FERRARI



We're transitioning from single-use plastic to paper-based packaging. As we progress, you may find a mix of paper and plastic in our boxes.

Wir stellen von Einwegkunststoff-Verpackungen auf Verpackungen auf Papierbasis um. Möglicherweise findest du in der Übergangszeit sowohl Papier als auch Kunststoff in unseren Boxen.

Nous passons progressivement des emballages en plastique à usage unique aux emballages à base de papier. Au cours de cette transition, il est possible que vous trouviez à la fois du papier et du plastique dans nos boîtes.

Stiamo passando dalla plastica monouso agli imballaggi basati su carta. In questo periodo, potreste trovare un mix di carta e di plastica nelle nostre confezioni.

Estamos cambiando las bolsas de plástico desechables por bolsas con base de papel. Conforme avanzamos en este propósito, puede que encuentres una mezcla de papel y de plástico en nuestras cajas.

Estamos a fazer a transição do uso de plástico descartável nas embalagens por embalagens à base de papel. À medida que progredimos nesta transição poderá encontrar um misto de papel e plástico nas nossas caixas

Átállunk az egyszer használatos műanyagról a papír alapú csomagolásra. Az átállás folyamatos, ezért előfordulhat, hogy papír és műanyag zacskót egyaránt találsz a dobozainkban.

Mēs pārejam no vienreizlietojamas plastmasas uz iepakojumu, kurā izmantots papīrs. Pārejas procesa laikā kārbās var būt gan papīra, gan plastmasas daļas.

Facem tranziția de la ambalajele de unică folosință din material plastic la ambalaje pe bază de hârtie. Pe măsură ce avansăm, s-ar putea să găsești un amestec de hârtie și material plastic în cutiile noastre.

我们正在从一次性塑料包装向纸质包装过渡。在此过程中，你可能会发现我们同时采用纸质包装和塑料包装！

LEGO.com/sustainable-packaging



42143 FERRARI DAYTONA SP3

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Packaging concept: Natacha Héléne Marie Lesty. Tomas Due-Pedersen

BOOK 1 / BUCH 1

Booklet available in English on
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BILLUND - DENMARK/DÄNEMARK

LEGO®

FOUNDED/ GEGRÜNDET: 1934



The LEGO Group and Ferrari are two distinct companies but with the same goal: the never-ending pursuit of perfection in everything they do. The result? The incredible Ferrari Daytona SP3, and now the LEGO® Technic interpretation of it. Enjoy.



Die LEGO Gruppe und Ferrari verfolgen dasselbe Ziel. Bei allem, was diese beiden so unterschiedlichen Unternehmen in Angriff nehmen, steht das Streben nach Perfektion im Vordergrund. Das Ergebnis? Der unfassbare Ferrari Daytona SP3, und jetzt auch die LEGO® Technic Interpretation dieses Modells. Viel Spaß beim Bauen.











FERRARI'S HERITAGE IS GENUINELY BOUNDLESS AND A MASSIVE SOURCE OF INSPIRATION. THAT IS THE LINK BETWEEN OUR PAST AND FUTURE.

MIT SEINER SCHIER UNENDLICHEN TRADITION ERWEIST SICH FERRARI AUCH ALS FASZINIERENDE INSPIRATIONSQUELLE. GENAU DIESE TRADITION IST DAS BINDEGLIED ZWISCHEN UNSERER VERGANGENHEIT UND UNSERER ZUKUNFT.

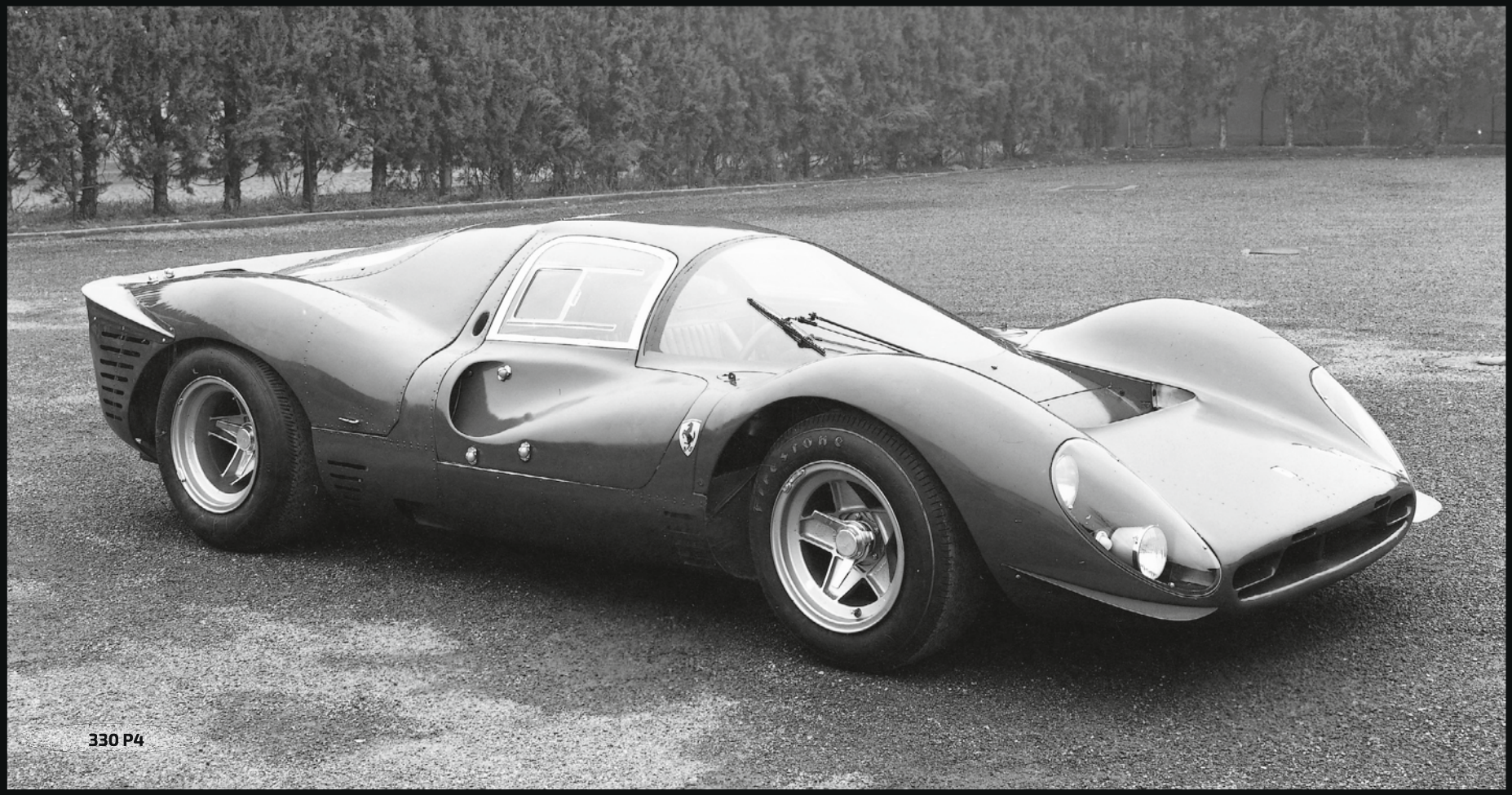
Flavio Manzoni, Chief Design Officer, Ferrari.

With a background in architecture and industrial design, Flavio Manzoni brings an original approach to car design. As head of Ferrari's in-house design set-up, he ensures a continuity and coherency in the company's iconic design language: "In the Centro Stile, when we use particular styling elements, we are using linguistic codes, a formal vocabulary so unique that it has made form, Ferrari's identity, famous. It is by drawing on very fertile terrain, on this meta-language and these aesthetic codes in their various forms, that masterpieces of the future are born: cars that are all different from each other but recognisable because of their shared Ferrari identity. Our starting point with the Daytona SP3 was to imagine a possible successor to the iconic Monza SP1 project, and for this model we looked primarily to the sports racers of the 1960s, such as the legendary 1967 Ferrari 330 P4. This then became an extremely modern, sophisticated sports prototype clothed in very sculptural forms that remains faithful to the formal principles that produced the Monza, even though it has a completely different identity."

Flavio Manzoni war ursprünglich als Architekt und Industriedesigner tätig, was sich nun in seiner originellen Herangehensweise ans Autodesign niederschlägt. Als Leiter der hausinternen Designabteilung bei Ferrari gewährleistet er die Kontinuität und Kohärenz der legendären Designsprache des Unternehmens: „Wenn wir im Centro Stile bestimmte Stilelemente verwenden, benutzen wir einzigartige linguistische Codes. Dieses formelle Vokabular hat die Form – Ferraris Identität – berühmt gemacht. Diese Metasprache und diese ästhetischen Codes dienen uns als fruchtbarer Boden, auf dem Meisterwerke der Zukunft gedeihen: Autos, die sich deutlich voneinander unterscheiden, jedoch an ihrer gemeinsamen Ferrari-Identität sofort zu erkennen sind. Unser Ausgangspunkt für den Daytona SP3? Die Suche nach einem möglichen Nachfolger für das legendäre Monza SP1 Projekt. Für dieses Modell nahmen wir uns vor allem die Sportwagen der 1960er-Jahre zum Vorbild, beispielsweise den Ferrari 330 P4 von 1967. Daraus entstand dann ein ultramoderner, hochentwickelter Prototyp in einer sehr skulpturalen Hülle, die der Formsprache treu blieb, die schon den Monza hervorgebracht hatte, obwohl das neue Auto eine ganz eigene Identität besitzt."



1967, Maranello – the two 330 P4s back at the factory after having finished first and second at the 24H of Daytona race.
1967, Maranello: Die beiden 330 P4 bei ihrer Rückkehr ins Werk, nachdem sie beim 24-Stunden-Rennen in Daytona den ersten und zweiten Platz belegt hatten.



330 P4

The Ferrari Icona series was launched in 2018 to celebrate Ferrari's history using design inspired by the timeless styling of the marque's most iconic cars. With the Daytona SP3, the focus shifted to the 1960s, and what is rightly considered the golden age of sports prototype racing. As well as the Ferrari 330 P4, an icon of an entire era, the 1967 Ferrari 350 Can Am and 1970 512 S were also important inspirations. The main aim with the Daytona SP3, was to deliver the same visual impact as the sports prototypes of the 1960s without resorting to simple nostalgia. The car has a sculptural monolithic grace that emphasises its dynamic stance. As is the case with all Ferraris, form is never an end in itself, but always functional to performance. The Daytona SP3's engine is a 6496 cc 65° V12 that punches out 840 cv, making it the most powerful ICE ever built by Ferrari.

Die Ferrari Icona Serie kam 2018 heraus, um die Ferrari-Tradition mit einem Design zu feiern, das sich am zeitlosen Stil der legendärsten Autos der Marke orientierte. Mit dem Daytona SP3 verlagerte sich das Augenmerk auf die 1960er-Jahre, die völlig zu Recht als das goldene Zeitalter der Prototypenrennen galten. Wichtige Vorbilder waren neben dem Ferrari 330 P4, einer Ikone der gesamten Ära, auch der Ferrari 350 Can Am von 1967 und der 512 S von 1970. Der Daytona SP3 sollte denselben visuellen Eindruck erzielen wie die Prototypen aus den 1960er-Jahren, ohne sich völlig in Nostalgie zu verlieren. Das Auto wirkt grazil wie eine monolithische Skulptur und deshalb auch sehr dynamisch. Für jeden Ferrari gilt, dass die Form niemals reiner Selbstzweck sein darf, sondern immer zur Performance beiträgt. Dem Daytona SP3 dient ein 65°-V12-Motor mit 6.496 ccm Hubraum und mit einer maximalen Ausgangsleistung von 810 PS als Antrieb. Einen leistungsstärkeren Verbrennungsmotor hat Ferrari noch nie gebaut.

THE MAIN TASK FOR THE MODEL WASN'T TO PRODUCE A FAITHFUL REPLICA OF OUR ORIGINAL CAR – IT WAS BEING ABLE TO DISTIL ITS FUNDAMENTAL SPIRIT.

DAS MODELL SOLLTE NICHT VORRANGIG EINE DETAILGETREUE NACHBILDUNG UNSERES ORIGINALAUTOS WERDEN, SONDERN VIELMEHR SEIN EIGENTLICHES WESEN WIDERSPIEGELN.

Carlo Palazzani, Head of Sports Cars Exterior Design, Ferrari.



As Head of Sports Cars Exterior Design, Carlo Palazzani played a leading role in the development of the Daytona SP3 and worked closely with the LEGO® Technic designers evolving the Technic model: "Working with the LEGO team was a fascinating experience. It was interesting to see how two different design cultures converged towards a shared goal. It was definitely different getting inside the head of a LEGO Technic designer and imagining their approach to a job as tricky as interpreting such a striking car while still sticking to their own construction guidelines. The care that went into the smallest of details was very impressive. The Technic version of our model has more exaggerated angles and forms, which emphasises the car's very powerful racing spirit and lends the Technic model an identity of its own, which is slightly different from the original's but just as appealing. The collaboration with the LEGO team was definitely one of those experiences that will enrich a designer's creative potential because it is so stimulating and develops your ability to use abstract ideas."

Als Head of Sports Cars Exterior Design spielte Carlo Palazzani eine entscheidende Rolle bei der Entwicklung des Daytona SP3 und arbeitete eng mit dem LEGO® Technic Designteam zusammen: „Die Zusammenarbeit mit dem LEGO Team war ein faszinierendes Erlebnis. Es war eine interessante Erfahrung, wie zwei unterschiedliche Designkulturen zueinanderfanden, um ein gemeinsames Ziel zu erreichen. Es war definitiv etwas ganz anderes, sich in einen LEGO Technic Designer hineinzuversetzen und sich vorzustellen, wie er eine so knifflige Aufgabe angeht, nicht nur ein atemberaubendes Auto nachzubilden, sondern dabei auch die LEGO Konstruktionsprinzipien zu beachten. Ich war schwer beeindruckt, wie viel Aufmerksamkeit jedem kleinsten Detail geschenkt wurde. Die Winkel und Formen an der Technic Version unseres Autos sind stärker betont, um die Rennsport-DNA des Wagens hervorzuheben und dem Technic Modell eine eigene Identität zu verleihen, die bei allen Unterschieden genauso ansprechend wie das Original ist. Die Zusammenarbeit mit dem LEGO Team ist auf jeden Fall eine Erfahrung, die das kreative Potenzial eines Designers bereichert, denn sie inspiriert und fördert die Fähigkeit zur Verwirklichung abstrakter Ideen."



From left to right/ Von links nach rechts:
Stefano De Simone, Lead Exterior Designer of the Ferrari Daytona SP3,
Uwe Wabra, Senior Designer, LEGO® Technic,
Simone Sabbatucci, Lead Exterior Virtual Modeler of the Ferrari Daytona SP3,
Carlo Palazzani, Head of Sports Cars Exterior Design









***From left to right/ Von links nach rechts**:*
Fabio Massari, Head of GT Cars Interior Design, Ferrari,
Uwe Wabra, Senior Designer, LEGO® Technic


The LEGO Group



“EVEN AFTER 25 YEARS AS A DESIGNER I’M STILL AMAZED WHAT CAN BE BUILT WITH LEGO® TECHNIC ELEMENTS.

AUCH NACH 25 JAHREN ALS DESIGNER FASZINIERT ES MICH IMMER NOCH, WAS SICH MIT LEGO® TECHNIC ELEMENTEN ALLES BAUEN LÄSST.

Uwe Wabra, Senior Designer, LEGO® Technic







I ALWAYS WORK ON THE OUTSIDE FIRST …CREATING THE FORM.

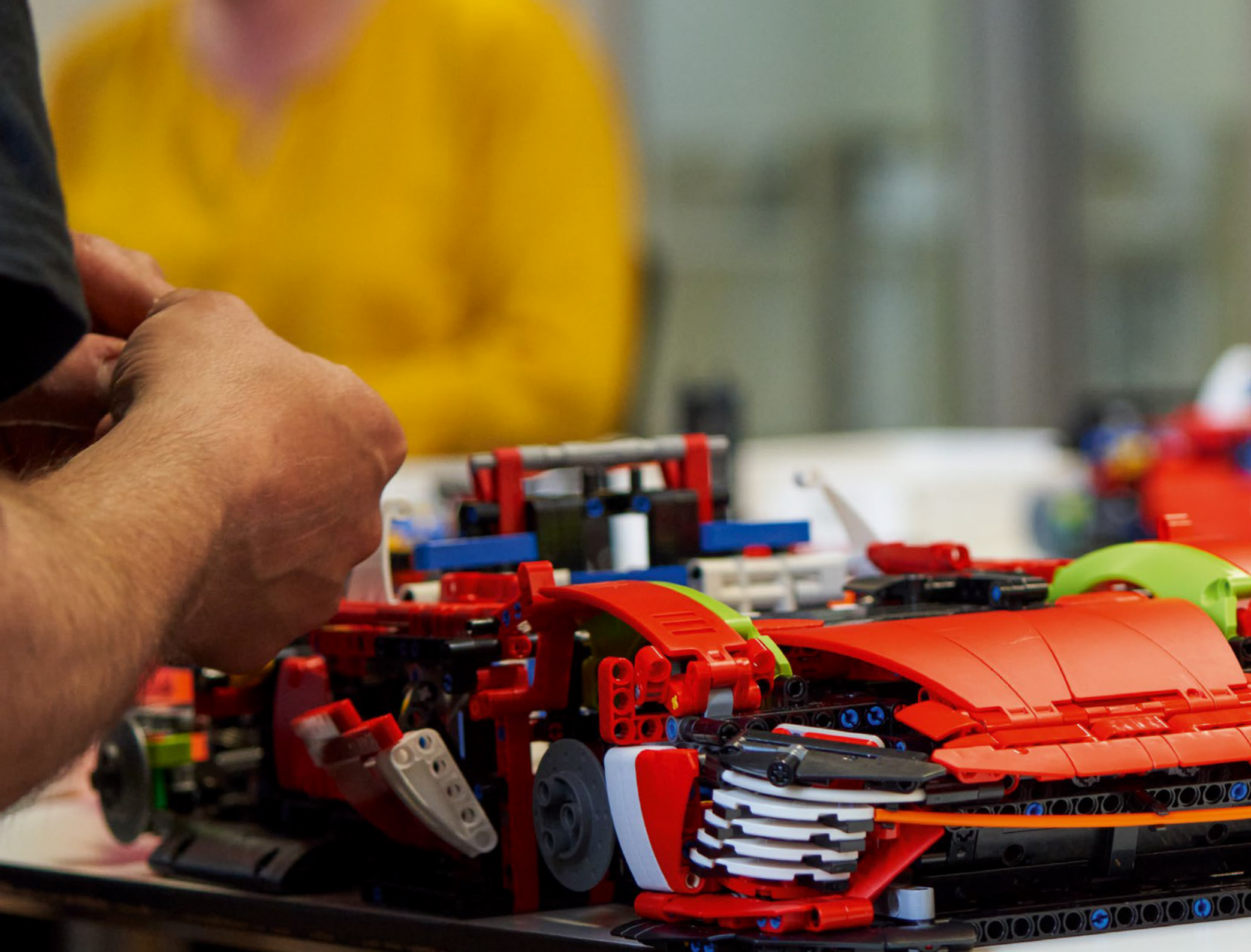
ICH ARBEITE IMMER ZUERST AN DER ÄUSSEREN FORM DES MODELLS.

Uwe Wabra, Senior Designer, LEGO® Technic

Senior LEGO® Technic Designer, Uwe Wabra, had to draw on all his years of experience while creating the Technic version of the Ferrari Daytona SP3: "The real Daytona SP3 was still in development when we started on our model, meaning both models were evolving concurrently." As both car and model progressed, it became clear that the greatest challenge would be interpreting the smooth lines of the Daytona SP3: "Trying to capture the rounder, organic styling in Technic elements gave me more than a few sleepless nights!" When Uwe was satisfied with the exterior form, he then had to make space on the inside for the V12 engine and a working eight-speed gearbox. Throughout the entire process, Uwe also had to ensure the model would always be a straightforward and fun build: "It's easy to complicate things in a model of this size, but if the building process becomes too complex and hard, I've failed at my job."

Uwe Wabra, Senior LEGO® Technic Designer, musste bei der Entwicklung der Technic Version des Ferrari Daytona SP3 auf seine langjährige Erfahrung zurückgreifen: „Der echte Daytona SP3 war ja noch in der Entwicklung, als wir mit unserem Modell begannen. Beide Modelle wurden also parallel zueinander entworfen." Mit zunehmendem Fortschritt an Auto und Modell wurde immer deutlicher, dass die größte Herausforderung darin bestehen würde, die glatten Linien des Daytona SP3 richtig darzustellen: „Der Versuch, die rundere, organischere Form mit Technic Elementen nachzubilden, bereitete mir so manche schlaflose Nacht!" Als Uwe schließlich mit der äußeren Form zufrieden war, musste er im Auto Platz für den V12-Motor und ein funktionierendes Achtganggetriebe schaffen. Während des gesamten Prozesses musste Uwe auch immer darauf achten, dass das Bauen später Spaß machen und das Modell nicht zu kompliziert werden würde: „Bei einem Modell dieser Größe neigt man gerne dazu, die Dinge zu kompliziert zu machen. Aber wenn der Bauprozess dann zu komplex und schwierig wird, habe ich versagt."








FERRARI

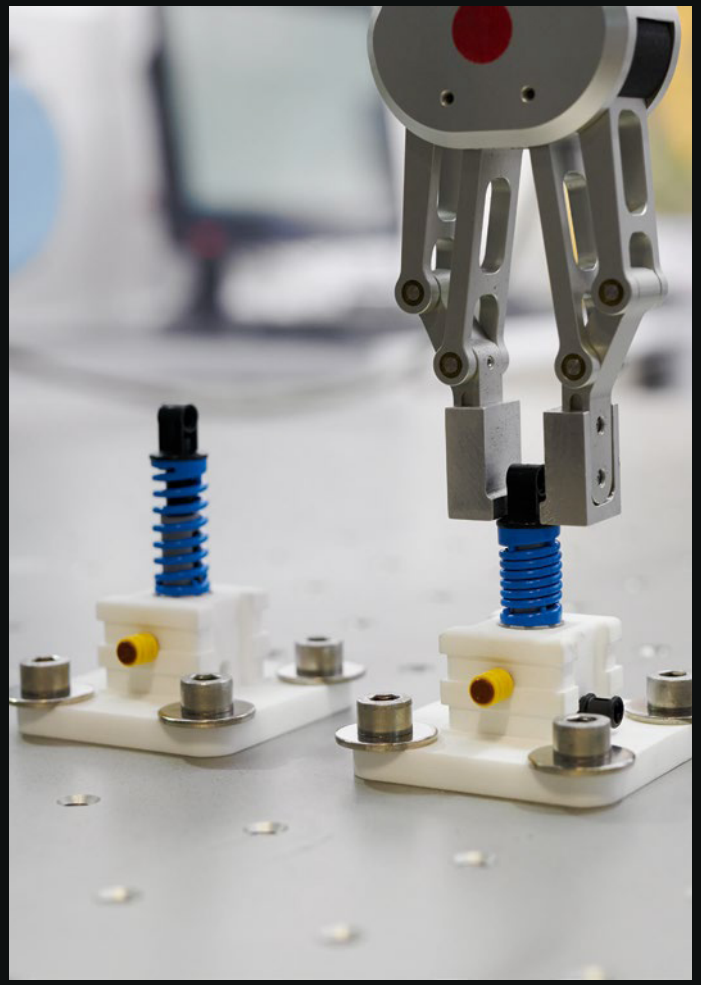


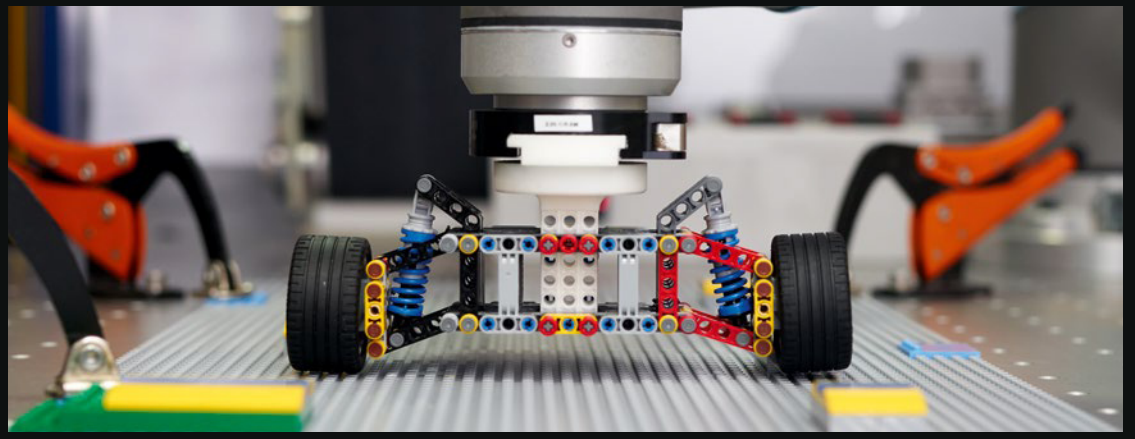


WE ALWAYS TRY TO STEP UP AND TAKE IT TO THE NEXT LEVEL

WIR VERSUCHEN IMMER, NOCH EINEN DRAUFZUSETZEN

Daniel Sri Sudarsono, Design Manager - Element Lead, LEGO® Technic







The Technic design team knew the LEGO® model wouldn't be complete without those iconic Ferrari rims, and it fell to Element Designer Daniel Sri Sudarsono and his team to make it happen: "When we saw the first sketches of the Daytona SP3, we discovered the right and left rims were asymmetric – a solution that serves to align the spoke design with the direction of rotation. It optimises the management of the turbulent air flow from the wheels, directing it along the flanks of the car. This meant we were suddenly talking two versions of the rims instead of one. We worked on downscaling the design and 3D printed various iterations to test the look and construction. It was a tough development process, but now I can't imagine our Daytona SP3 model without them."

Dem Technic Designteam war klar, dass das LEGO® Modell ohne die legendären Ferrari Felgen nicht vollständig wäre. Diese anspruchsvolle Aufgabe wurde dem Elementdesigner Daniel Sri Sudarsono und seinem Team übertragen: „Als wir die ersten Skizzen des Daytona SP3 sahen, fiel uns auf, dass die Felgen auf der linken und rechten Seite asymmetrisch waren, um das Speichendesign auf die Drehrichtung zuzuschneiden. Das ist die optimale Lösung, um die von den Rädern verwirbelte Luft seitlich am Auto entlangströmen zu lassen. Das bedeutete allerdings auch, dass plötzlich zwei Versionen der Felgen benötigt wurden. Wir verkleinerten den Maßstab und probierten unterschiedliche Versionen aus dem 3D-Drucker aus, um den Look und die Konstruktion zu testen. Dieser Entwicklungsprozess war richtig hart, aber ohne diese Felgen könnte ich mir unser Modell des Daytona SP3 gar nicht mehr vorstellen."







Once the team was satisfied with the overall design of the rims, the next challenge was getting that perfect metallic-look finish. As Daniel Sri Sudarsono explains: "We decided to use a specialist drum-rolled lacquer technology which applies an ultra-thin layer to the rims. It's a time-consuming process but it gives exactly the finish we wanted."

Als das Team schließlich mit dem Gesamtdesign der Felgen zufrieden war, bestand die nächste Herausforderung darin, ihnen den perfekten Metallic-Look zu verpassen. Daniel Sri Sudarsono meint dazu: „Wir haben uns für eine spezielle Trommellackierung entschieden. Bei diesem Verfahren wird nur eine hauchdünne Schicht auf die Felgen aufgetragen. Das ist zwar sehr zeitaufwendig, liefert aber genau den gewünschten Effekt."









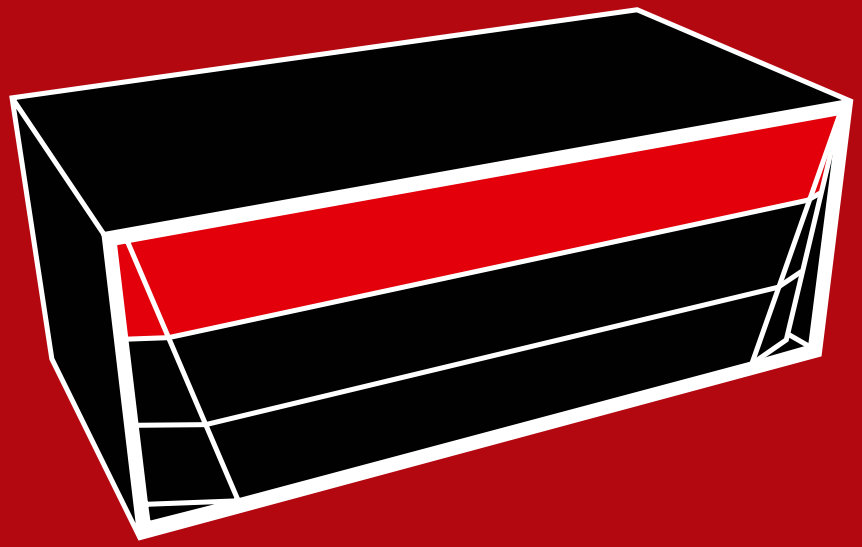


GEARBOX & ENGINE

GETRIEBE & MOTOR

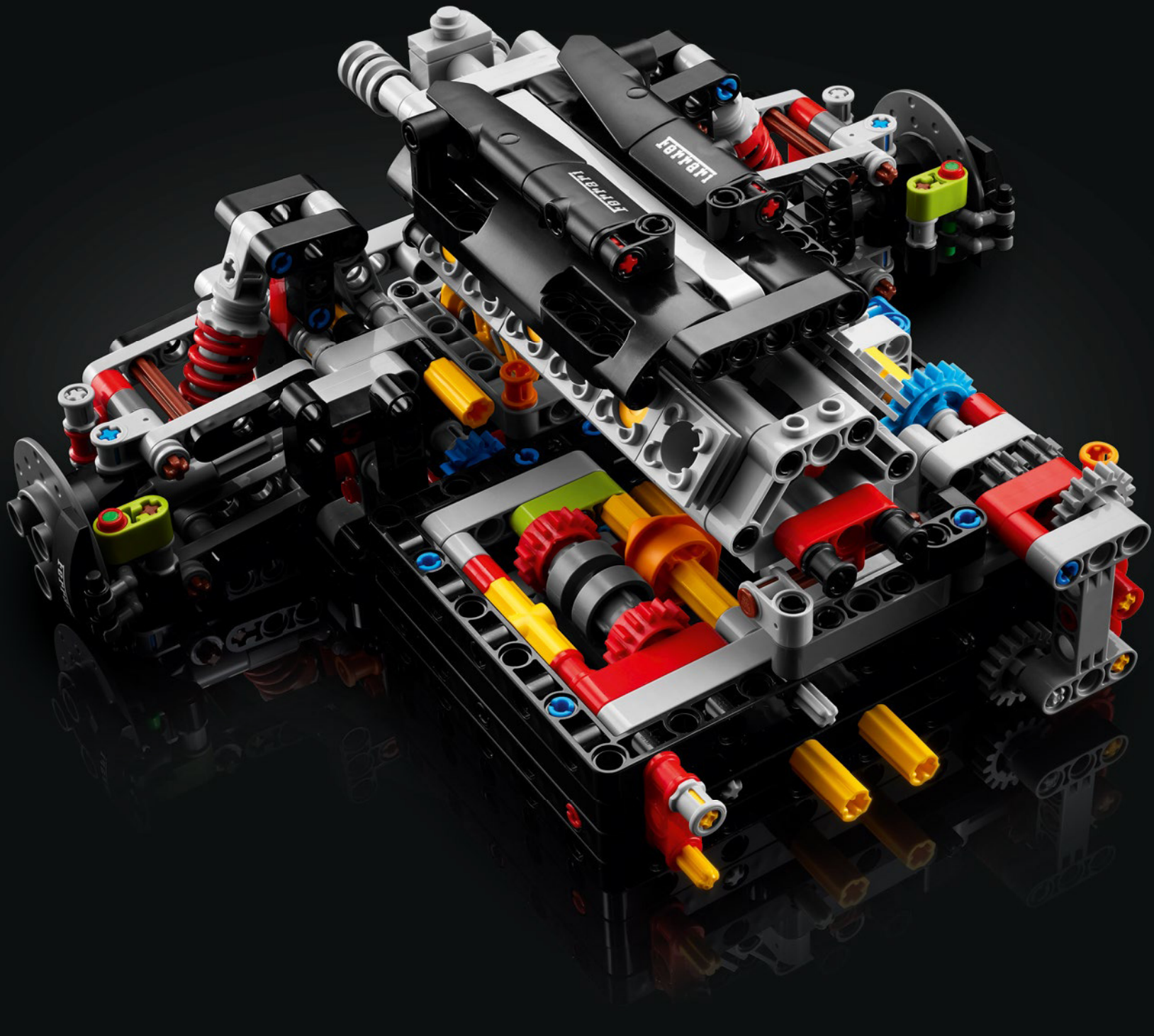
The first step in the construction of your Ferrari Daytona SP3 is to build the powerful V12 engine and the eight-speed, dual-clutch gearbox.

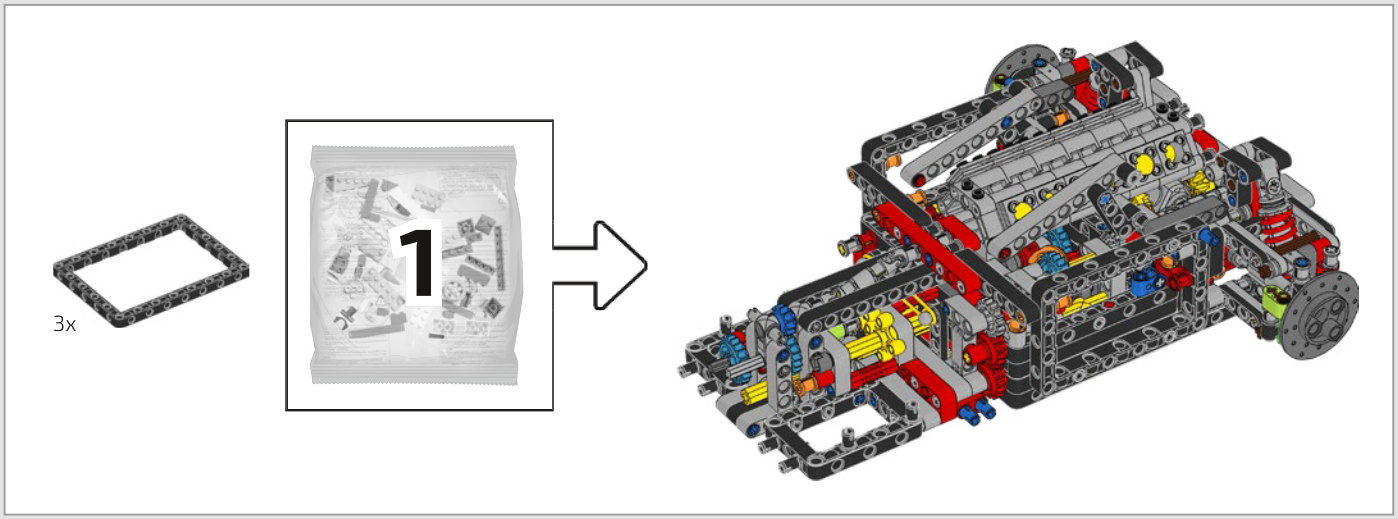
Als Erstes baust du bei deinem Ferrari Daytona SP3 den leistungsstarken V12-Motor und das Achtgang-Doppelkupplungsgetriebe.

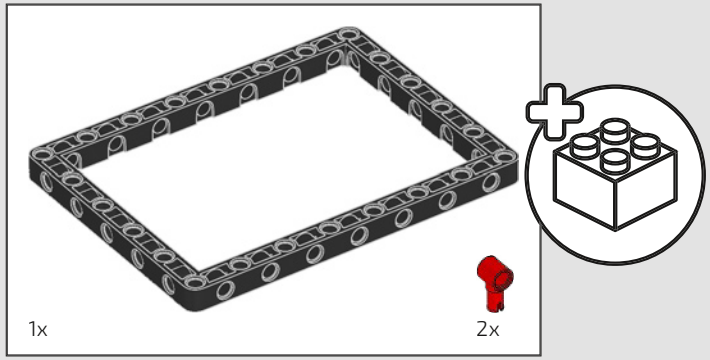


BOX 1 / BOX 1

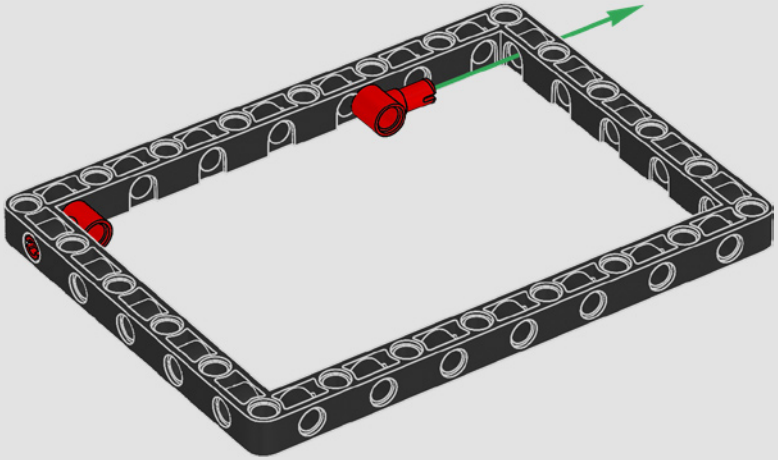
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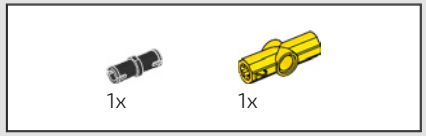

FERRARI
FERRARI


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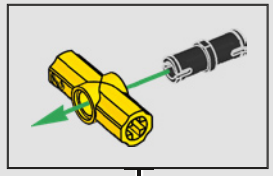


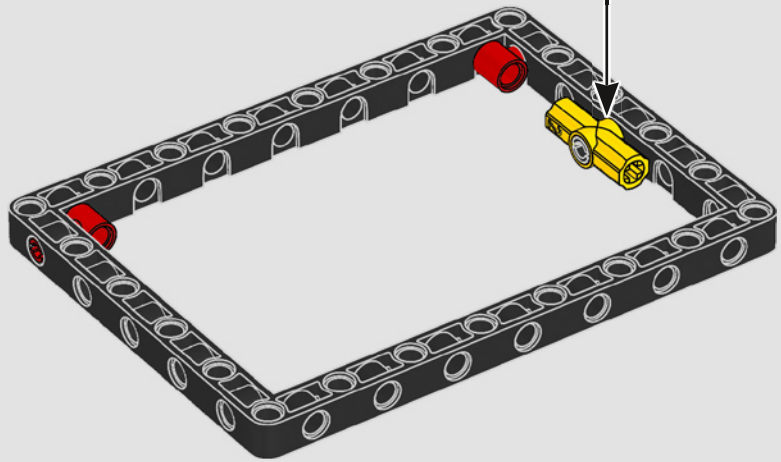
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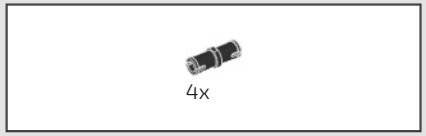




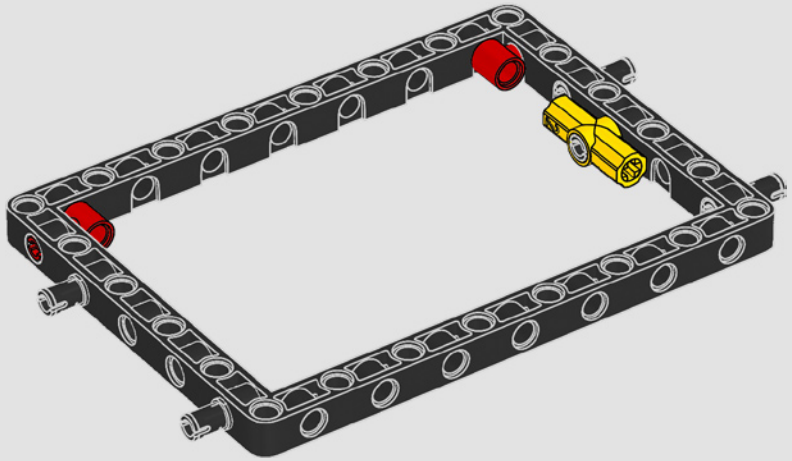
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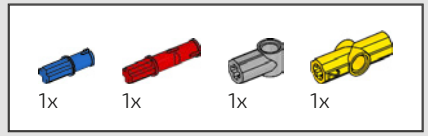




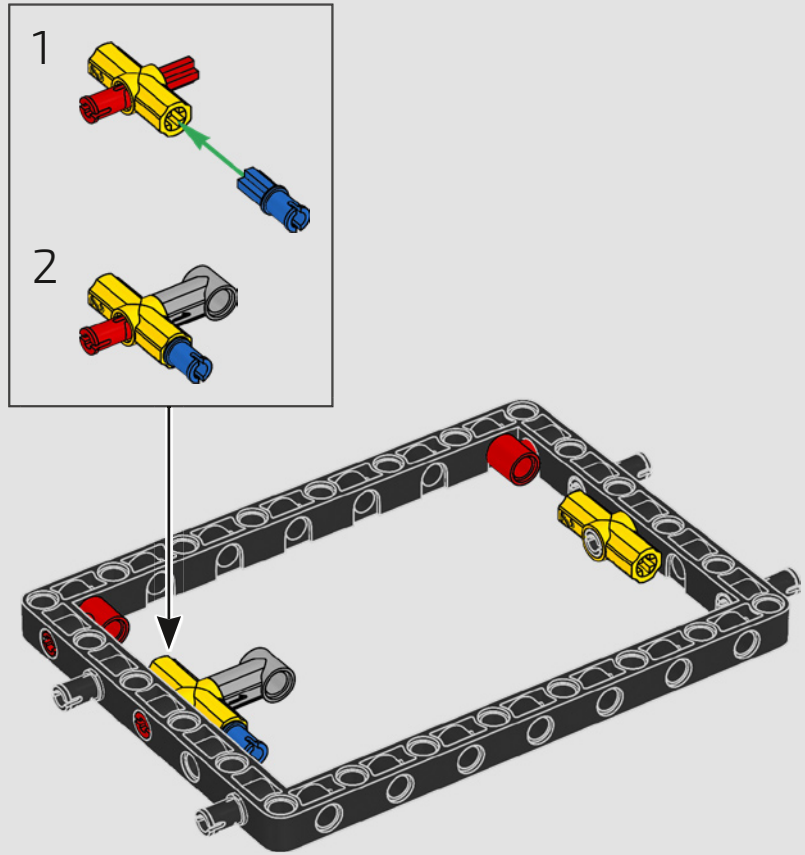


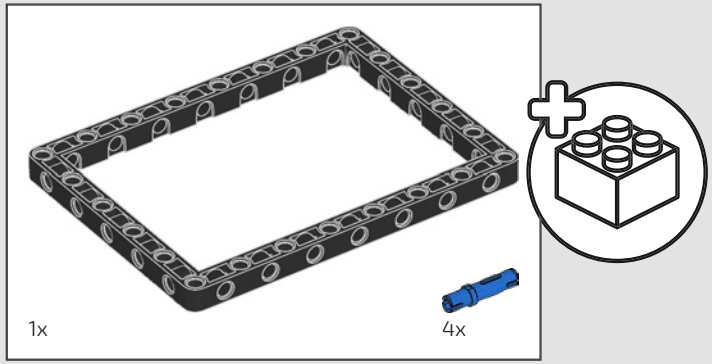
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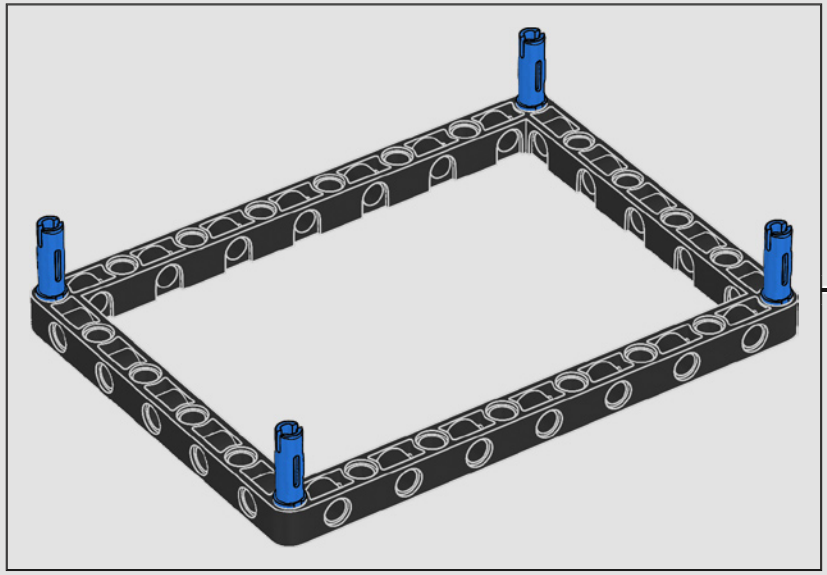


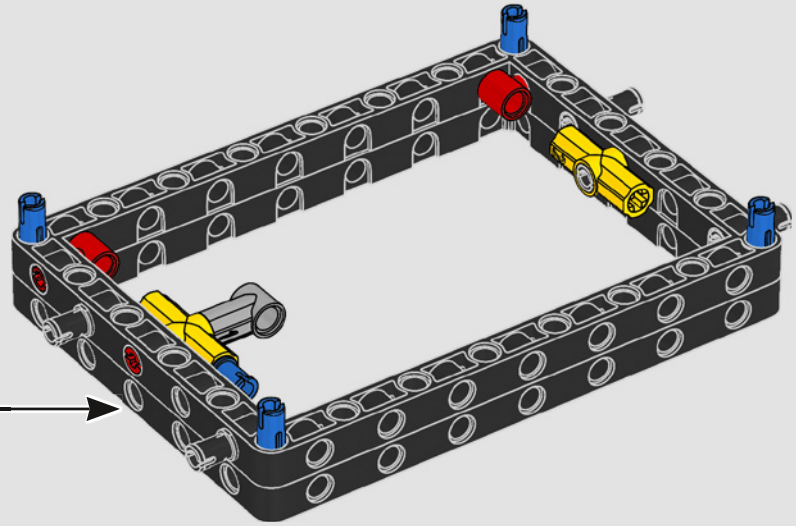
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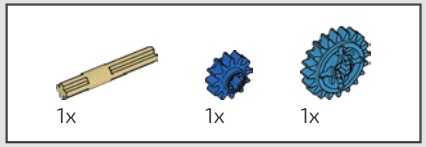




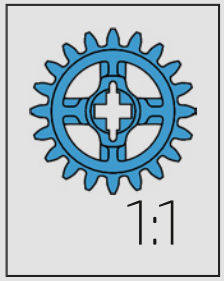
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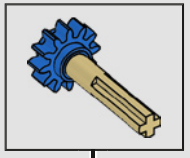


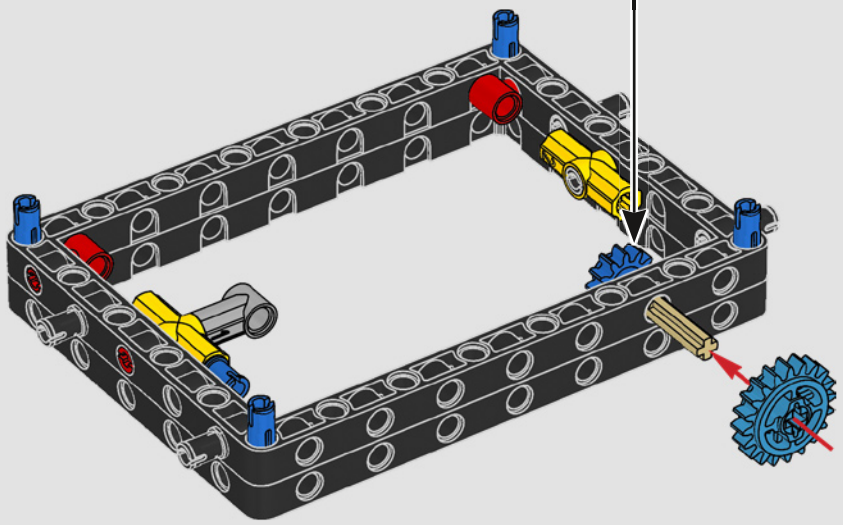


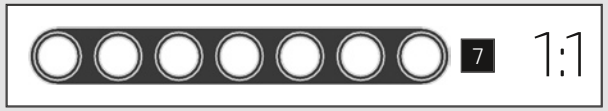


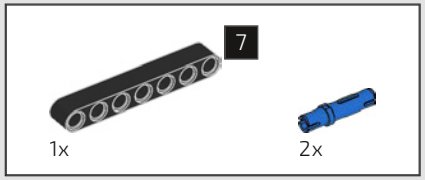
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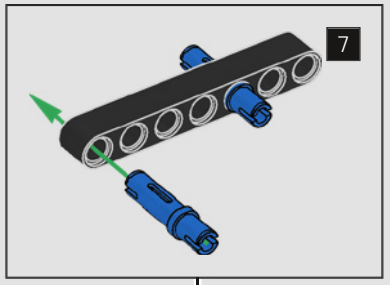


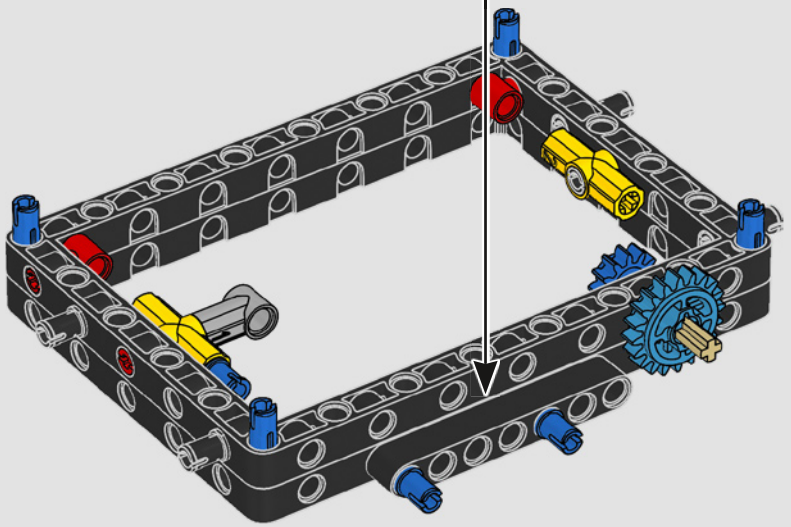


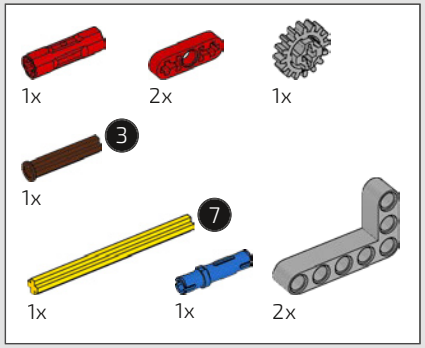




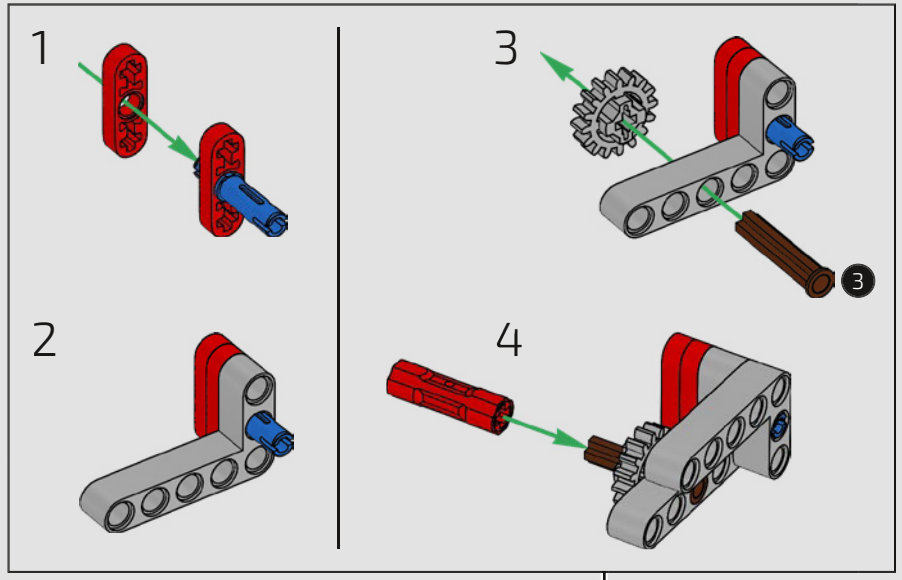
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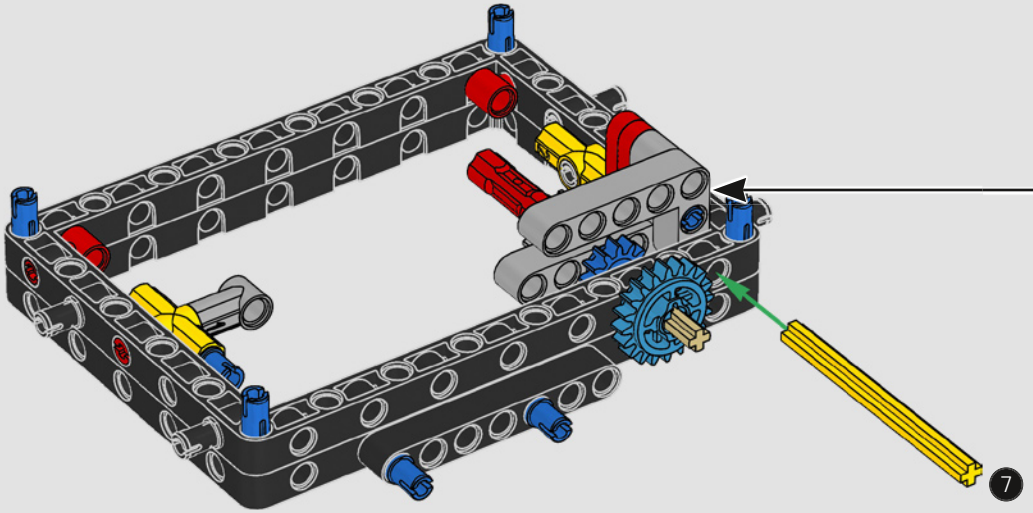


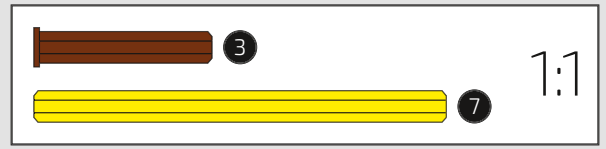


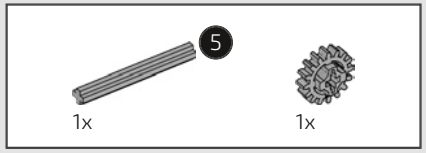


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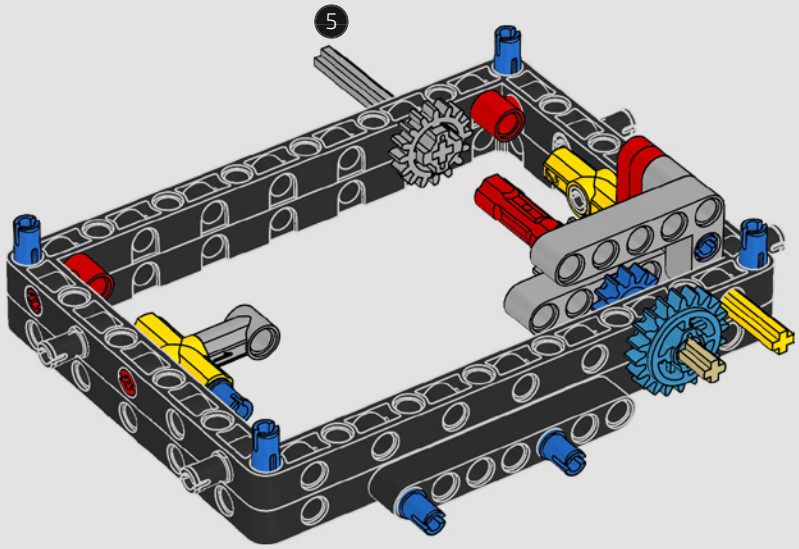


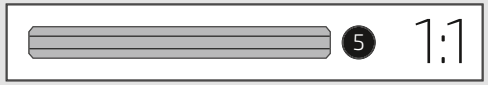


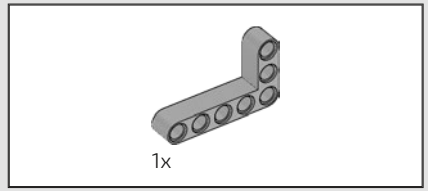




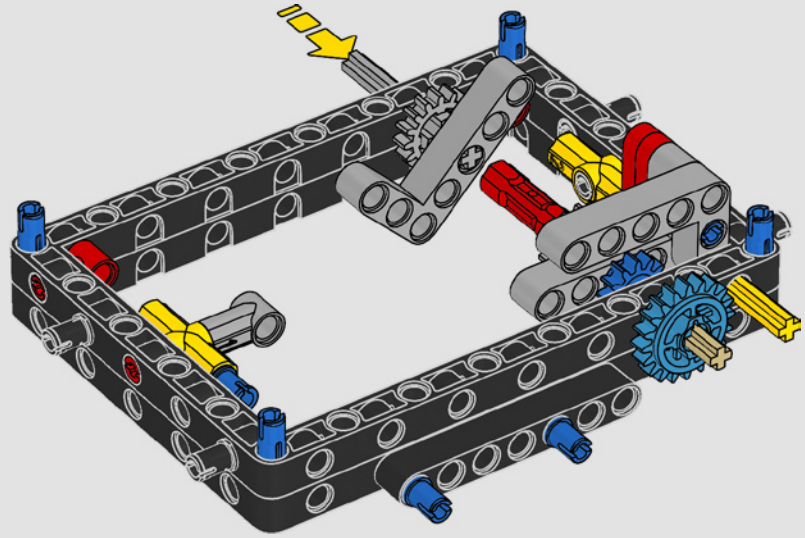
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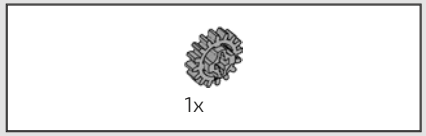




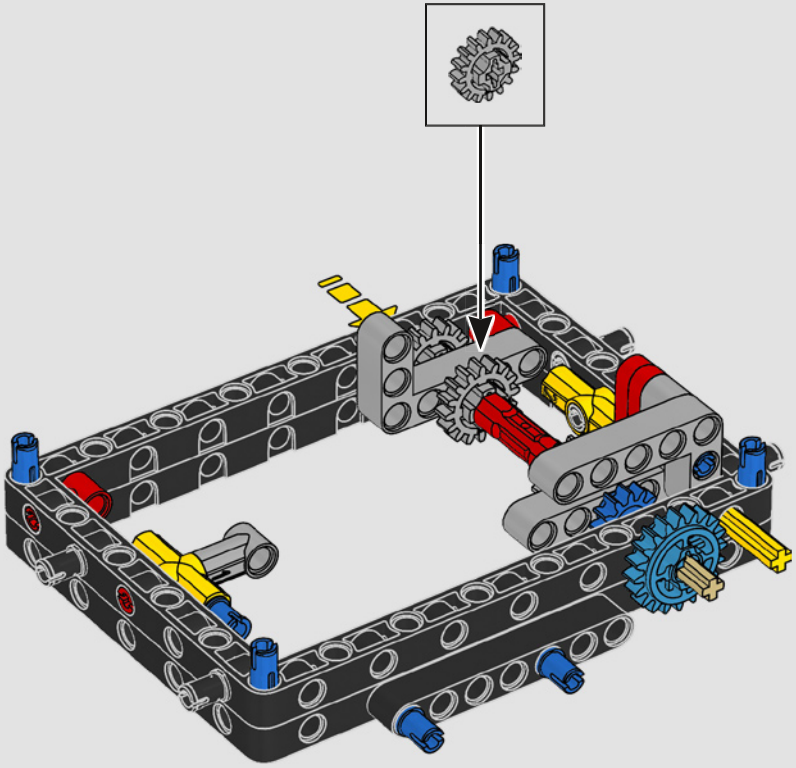


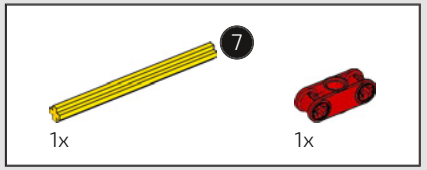
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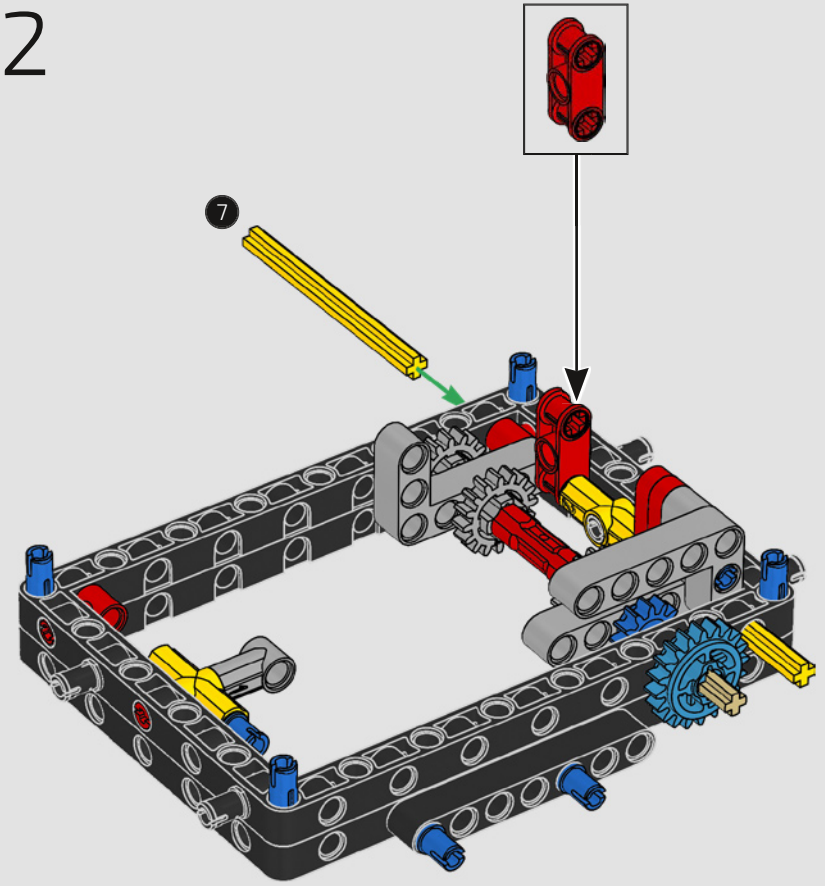


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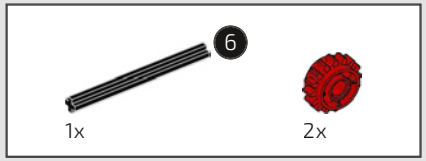




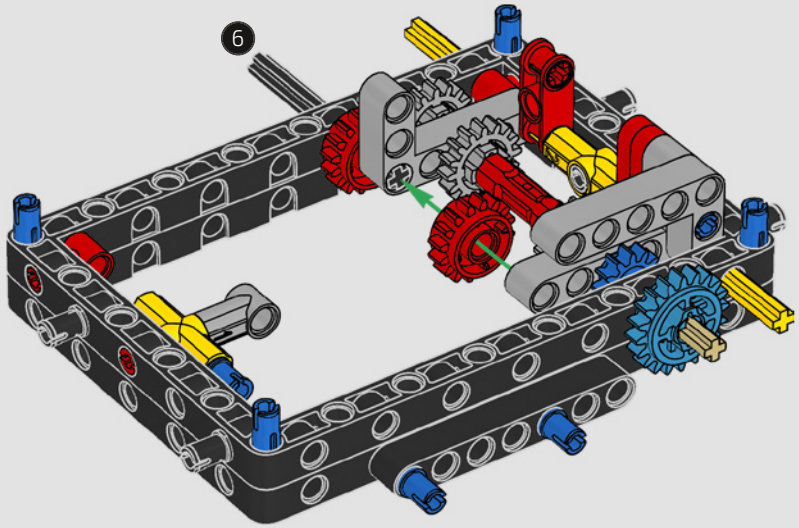
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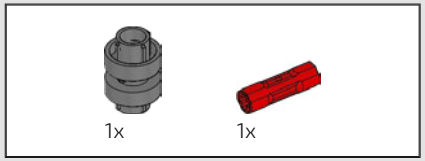




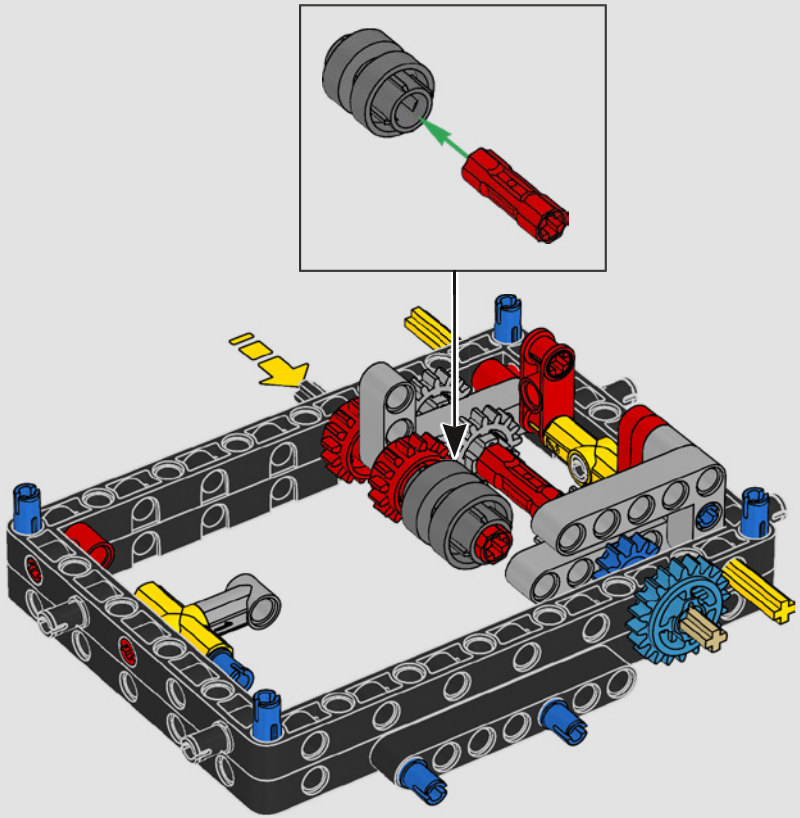
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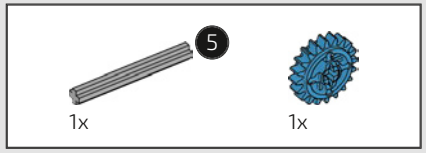




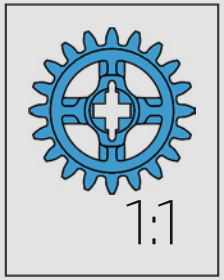


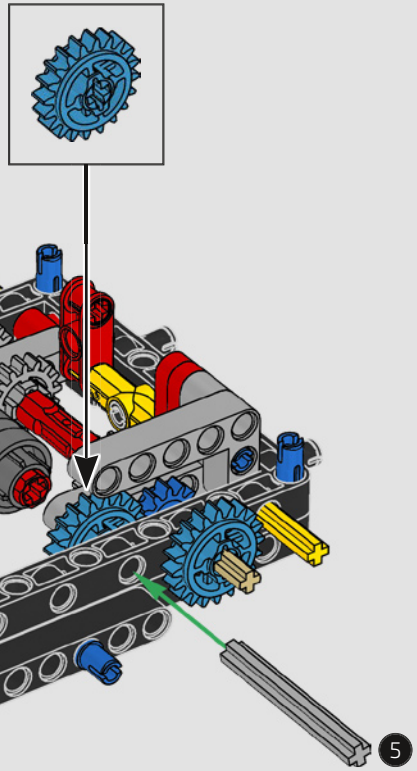
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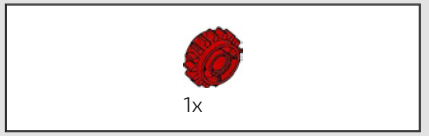




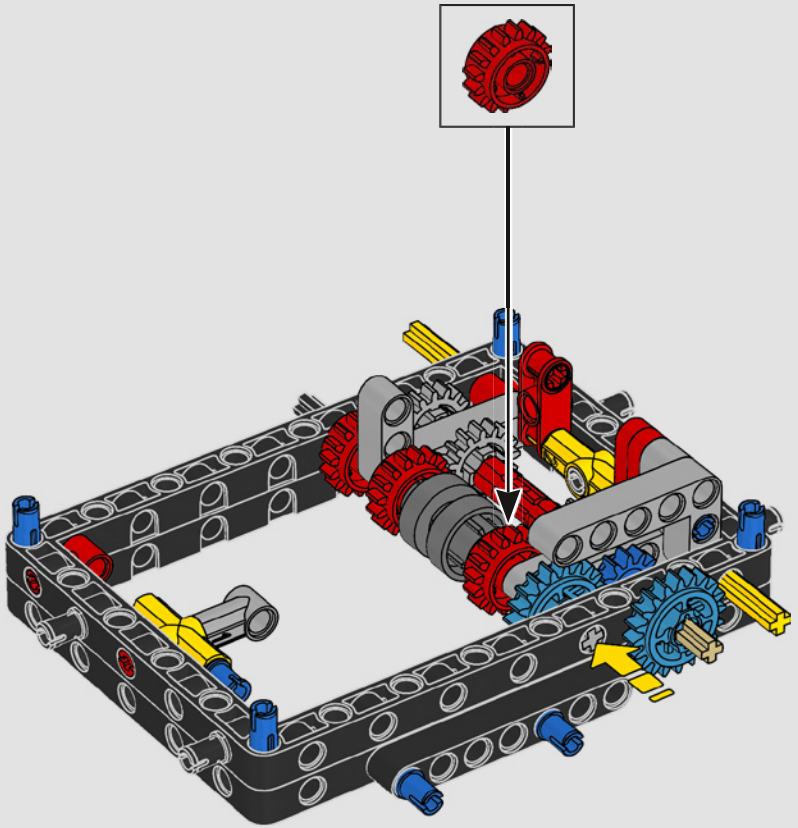
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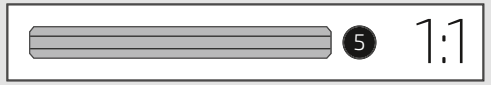


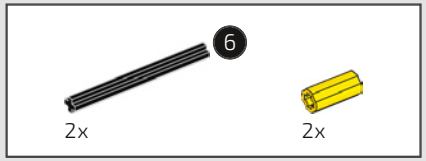




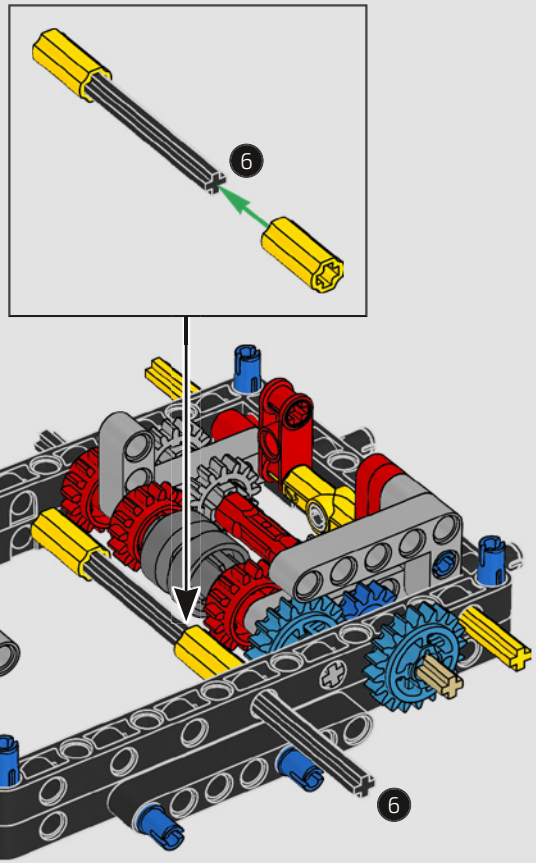
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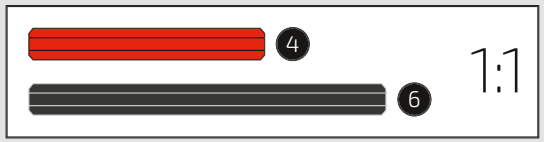


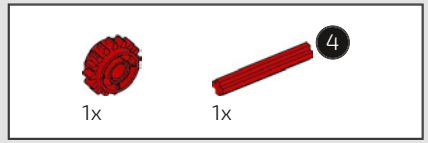




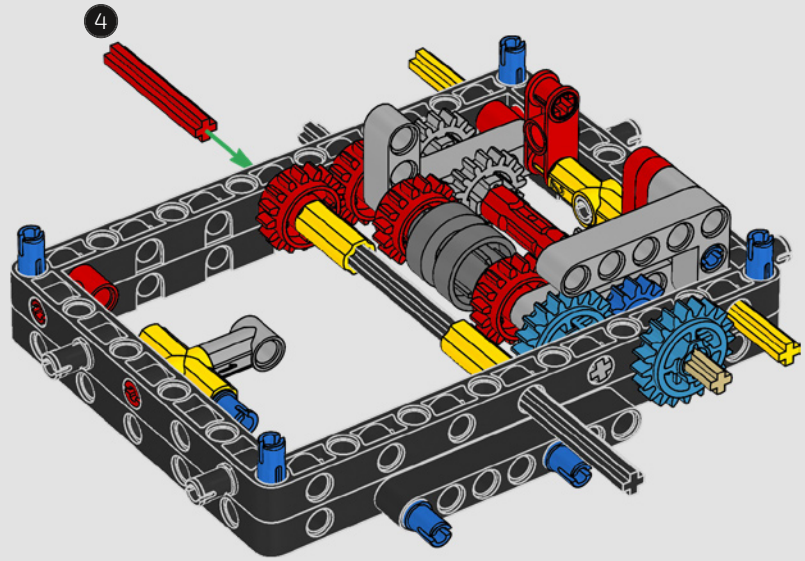
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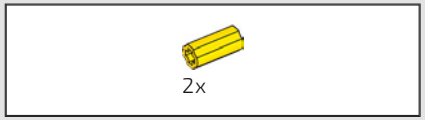




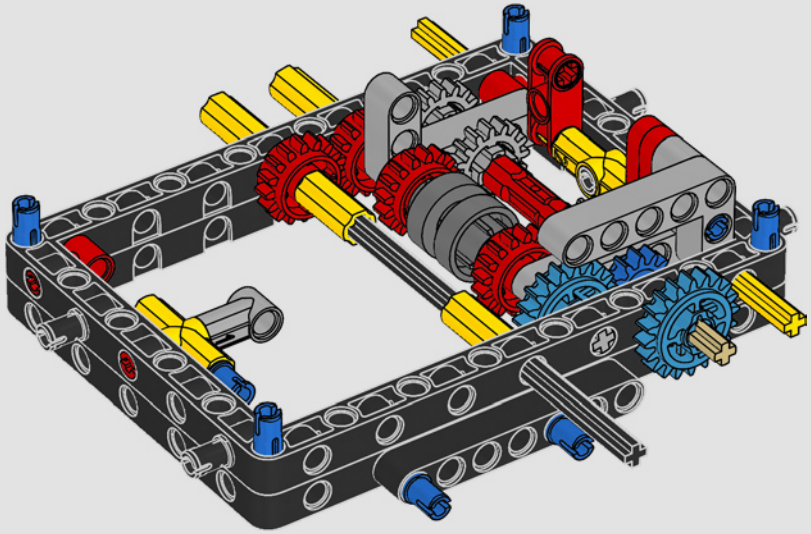


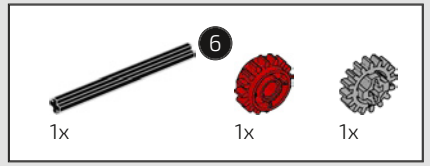
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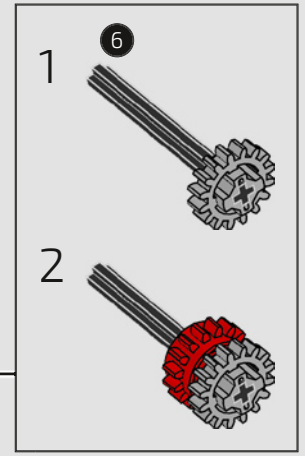


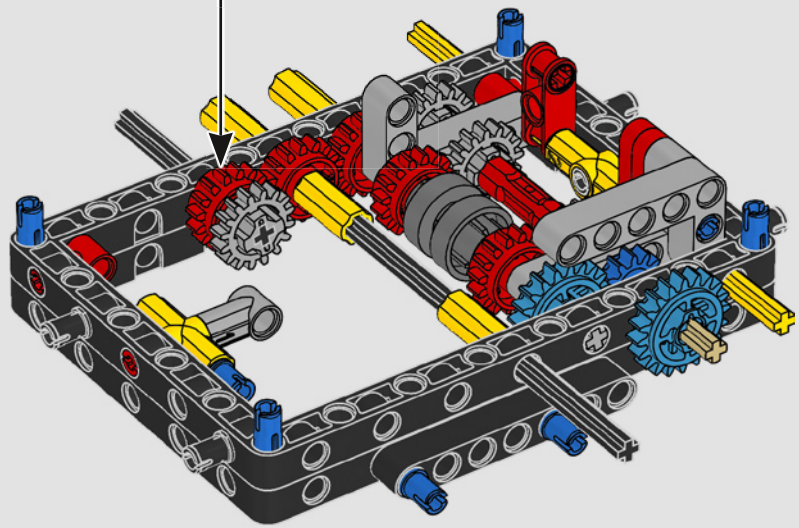
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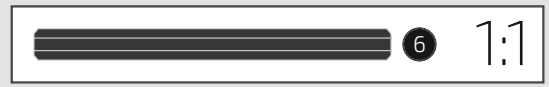


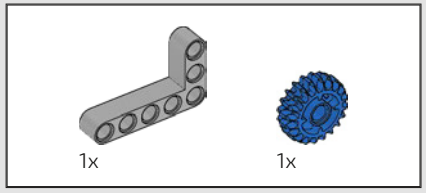


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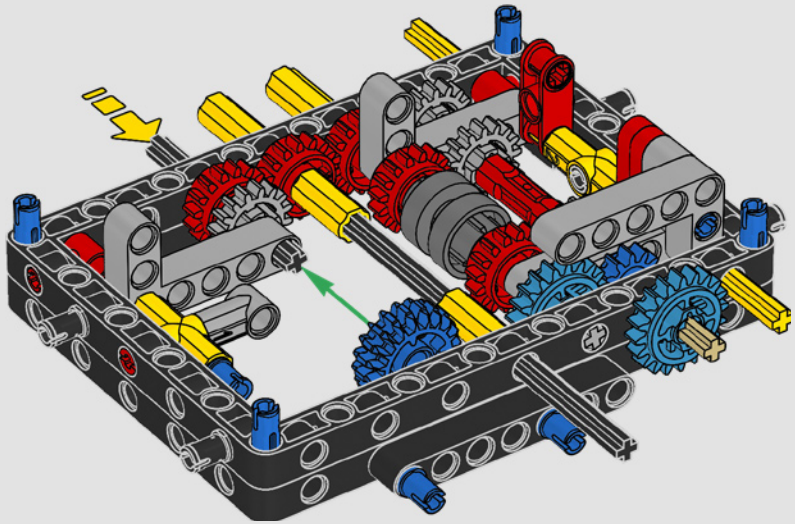


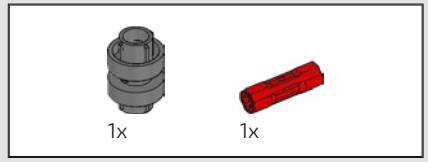




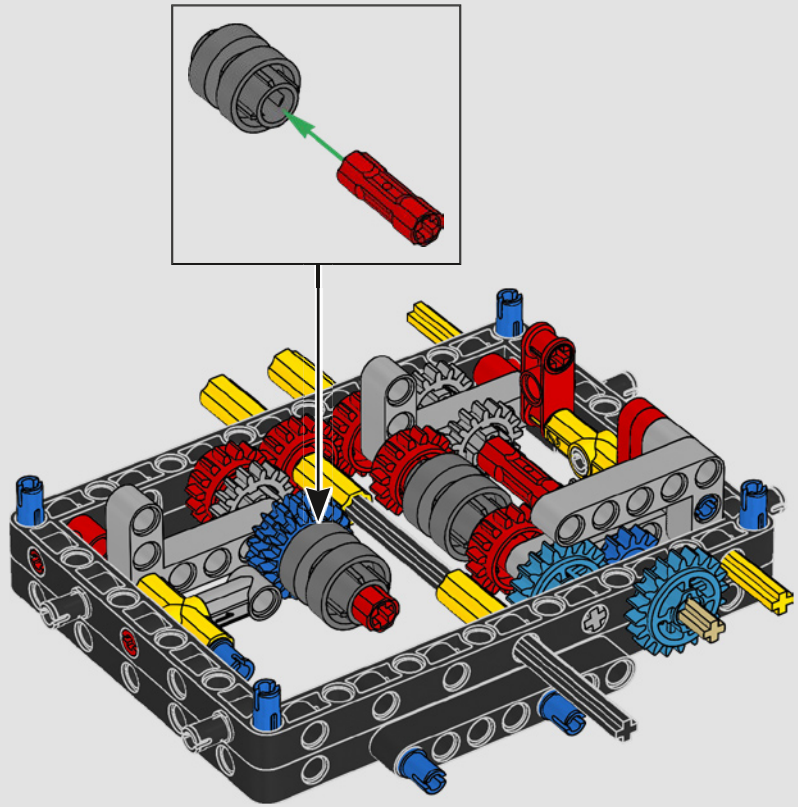


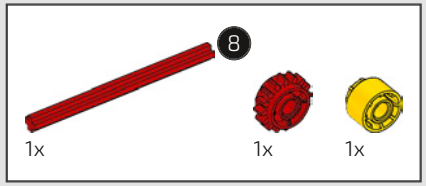
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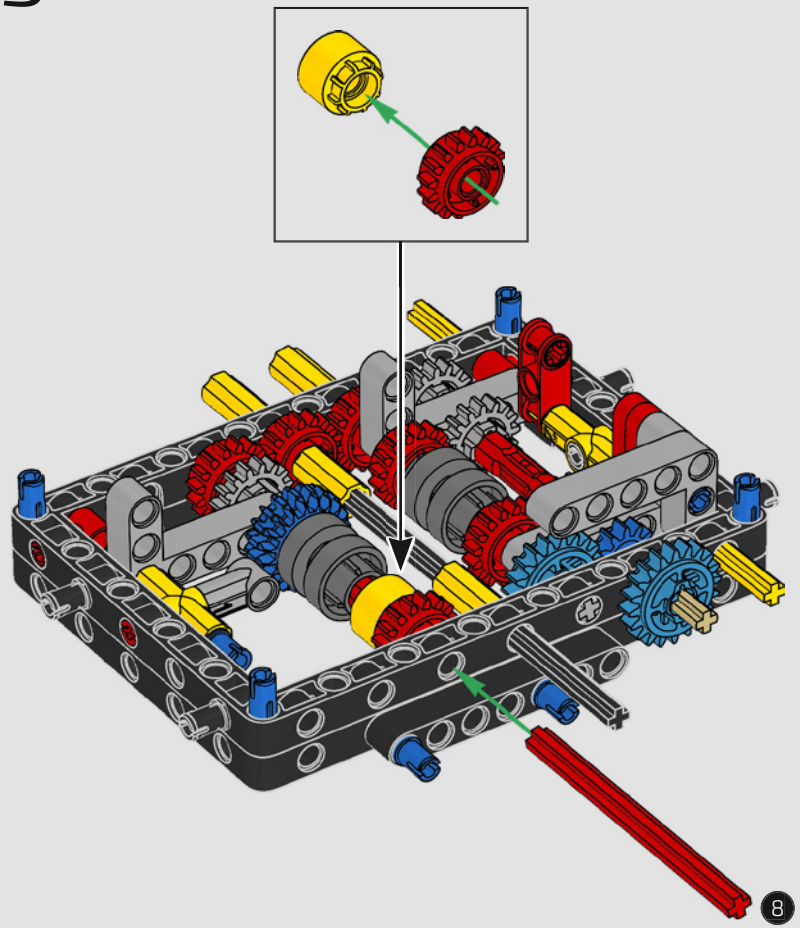


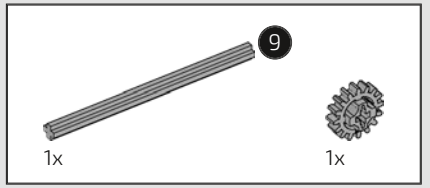
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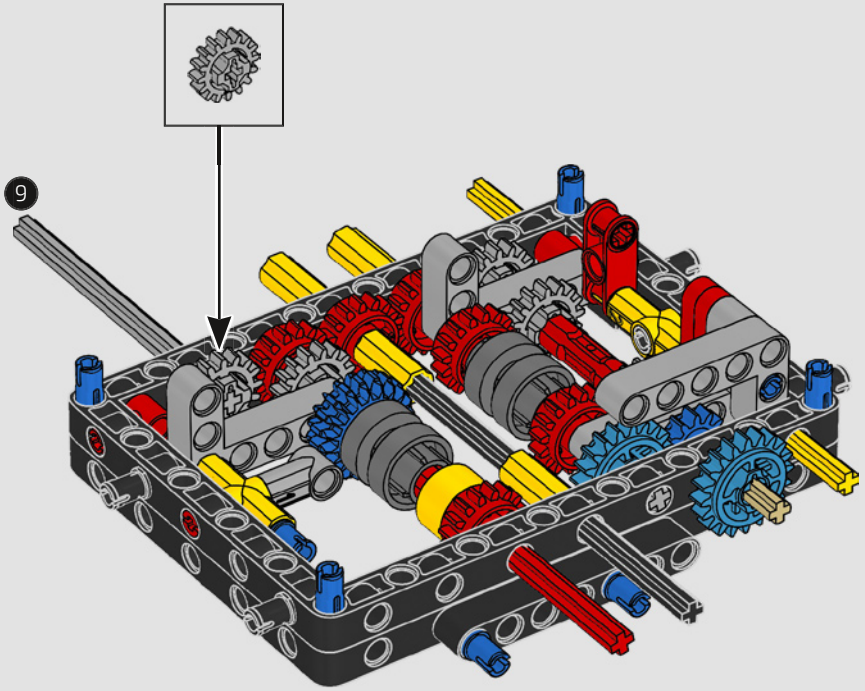


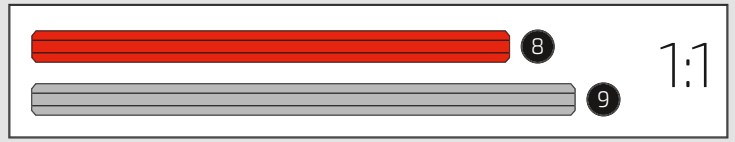
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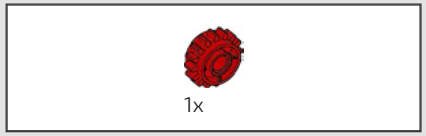




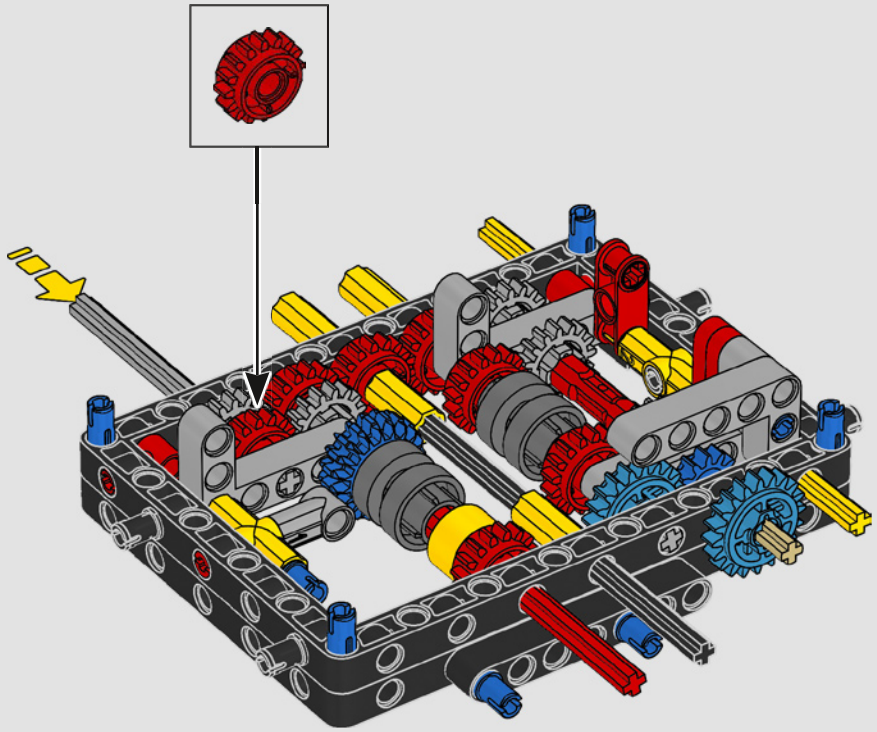
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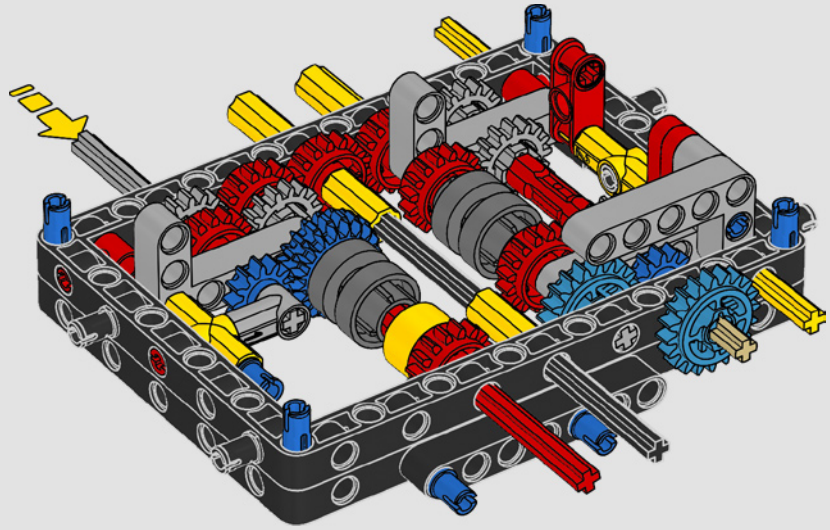


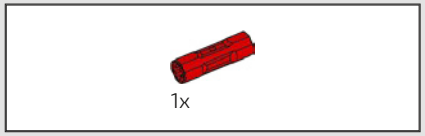
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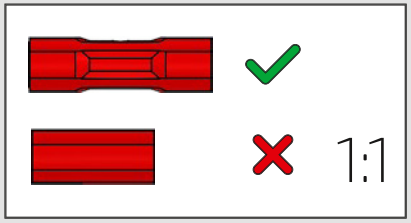




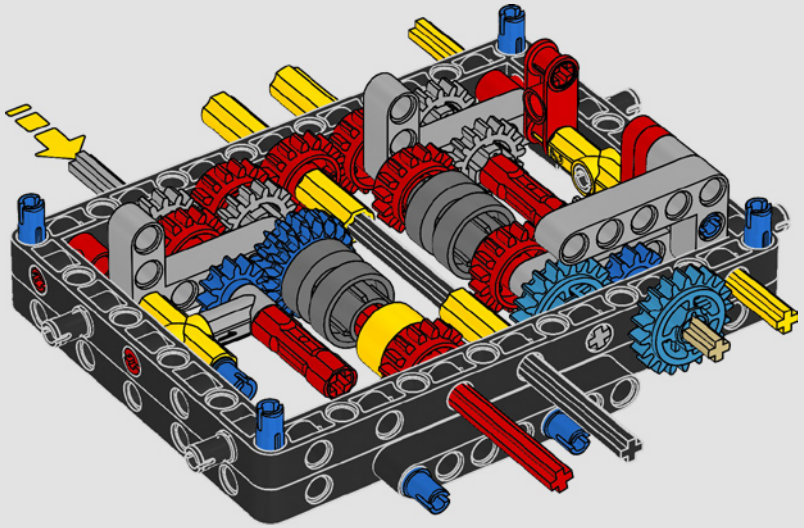
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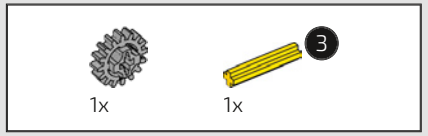




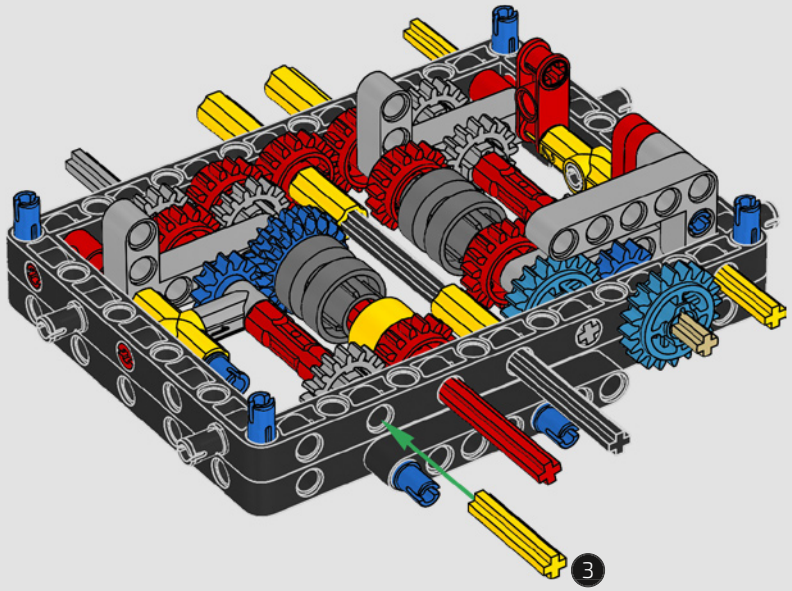


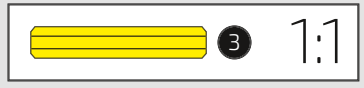
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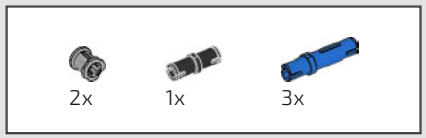




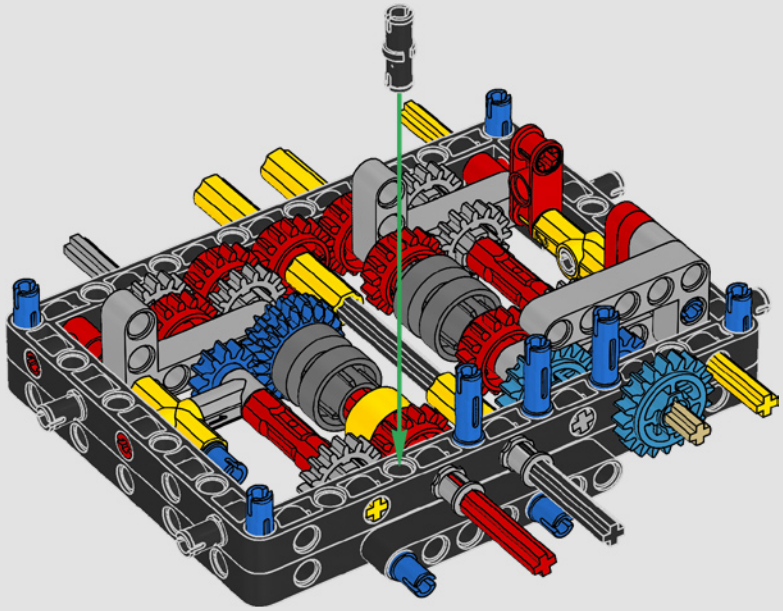
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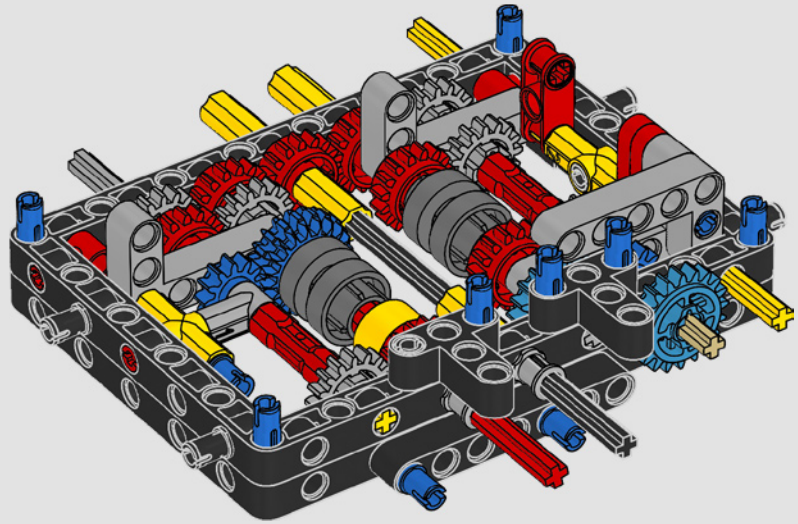


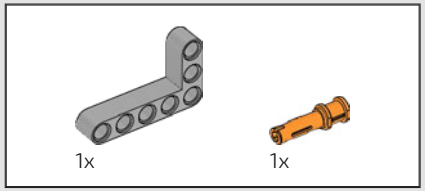
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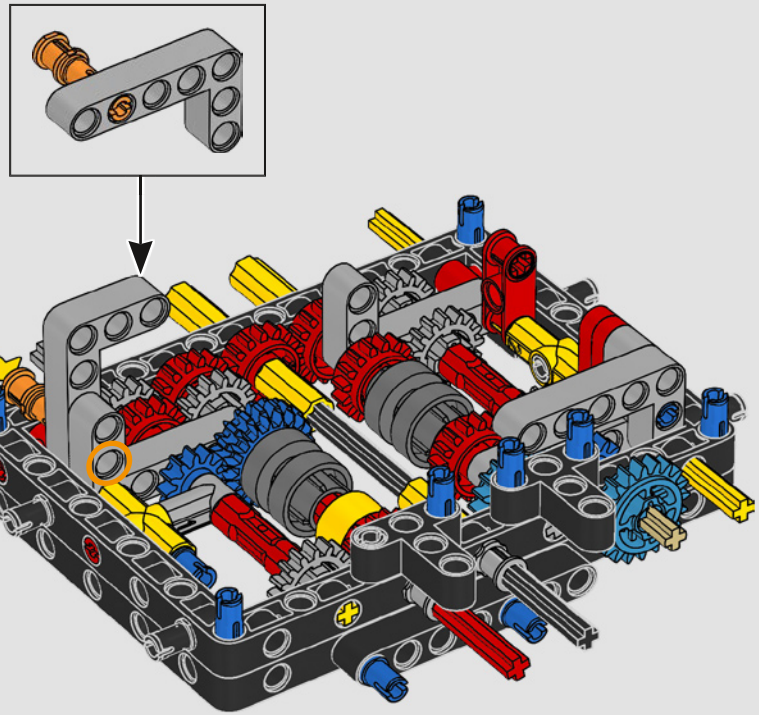


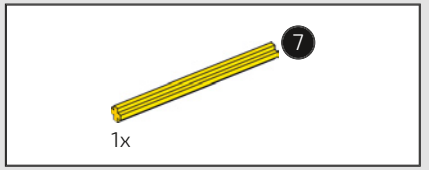
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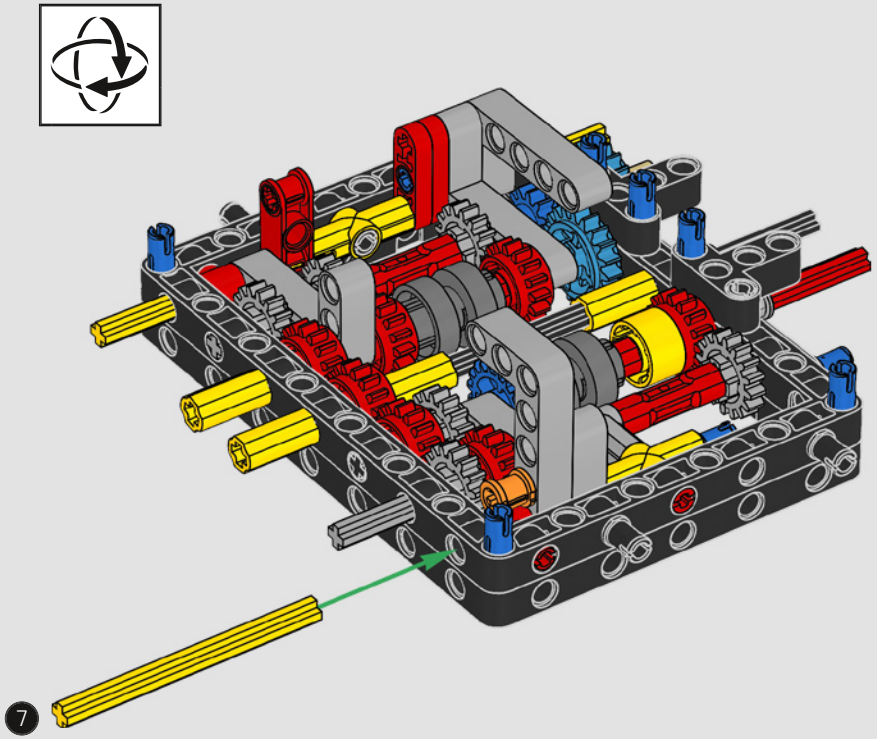


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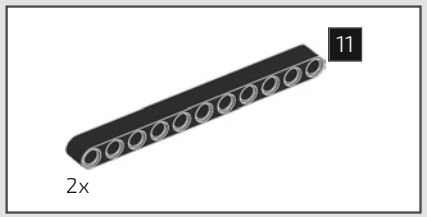




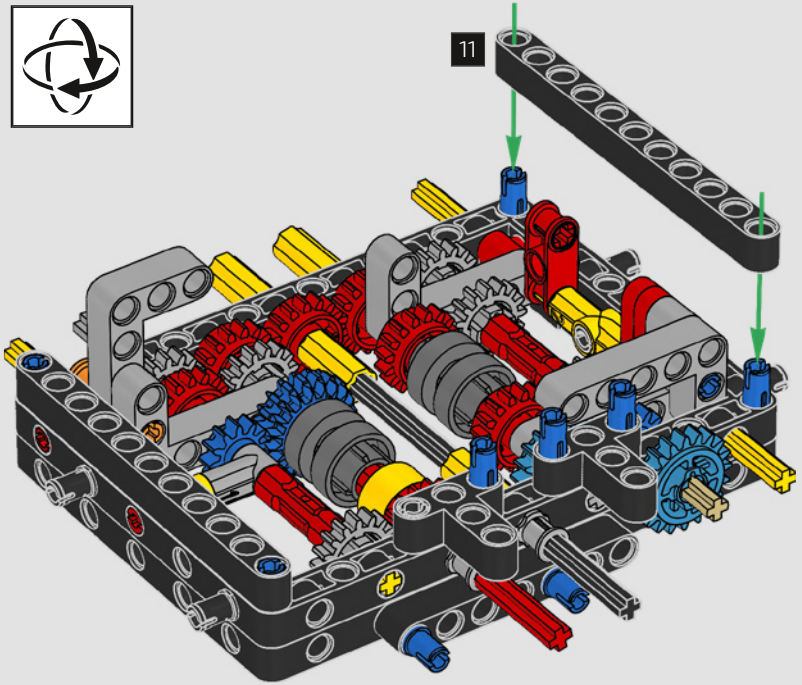
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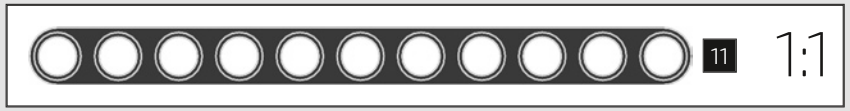


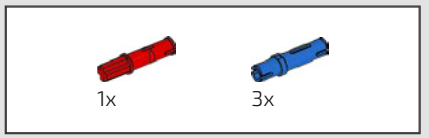




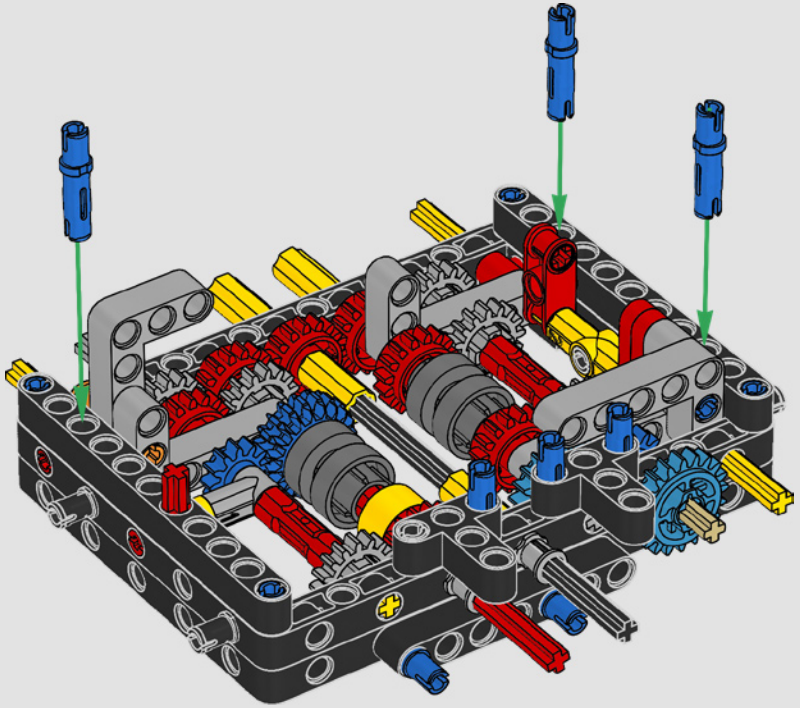
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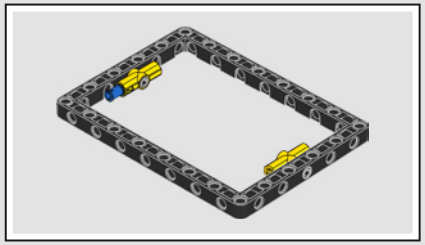


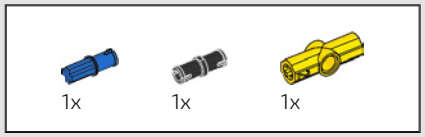




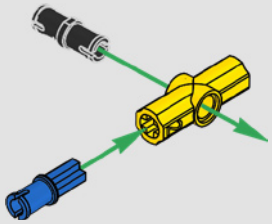
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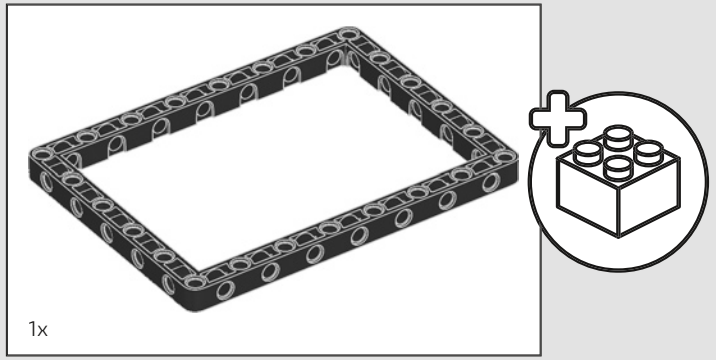




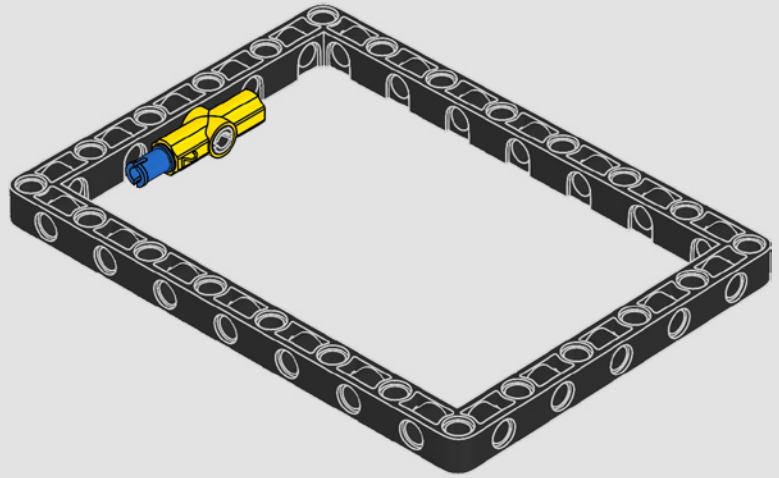


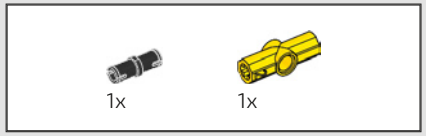
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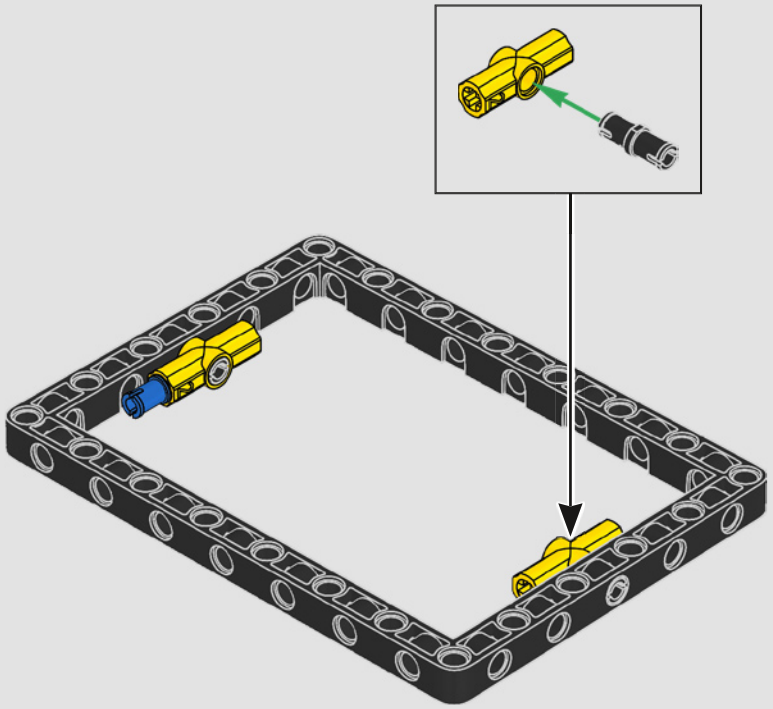


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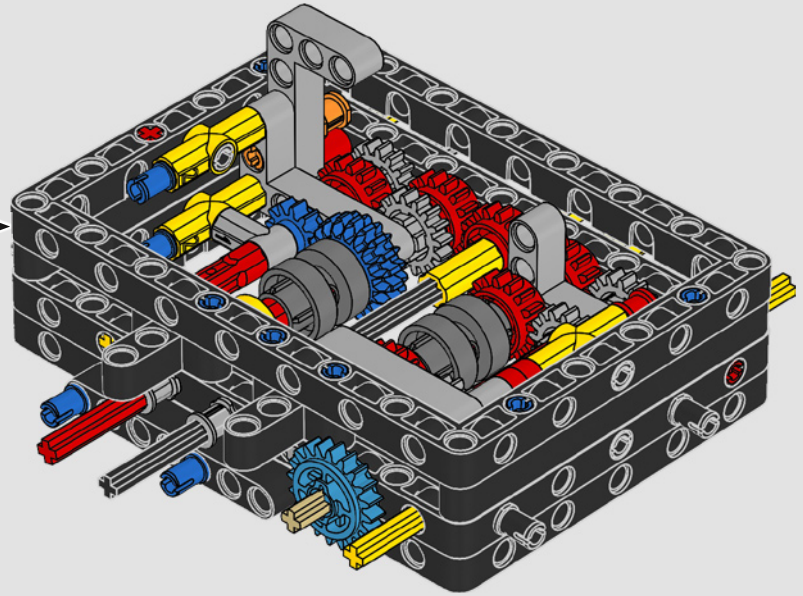


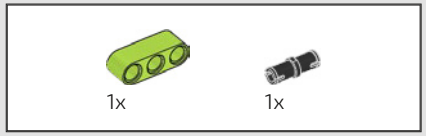


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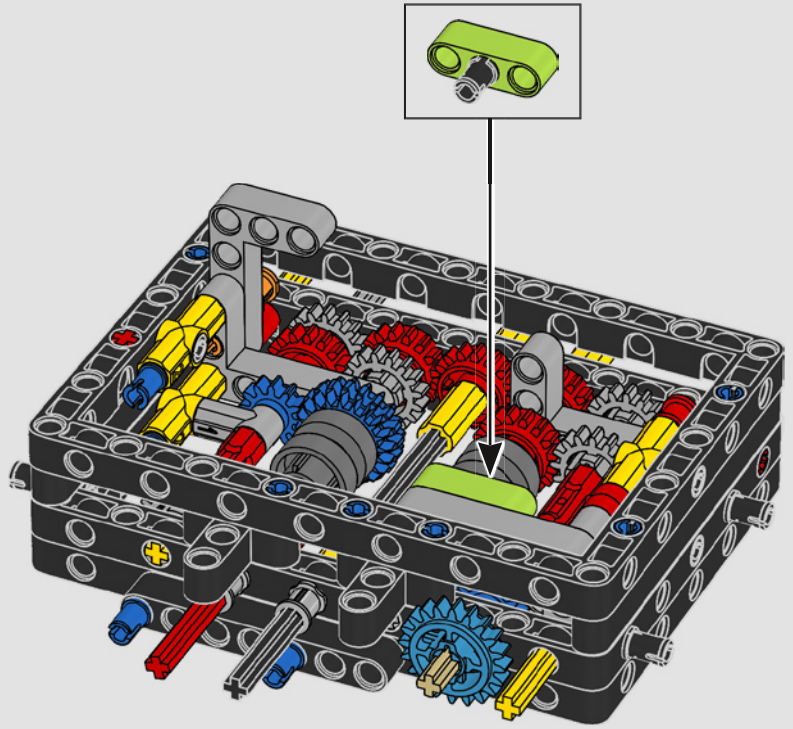


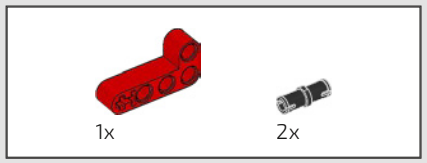
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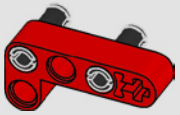


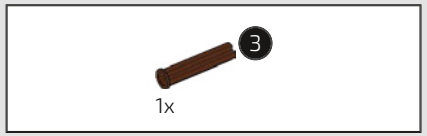
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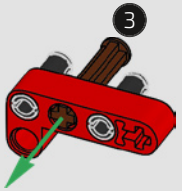


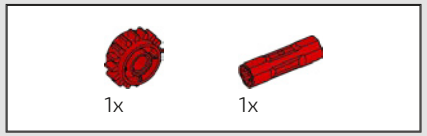
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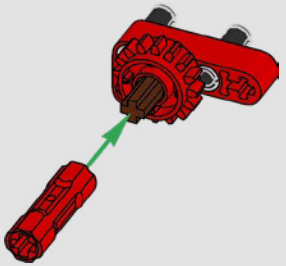


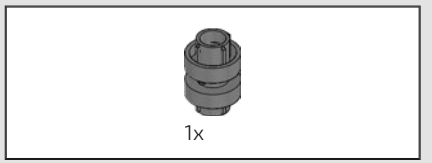
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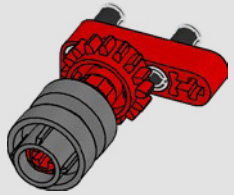


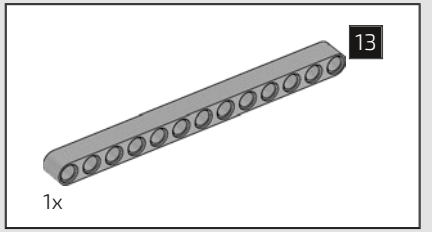
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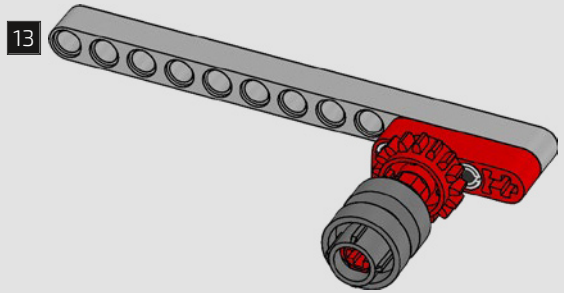


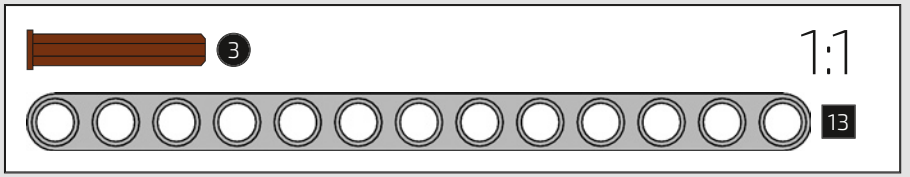
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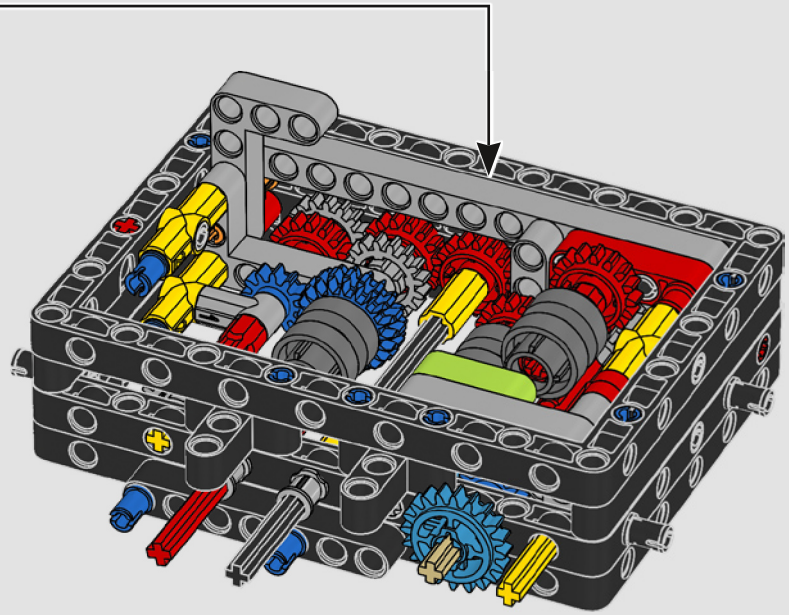


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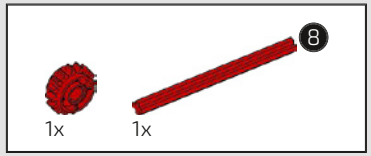


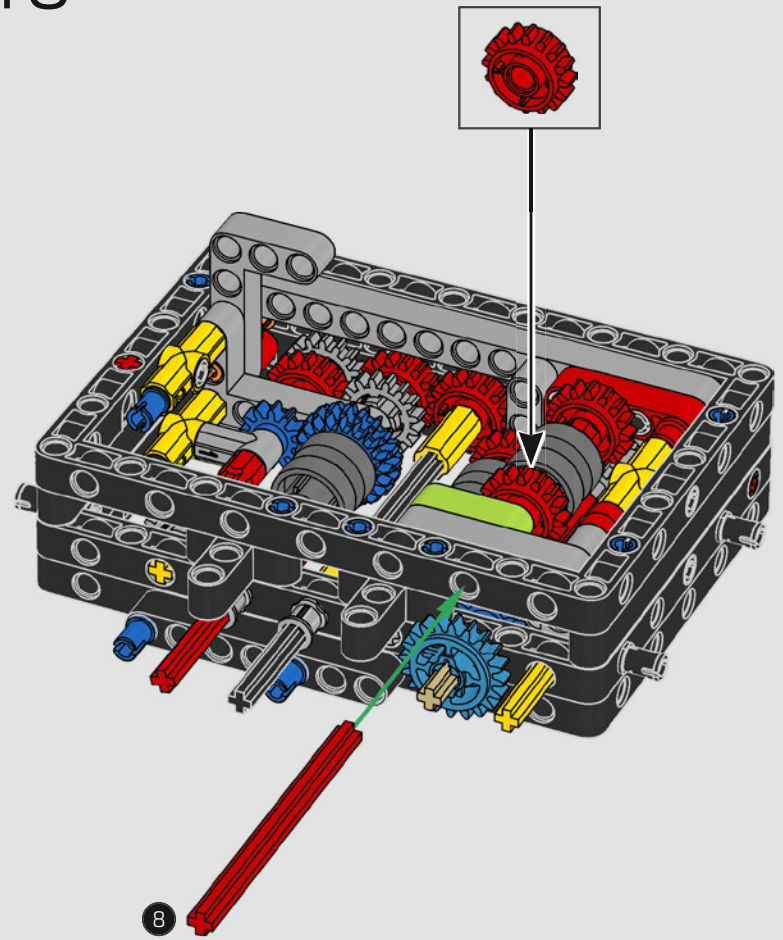


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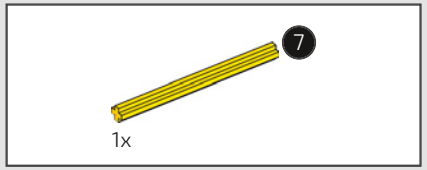


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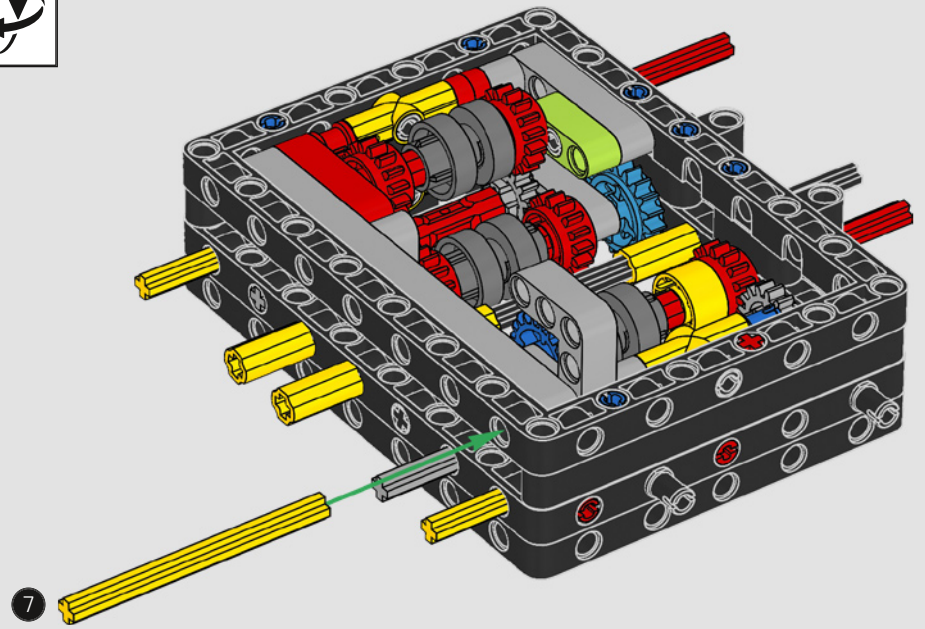




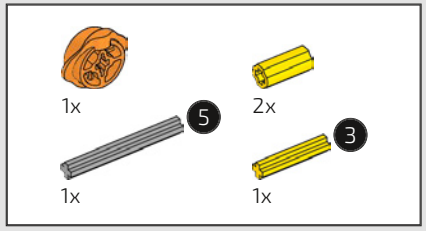


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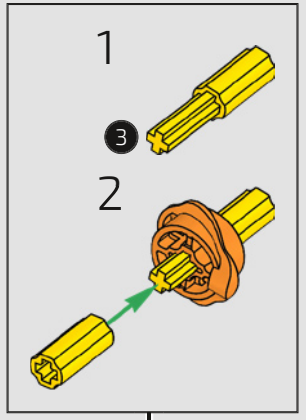






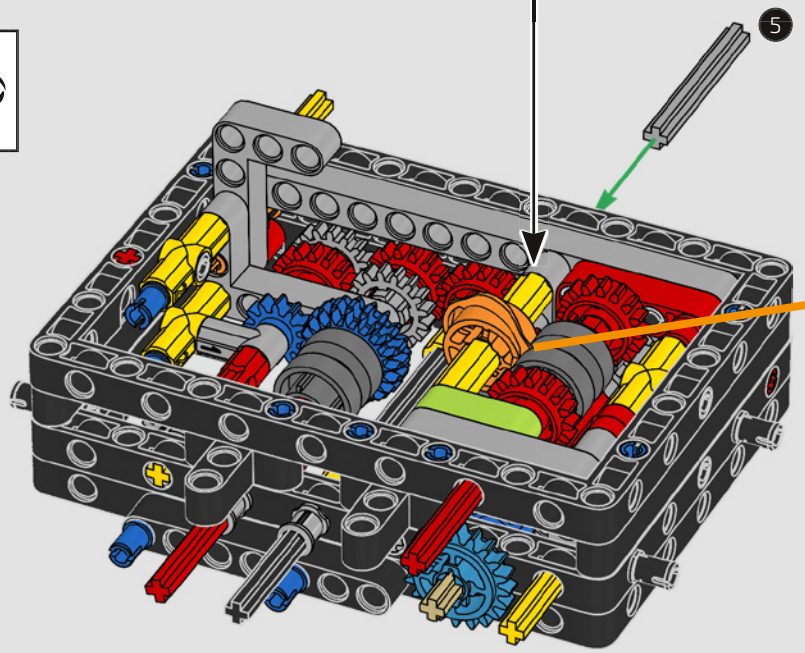


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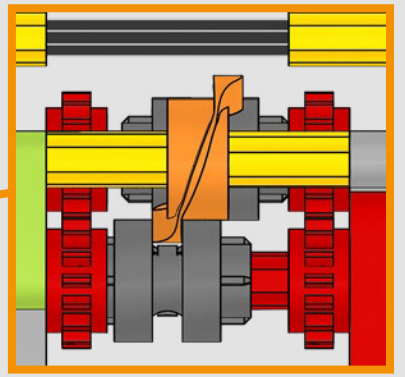


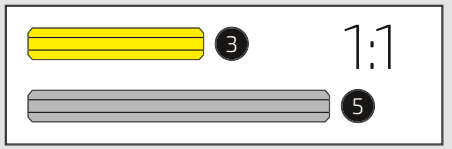


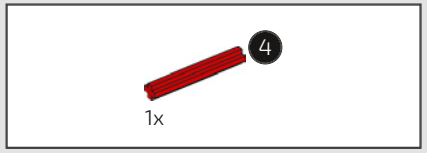




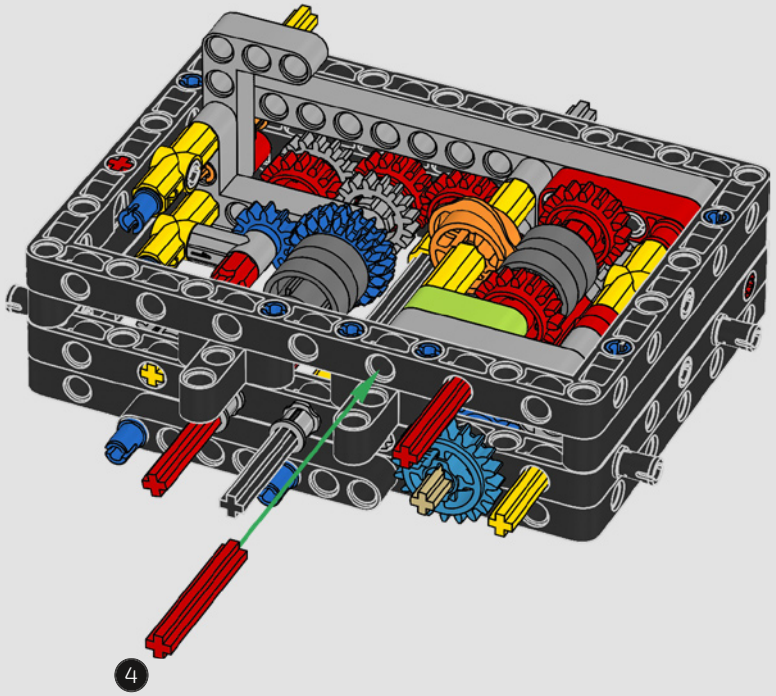


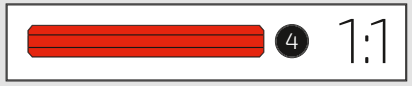


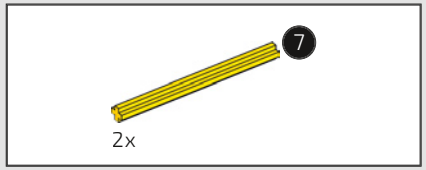




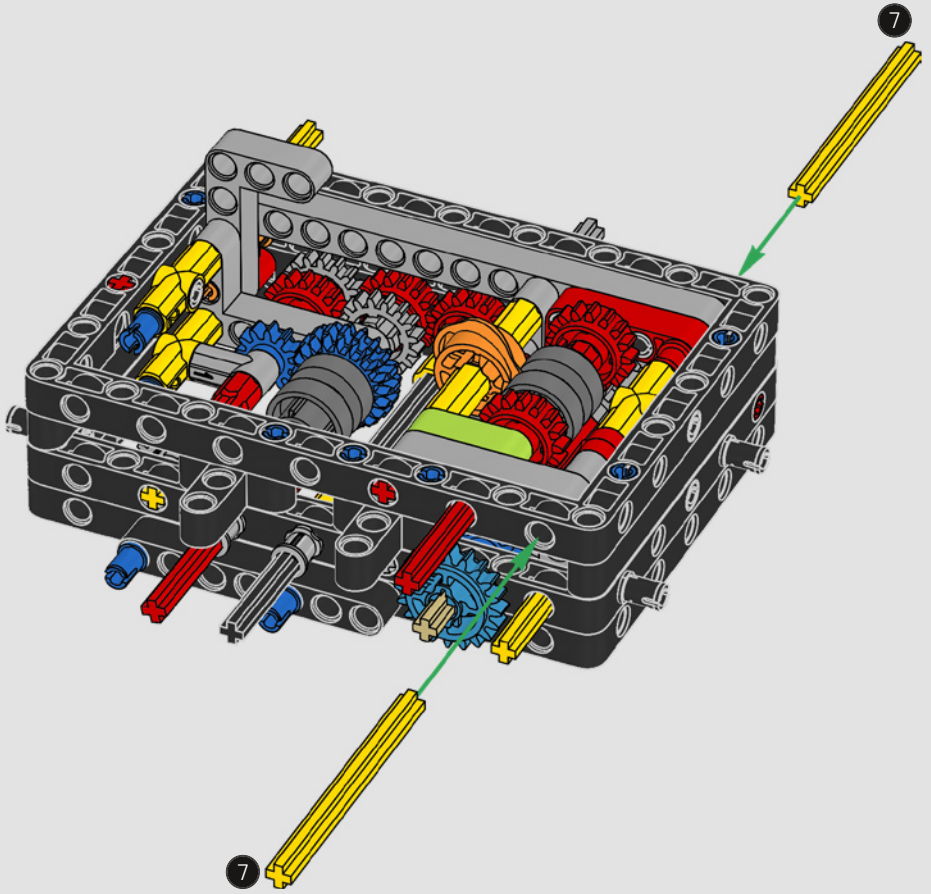
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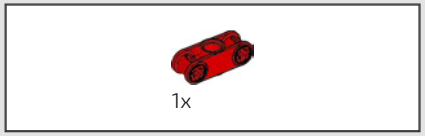




