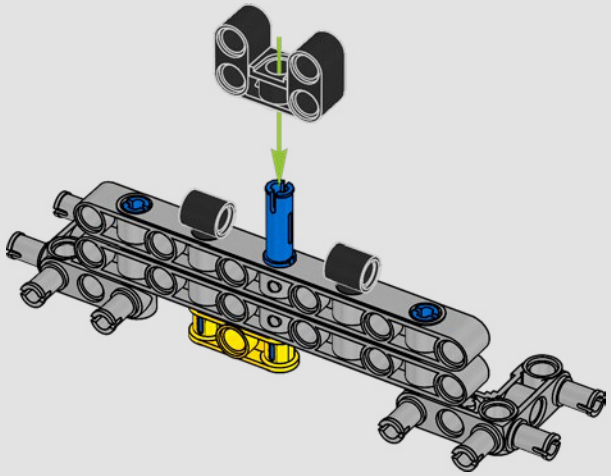

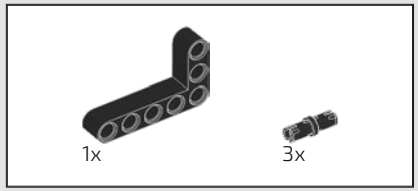

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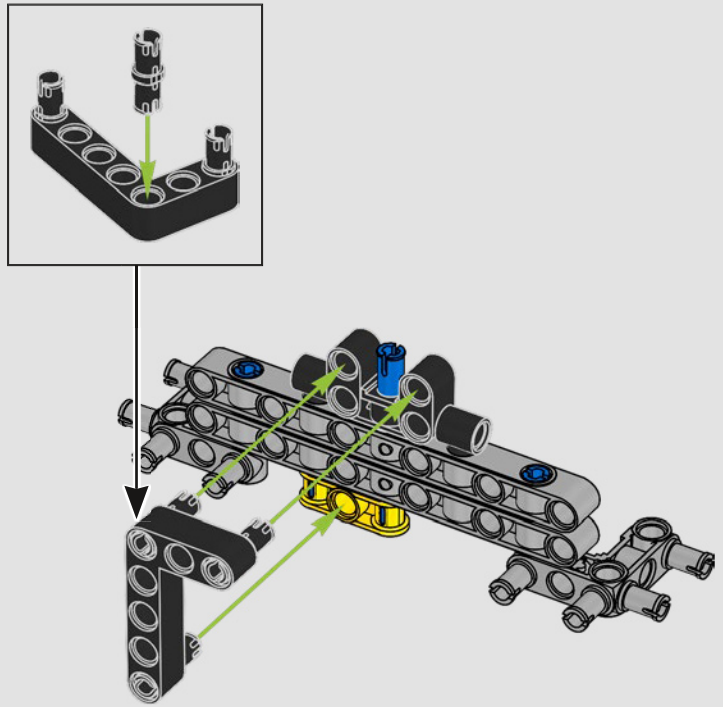

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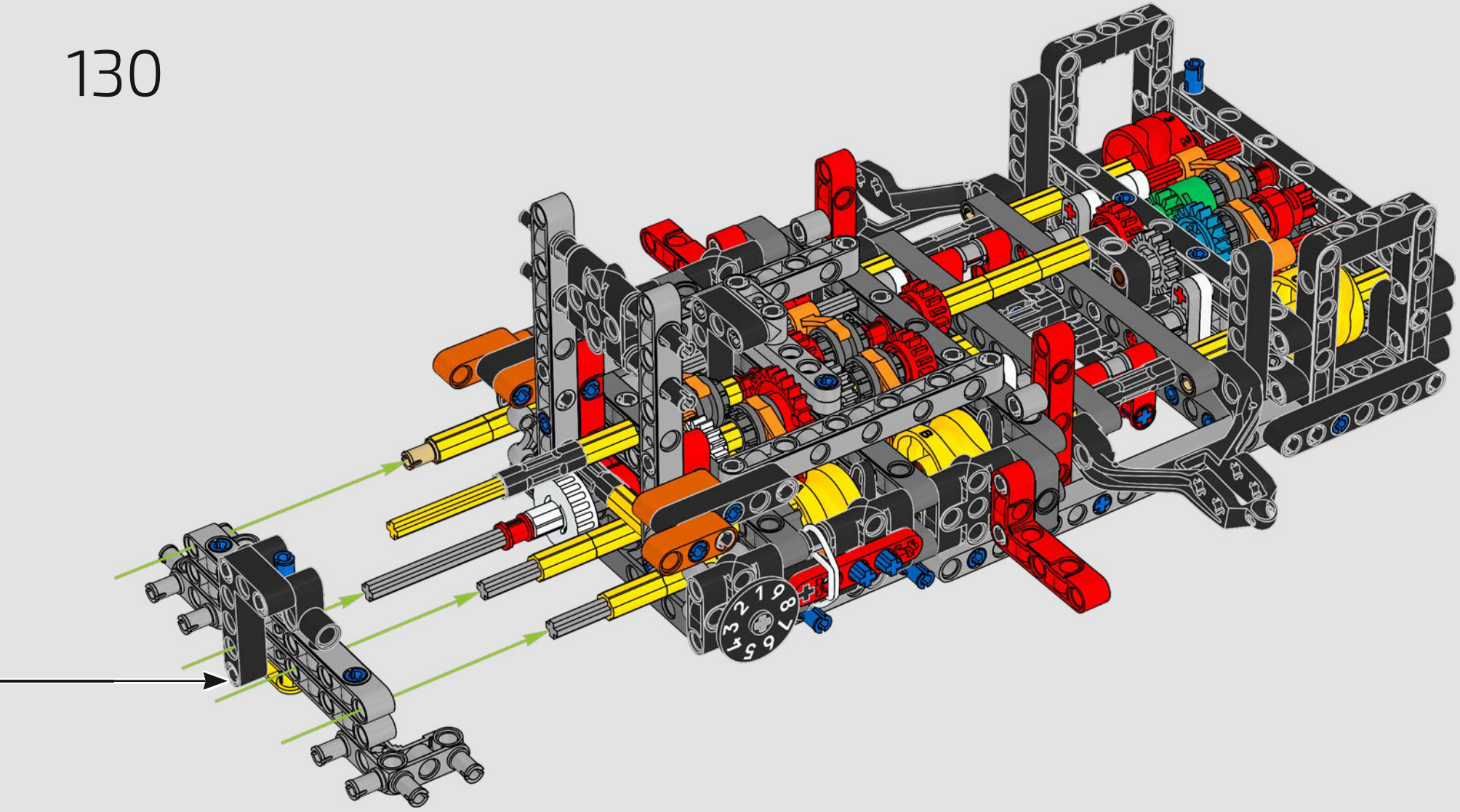

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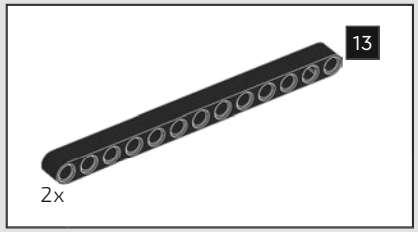

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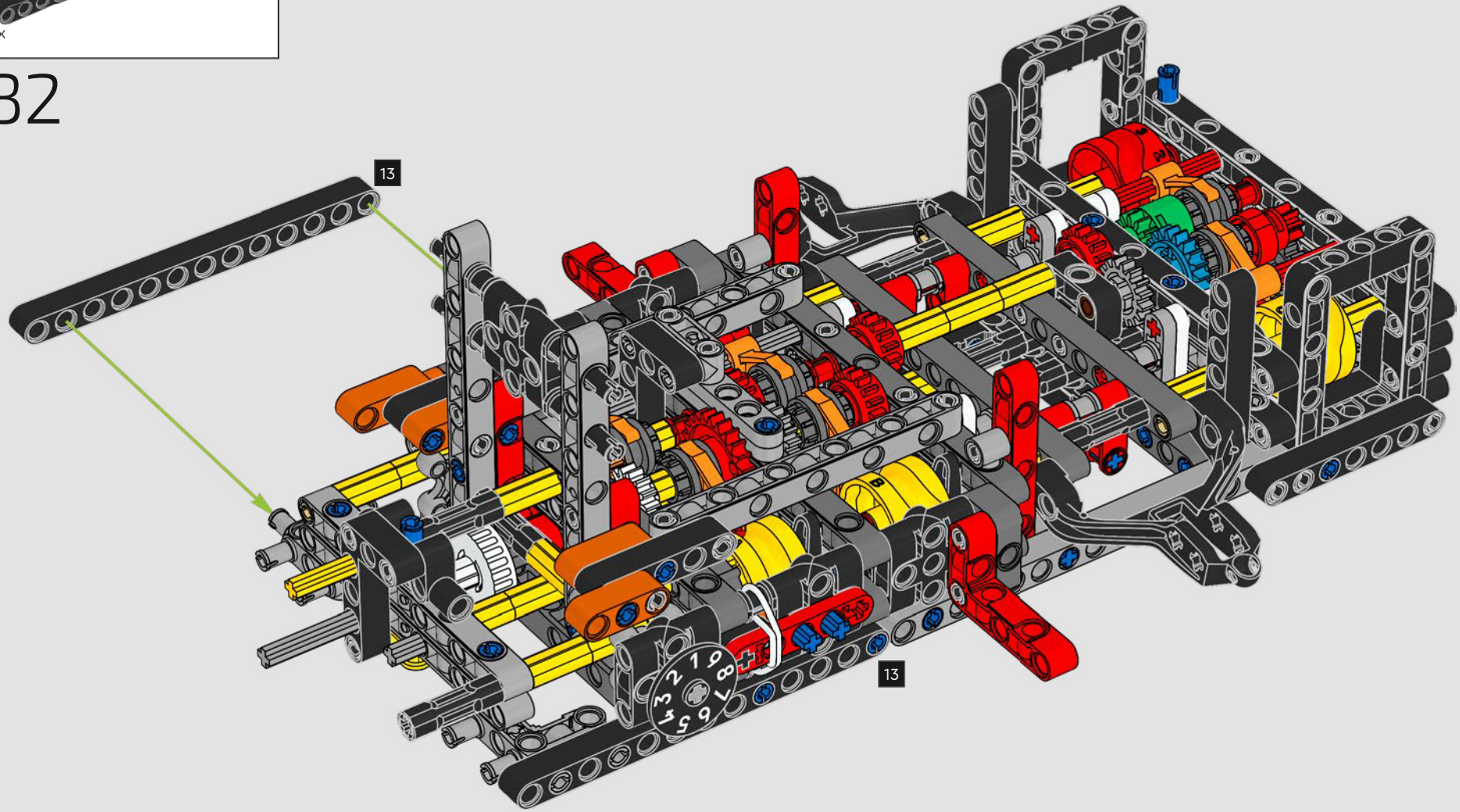

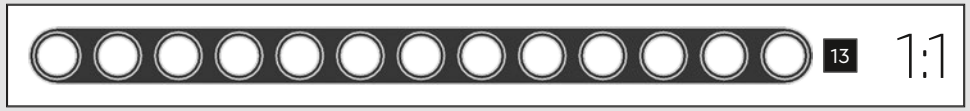

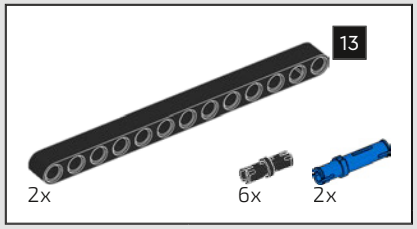

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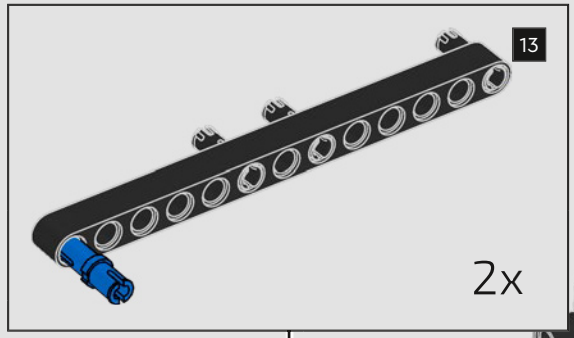

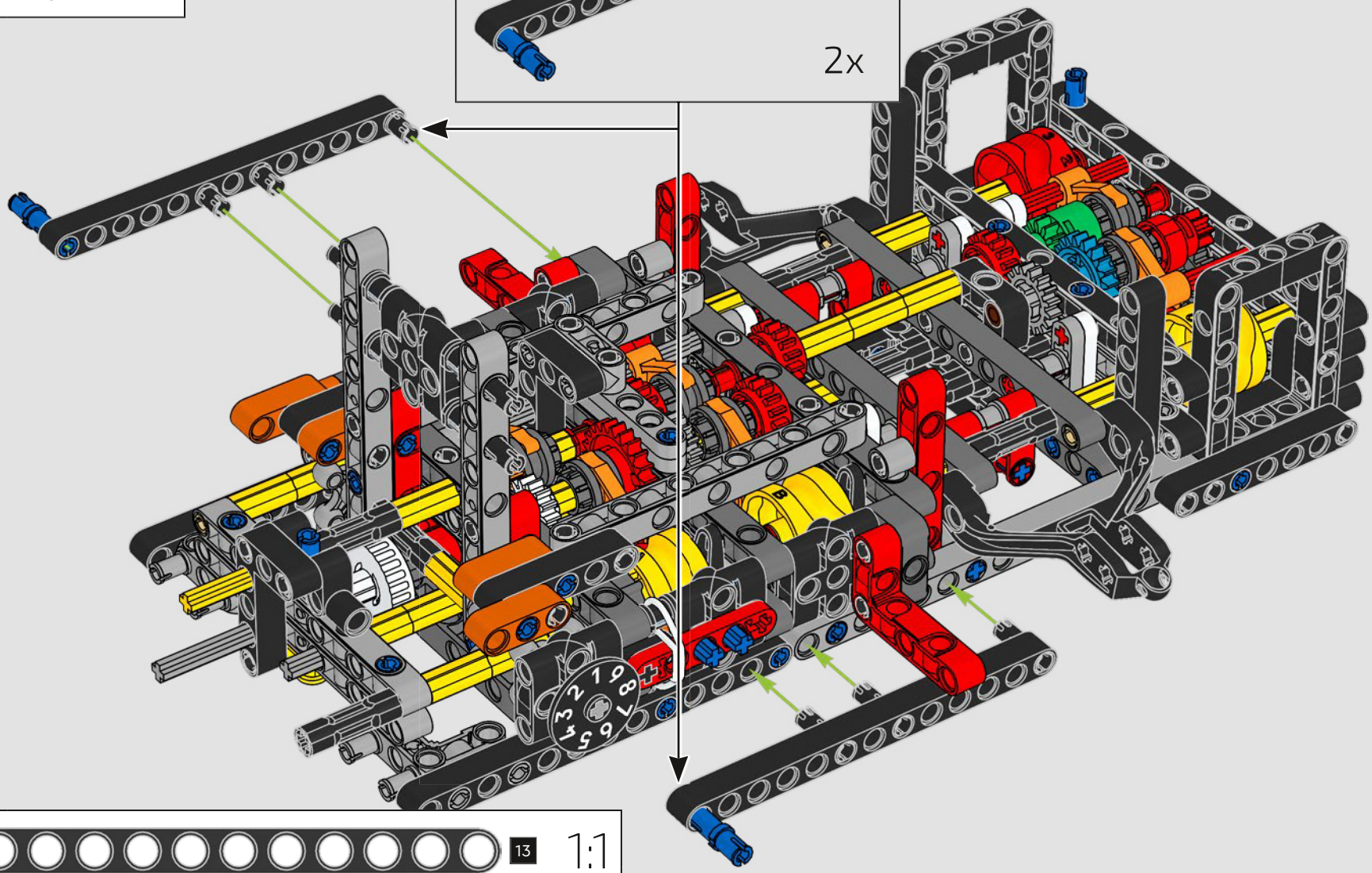

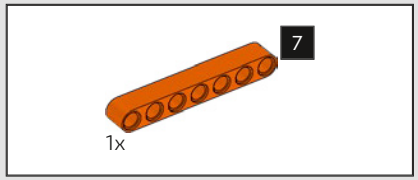

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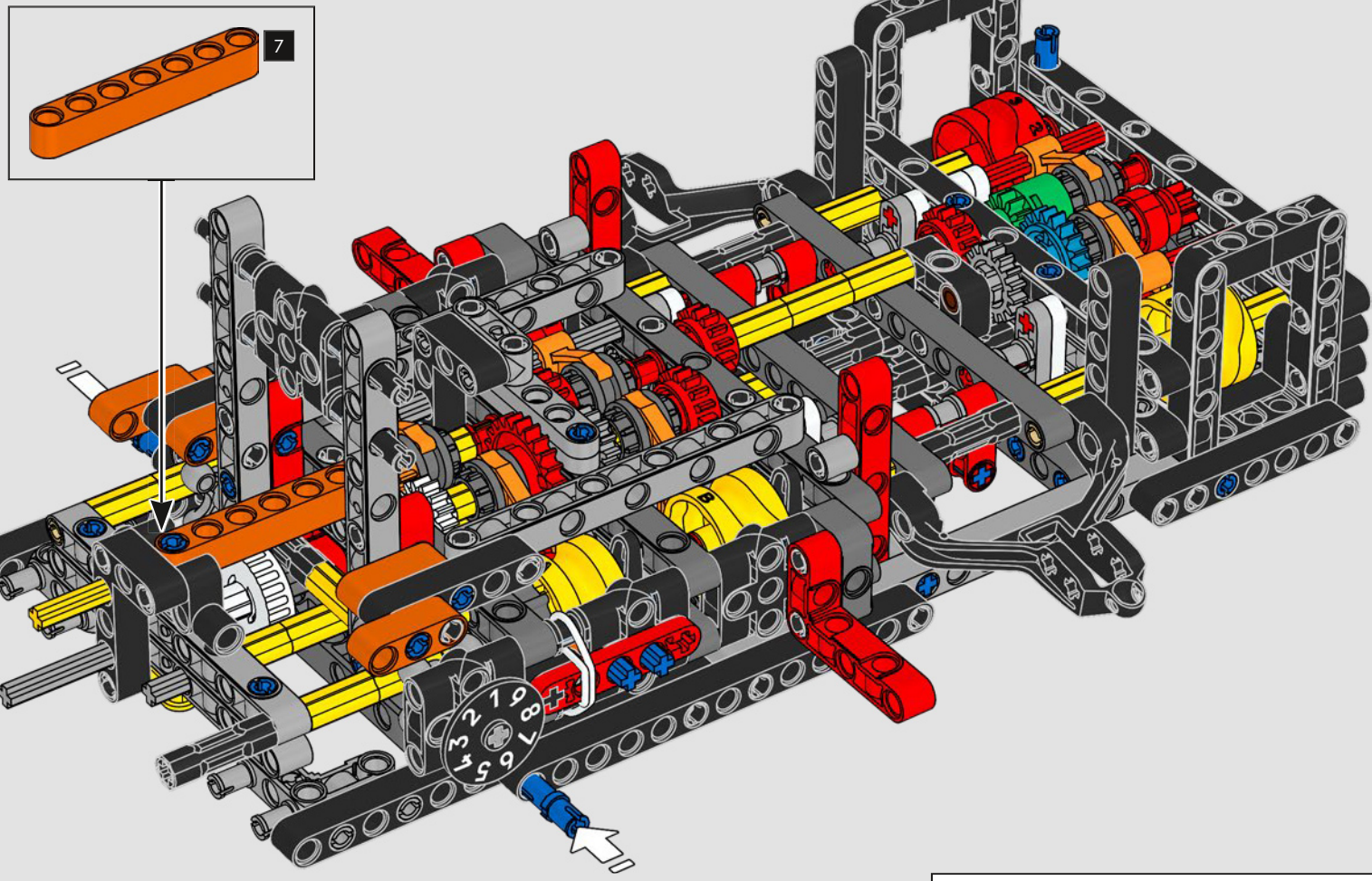

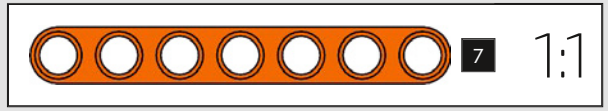

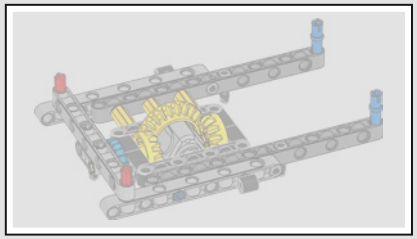

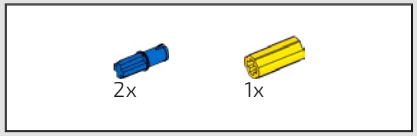

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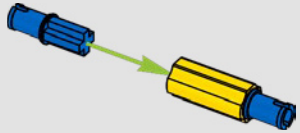

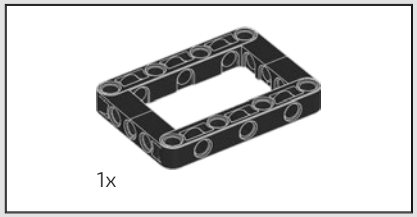

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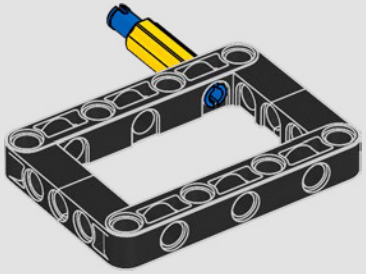

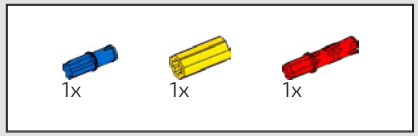

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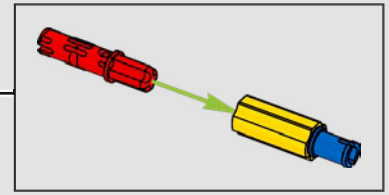

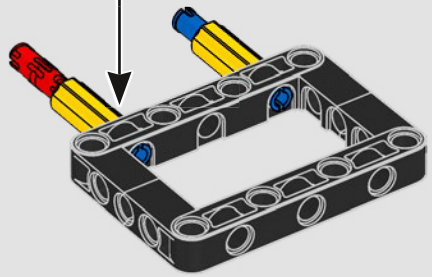

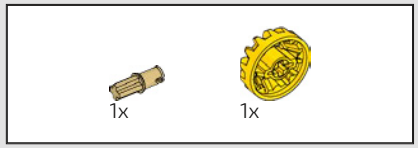

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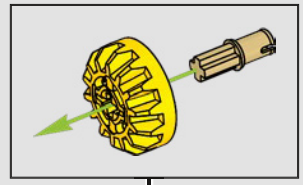

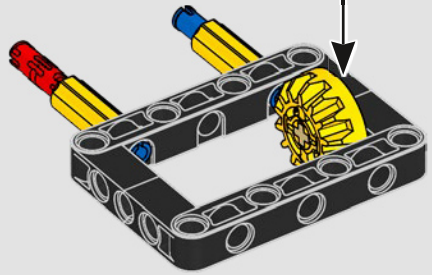

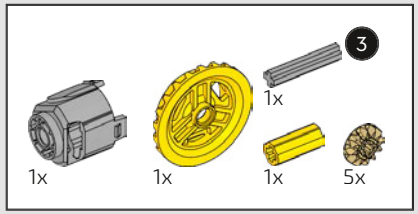

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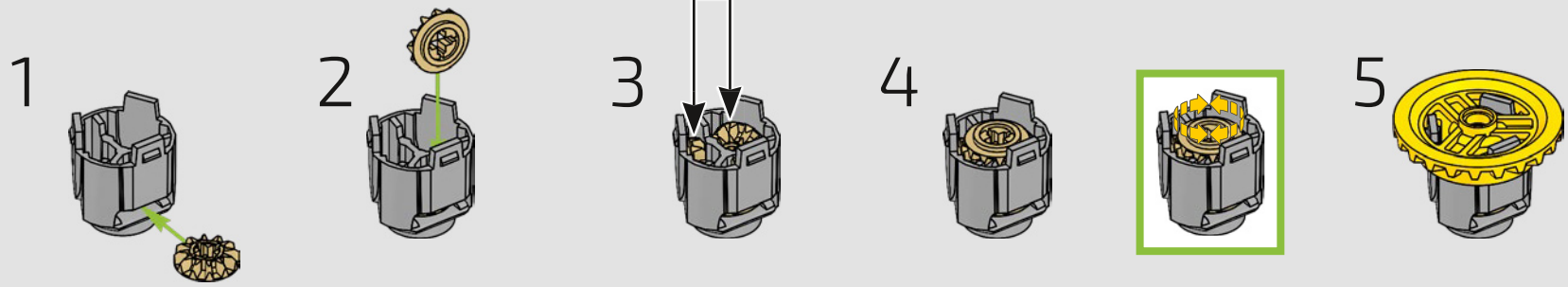

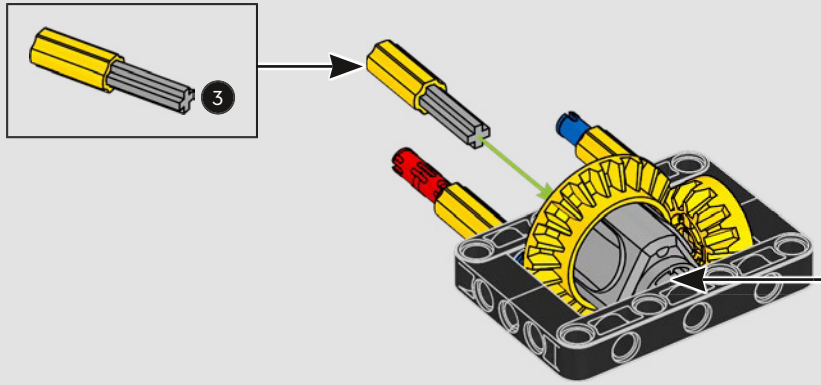

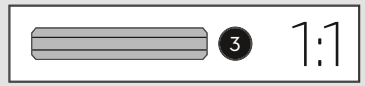

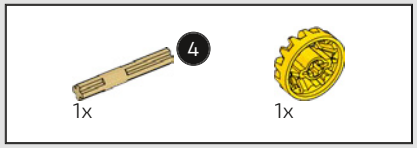

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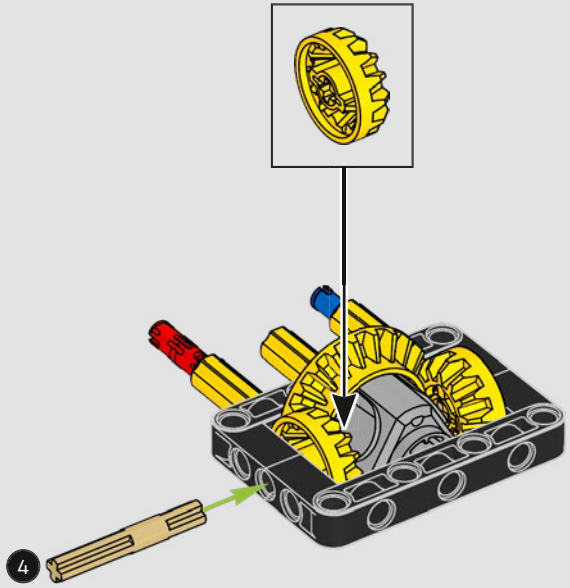

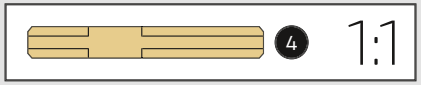

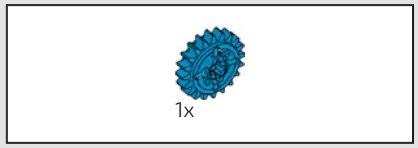

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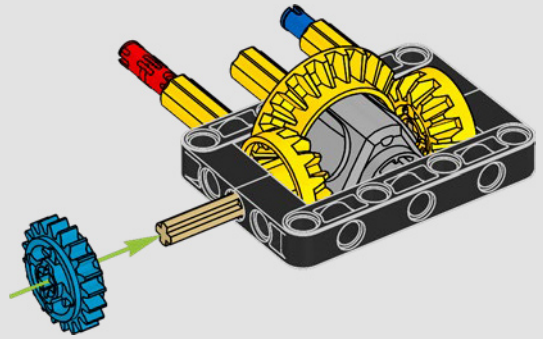

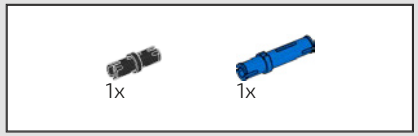

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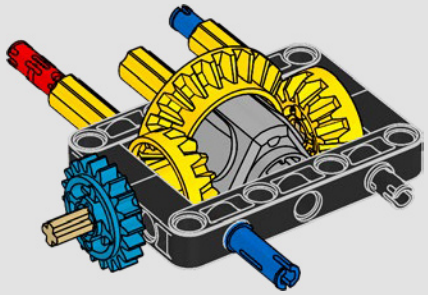

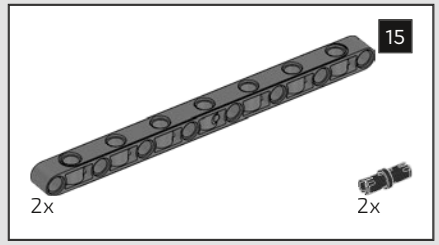

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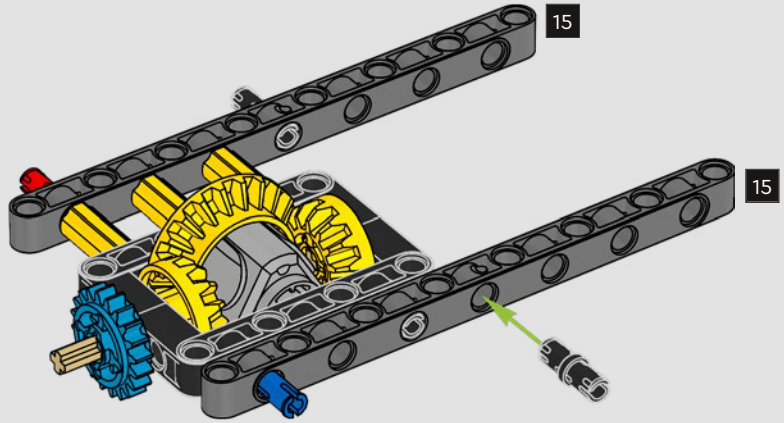

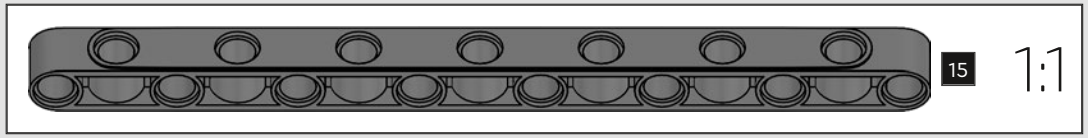

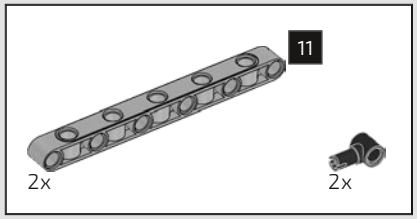

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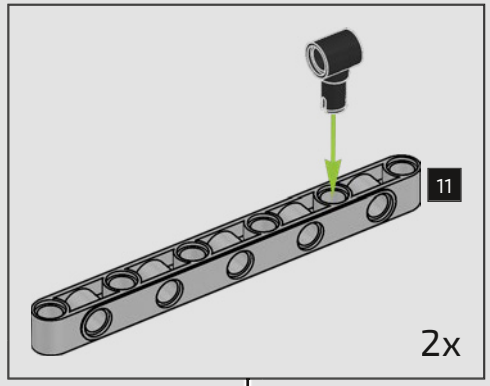

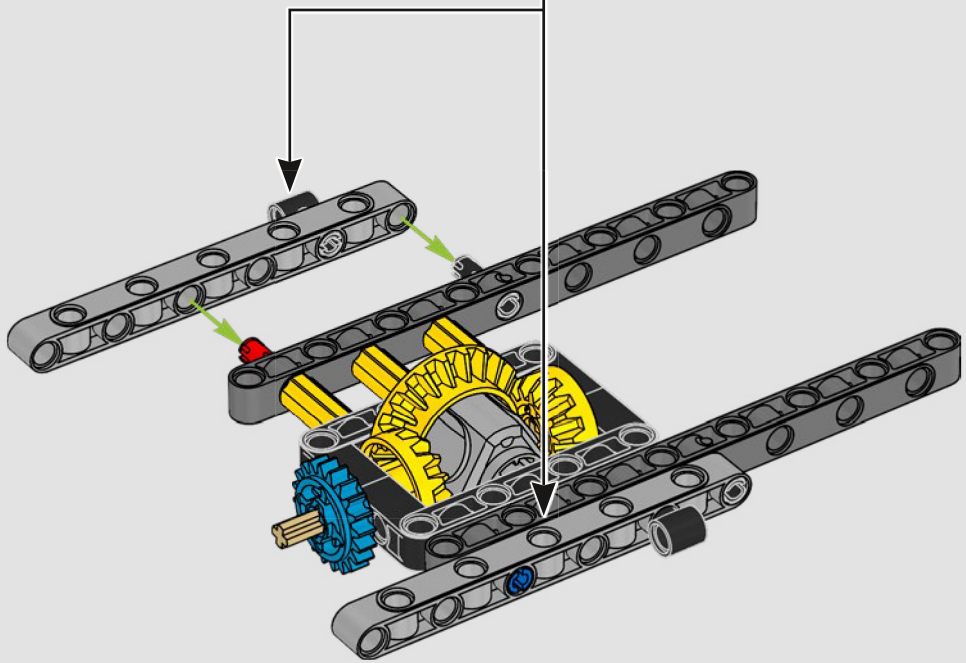

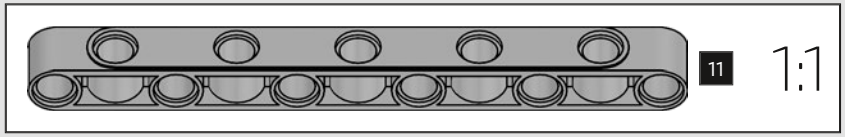

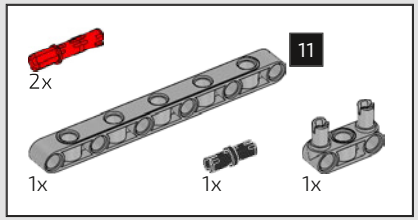

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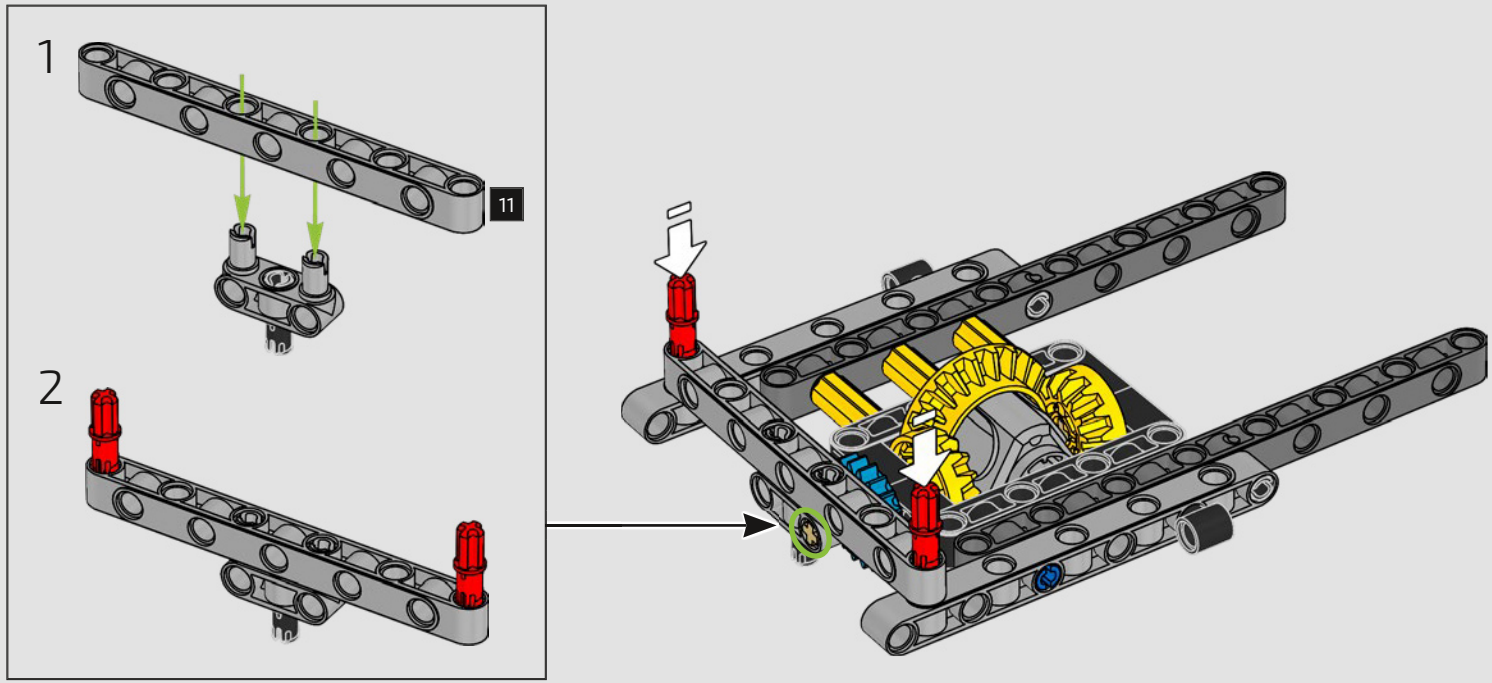

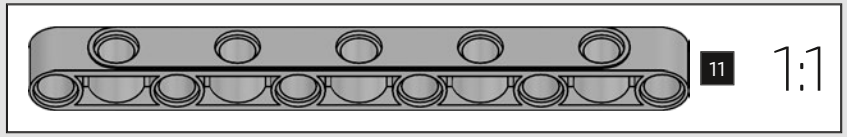

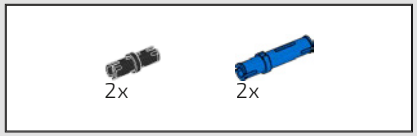

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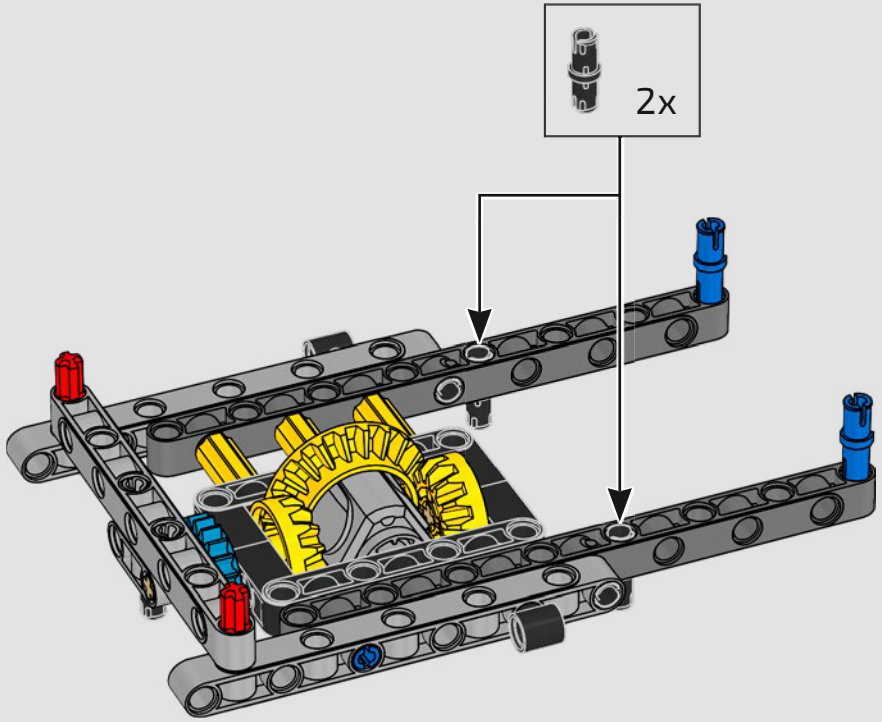

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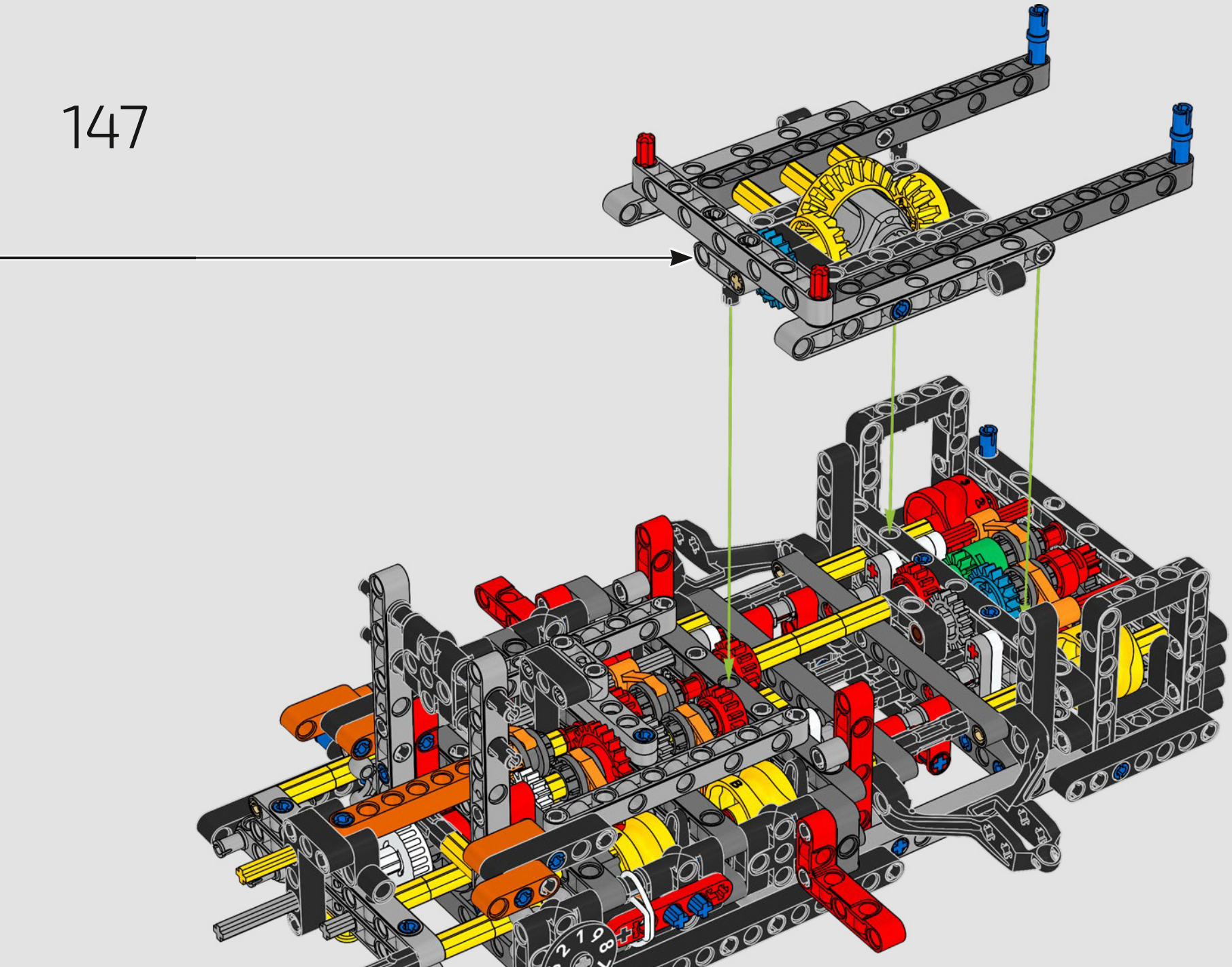

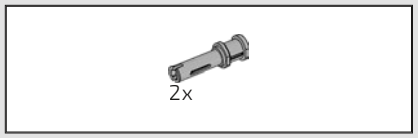

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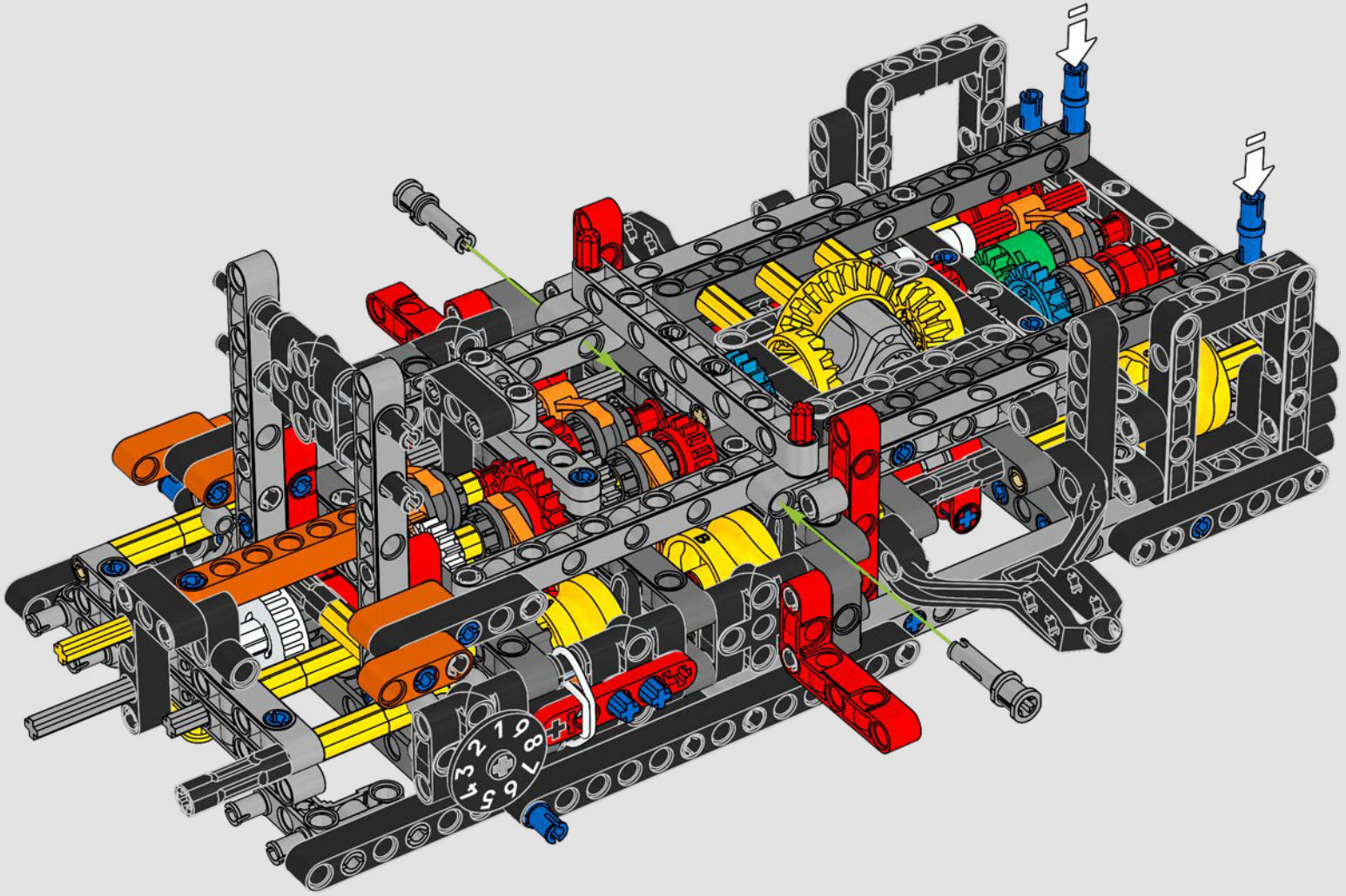

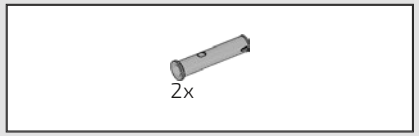

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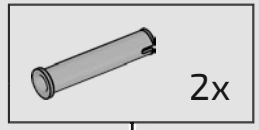

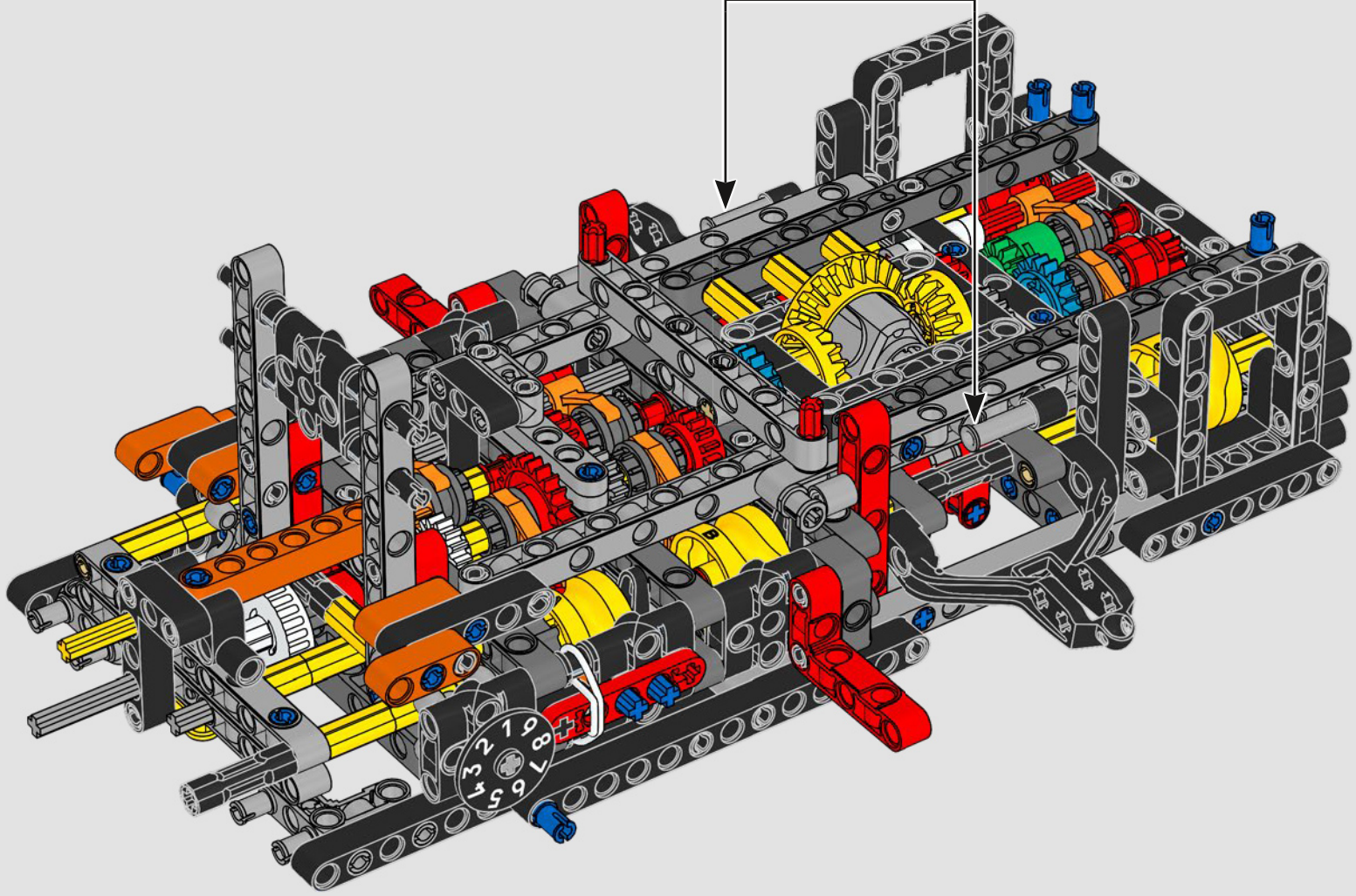

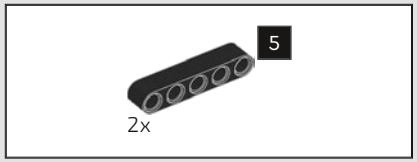

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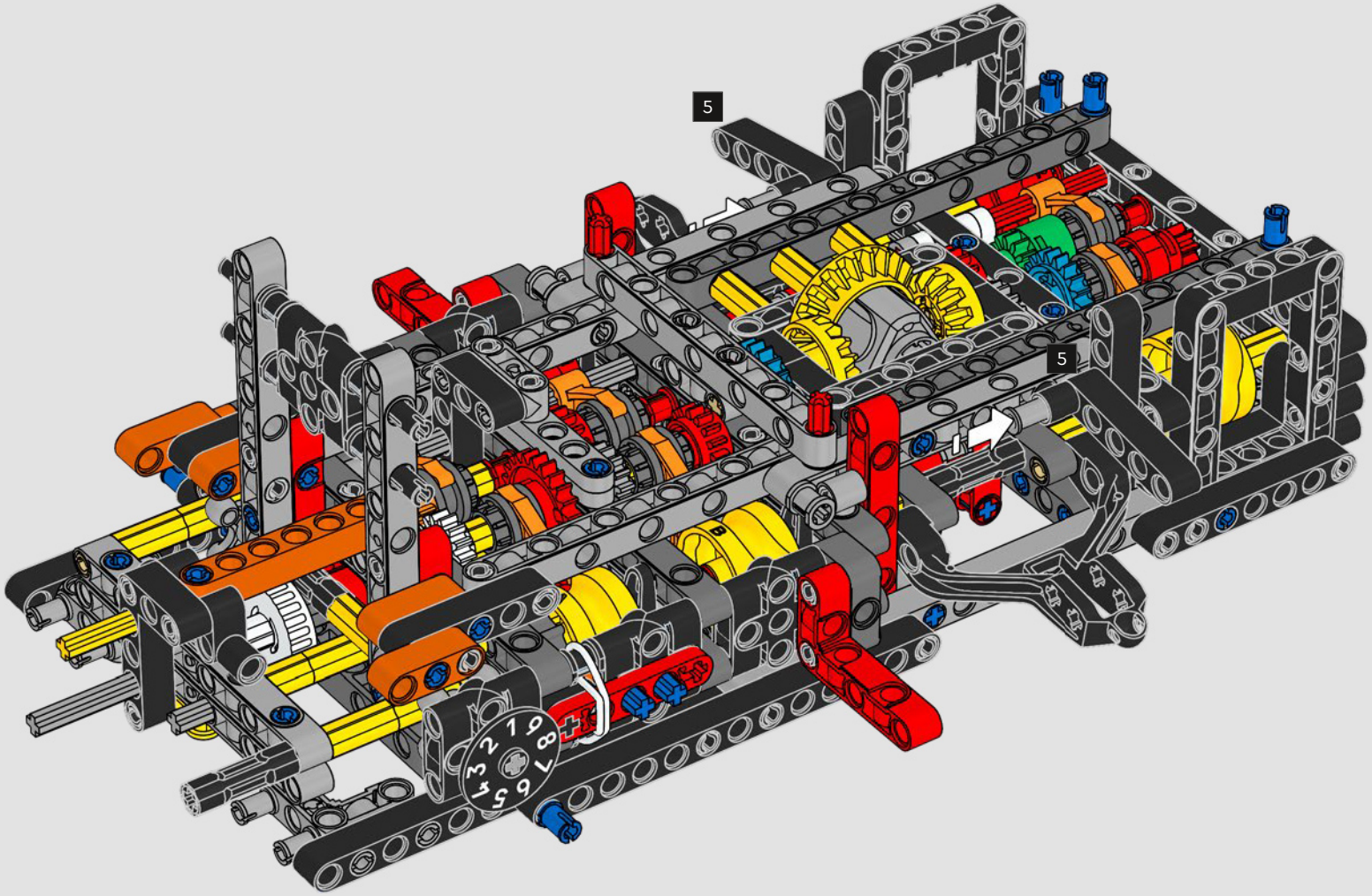

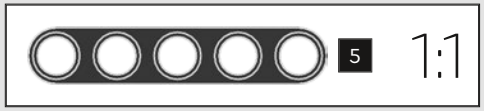

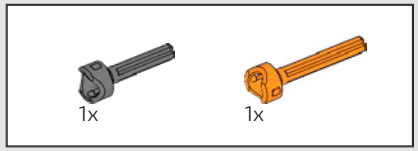

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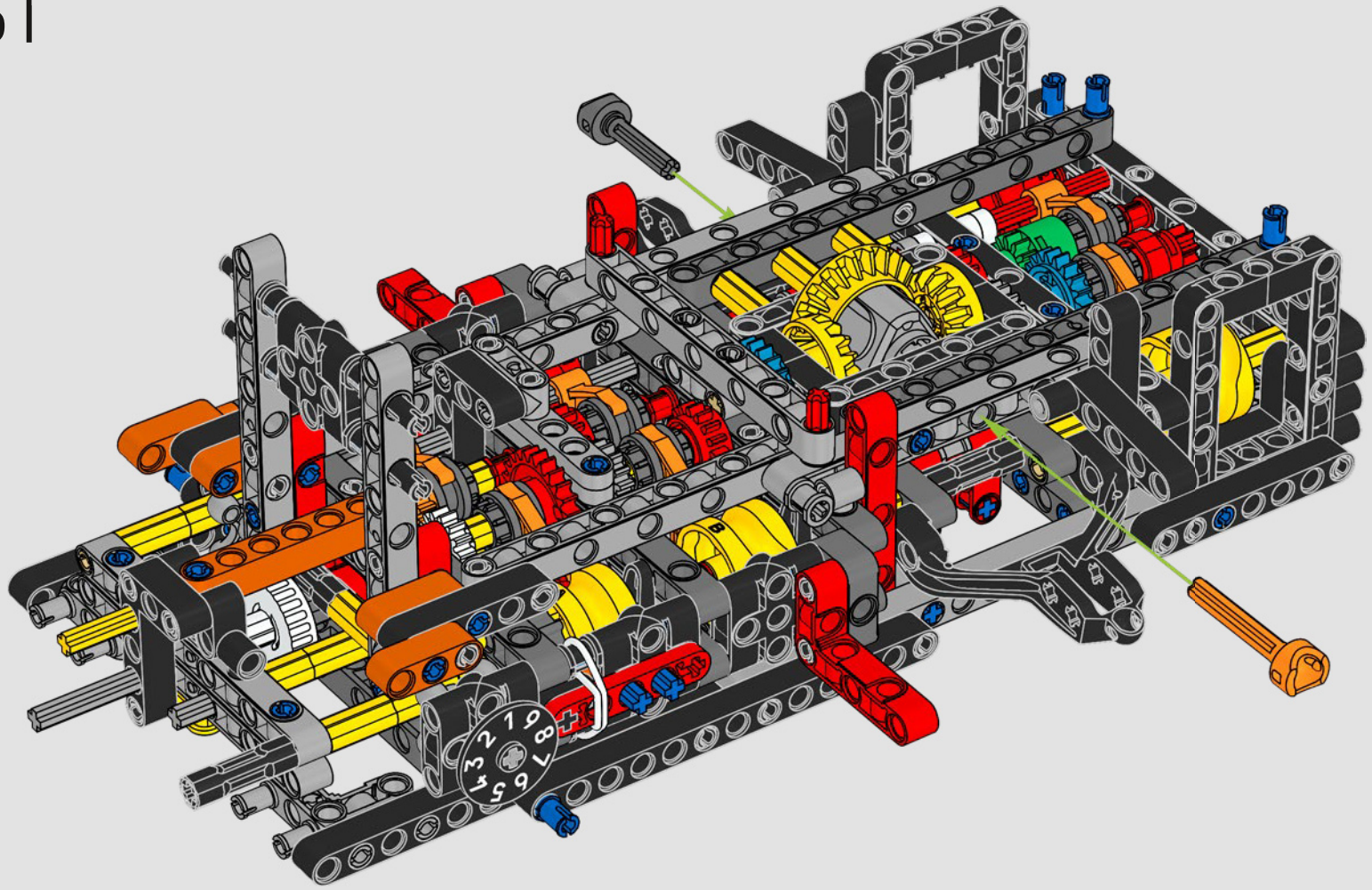

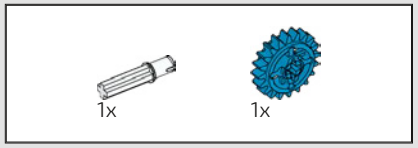

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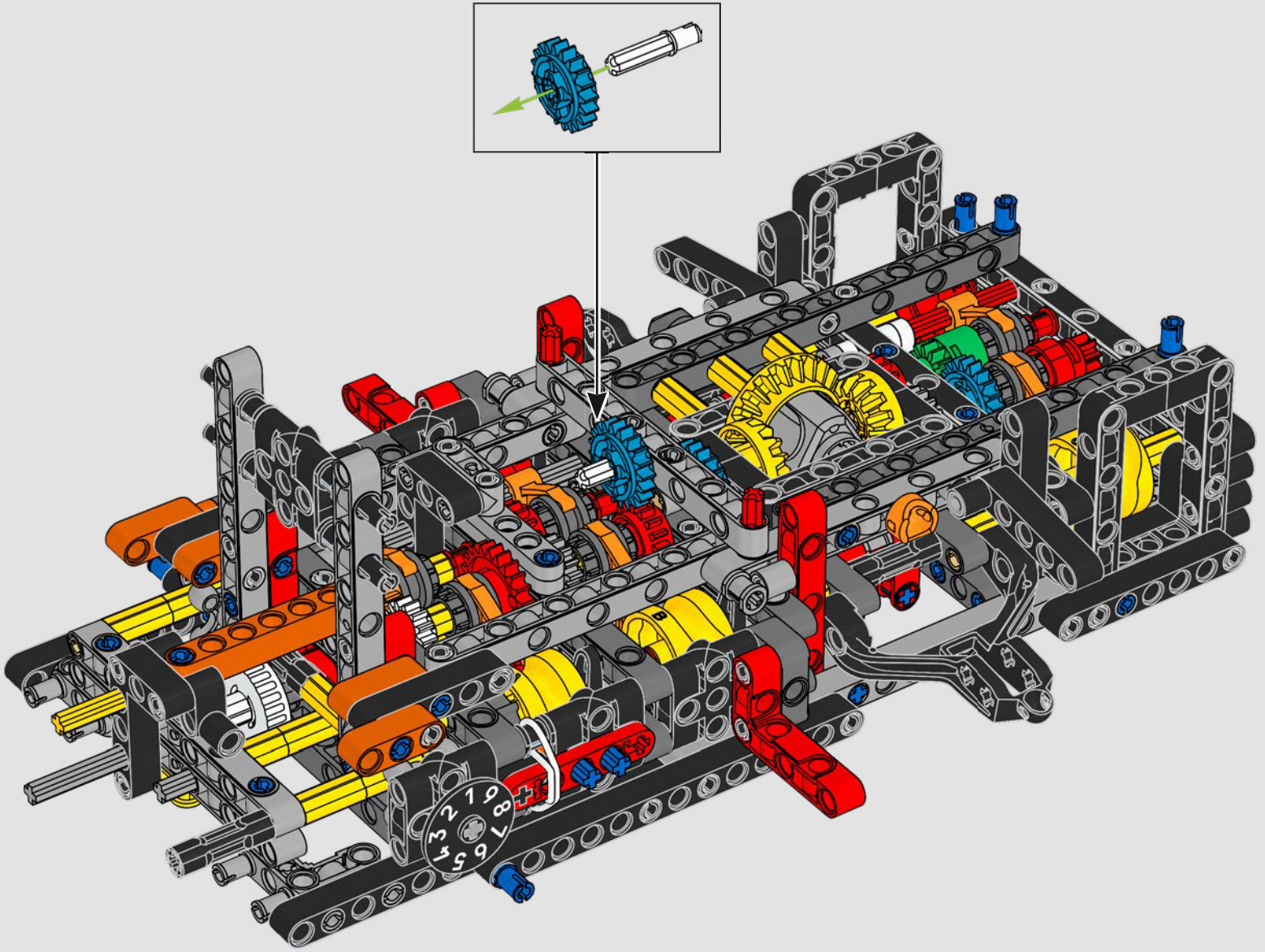

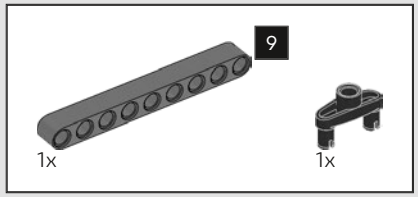

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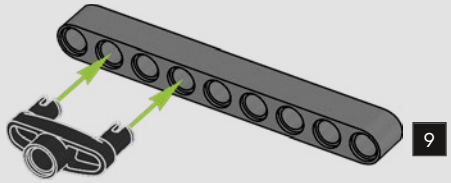



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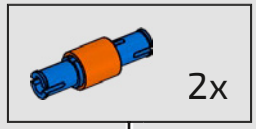

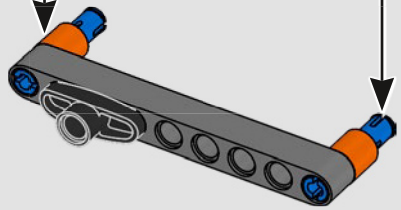

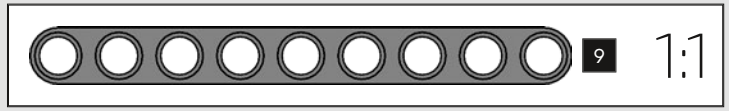

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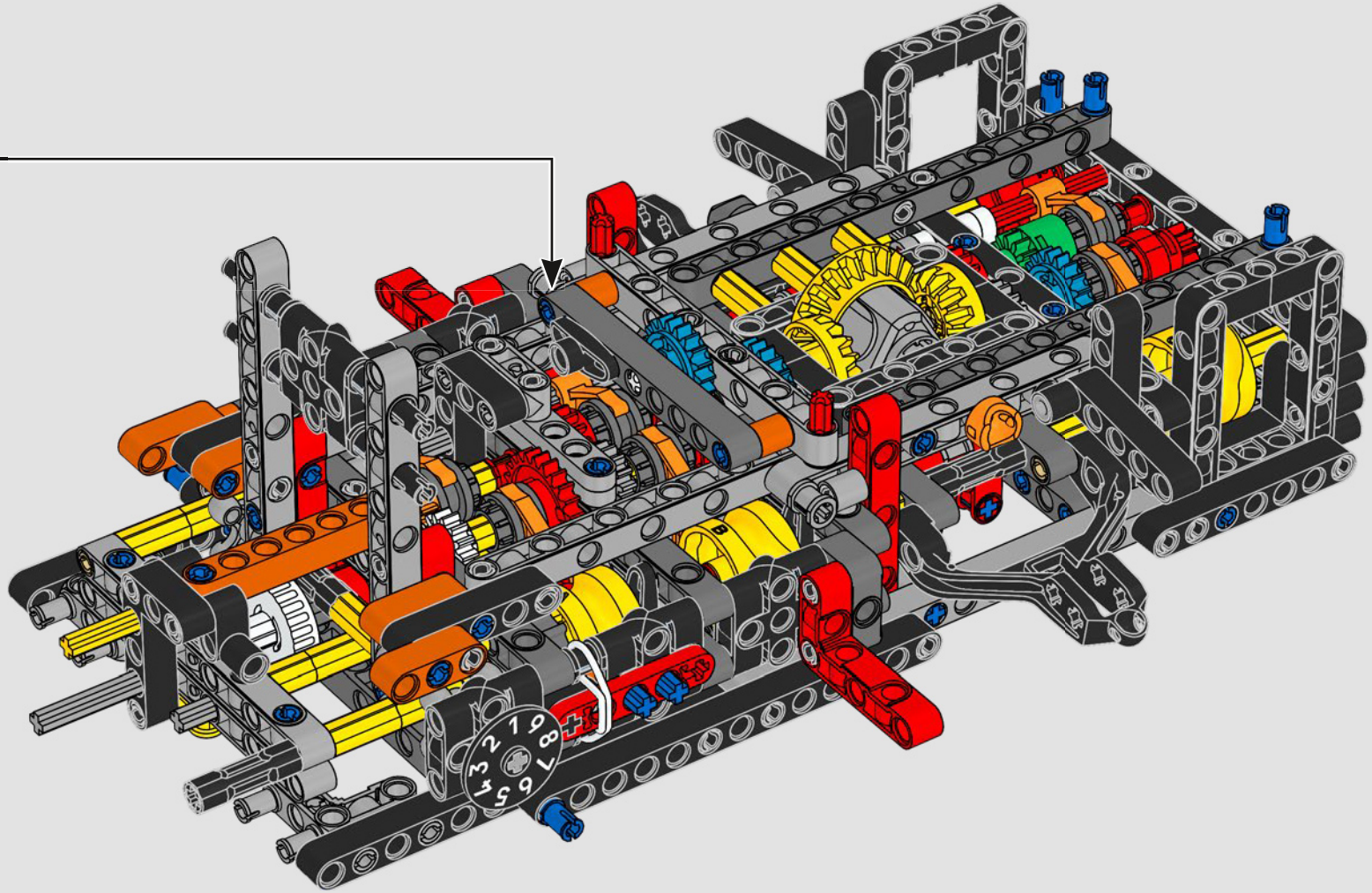

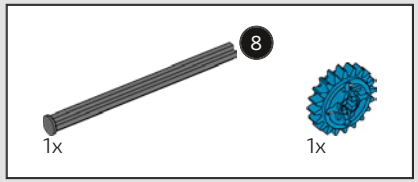

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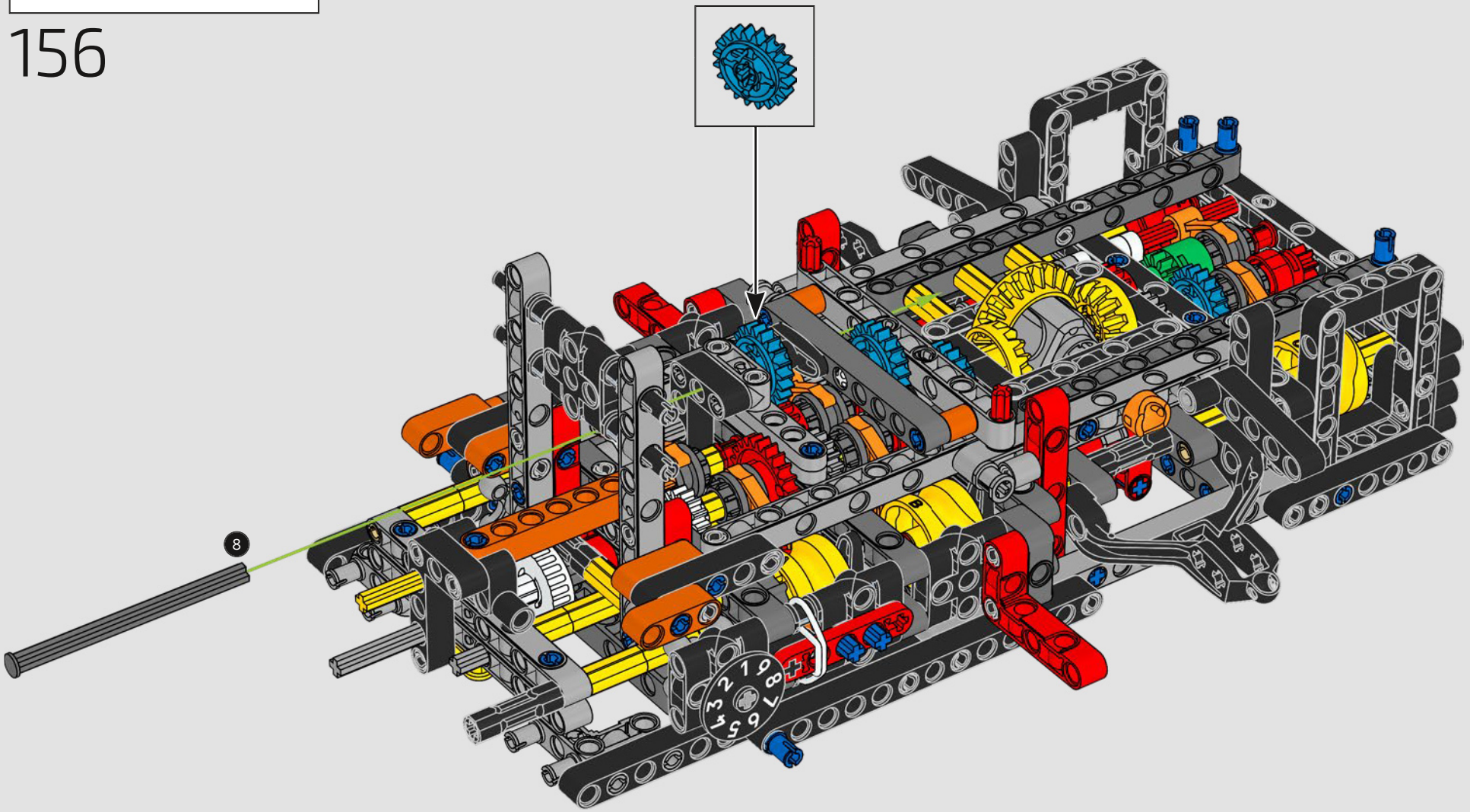

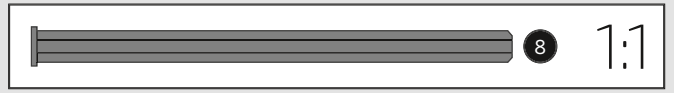

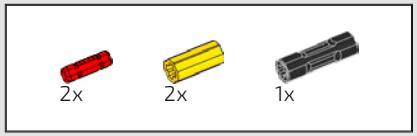

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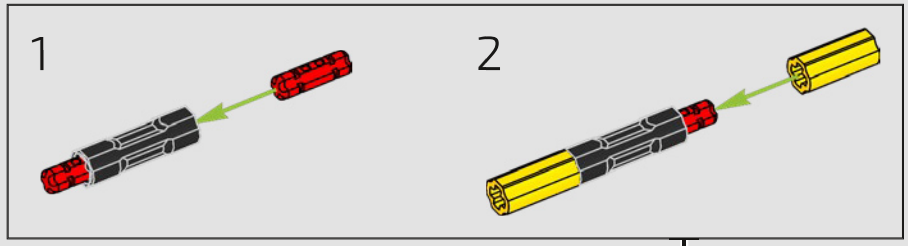

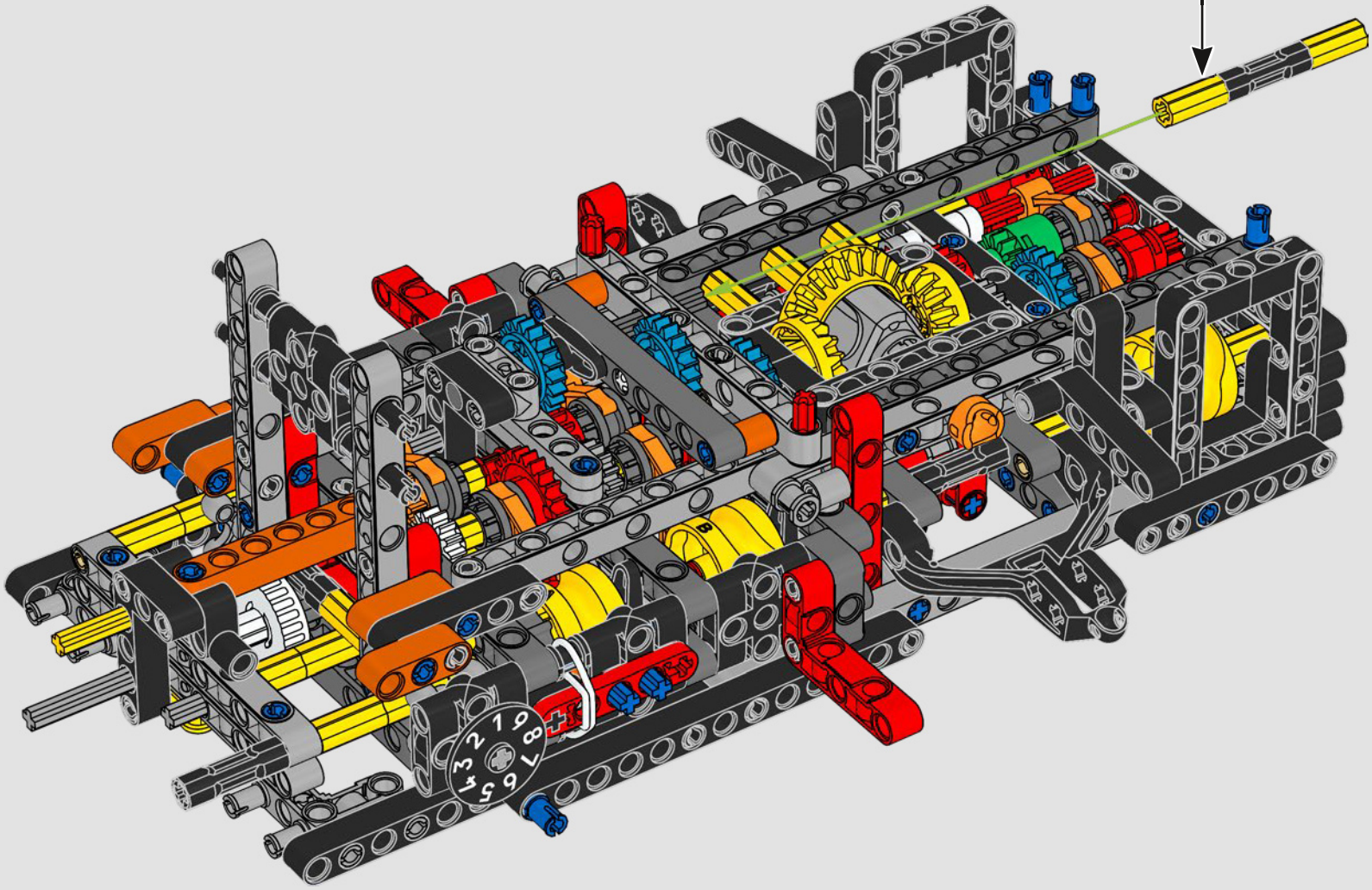

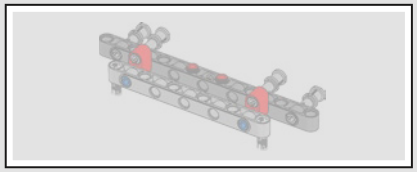

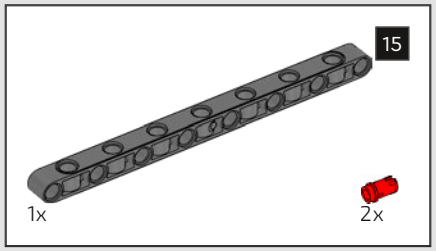

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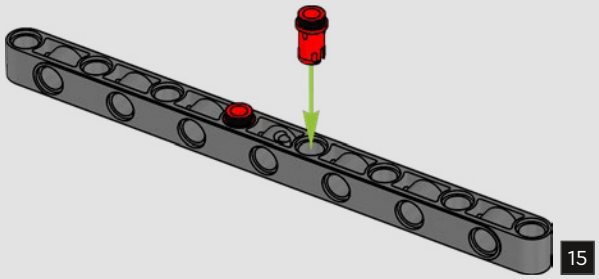

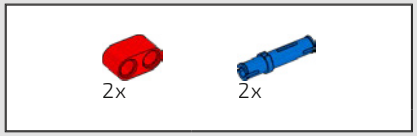

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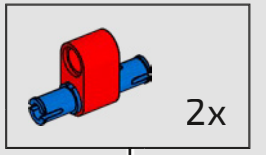

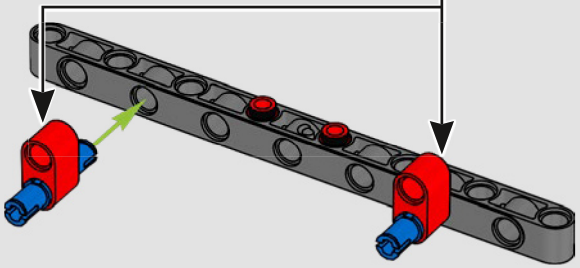

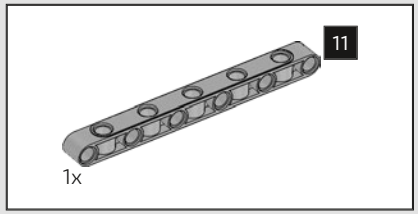

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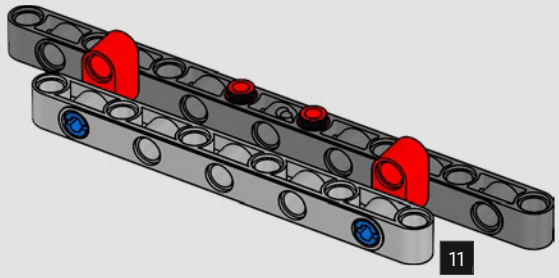

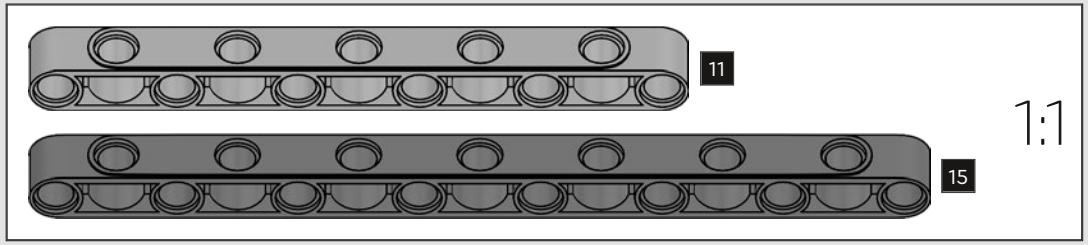



2x

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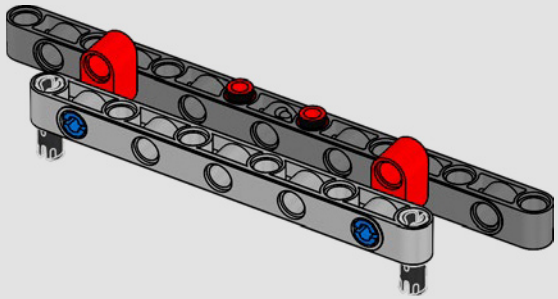



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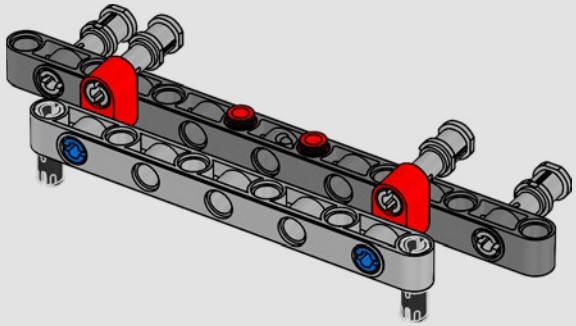

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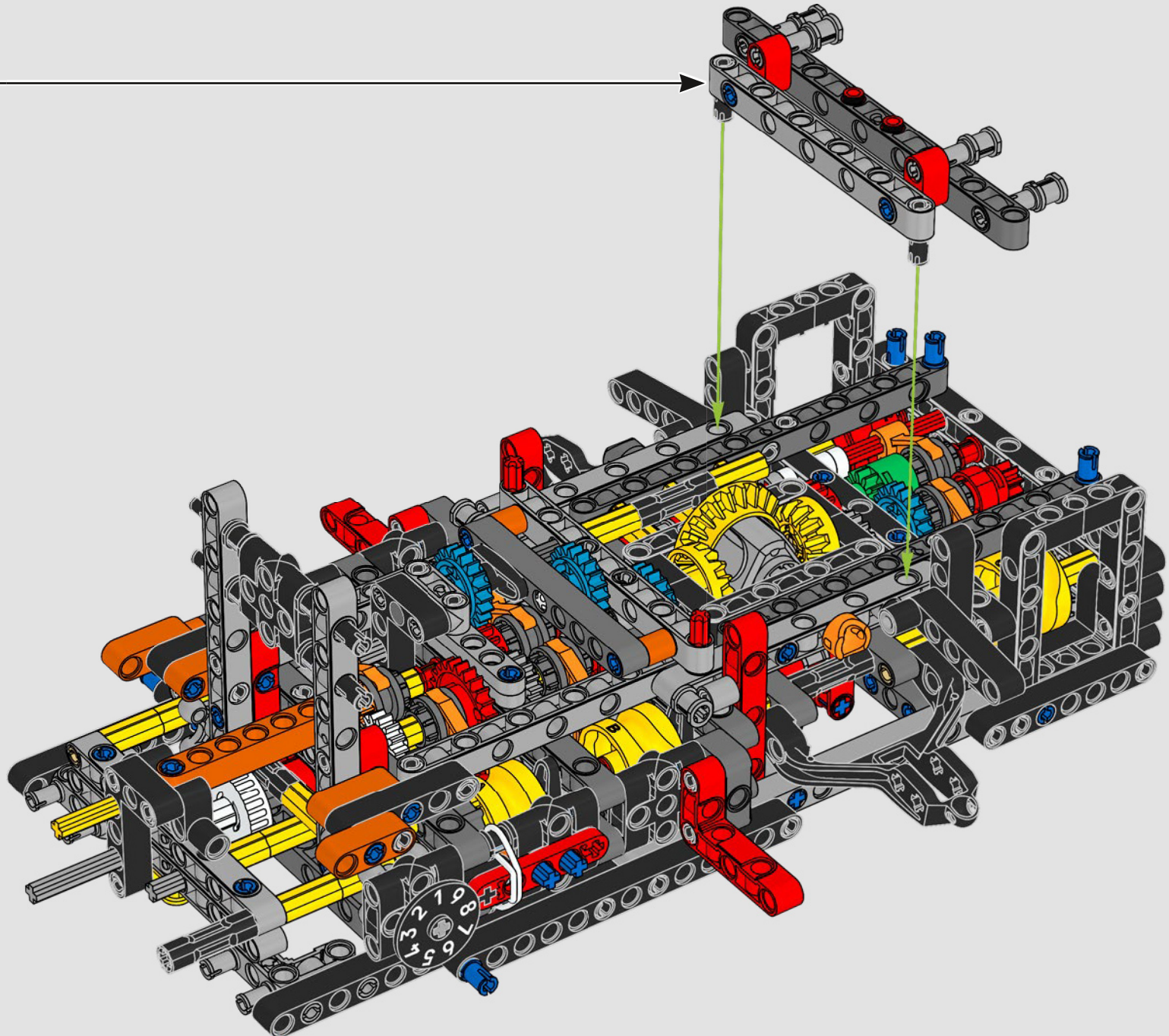

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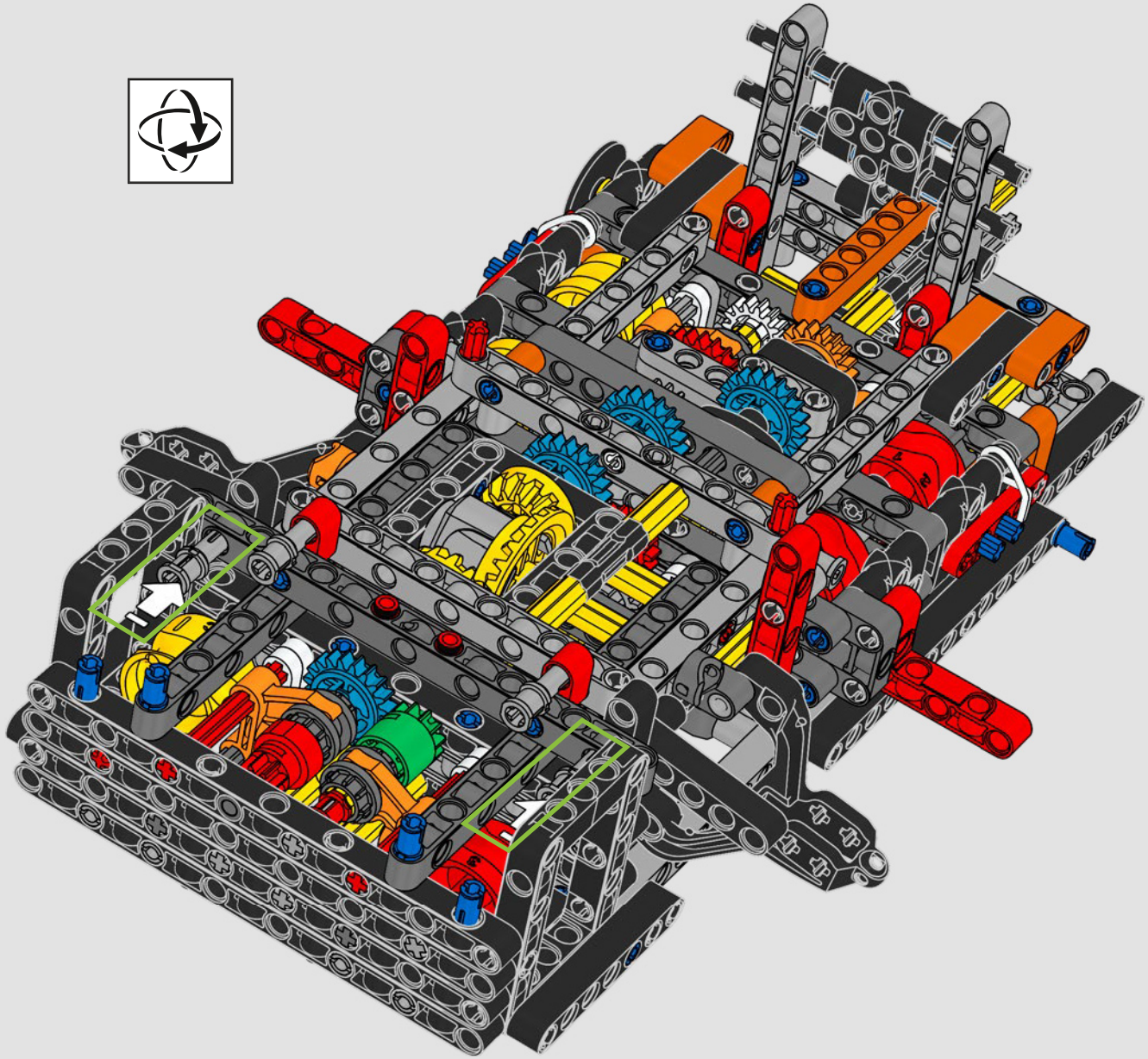

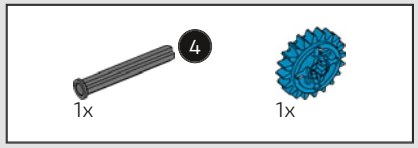

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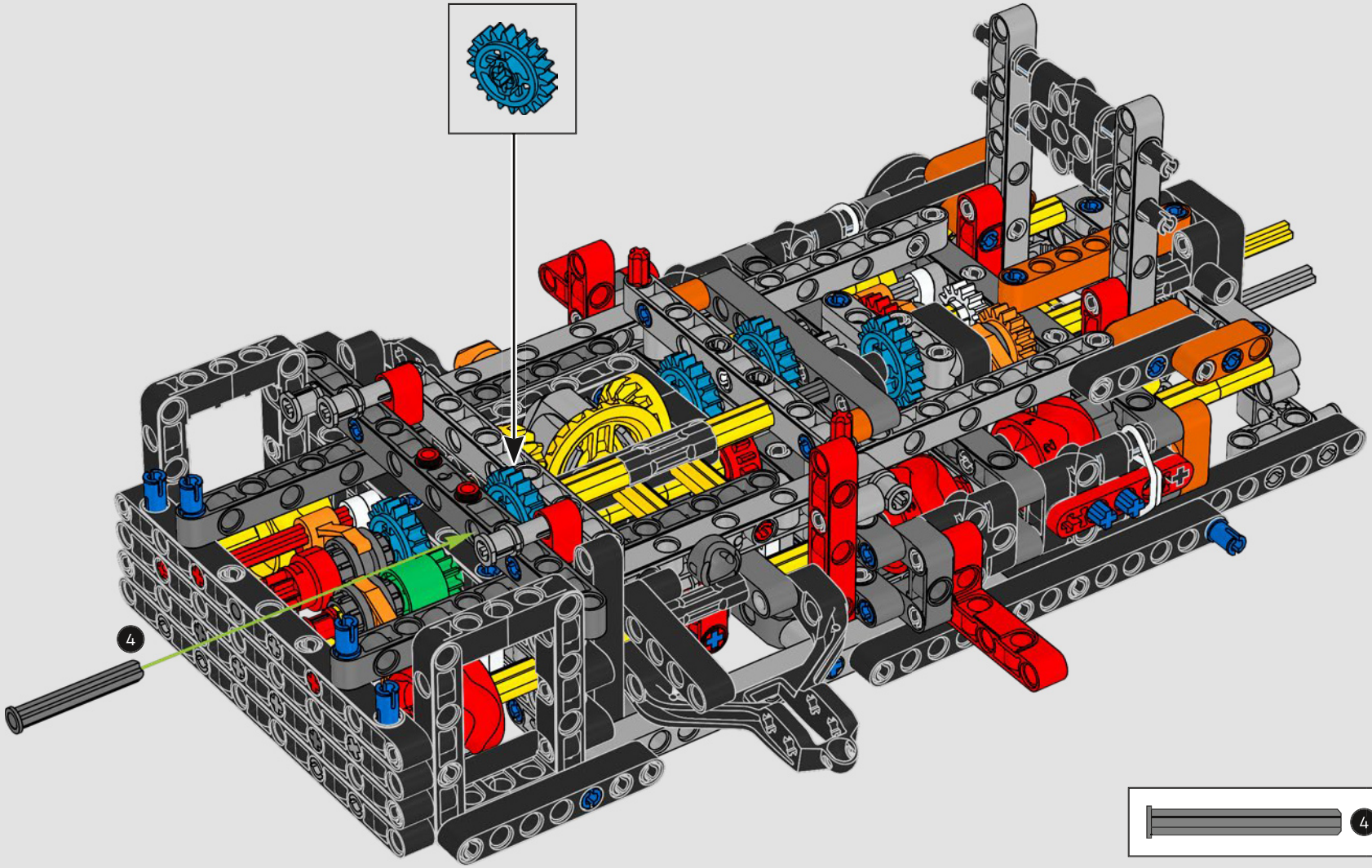

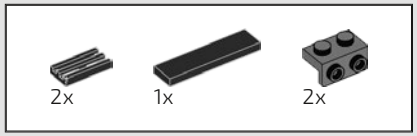

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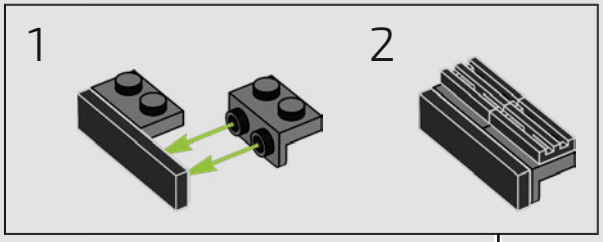

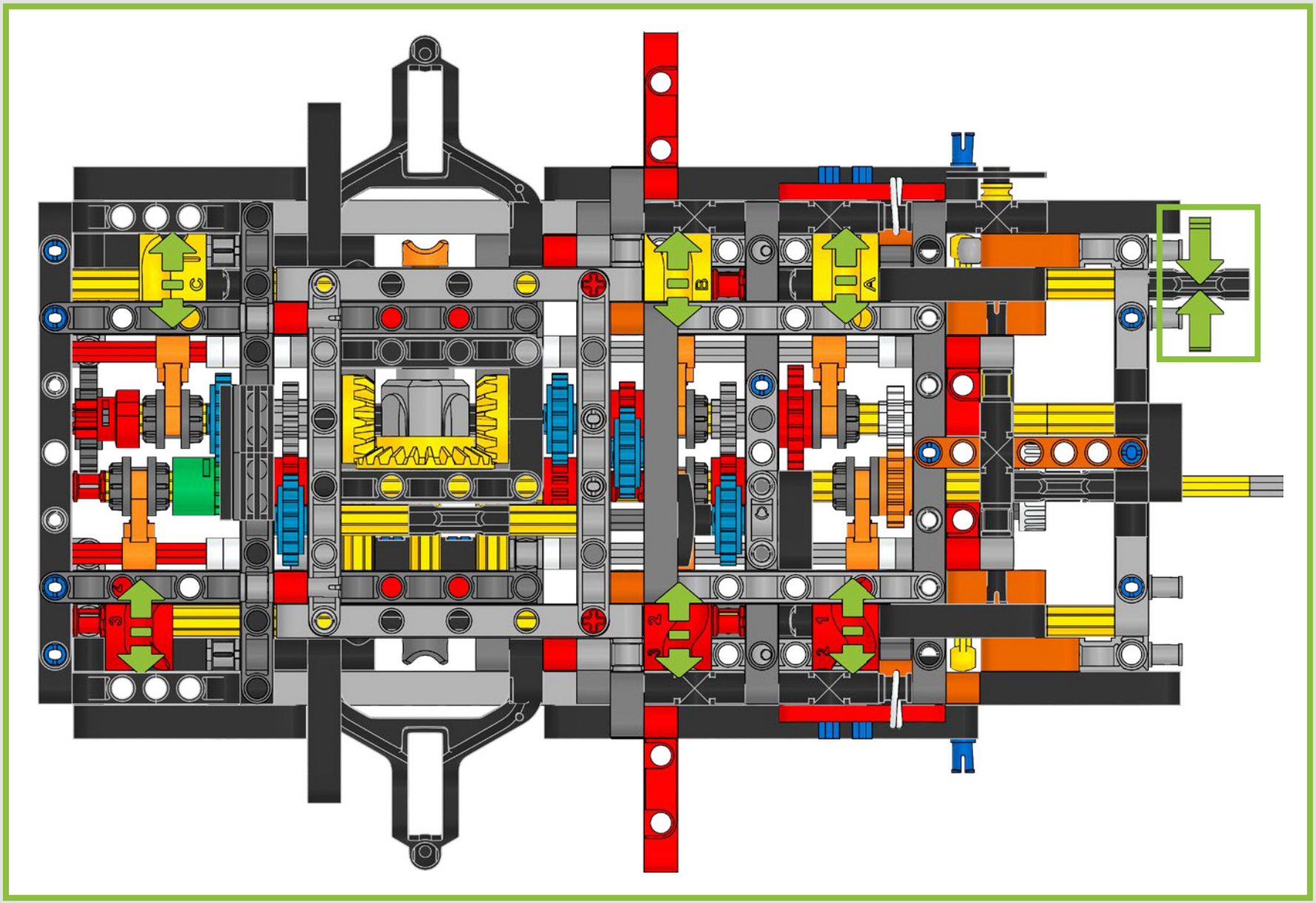
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BOX

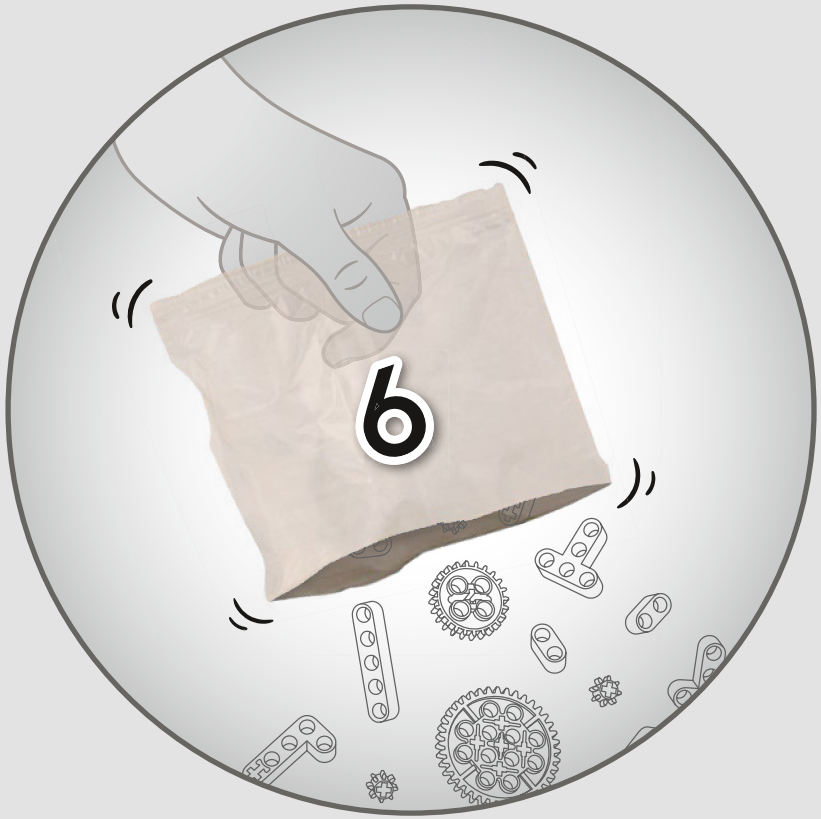
1 2 3



MOTOR DE PISTONES V8 Y DOS TURBOS

El motor de pistones V8, completamente funcional, está recreado con todo lujo de detalles e incluye el característico logotipo del fantasma de Koenigsegg. Observa cómo cambia la velocidad al cambiar de marcha.

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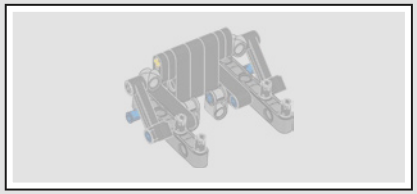

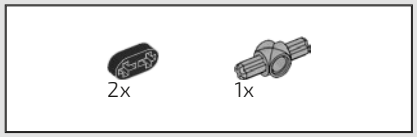

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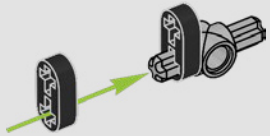

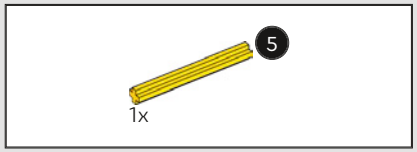

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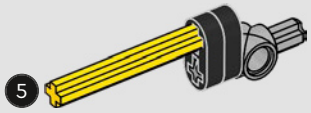

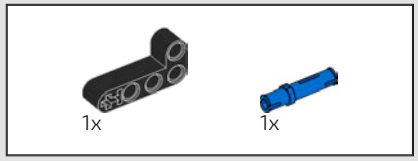

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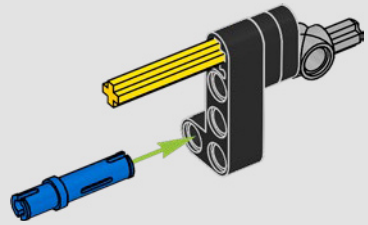

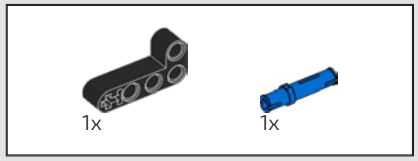

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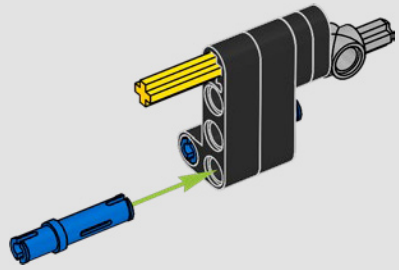



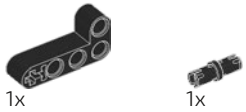

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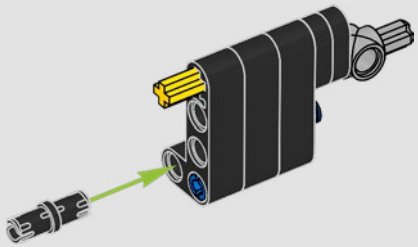

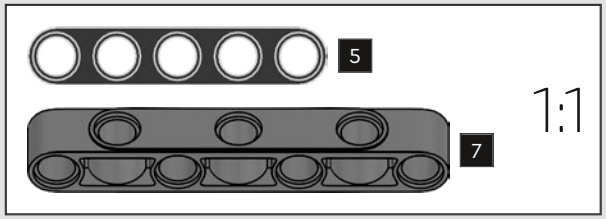

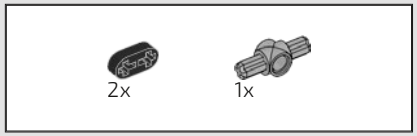

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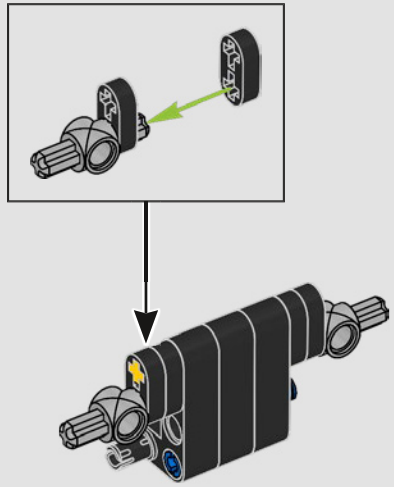

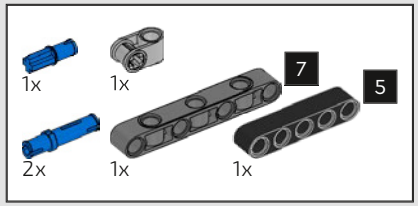

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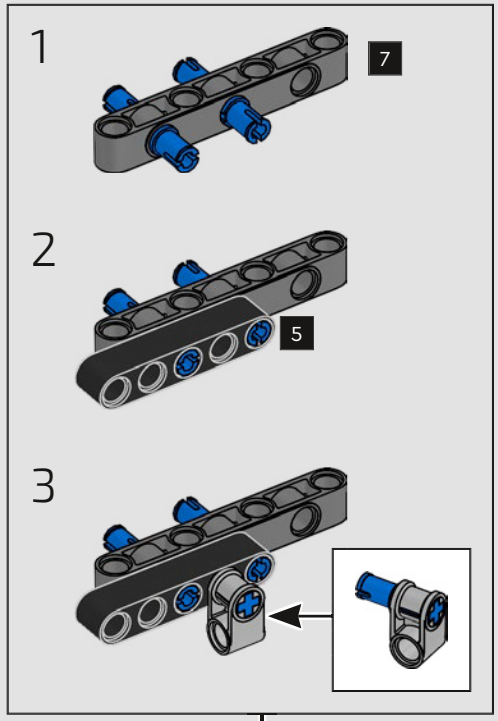

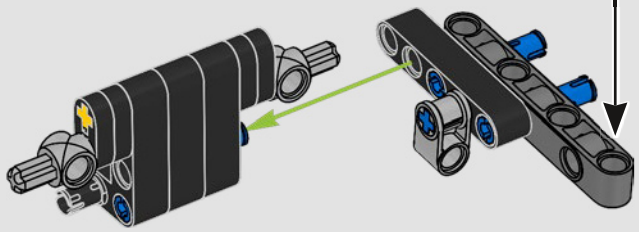

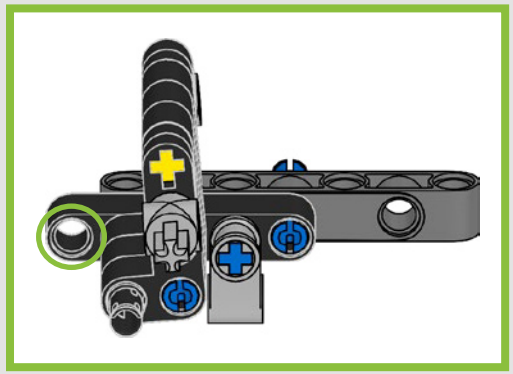

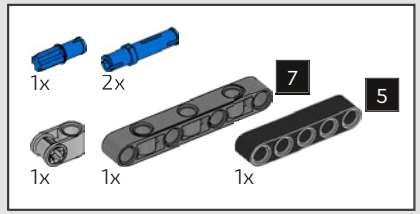

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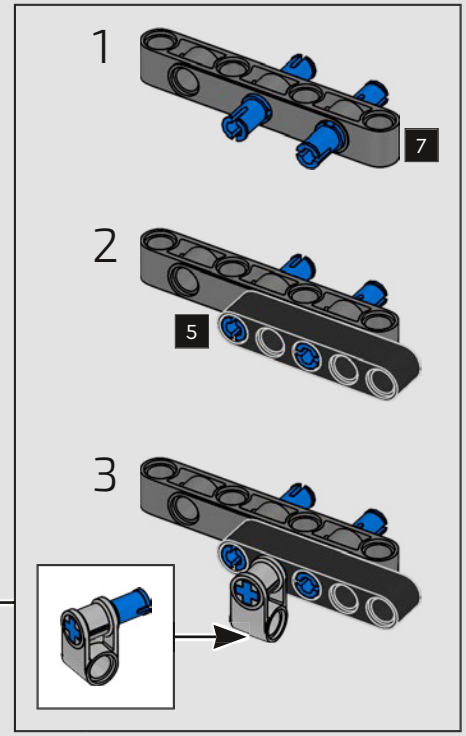

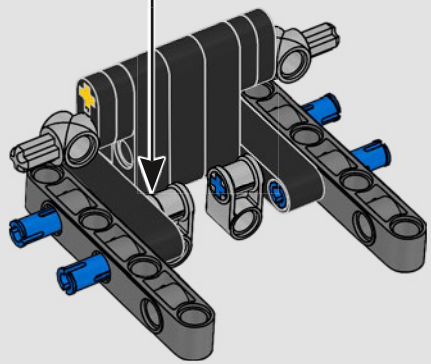


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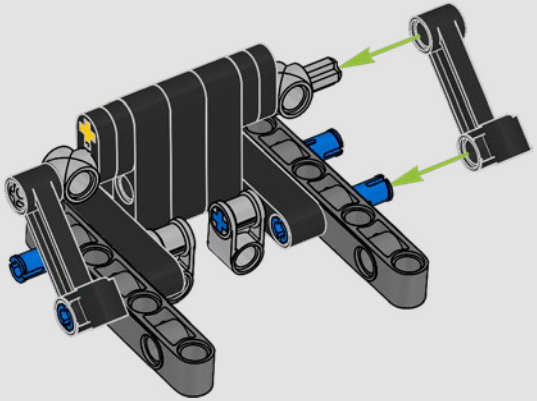


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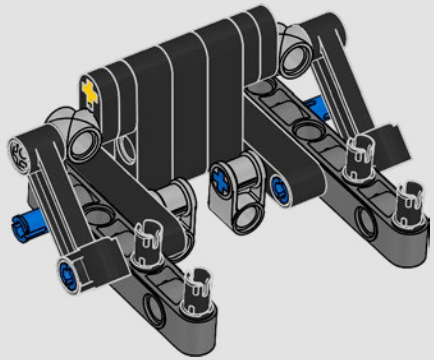

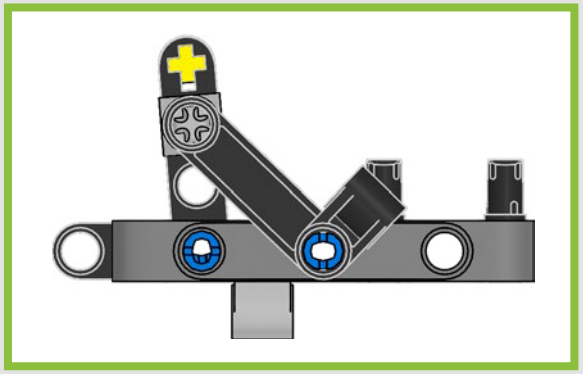

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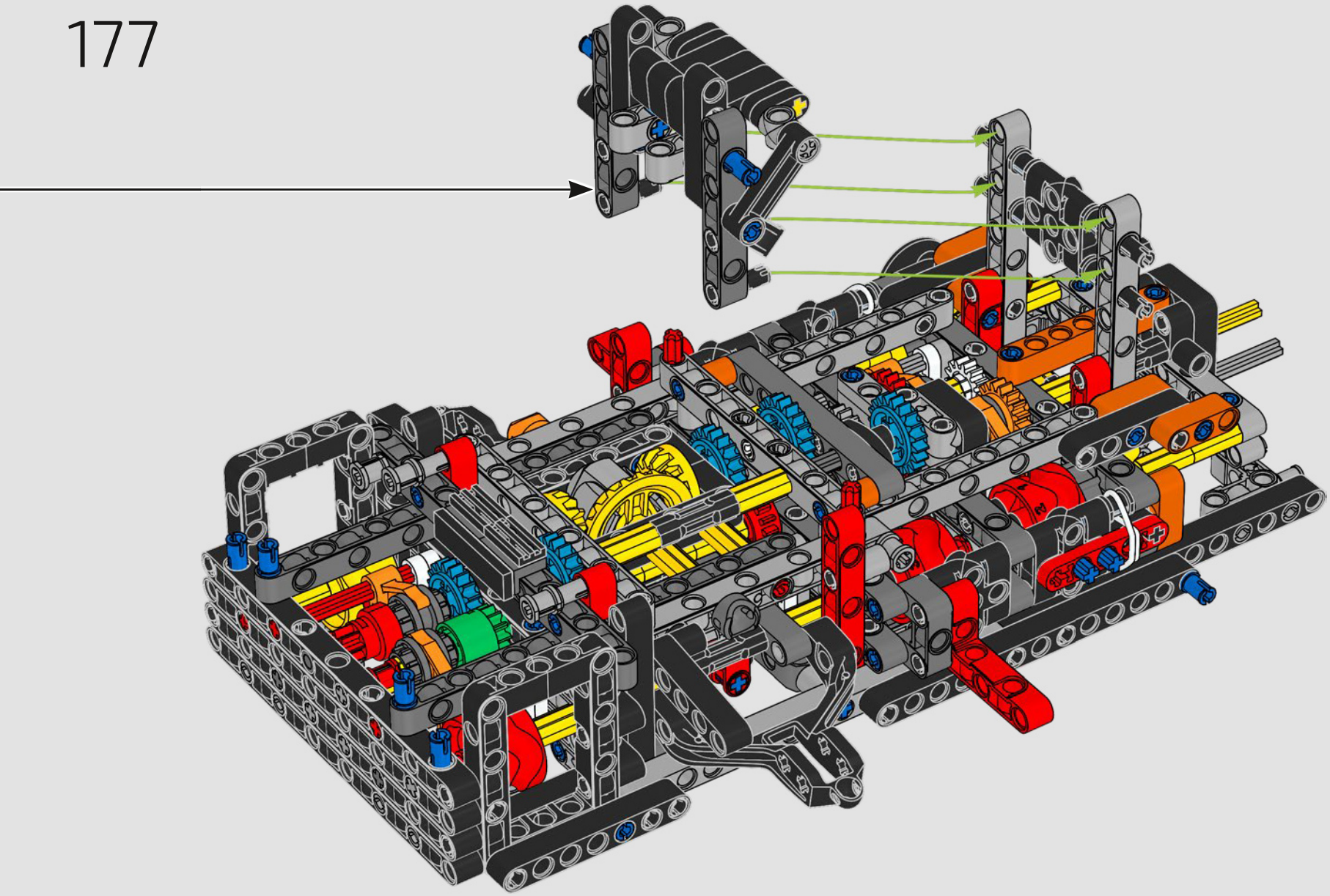

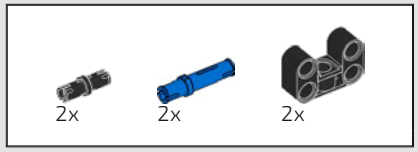

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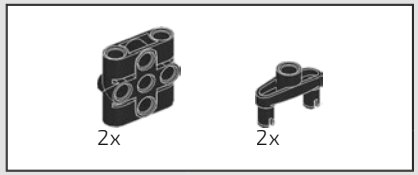

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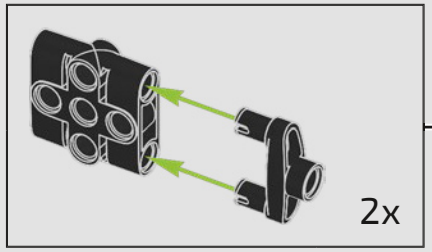

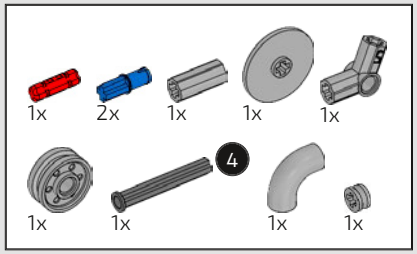

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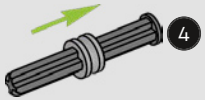

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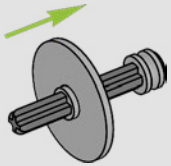

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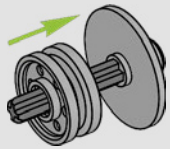

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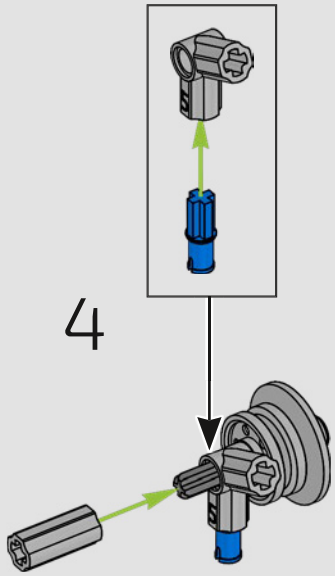

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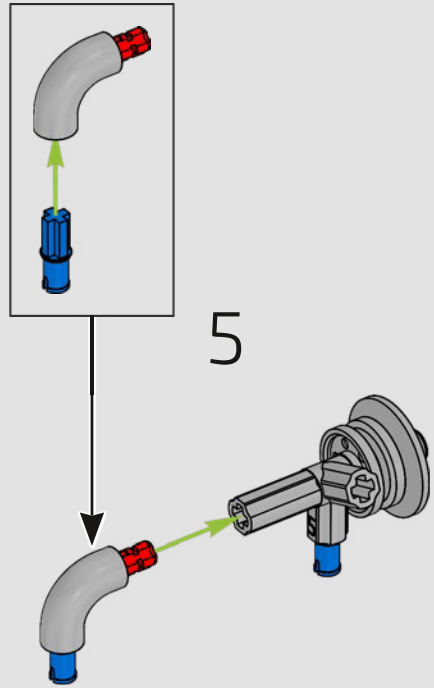

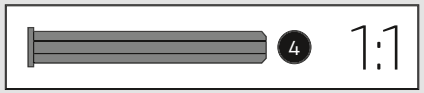

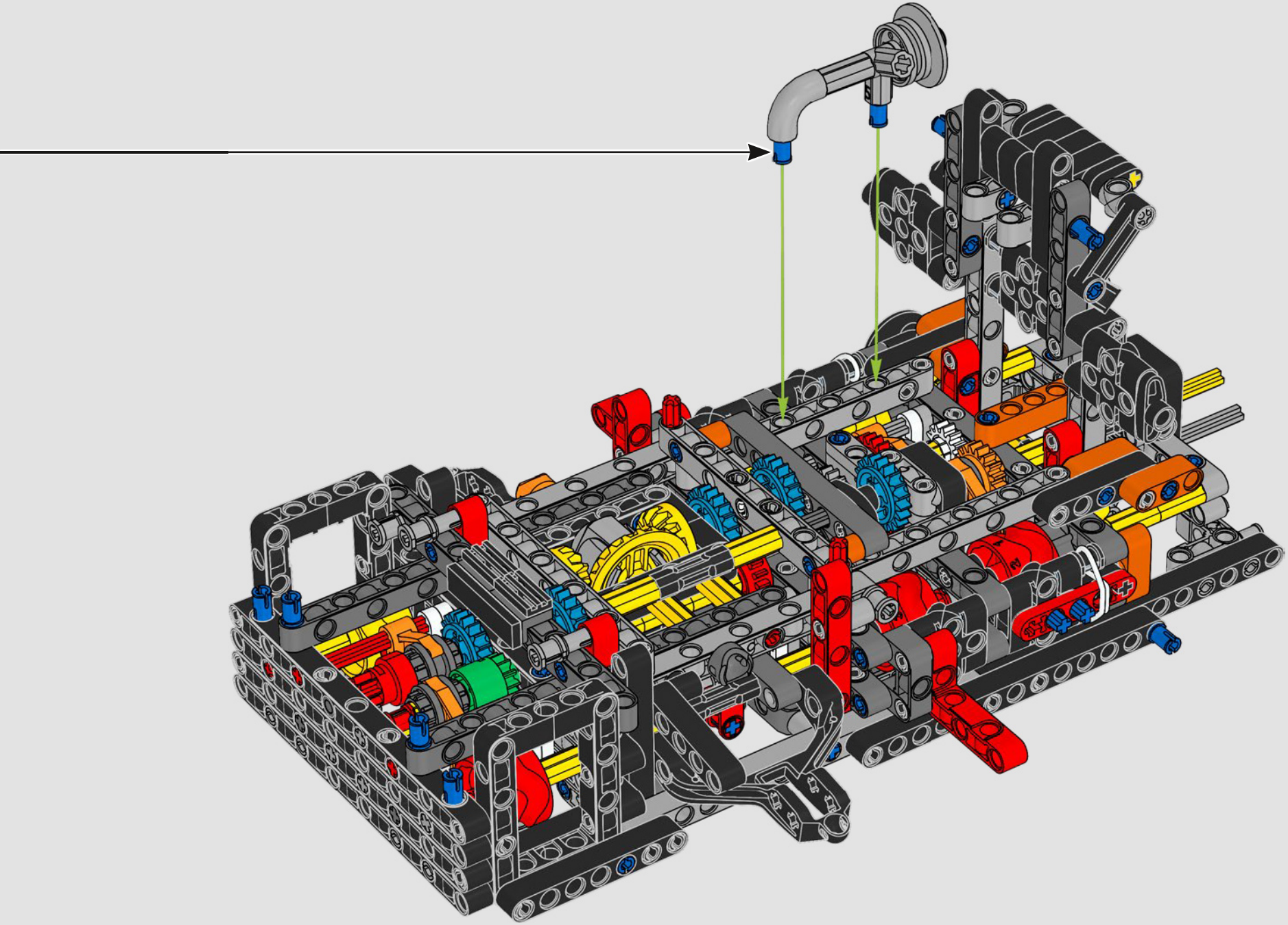

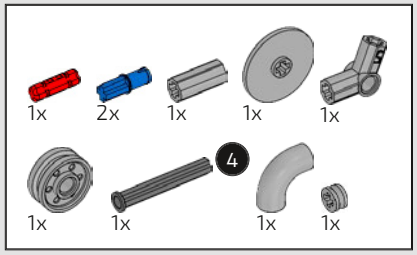

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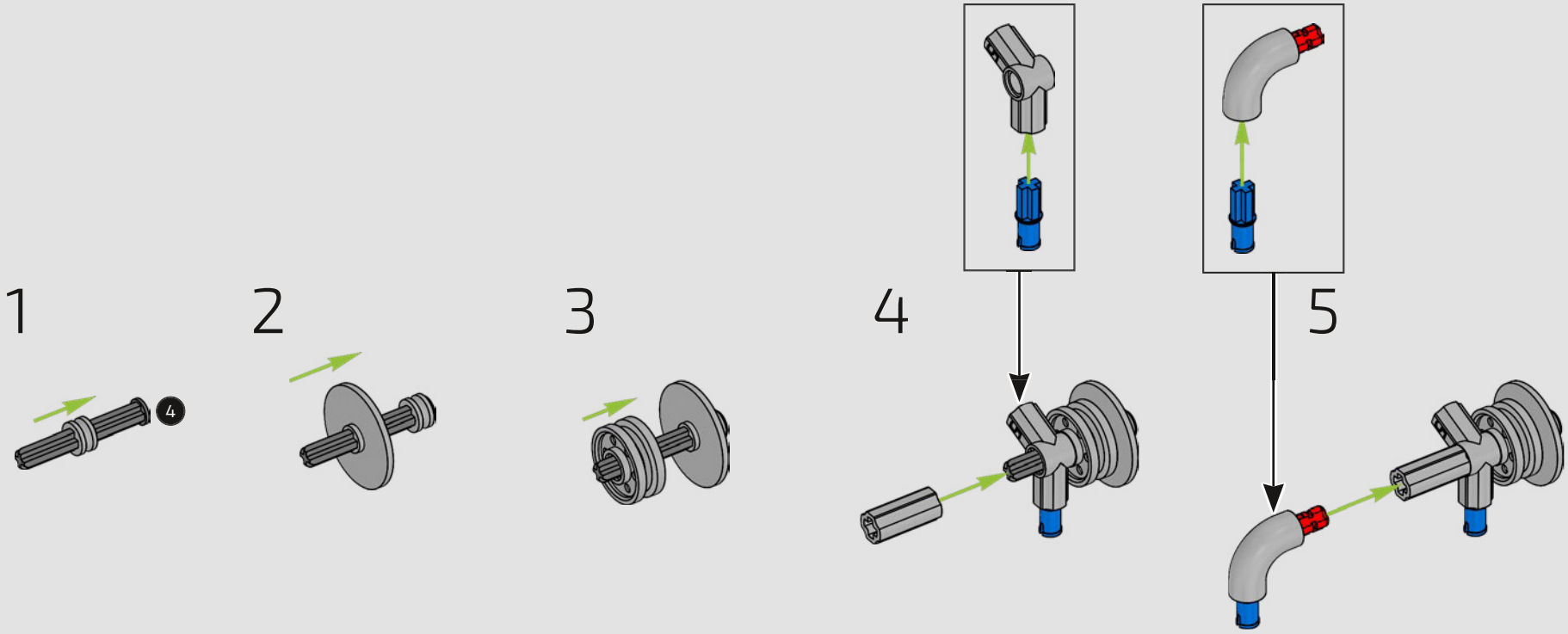

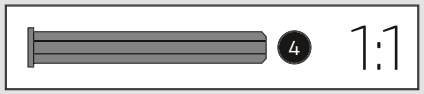

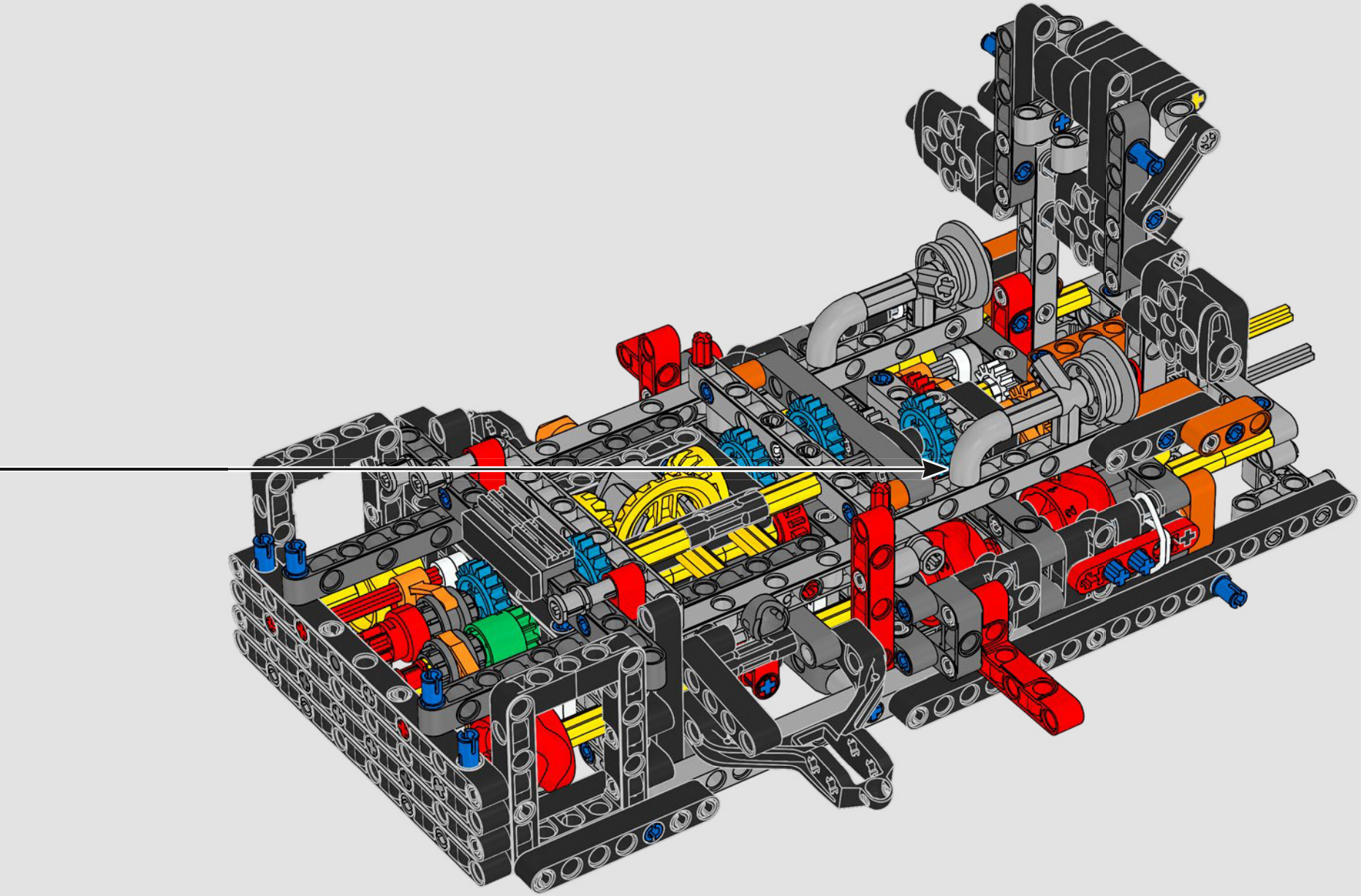

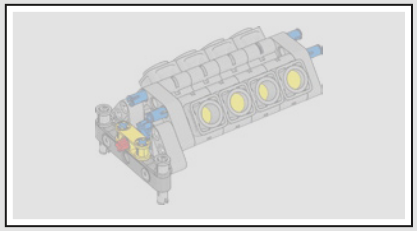

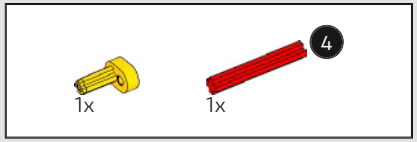

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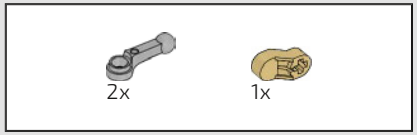

