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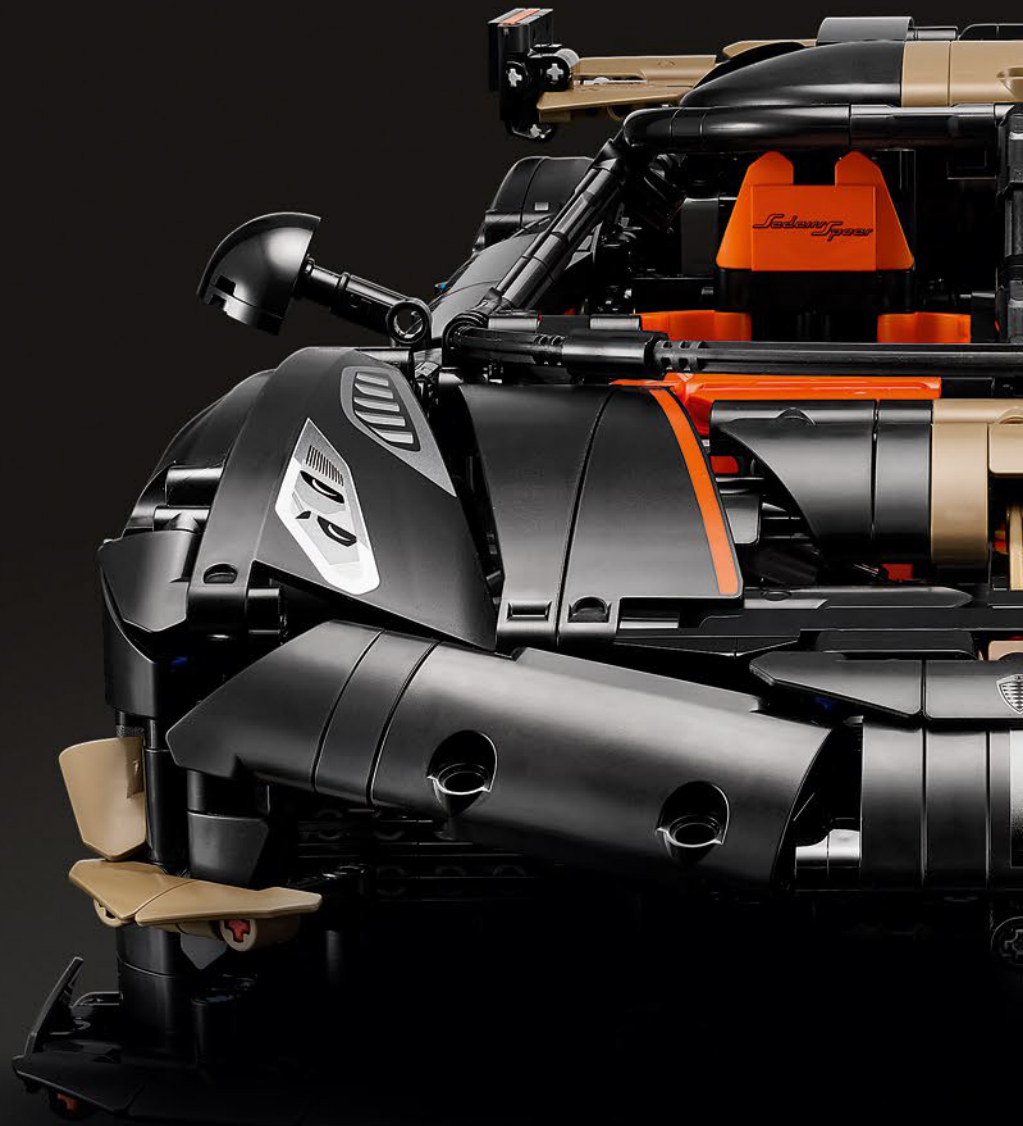


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科尼赛克汽车公司

瑞典，恩厄尔霍尔姆
成立于1994年





乐高集团

丹麦比隆
创立于 1932 年

倘若我们为自身设定那些看似绝无可能达成、充满奇思妙想的挑战，究竟会迎来怎样的局面？ 和科尼赛克的携手，让我们深切意识到，双方对充满趣味的创新有着高度契合的热忱。

加入我们，一起了解乐高®机械组科尼赛克 Sadair's Spear 的设计过程。

从童年梦想到世界级设计

当坐下来与科尼赛克的创始人兼所有者克里斯蒂安·冯·科尼赛克交流时，我们双方很快就找到了知音般的契合感，一见如故。我们两家公司志同道合，既保留着孩童时代天马行空的乐观天性，又在追求完美的征程中秉持着毫不妥协的坚定信念。尤为重要的是，对那些天马行空的创意以及富有创造力的社群，抱有矢志不渝的信念。话说回来，丹麦和瑞典小镇上的两家小企业，能发展成全球成功范例的几率究竟有多高？

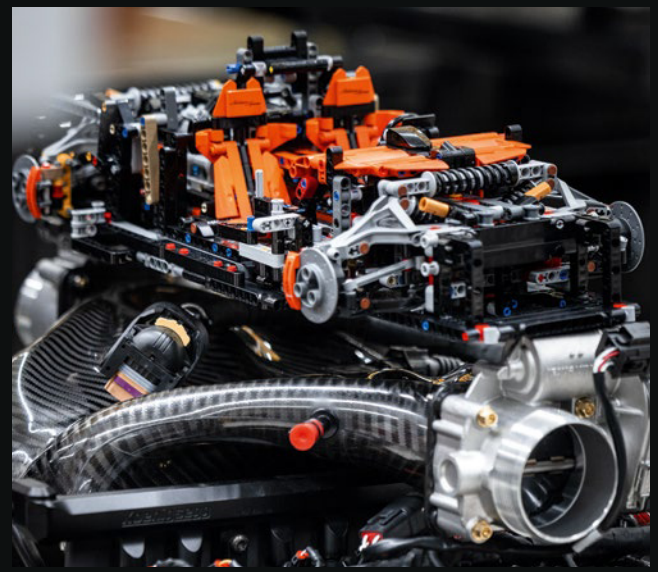
尽管两家公司的成立时间相隔半个多世纪，但我们的核心“产品”——乐高®积木和超级跑车——都能激发各个年龄段粉丝的想象力和梦想。两个品牌志同道合，都决心在工程技术领域勇攀新高峰，突破能力的边界，实现前所未有的突破。



科尼赛克











与社区携手共筑梦想

不管你心中最宏大的梦想是什么，只要能赢得他人的支持与帮助，实现它就不再是遥不可及的难事。对于我们独家乐高®机械组系列的第六款模型来说，和科尼赛克合作，是我们心中最为憧憬的梦想之一。科尼赛克团队素来闻名，源于他们对汽车、汽车行业以及超级跑车爱好者群体那份无与伦比的热情与全身心的投入。对于公司首席运营官哈尔多拉·冯·科尼赛克来说，与乐高的合作可谓天作之合：

“乐高和科尼赛克团队都对技术、设计、玩乐精神、好奇心和突破界限充满热情。”我们的核心价值观不谋而合，同时也都坐拥极具号召力的庞大社群。我们理解需要遵循乐高框架，但就像我们自己的团队一样，机械组团队也渴望挑战传统。我们从不将障碍看作前进的阻碍，而是把挑战视作成长的机遇，并且欣然迎接每一次挑战。



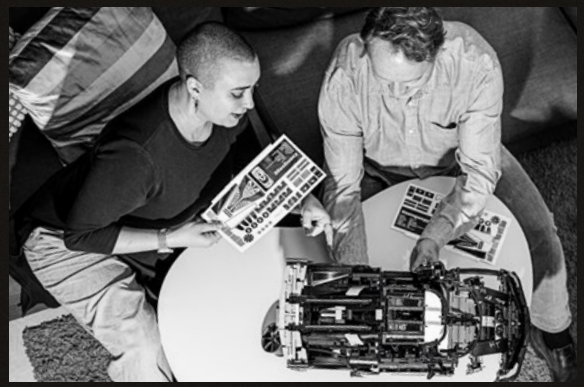




“这款模型无疑是团队协作的成果——既包括乐高集团内部的团队，也包括与我们在科尼赛克的合作伙伴的团队。”

——乐高®机械组设计团队寄语







为传承注入新的活力

Sadair's Spear是一款专为纪念Jesko系列而设计的限量版车型，全球仅限量生产30辆可合法上路的高性能超级跑车。与最初的灵感来源一样，这款乐高®机械组版本采用了全新的设计细节、拼搭技能和组件，这些都是乐高集团和科尼赛克密切合作开发的。

对机械组的团队而言，在现实里的汽车还处于研发阶段时，设计它的复刻版模型从来都是一项让人热血沸腾的挑战。尽管 Sadair's Spear 设计的大部分方面已经确定，但在我们完成设计的过程中，一些细节，例如后翻盖上的中央进气口，还是进行了调整。对于这类状况，我们在流程设计阶段就已纳入考量。我们拥有足够的弹性来应对突发变动，全体成员齐心协力保障任务成功。

我们想出了为机械组模型创造独特配色方案的想法——但如果可以更进一步，为什么就此止步呢？ 第一辆 Sadair's Spear 采用"76 棕色"涂装，带有白色和"科尼赛克 Racing 绿色"点缀。但是，如果一种独特的乐高颜色能够启发现实生活中真正的 Sadair's Spear 的颜色呢？

我们携手科尼赛克，设计了契合其品牌调性的配色方案，这些配色均源自该品牌过往车型，此次以全新组合惊艳亮相。同时，配色方案需要与其他超级跑车和乐高机械组有所区别。

乐高集团







“我们铁定要把这个搞成！”往后的几个礼拜，家里的餐桌怕是要被我们“征用”了。

- Halldora von 科尼赛克/首席运营官









坐在方向盘前

Sadair's Spear的问世，是无数渐进式变革积累的成果，这让我们即便在试运行阶段也打破了纪录。对于一款已通过认证的汽车而言，再去提升它的速度限制实在是荒诞至极。要知道，400公里每小时的时速已然快得惊人！不仅如此，我们甚至能击败那些将全部精力投入赛道性能打磨的赛车。那可真是让人热血沸腾！可真正令我惊叹不已的，是驾驶它时的那种独特体验。它和你互动、"交流"的方式，已经达到了我此前想都不敢想的高度。

后轮驱动模式下，转向操控更为出色，同时不会对前轴的几何结构造成影响。凭借后轴输出的全部马力，再加上牵引力控制的最小化干预，我们在直线加速赛中战胜了那辆拥有2000马力的四驱车。着实令我意外！

"身边的伙伴们总能给我源源不断的奋进动力。"比起特定的教育背景，我更看重一个人的好奇心。我常问新加入团队的成员："你有没有在自家车库里捣鼓过什么速度快、带点危险的玩意儿，最后还安然无恙？"创造复杂的东西，需要你肩负责任、深思熟虑，唯有如此，你才能明白事物为何呈现出这般样貌与状态。

"我一直都是乐高®的粉丝，我们曾用乐高汽车模型作为团队建设项目。这款模型真的超出了我的所有预期。令人惊叹的细节、设计和功能完美地体现了 Sadair's Spear 的精神，而且传输效果令人难以置信。我们非常期待看到粉丝们的反应。"



科尼赛克





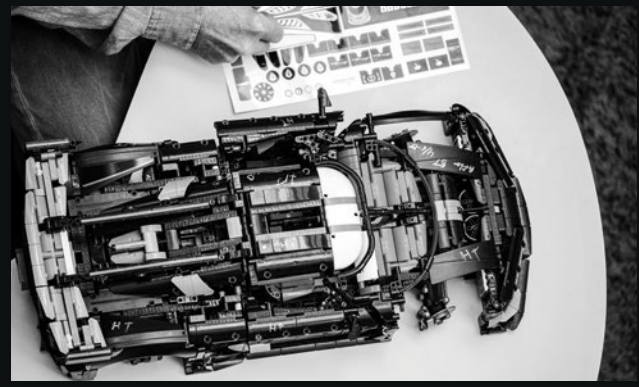

乐高集团

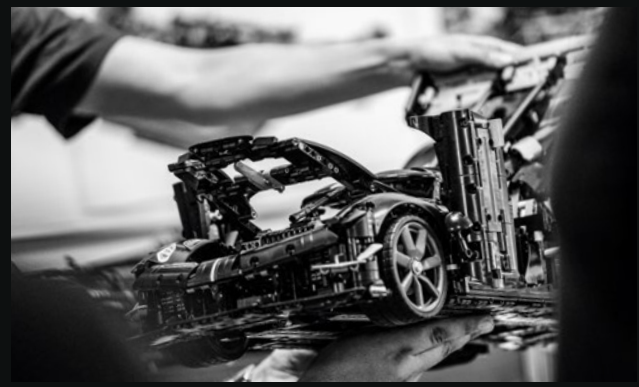


引擎盖下

查验新车的一大乐事，便是切实弄懂它的运转机制。我们精心重建了发动机舱，细节包括带有幽灵标志和双涡轮增压器的V8活塞发动机、X 型管结构、油散热器、带有金色气缸减震器的三重阻尼悬挂系统 (也出现在前轮悬架上) 、Z 型扭杆、叉臂和排气管。

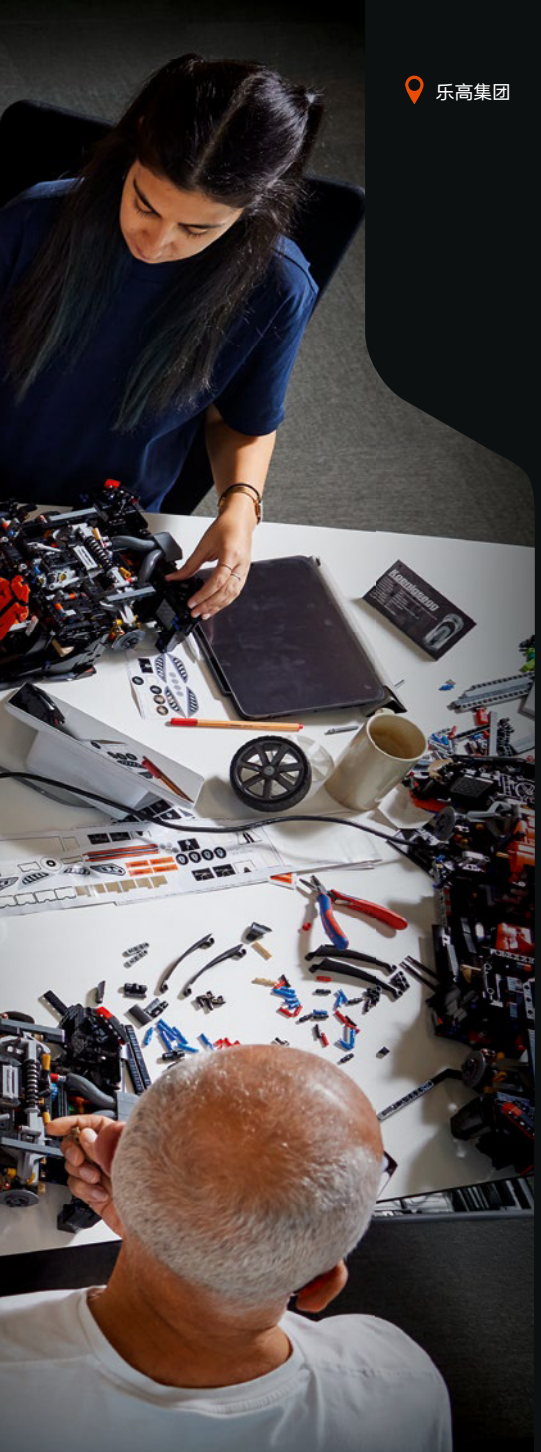
代表X型管结构的是两根灰色轴，它们被安置在V8活塞发动机两侧的顶部位置。在真正的汽车中，它们向下倾斜，汇聚成“X”形。因为模型存在空间局限，它们朝着悬架向下倾斜，以此制造出彼此相遇的视觉错觉。Z形扭杆以可活动的Z形轴为外在形态，它连接着后轮叉臂，位置处于长短减震器之间，同时在这两个减震器的下方。











通过测试

在极端环境下测试Sadair's Spear至关重要，乐高®机械组版本也是如此，尽管规模不同。（要是出现最糟糕的情况，后者会更便于进行重新组装。） 每一款乐高模型在投入使用前，必须完成耐久性测试、难度等级适配测试、颜色差异敏感度测试、安全元件合规性测试以及功能完备性测试。在这一阶段，能够针对模型的各个组件开展热力测试、压力测试，以及多种模拟真实使用场景的负荷测试。要是在这些测试环节中出现任何功能故障，我们就会重新进行拼搭。

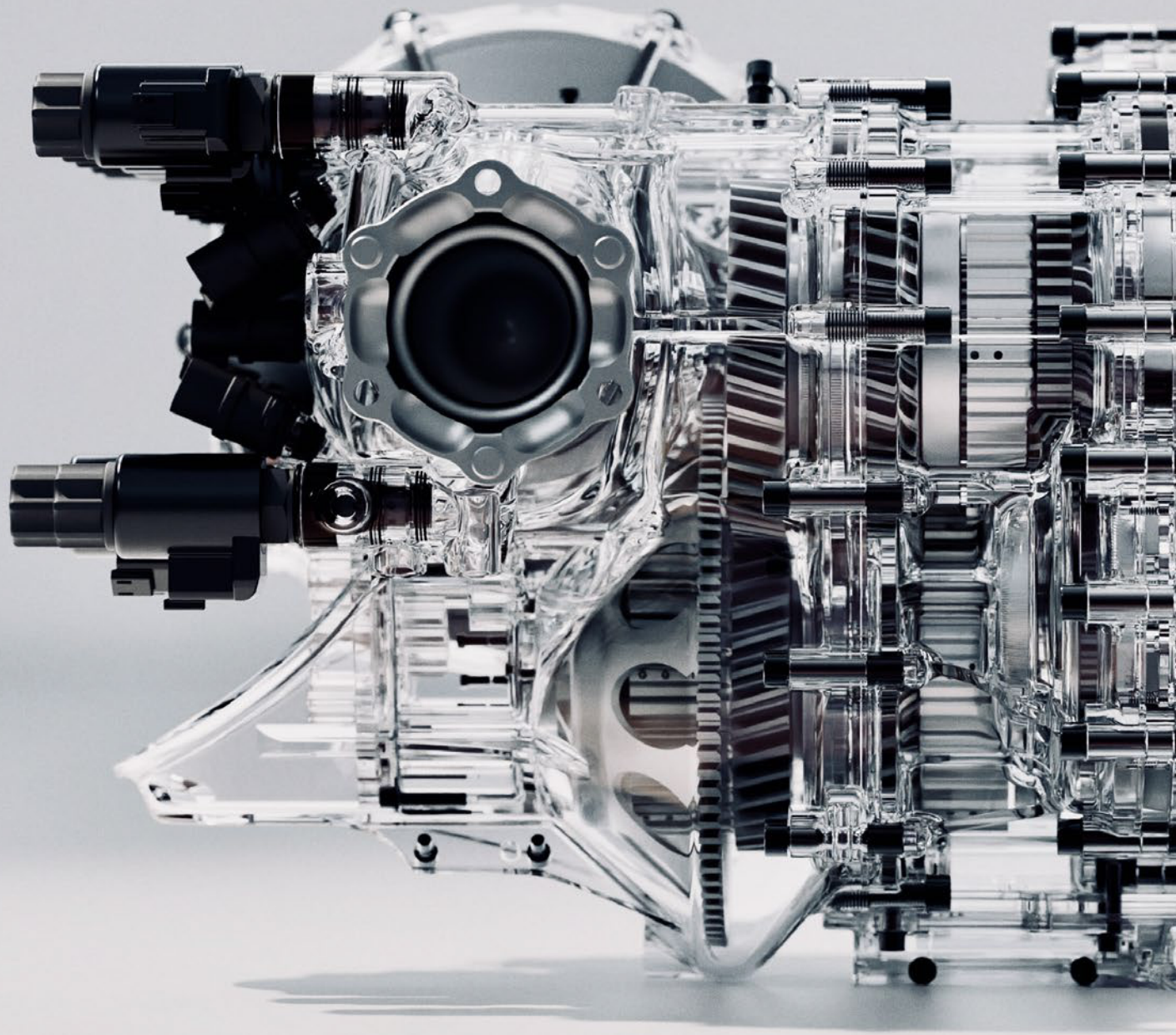
在该模型测试环节，我们率先对9速变速箱展开检测：借助编程控制的机械臂，通过拨片换挡器逐一切换九个档位，与此同时，变速箱与V8发动机保持同步运转状态。我们先制造出前后三重阻尼悬挂系统，接着利用机械臂对减震器和叉臂进行强度检测，之后根据检测结果对叉臂的设计进行改良，并调试新减震器的强度，使最终的设计方案可以承受整个模型的重量负荷。覆盖面最广的测试要数我们的“幽灵模式”——在这一模式下，机械臂会持续运作数小时，反复执行打开后盖激活机械装置、关闭车门与前引擎盖的操作。

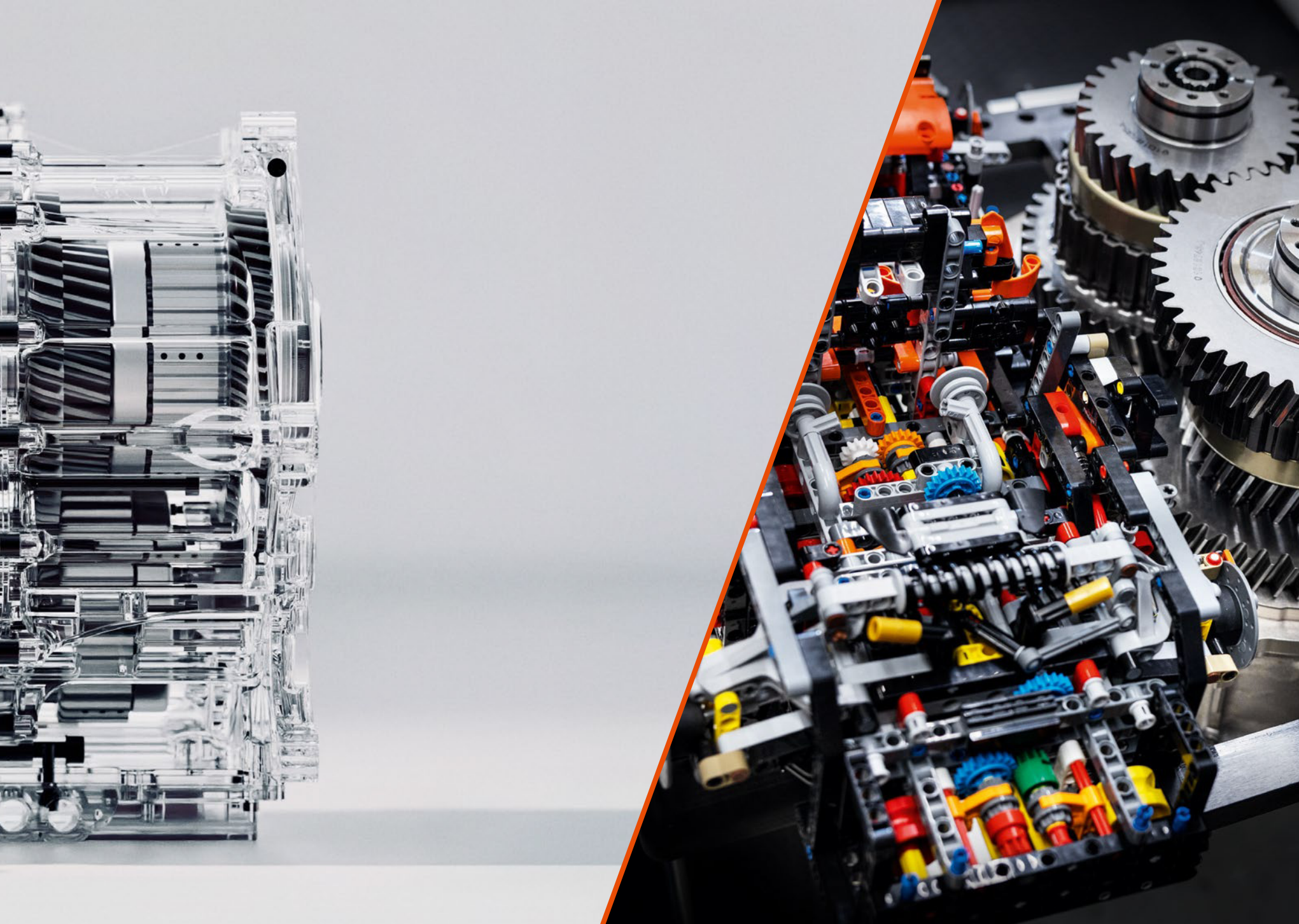
进入最终测试阶段，由模型设计师、设计指导及建筑说明设计师构成的团队，将对从启动到收尾的完整搭建流程展开评估。对于这种尺寸的模型，通常需要整整一周的时间，在此期间可以进行任何必要的修改。

9速变速箱

Sadair's Spear采用了科尼赛克标志性的 9 速变速箱 (LST, 光速变速箱) 。它有六组齿轮, 总共有九个前进挡。LST配备多组湿式多片离合器, 摒弃了传统飞轮结构, 能在所有档位间实现极快换挡速度, "光速"之名便由此而来。

在这款机械组汽车上, 你只需操作转向装置后方的换挡拨片, 就能轻松实现1档到9档的升档, 或是从9档到1档的降档。







Halldora von 科尼赛克，首席运营官

有什么在空气中

凭借激进的空气动力学设计与前沿技术，该品牌始终走在性能突破的前沿，这也正是粉丝们对它的期待所在。加长的翼片、尺寸更大的俯冲翼，再搭配经过重新设计、集成了NACA导管及其他空气动力学组件的车身面板，不仅将下压力提升至极致，还能引导30%的冷却气流精准流向散热器。最终成就了无与伦比的赛道持久性能。定制的定向碳纤维轮毂被安置在加宽的轮拱中，它们形似涡轮机，可将刹车运作时产生的热空气迅速抽离；另外，刚取得专利的自适应雨刷、竖向第三灯以及加长版扰流板，也充分彰显出科尼赛克在设计细节上的极致追求。座舱之内，数字化精准调校与赛道极致专注浑然一体，六点式安全带与适配头盔的专业座椅一应俱全。Sadair's Spear，每吨能迸发1173马力，堪称力量与创新的典范。

哈尔多拉·冯·科尼赛克表示，品牌能有今日的蜕变，完全得益于多年来与客户建立的深厚、持久的合作关系。

自2000年起，我们的公司与产品无疑都日渐成熟，能拥有这样一支强大且忠诚的客户群体，我们深感荣幸，他们始终在鞭策着我们前行。我们始终与经销商携手，积极探寻能和社区互动、壮大这个"大家庭"的趣味方式。





设计挑战：已接受

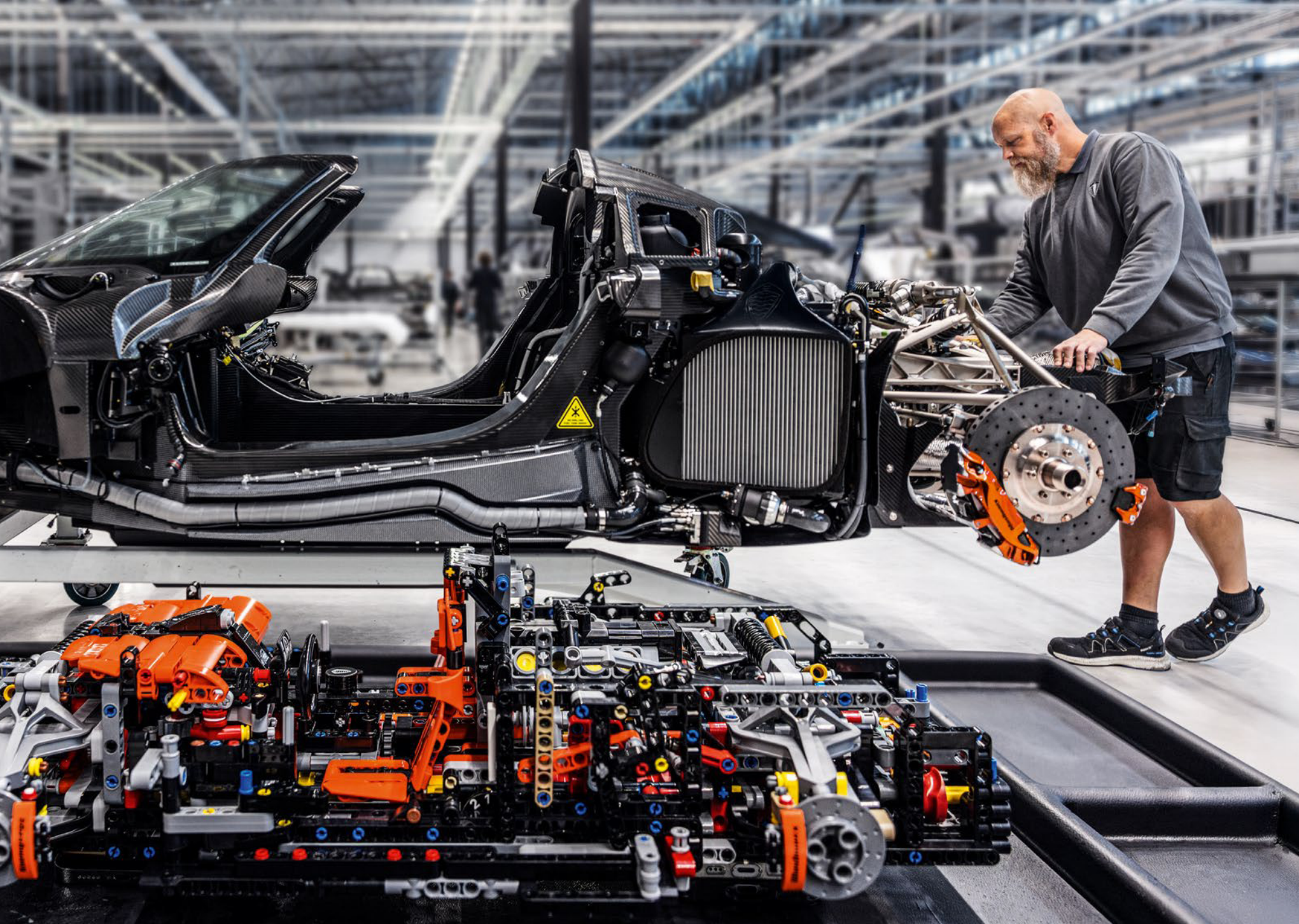
这是我们到现在为止碰到的最具挑战性的模型。我们以科尼赛克的CAD文件为参照，按照1:8的比例进行制作，具体尺寸将依据车轮比例来确定。

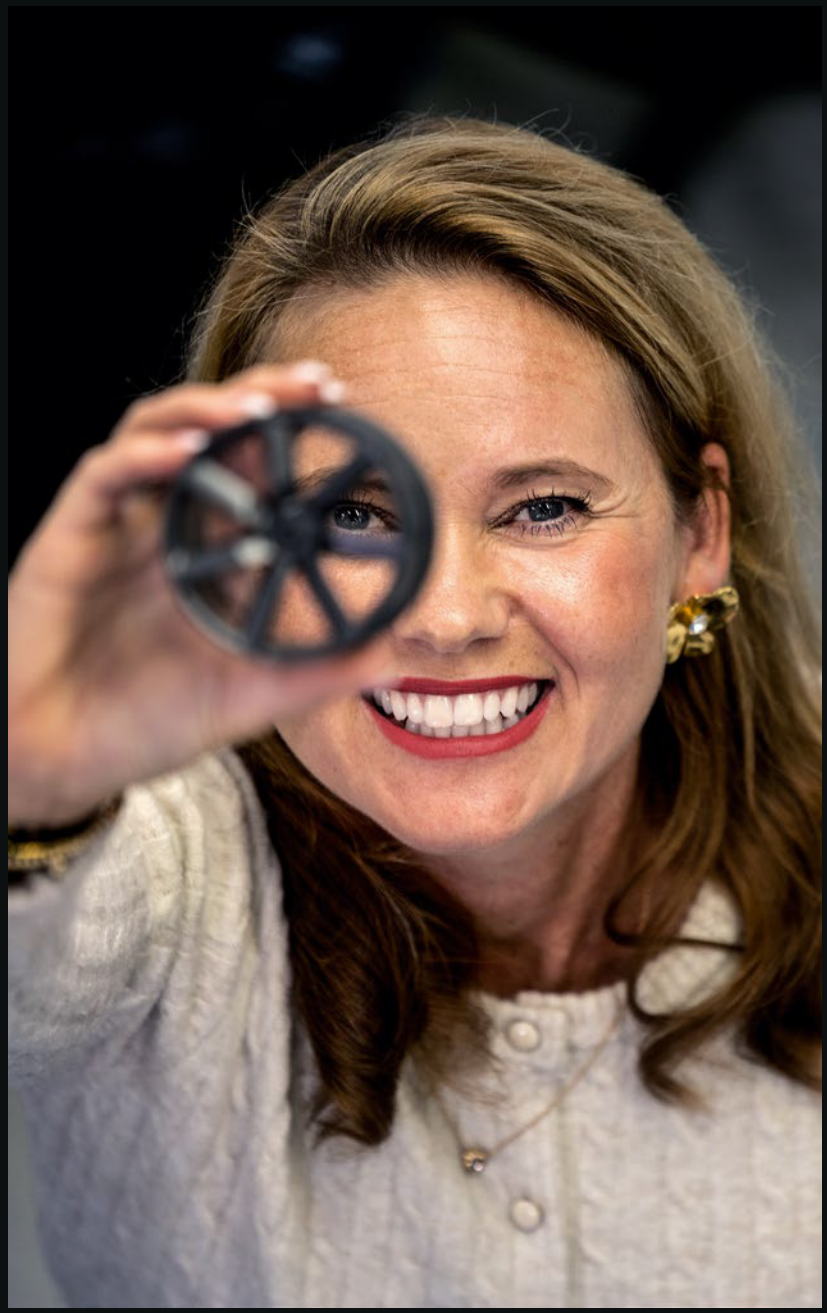
首先要做的，就是重新生产9速变速箱。正如科尼赛克的理念：若没有能力做好某个细节，我们就亲手创造实现它的方法！我们制造了全新的叉臂和长短减震器，以此来复刻前后三重阻尼悬挂系统。

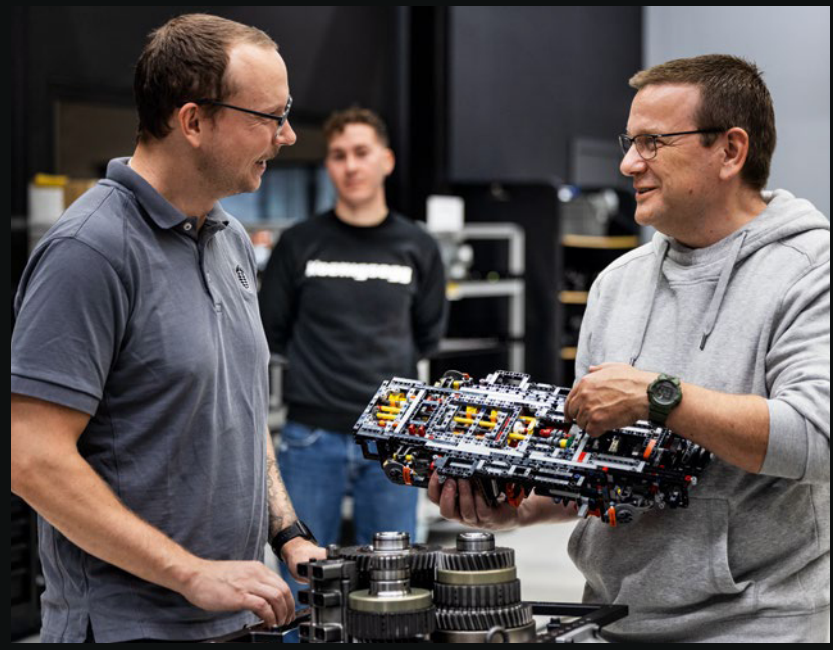
传动元件与三重阻尼悬挂系统元件，是我们联合内部的元件设计师、前端工程师、模型团队，以及乐高®元件专家，还有科尼赛克的合作伙伴共同研发的。这确实是团队合作的成果。

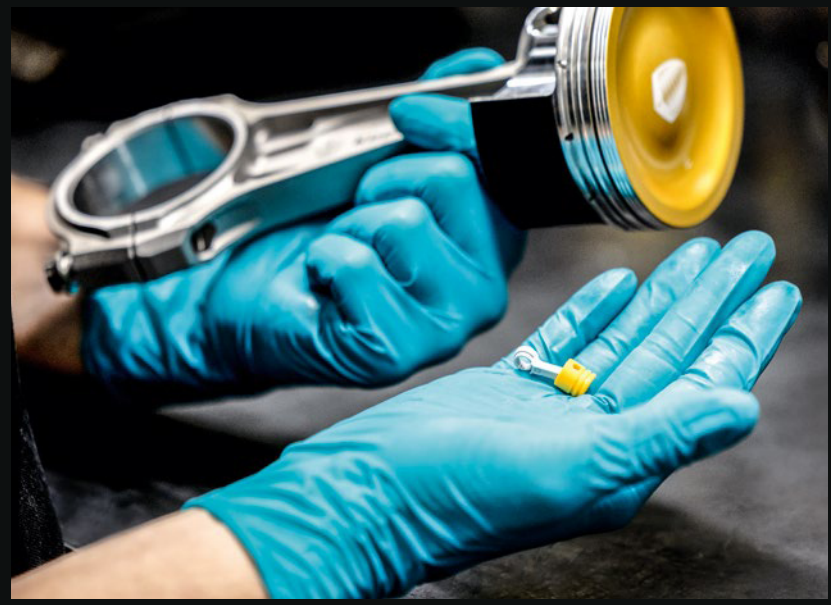
从那以后，他们制作了多个测试模型，对车身造型、“幽灵模式”机制、车门机制以及其他车身细节进行了试验。

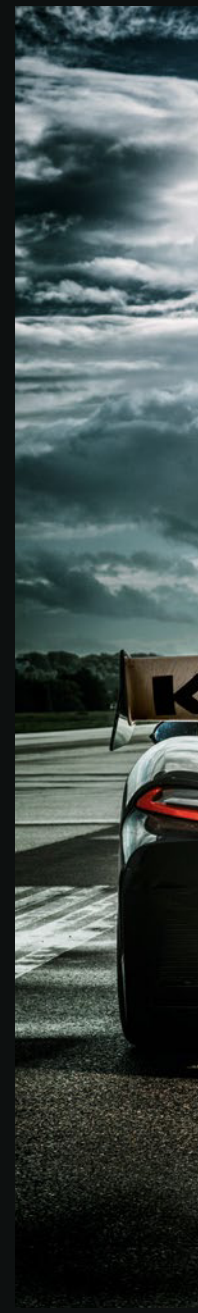















Koenigsegg


Koenigsegg
Made in
Ängelholm
Sweden
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1 of 30


ON
OFF







可合法上路，赛马基因

科尼赛克概念与设计经理史蒂夫·杜布斯认为，所有开发团队之间的精诚合作是创造创新解决方案的关键。

我们始终在探寻提升动力、减轻车身重量以及优化下压力的路径。凭借已掌握的知识储备和仿真工具，我们对Jesko平台进行了改良。克里斯蒂安以科尼赛克家族的赛马的名字命名这辆车，给了我们一个明确的方向——它必须在赛道上表现出色。自那以后，设计、工程、车辆动力学、空气动力学等各团队，再加上我们的试车手马库斯·伦德带领的团队，携手完成了这项任务。我们高度重视现有组件与创新解决方案的融合运用。

这款全新尾翼尺寸升级且重量更轻，其研发灵感源自赛车运动技术，凭借创新的核心材质与独特构造方式，可实现更强下压力，同时有效降低空气阻力。我们还把这些设计准则运用到了潜水面以及门后独特的矛状气动装置上。甚至连机翼的底部都进行了重新设计，移除了螺丝与缝隙，以此实现气流的优化。2025年8月，于拉古纳塞卡赛道开展的研发试驾活动里，试车手马库斯的反馈印证了赛车的平衡性与稳定性。能亲眼见证合作带来的实质性提升、更卓越的操控感与更坚定的信心，让我们得以充分释放汽车的性能潜力，这实在令人欢欣不已。距离在拉古纳塞卡赛道的首次研发测试仅过去三个月，马库斯便带领科尼赛克的一支小团队重返这条标志性赛道，成功斩获量产车圈速纪录。

“我对乐高®机械组模型以及机械团队所展现的细节和功能水平感到非常兴奋。”我认为我们给他们带来了相当大的压力！最终成果简直令人惊叹，三重阻尼悬挂系统、9速变速箱、标志性双同步螺旋车门上的折叠后视镜，还有整套幽灵模式功能，这些细节无一不彰显其出色品质。哇喔！



史蒂夫·杜布斯和乐高®机械组设计师



Halldora 和 Christian 首次体验了该型号的幽灵模式功能。

> *“这太疯狂了。”这简直太疯狂了。这怎么可能?*
>
> *——克里斯蒂安·冯·科尼赛克*

重现幽灵模式功能

在真车的钥匙上，你可以按下“幽灵模式”按钮，打开后盖（露出发动机舱）、前引擎盖和两扇车门。汽车的这四个可开合部件均由液压系统实现联动。你也可以通过车钥匙上的按键，分别操控这些部件。

乐高®机械组模型可还原这项功能，本身就足够让人开心，而第一次向科尼赛克团队展示时，看着他们的反应，那份乐趣更是难以言喻。只需抬起后盖，就能启动“幽灵模式”，之后便可操作前引擎盖和车门的开启功能。即便后备箱盖处于关闭状态，你依然可以通过车身两侧的按钮，分别独立打开前引擎盖和车门。就连侧视镜都会在车门开启时向内收起，和真车的表现一模一样!


科尼赛克


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出众的测试成绩——连同突破性纪录

对于科尼赛克，尤其是对于试车手马库斯·伦德来说，安全始终是第一位的。

驾驶Sadair's Spear，就如同开启了电子游戏的作弊模式，各项性能直接拉满！到了弯道中段，车辆能获得更强的地面抓附力。唯有充分信任赛车的性能，才能在弯道的进出阶段始终维持更高车速。这近乎光速的换挡速度，仿佛已成为身体的一部分，随心而动。换挡瞬间完成。这辆车容错率极高，即便在极限工况下也能轻松驾驭。无论是冰封湖面的极寒之地，还是加州死亡谷的酷热环境，我们都曾驾驶它驰骋过。这台车总能给人满满的信心，哪怕在极速行驶或极端环境下，也能稳如磐石、从容不迫。

当然，我们也能接受测试过程中车辆可能受损的情况。这样的现实固然带来了压力，但恰恰是这份压力，成为了推动我们前行的动力。要打破0-400-0公里/小时这类直线加速赛的纪录，核心在于让赛车上的每一个部件都处于最佳备战状态。但古德伍德这类爬山赛，情况就大不一样了。路面崎岖不平，车厢逼仄狭小，每一个操作都容不得丝毫闪失，你在车内的乘坐体验与驾驶信心至关重要。古德伍德的纪录其实不在我们的计划之中——当时我们还在做调试，但直觉告诉我们应该放手一试。当速度飙升至如此地步，你不会觉得路边的景物在模糊，可风的呼啸会慢慢化作一片白噪音，几乎将发动机的轰鸣彻底掩盖。这辆车对每一项操作的响应都愈发敏锐，却完全不会让人产生畏惧感。更像是飞行。这是一种奇特的自由。





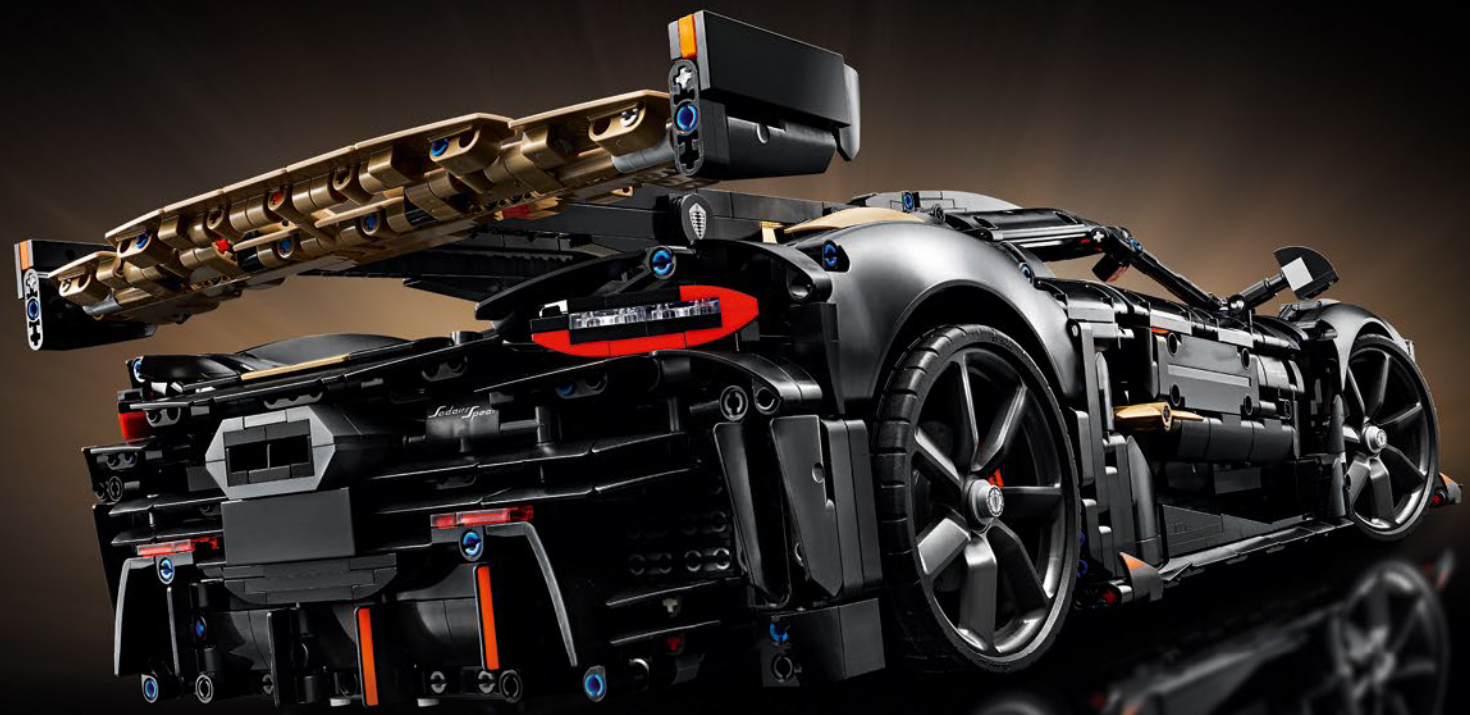


Keno Zache

请告诉我们你的想法……

我们一直在努力改进我们设计的乐高®机械组套装，所以非常希望听到你的宝贵意见。你觉得模型本身怎么样？ 拼搭过程如何？ 一切都符合你的预期吗？

完成简短的反馈调查，即可自动进入抽奖环节，赢取乐高奖品。



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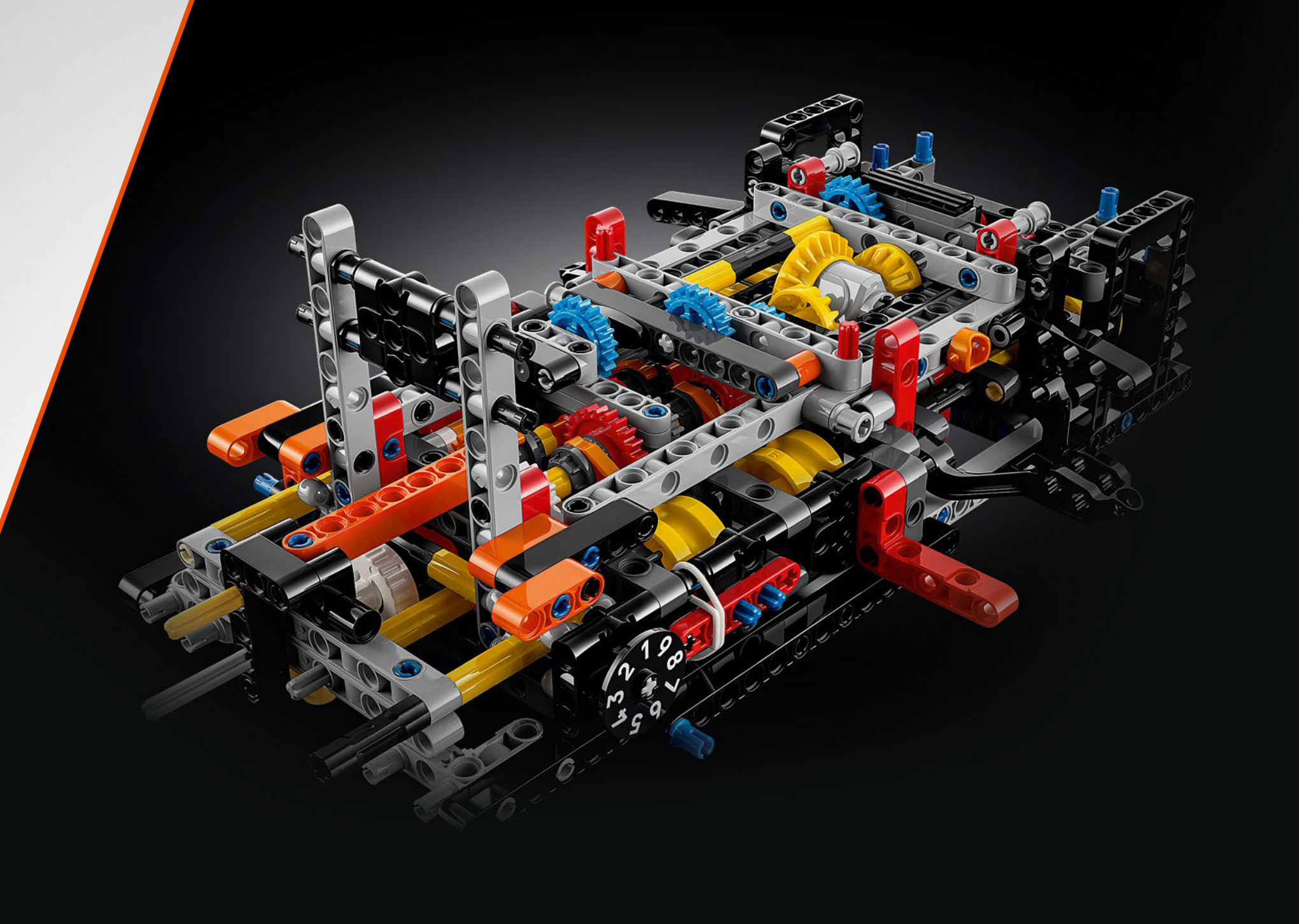
BOX

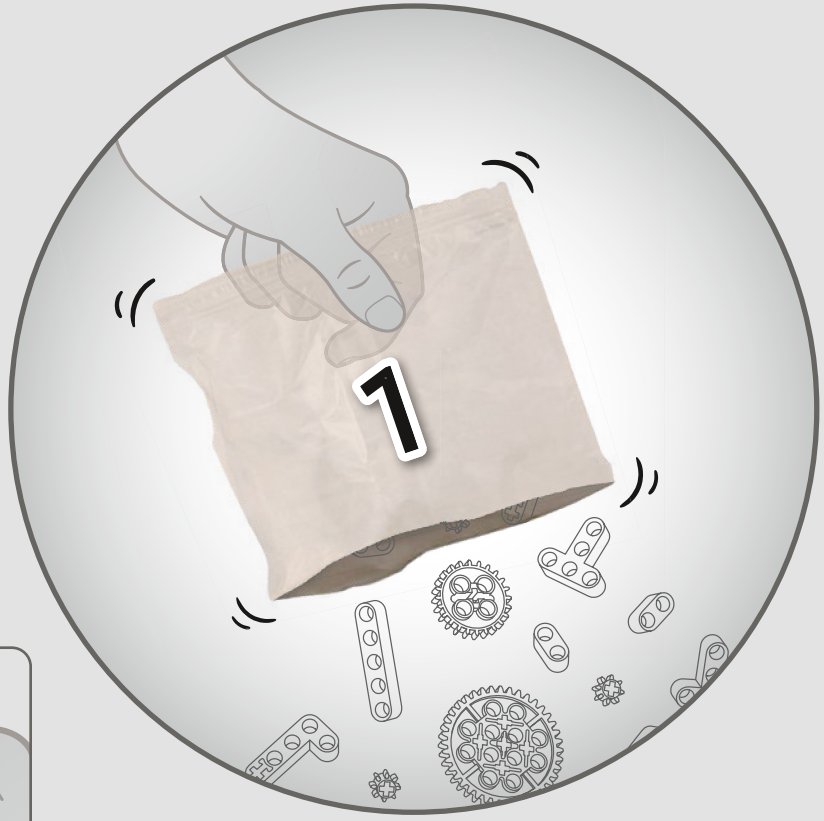
1 2 3



9速变速箱

这款车具备9个前进档位，同时支持空档（自由滑行状态）和倒档（单一倒车速度）的切换功能。前进/空挡/倒挡选择器和换挡拨片将与变速器实现连接。车门开启时，驾驶员座椅后方的旋转圆盘便会映入眼帘，圆盘上标注着1至9的数字，代表着当前的档位状态。

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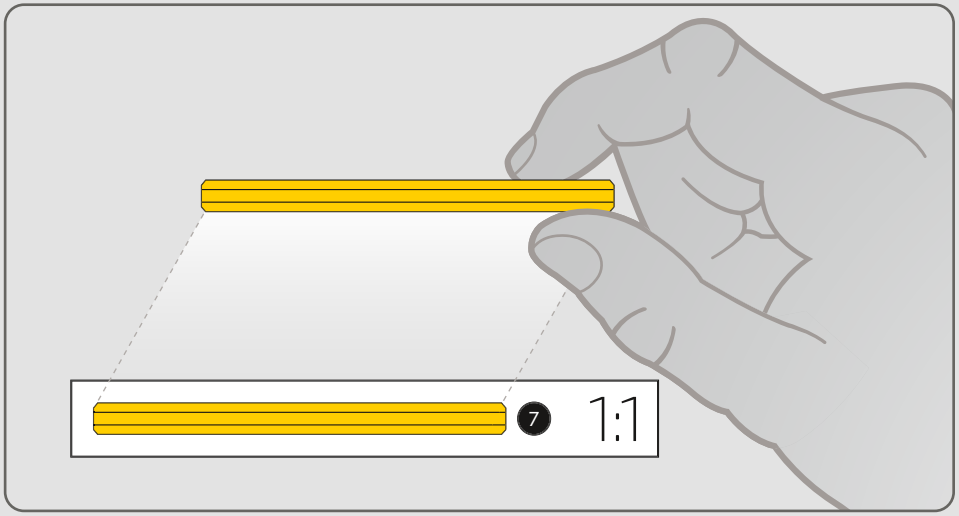
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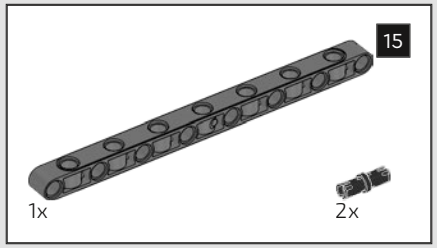

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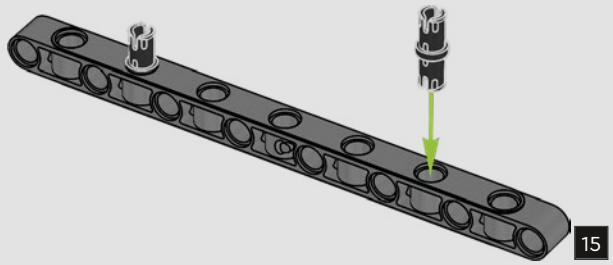

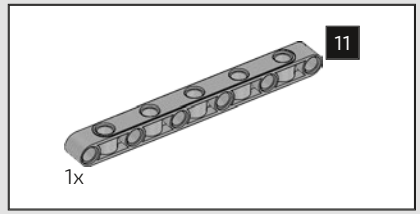

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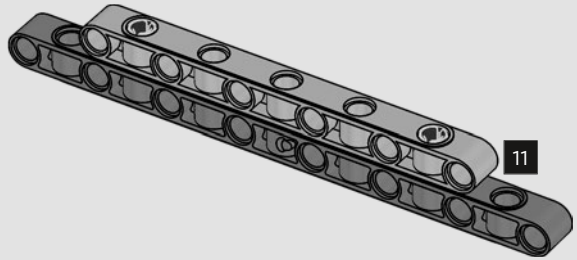

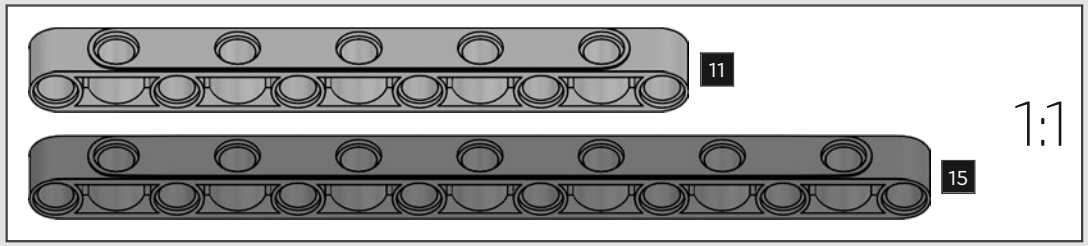

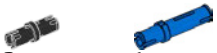

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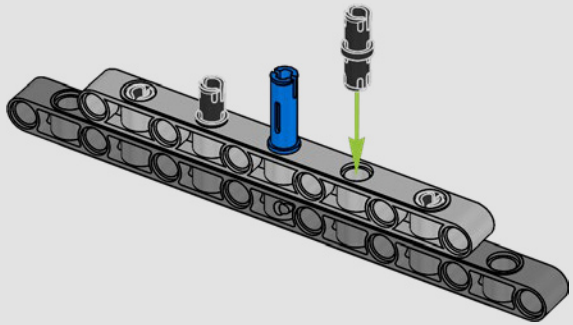

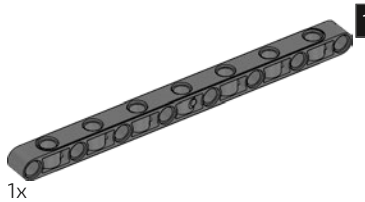

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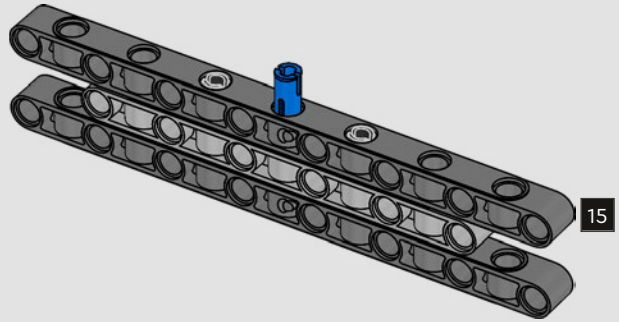

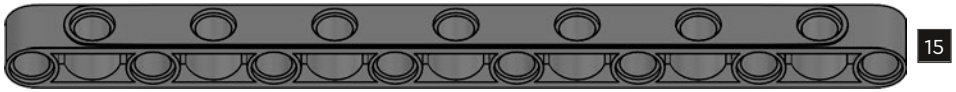



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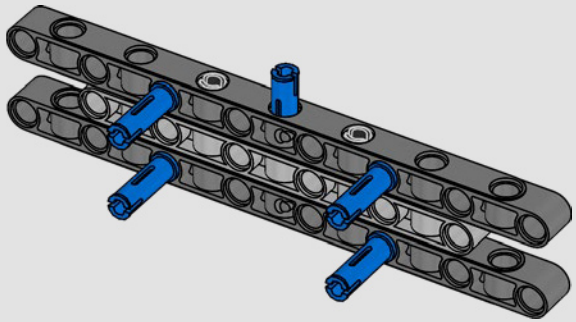



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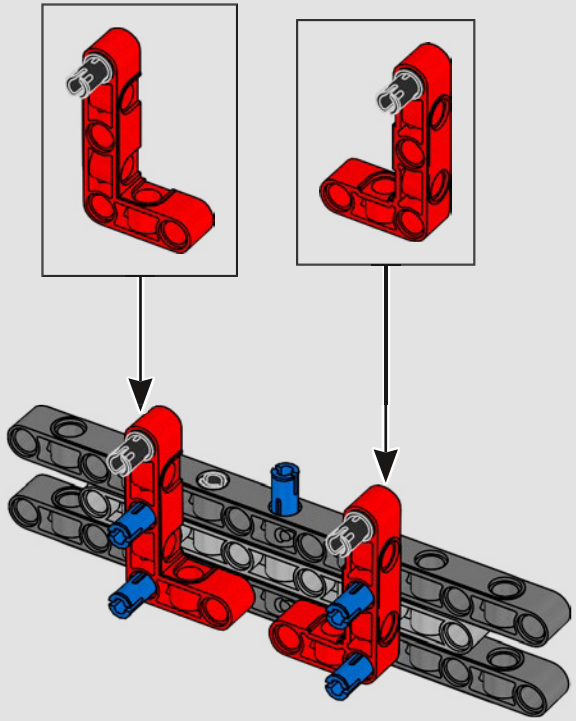

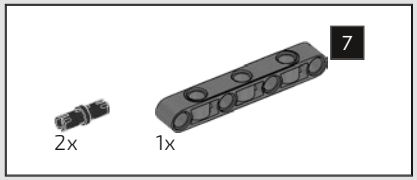

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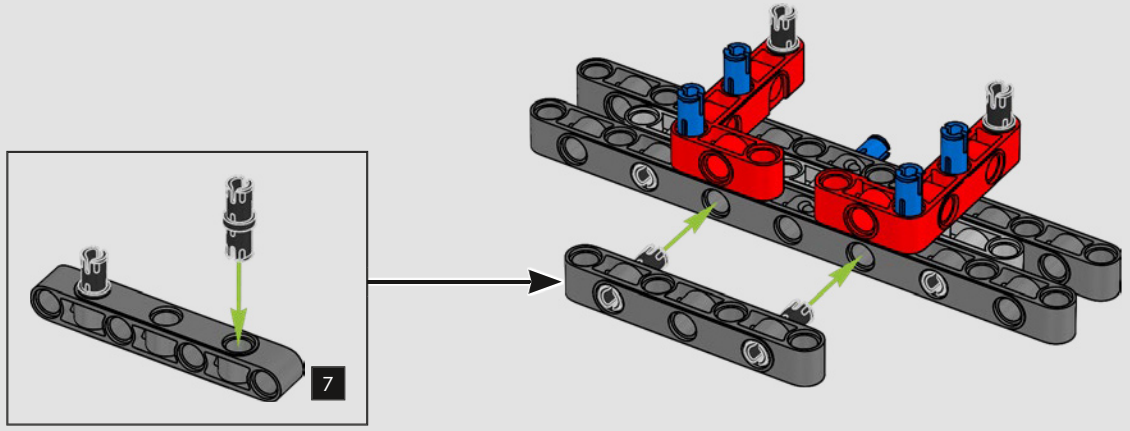

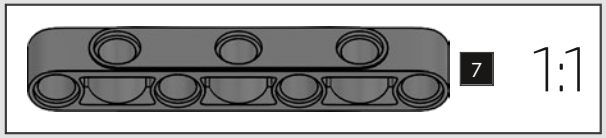

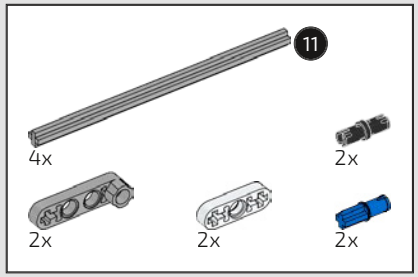

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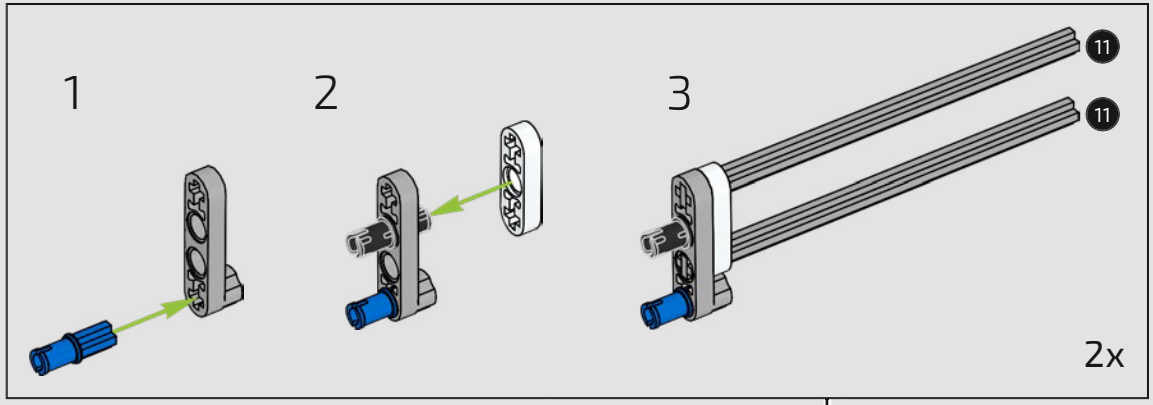

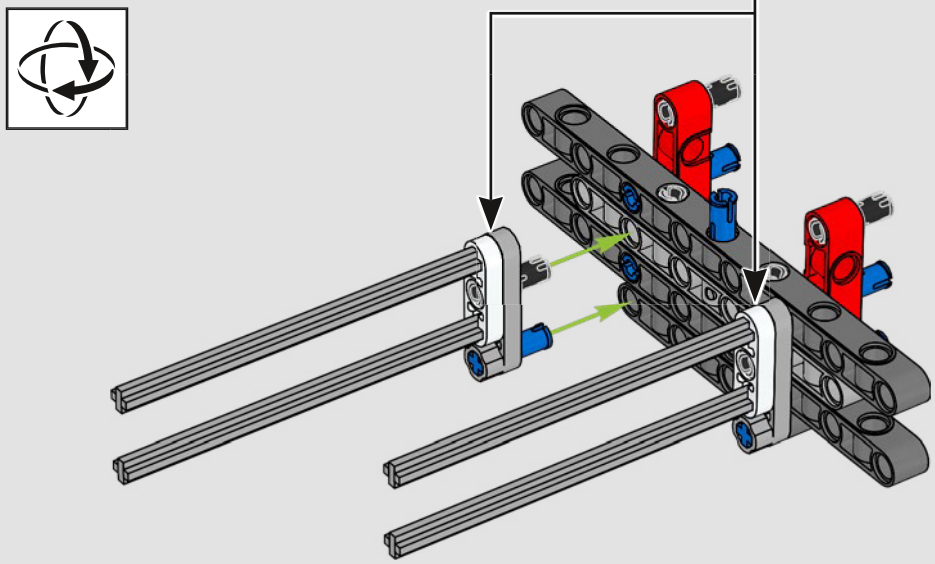

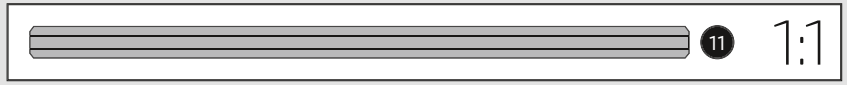

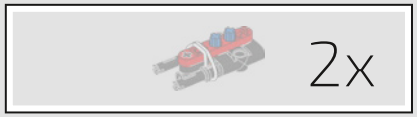

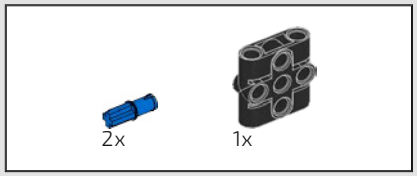

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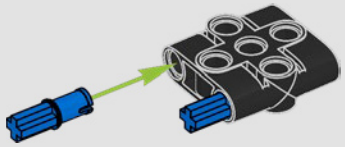

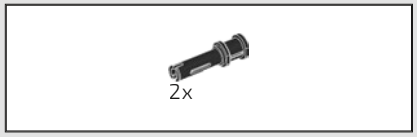

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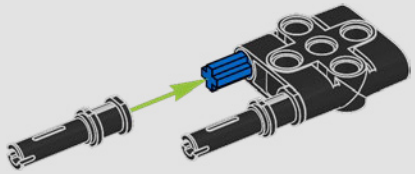

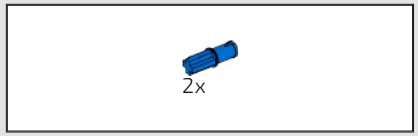

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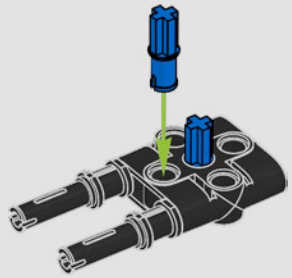

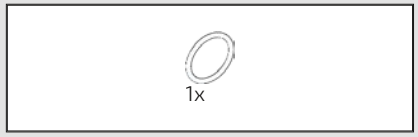

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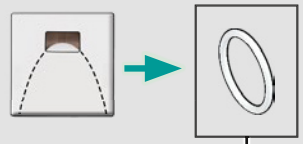

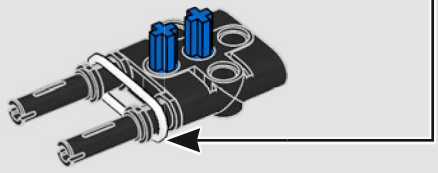

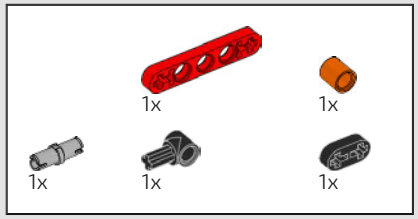

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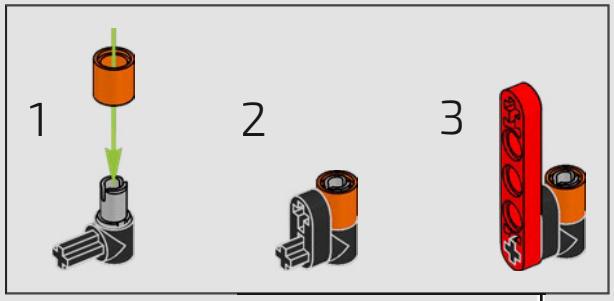

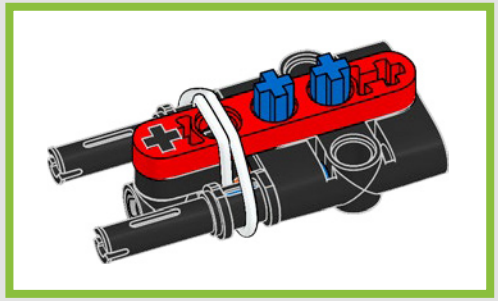

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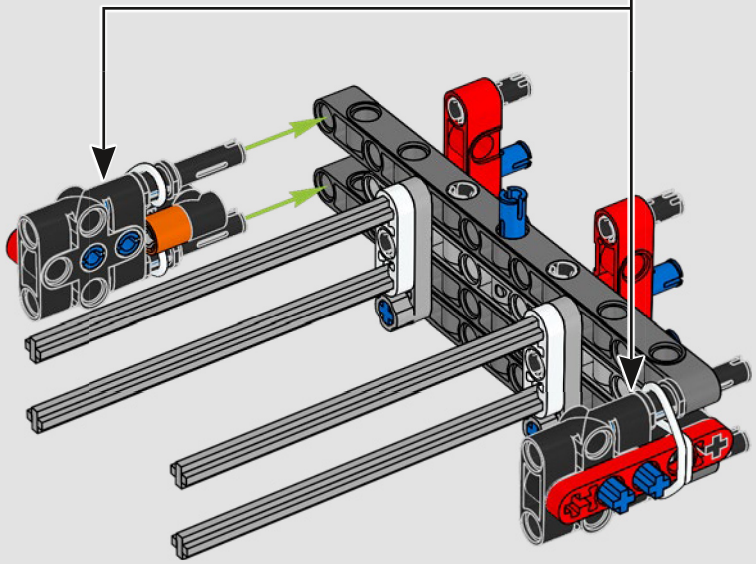

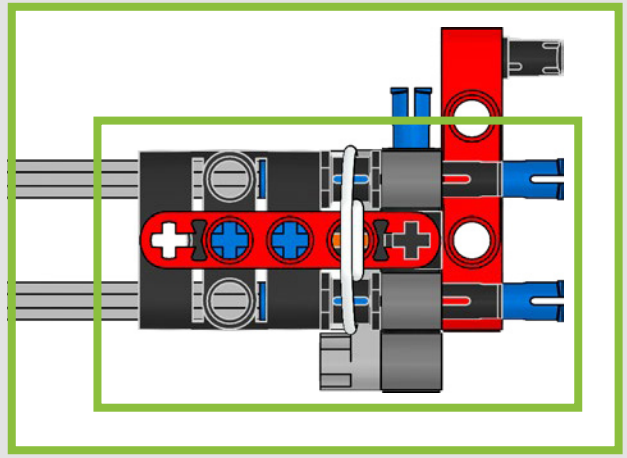

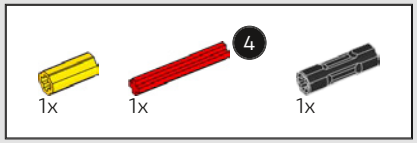

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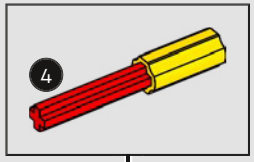

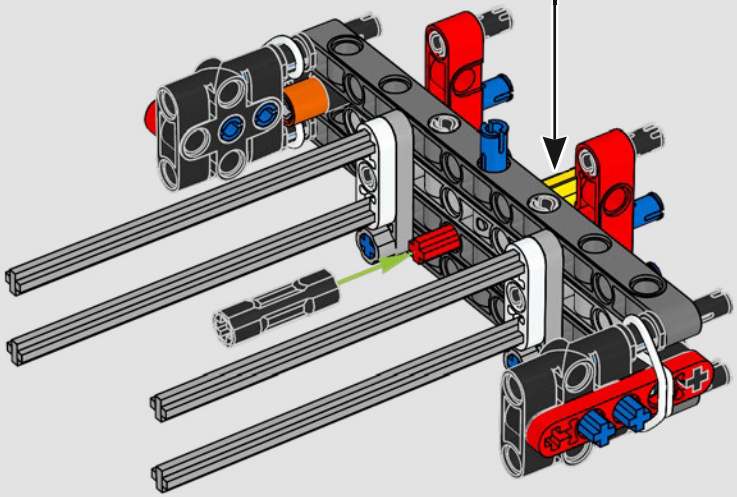

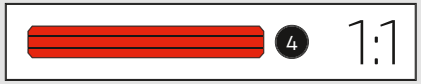

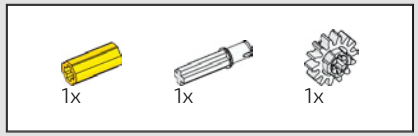

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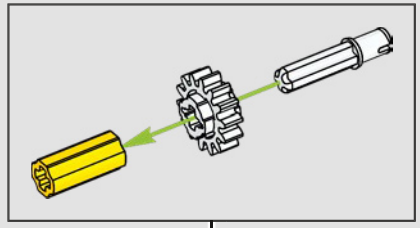

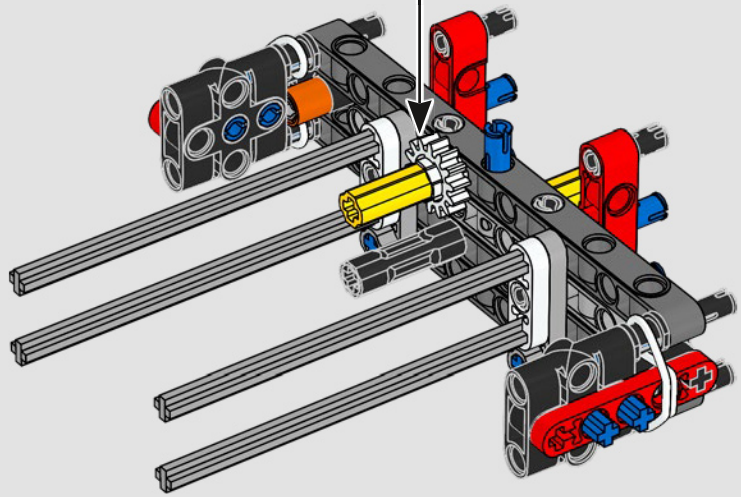

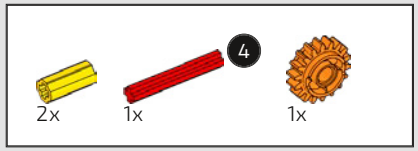

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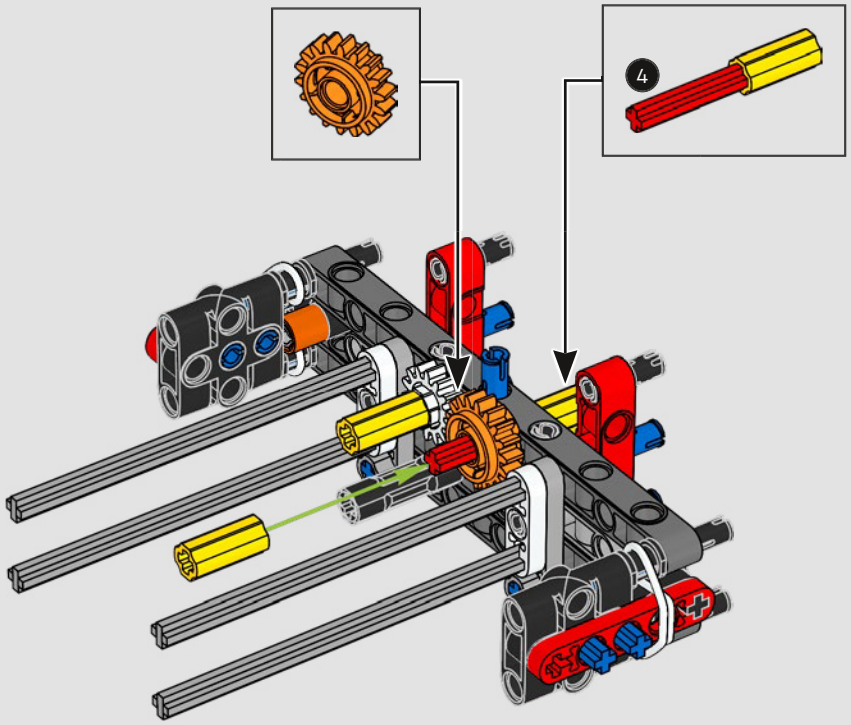

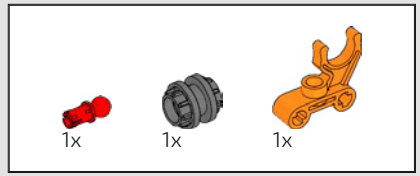

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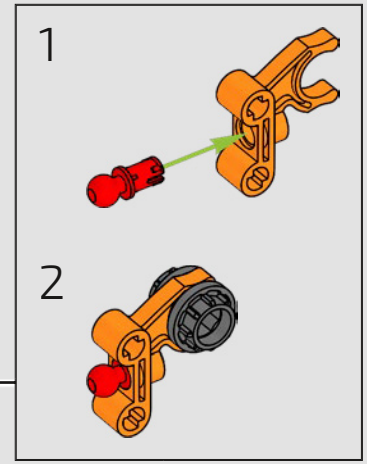

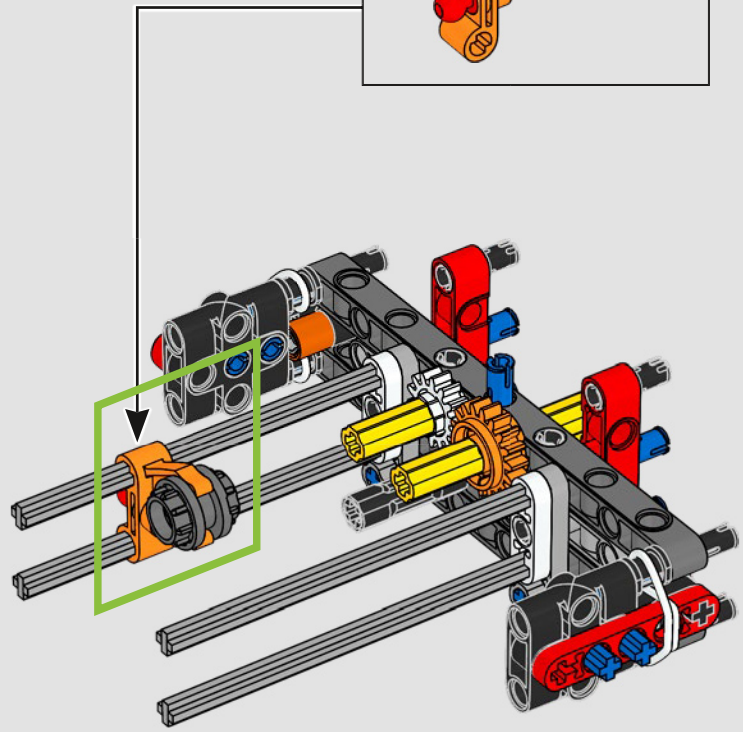



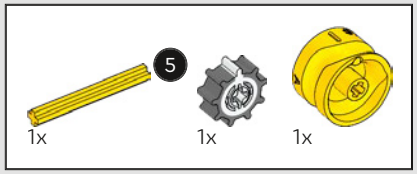

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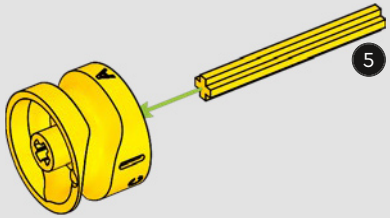

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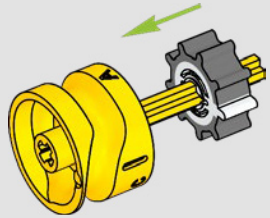

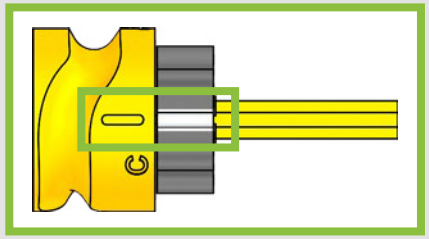

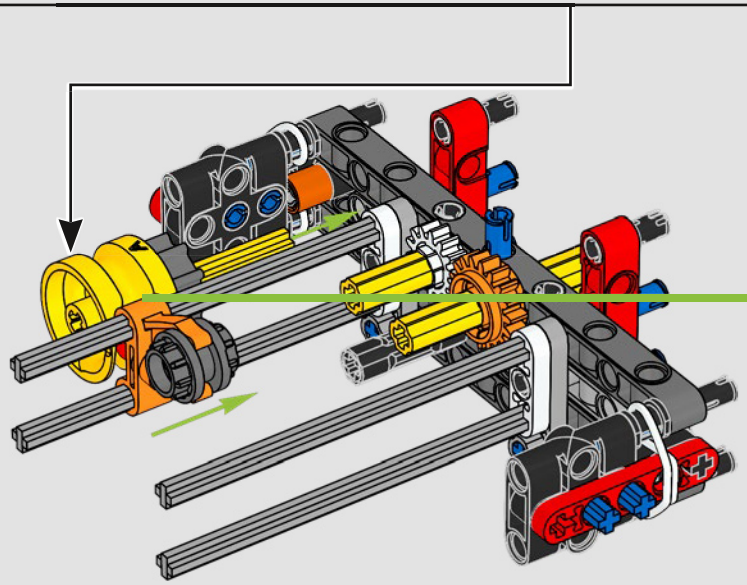

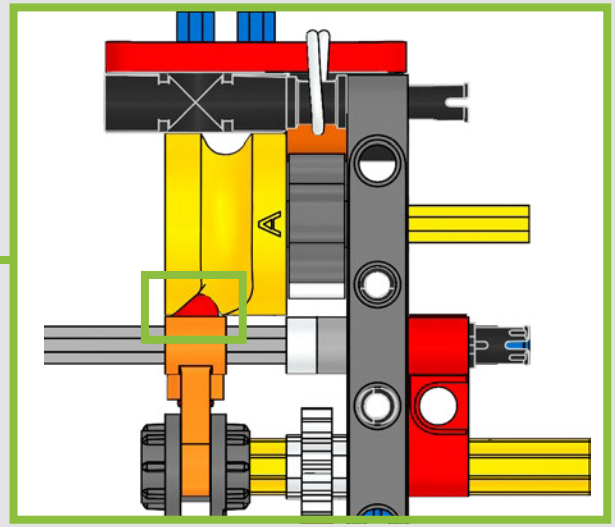



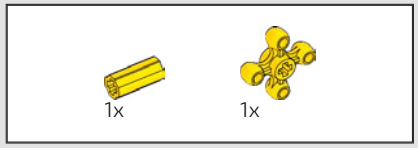

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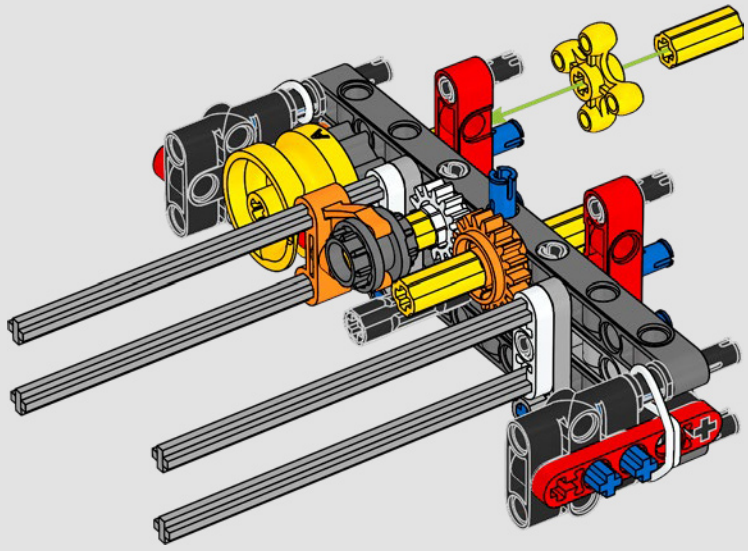

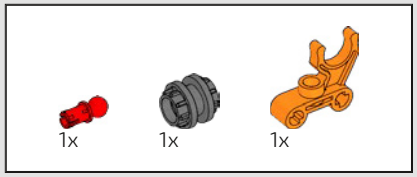

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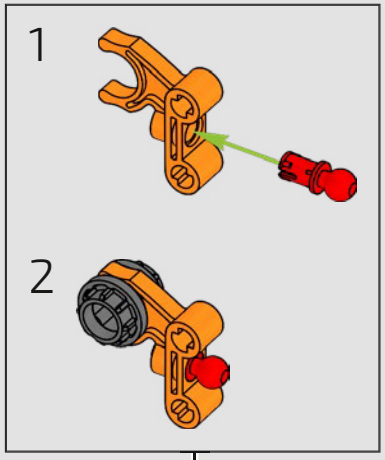

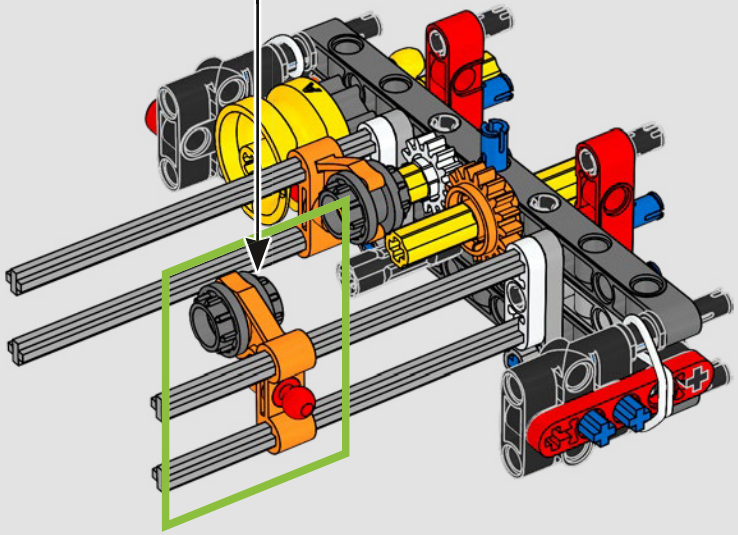



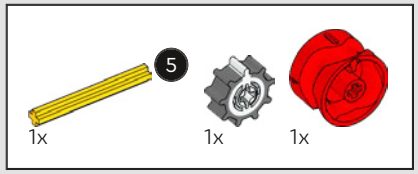

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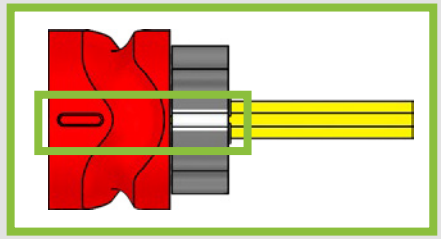

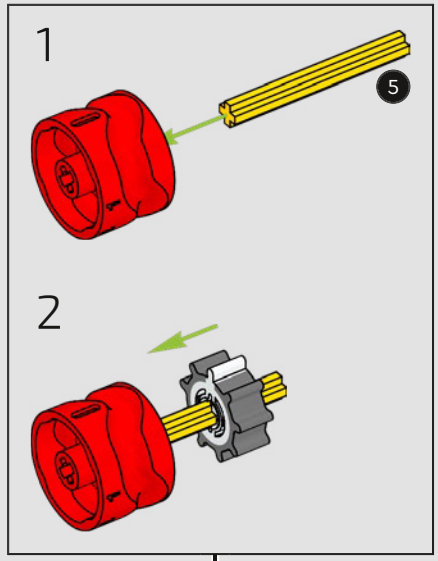

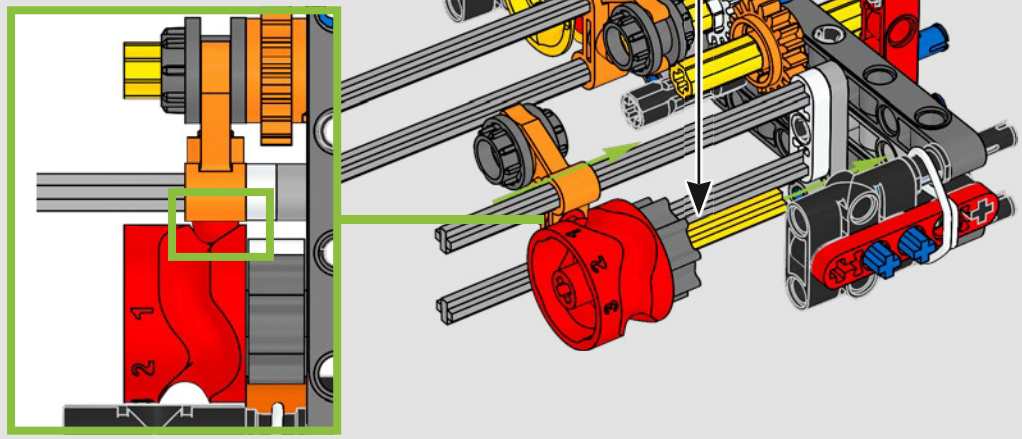

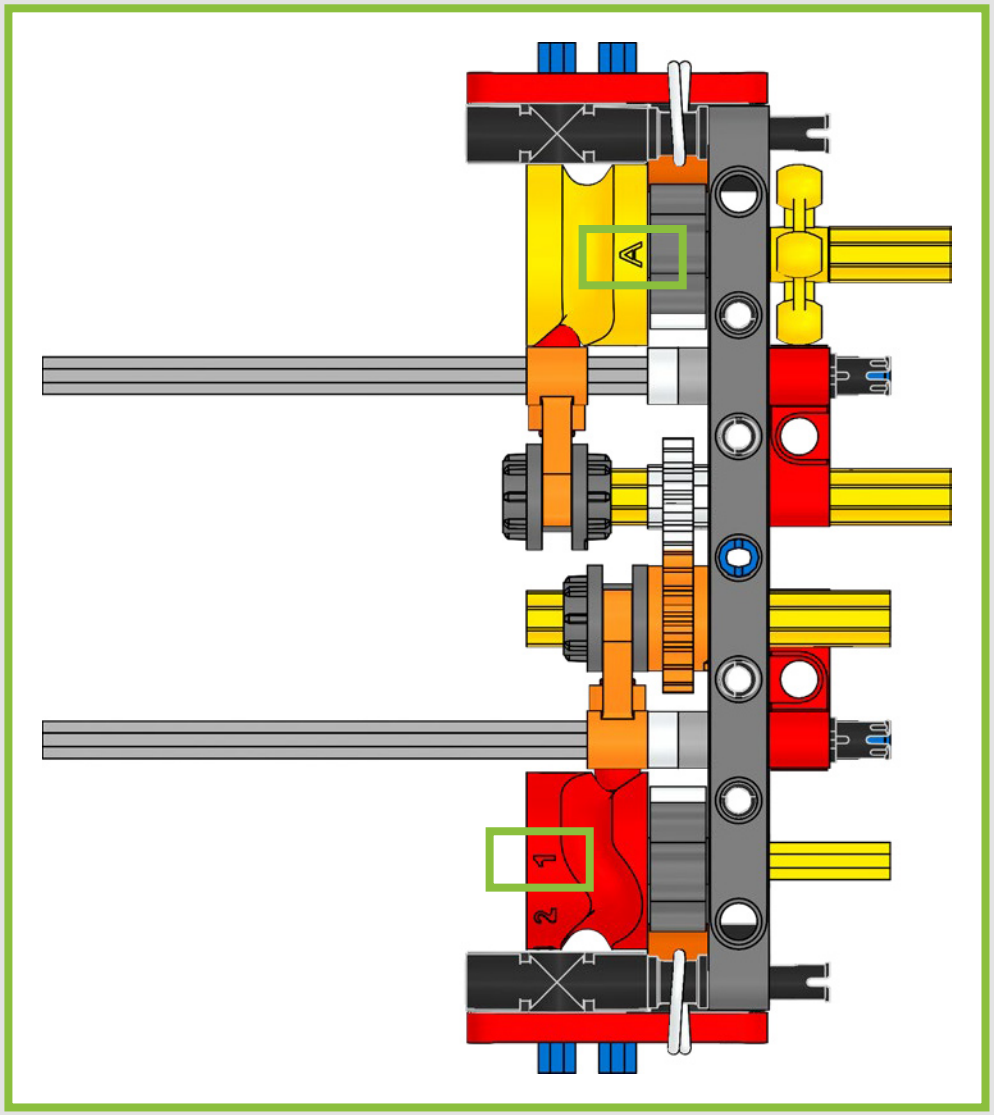
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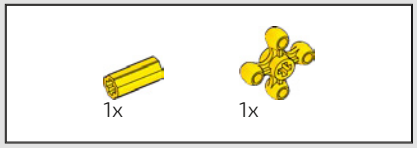

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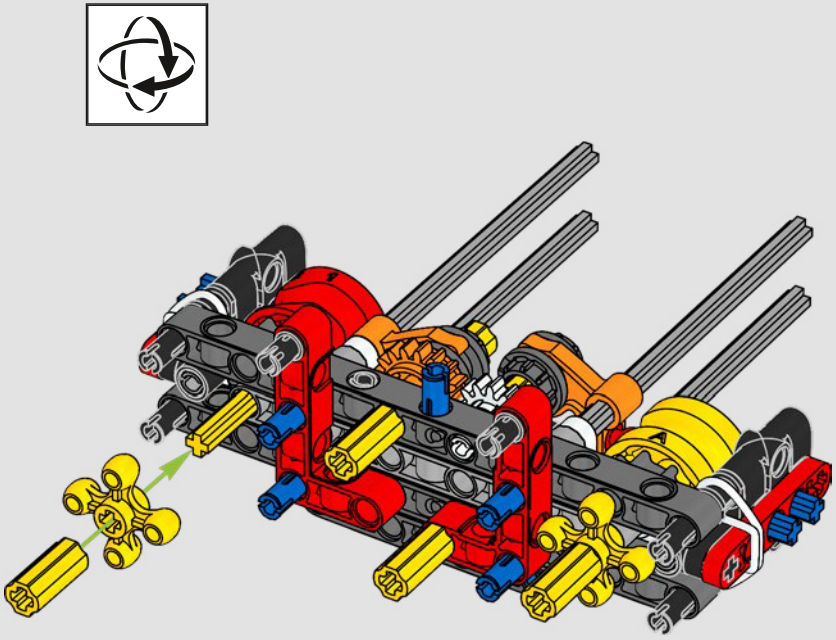

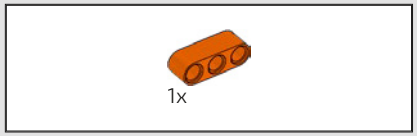

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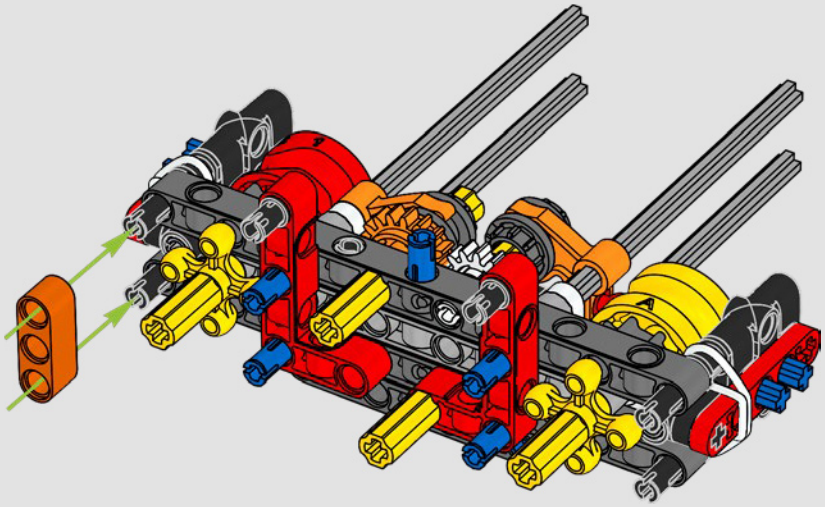

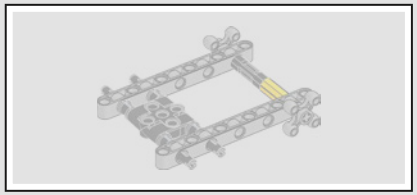

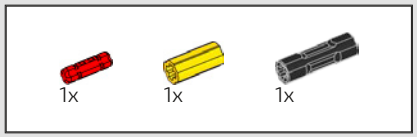

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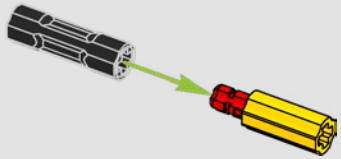

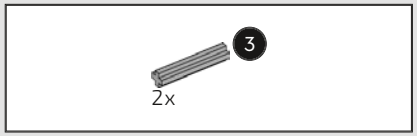

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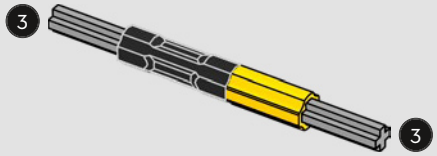

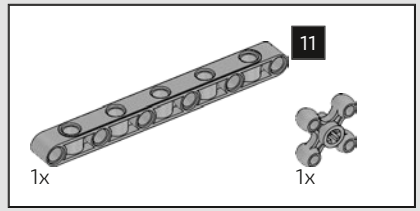

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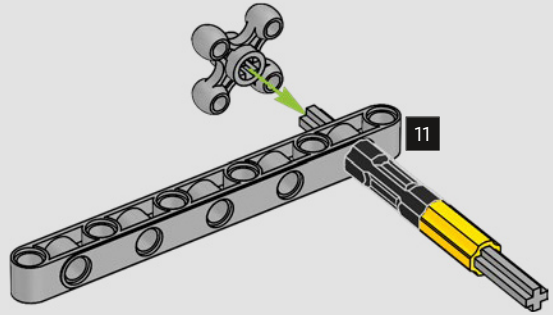

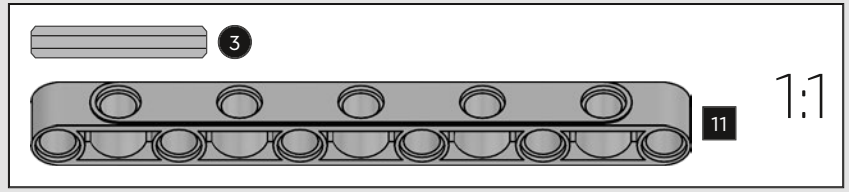

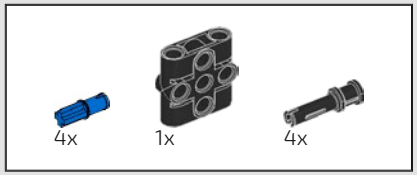

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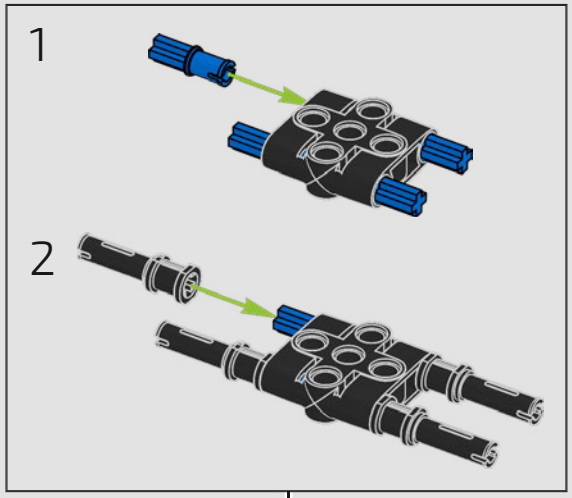

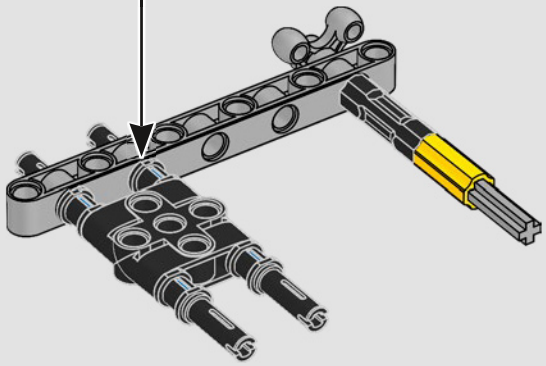

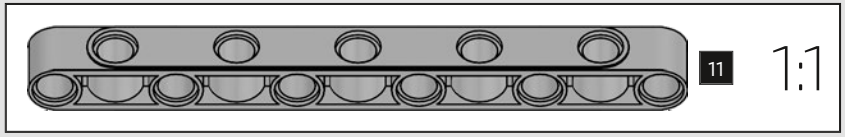

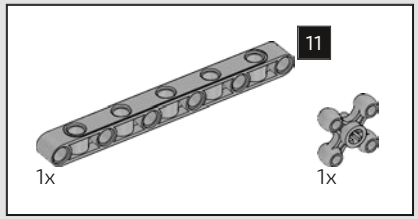

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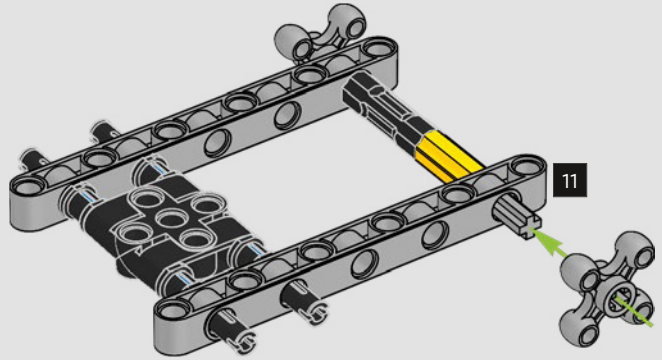

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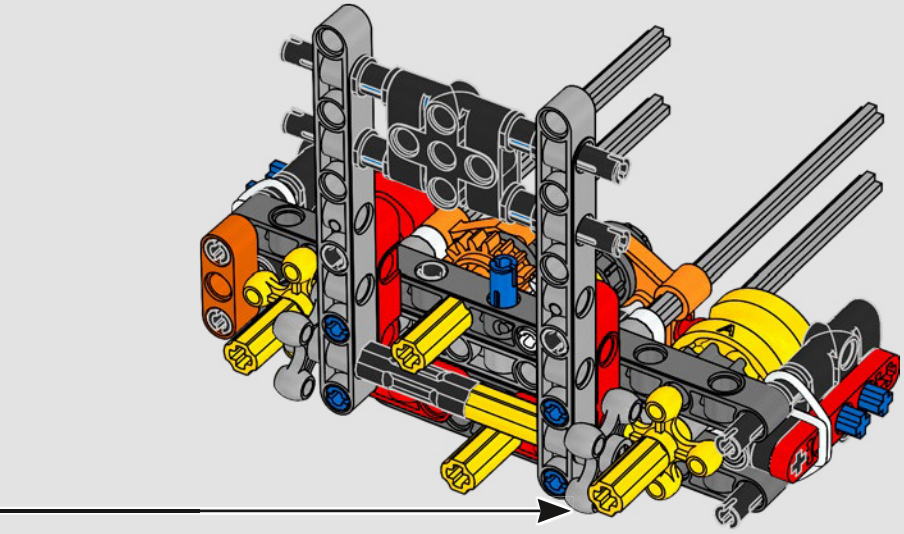

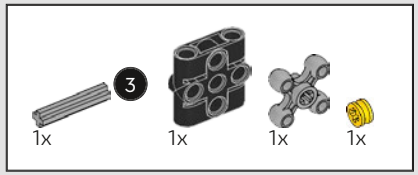

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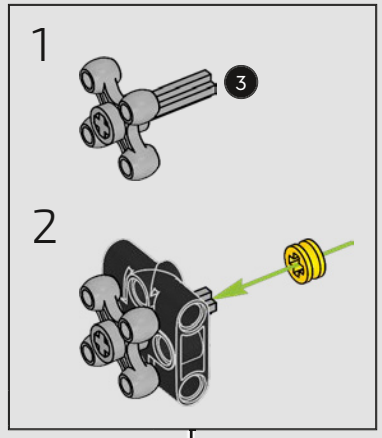

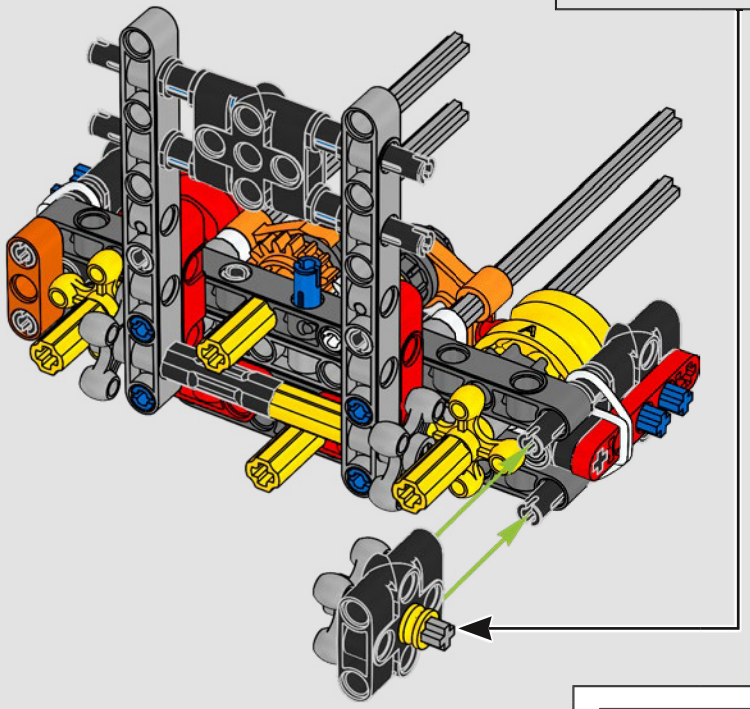

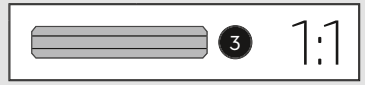

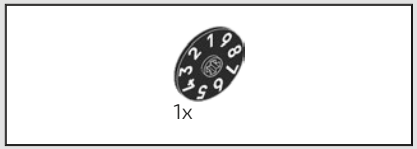

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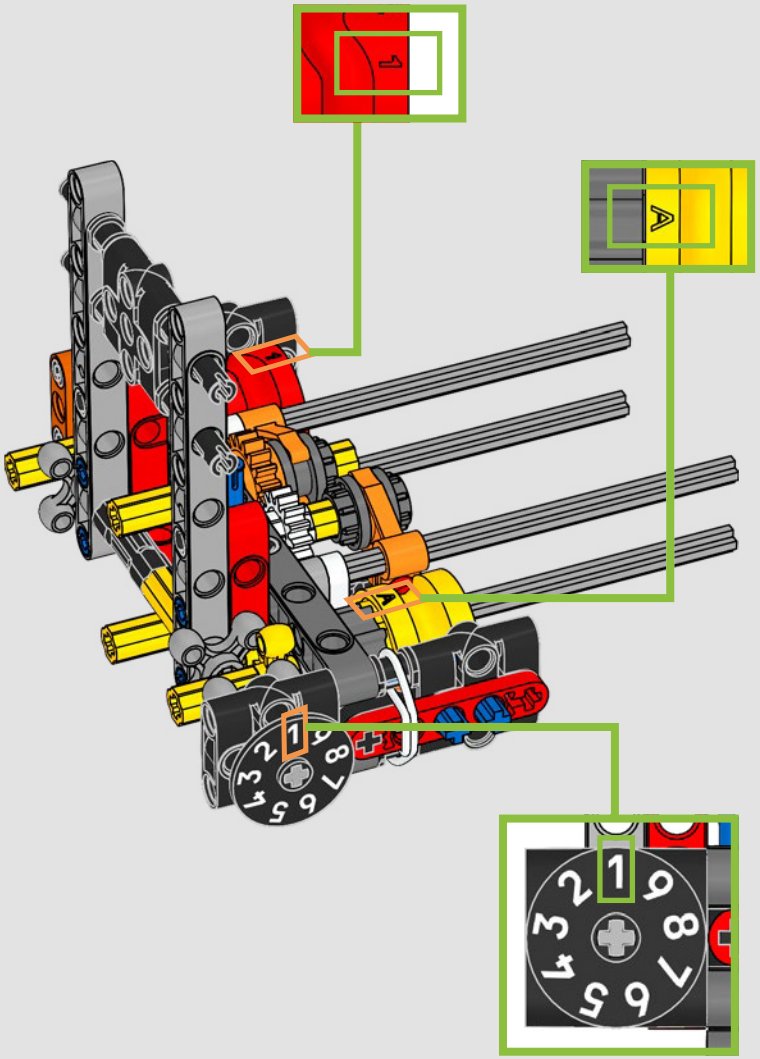

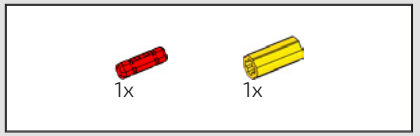

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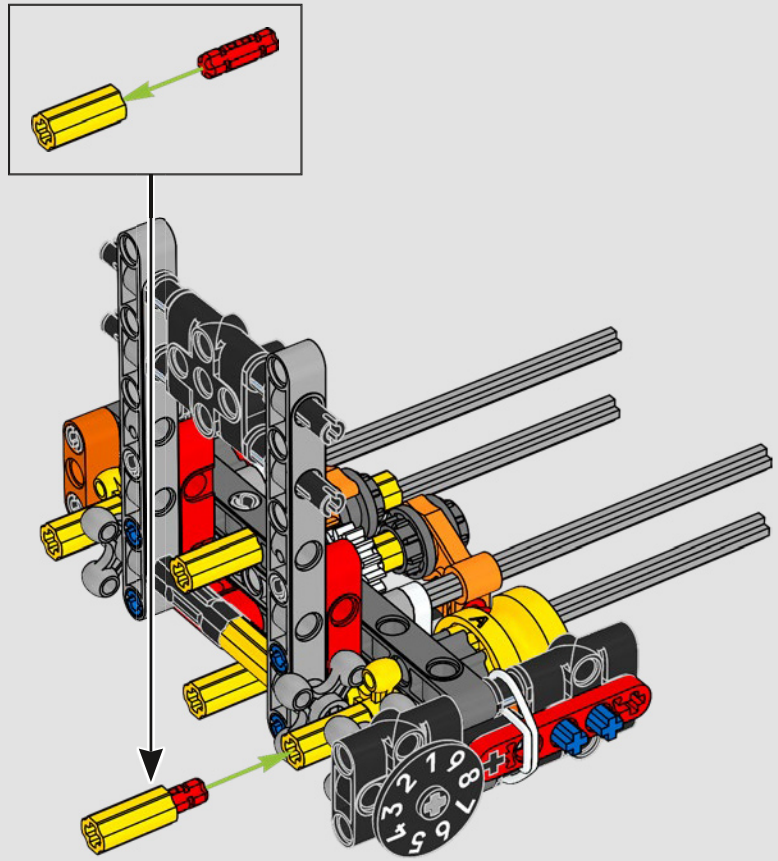

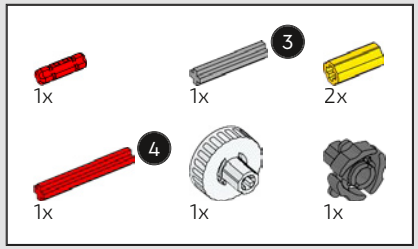

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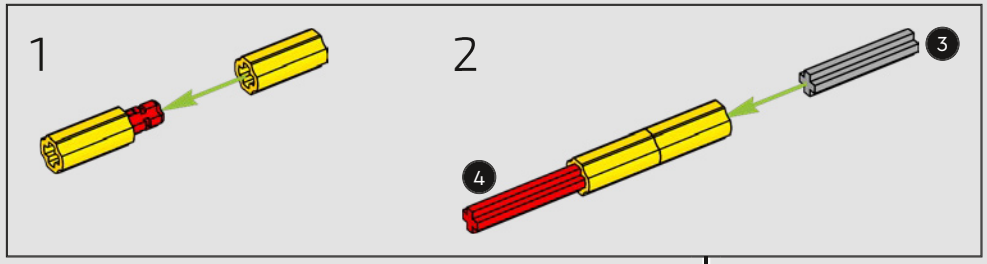

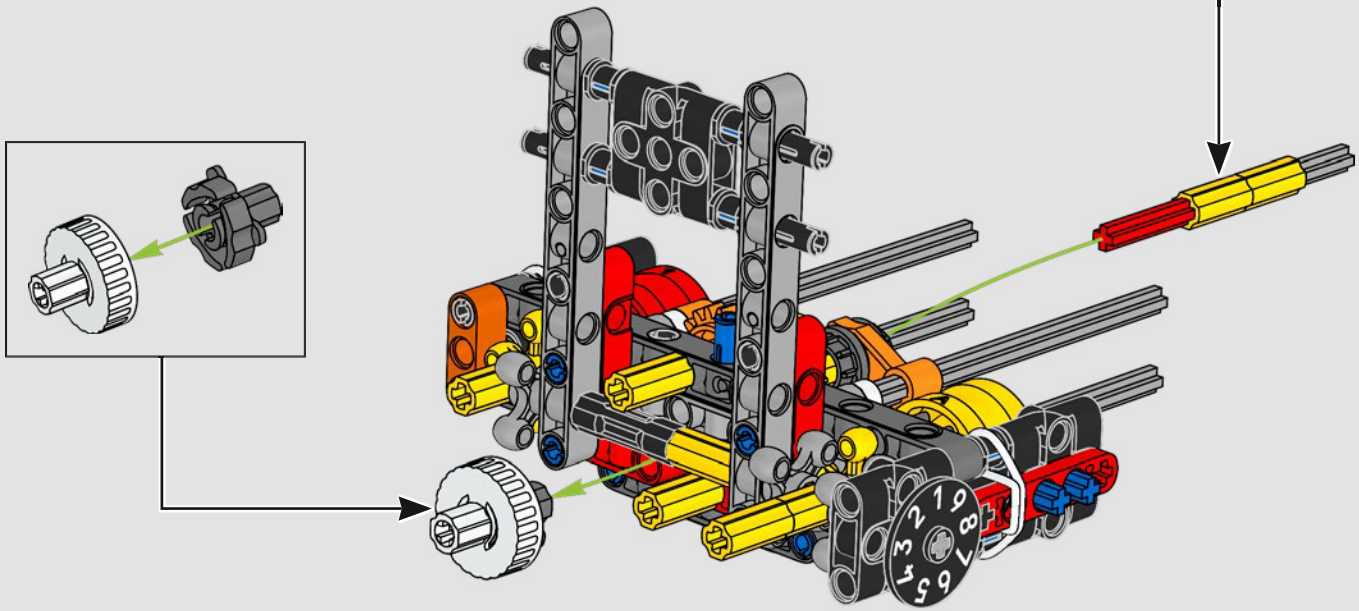

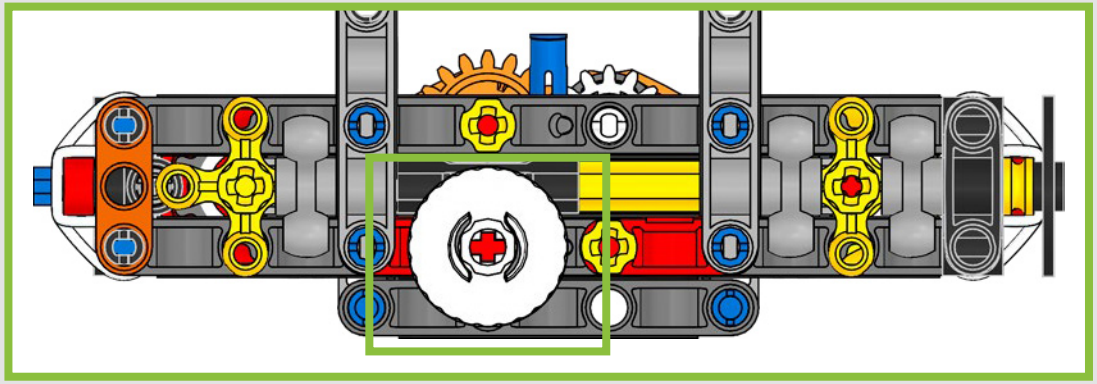

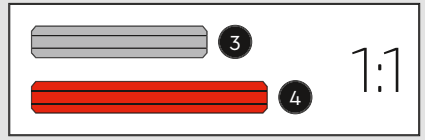

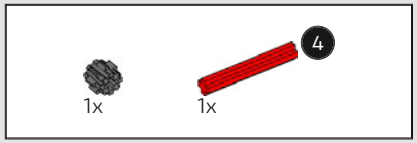

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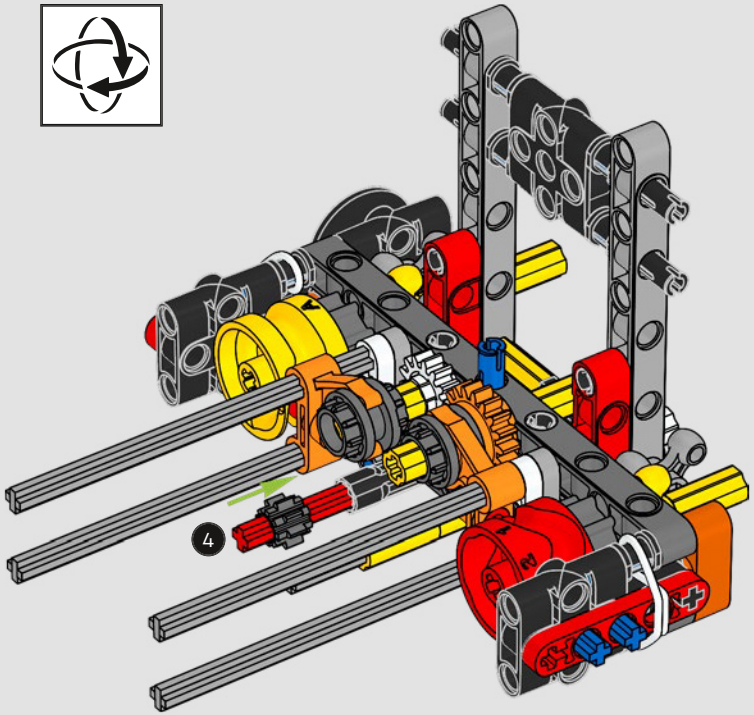

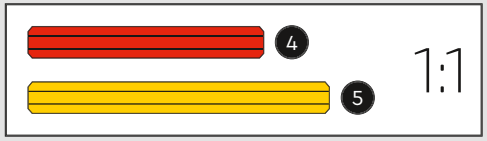

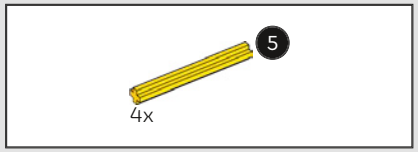

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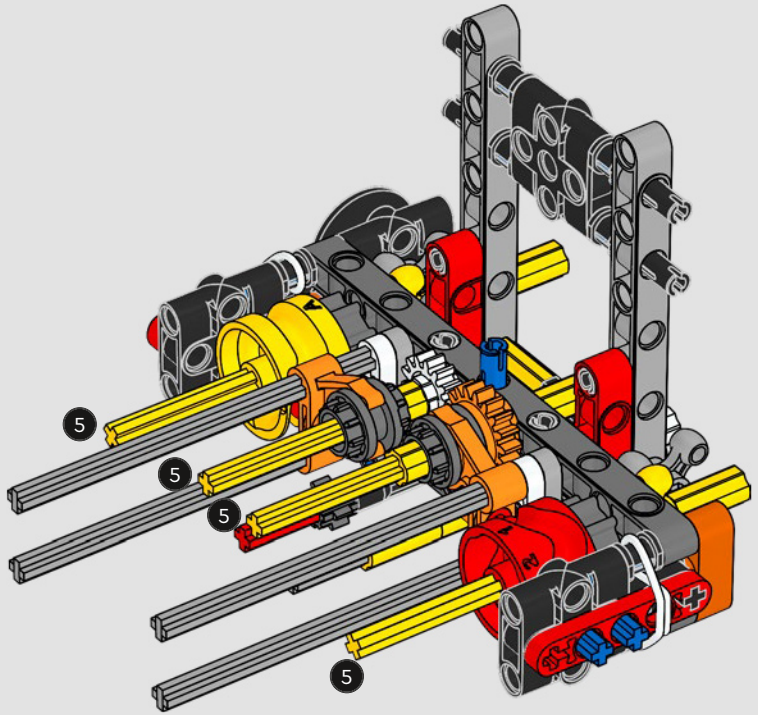

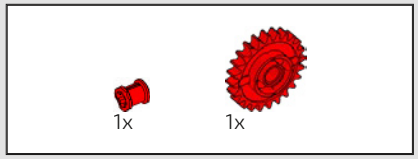

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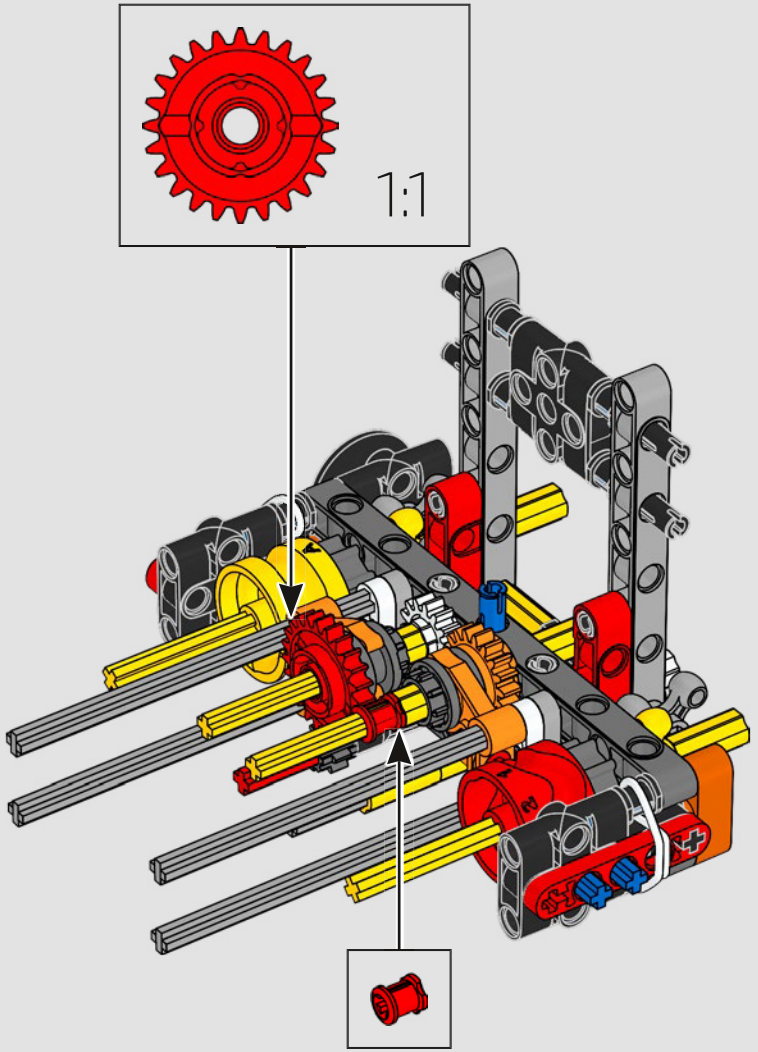

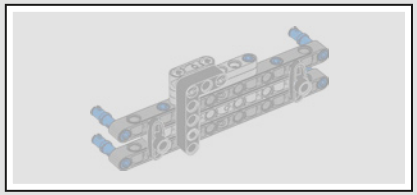

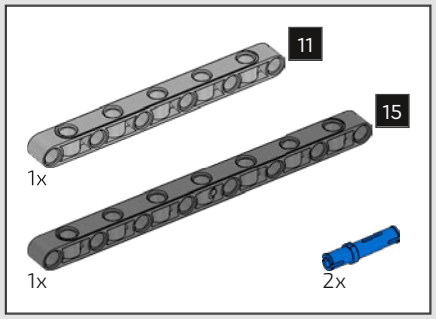

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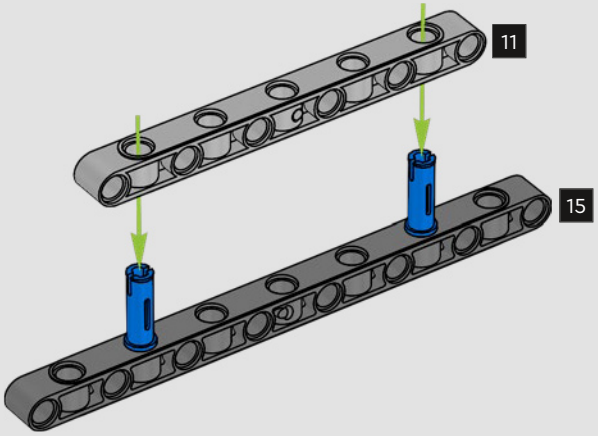

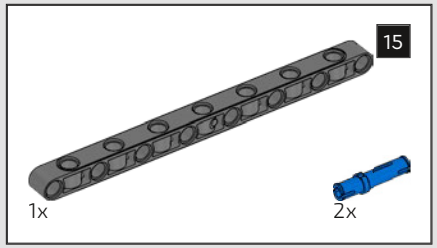

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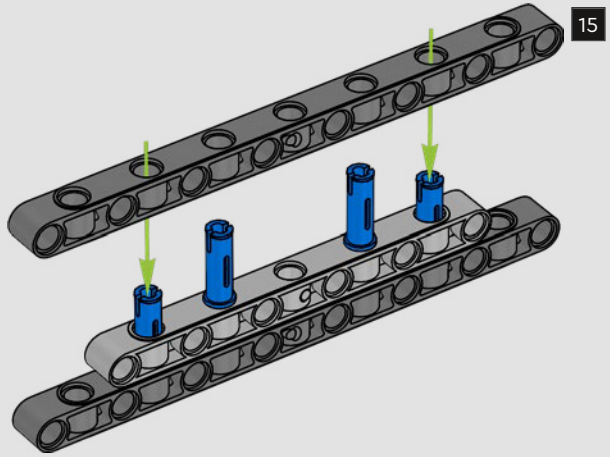

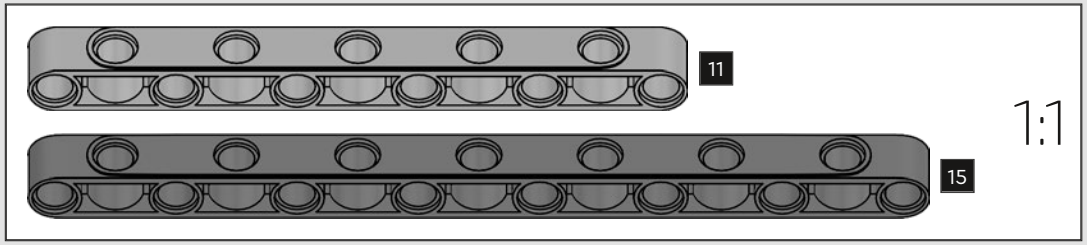



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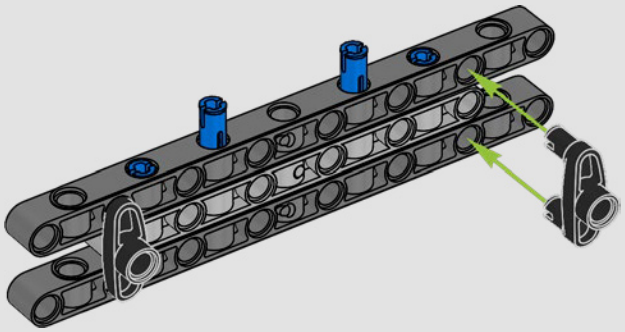

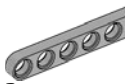



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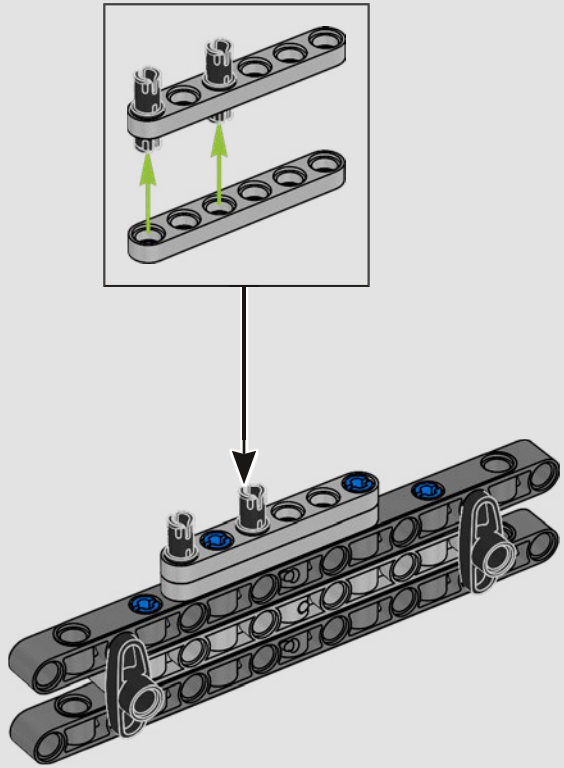



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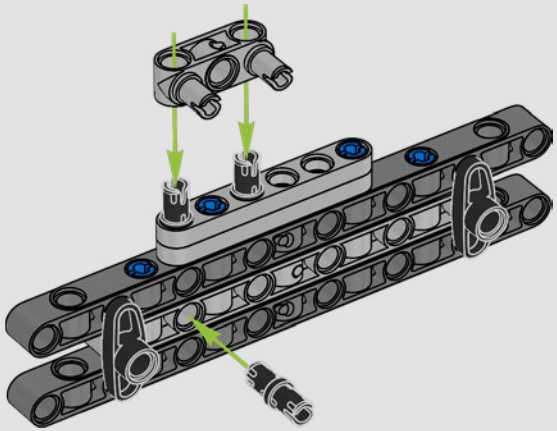



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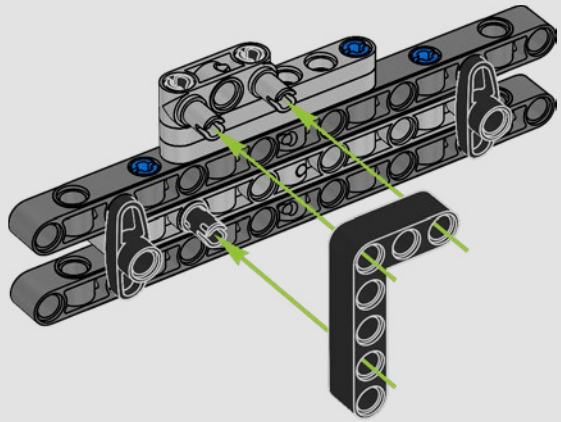



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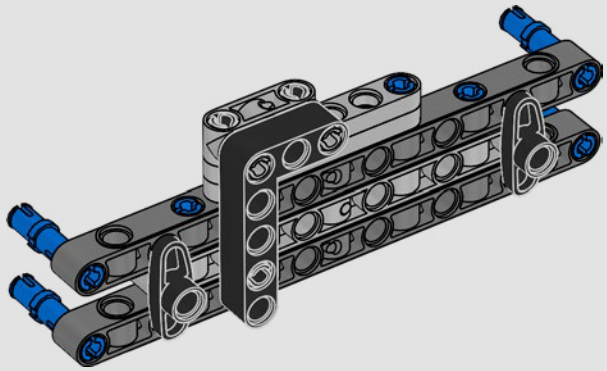

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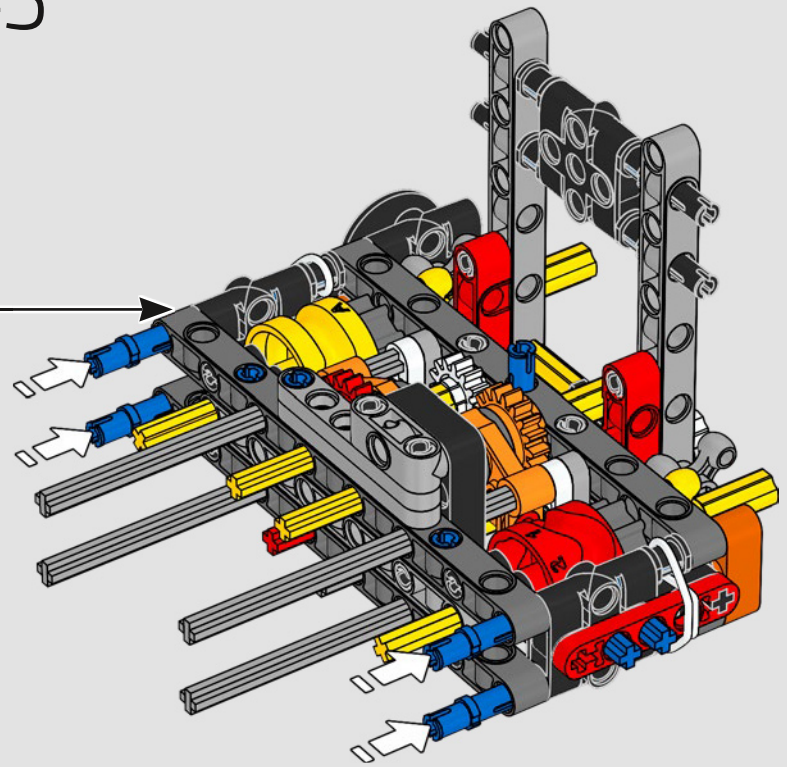

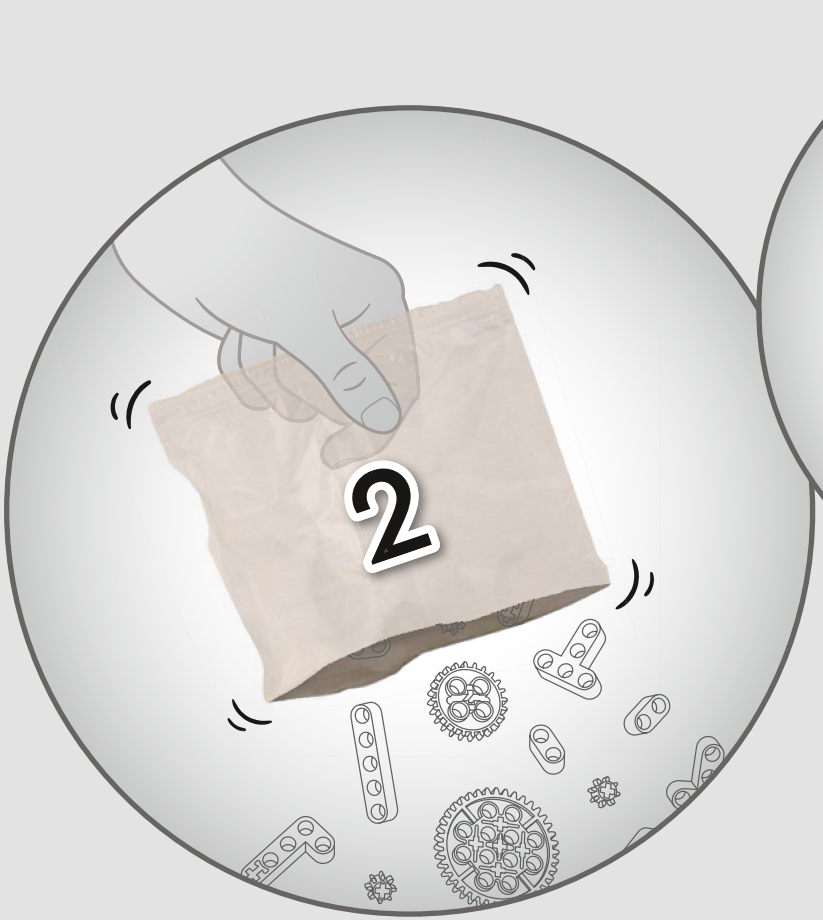
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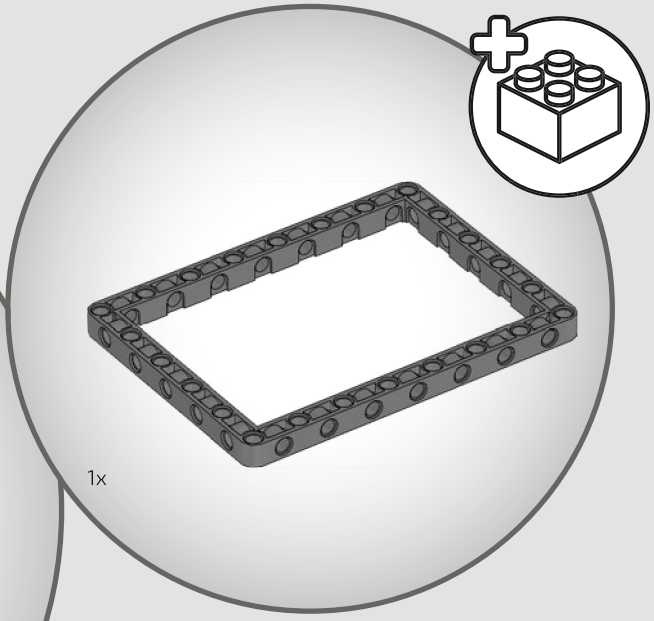
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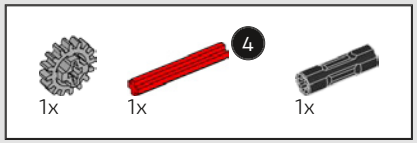

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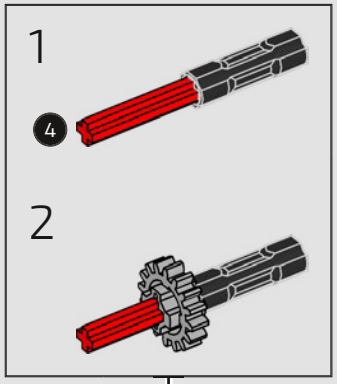

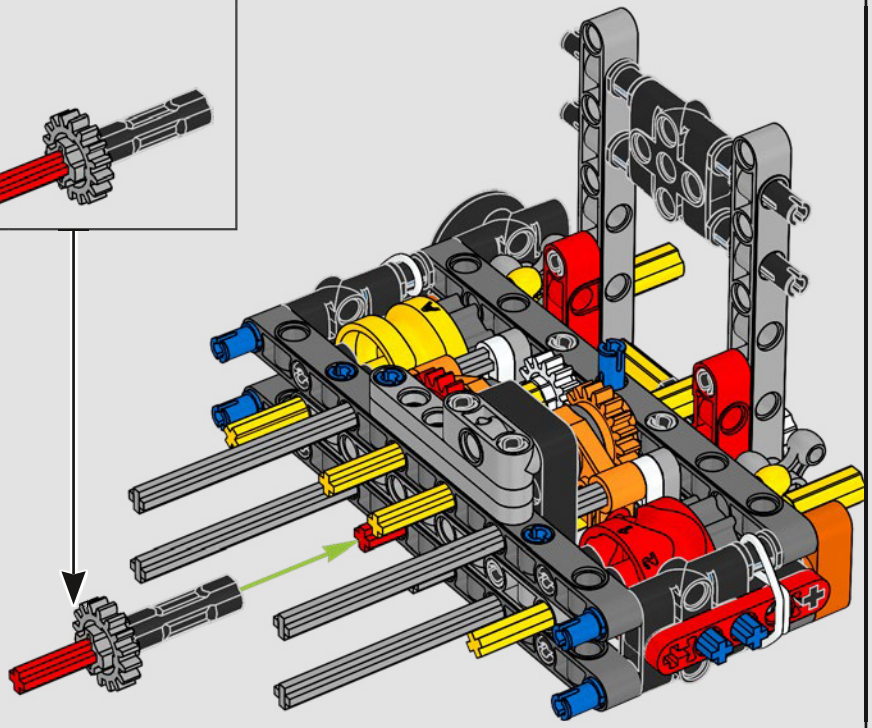

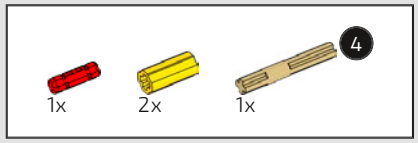

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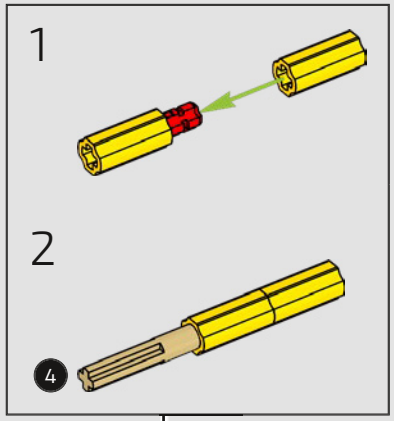

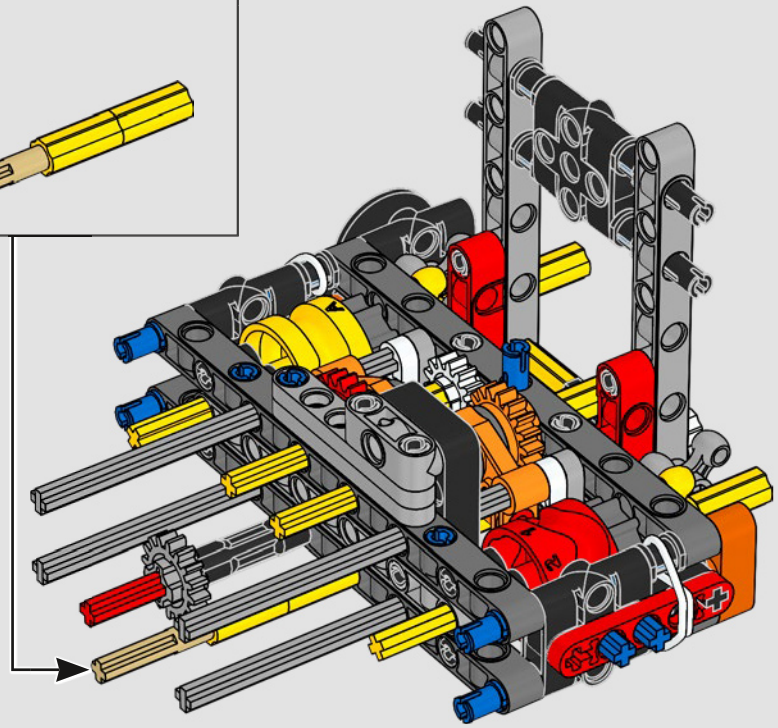

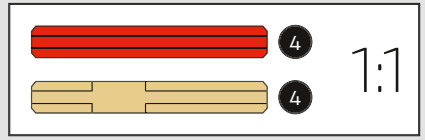

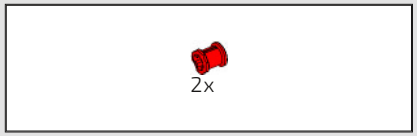

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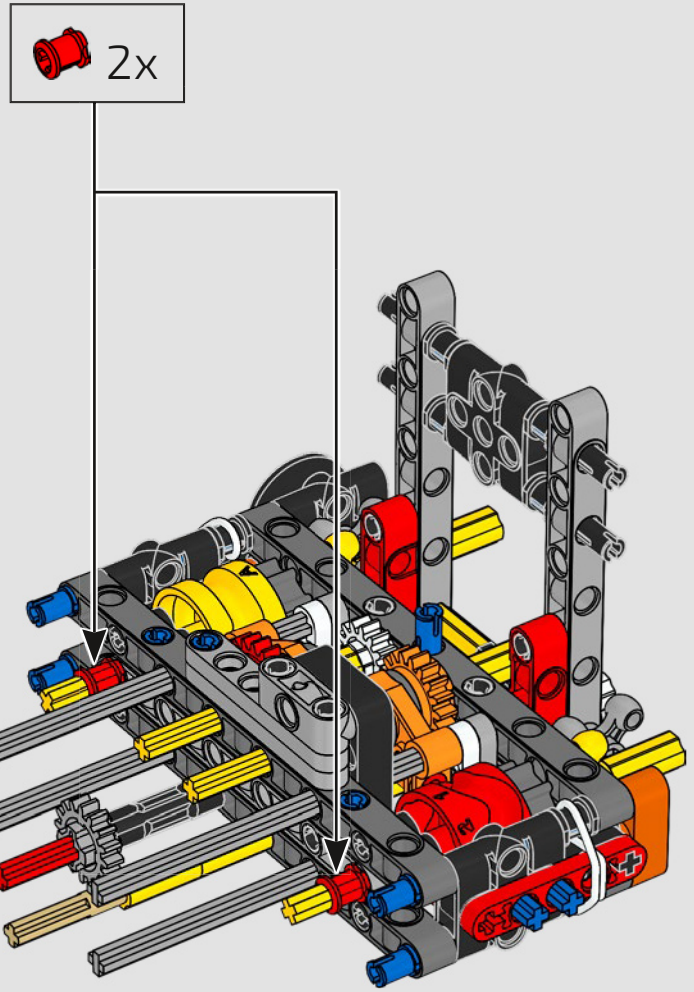

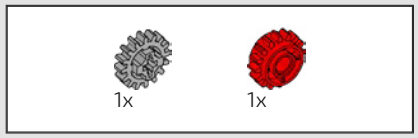

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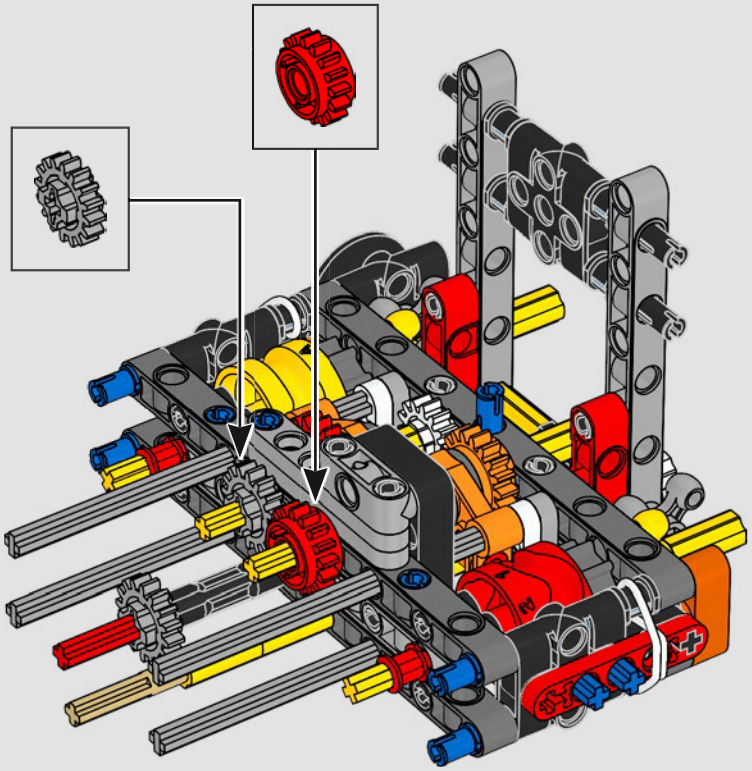

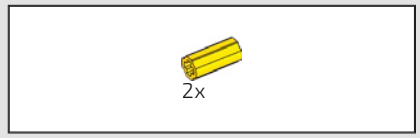

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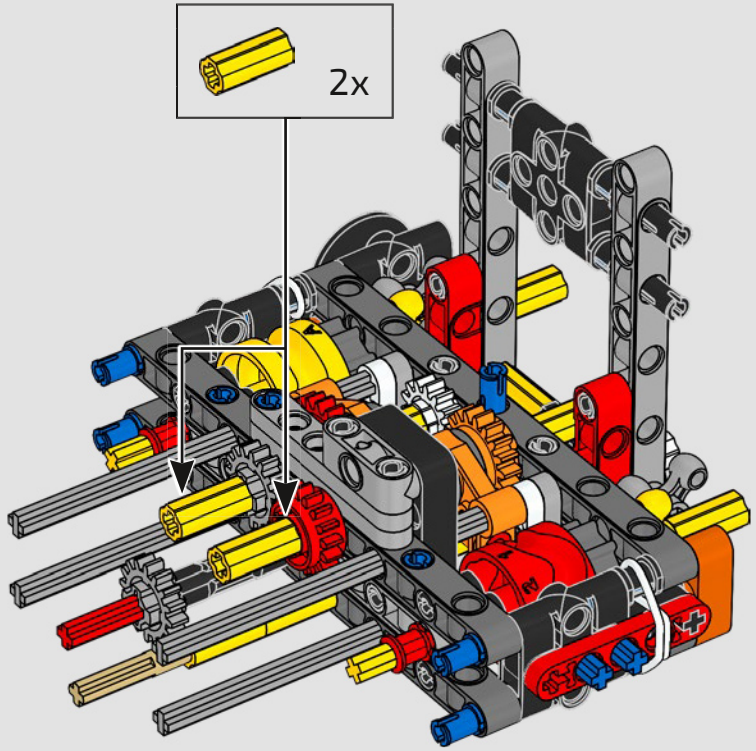

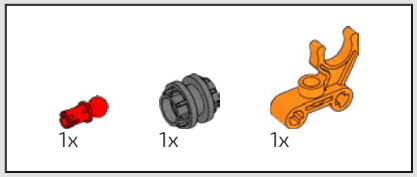

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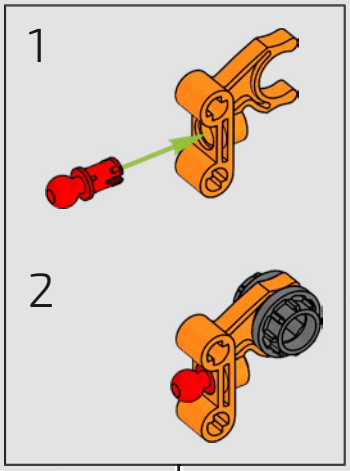

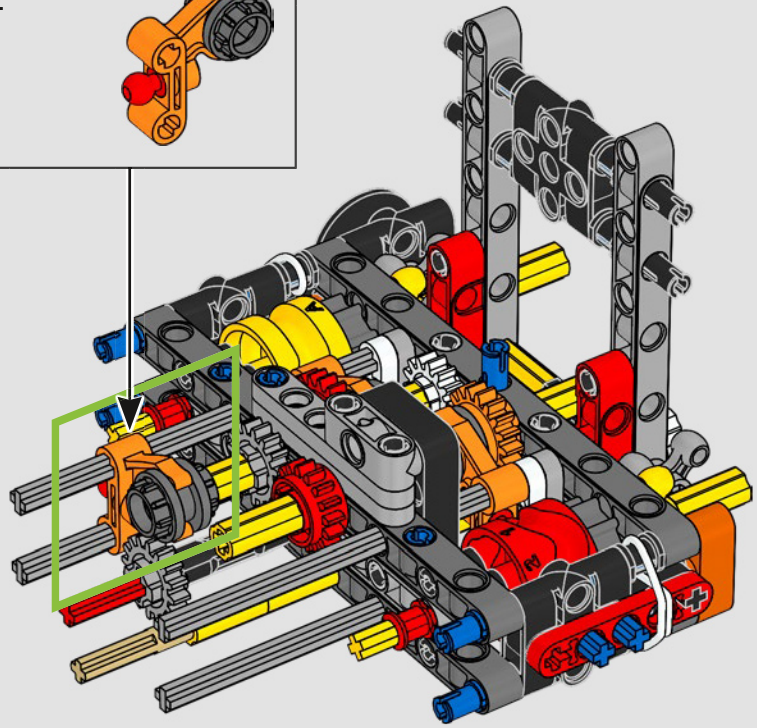

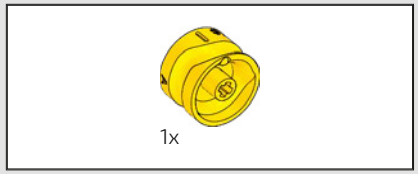

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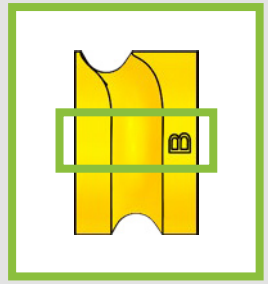

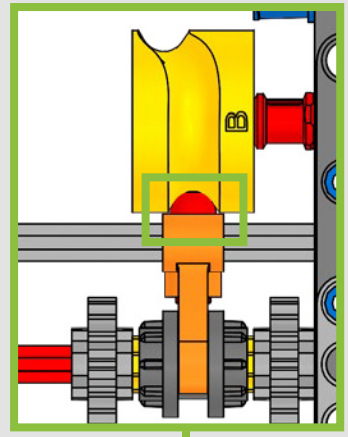

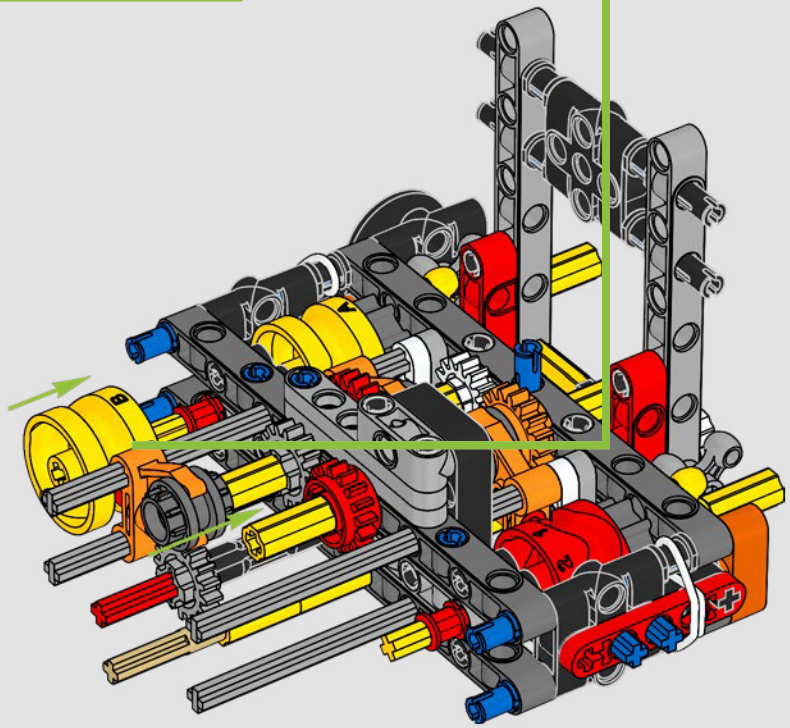

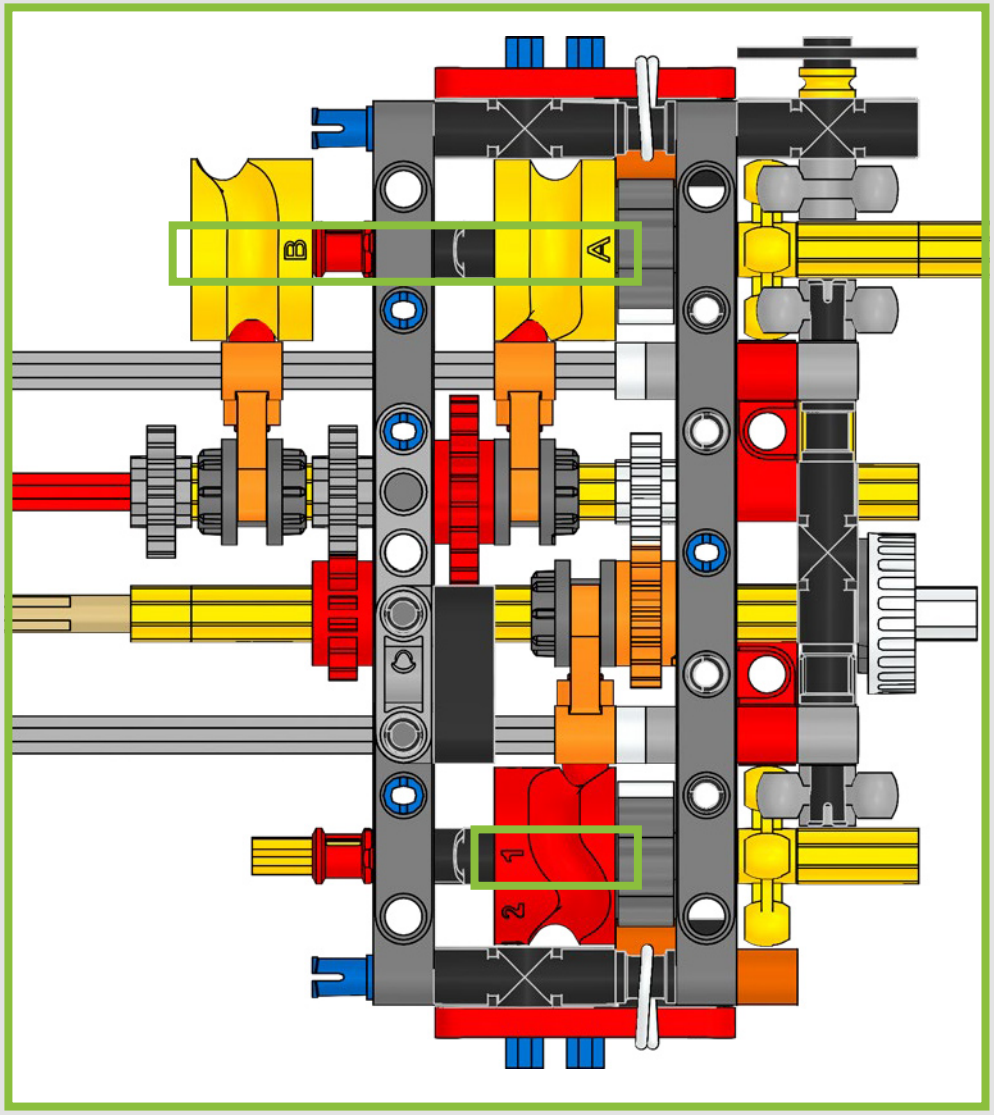
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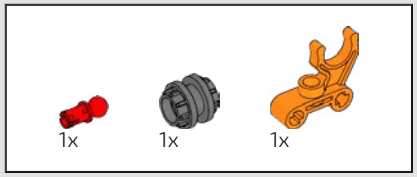

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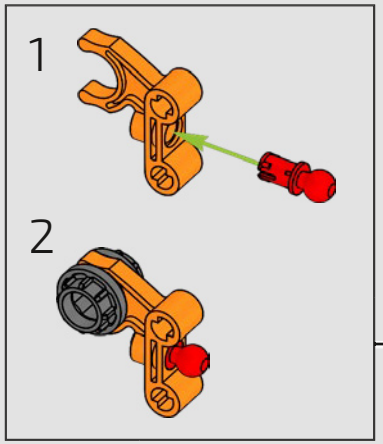

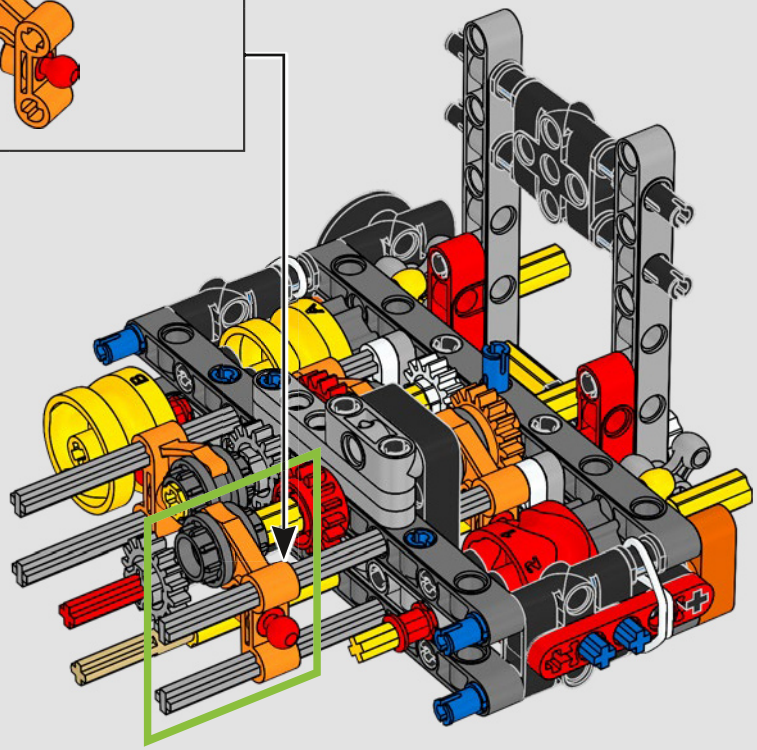

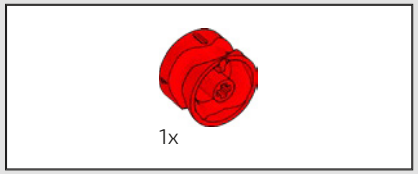

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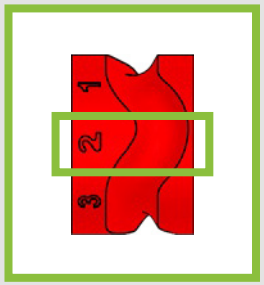

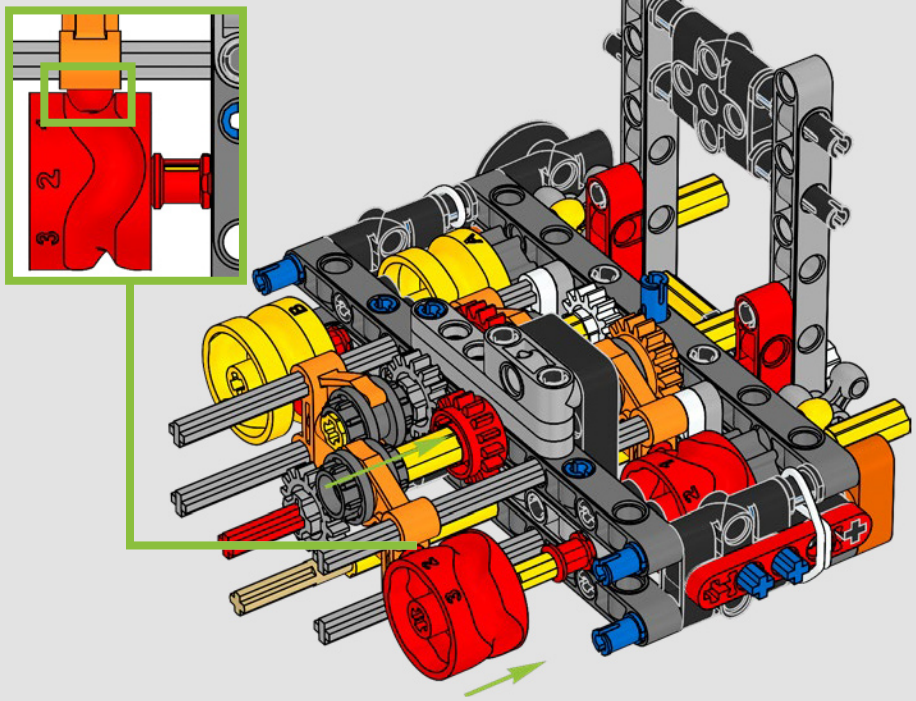

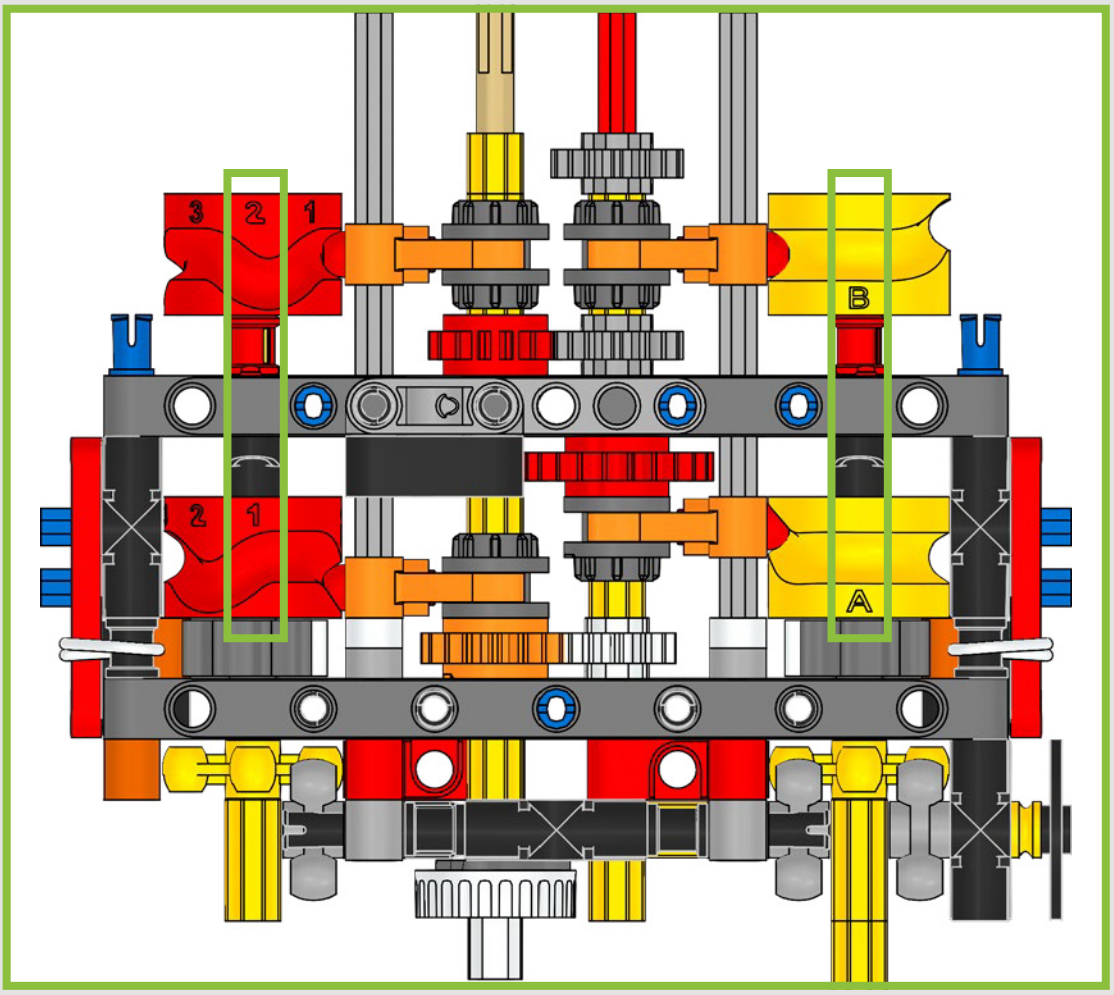
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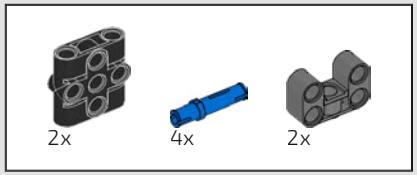

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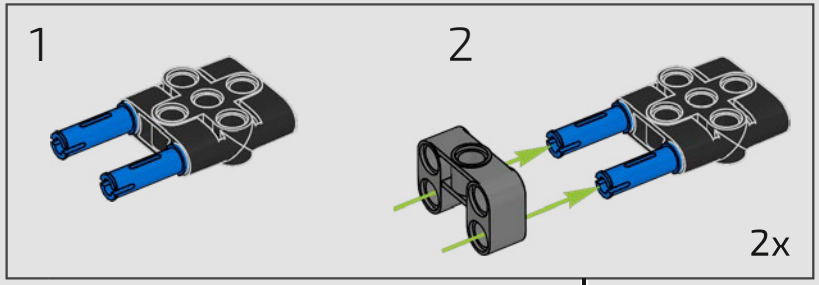

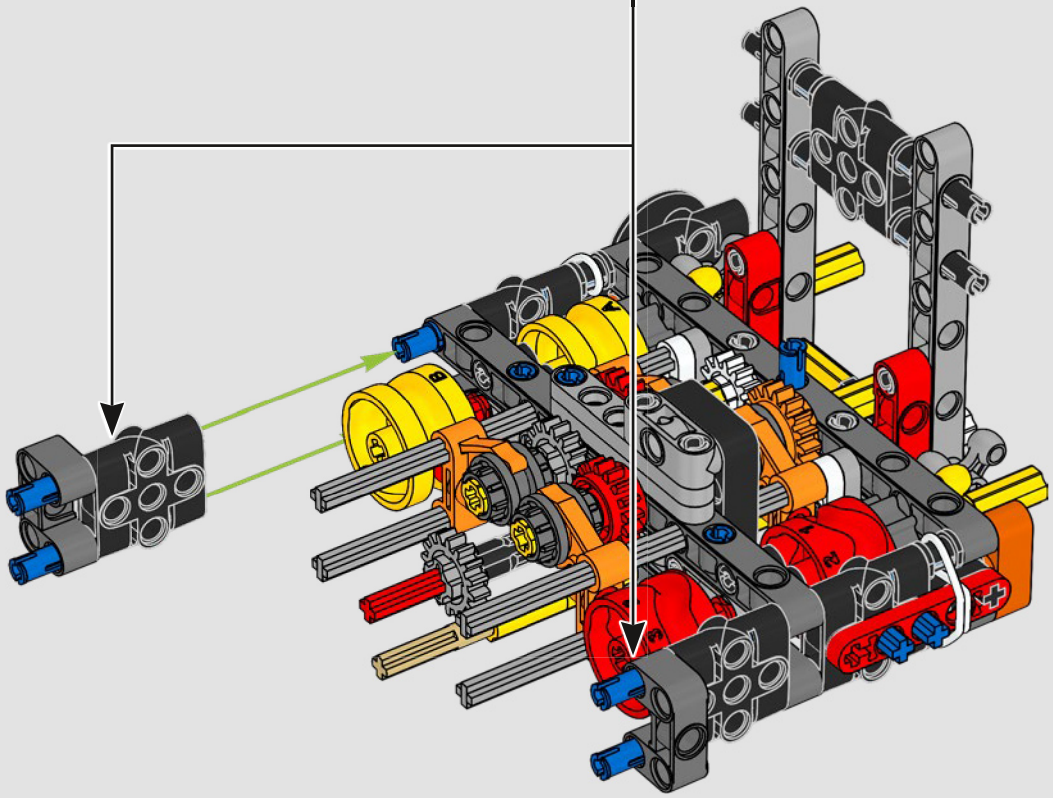

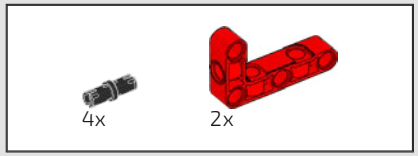

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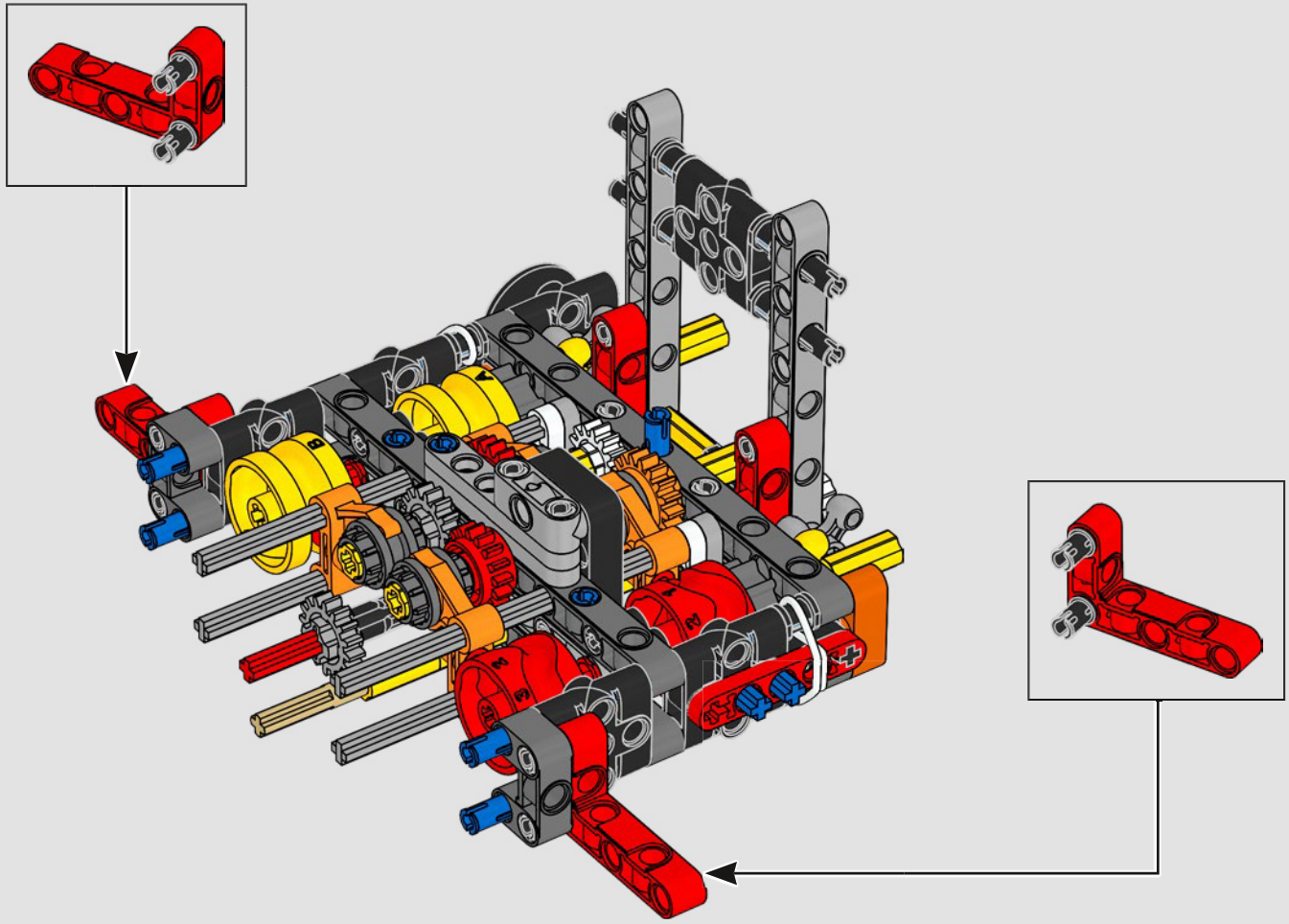