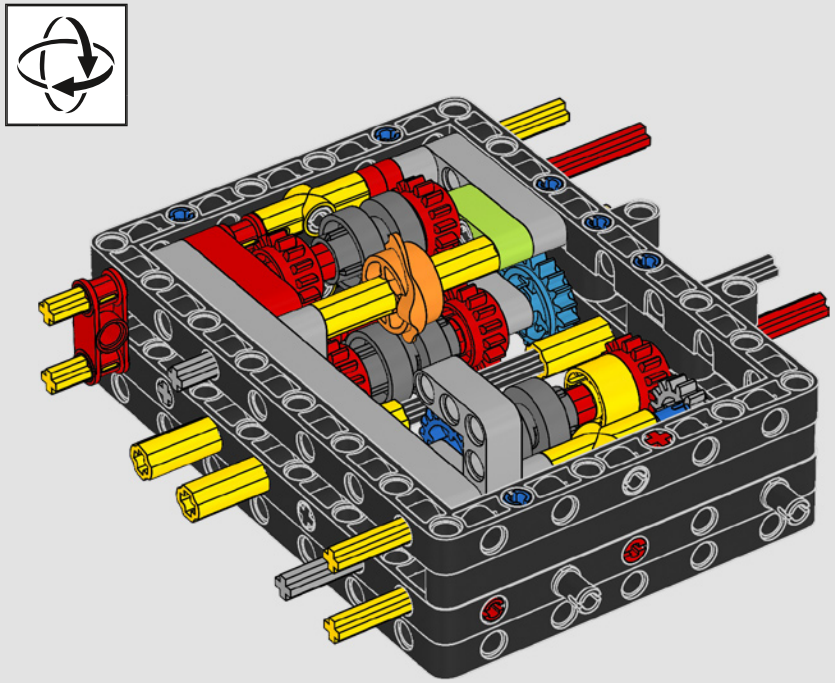
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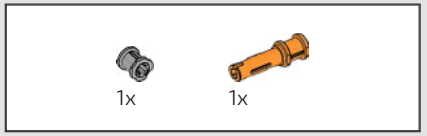




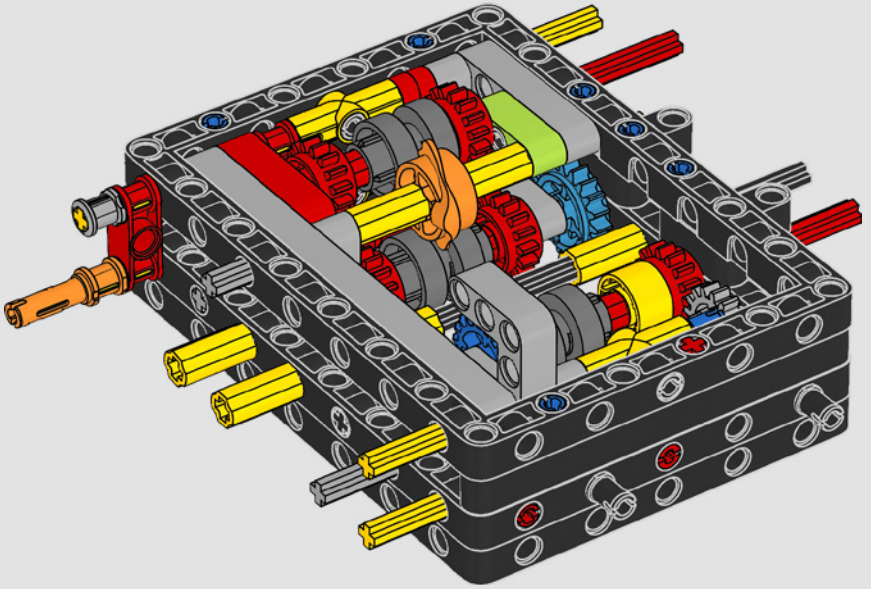


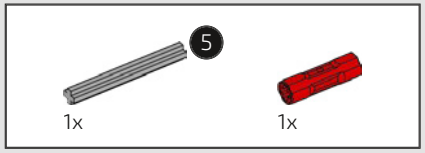
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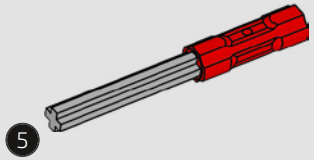


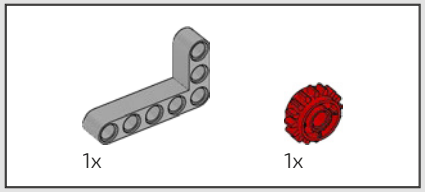
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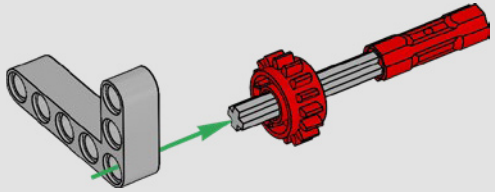


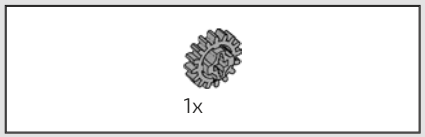
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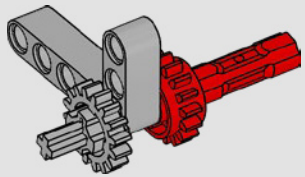


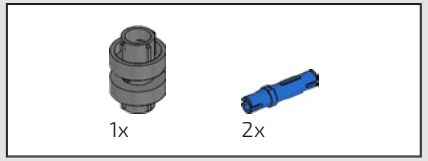
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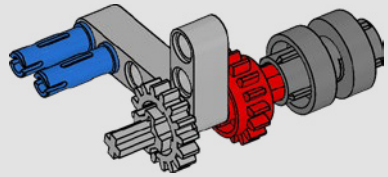


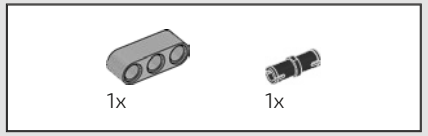
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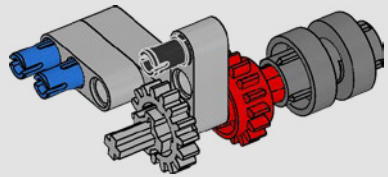


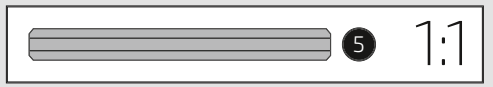
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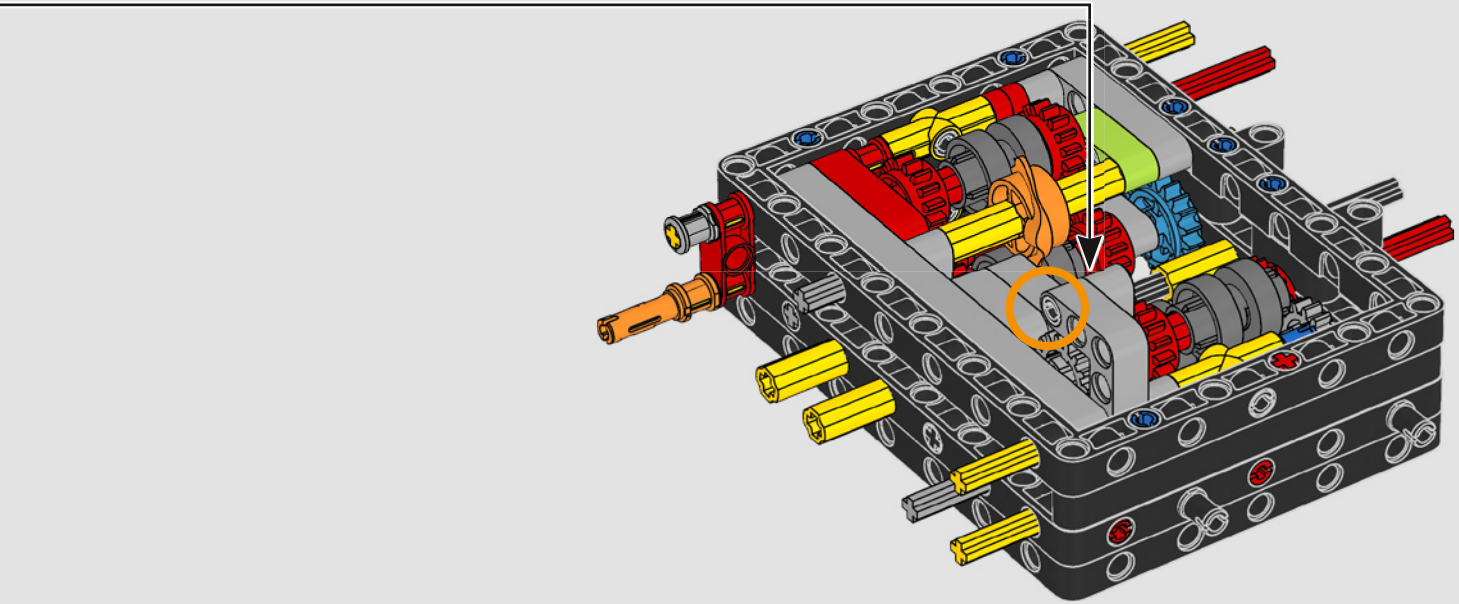


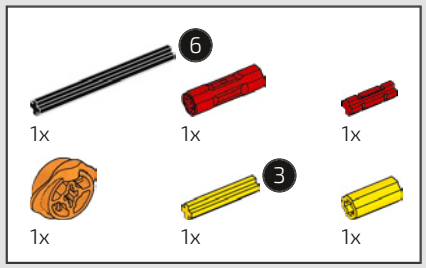
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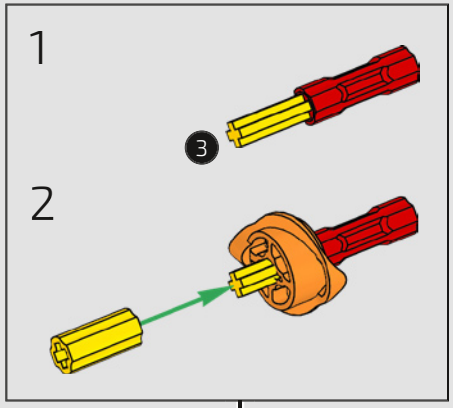


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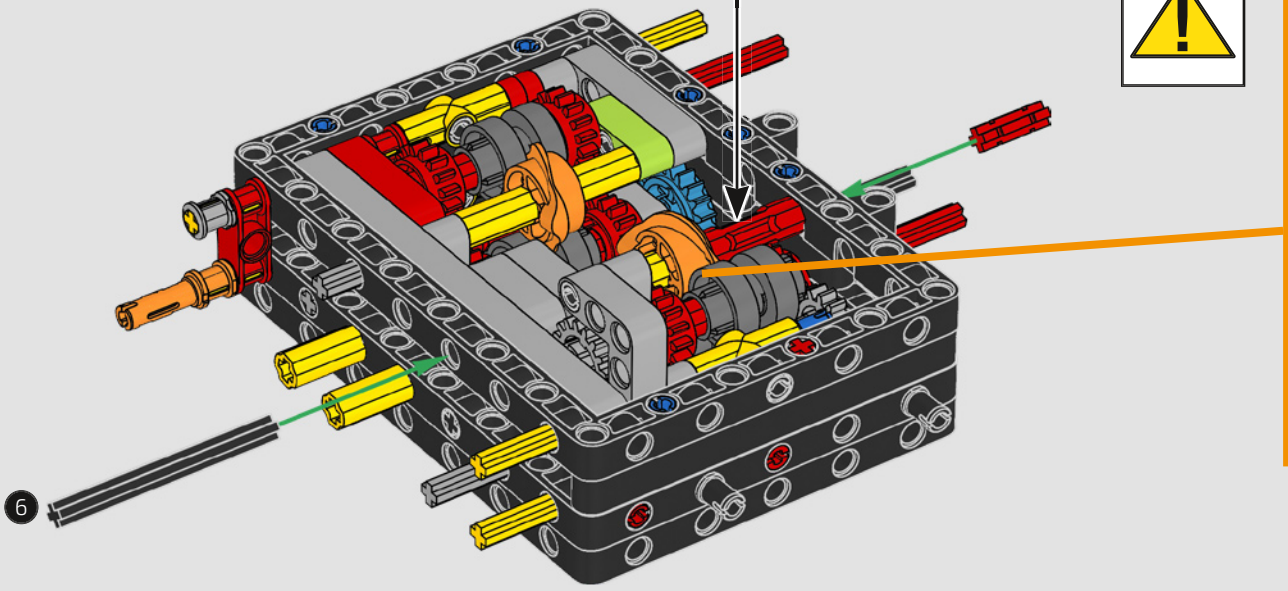




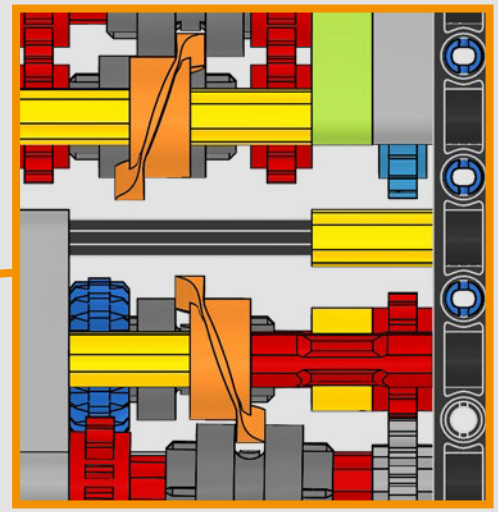
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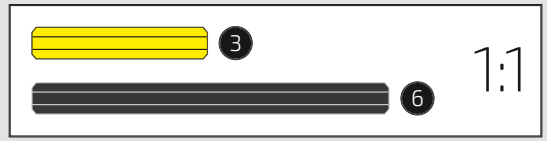


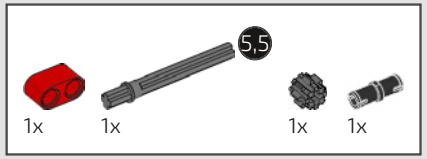




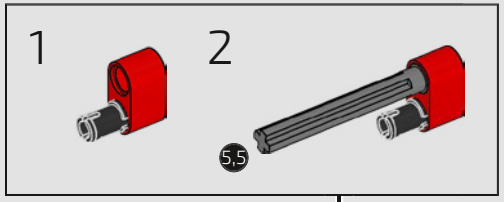


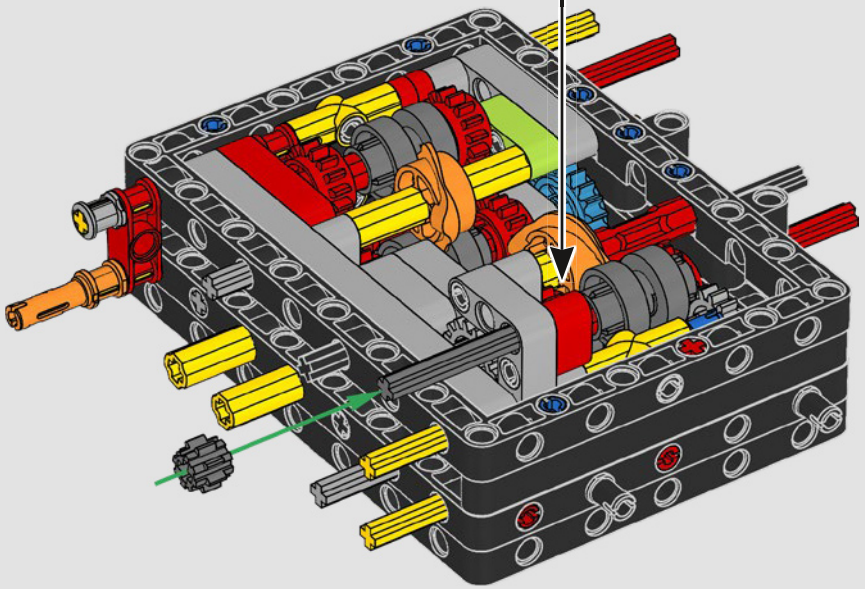


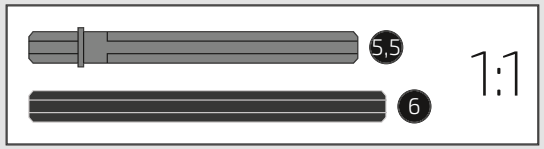


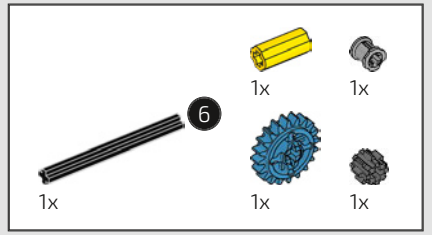


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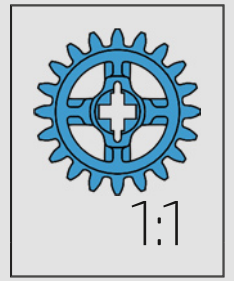


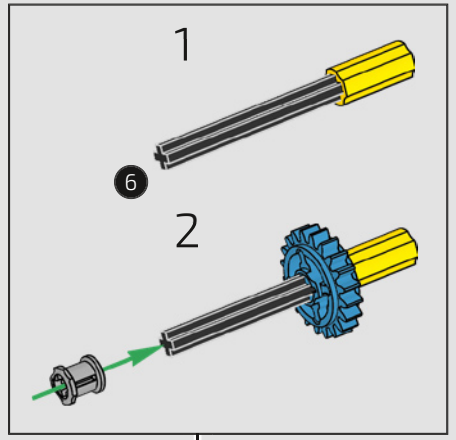


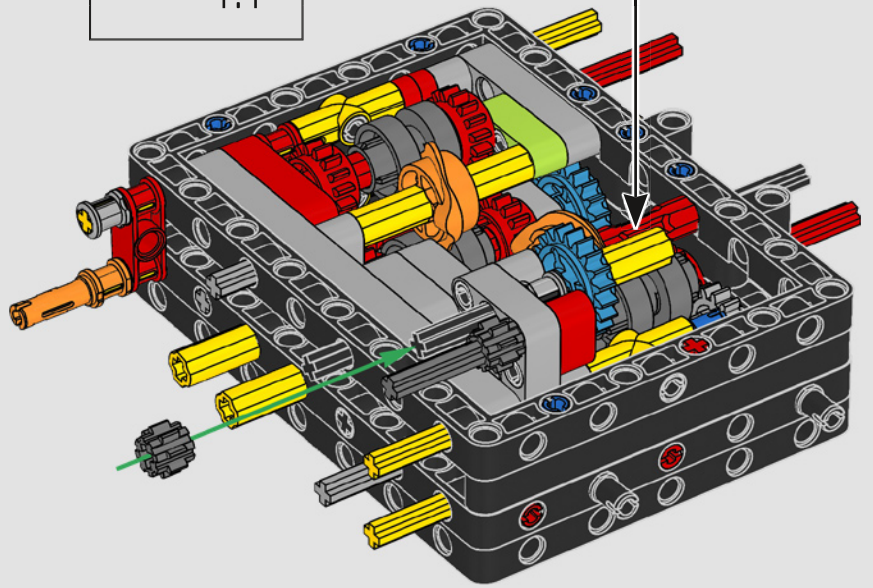


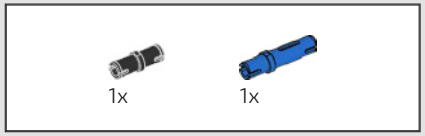


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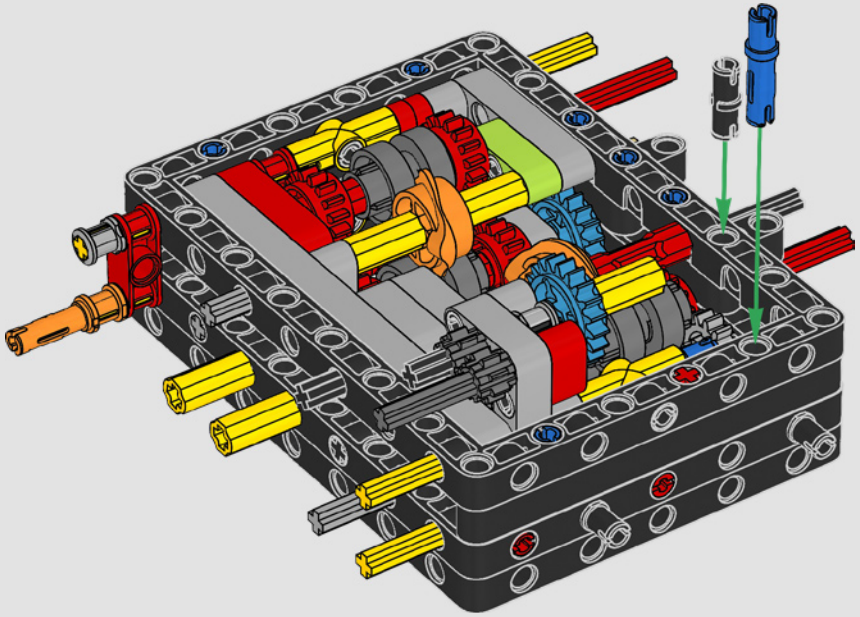


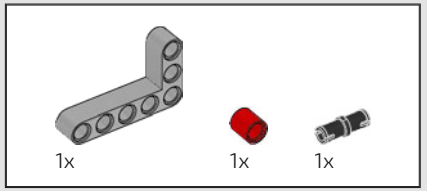




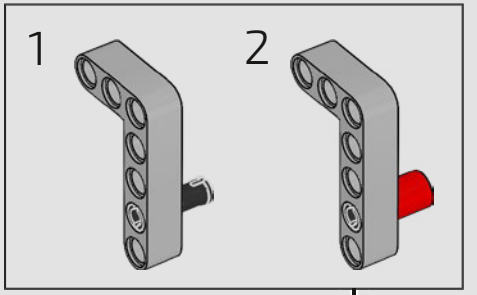


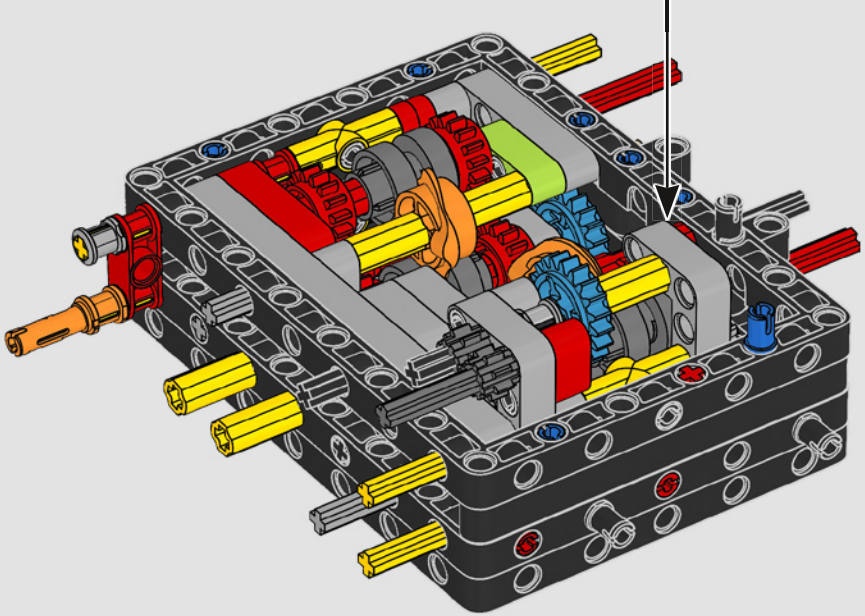
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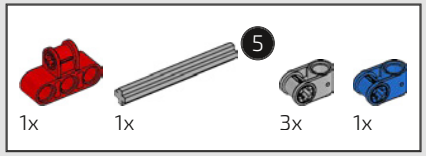




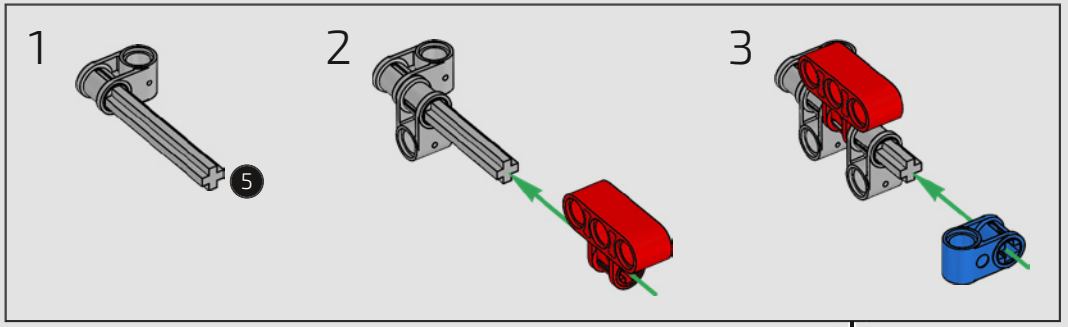
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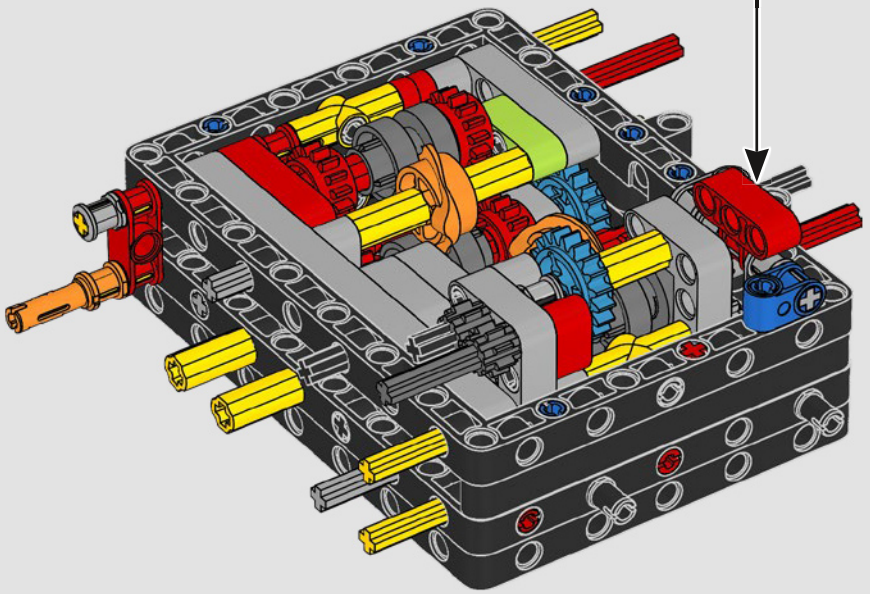


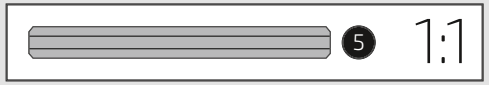


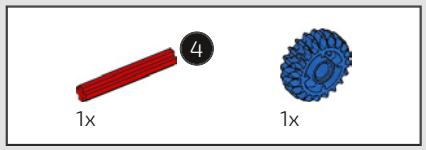


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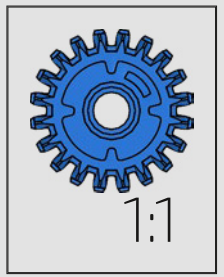


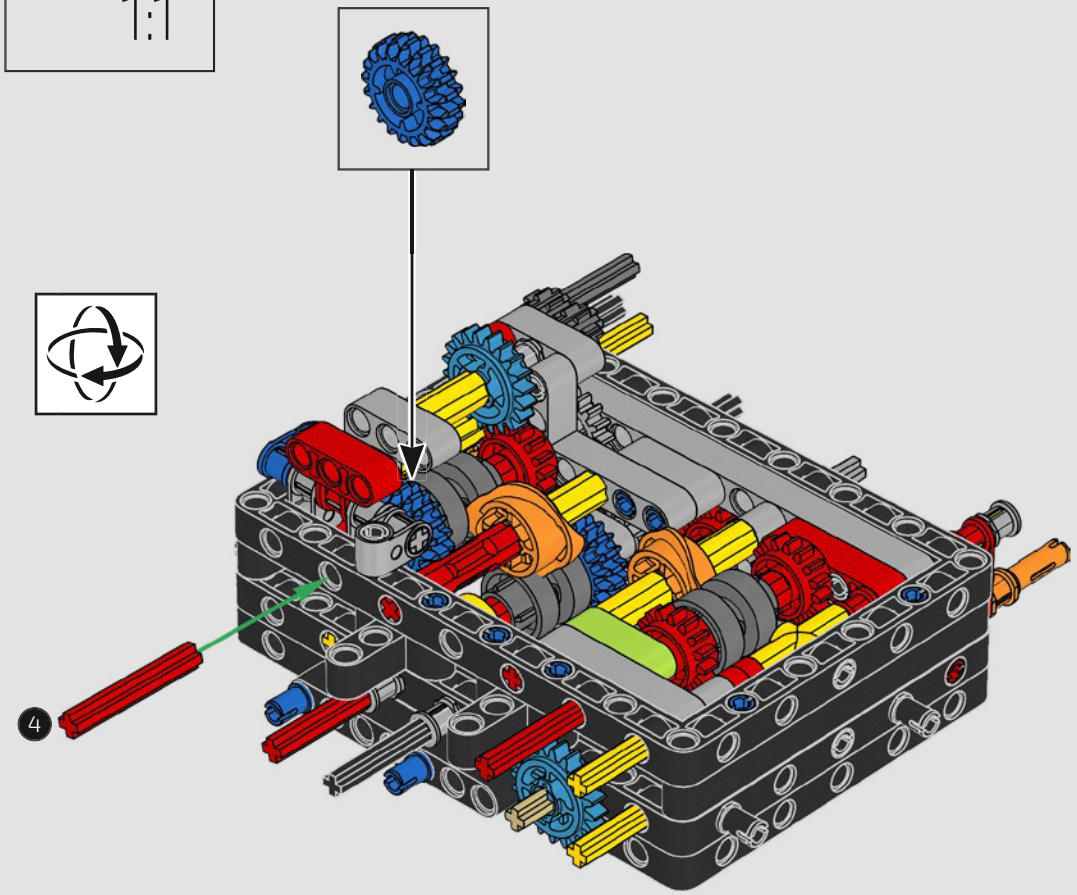




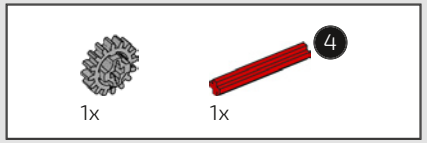


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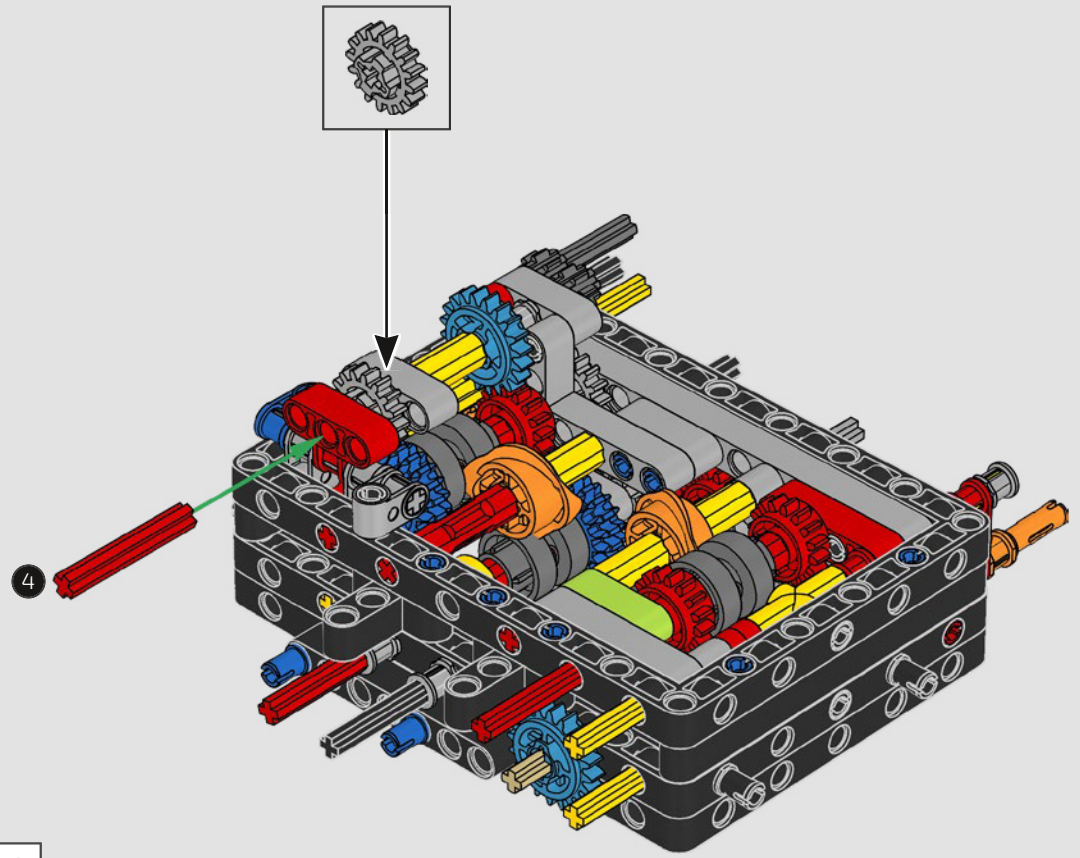




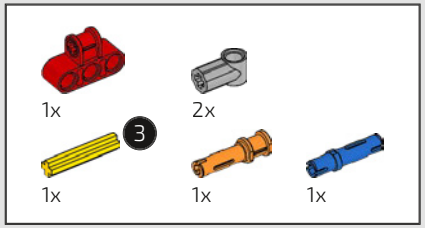




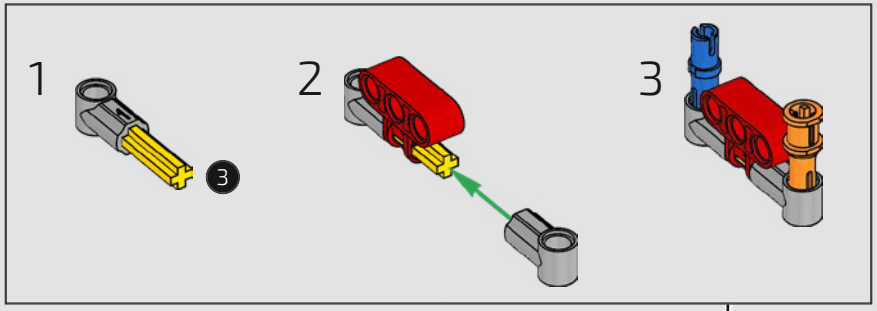
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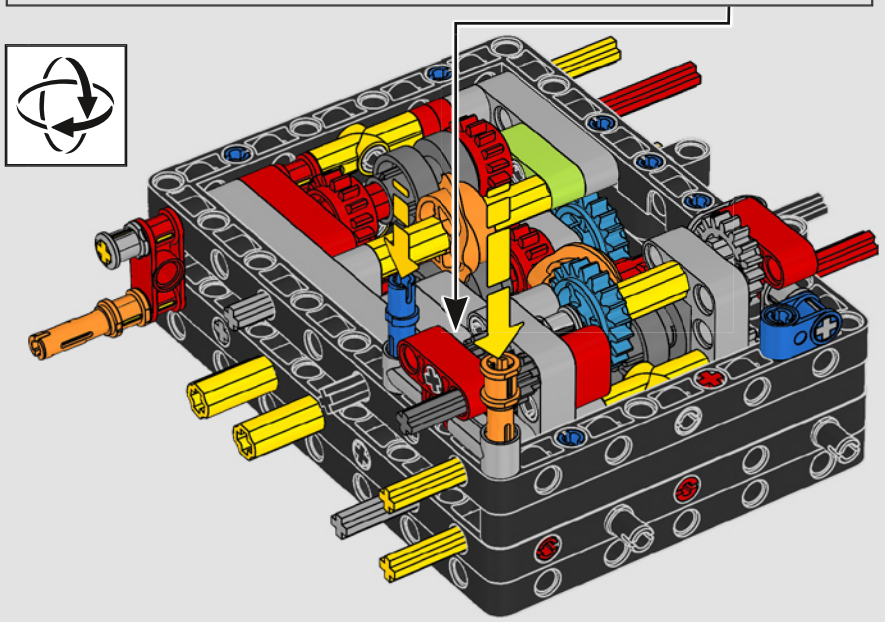


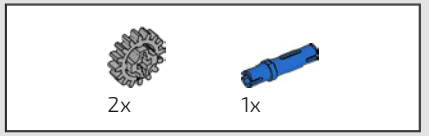




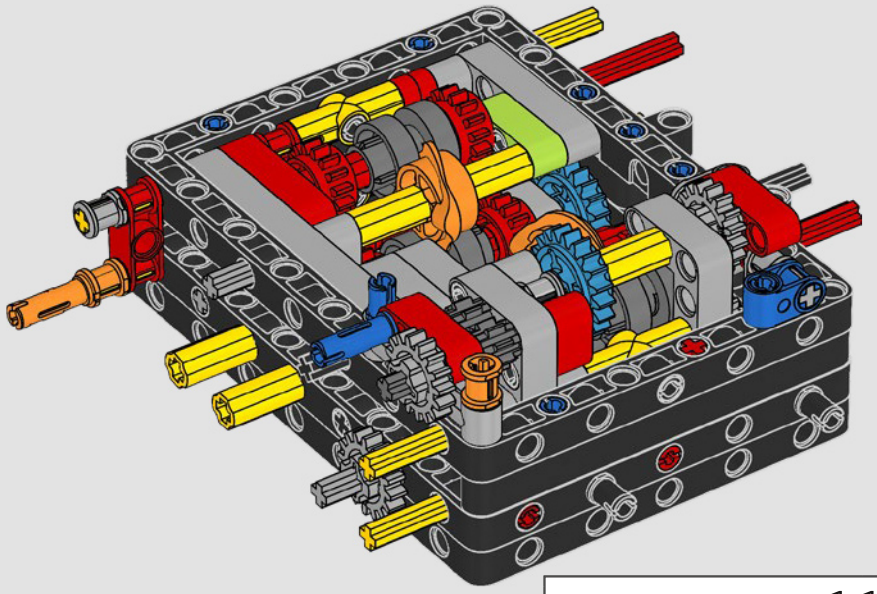
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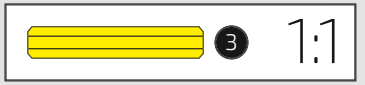


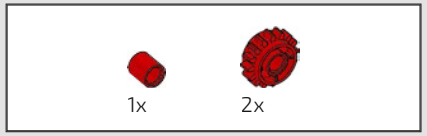




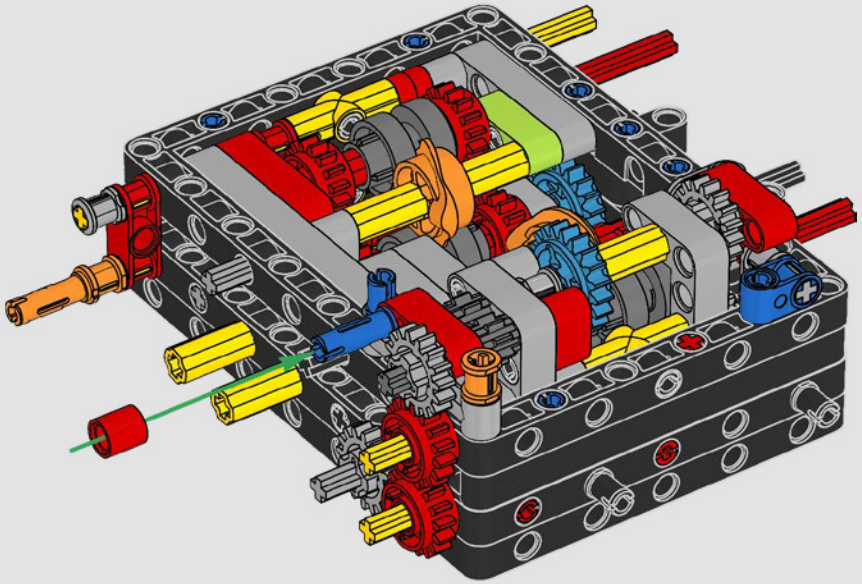
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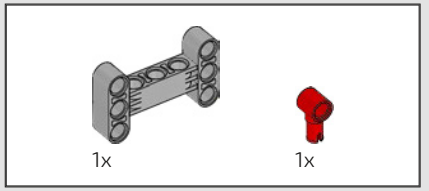




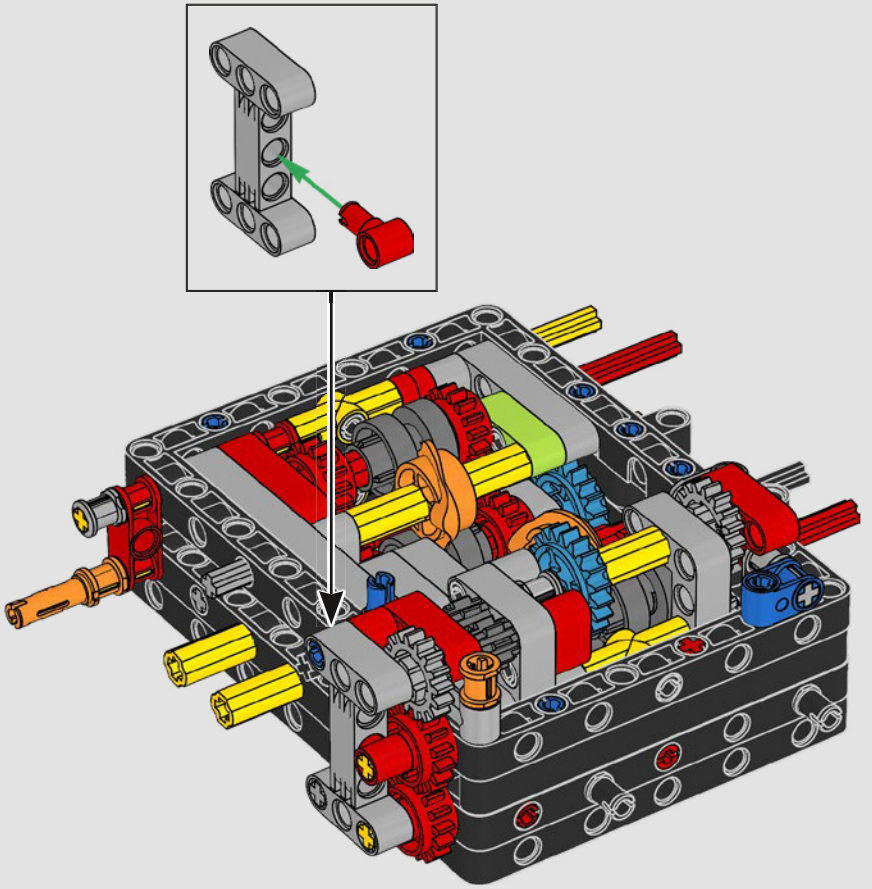


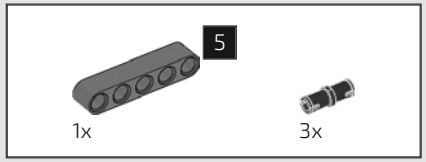
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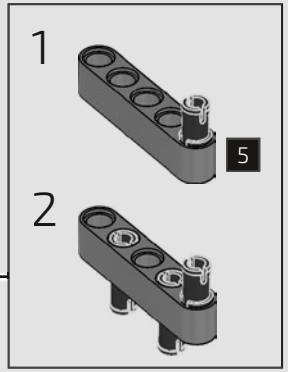


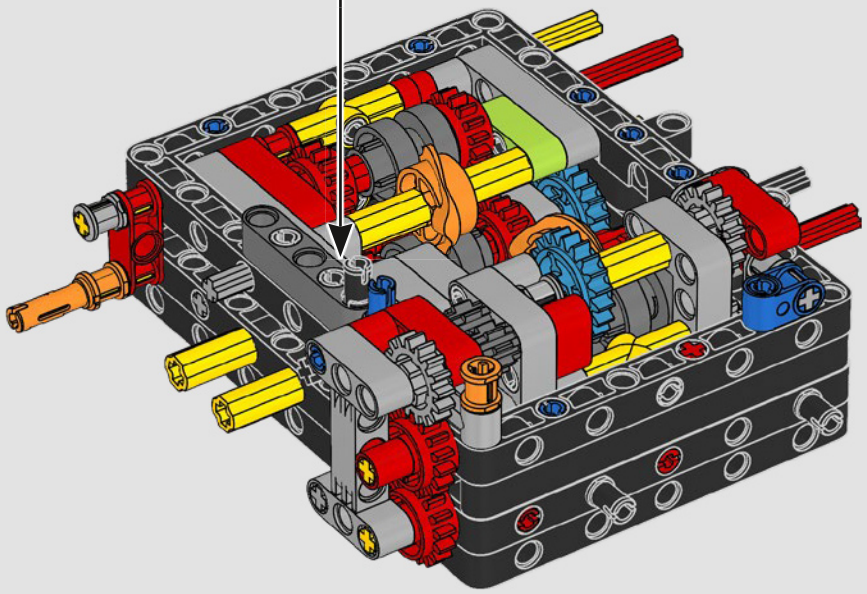
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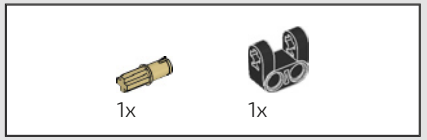




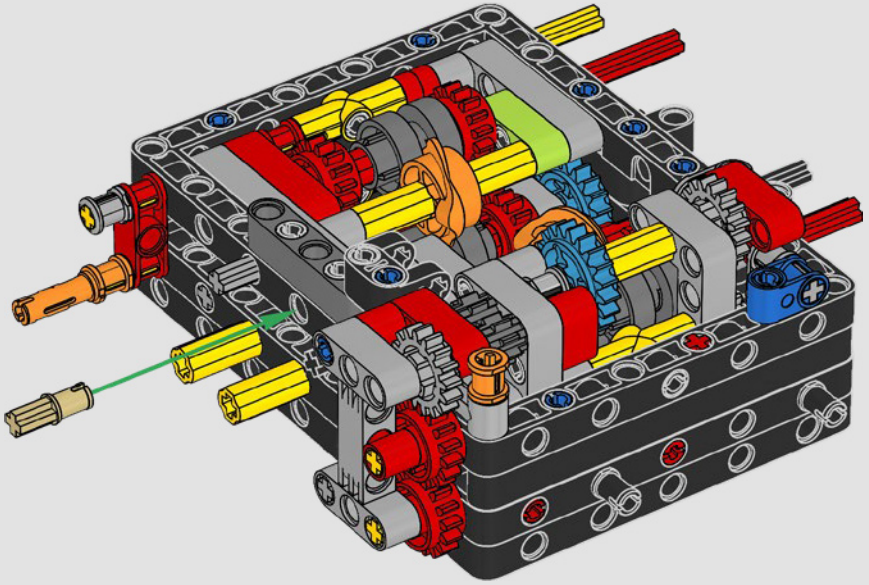
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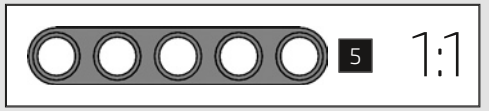


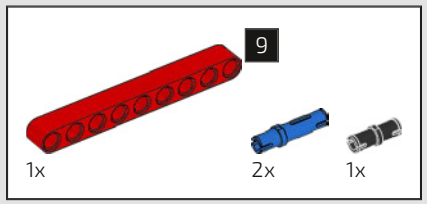




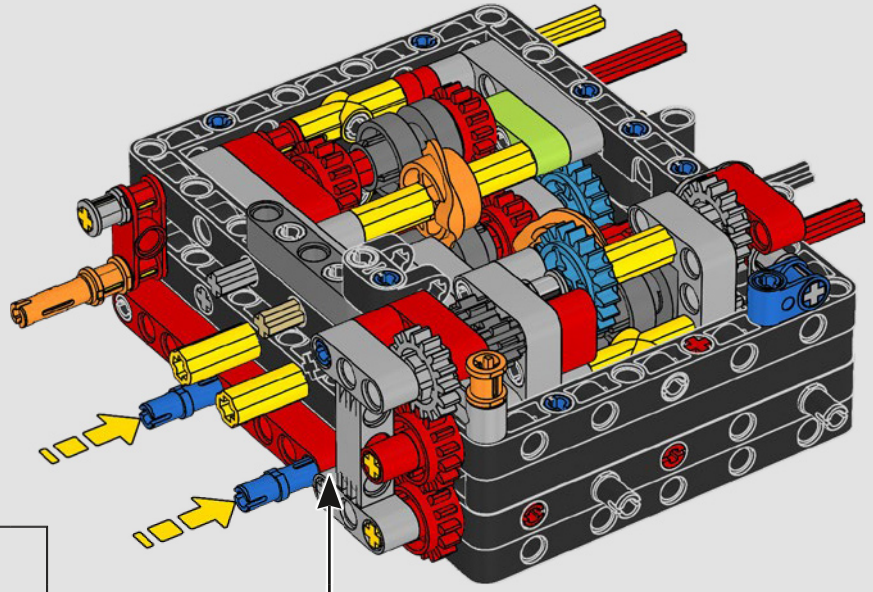
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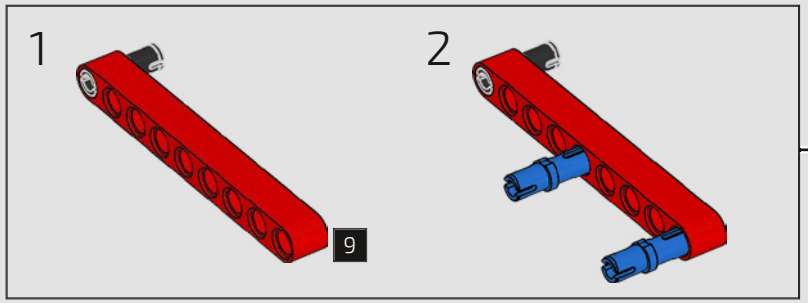


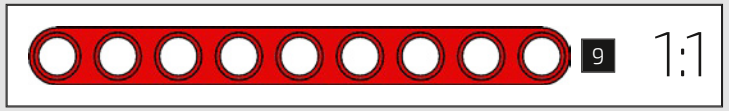


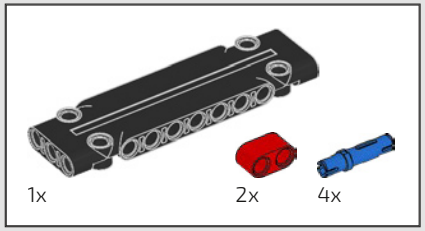


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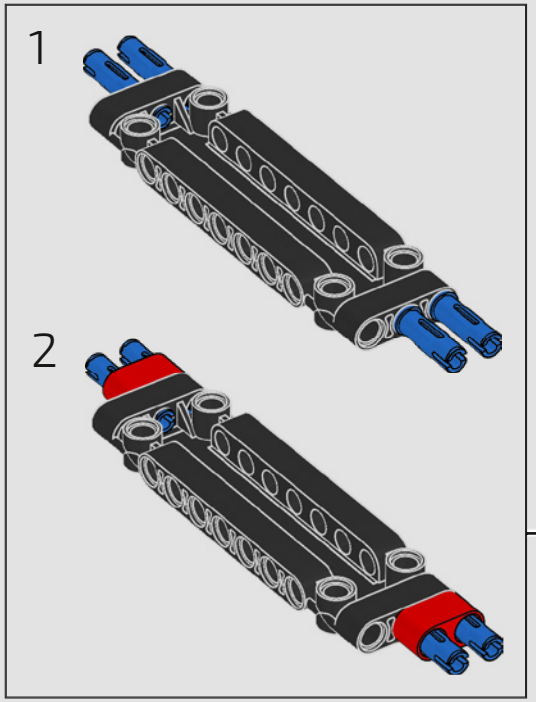


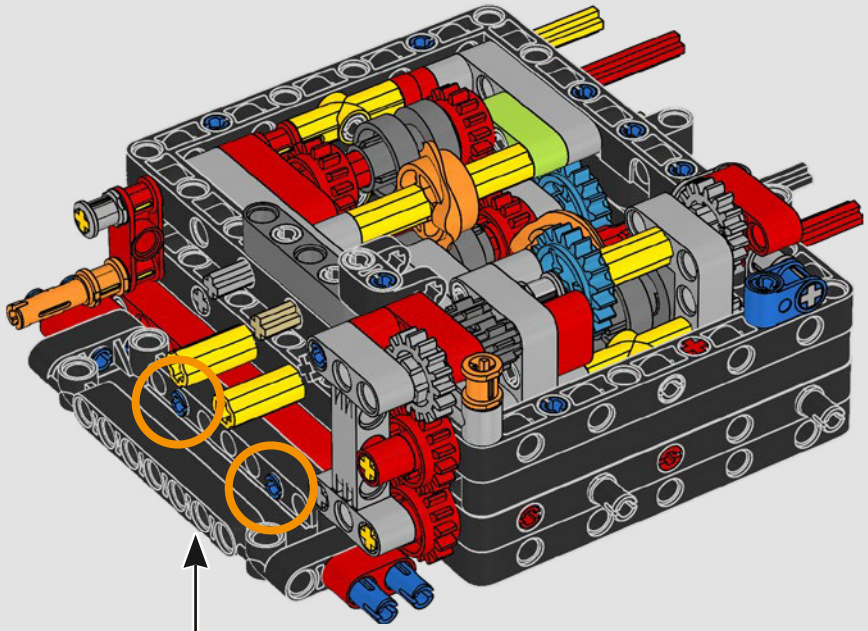


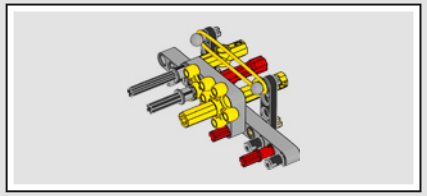


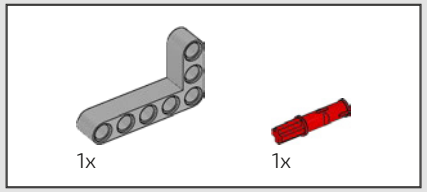


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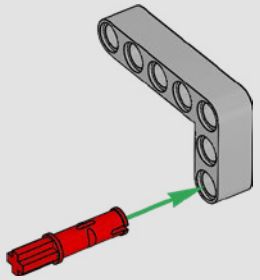


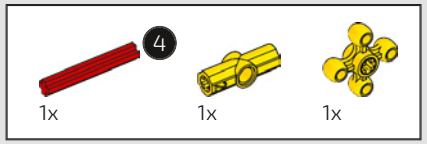




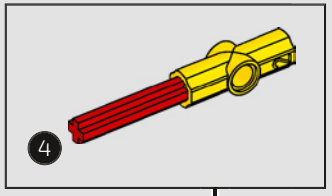


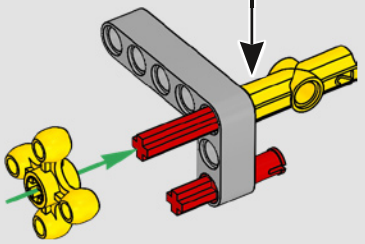
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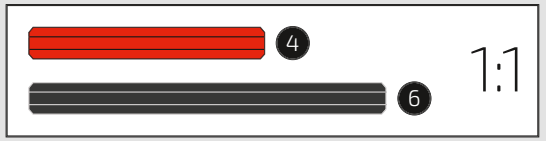


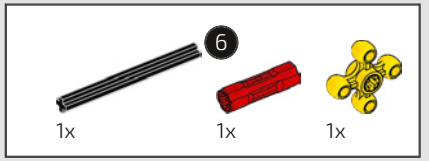


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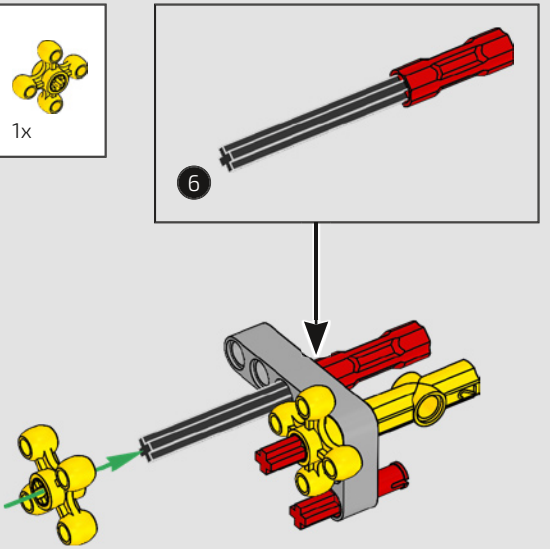


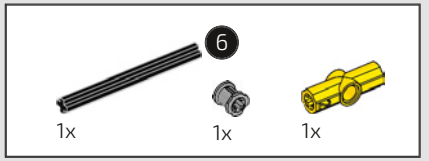




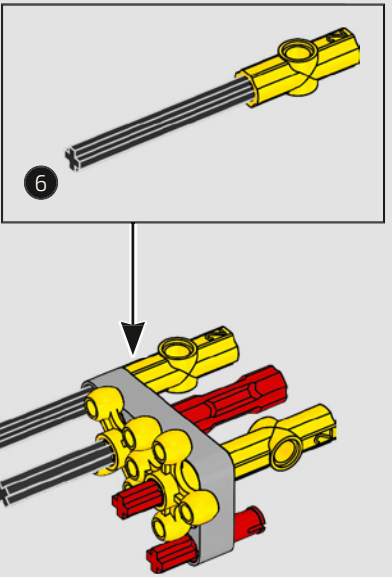


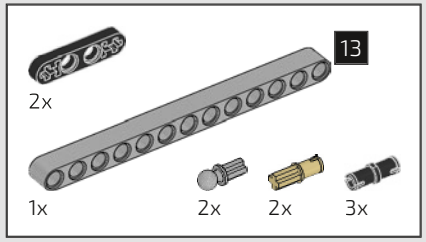
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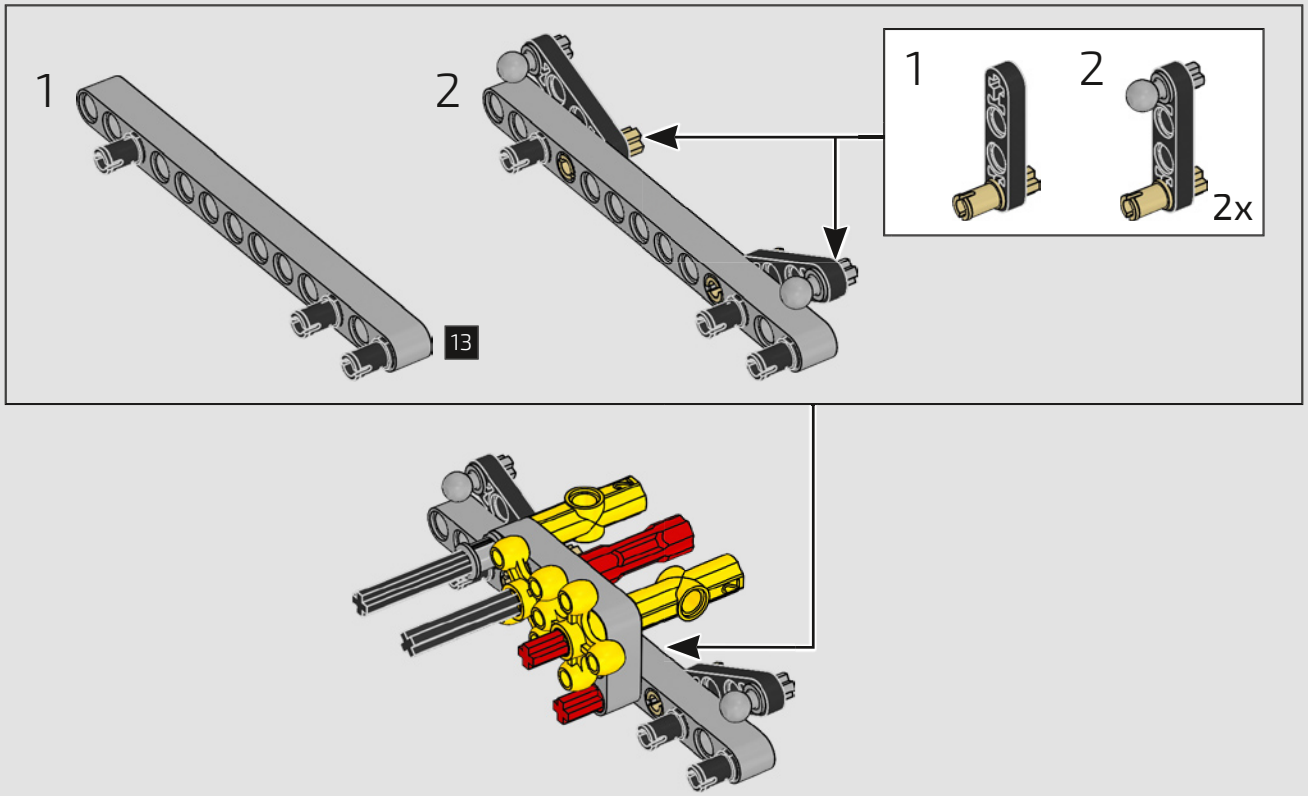


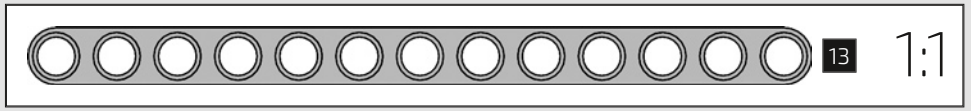
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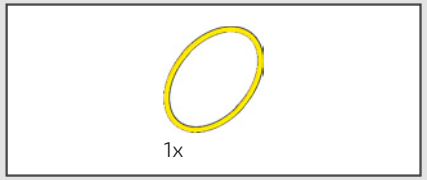




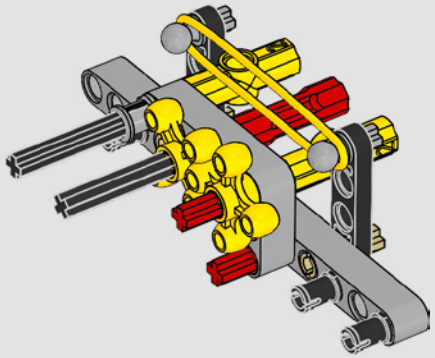
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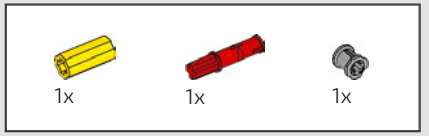




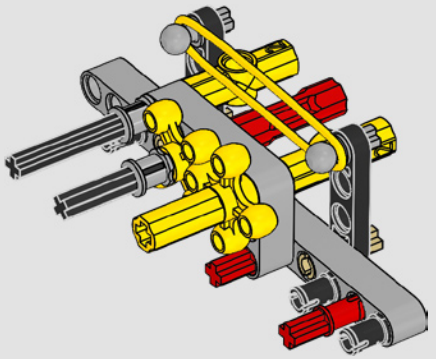


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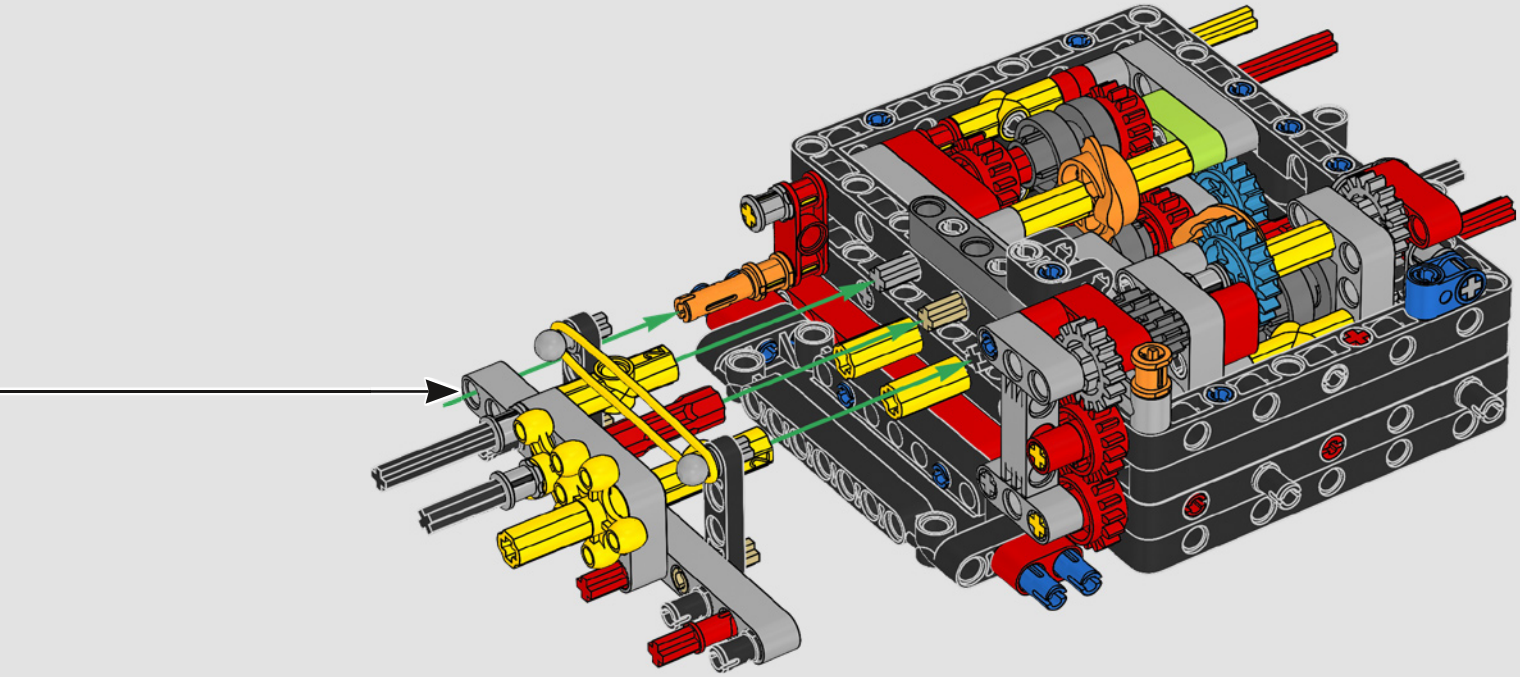




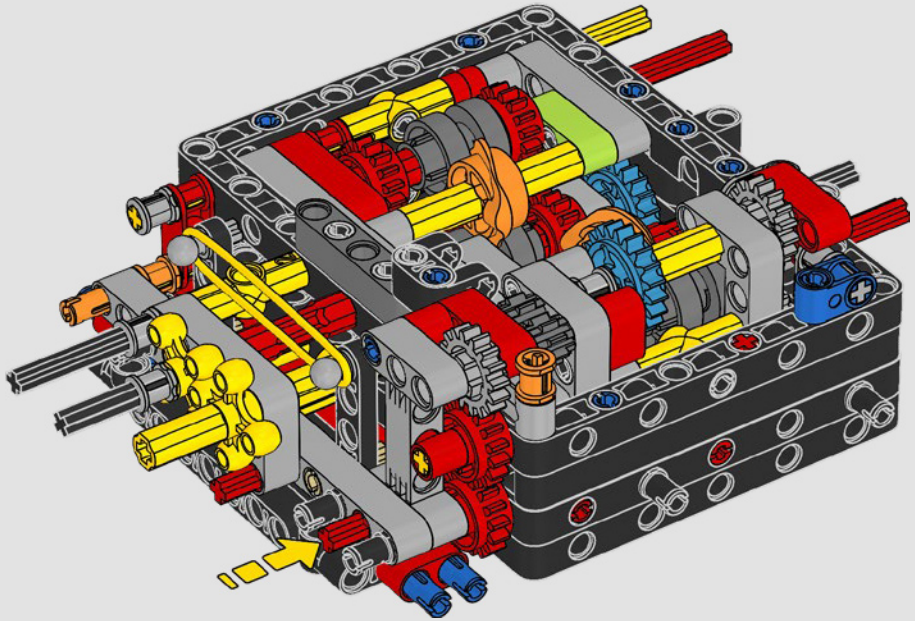
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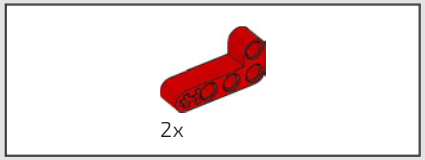


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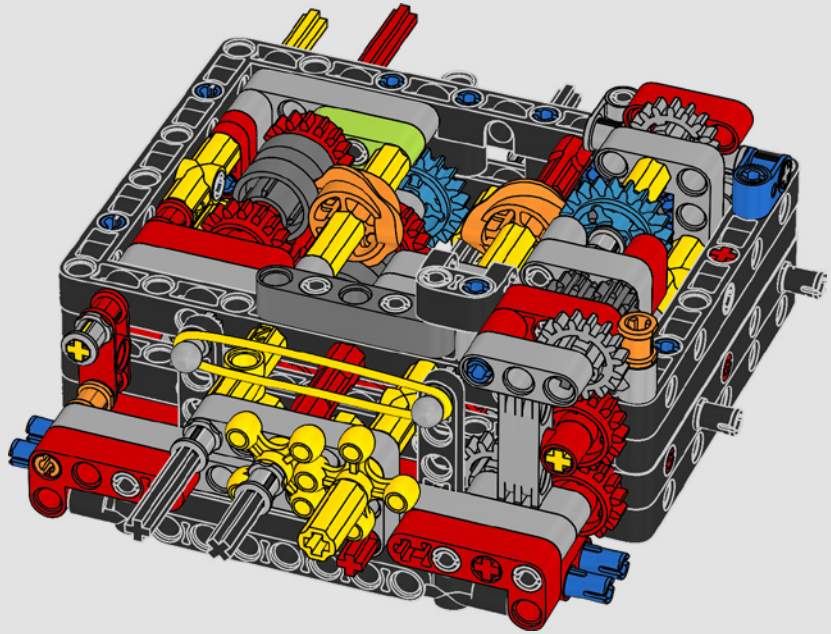


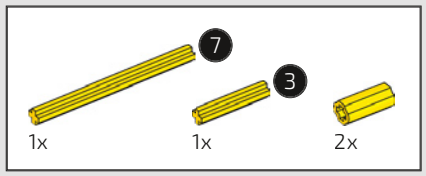
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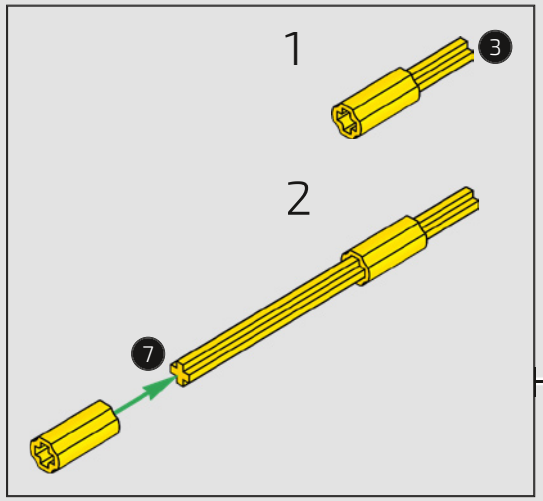


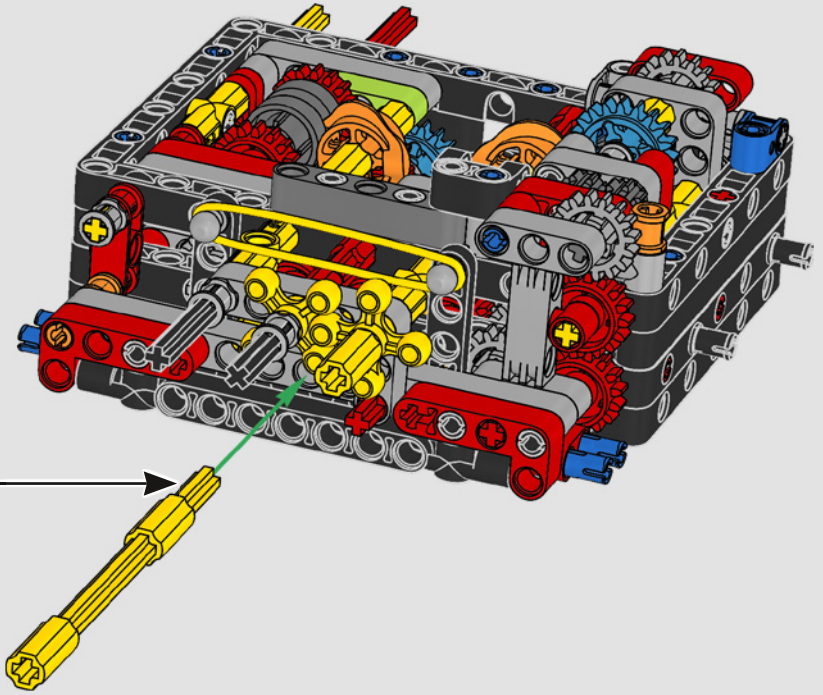
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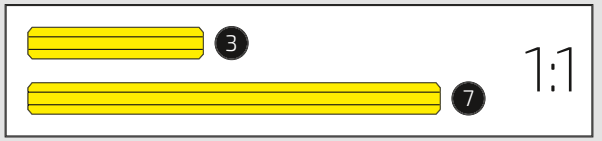


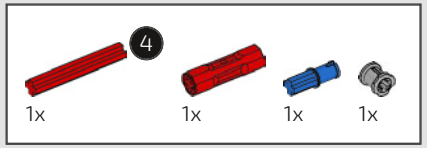


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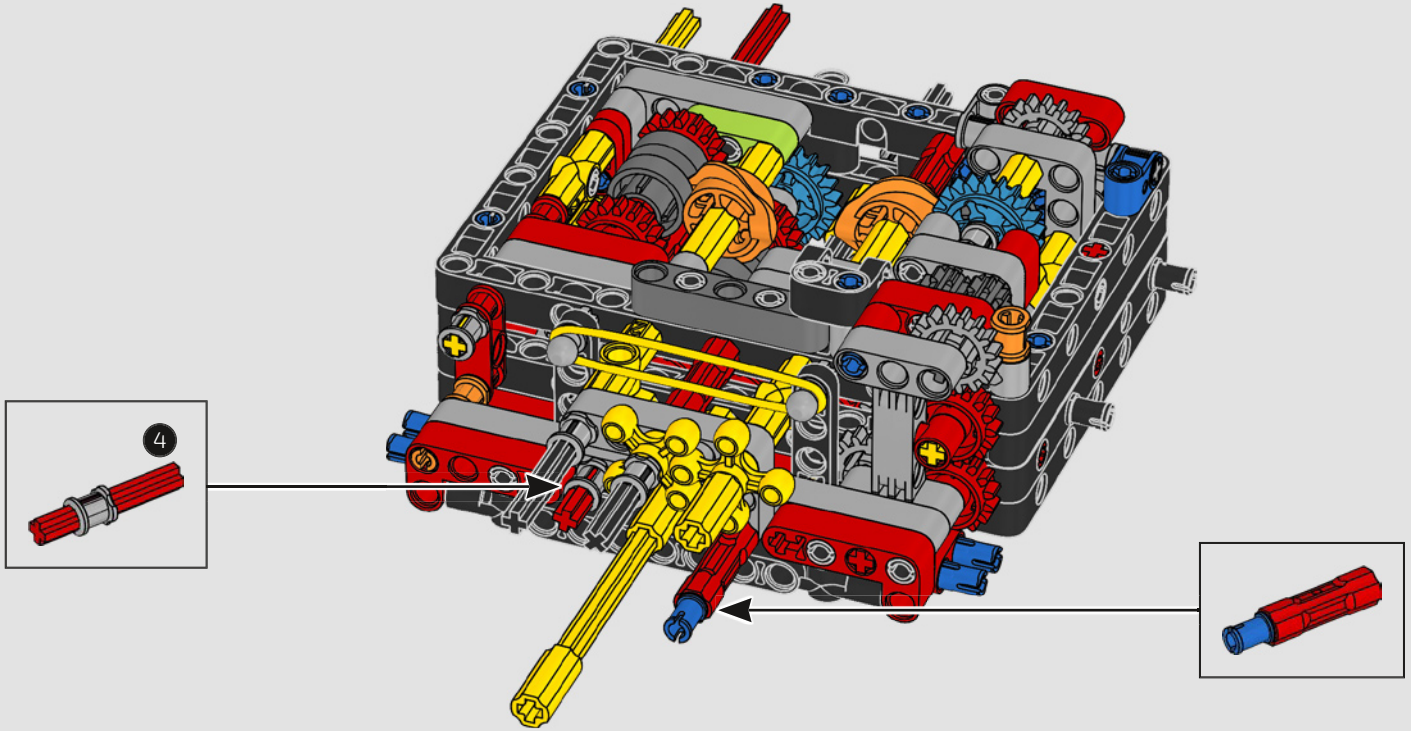




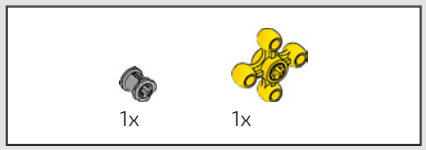




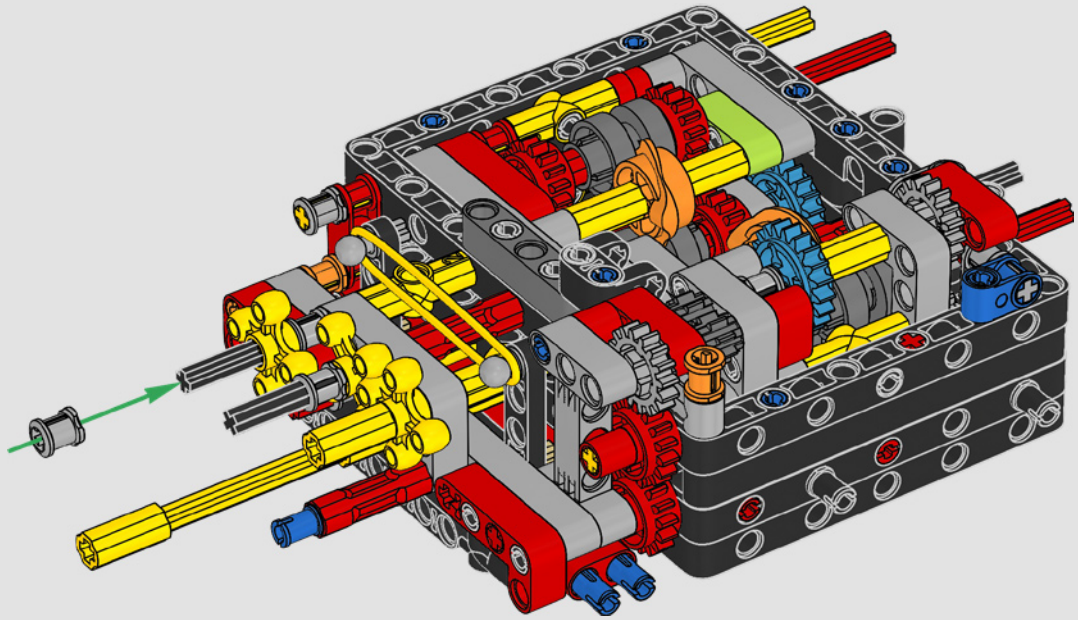
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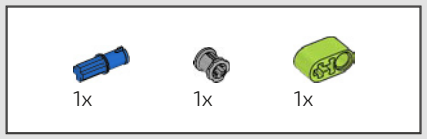




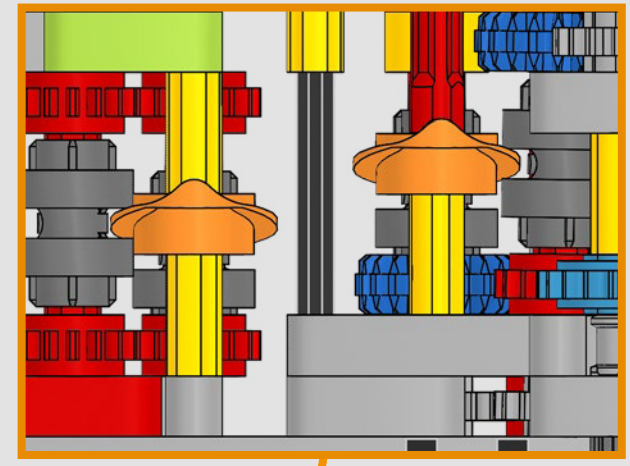


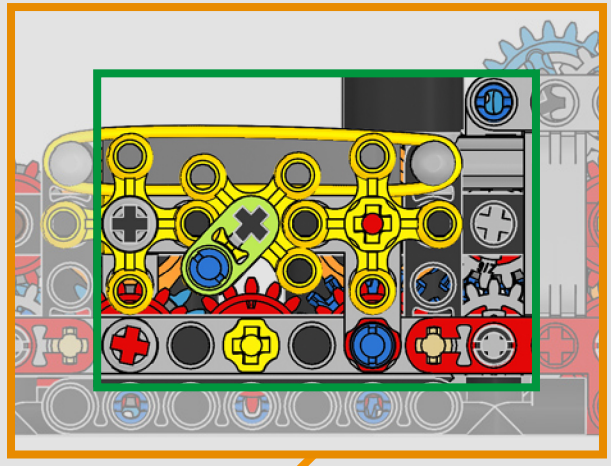
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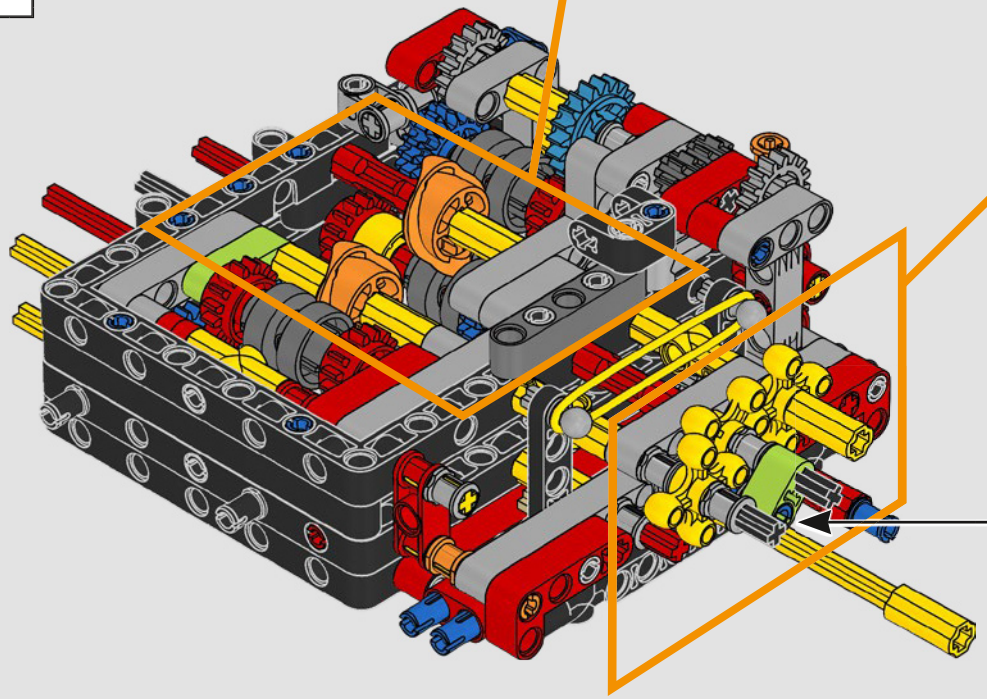


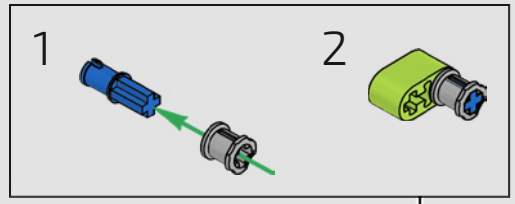
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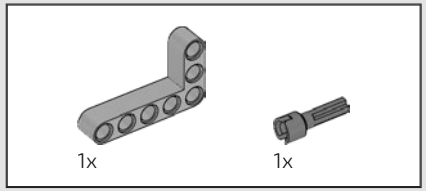


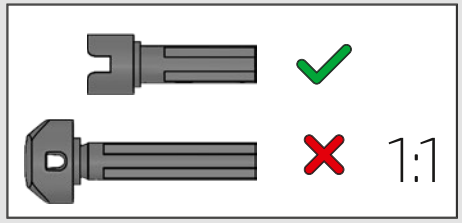






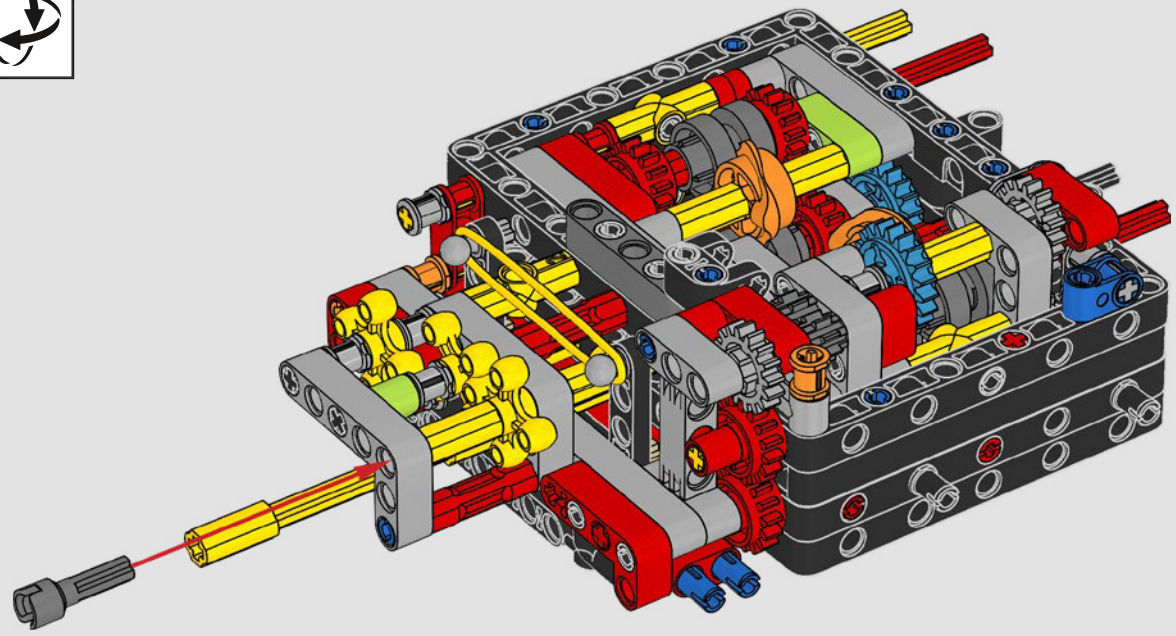


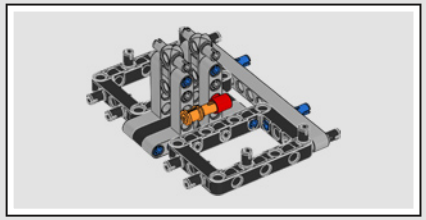


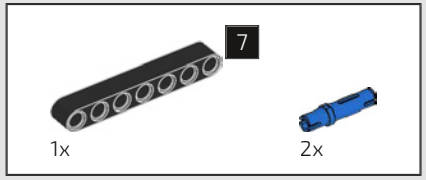


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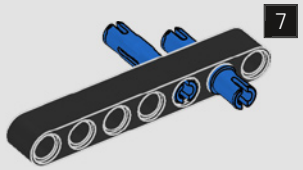


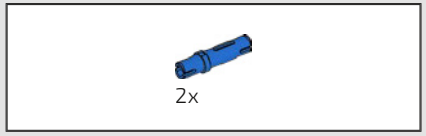




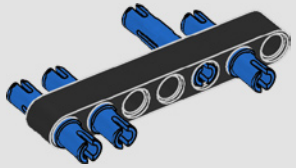


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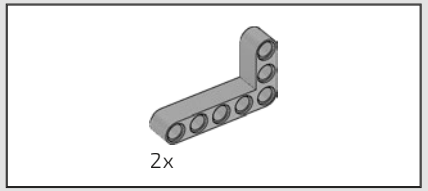




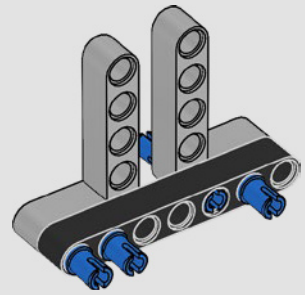
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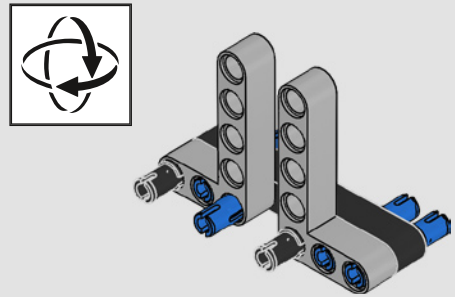


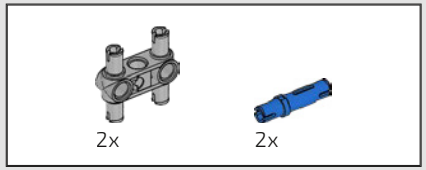
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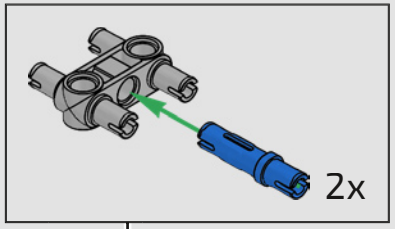


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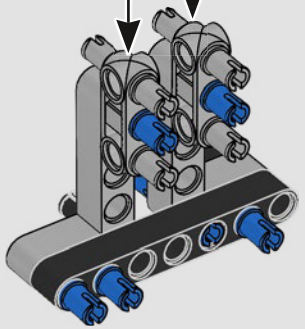


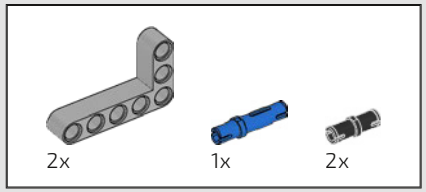


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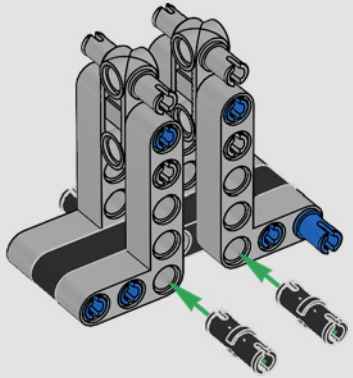


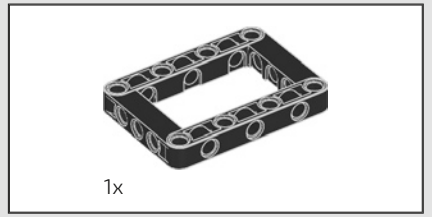




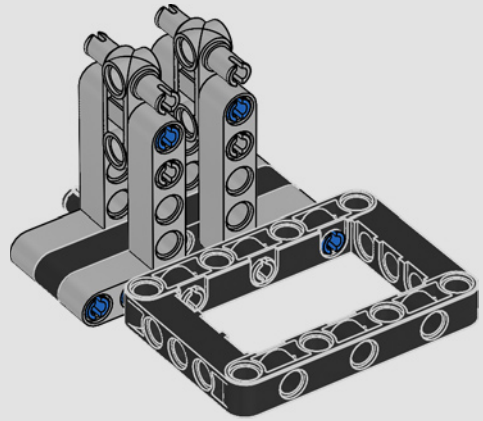


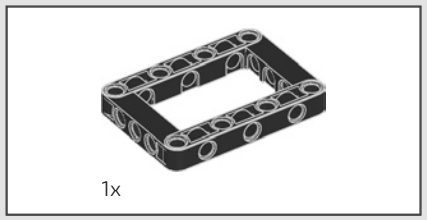
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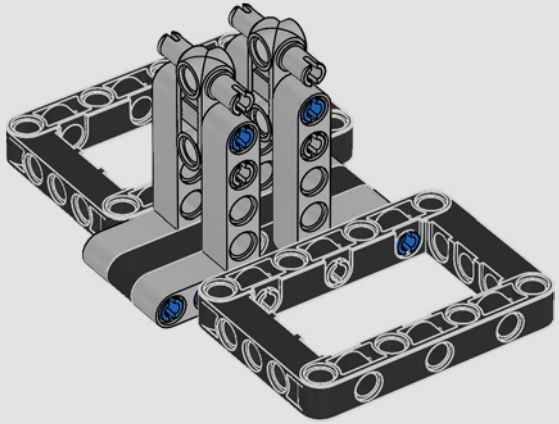


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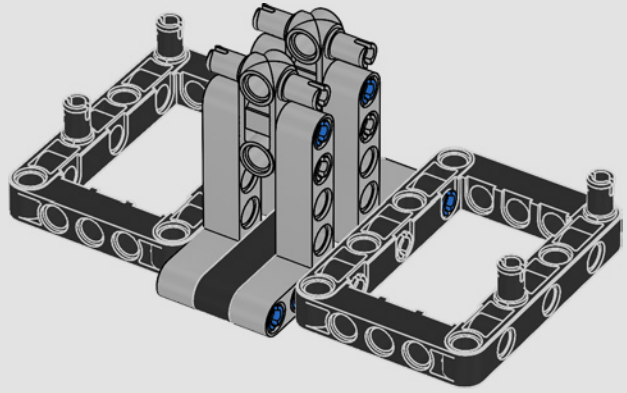


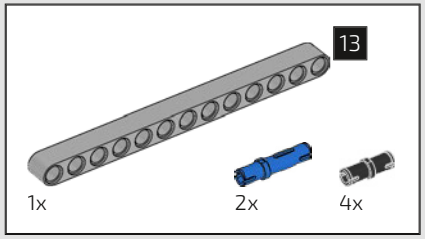
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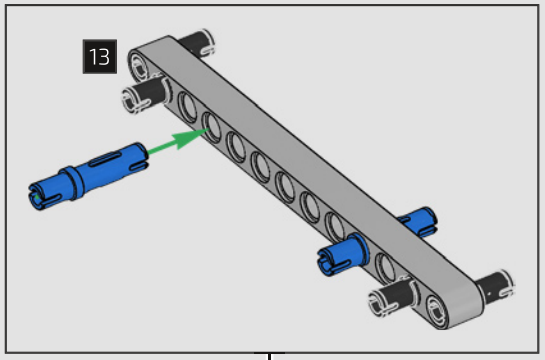


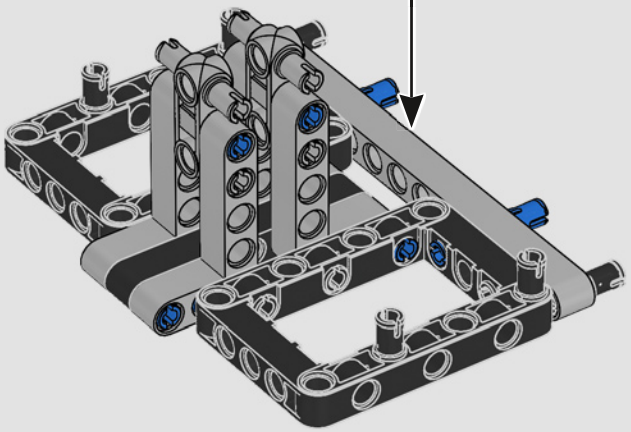
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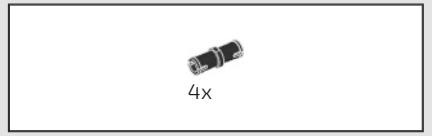




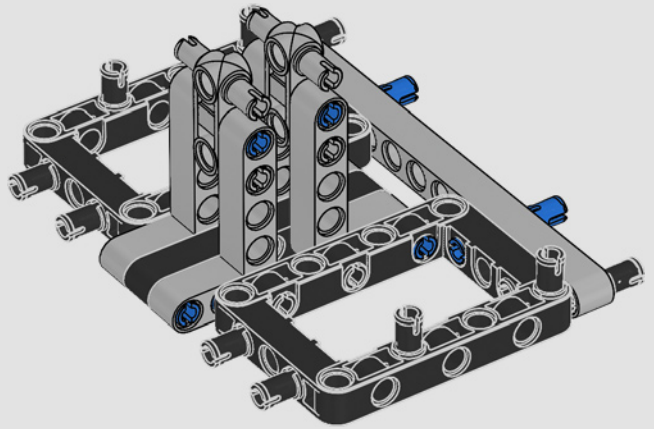
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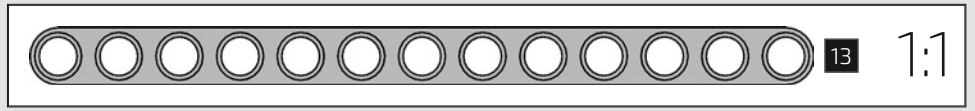


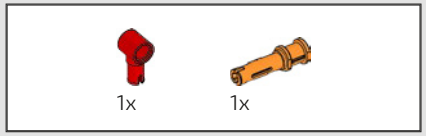




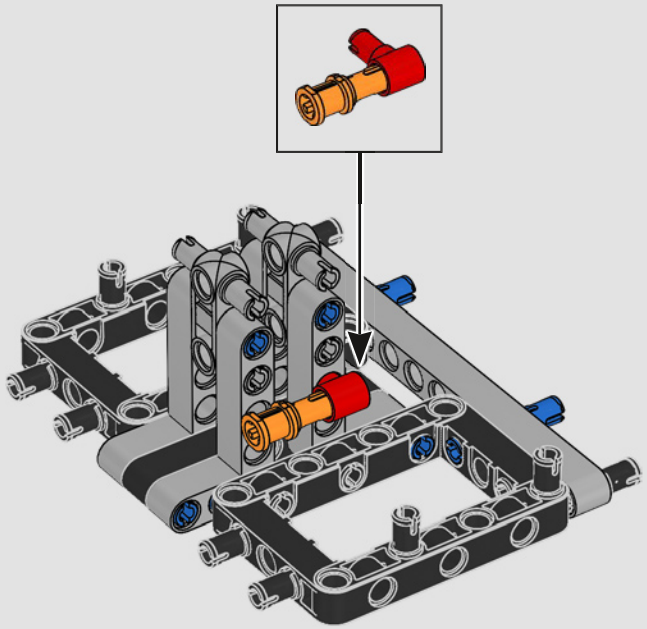
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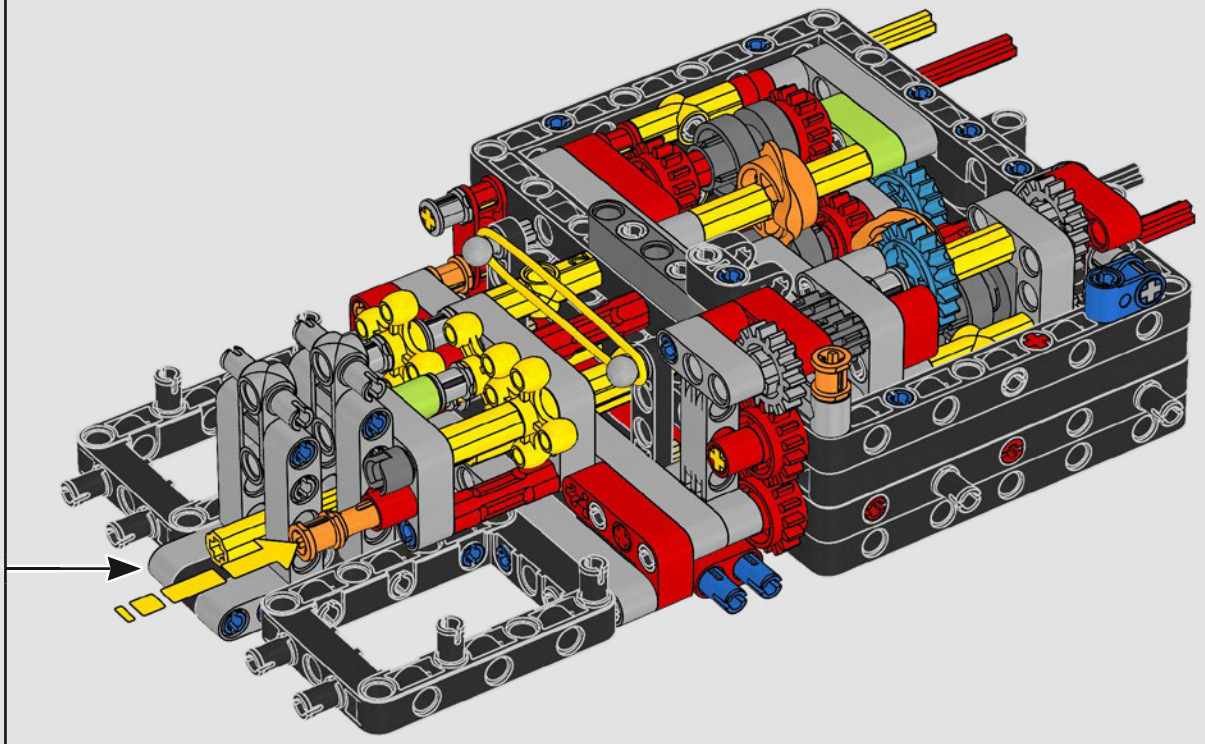


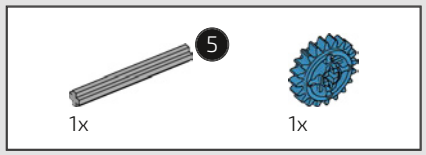


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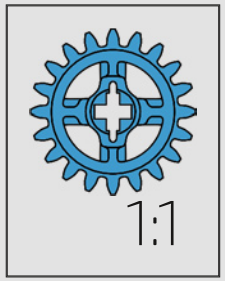


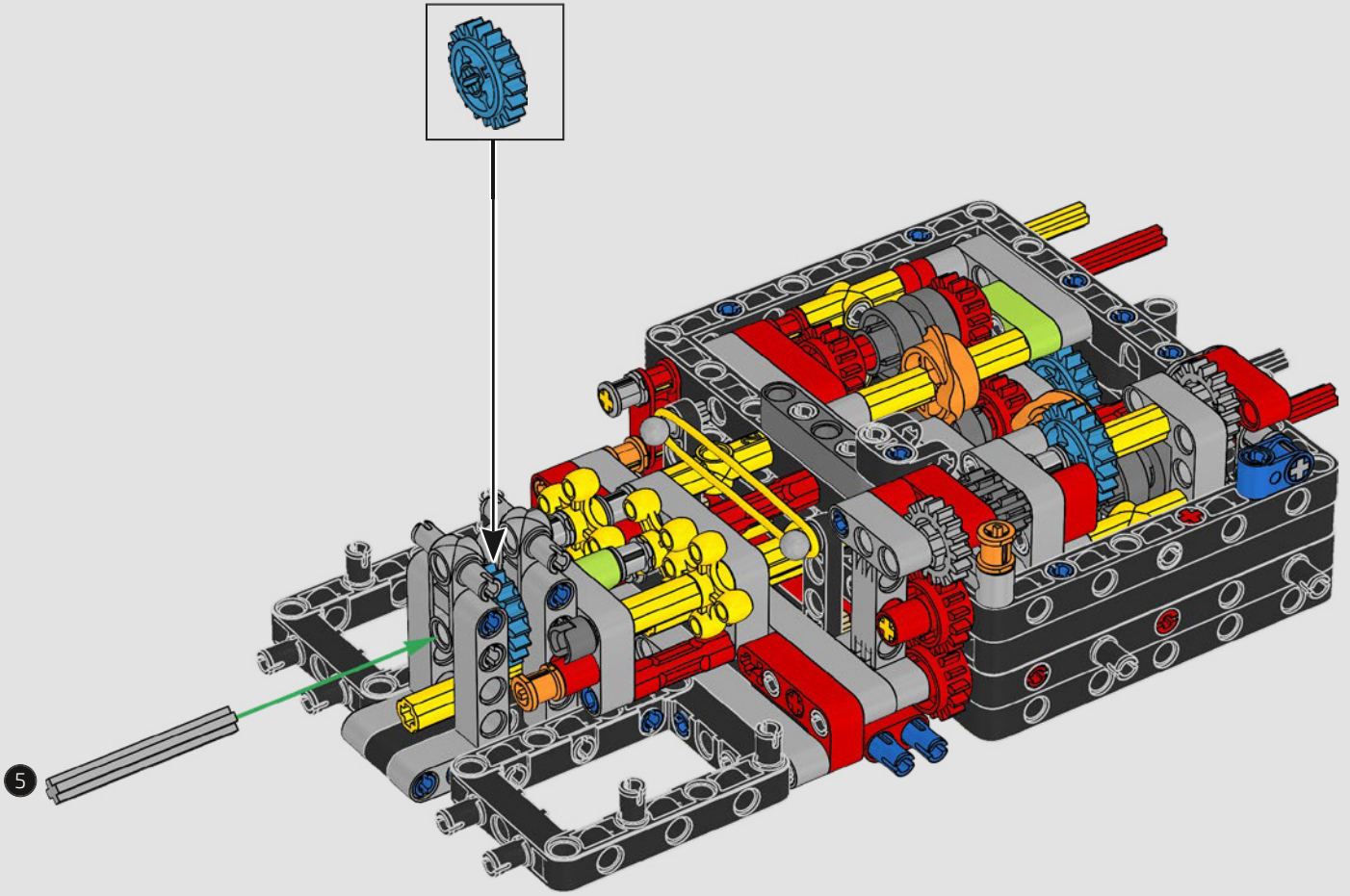
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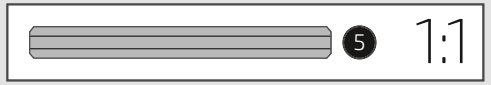


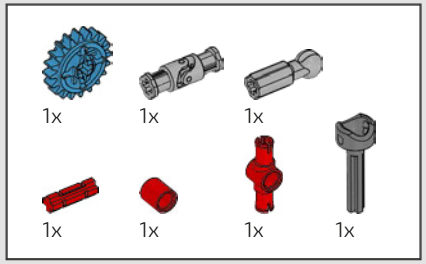


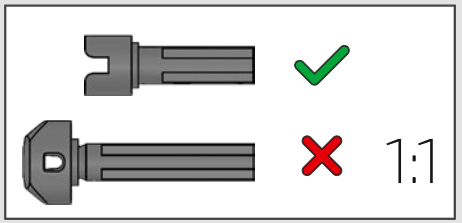
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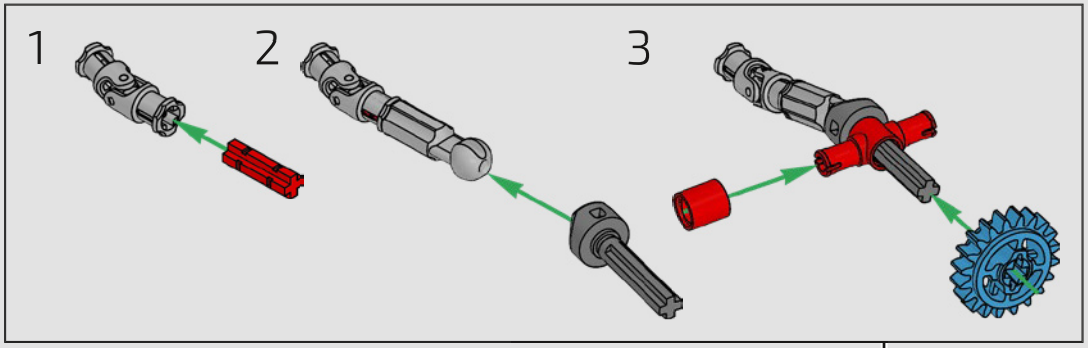




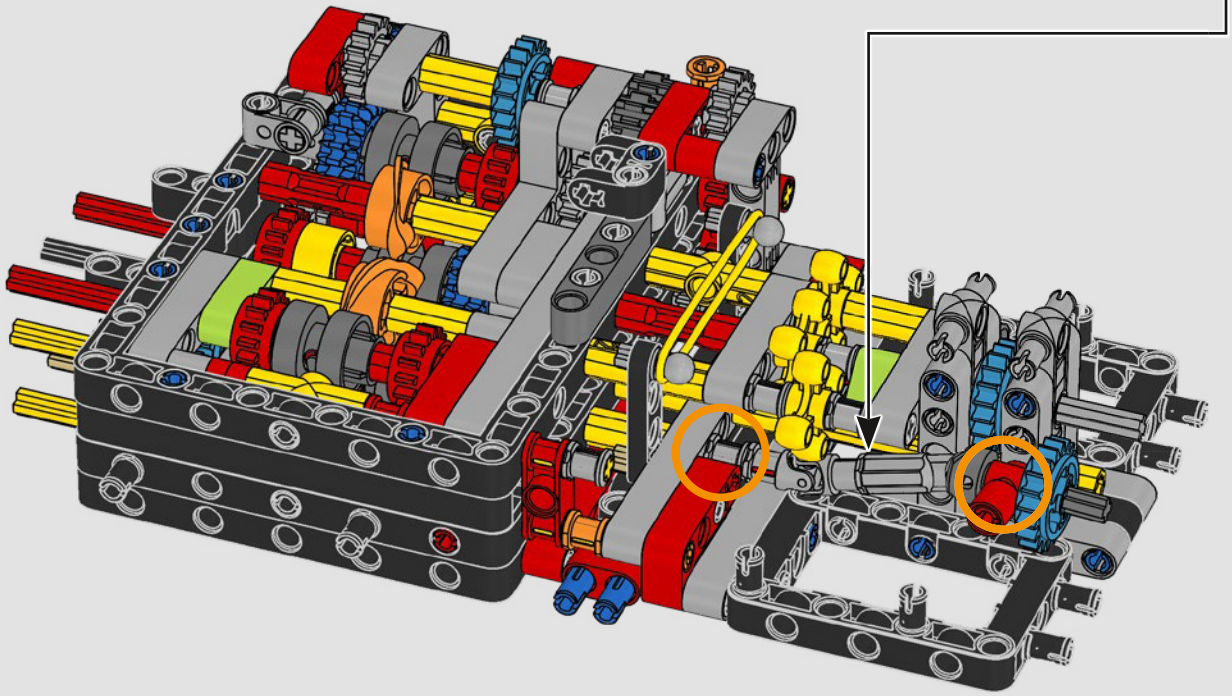


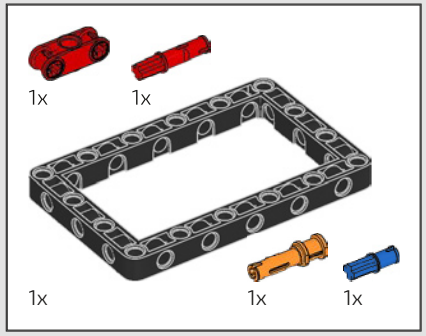


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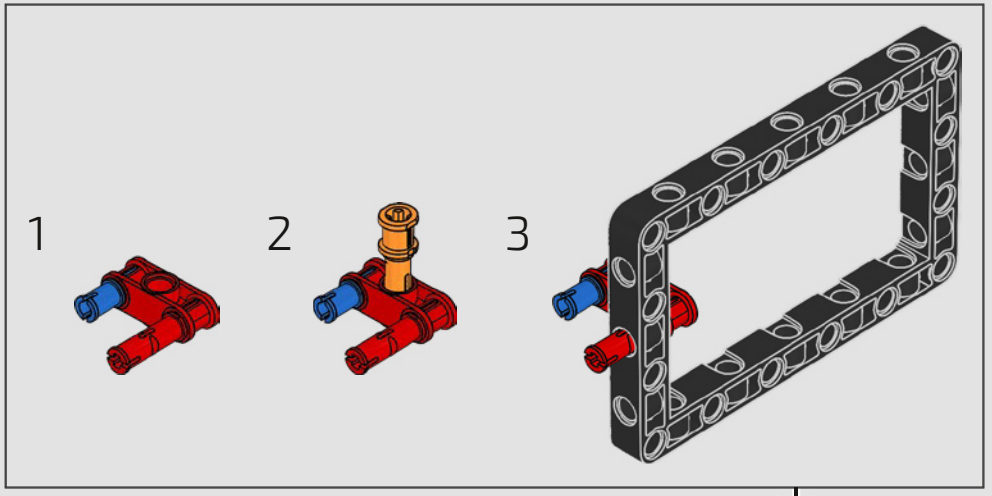


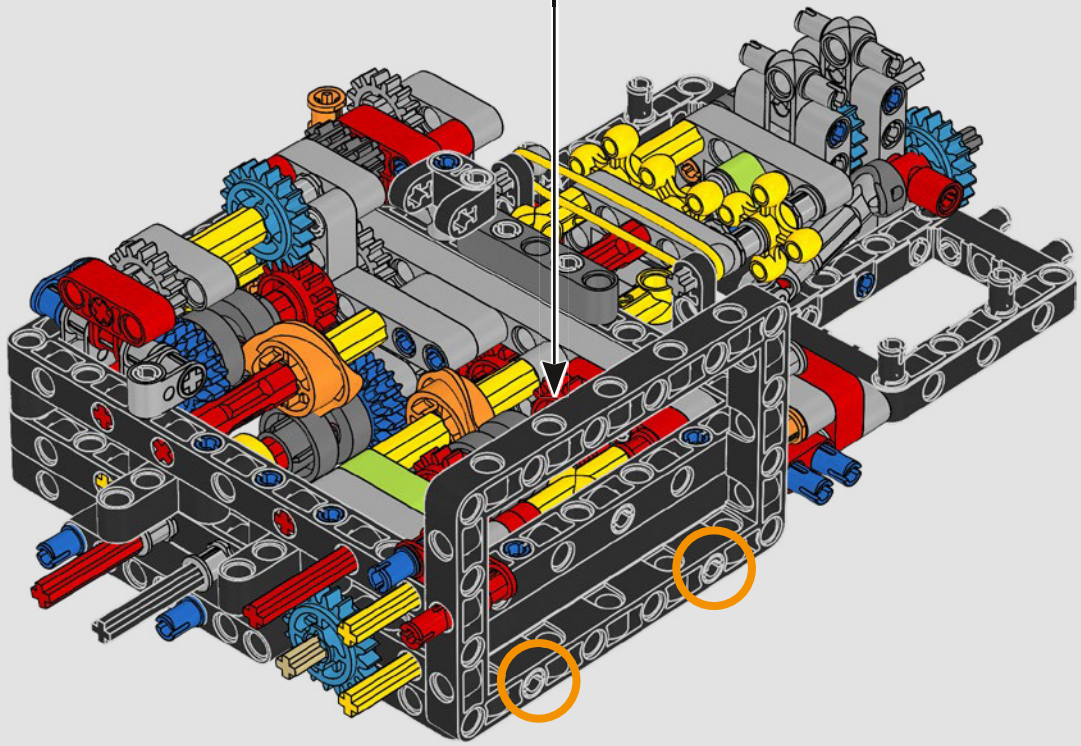




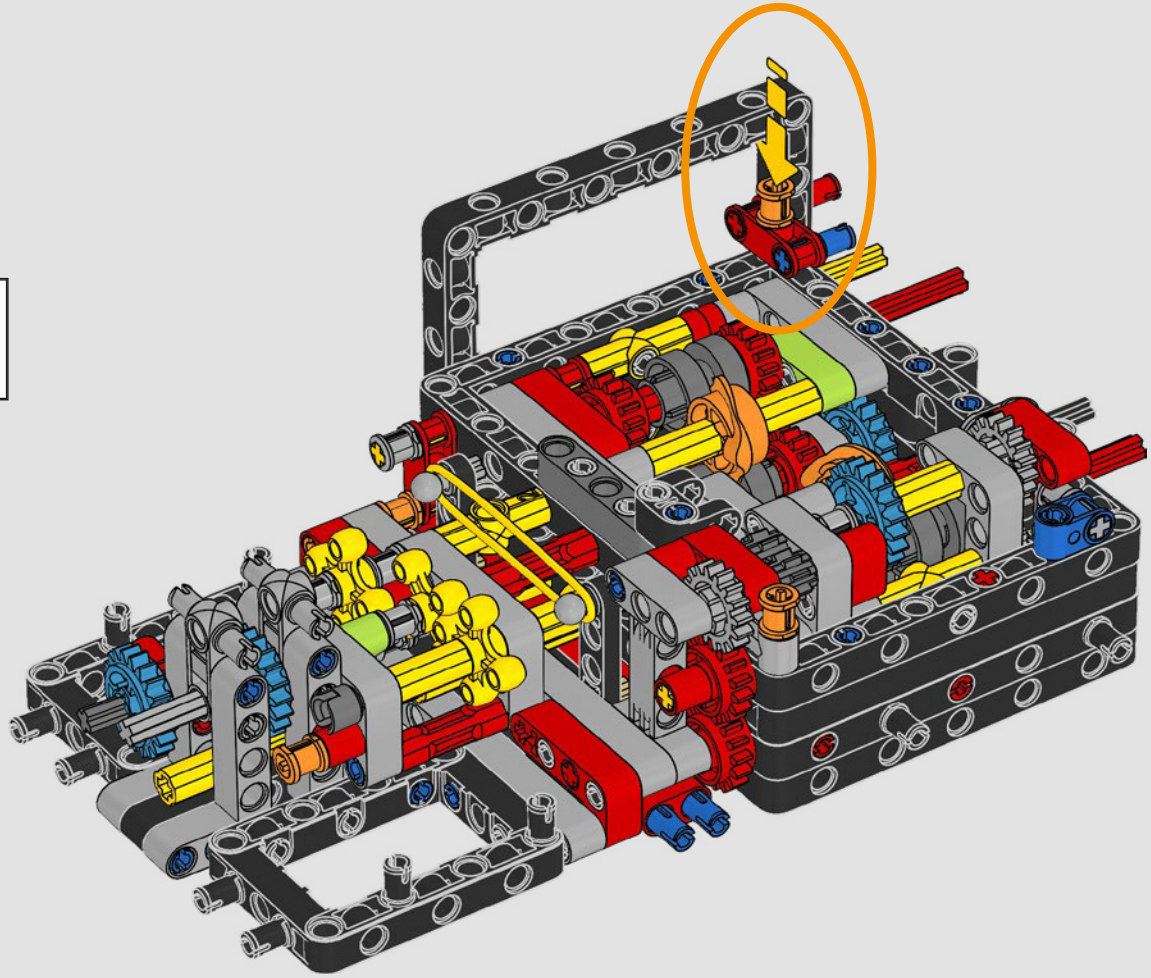


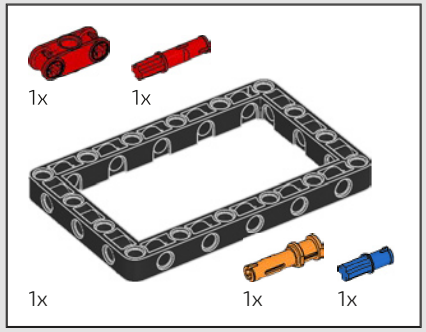
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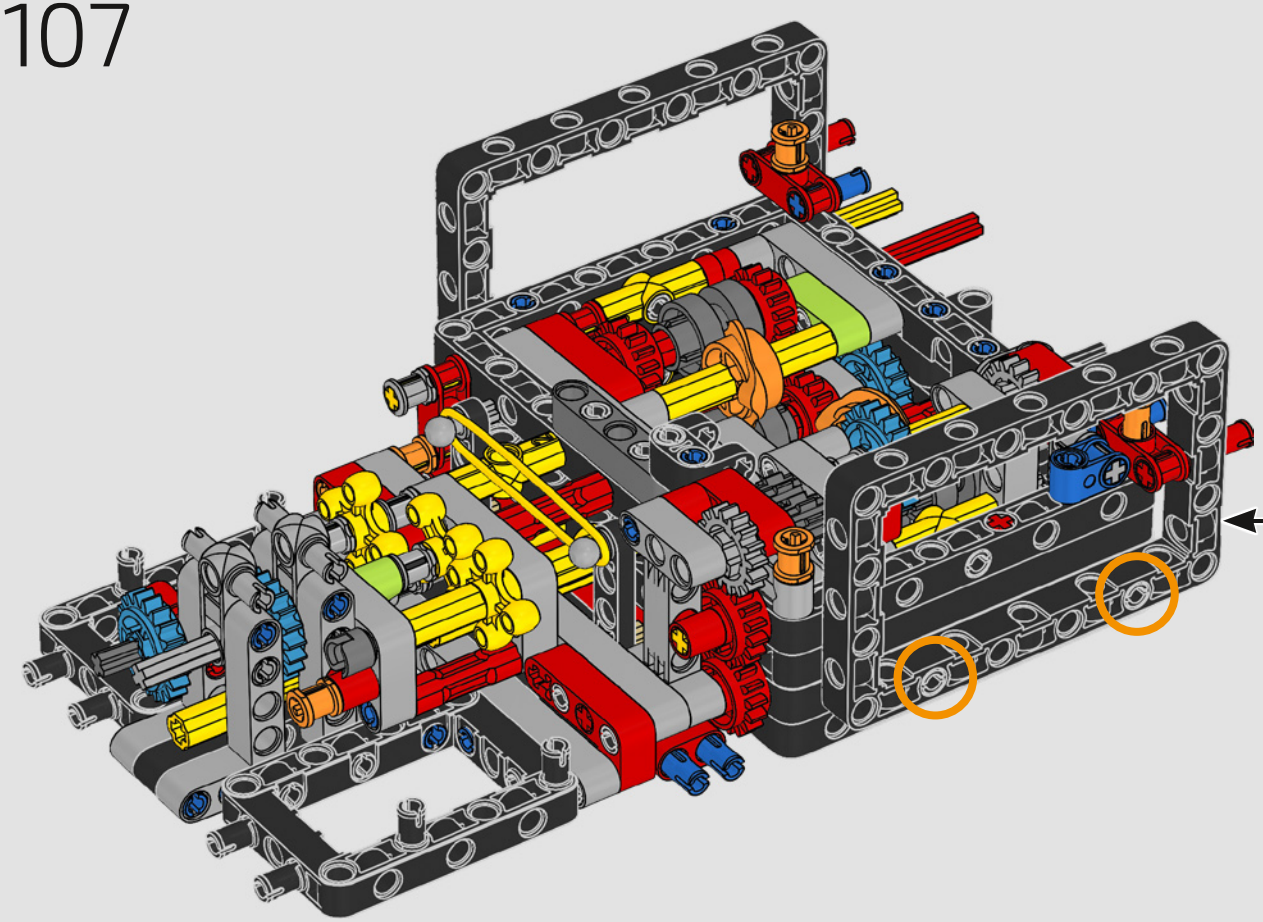


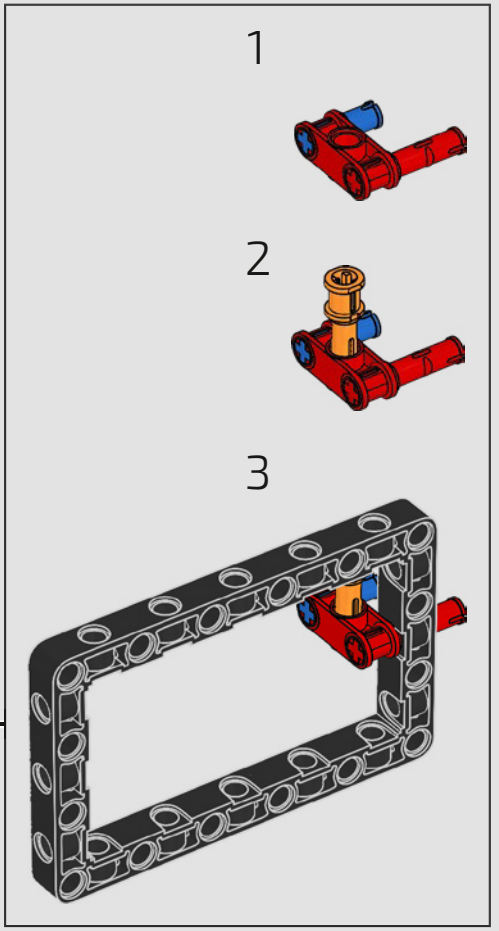
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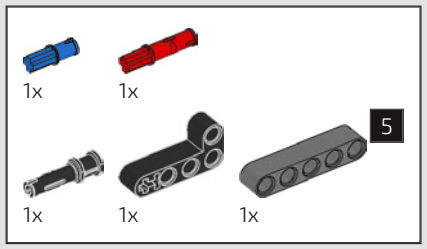




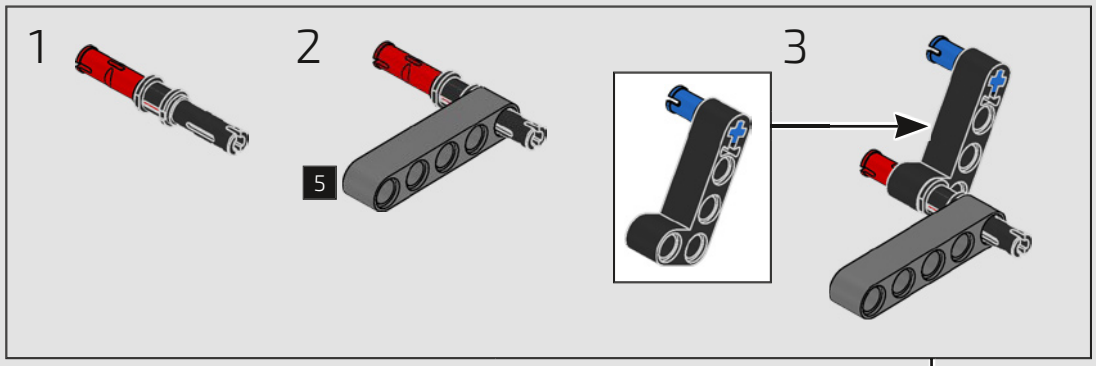
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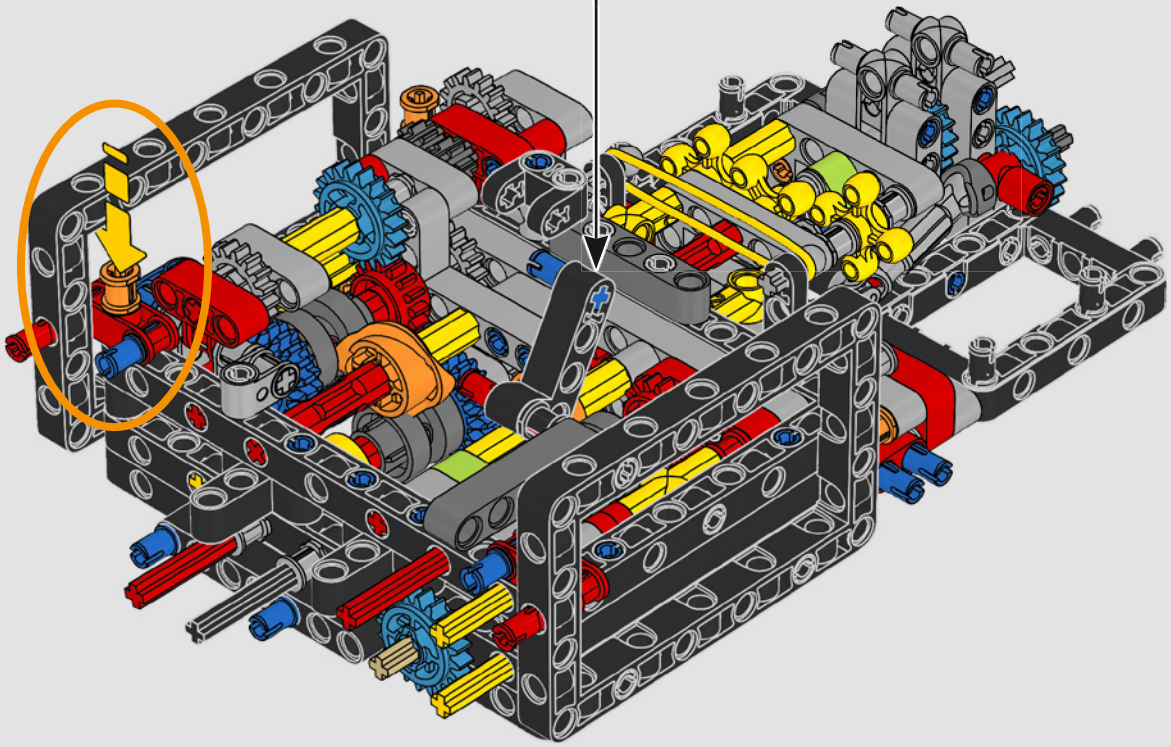


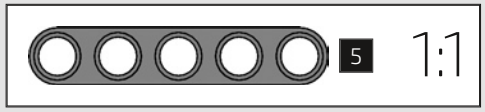


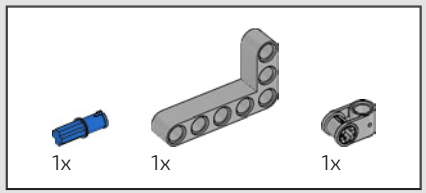
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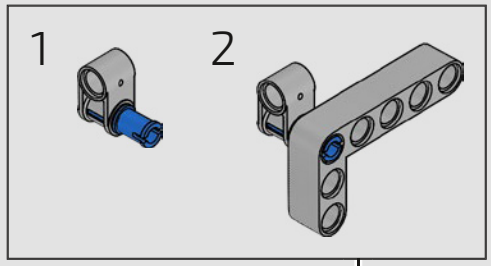