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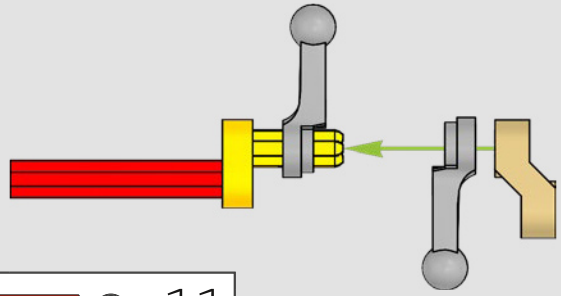



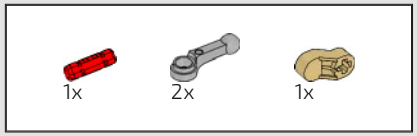

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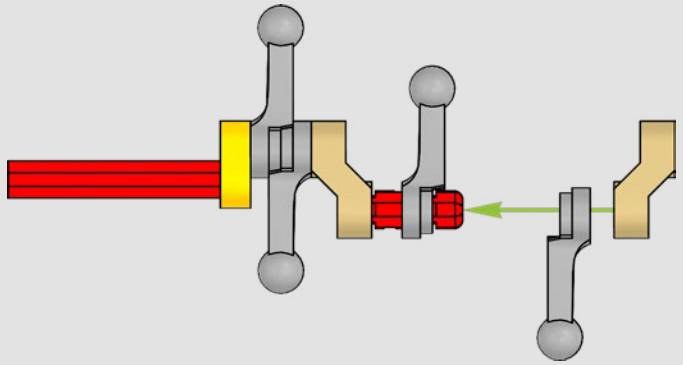

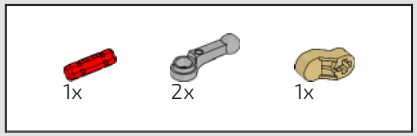

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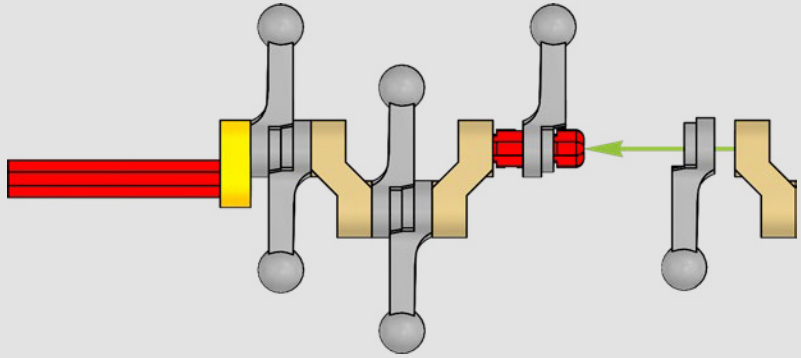



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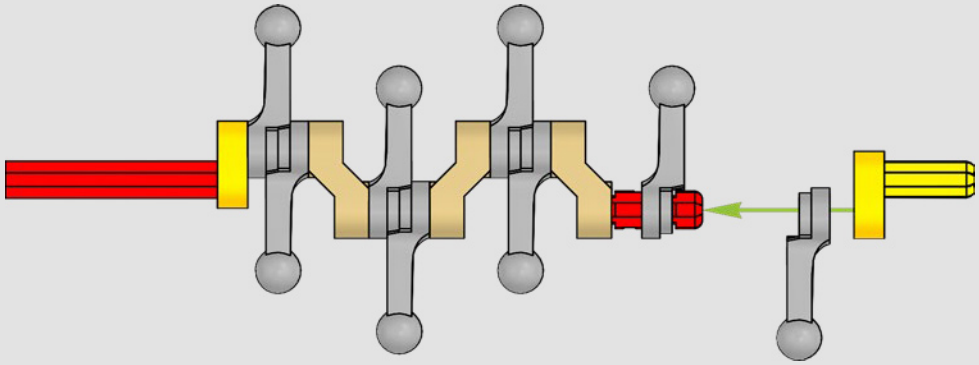



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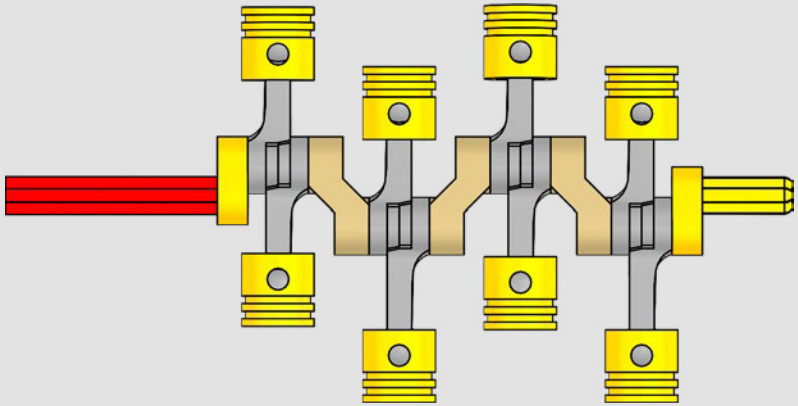

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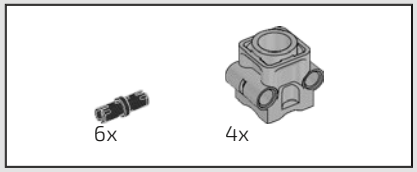

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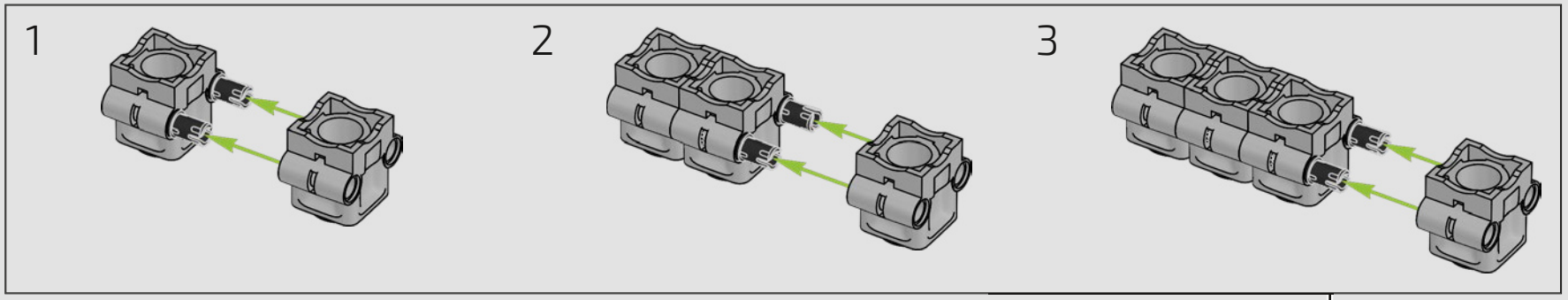

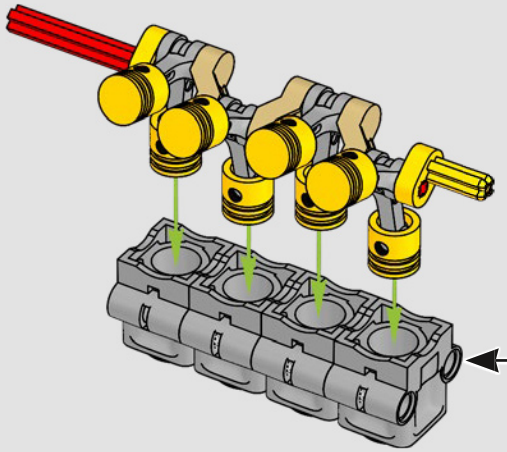

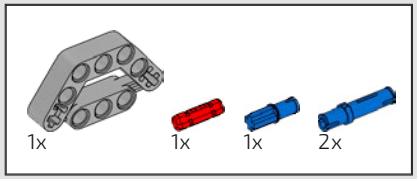

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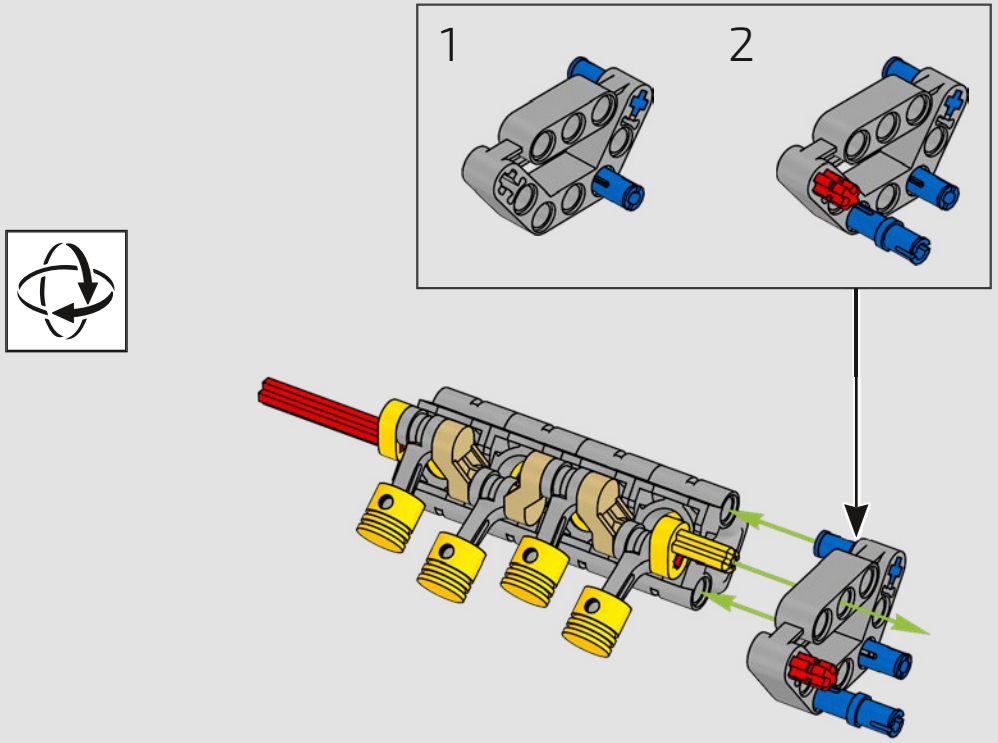

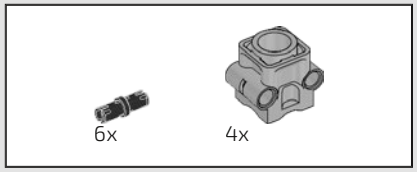

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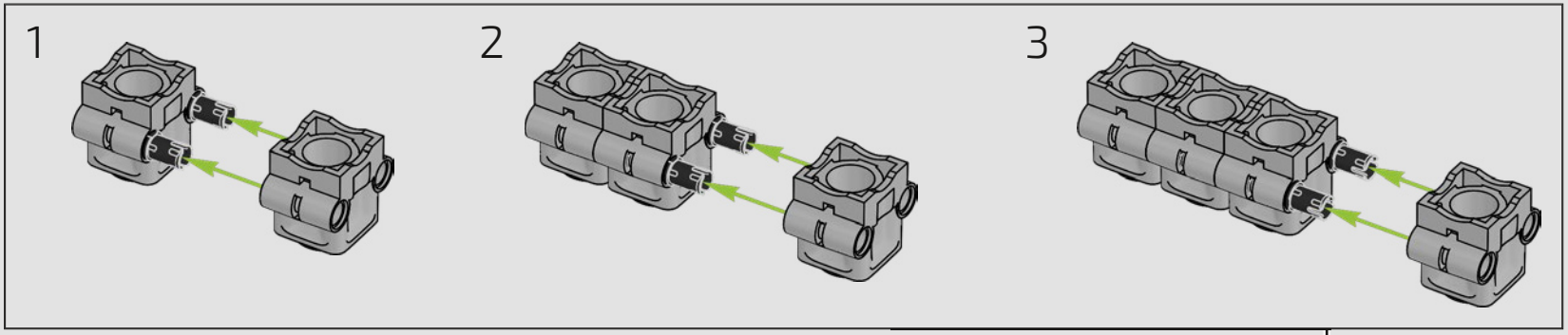

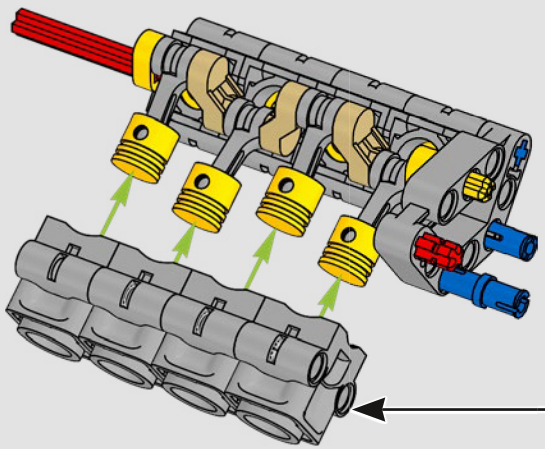

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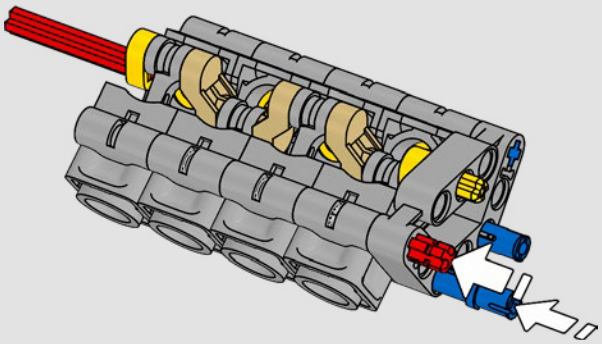

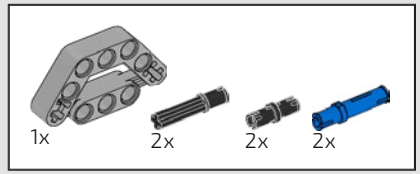

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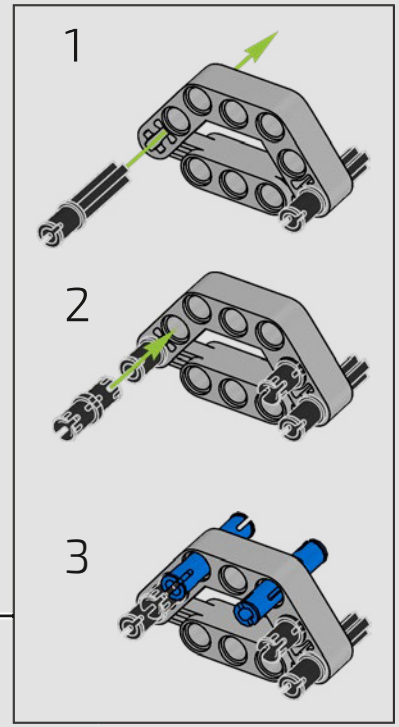



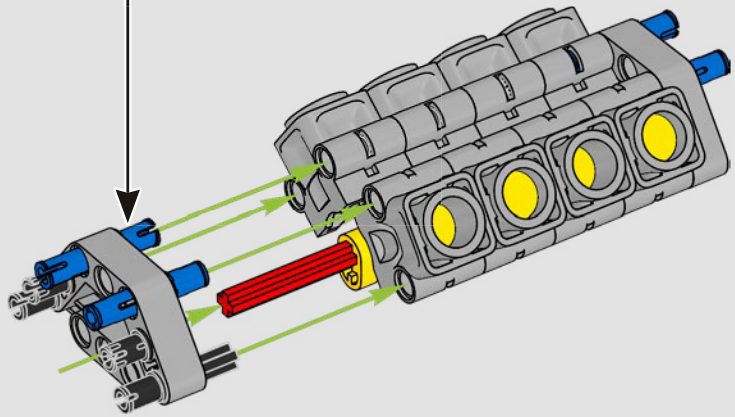



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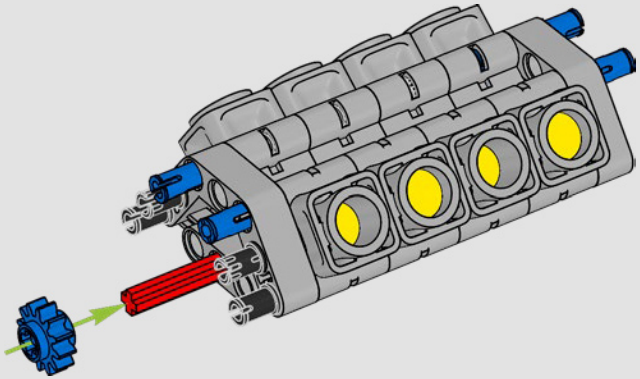

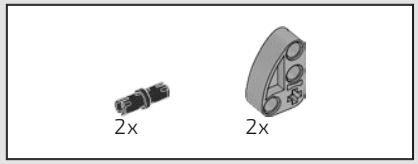

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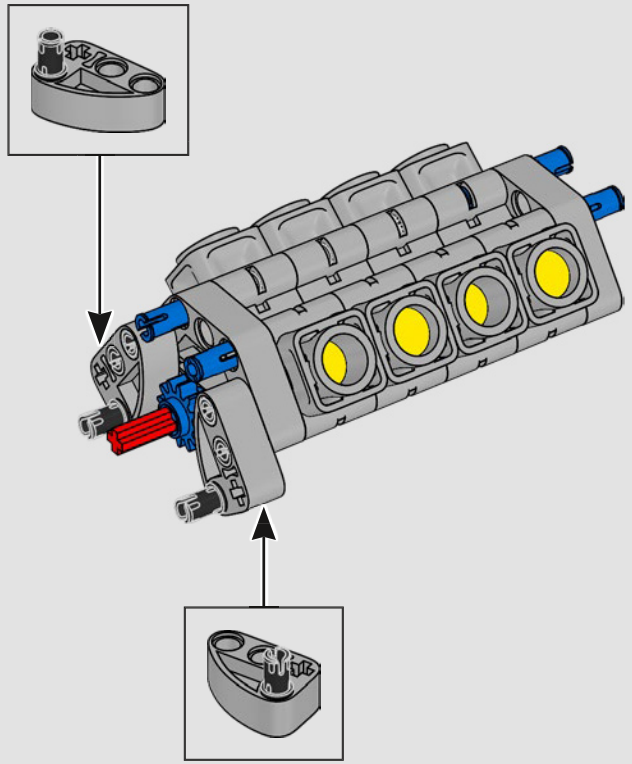

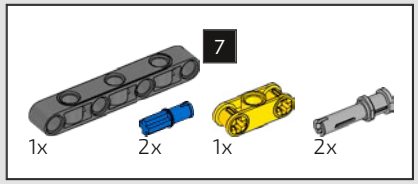

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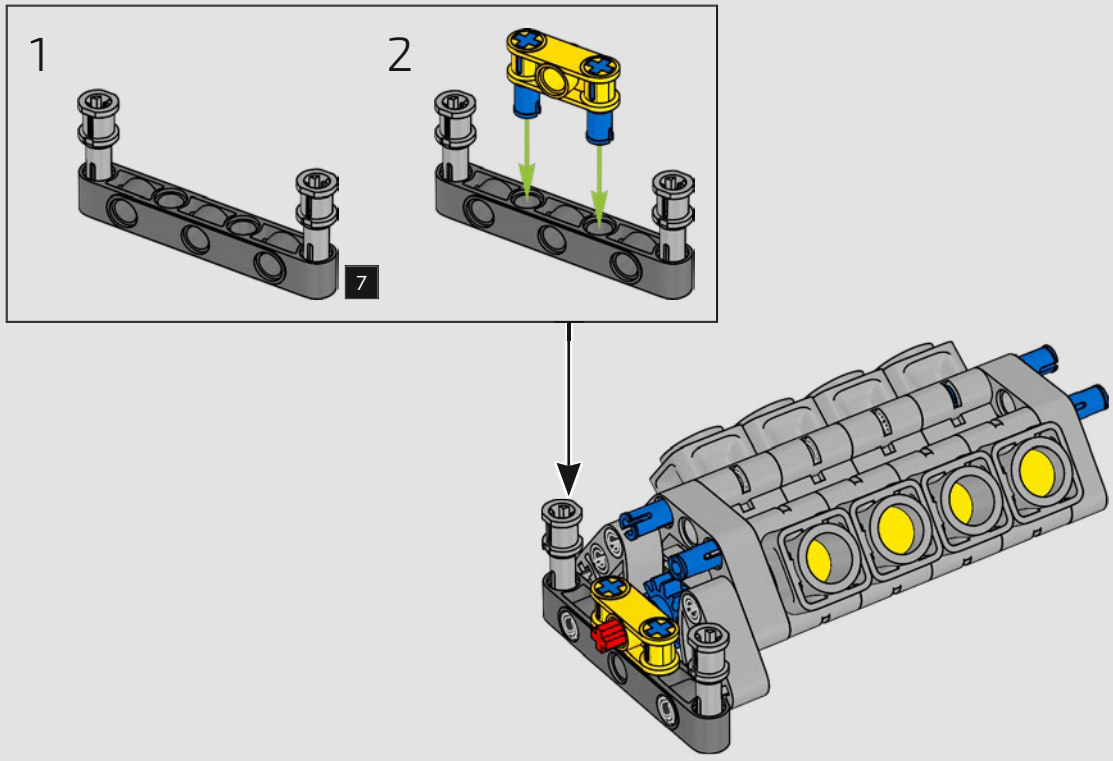

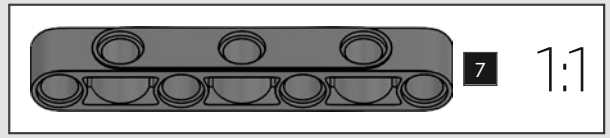

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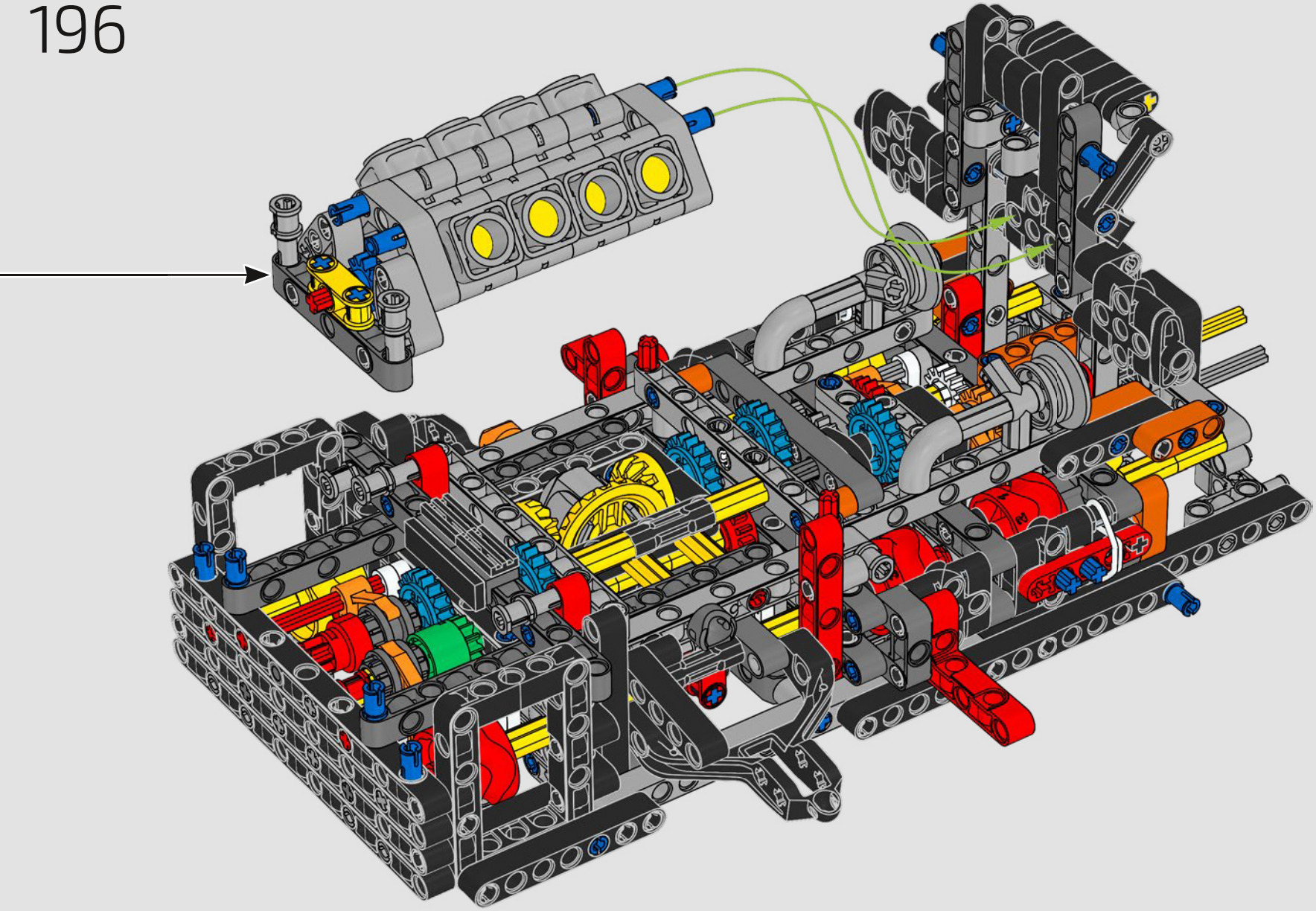

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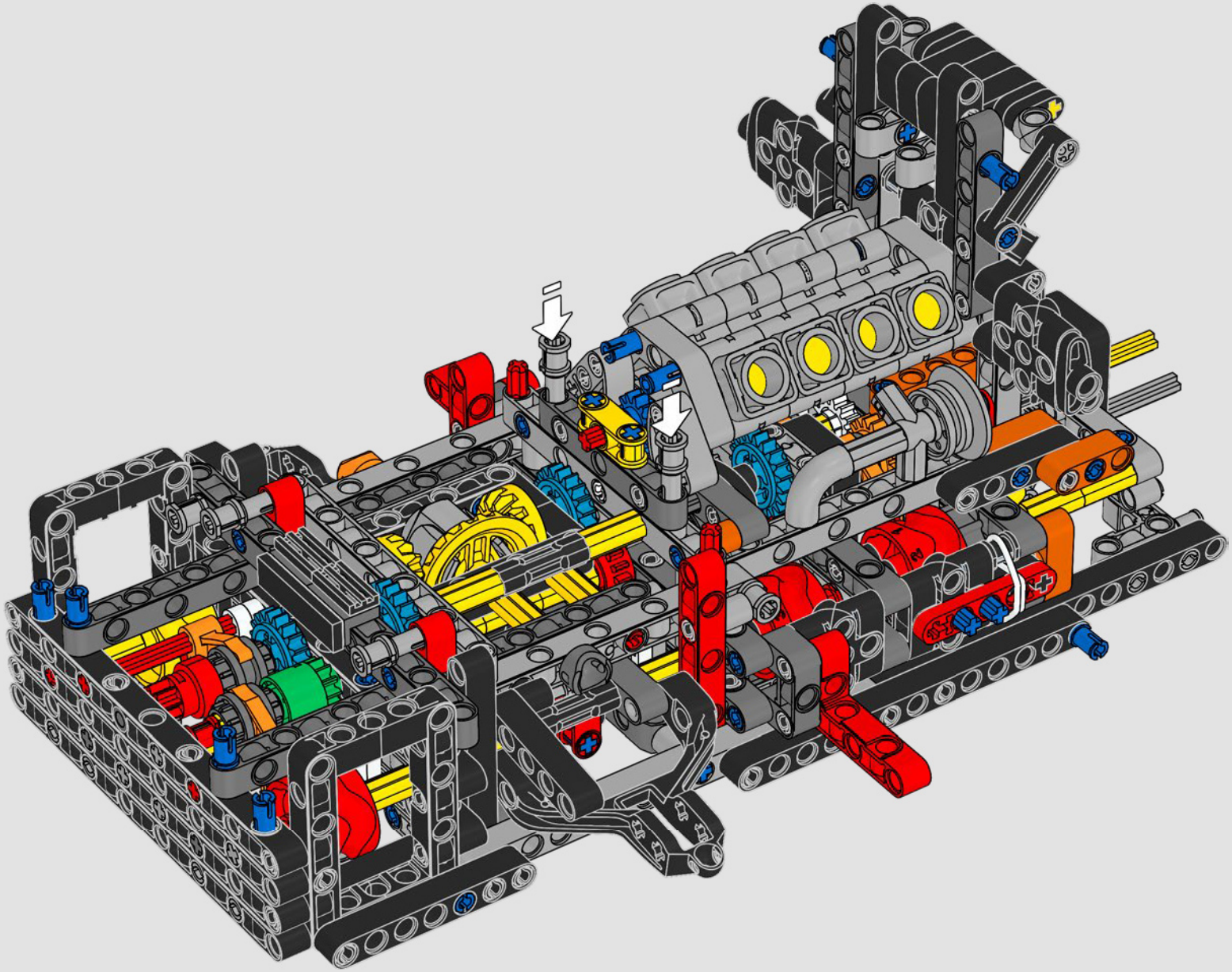

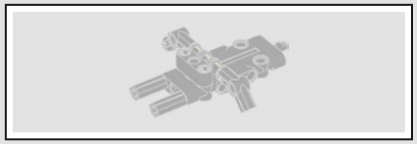

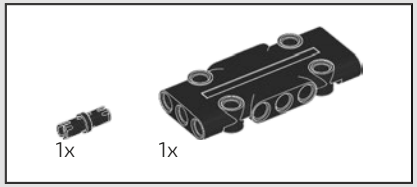

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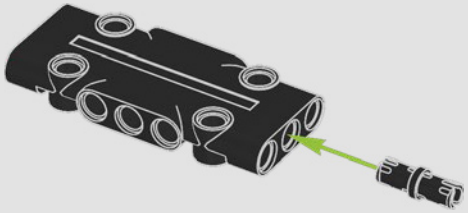

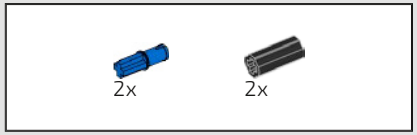

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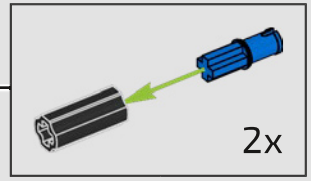

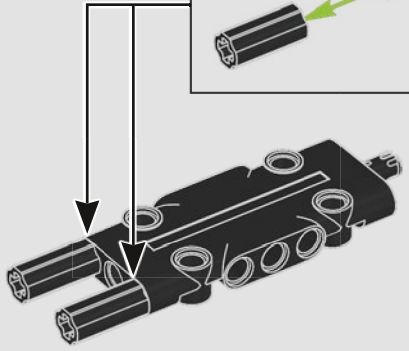

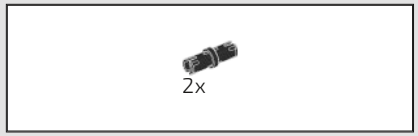

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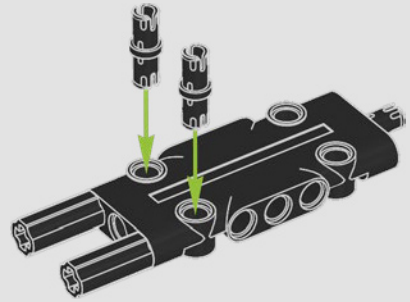

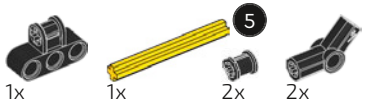

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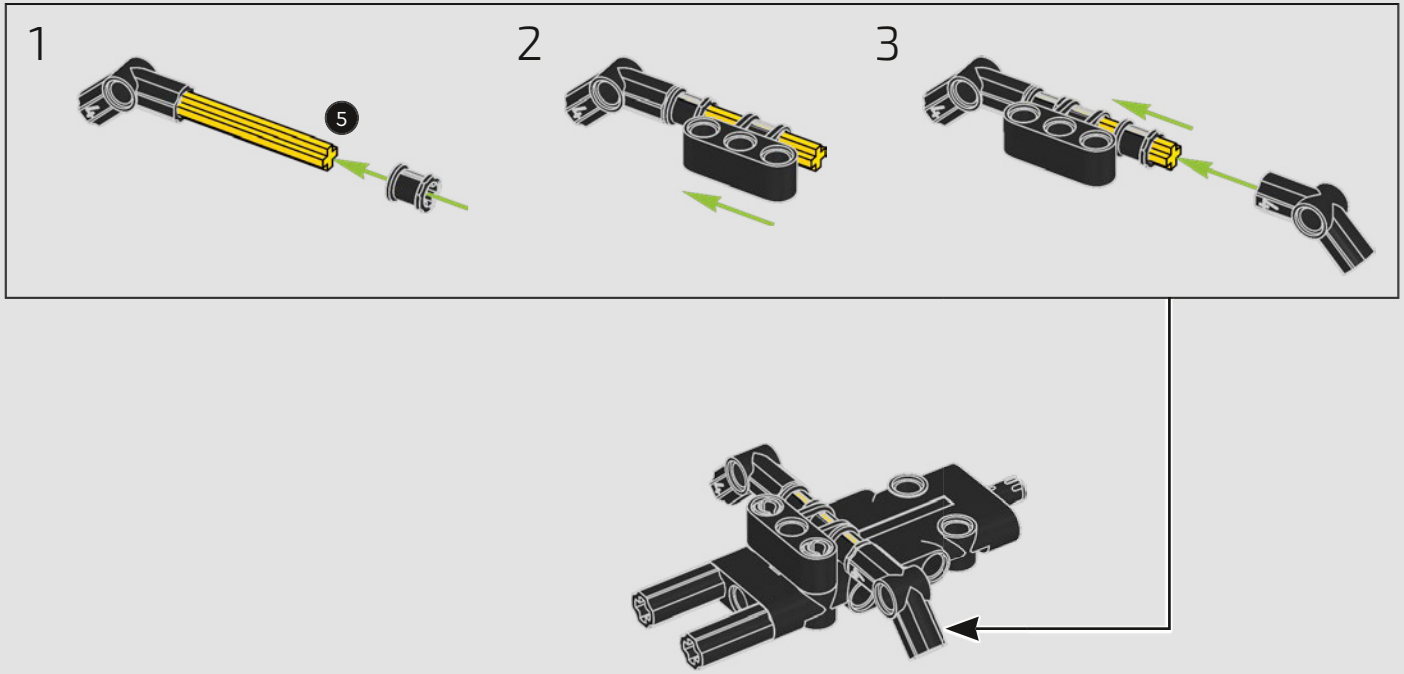



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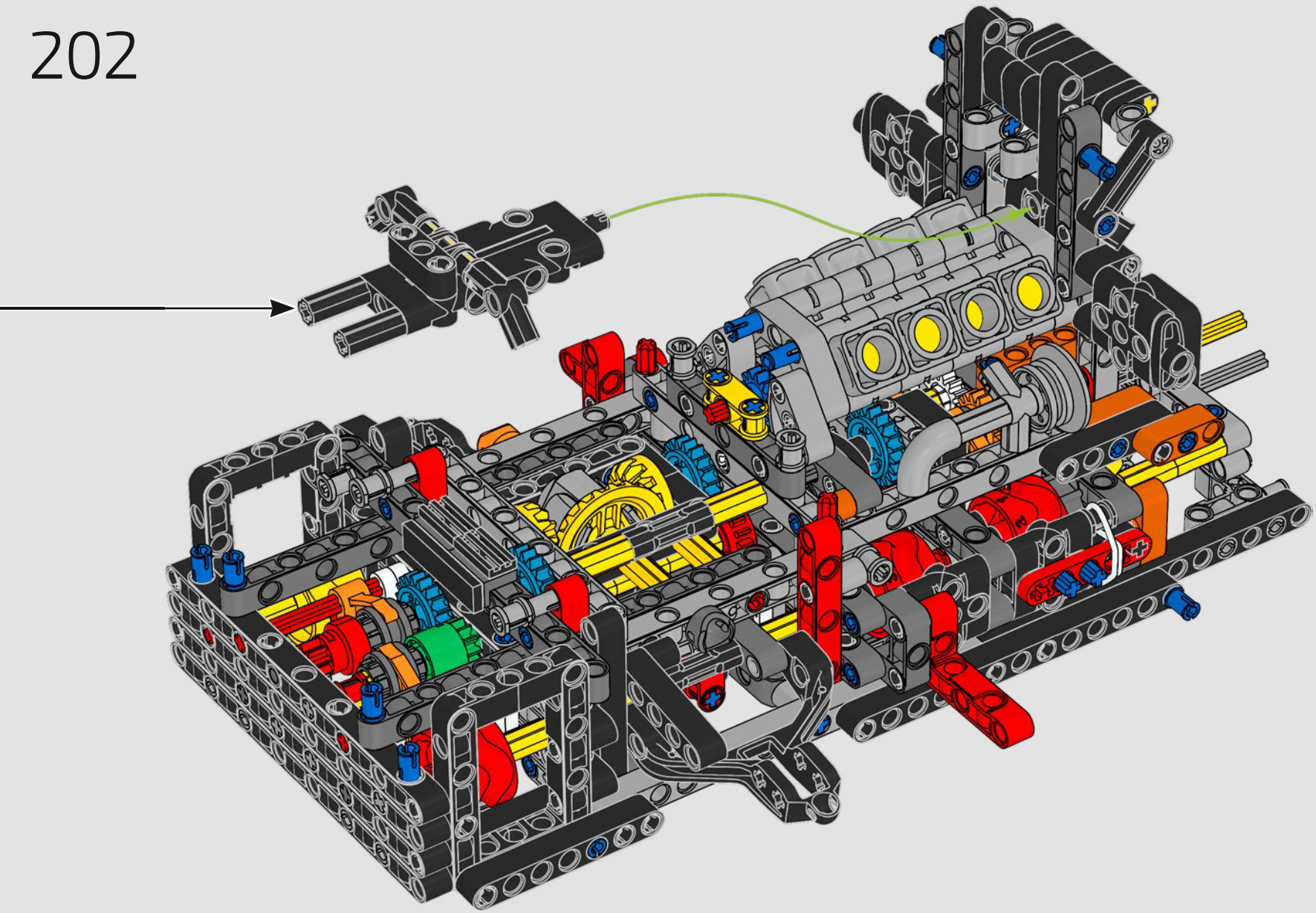

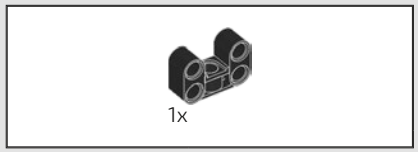

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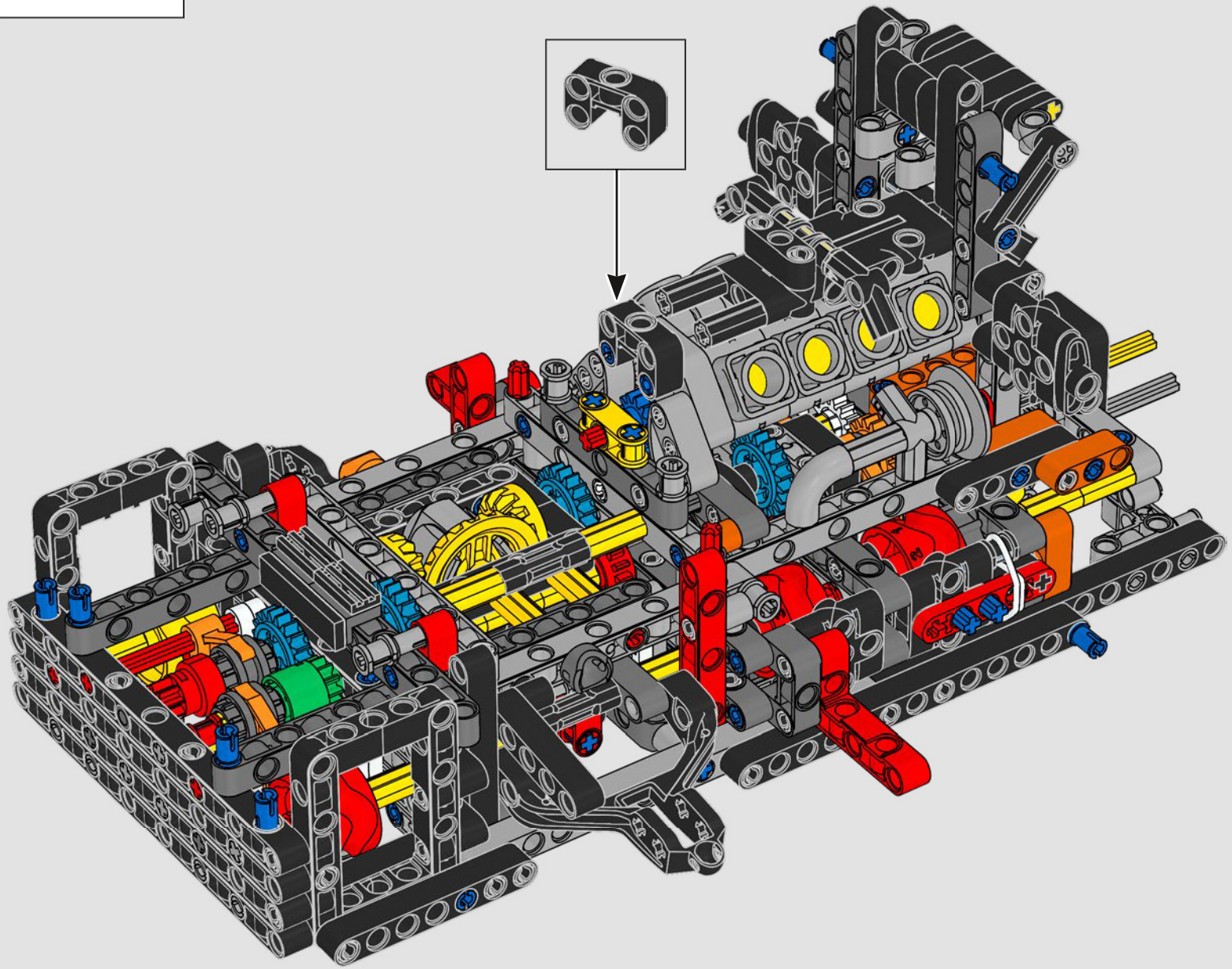

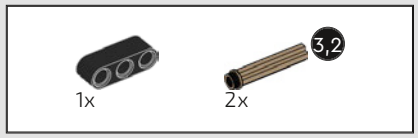

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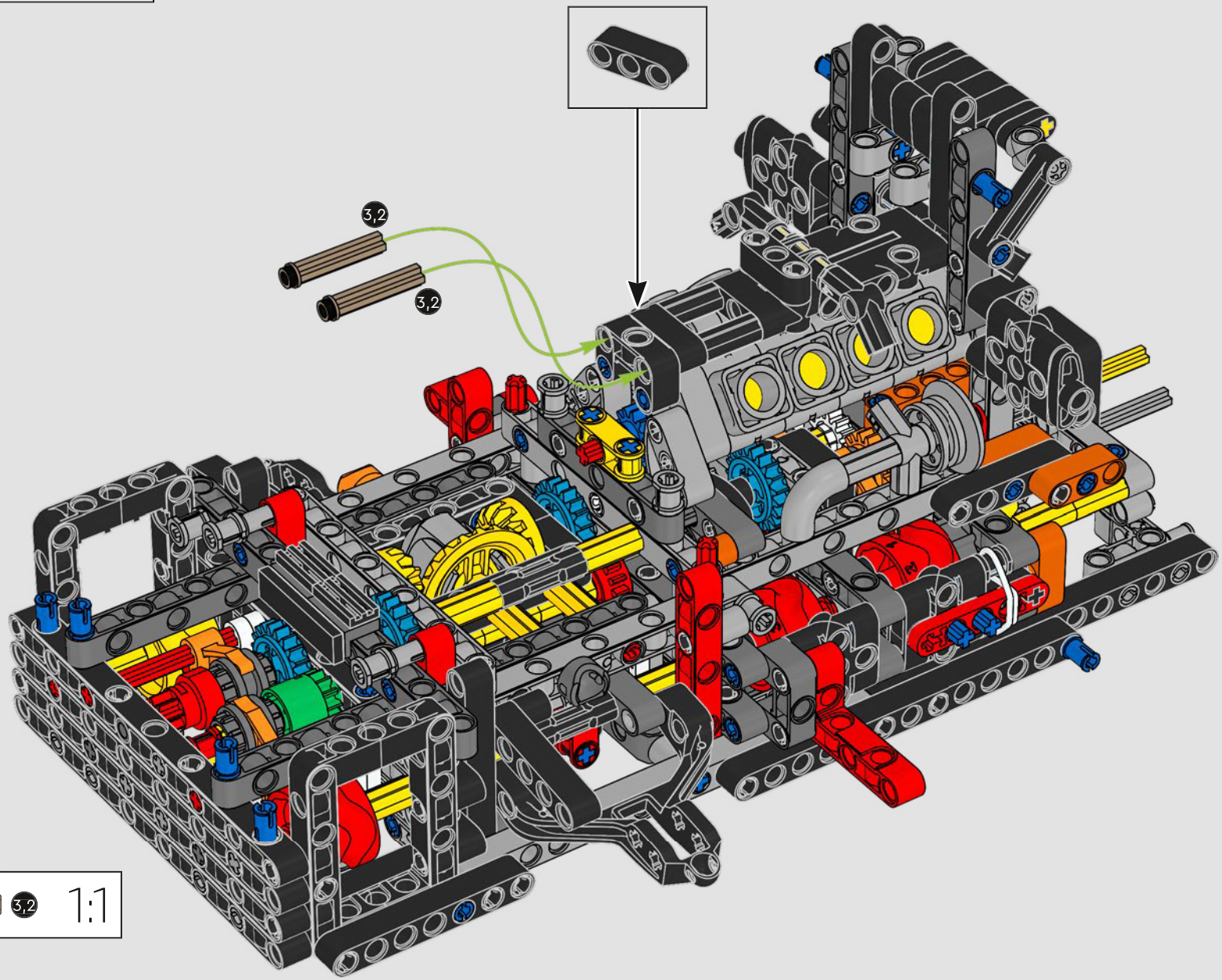

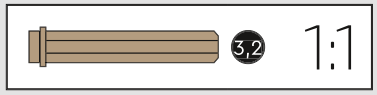

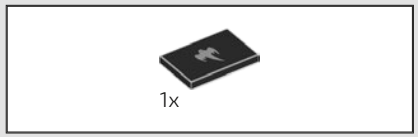

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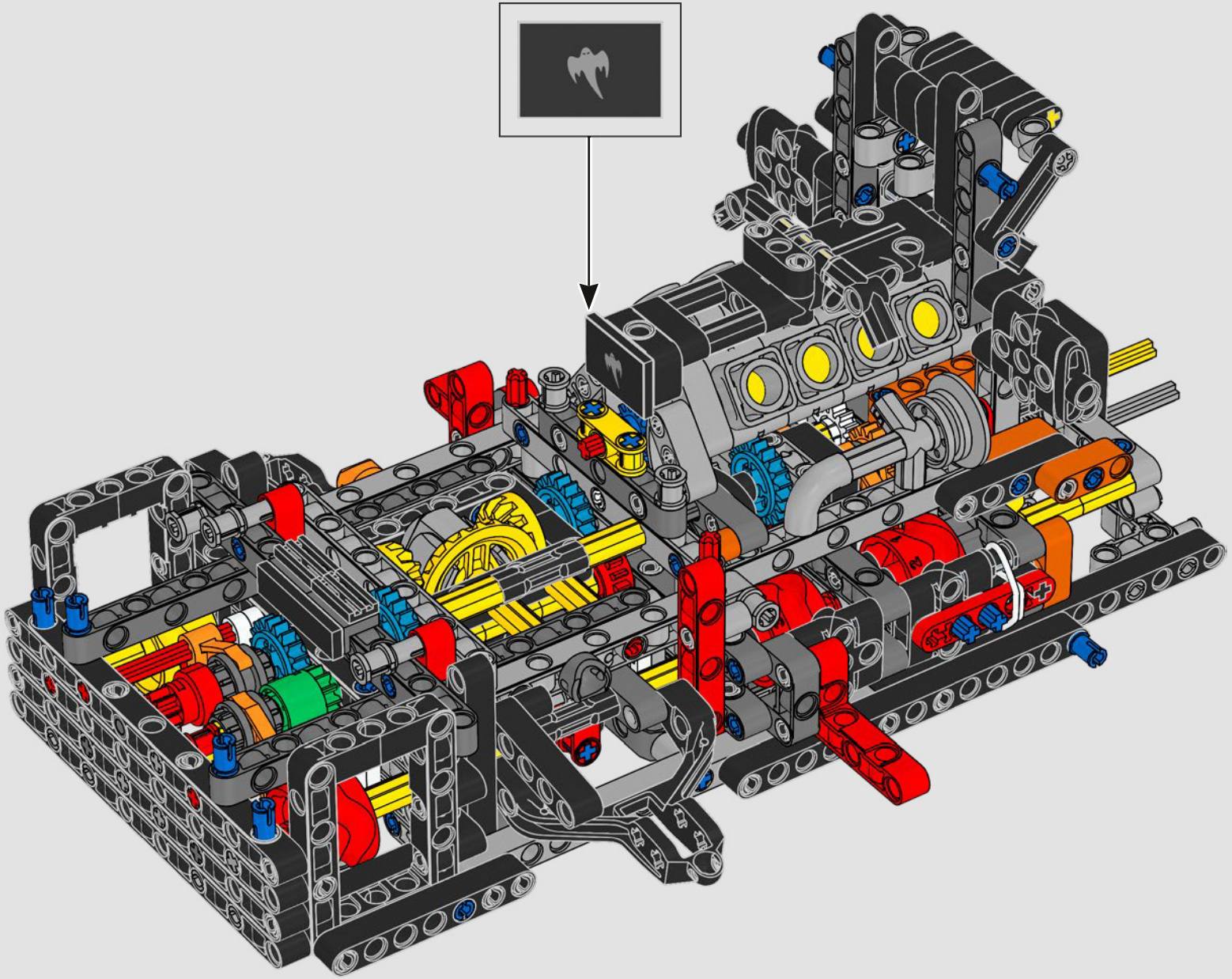


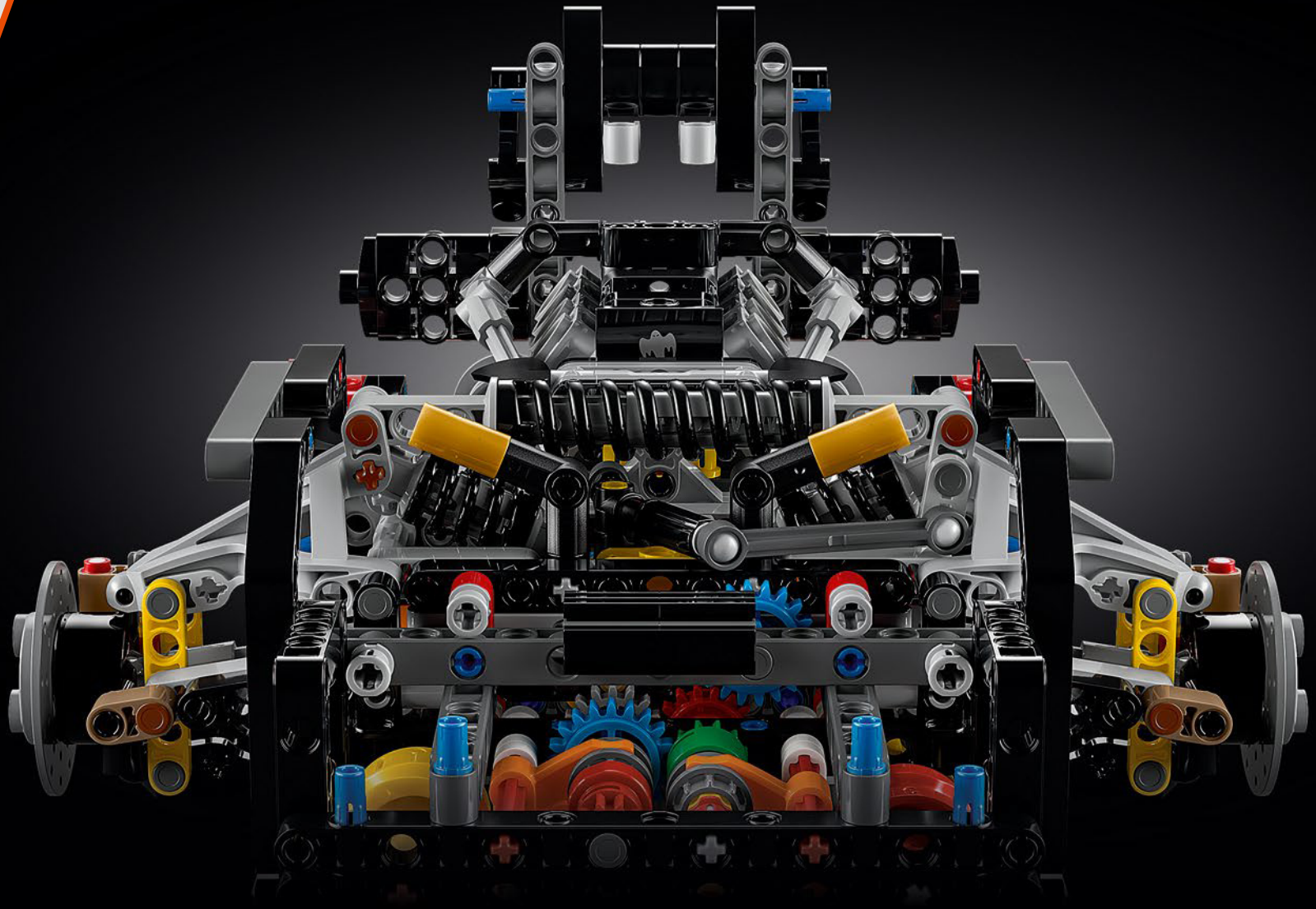
BOX

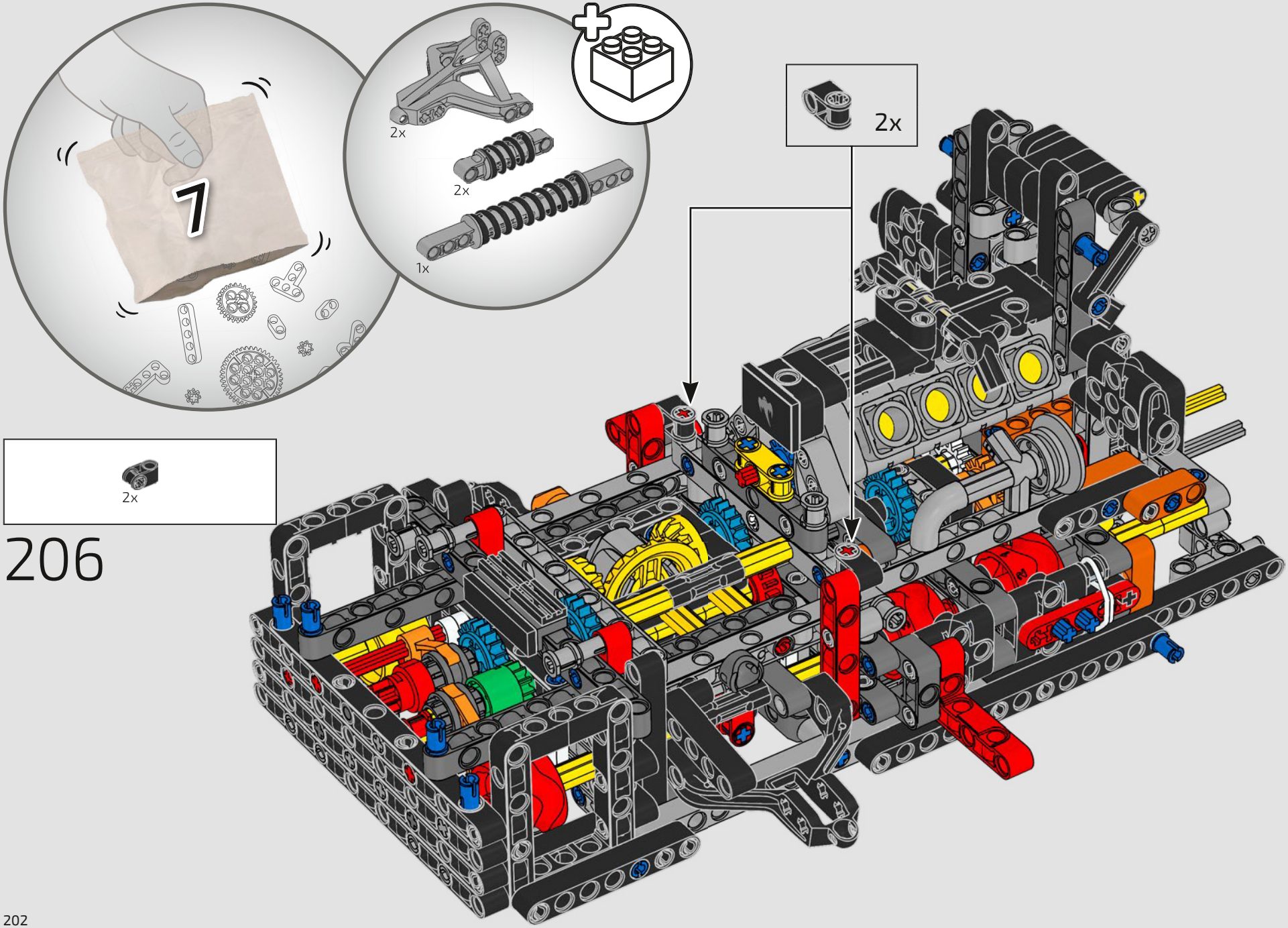
1 2 3



SUSPENSIÓN TRIPLEX

El coche real cuenta con un sistema de suspensión Triplex en los subchasis delantero y trasero. En este modelo hemos usado tres amortiguadores (uno largo y dos cortos) para las partes delantera y trasera. Cuatro nuevos elementos de horquilla están conectados a estos amortiguadores y a las ruedas.





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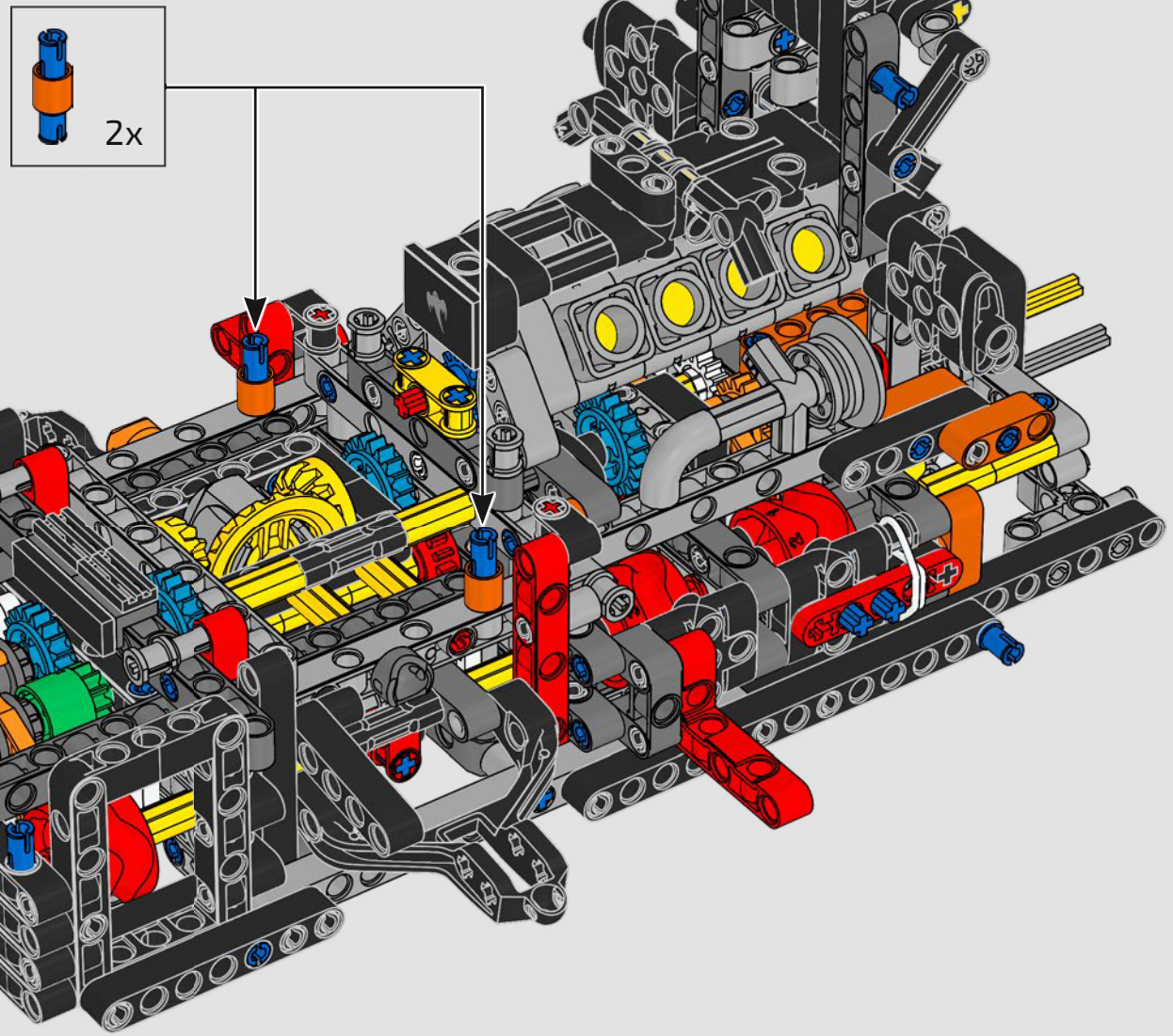

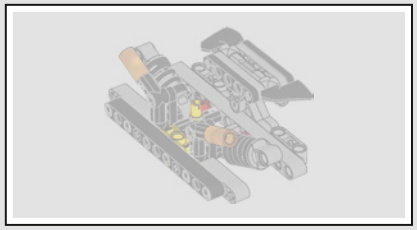

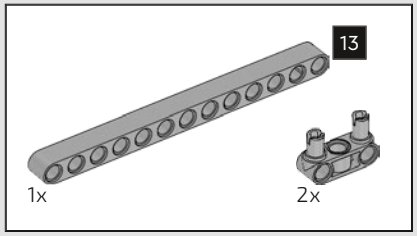

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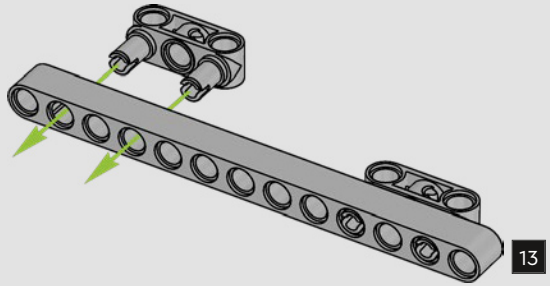

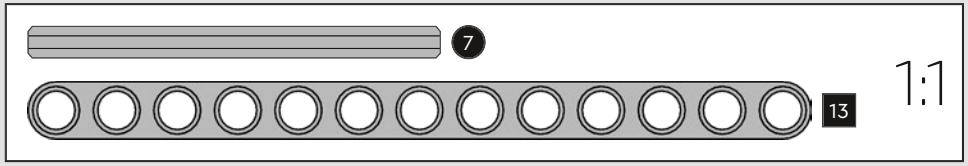

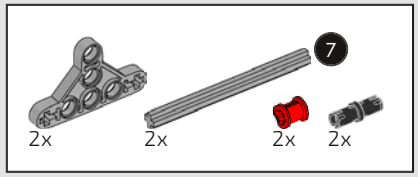

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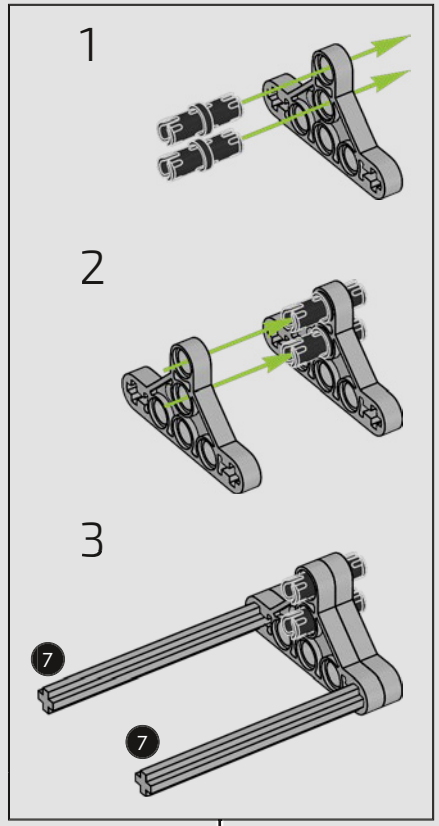

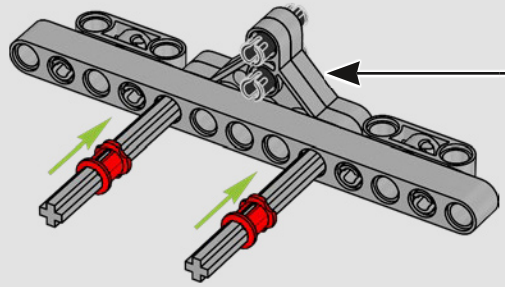

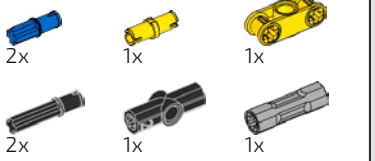

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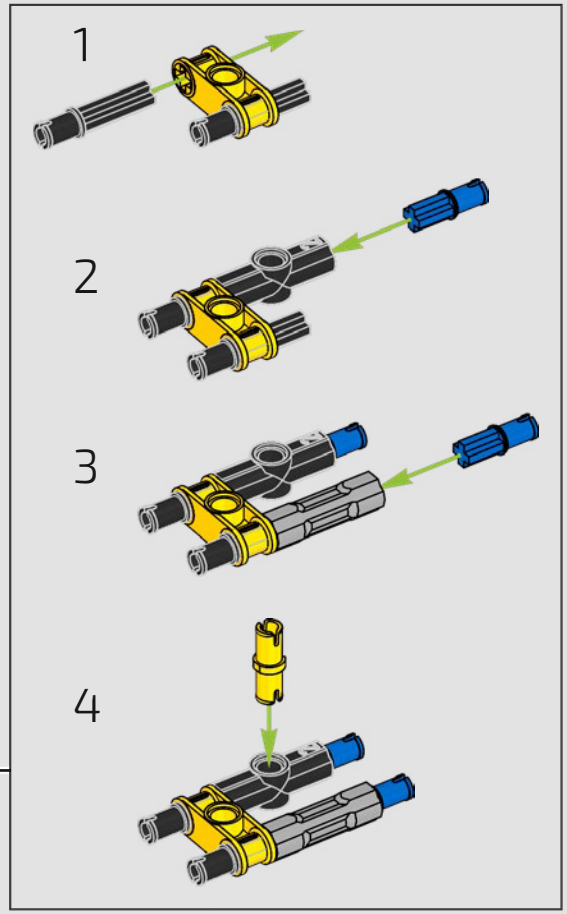

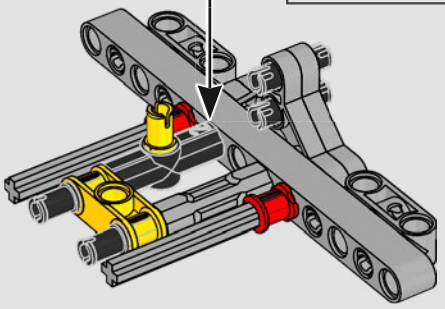

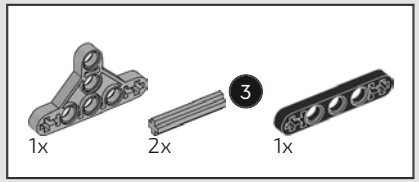

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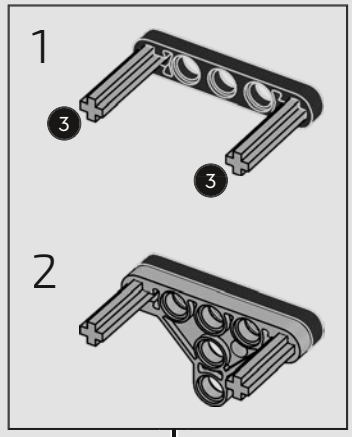

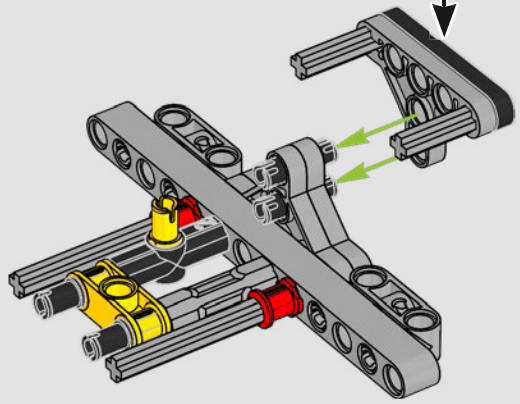

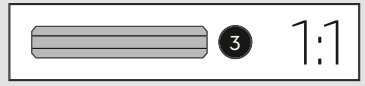

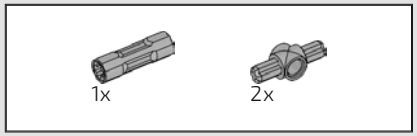

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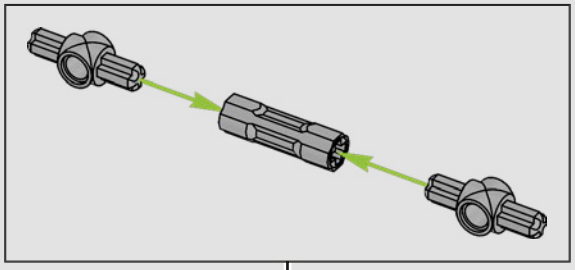

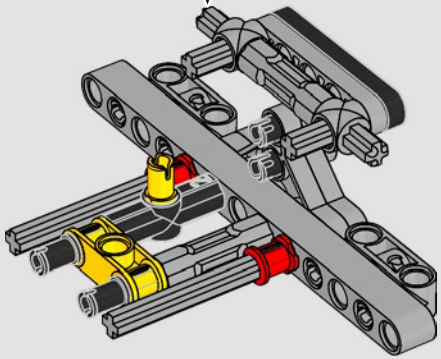

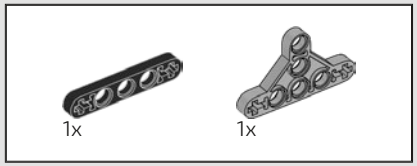

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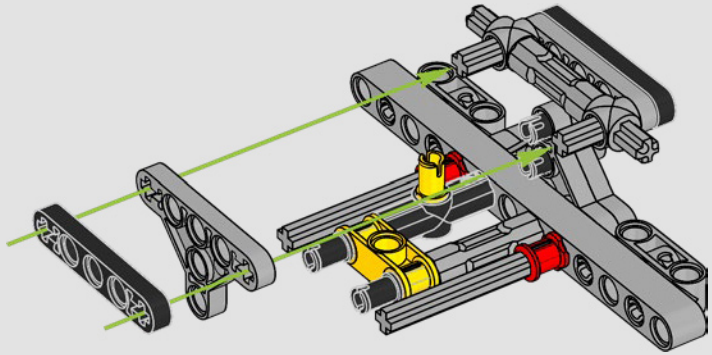

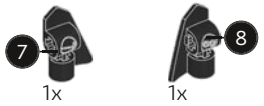

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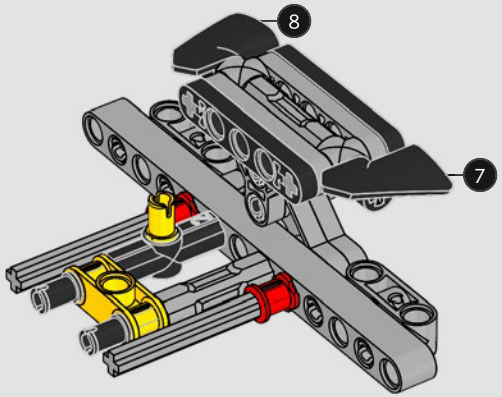

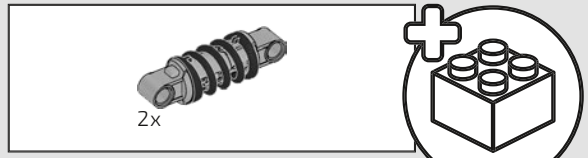

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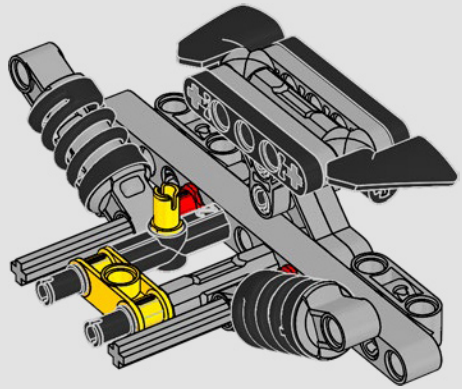



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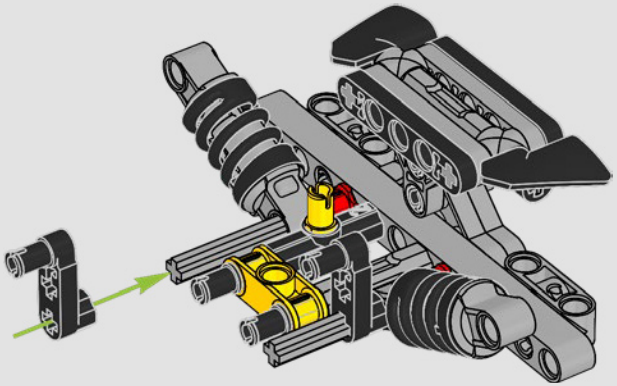



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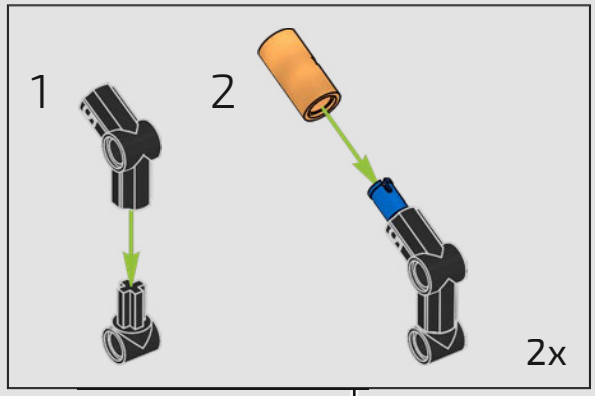

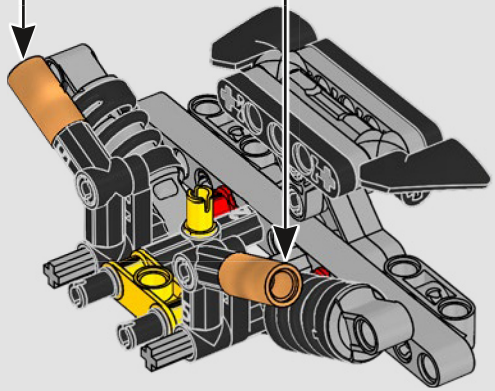

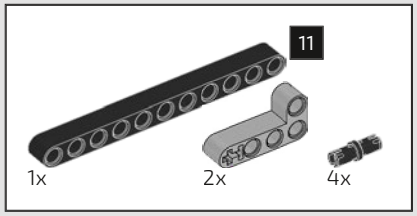

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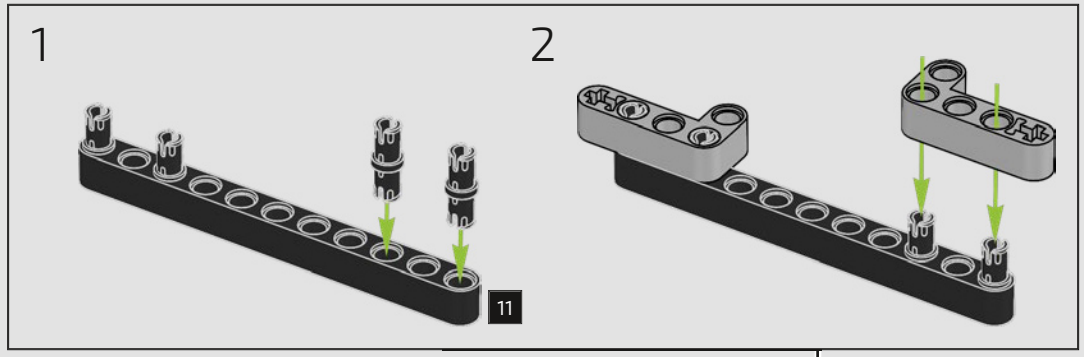

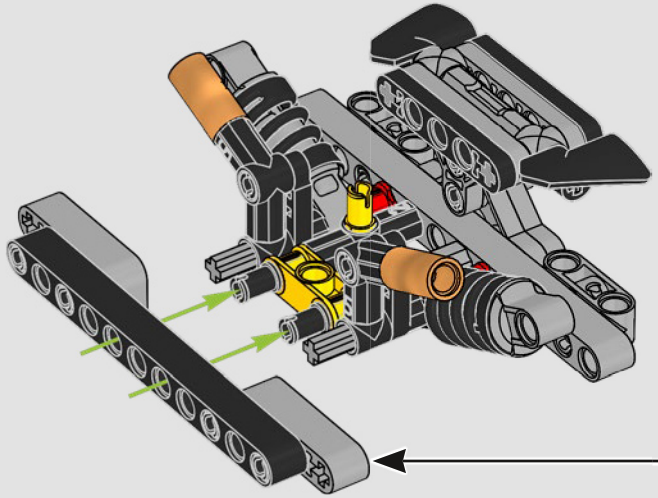

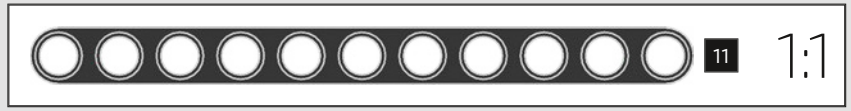

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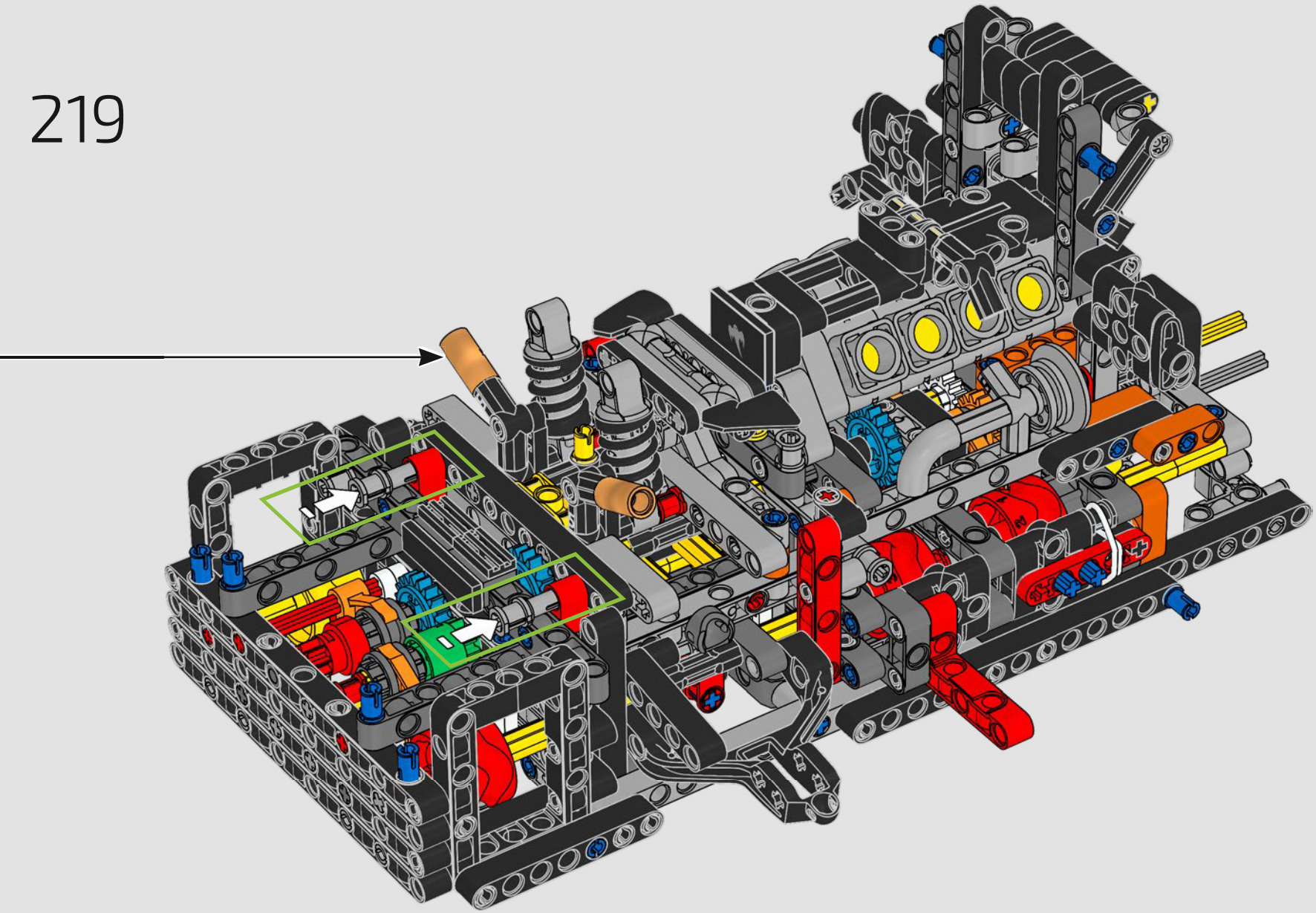

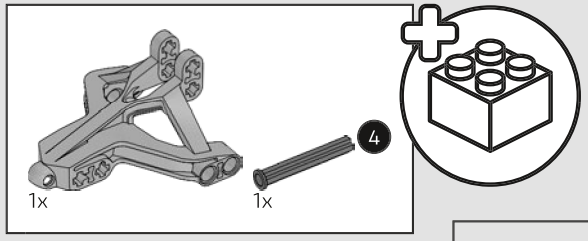

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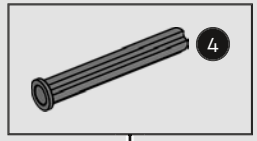

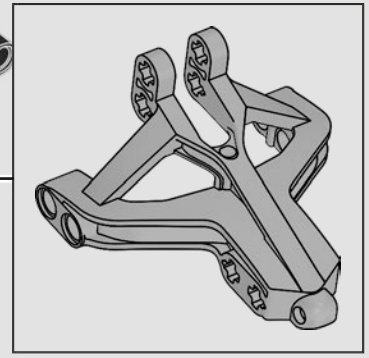

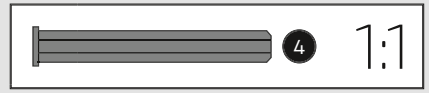

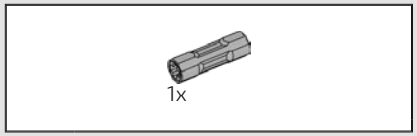

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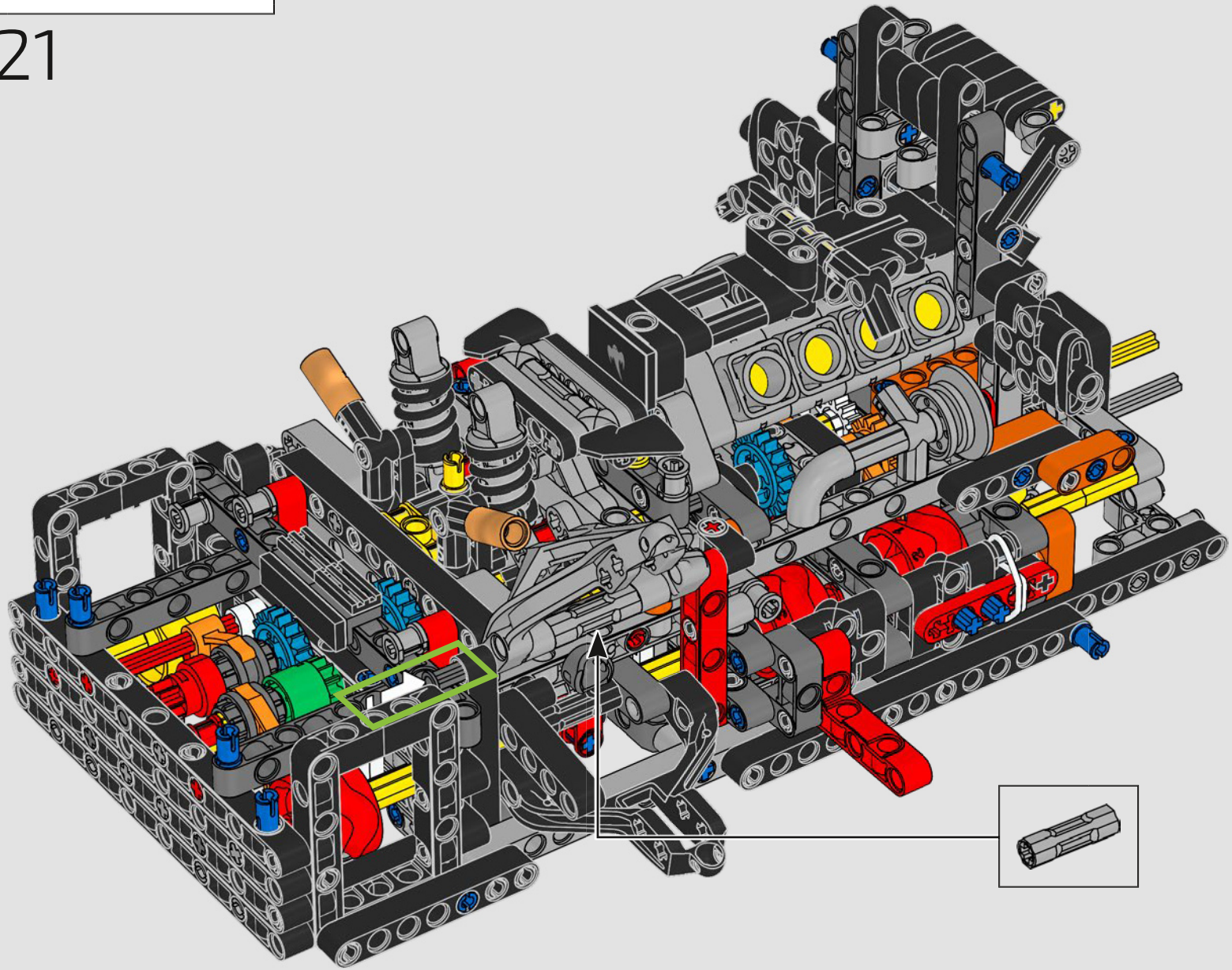

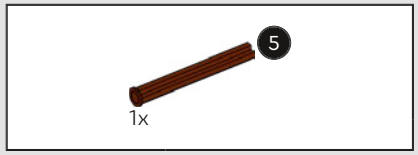

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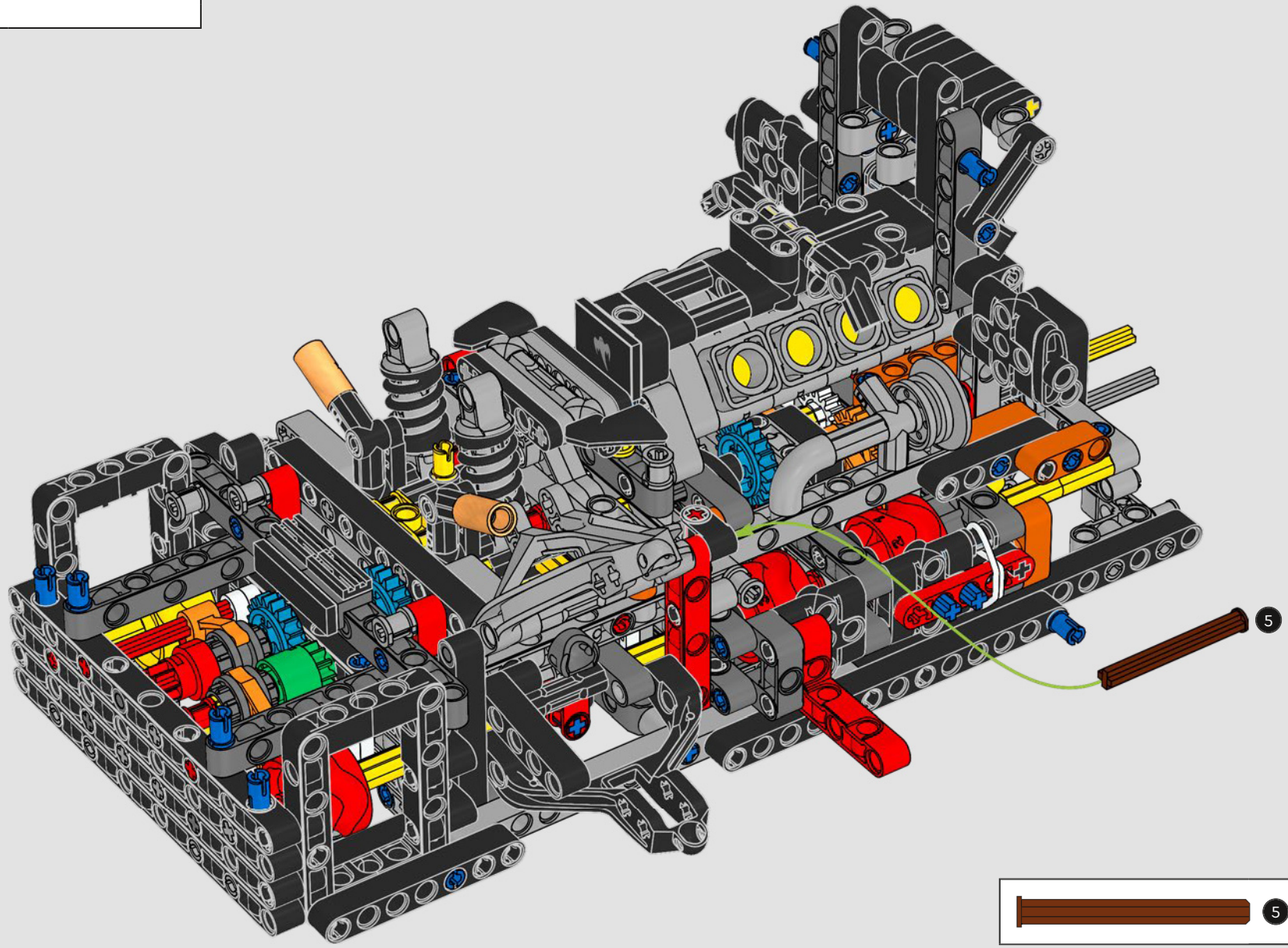

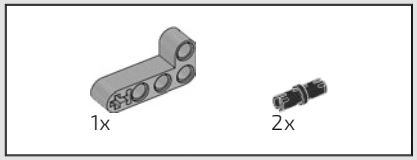

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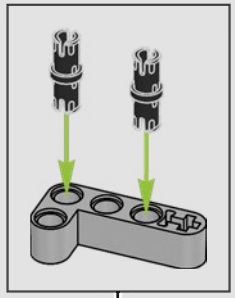

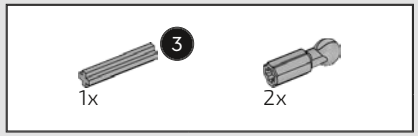

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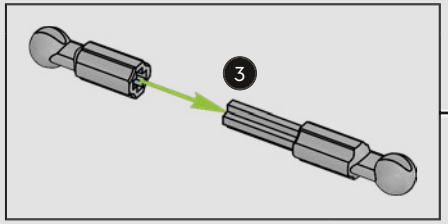

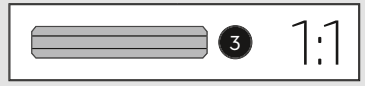

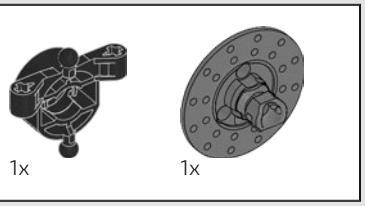

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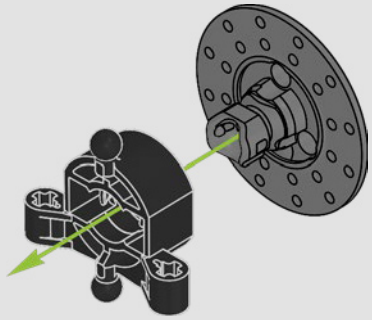

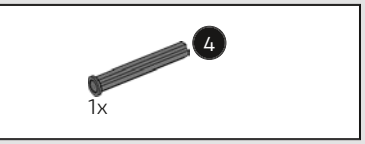

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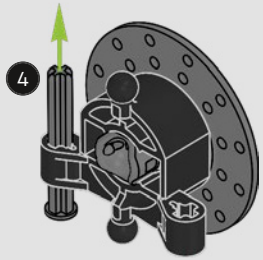

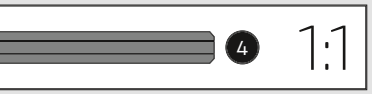

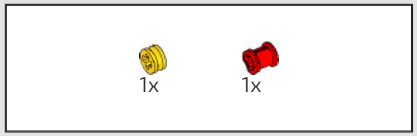

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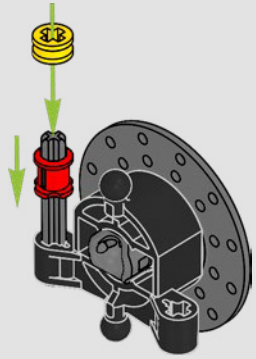

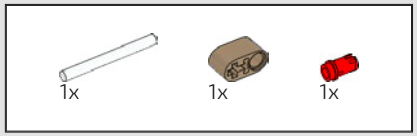

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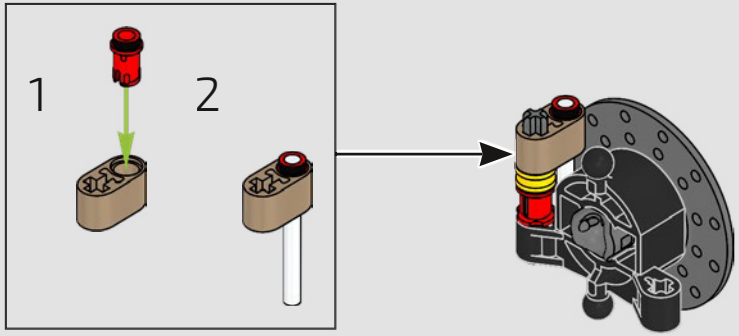

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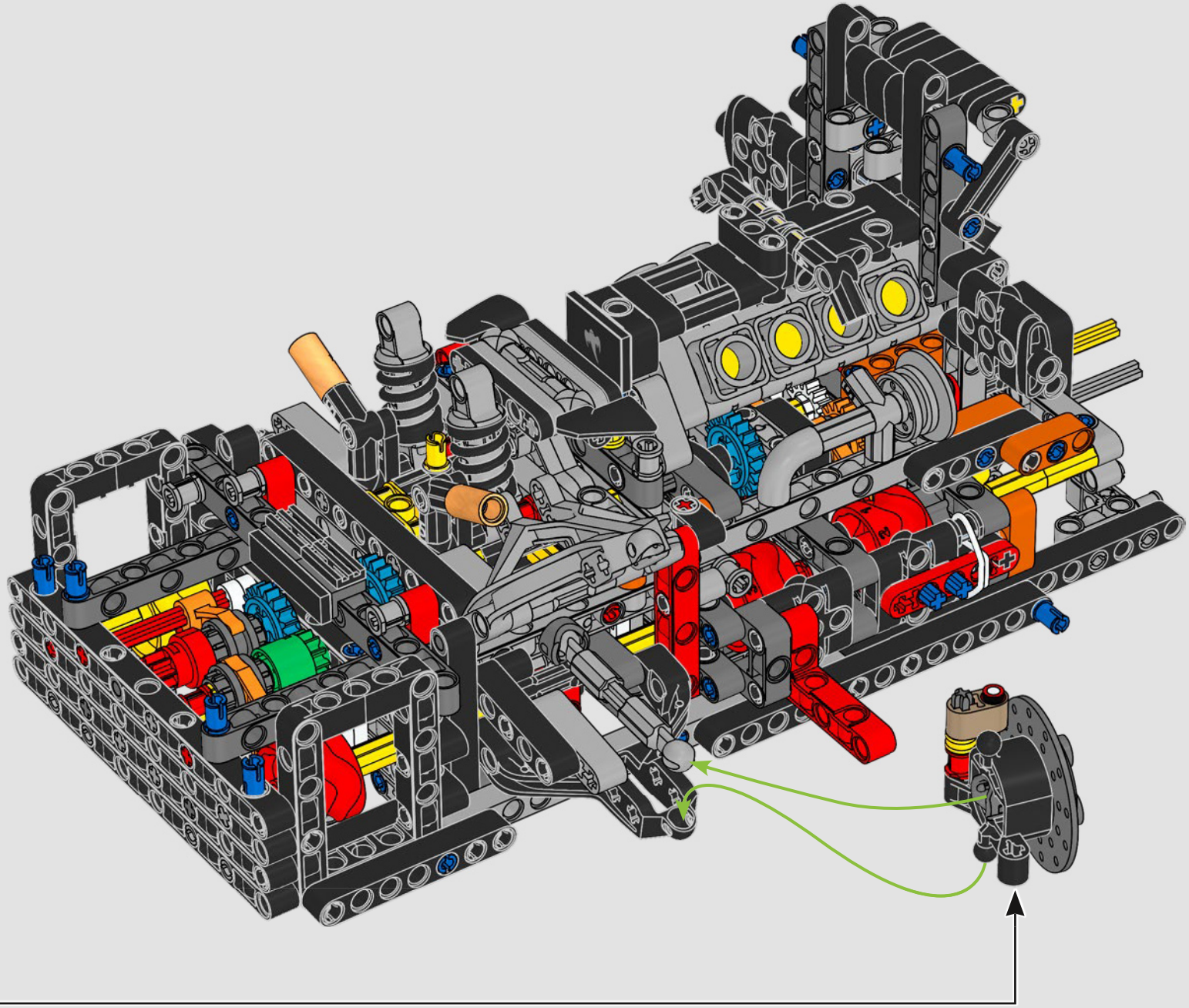

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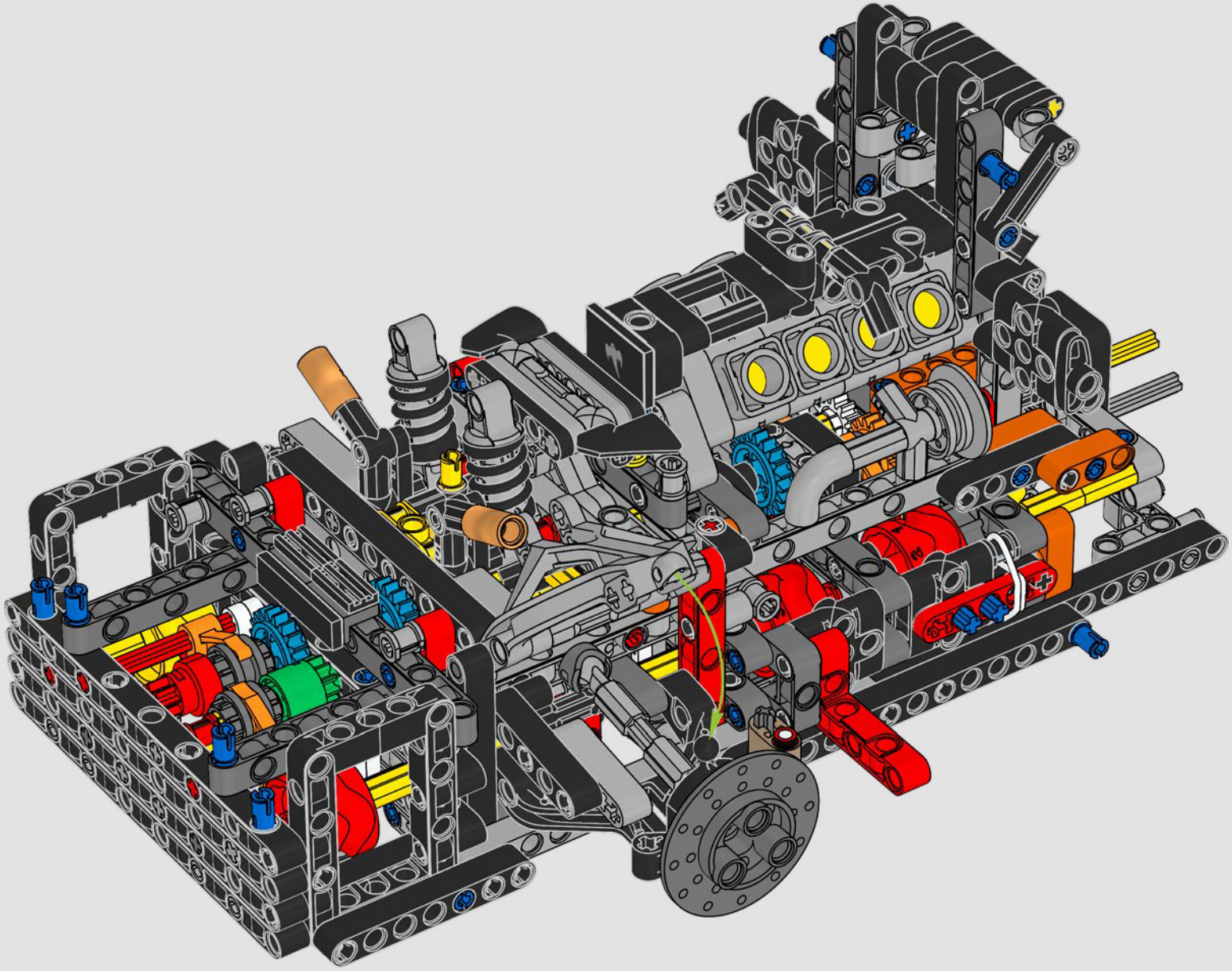

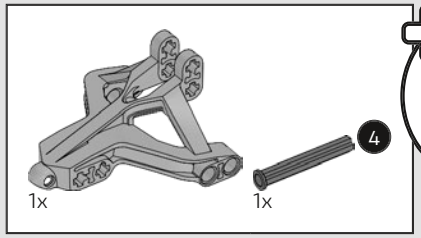

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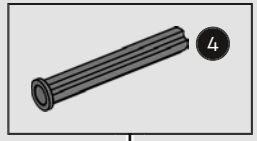

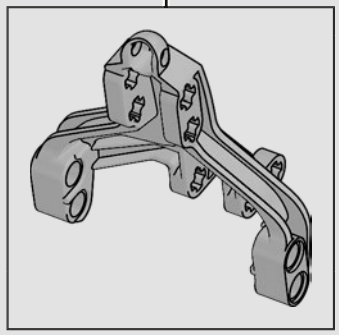

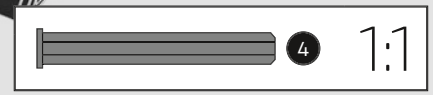

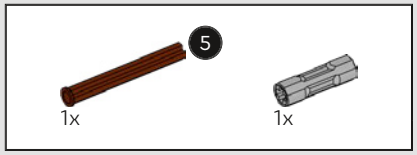

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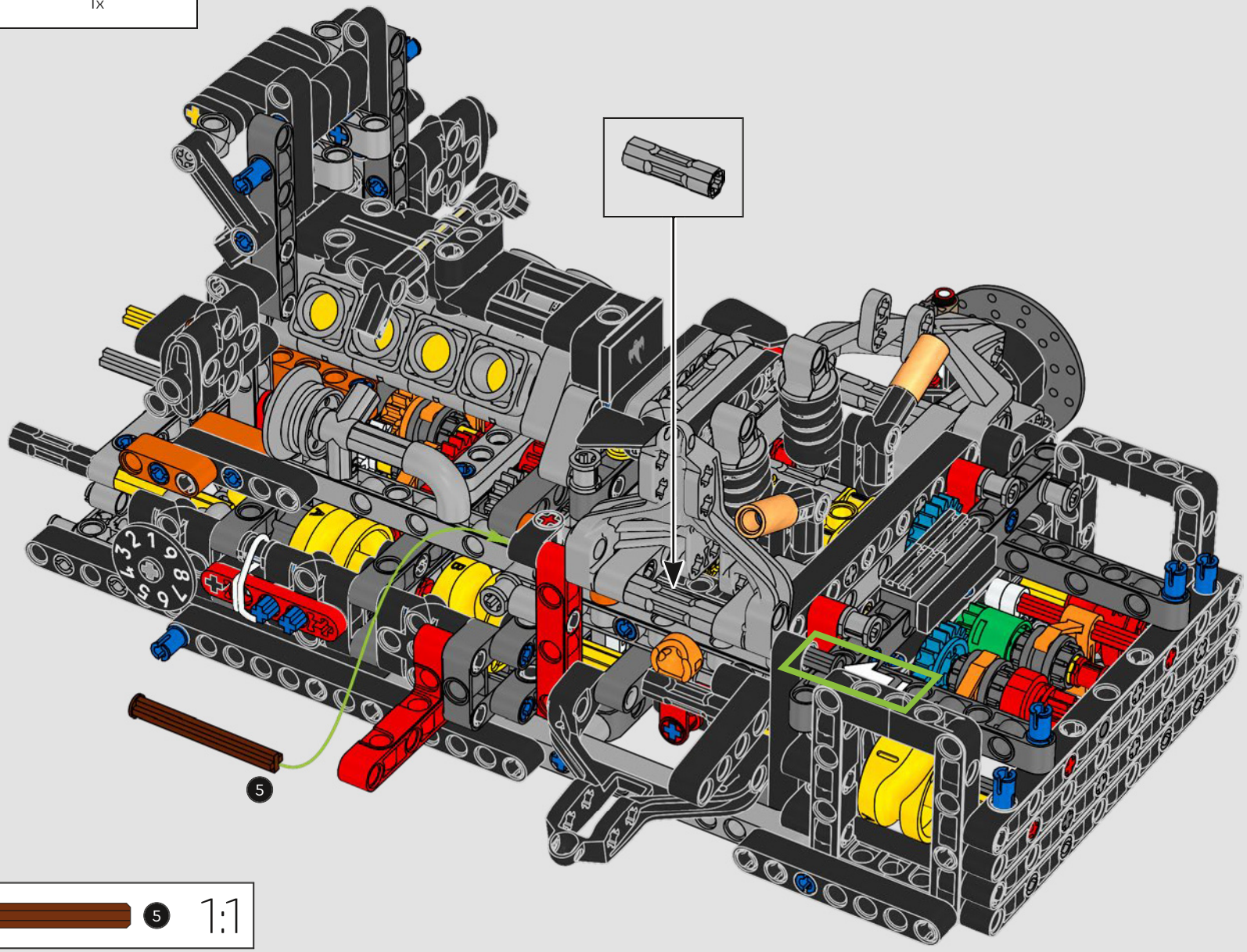

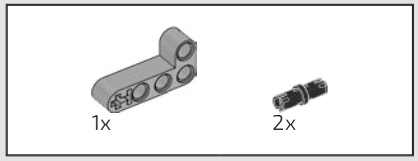

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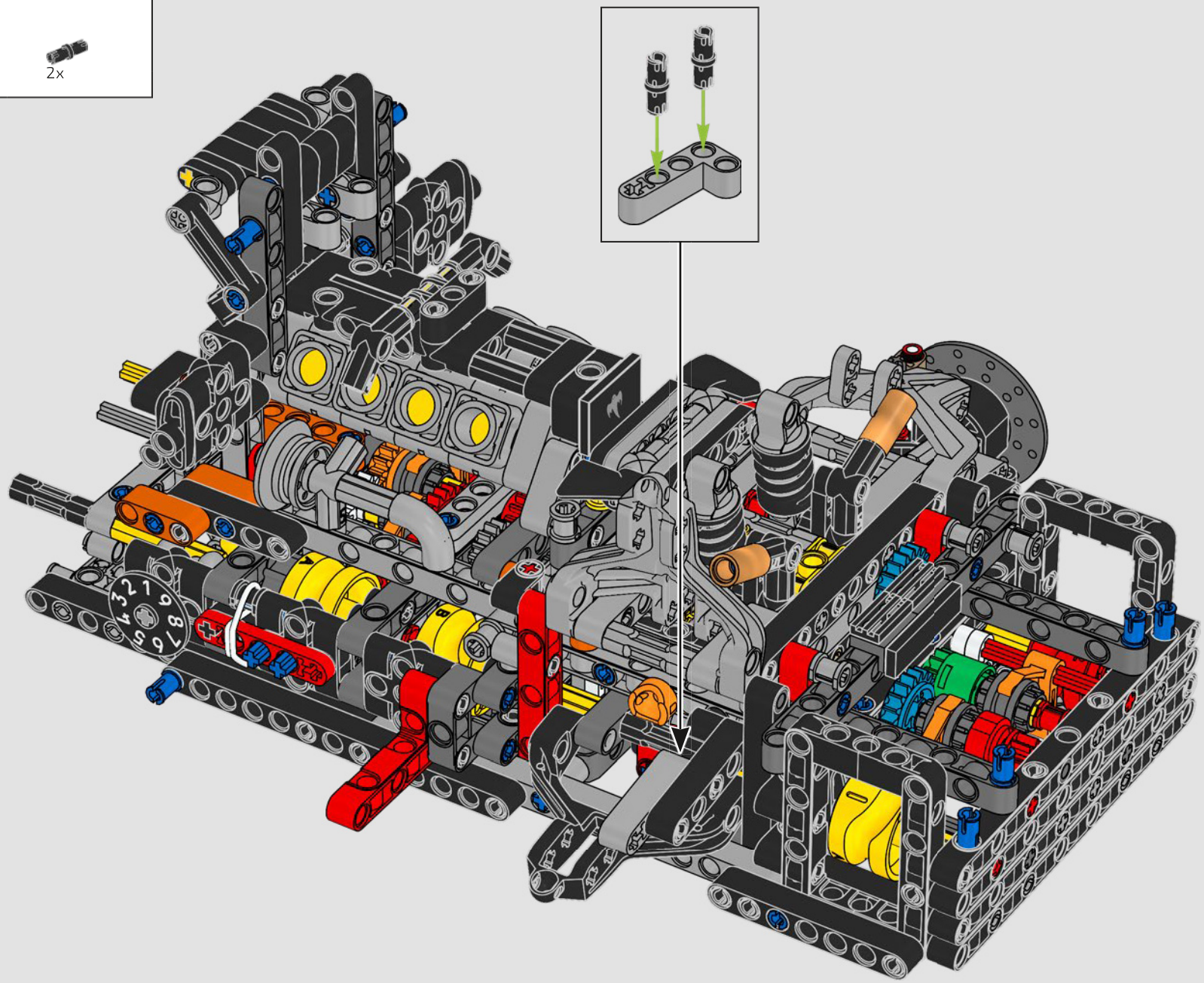

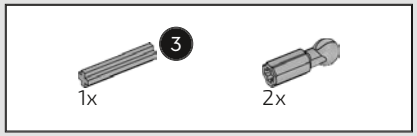

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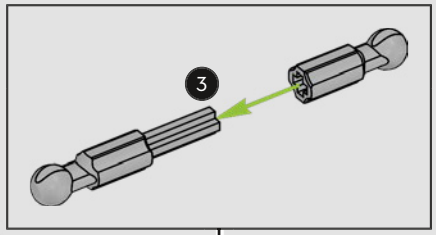



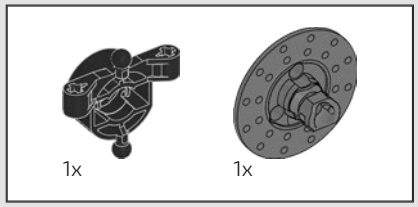

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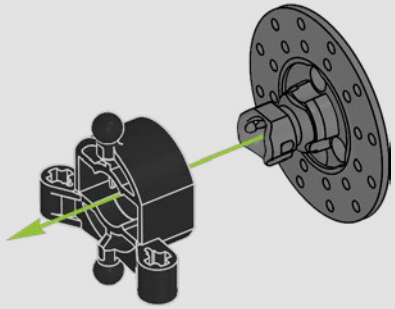

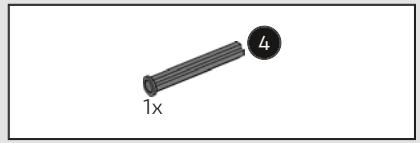

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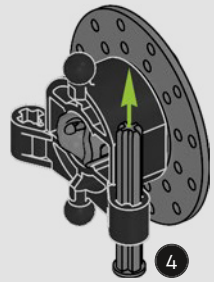

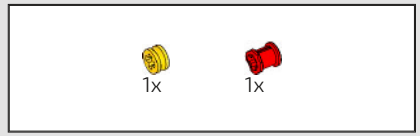

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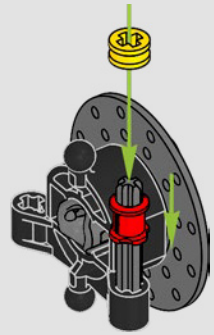

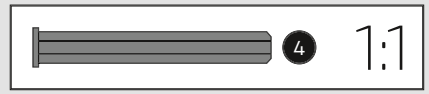

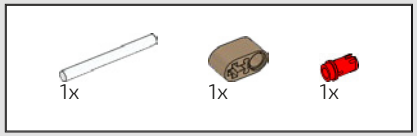

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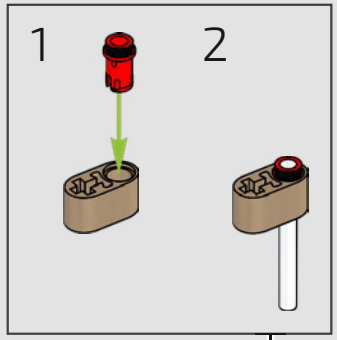

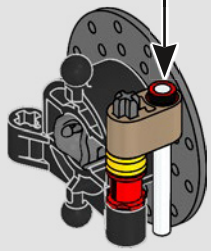

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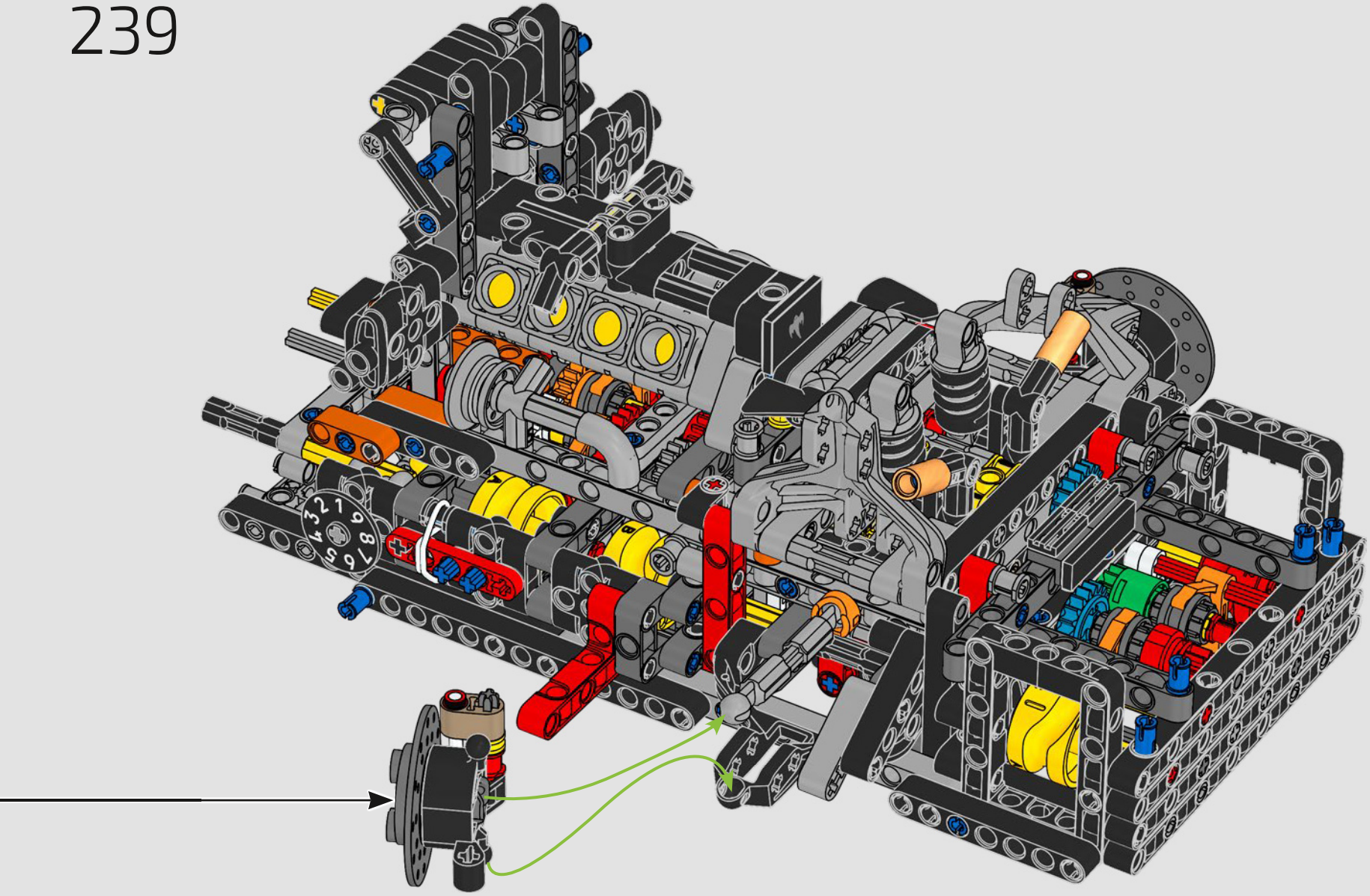

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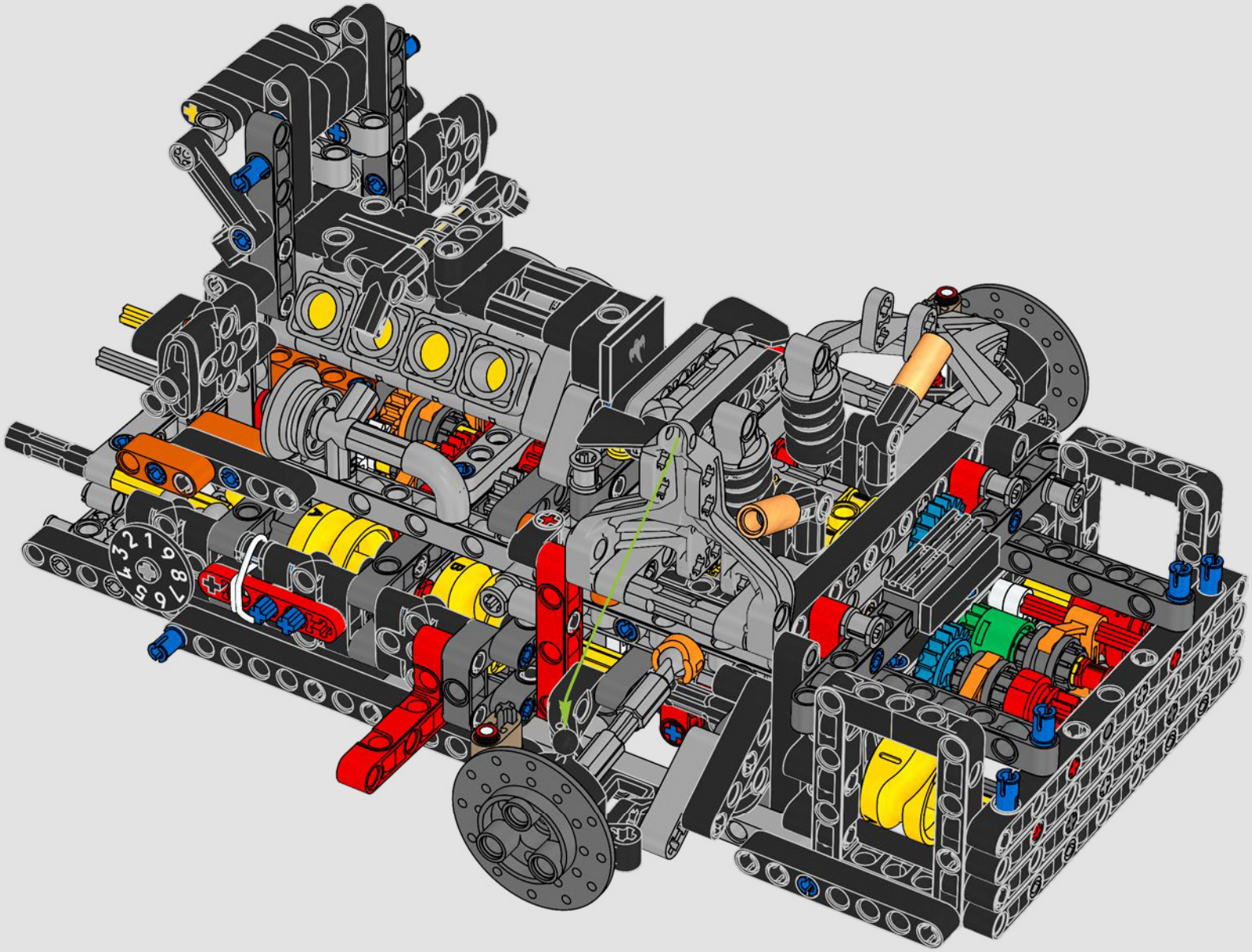

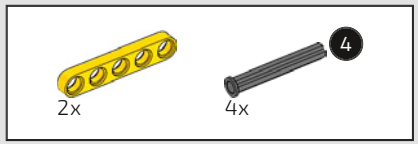

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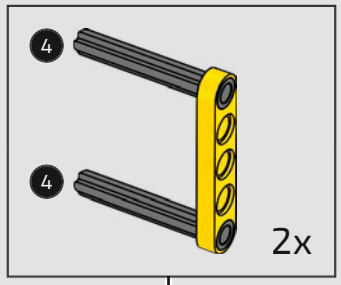

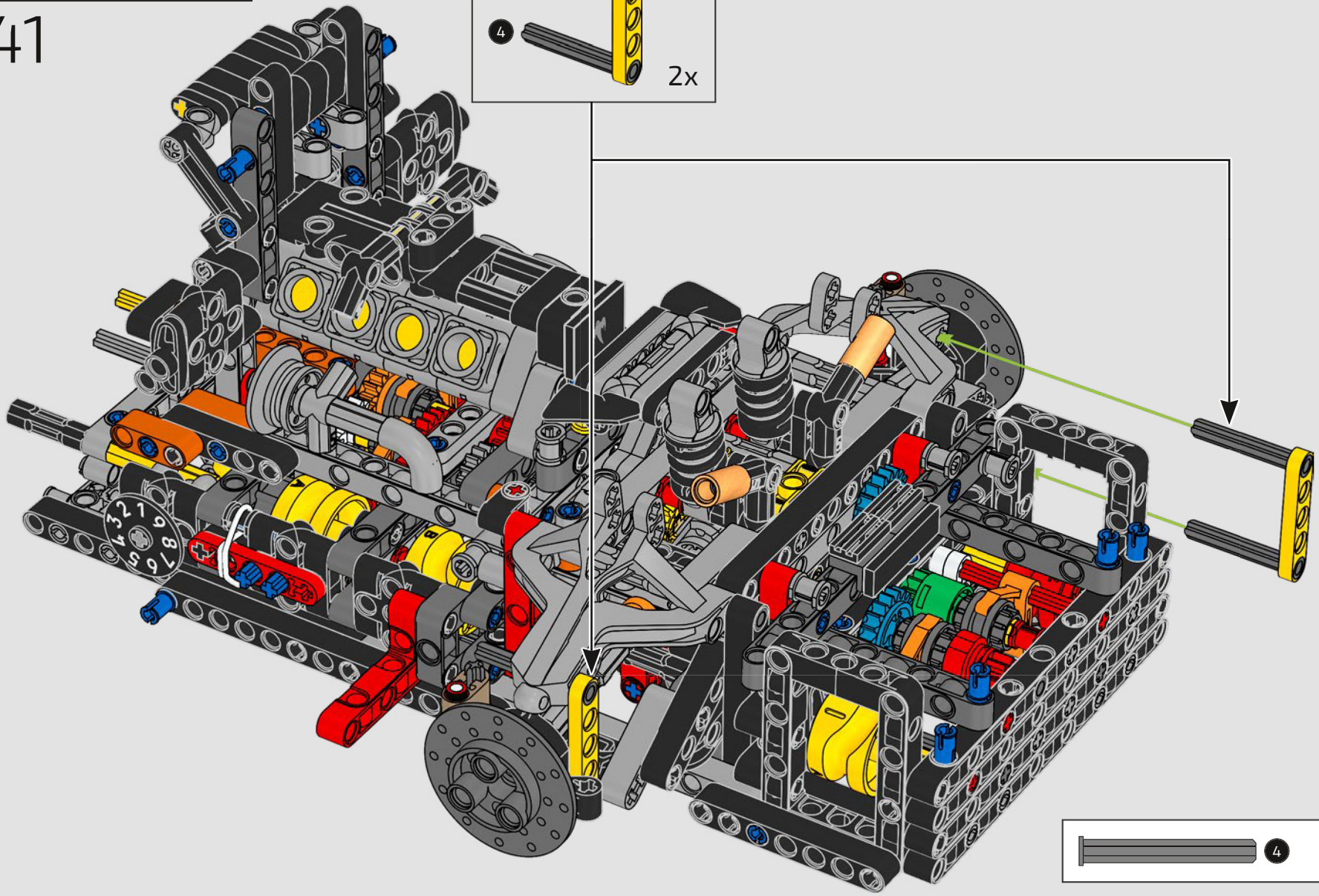

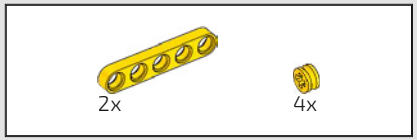

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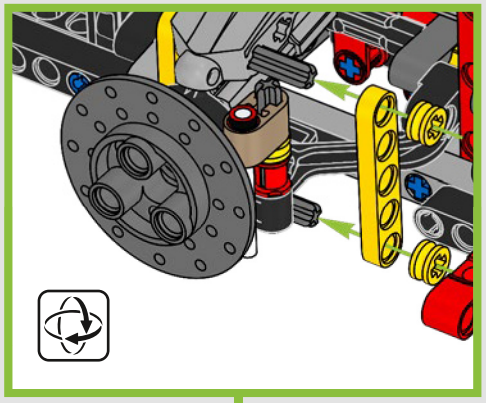