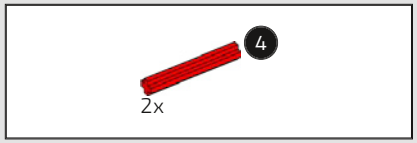

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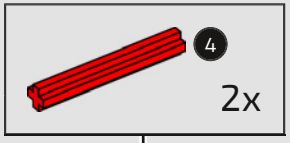

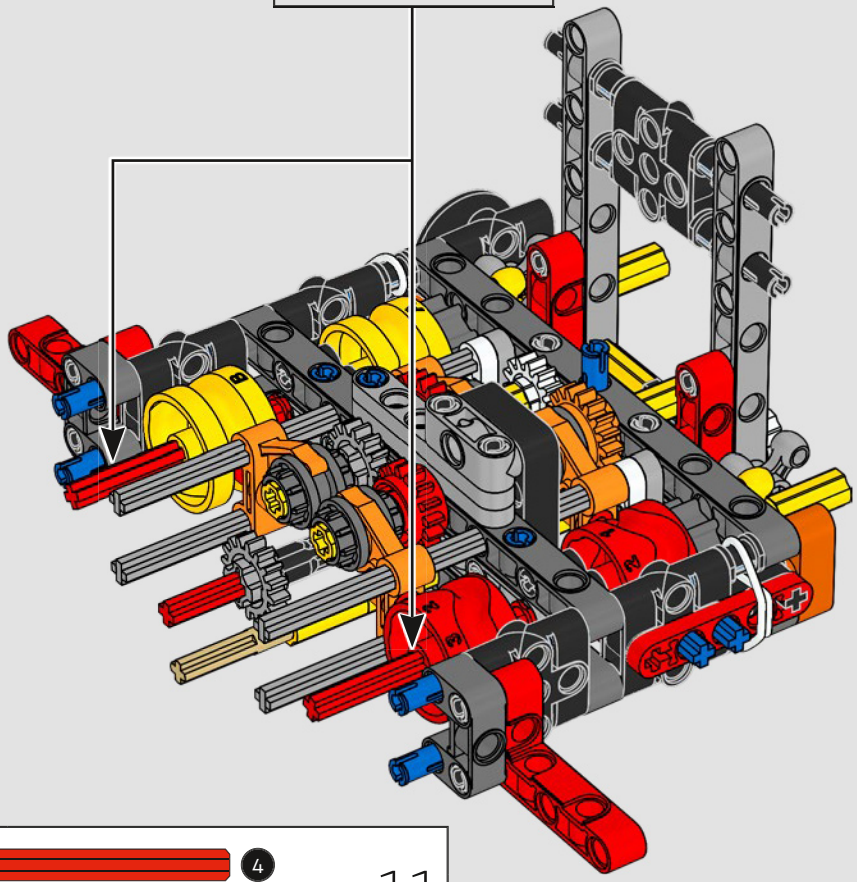

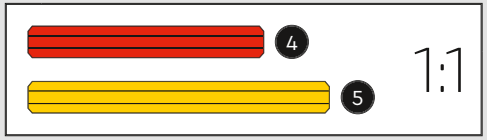

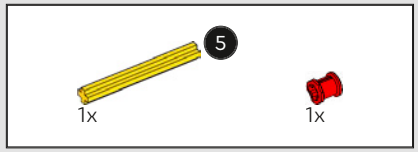

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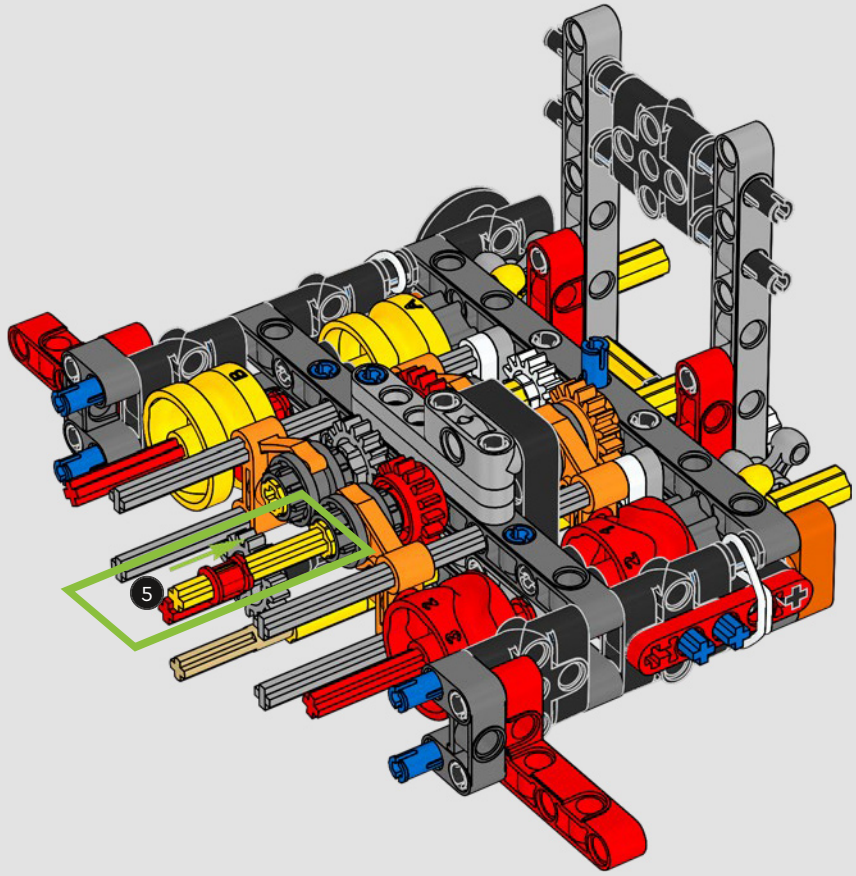

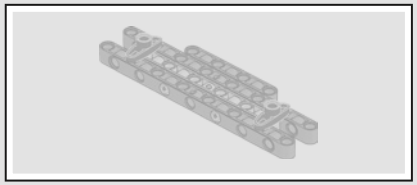

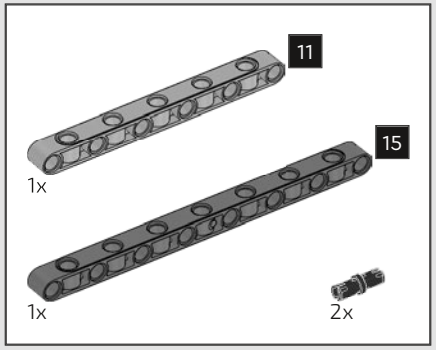

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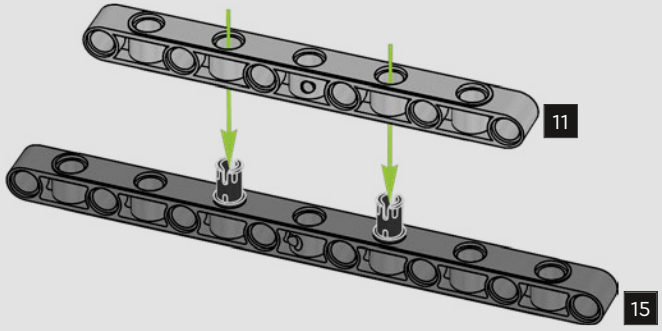

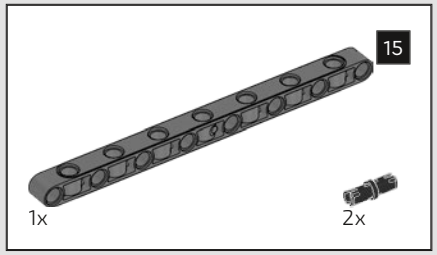

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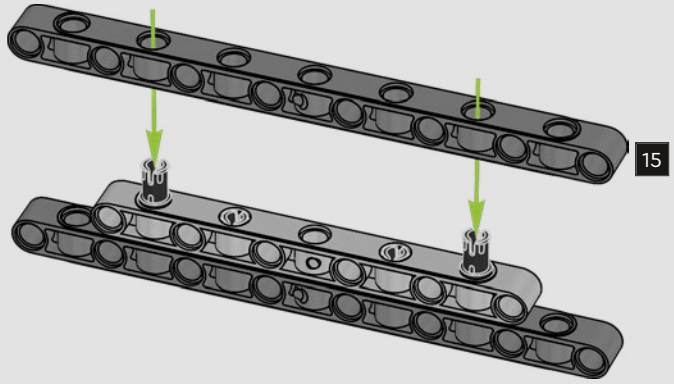

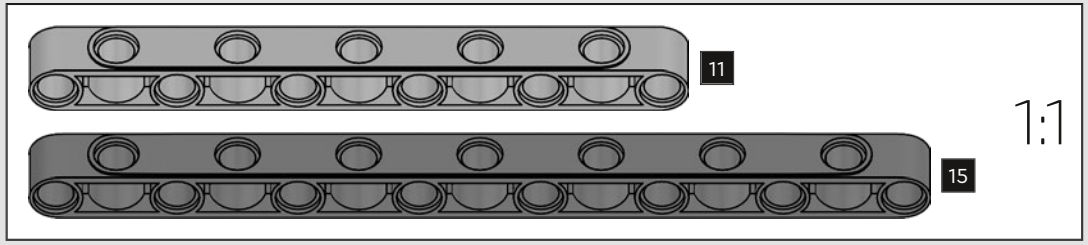

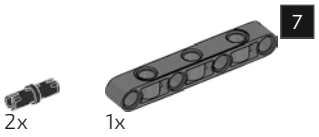

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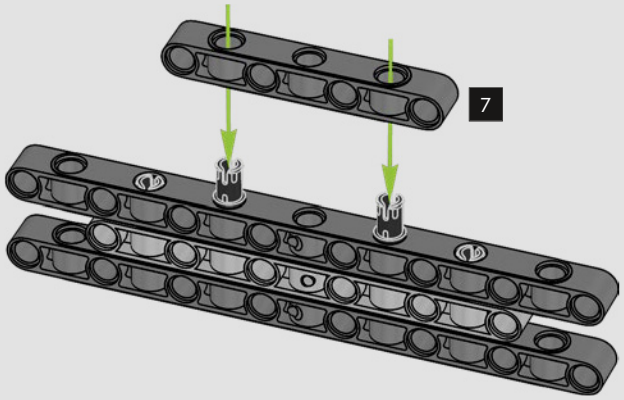

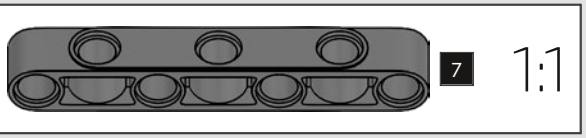

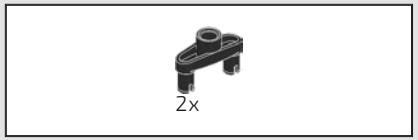

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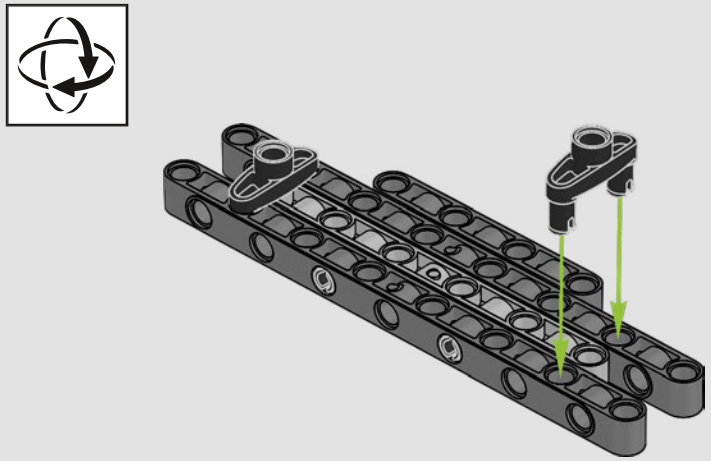

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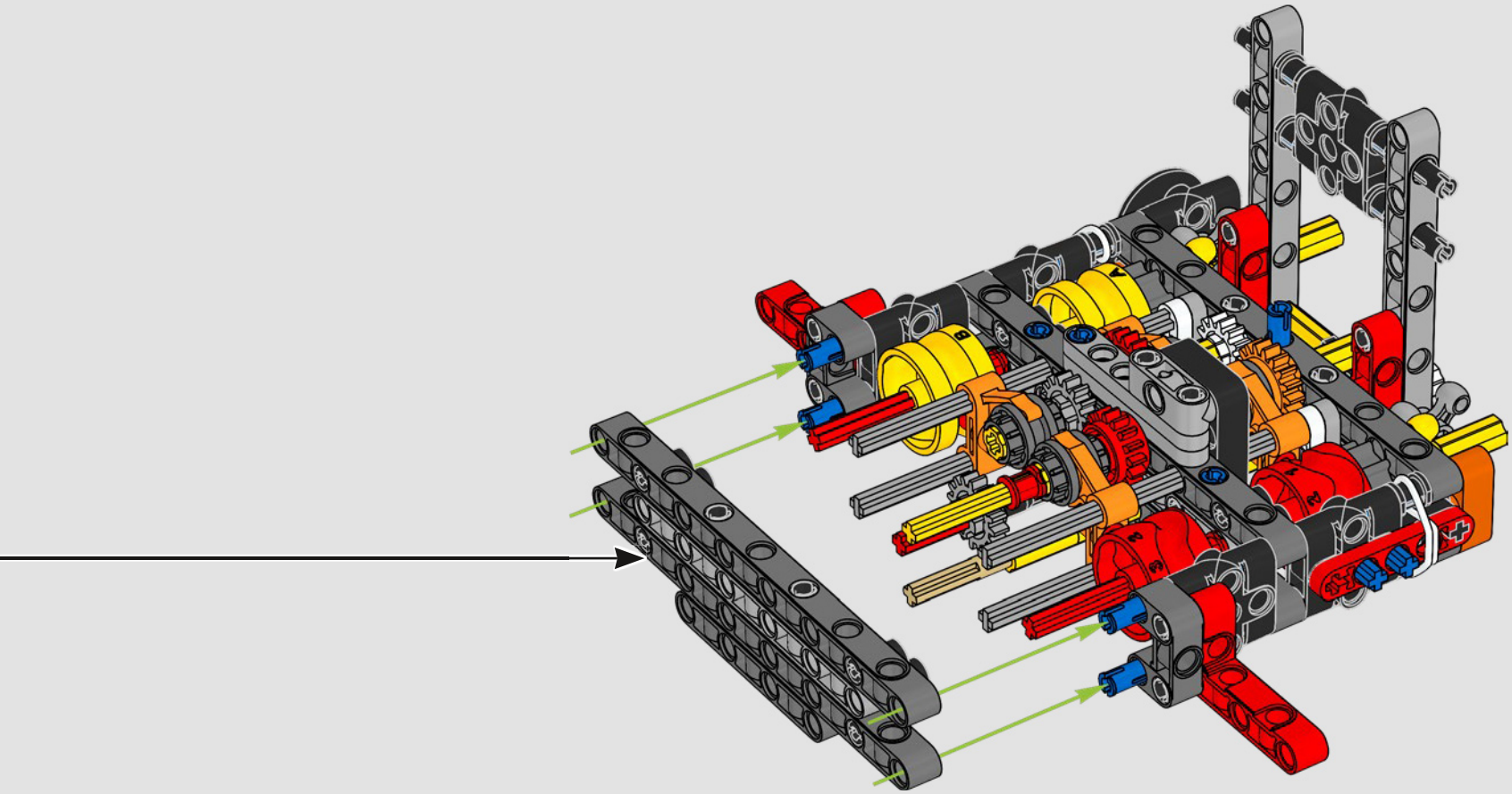

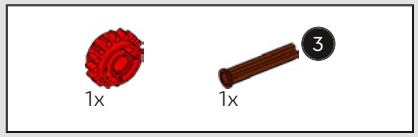

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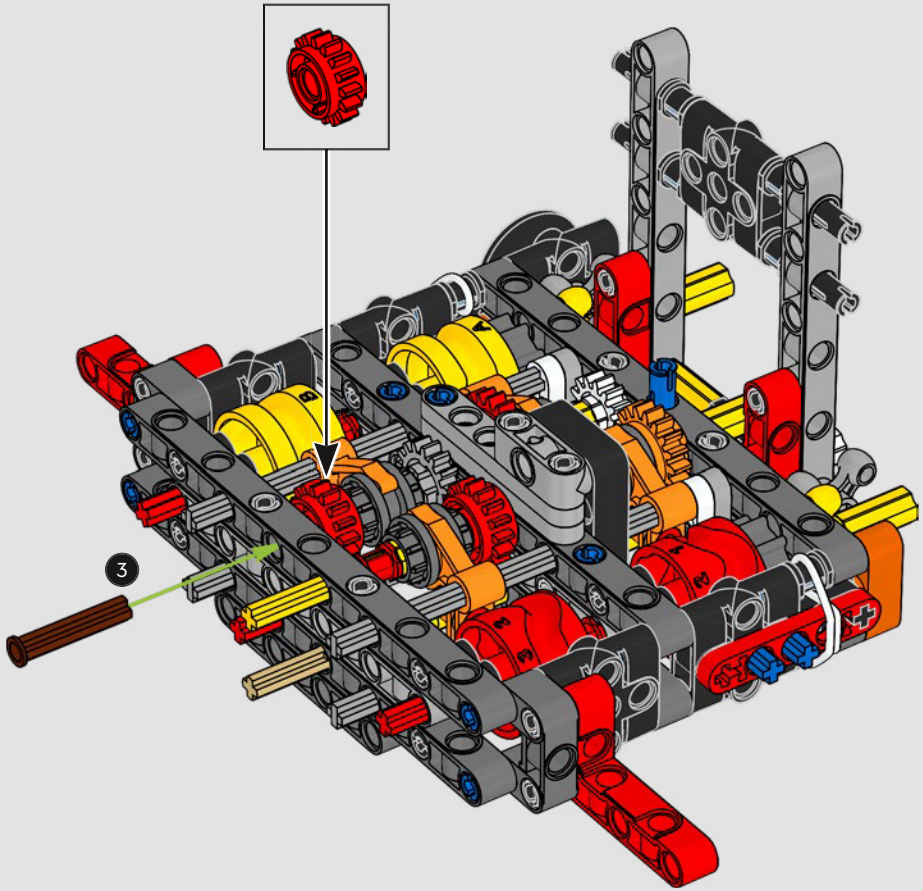

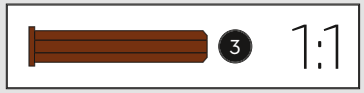

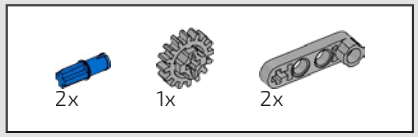

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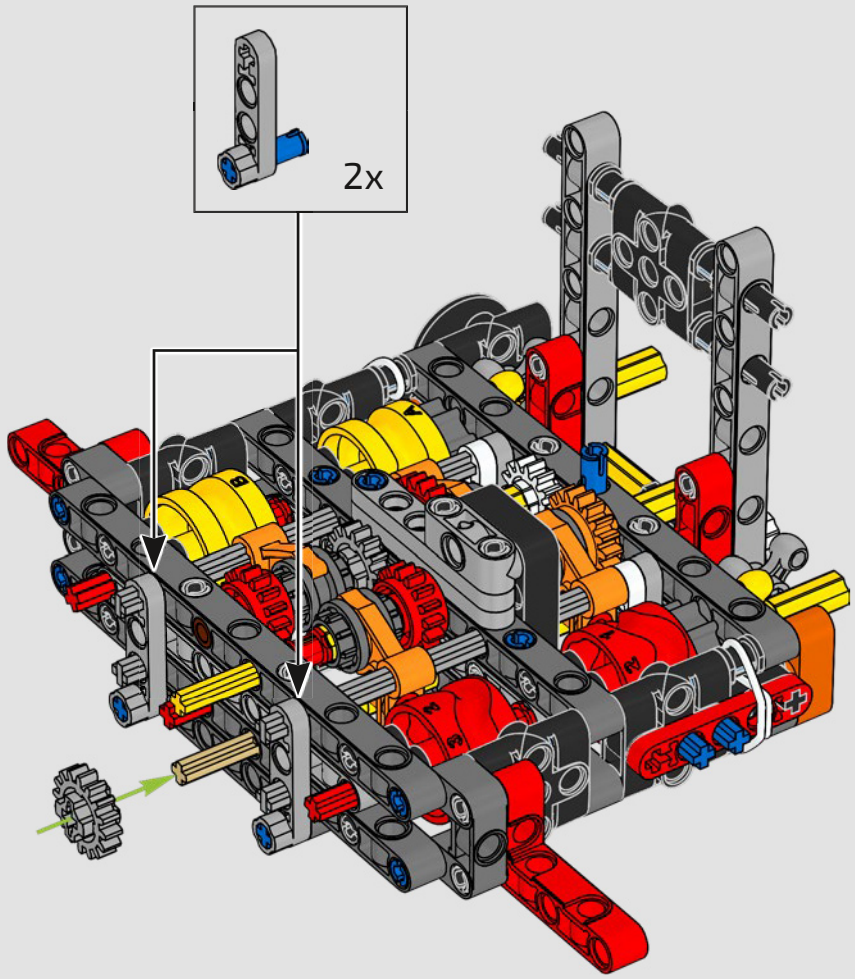

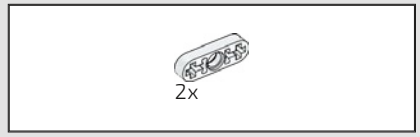

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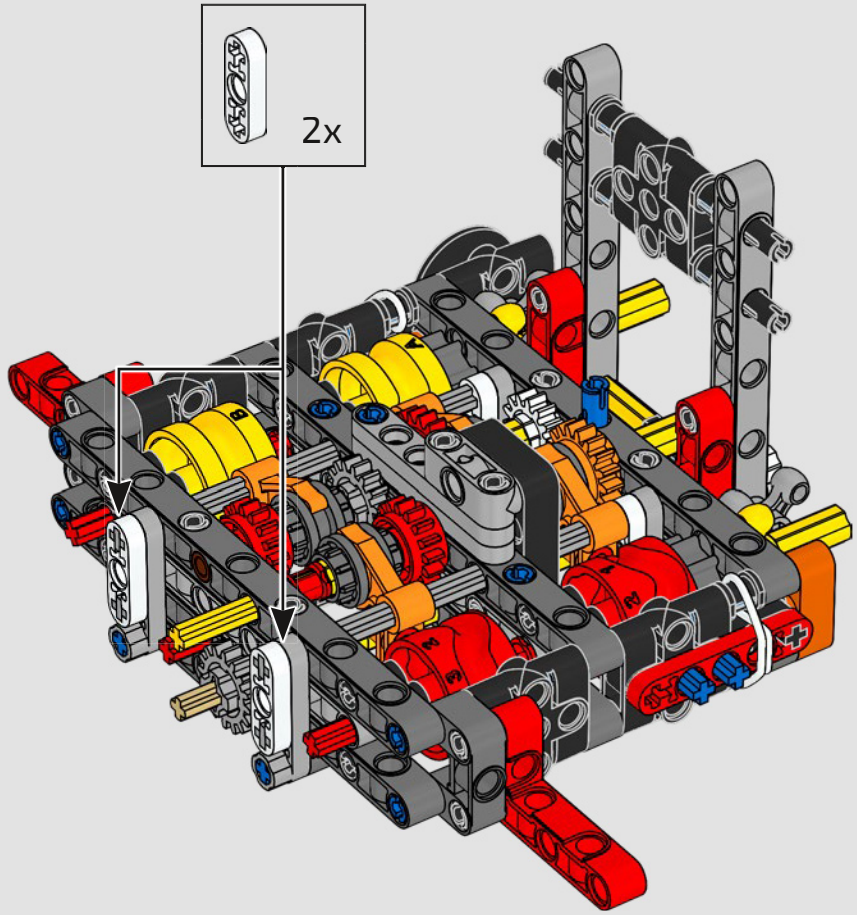

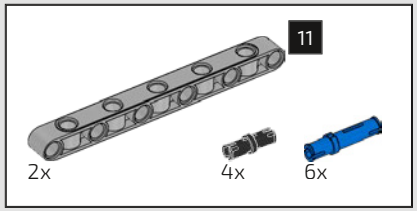

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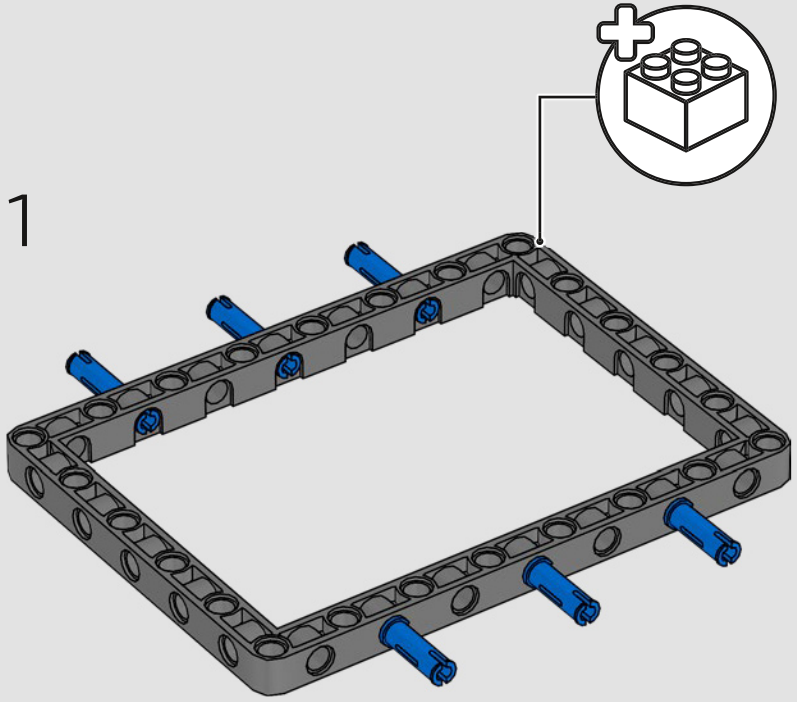

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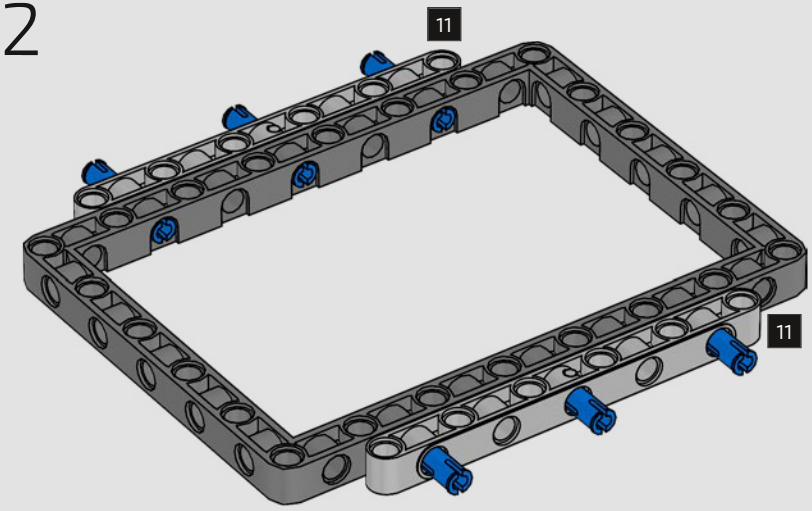

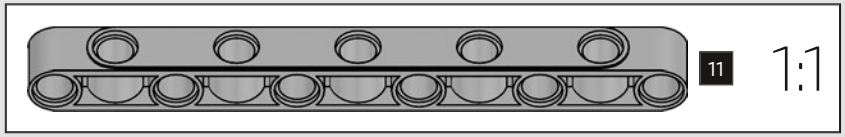

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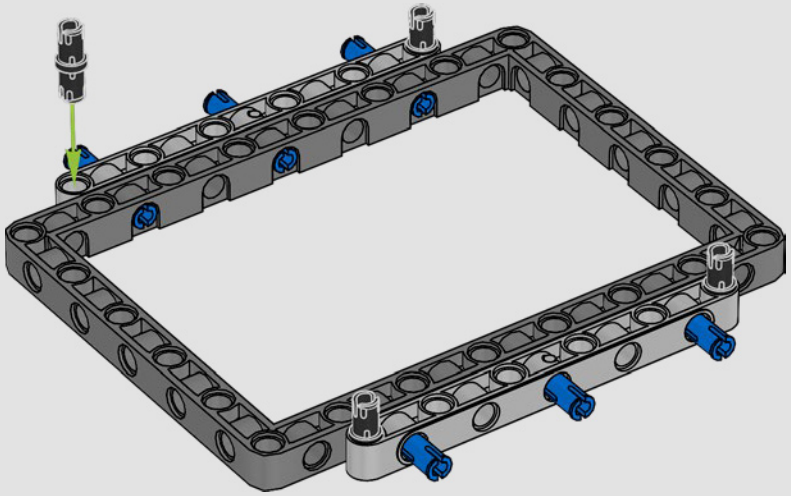

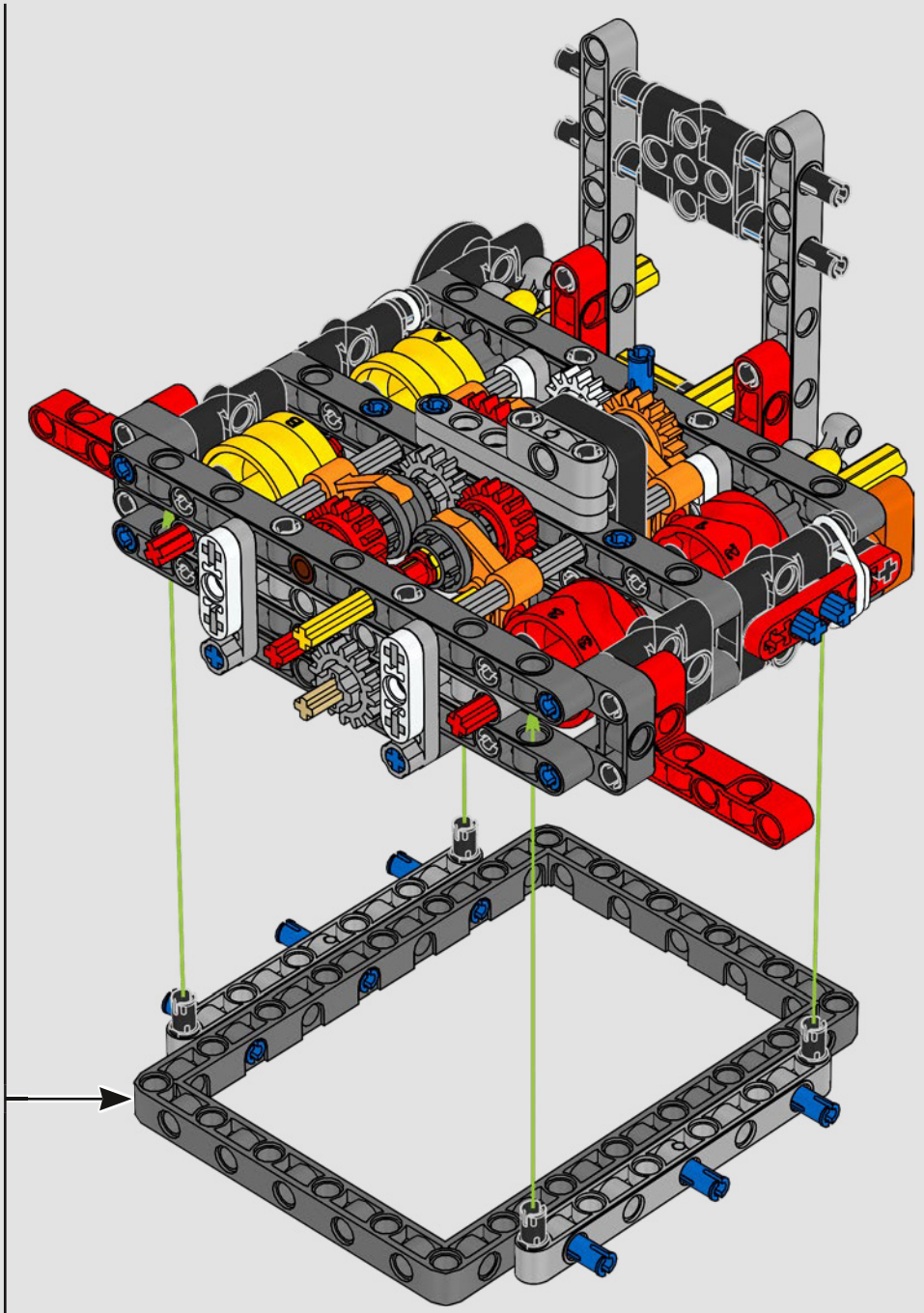

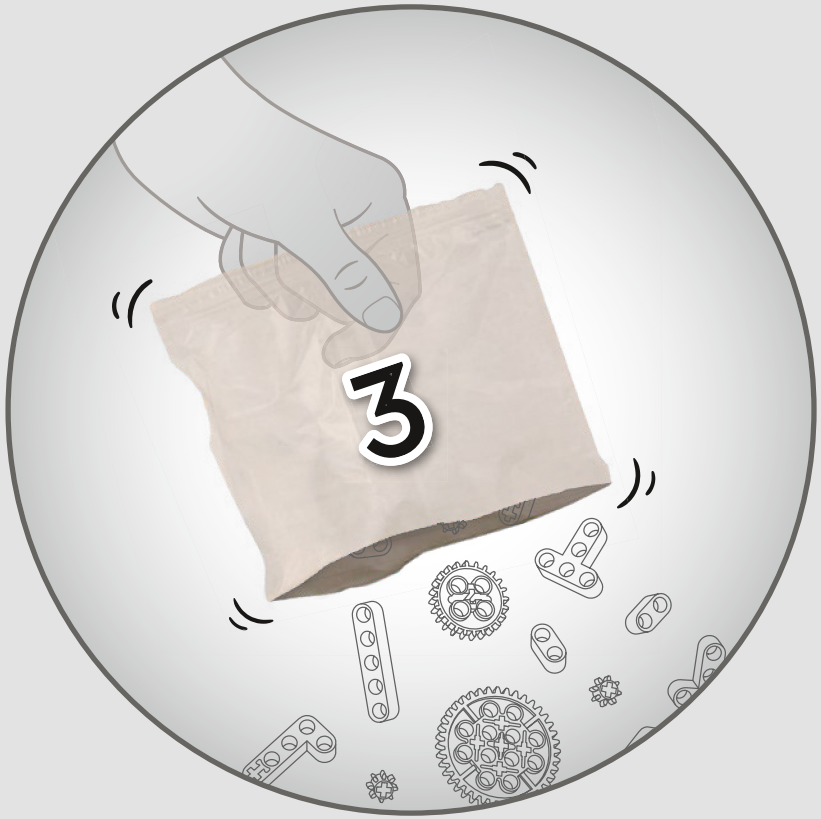
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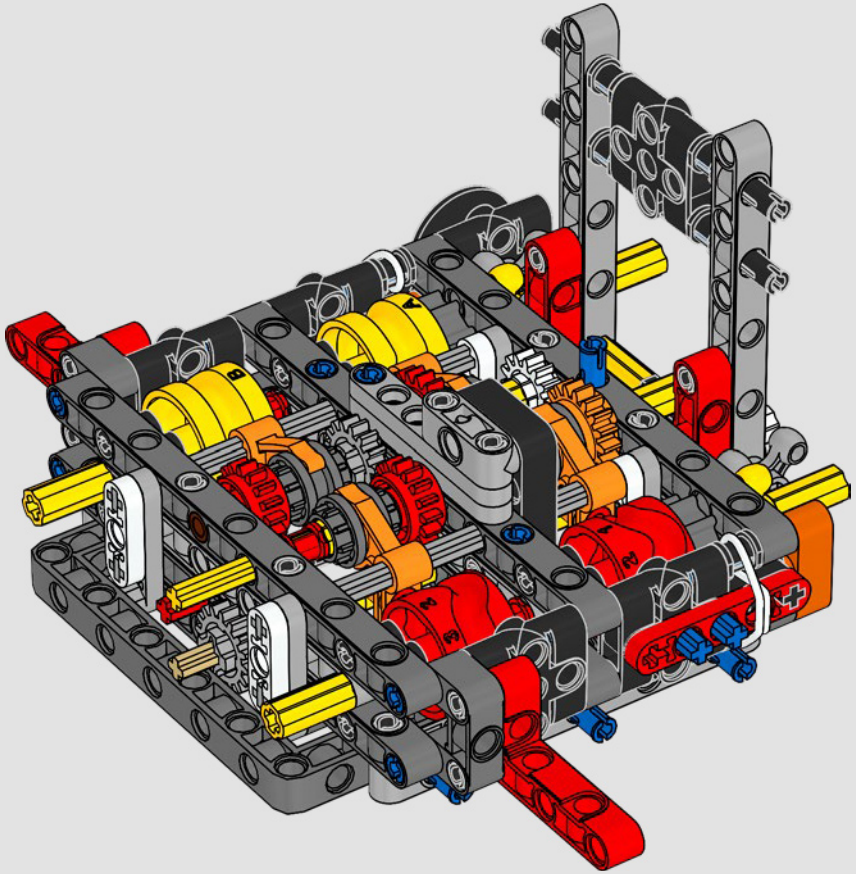


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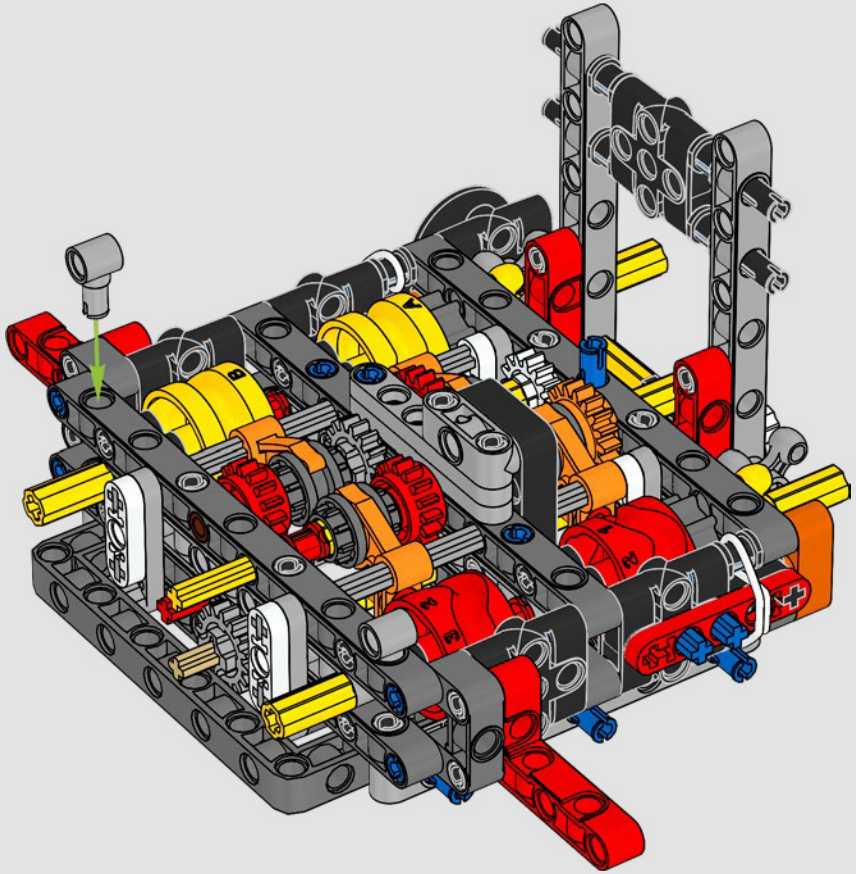

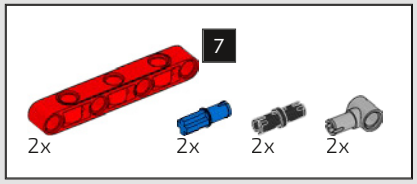

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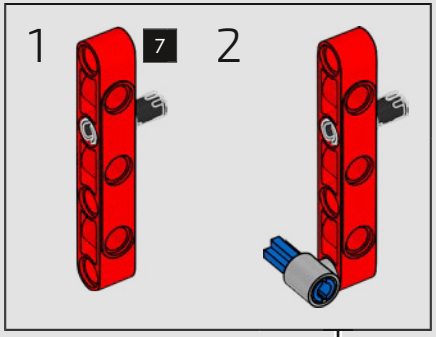

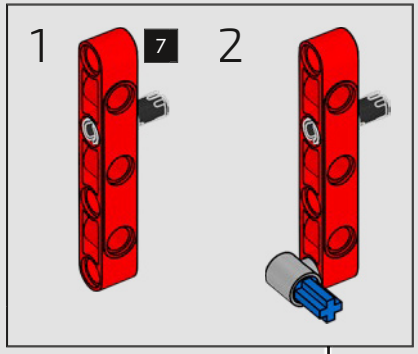

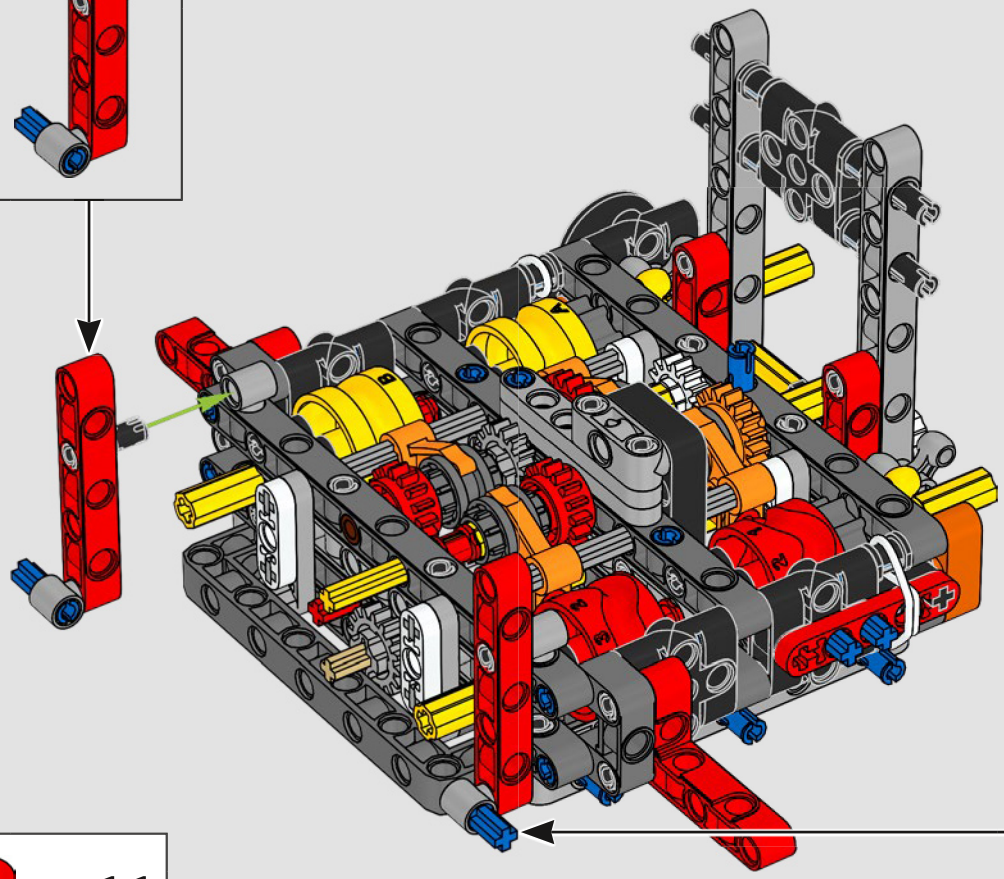

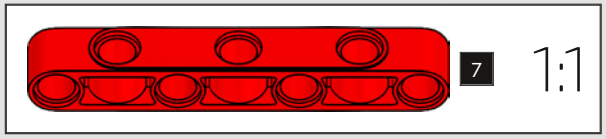

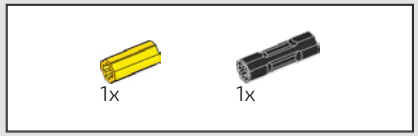

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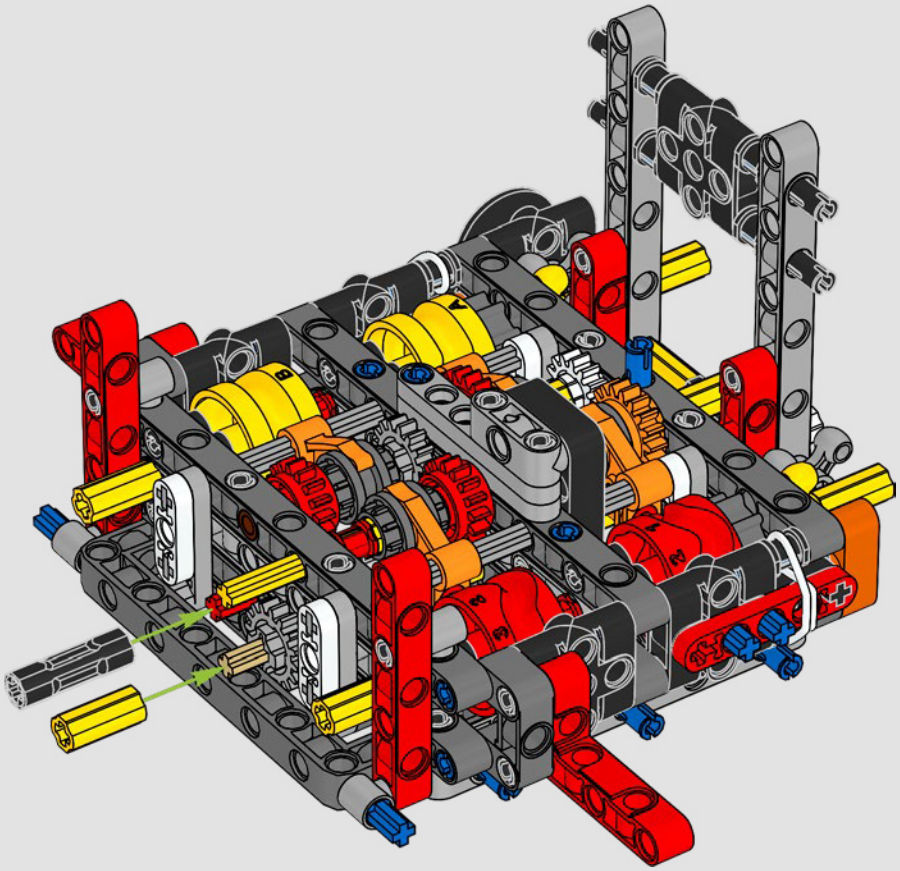

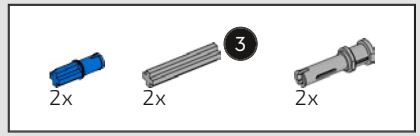

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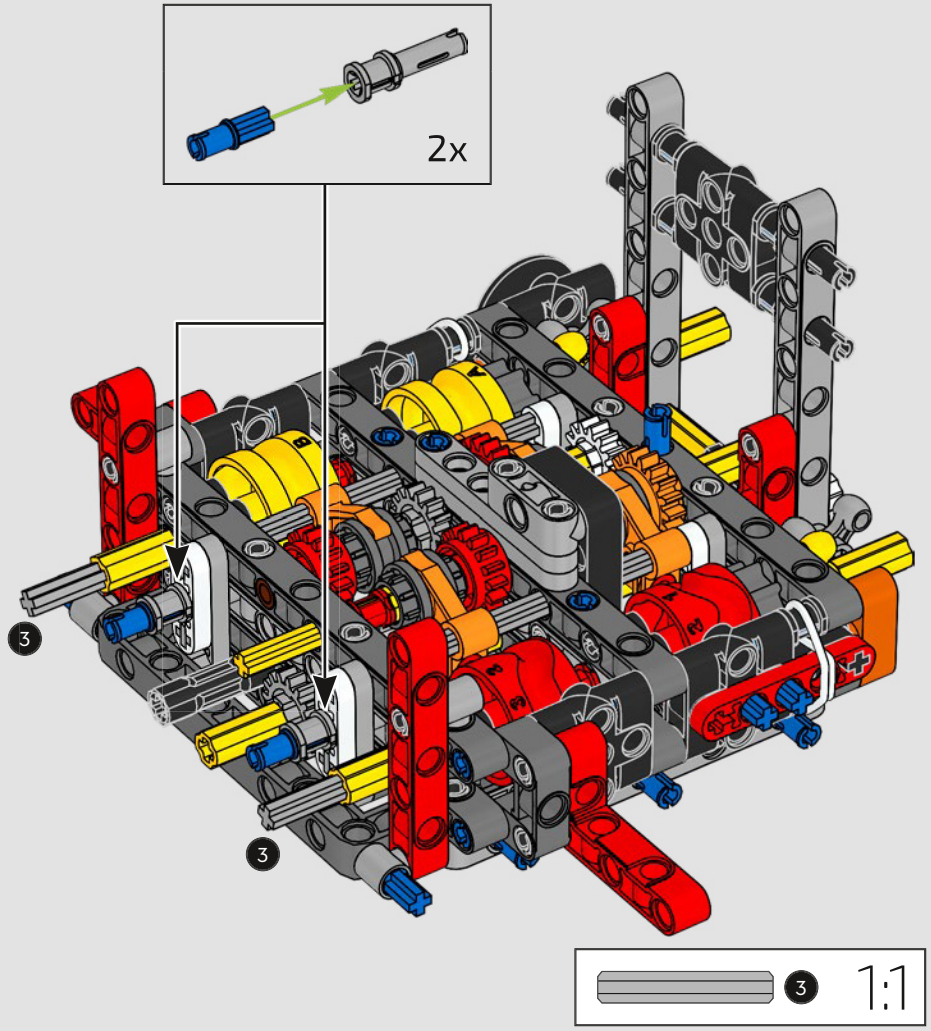

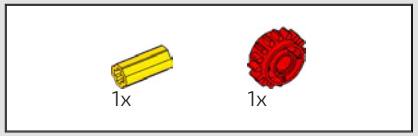

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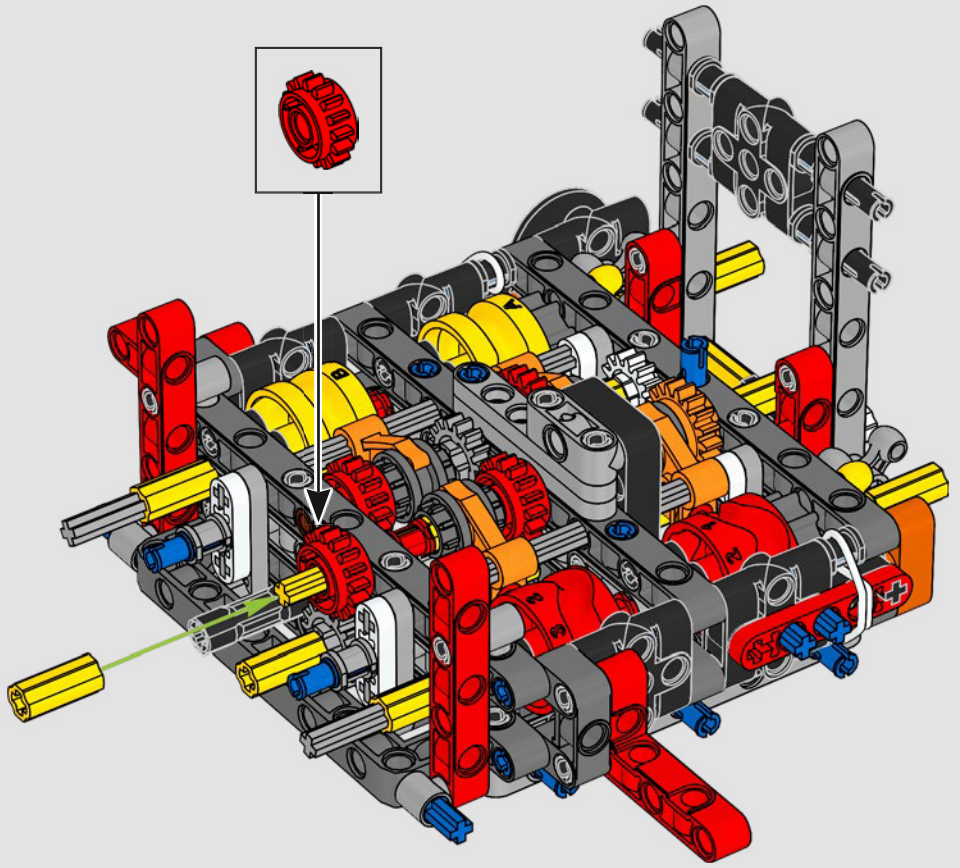

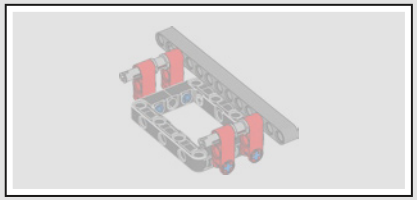

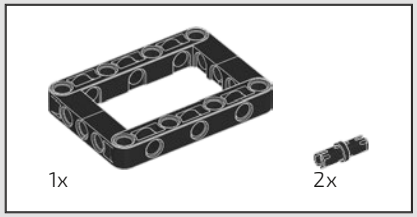

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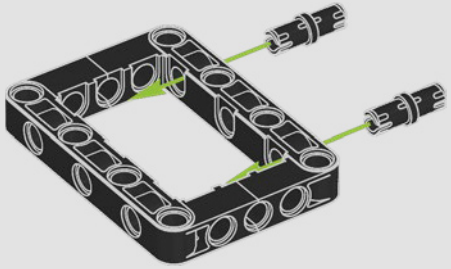

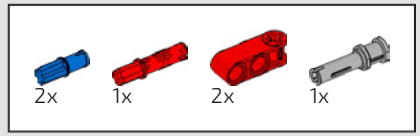

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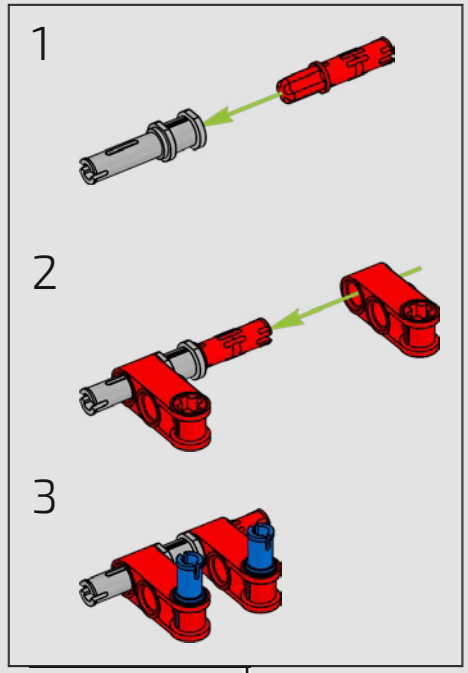

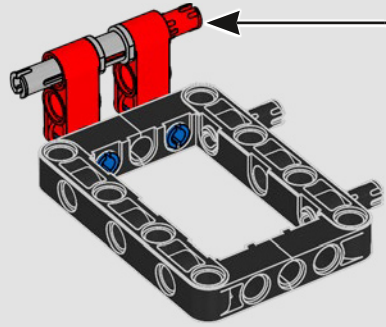



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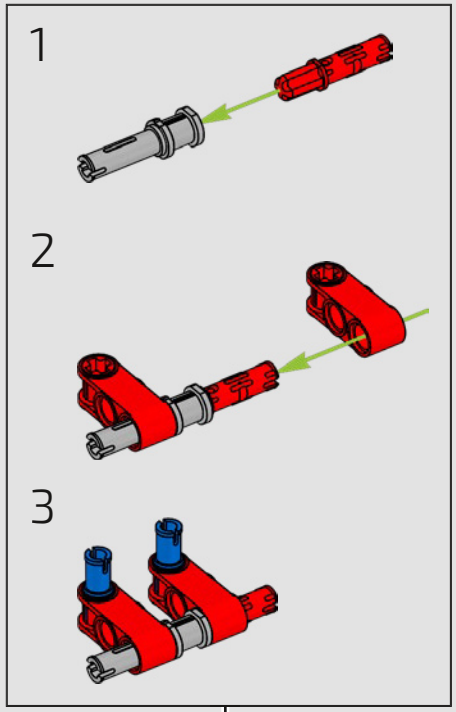

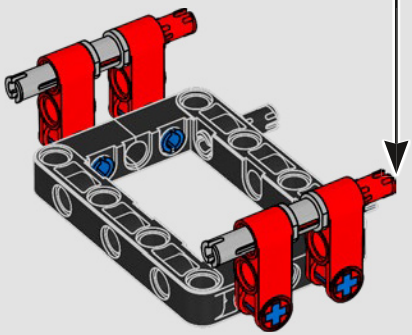

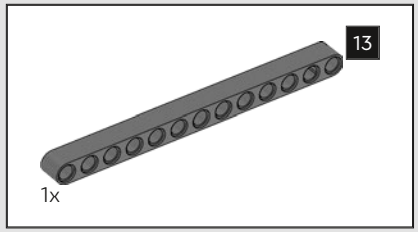

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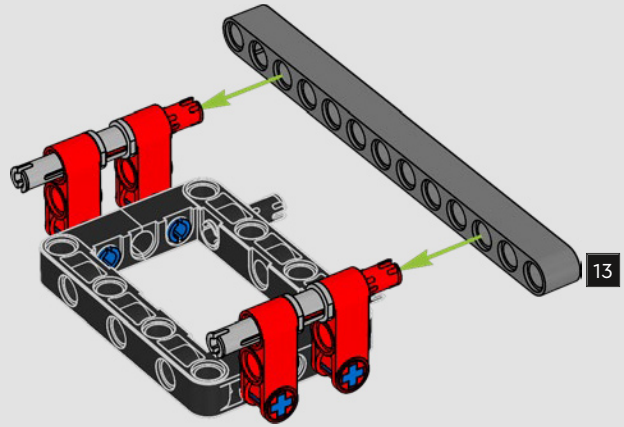

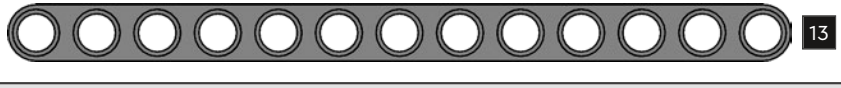

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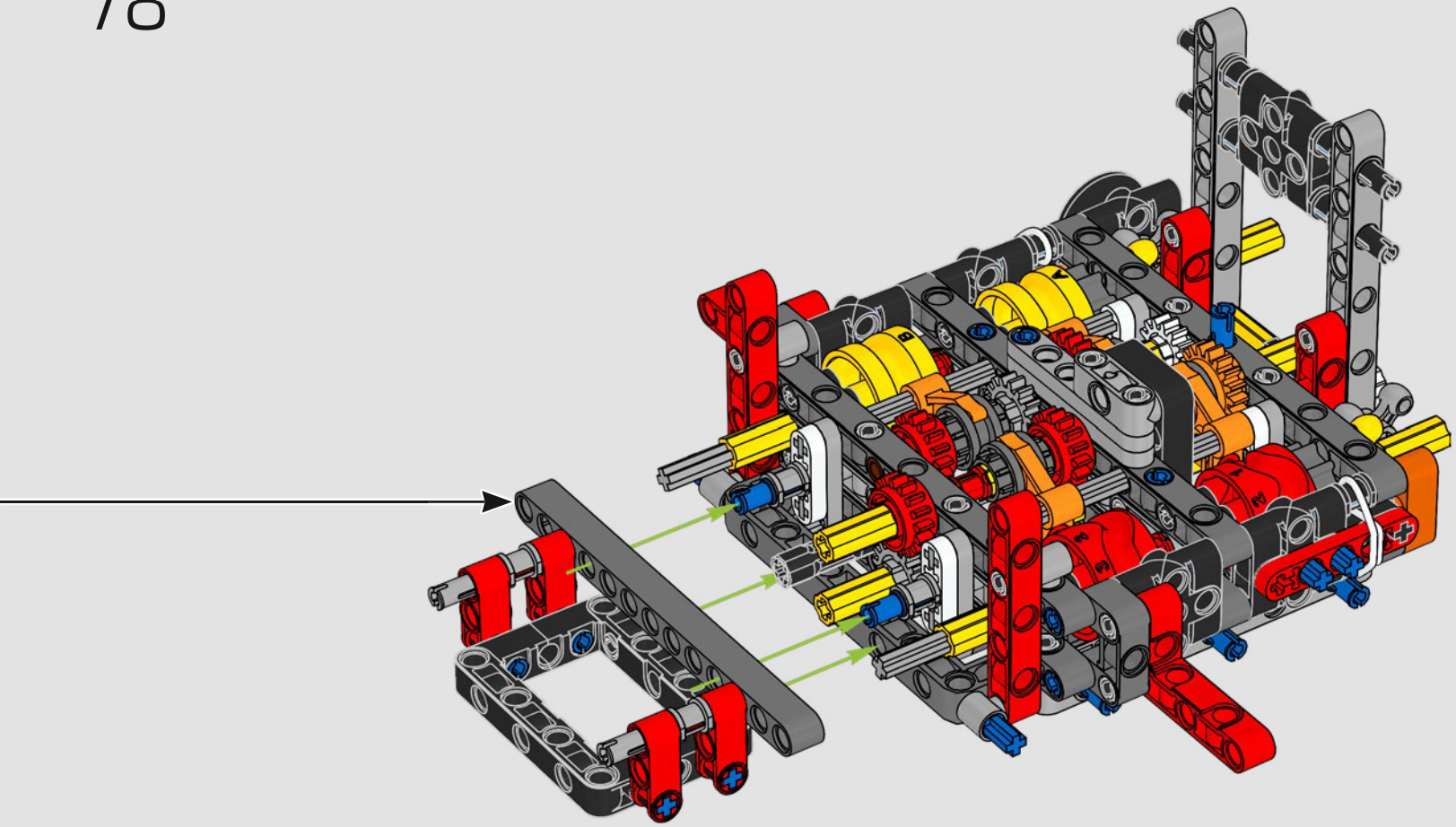



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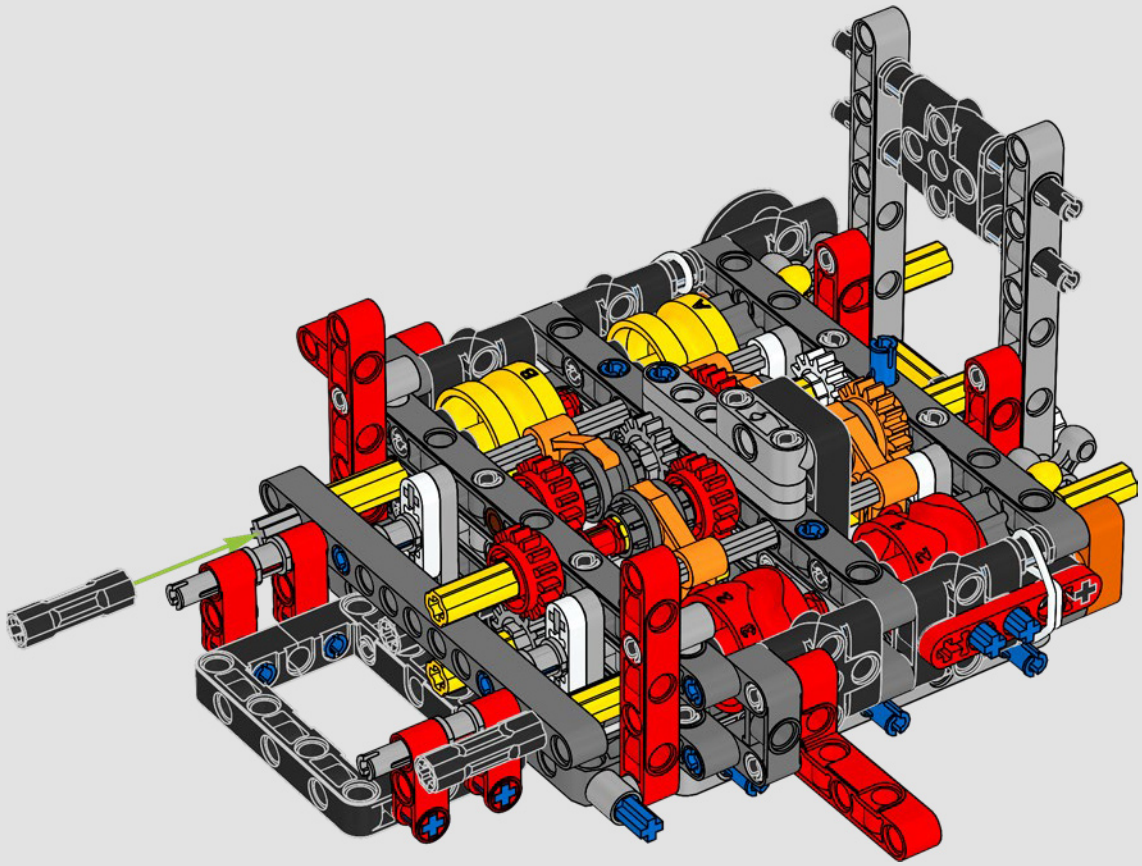

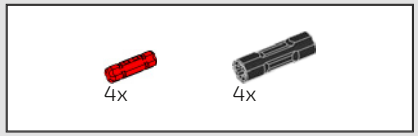

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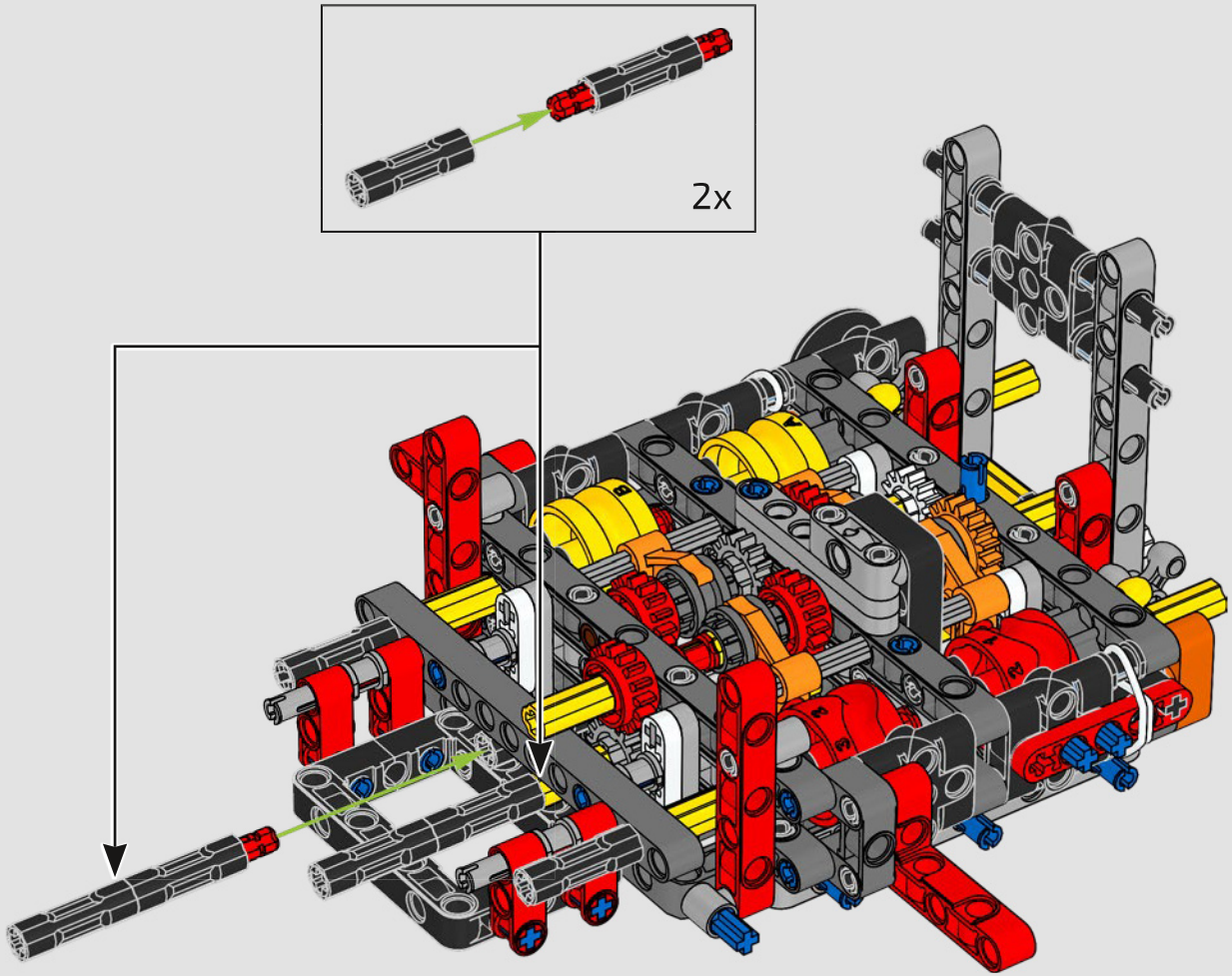

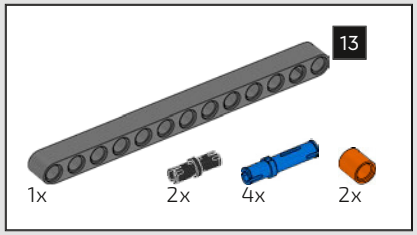

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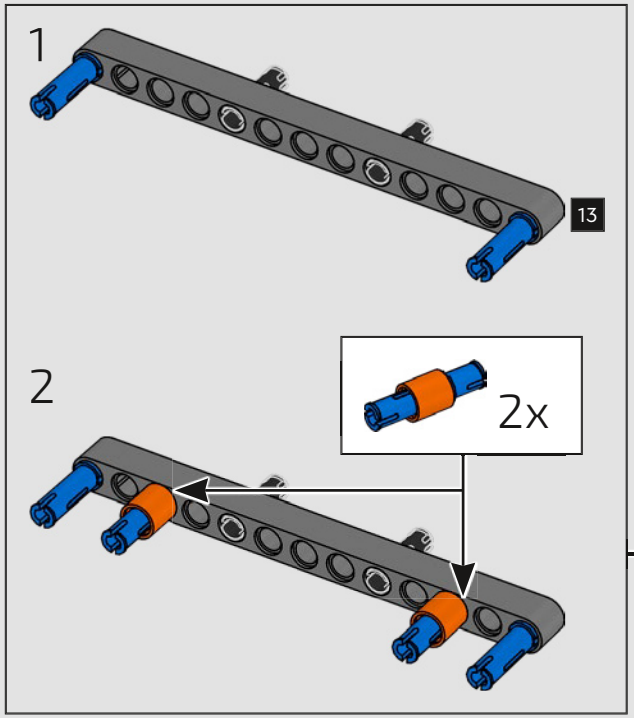

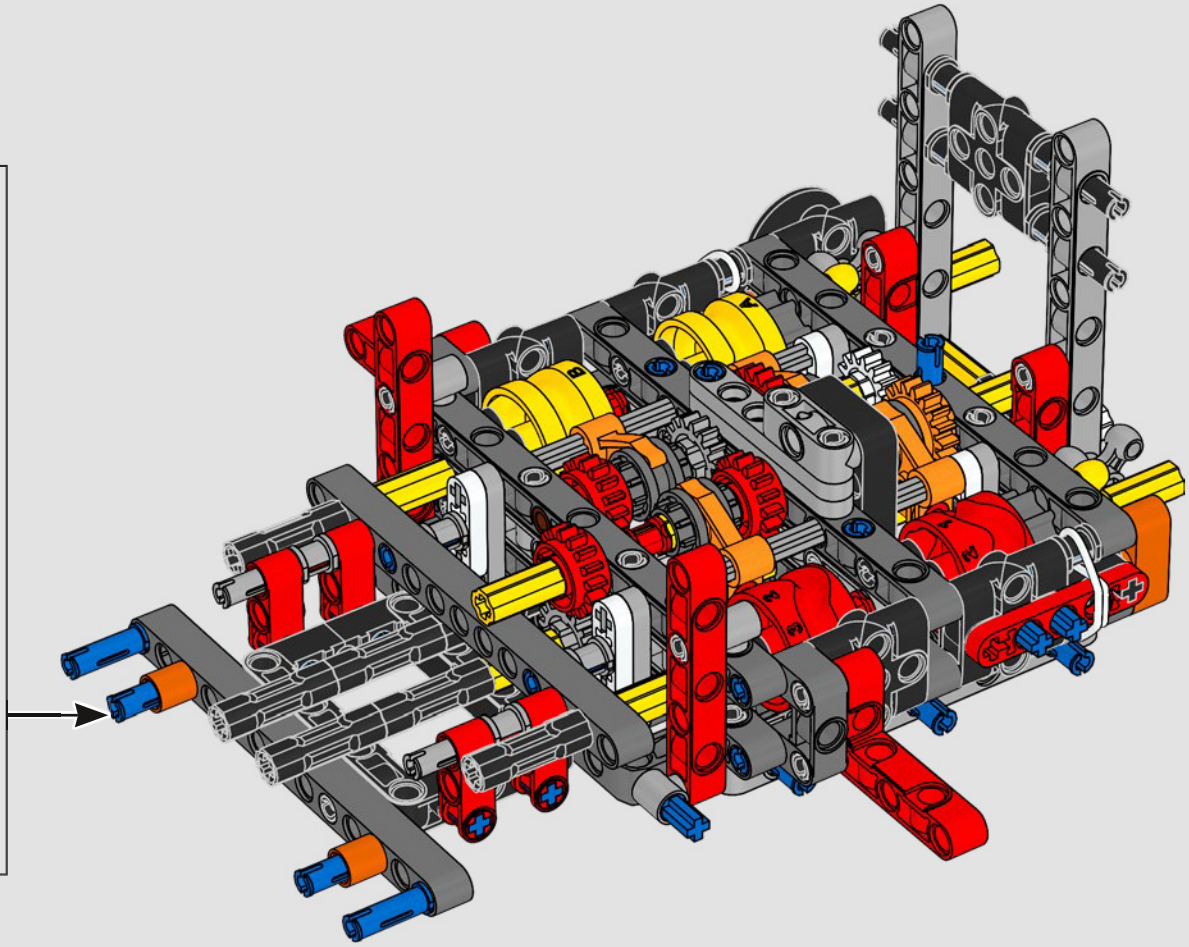

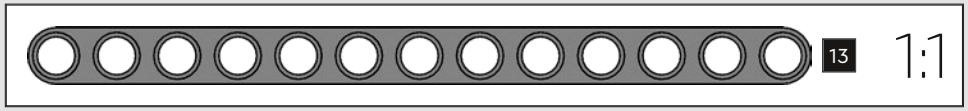

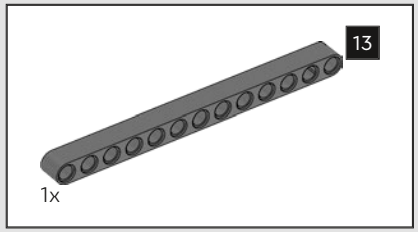

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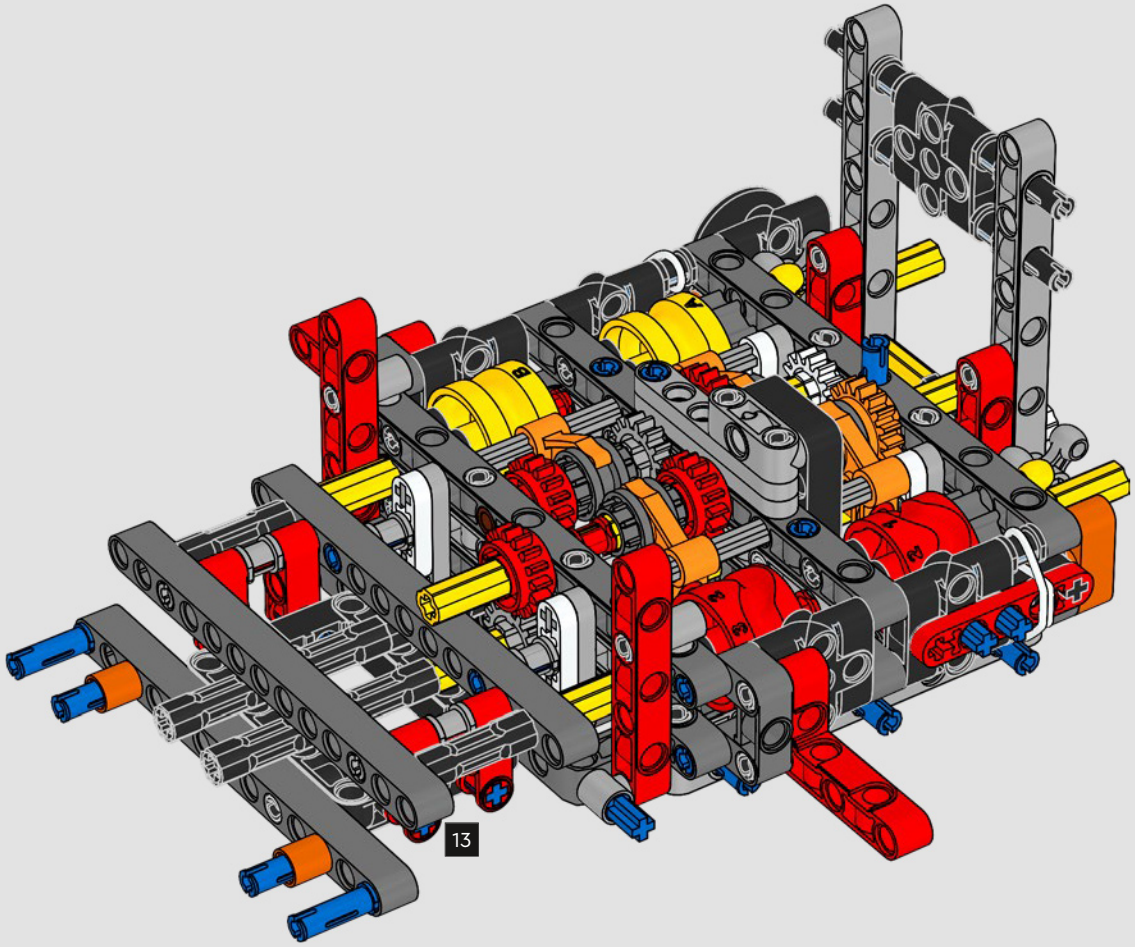

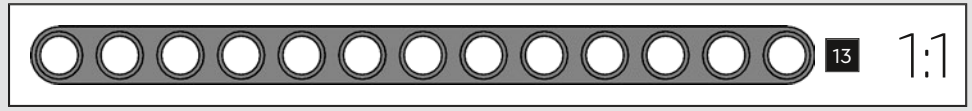

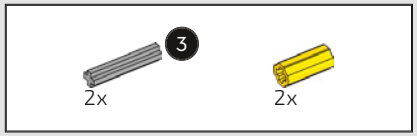

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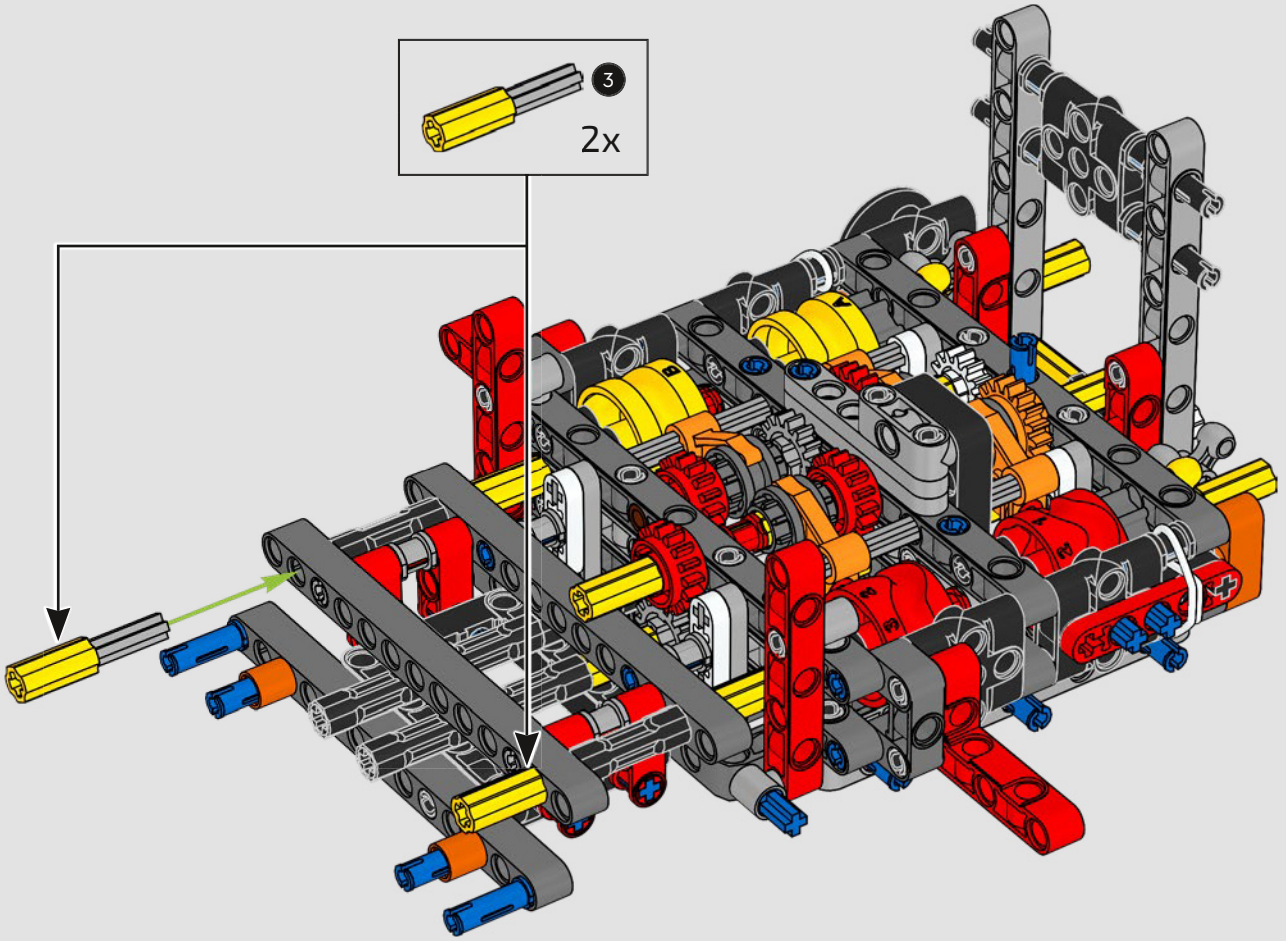

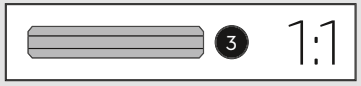

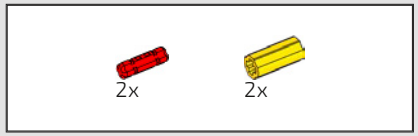

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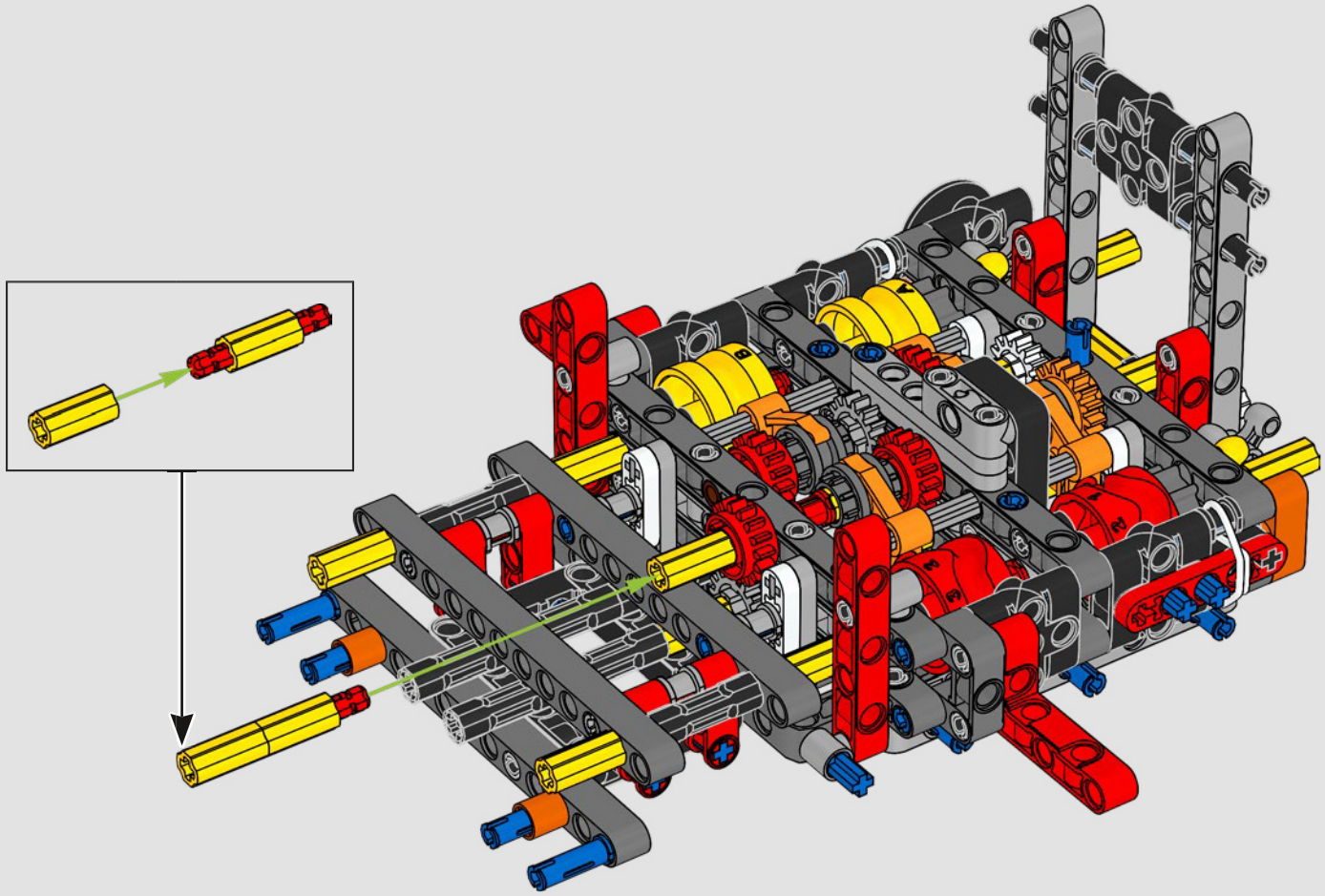

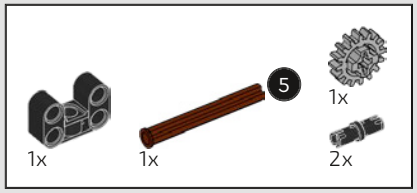

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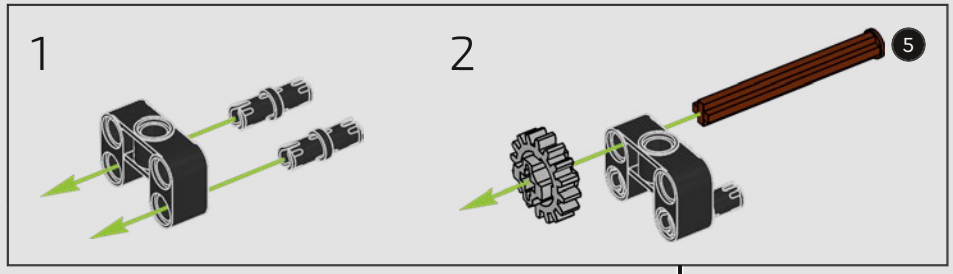

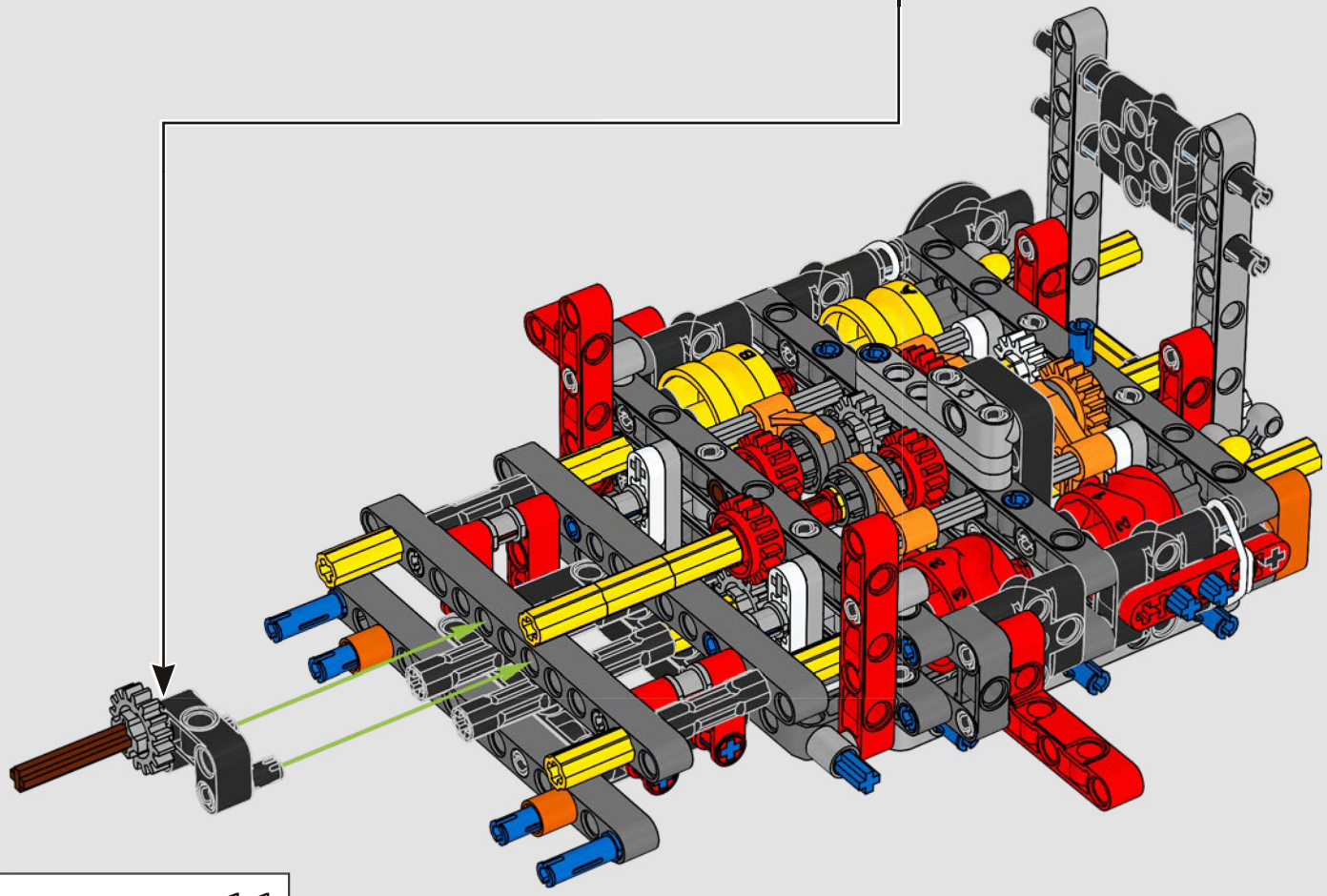



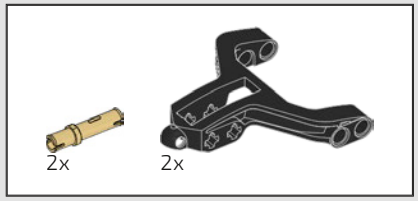

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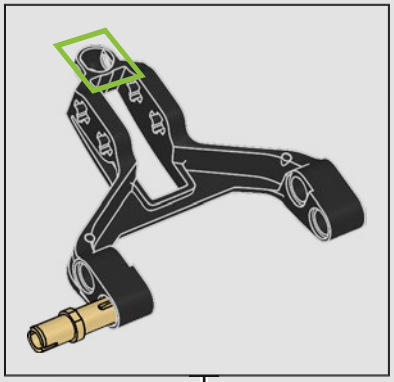

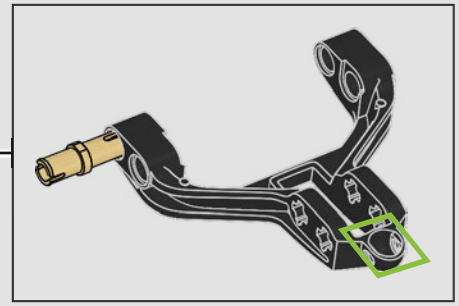

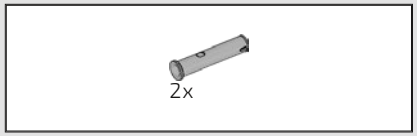

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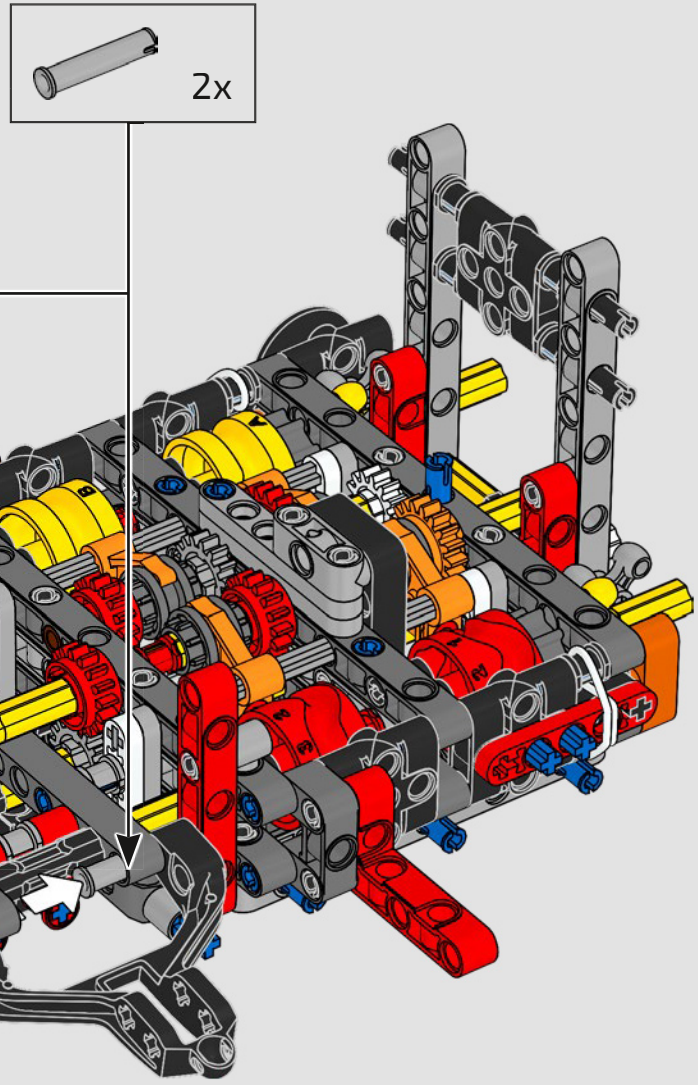

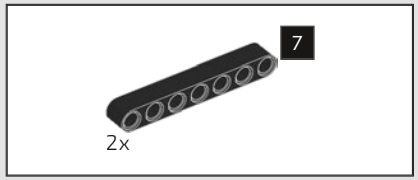

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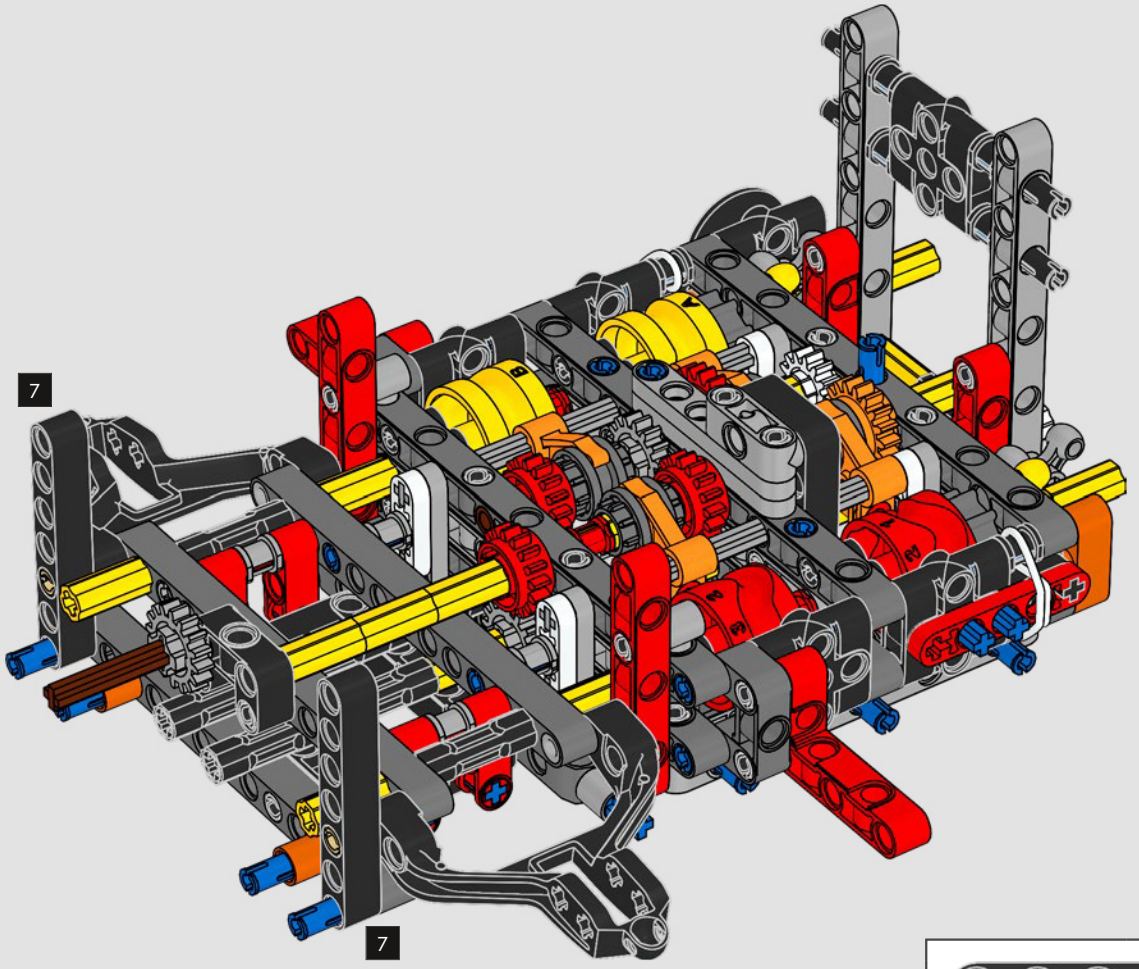

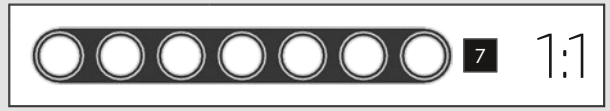

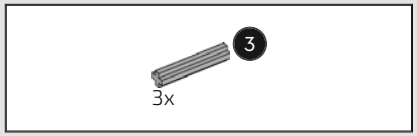

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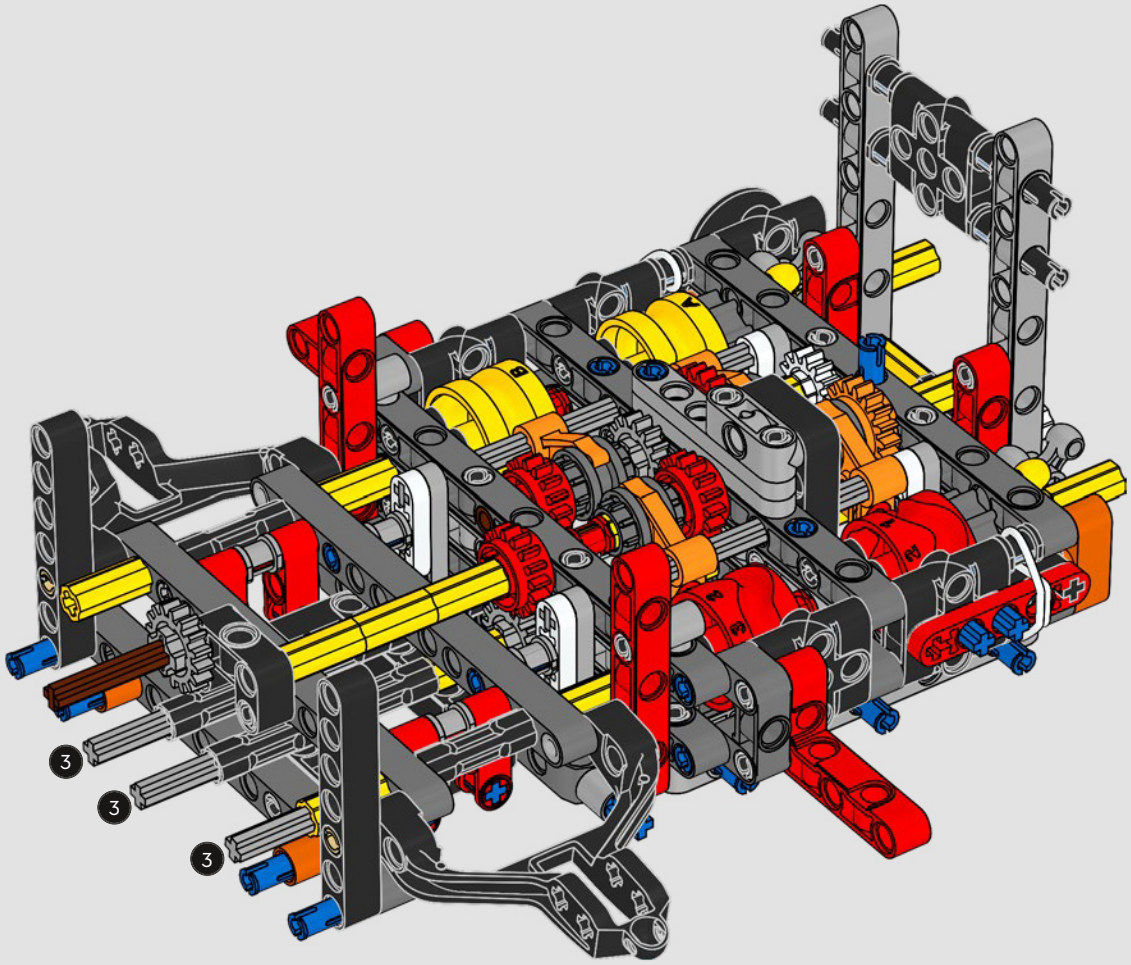

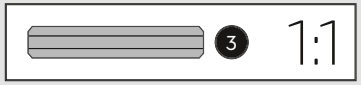

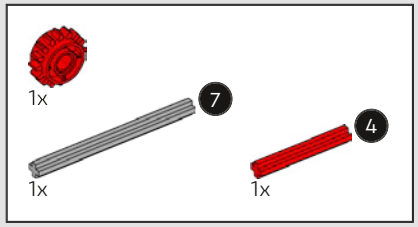

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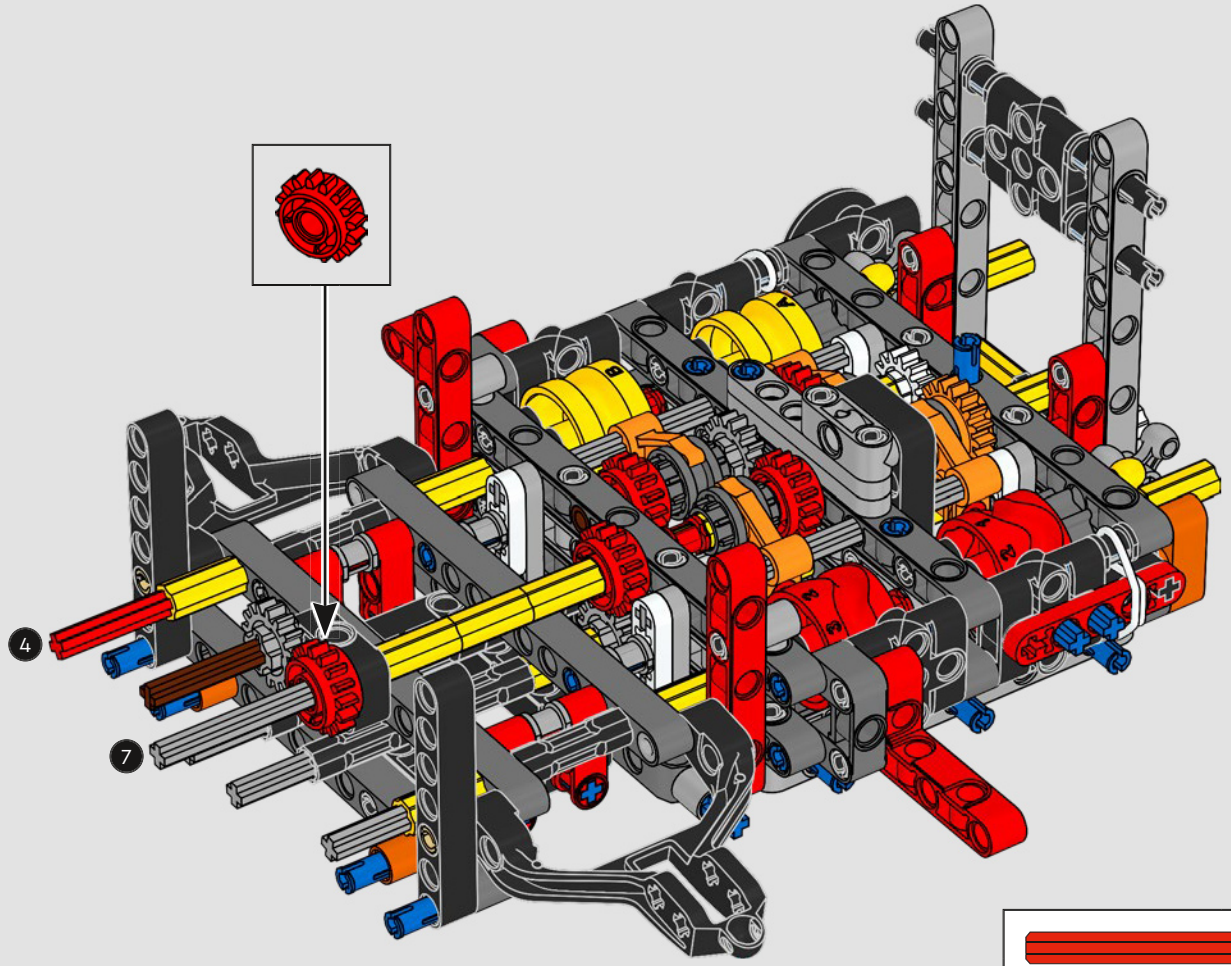

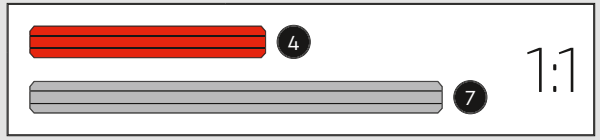

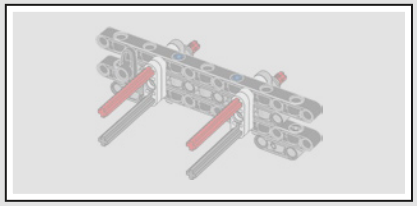

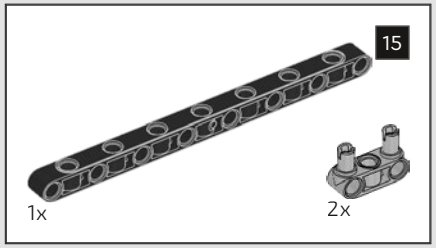

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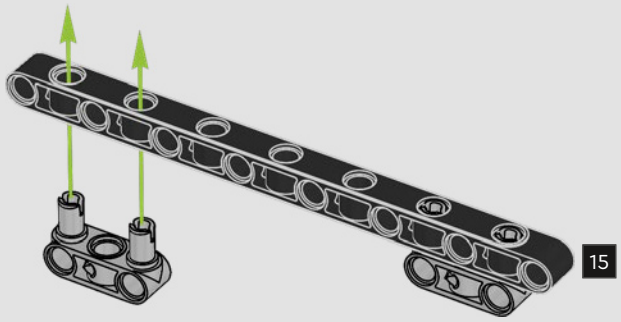

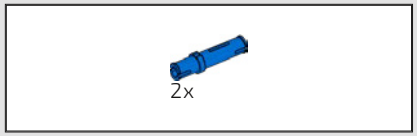

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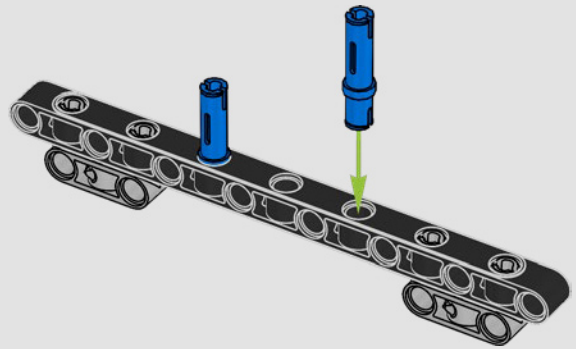

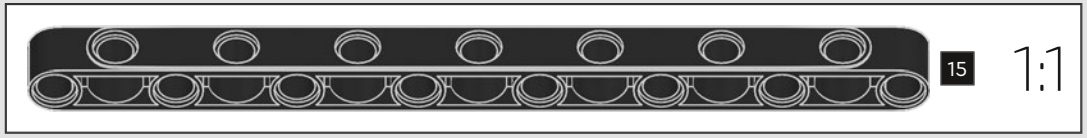

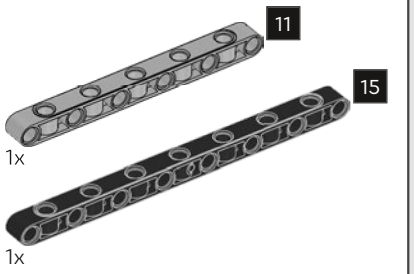

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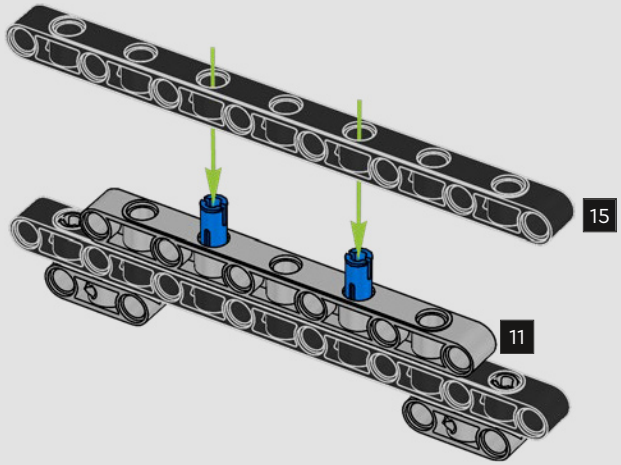

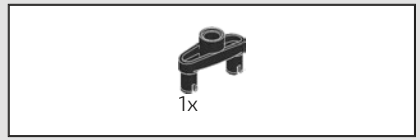

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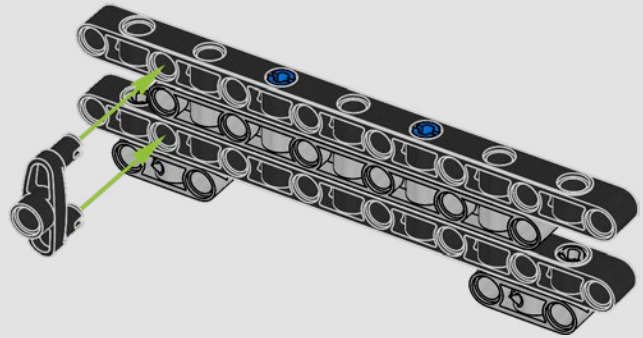

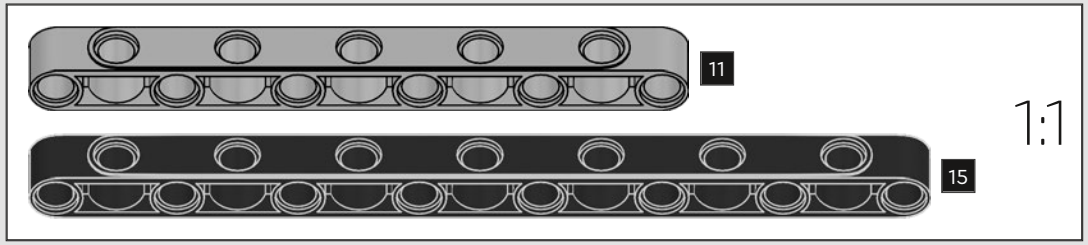

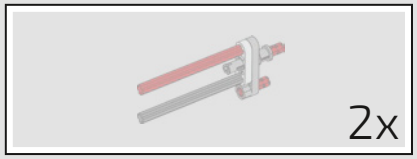

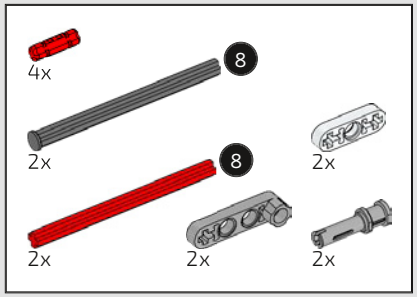

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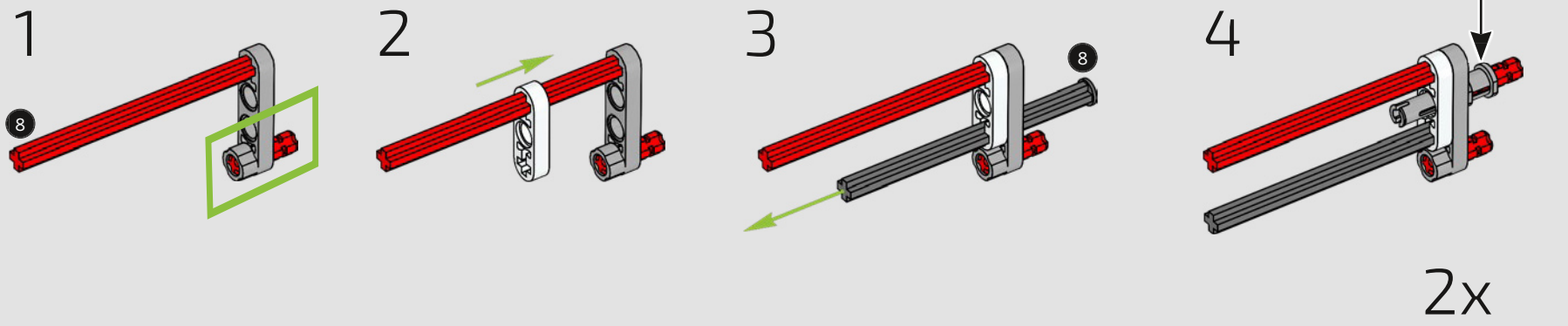

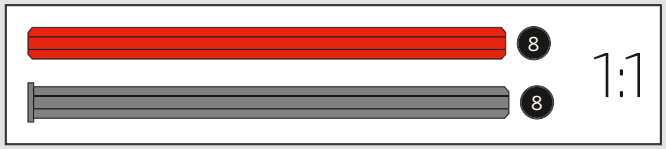

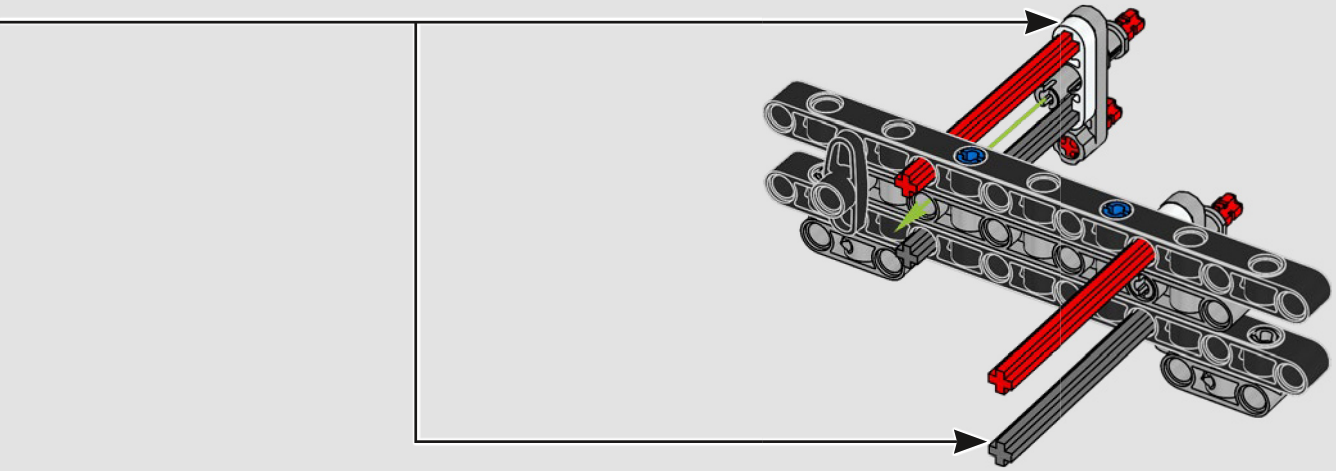



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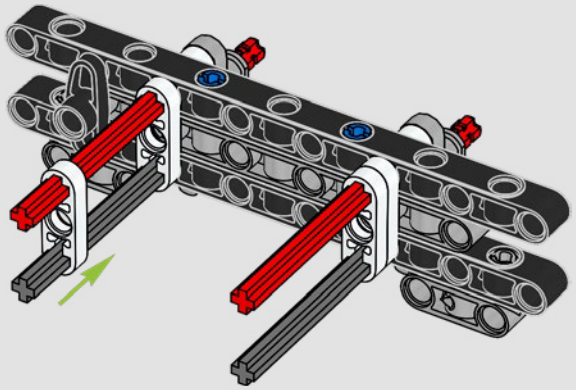

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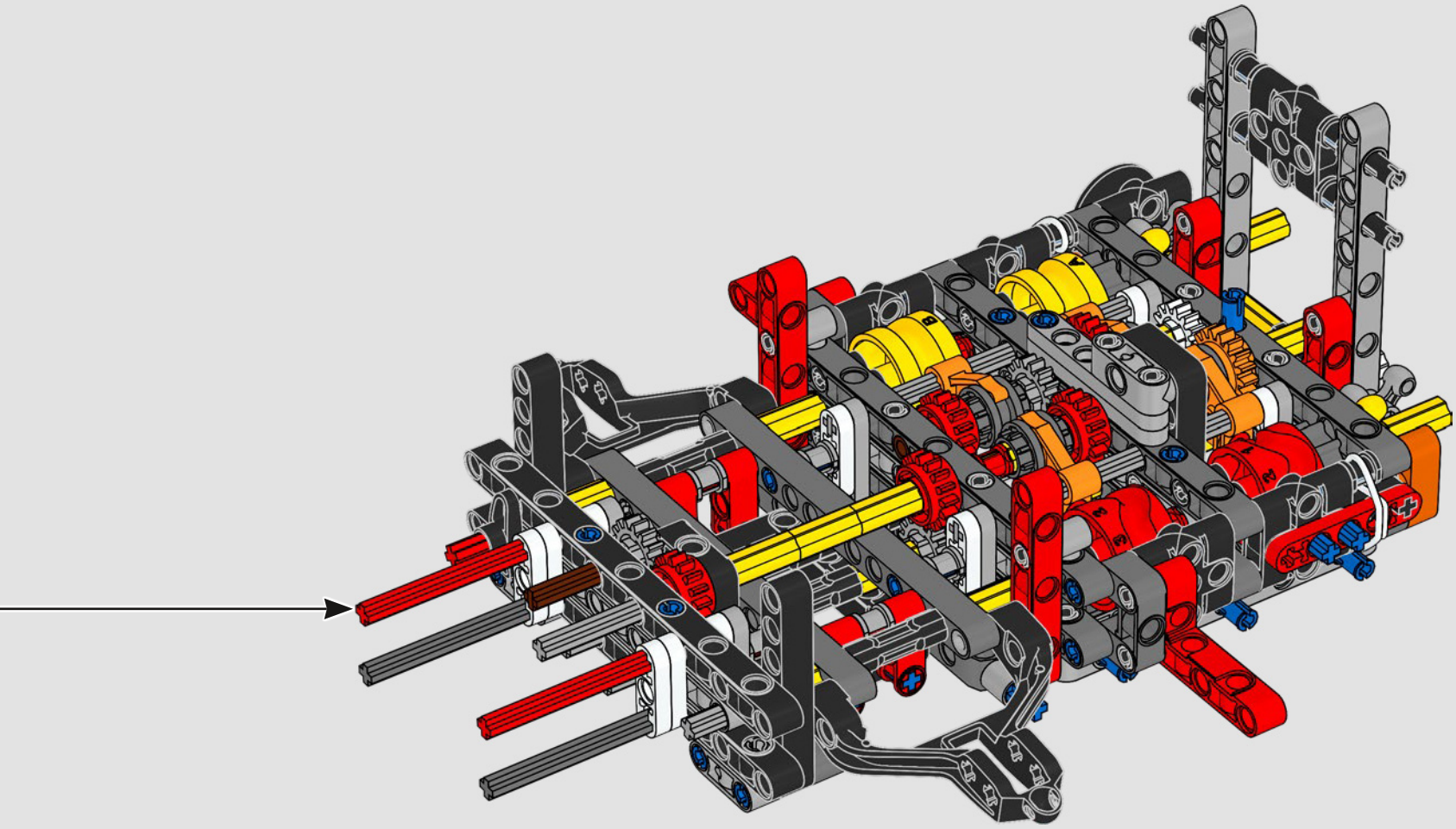

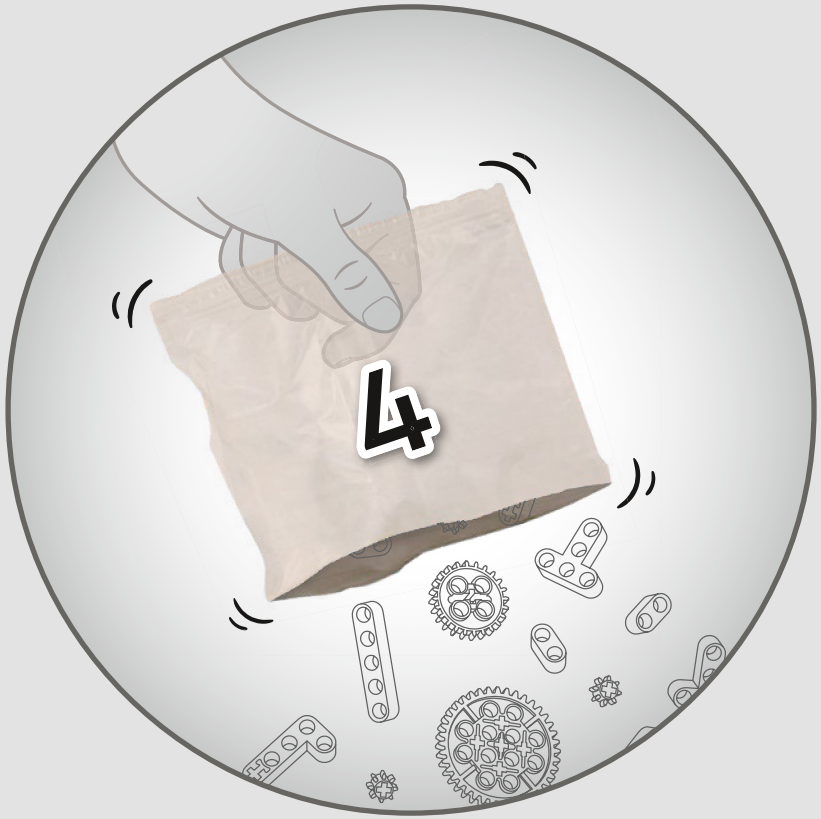
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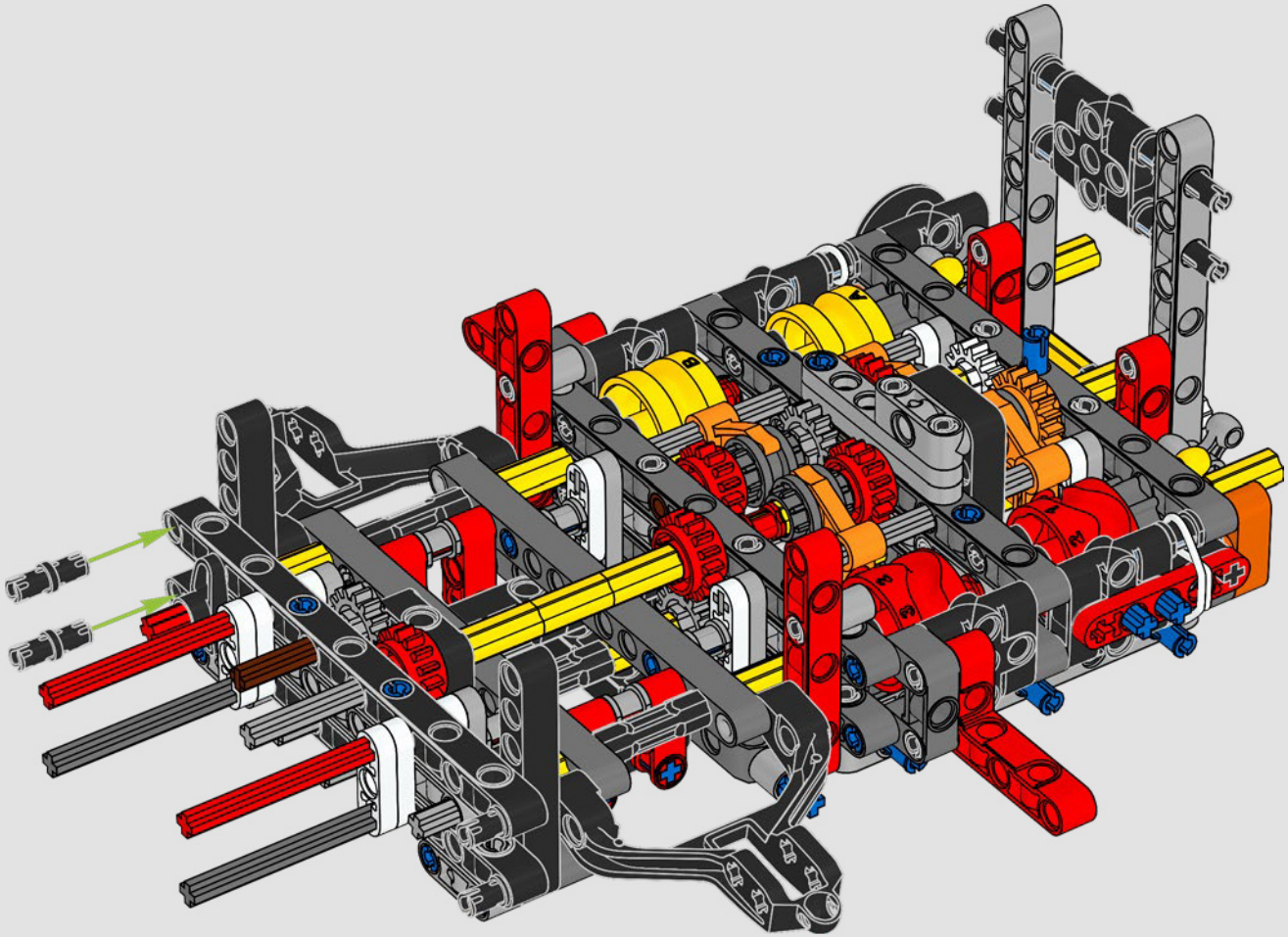

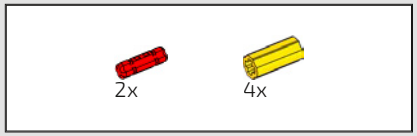

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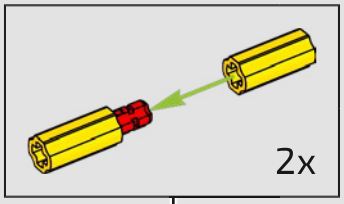

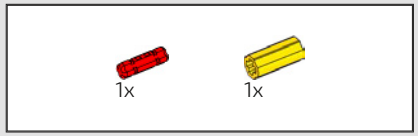

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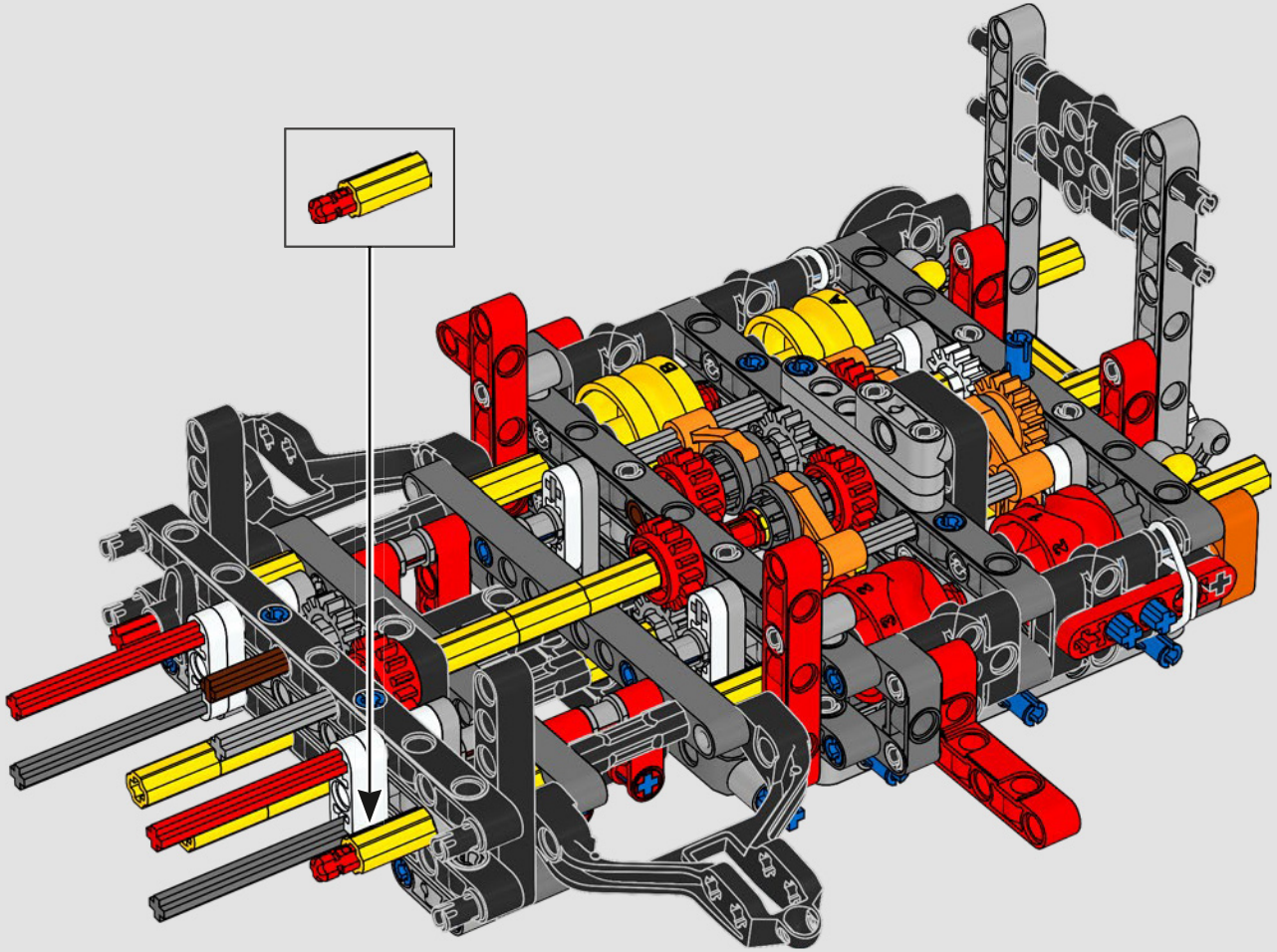

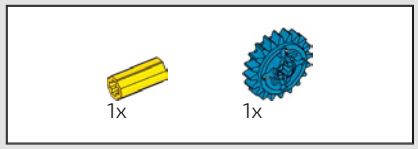

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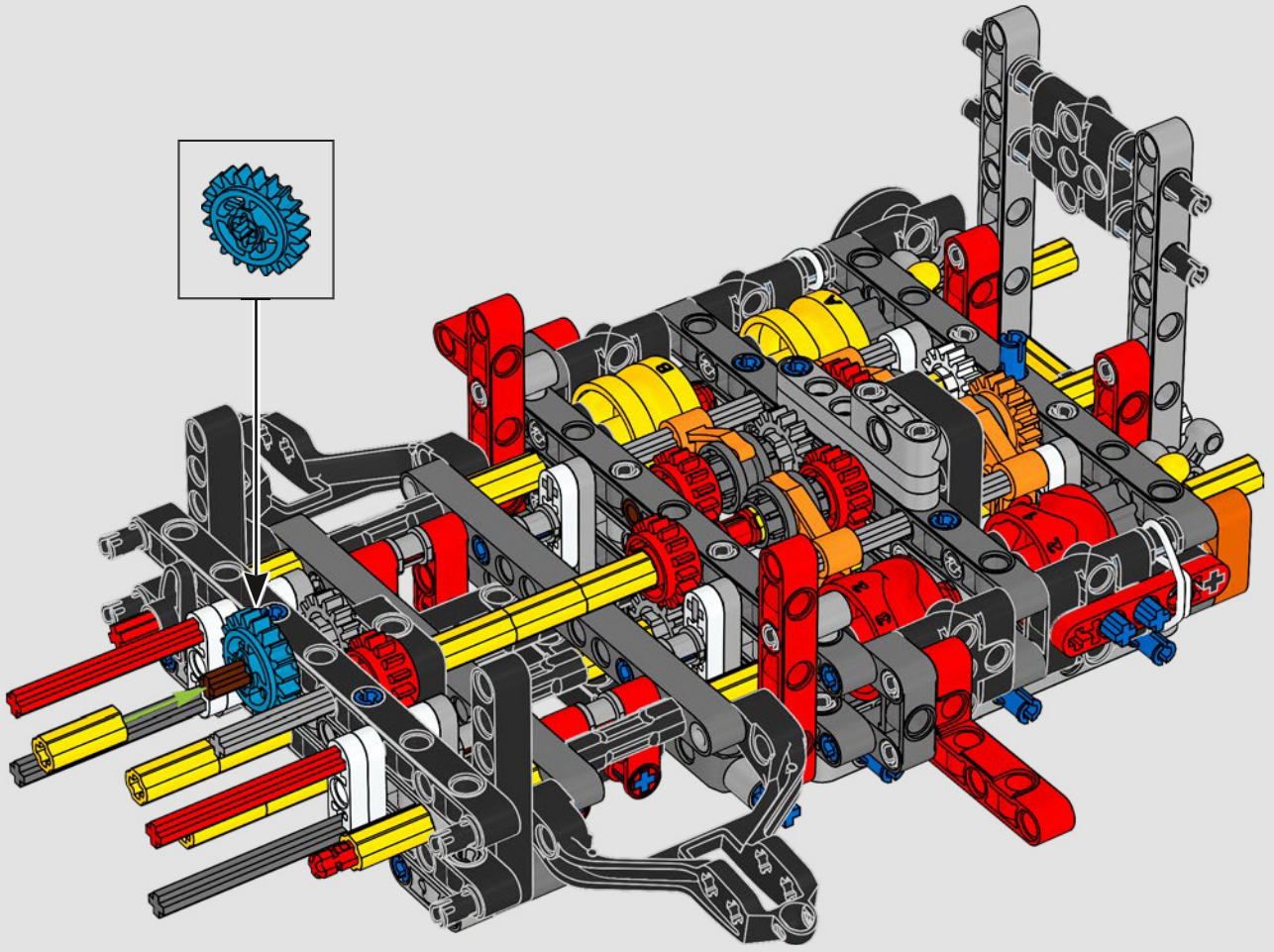

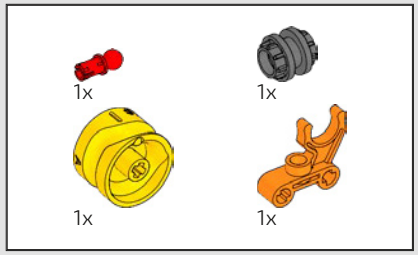

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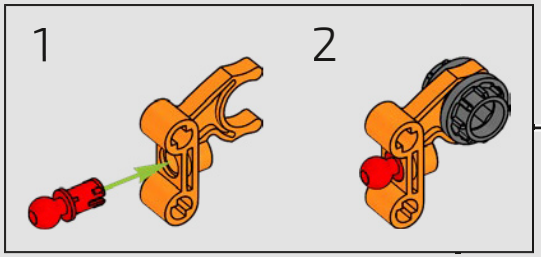



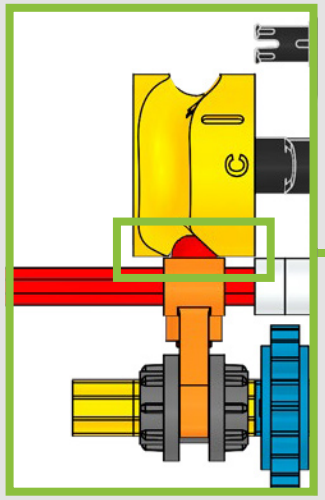

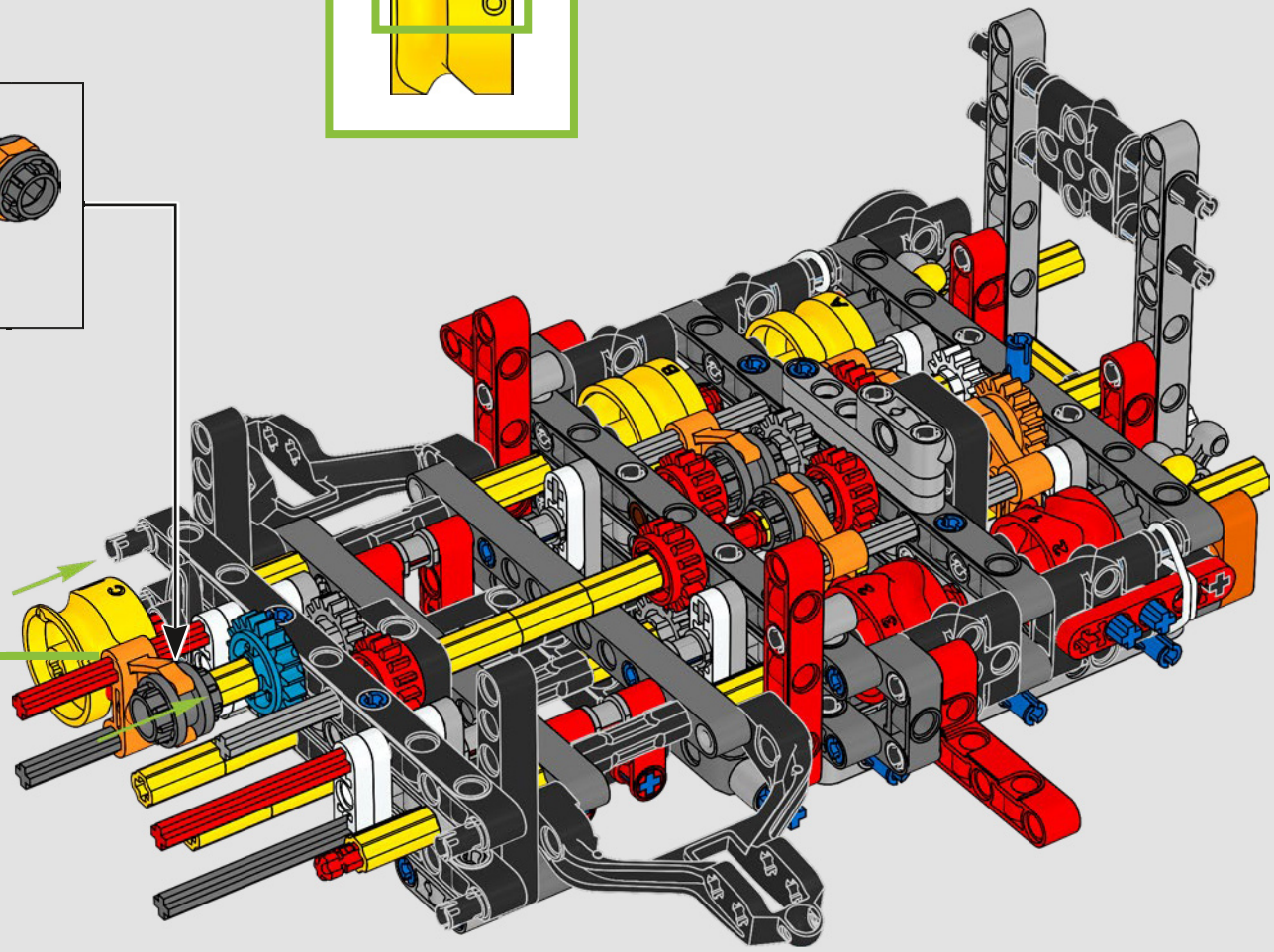

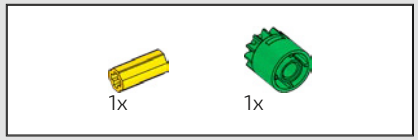

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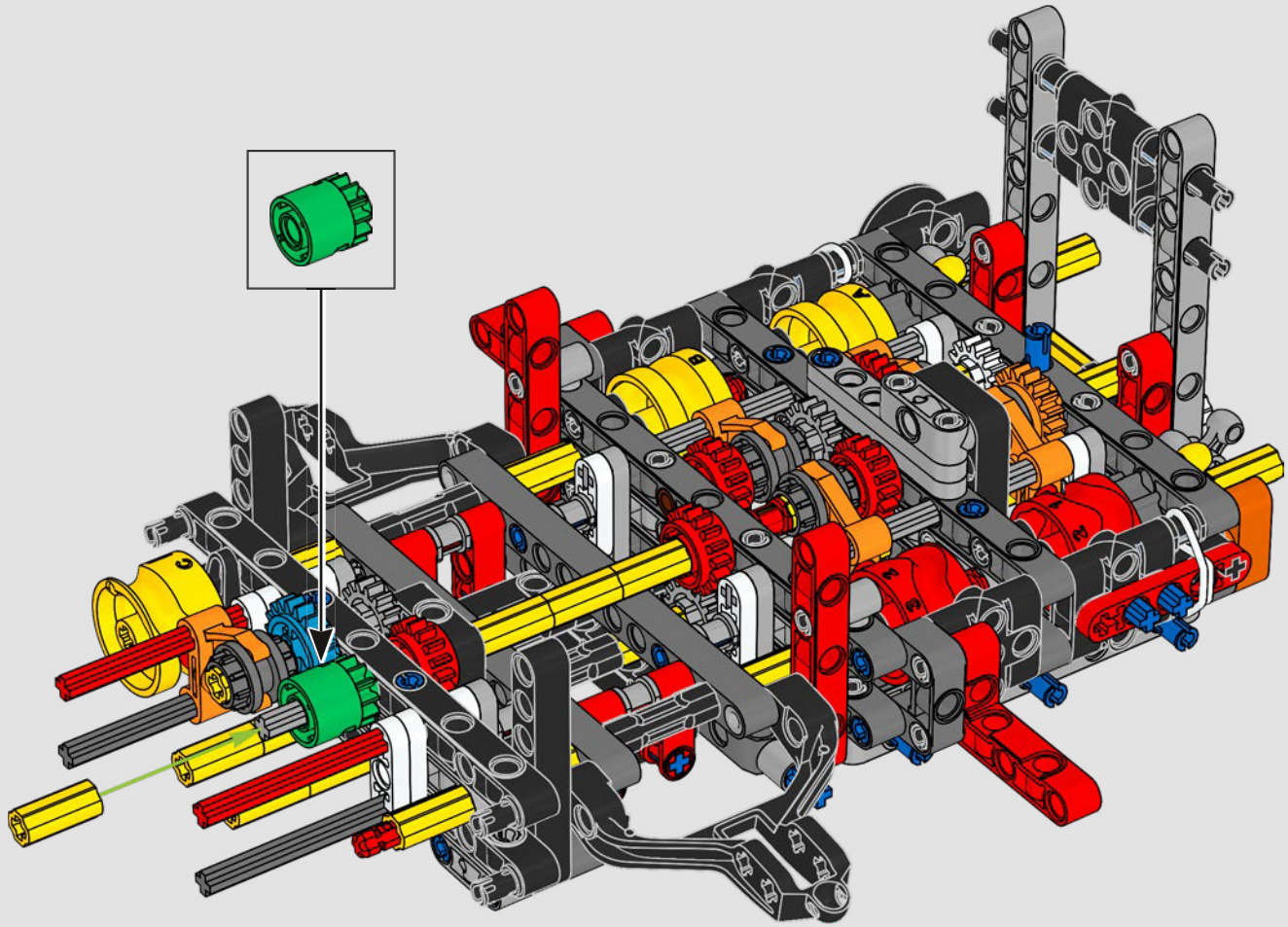

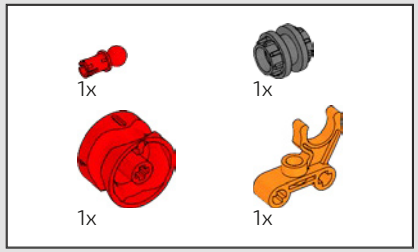

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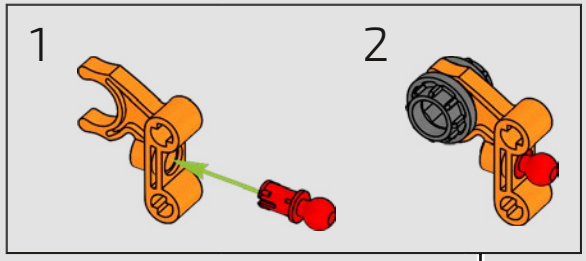

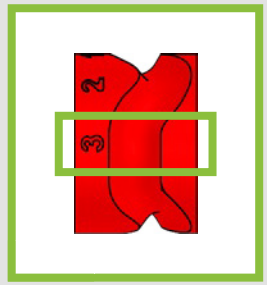

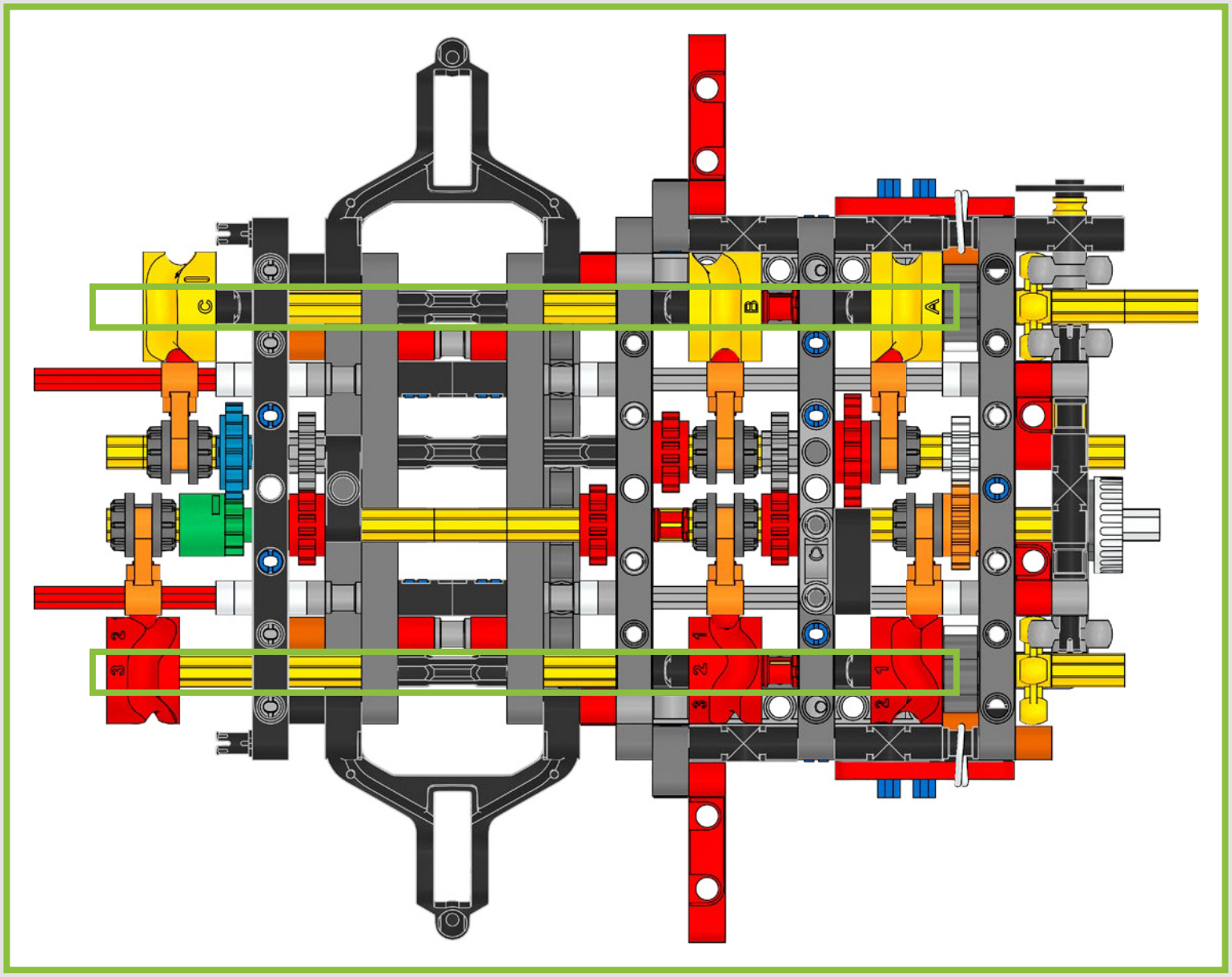
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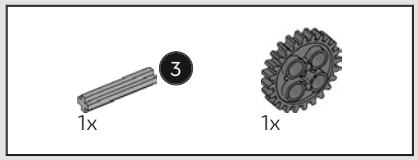

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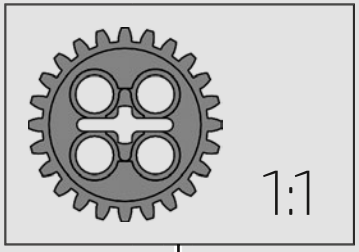



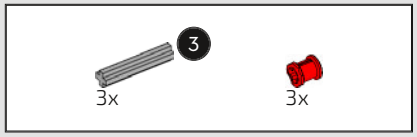

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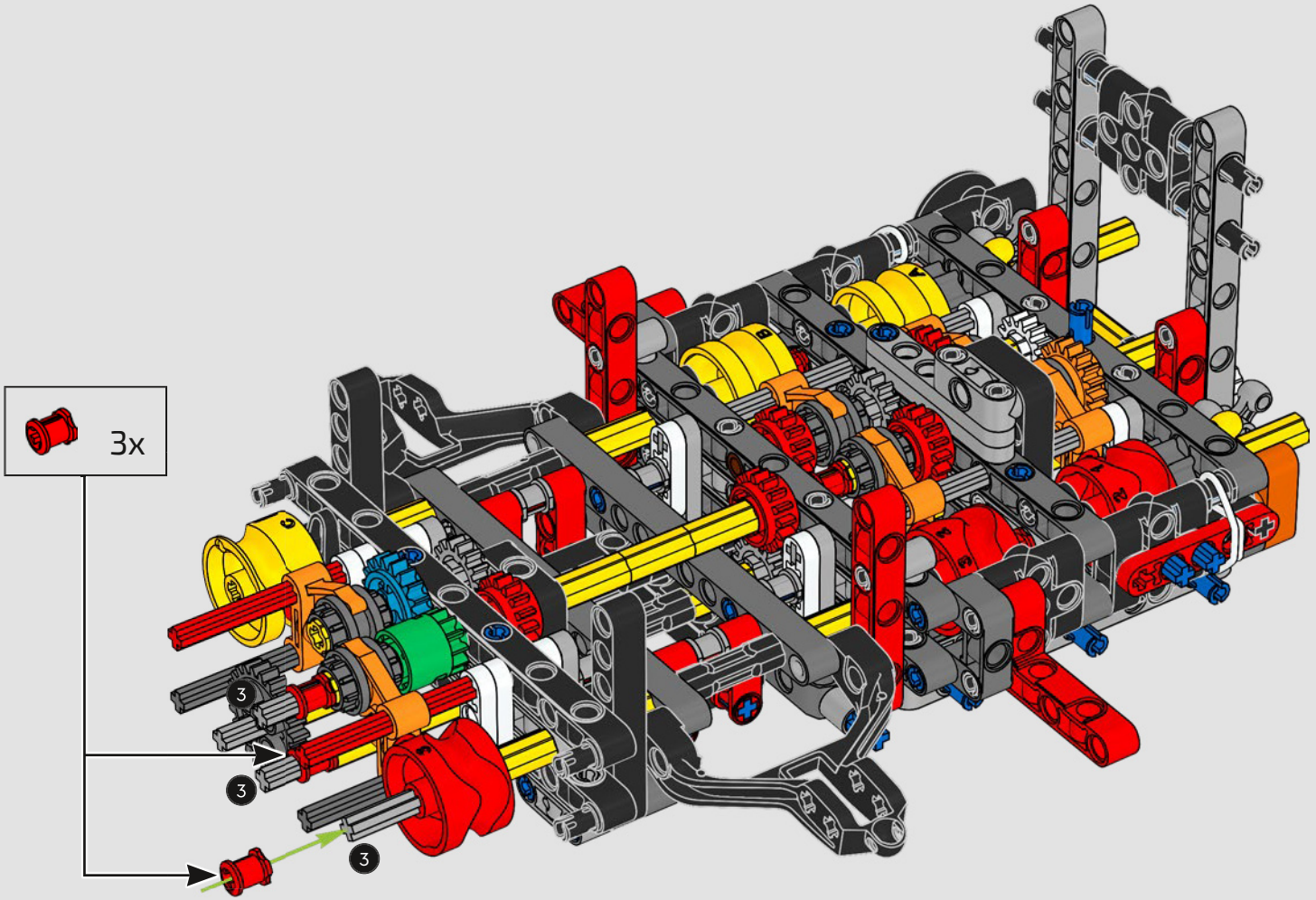

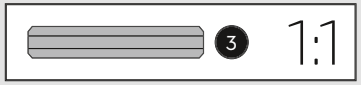

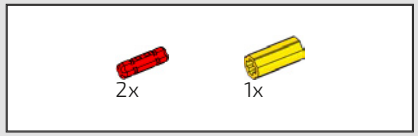

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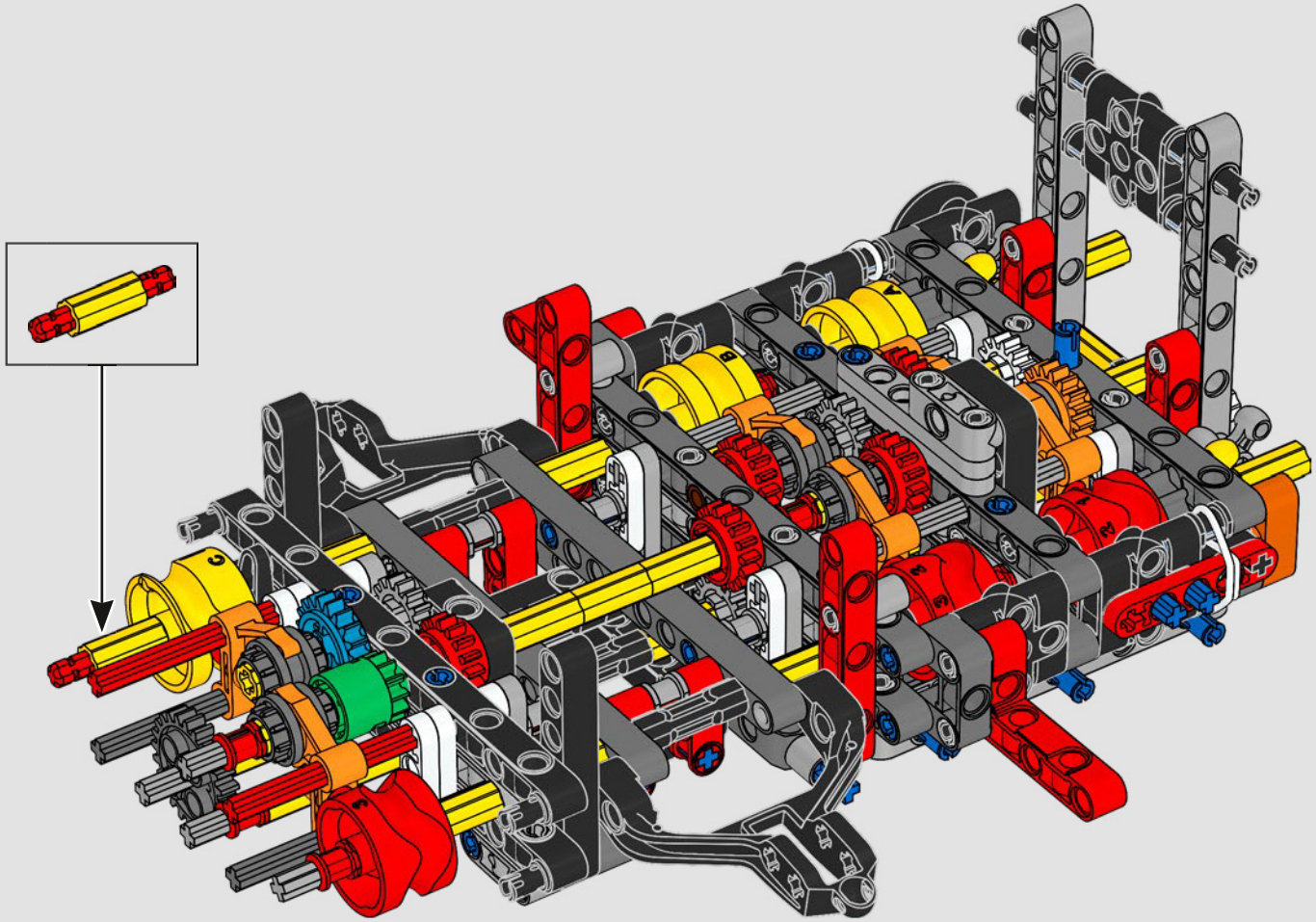

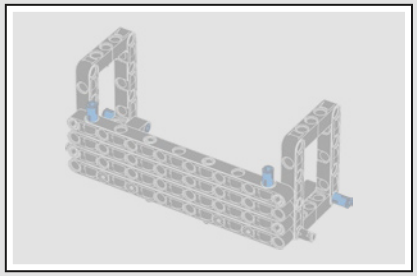

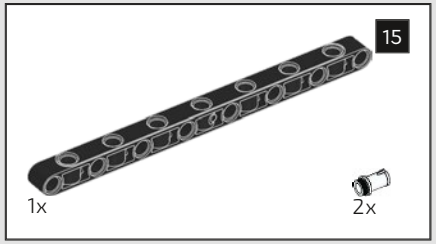

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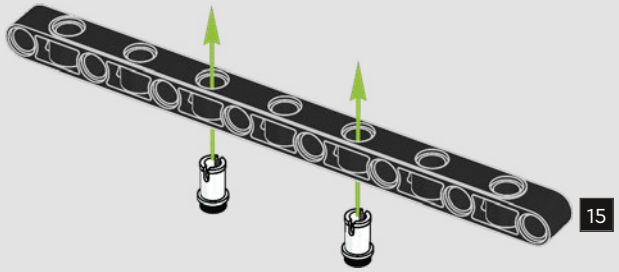

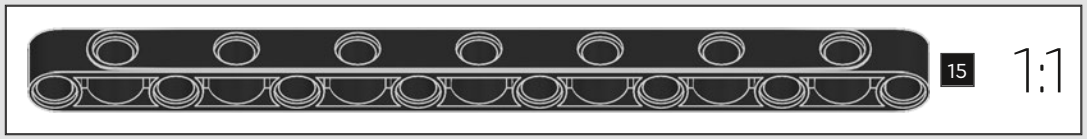

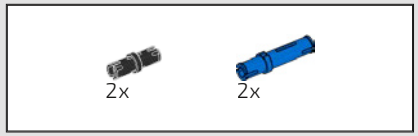

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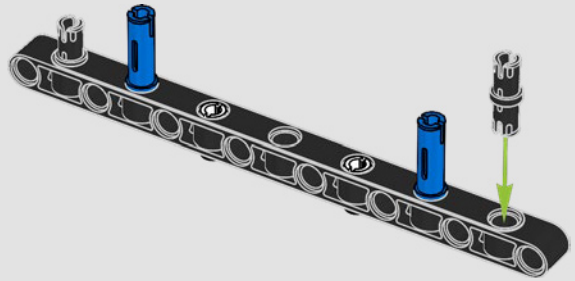

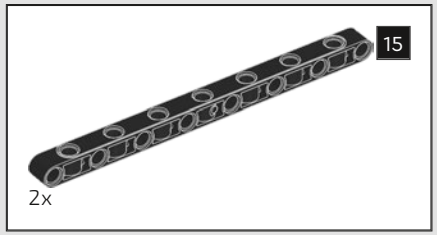

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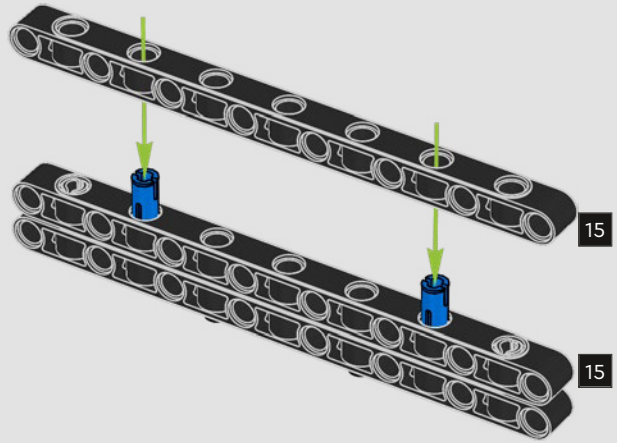

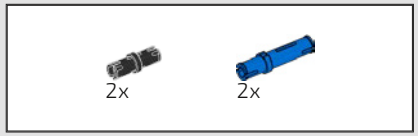

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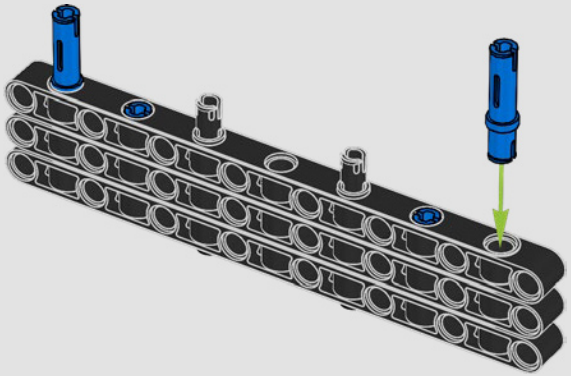

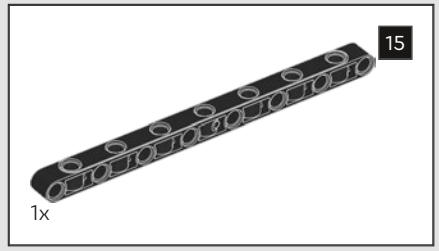

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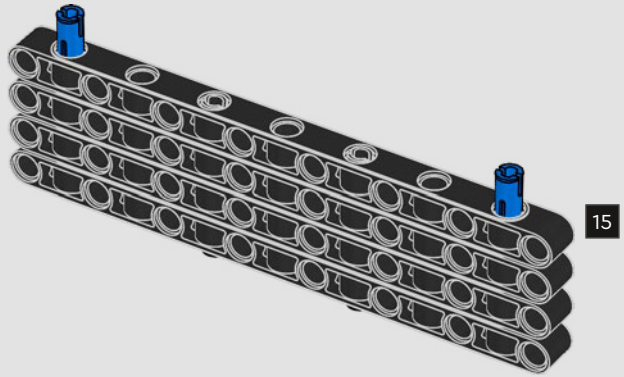

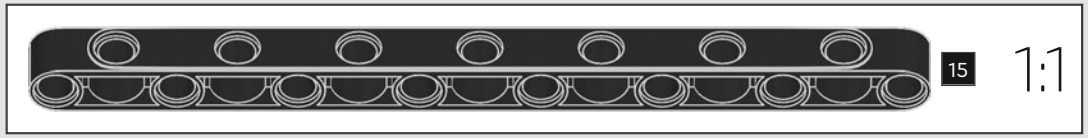

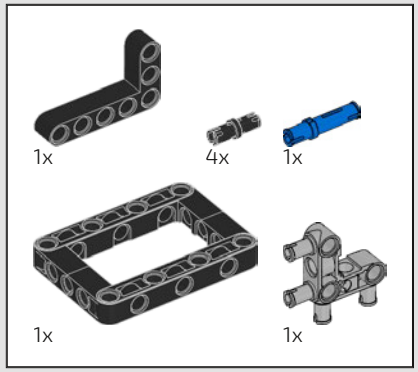

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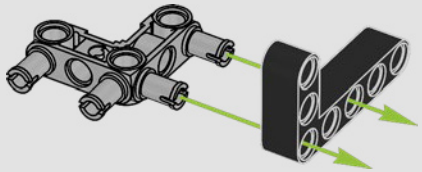

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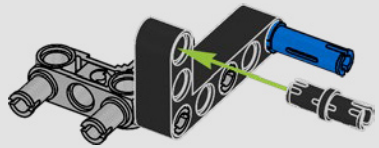

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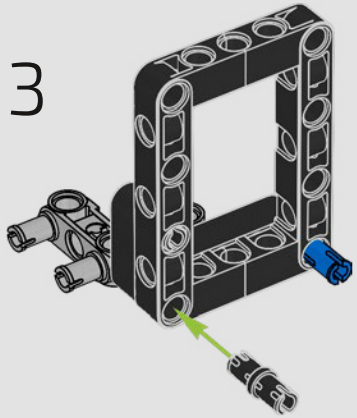

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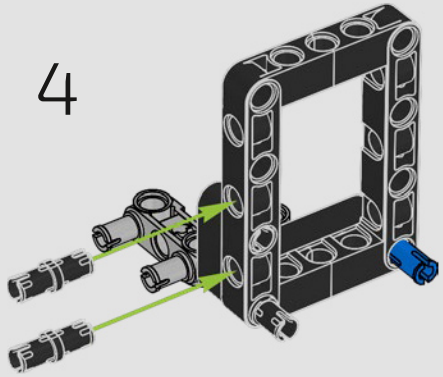

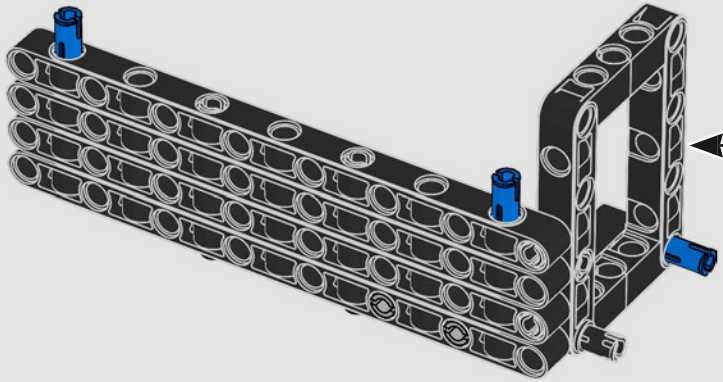

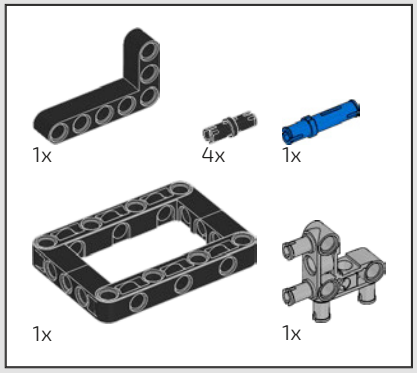

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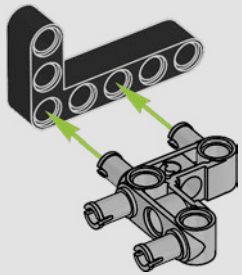

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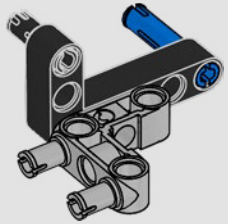

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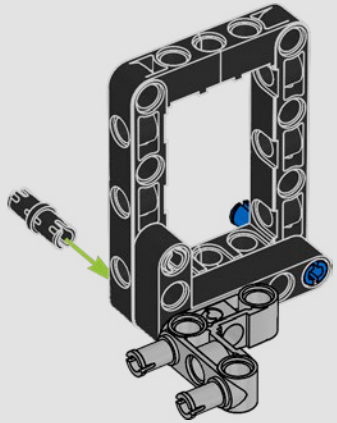

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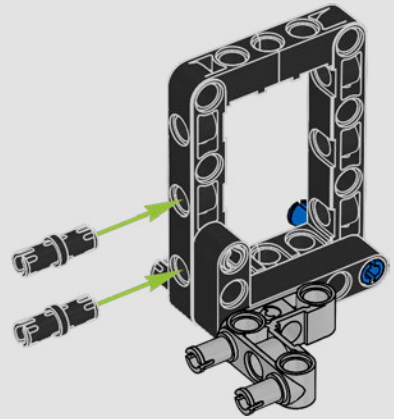

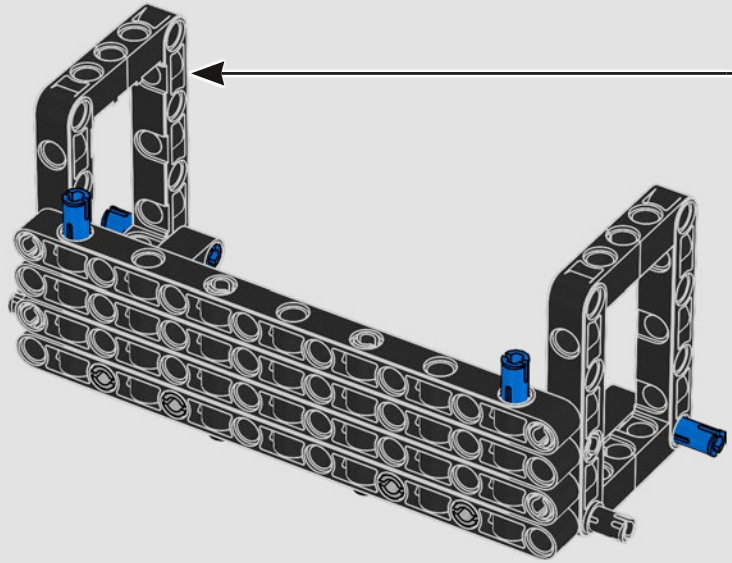

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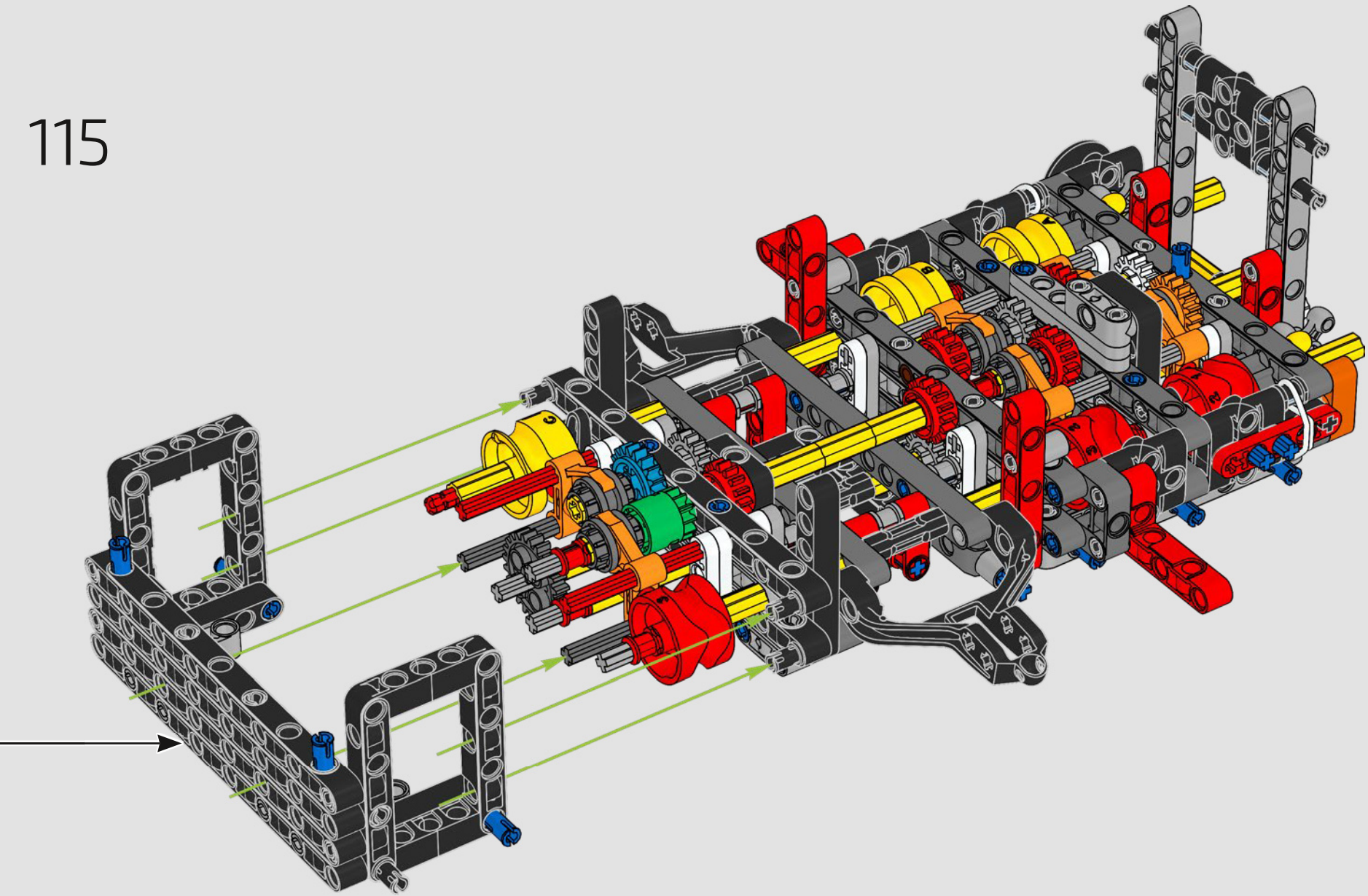