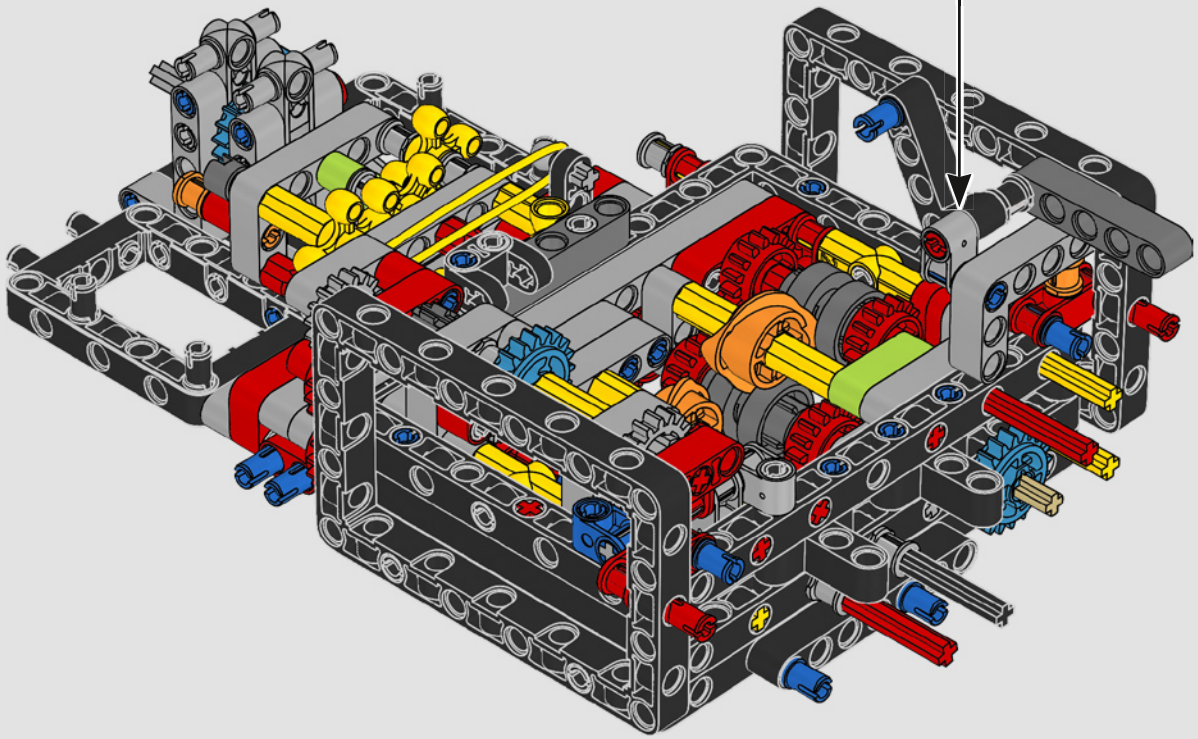


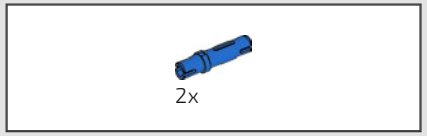


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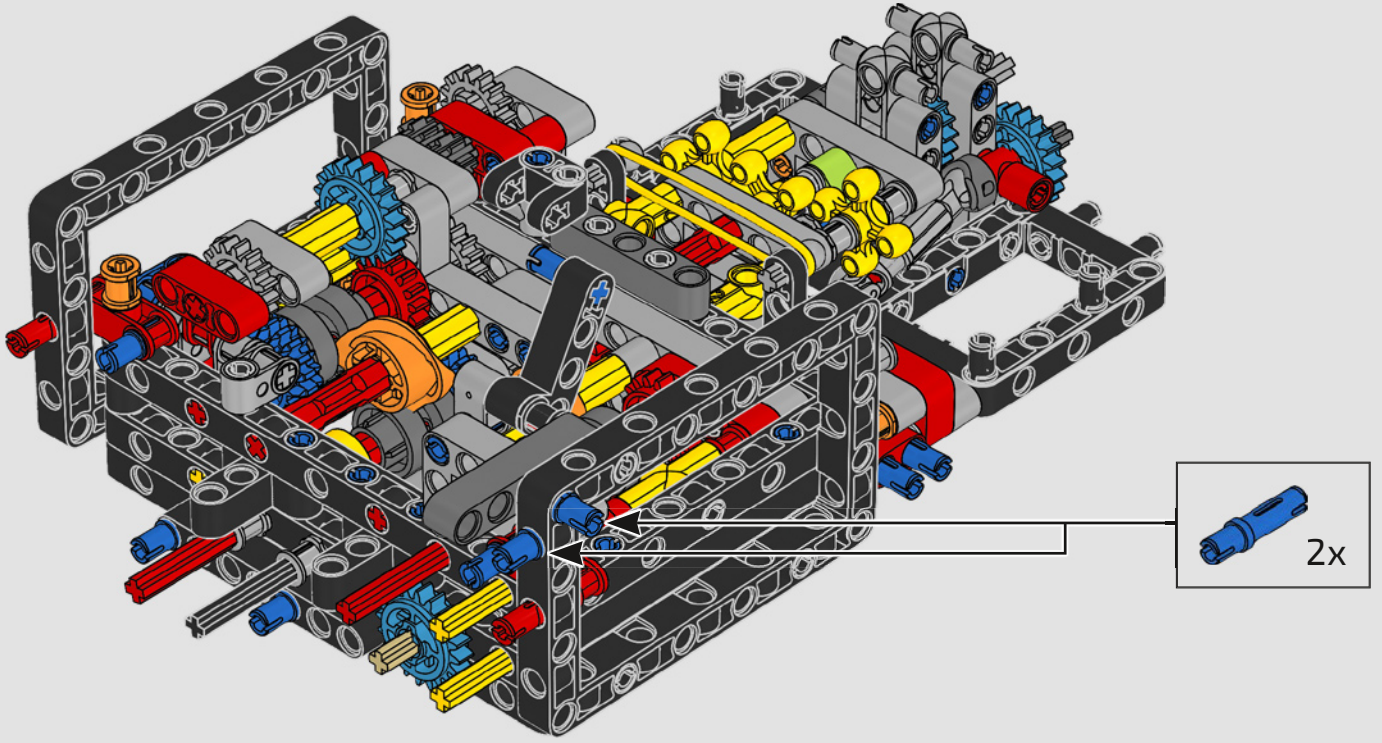


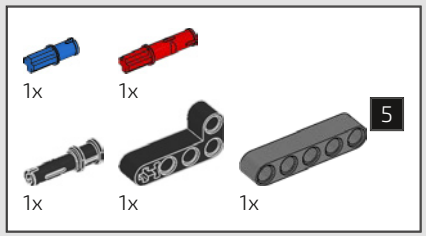




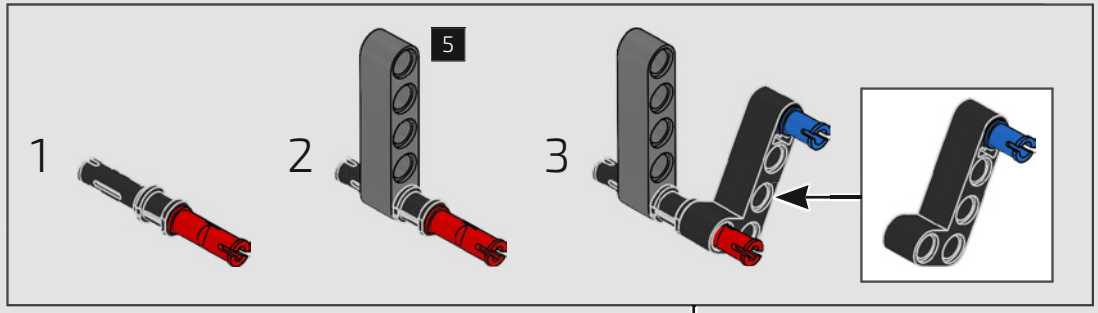
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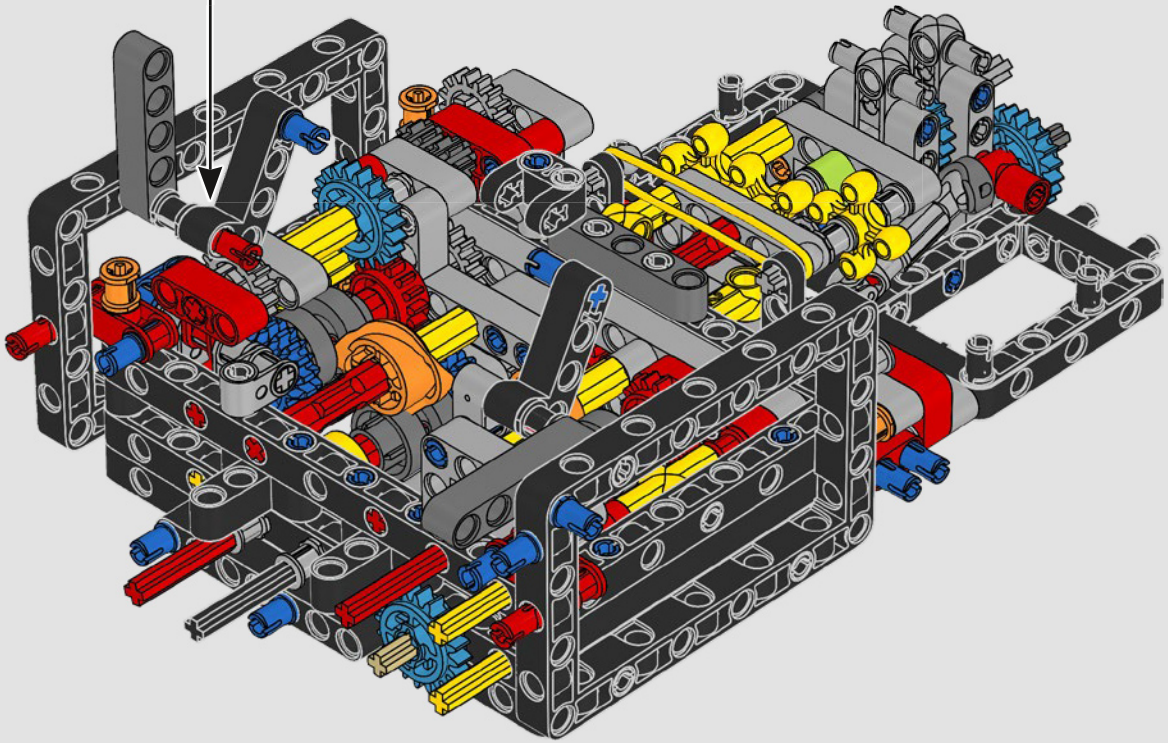


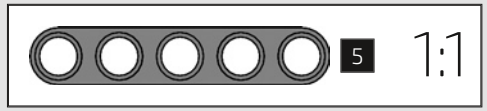


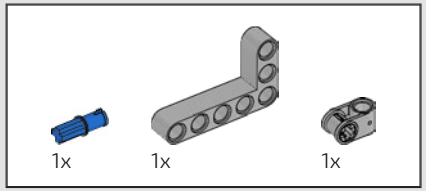


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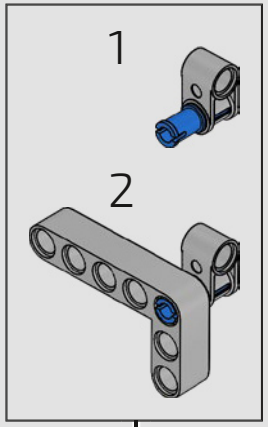


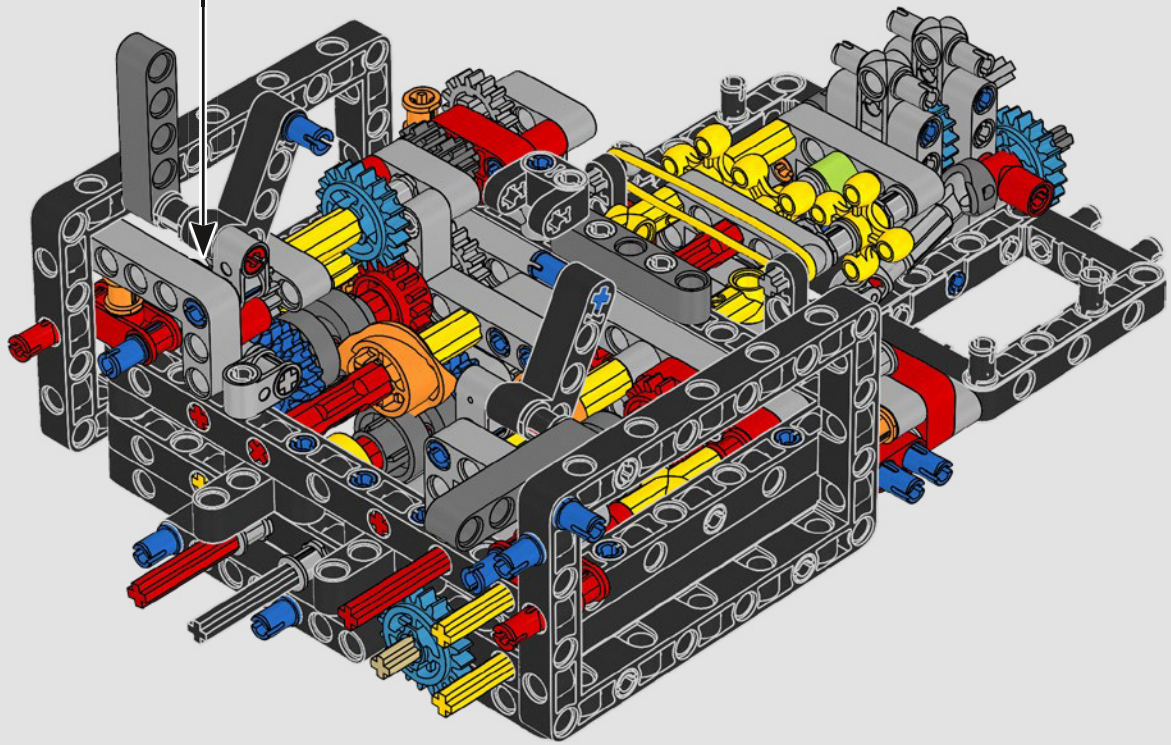


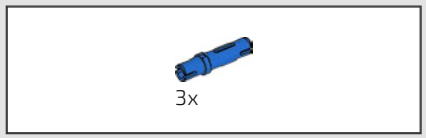




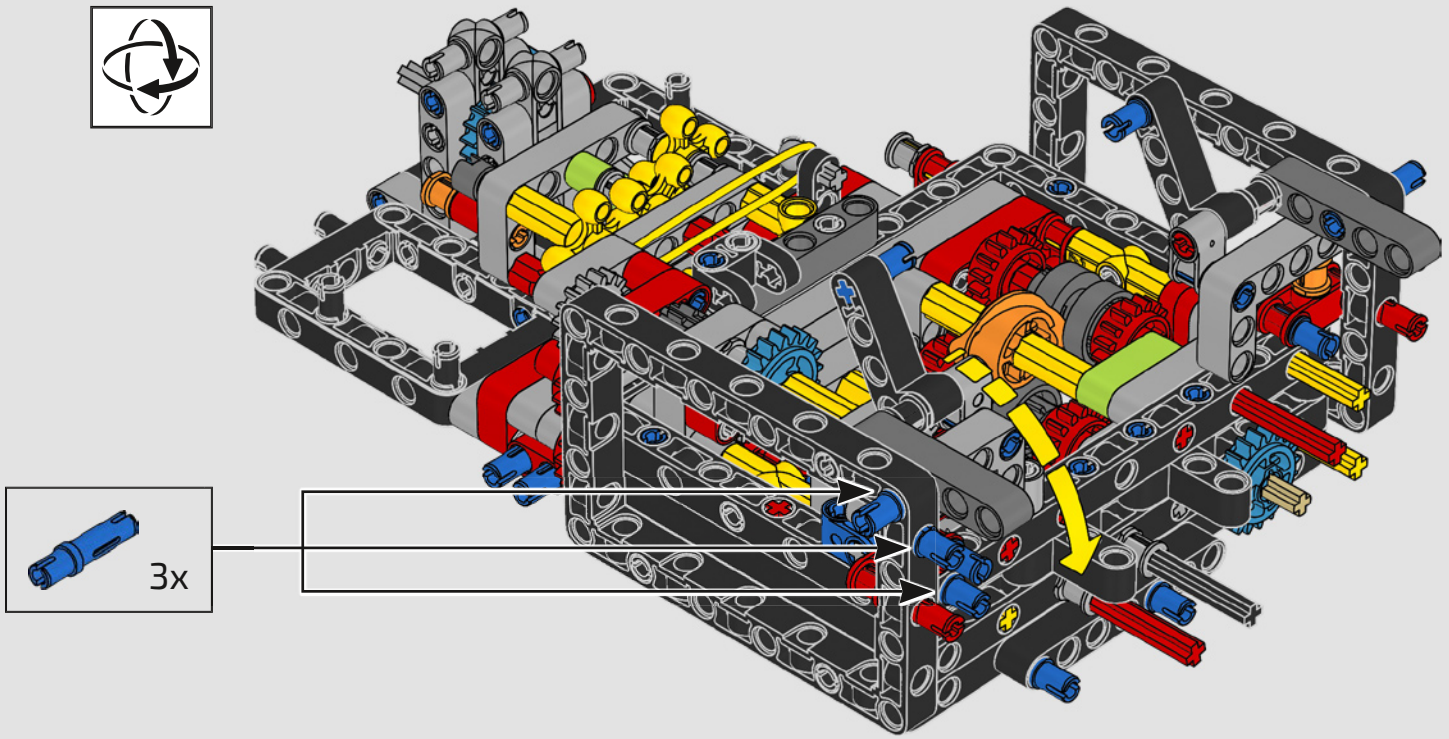
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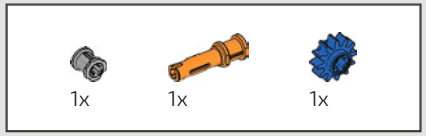






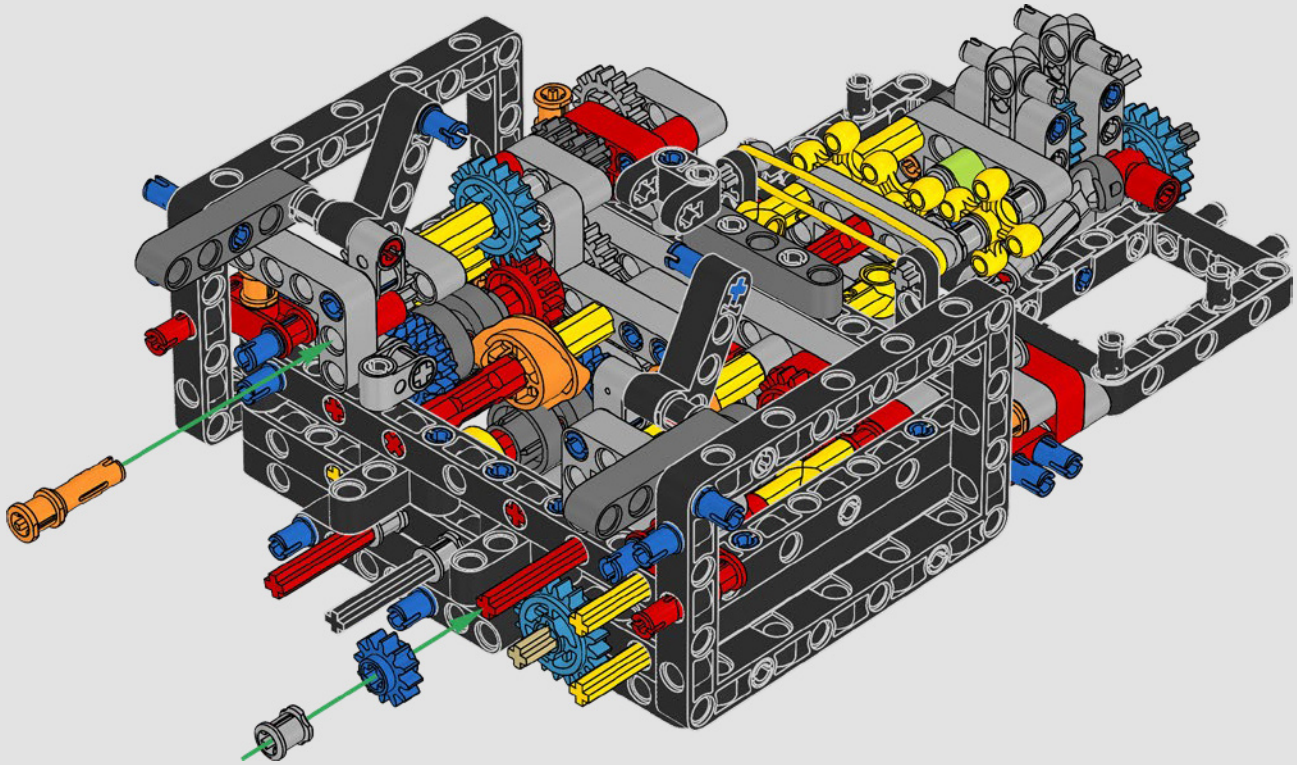
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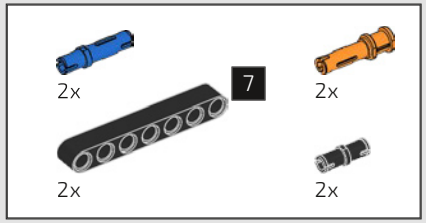




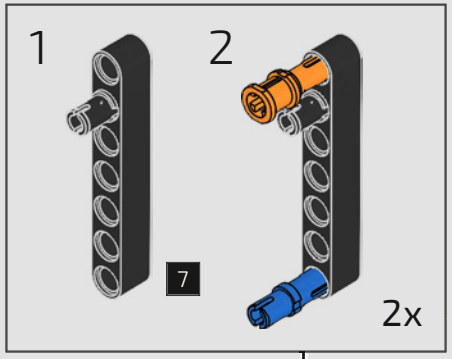
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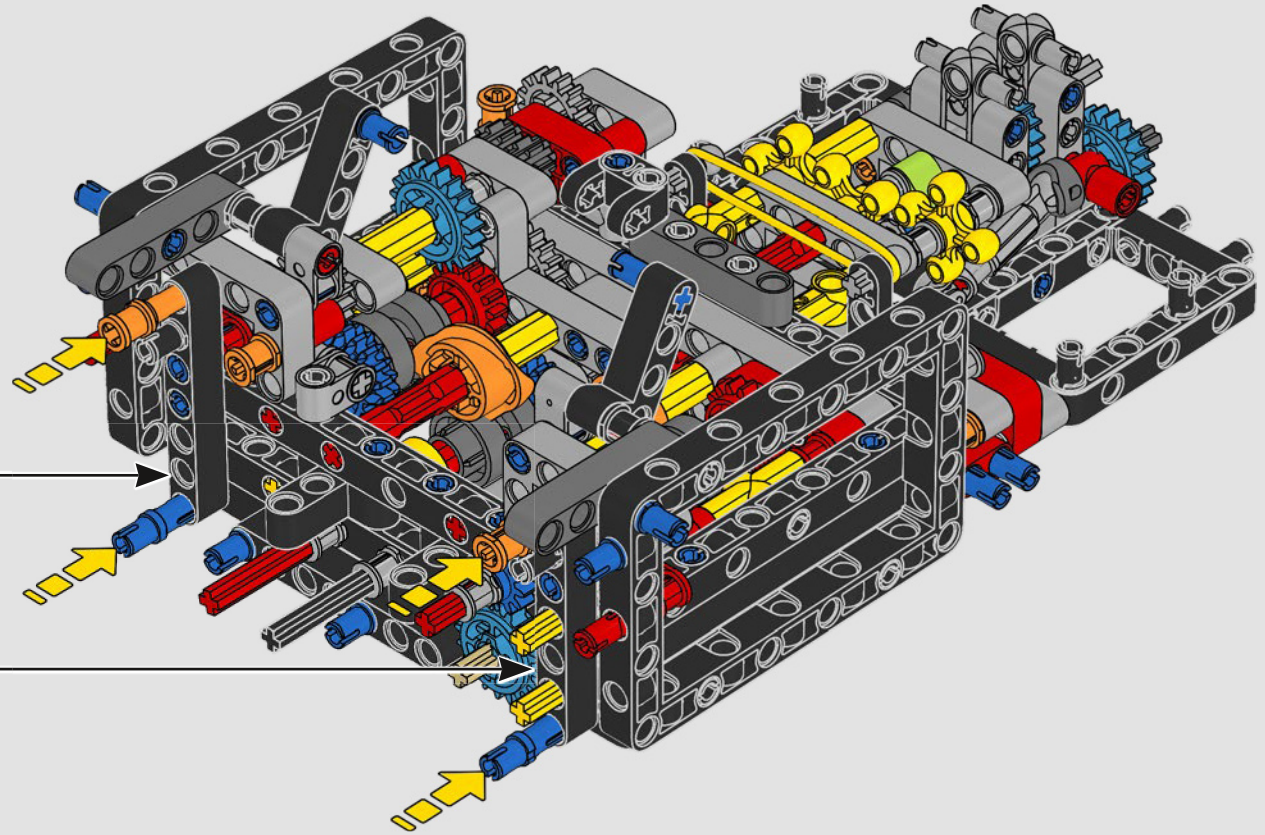


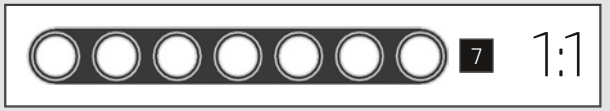




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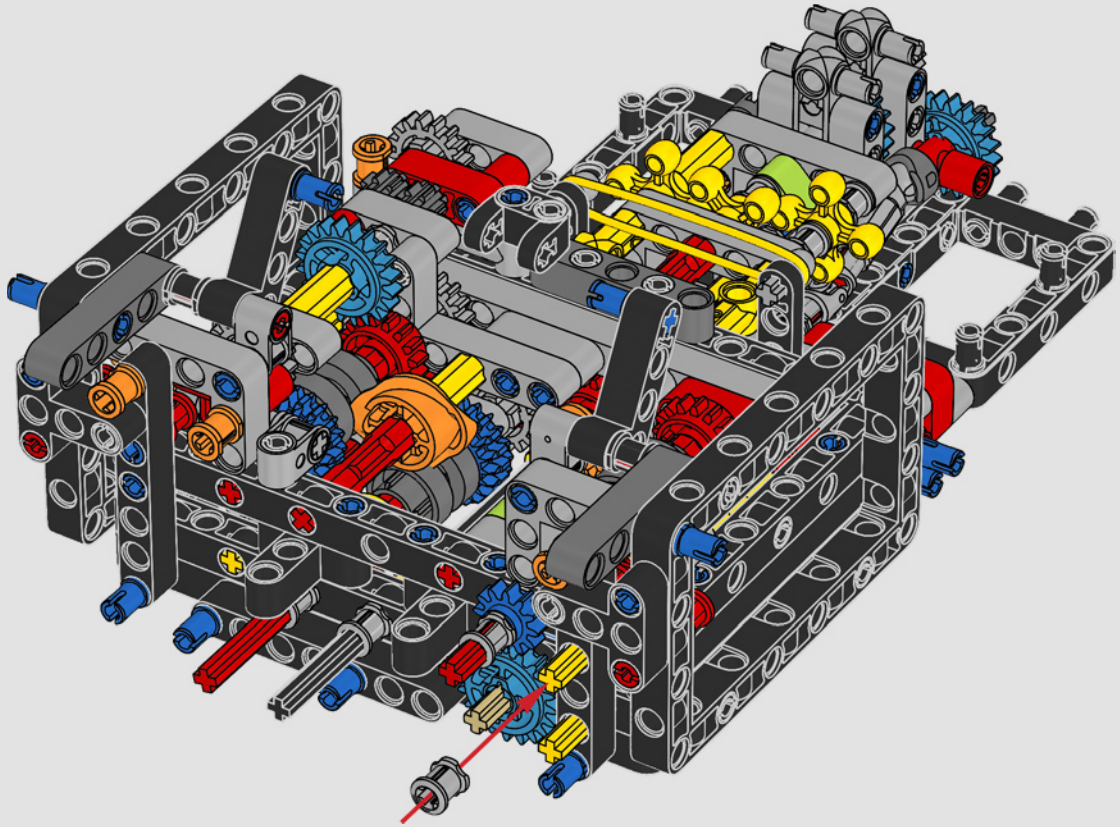


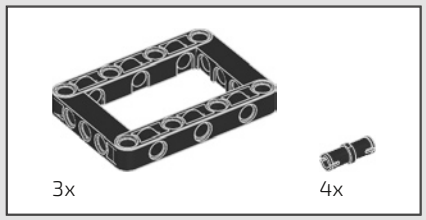




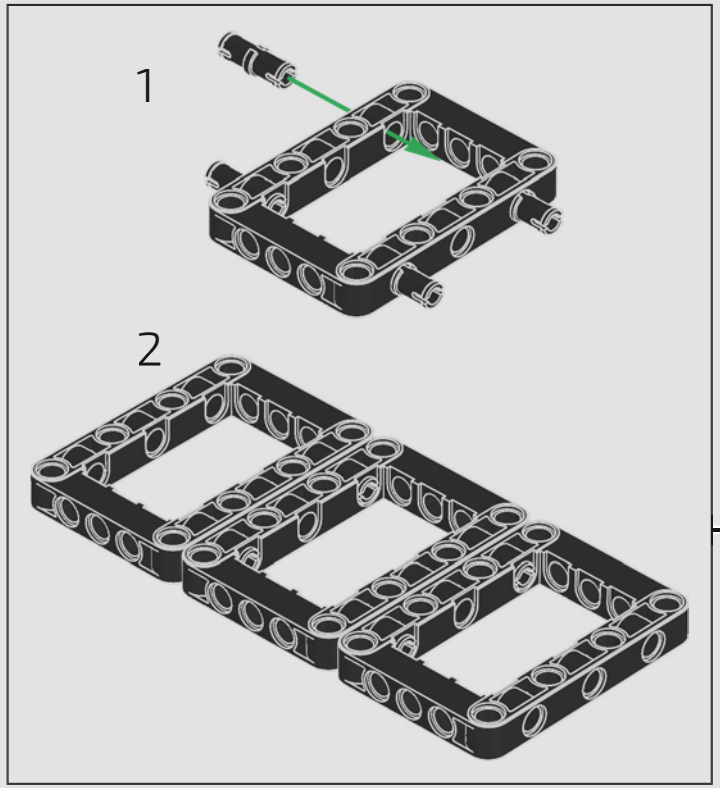
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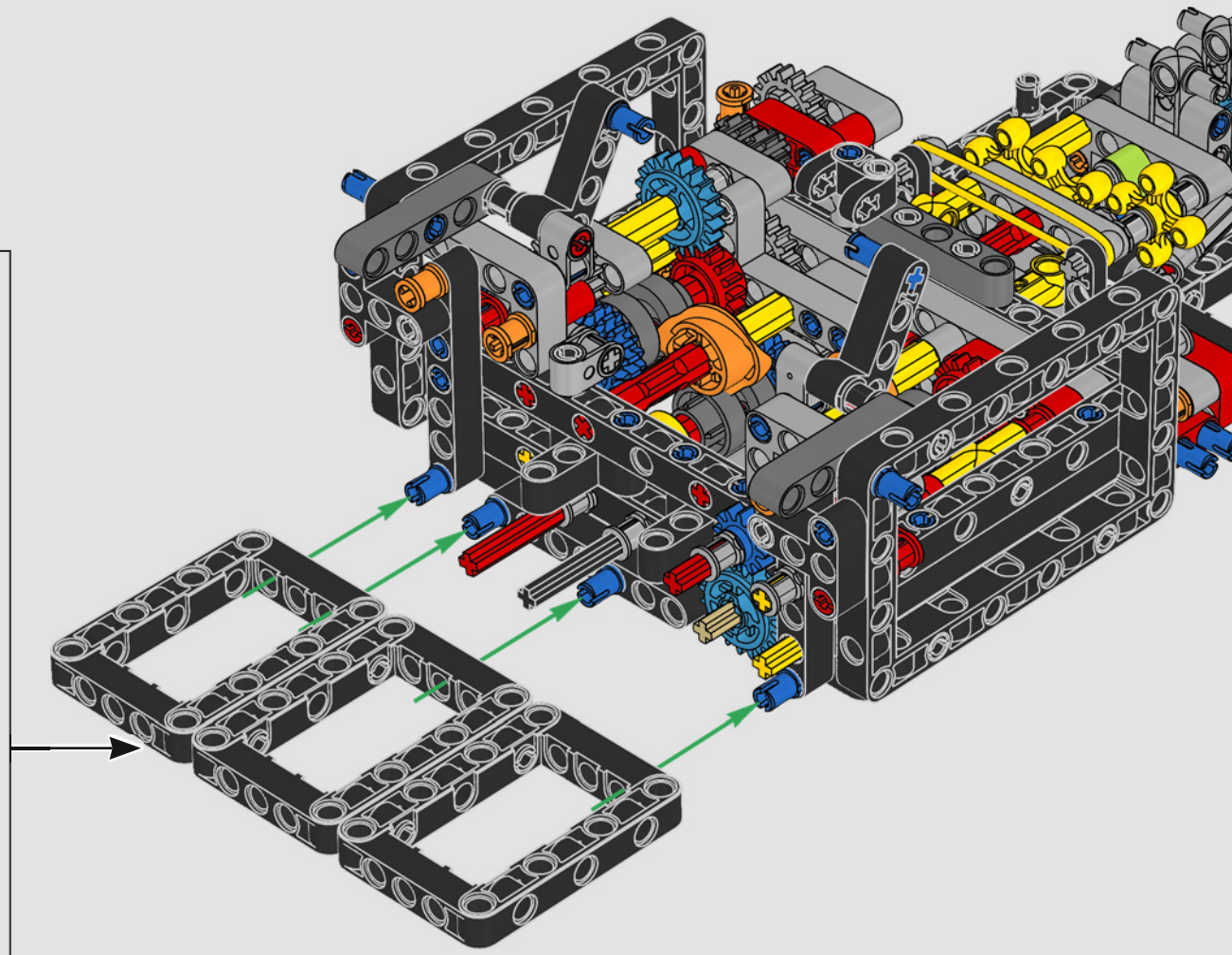
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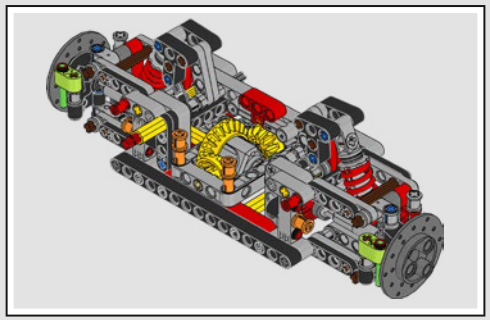


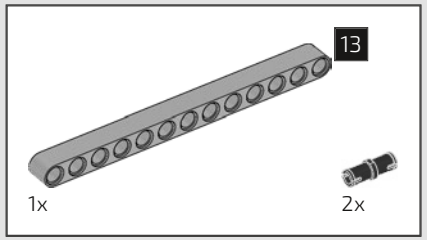


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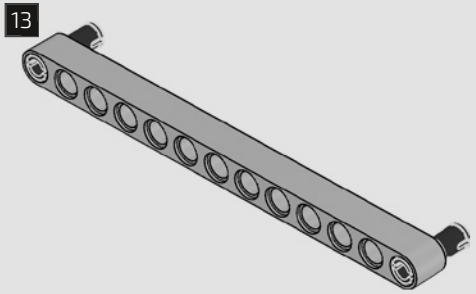


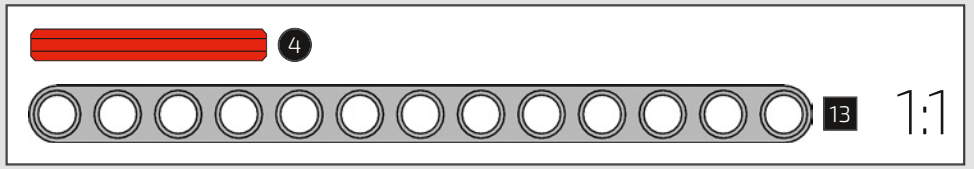


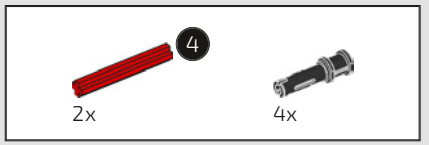




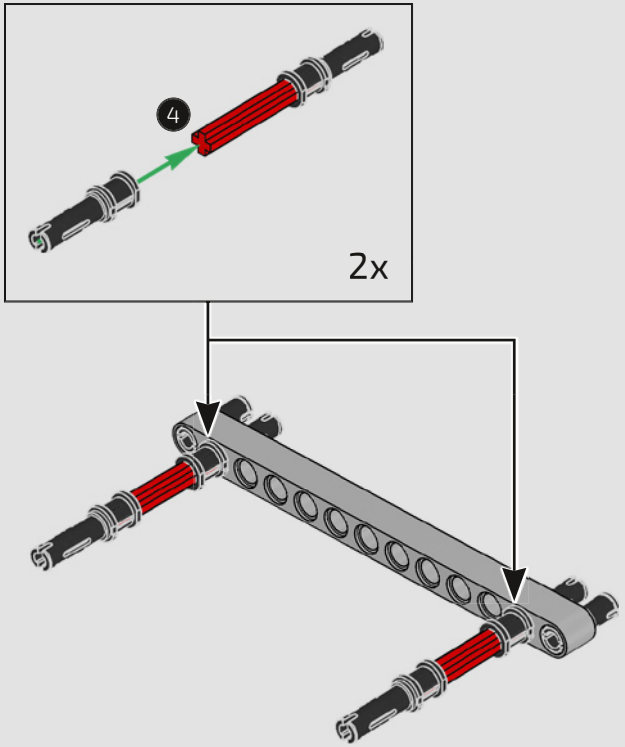
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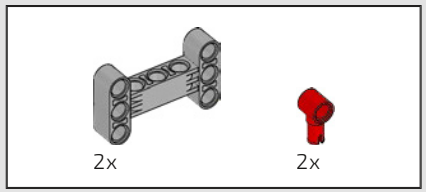




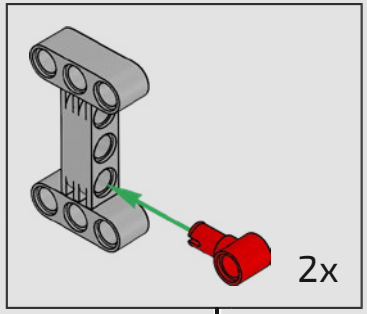


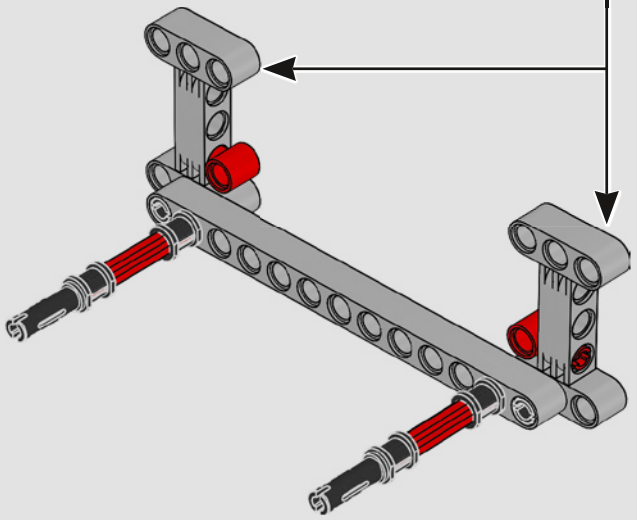
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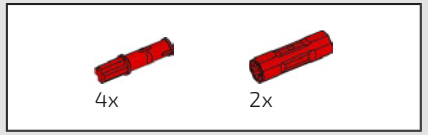




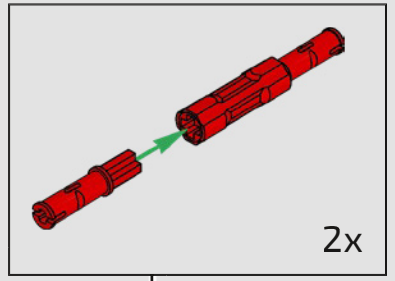
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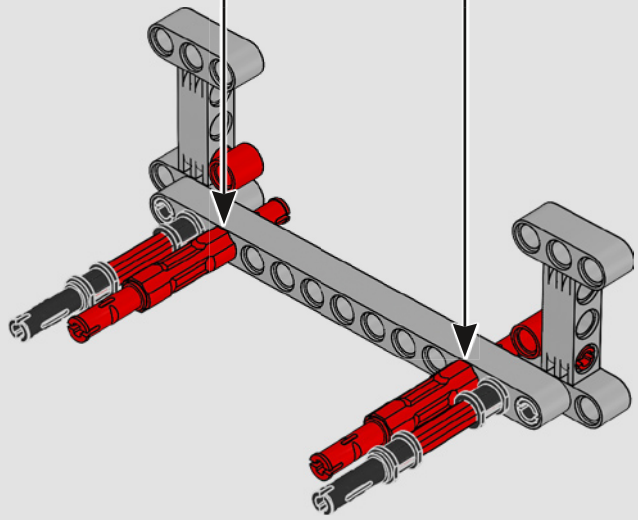


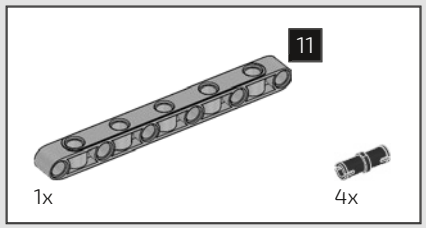




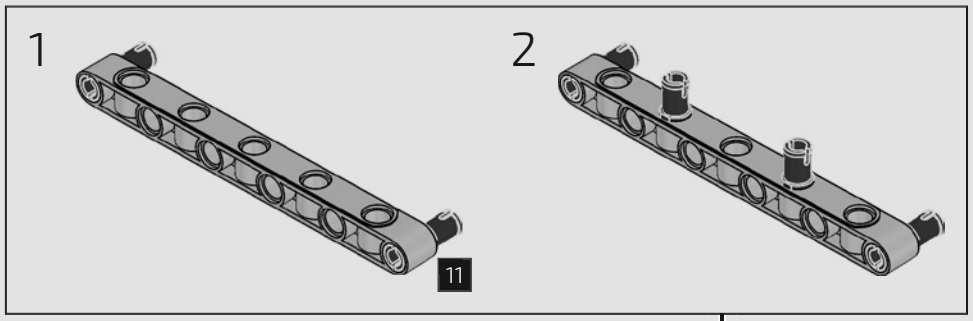
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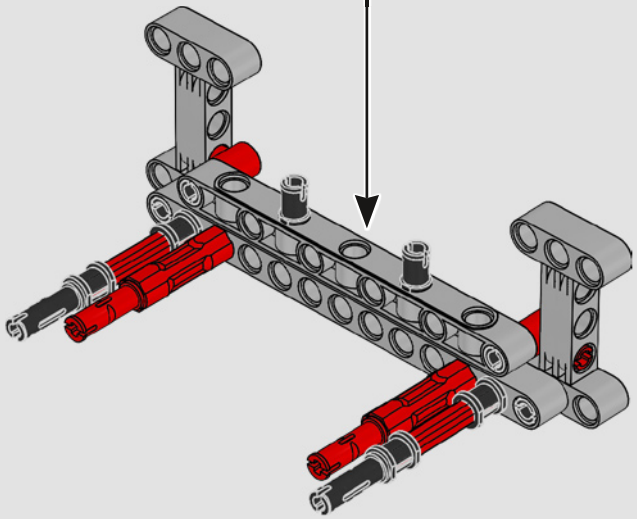


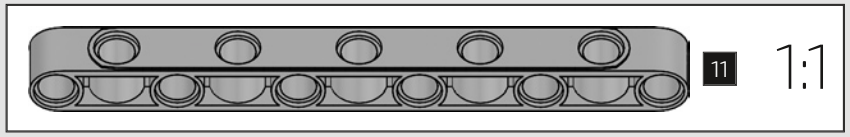


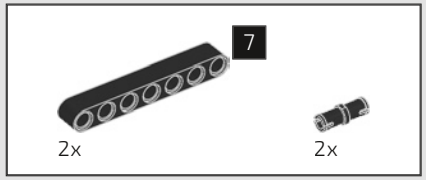


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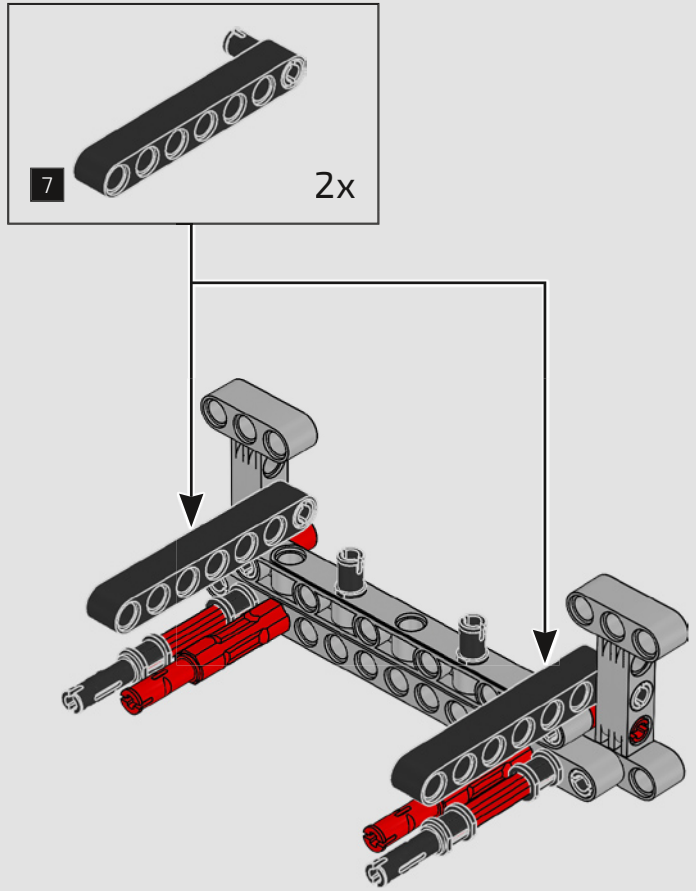


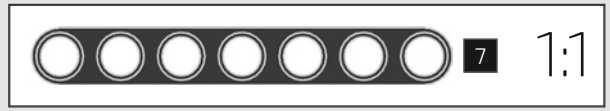


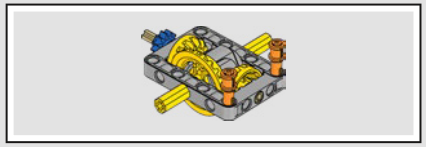


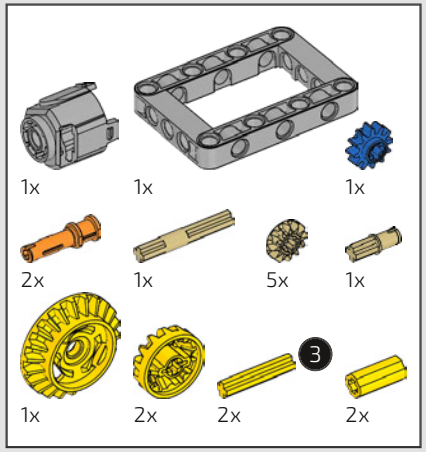


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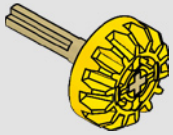


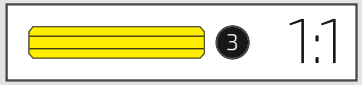




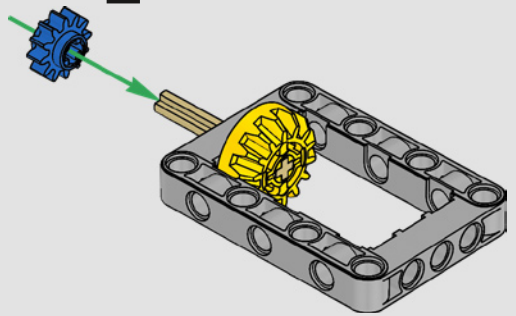
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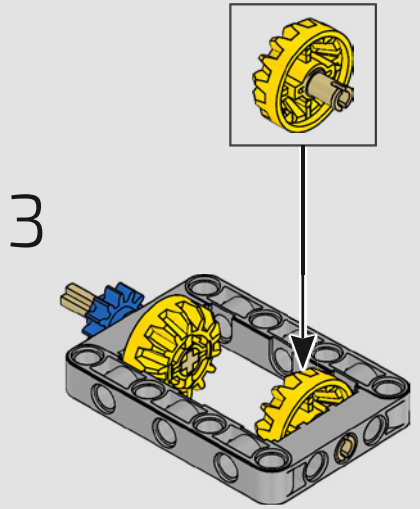




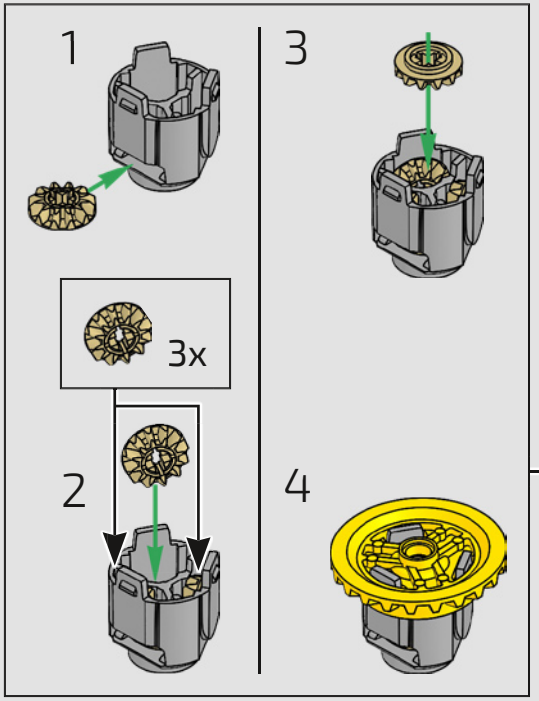
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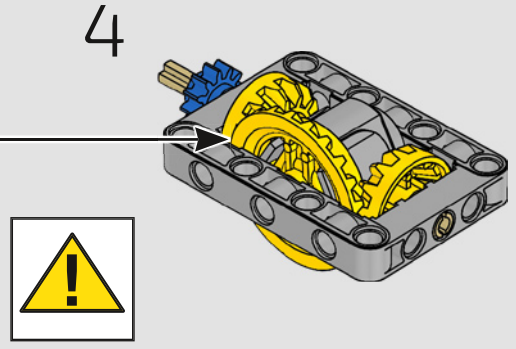


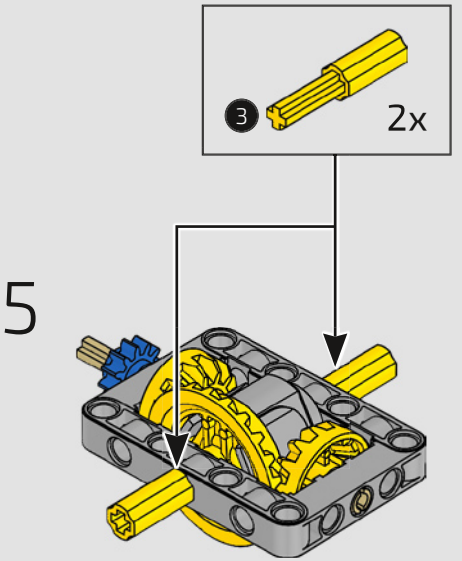
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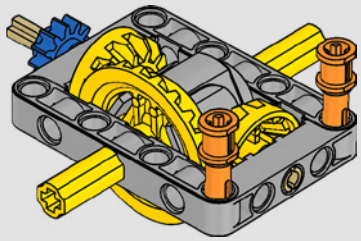


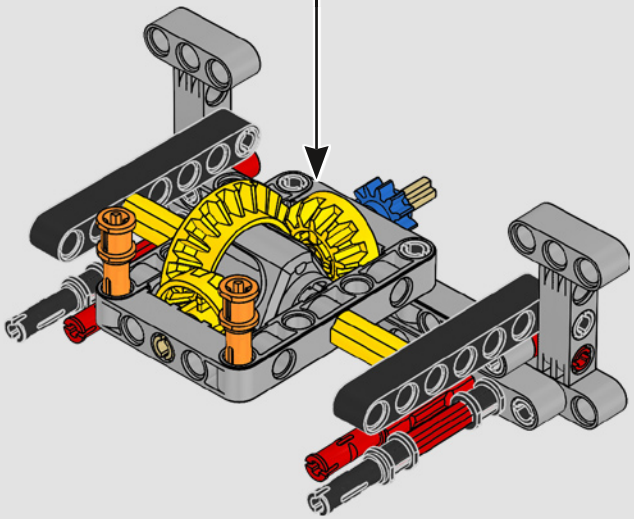

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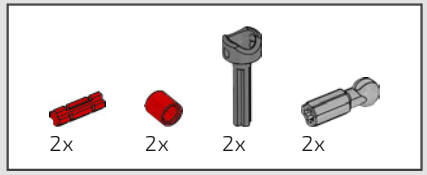

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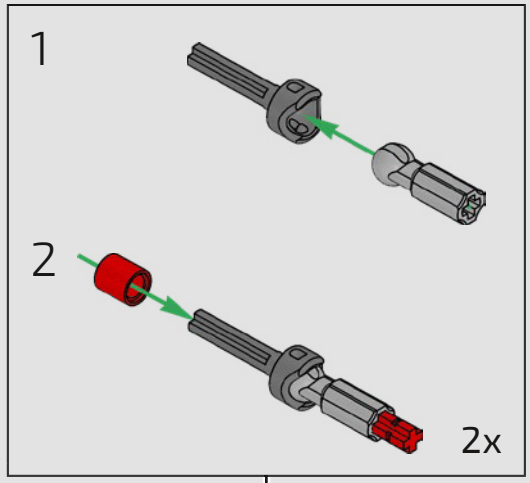
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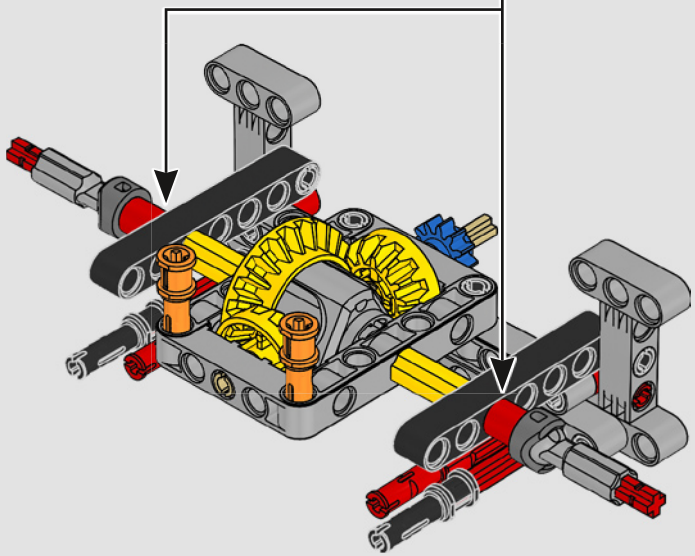


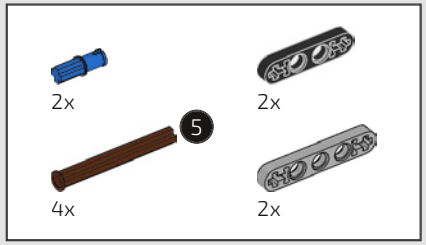




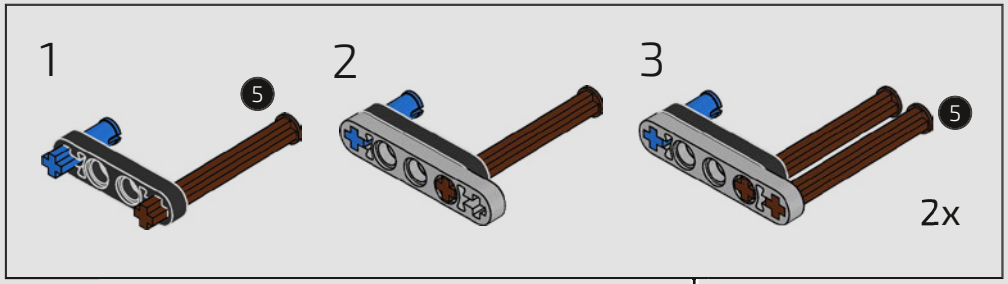
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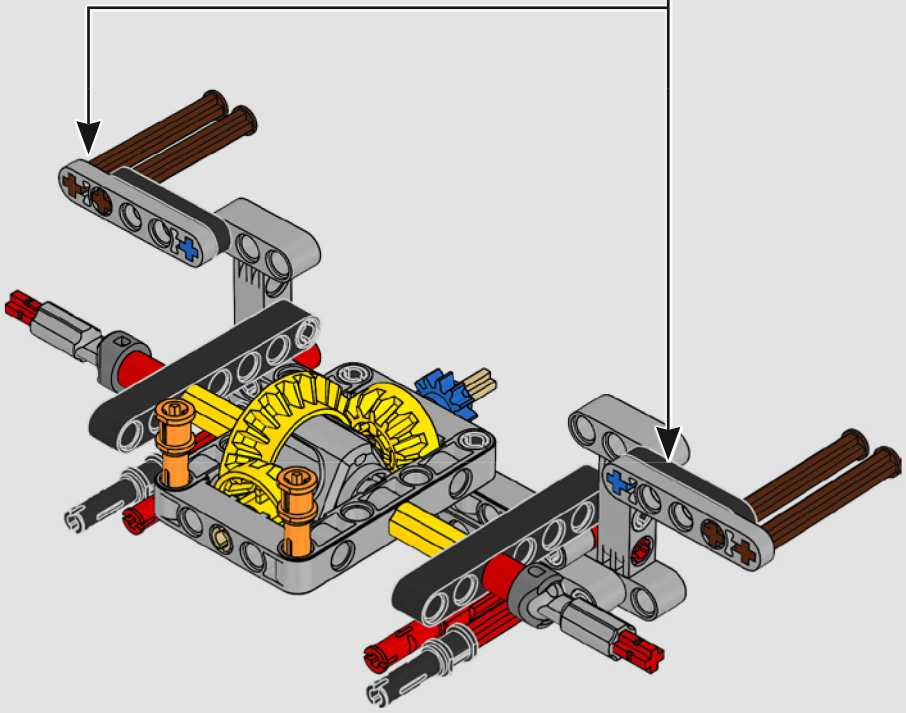


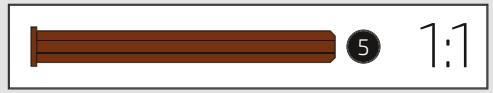


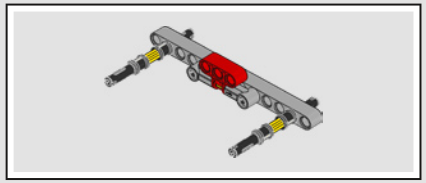


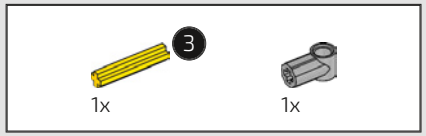
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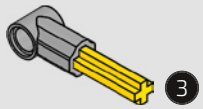


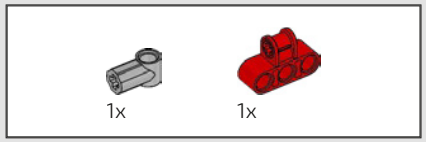




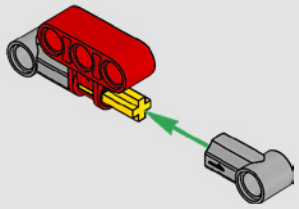


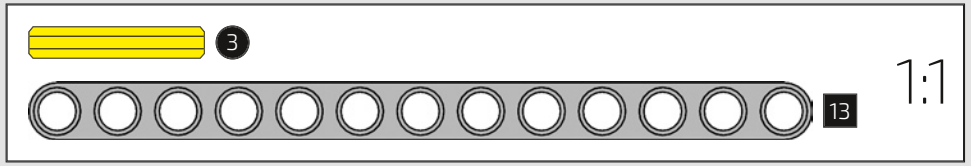
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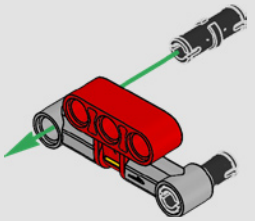
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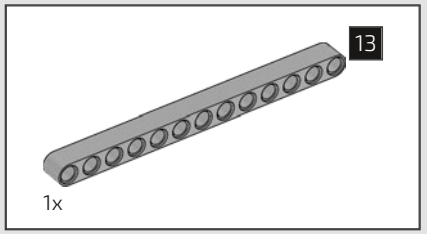




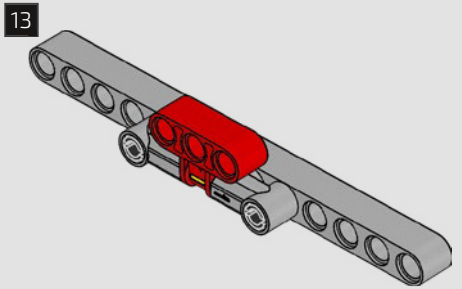


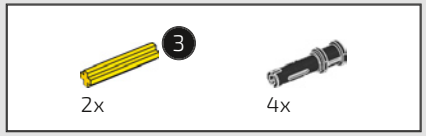
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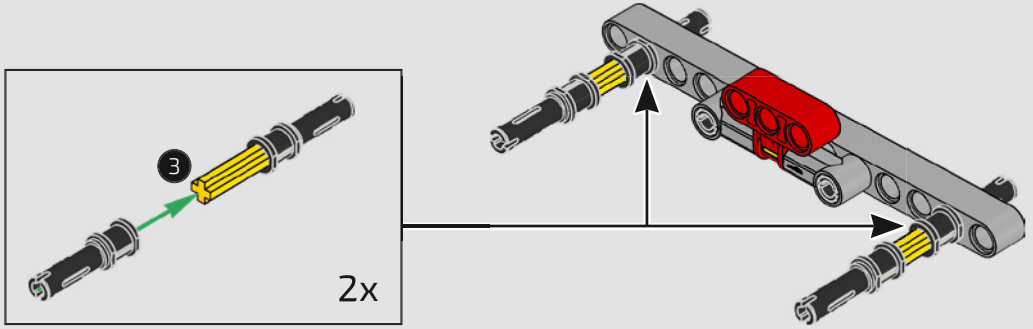


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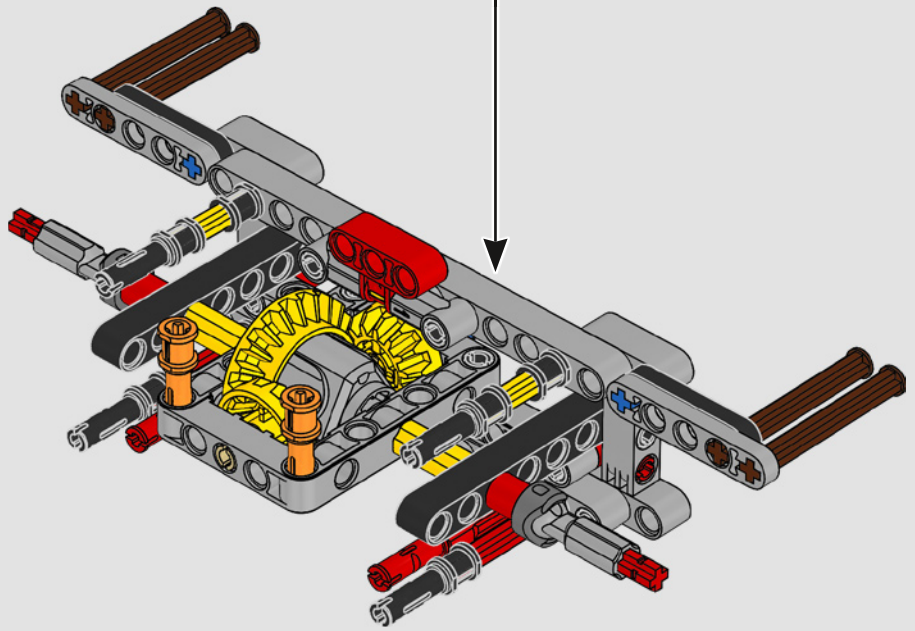


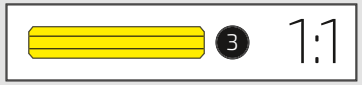


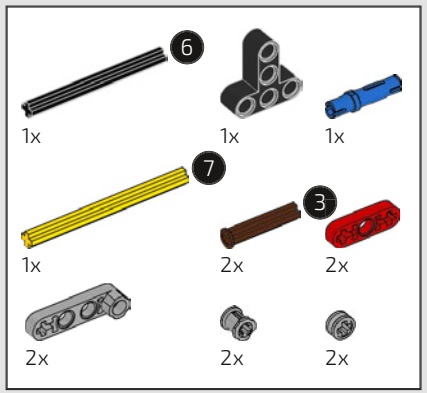
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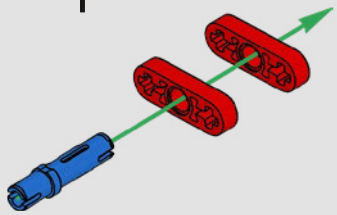




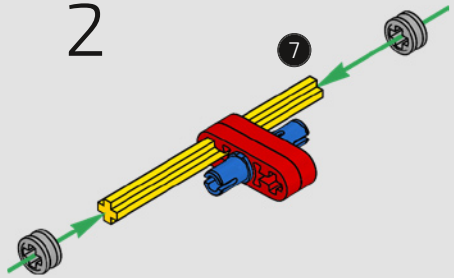


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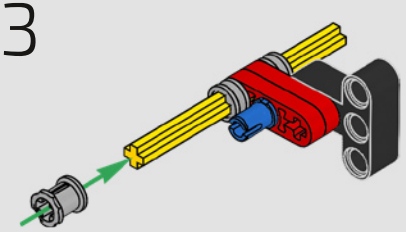
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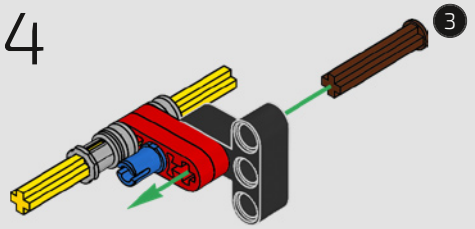
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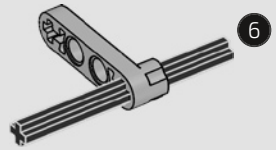
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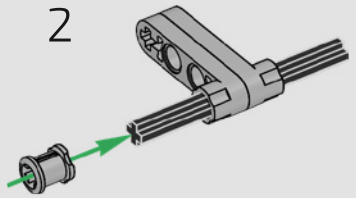
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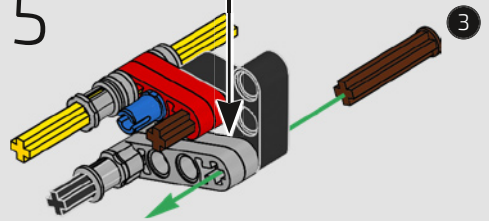
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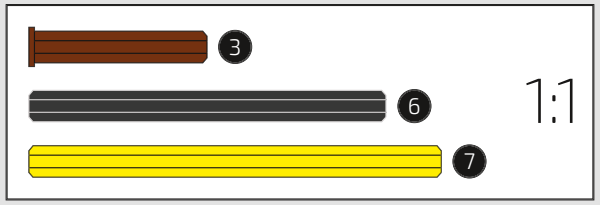


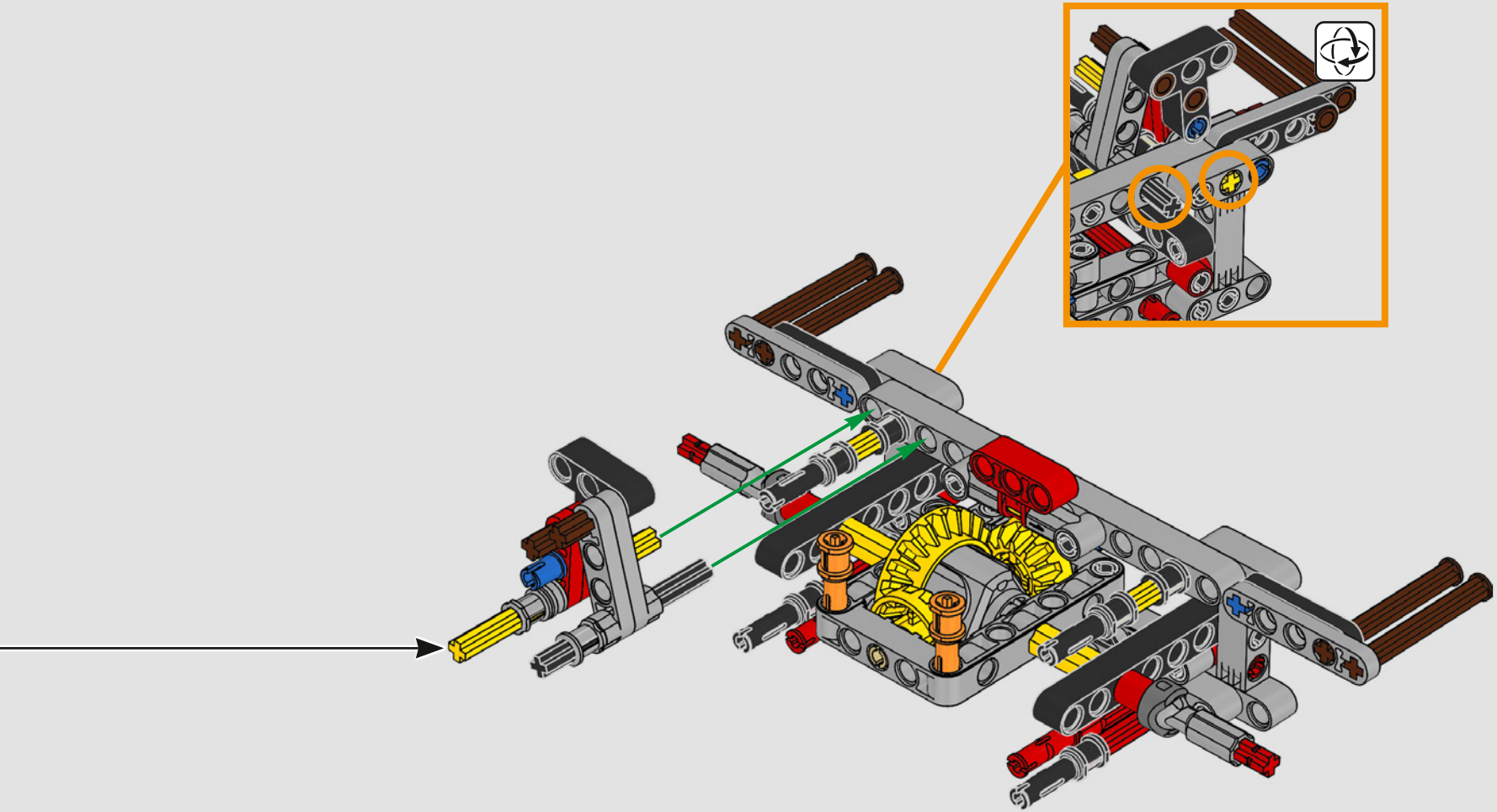
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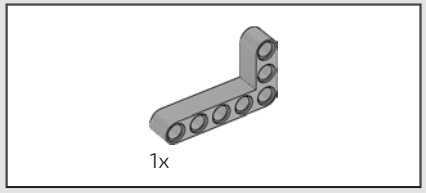


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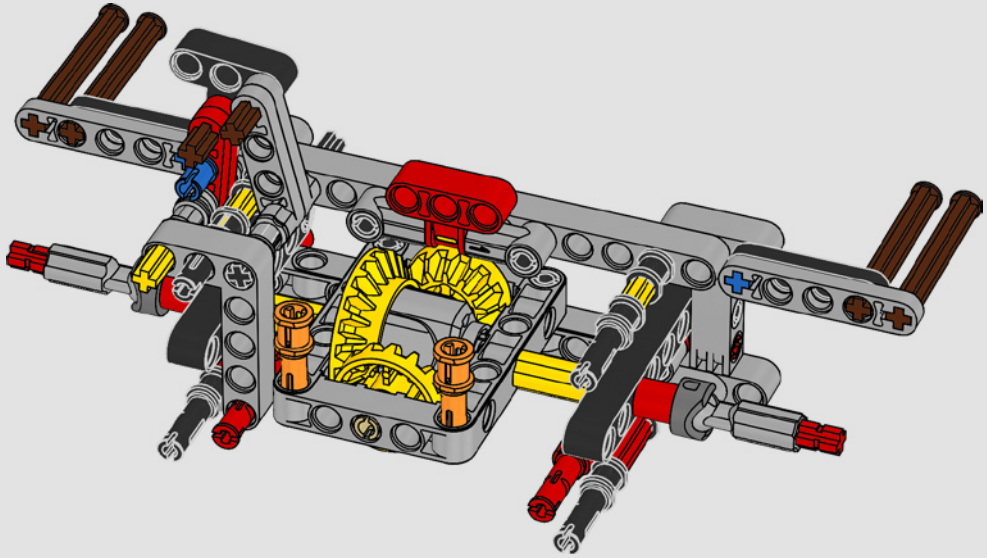


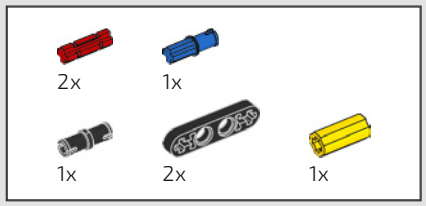




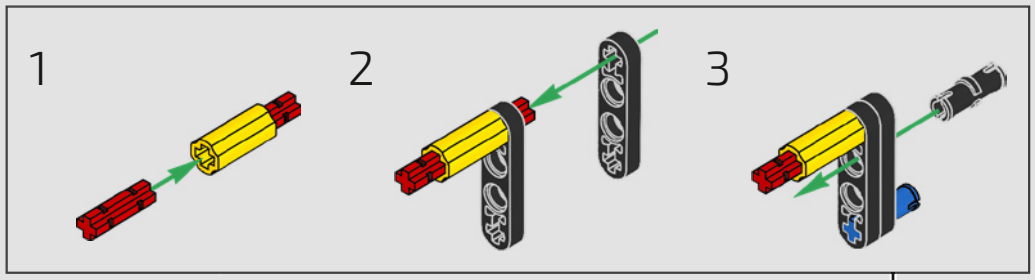


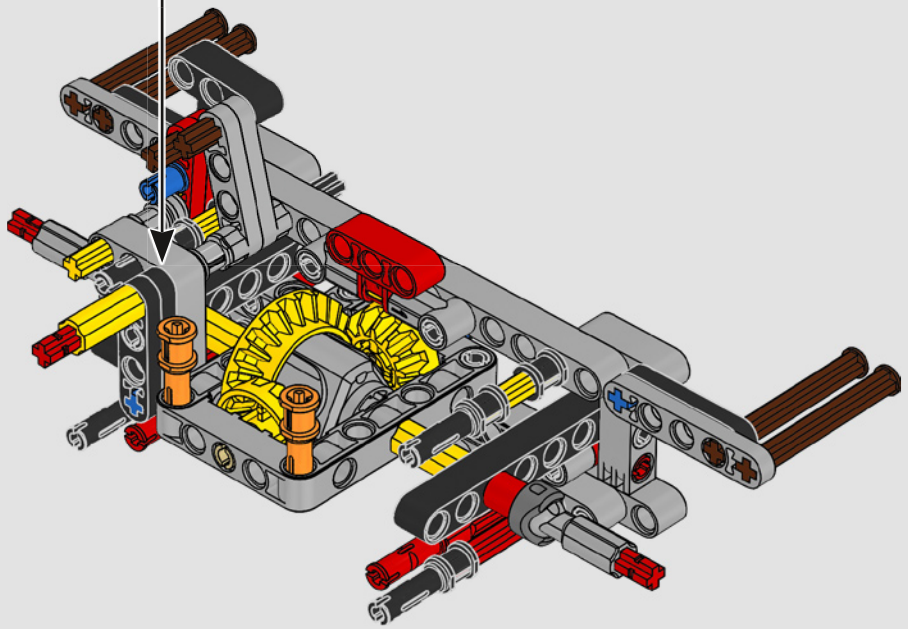
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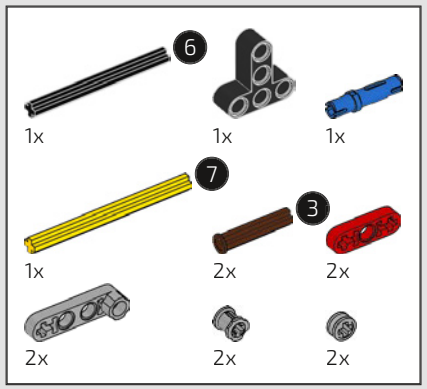




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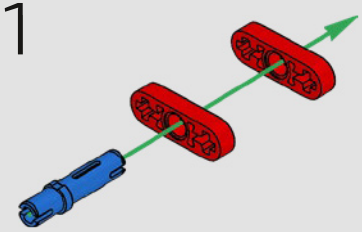




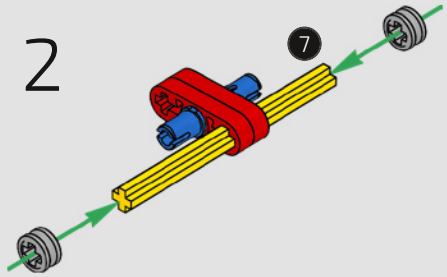


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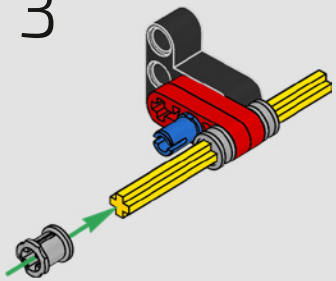
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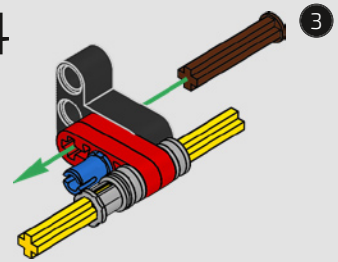
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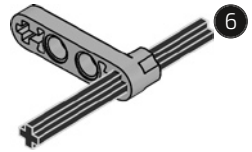
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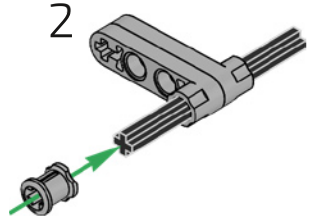
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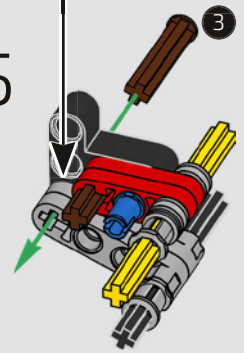
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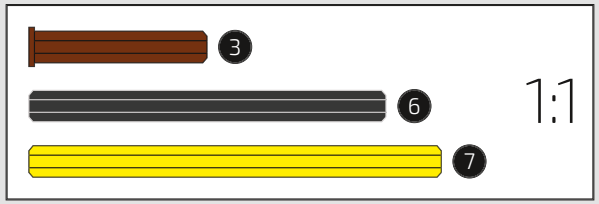


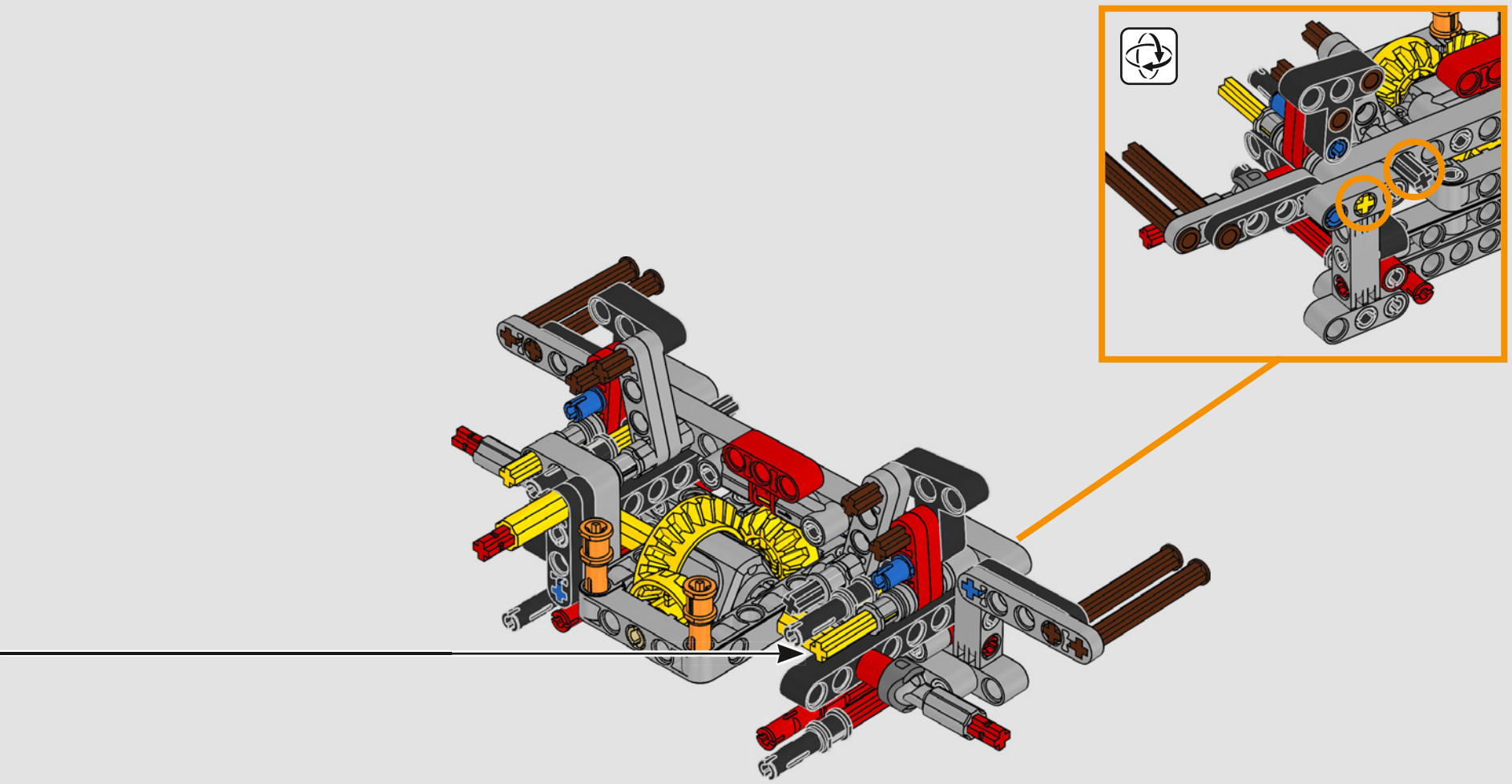
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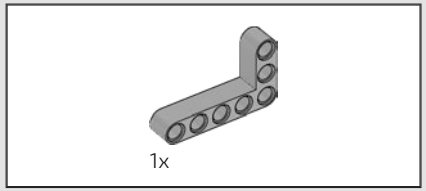


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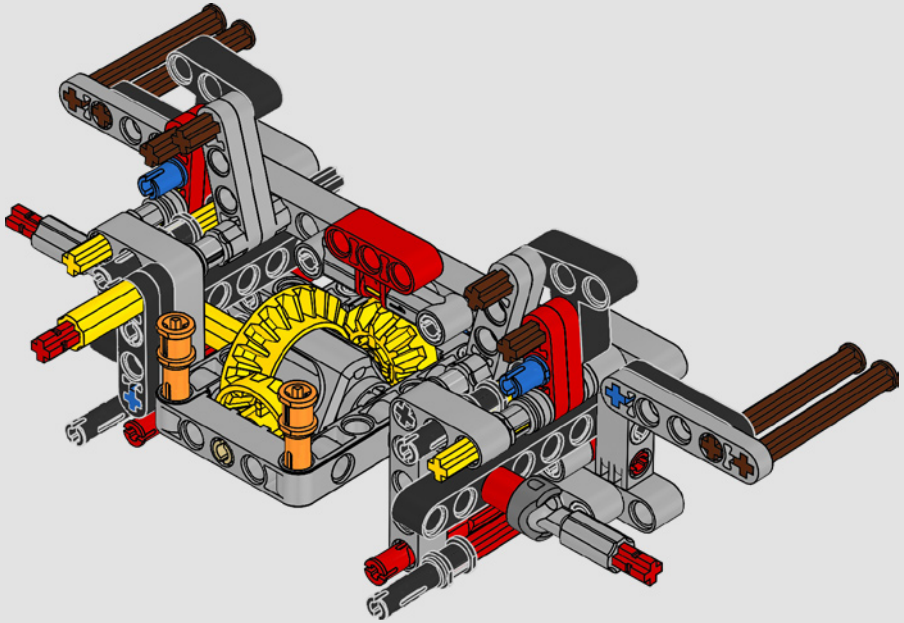


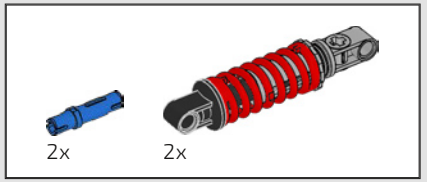




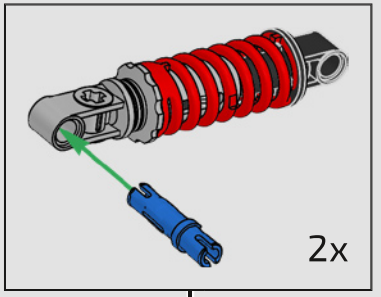


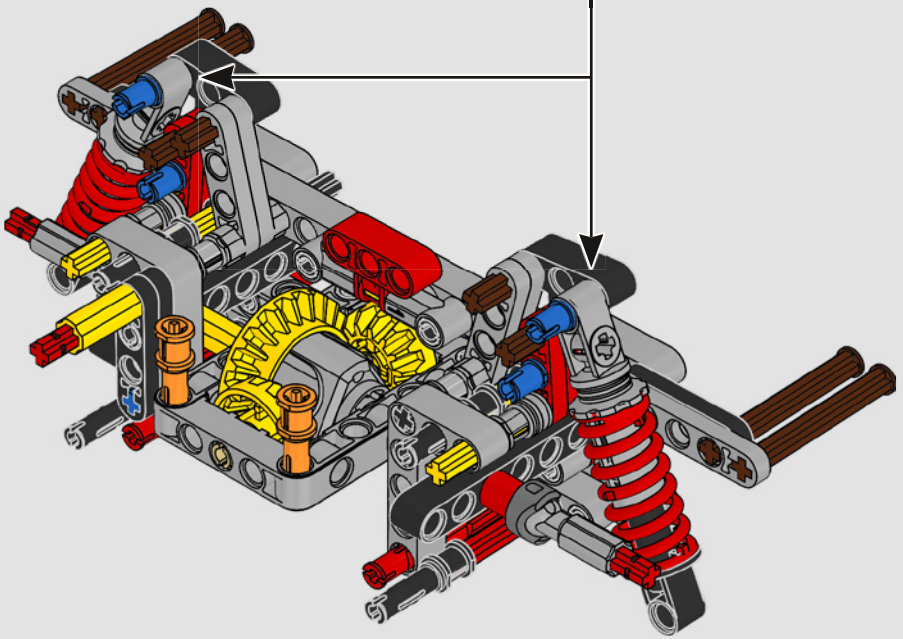
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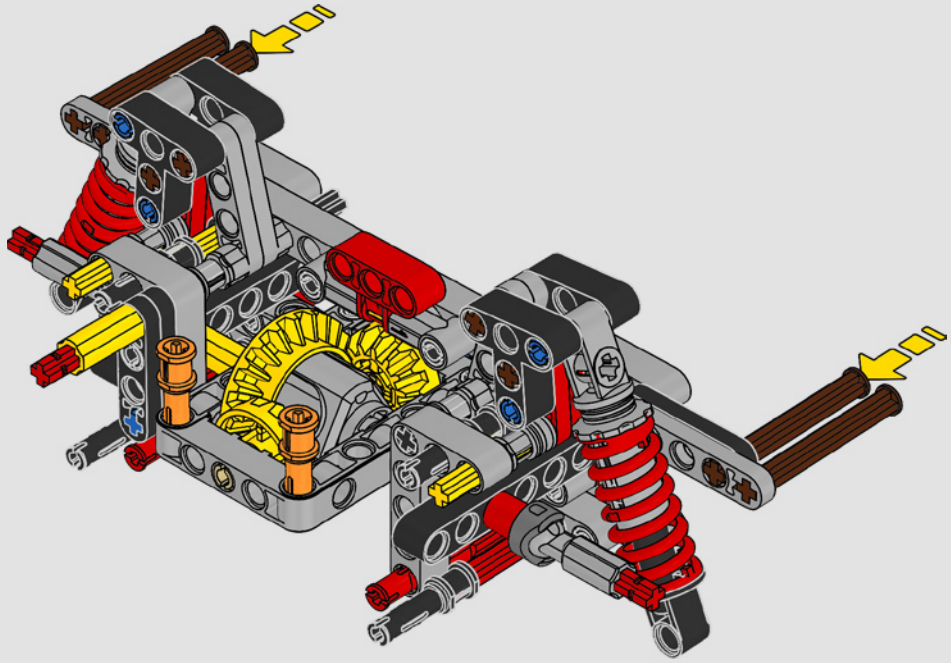


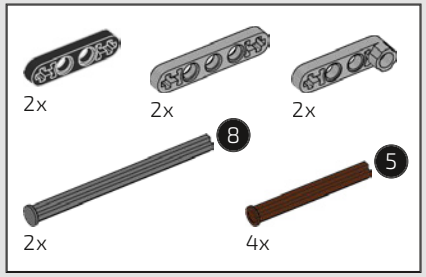




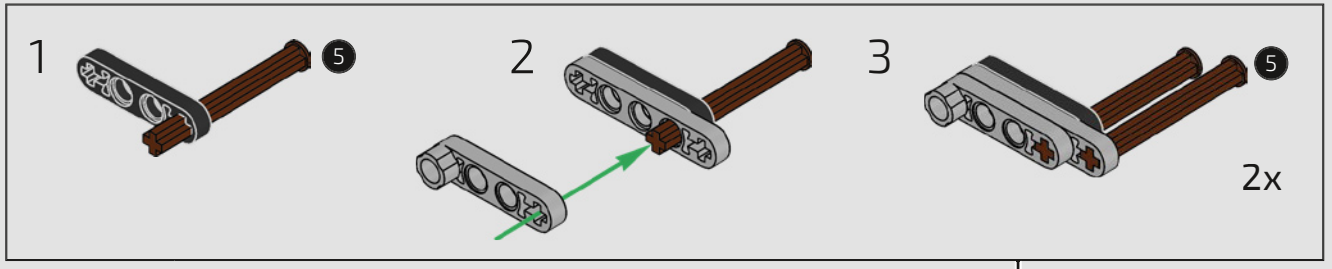
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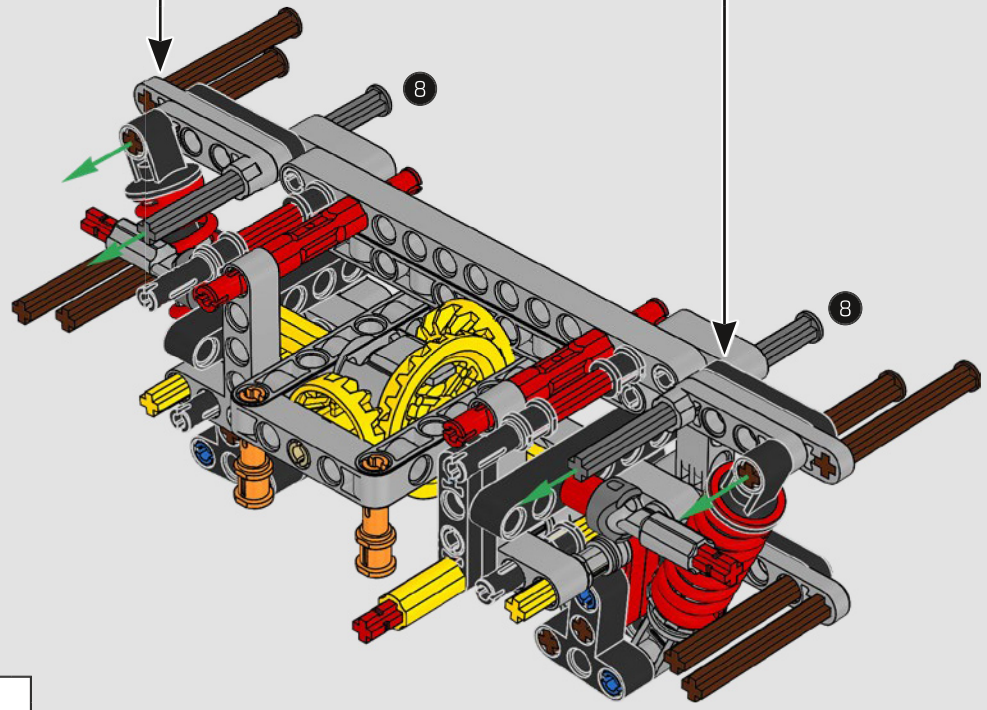


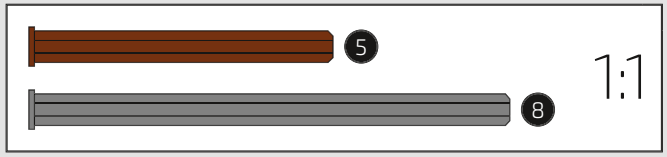


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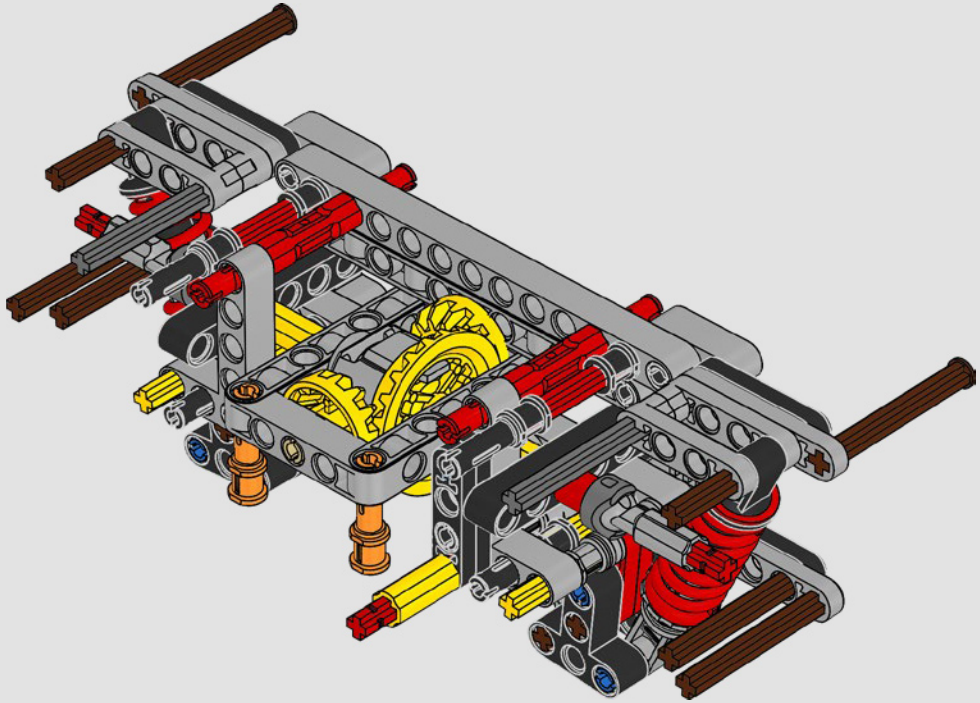


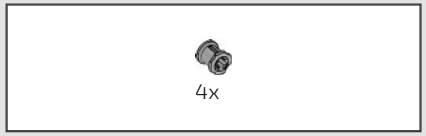




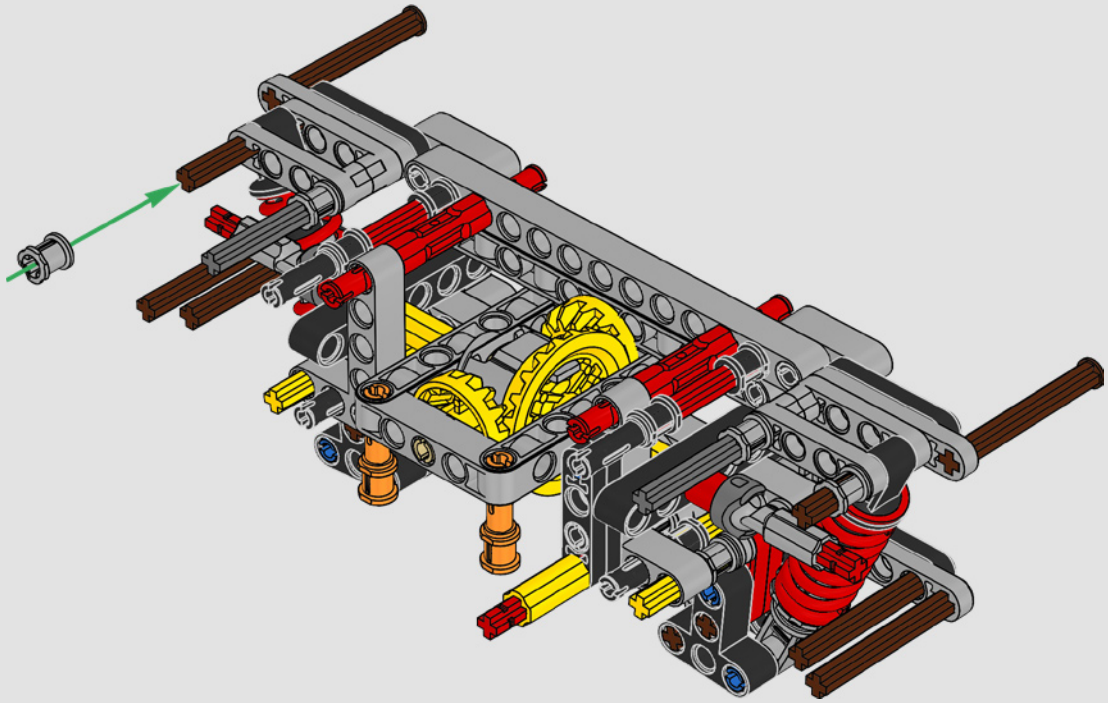
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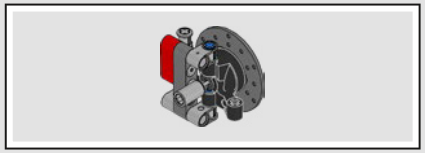
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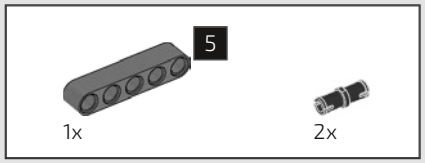




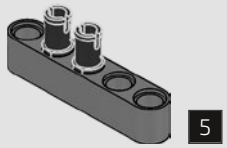
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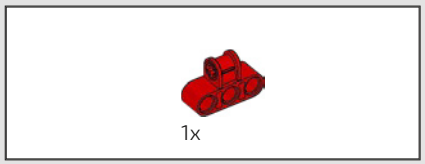




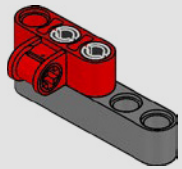


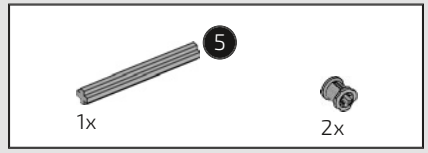
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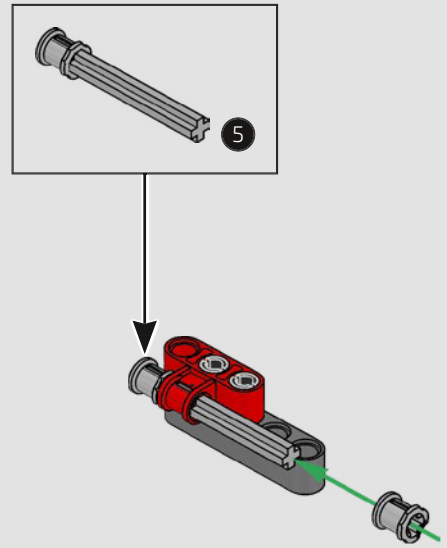


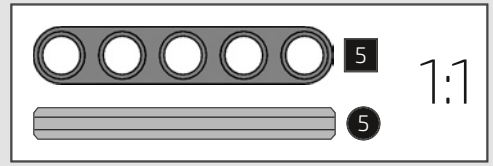
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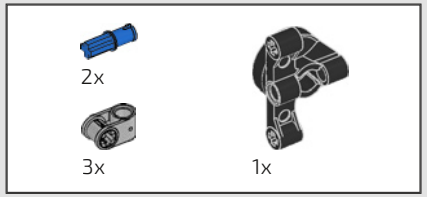




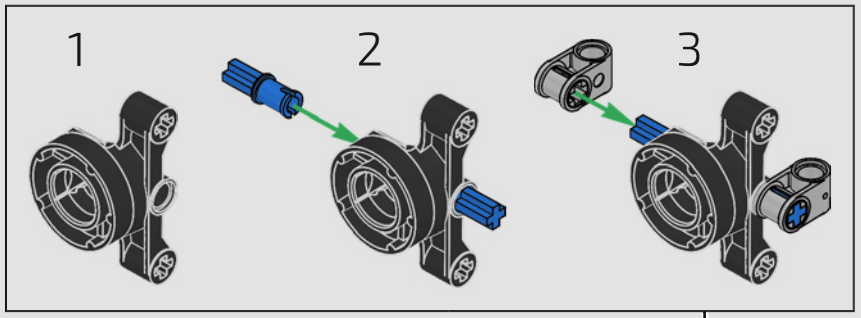
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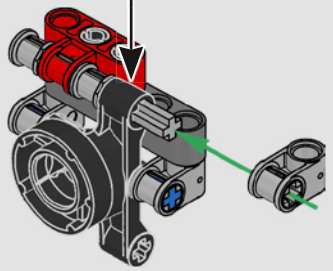


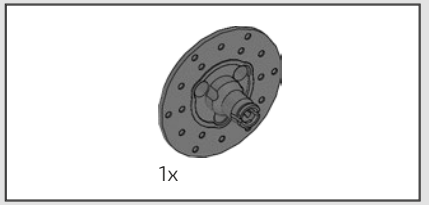




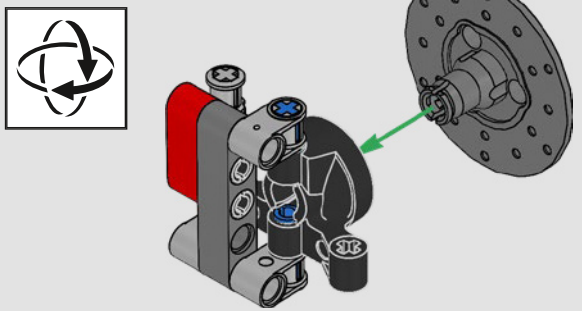
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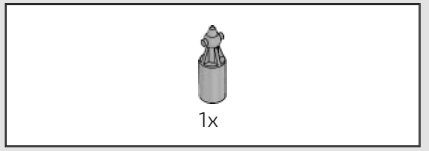




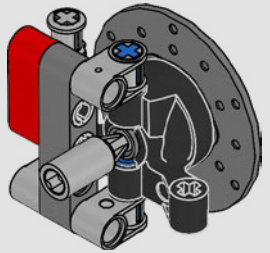


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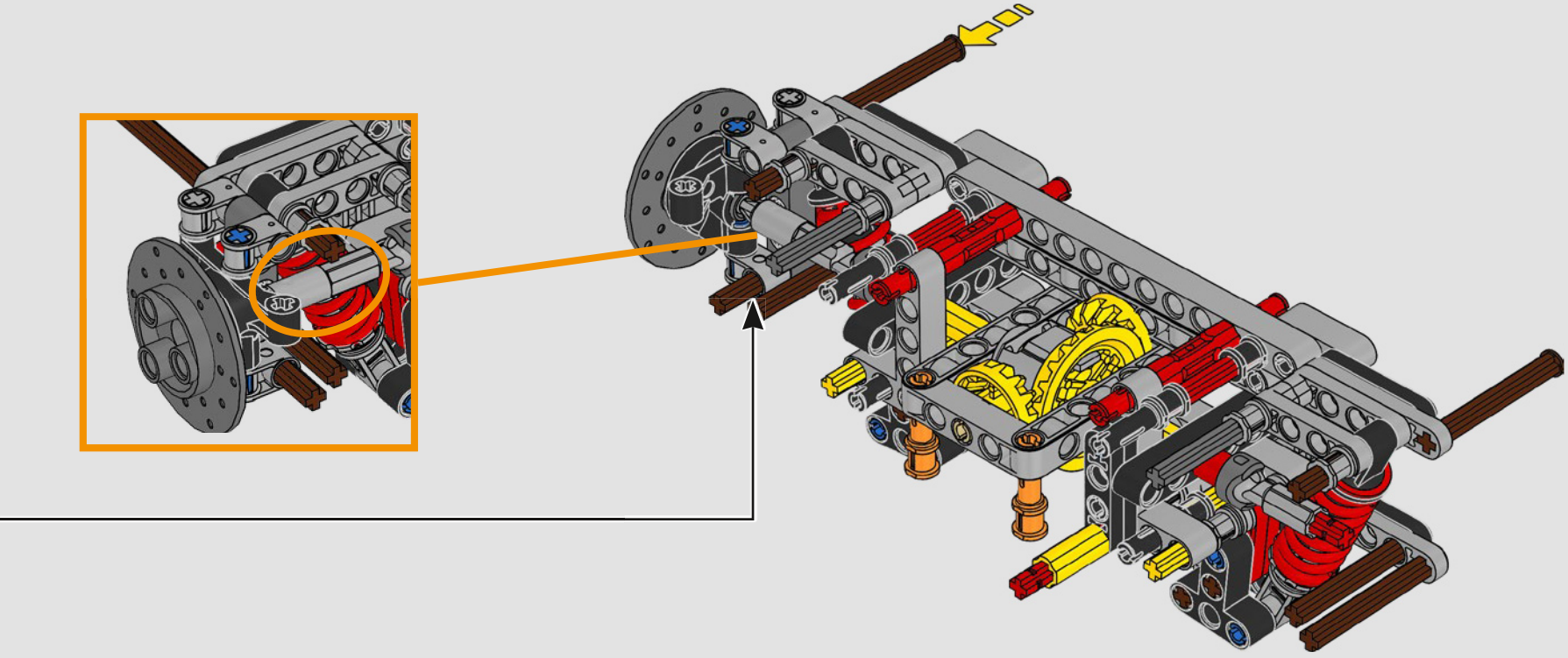


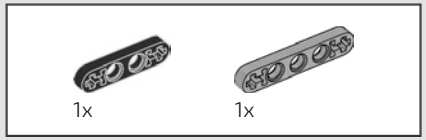


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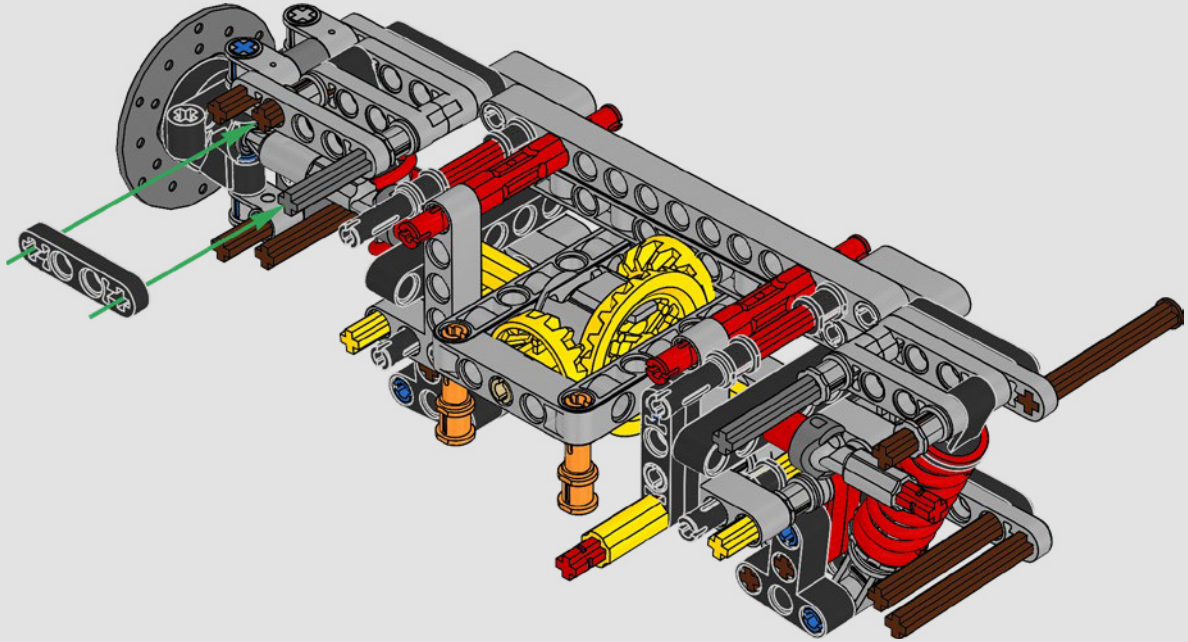


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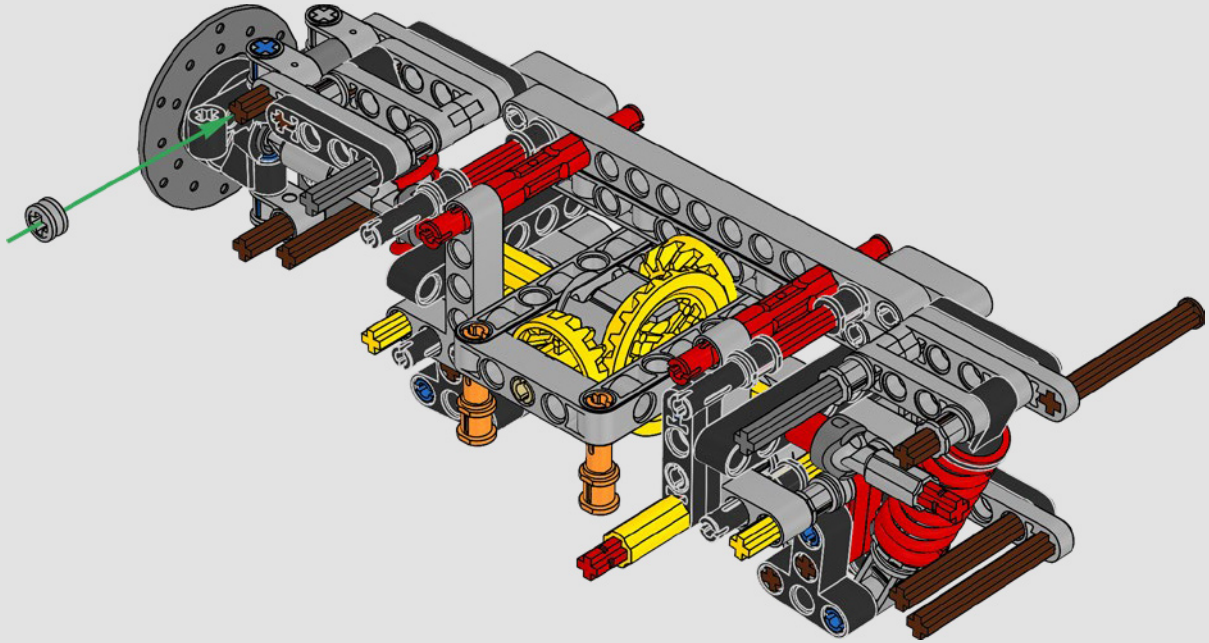


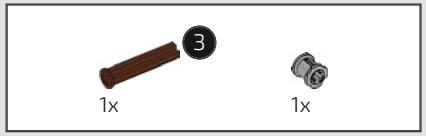
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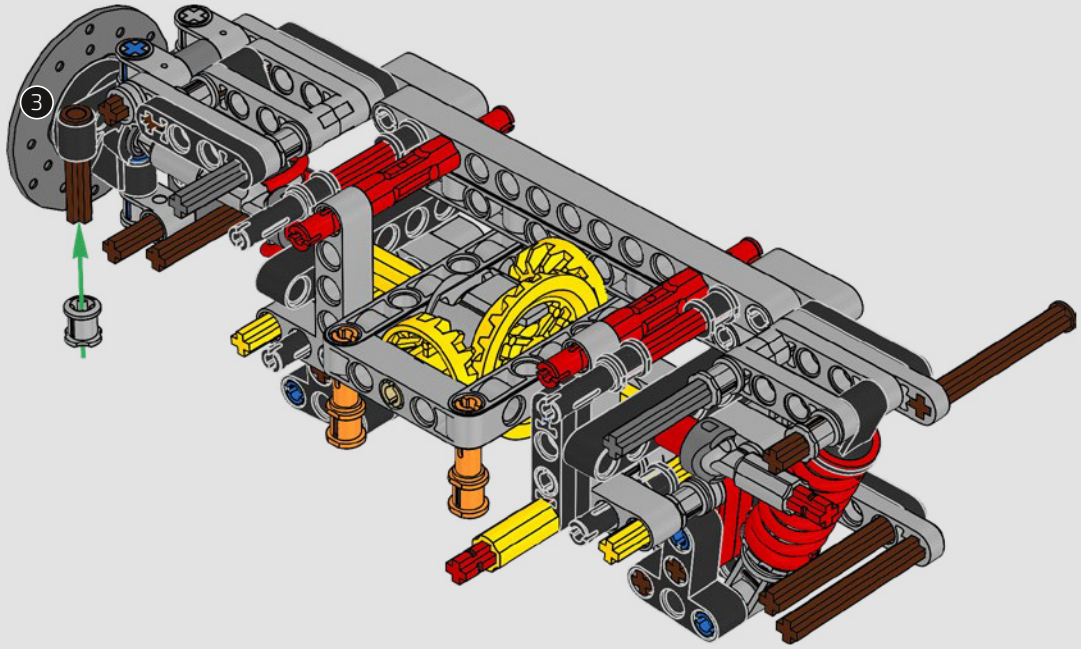


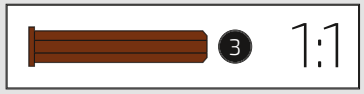
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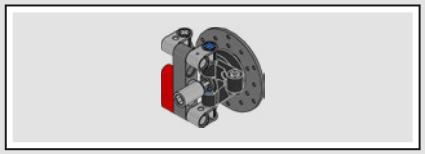


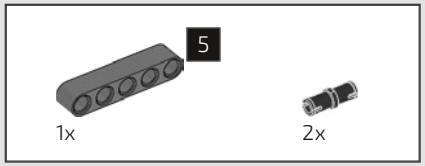


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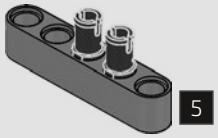


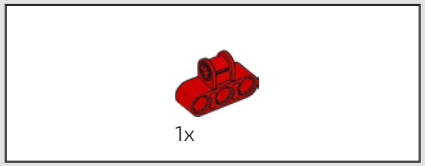




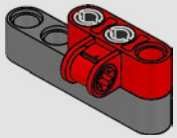


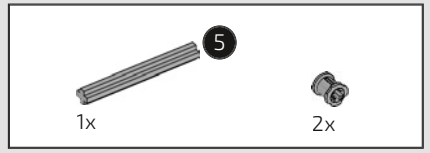
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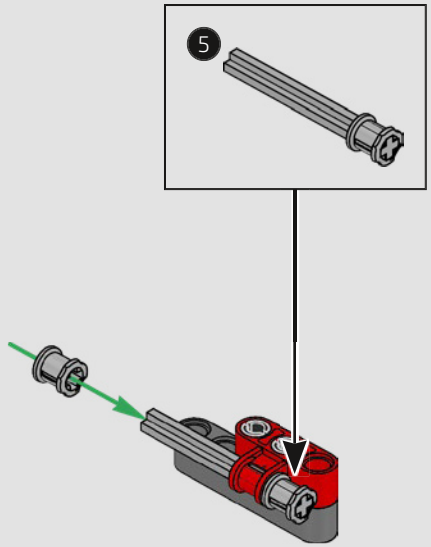


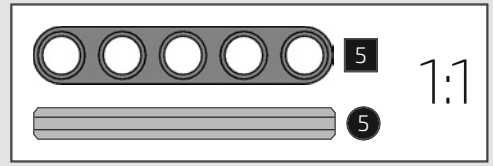
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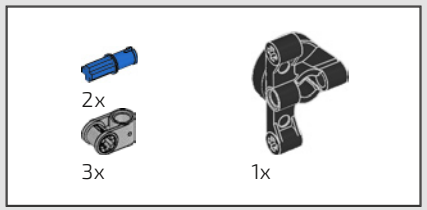




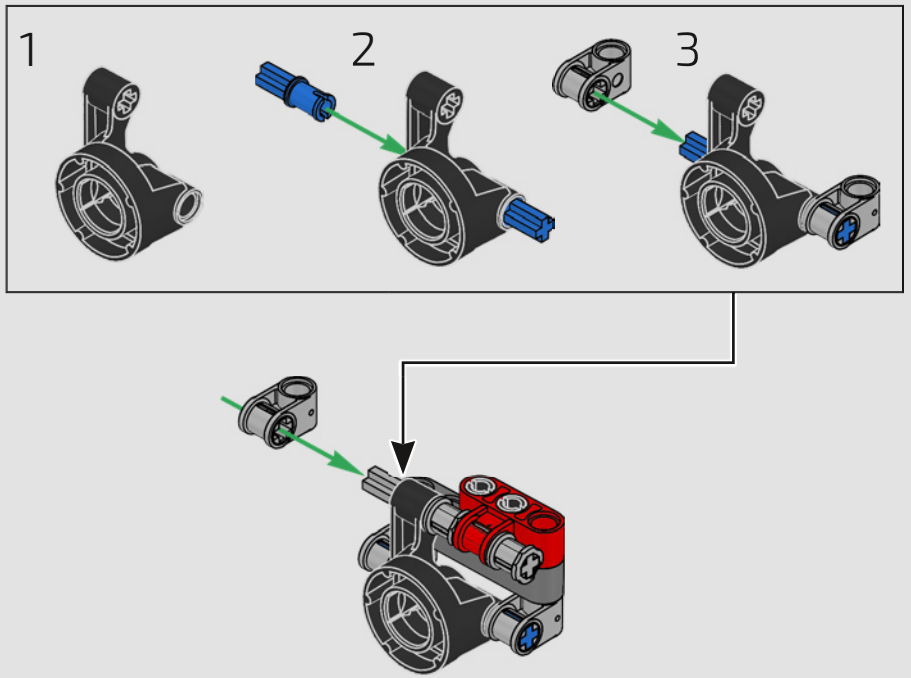
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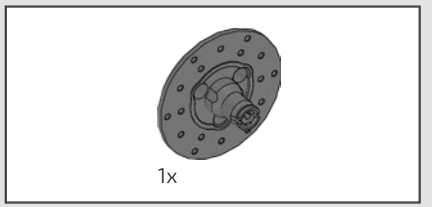




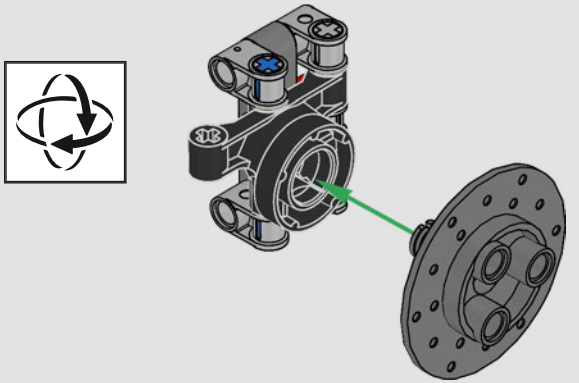


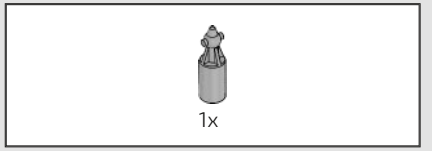
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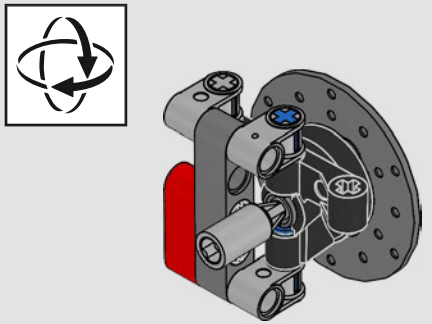


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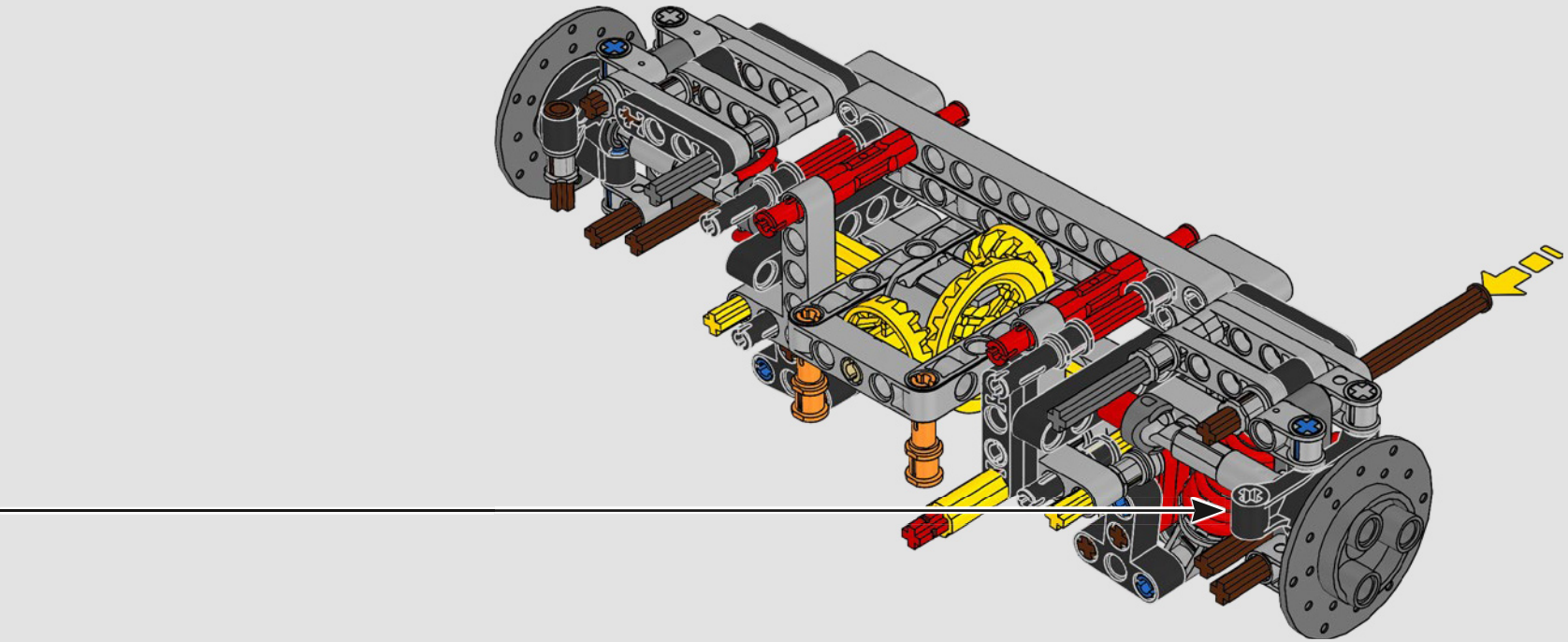


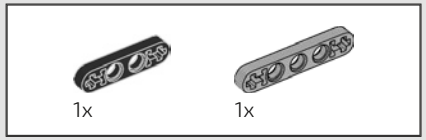


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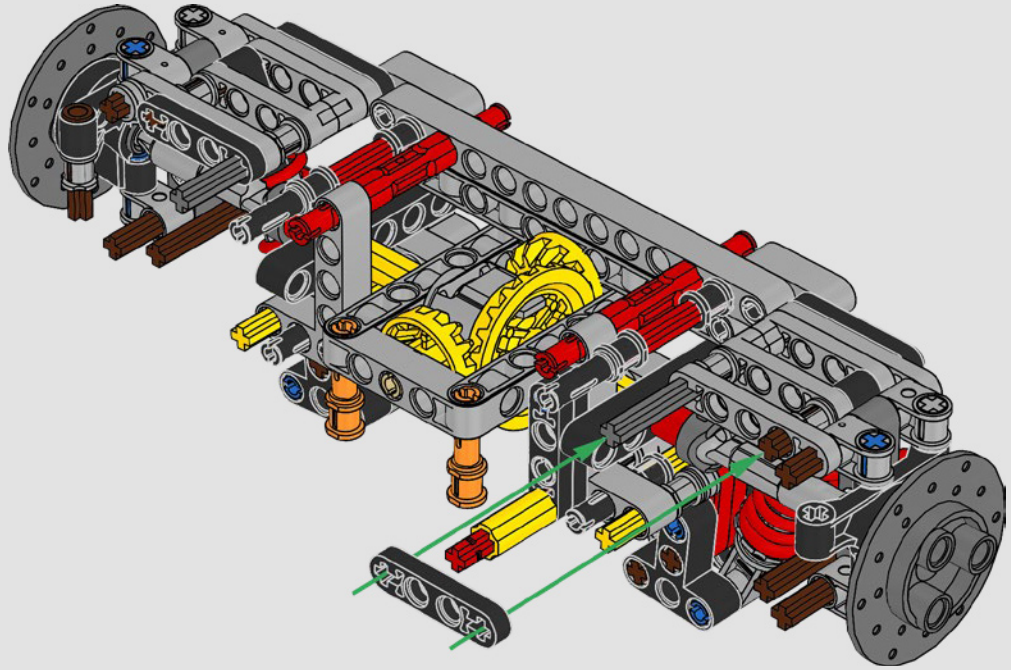


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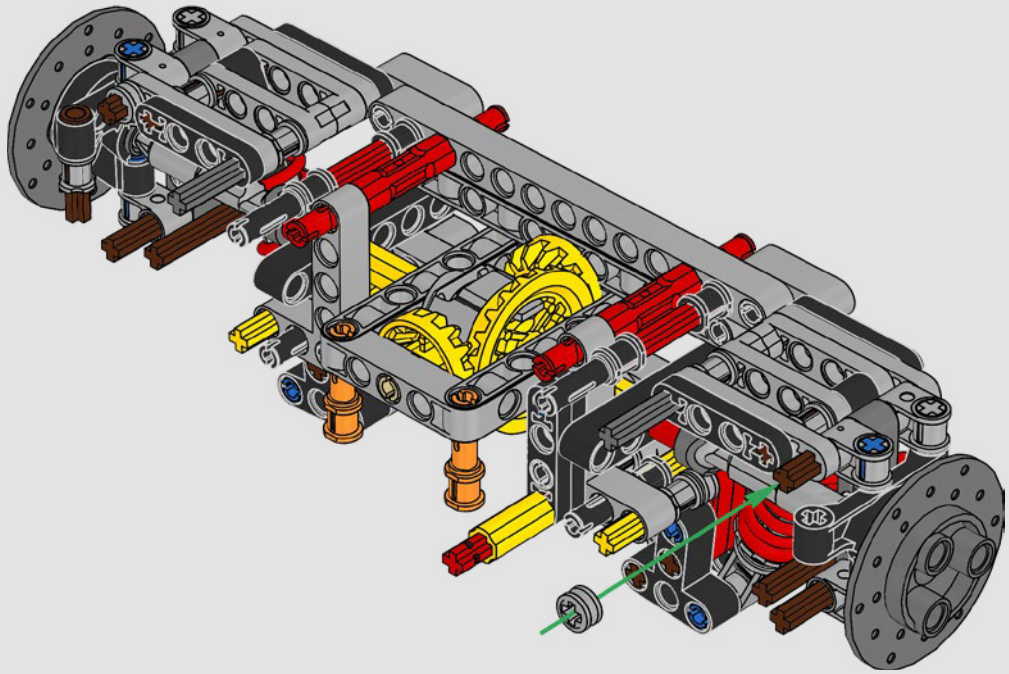


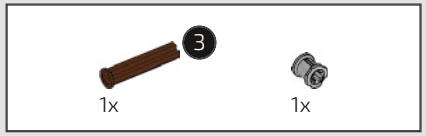
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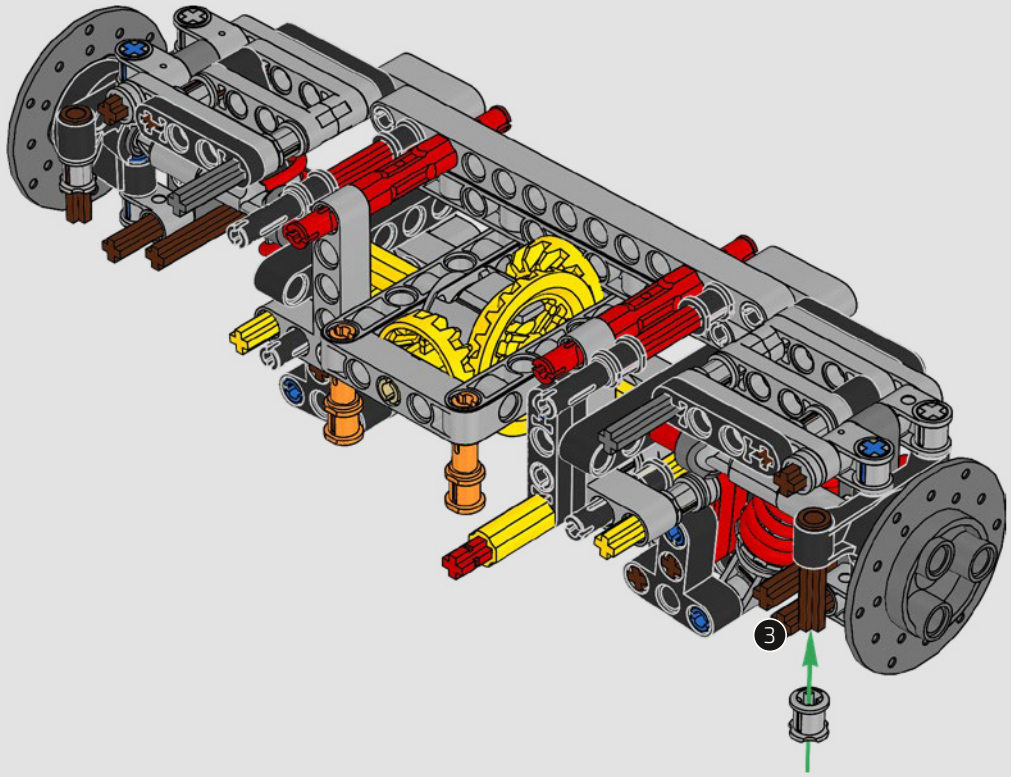


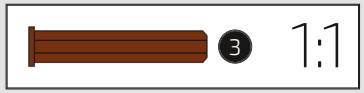
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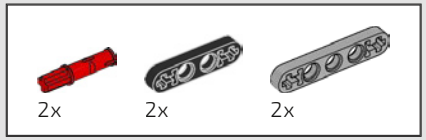




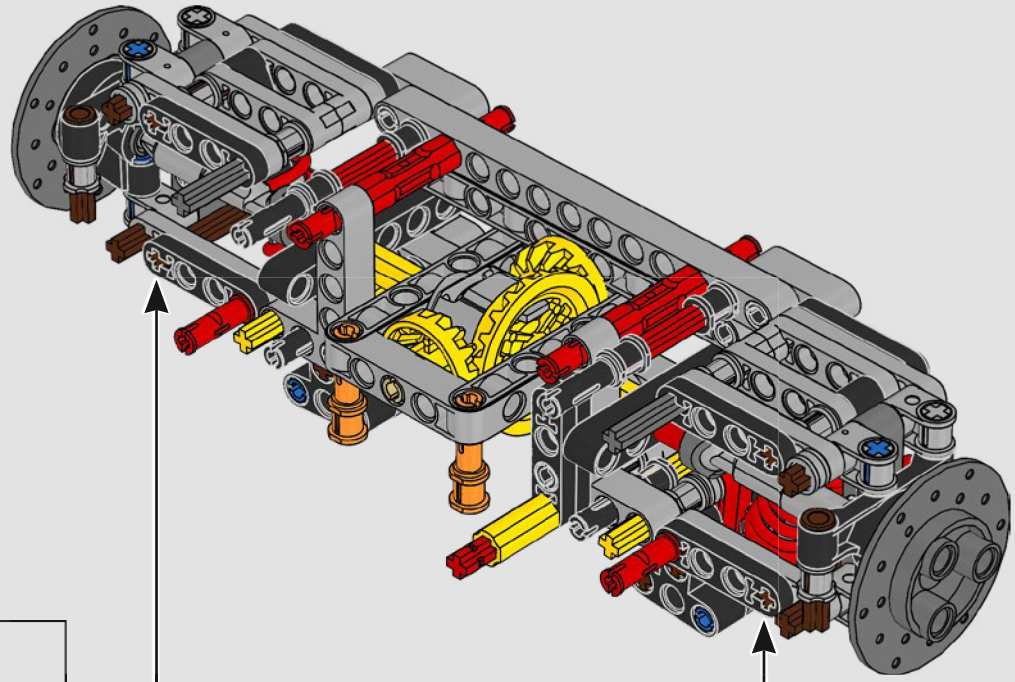
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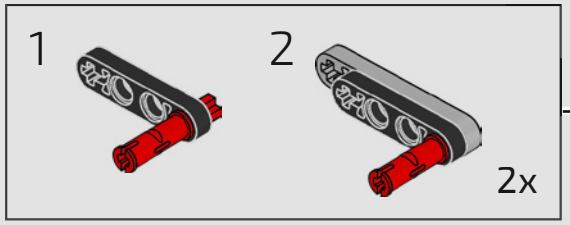