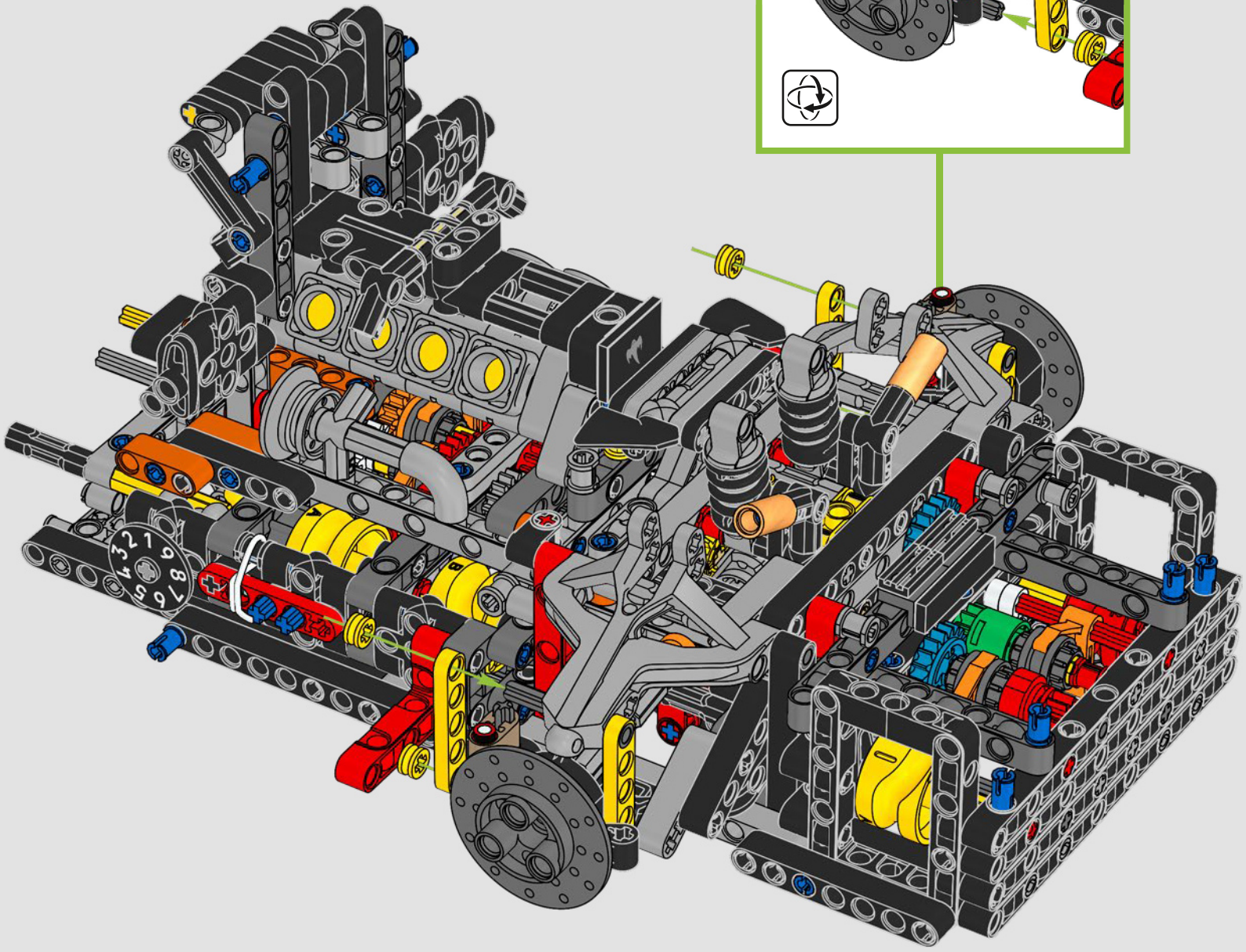

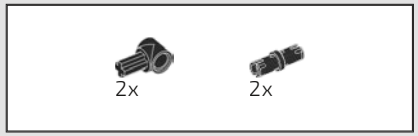

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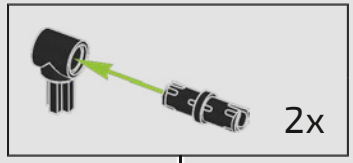

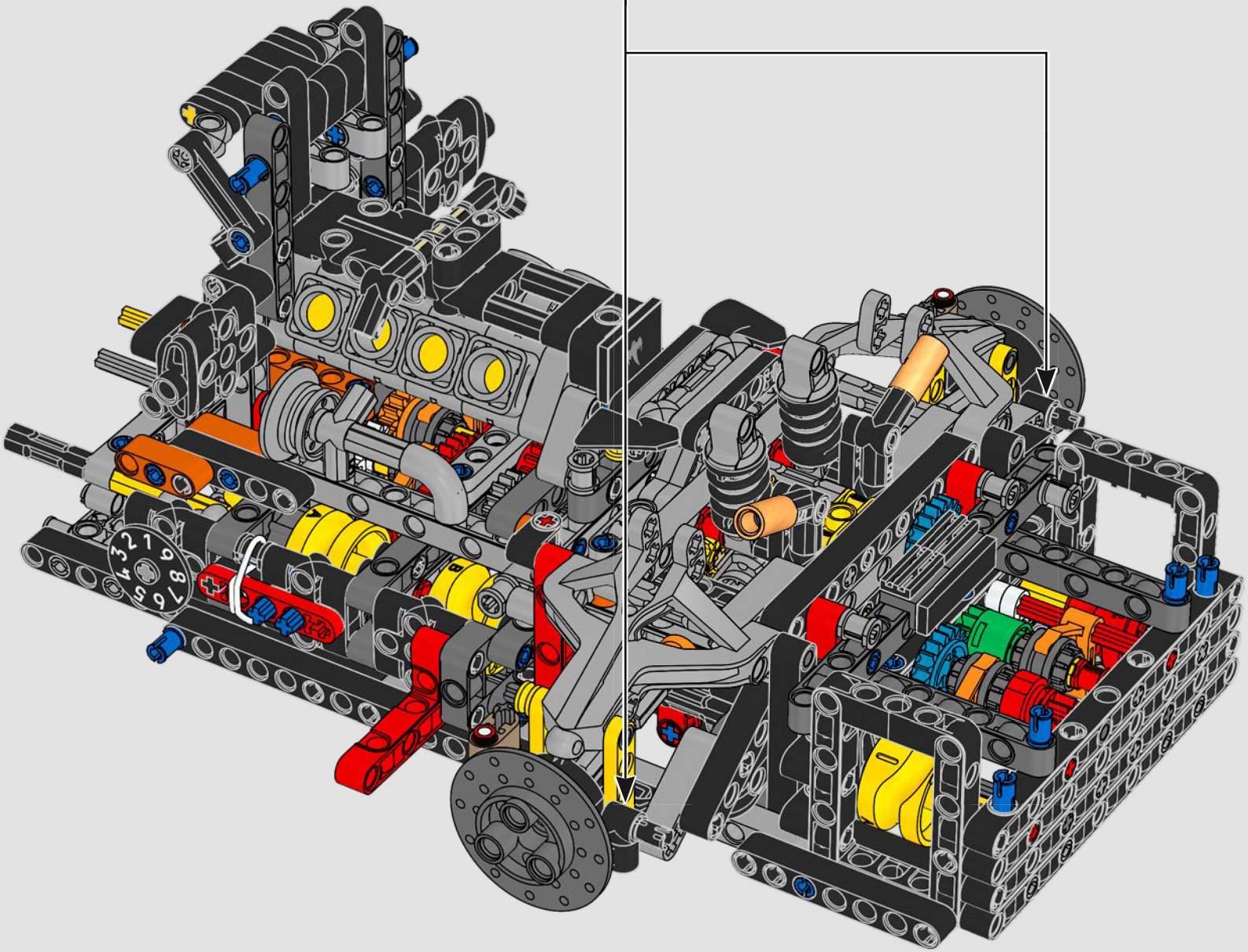

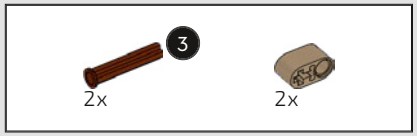

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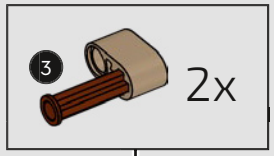

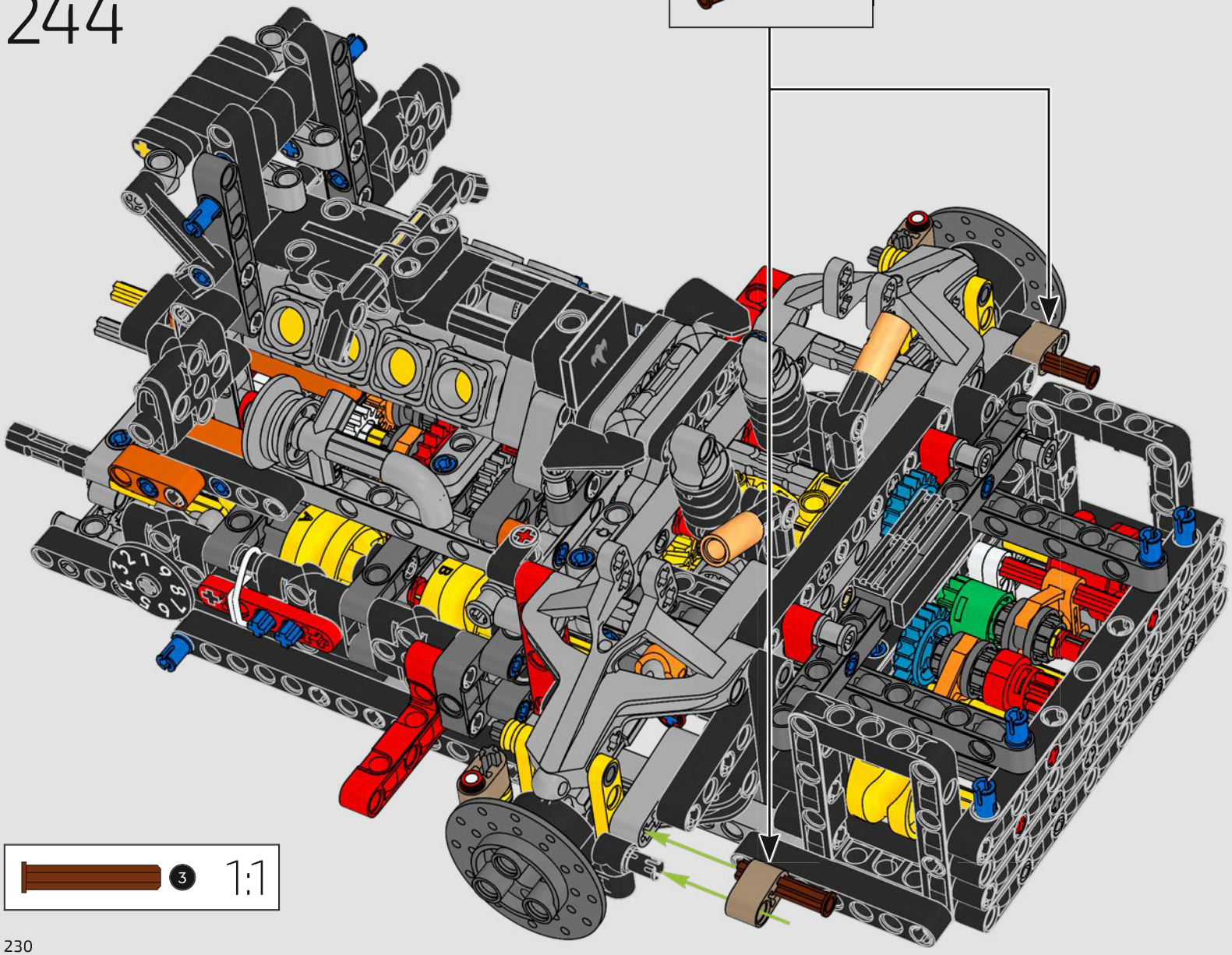

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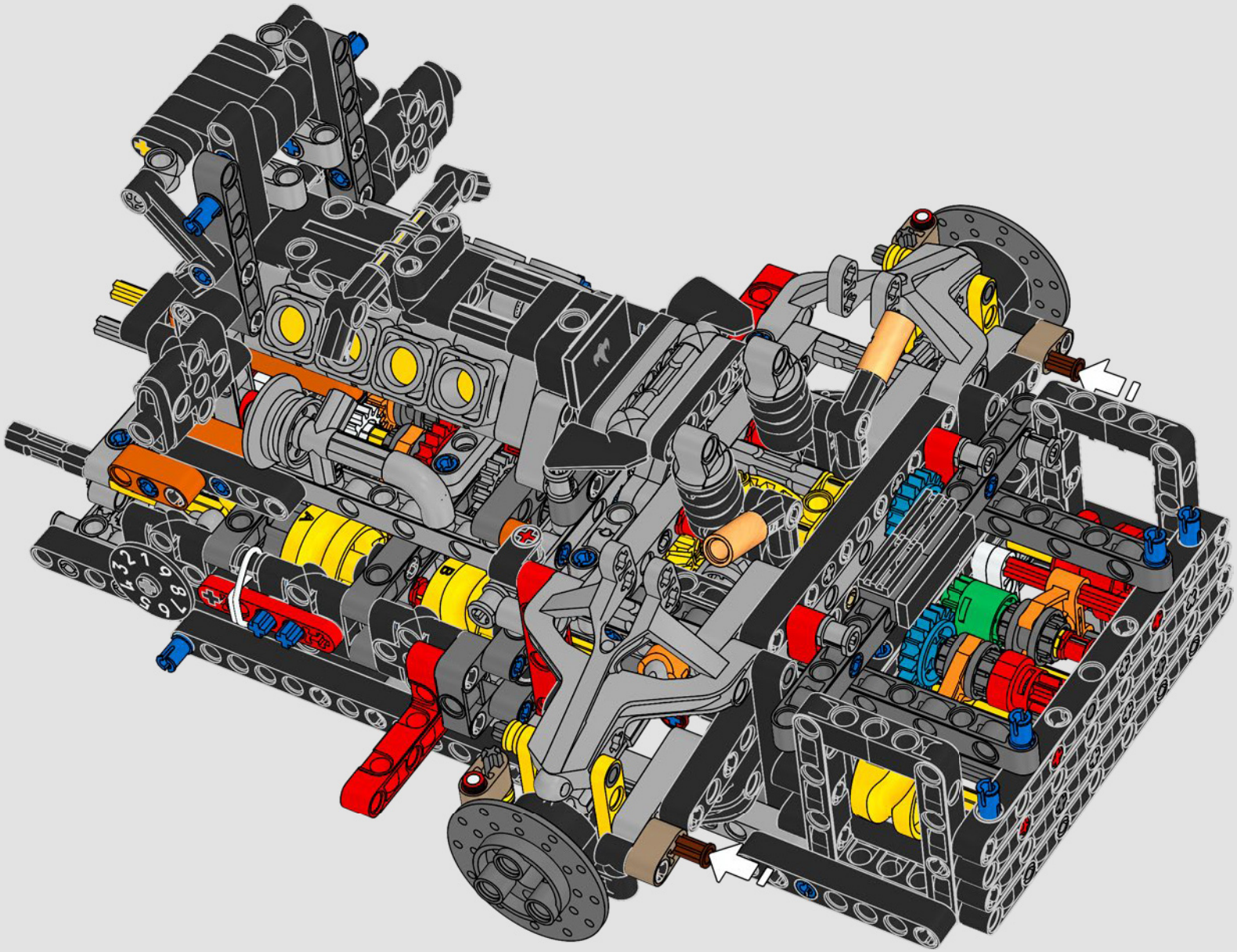

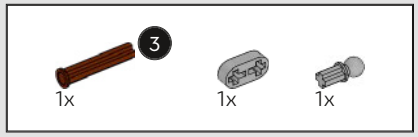

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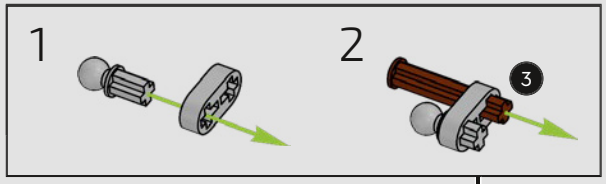

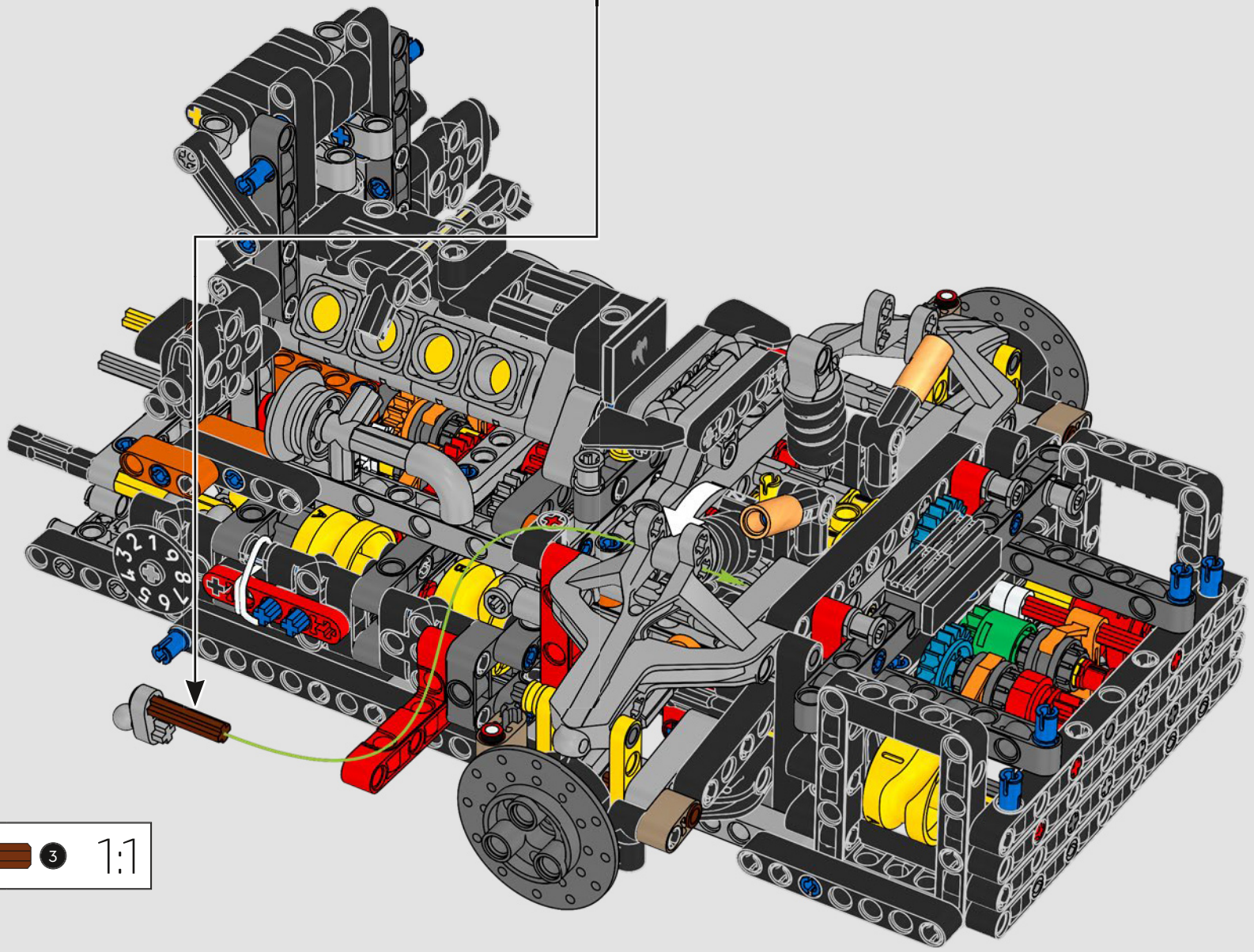

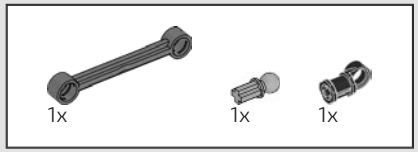

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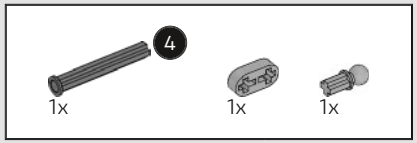

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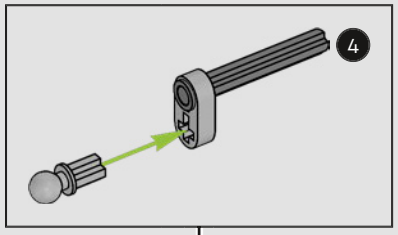

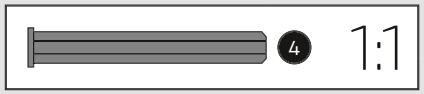

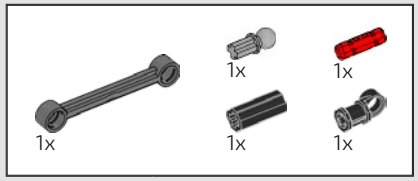

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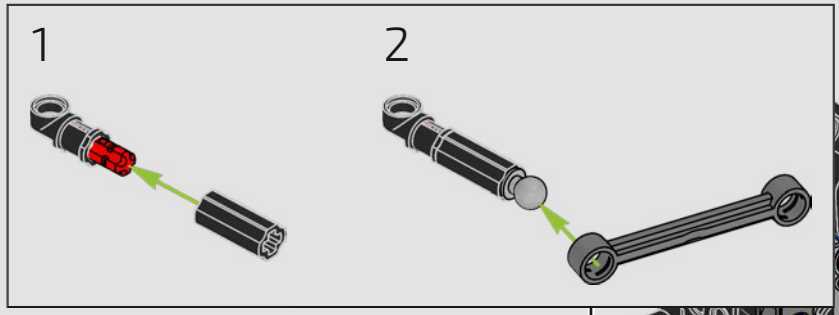

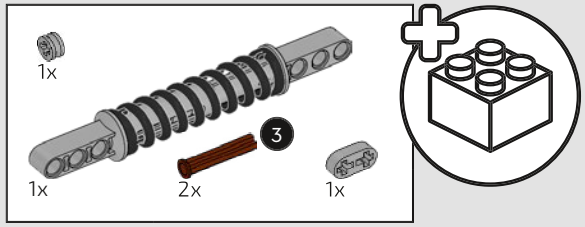

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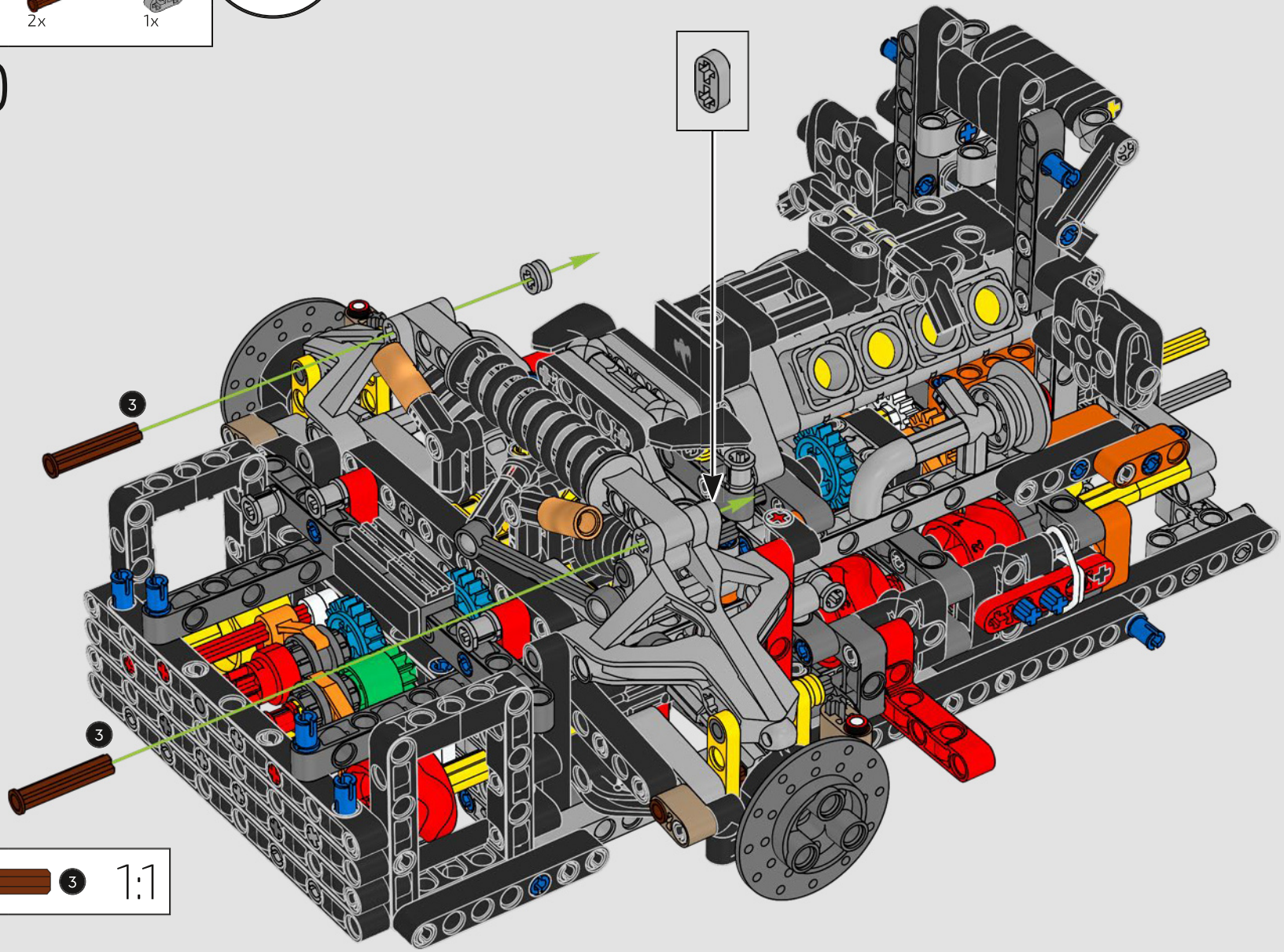

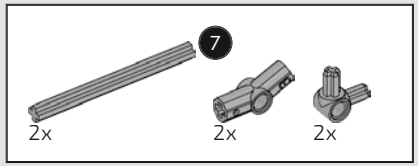

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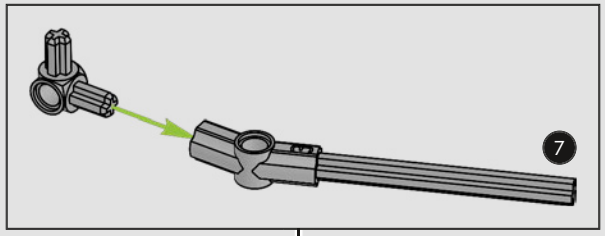

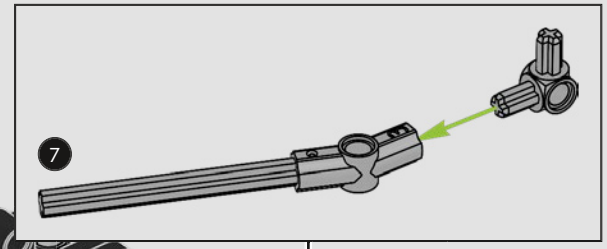

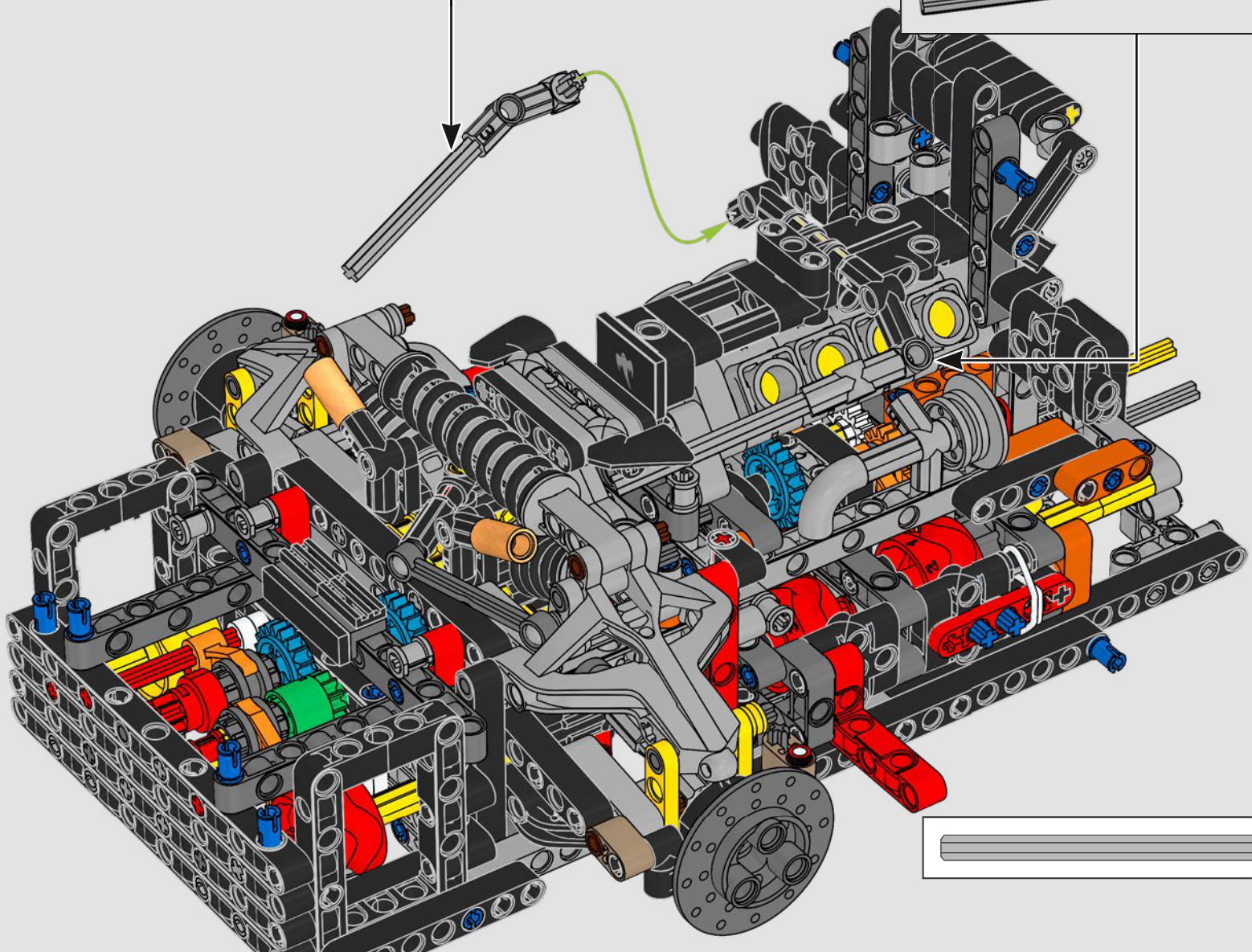

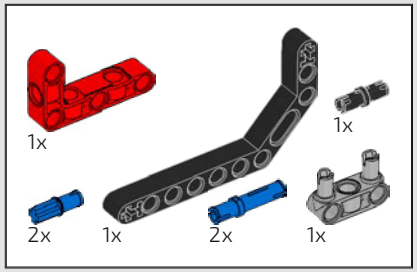

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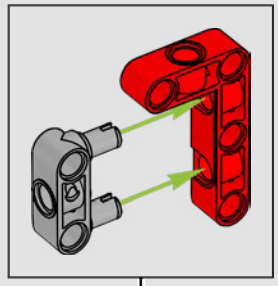

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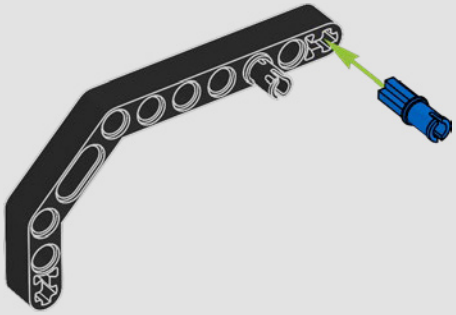

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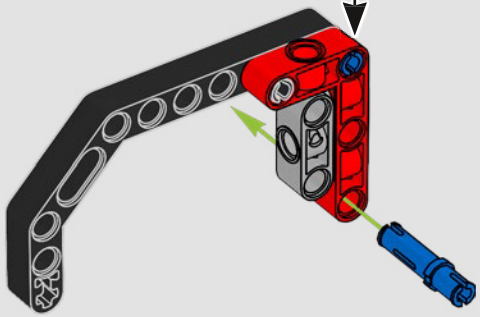

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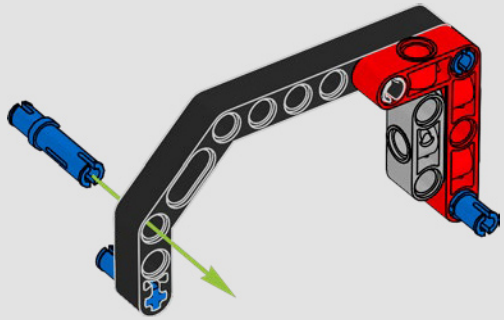

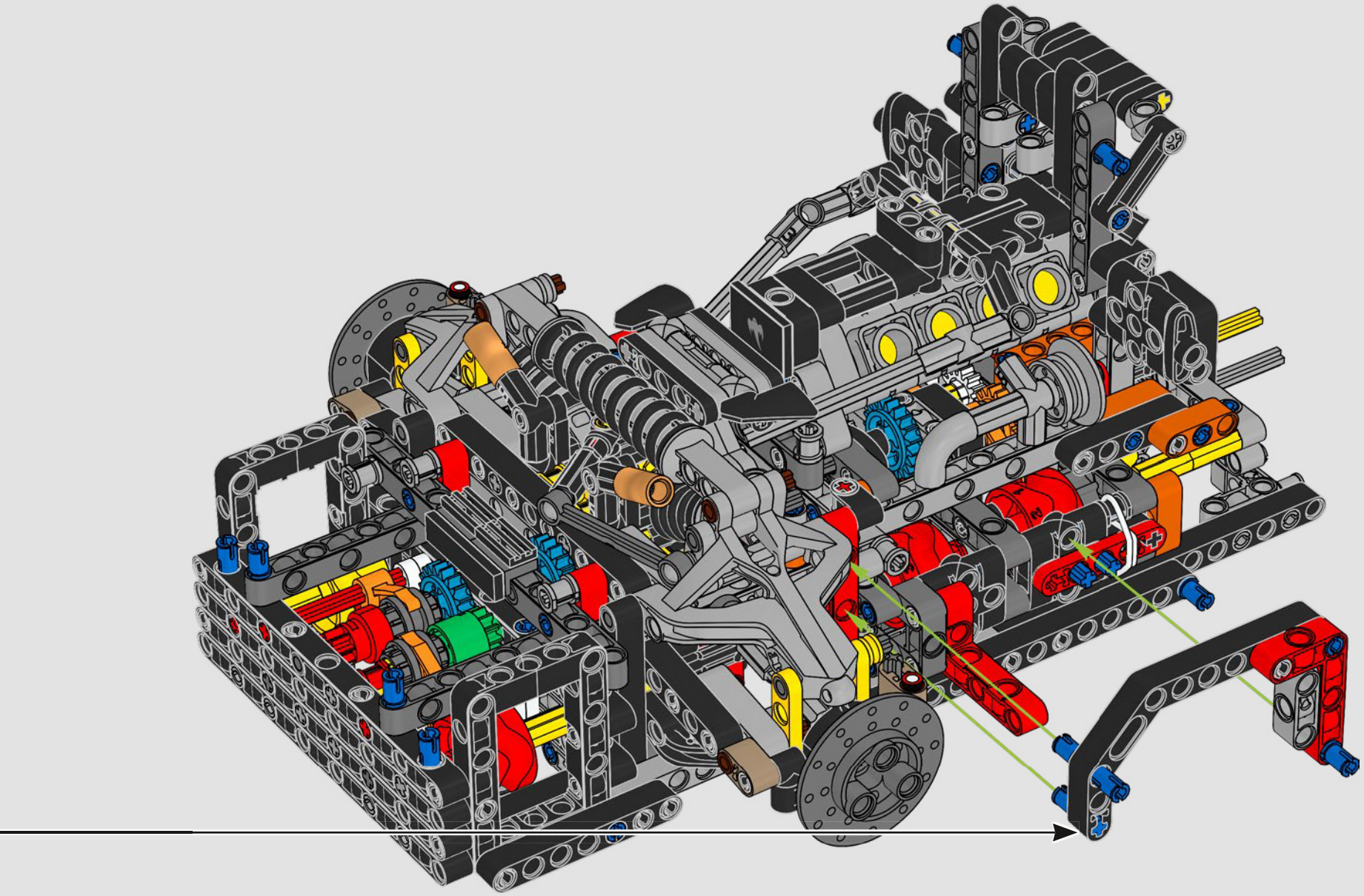

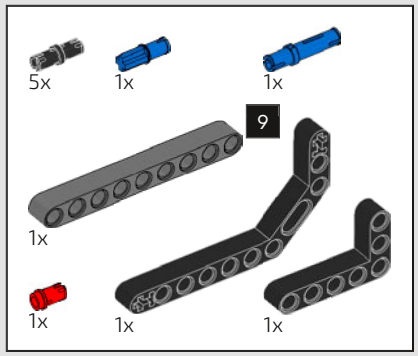

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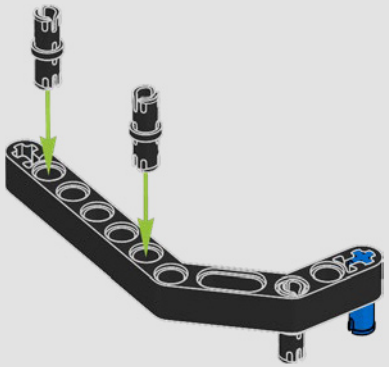

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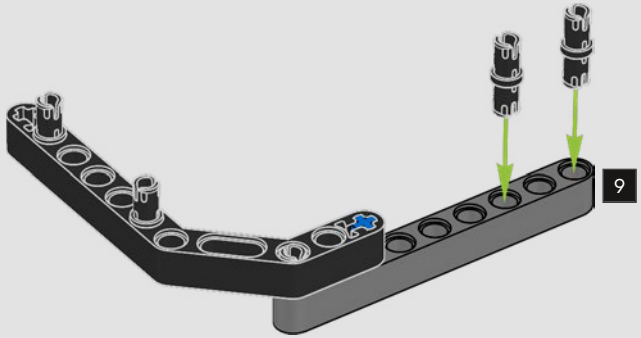

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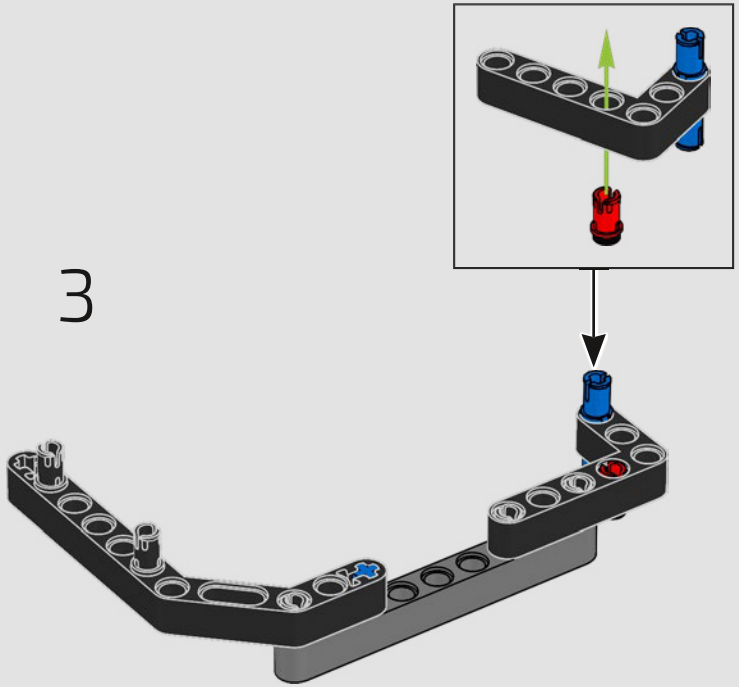

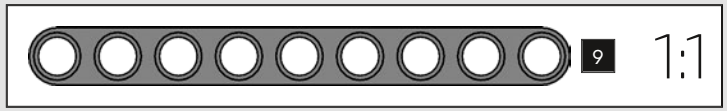

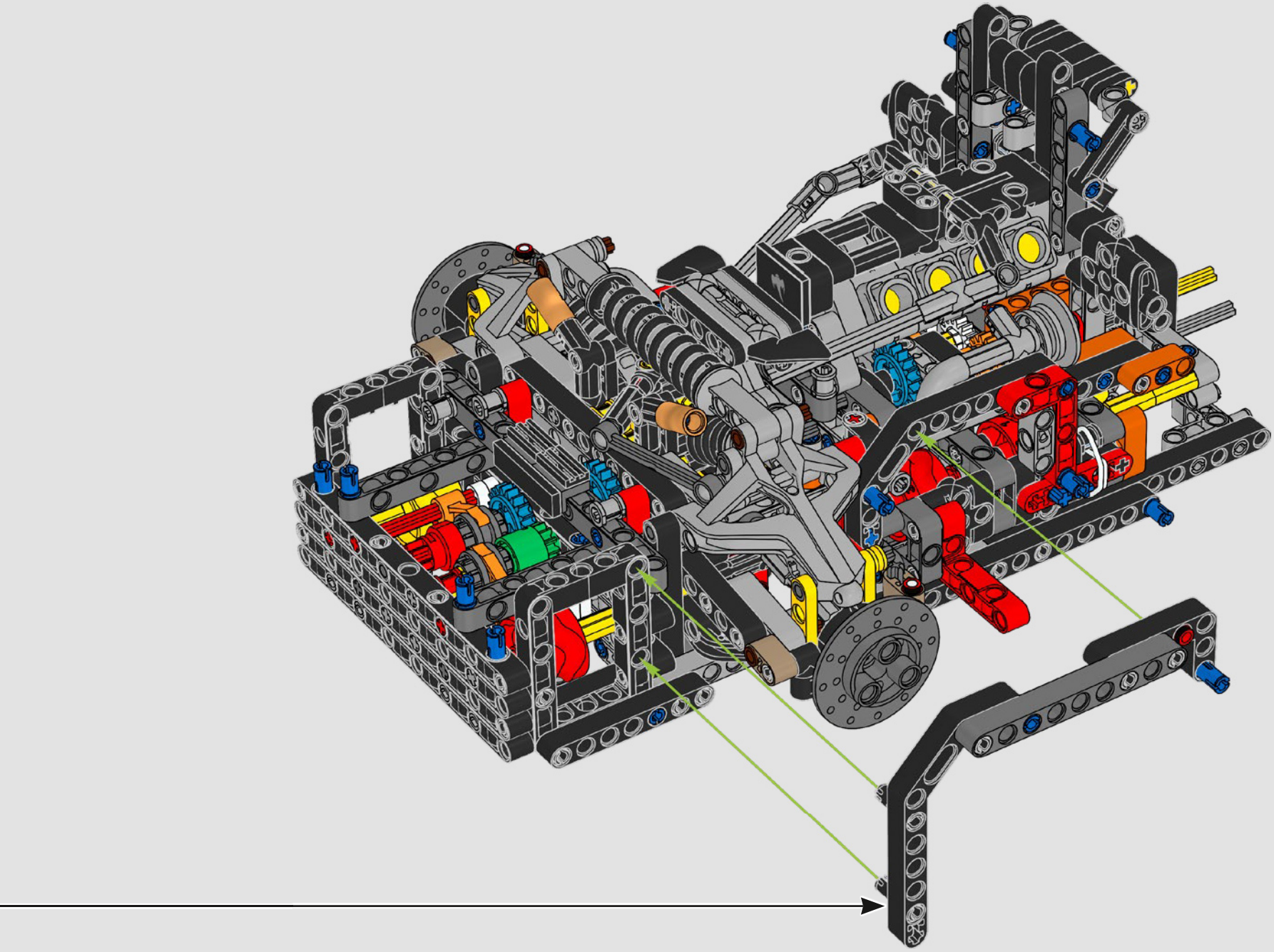

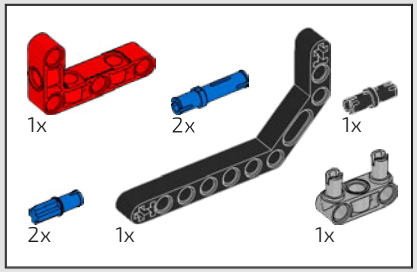

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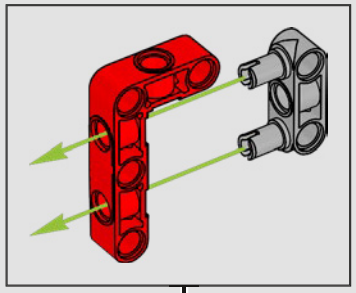

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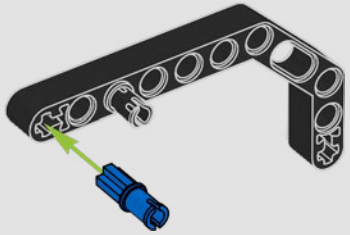

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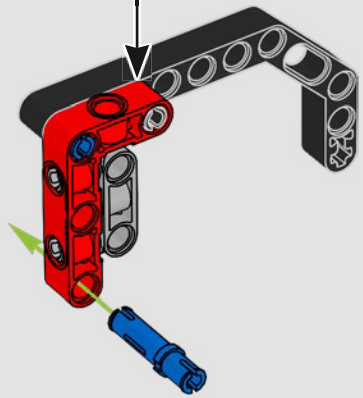

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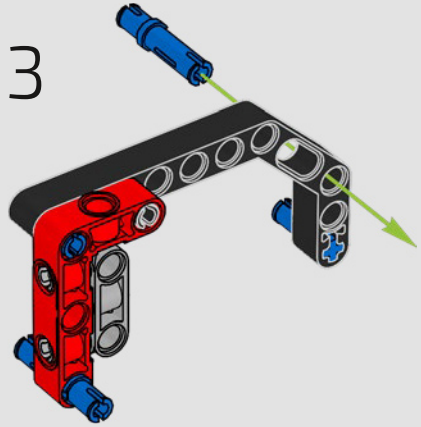

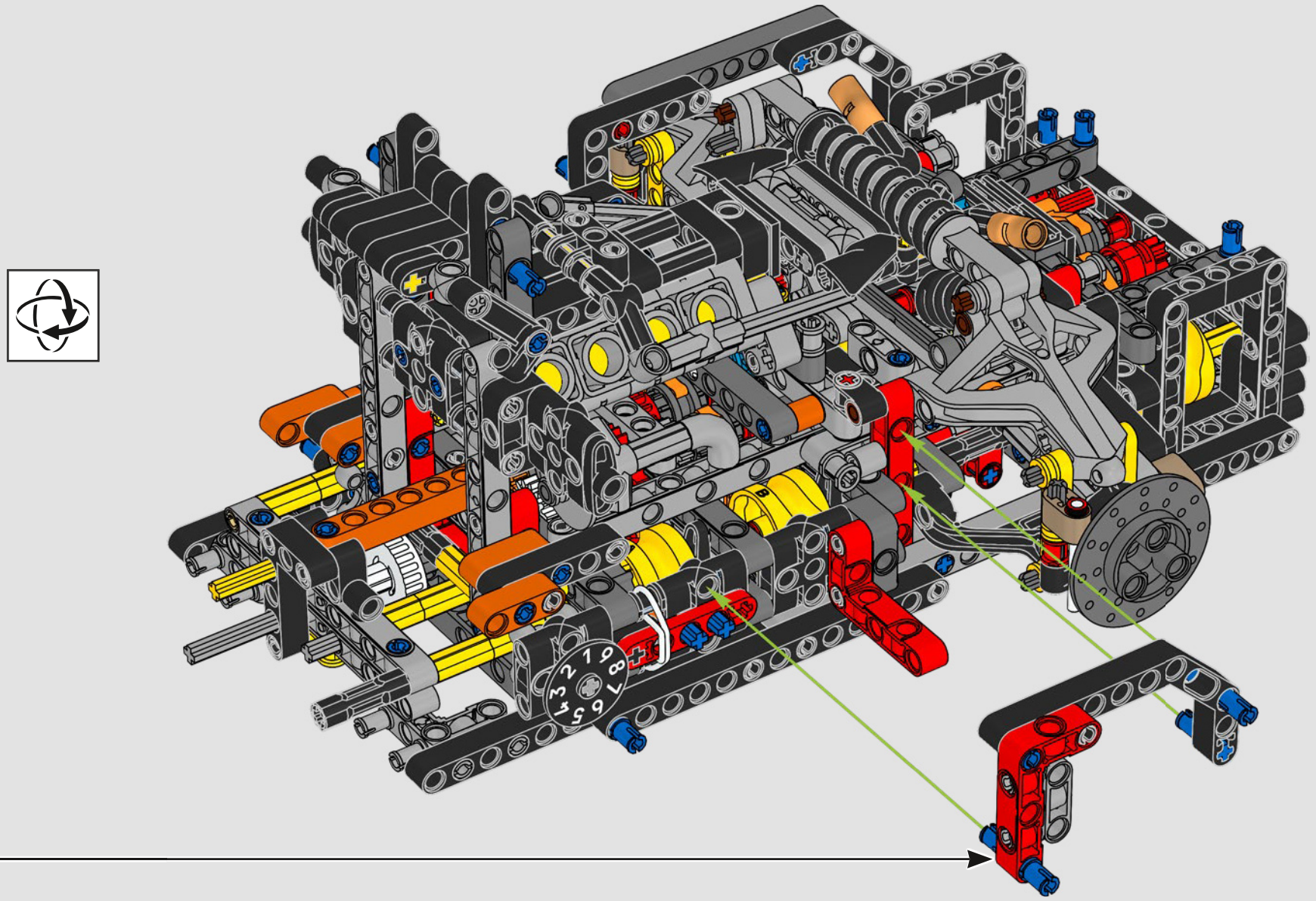

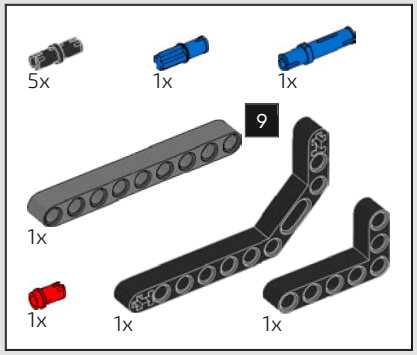

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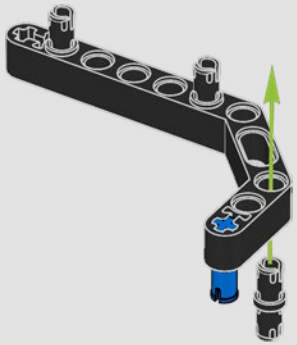

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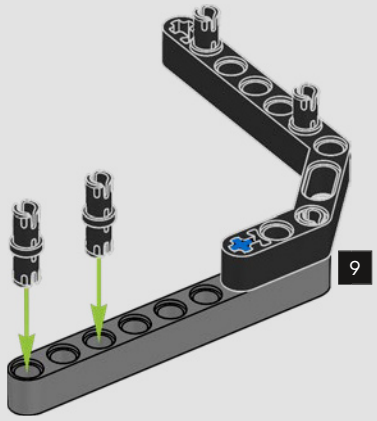

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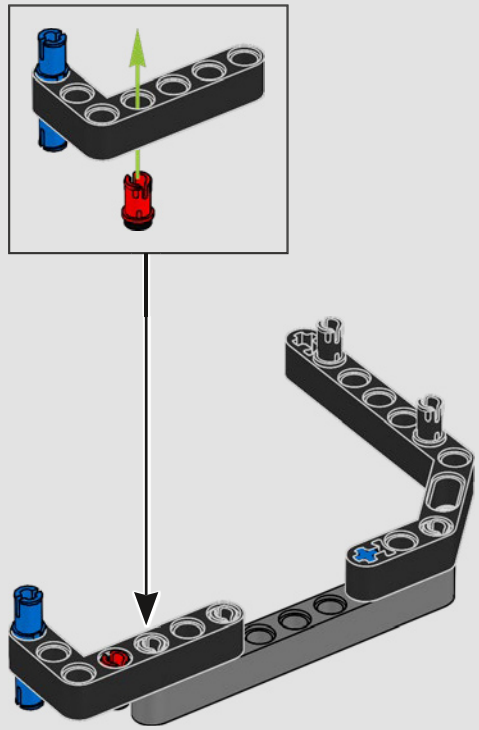
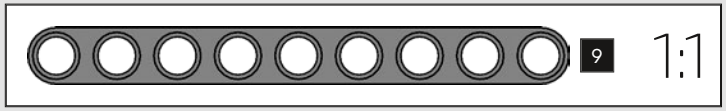
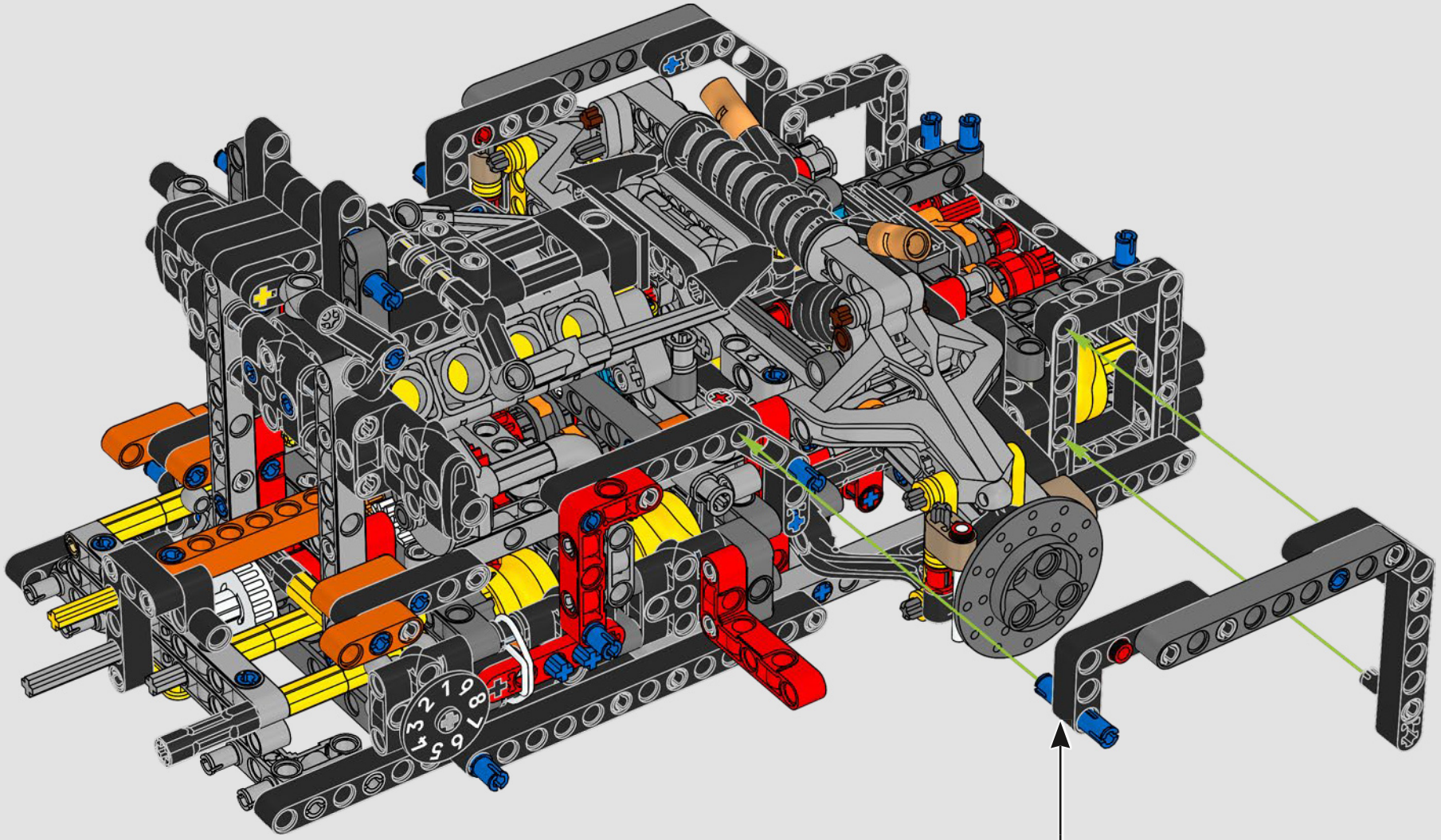






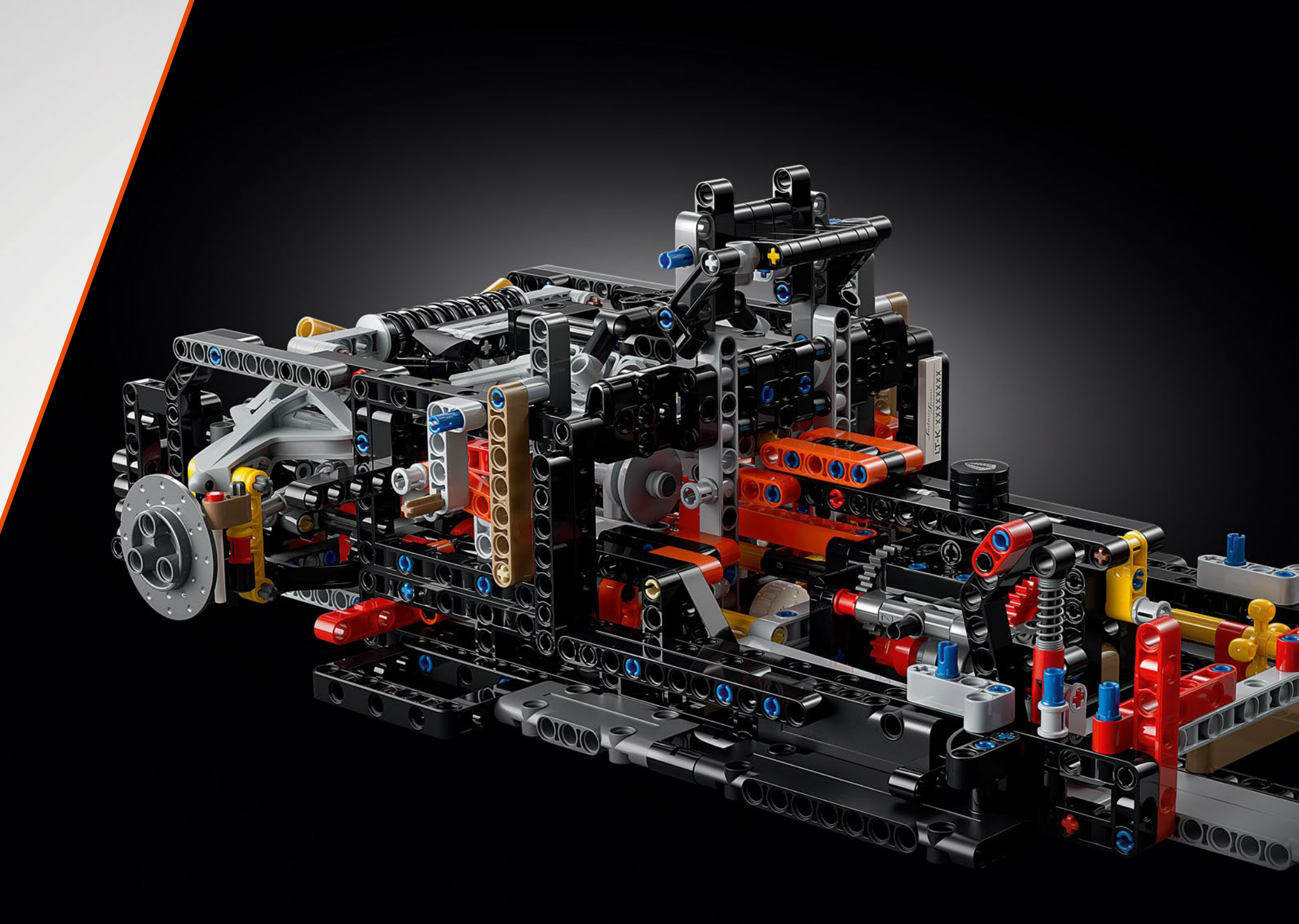
BOX

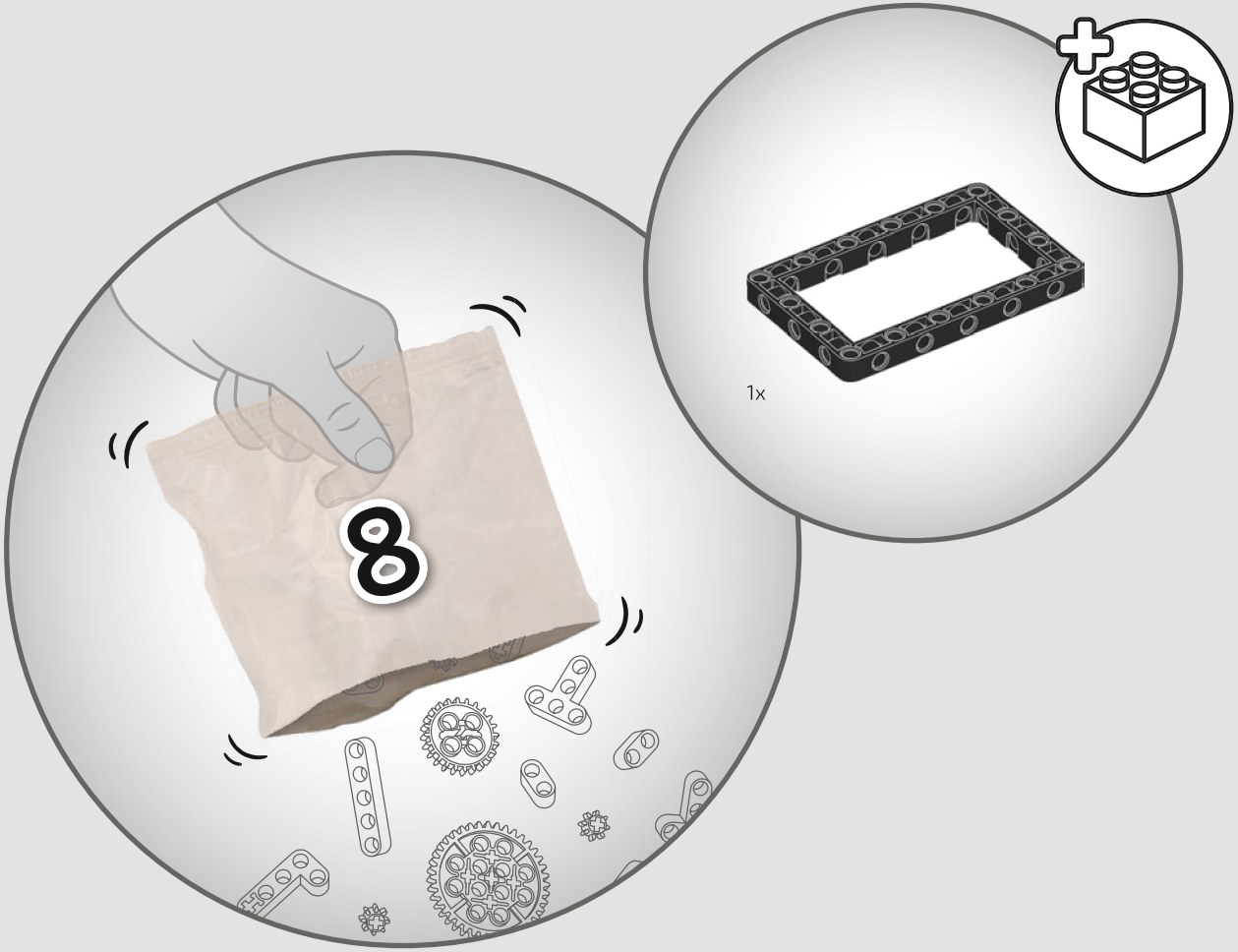
1 2 3



MODO GHOST

En el coche de verdad, la cubierta trasera se abre primero, seguida del capó; por último, se abren las puertas y se repliegan los retrovisores. En este modelo, todas las funciones se activan al mismo tiempo al levantar la cubierta trasera.

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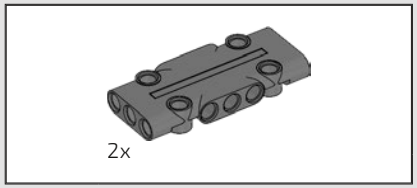

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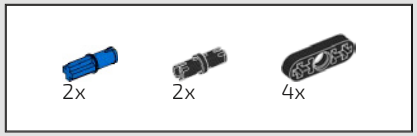

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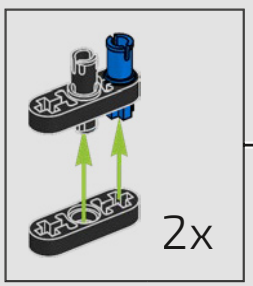

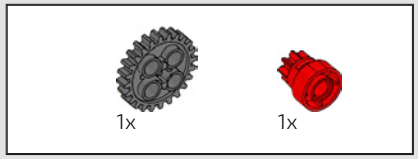

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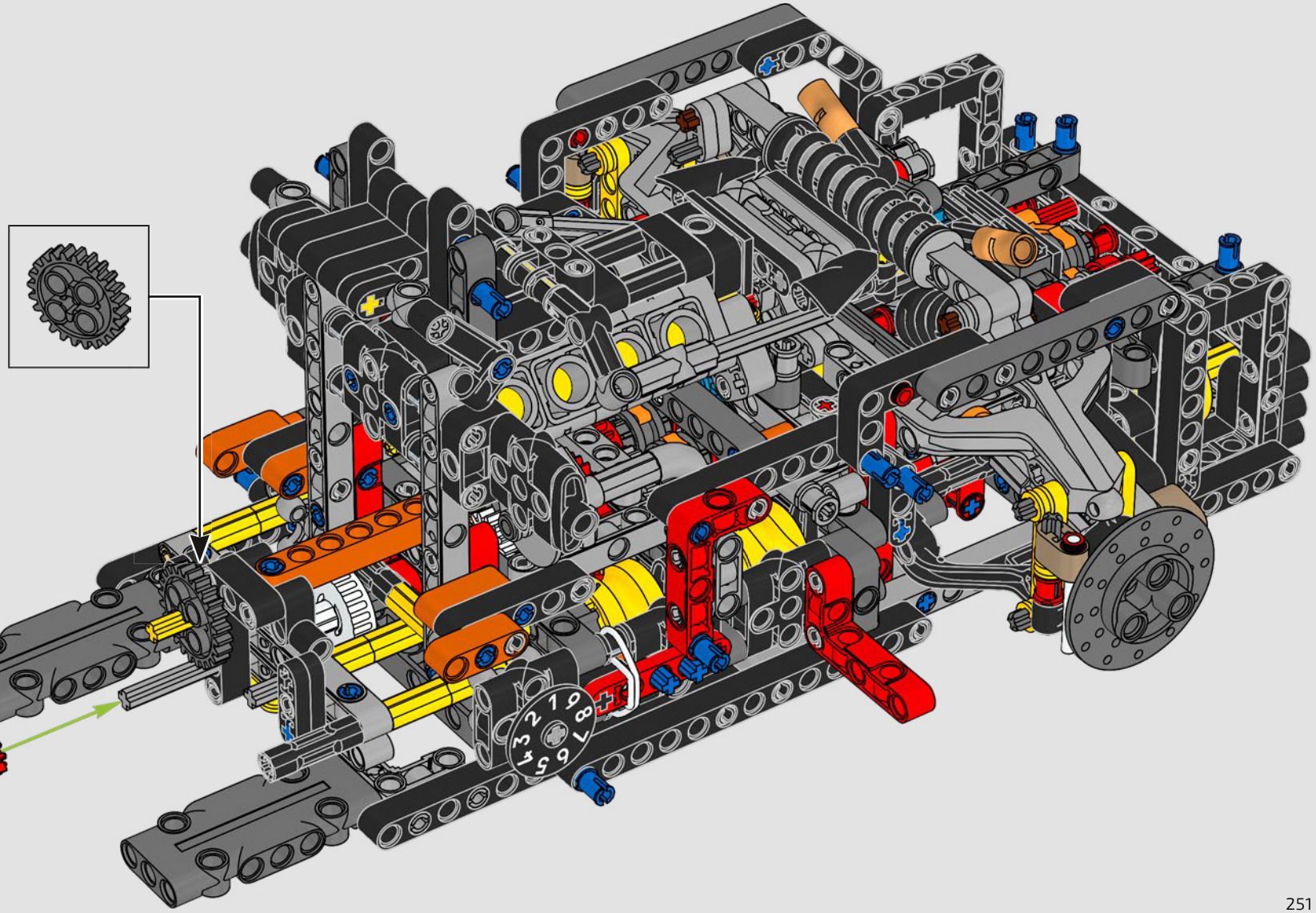

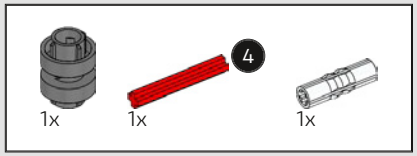

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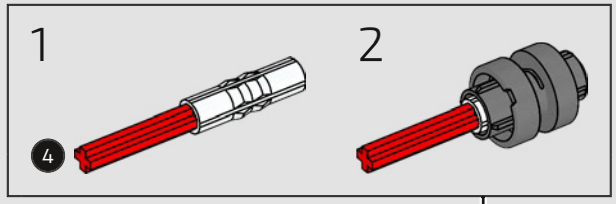

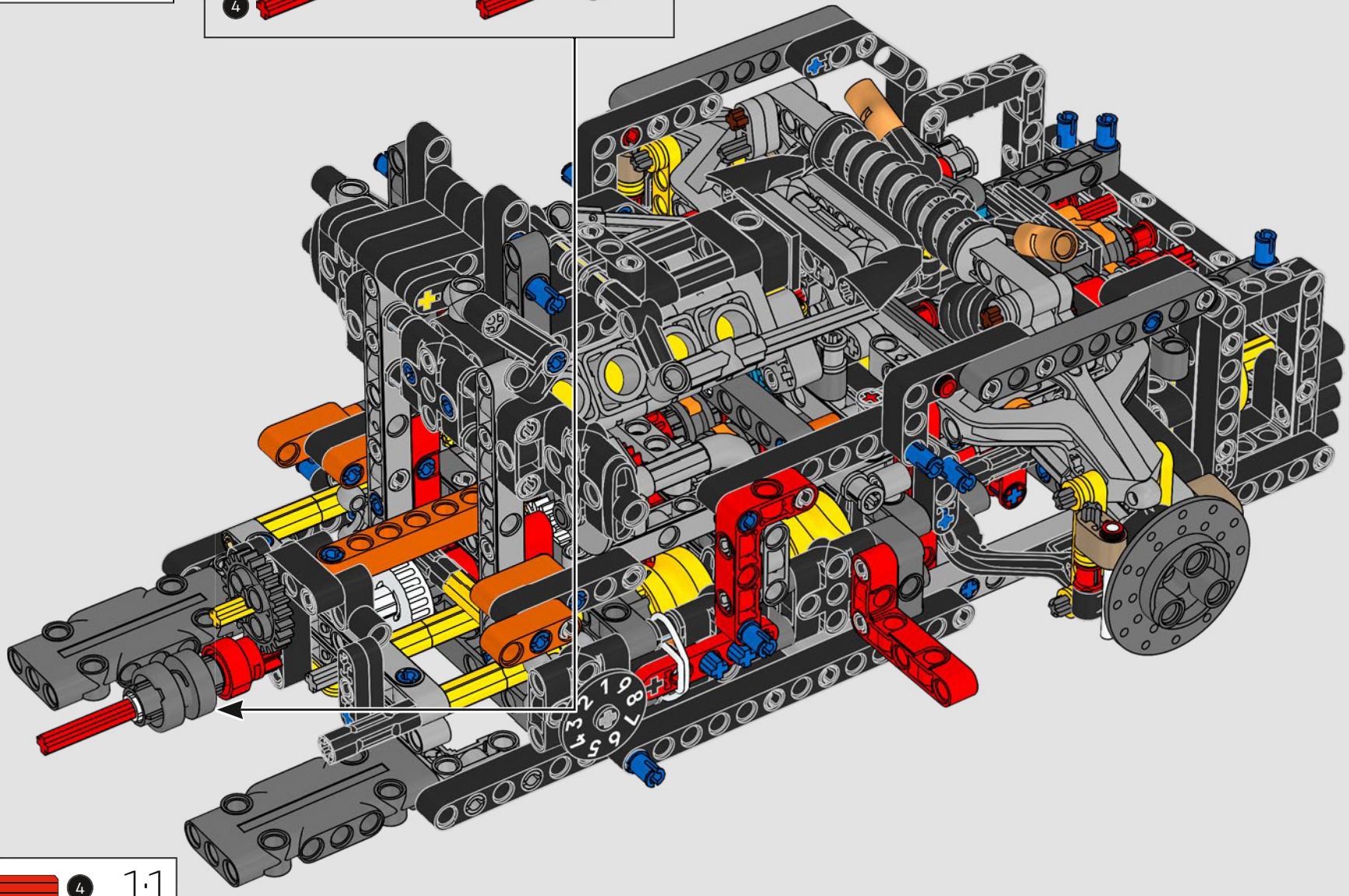



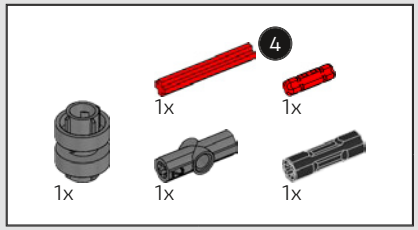

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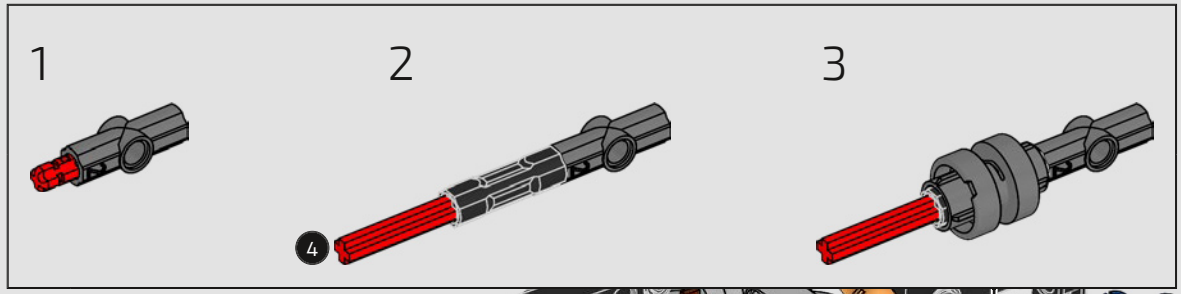

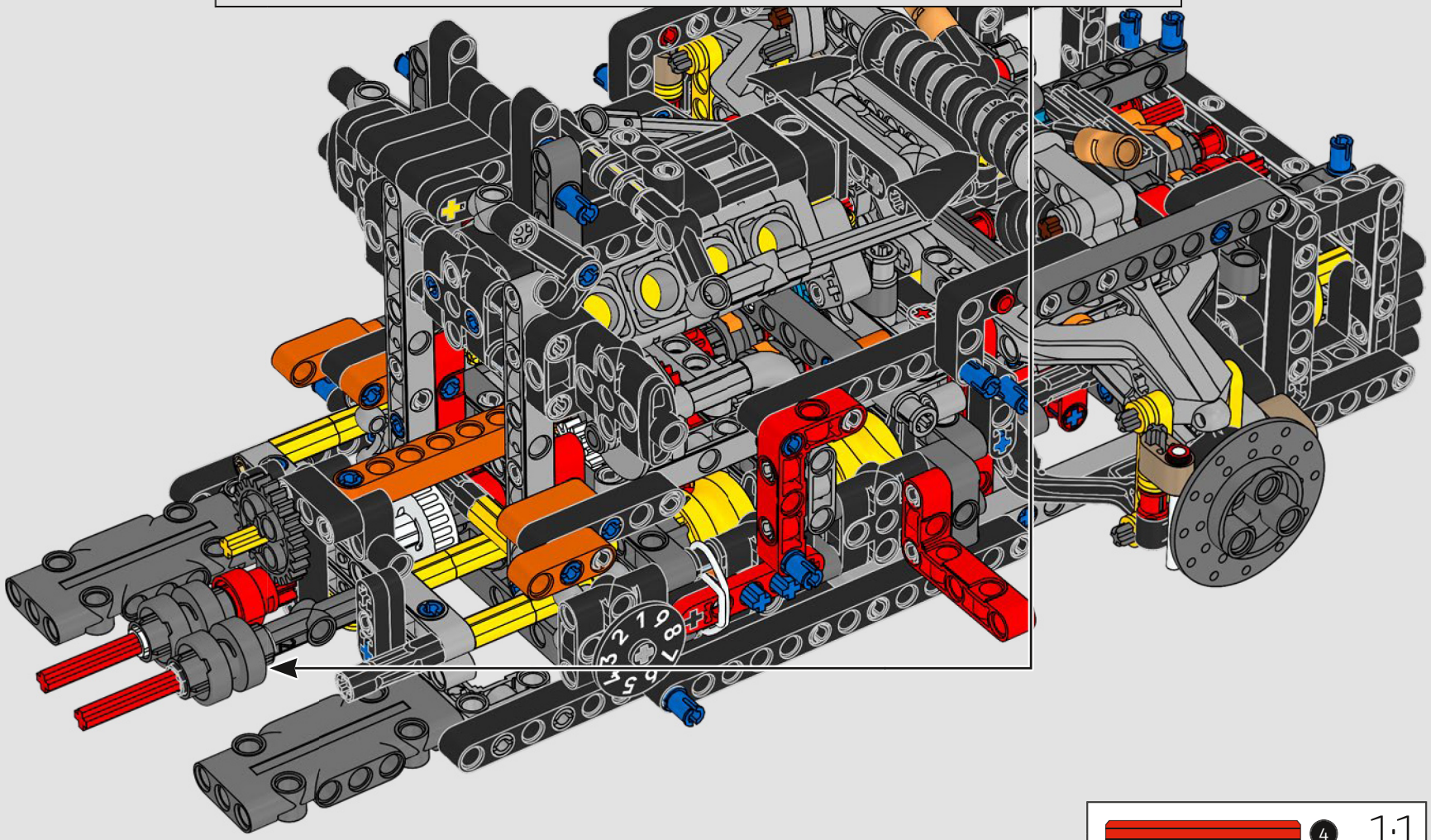

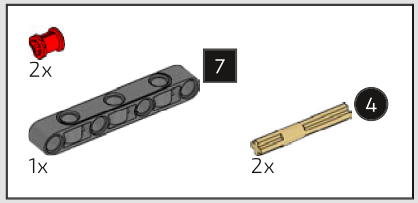

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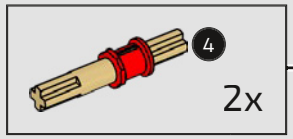

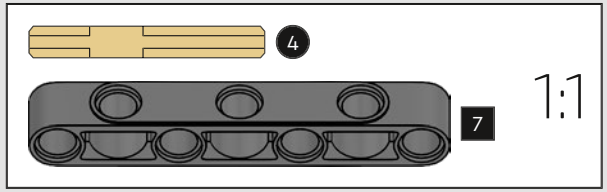

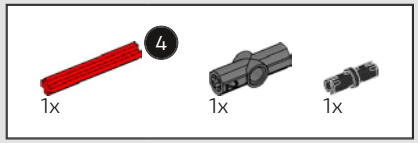

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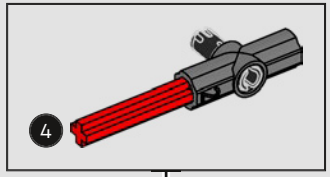



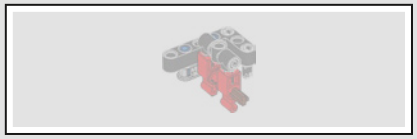

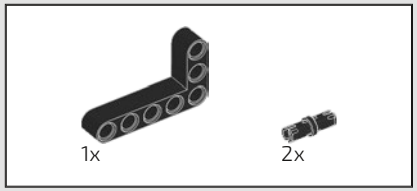

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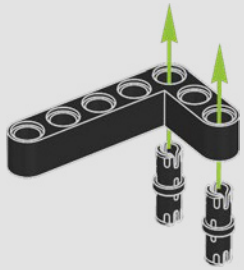

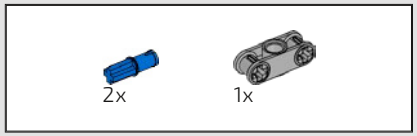

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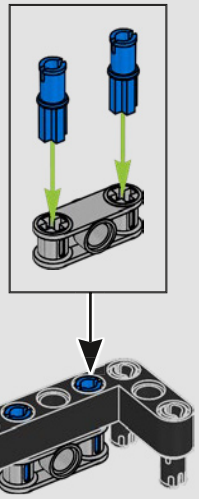

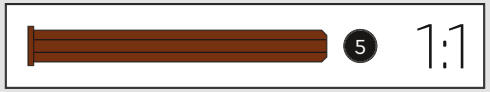

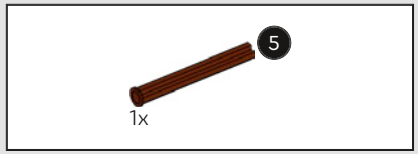

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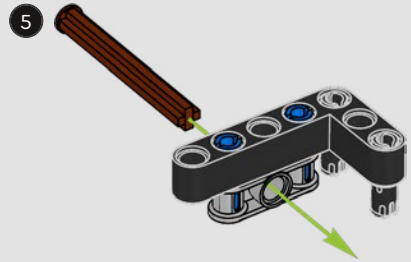

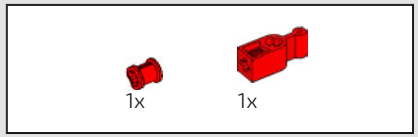

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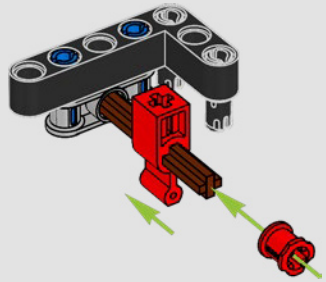



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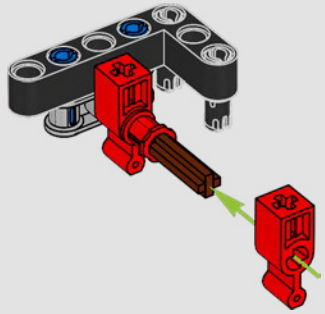



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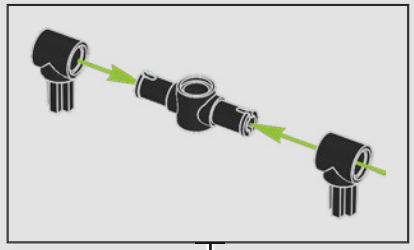

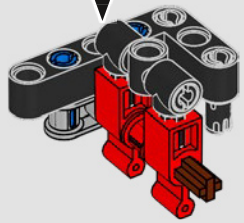

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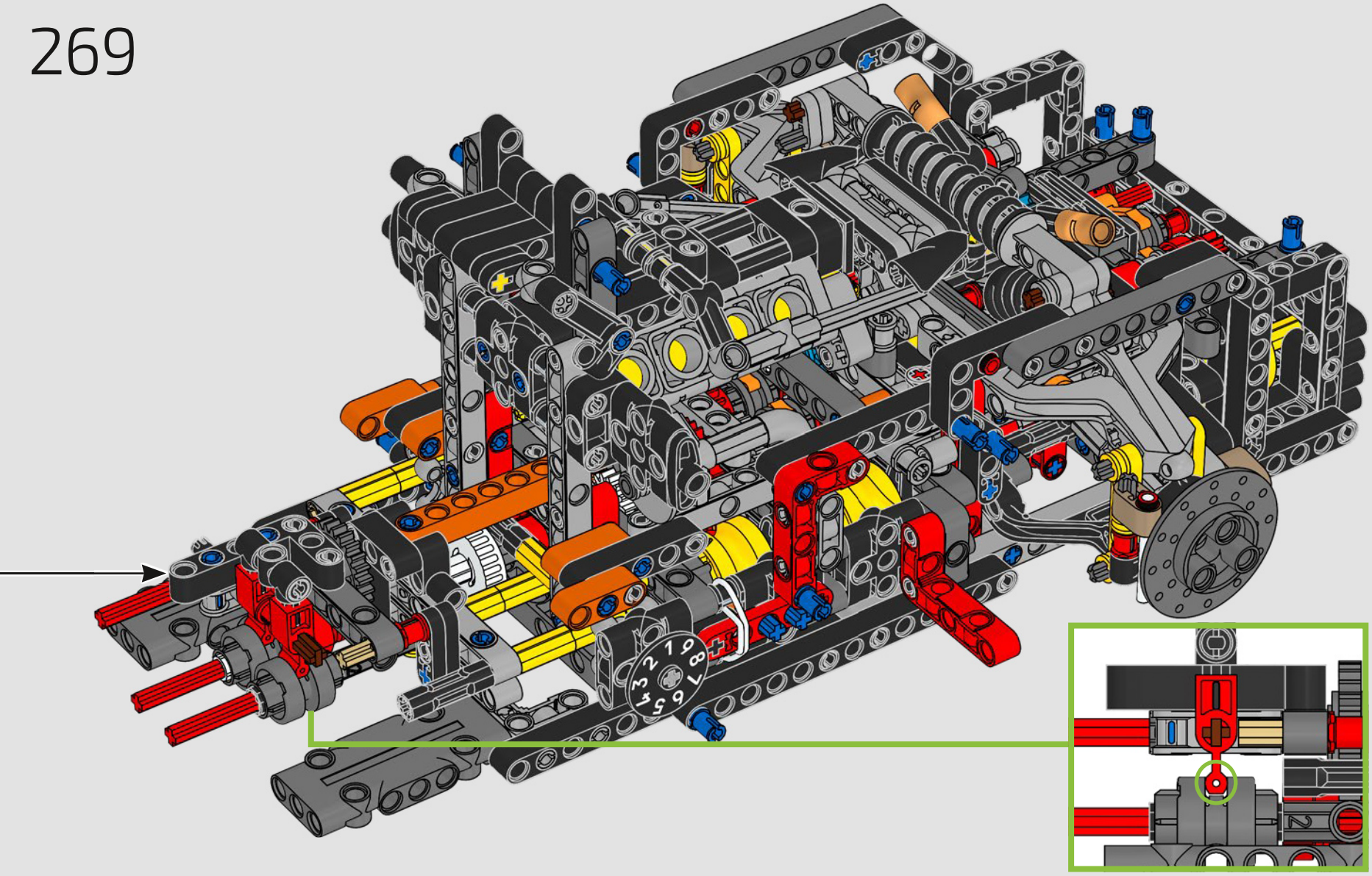

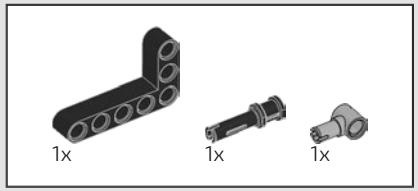

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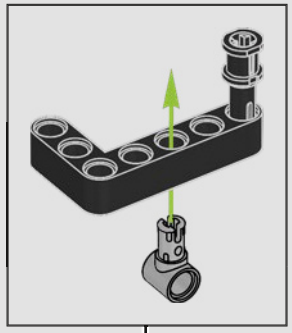

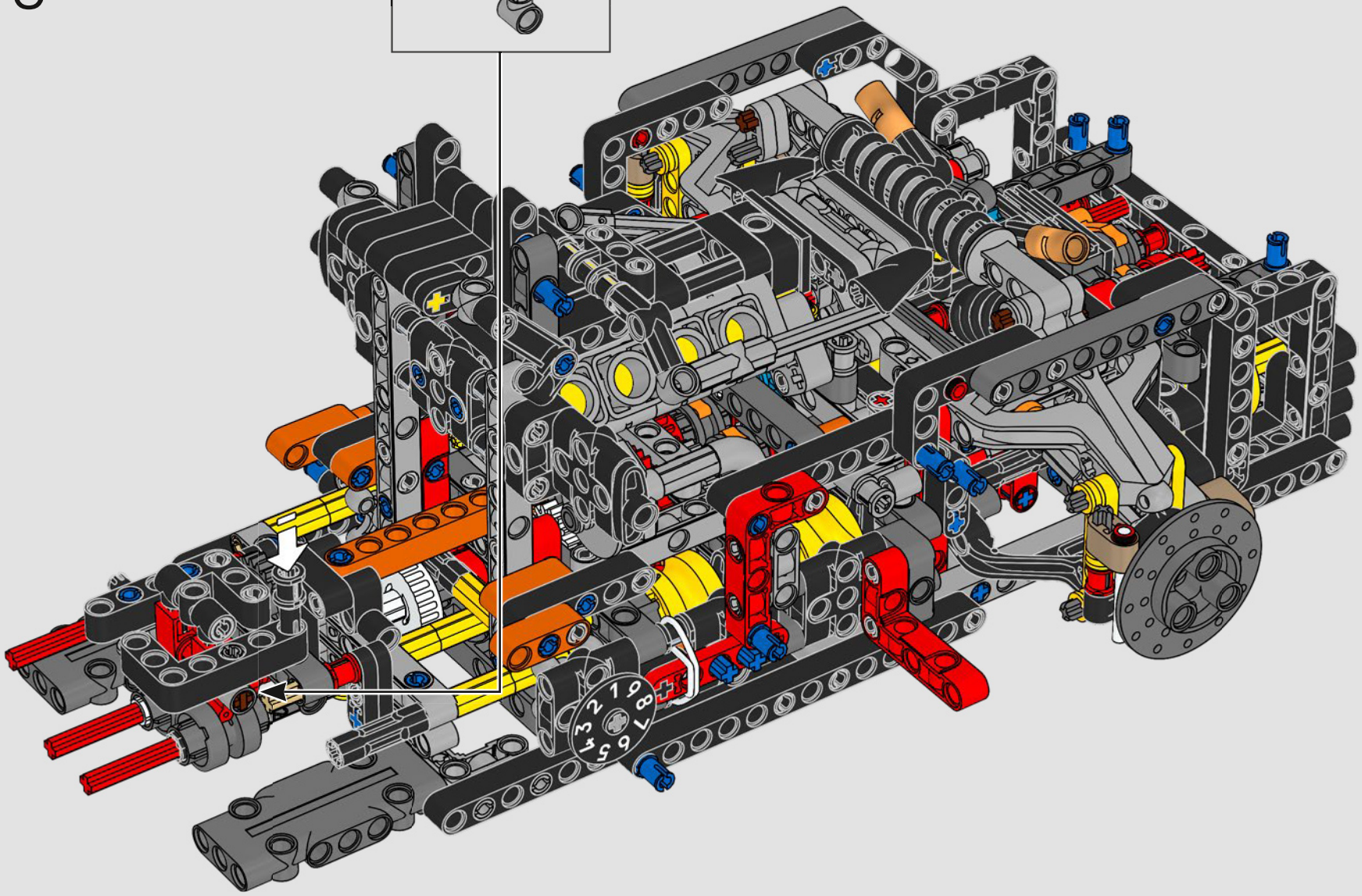

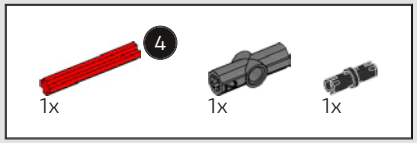

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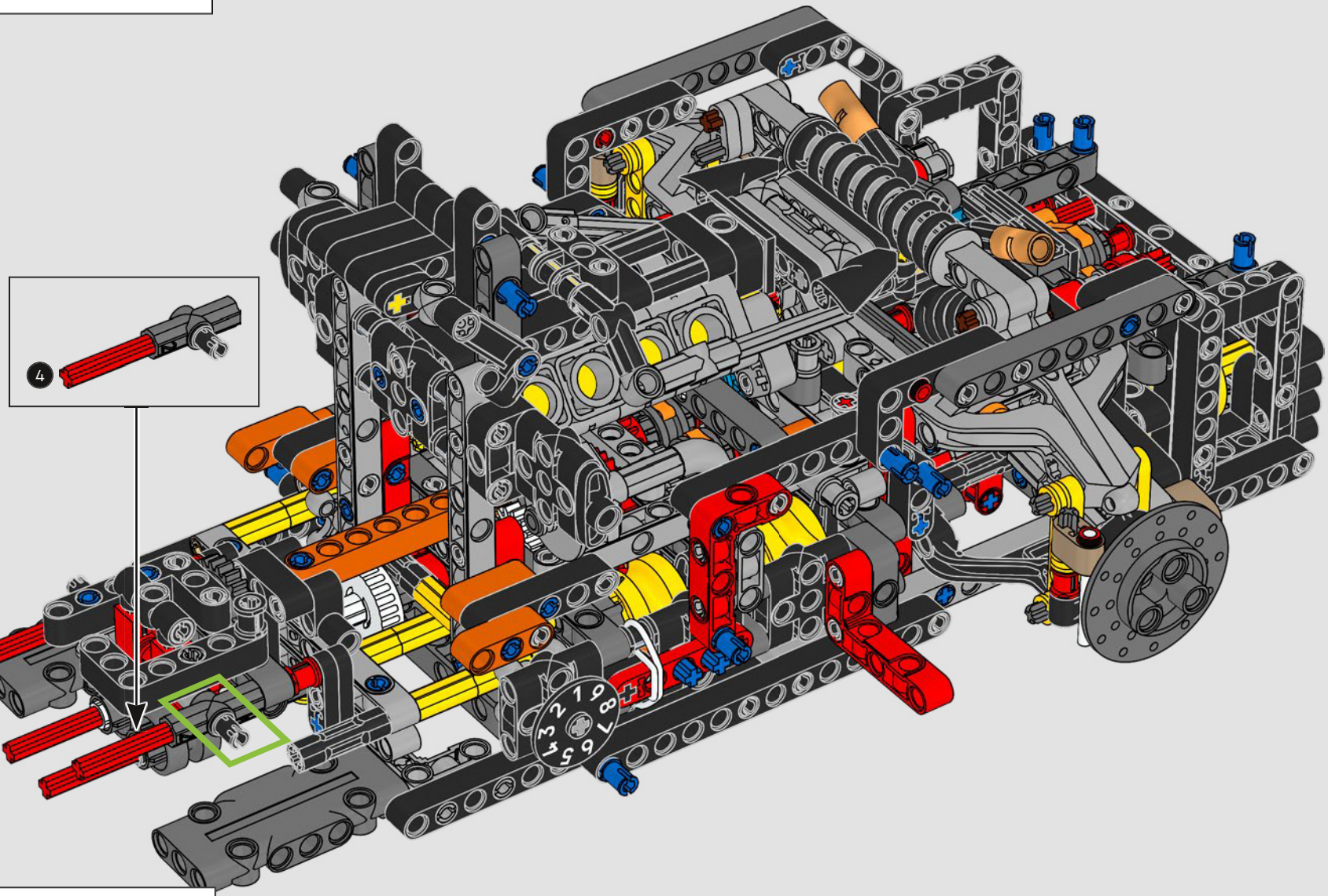



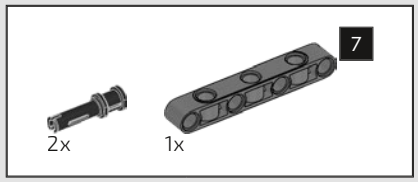

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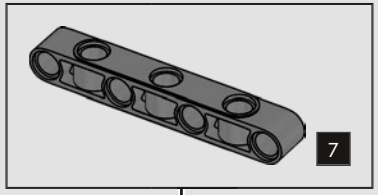

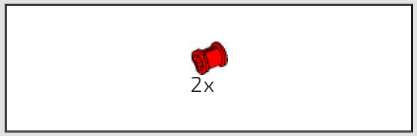

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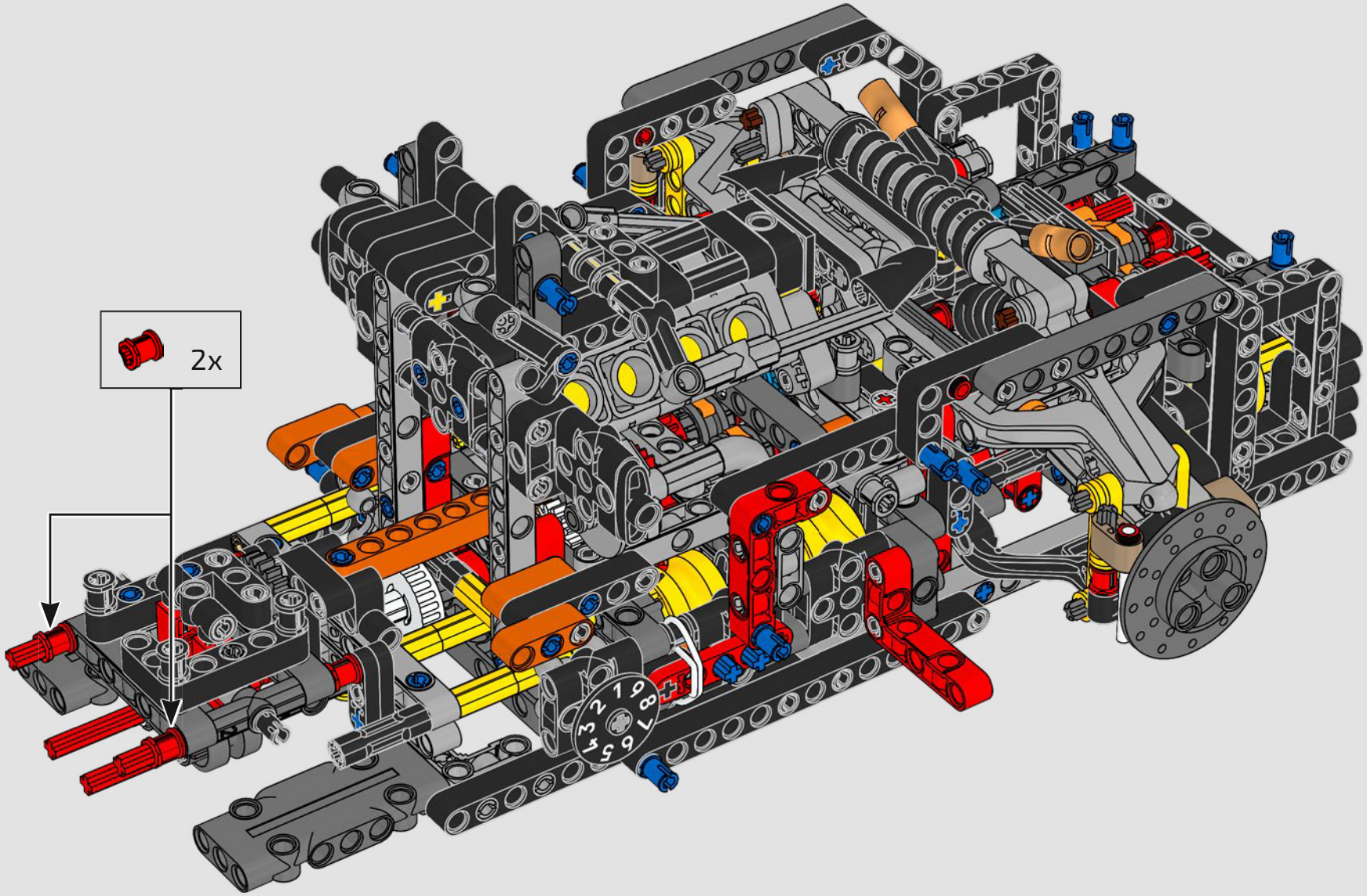

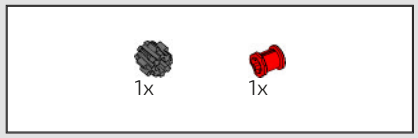

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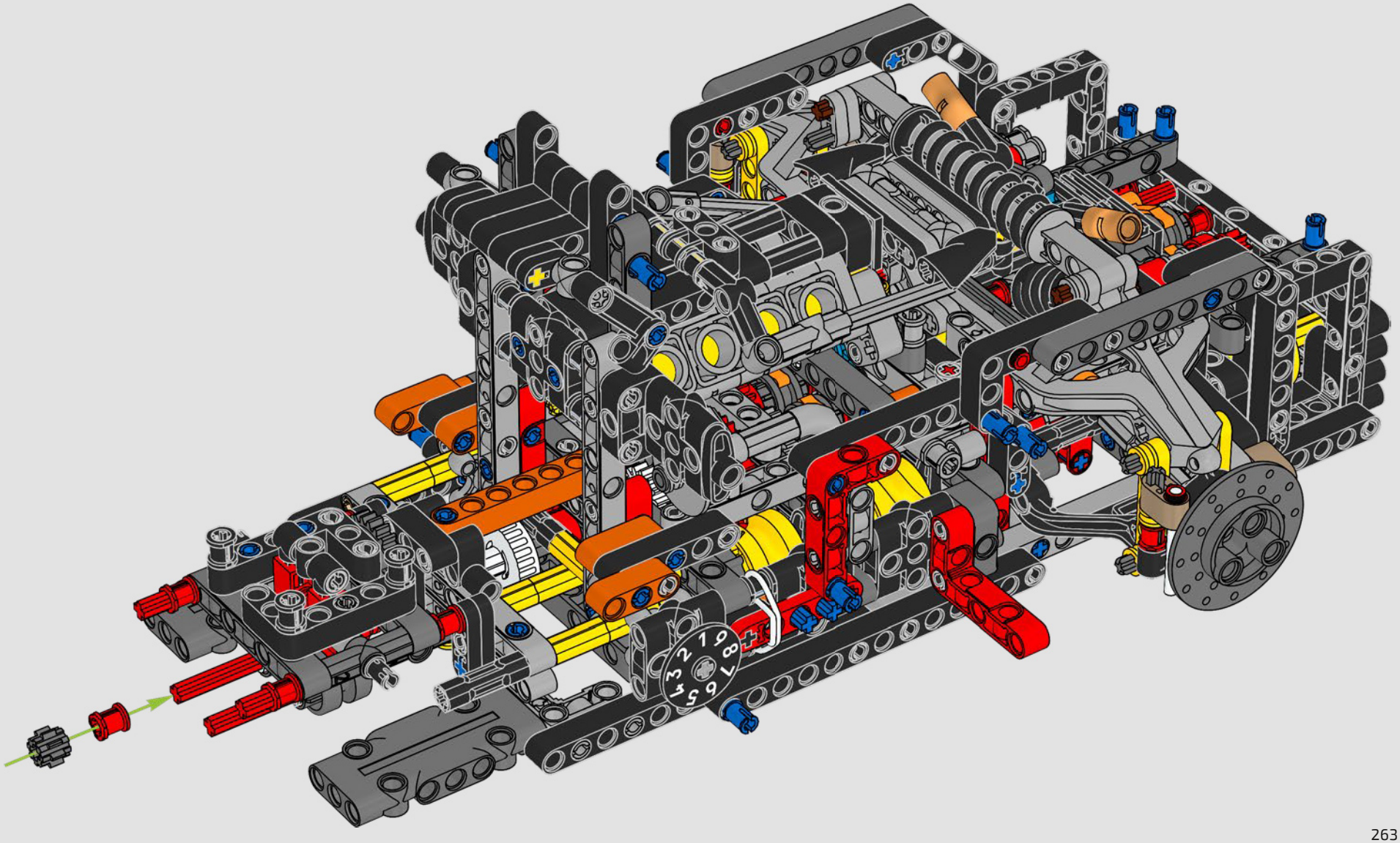

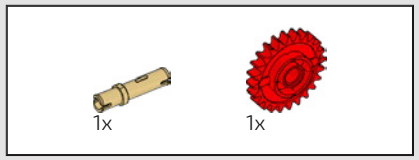

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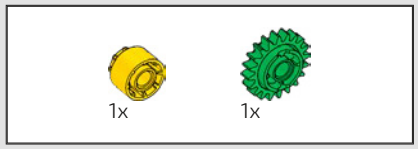

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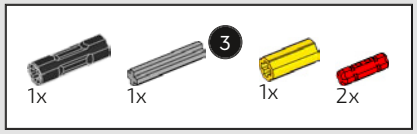

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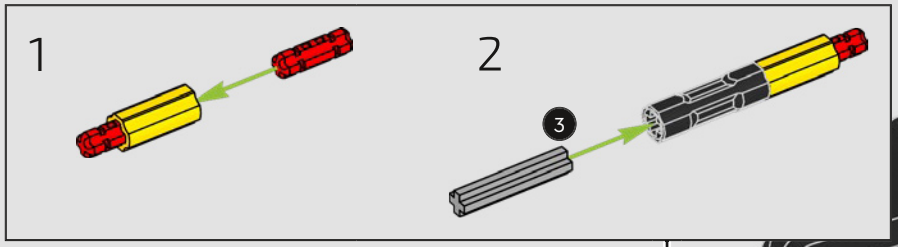

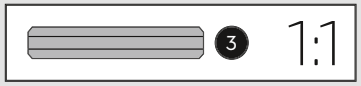

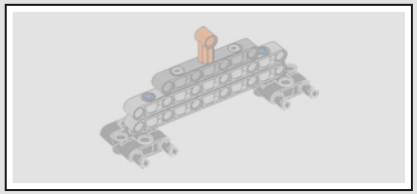

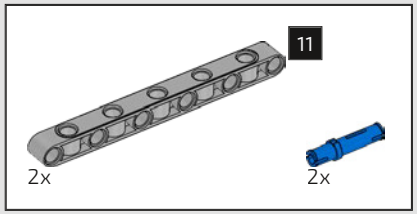

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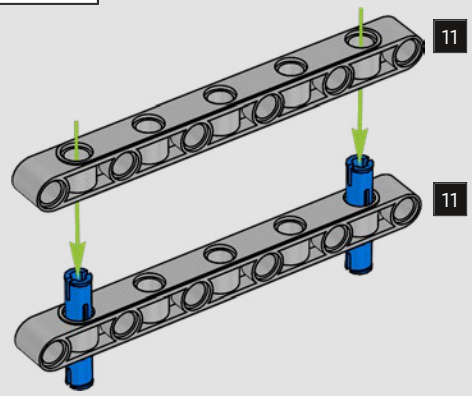

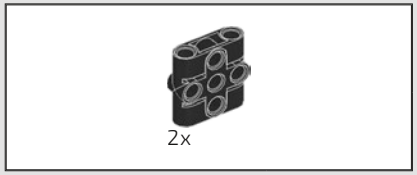

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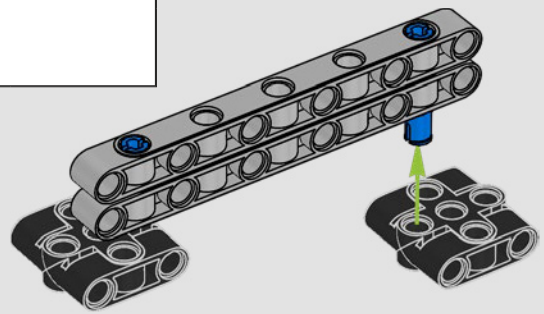

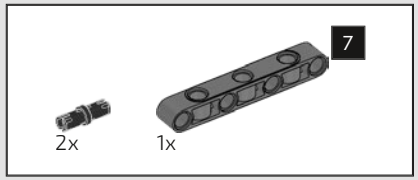

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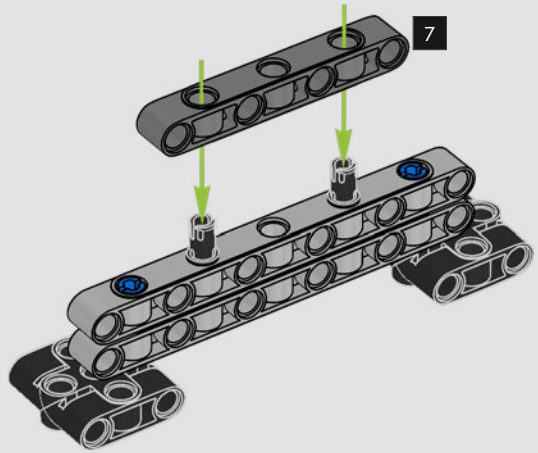

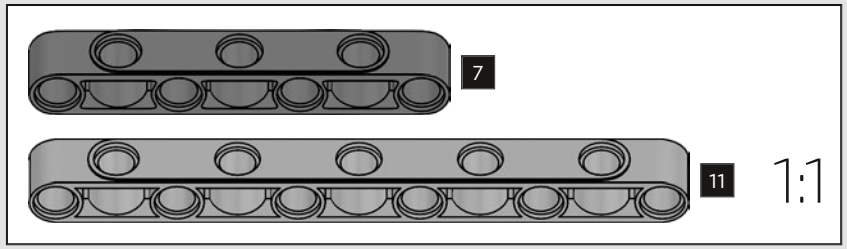

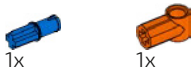

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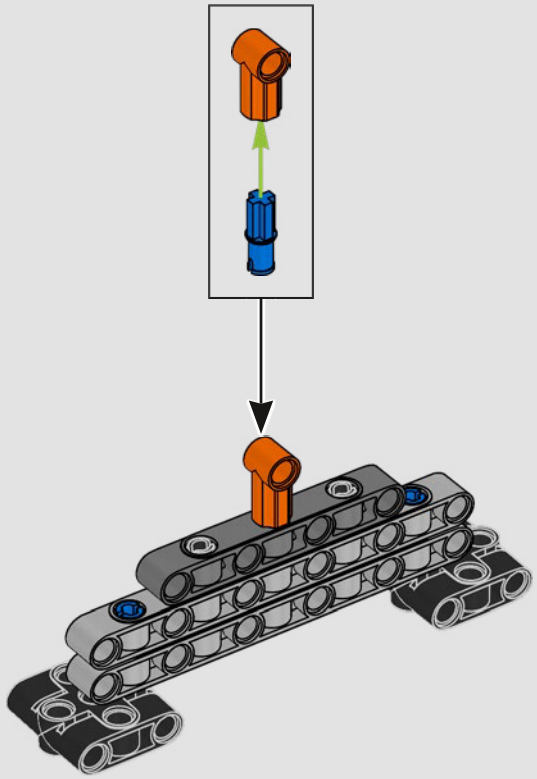



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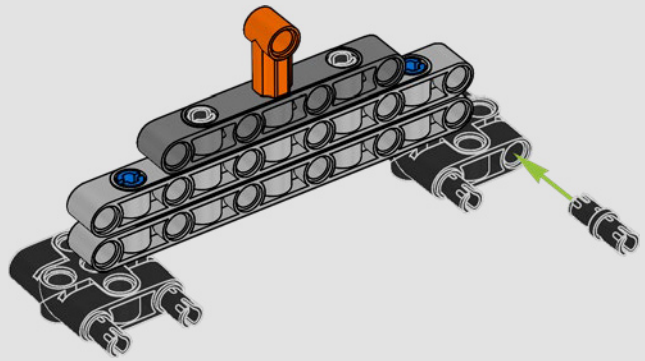

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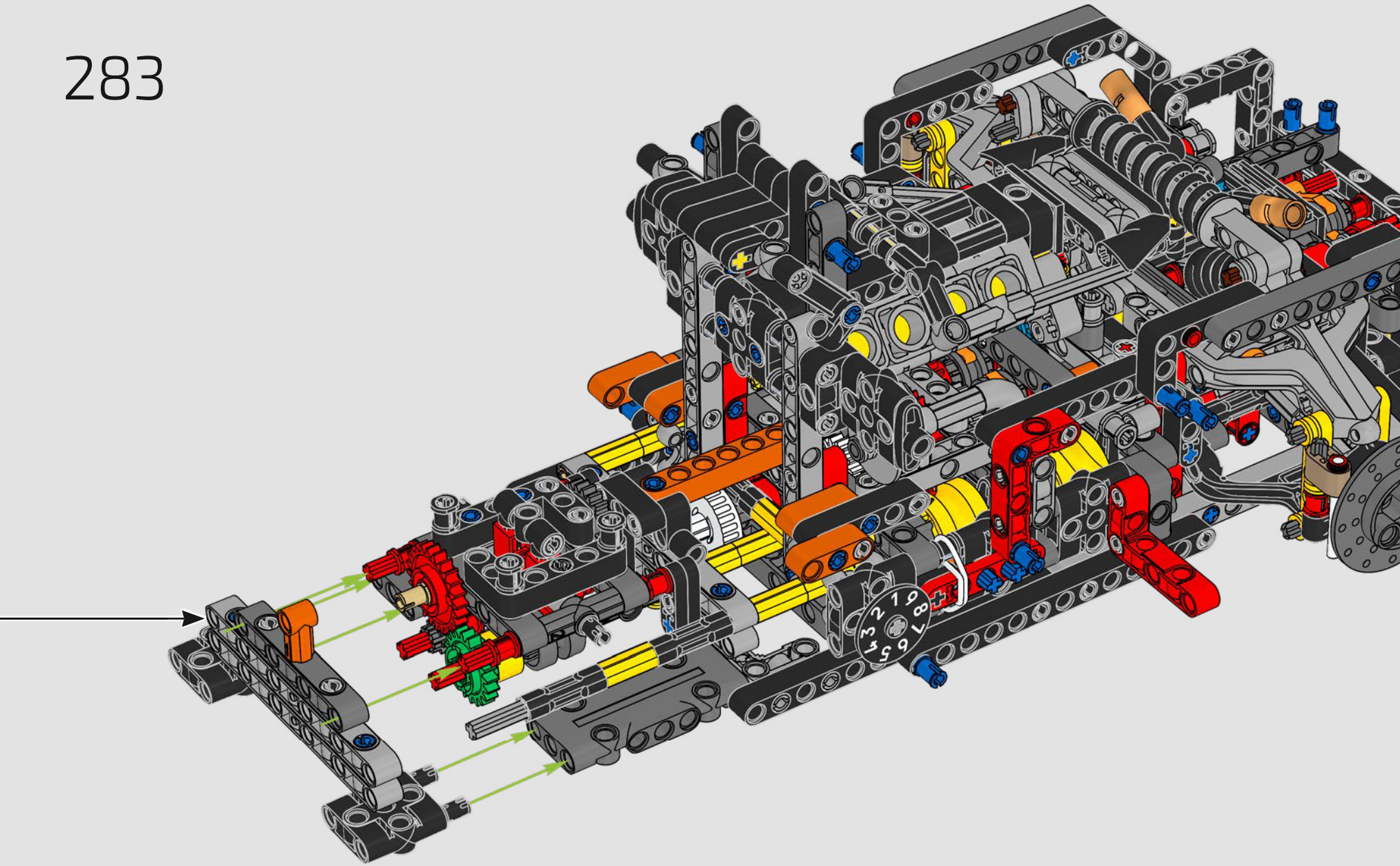

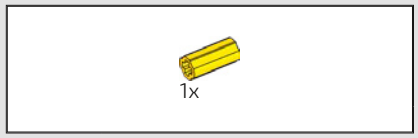

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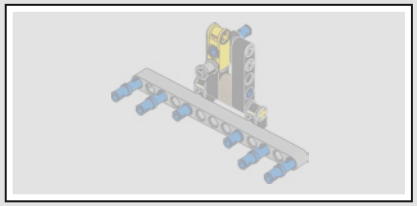

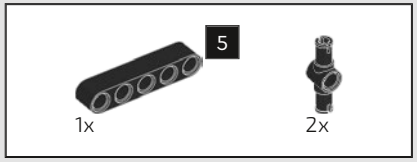

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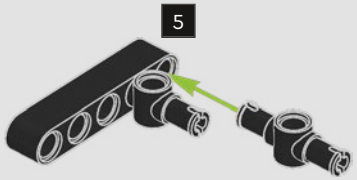

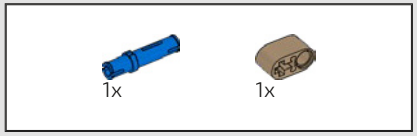

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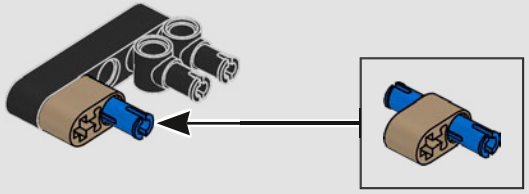

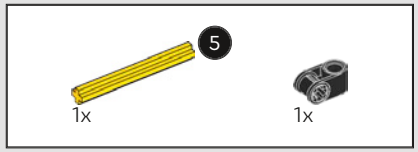

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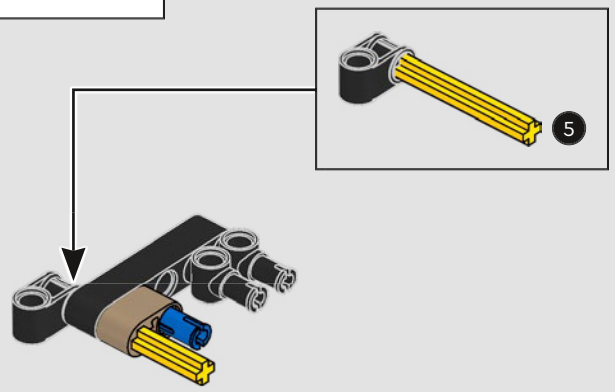

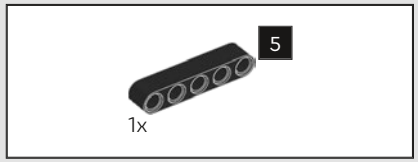

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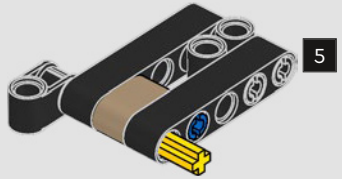

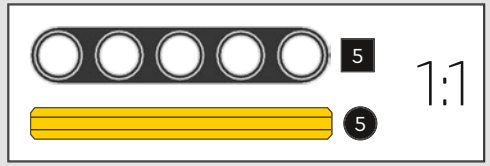


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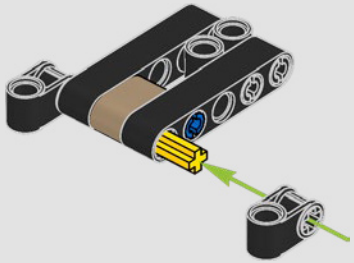


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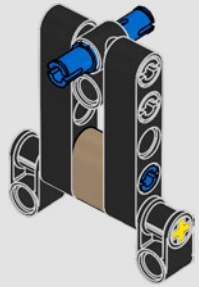

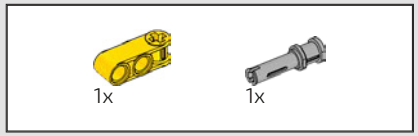

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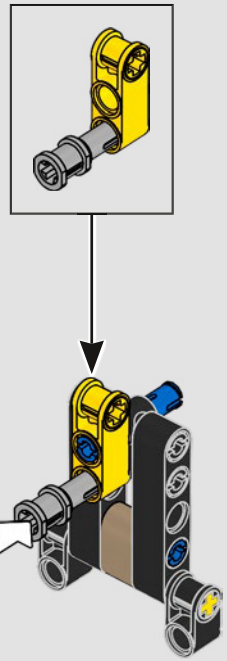

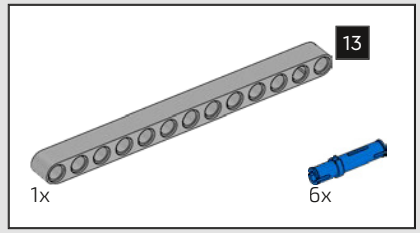

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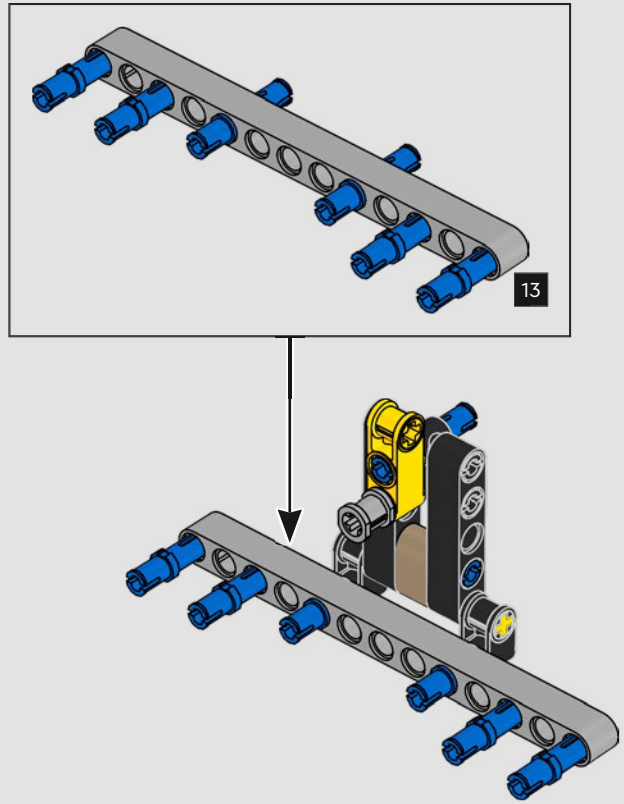

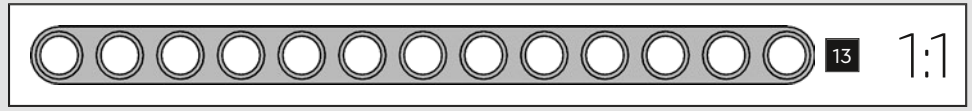

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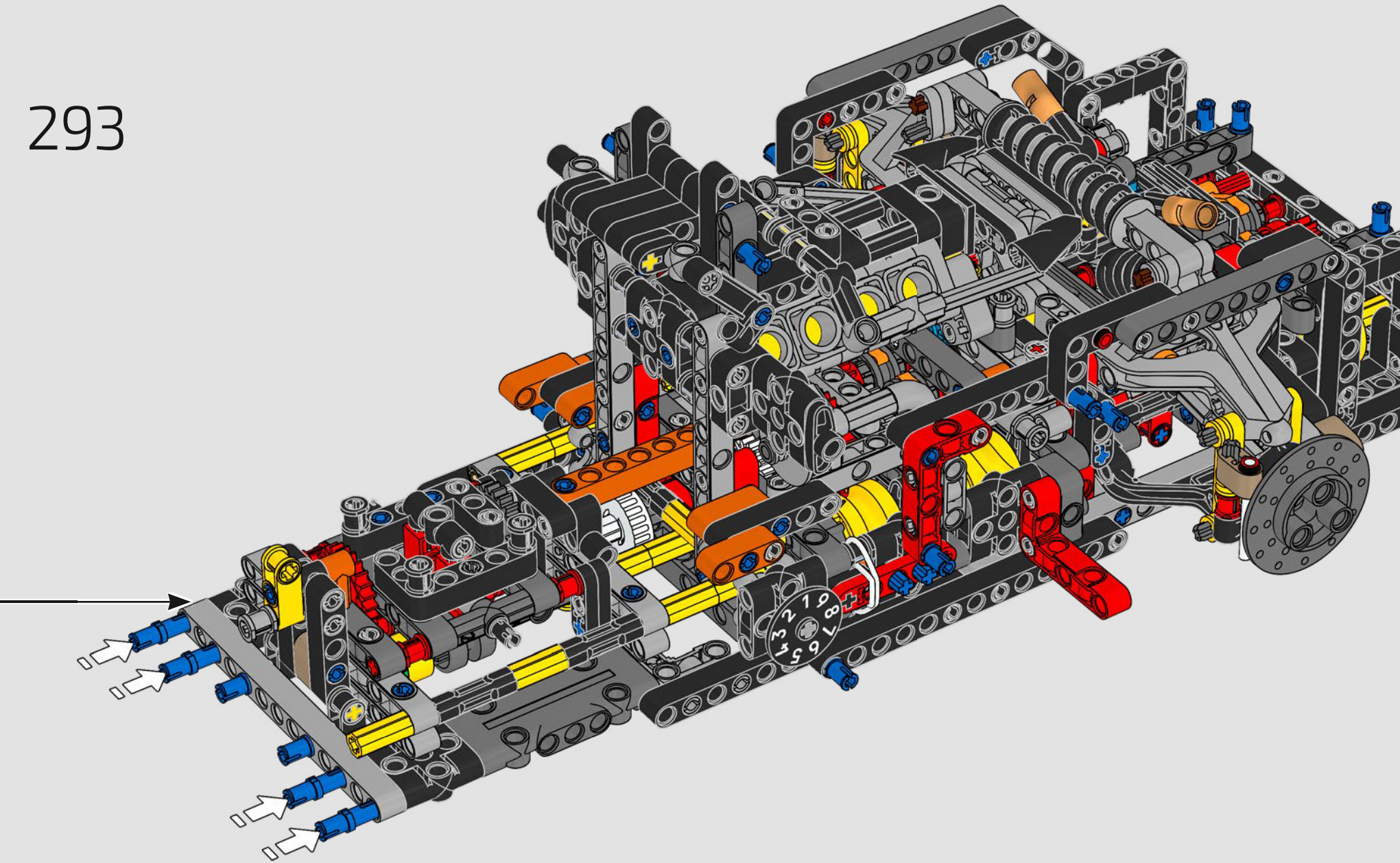