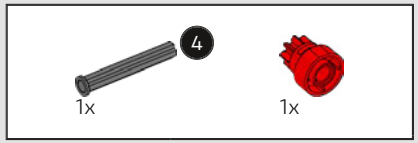

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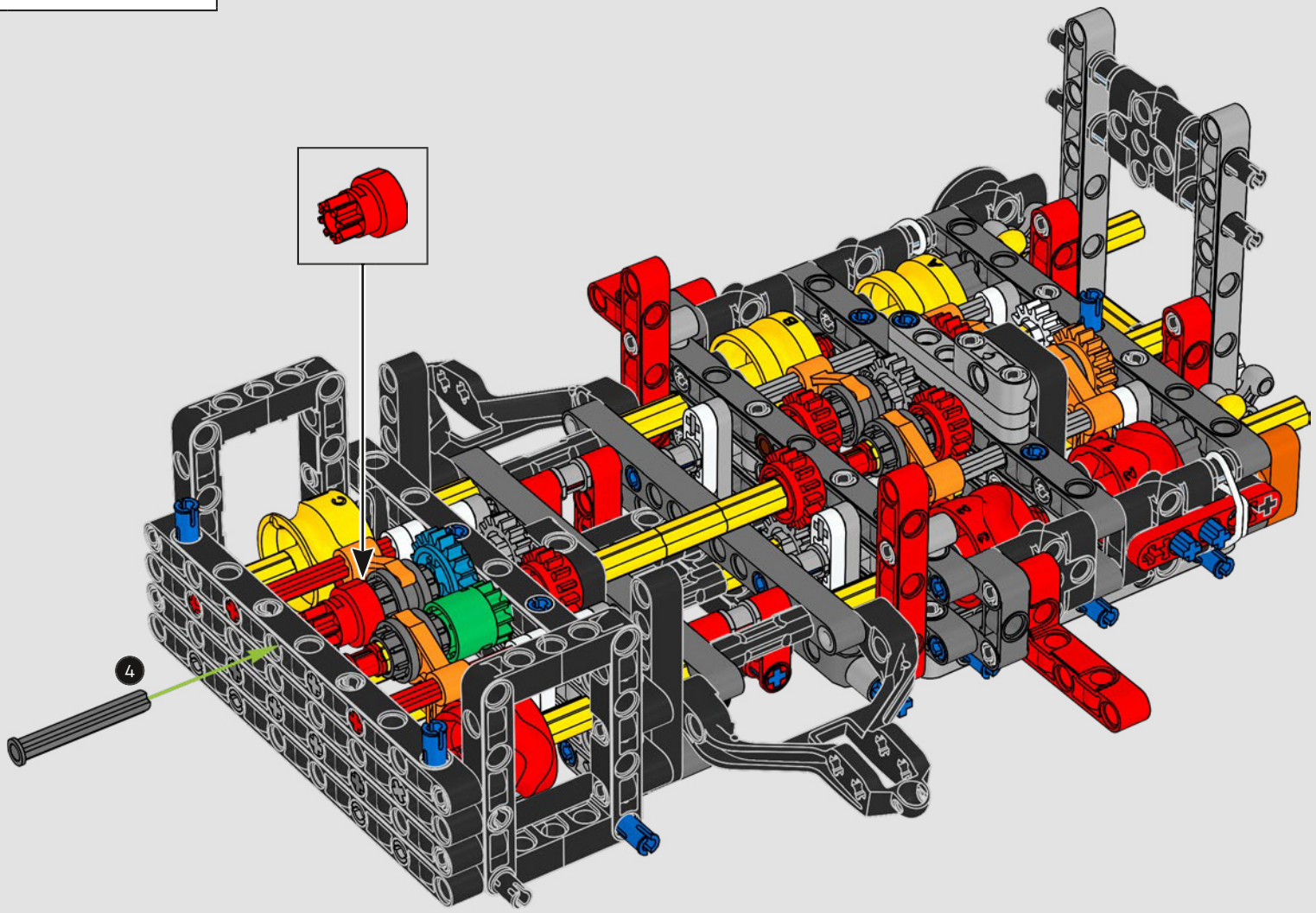

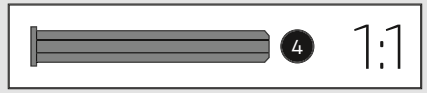

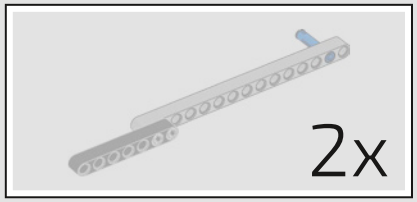

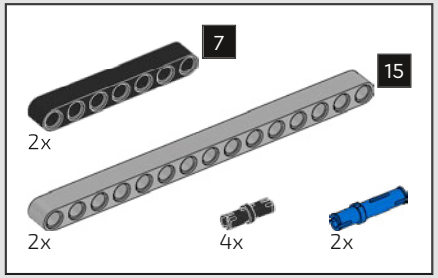

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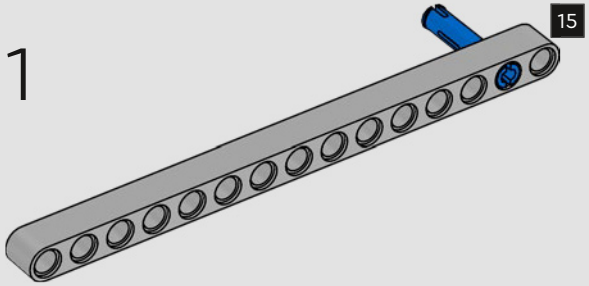

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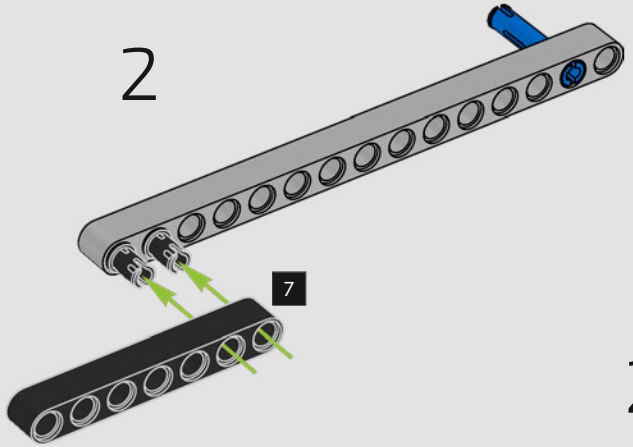

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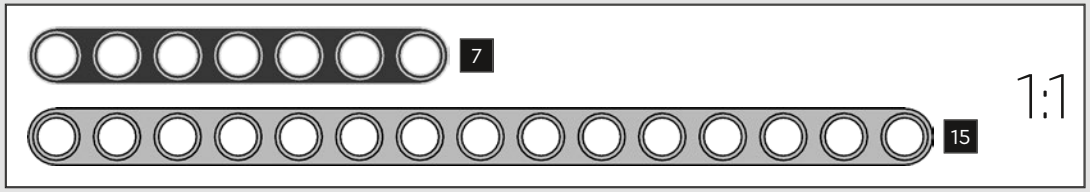

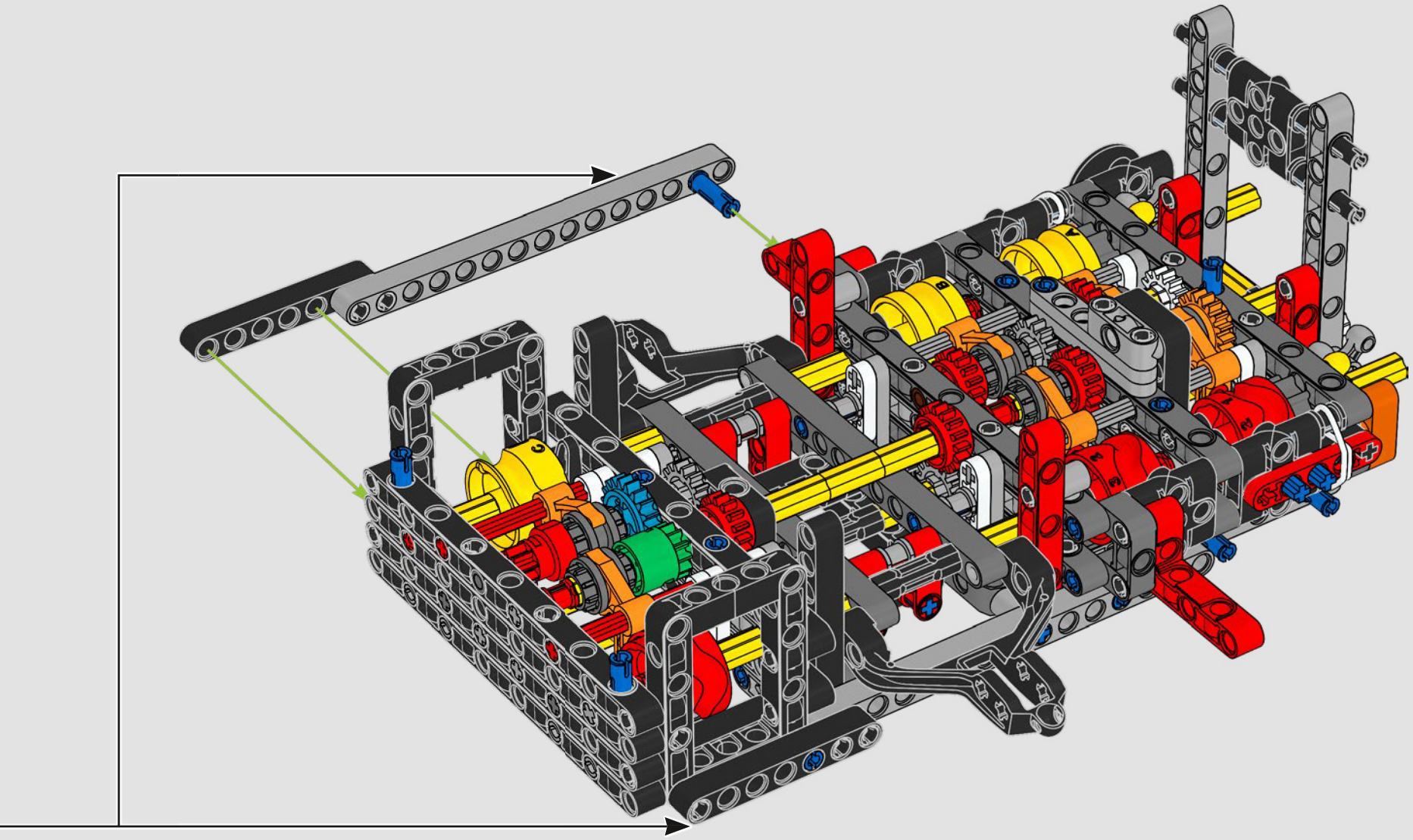


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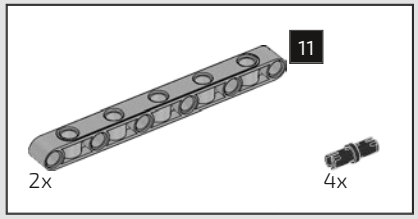

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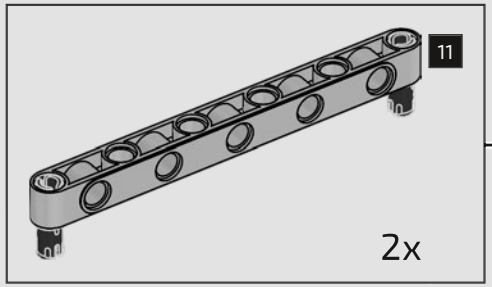

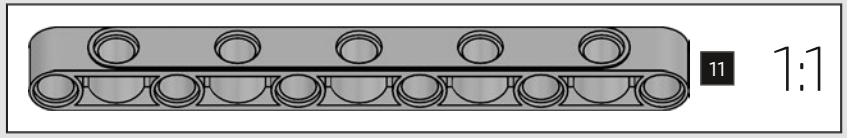



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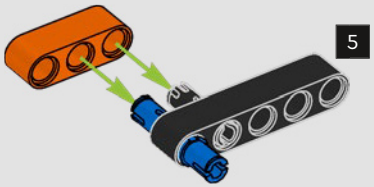

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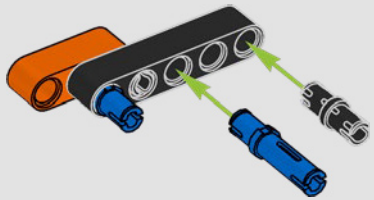

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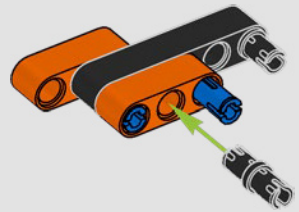

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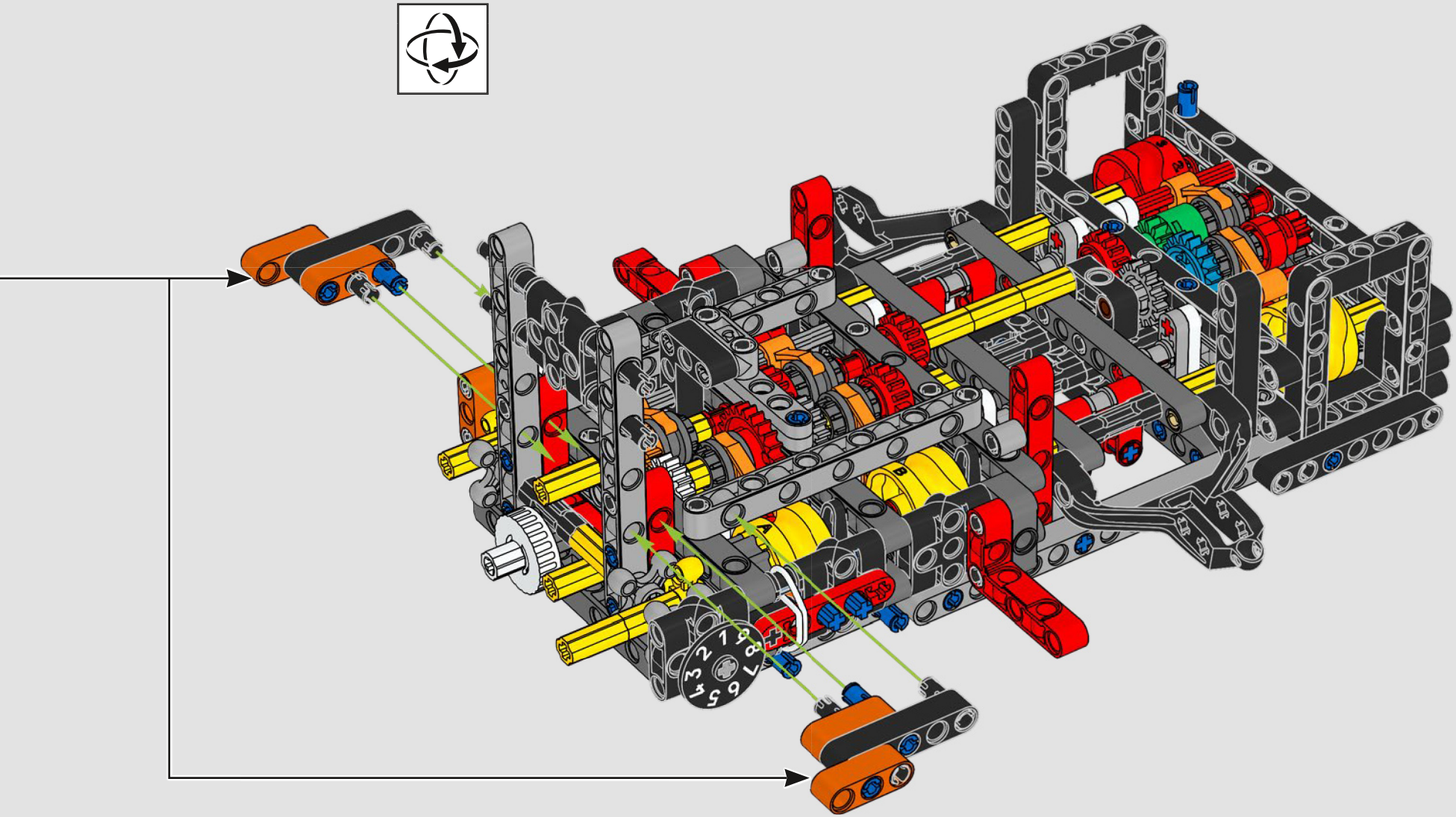

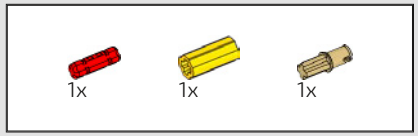

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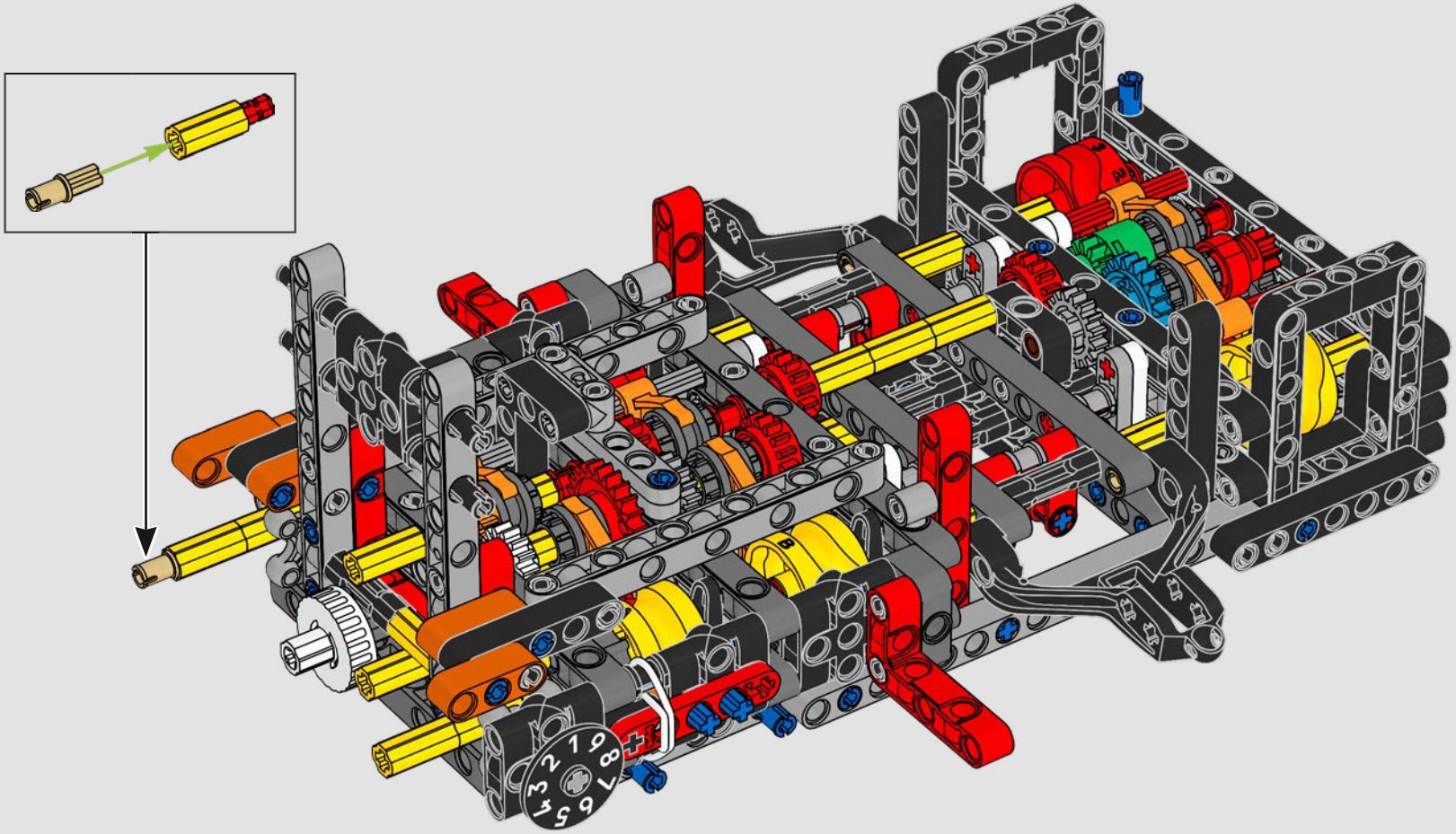

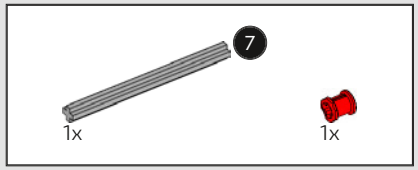

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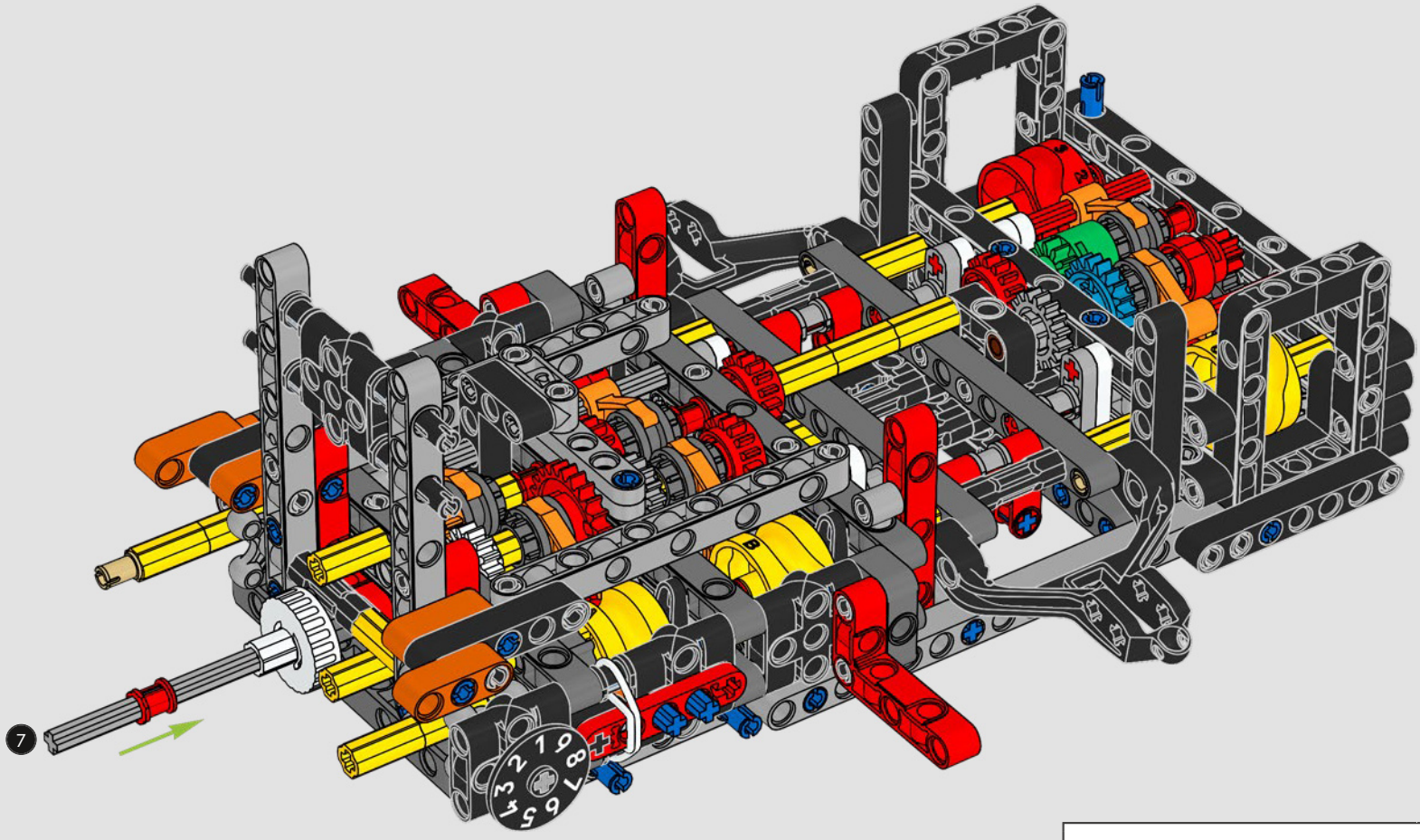

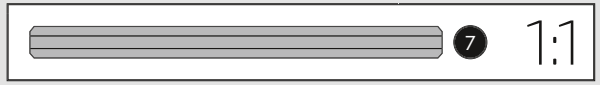

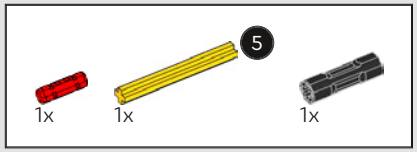

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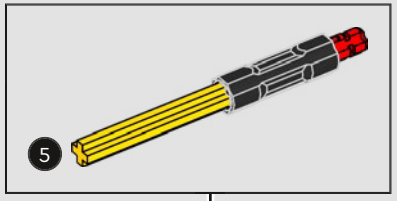

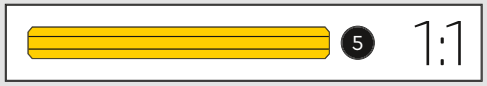

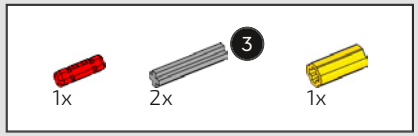

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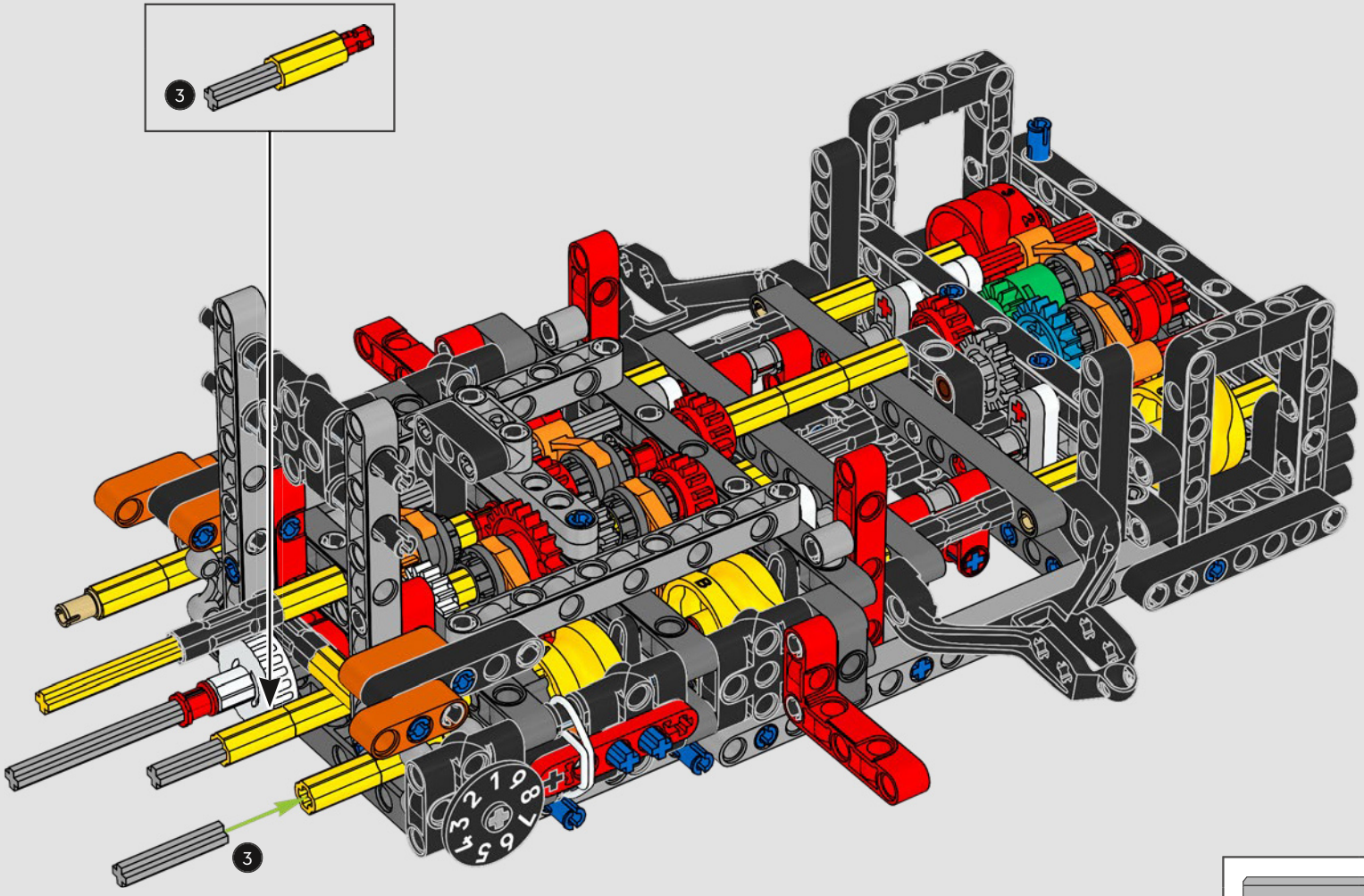

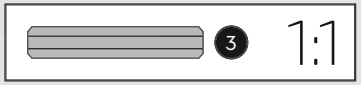

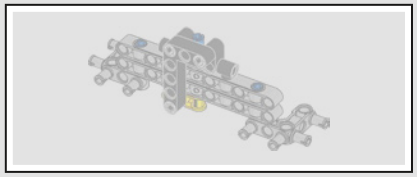

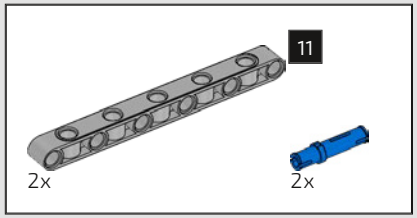

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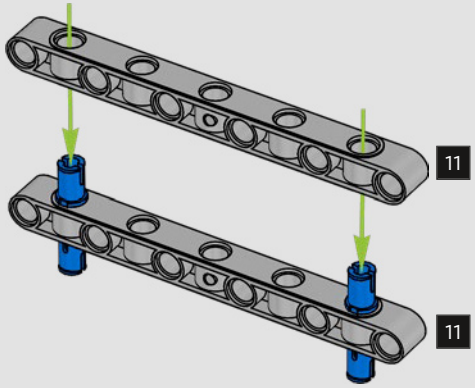

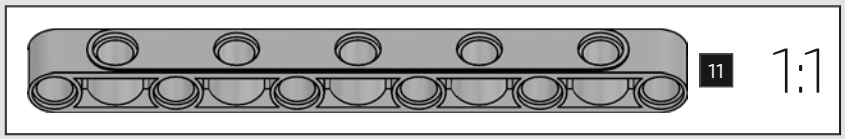

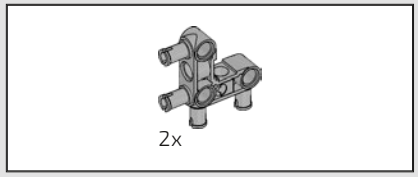

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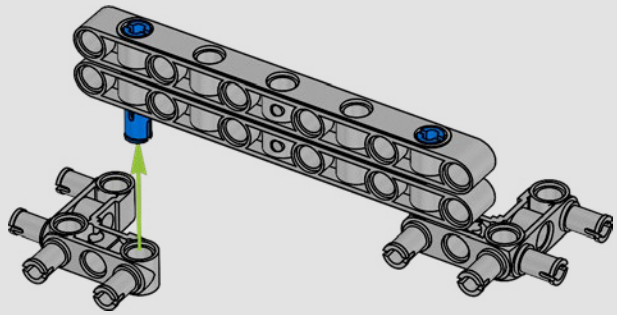



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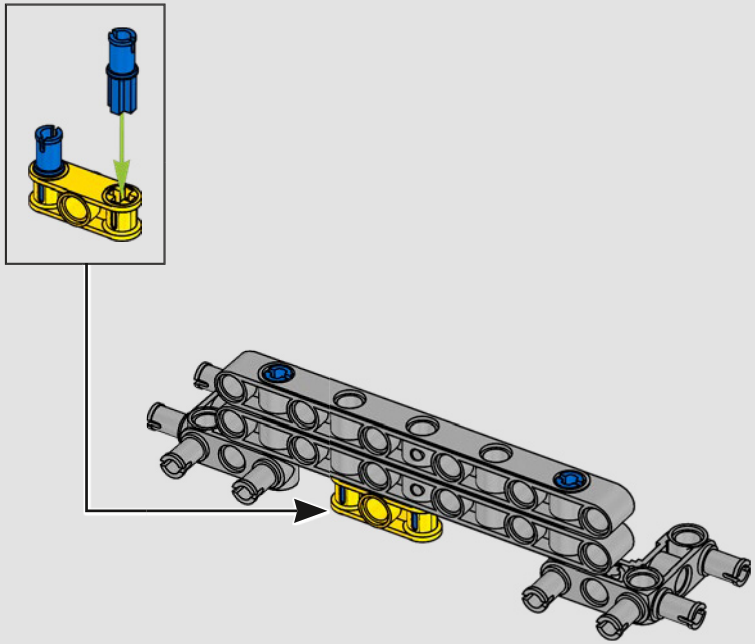



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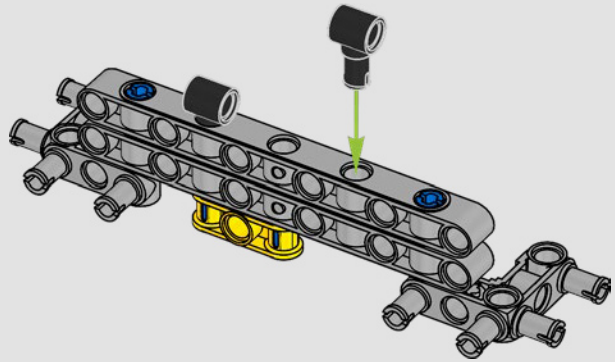

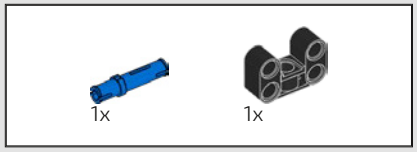

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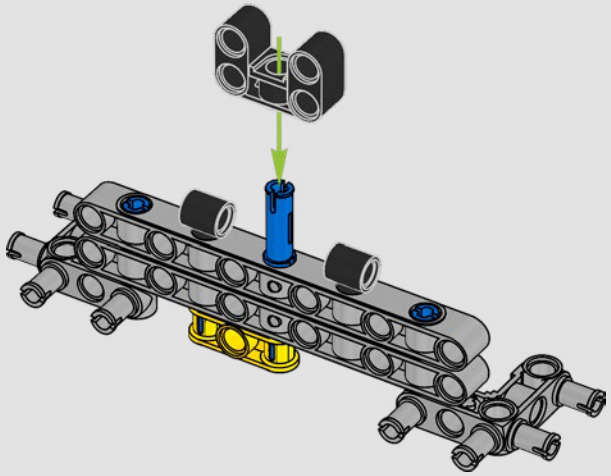

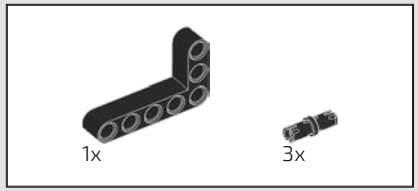

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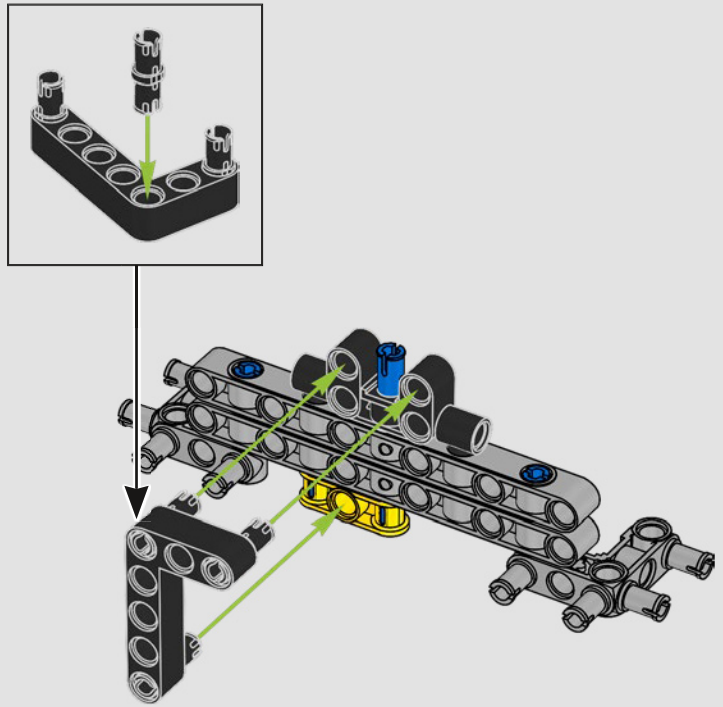

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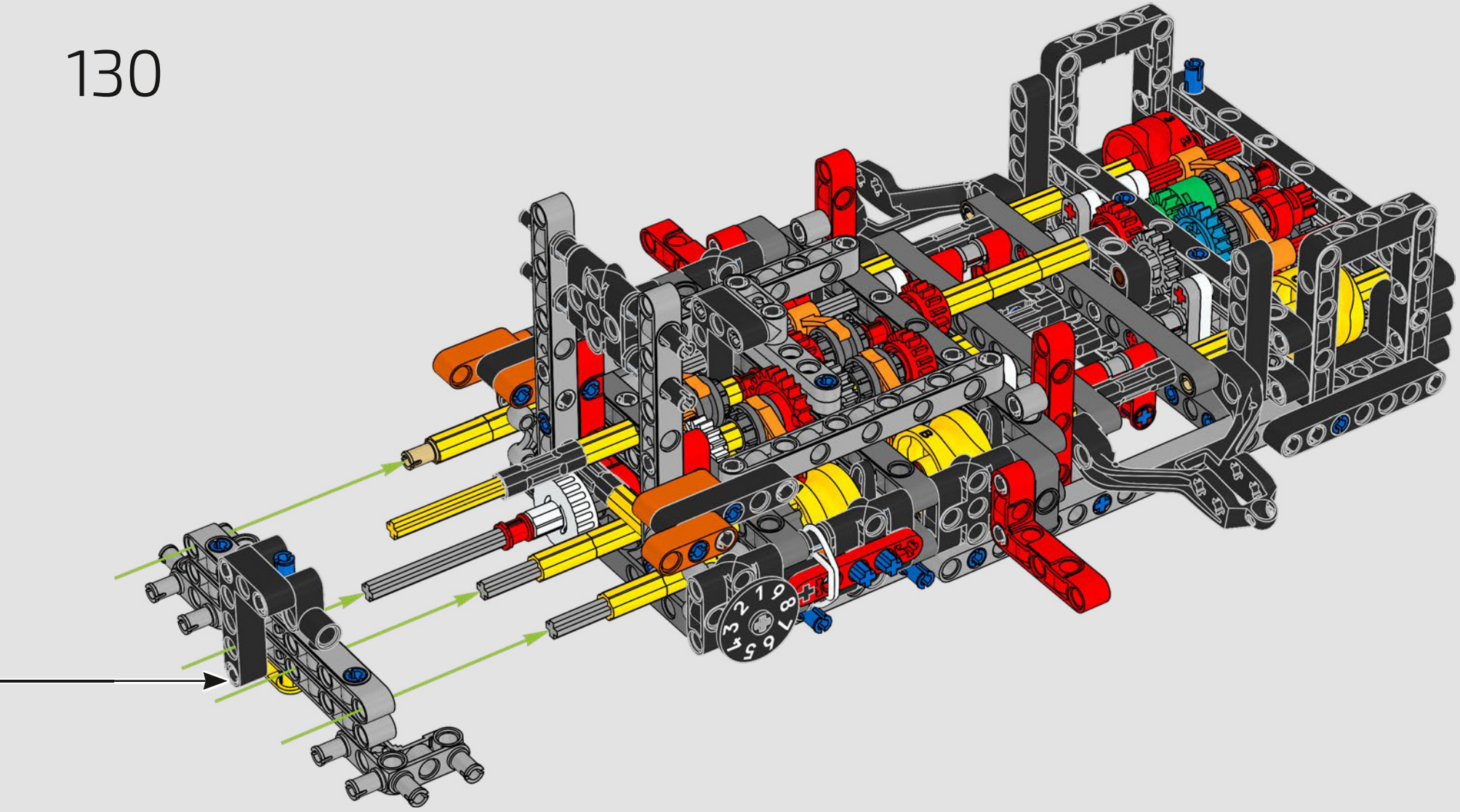

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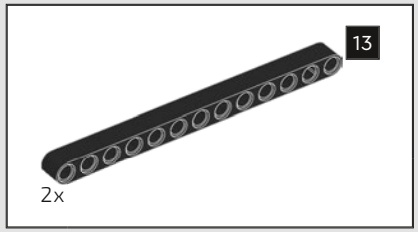

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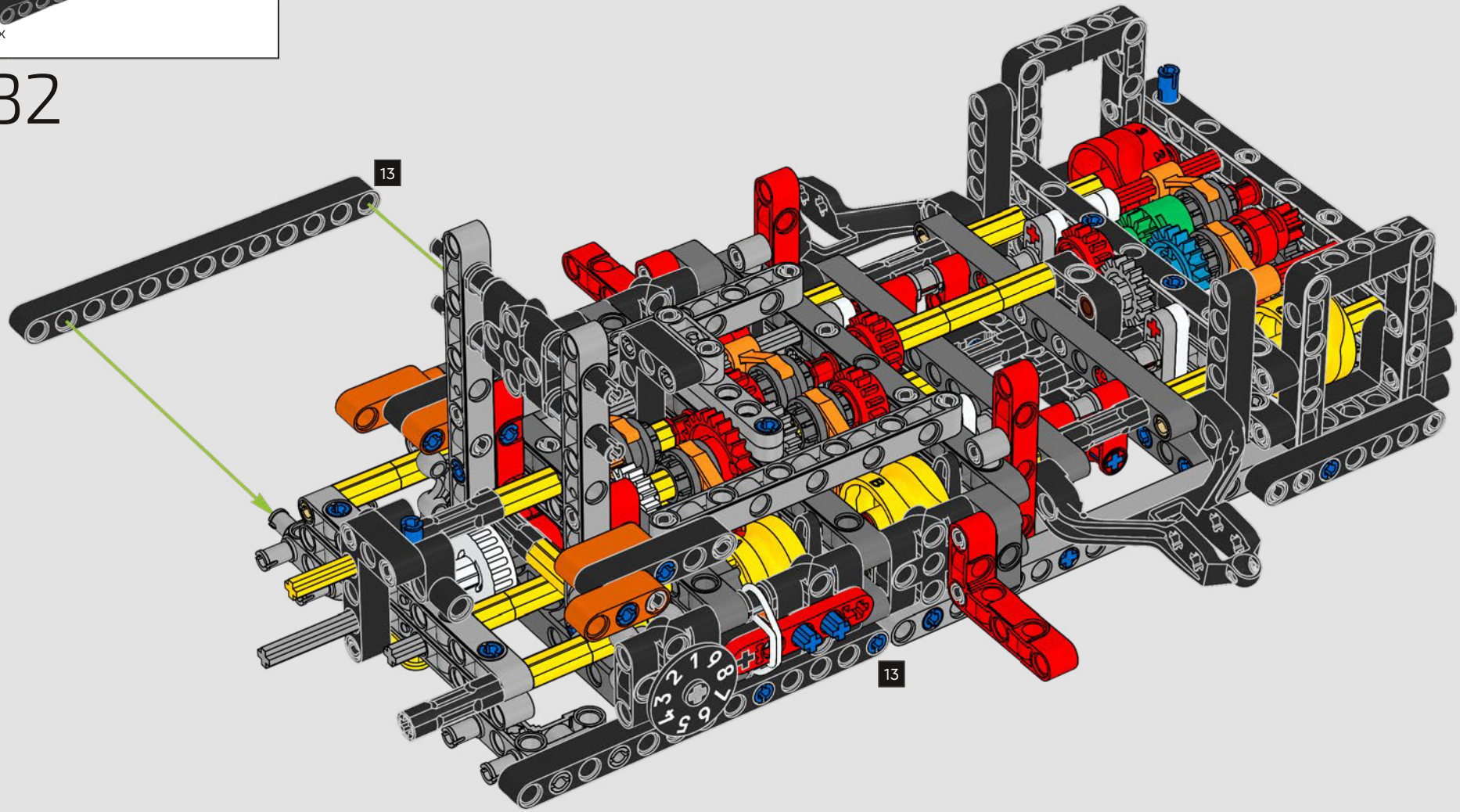

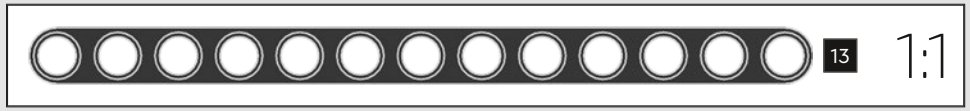

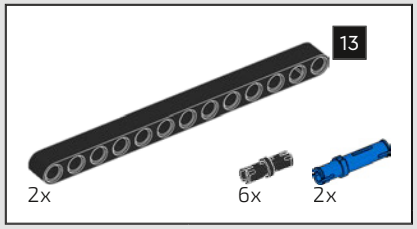

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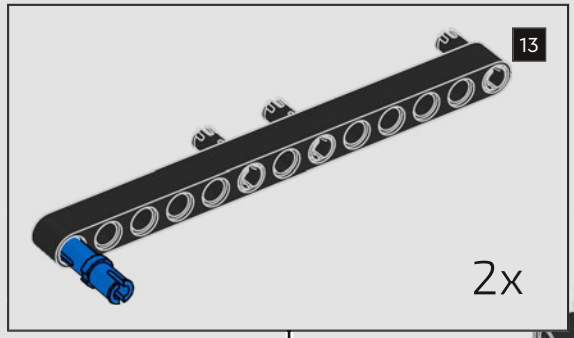

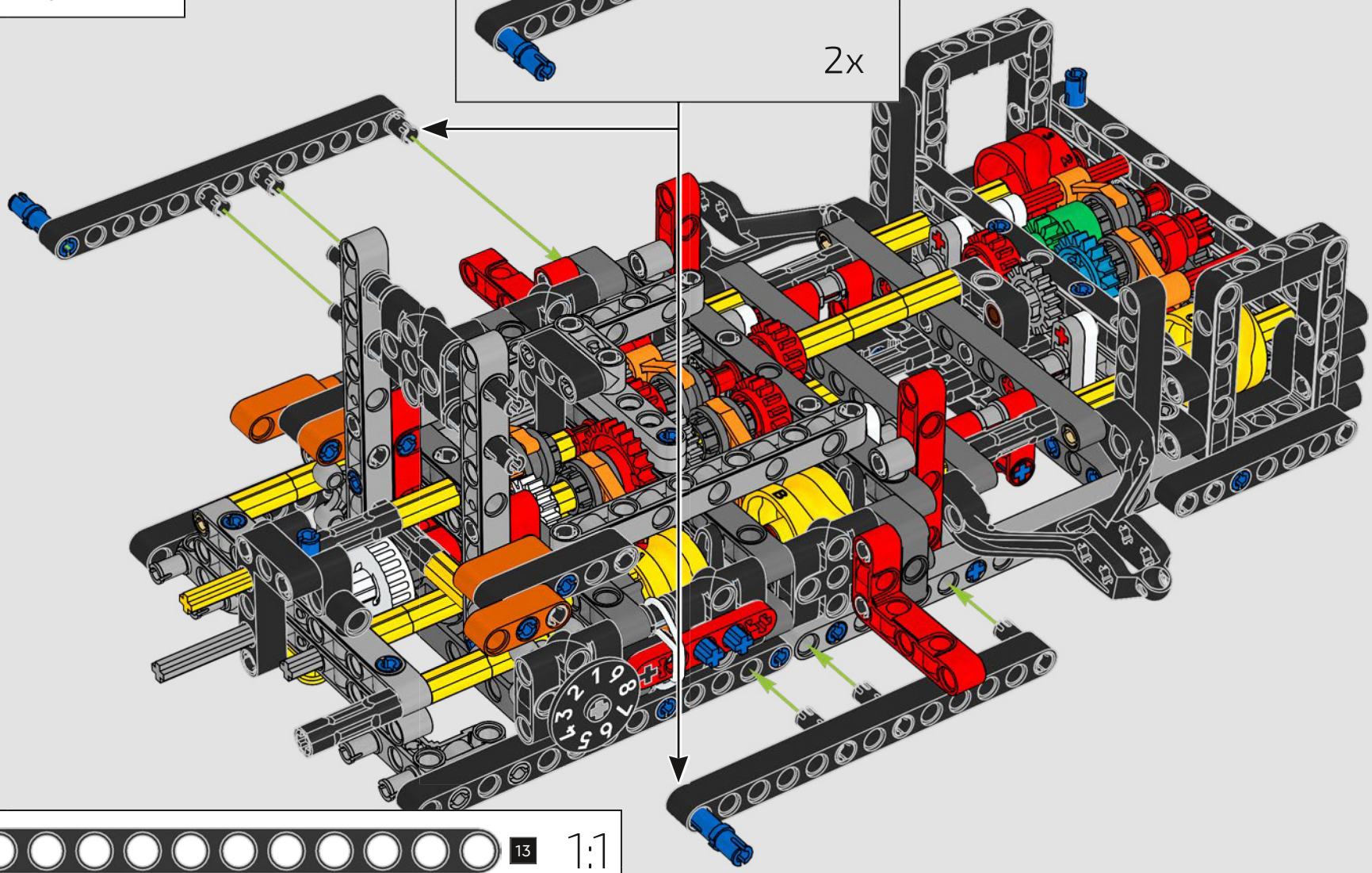

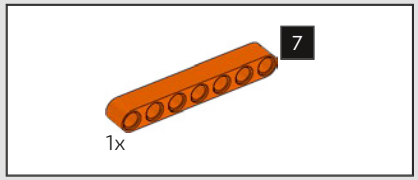

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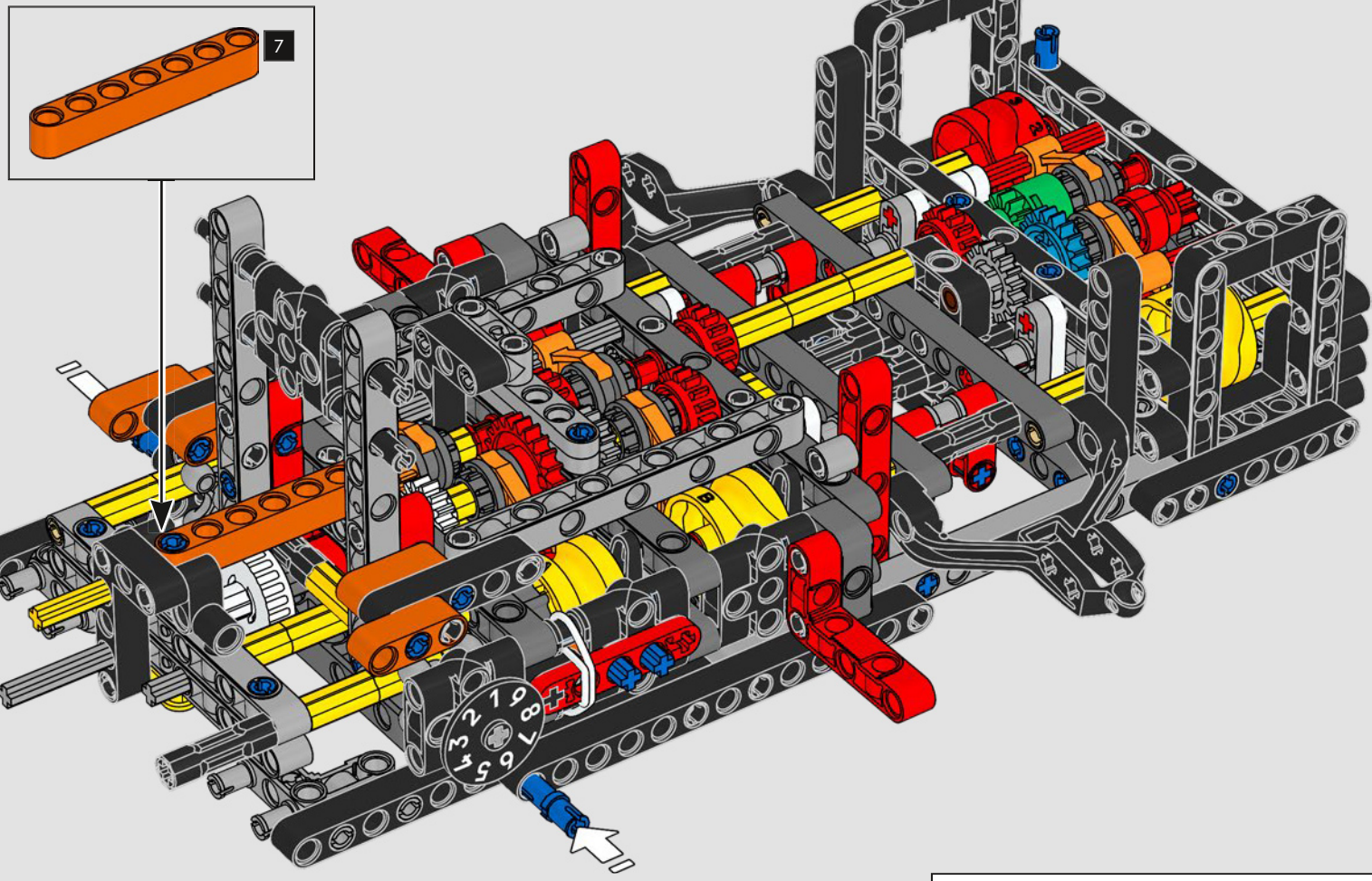

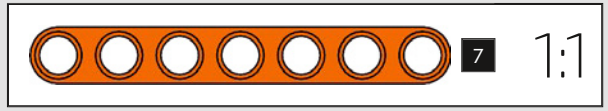

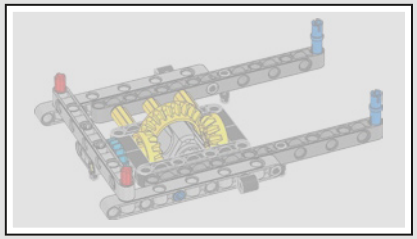

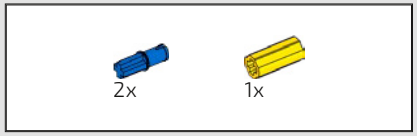

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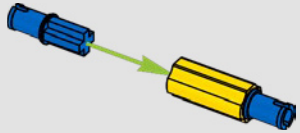

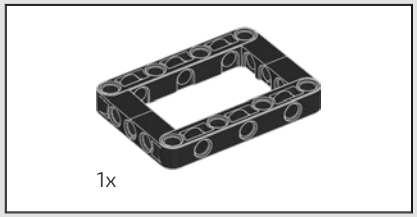

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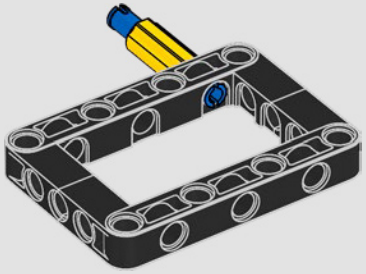

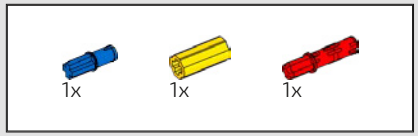

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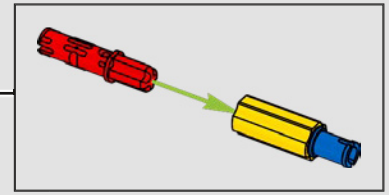

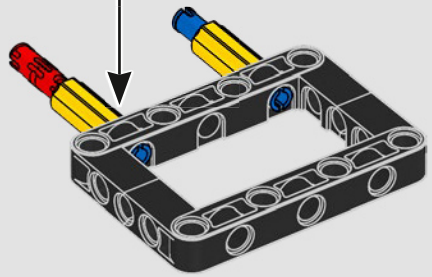

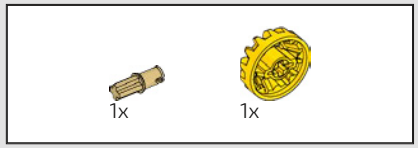

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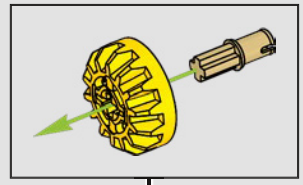

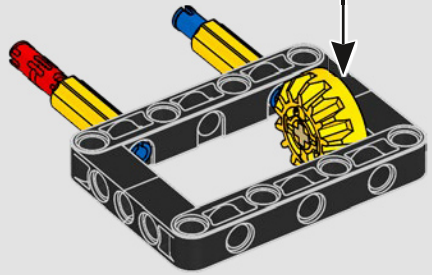

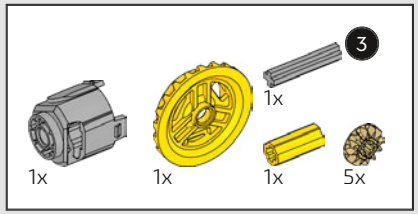

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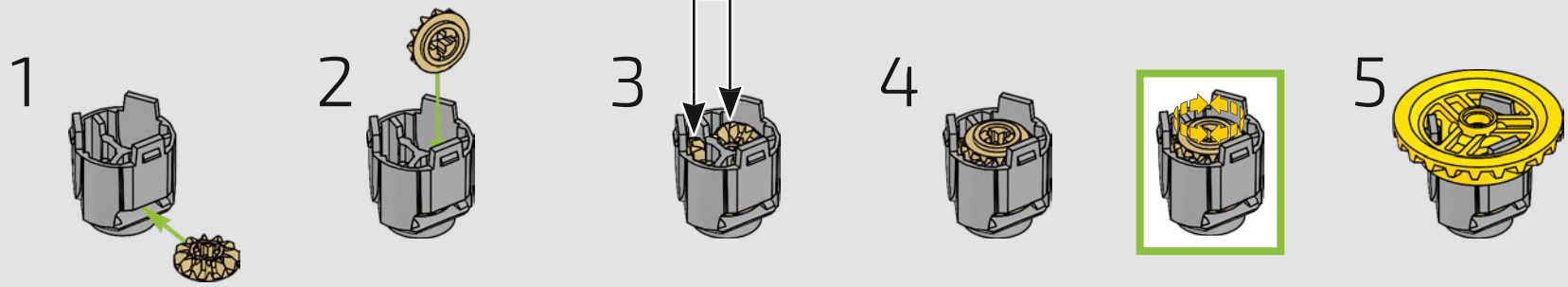

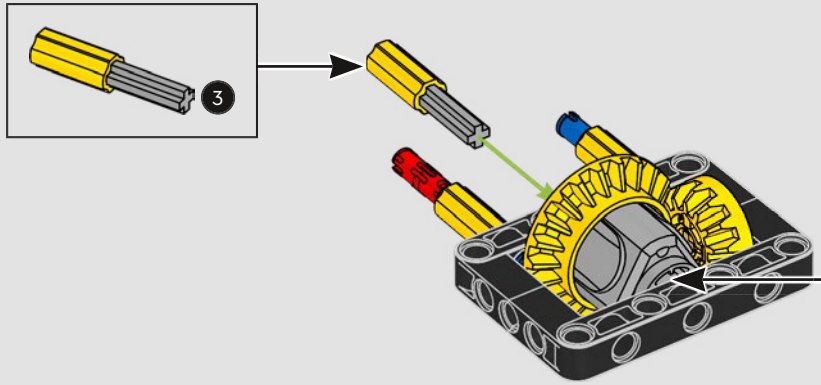

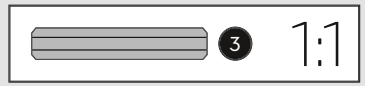

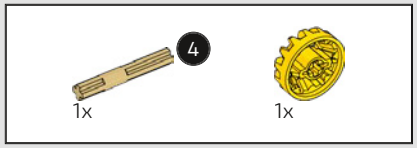

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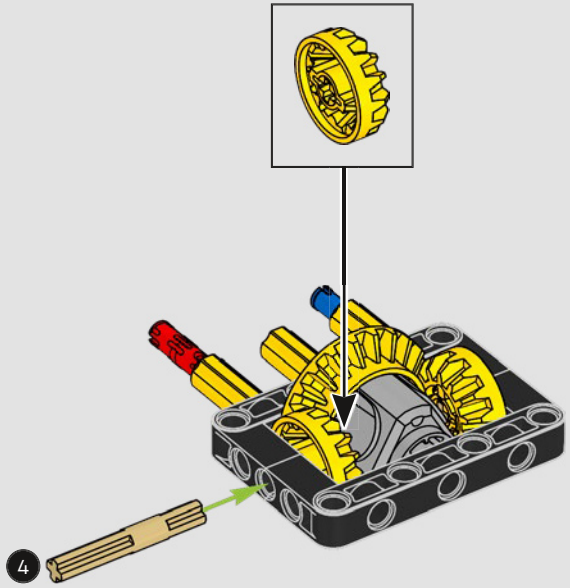

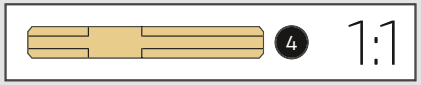

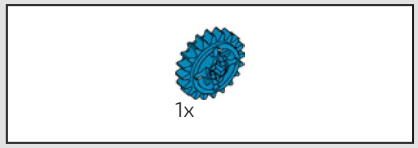

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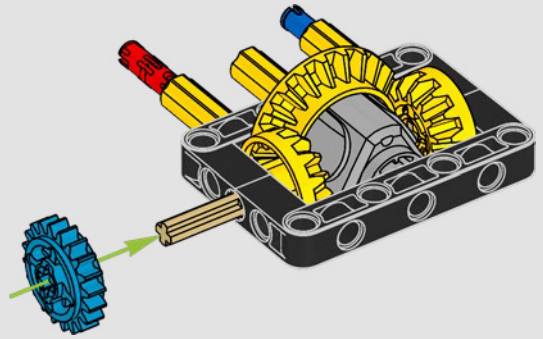

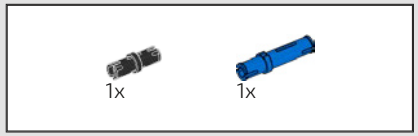

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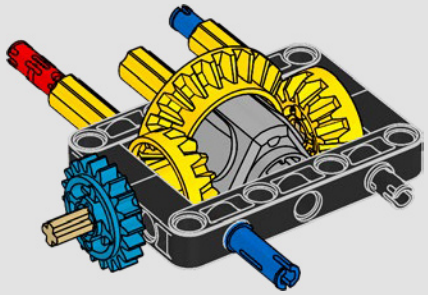

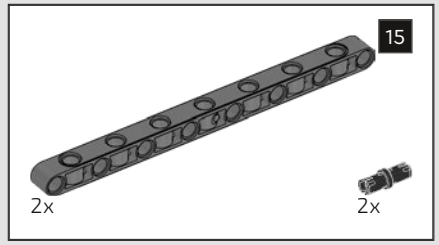

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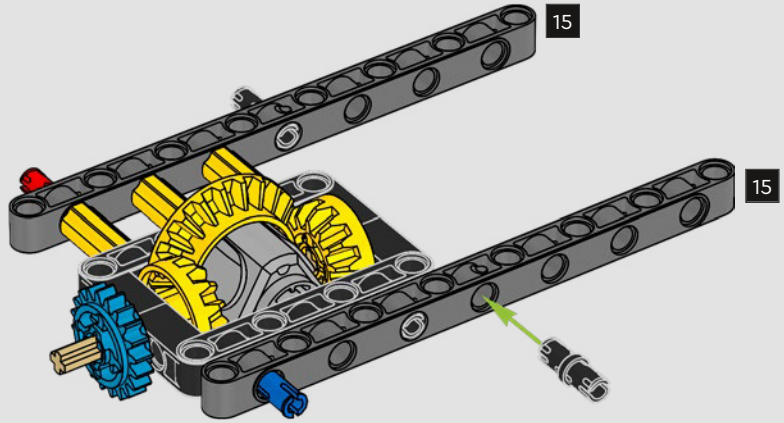

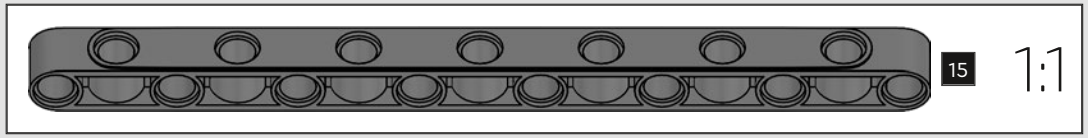

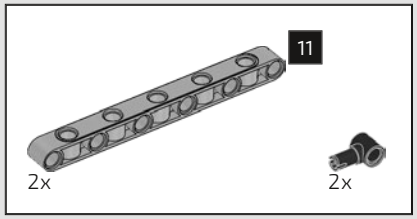

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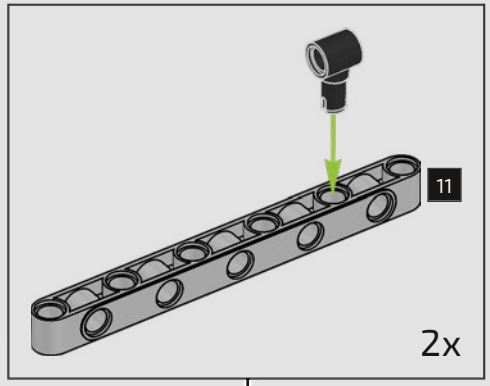

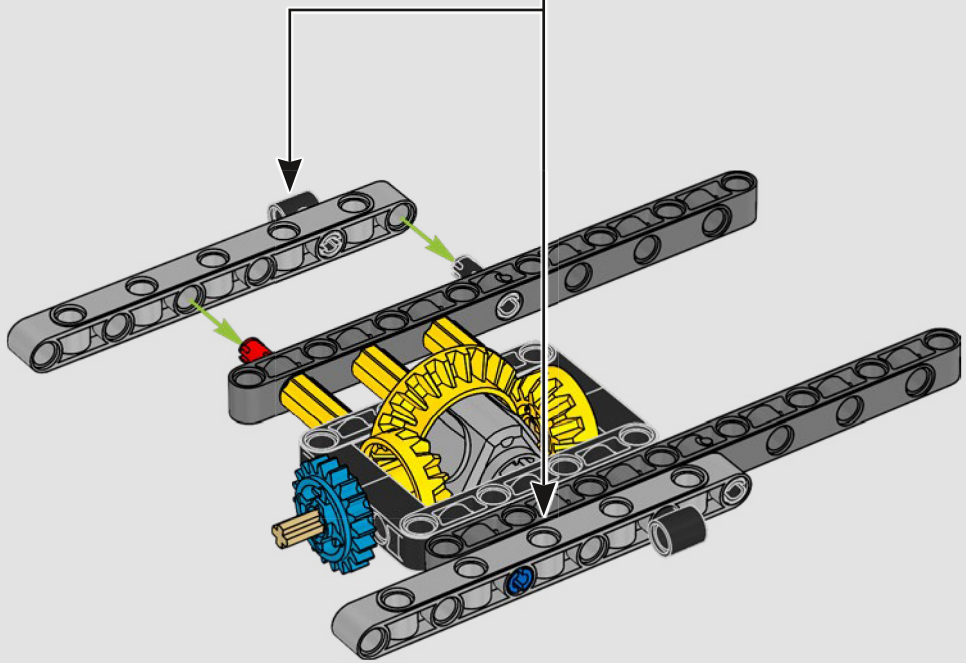

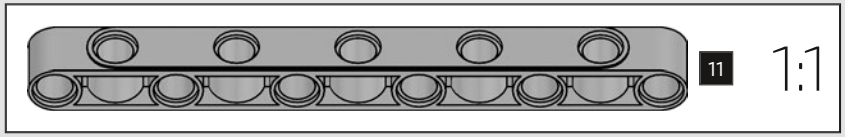

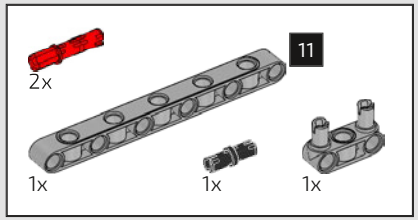

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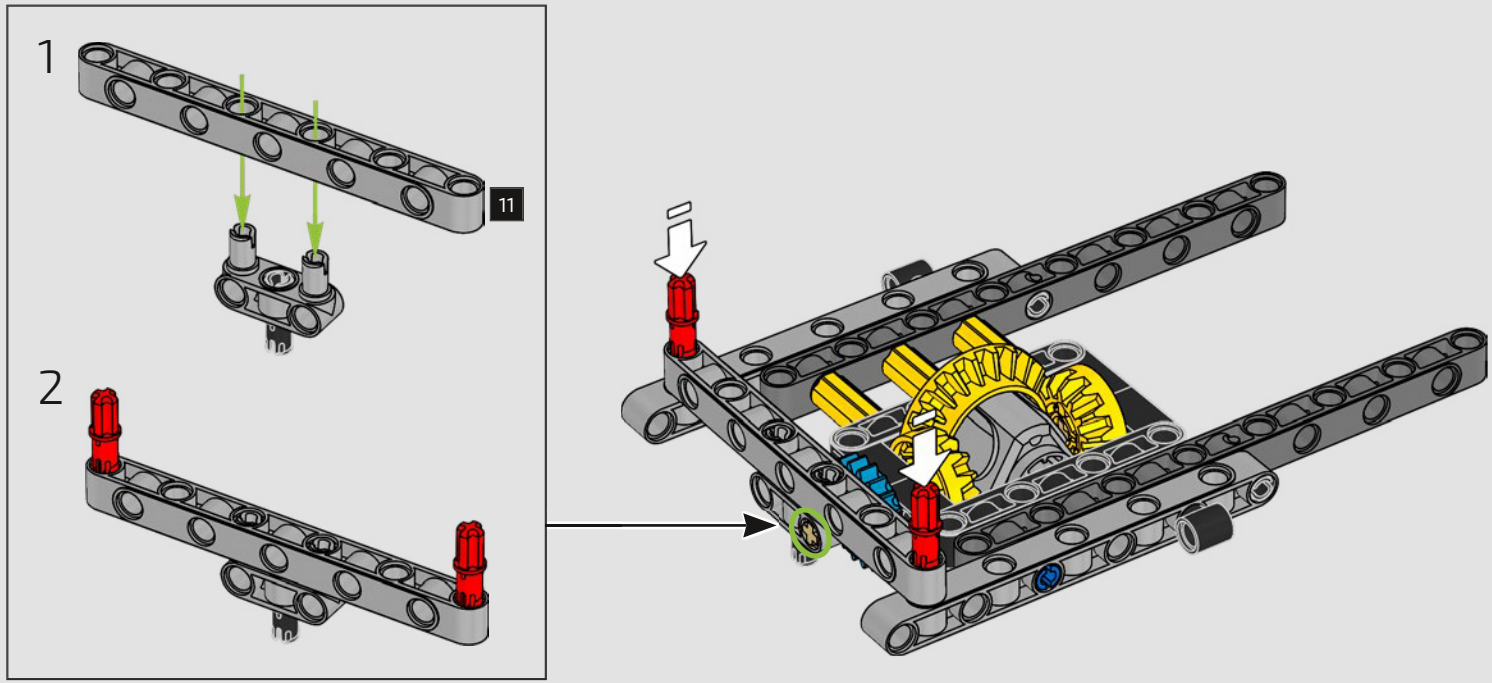

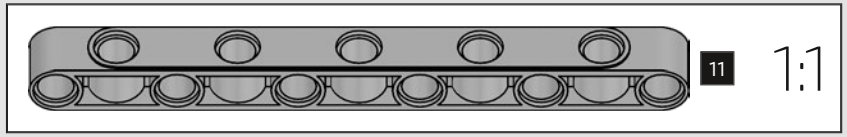

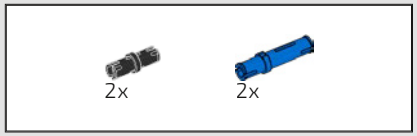

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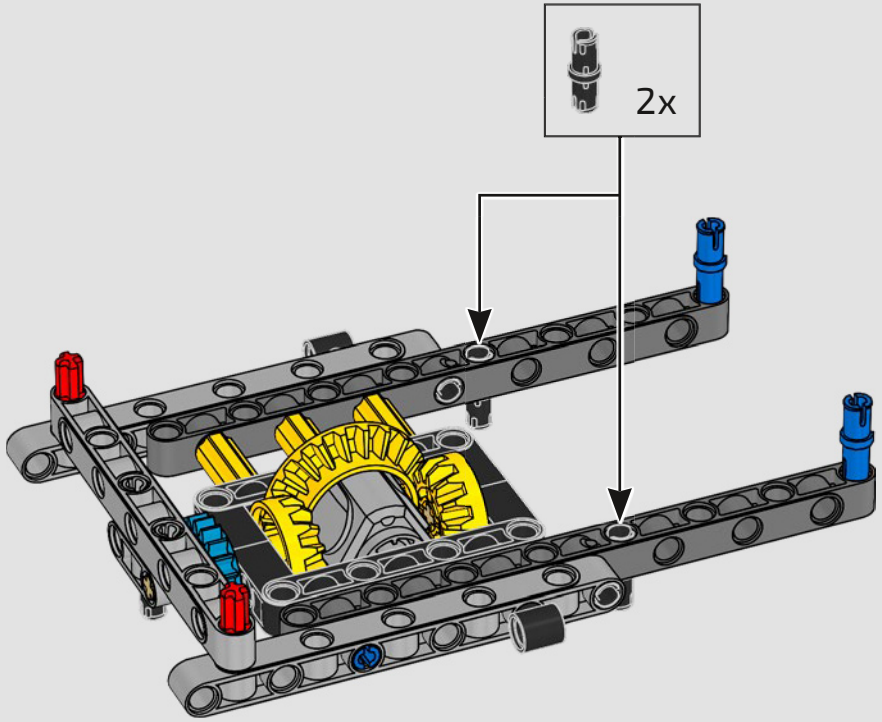

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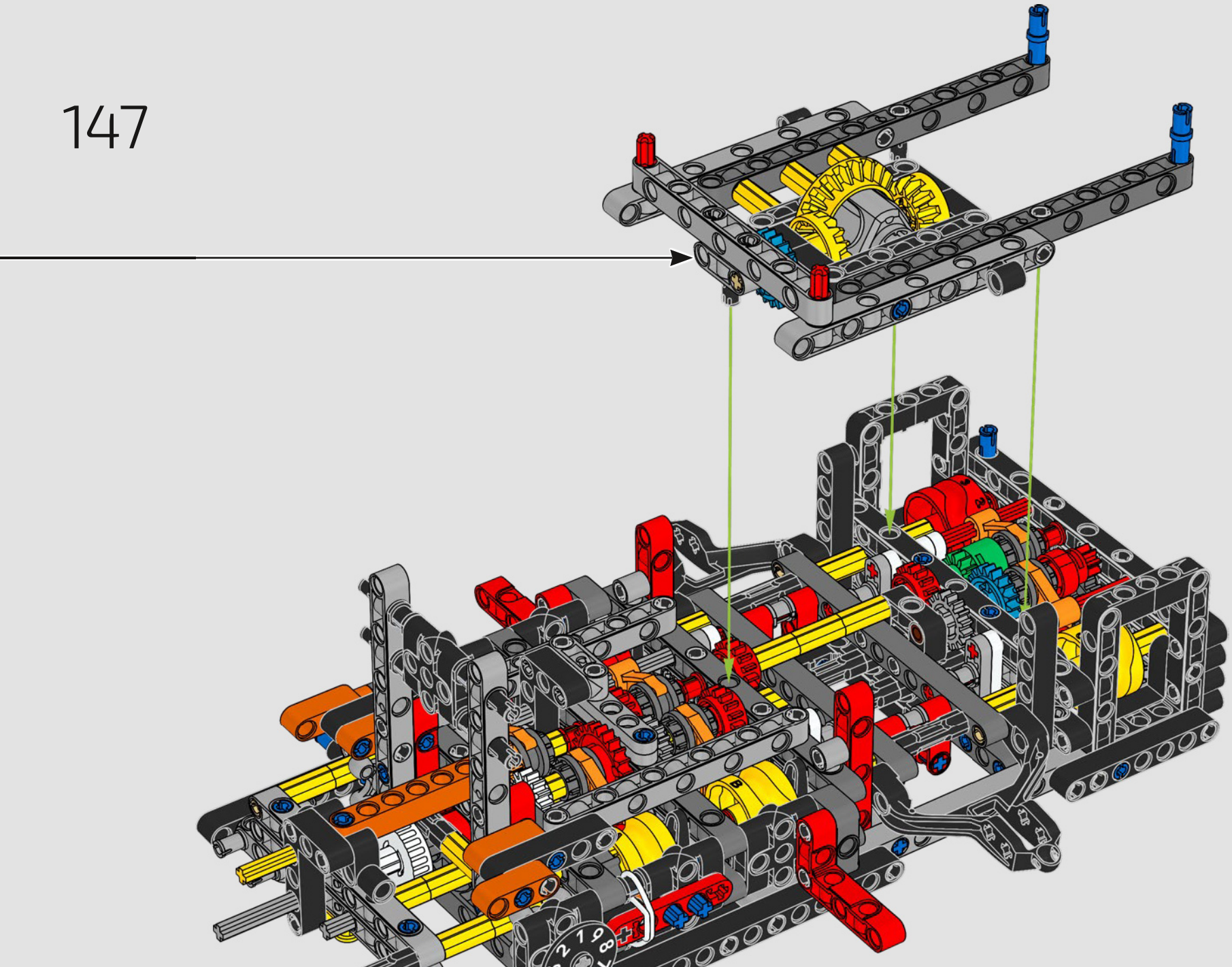

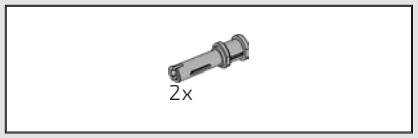

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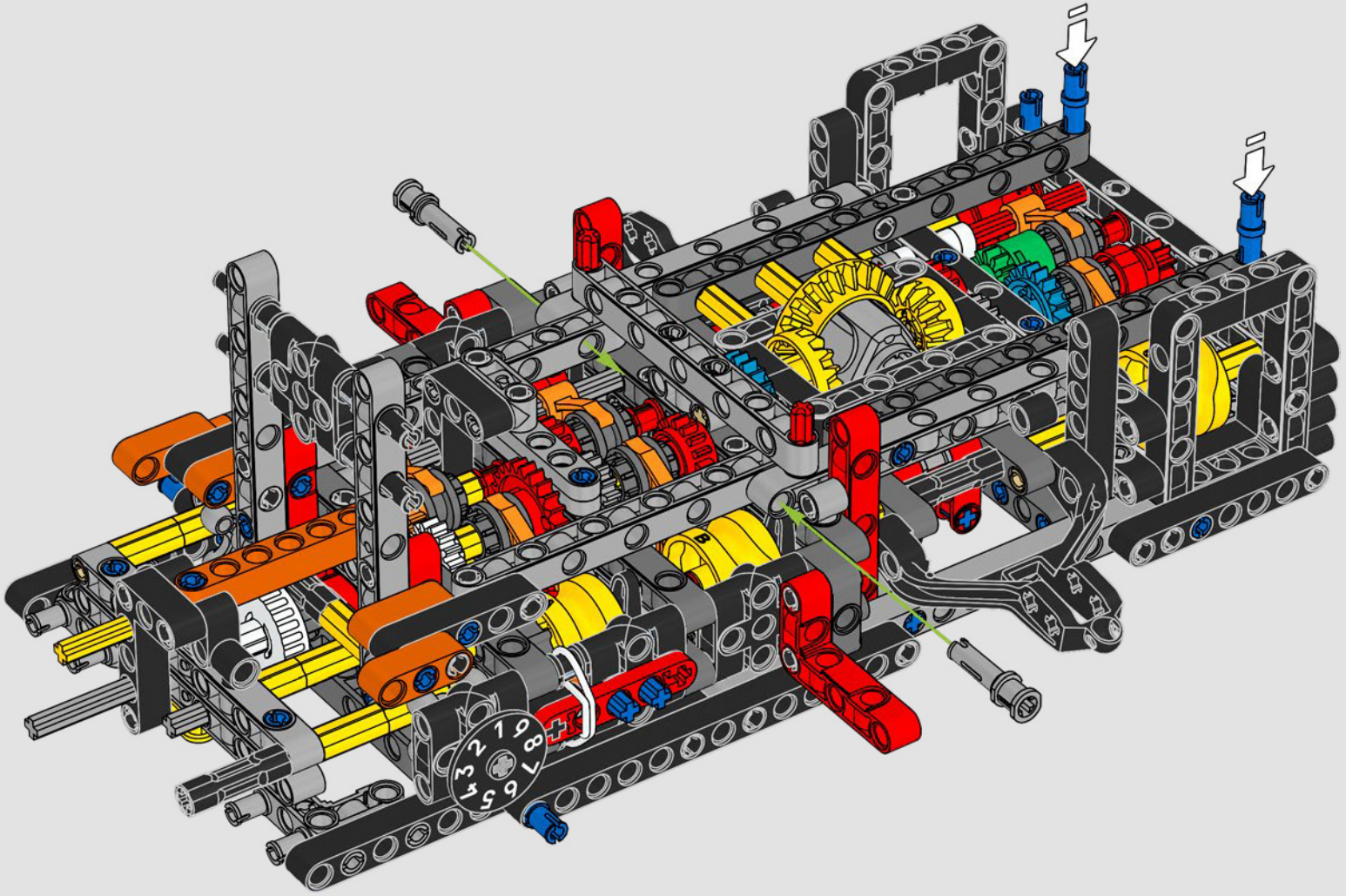

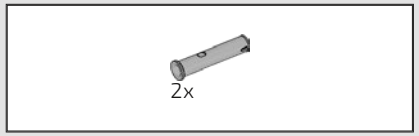

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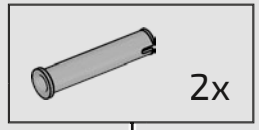

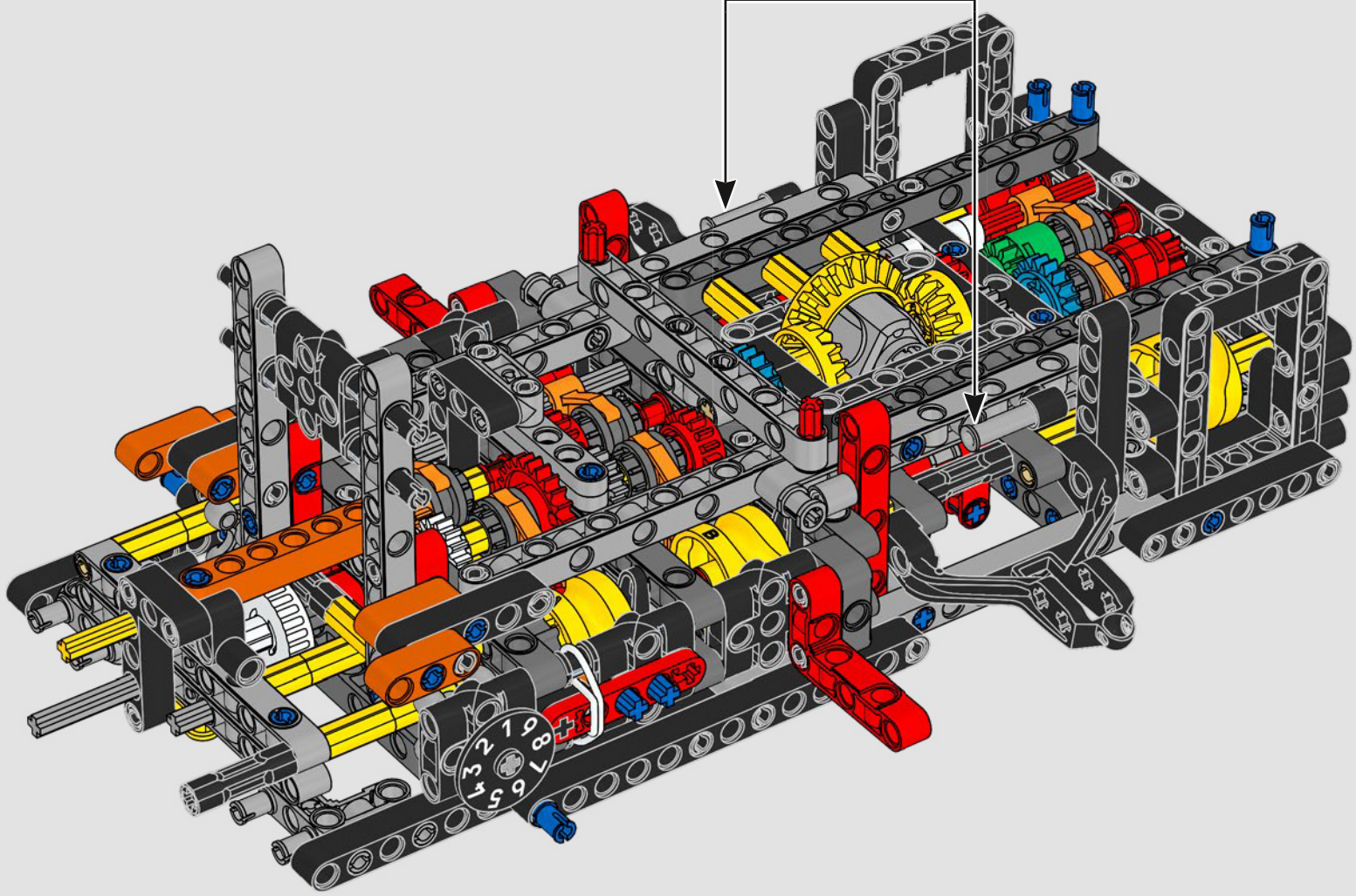

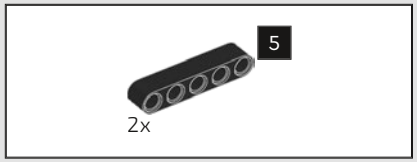

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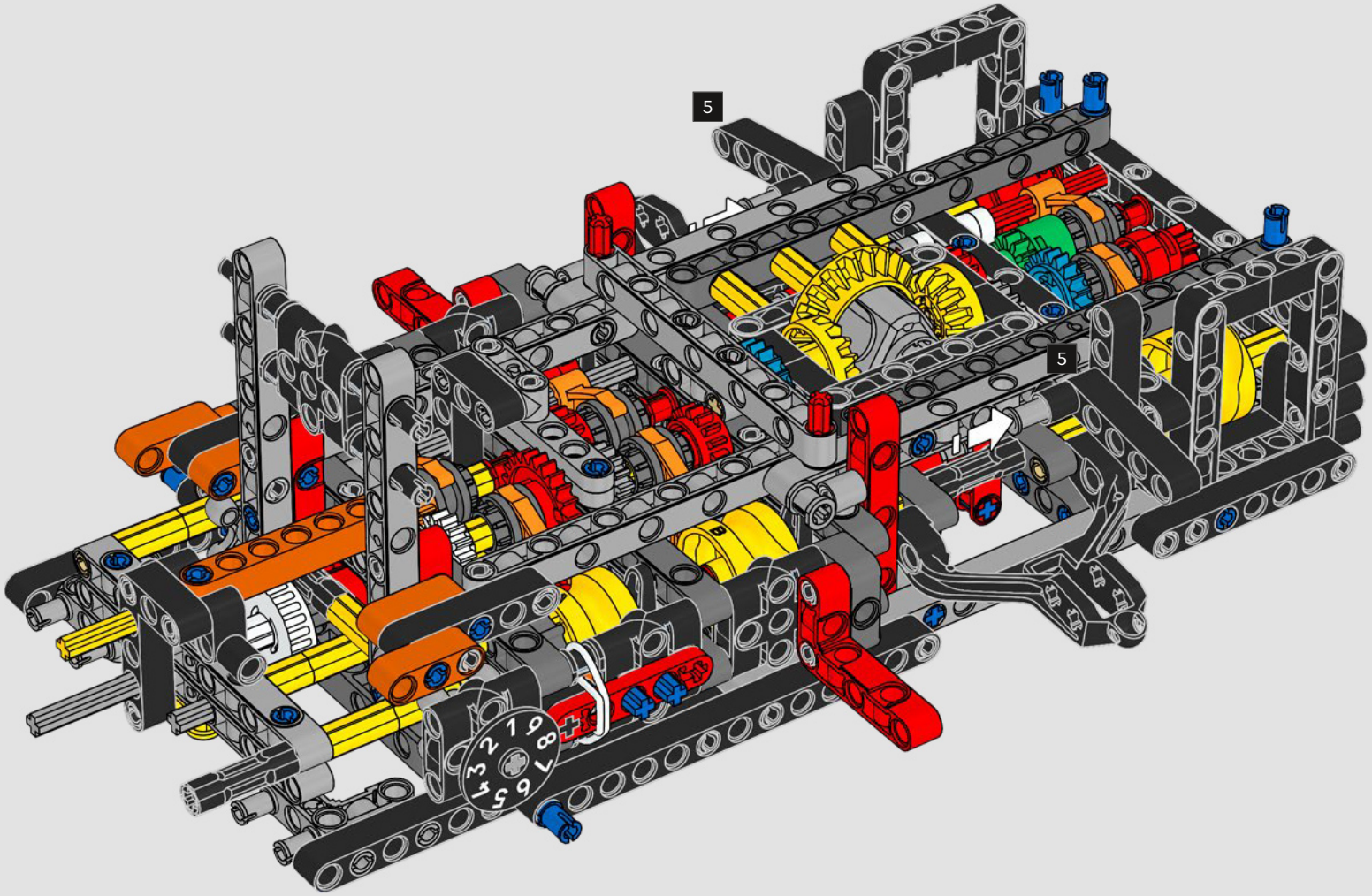

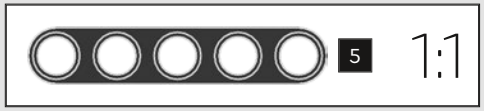

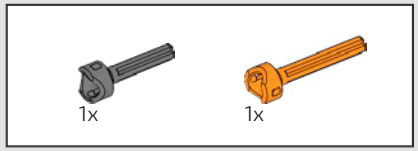

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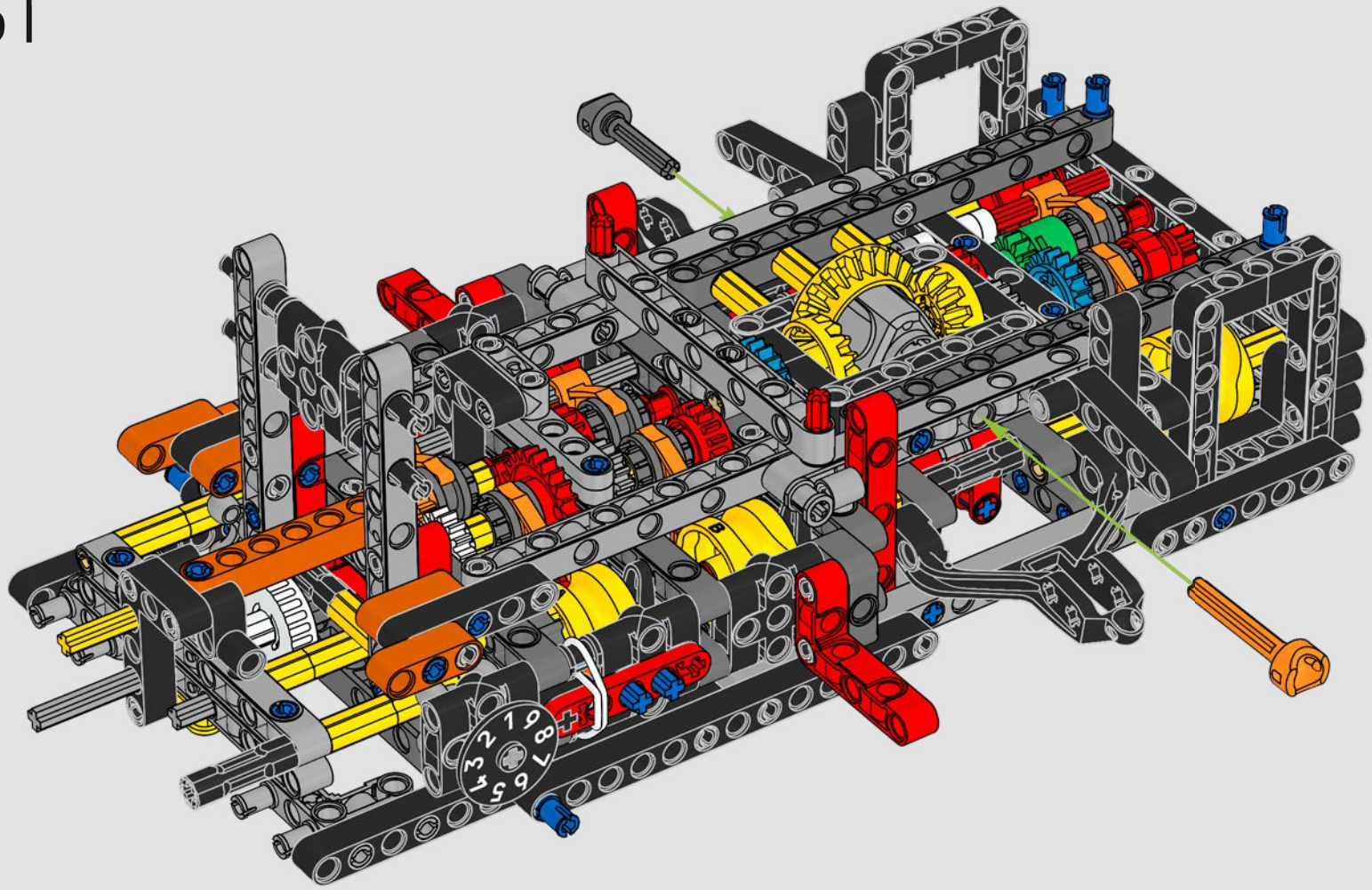

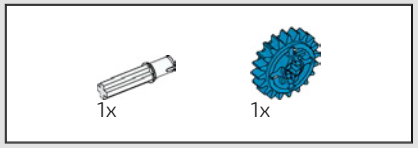

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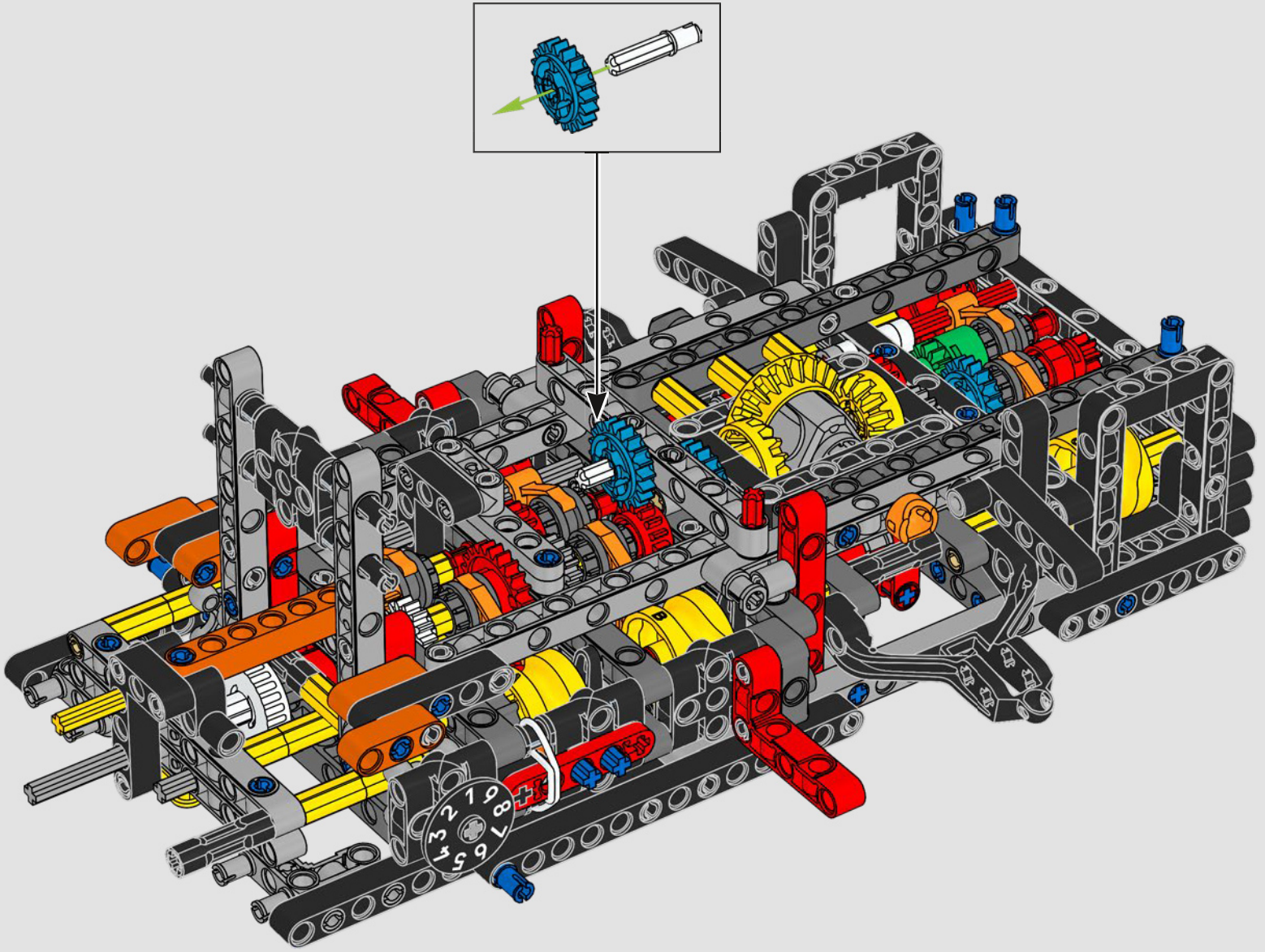

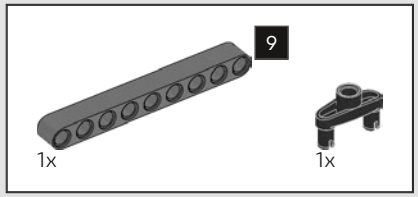

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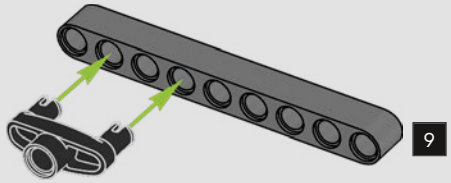



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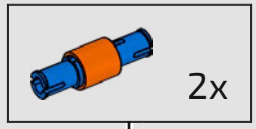

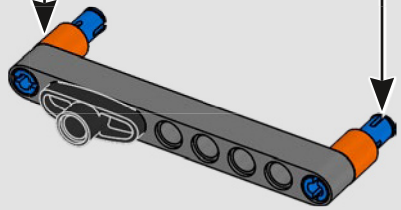

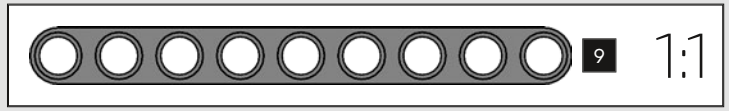

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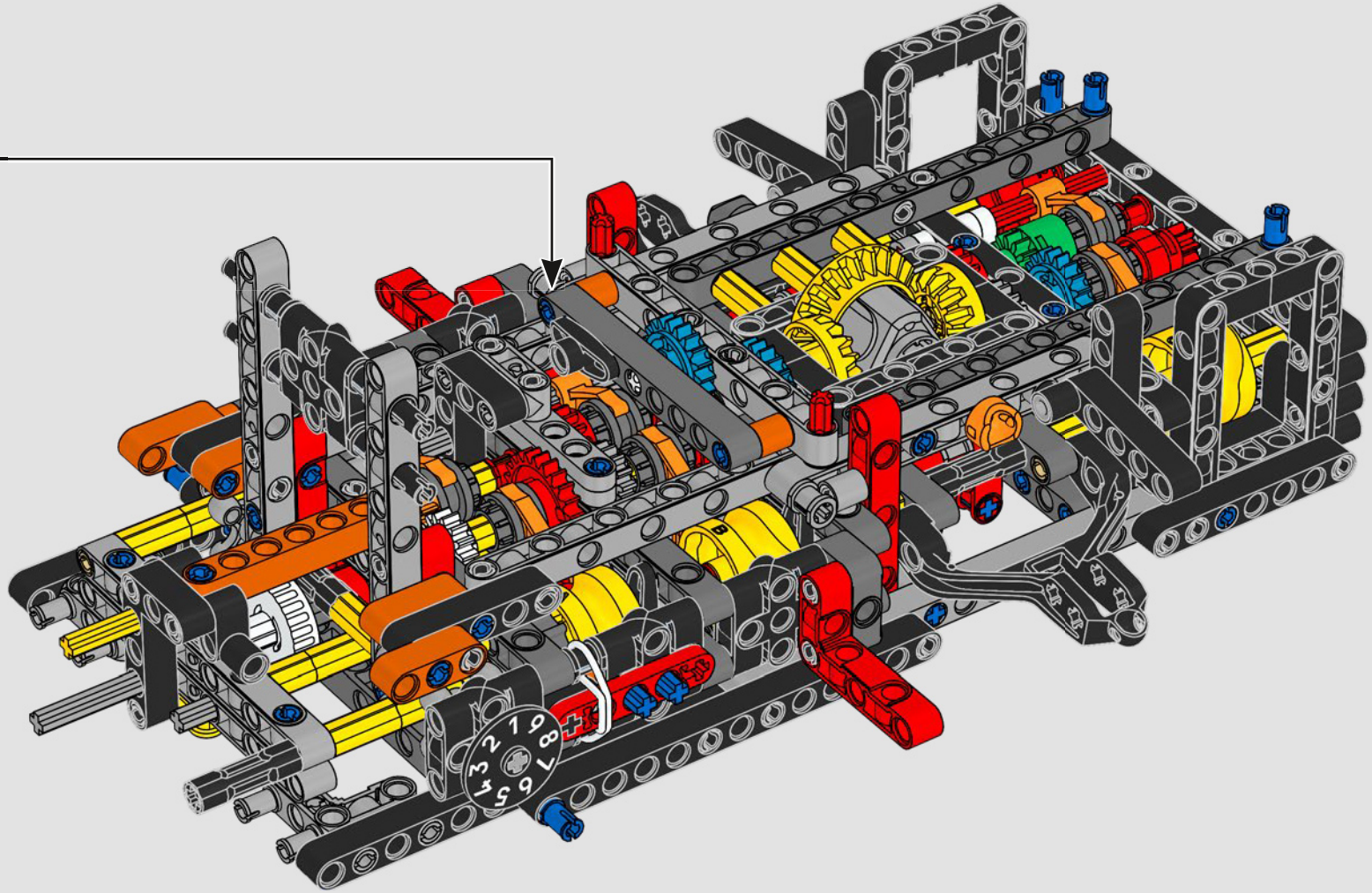

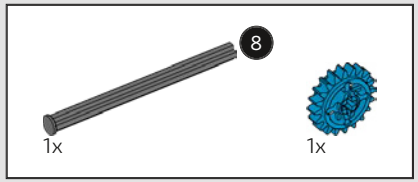

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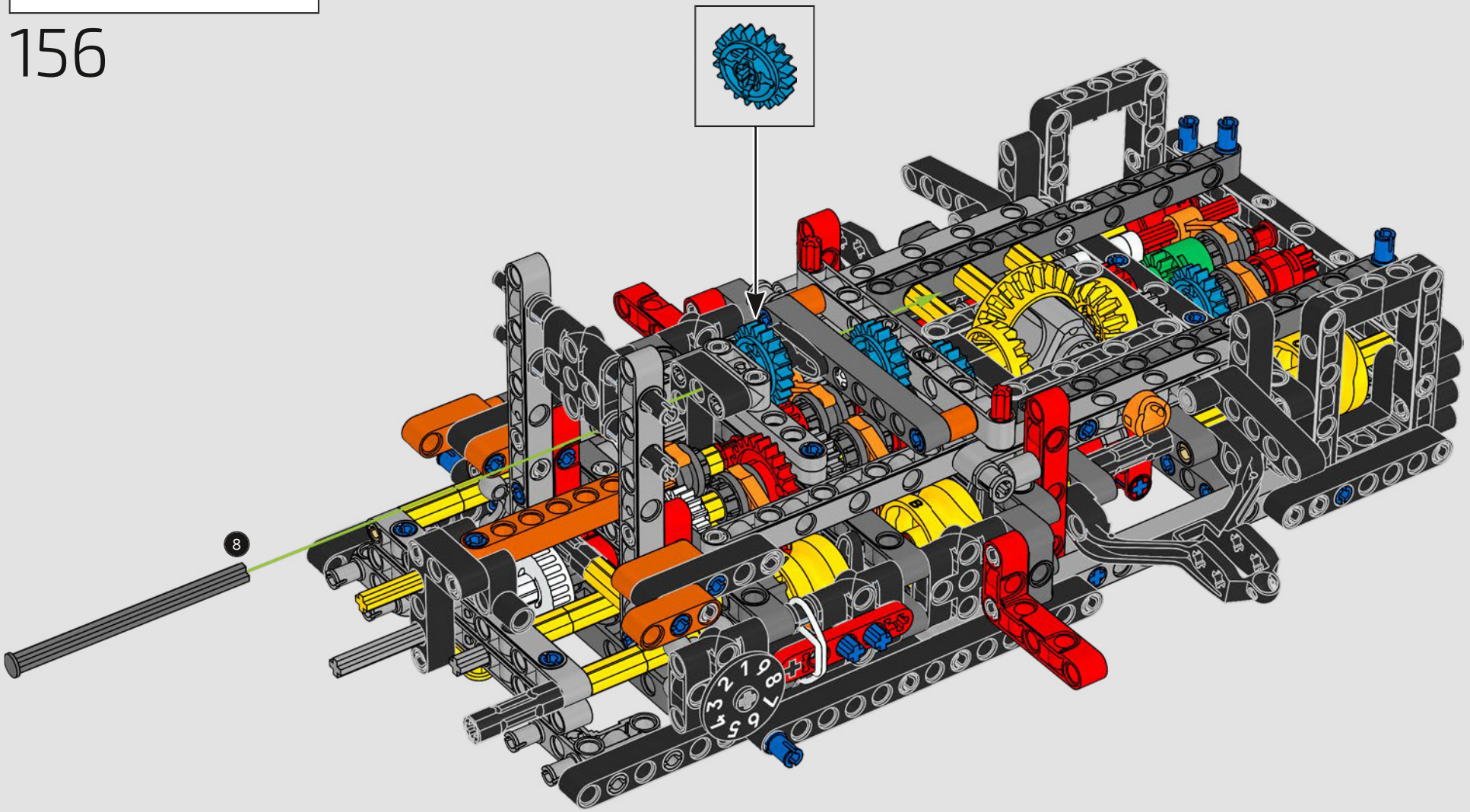

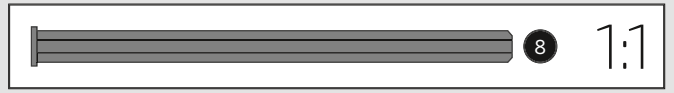

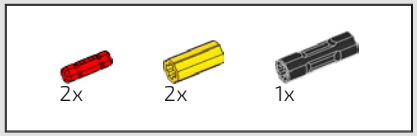

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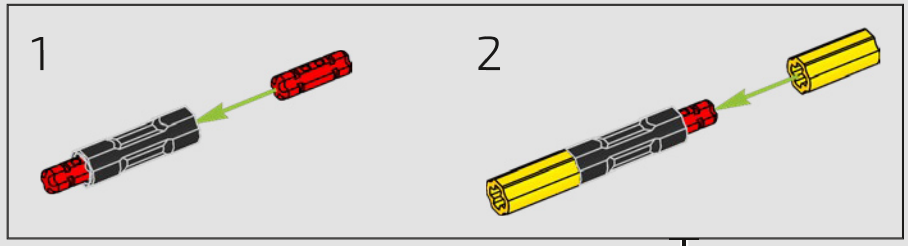

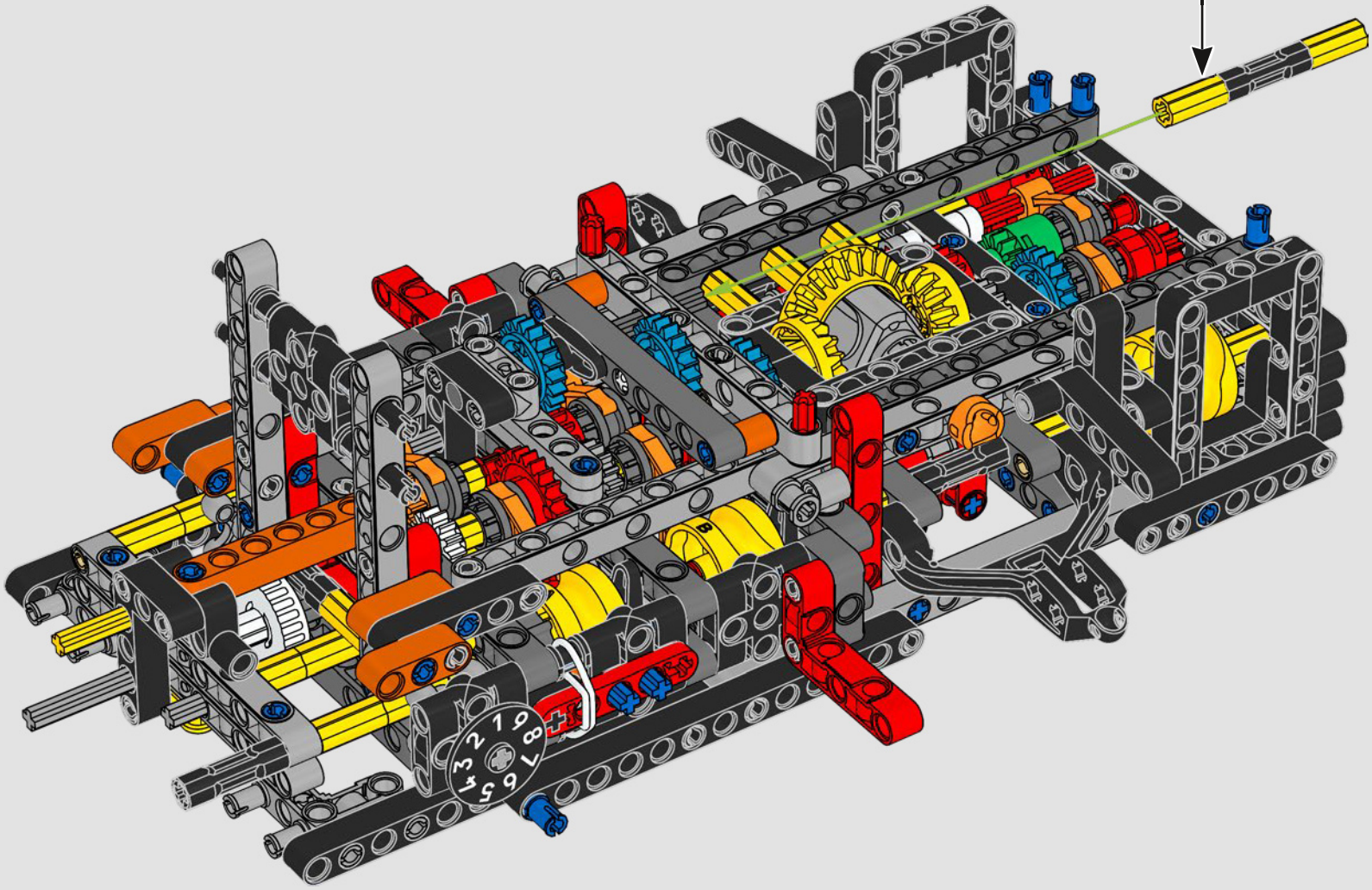

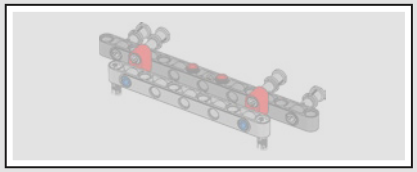

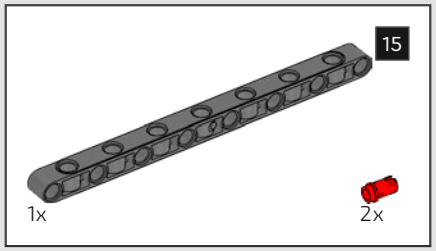

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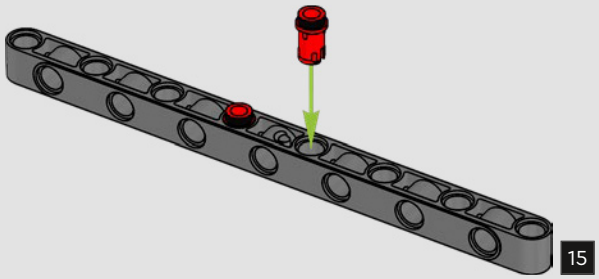

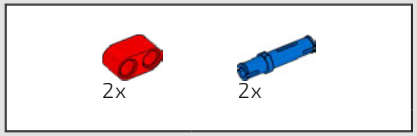

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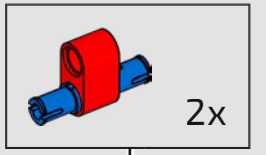

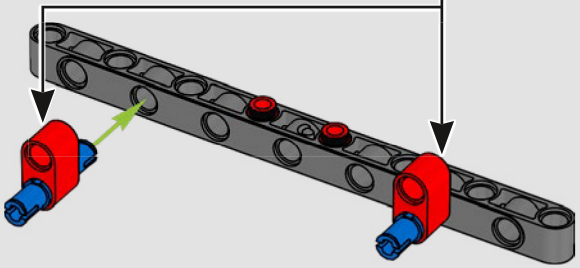

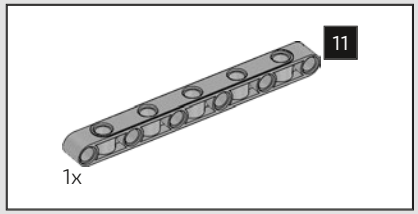

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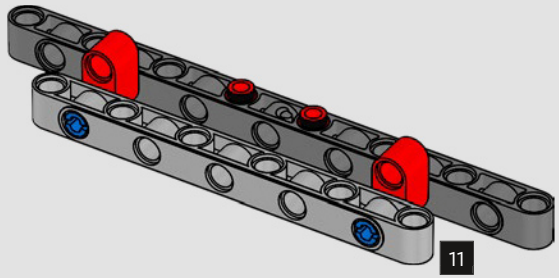

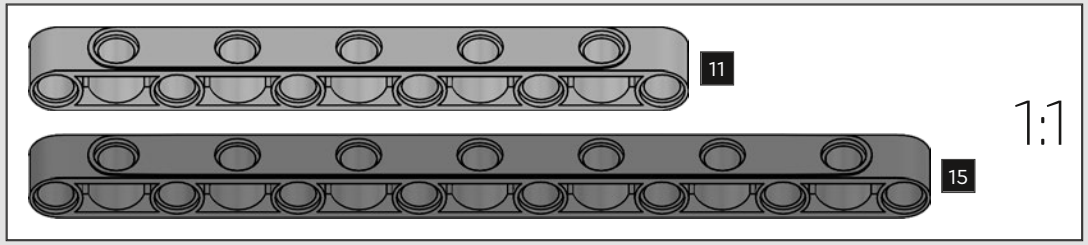



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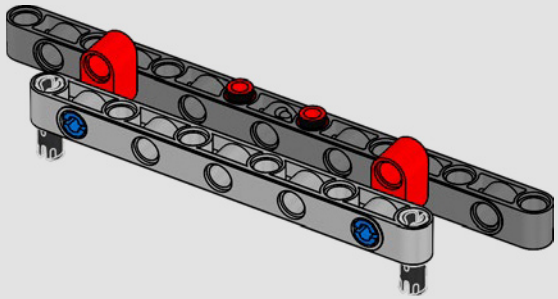



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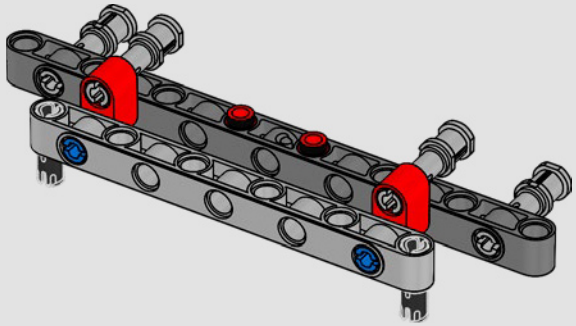

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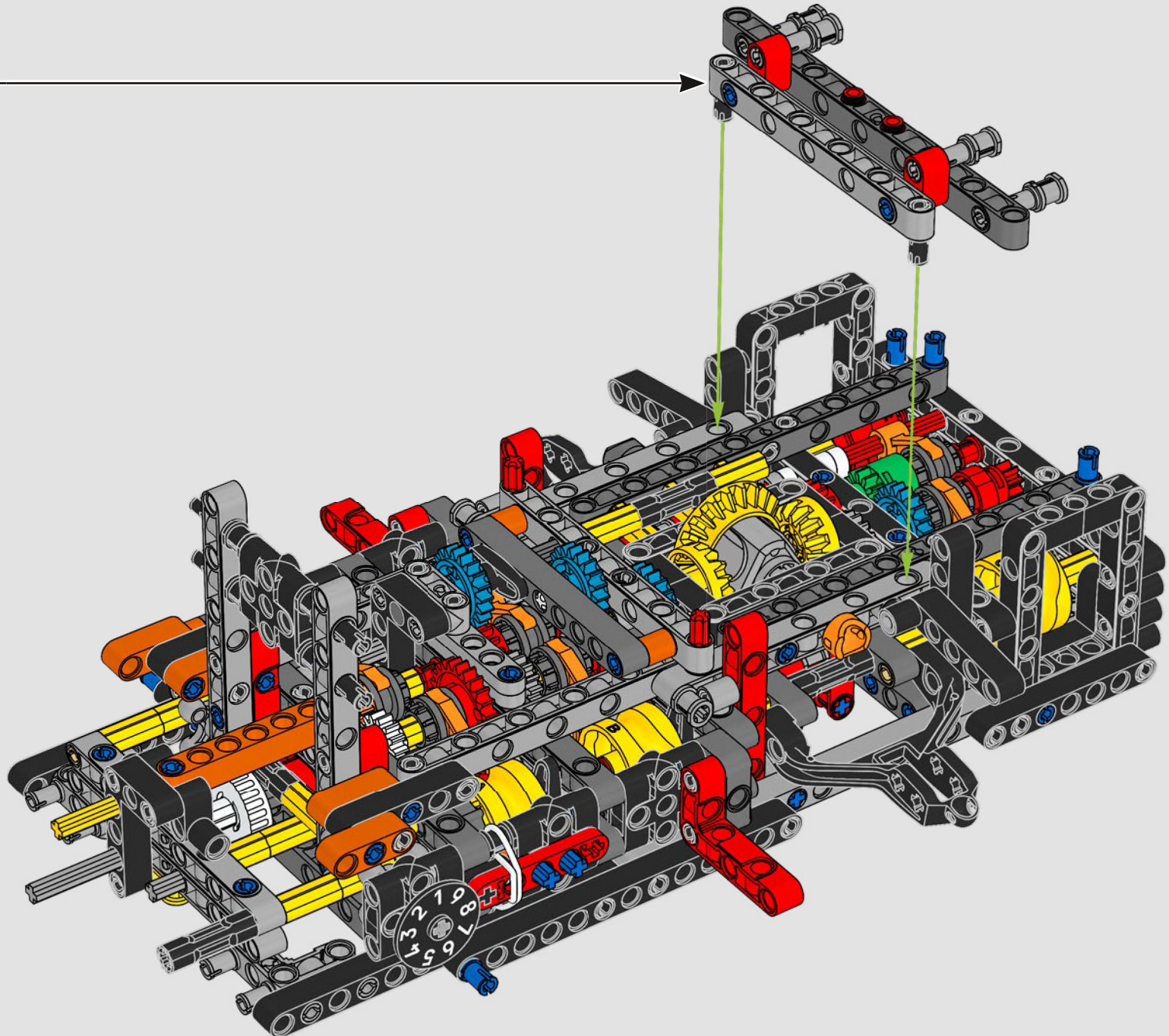

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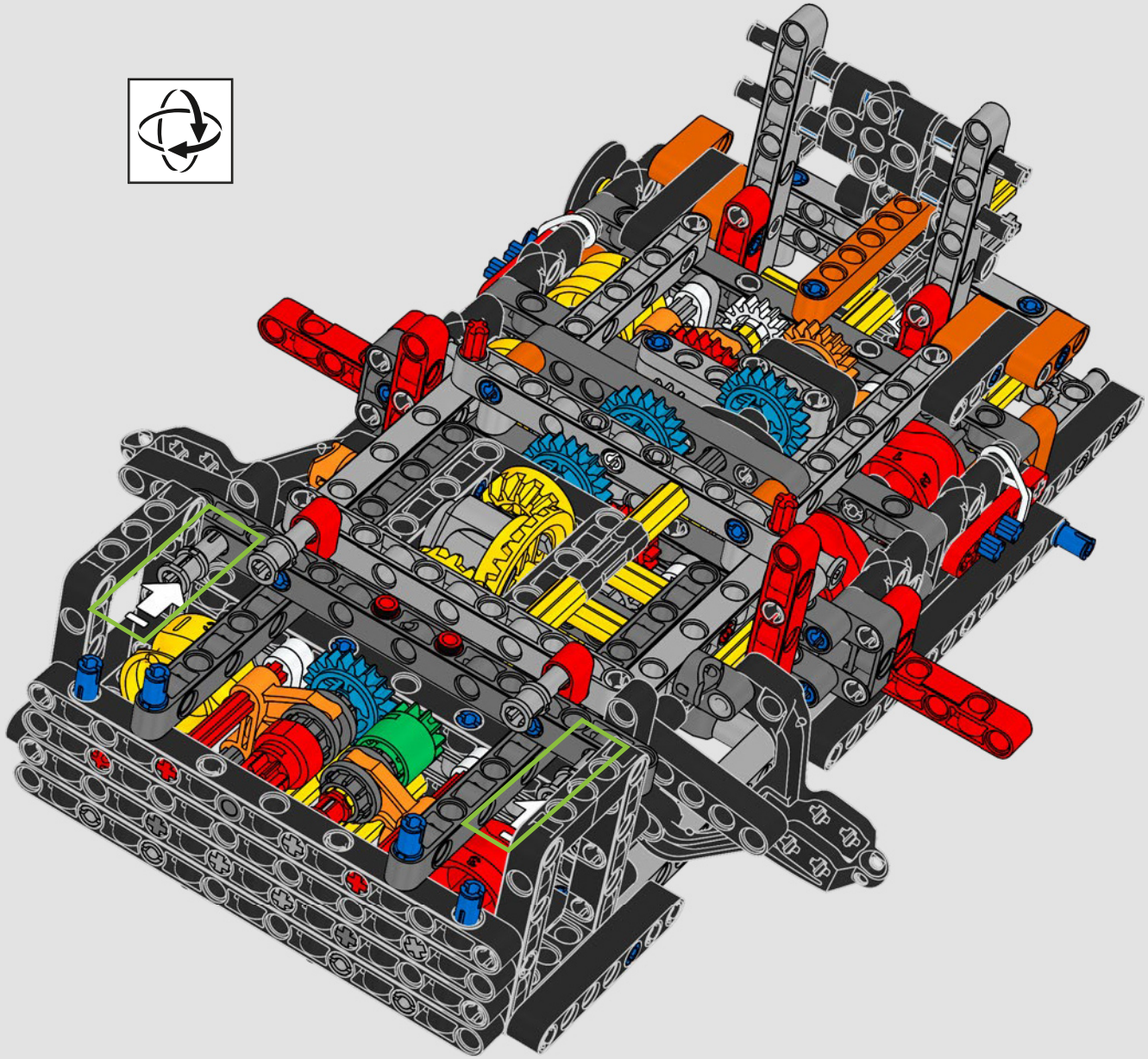

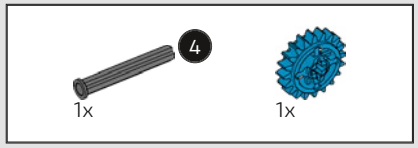

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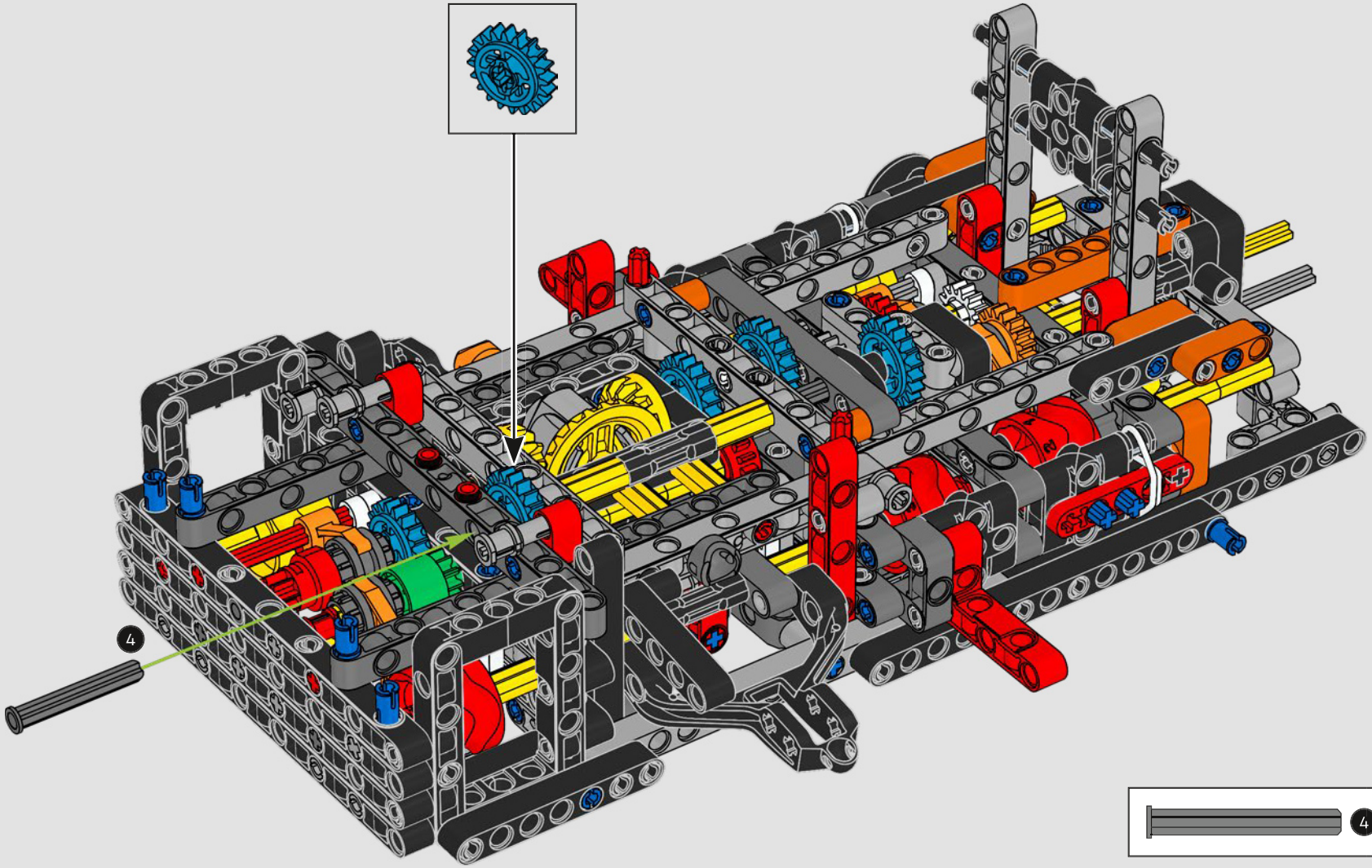

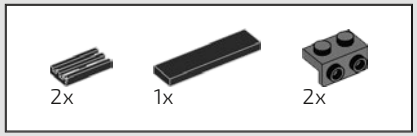

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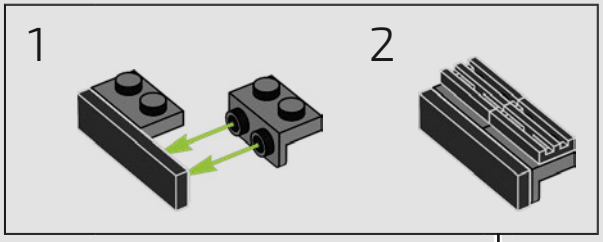

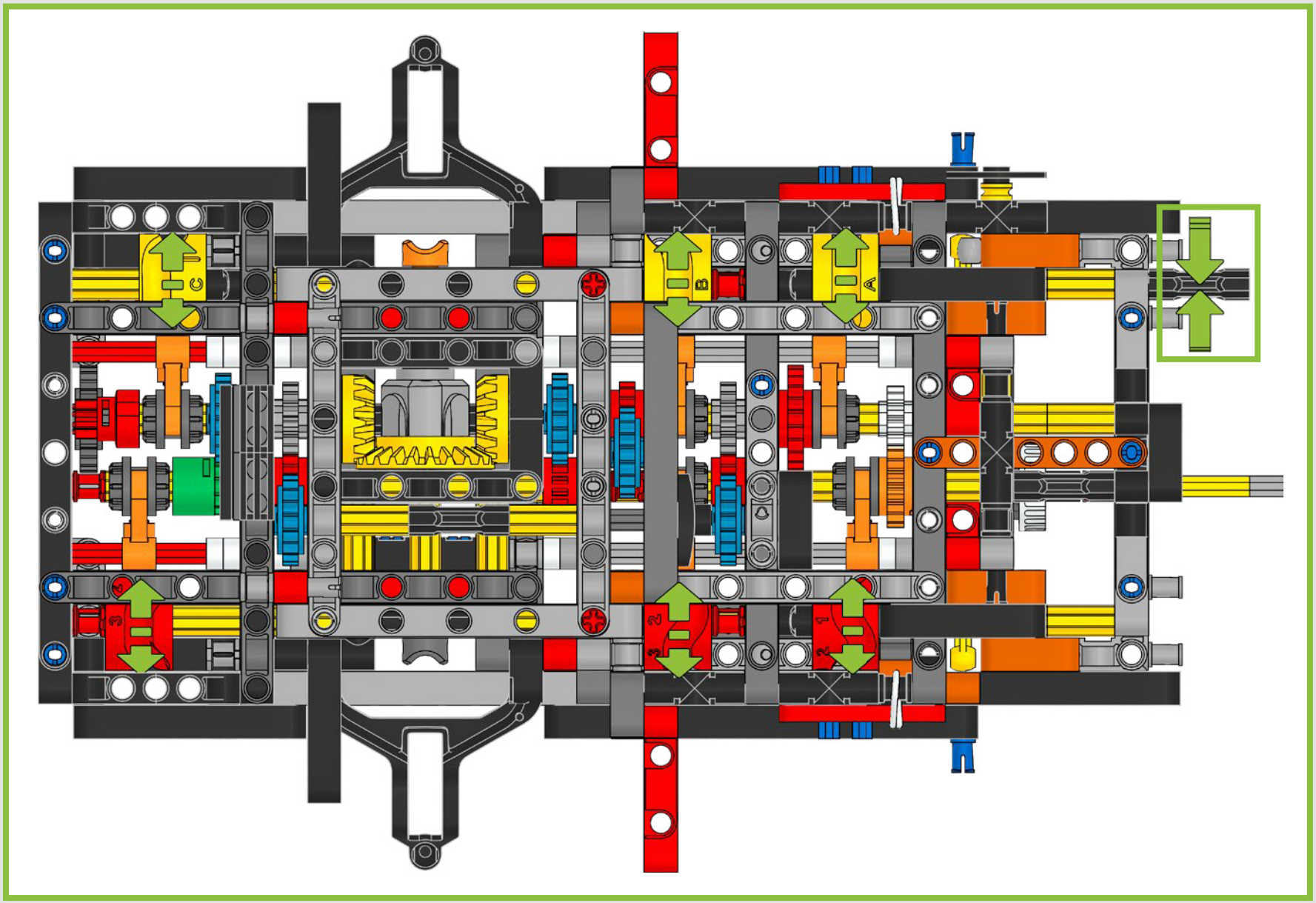
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BOX

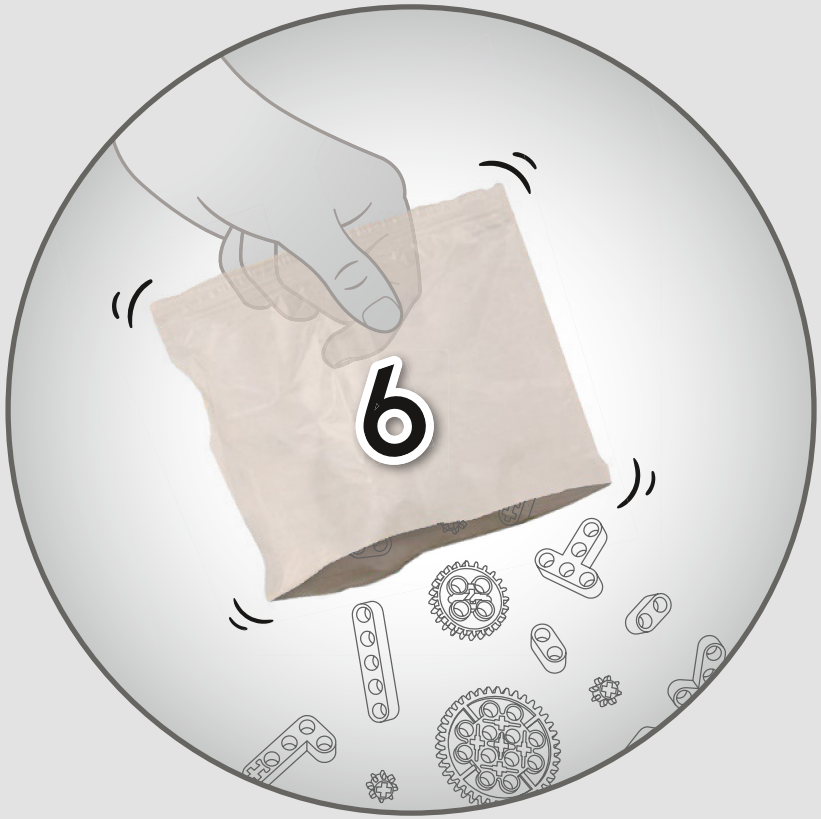
1 2 3



V8活塞发动机和双涡轮增压器

这款可运转的V8活塞发动机被一丝不苟地还原，包括标志性科尼赛克幽灵标志。注意换挡时速度的变化。

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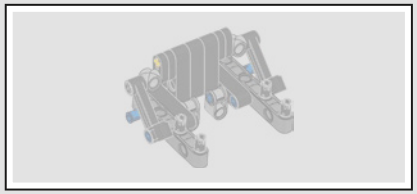

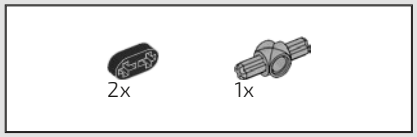

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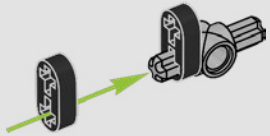

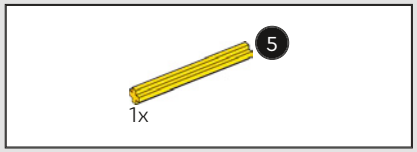

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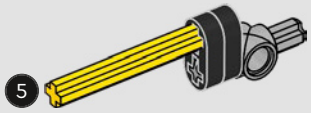

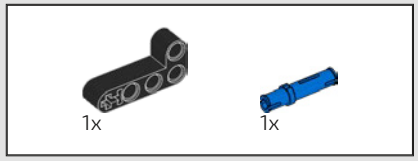

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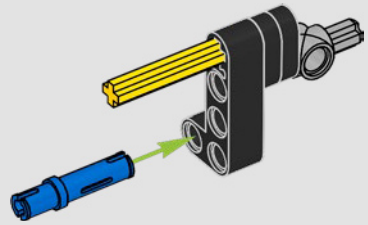

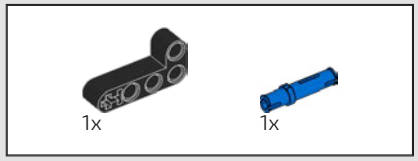

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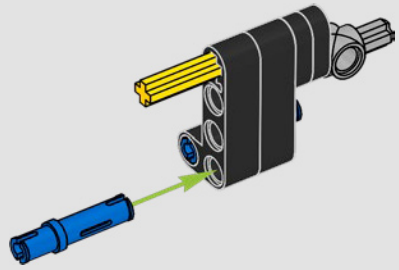



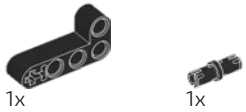

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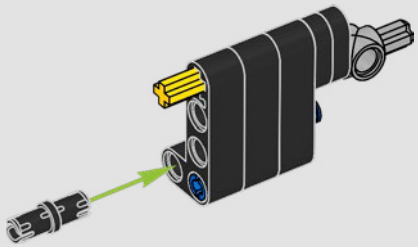

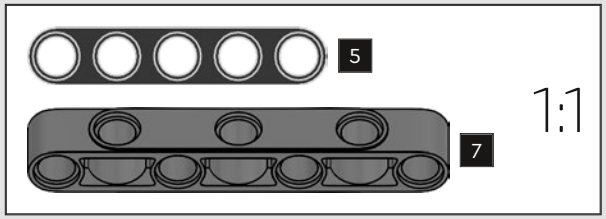

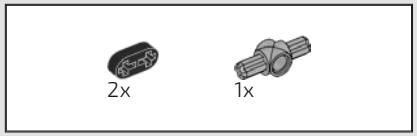

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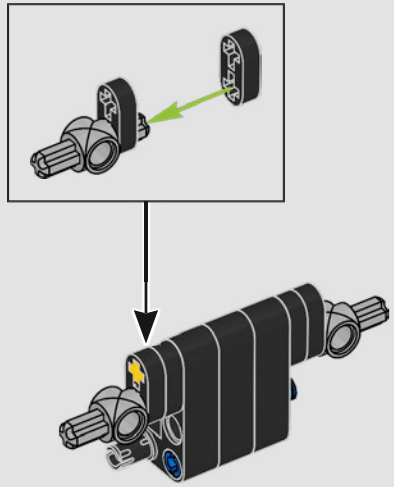

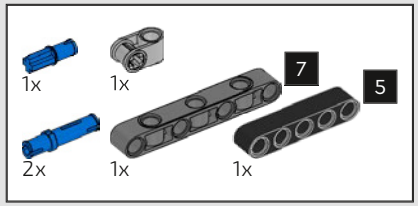

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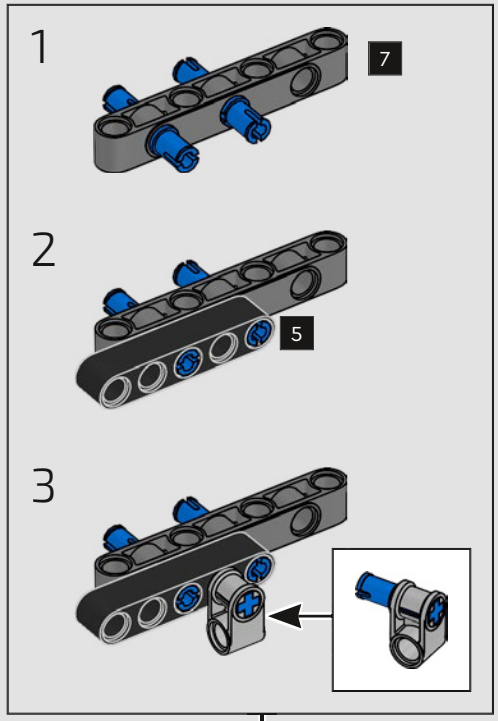

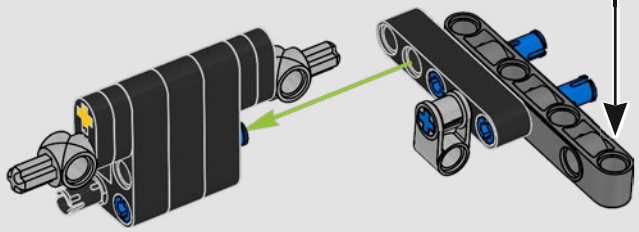

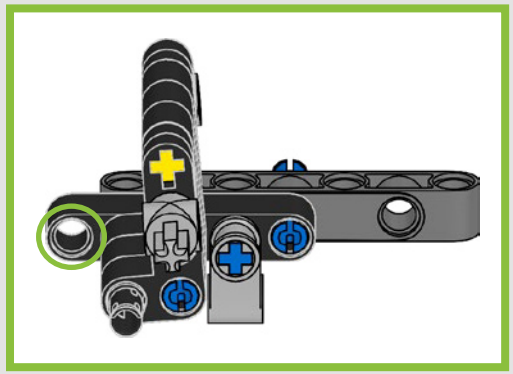

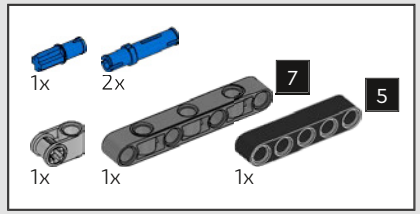

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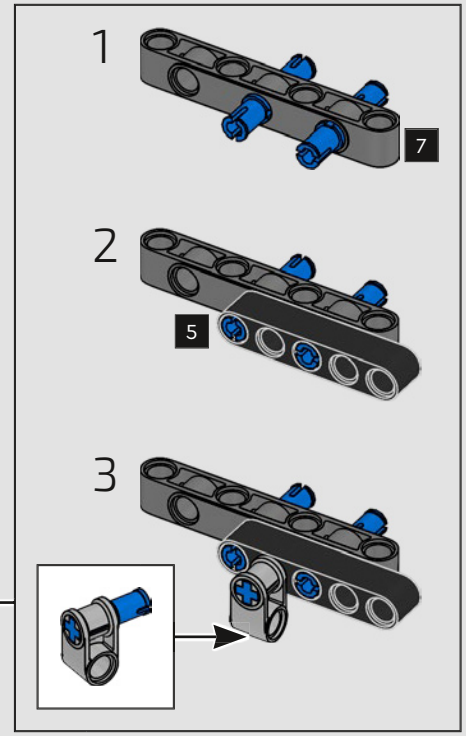

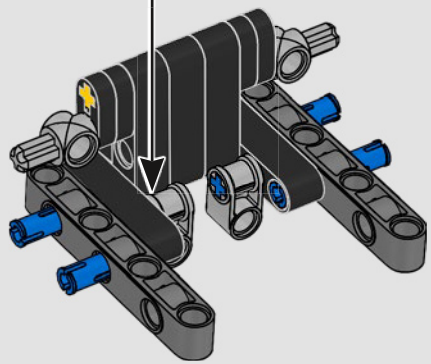


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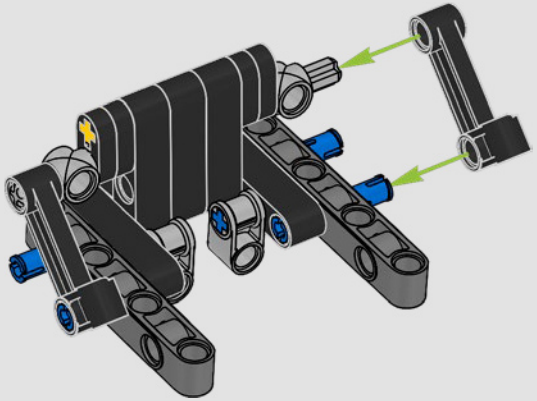


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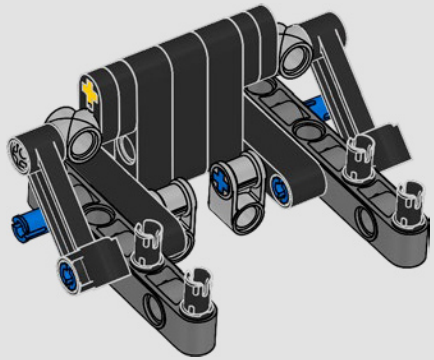

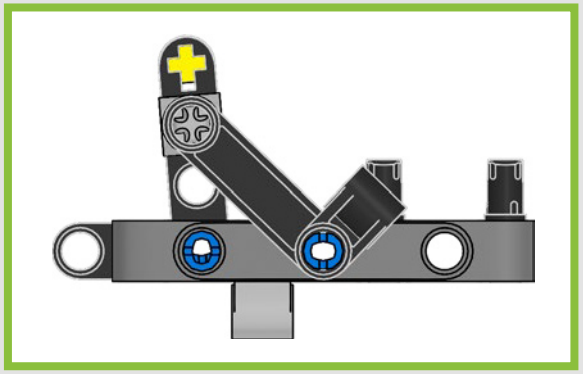

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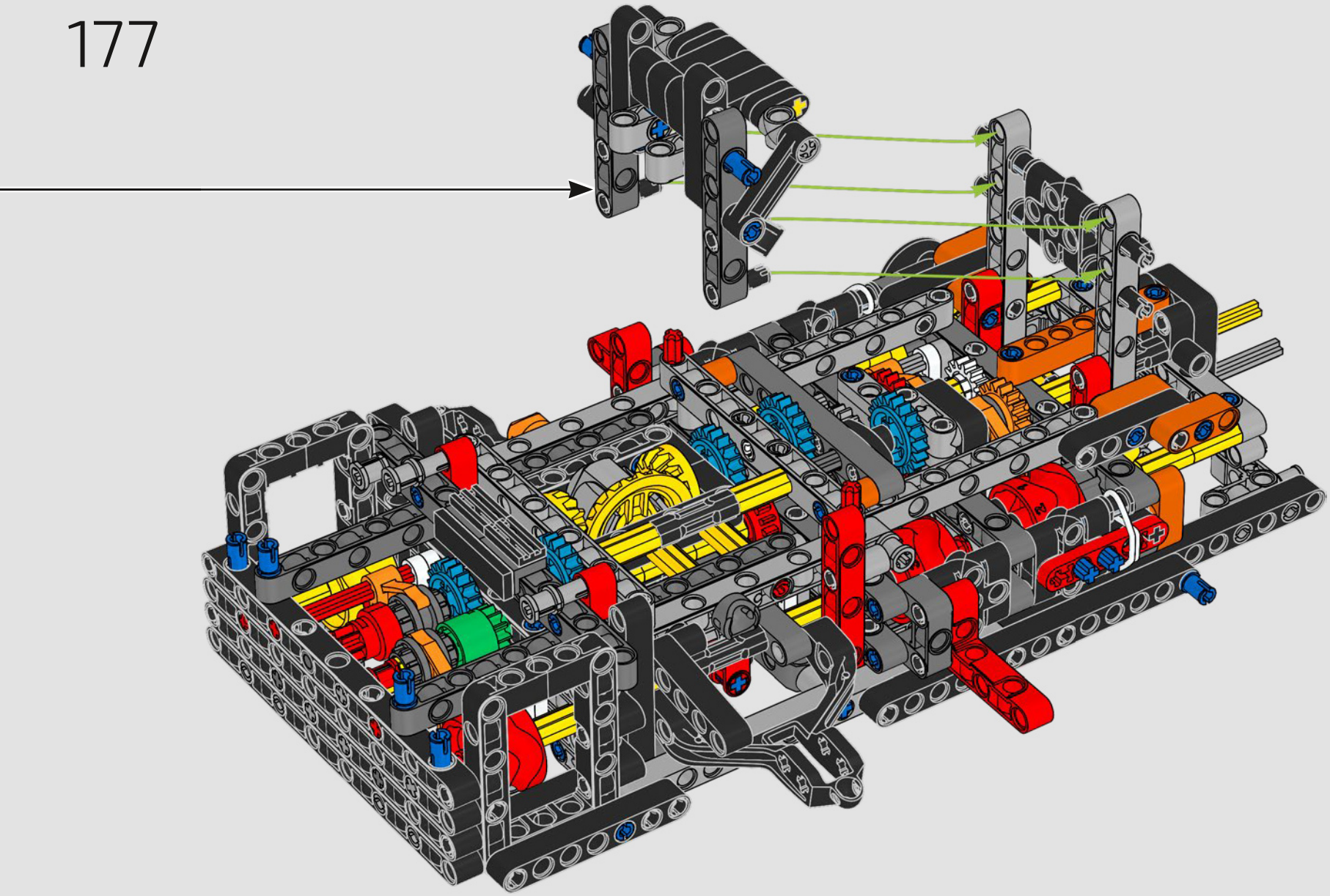

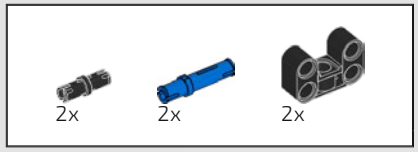

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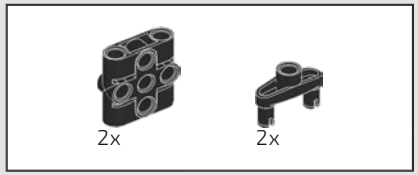

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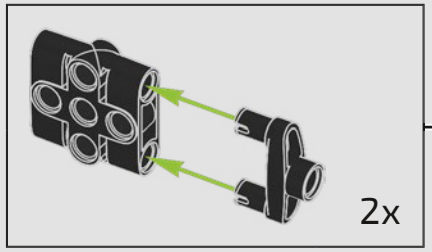

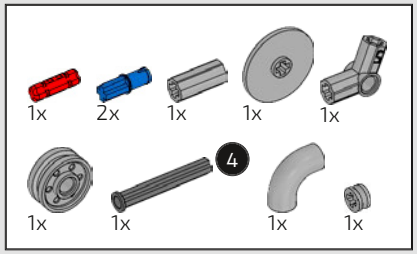

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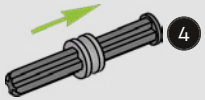

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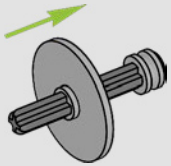

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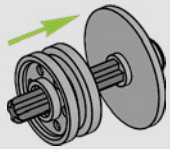

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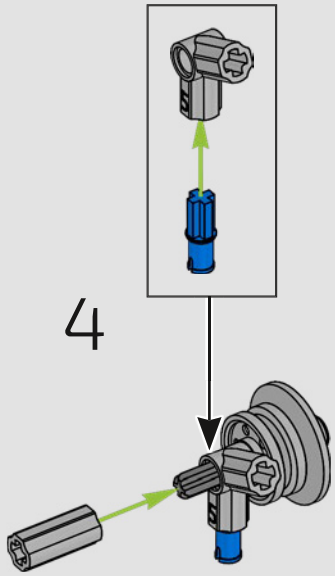

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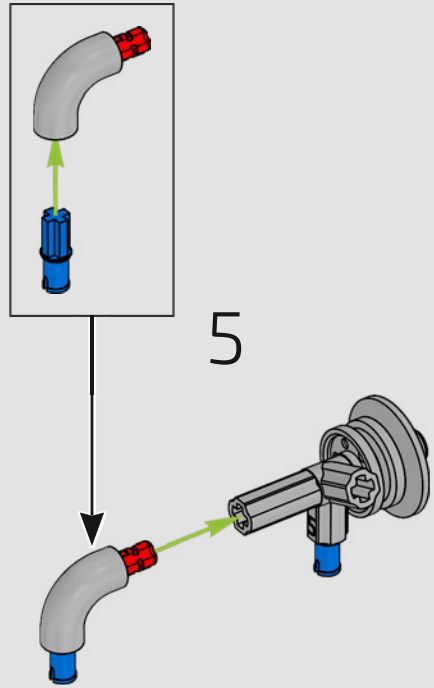

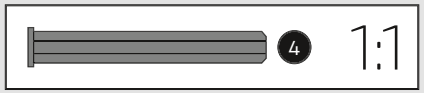

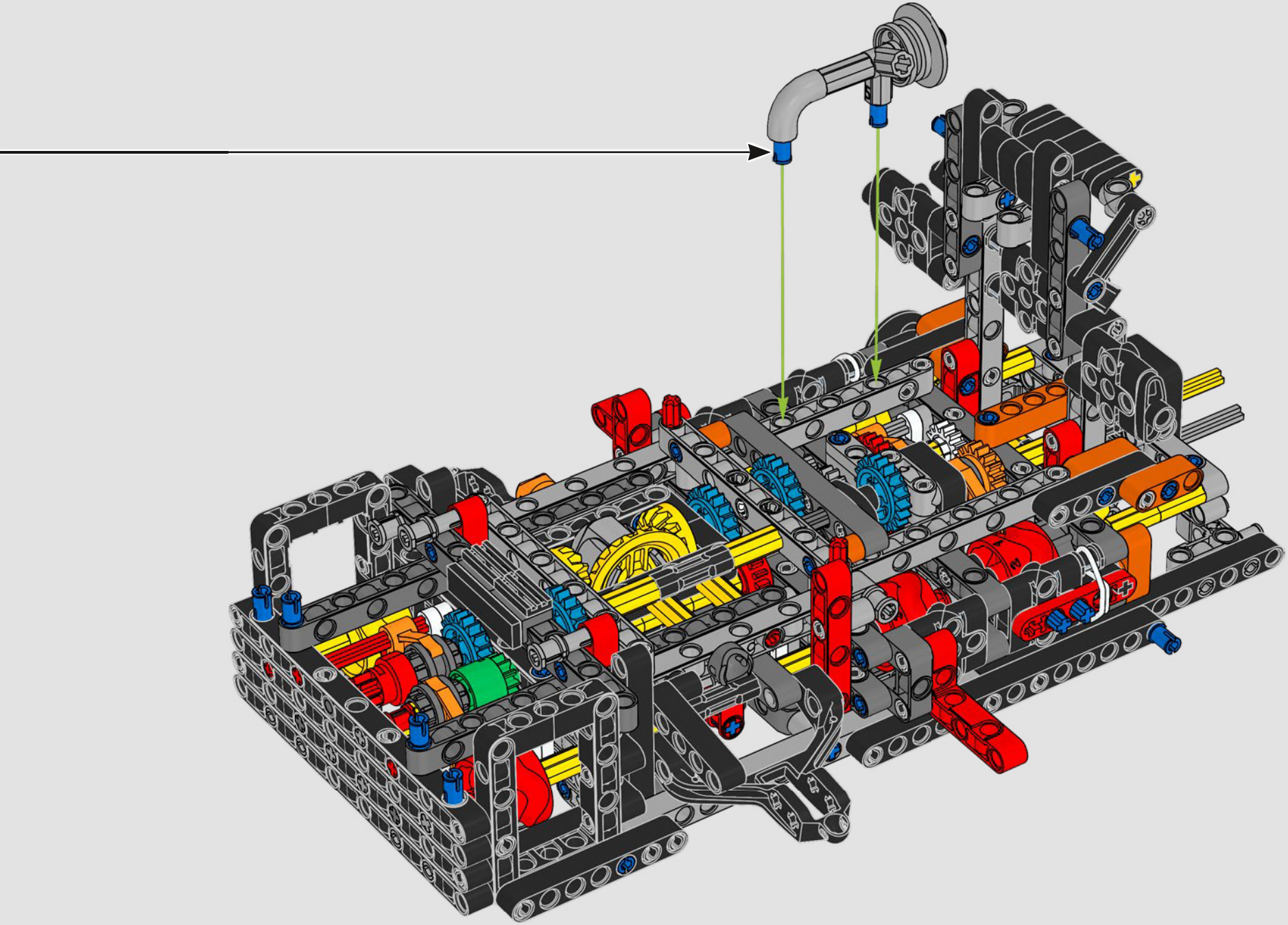

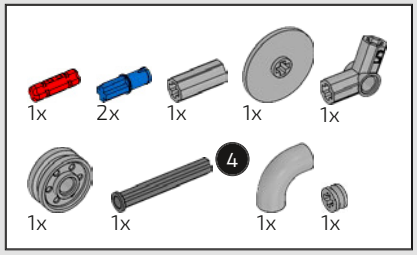

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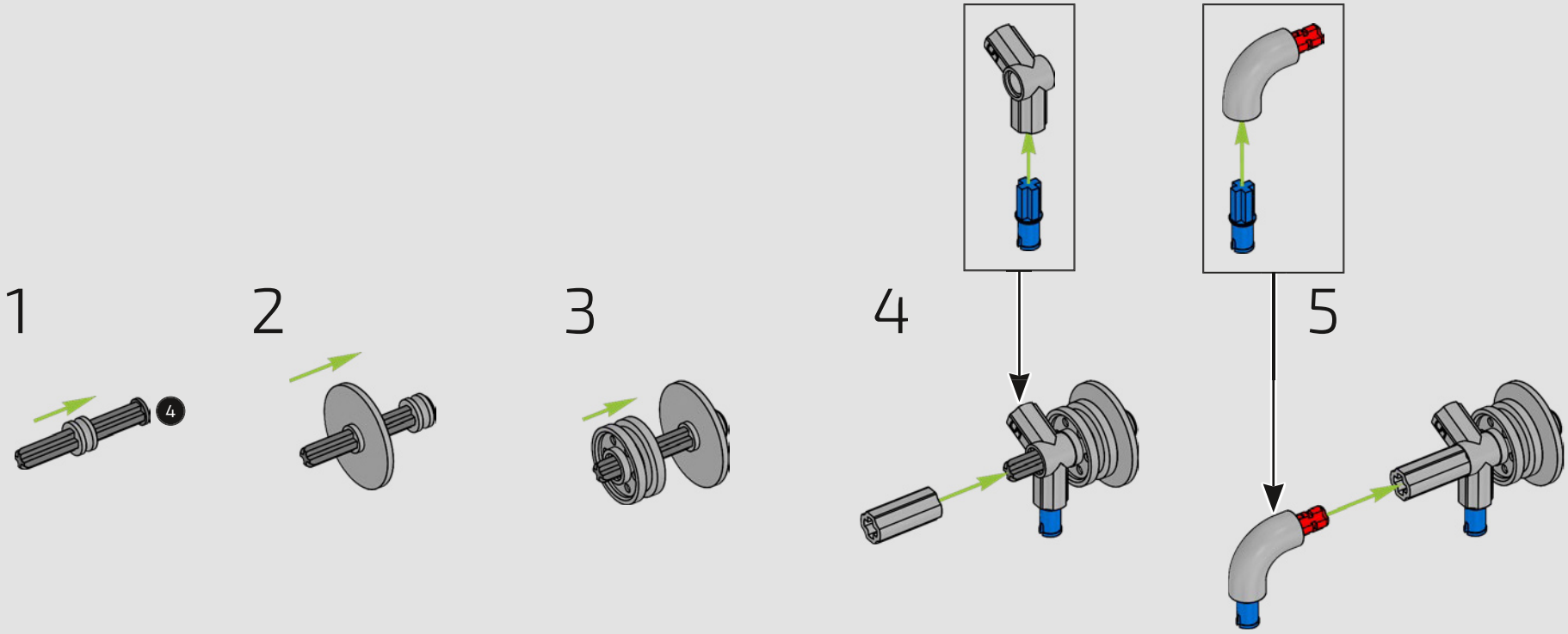

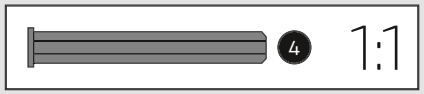

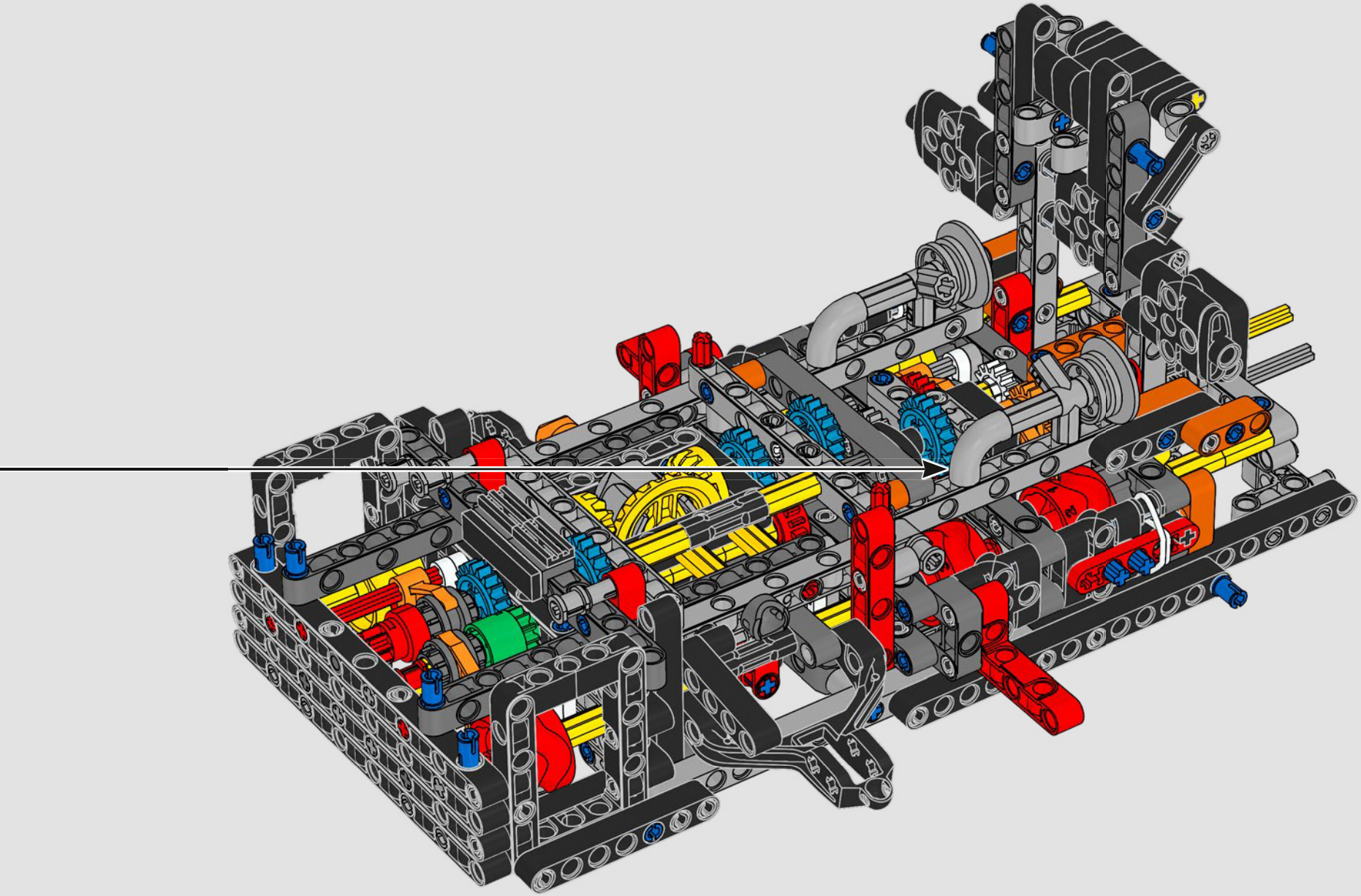

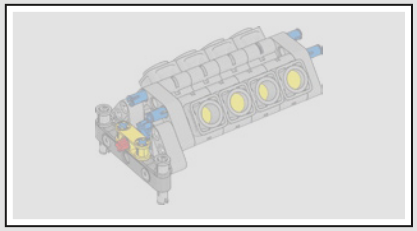

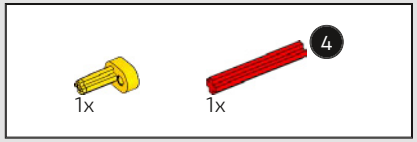

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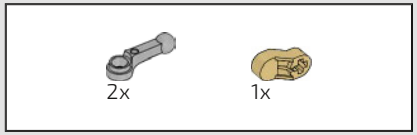

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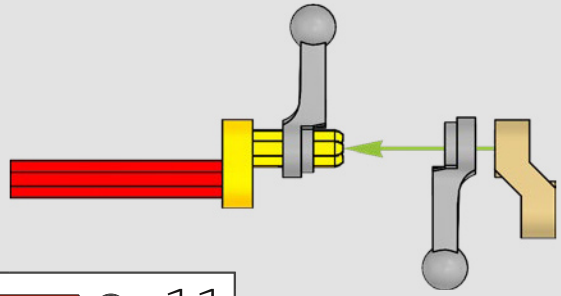



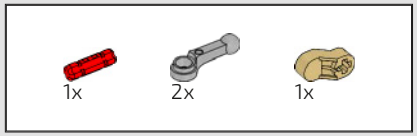

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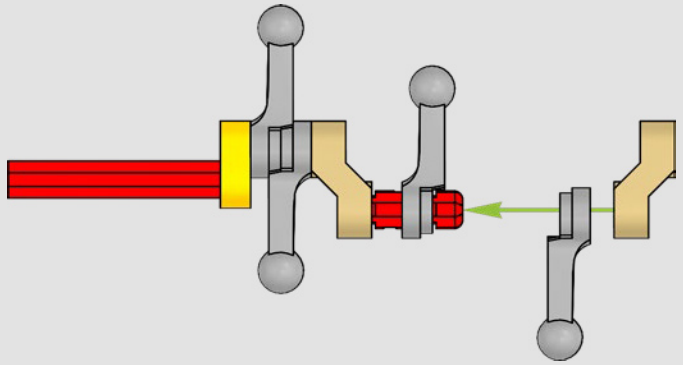

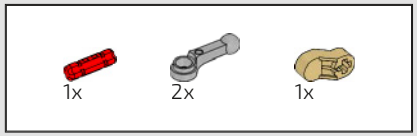

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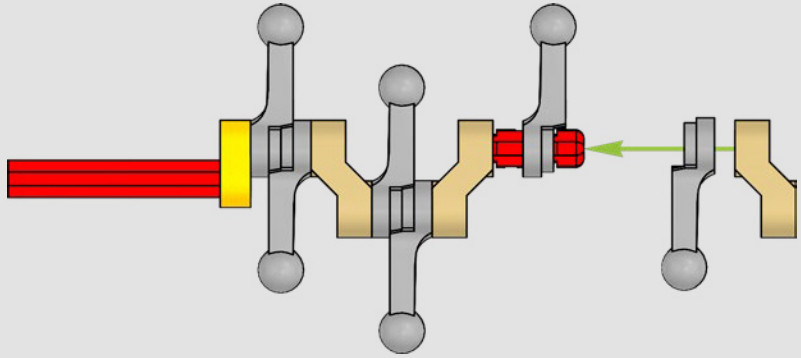



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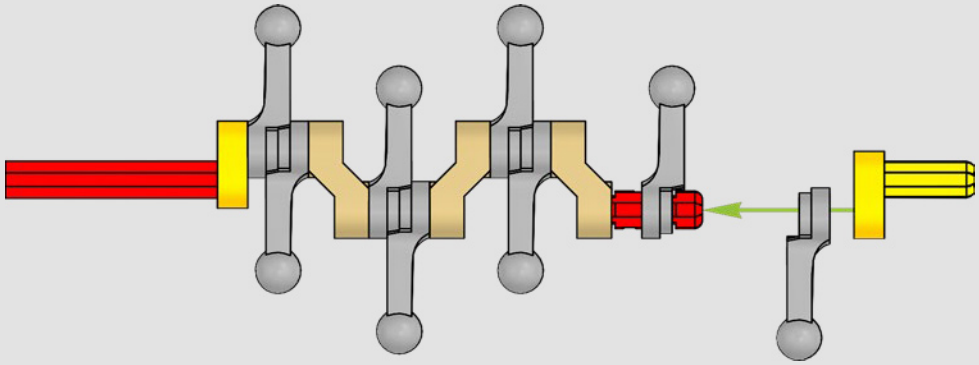



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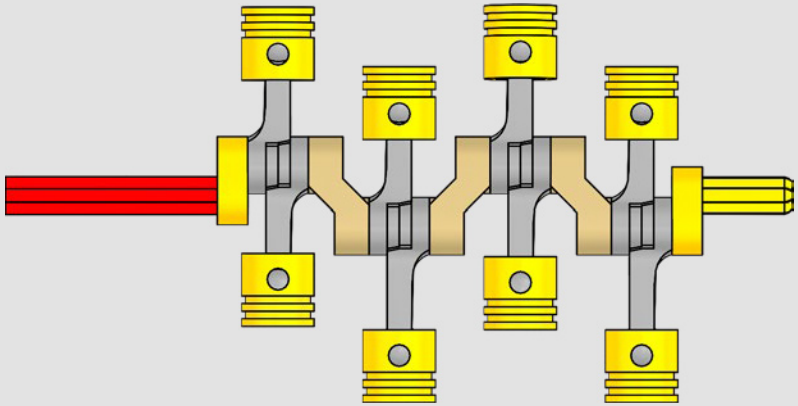

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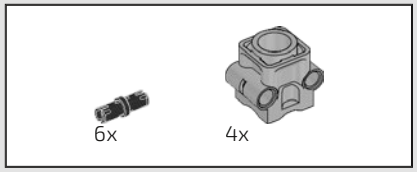

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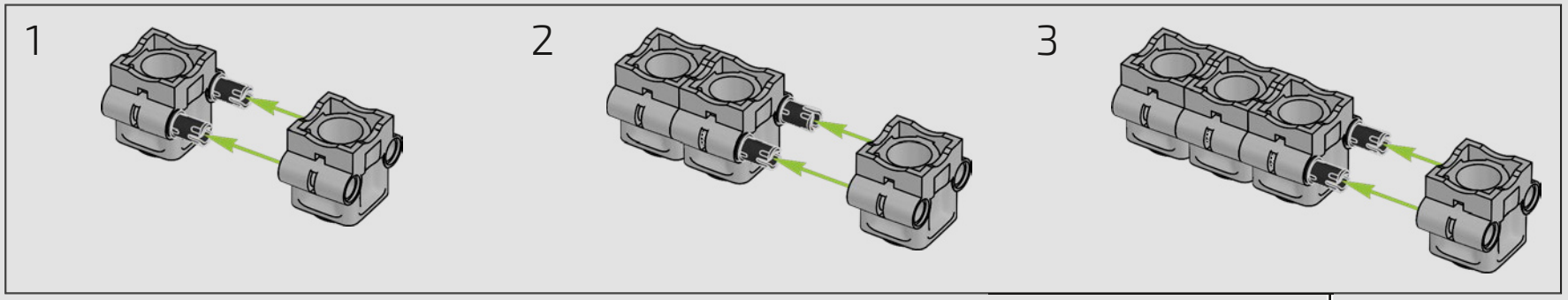

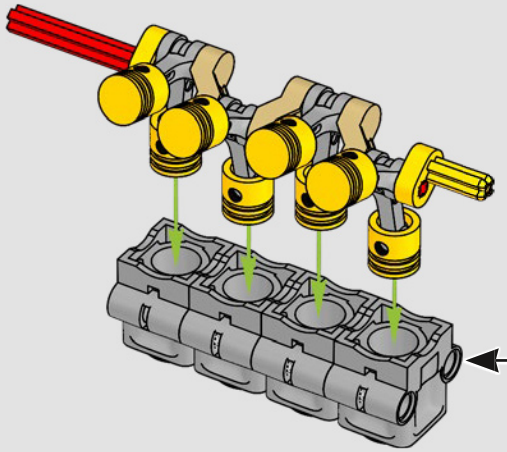

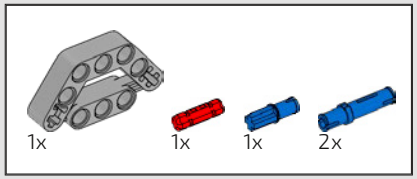

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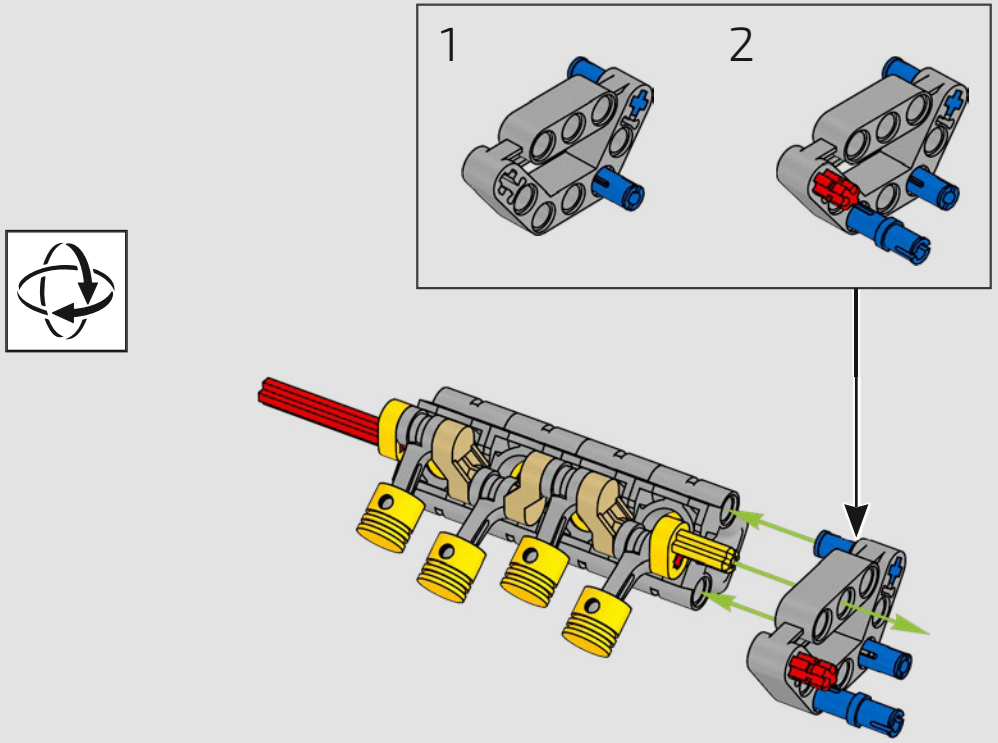

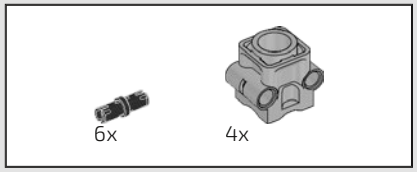

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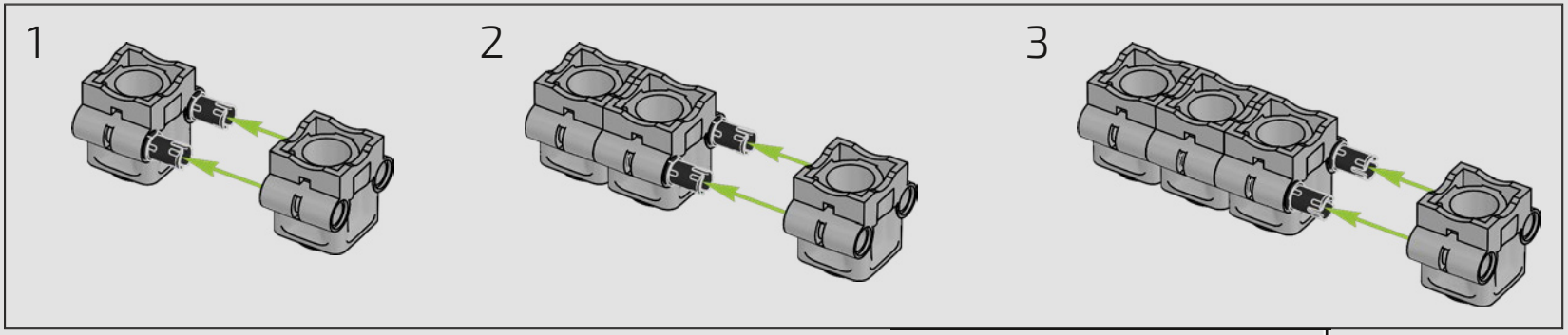