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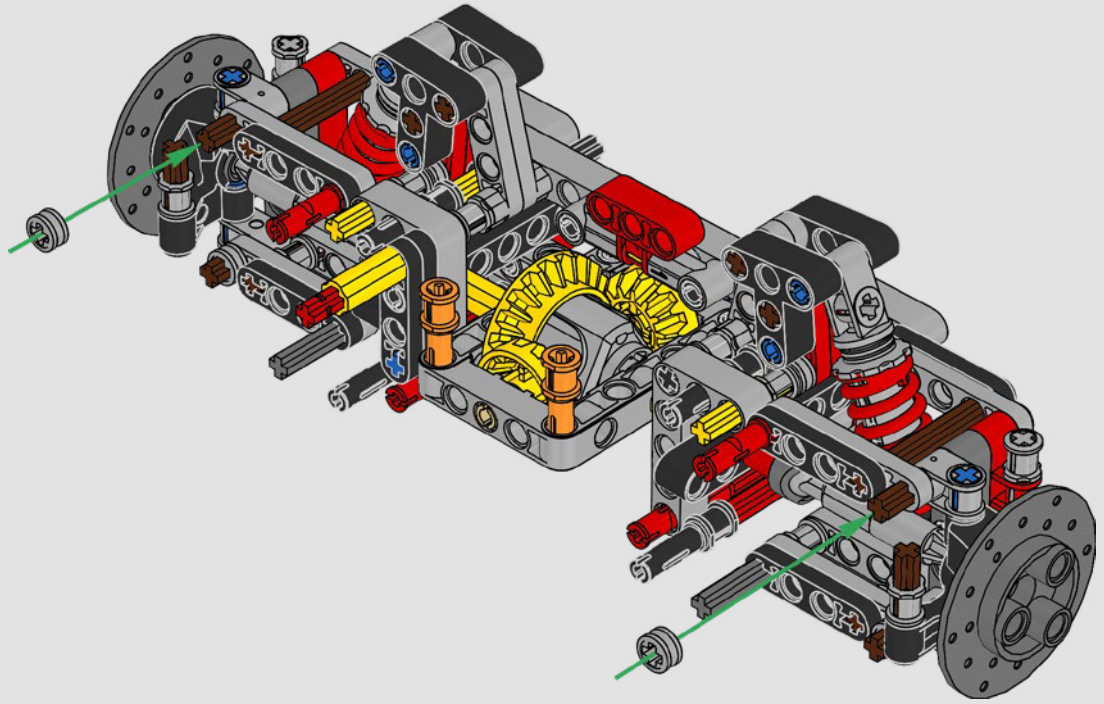






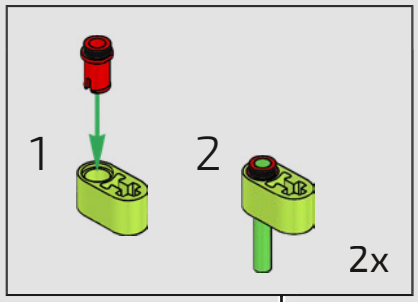
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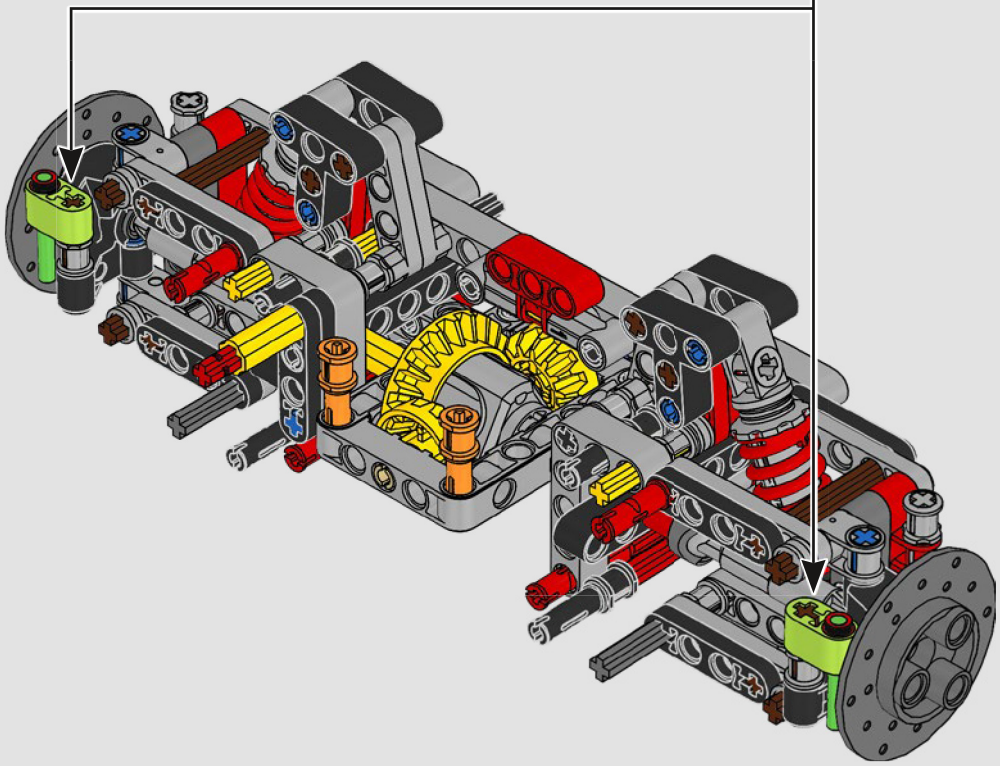


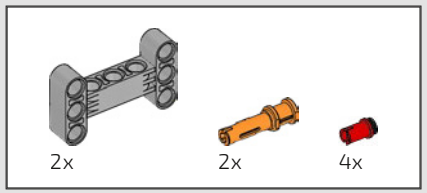




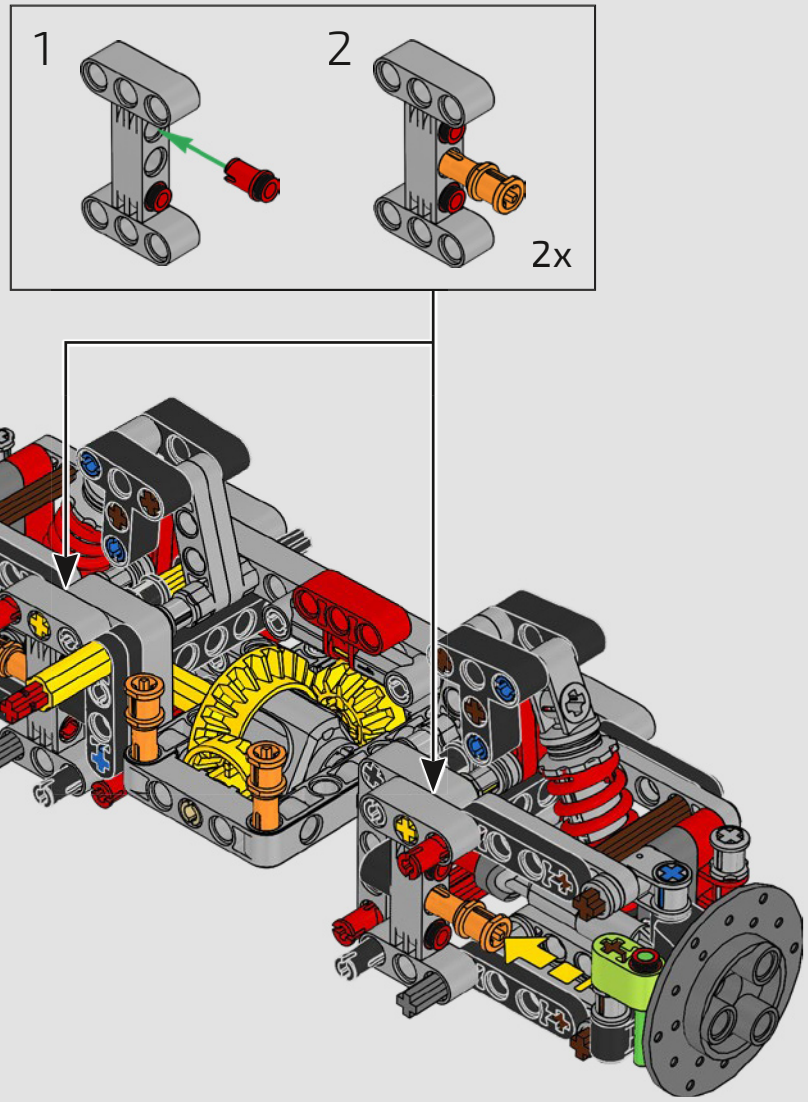
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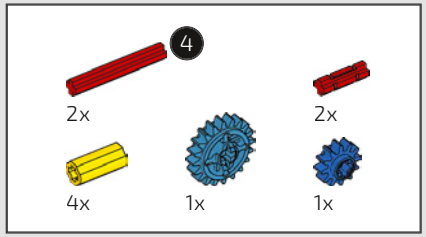






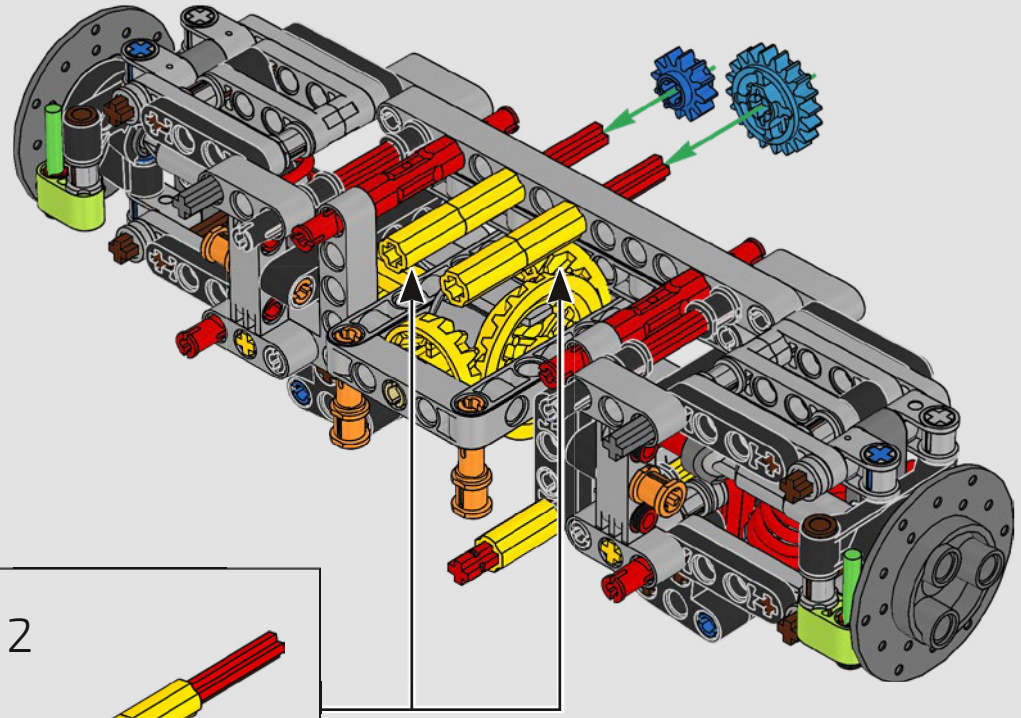
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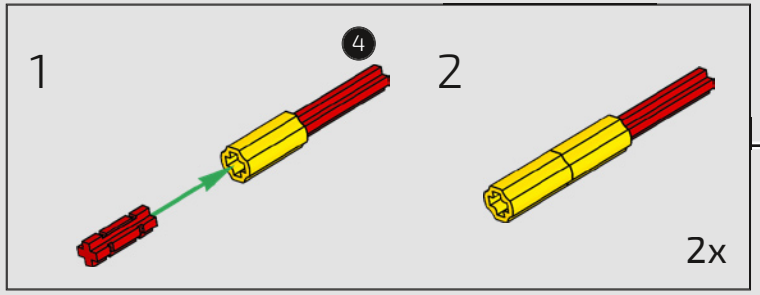


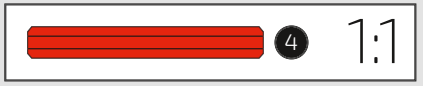


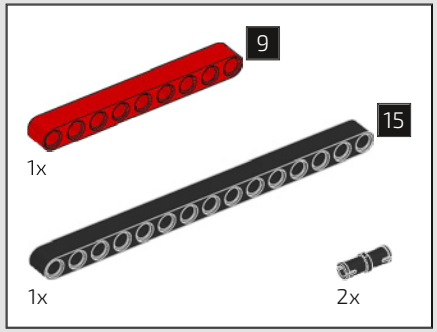
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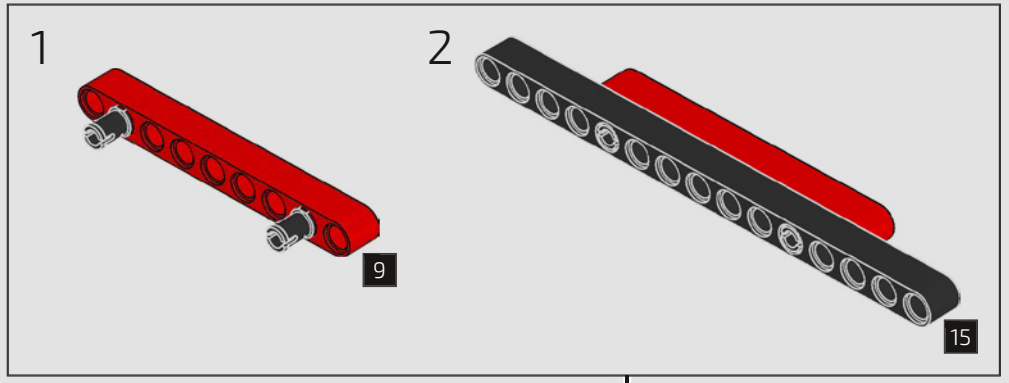


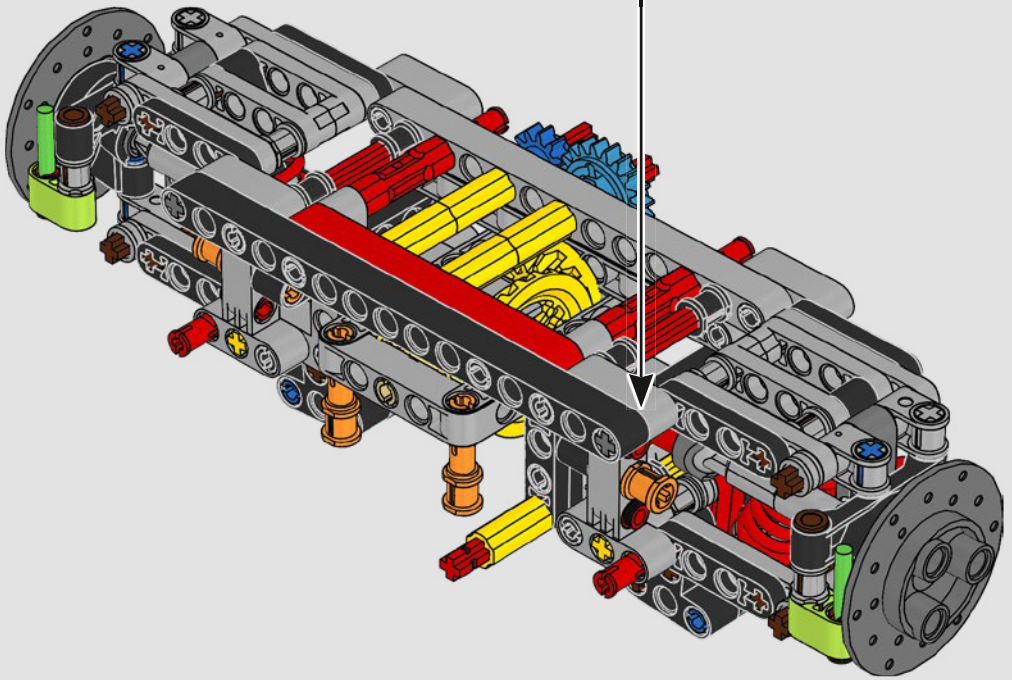


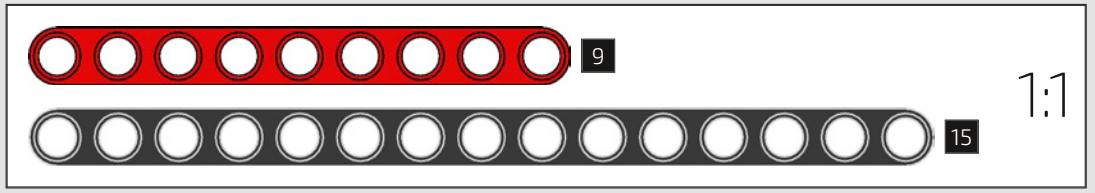




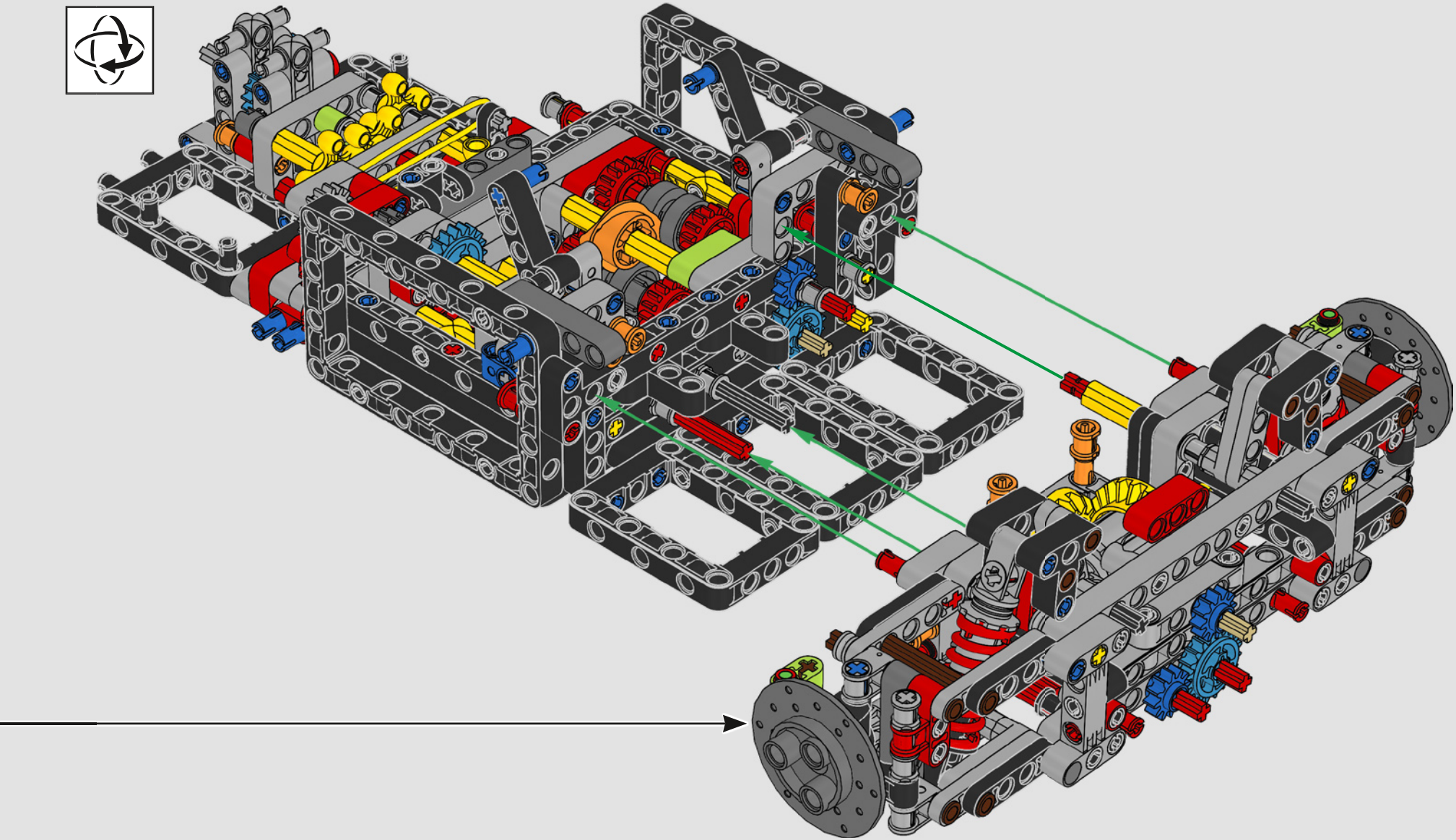
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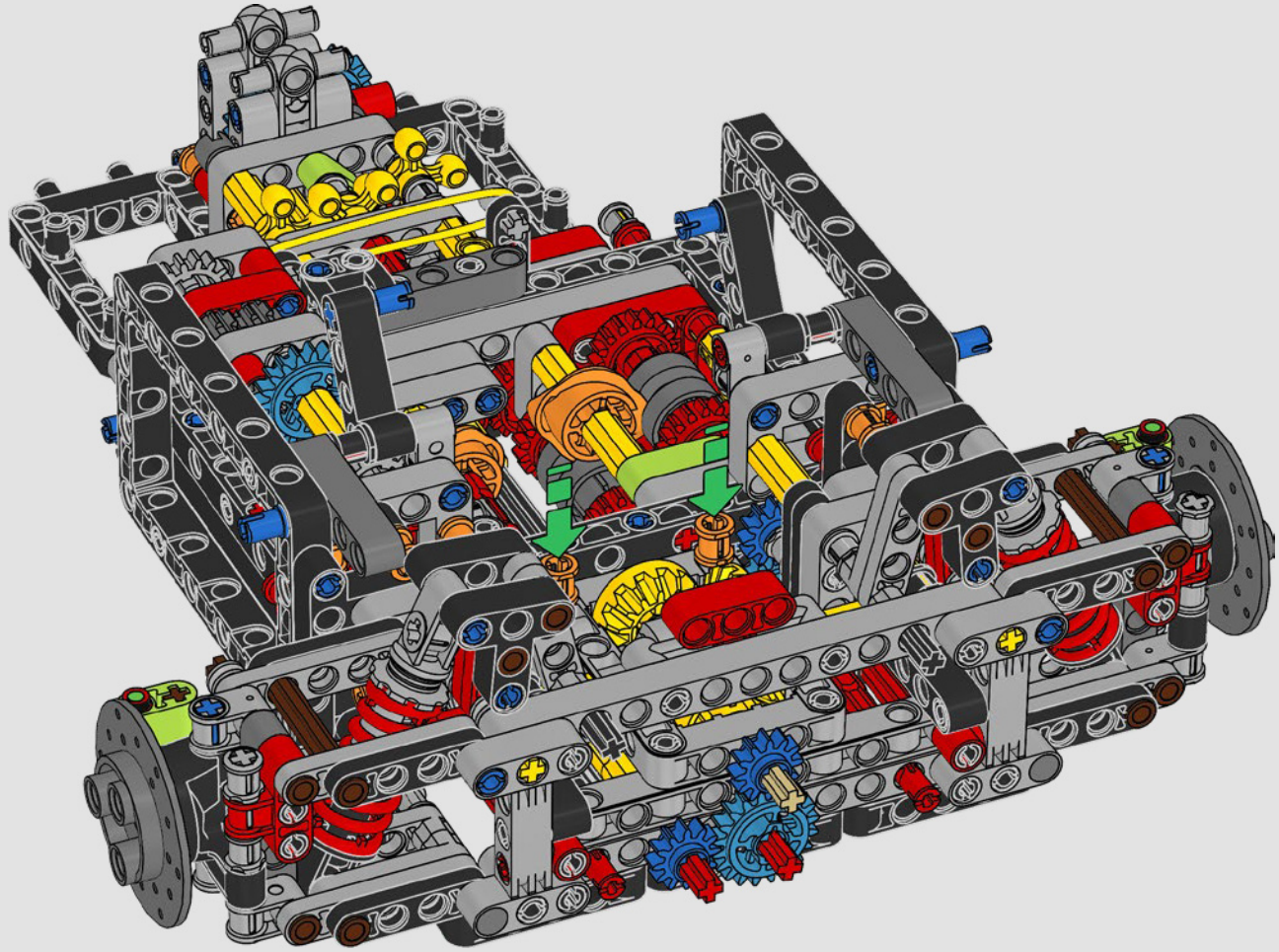


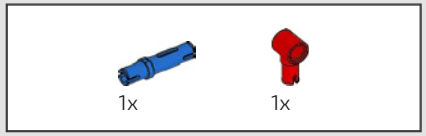


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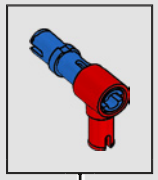
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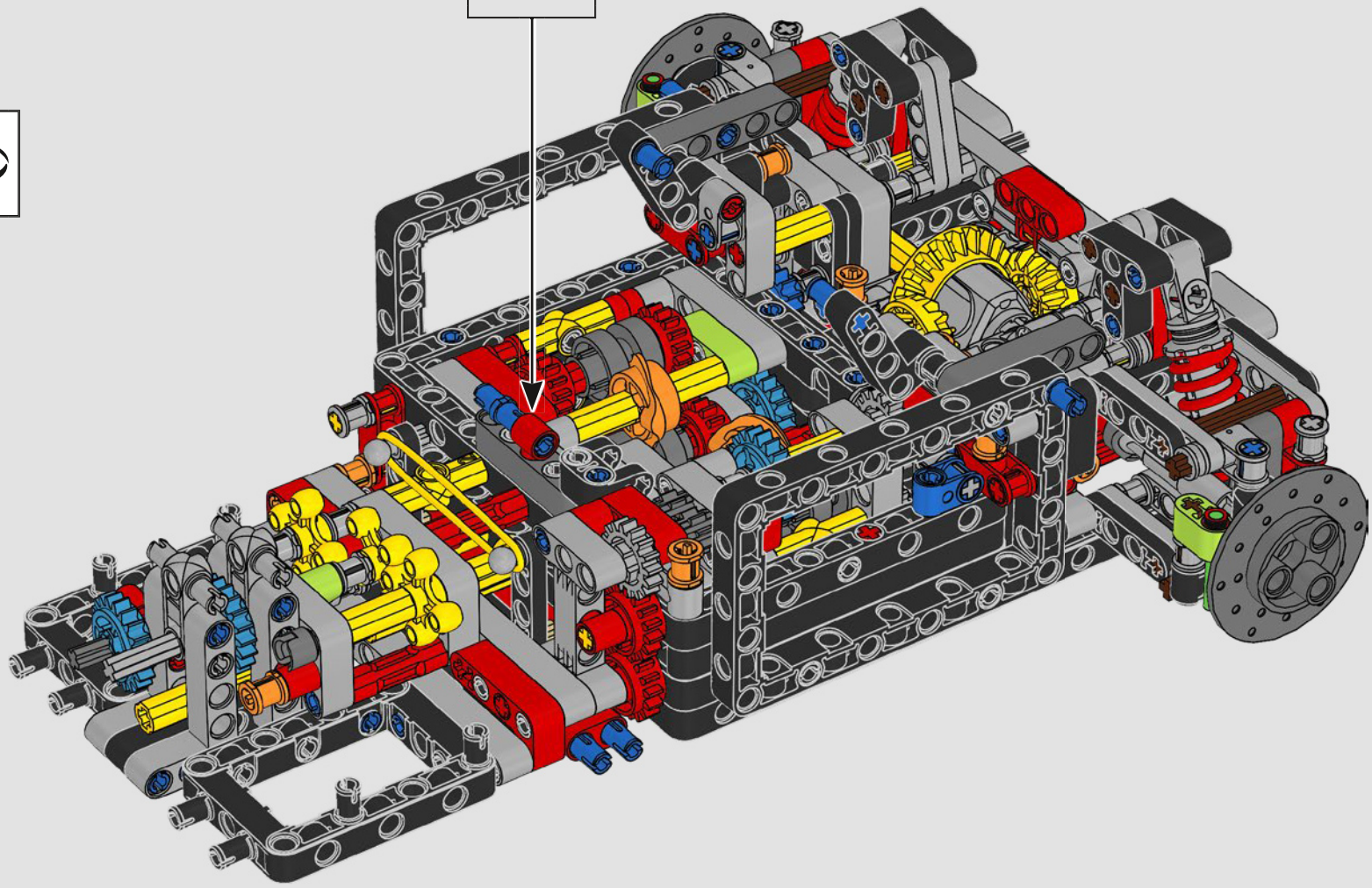


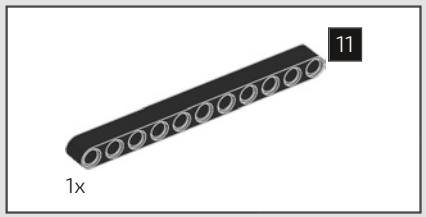


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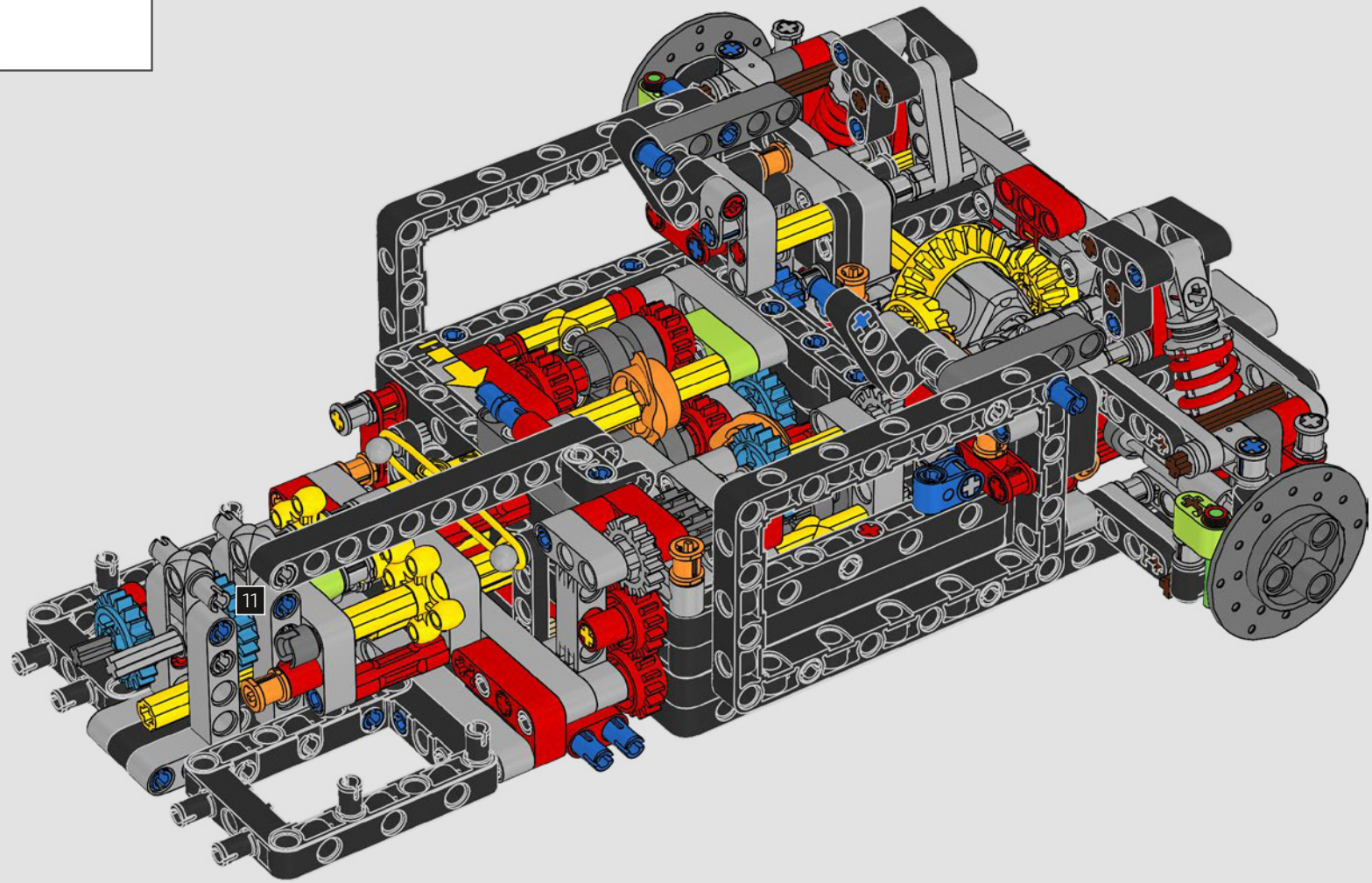


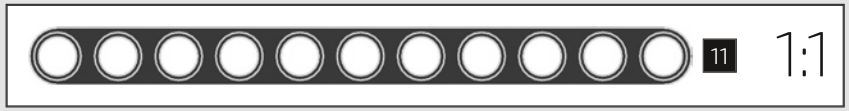


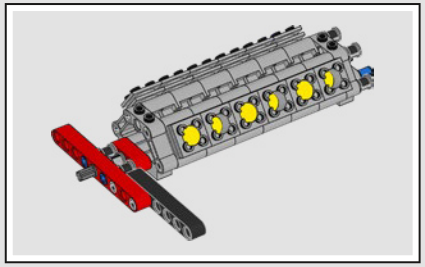


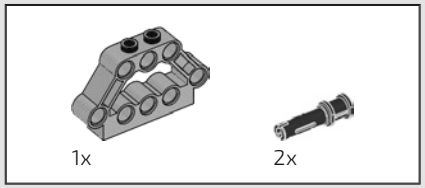


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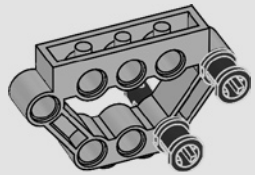


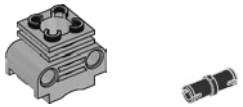




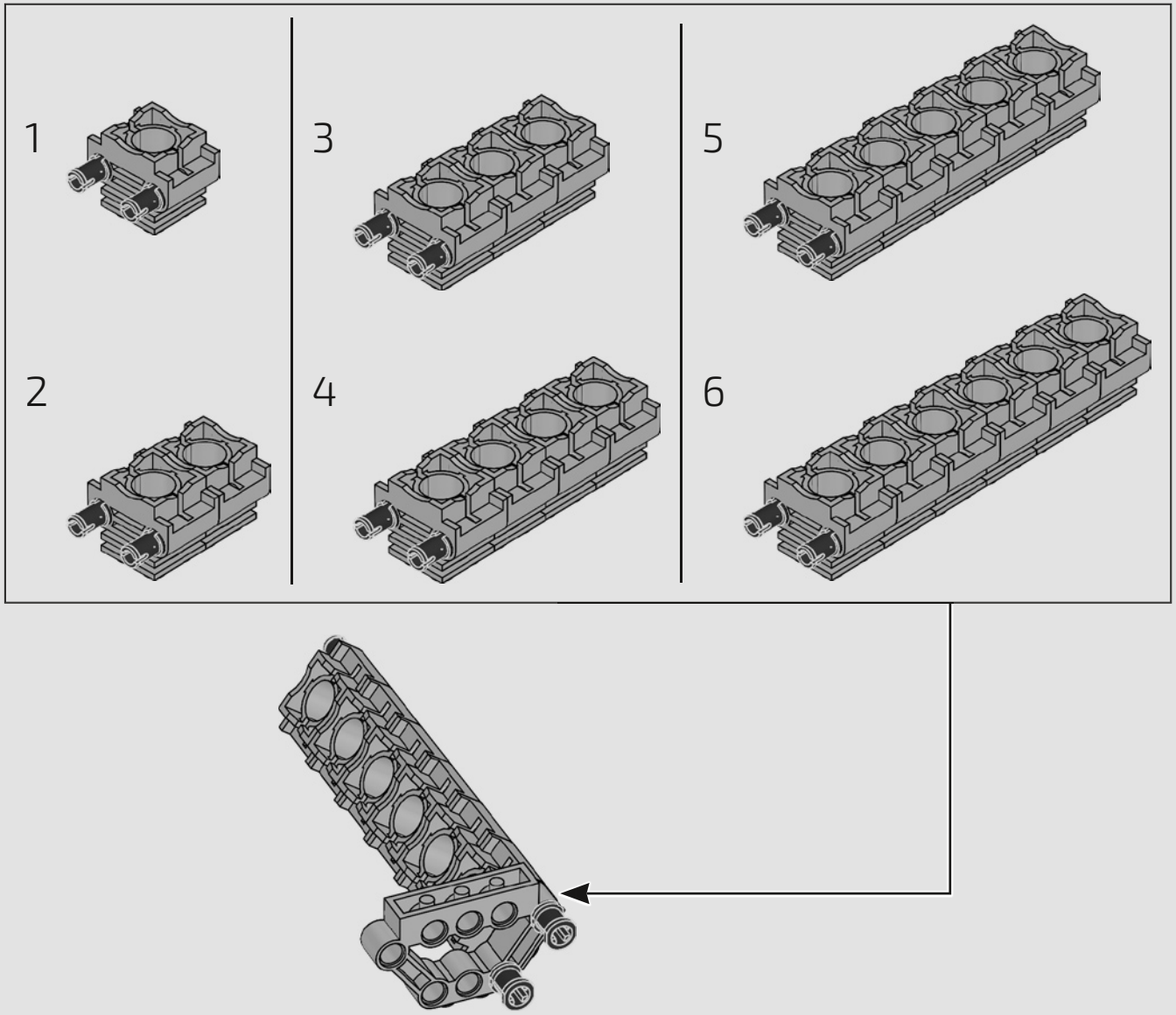


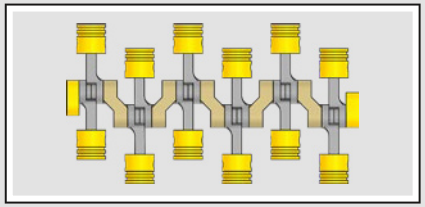
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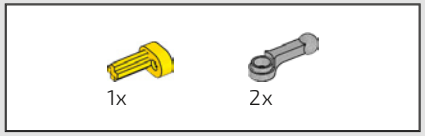




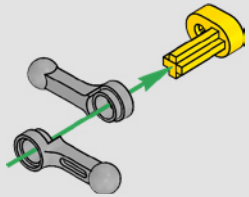
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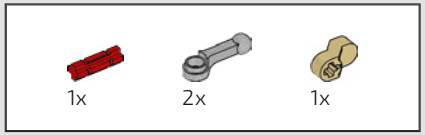




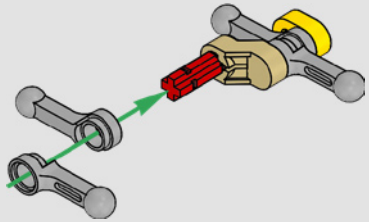


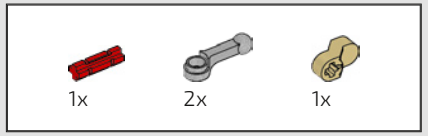
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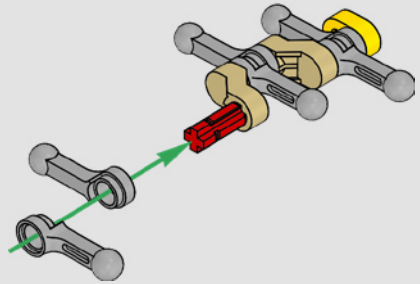


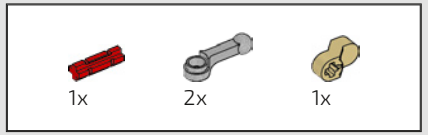
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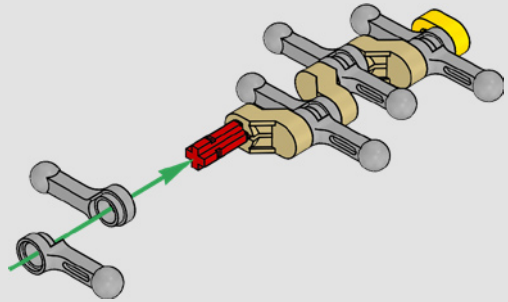


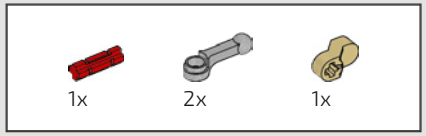
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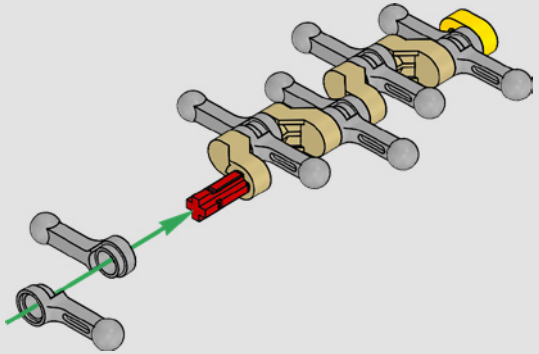


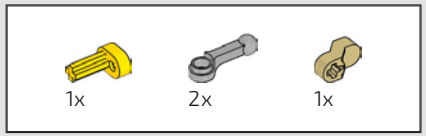
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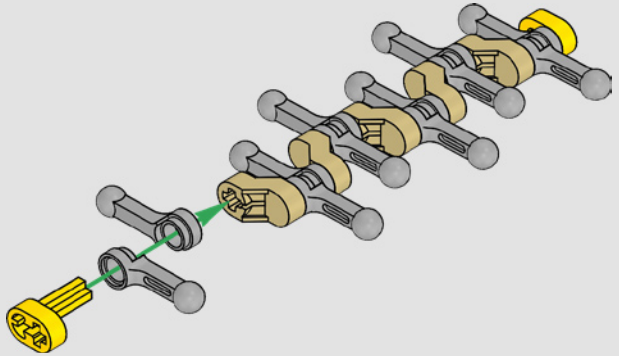


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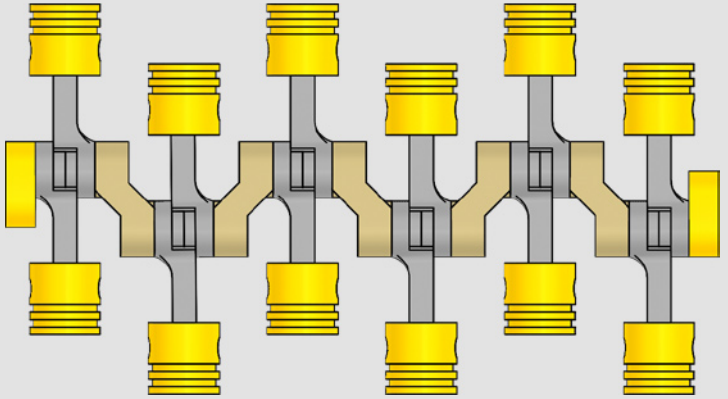


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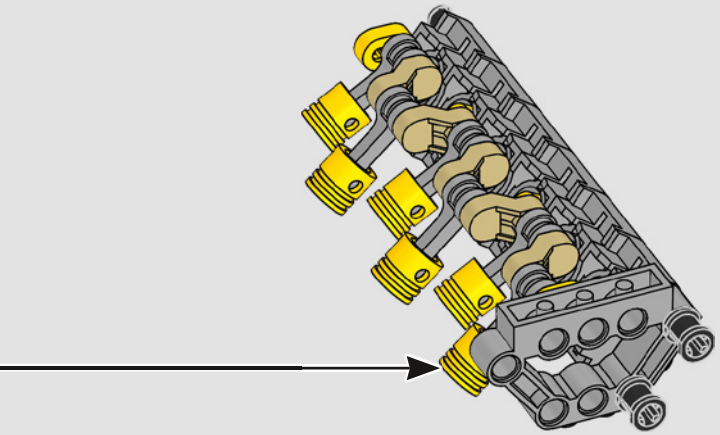


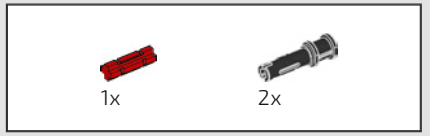
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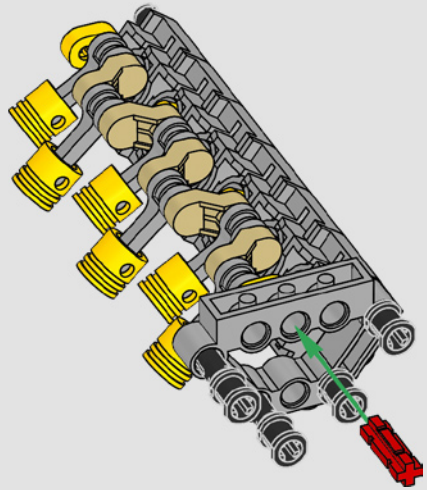
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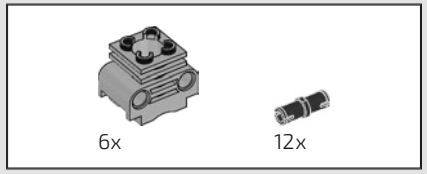
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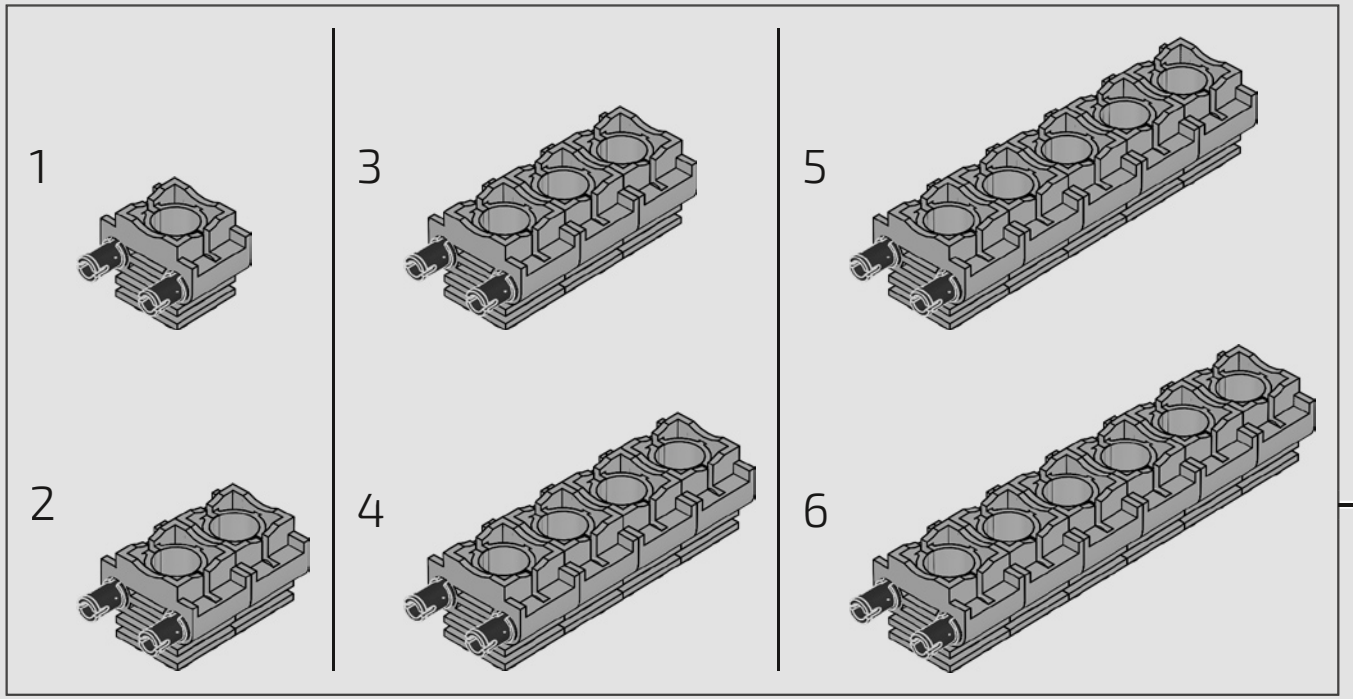


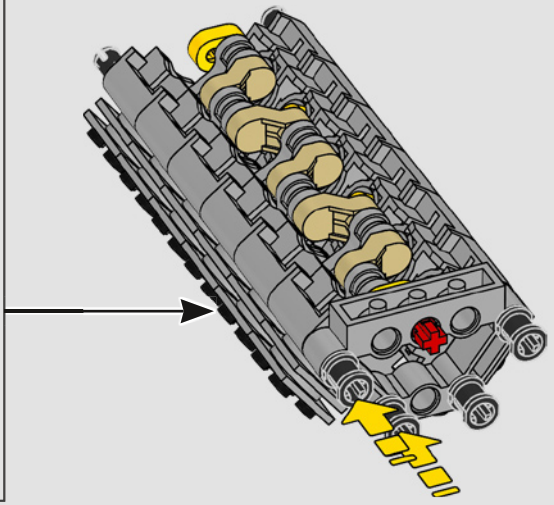
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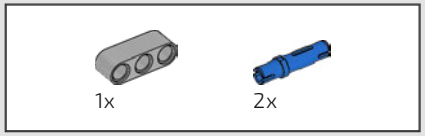




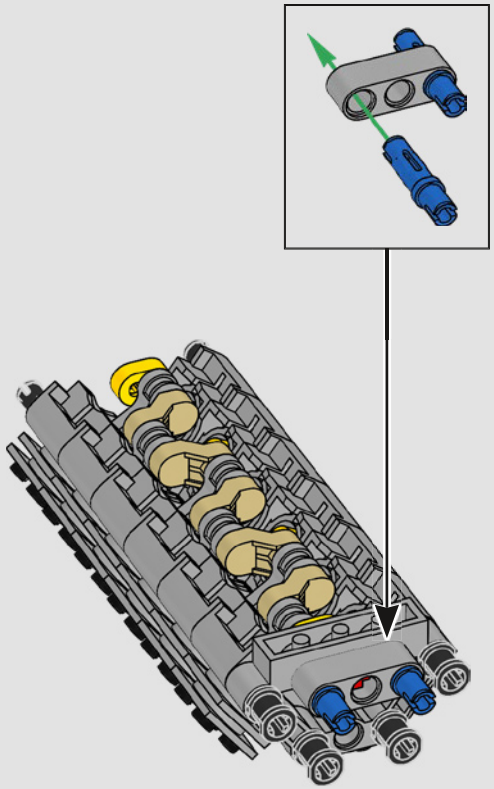
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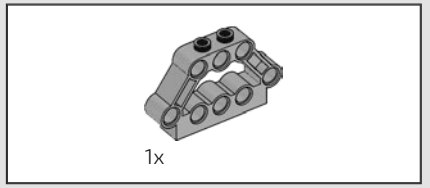






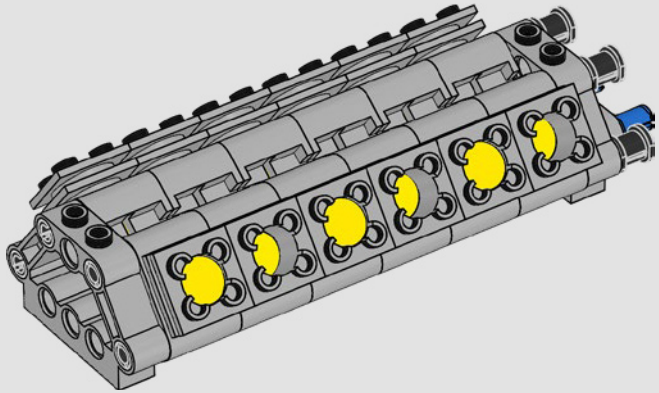
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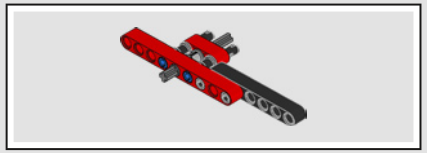


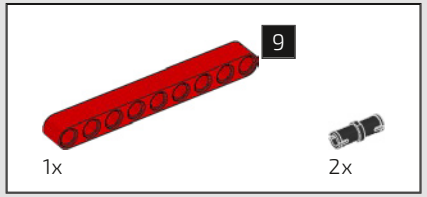


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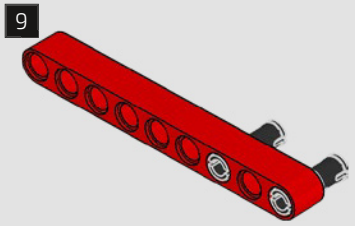


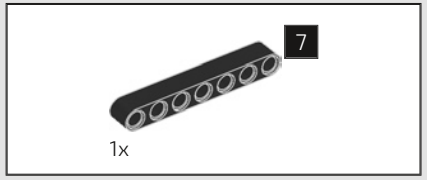




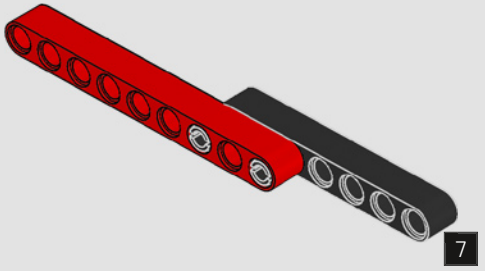


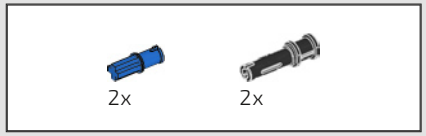
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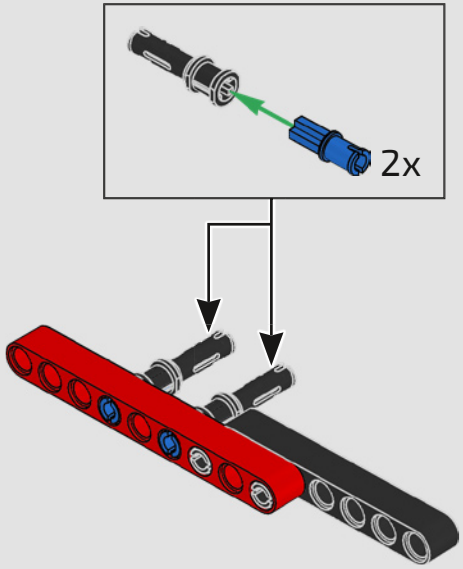


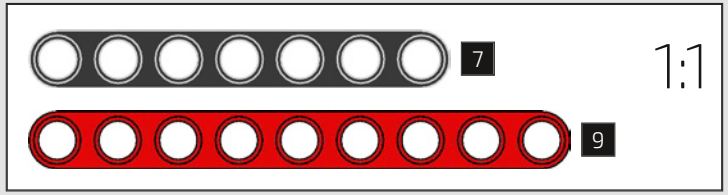
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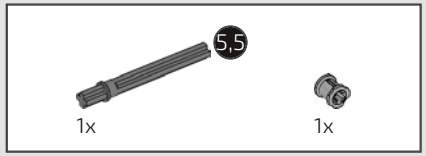




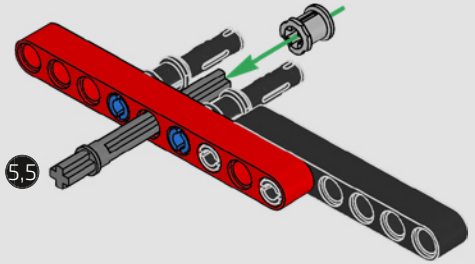
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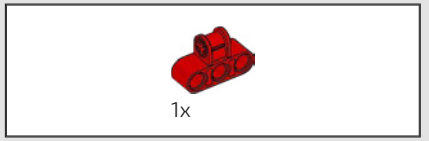




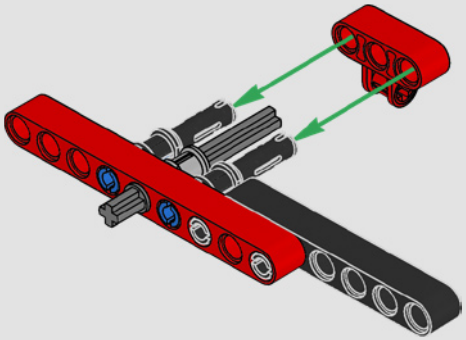


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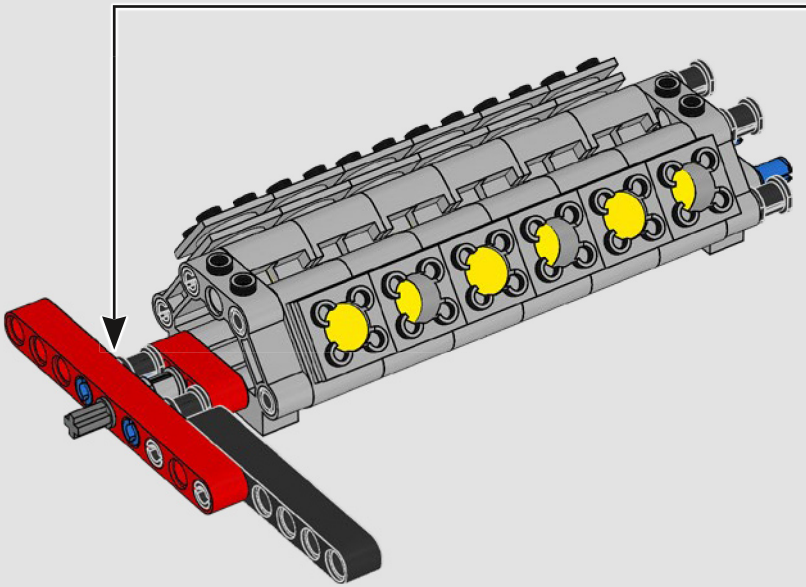


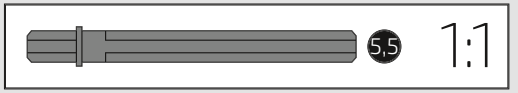


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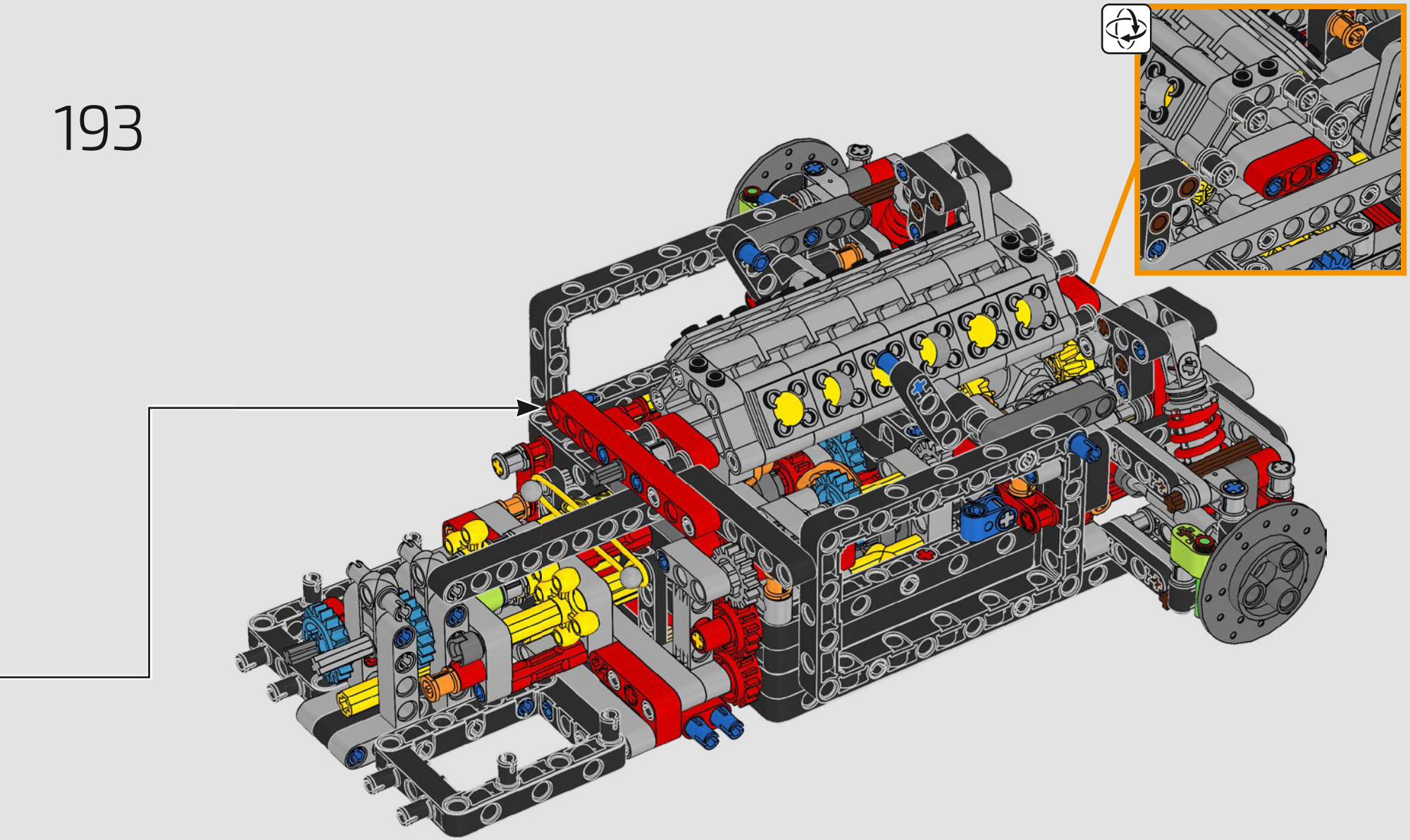


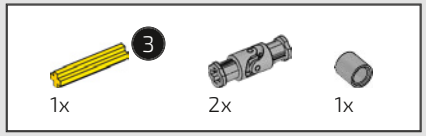
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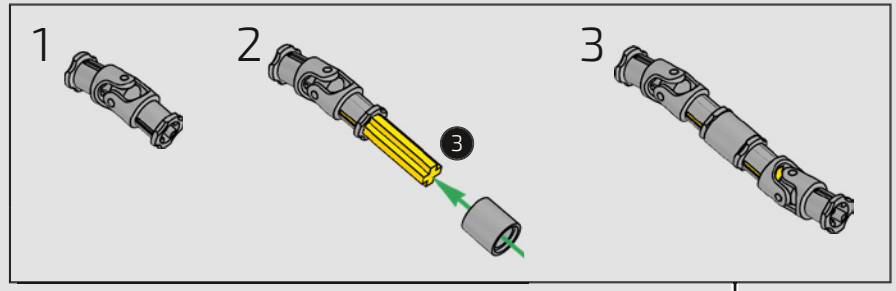


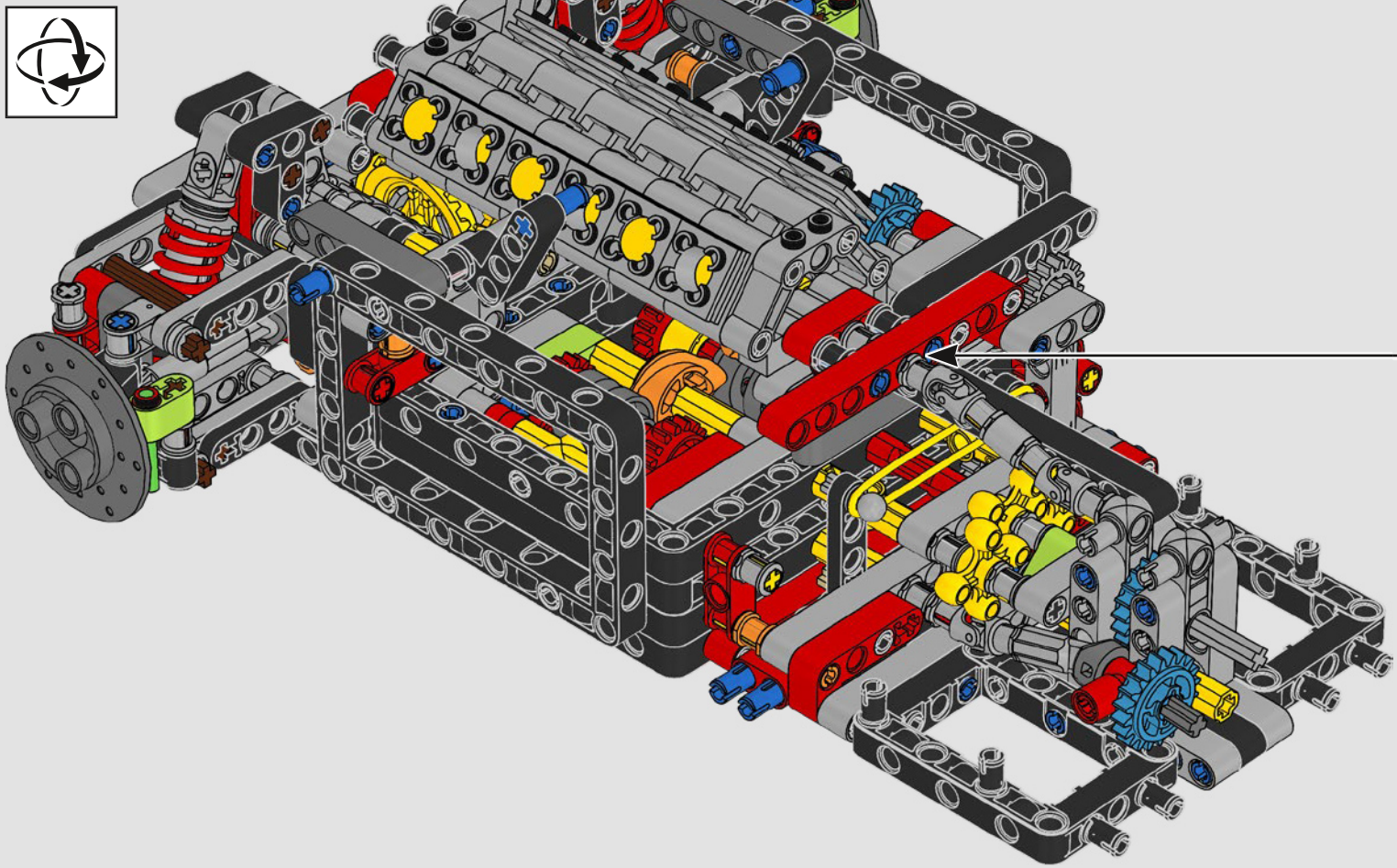
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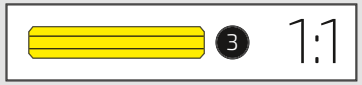


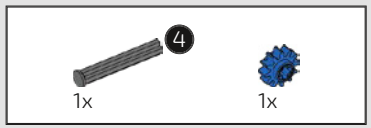


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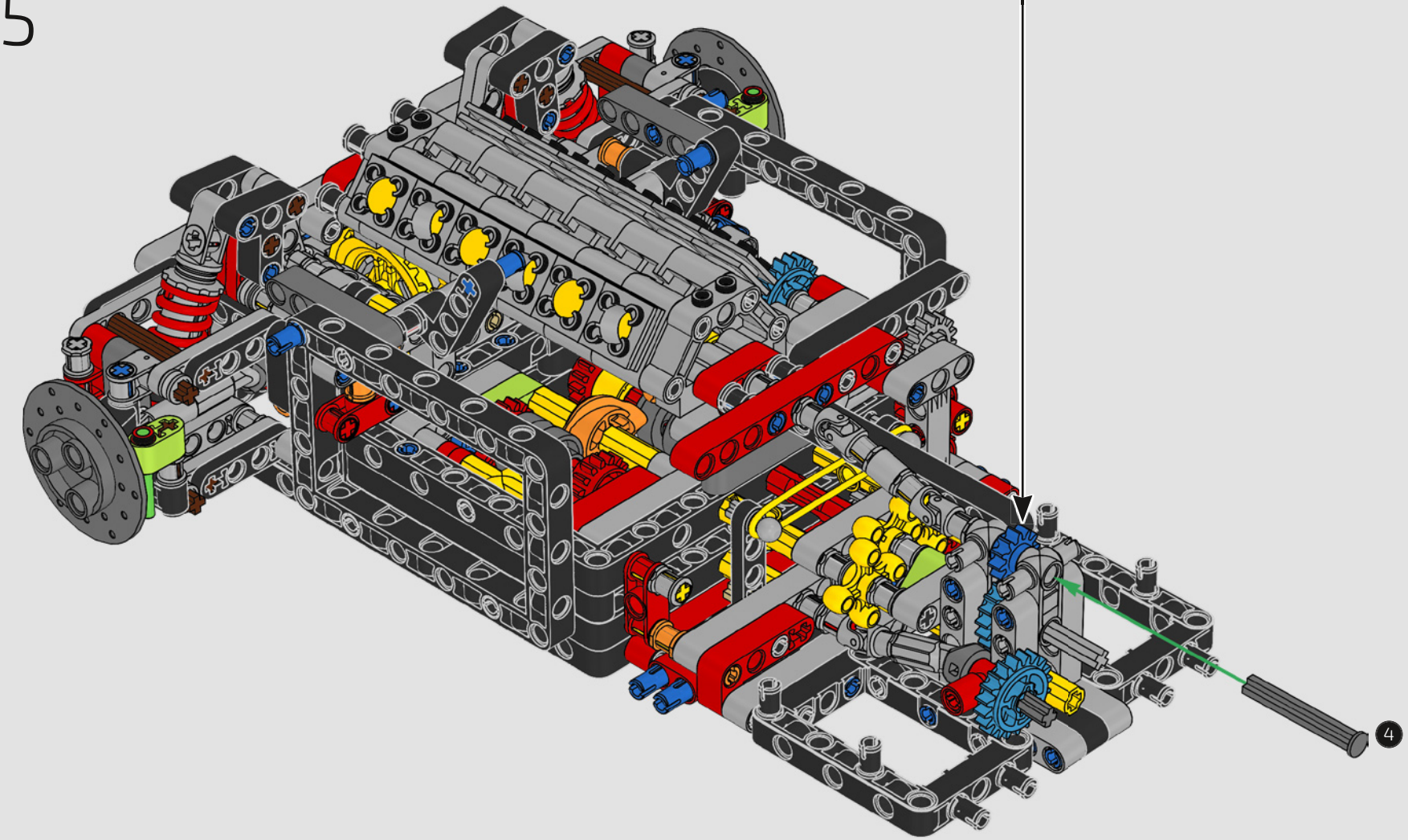


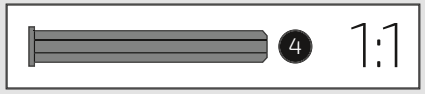


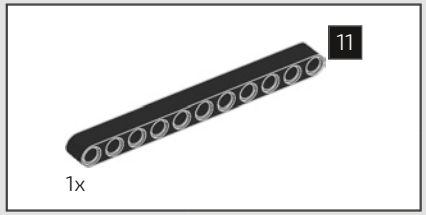


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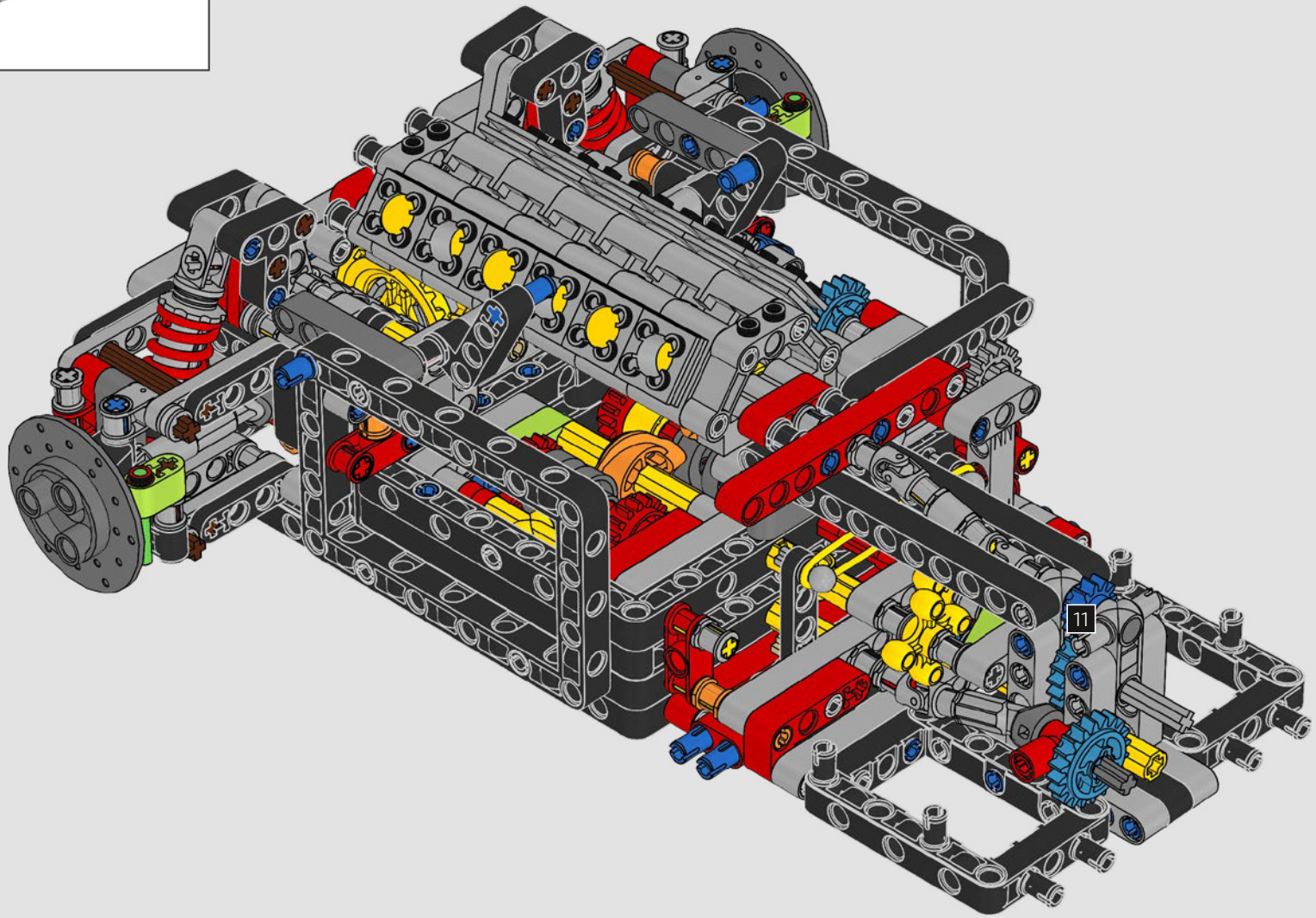


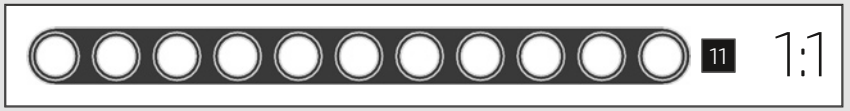


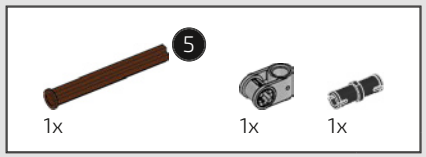




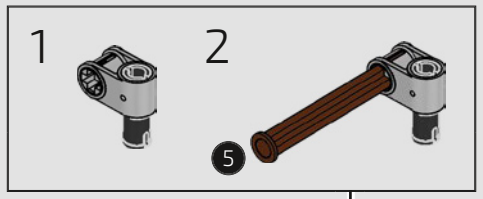
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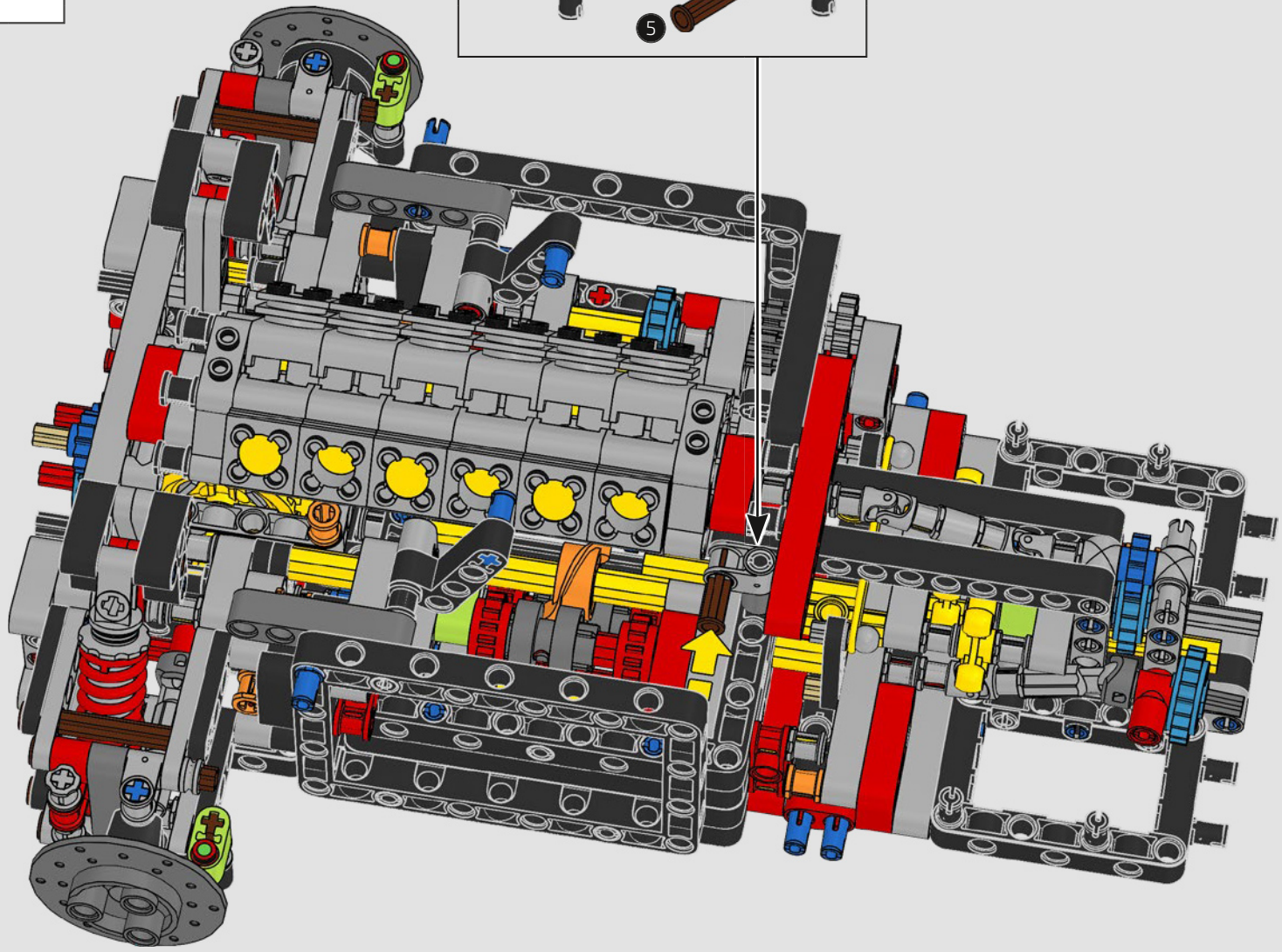




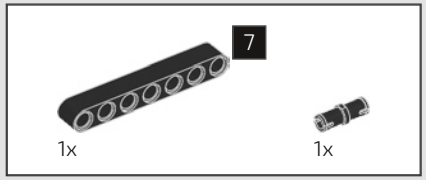


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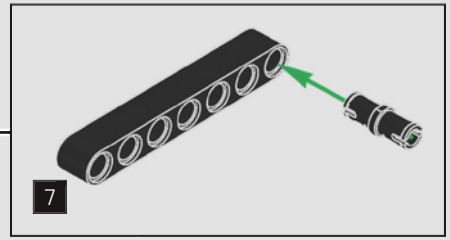


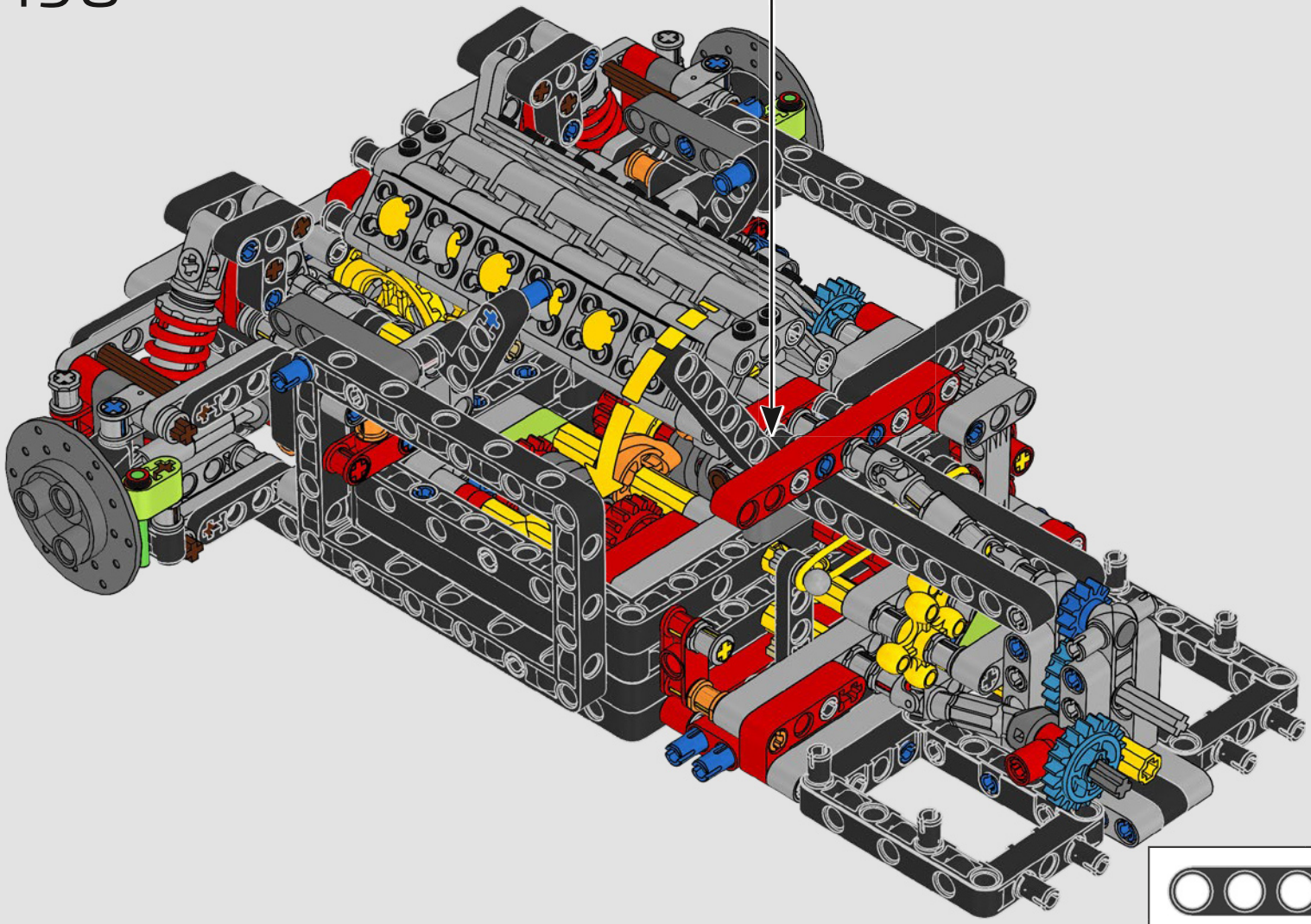


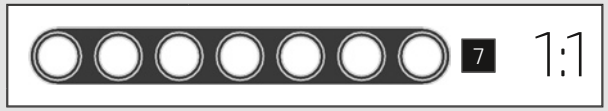




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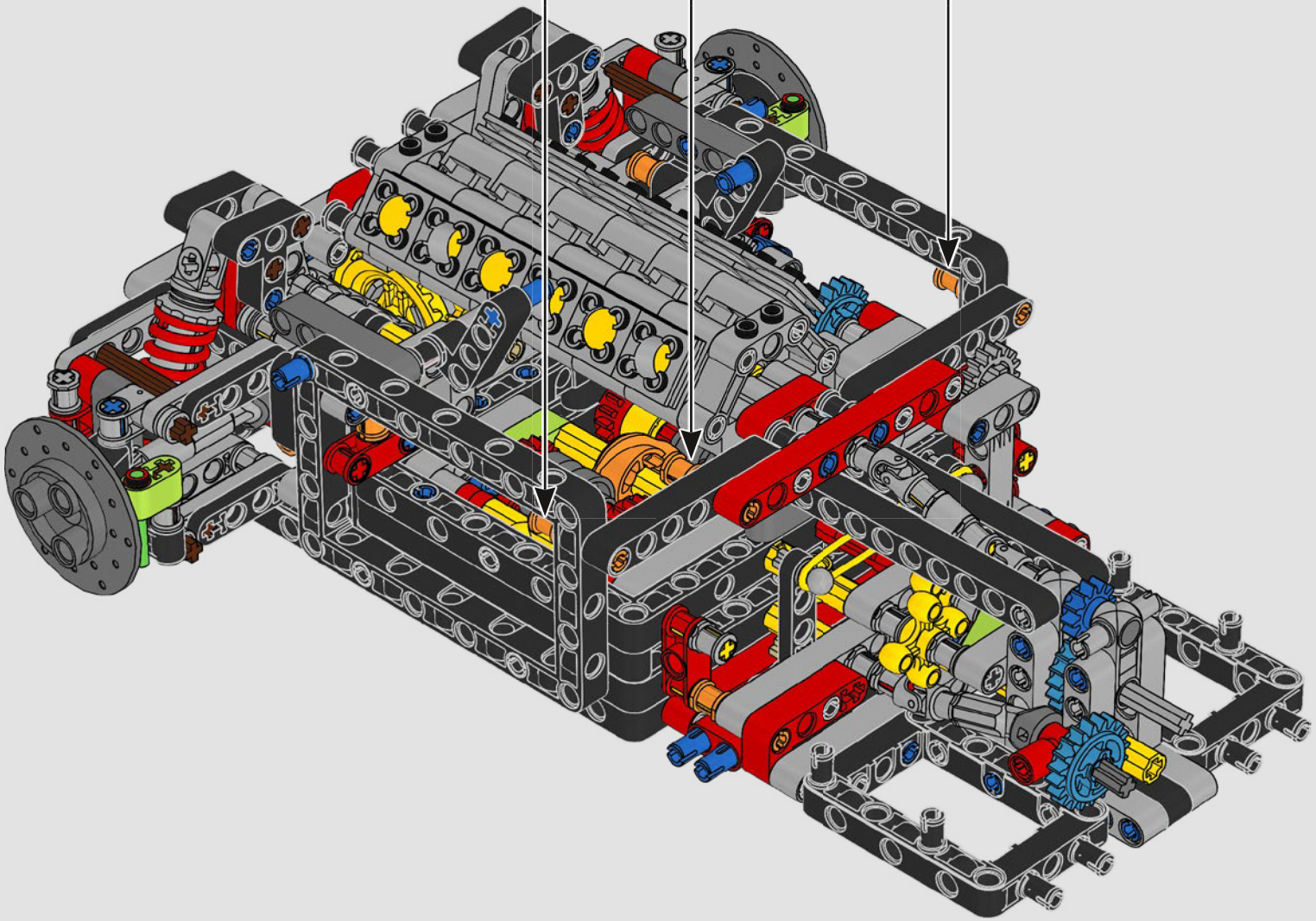


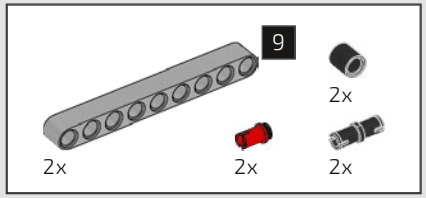


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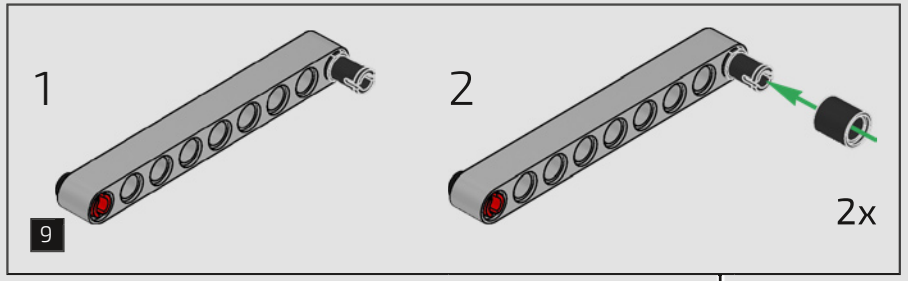
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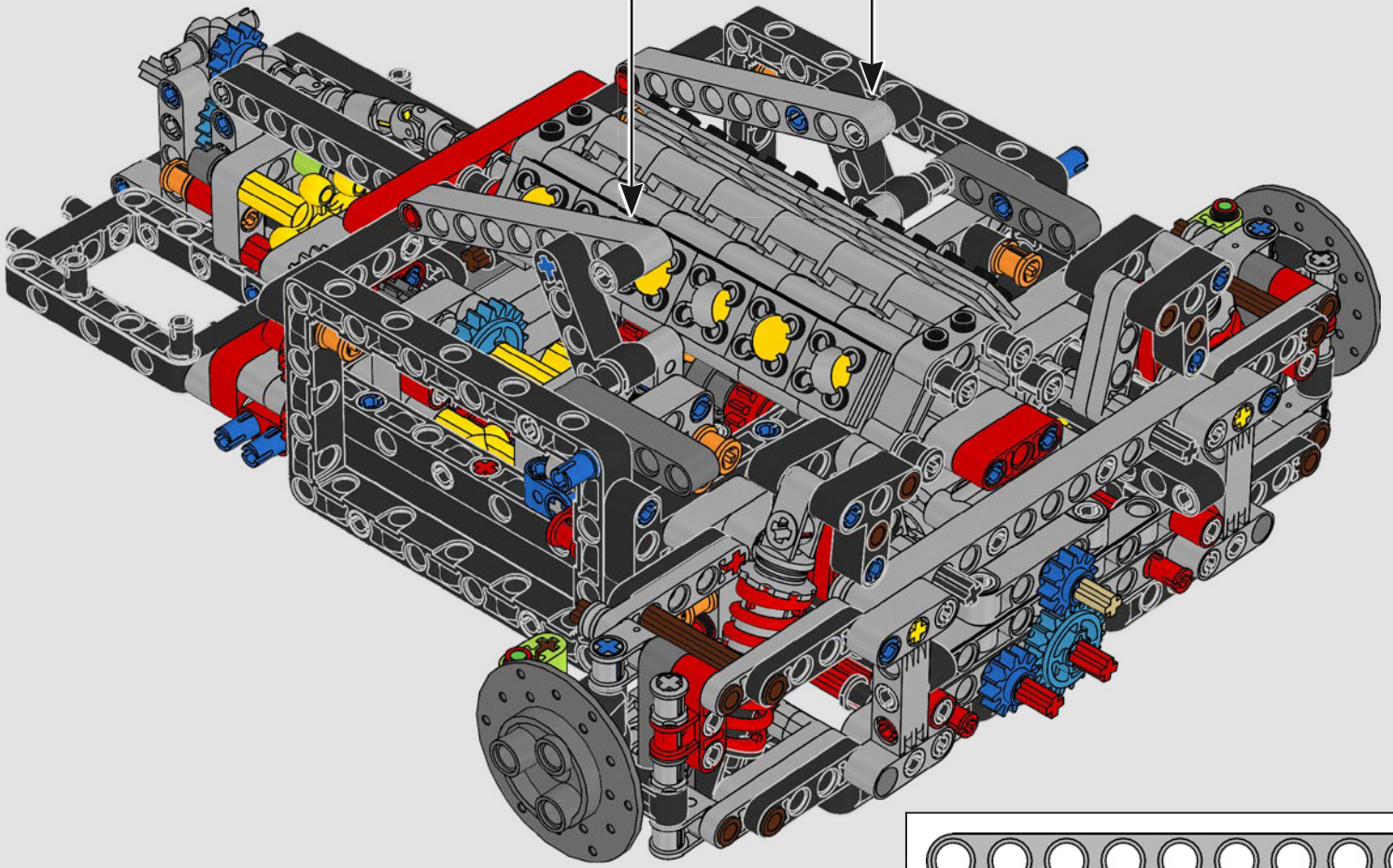


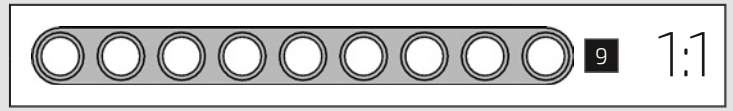


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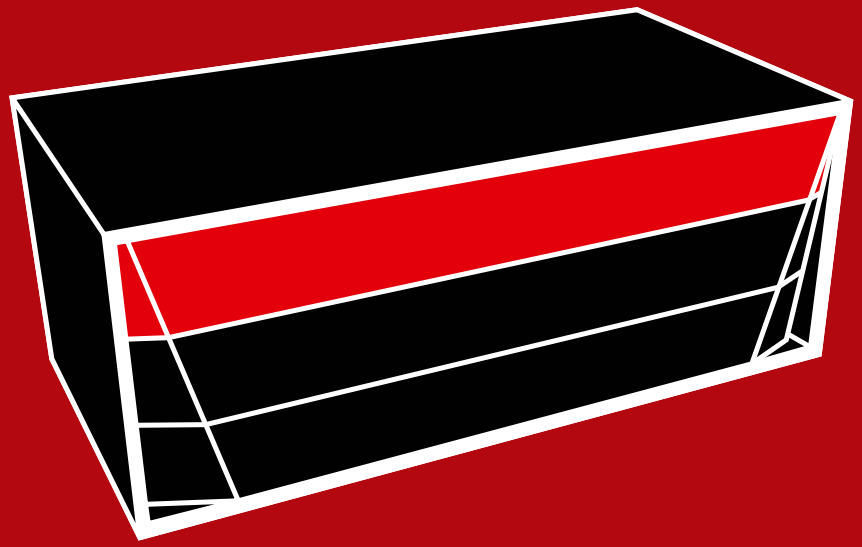




SUSPENSION
RADAUFHÄNGUNG

Now it's time to give your model the best handling and steering ability by constructing the suspension system.

Dann ist das Radaufhängungssystem an der Reihe, das für das tolle Fahrverhalten und die Lenkbarkeit des Modells sorgt.

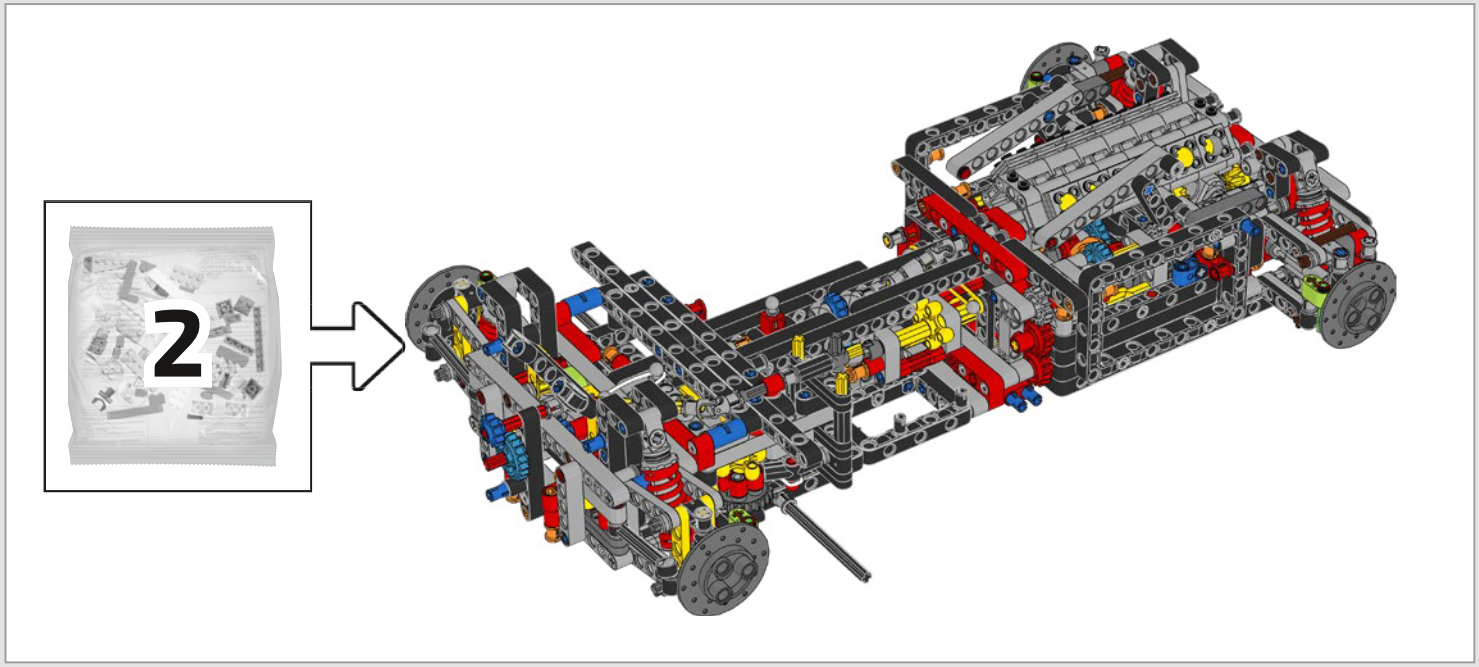


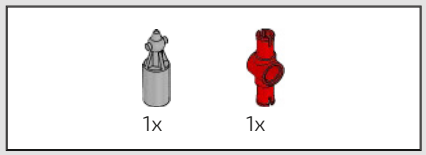
BOX 1 / BOX 1

BAG 2 / BEUTEL 2

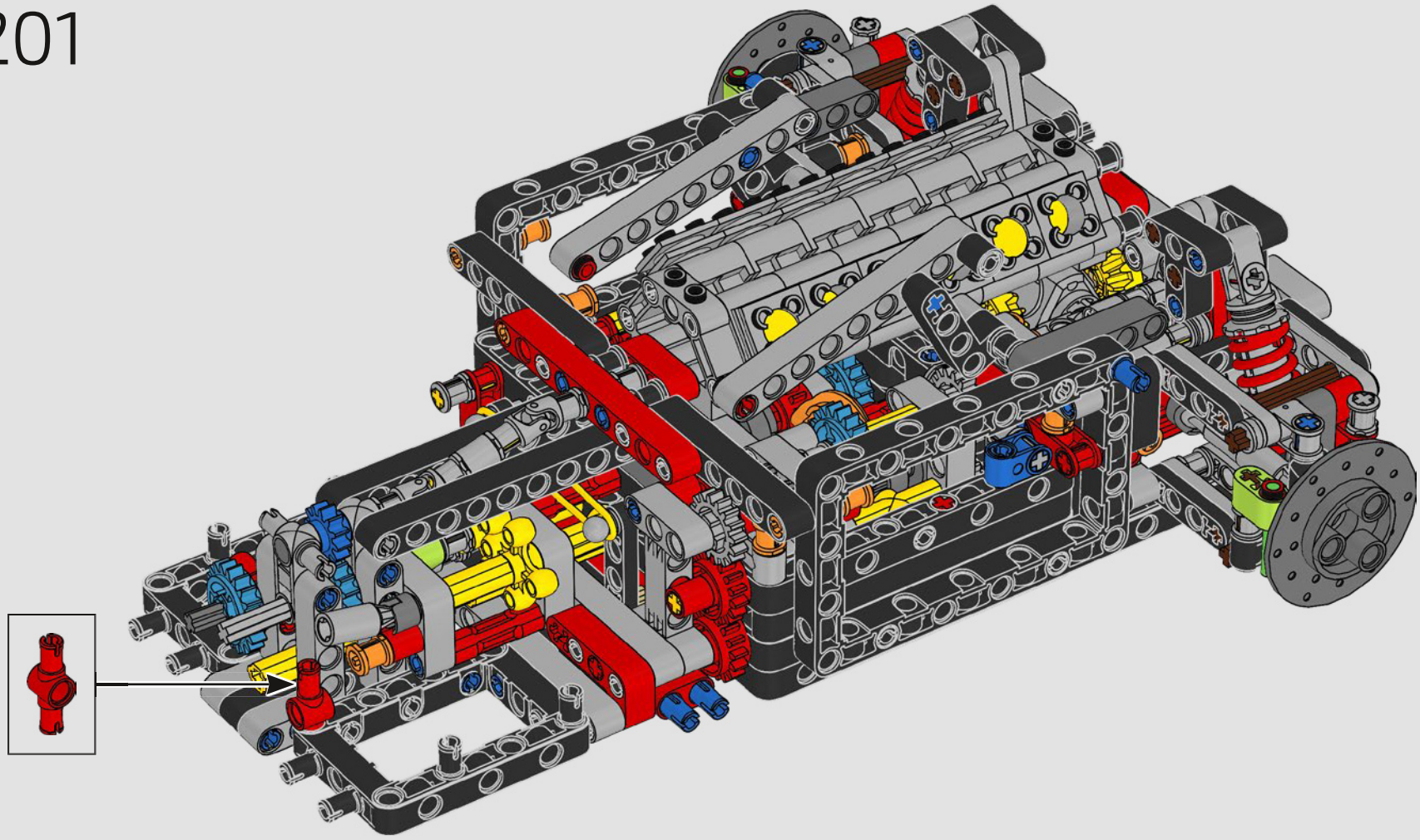


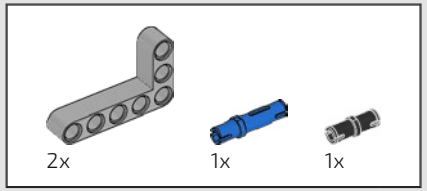

Ferrari


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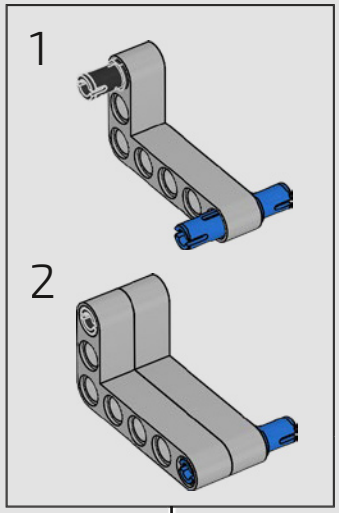


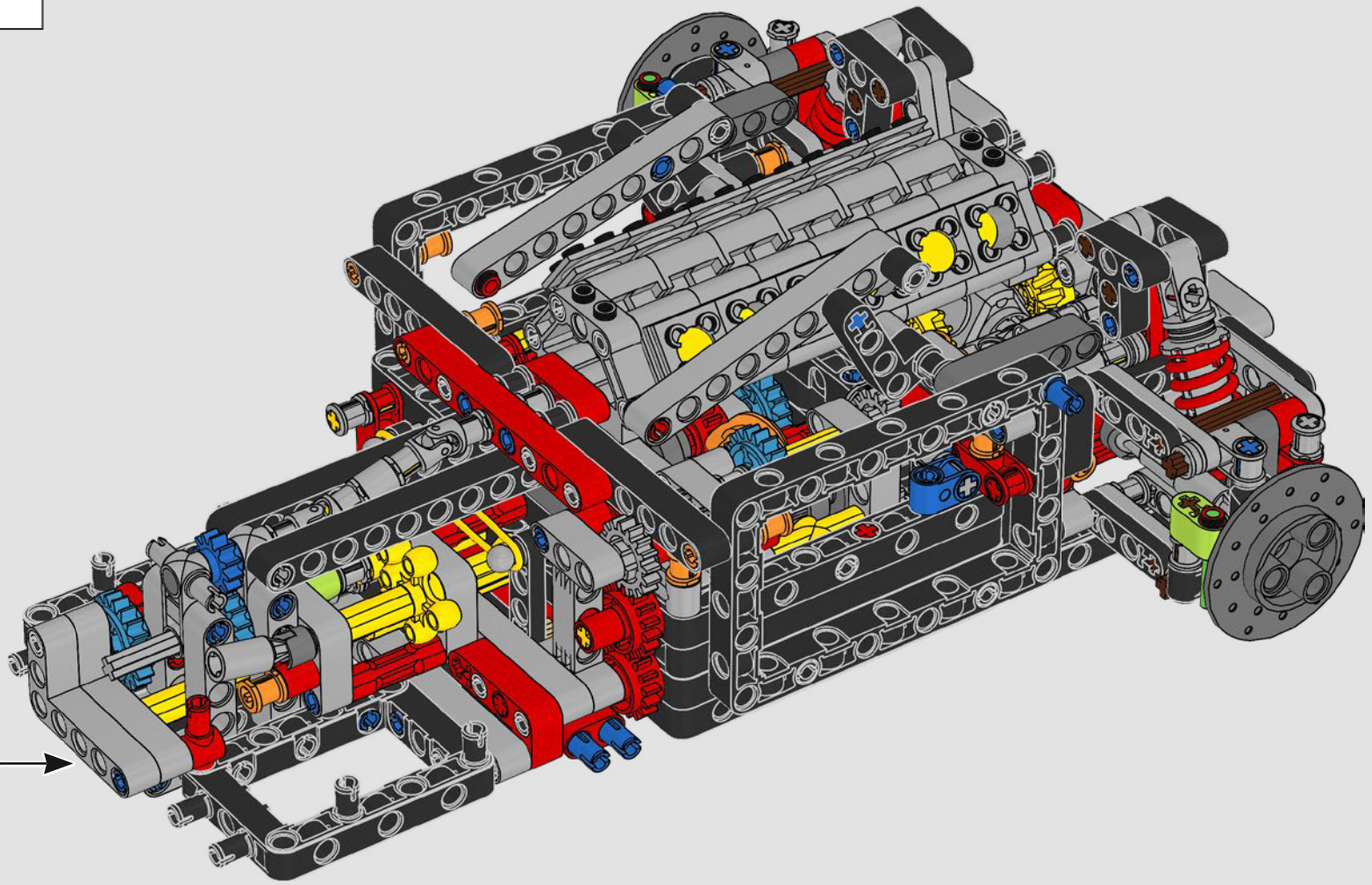
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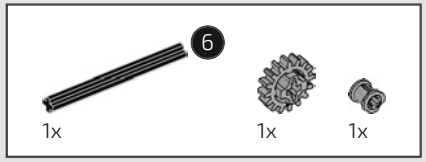




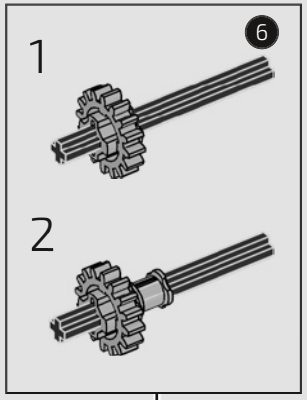
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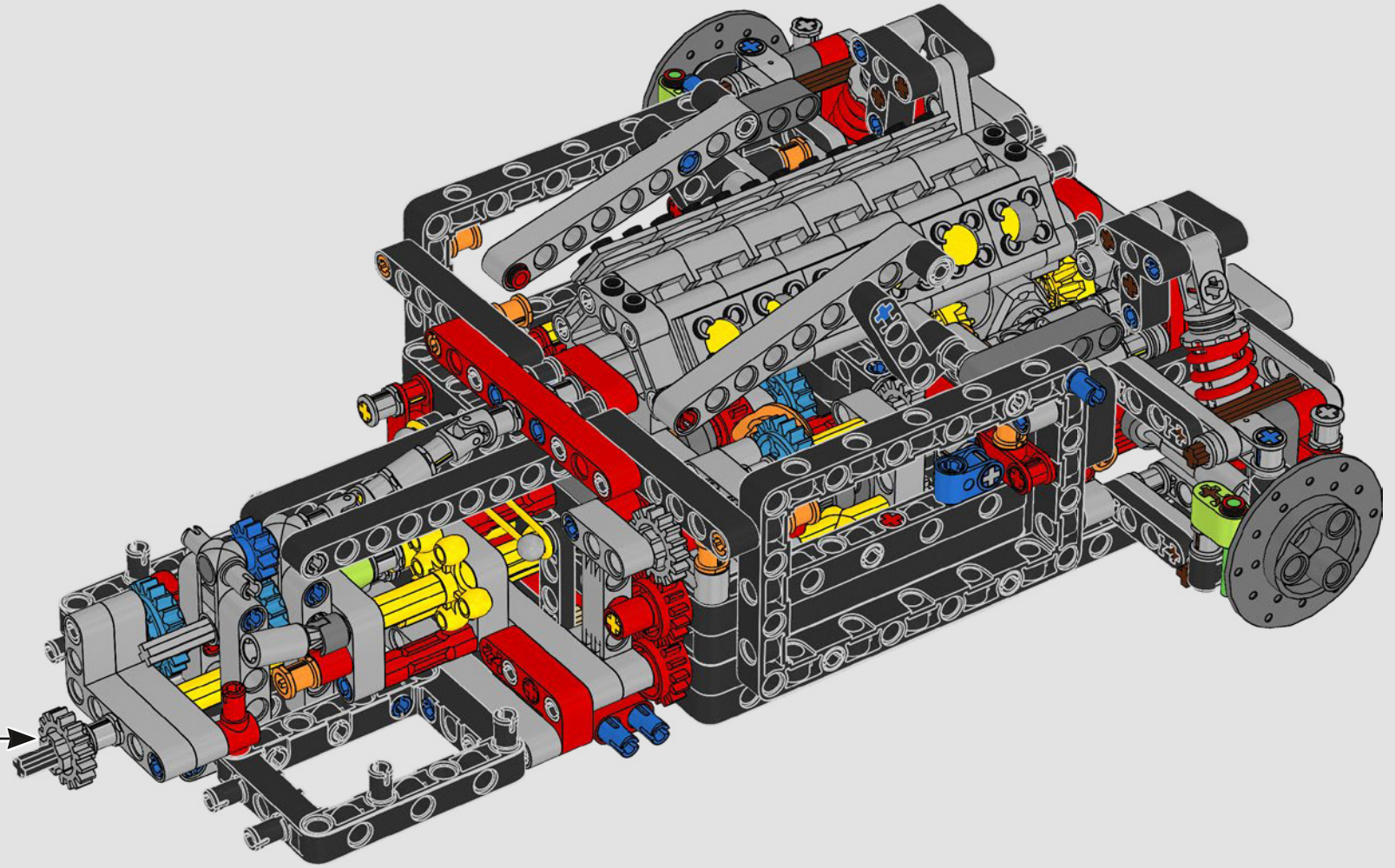




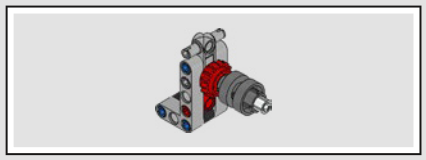


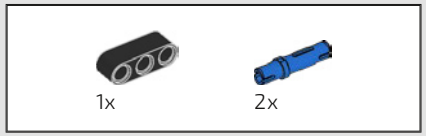
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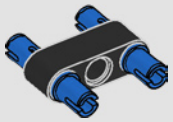


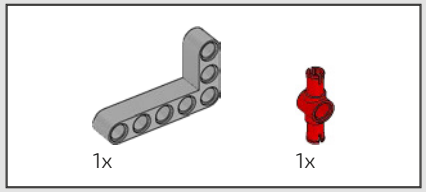




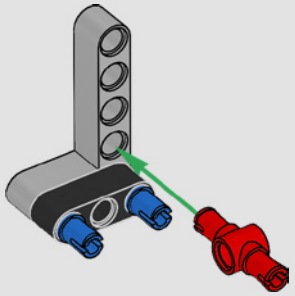


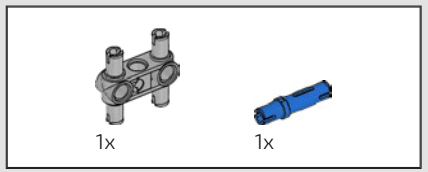
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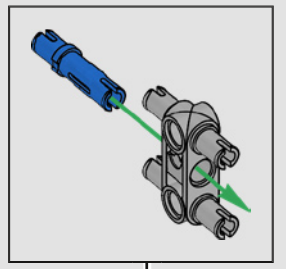


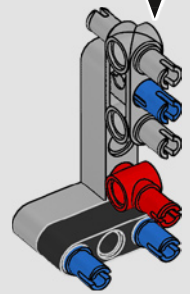
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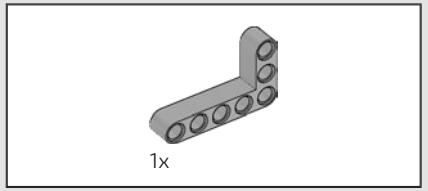




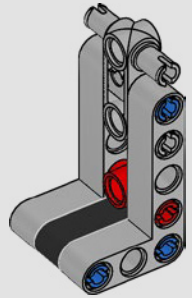
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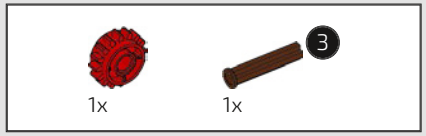




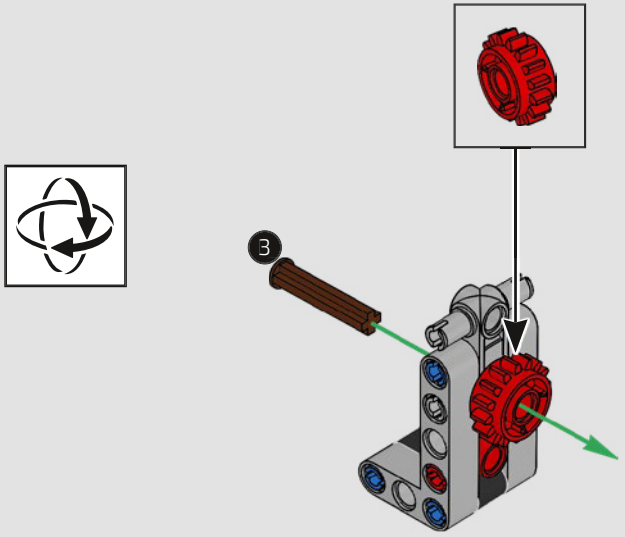


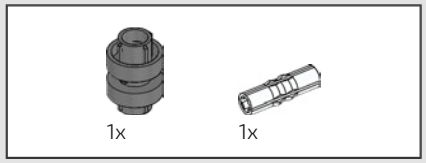
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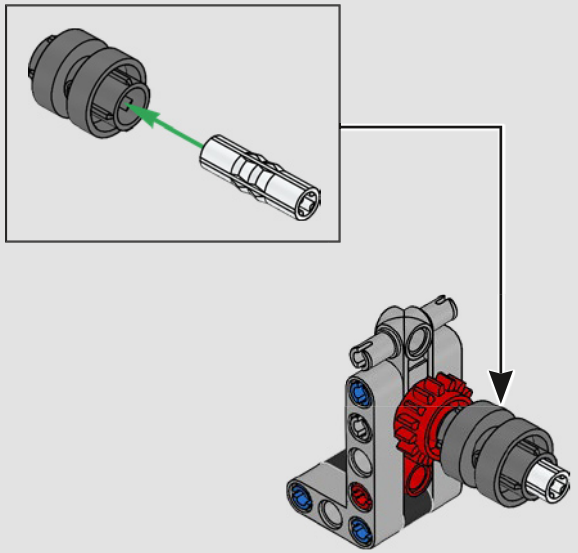


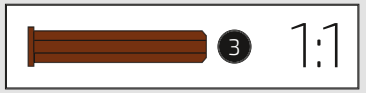
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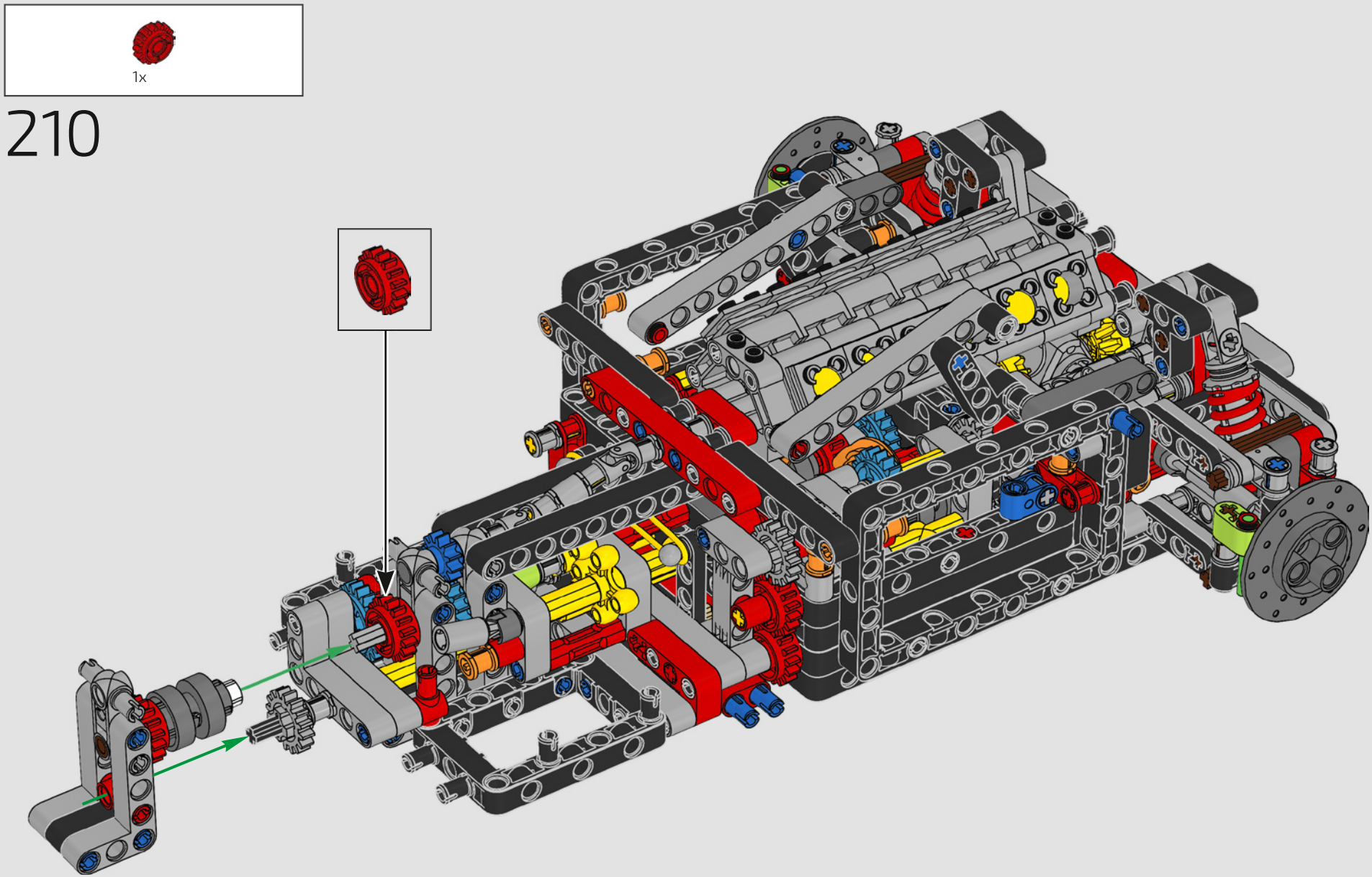


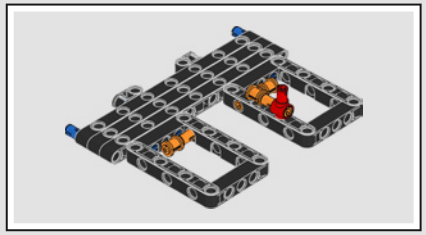


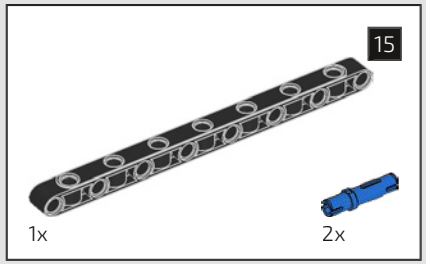
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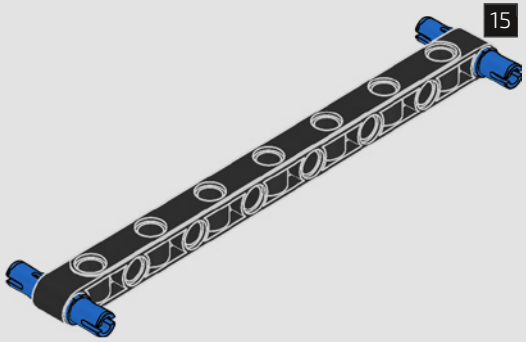


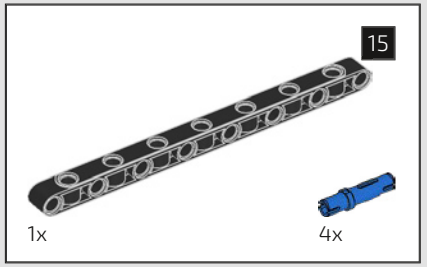

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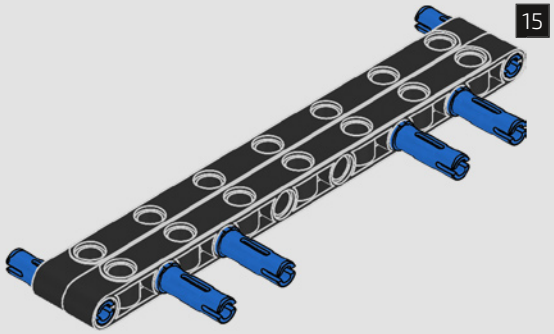


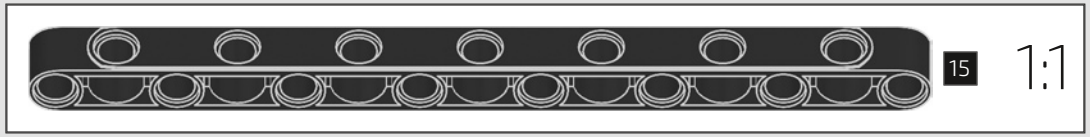
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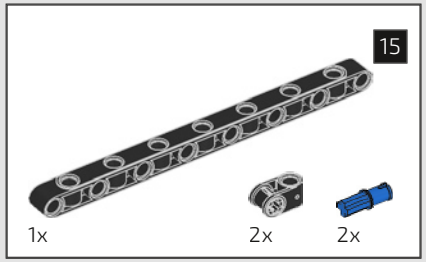




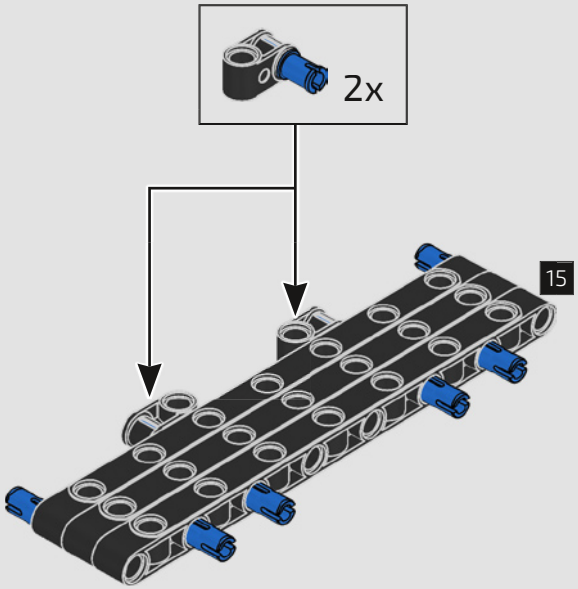
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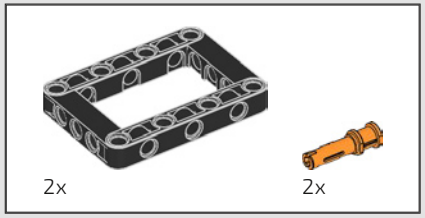




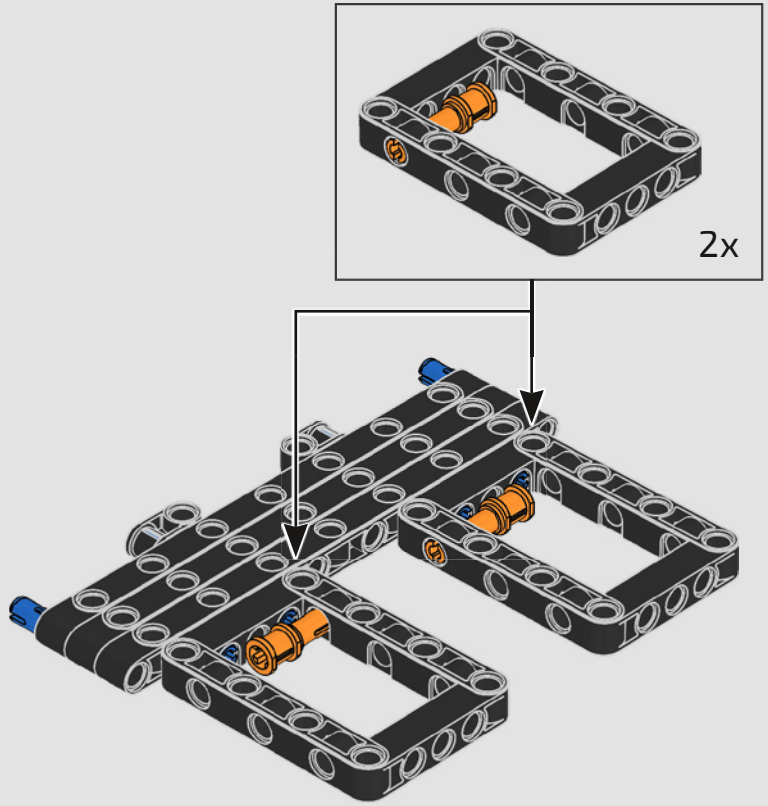


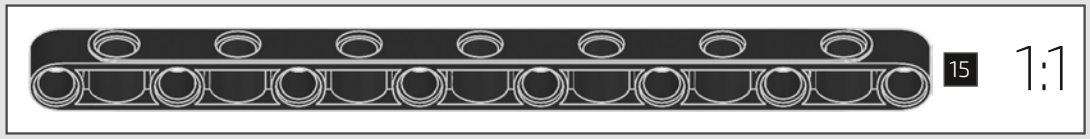
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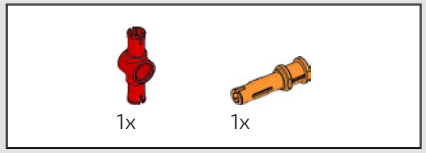




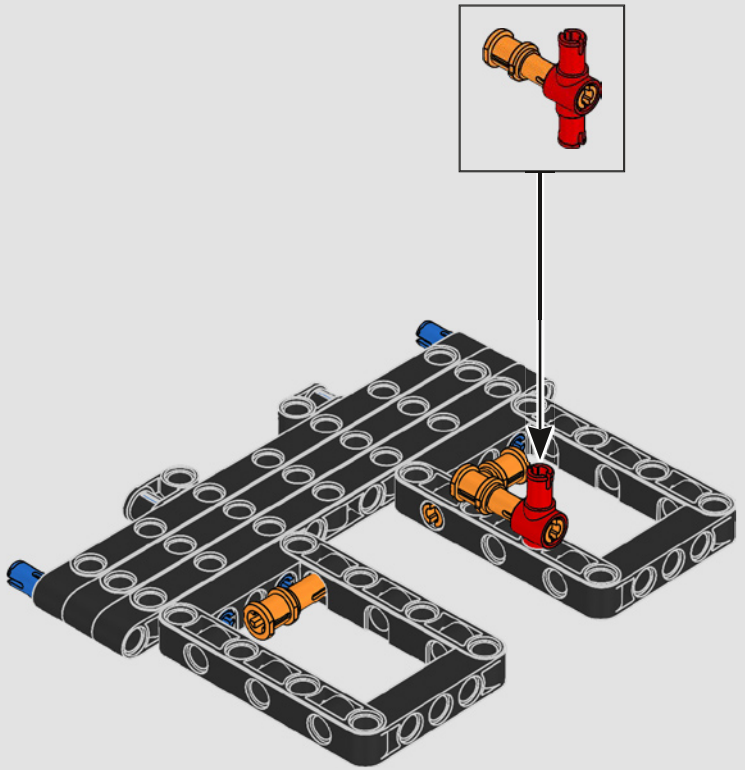
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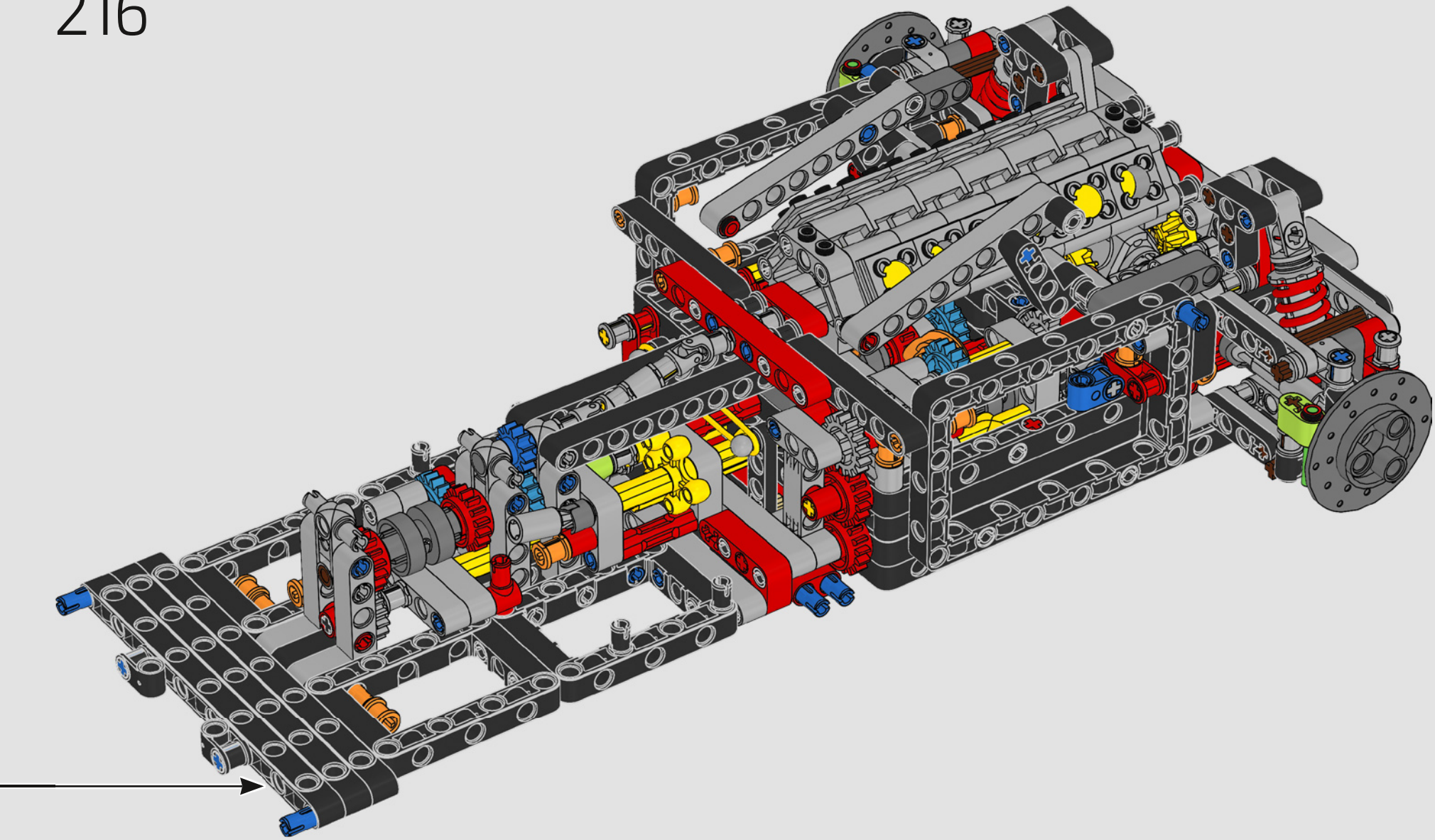