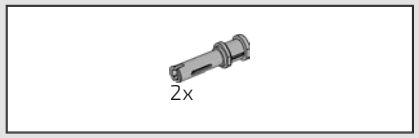

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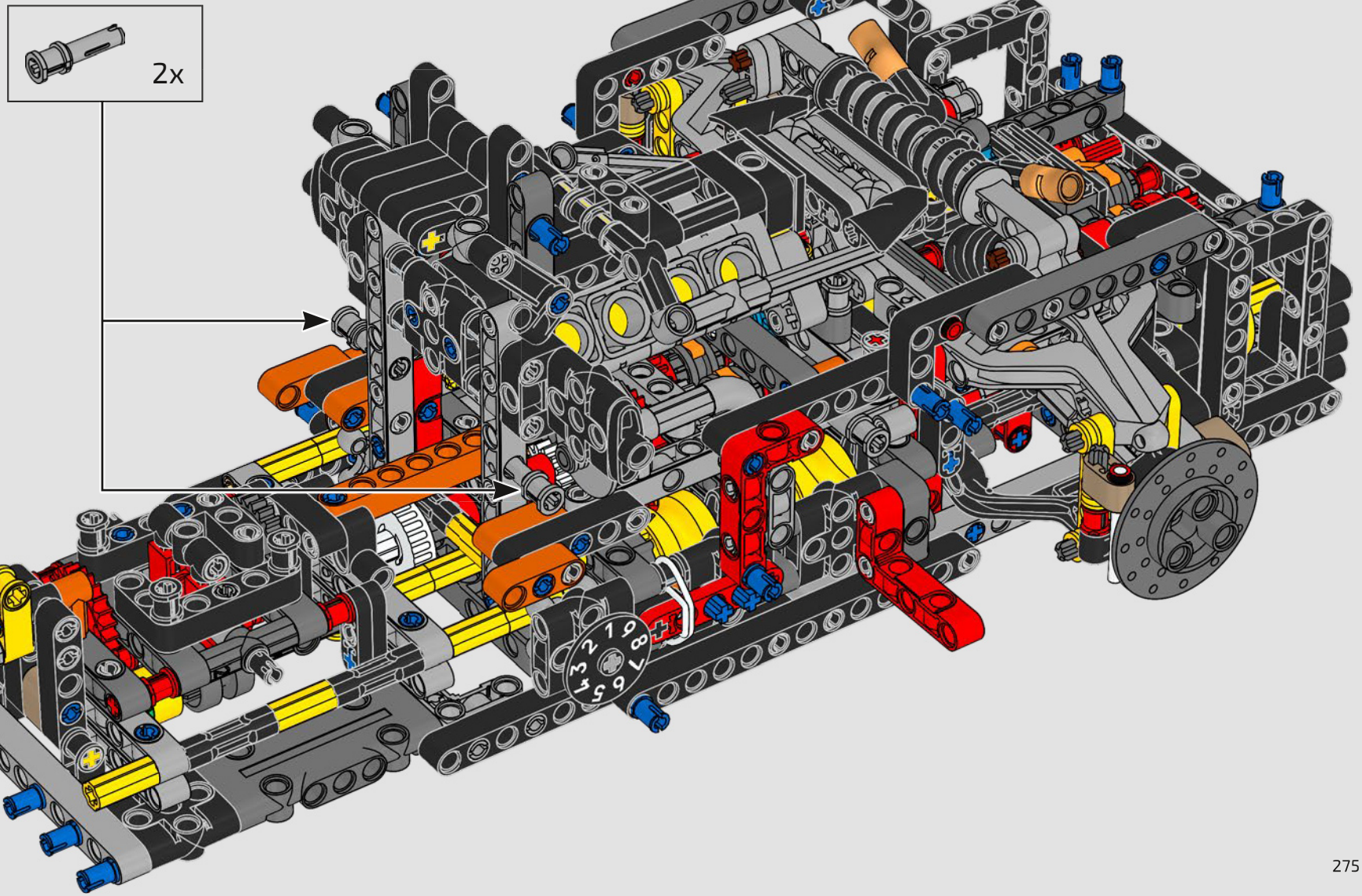

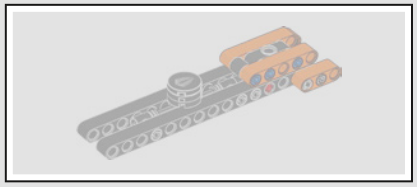

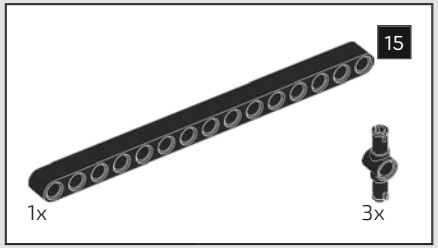

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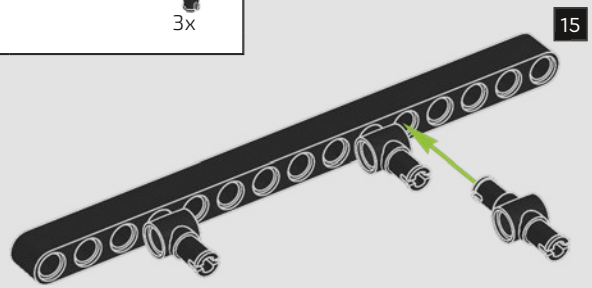

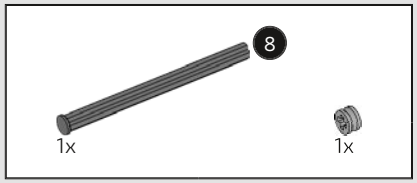

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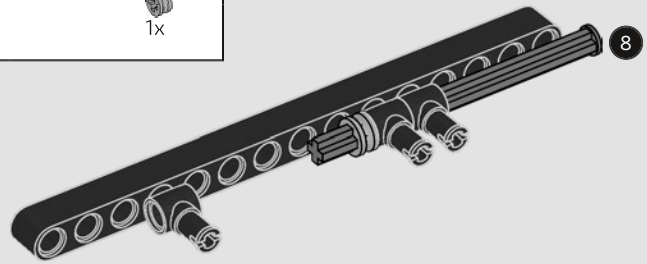

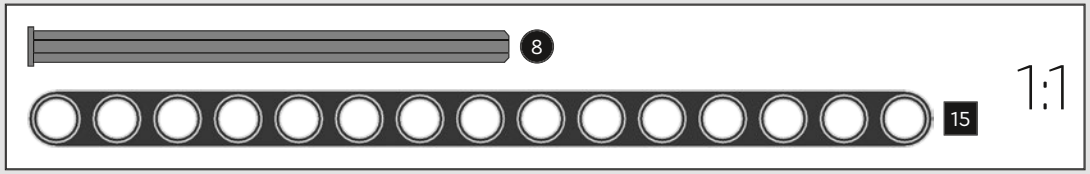

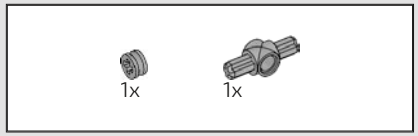

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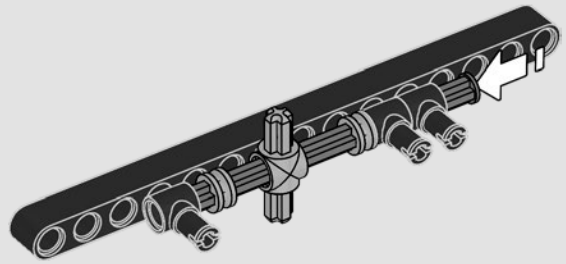

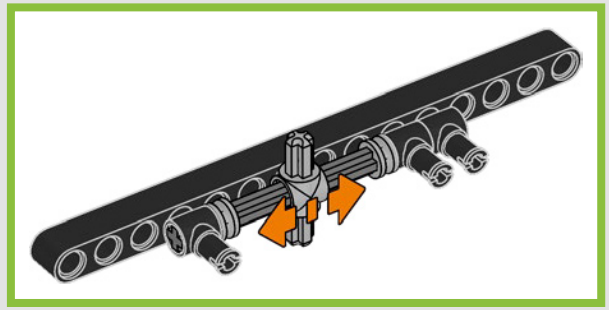

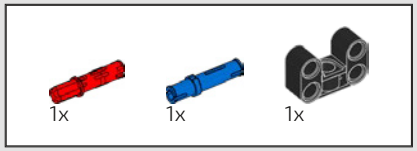

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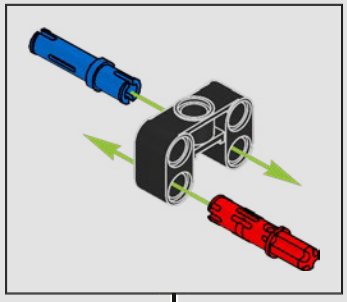

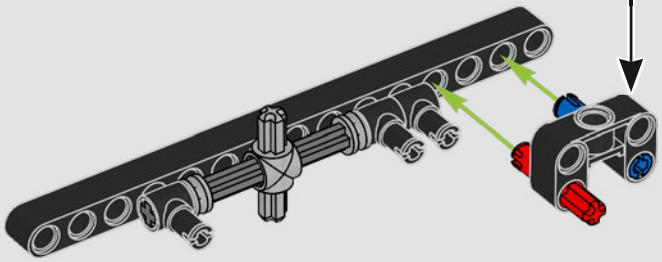

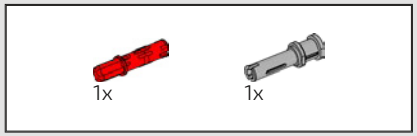

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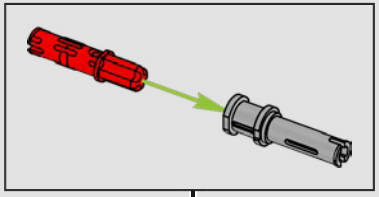

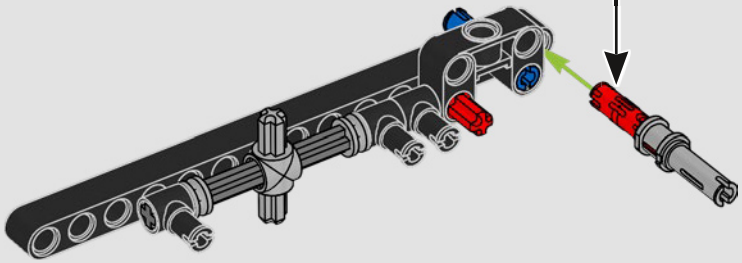

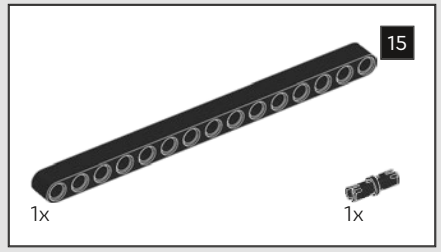

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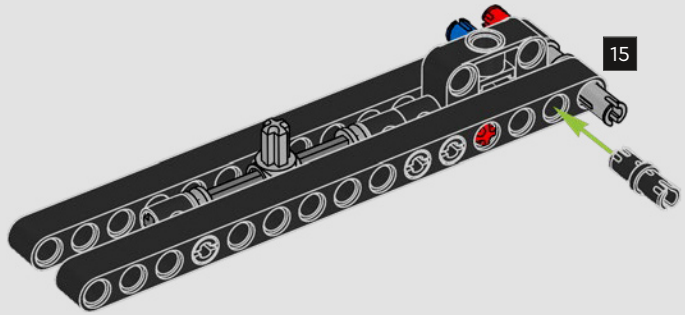

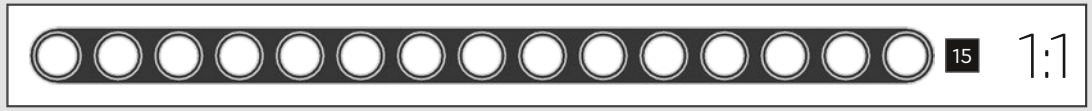

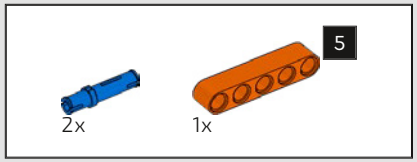

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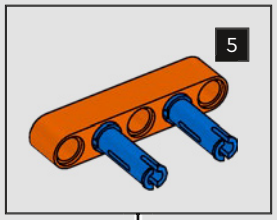

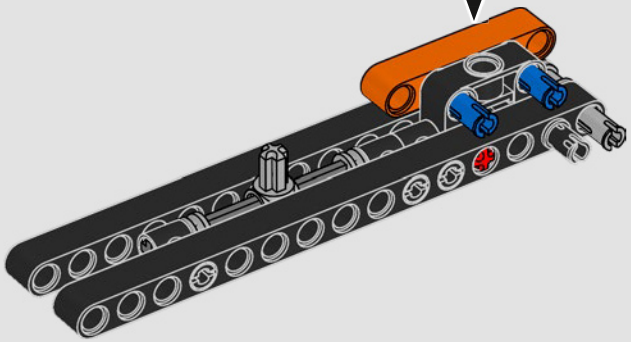

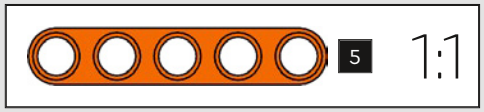

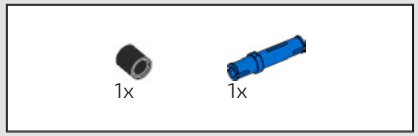

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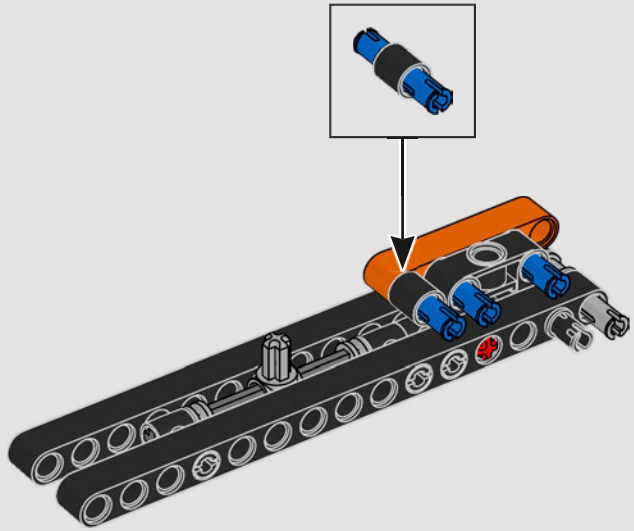

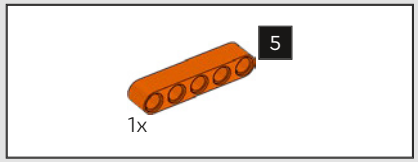

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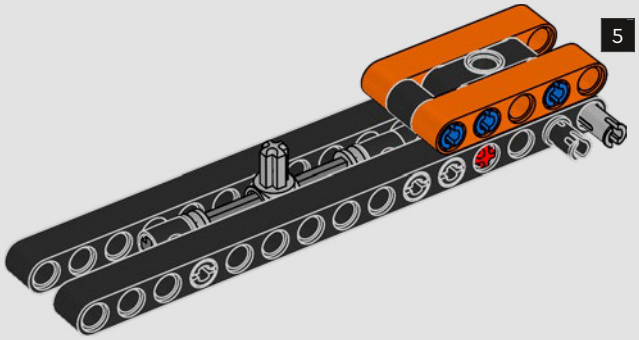

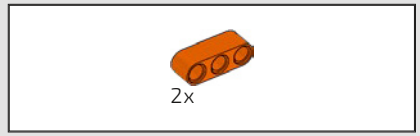

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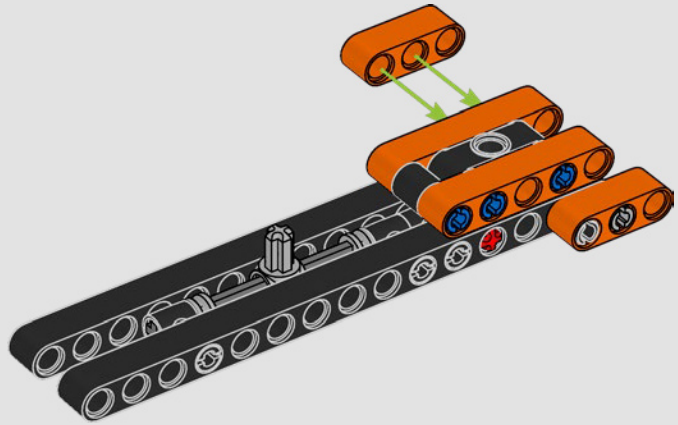

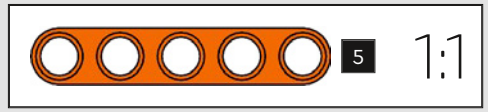

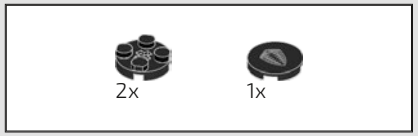

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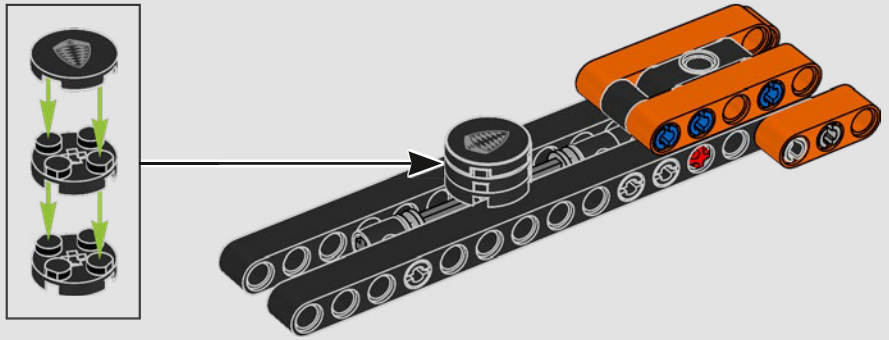

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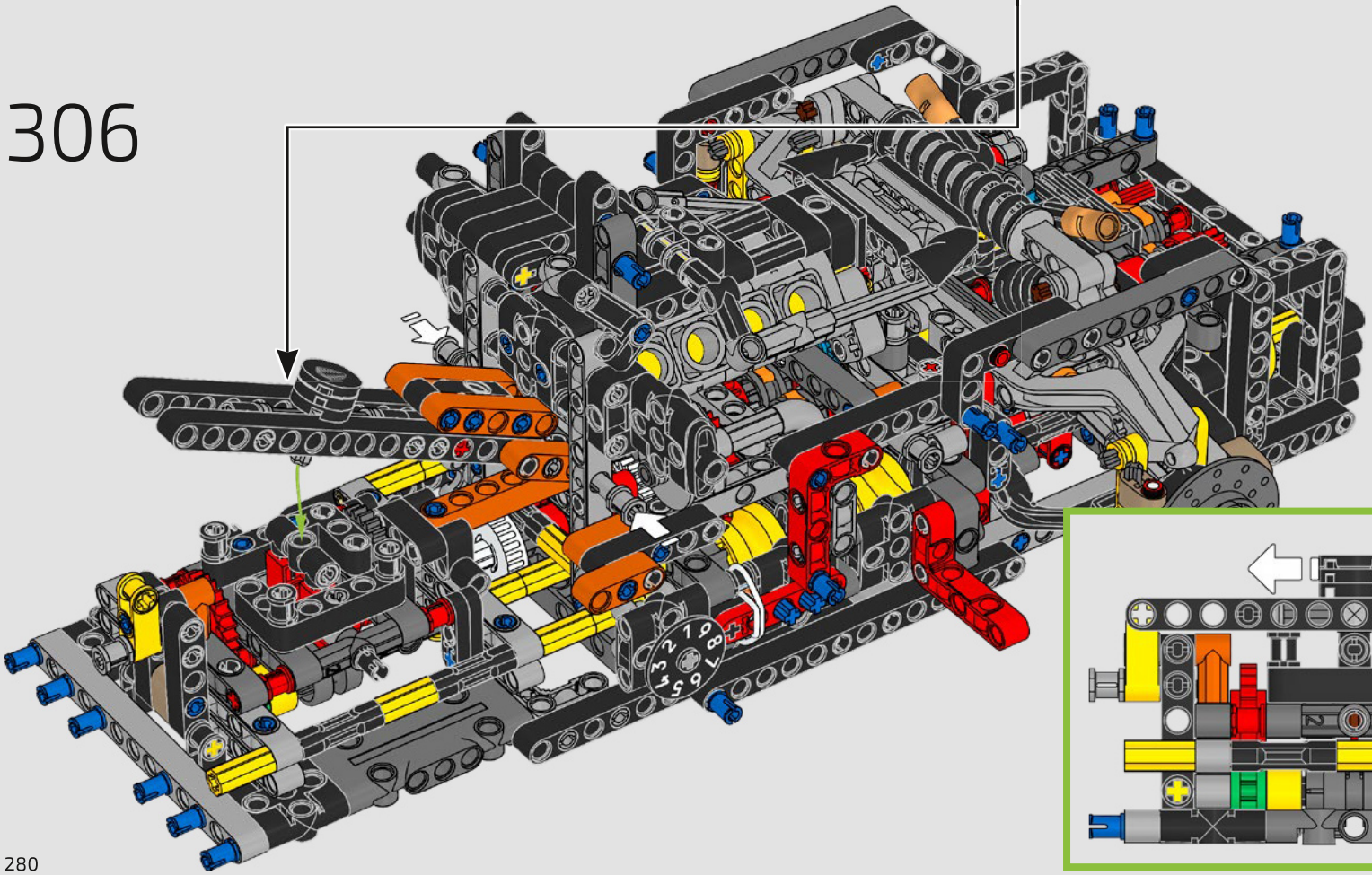

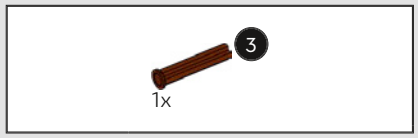

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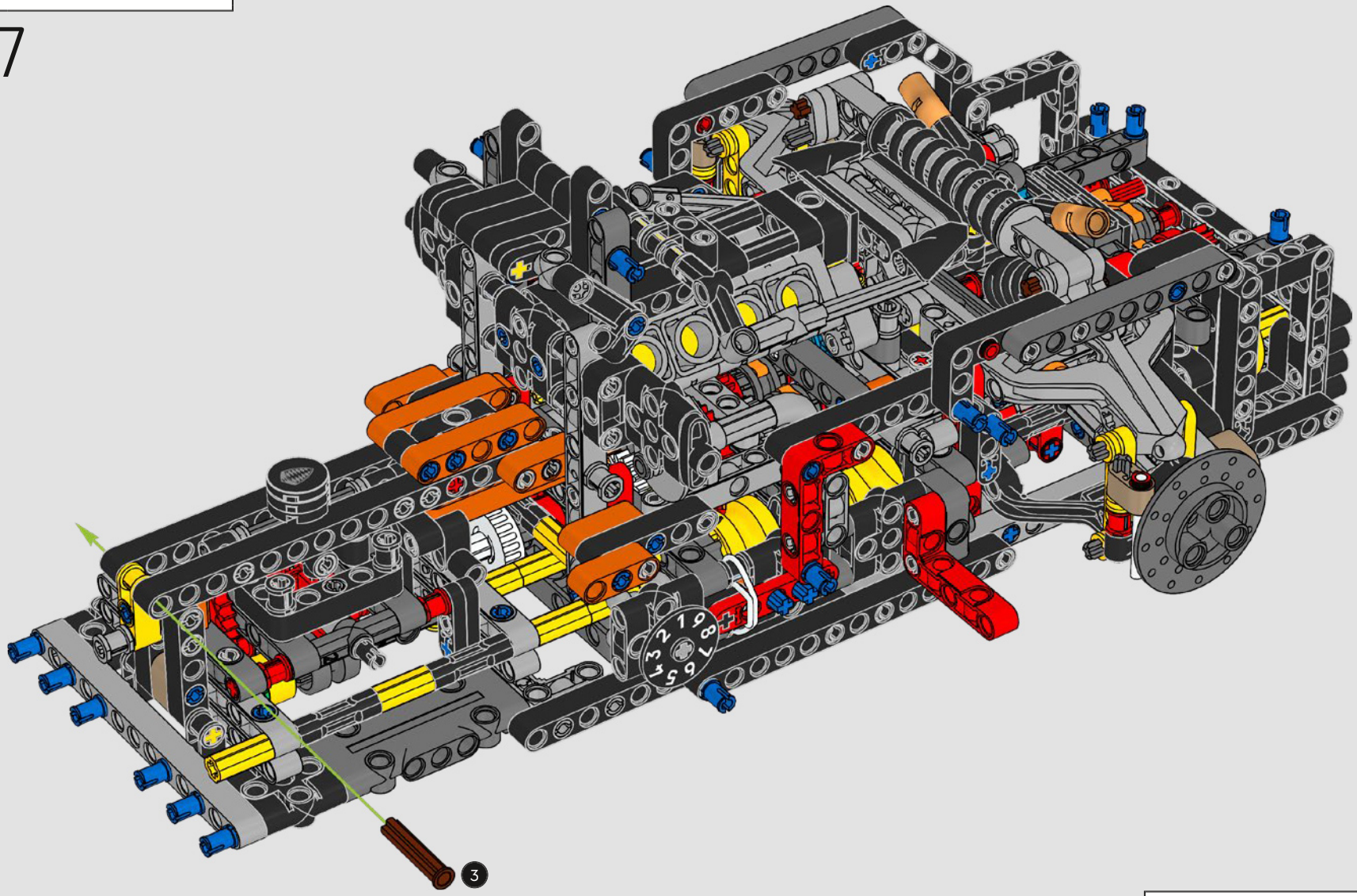

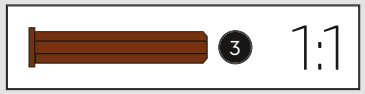

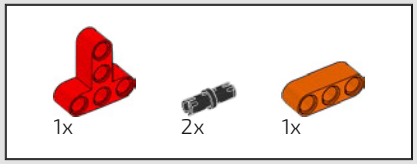

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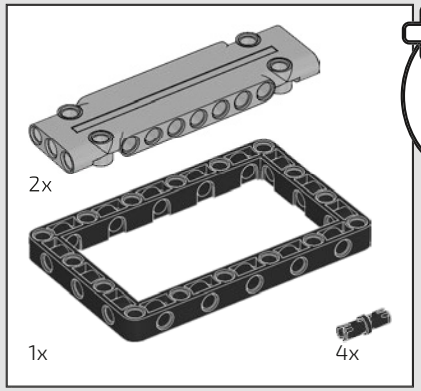

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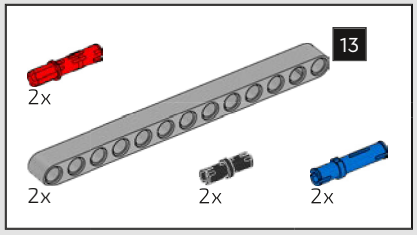

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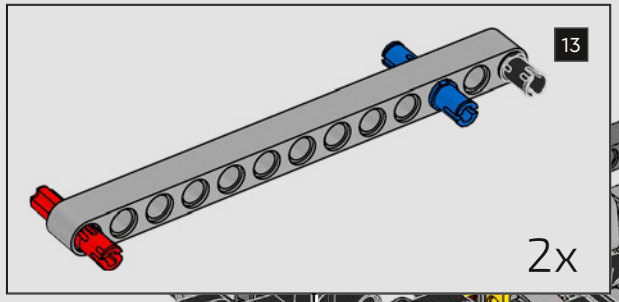

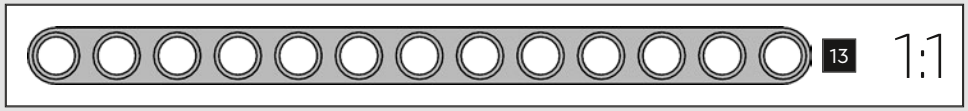

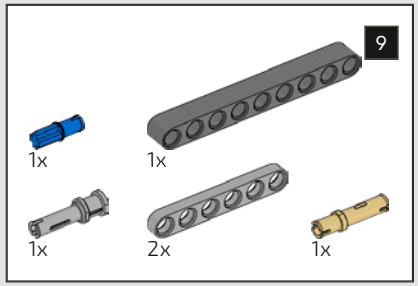

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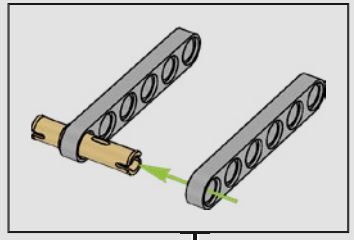

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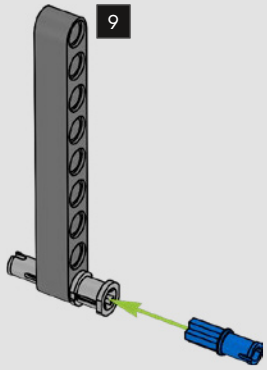

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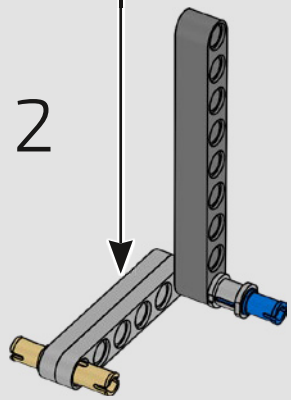

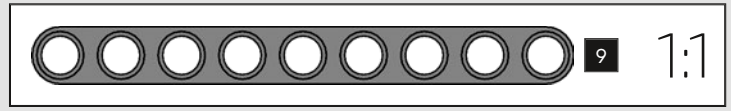

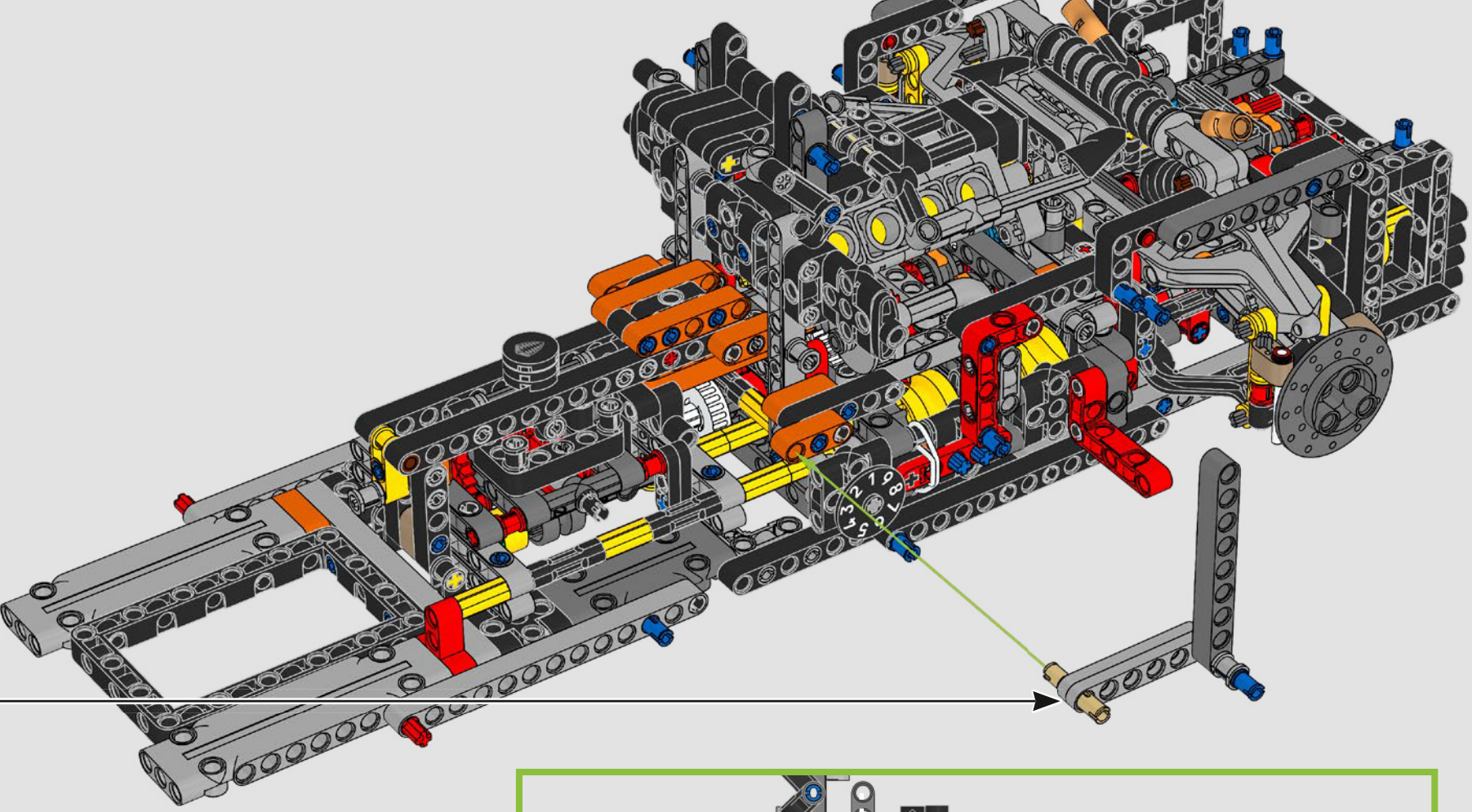

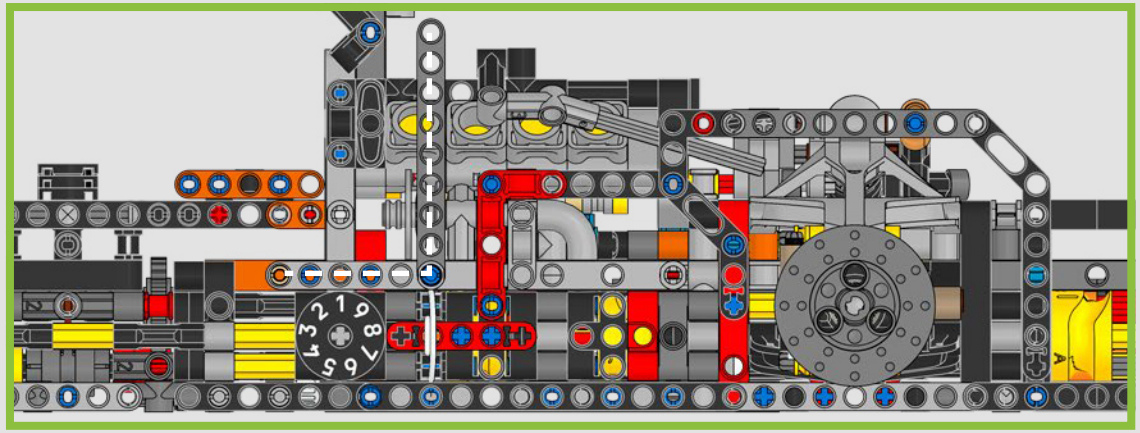

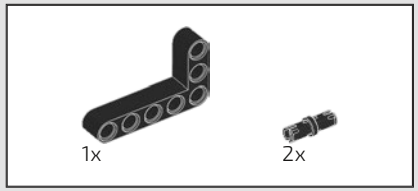

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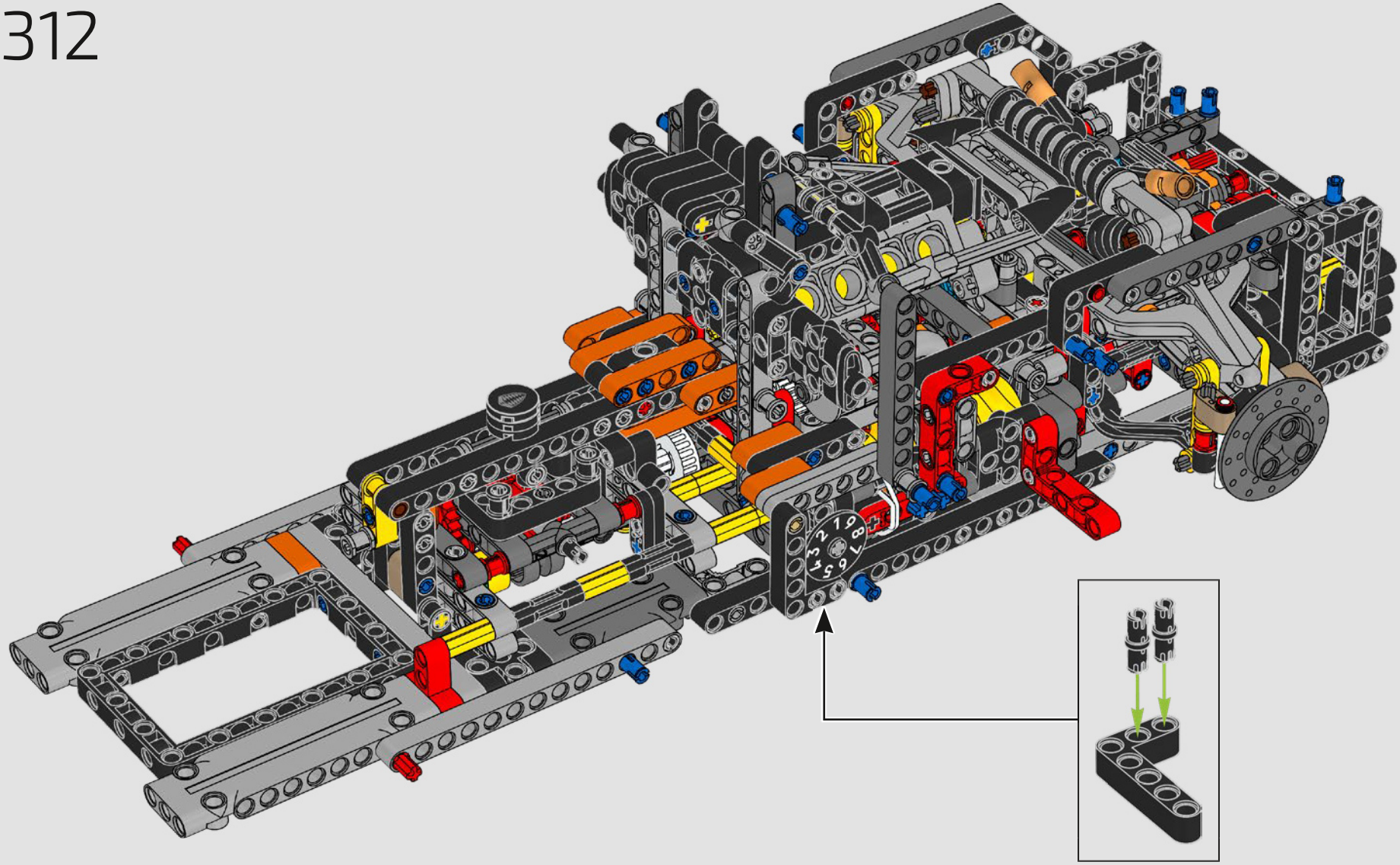

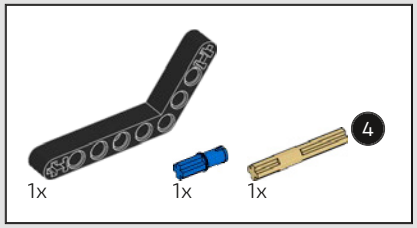

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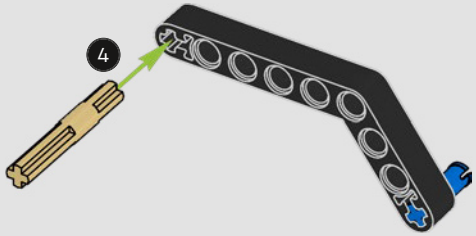

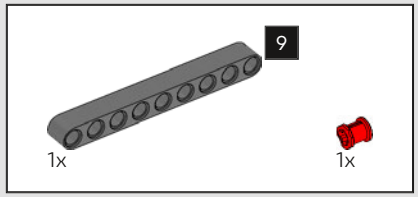

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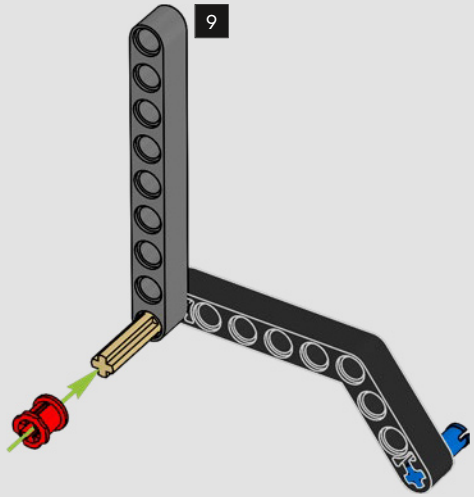

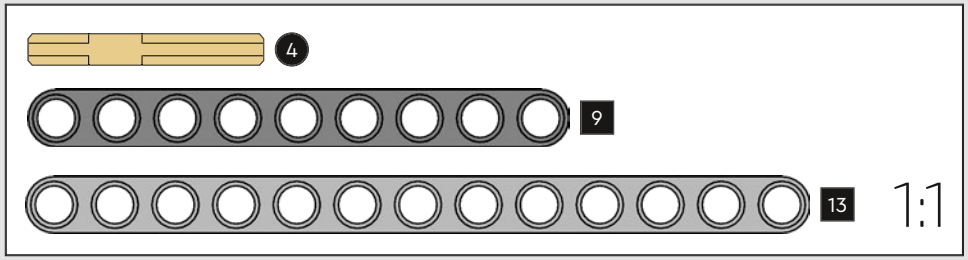

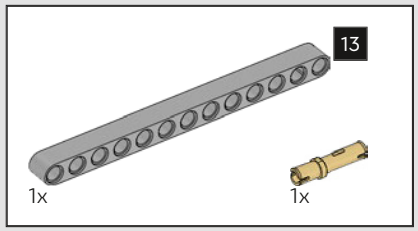

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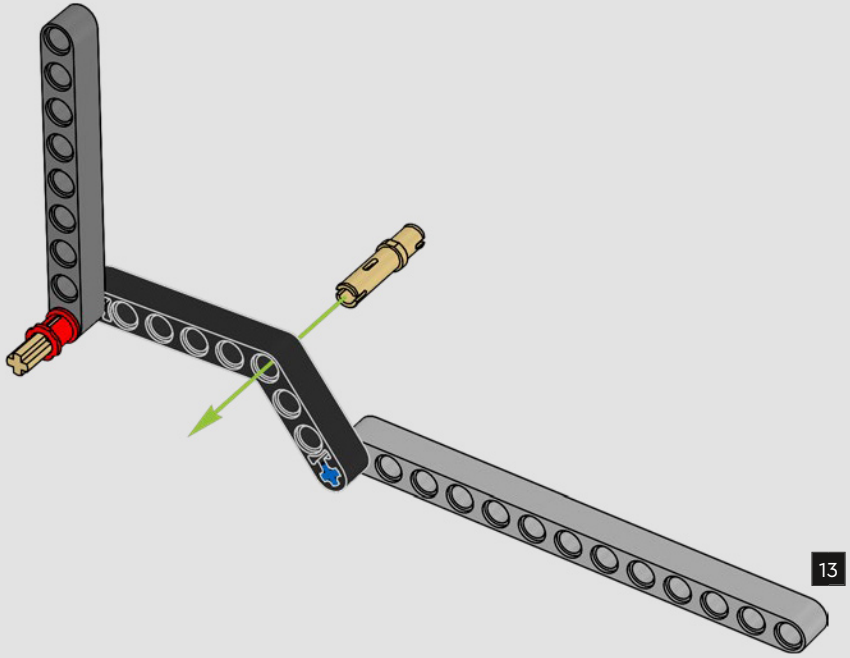

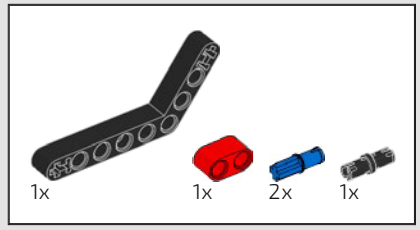

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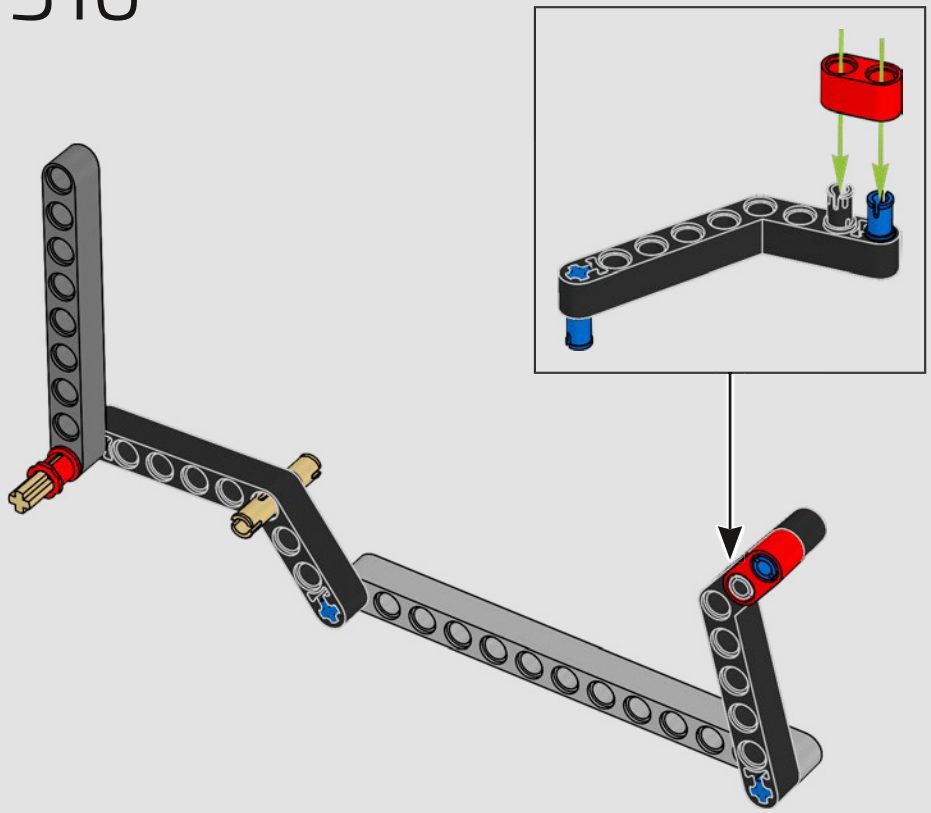

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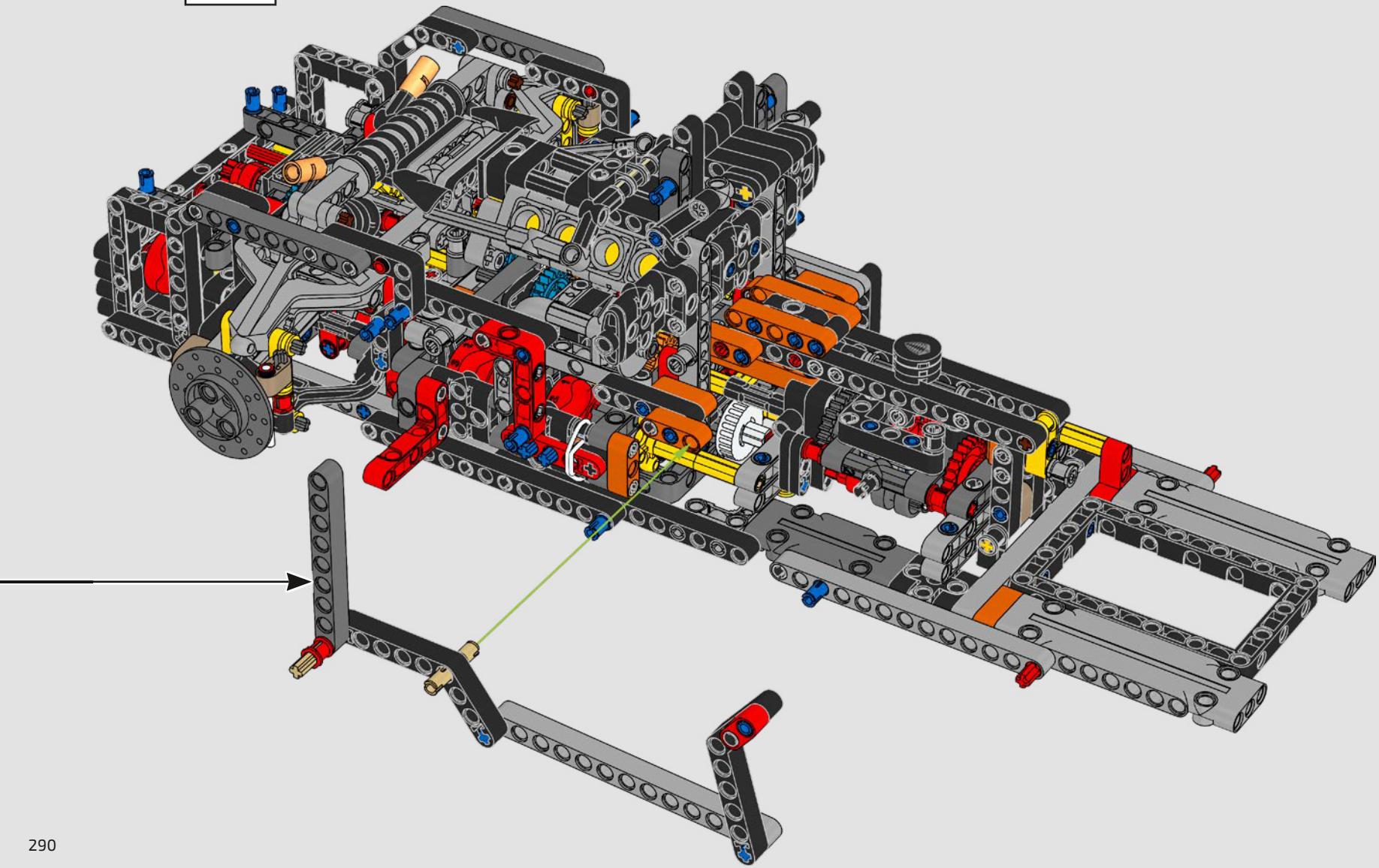

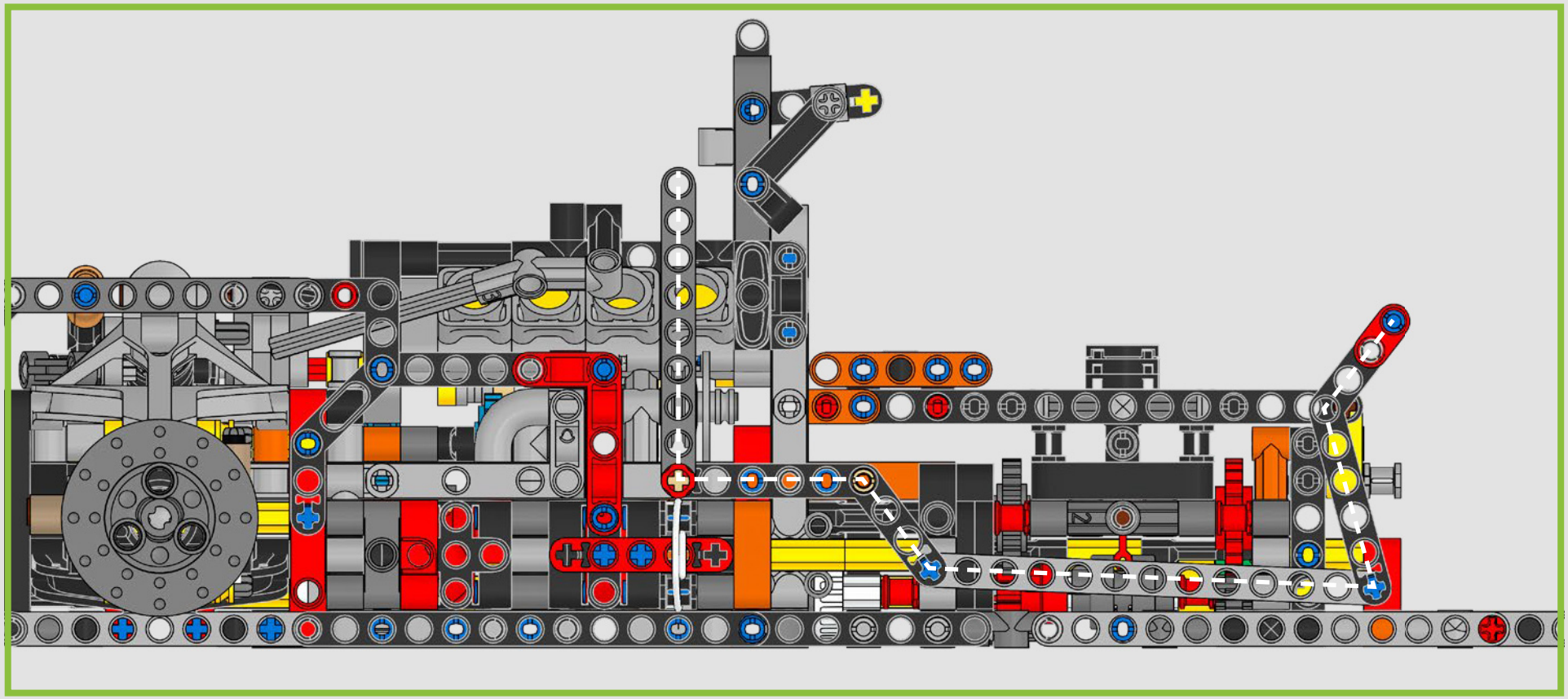

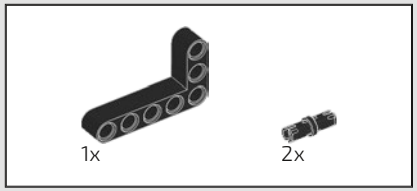

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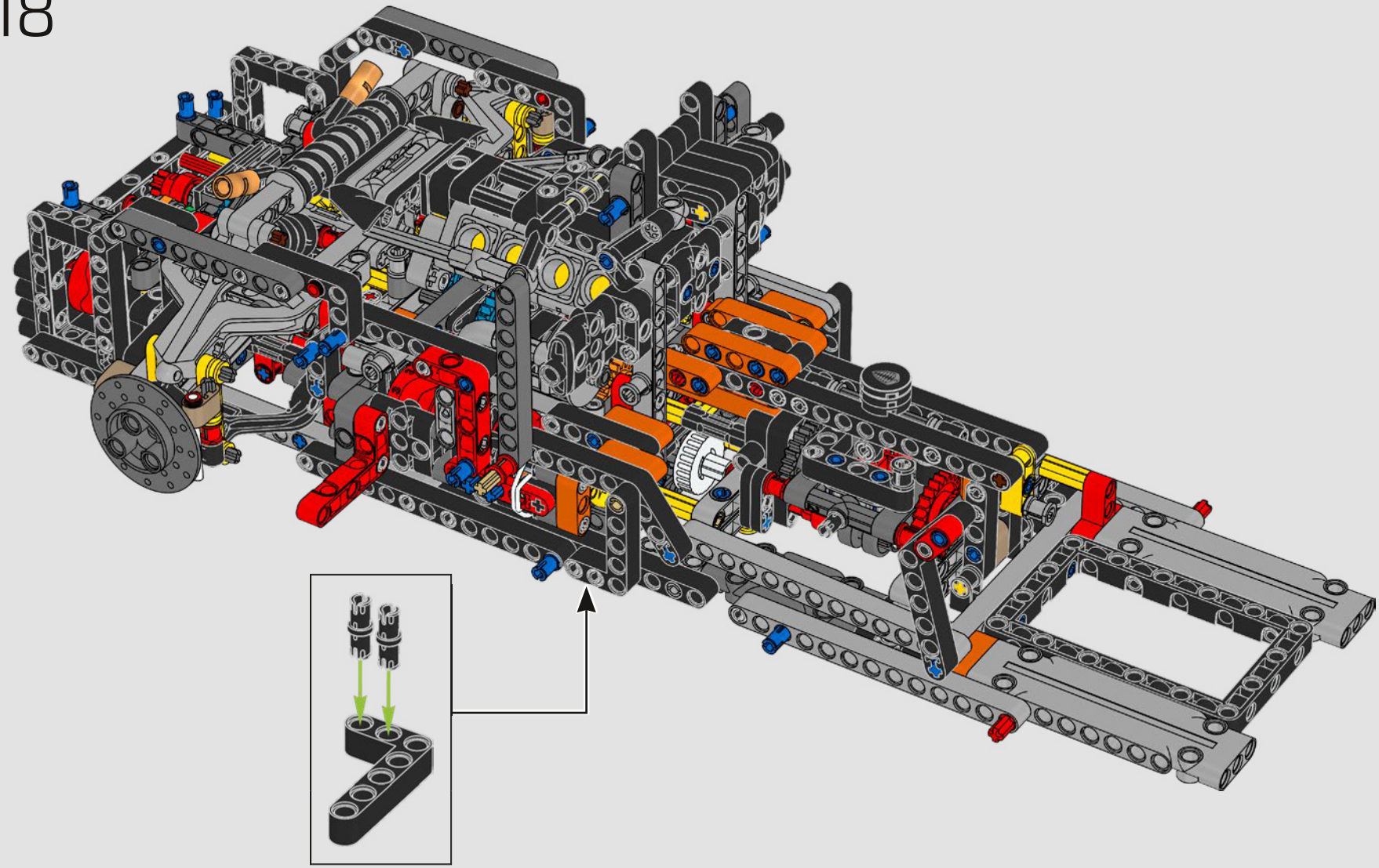

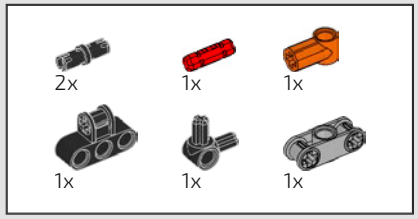

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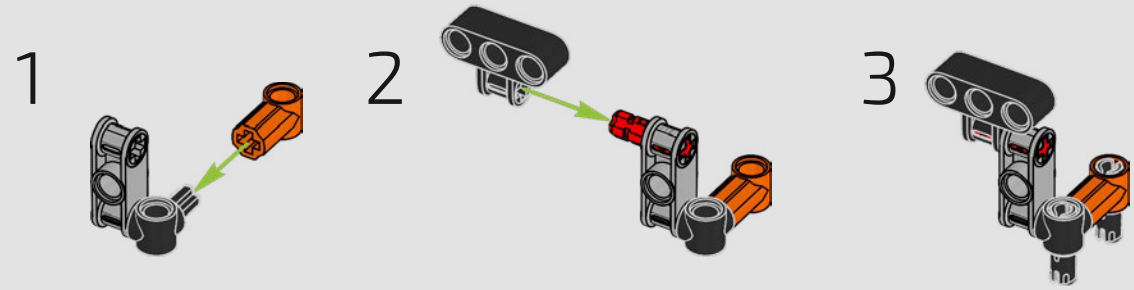

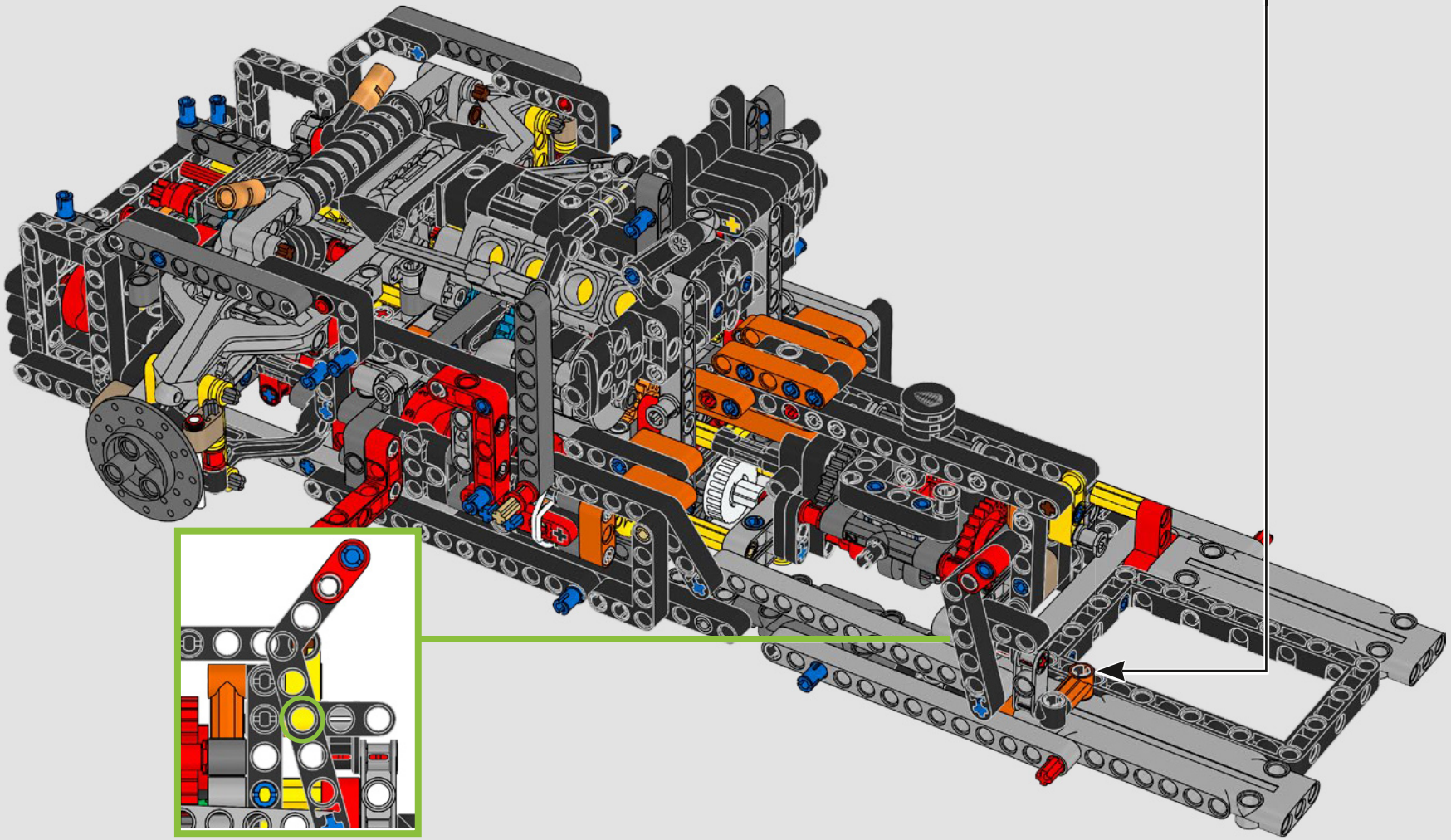

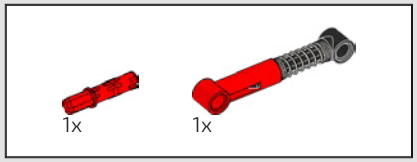

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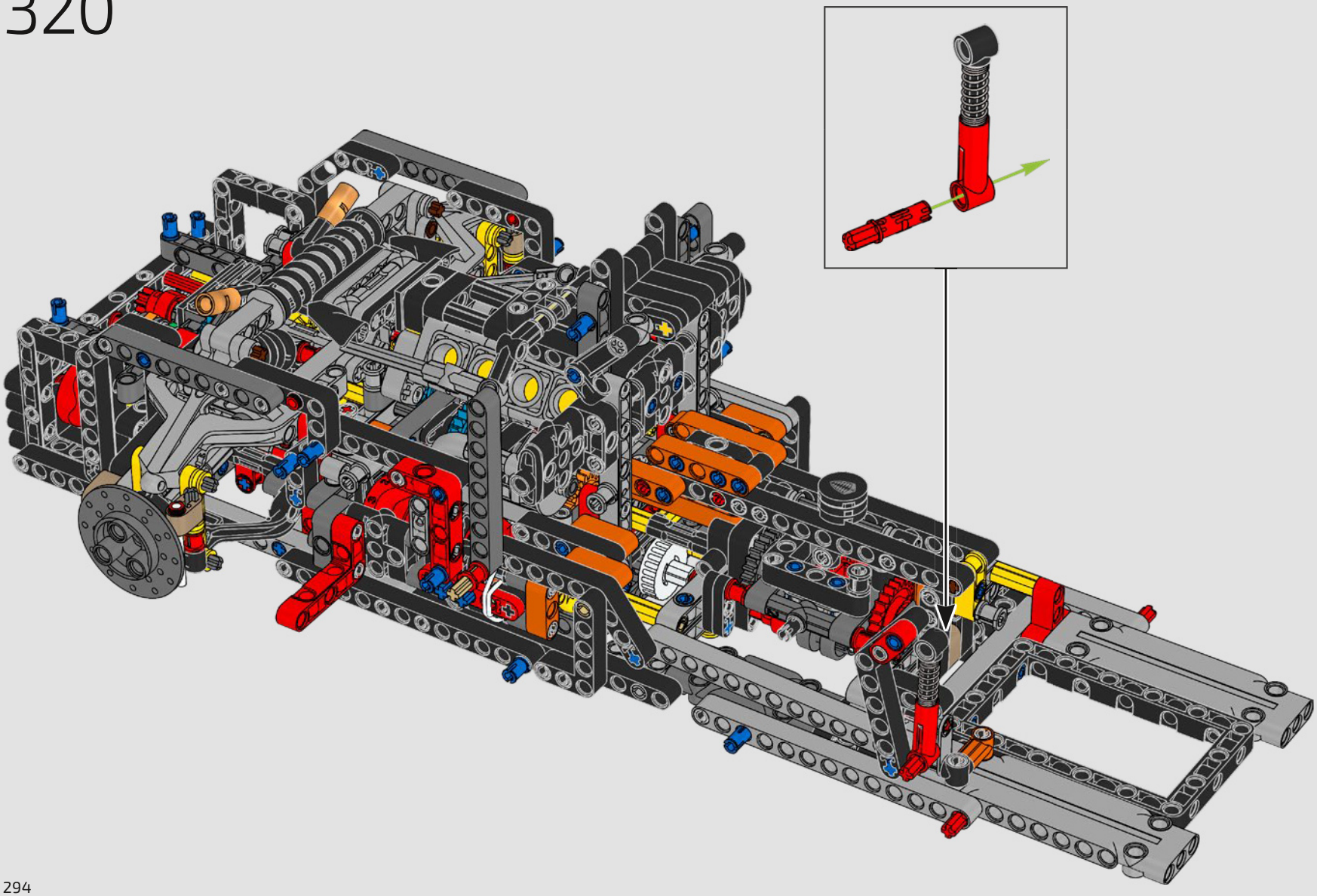

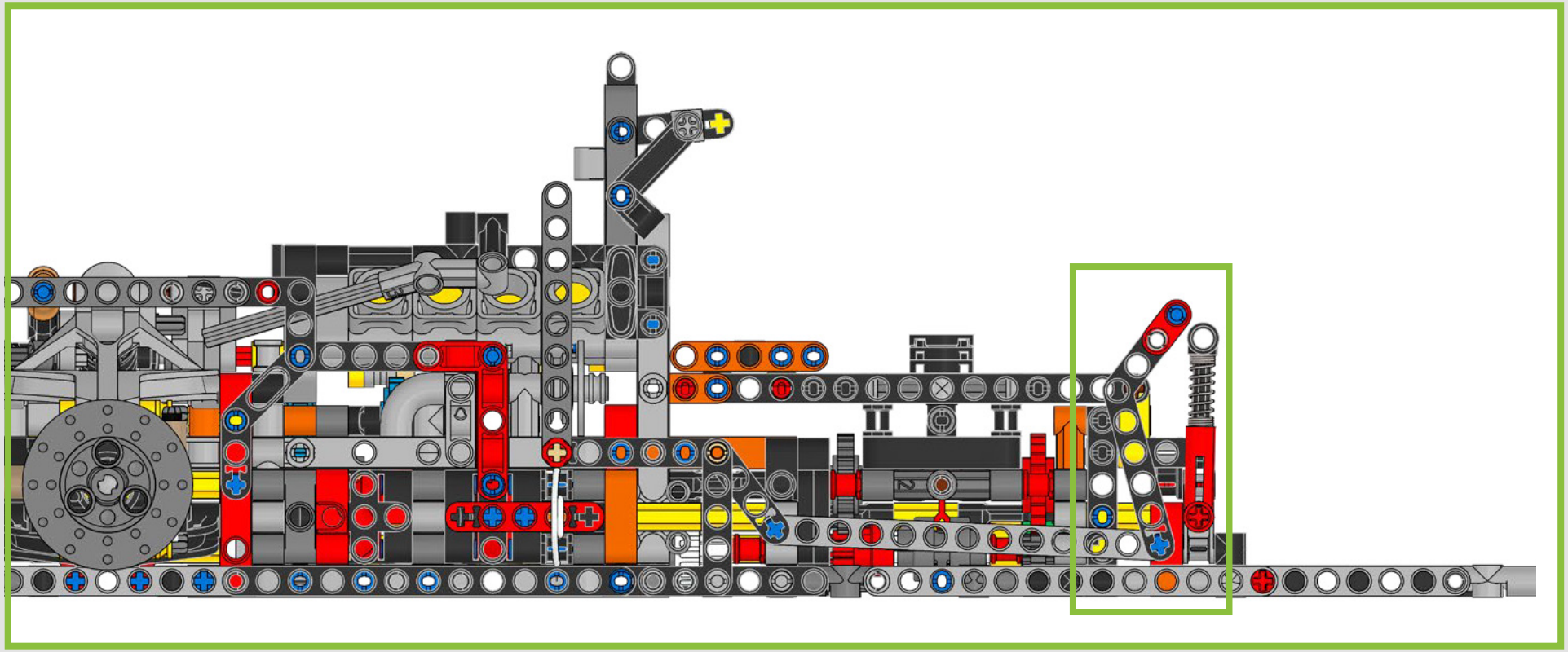

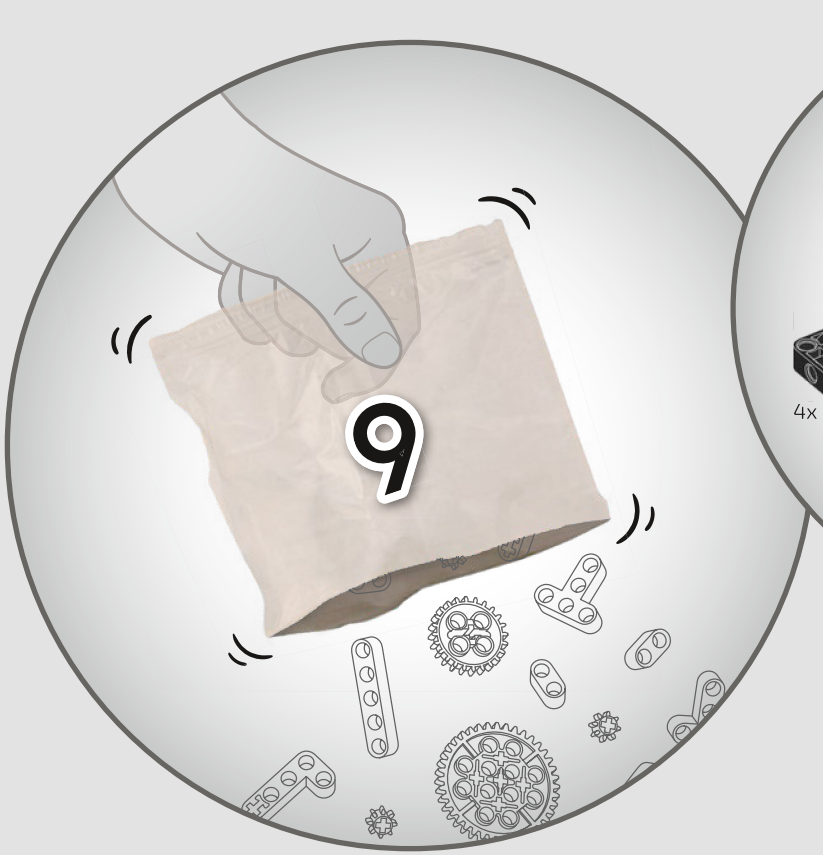
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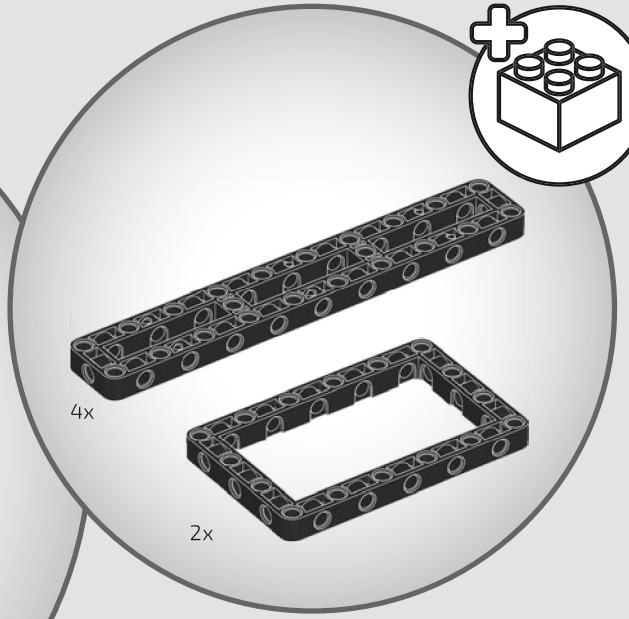
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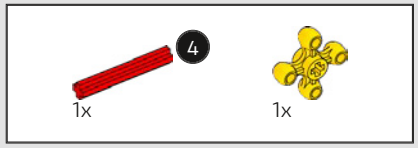

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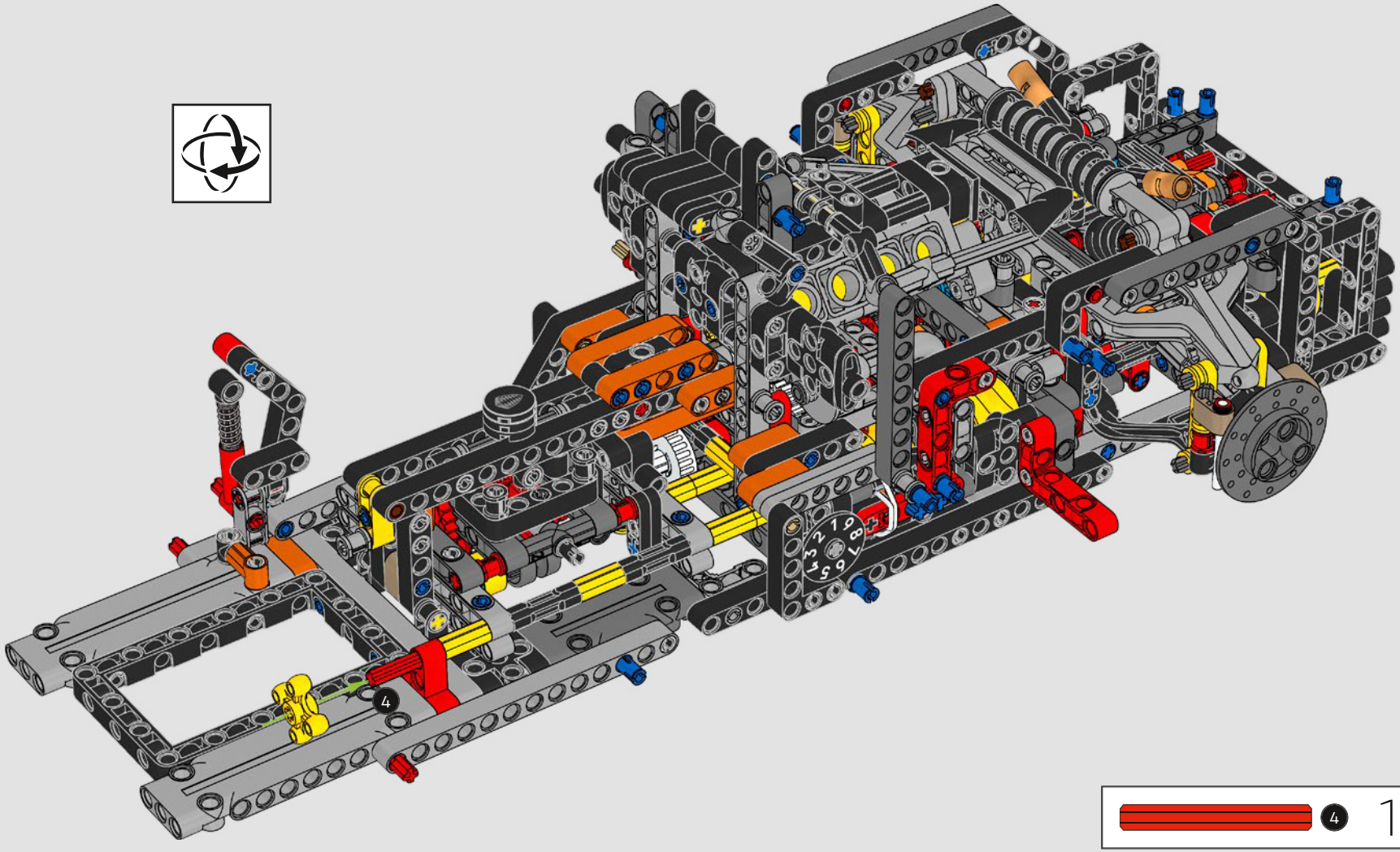

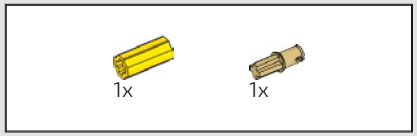

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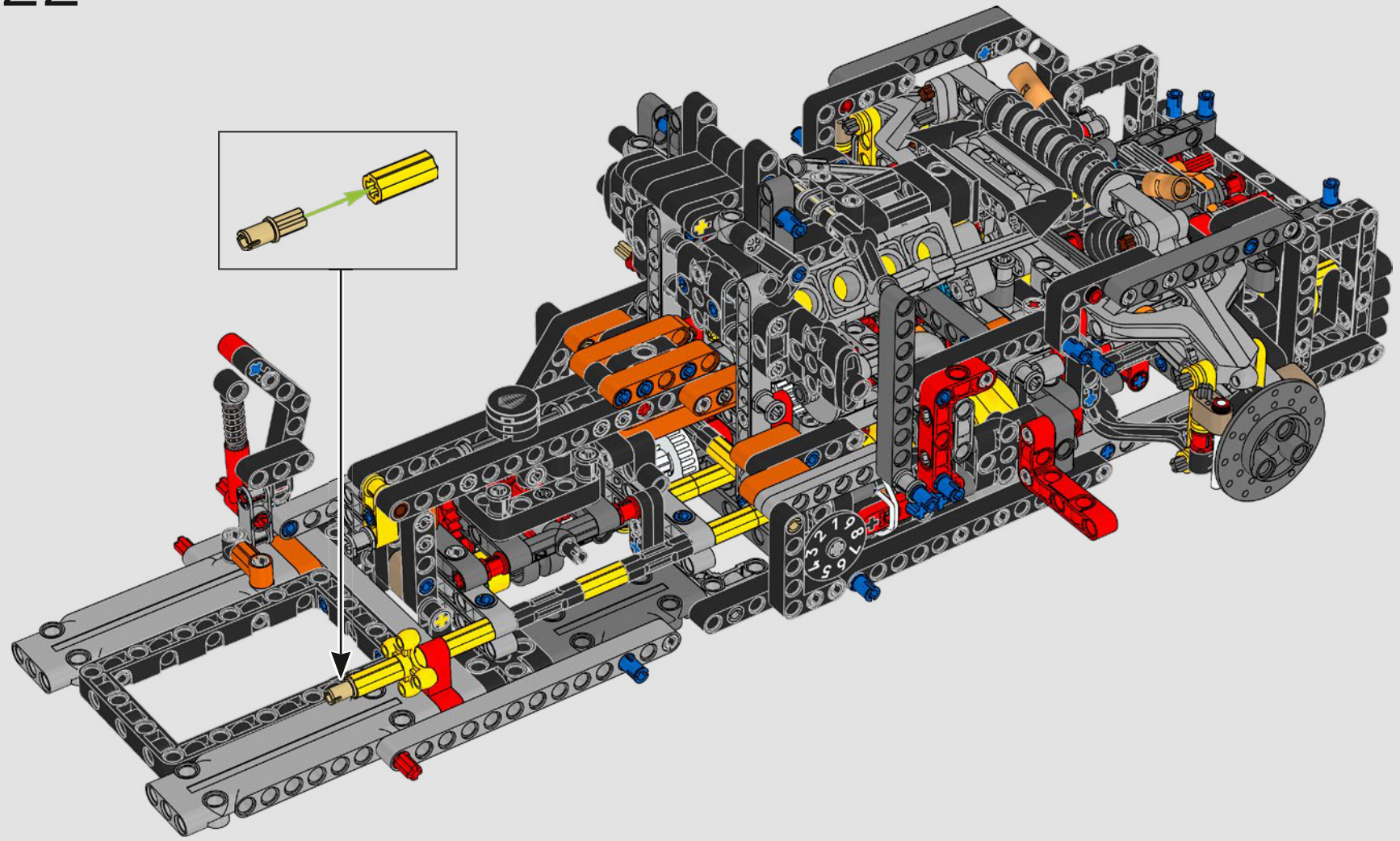

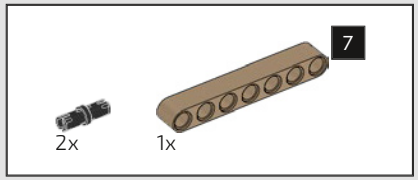

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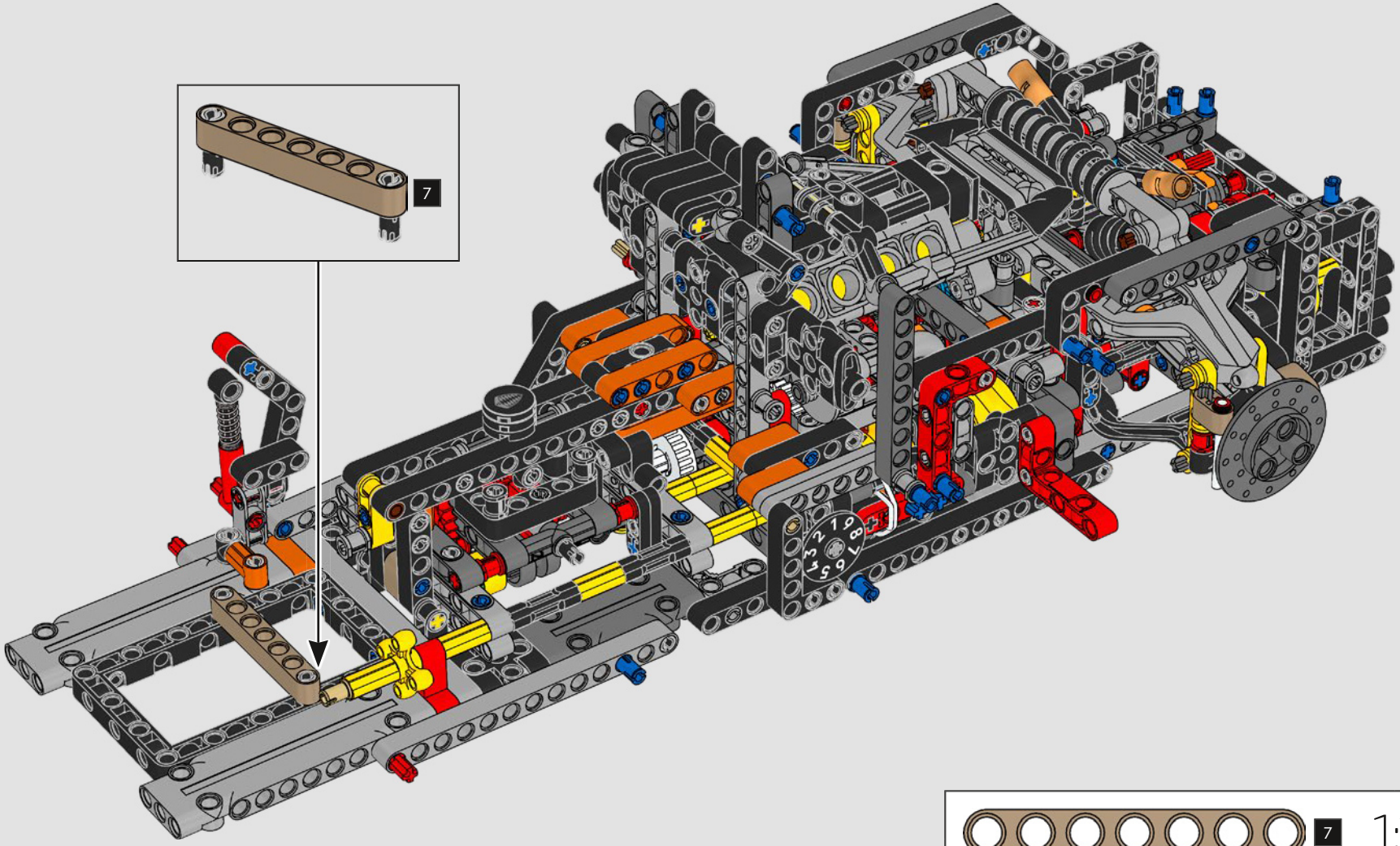

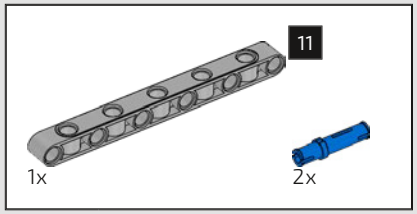

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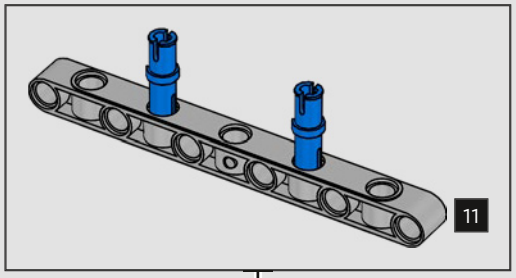

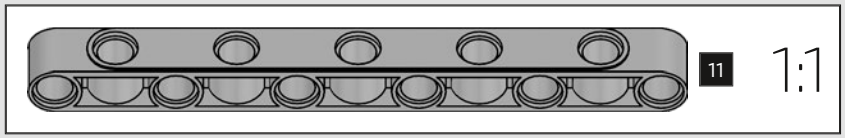

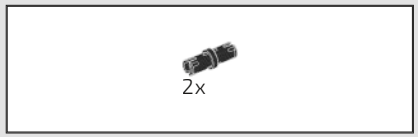

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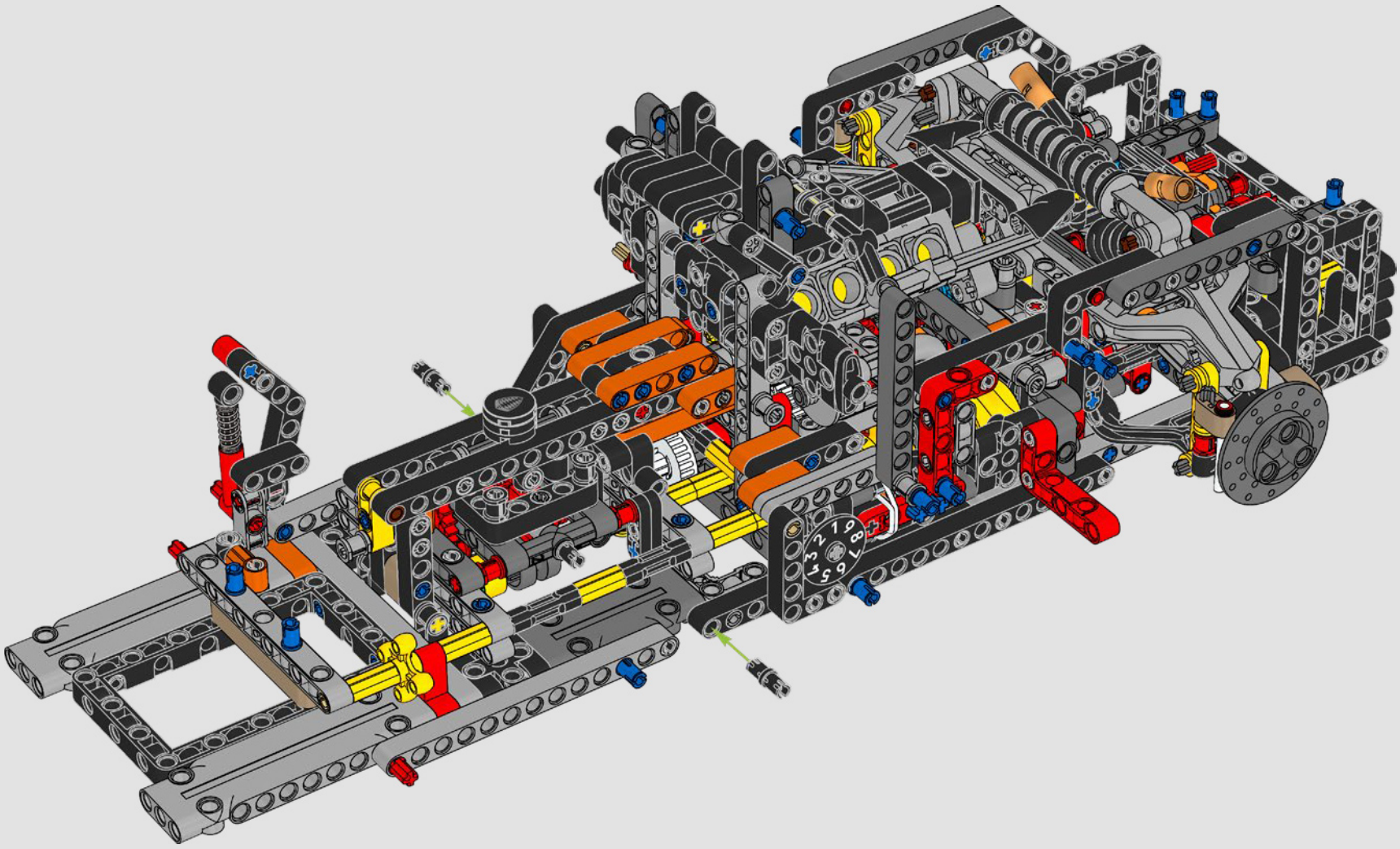

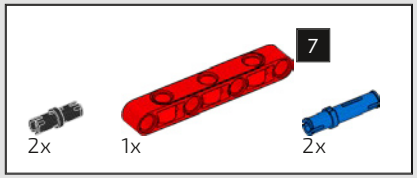

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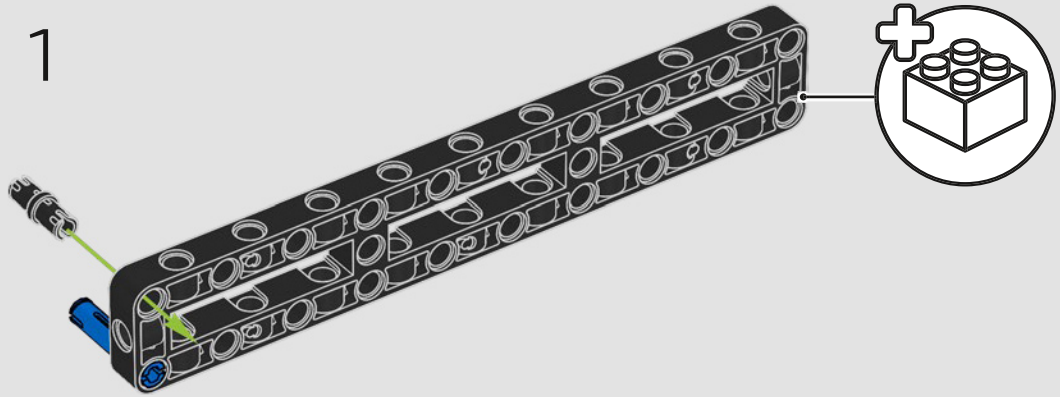

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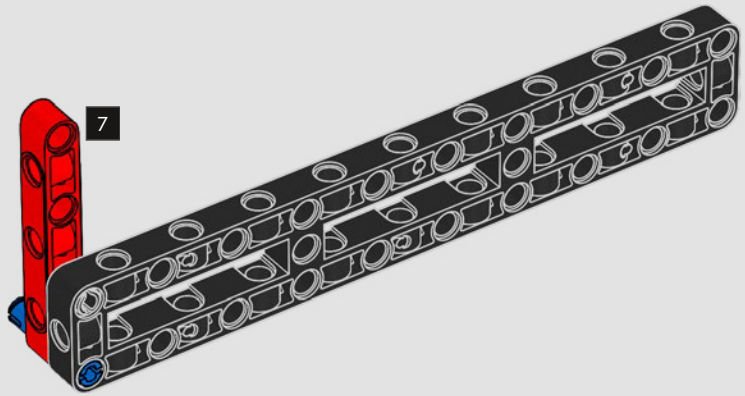

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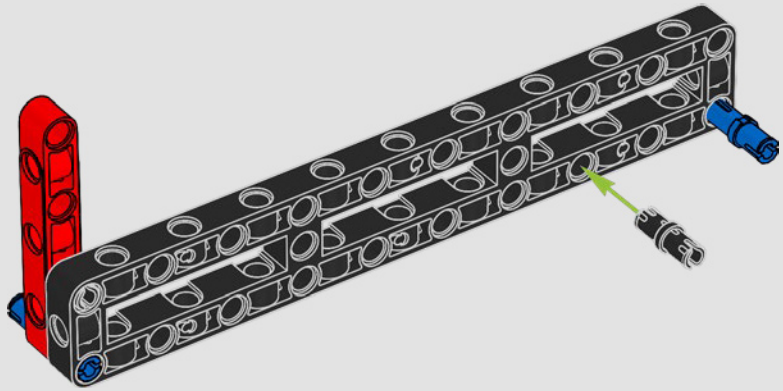

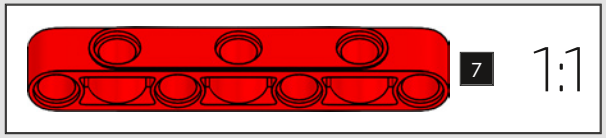

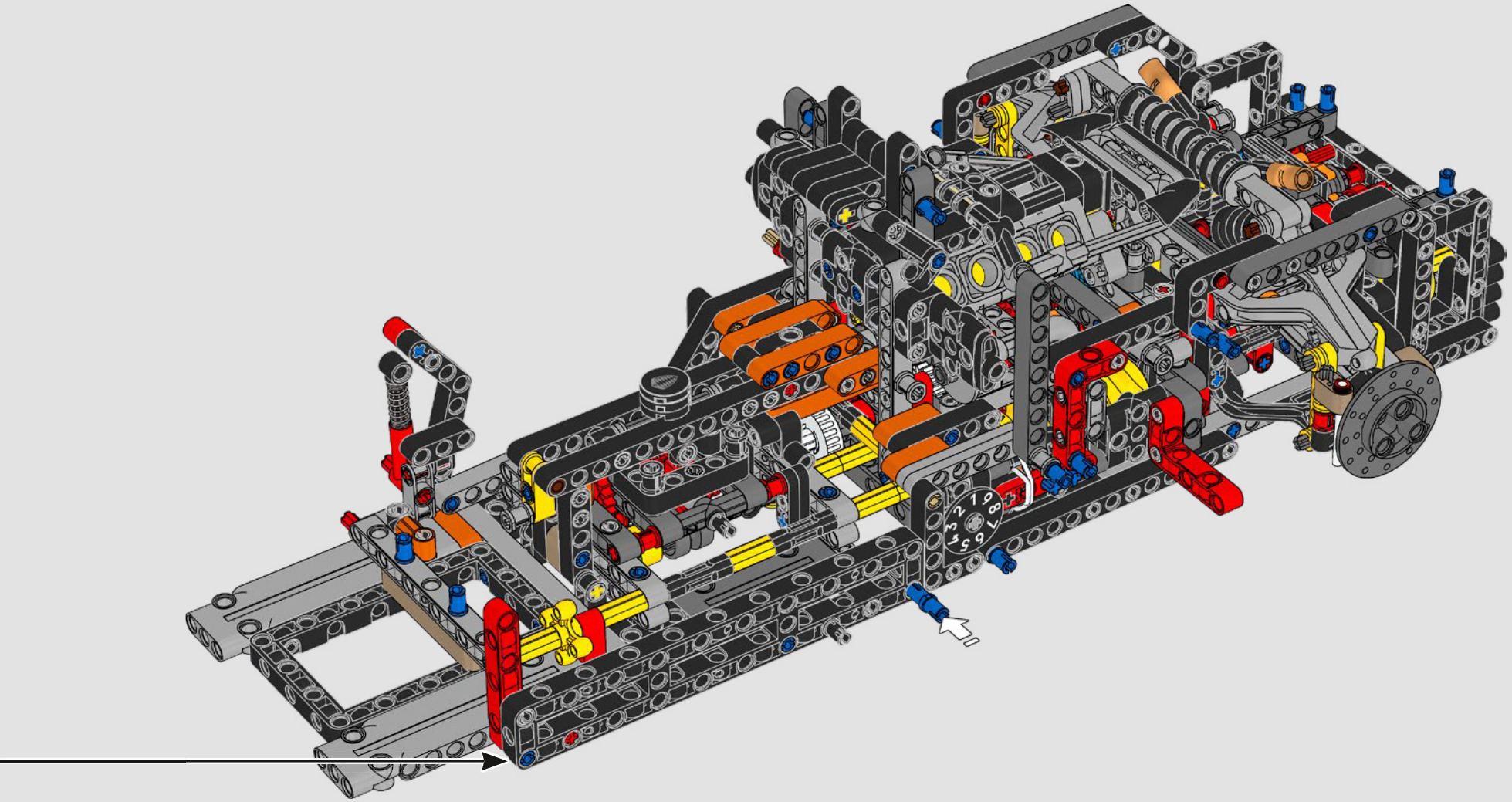

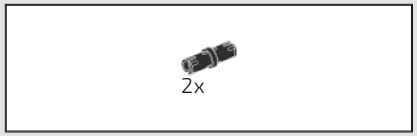

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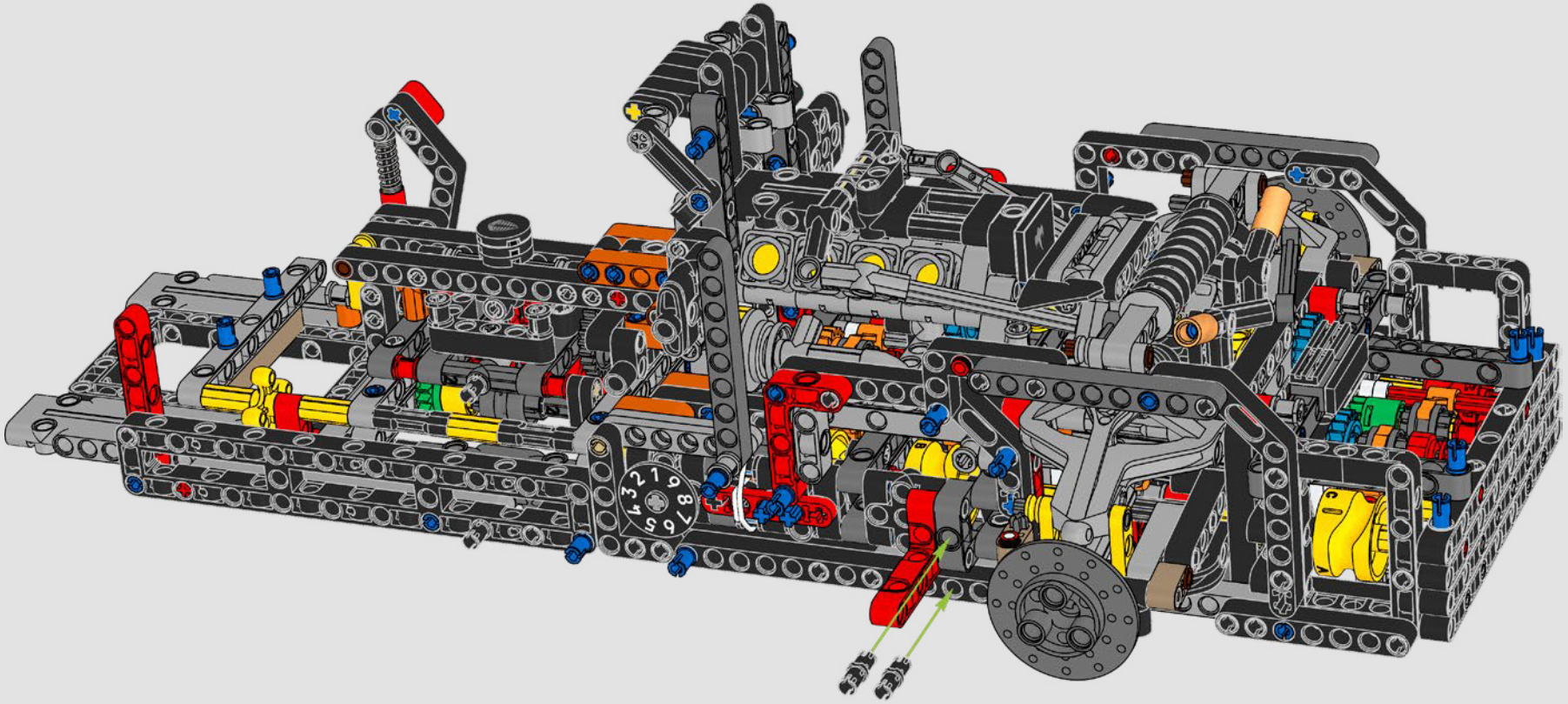

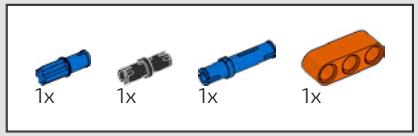

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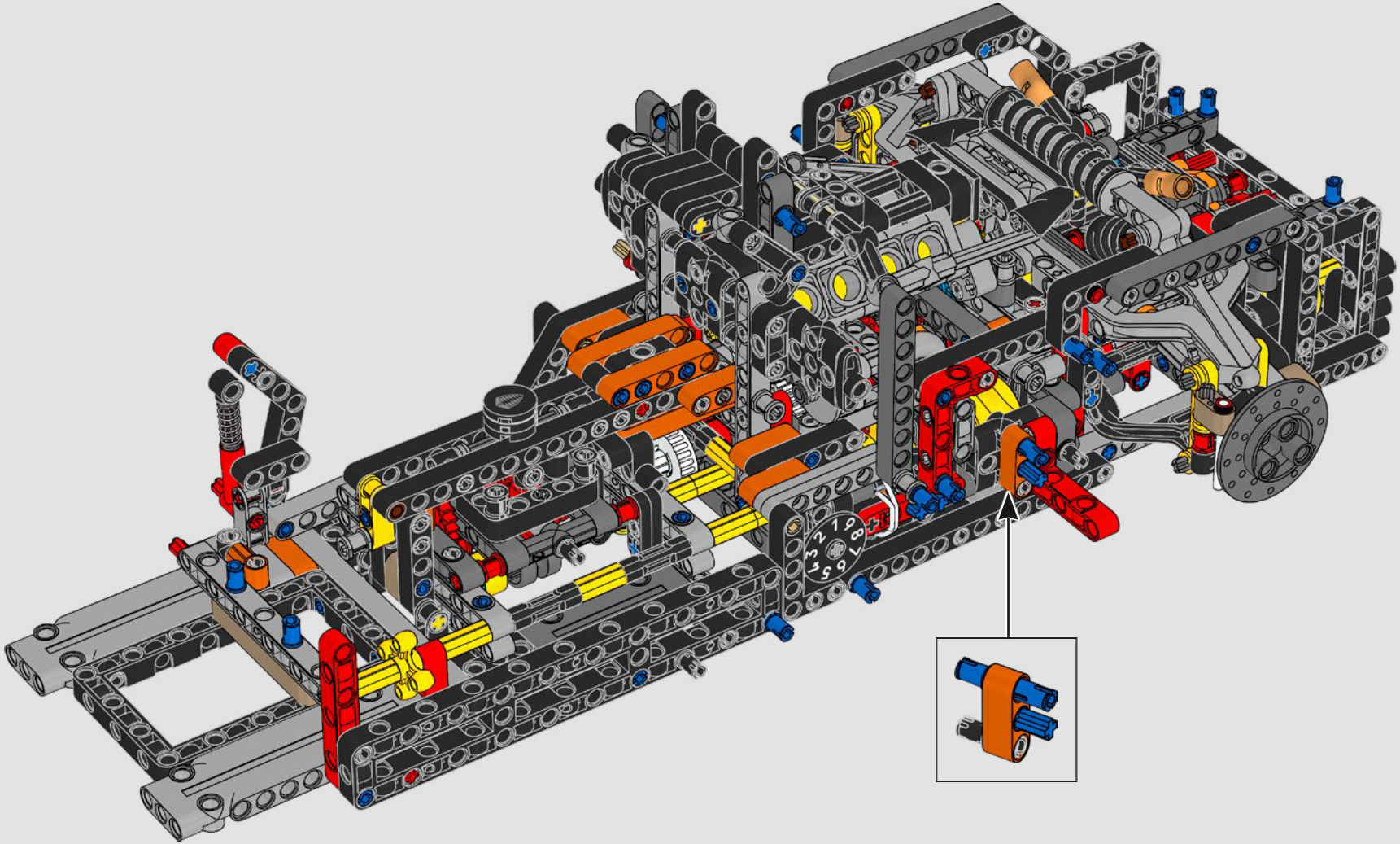

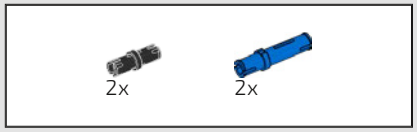

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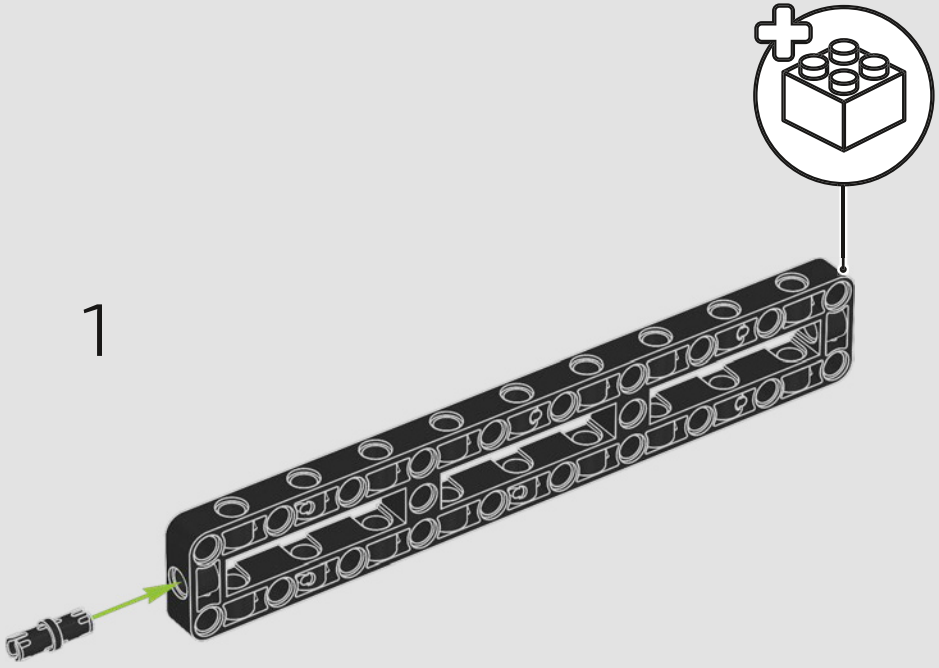

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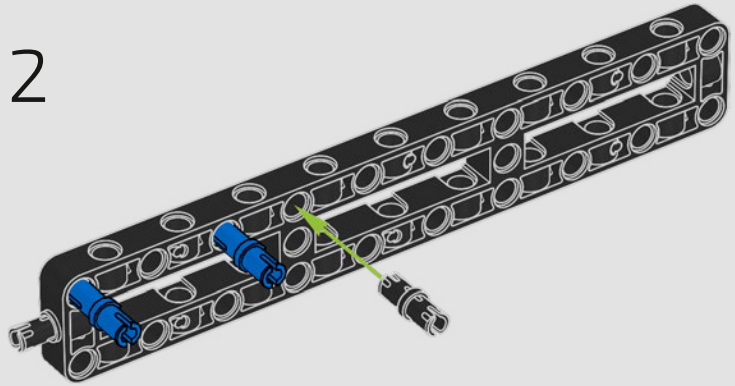

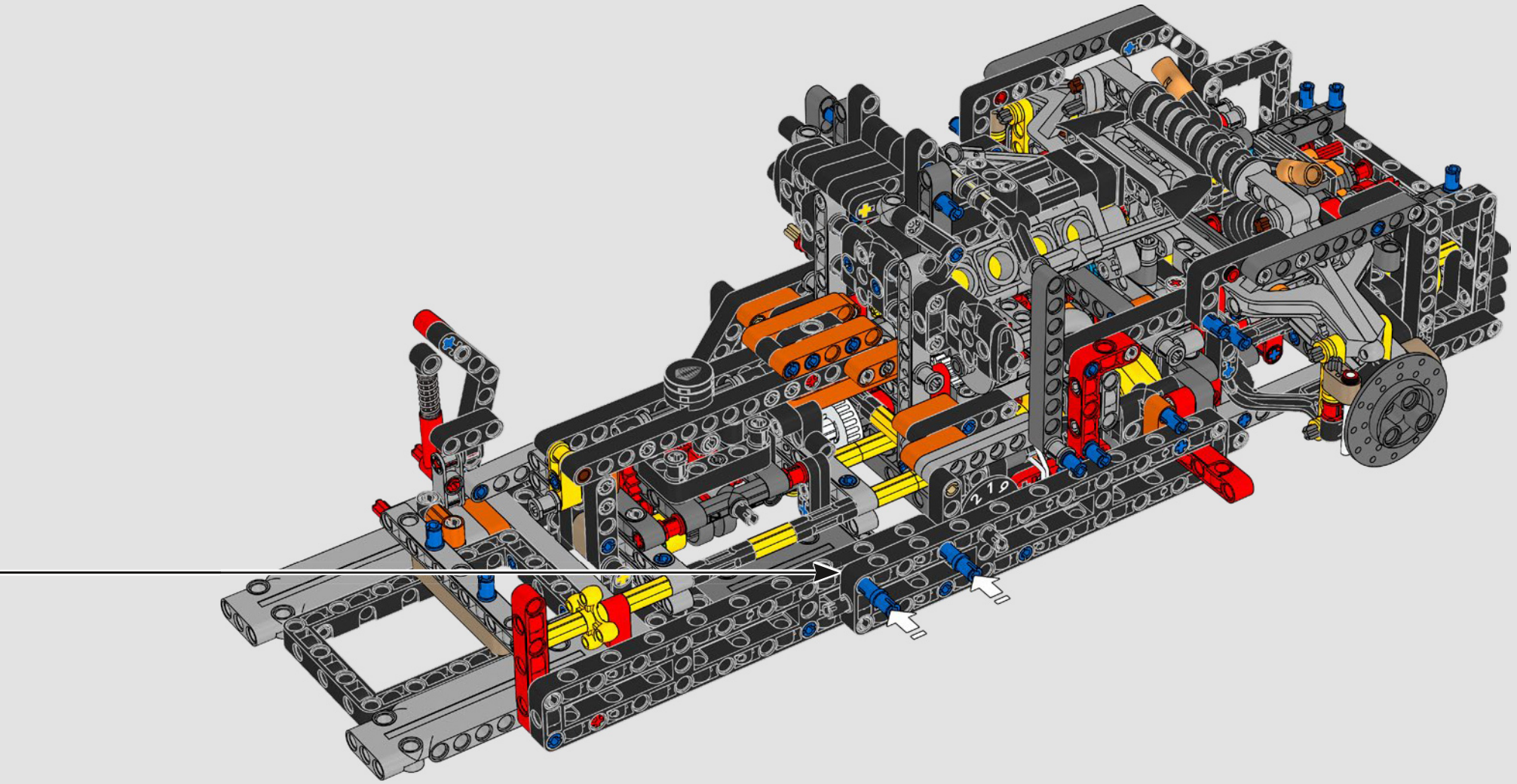

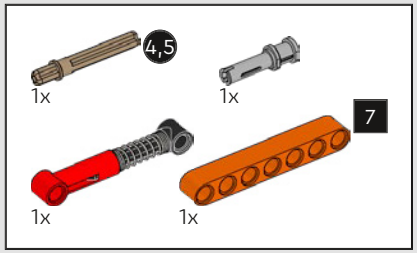

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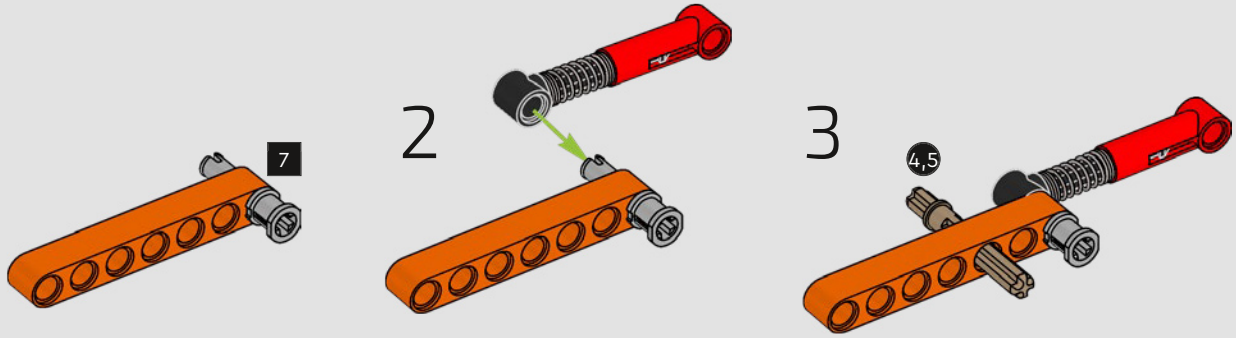

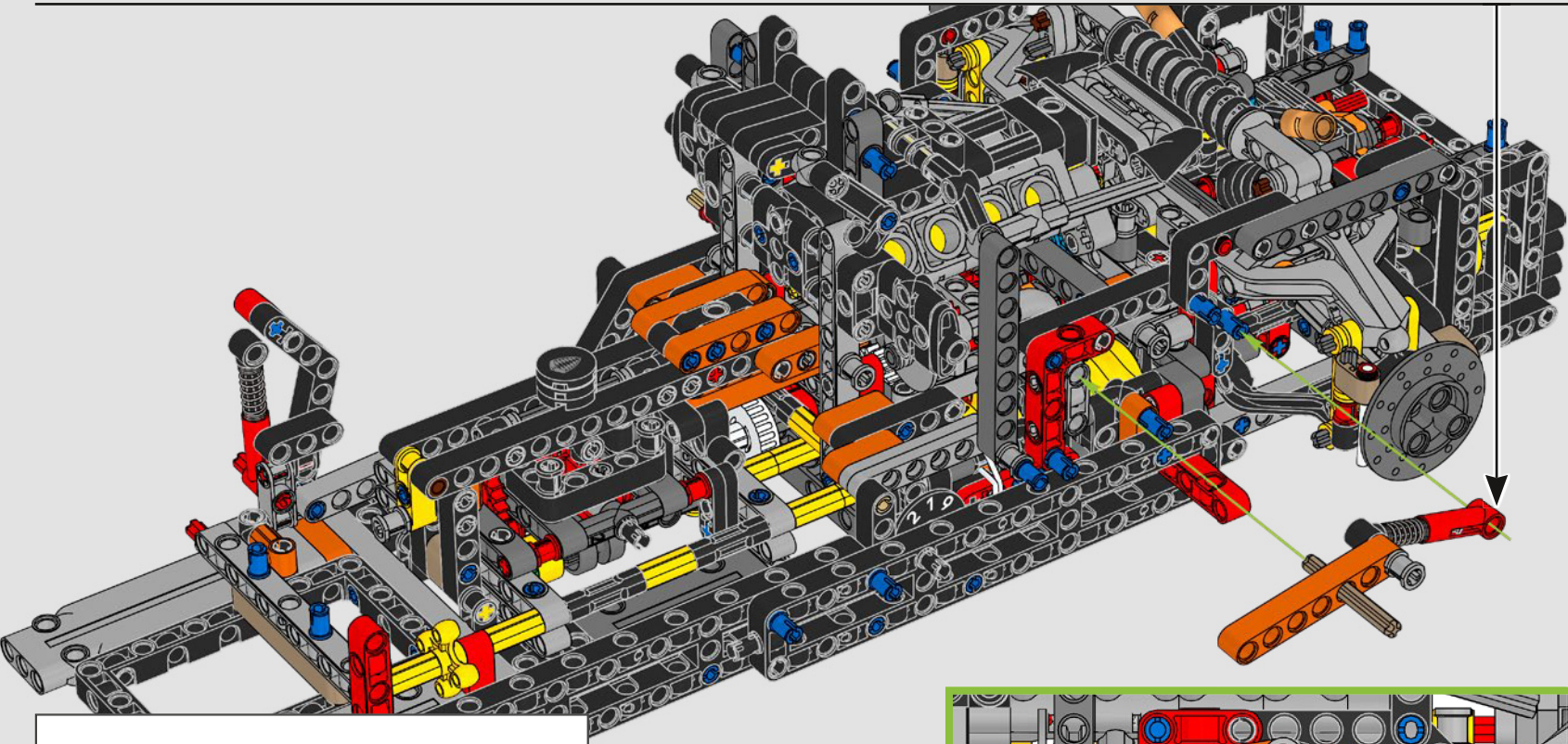

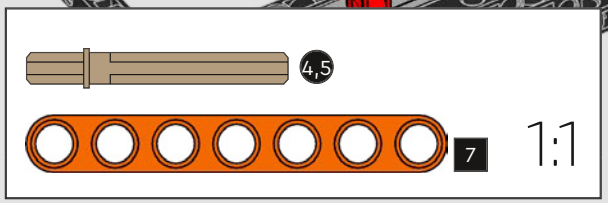

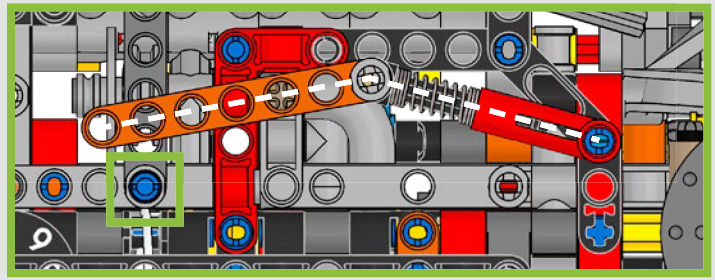

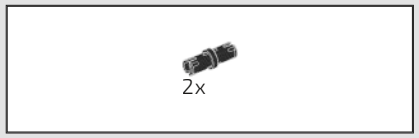

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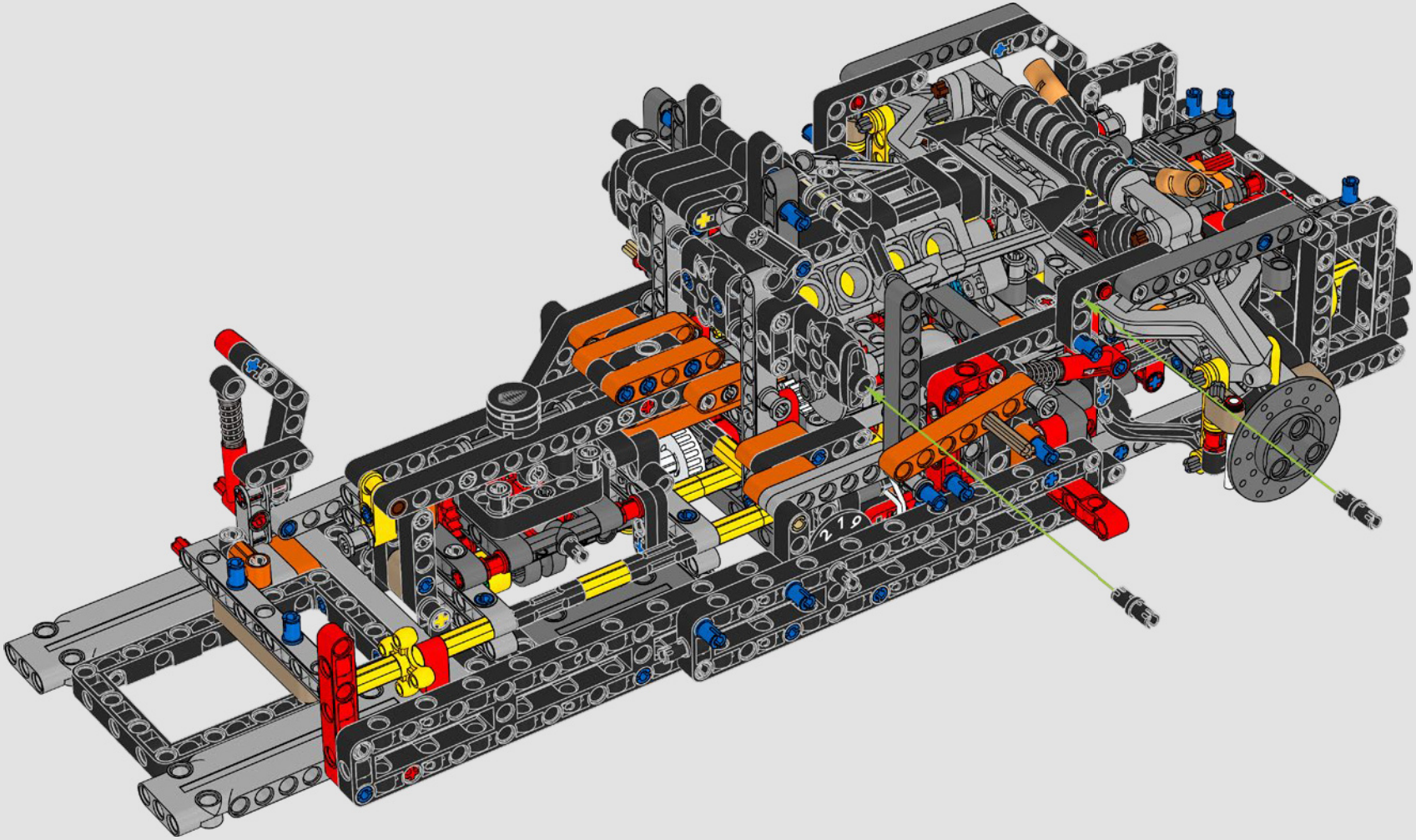

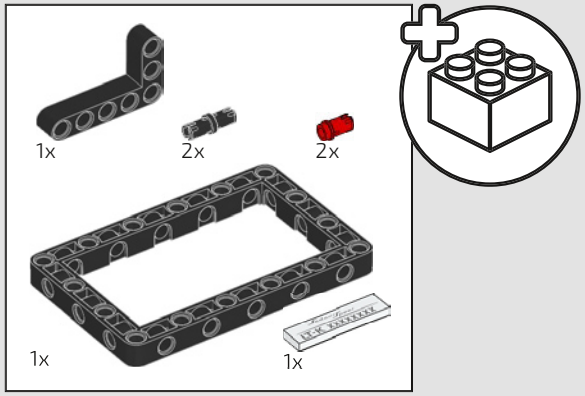

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332

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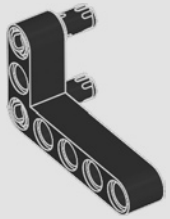

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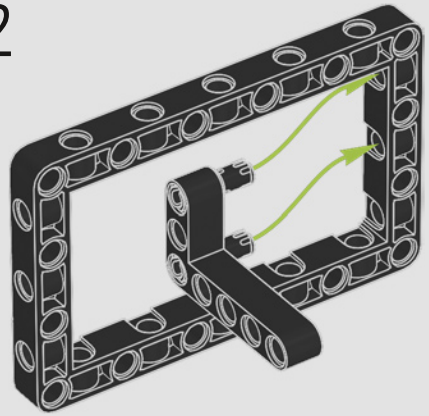

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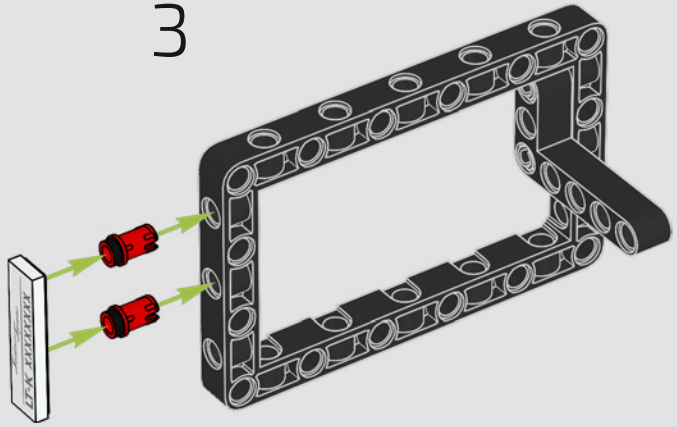

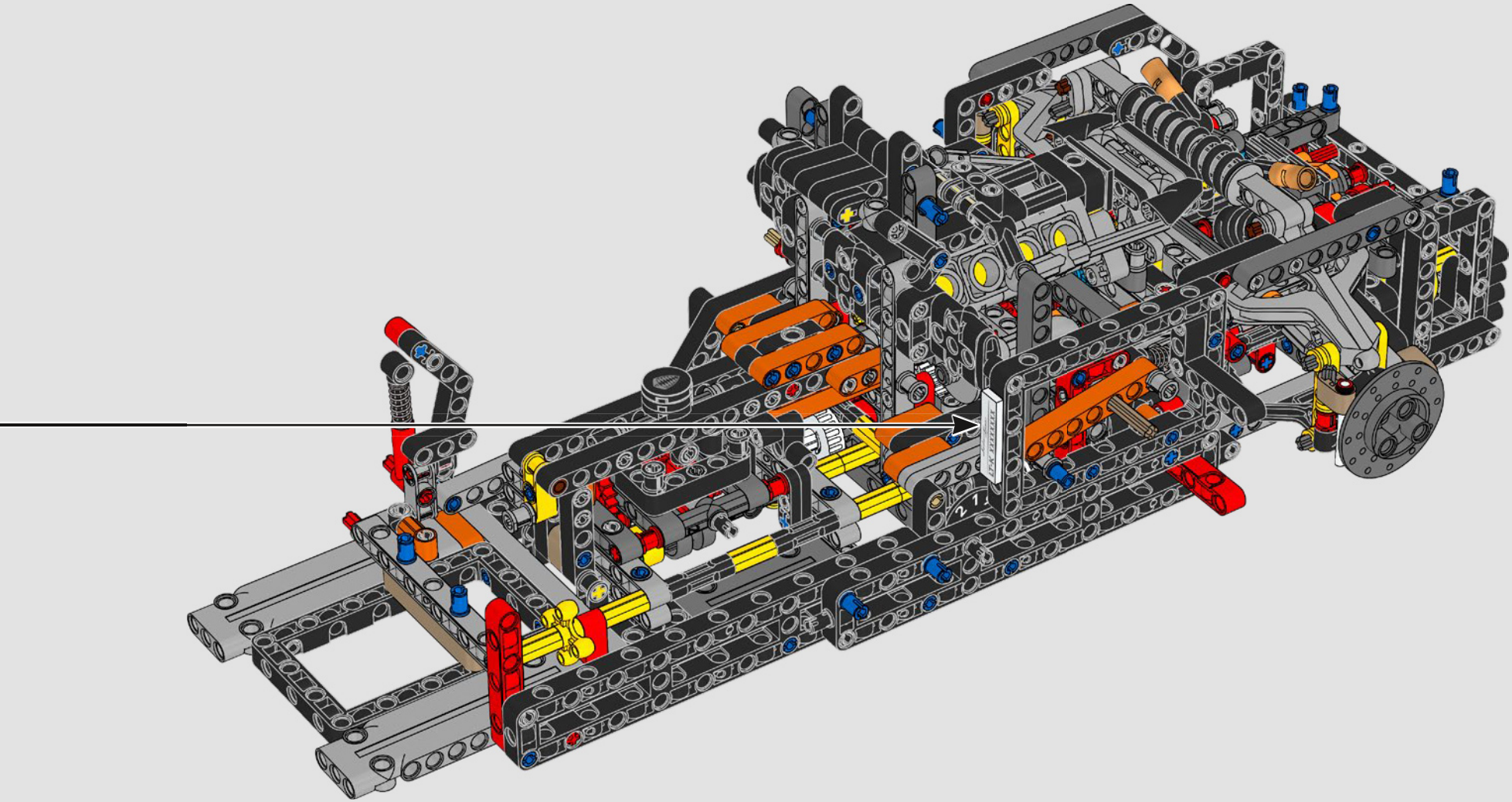

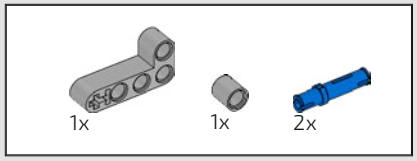

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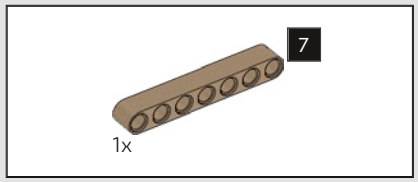