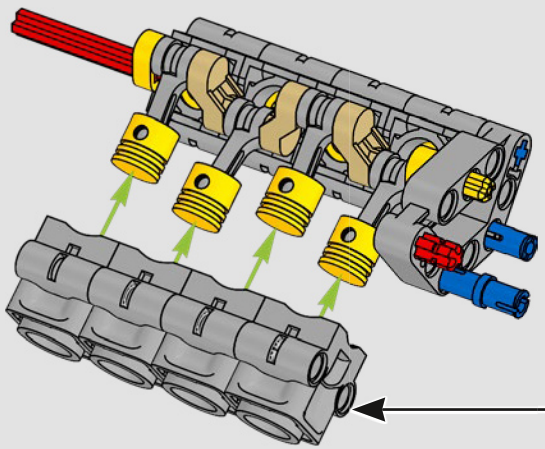

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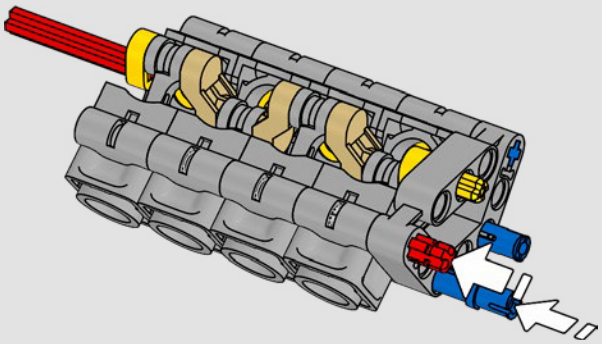

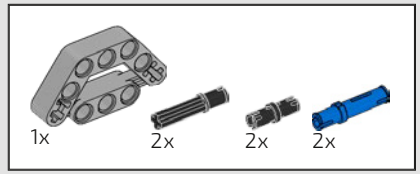

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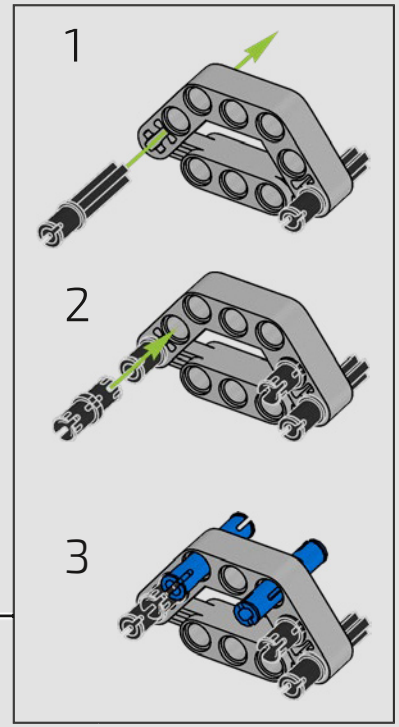



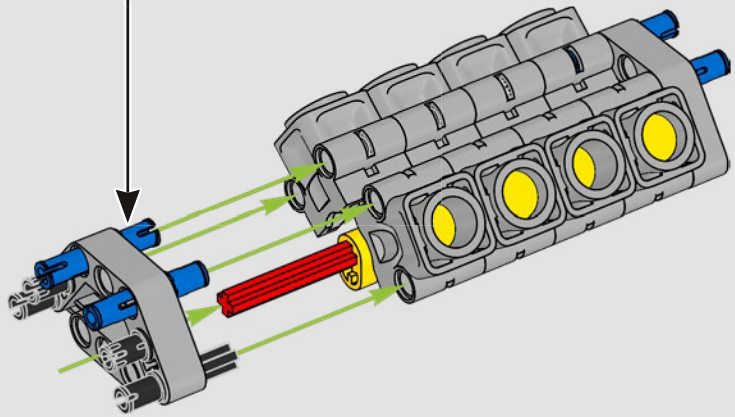



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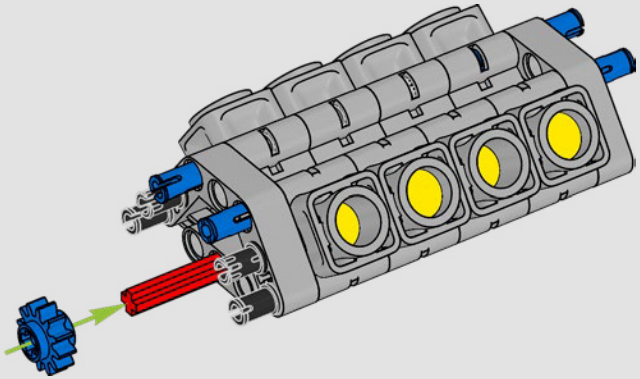

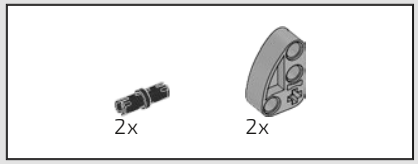

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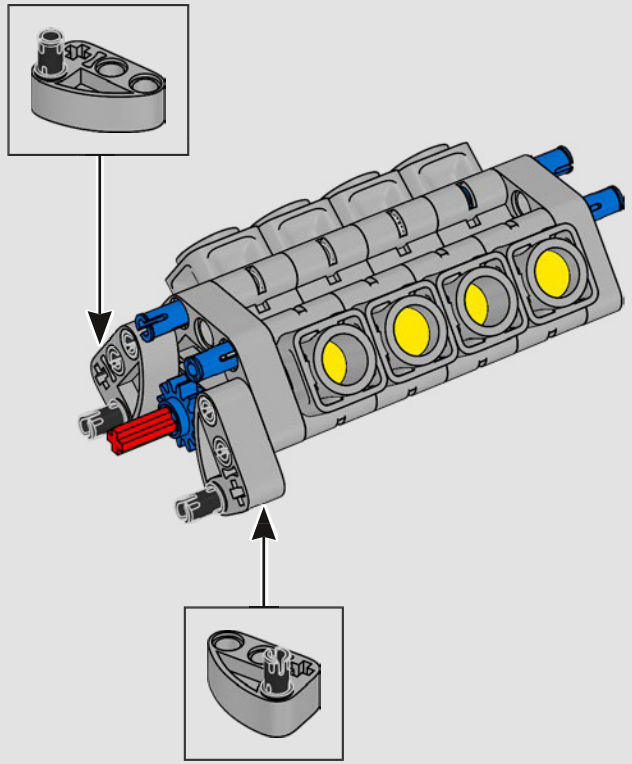

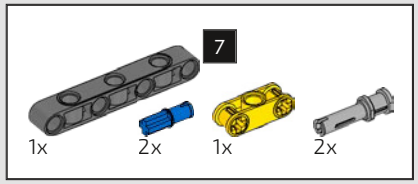

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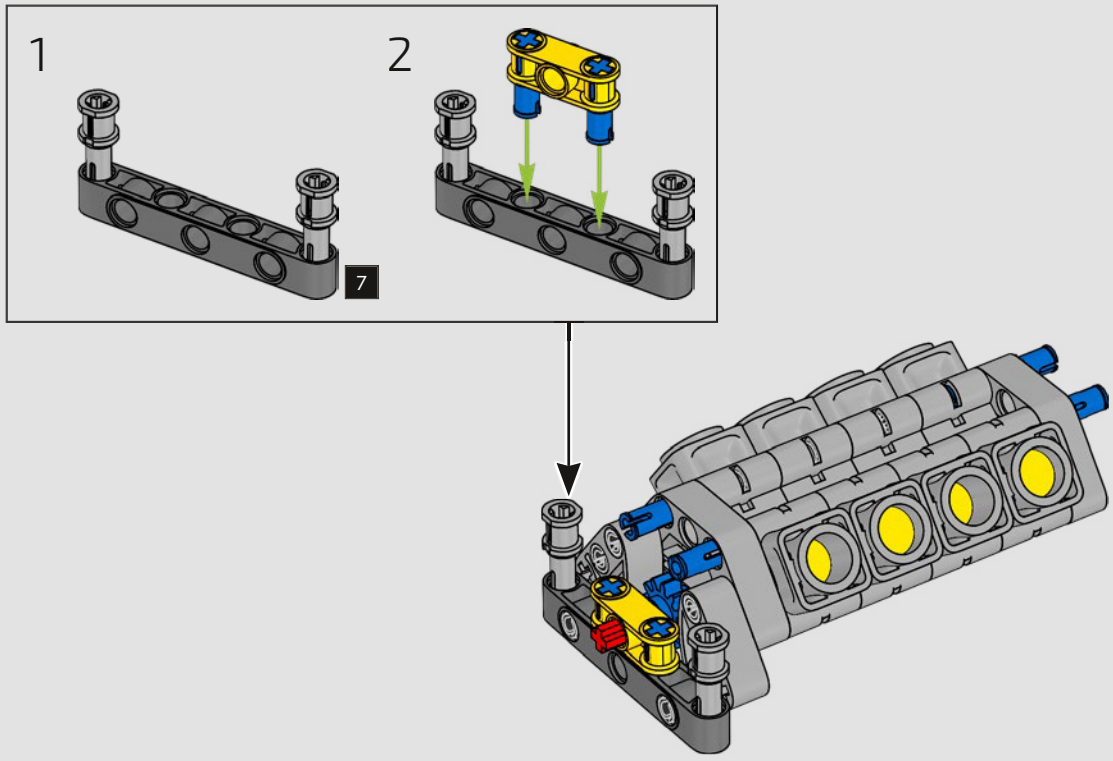

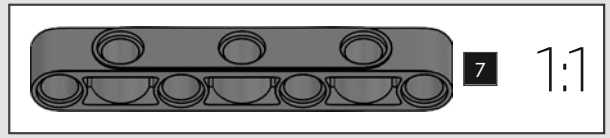

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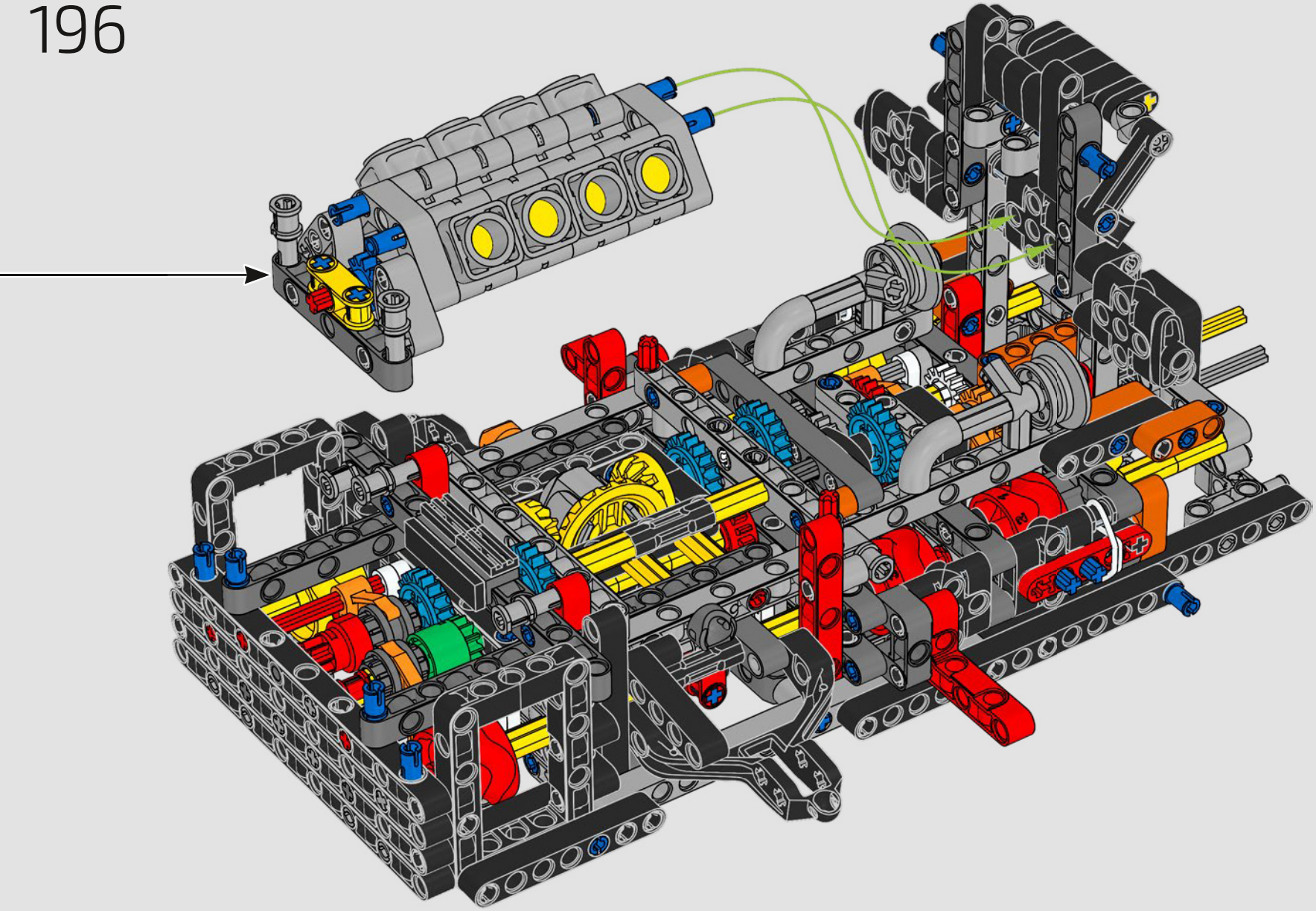

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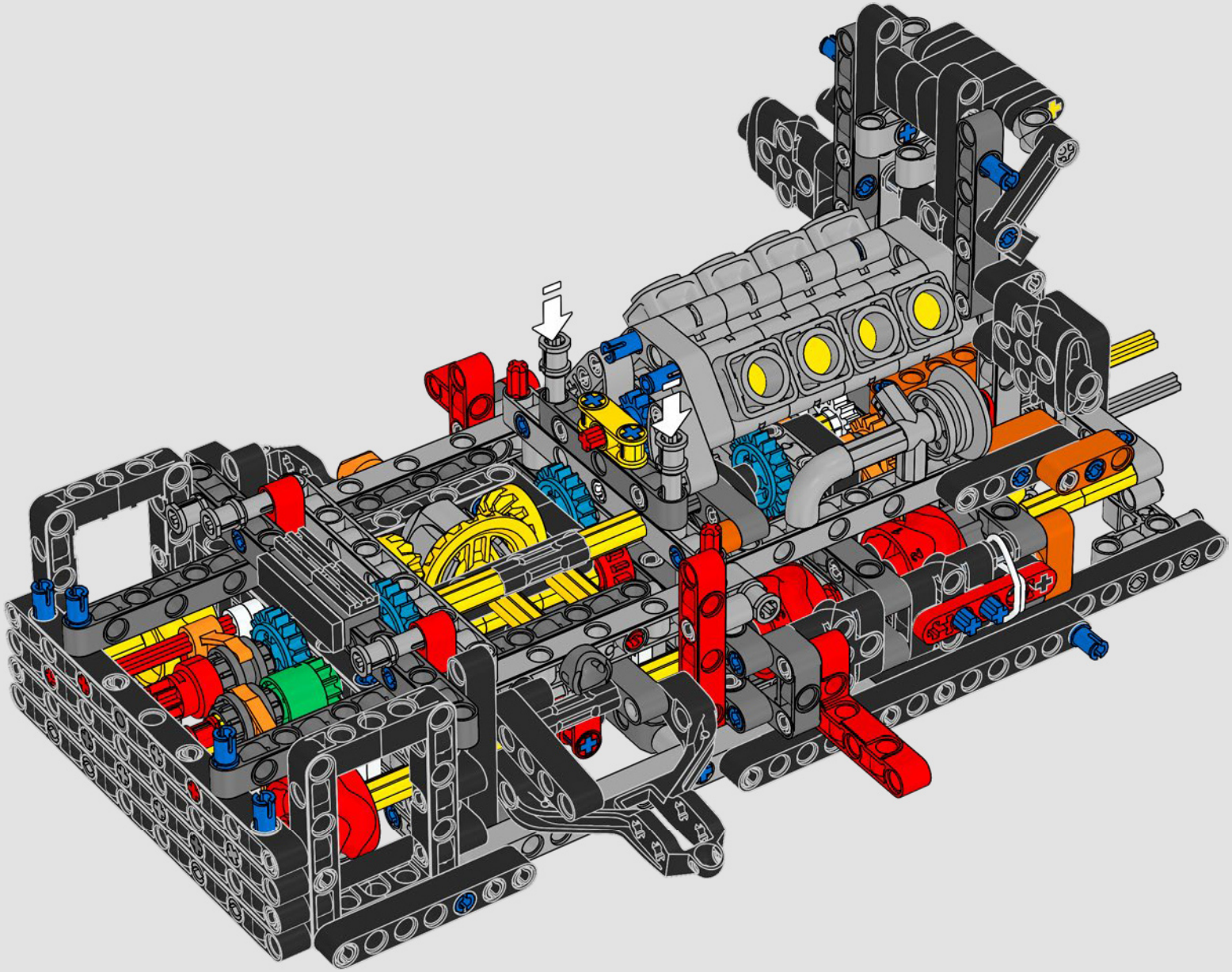

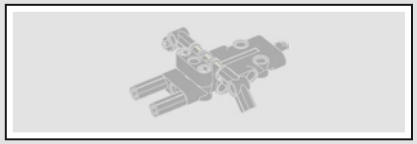

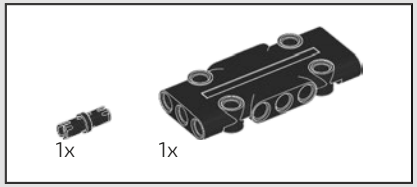

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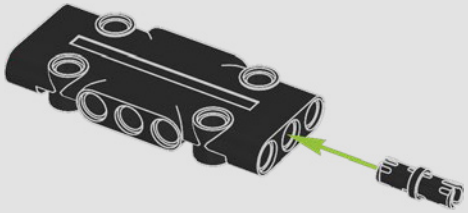

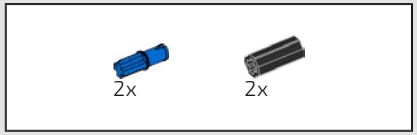

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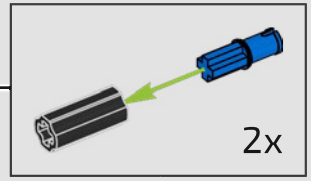

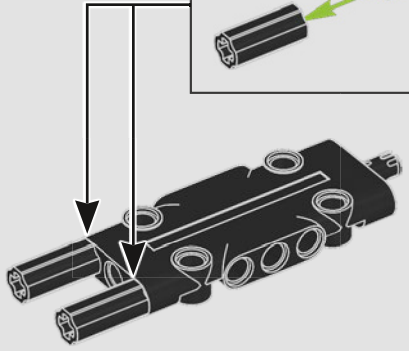

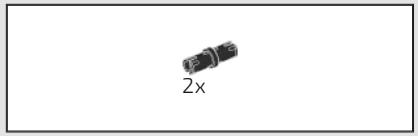

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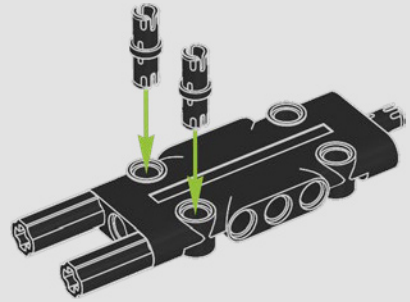

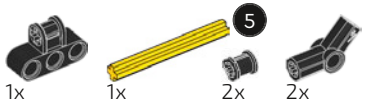

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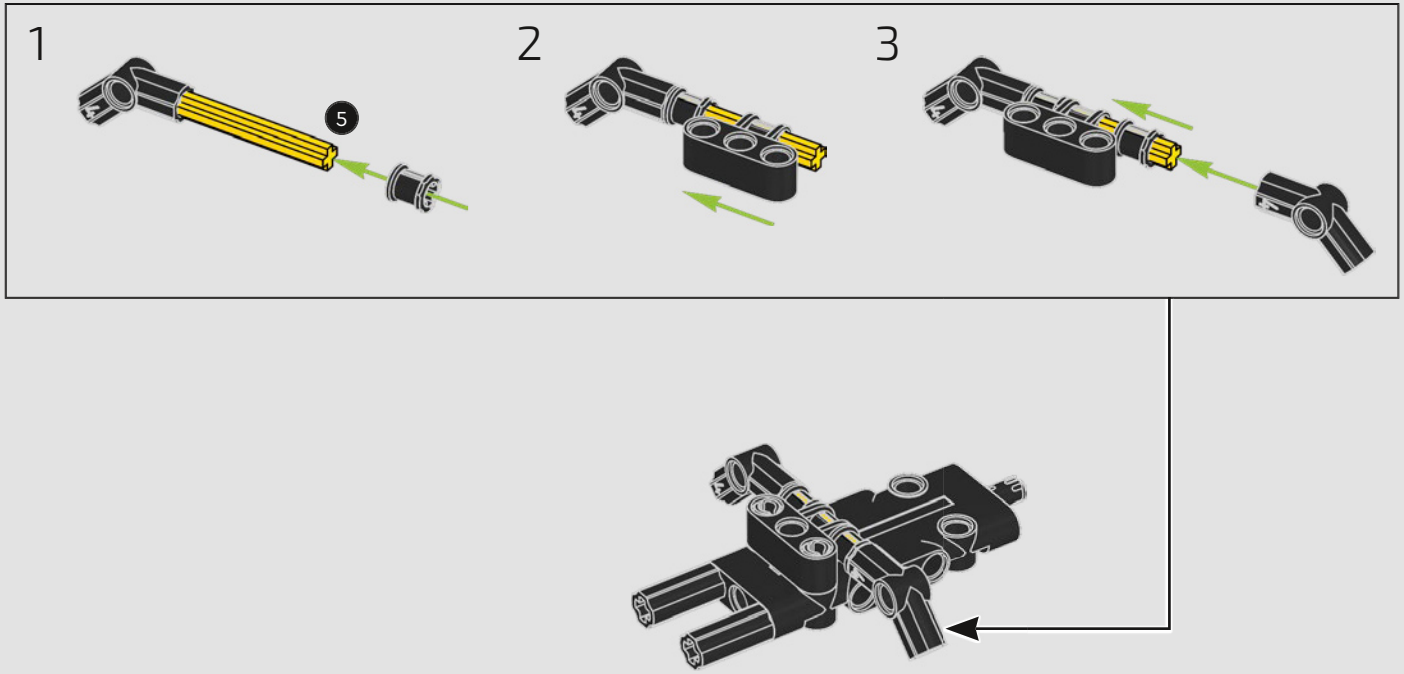



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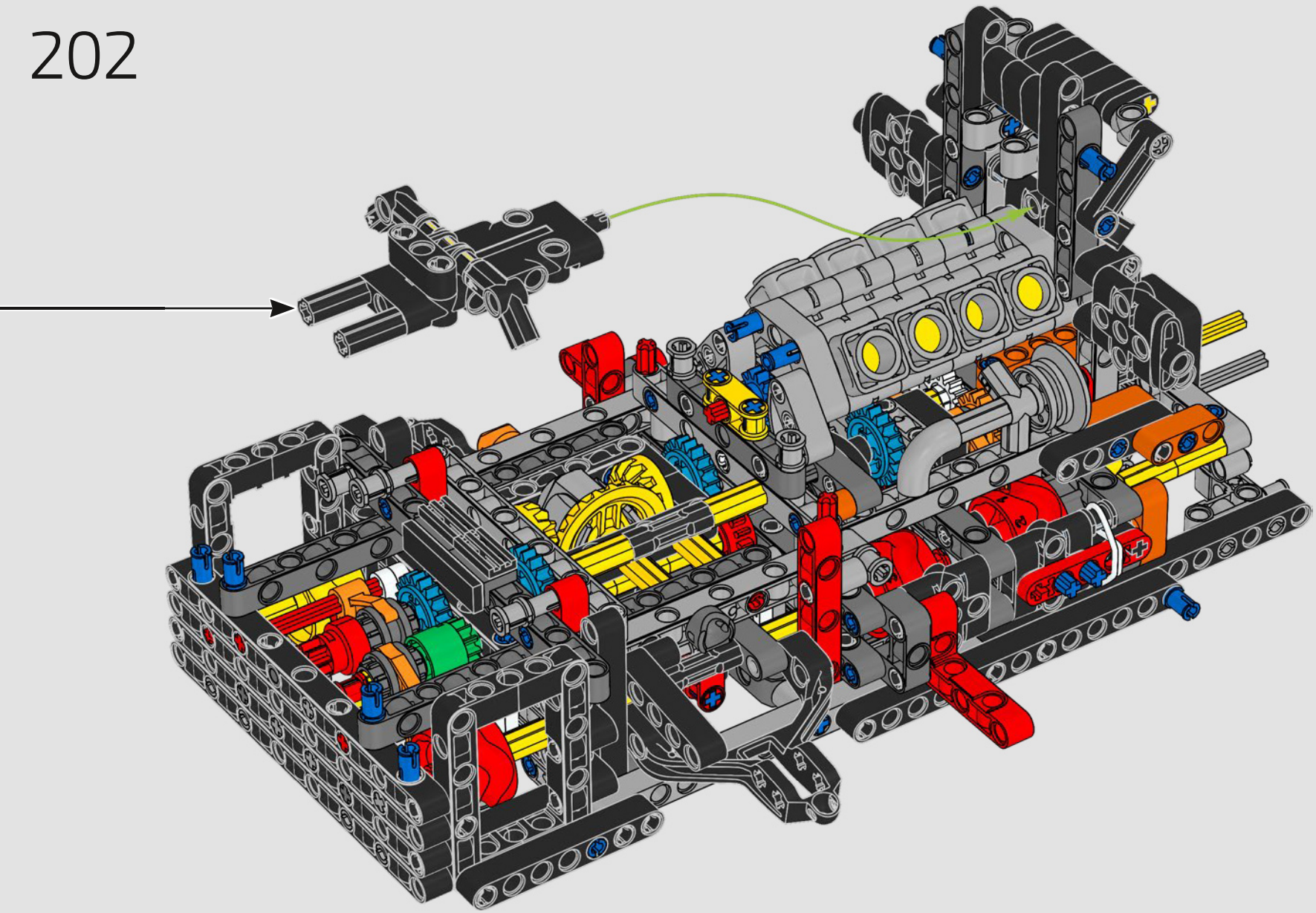

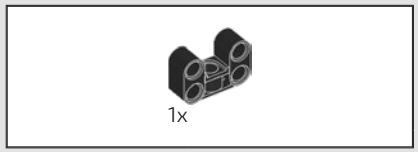

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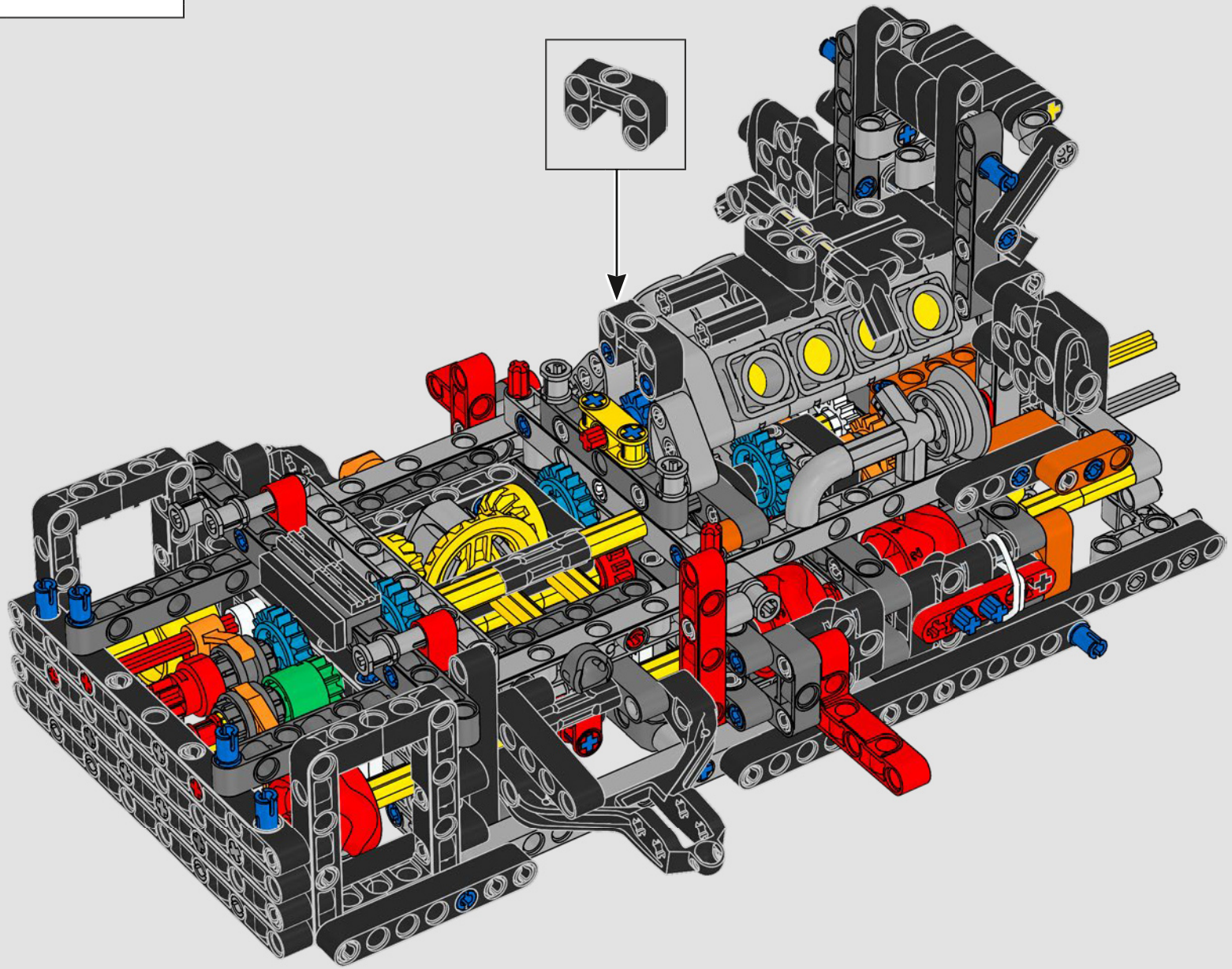

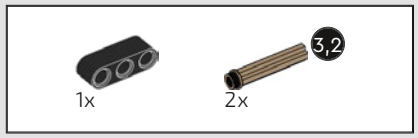

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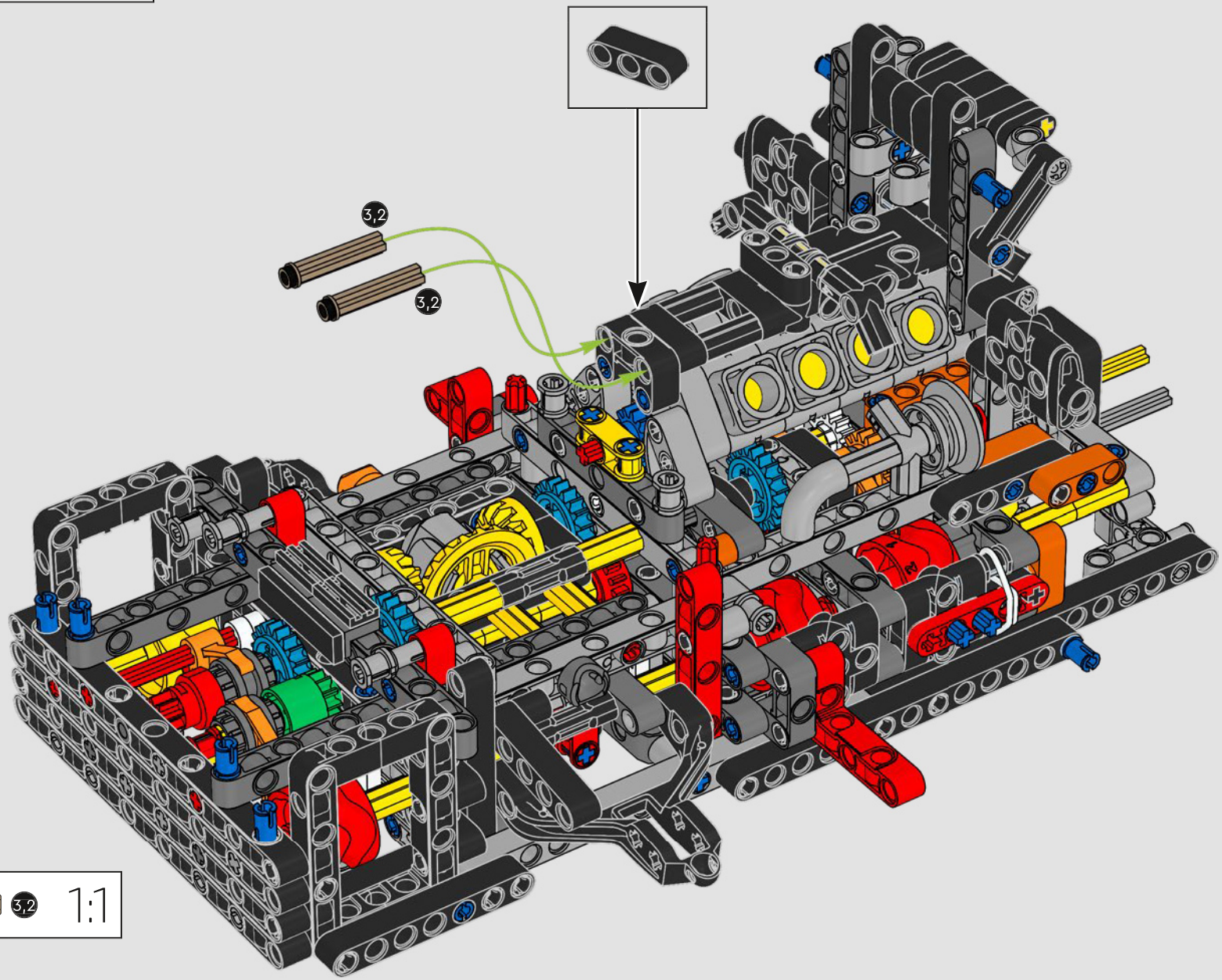

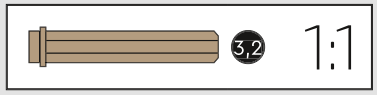

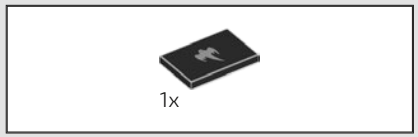

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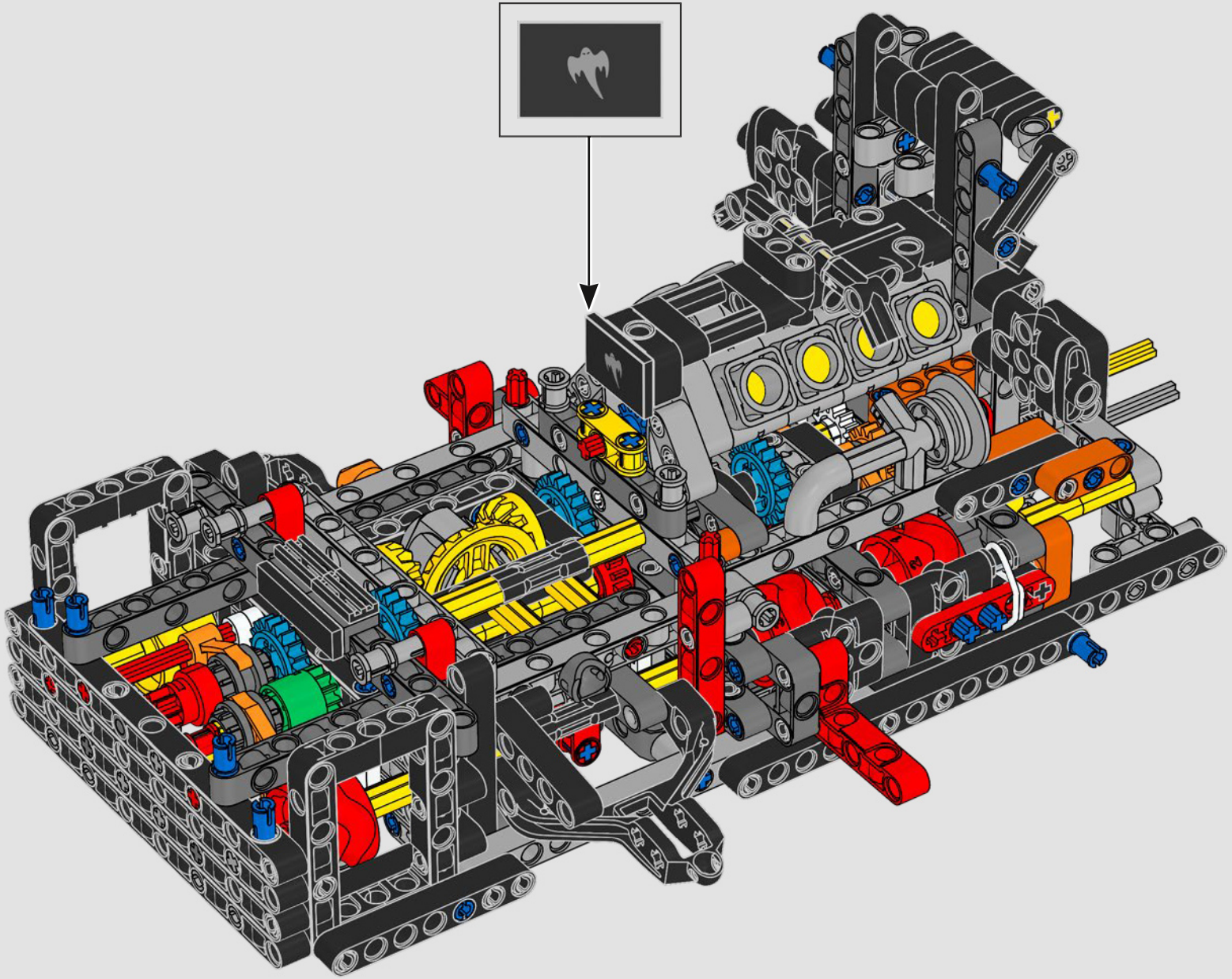


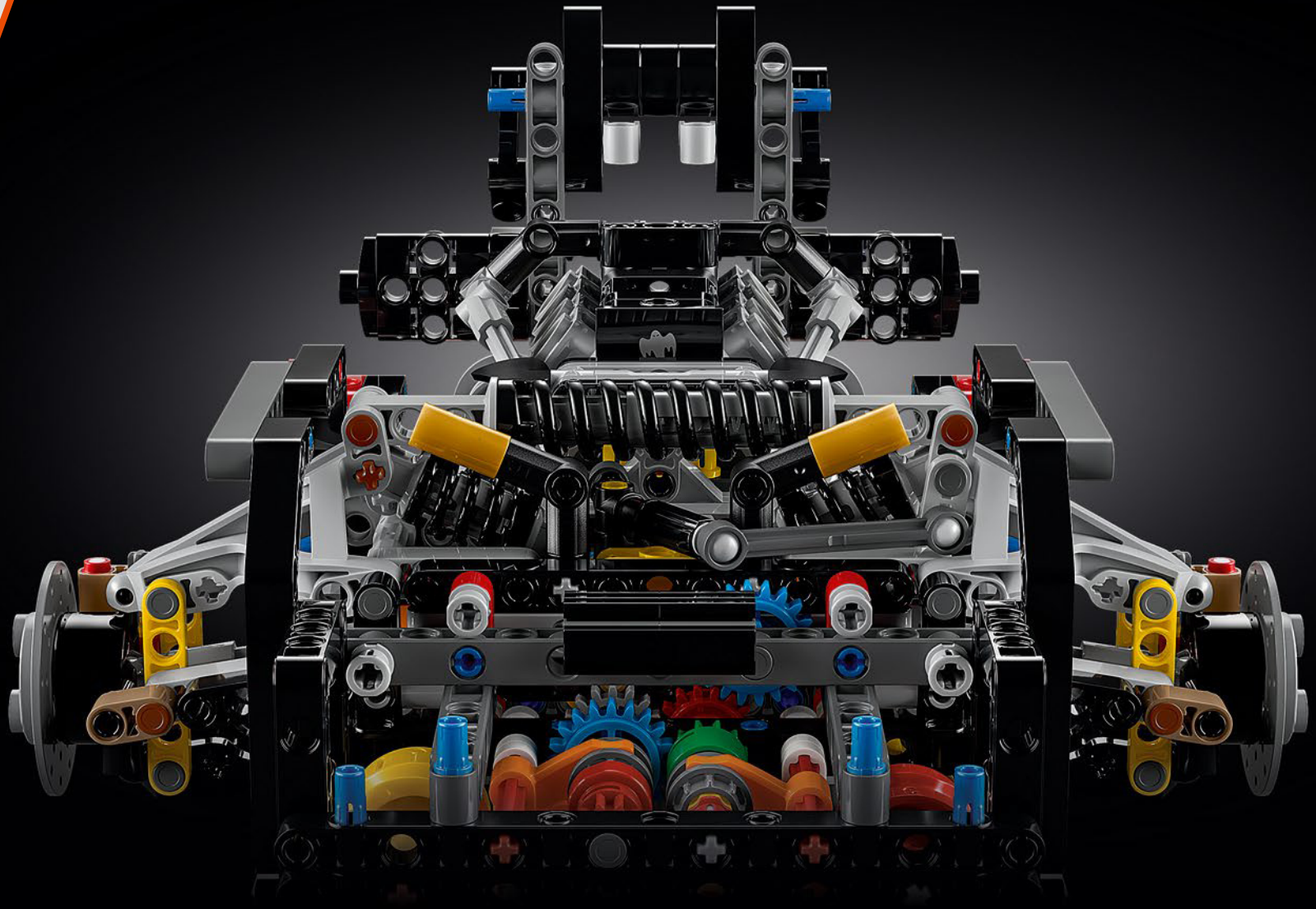
BOX

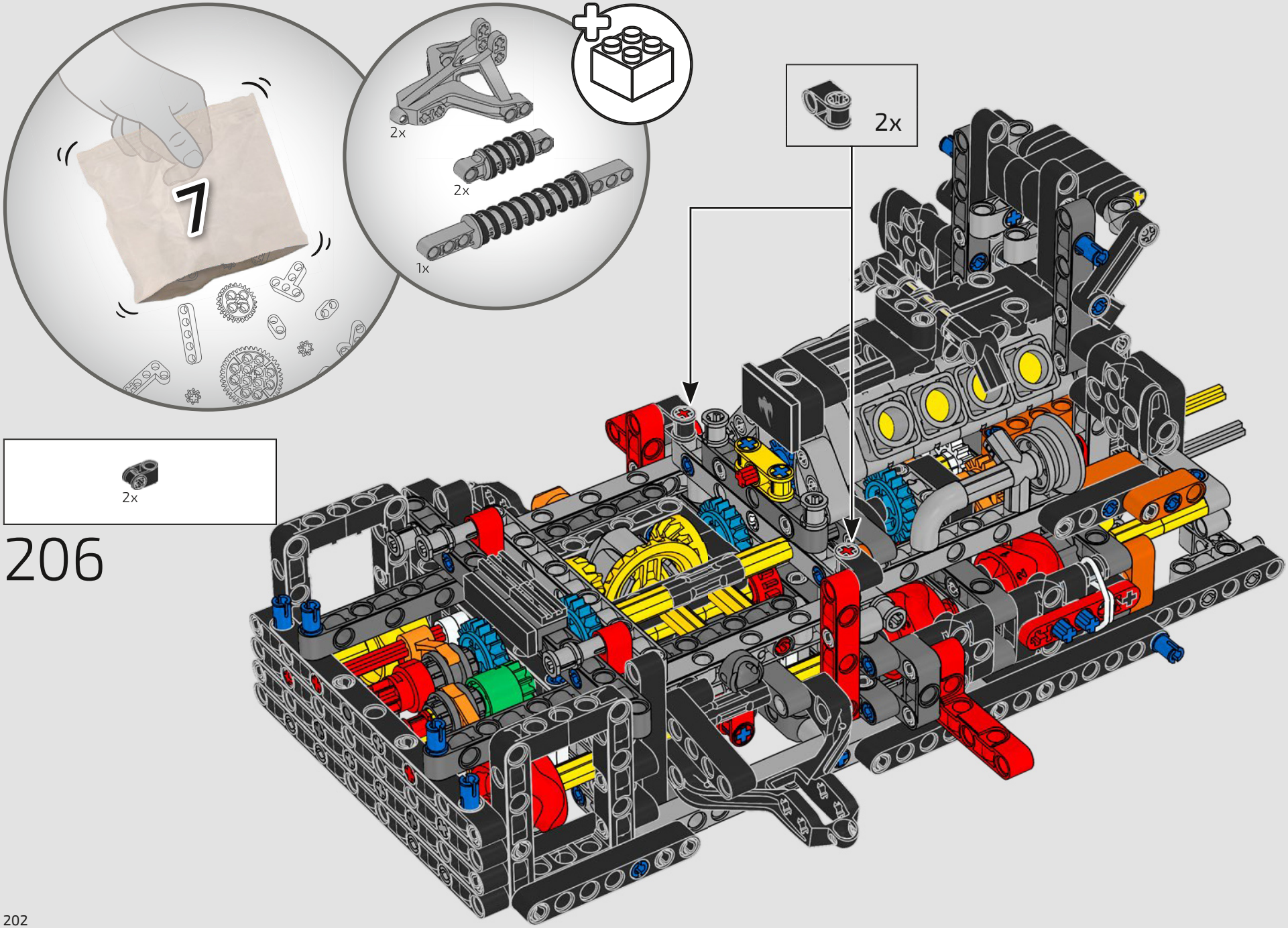
1 2 3



三重阻尼悬挂系统

真车的前后副车架均采用三重悬挂系统。在这个模型中，我们前后都使用了三个减震器（一个长，两个短）。四个新的叉臂元件与这些减震器和车轮相连。





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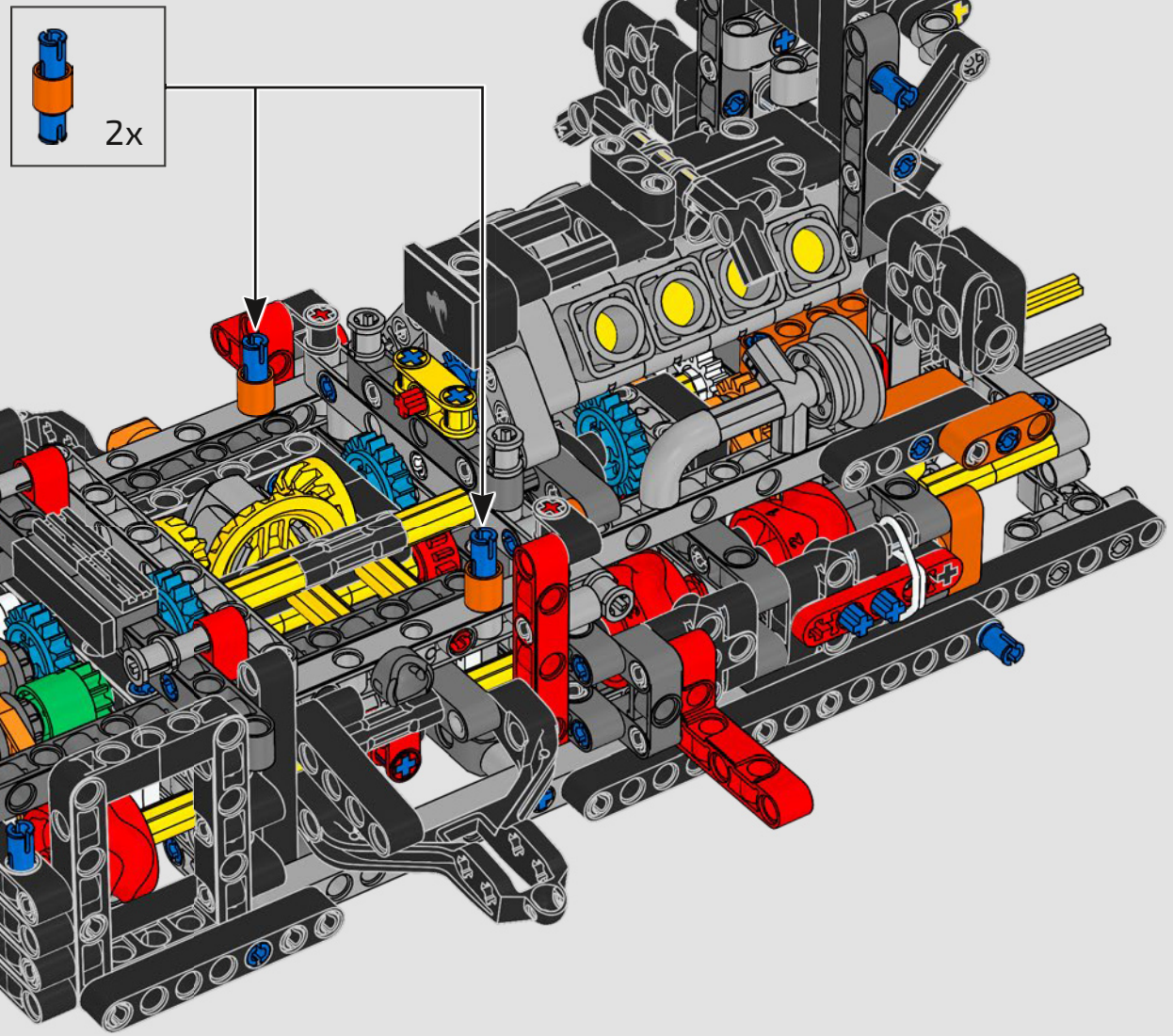

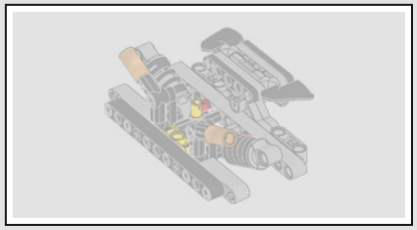

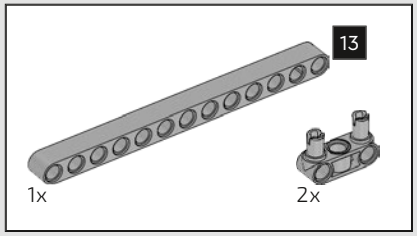

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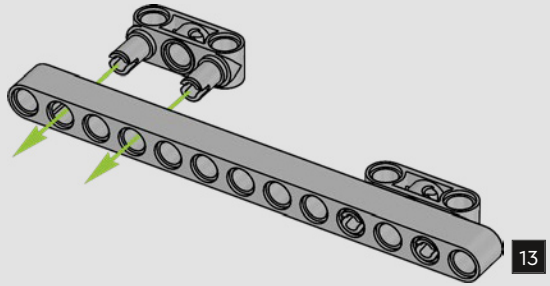

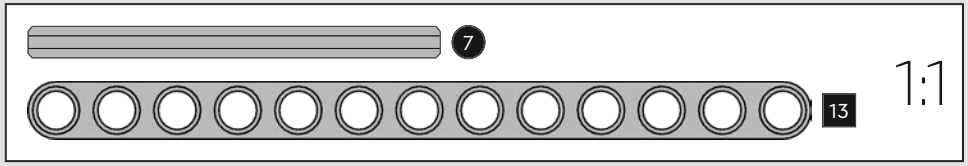

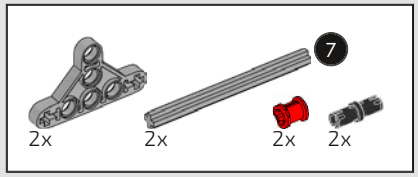

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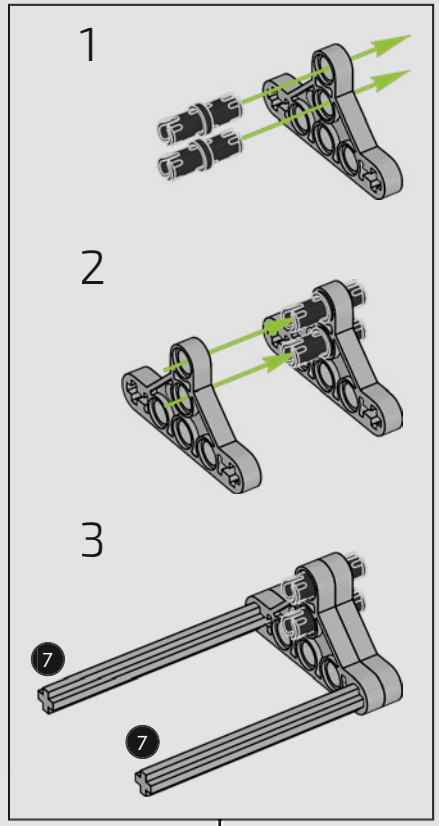

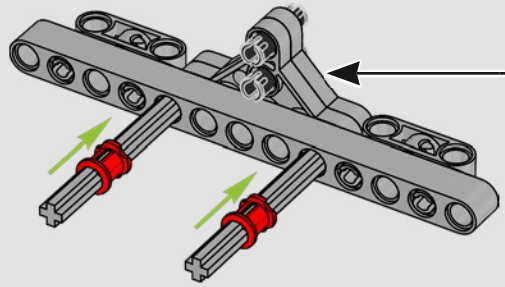

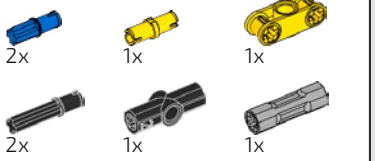

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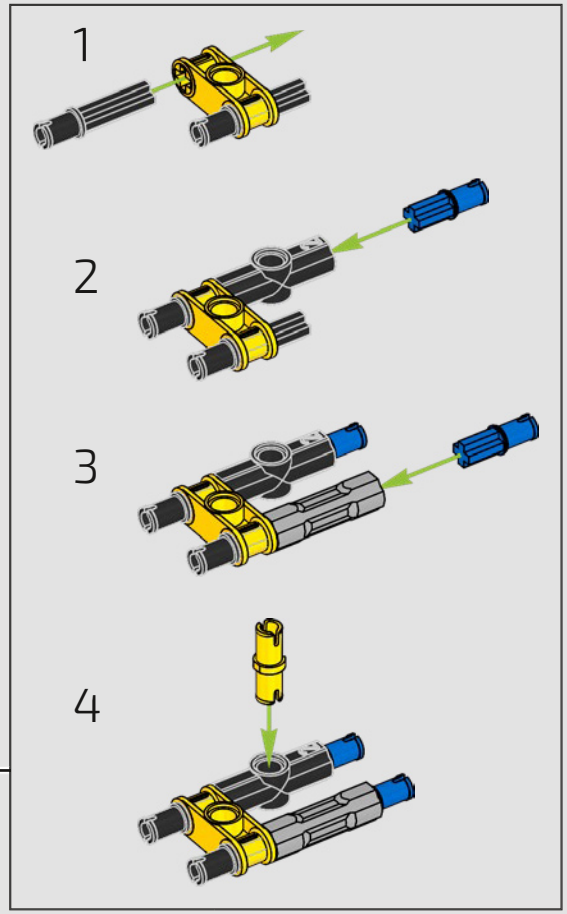

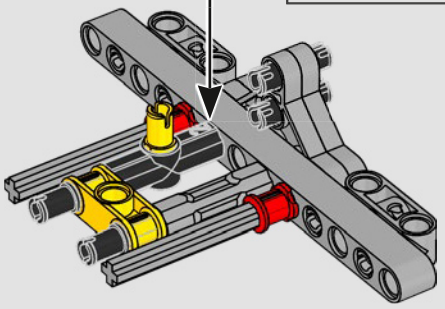

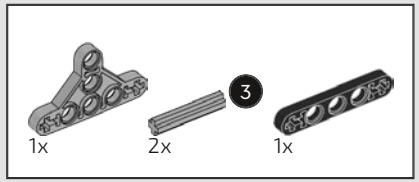

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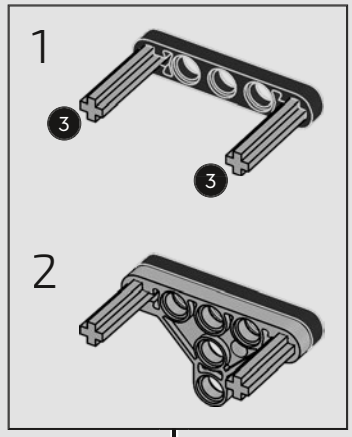

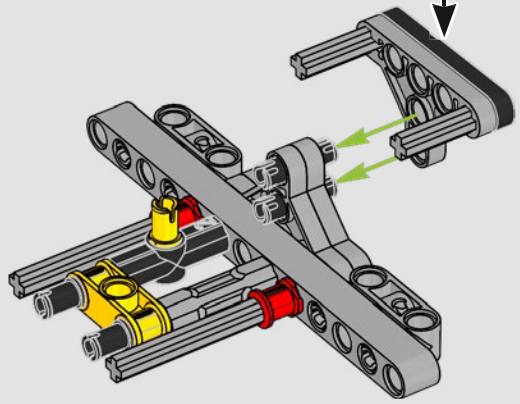

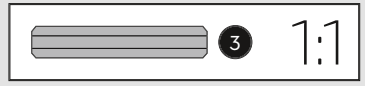

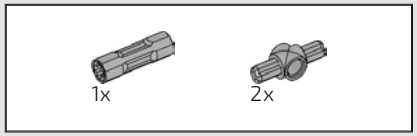

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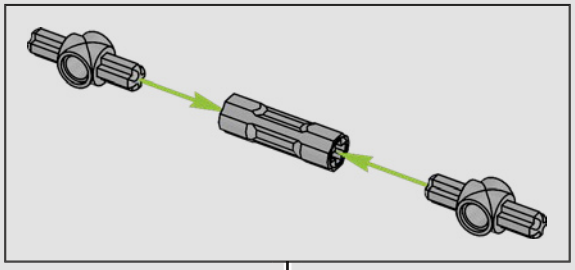

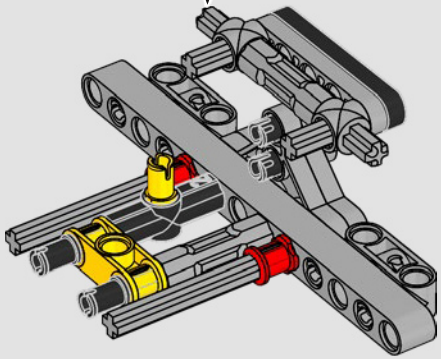

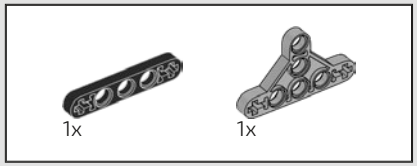

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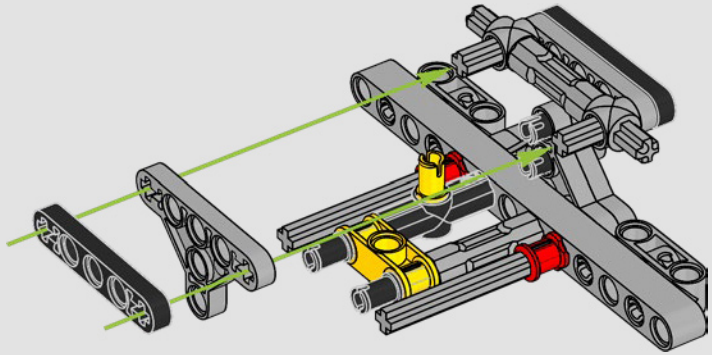

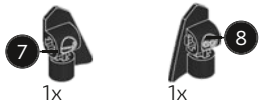

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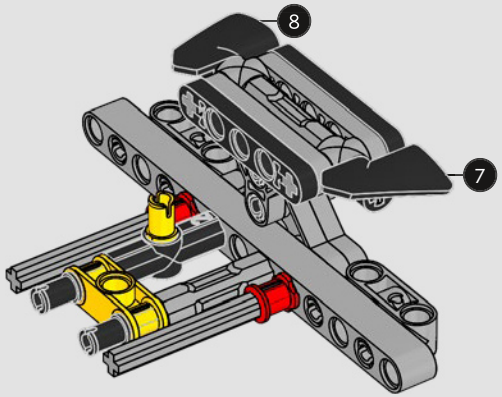

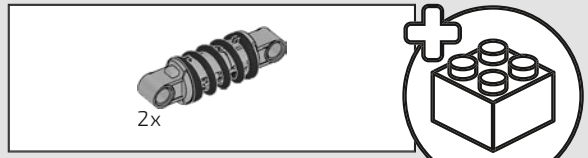

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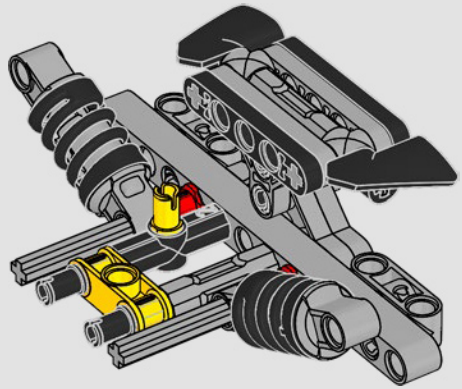



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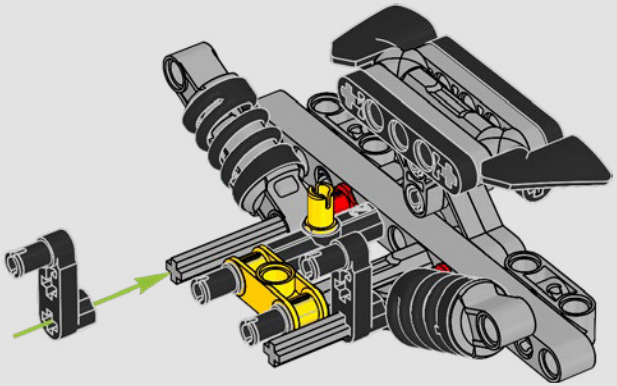



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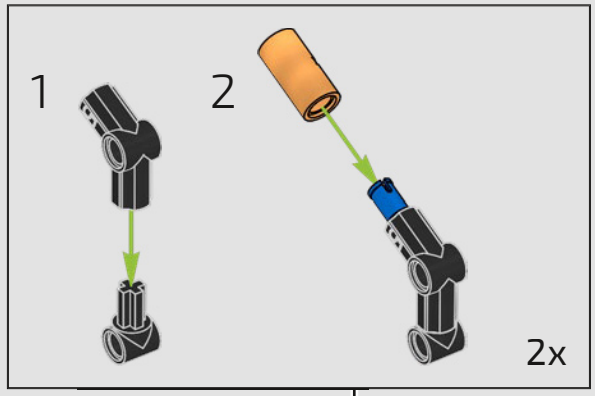

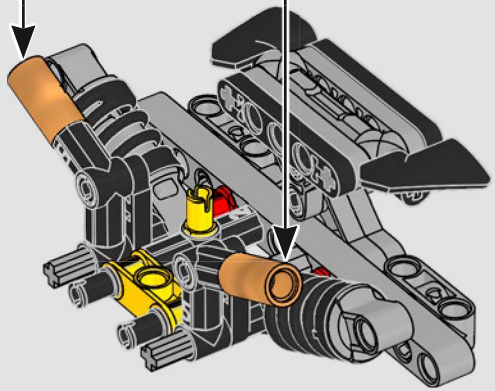

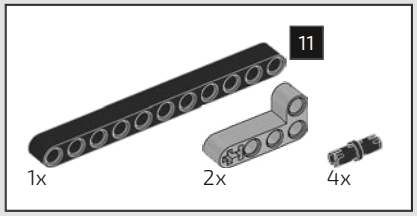

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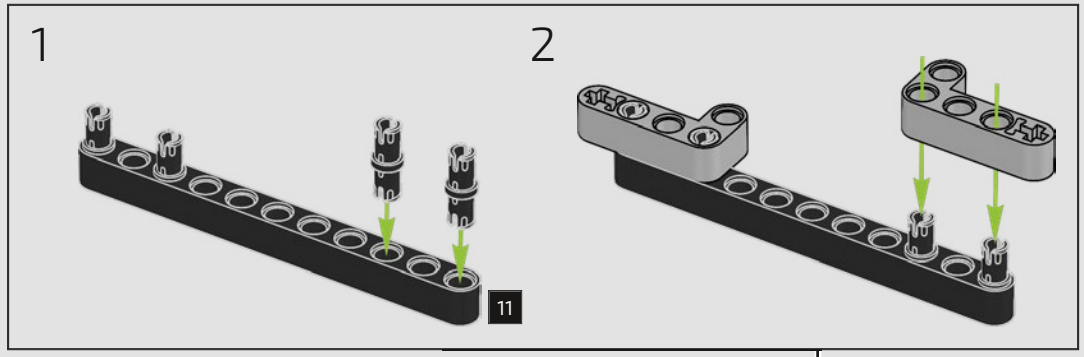

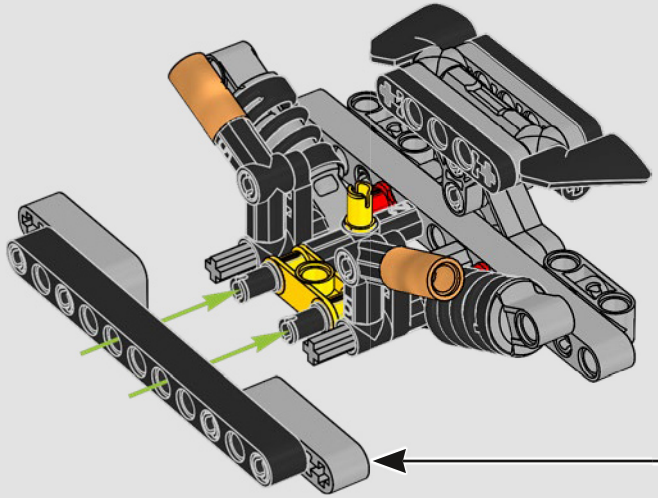

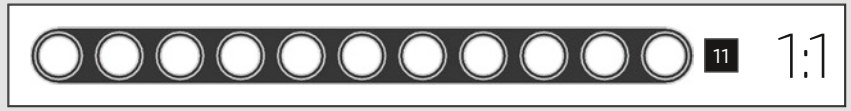

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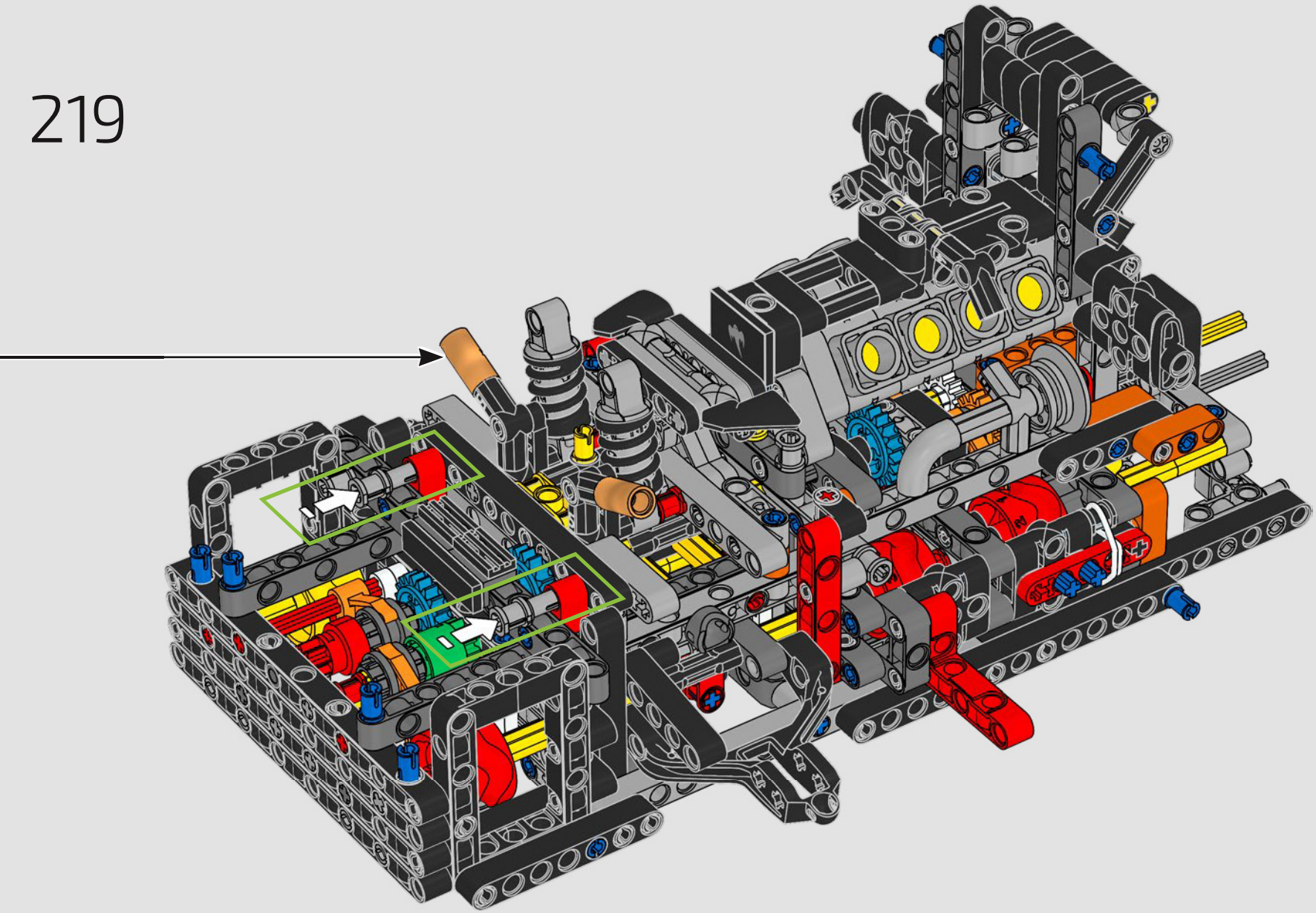

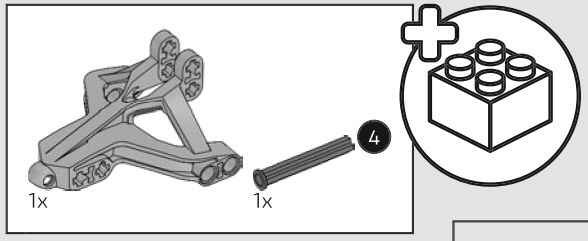

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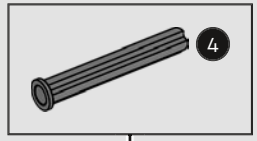

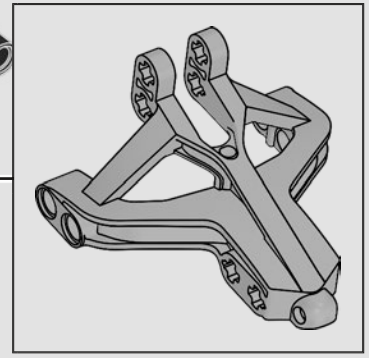

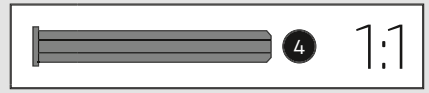

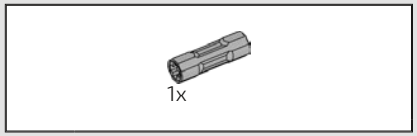

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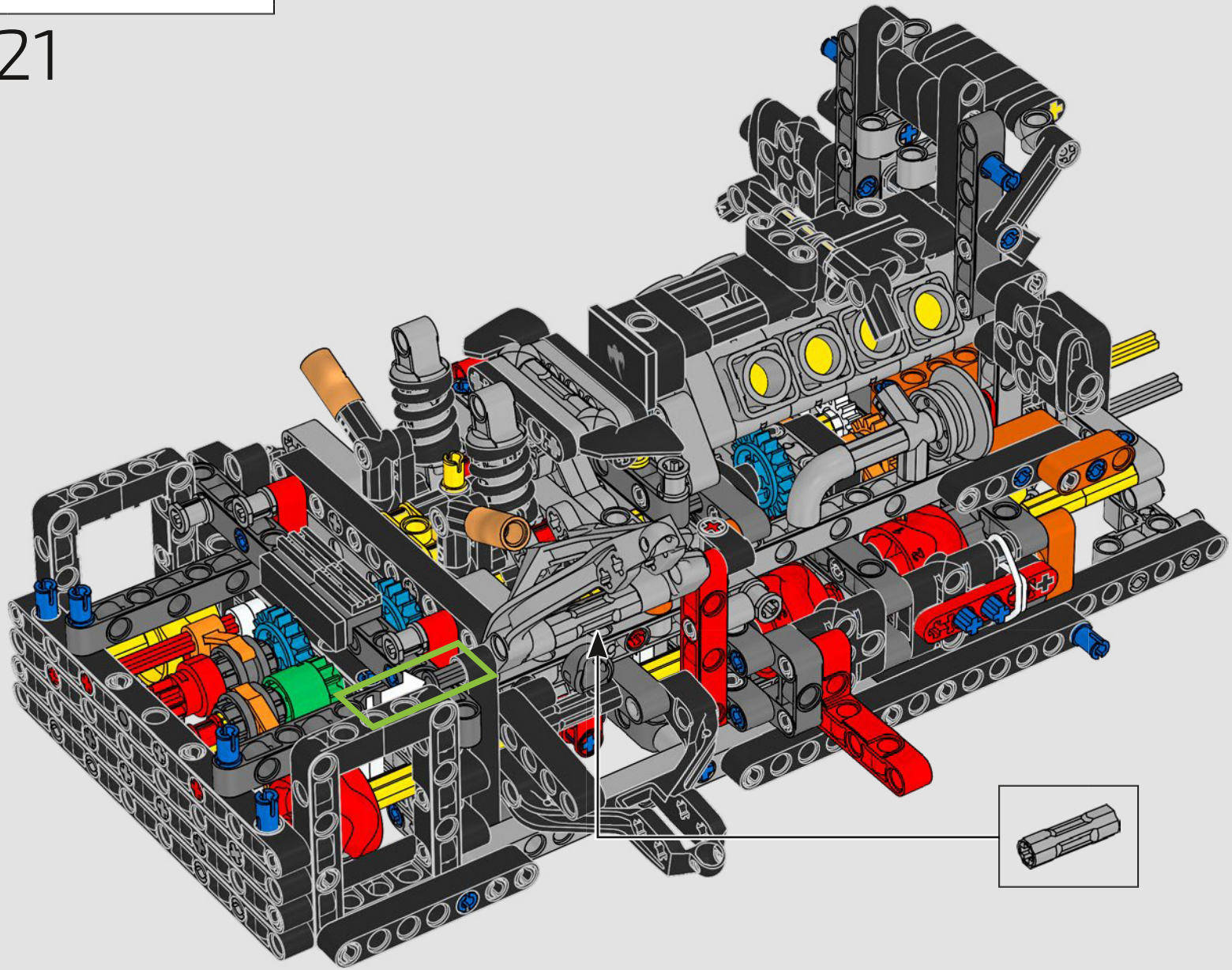

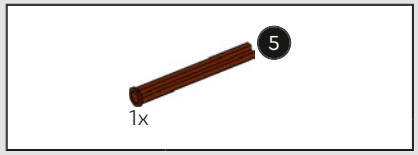

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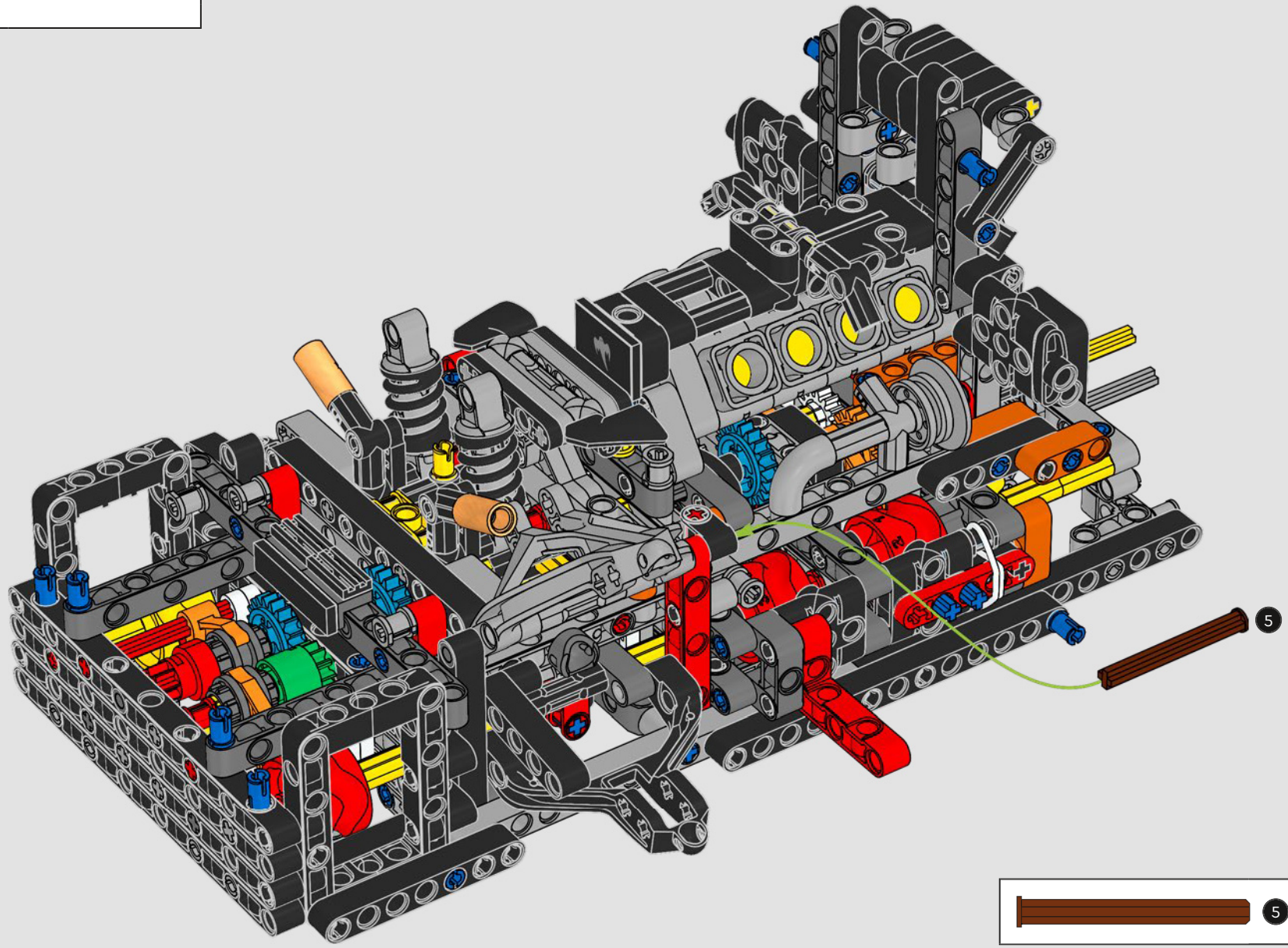

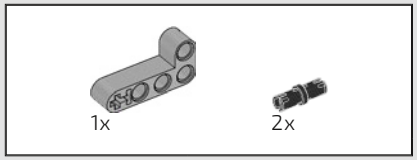

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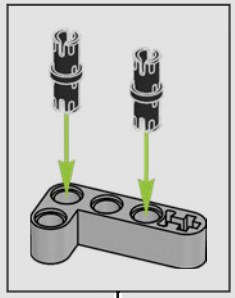

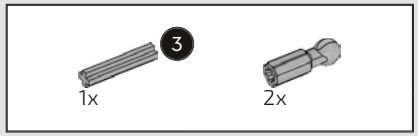

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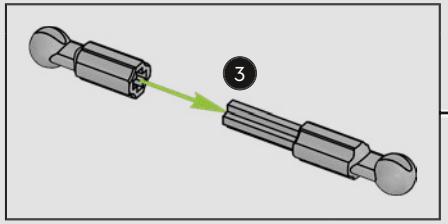

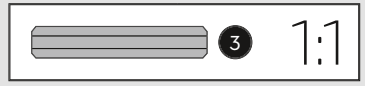

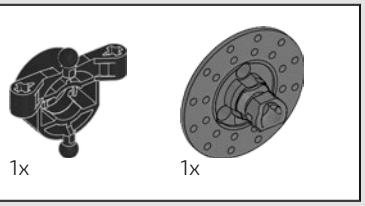

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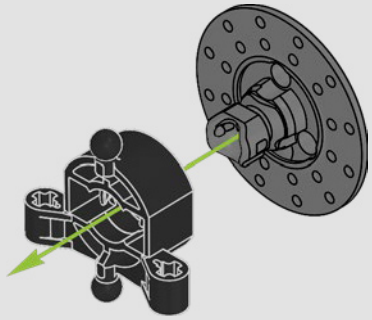

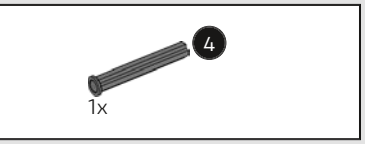

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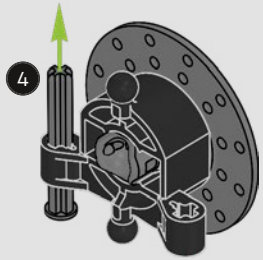

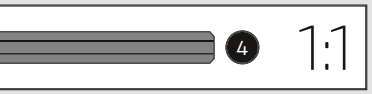

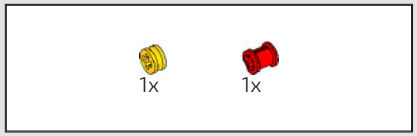

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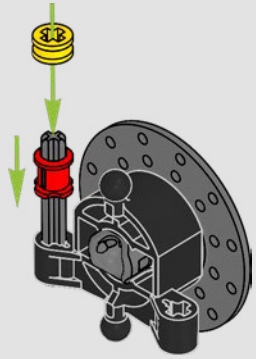

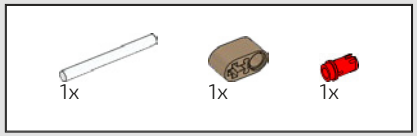

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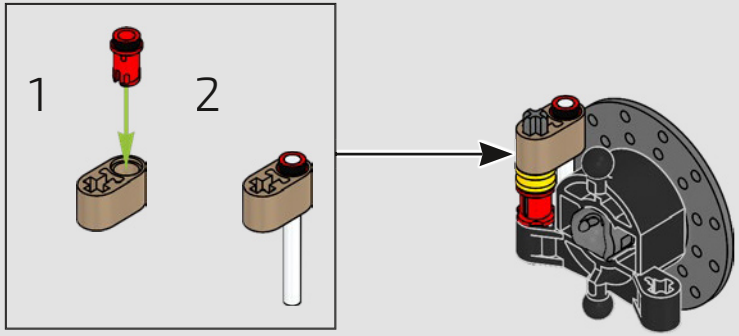

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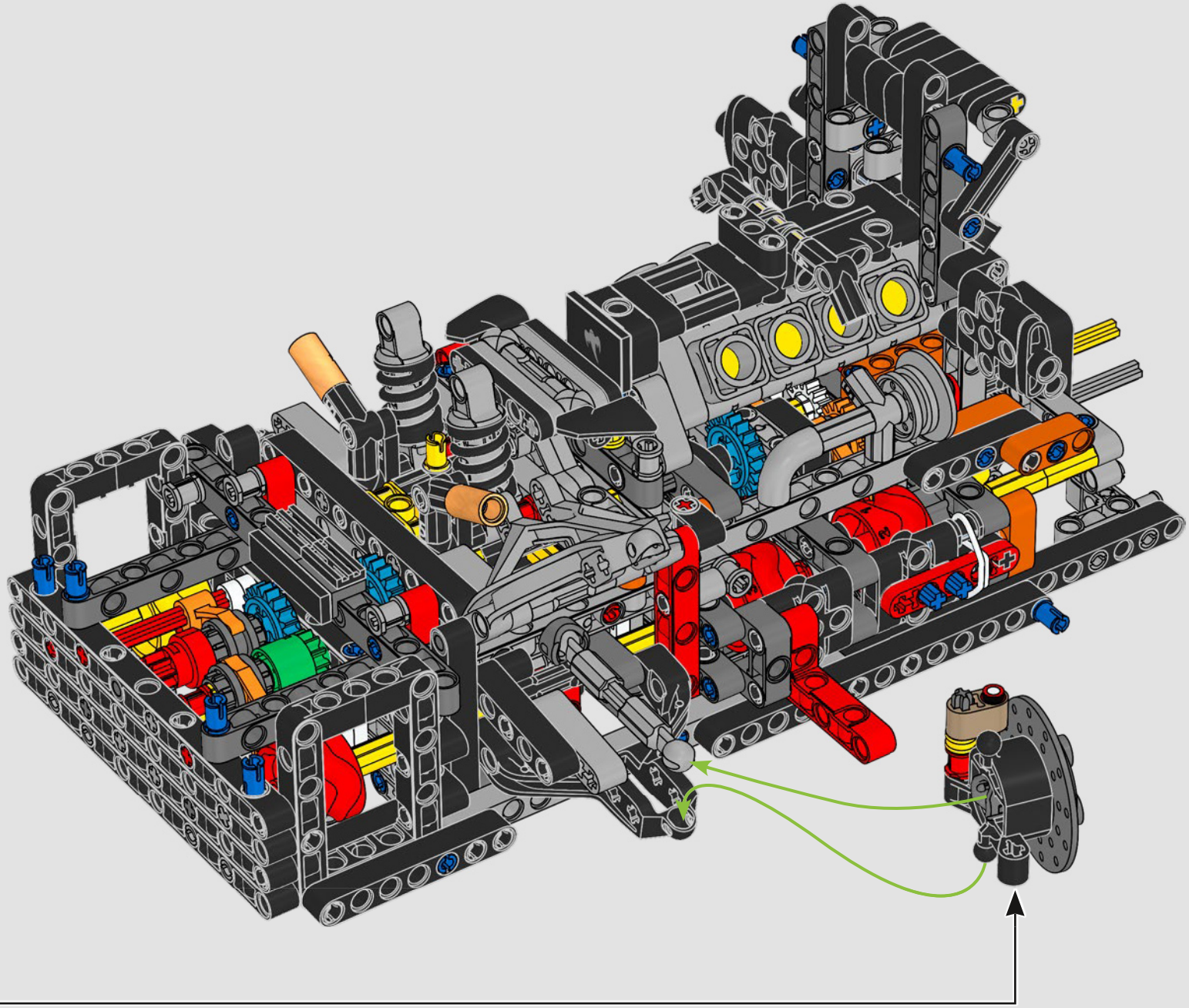

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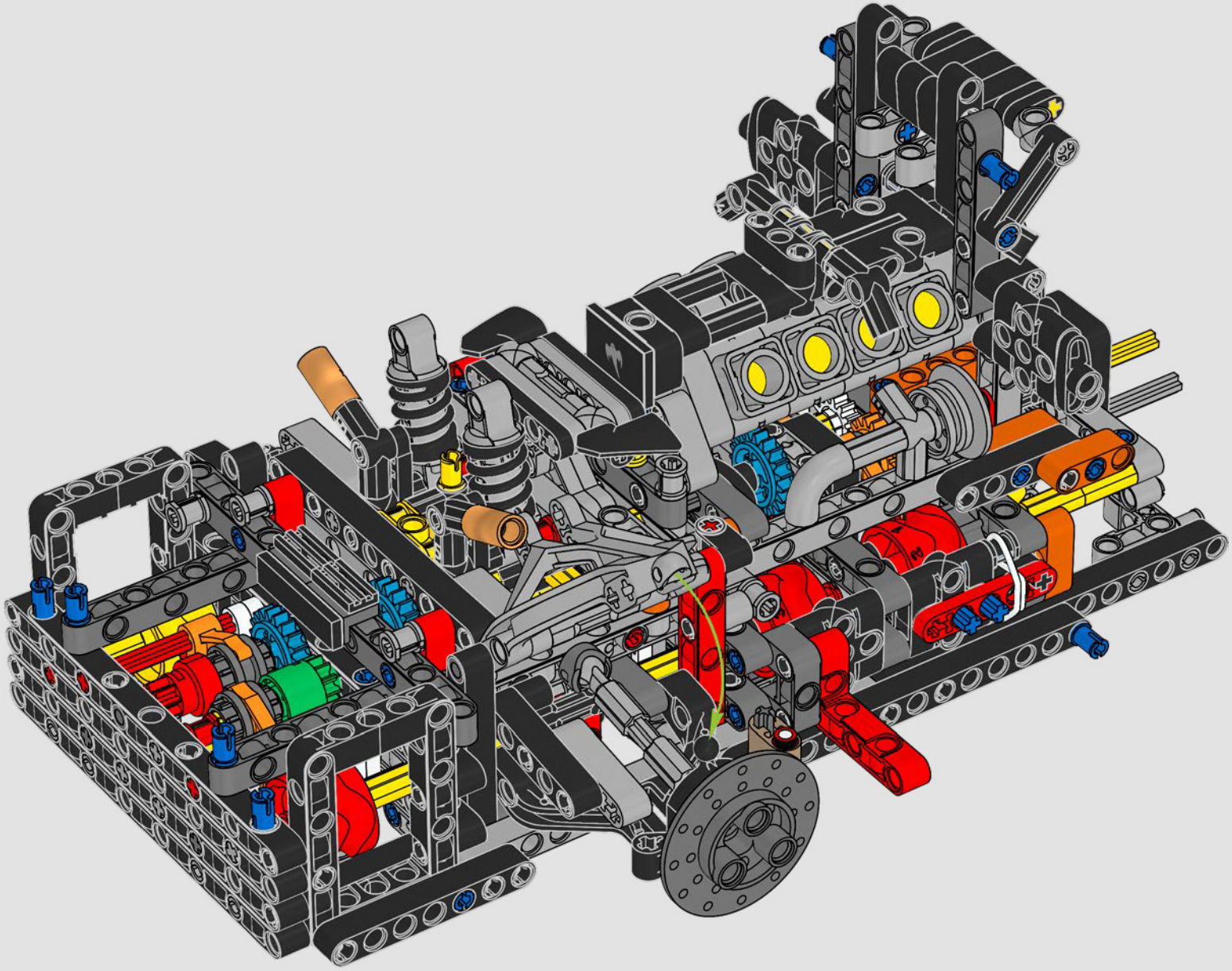

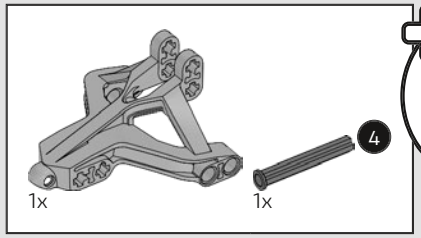

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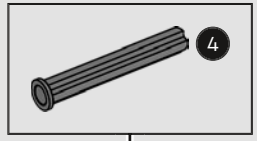

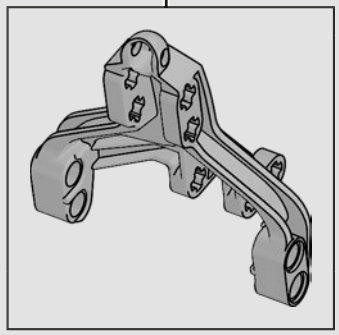

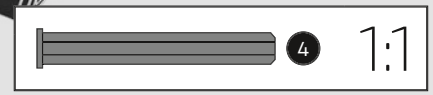

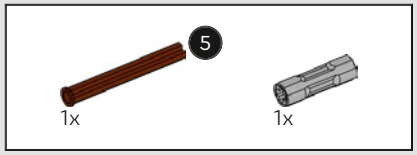

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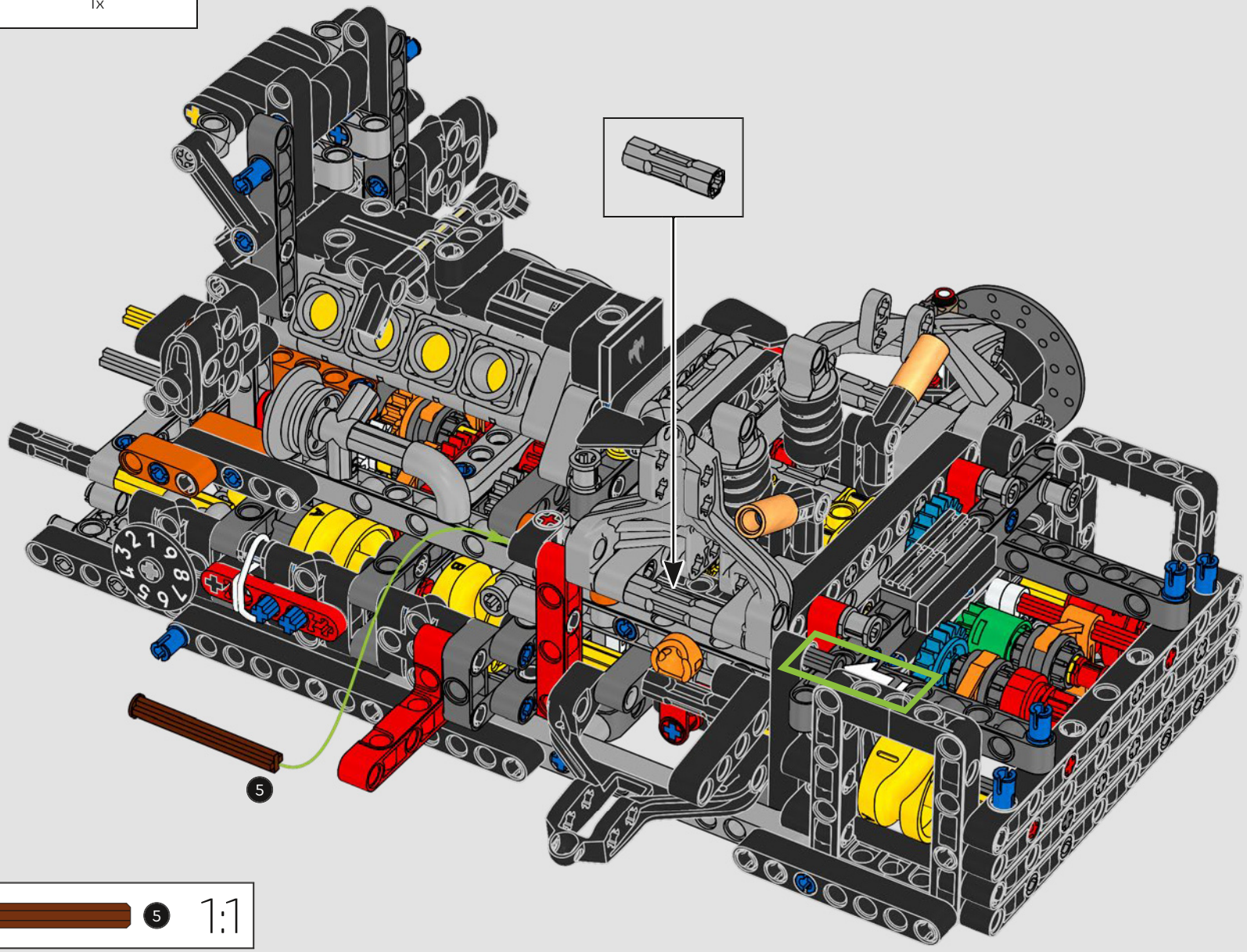

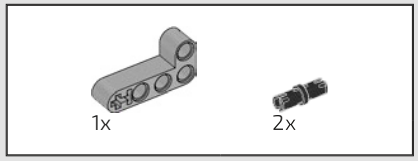

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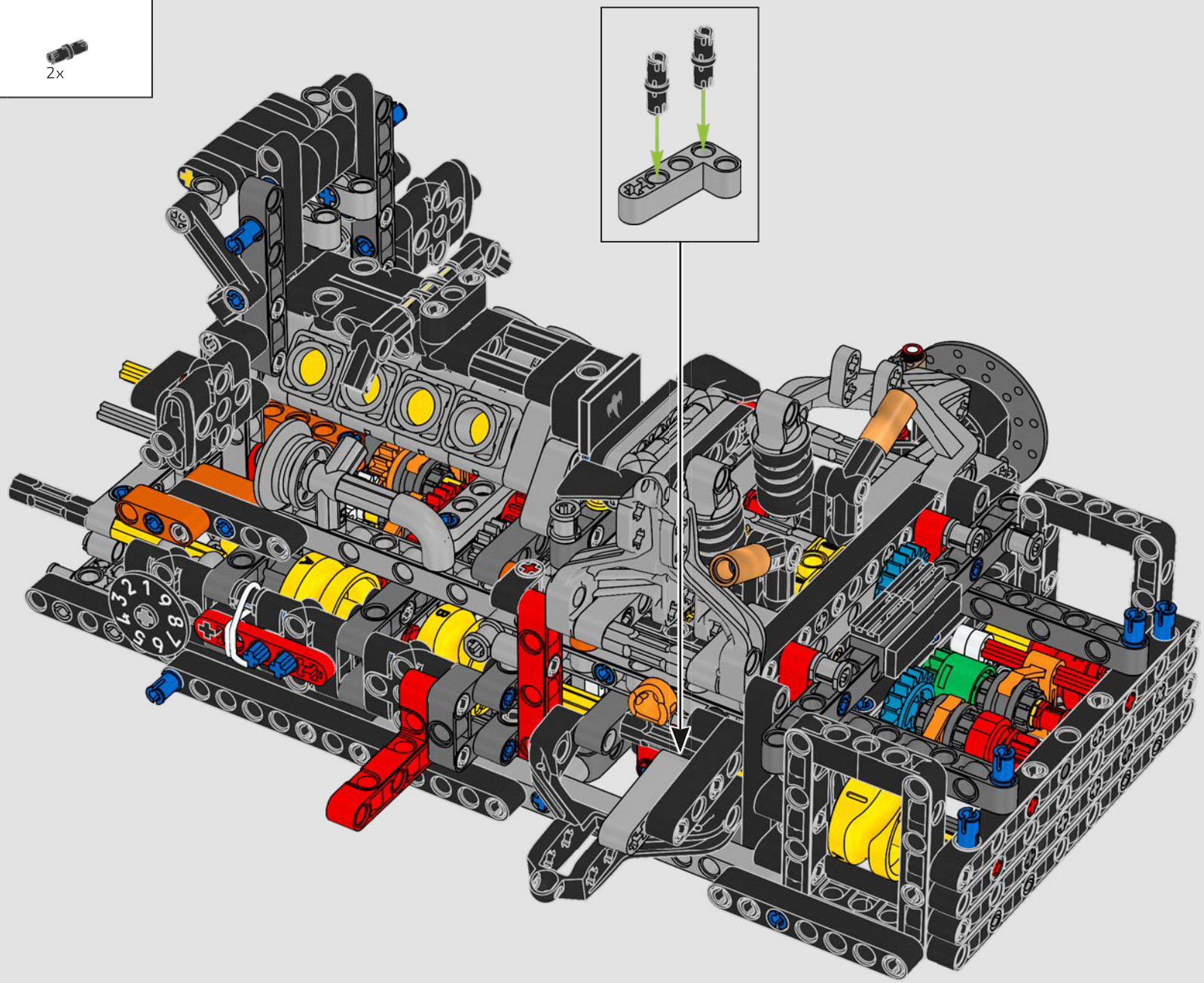

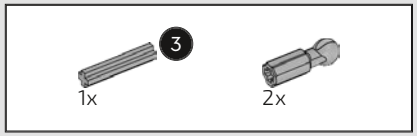

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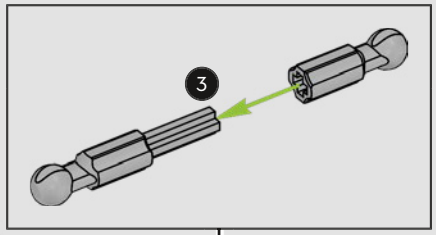



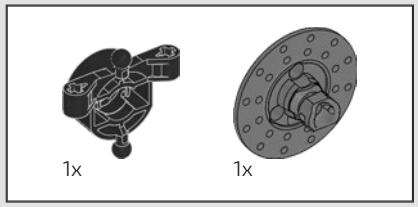

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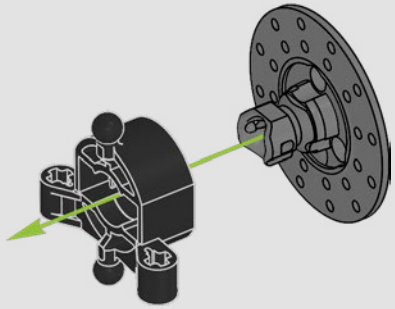

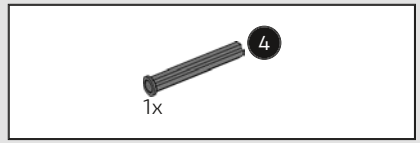

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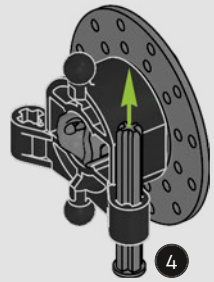

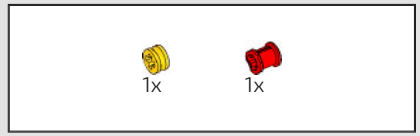

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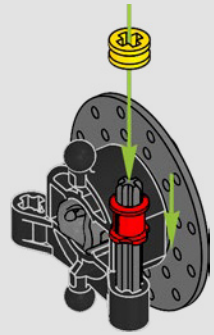

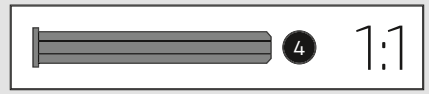

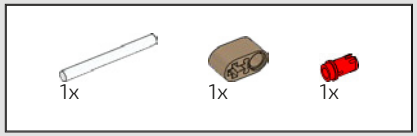

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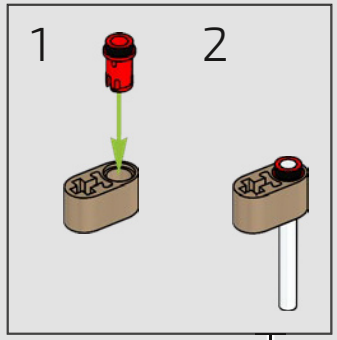

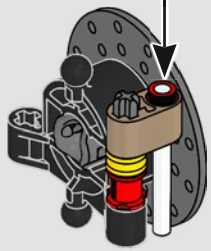

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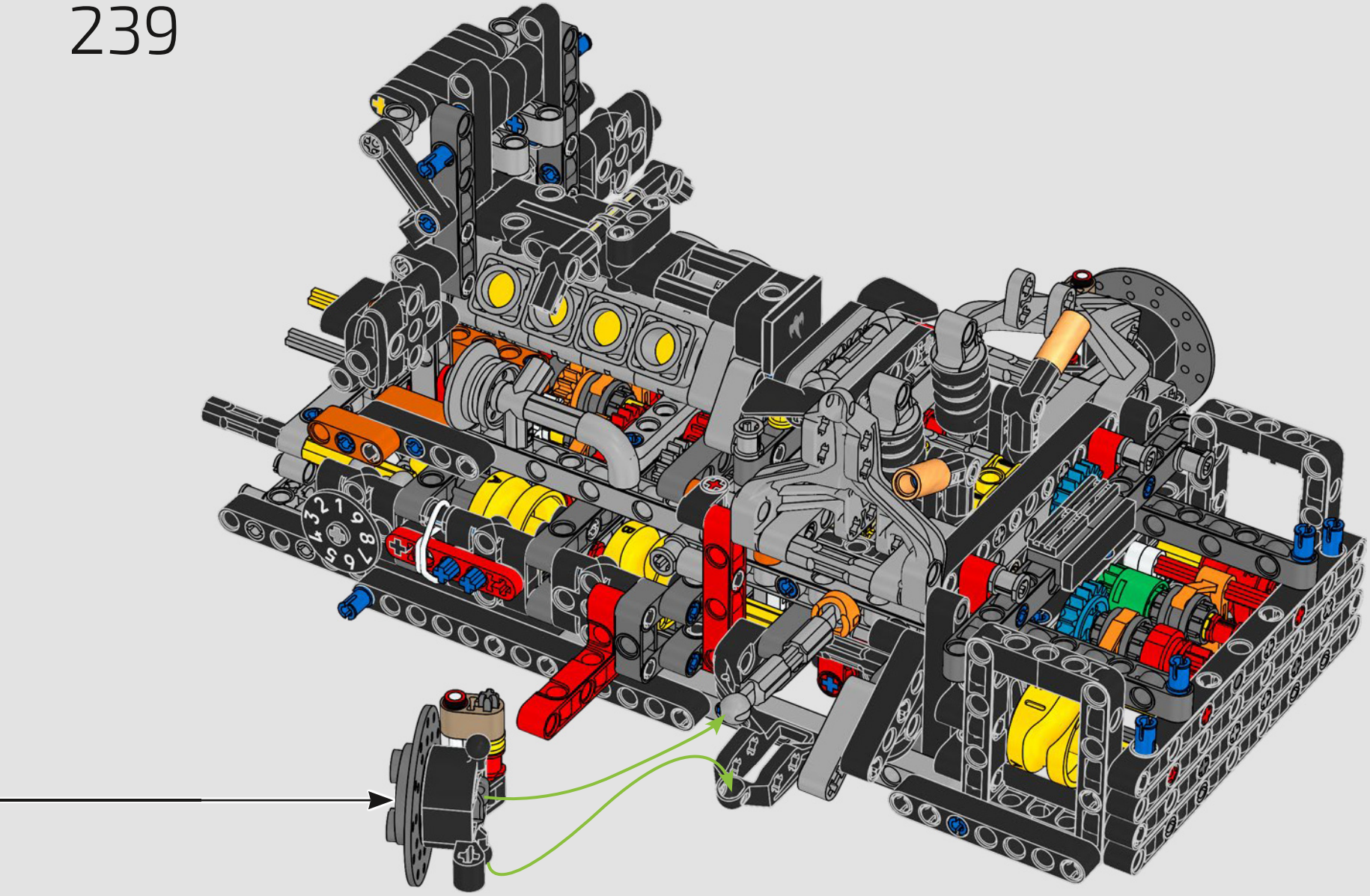

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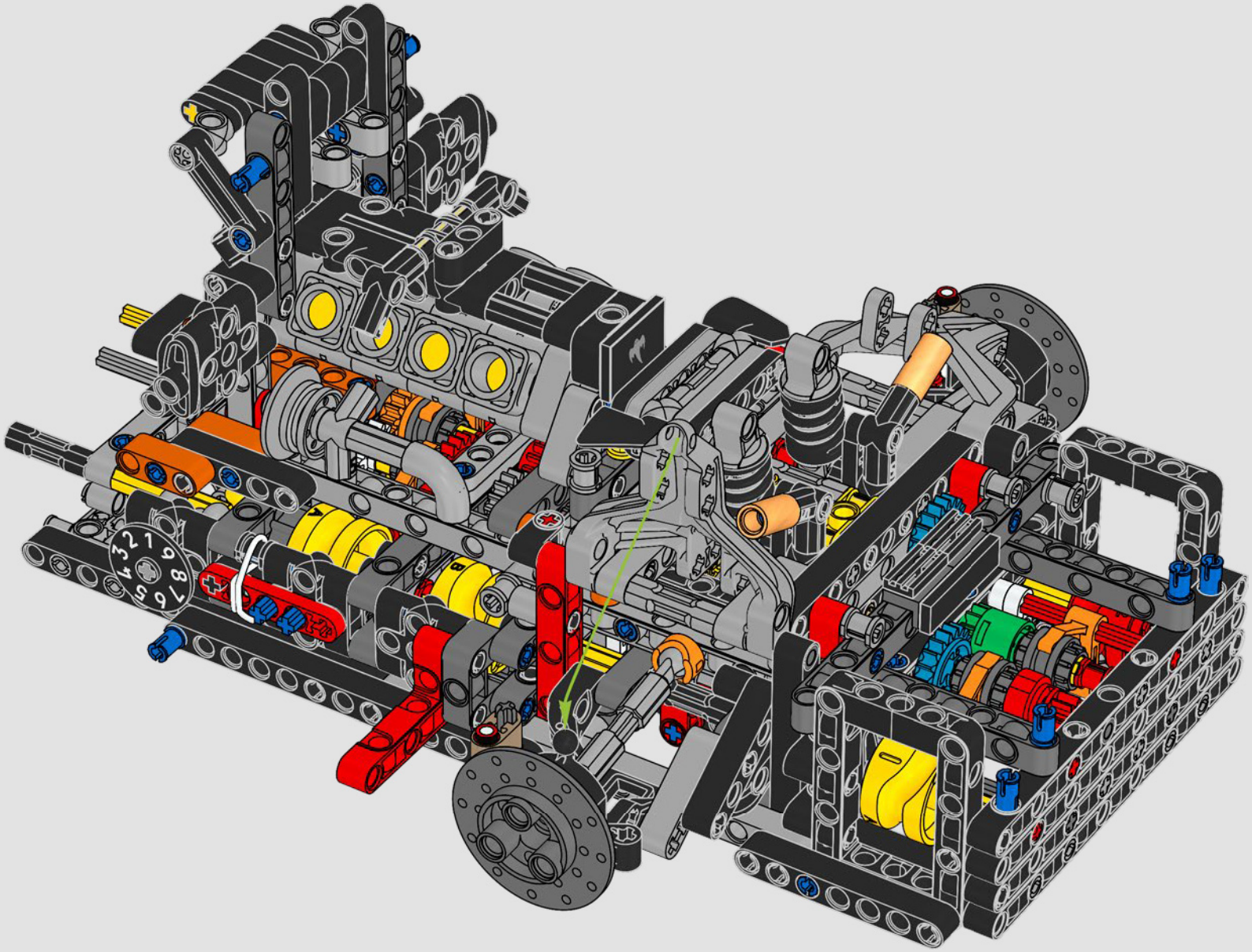

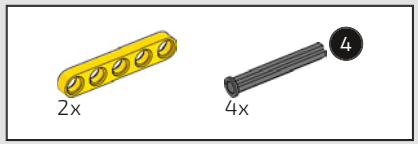

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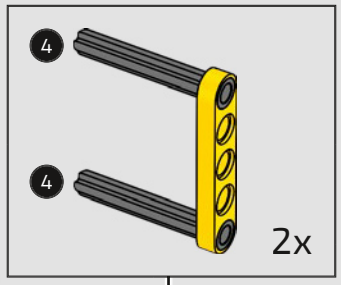

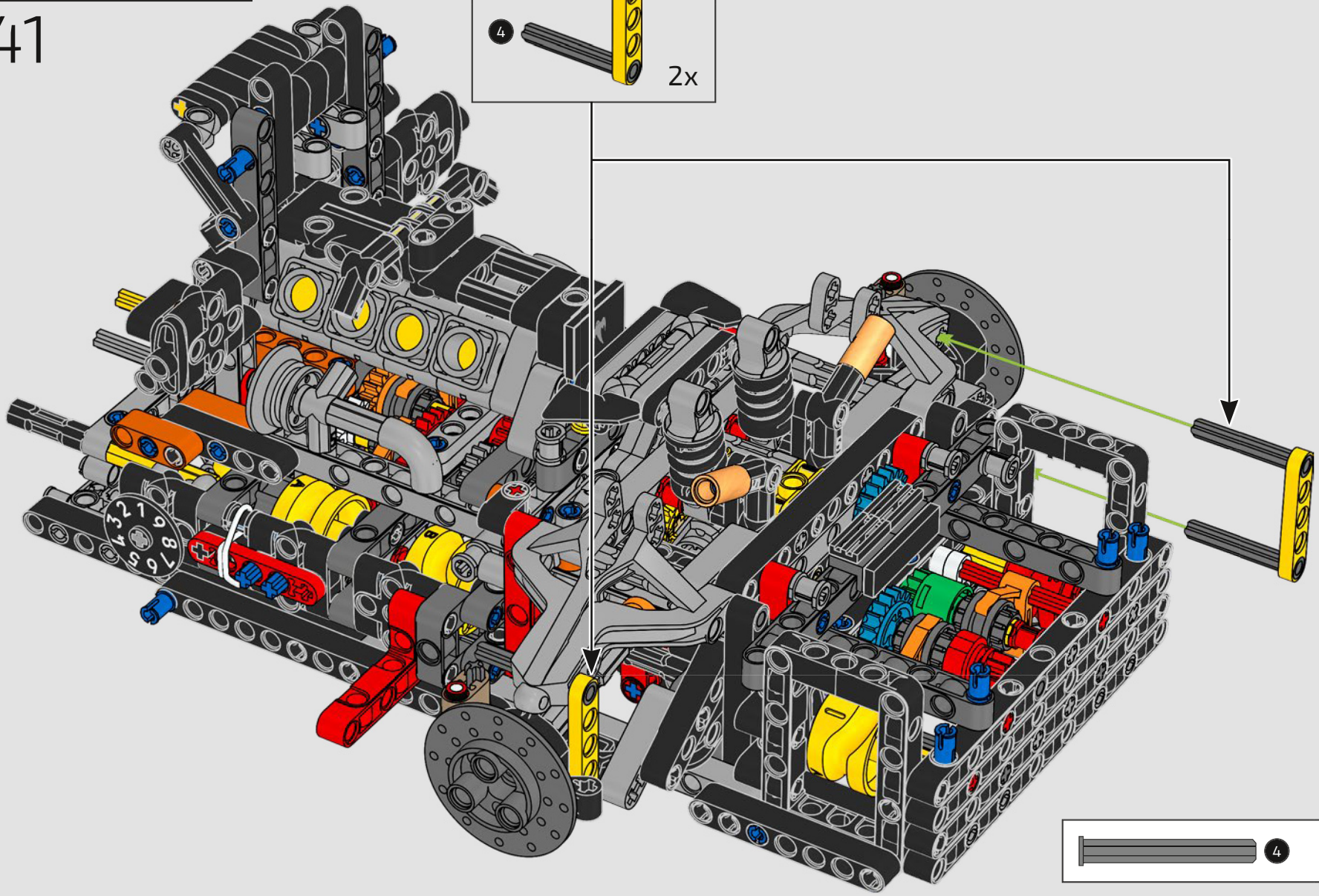

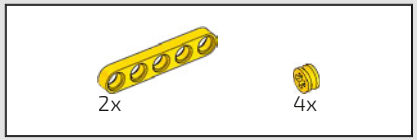

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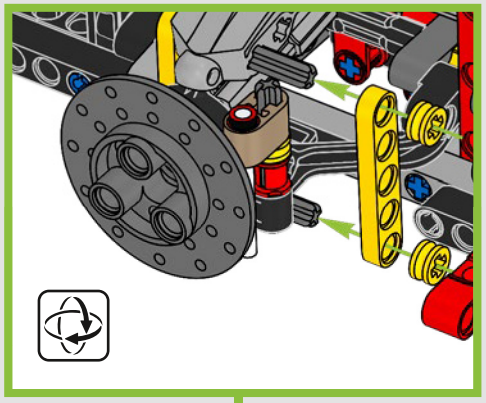

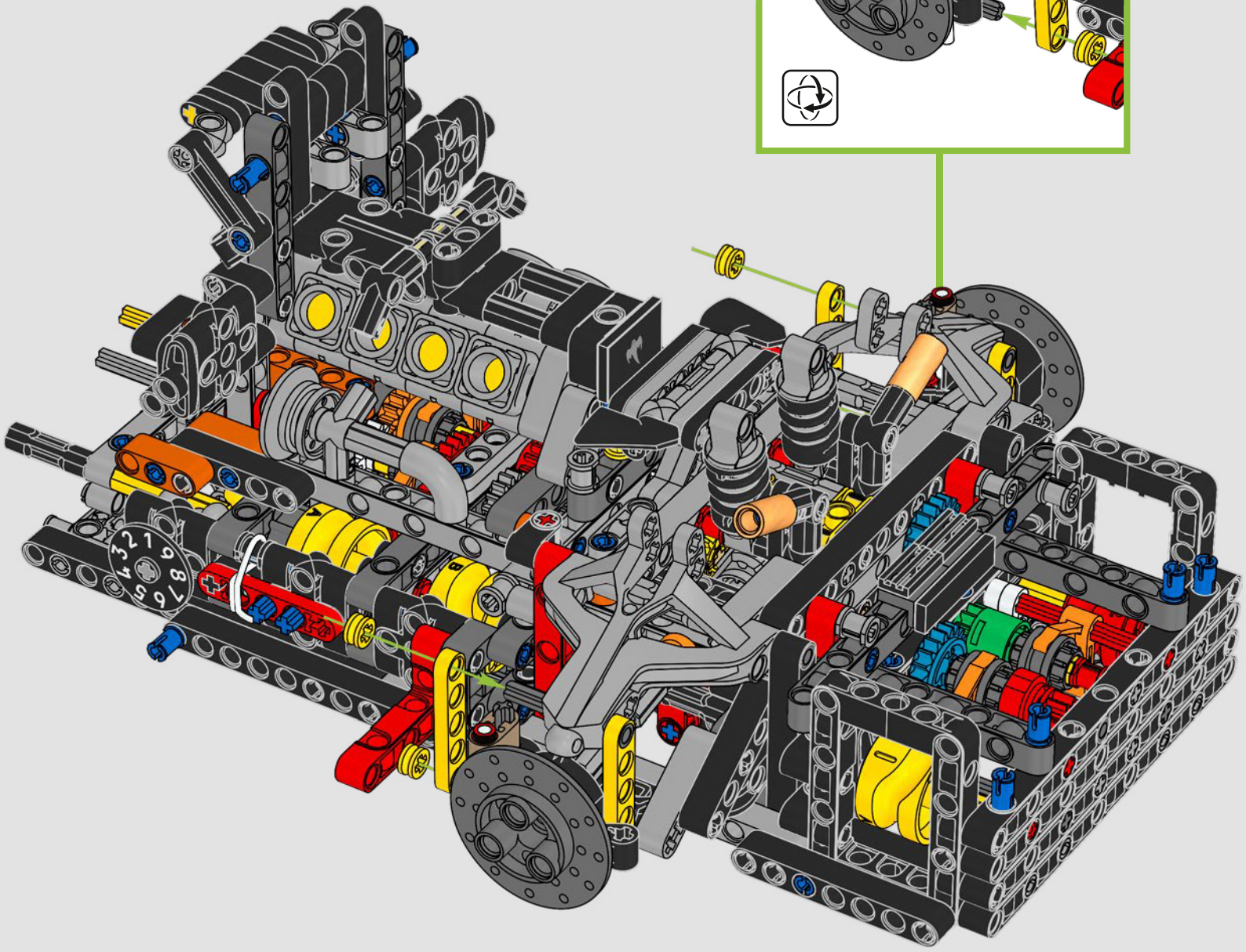

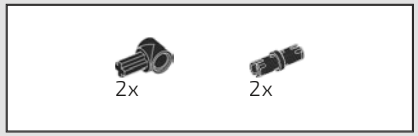

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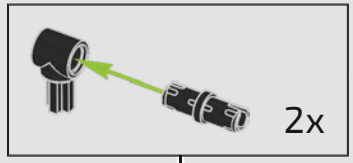

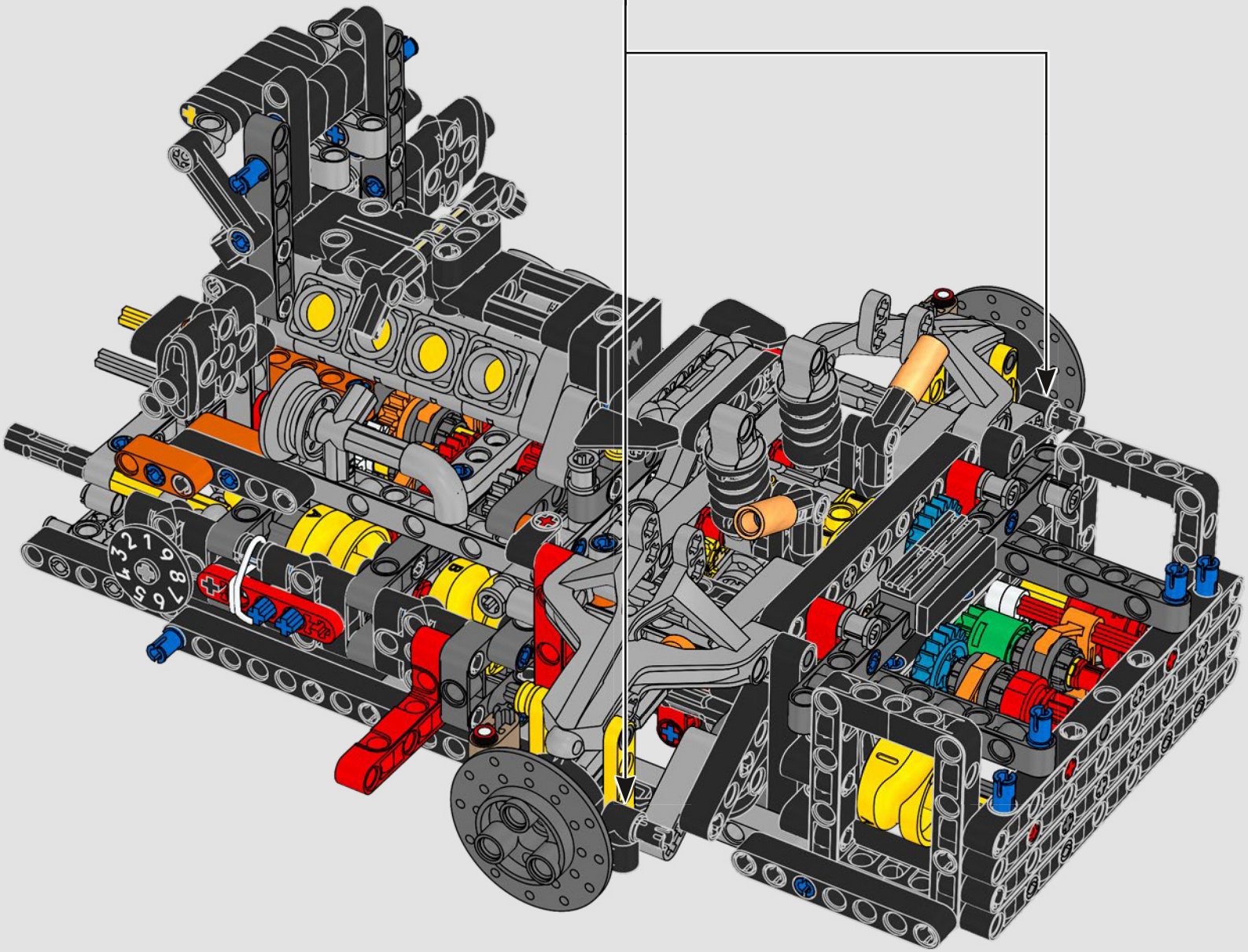

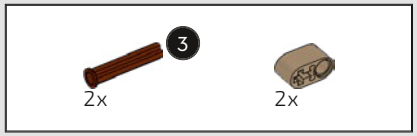

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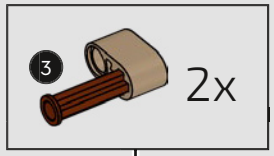

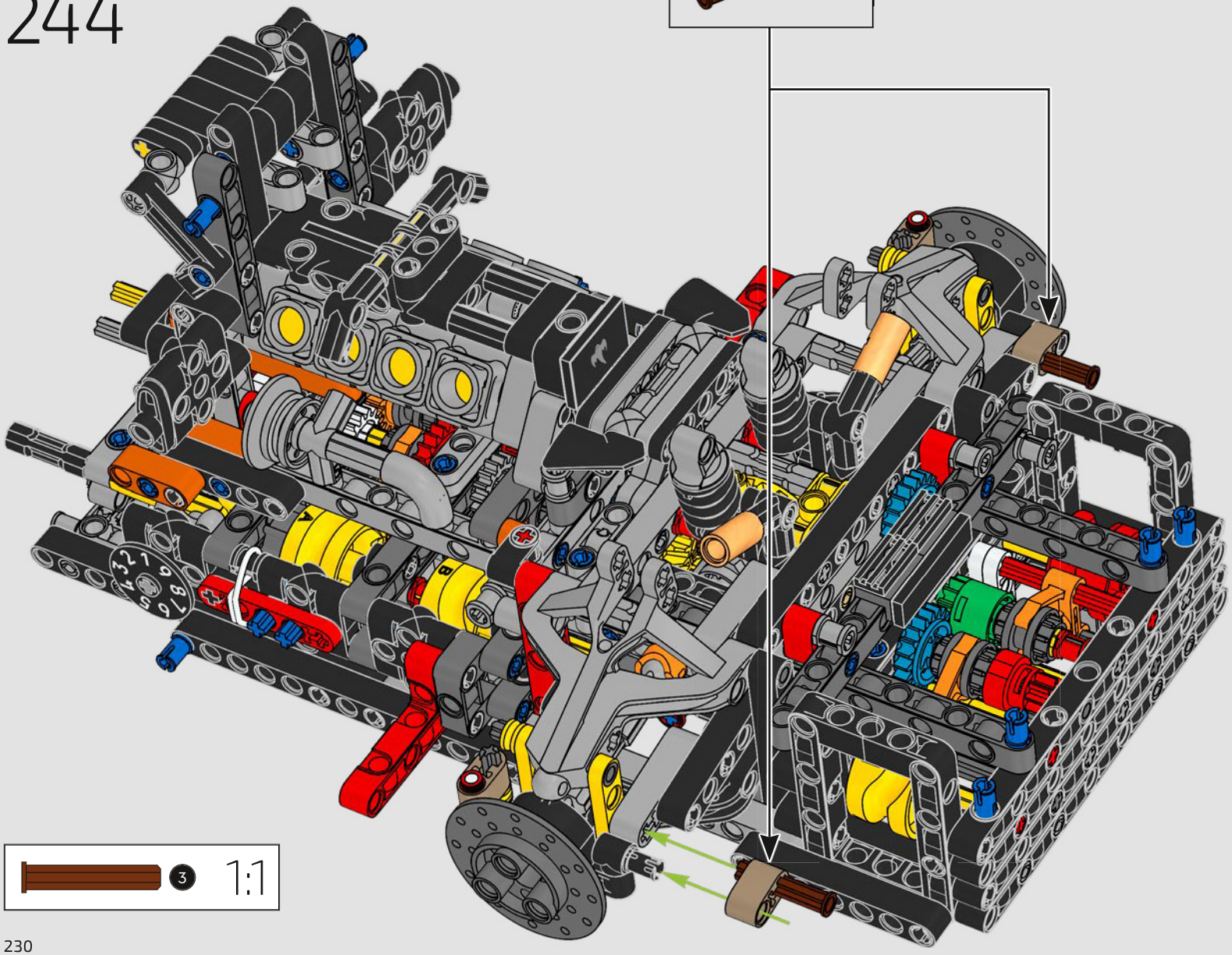

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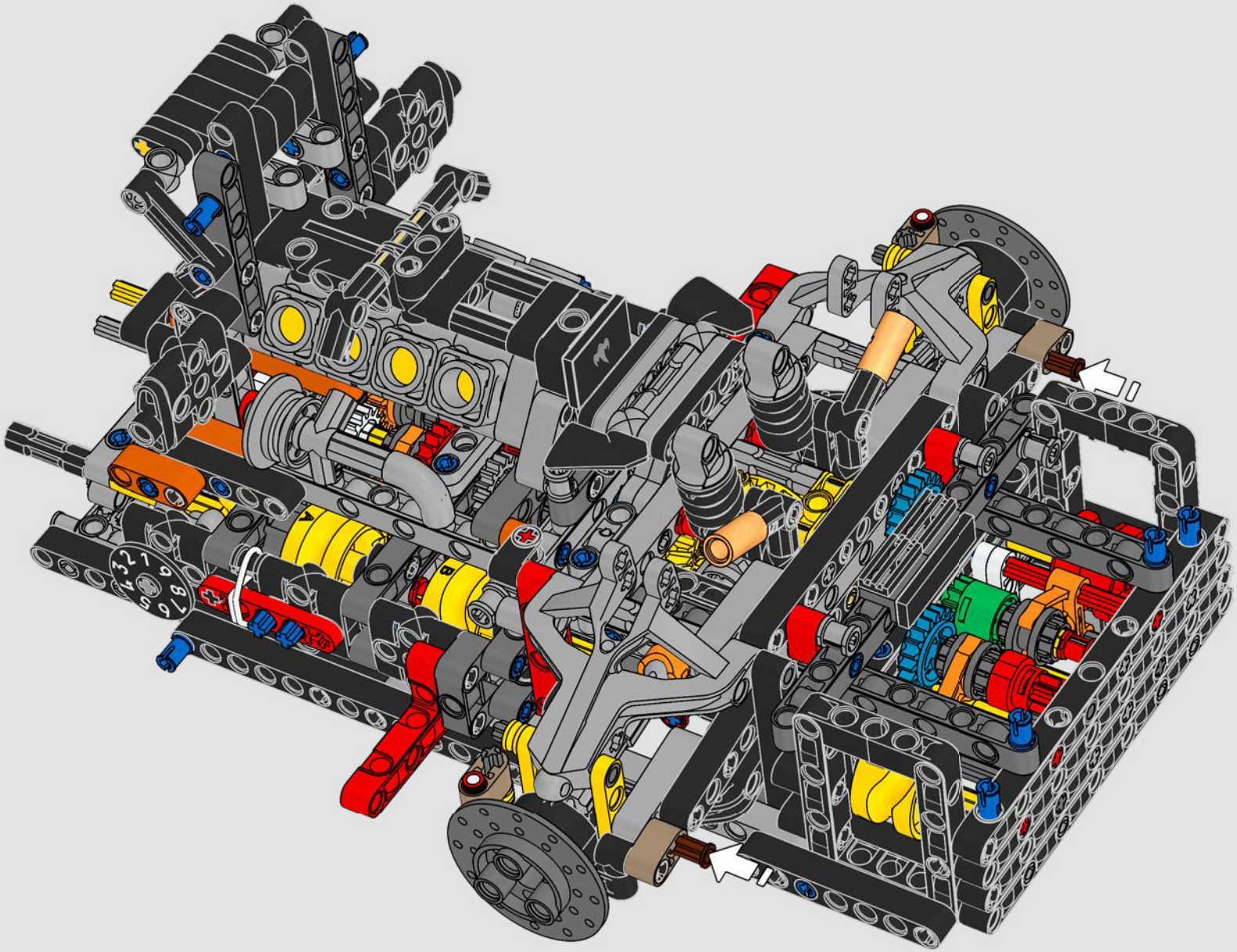

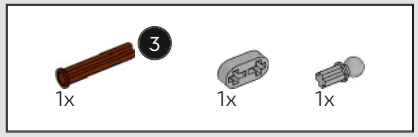

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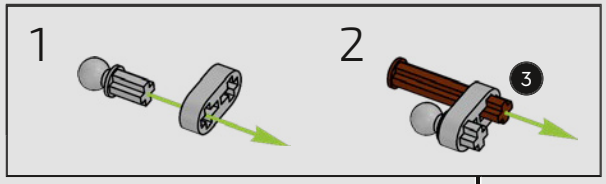

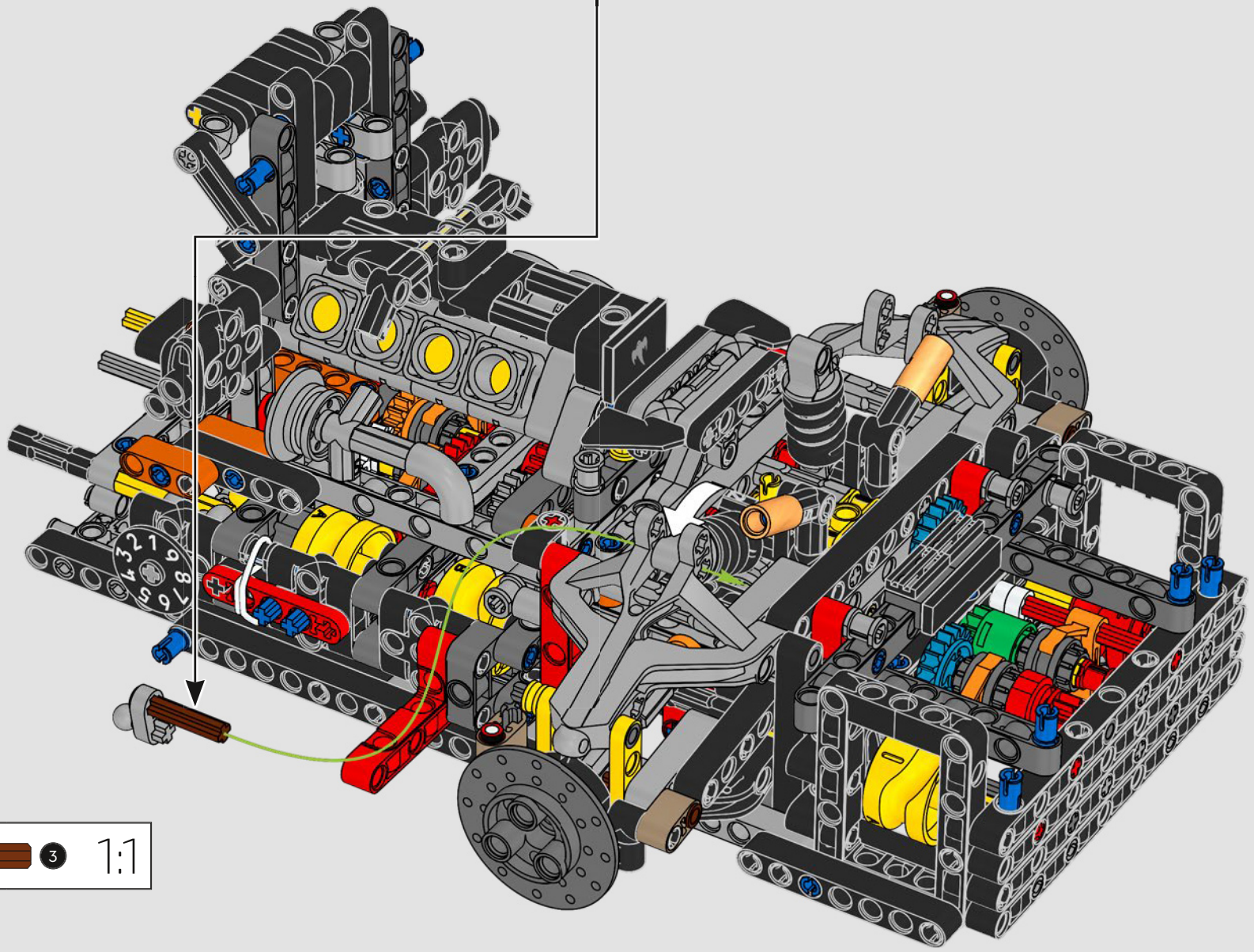

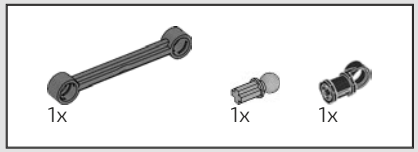

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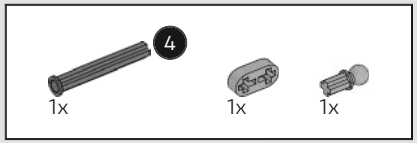

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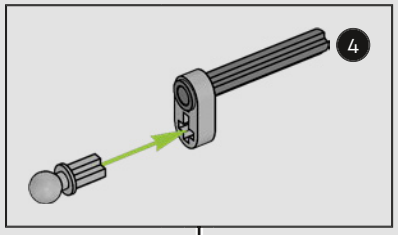

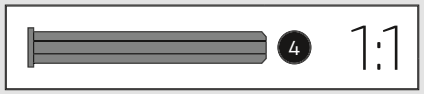

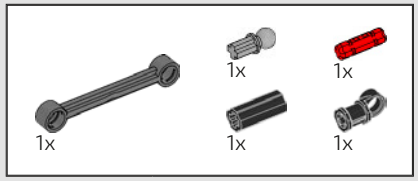

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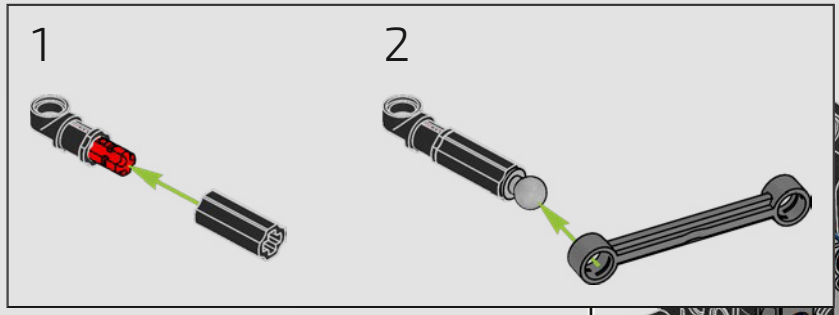

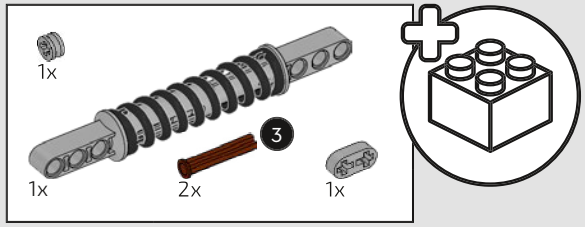

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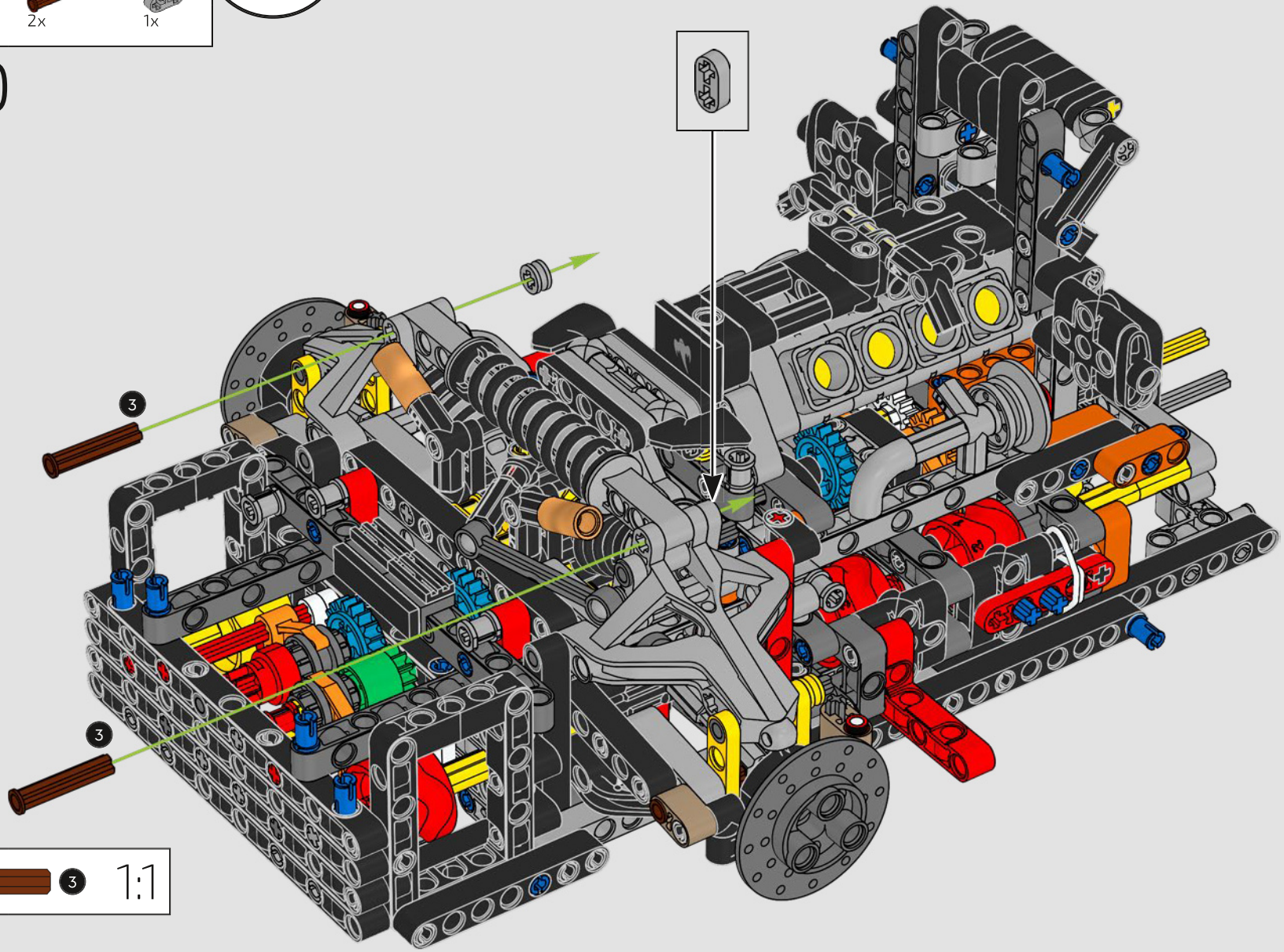

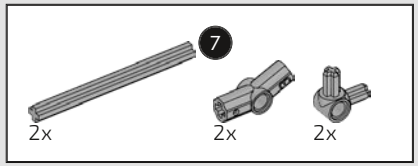

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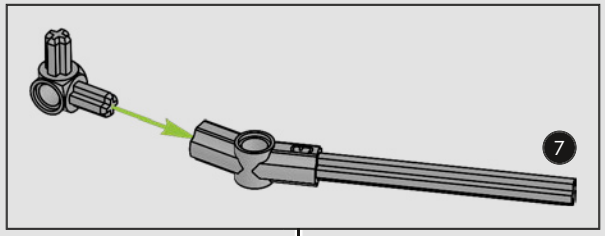

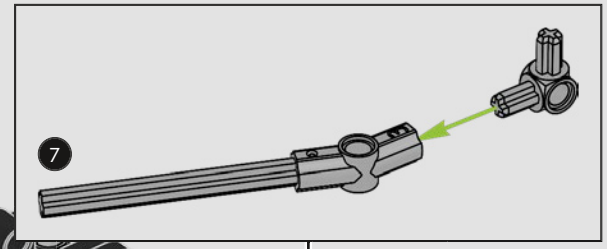

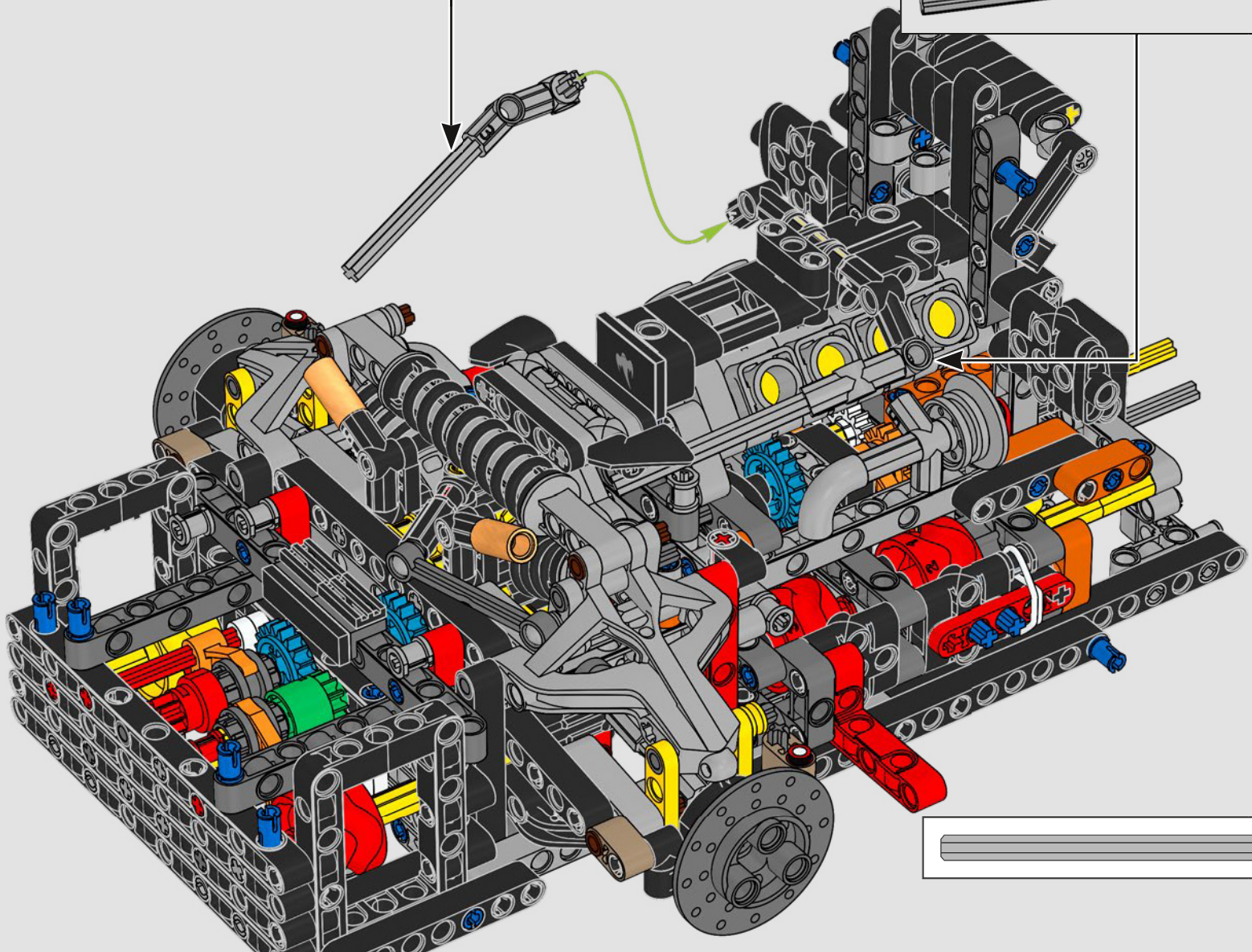

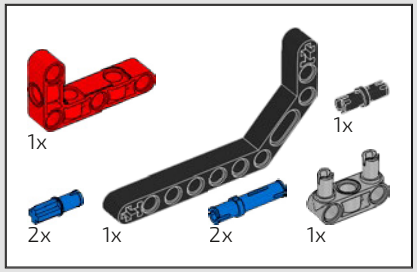

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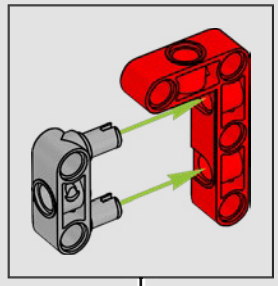

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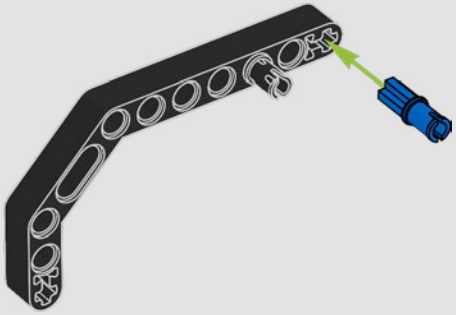

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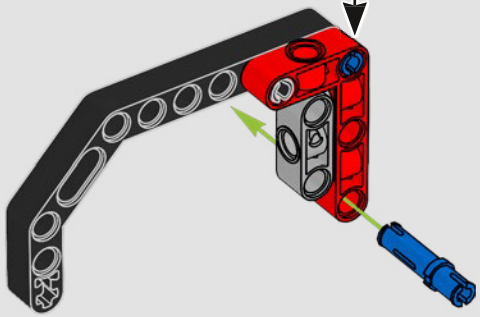

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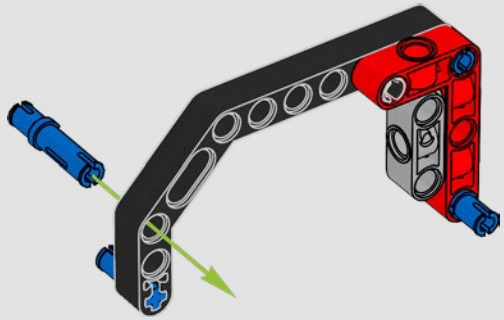

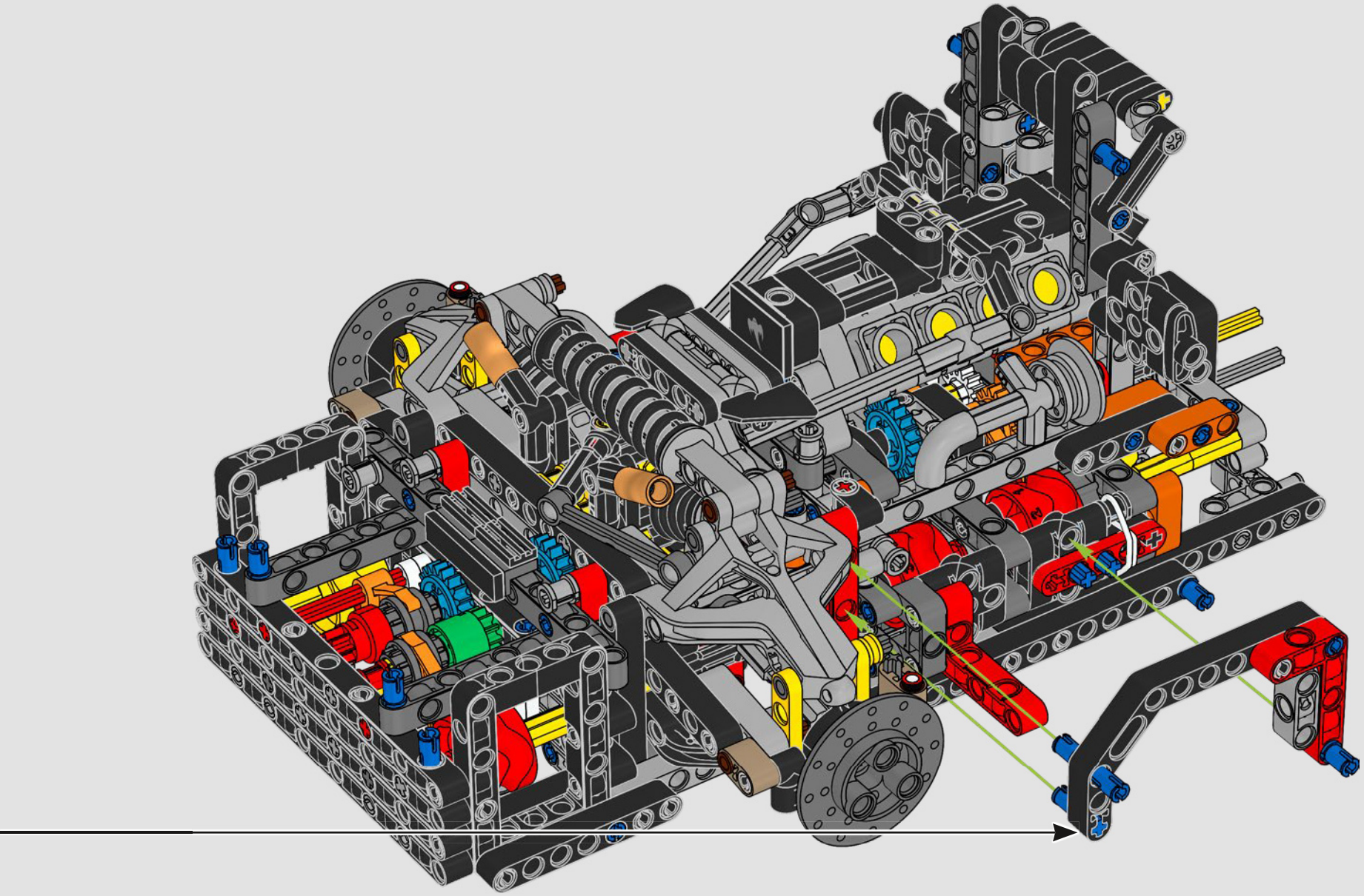

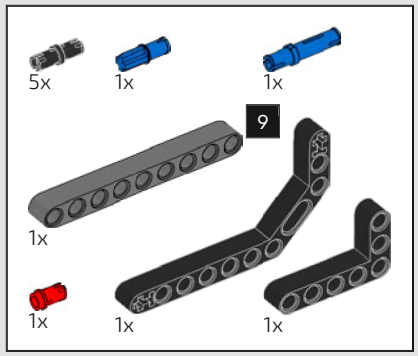

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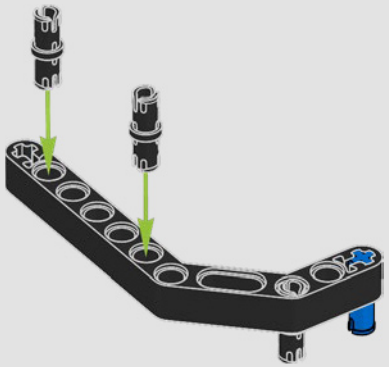

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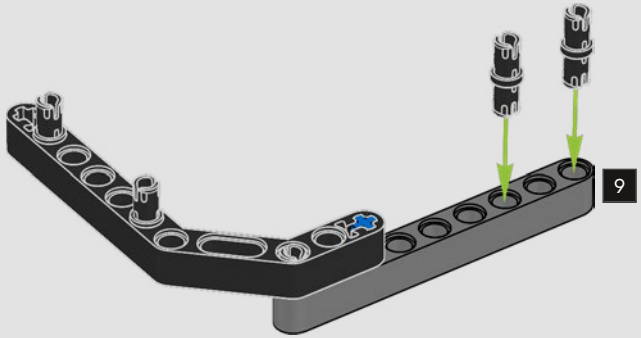

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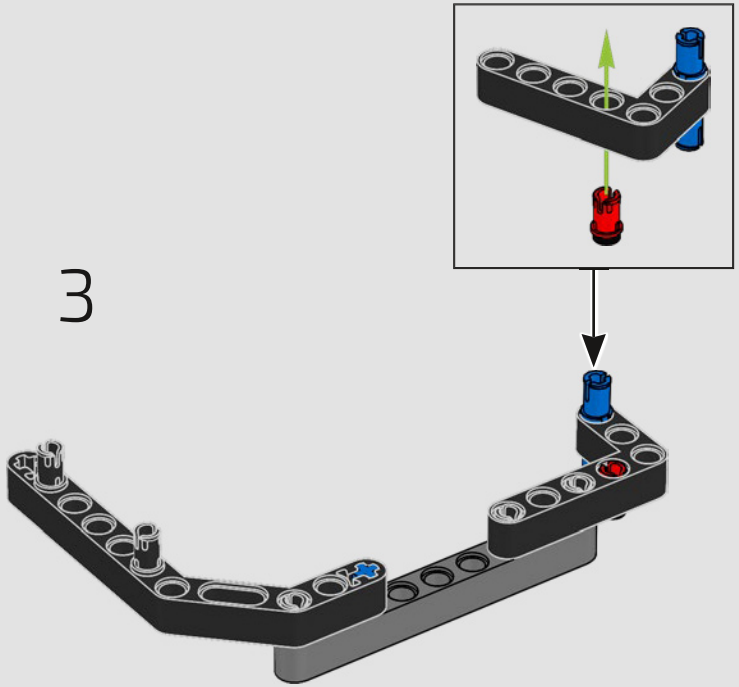

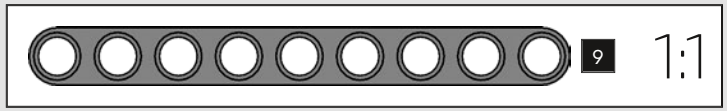

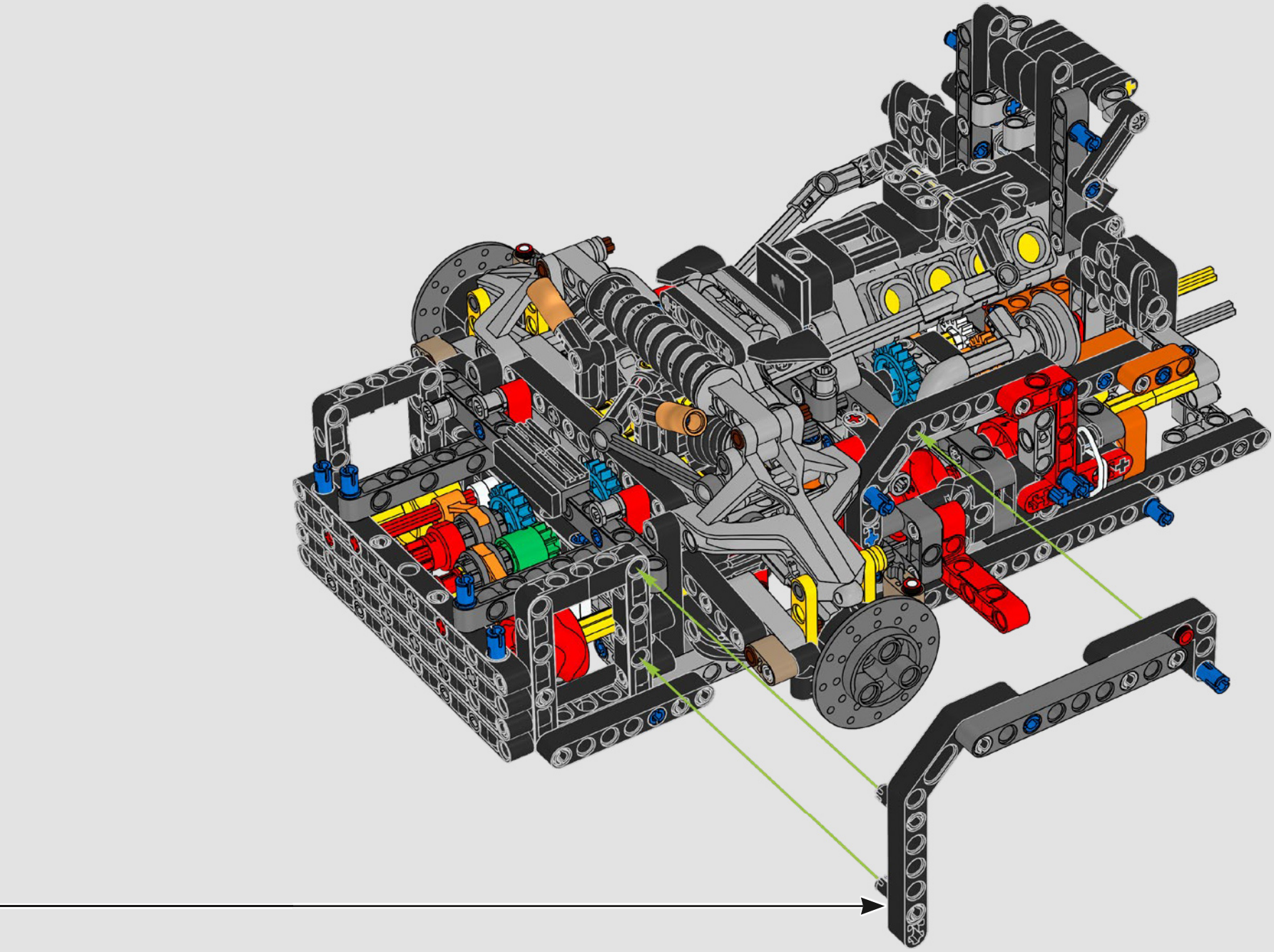

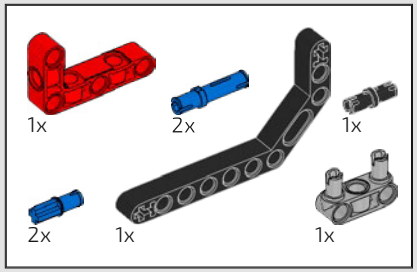

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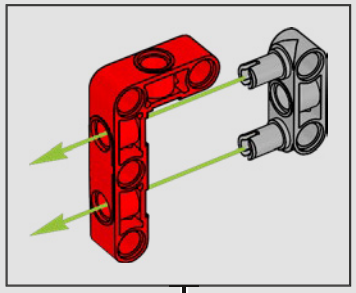

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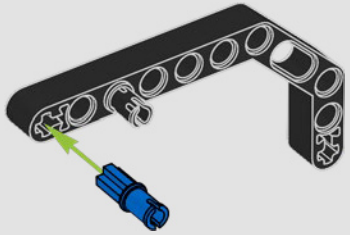

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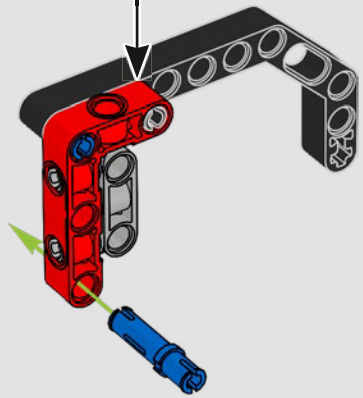

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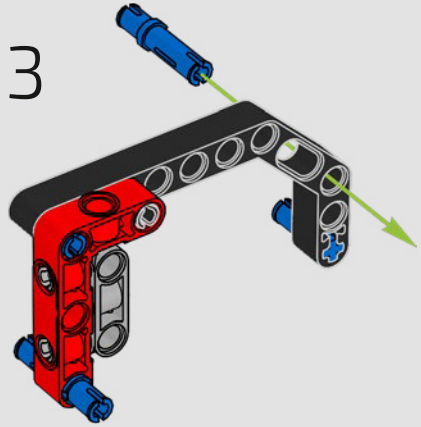

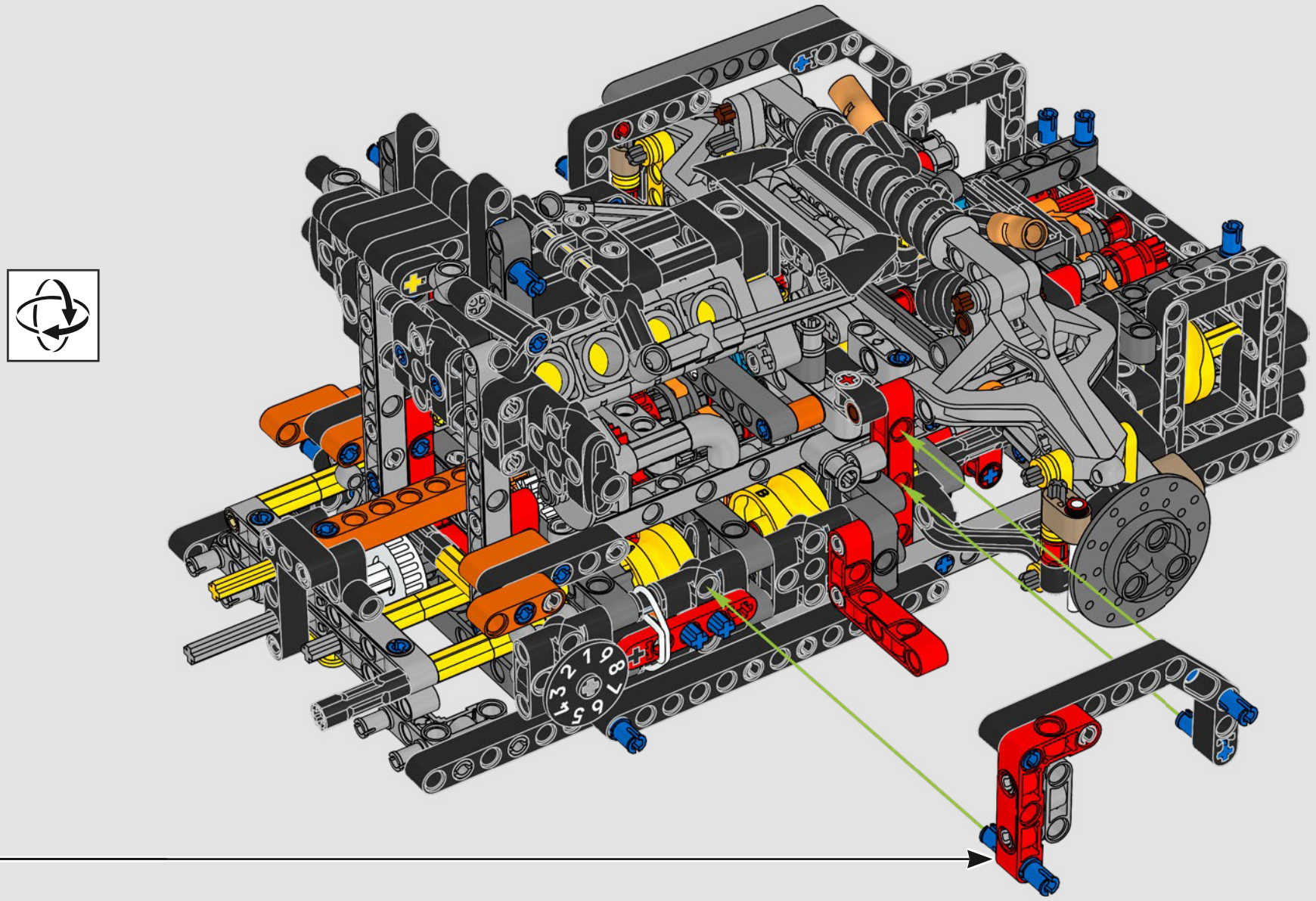

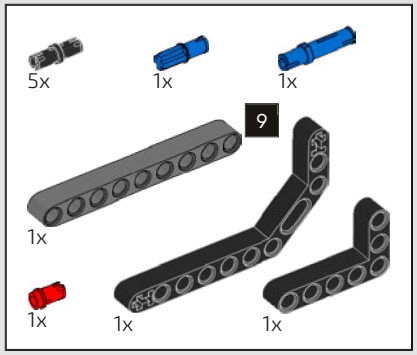

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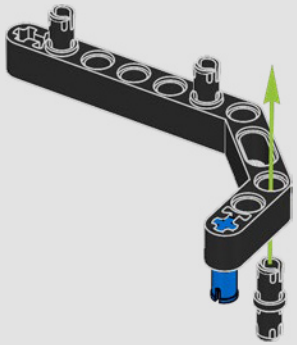

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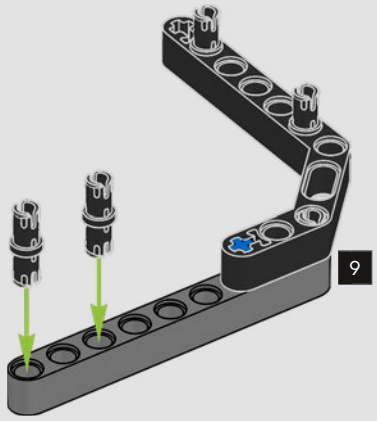

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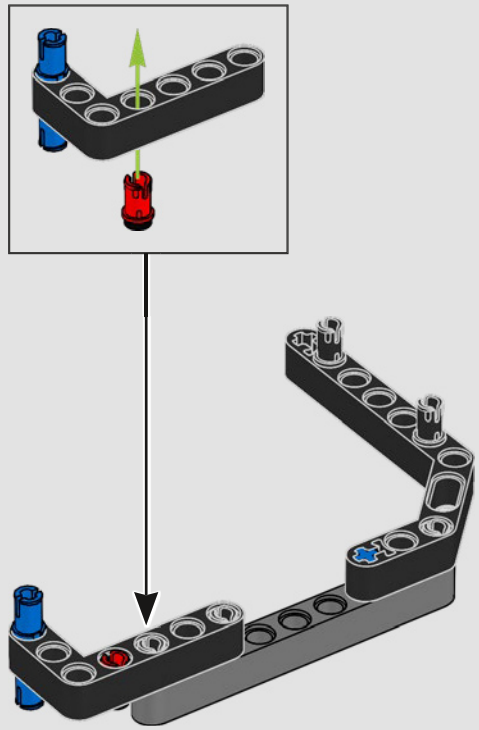
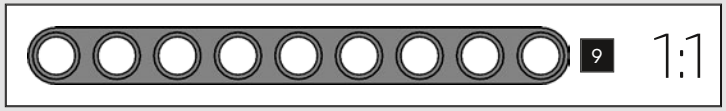
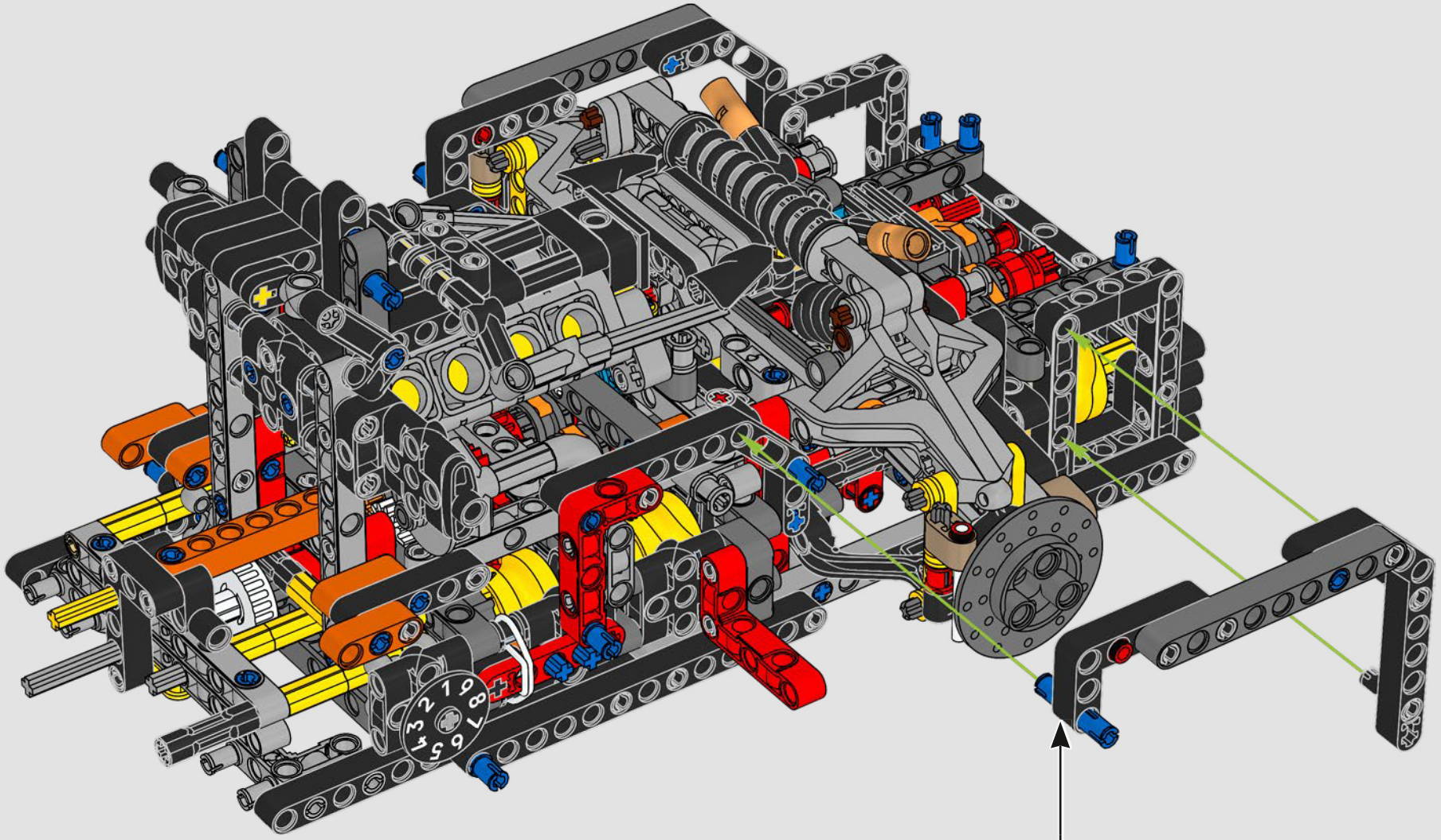






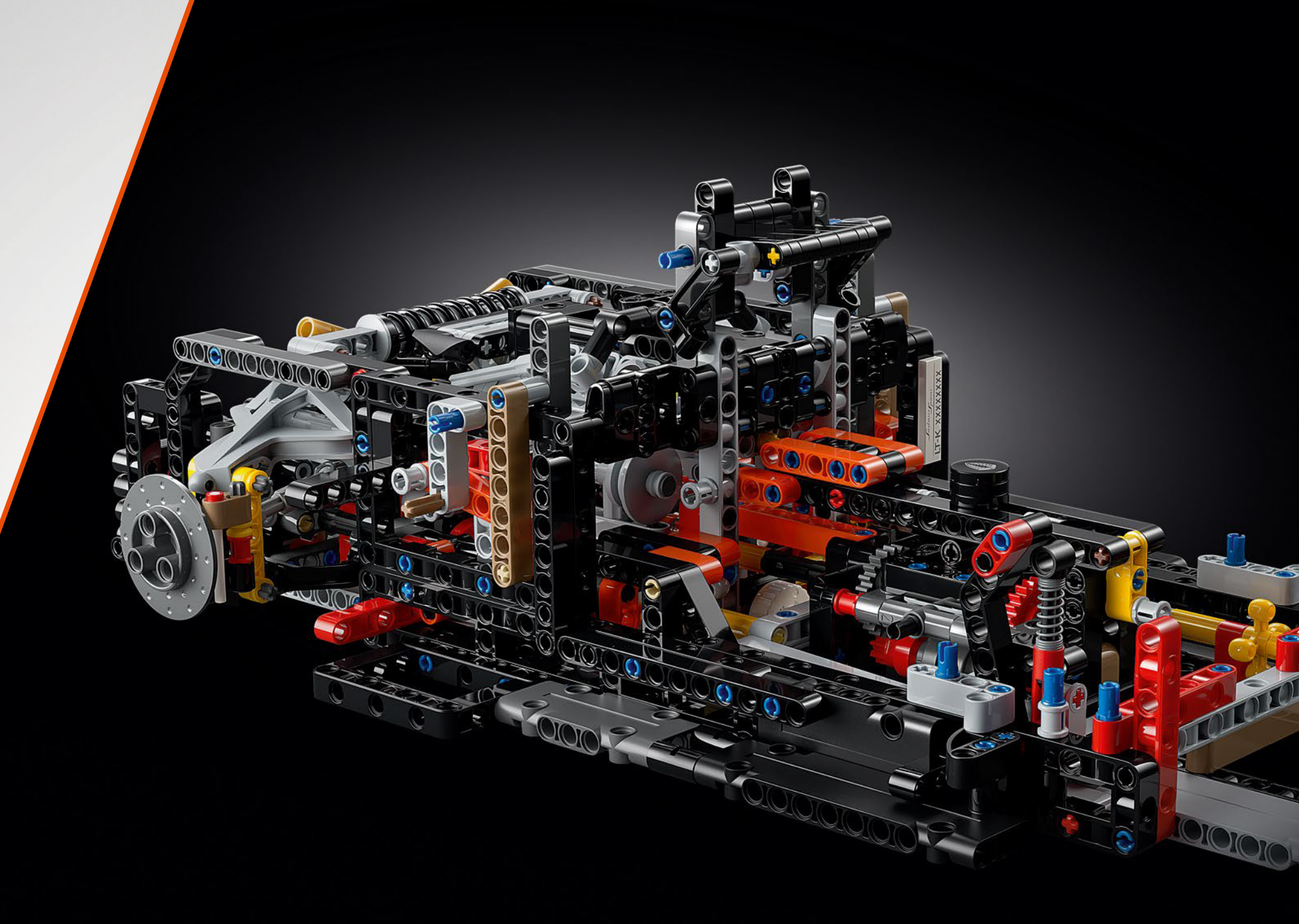
BOX

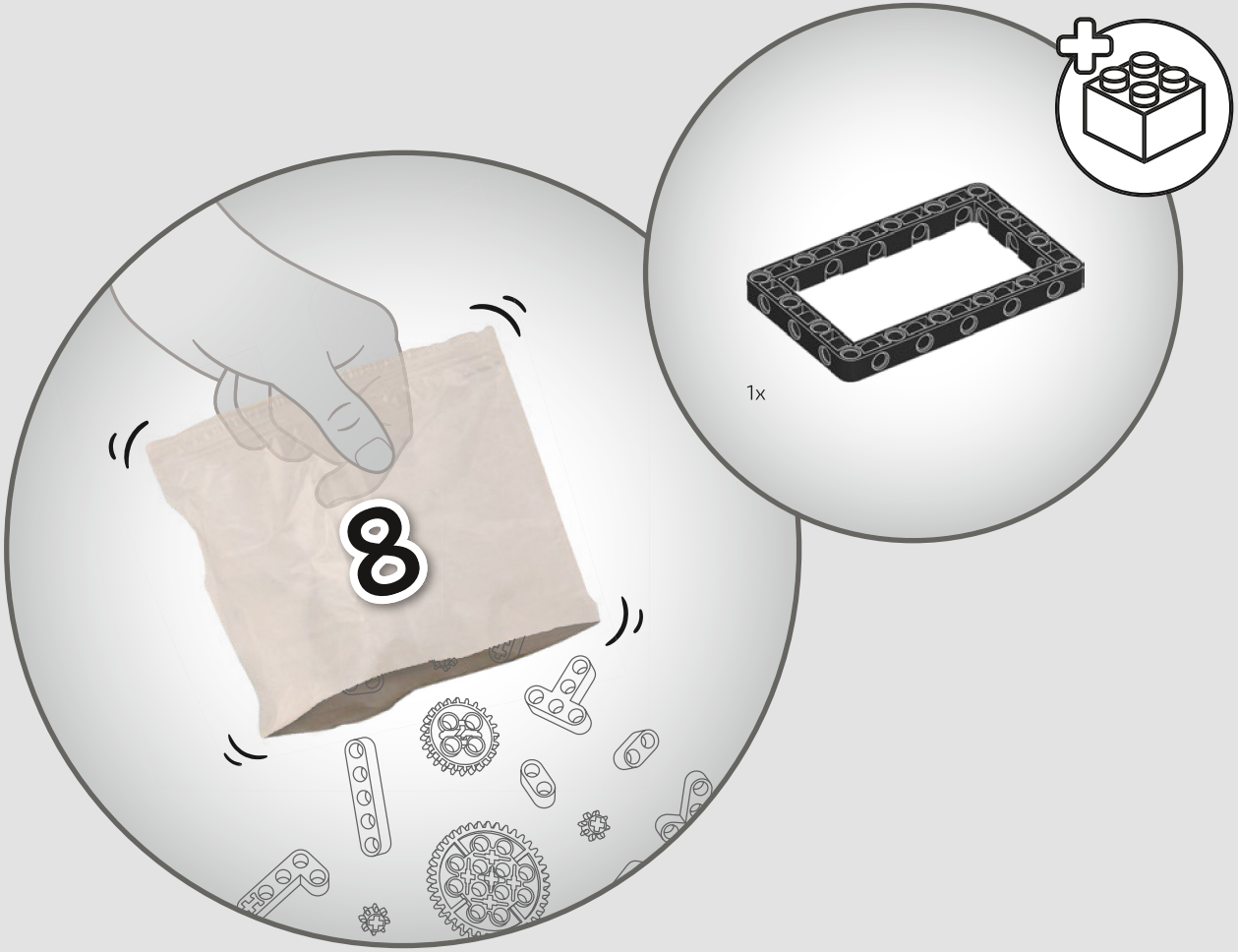
1 2 3



幽灵模式

在现实场景里，先是后备箱盖弹开，随后引擎盖缓缓抬起，紧接着车门逐一打开，最后后视镜慢慢收回。在这个型号中，抬起后盖即可同时激活所有功能。

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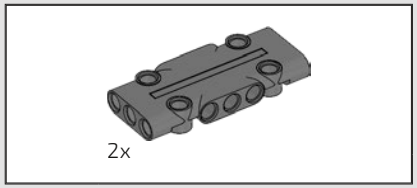