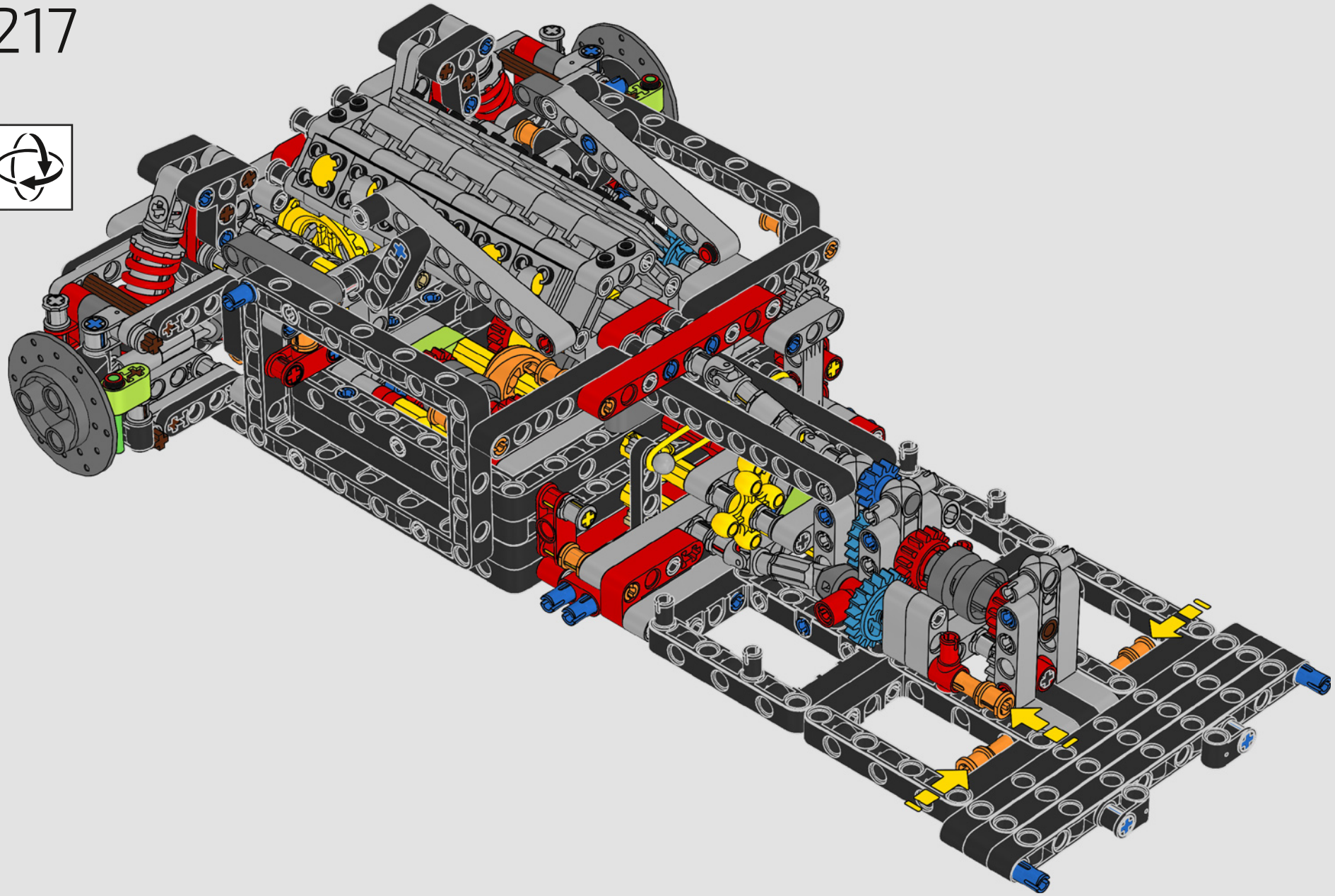
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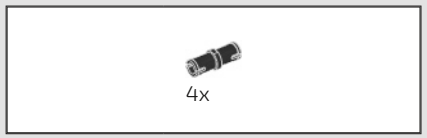


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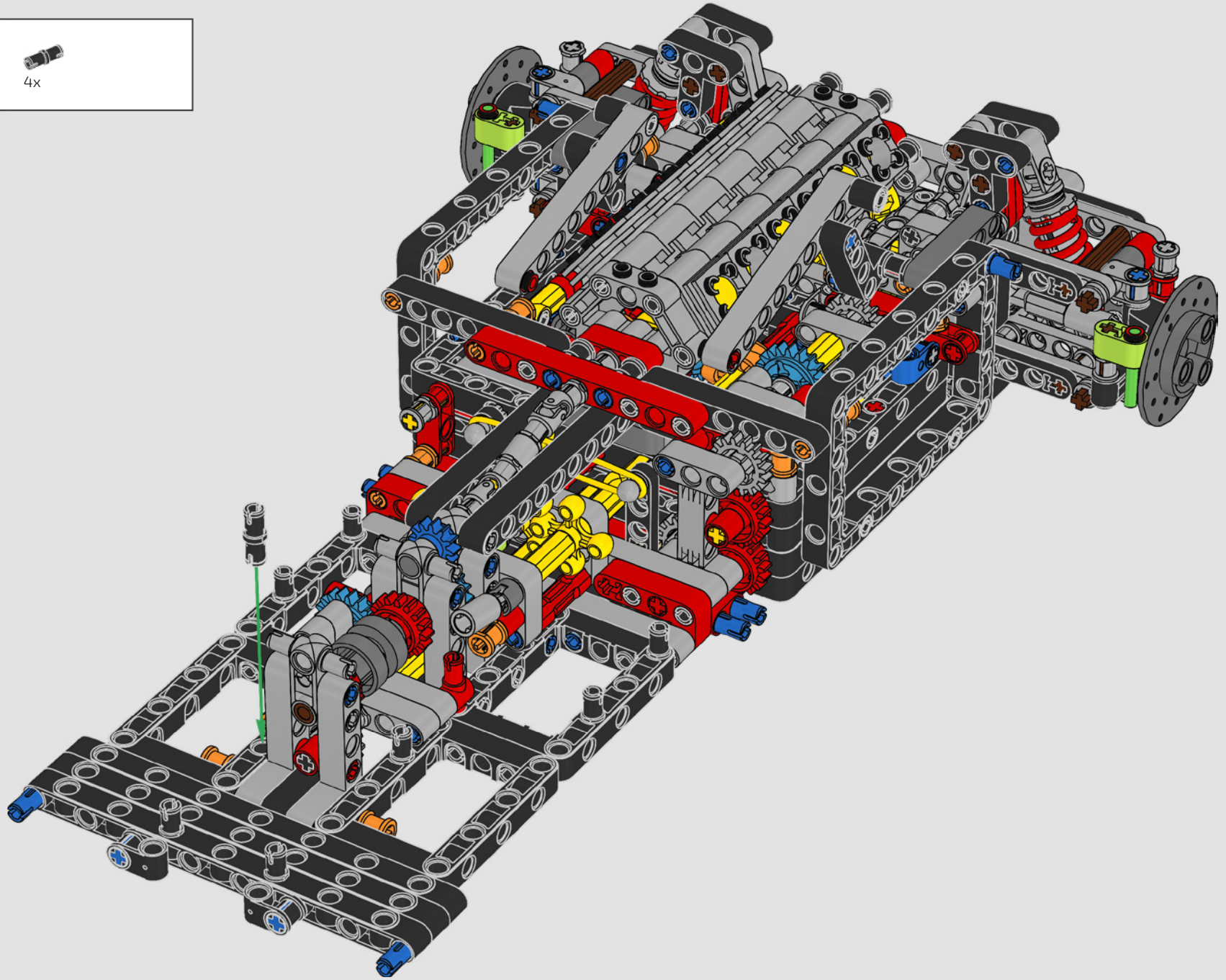
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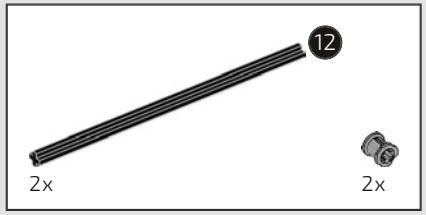




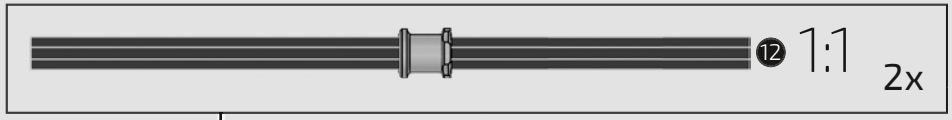
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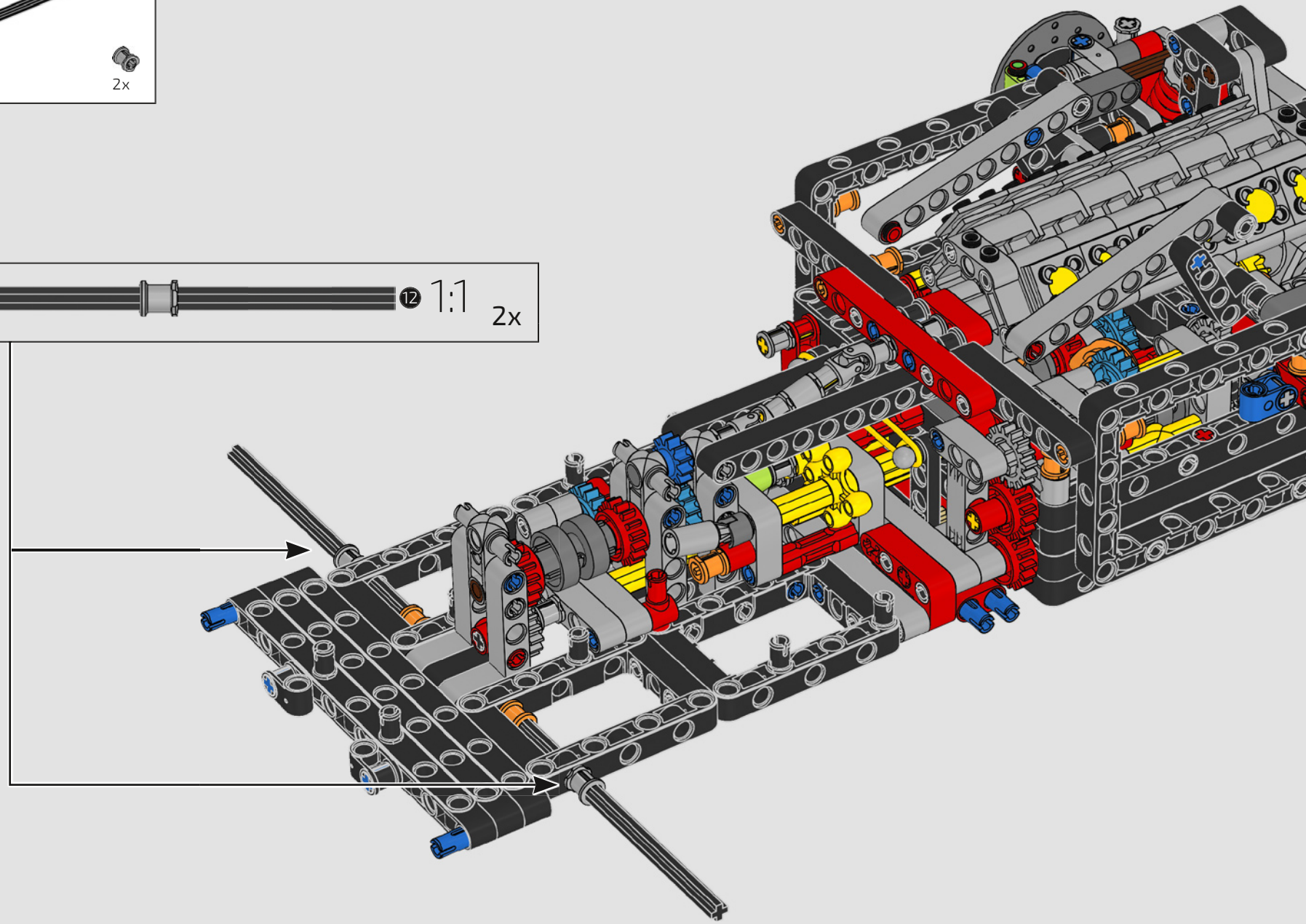


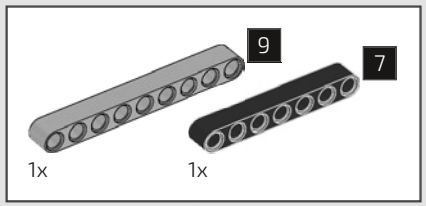




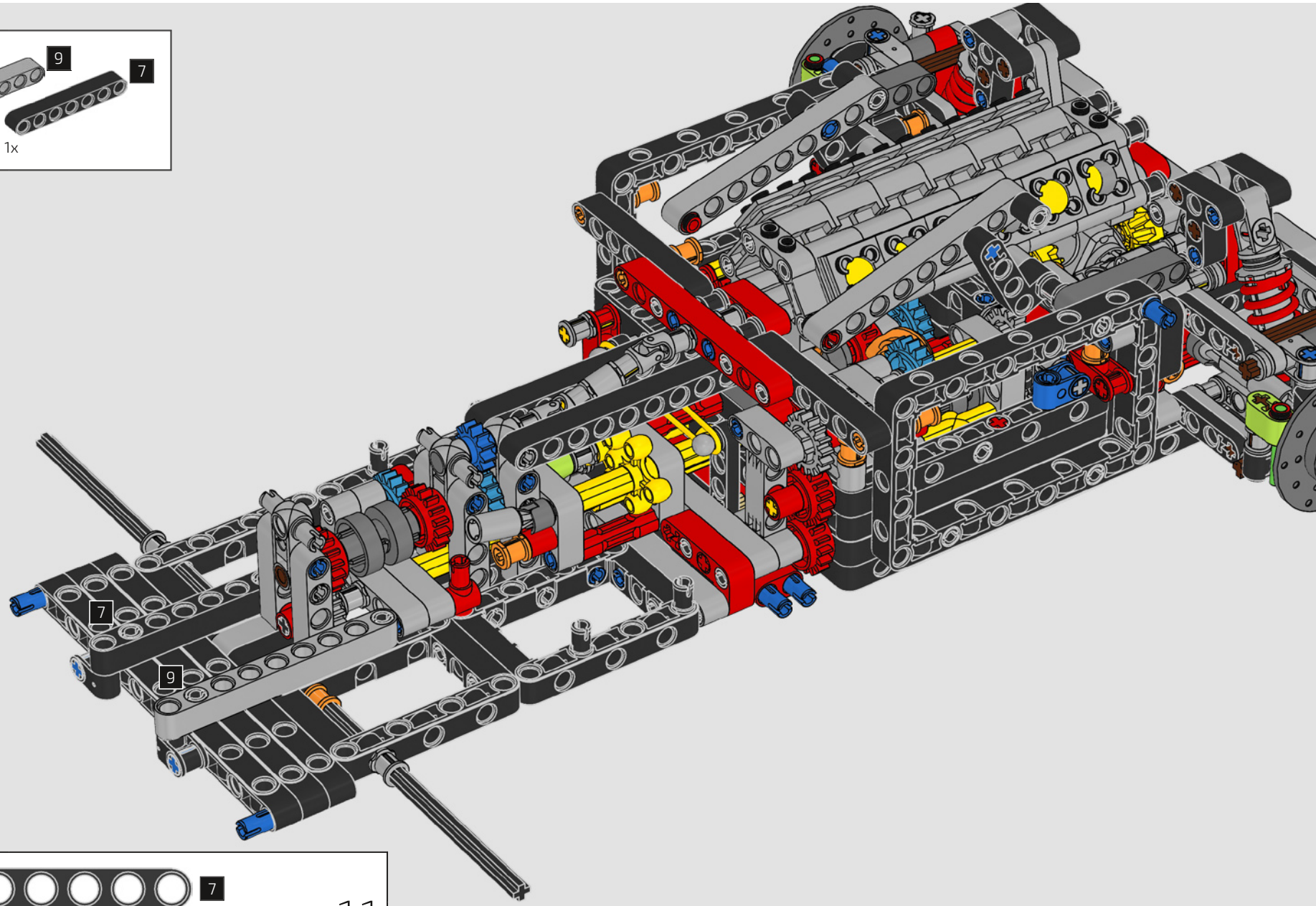
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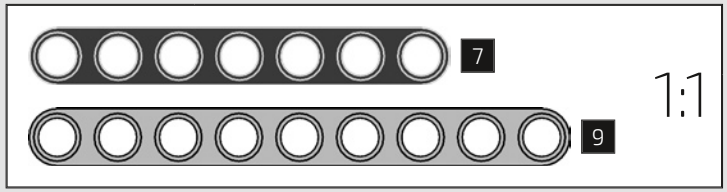






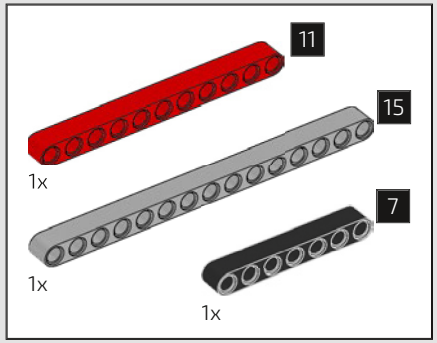
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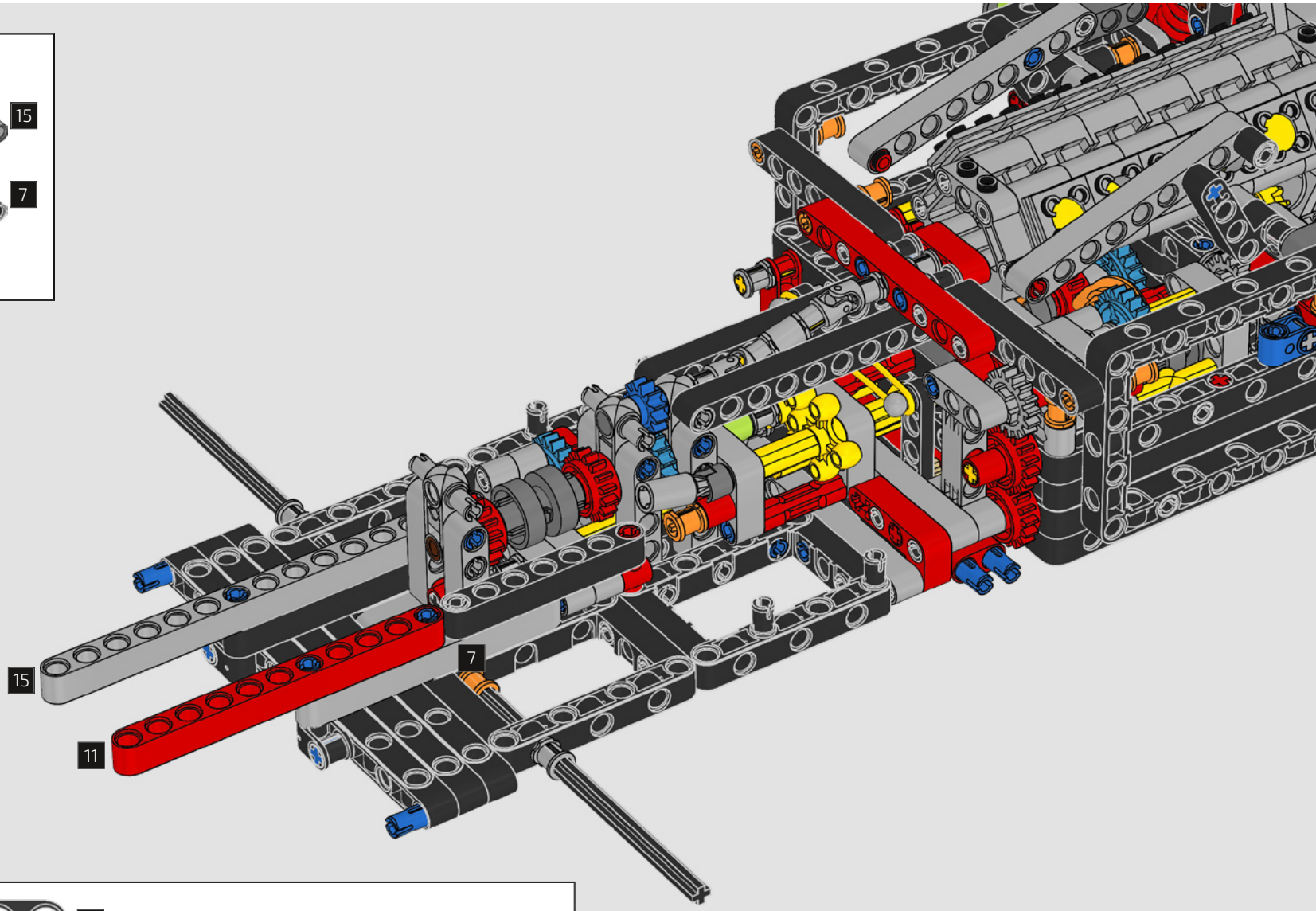


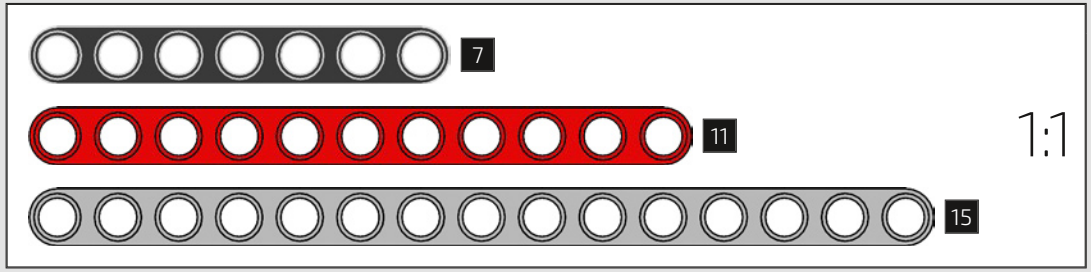


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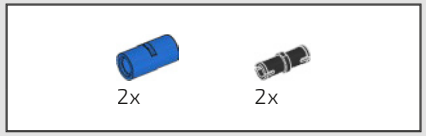
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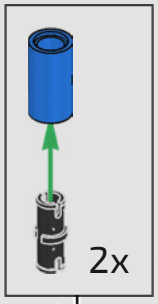


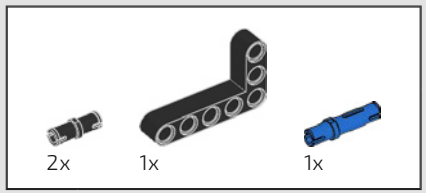


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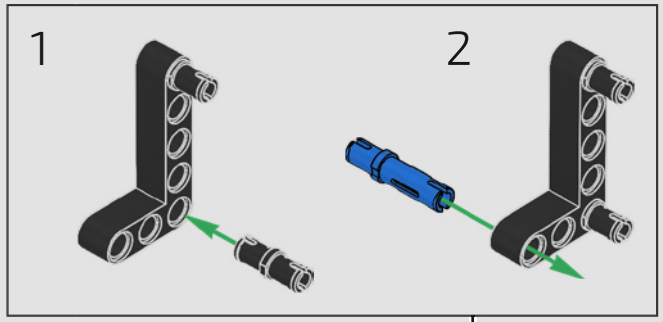


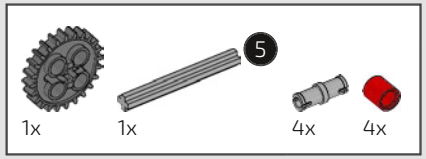
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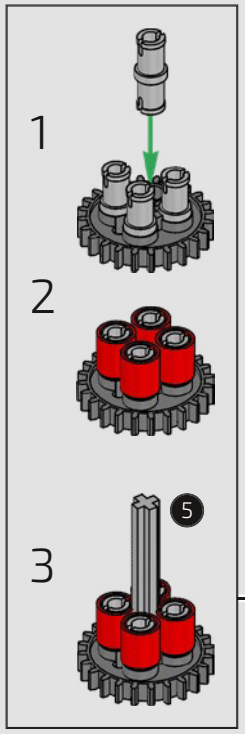


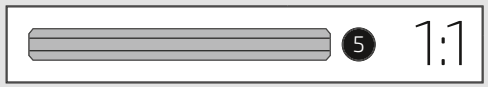
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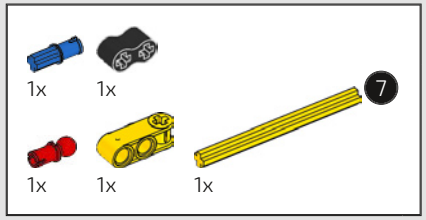




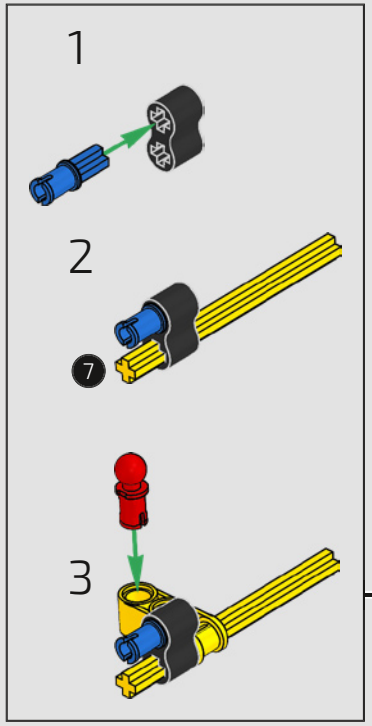
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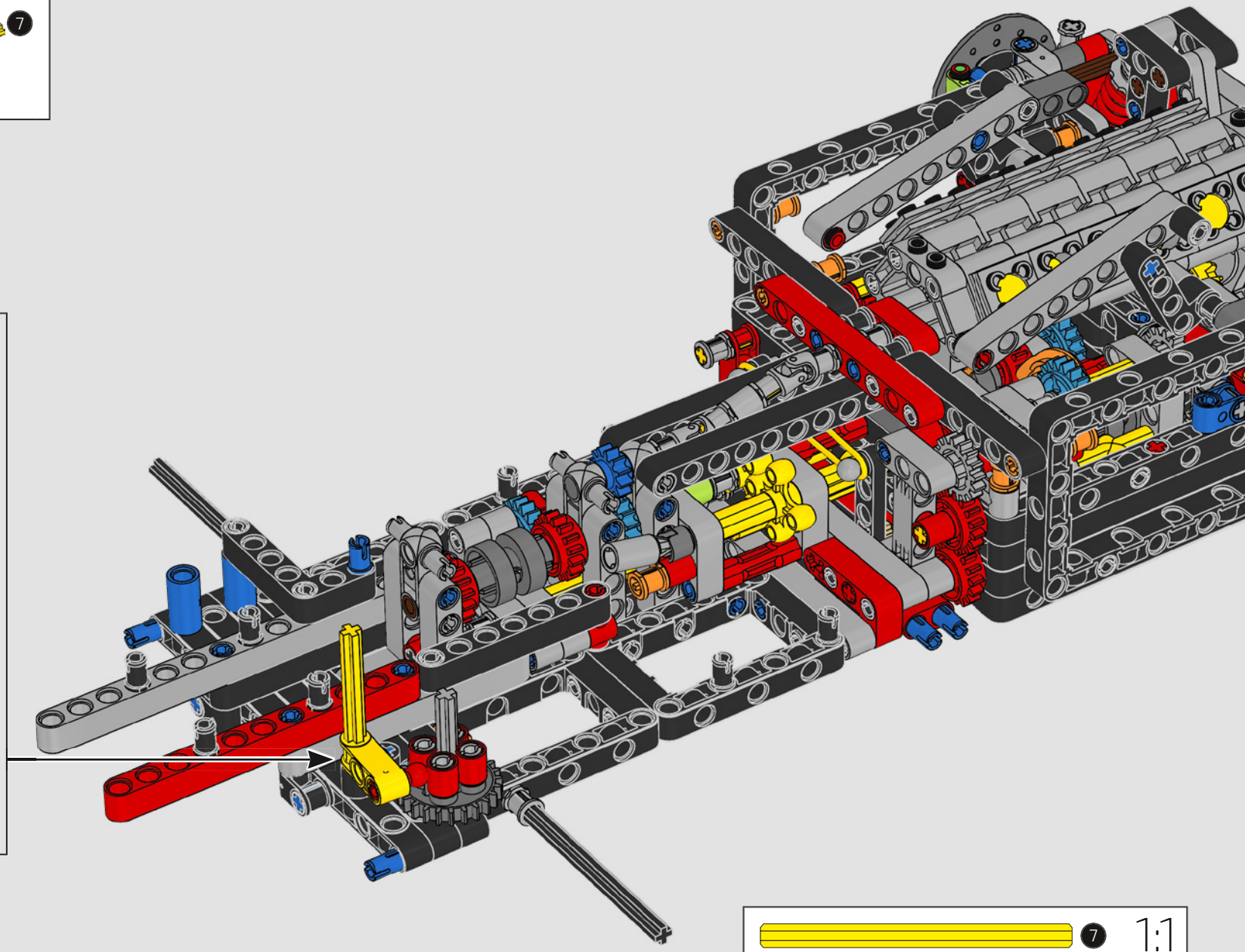




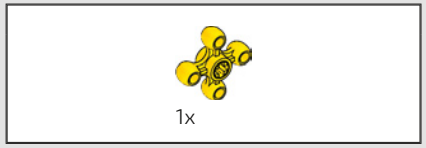


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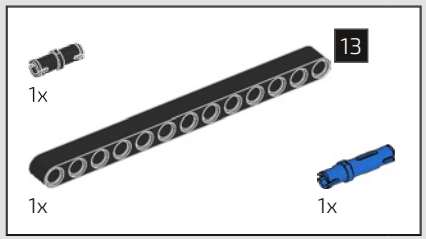




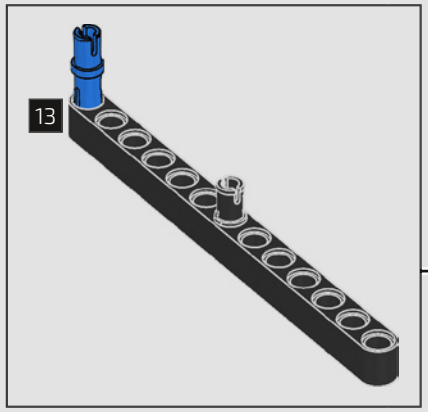


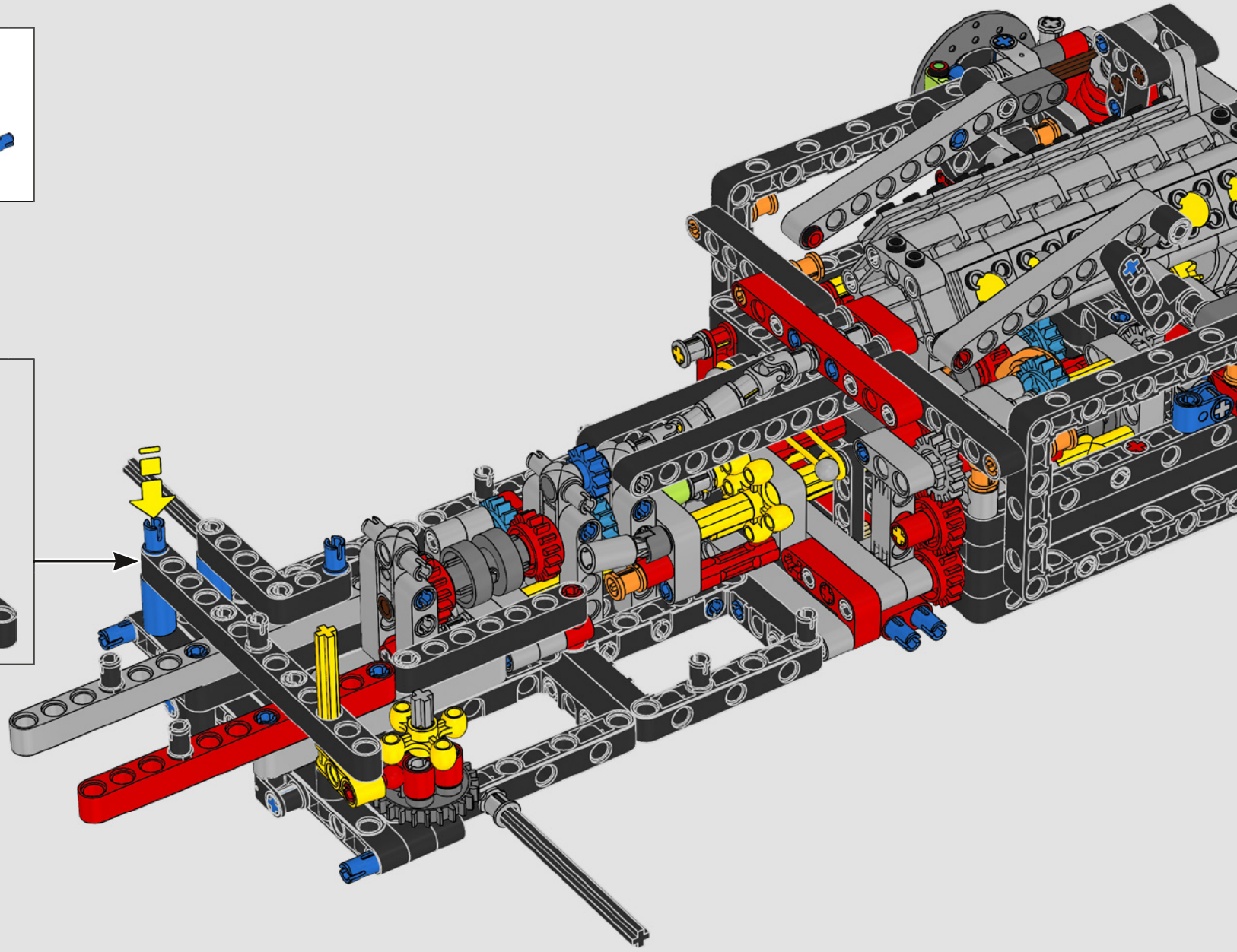


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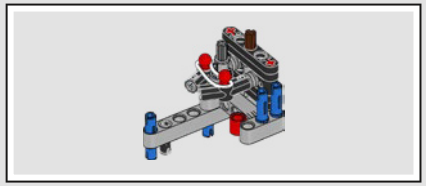


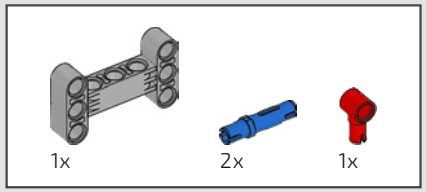
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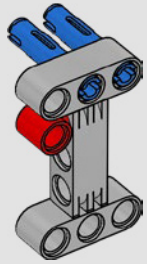


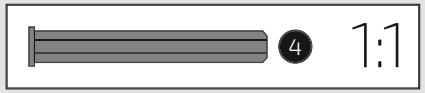


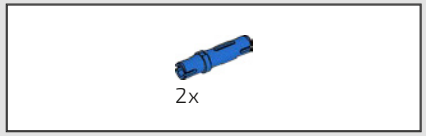




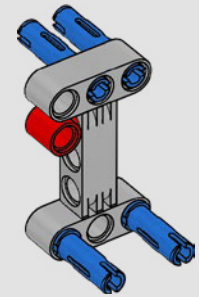
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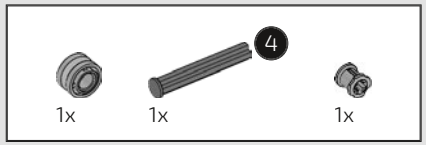






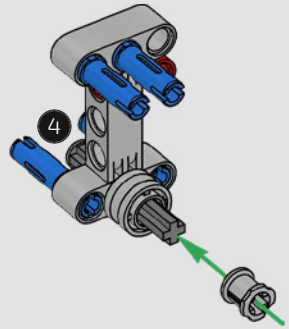
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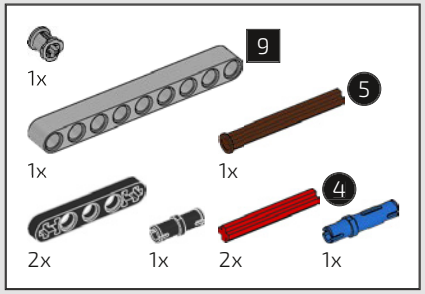




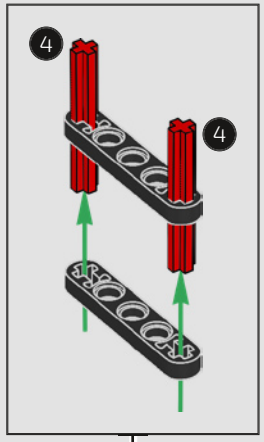
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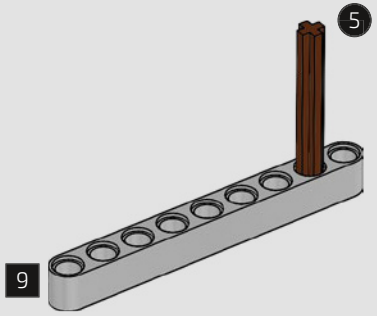




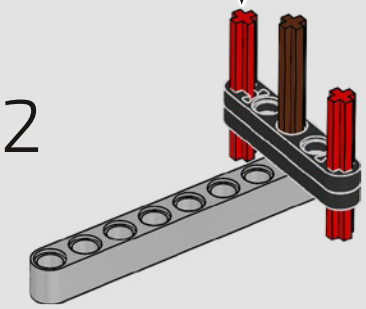
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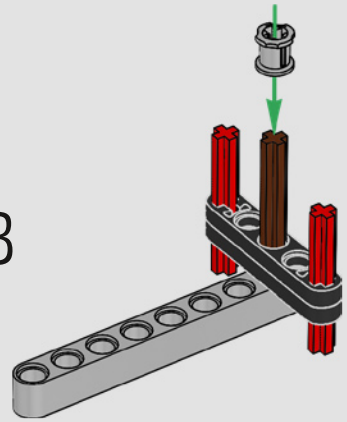
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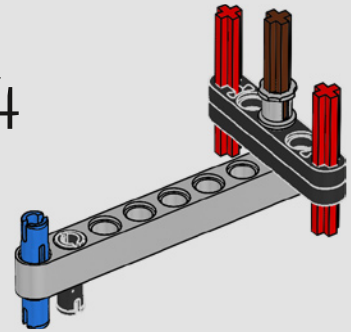
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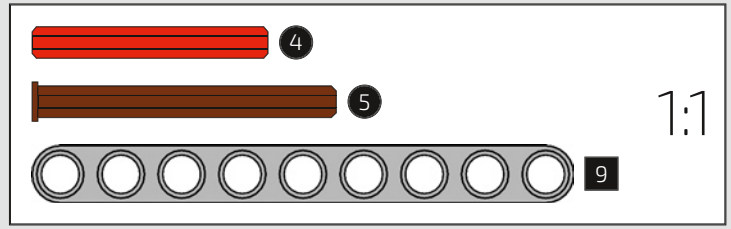


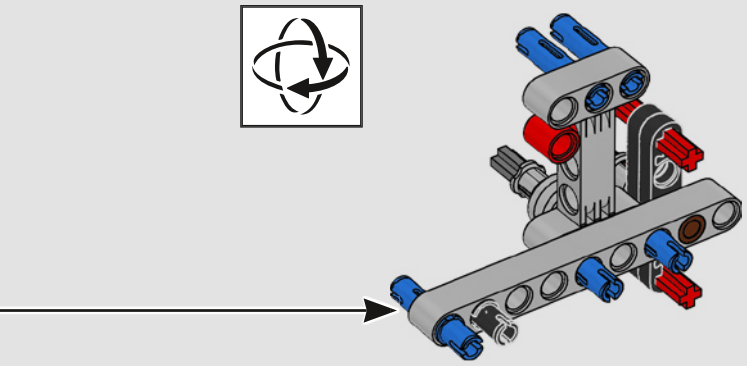
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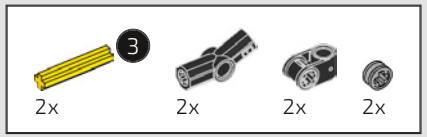


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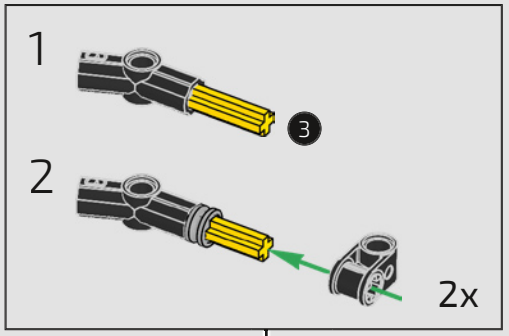




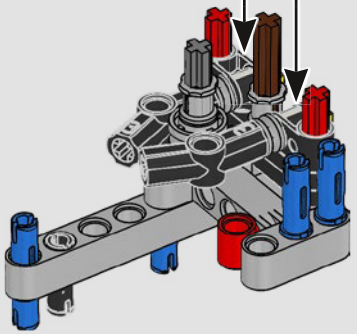


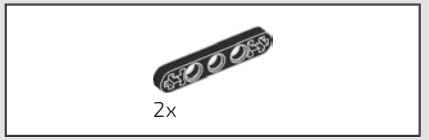


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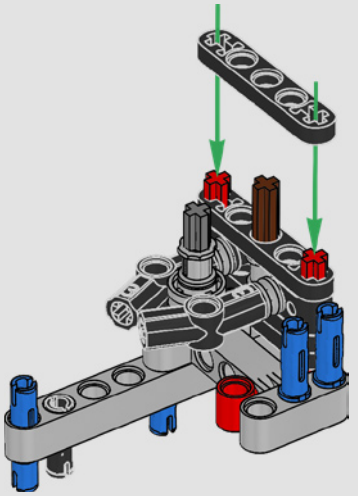


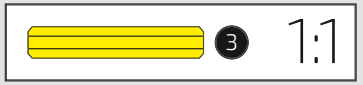


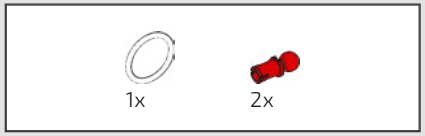




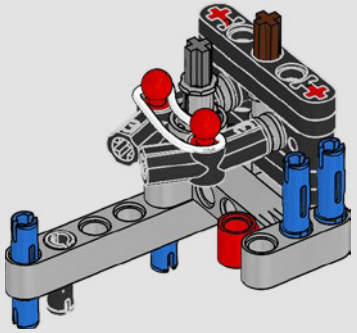
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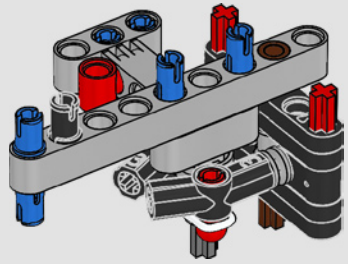


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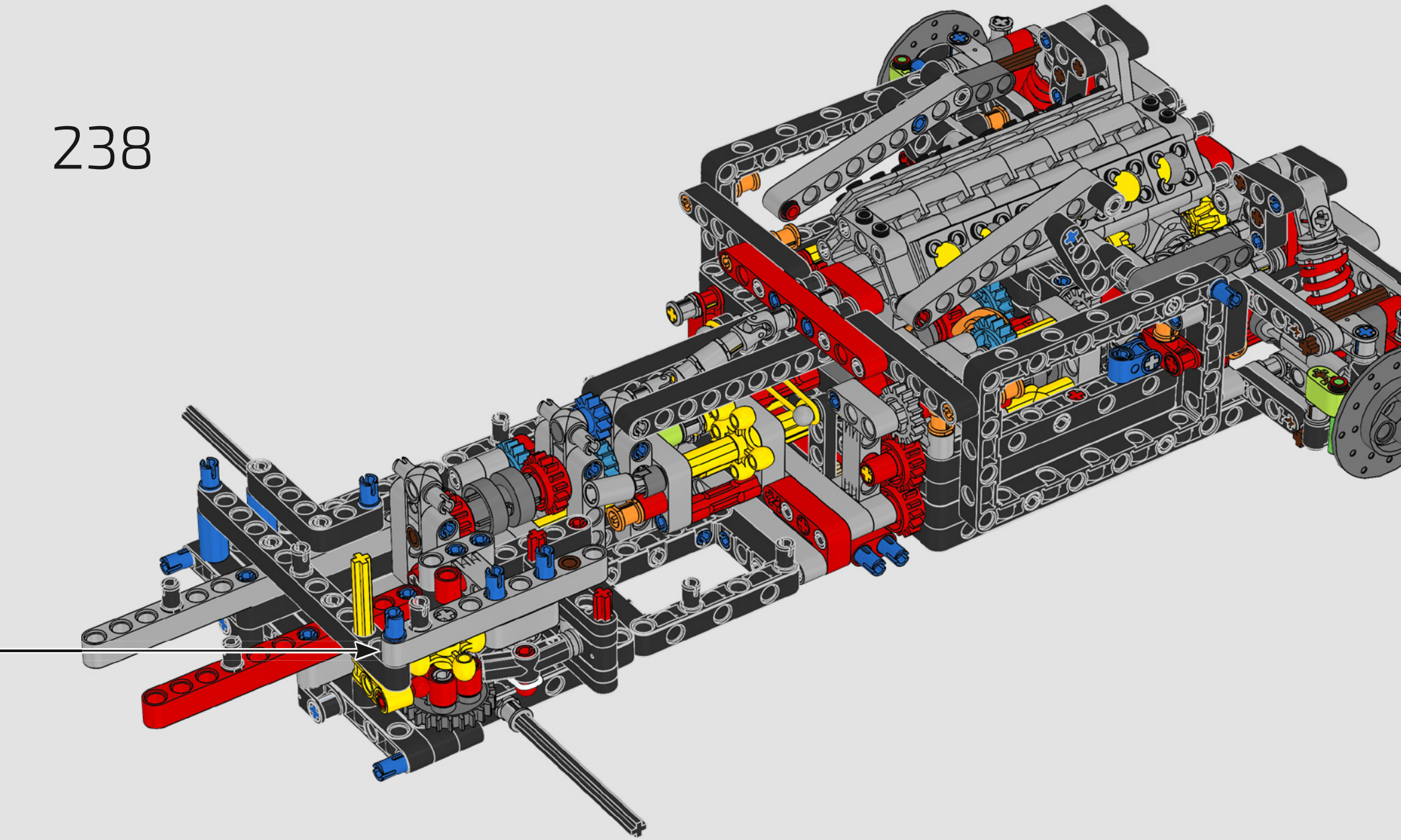


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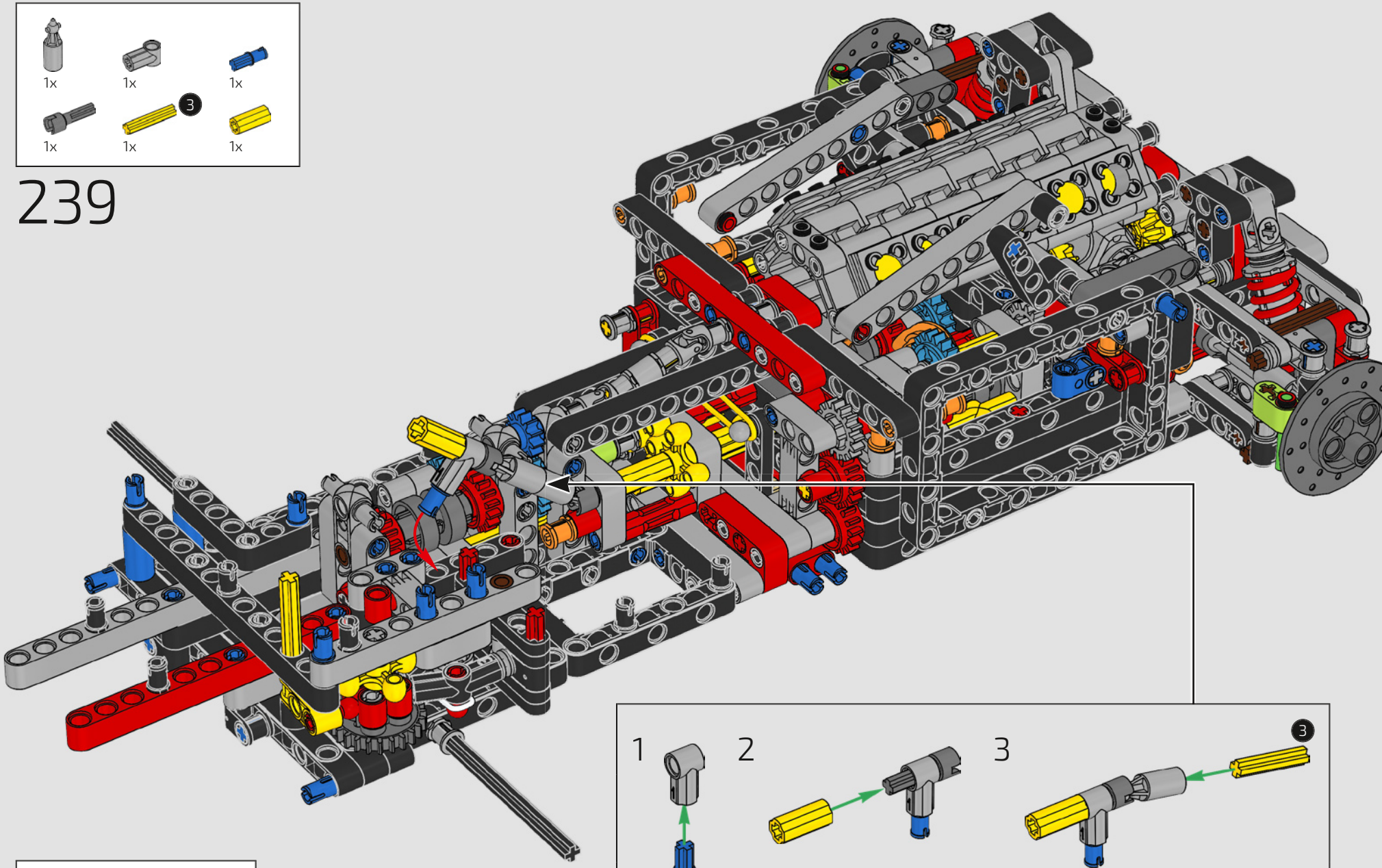


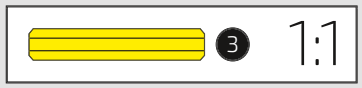


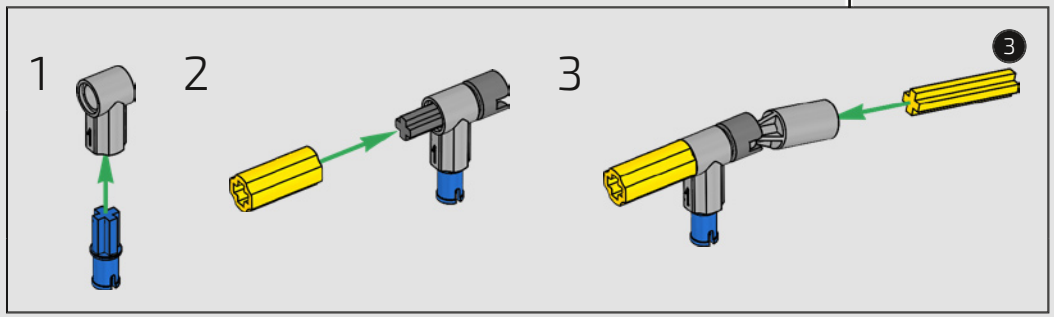
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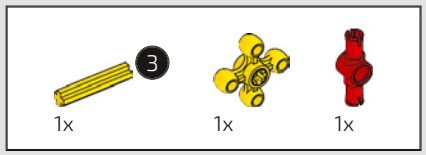


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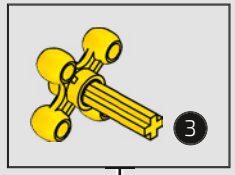


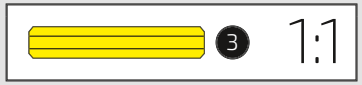


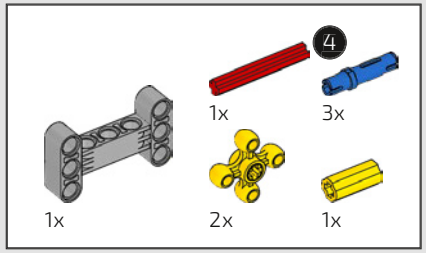




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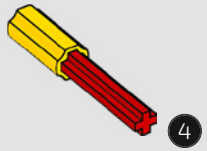




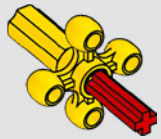


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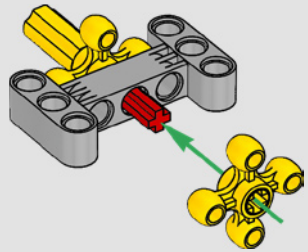
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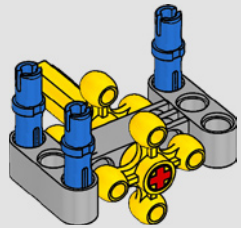
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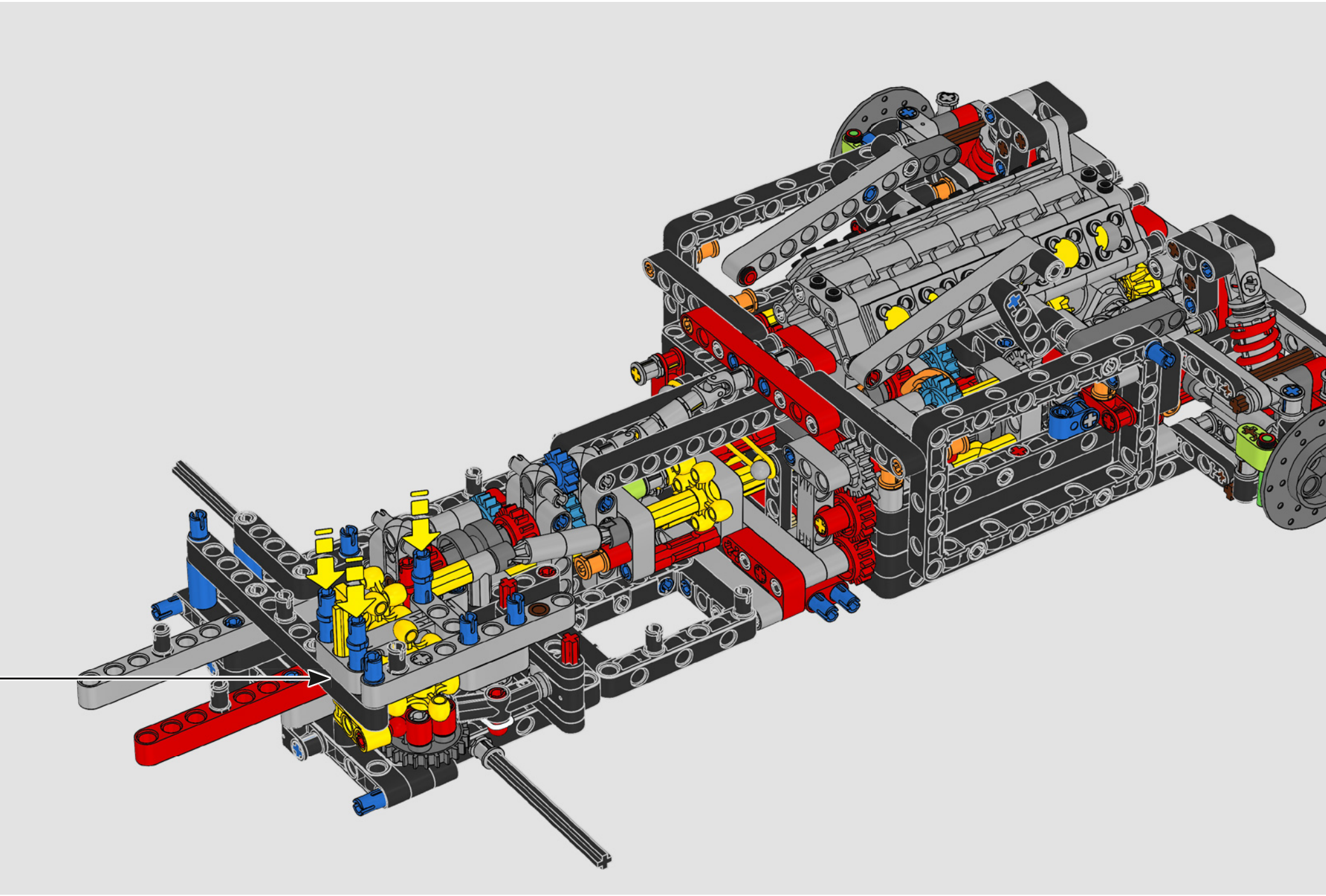
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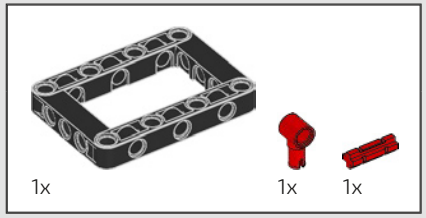


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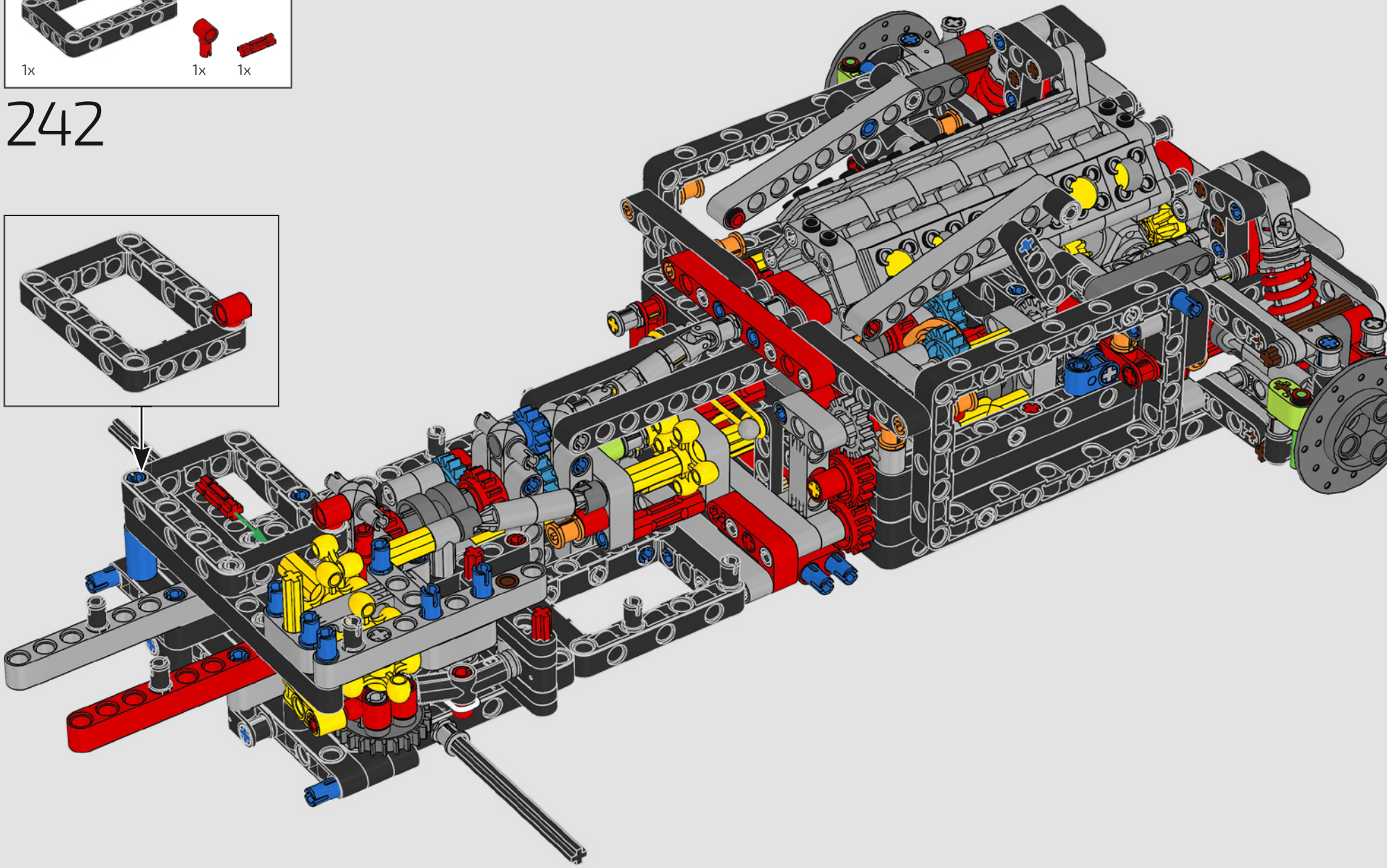


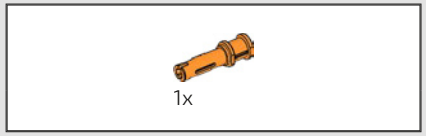




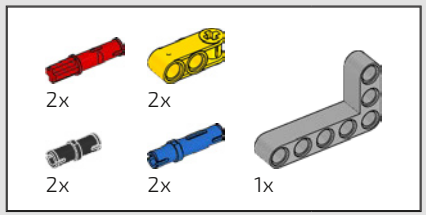


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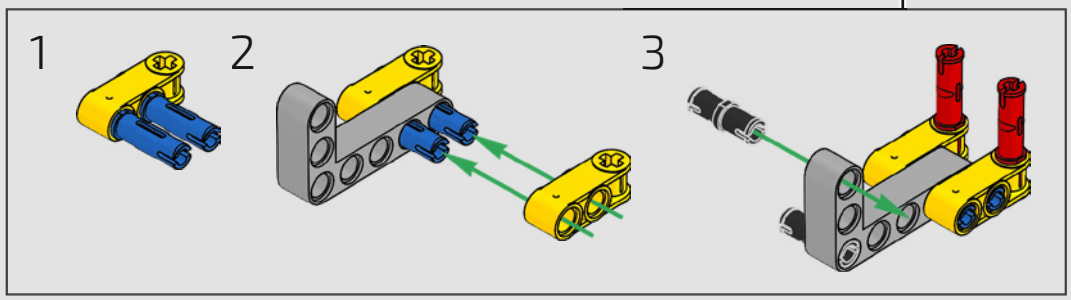


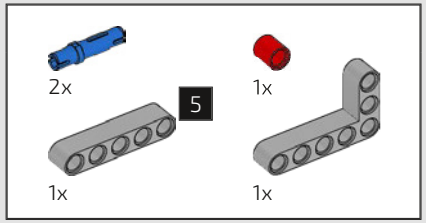


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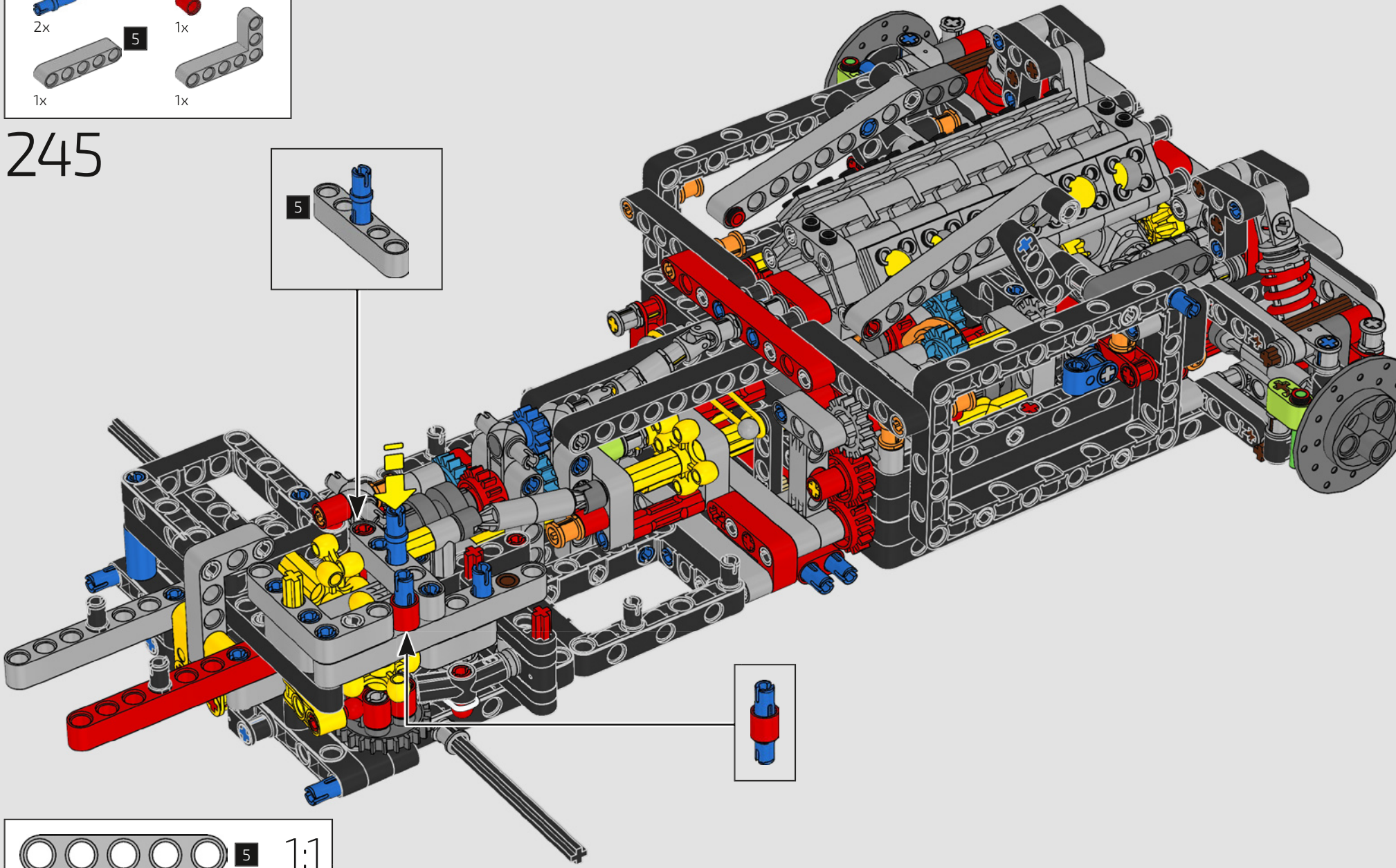


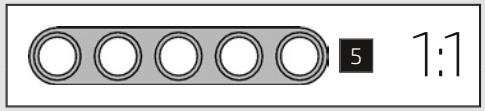
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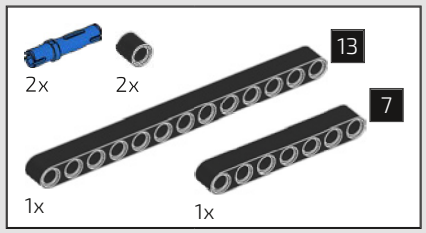




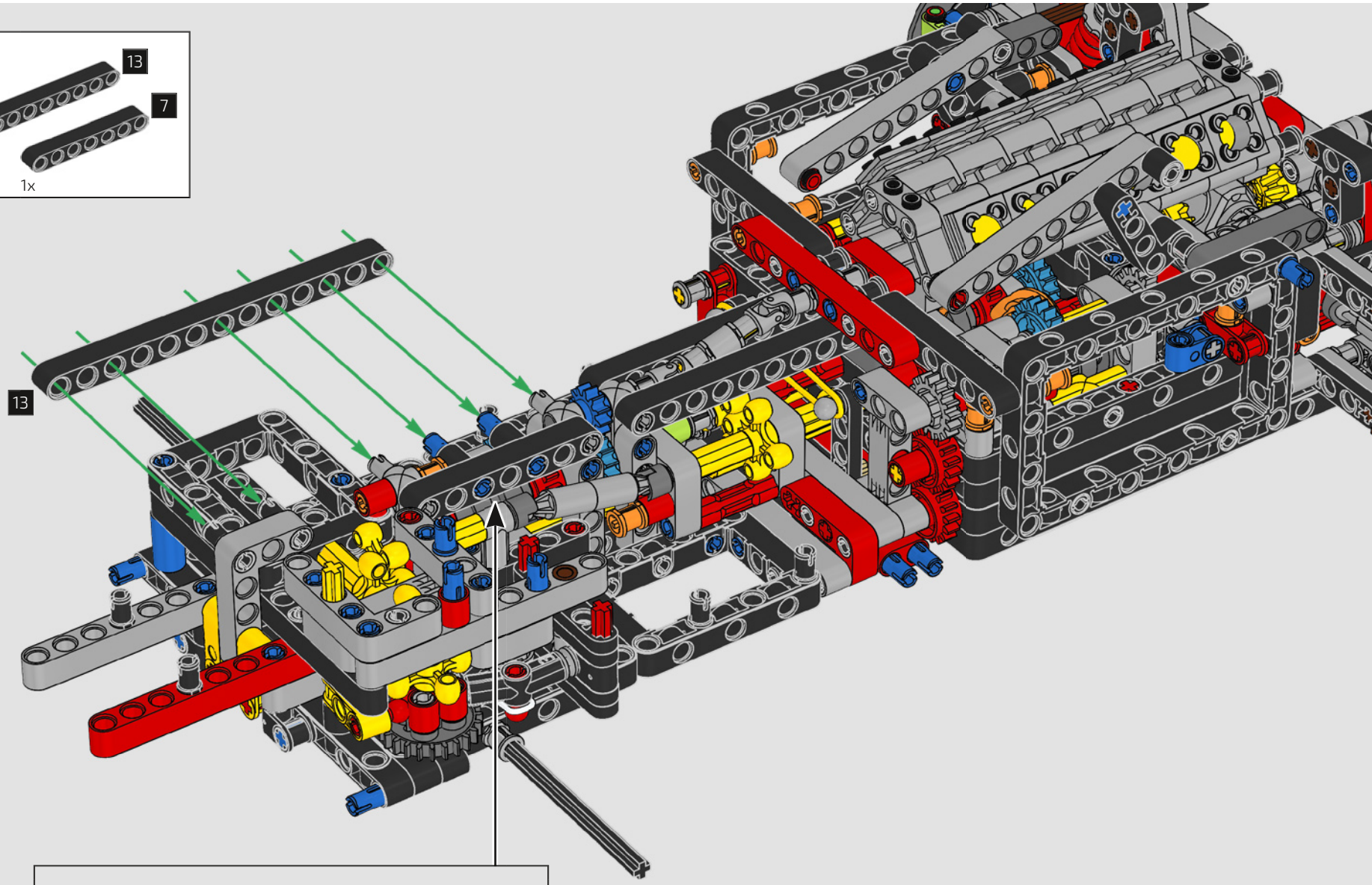
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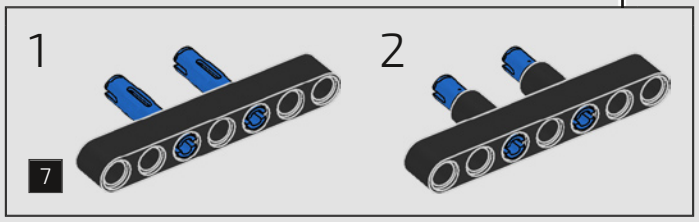


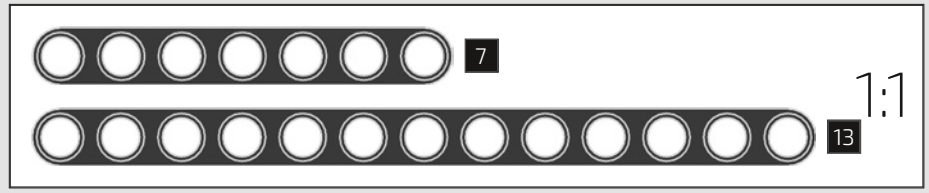


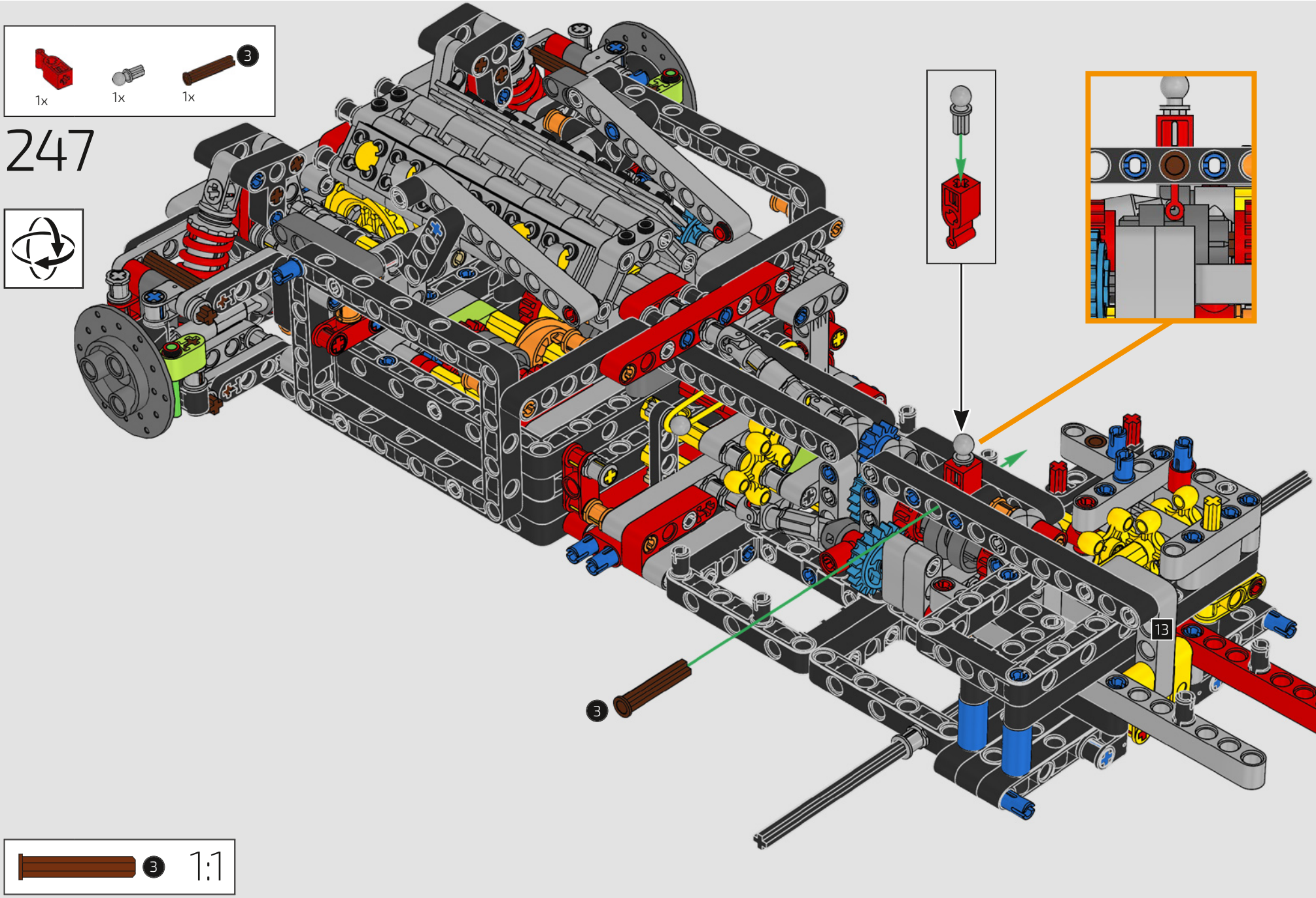


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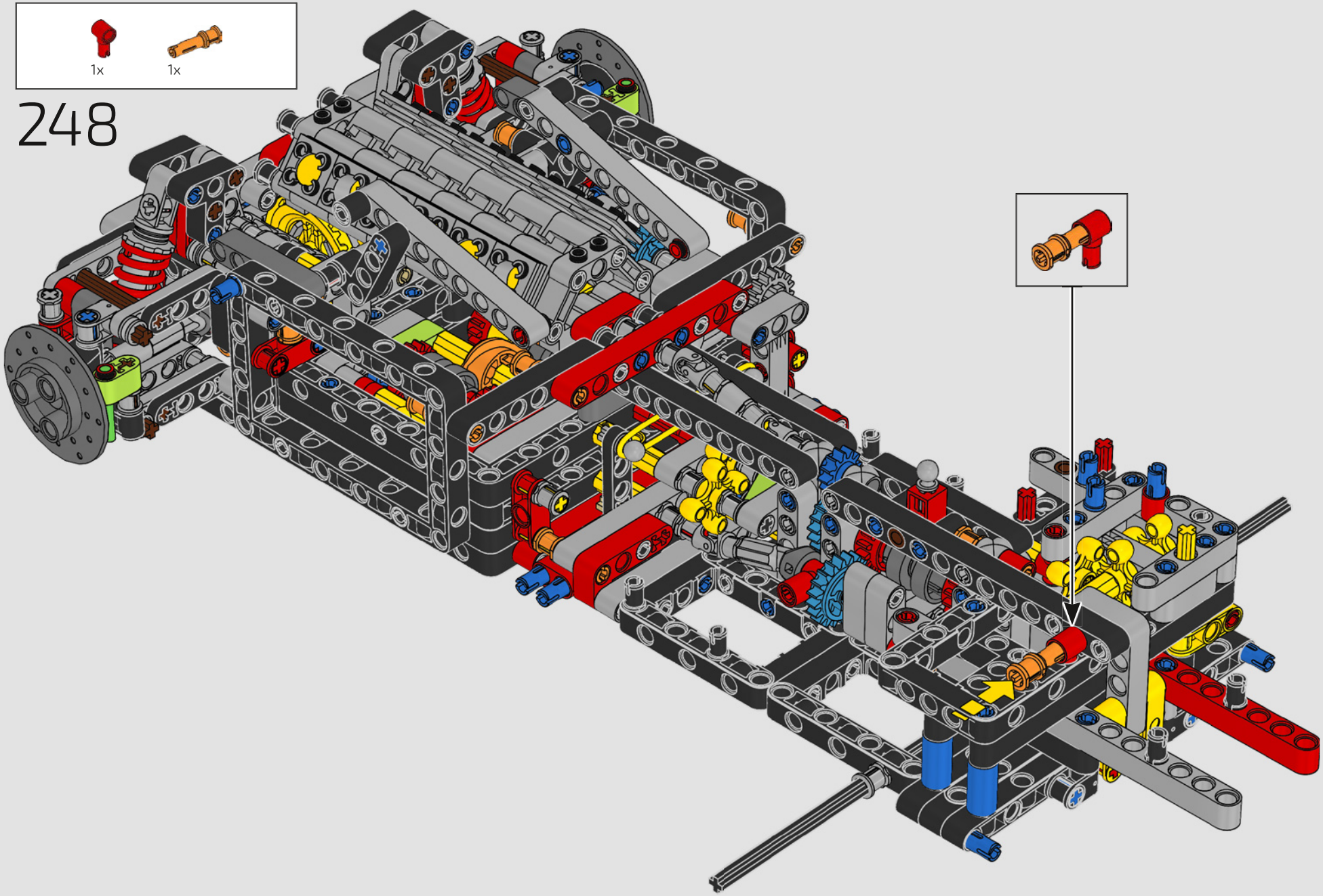


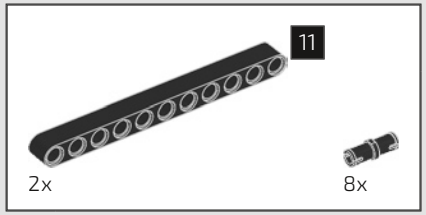



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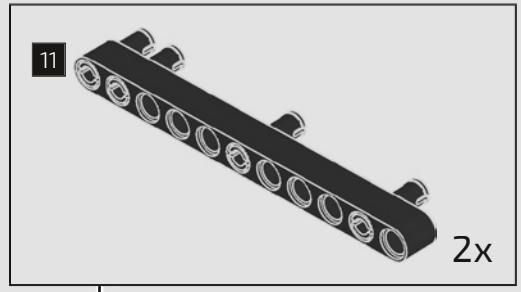
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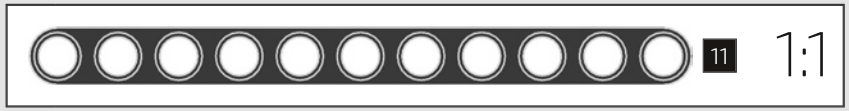
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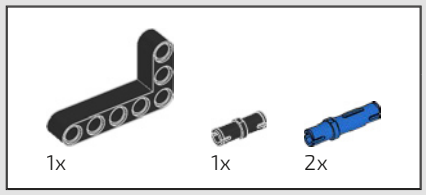




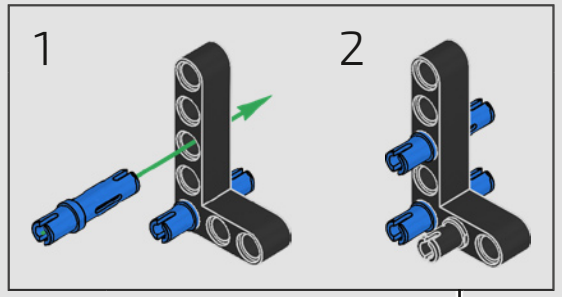
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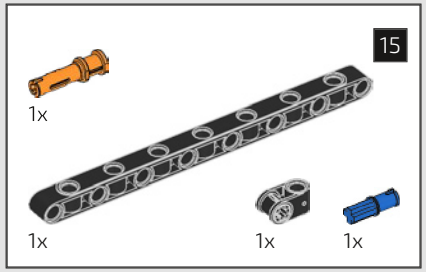




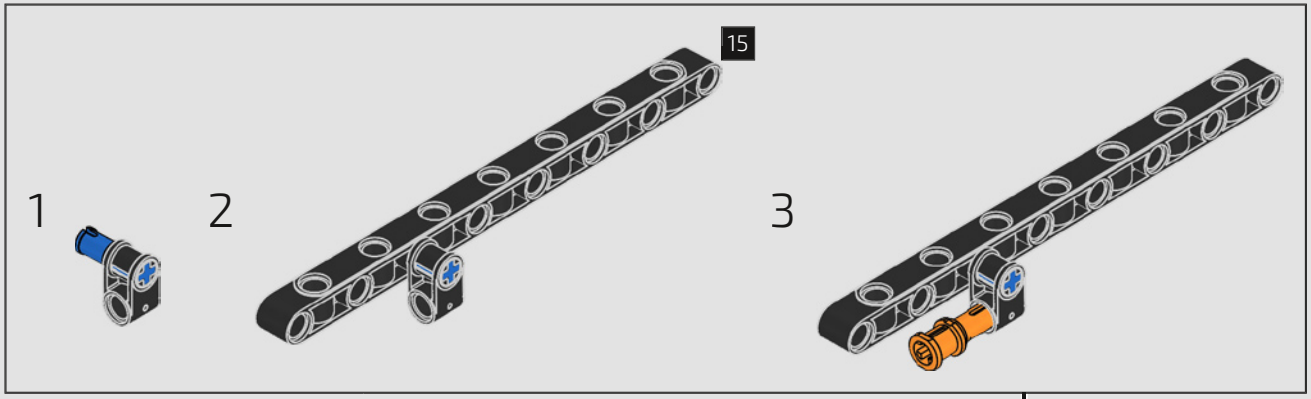


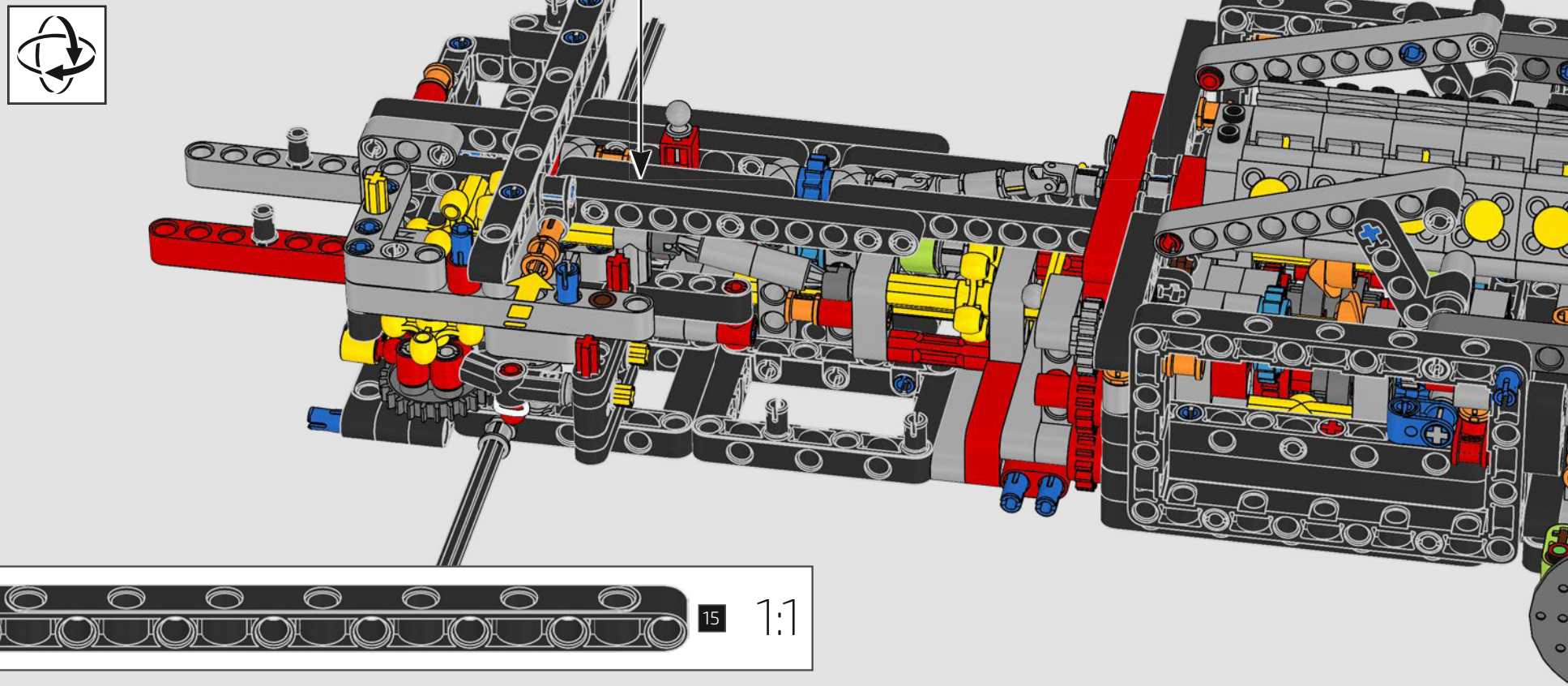
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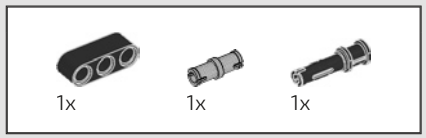




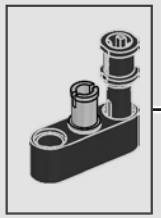
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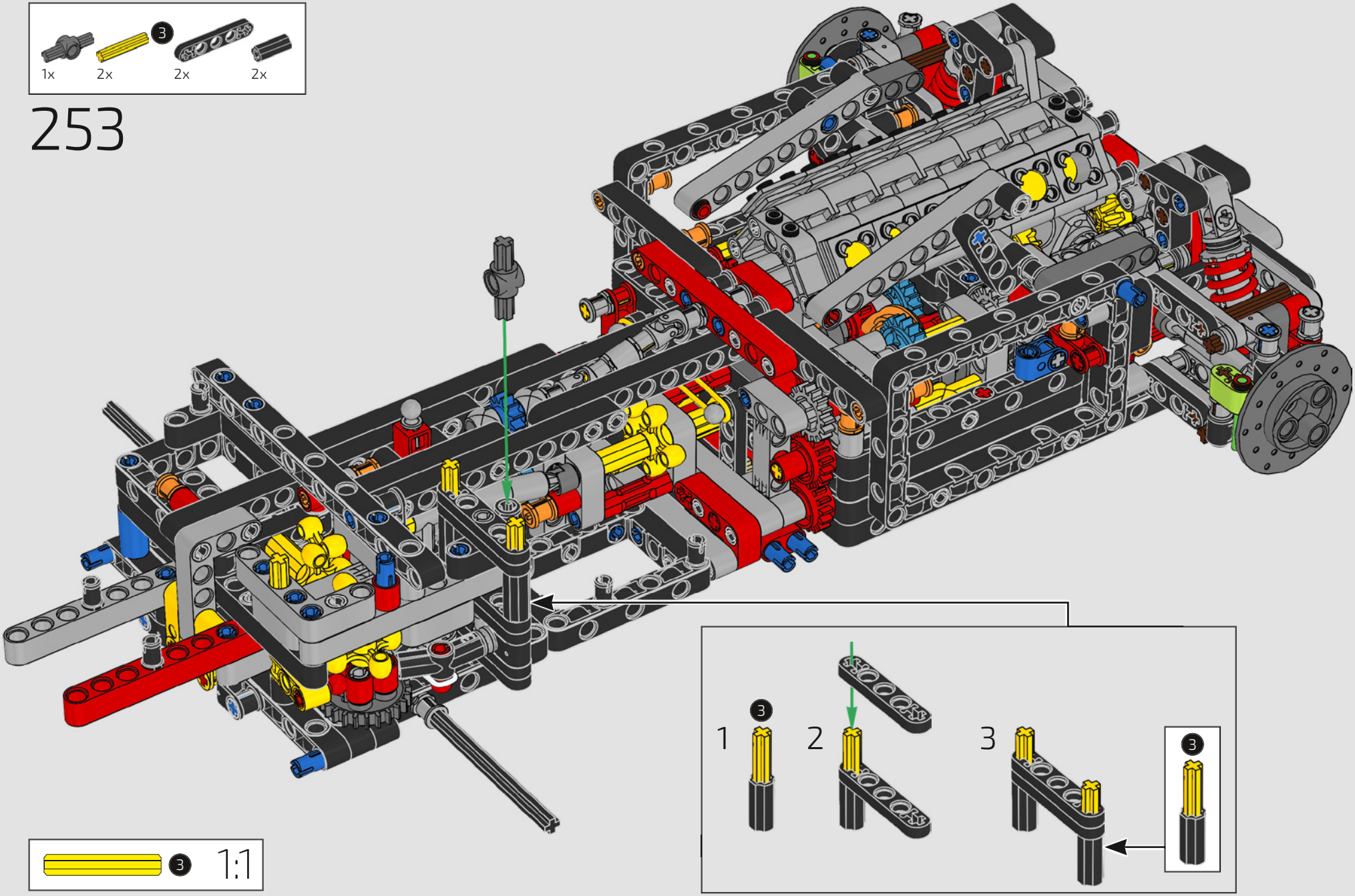


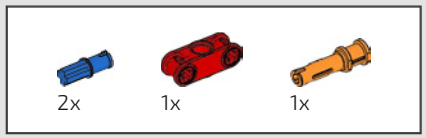


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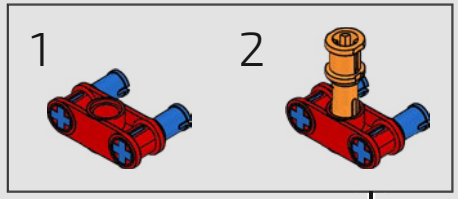


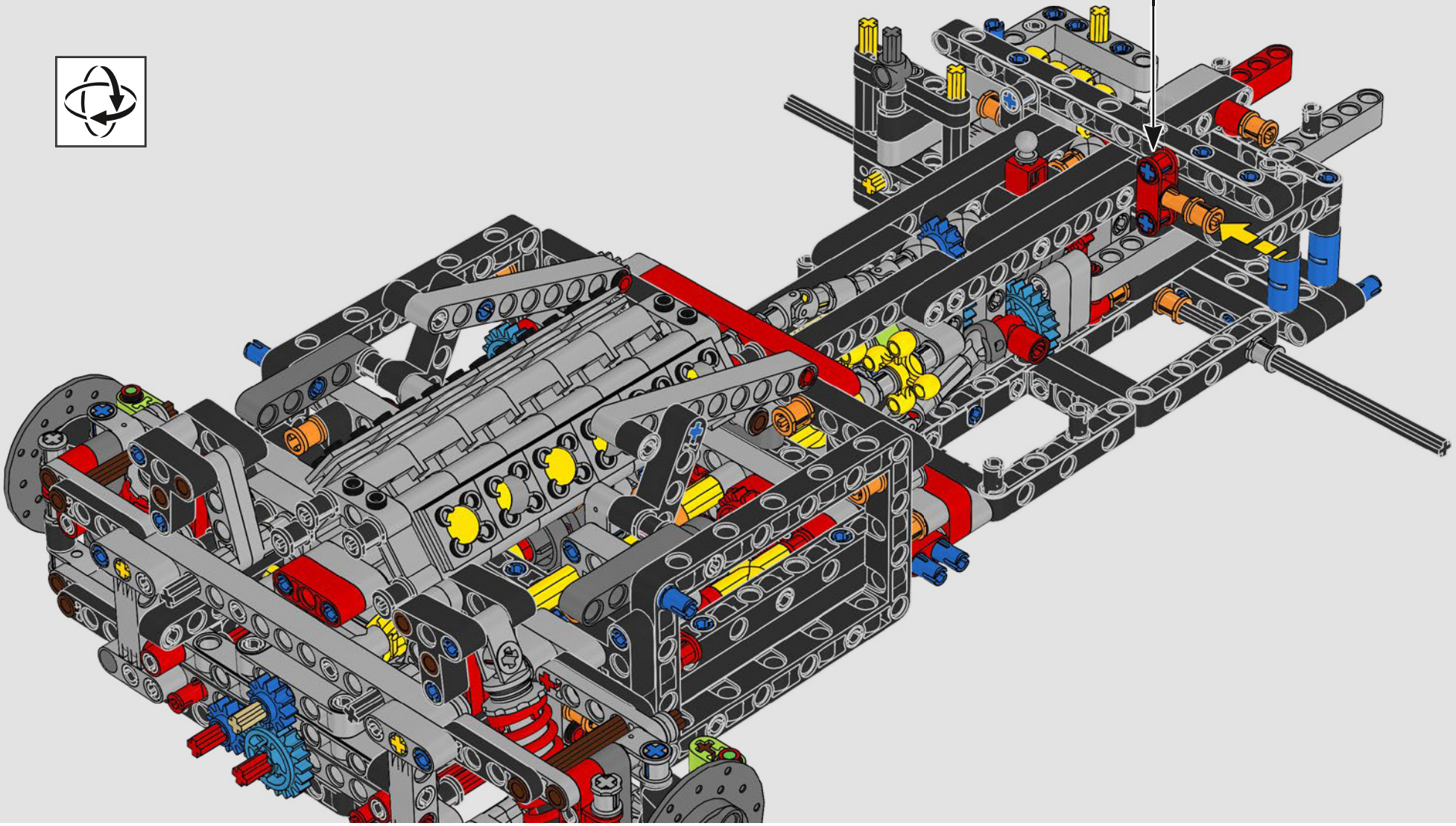
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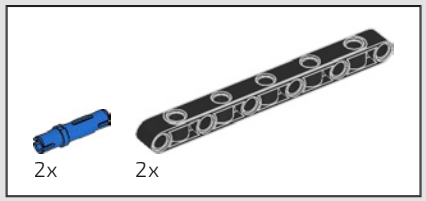




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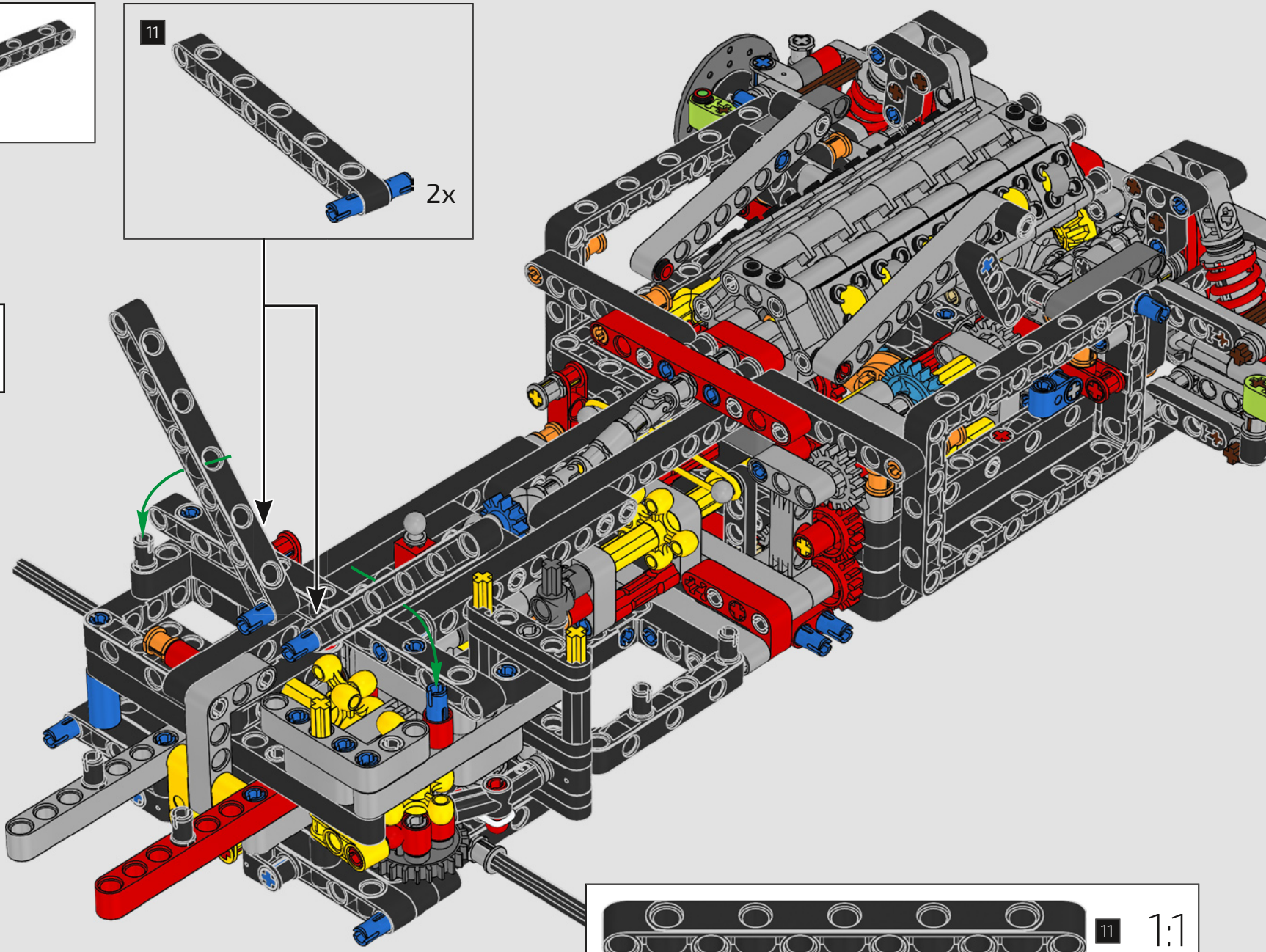


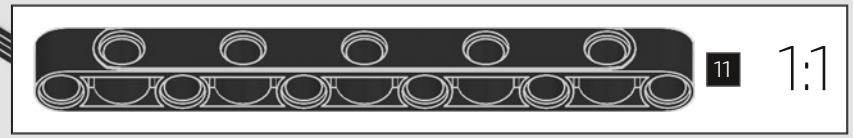


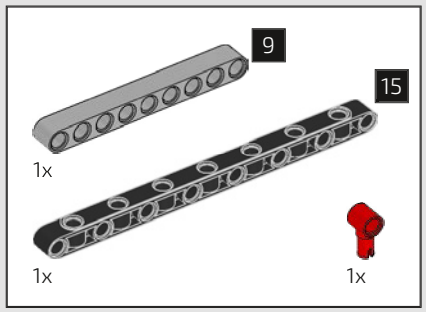


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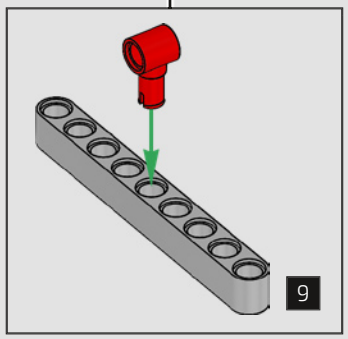


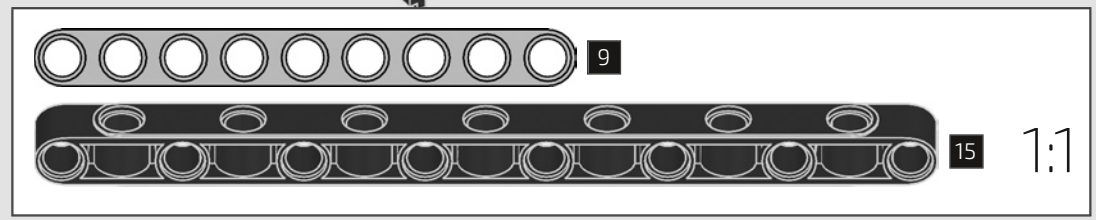


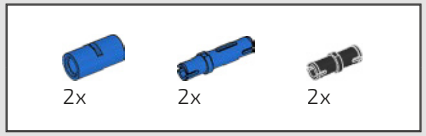




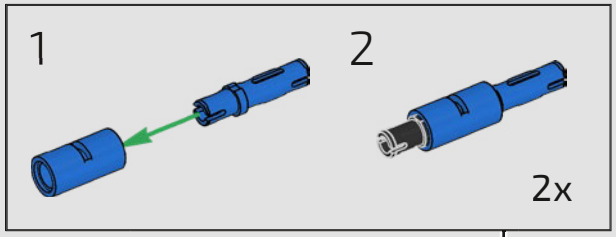
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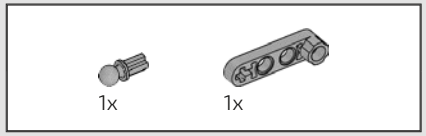




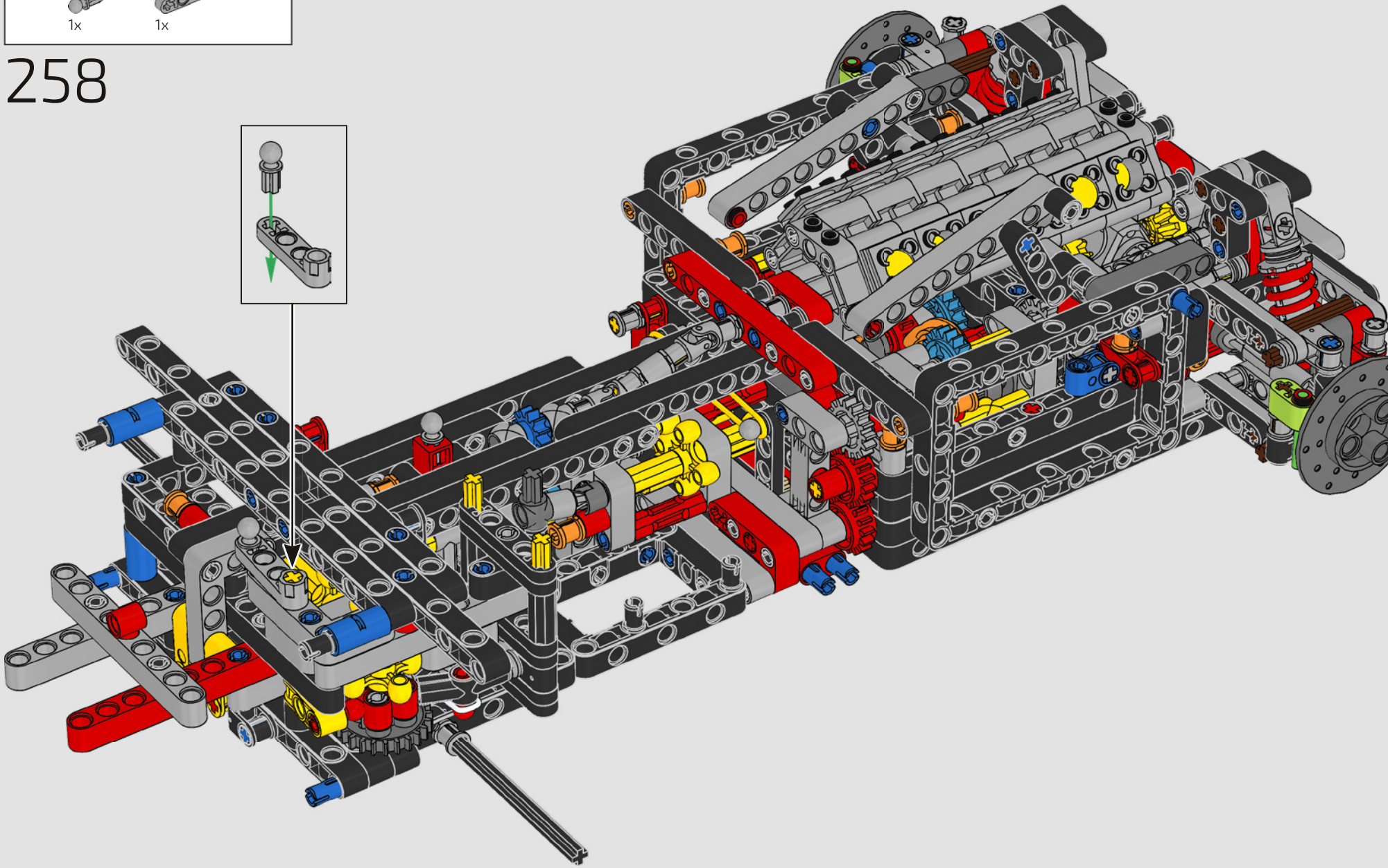


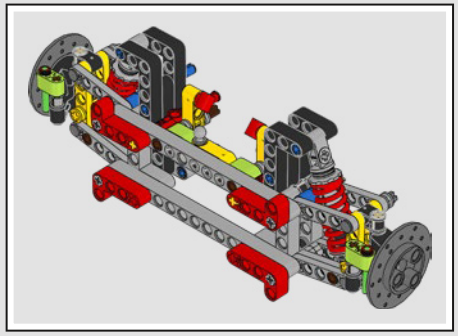
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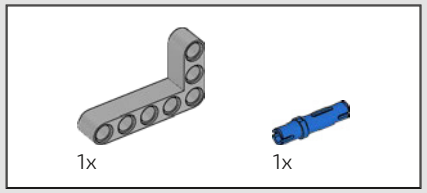




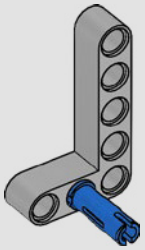
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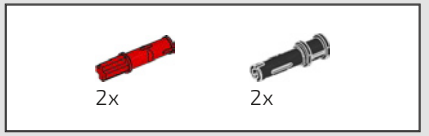




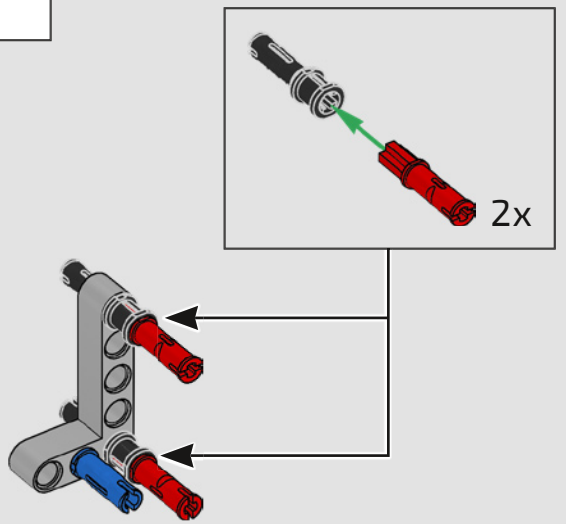
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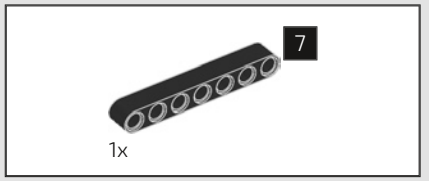




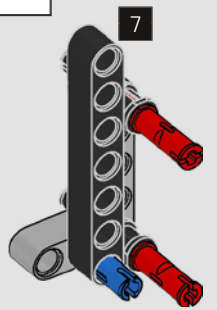


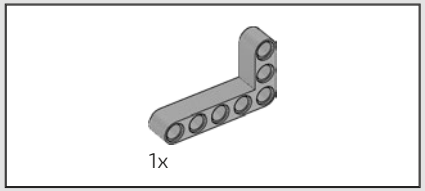
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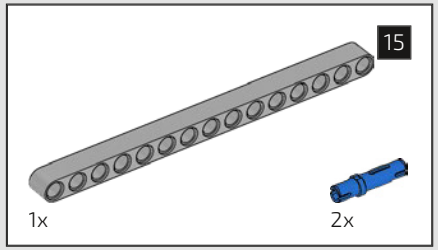


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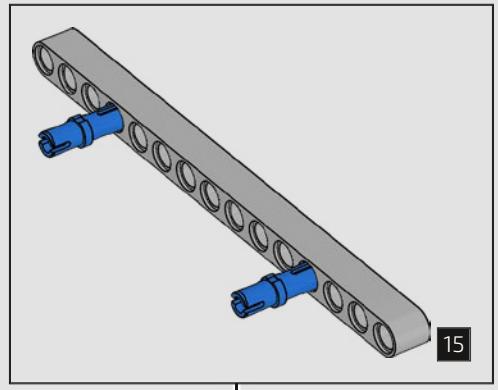


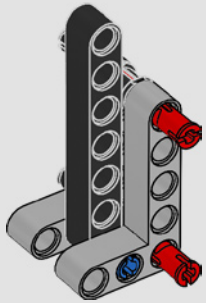


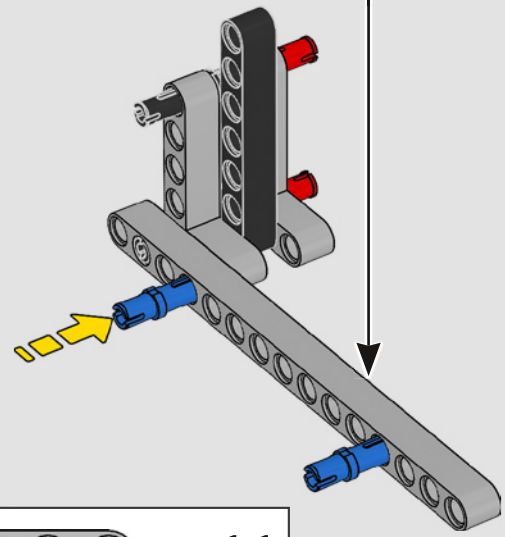
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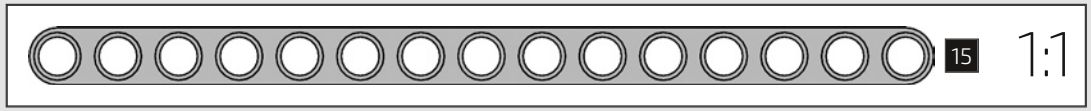


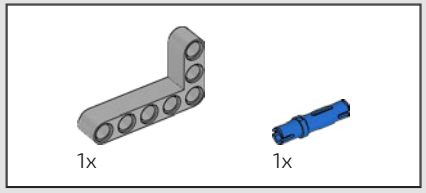
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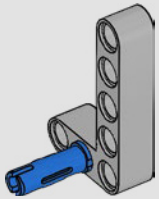


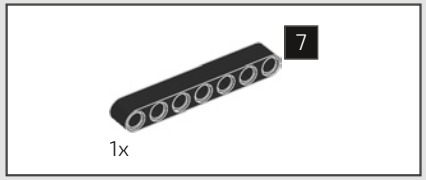




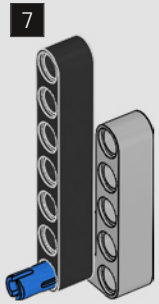


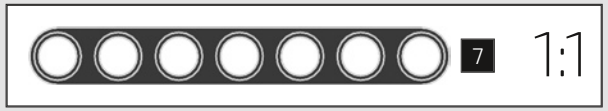
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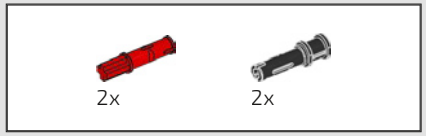




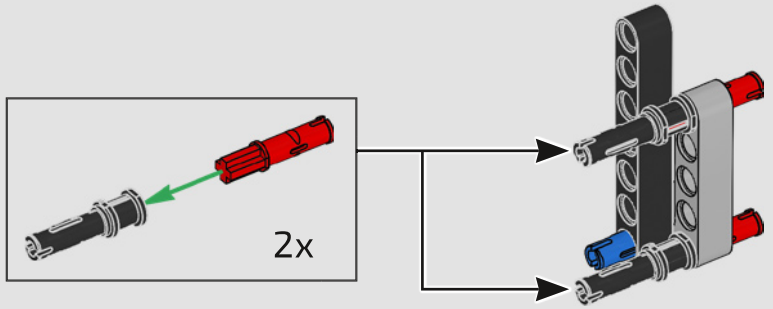
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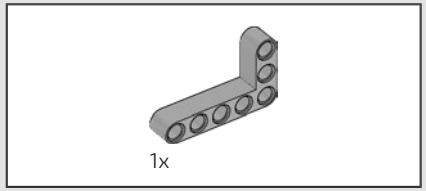




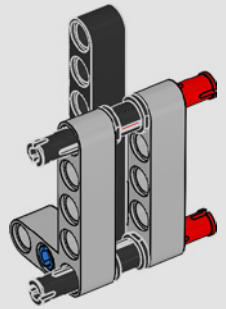


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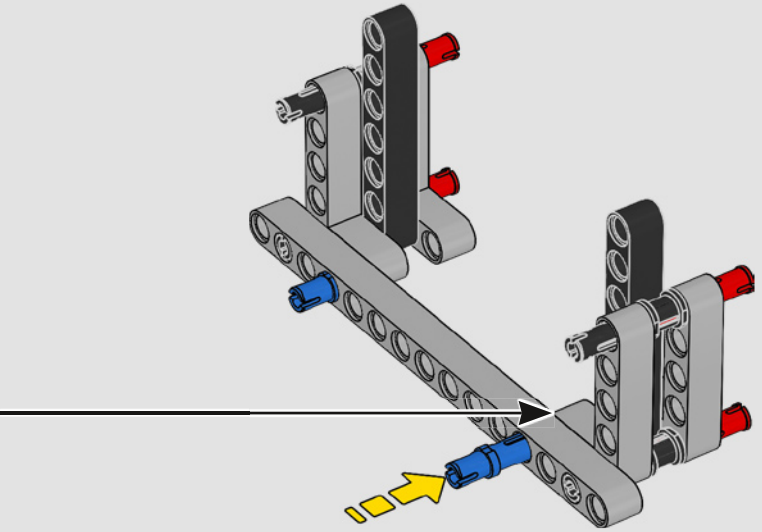


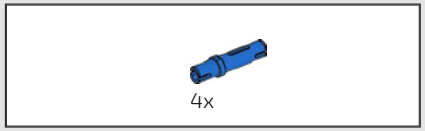


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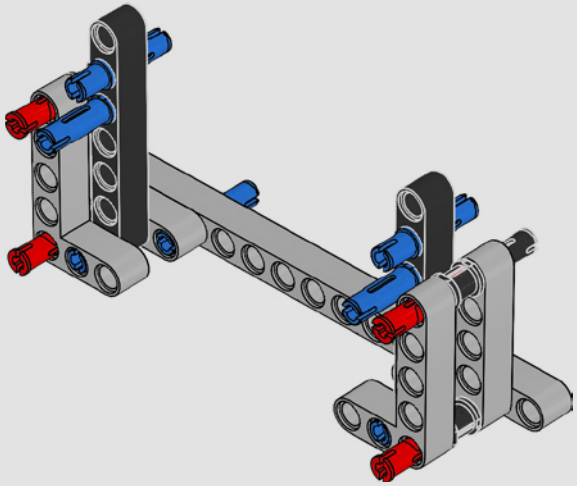
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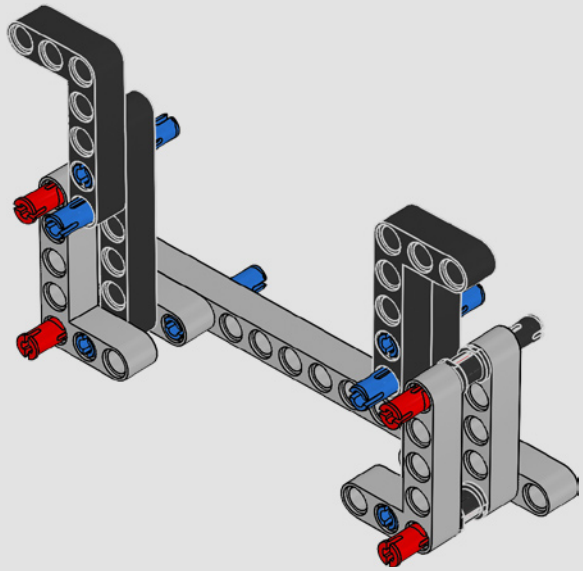


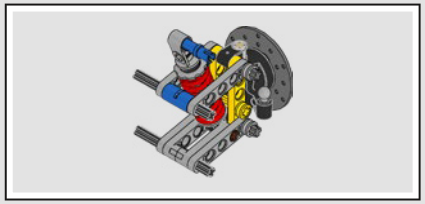


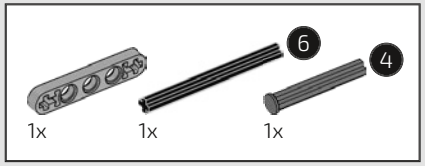


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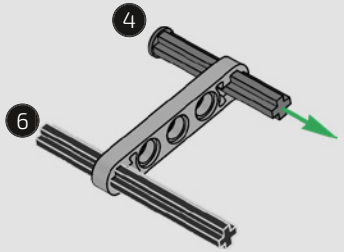
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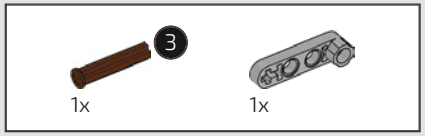




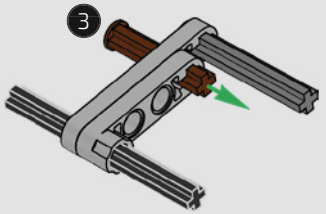


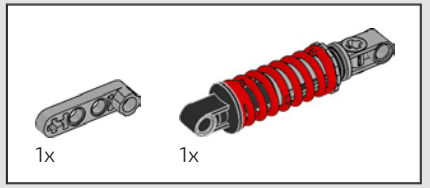
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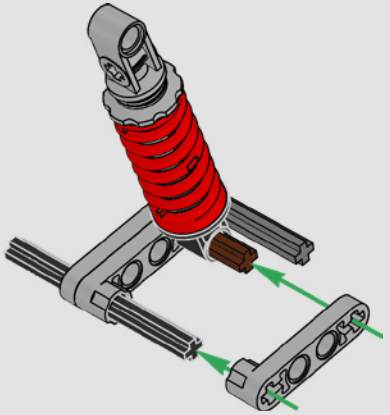


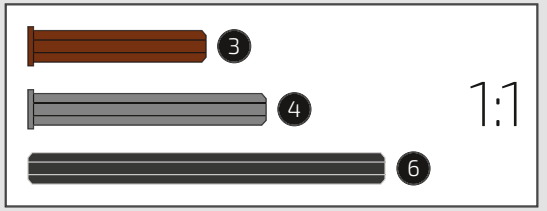
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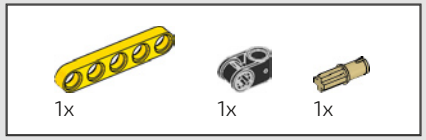




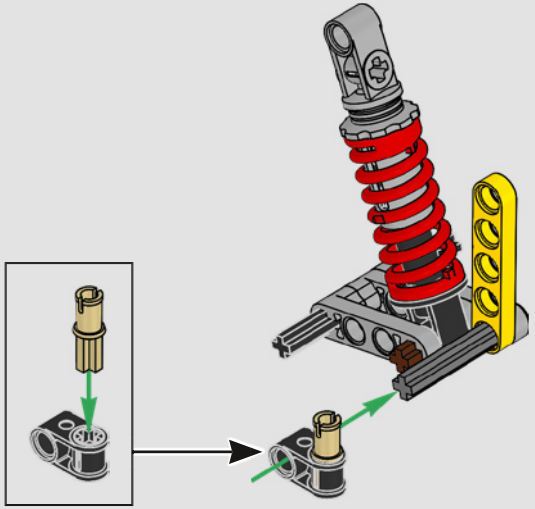
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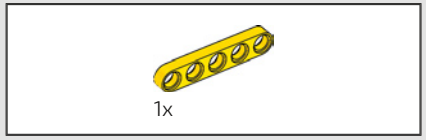




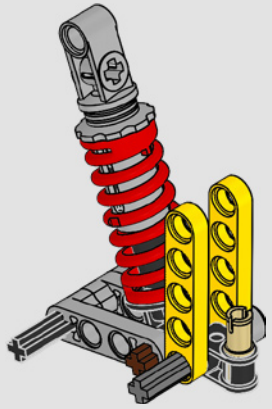


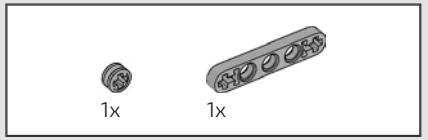
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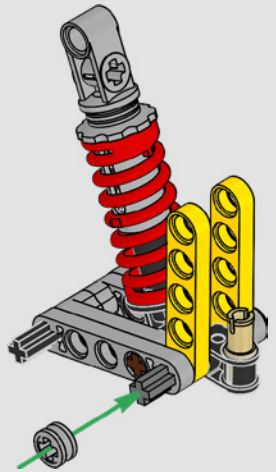


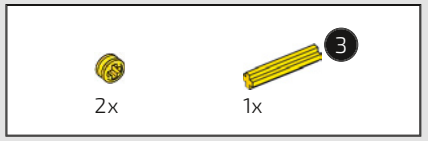
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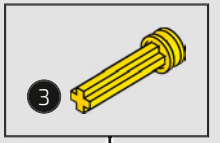


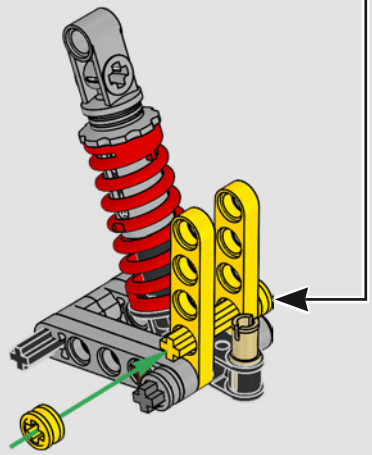
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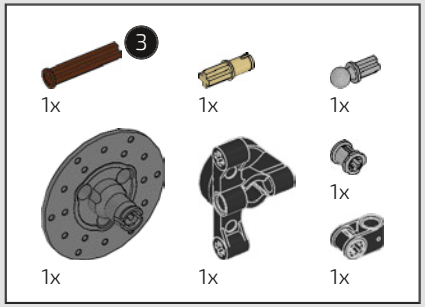




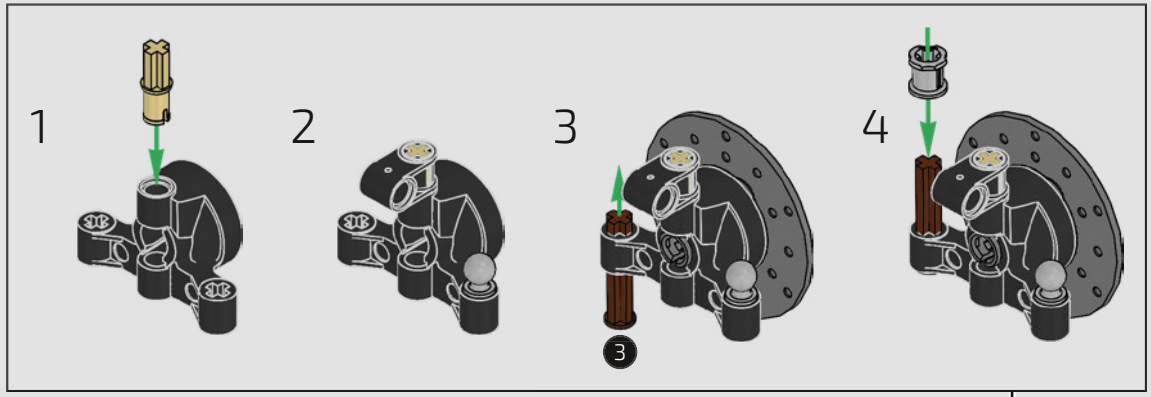
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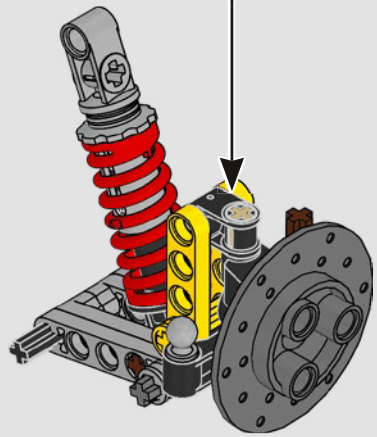


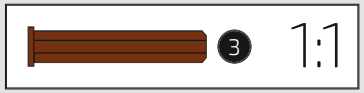


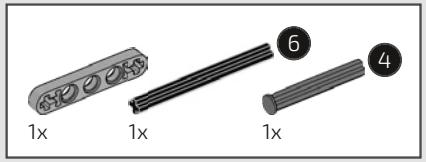


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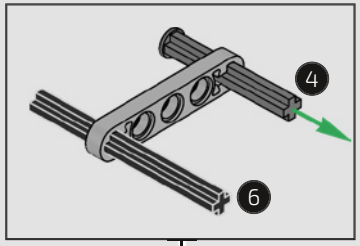


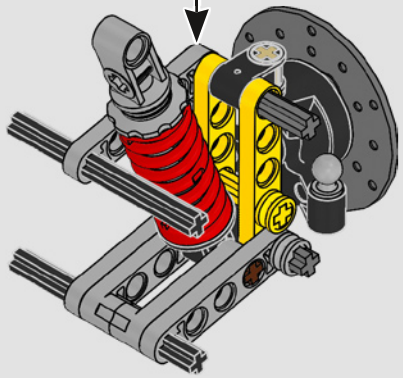


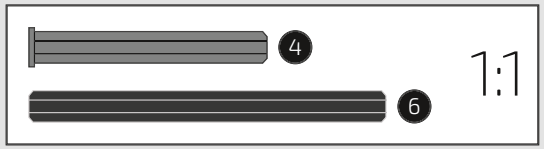


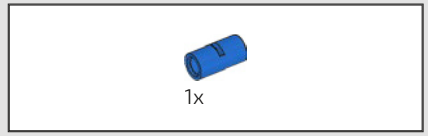


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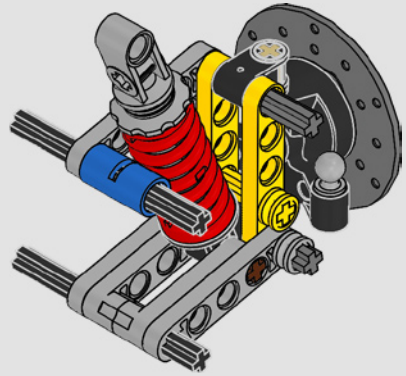


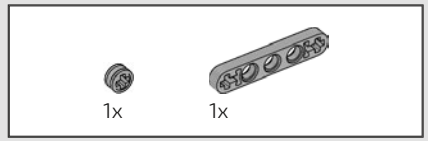




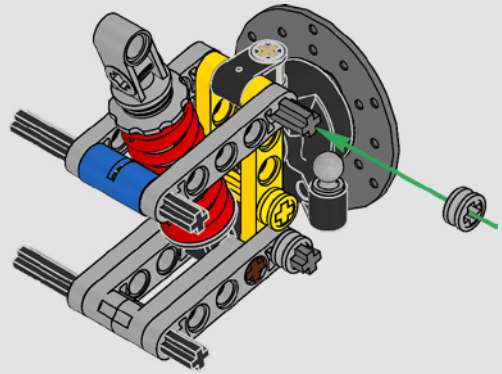


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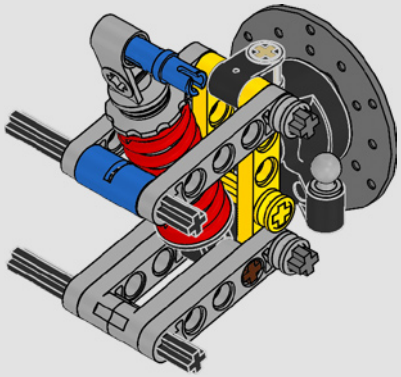


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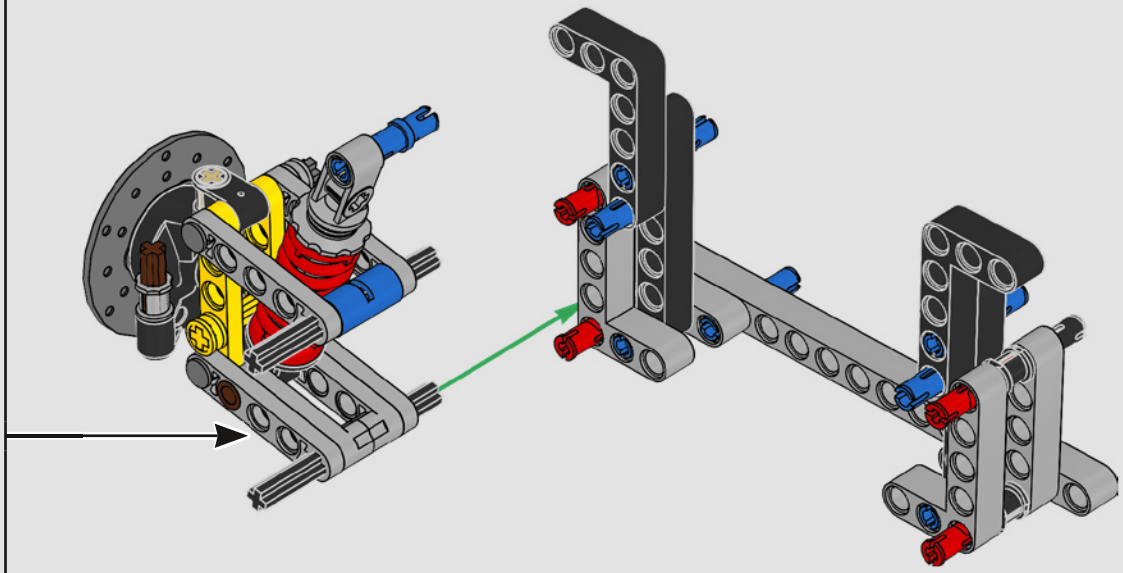