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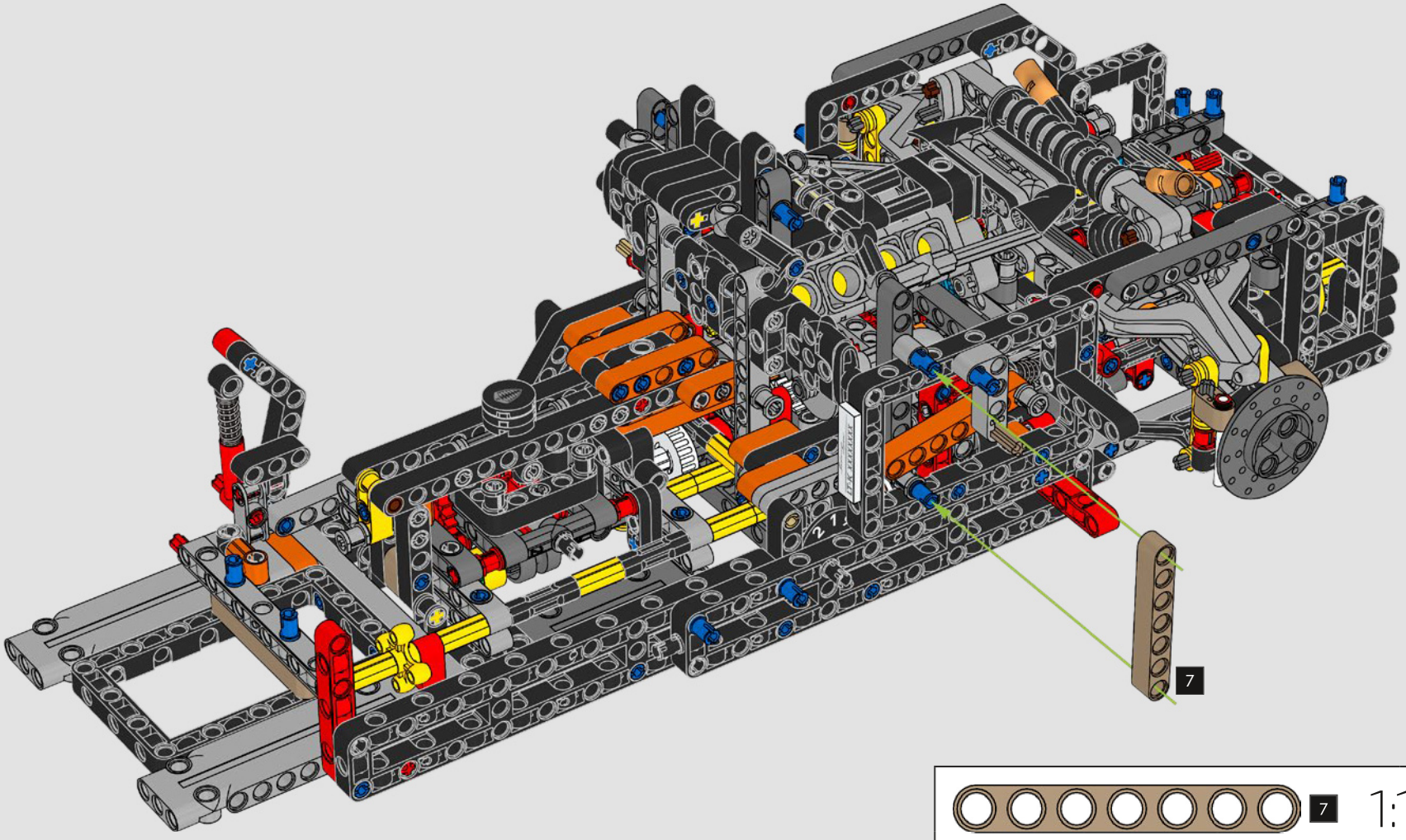

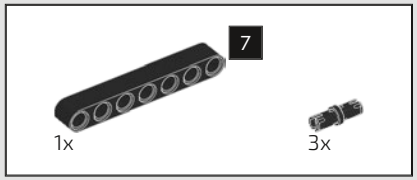

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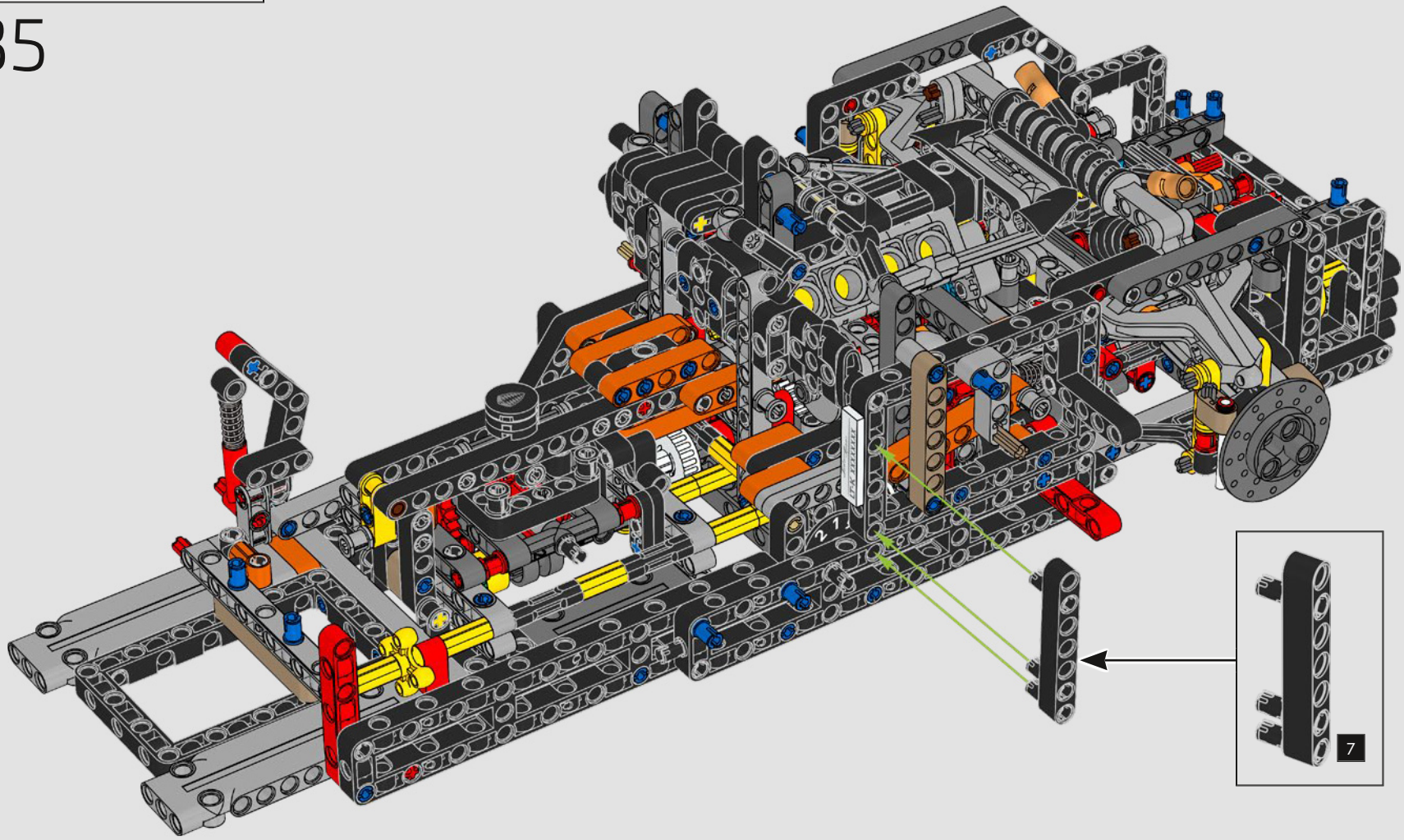

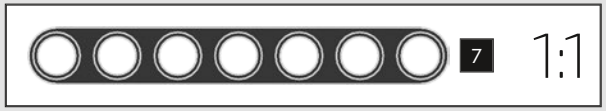

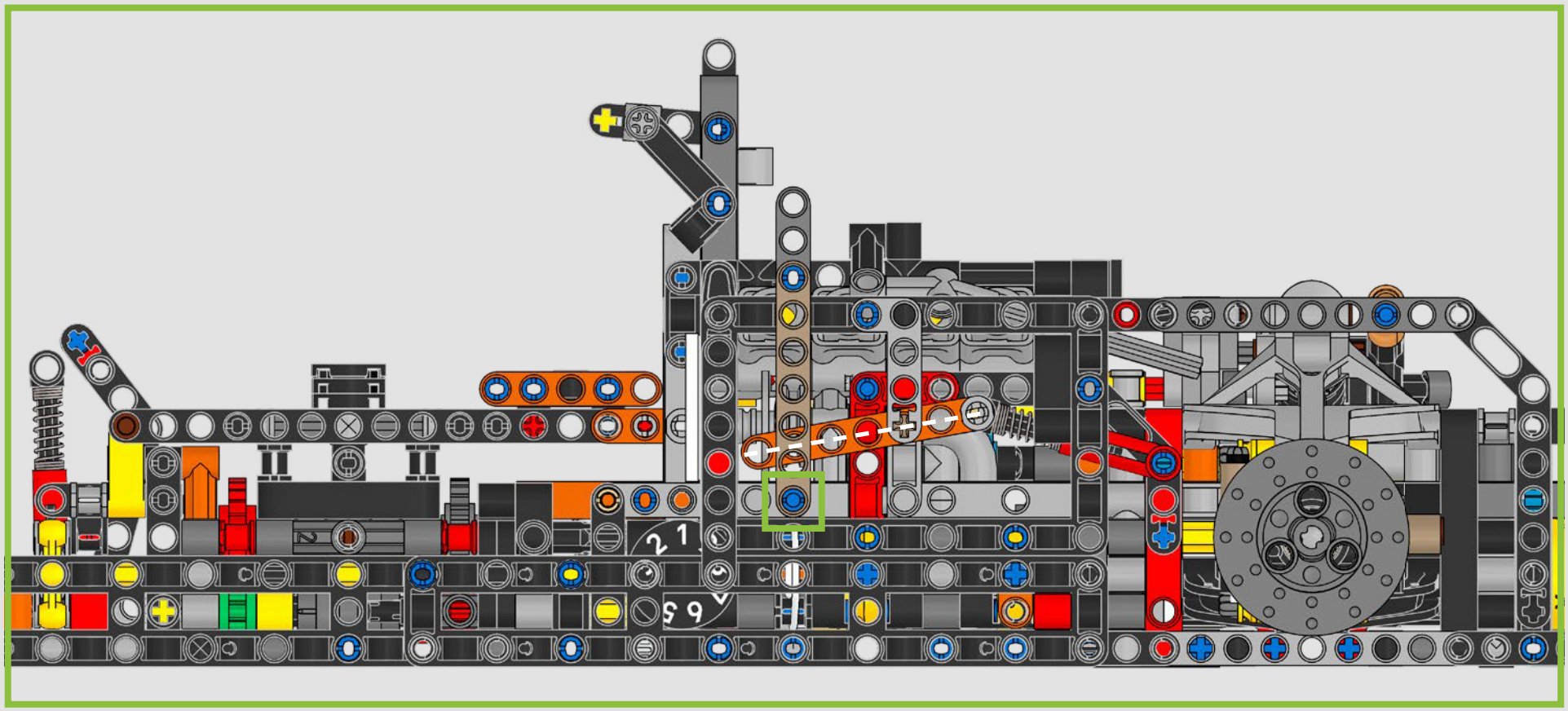

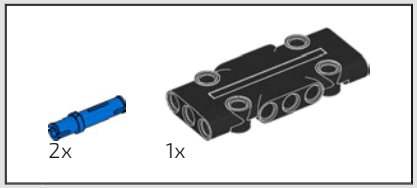

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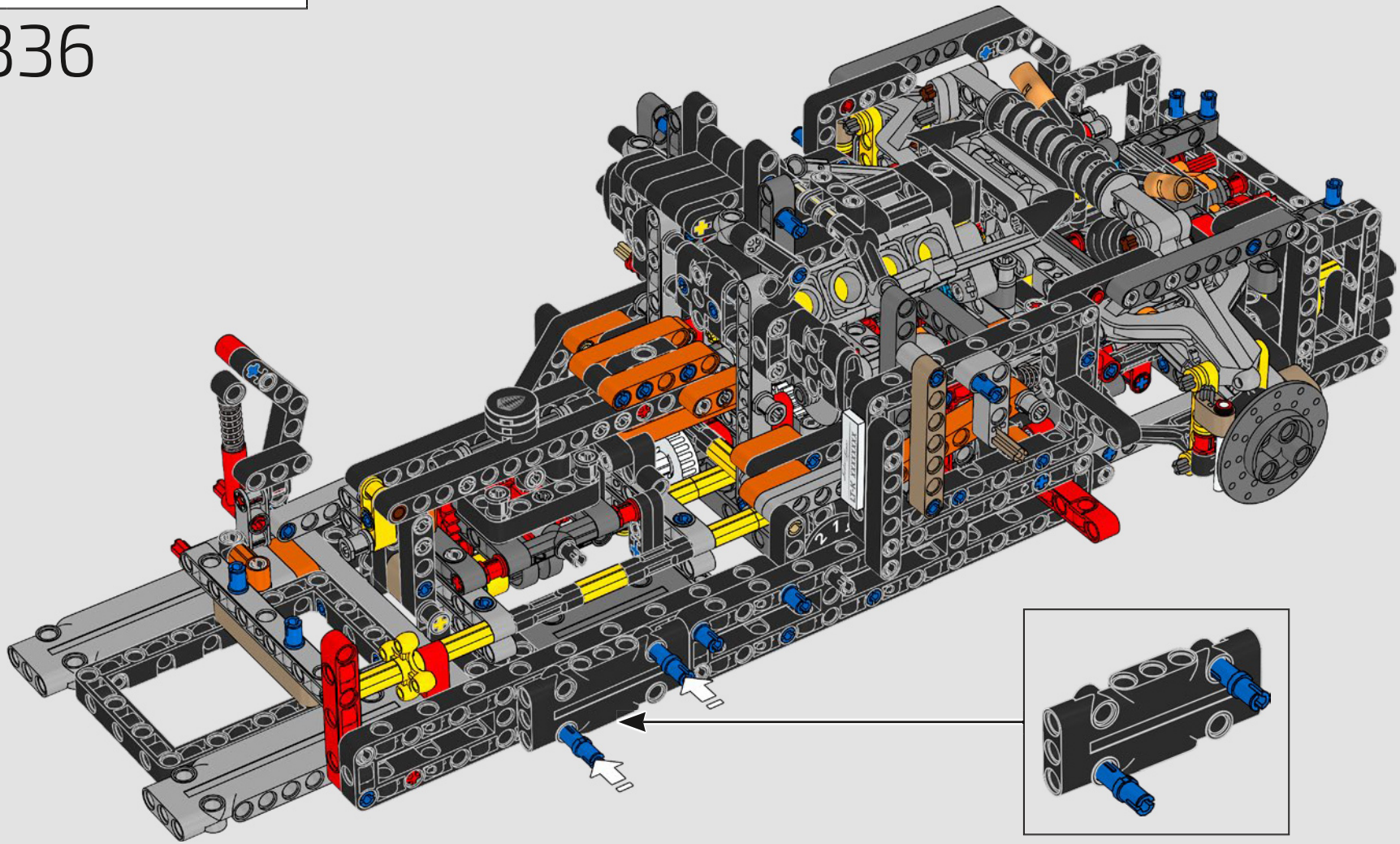

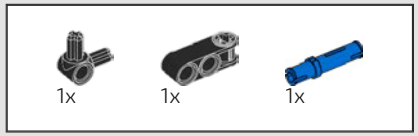

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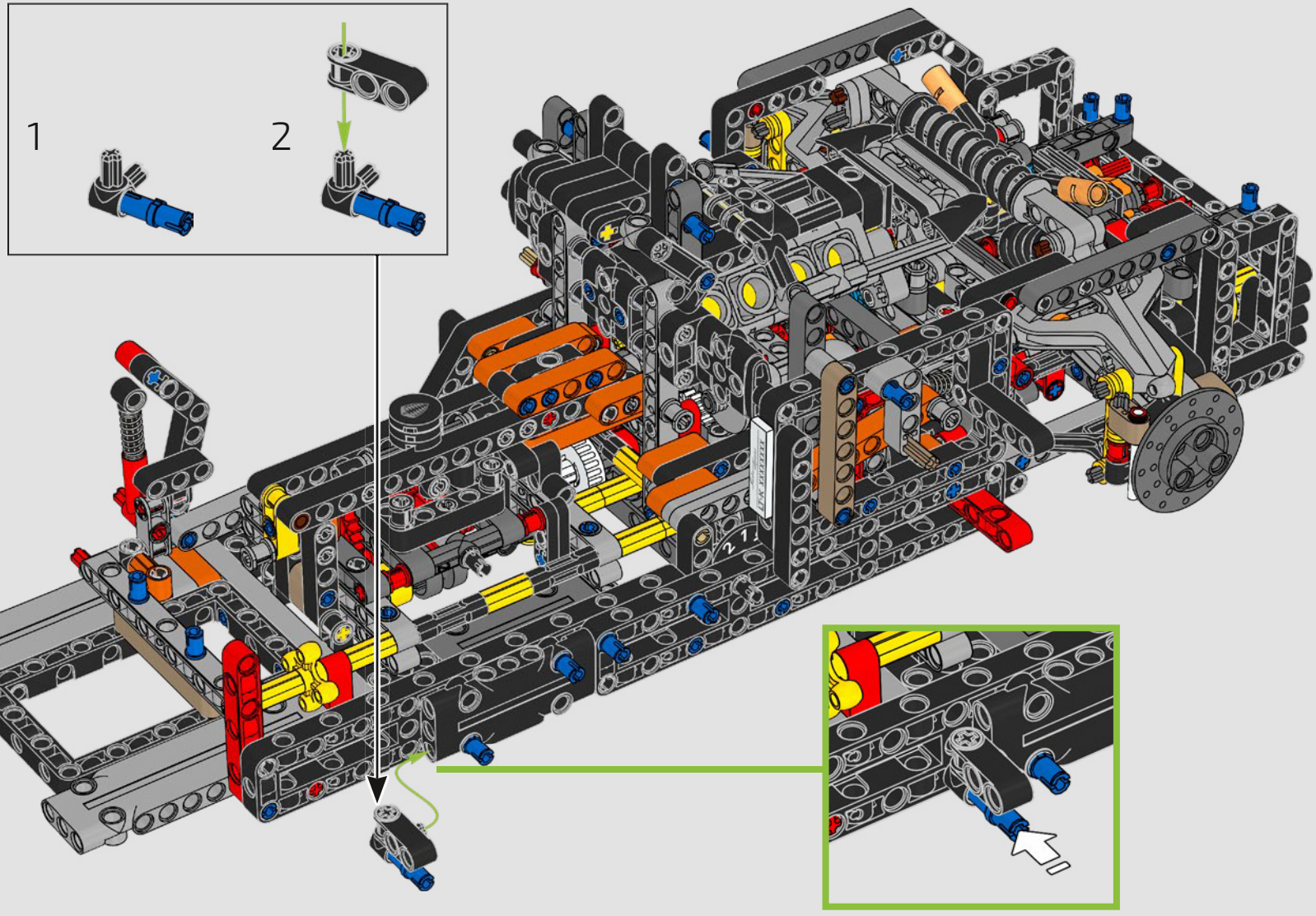

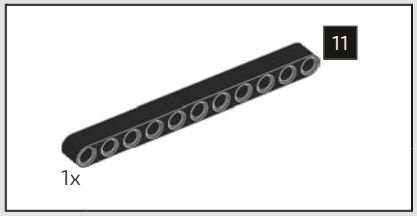

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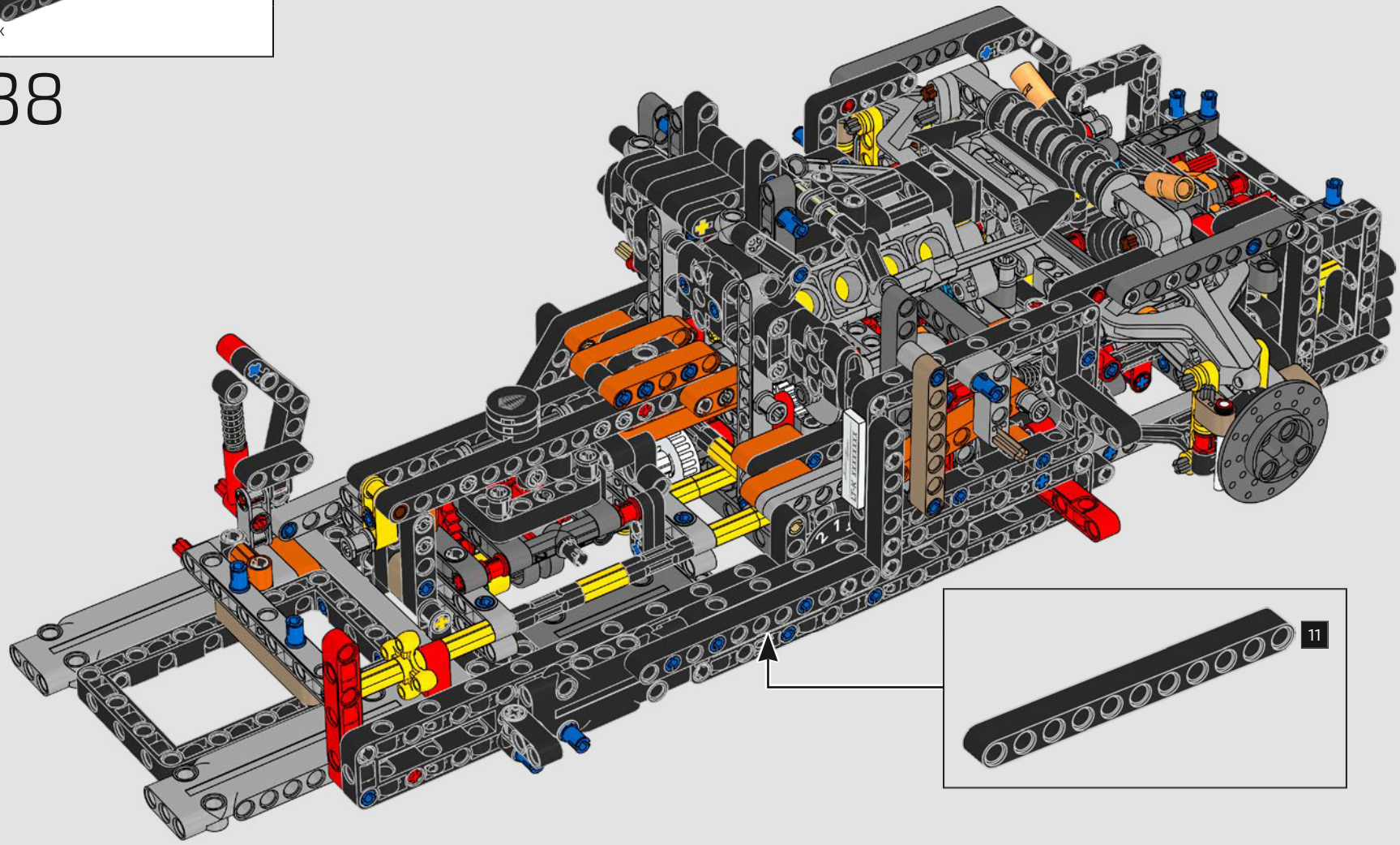

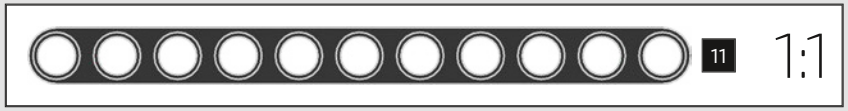

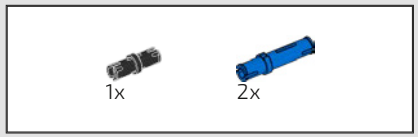

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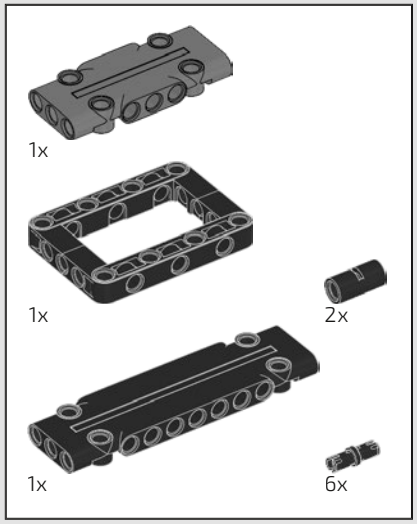

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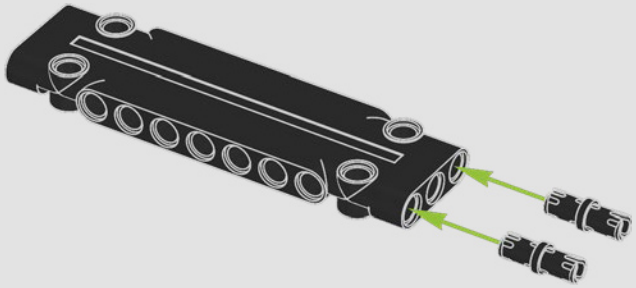

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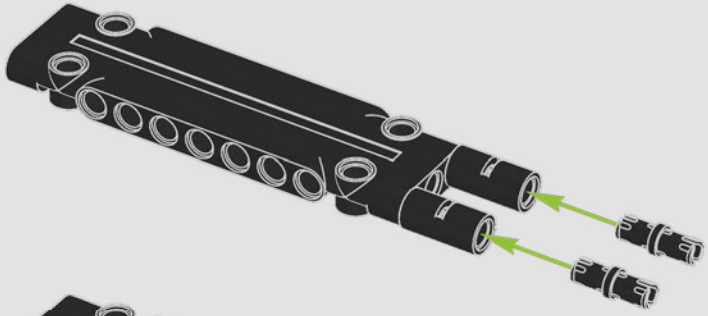

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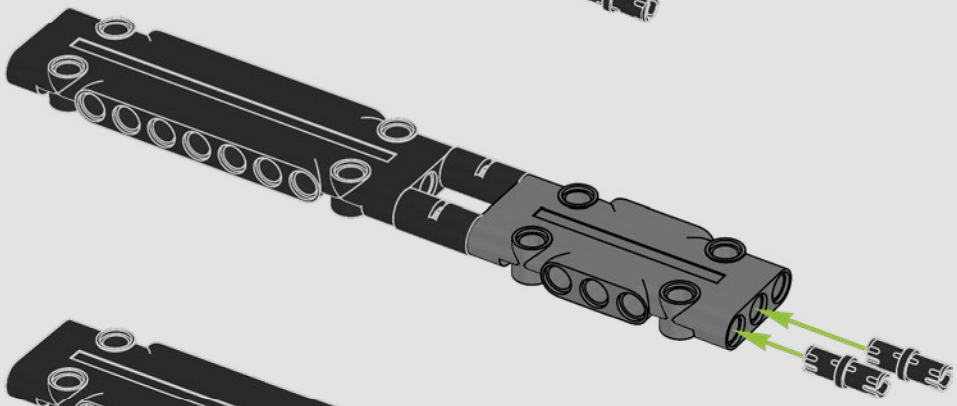

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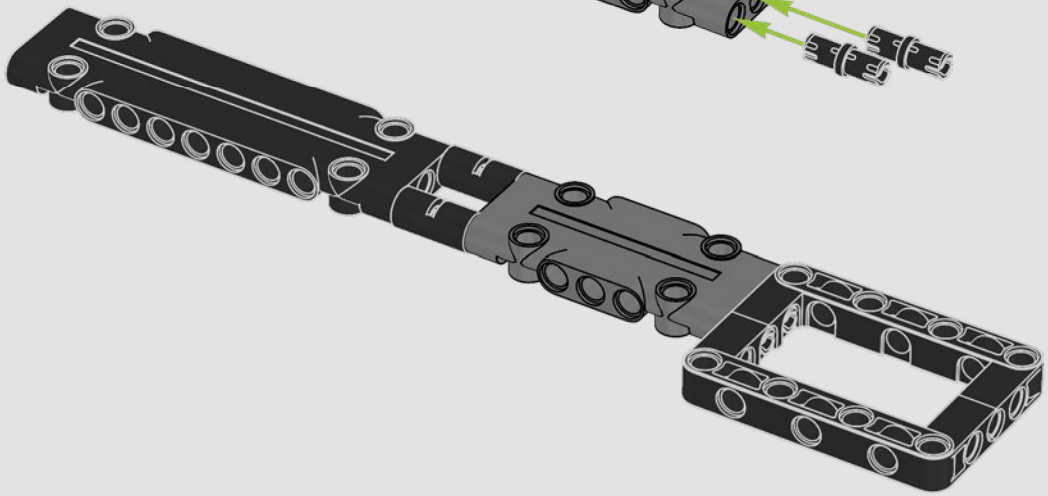

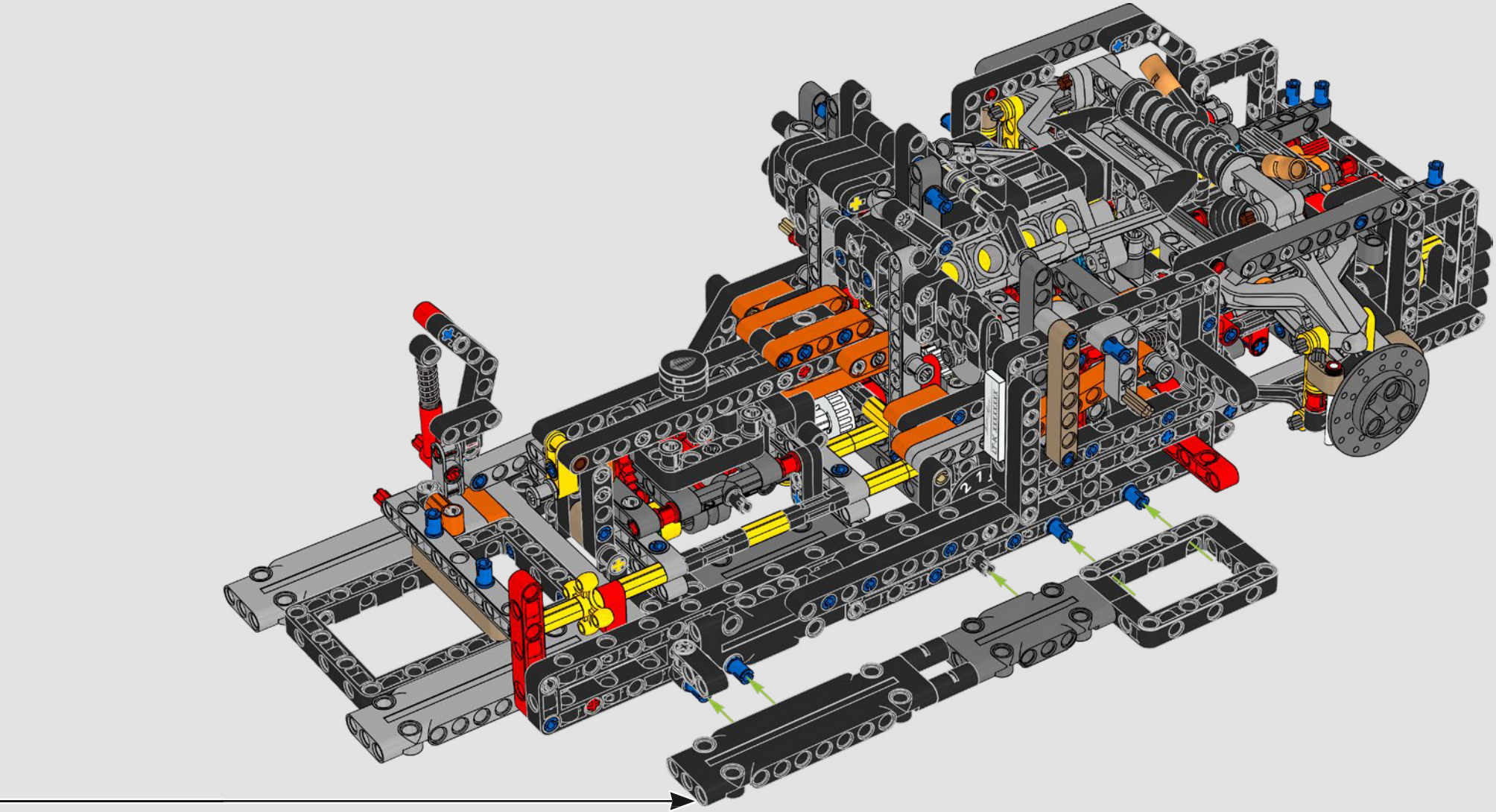

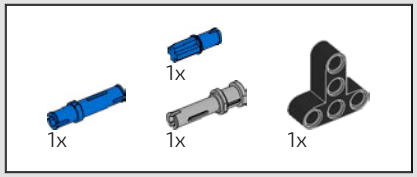

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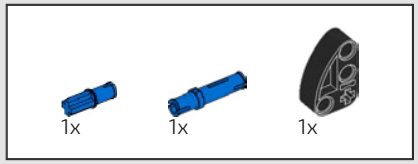

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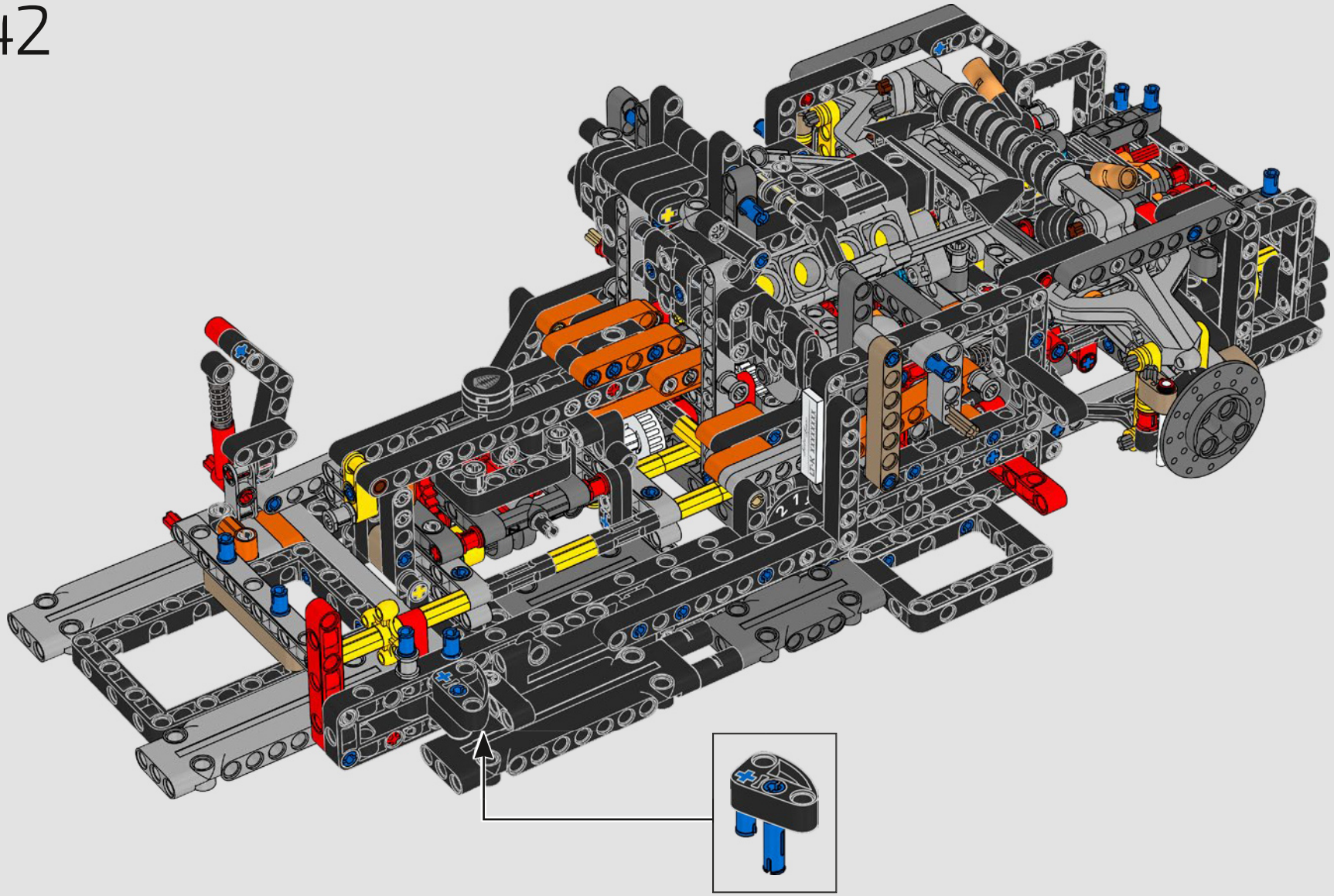

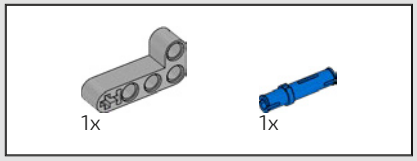

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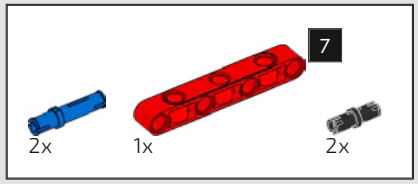

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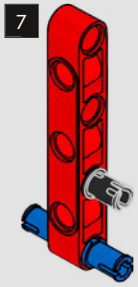

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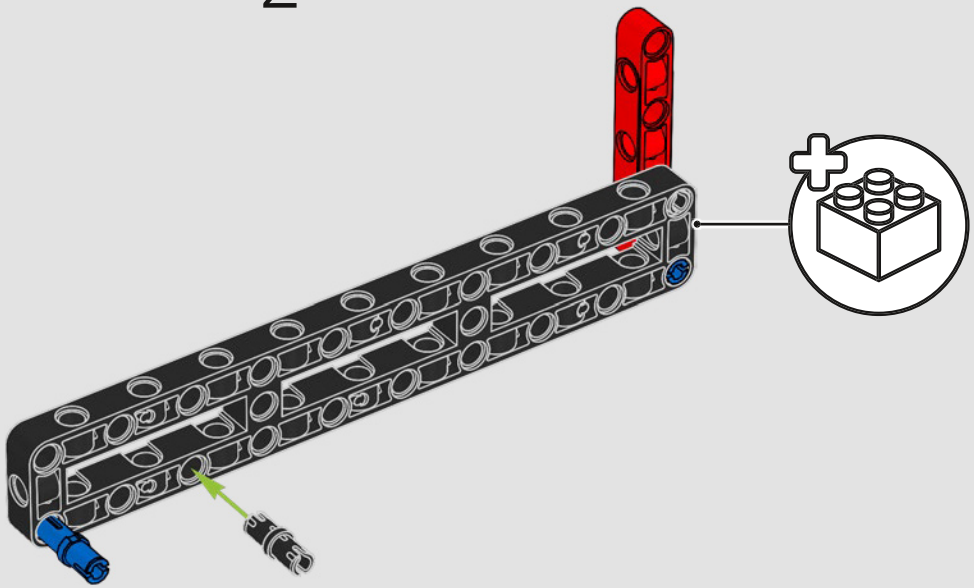

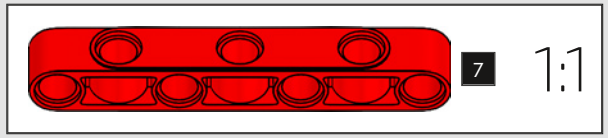

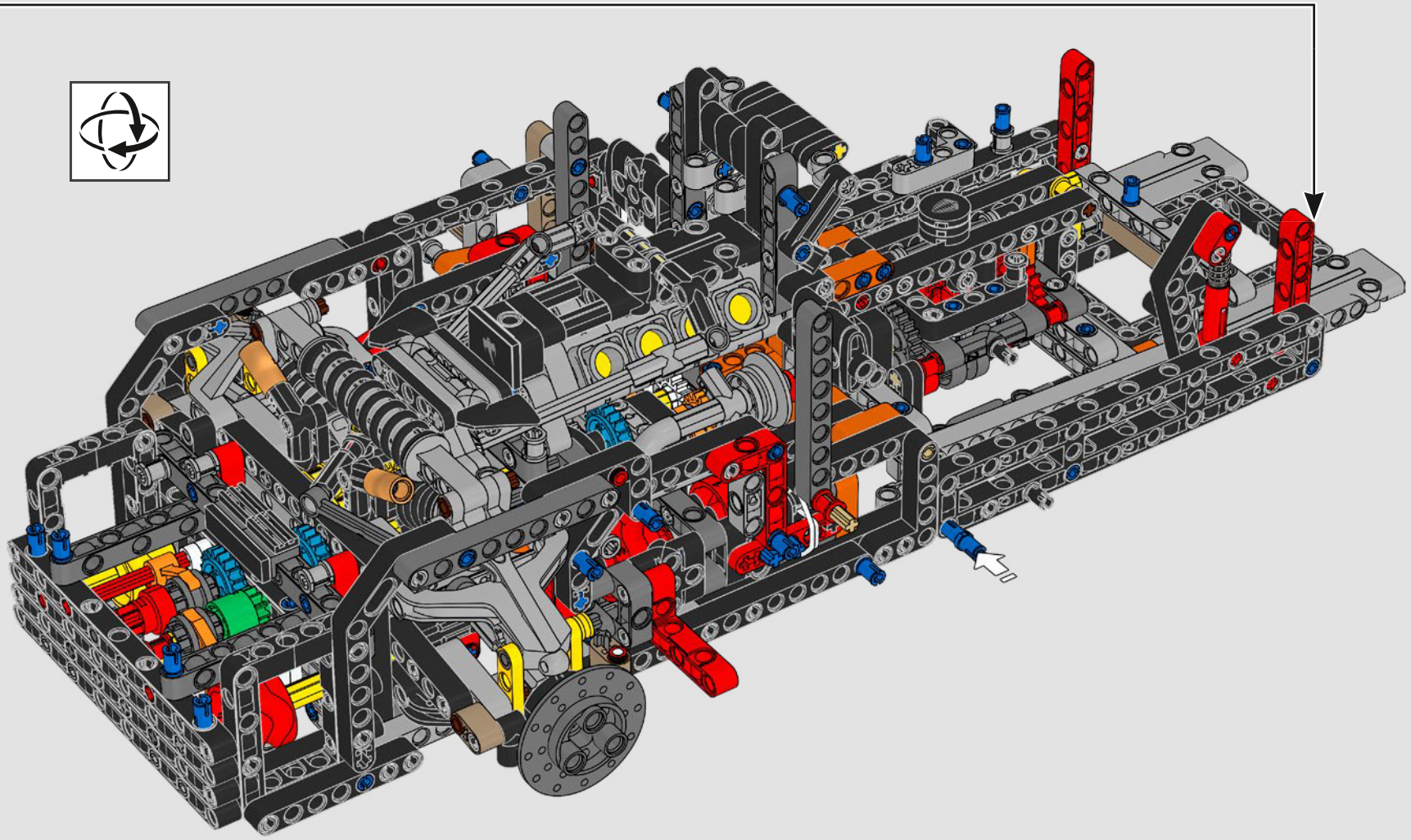

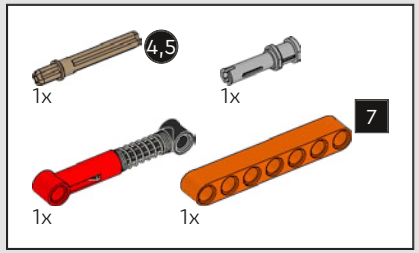

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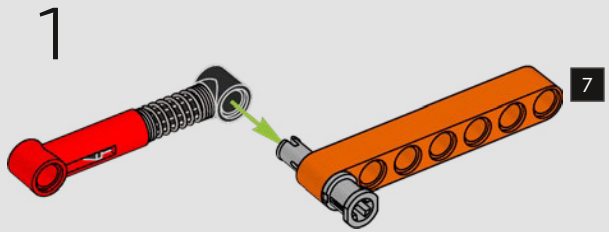

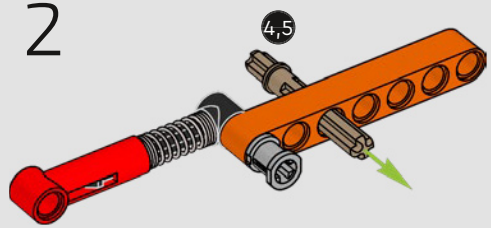

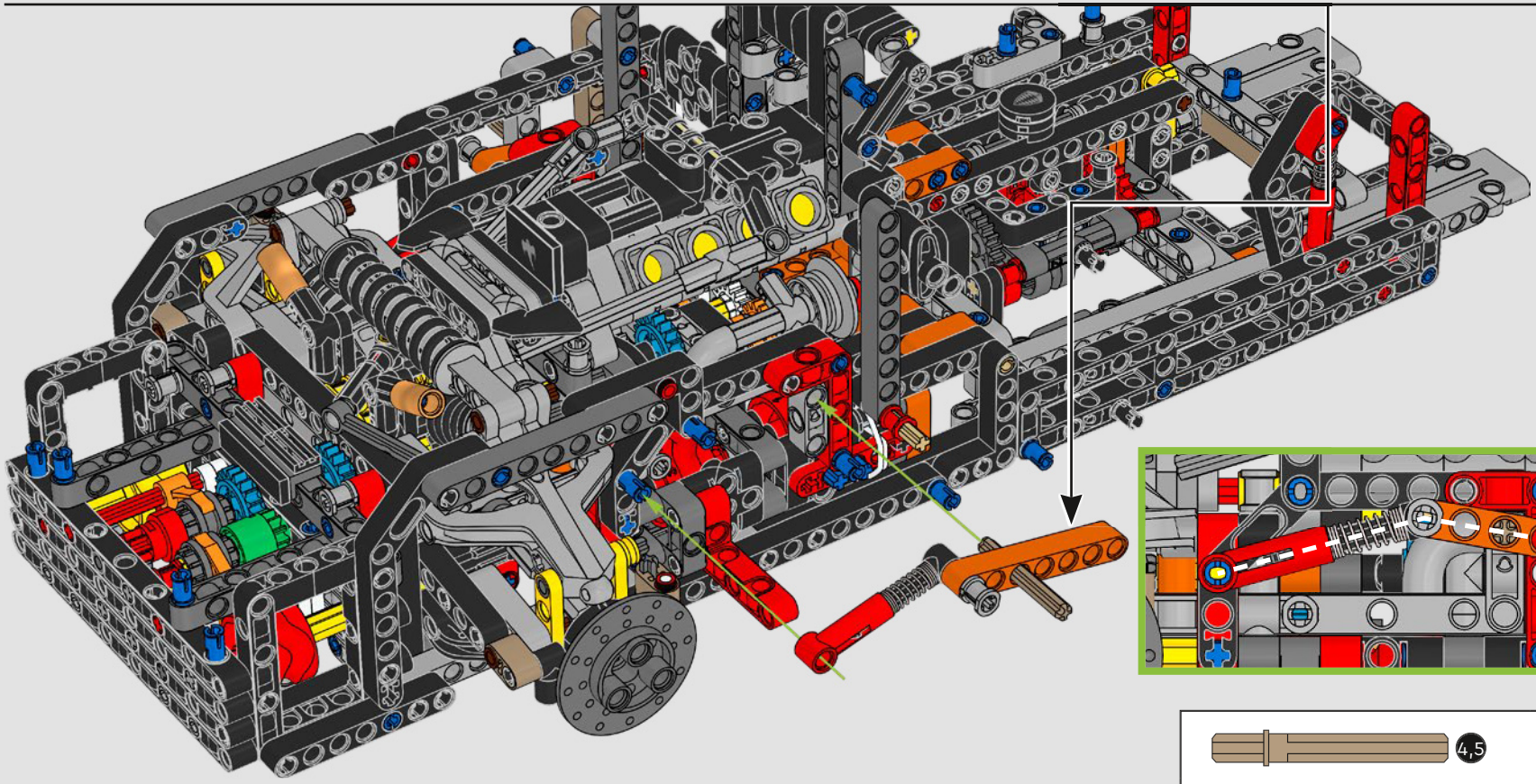

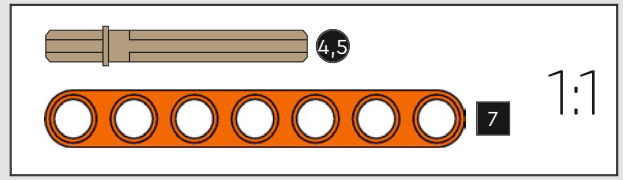

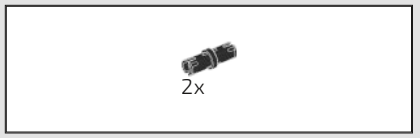

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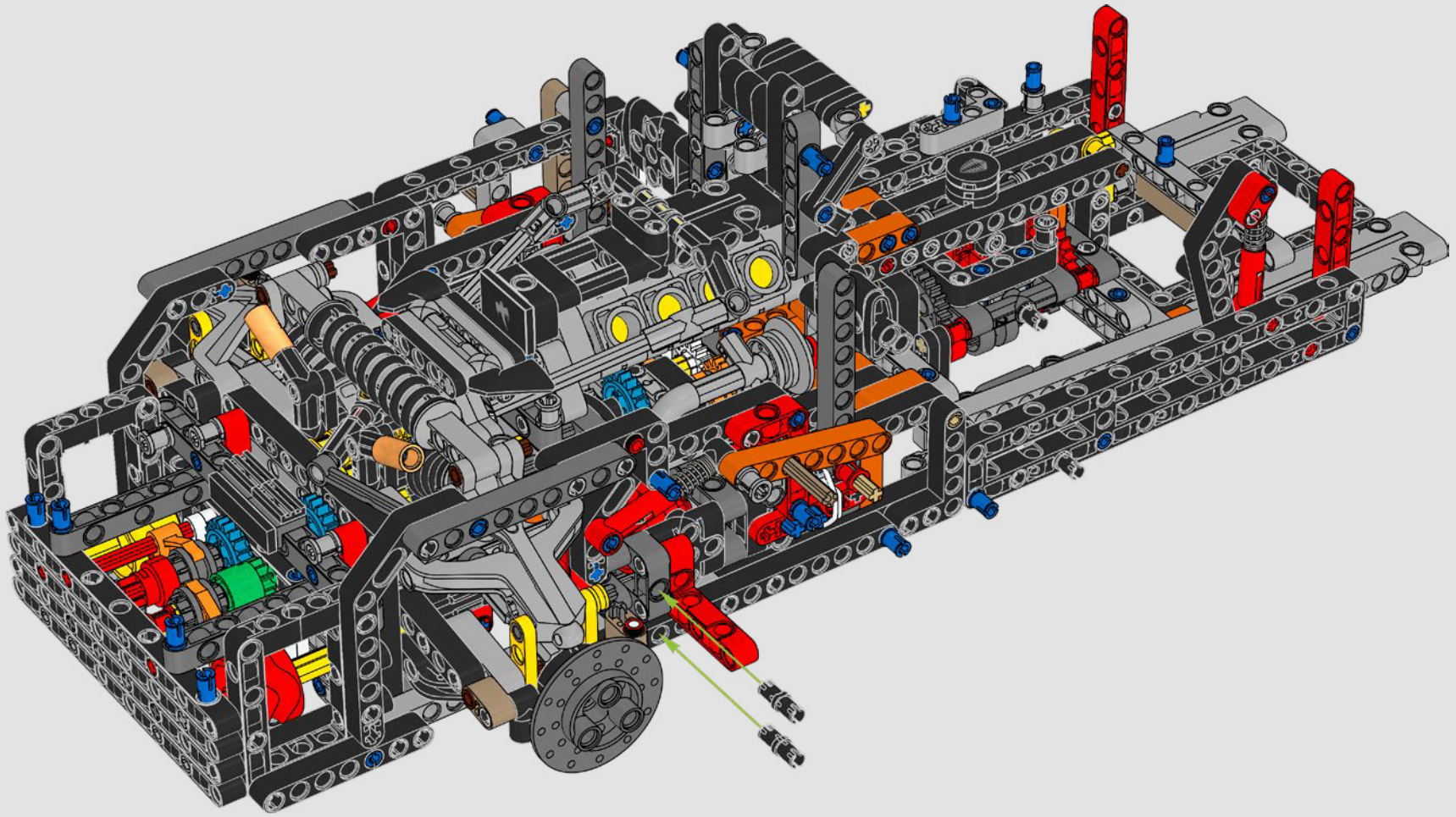

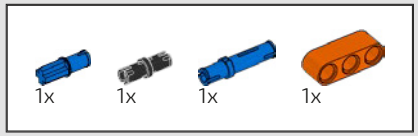

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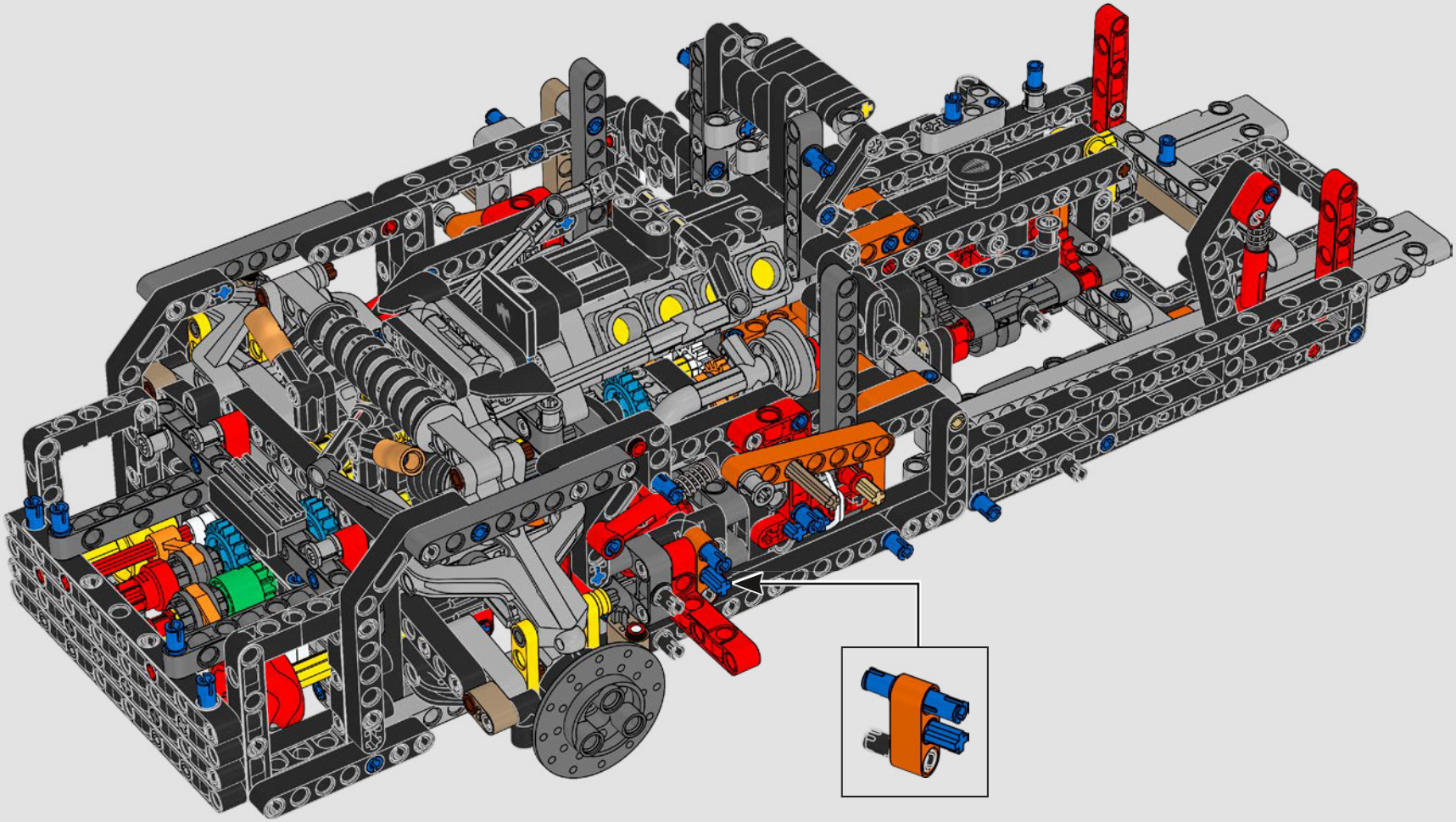



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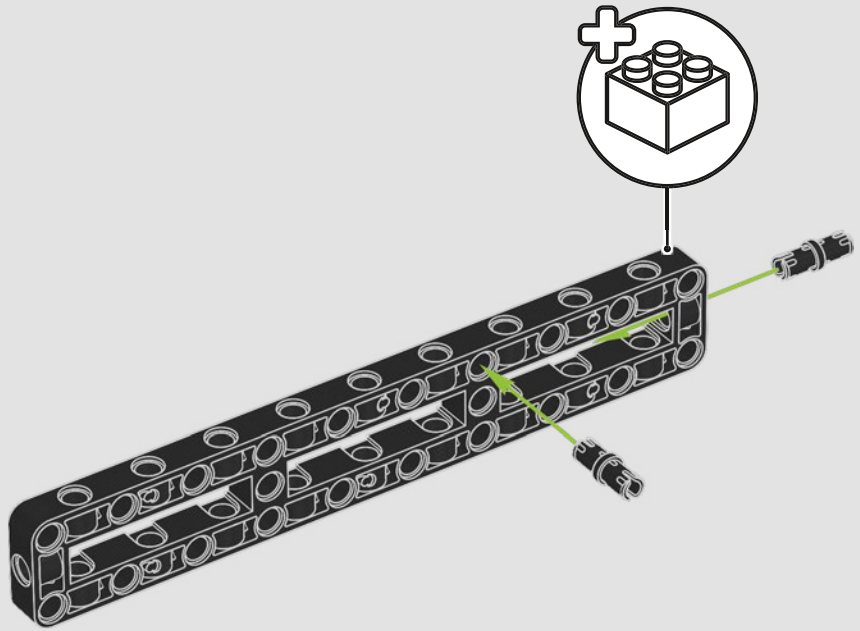

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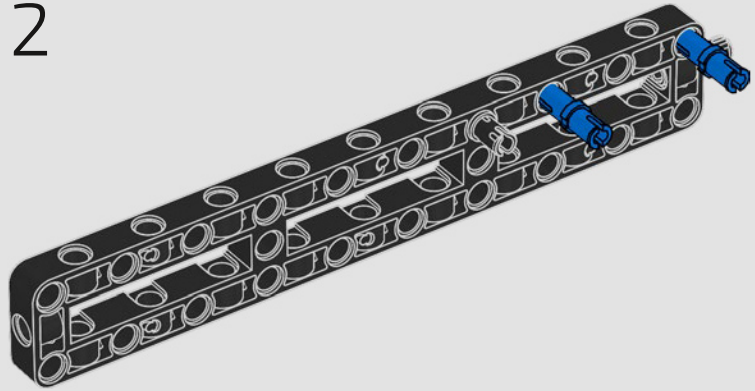

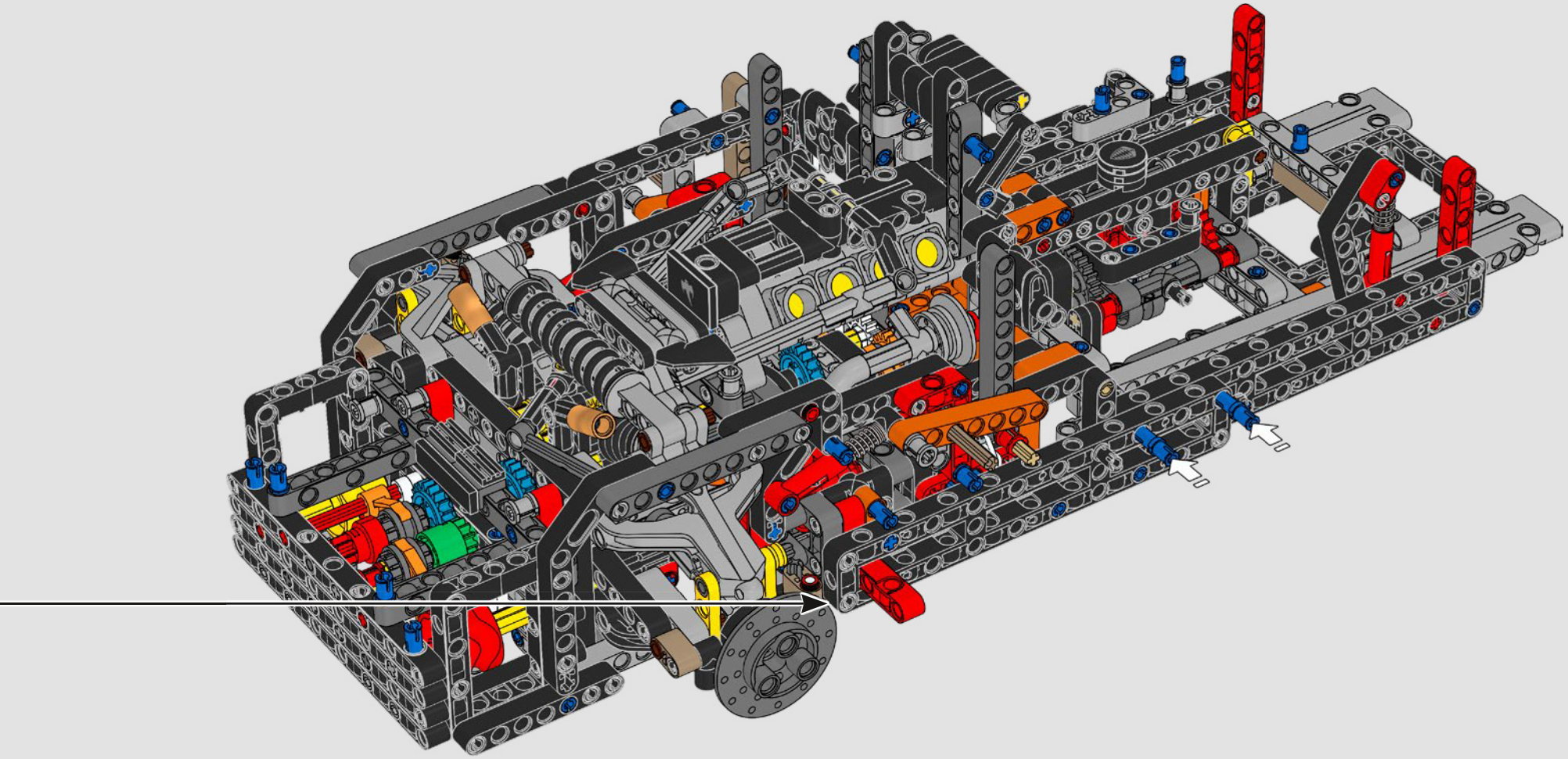

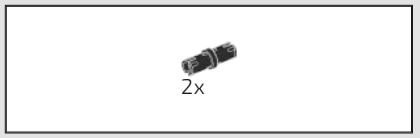

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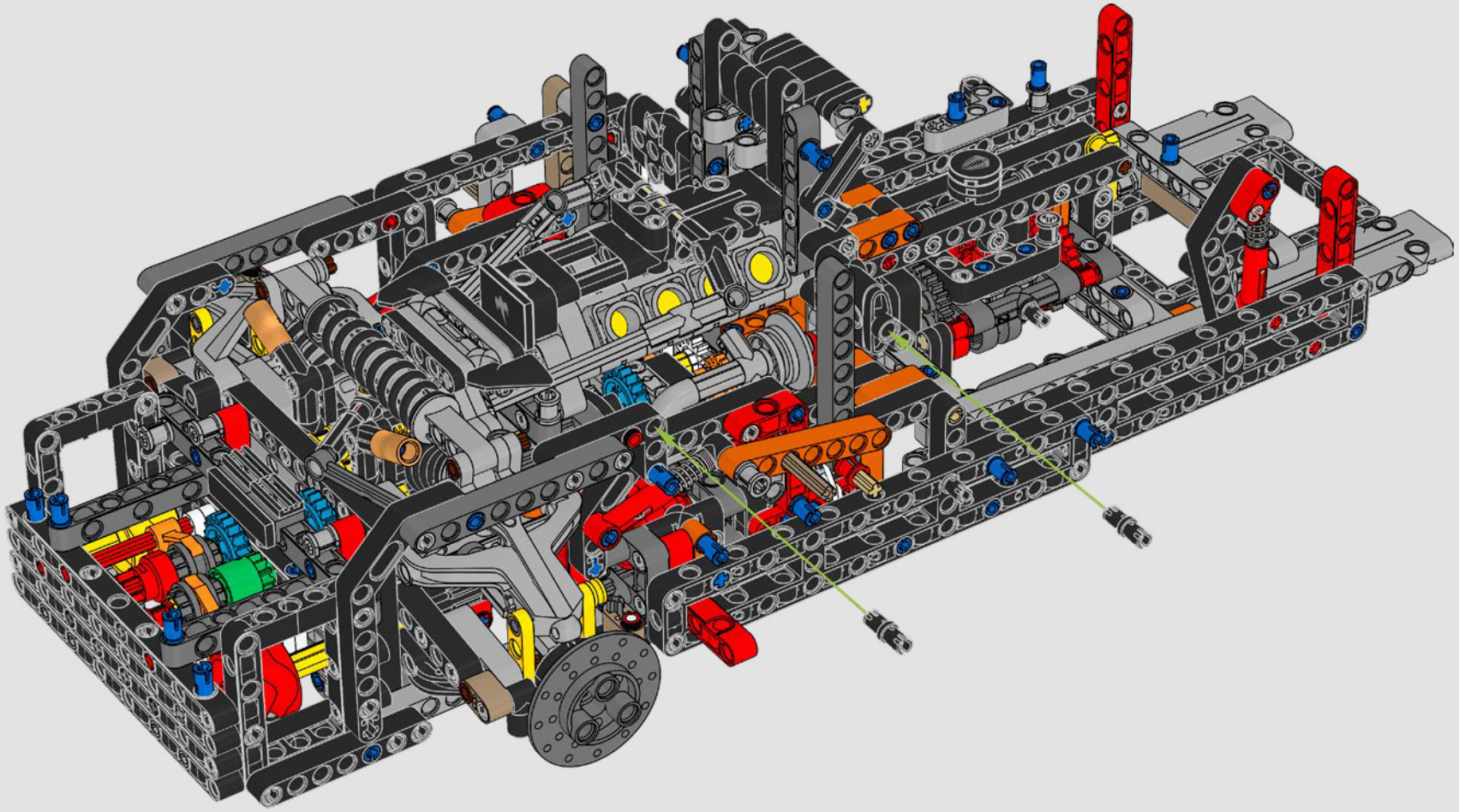

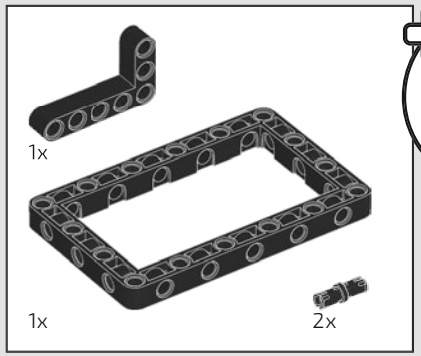

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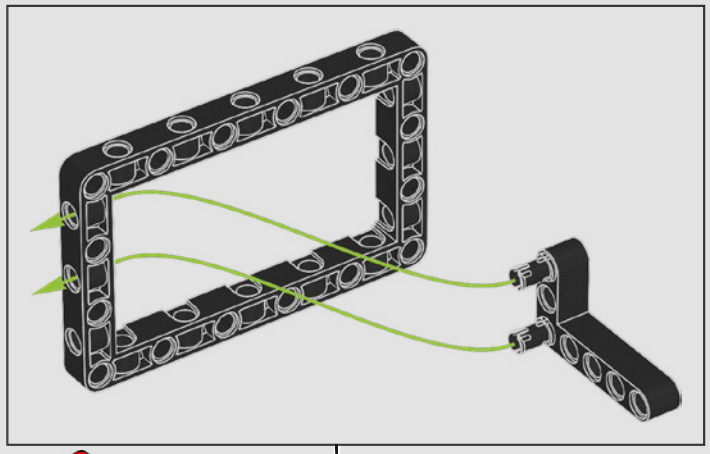

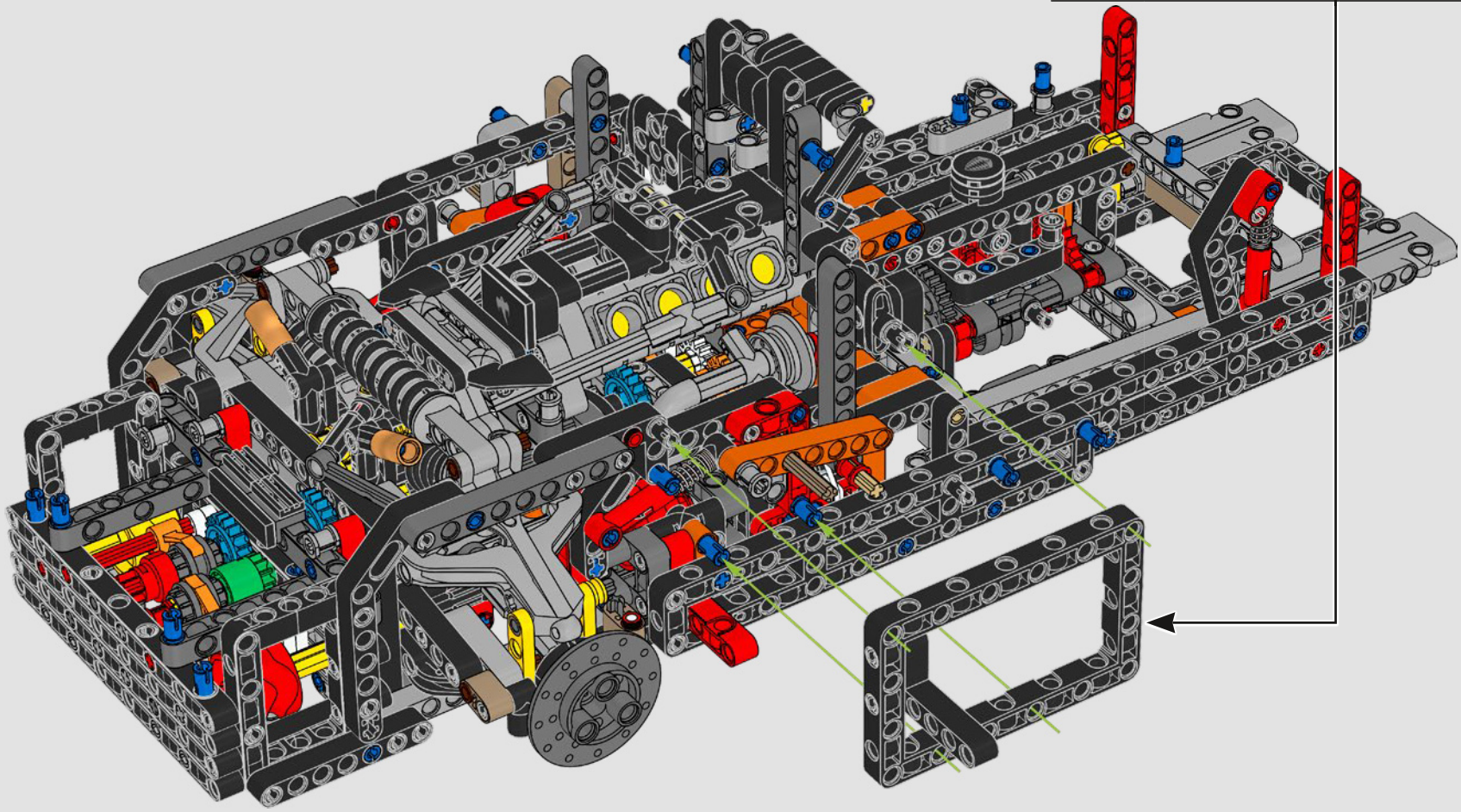

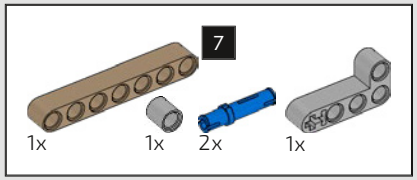

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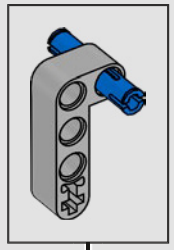

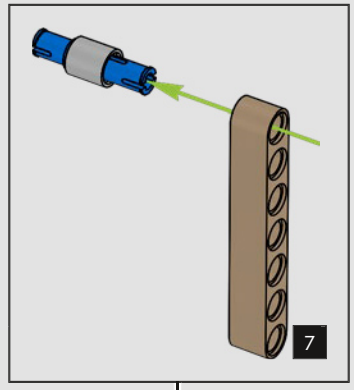

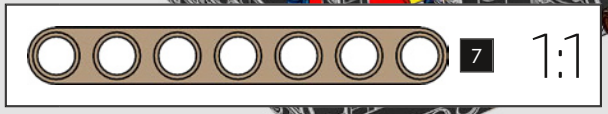

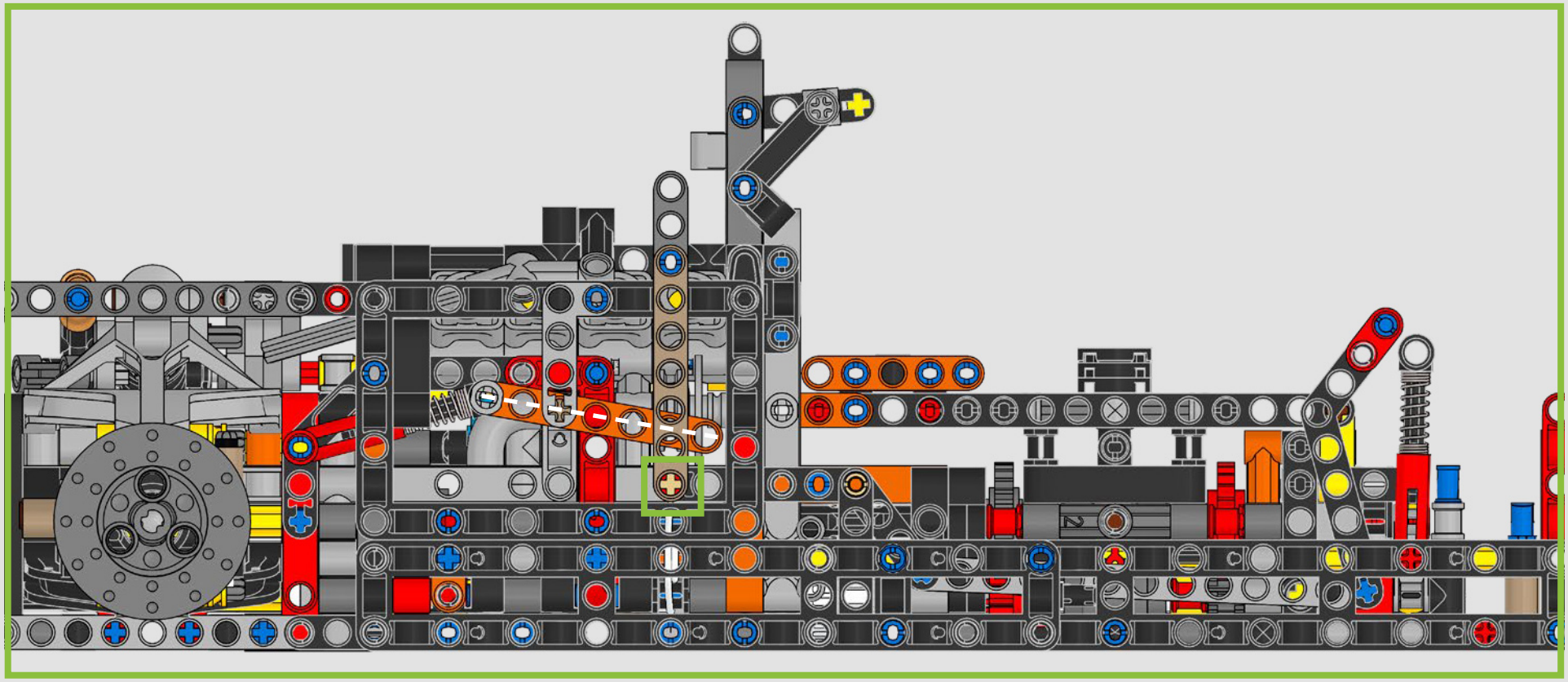

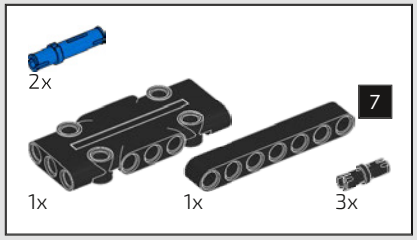

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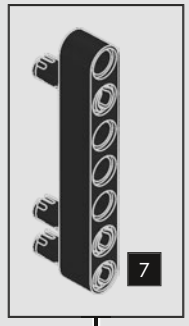

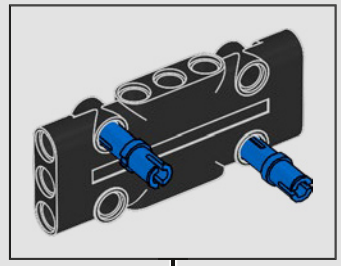

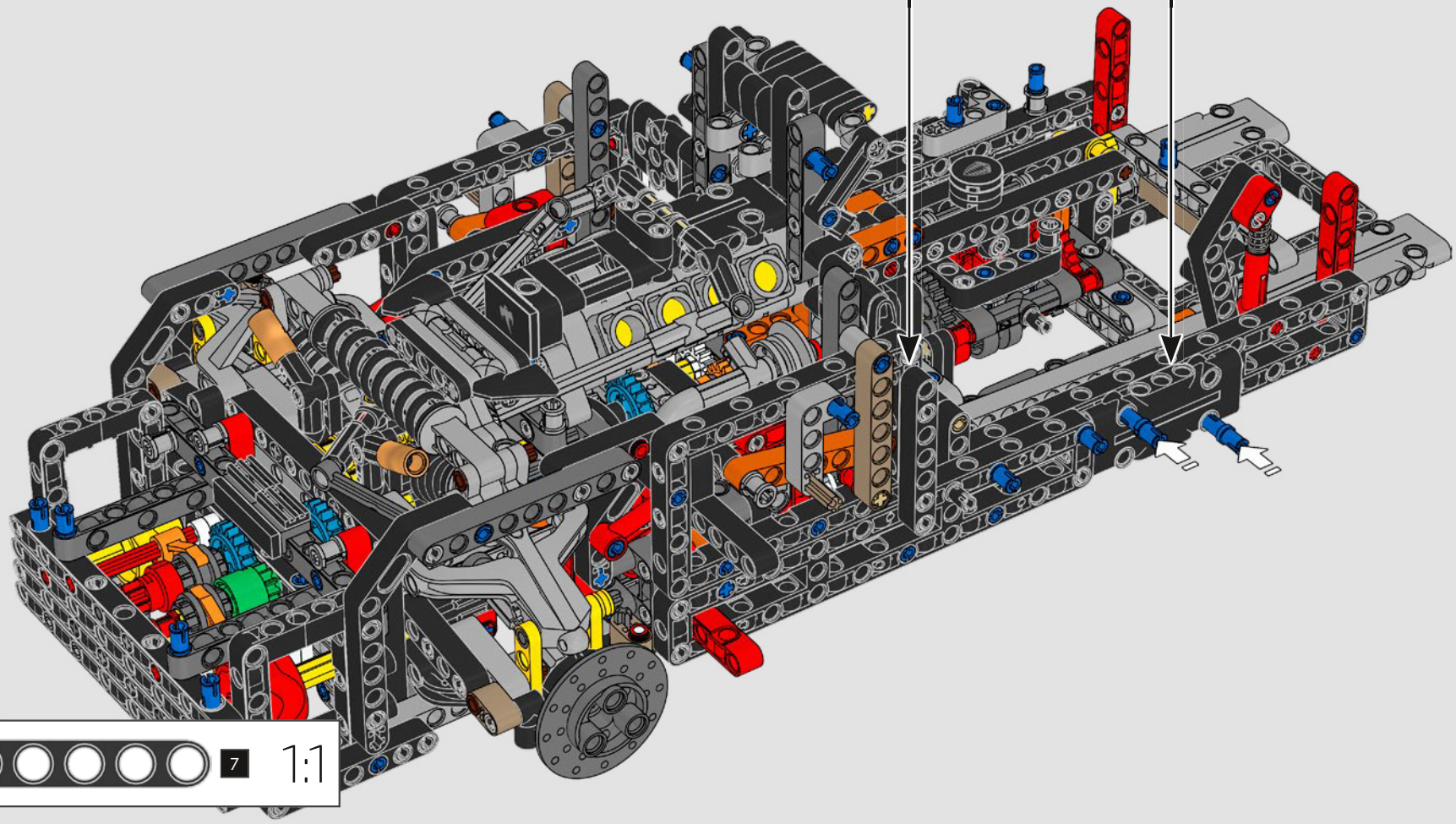

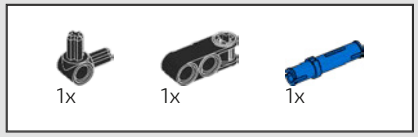

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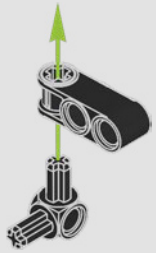

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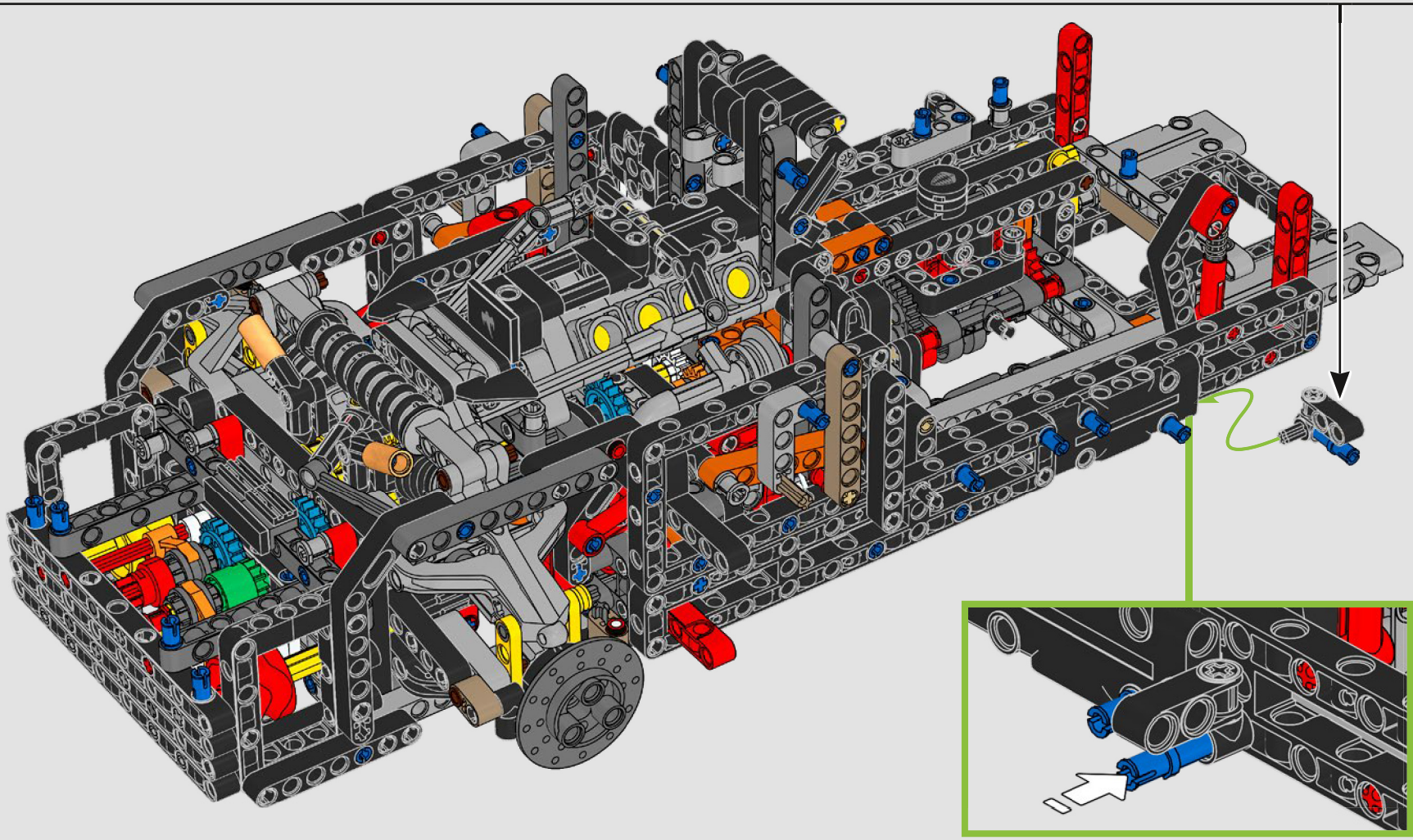

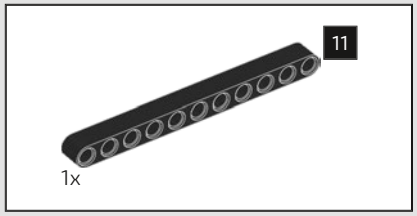

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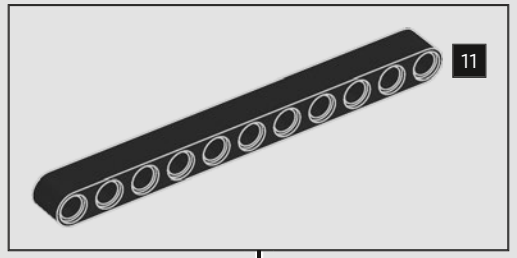

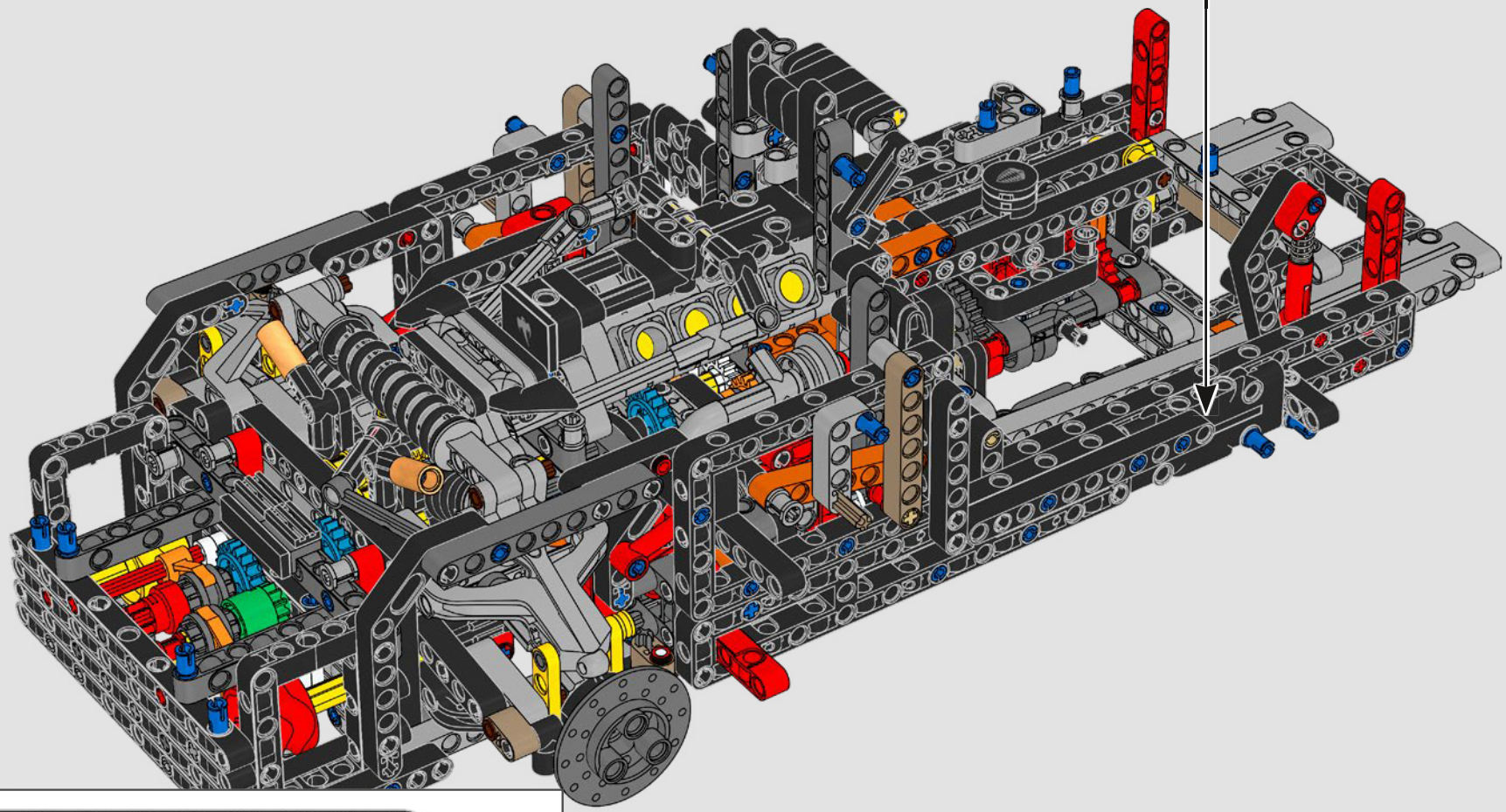



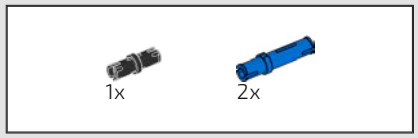

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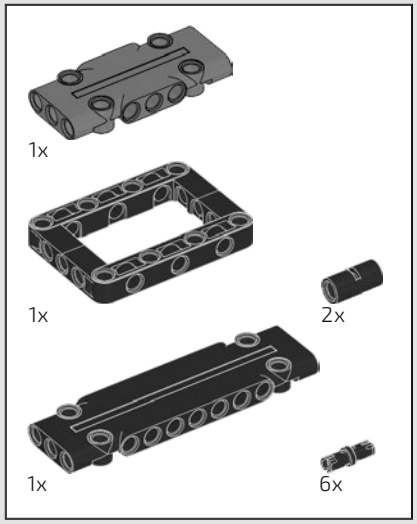

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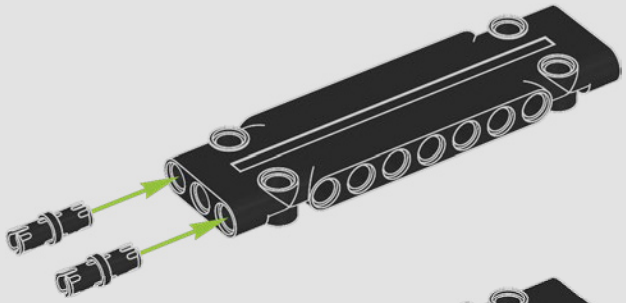

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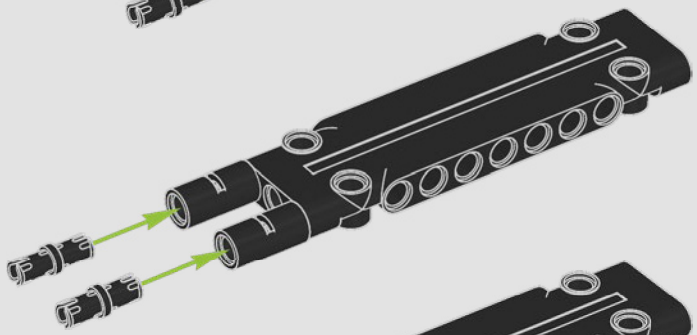

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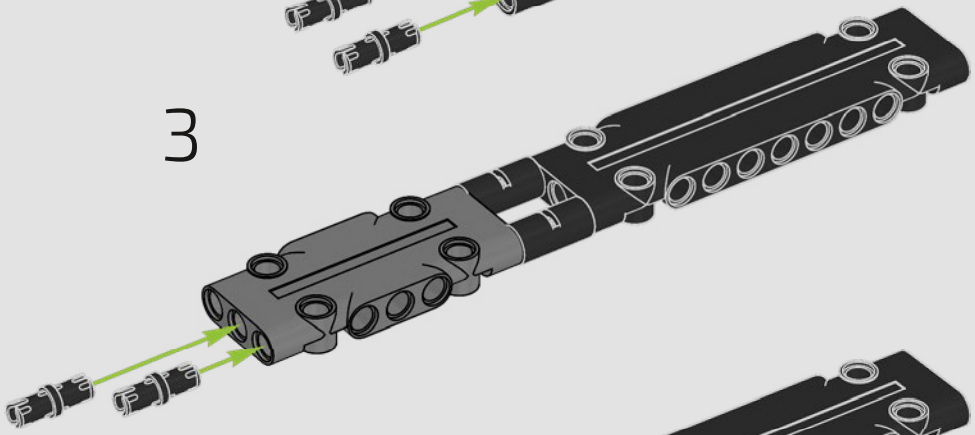

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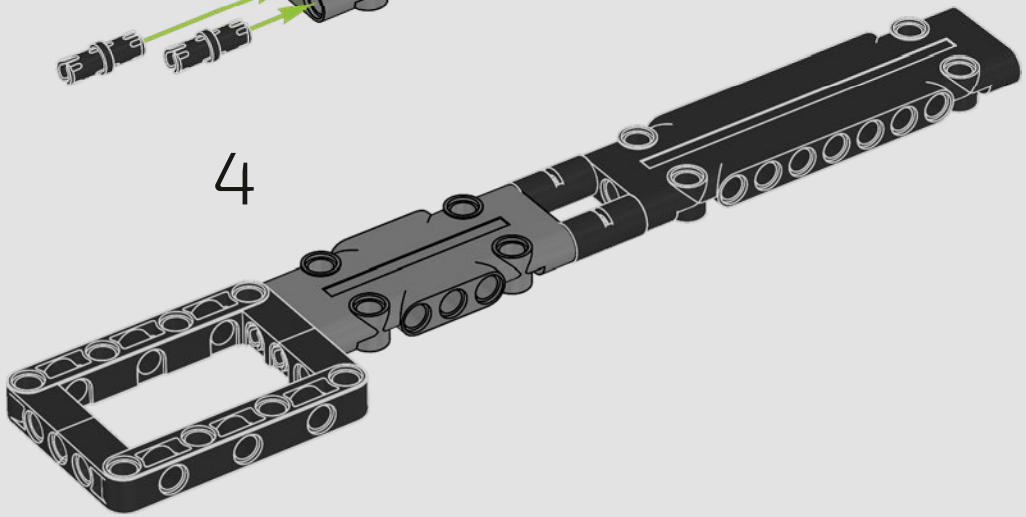

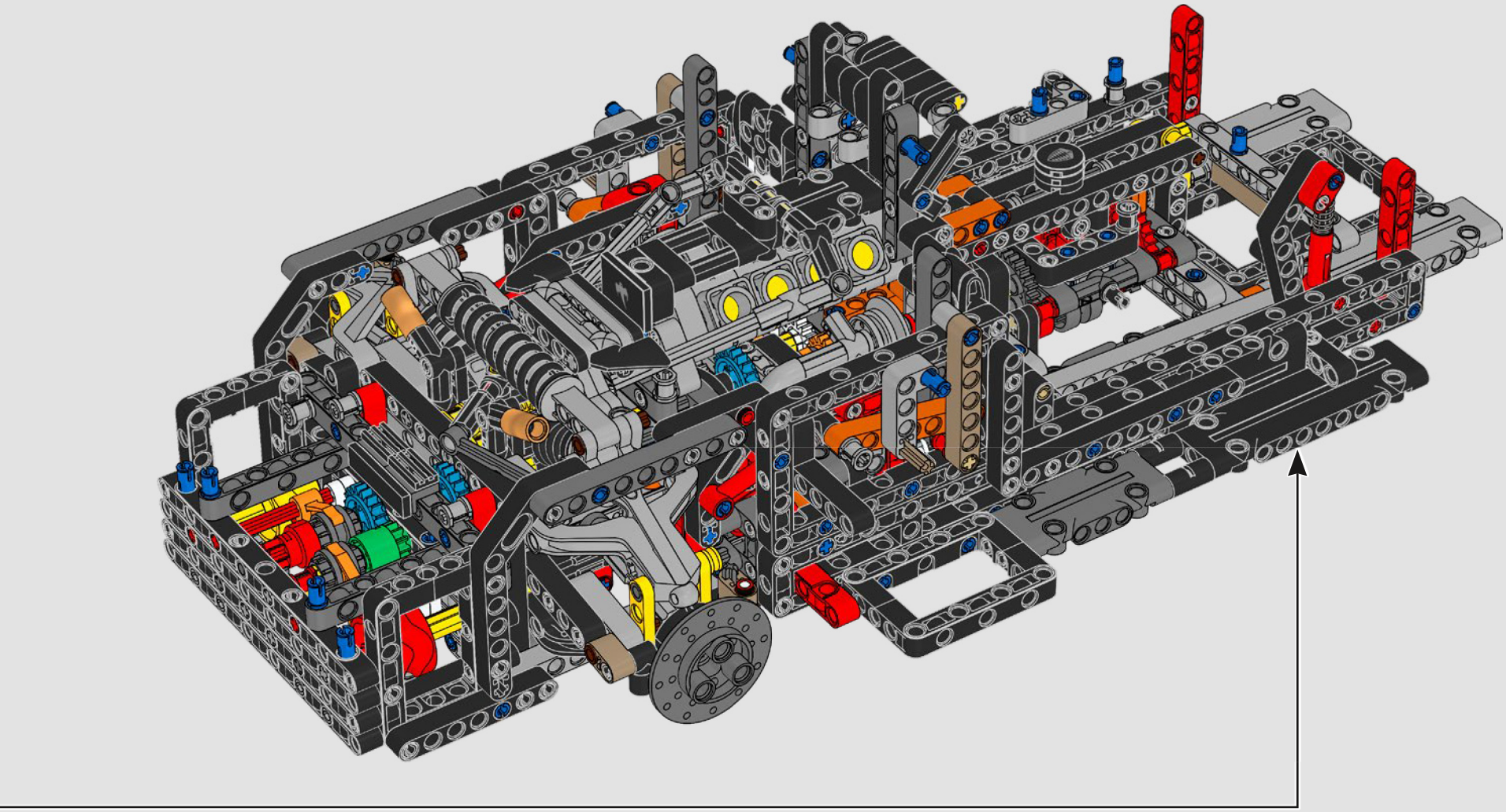

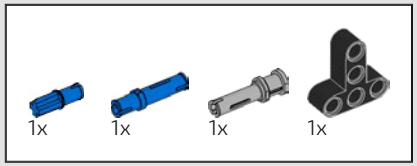

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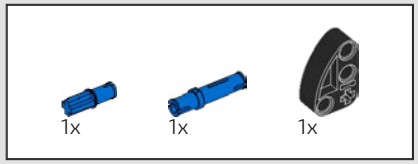

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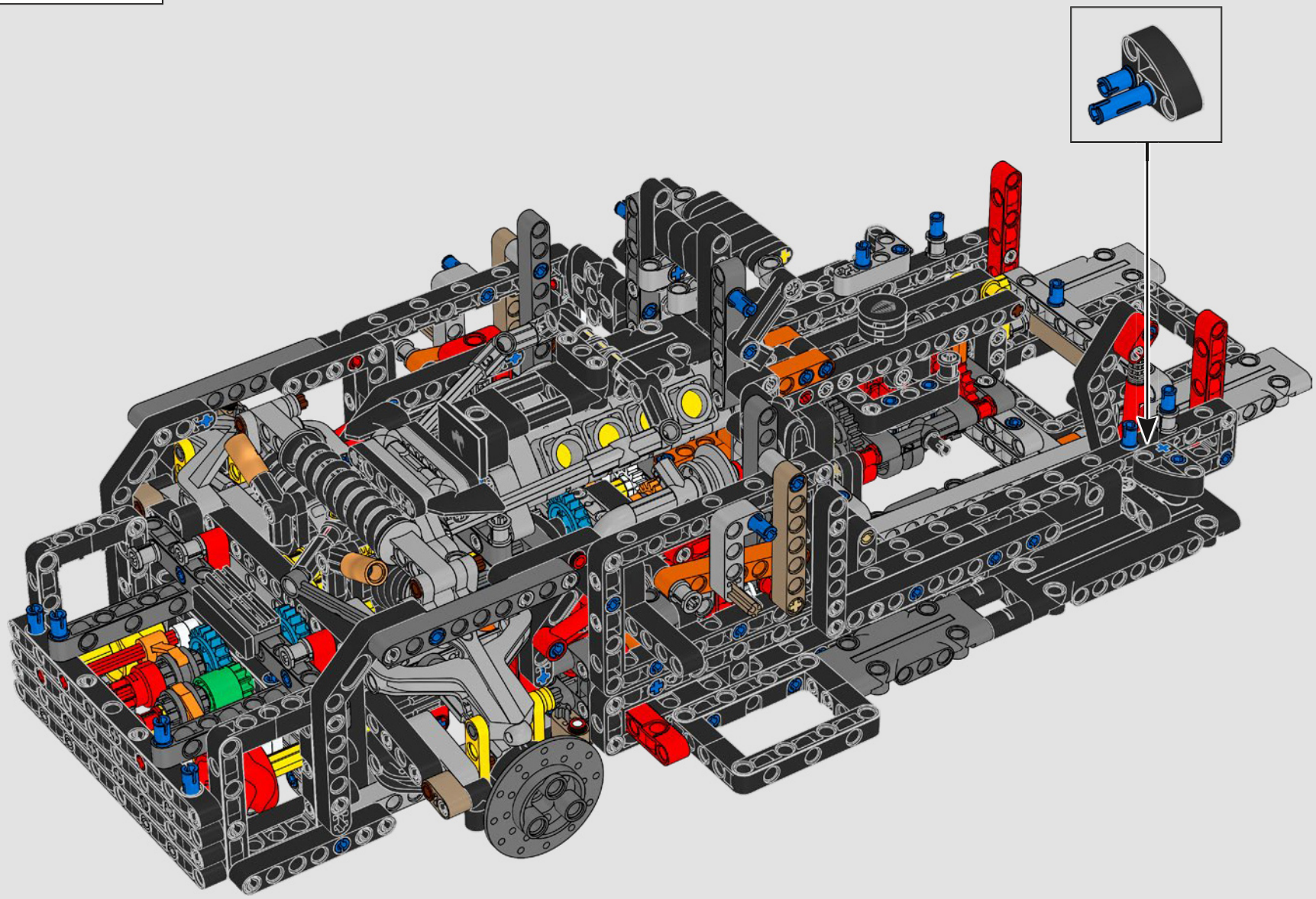

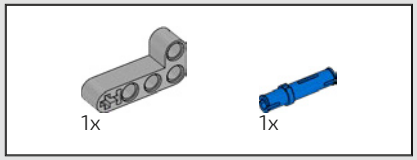

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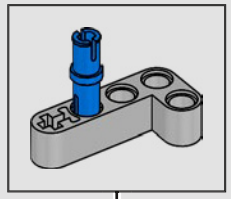

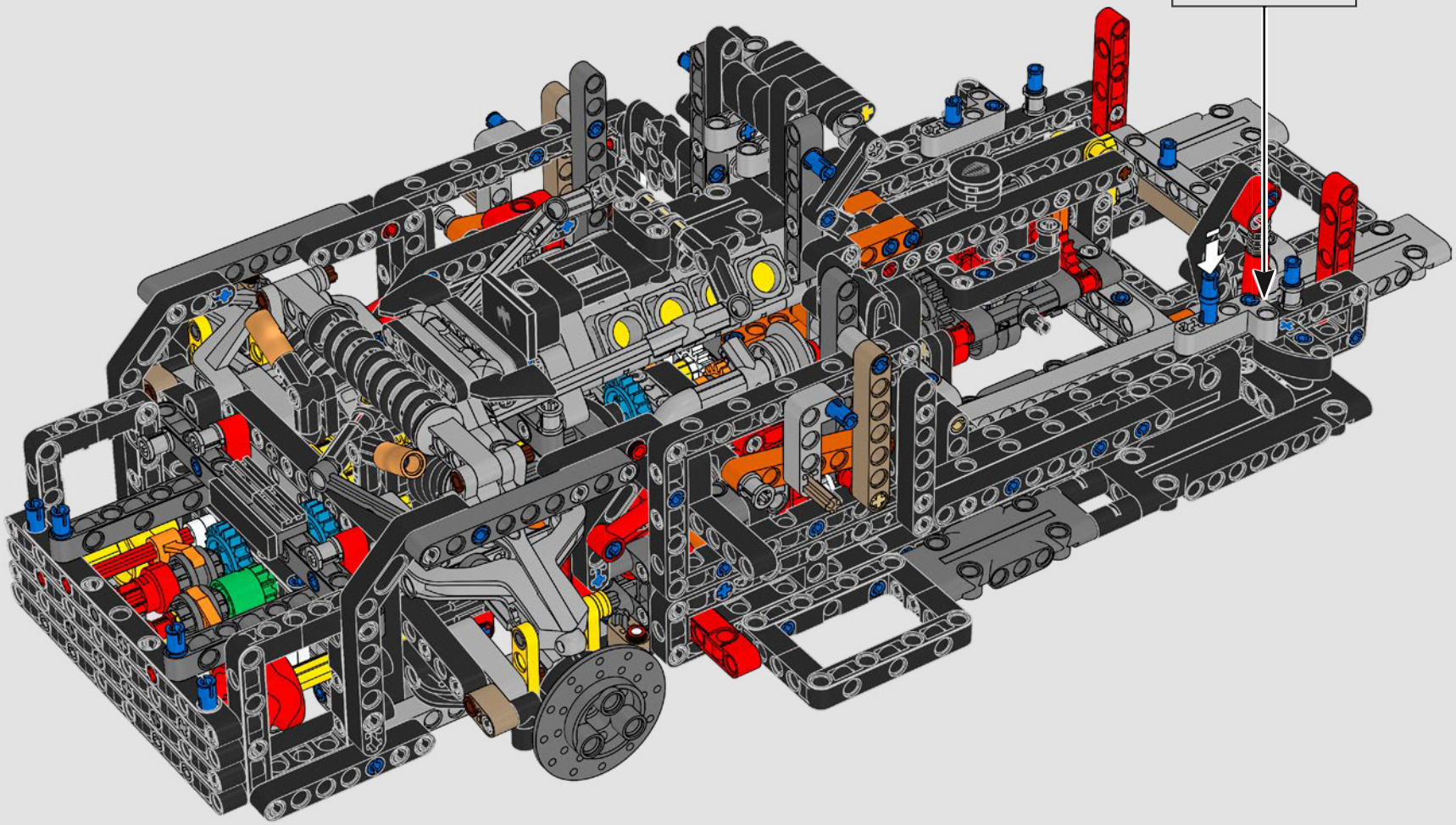

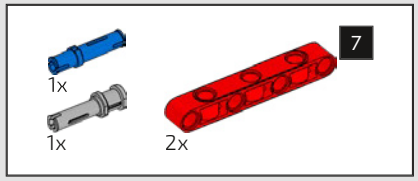

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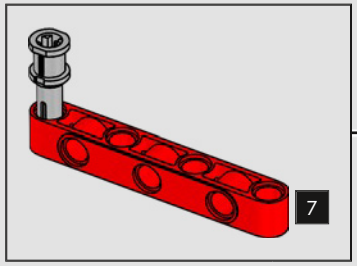
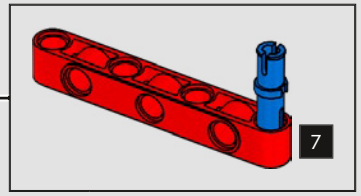
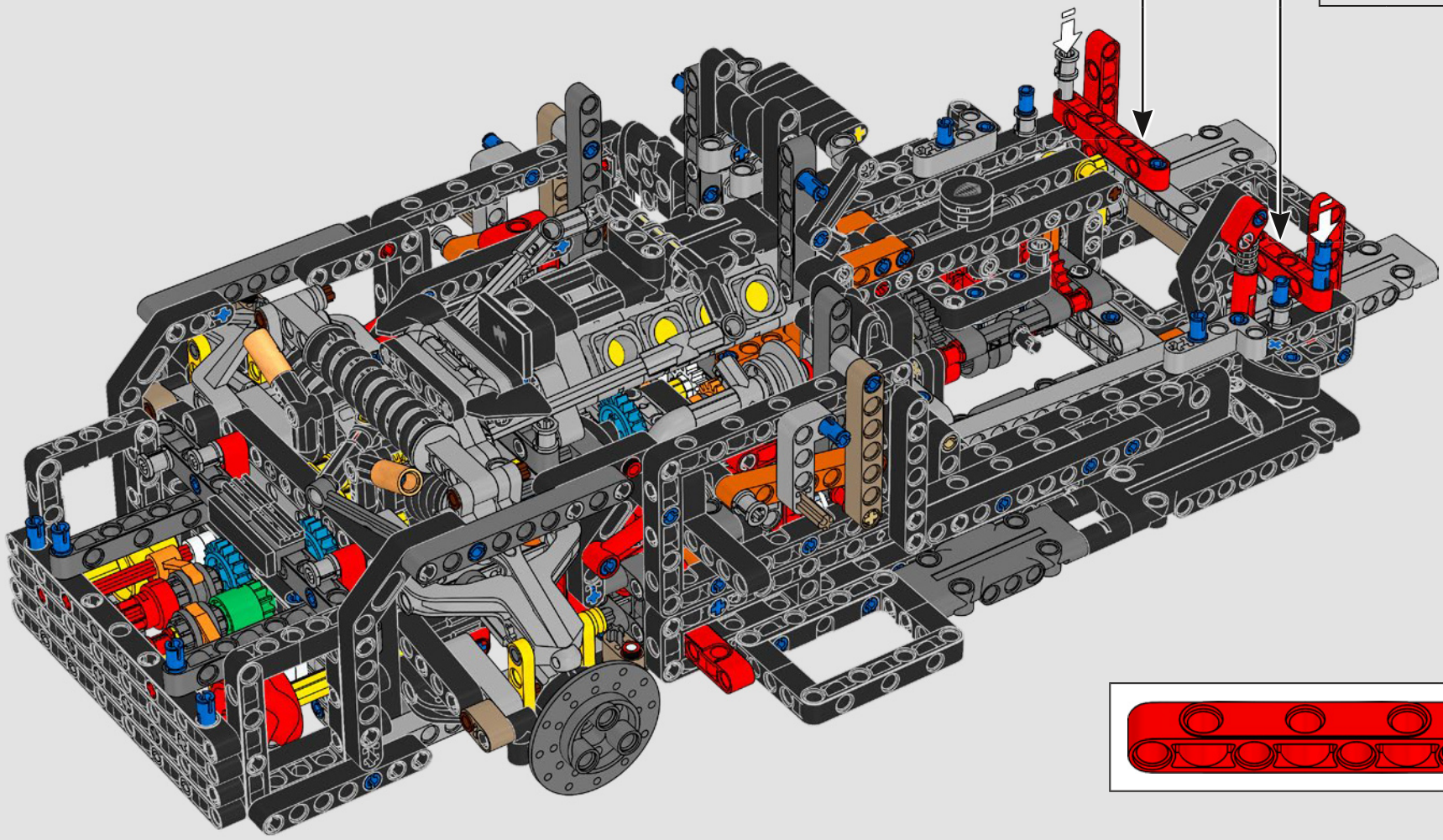






BOX

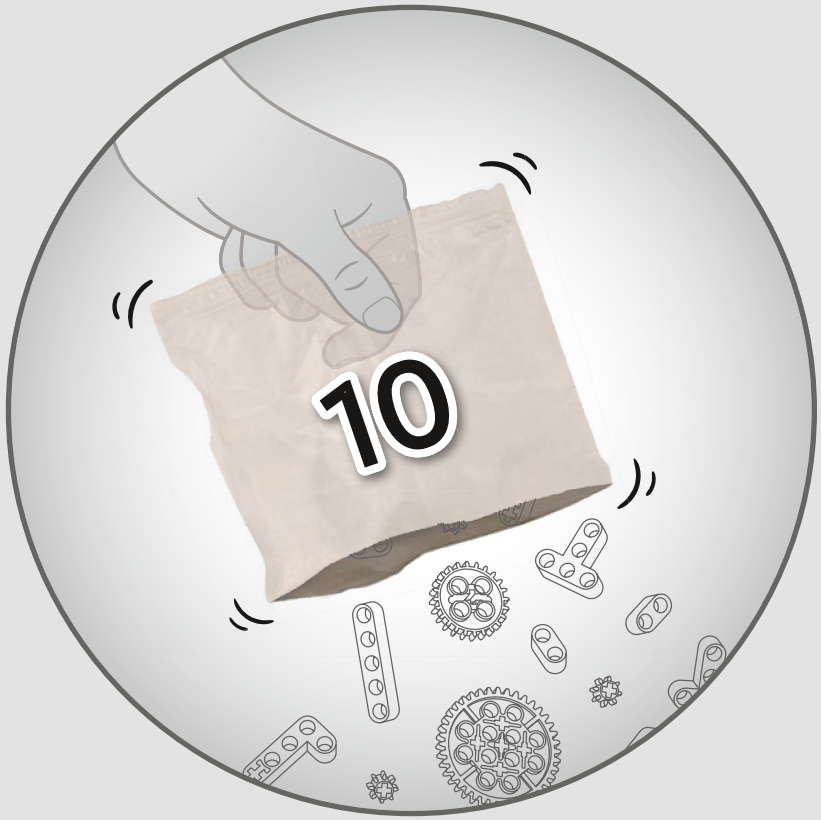
123

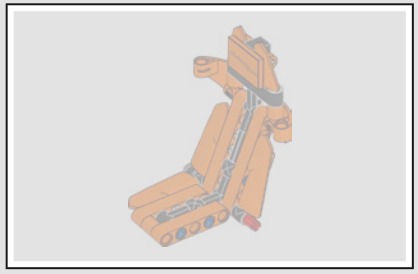


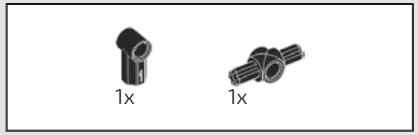
INTERIOR FIELMENTE DETALLADO

El interior reproduce el del coche real: la forma de los asientos con el logotipo del Sadair's Spear impreso en el reposacabezas, el túnel central y la consola con la pantalla SmartCenter. También se ha replicado la pantalla digital de Koenigsegg en el volante. El escudo de Koenigsegg se encuentra impreso en el selector de avance, punto muerto y marcha atrás, y replica la ubicación de la llave de Koenigsegg en el coche de verdad. Además, por si fuera poco, tenemos las levas de cambio situadas detrás del volante, que se conectan a la caja de cambios de 9 velocidades.