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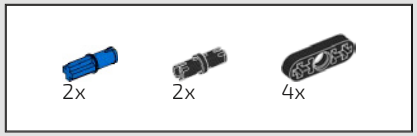

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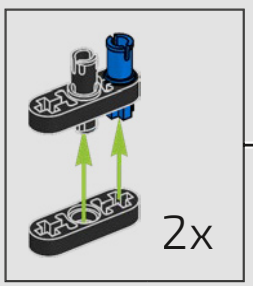

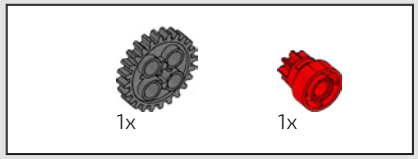

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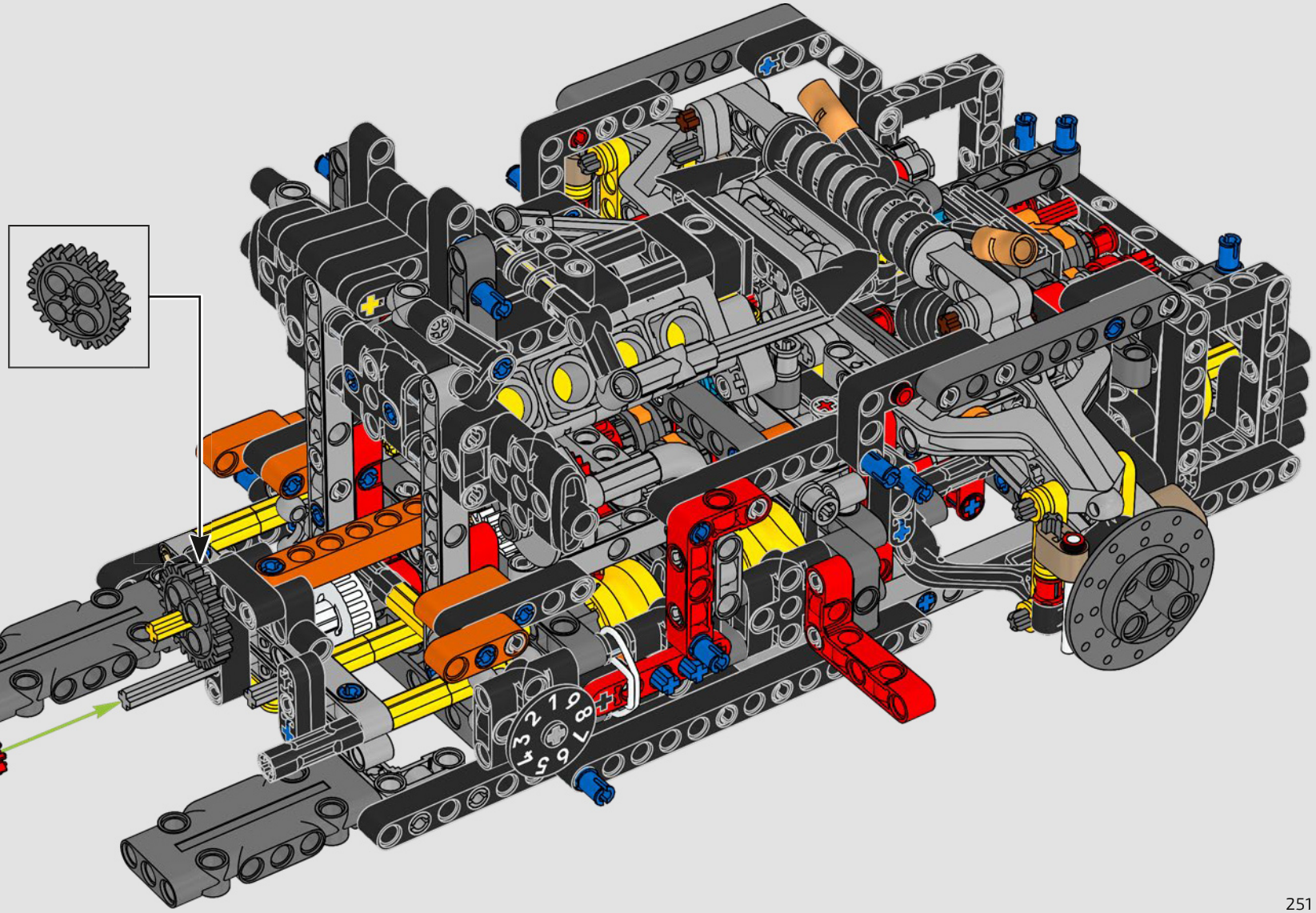

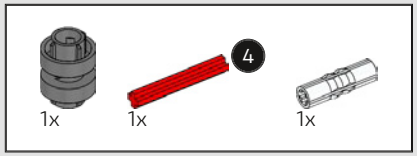

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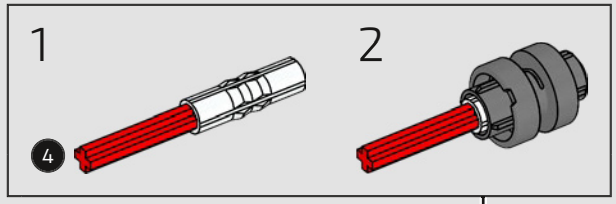

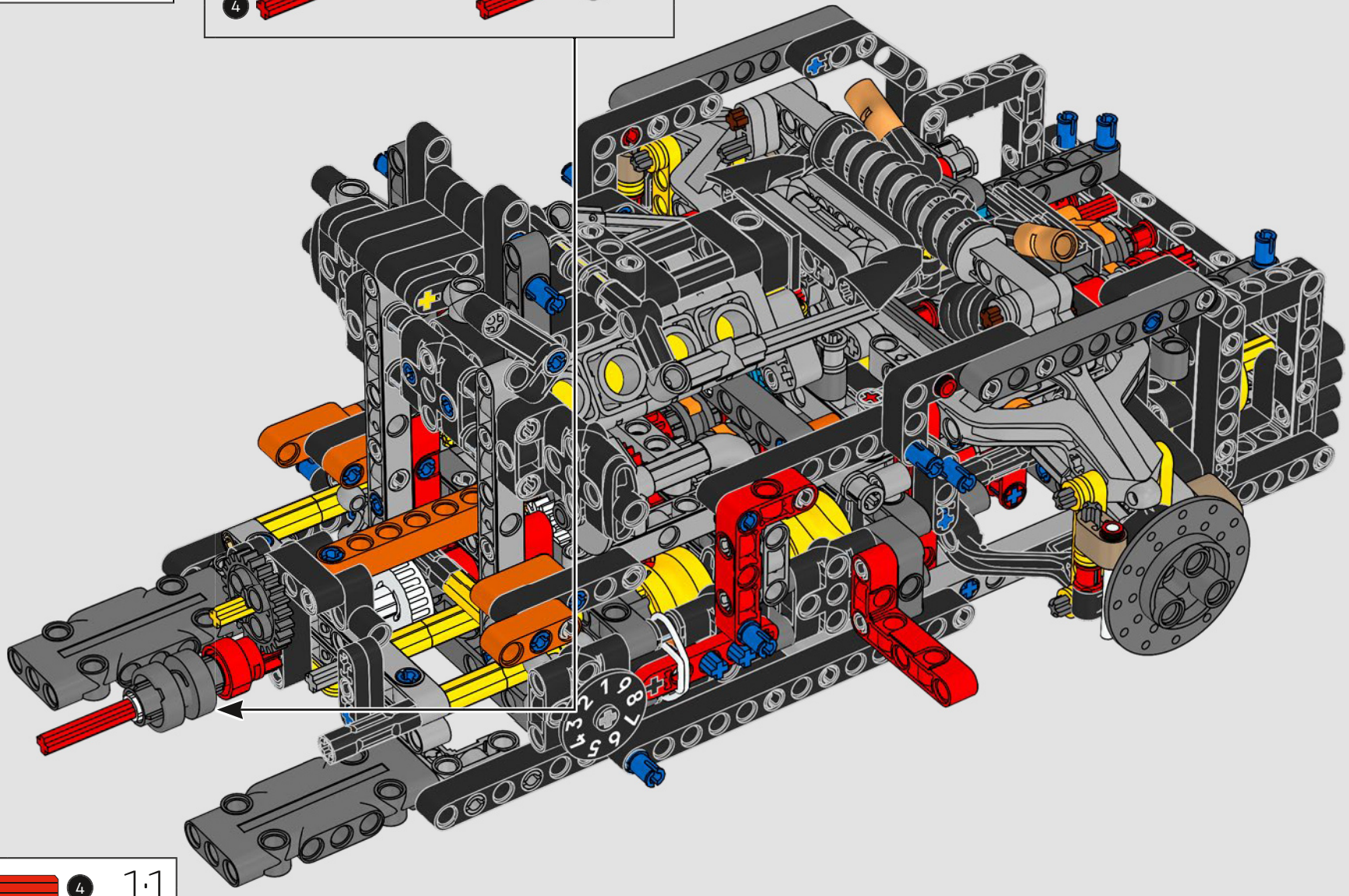



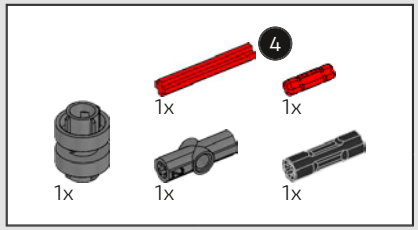

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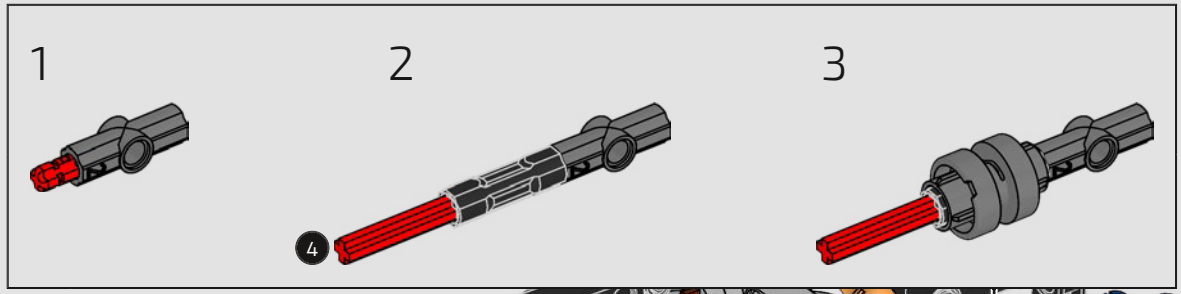

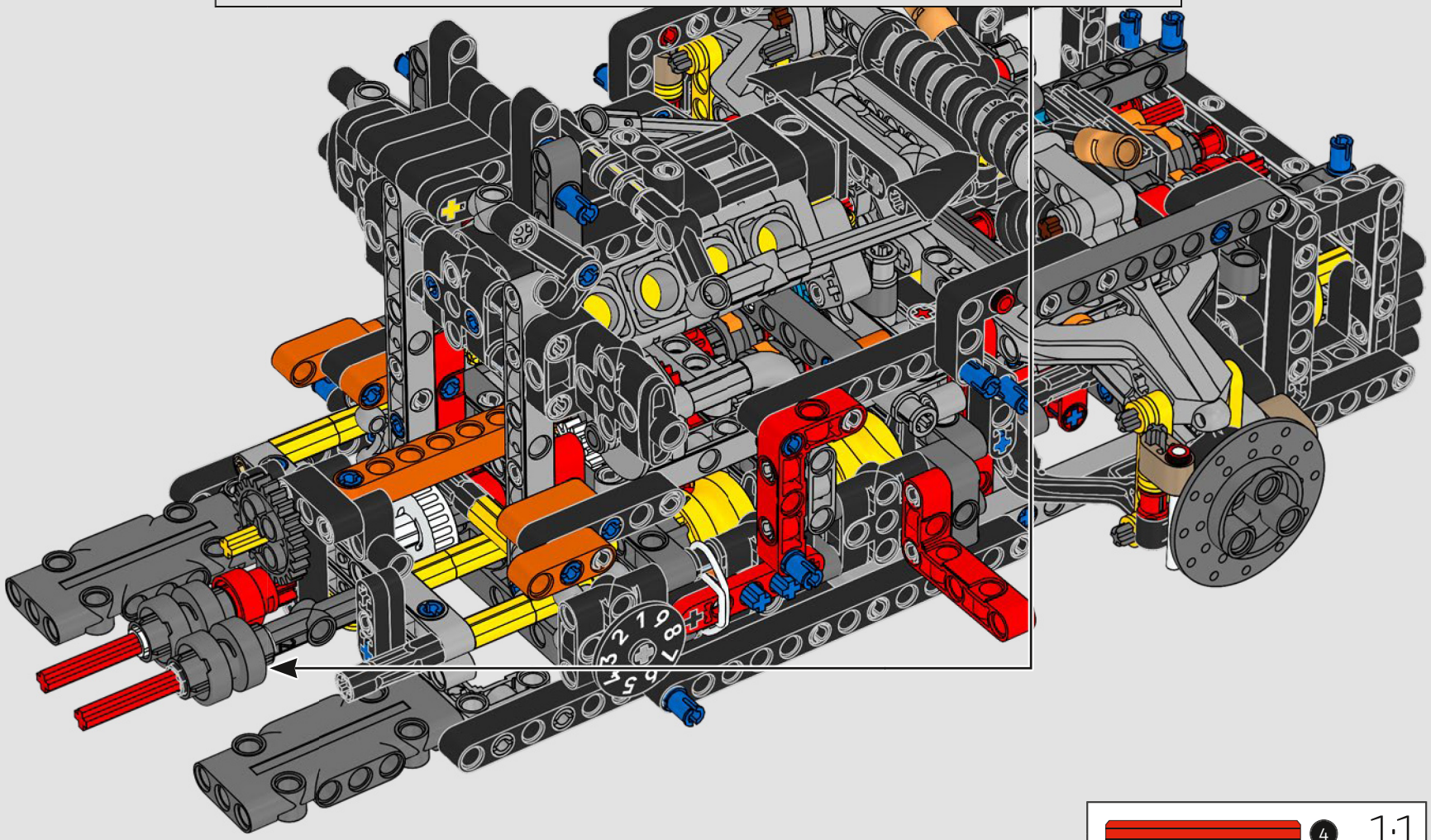

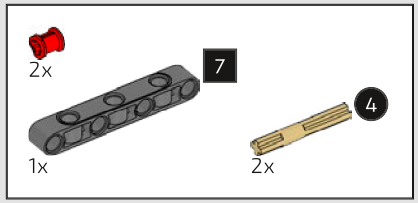

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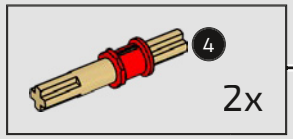

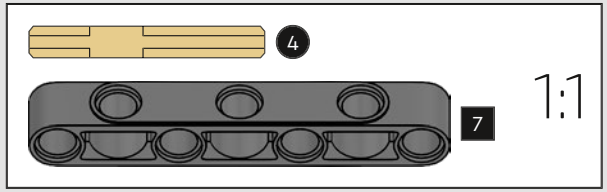

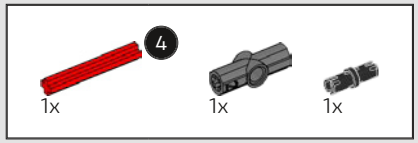

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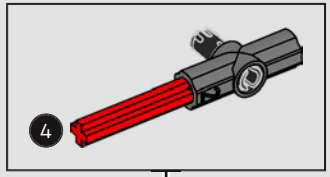



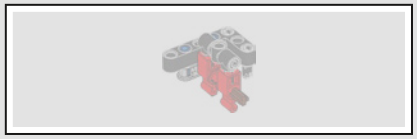

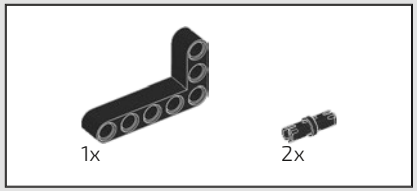

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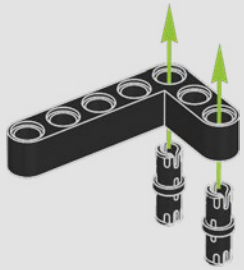

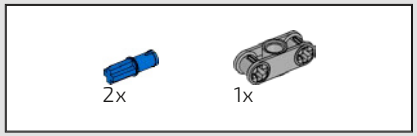

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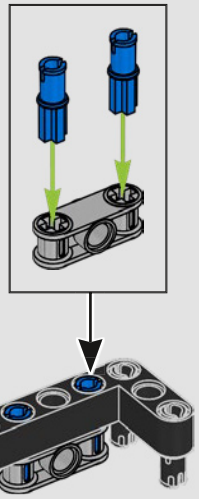

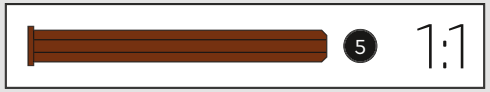

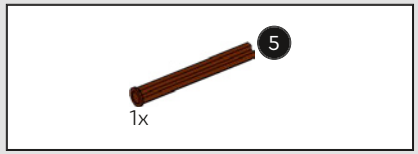

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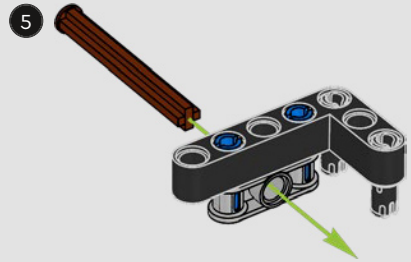

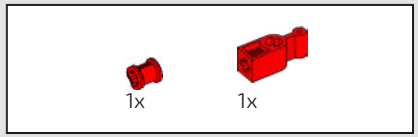

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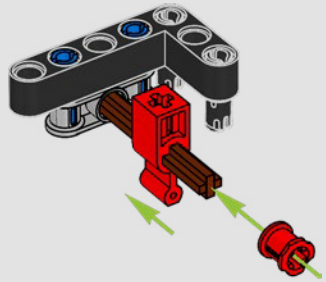



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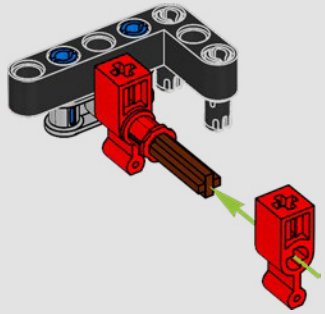



2x

1x

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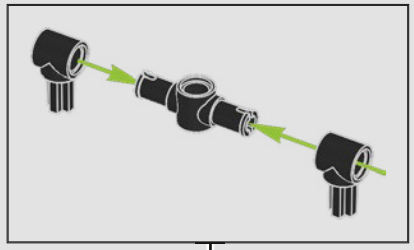

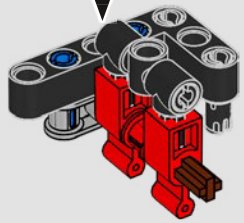

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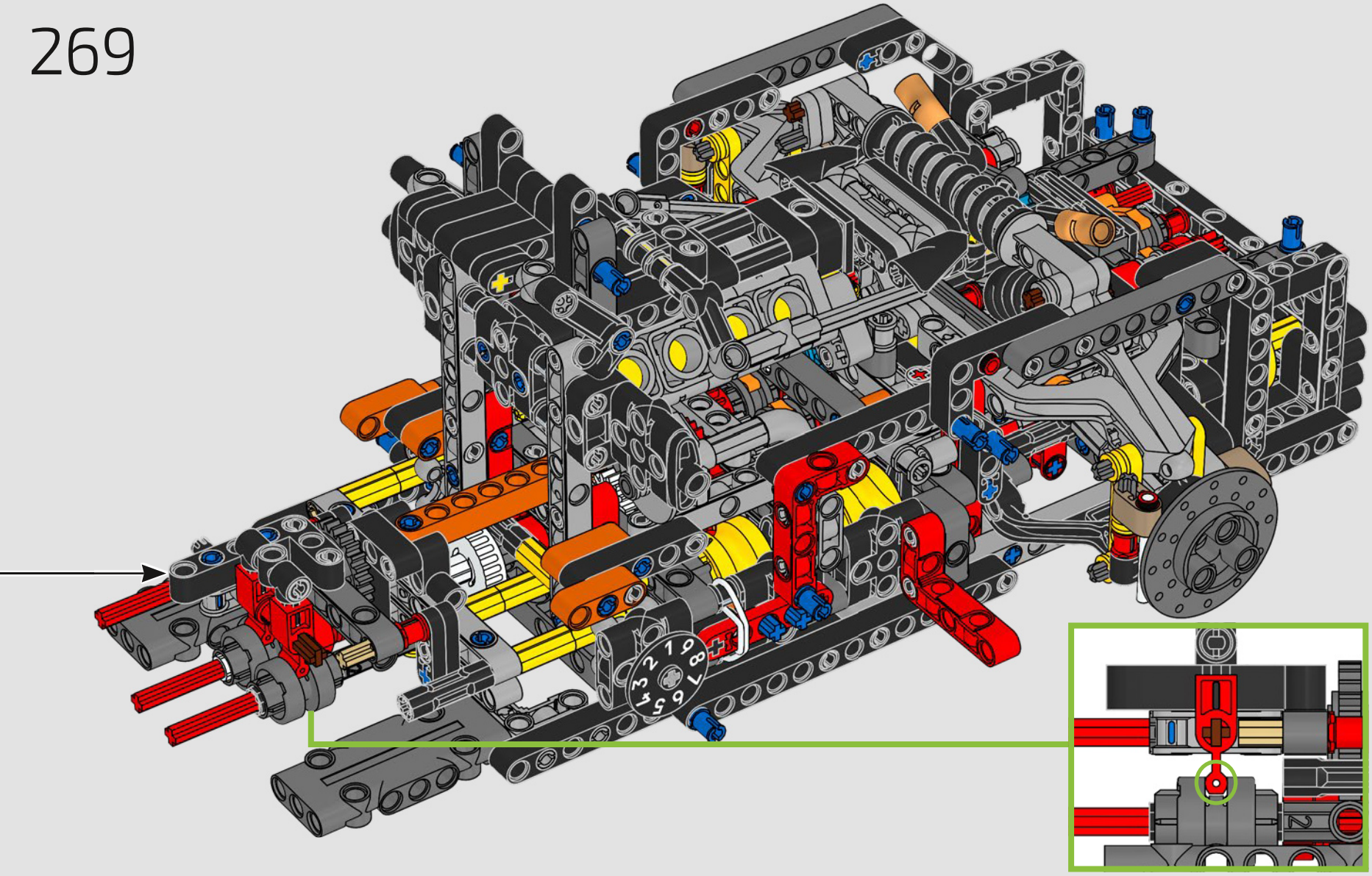

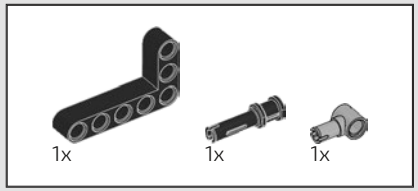

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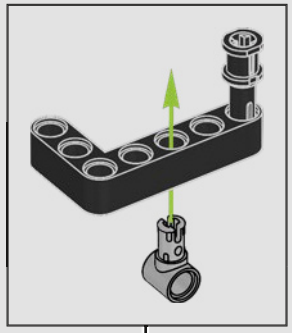

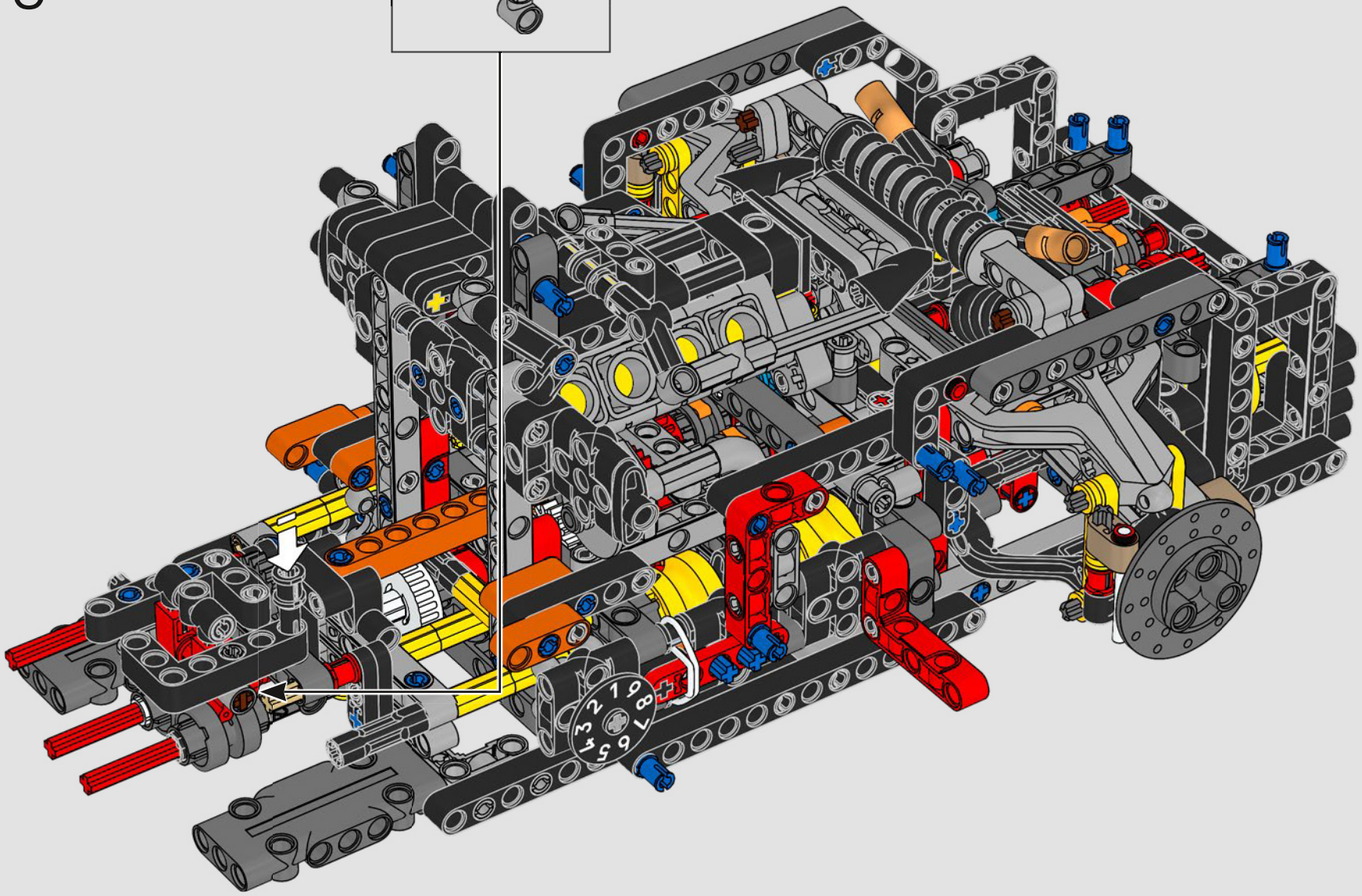

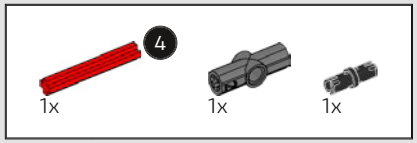

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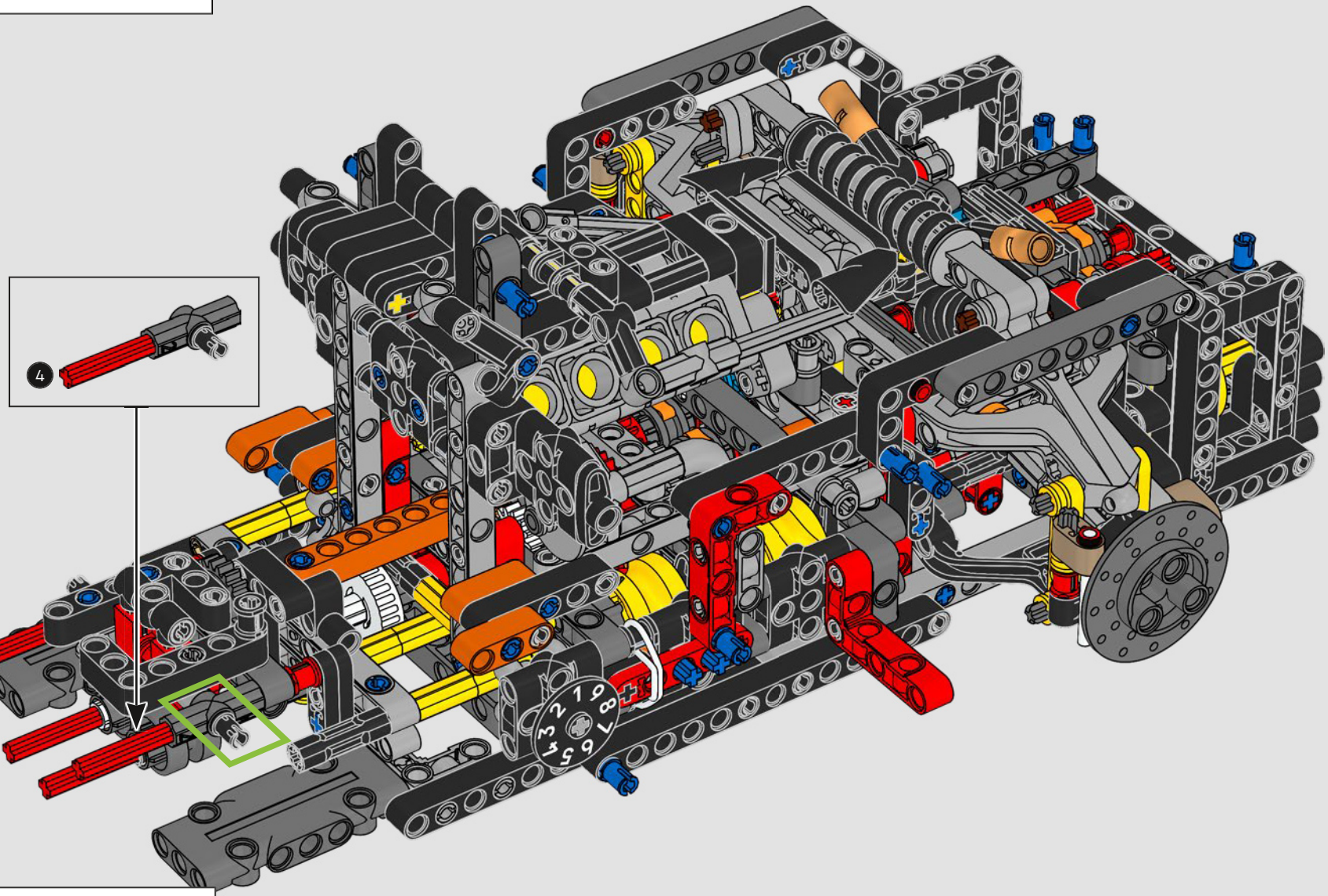



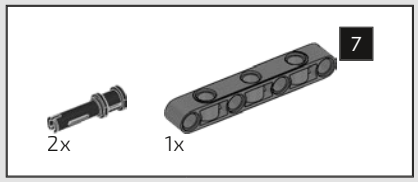

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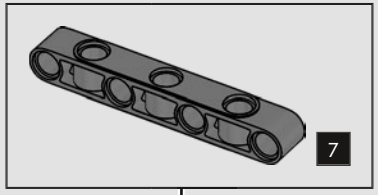

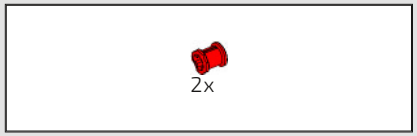

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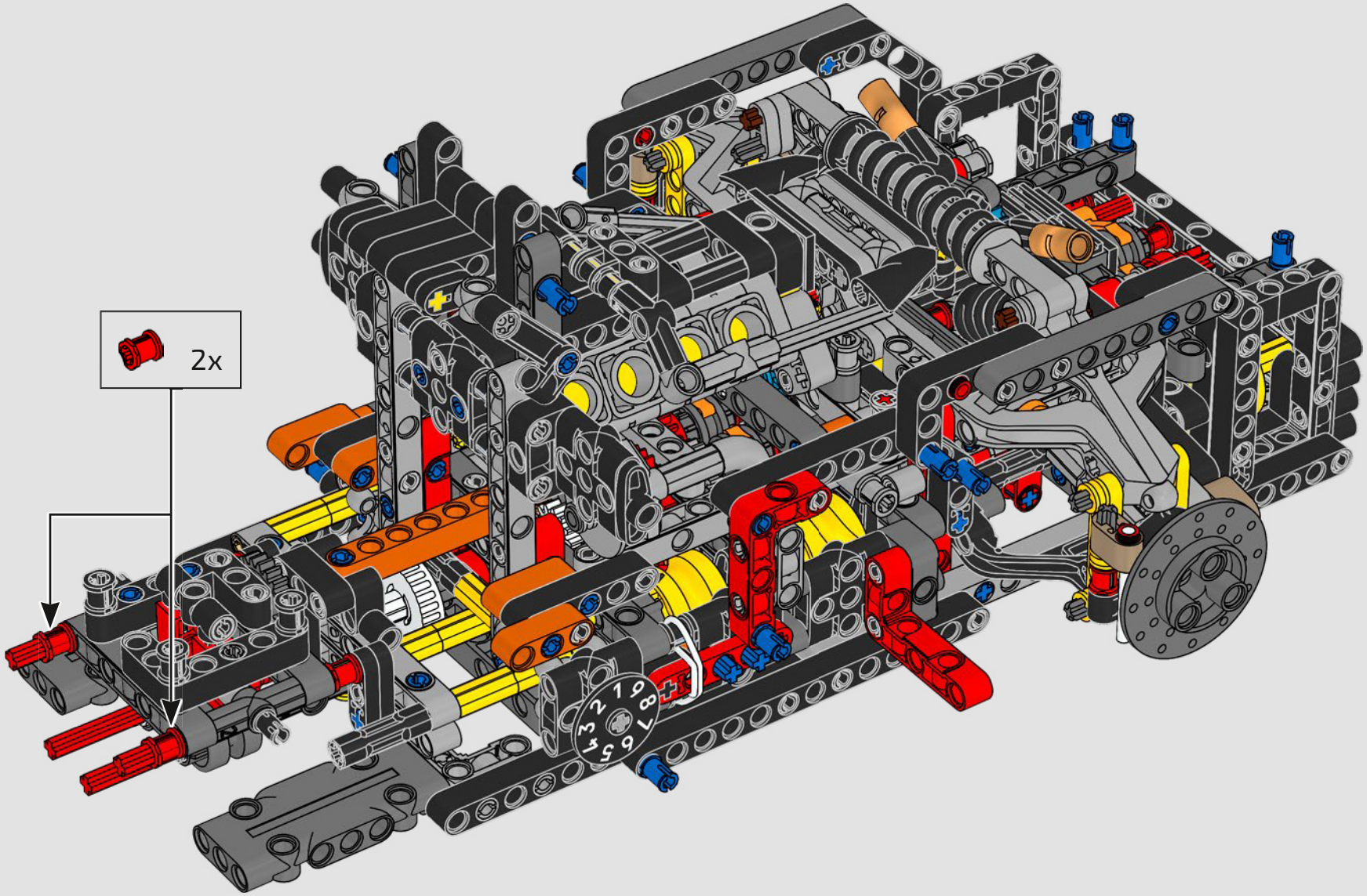

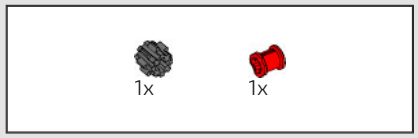

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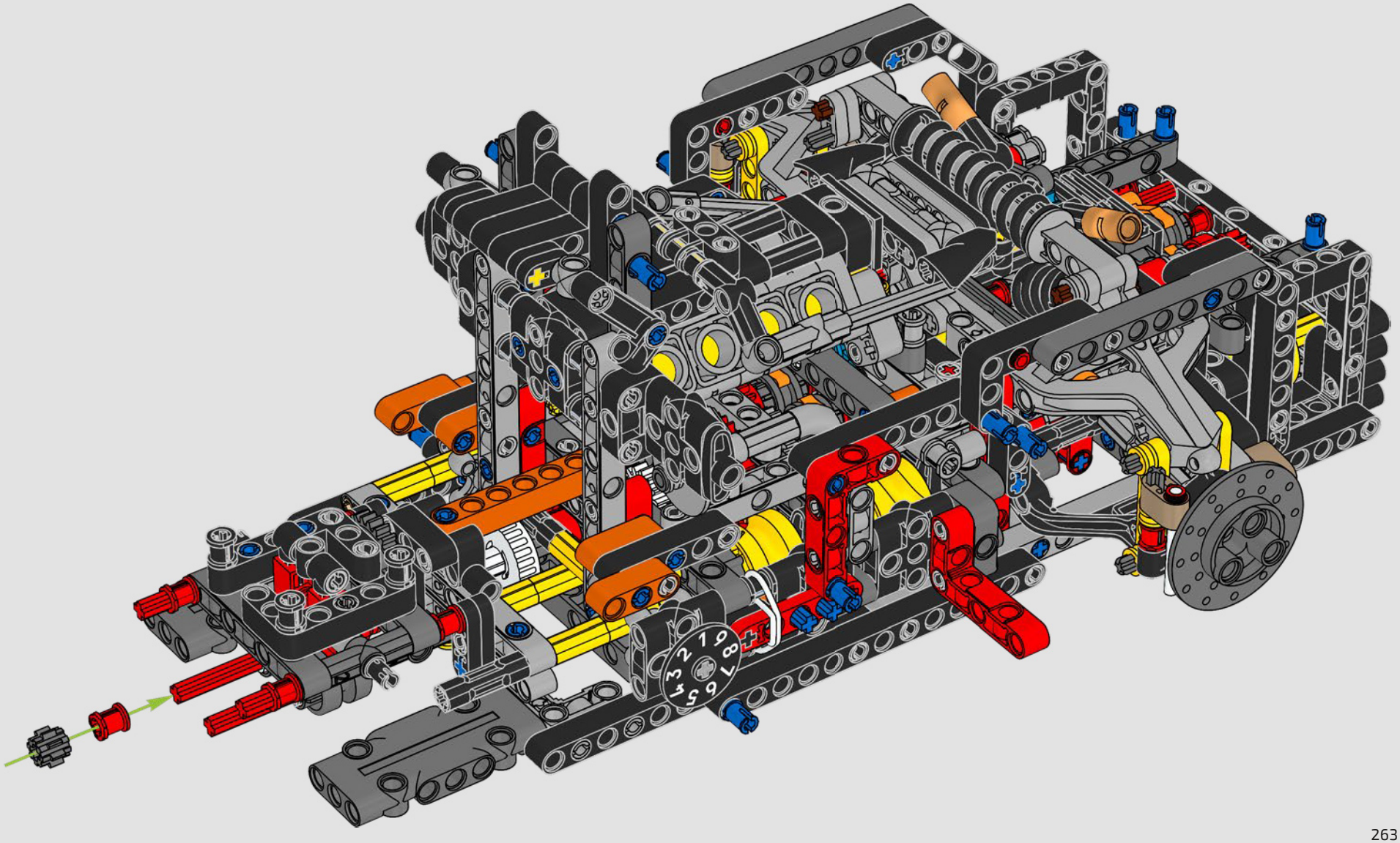

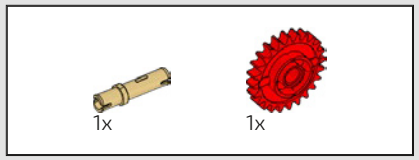

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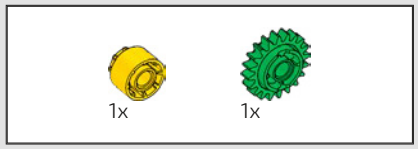

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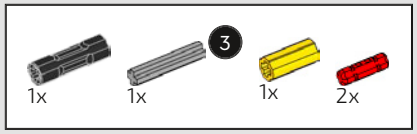

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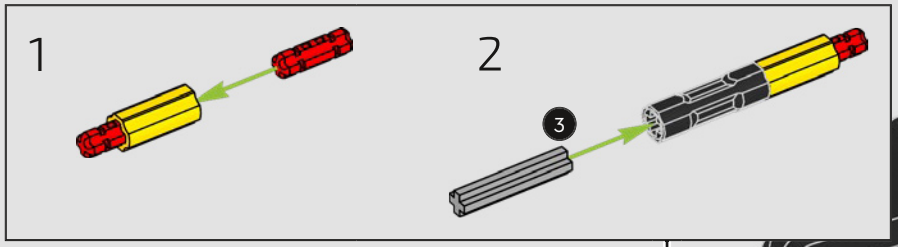

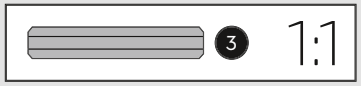

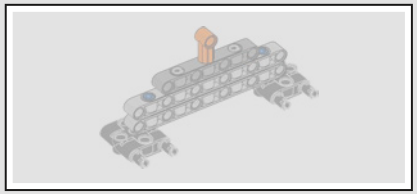

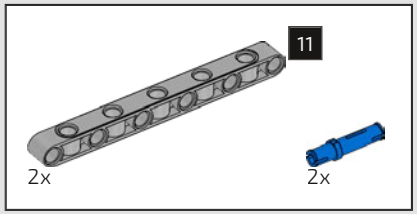

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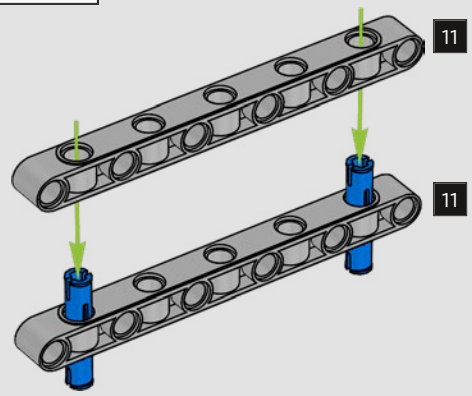

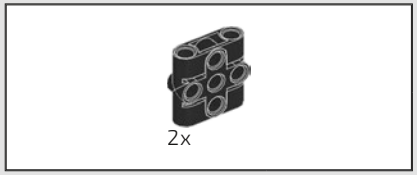

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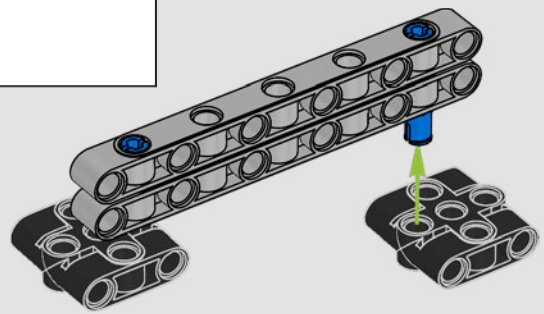

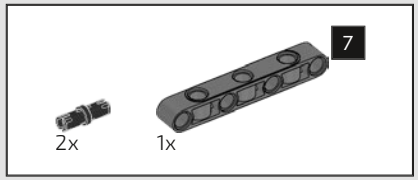

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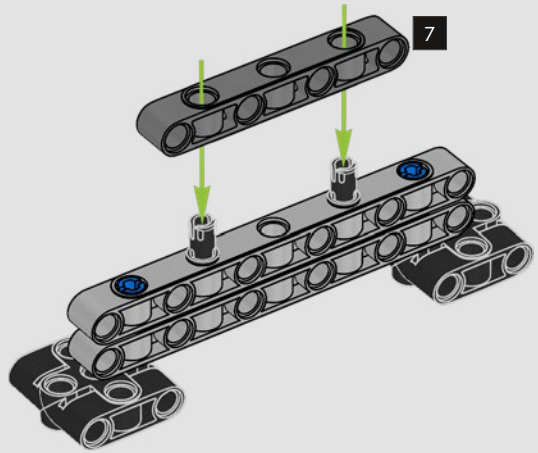

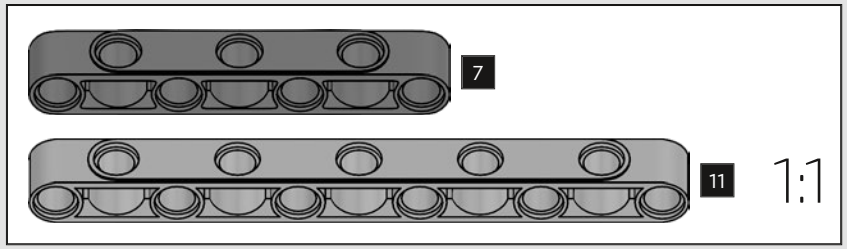

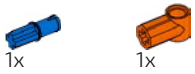

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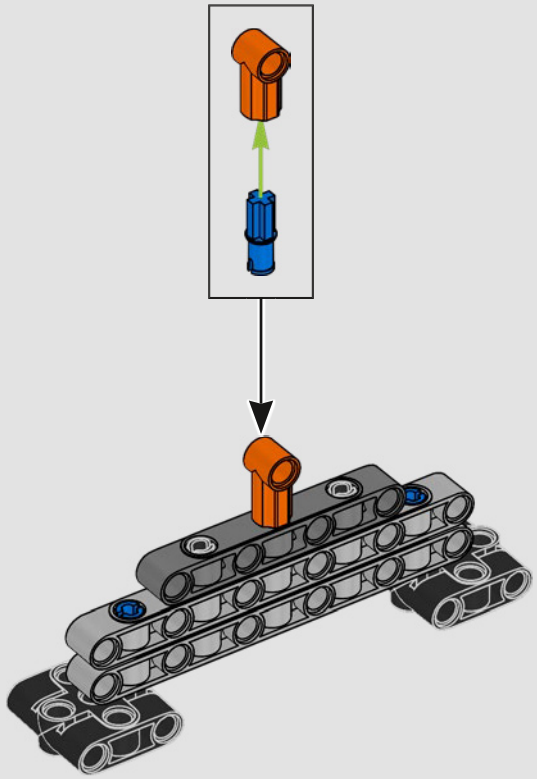



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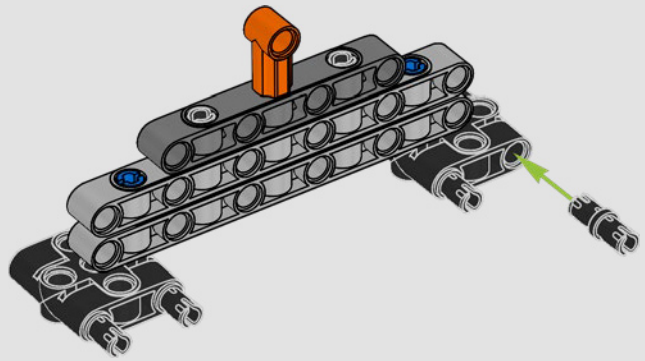

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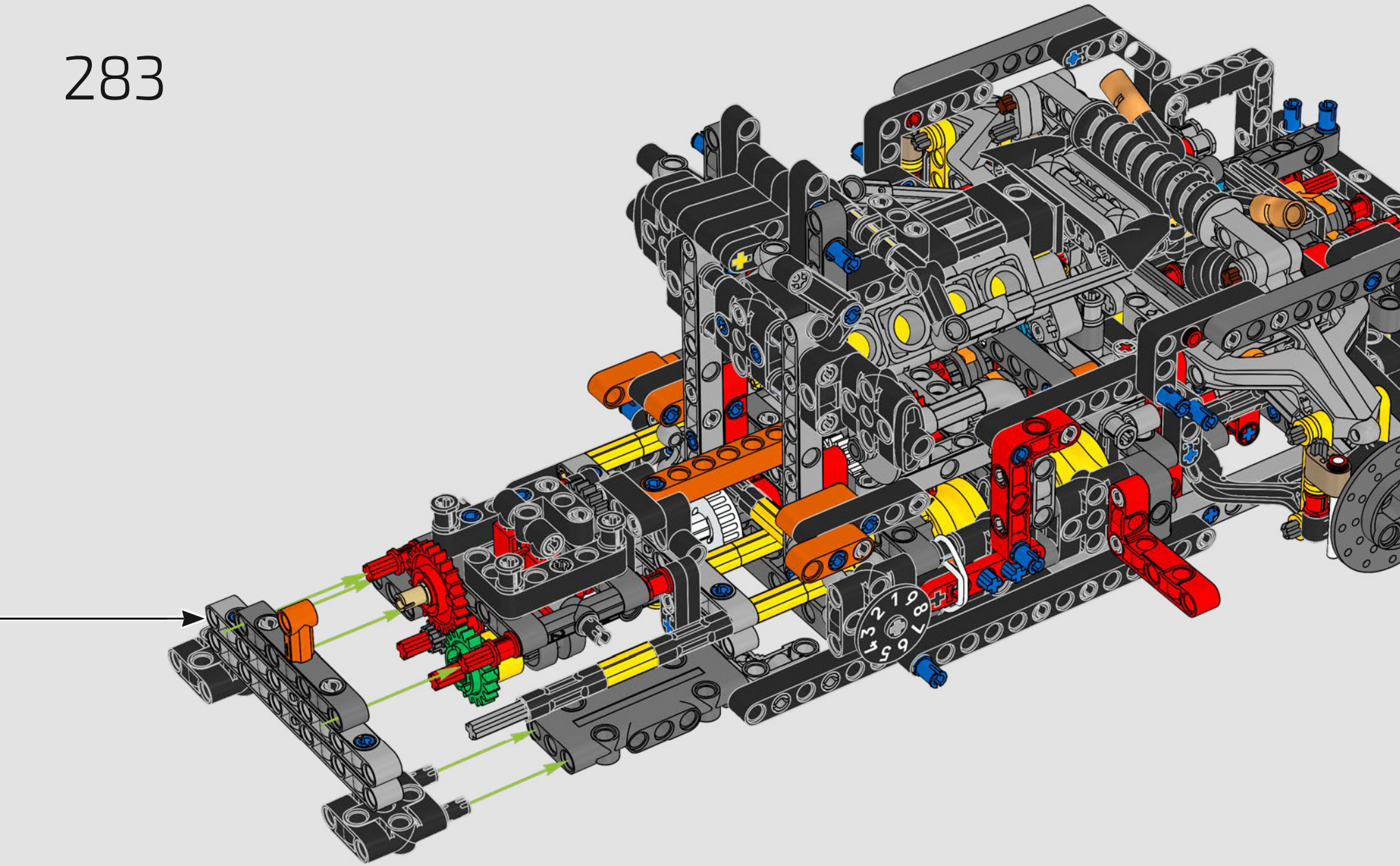

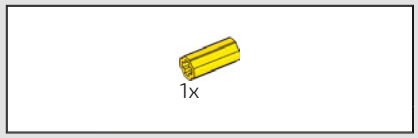

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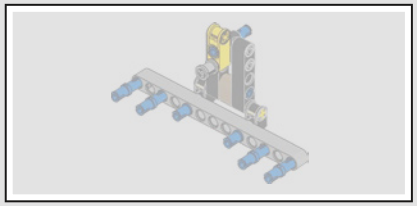

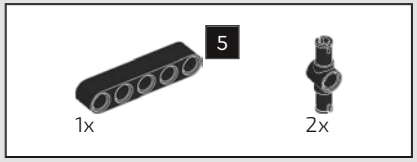

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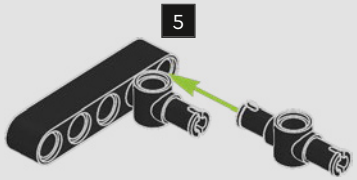

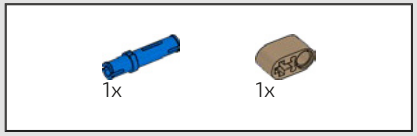

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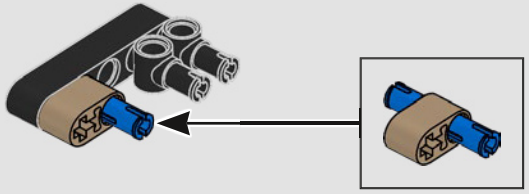

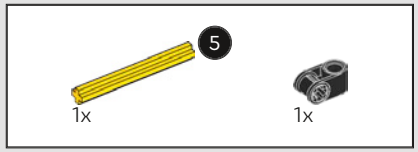

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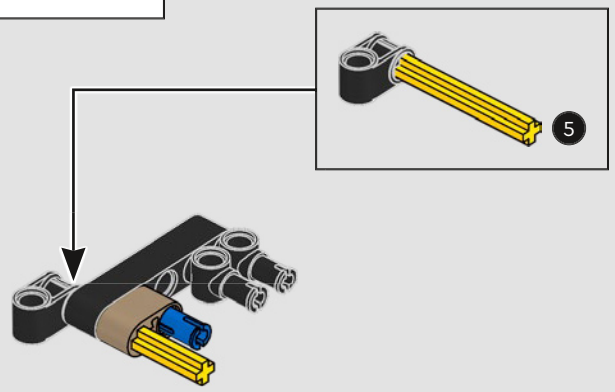

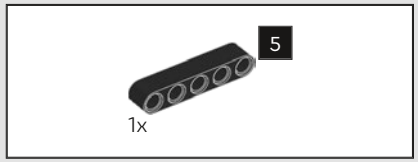

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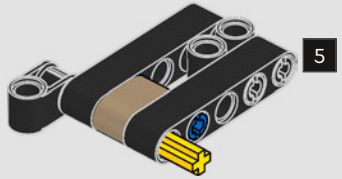

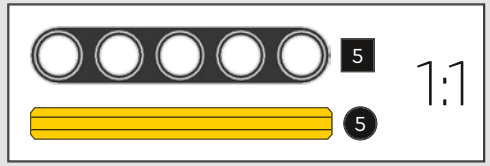


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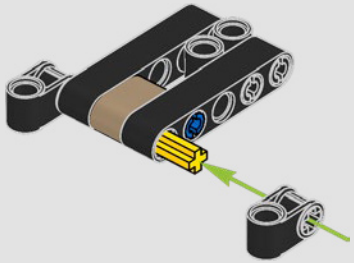


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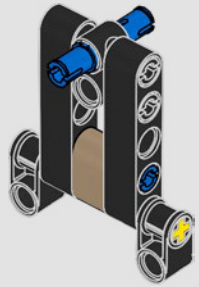

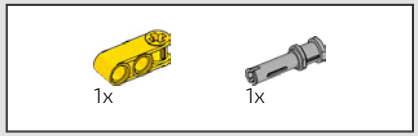

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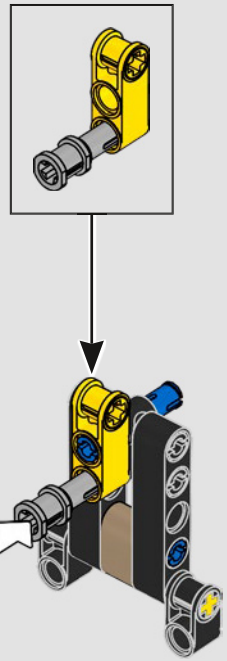

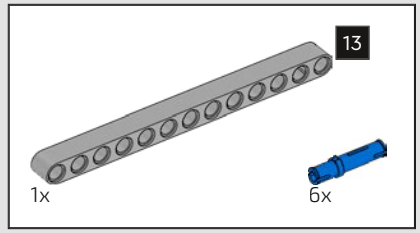

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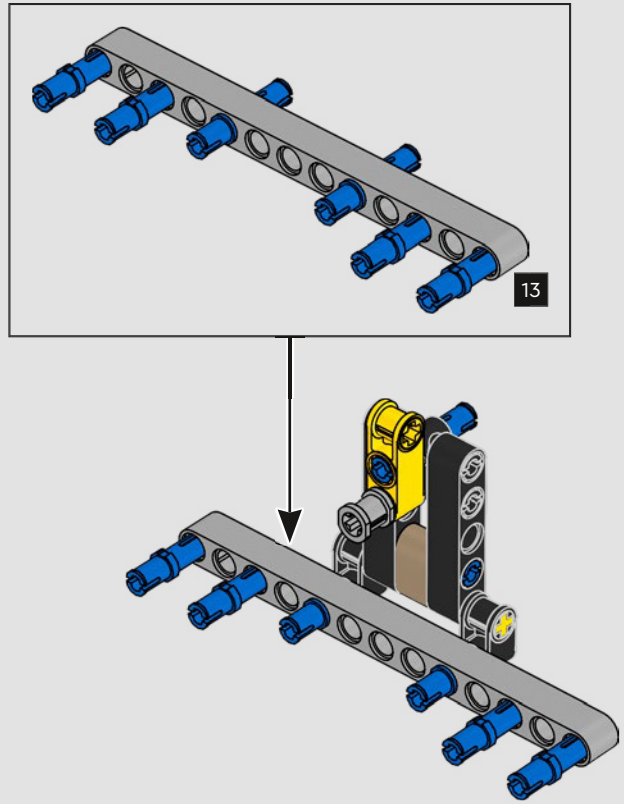

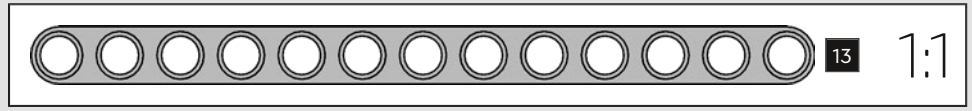

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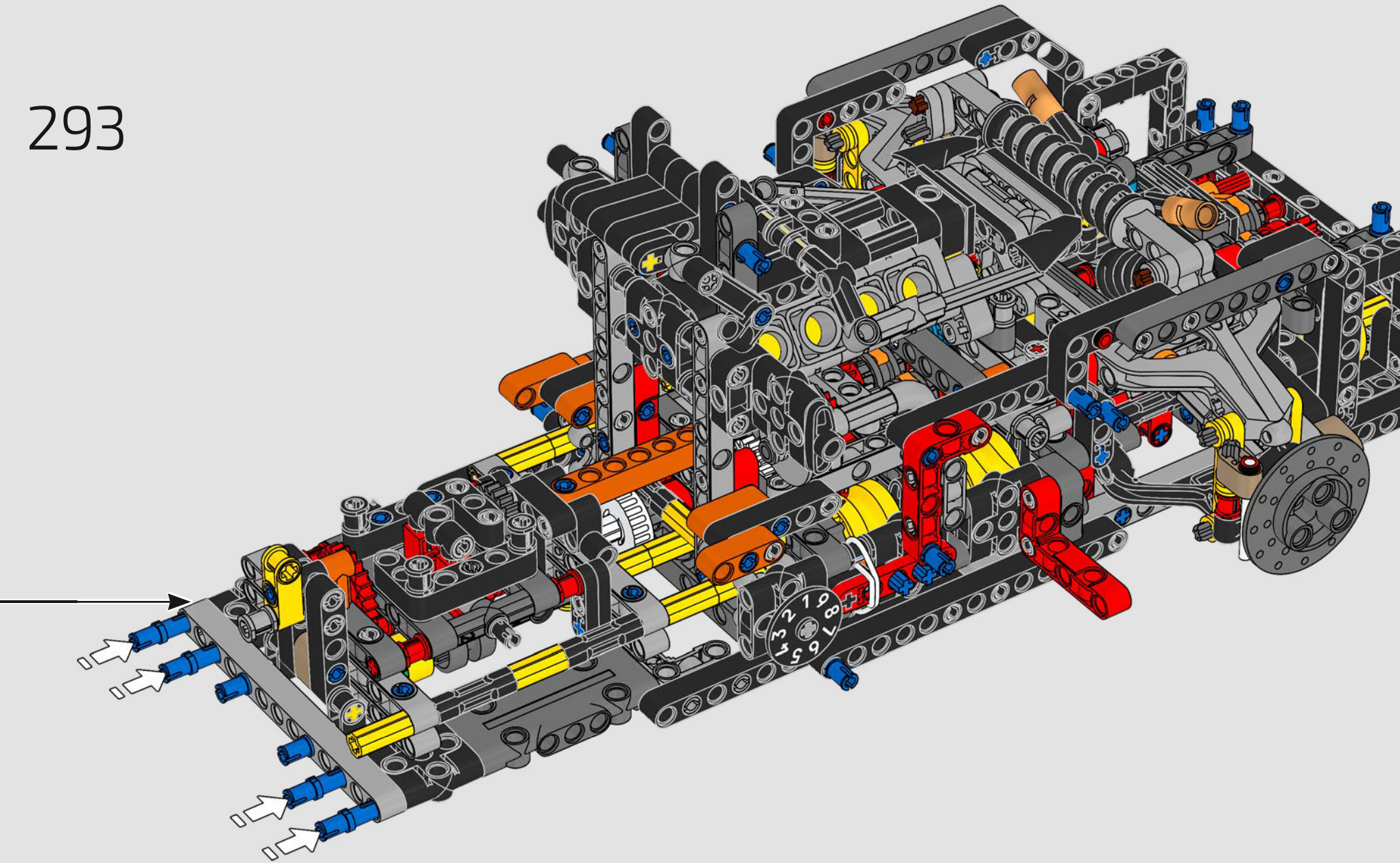

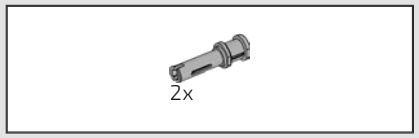

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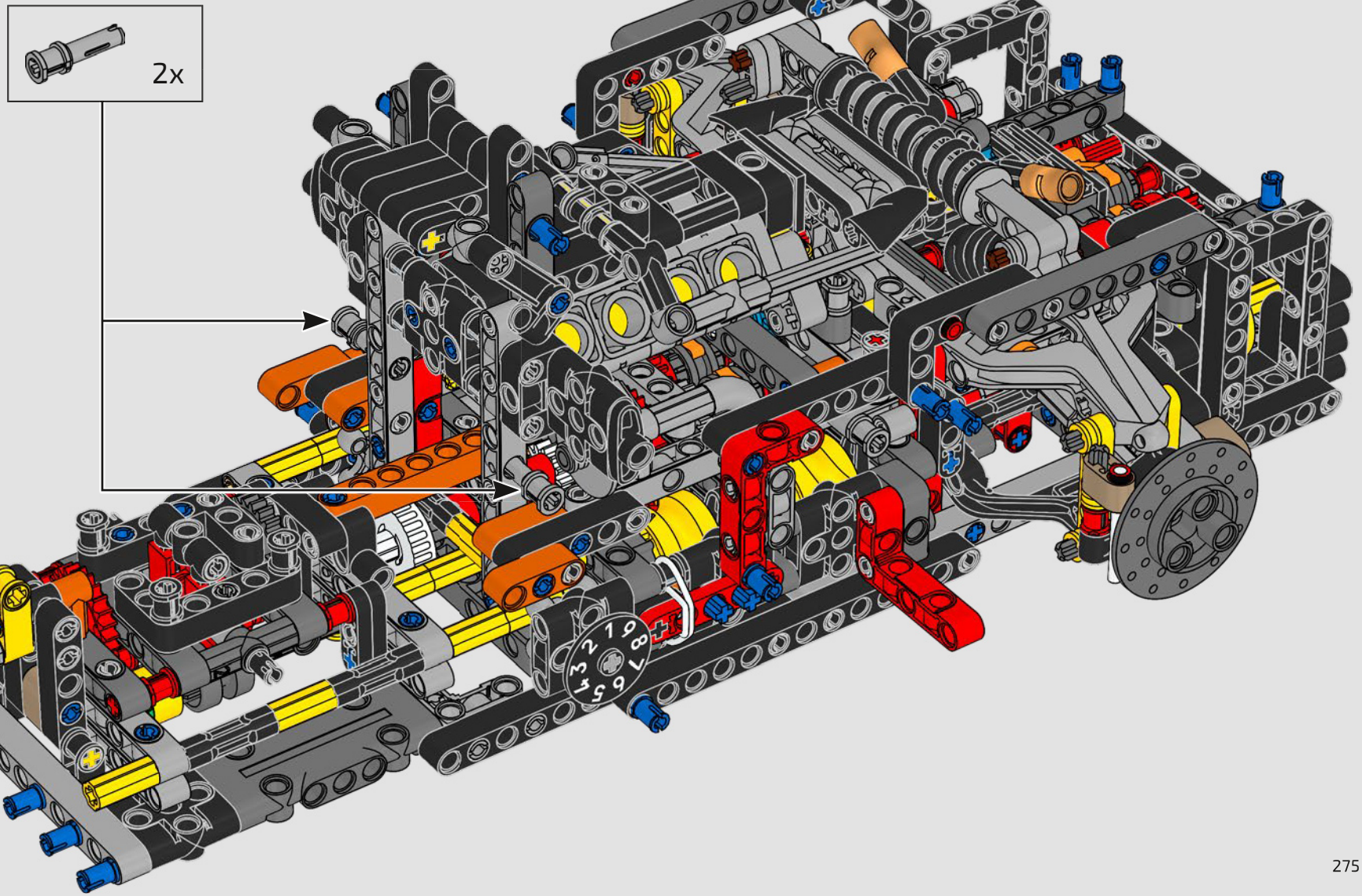

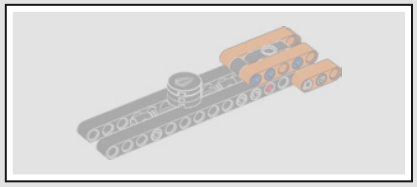

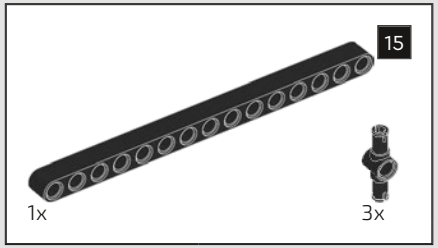

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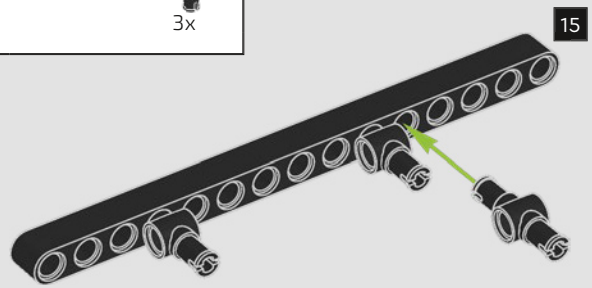

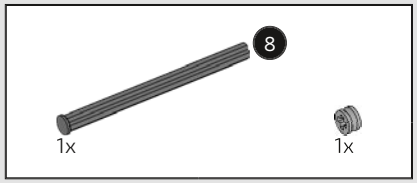

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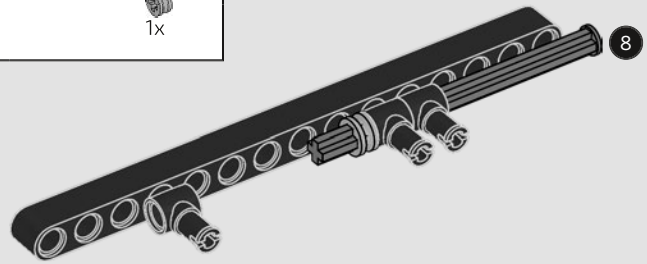

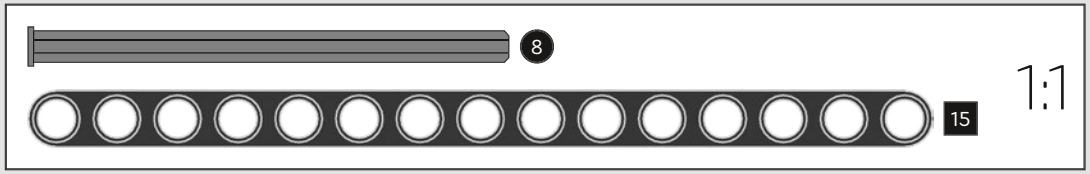

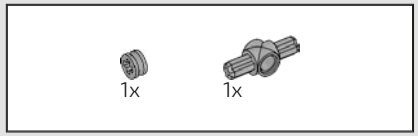

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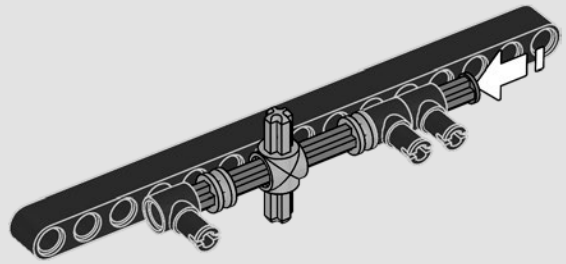

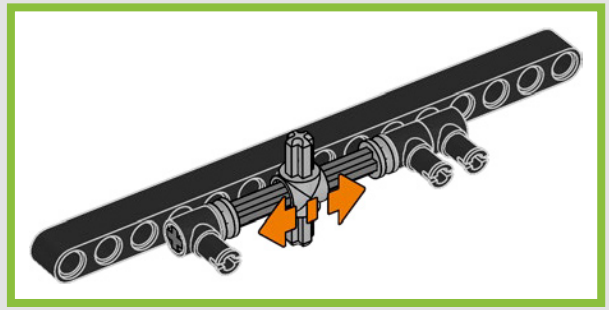

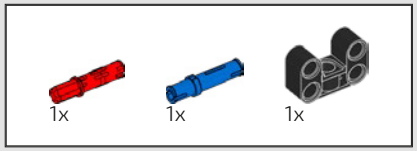

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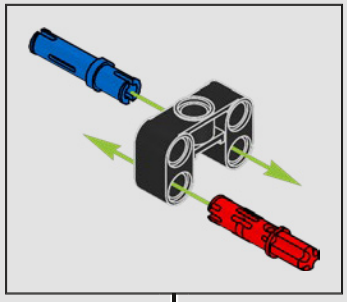

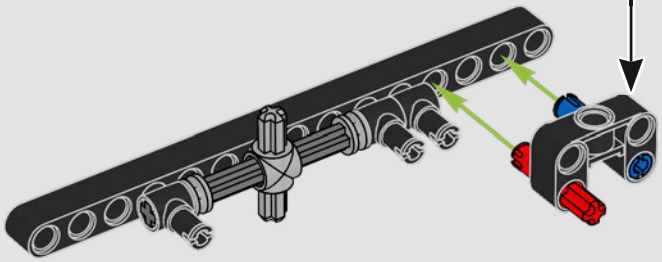

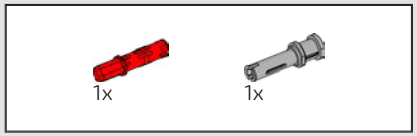

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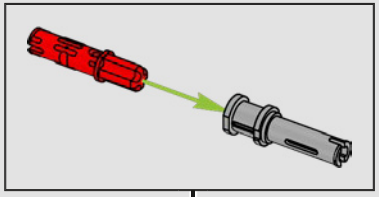

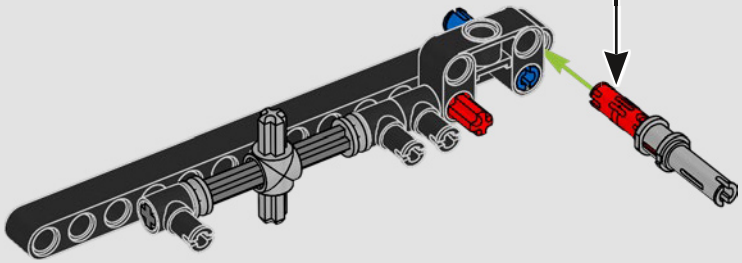

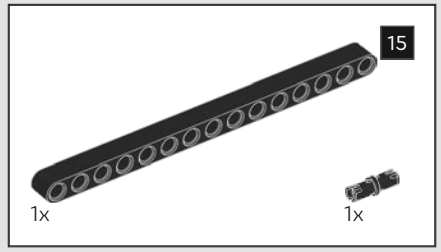

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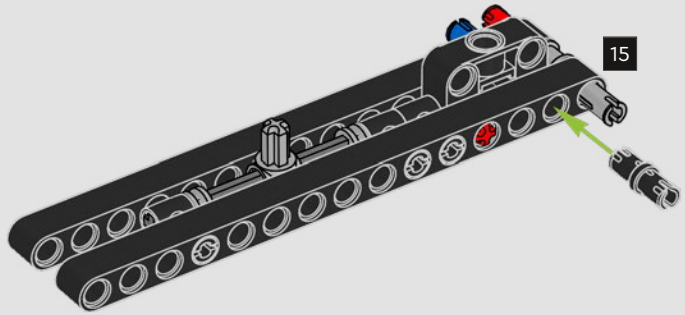

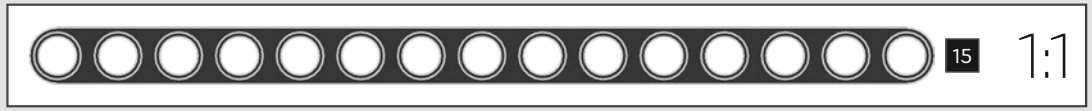

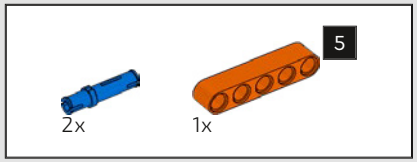

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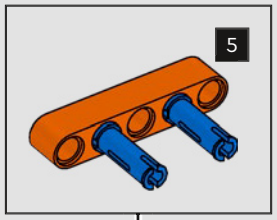

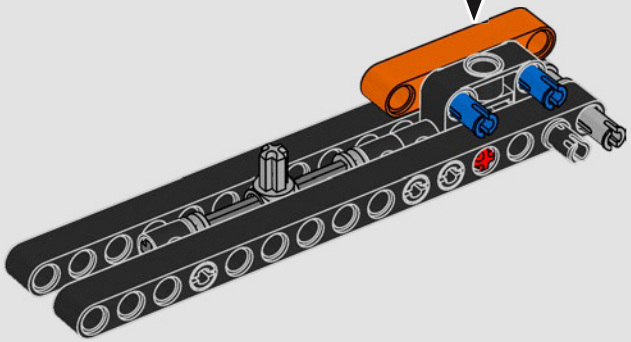

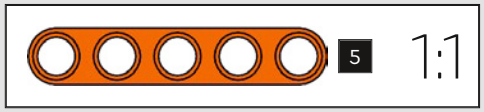

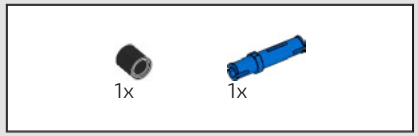

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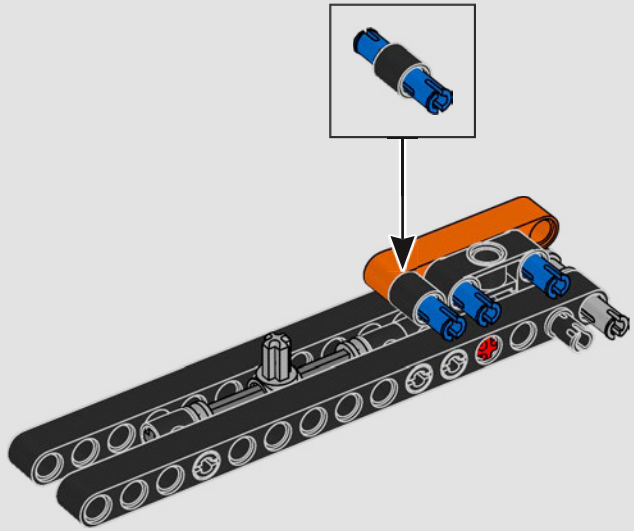

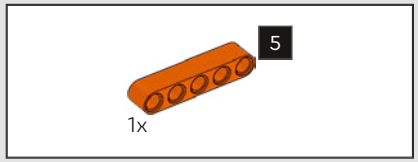

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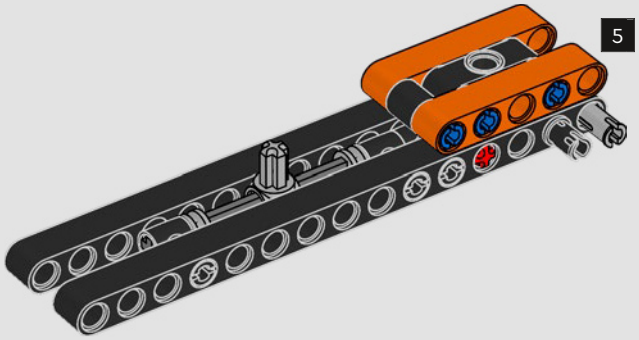

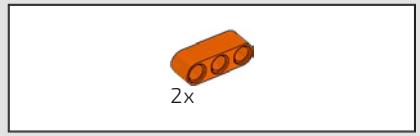

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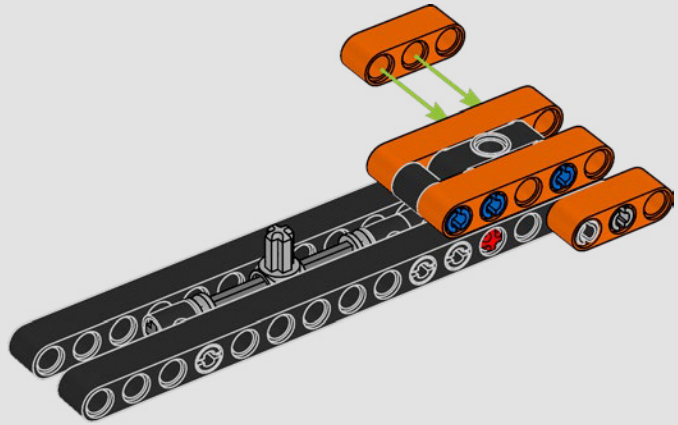

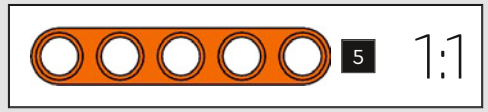

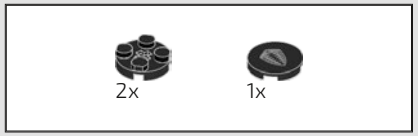

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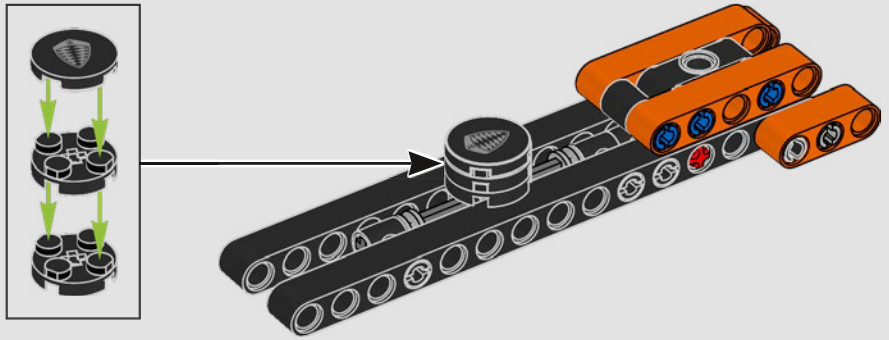

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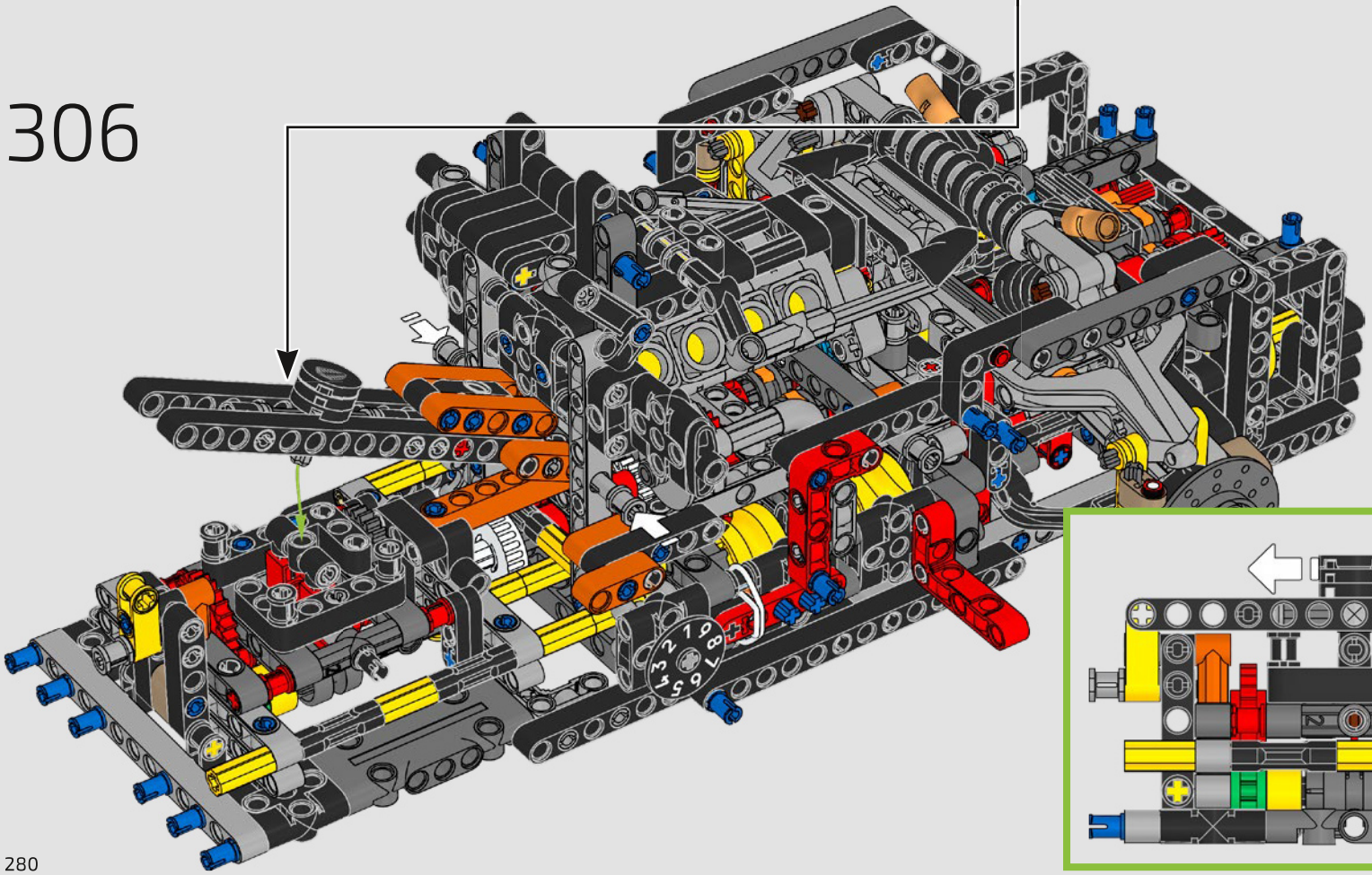

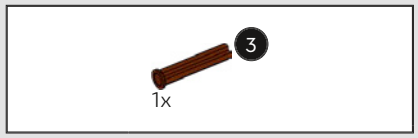

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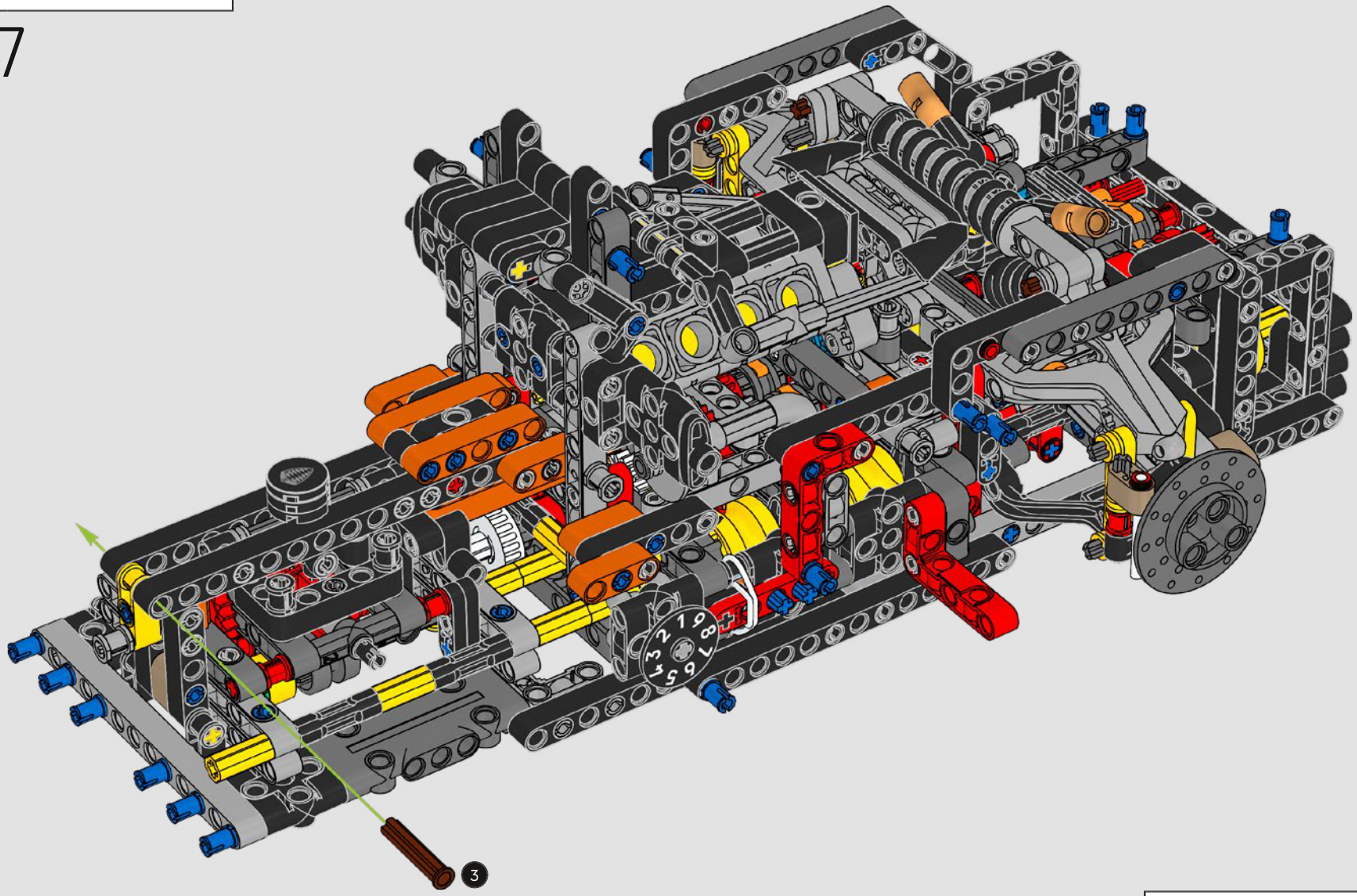

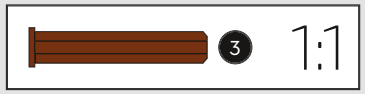

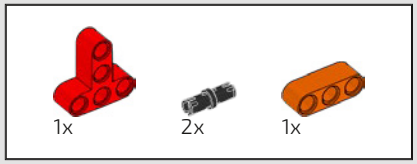

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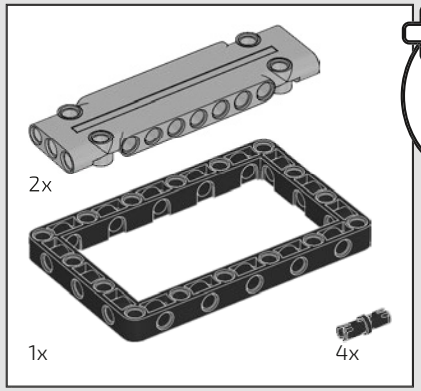

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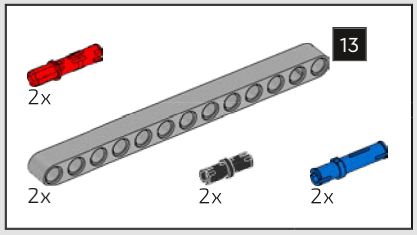

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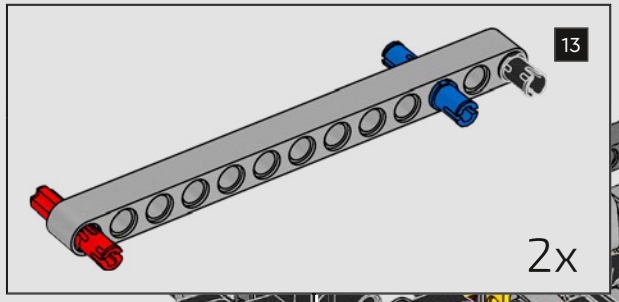

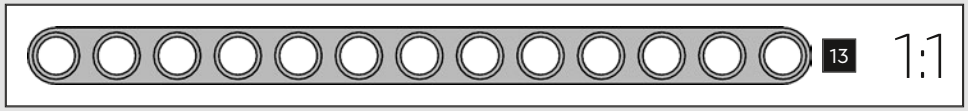

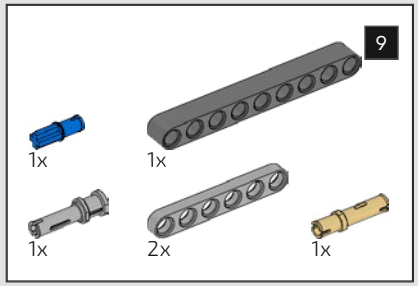

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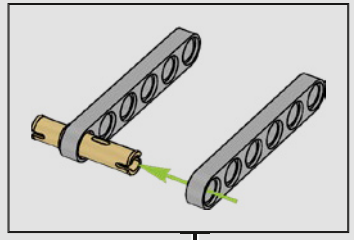

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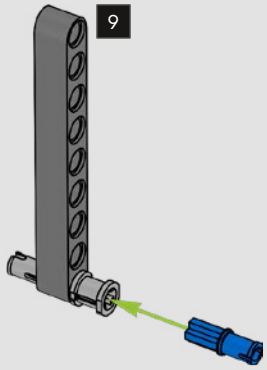

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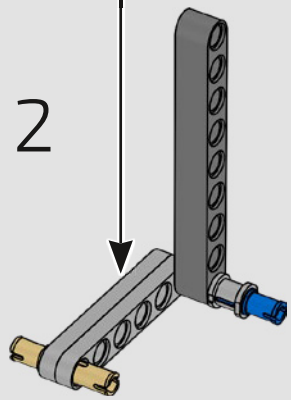

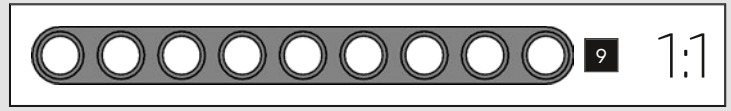

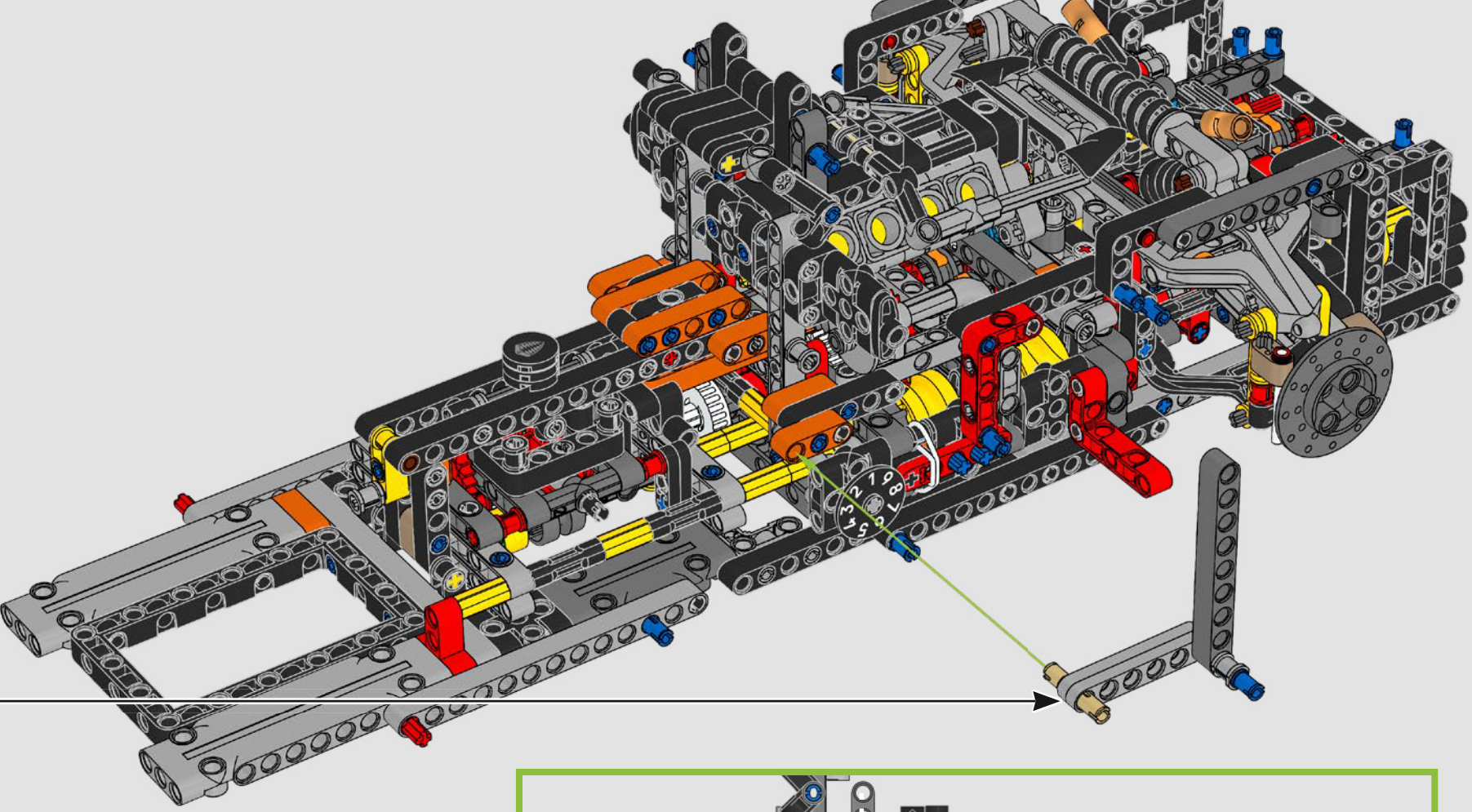

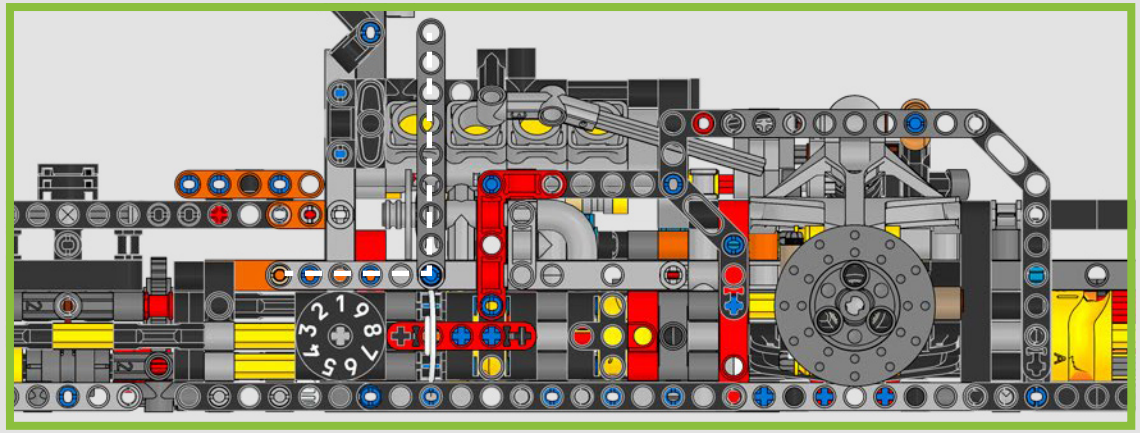

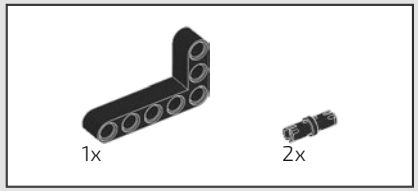

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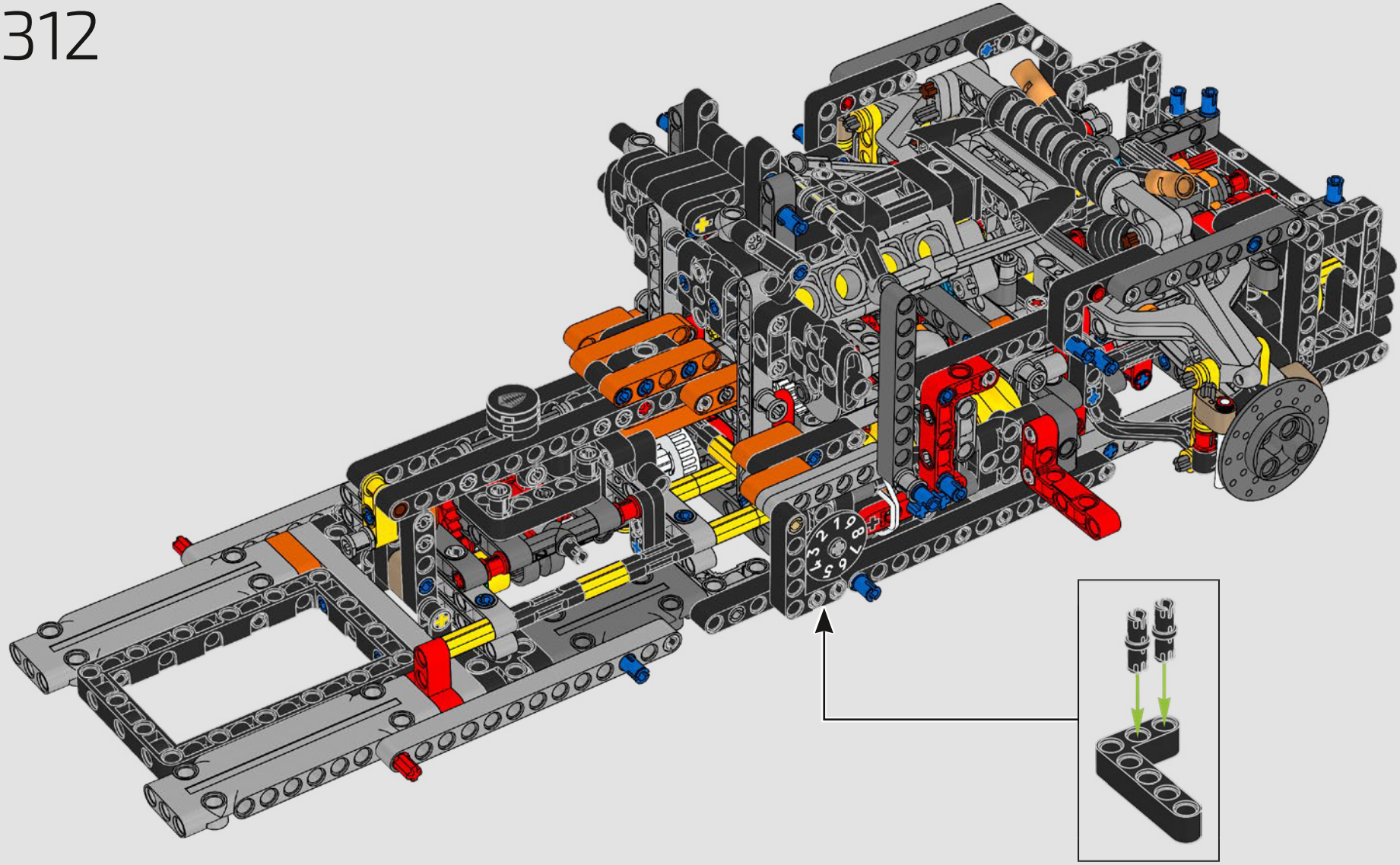

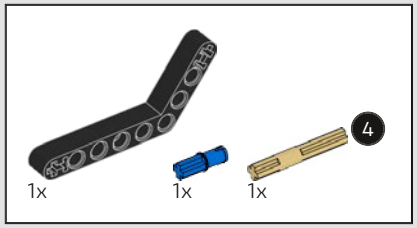

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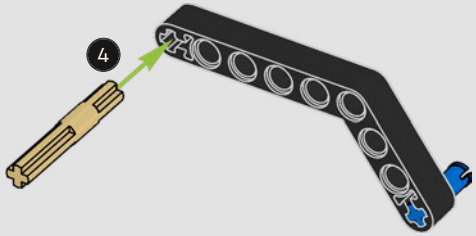

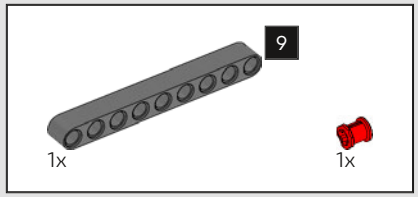

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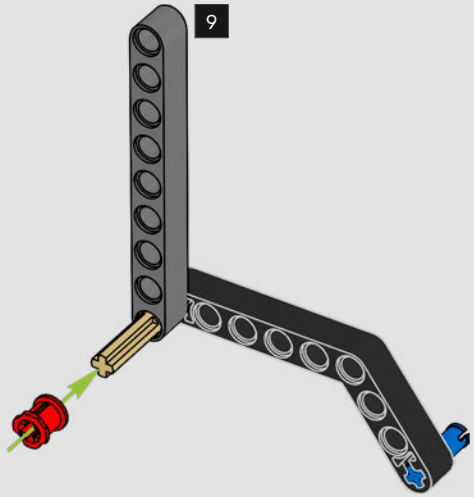

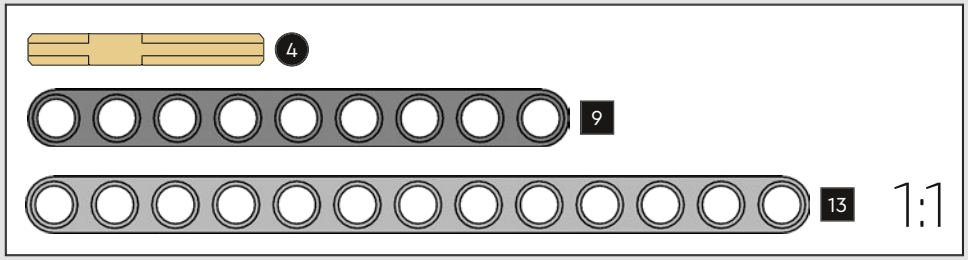

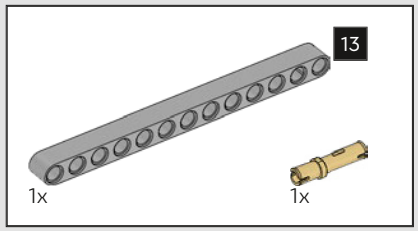

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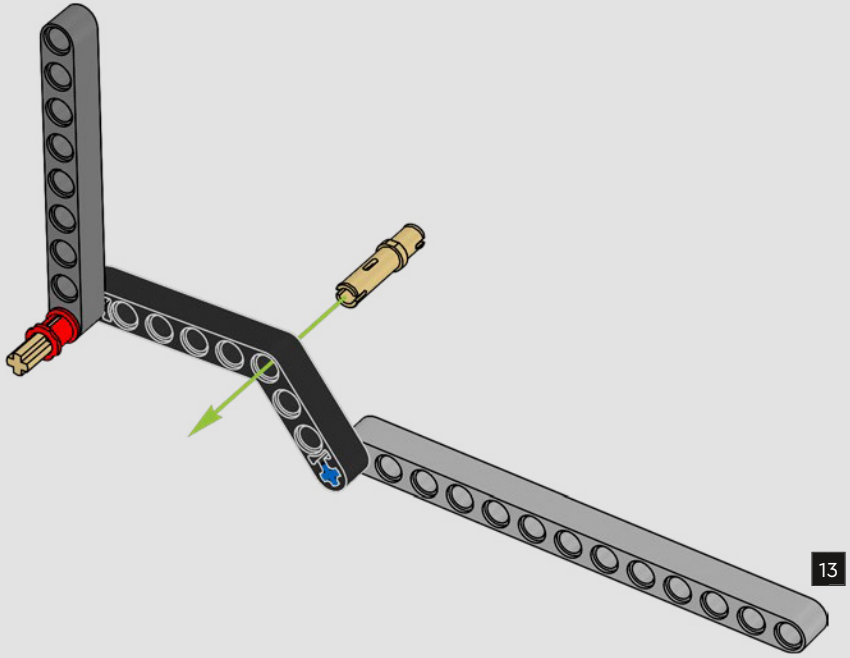

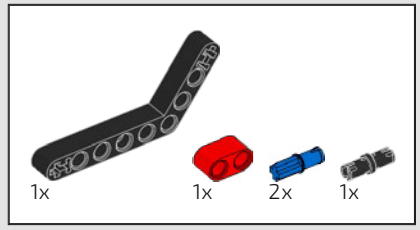

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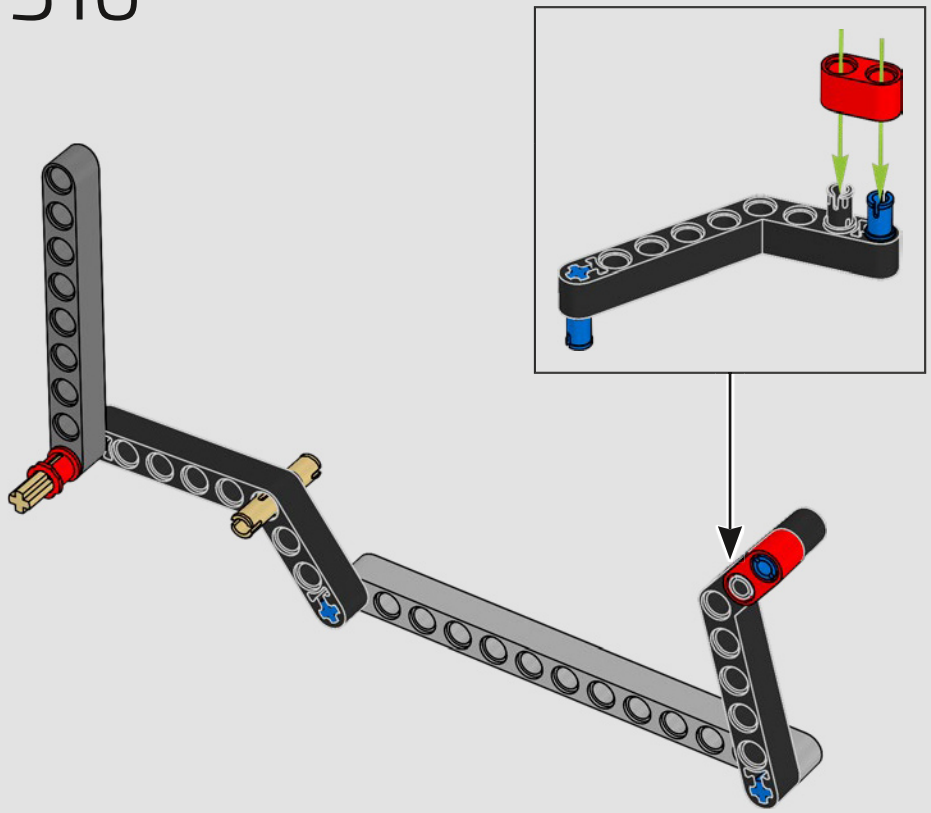

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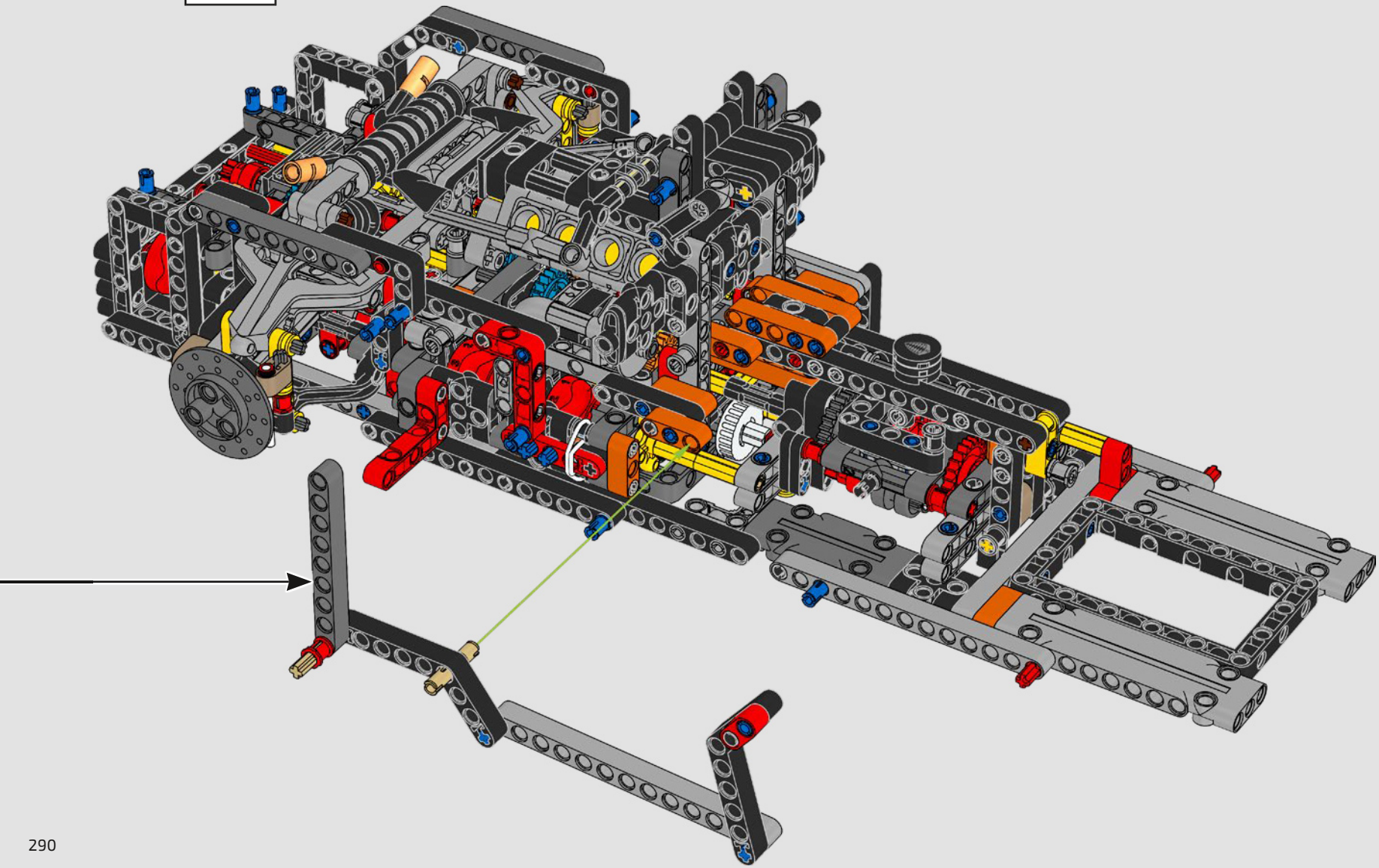

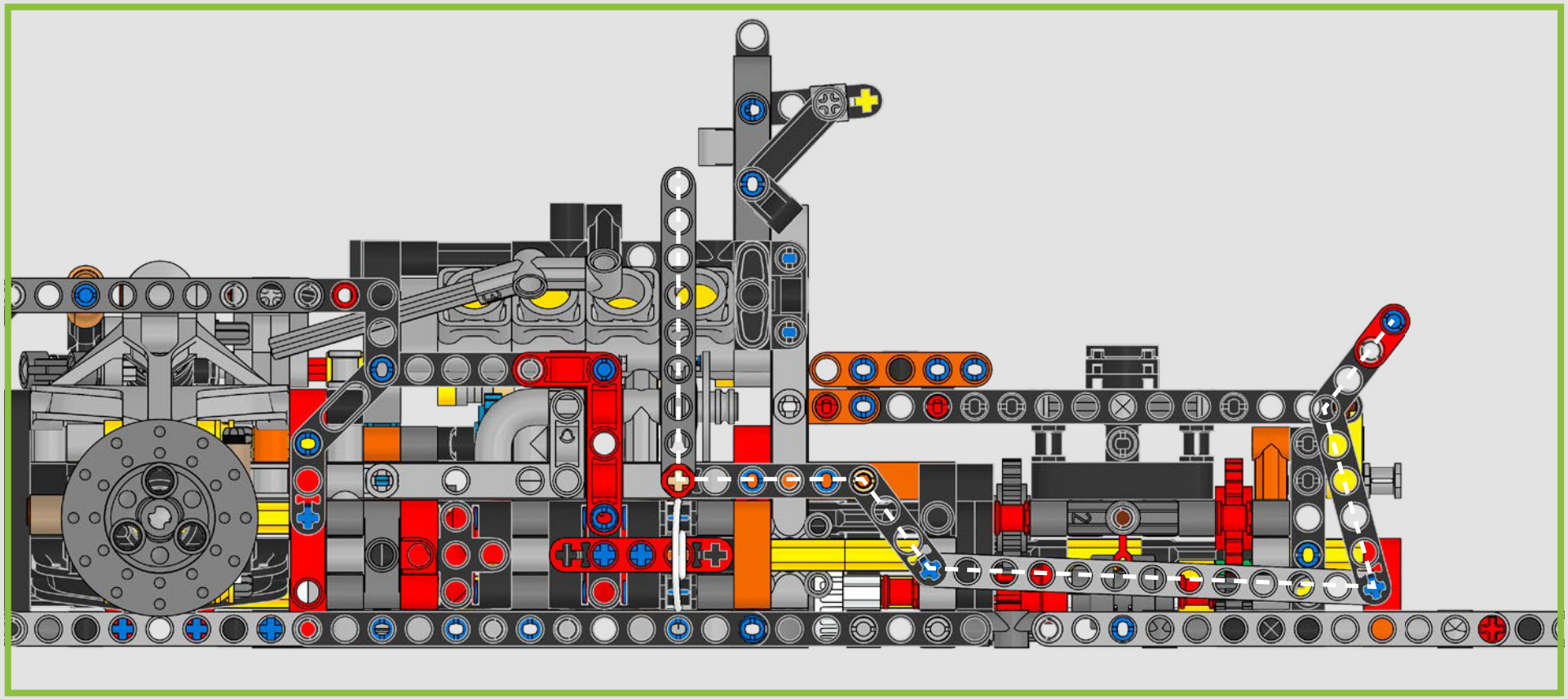

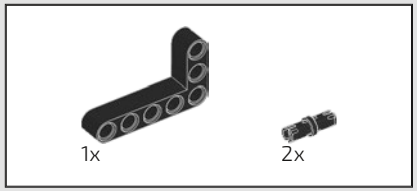

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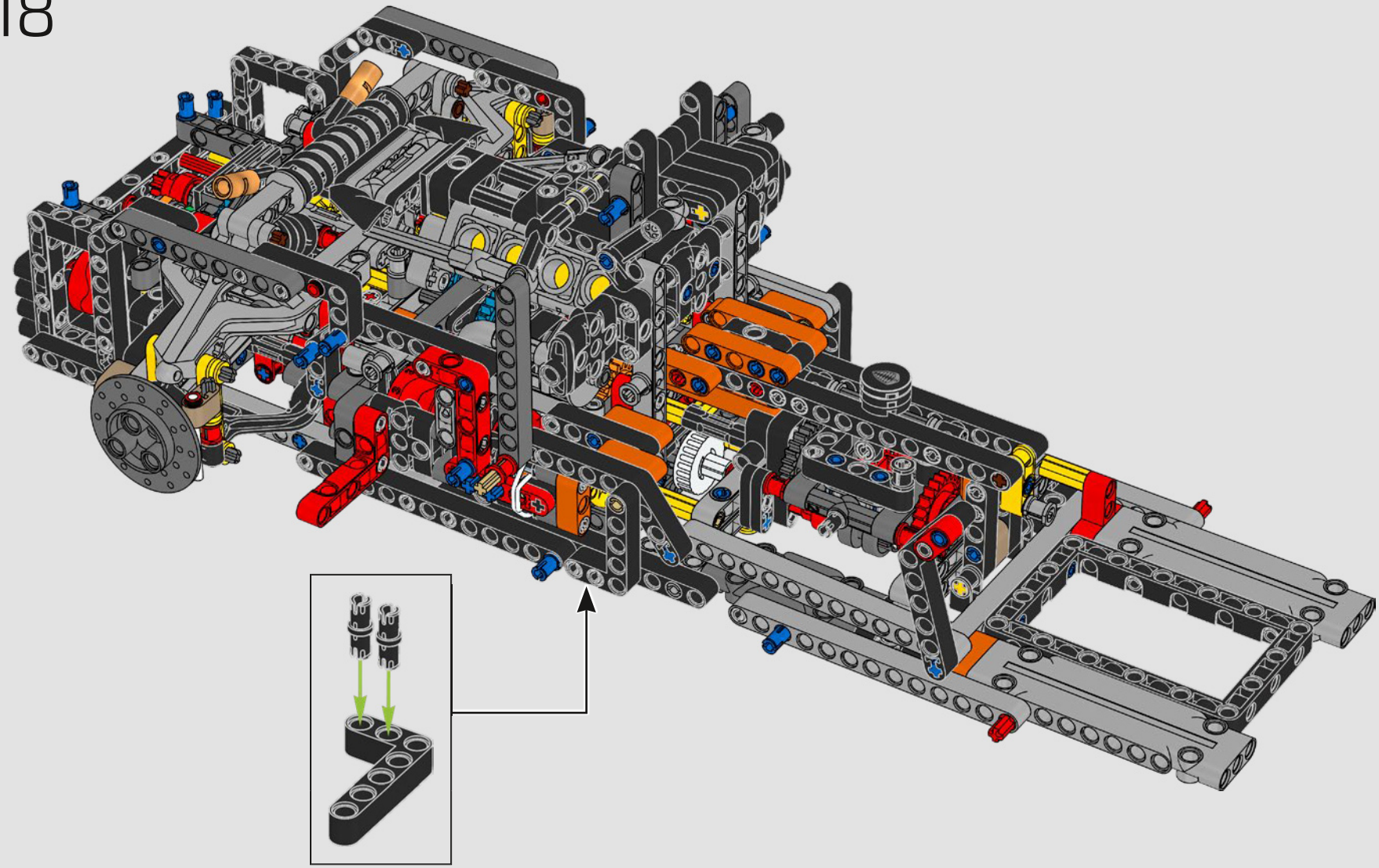

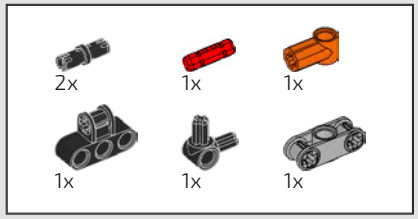

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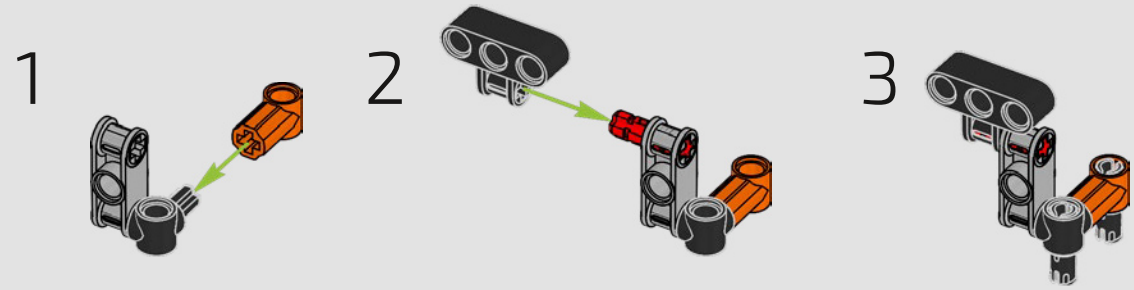

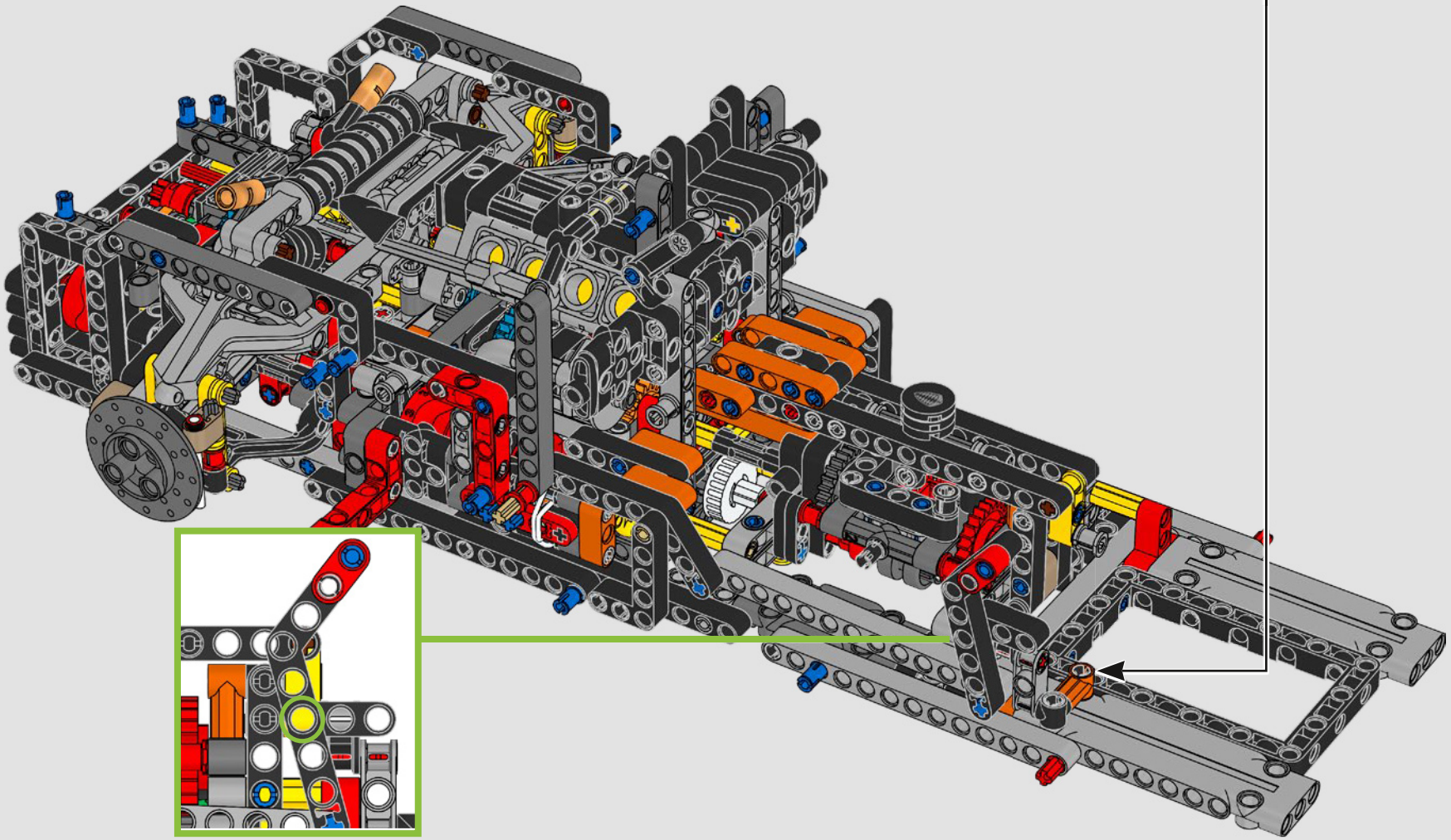

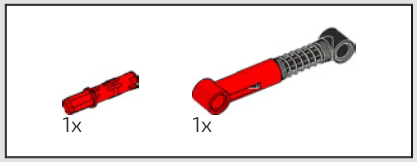

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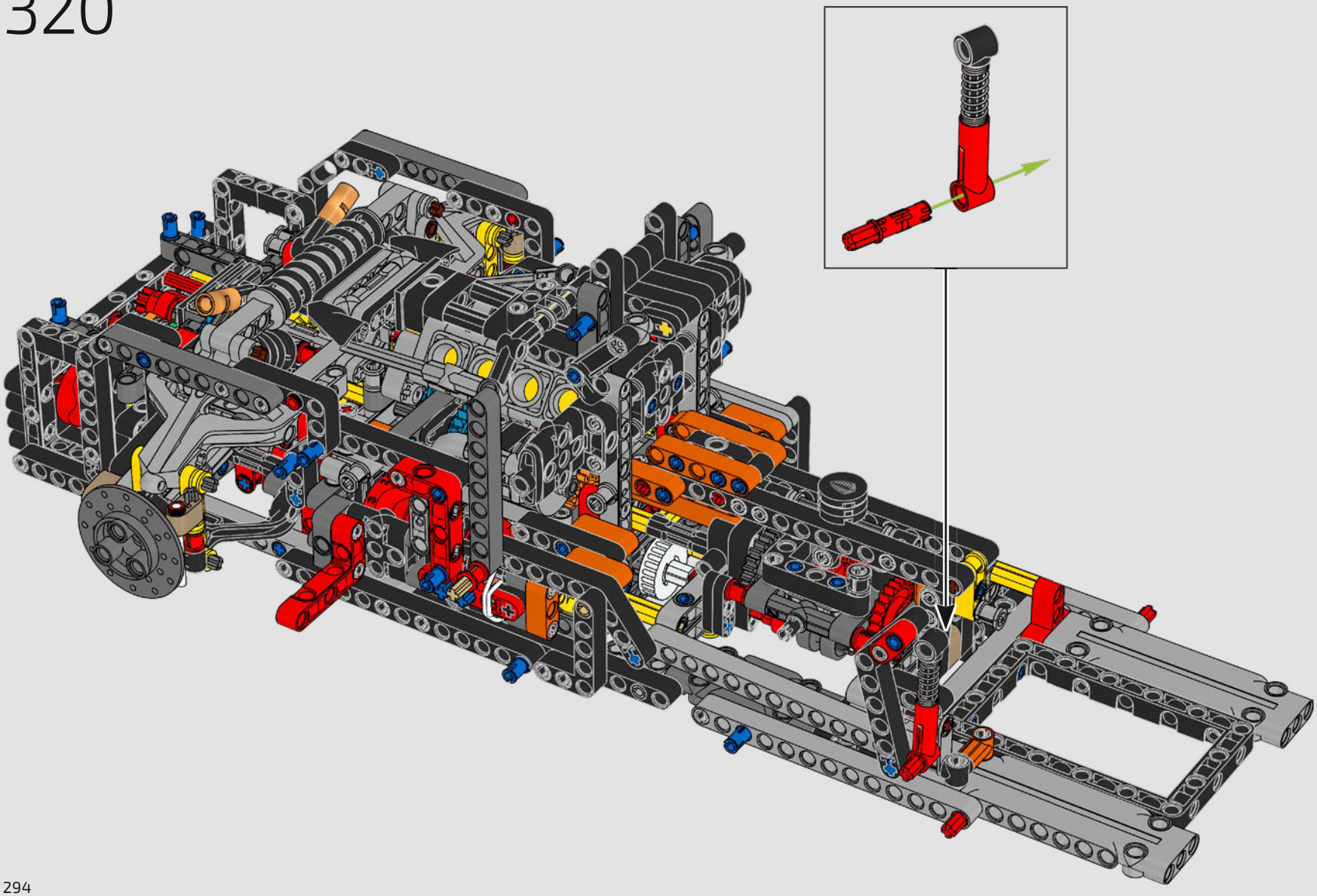

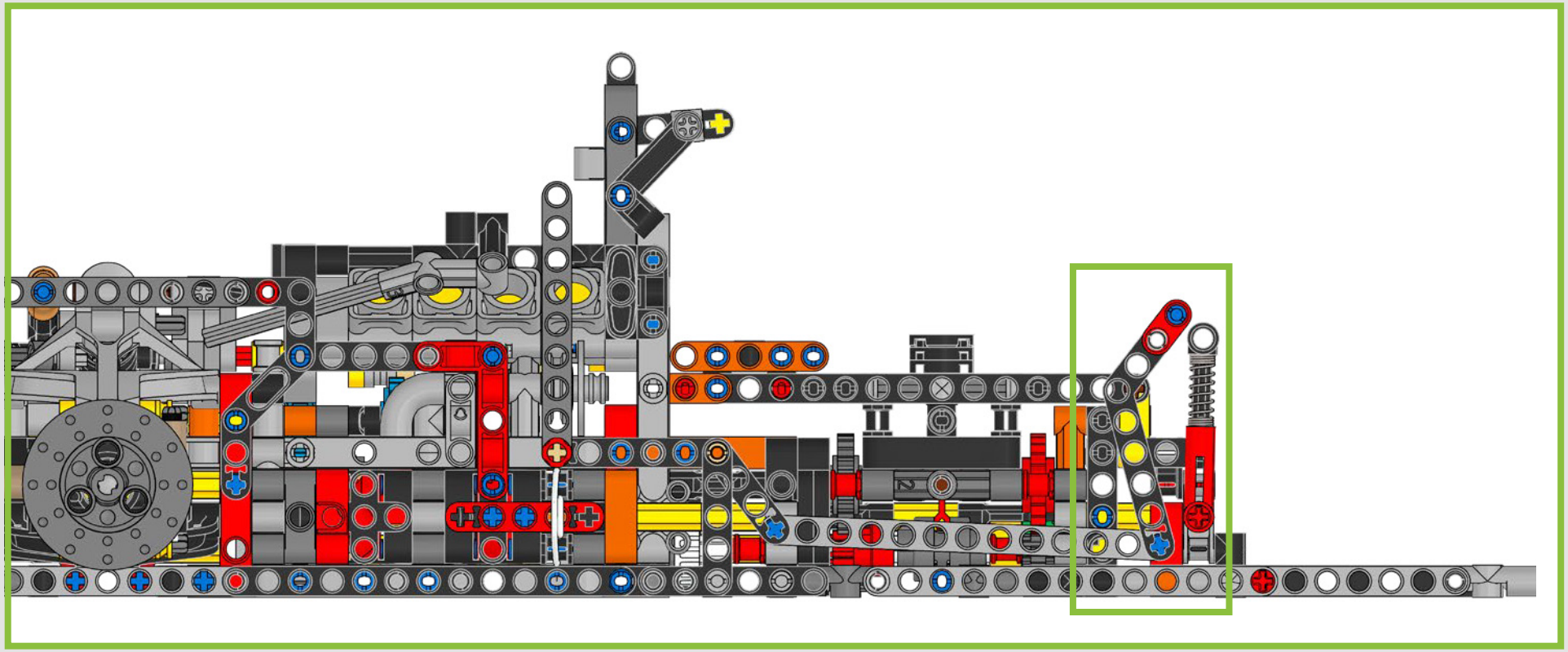

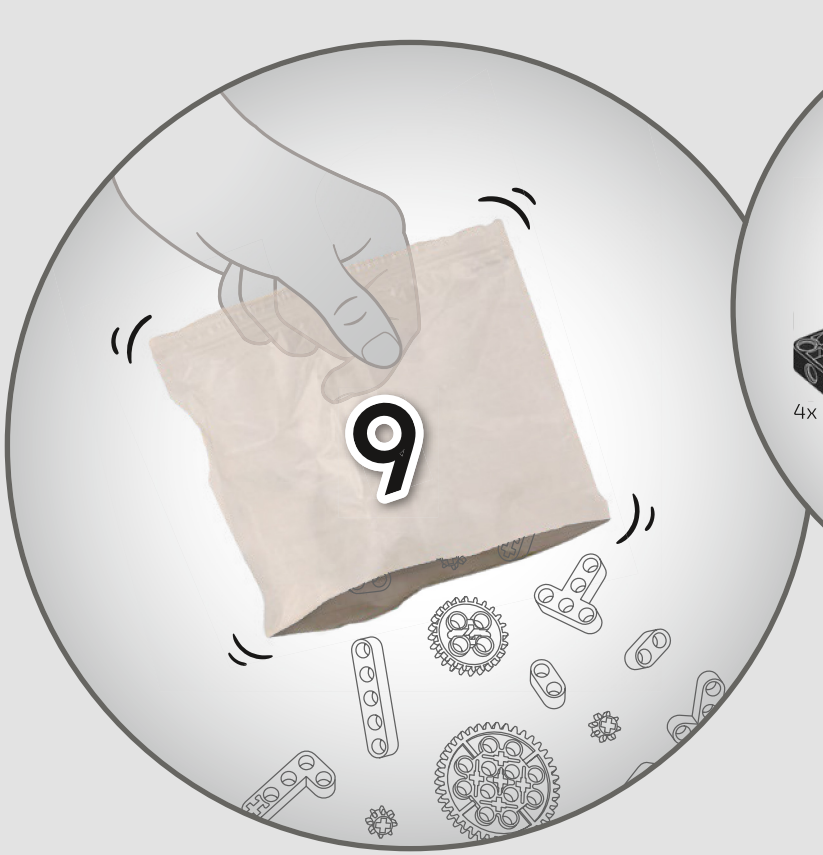
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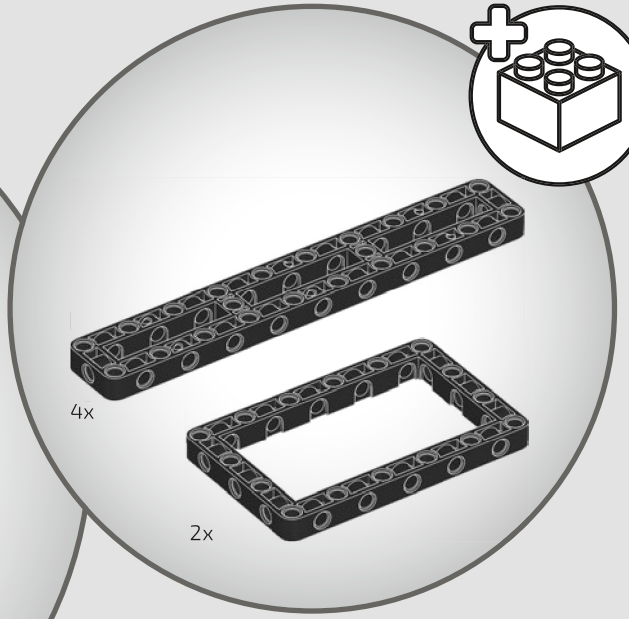
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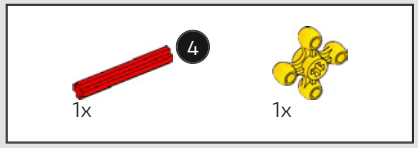

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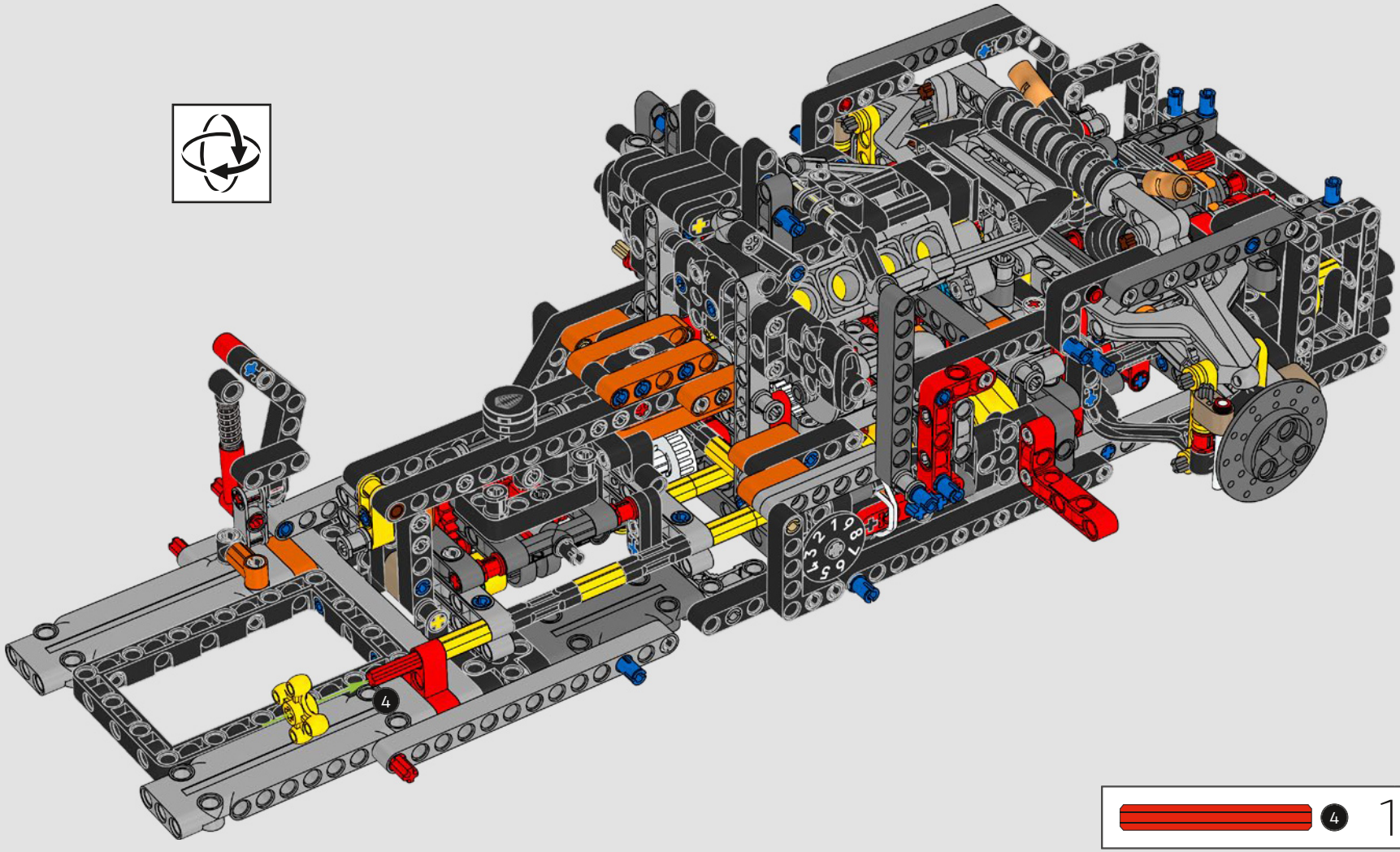

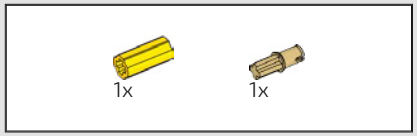

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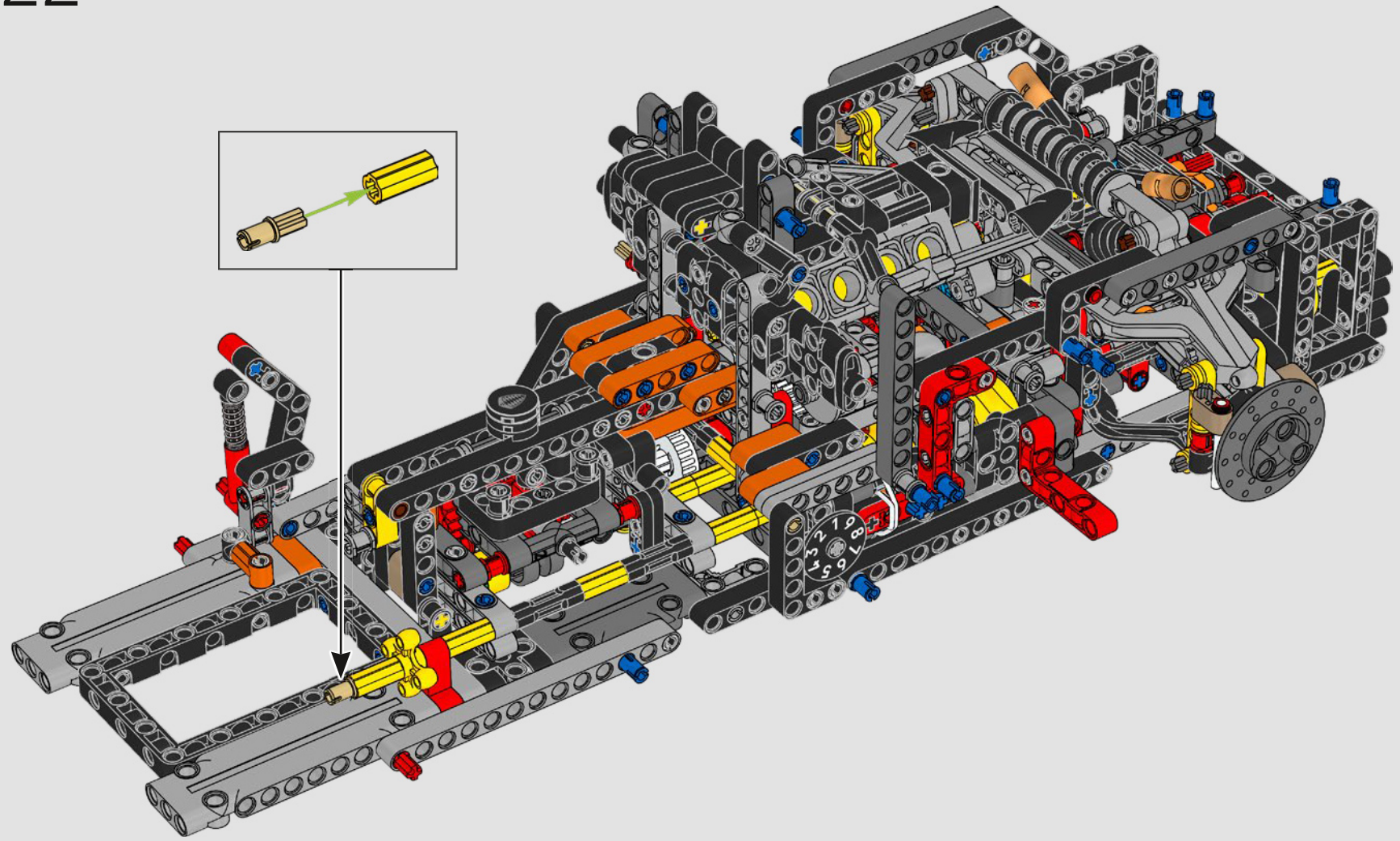

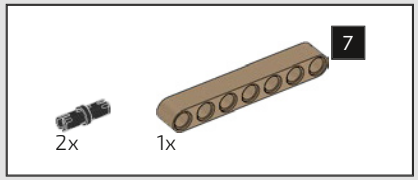

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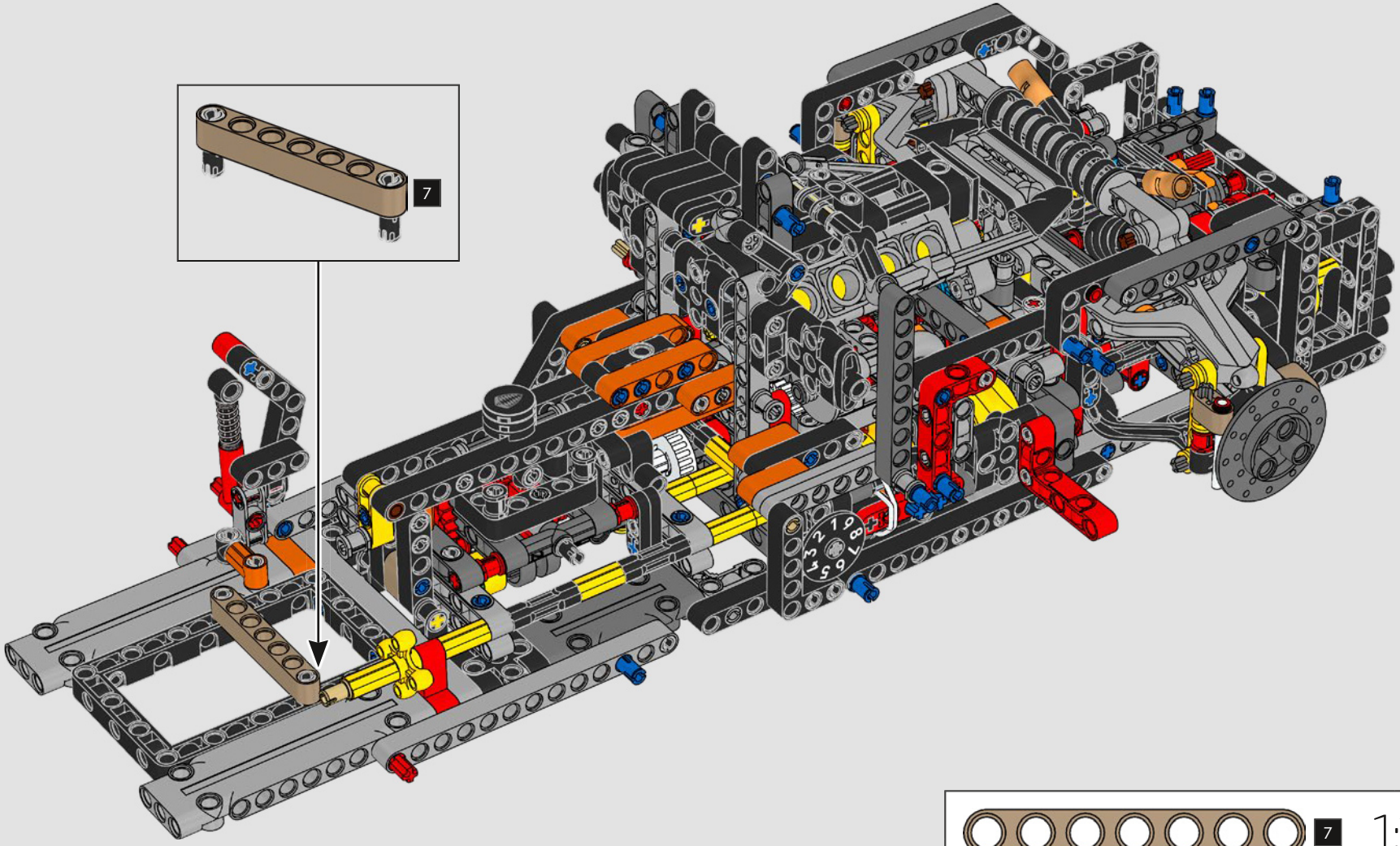

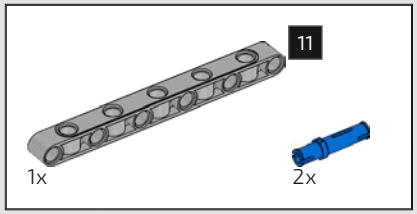

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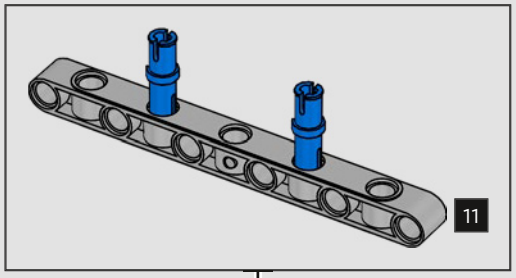

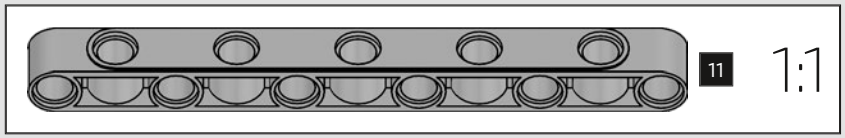

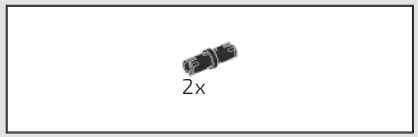

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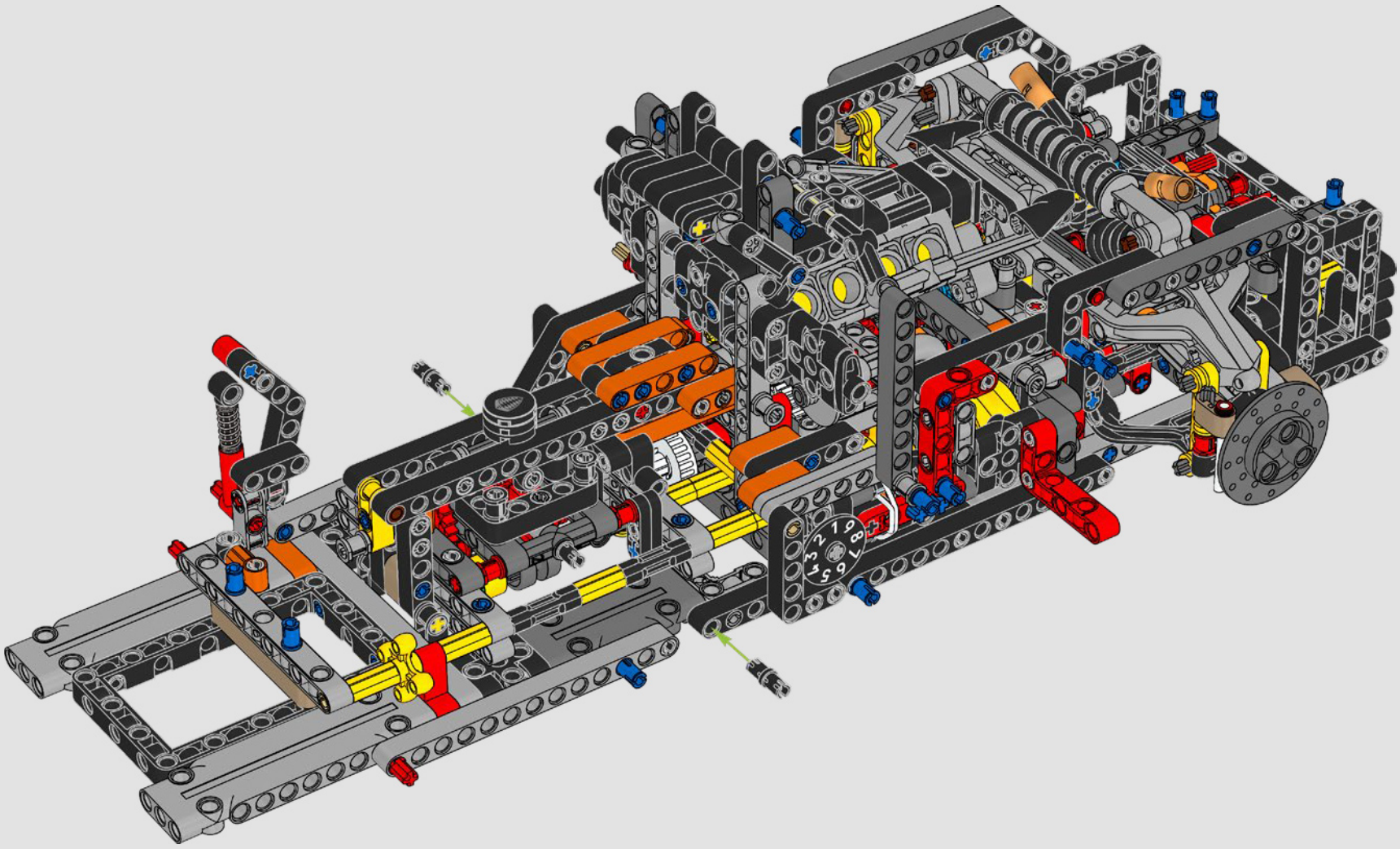

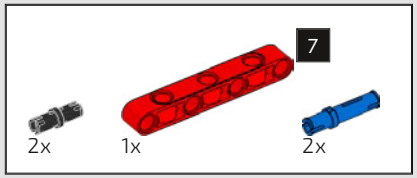

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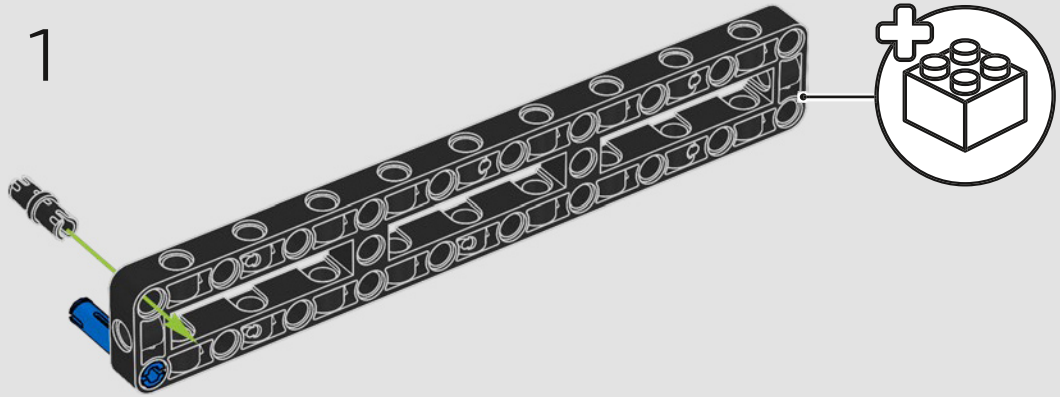

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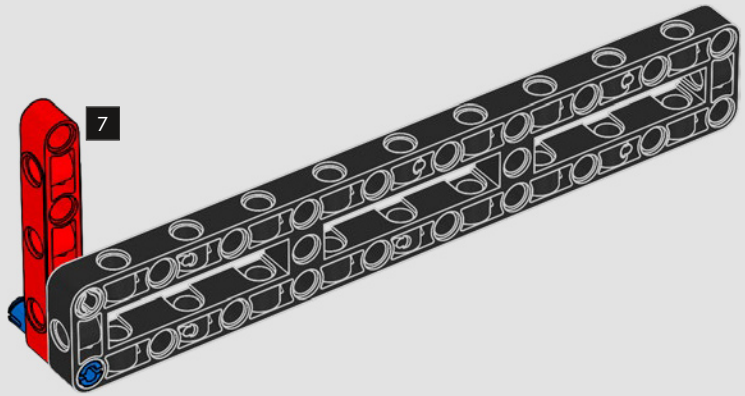

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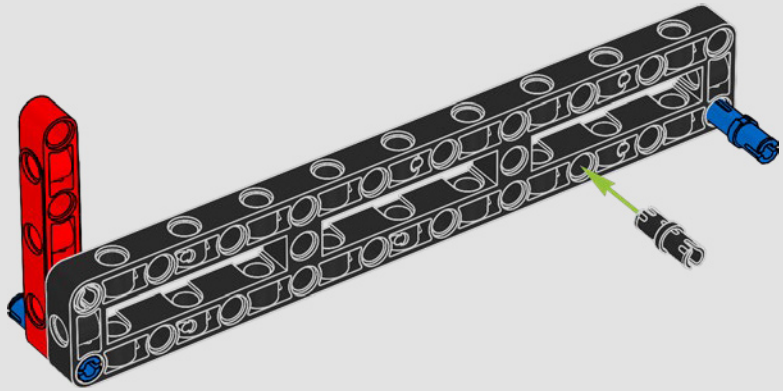

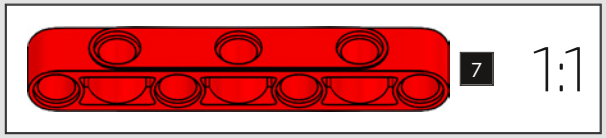

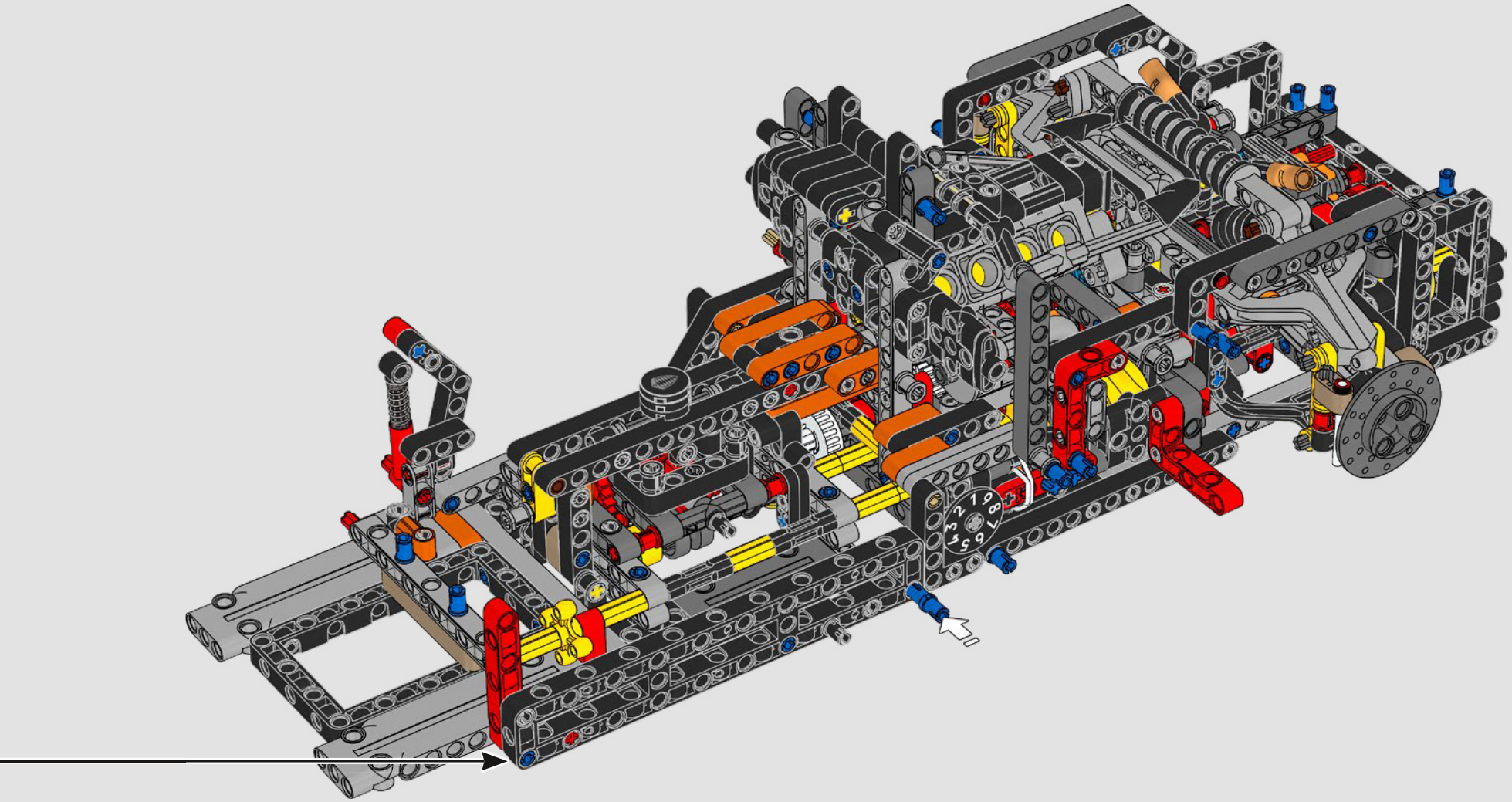

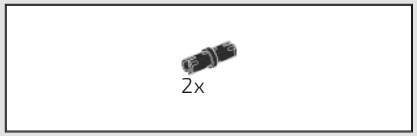

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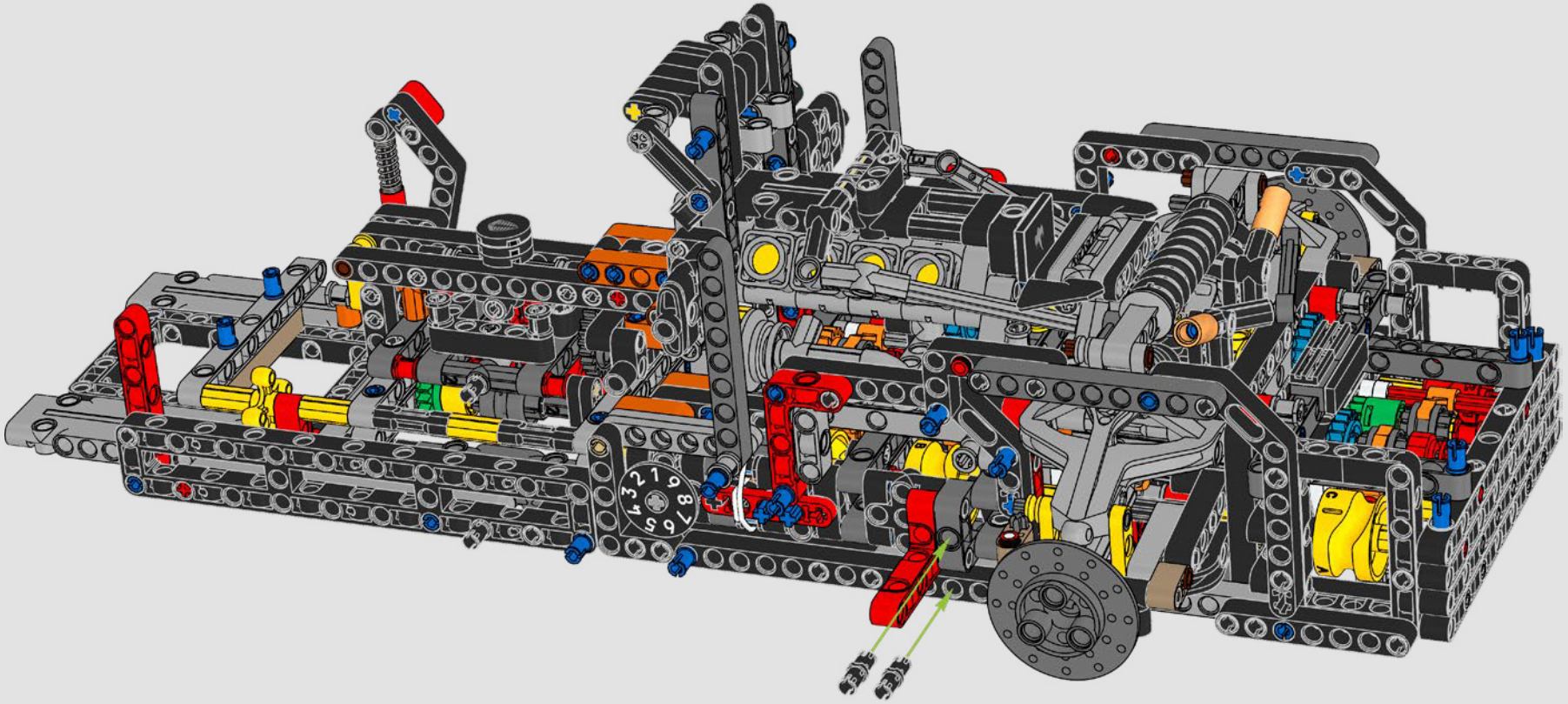

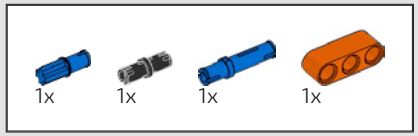

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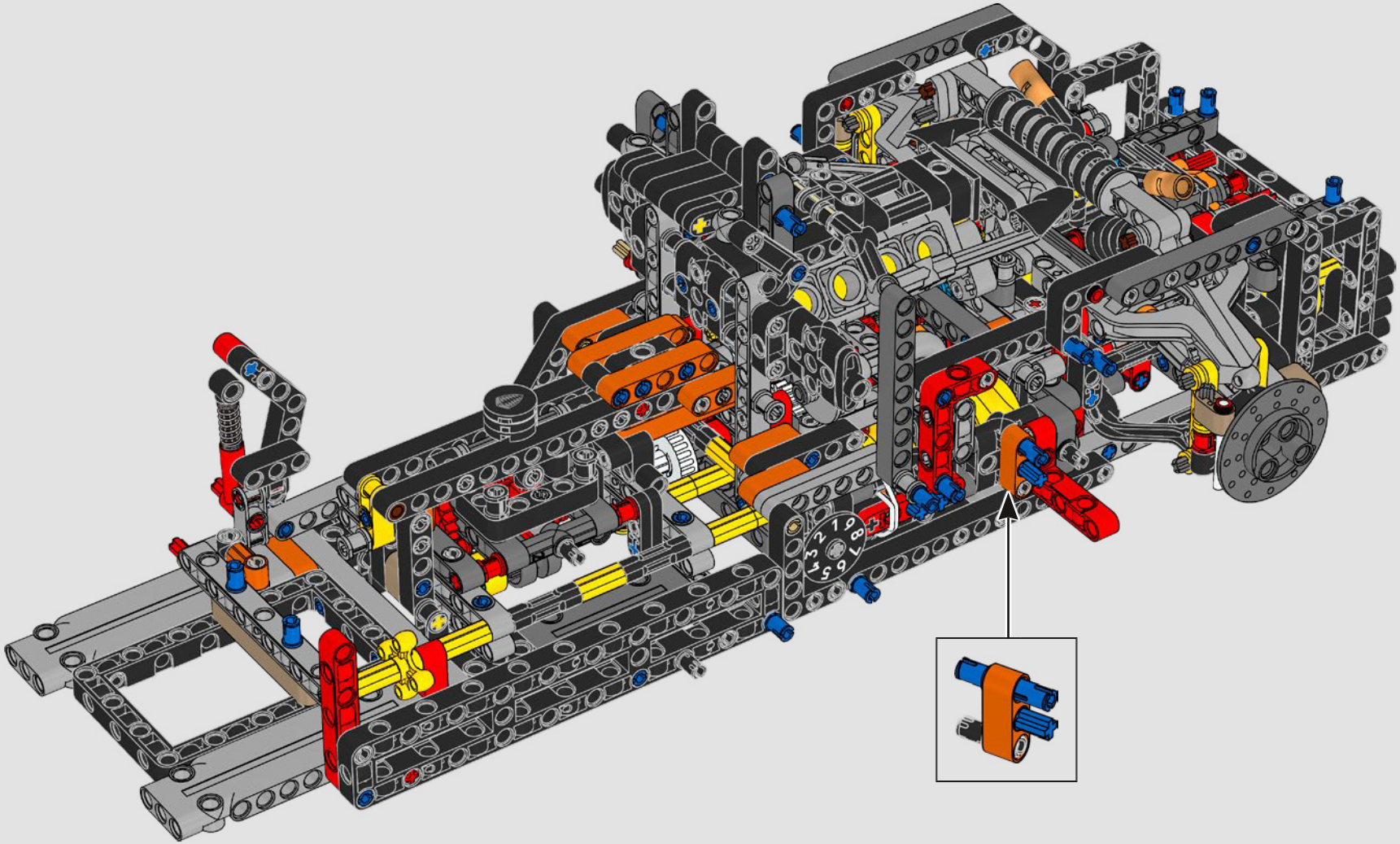

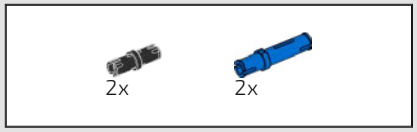

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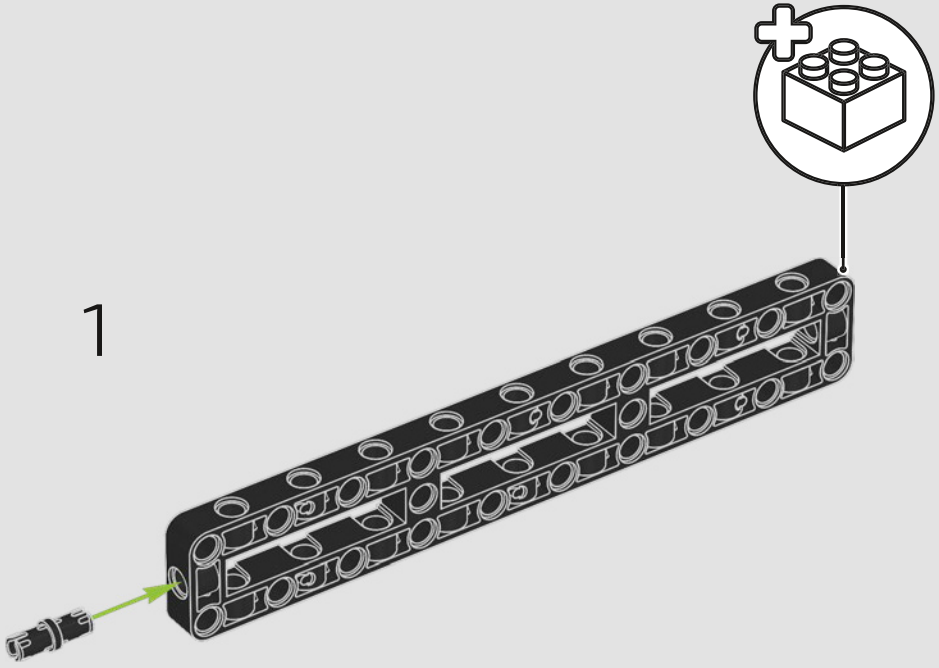

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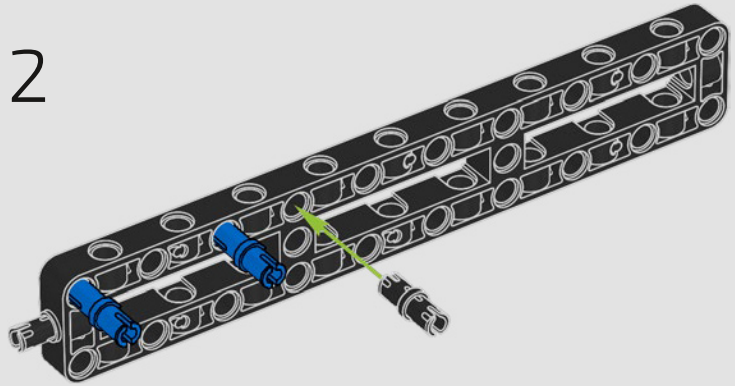

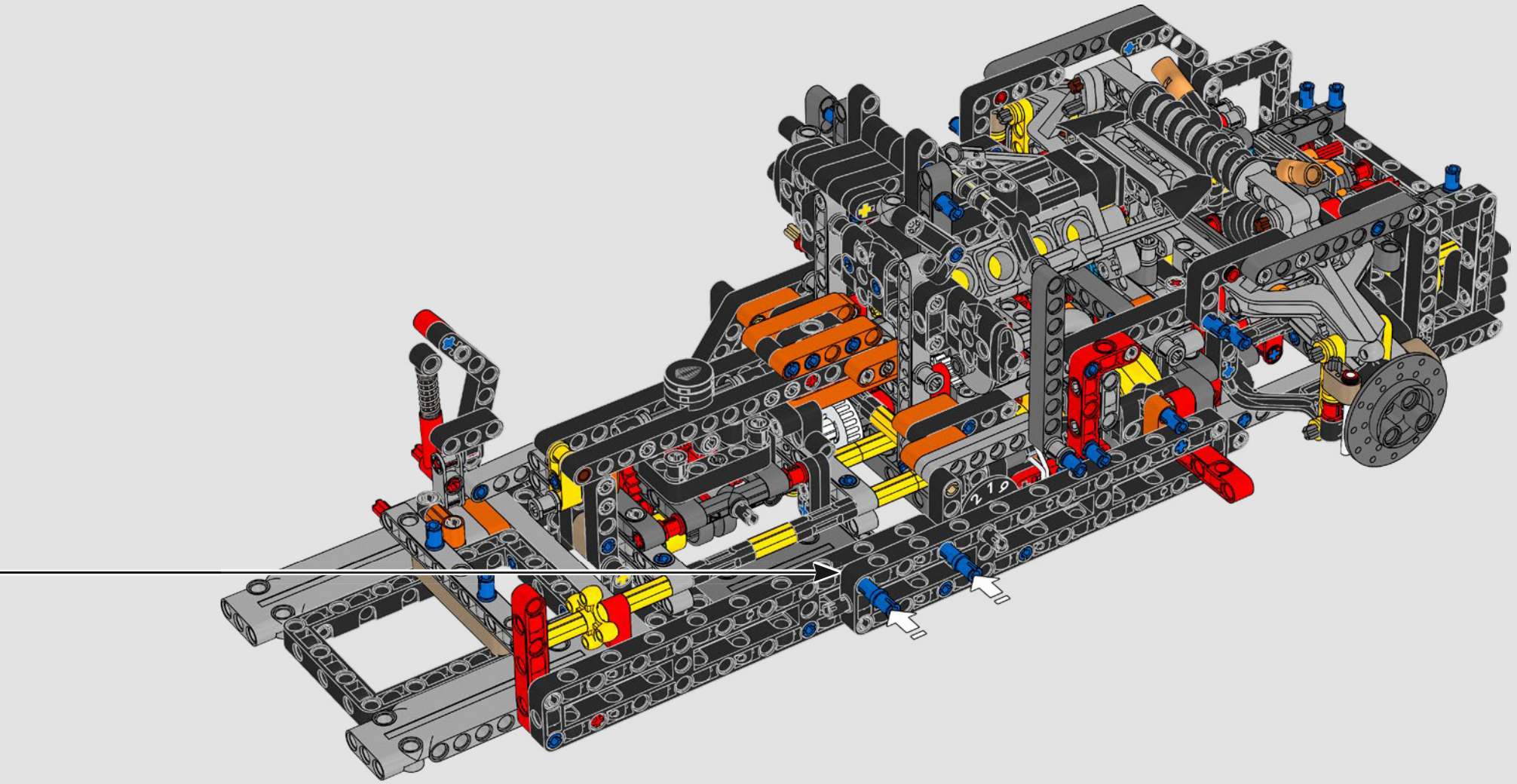

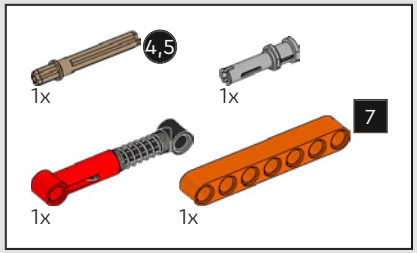

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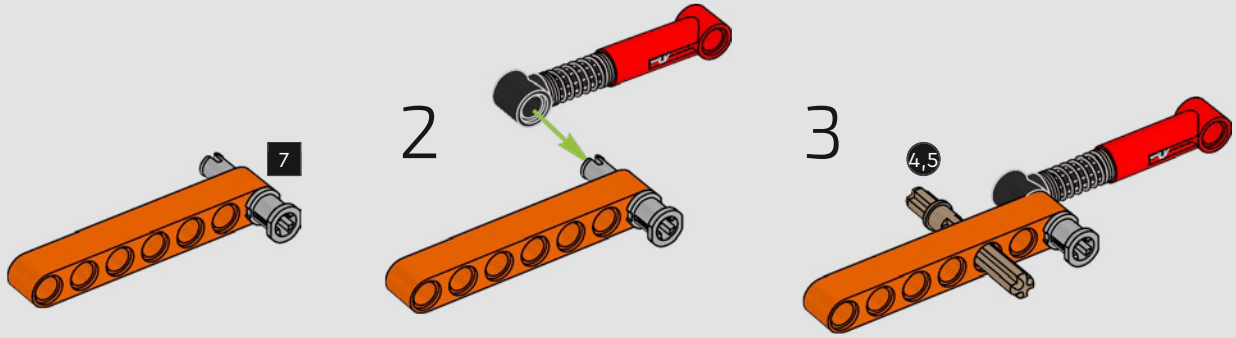