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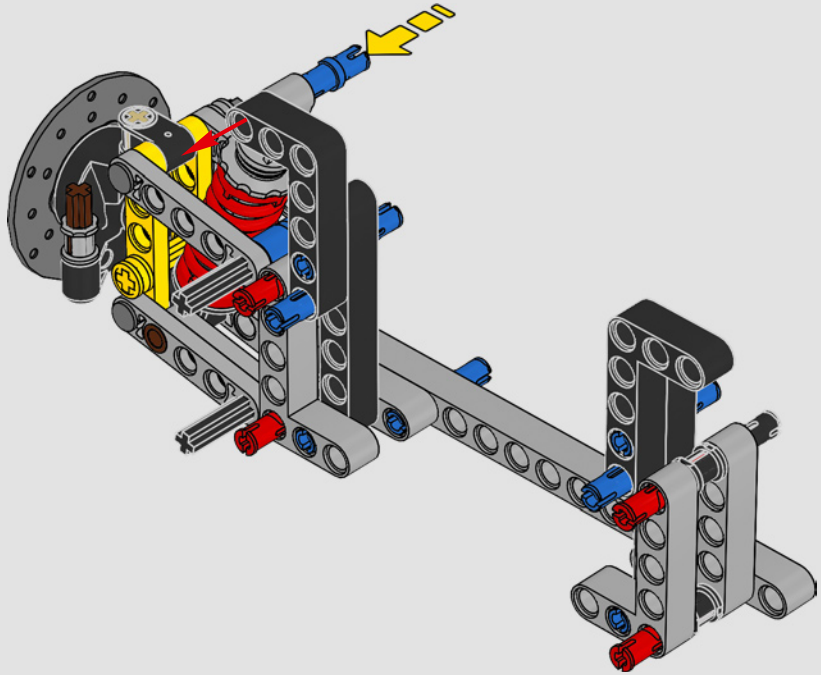
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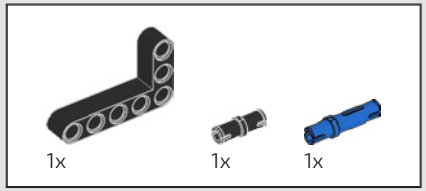


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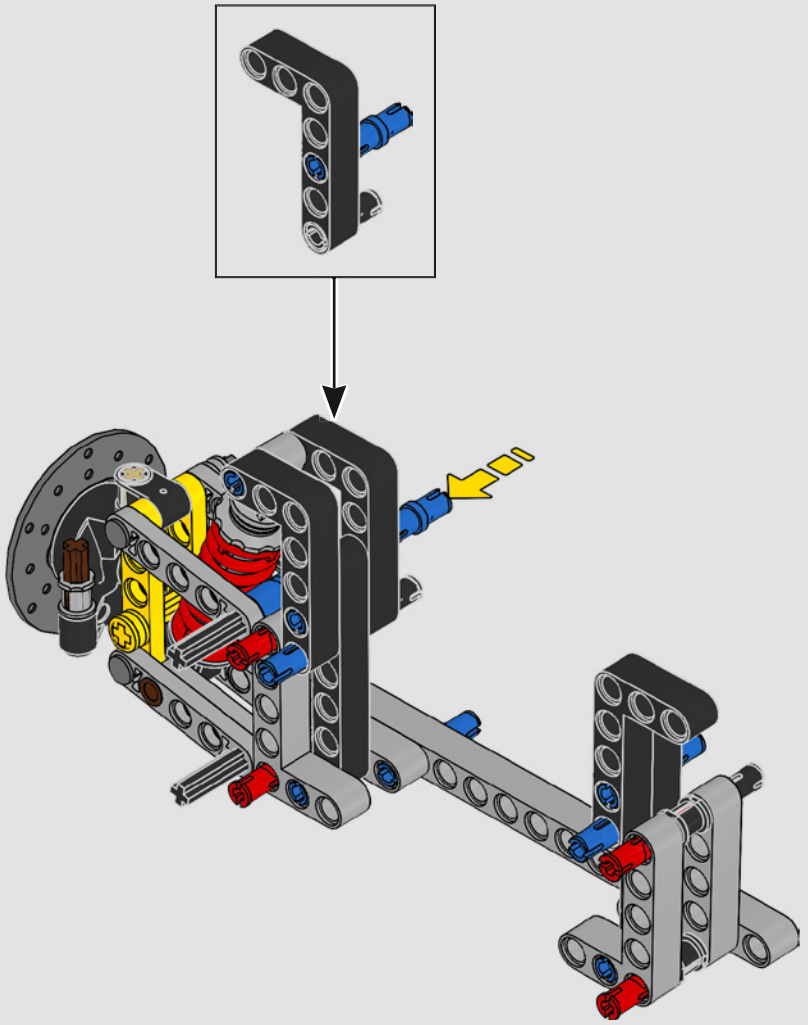


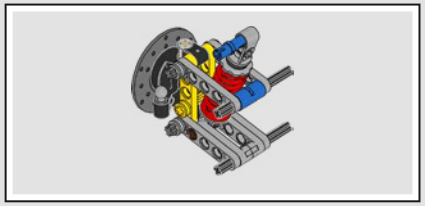
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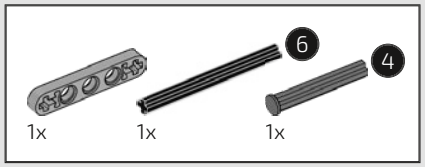




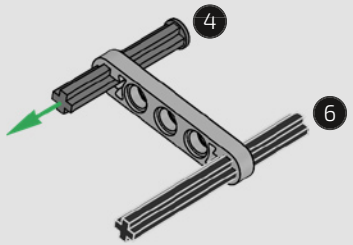
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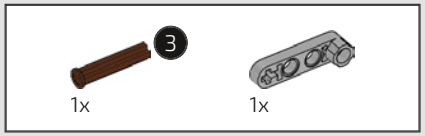




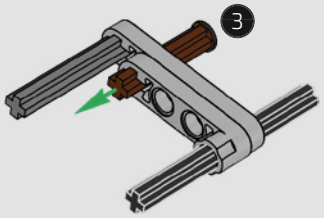


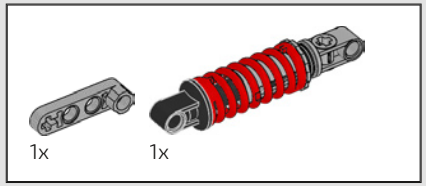
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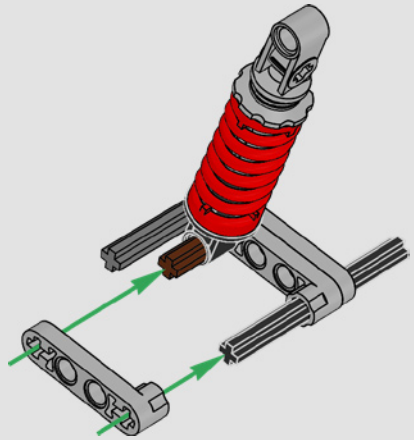


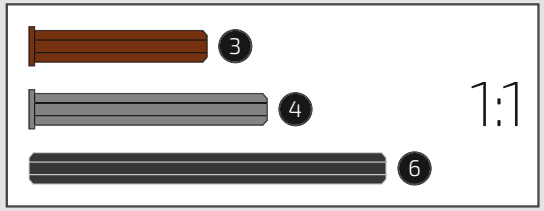
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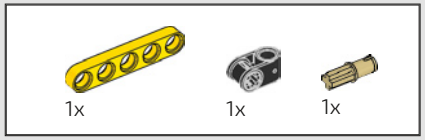




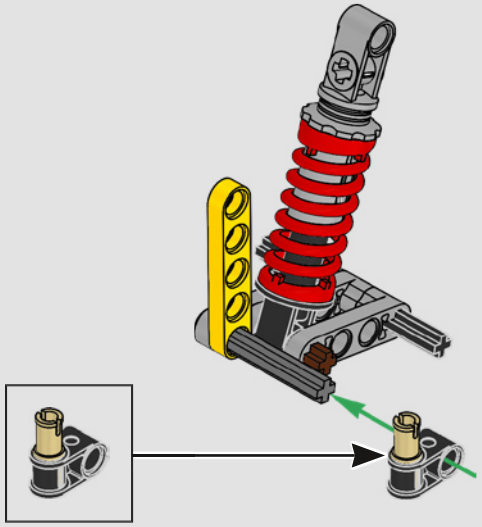
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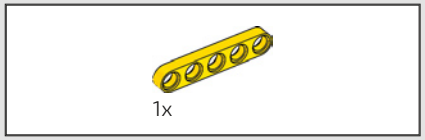




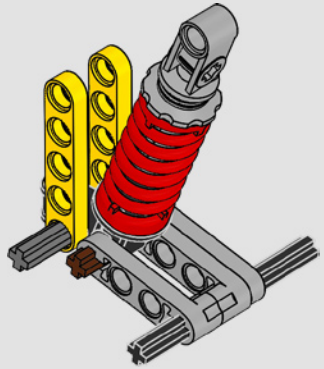


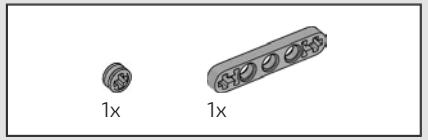
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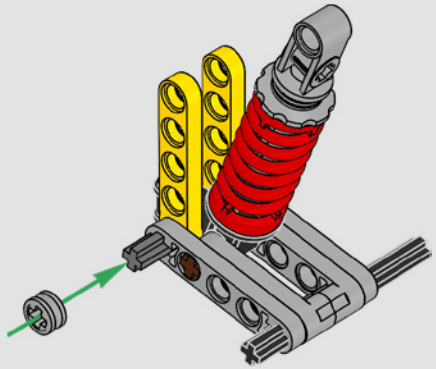


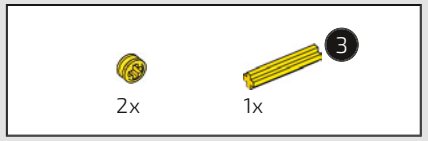
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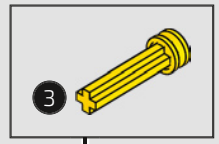




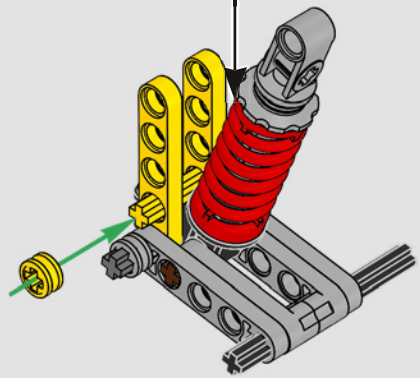
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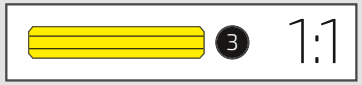


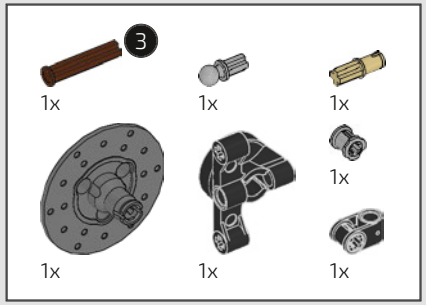




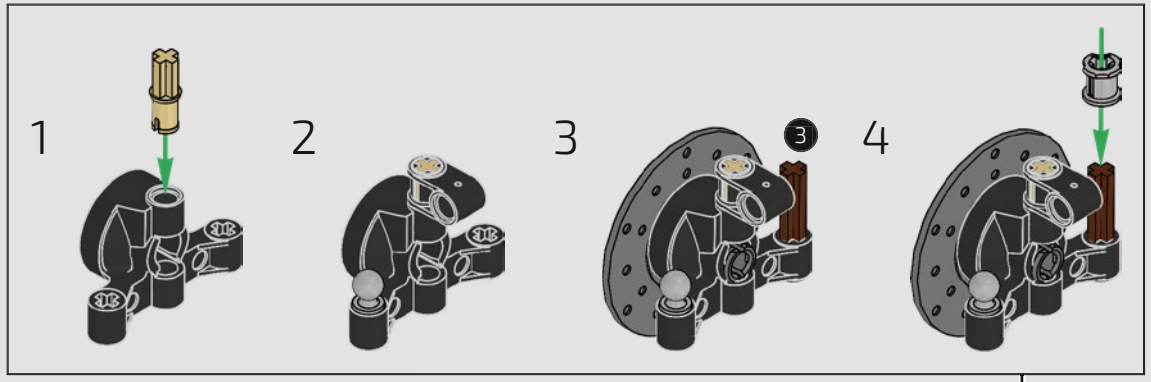
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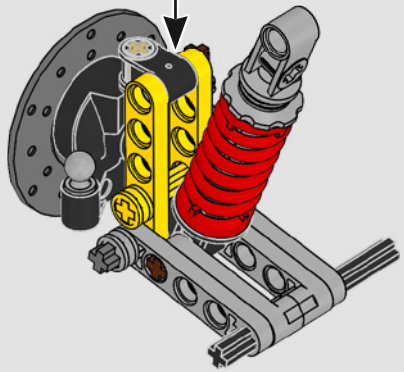


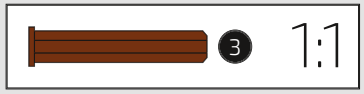


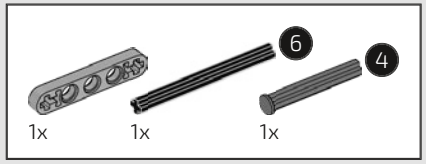


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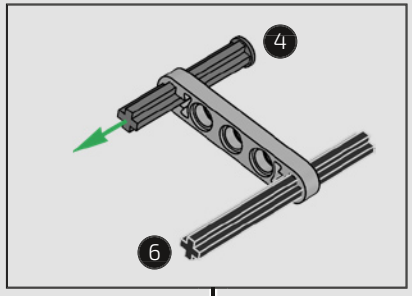


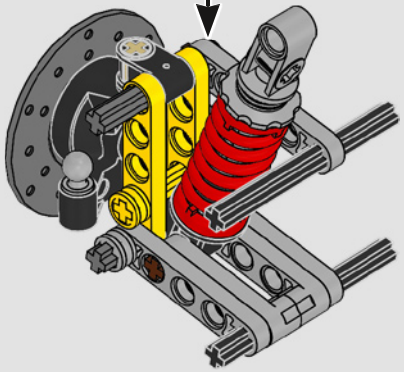


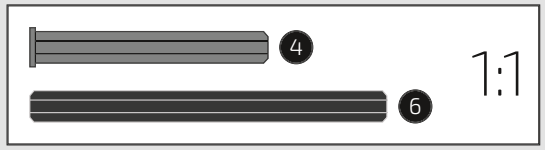


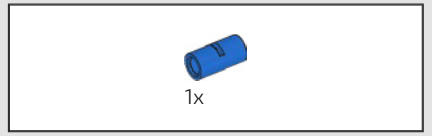


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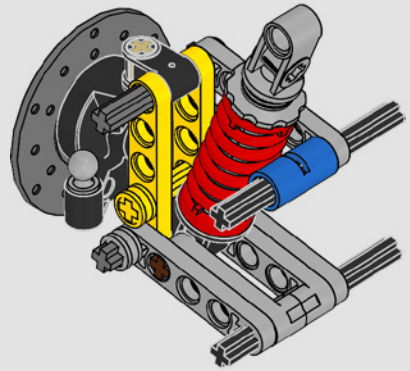


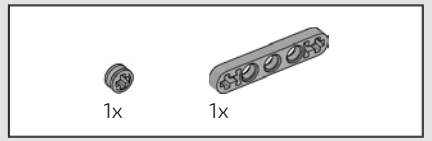




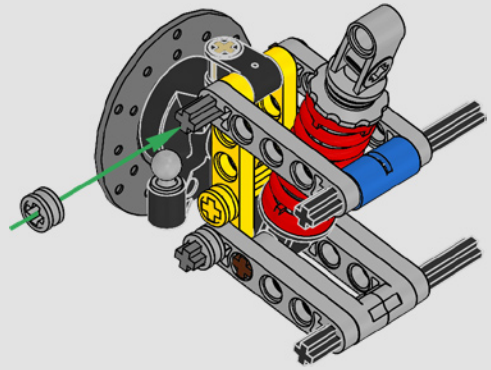


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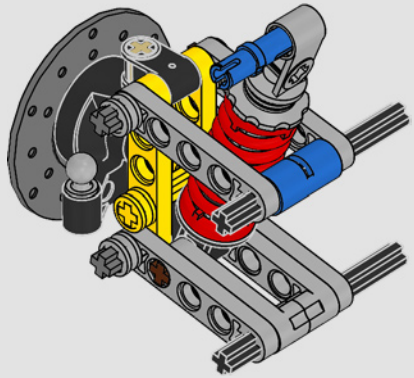


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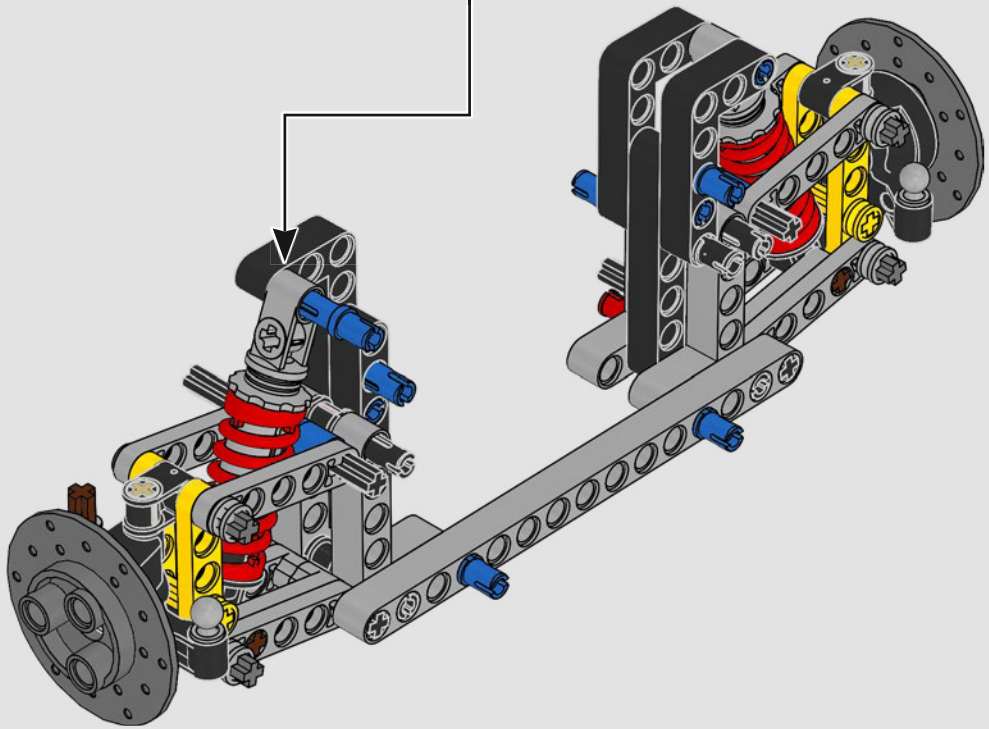



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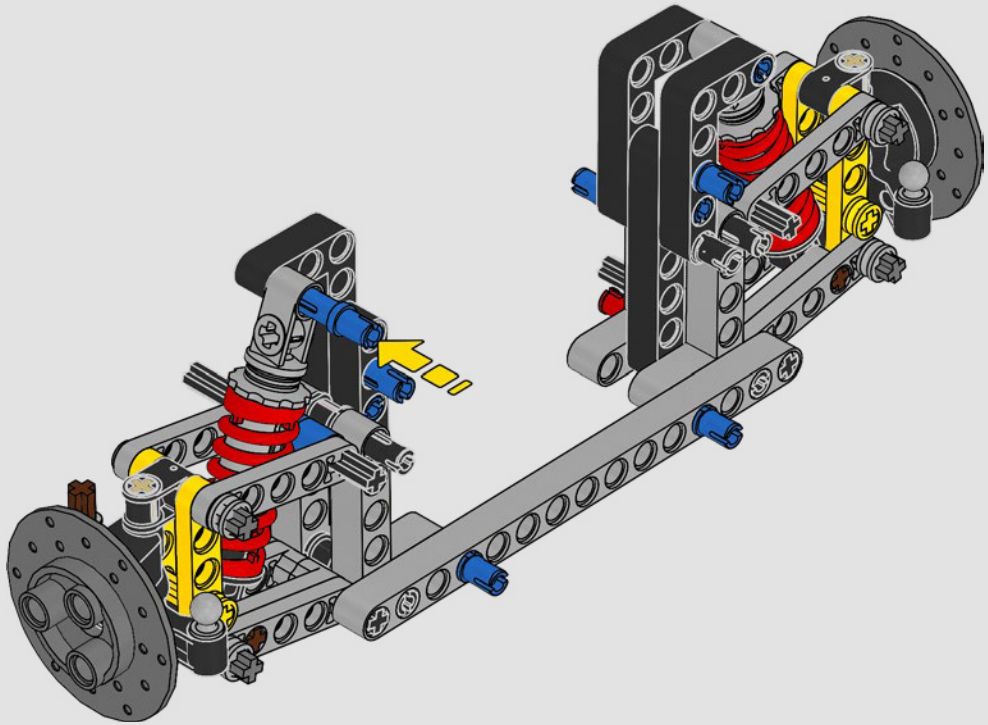
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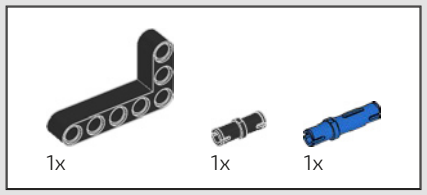


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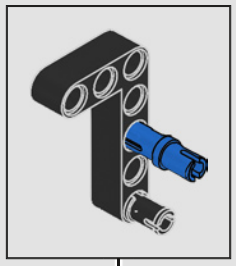


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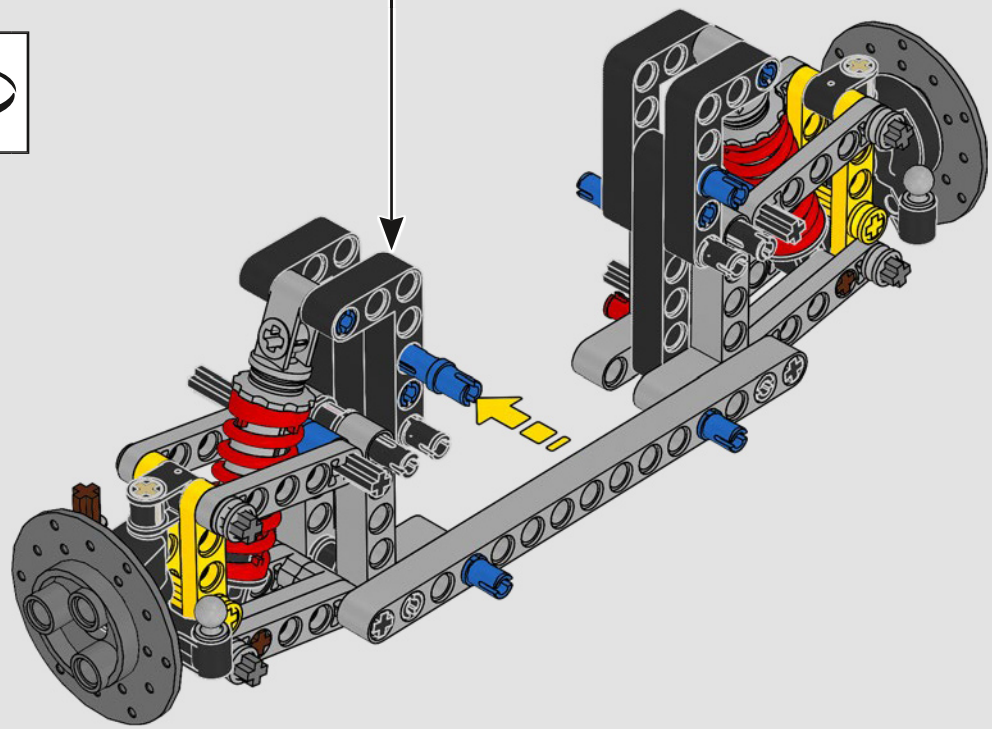


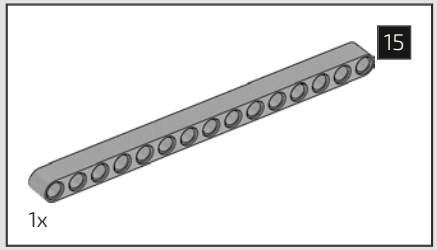


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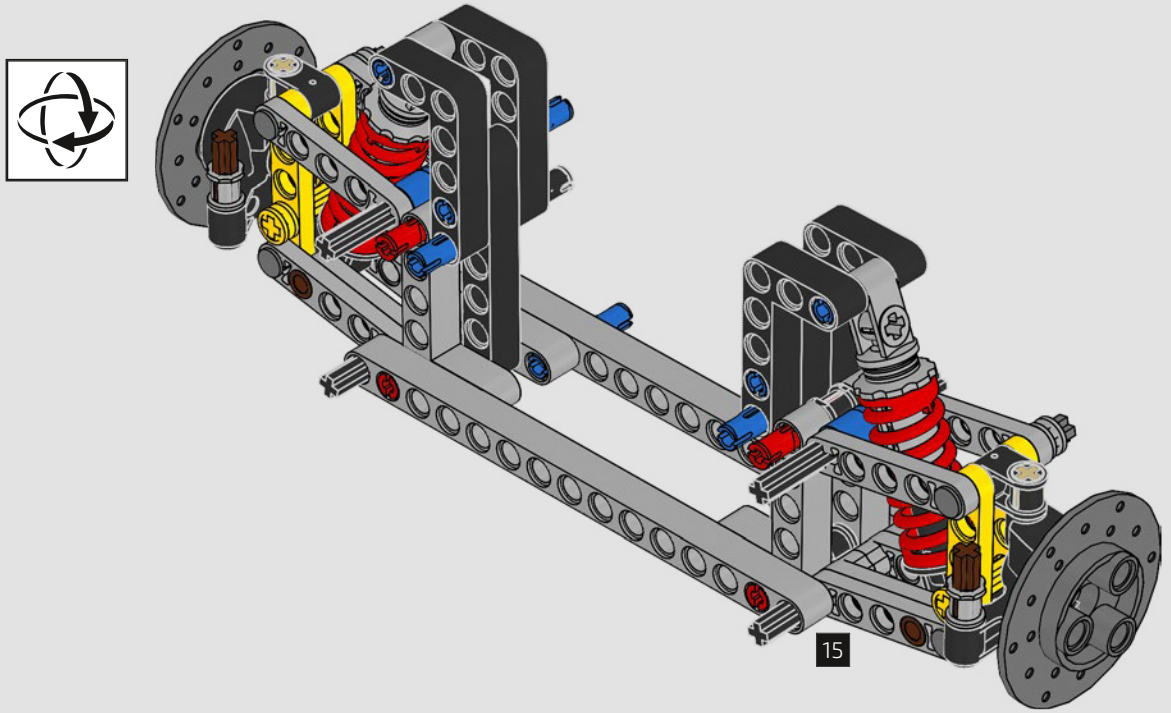


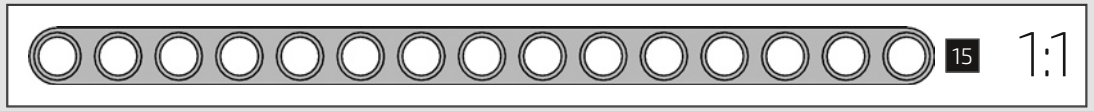


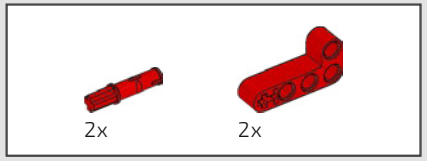




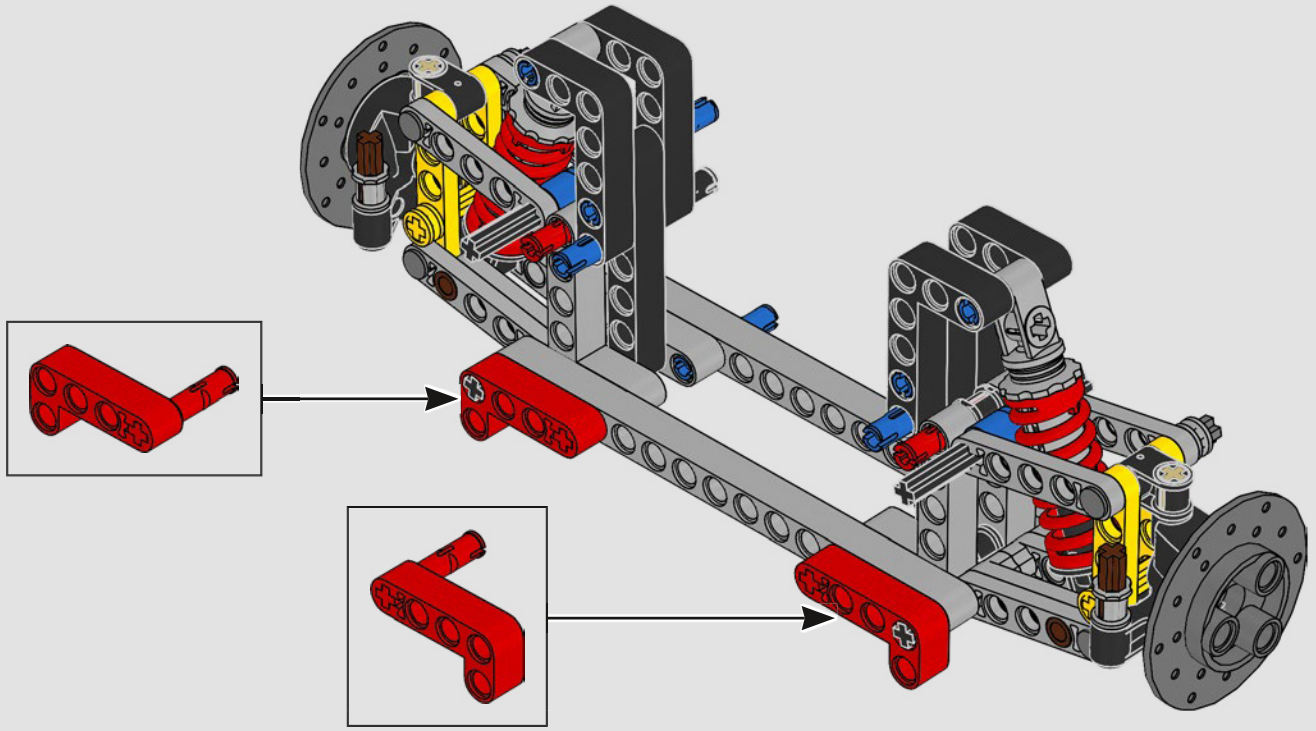
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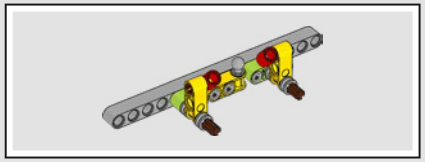


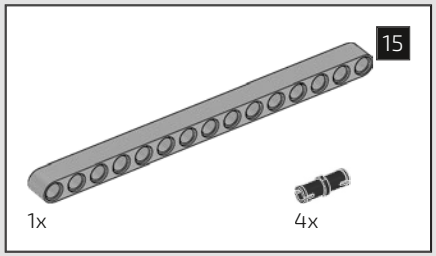




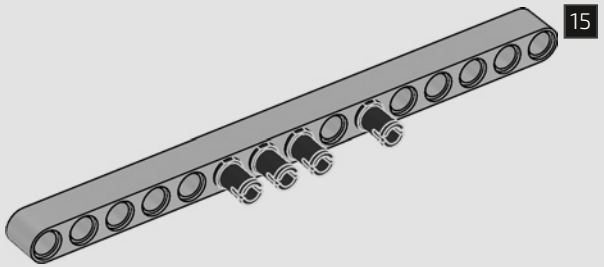
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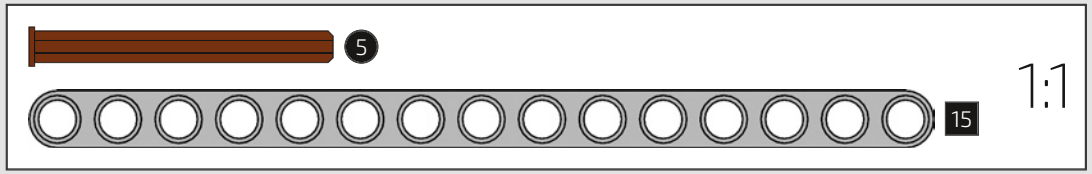


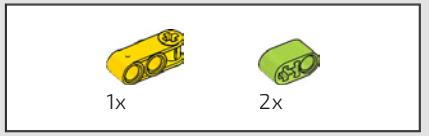




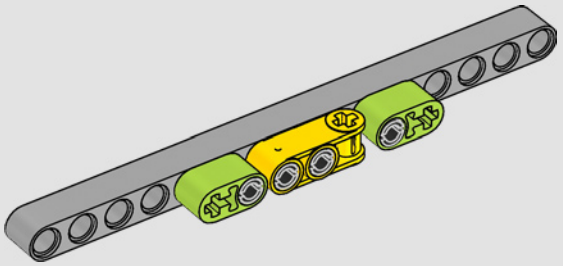
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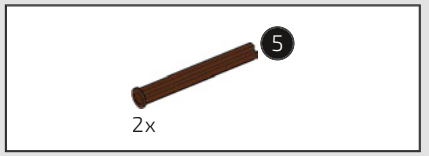




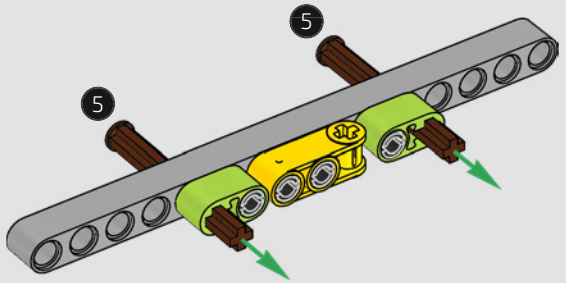


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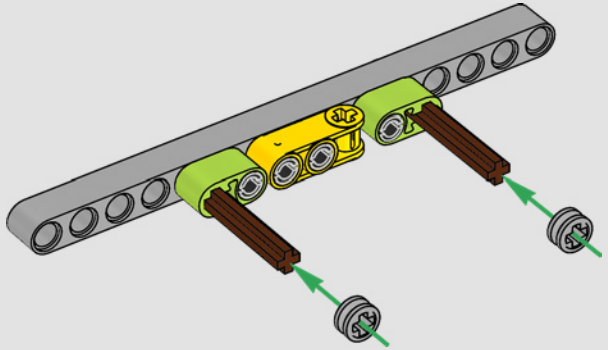


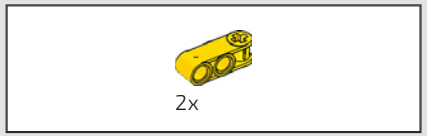
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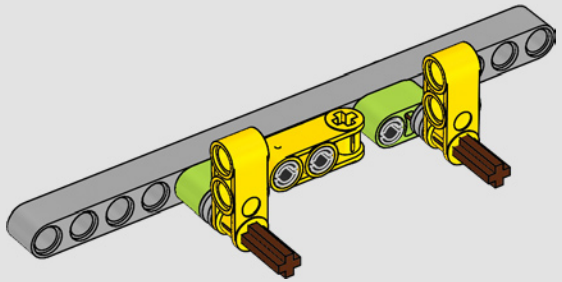


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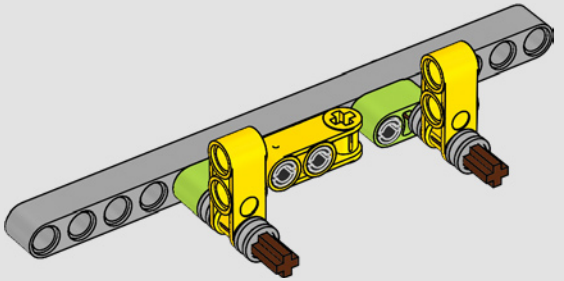


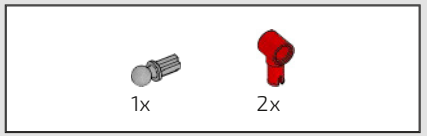
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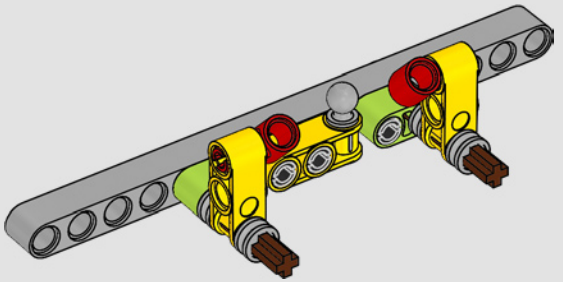


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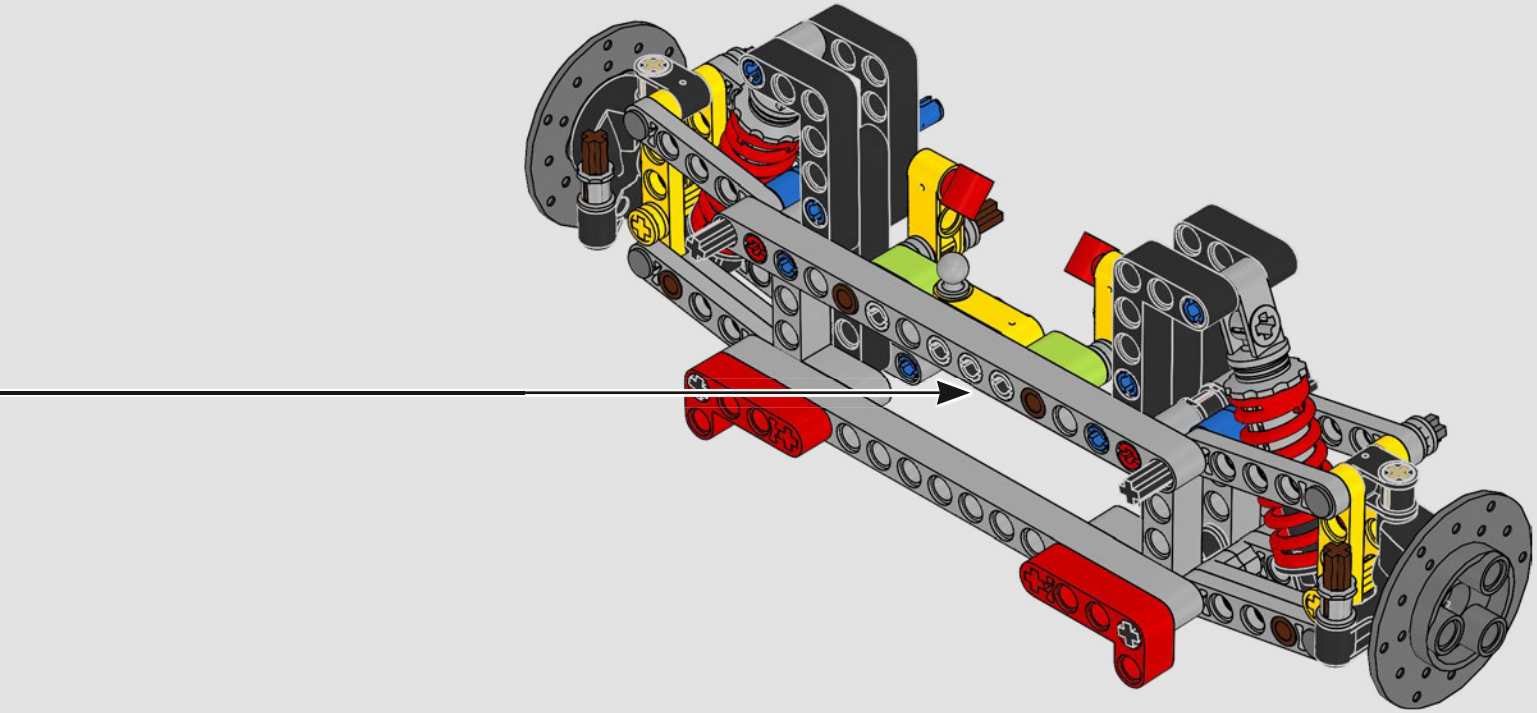


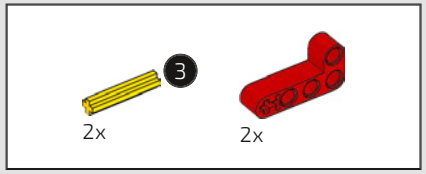


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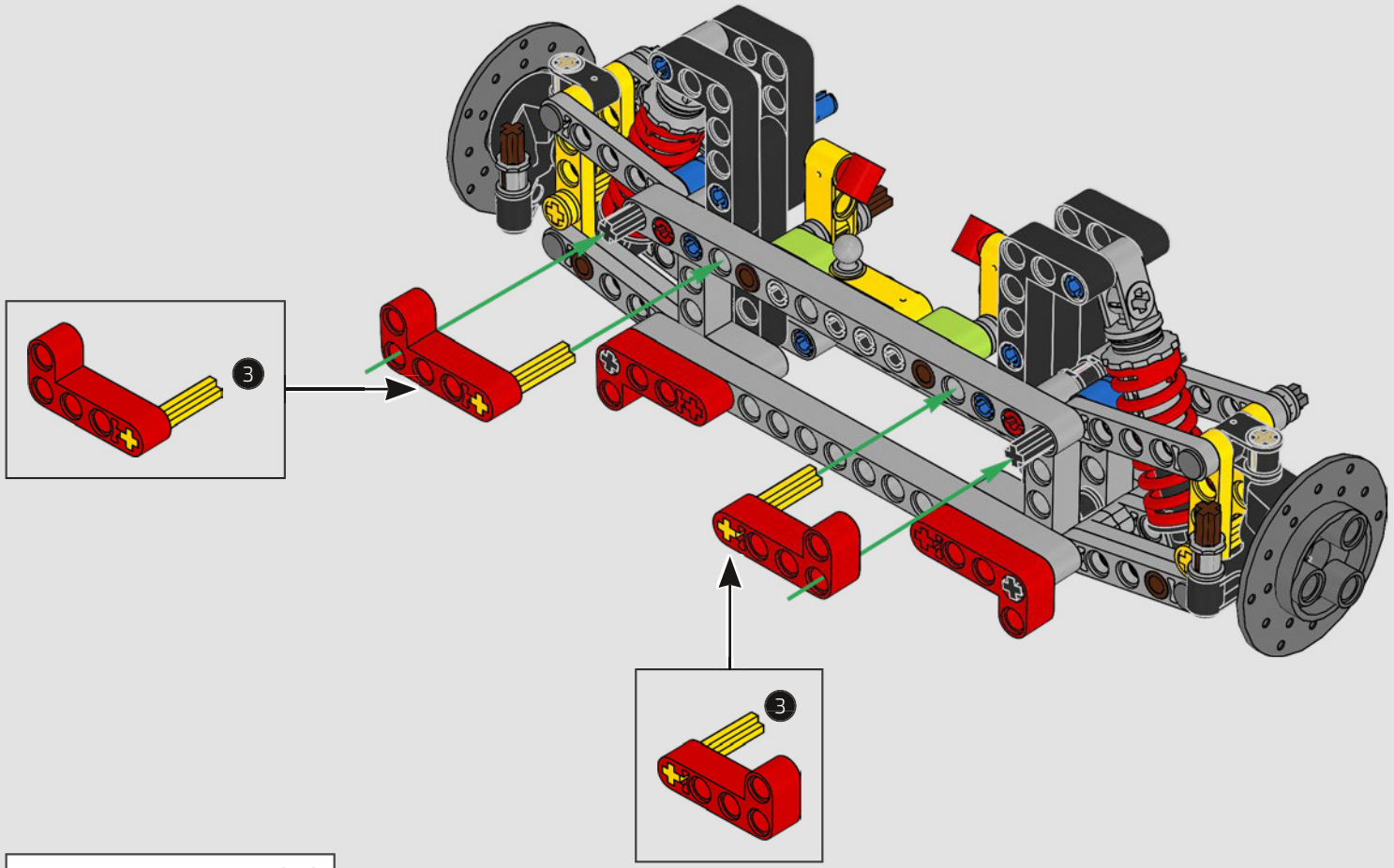


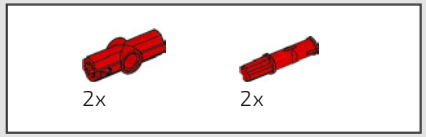
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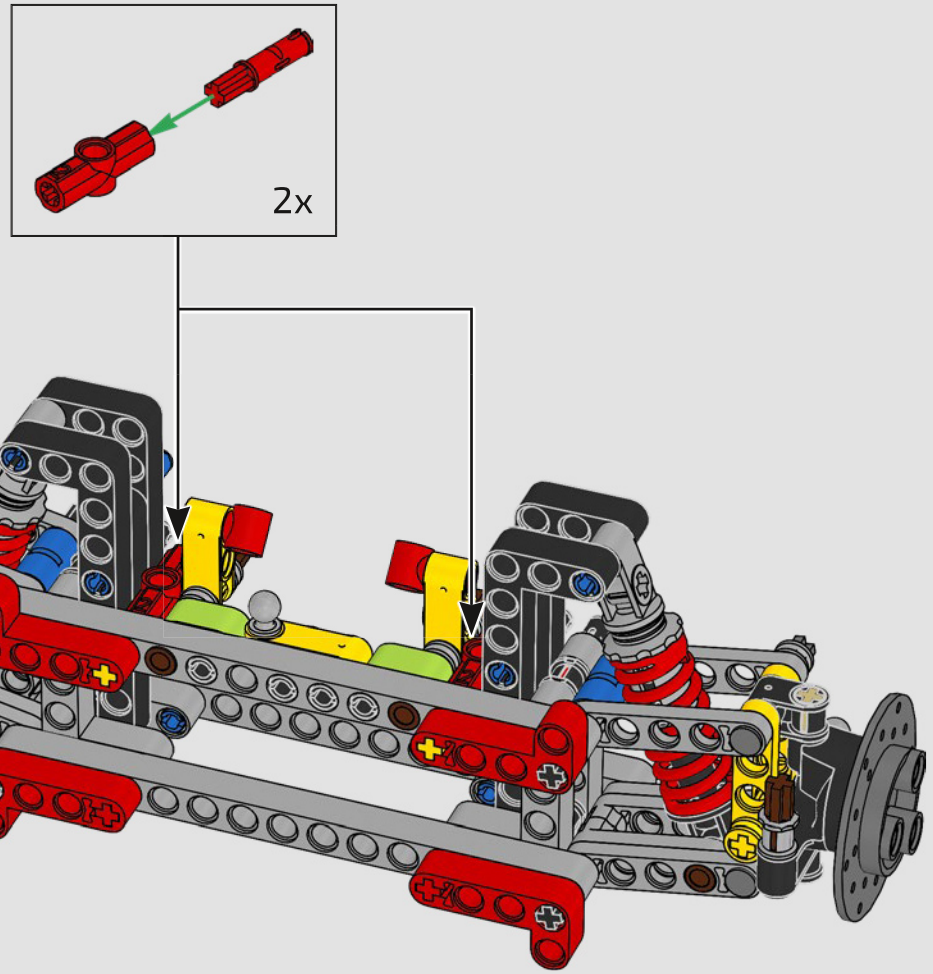


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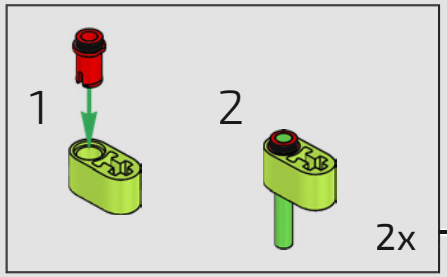


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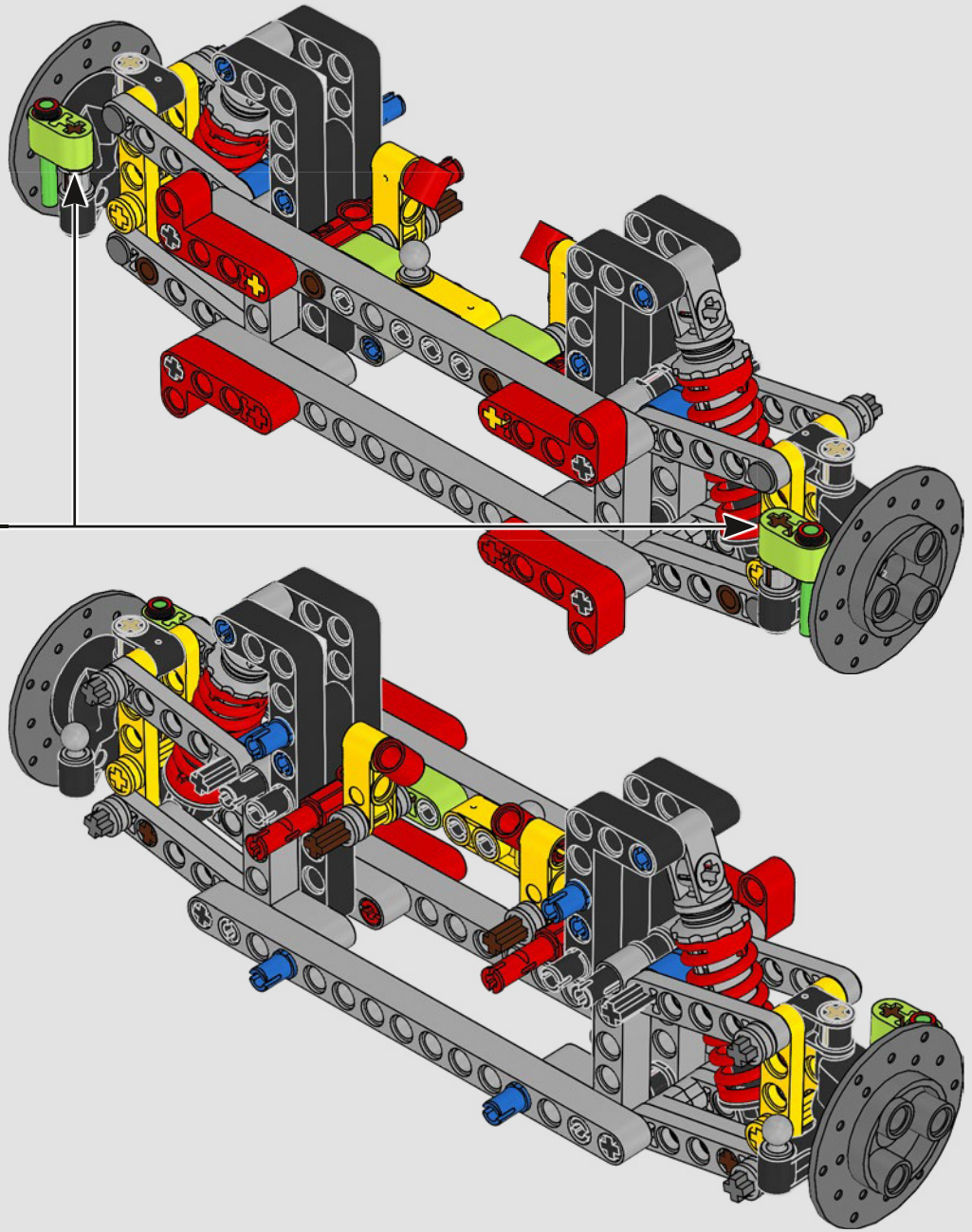


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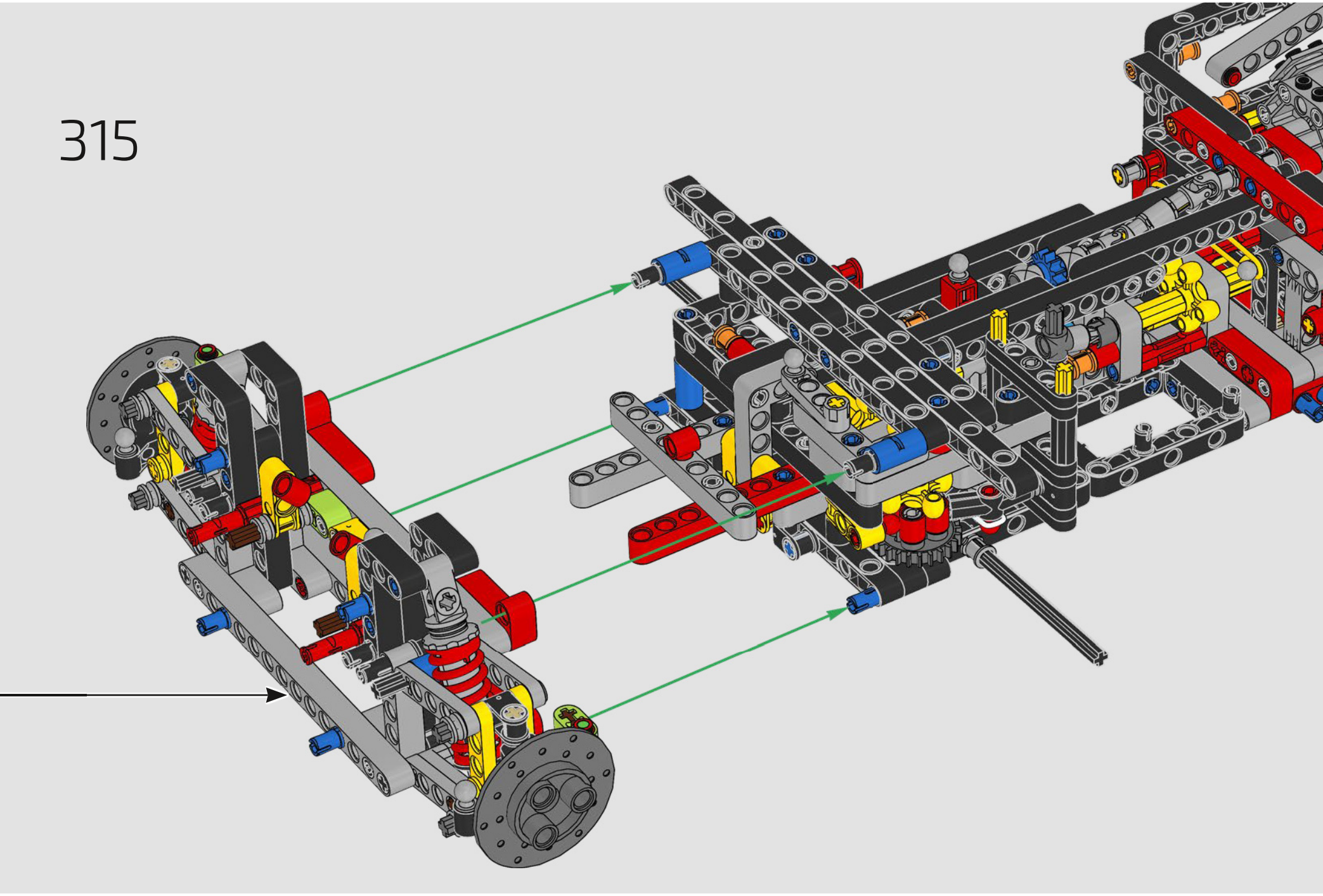


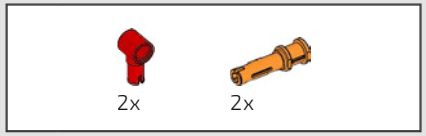
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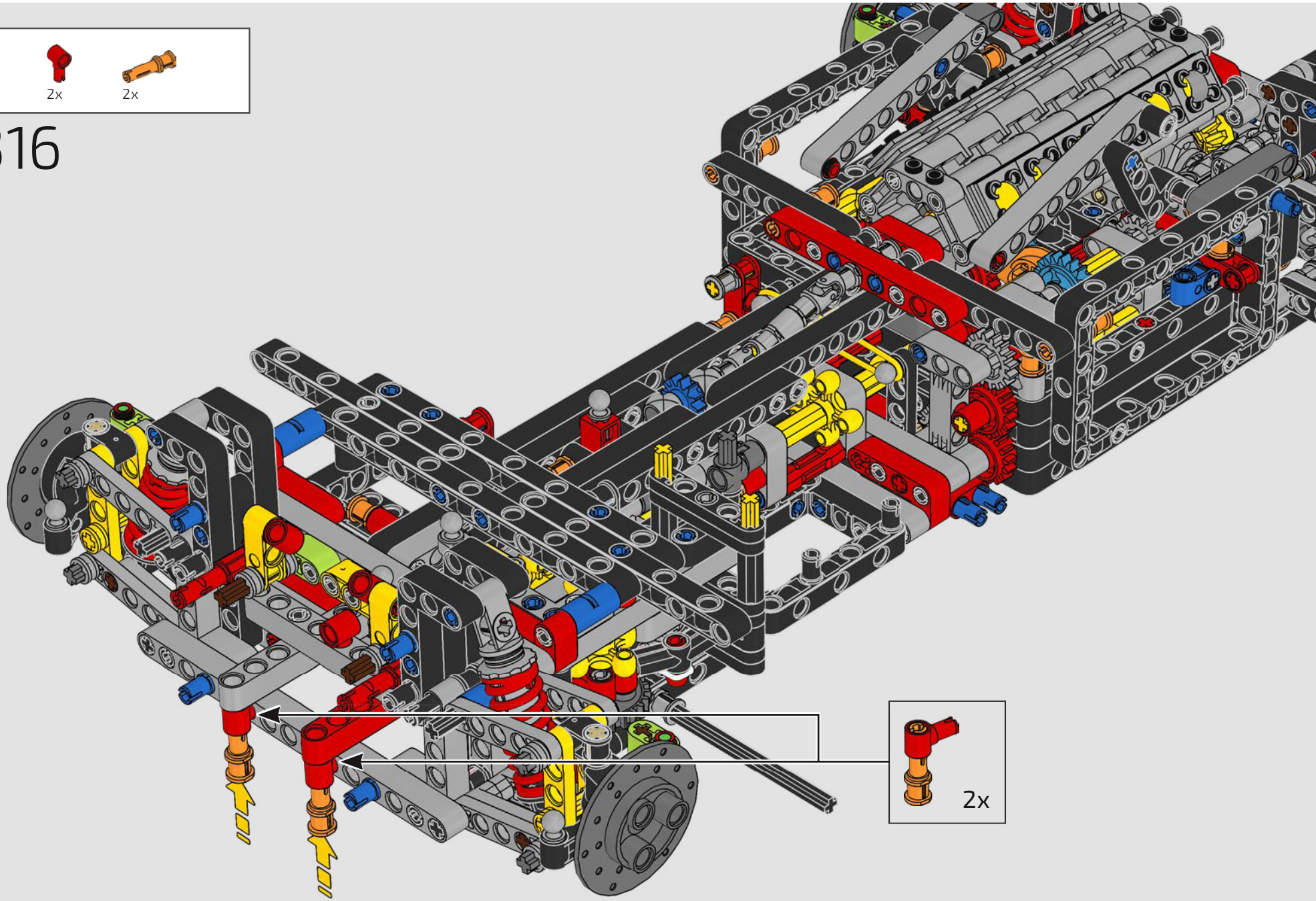


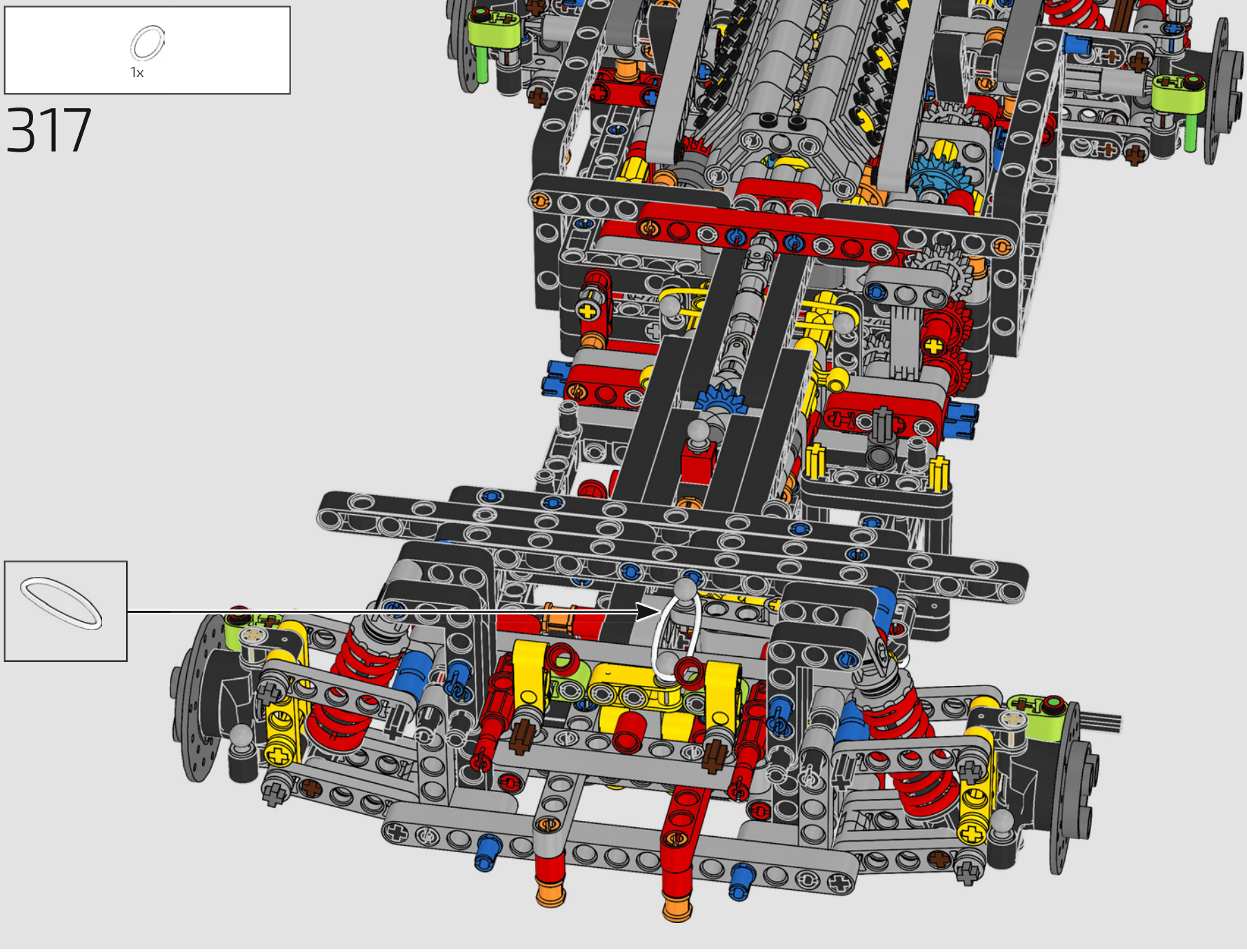
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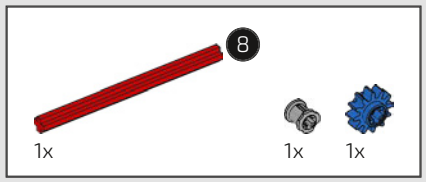


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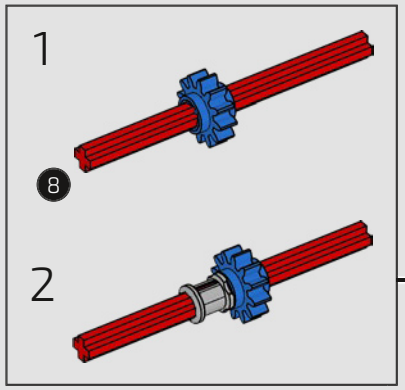


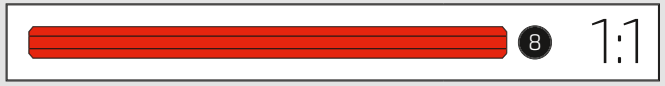


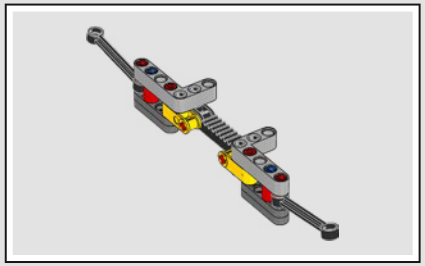
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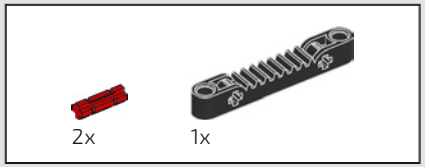


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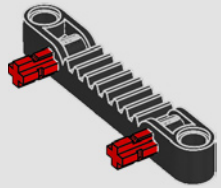


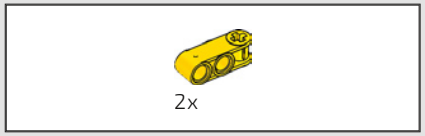




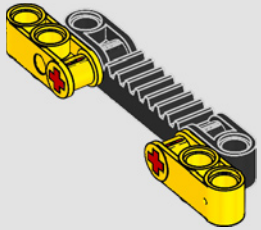


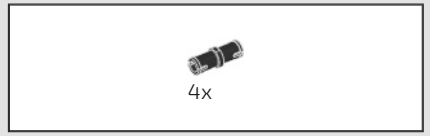
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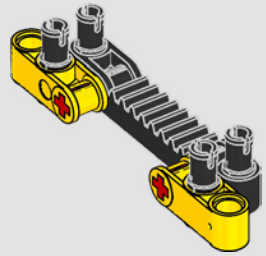


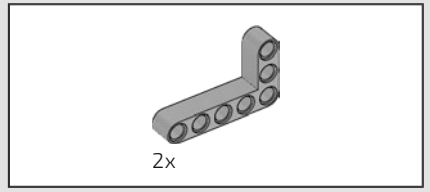
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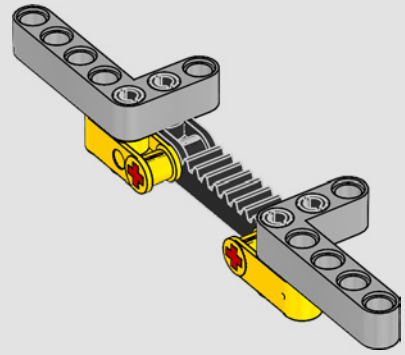


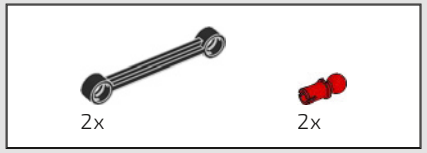
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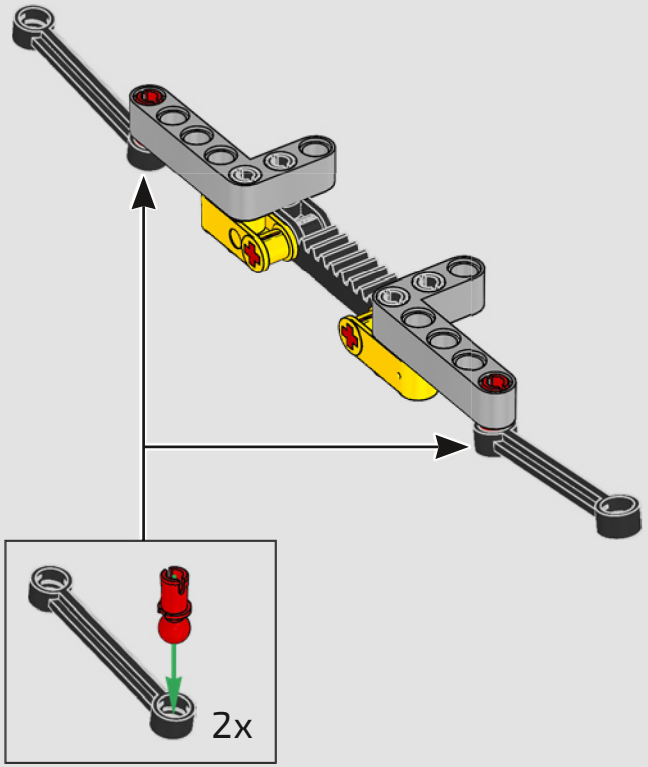


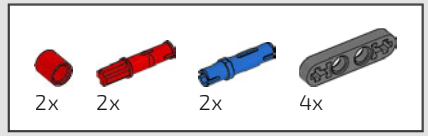
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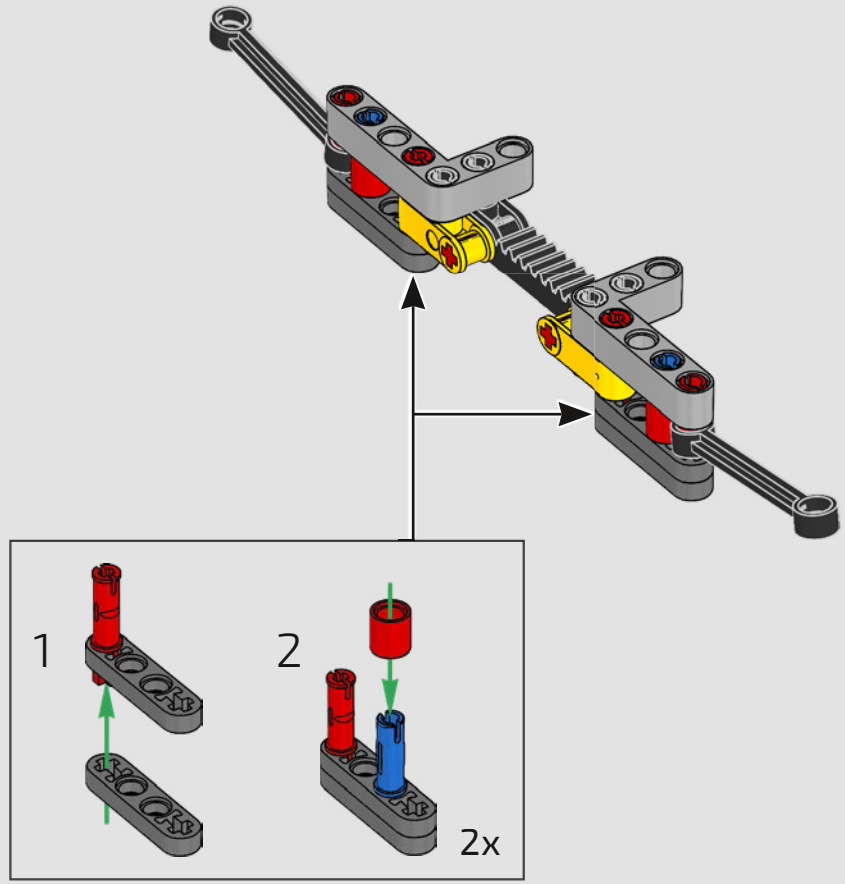


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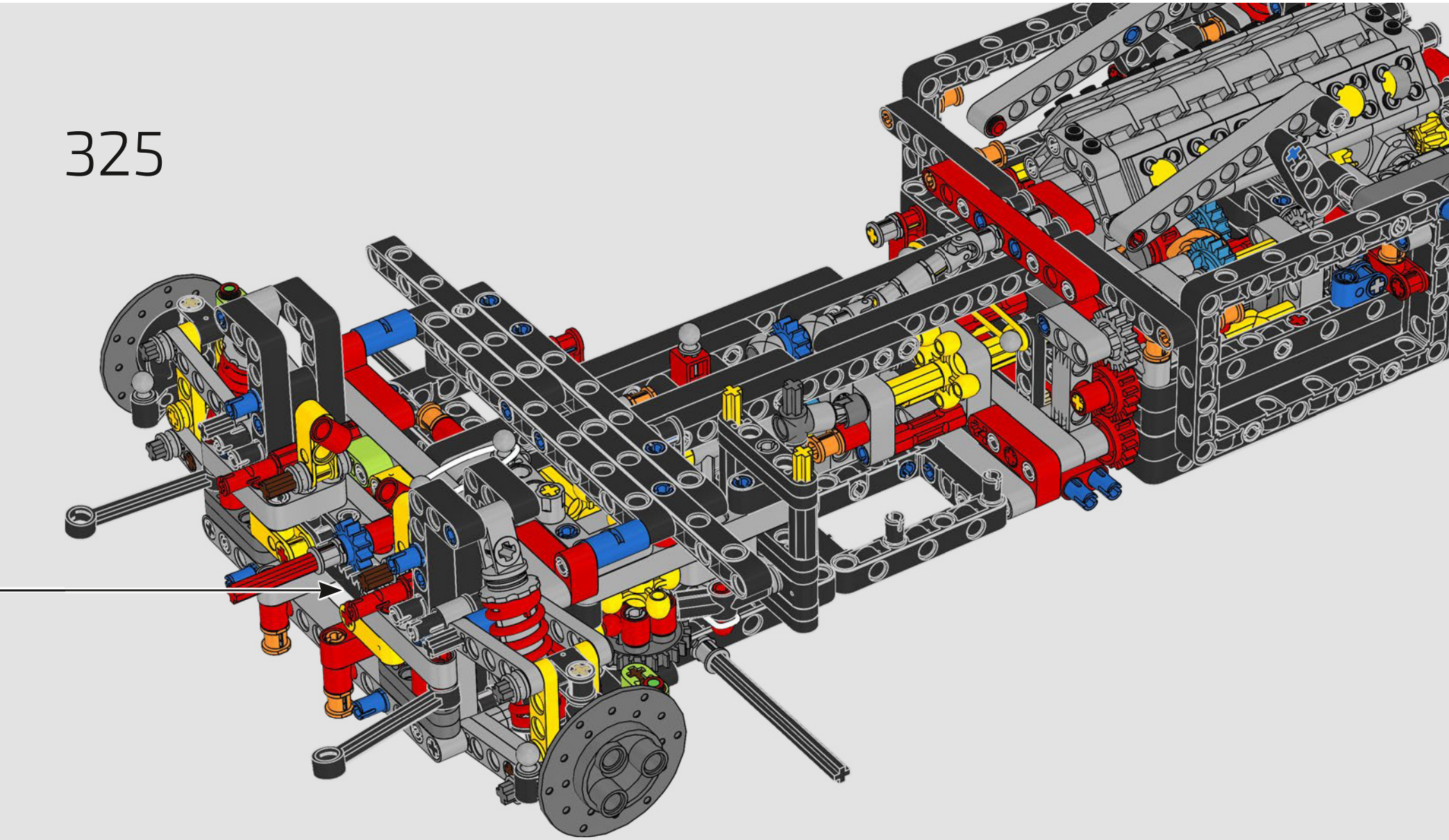


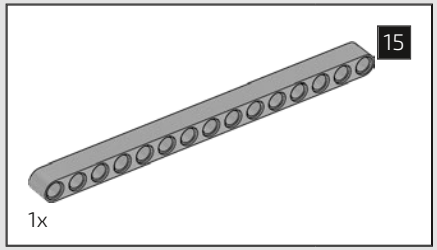


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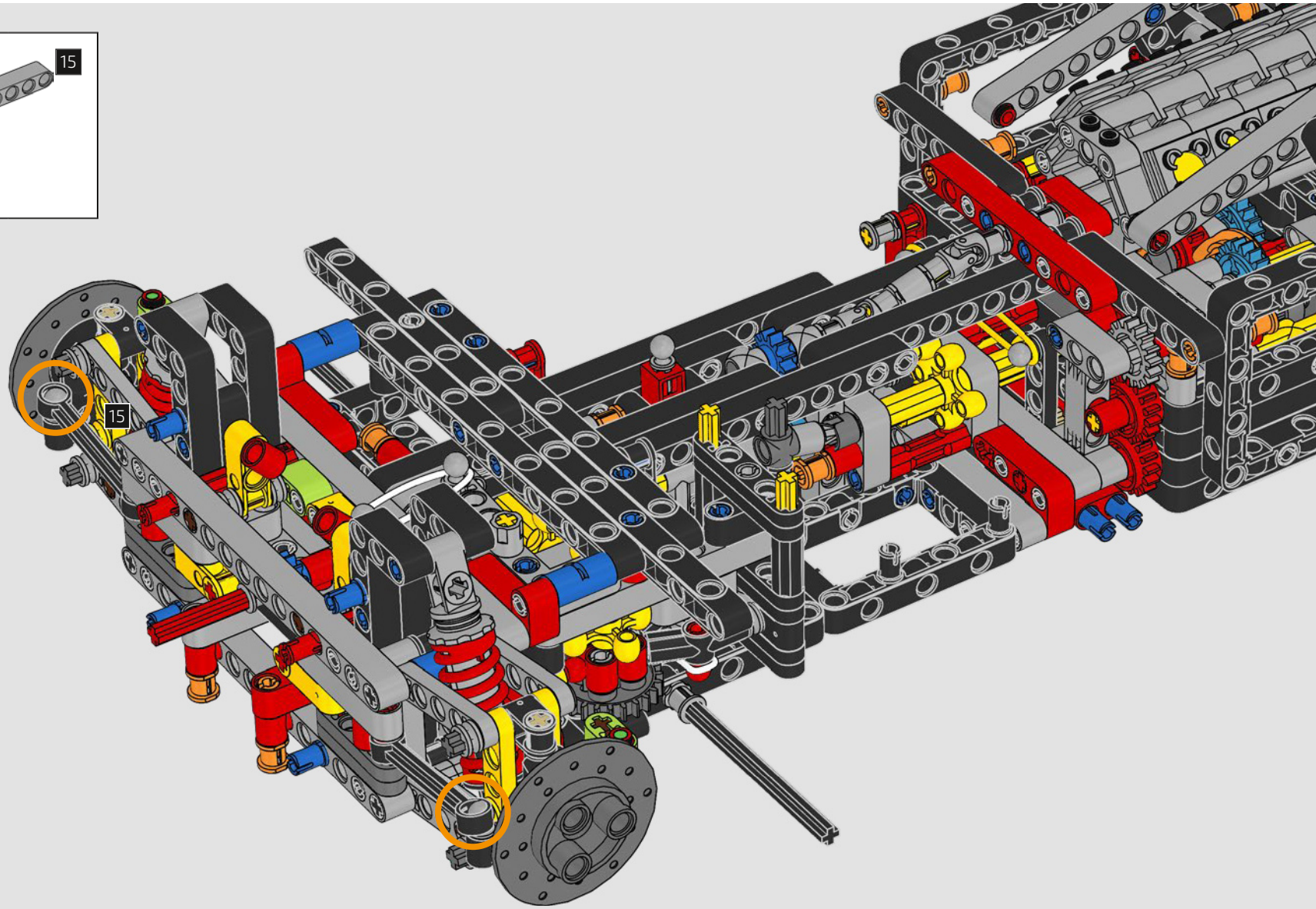


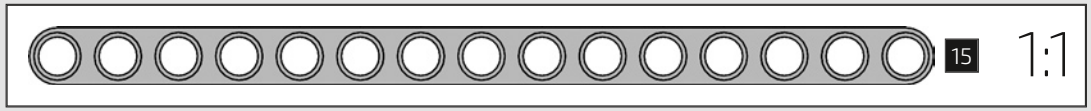
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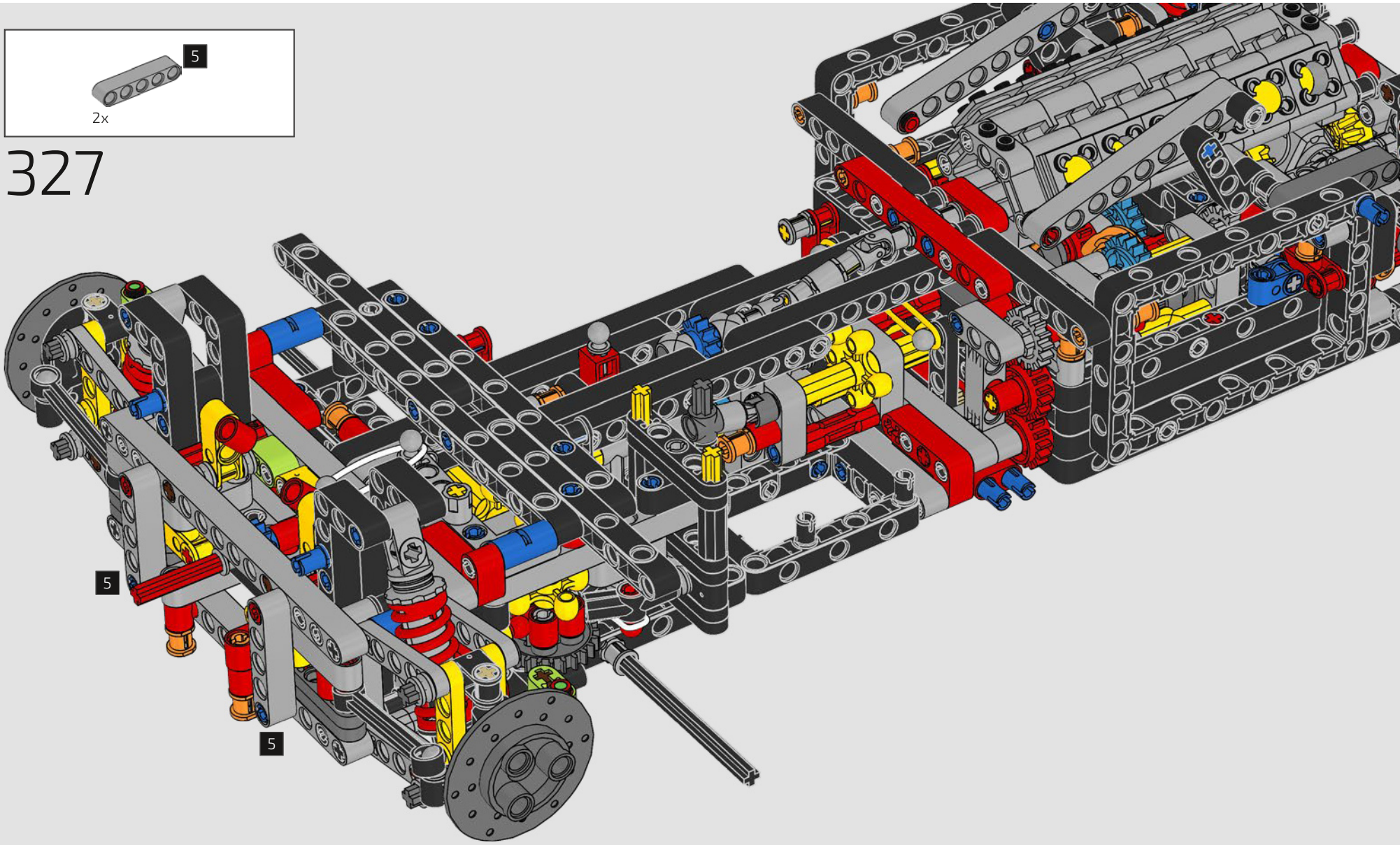


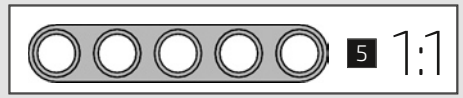
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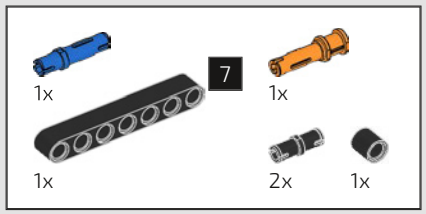




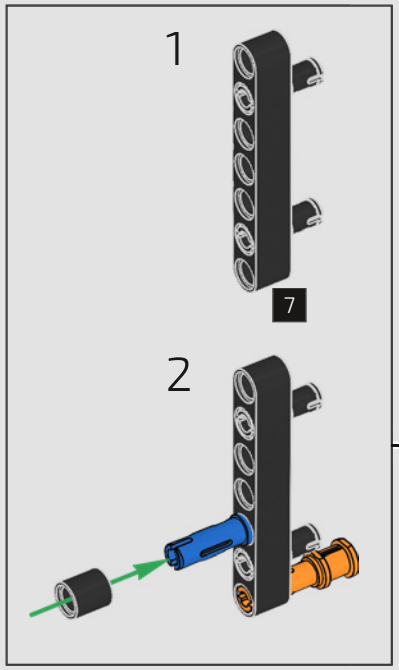
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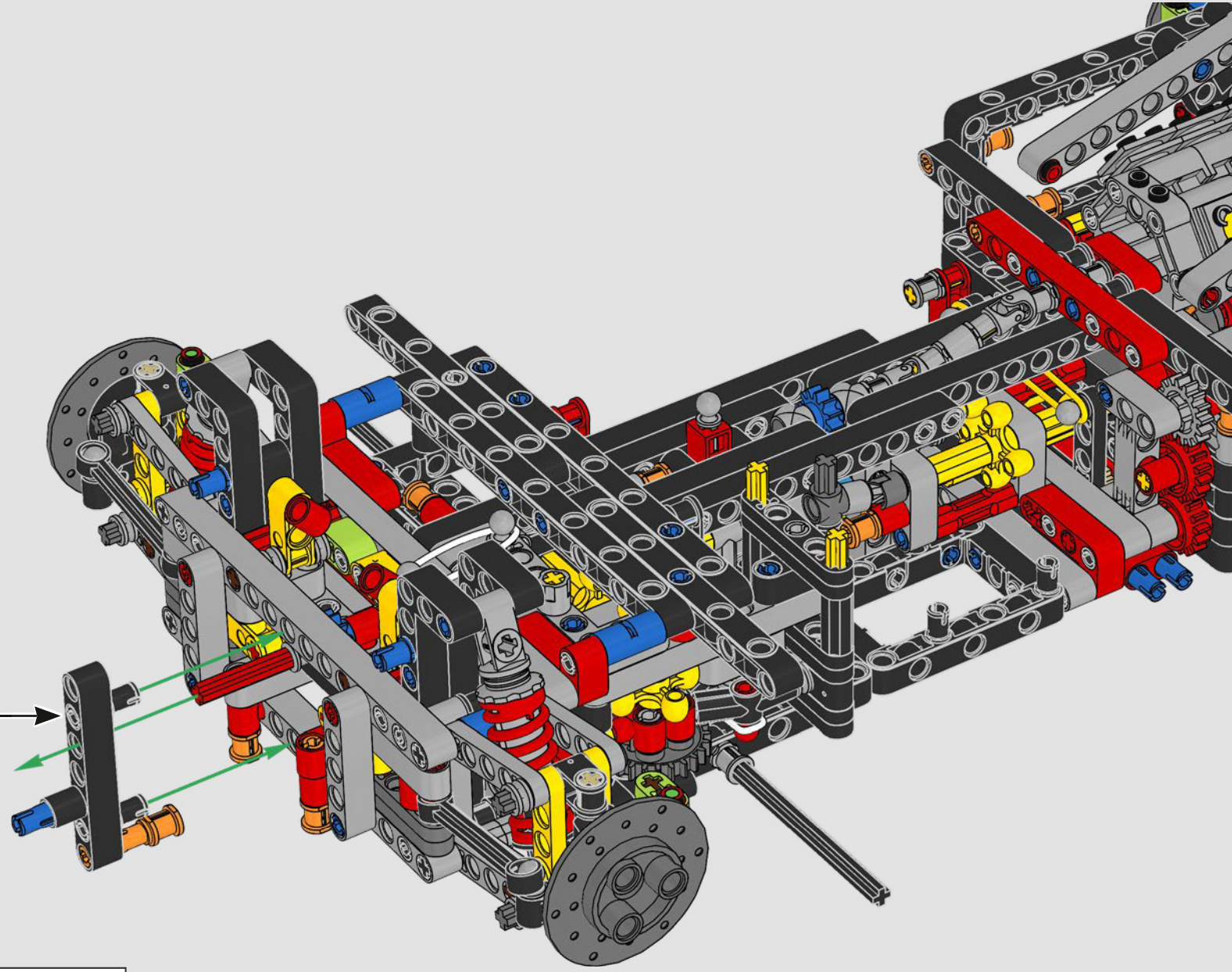


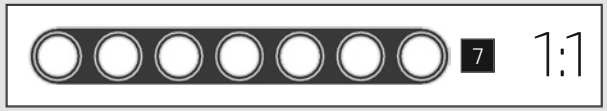


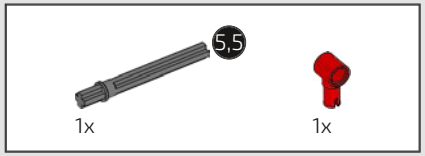


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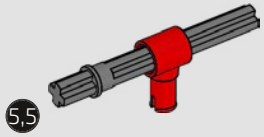


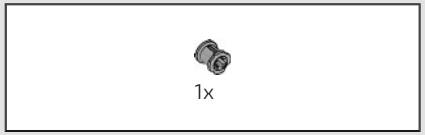




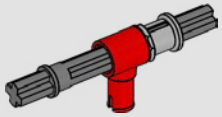


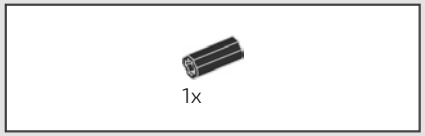
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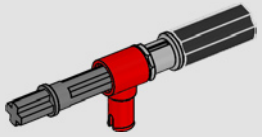


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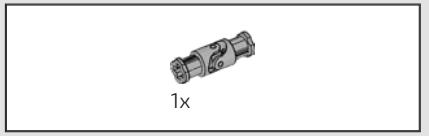




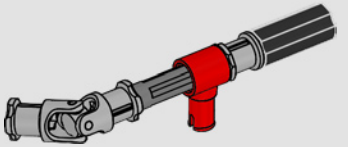
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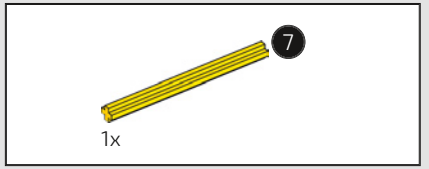




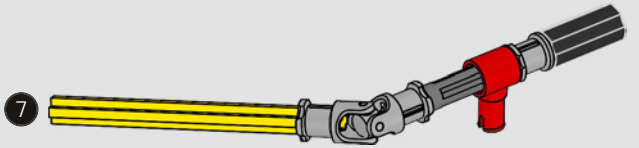


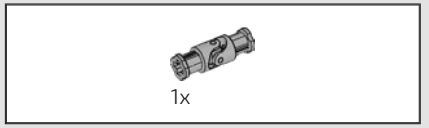
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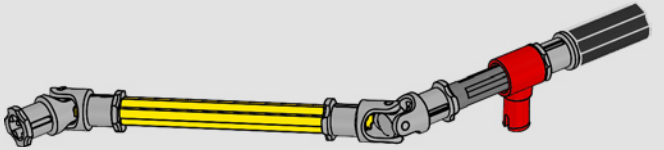


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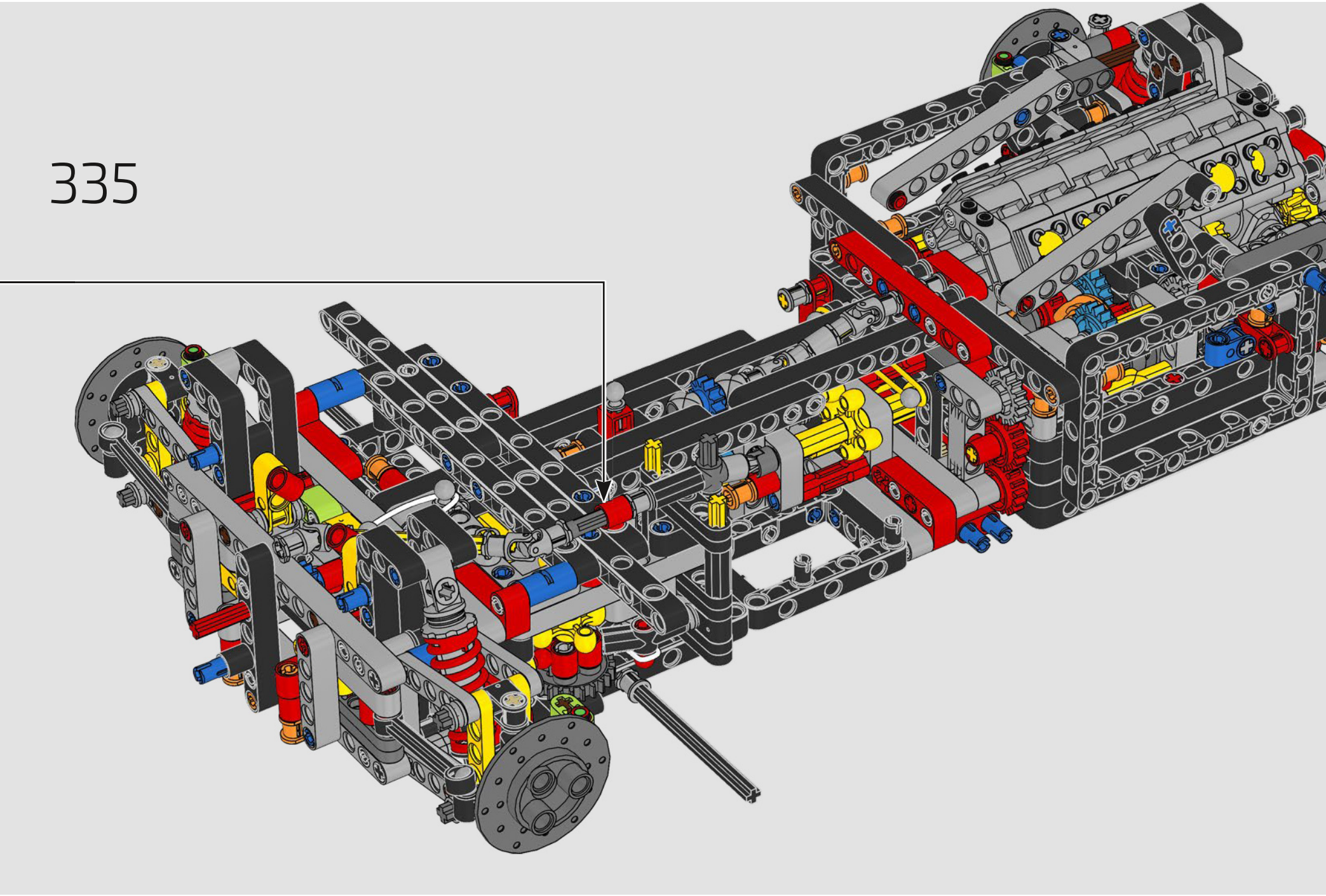




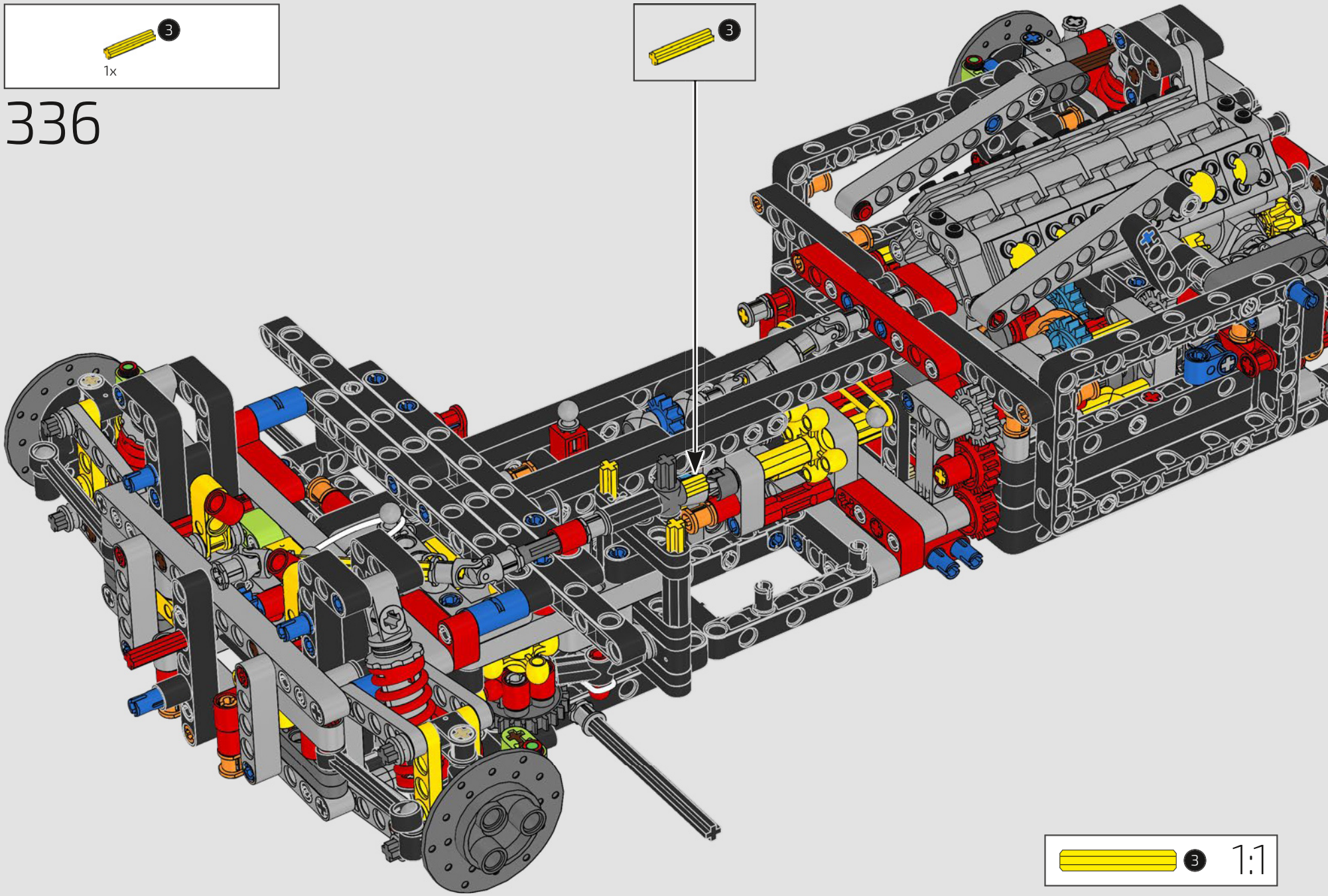
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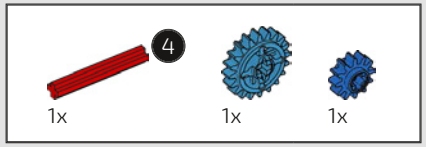


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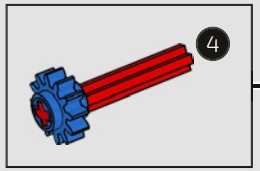


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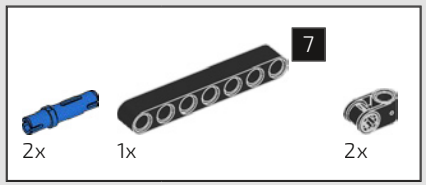




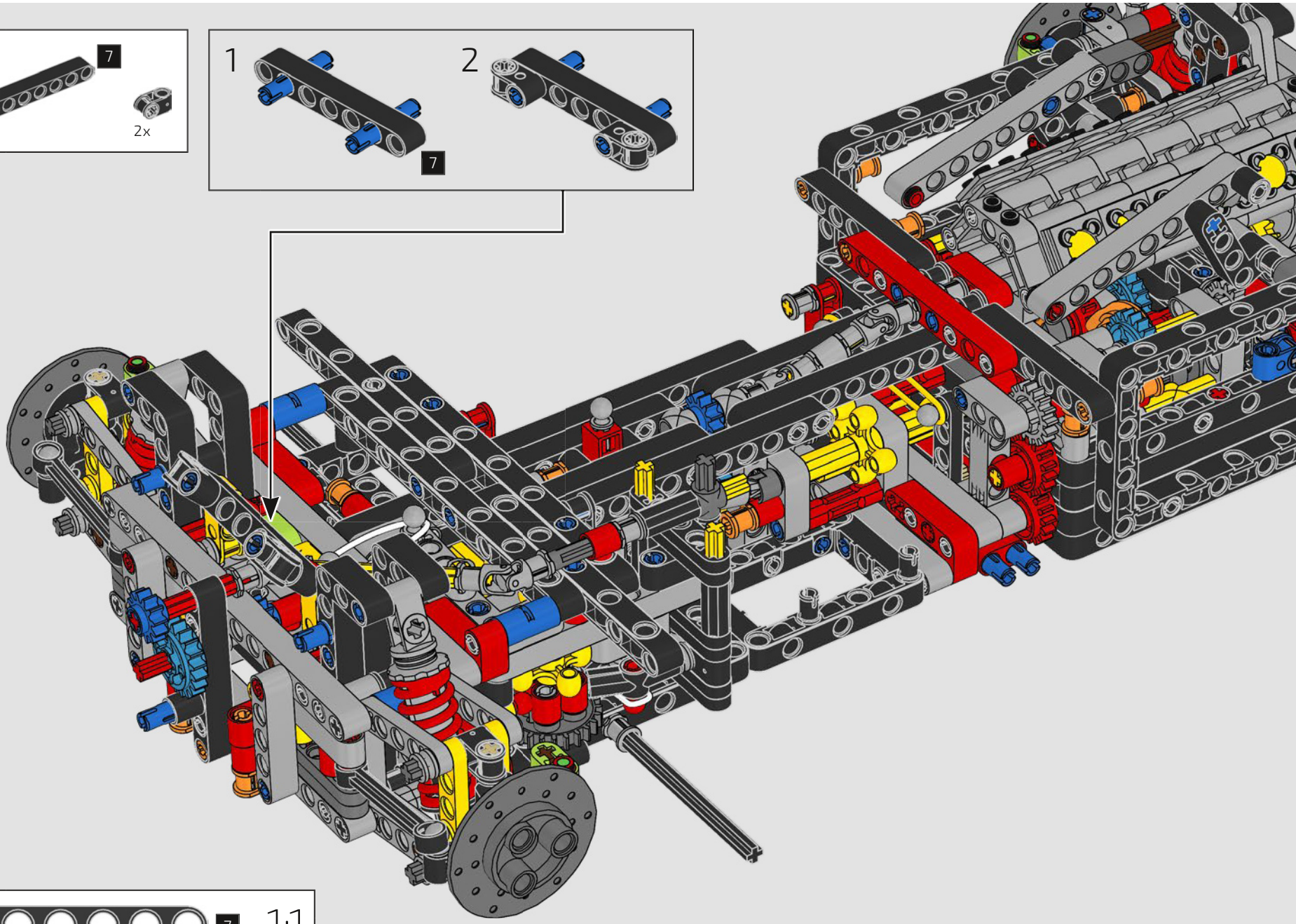
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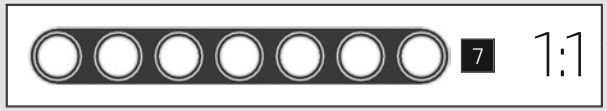






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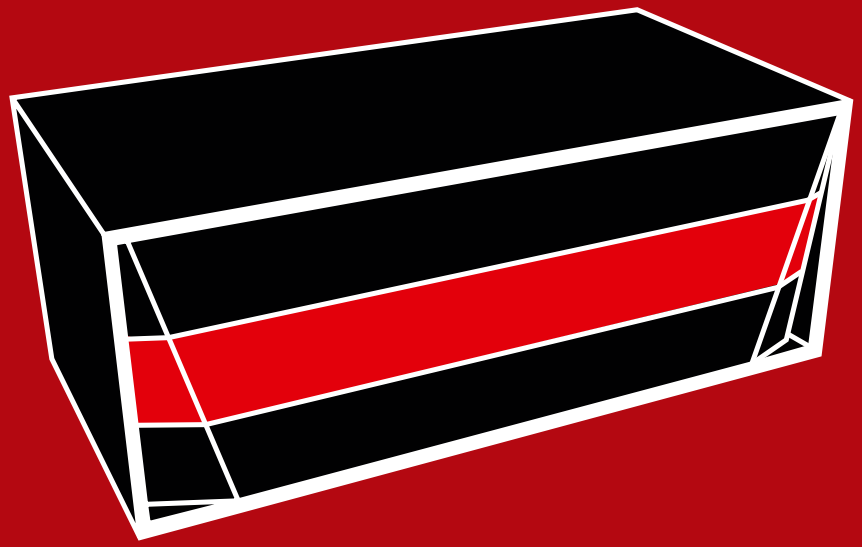




CAR FRAME
FAHRGESTELL

This frame construction brings the front and rear sections together and gives the needed strength and rigidity to the model.

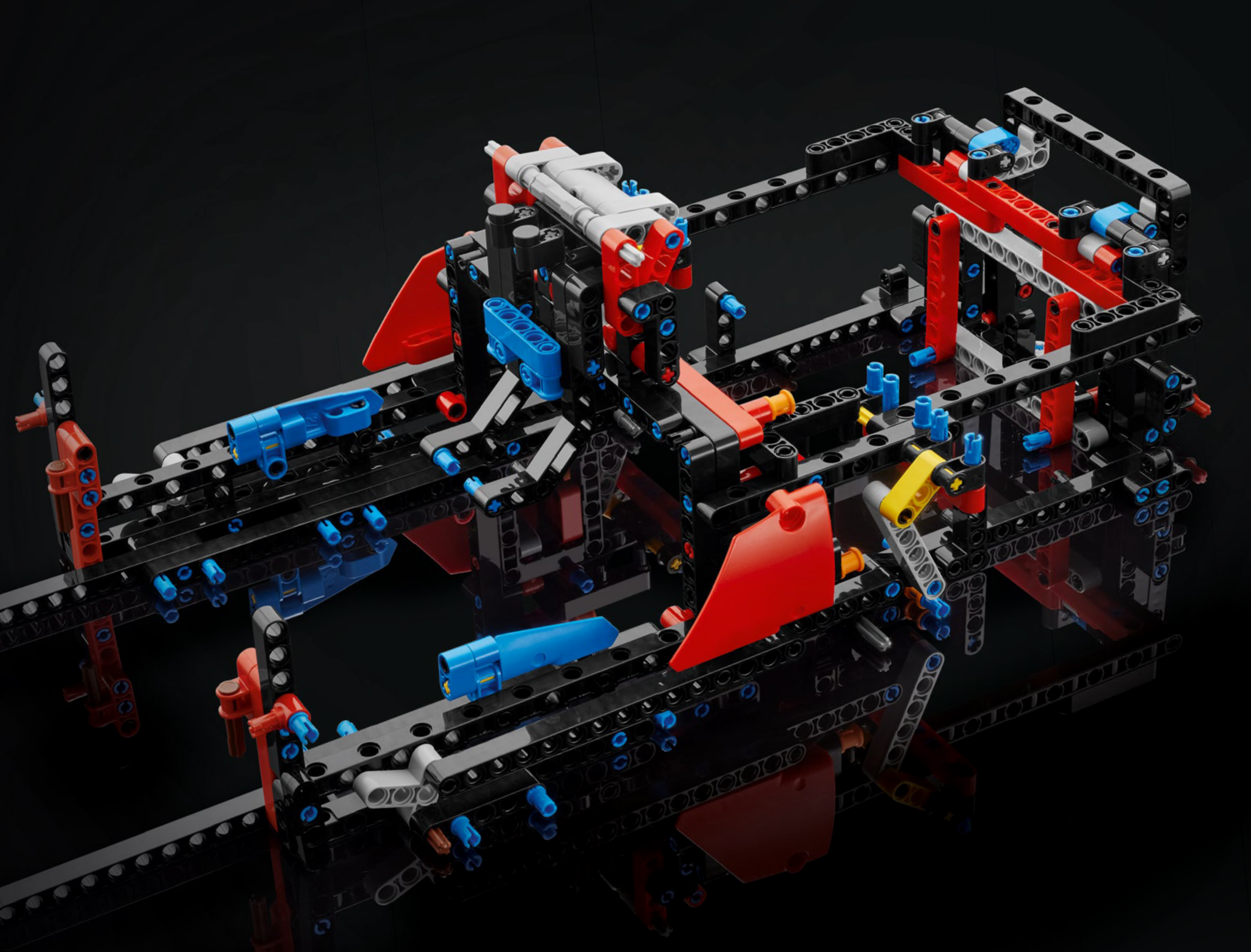
Das Fahrgestell vereint das vordere und hintere Segment und gibt dem Modell die nötige Festigkeit und Steifigkeit.

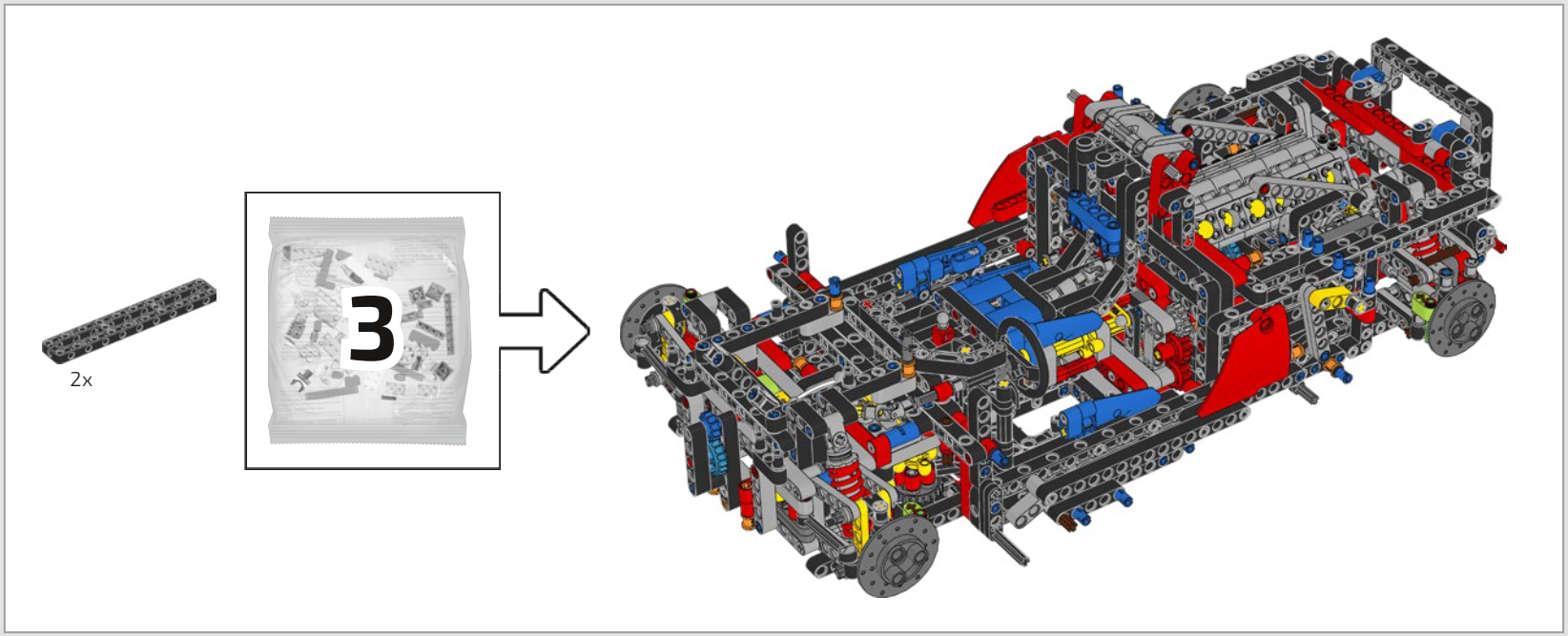


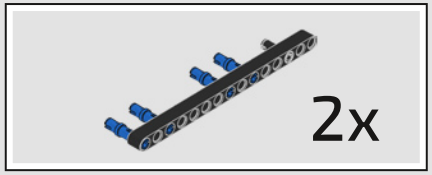
BOX 2 / BOX 2

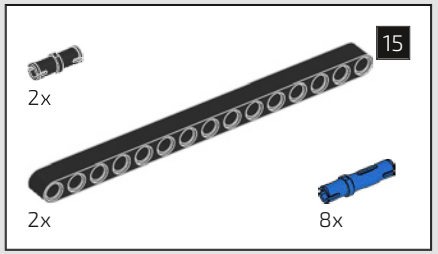
BAG 3 / BEUTEL 3





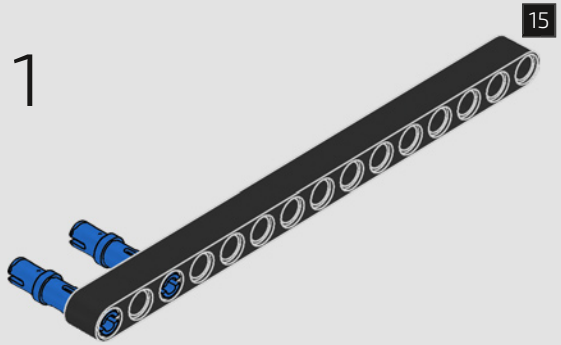

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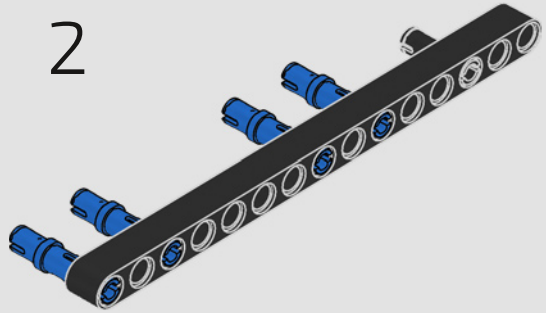


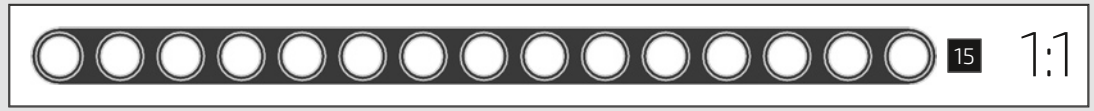
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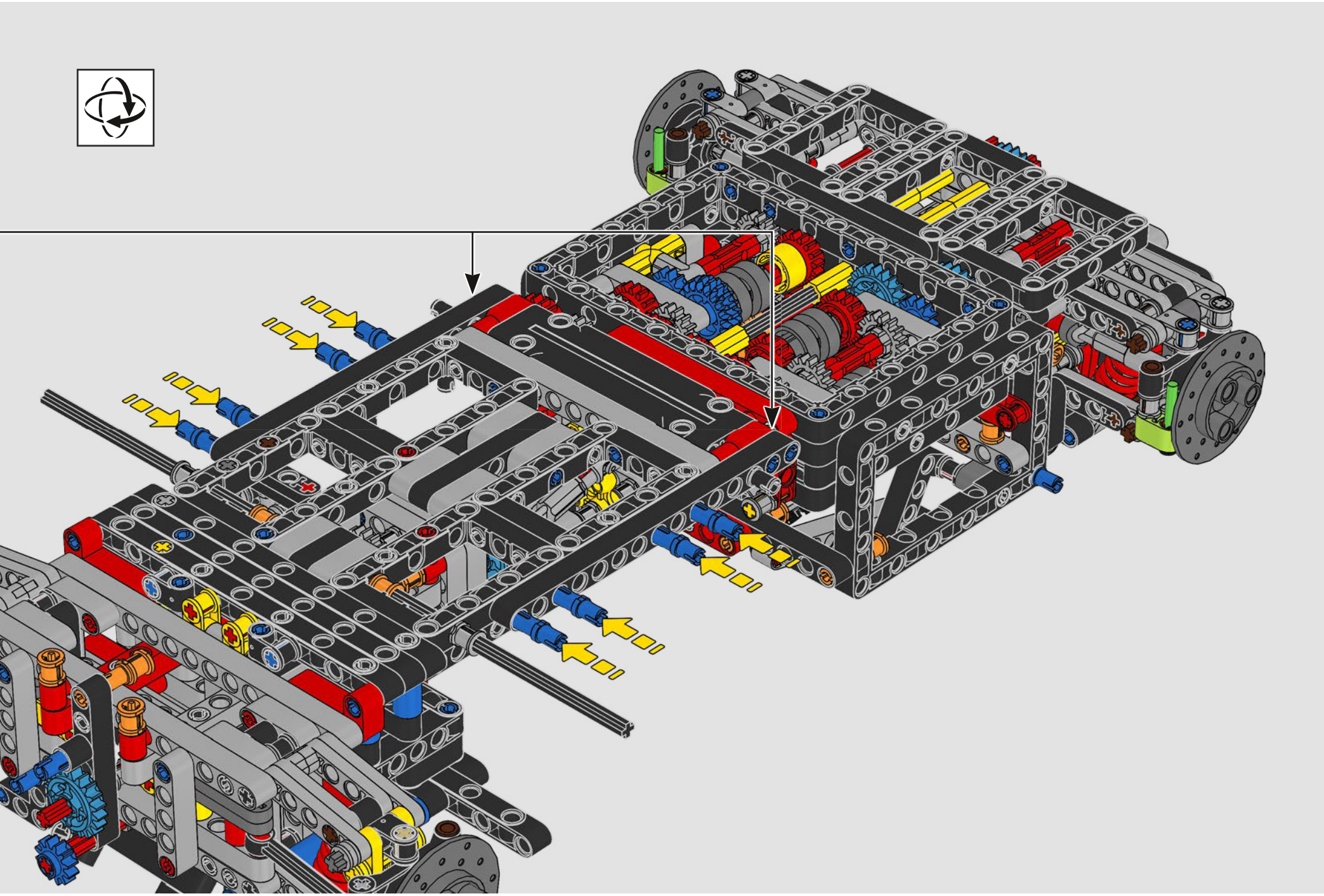
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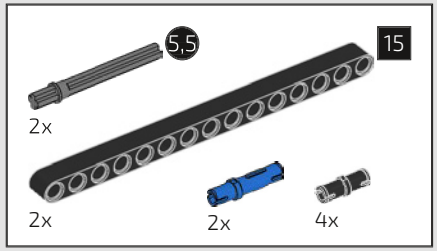


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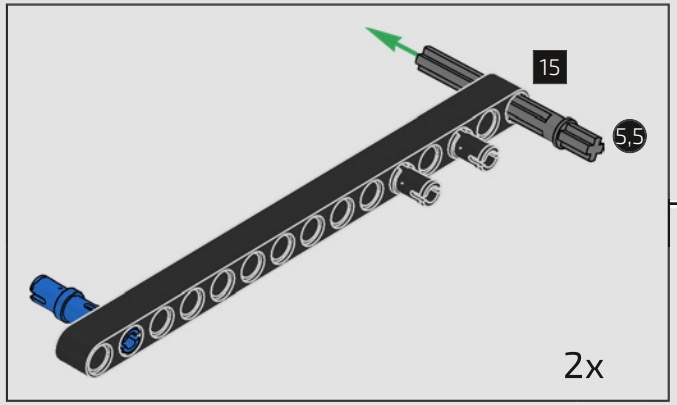


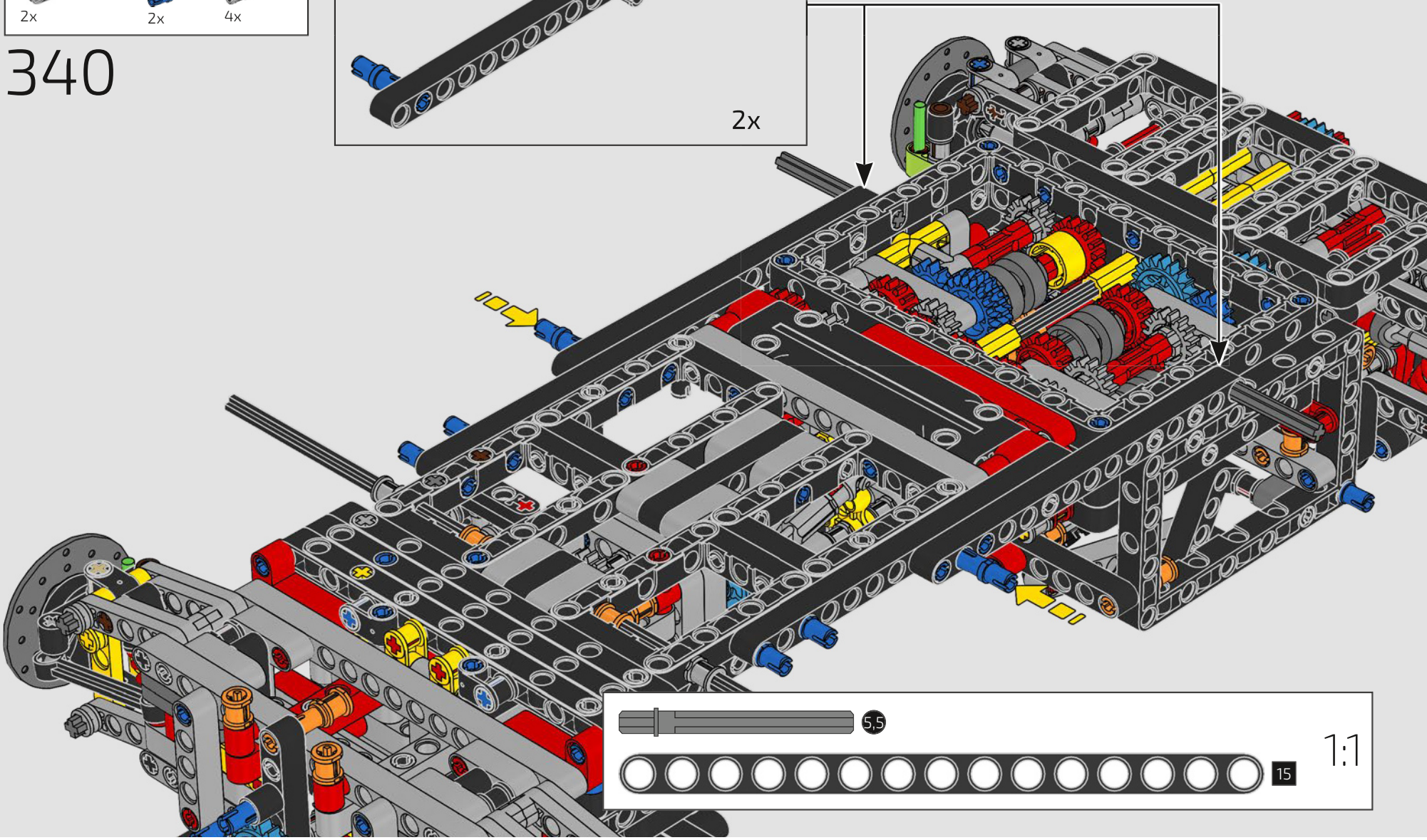


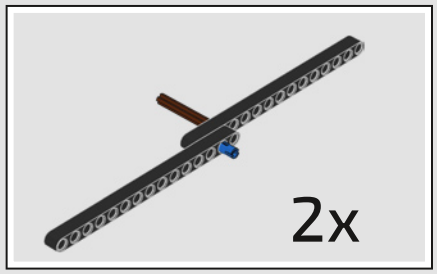


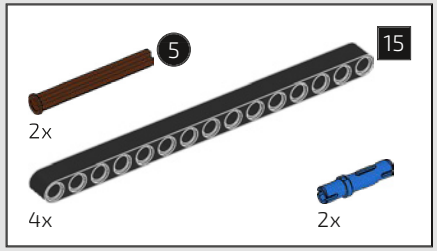


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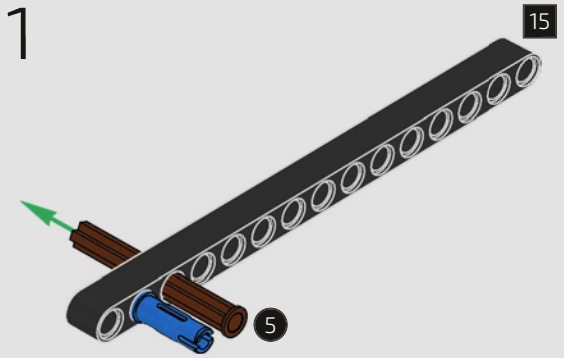




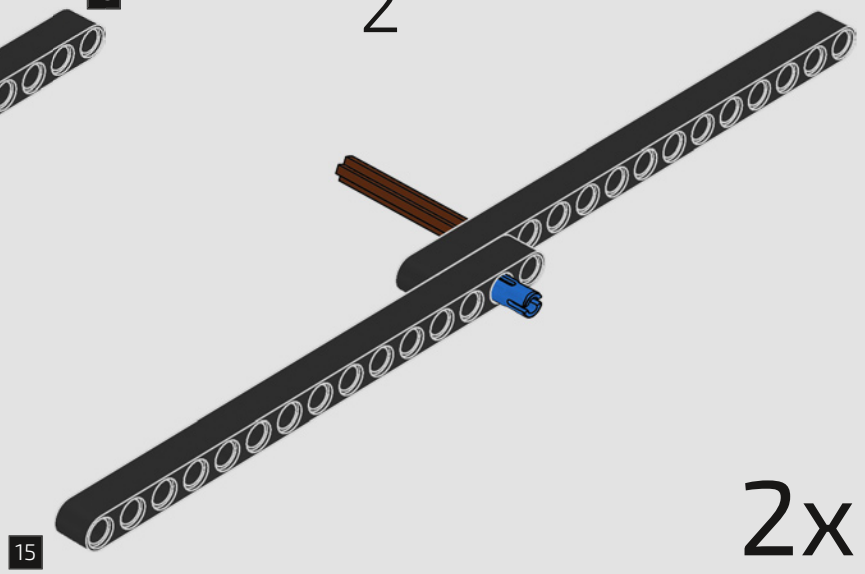


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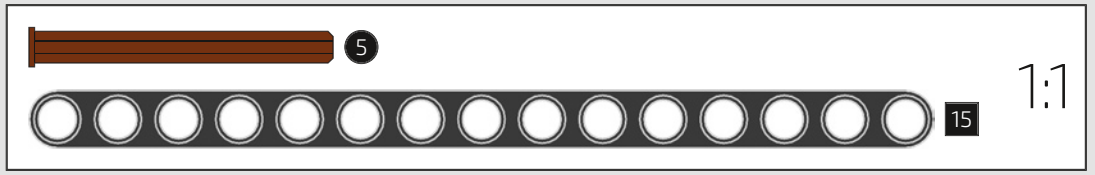
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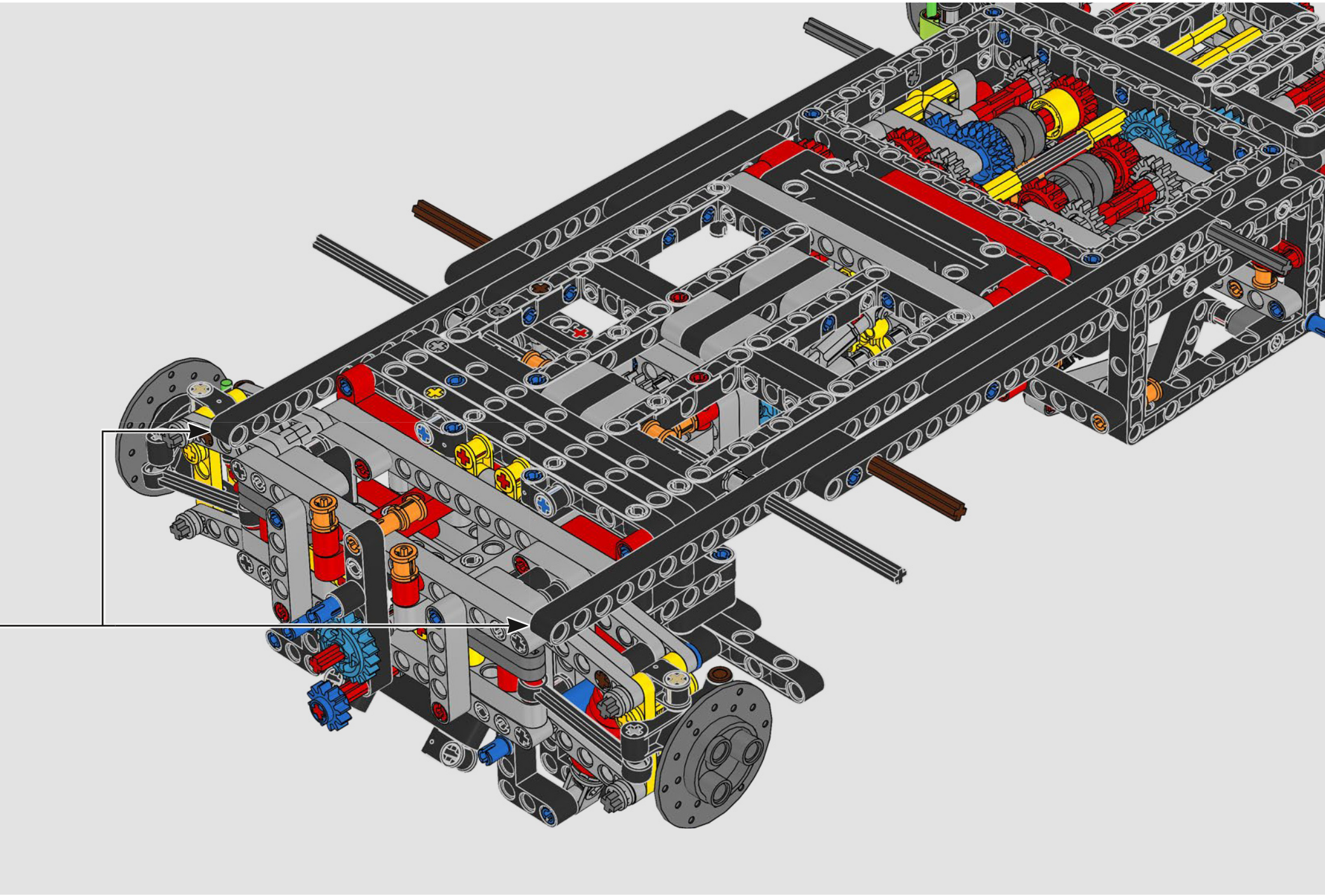


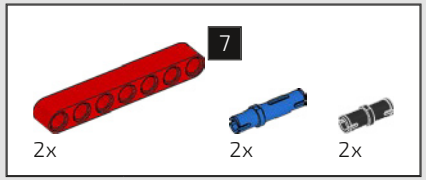
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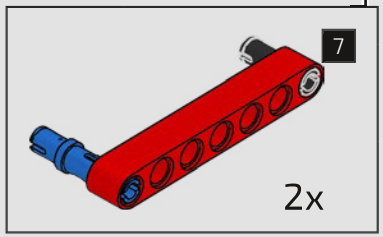


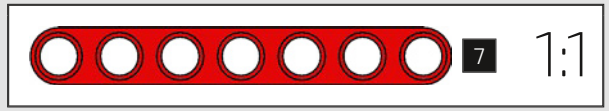


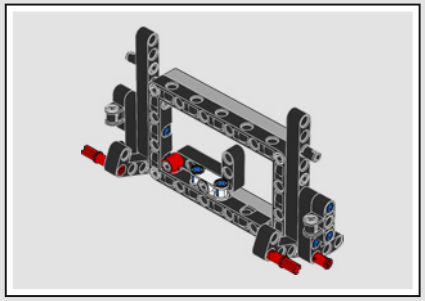


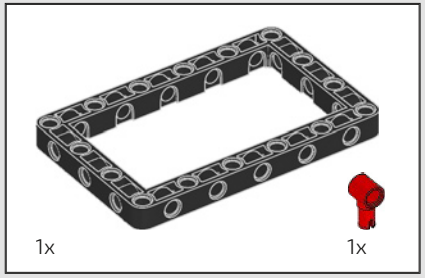
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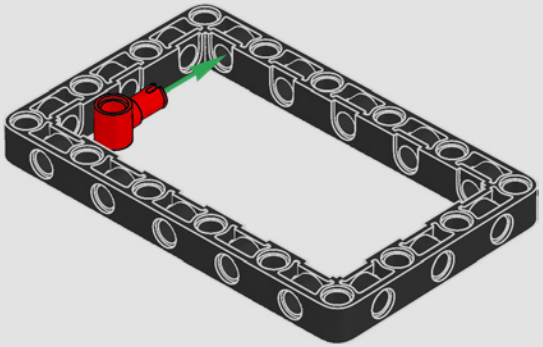