SadarrSpear







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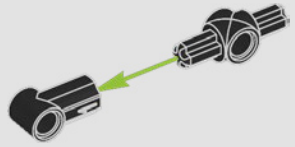

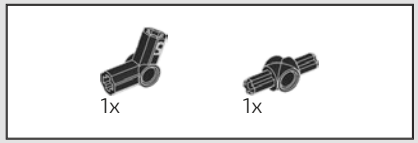

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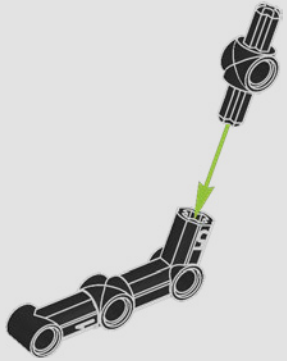

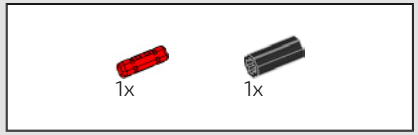

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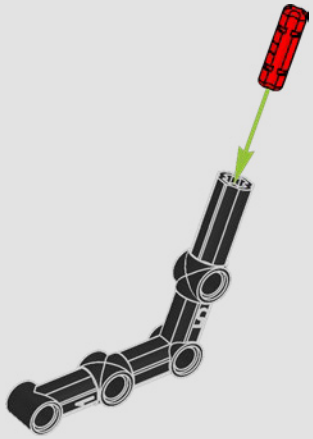

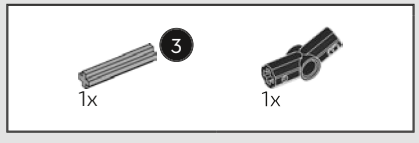

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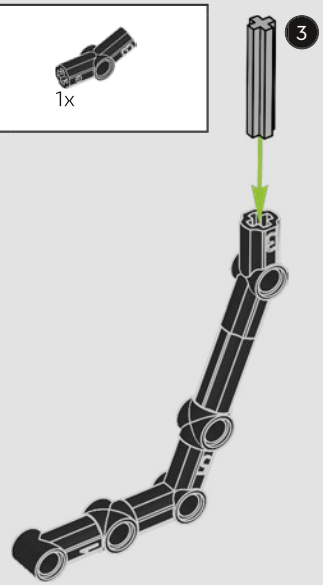



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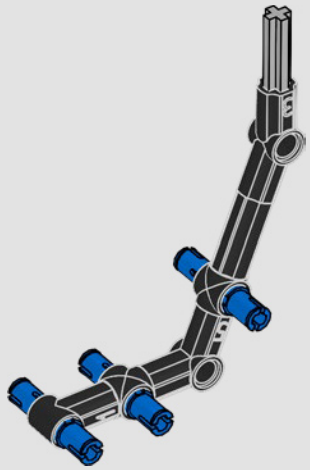

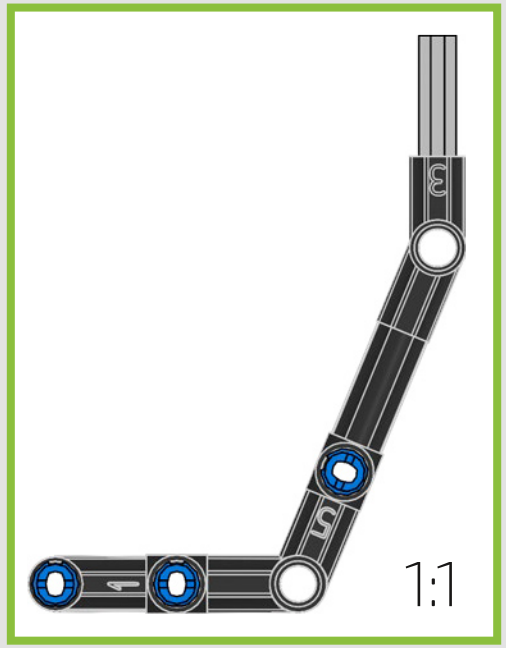

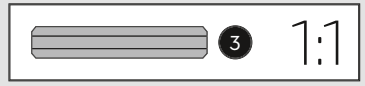

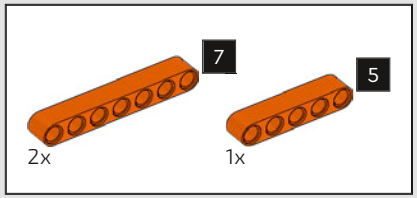

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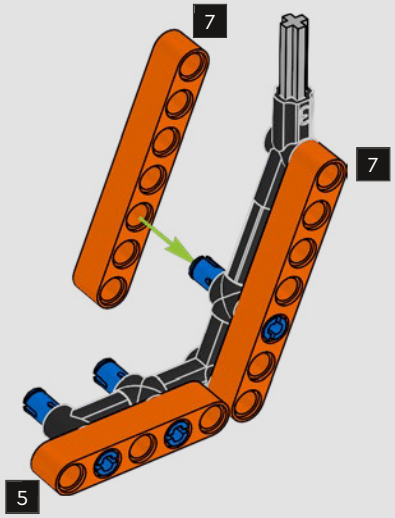

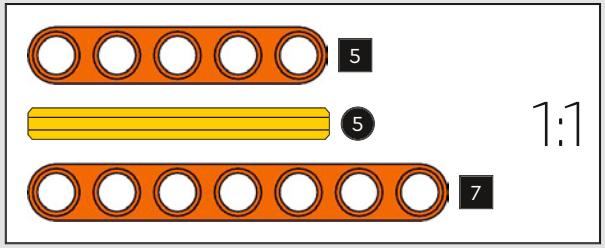

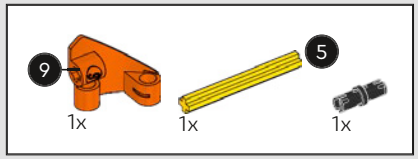

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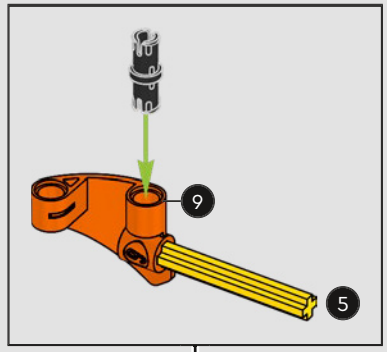

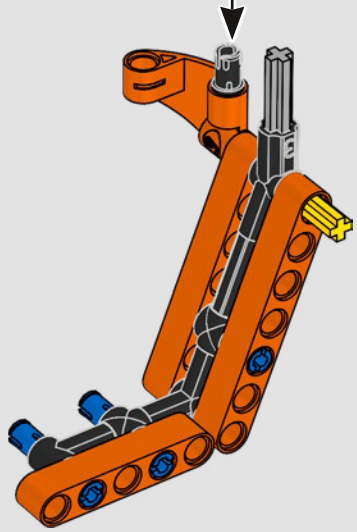

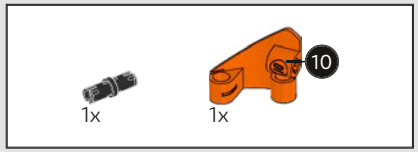

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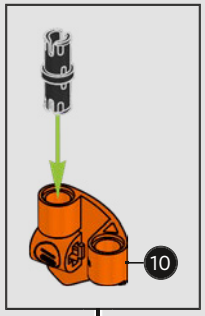

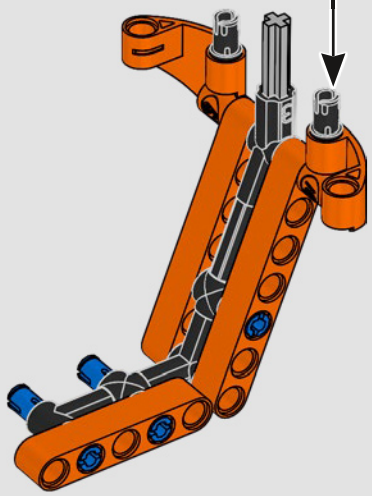

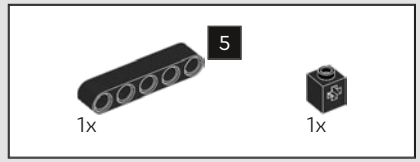

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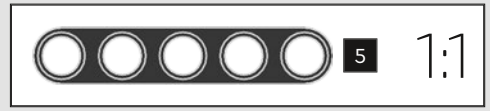

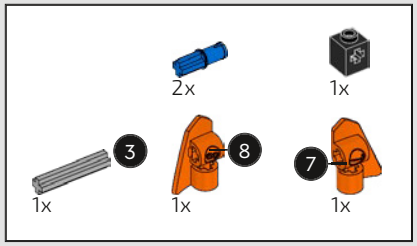

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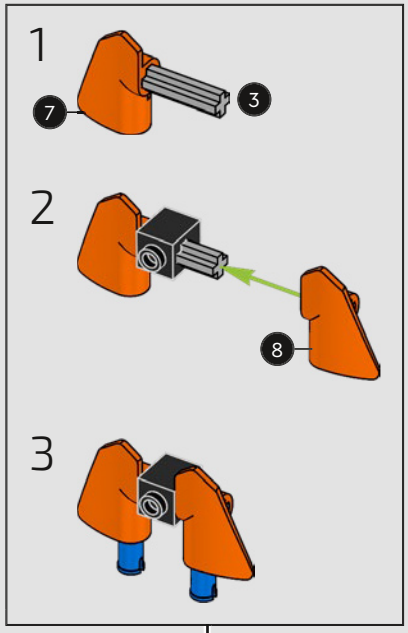

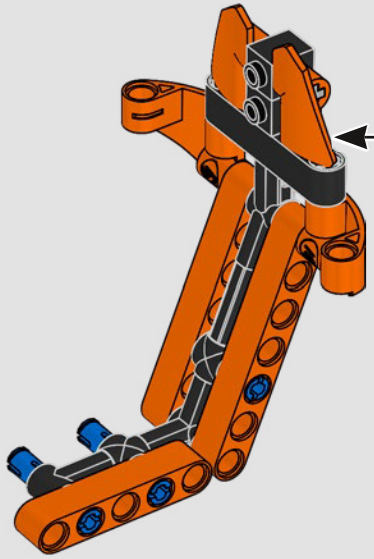

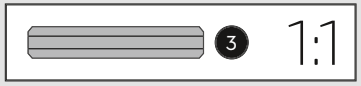

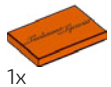

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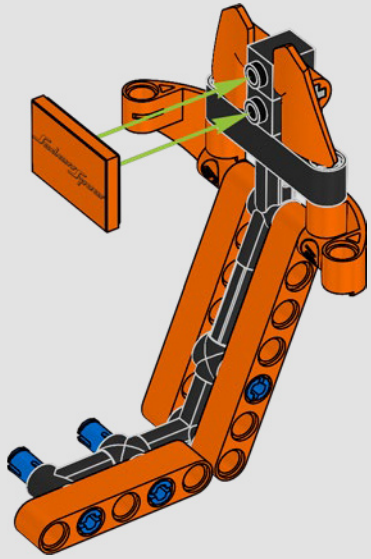

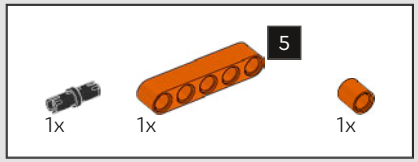

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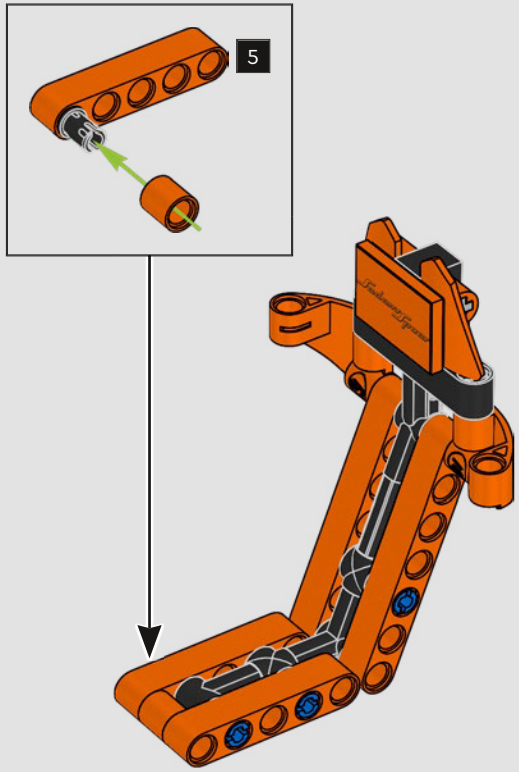

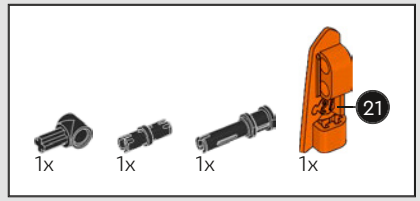

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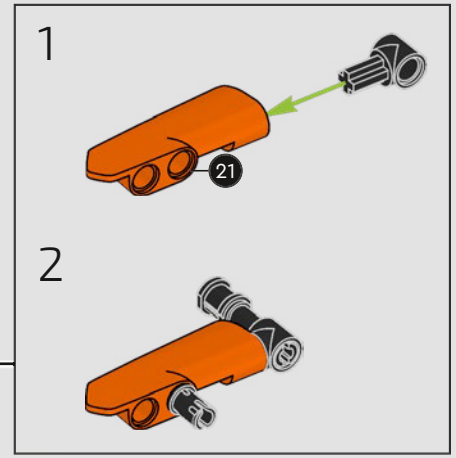

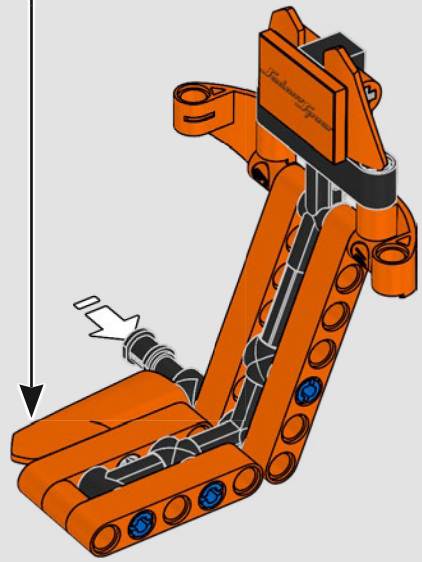

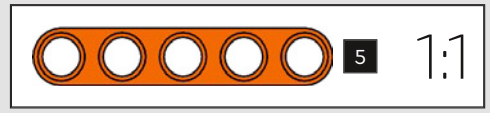

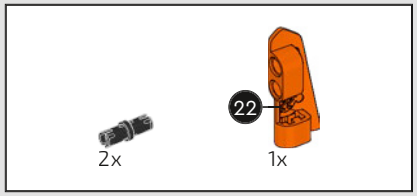

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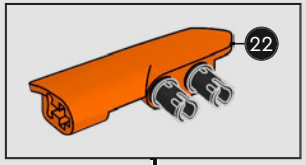

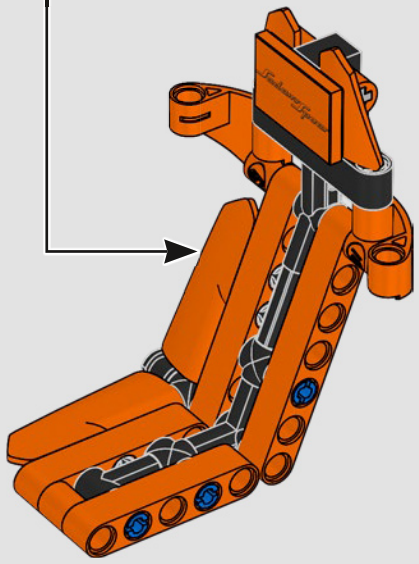

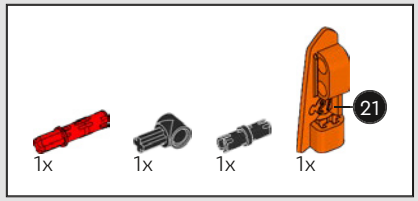

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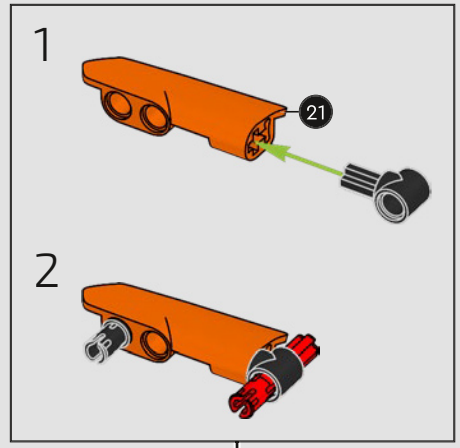

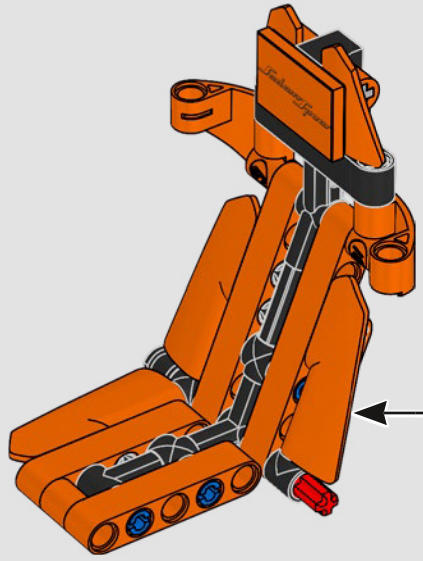

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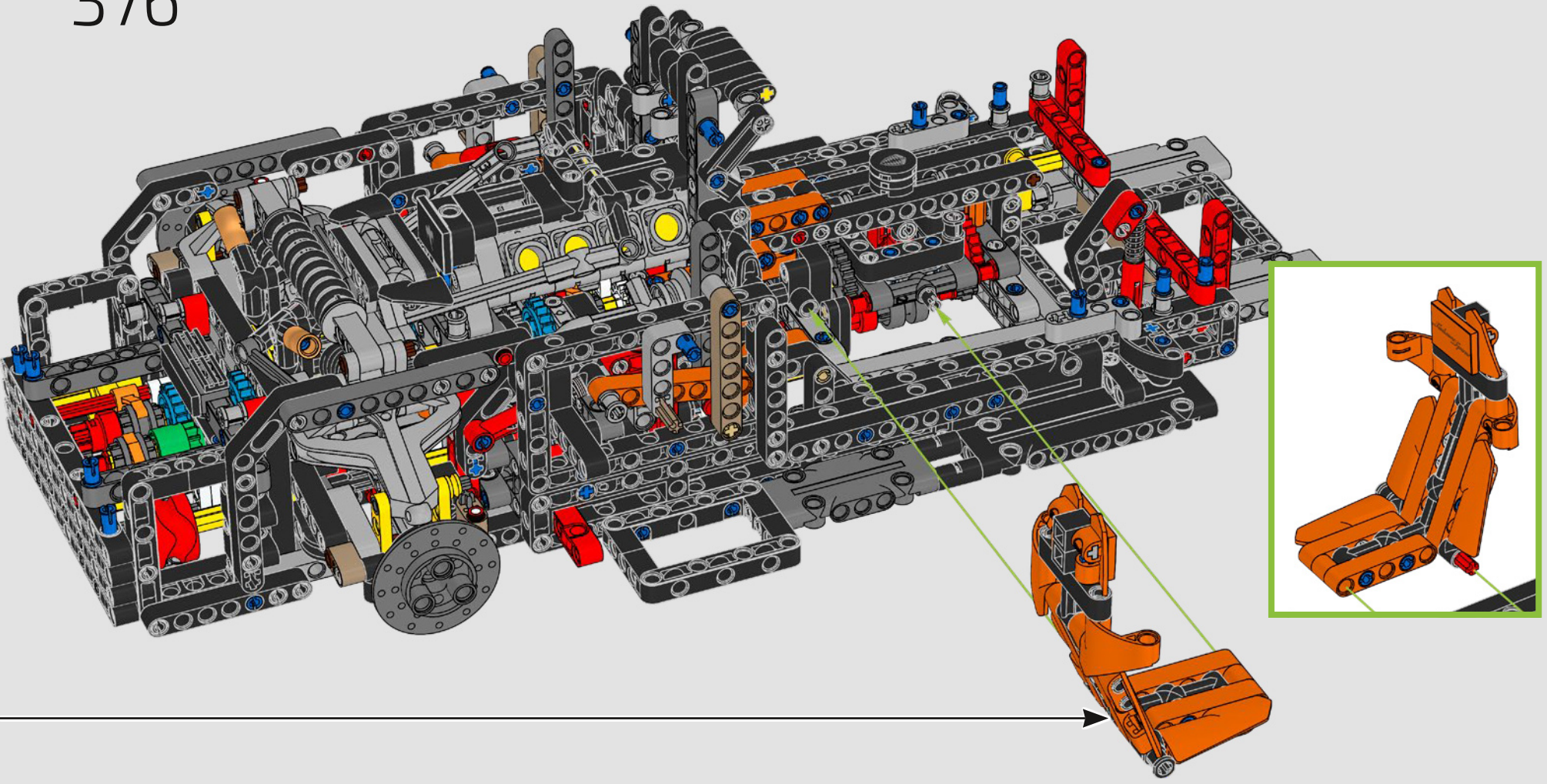

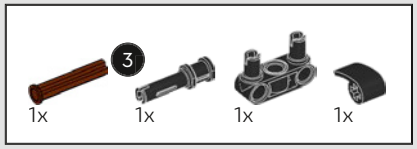

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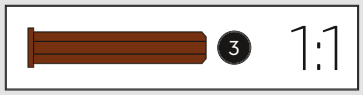

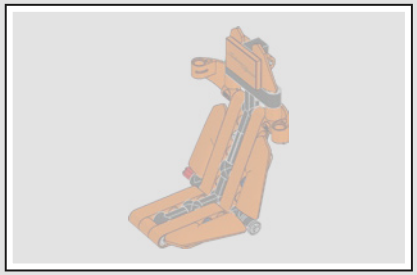

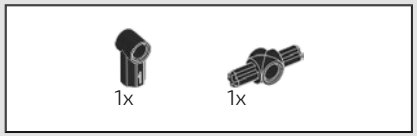

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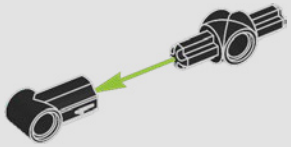

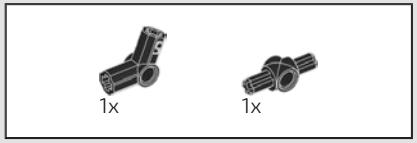

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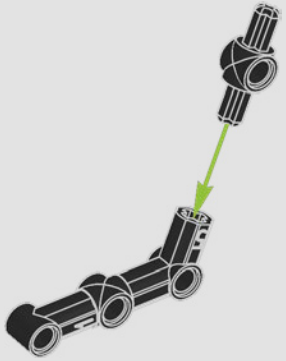

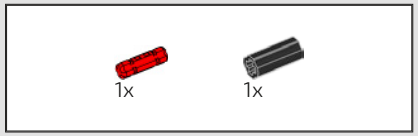

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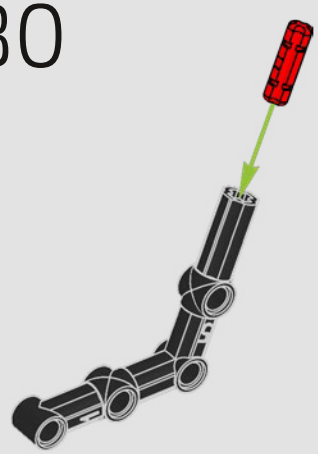

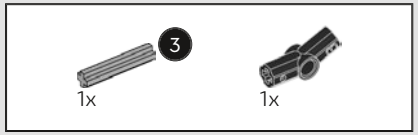

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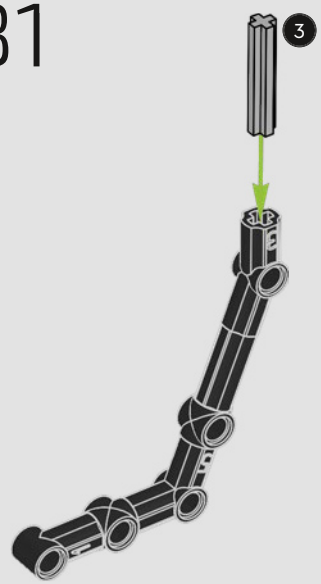

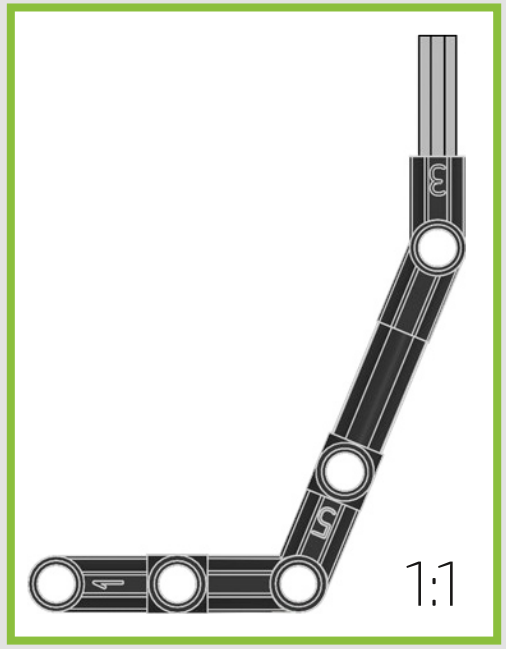





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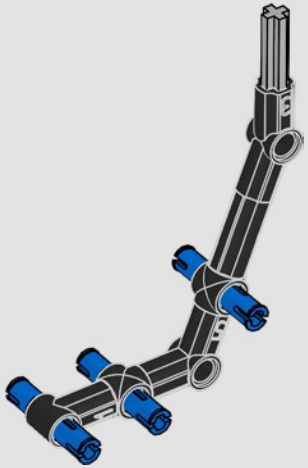

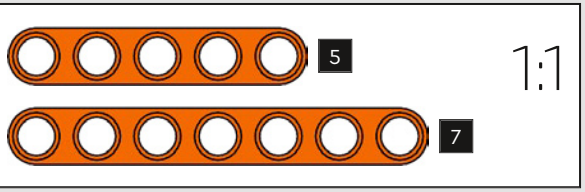

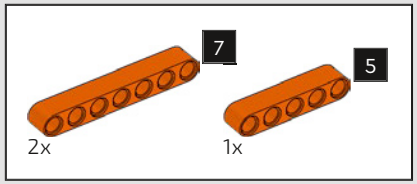

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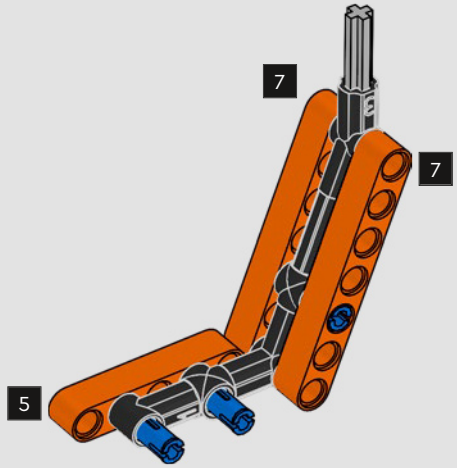

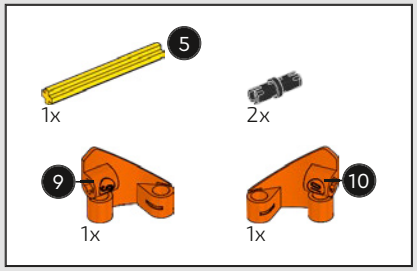

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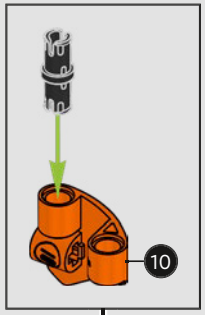

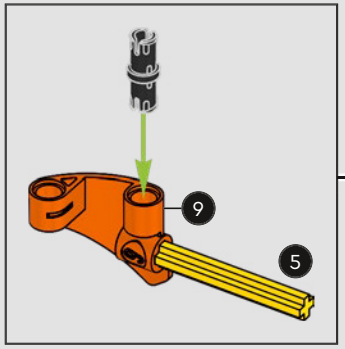

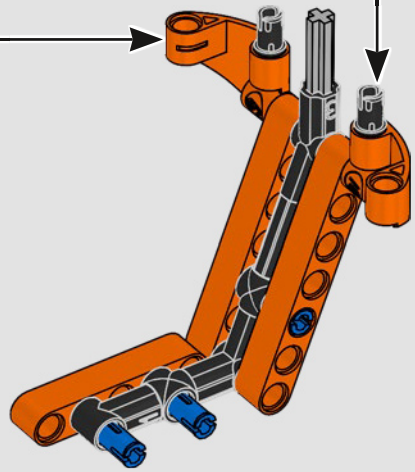

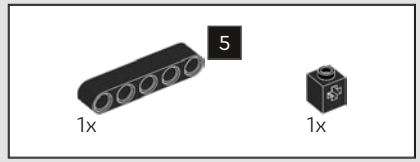

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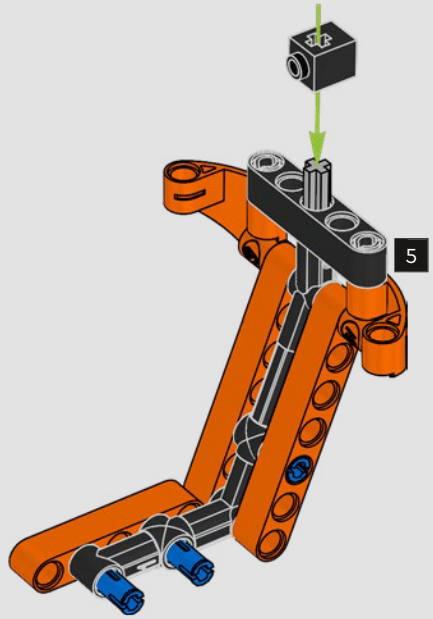

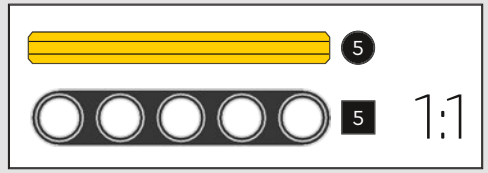

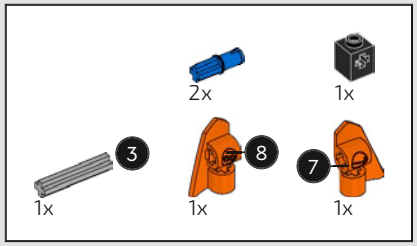

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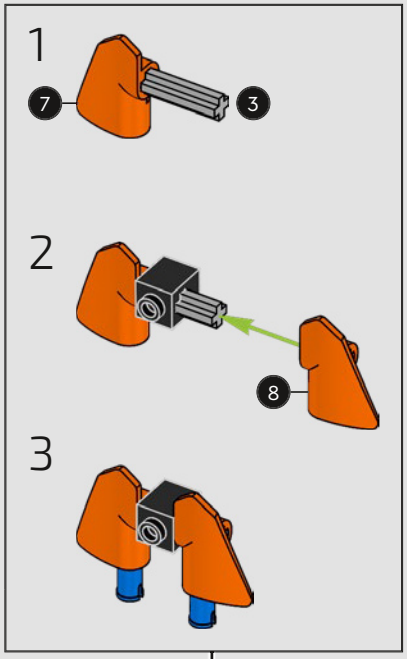

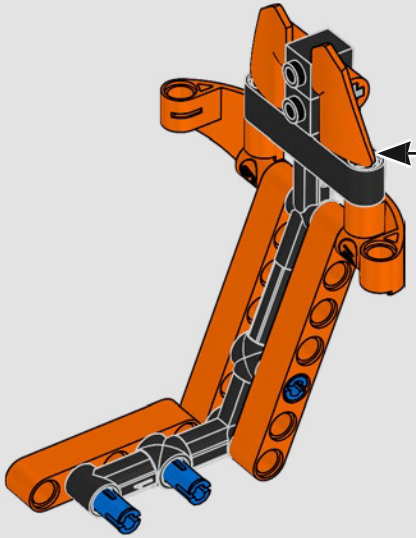

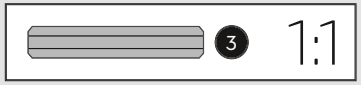

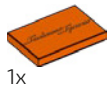

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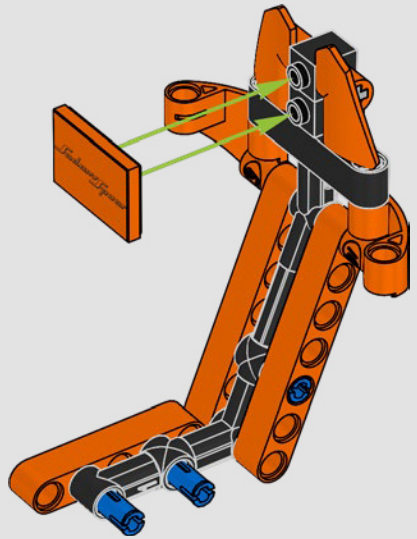

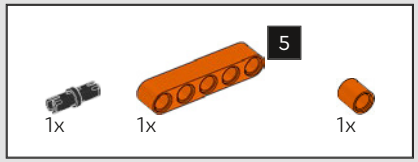

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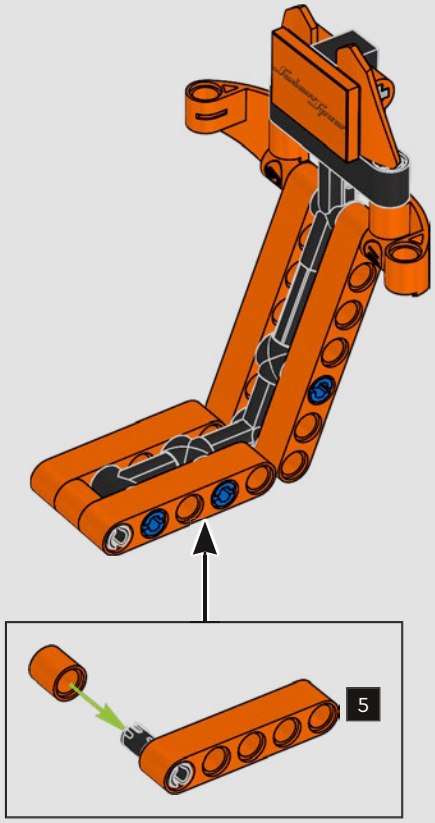

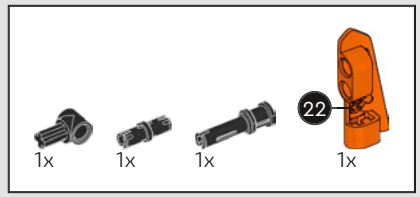

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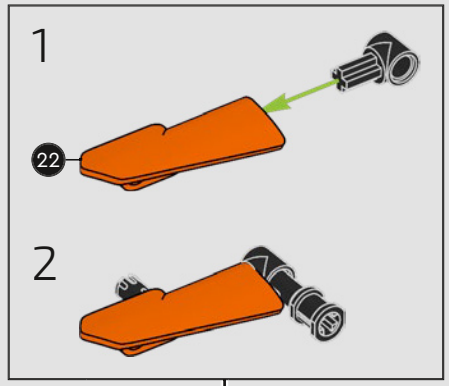

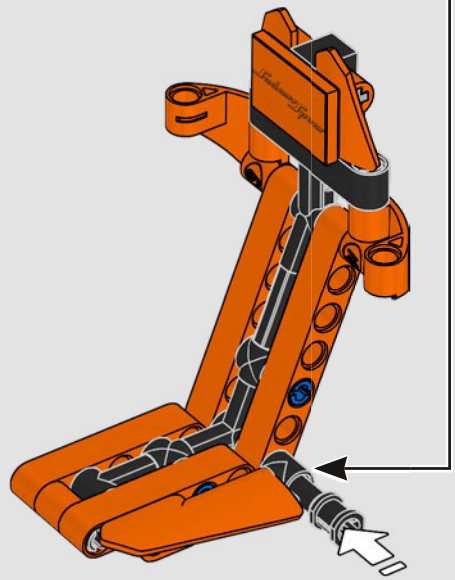

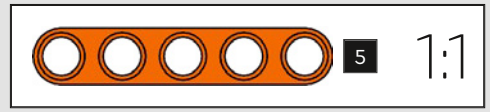

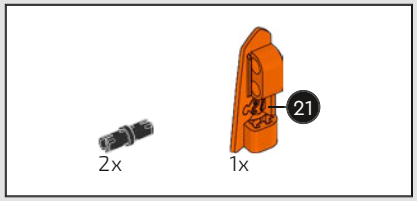

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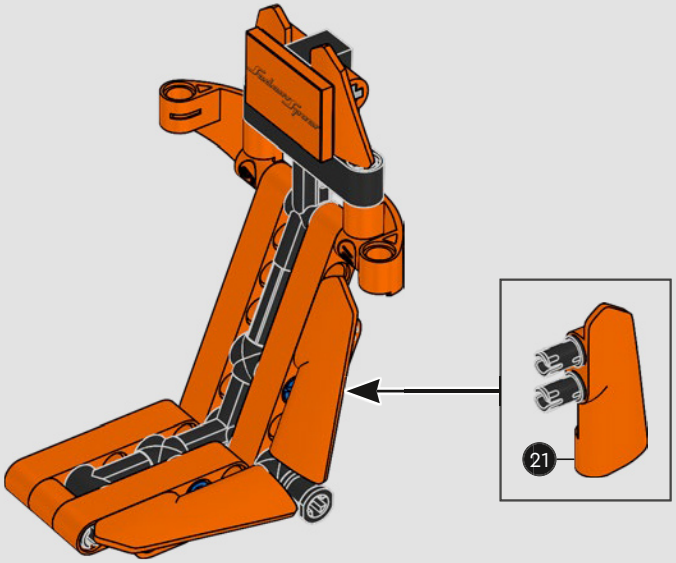

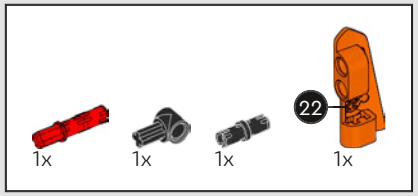

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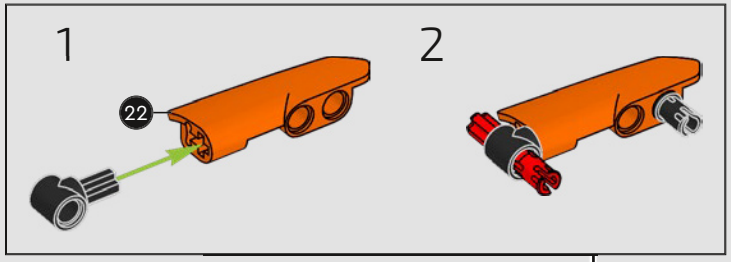

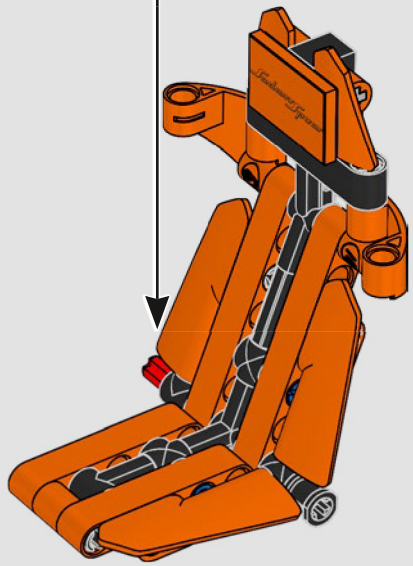

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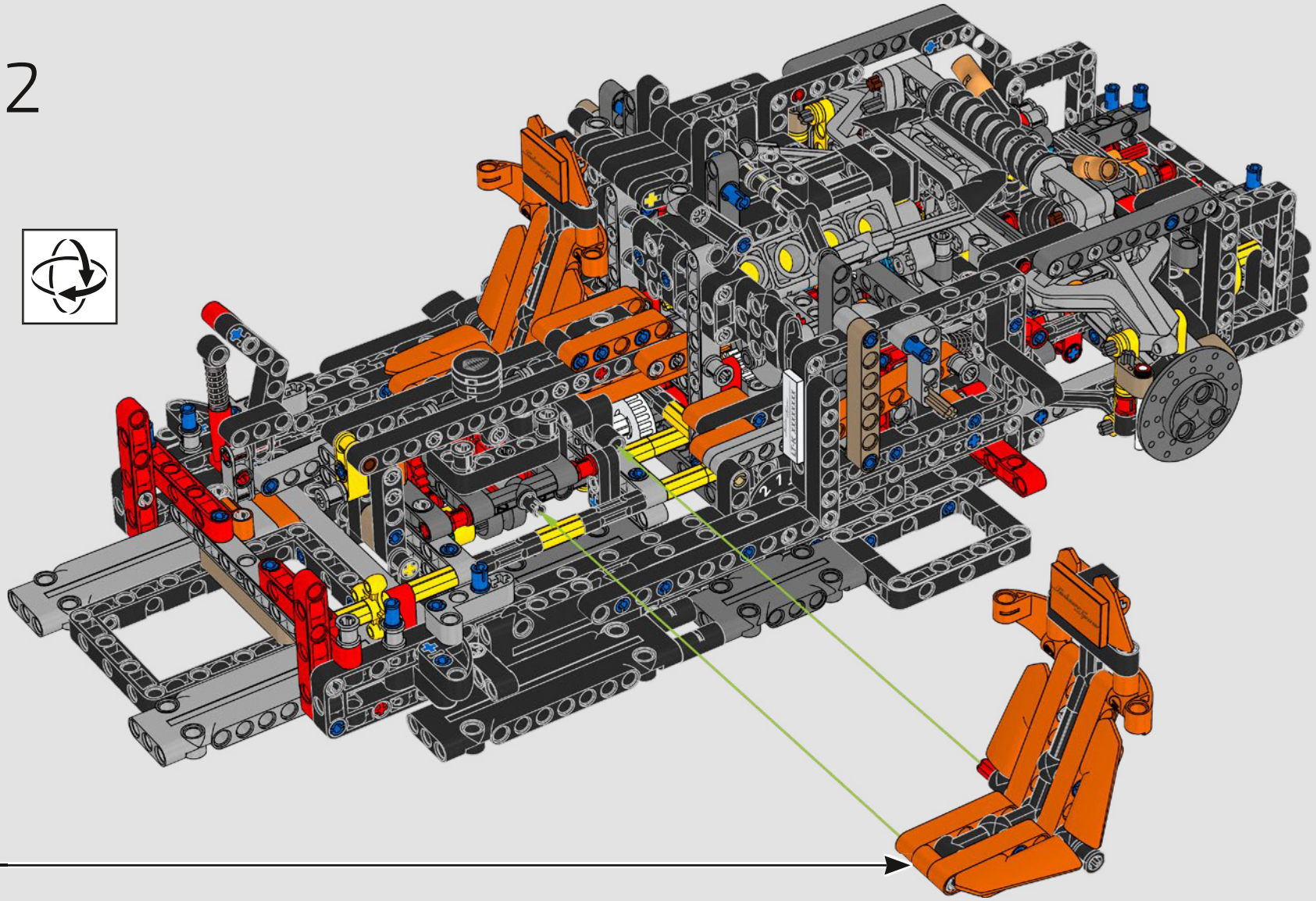

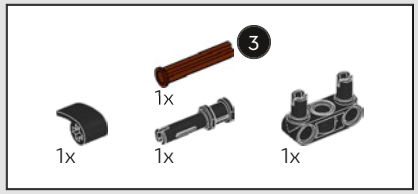

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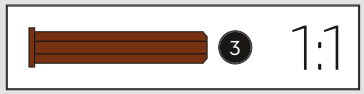

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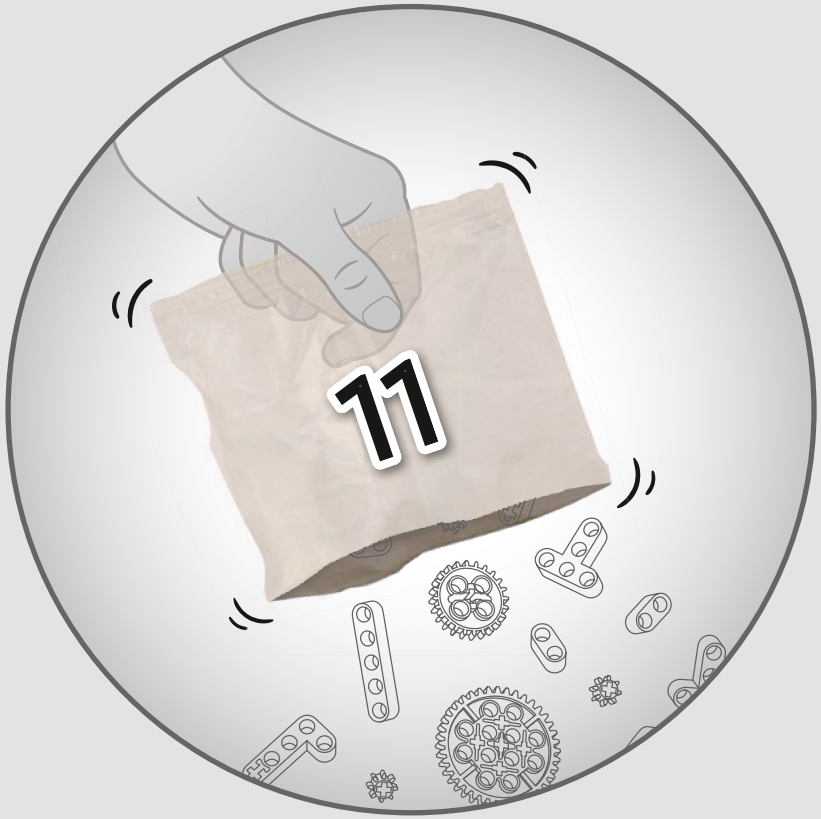
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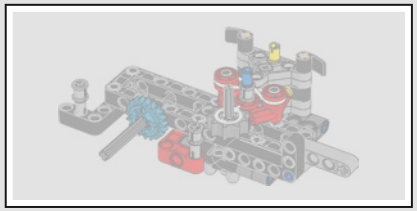

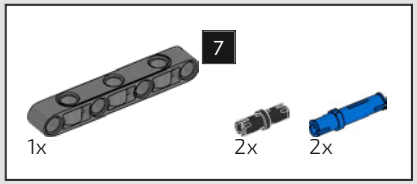

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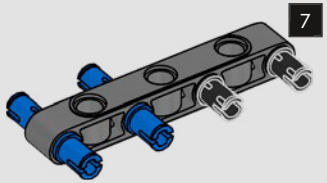

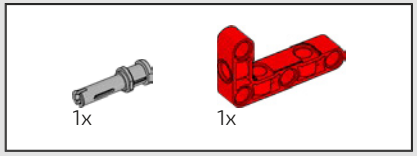

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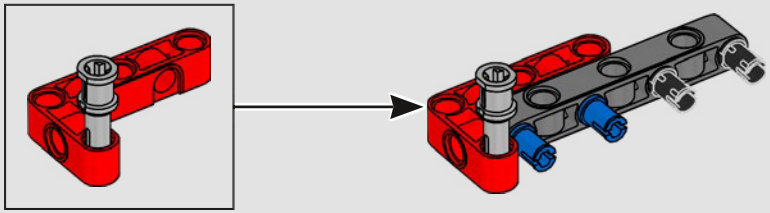

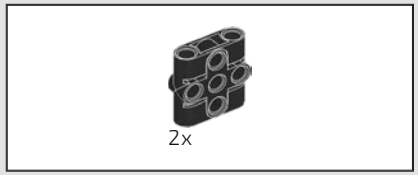

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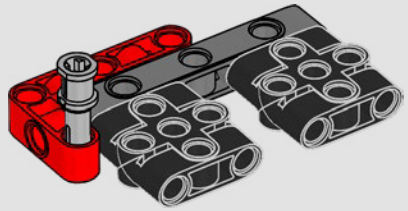

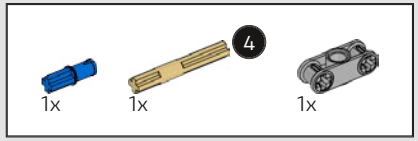

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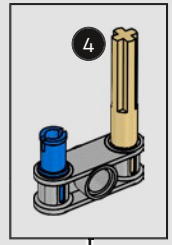

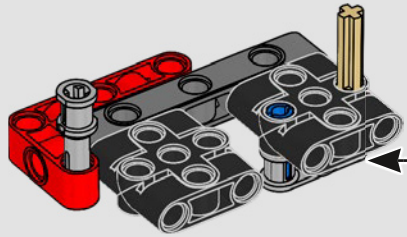

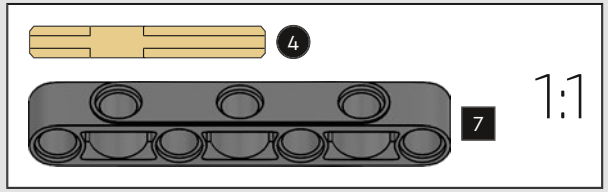

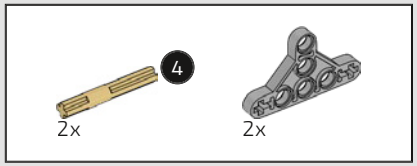

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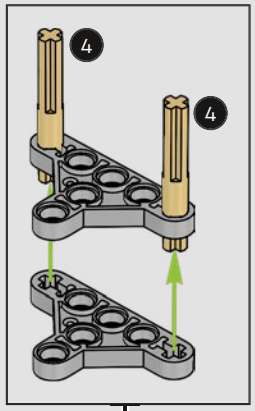

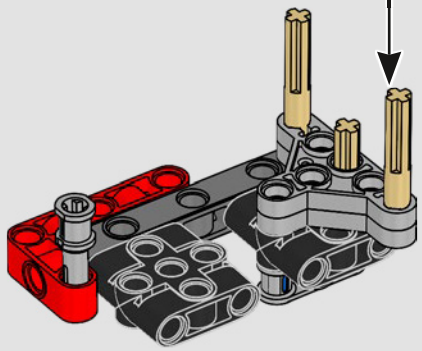

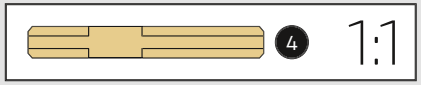

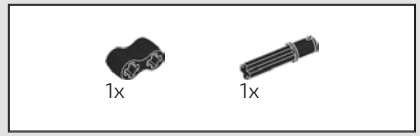

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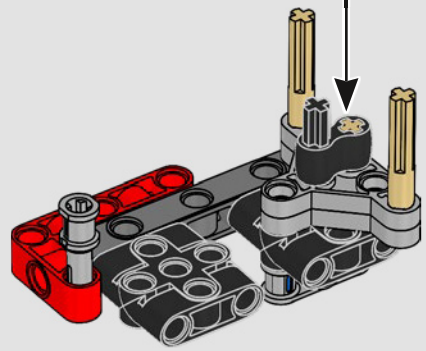



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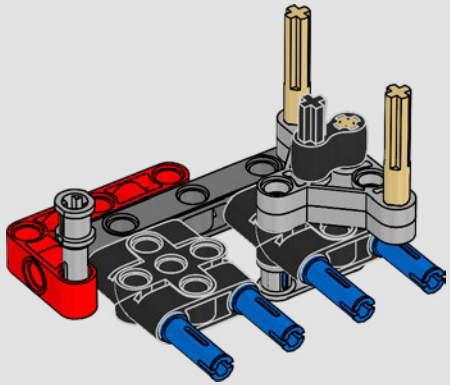

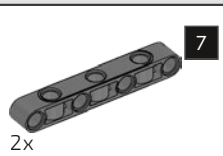

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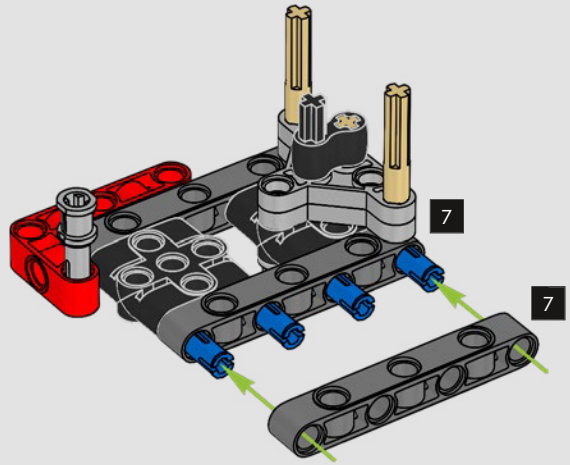

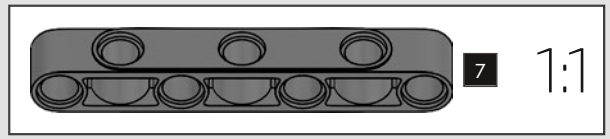



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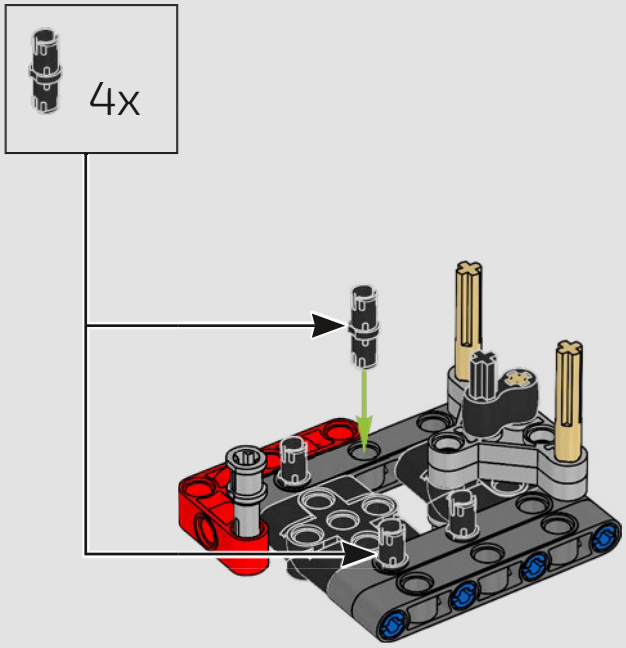

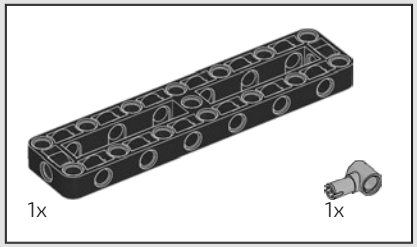

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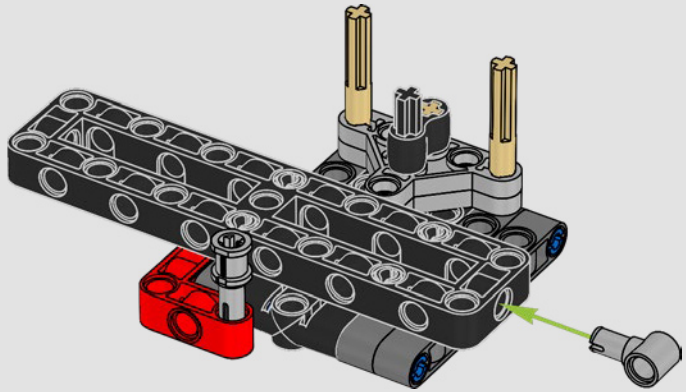

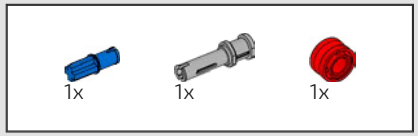

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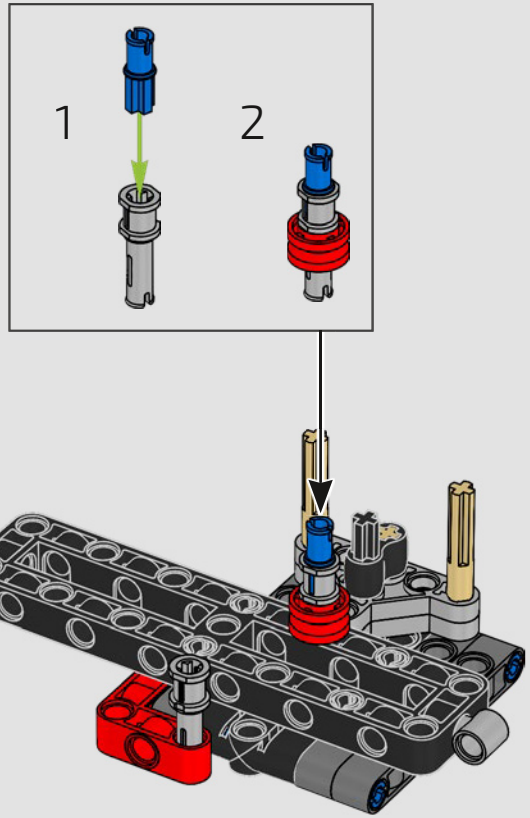

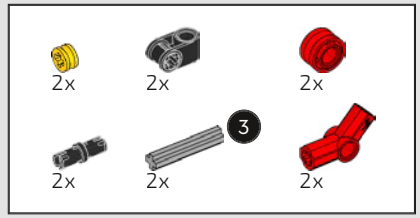

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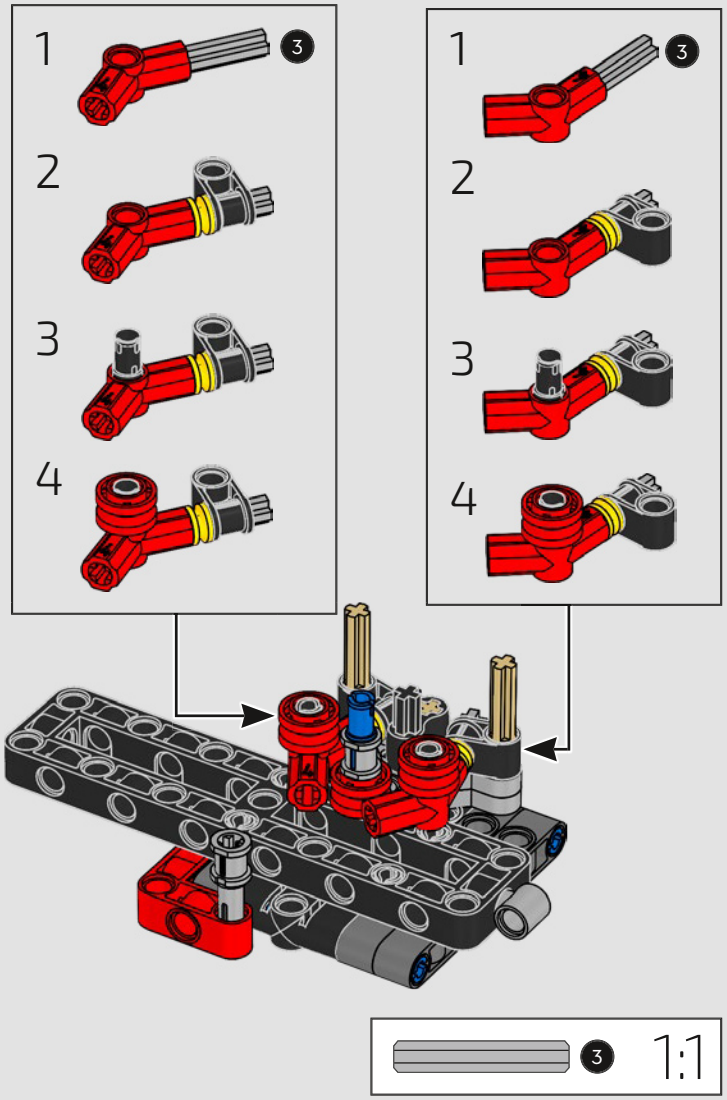

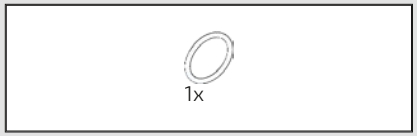

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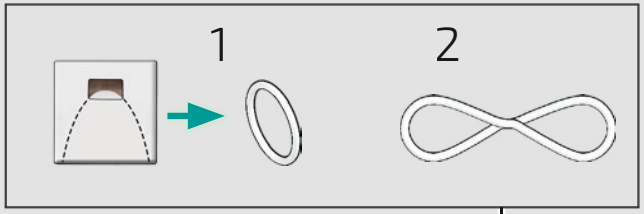

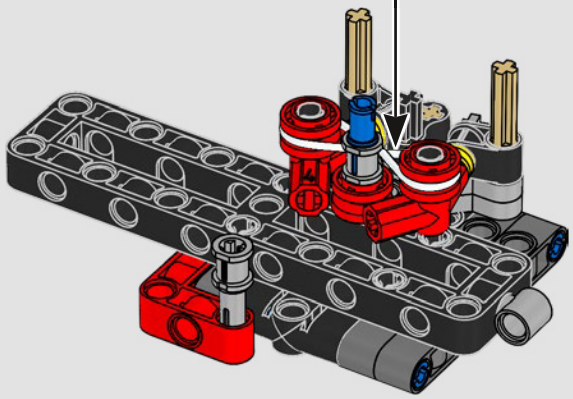

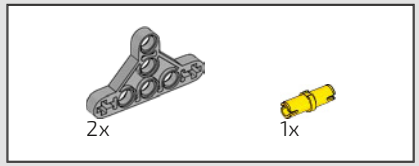

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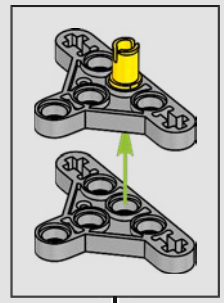



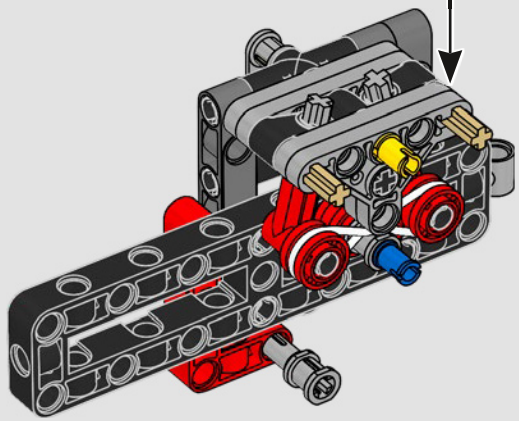

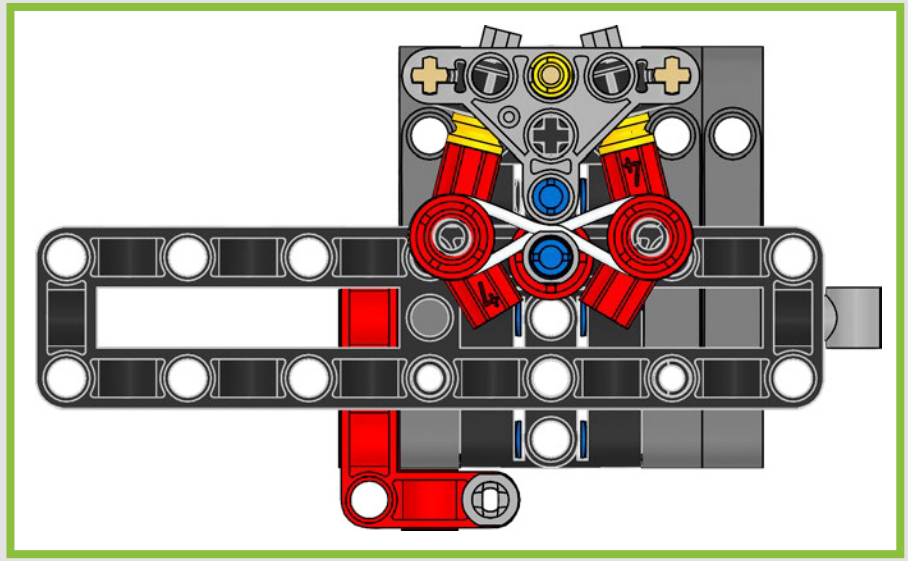



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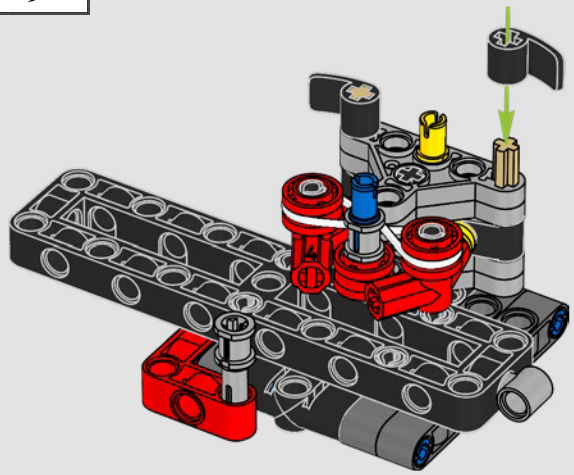

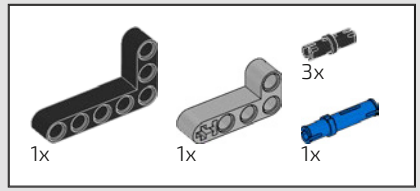

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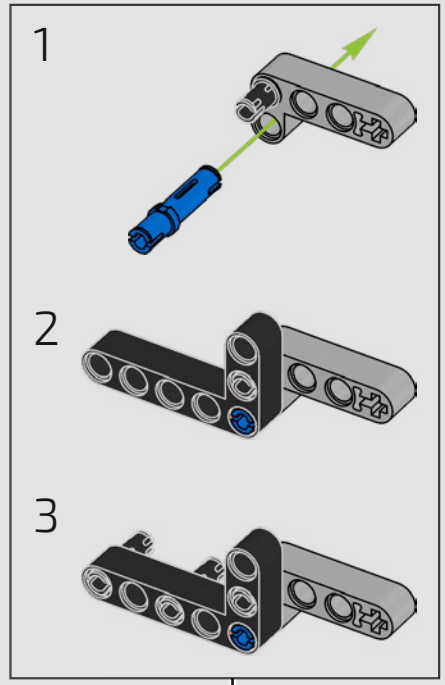

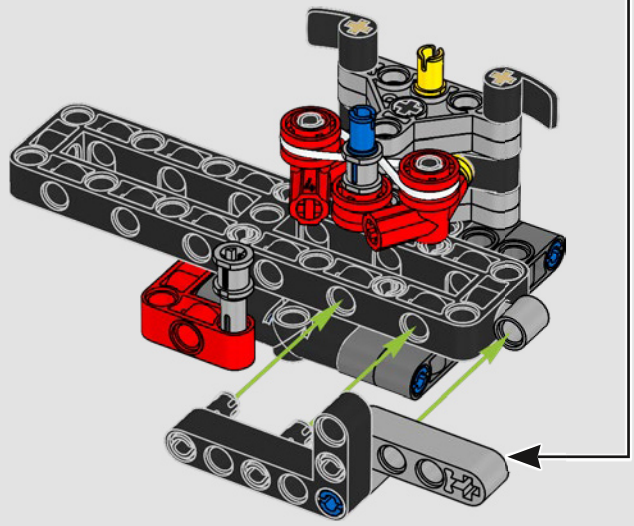

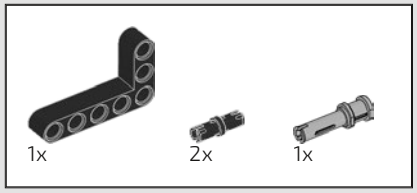

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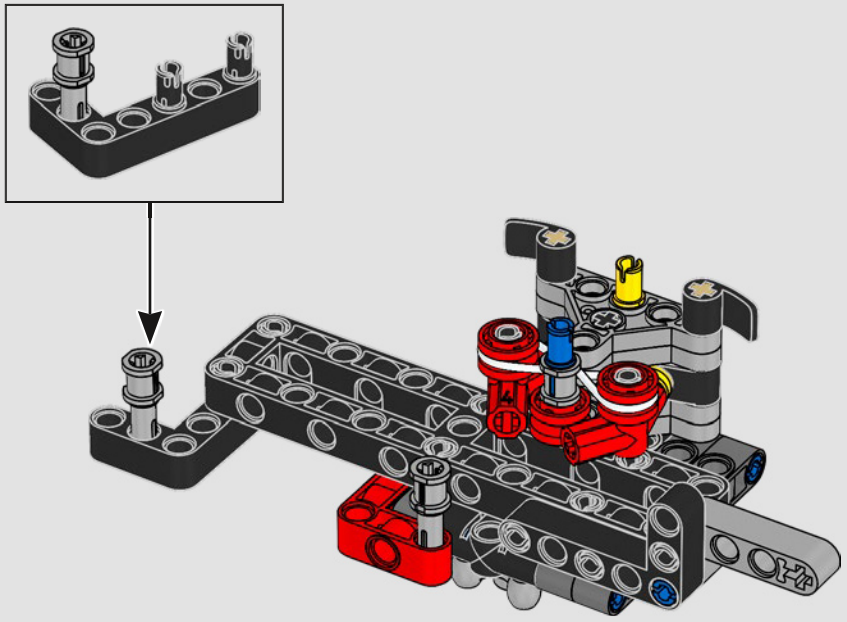



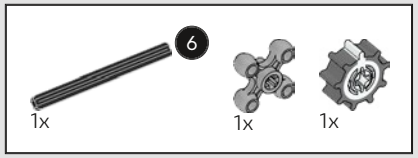

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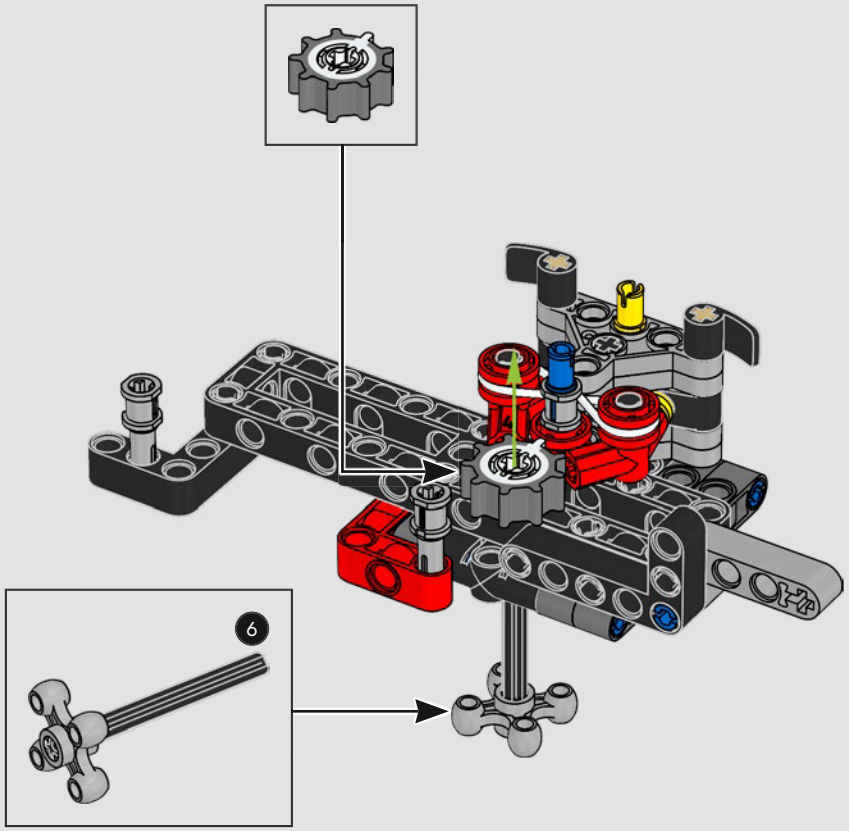

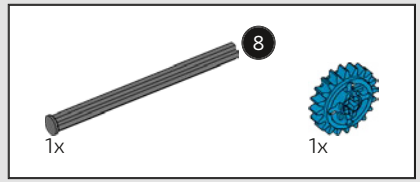

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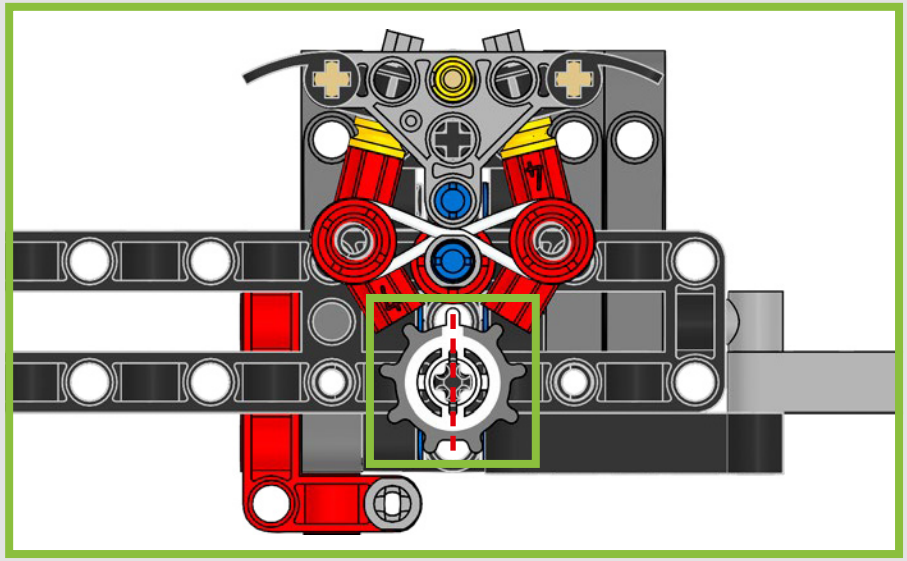

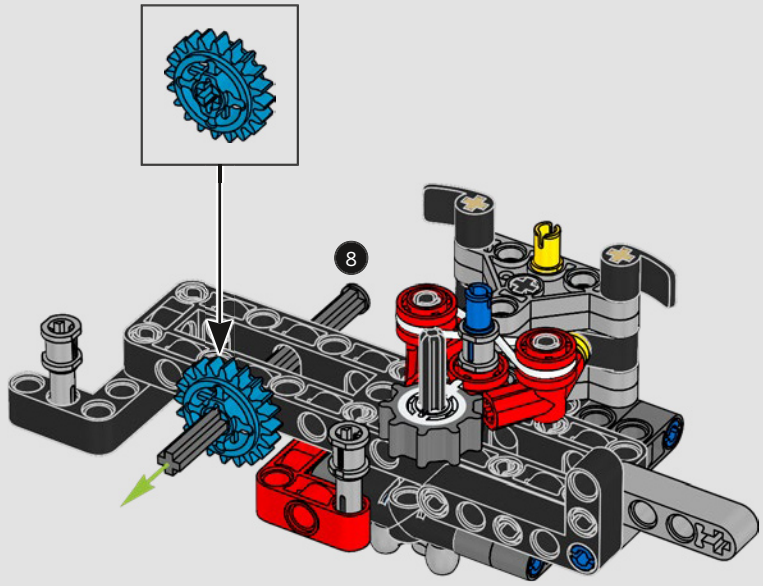

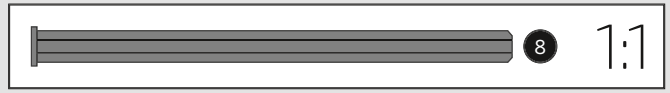

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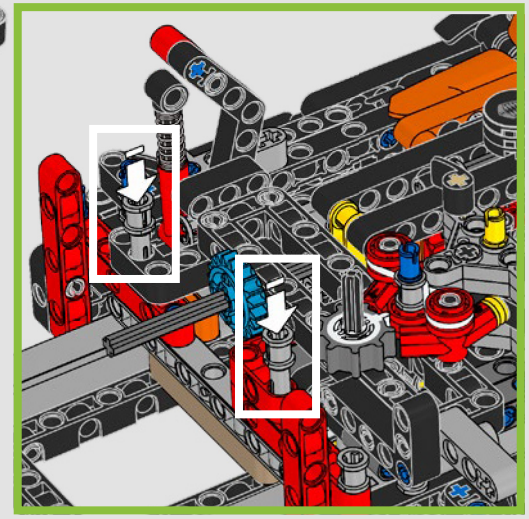

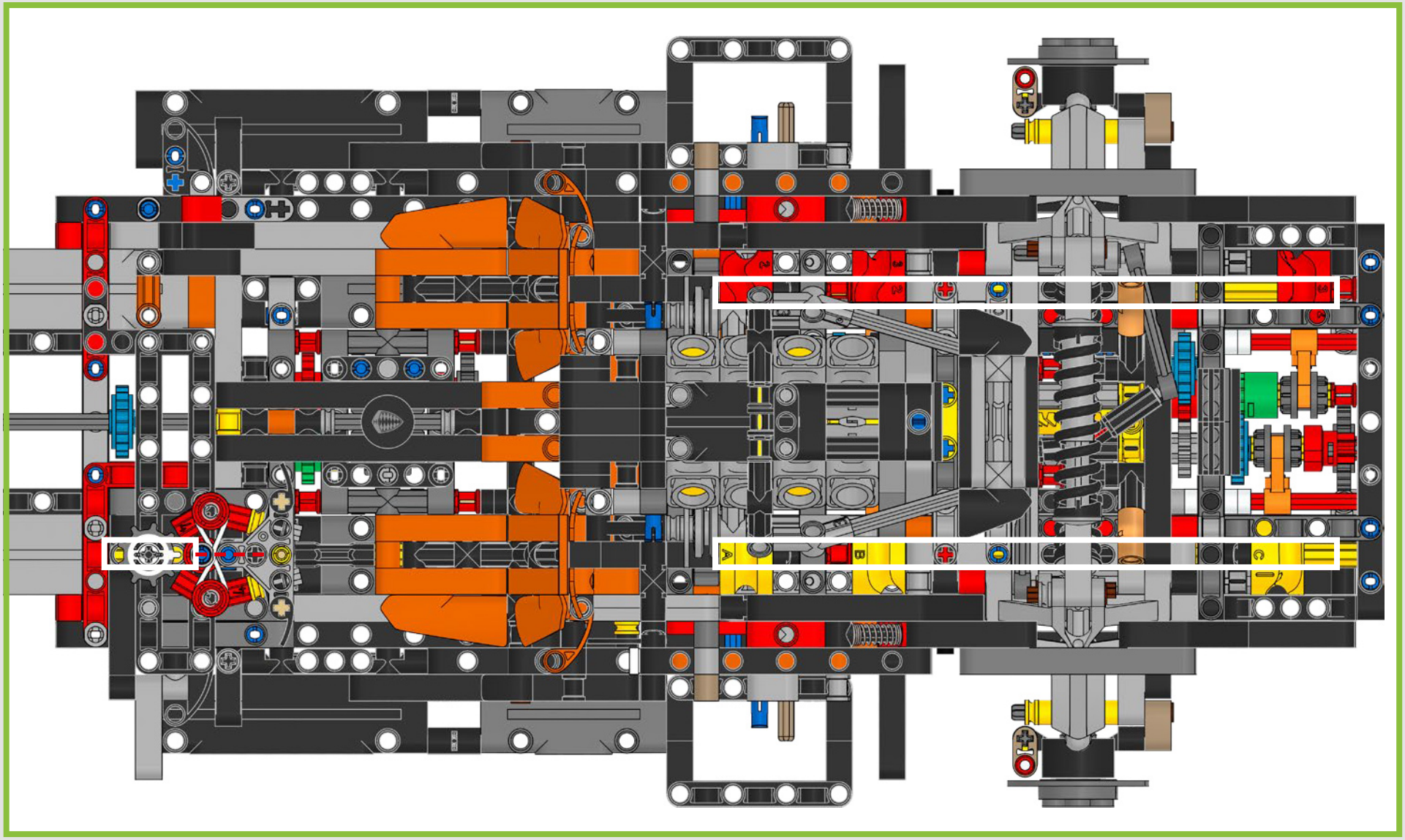

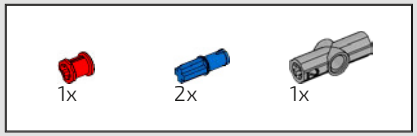

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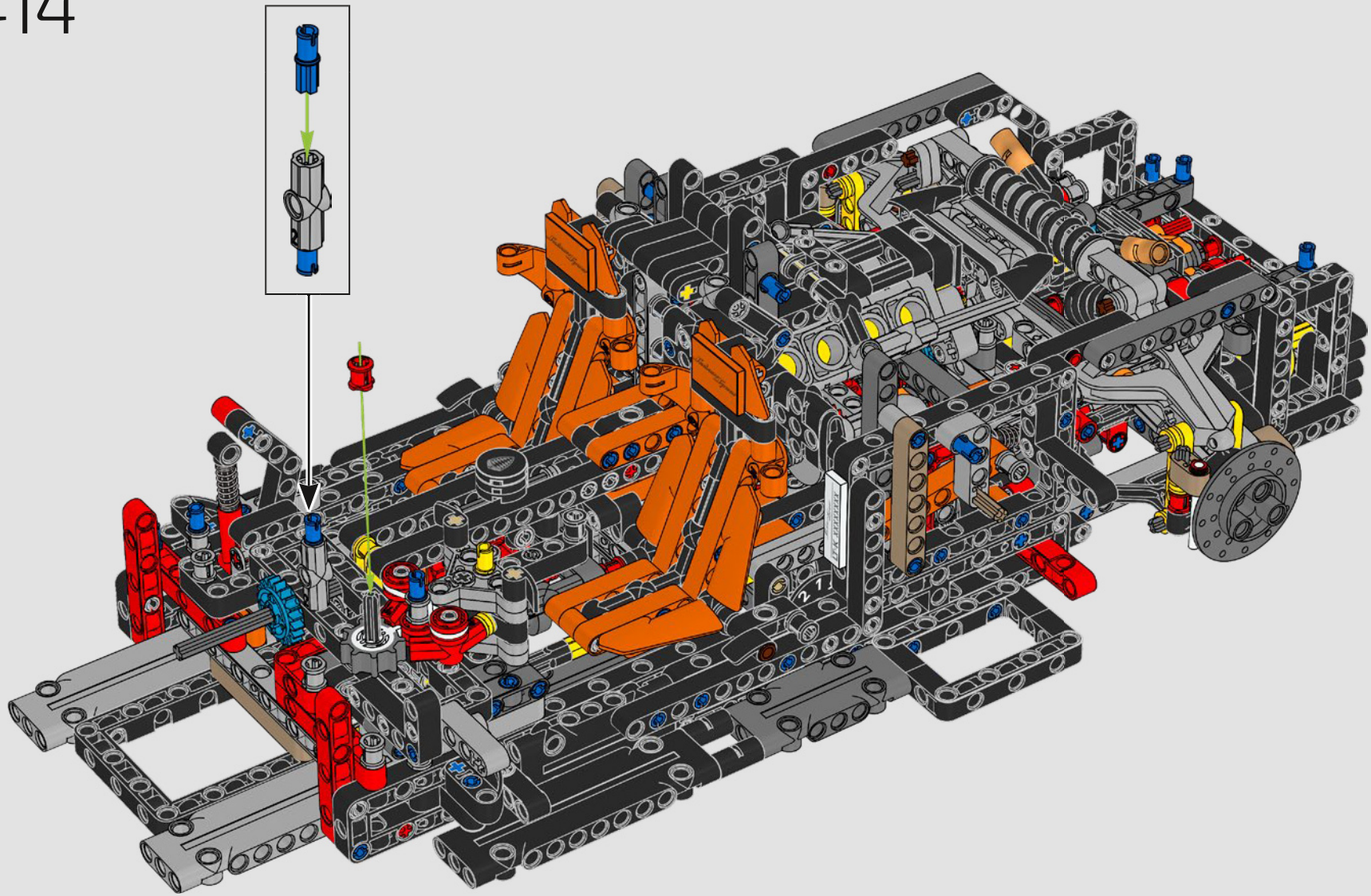

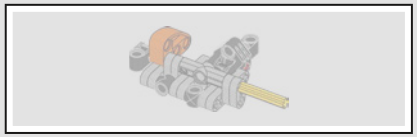

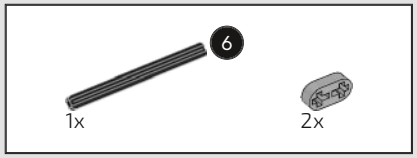

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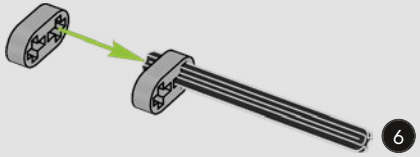

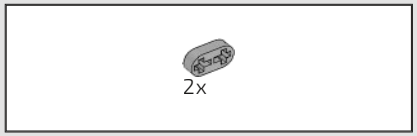

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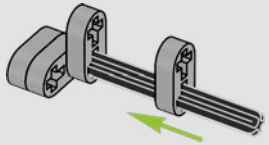

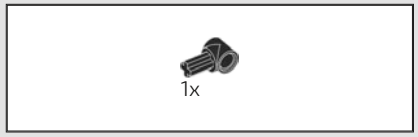

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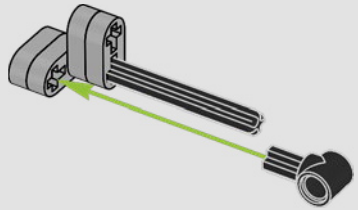

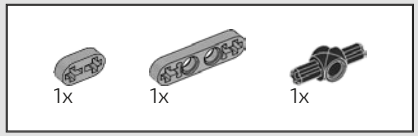

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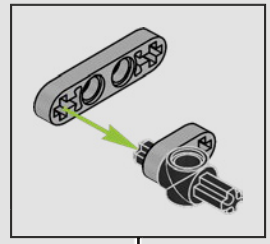

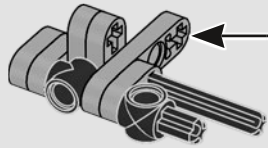



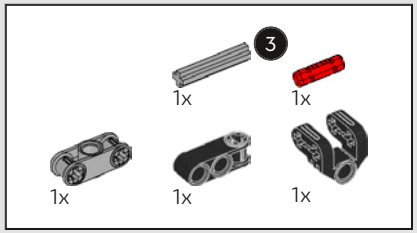

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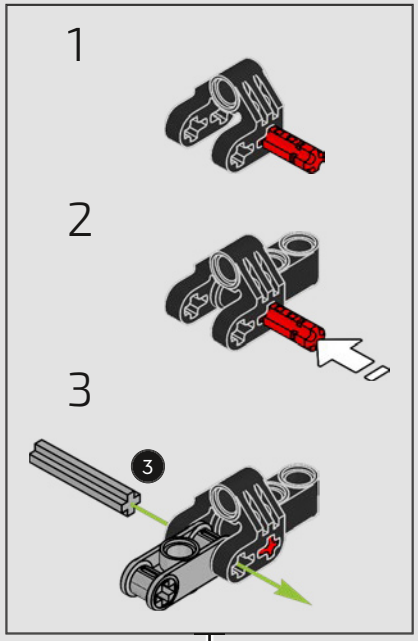

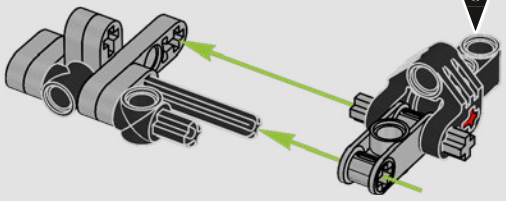

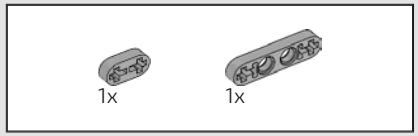

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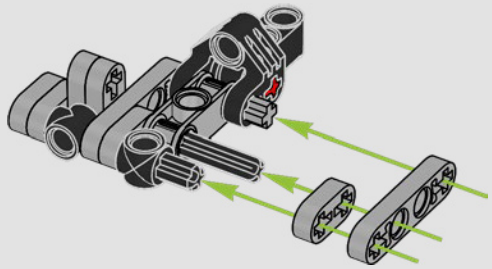

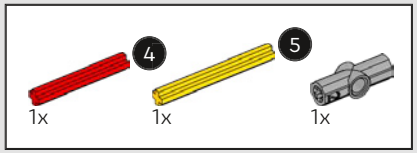

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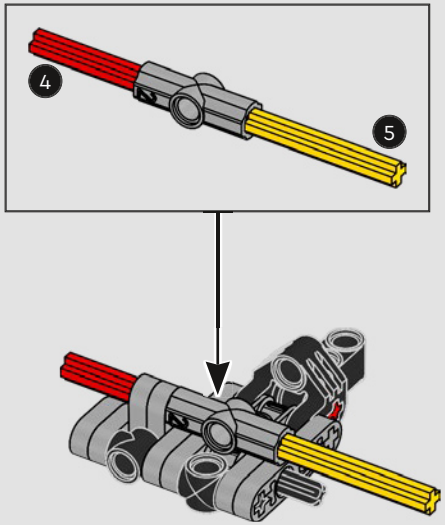

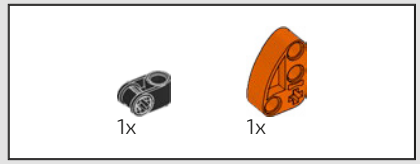

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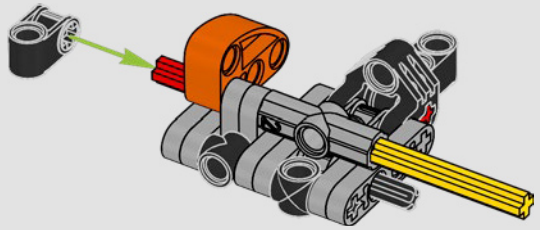

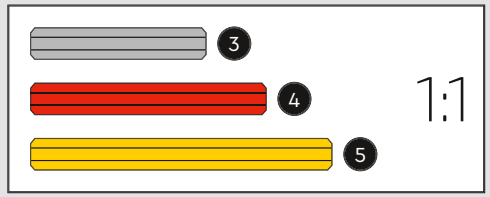

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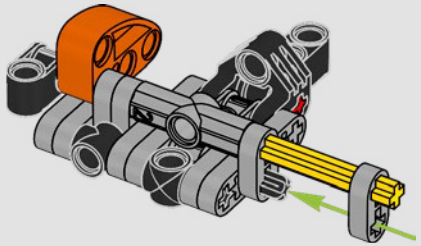

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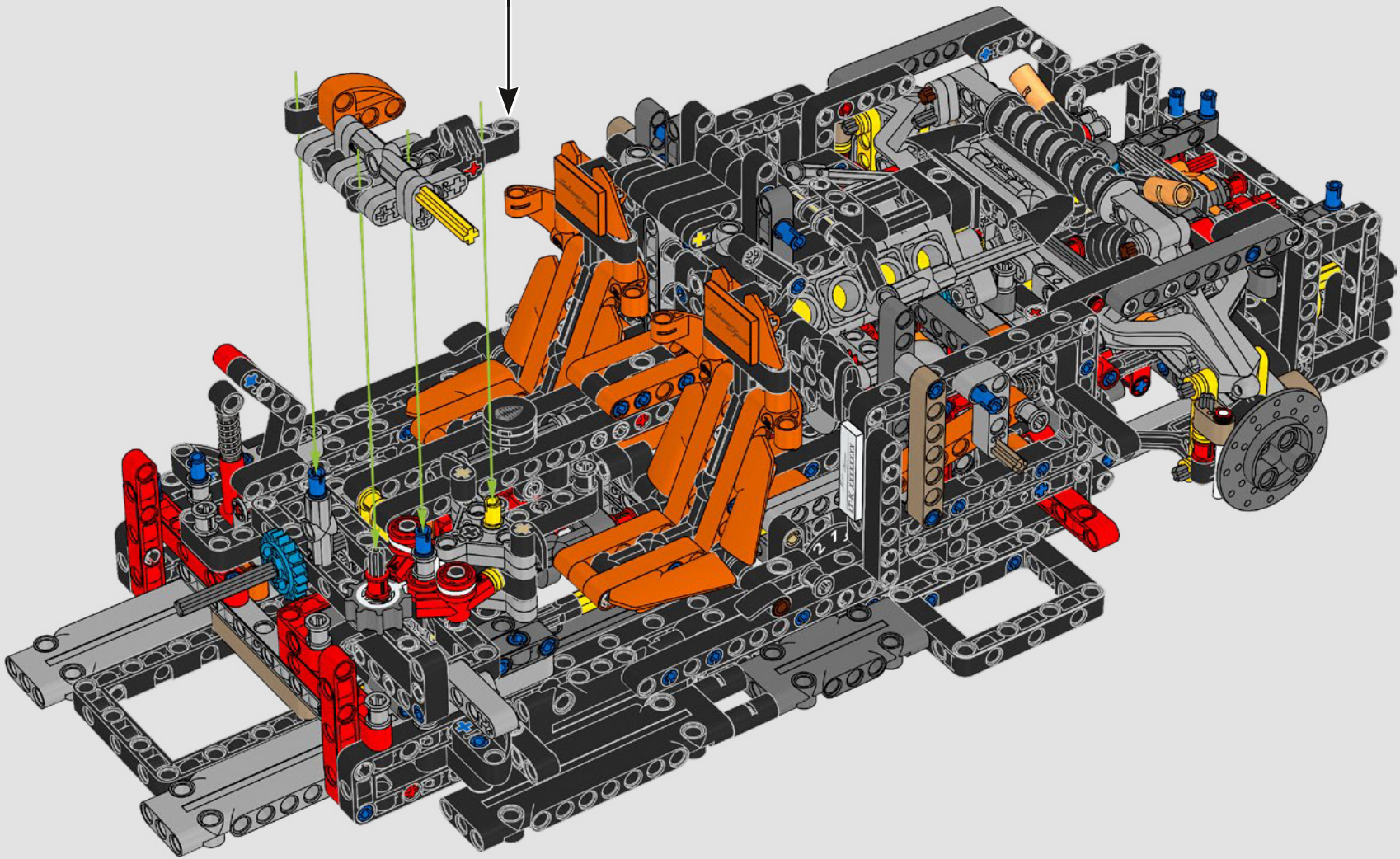

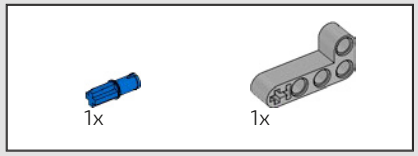

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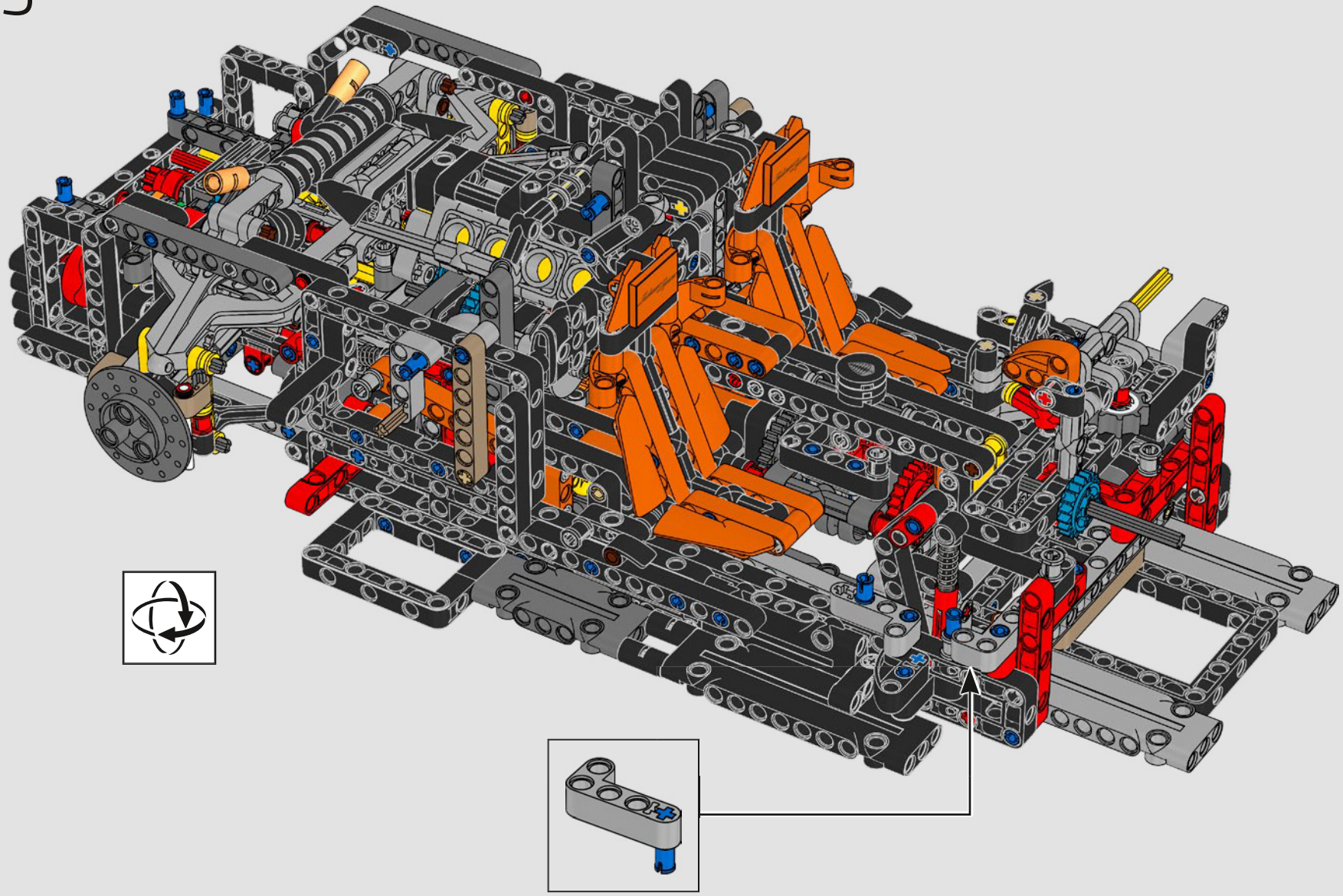

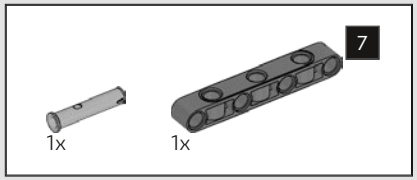

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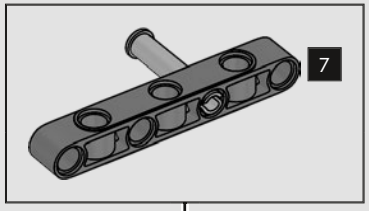

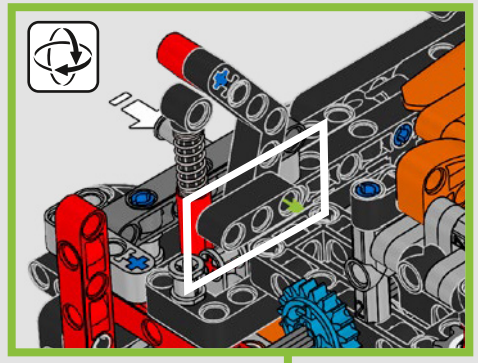

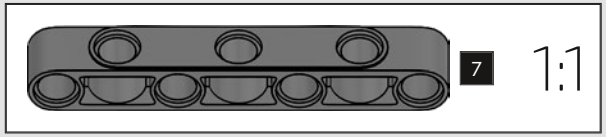

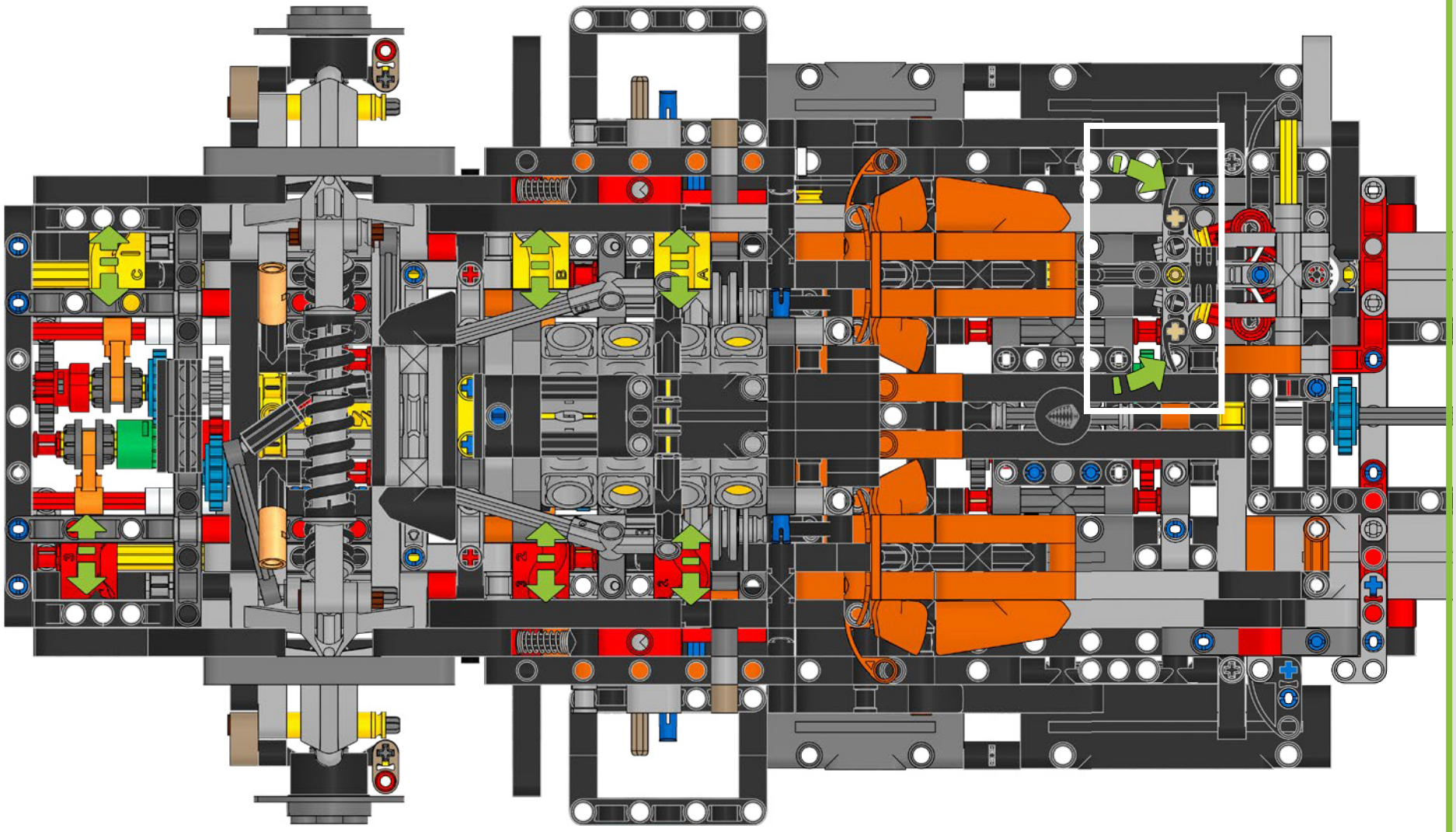

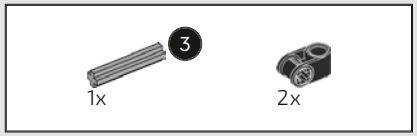

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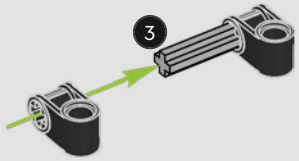

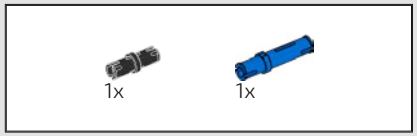

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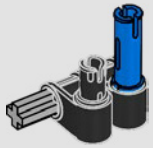

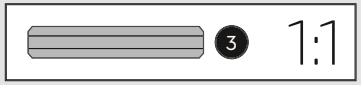

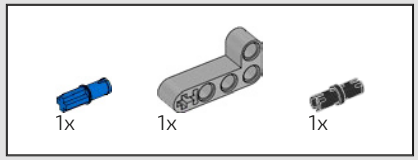

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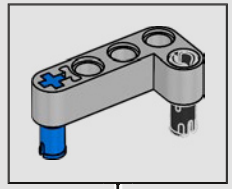

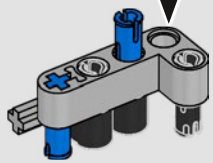

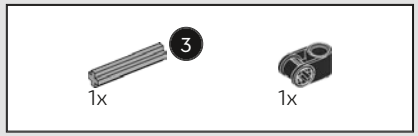

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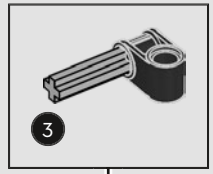

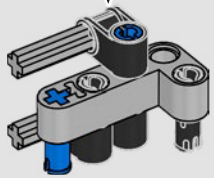

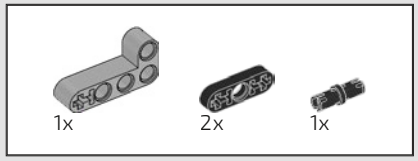

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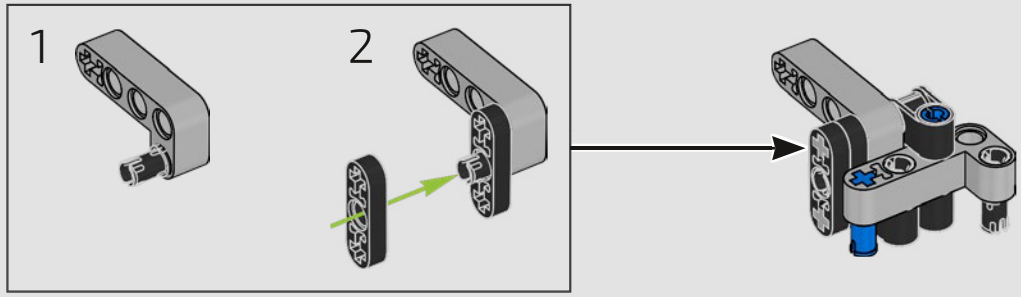

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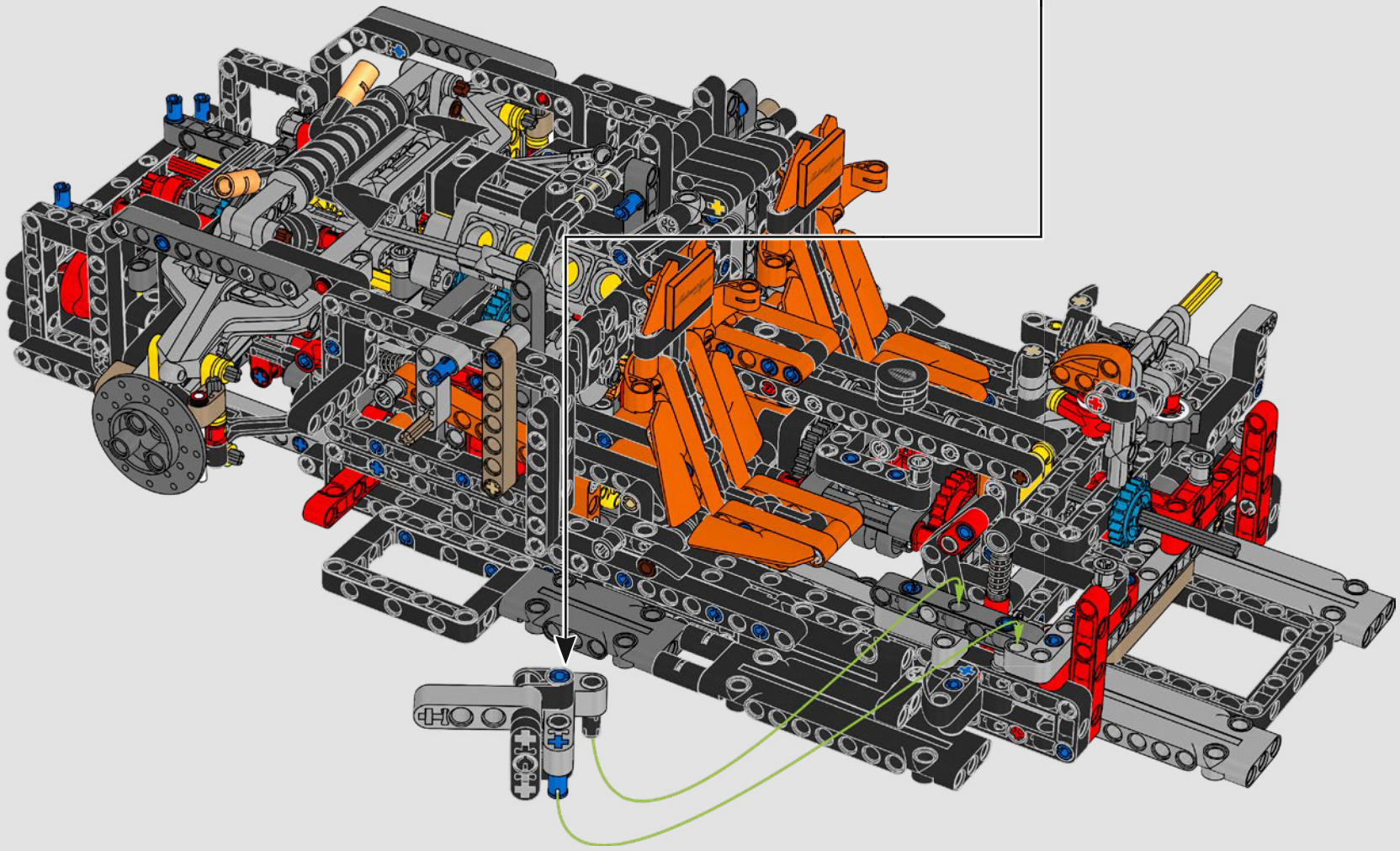

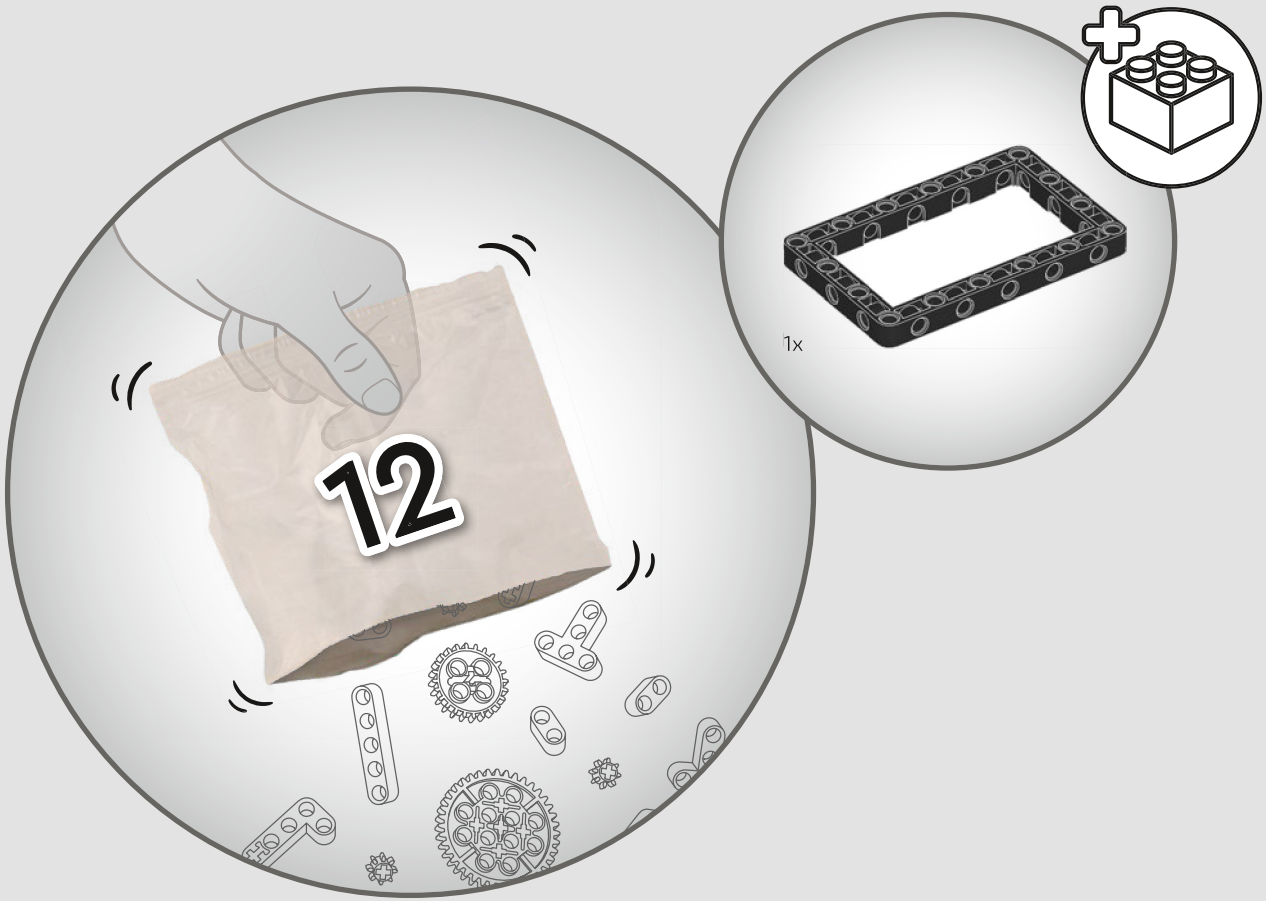
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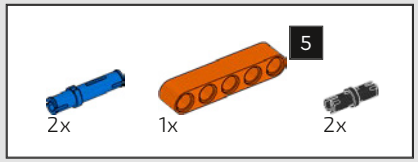

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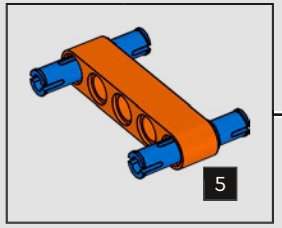

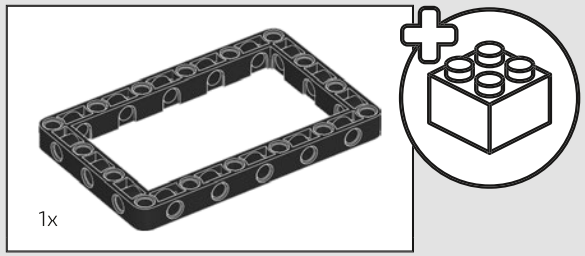

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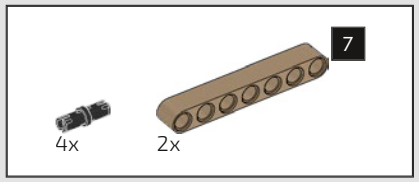

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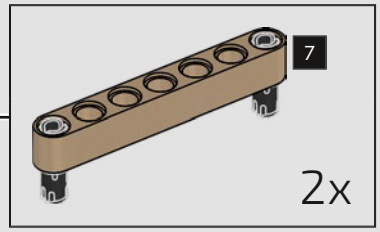

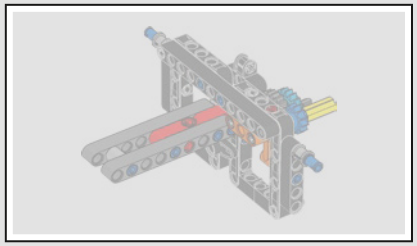

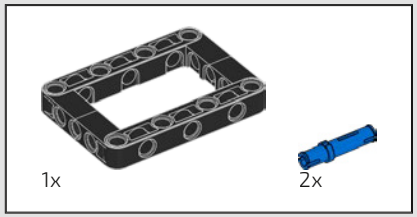

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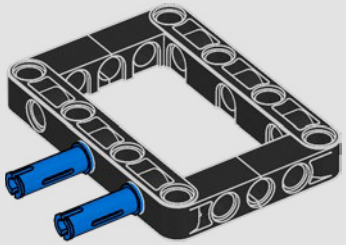

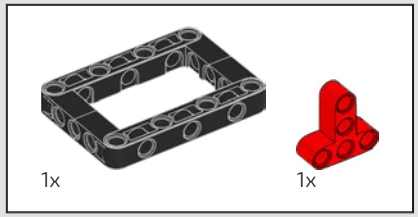

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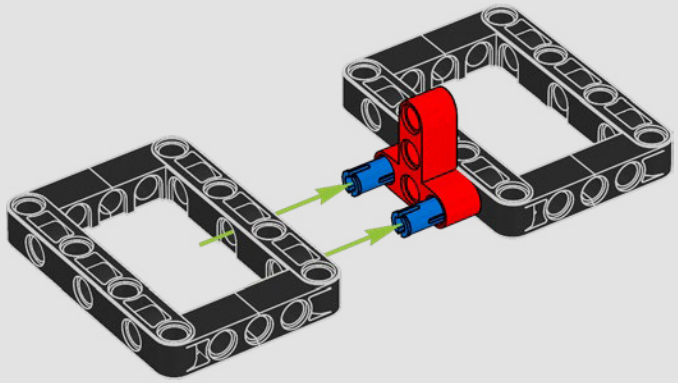



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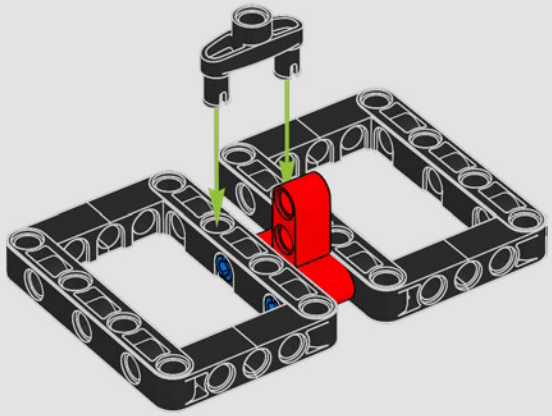

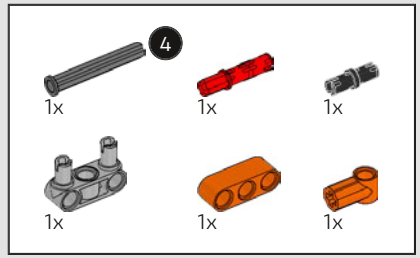

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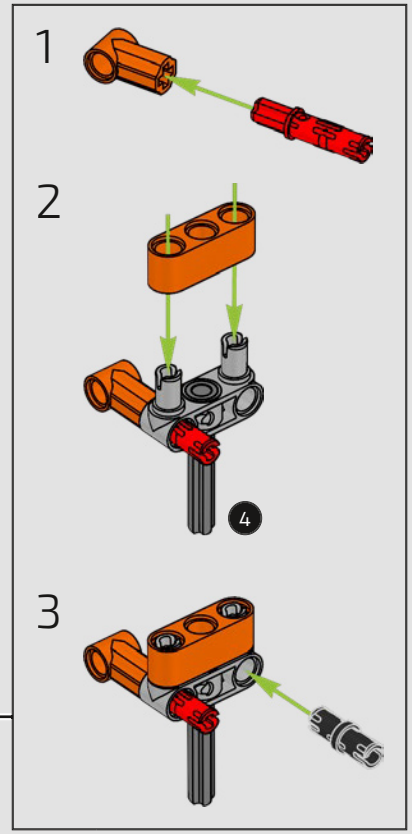

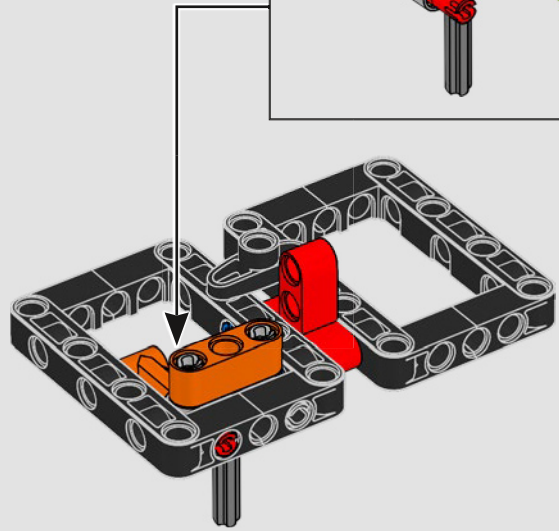

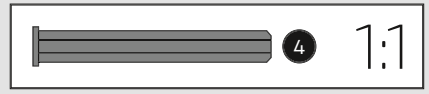

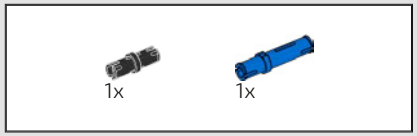

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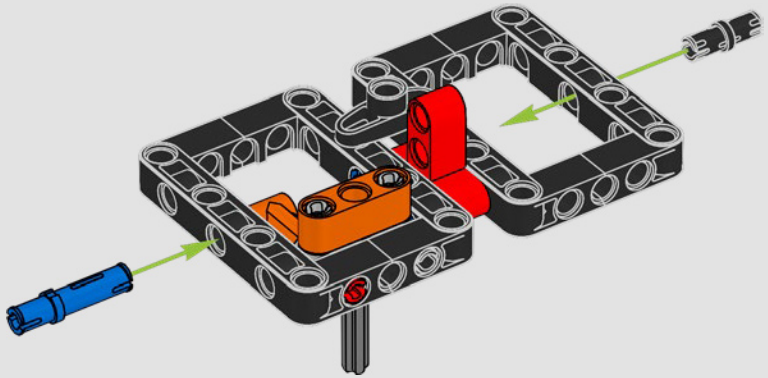

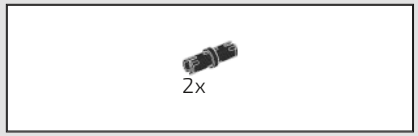

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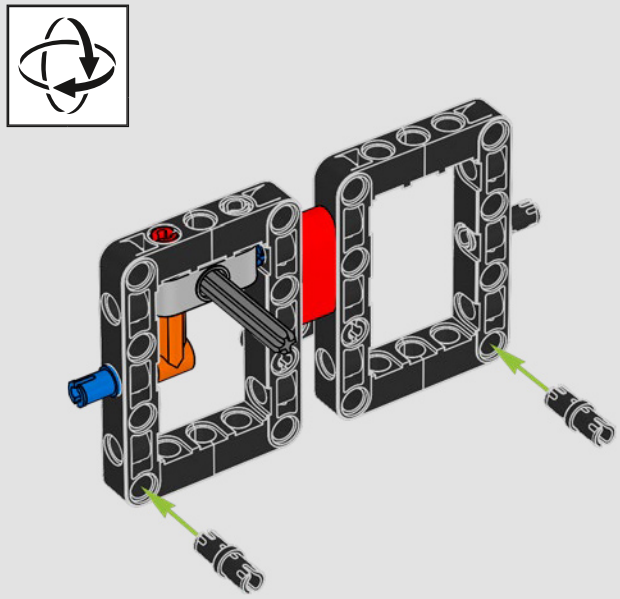

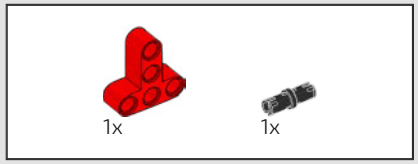

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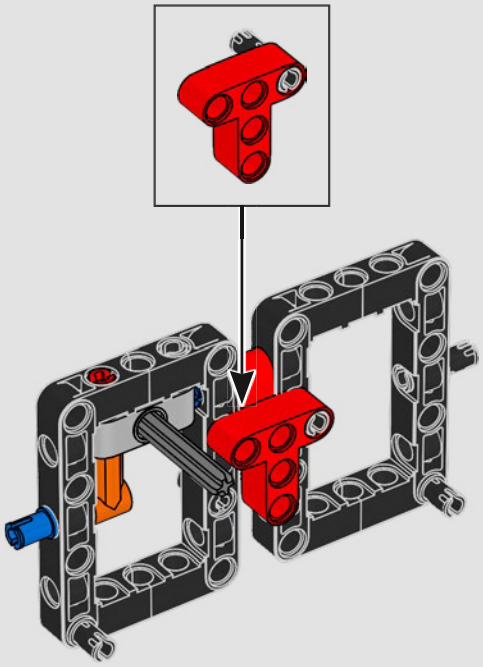

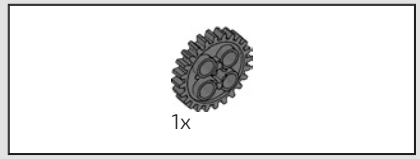

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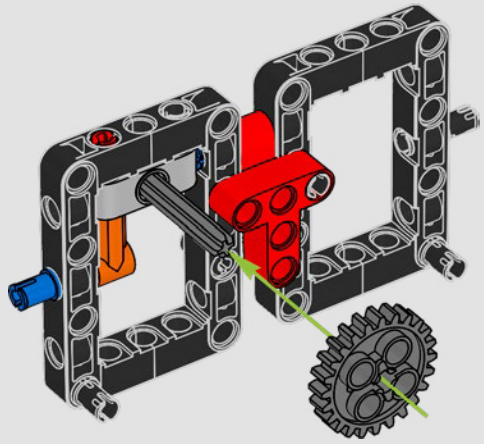

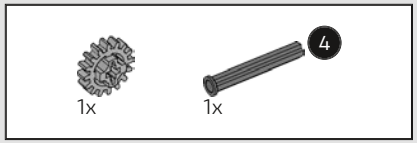

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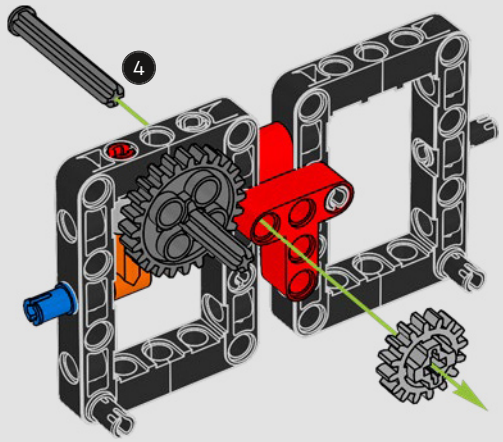

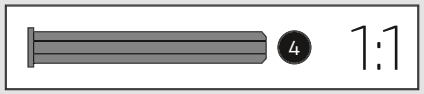

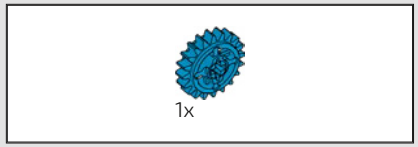

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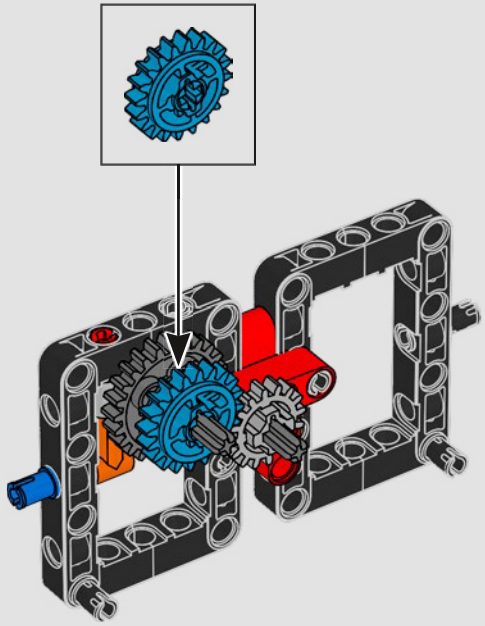

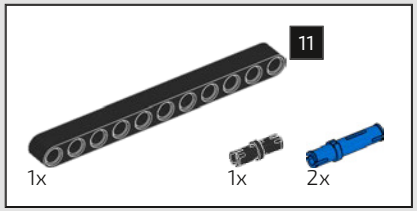

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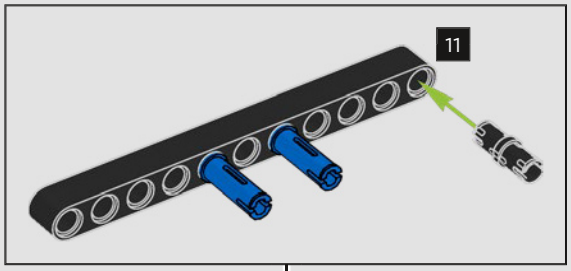

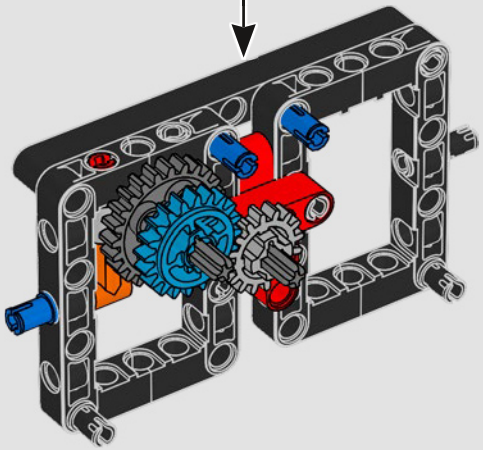

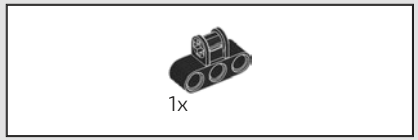

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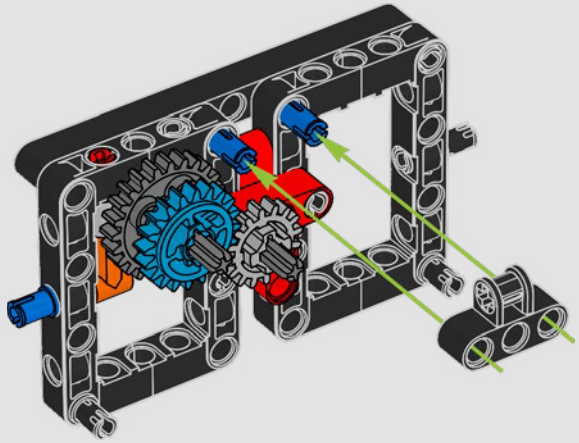

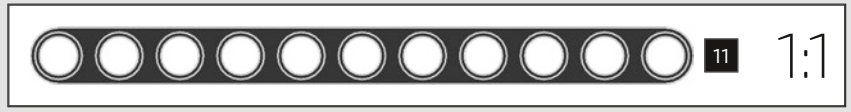

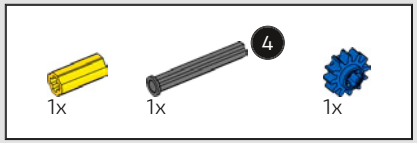

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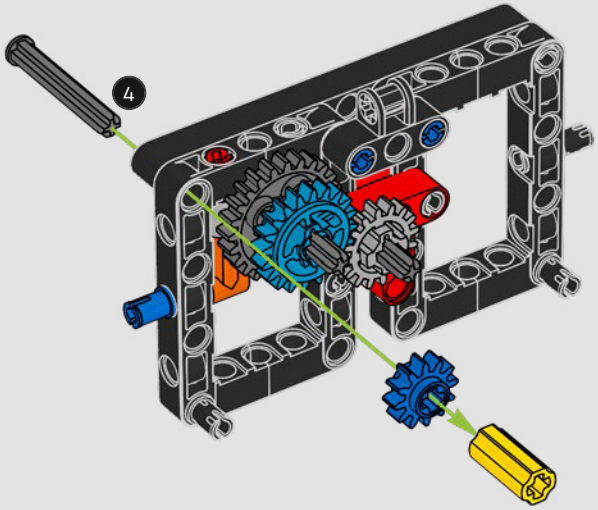

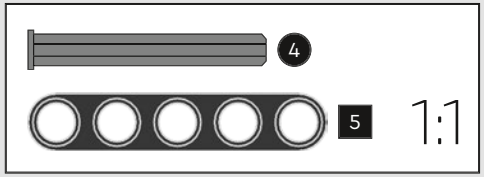

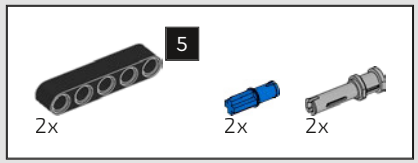

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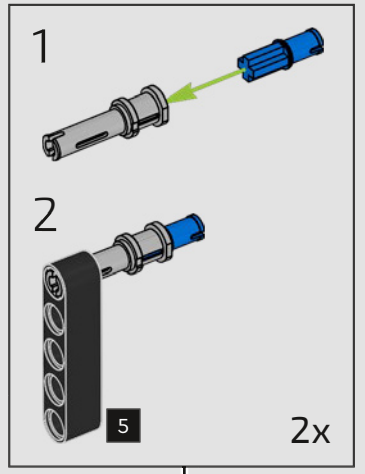

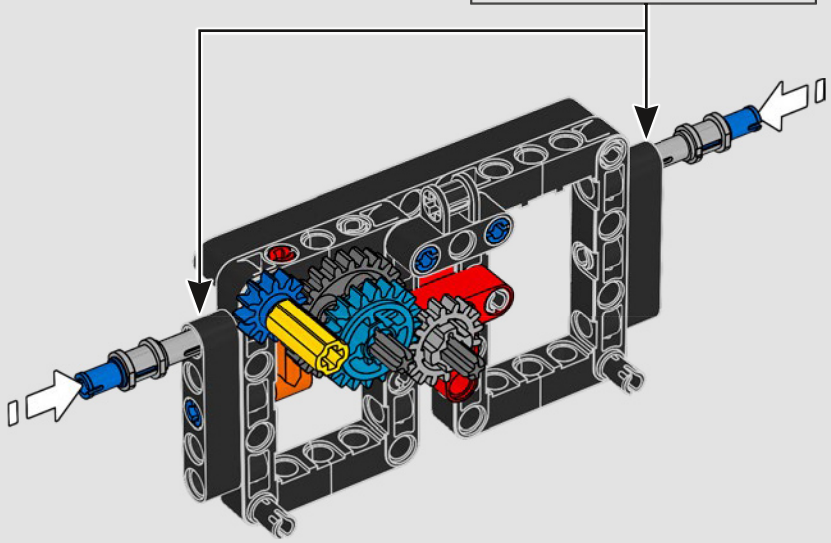

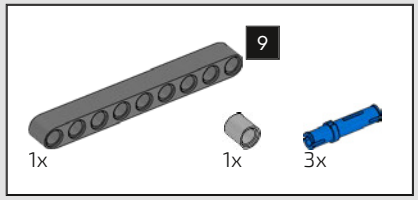

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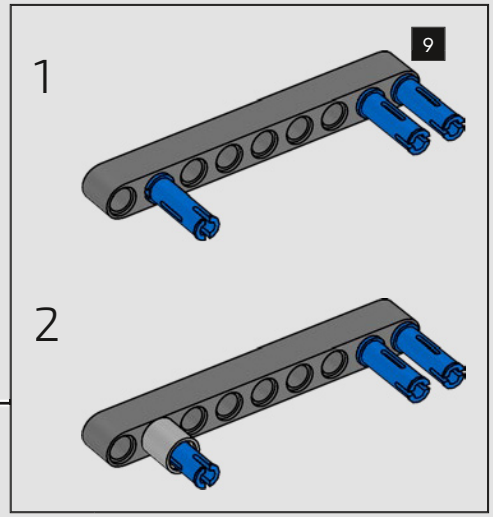



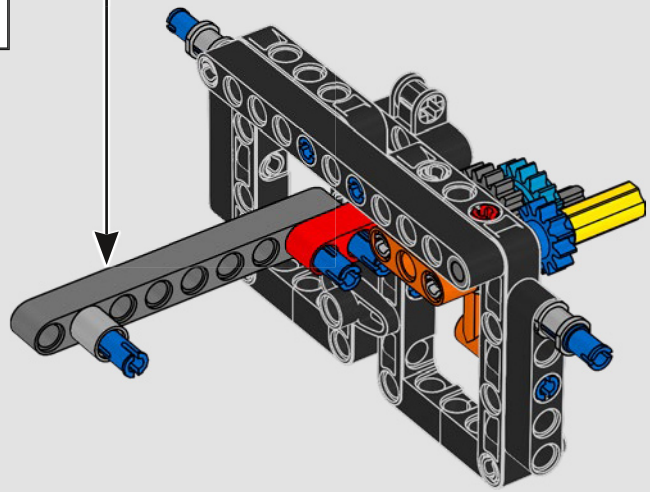

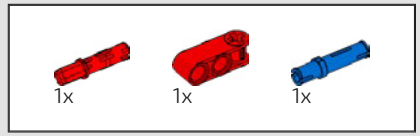

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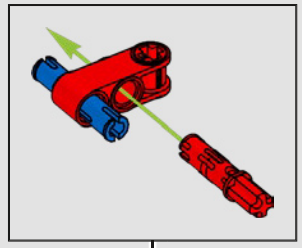

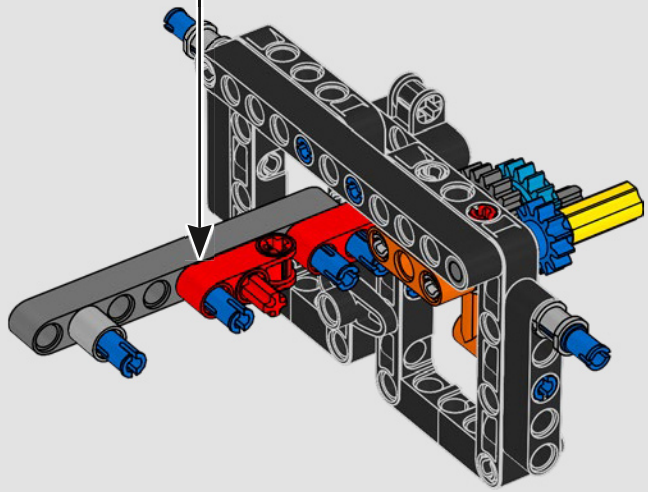

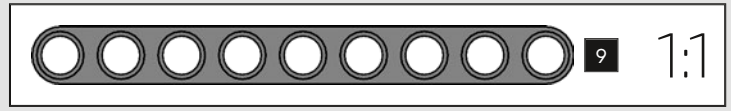

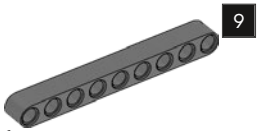

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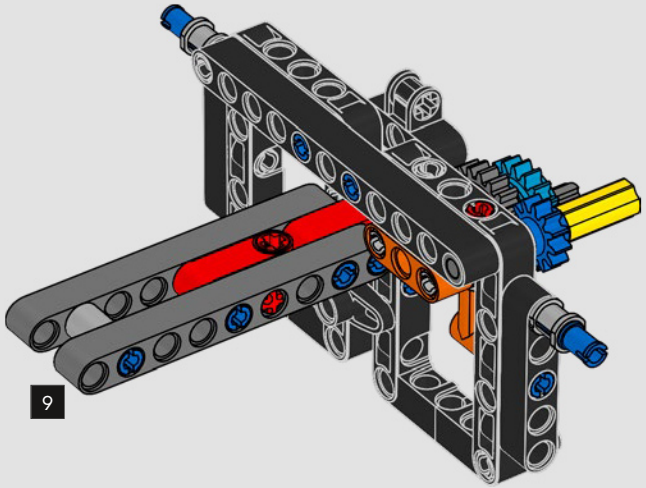

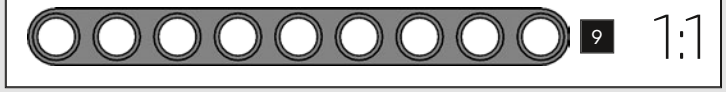

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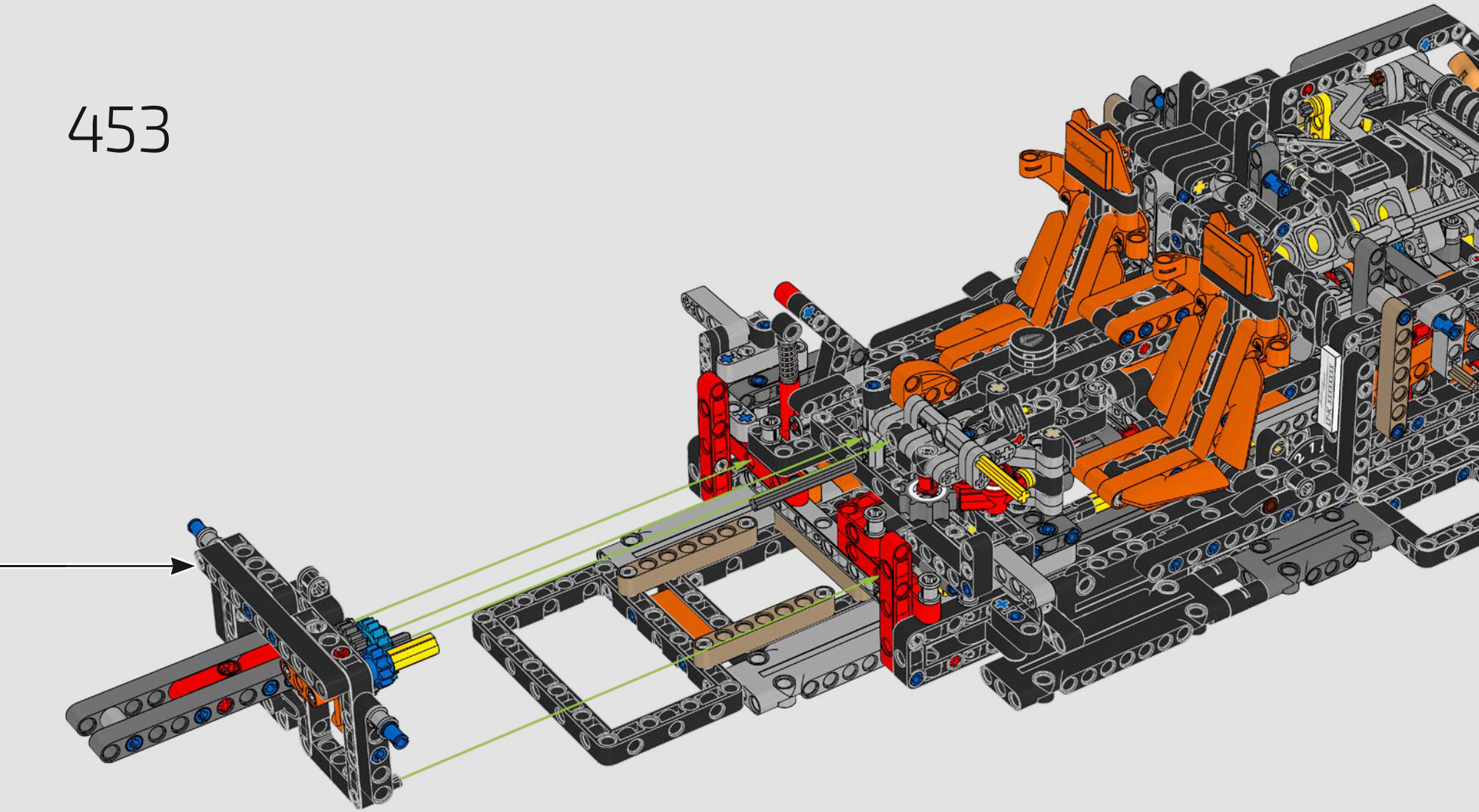