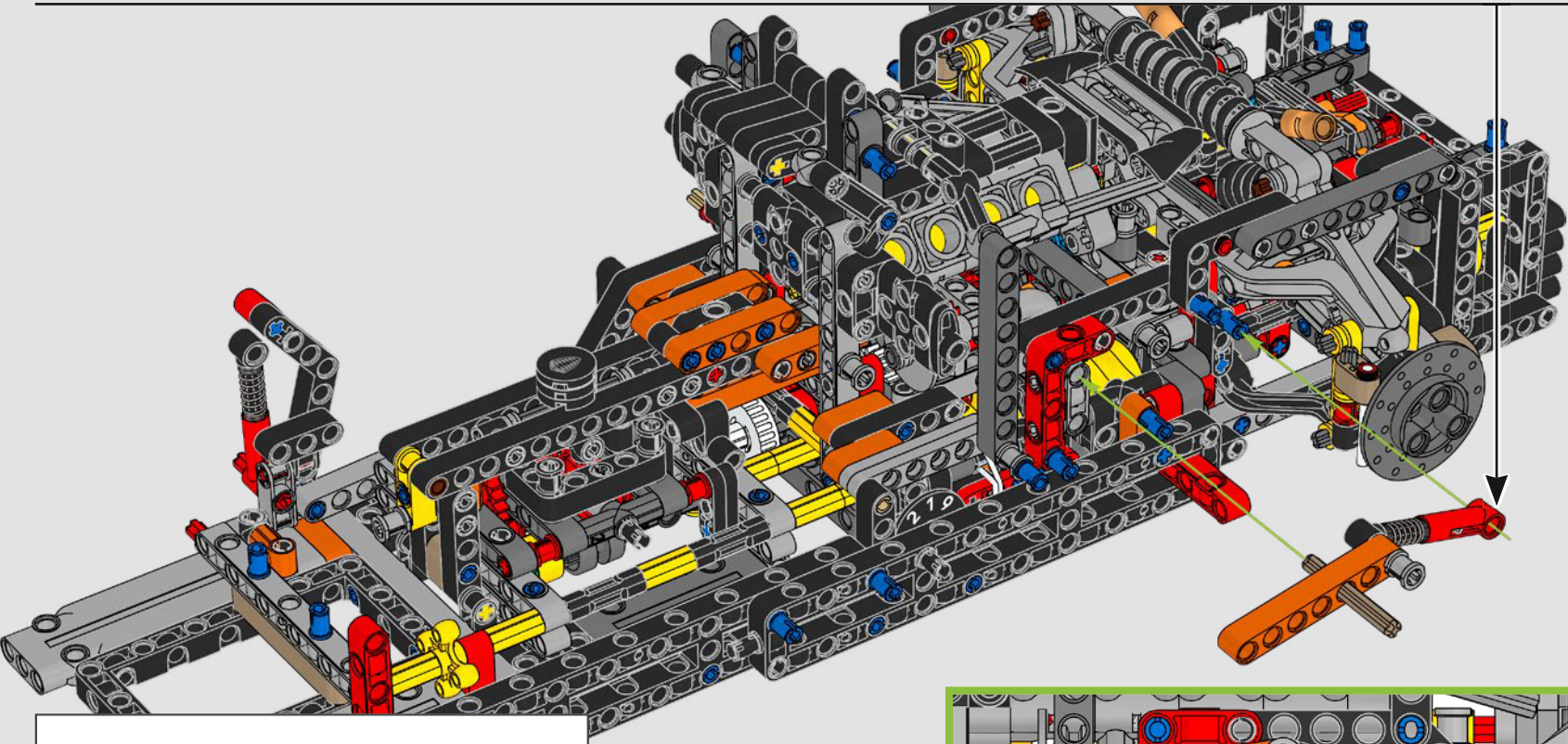

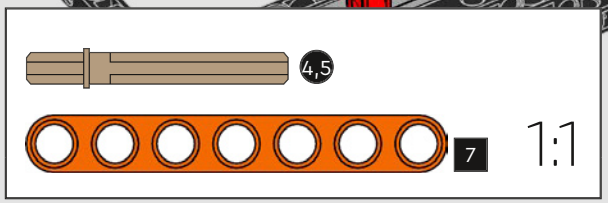

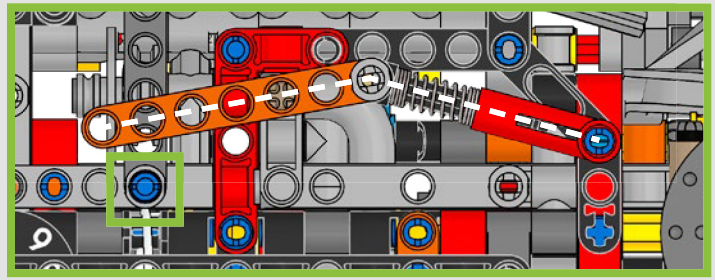

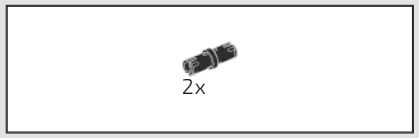

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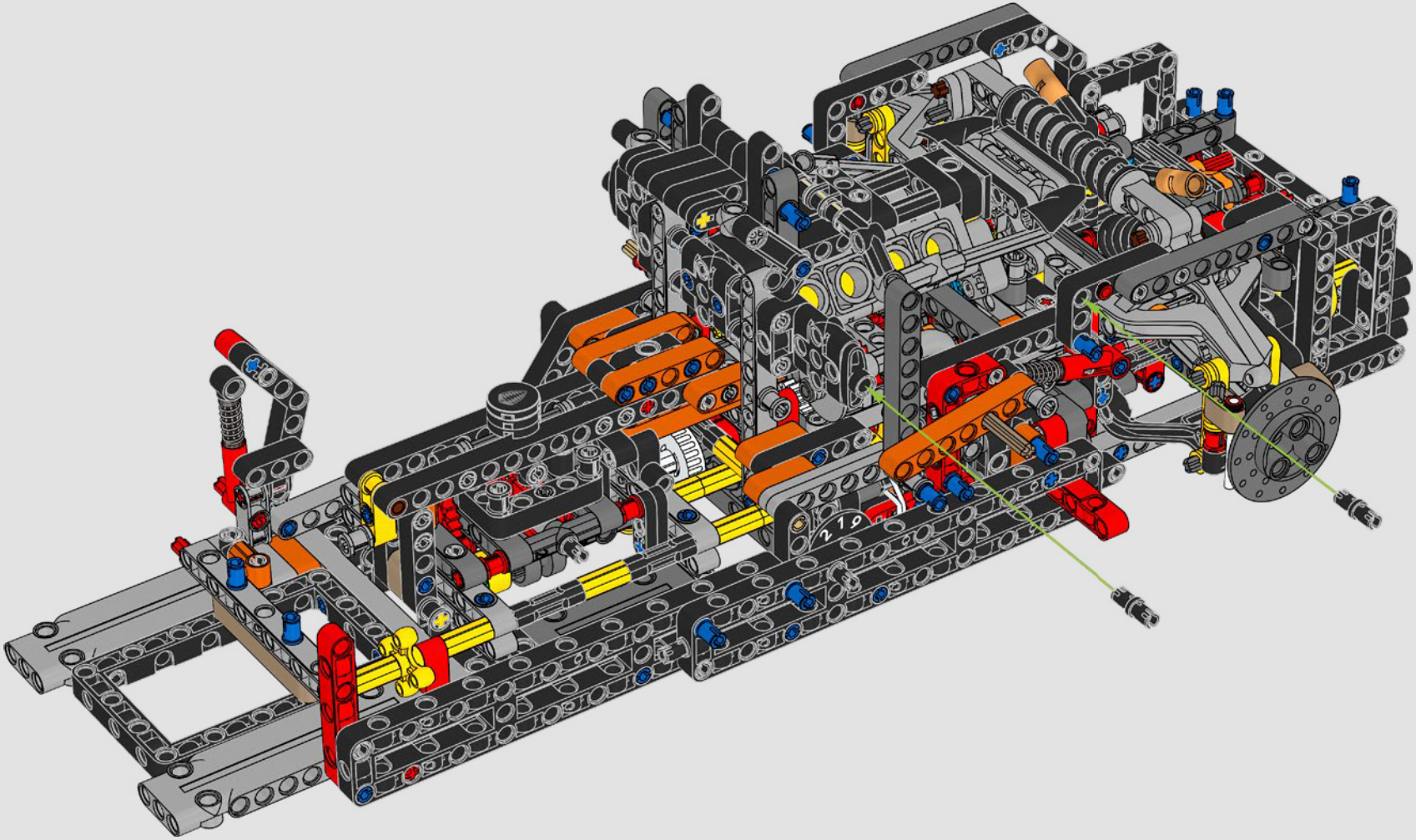
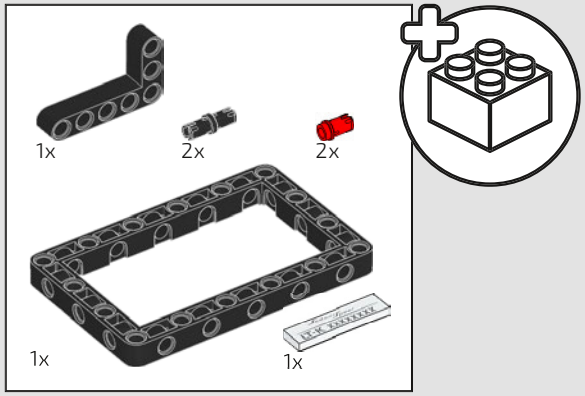


拥有科尼赛克 Sadair's Spear 是一段令人难忘的体验——我们希望将这份体验传递给你。作为这款乐高®机械组模型的拥有者，请使用这块积木上的独特序列号，在注册或登录 LEGO Insiders时解锁专属内容。



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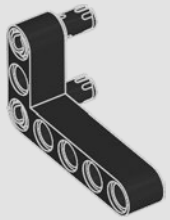

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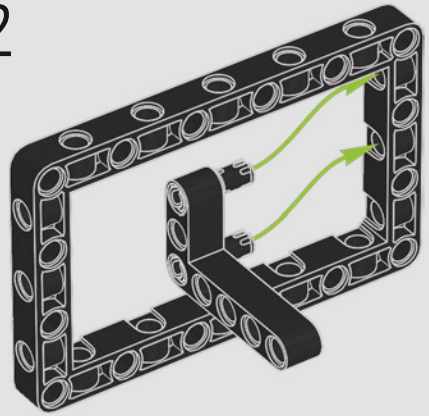

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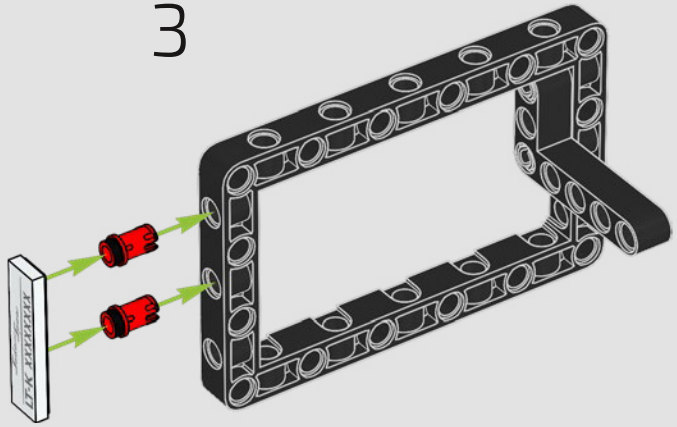

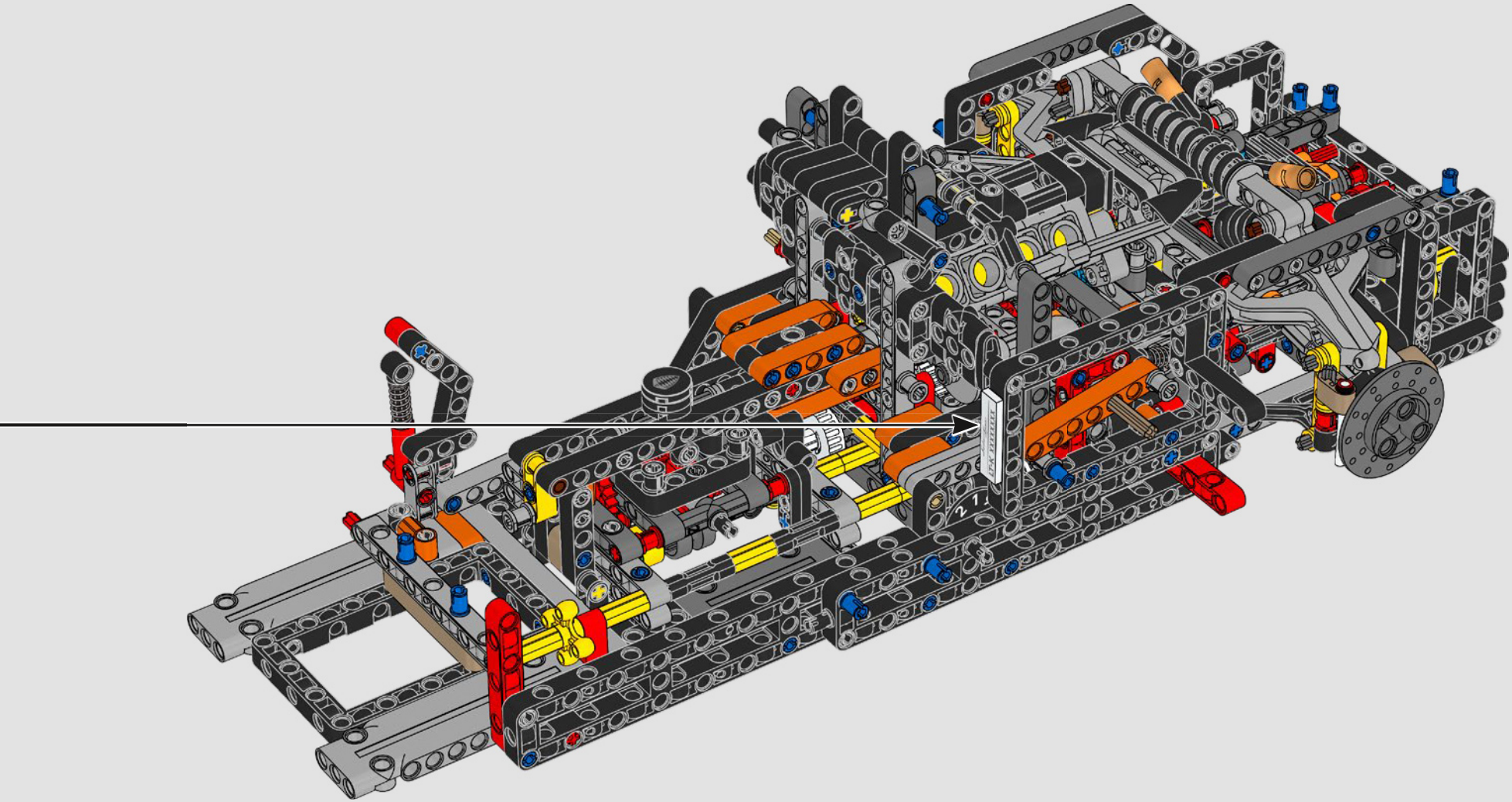

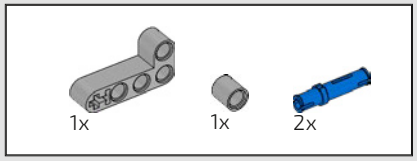

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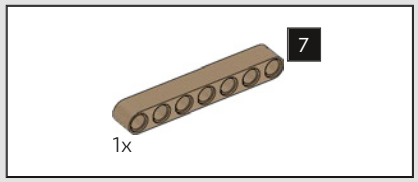

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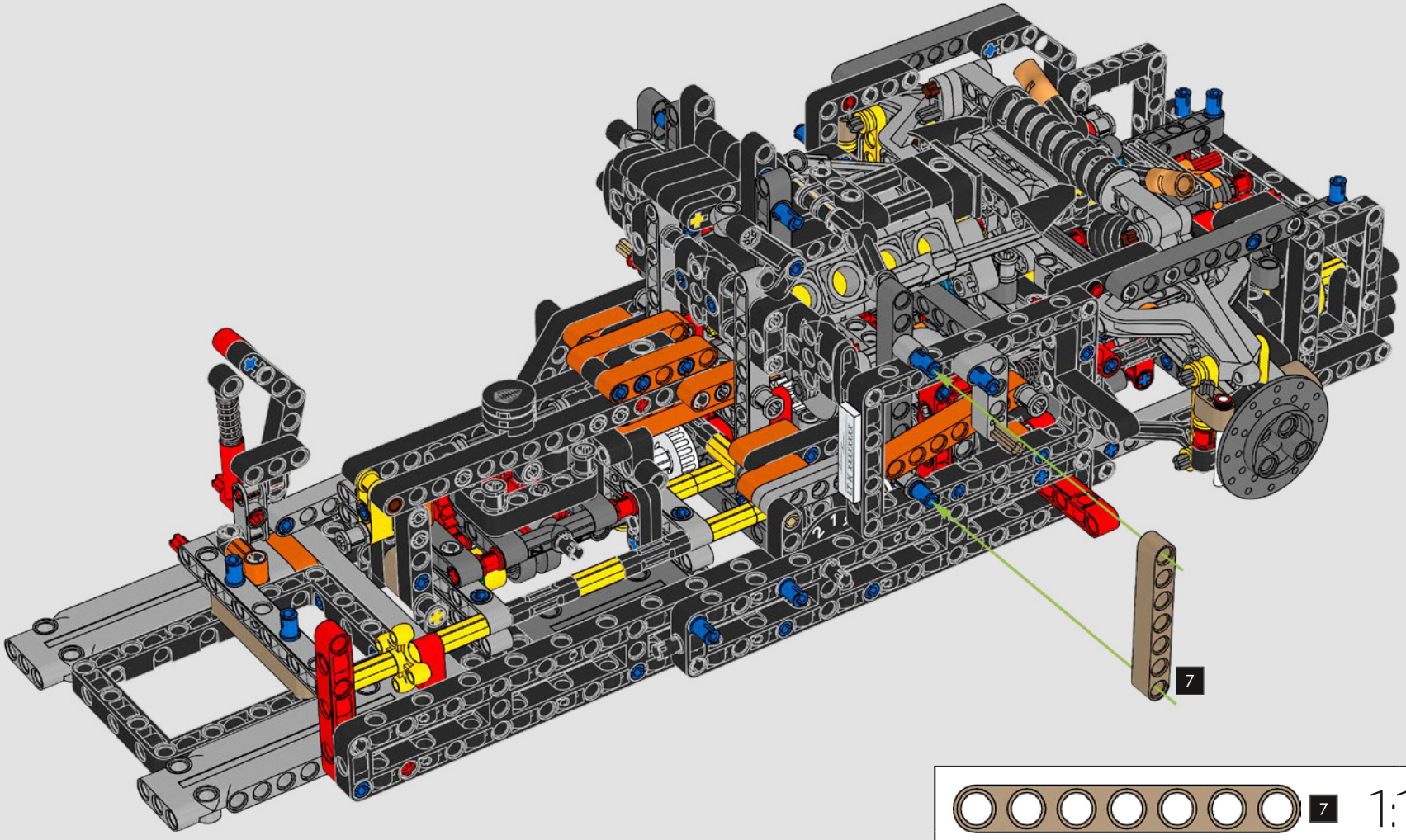

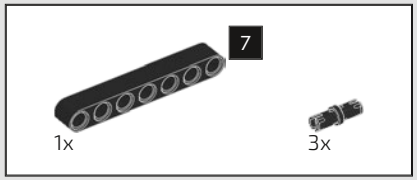

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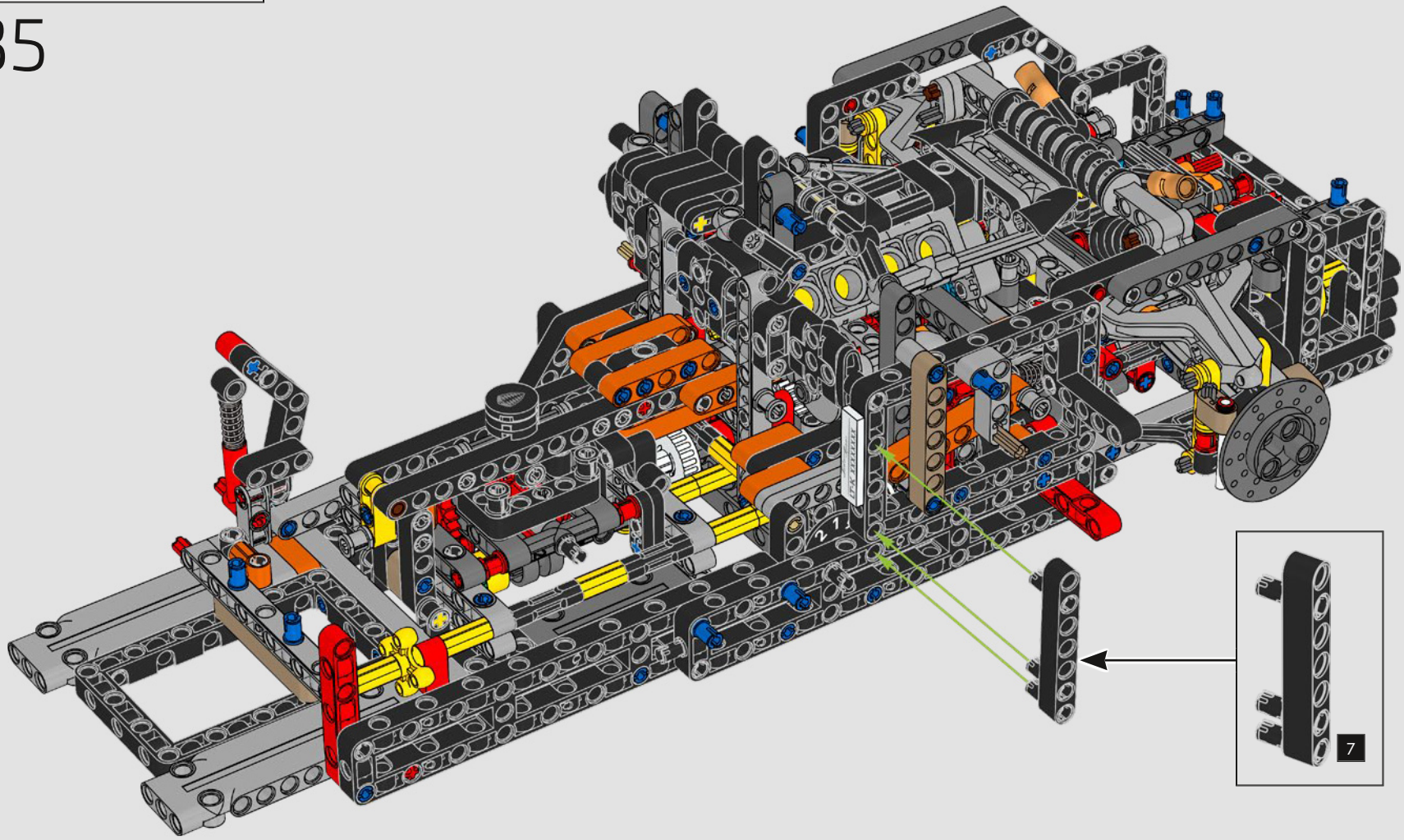

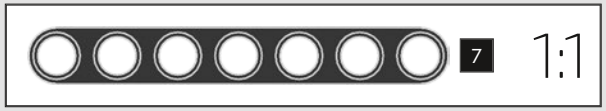

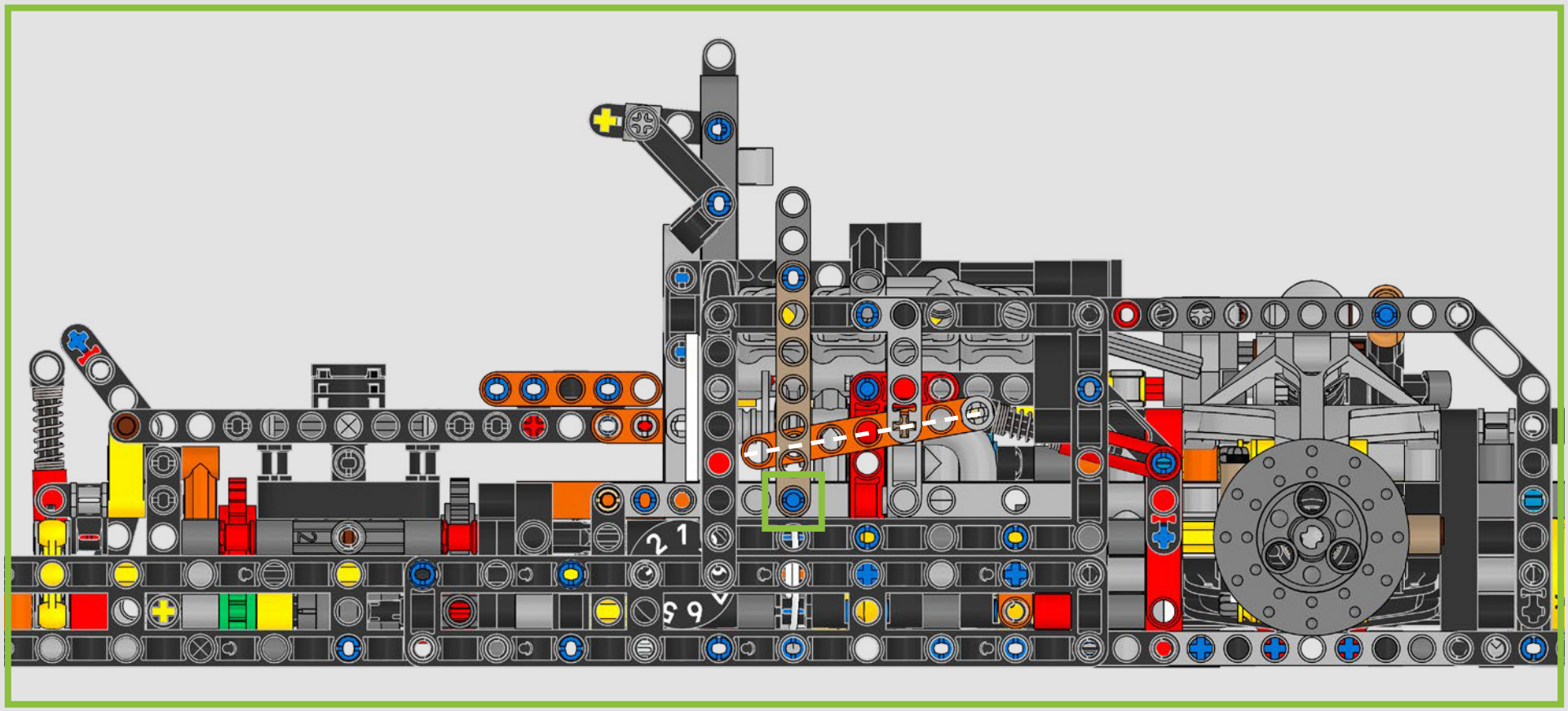

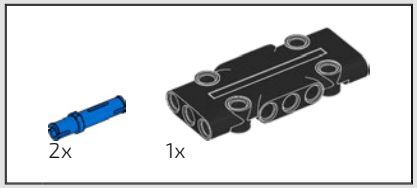

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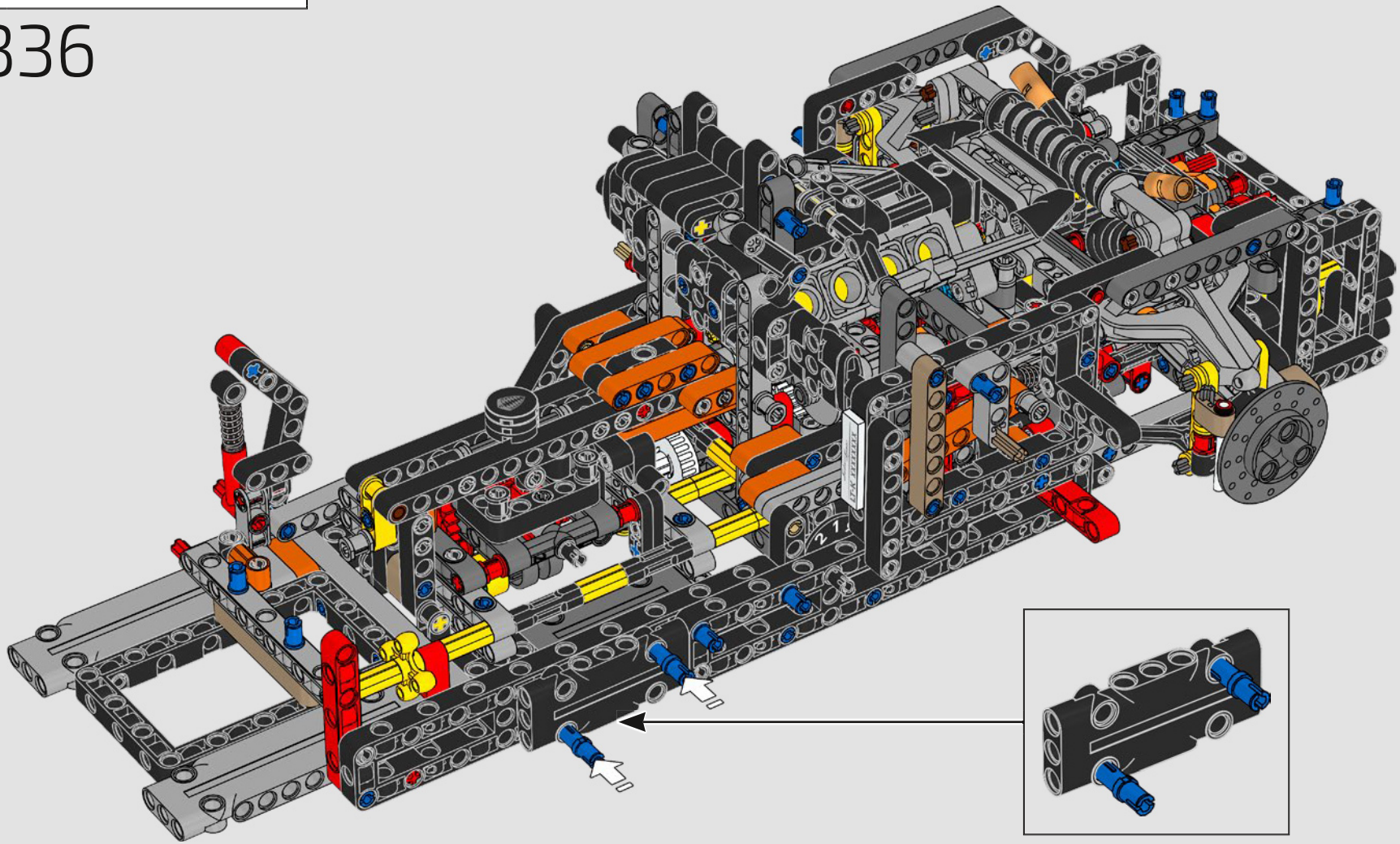

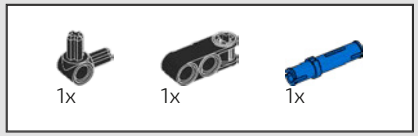

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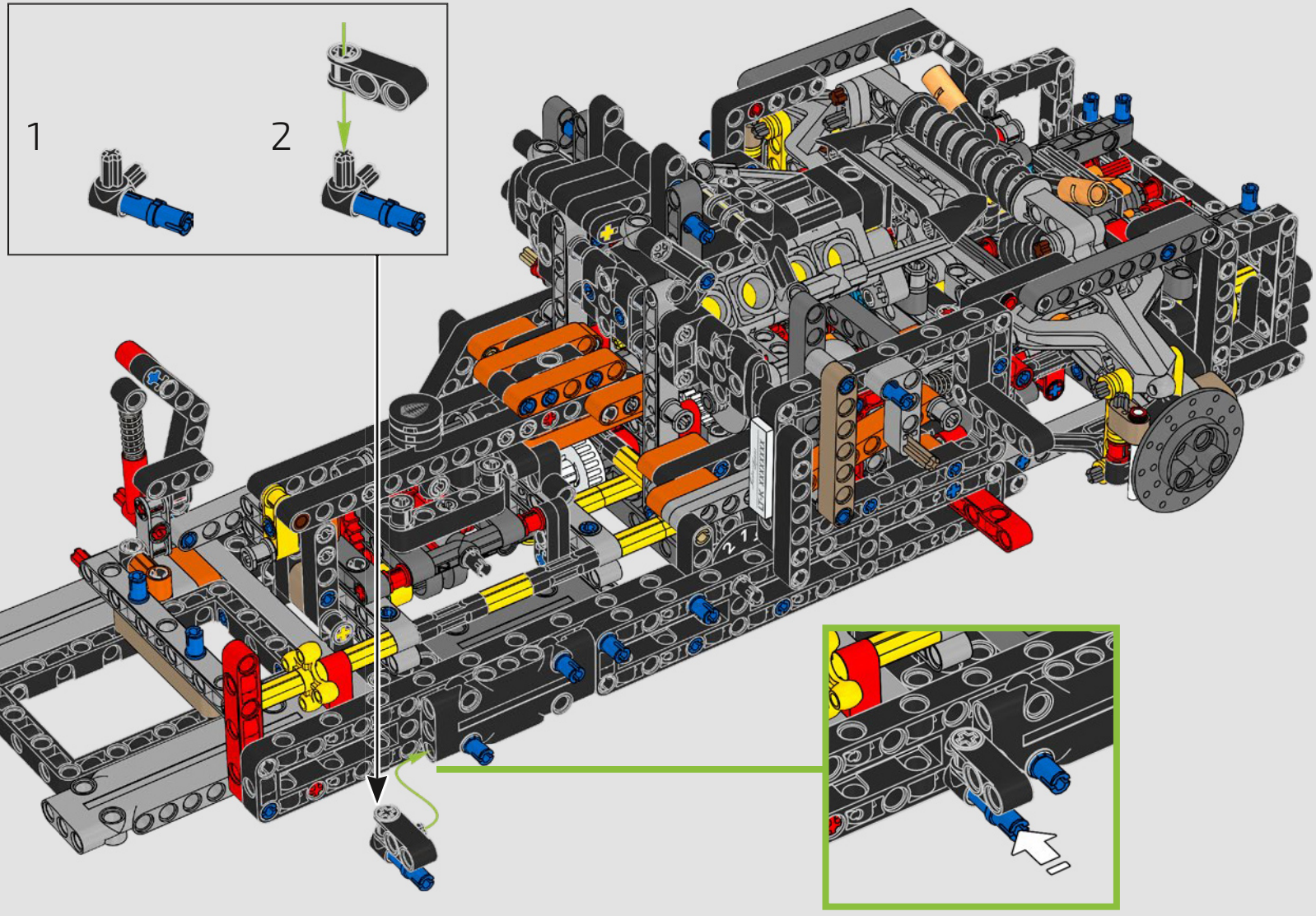

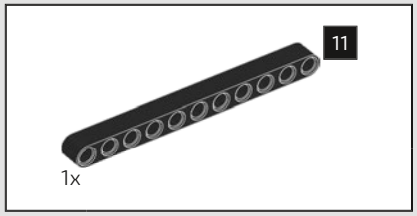

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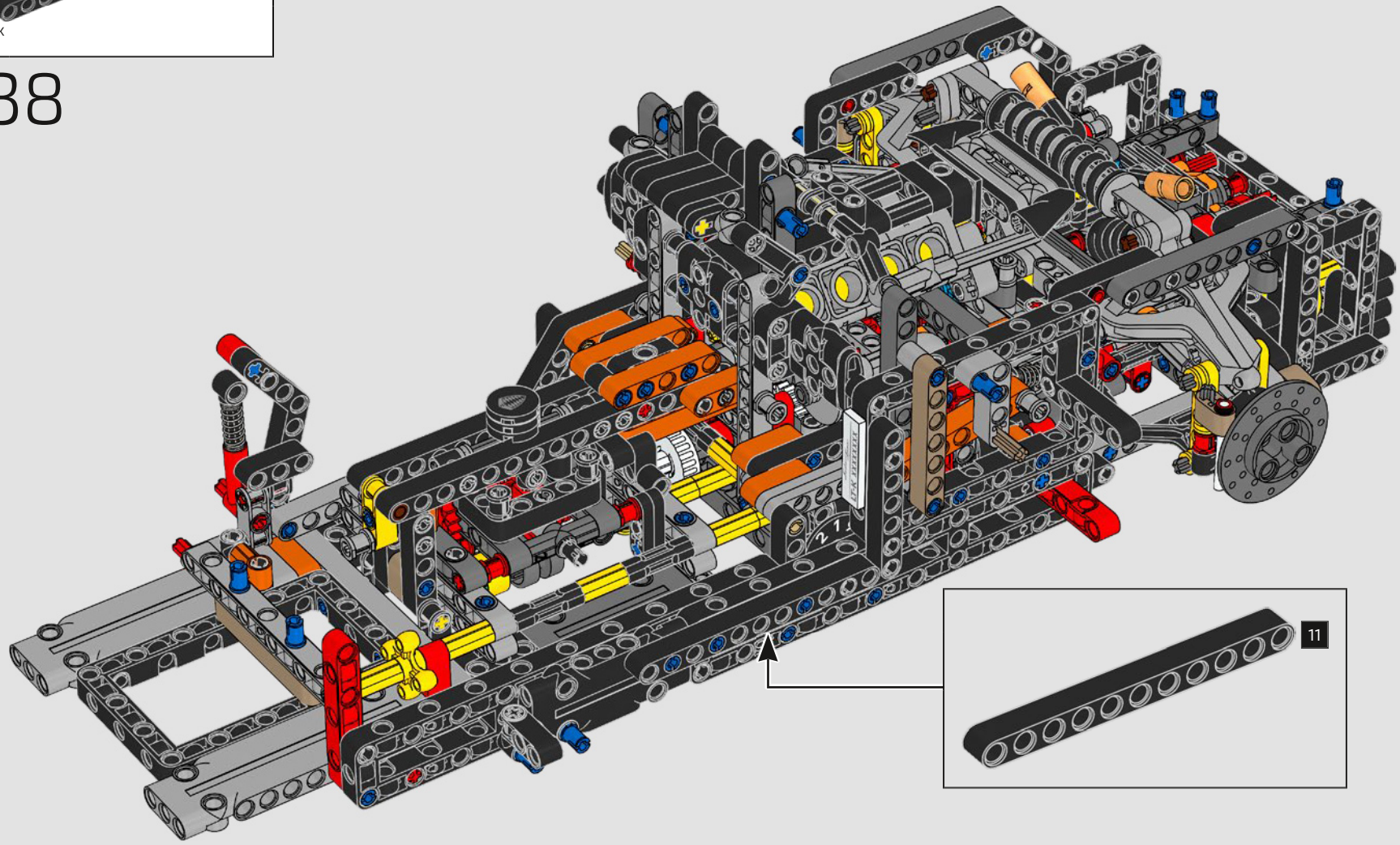

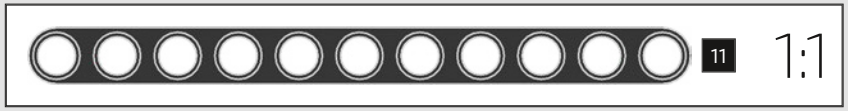

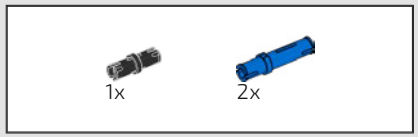

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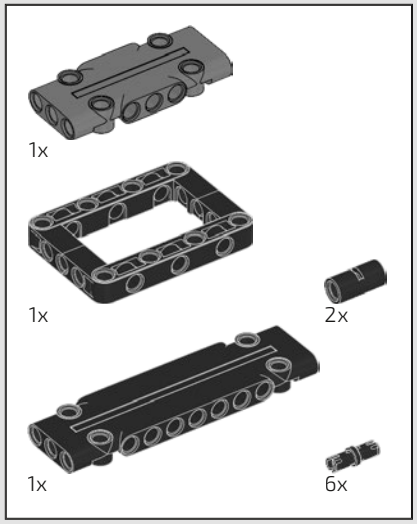

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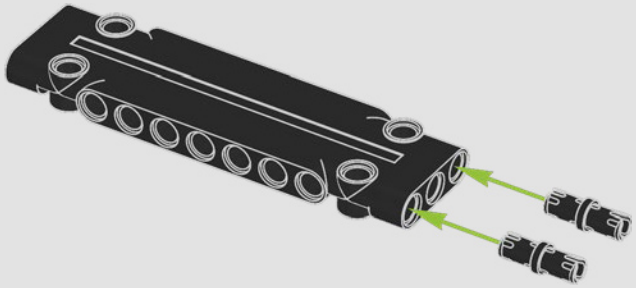

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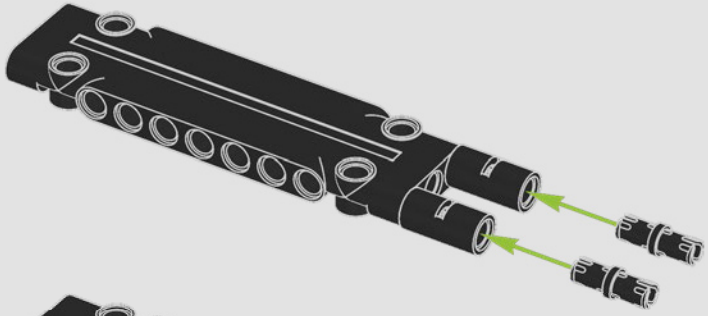

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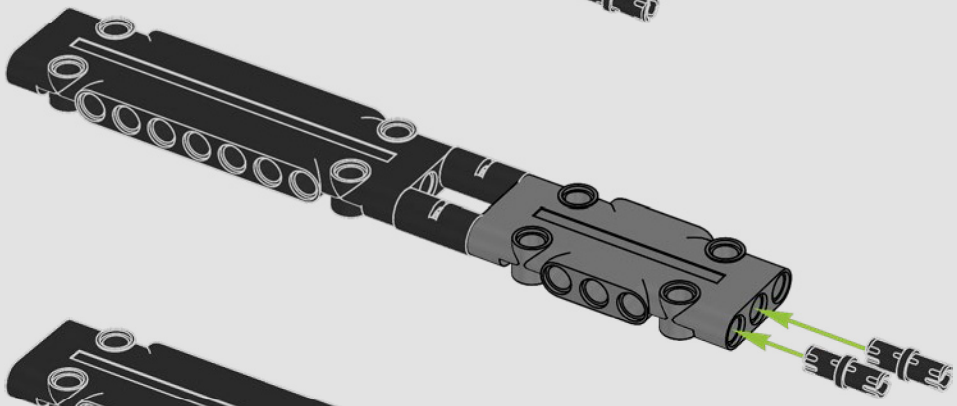

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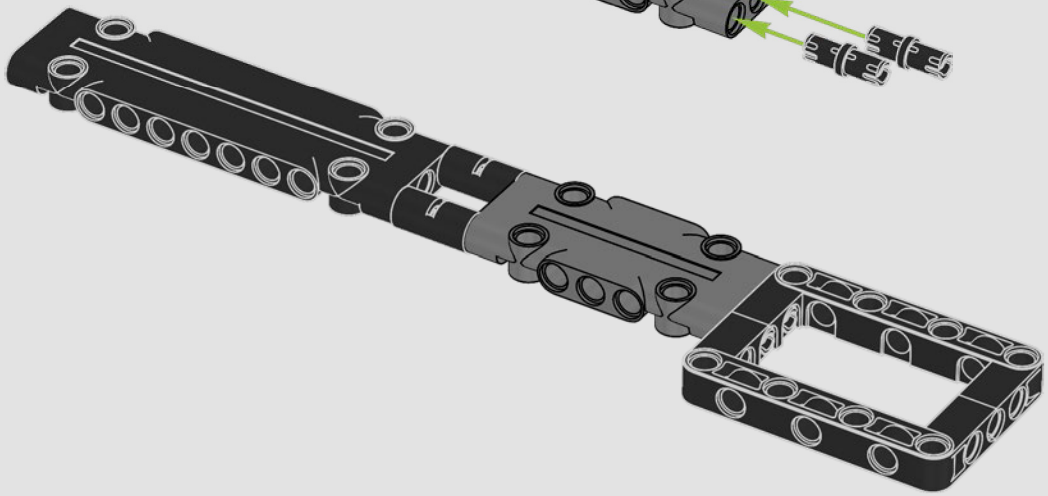

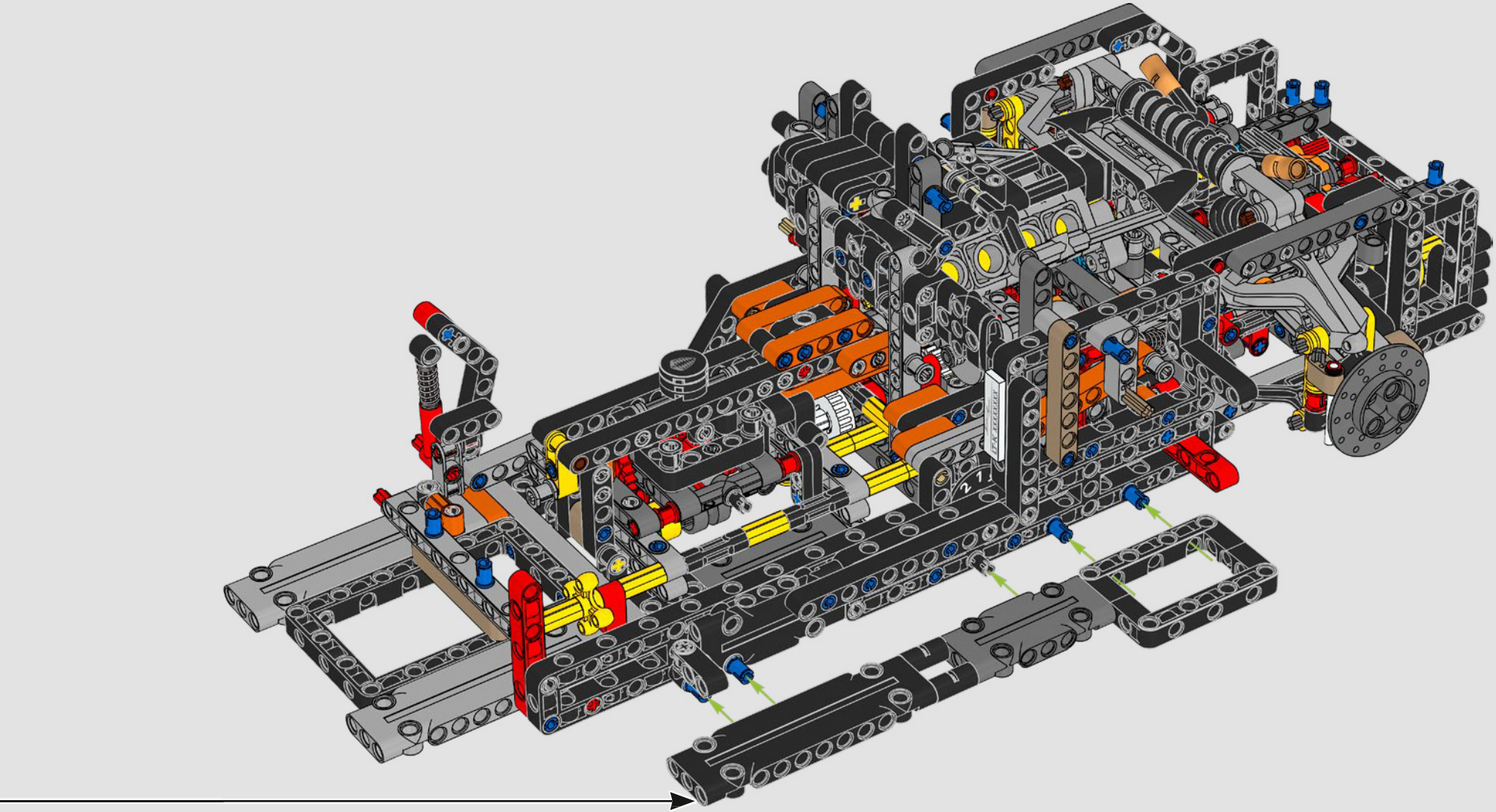

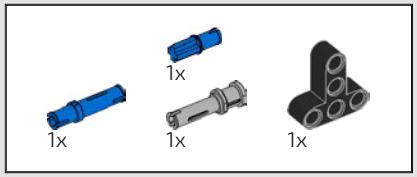

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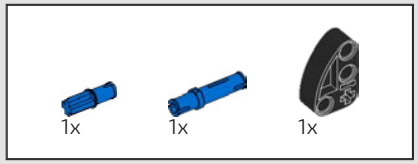

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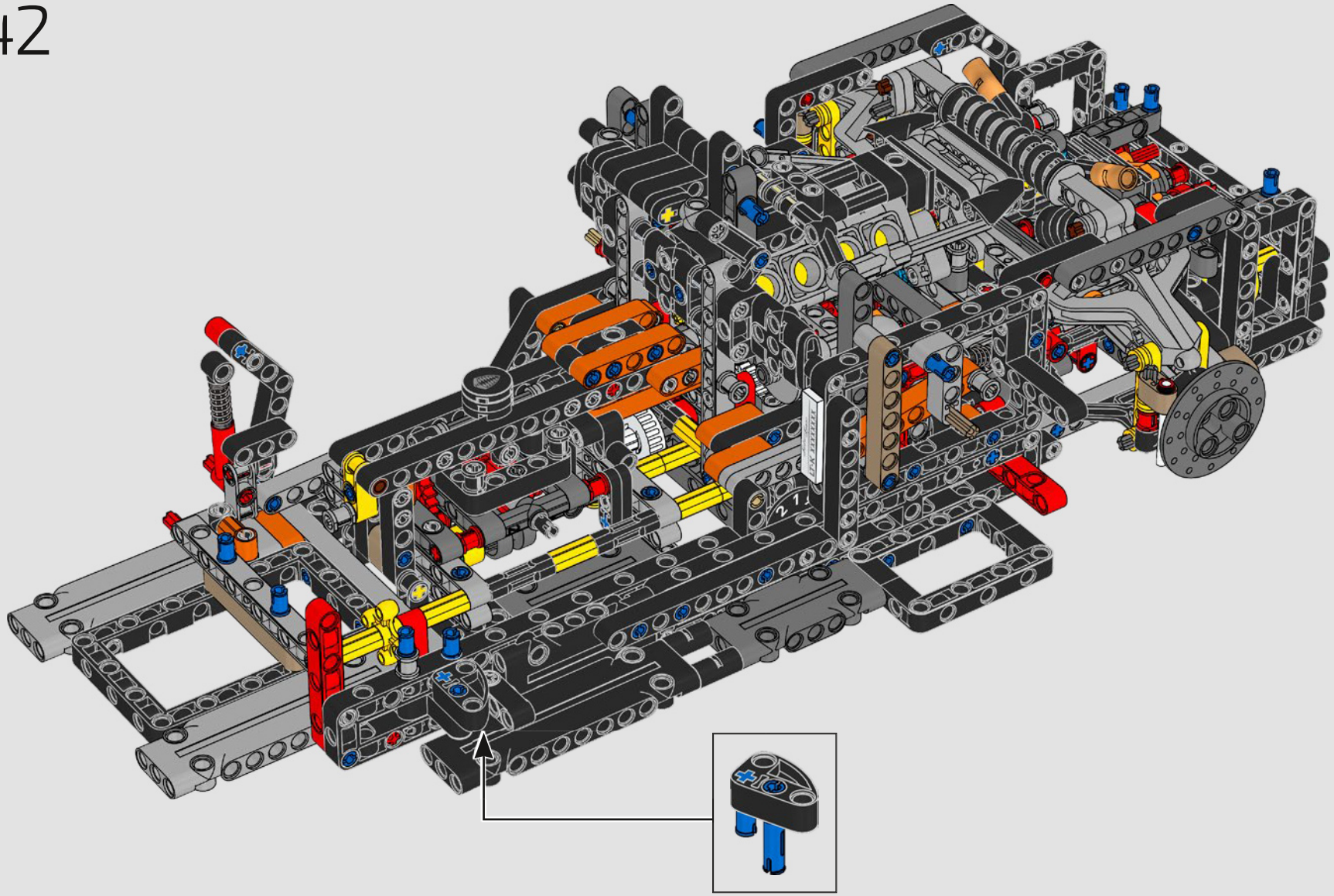

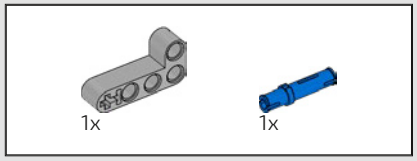

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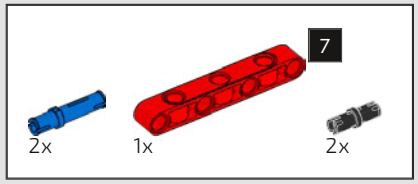

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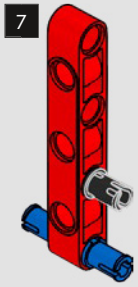

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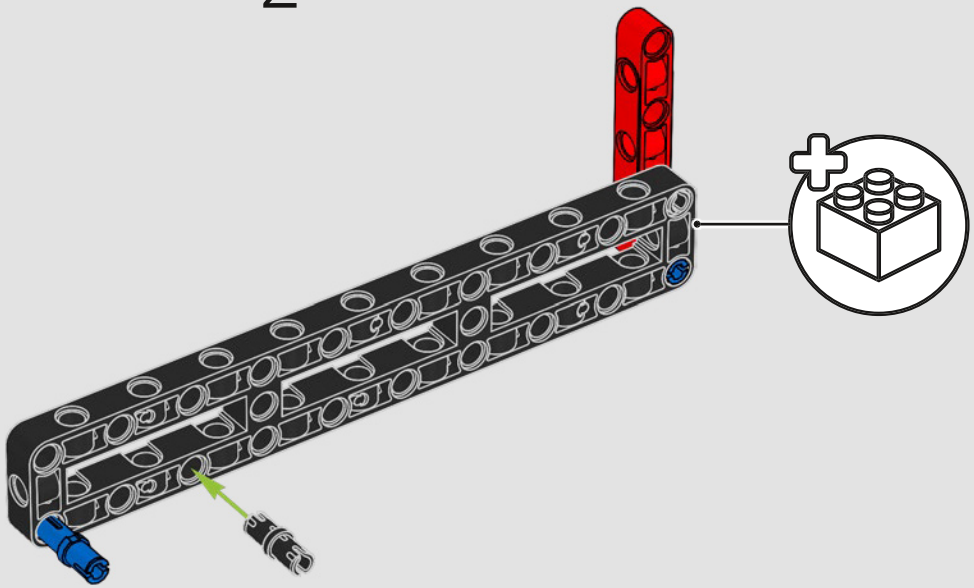

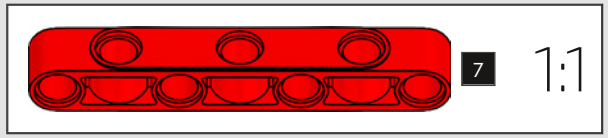

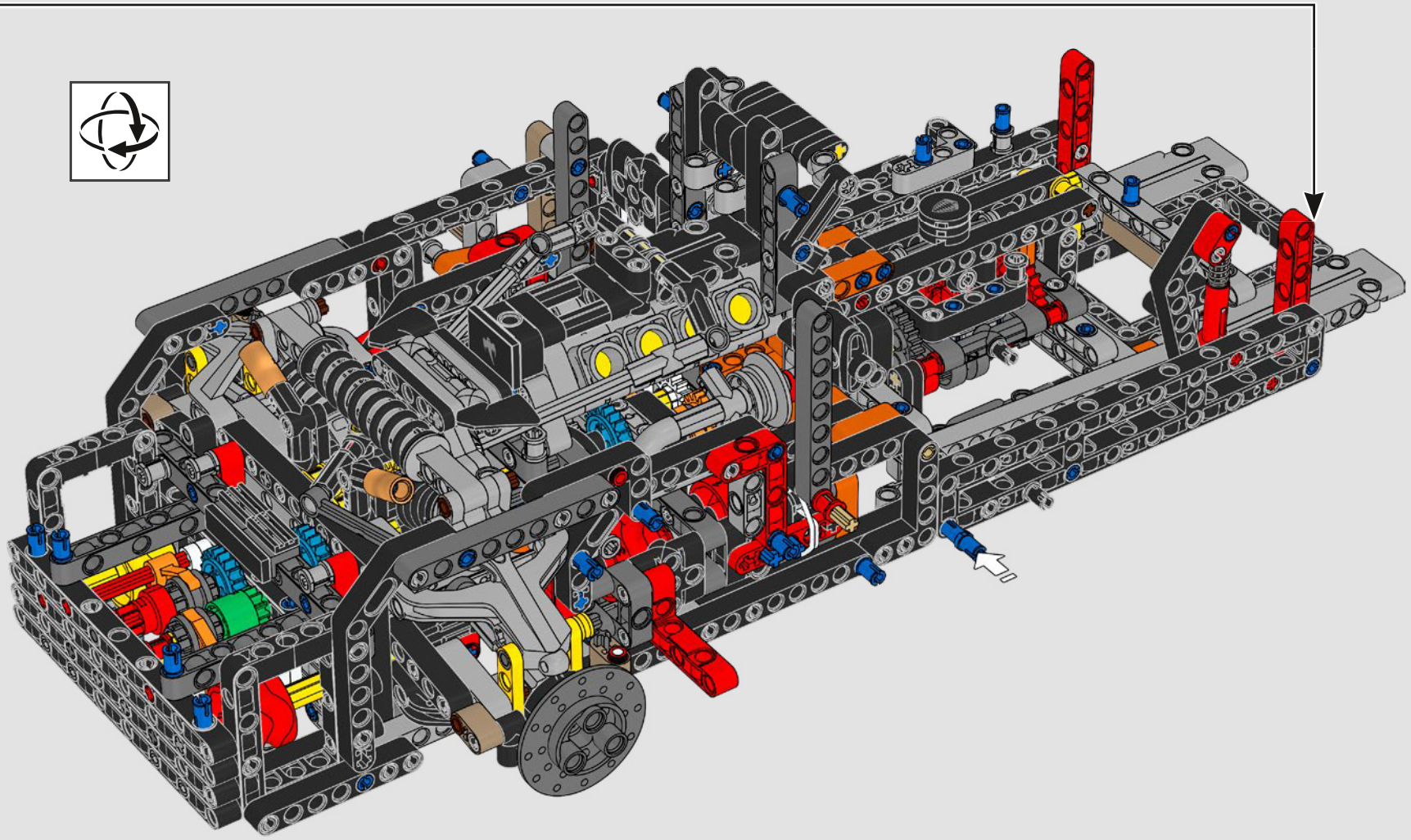

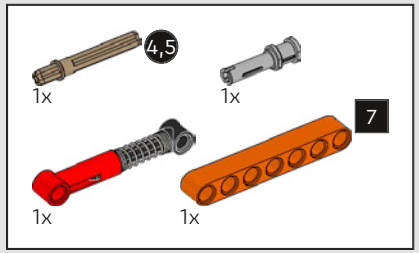

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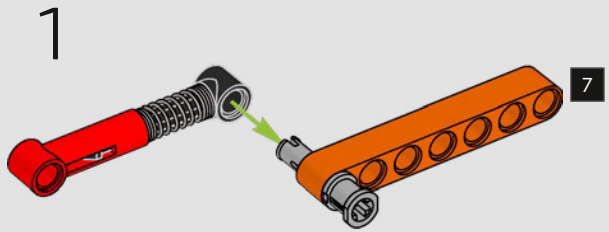

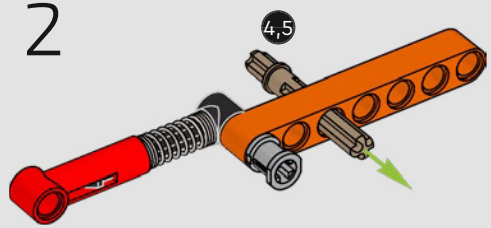

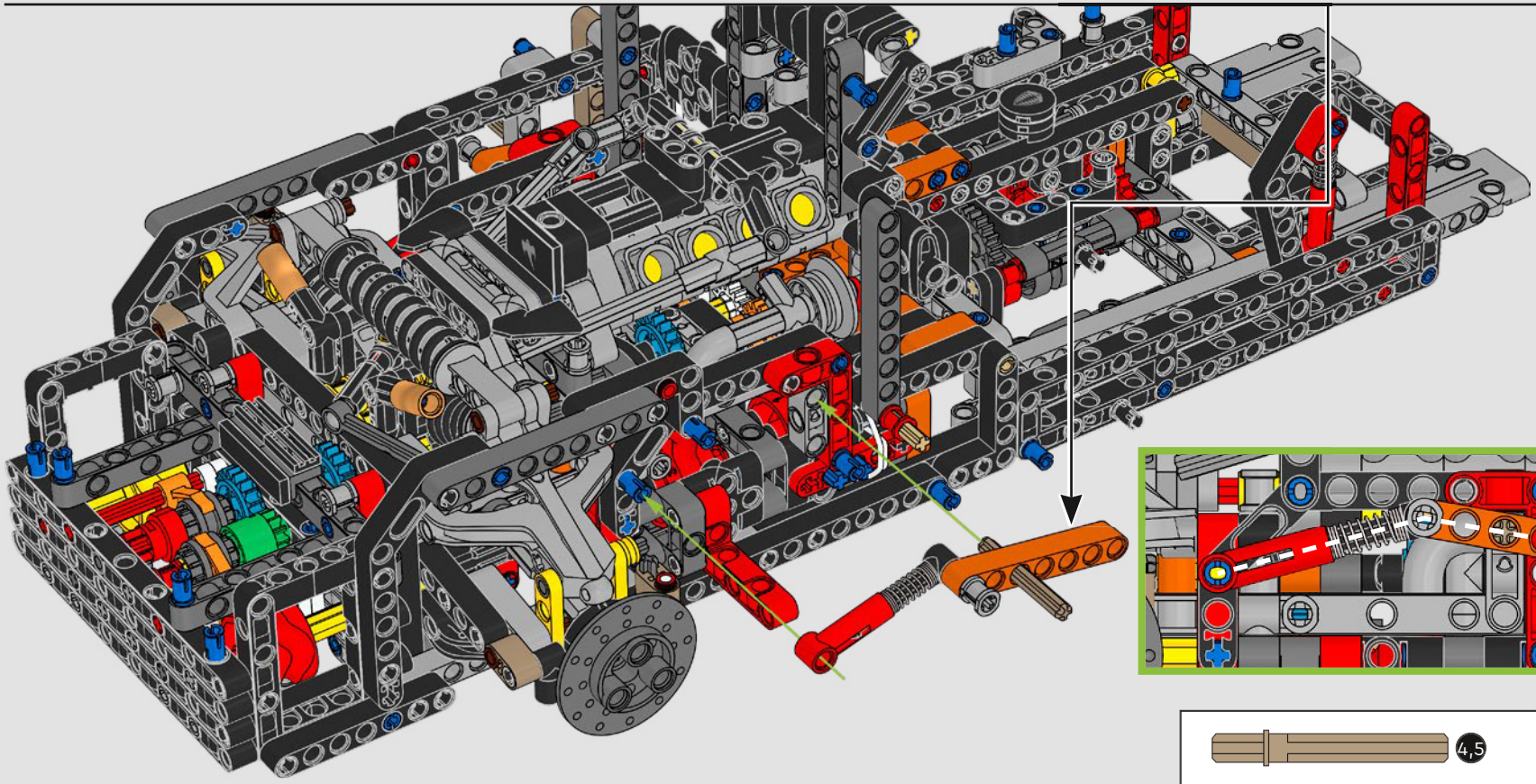

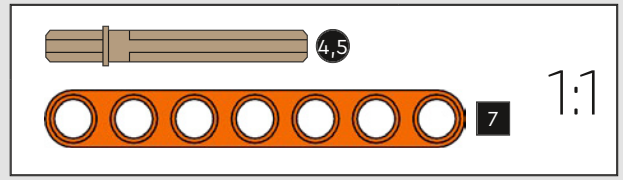

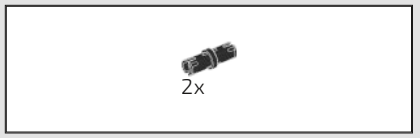

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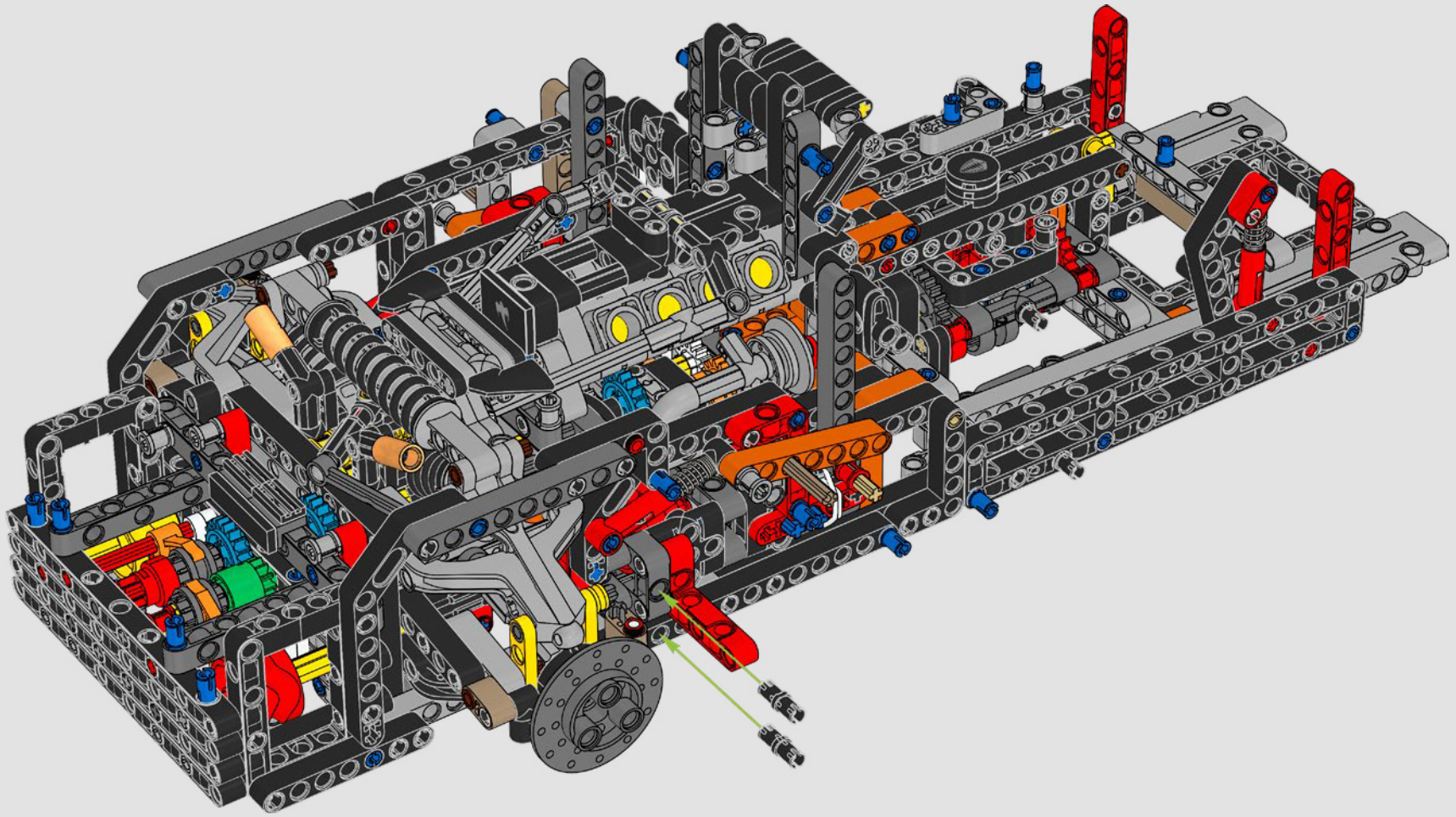

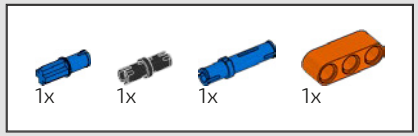

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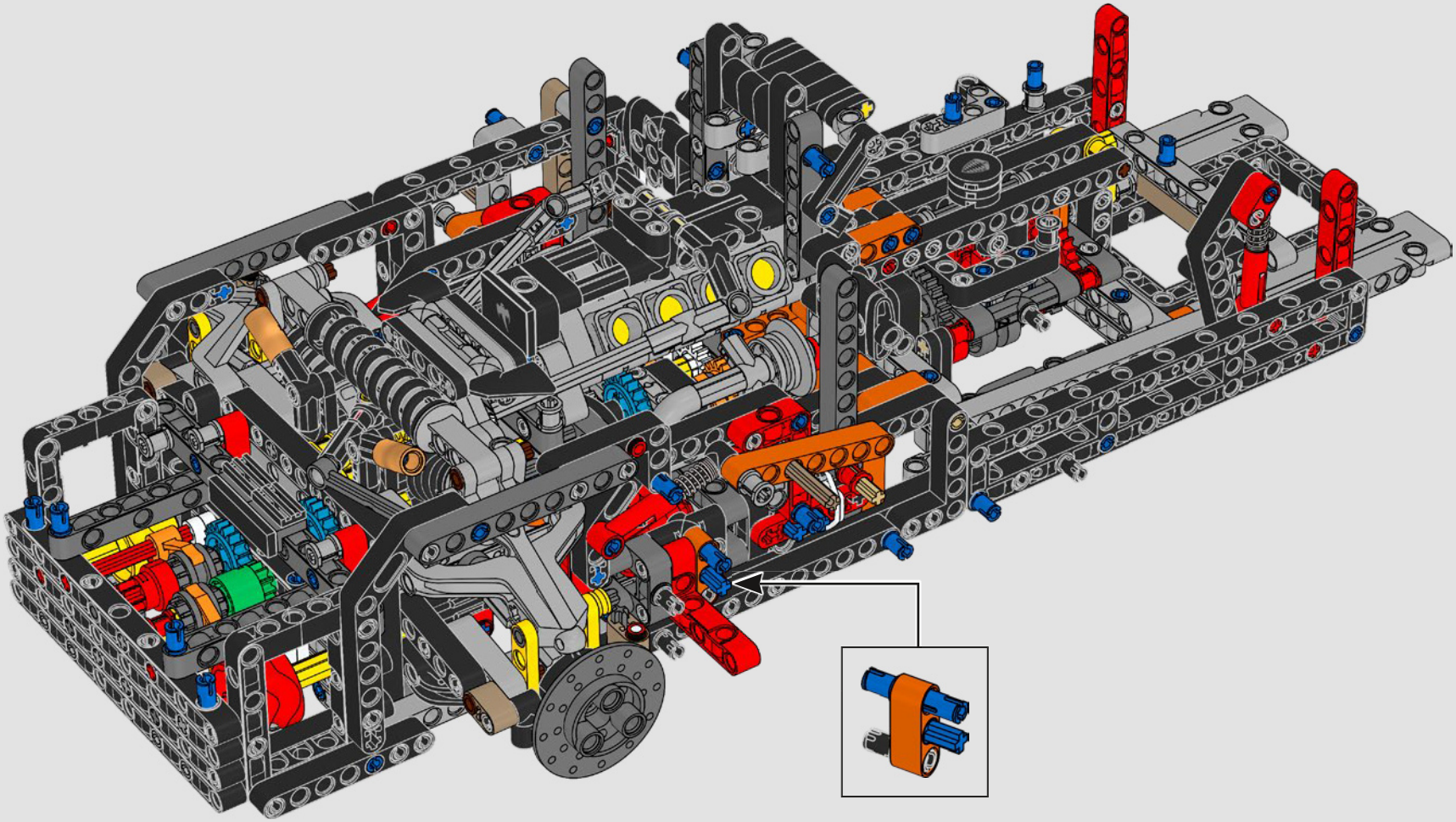



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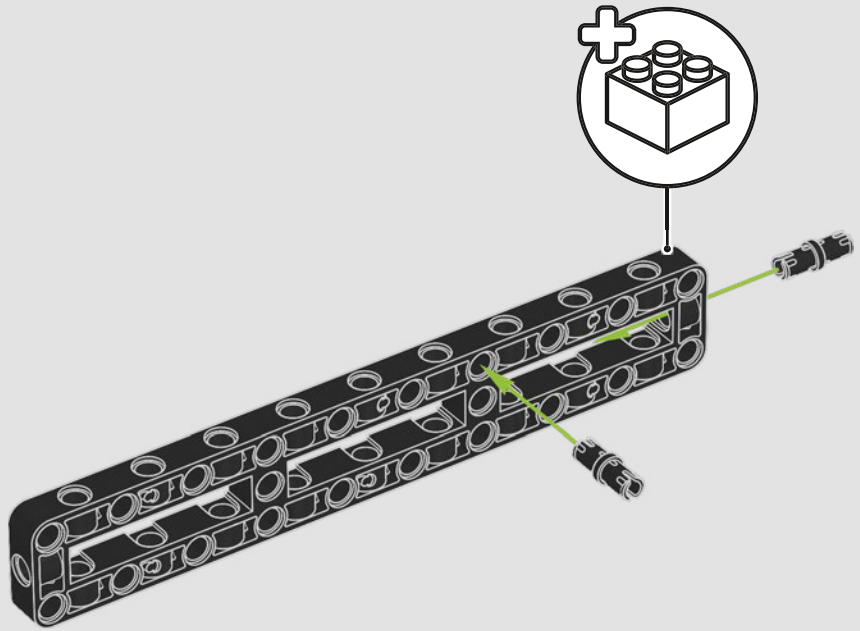

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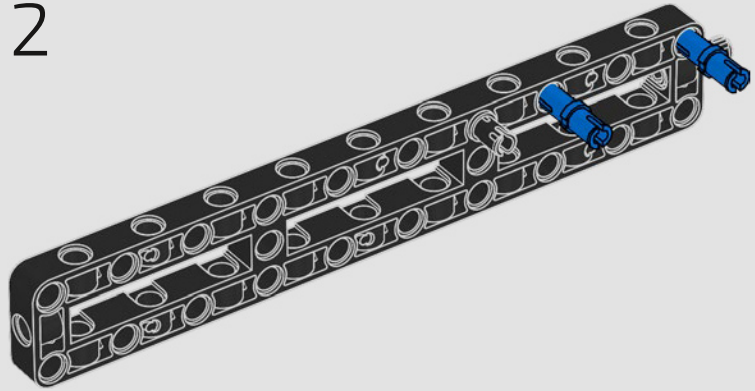

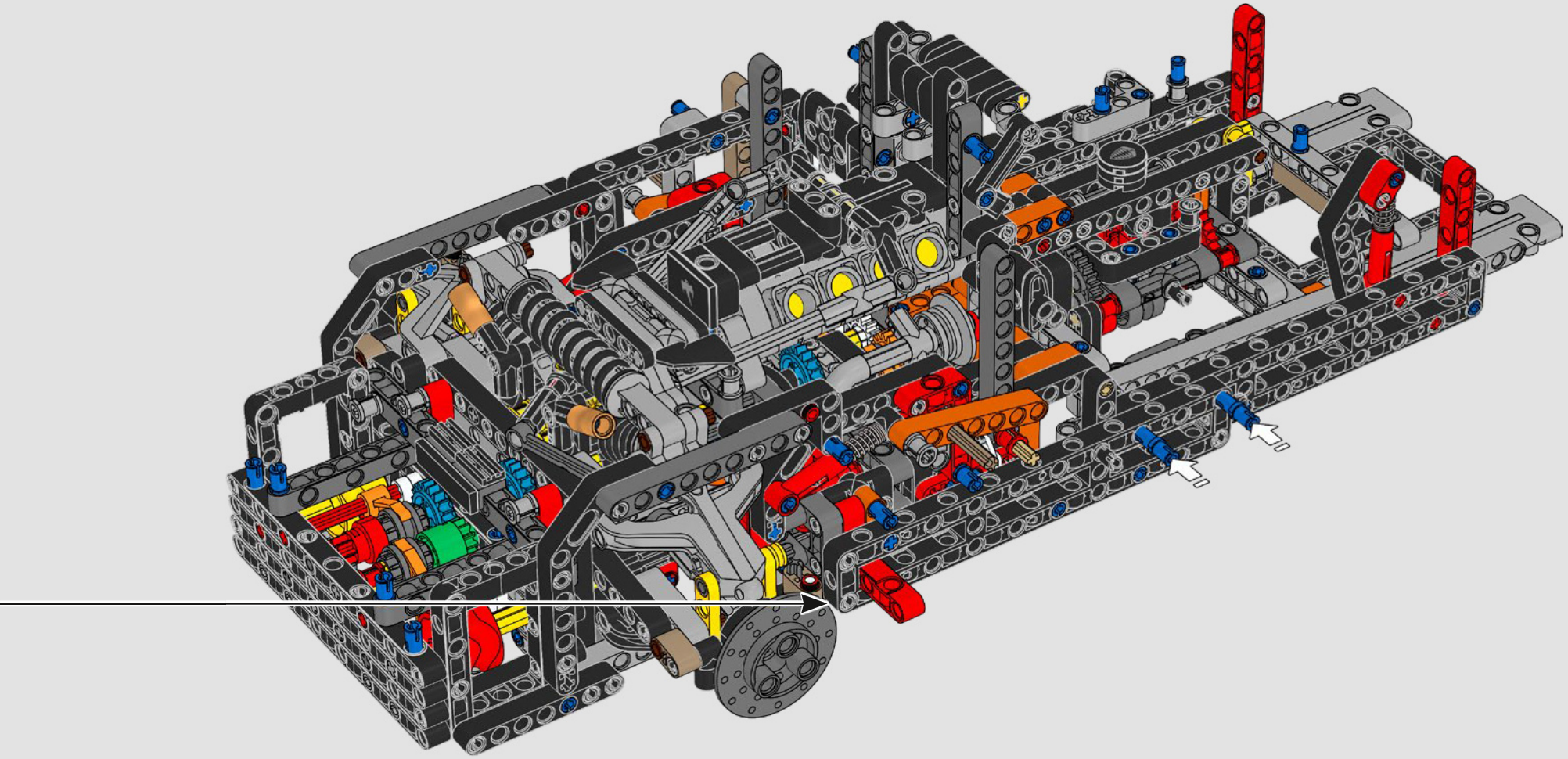

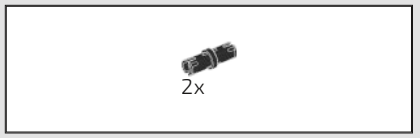

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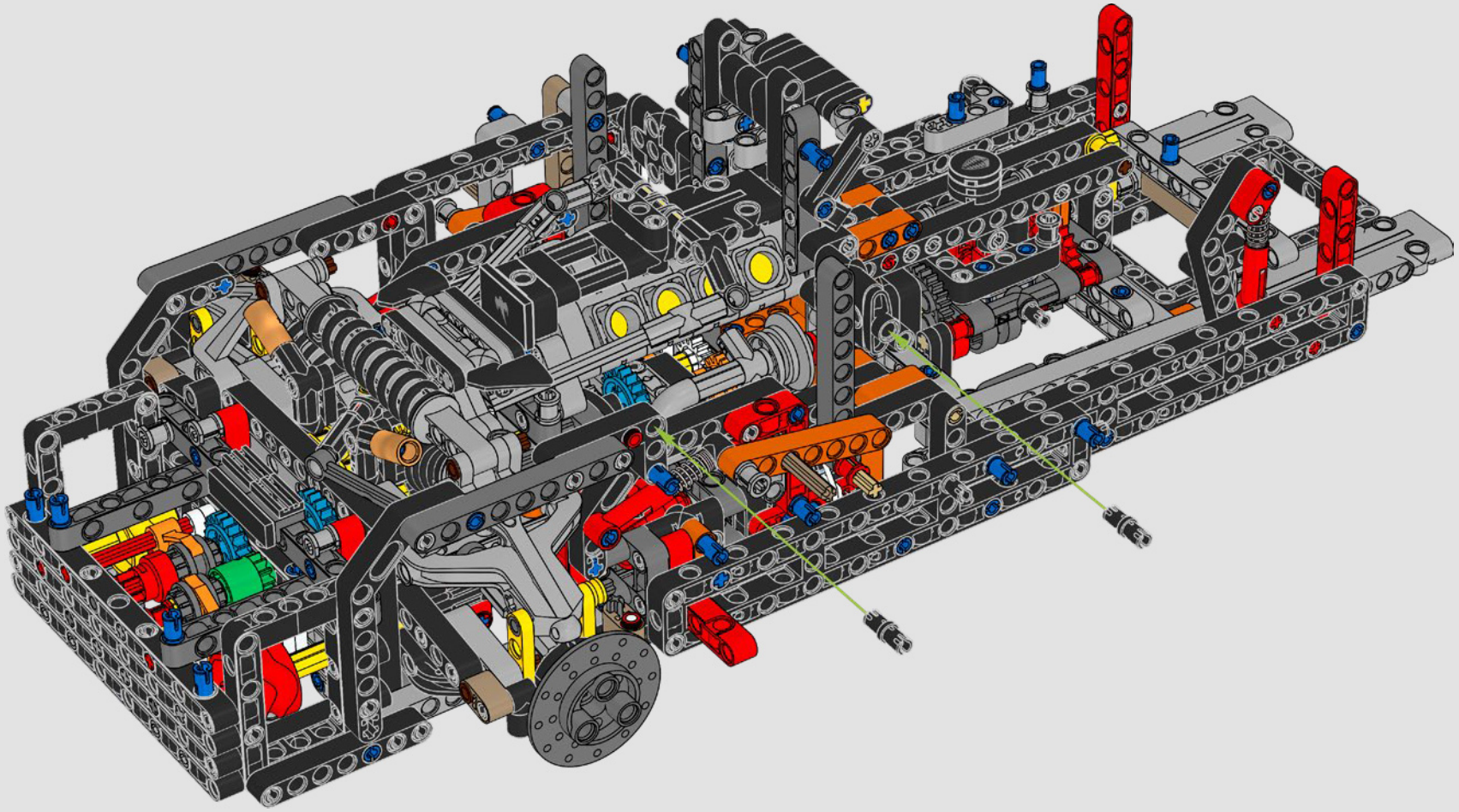

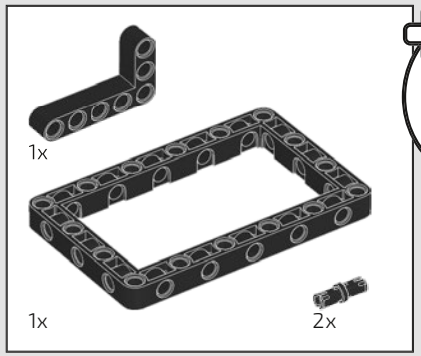

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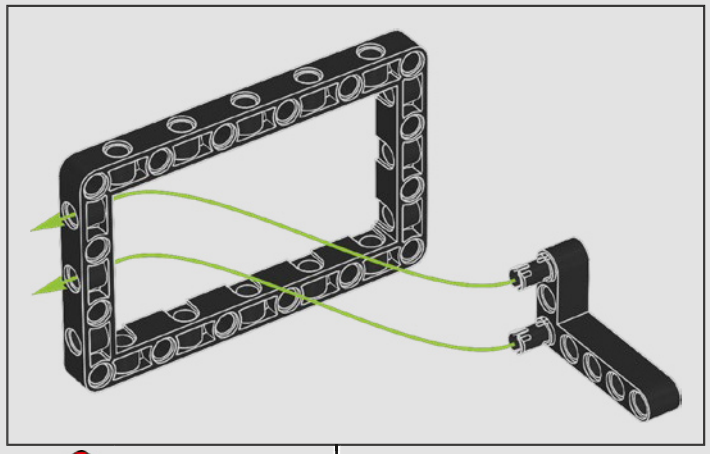

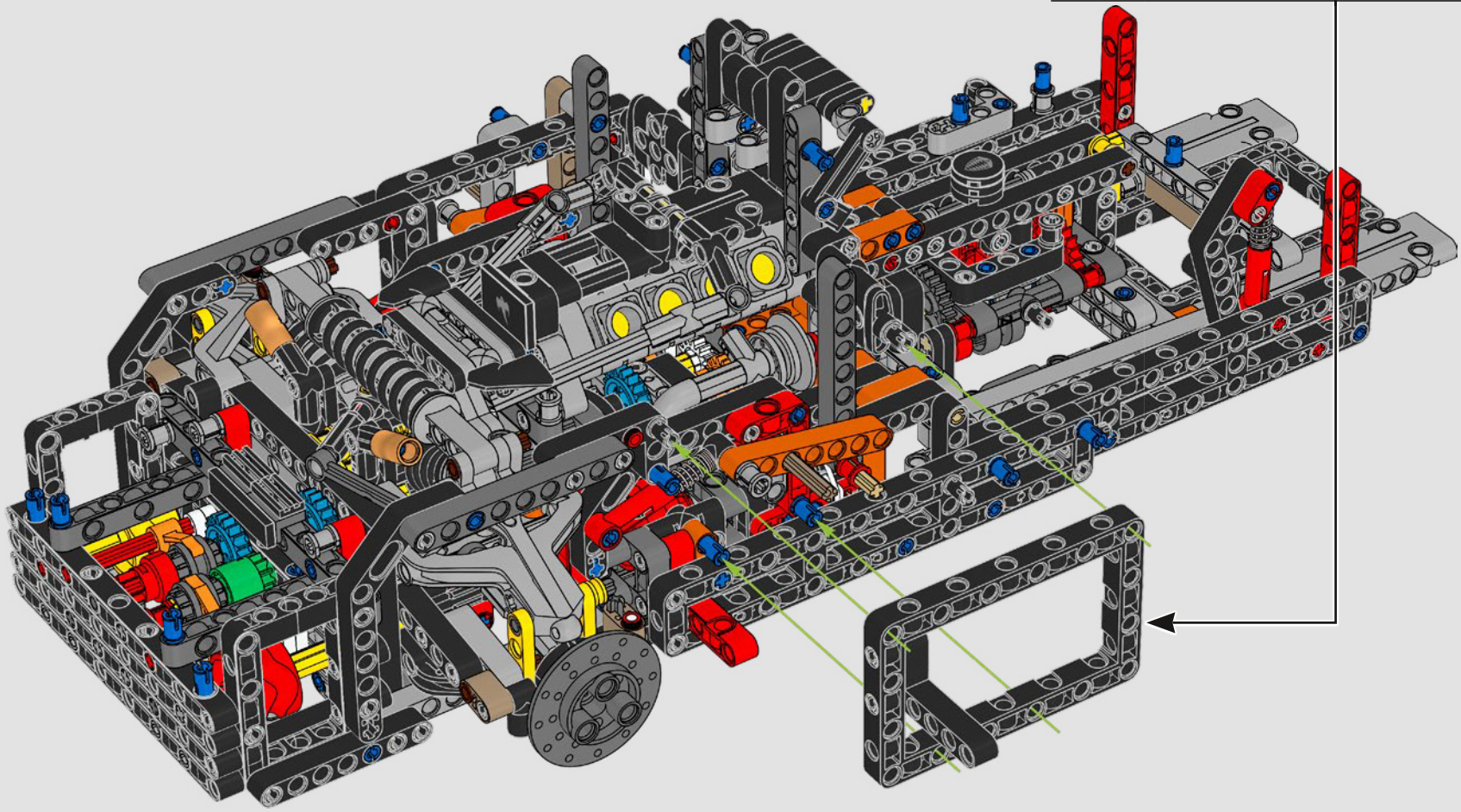

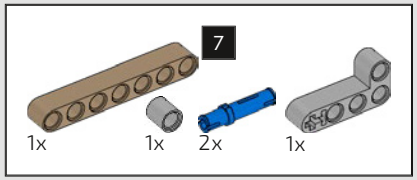

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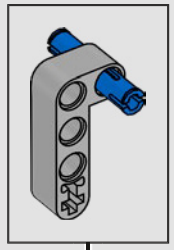

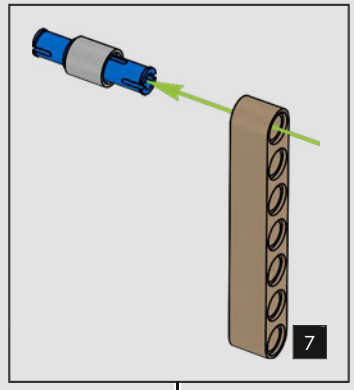

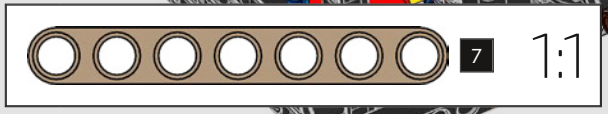

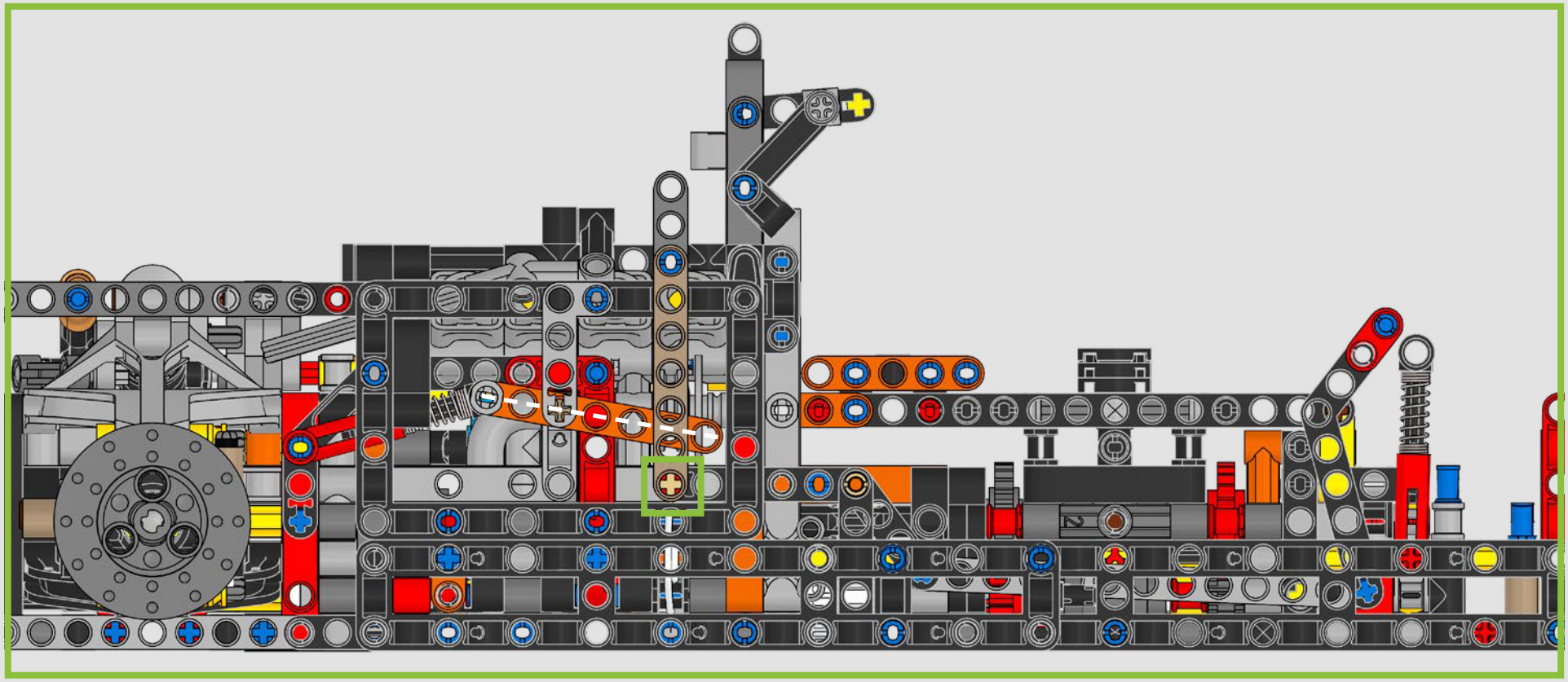

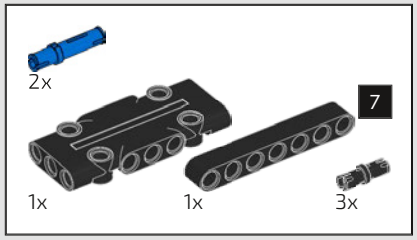

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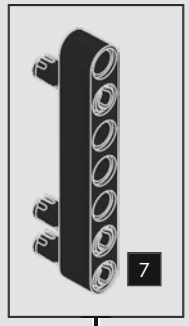

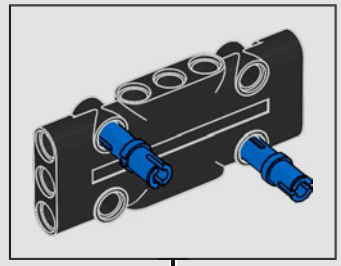

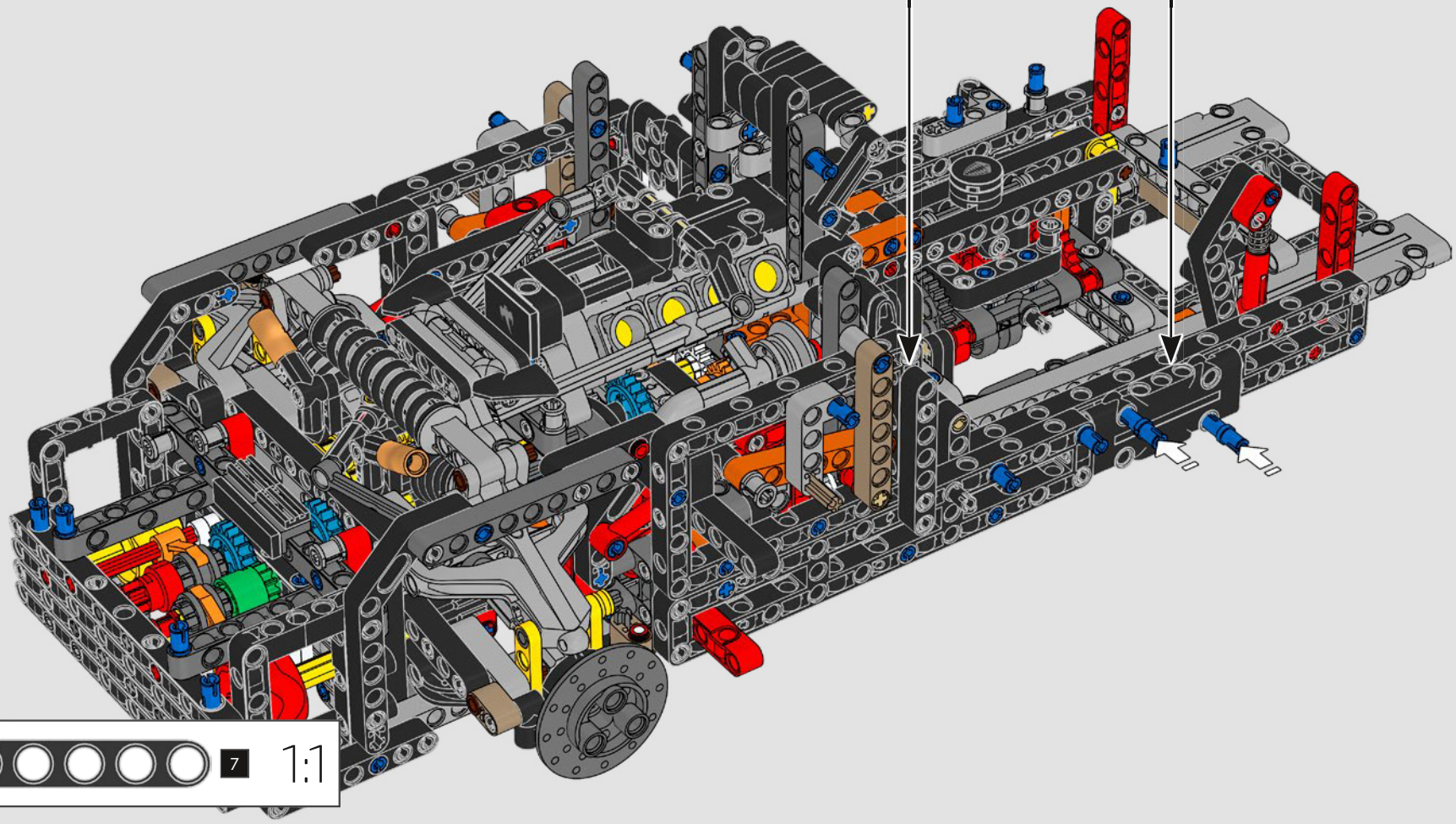

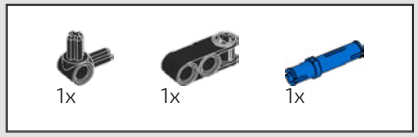

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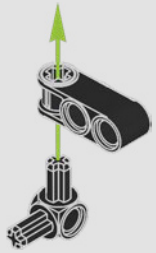

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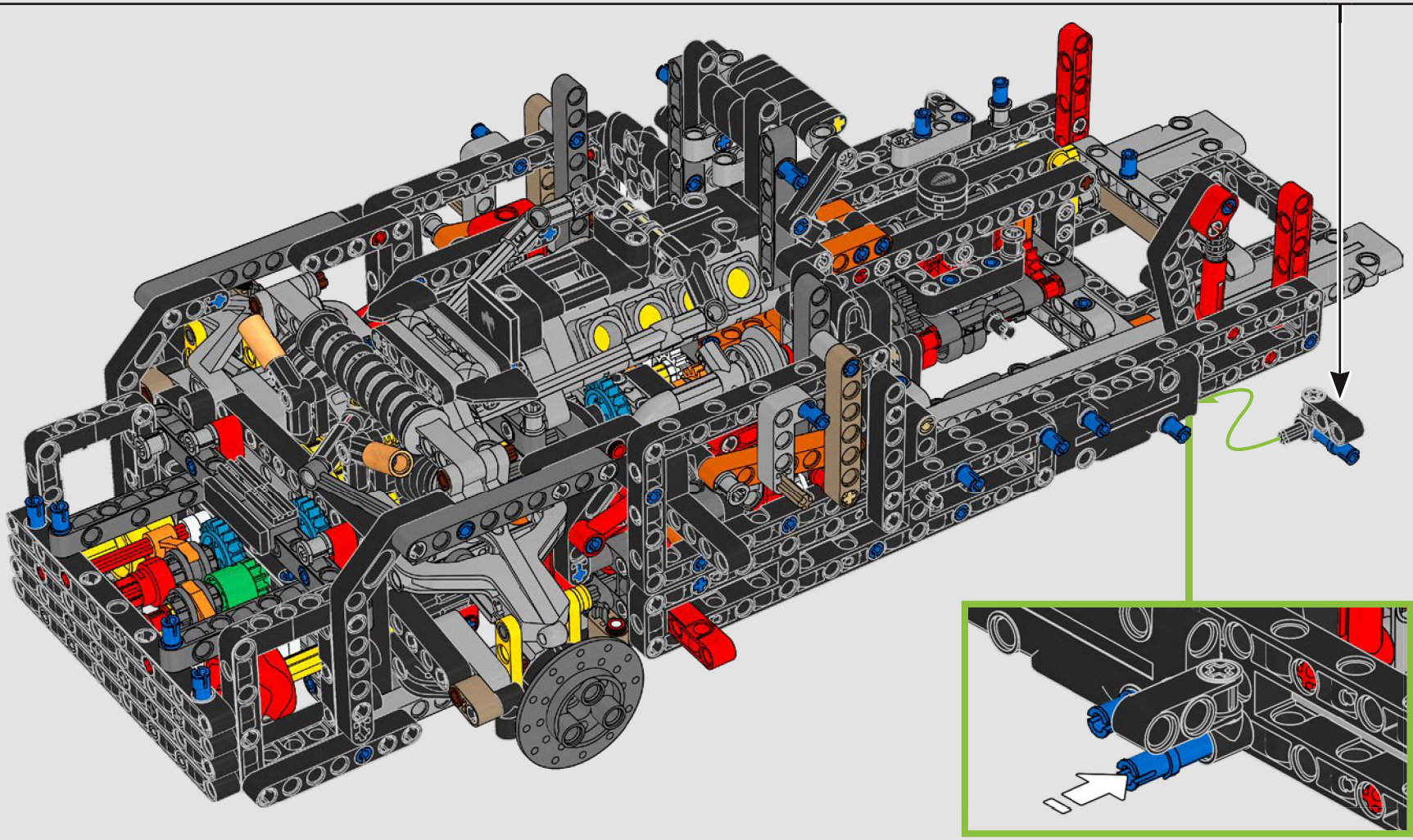

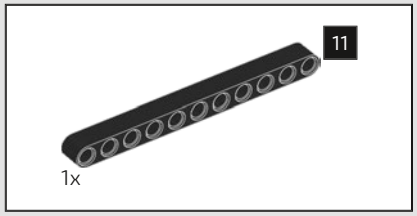

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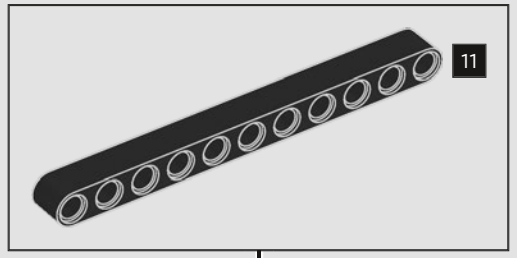

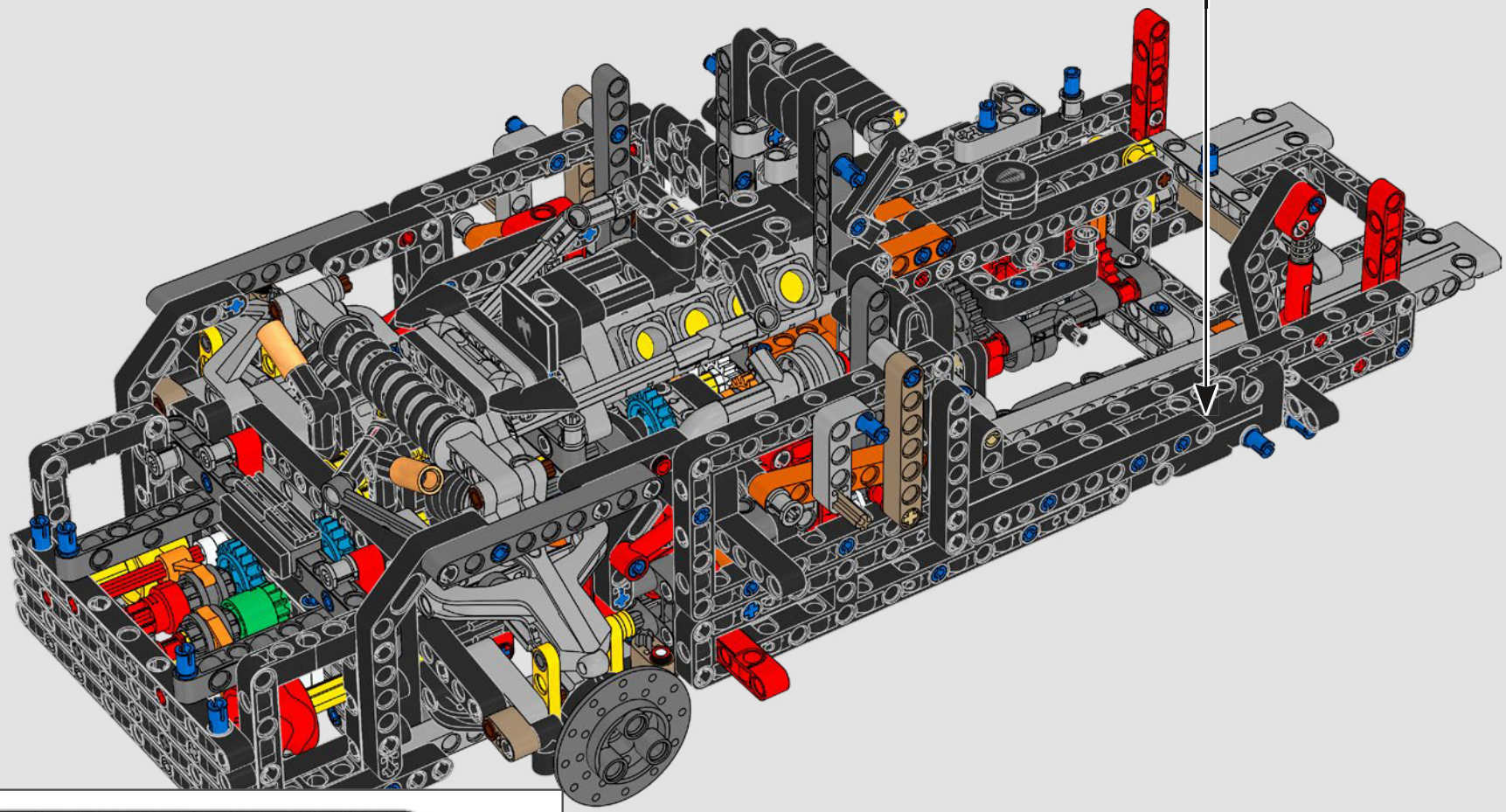



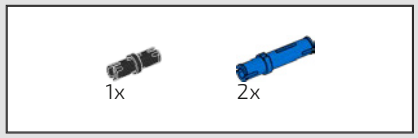

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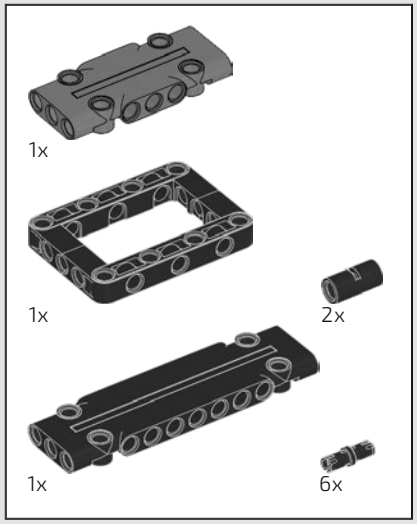

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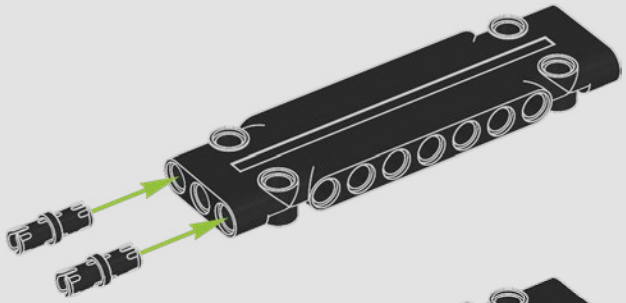

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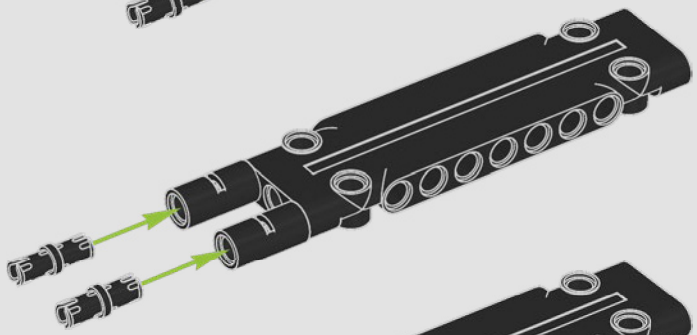

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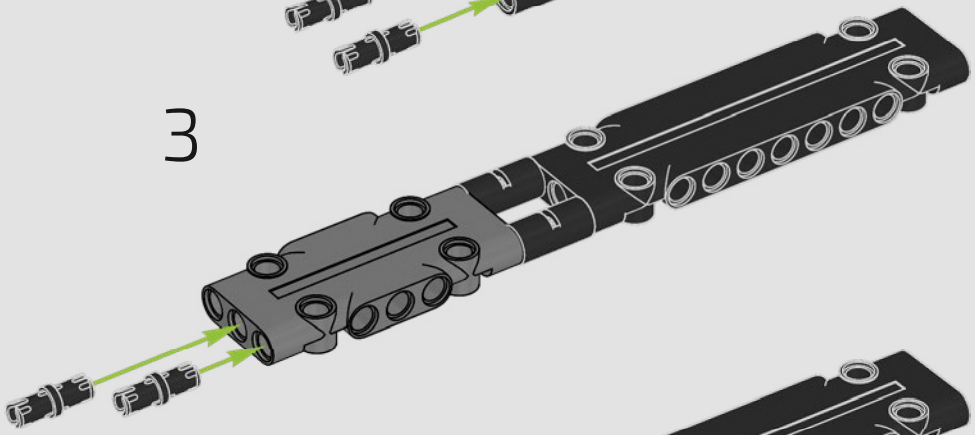

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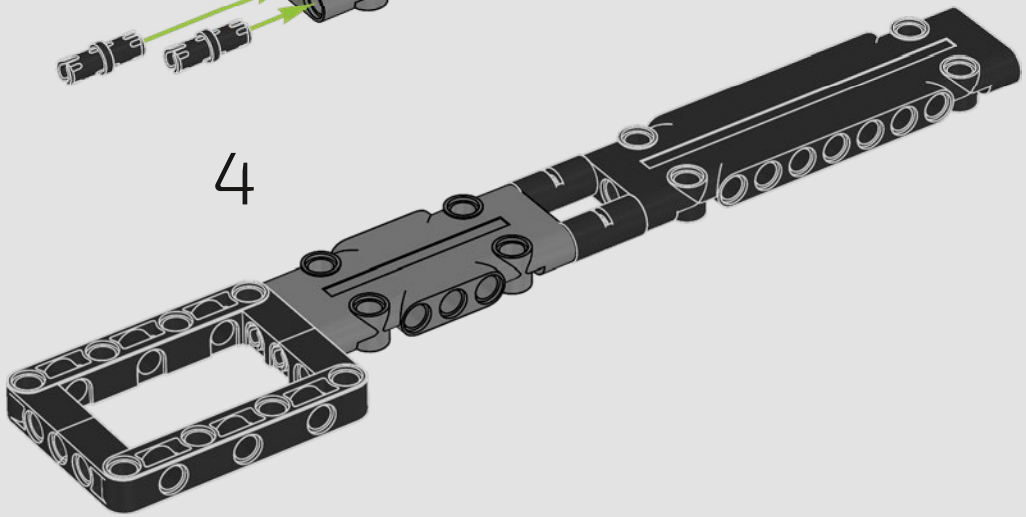

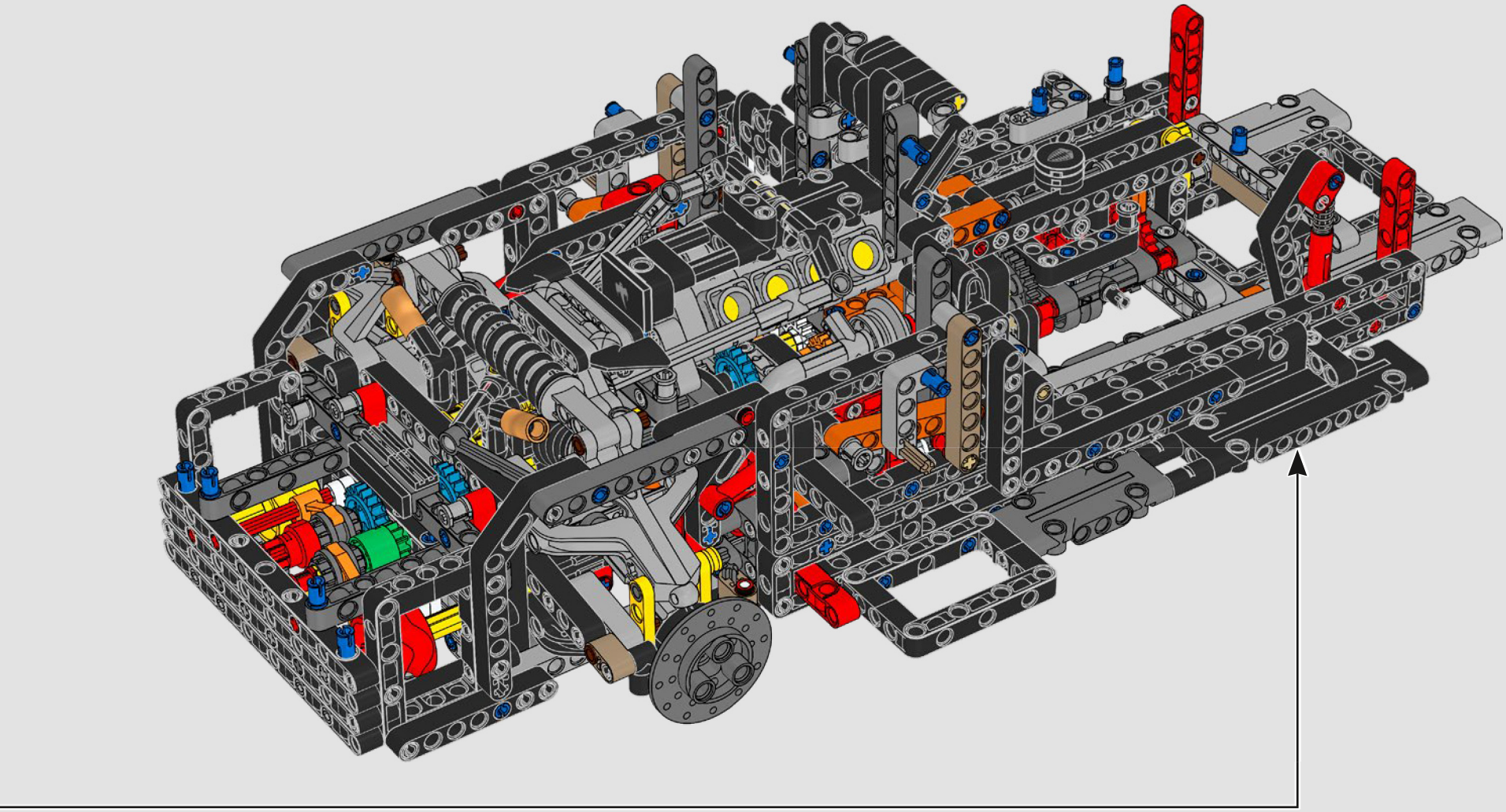

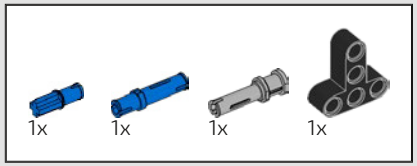

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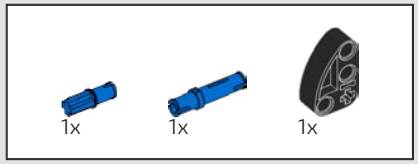

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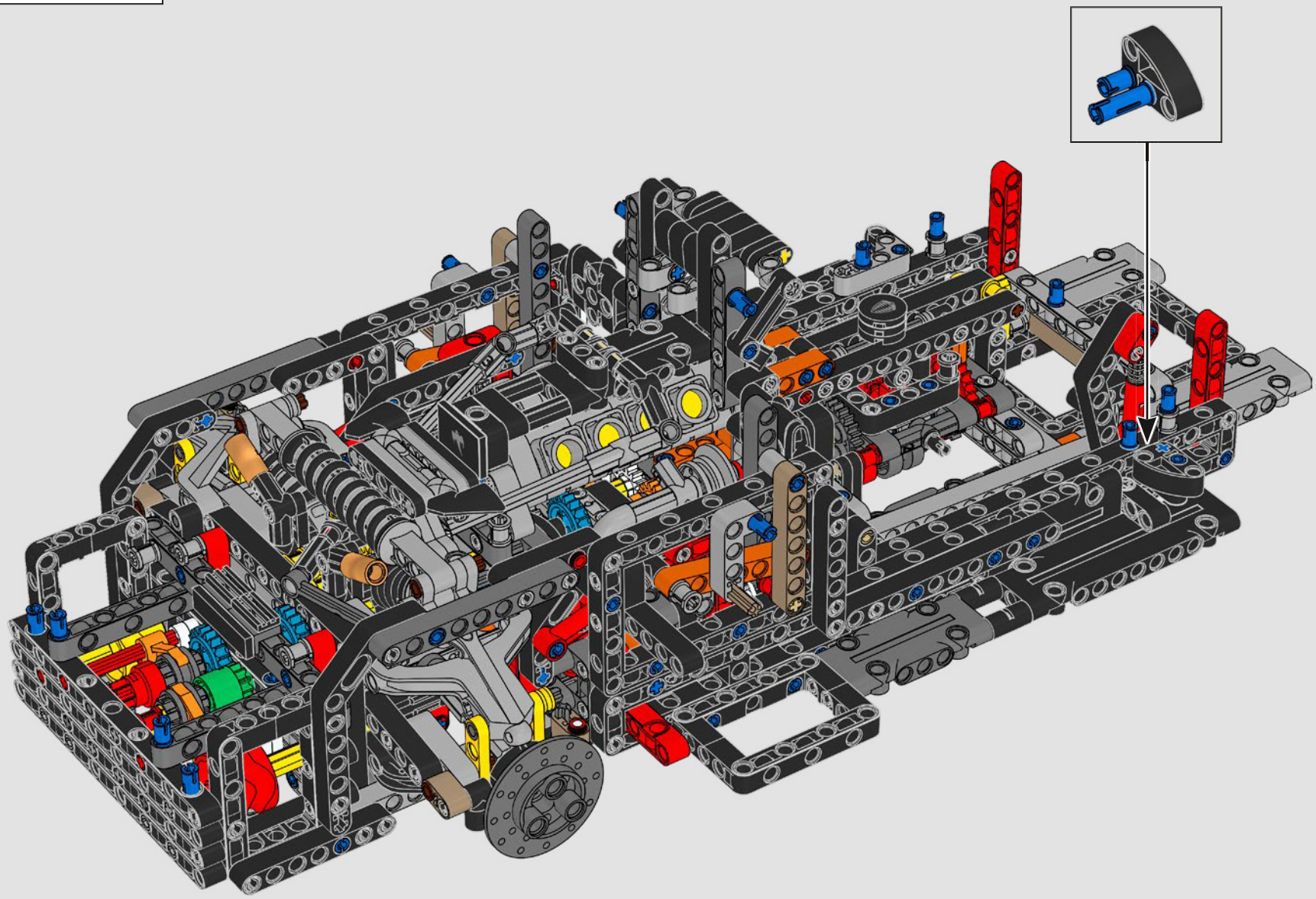

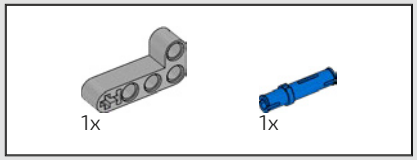

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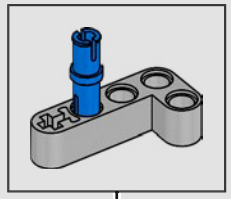

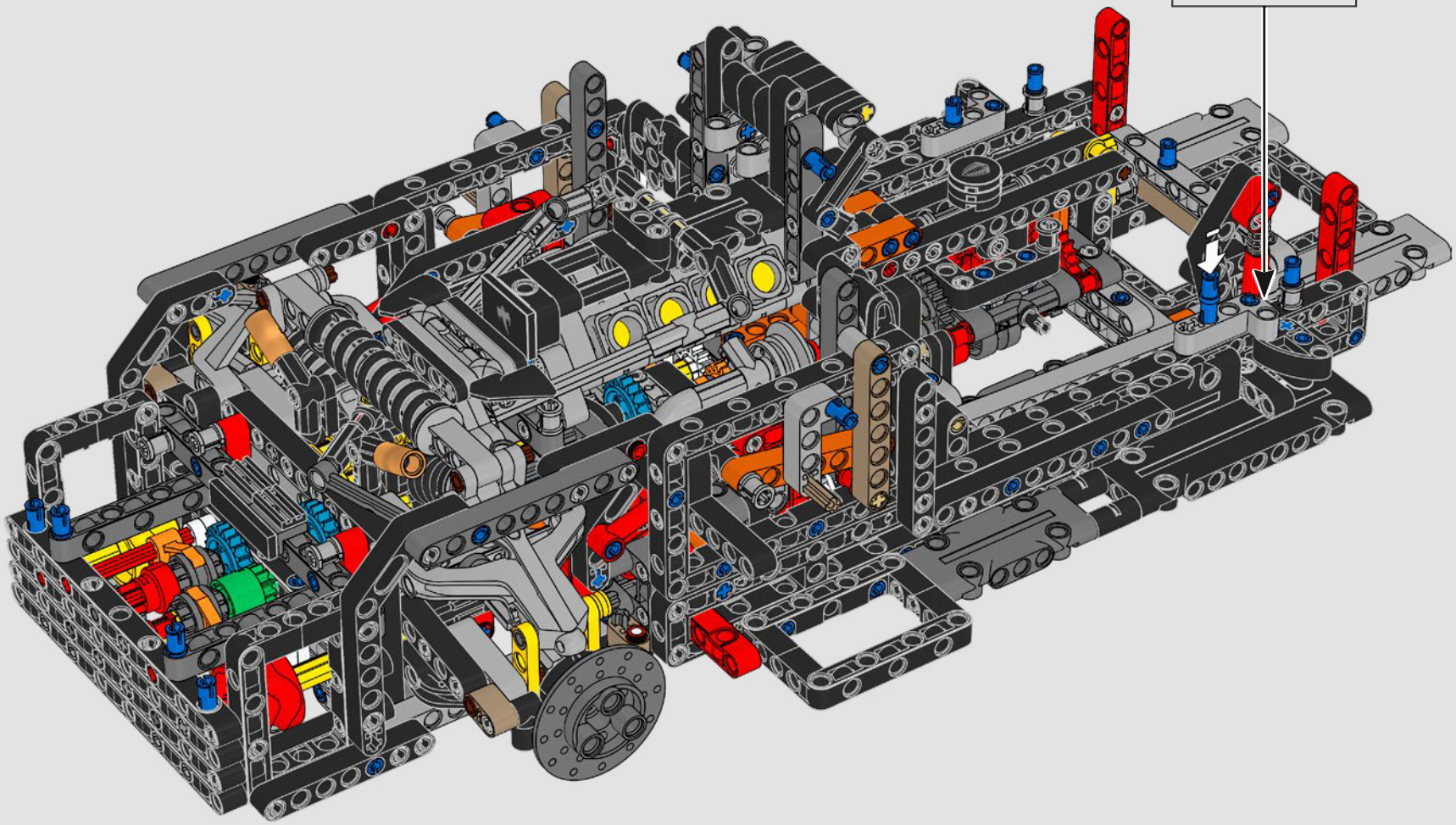

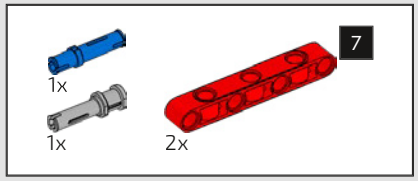

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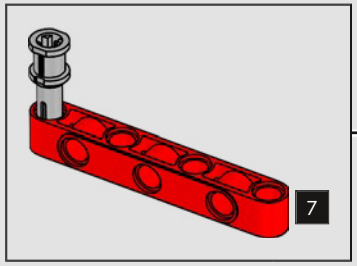

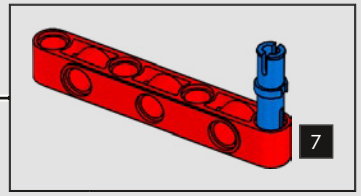

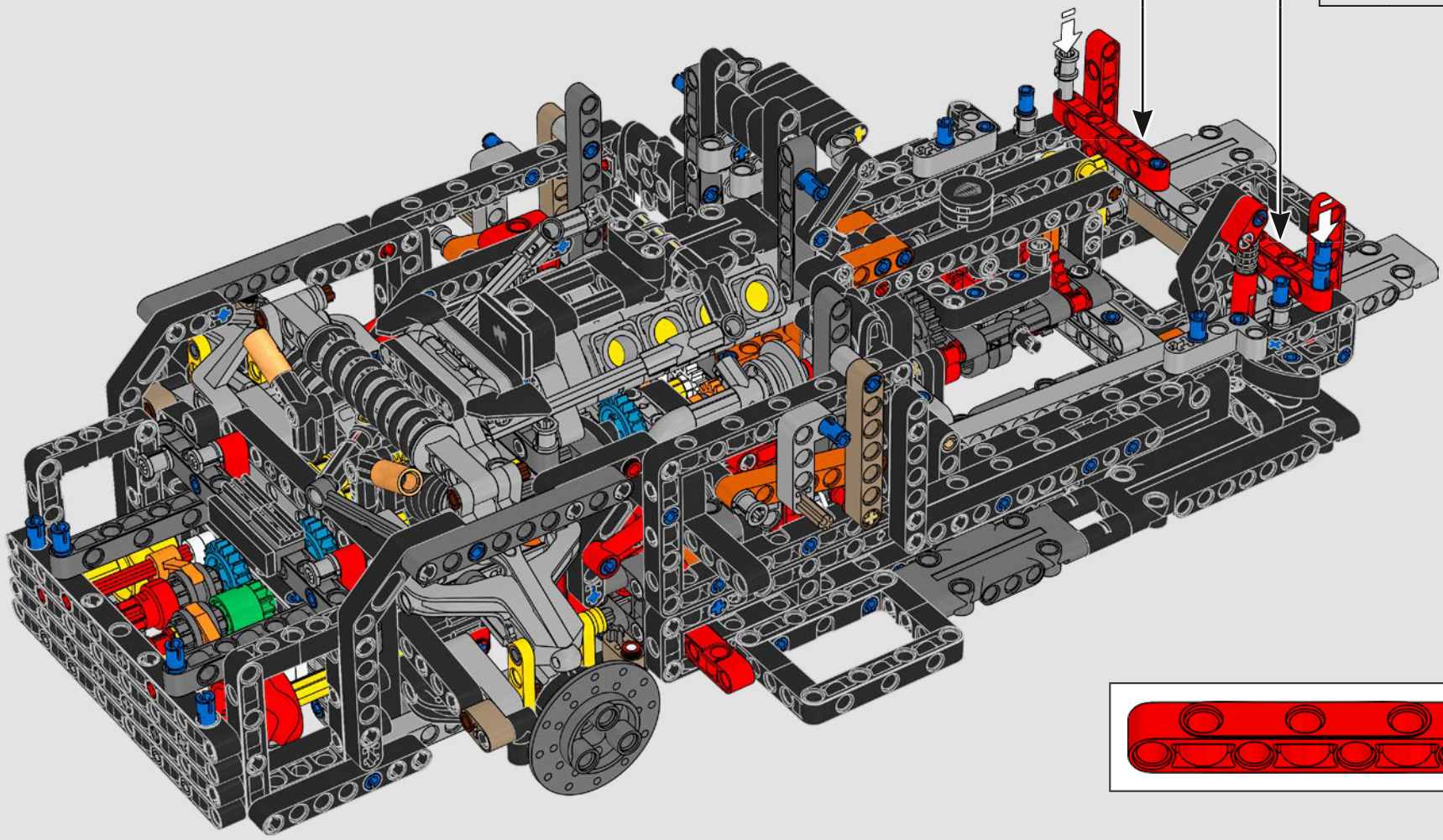

BOX

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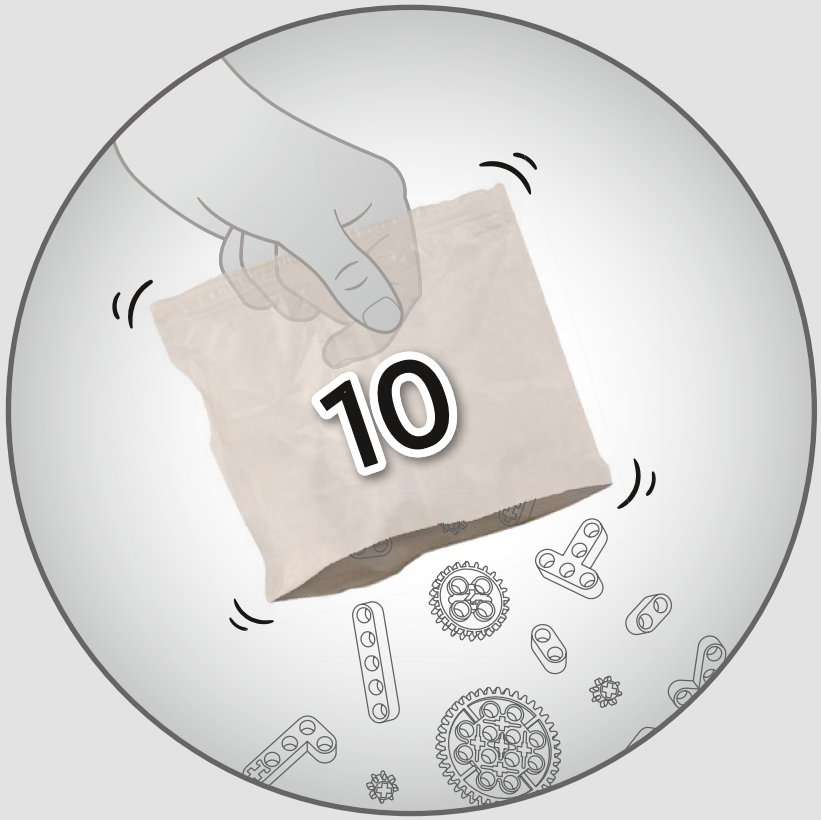
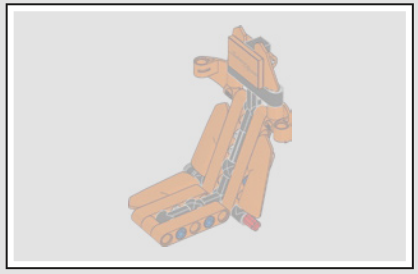
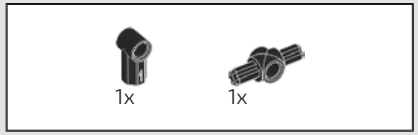
逼真的内饰

内饰复刻真车原貌，座椅造型、头枕上的Sadair's Spear标识，与实车分毫不差，中央通道及配备SmartCenter屏幕的控制台也完全一致。科尼赛克方向盘上的数字显示屏同样被精准复刻。前进/空挡/倒挡选择器上印有科尼赛克的盾形标志，位置和实车中科尼赛克车钥匙的标识处完全一致。除此之外，转向装置后方的换挡拨片与9速变速箱相连，这一细节同样值得关注。


SadarrSpear







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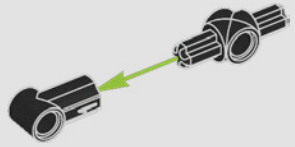

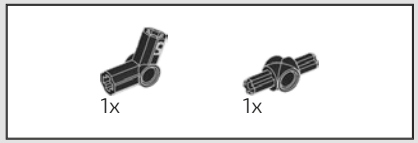

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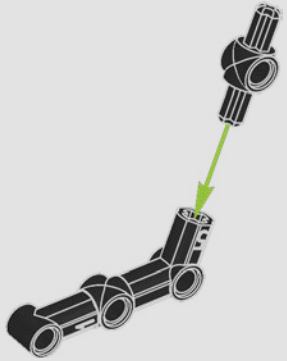

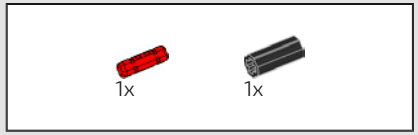

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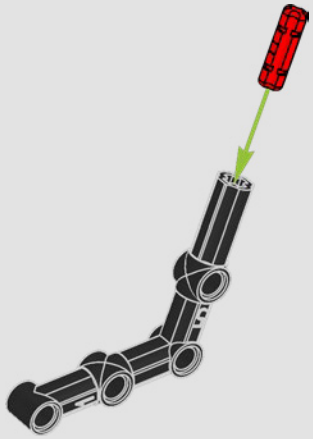

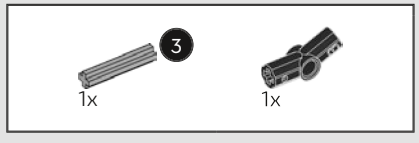

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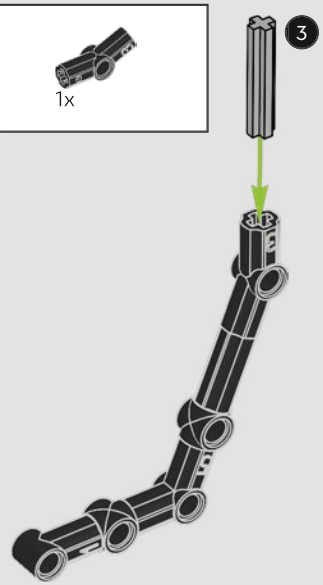



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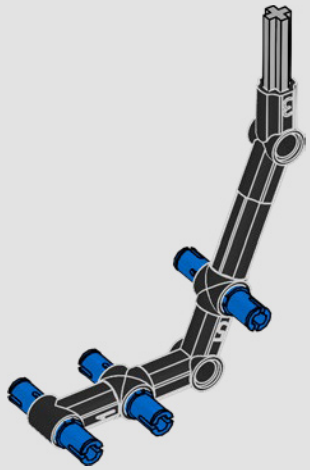

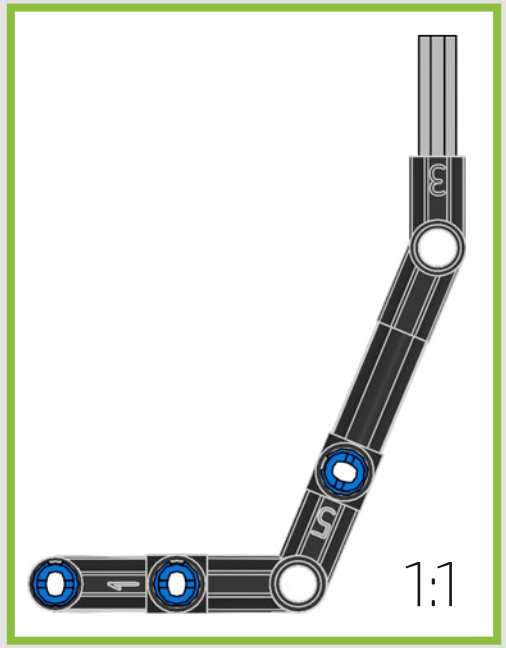

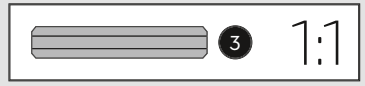

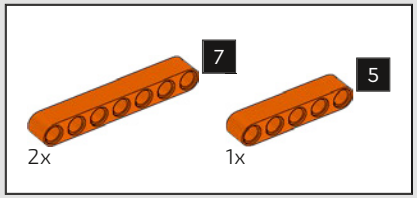

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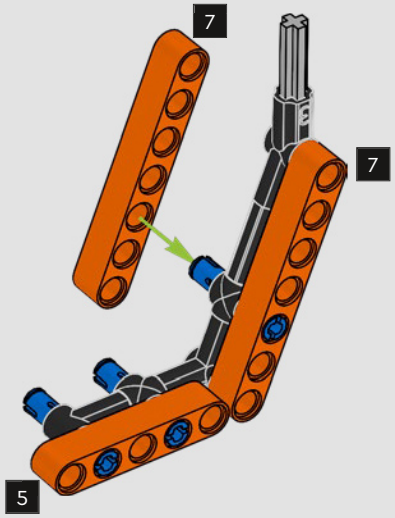

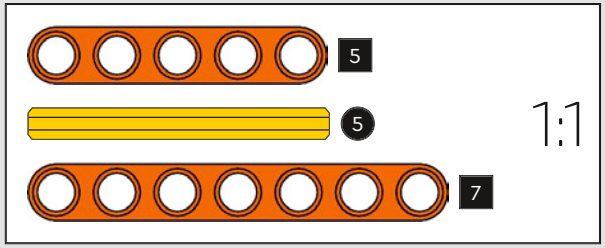

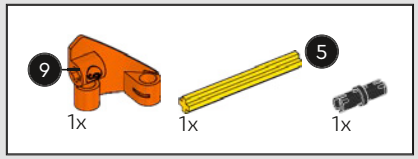

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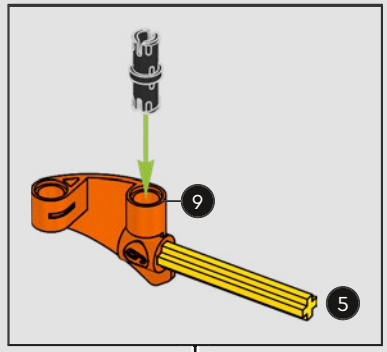

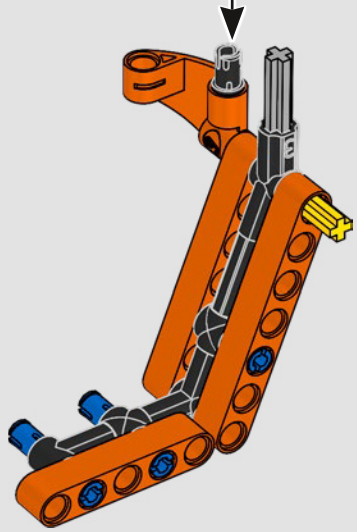

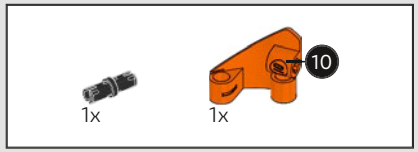

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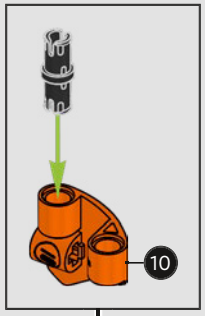

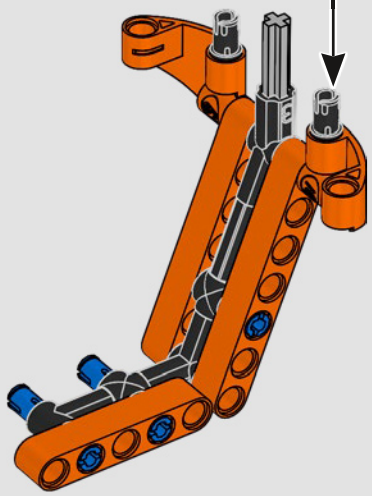

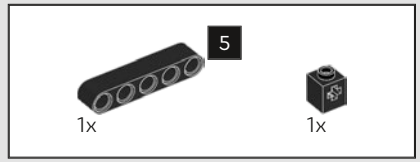

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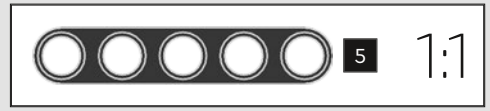

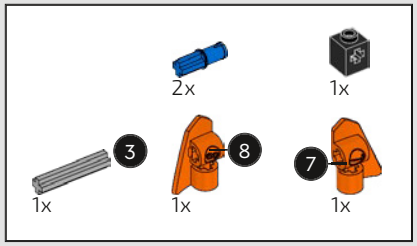

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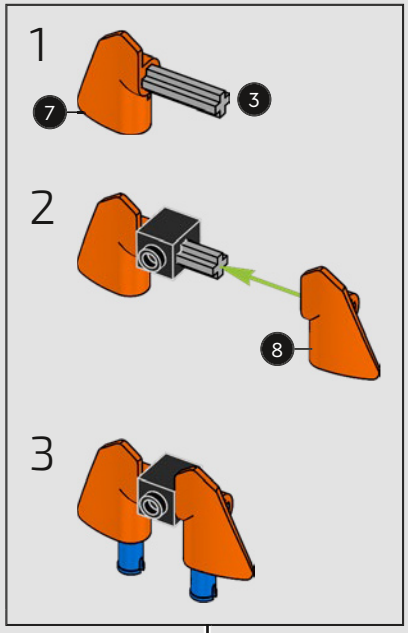

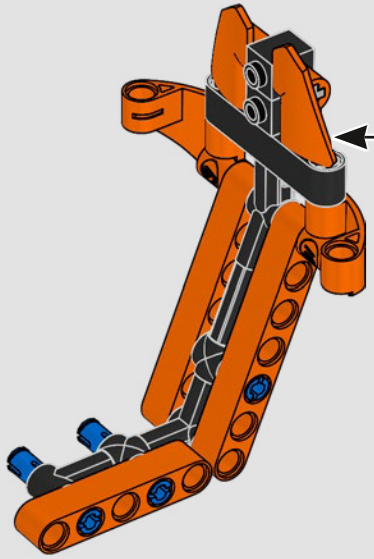

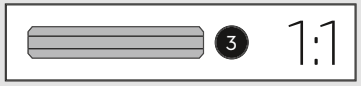



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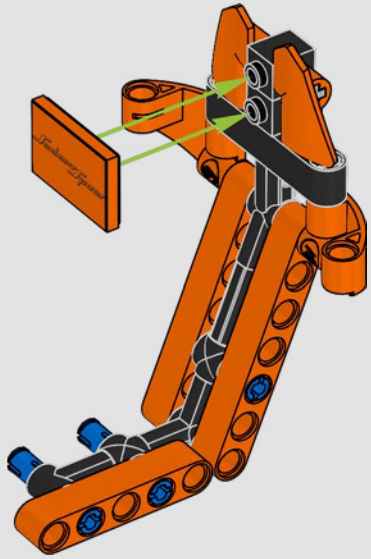

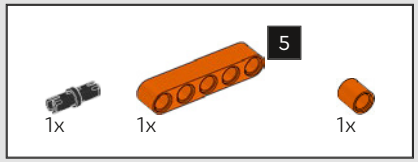

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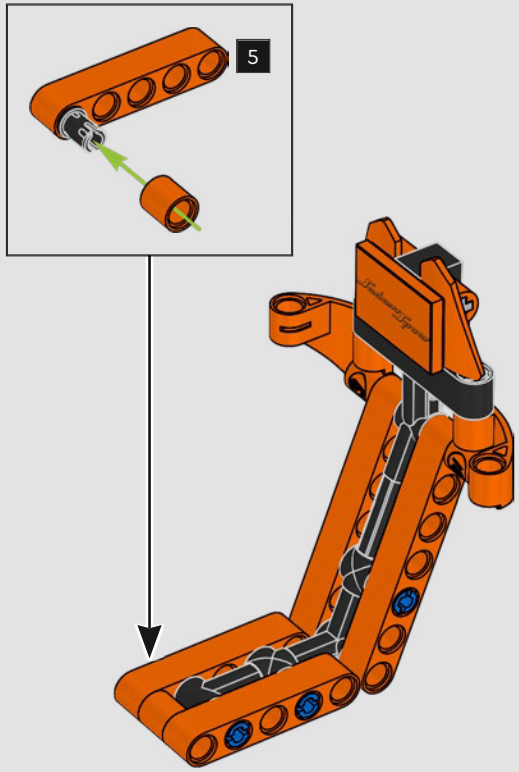

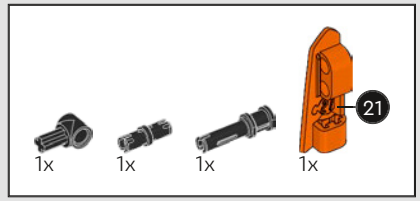

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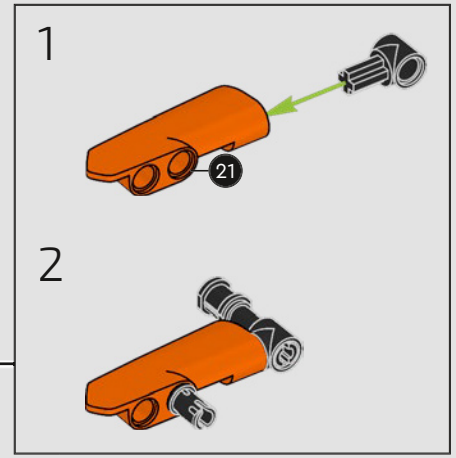

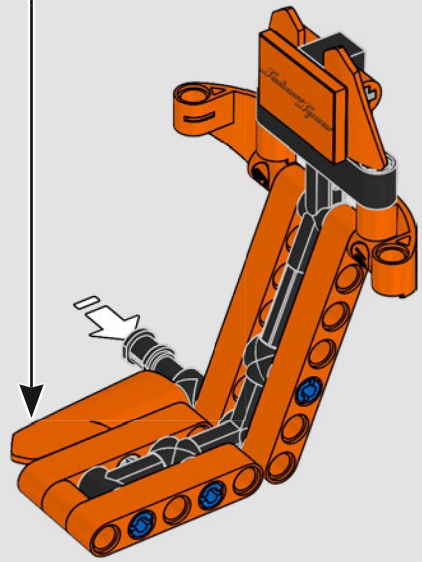

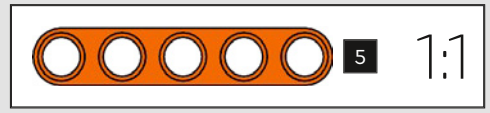

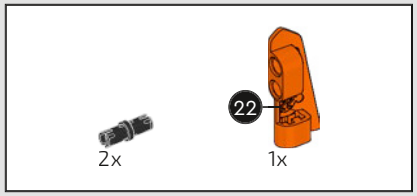

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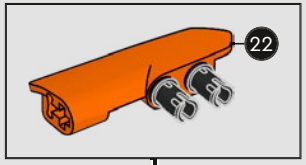

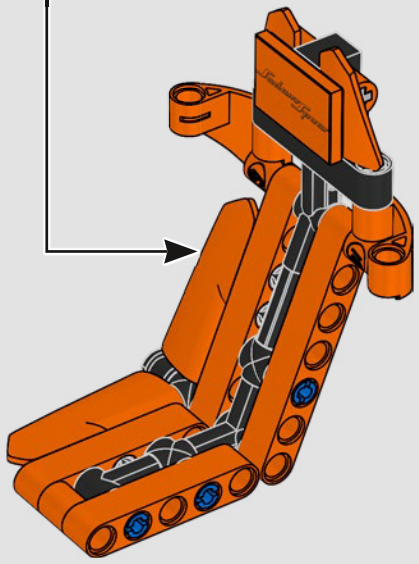

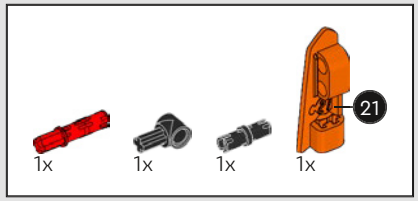

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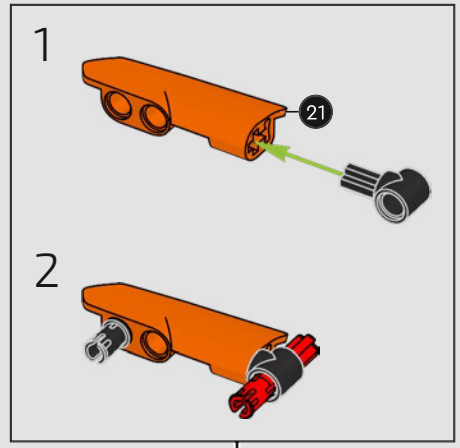

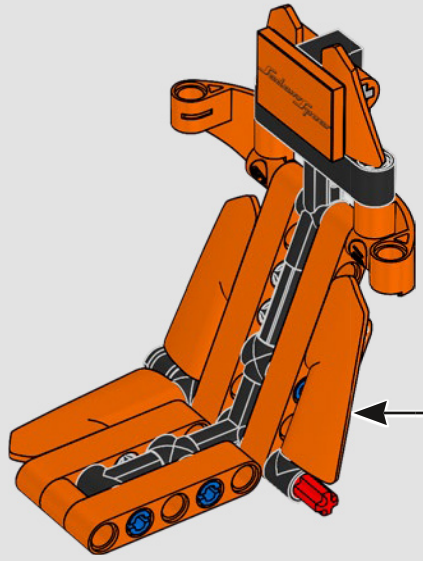

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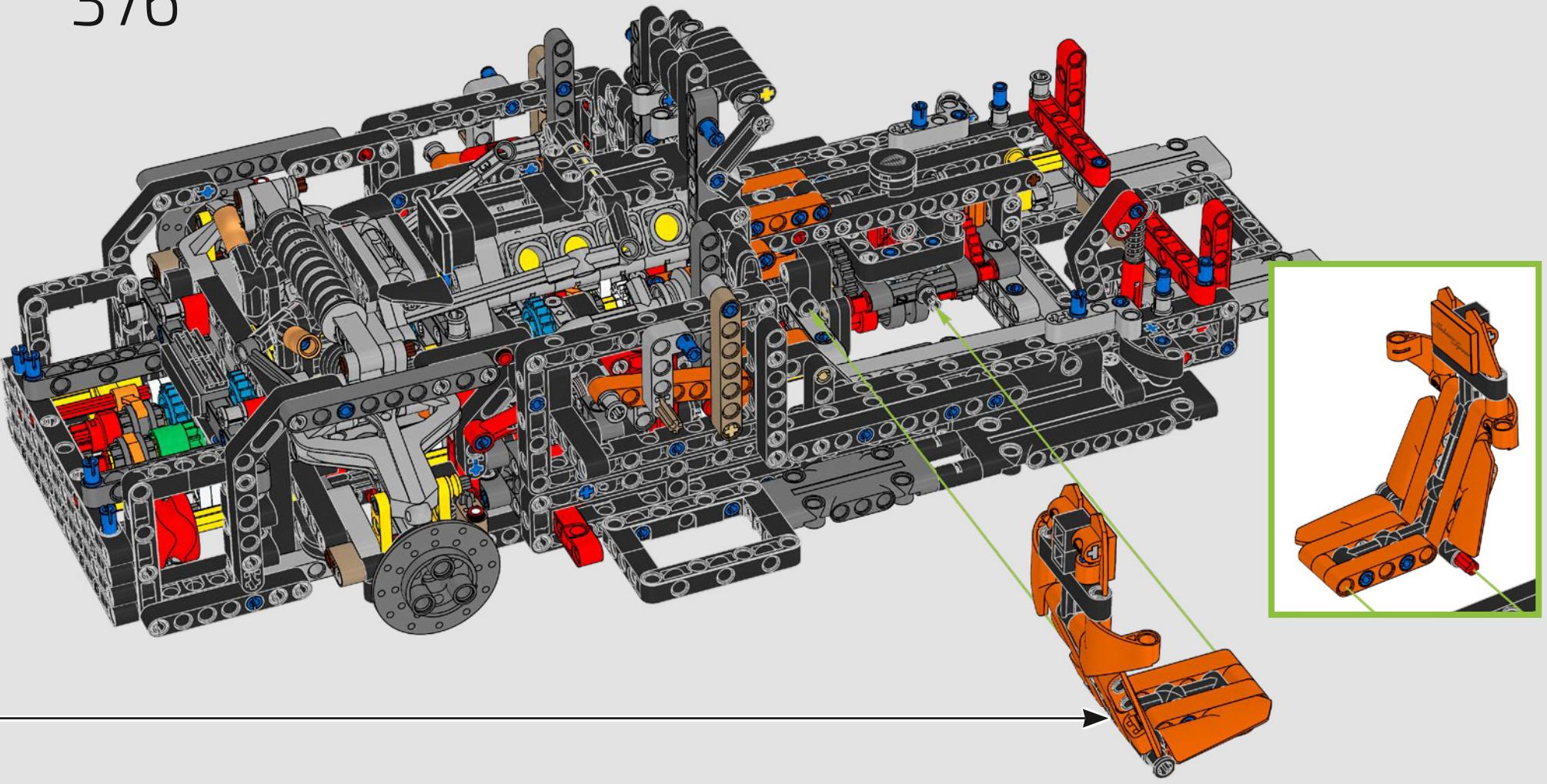

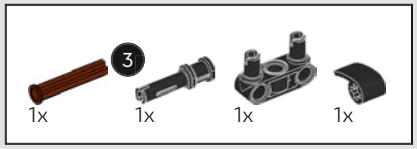

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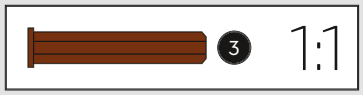

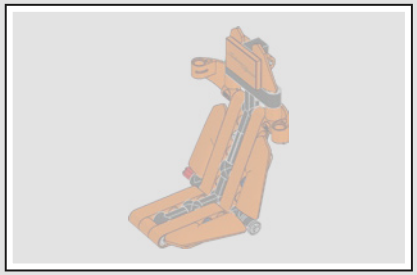

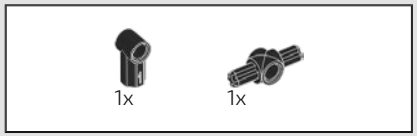

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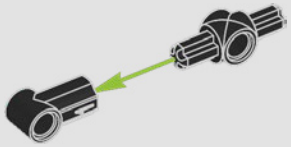

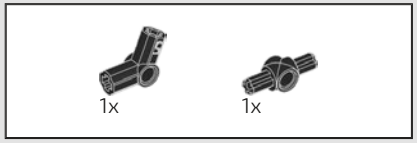

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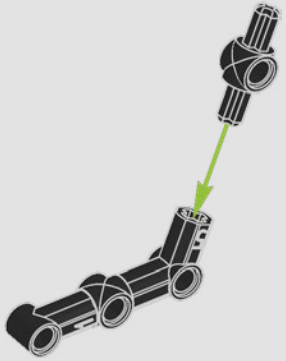

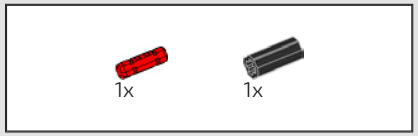

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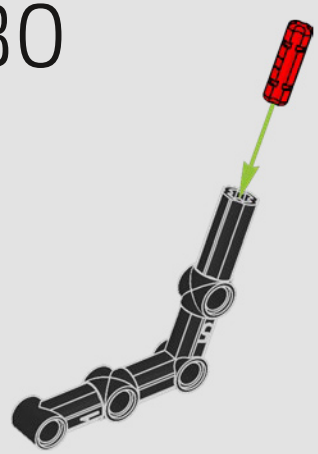

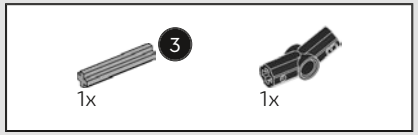

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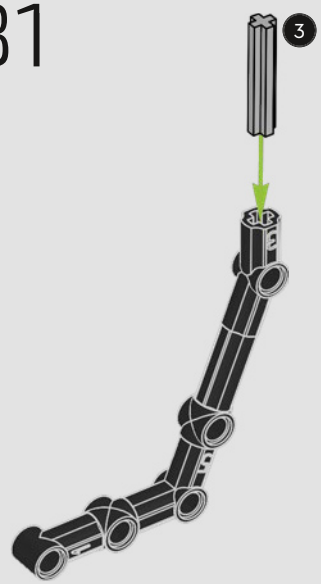

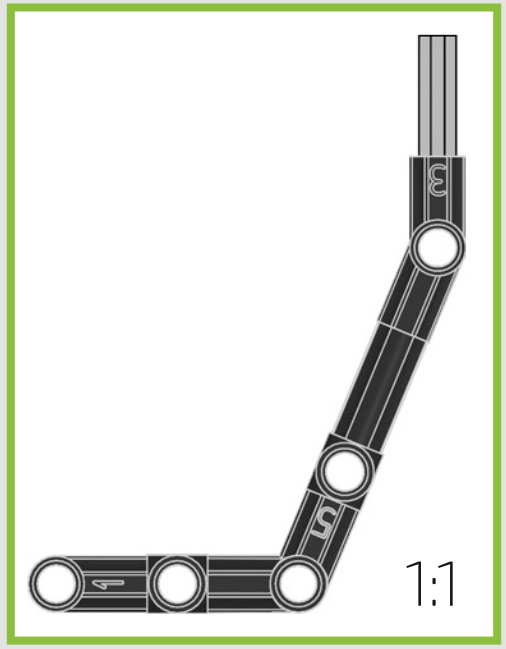





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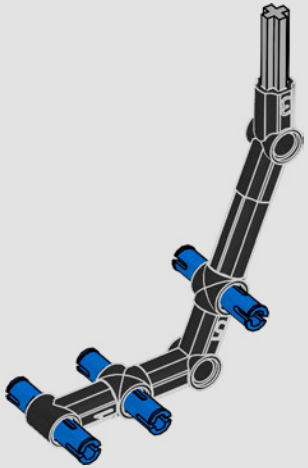

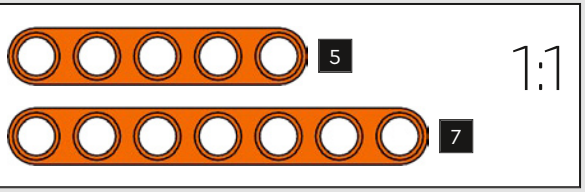

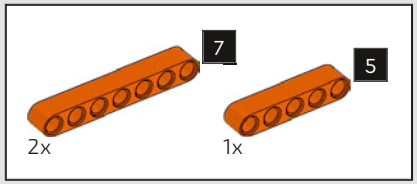

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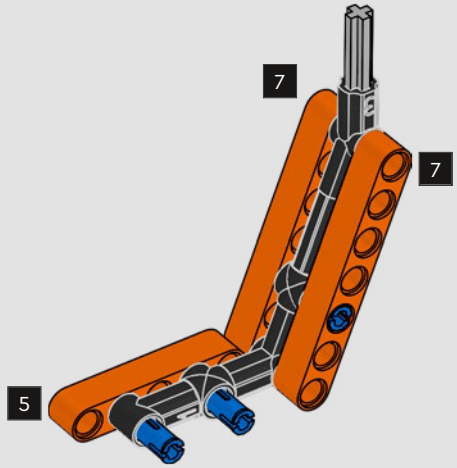

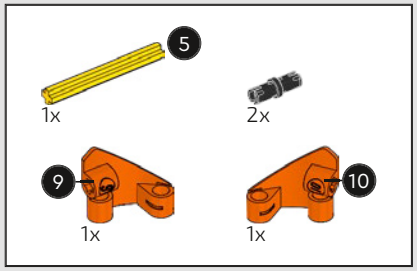

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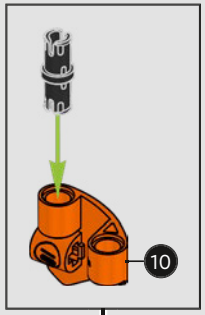

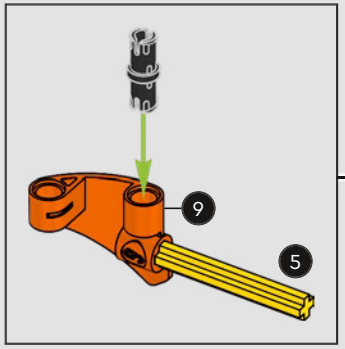

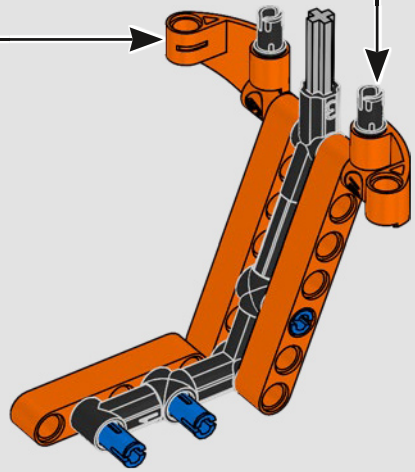

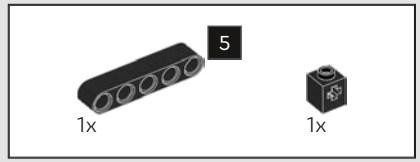

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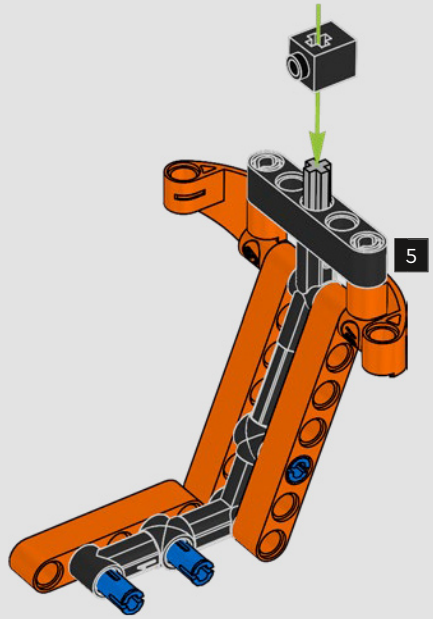

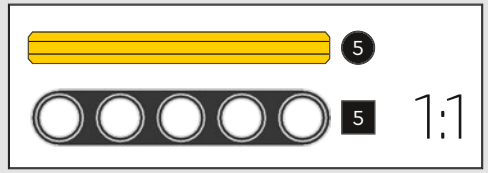

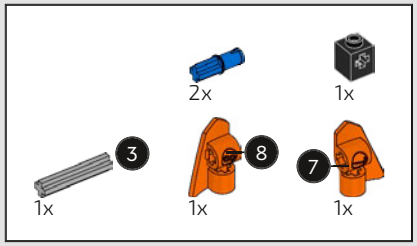

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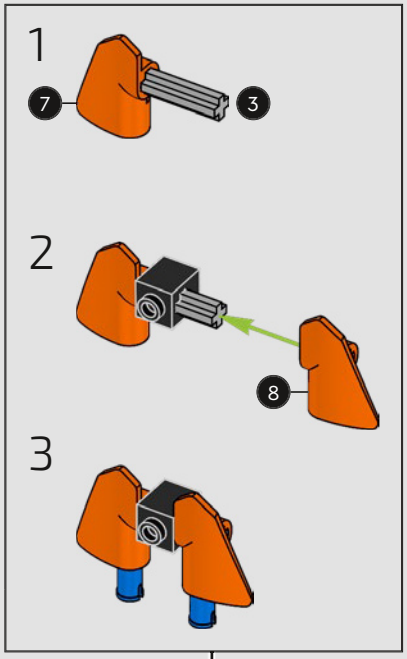

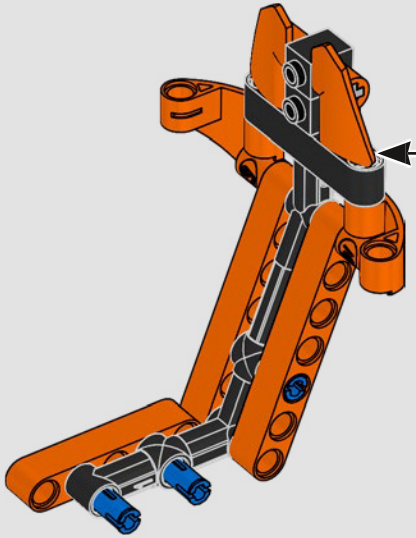

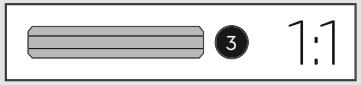

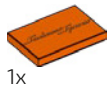

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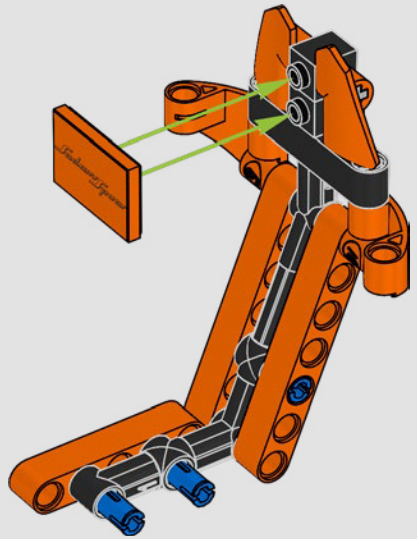

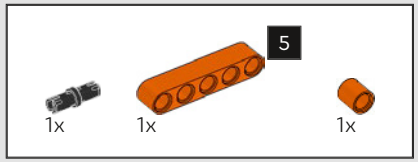

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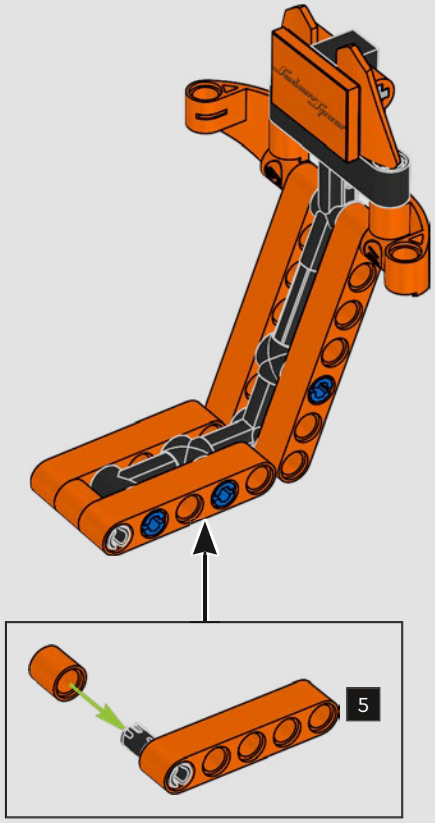

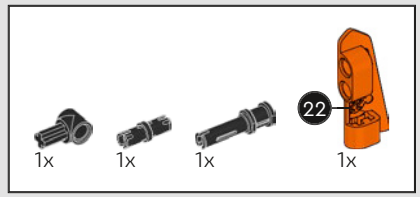

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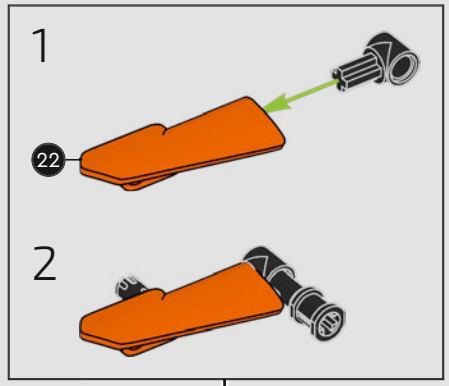

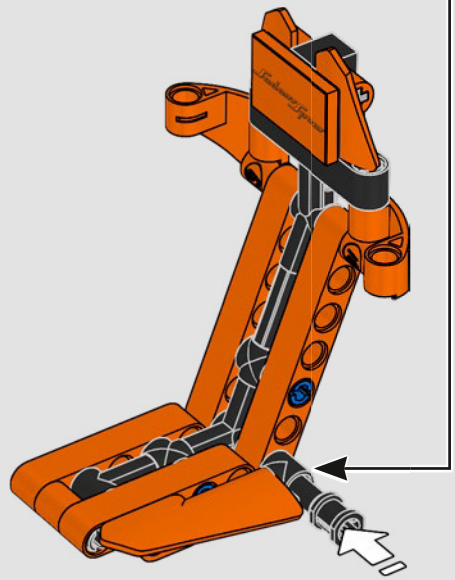

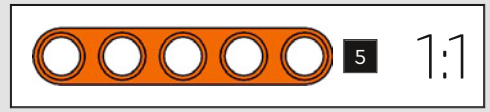

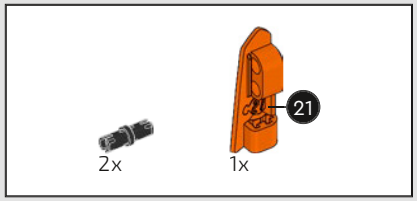

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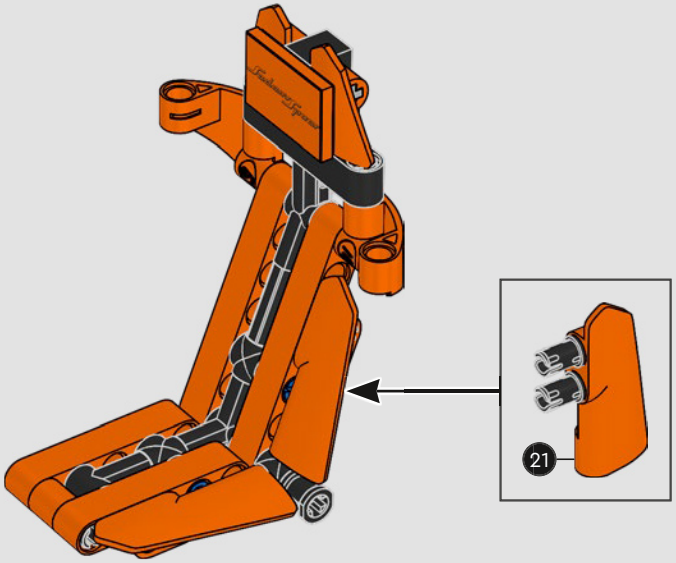

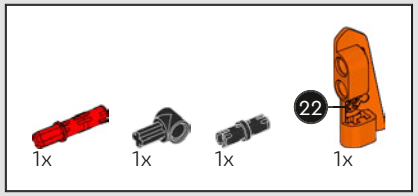

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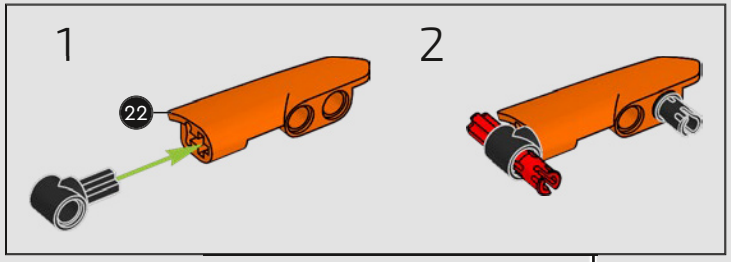

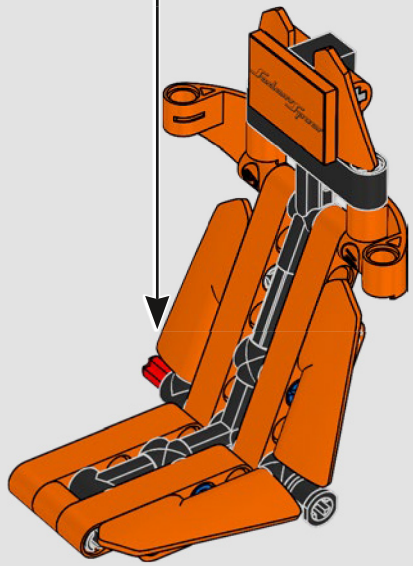

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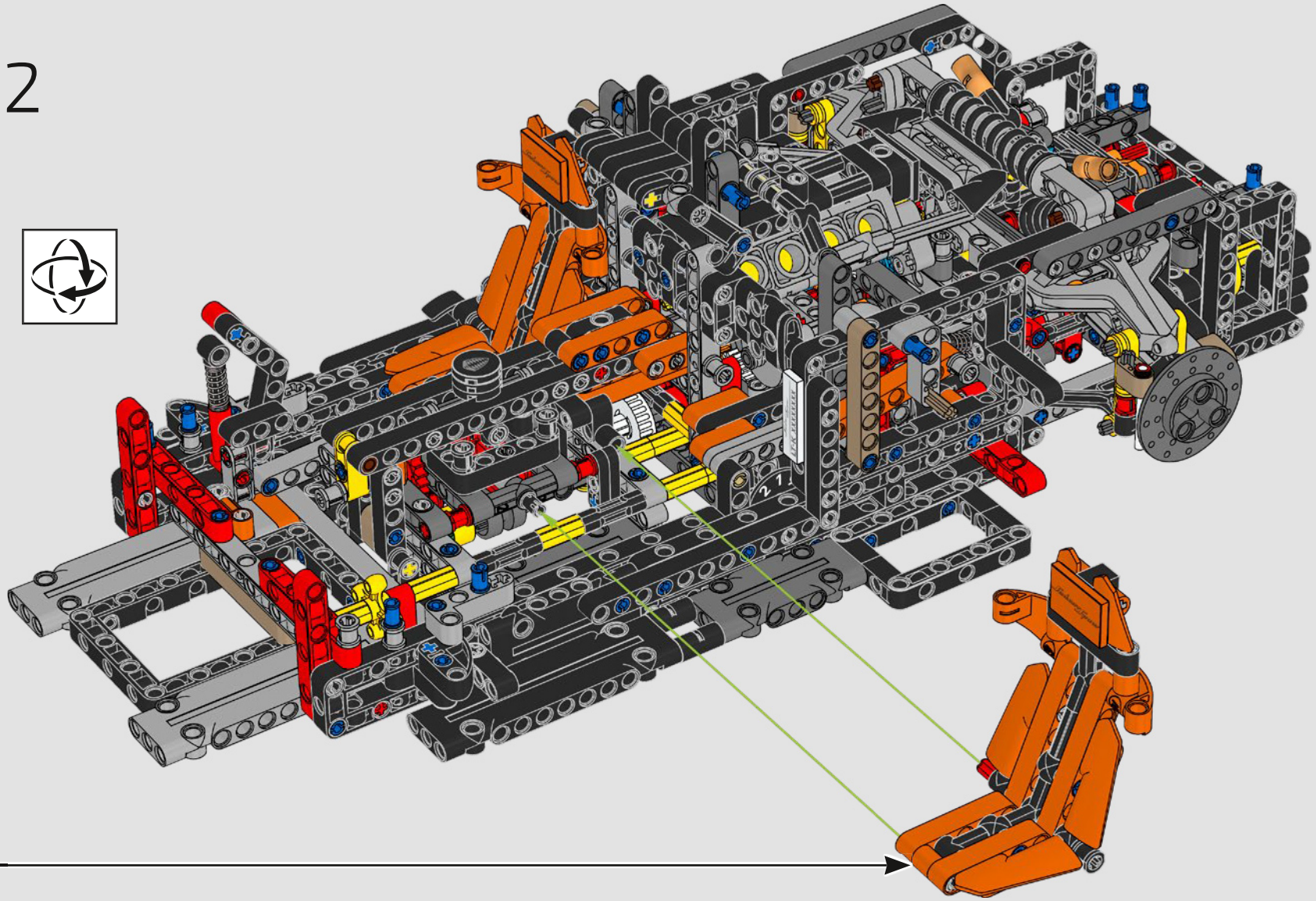

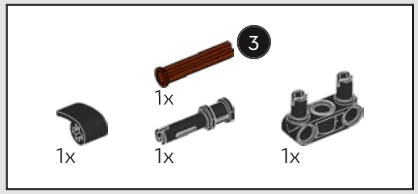

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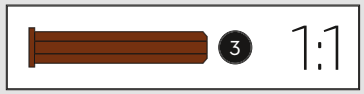