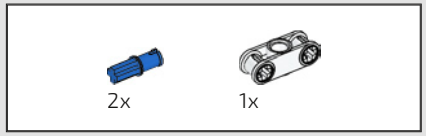




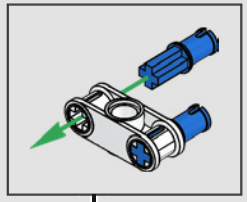


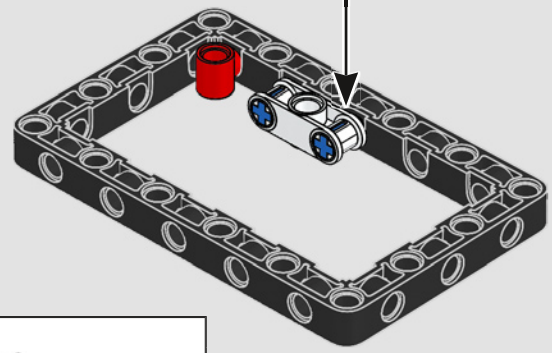
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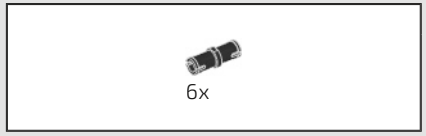




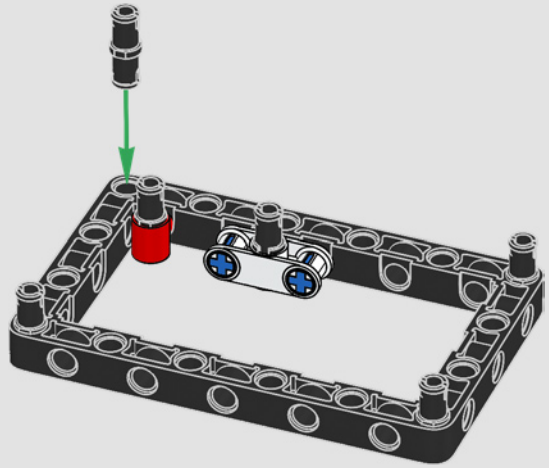
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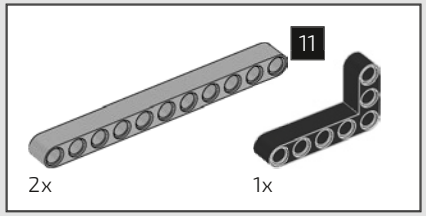




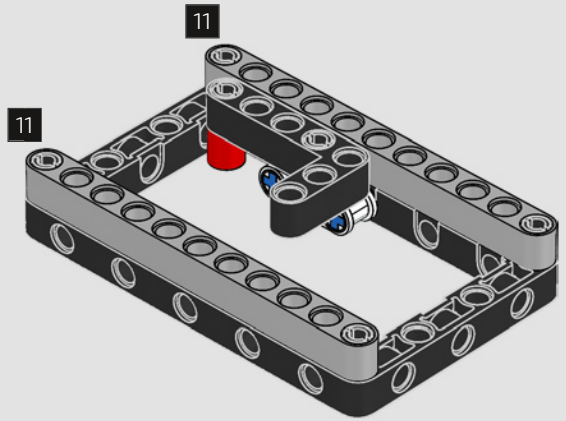


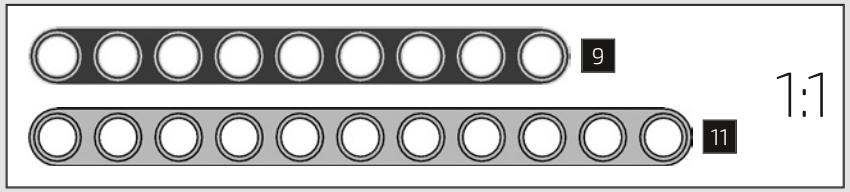
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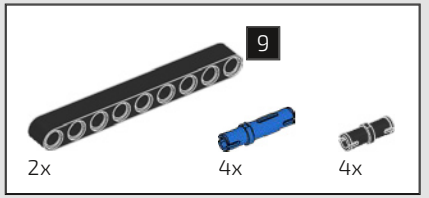




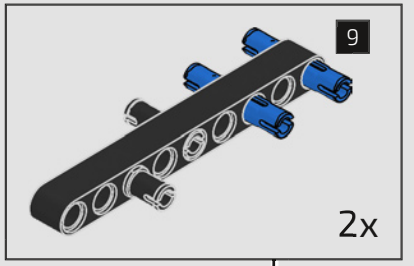
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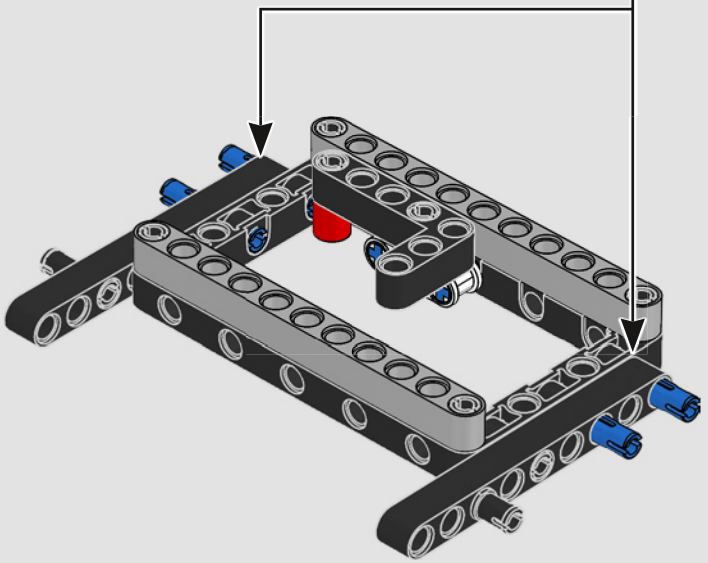


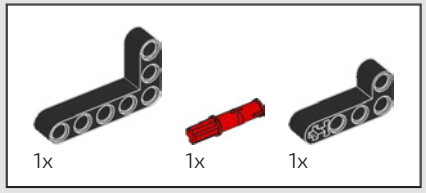




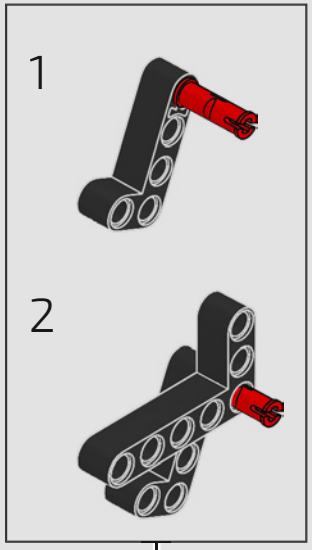
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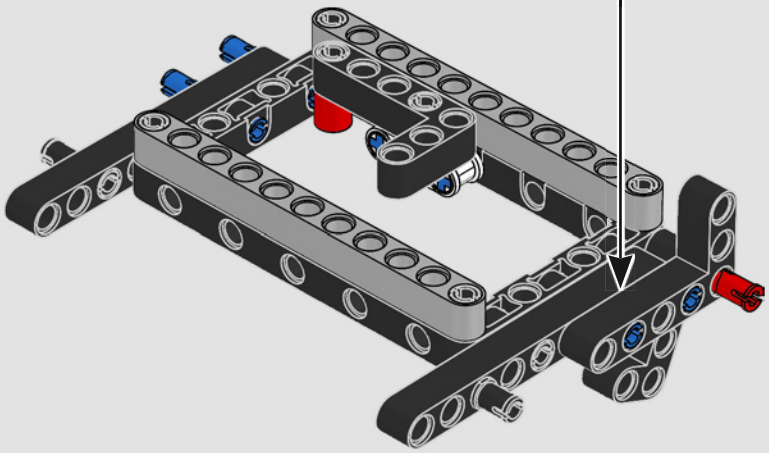


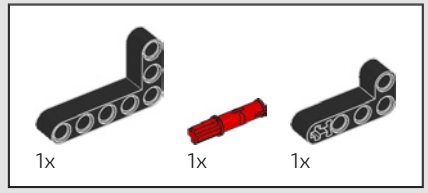




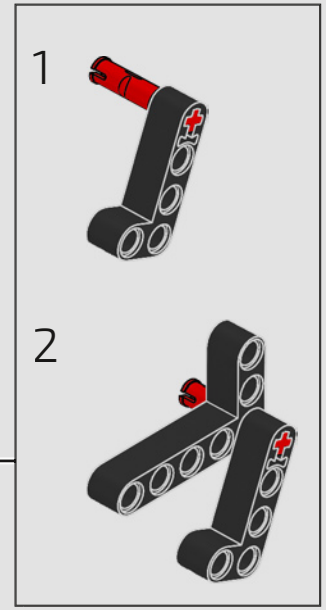
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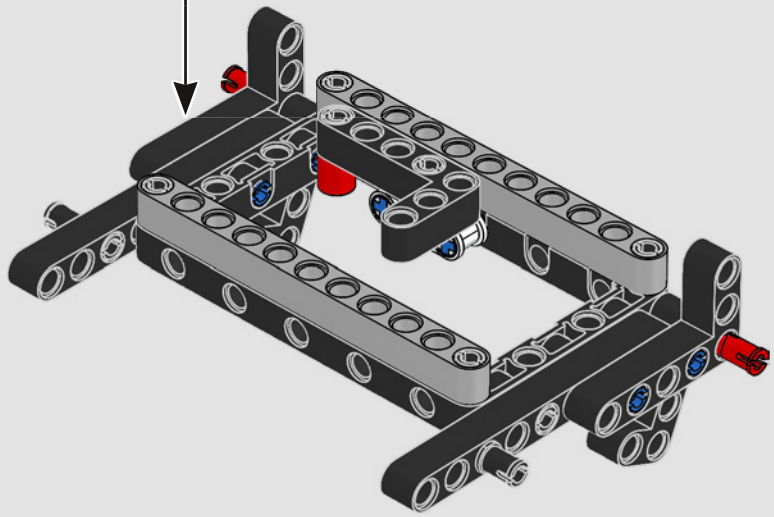


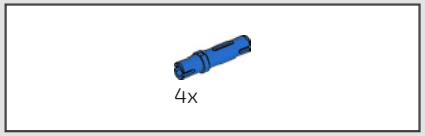




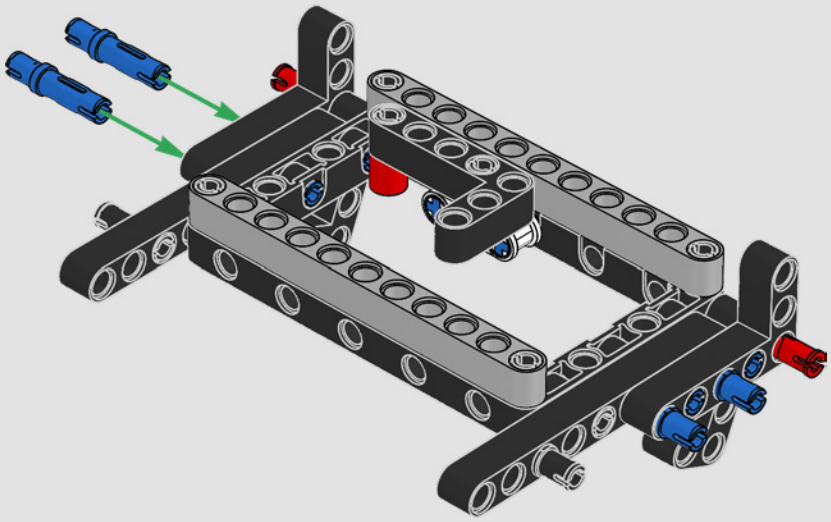
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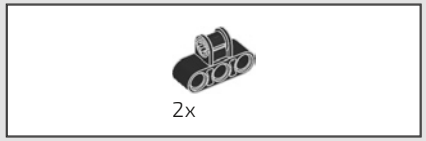




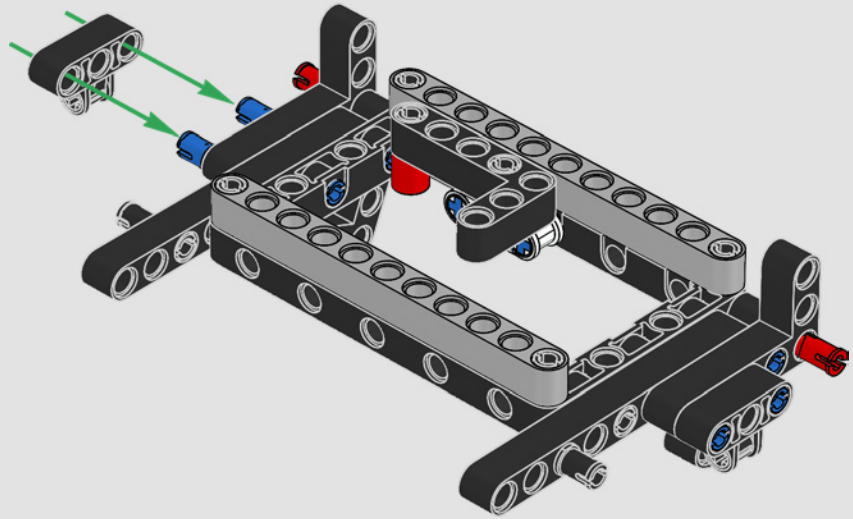


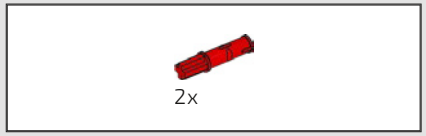
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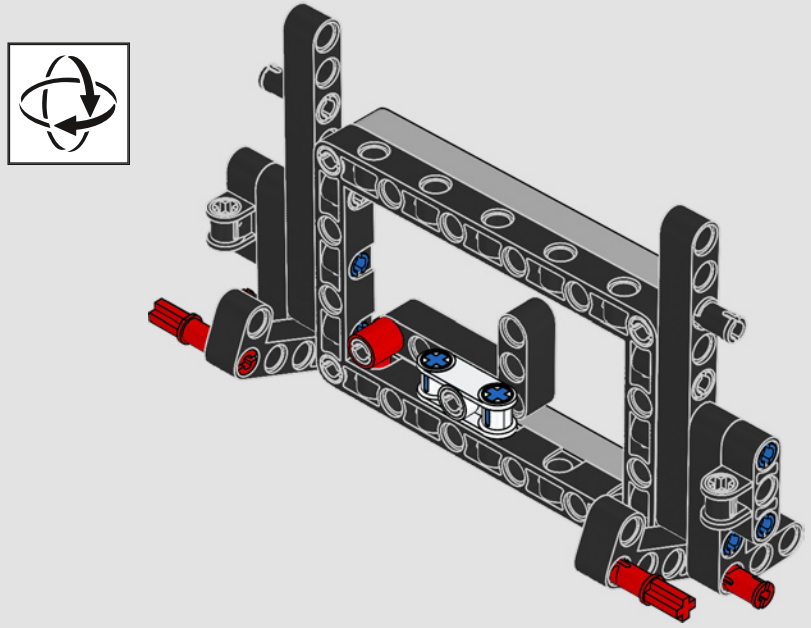


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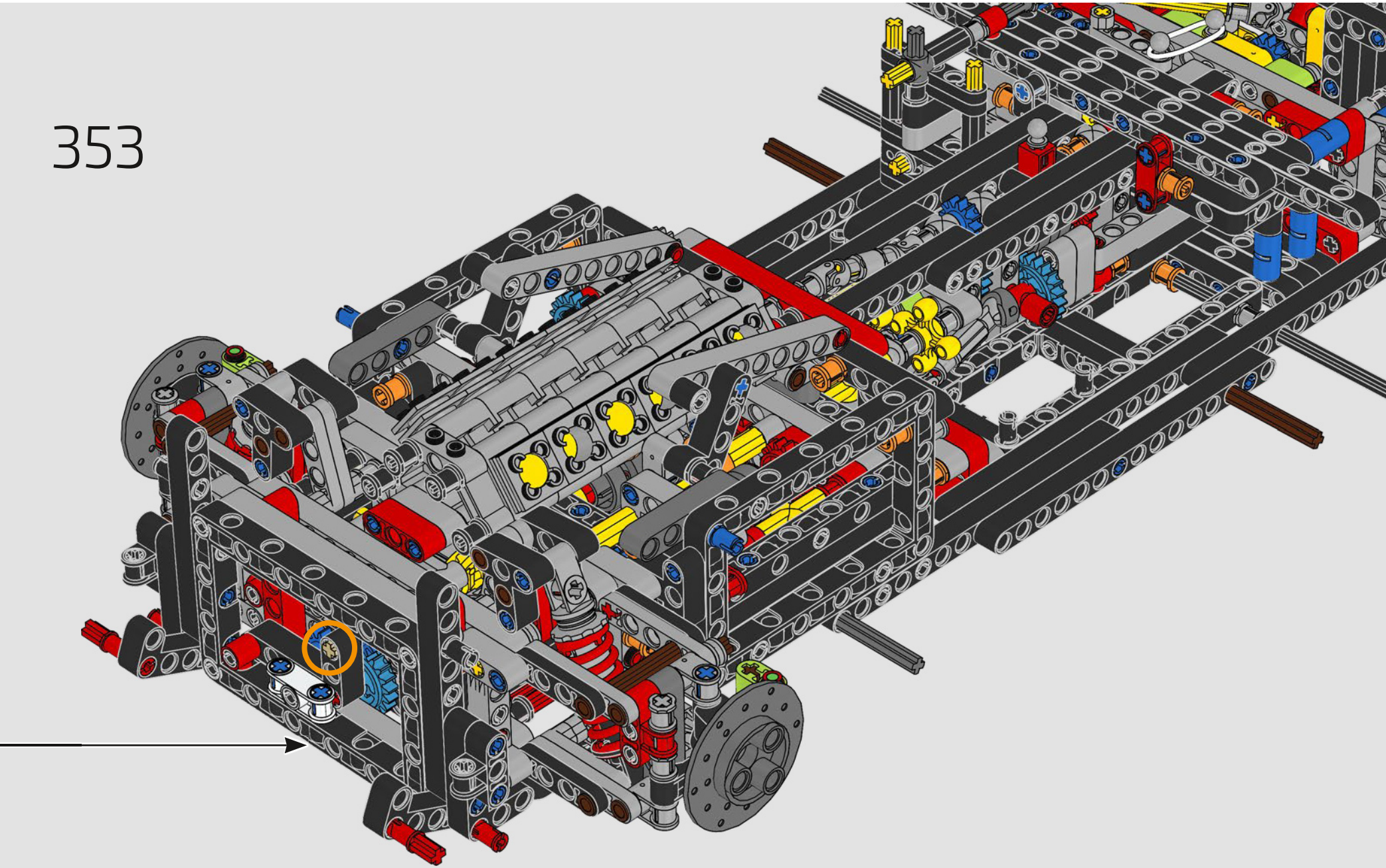


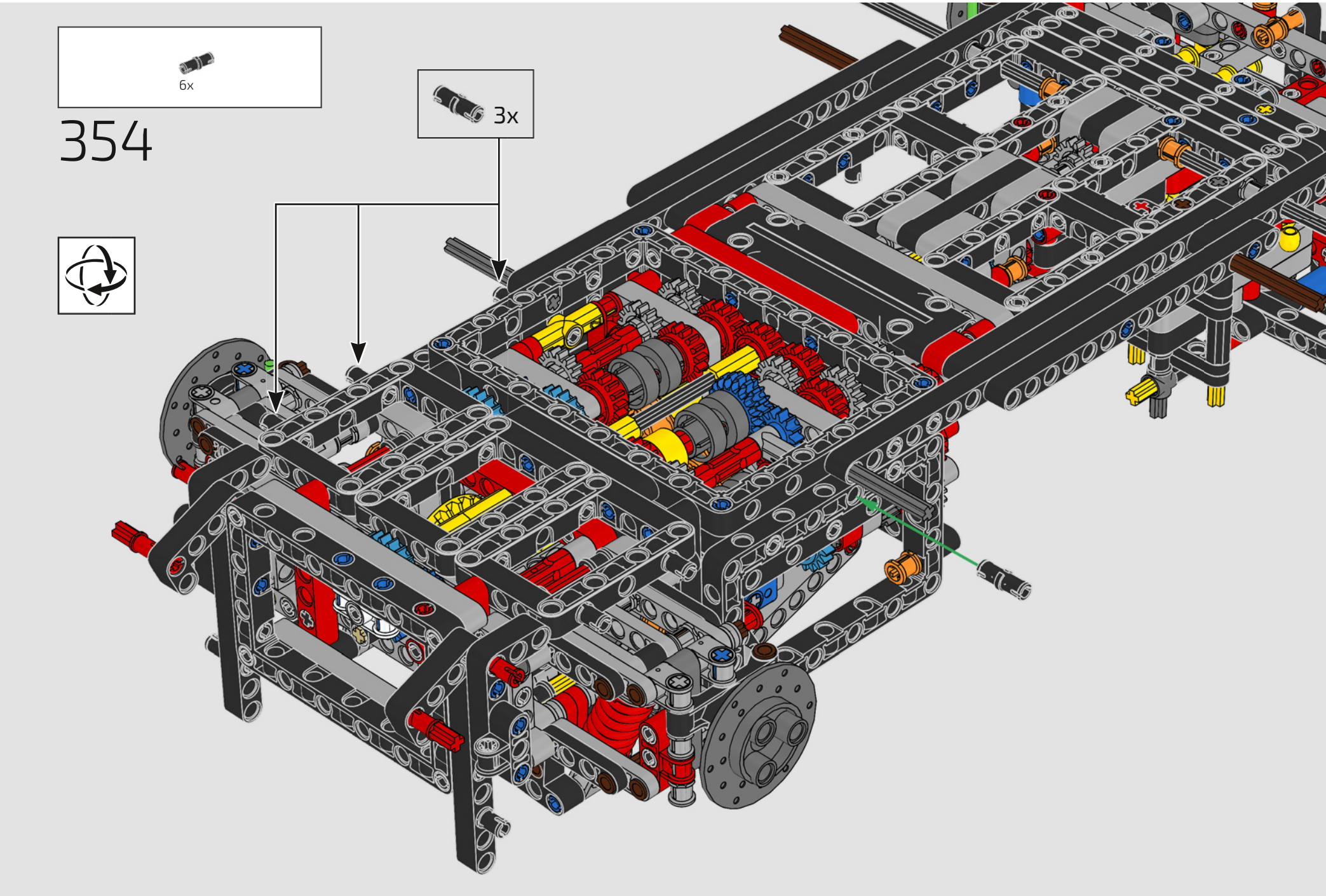


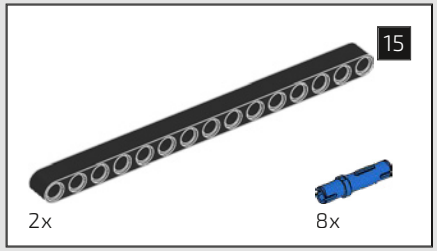
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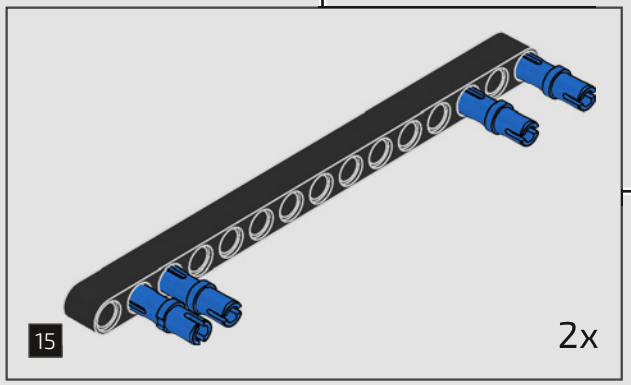
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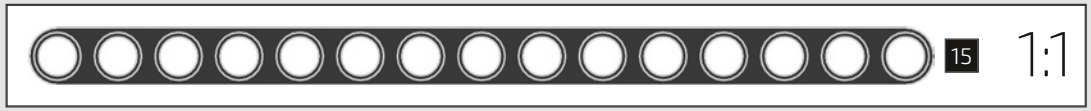


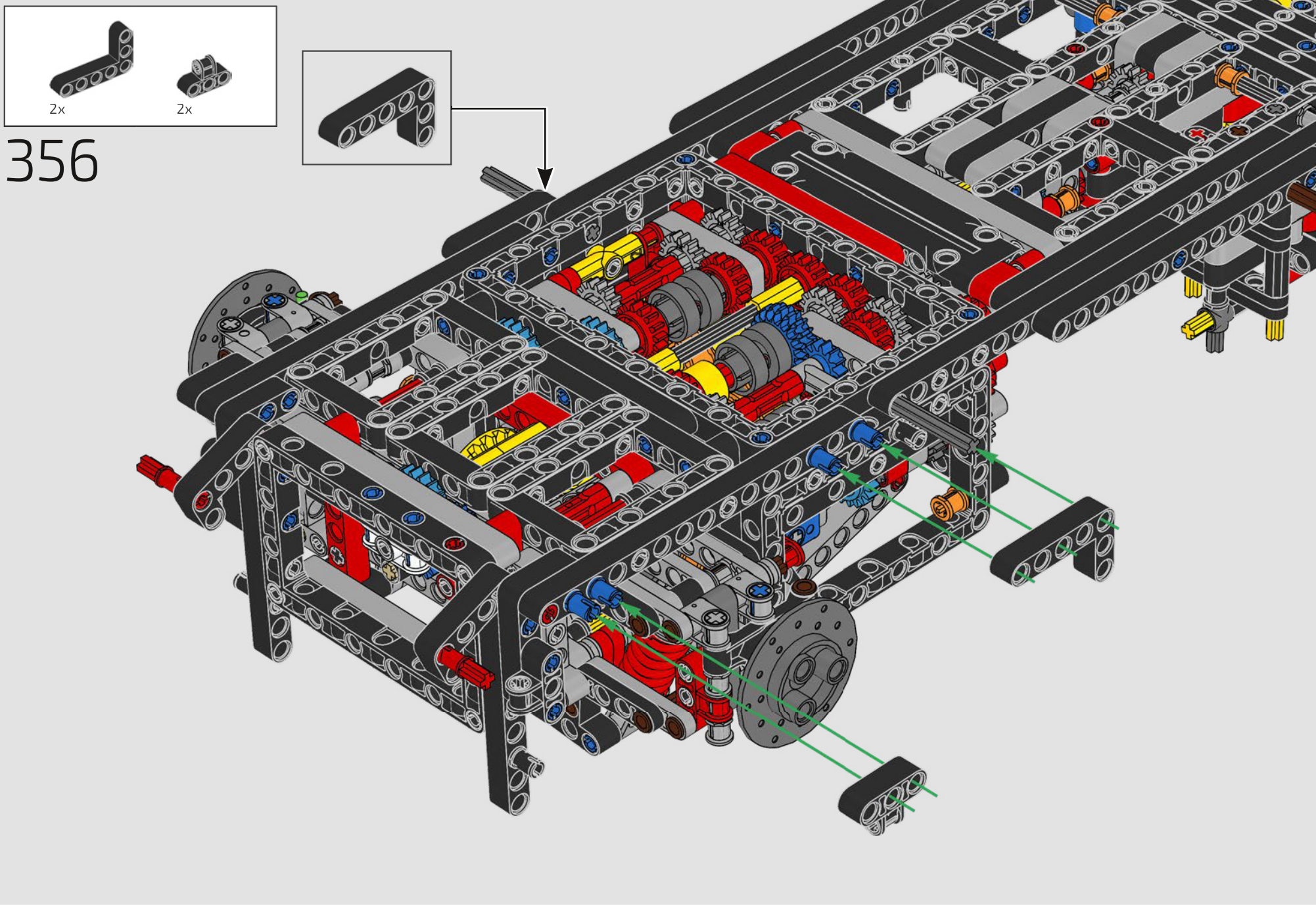

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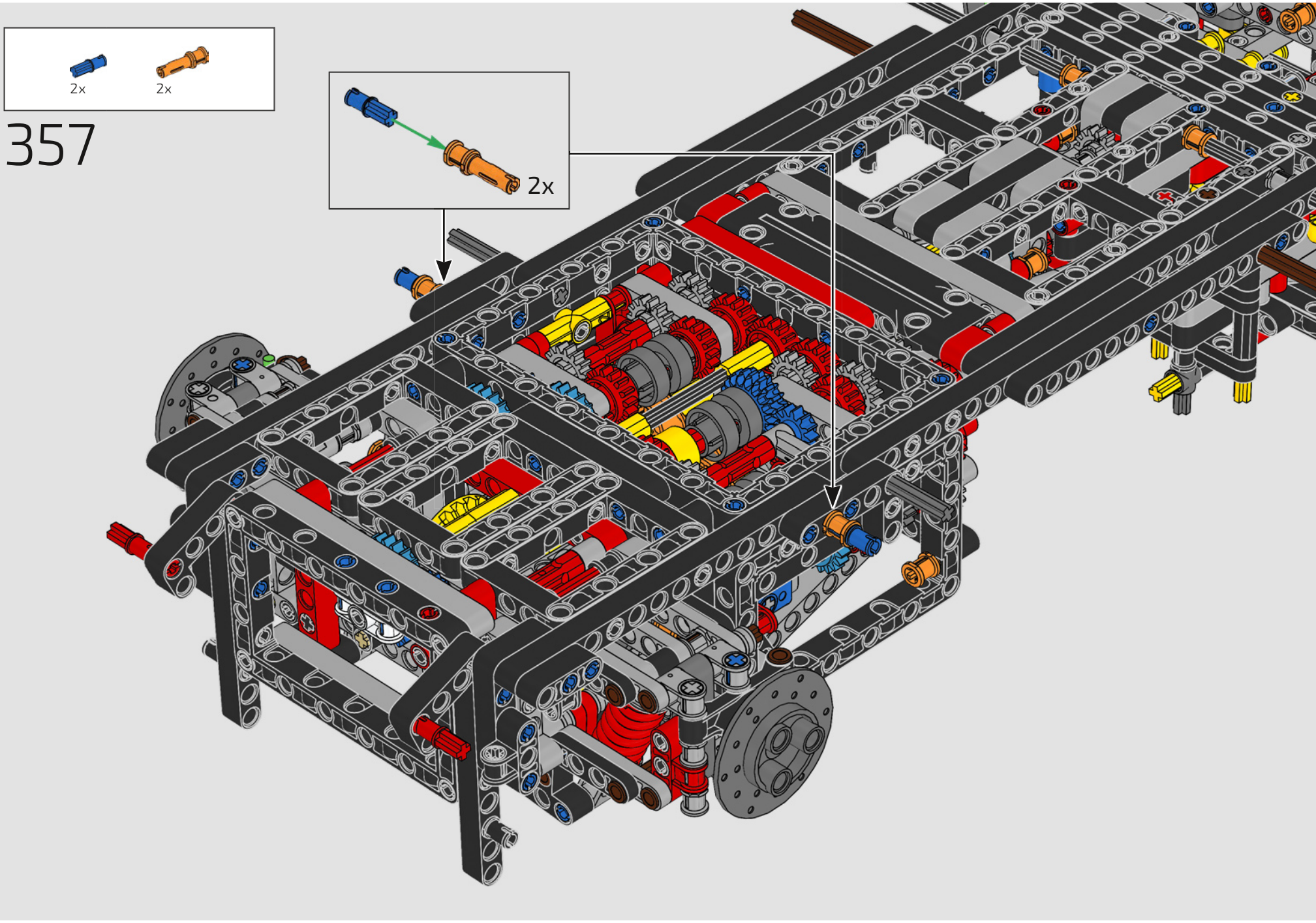


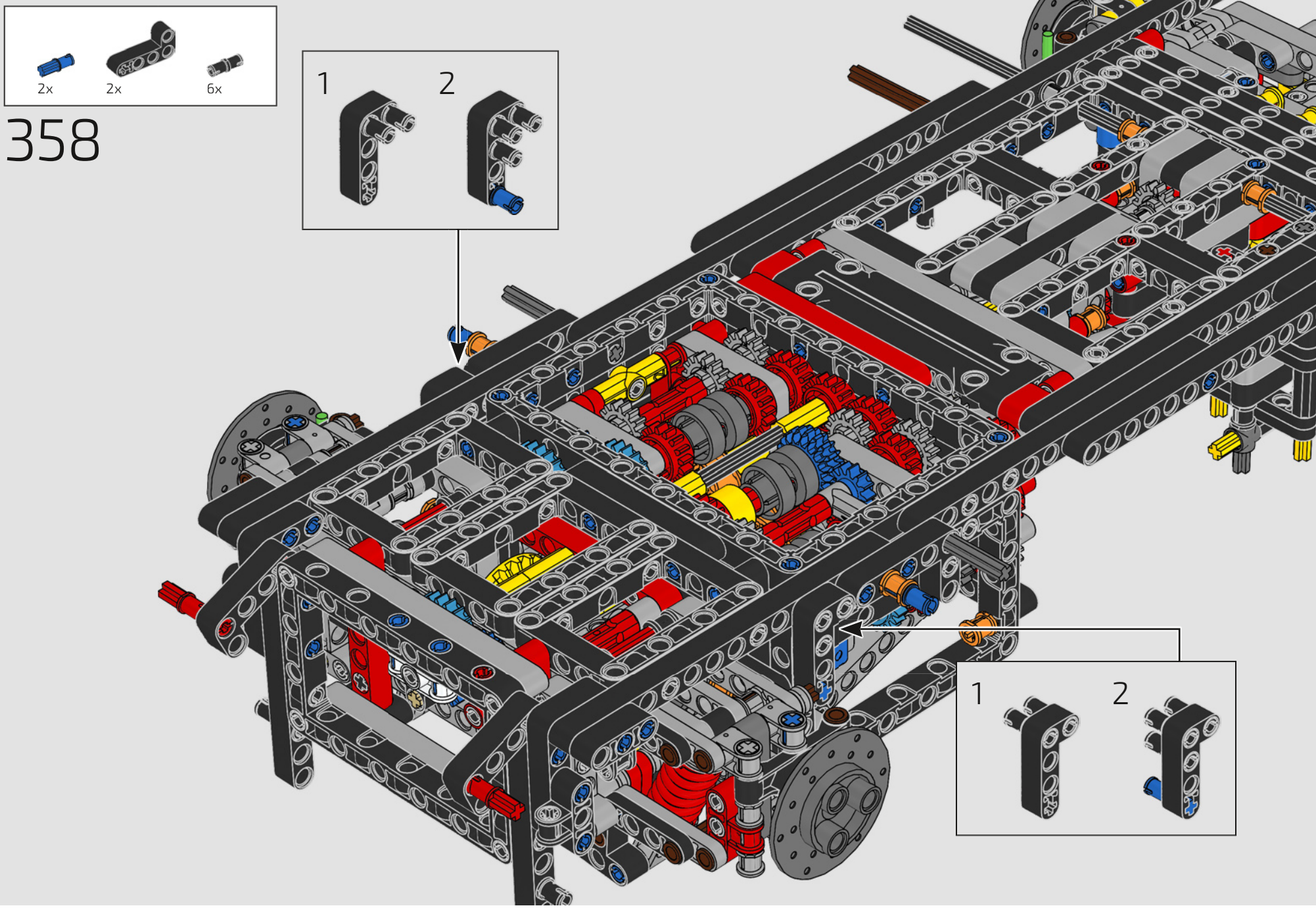
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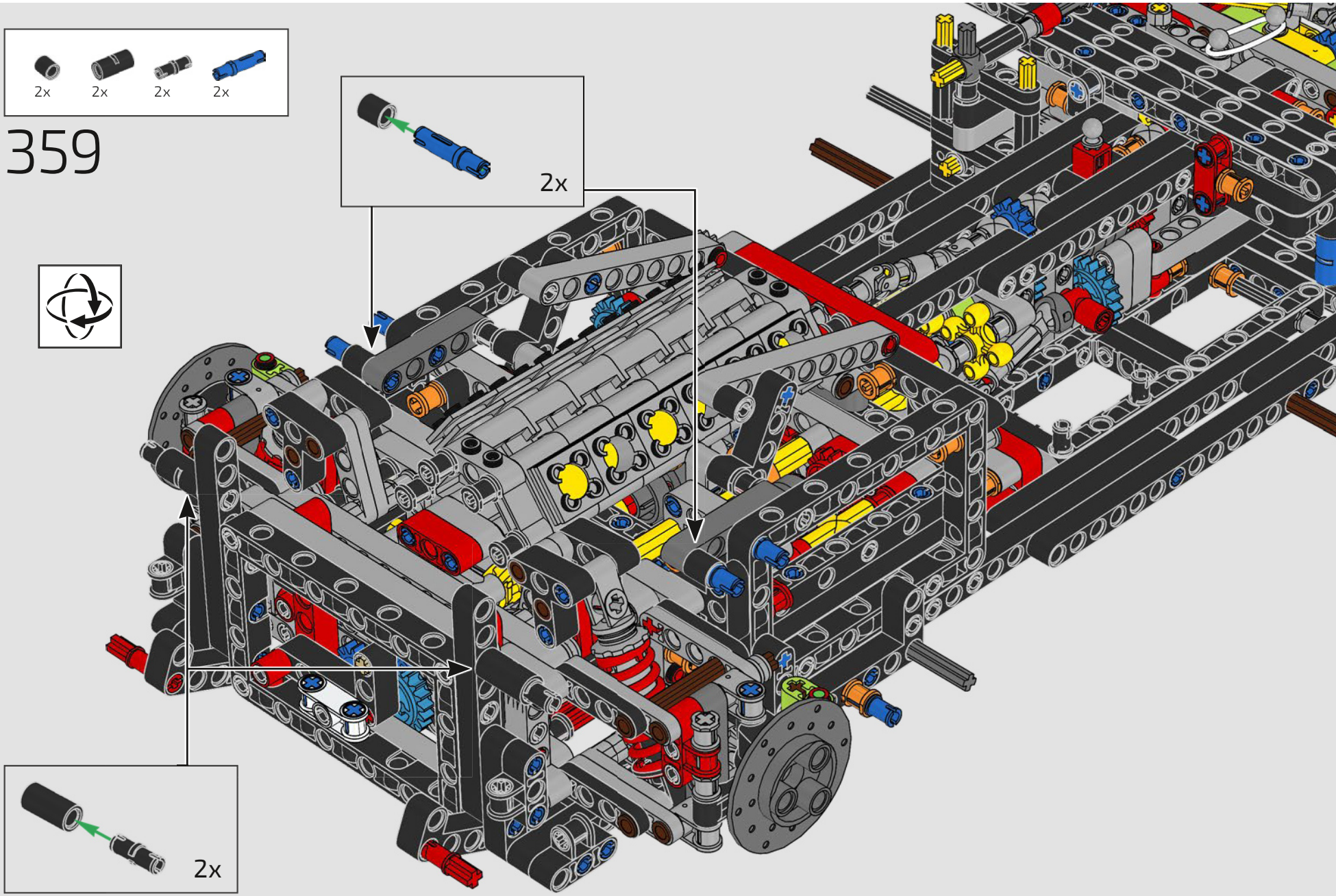




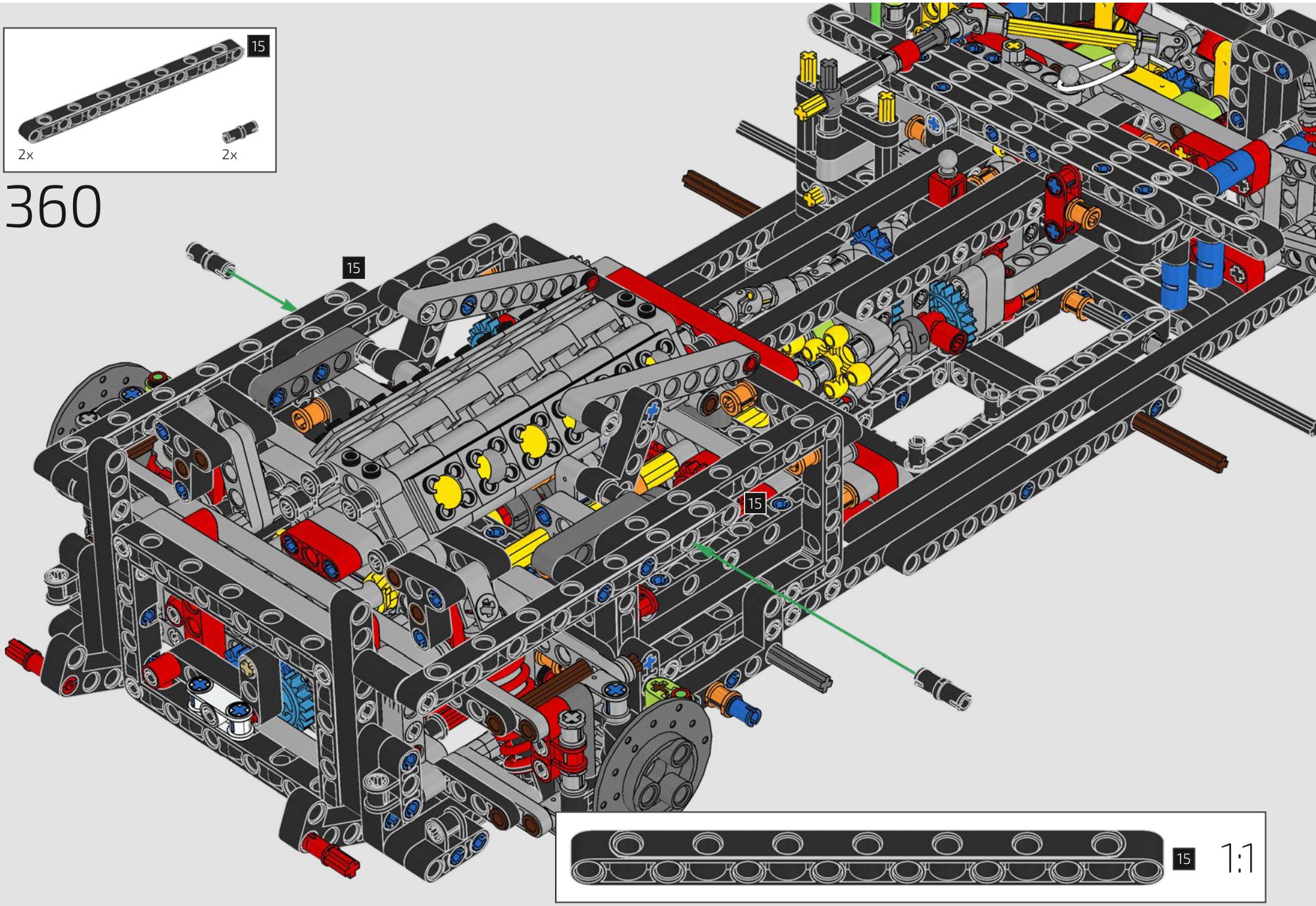

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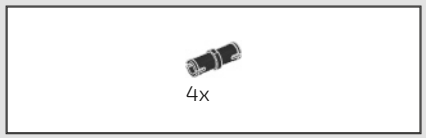

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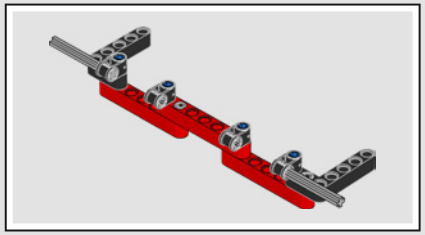

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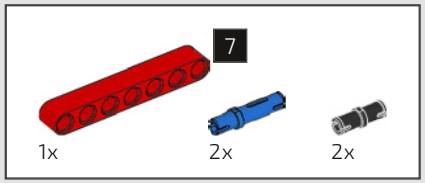
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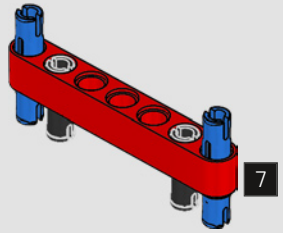


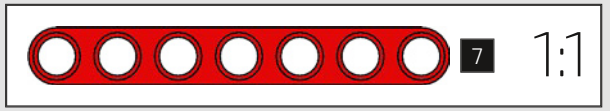
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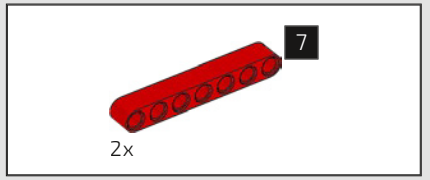




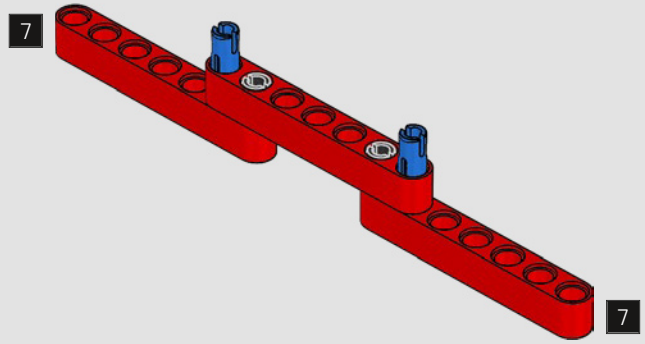
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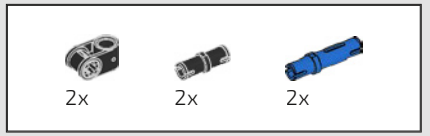




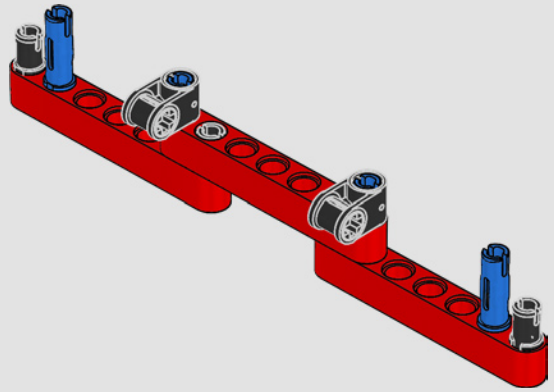


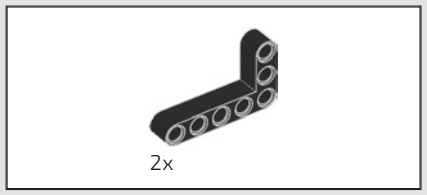
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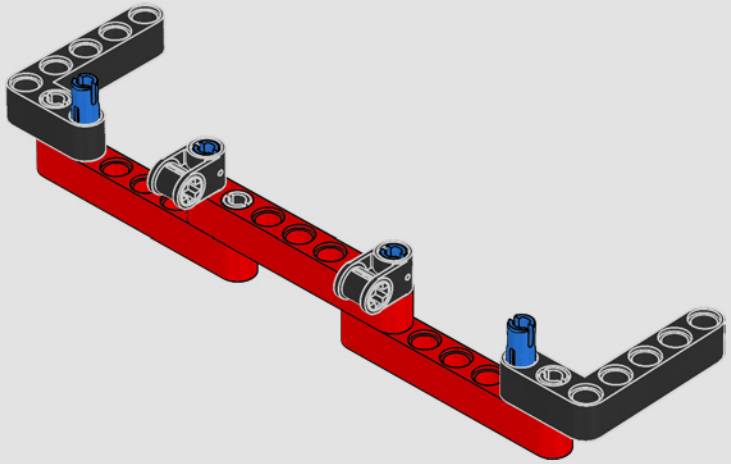


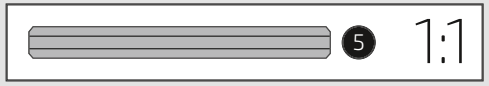
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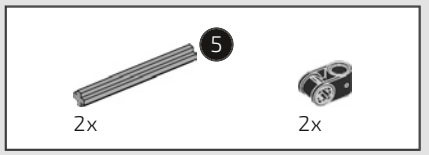




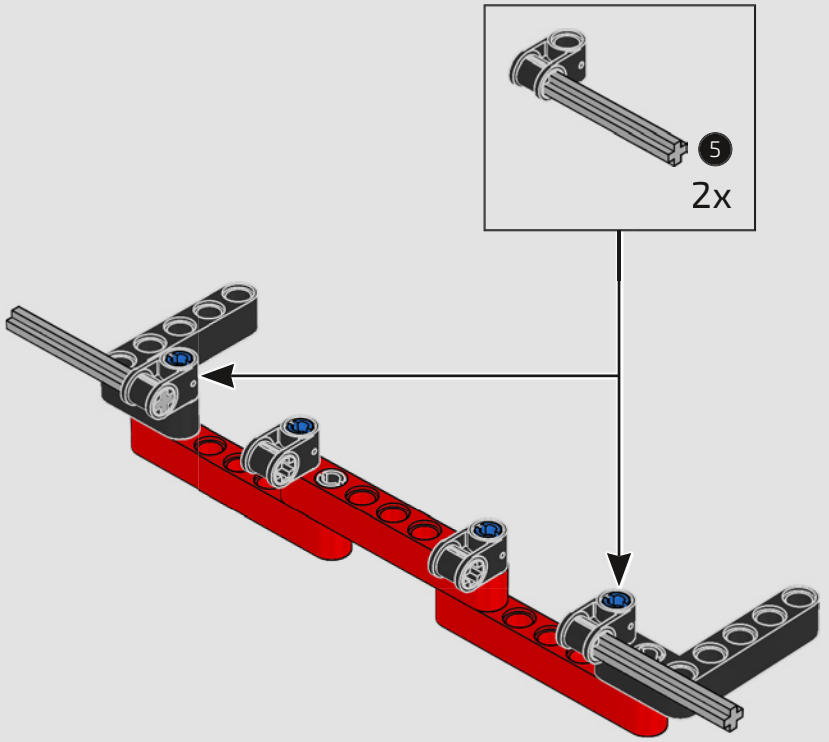
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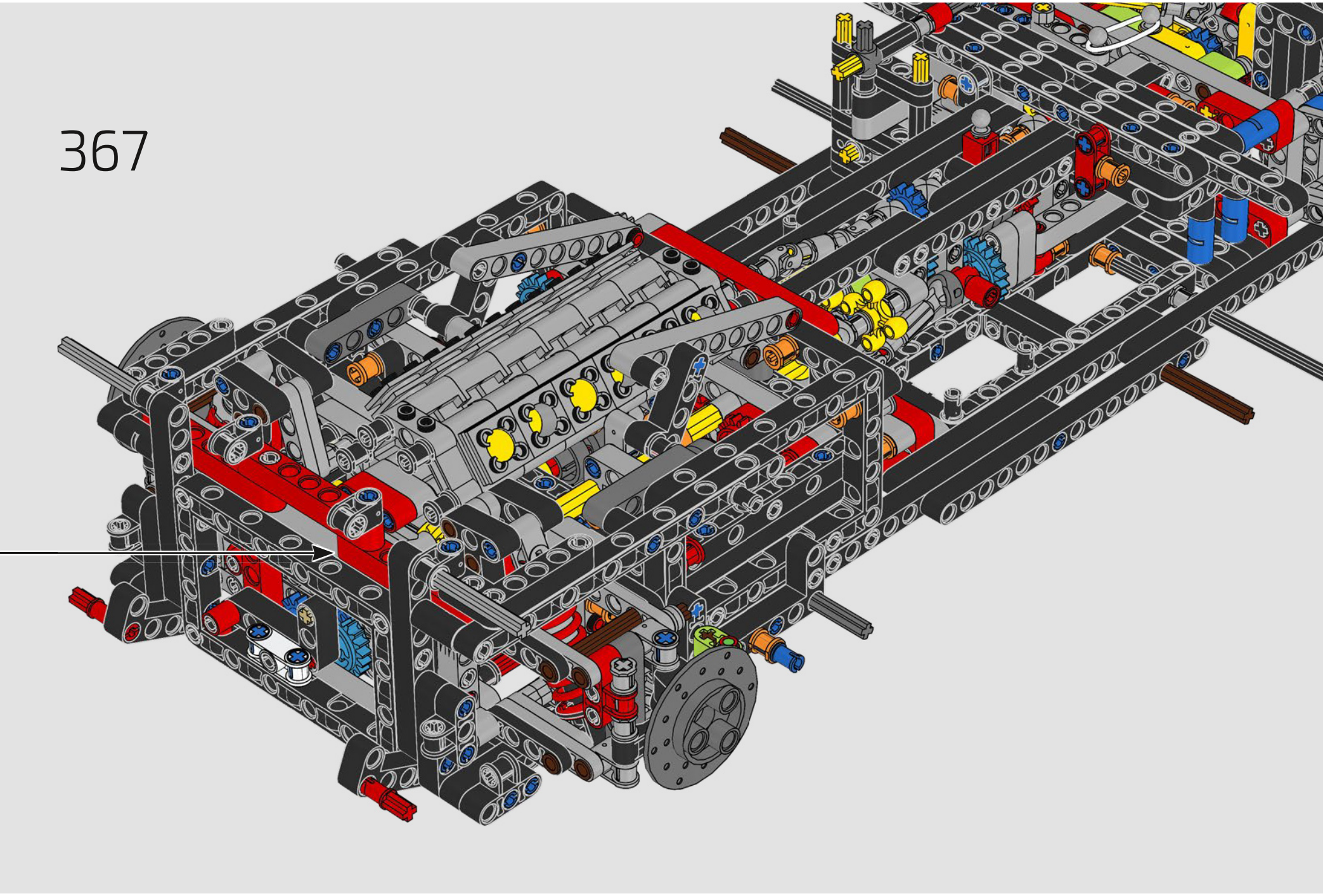


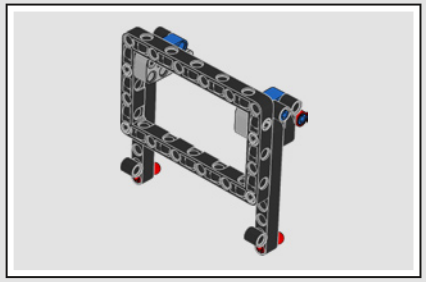


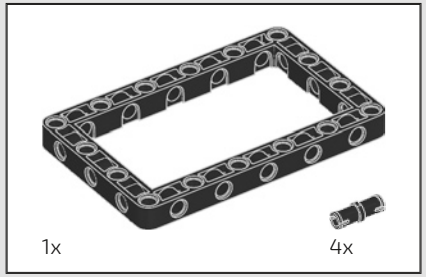
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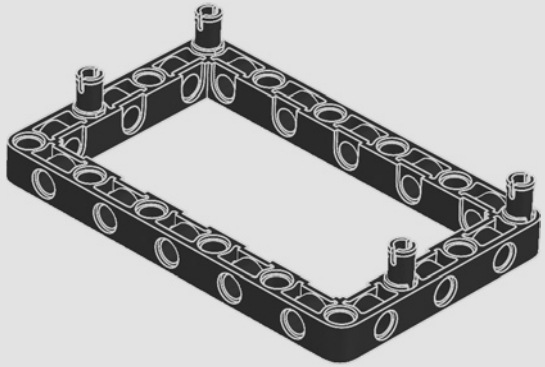
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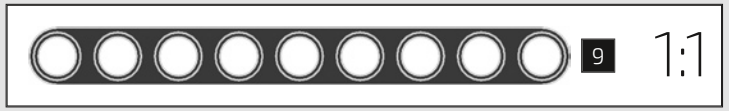


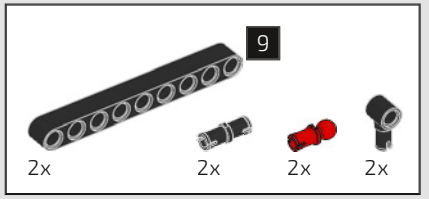




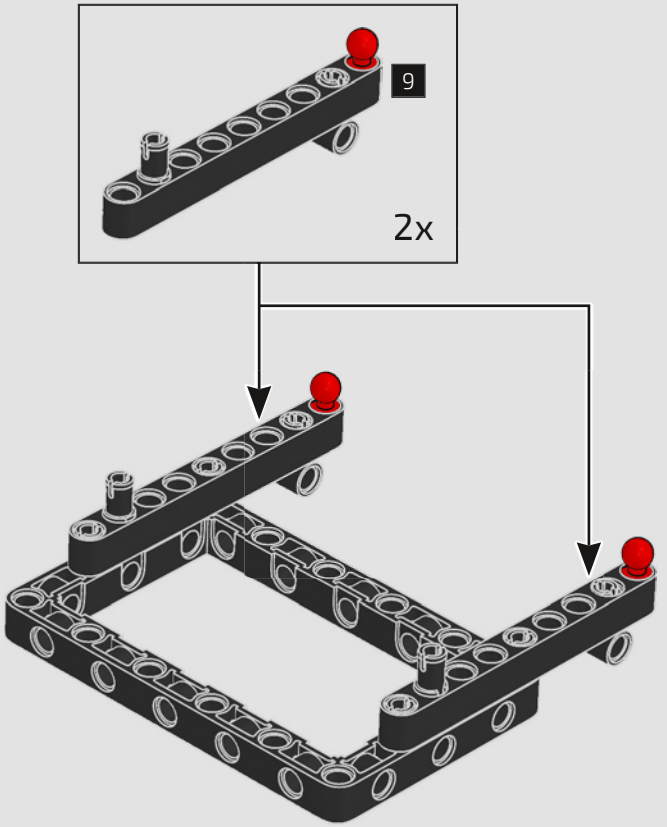
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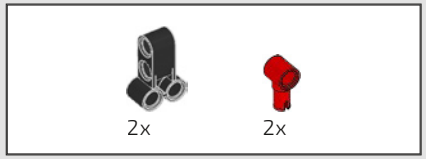




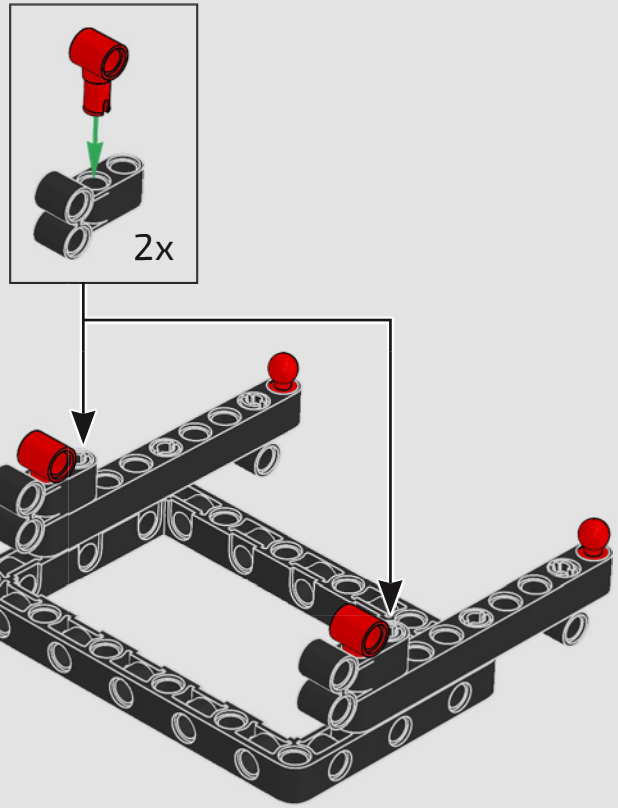


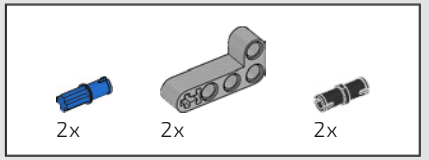
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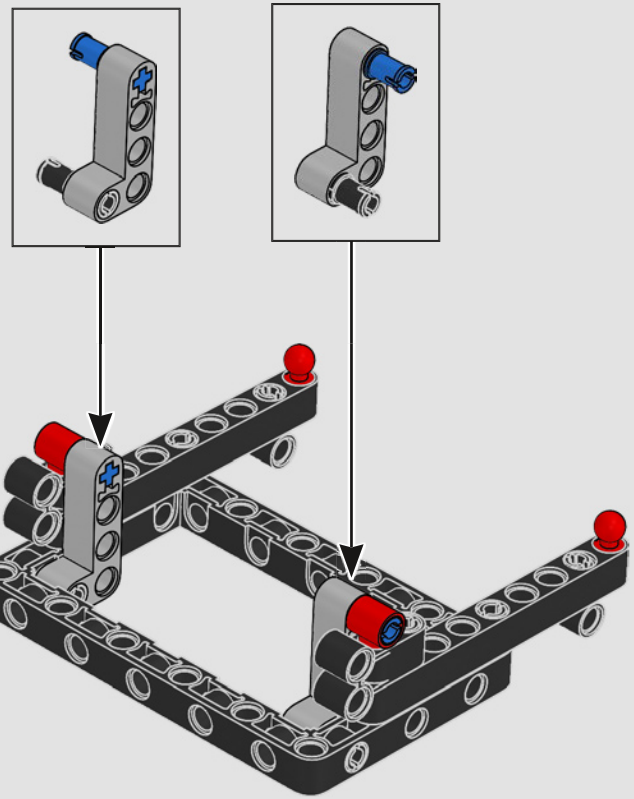


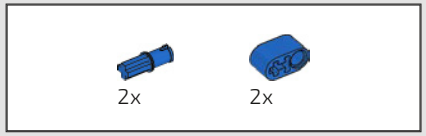
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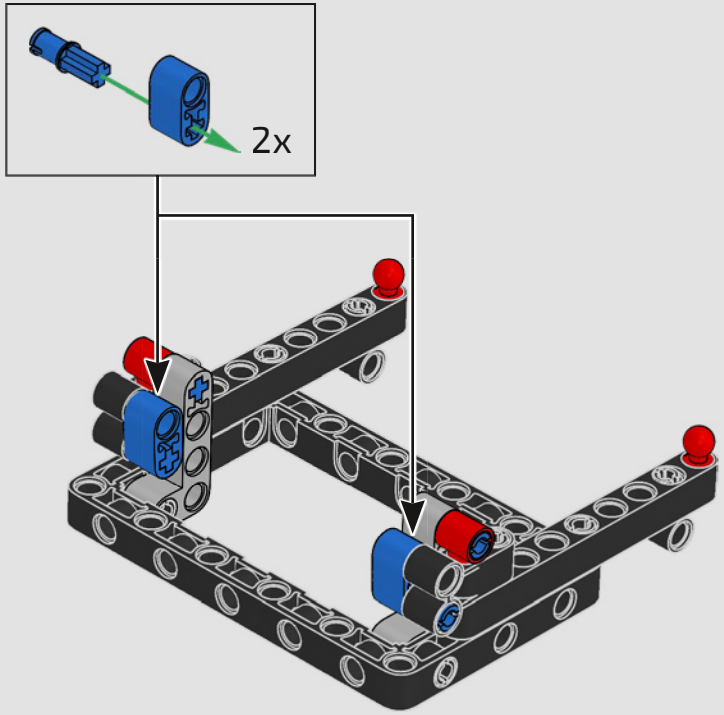


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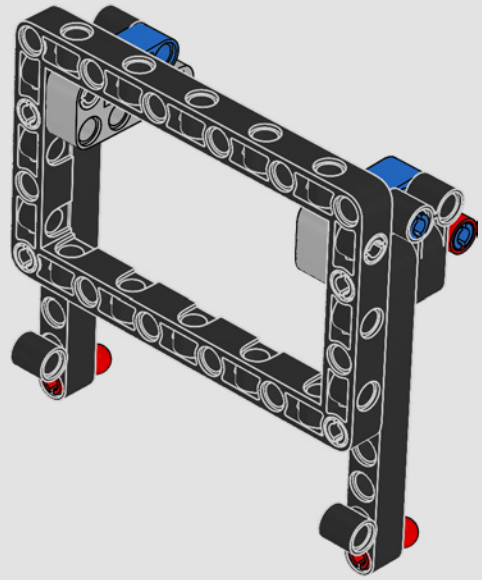


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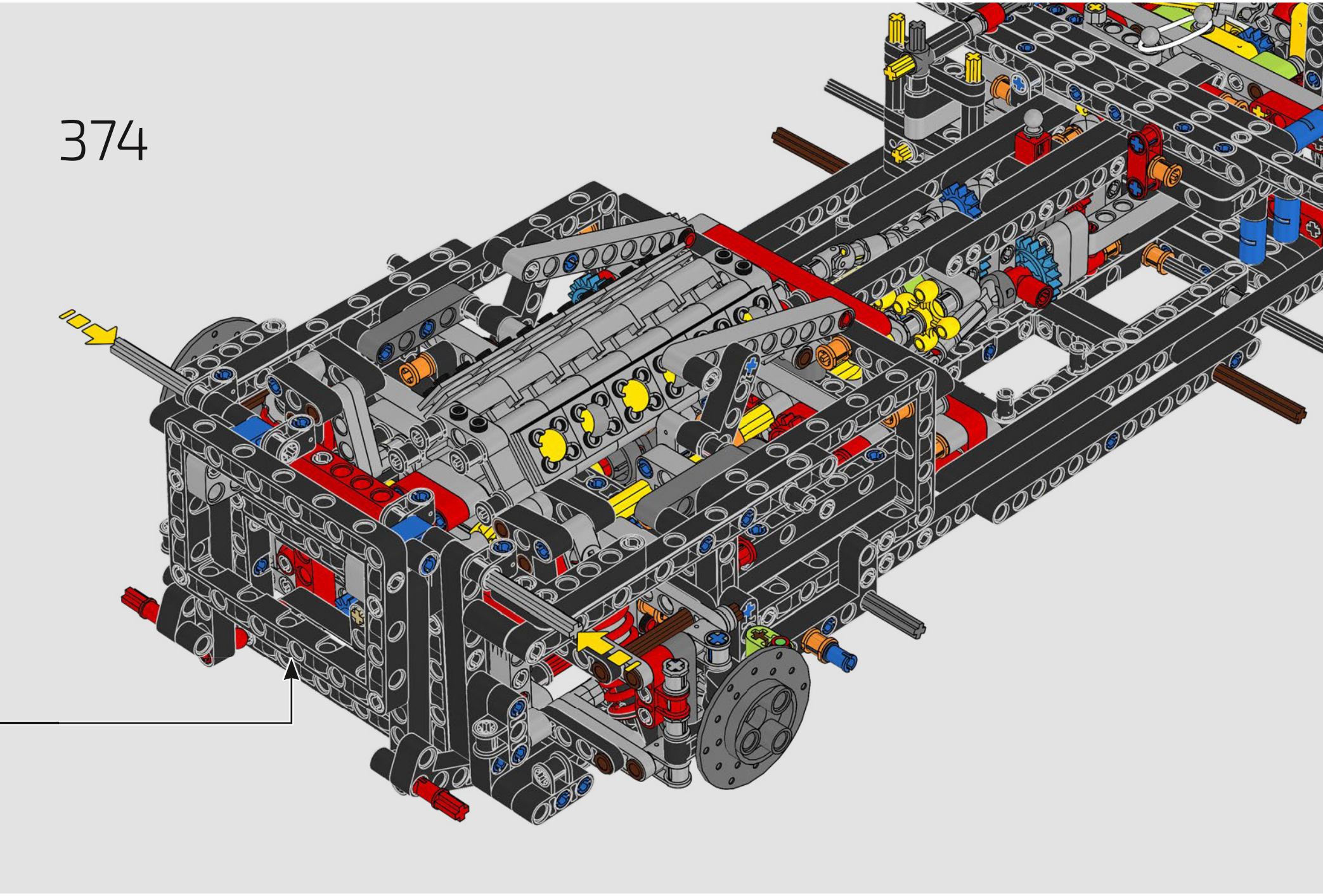


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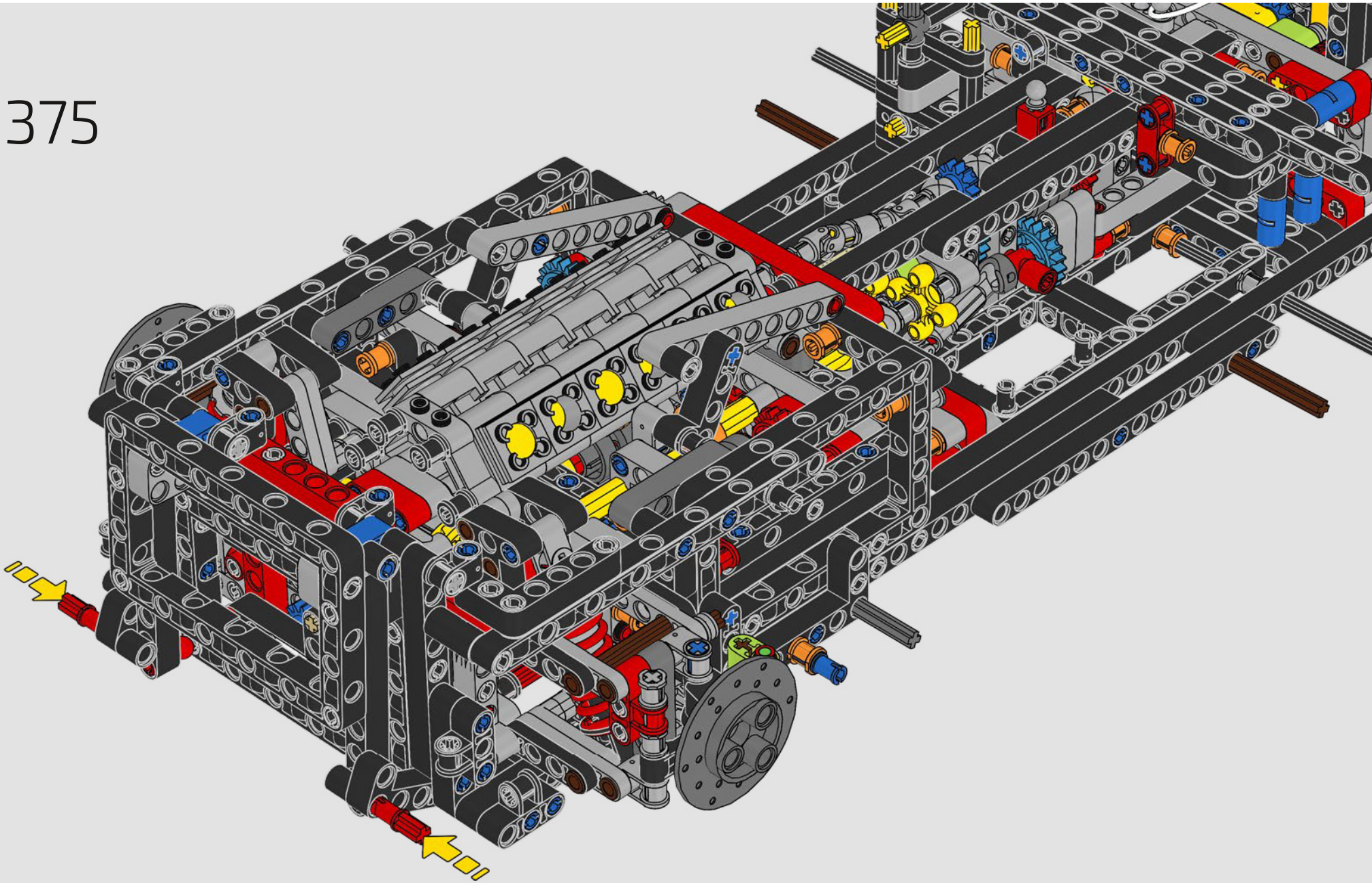


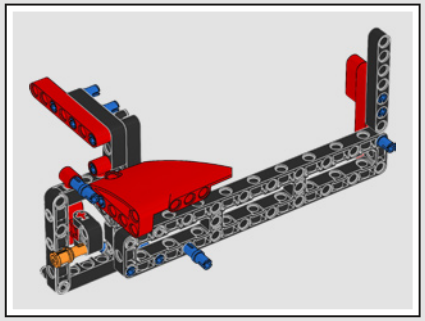


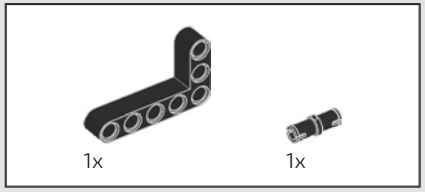
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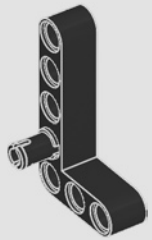
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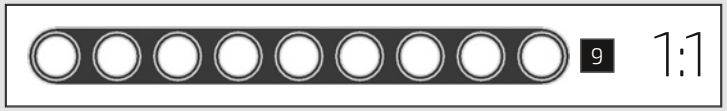


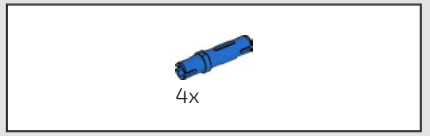




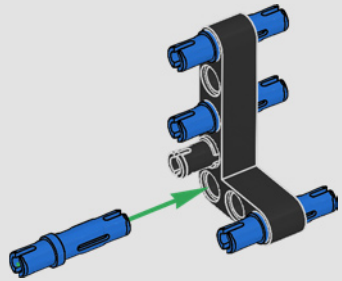
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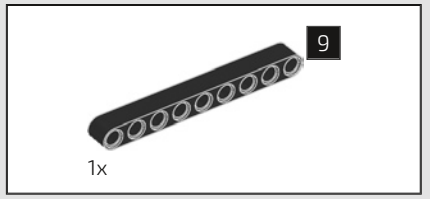




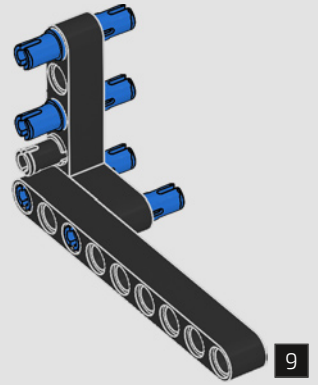


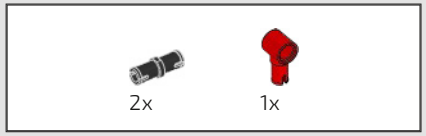
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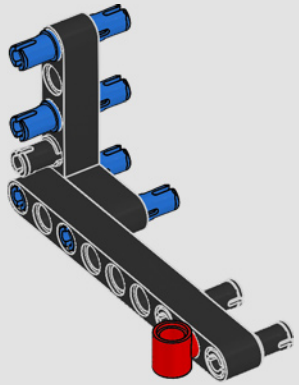


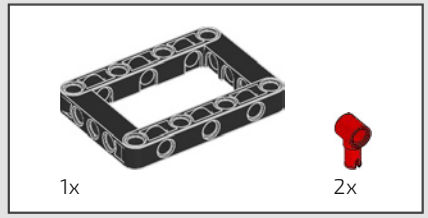
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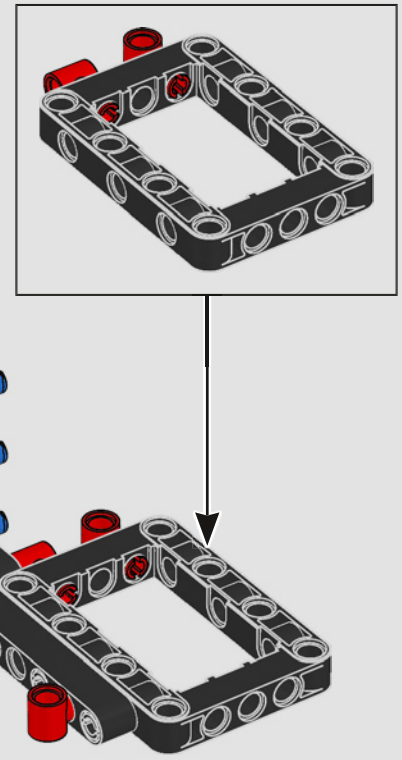


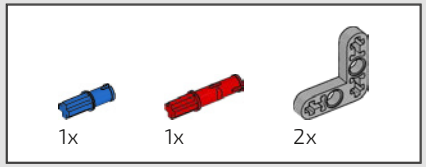
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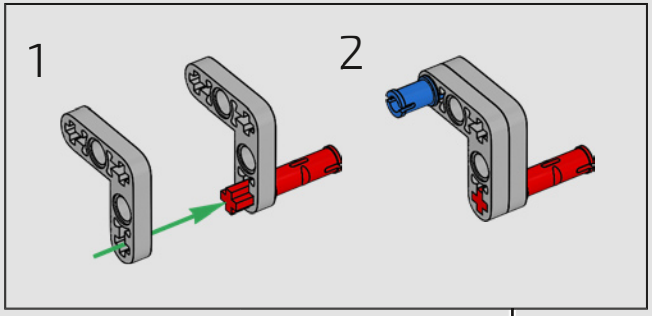


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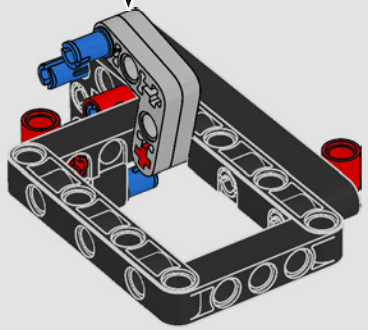




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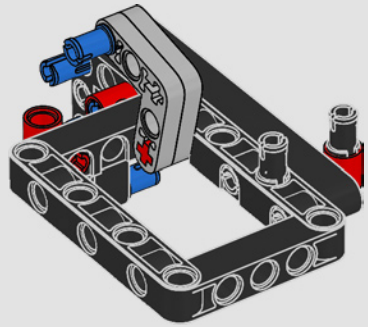


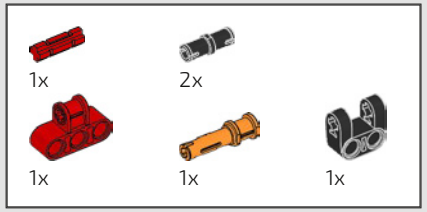




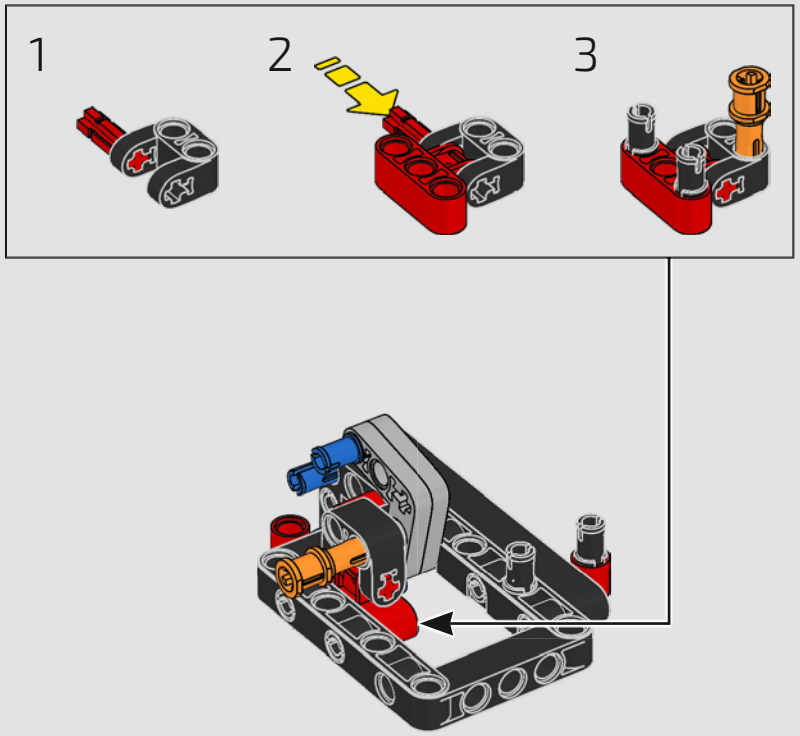


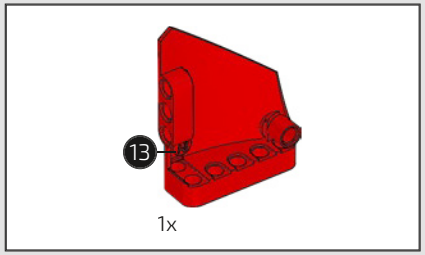
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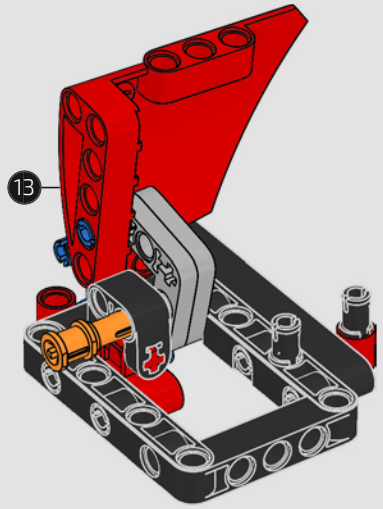


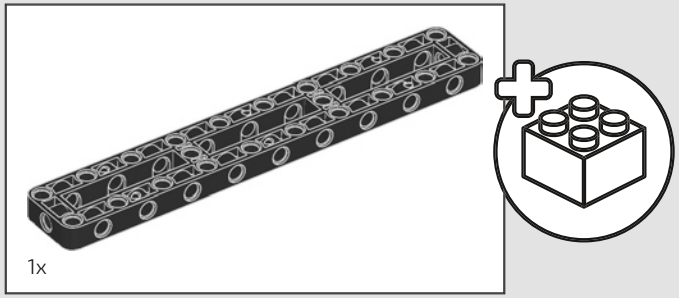
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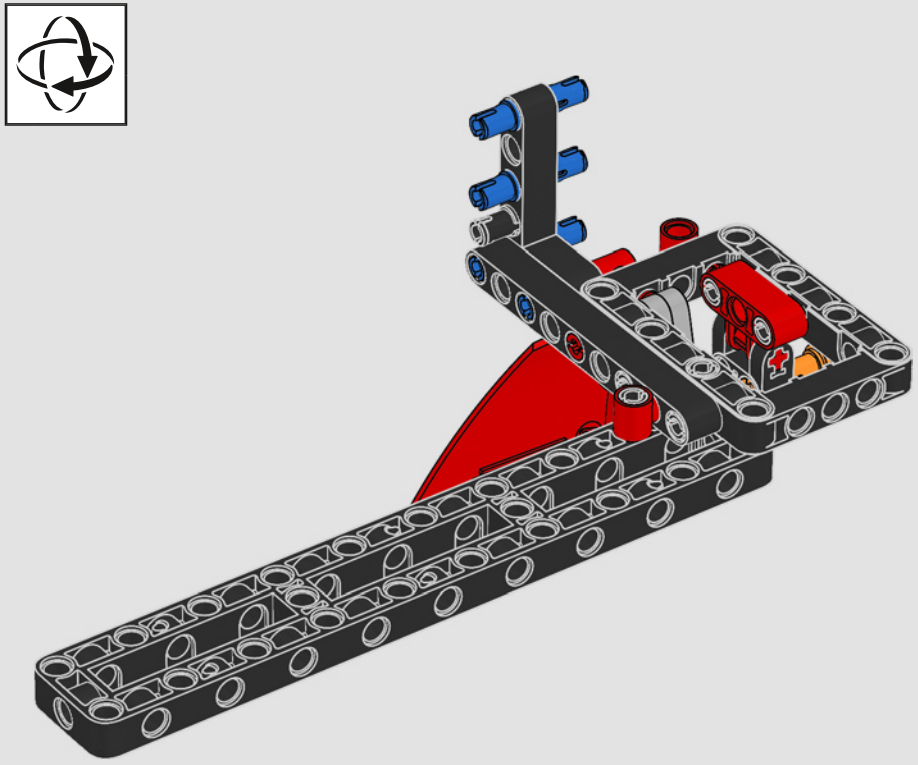


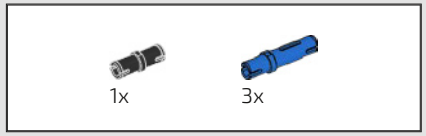
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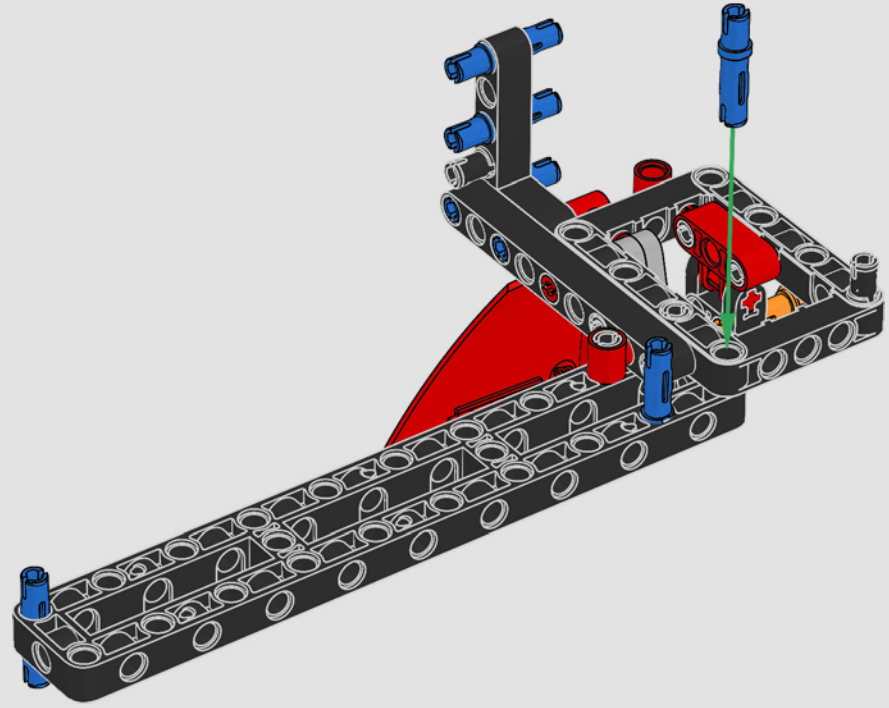


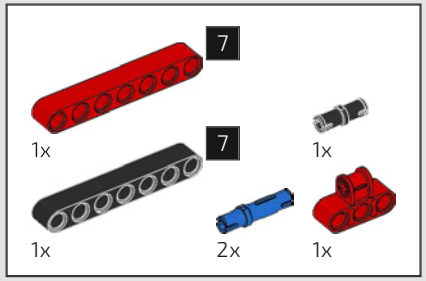
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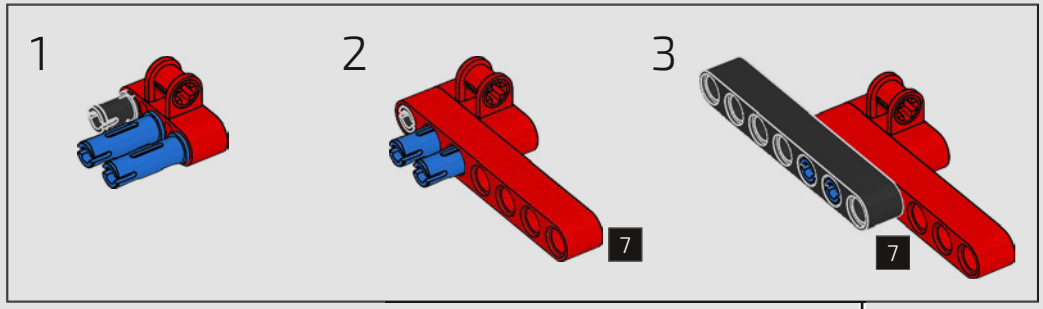


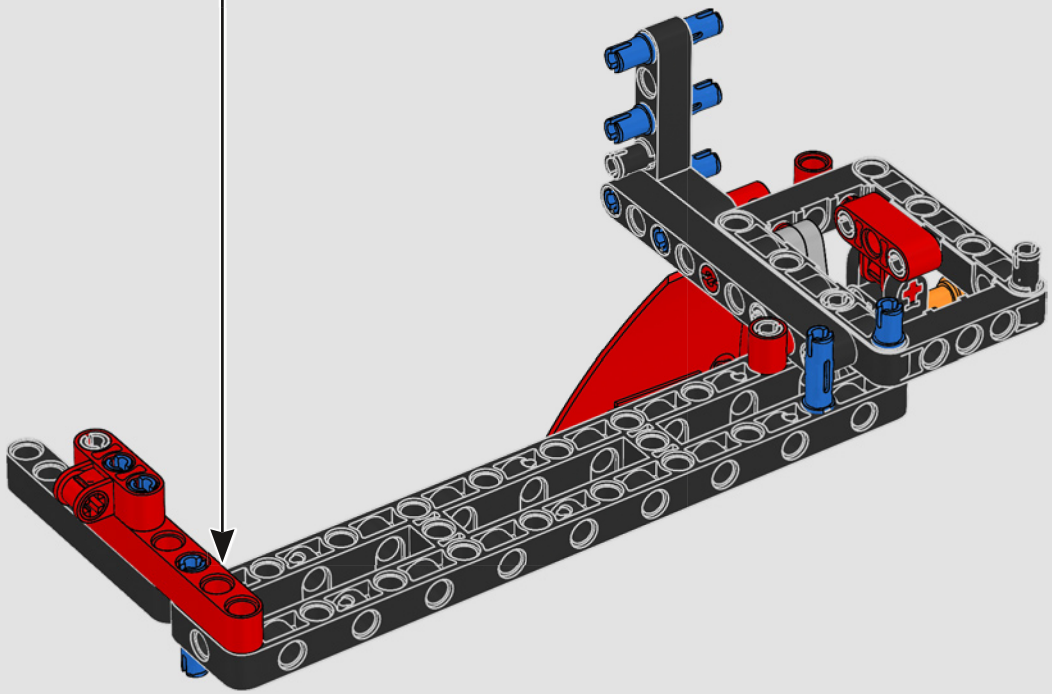
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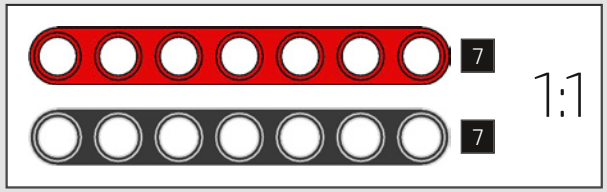


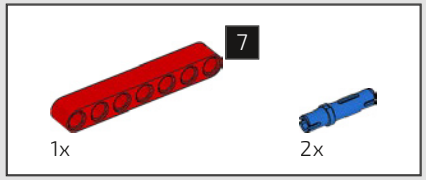


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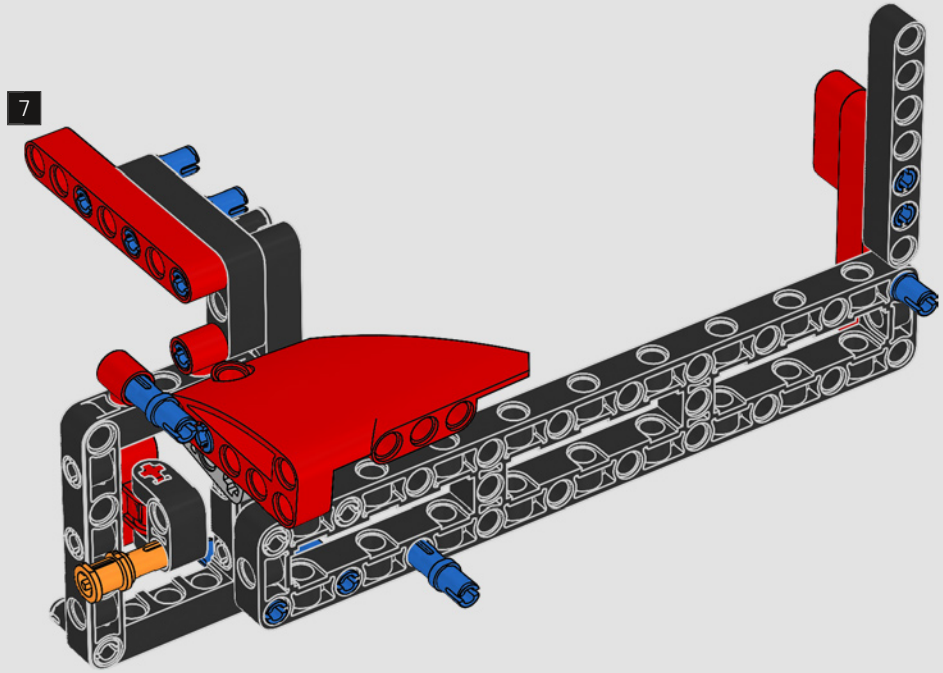


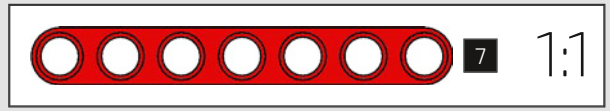




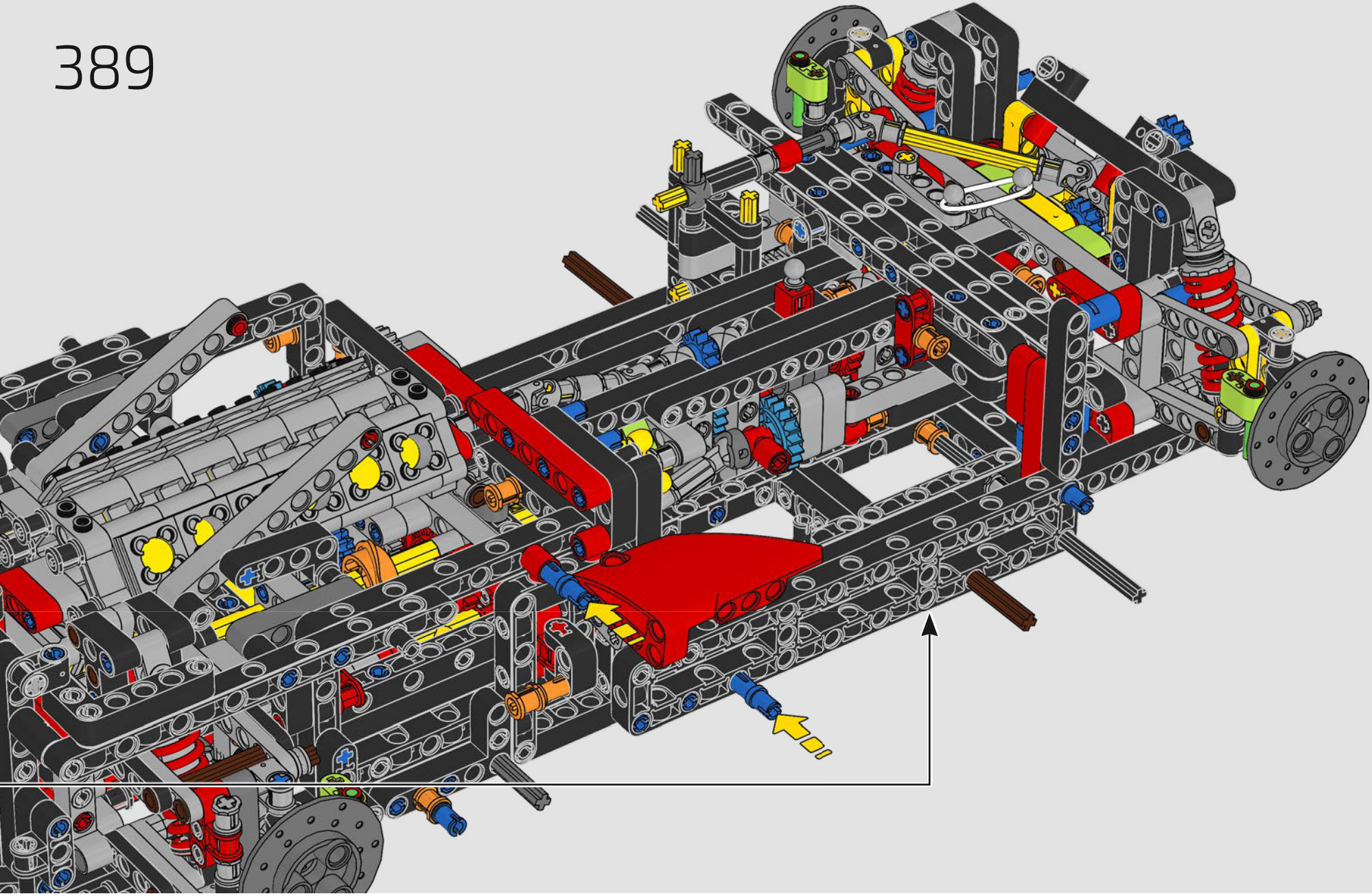
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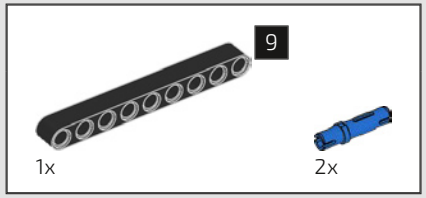


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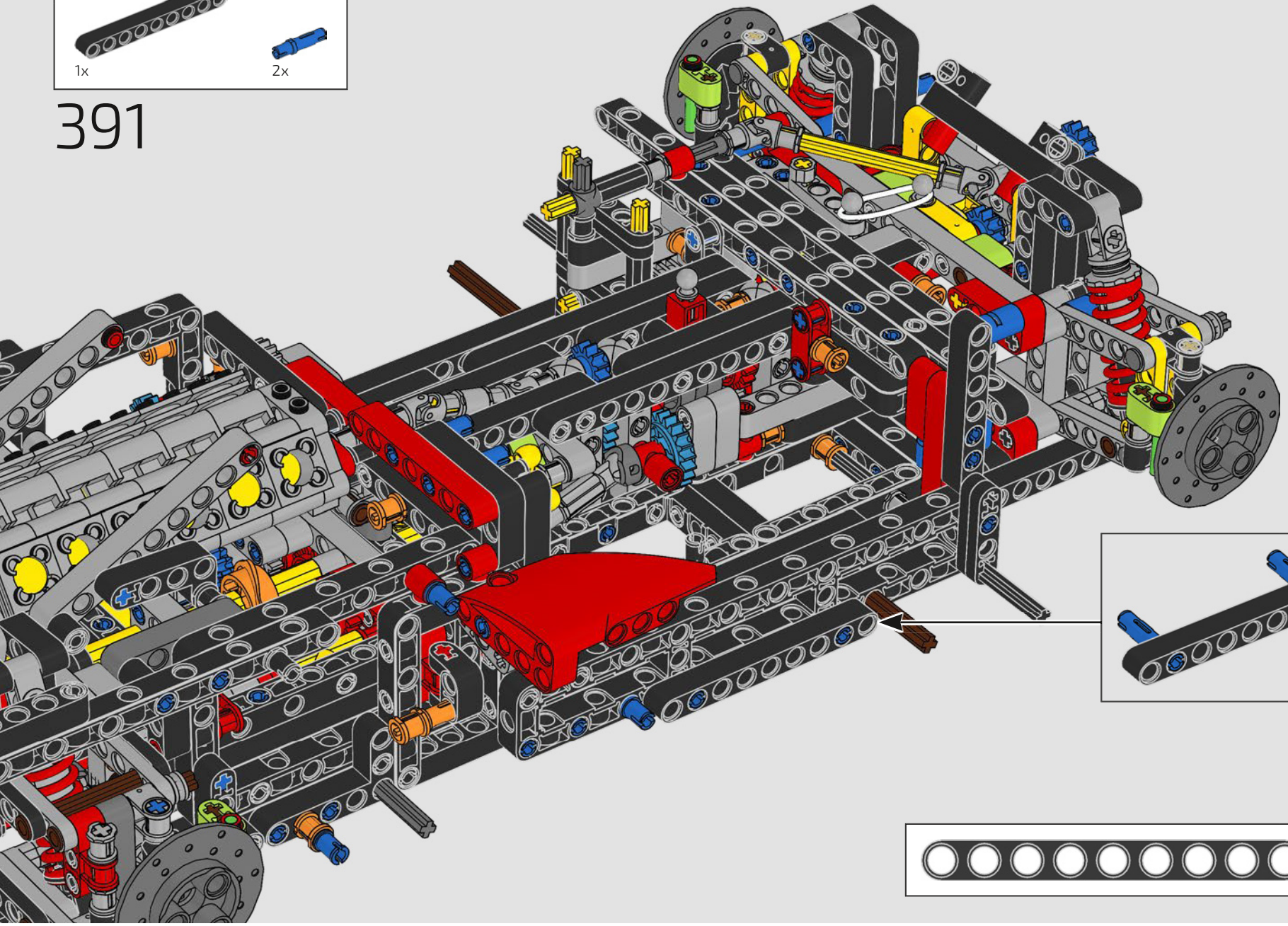


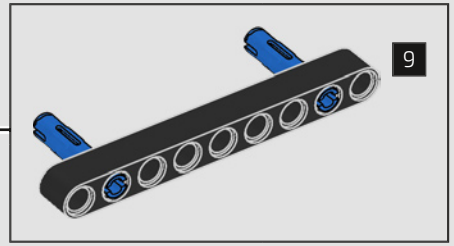


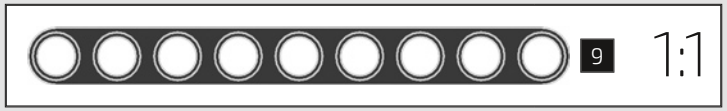
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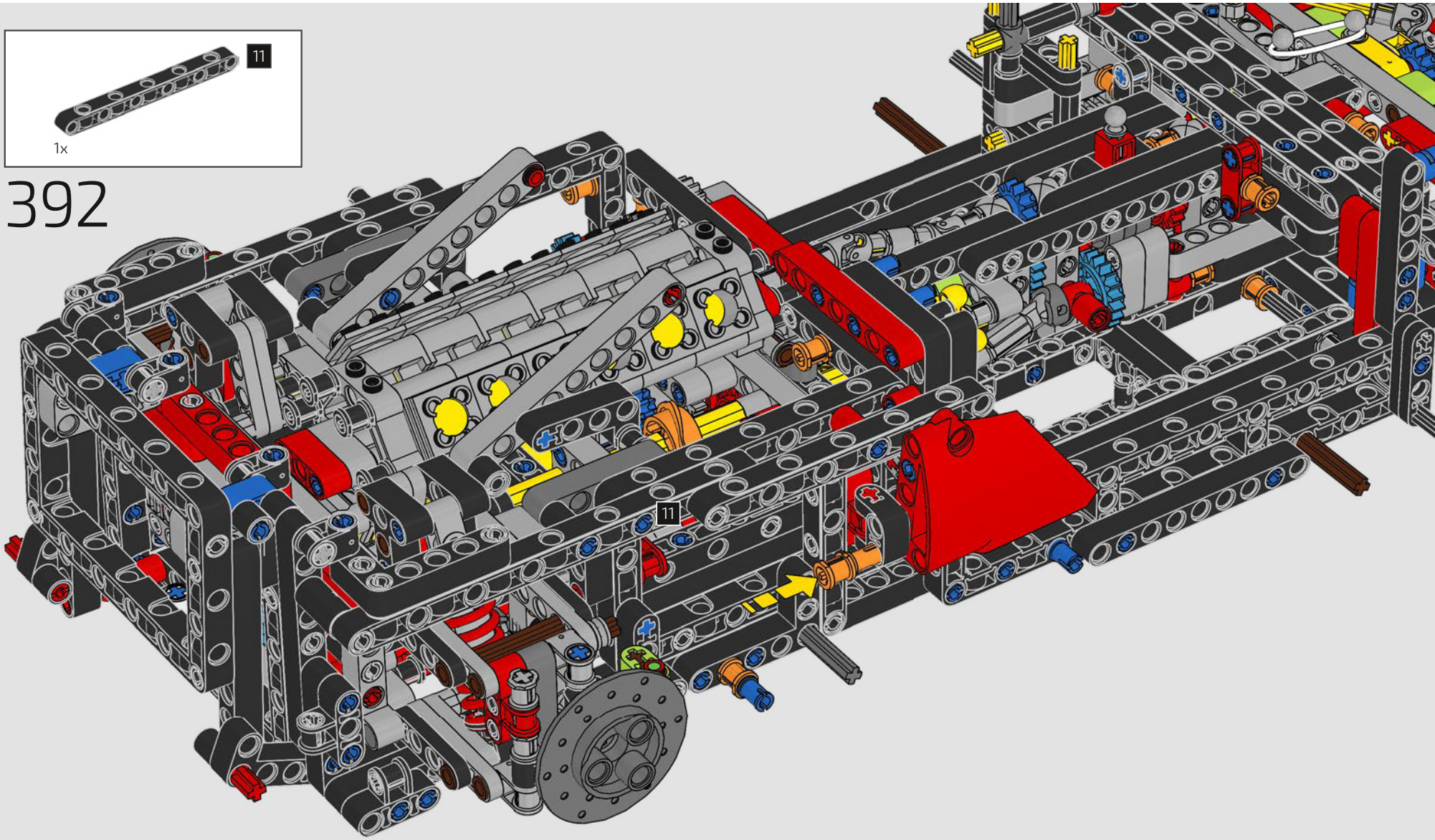
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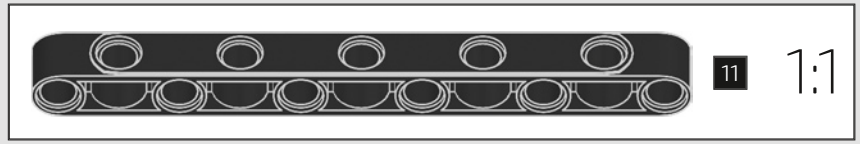


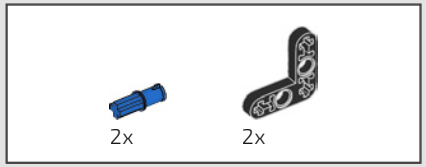




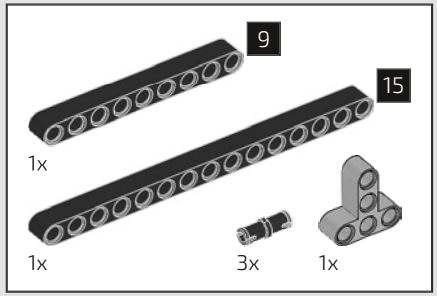
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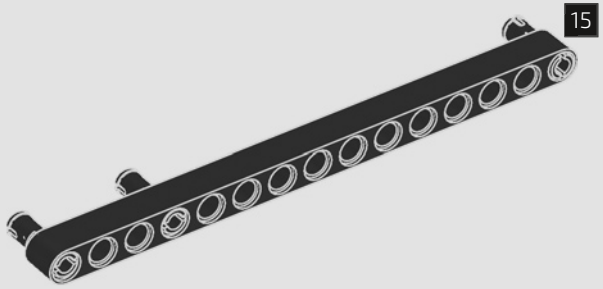


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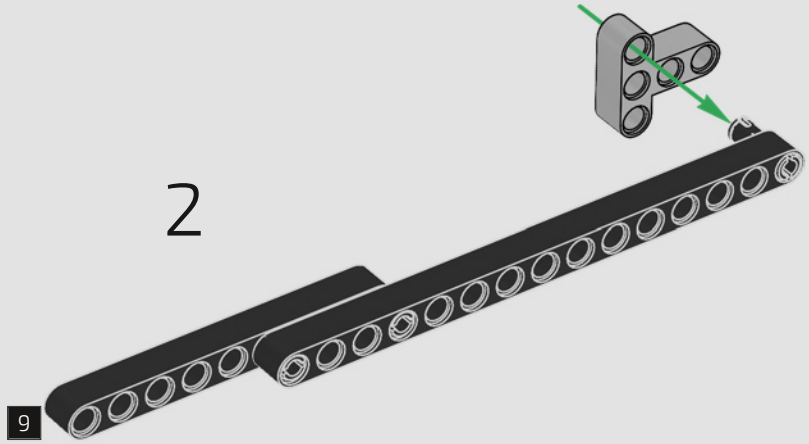


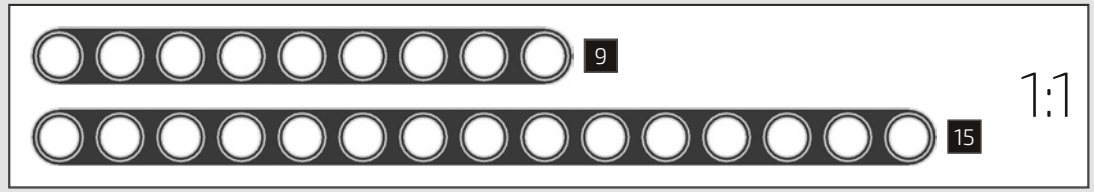
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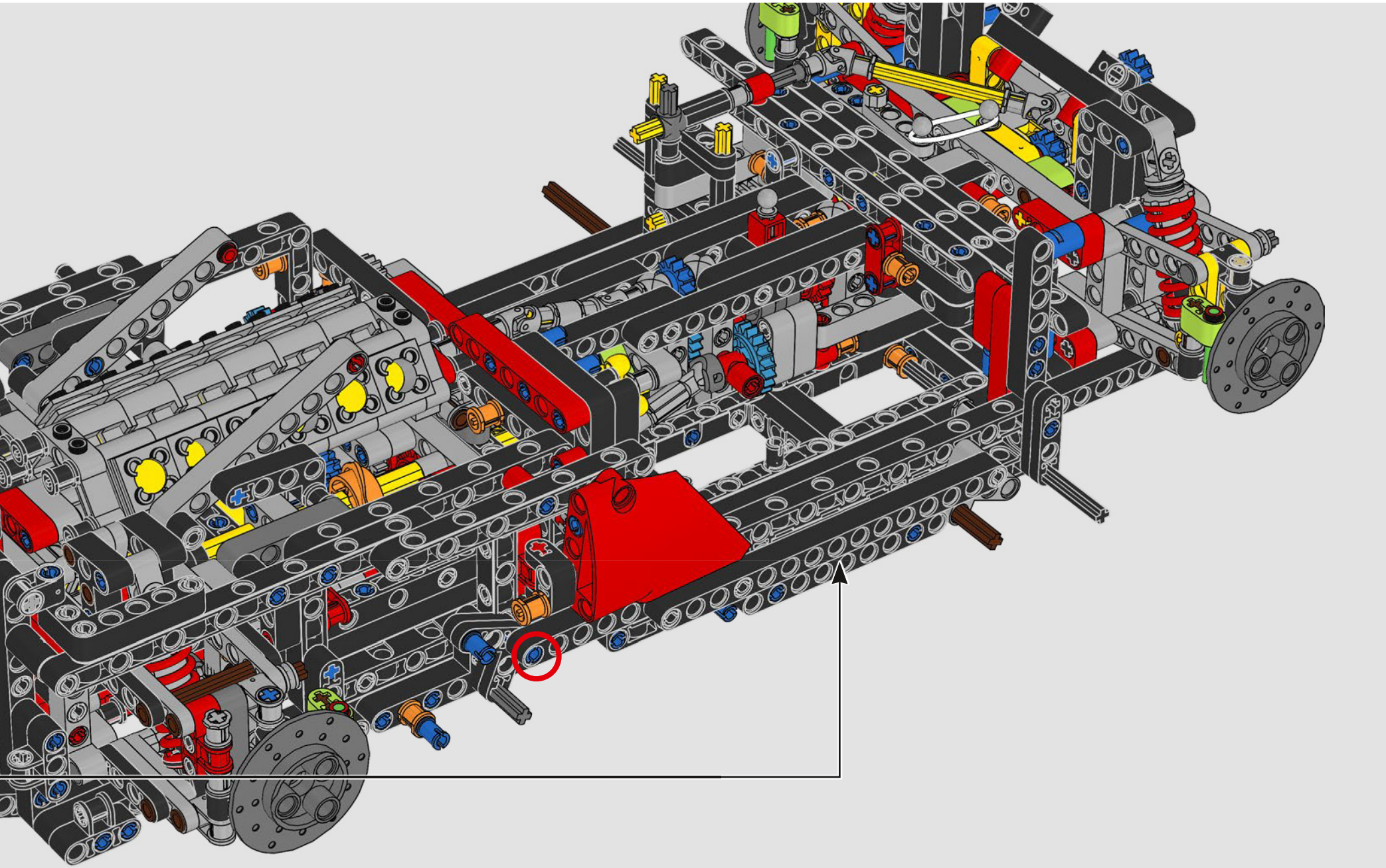
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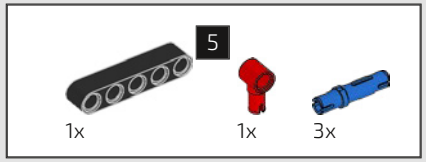


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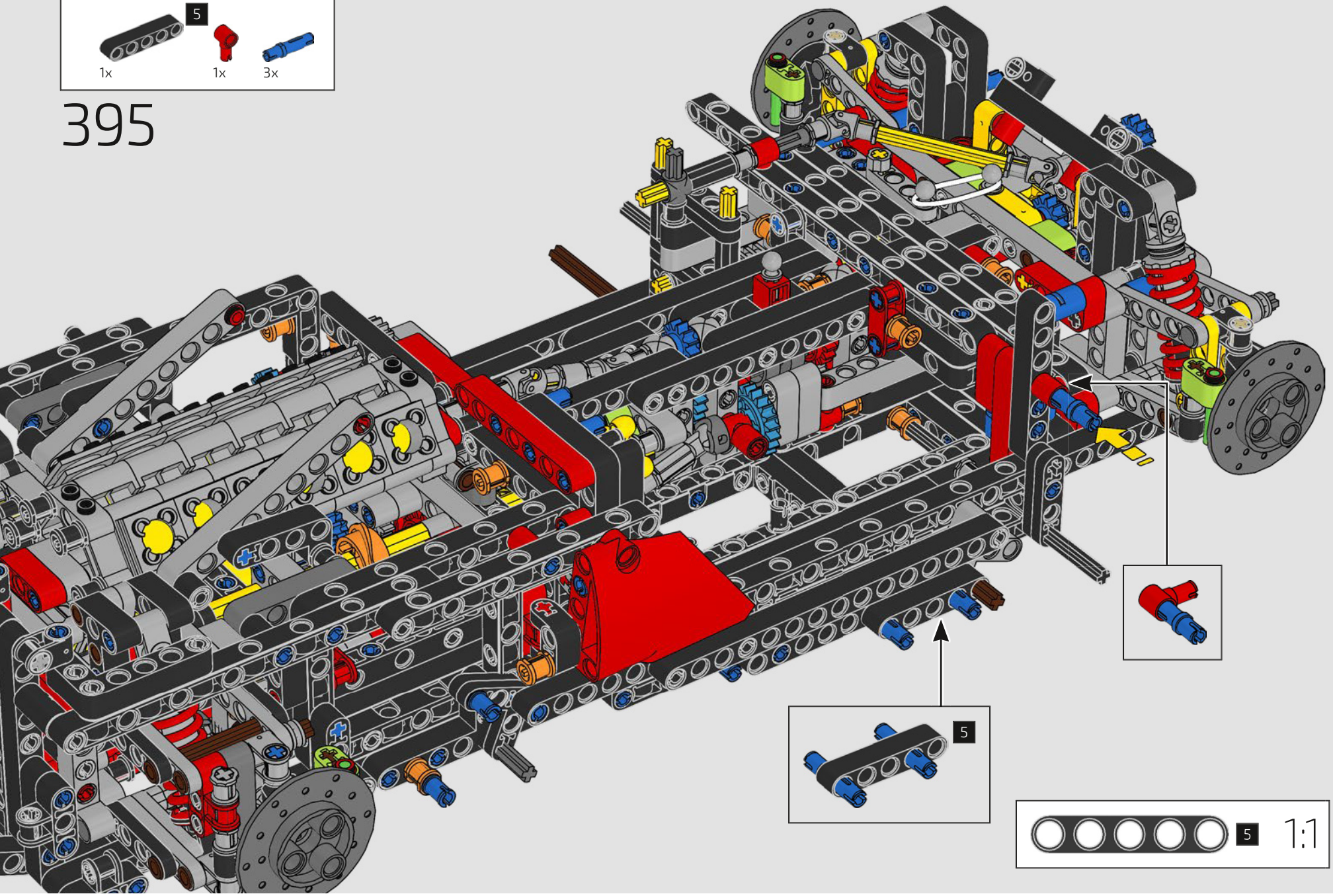


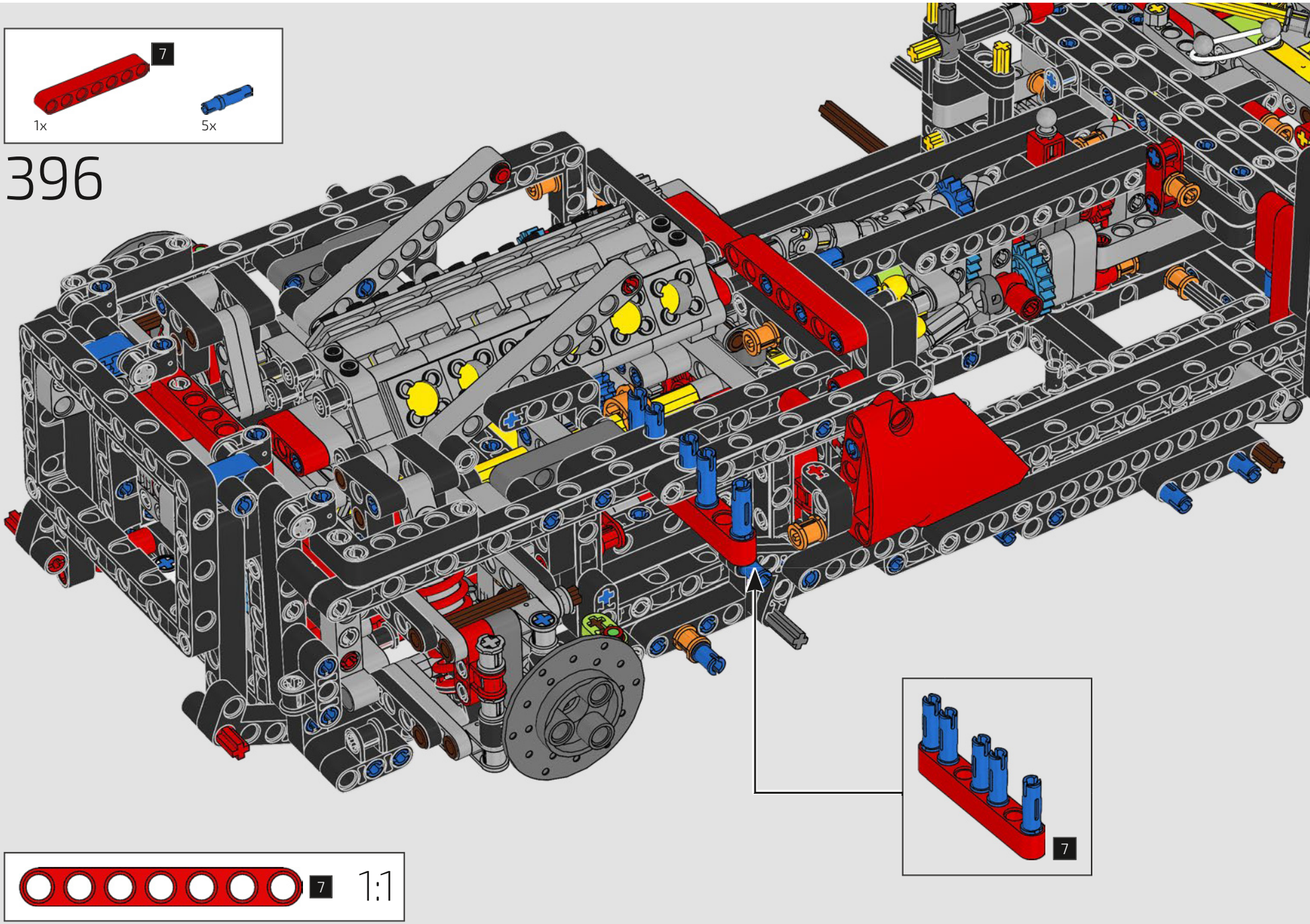






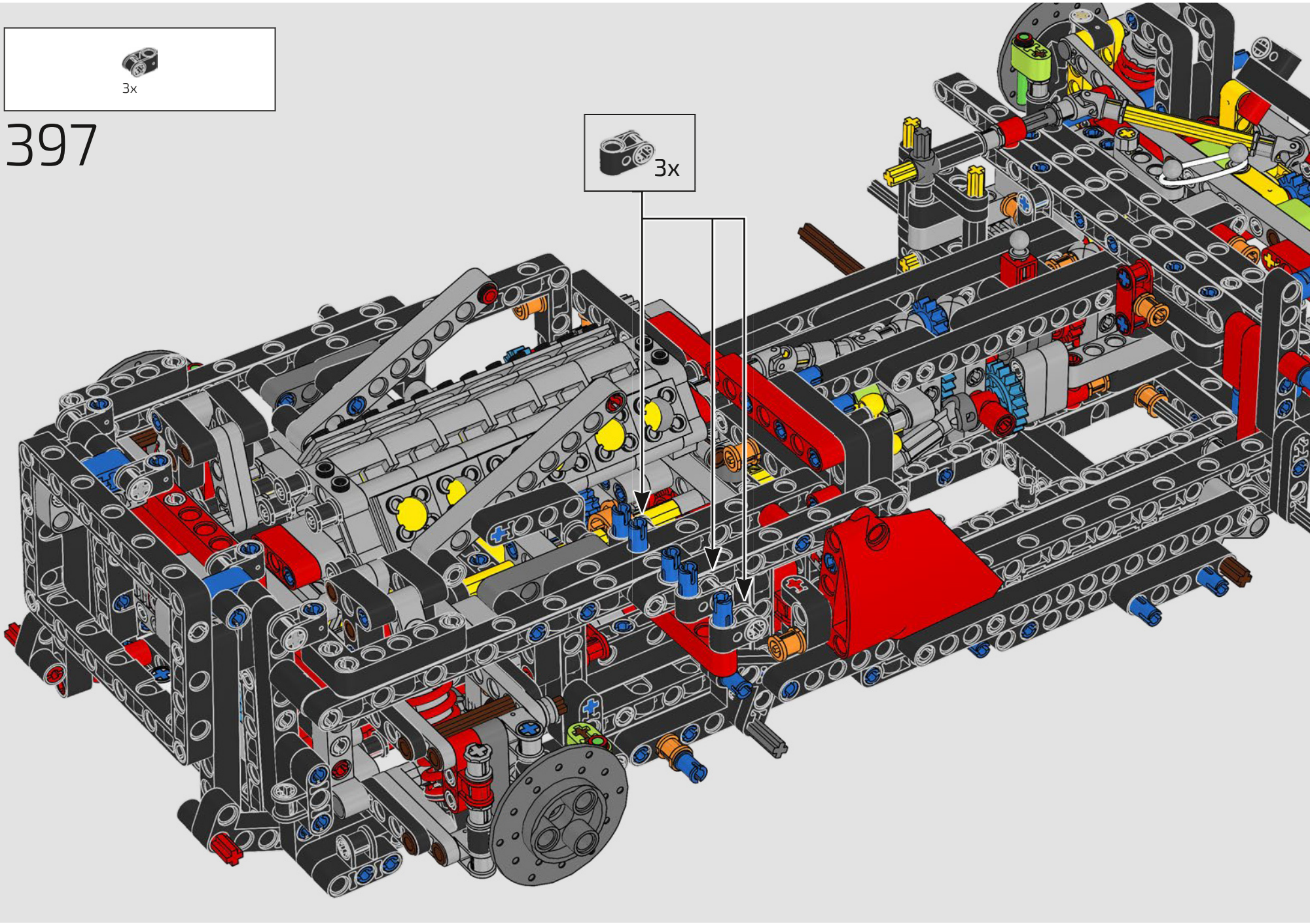
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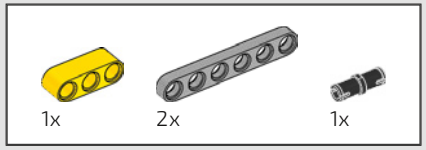



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7
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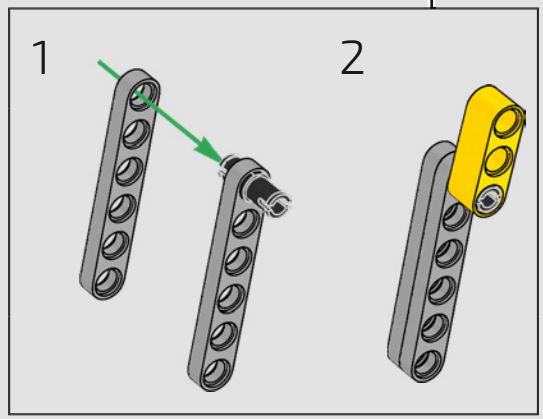
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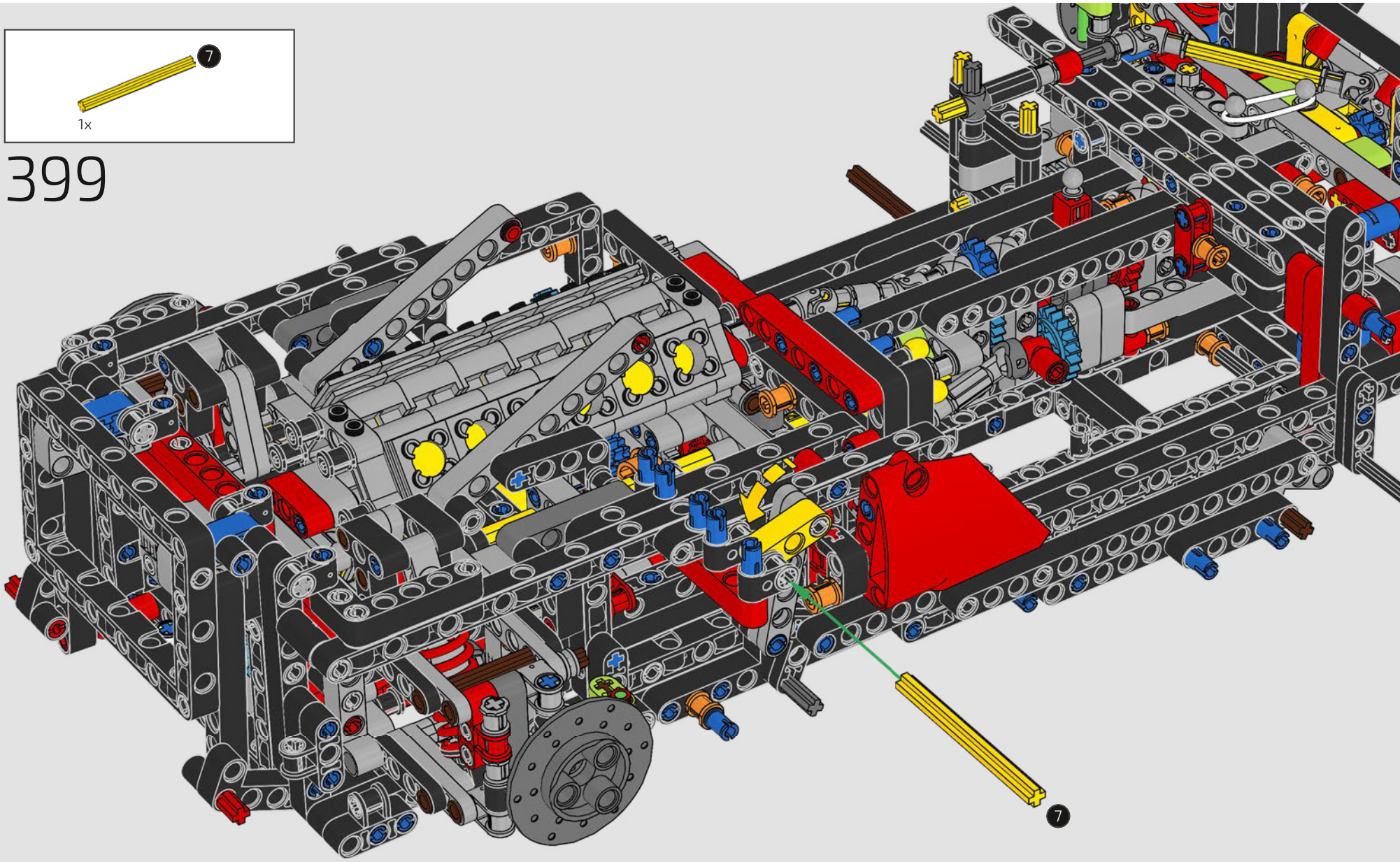




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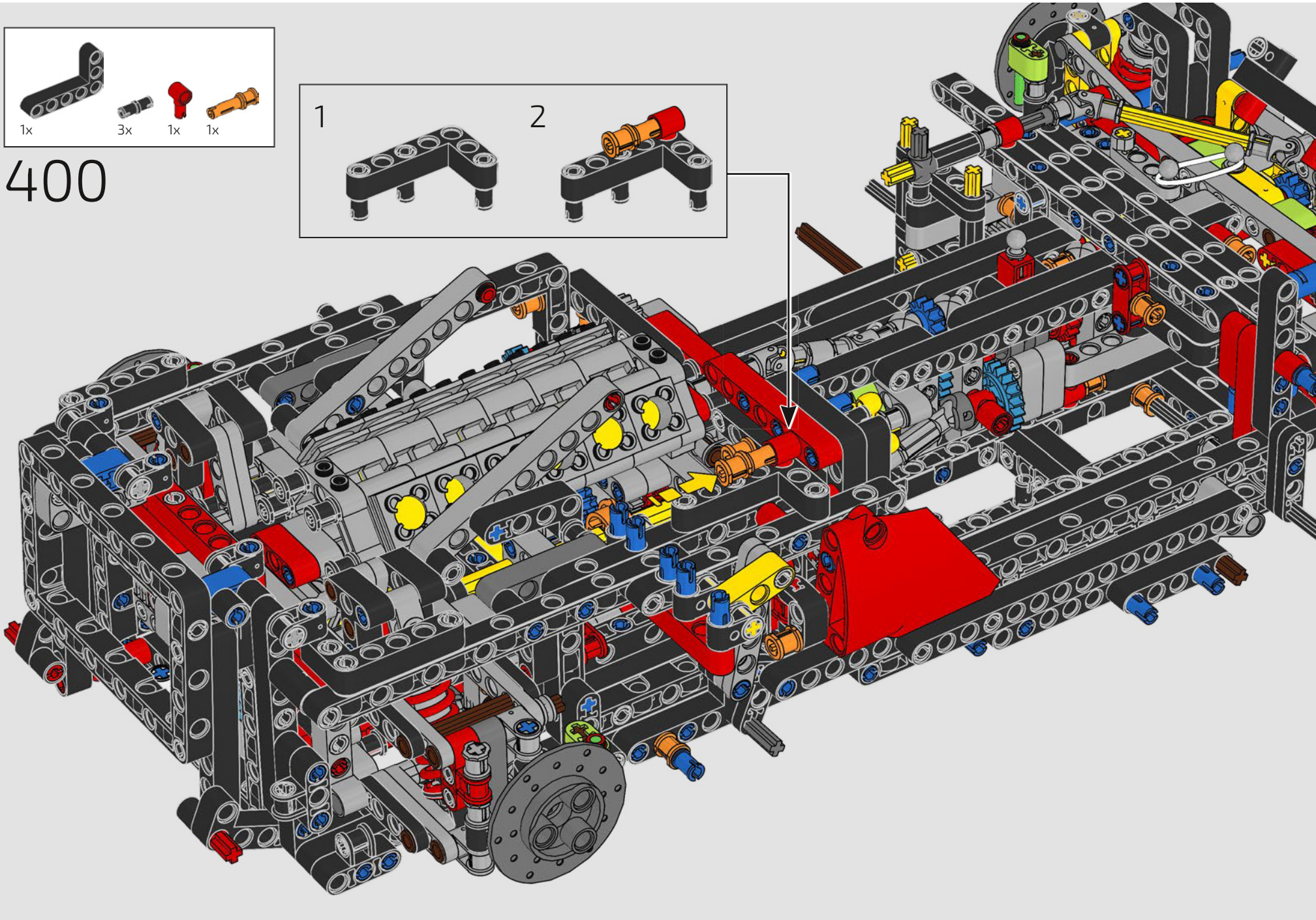


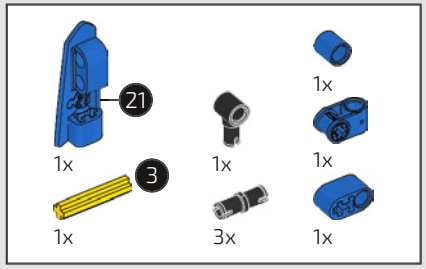
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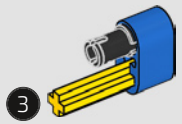
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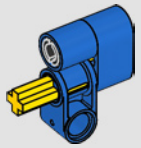


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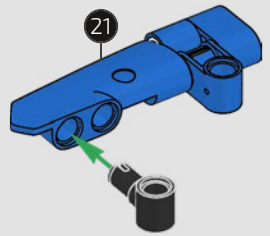
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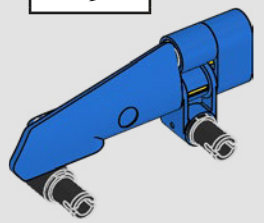
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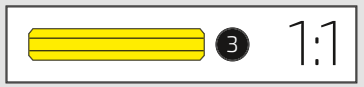