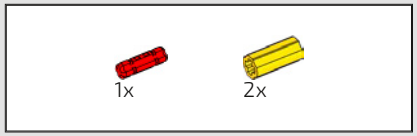

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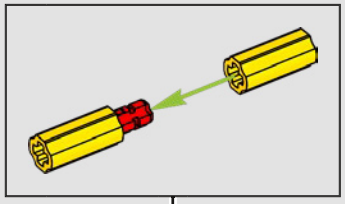

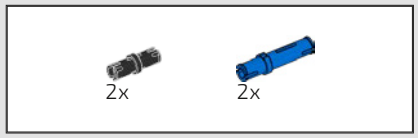

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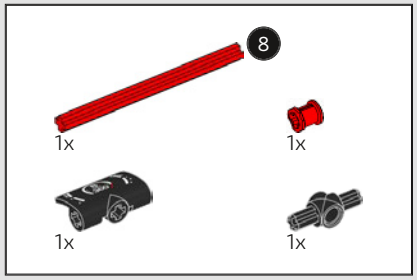

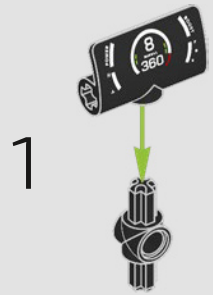

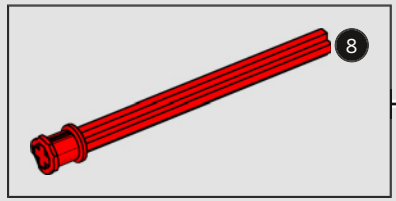

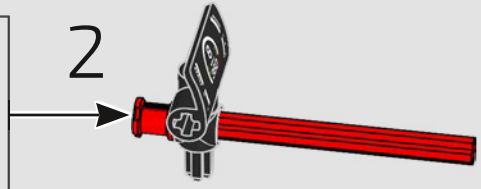

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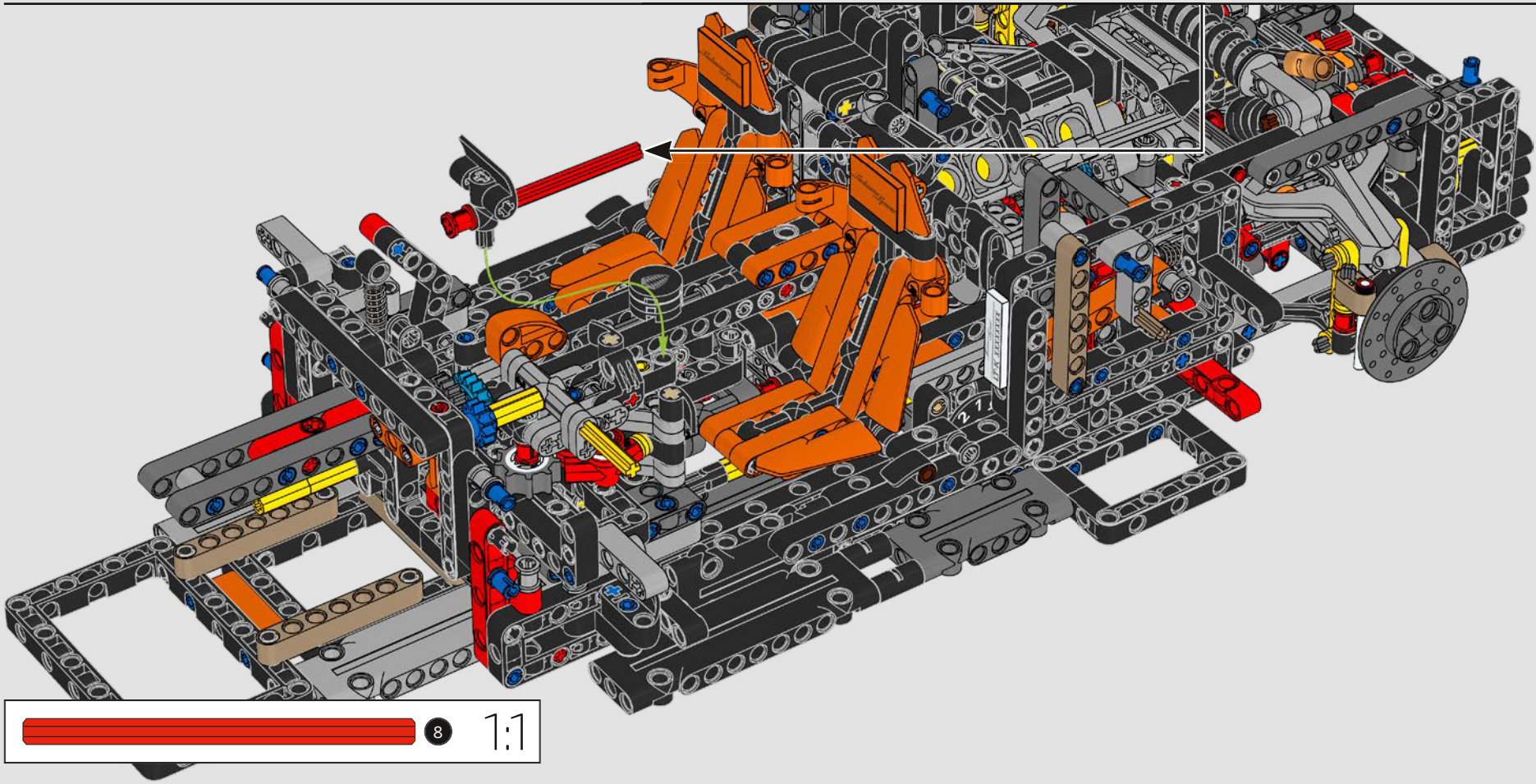

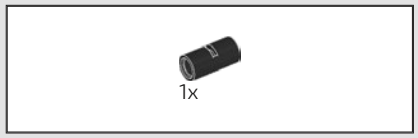

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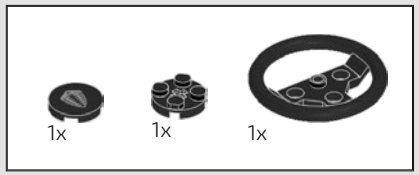

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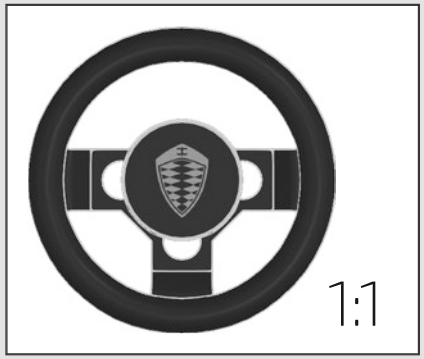

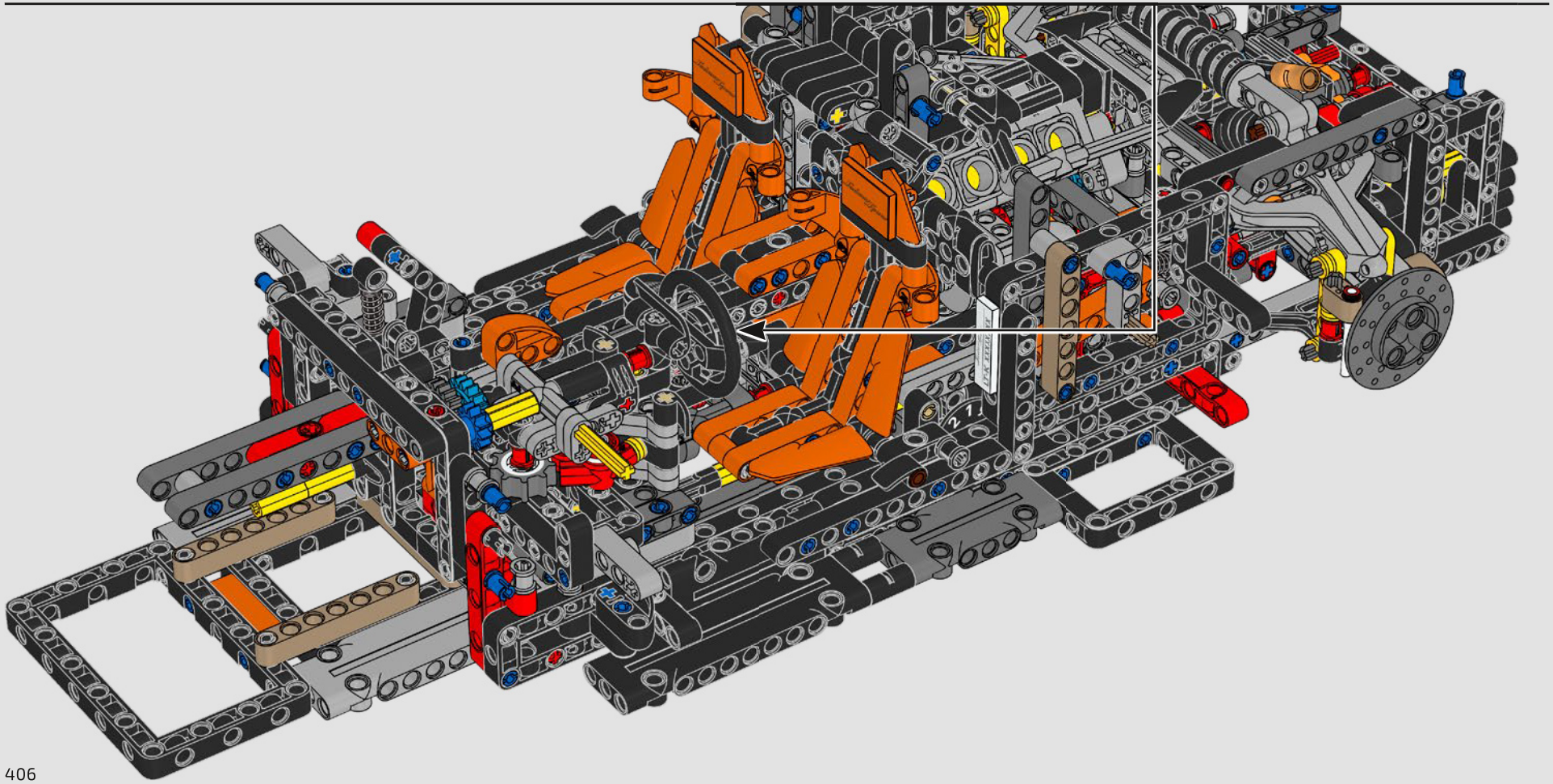

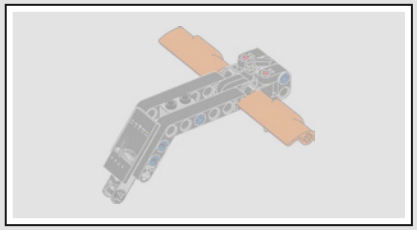

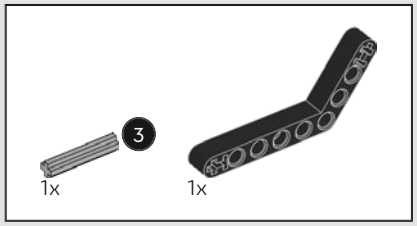

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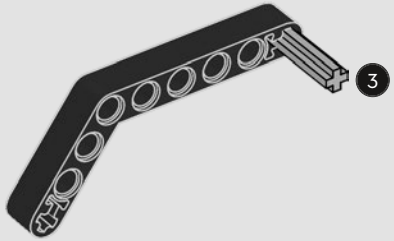

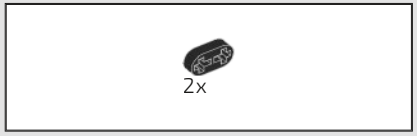

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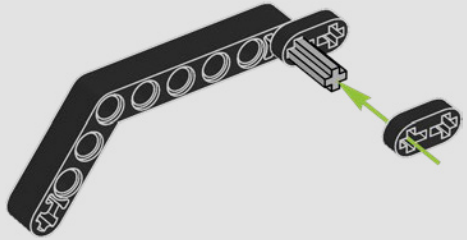

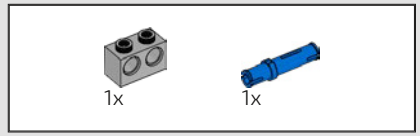

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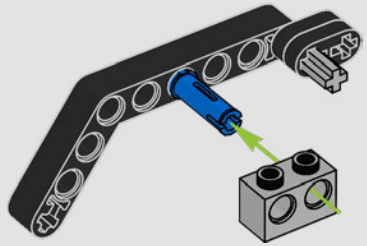

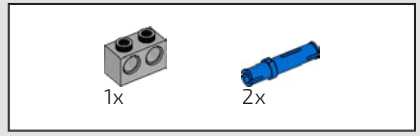

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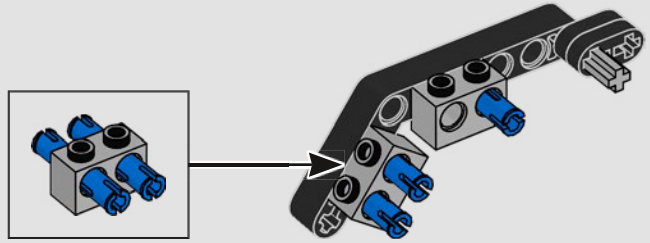

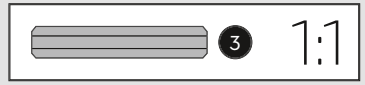

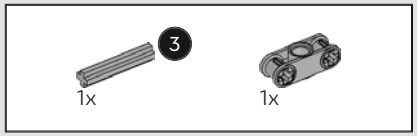

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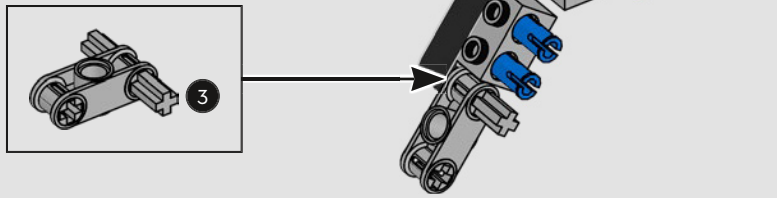

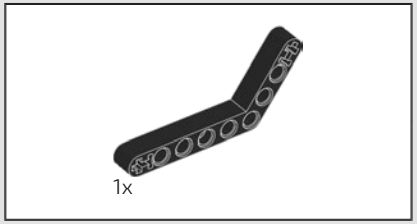

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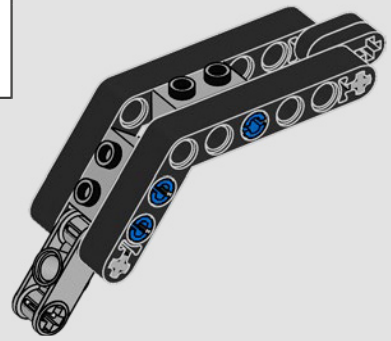

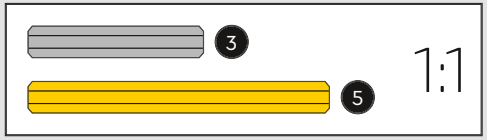

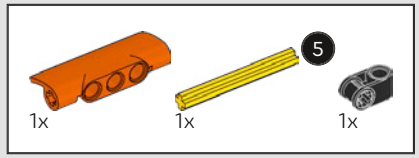

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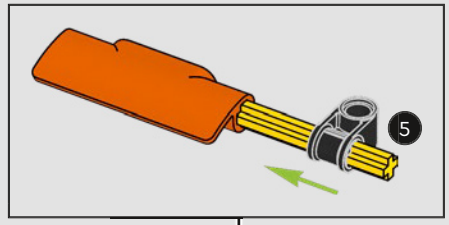

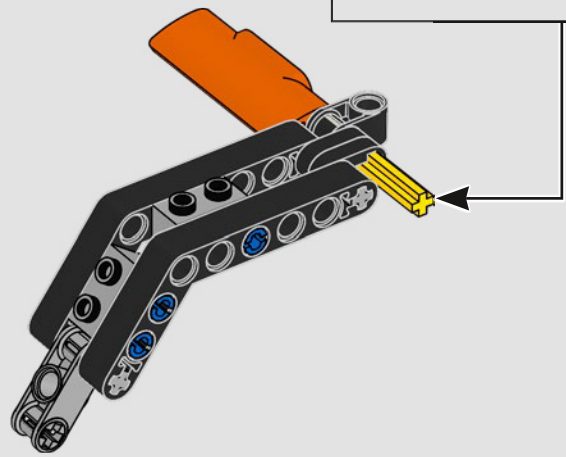

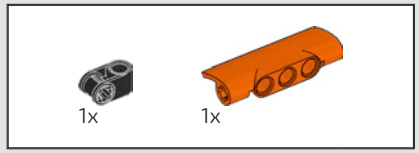

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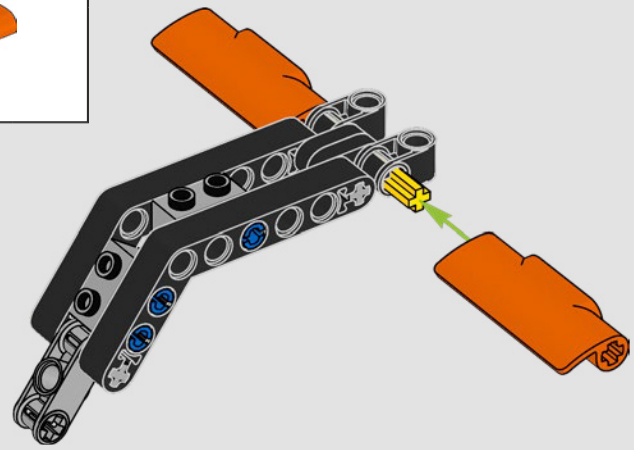

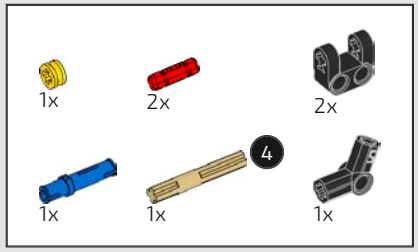

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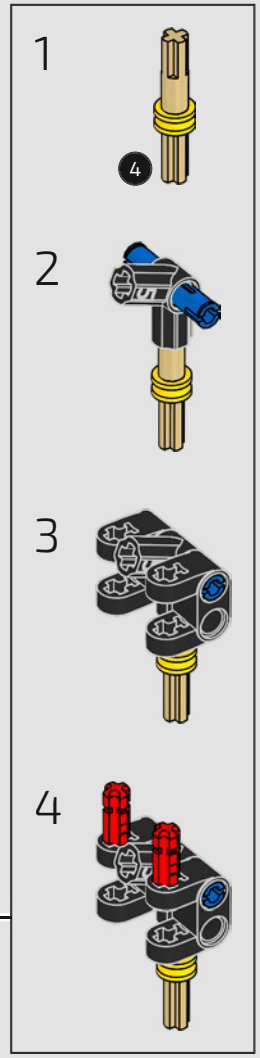

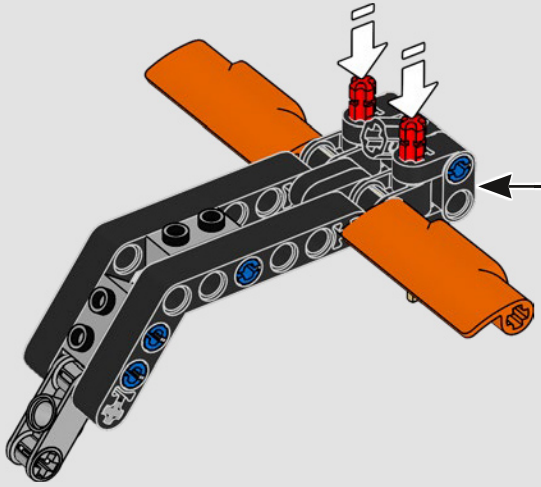

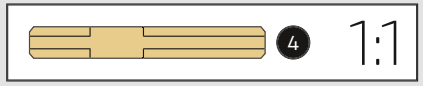

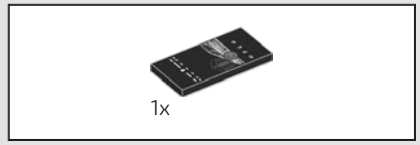

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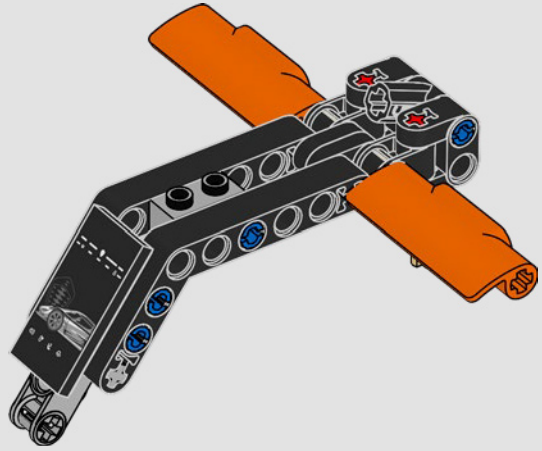

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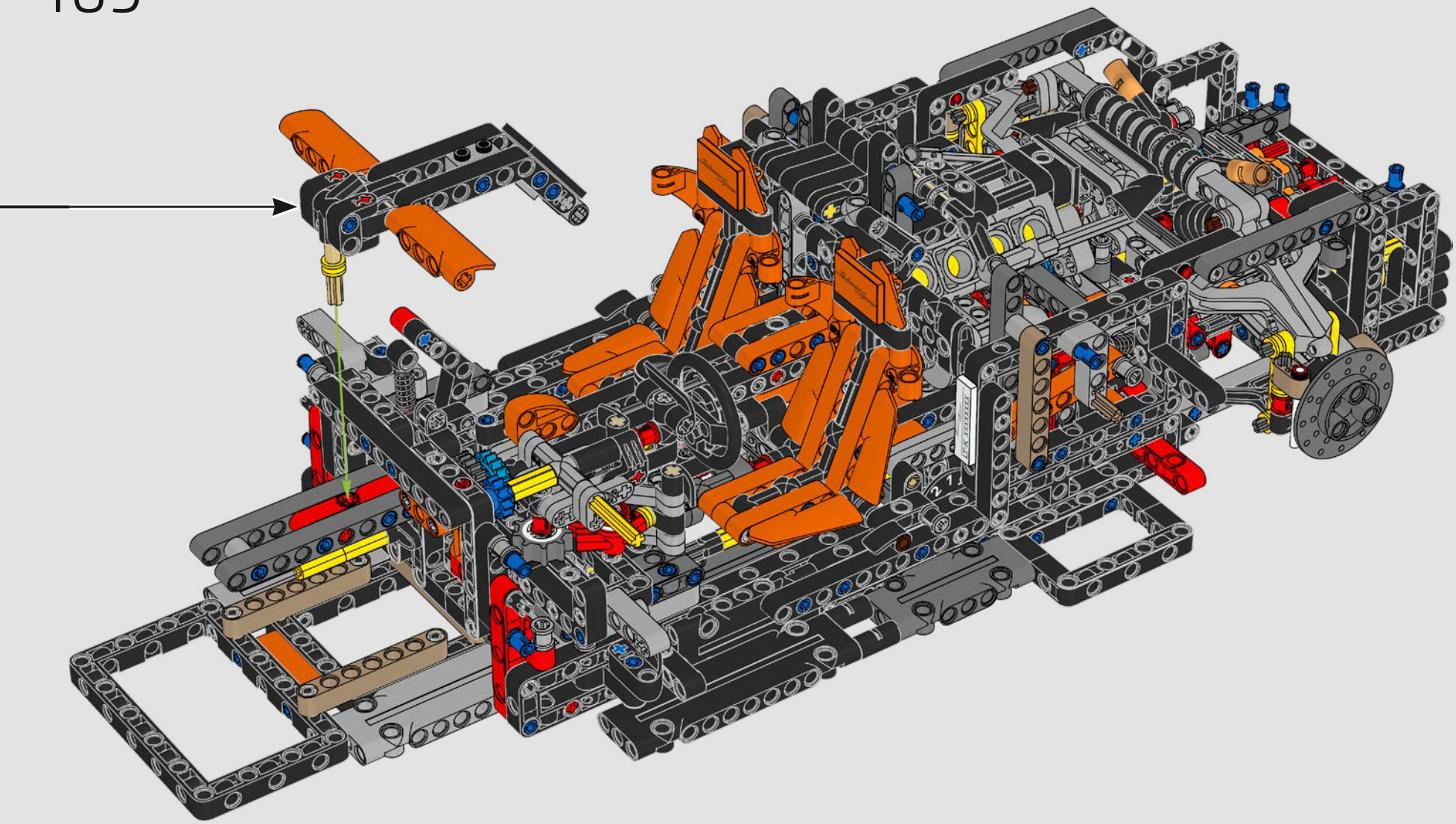

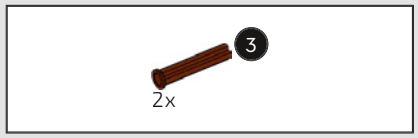

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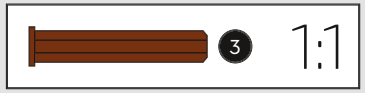

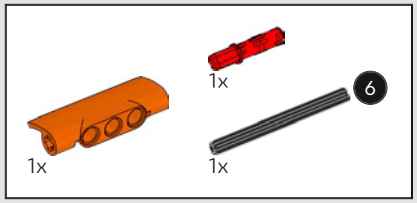

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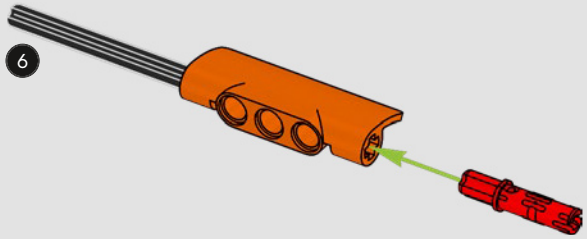

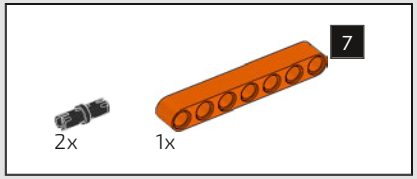

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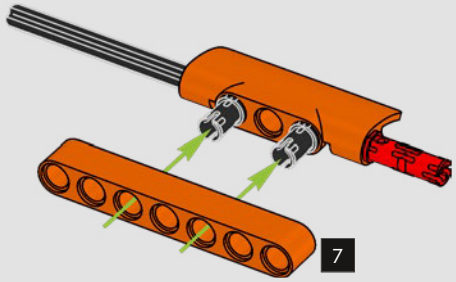

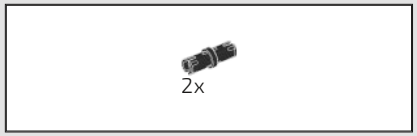

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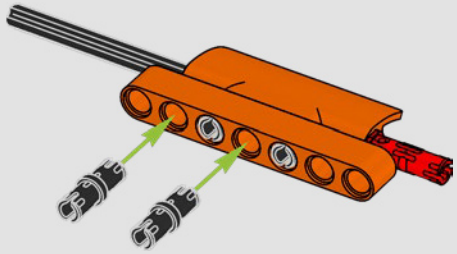

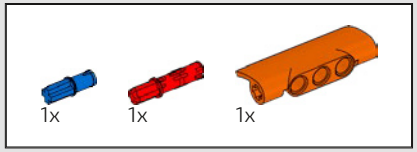

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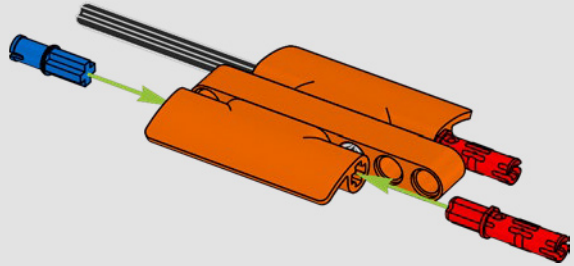

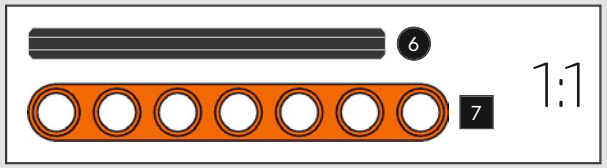

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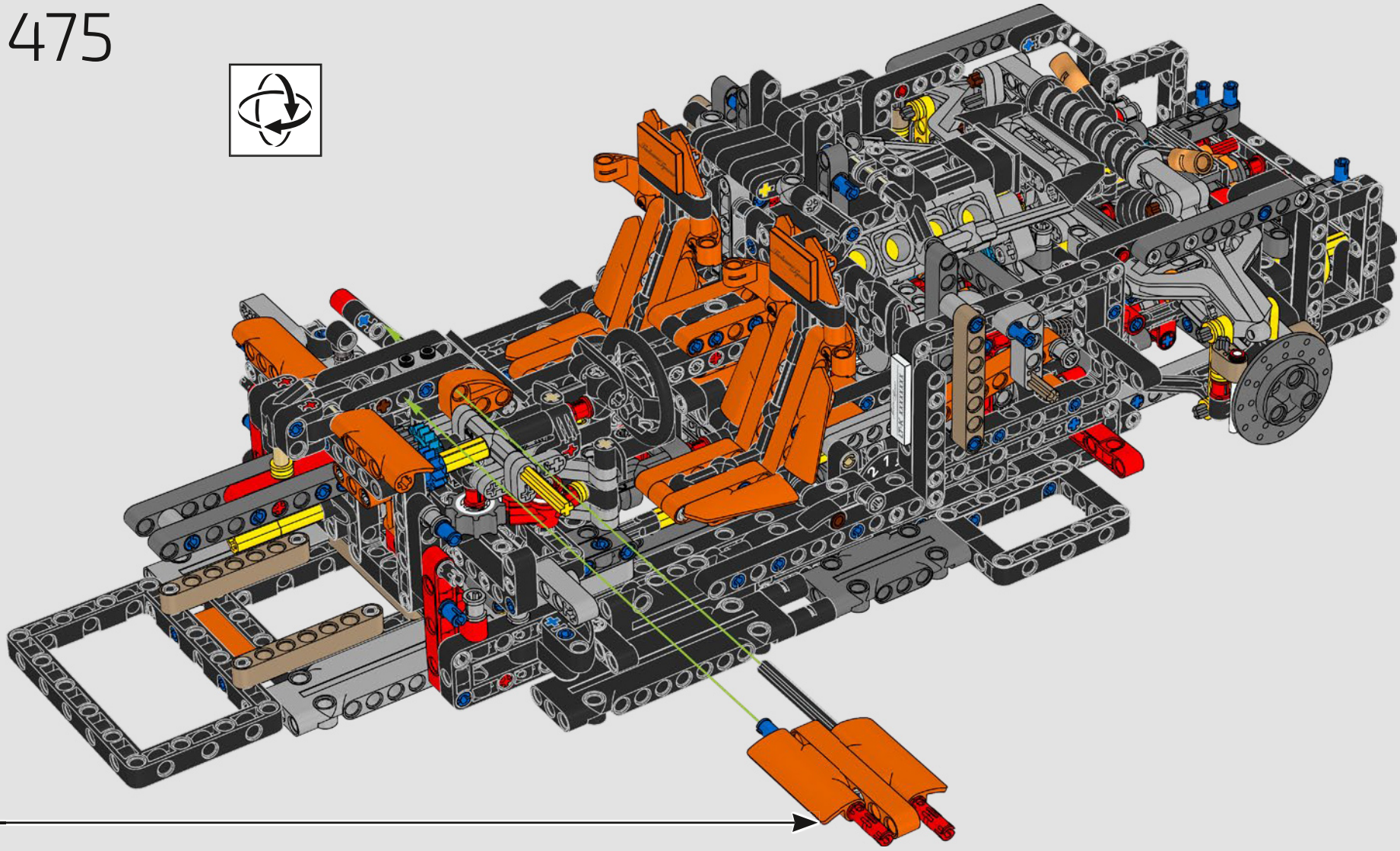

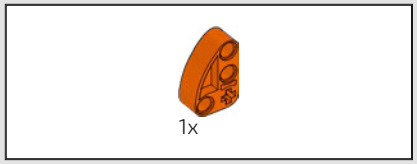

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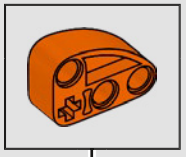

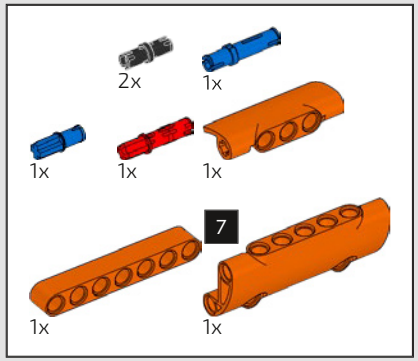

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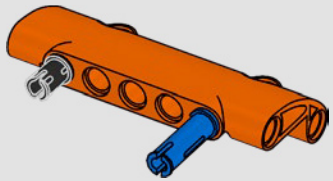

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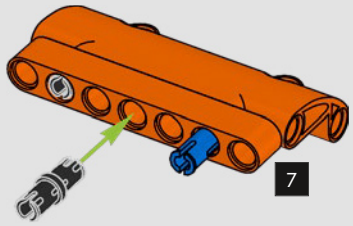

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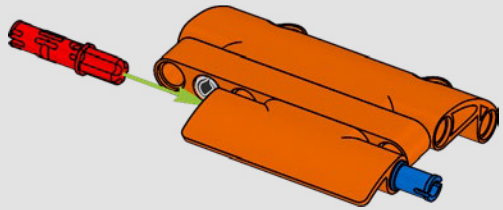

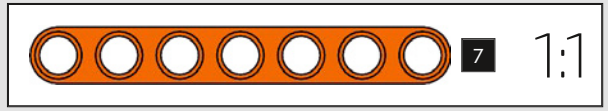

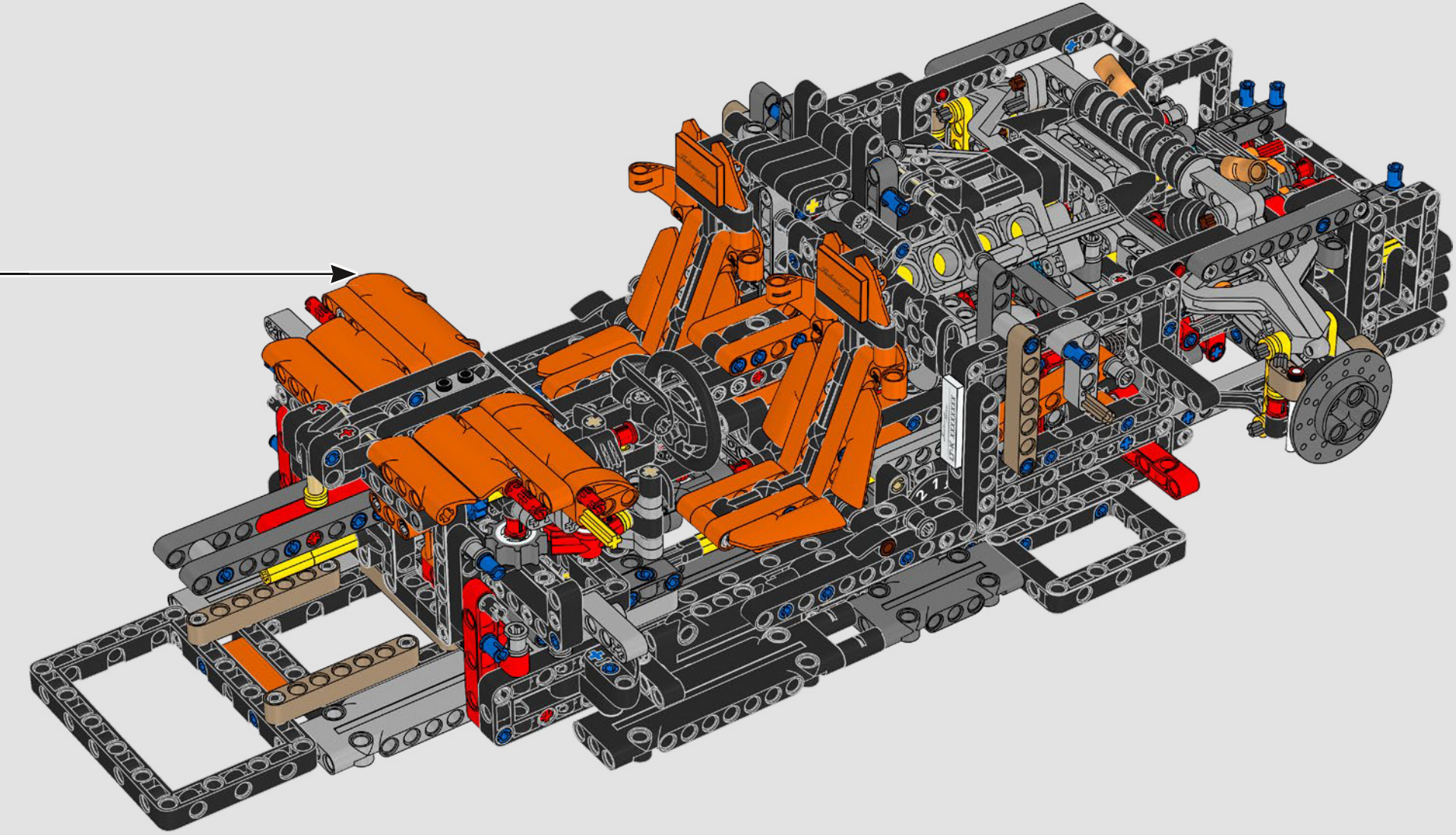

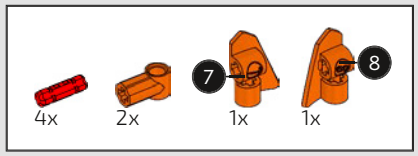

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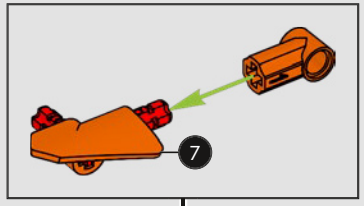

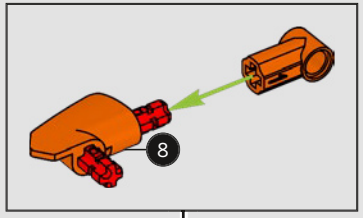

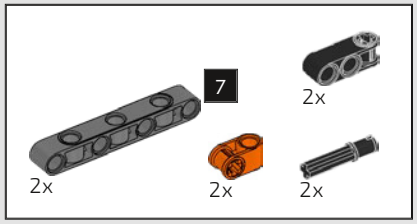

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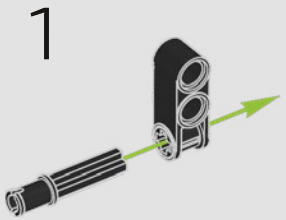

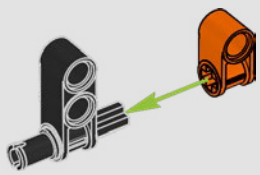

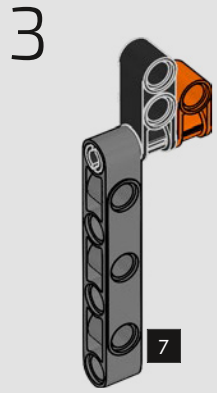

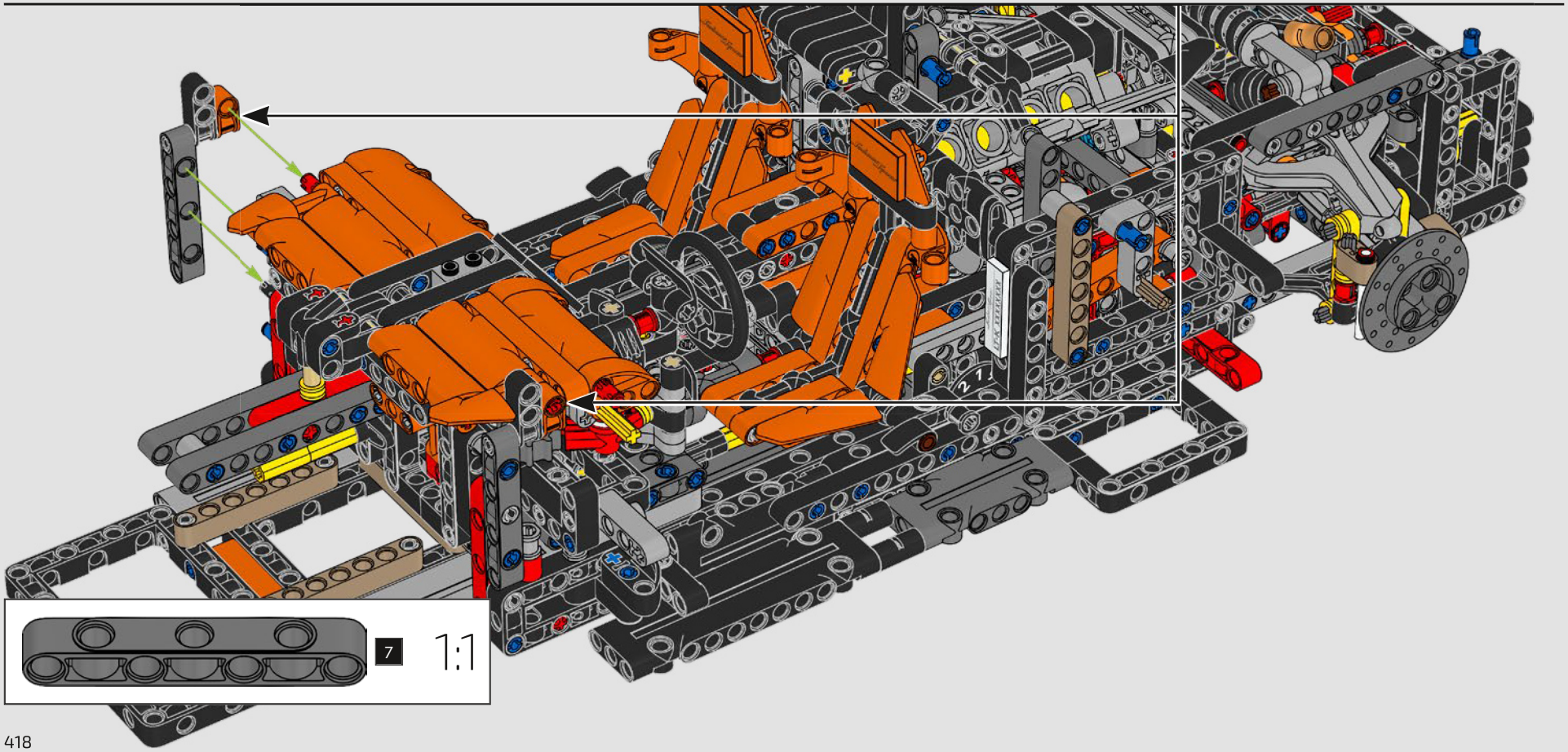

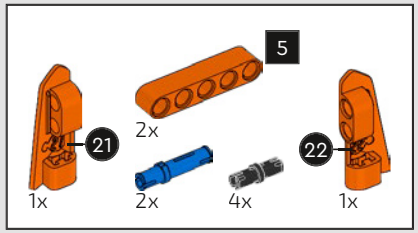

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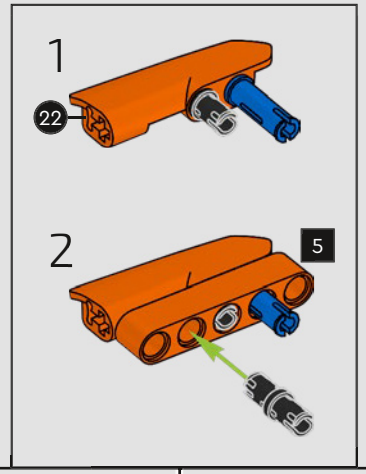

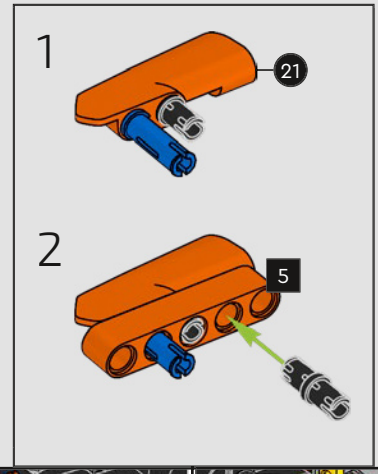

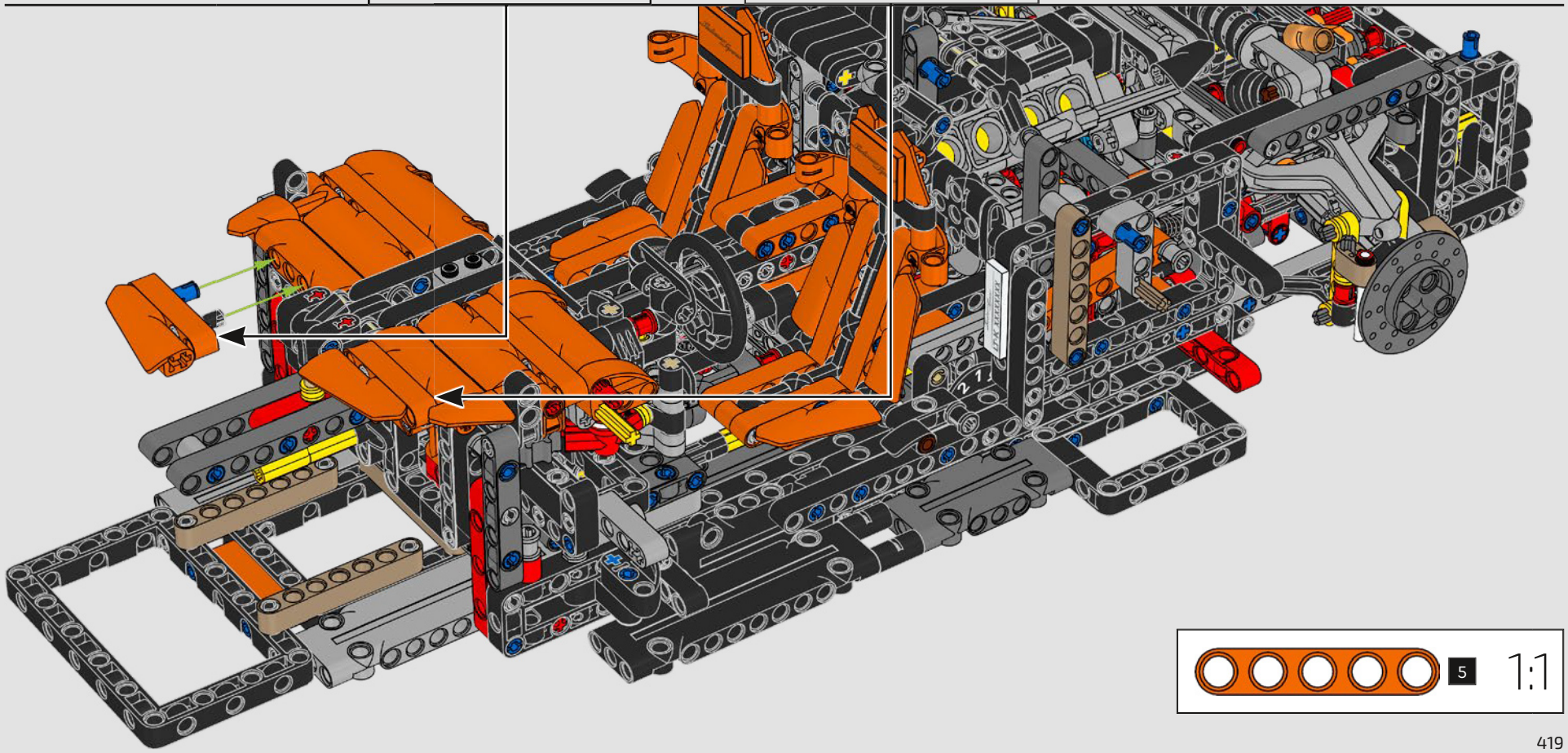

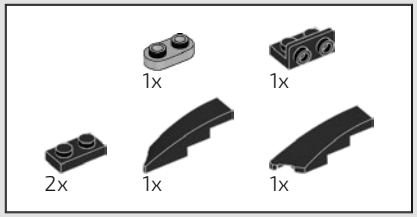

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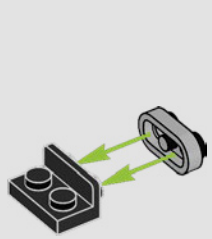

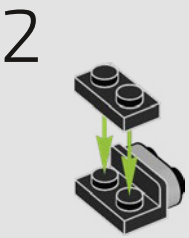

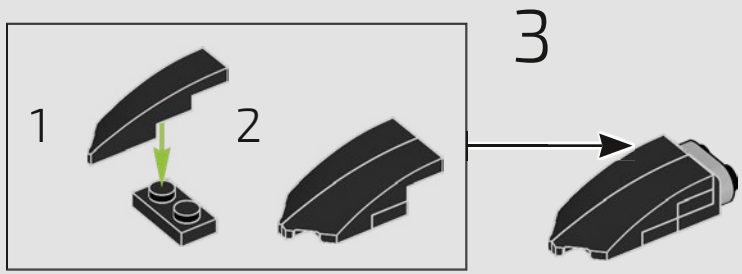

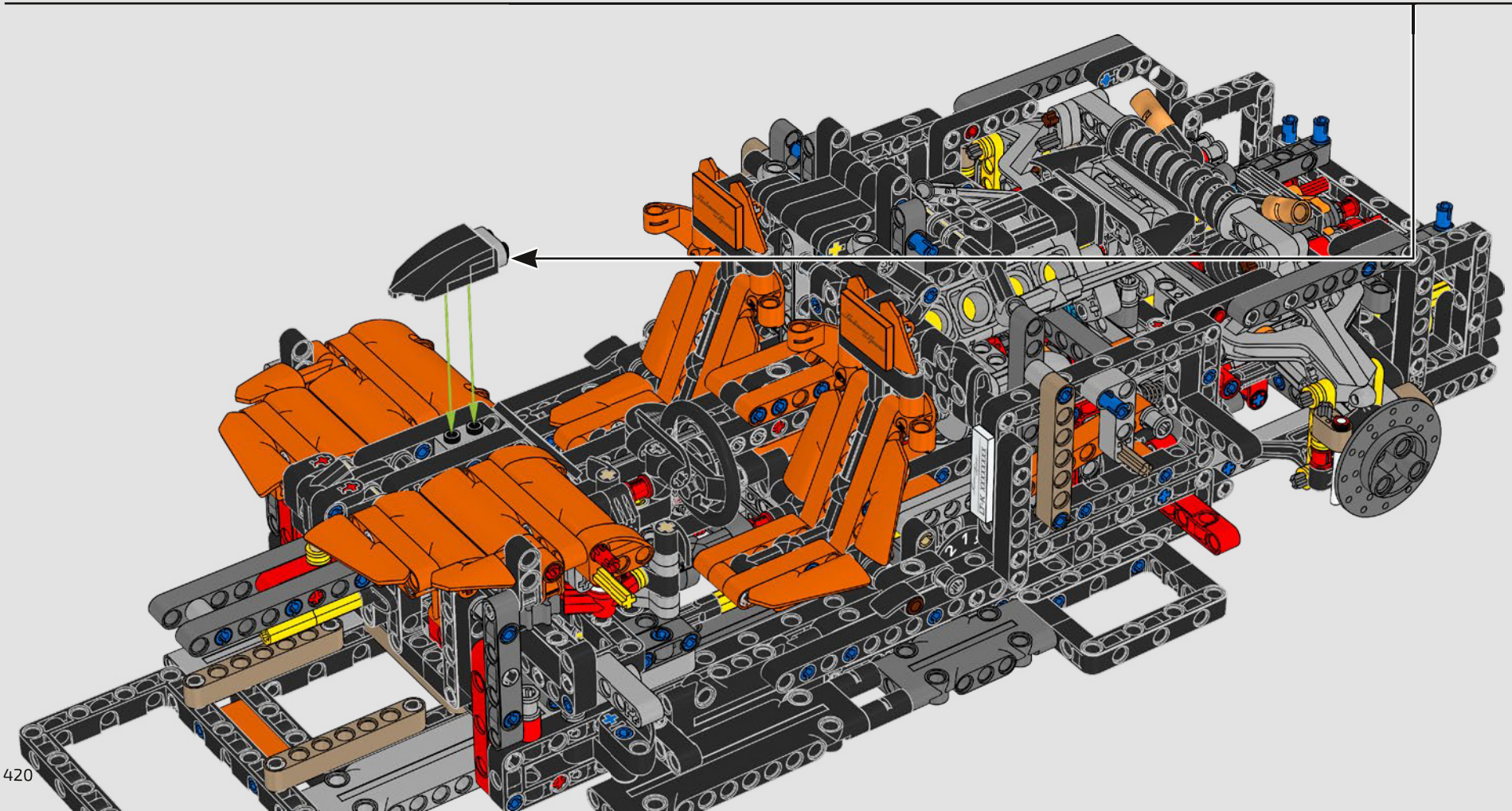

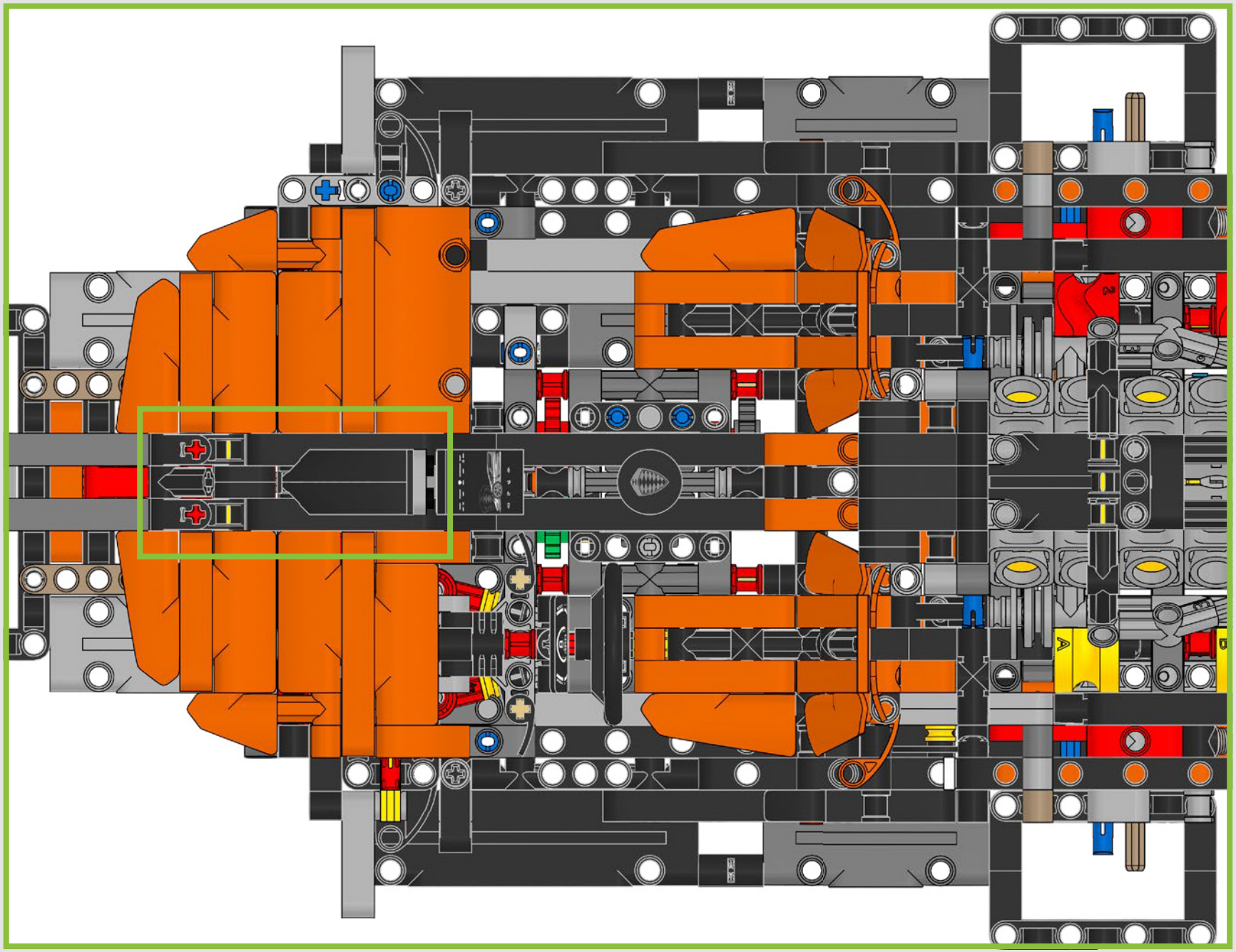


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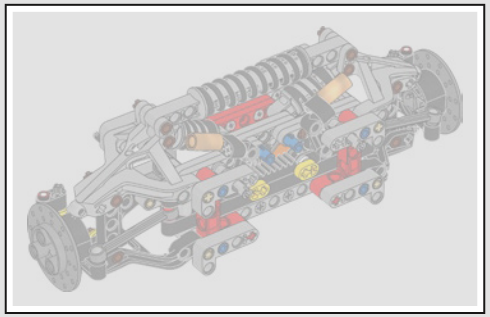

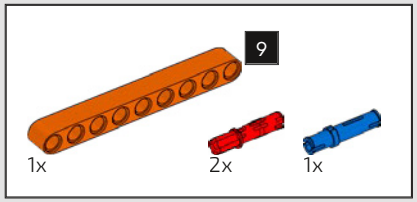

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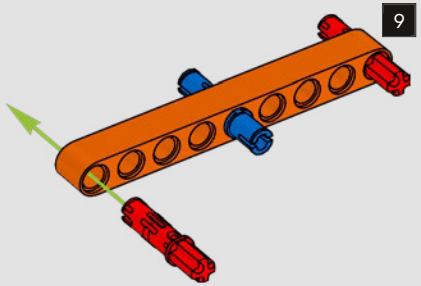

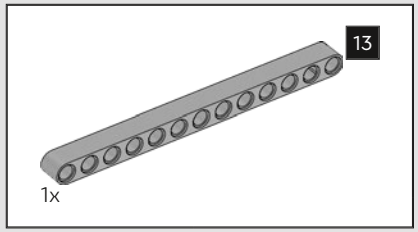

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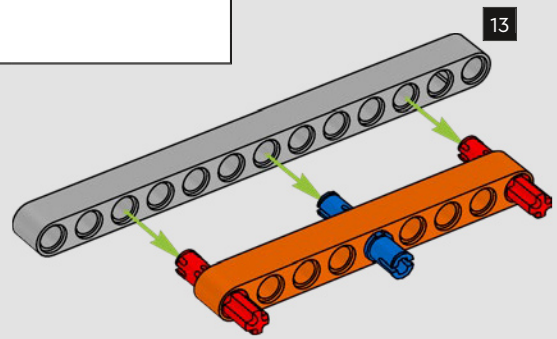

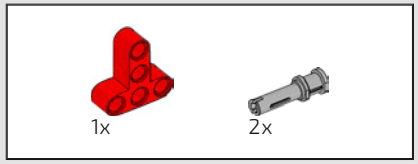

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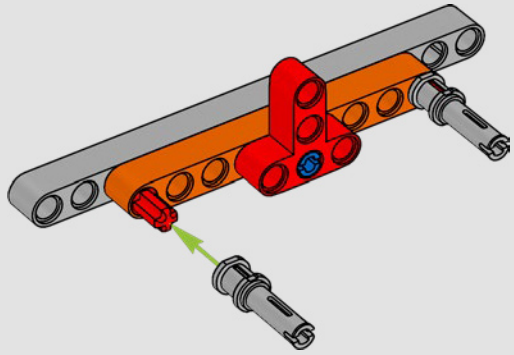

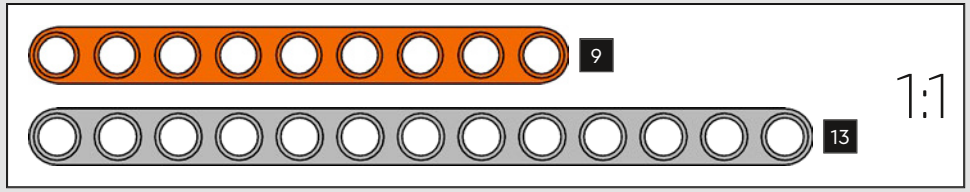



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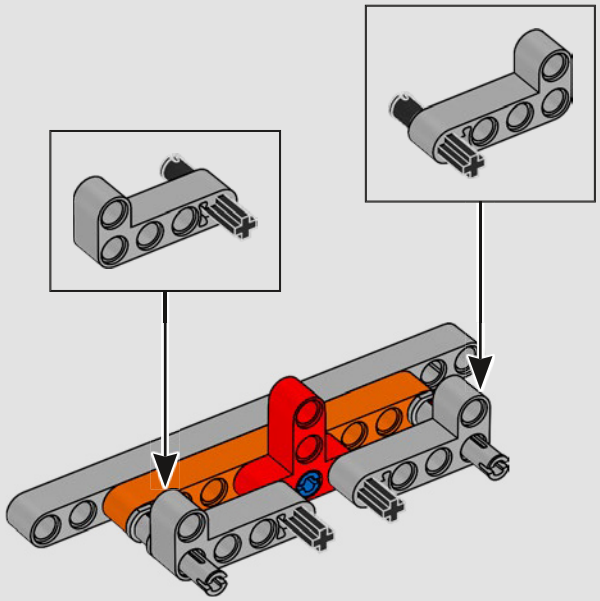

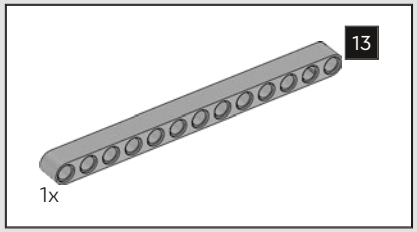

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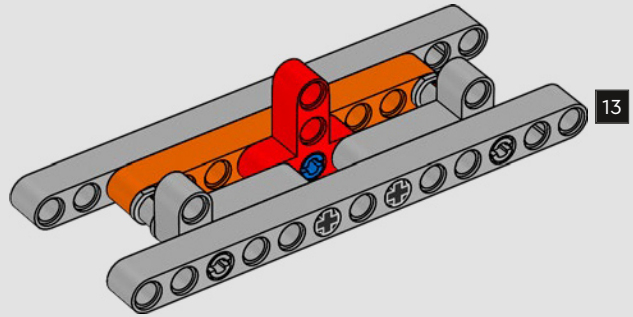

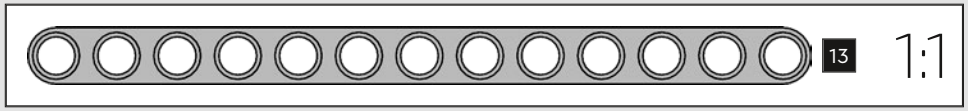

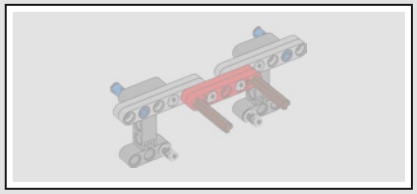

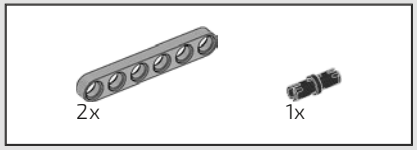

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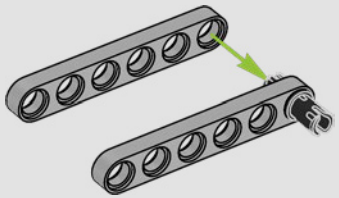

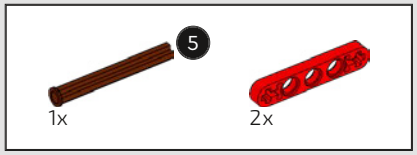

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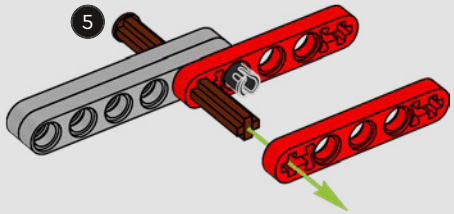

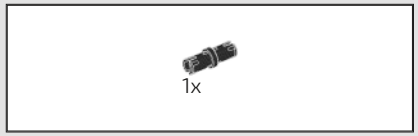

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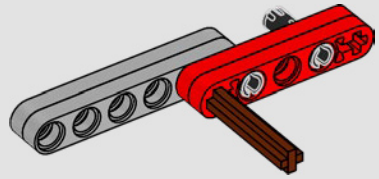

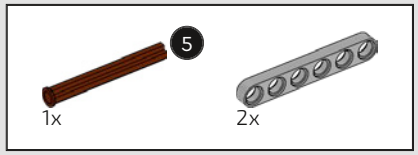

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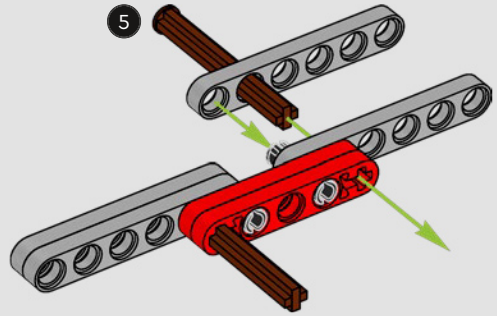





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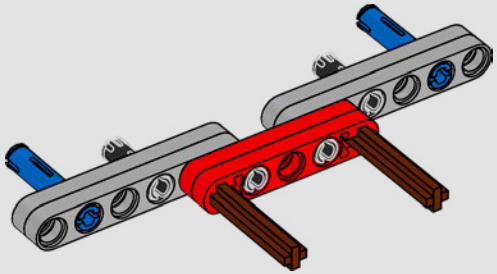

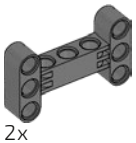

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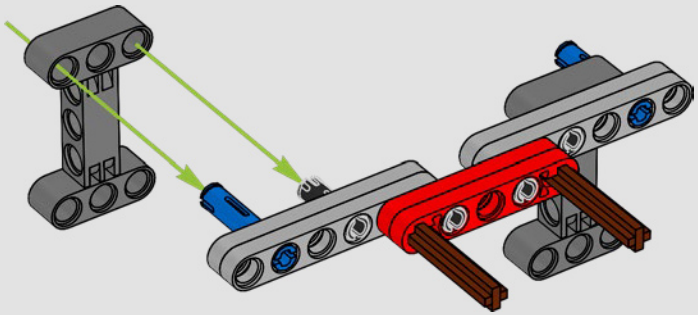



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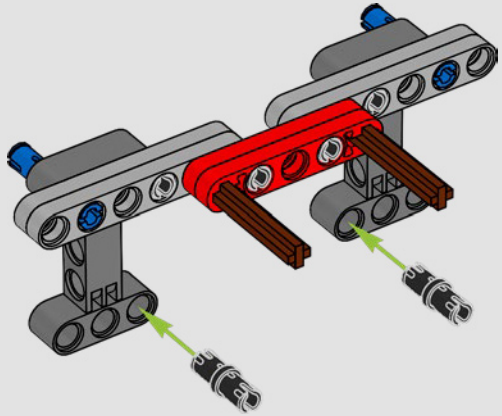

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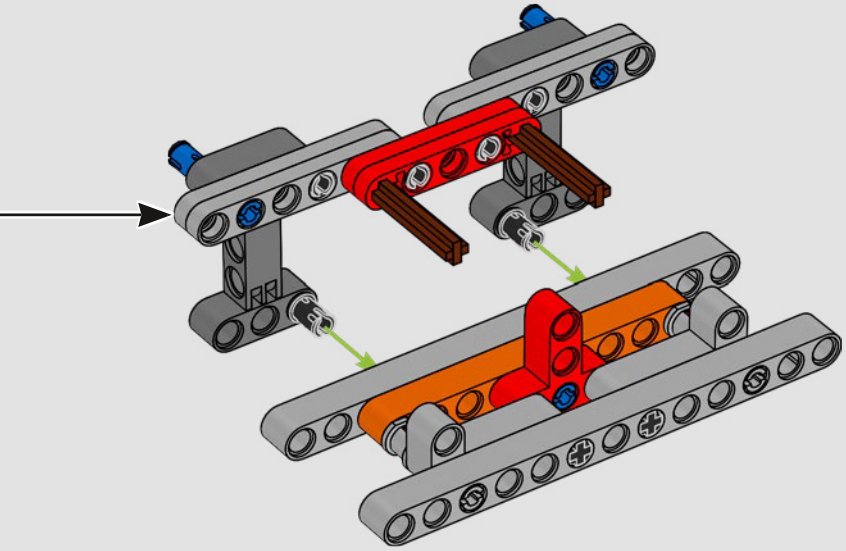

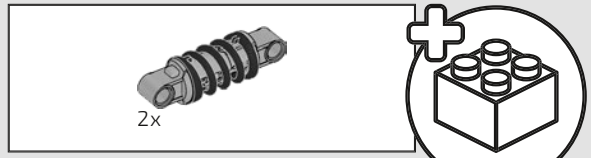

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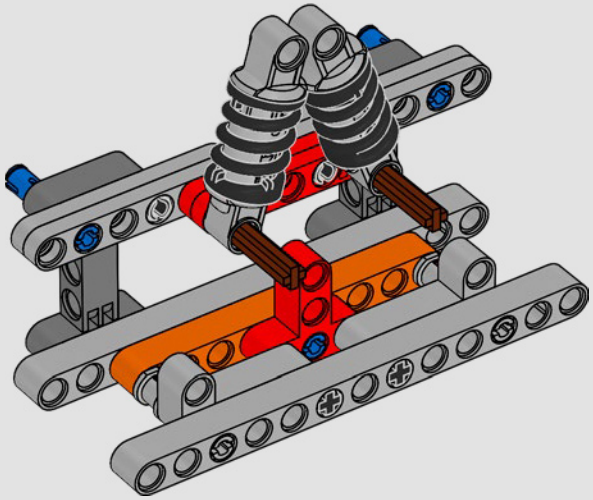

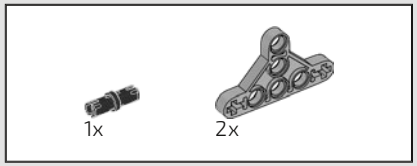

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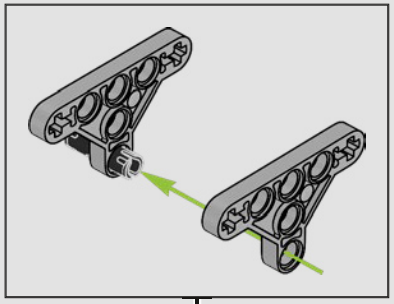

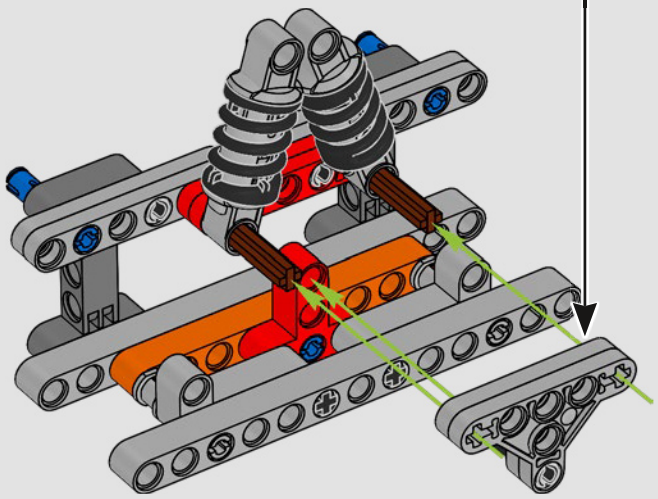

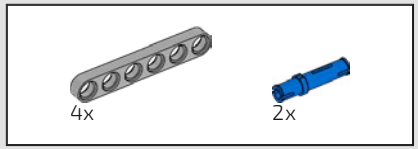

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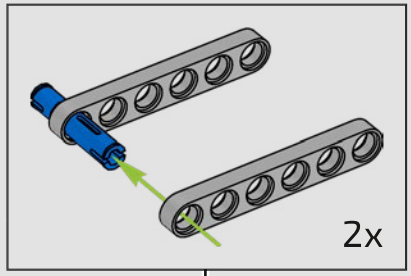

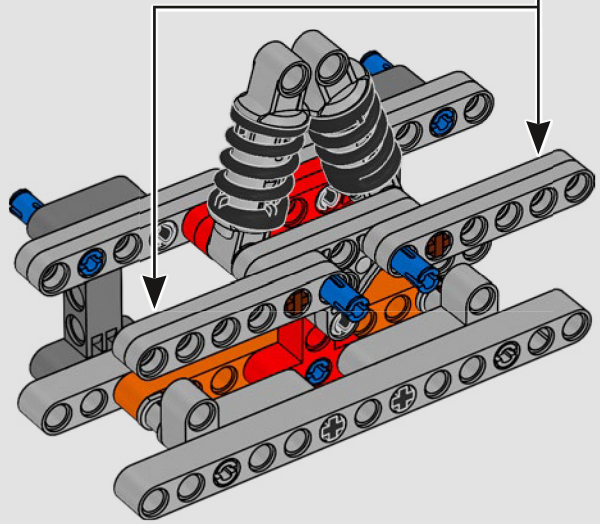

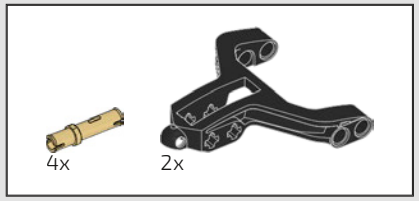

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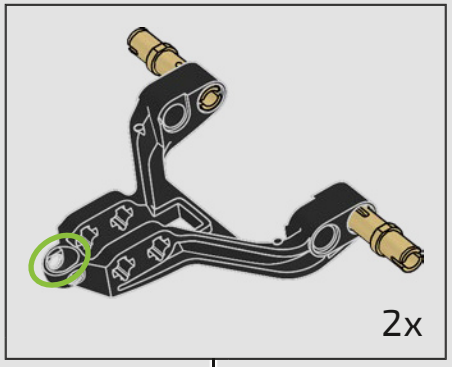

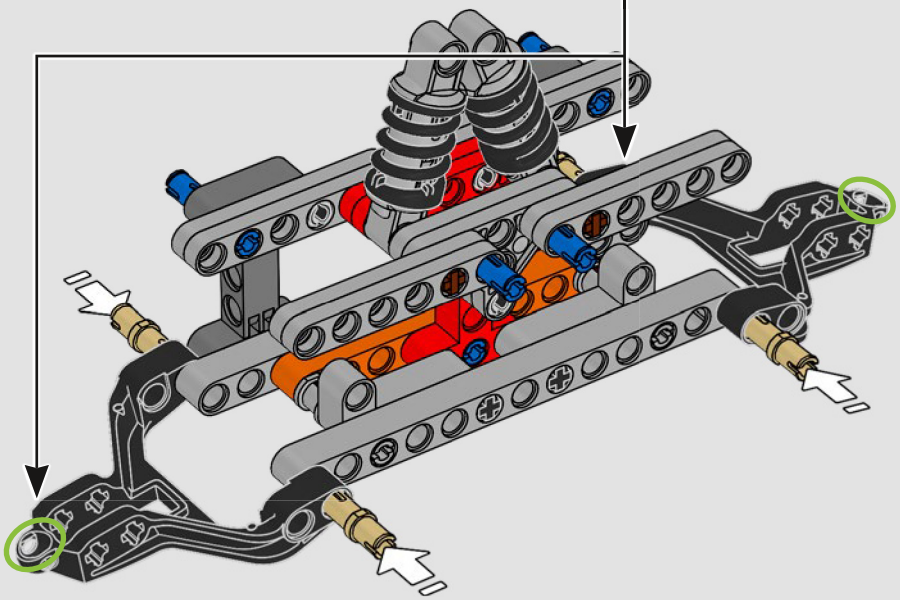

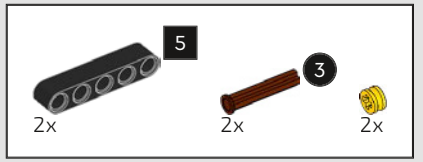

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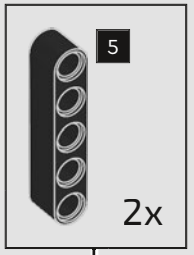

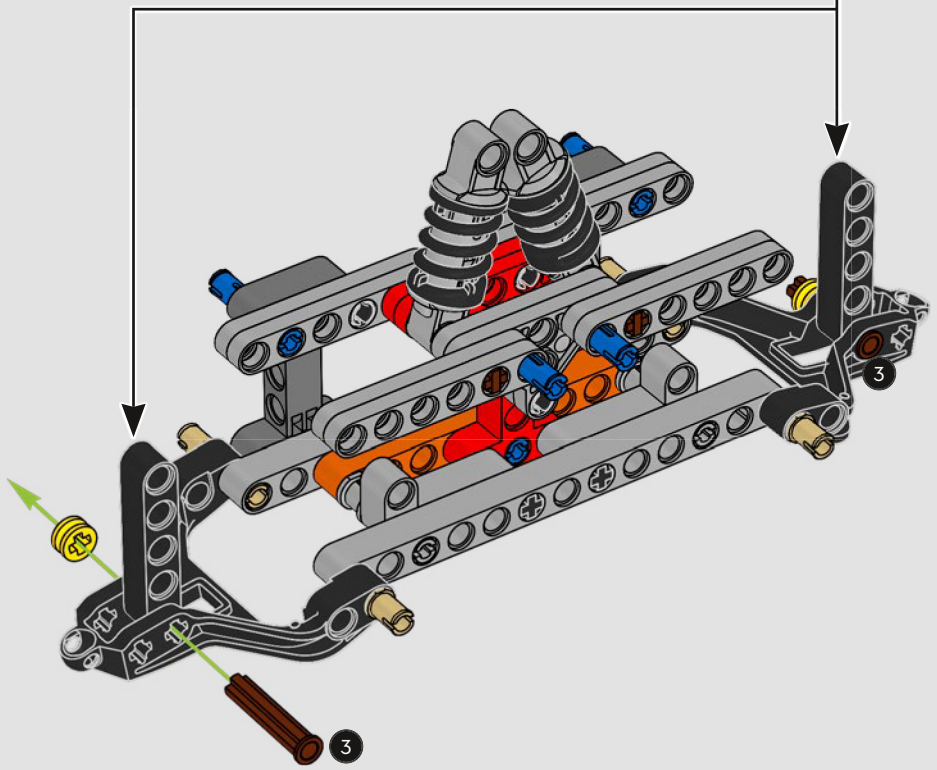

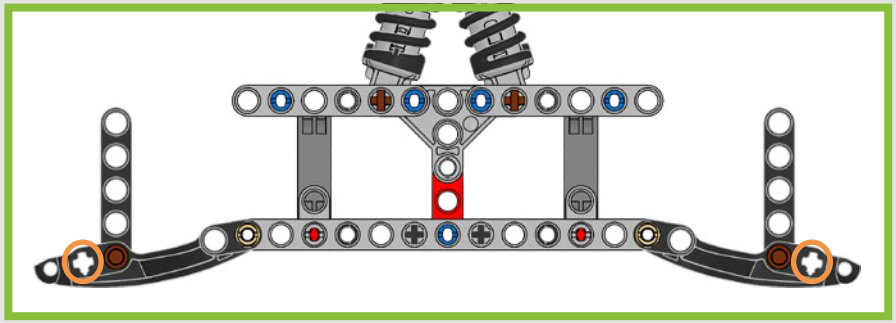

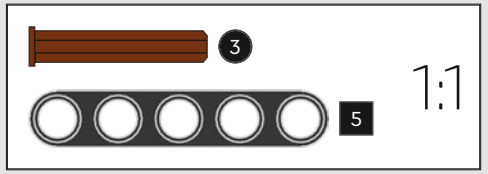

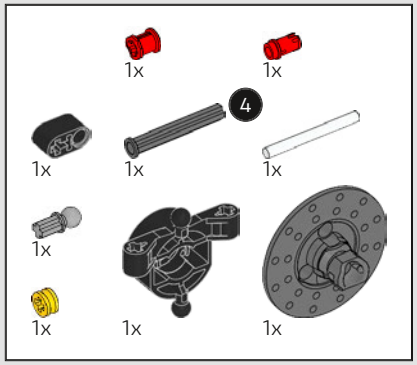

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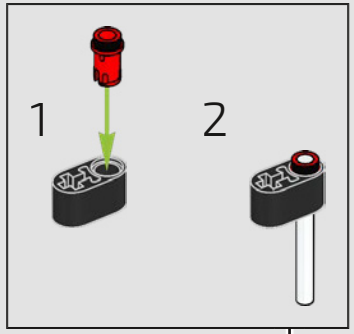

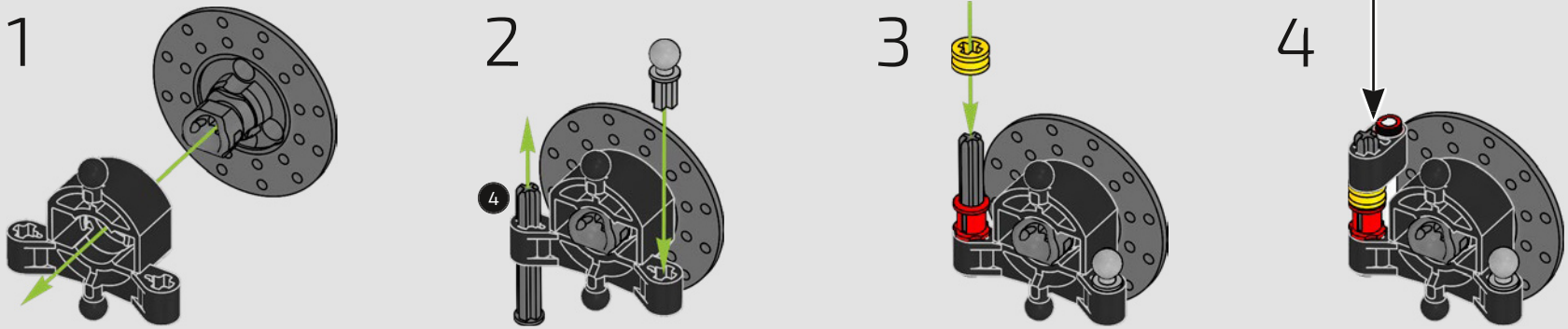

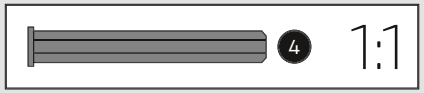

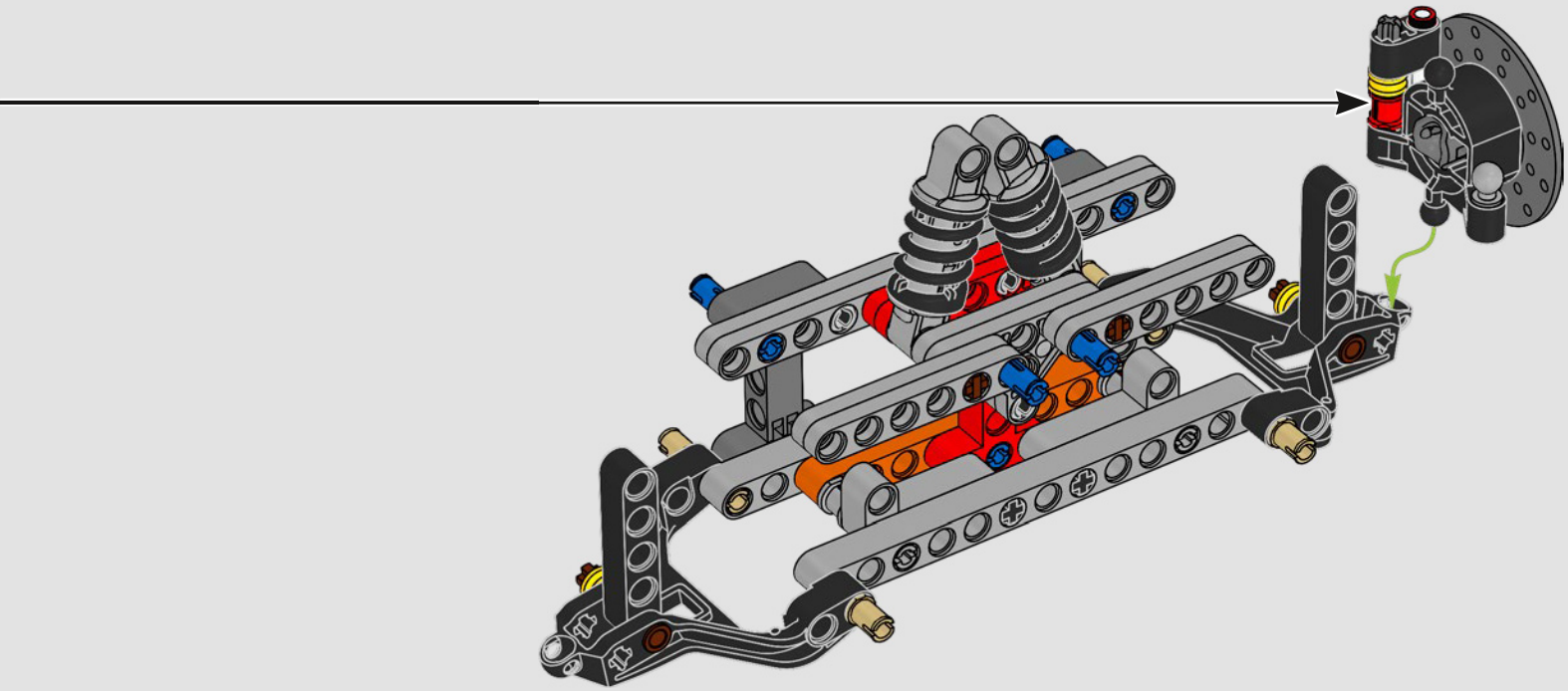

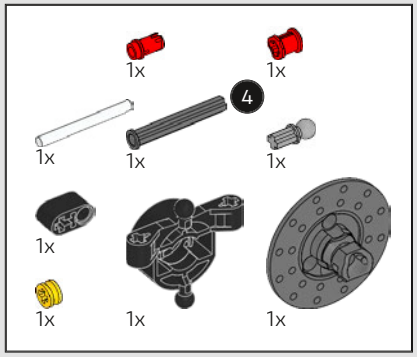

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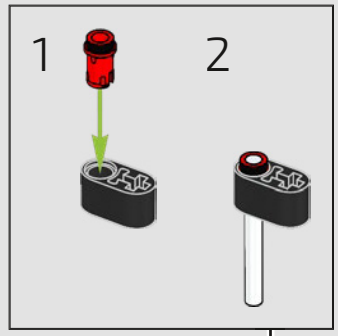

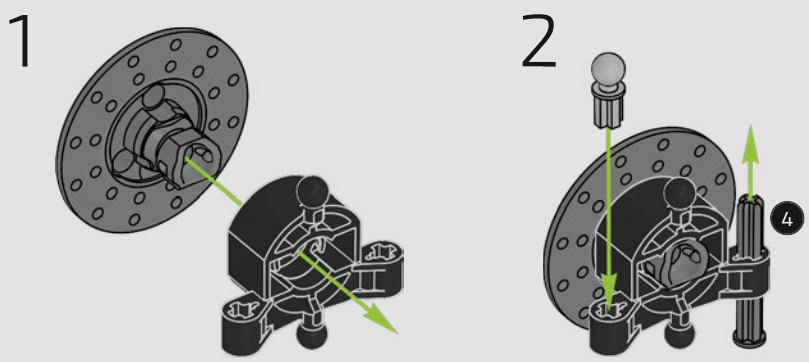

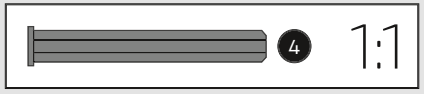

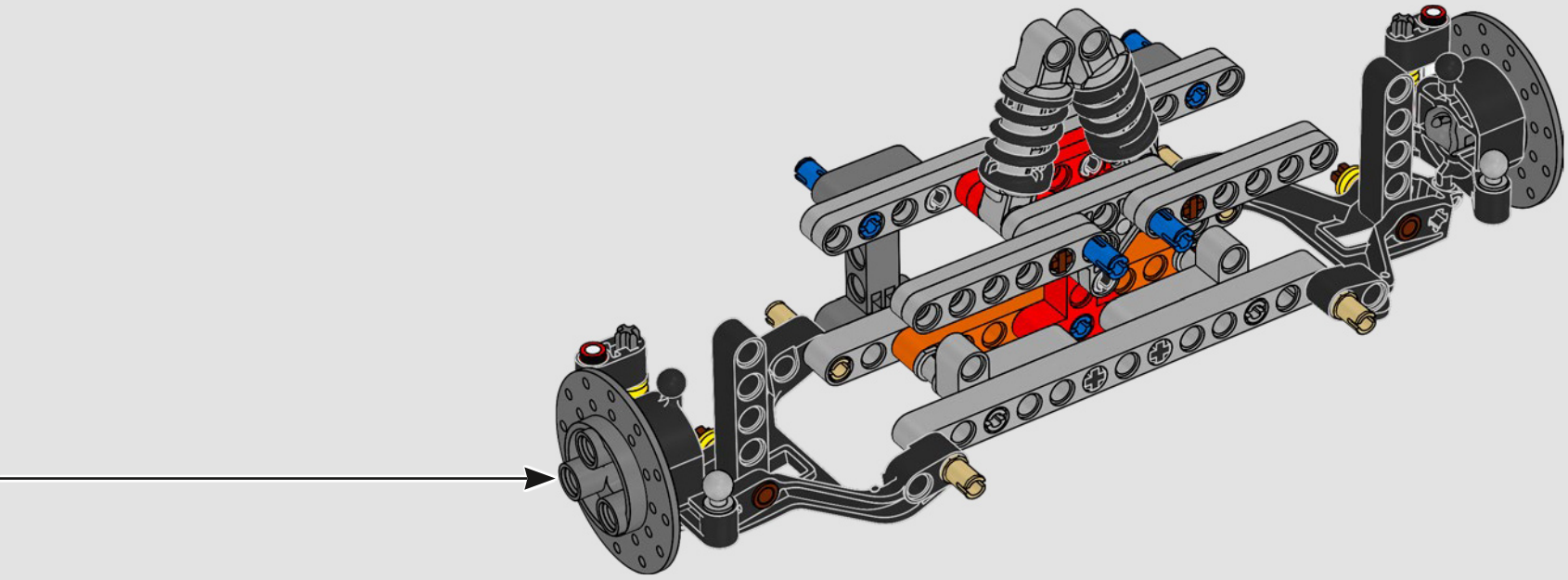

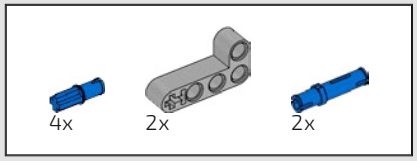

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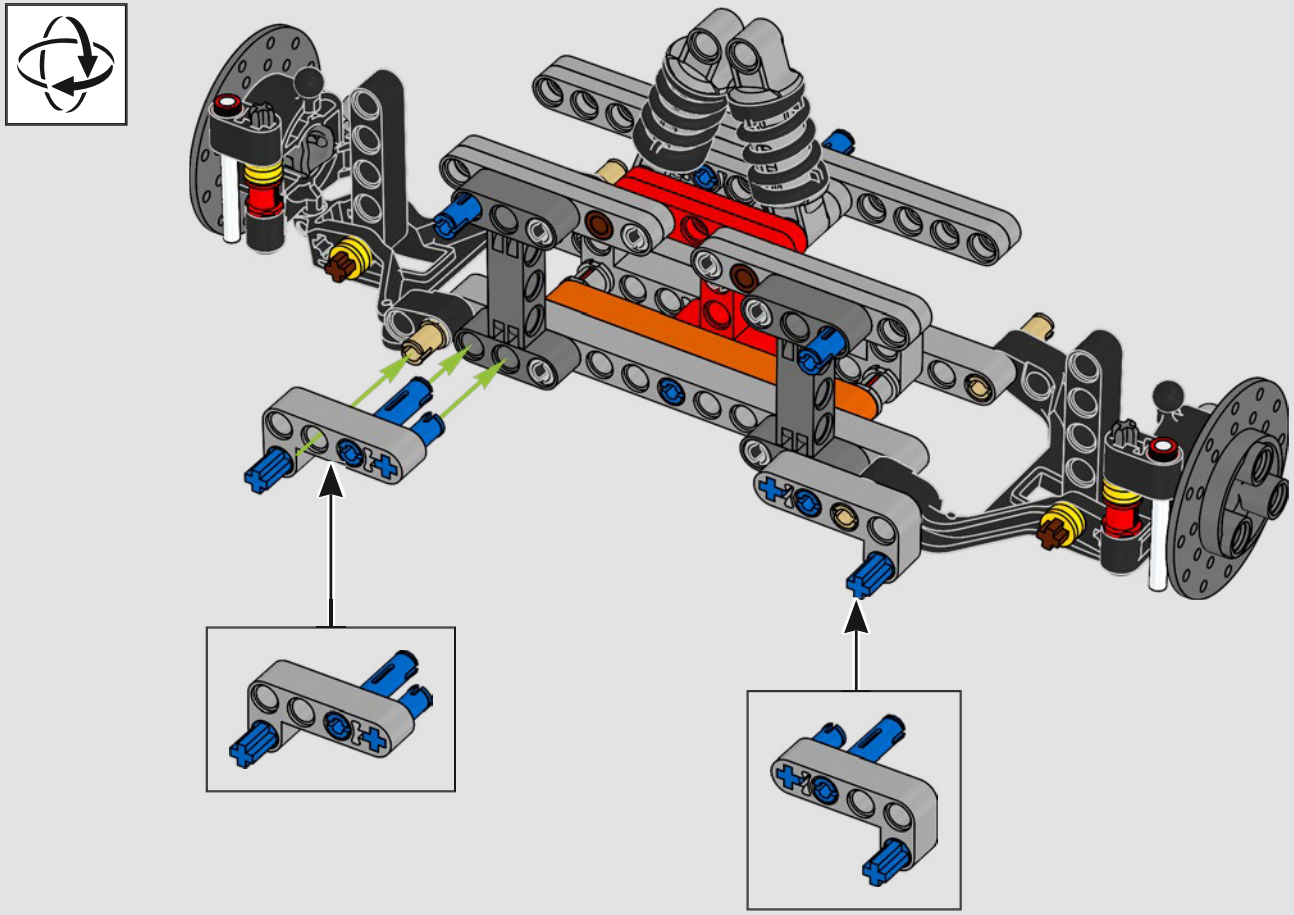

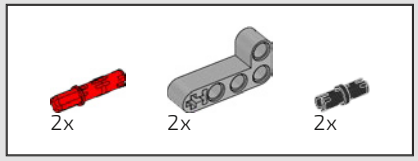

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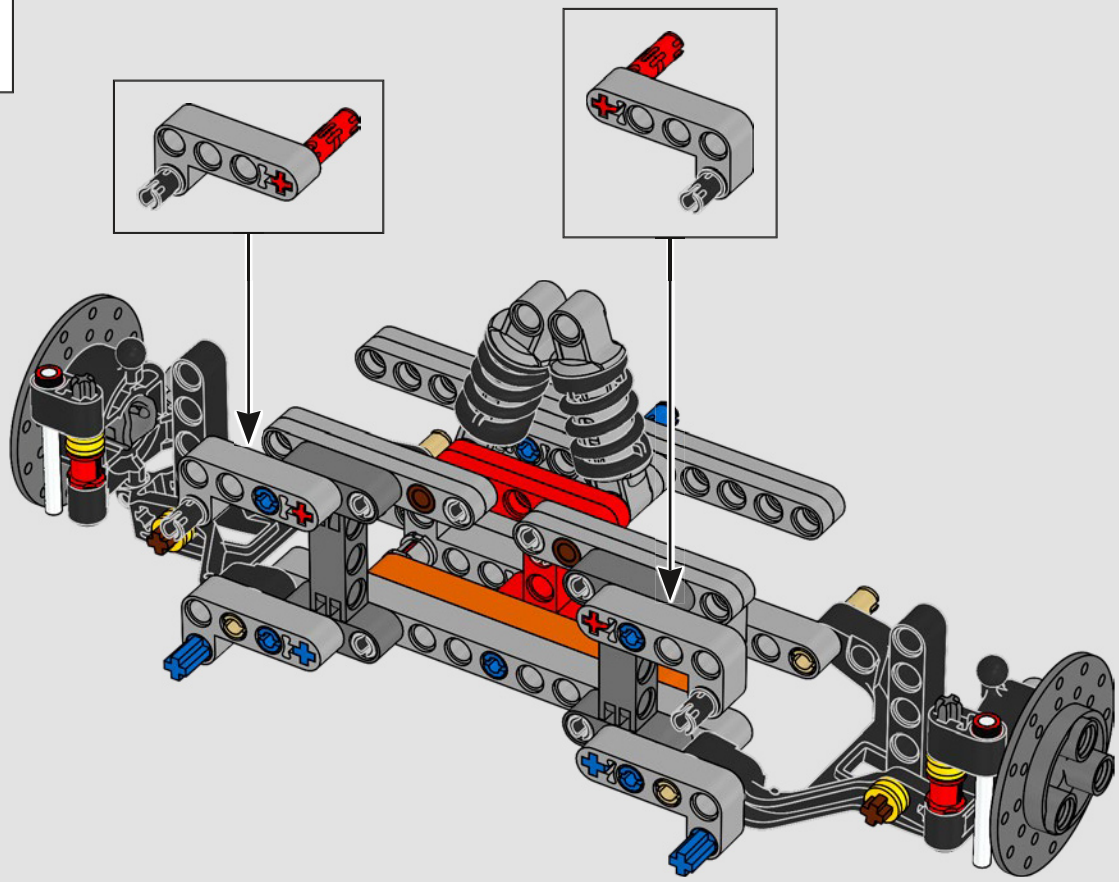

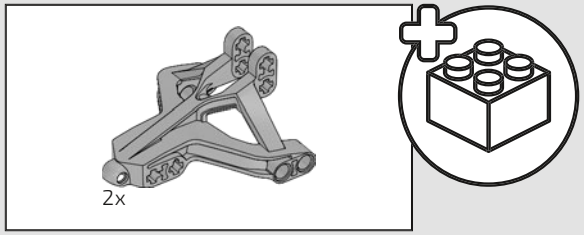

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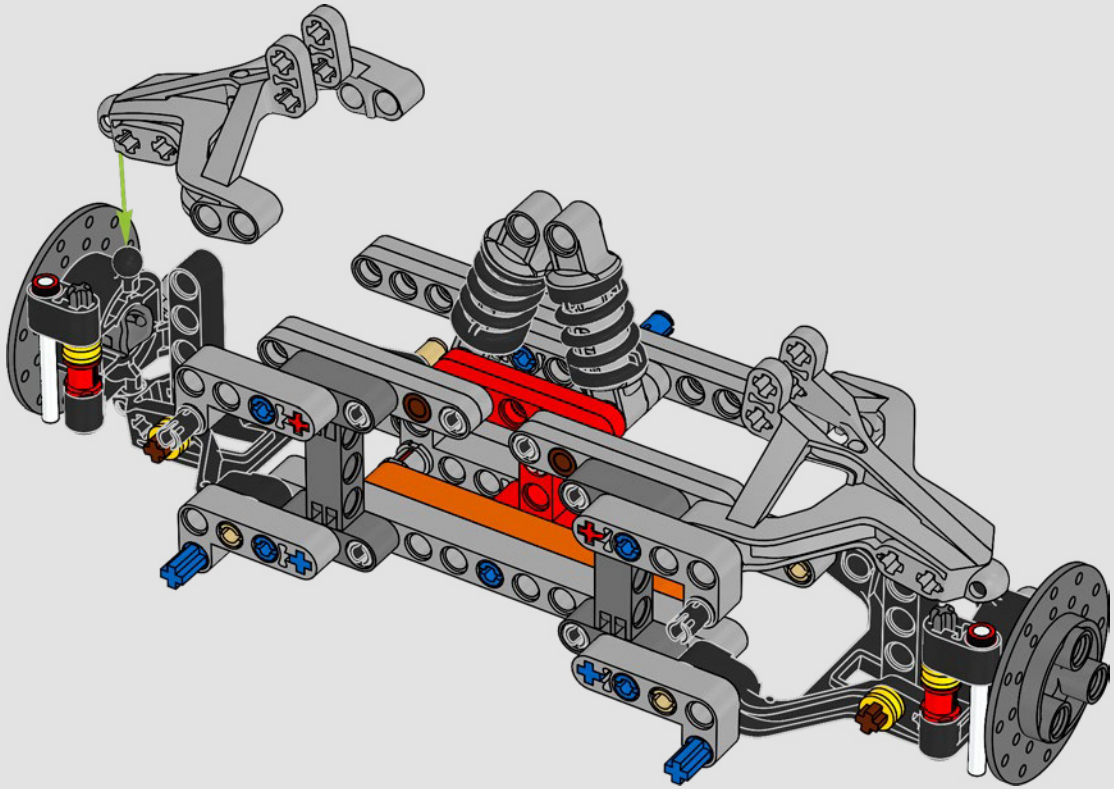

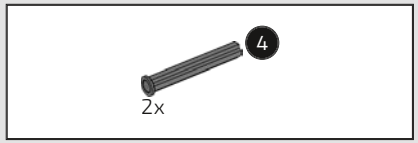

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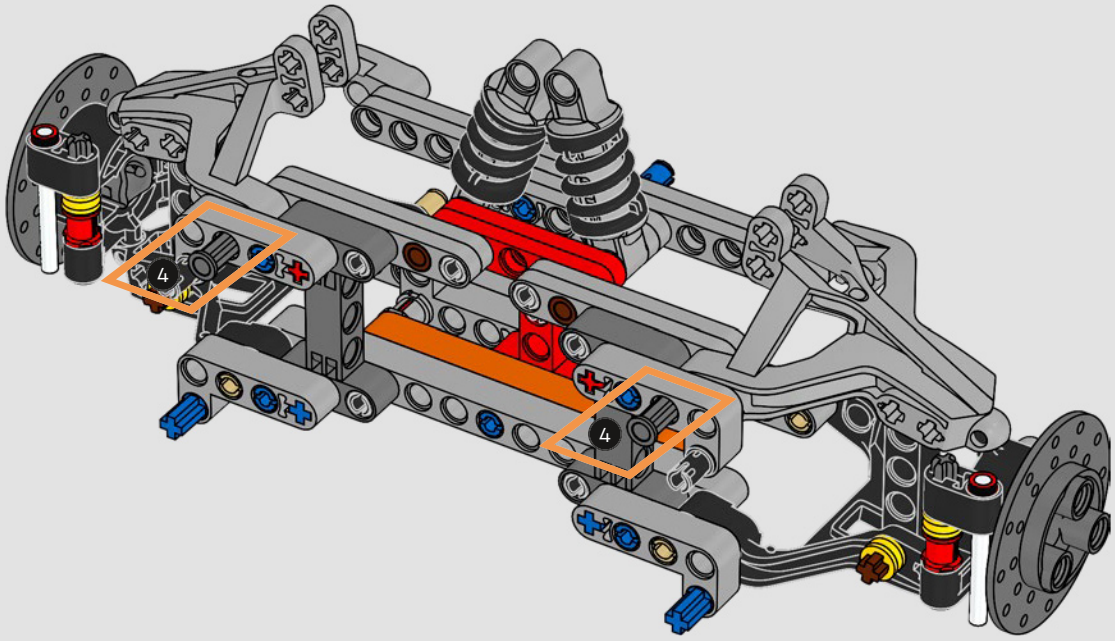

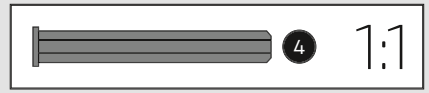

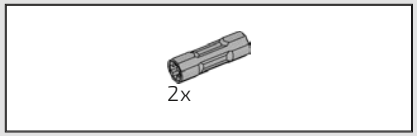

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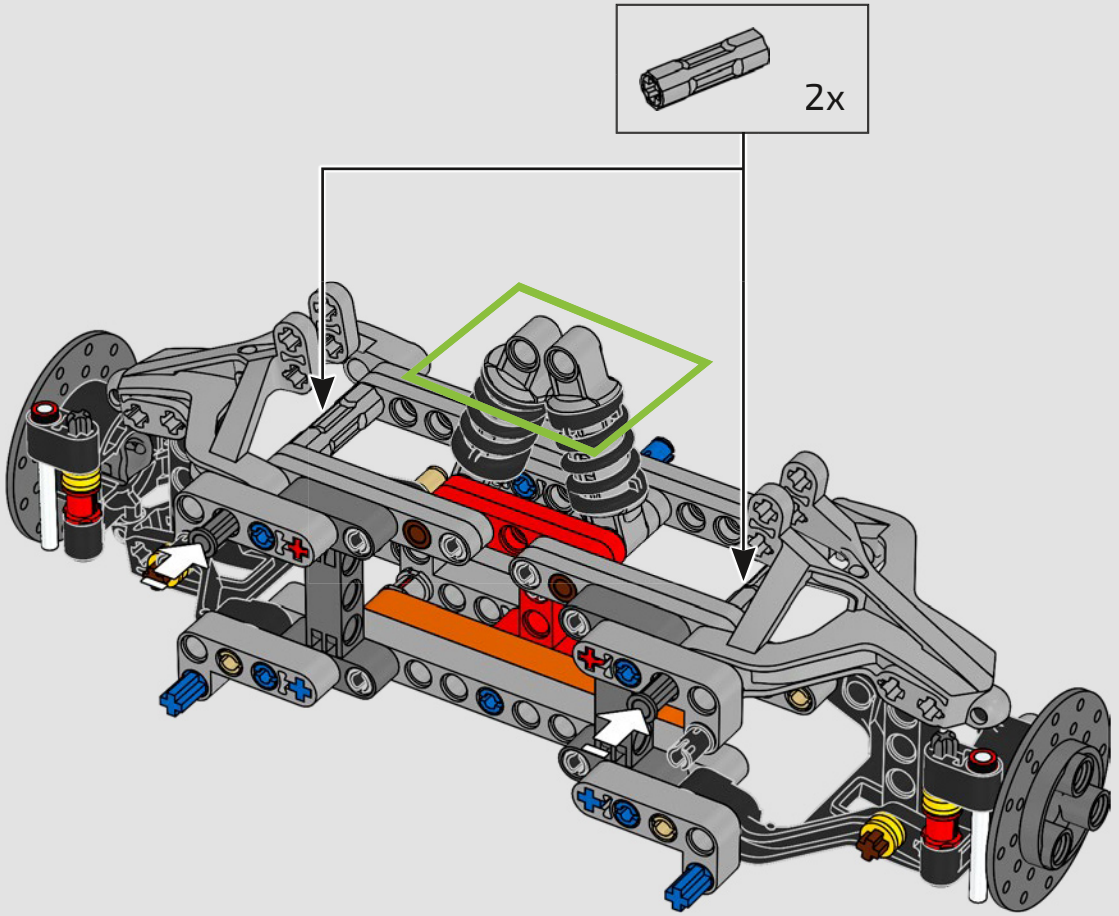

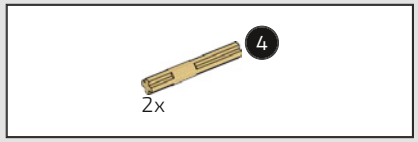

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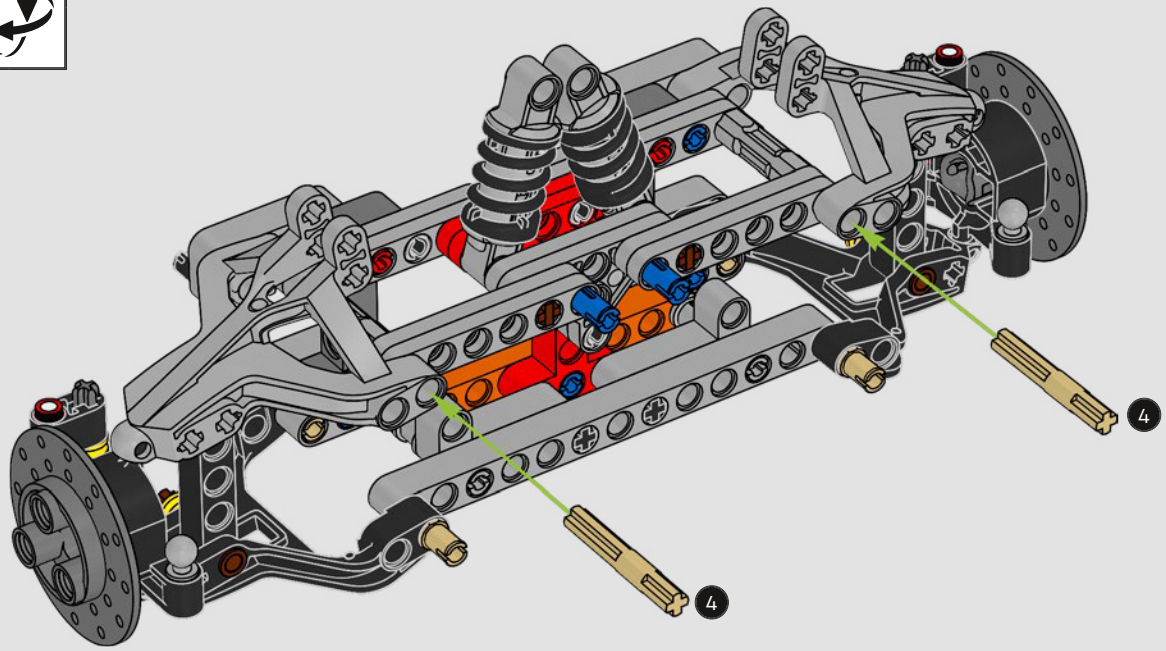

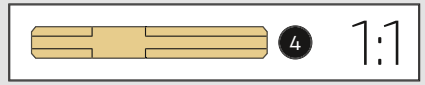

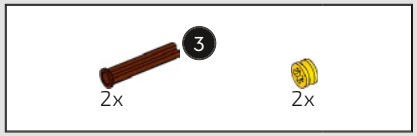

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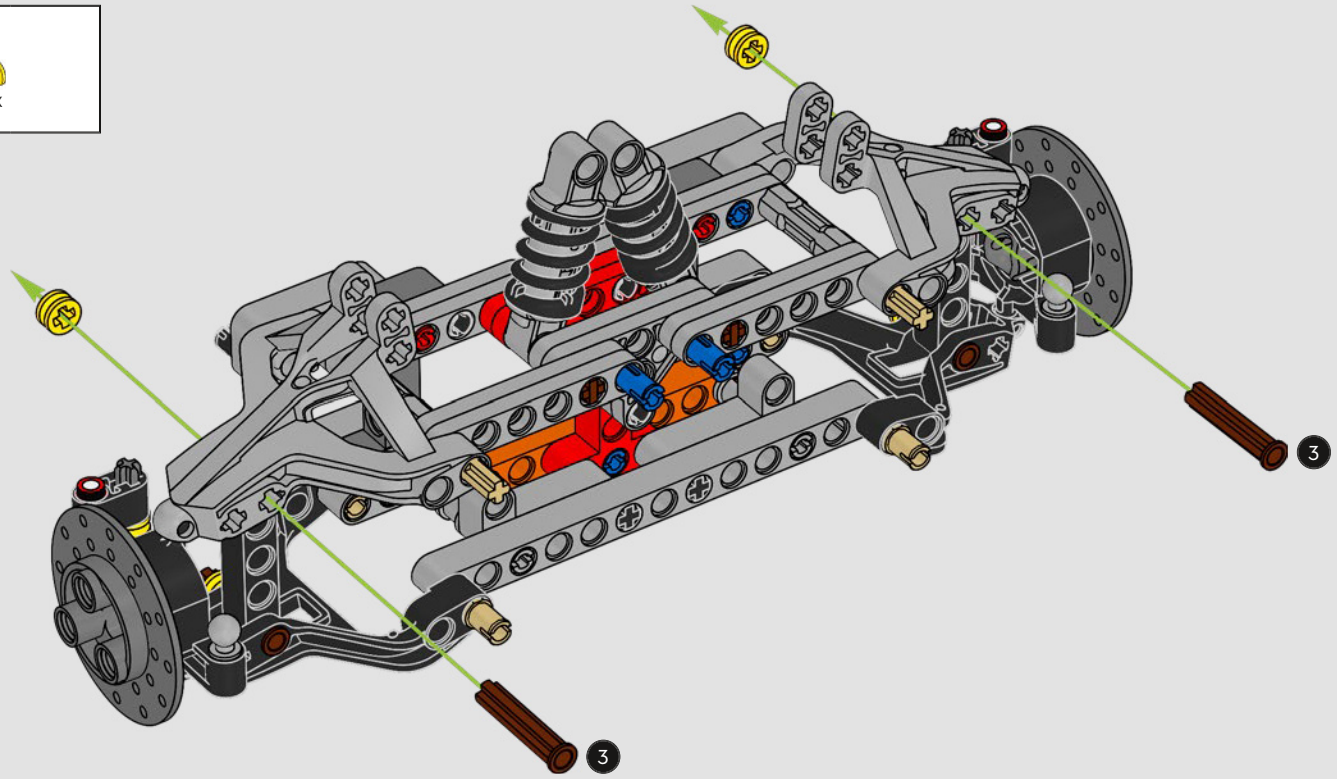

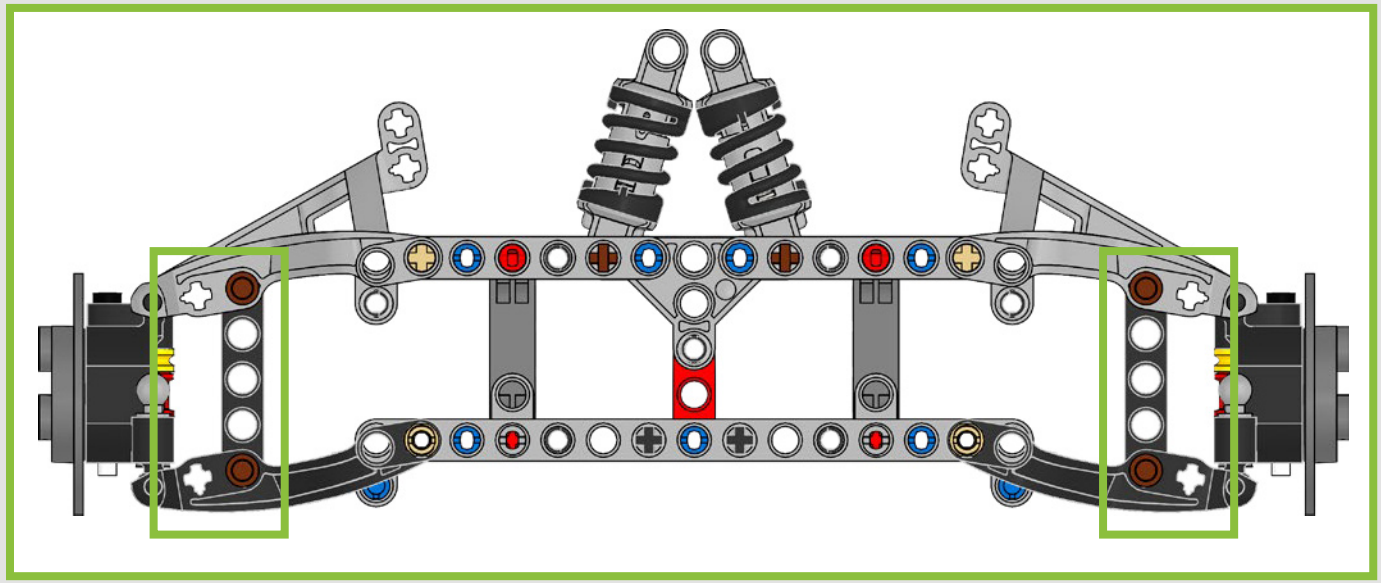

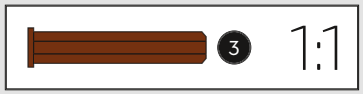

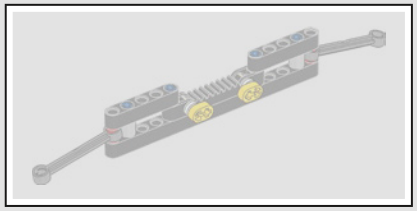

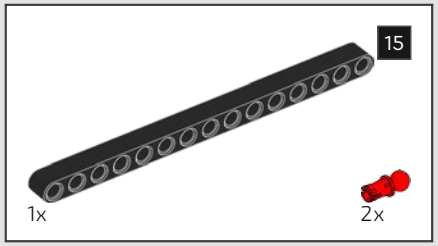

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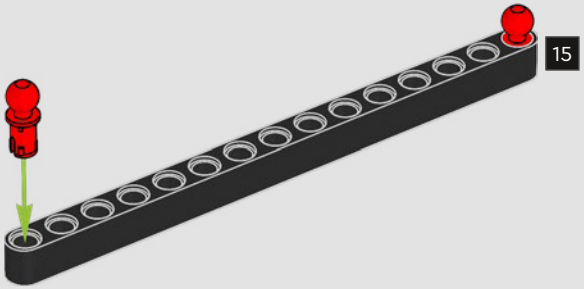

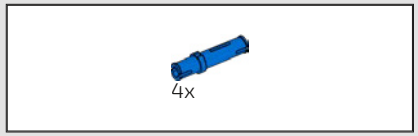

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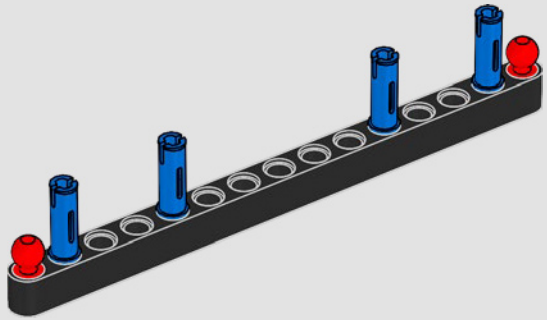

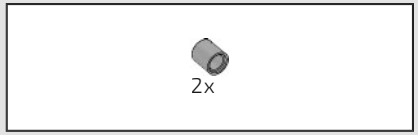

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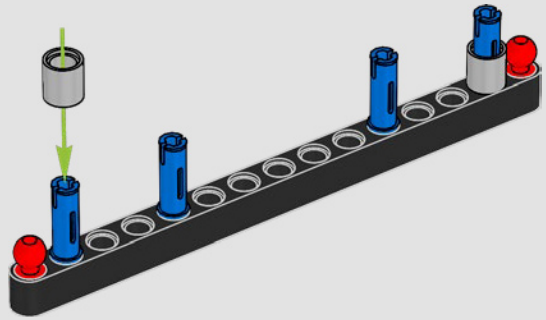

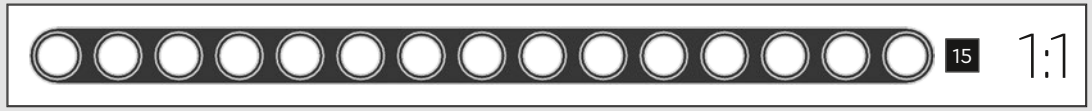

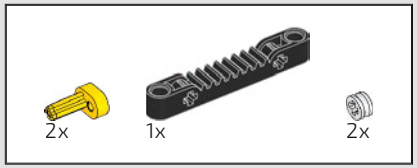

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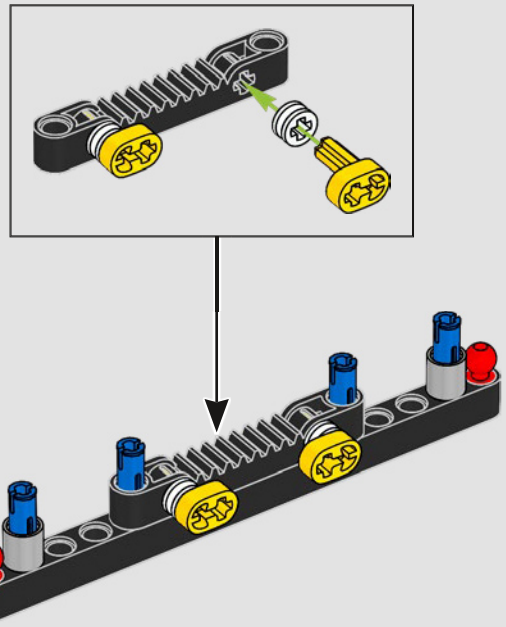

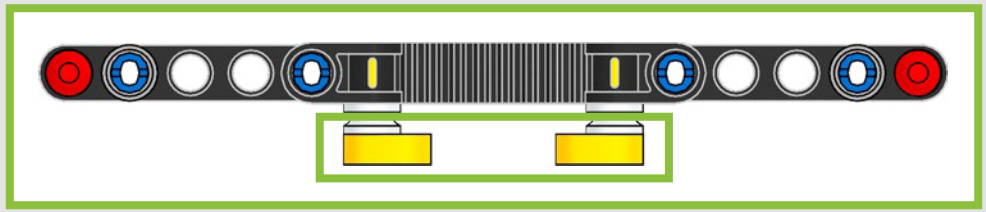

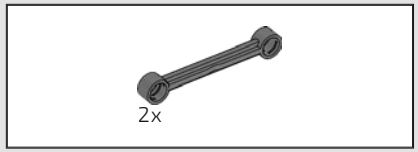

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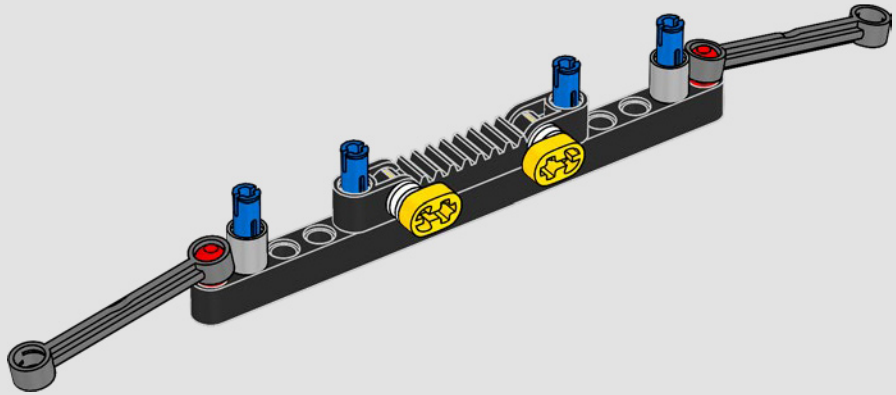

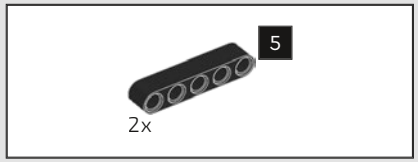

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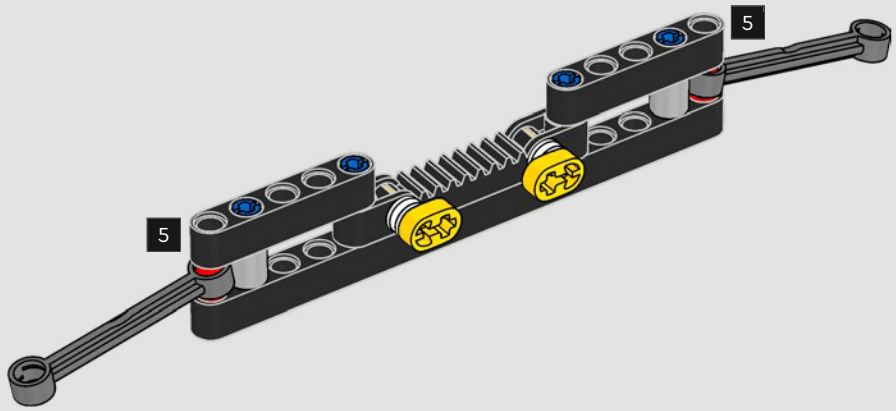

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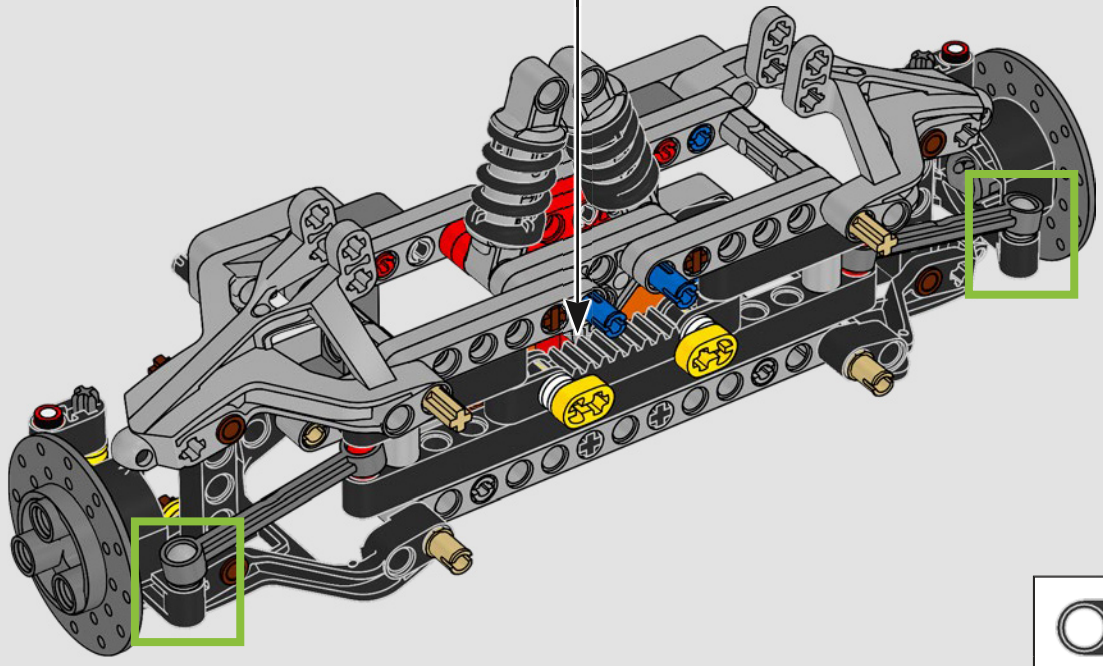