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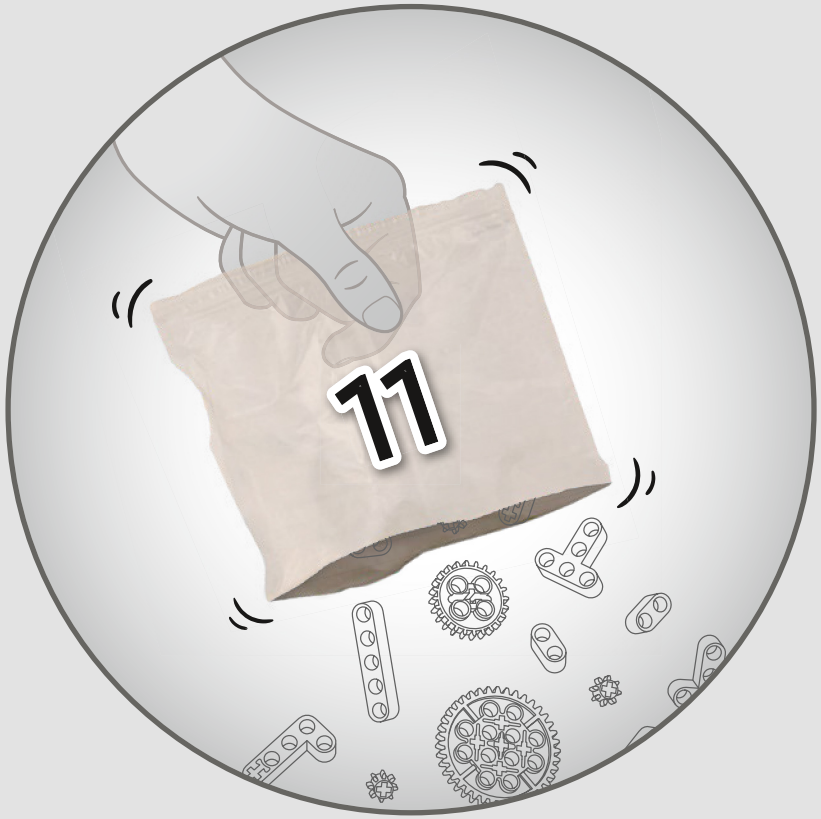
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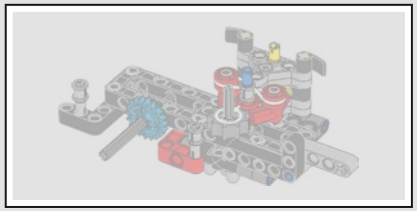

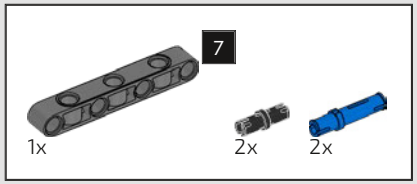

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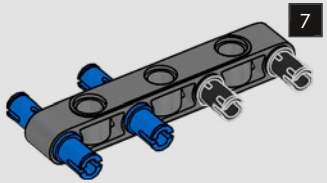

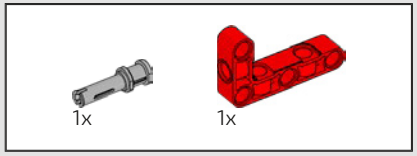

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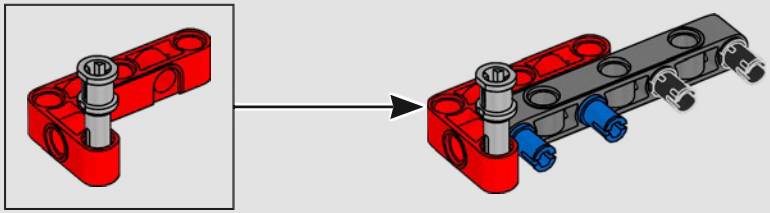

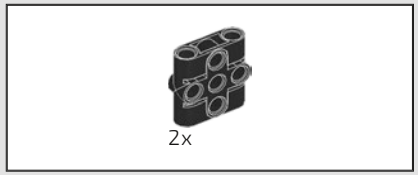

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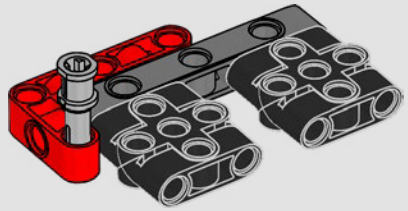

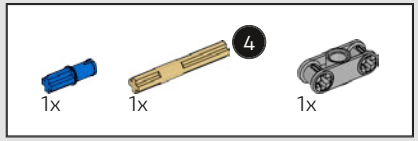

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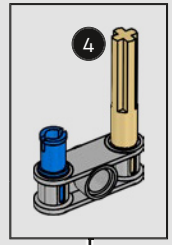

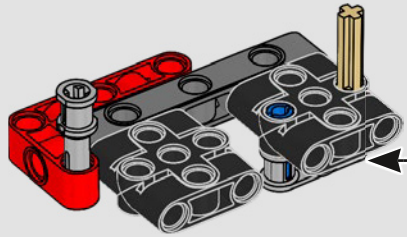

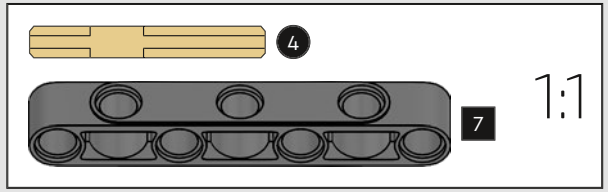

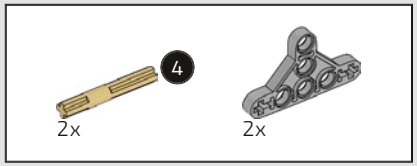

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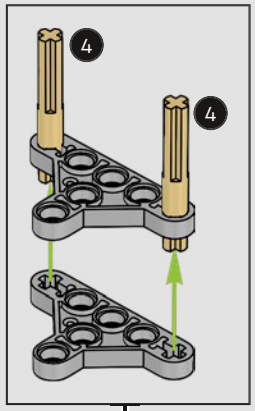

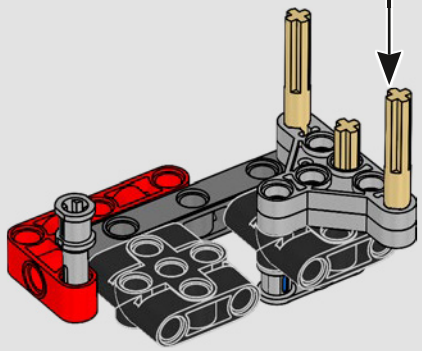

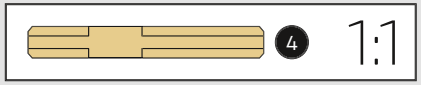

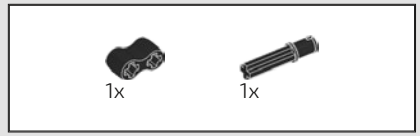

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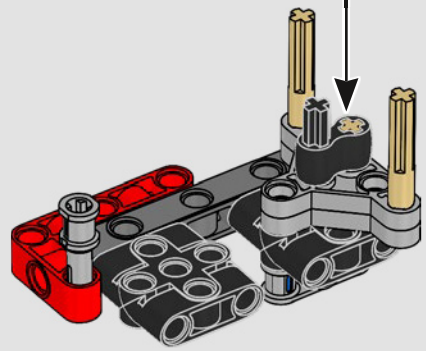



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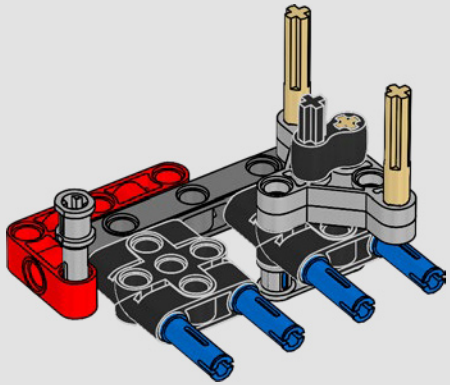

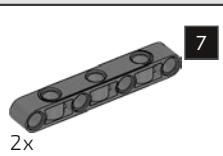

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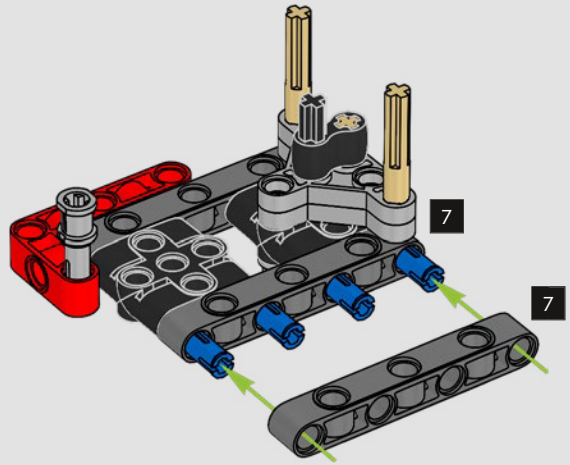

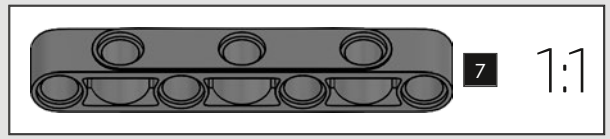



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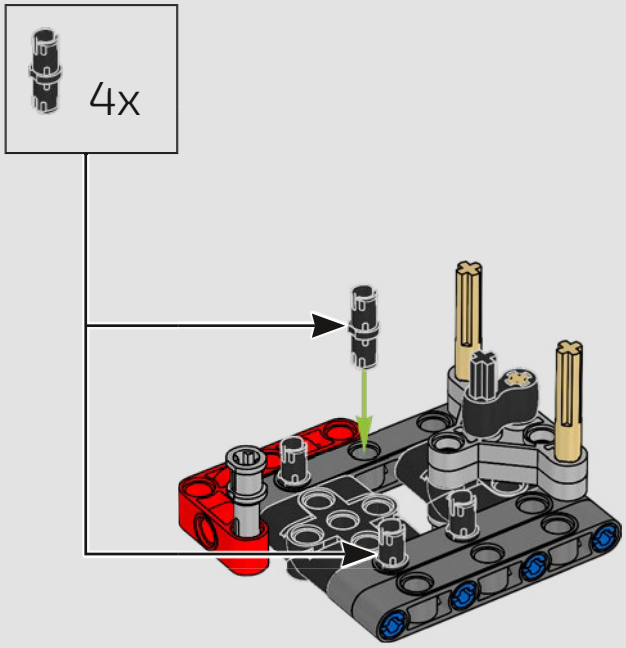

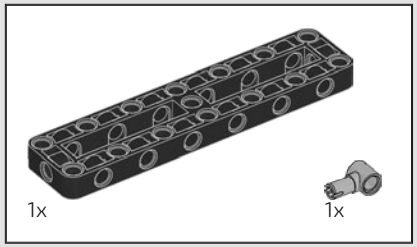

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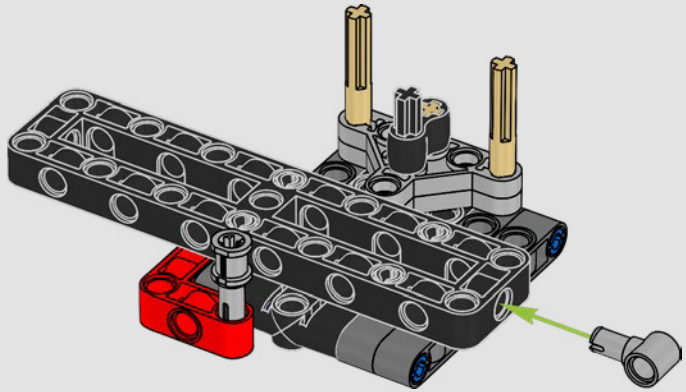

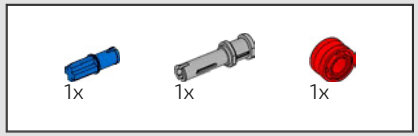

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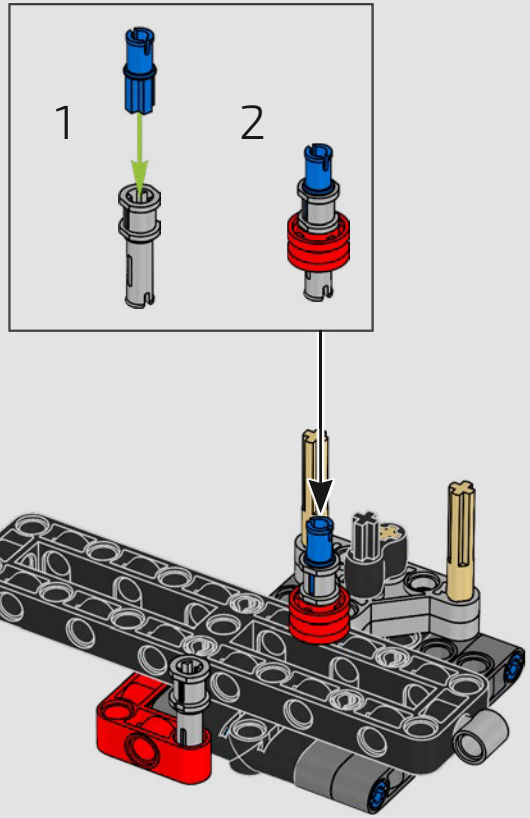

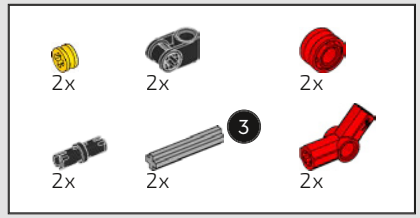

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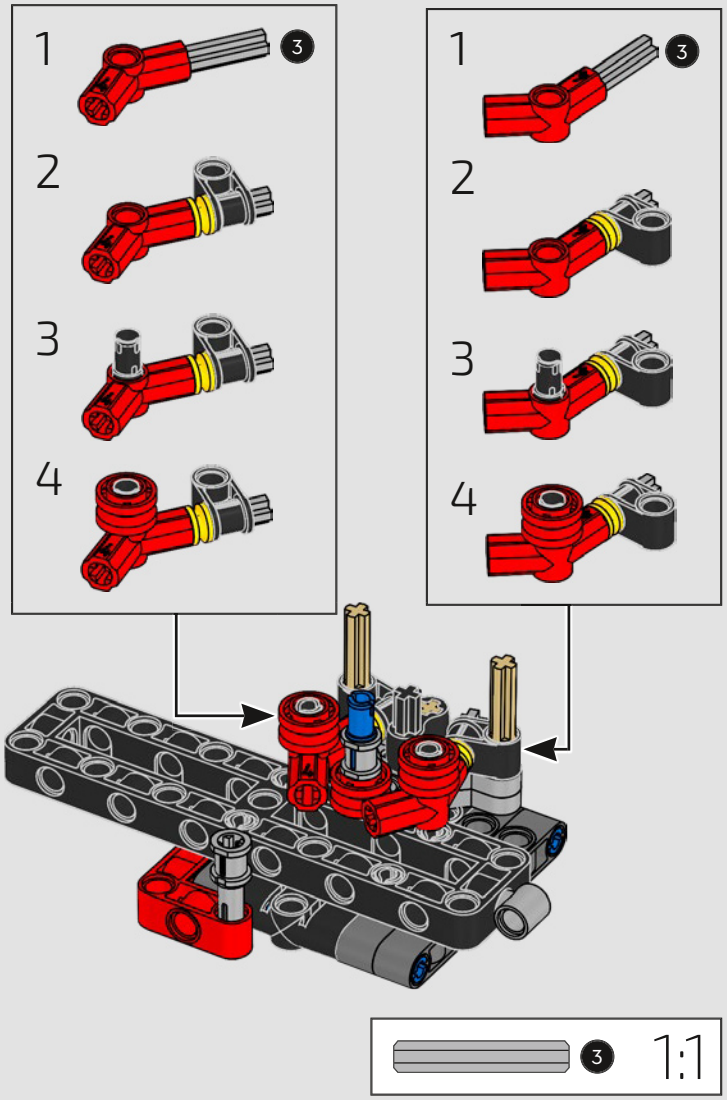

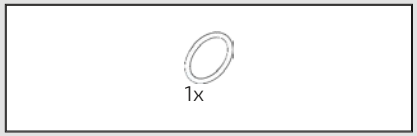

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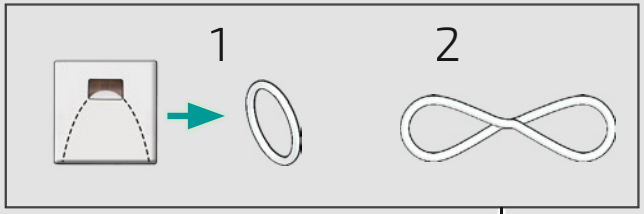

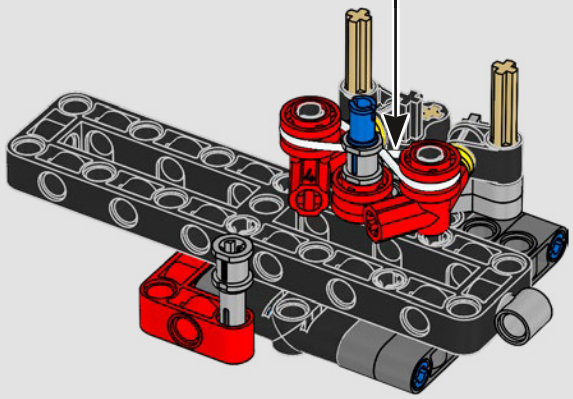

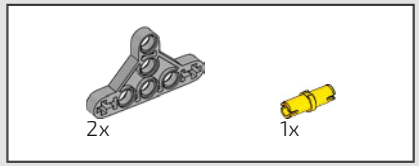

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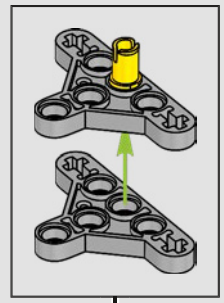



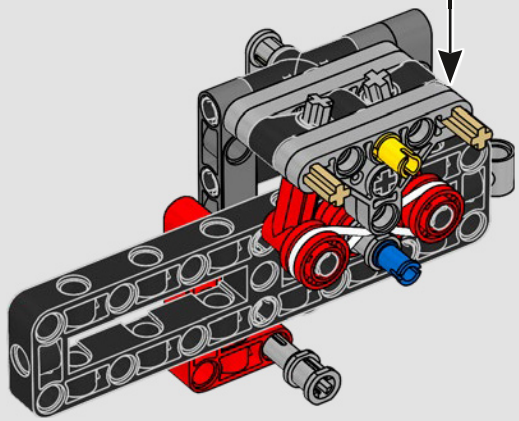

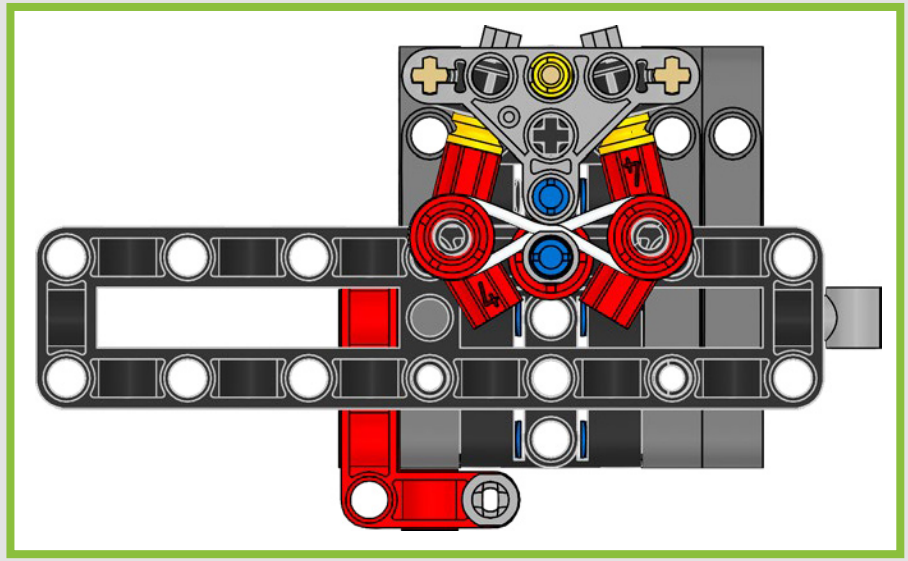



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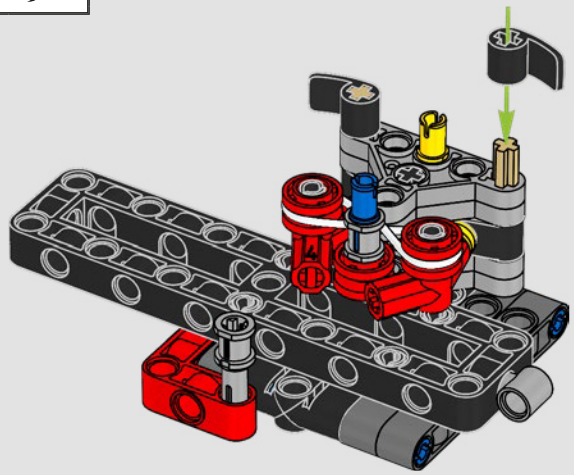

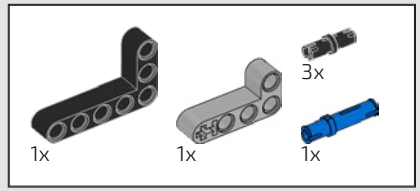

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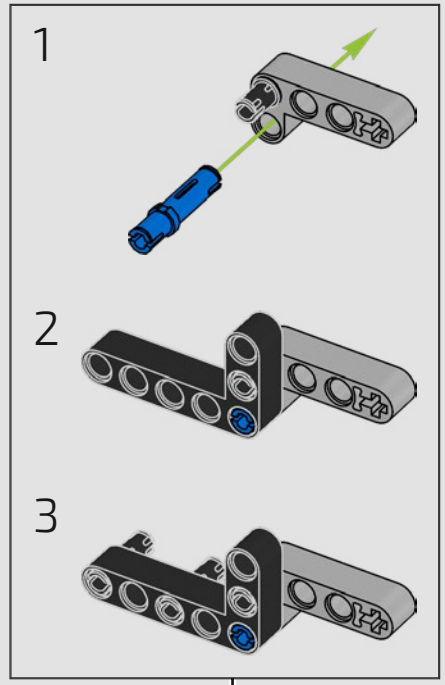

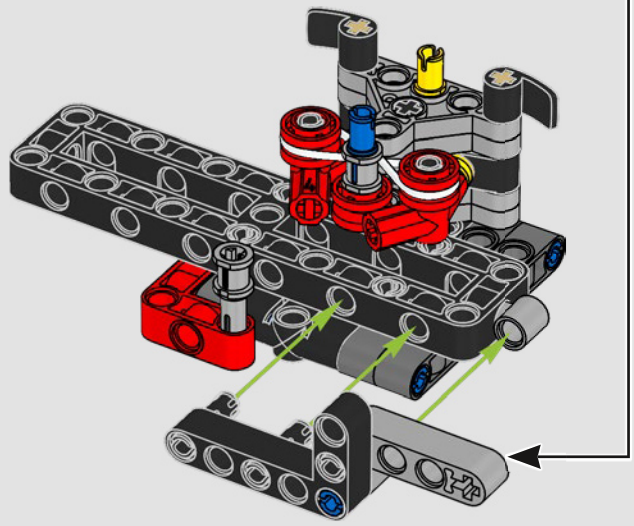

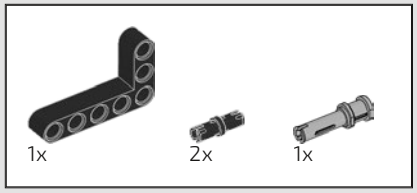

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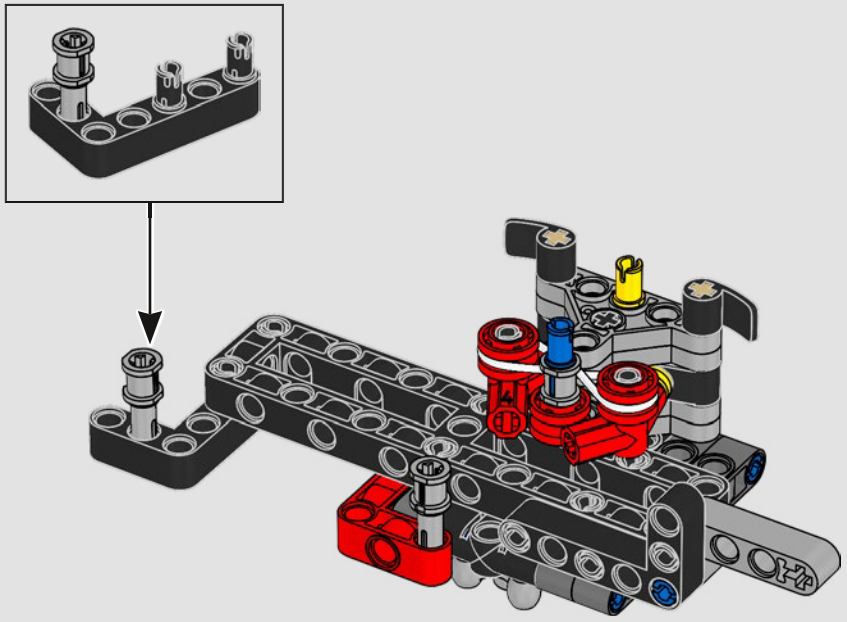



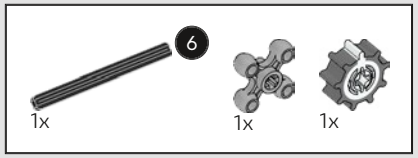

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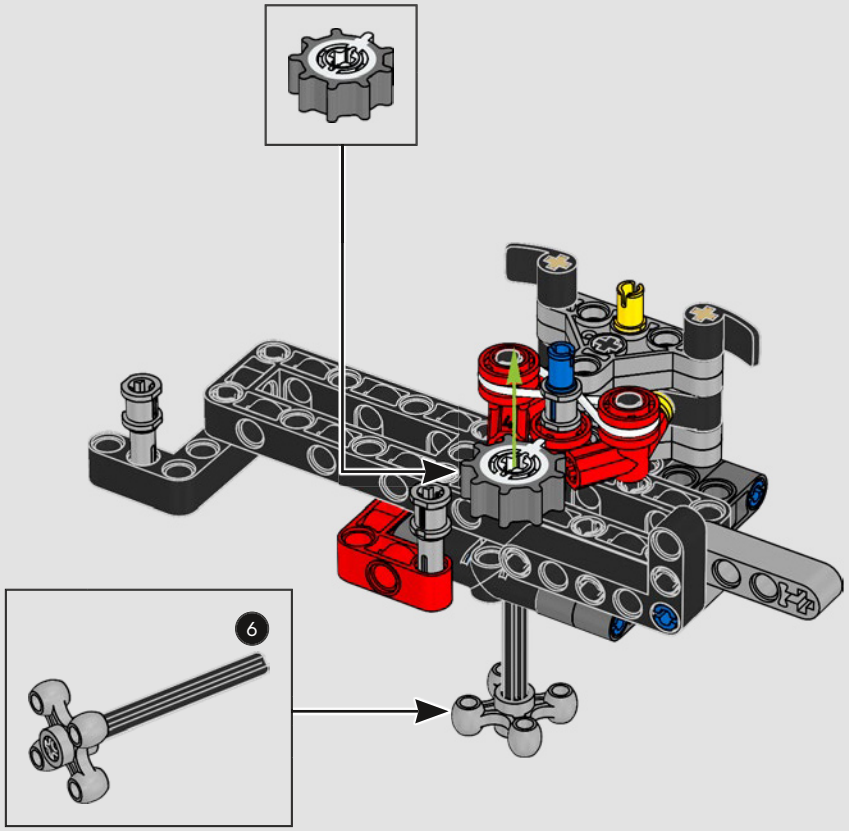

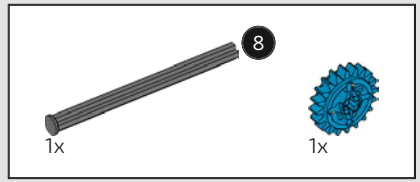

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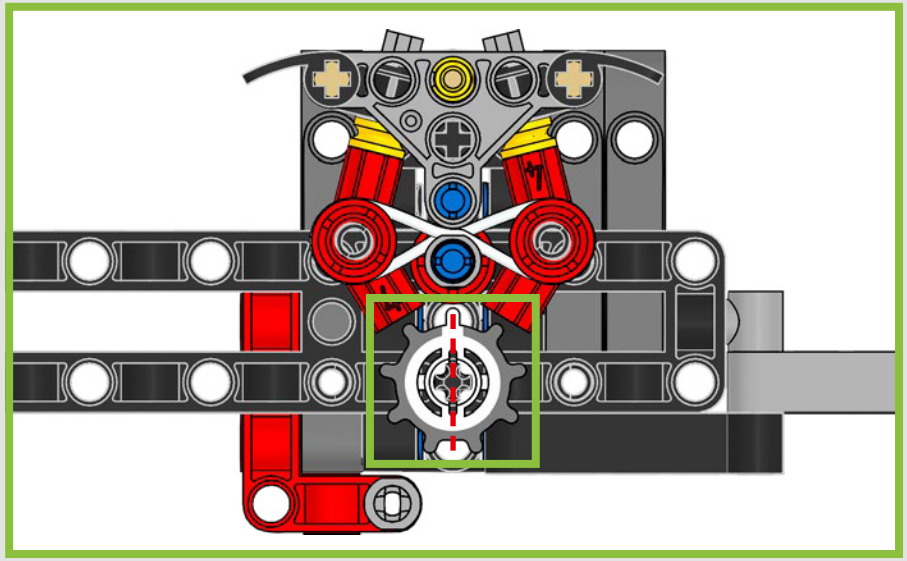

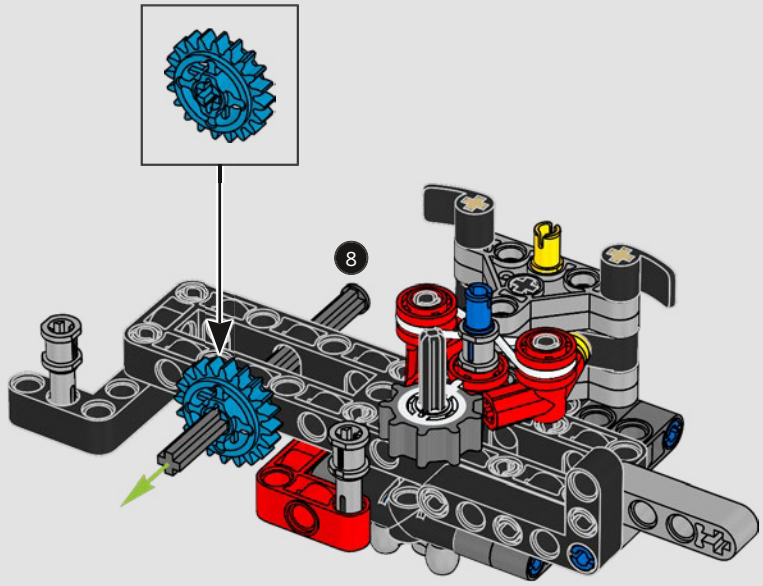

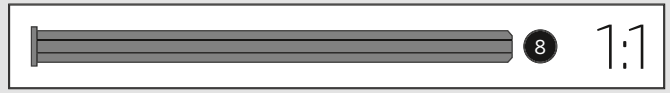

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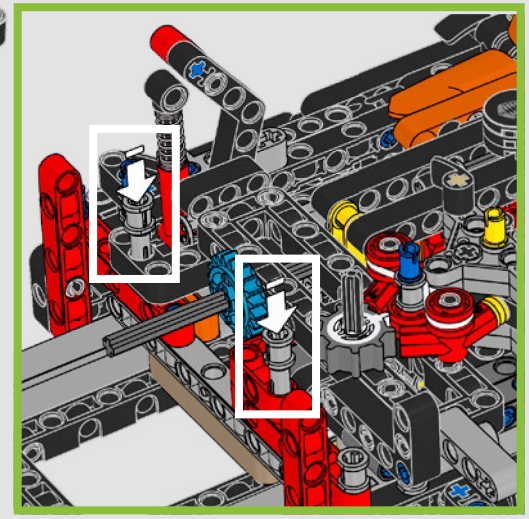

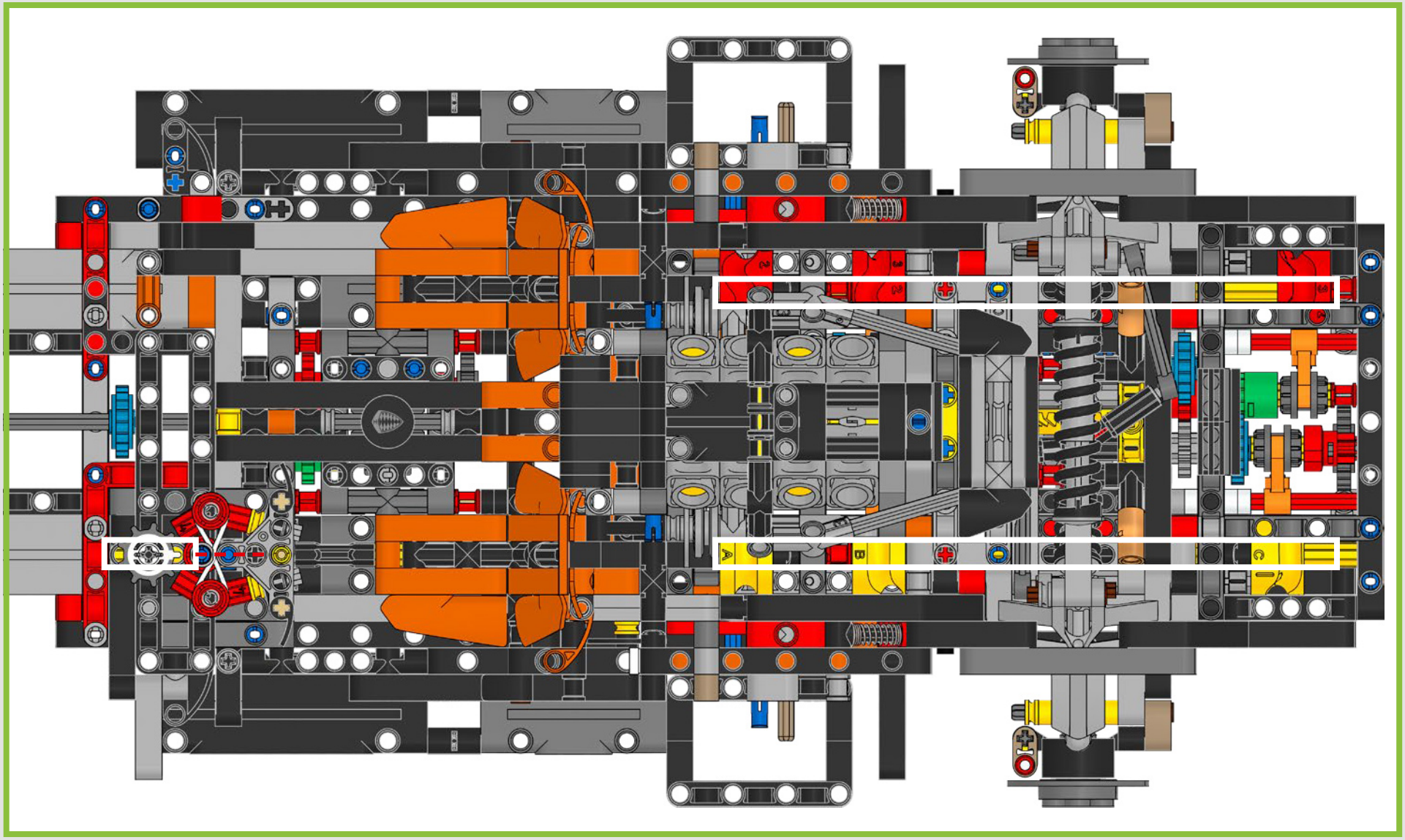

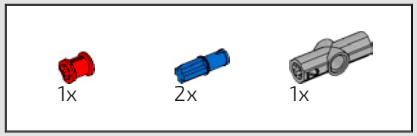

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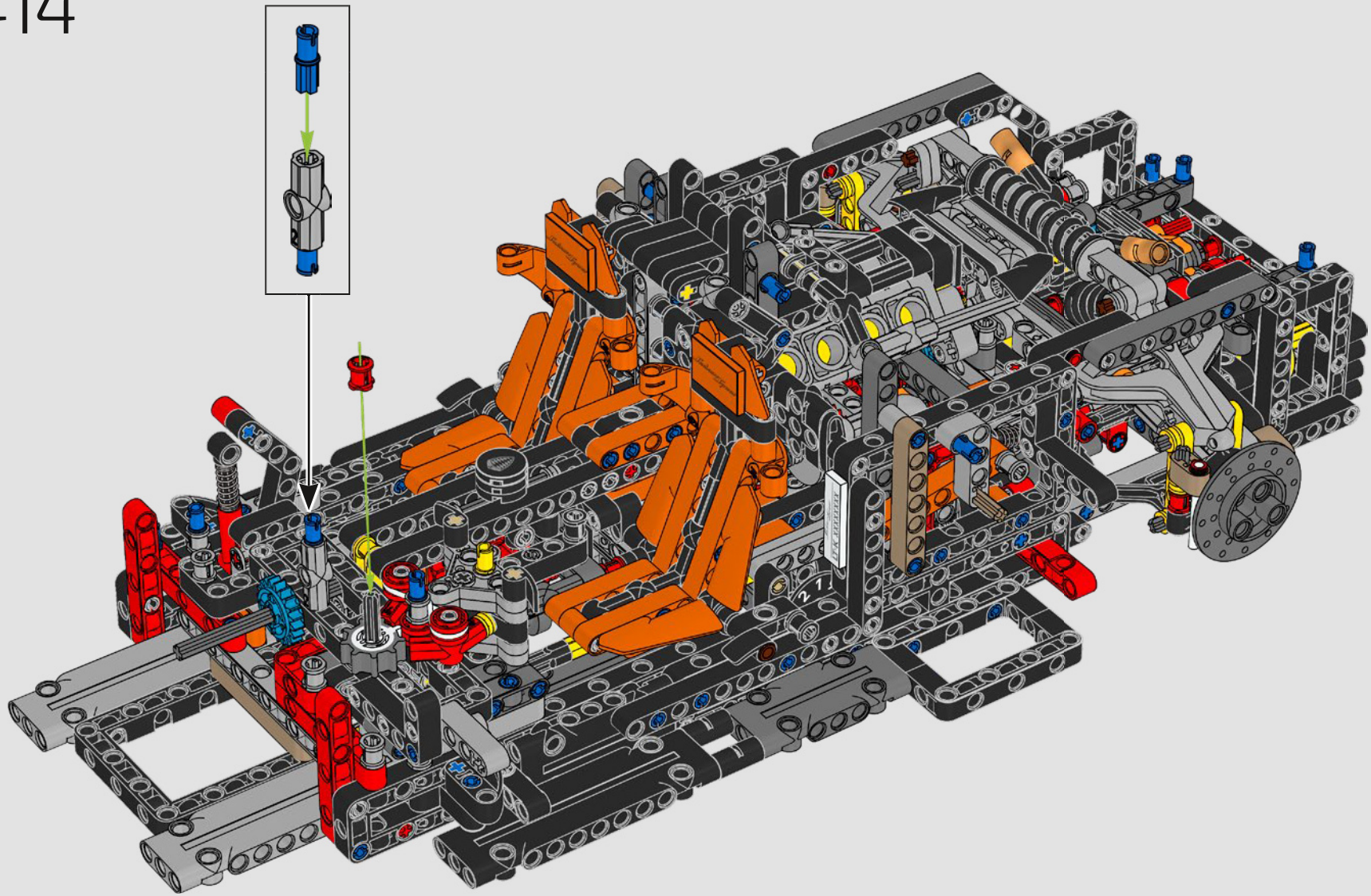

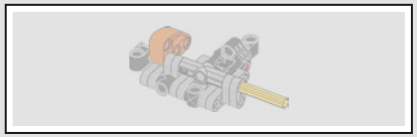

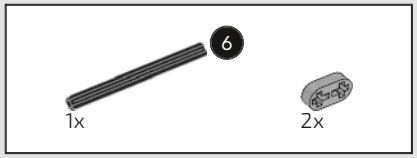

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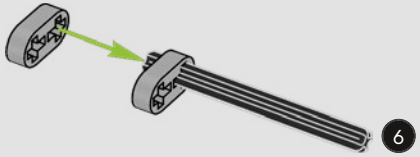

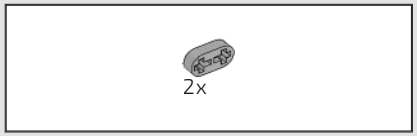

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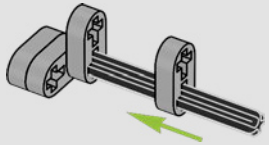

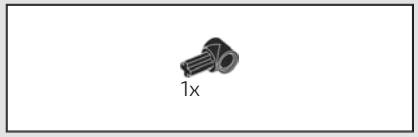

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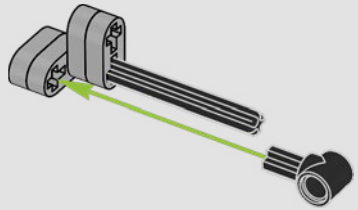

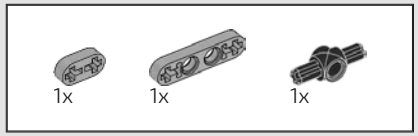

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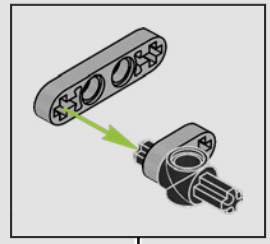

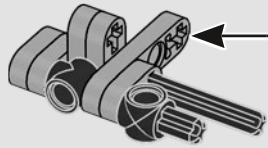



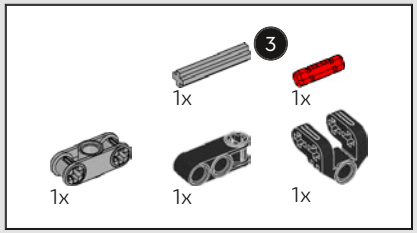

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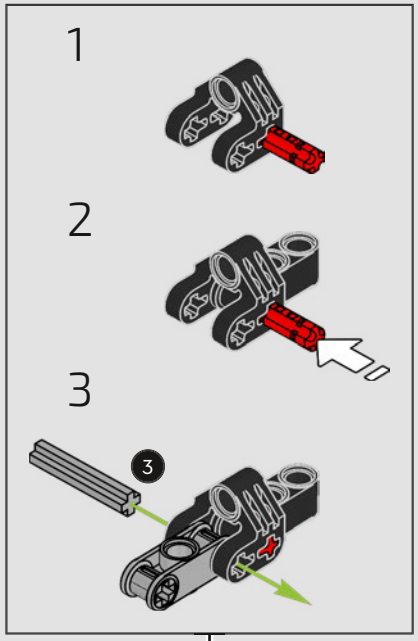

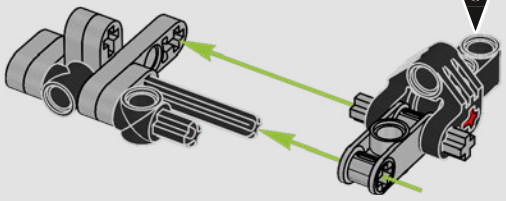

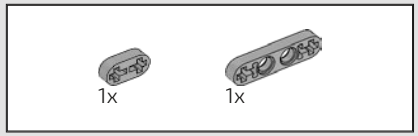

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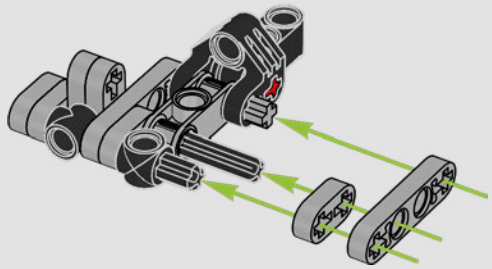

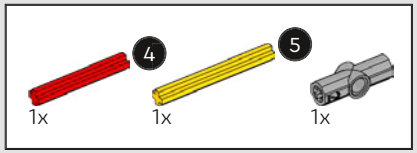

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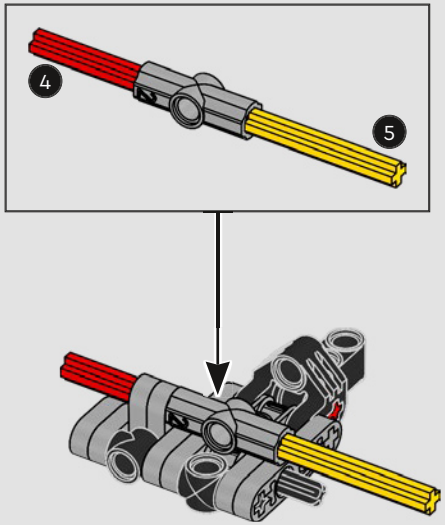

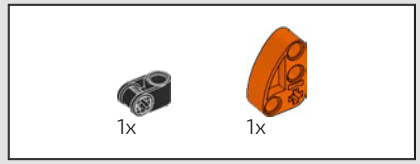

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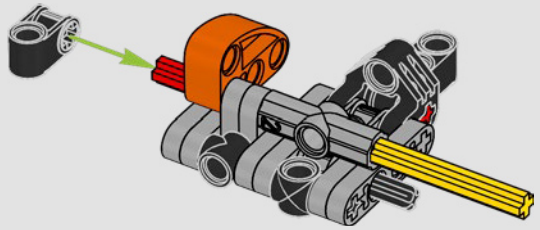

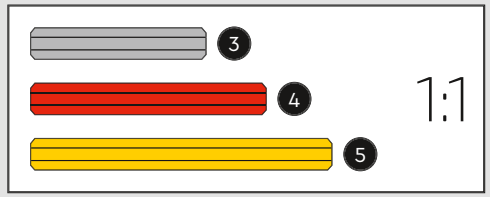

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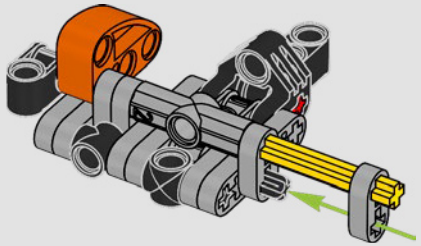

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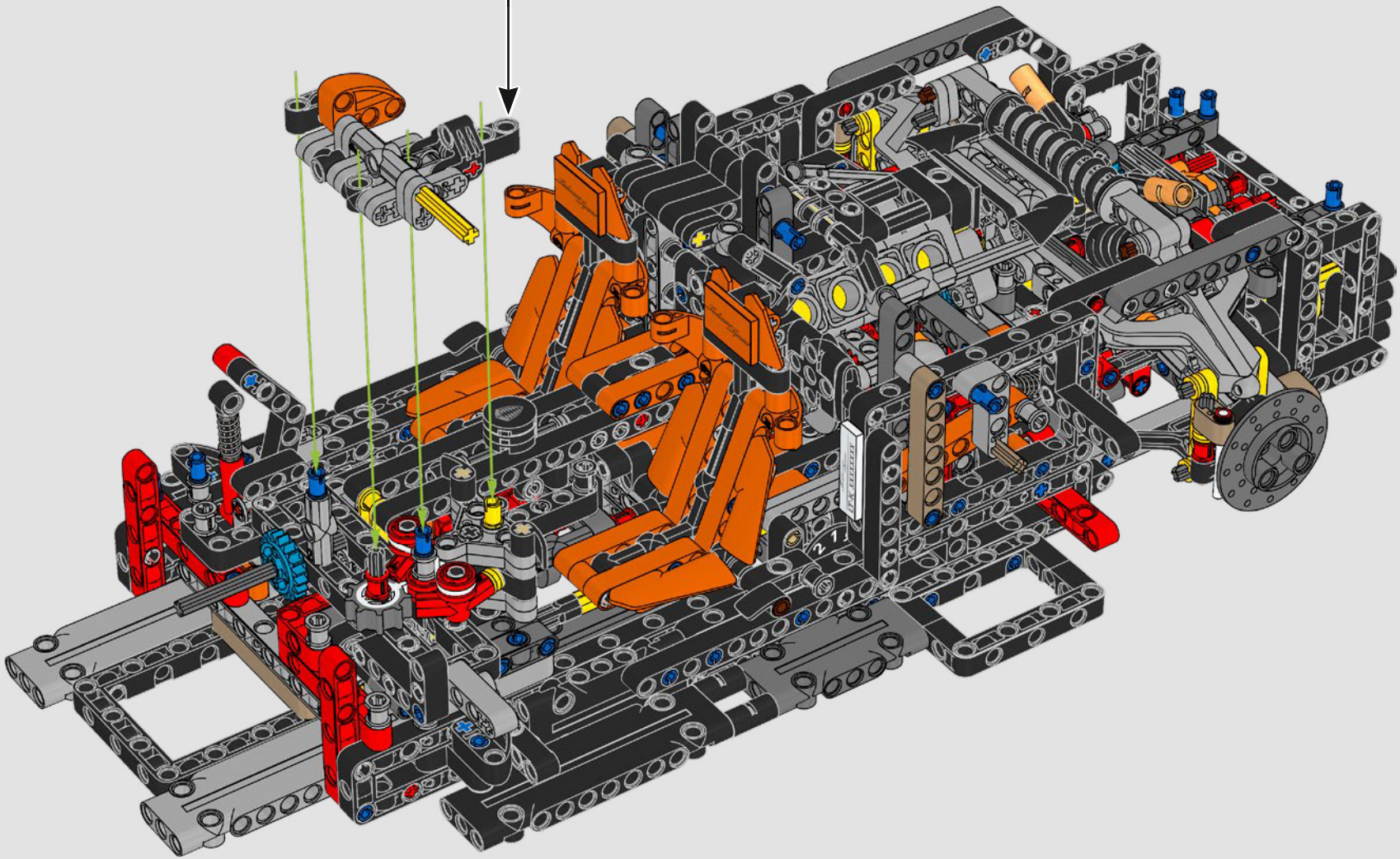

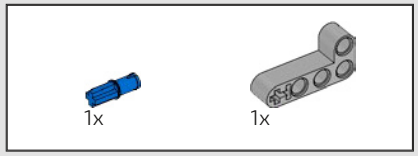

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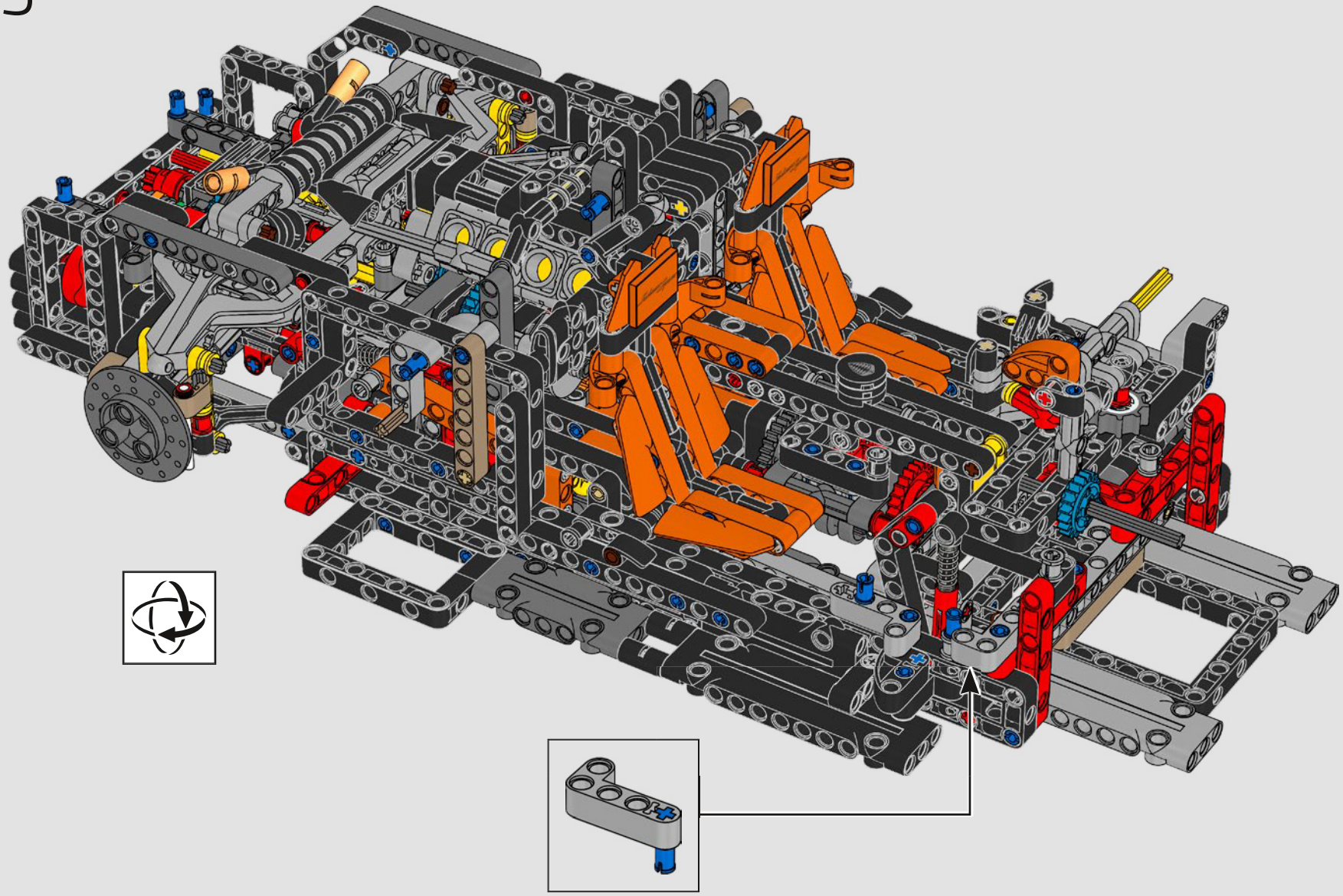

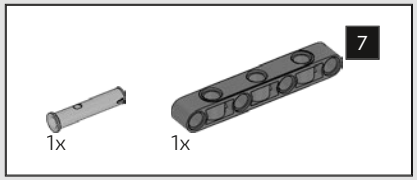

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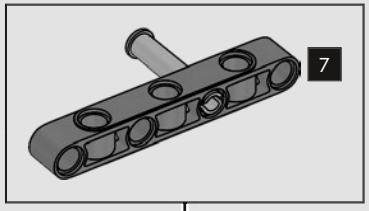

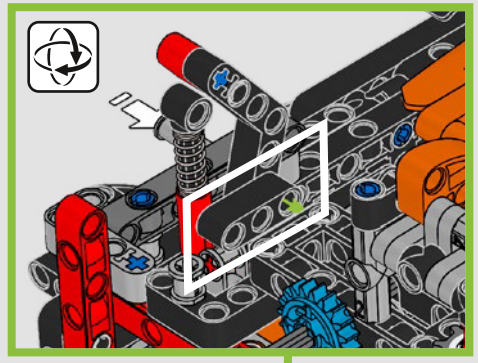

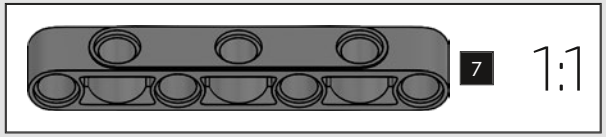

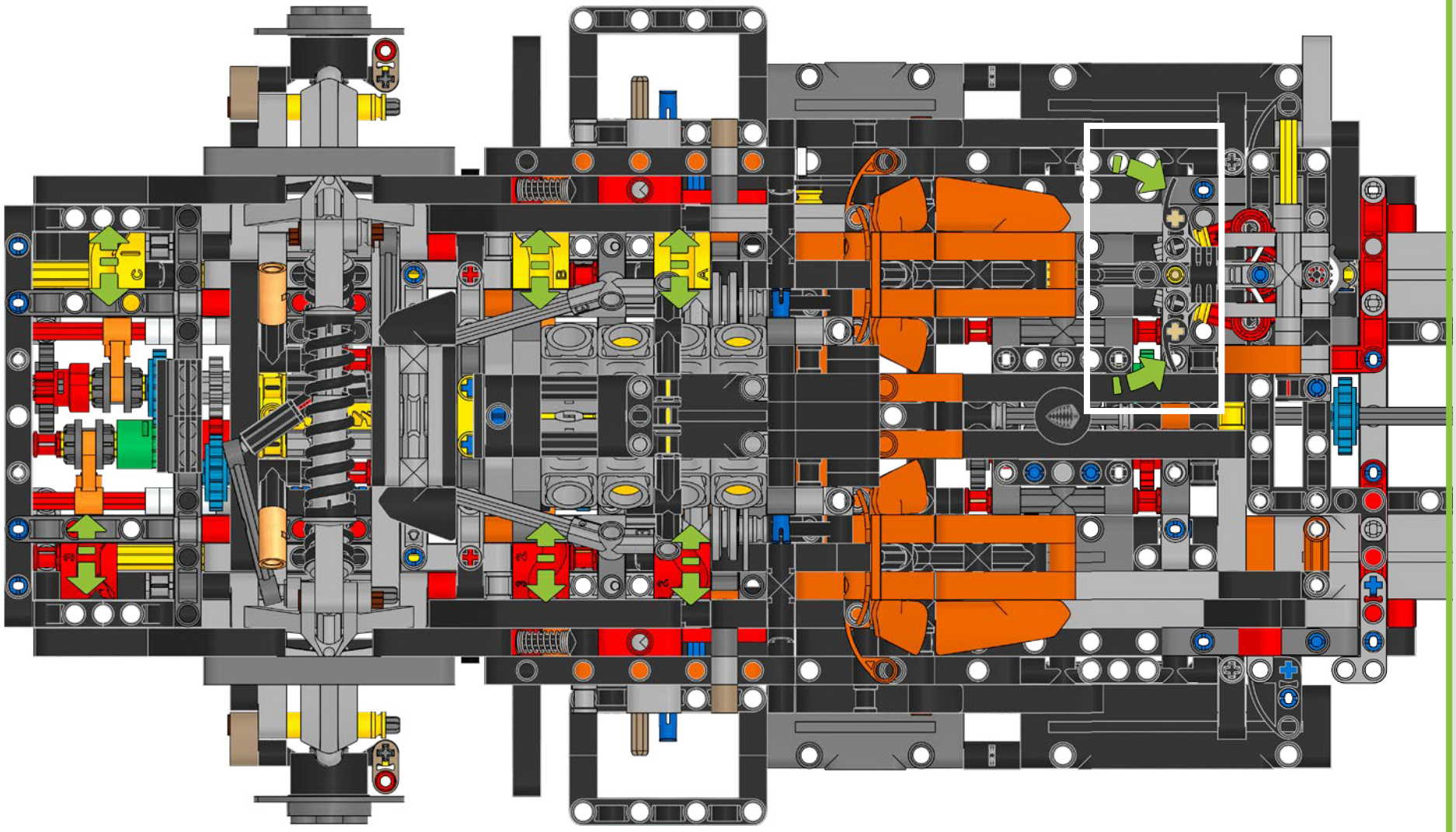

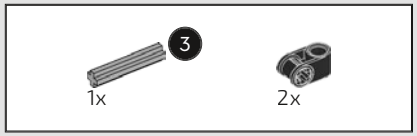

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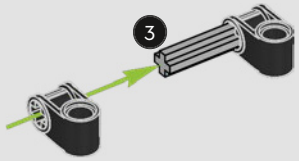

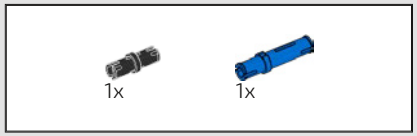

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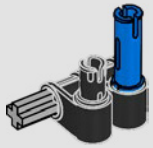

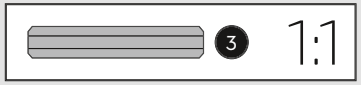

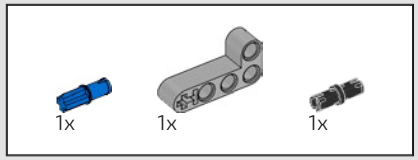

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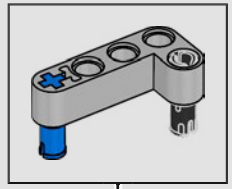

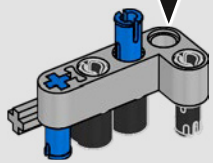

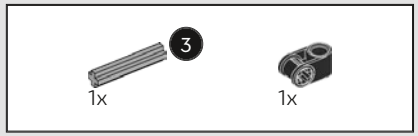

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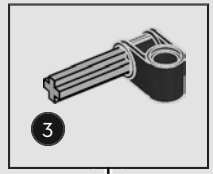

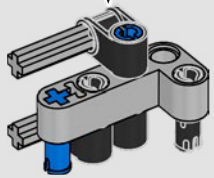

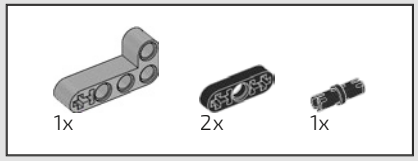

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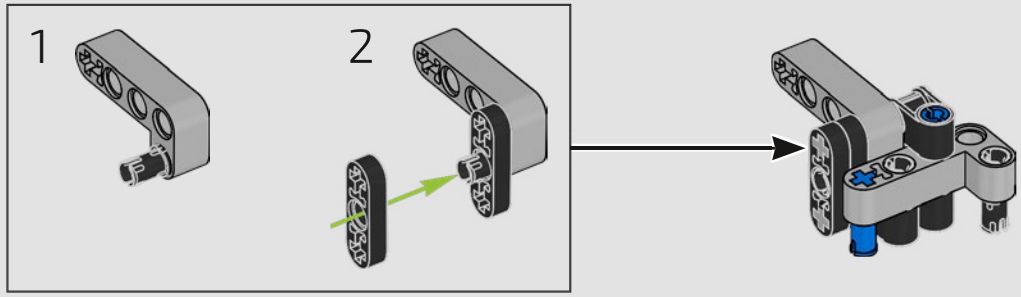

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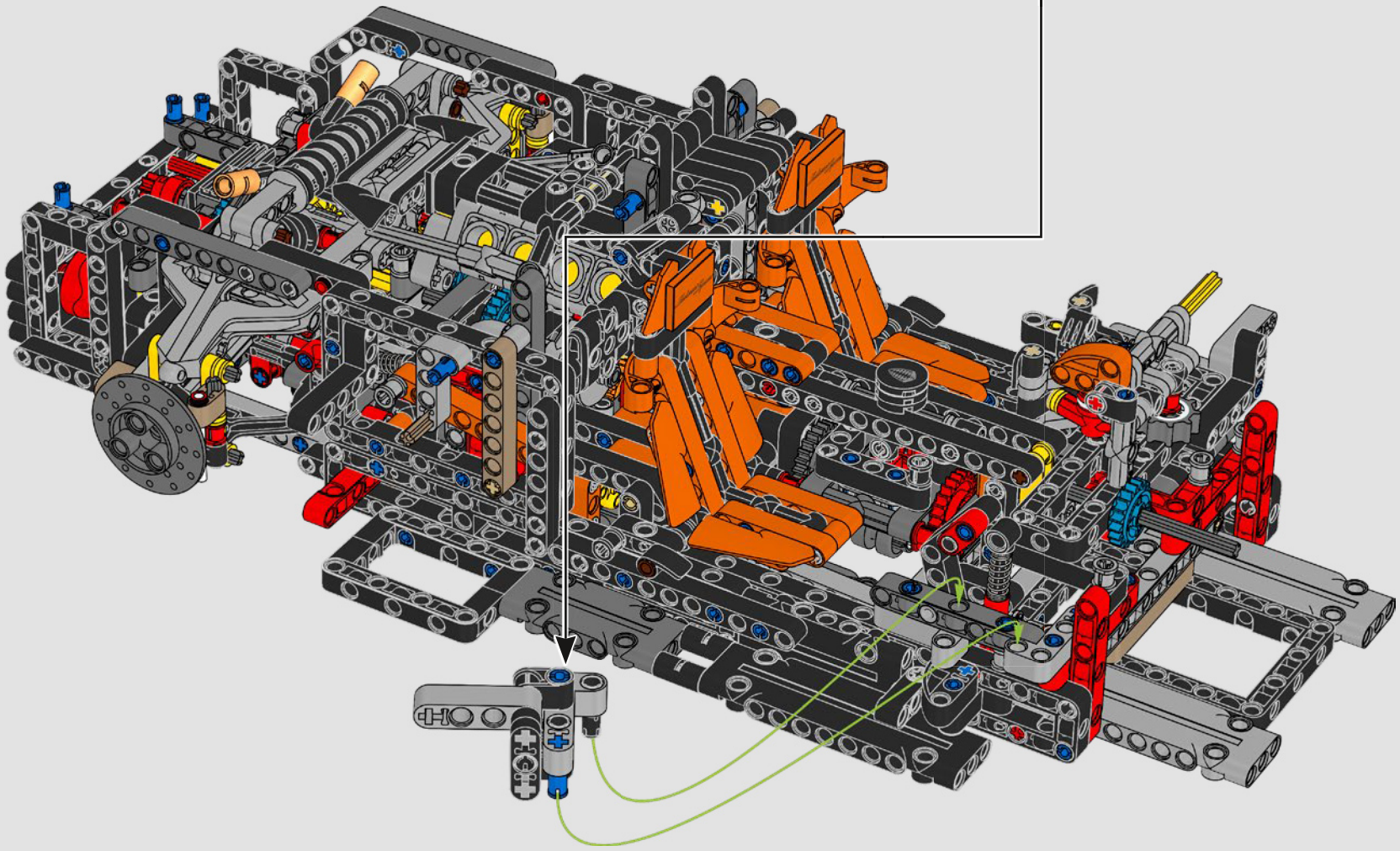

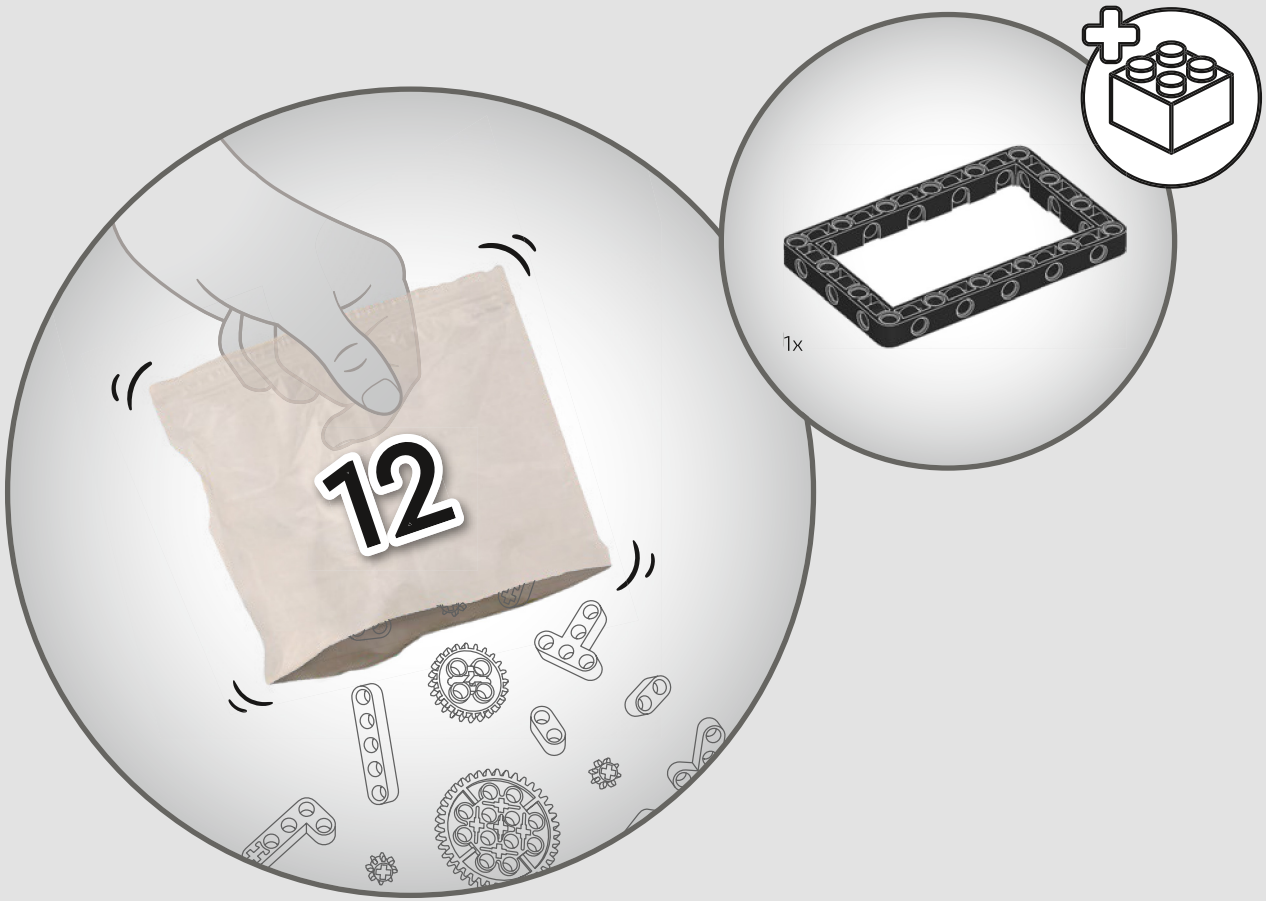
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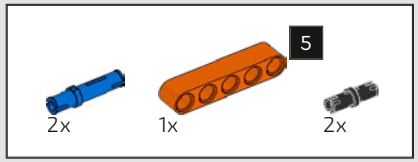

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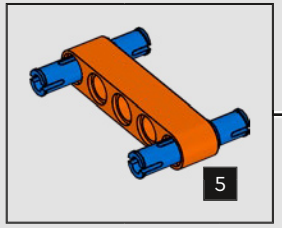

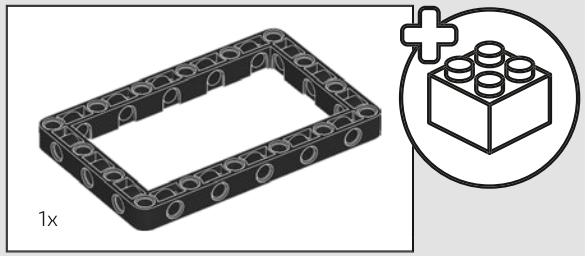

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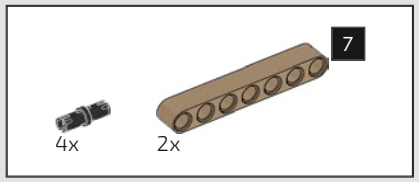

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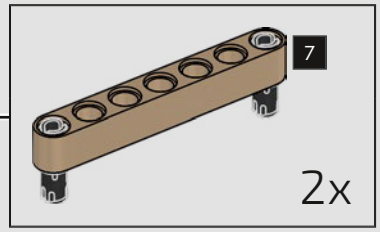

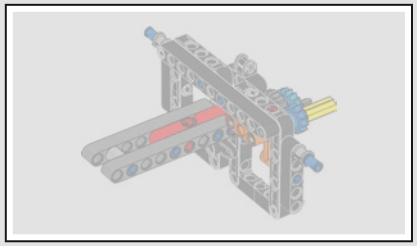

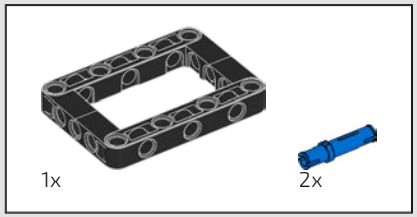

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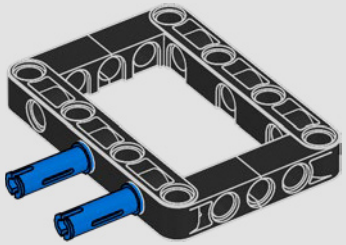

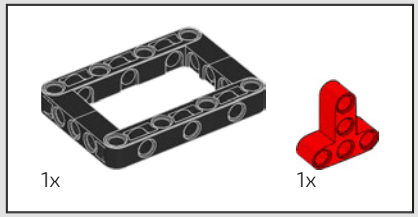

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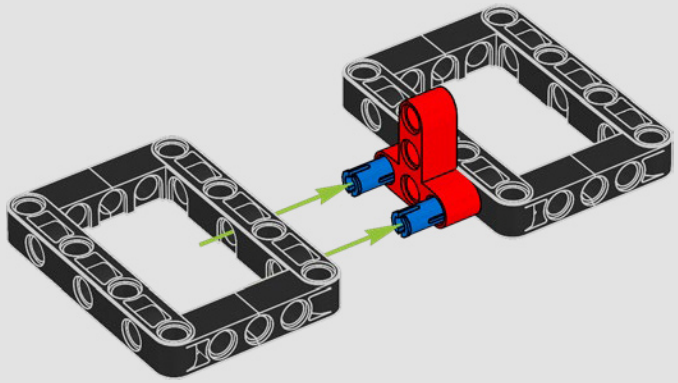



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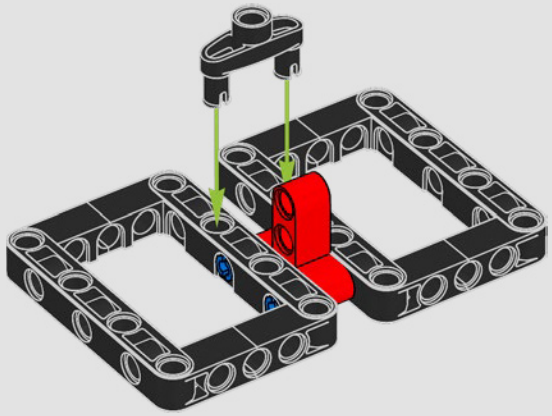

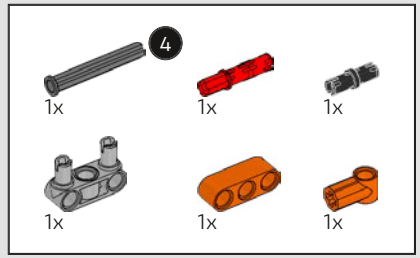

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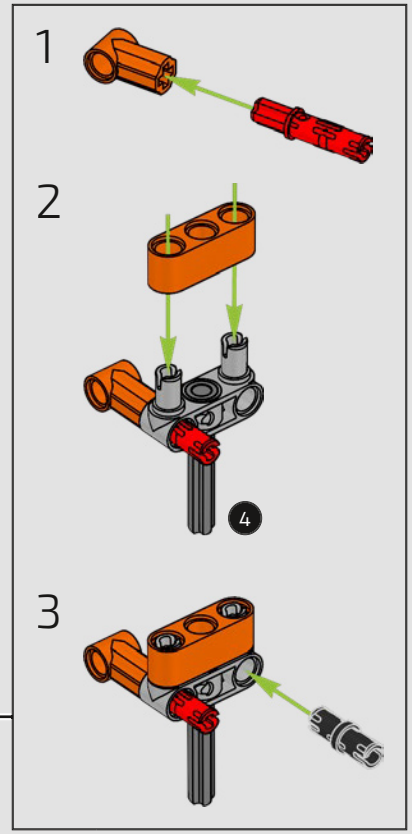

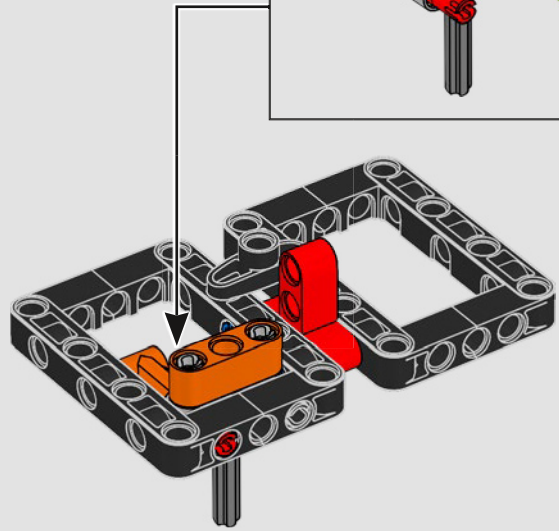

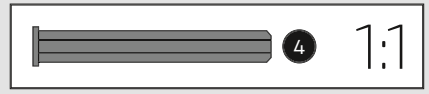

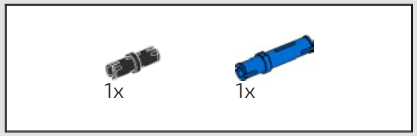

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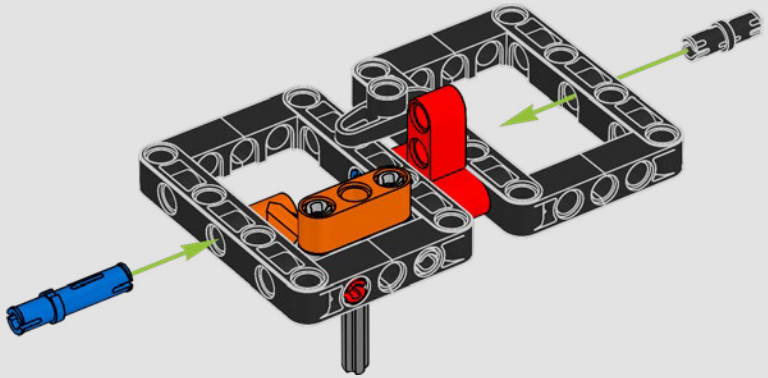

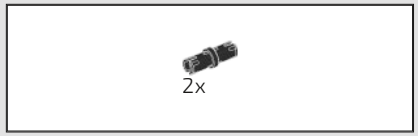

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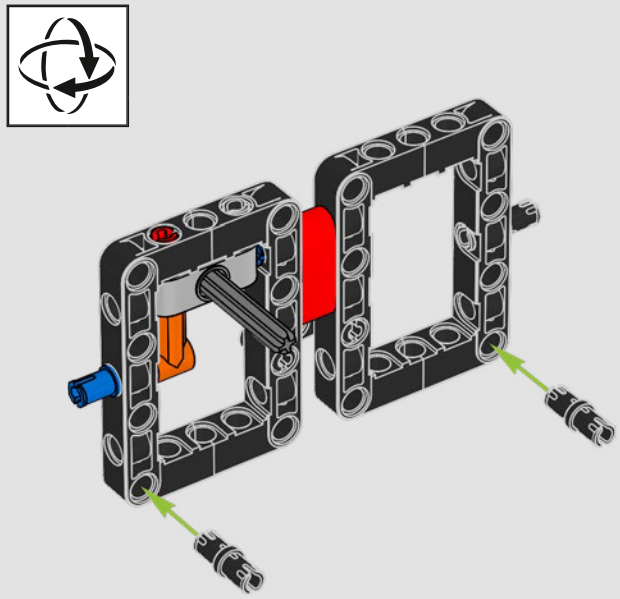

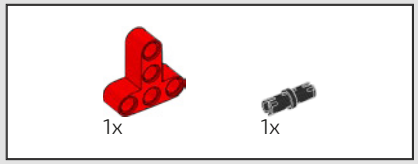

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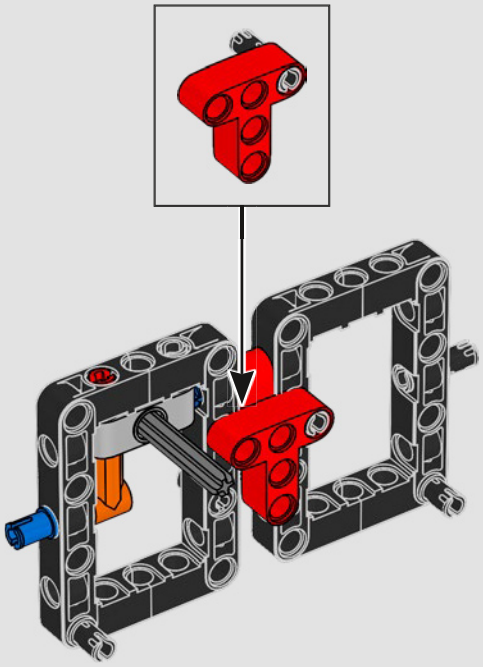

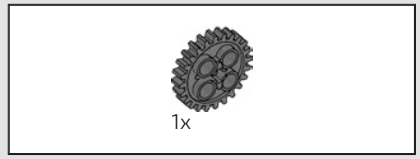

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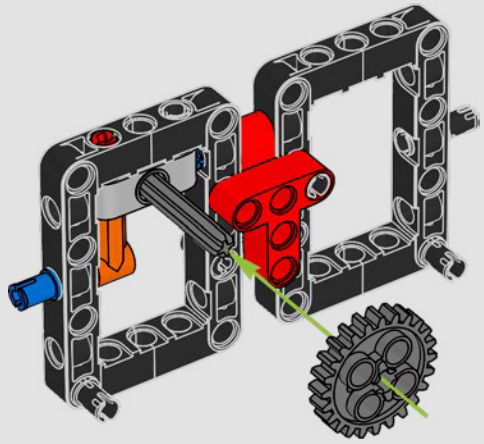

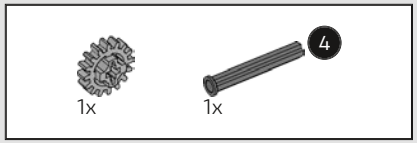

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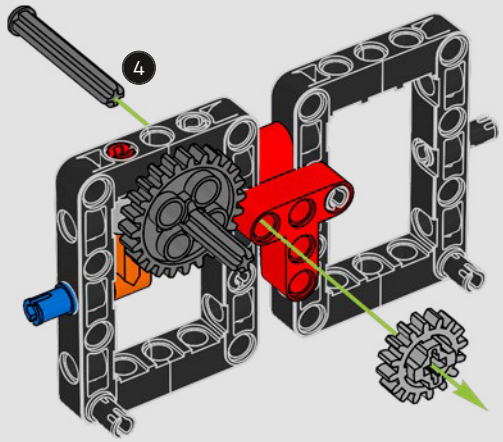

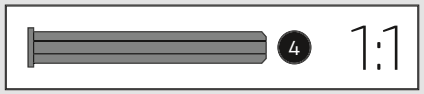

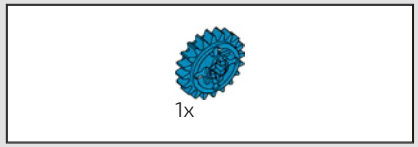

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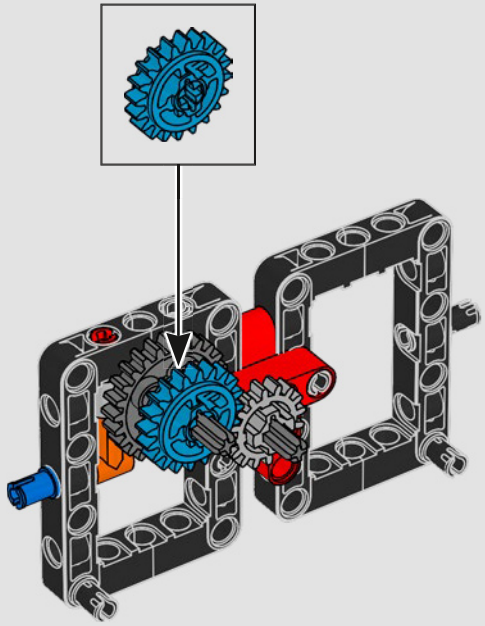

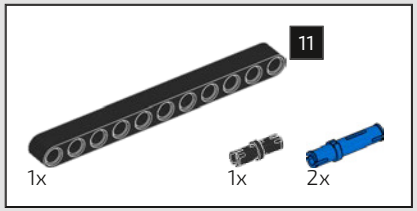

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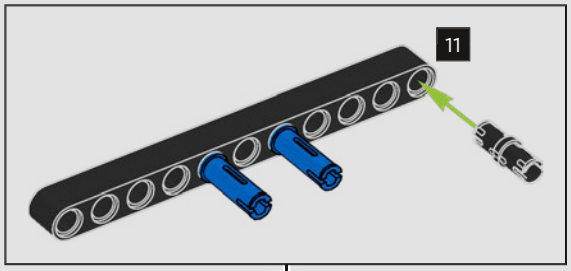

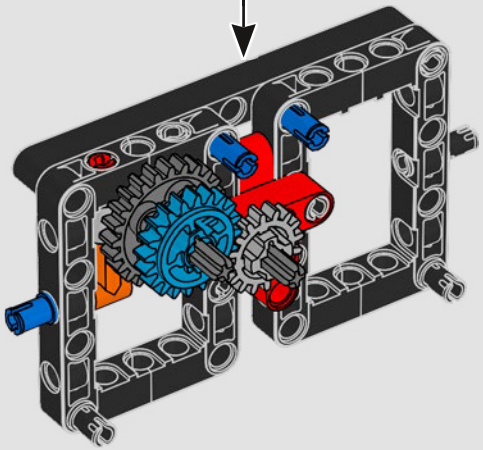

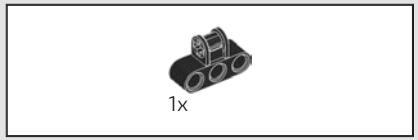

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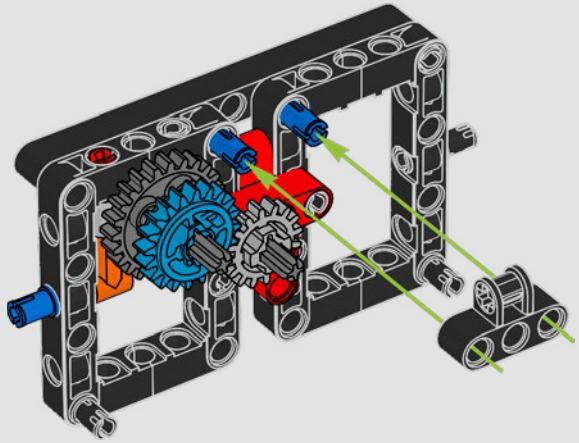

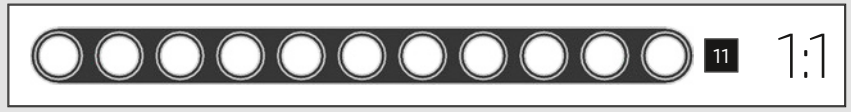

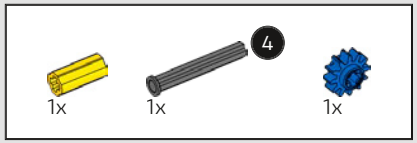

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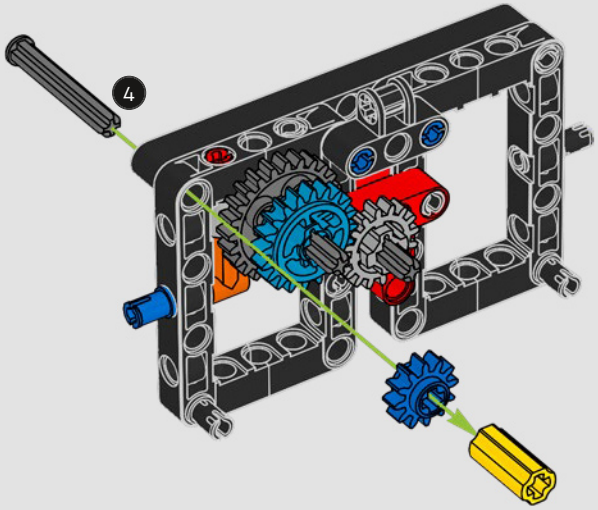

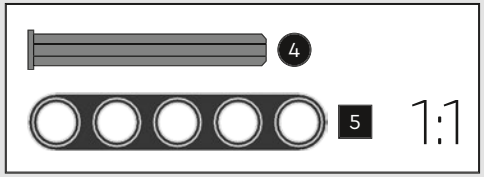

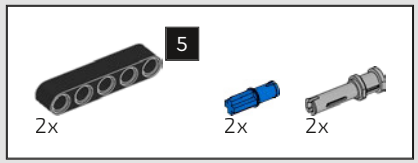

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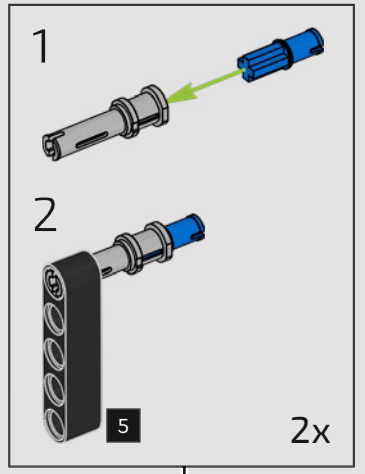

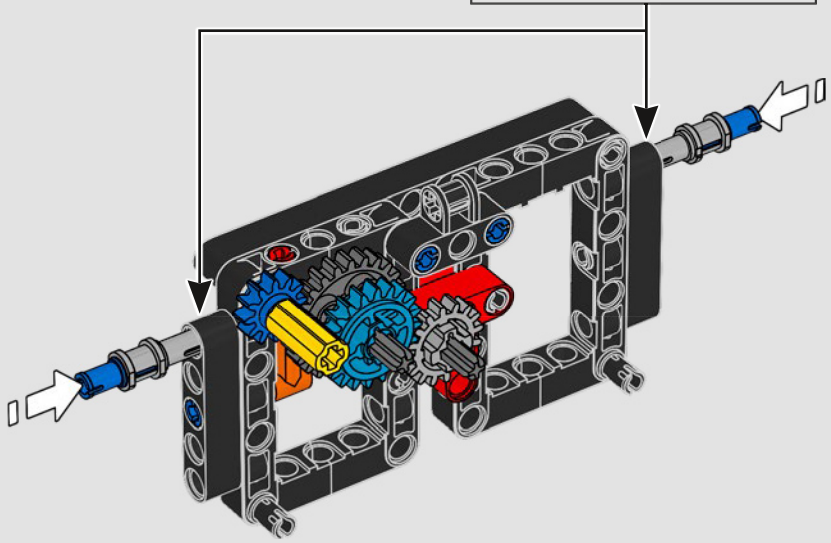

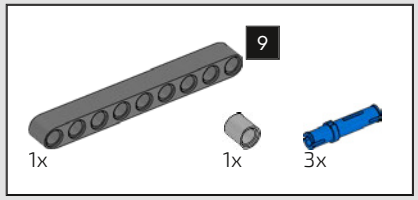

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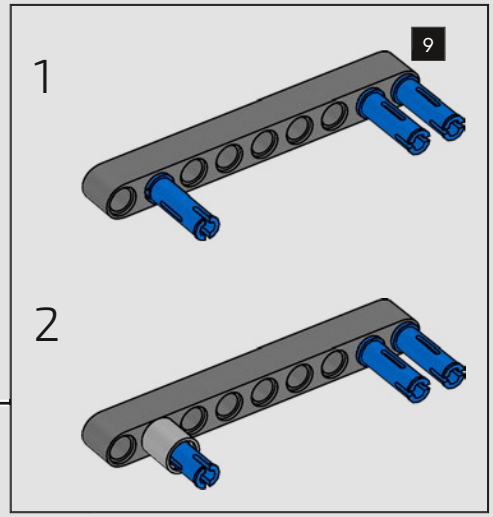



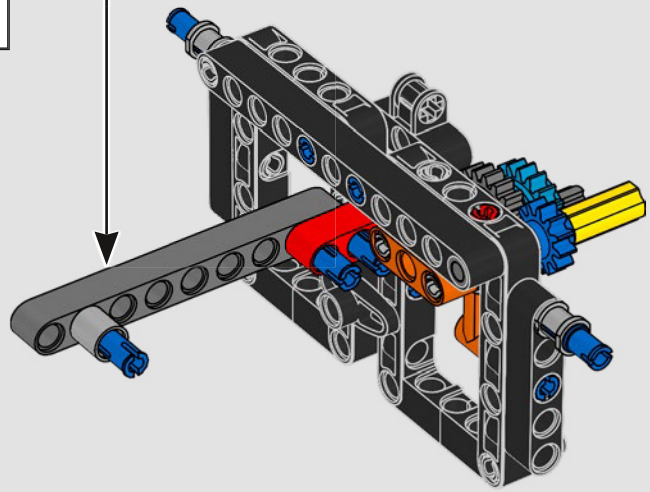

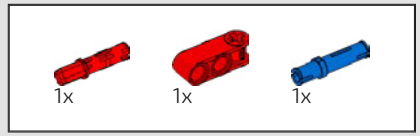

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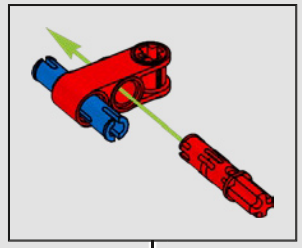

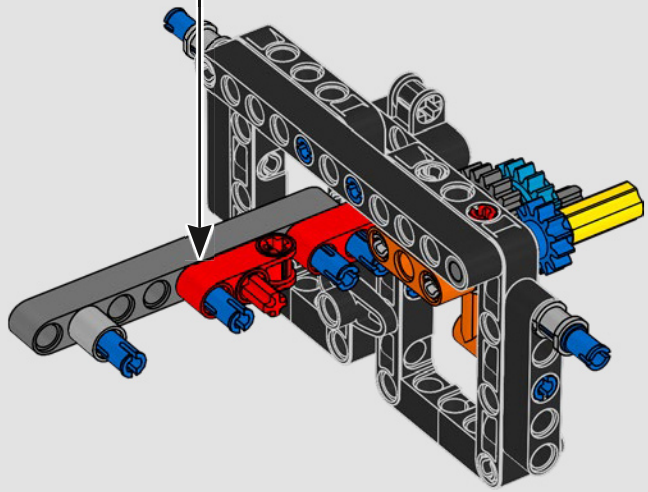

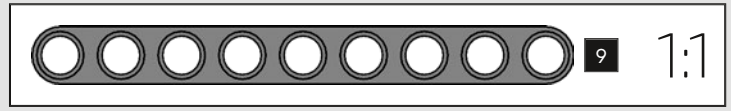

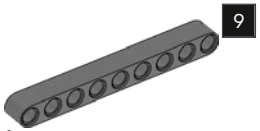

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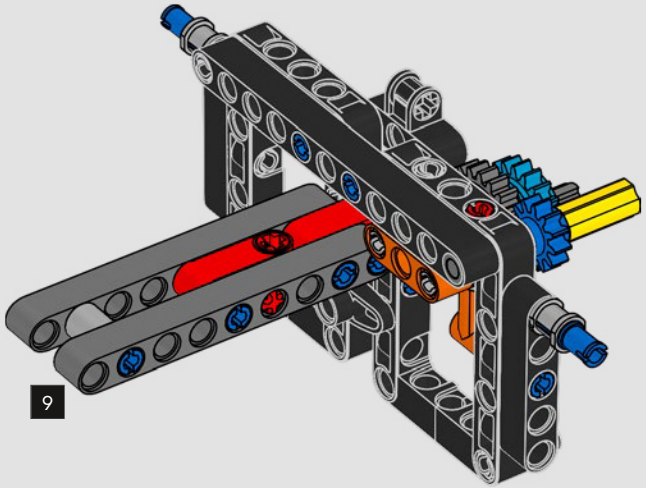

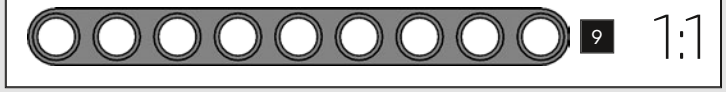

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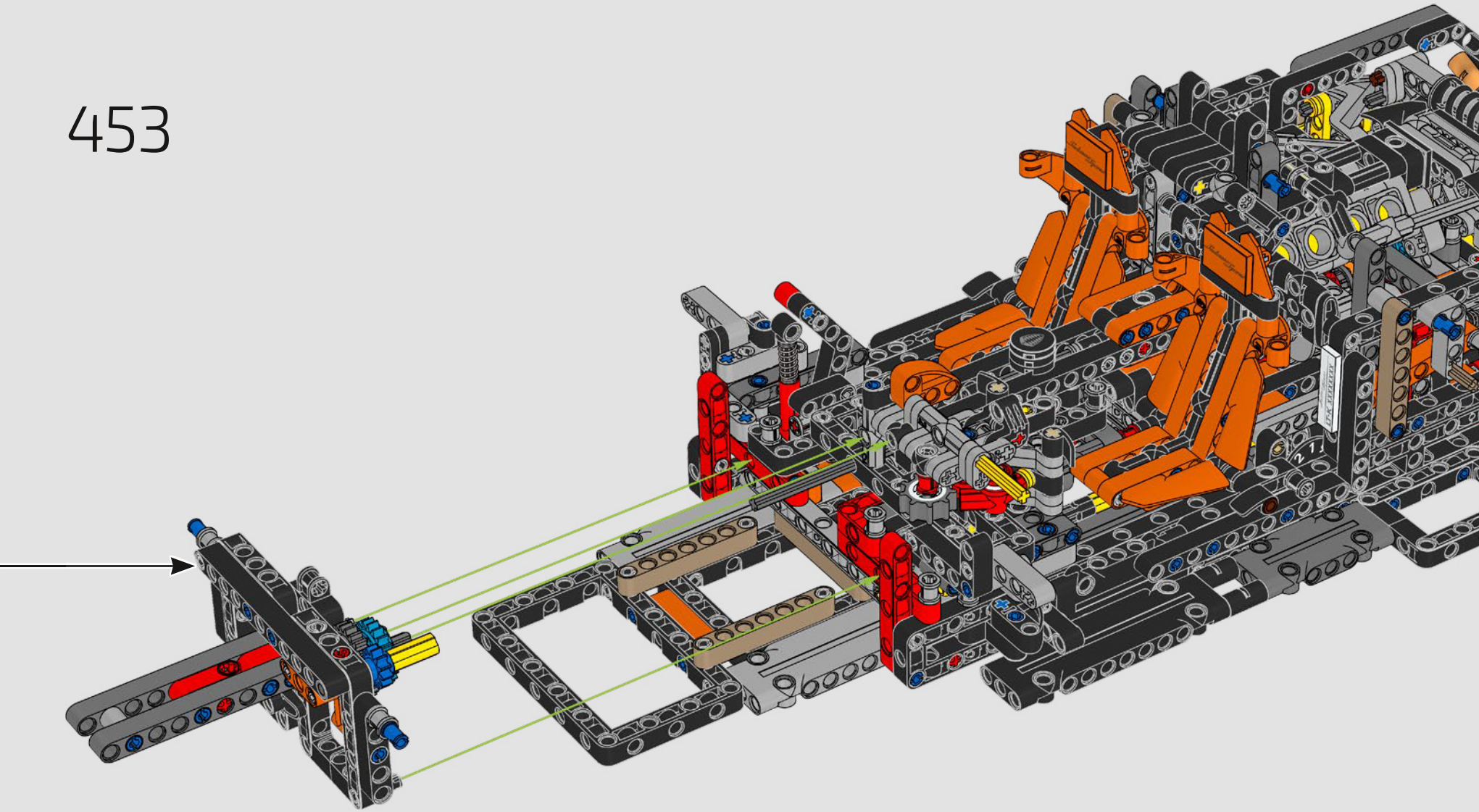

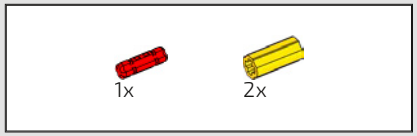

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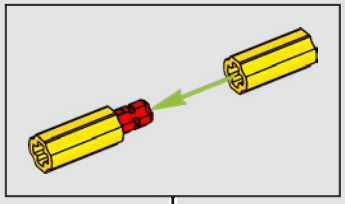

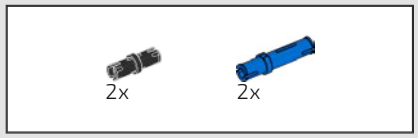

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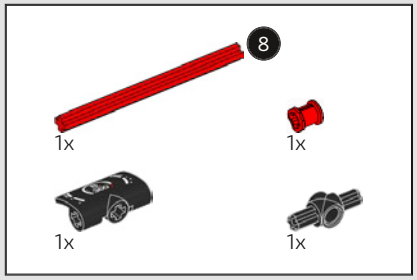

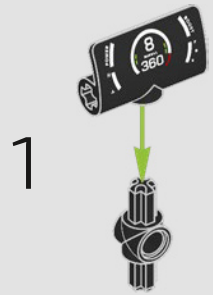

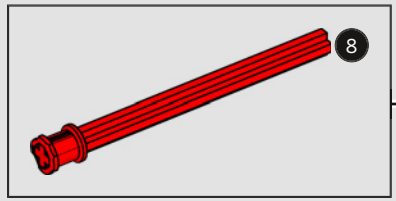

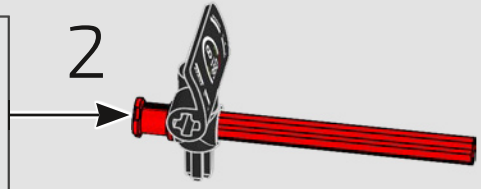

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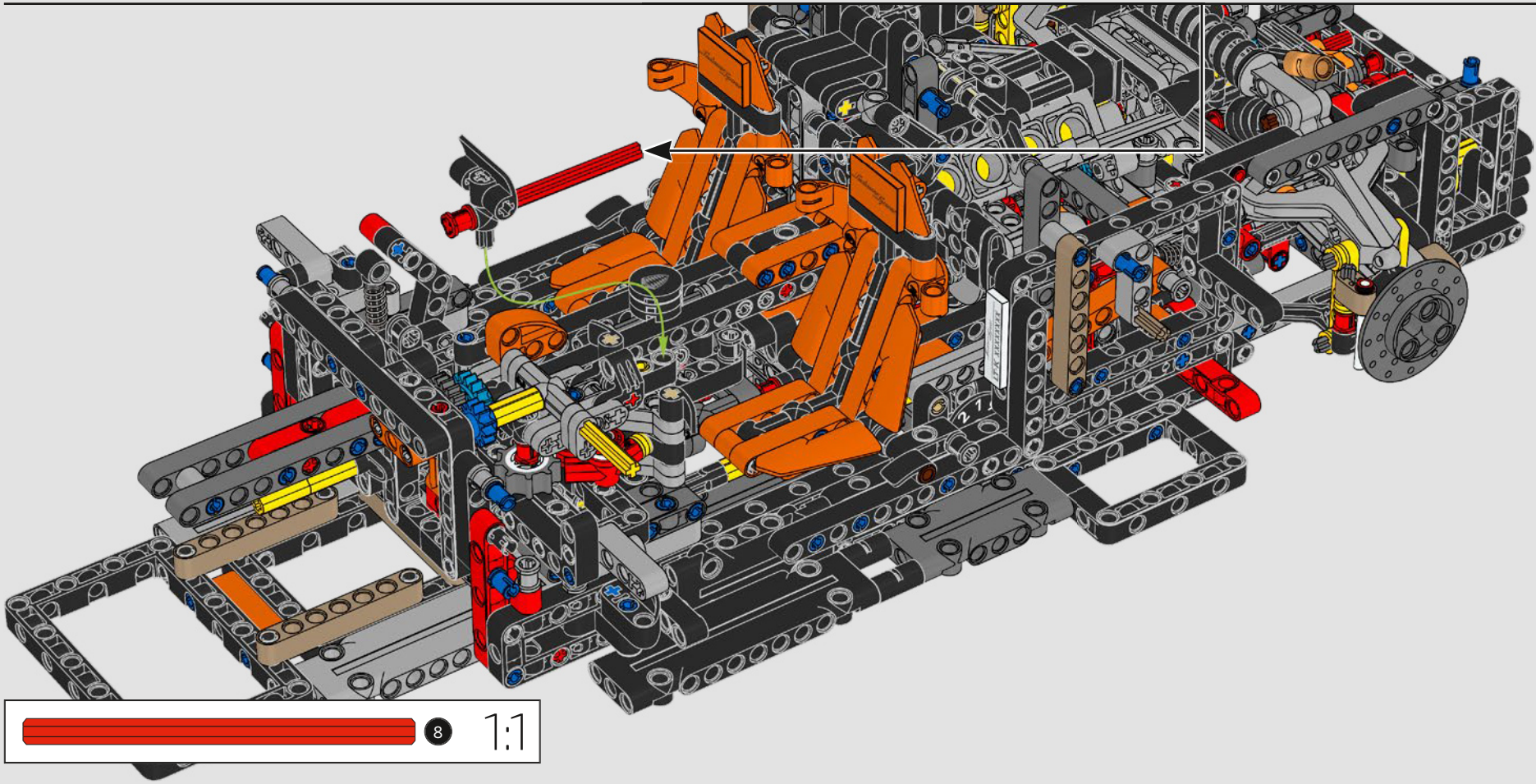

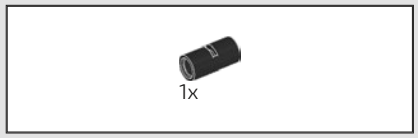

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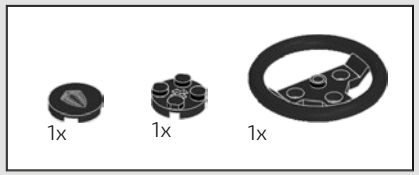

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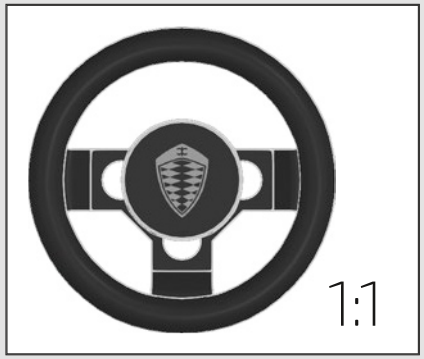

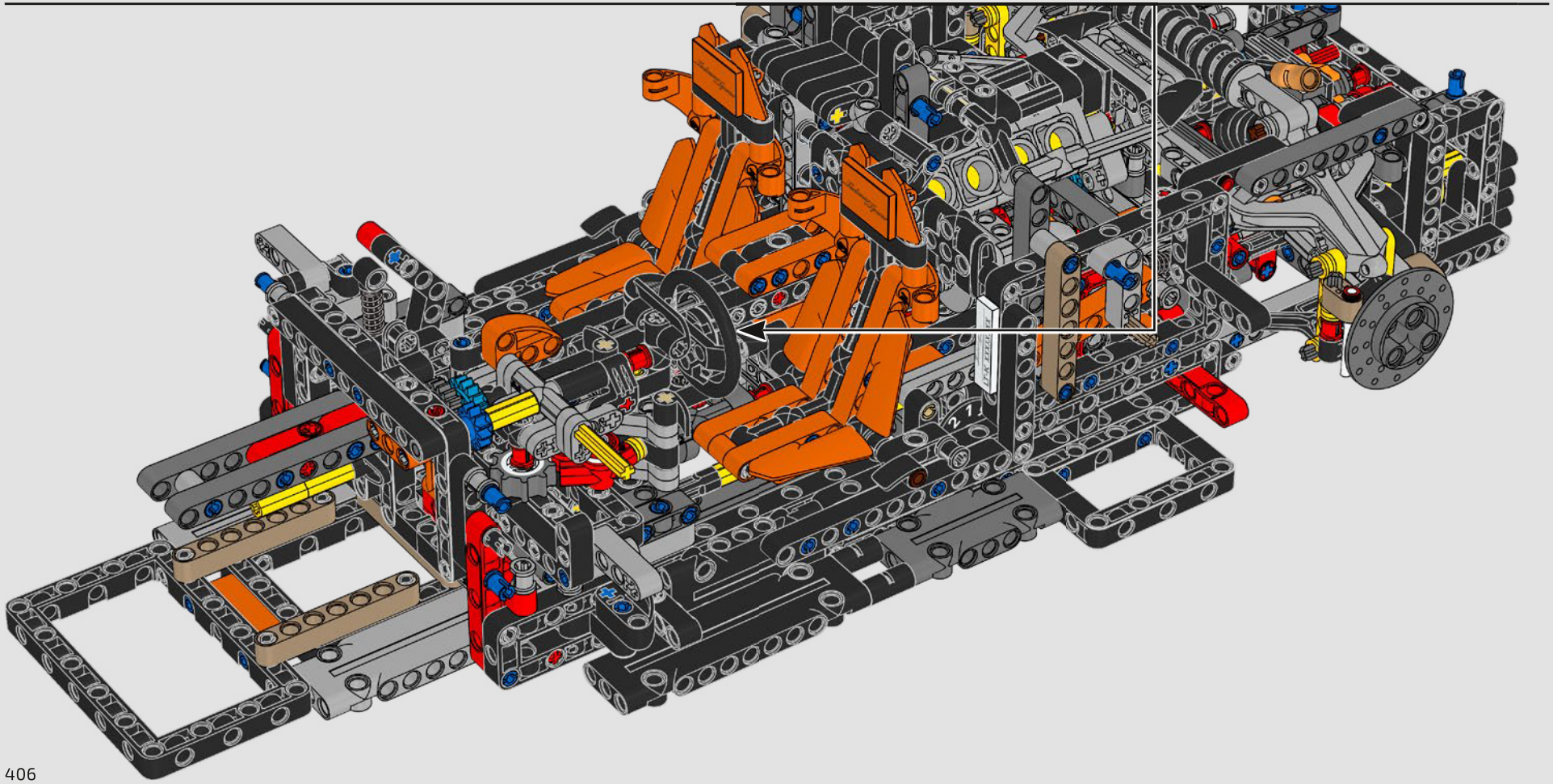

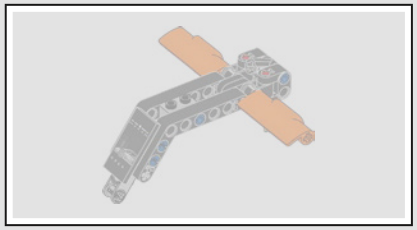

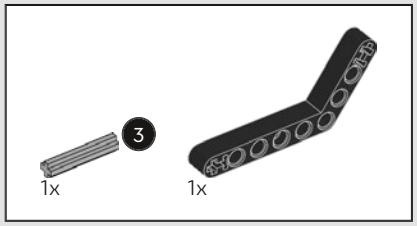

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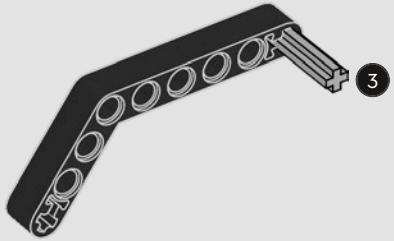

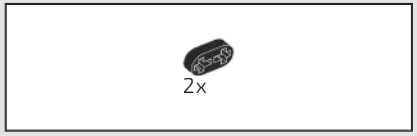

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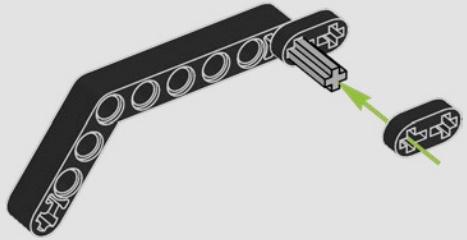

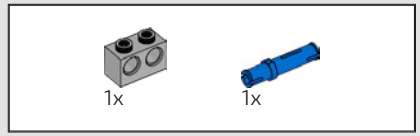

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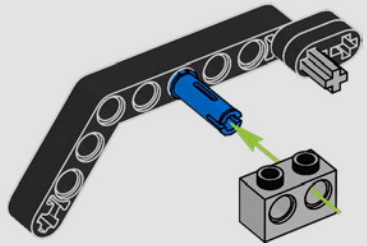

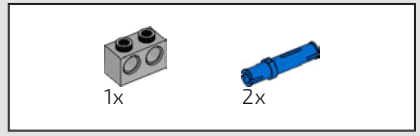

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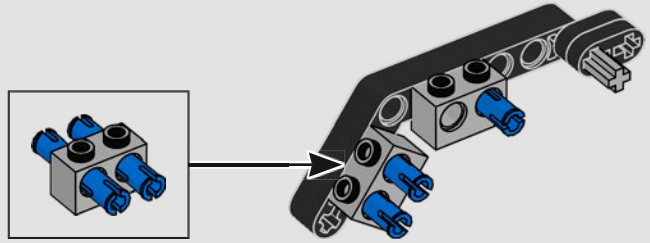

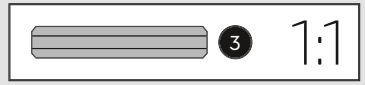

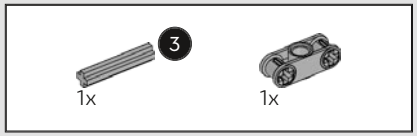

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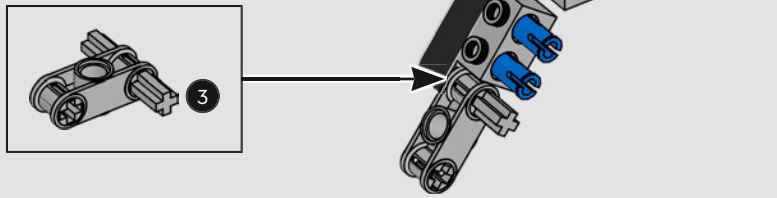

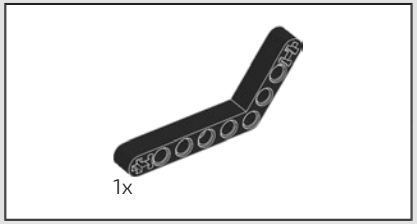

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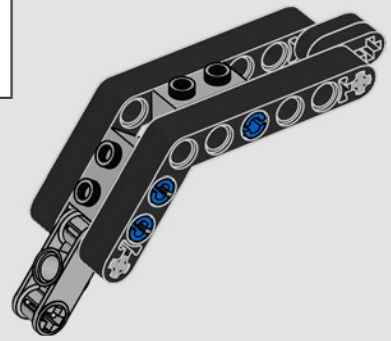

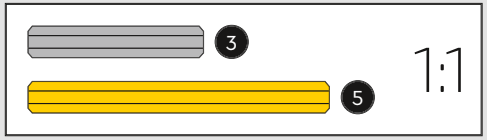

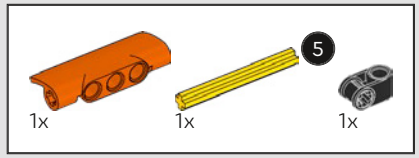

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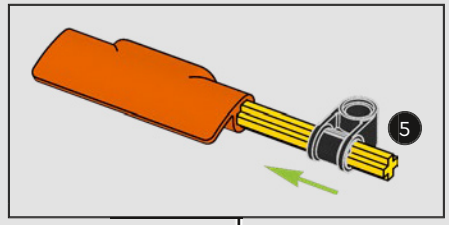

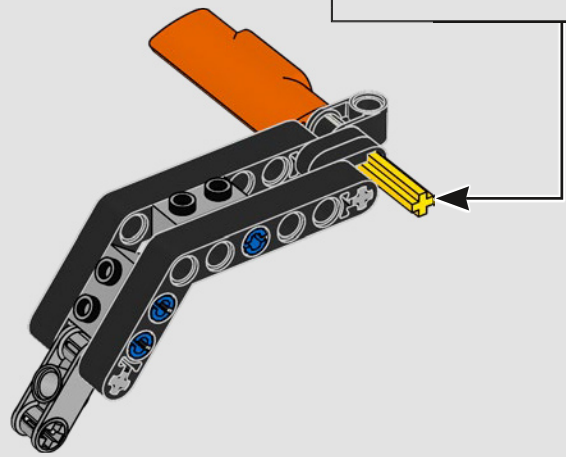

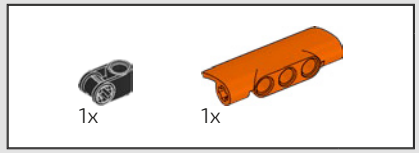

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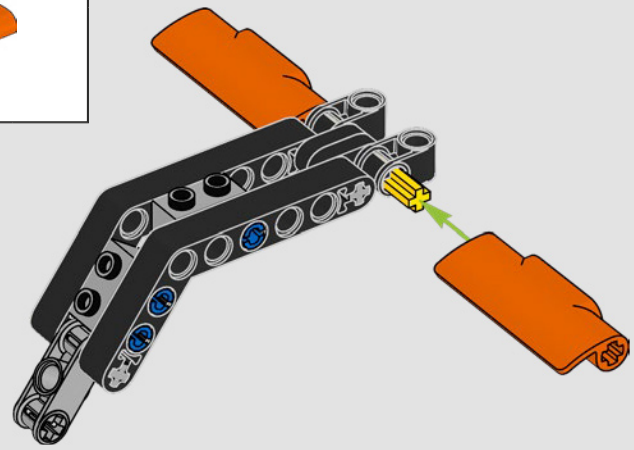

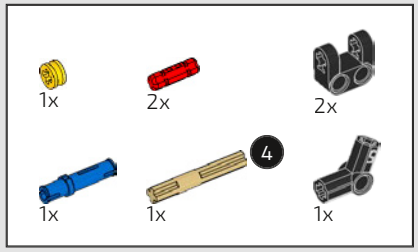

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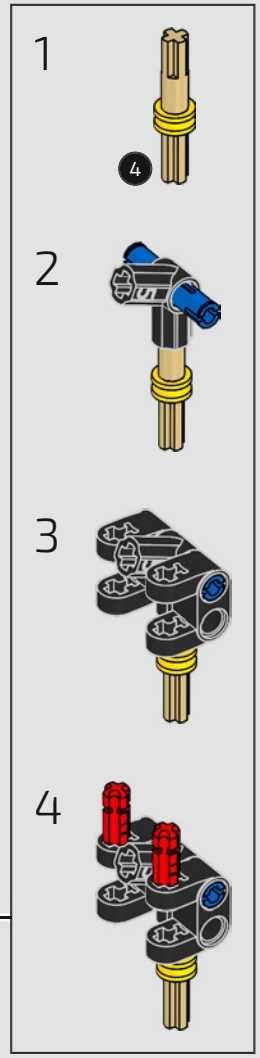

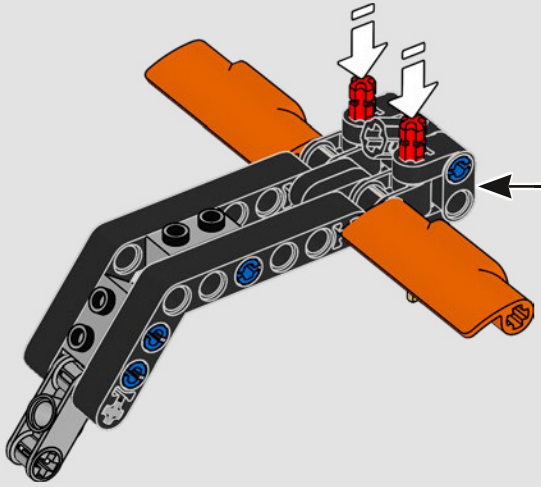

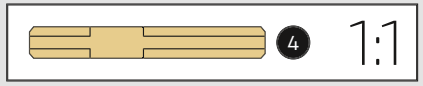

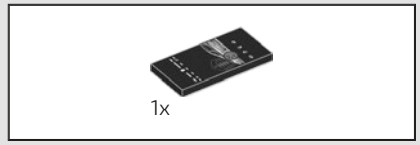

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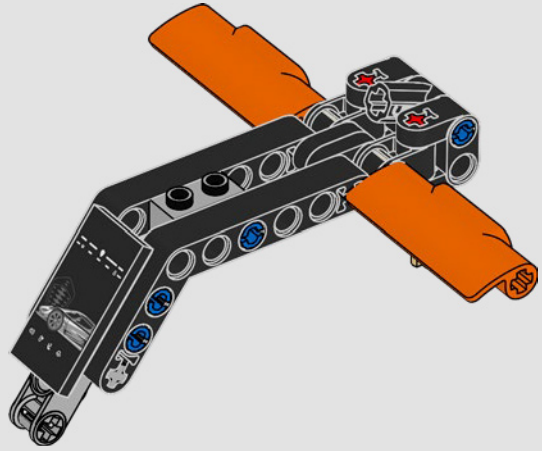

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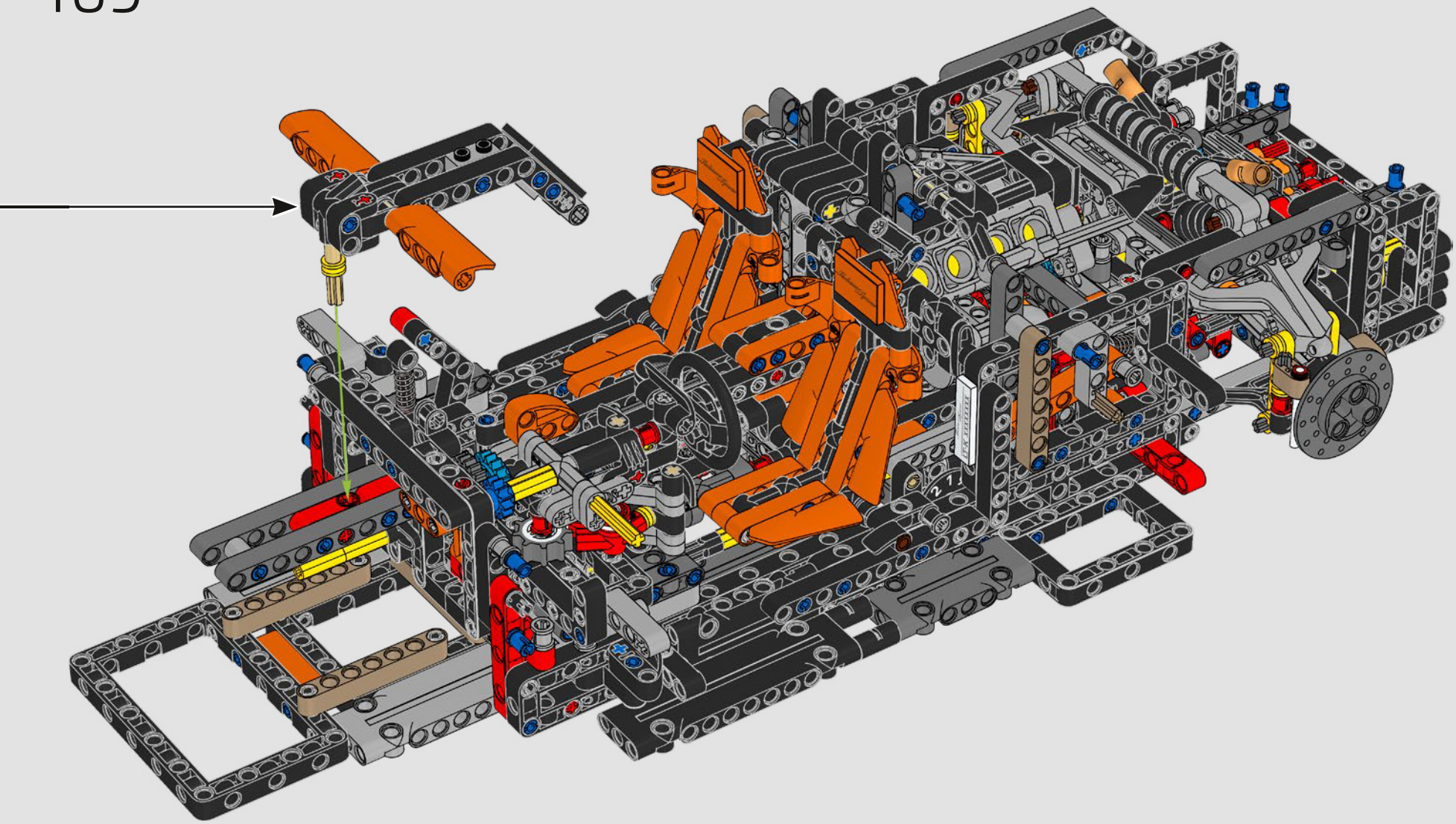

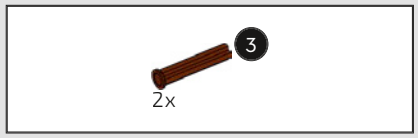

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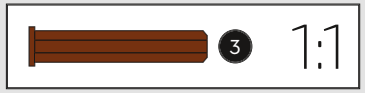

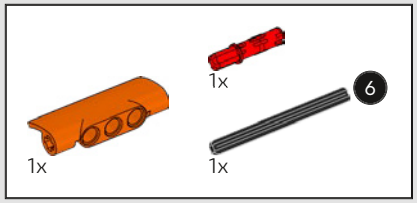

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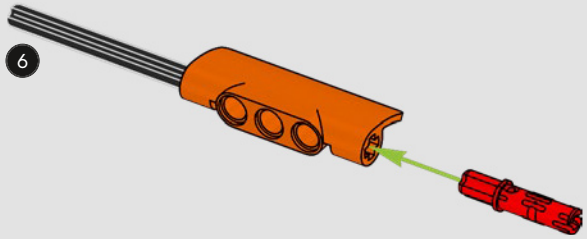

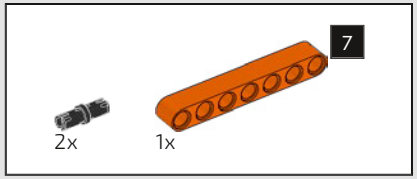

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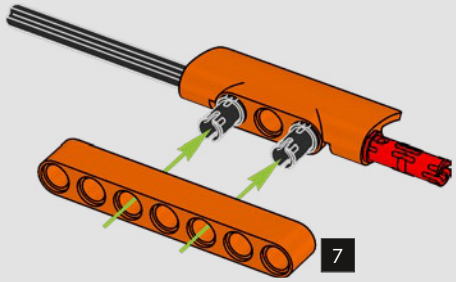

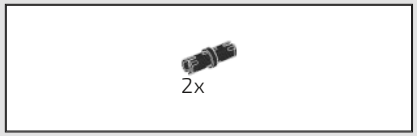

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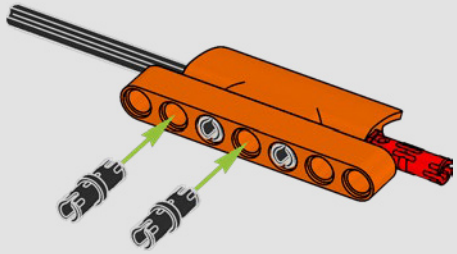

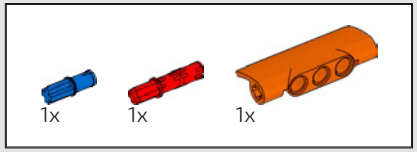

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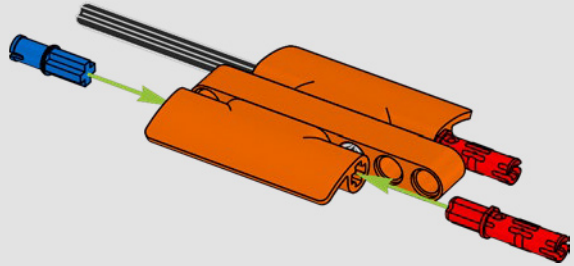

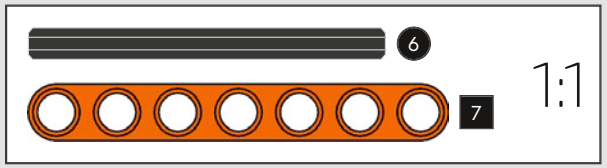

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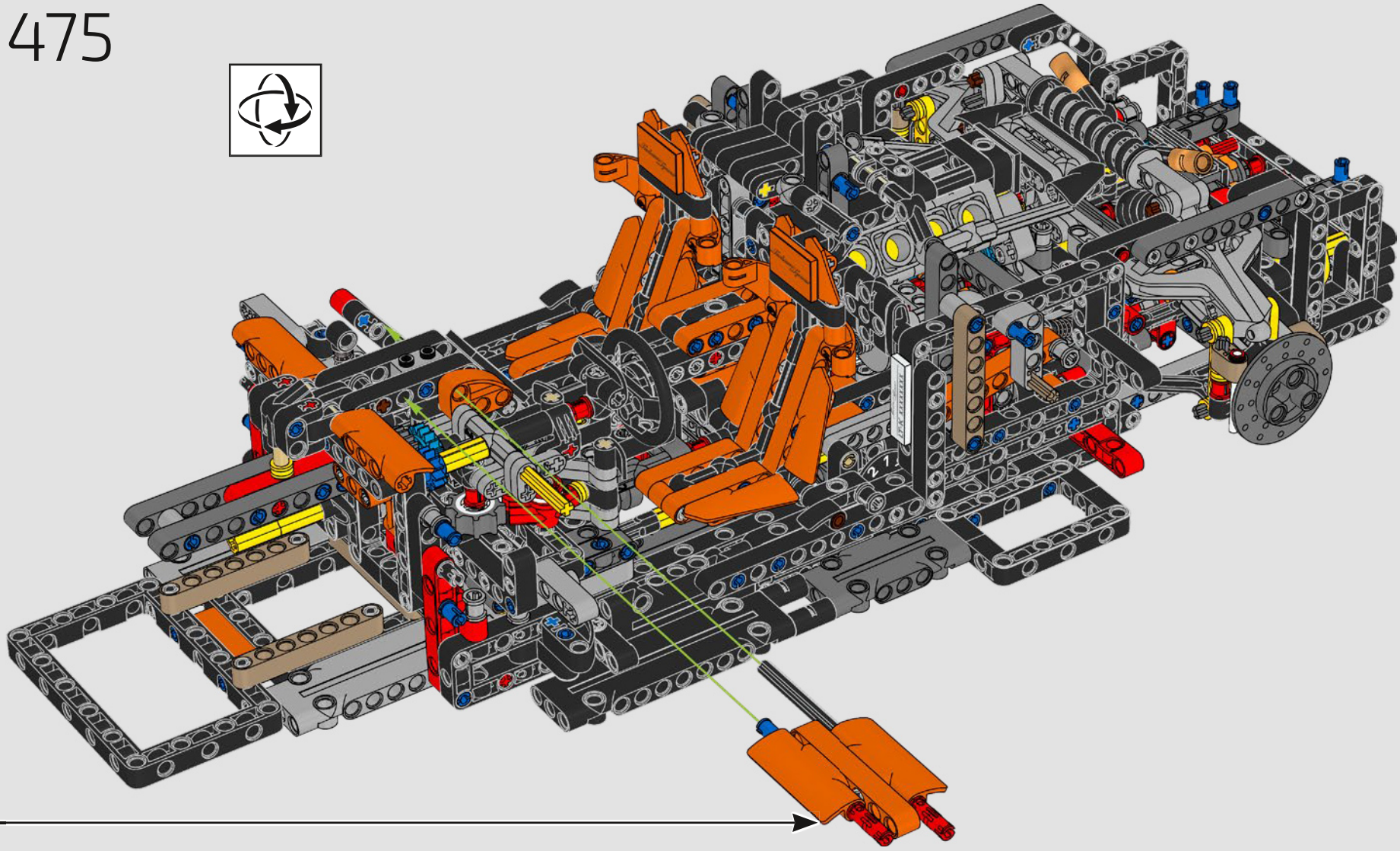

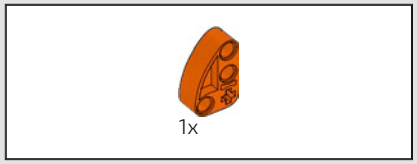

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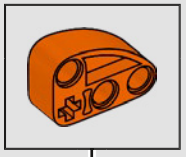

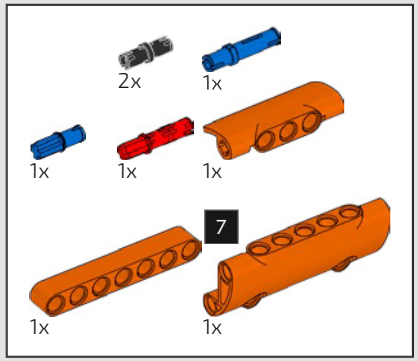

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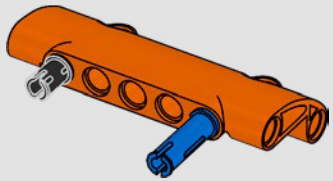

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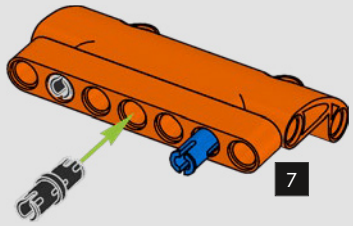

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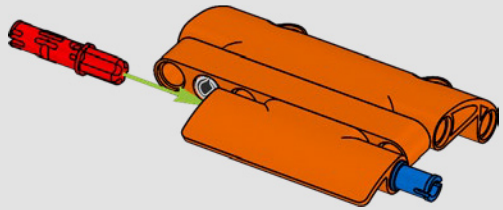

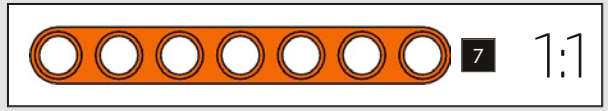

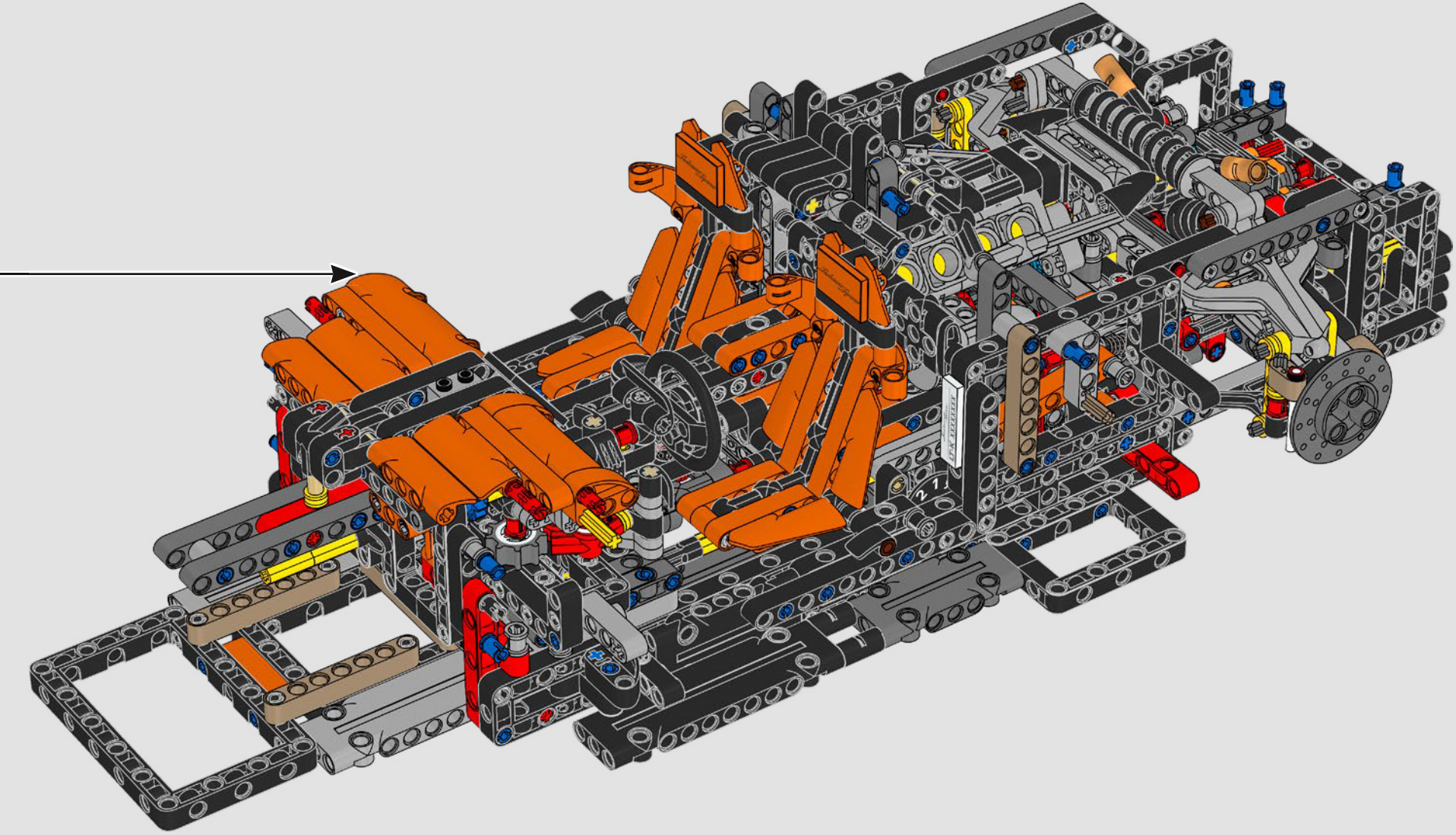

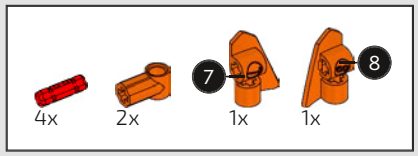

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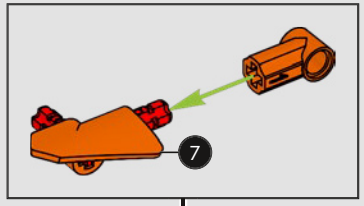

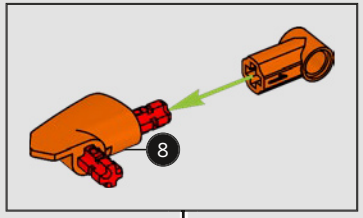

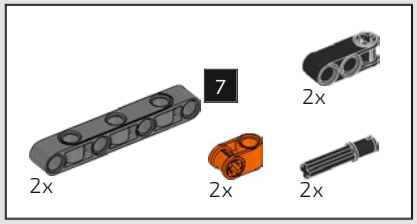

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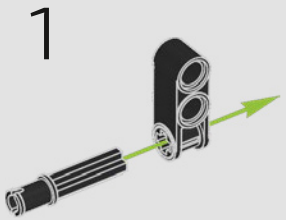

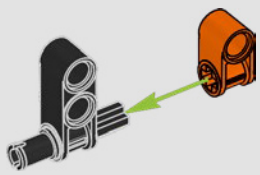

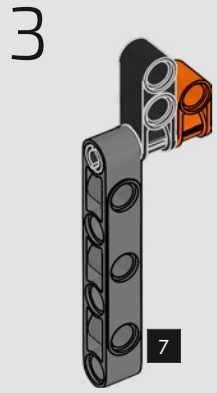

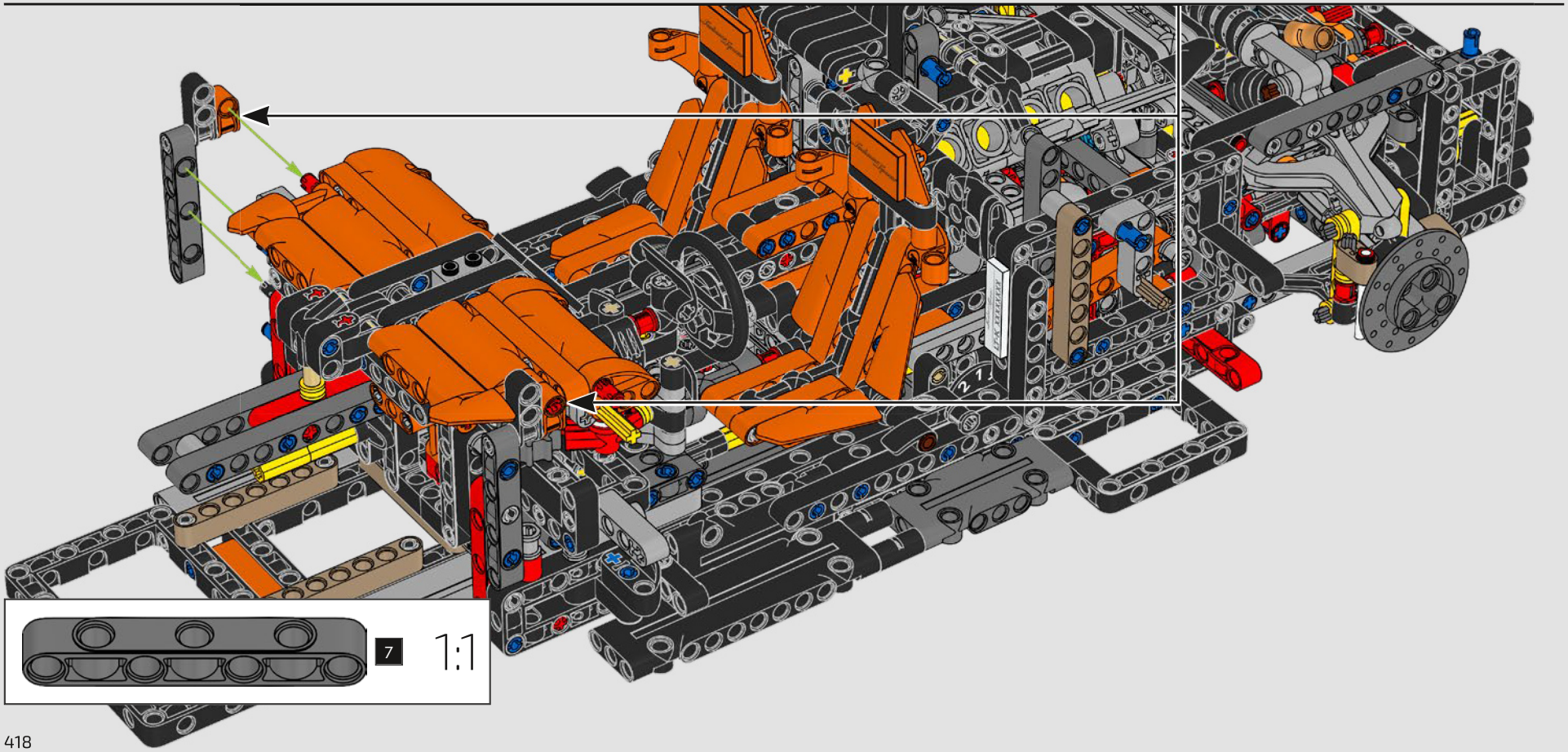

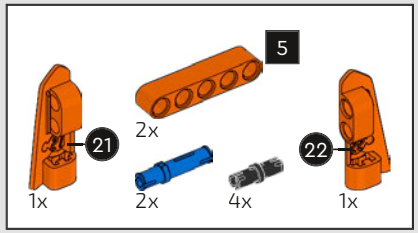

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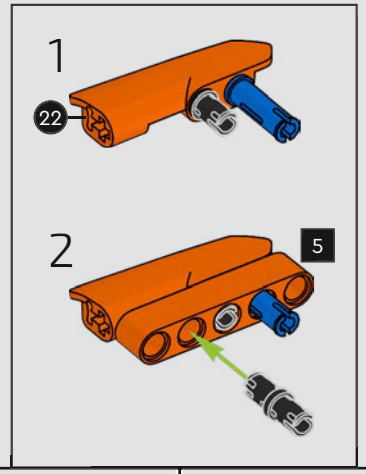

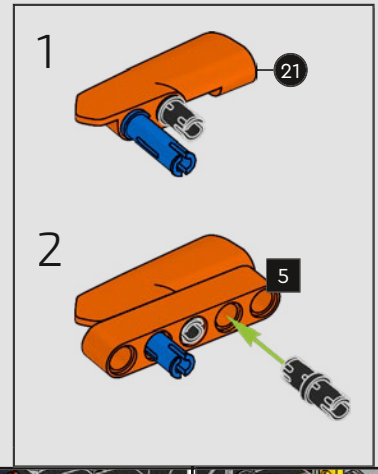

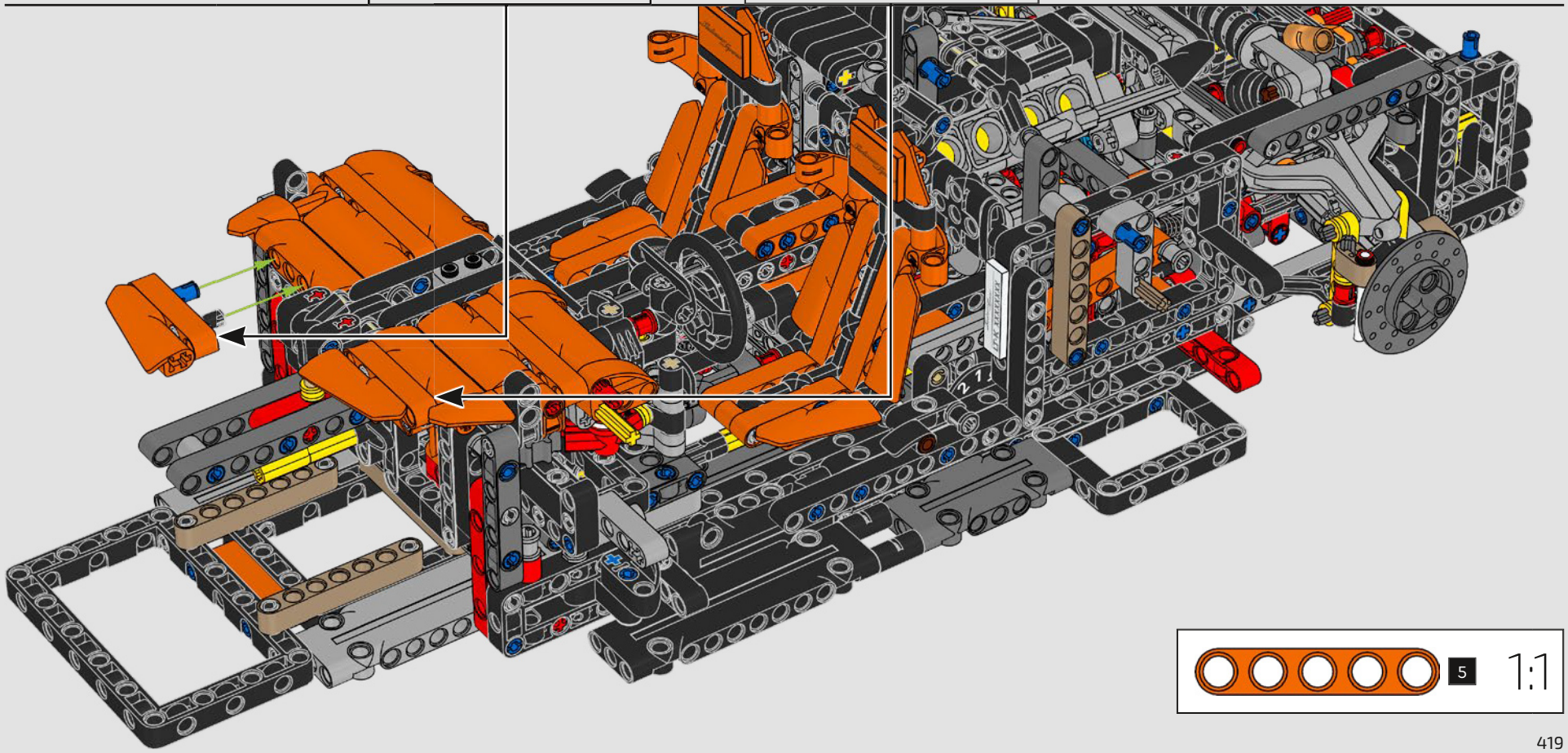

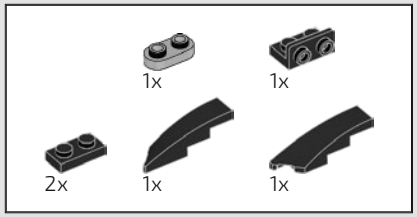

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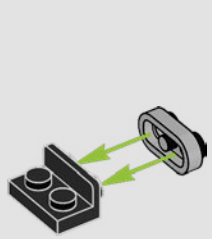

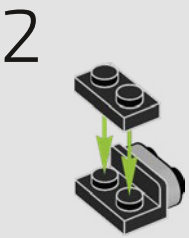

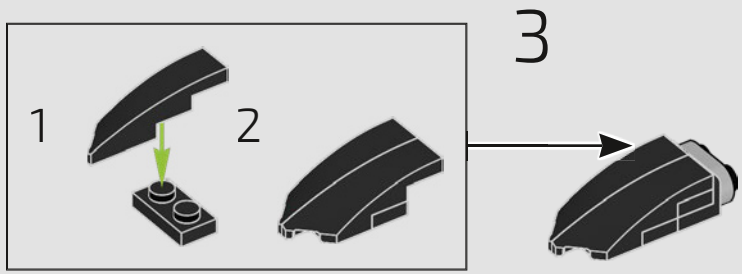

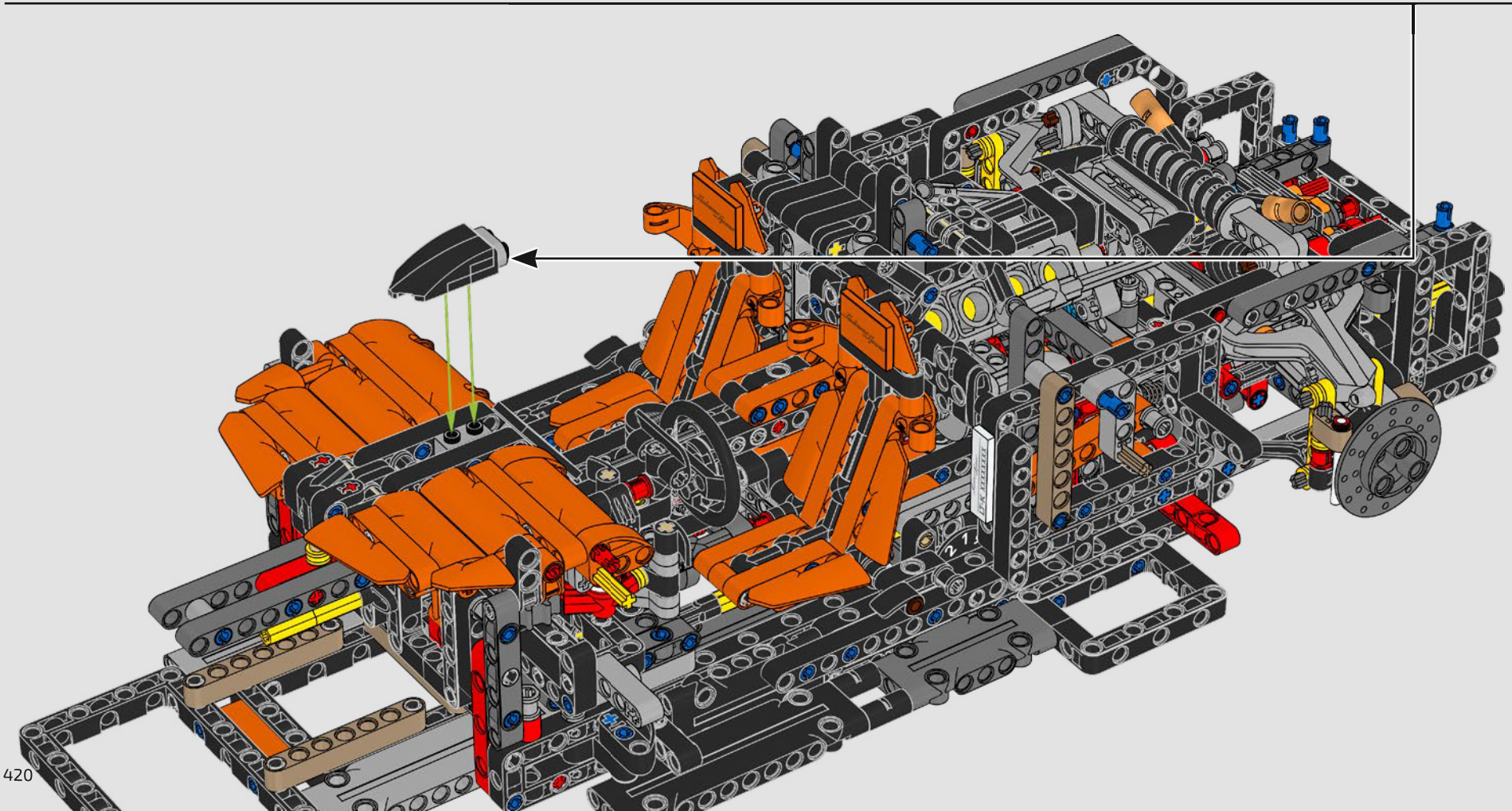

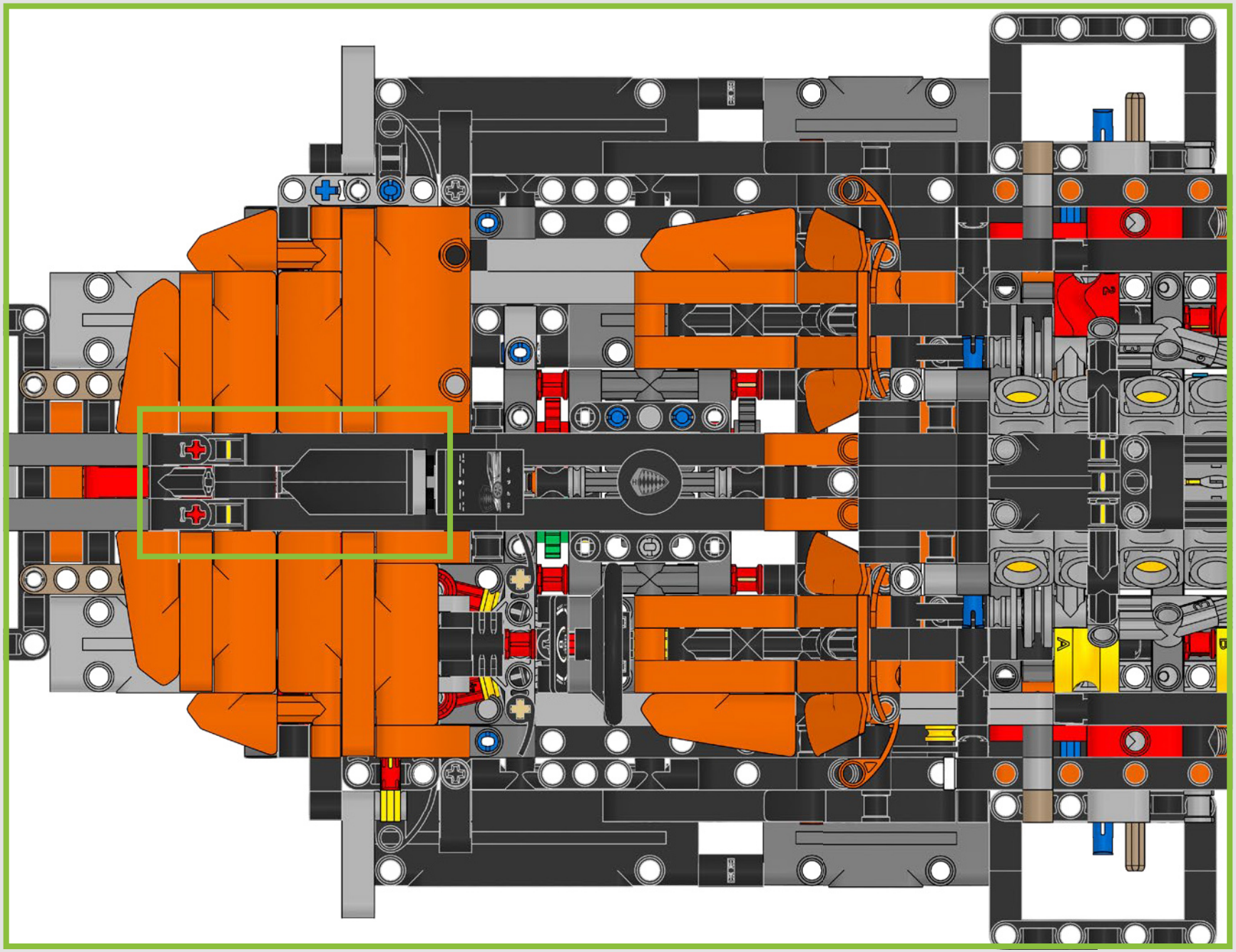


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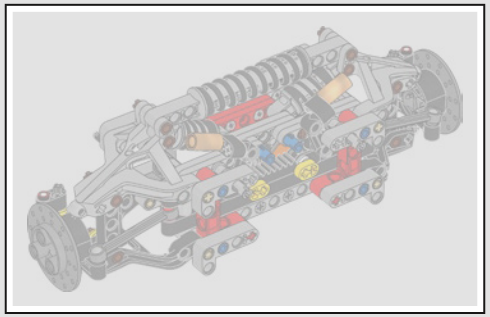

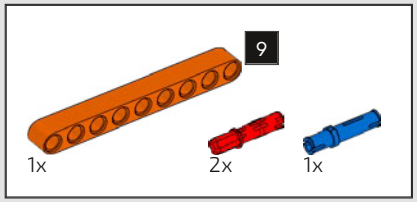

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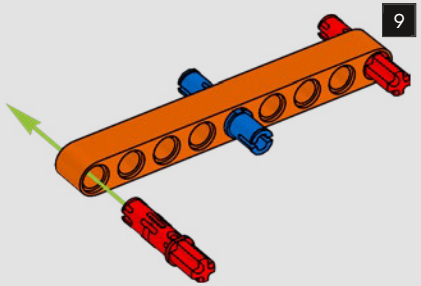

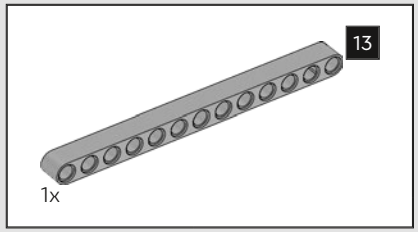

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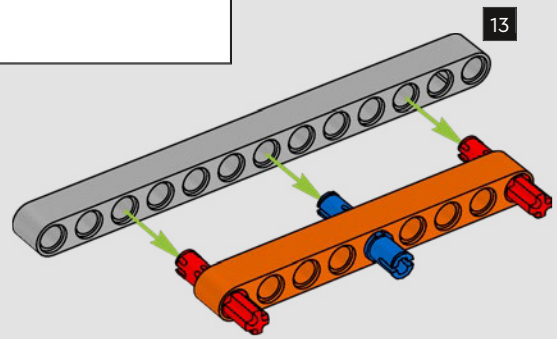

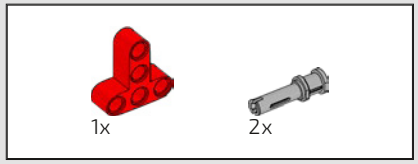

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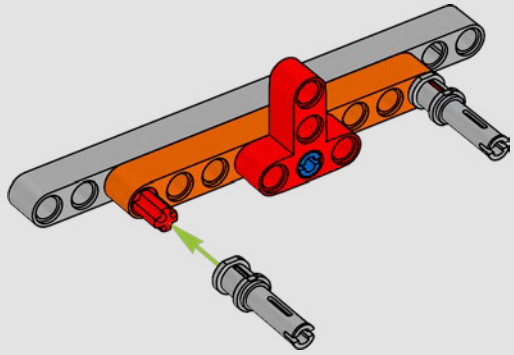

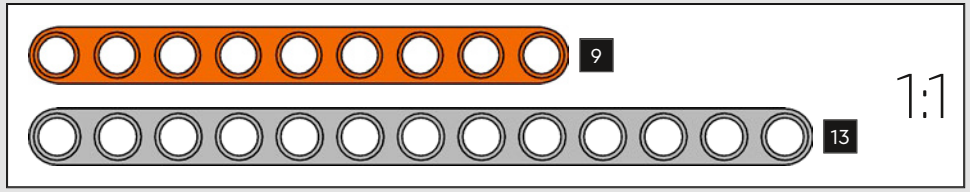



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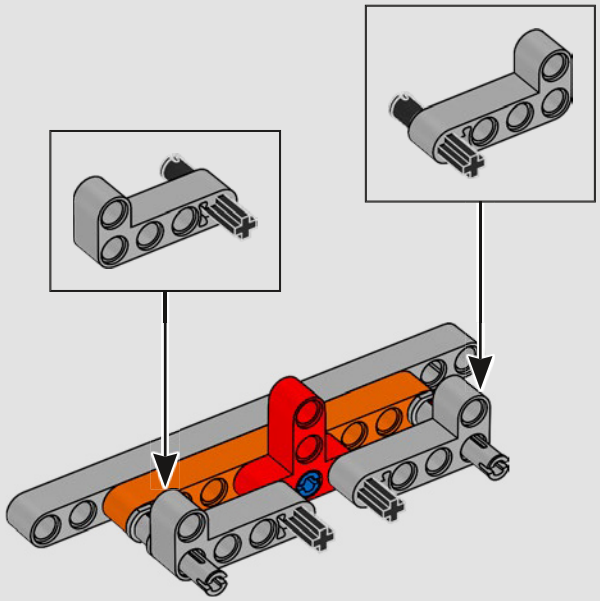

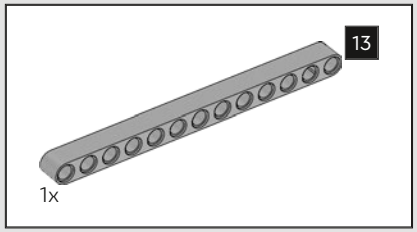

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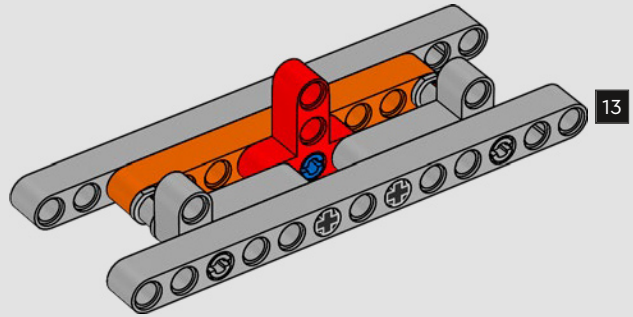

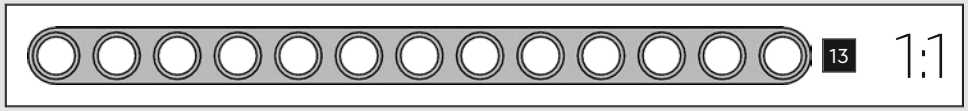

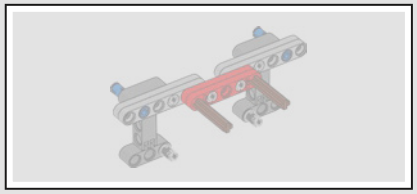

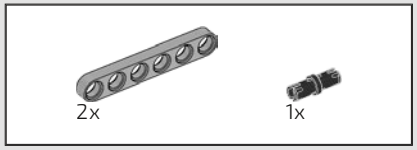

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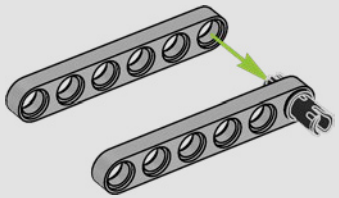

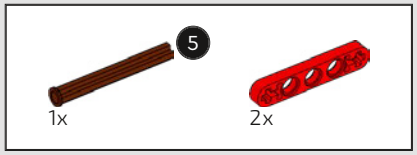

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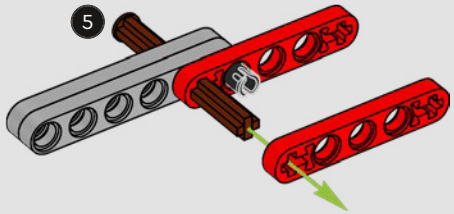

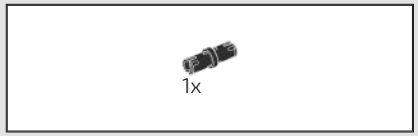

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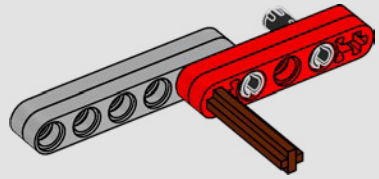

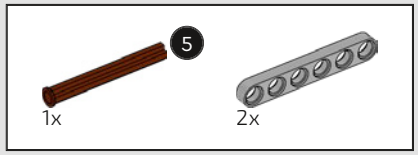

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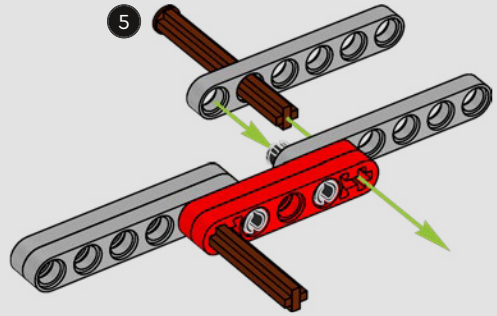





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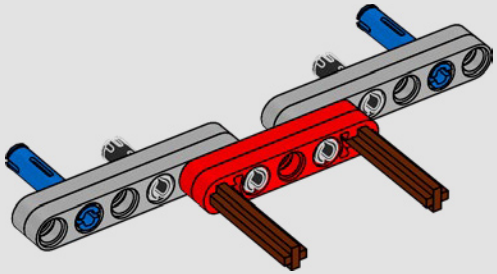

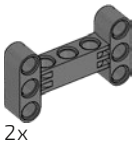

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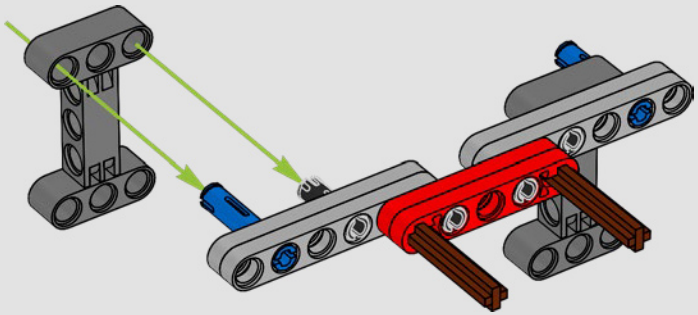



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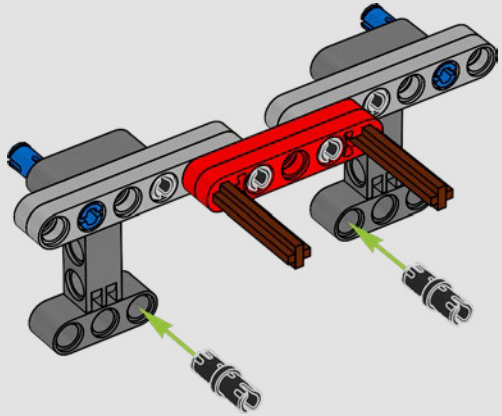

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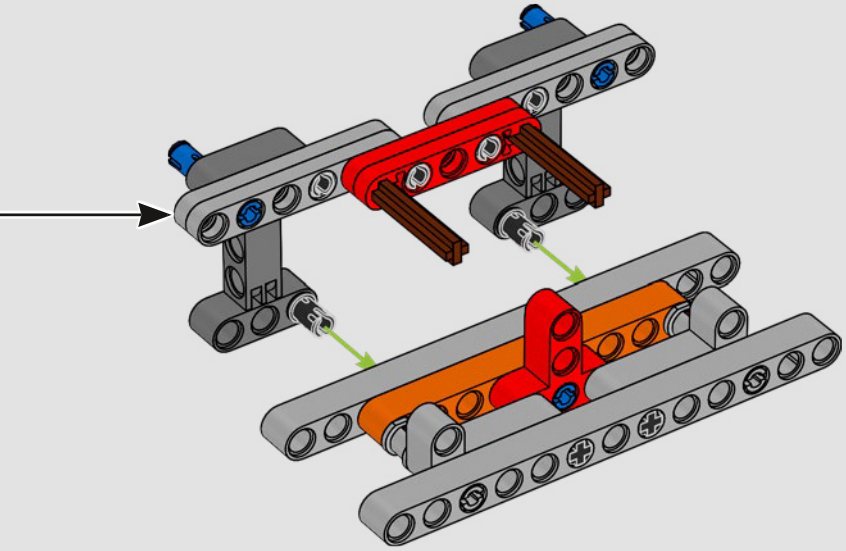

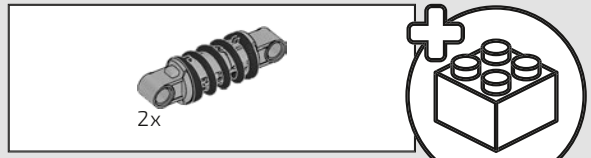

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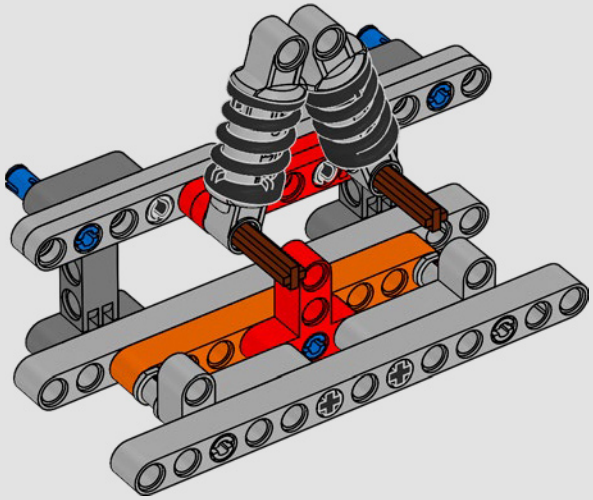

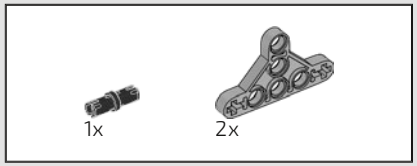

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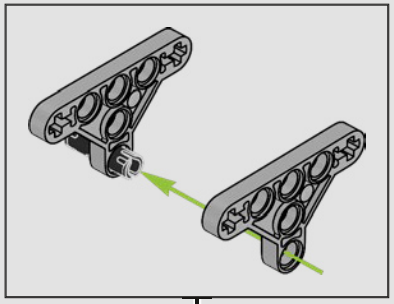

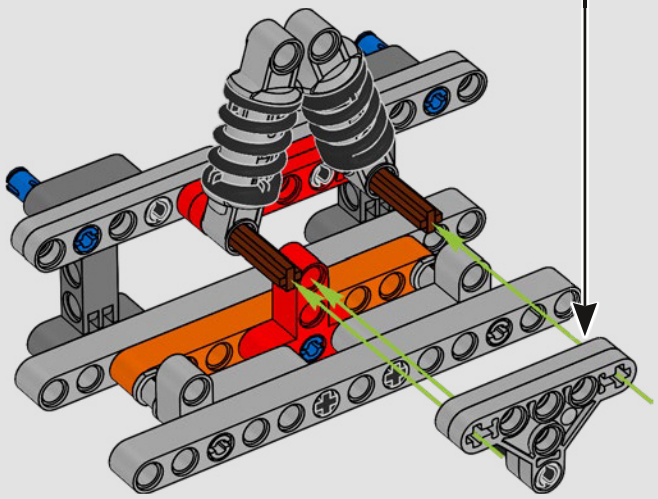

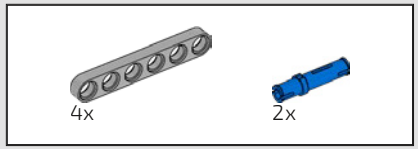

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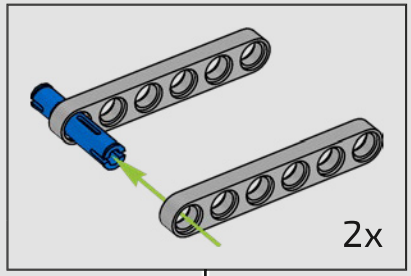

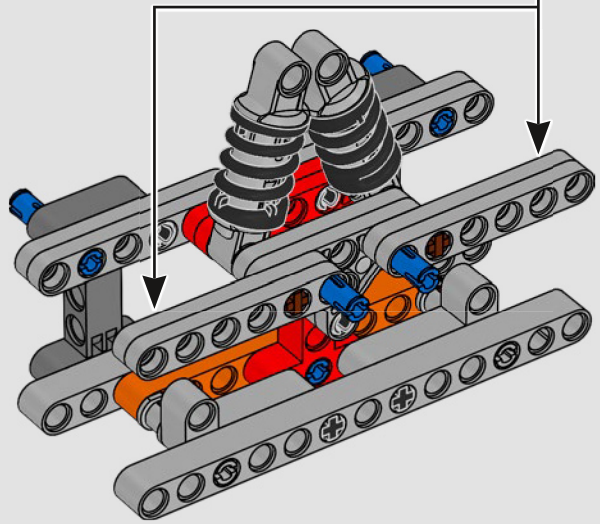

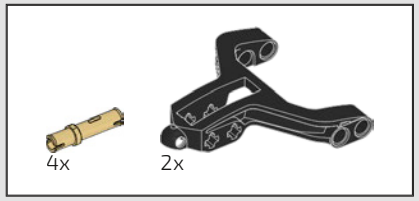

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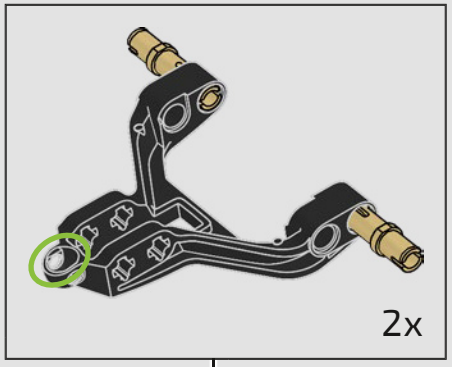

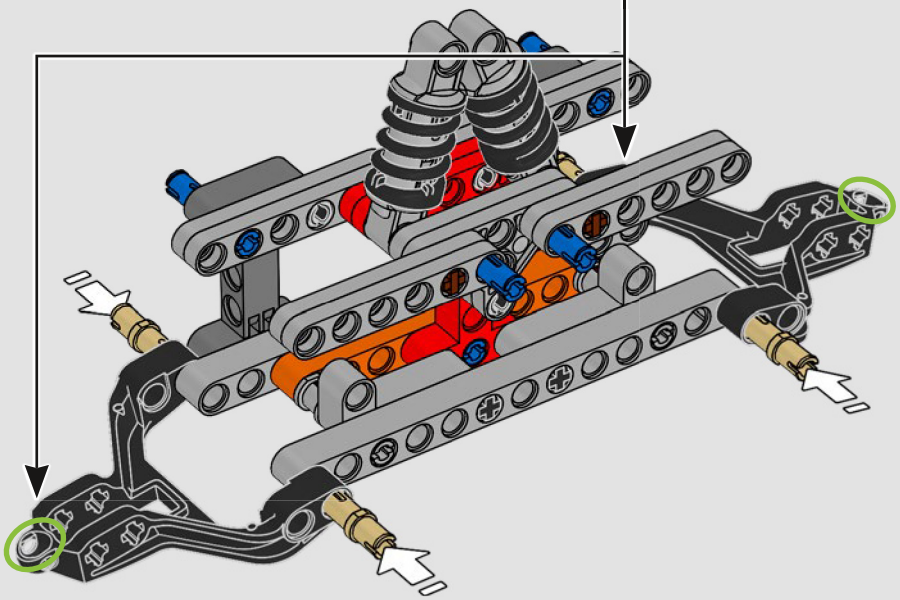

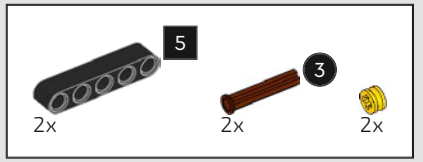

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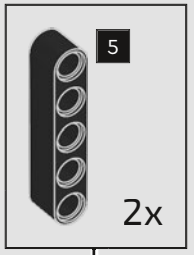

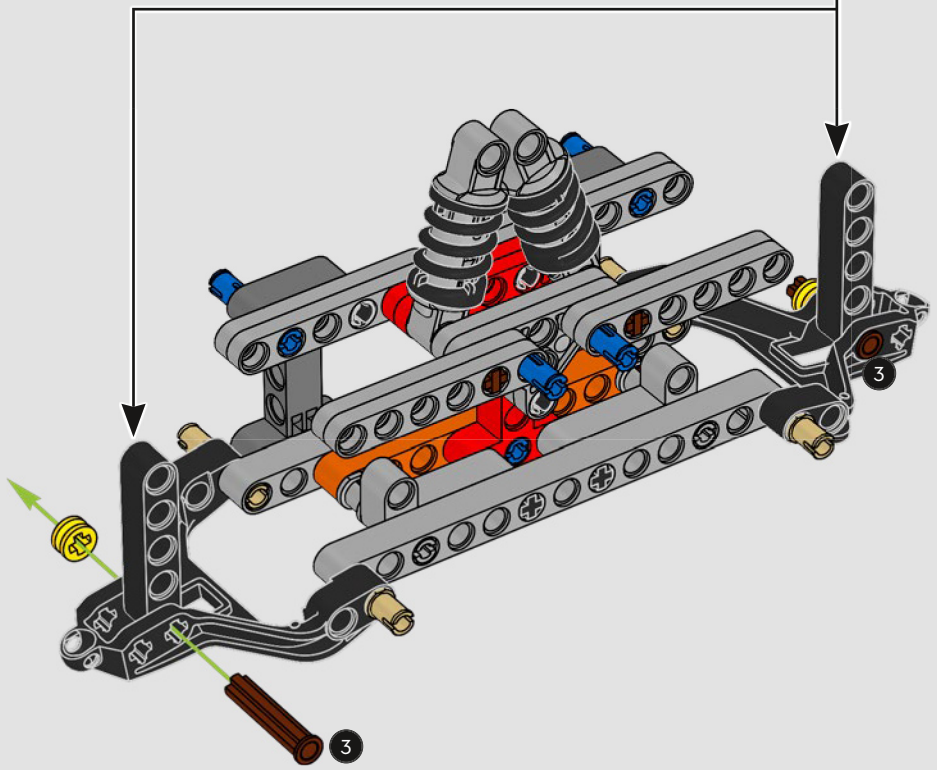

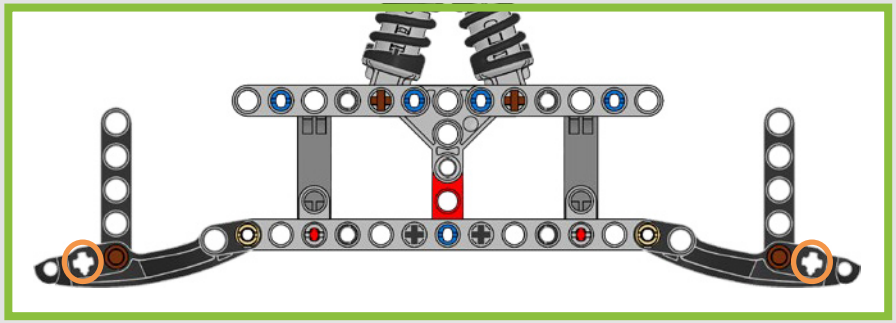

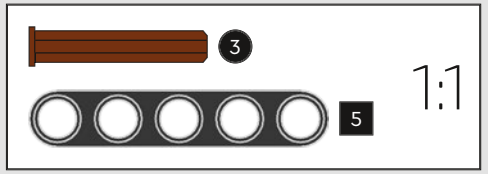

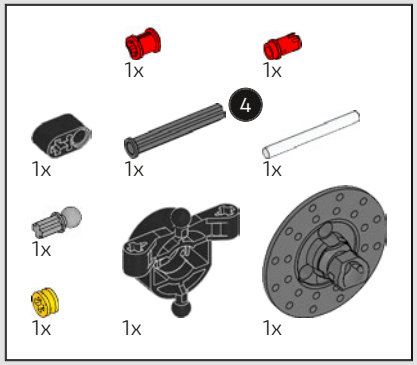

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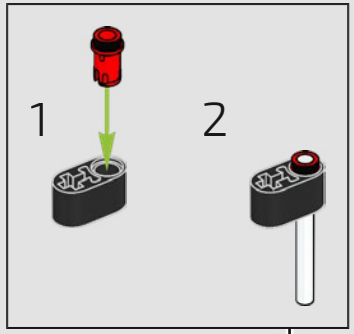

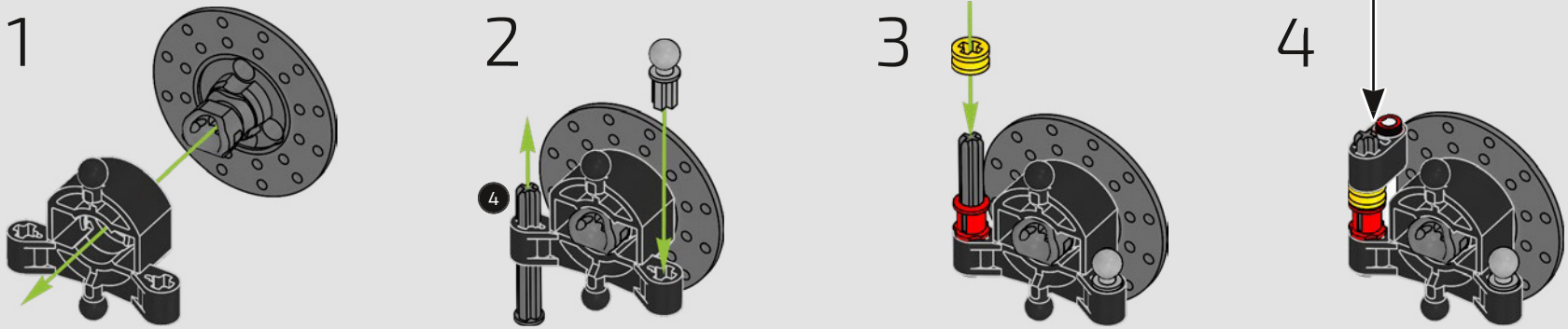

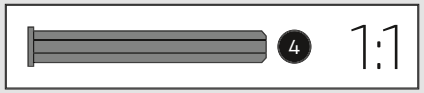

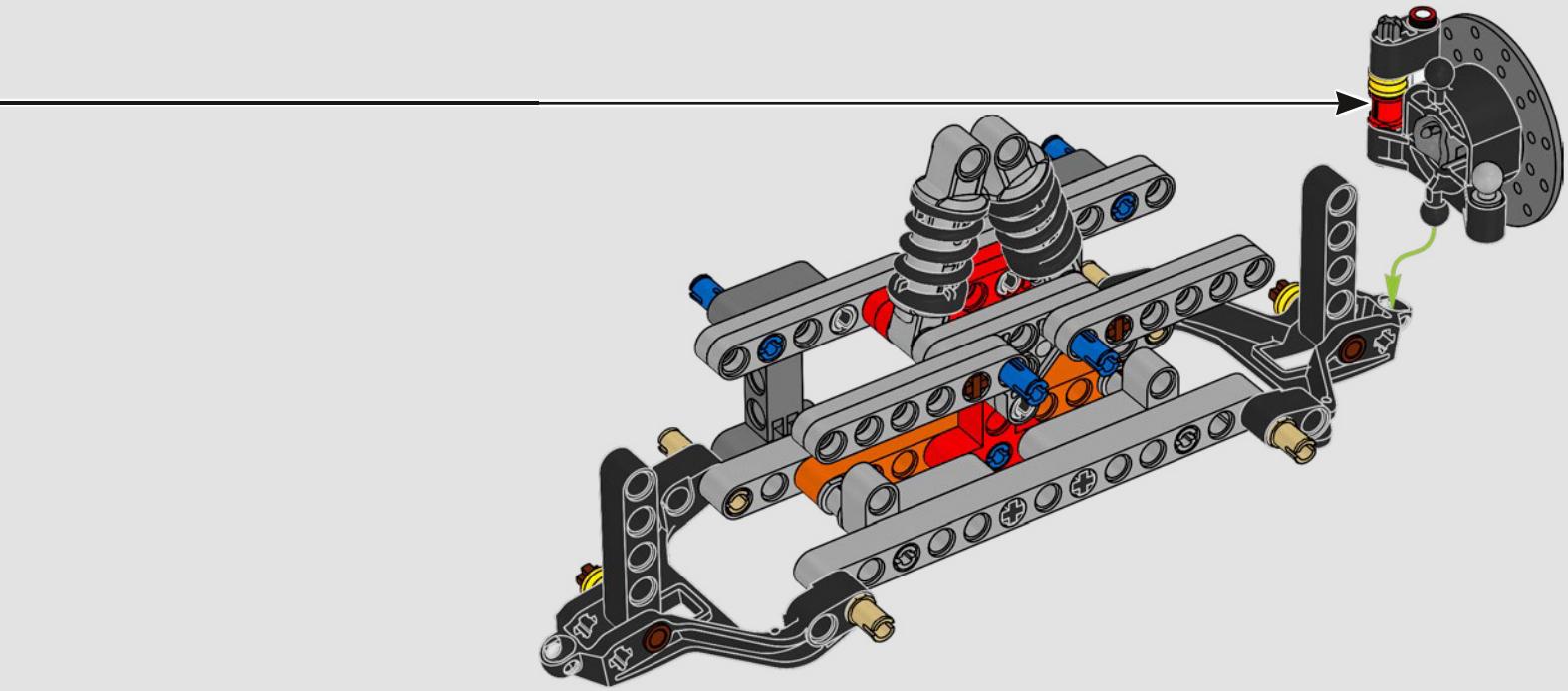

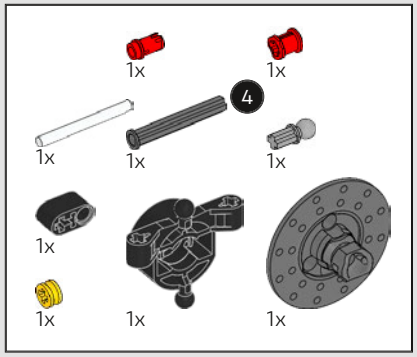

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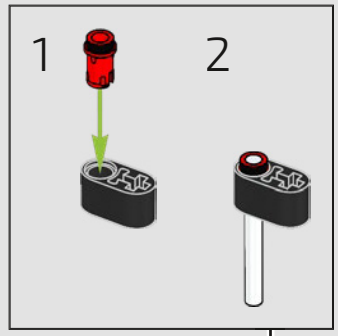

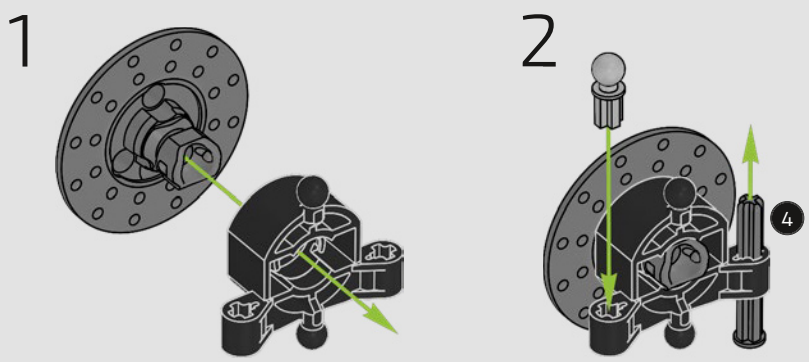

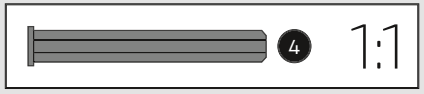

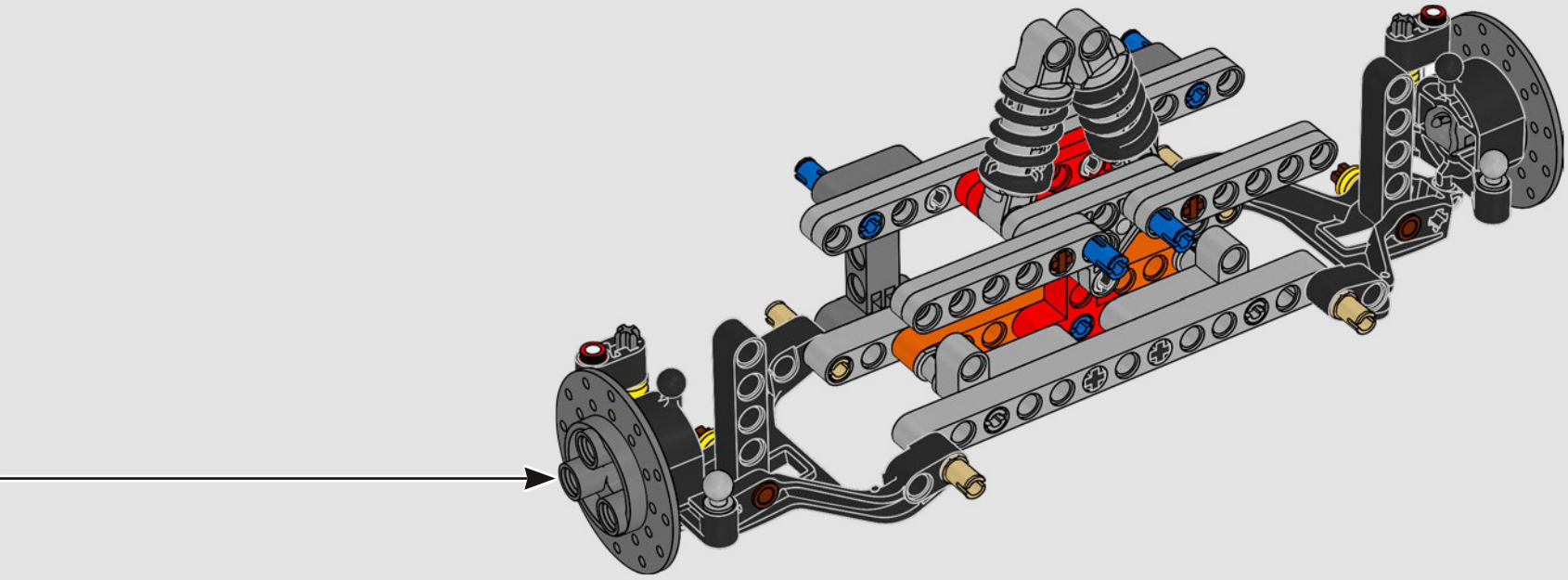

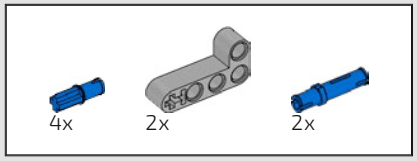

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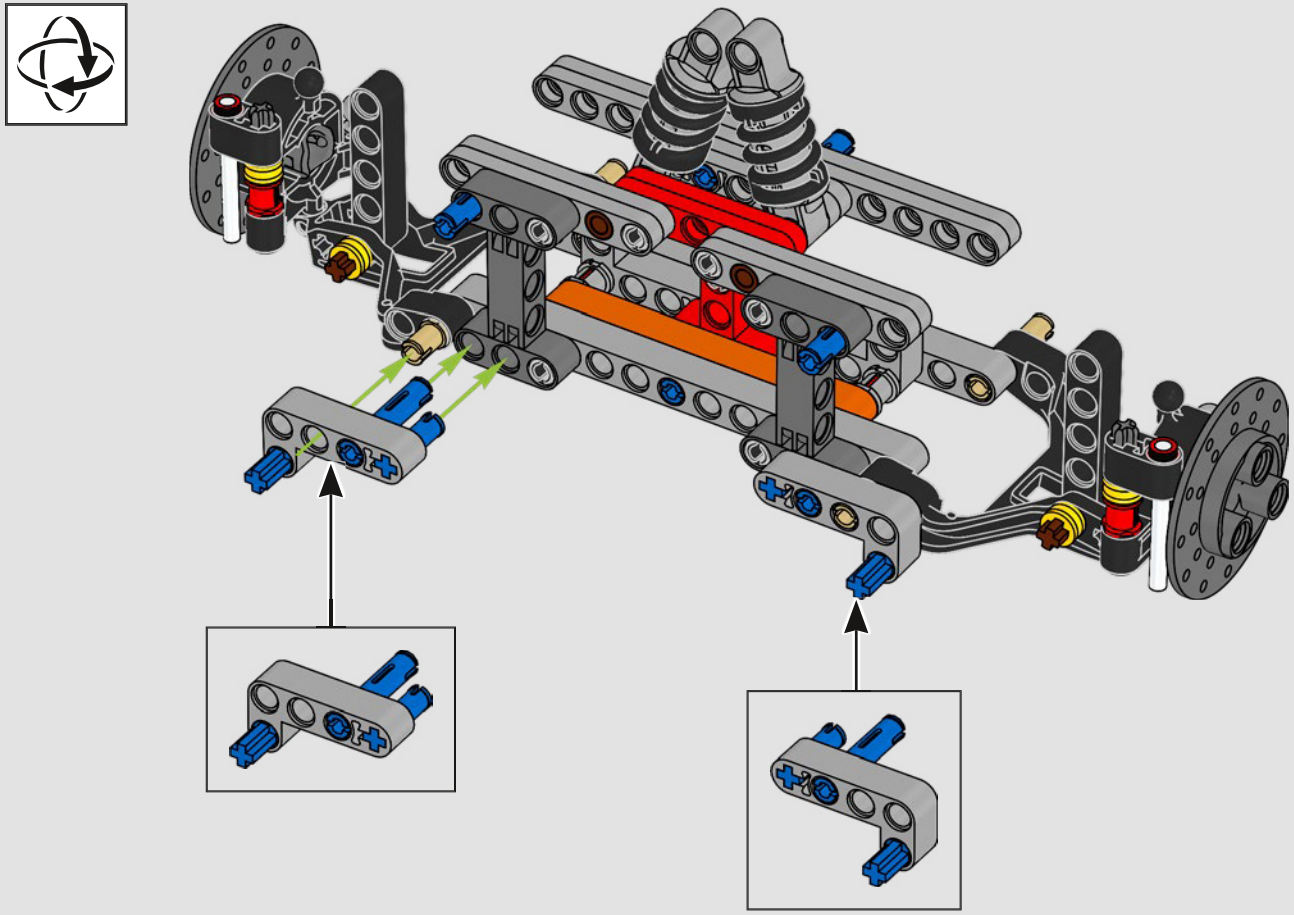

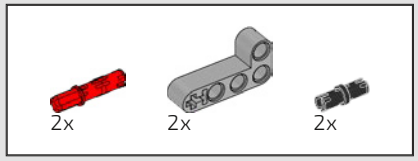

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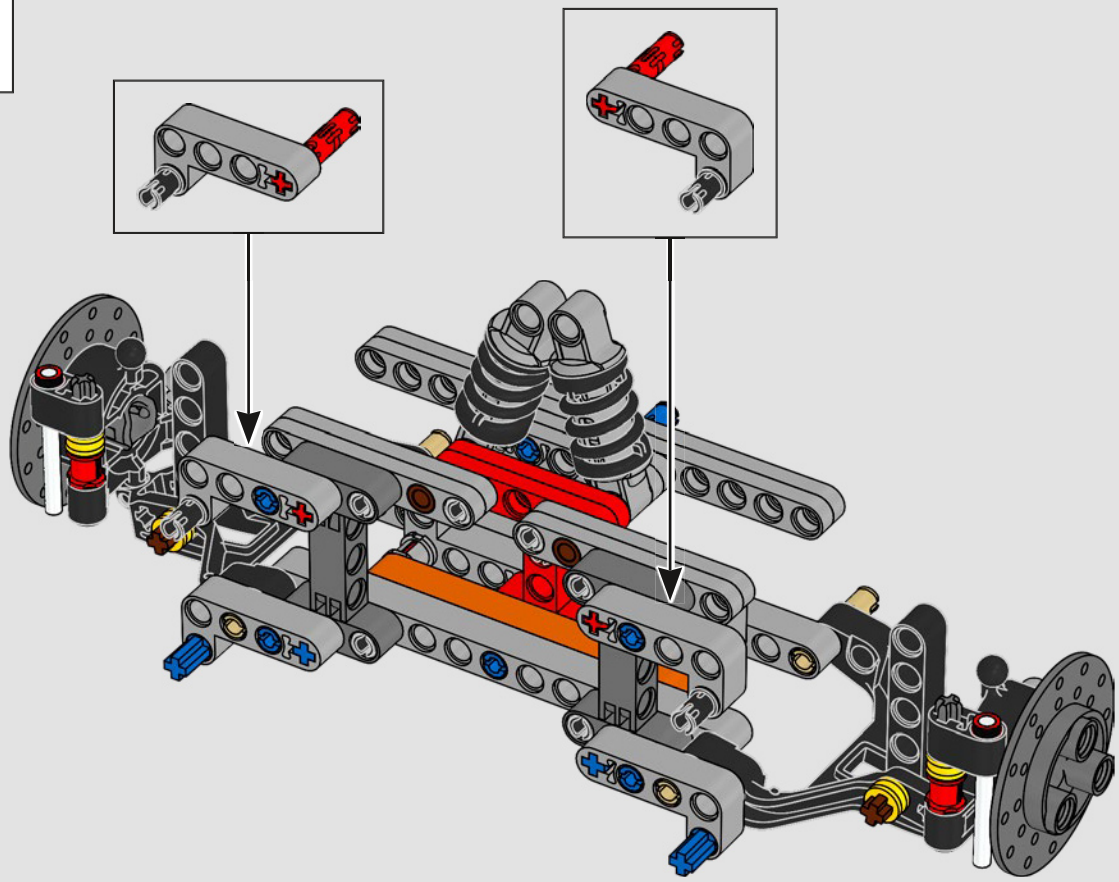

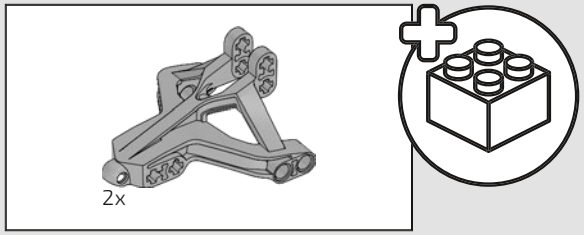

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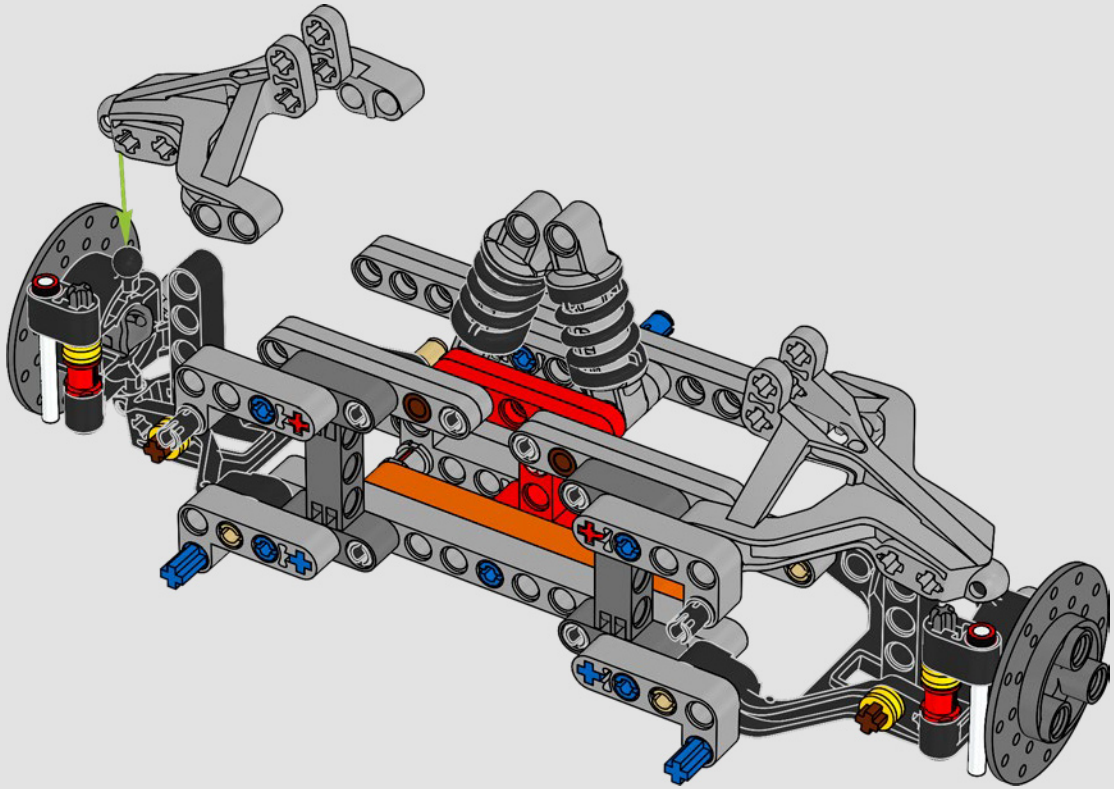

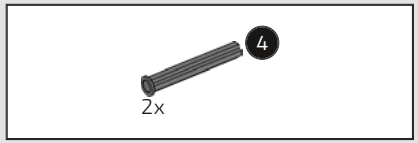

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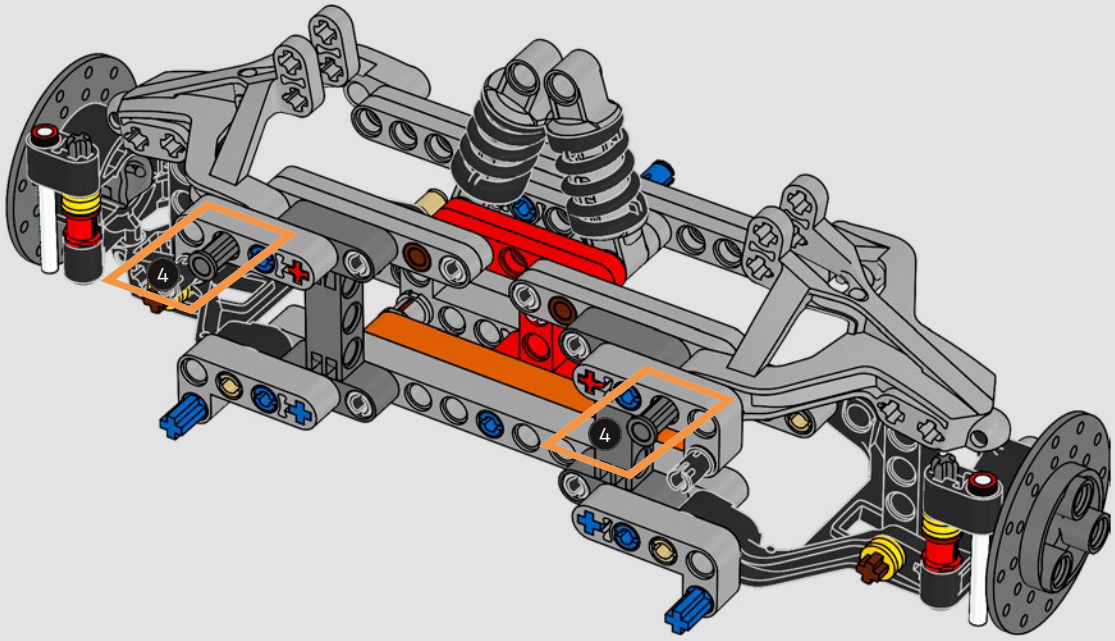

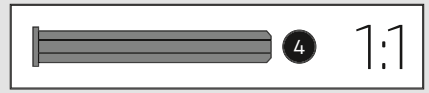

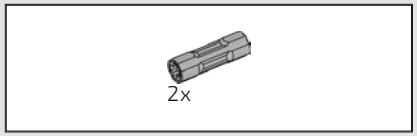

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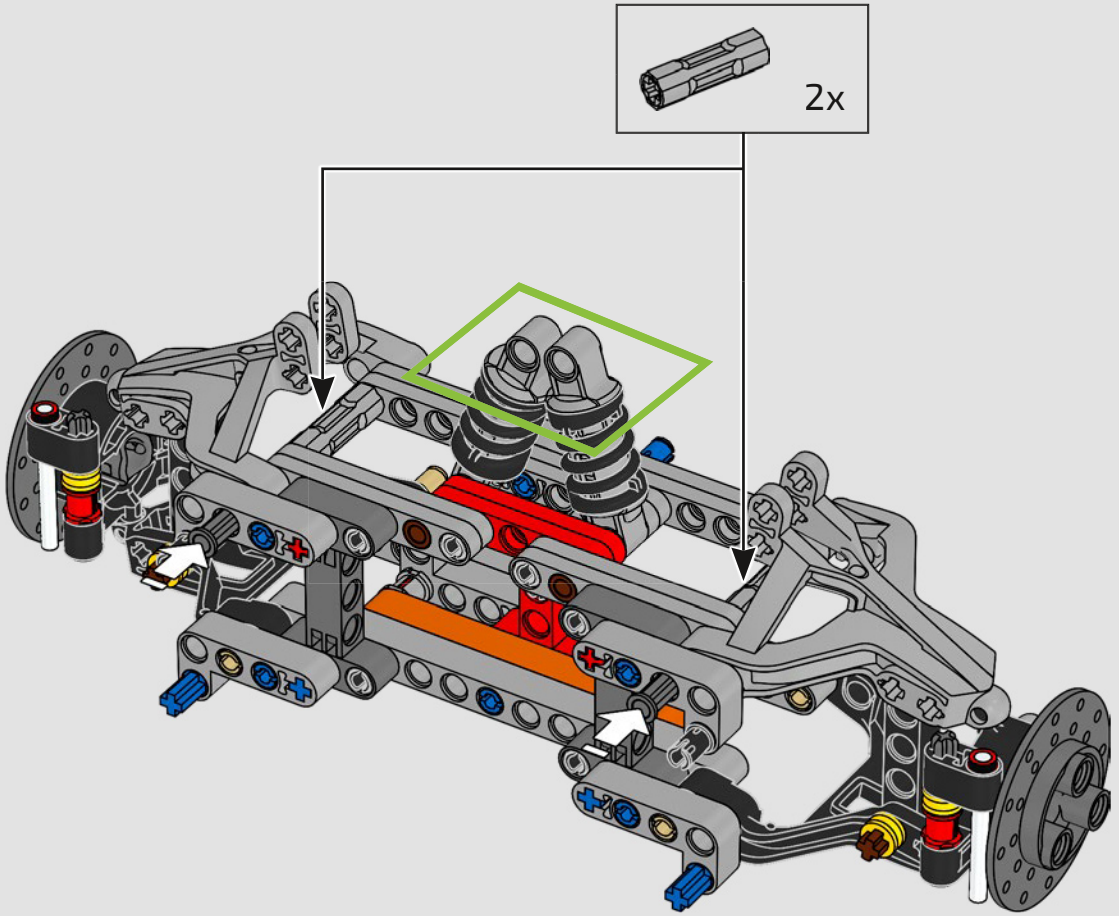

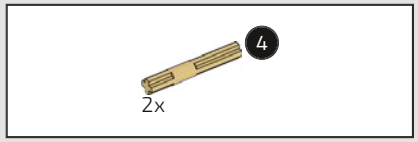

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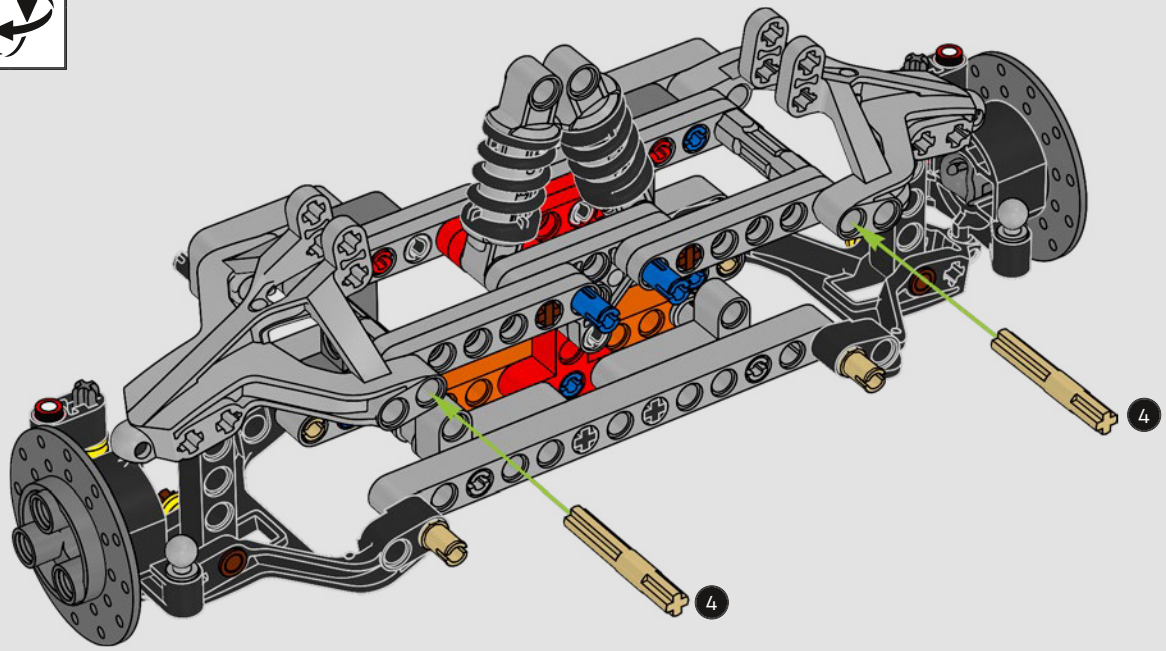

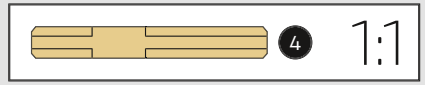

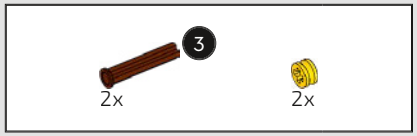

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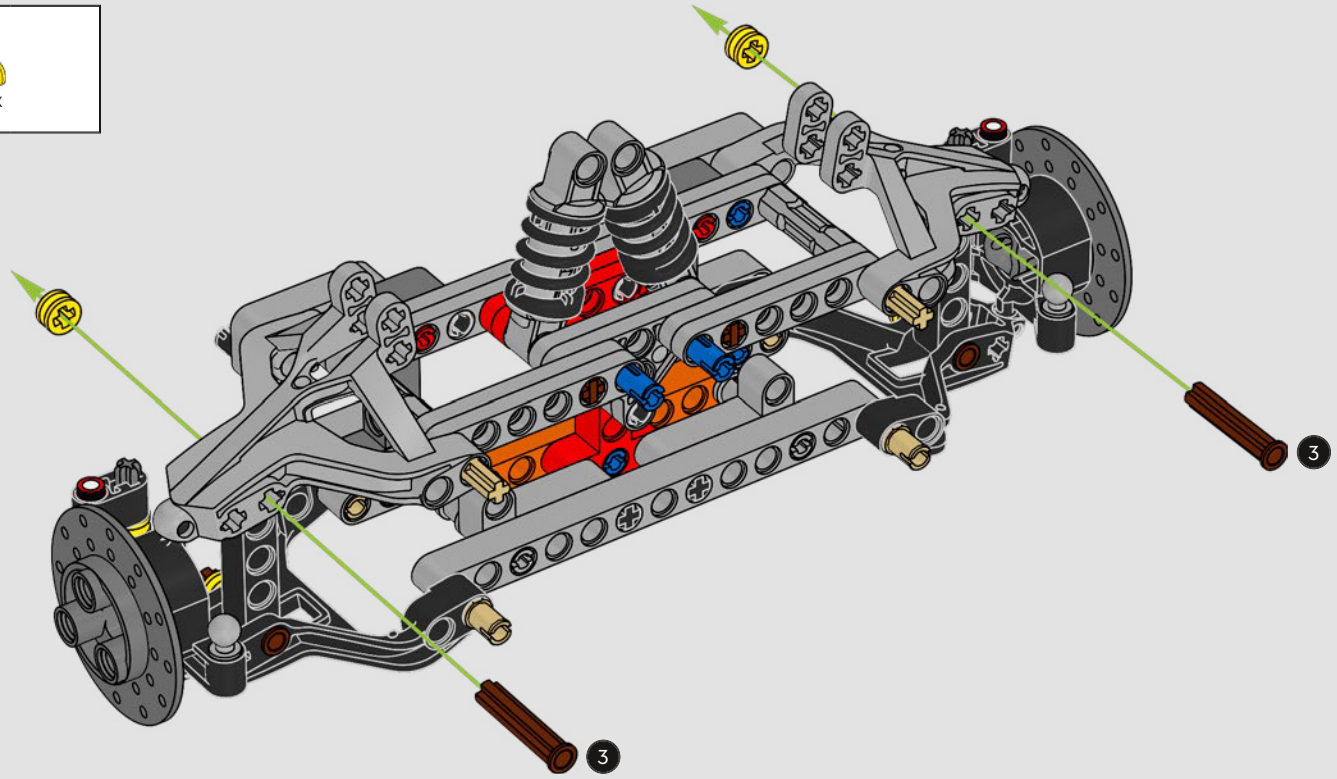

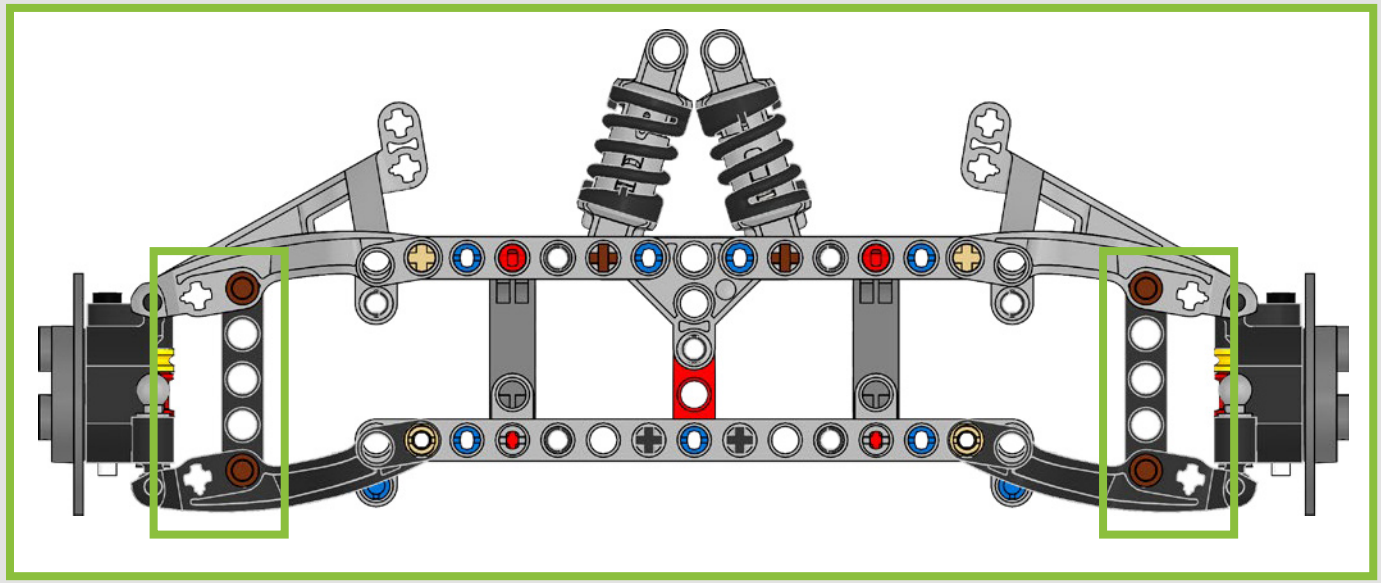

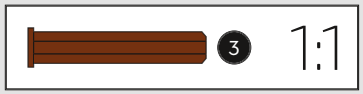

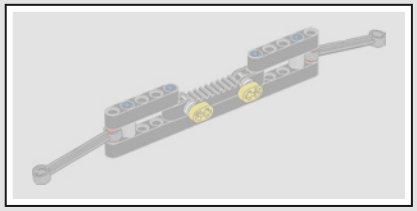

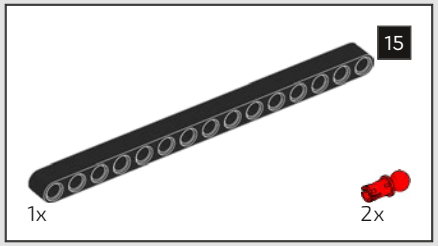

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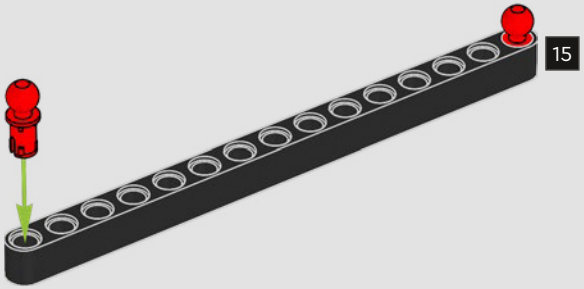

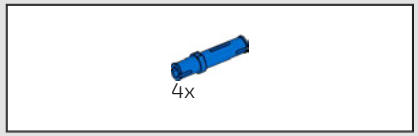

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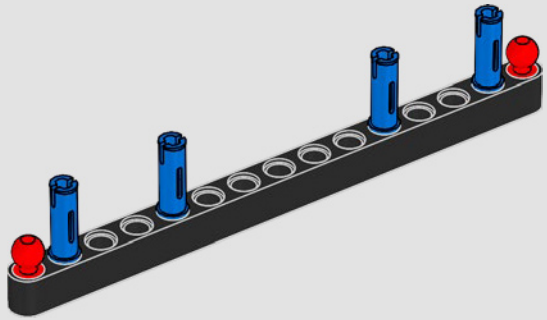

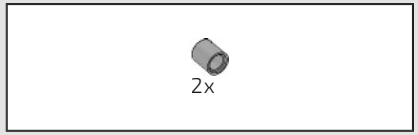

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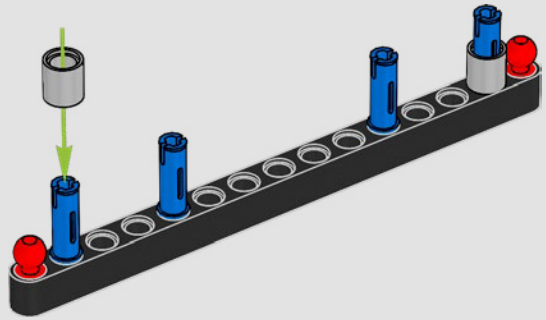

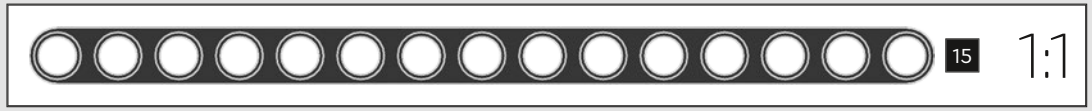

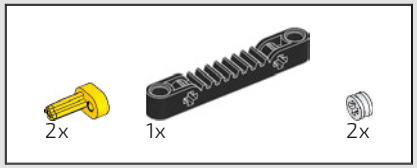

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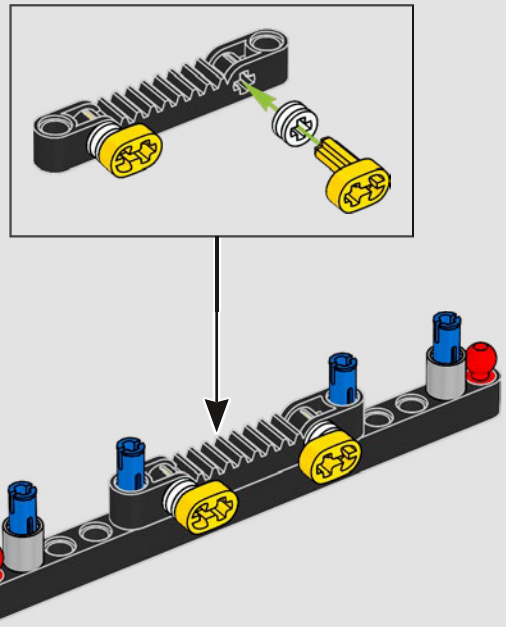

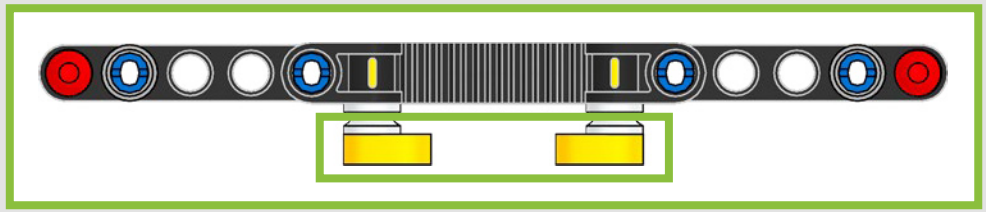

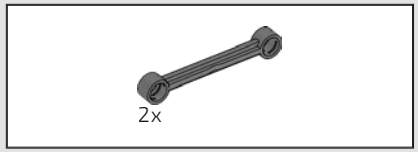

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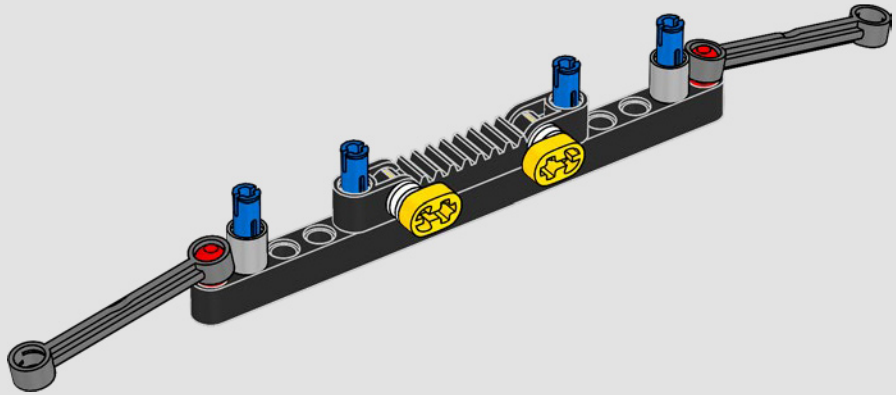

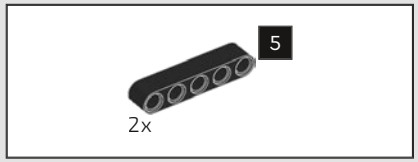

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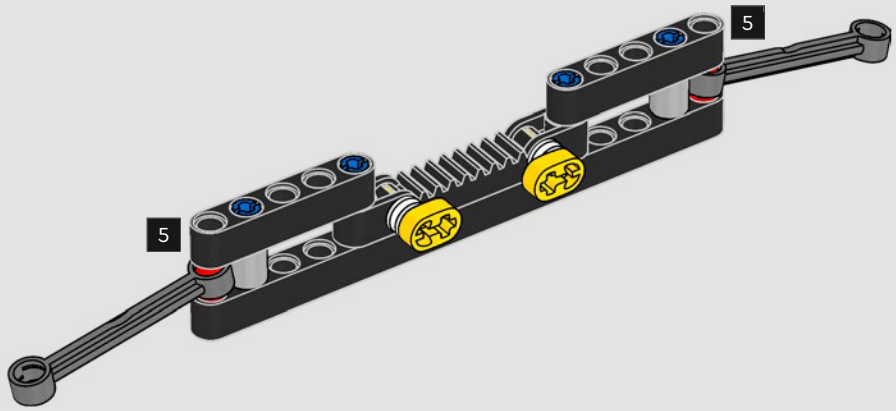

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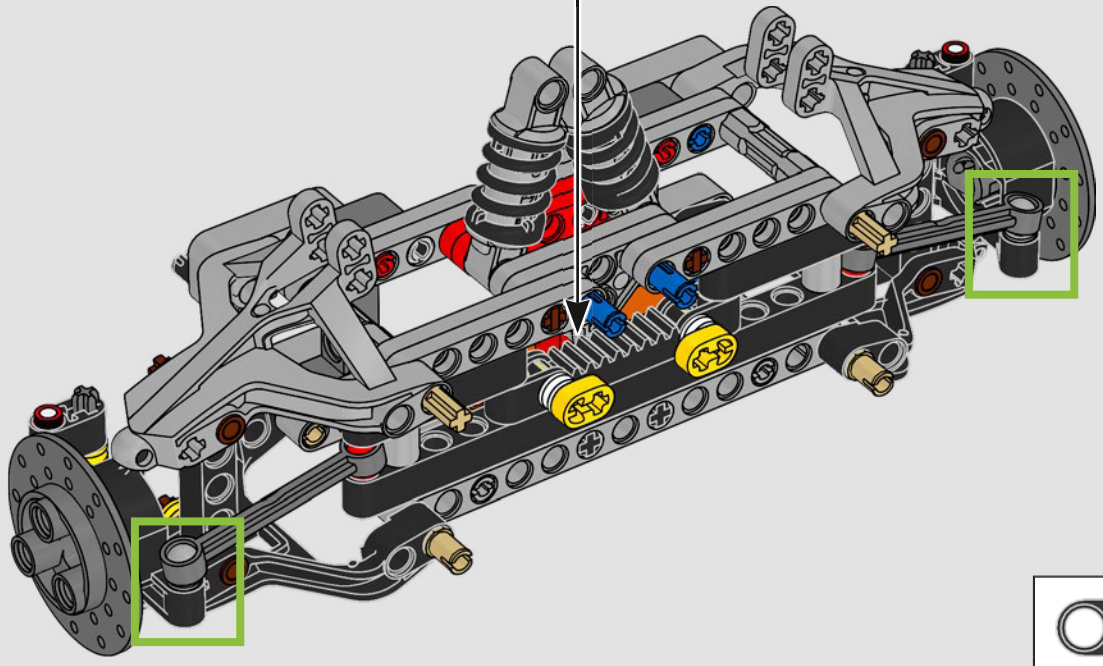

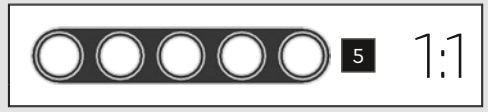

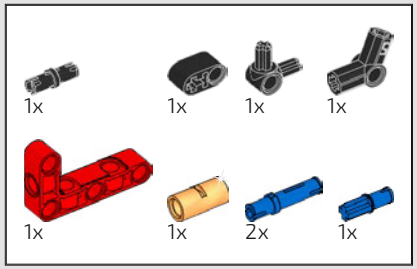

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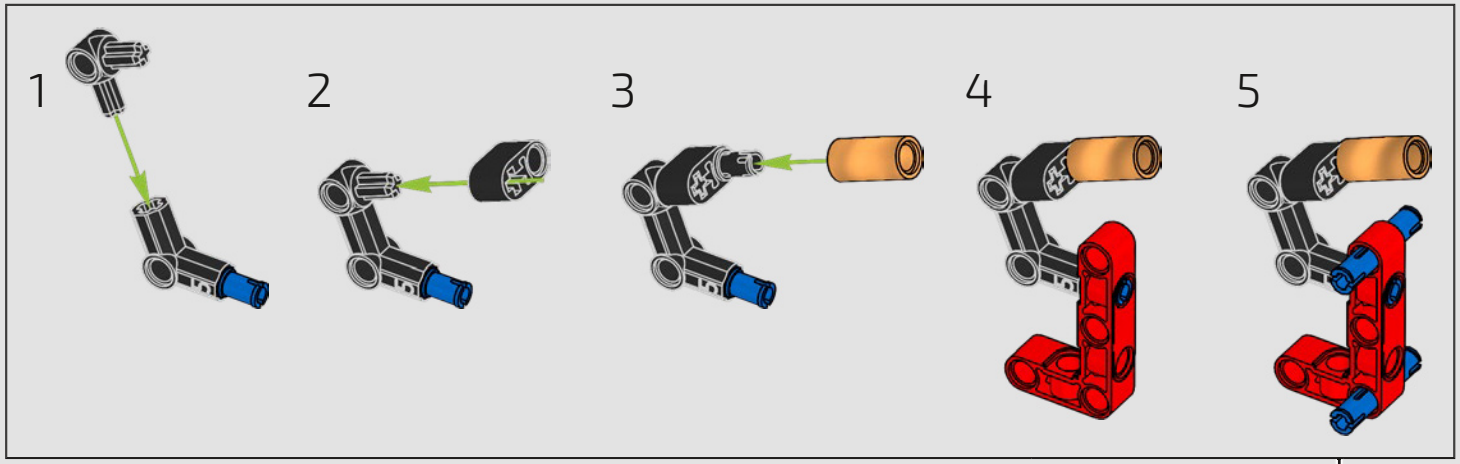

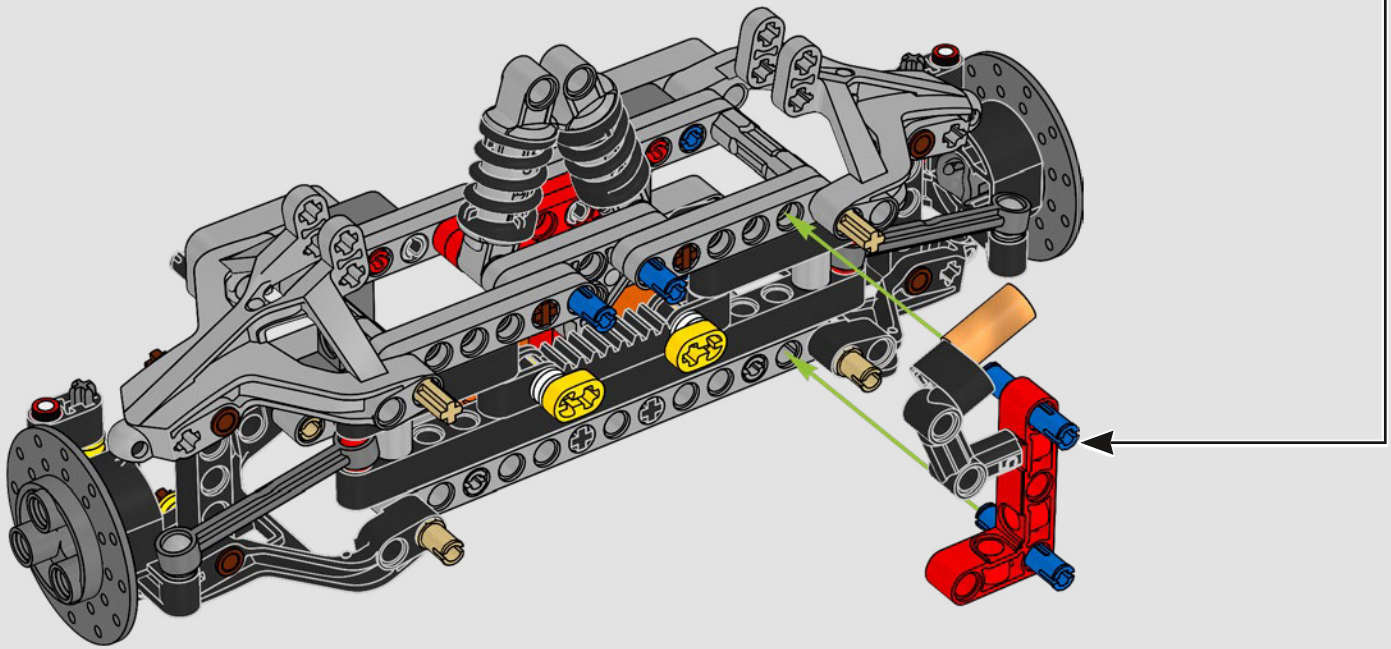

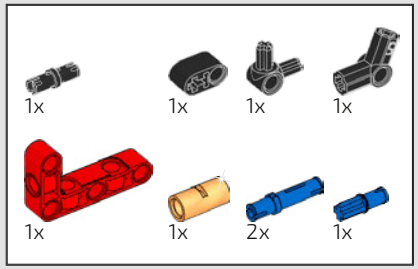

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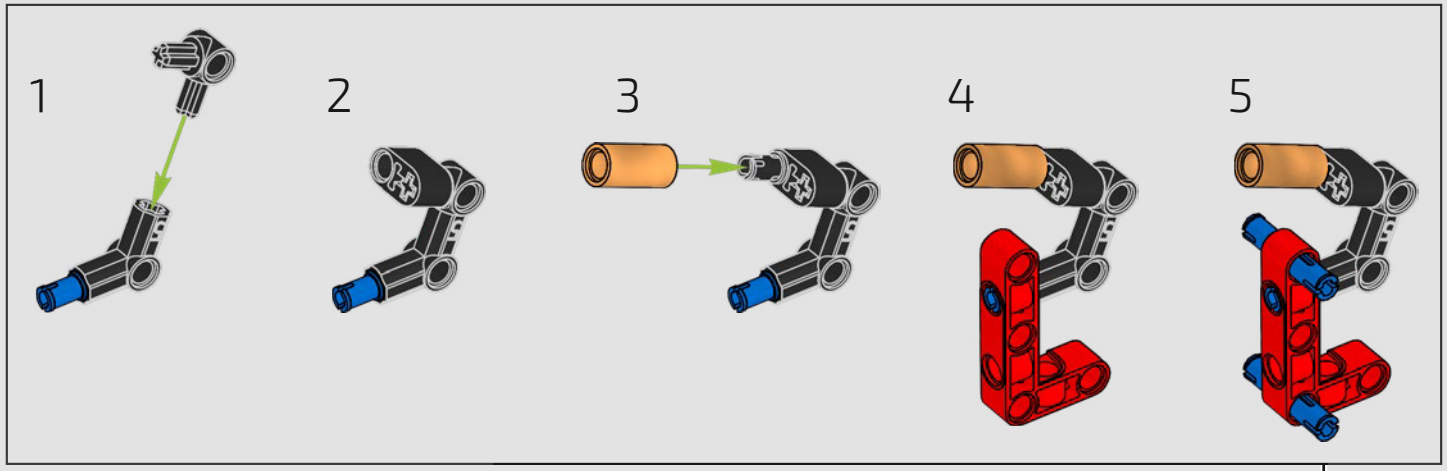

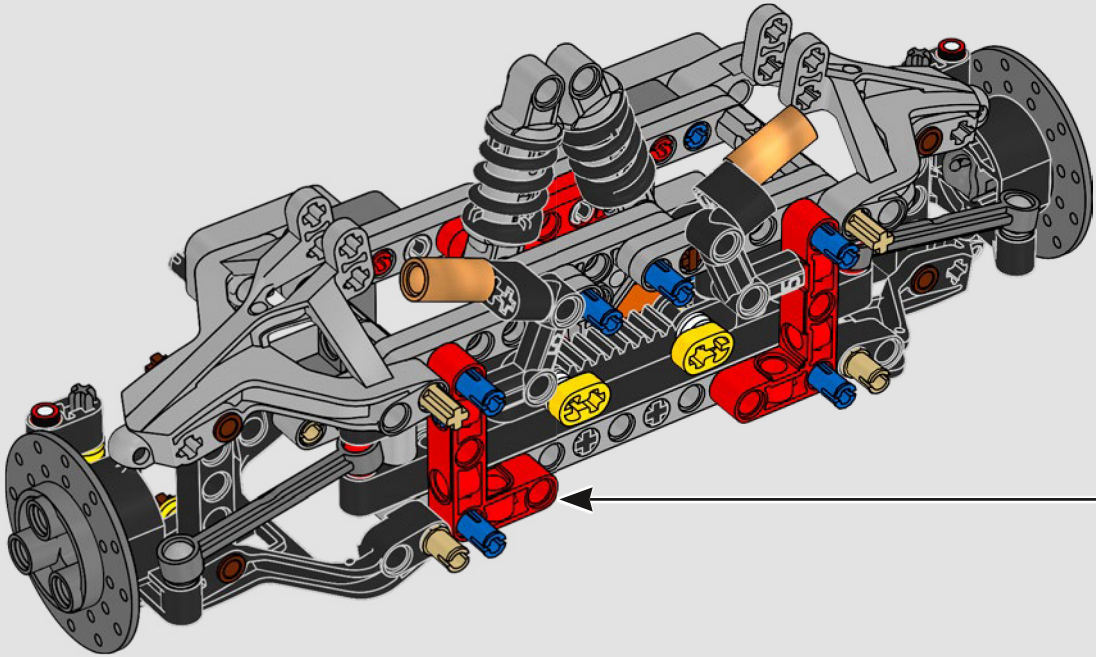

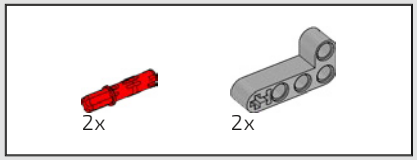

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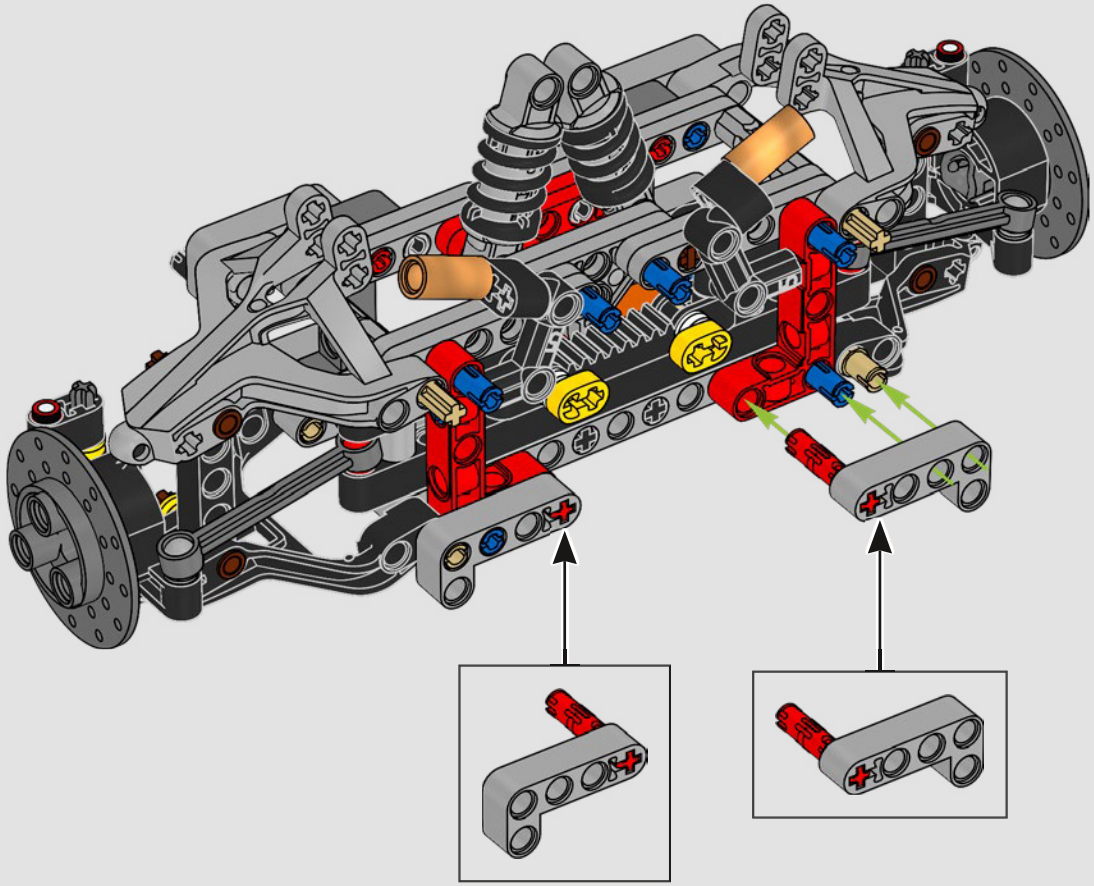

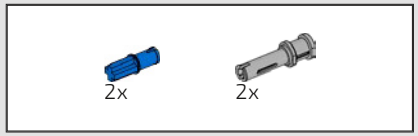

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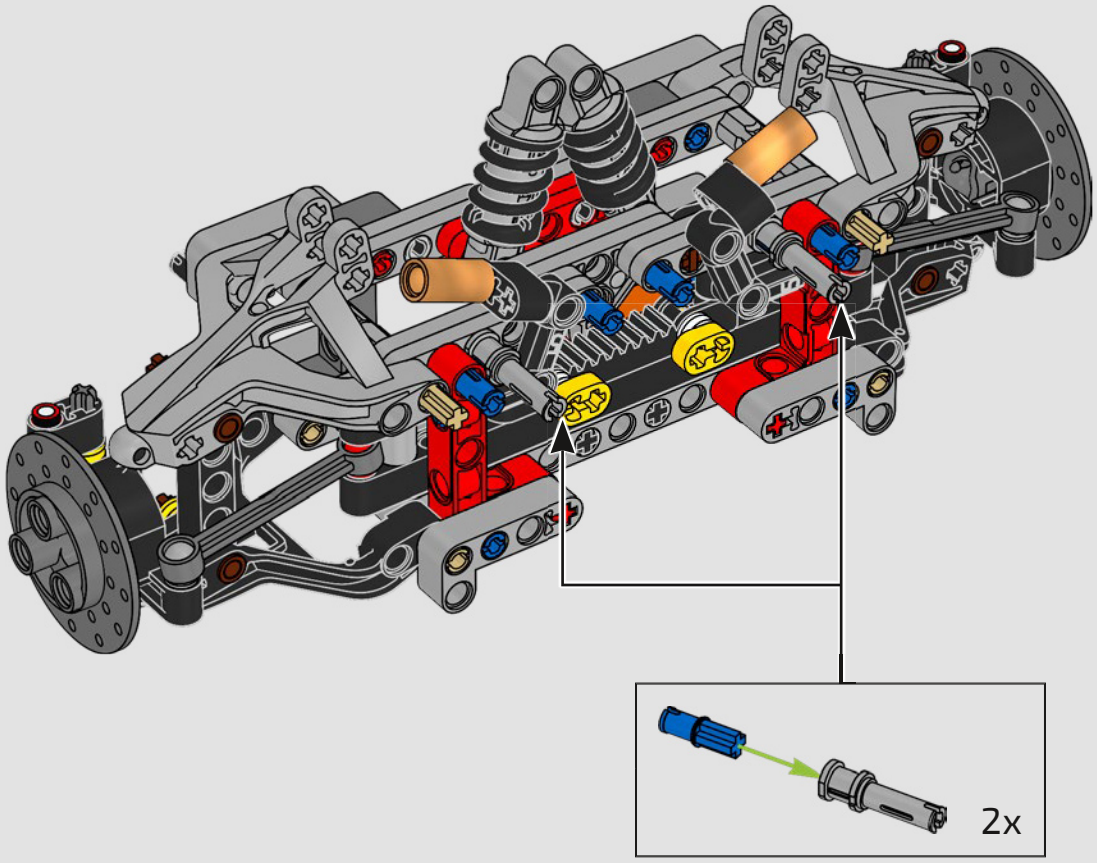

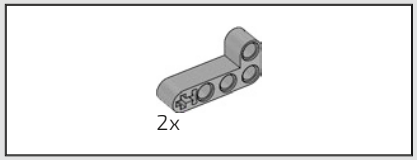

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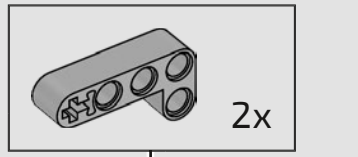

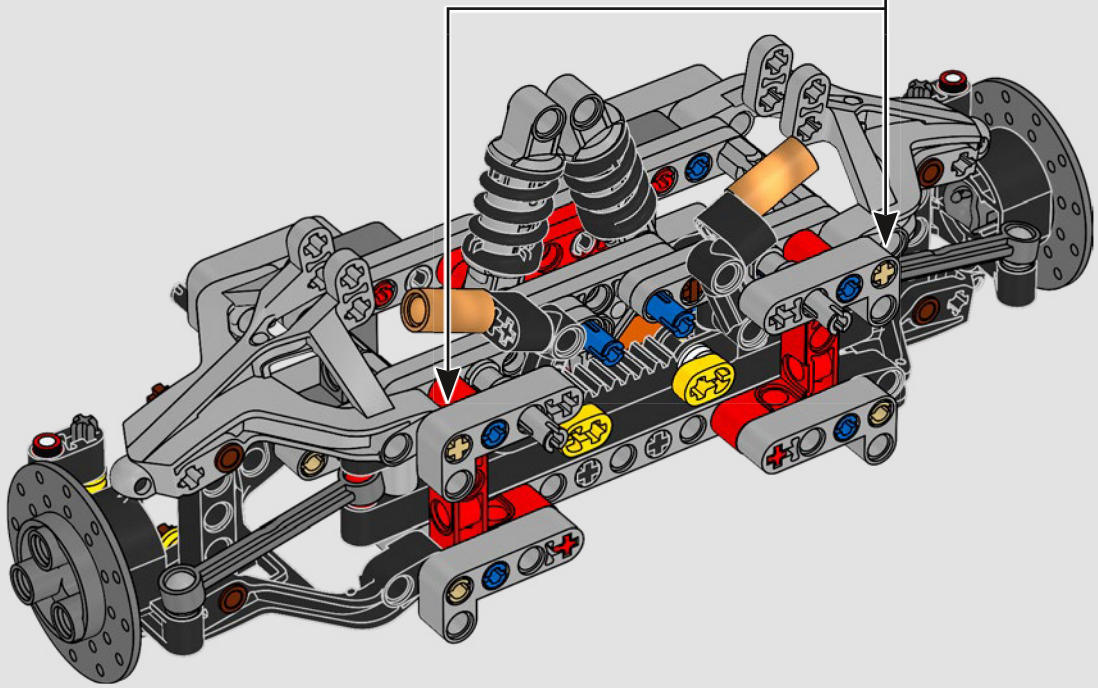

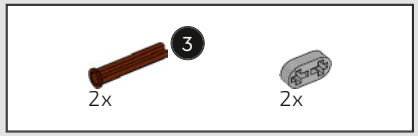

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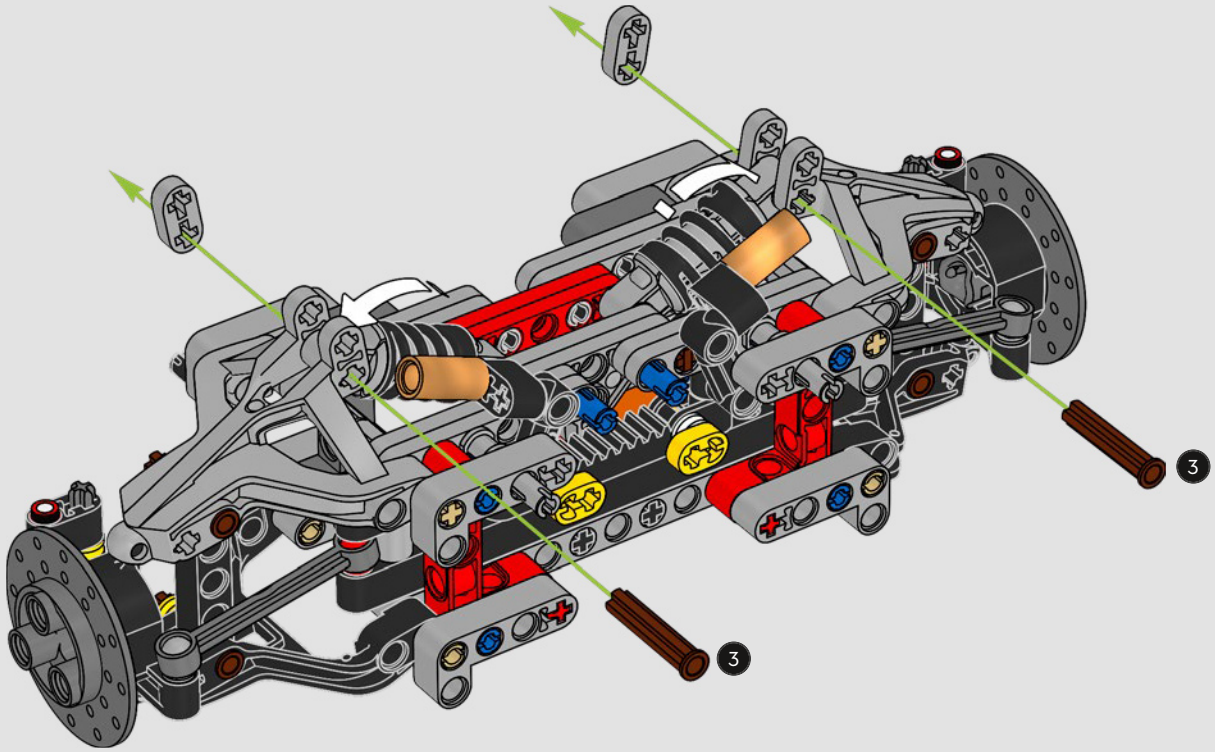

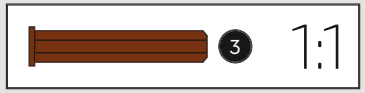

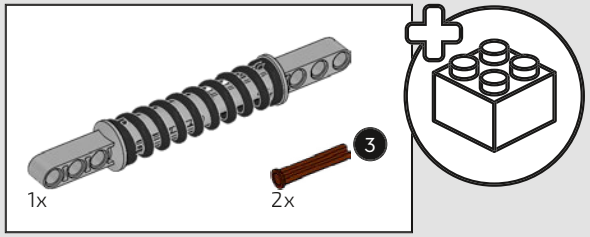

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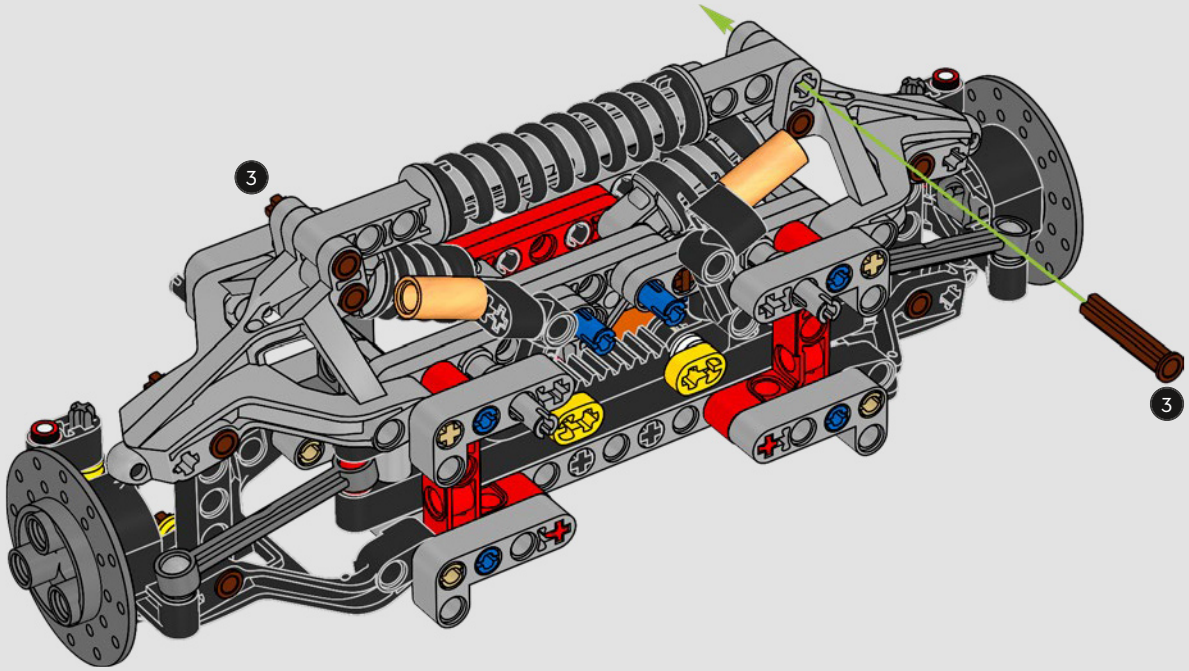

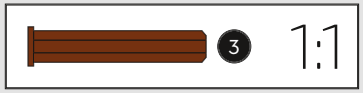

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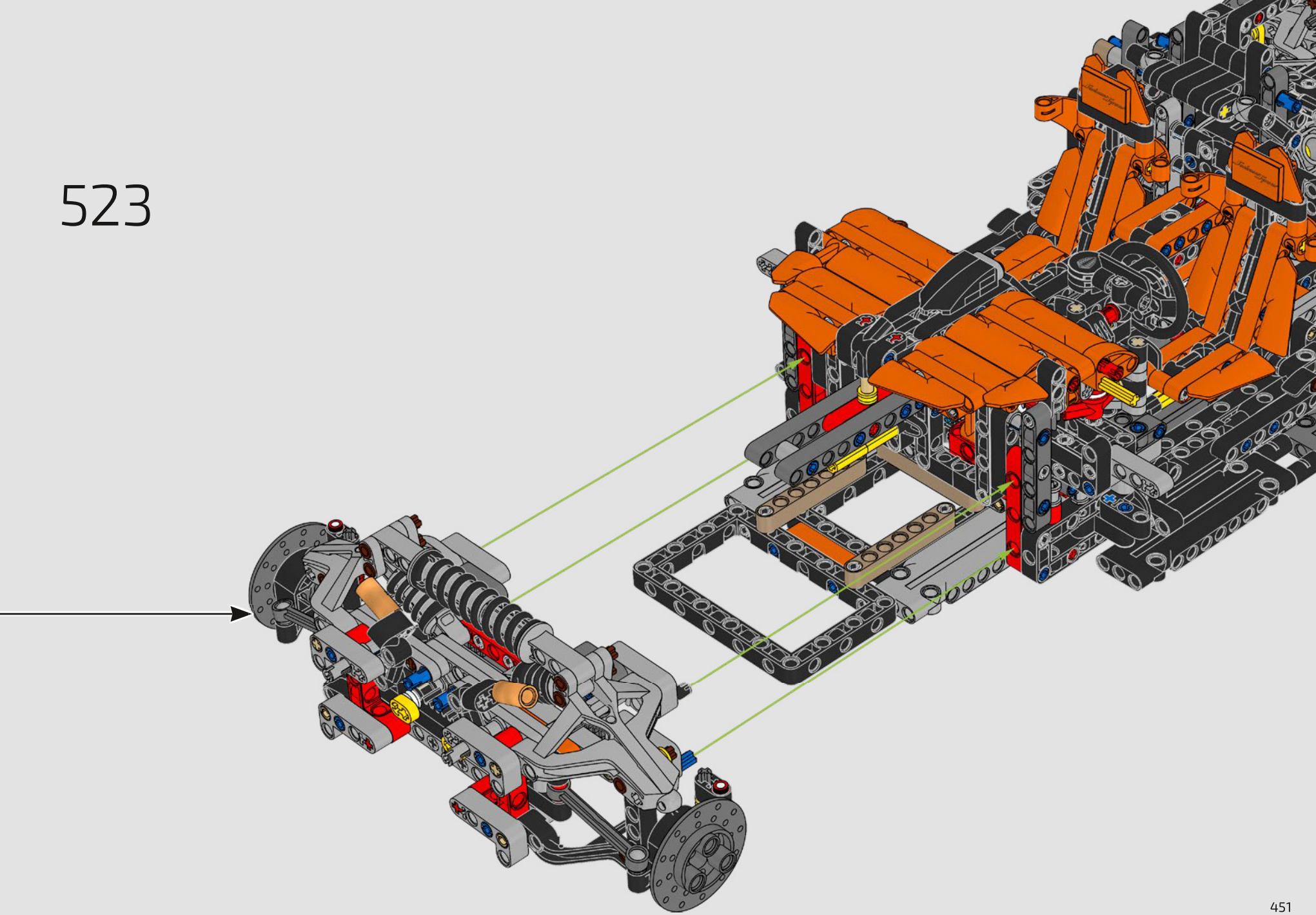

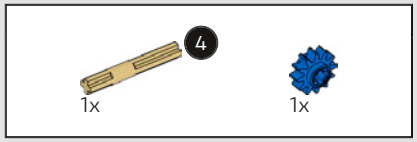

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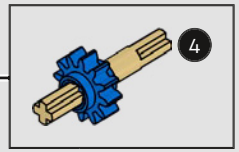

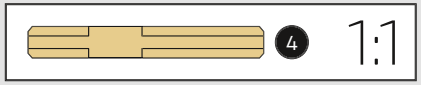

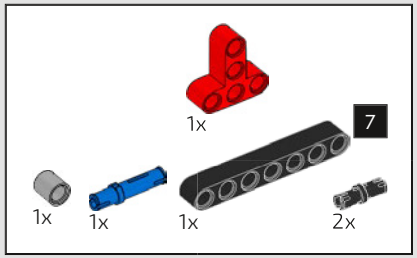

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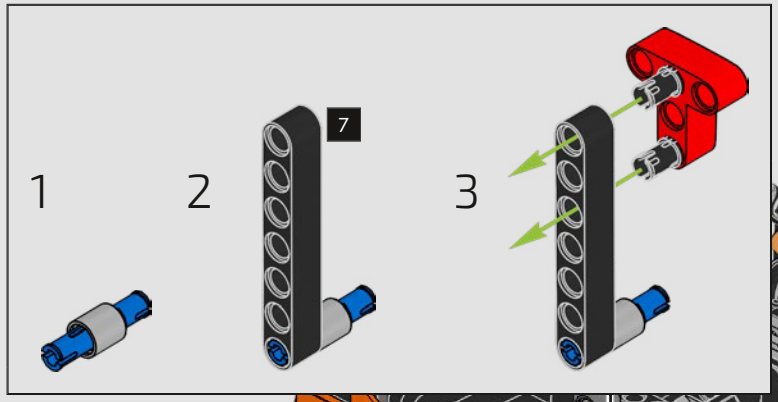

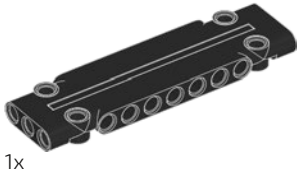

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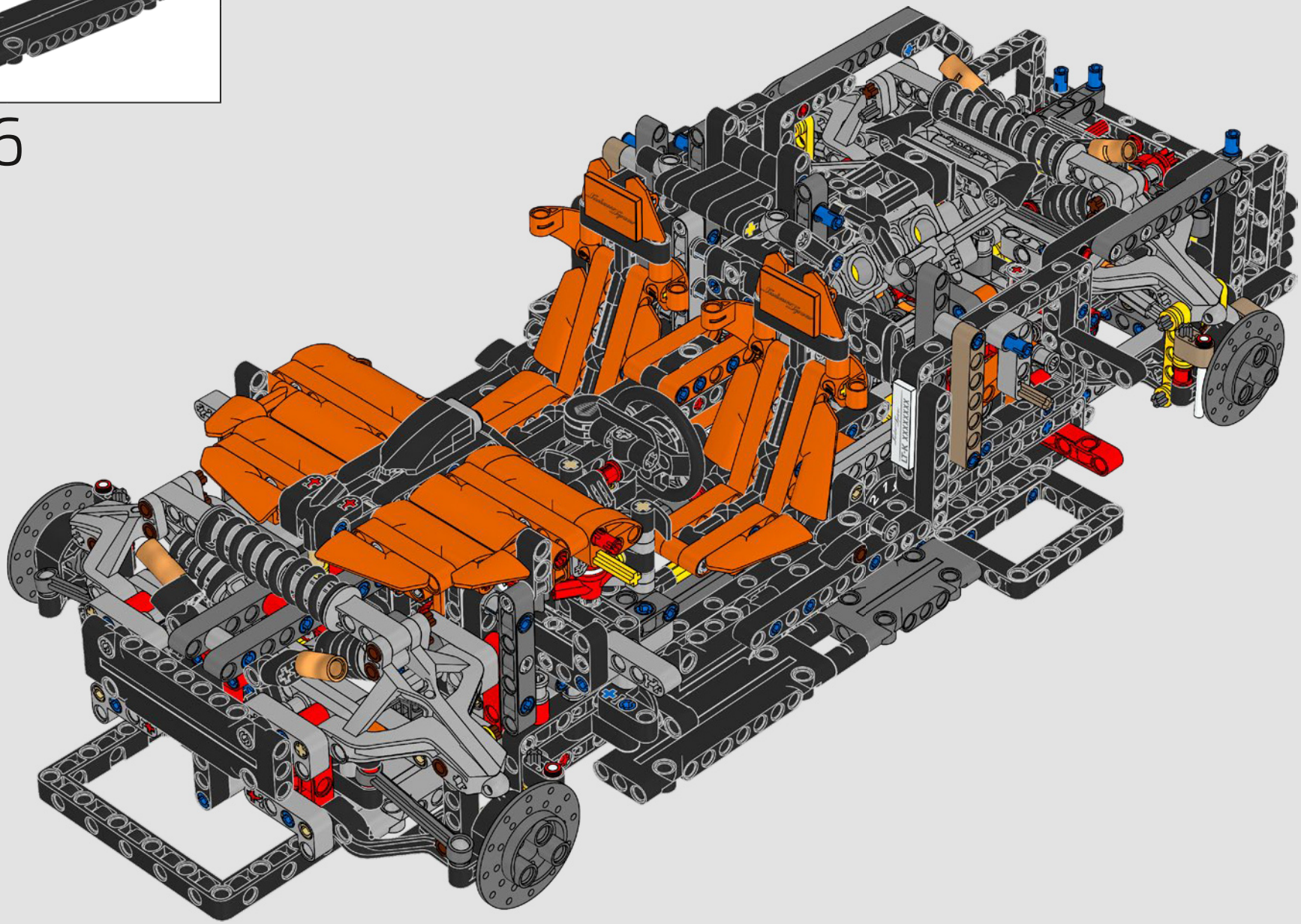

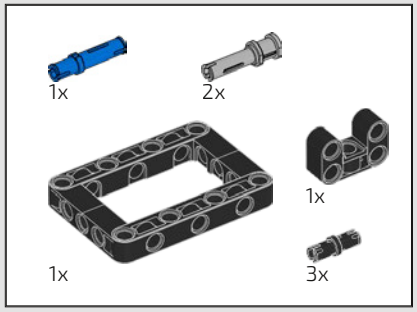

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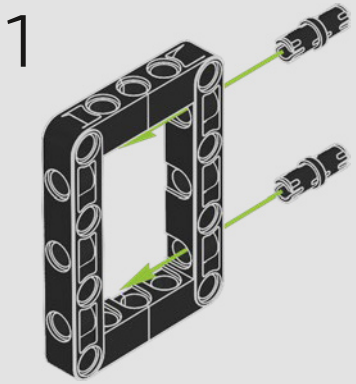

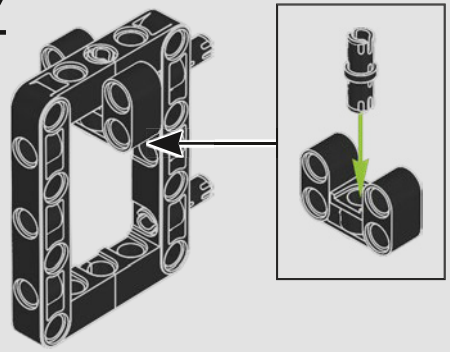

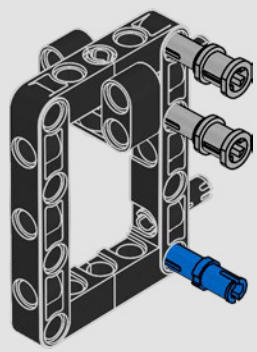

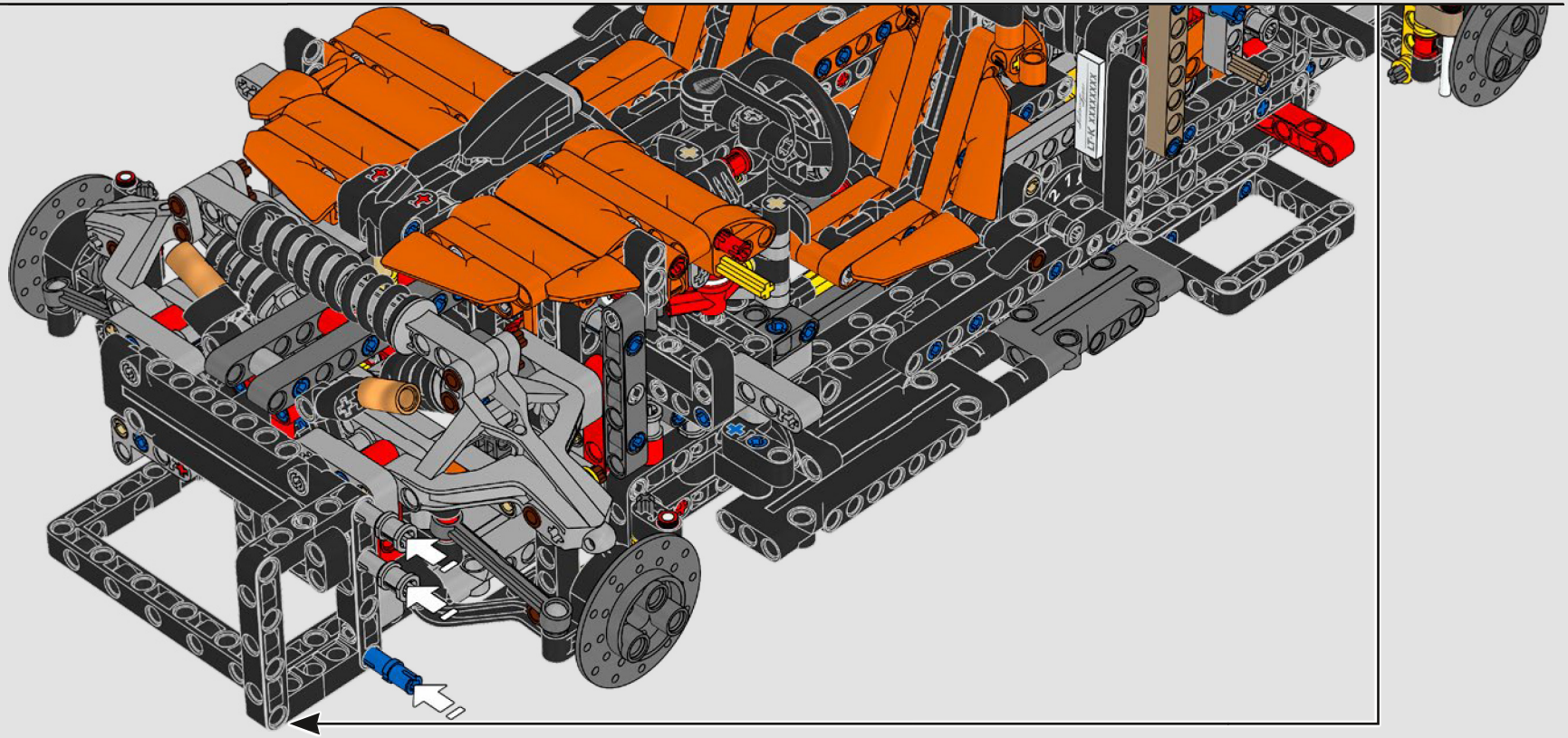

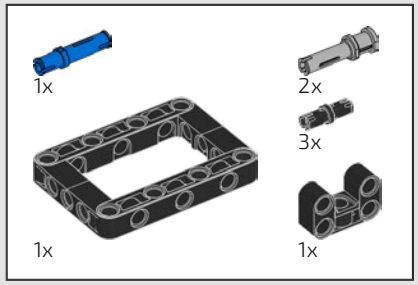

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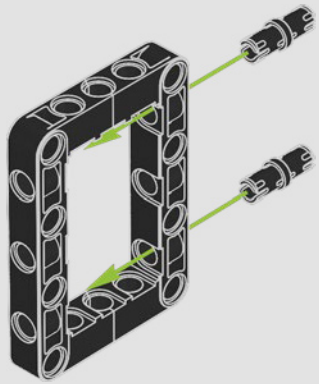
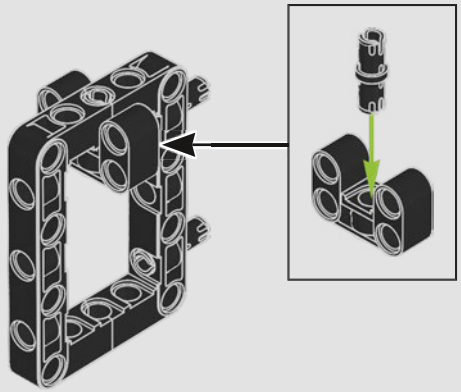
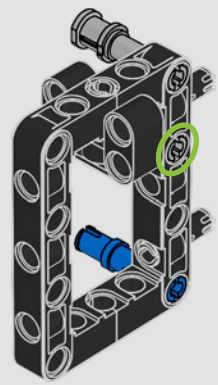
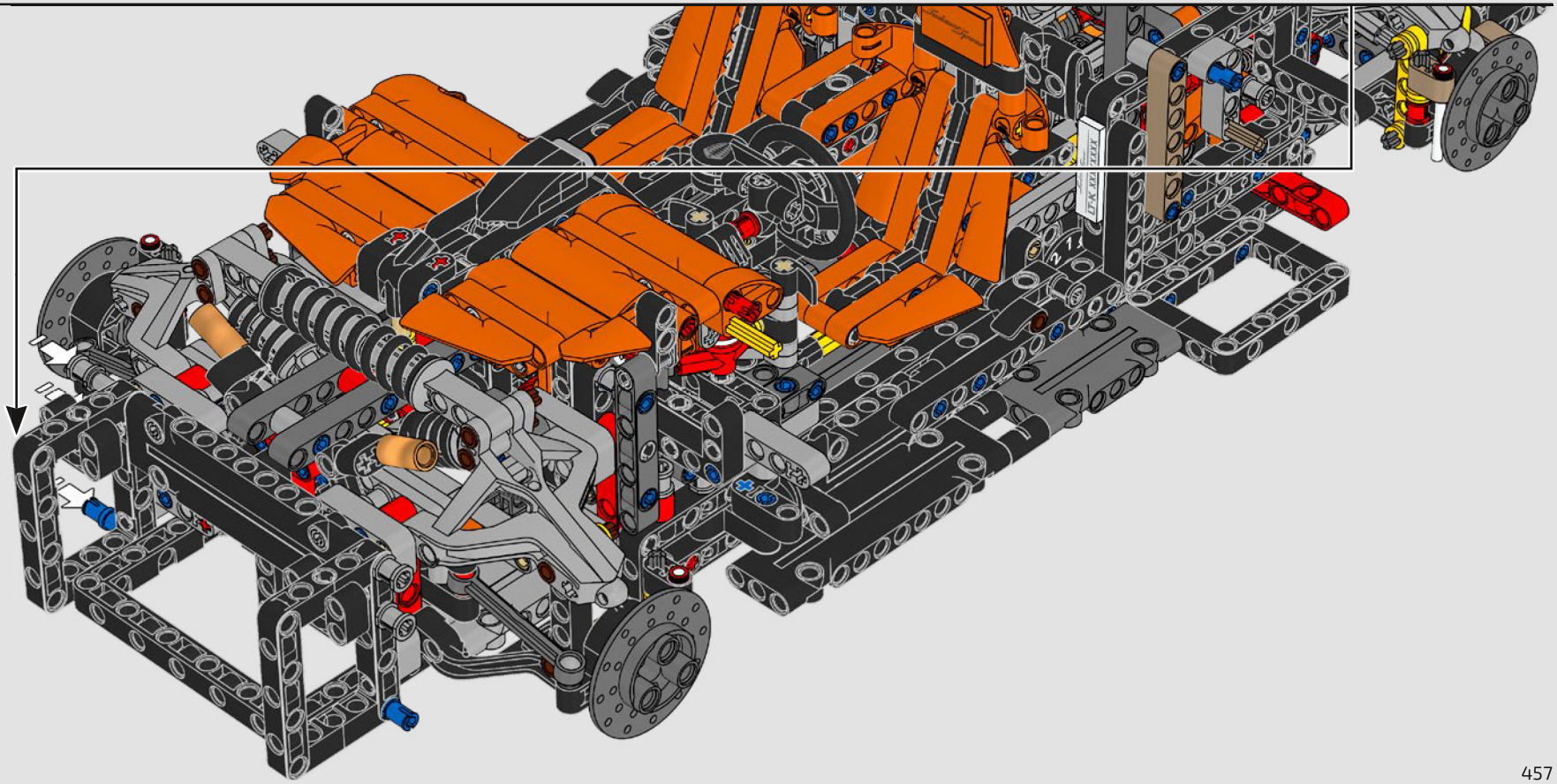








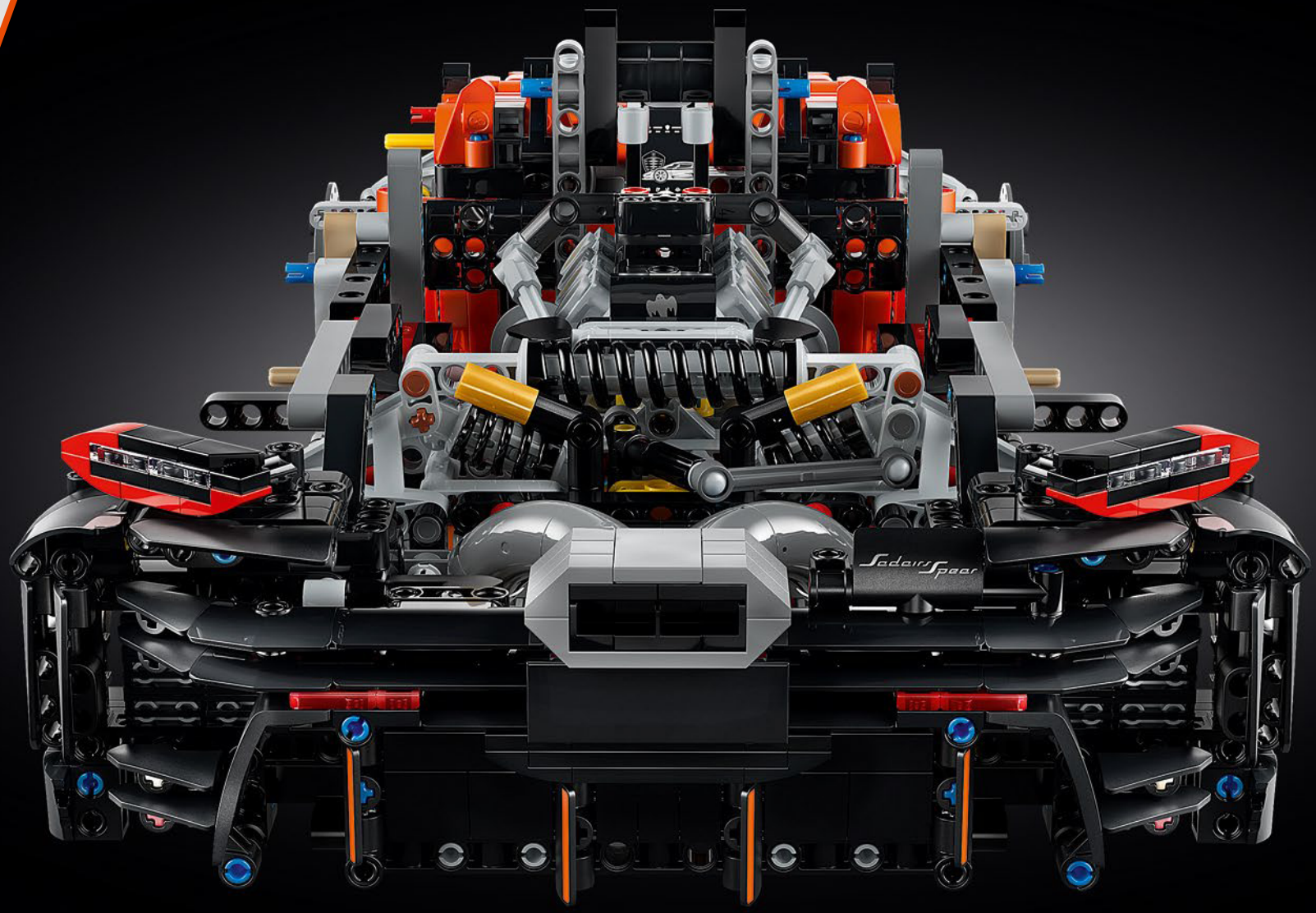
BOX

123



后扩散器和排气管

后扩散器融合了空气动力学设计与下的压力生成机制，
其设计理念源自Jesko时代，正助力科尼赛克书写属于自己的传奇。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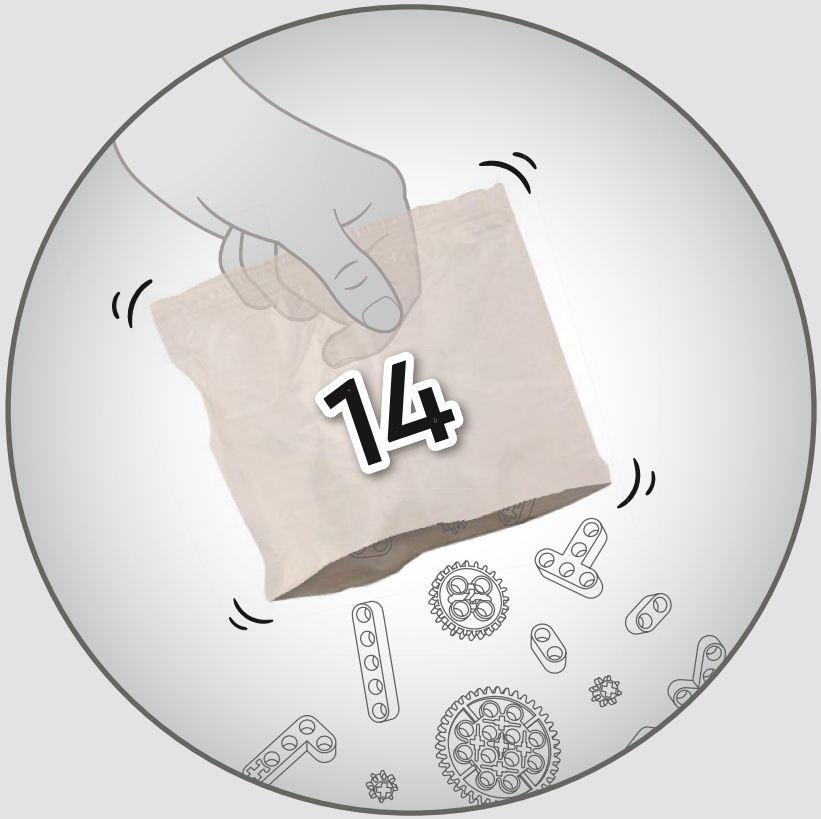
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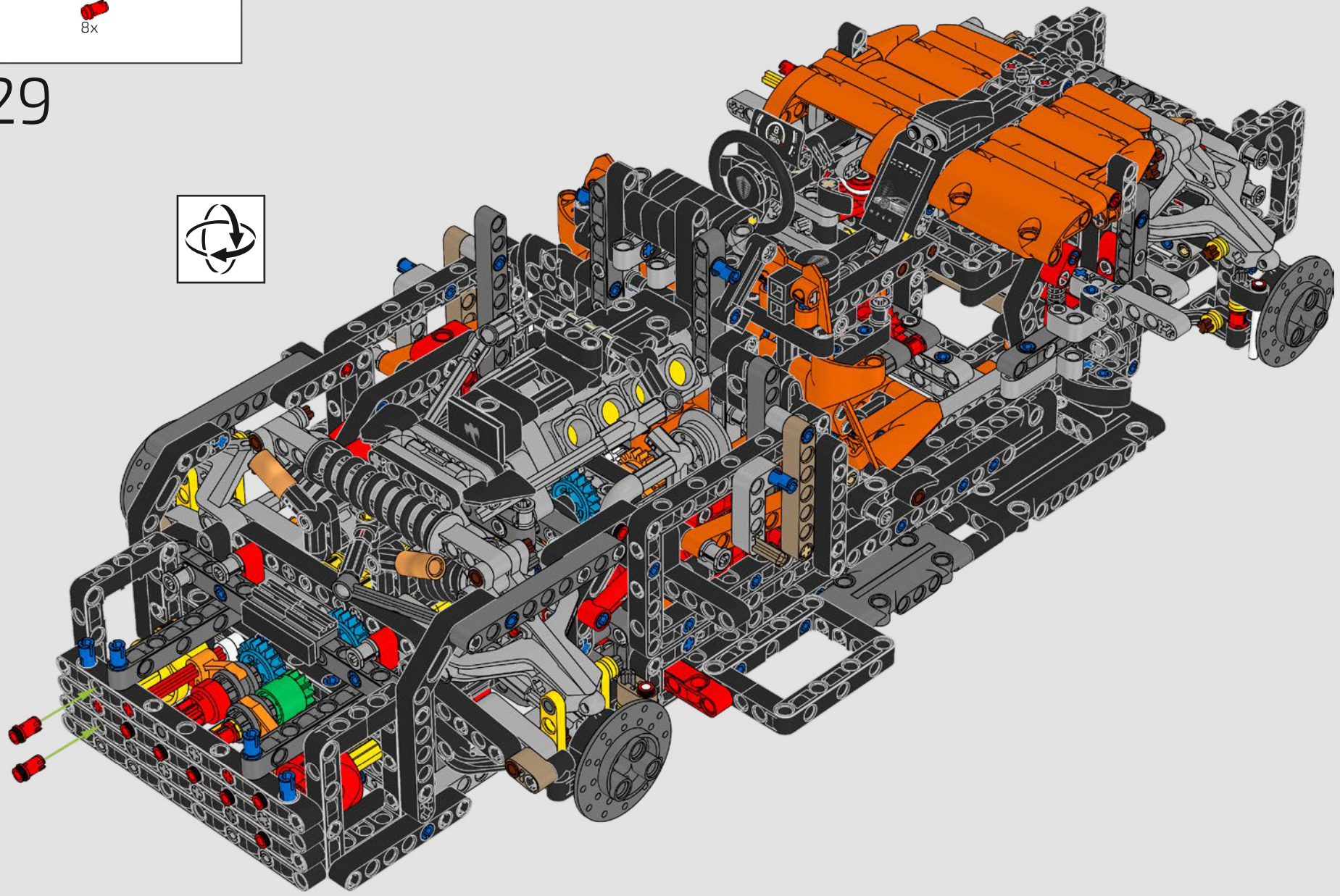

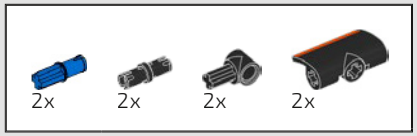

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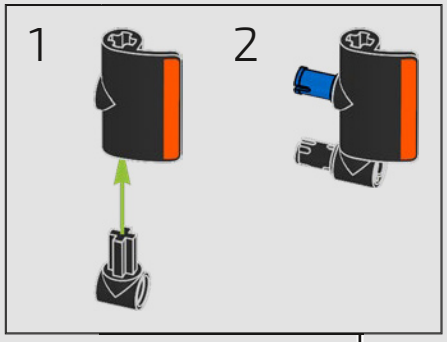

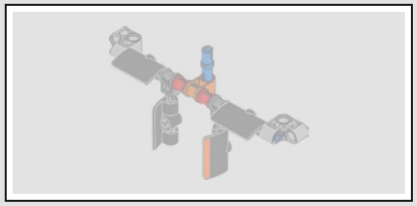

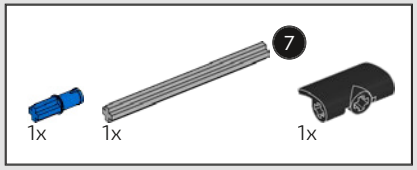

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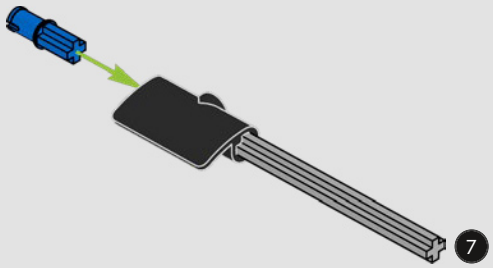

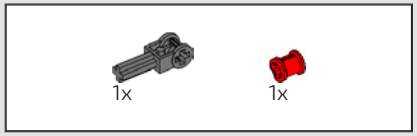

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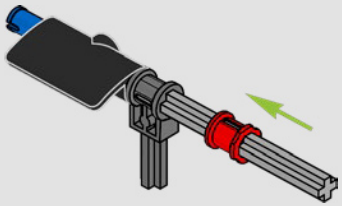

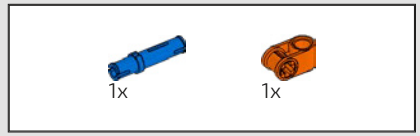

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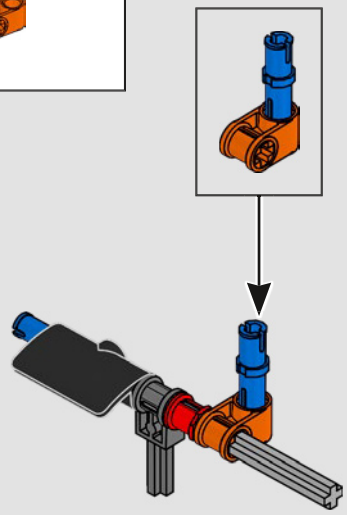

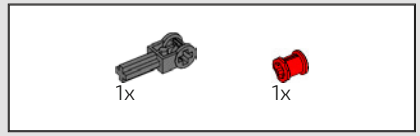

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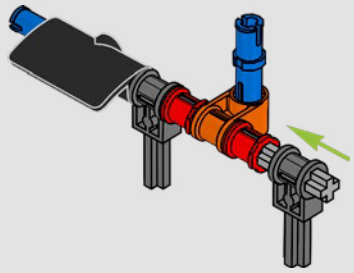

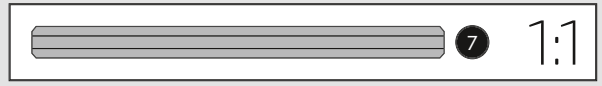



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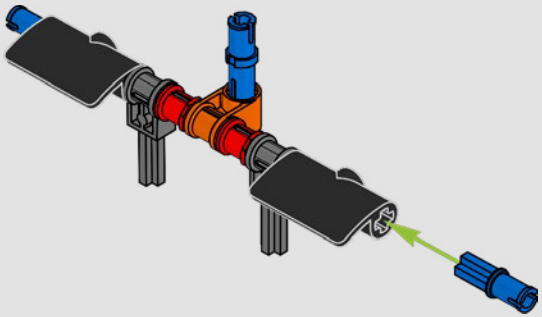



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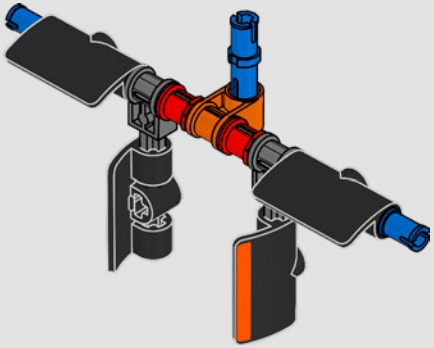



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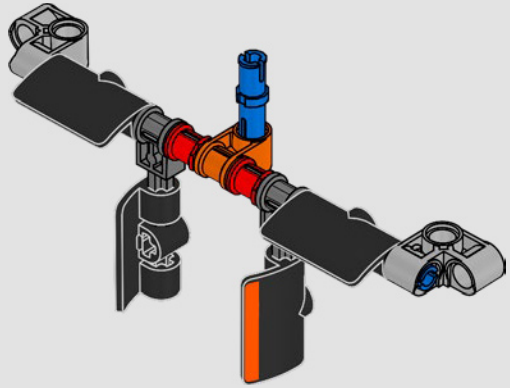

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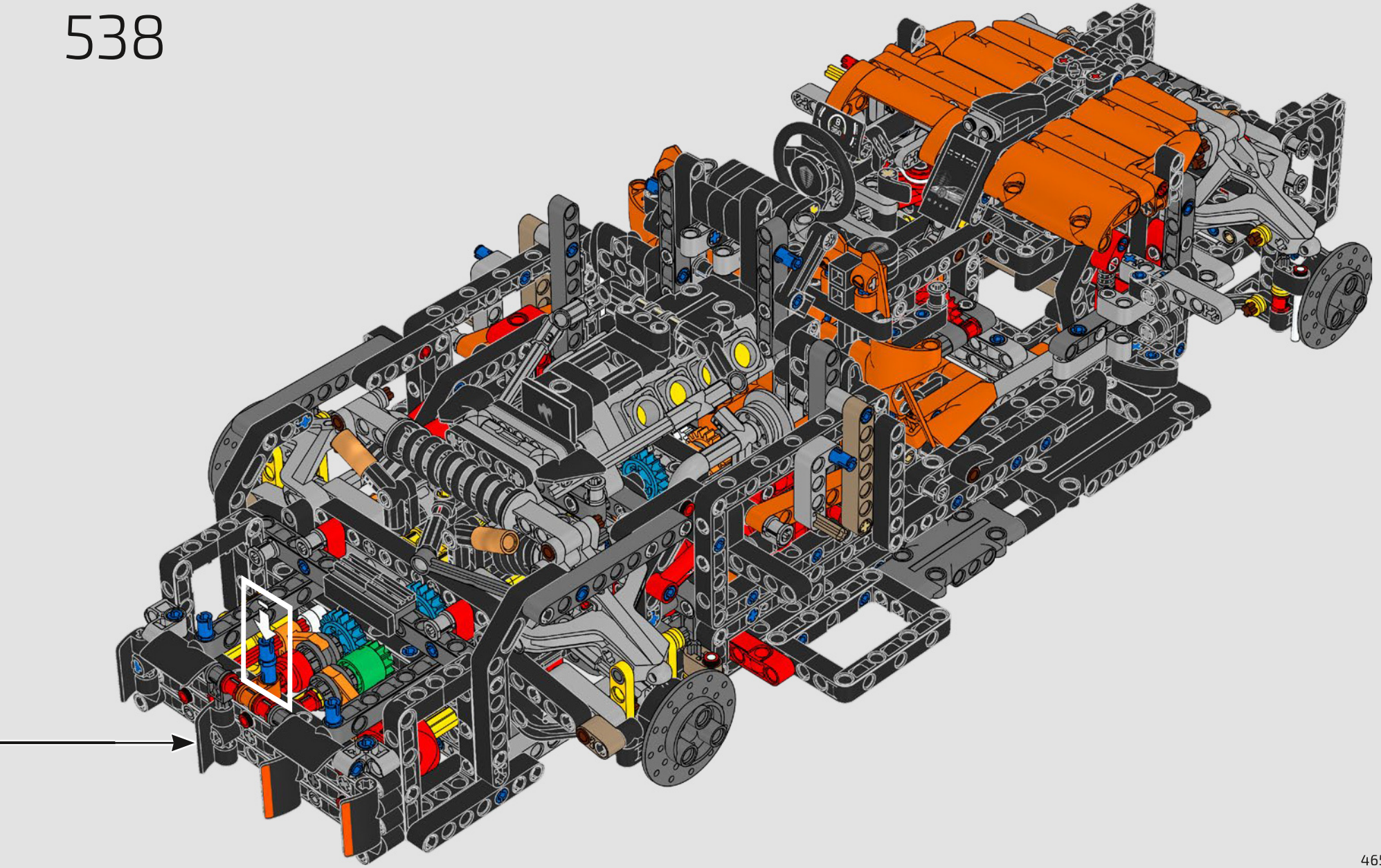

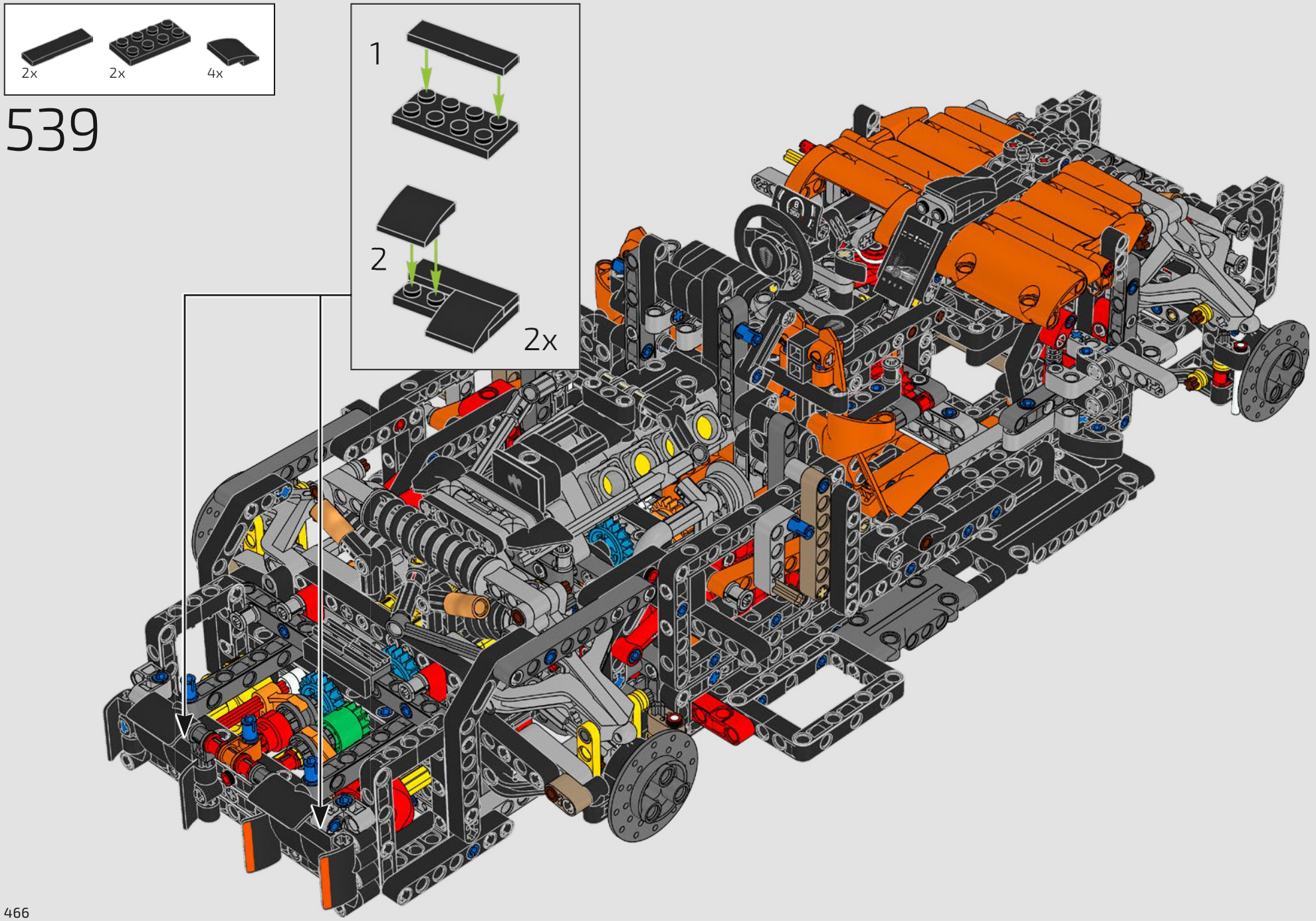
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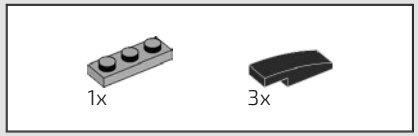

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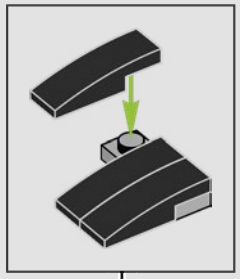

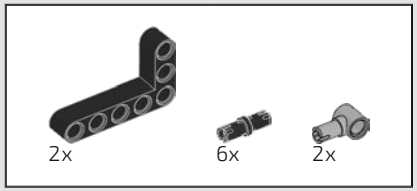

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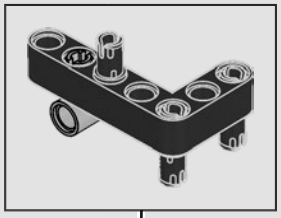

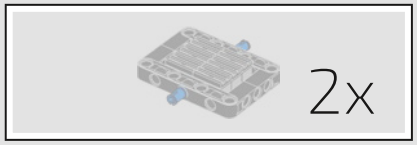

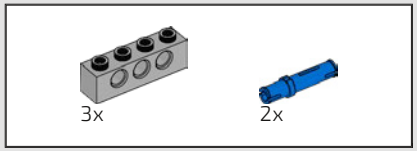

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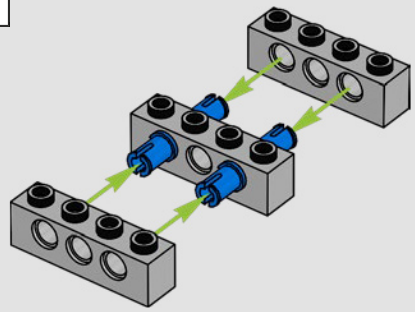

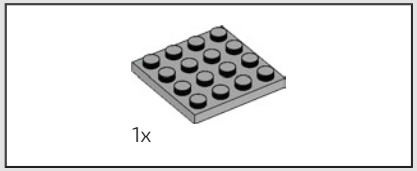

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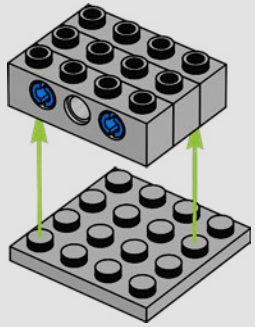

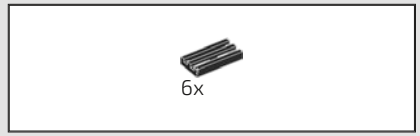

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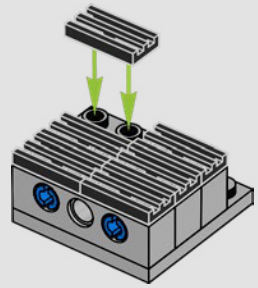

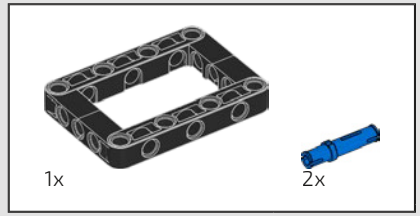

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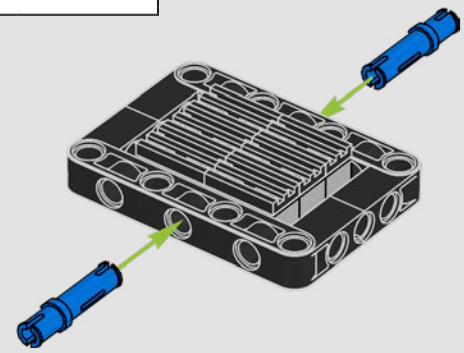

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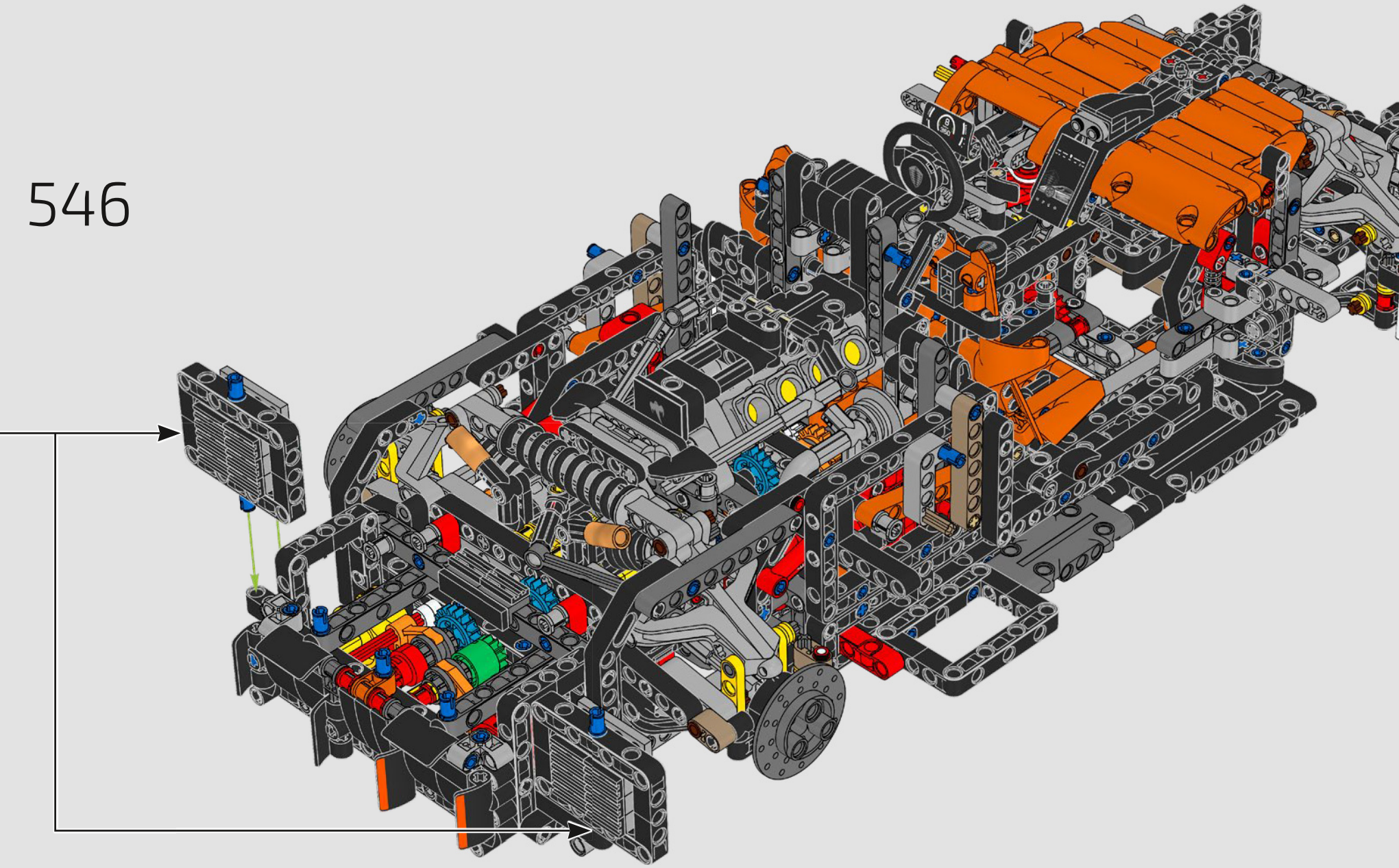

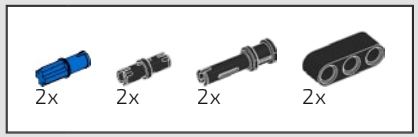

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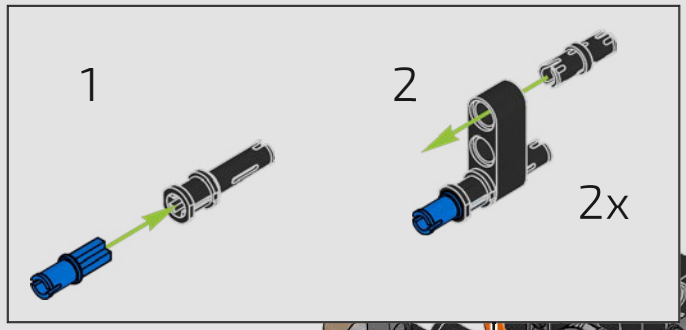

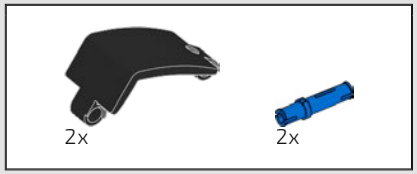

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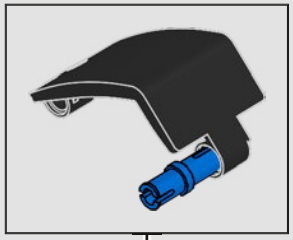

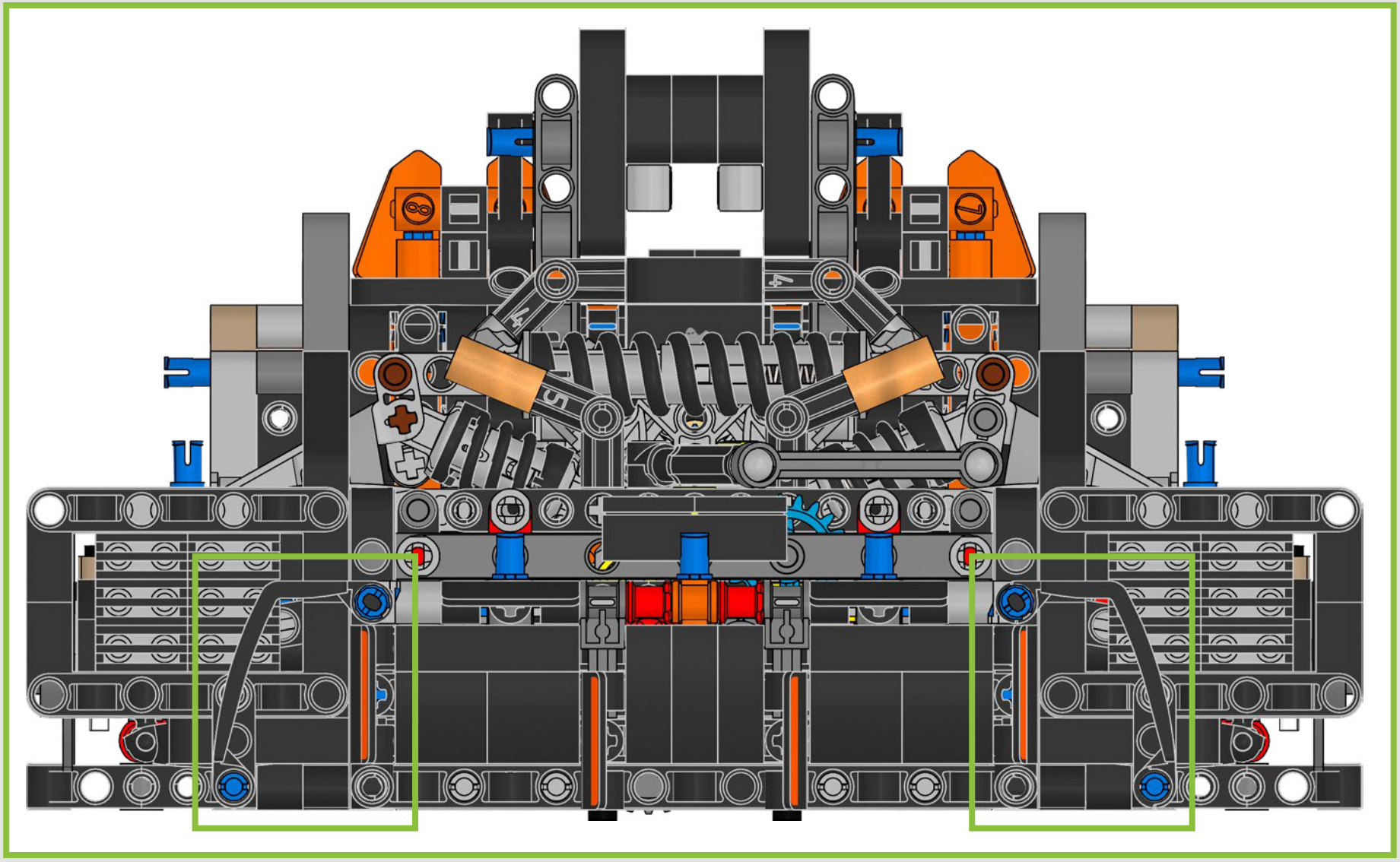

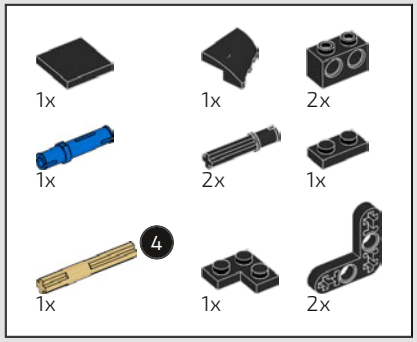

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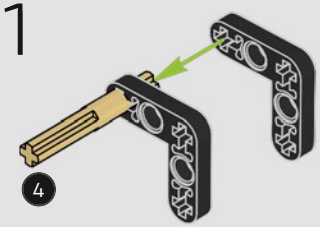

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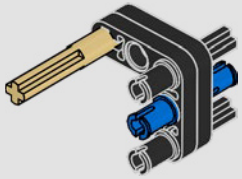

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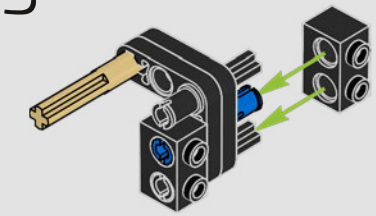

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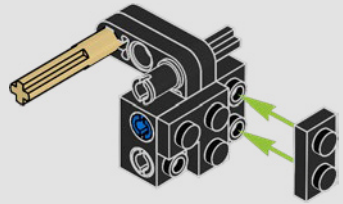

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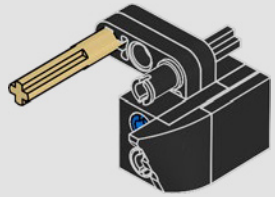

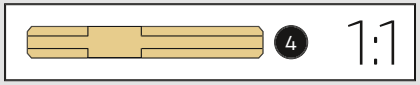

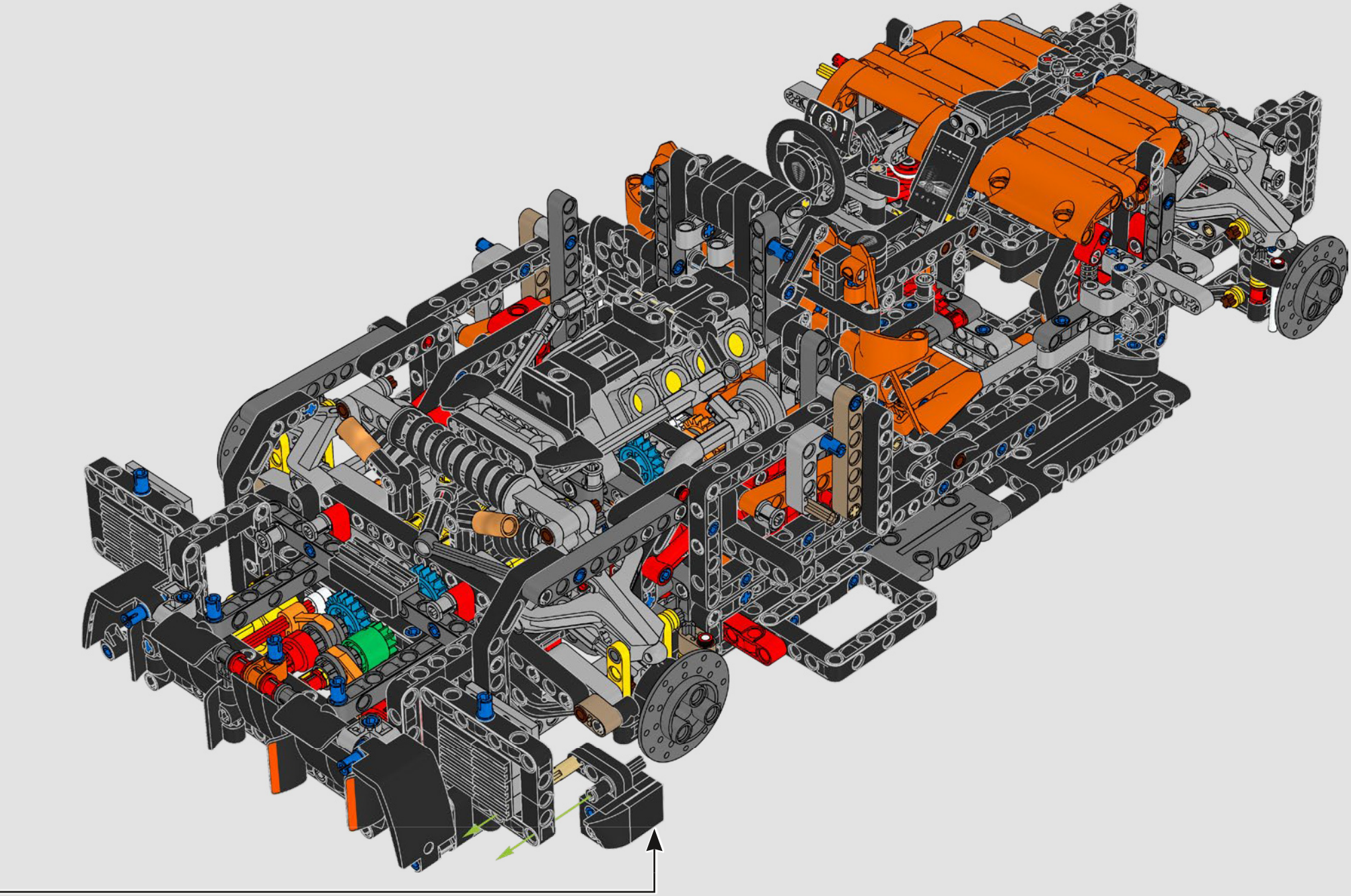

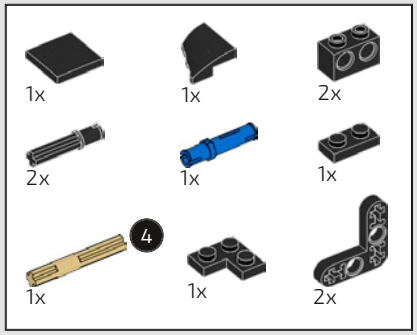

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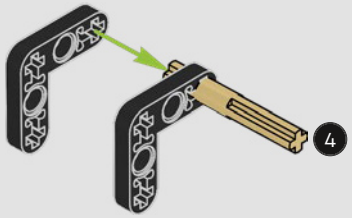

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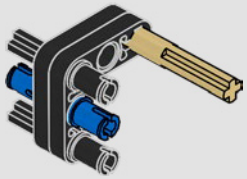

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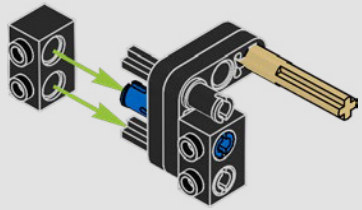

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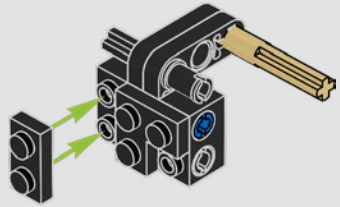

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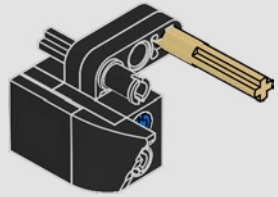

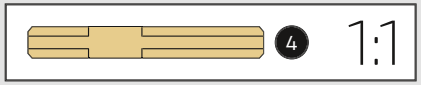

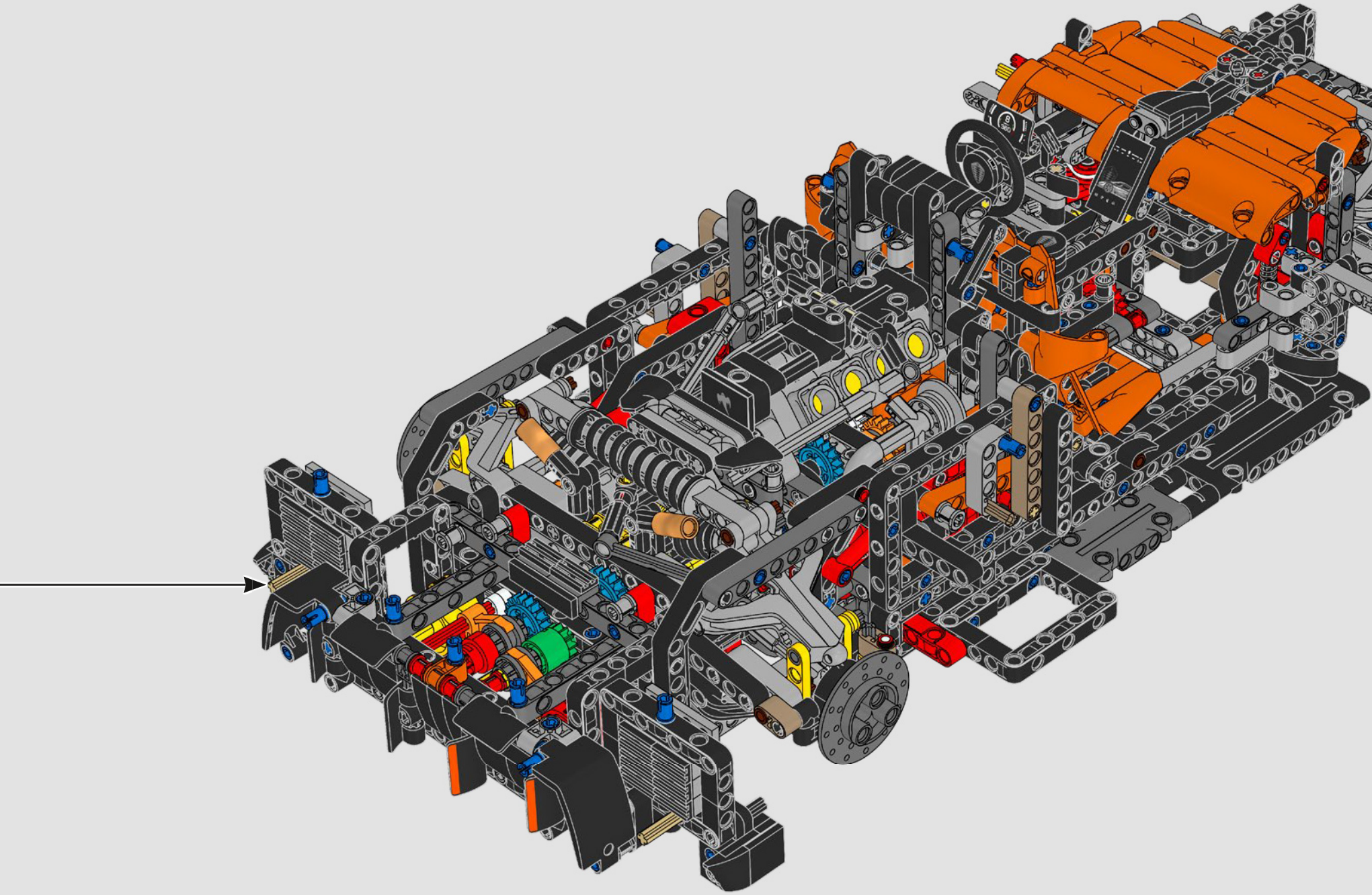

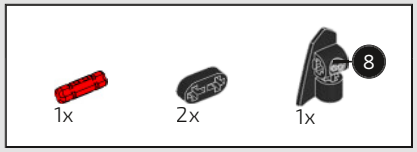

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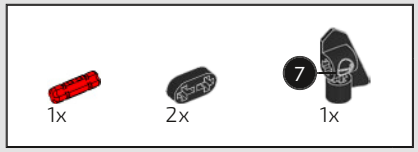

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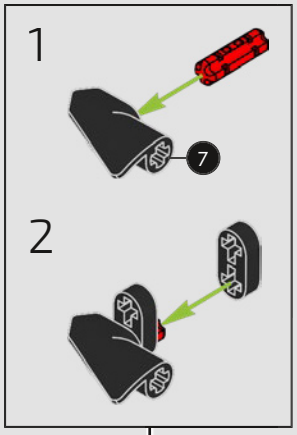

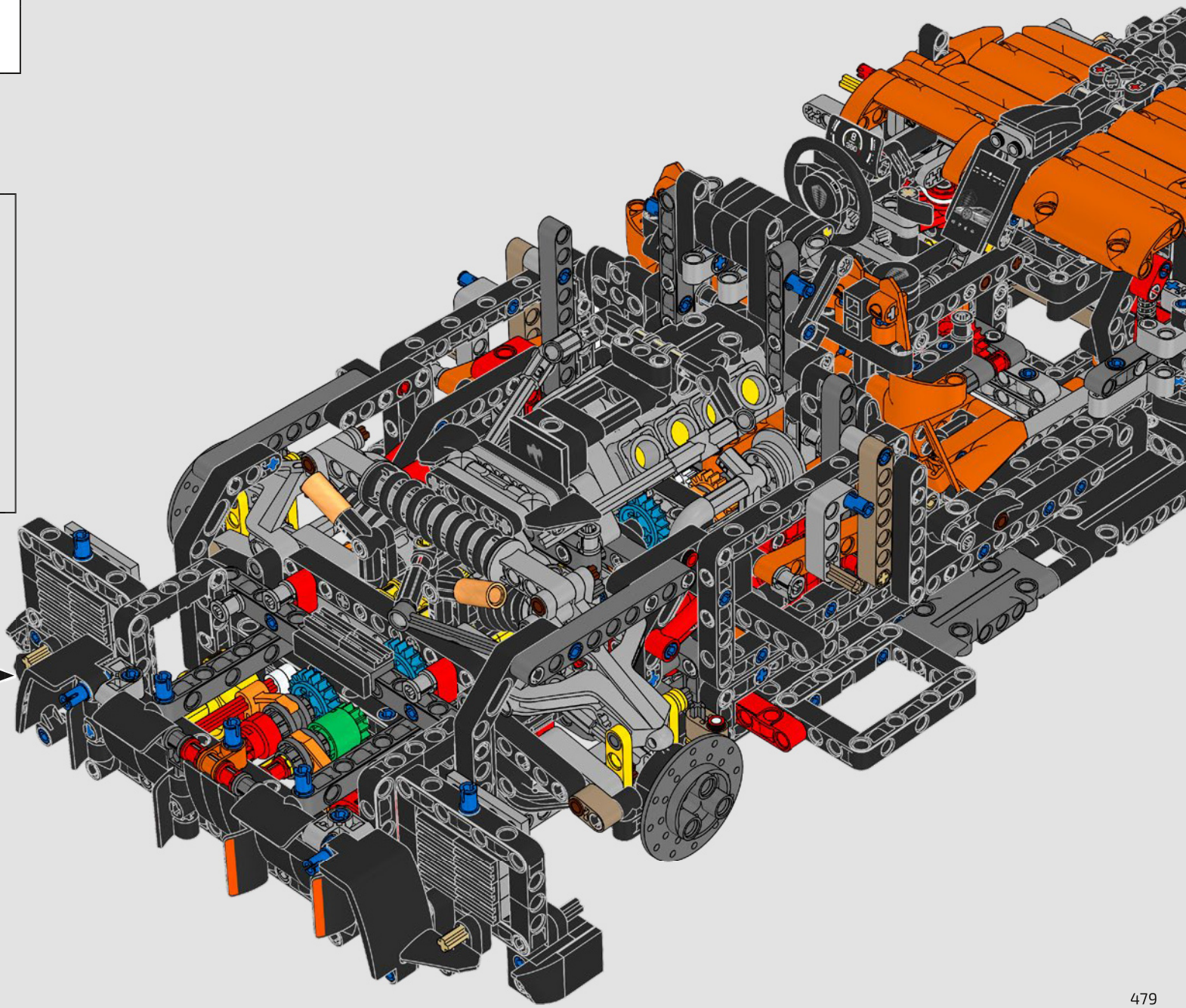



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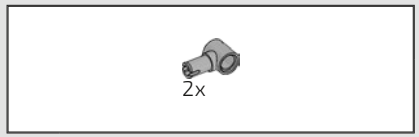

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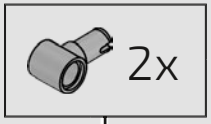

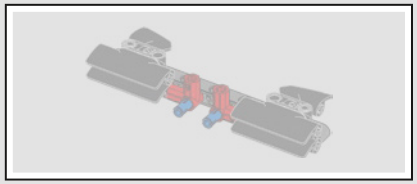

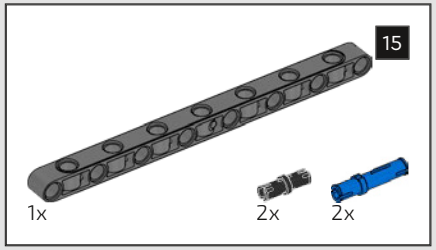

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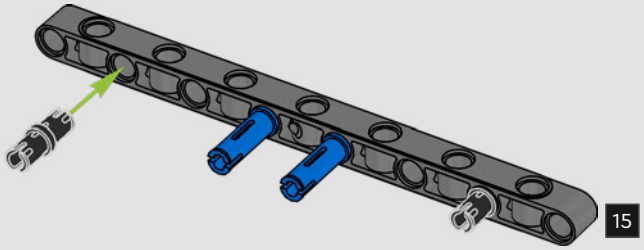

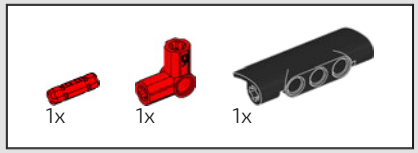

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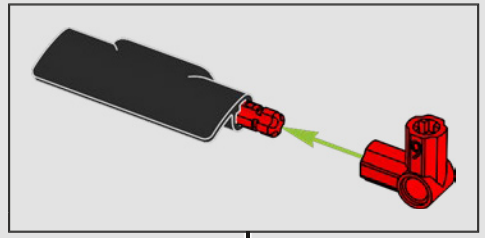

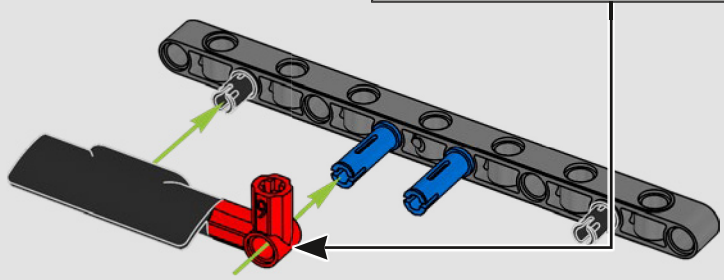

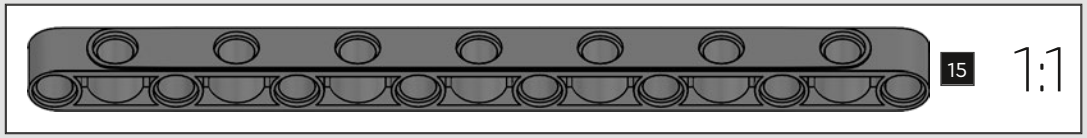

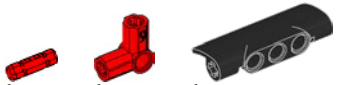

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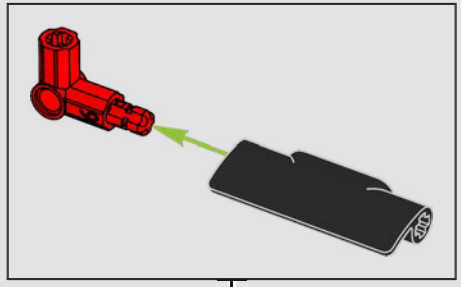

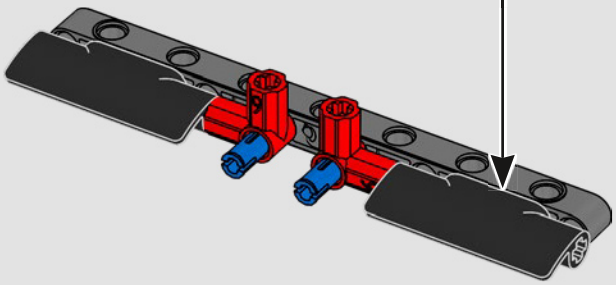

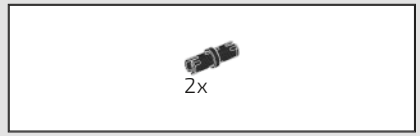

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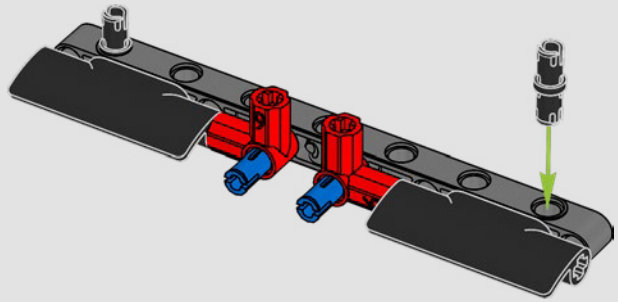

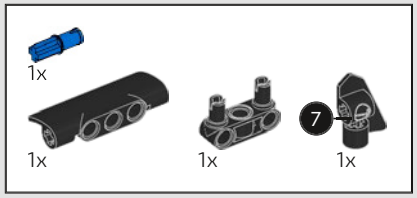

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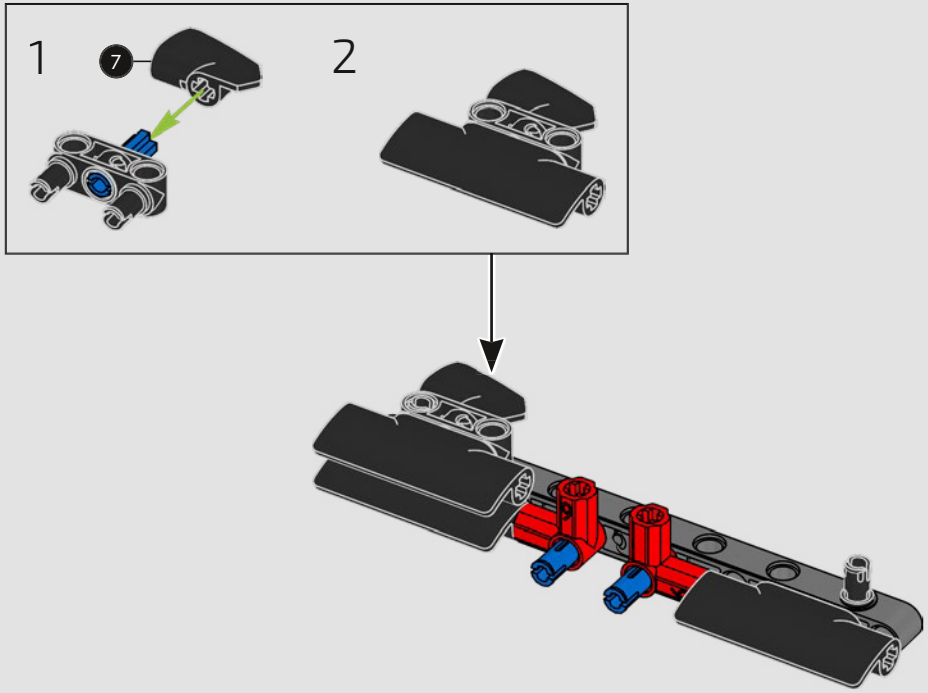

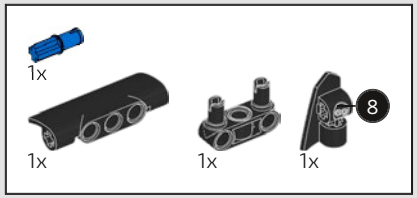

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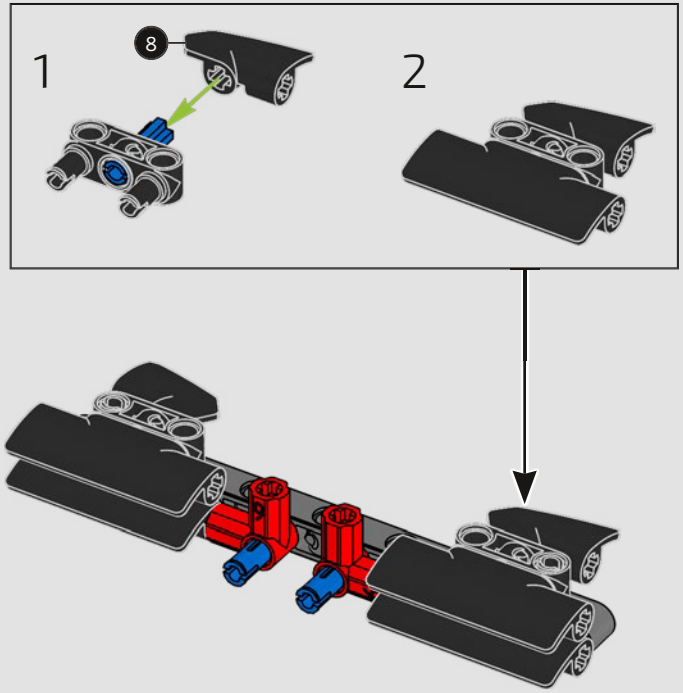

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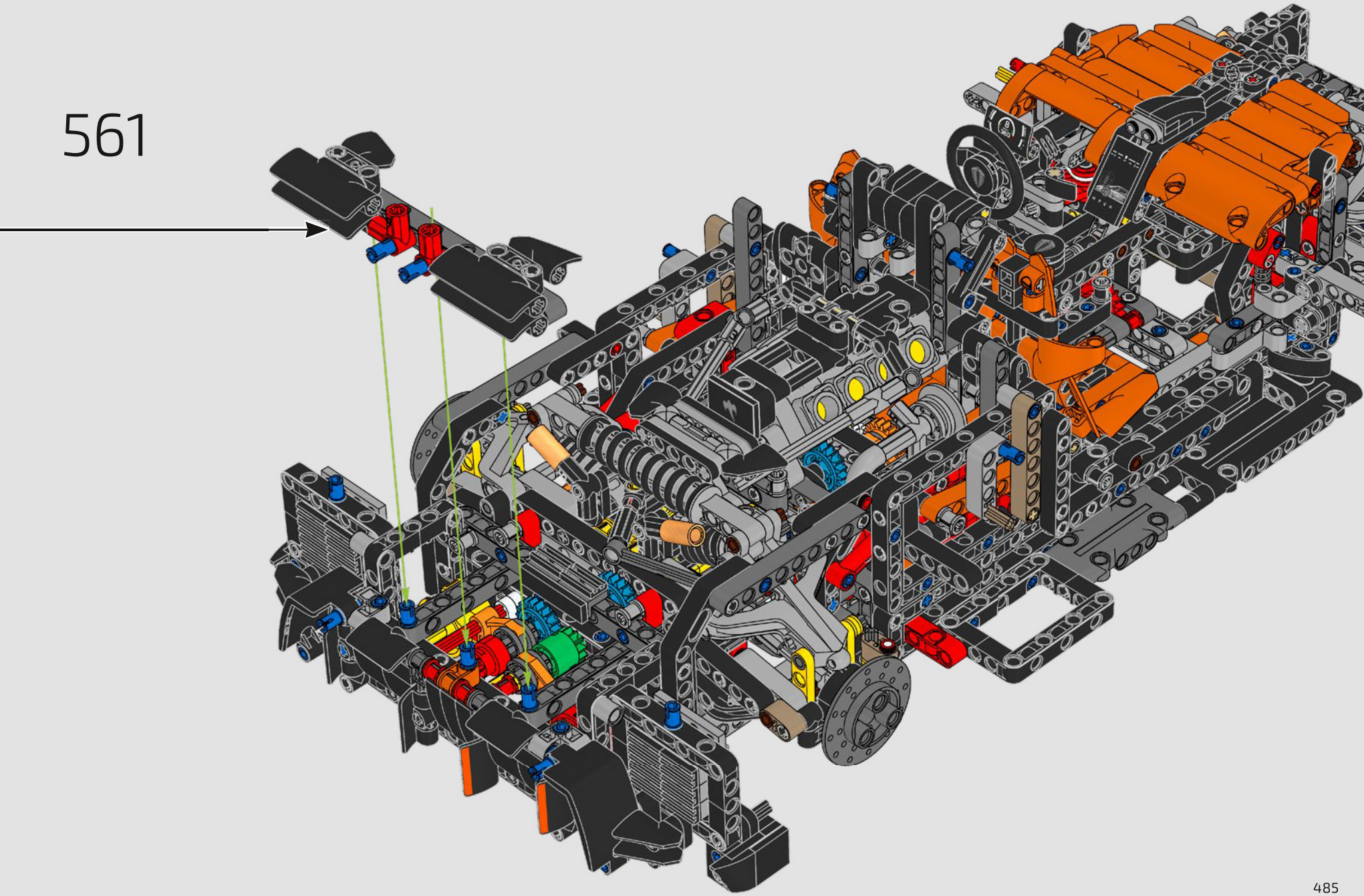

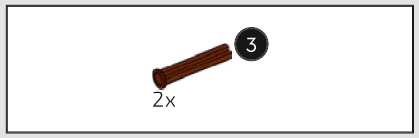

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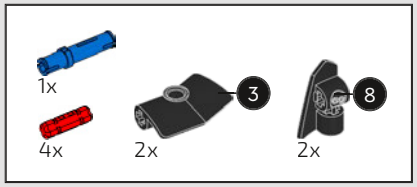

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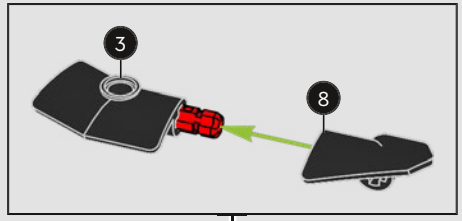

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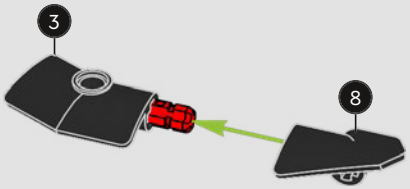

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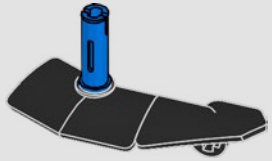

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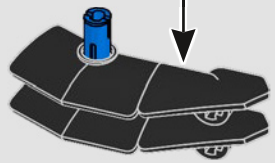

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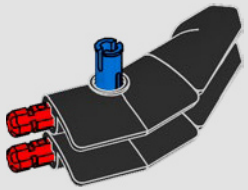

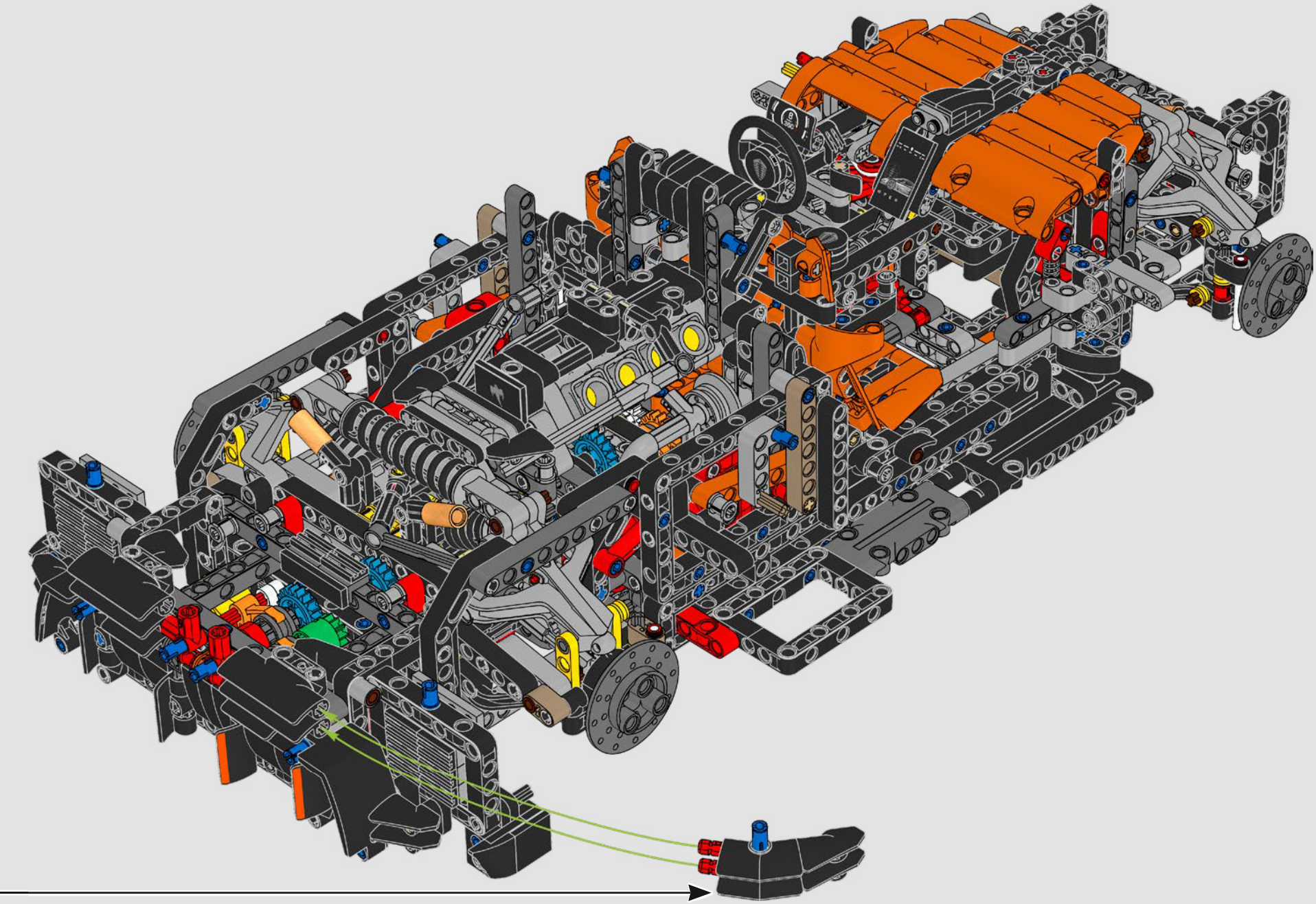

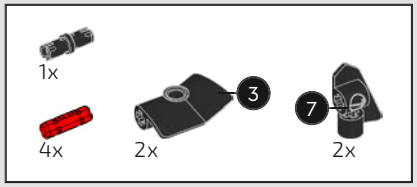

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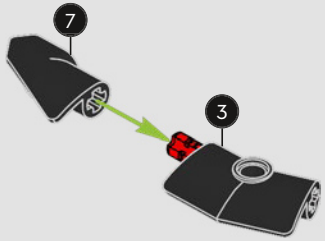

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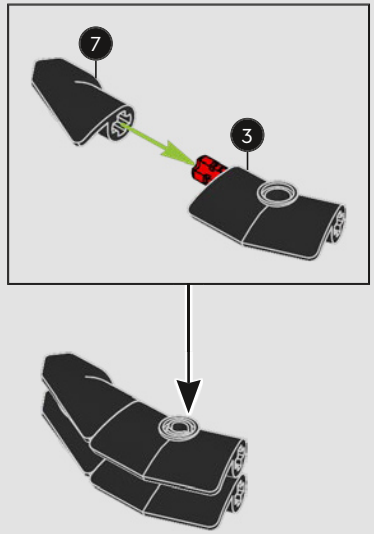

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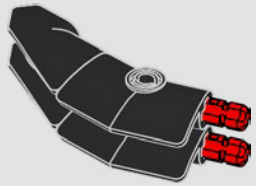

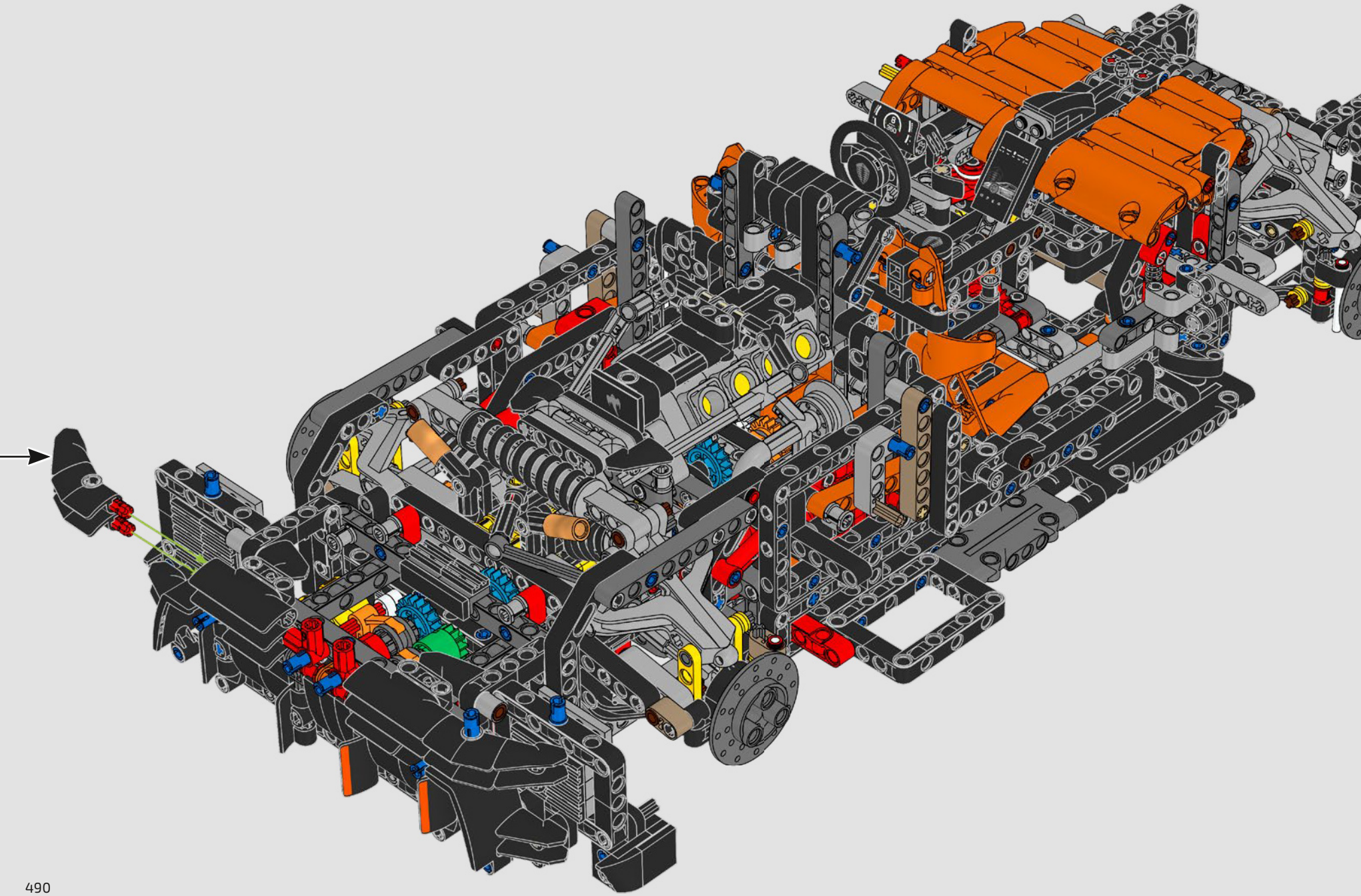

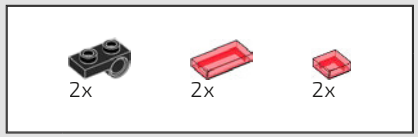

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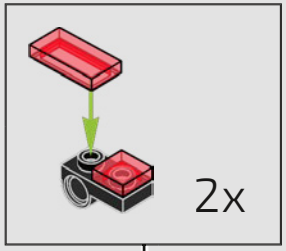

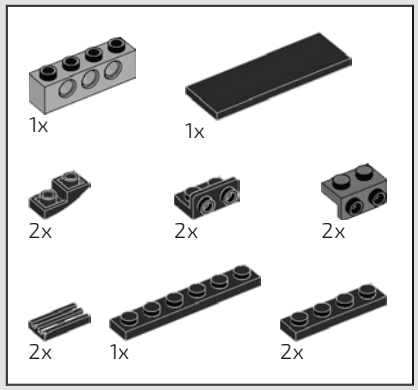

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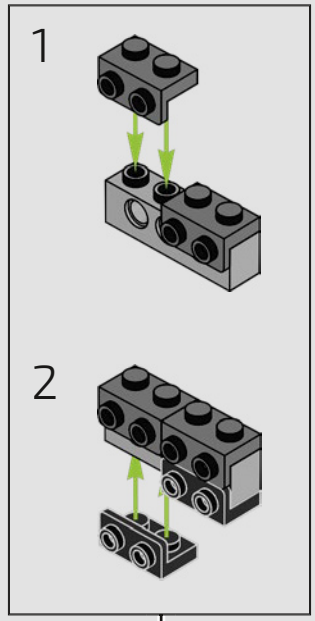

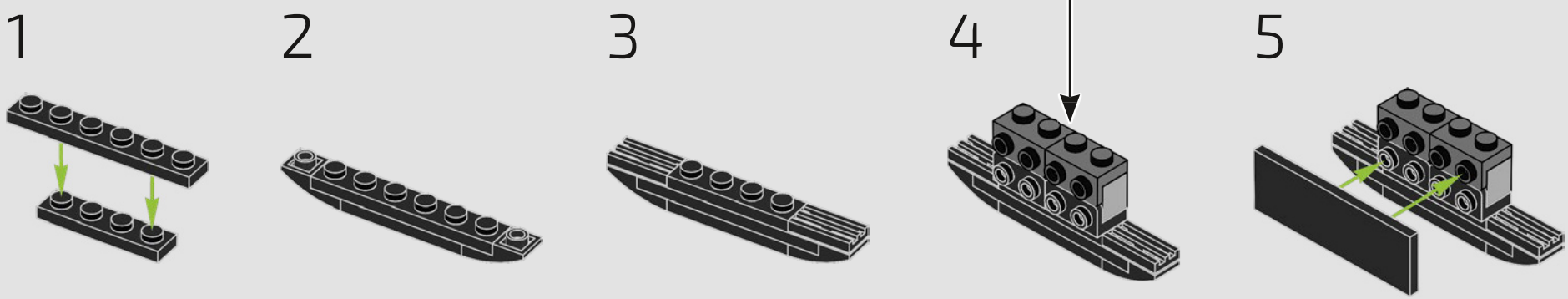

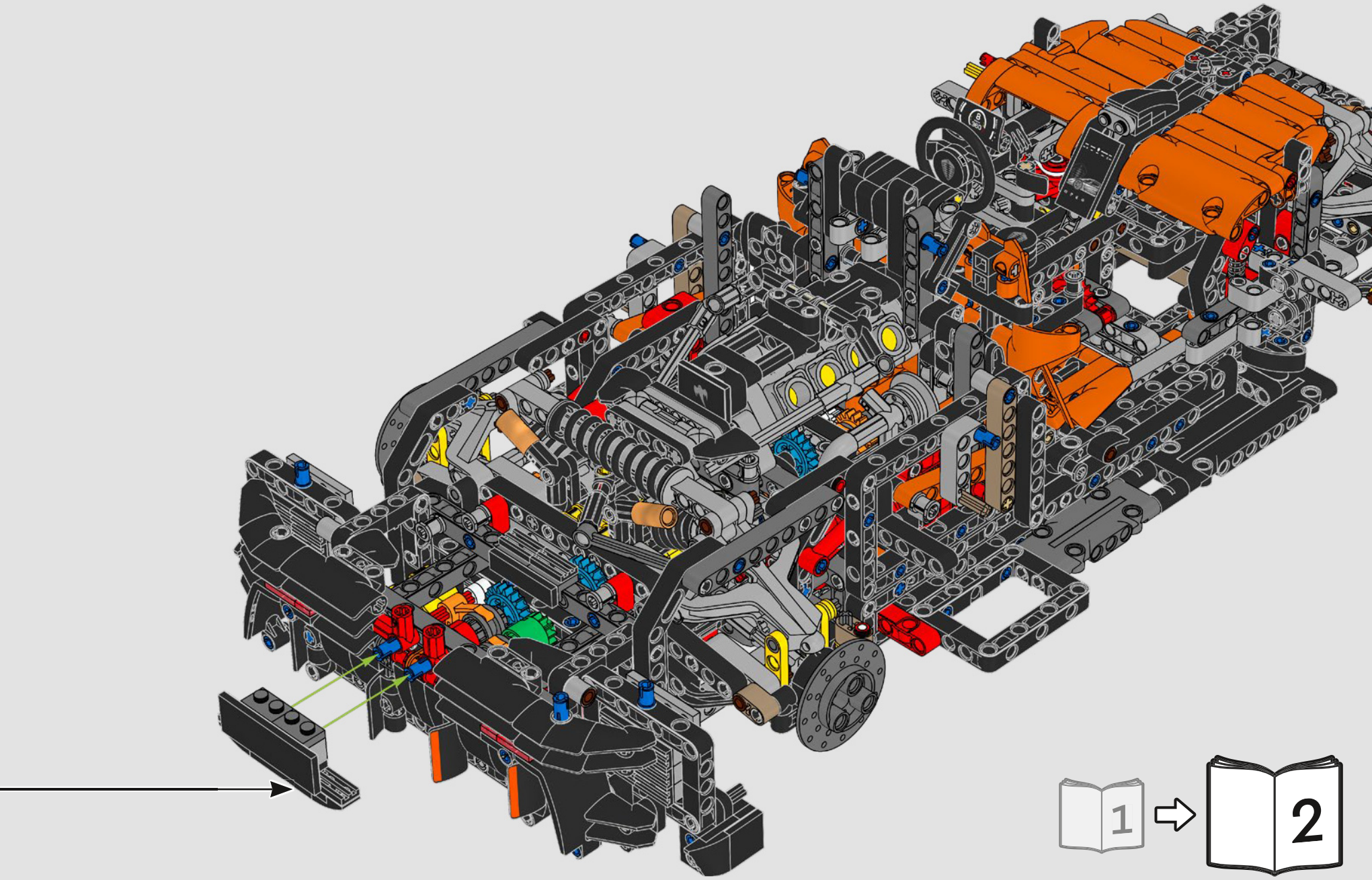
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