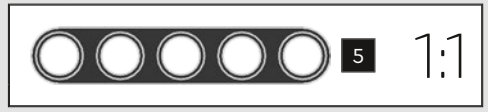

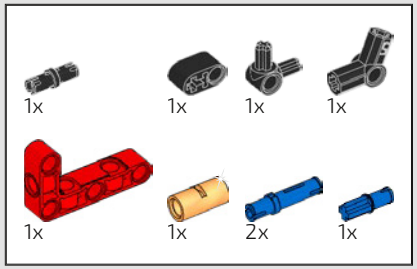

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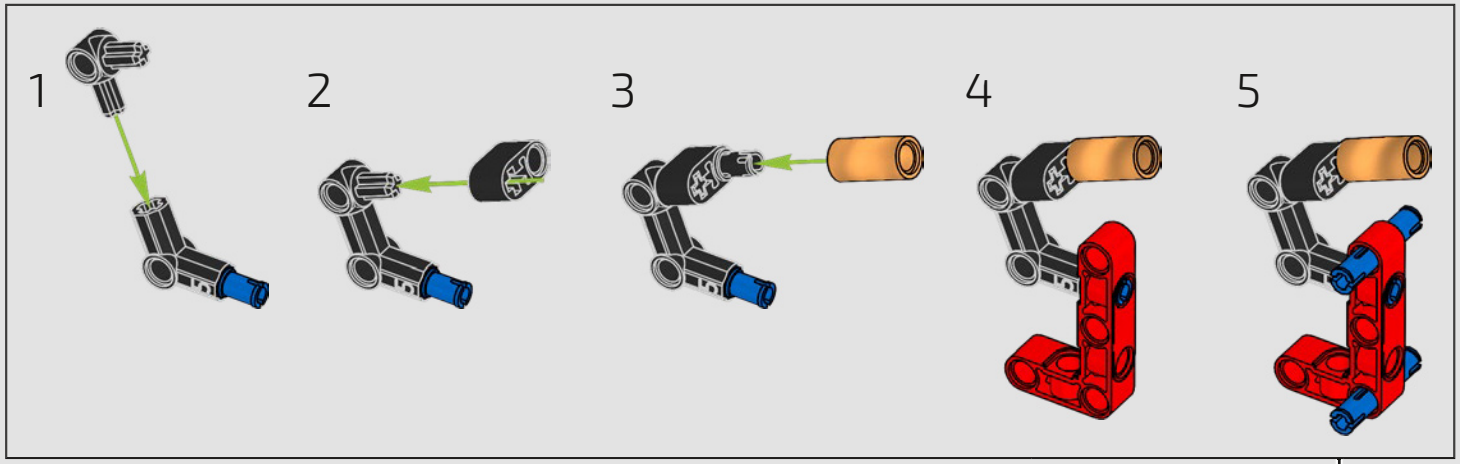

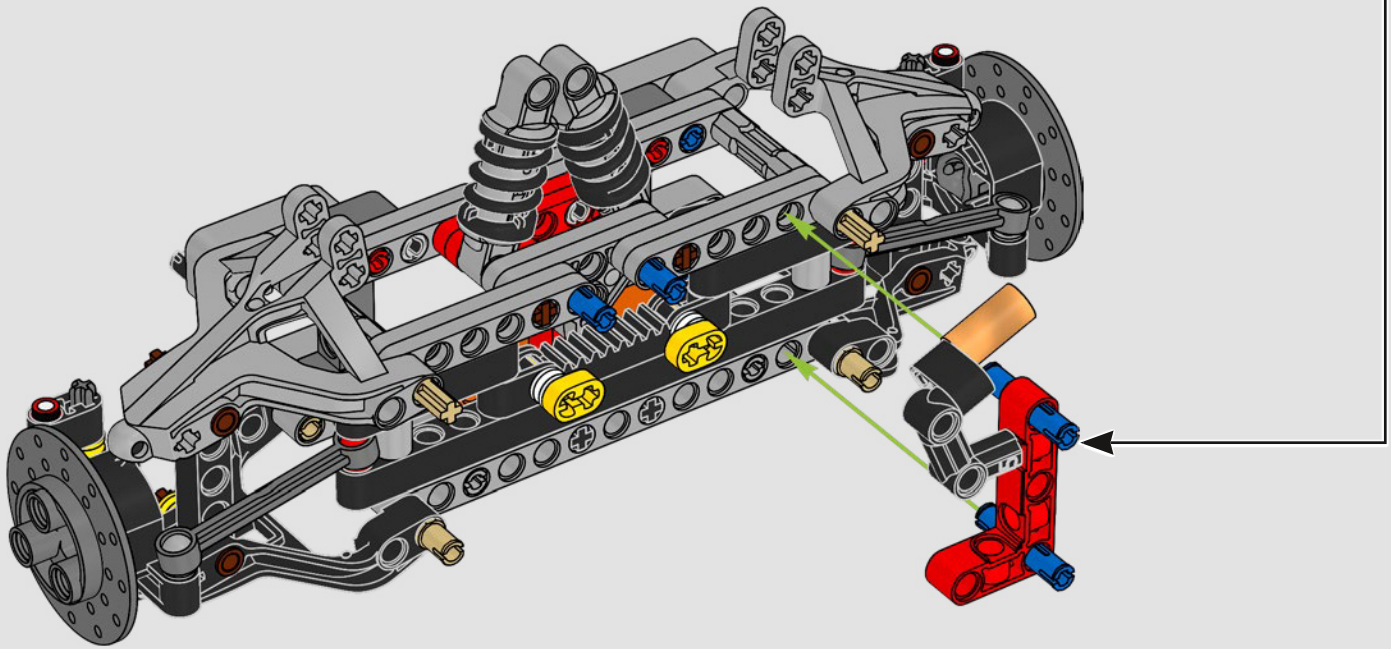

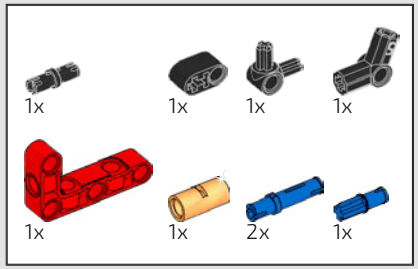

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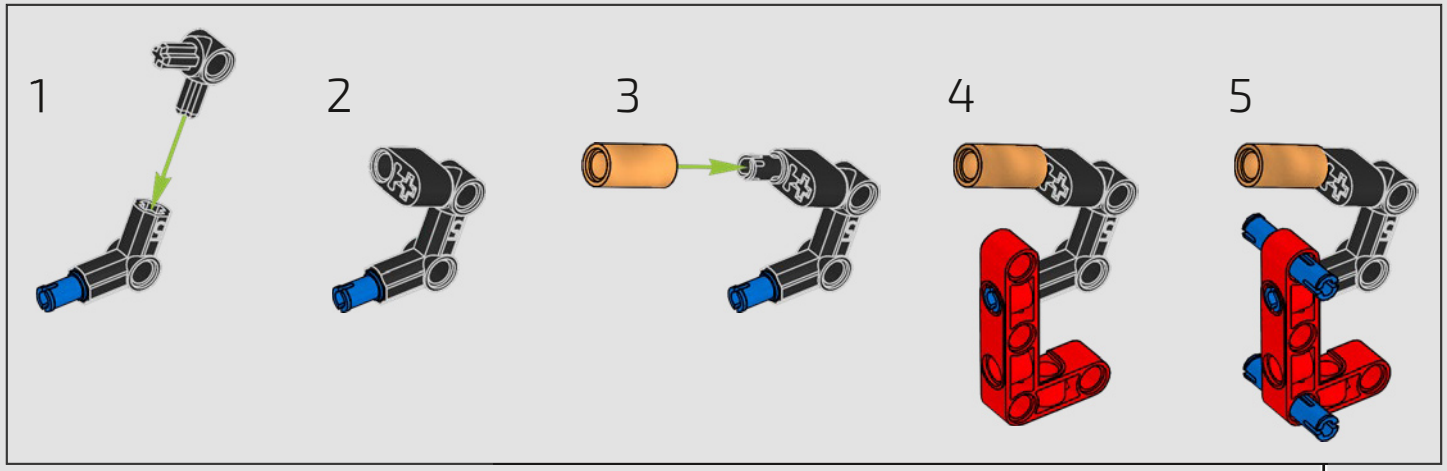

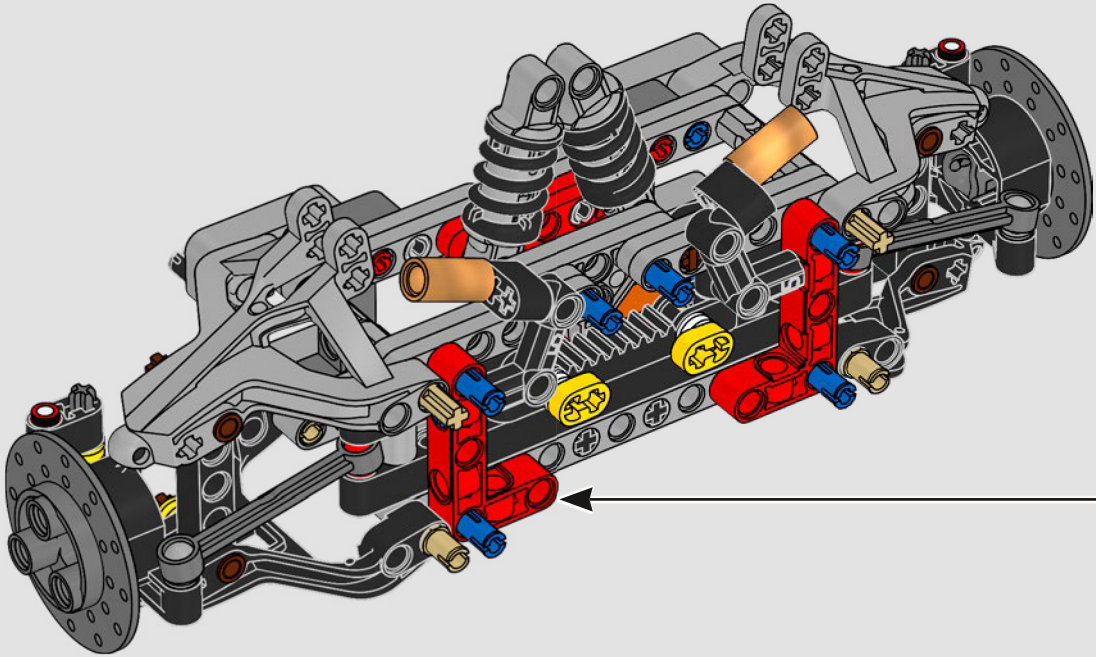

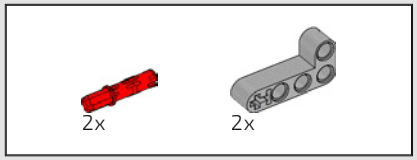

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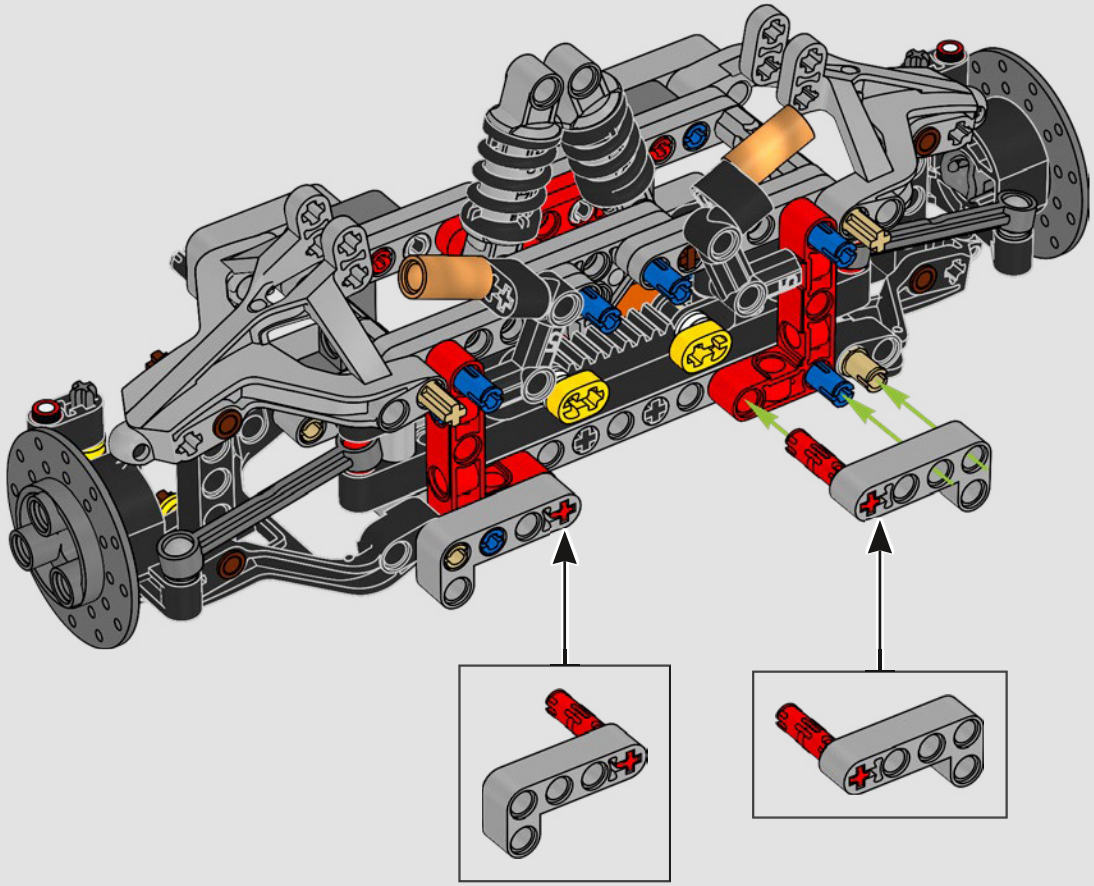

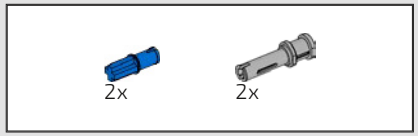

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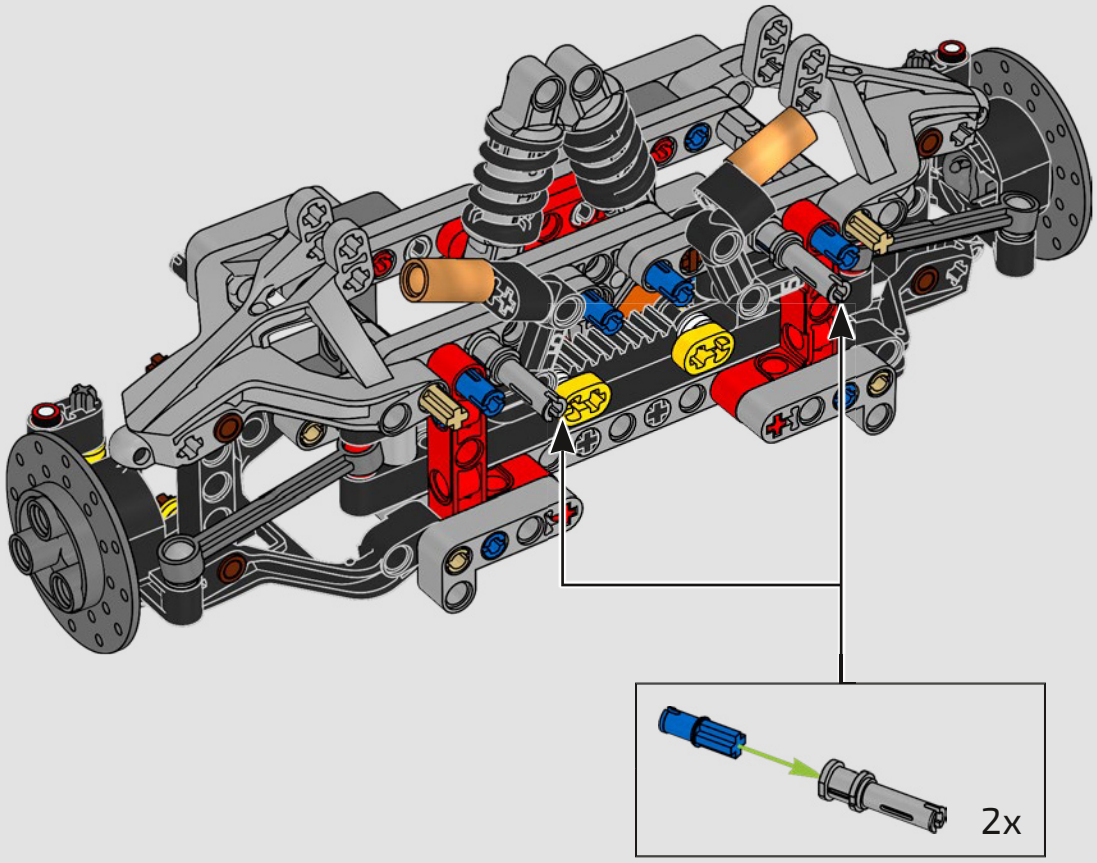

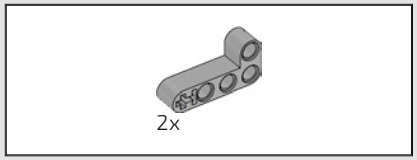

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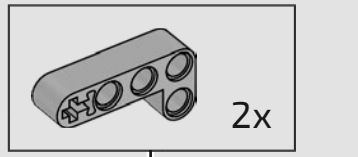

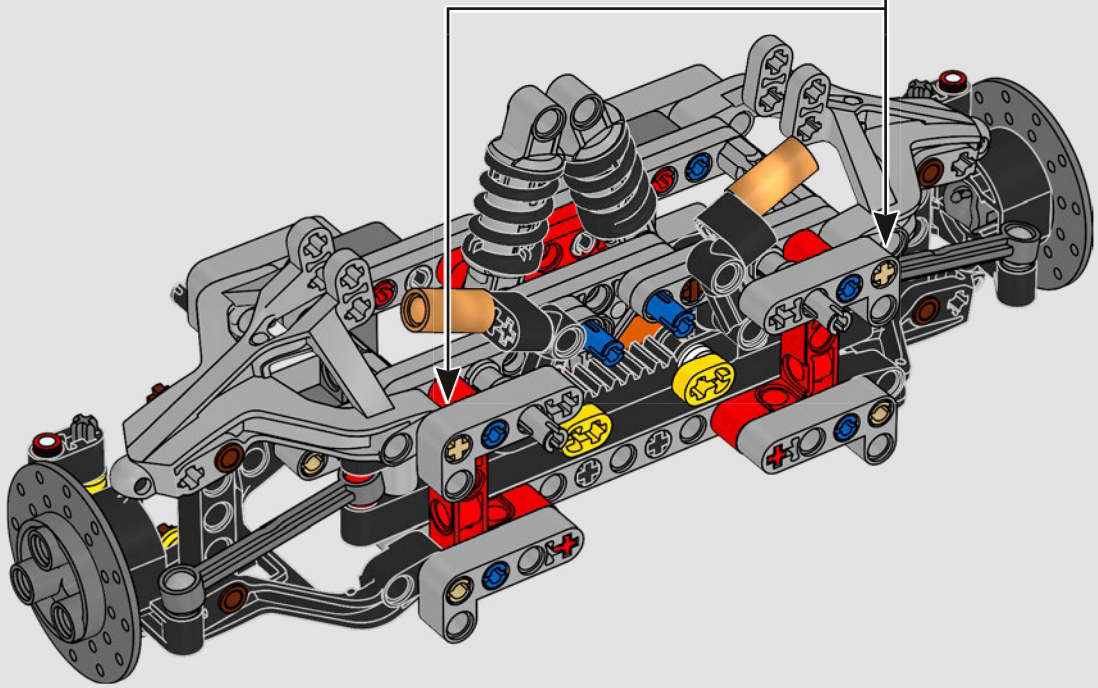

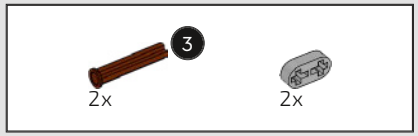

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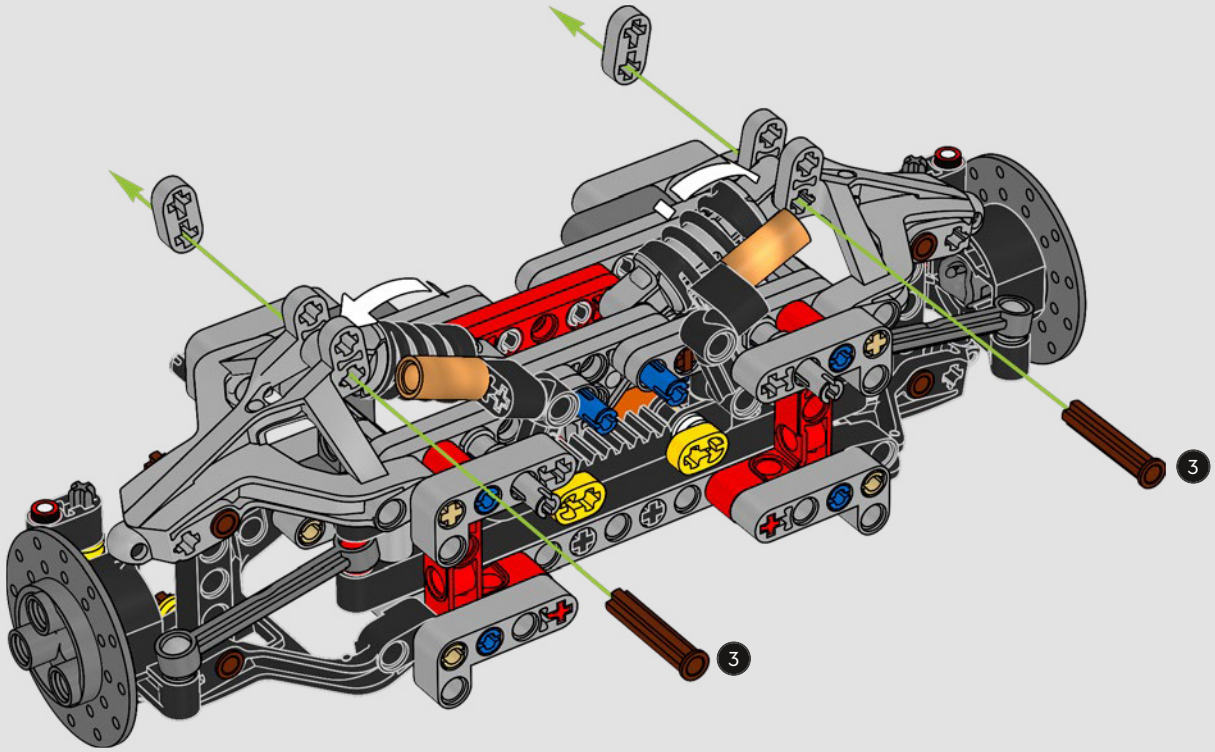

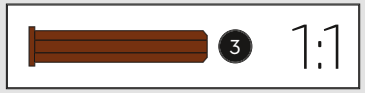

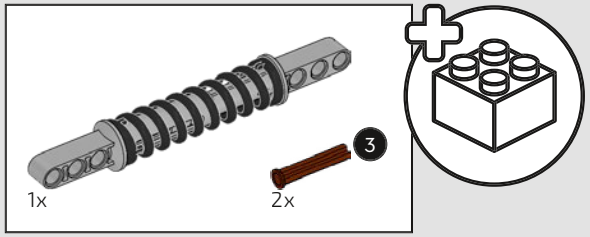

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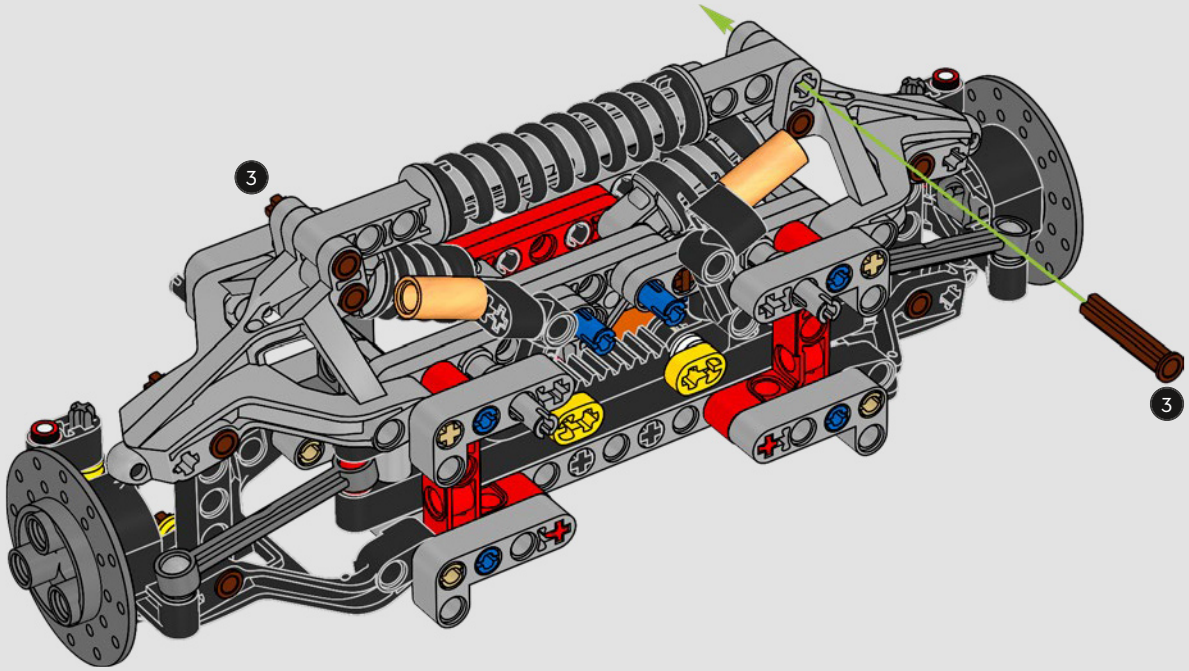

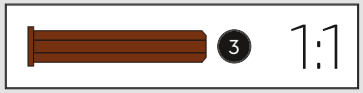

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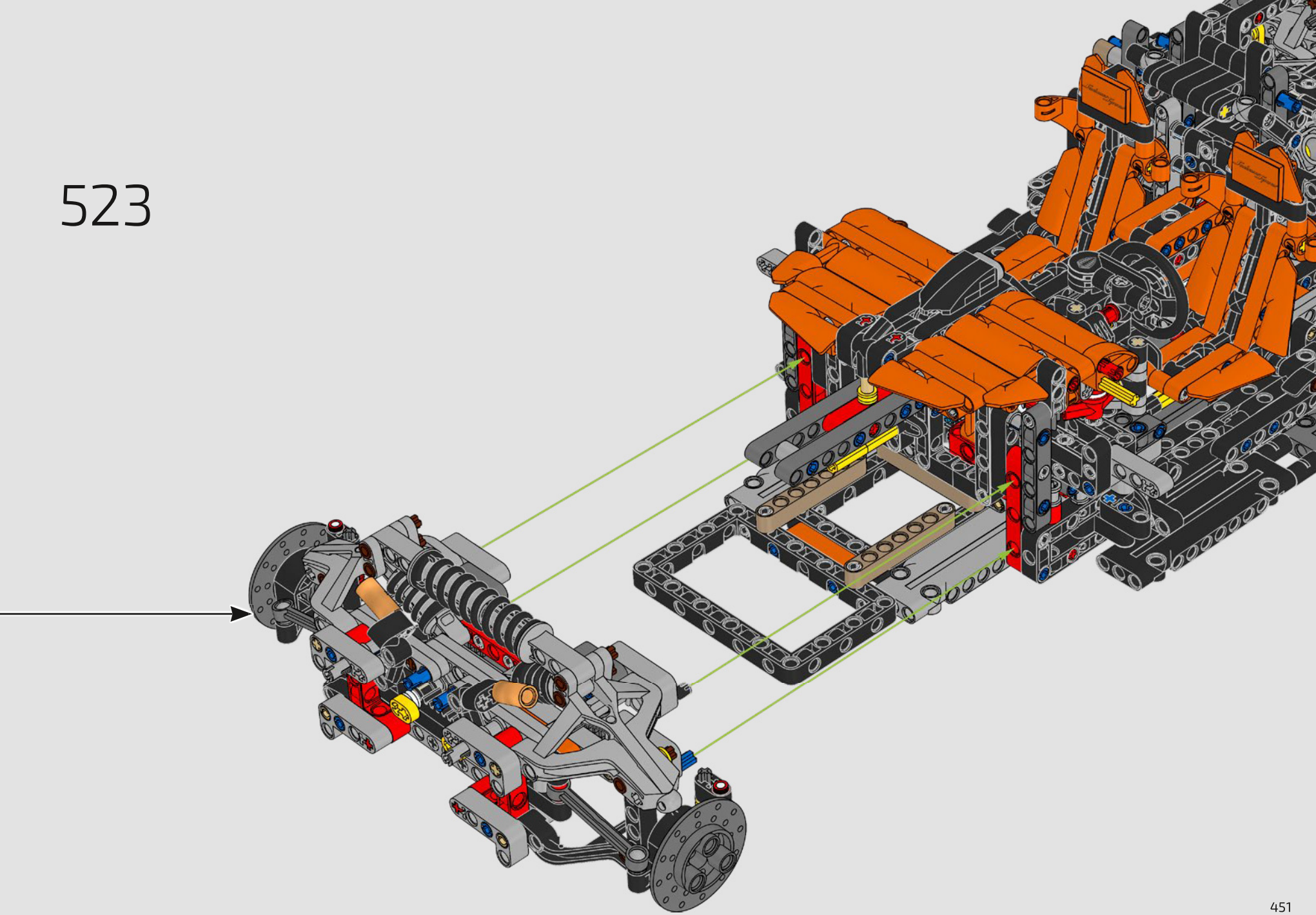

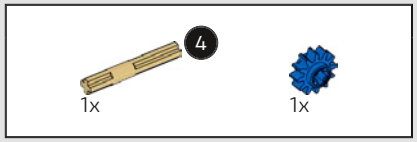

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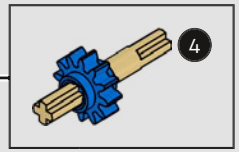

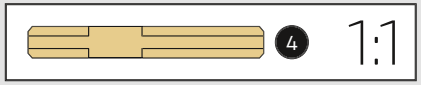

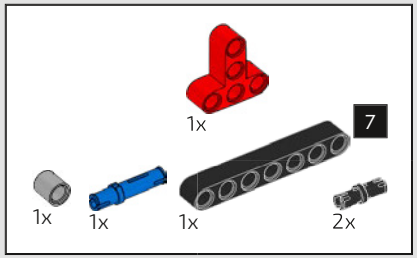

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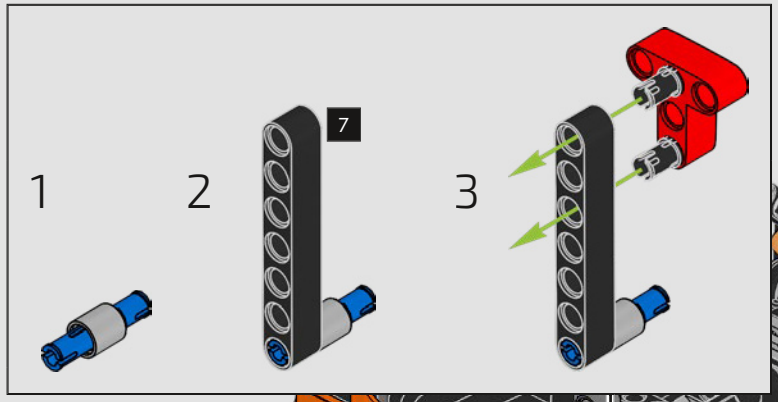

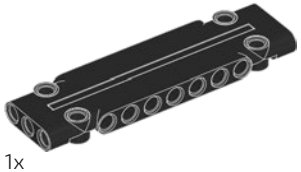

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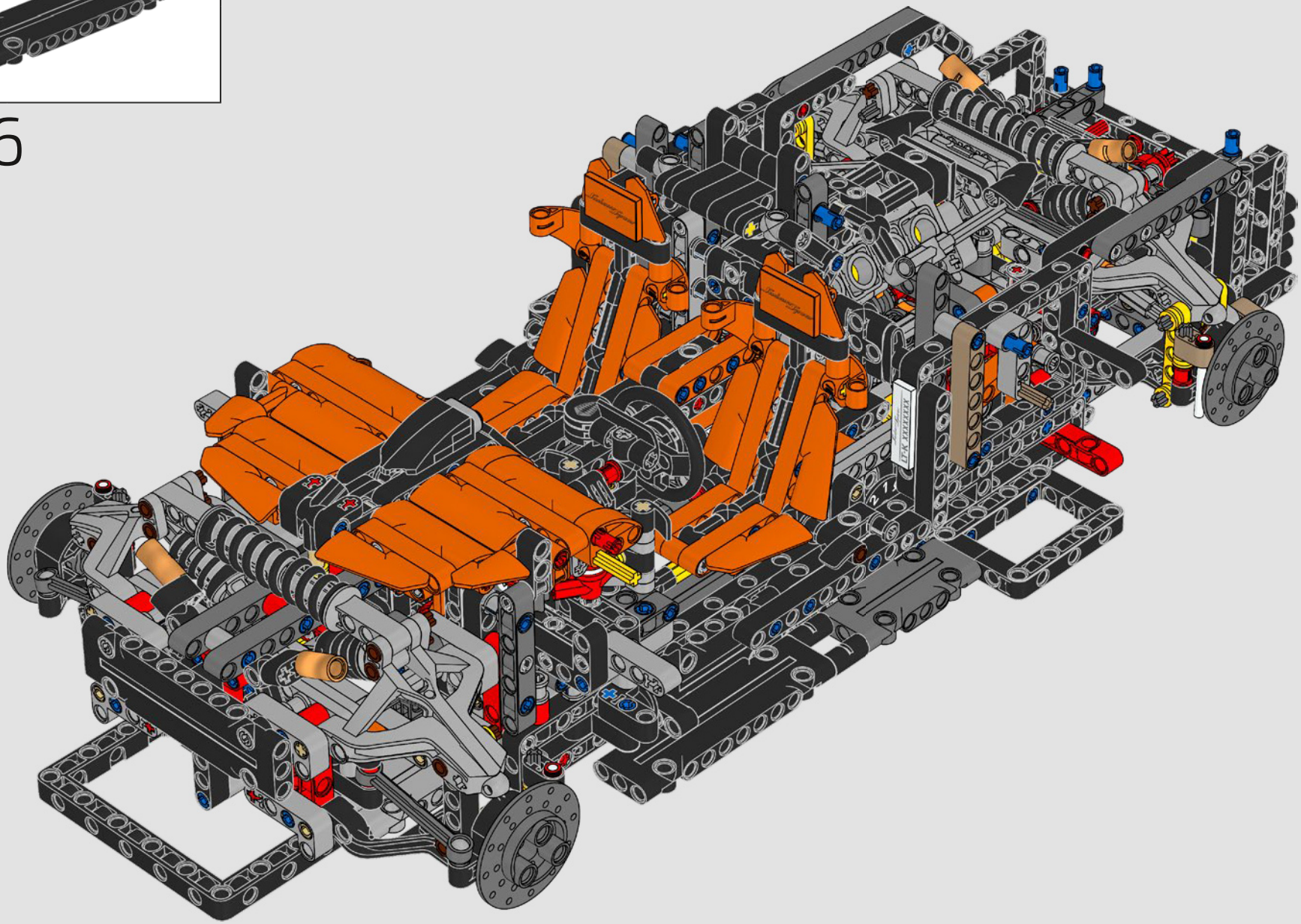

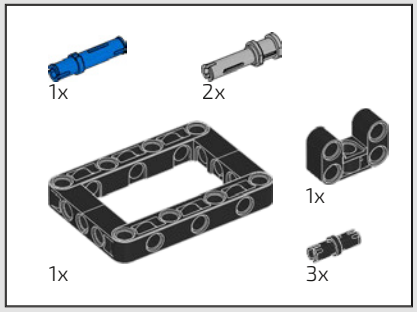

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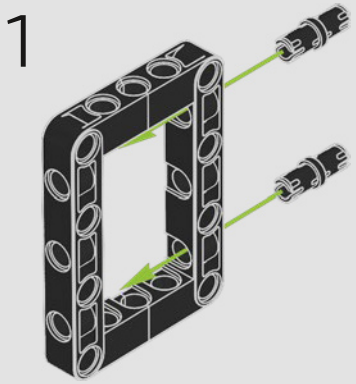

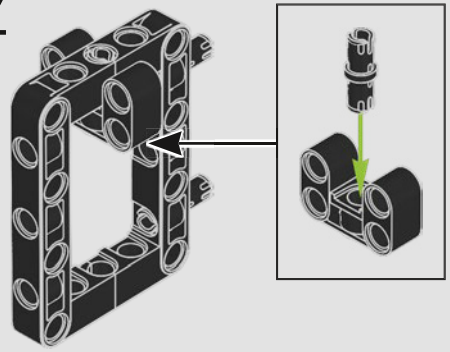

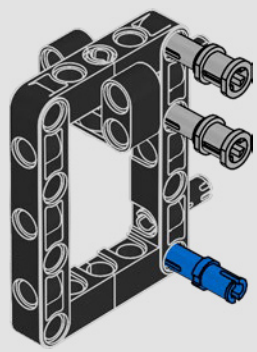

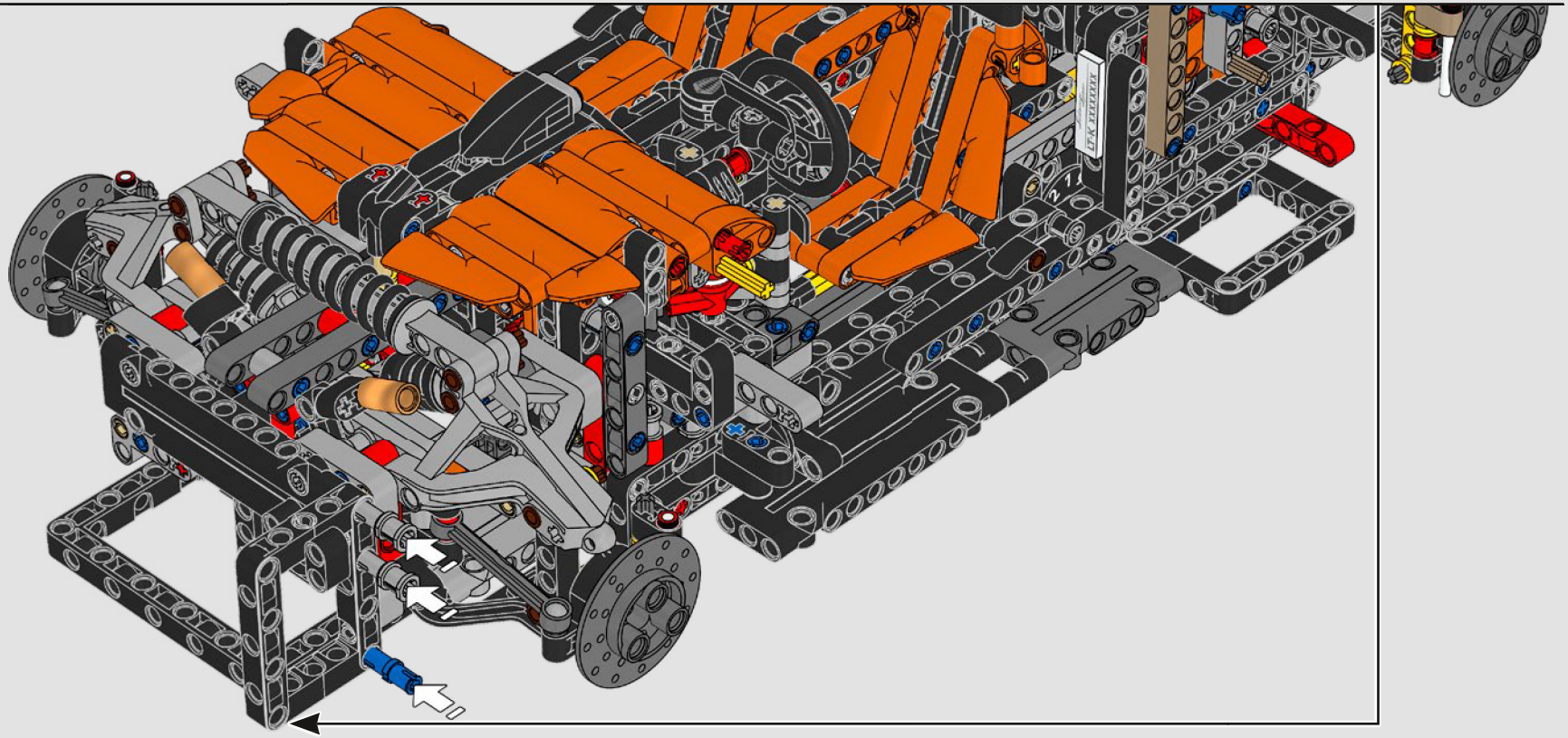

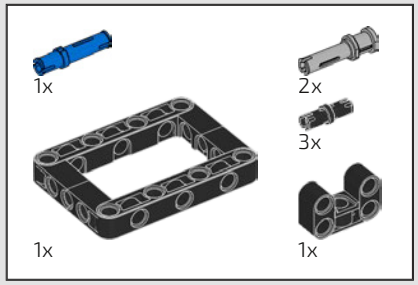

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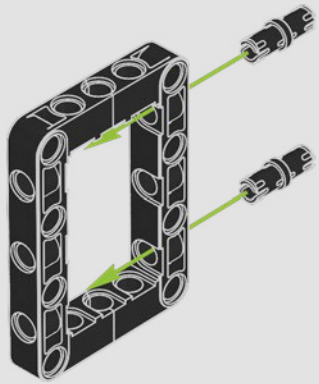
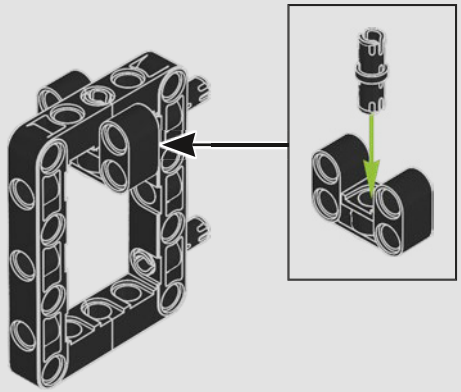
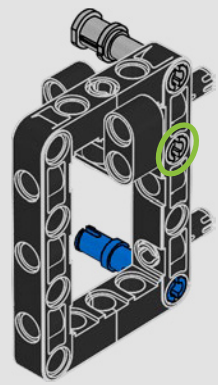
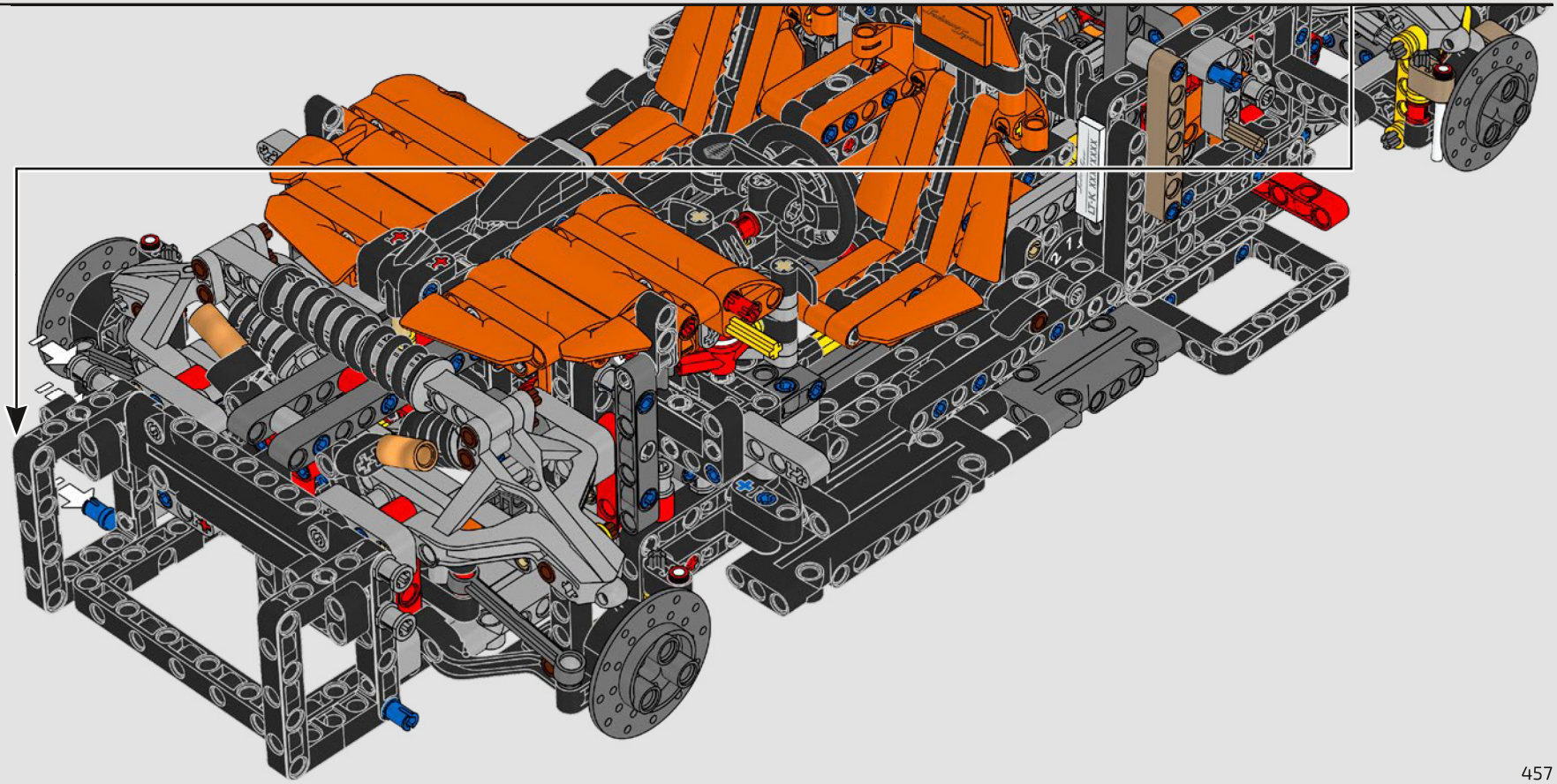








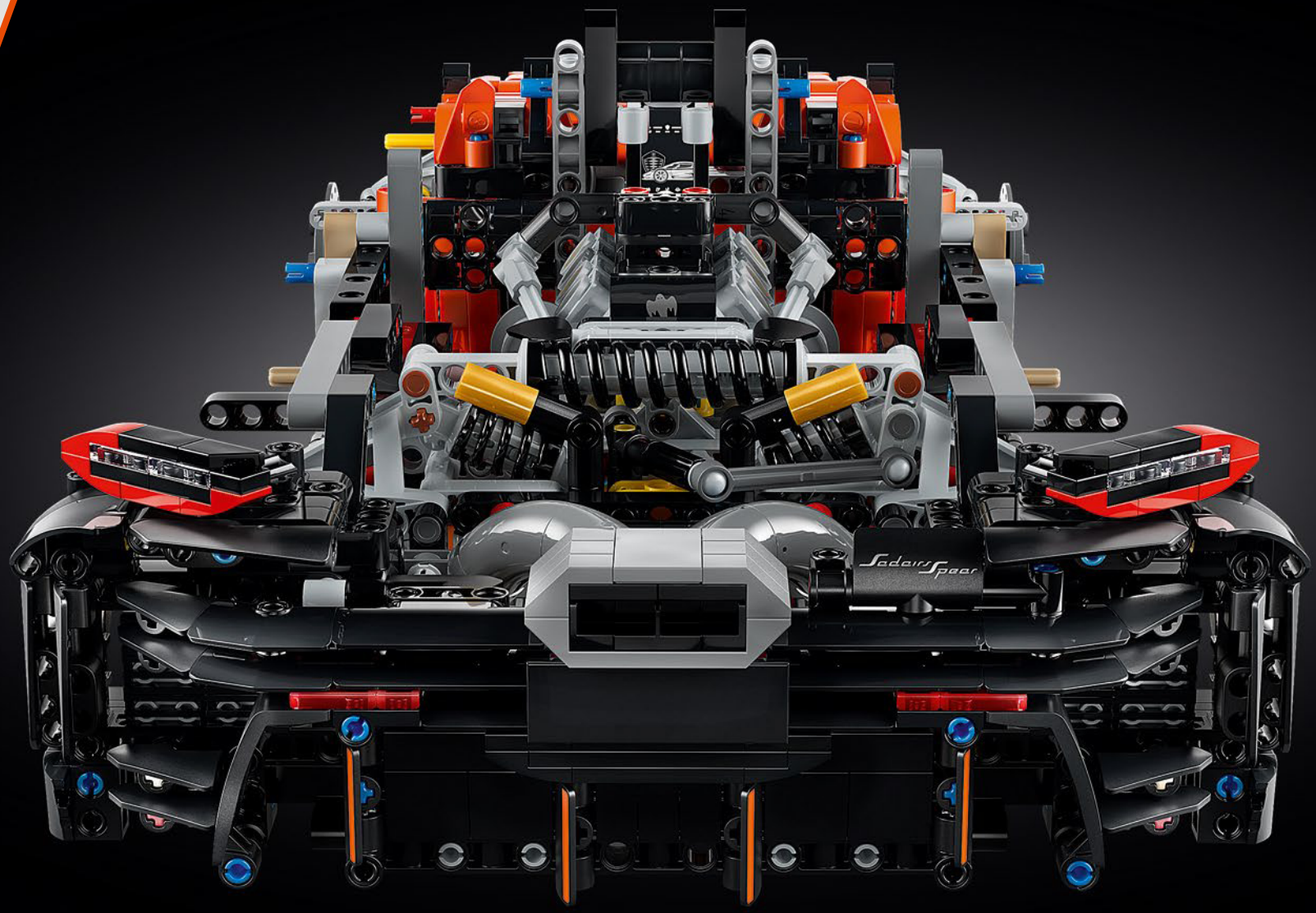
BOX

123



DIFUSOR TRASERO Y ESCAPE

El difusor trasero combina la gestión del aire y los mecanismos de carga aerodinámica en un diseño que hunde sus raíces en la era del Jesko y que está listo para hacer historia en Koenigsegg por derecho propio.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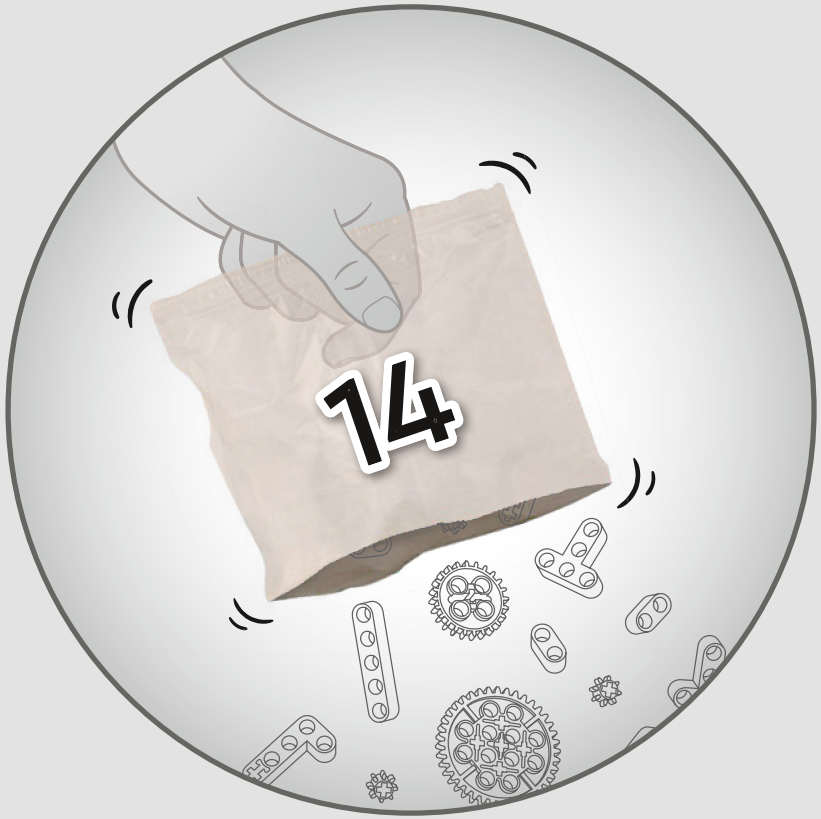
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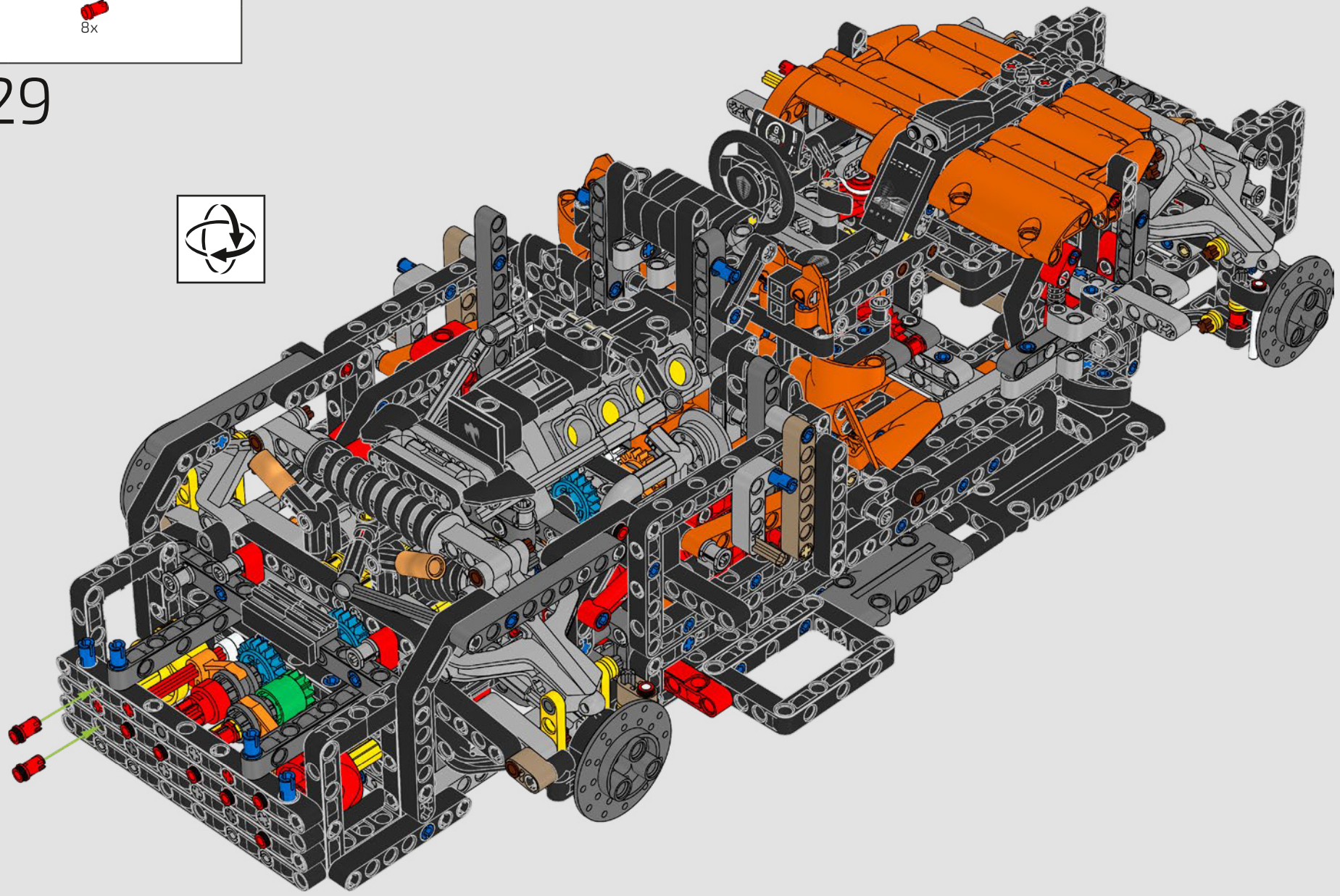

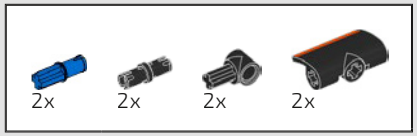

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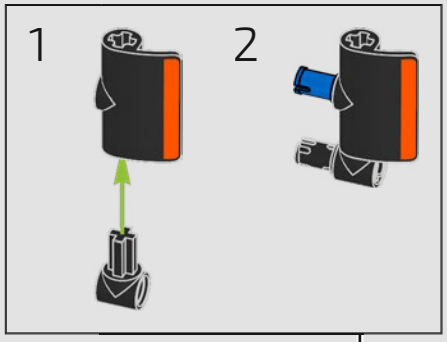

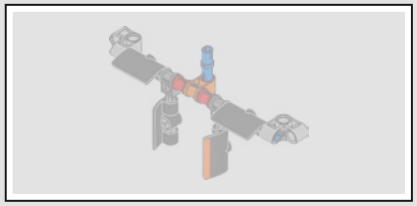

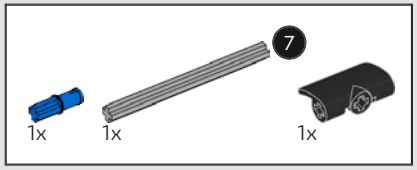

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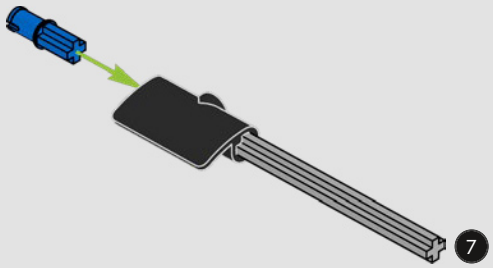

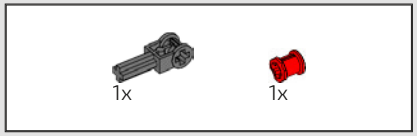

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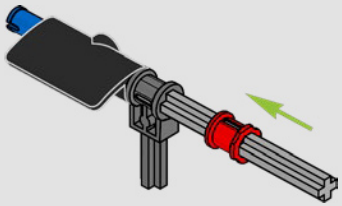

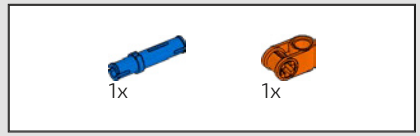

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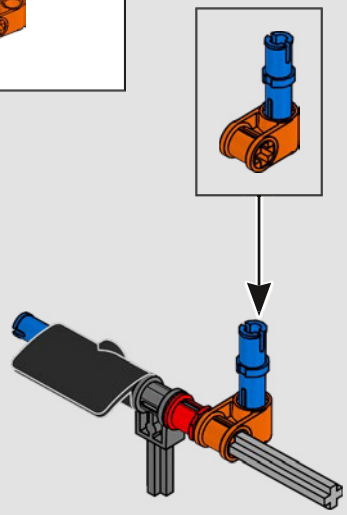

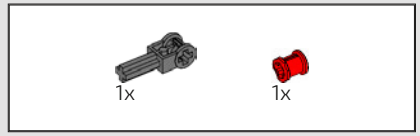

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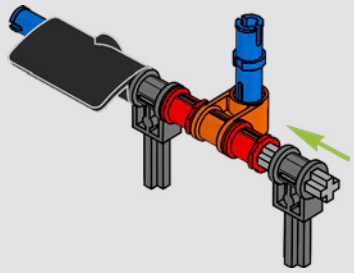

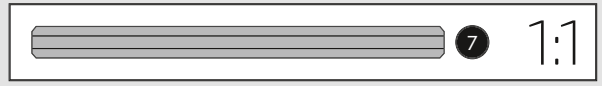



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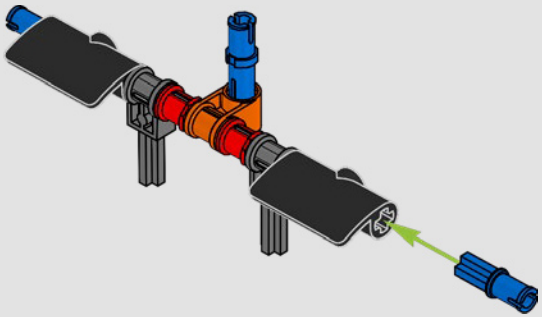



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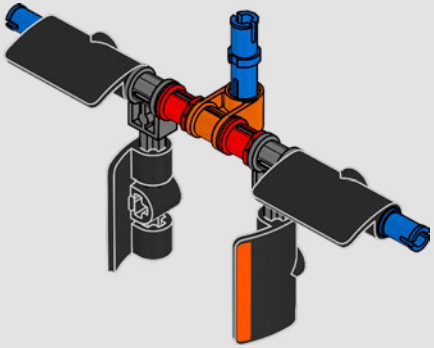



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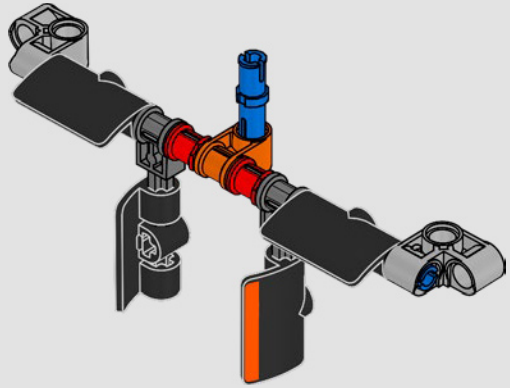

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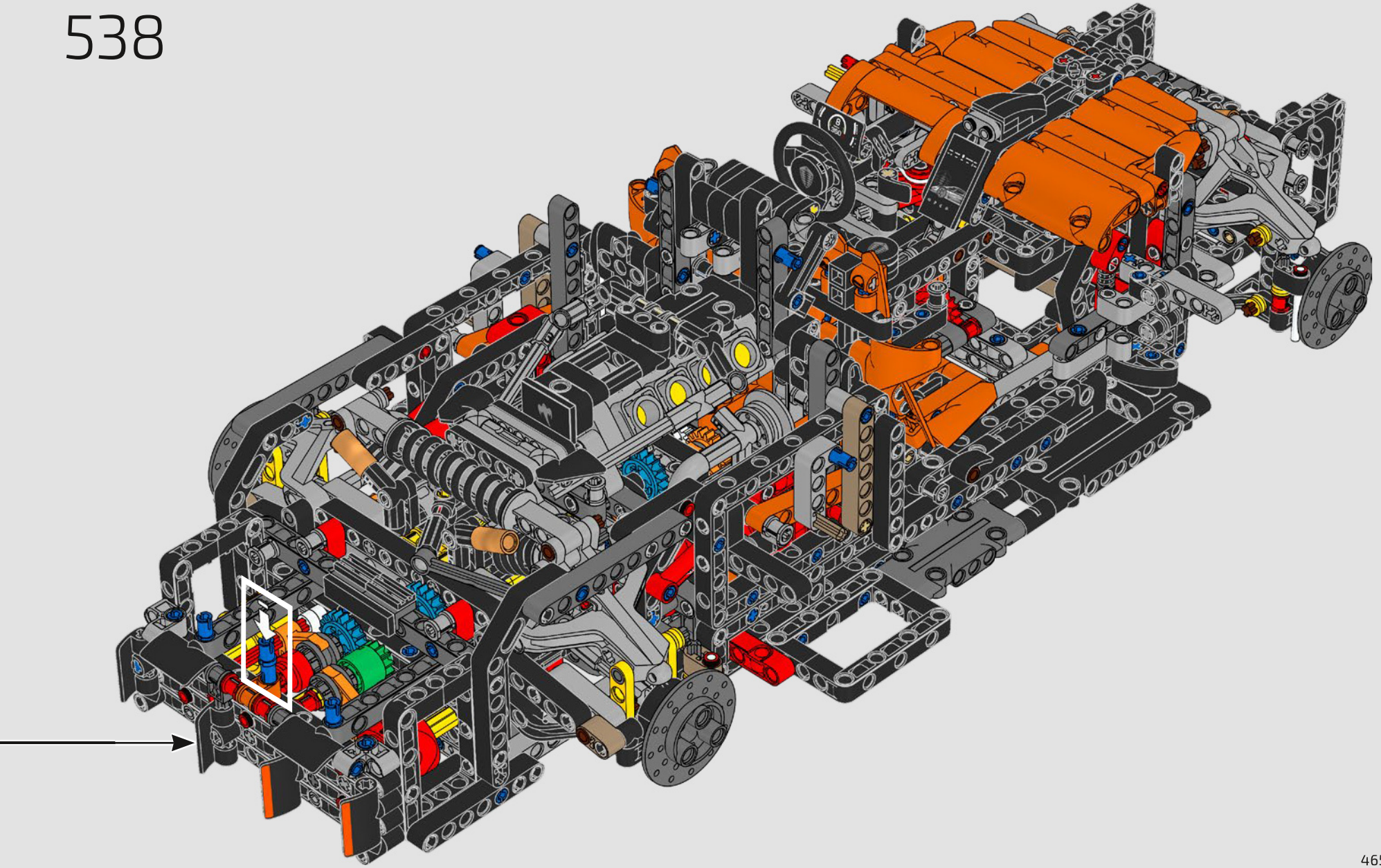

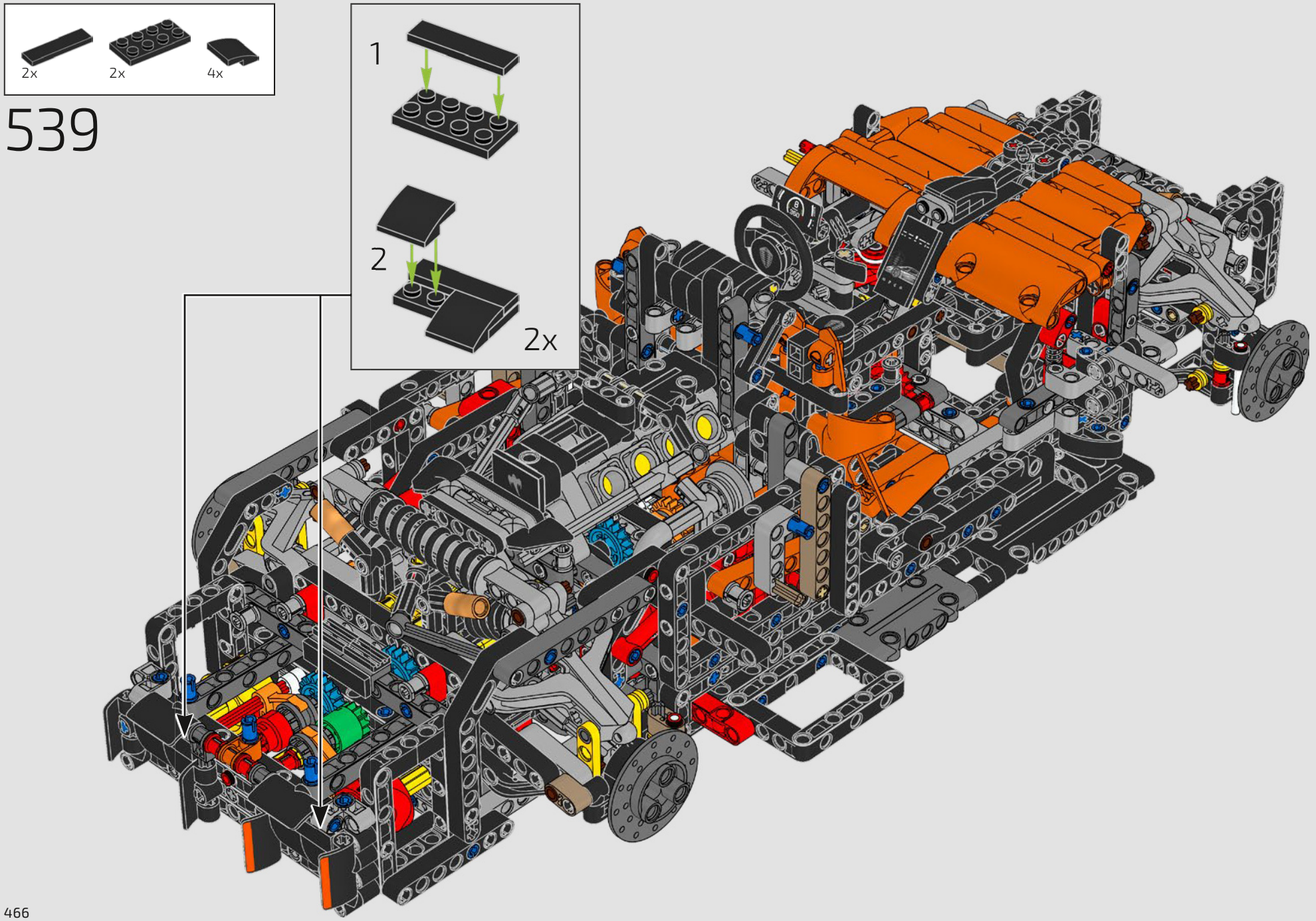
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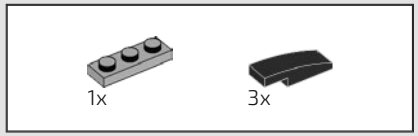

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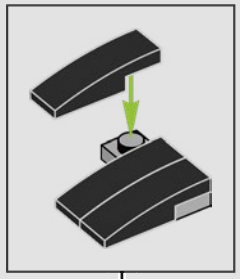

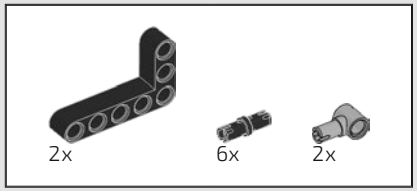

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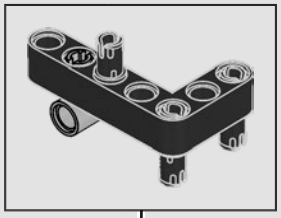

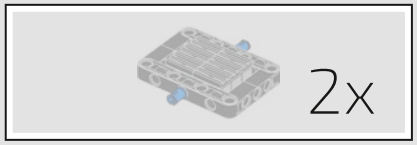

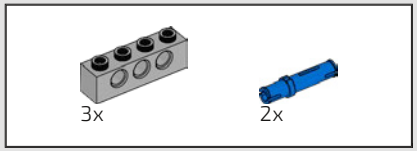

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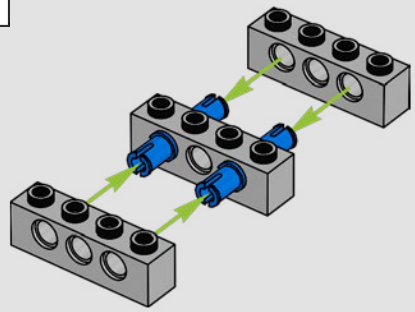

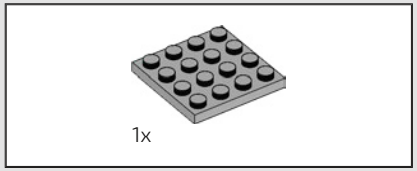

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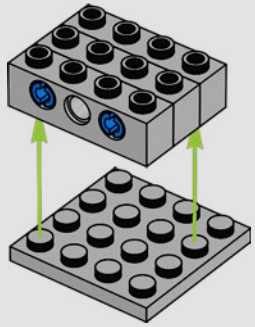

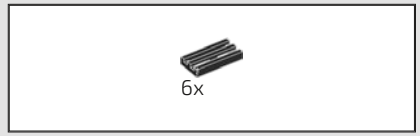

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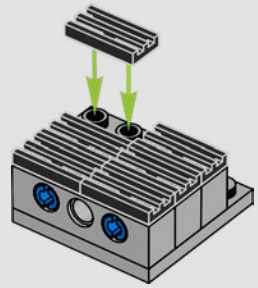

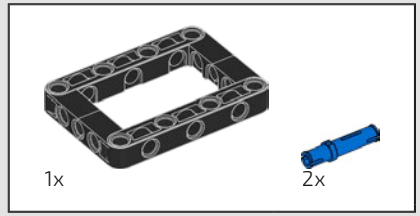

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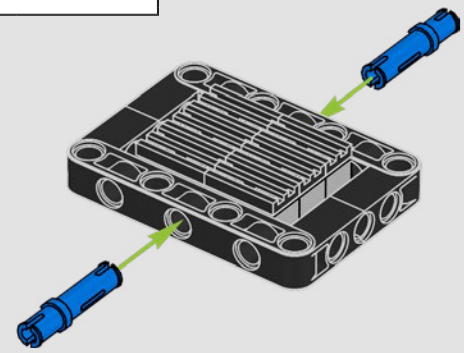

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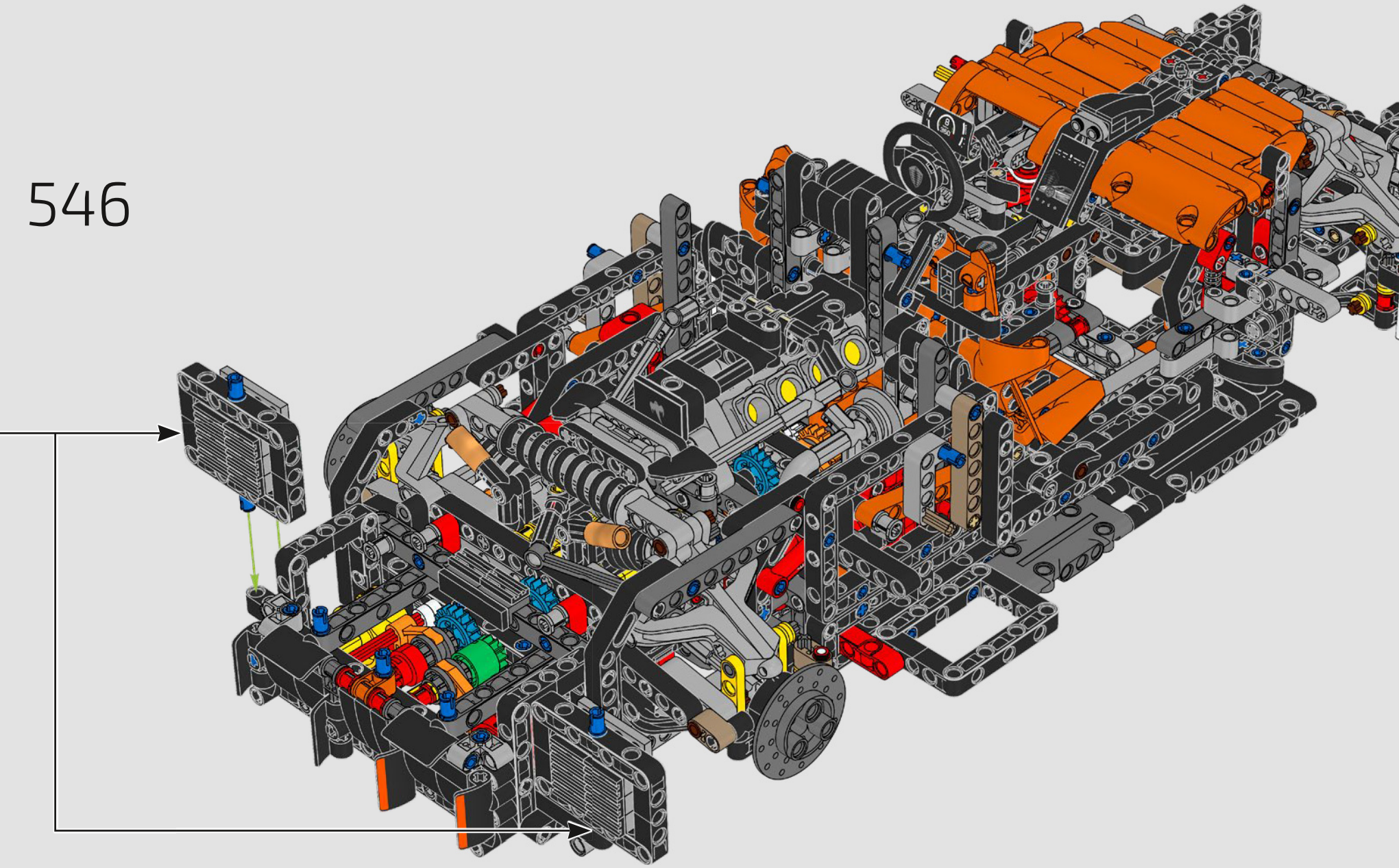

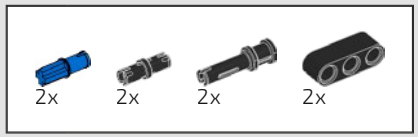

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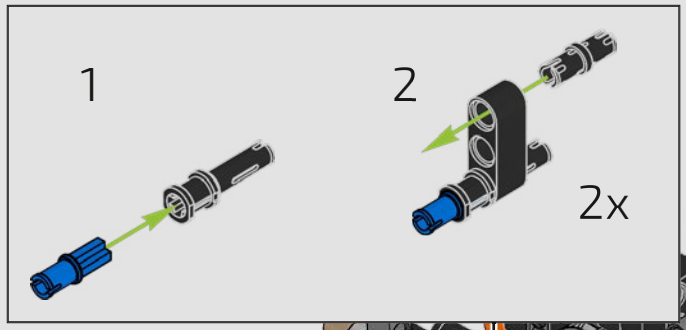

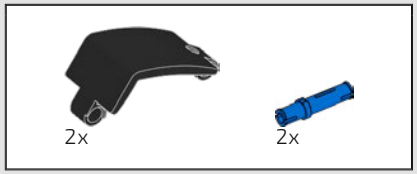

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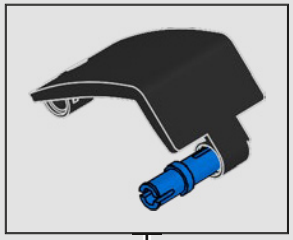

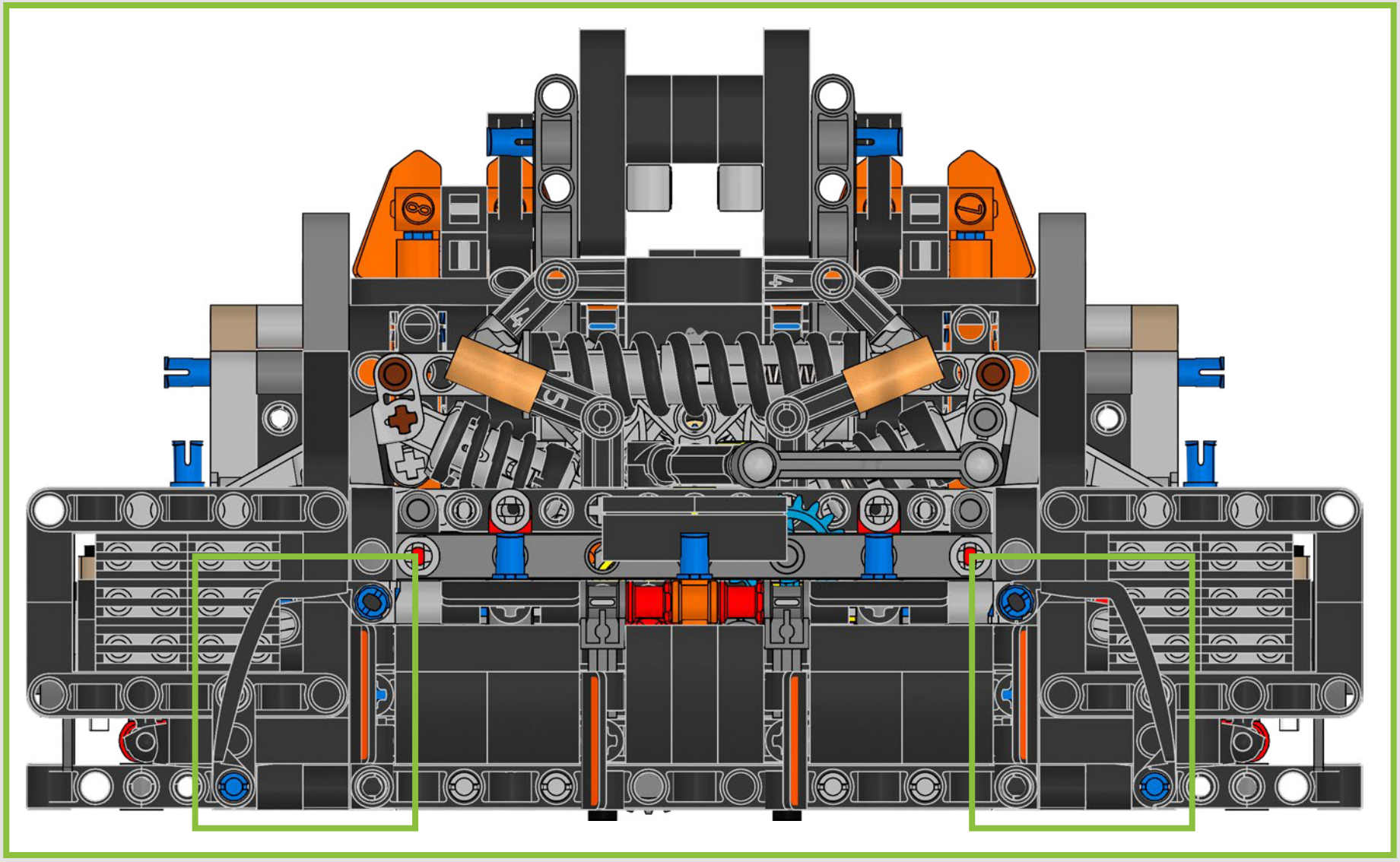

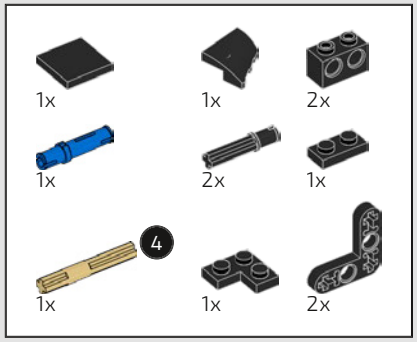

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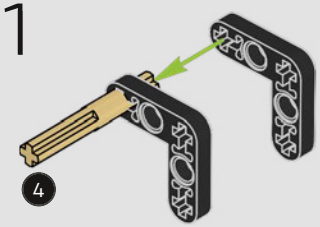

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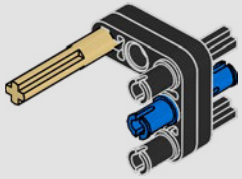

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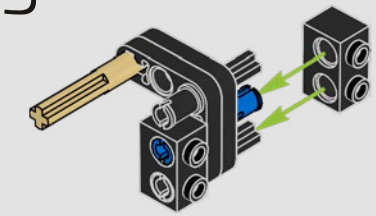

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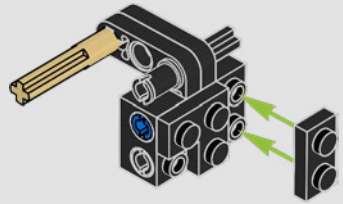

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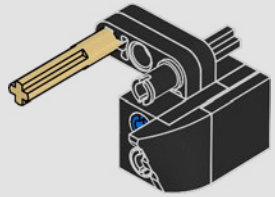

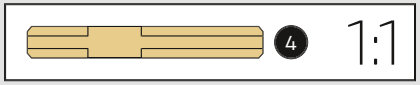

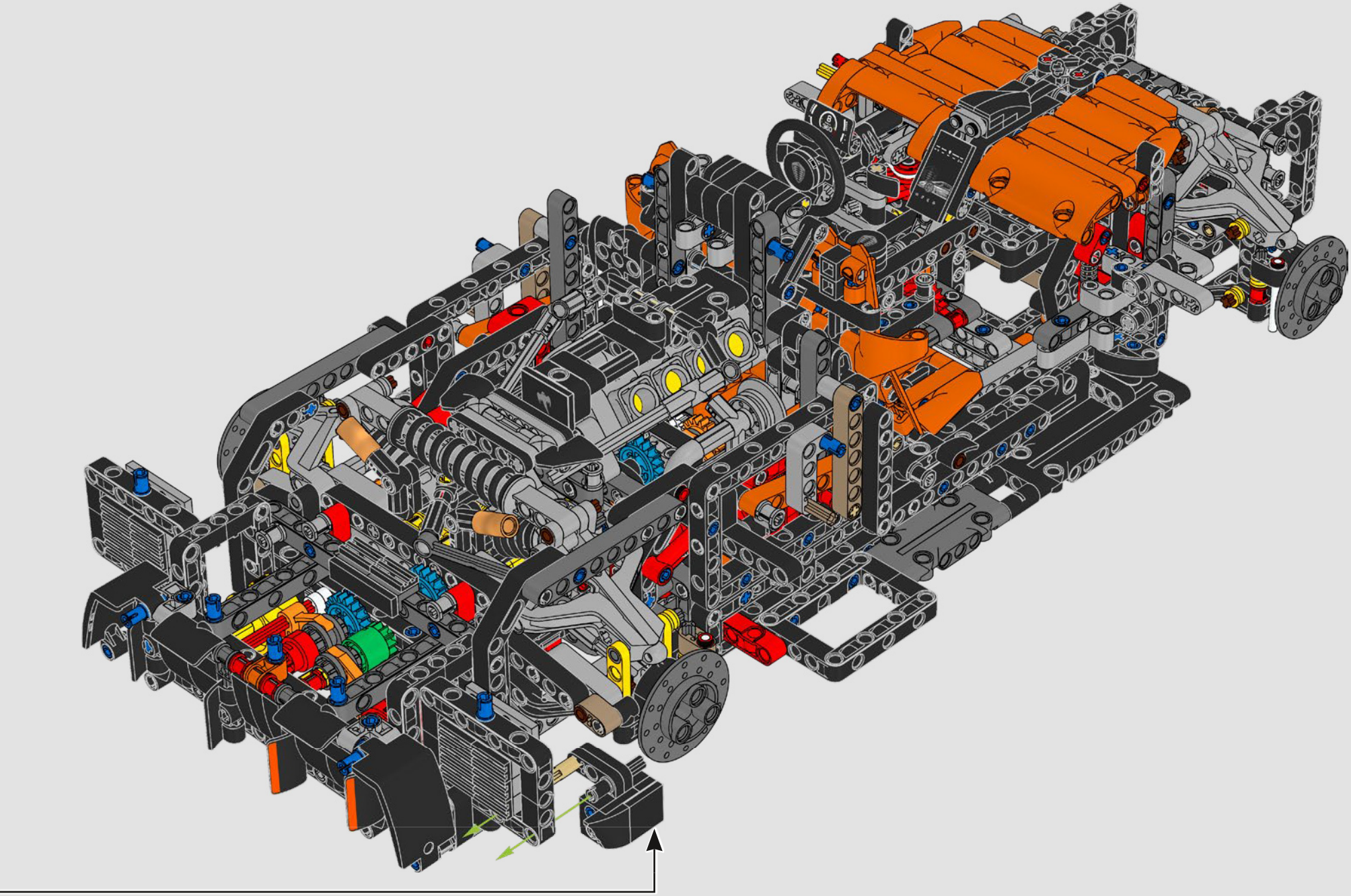

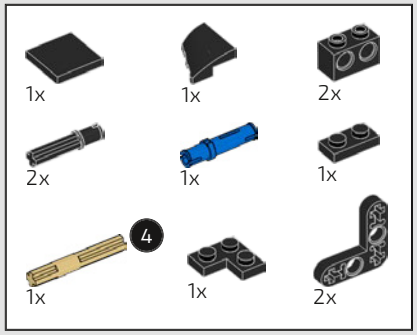

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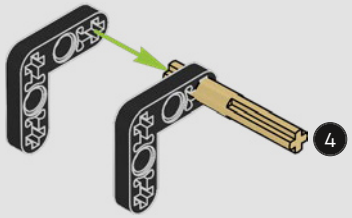

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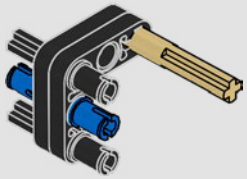

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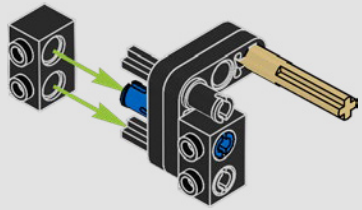

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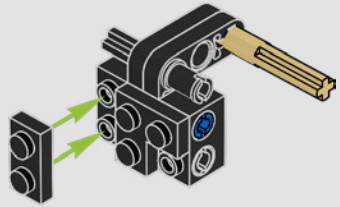

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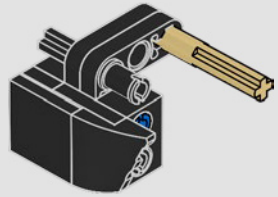

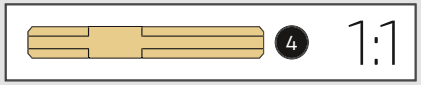

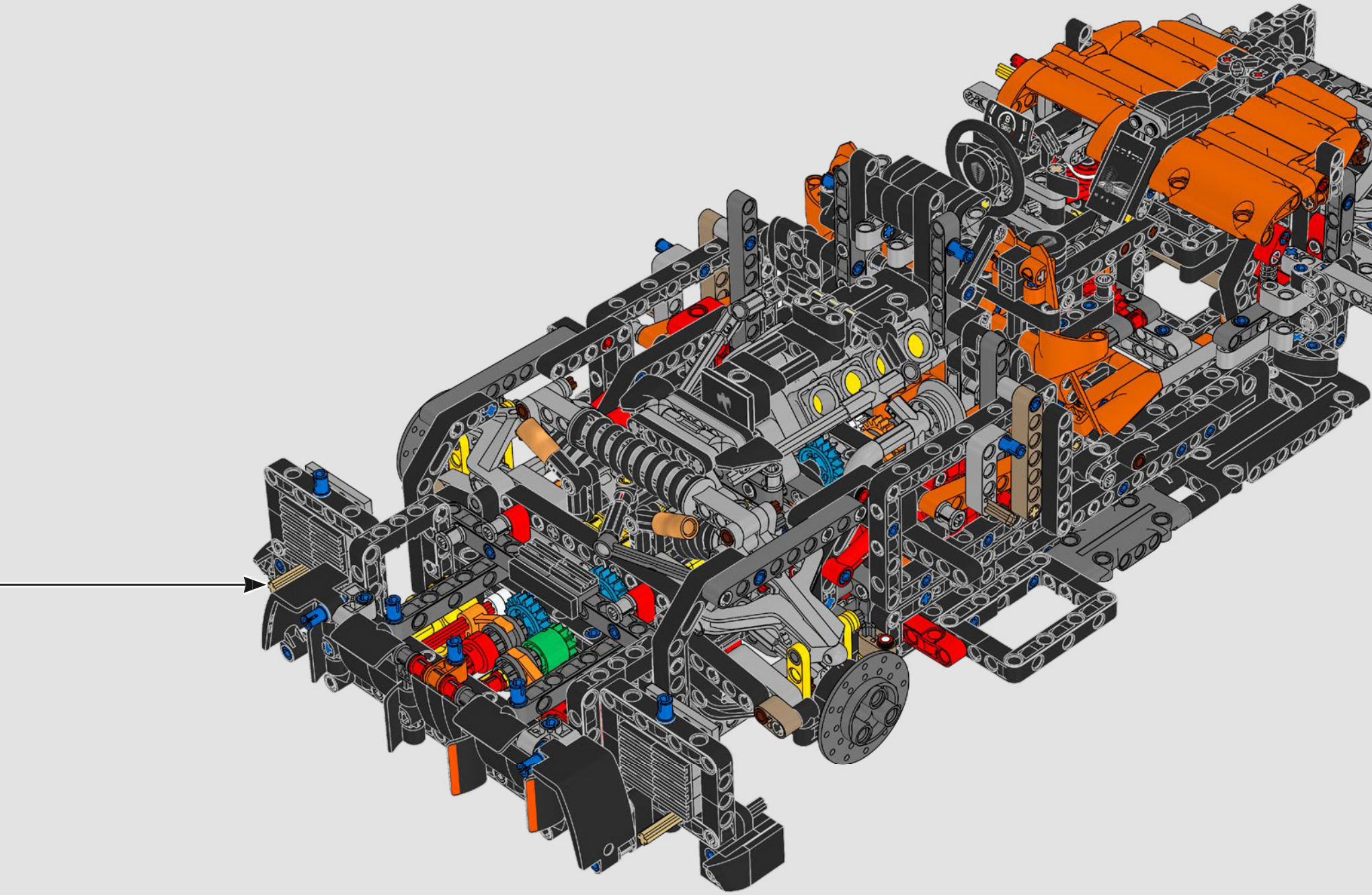

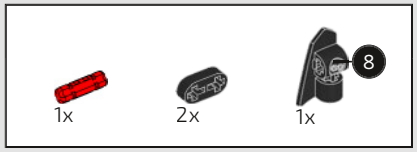

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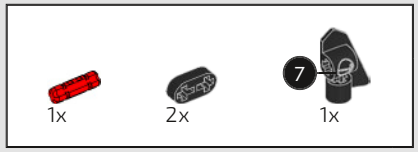

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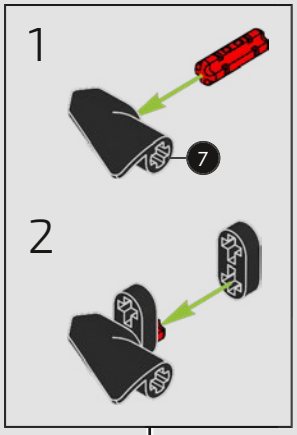

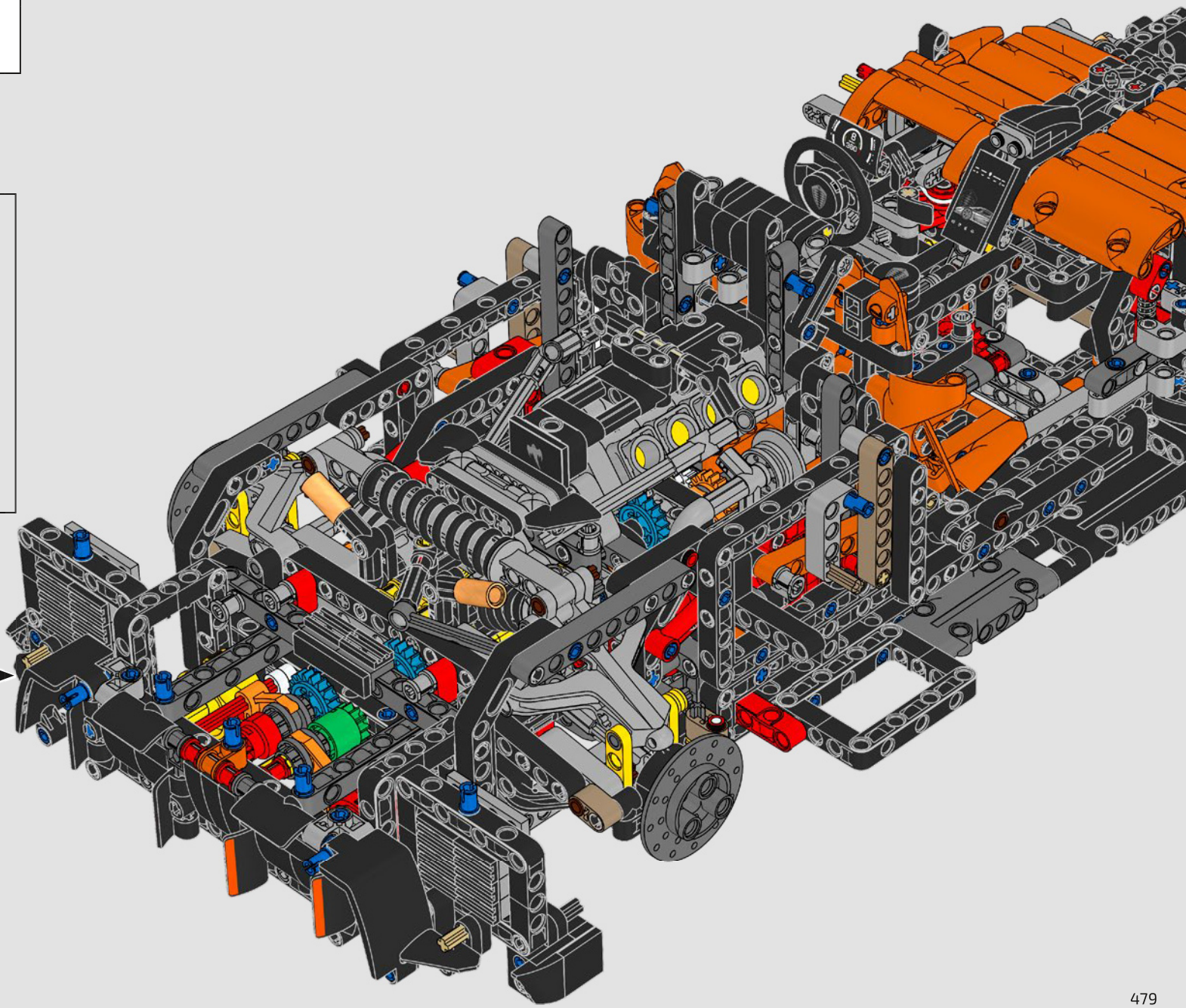



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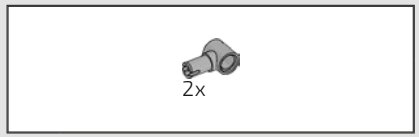

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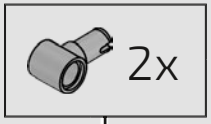

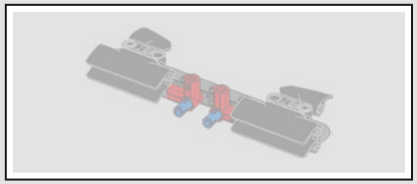

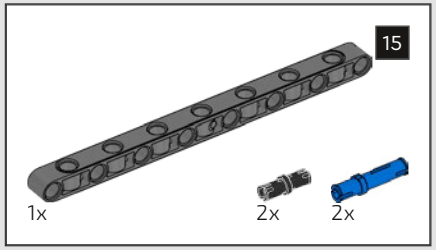

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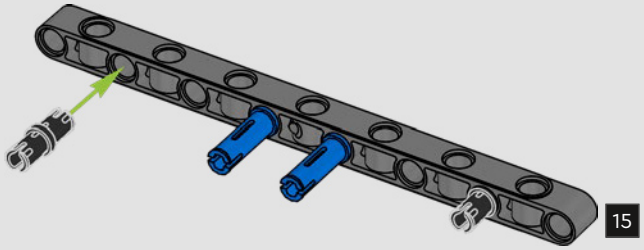

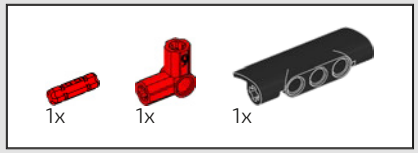

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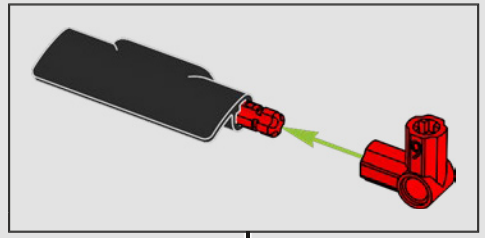

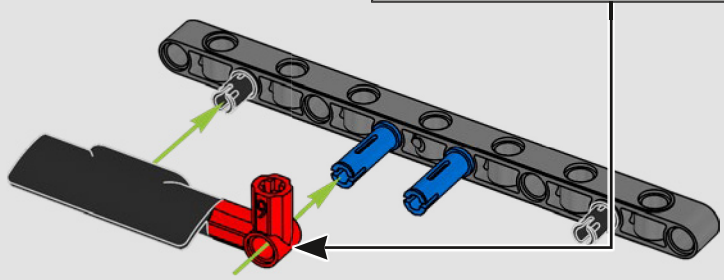

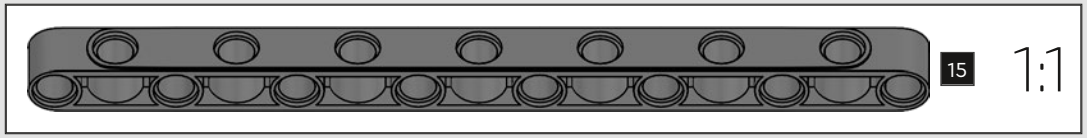

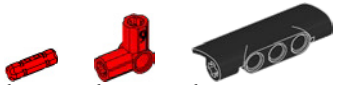

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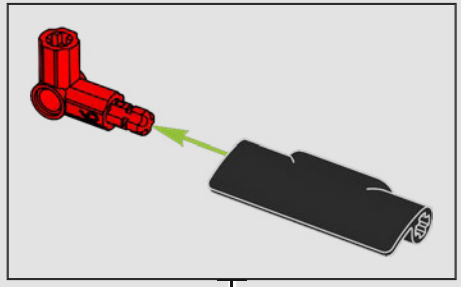

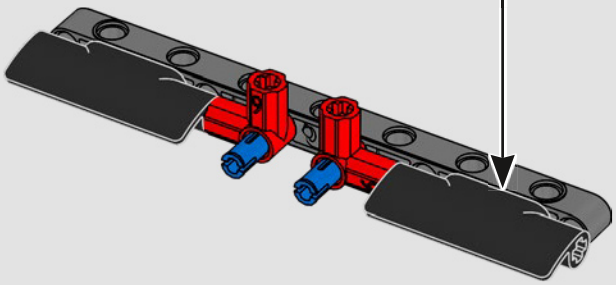

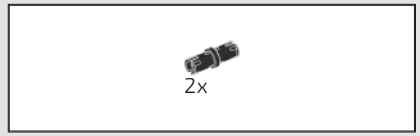

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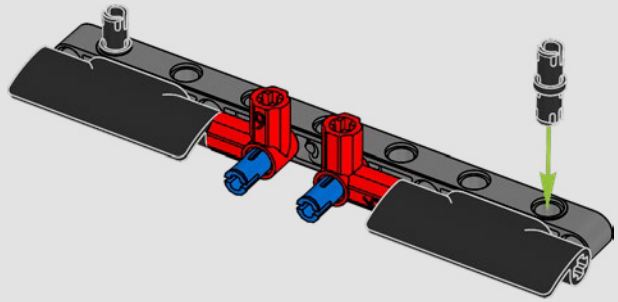

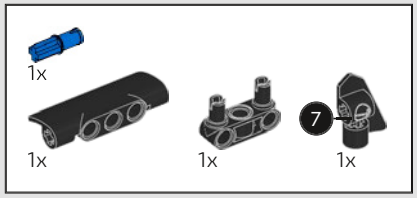

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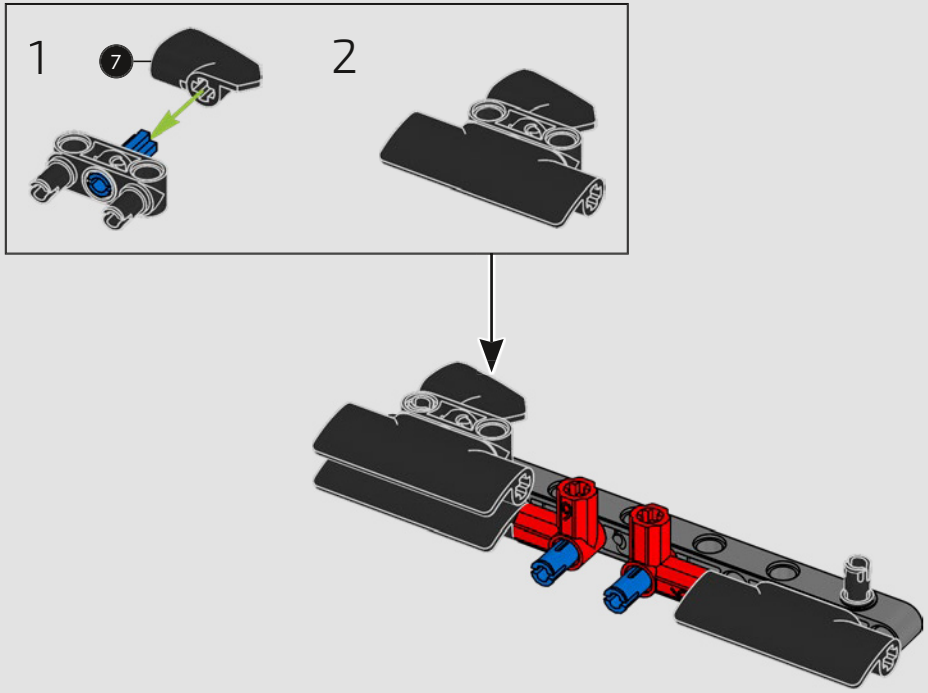

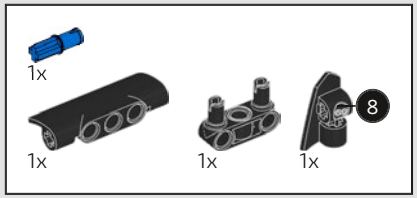

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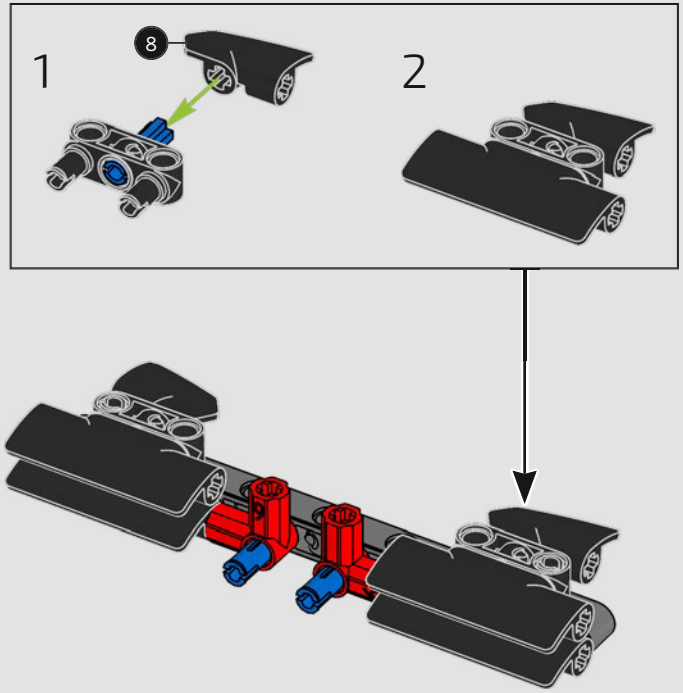

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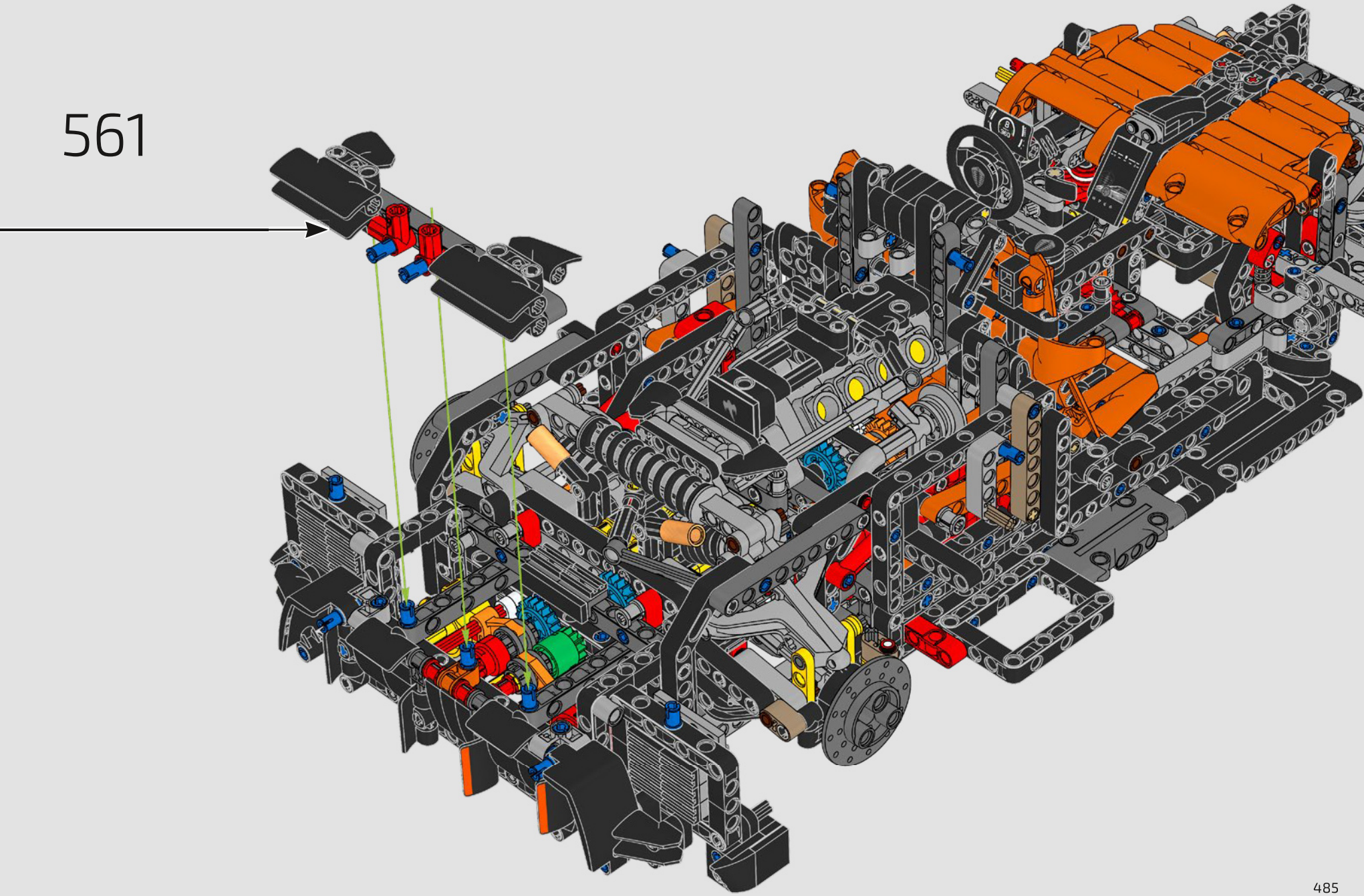

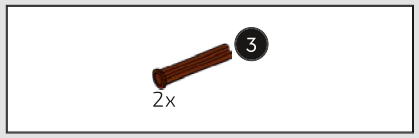

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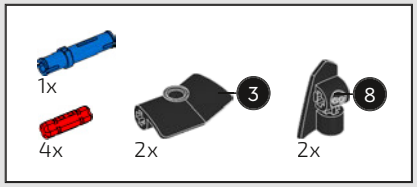

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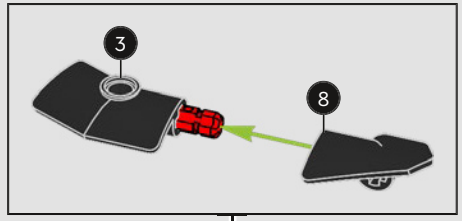

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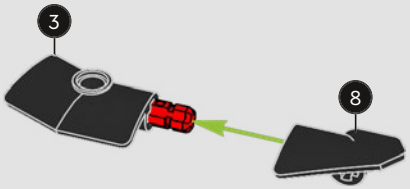

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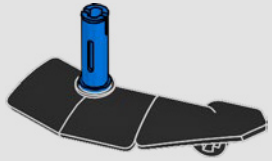

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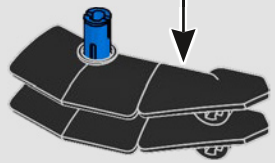

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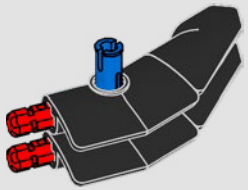

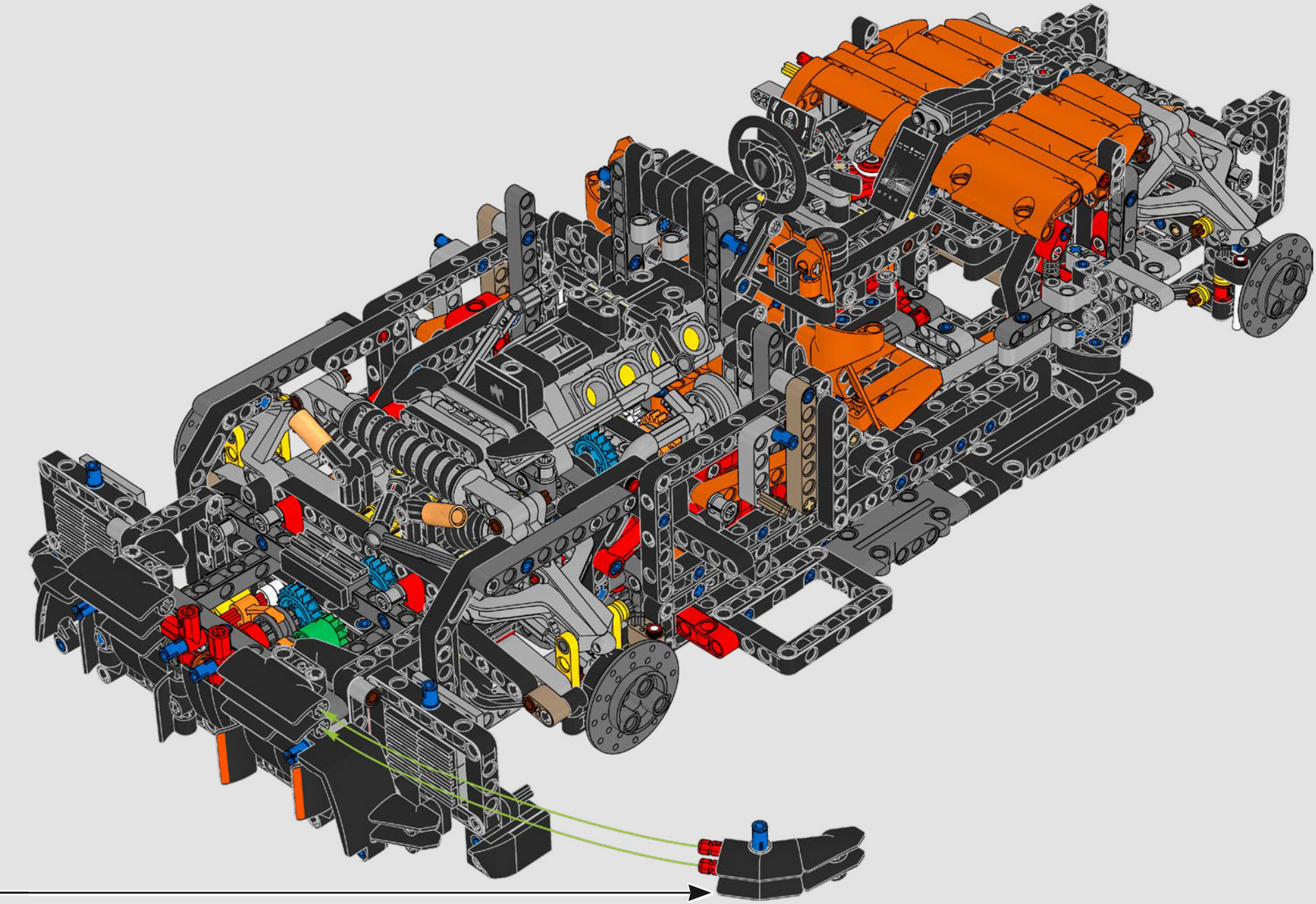

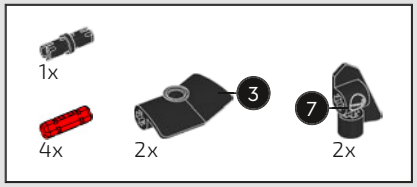

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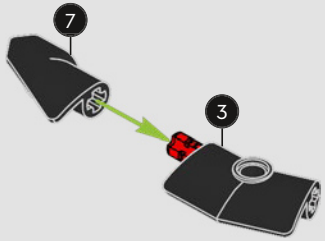

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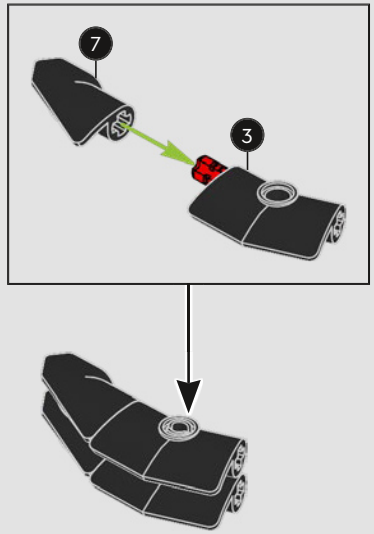

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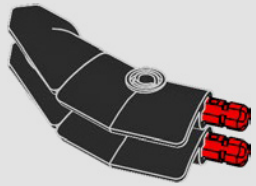

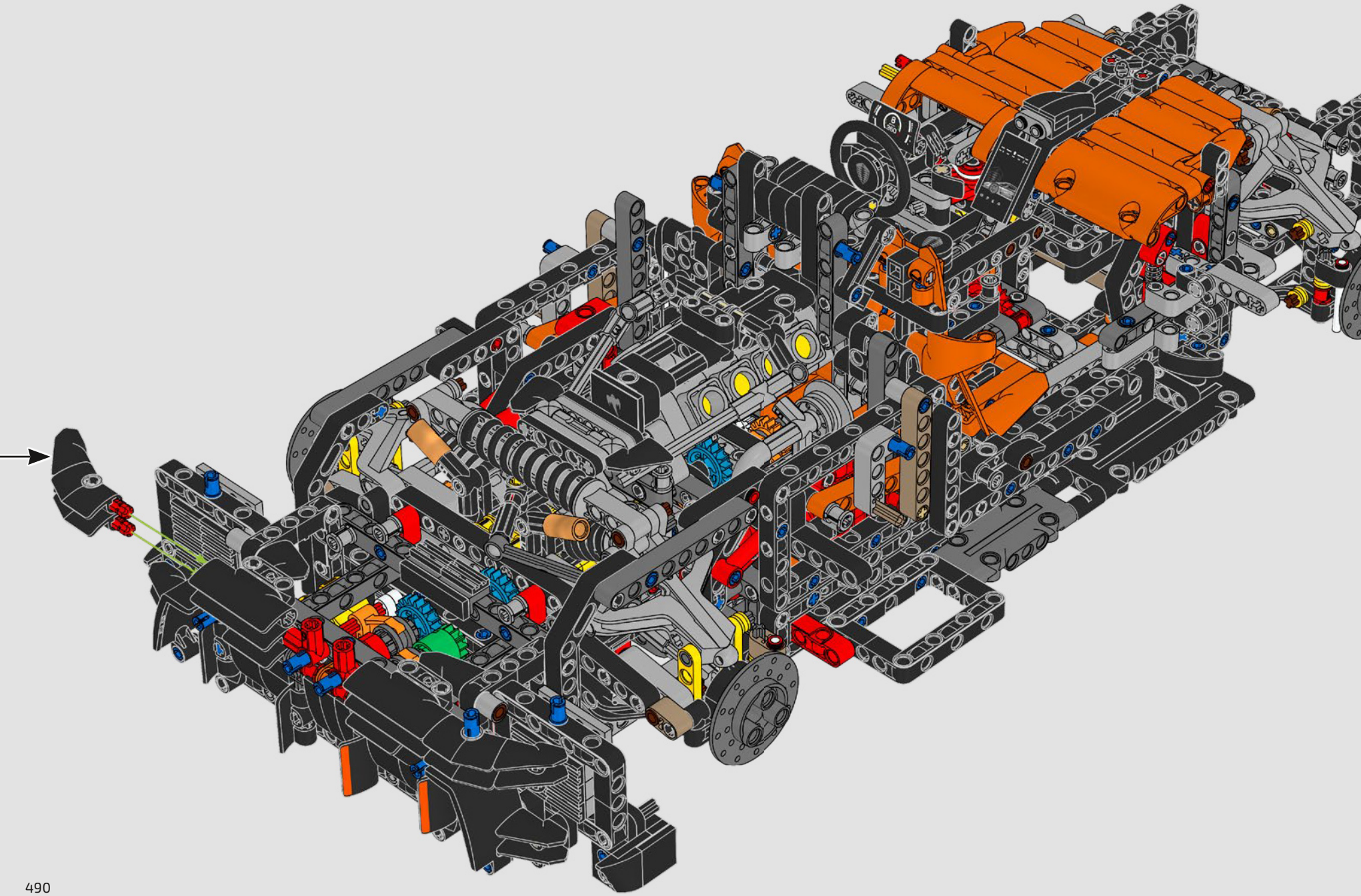

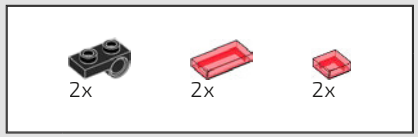

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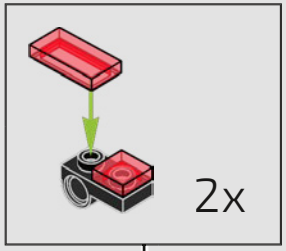

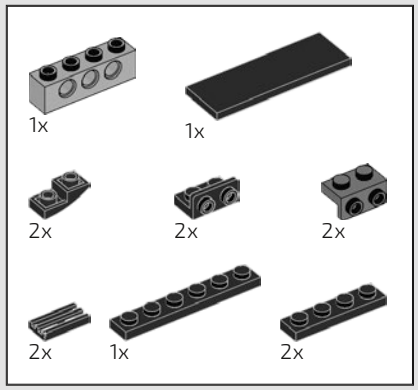

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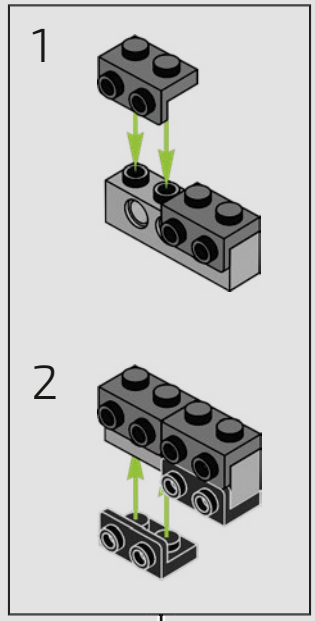

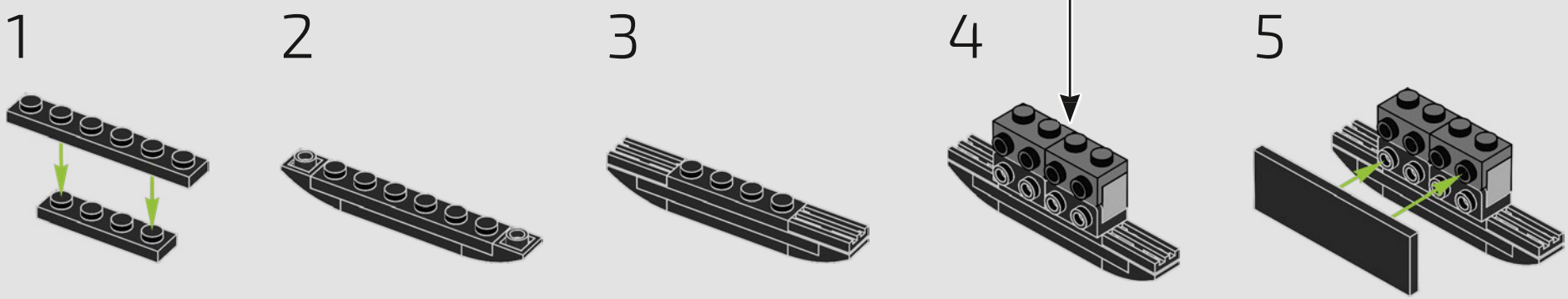

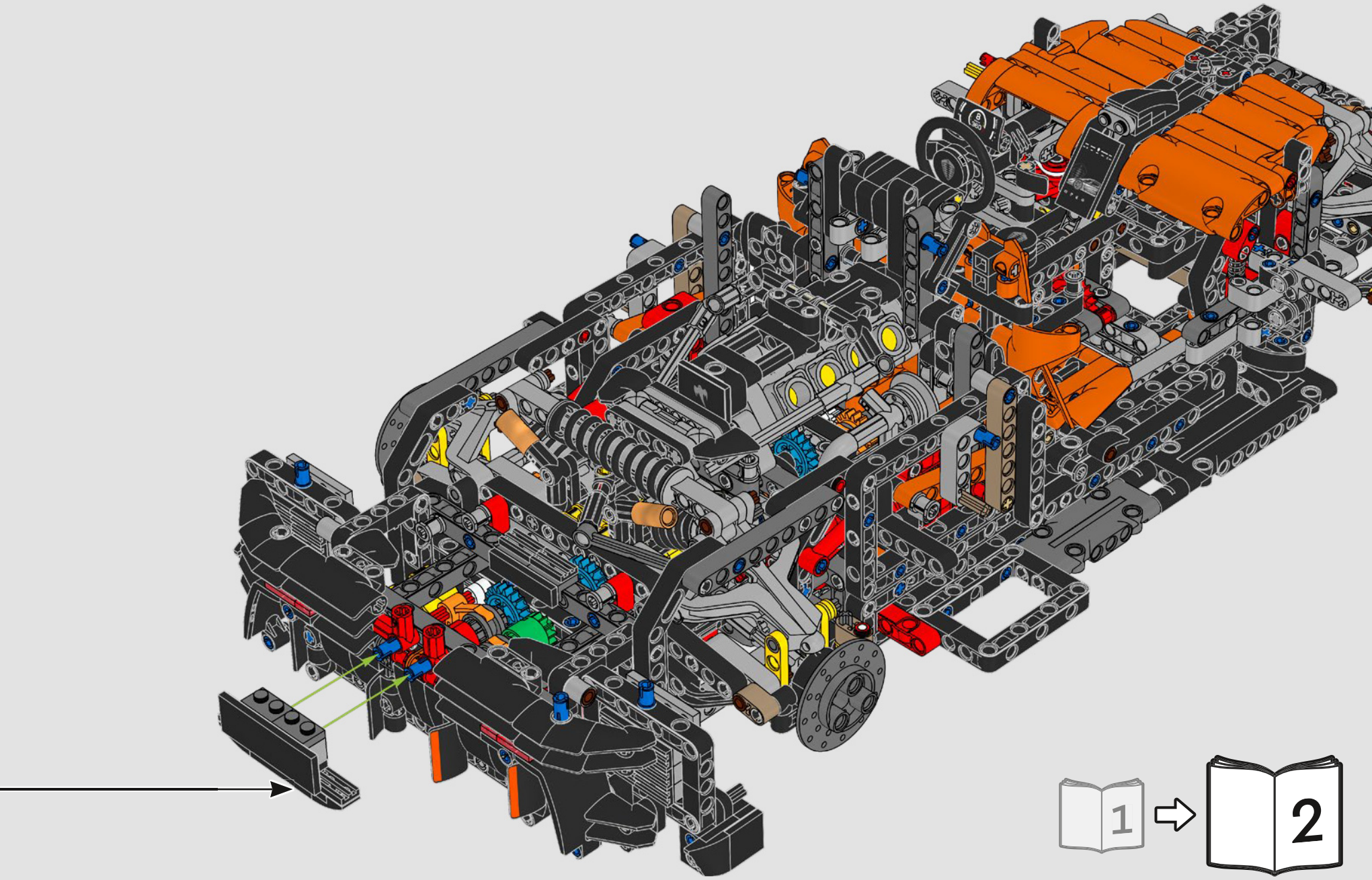
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