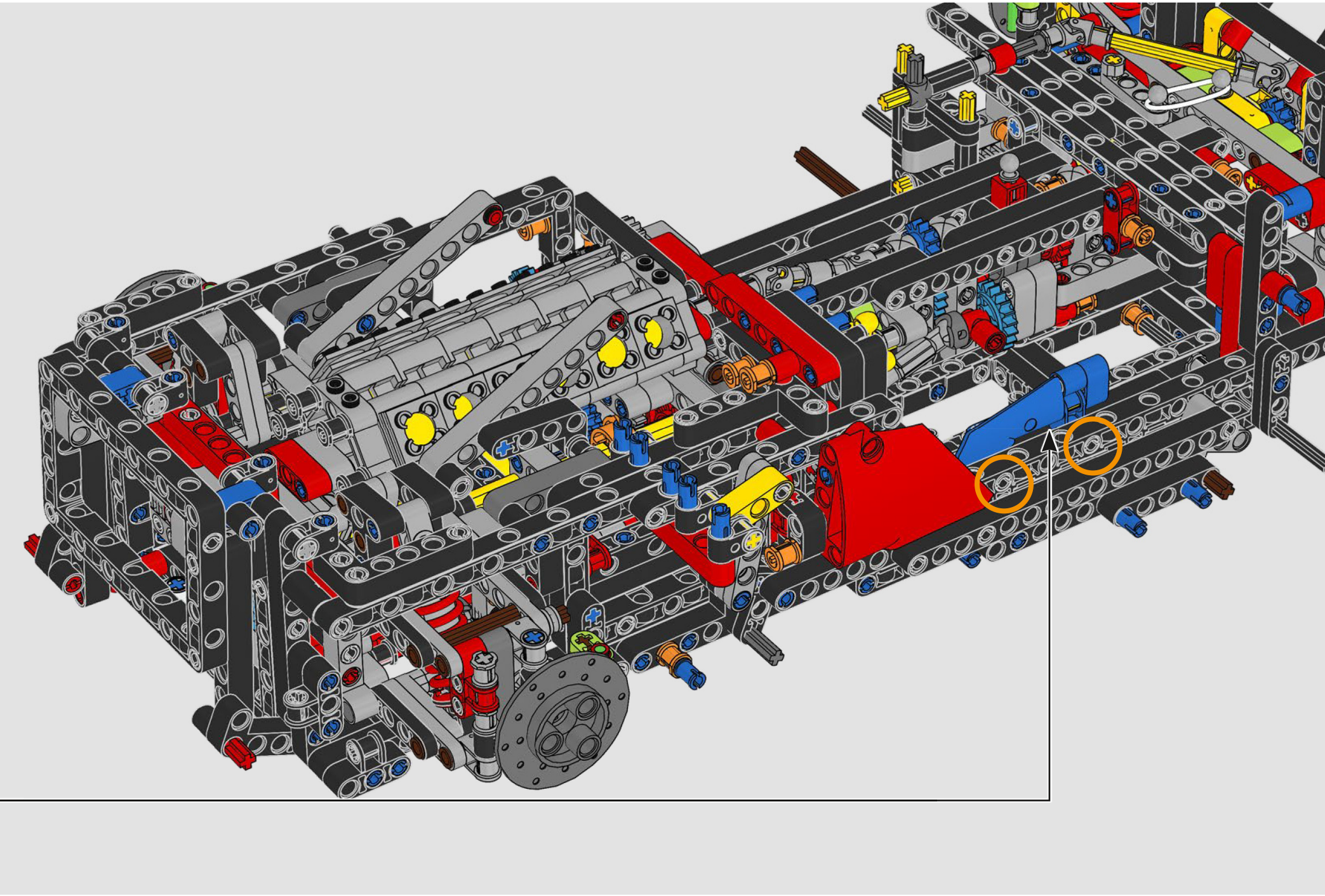
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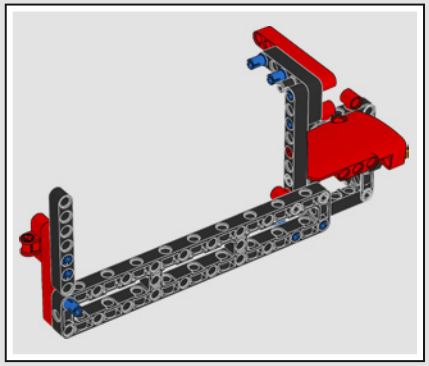


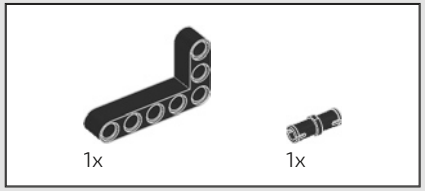
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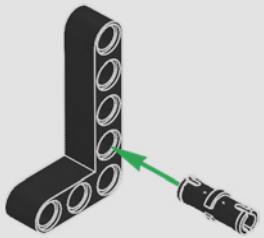


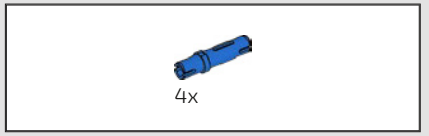




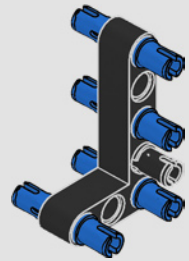


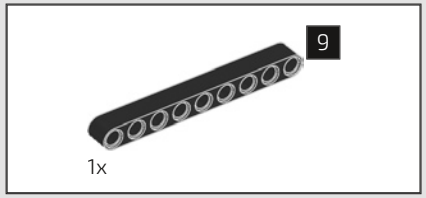
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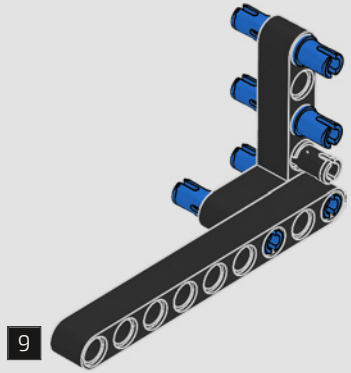


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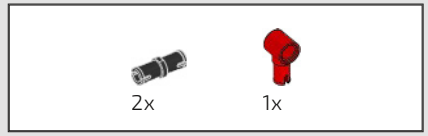




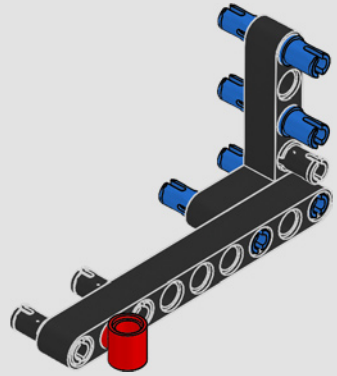
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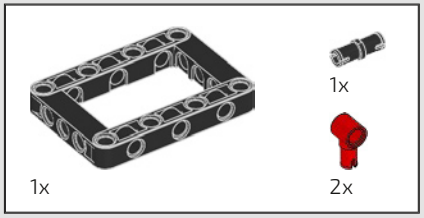




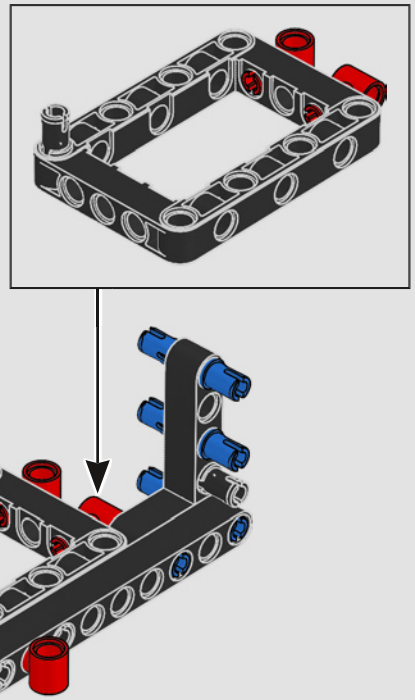


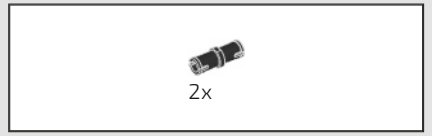
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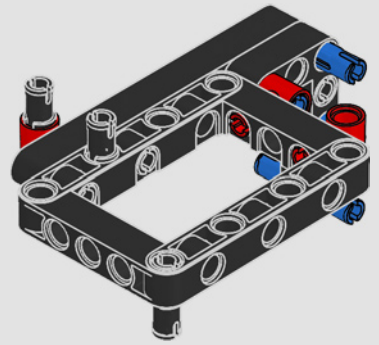
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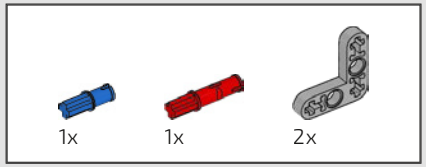




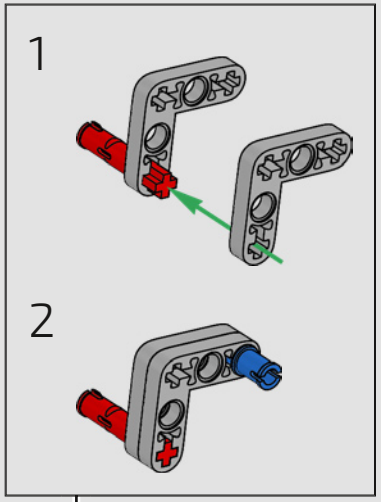
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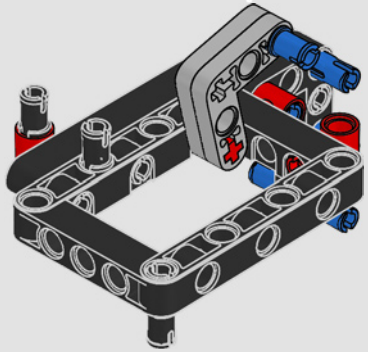


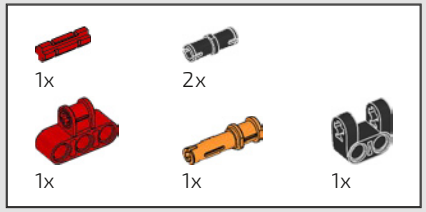




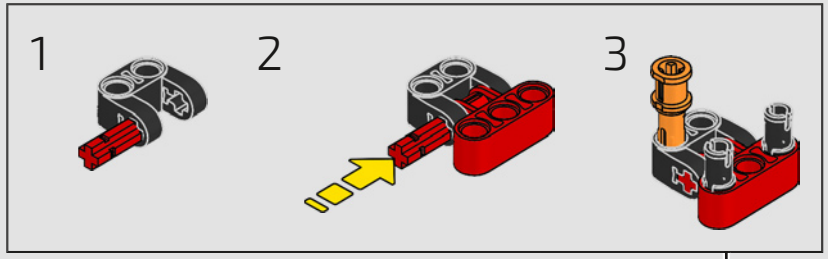
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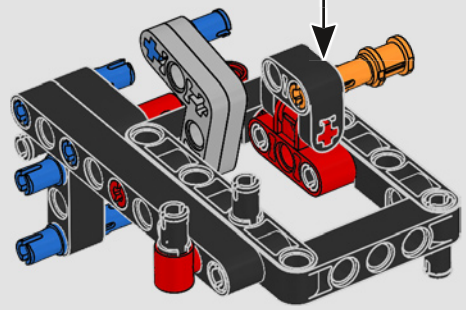


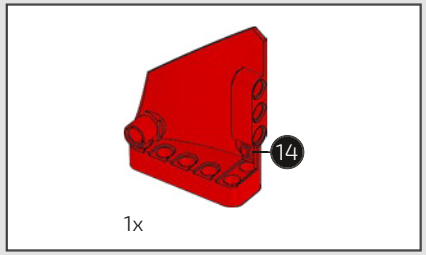


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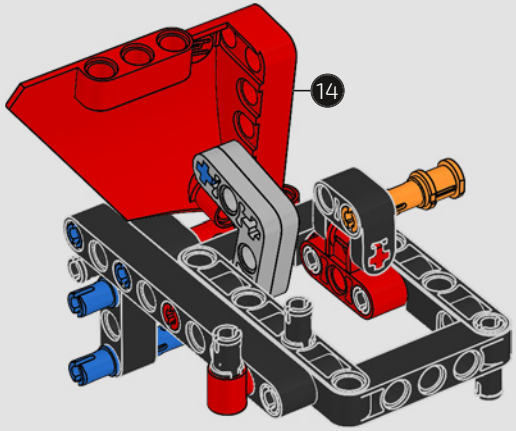


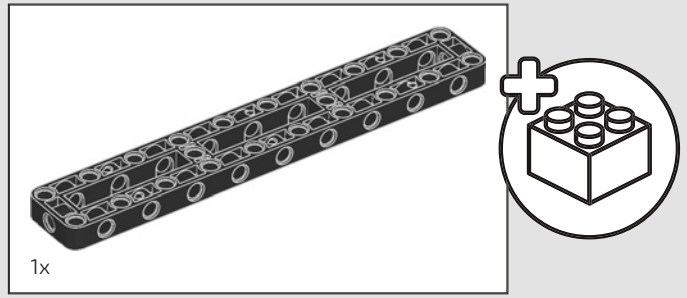




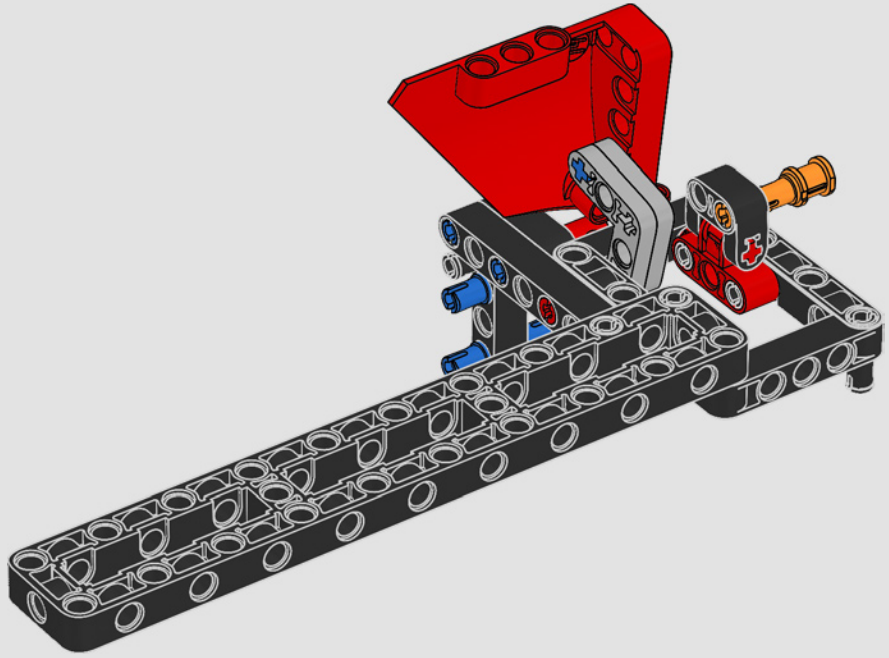


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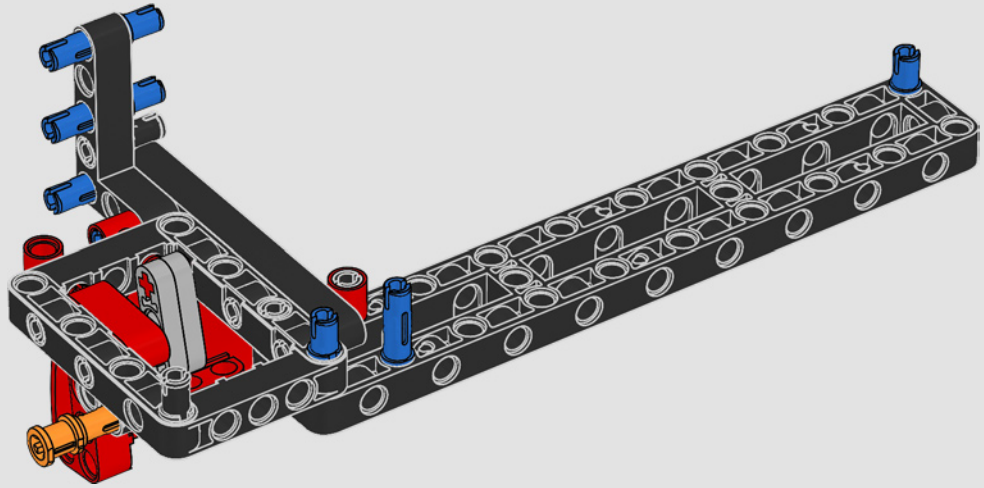
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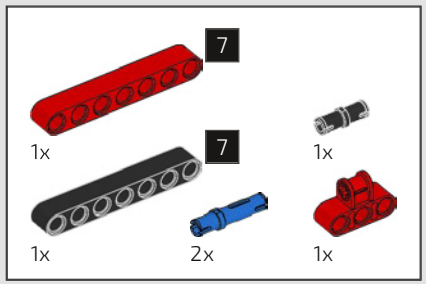



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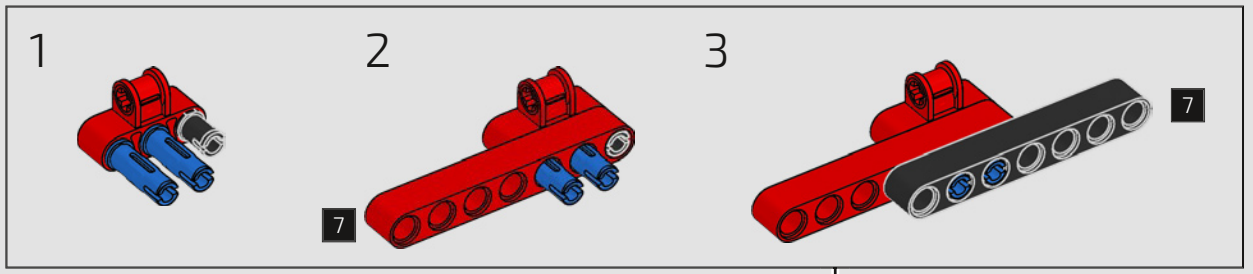
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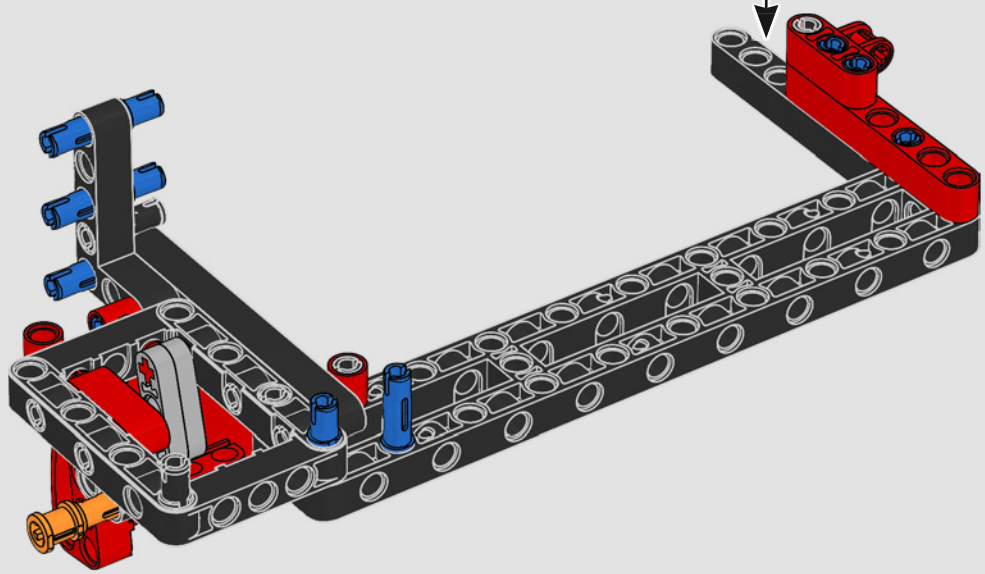


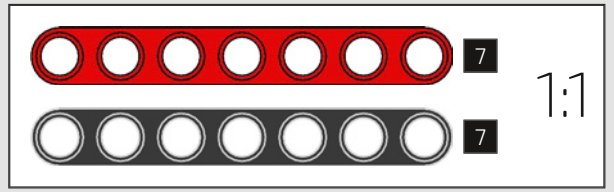


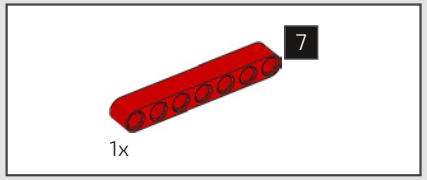


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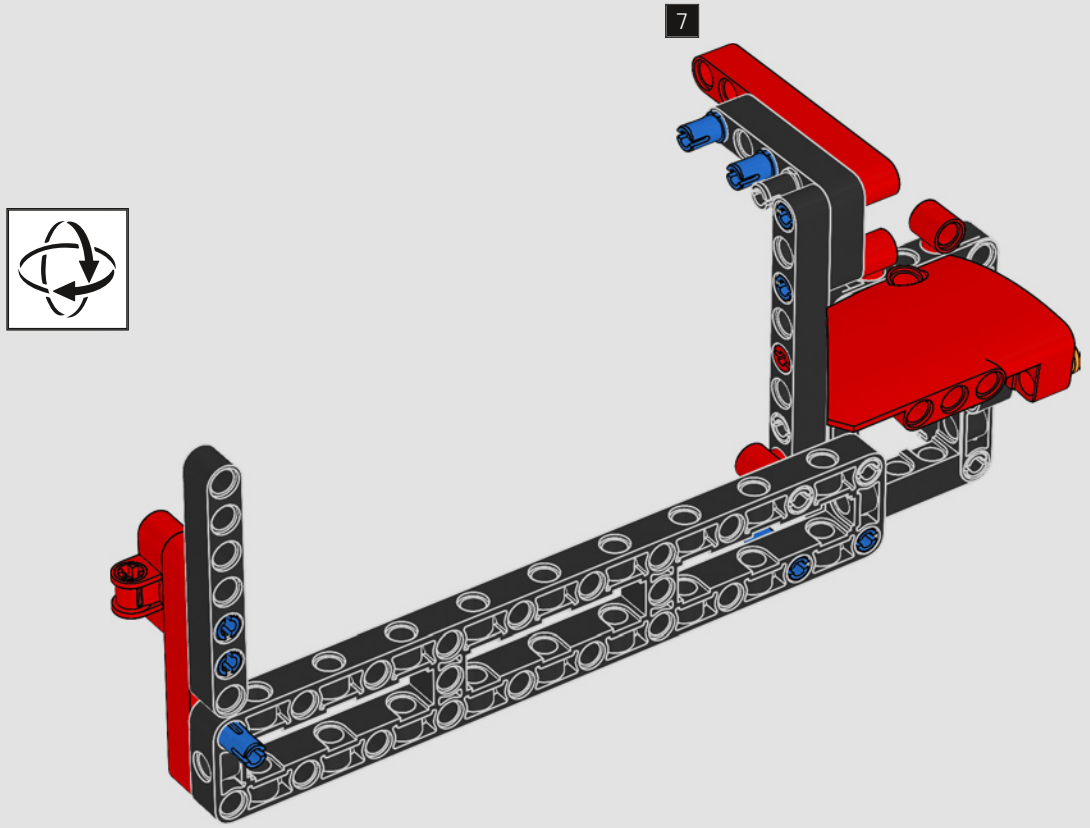


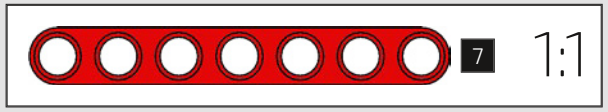




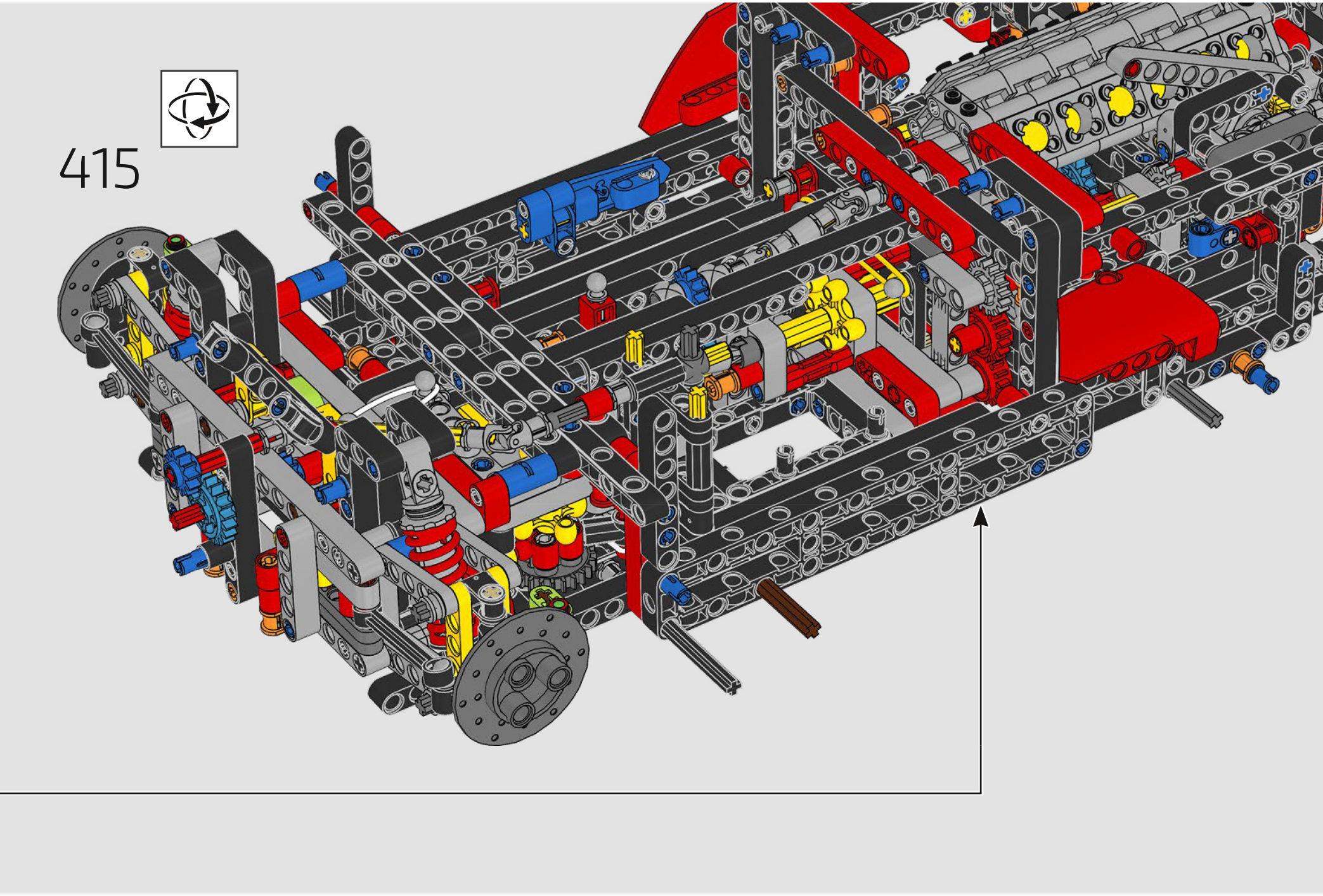


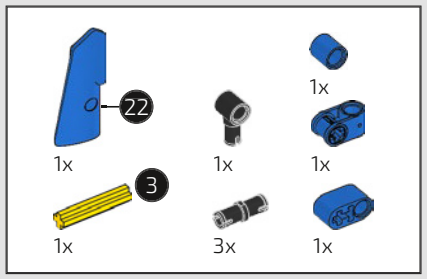
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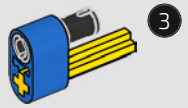
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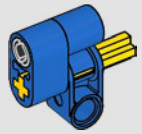


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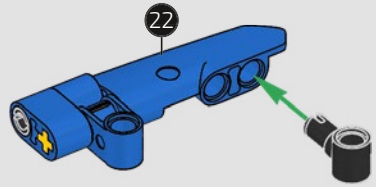
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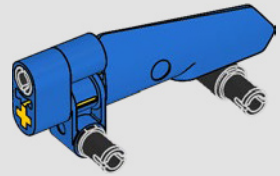
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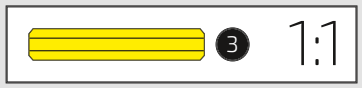


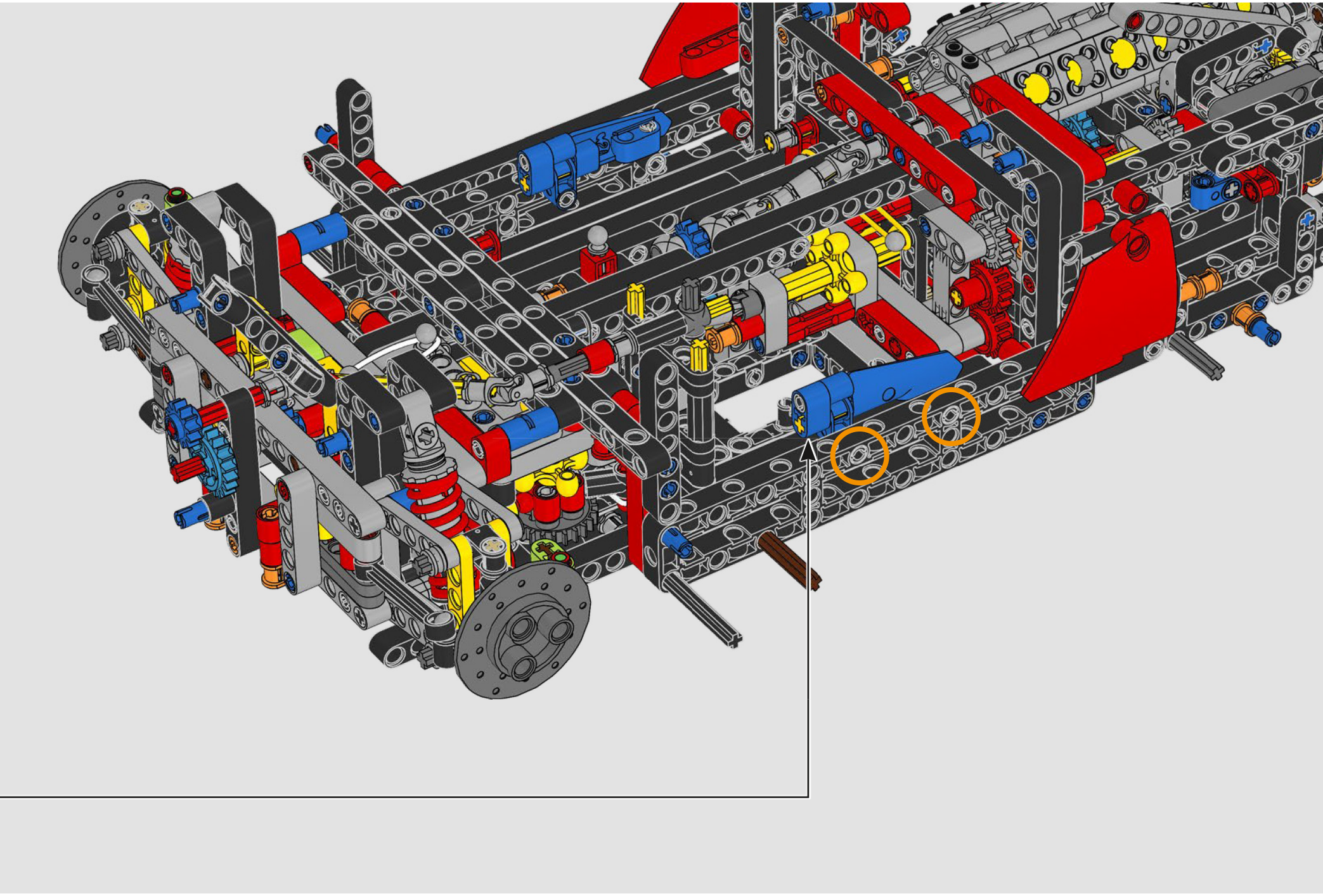
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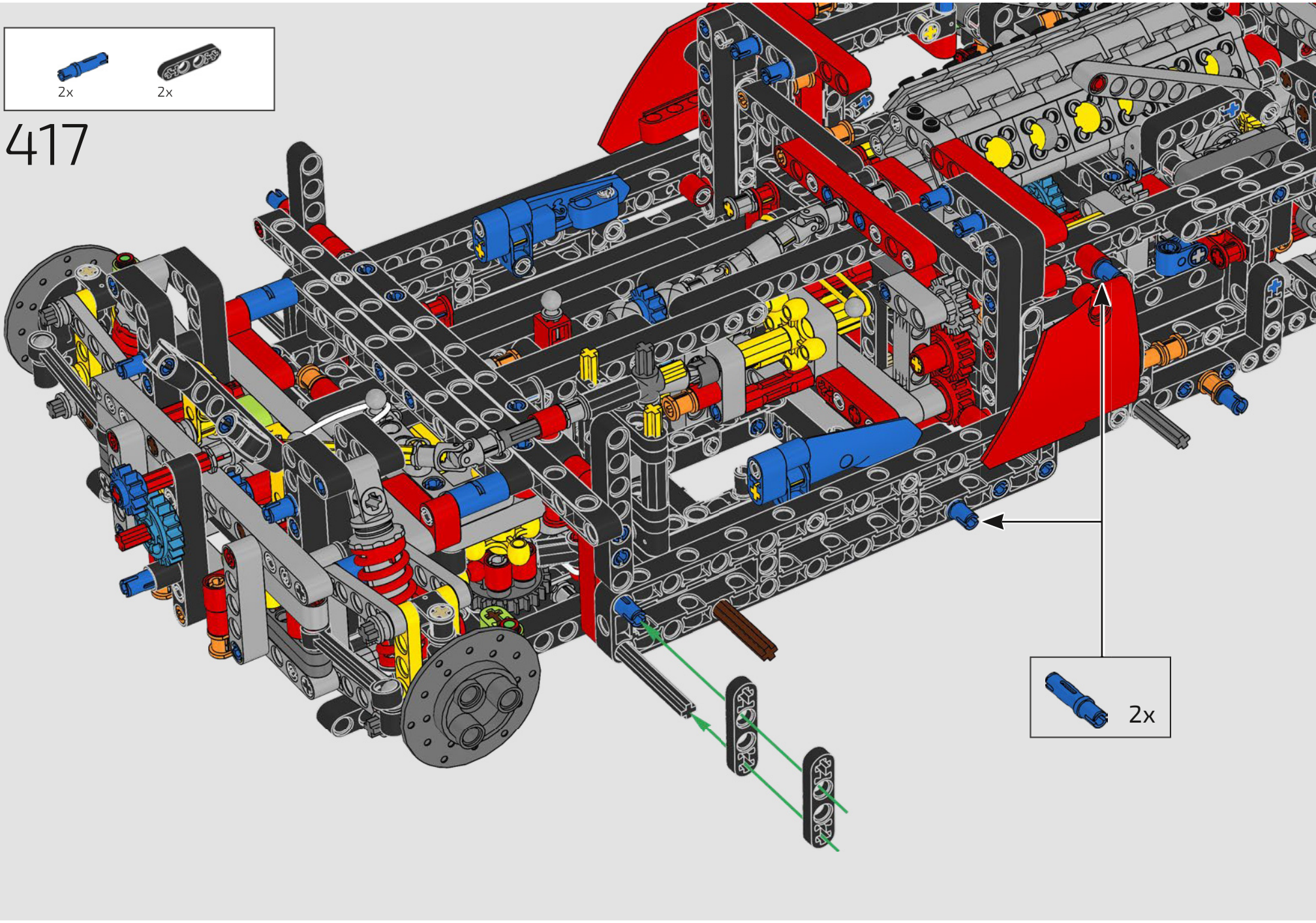


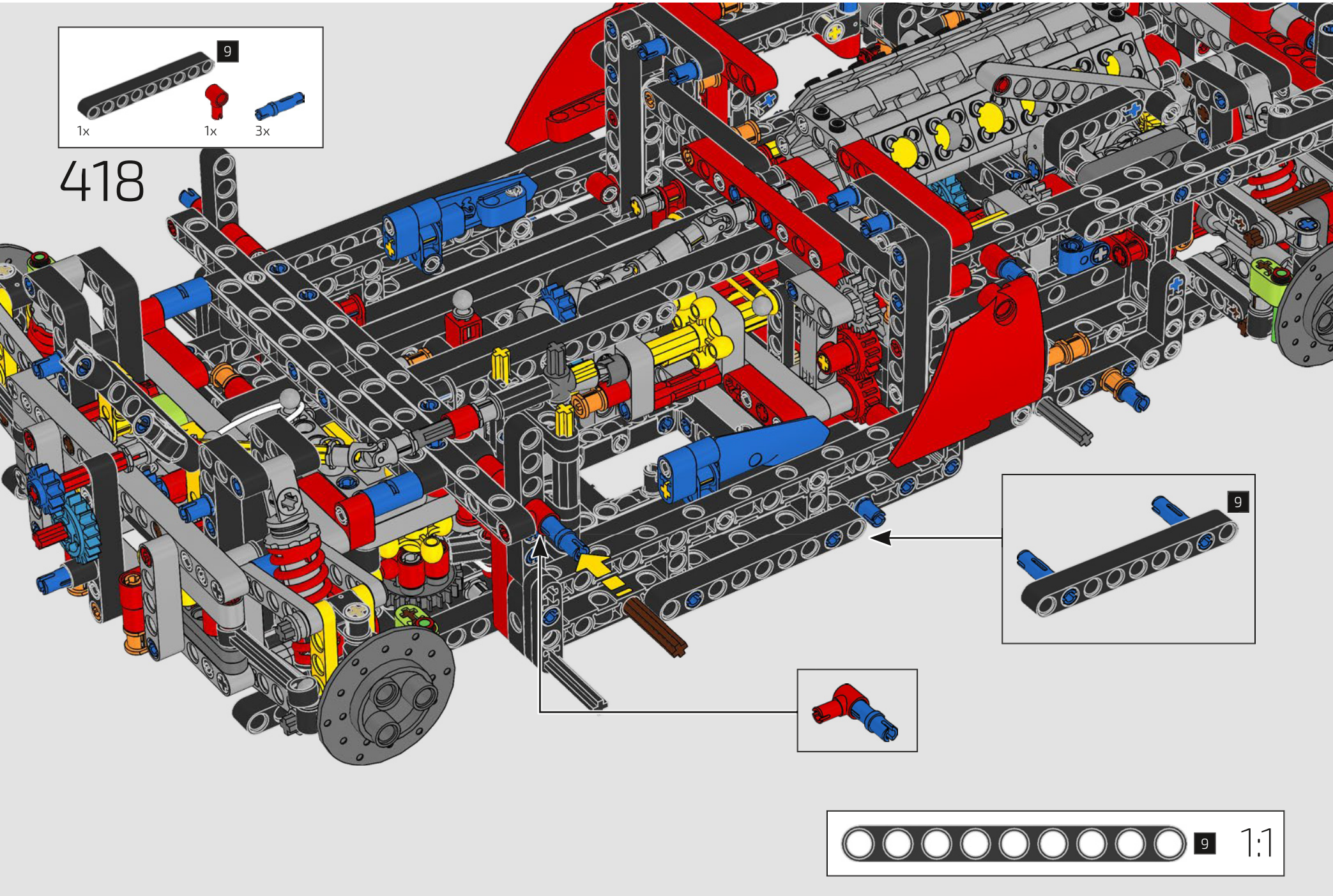
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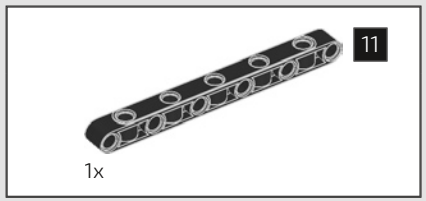




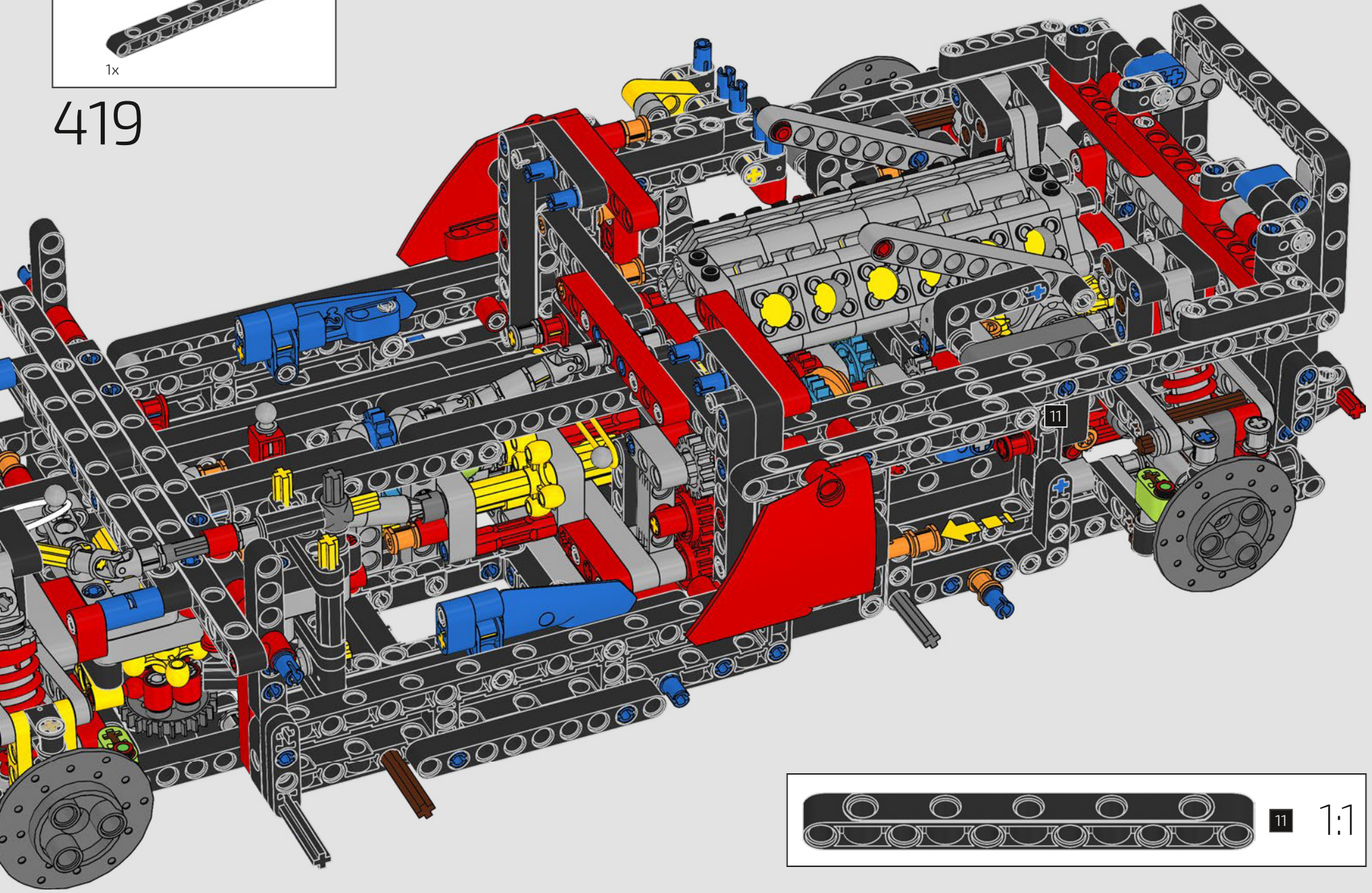


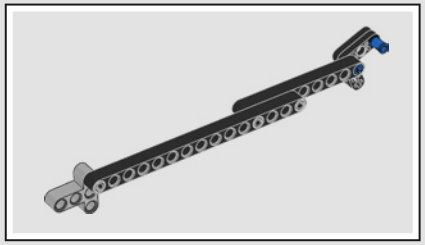

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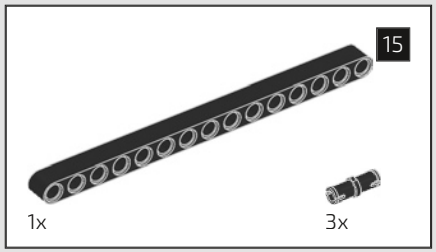

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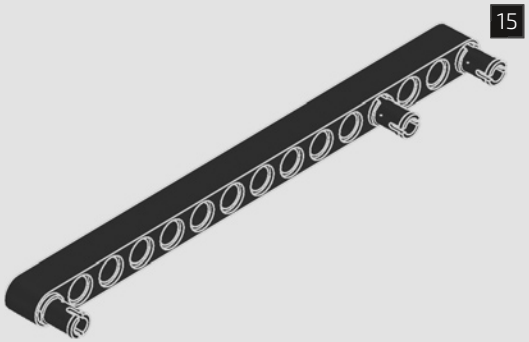
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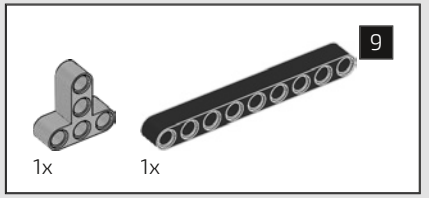




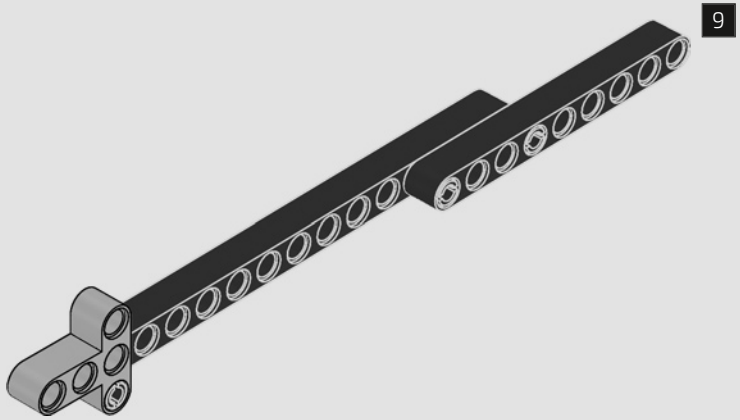


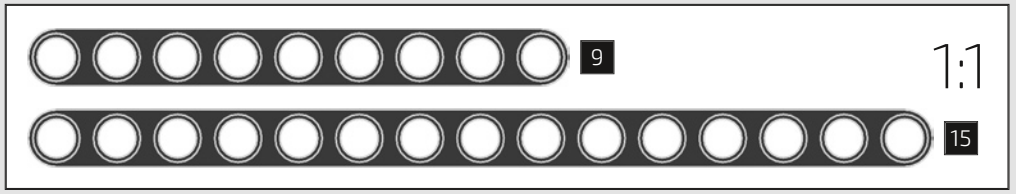
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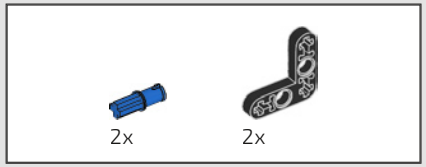




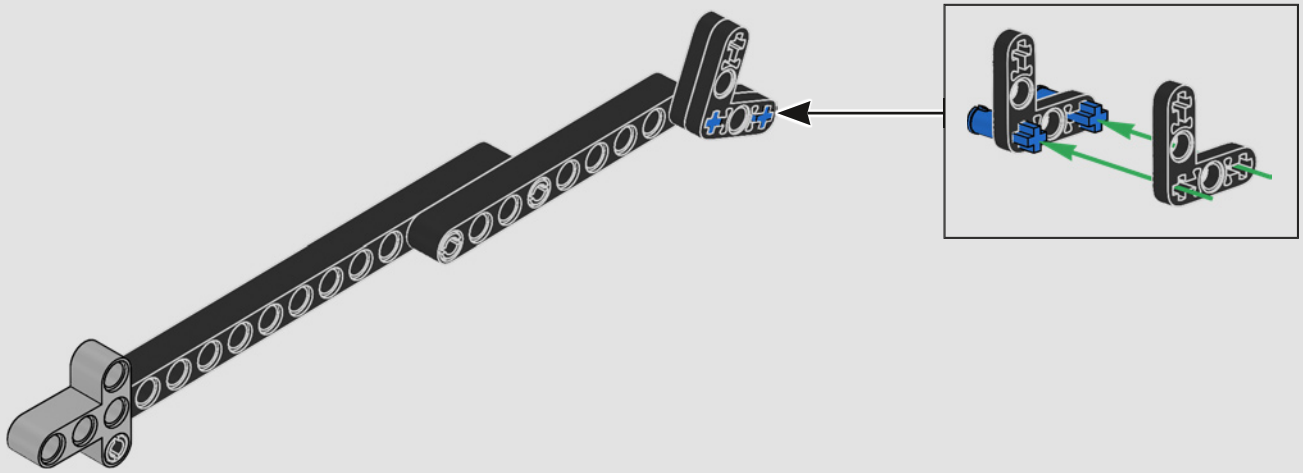
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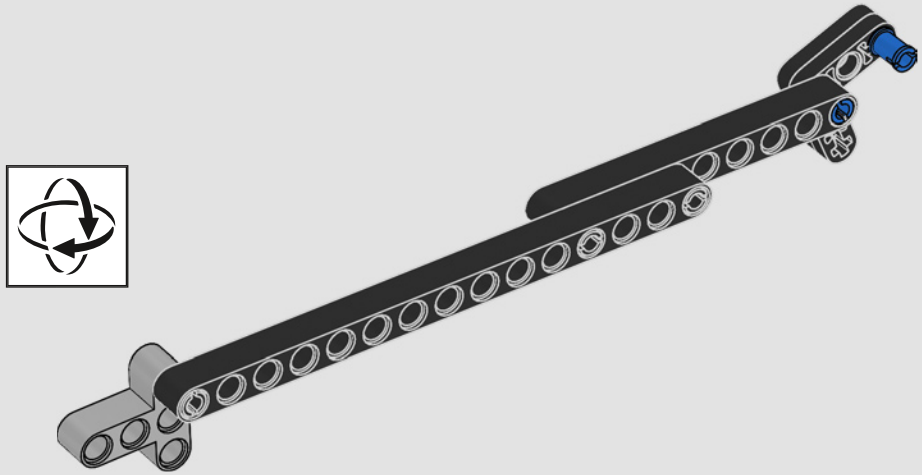




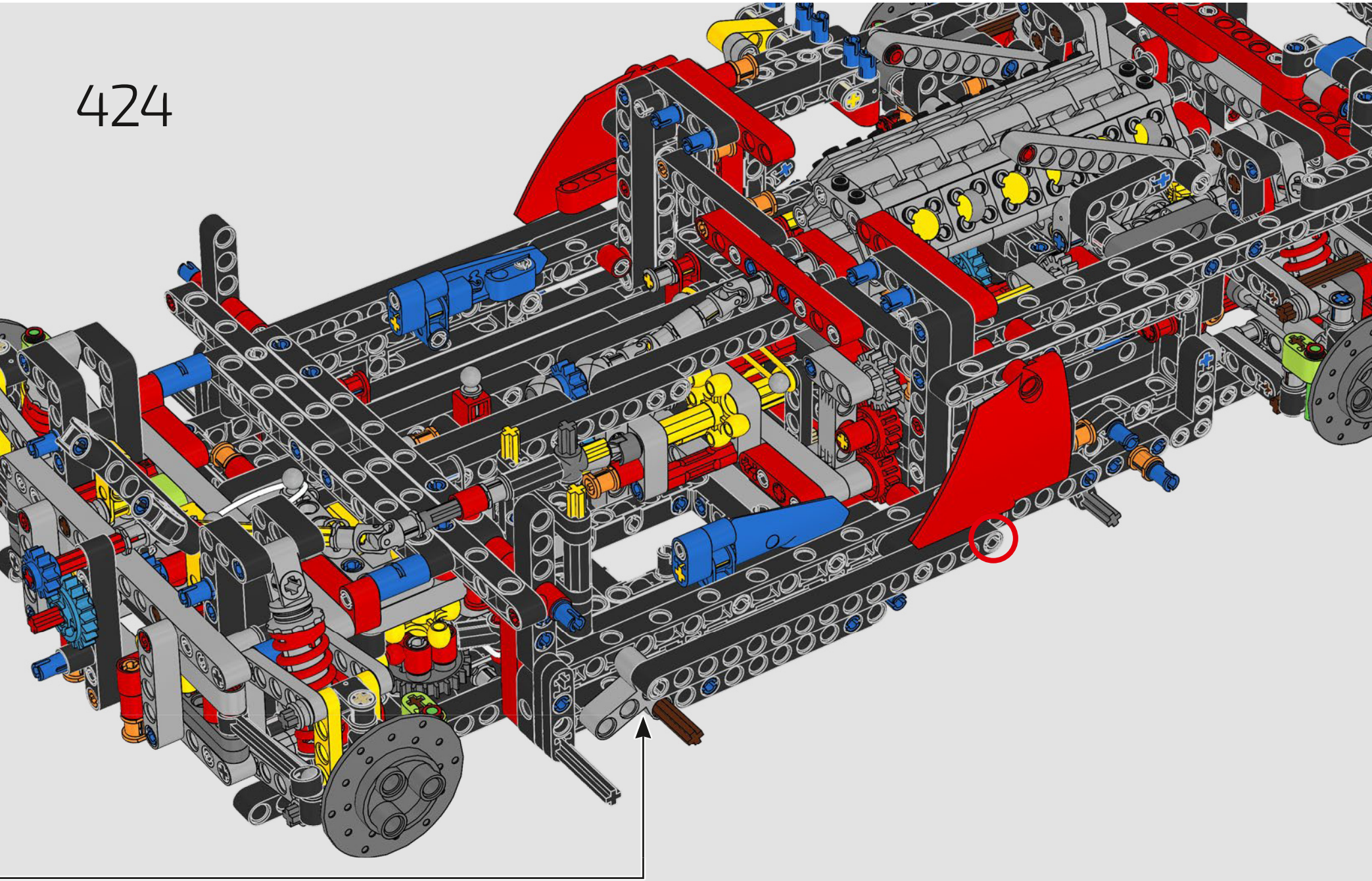
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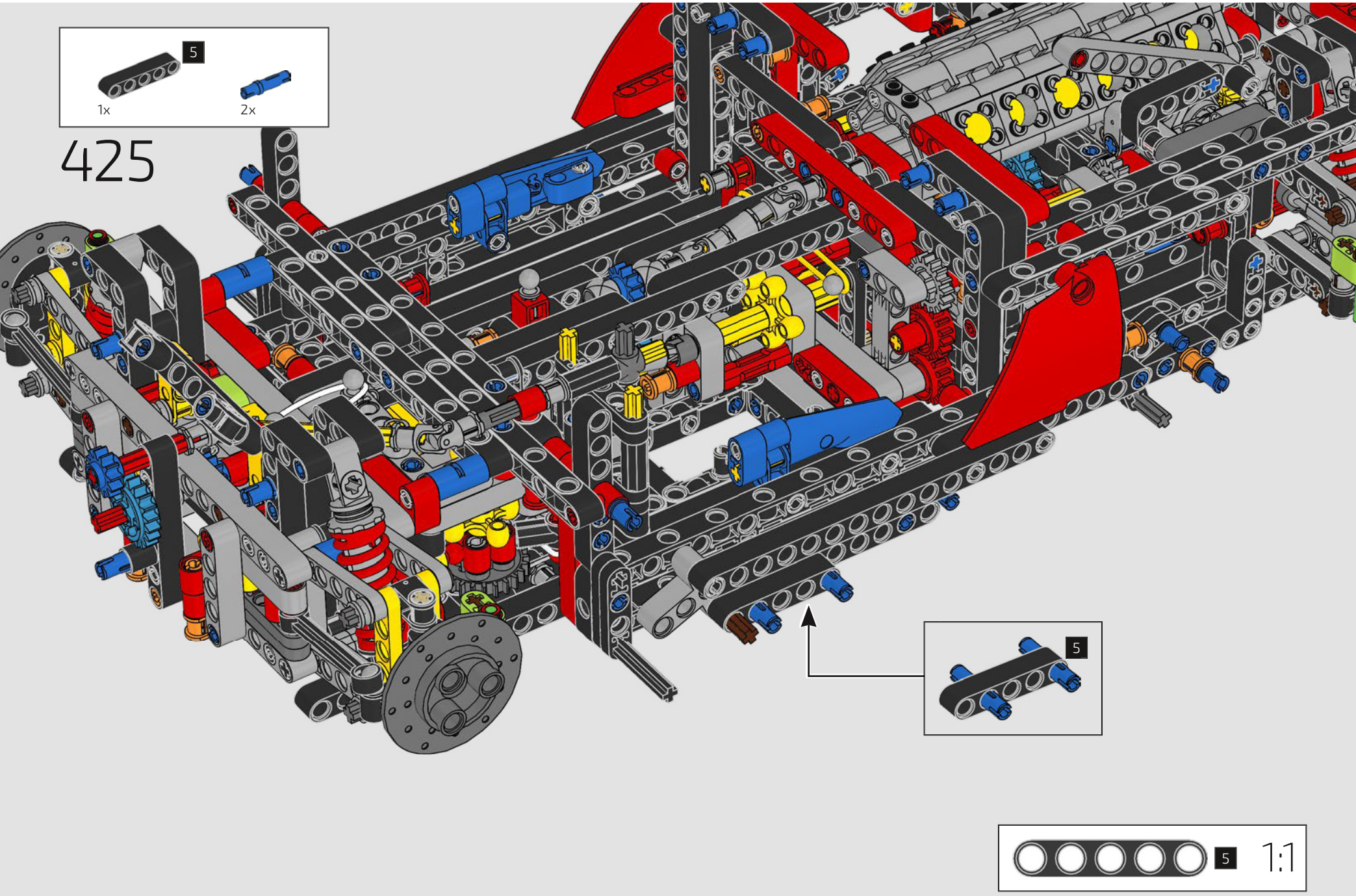


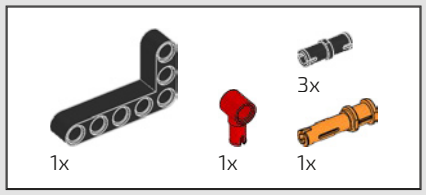
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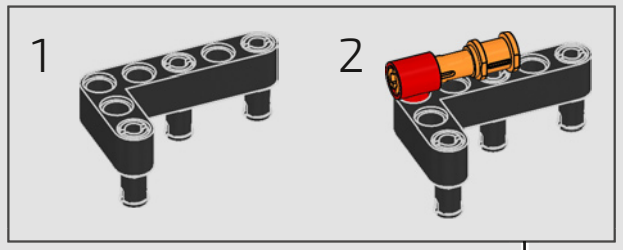
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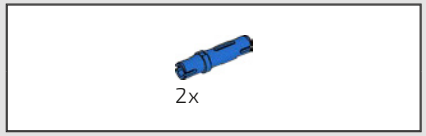



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2x
425
5
5
1:1



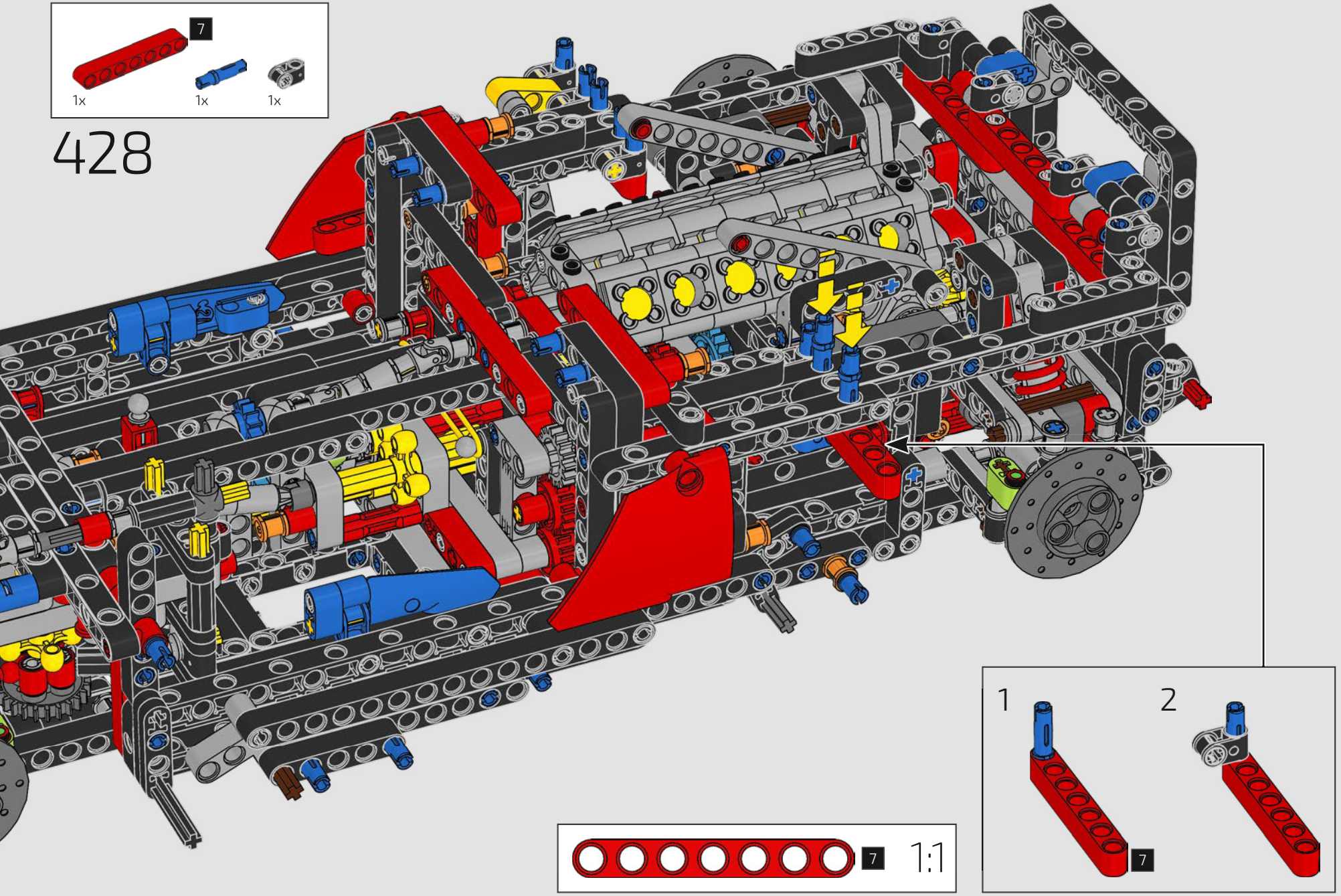
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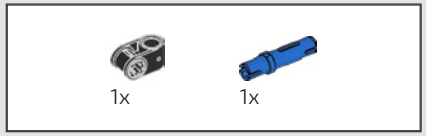




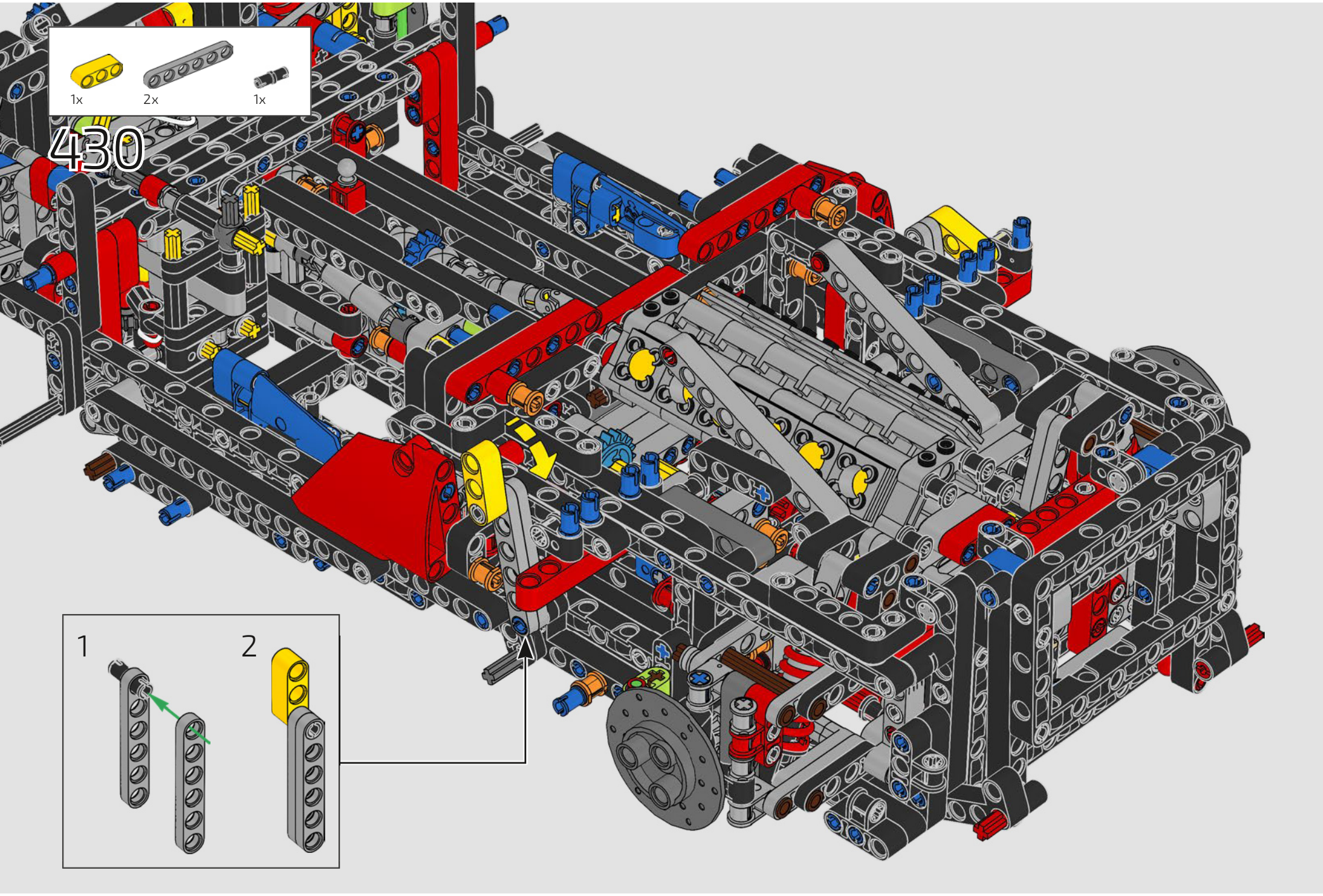
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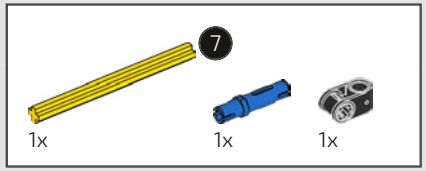
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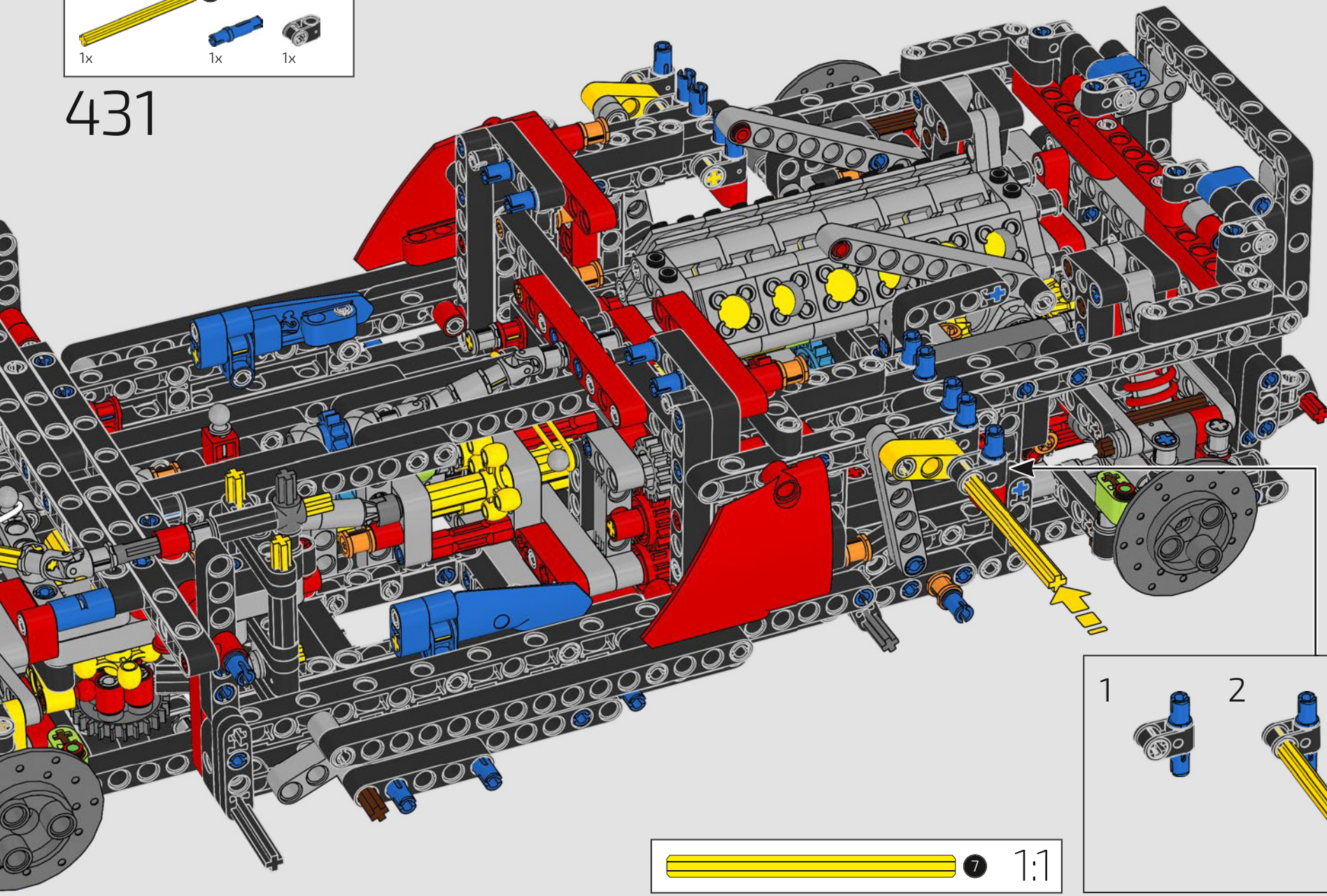


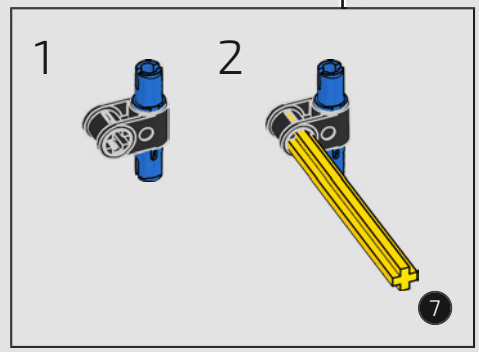
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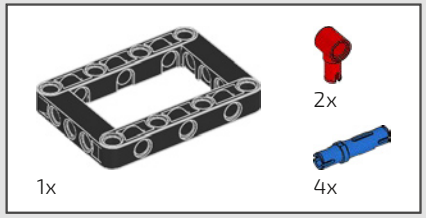

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1x
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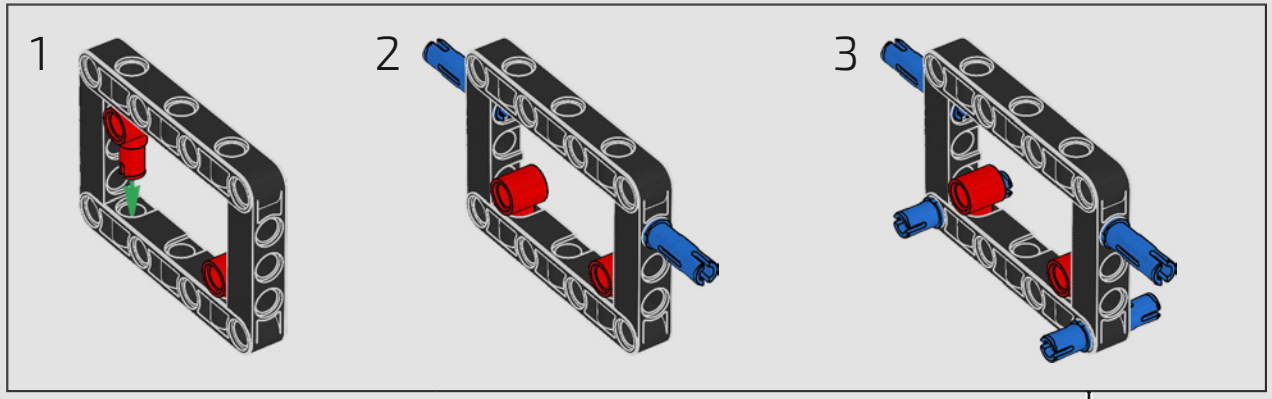
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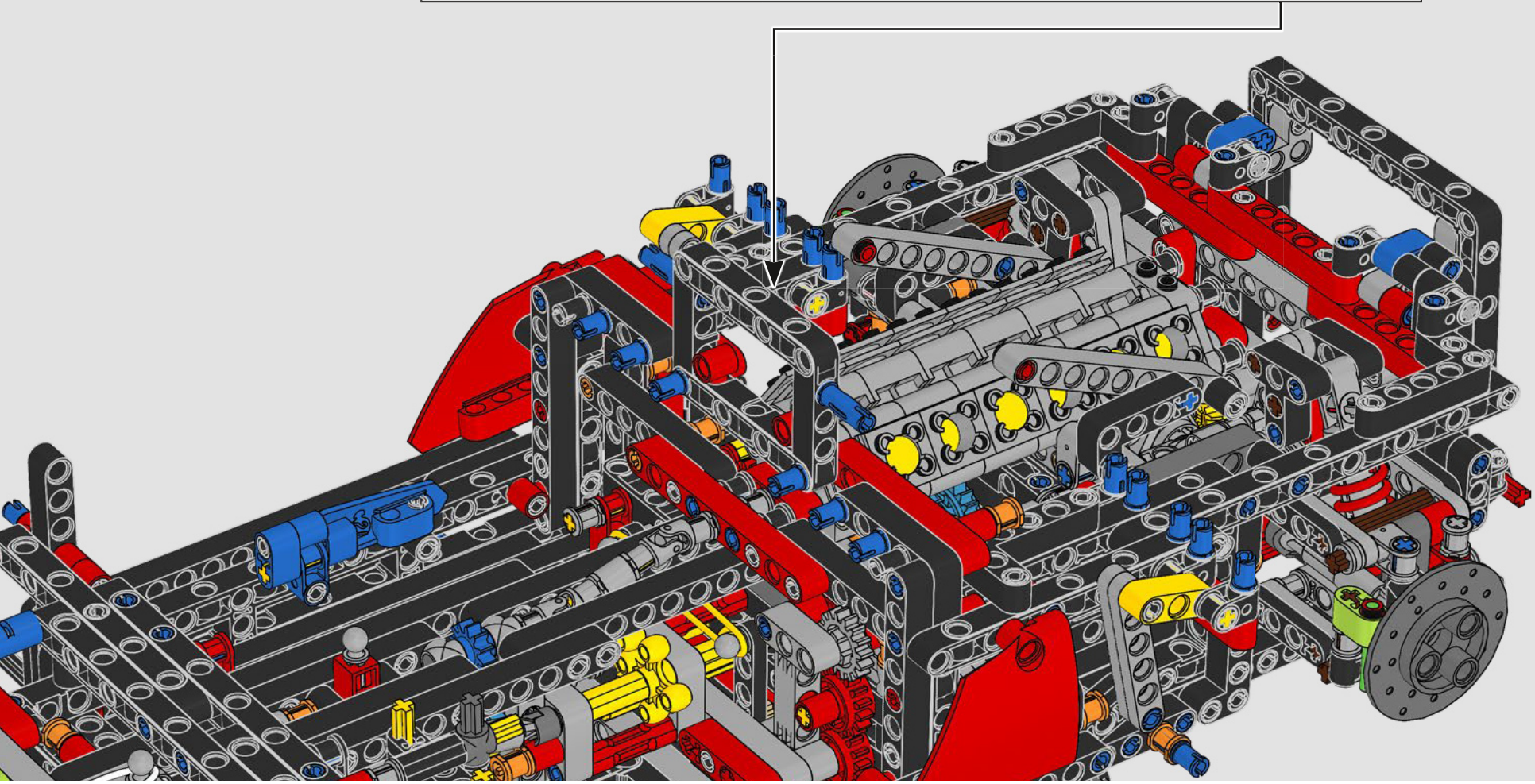






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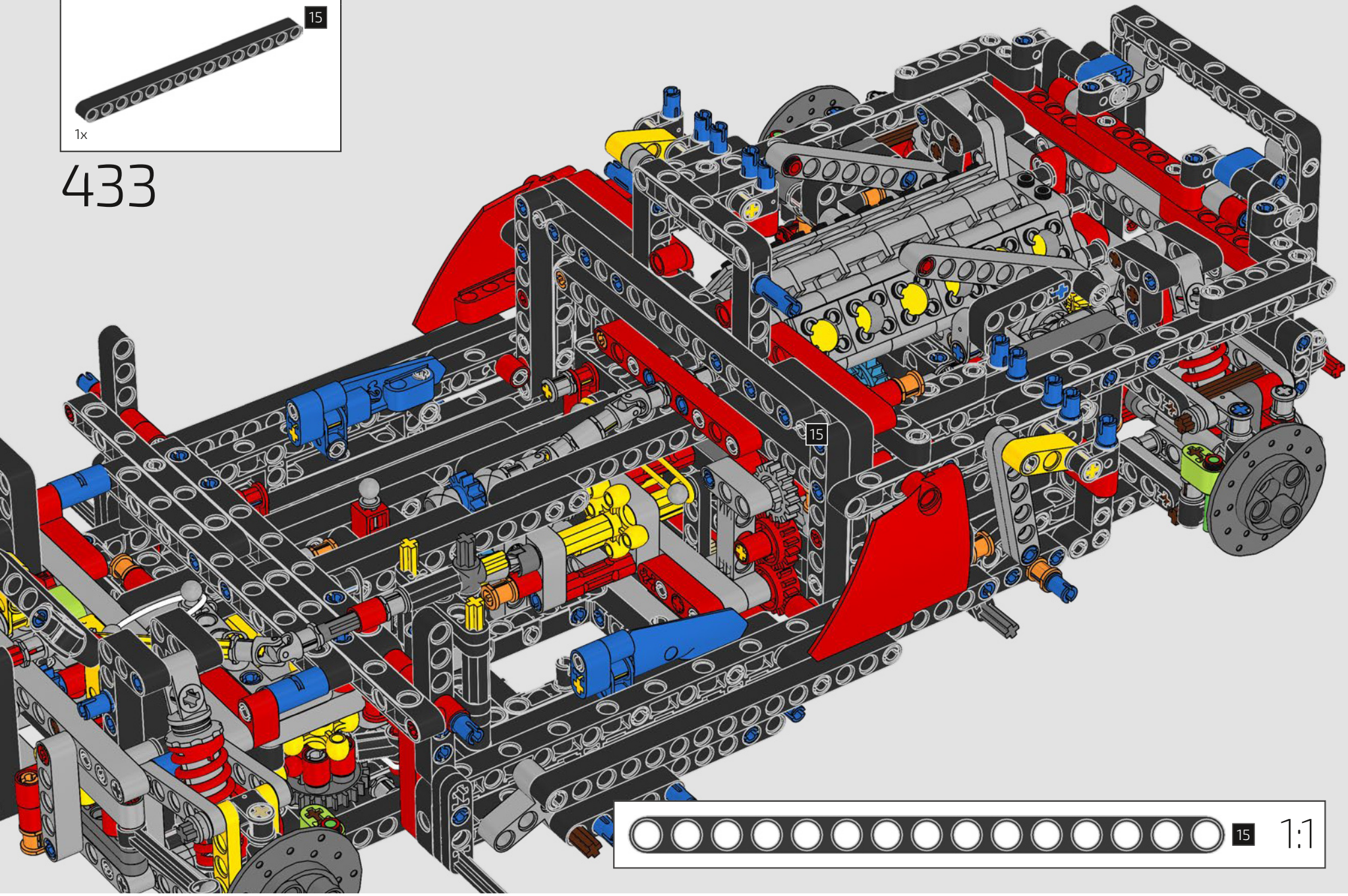


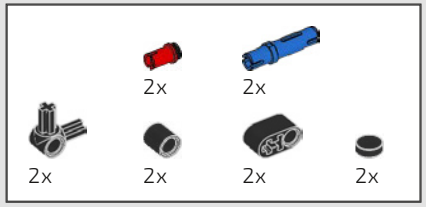


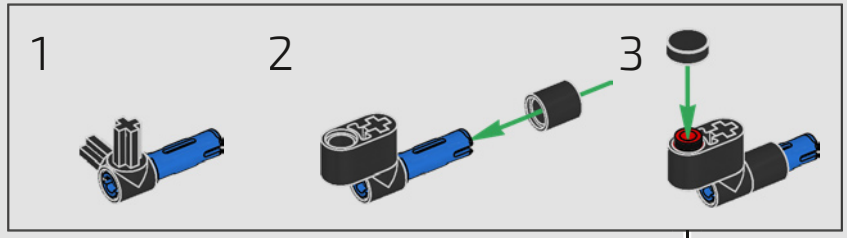
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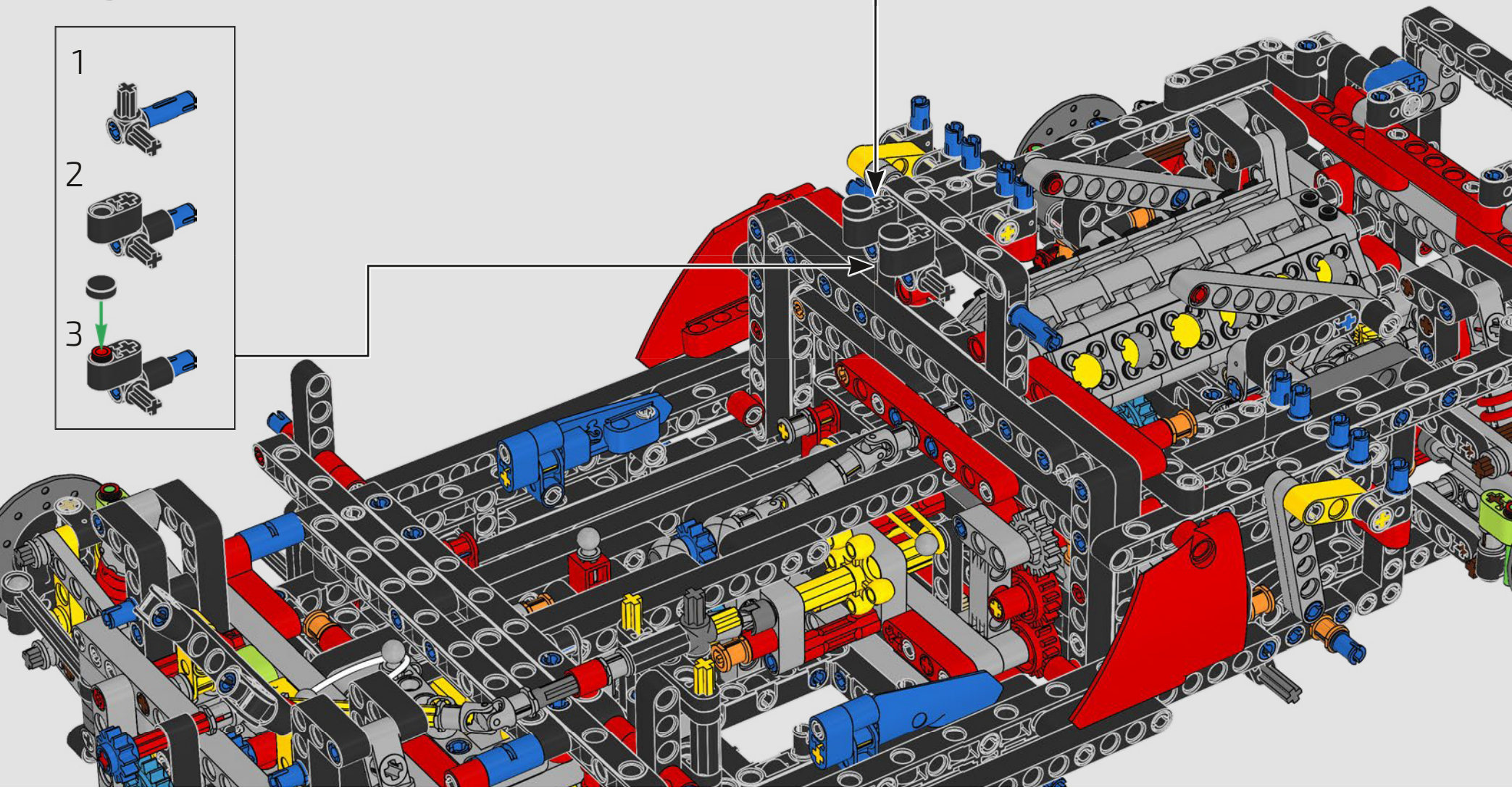
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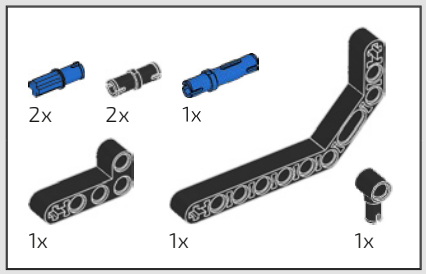




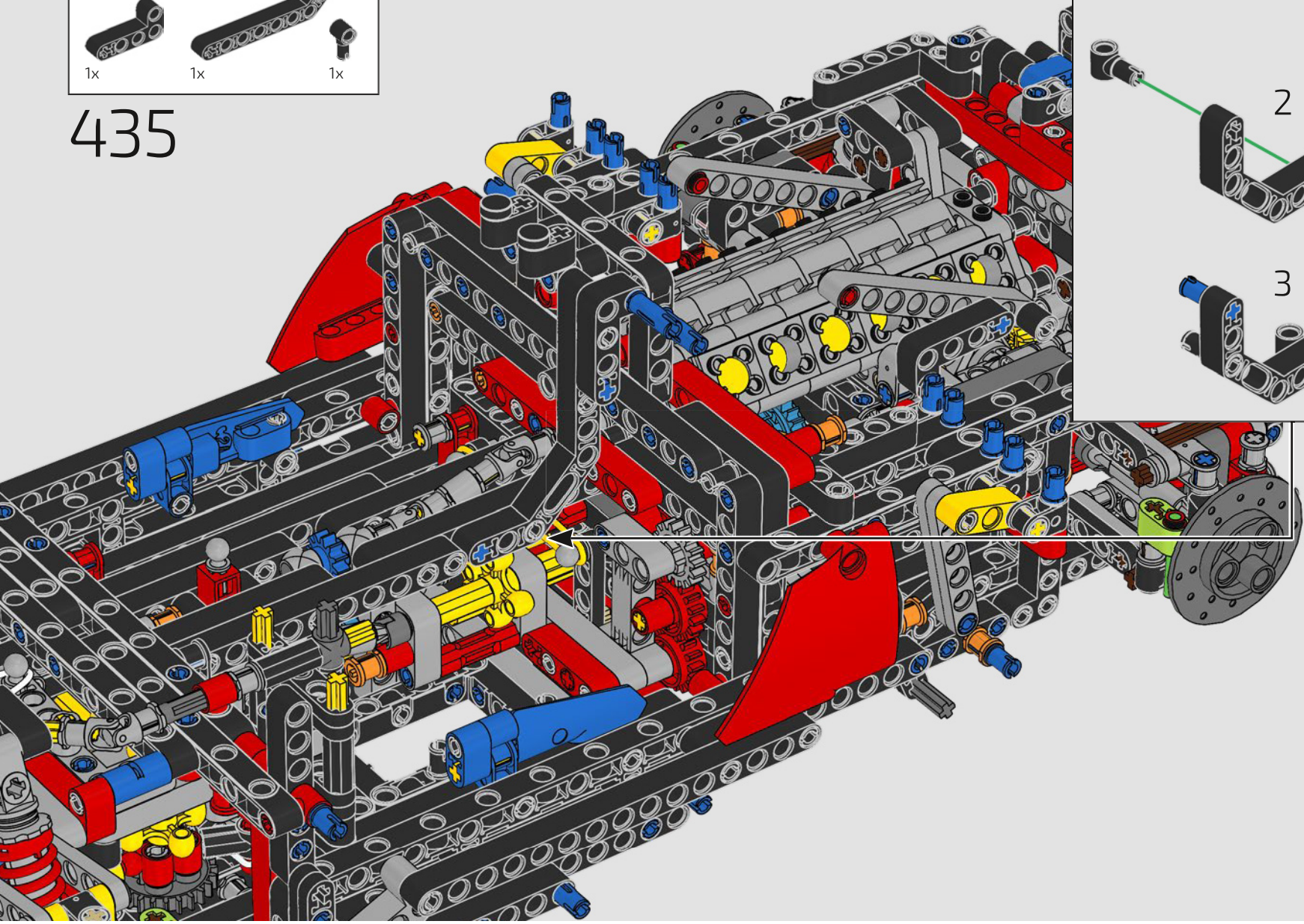


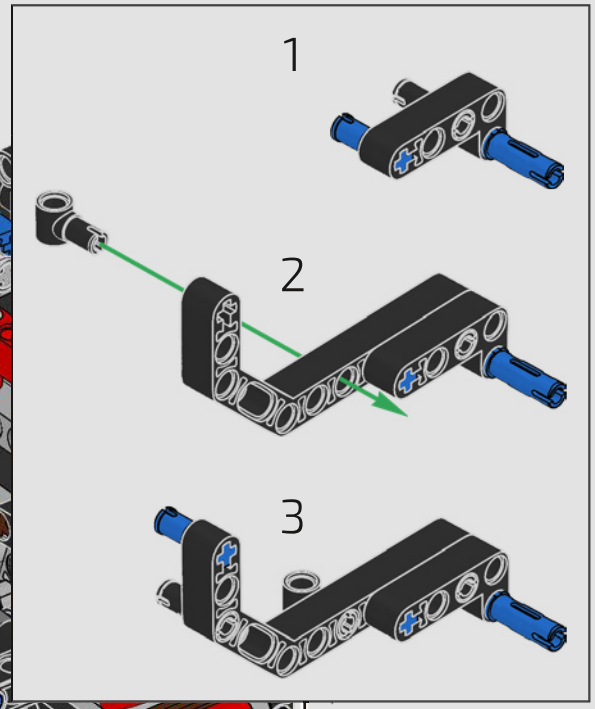
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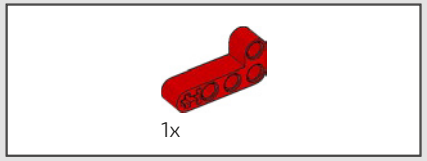




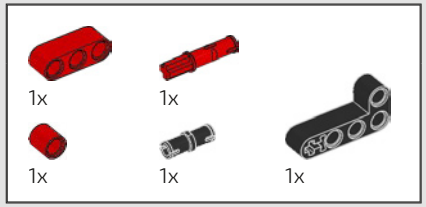
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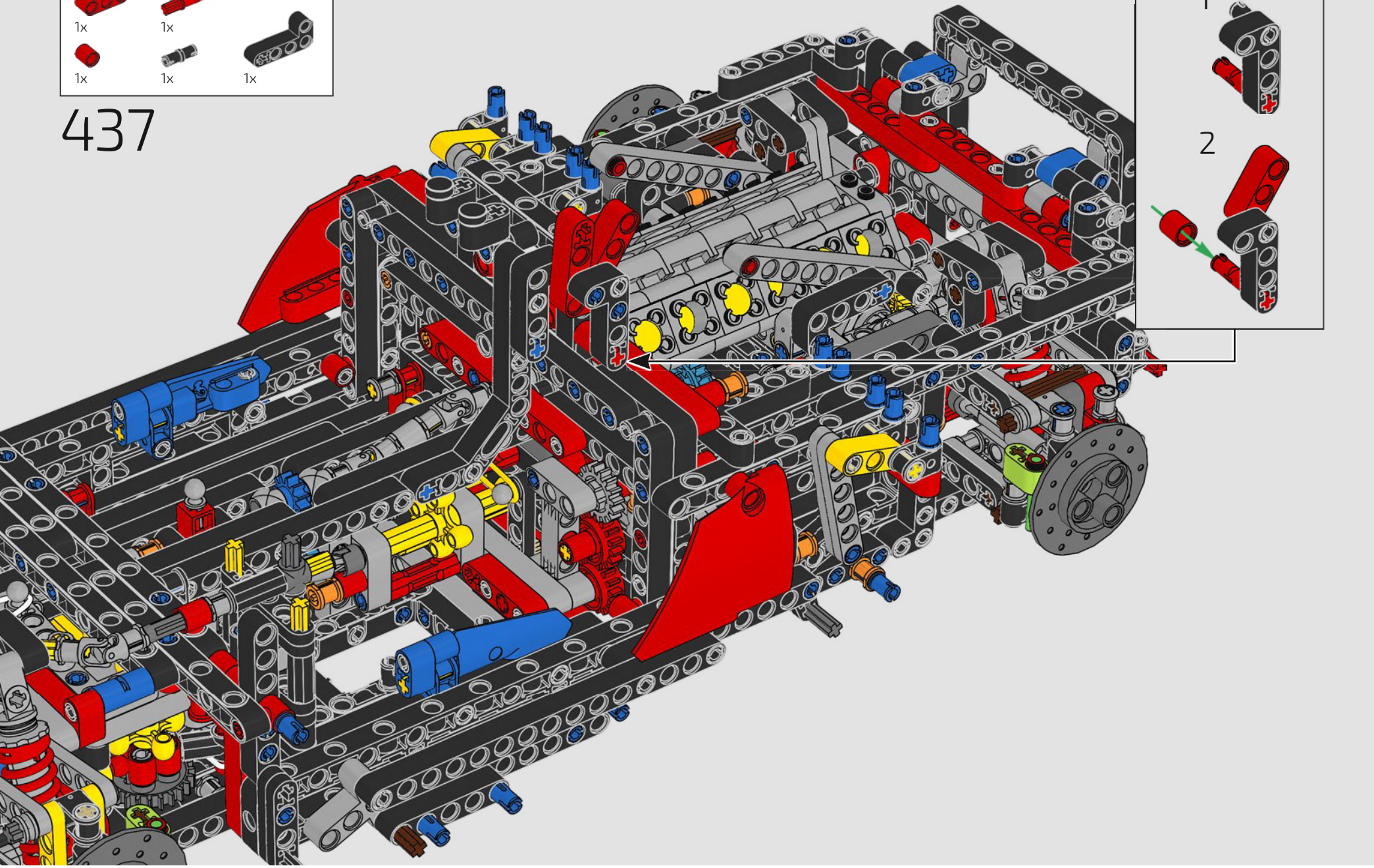


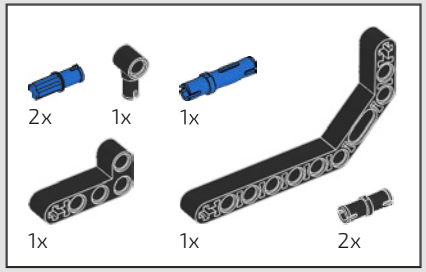


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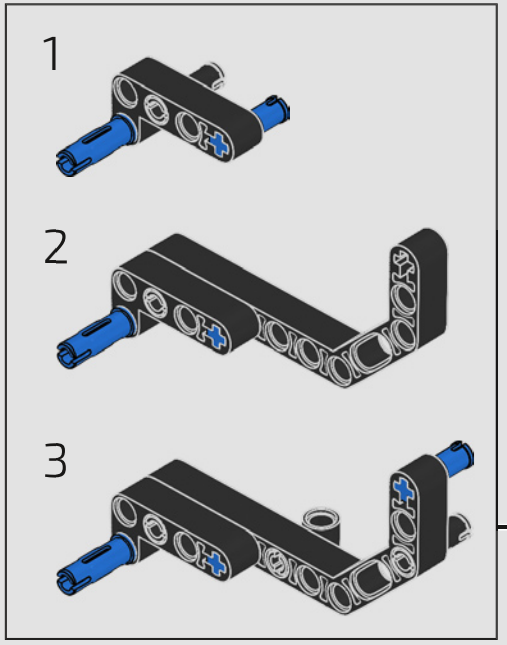
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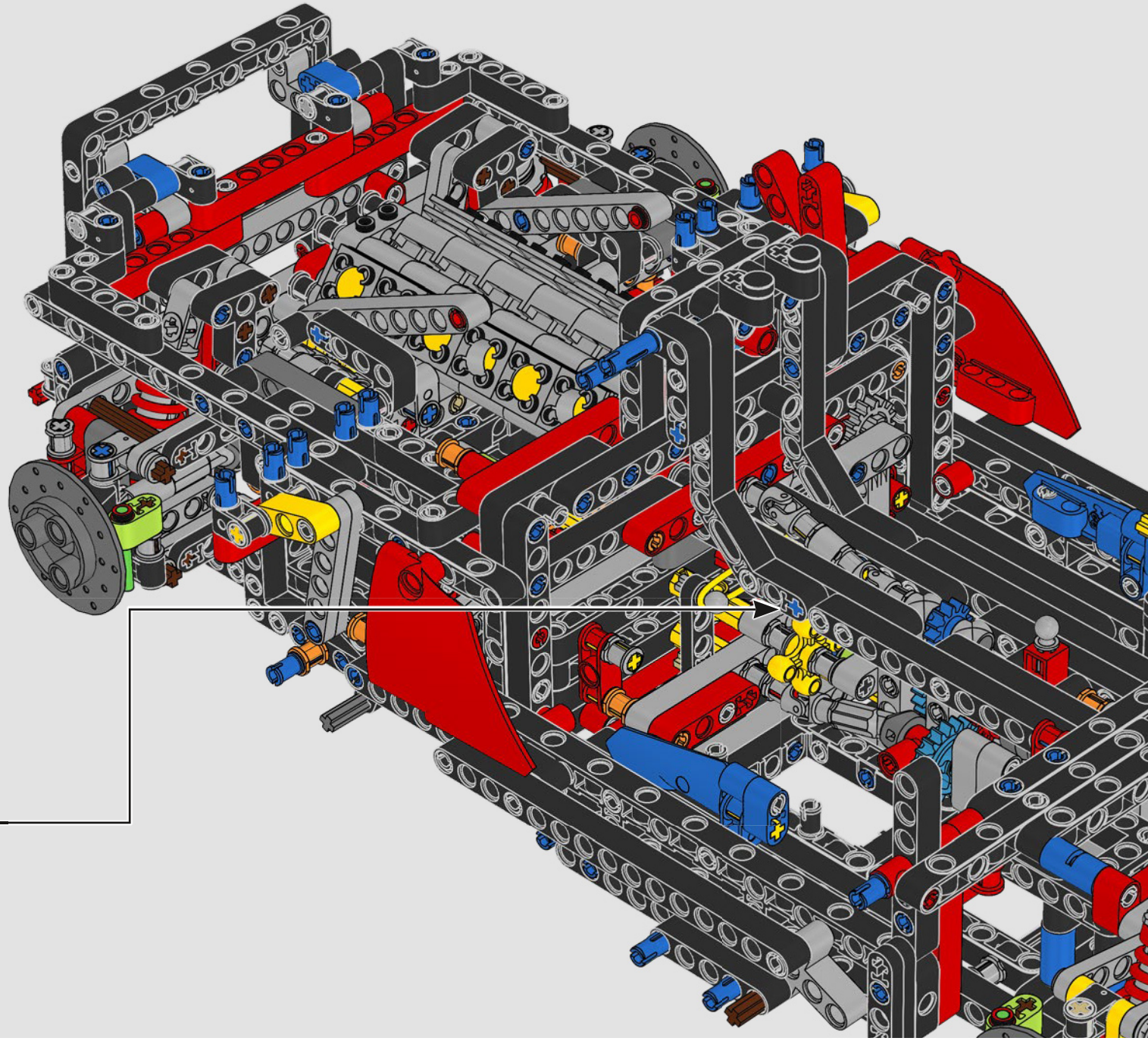


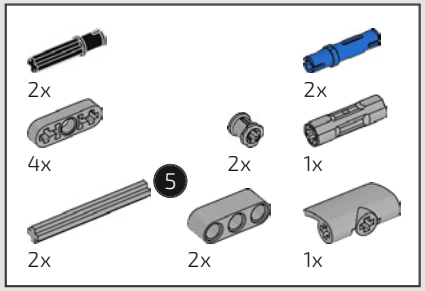


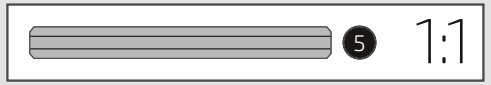
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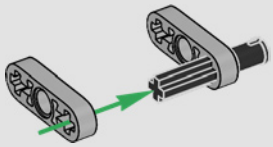




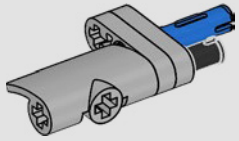


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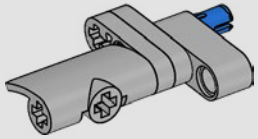
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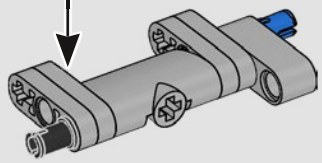
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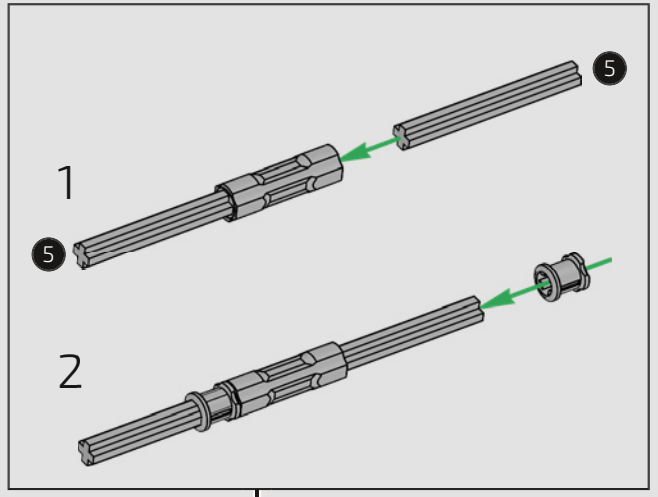


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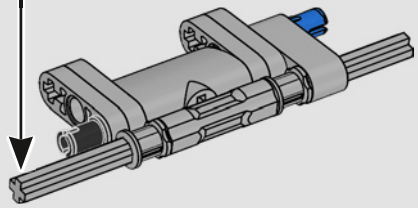


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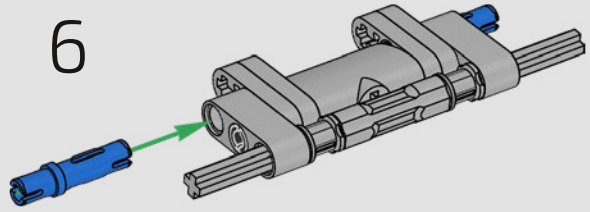


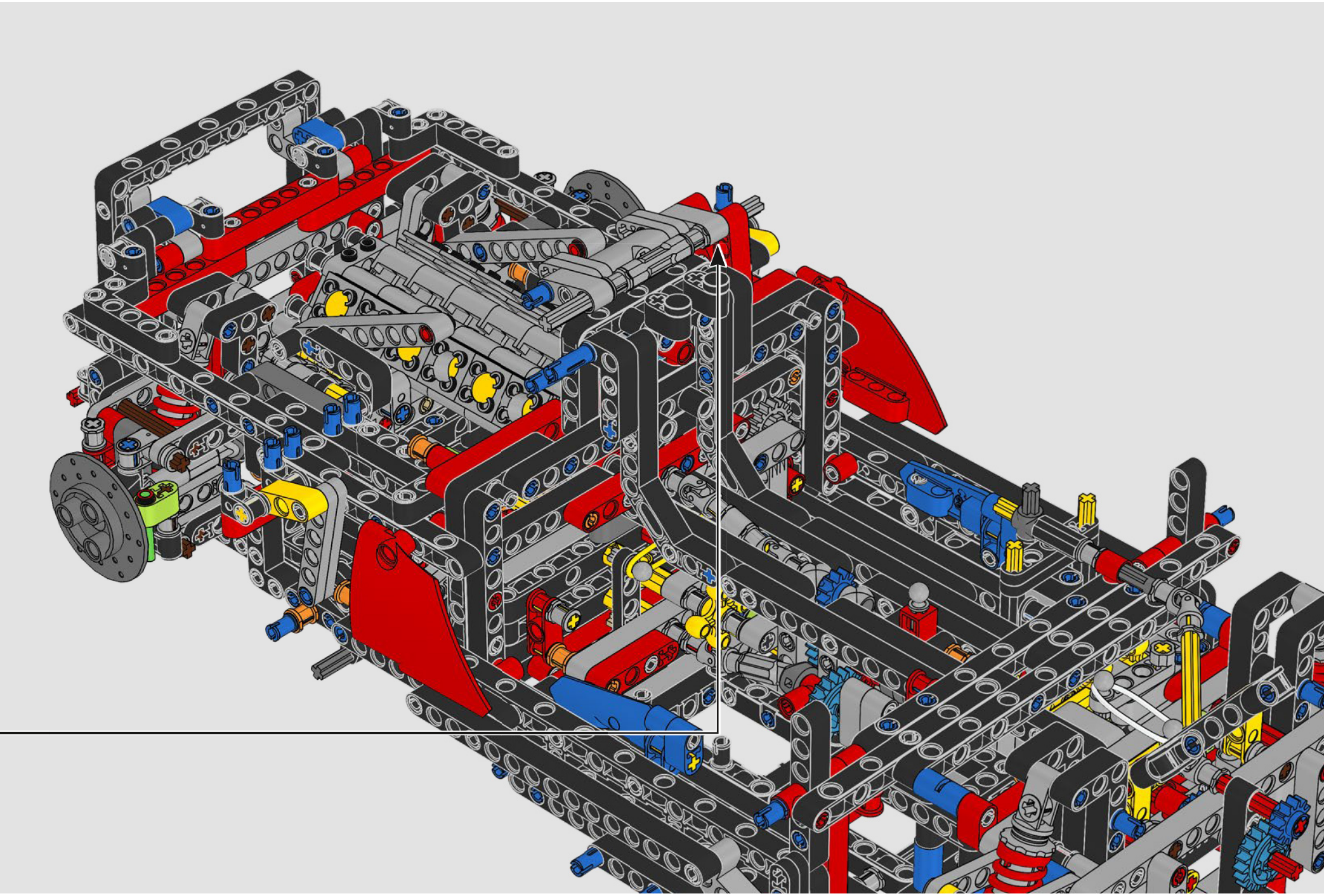


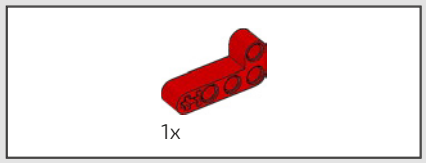
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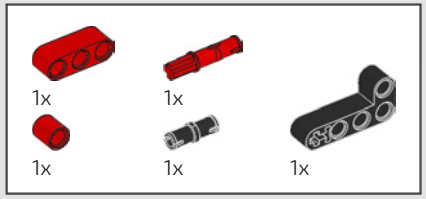
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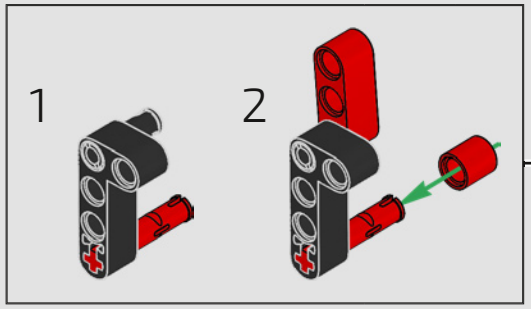


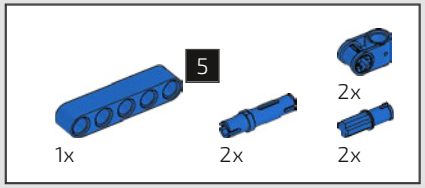


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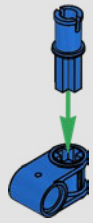
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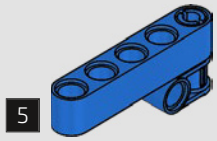


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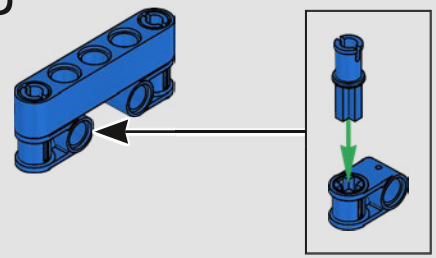
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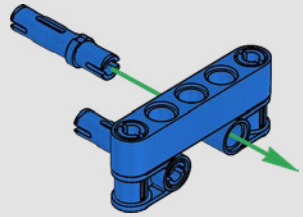
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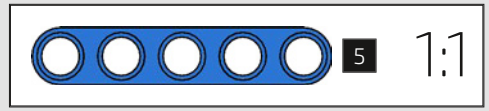


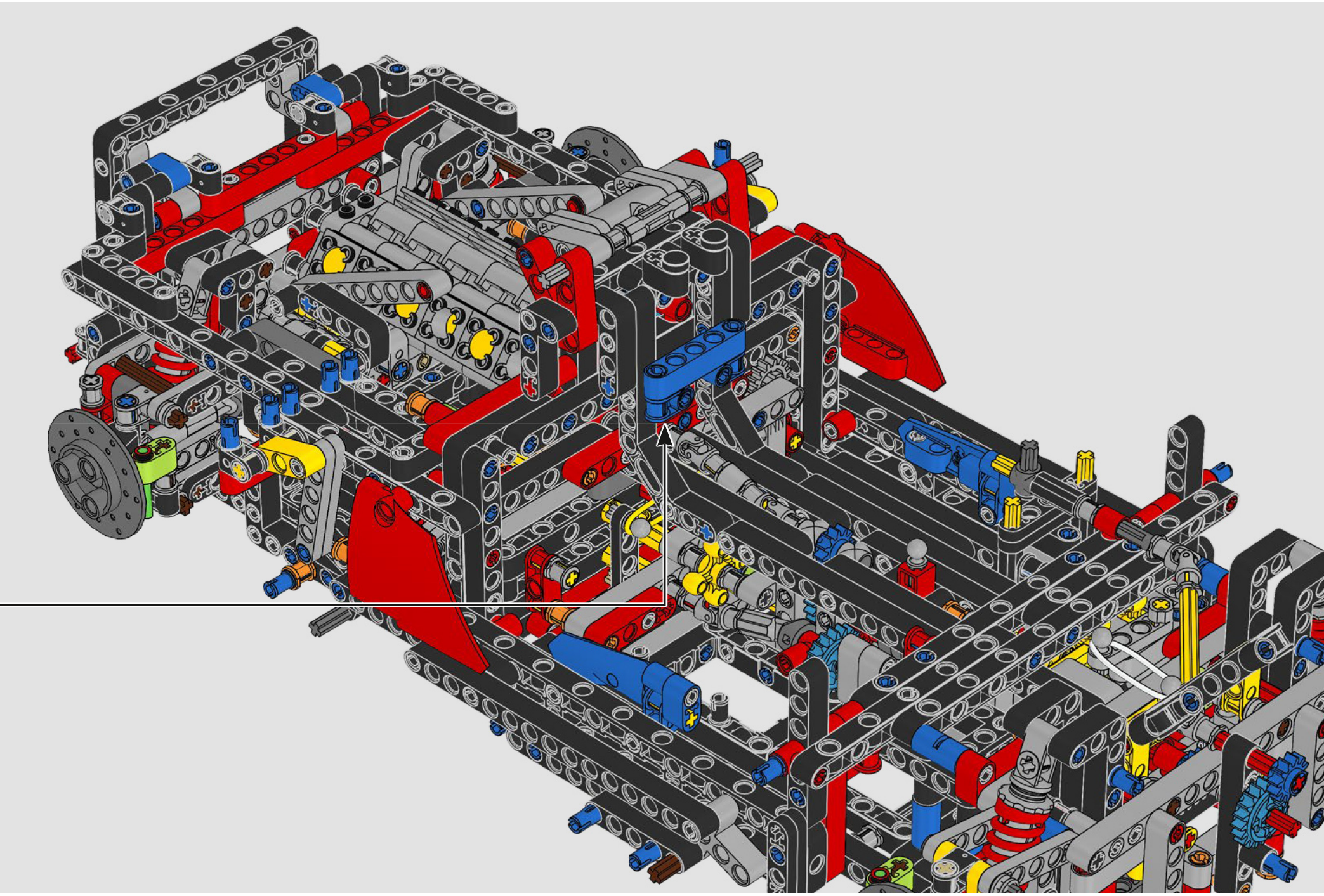
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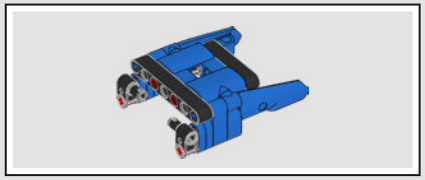


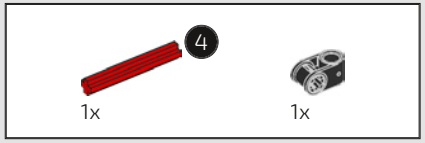
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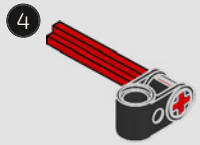


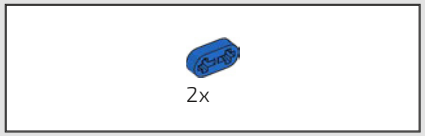




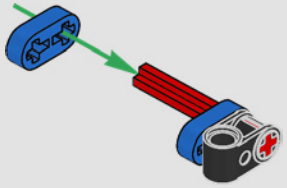


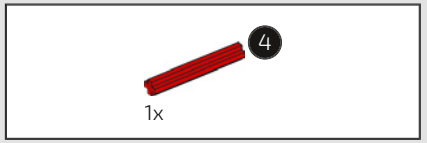
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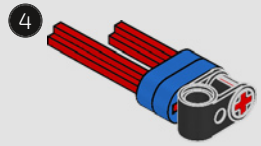


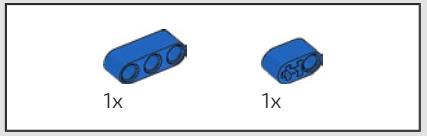
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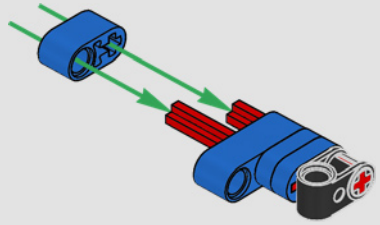


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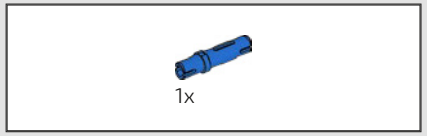




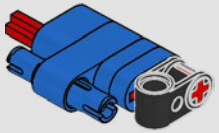
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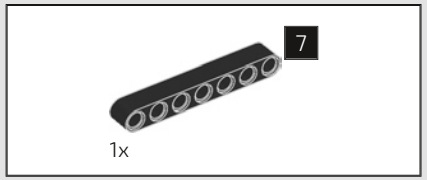




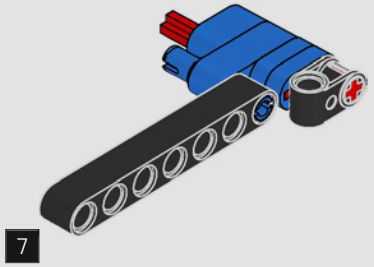


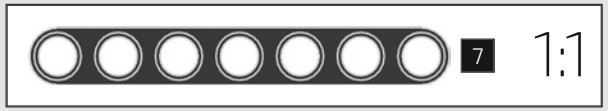
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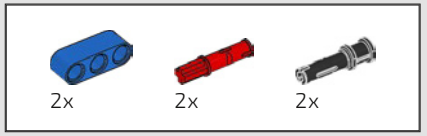




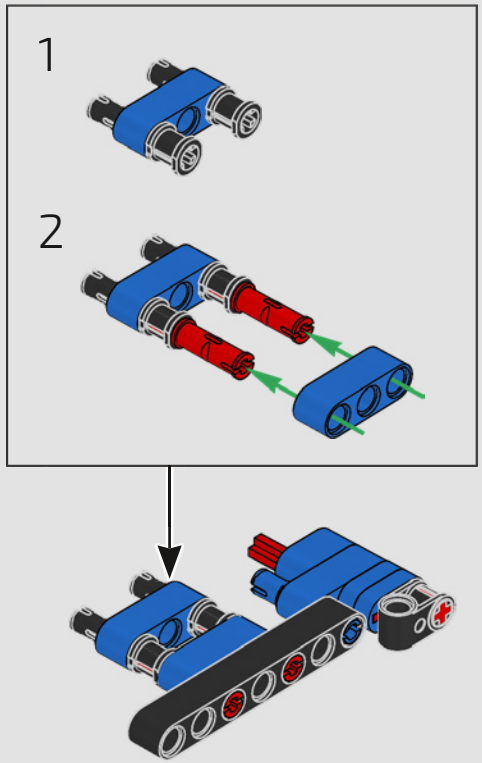
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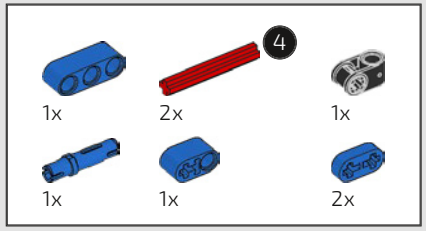




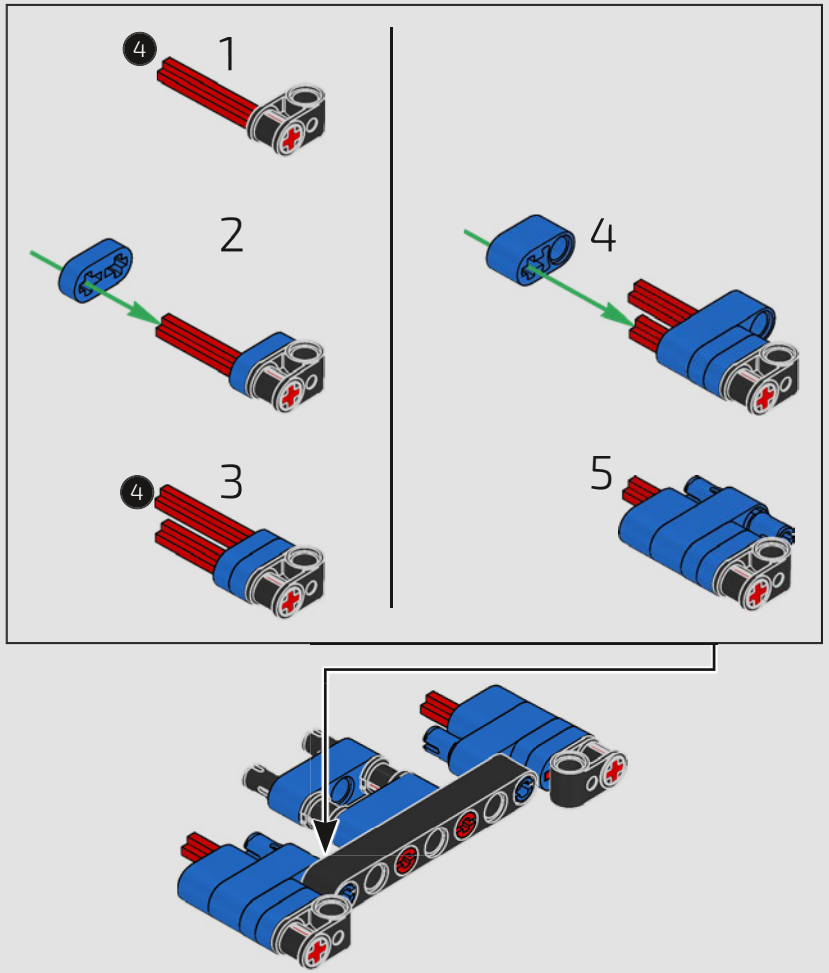


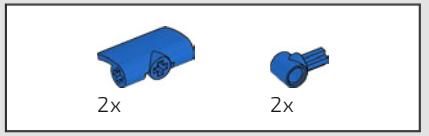
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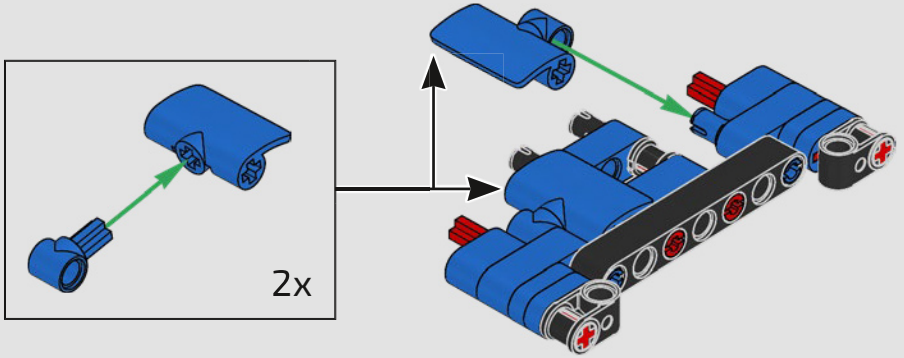


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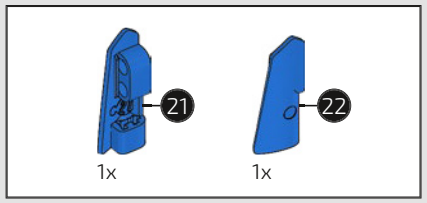




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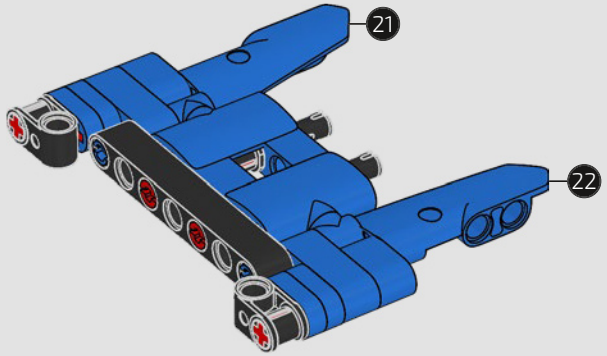


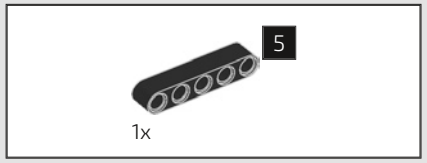




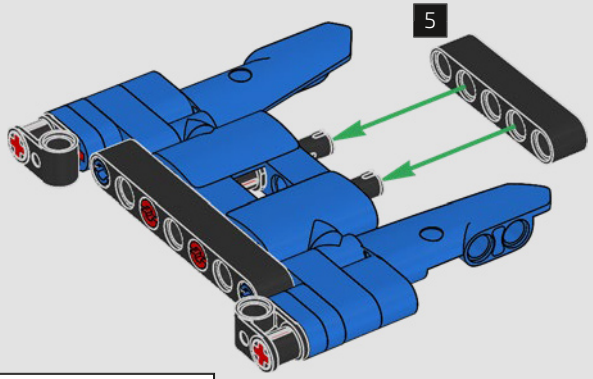
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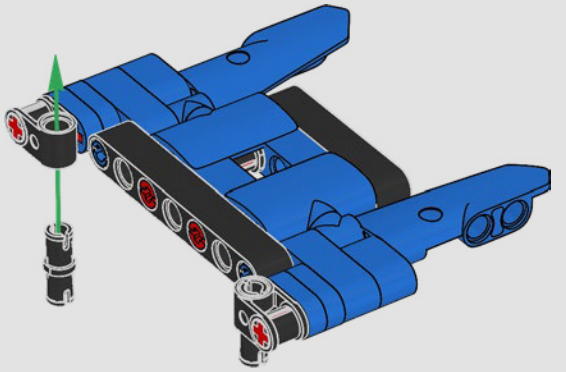
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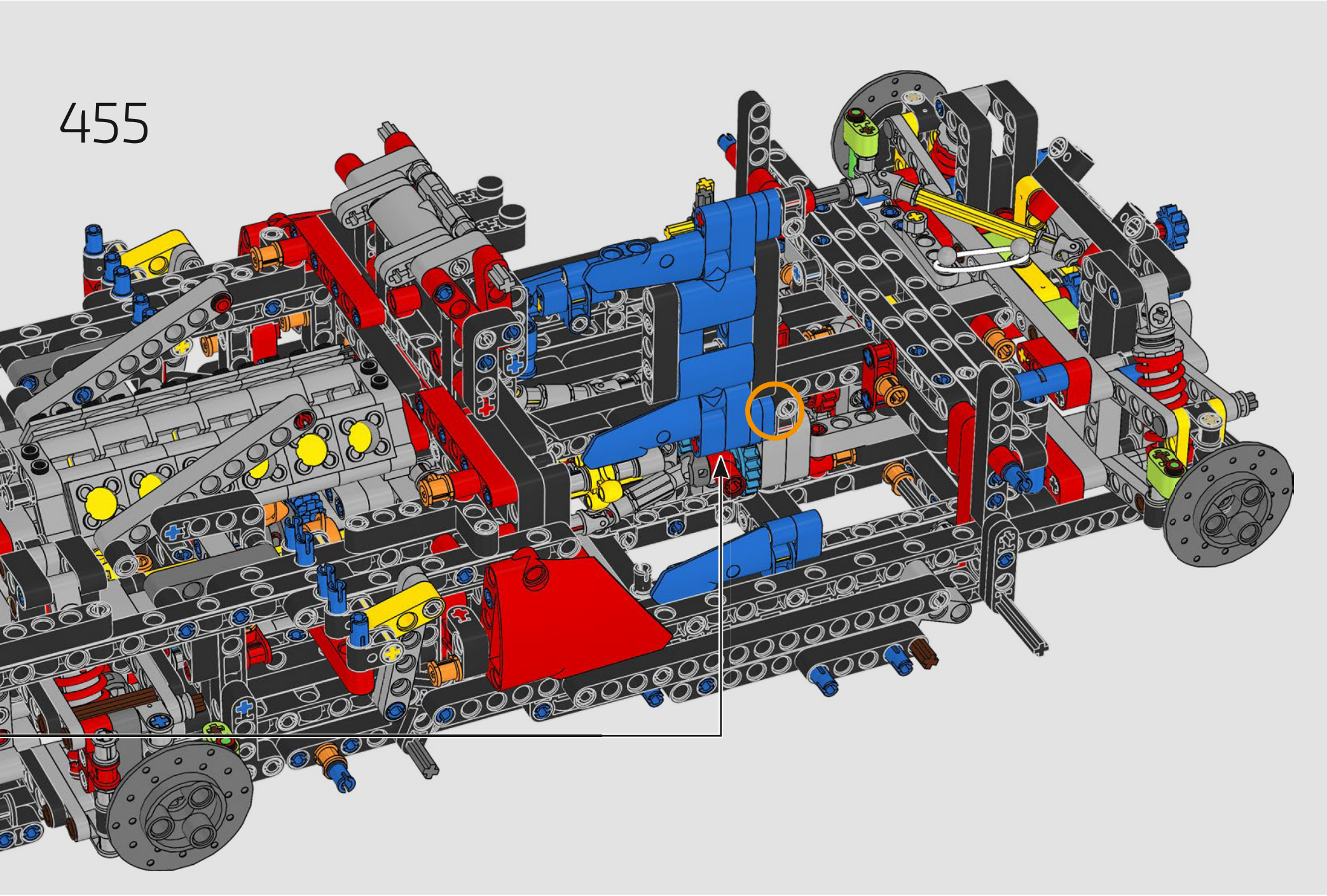




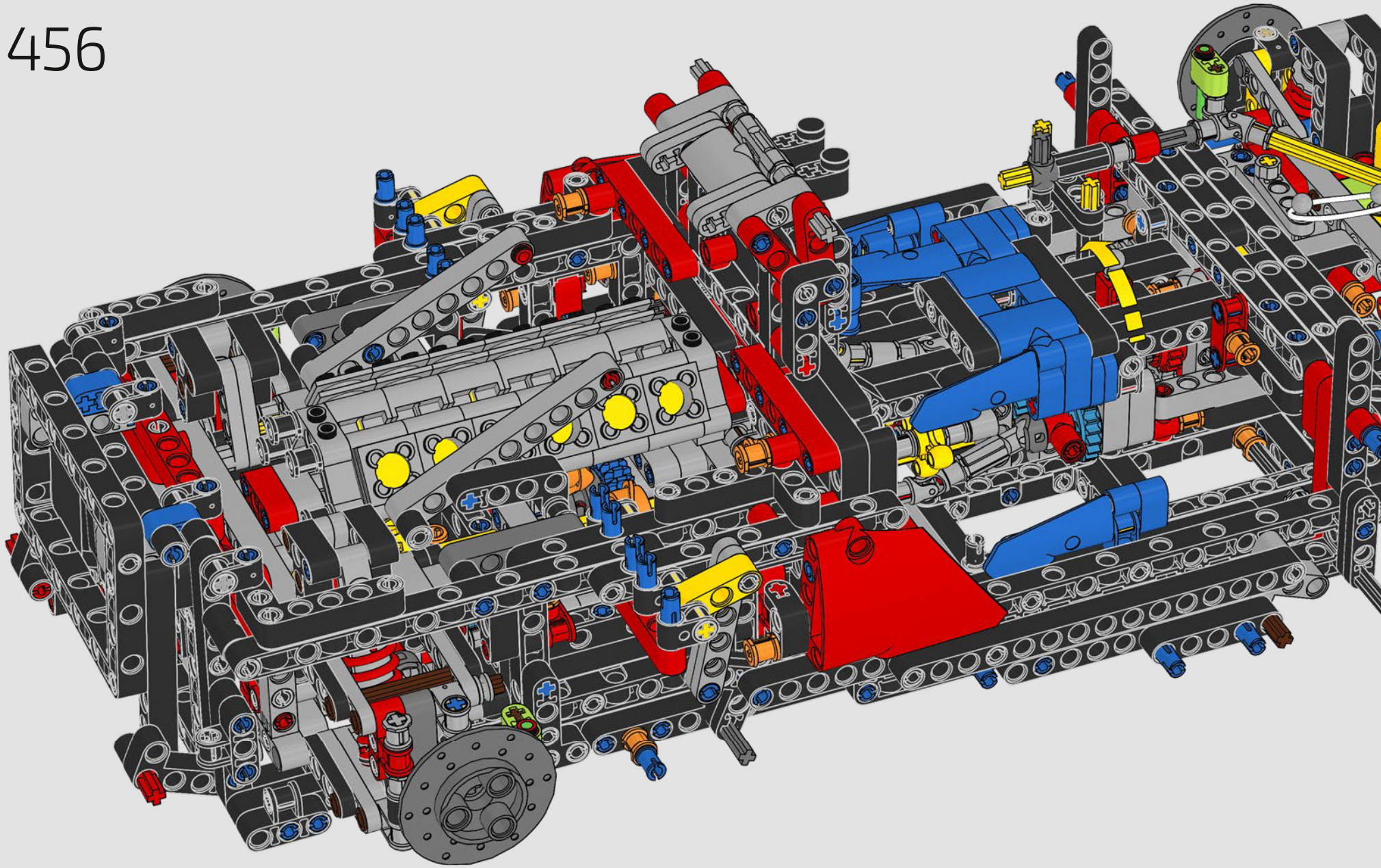
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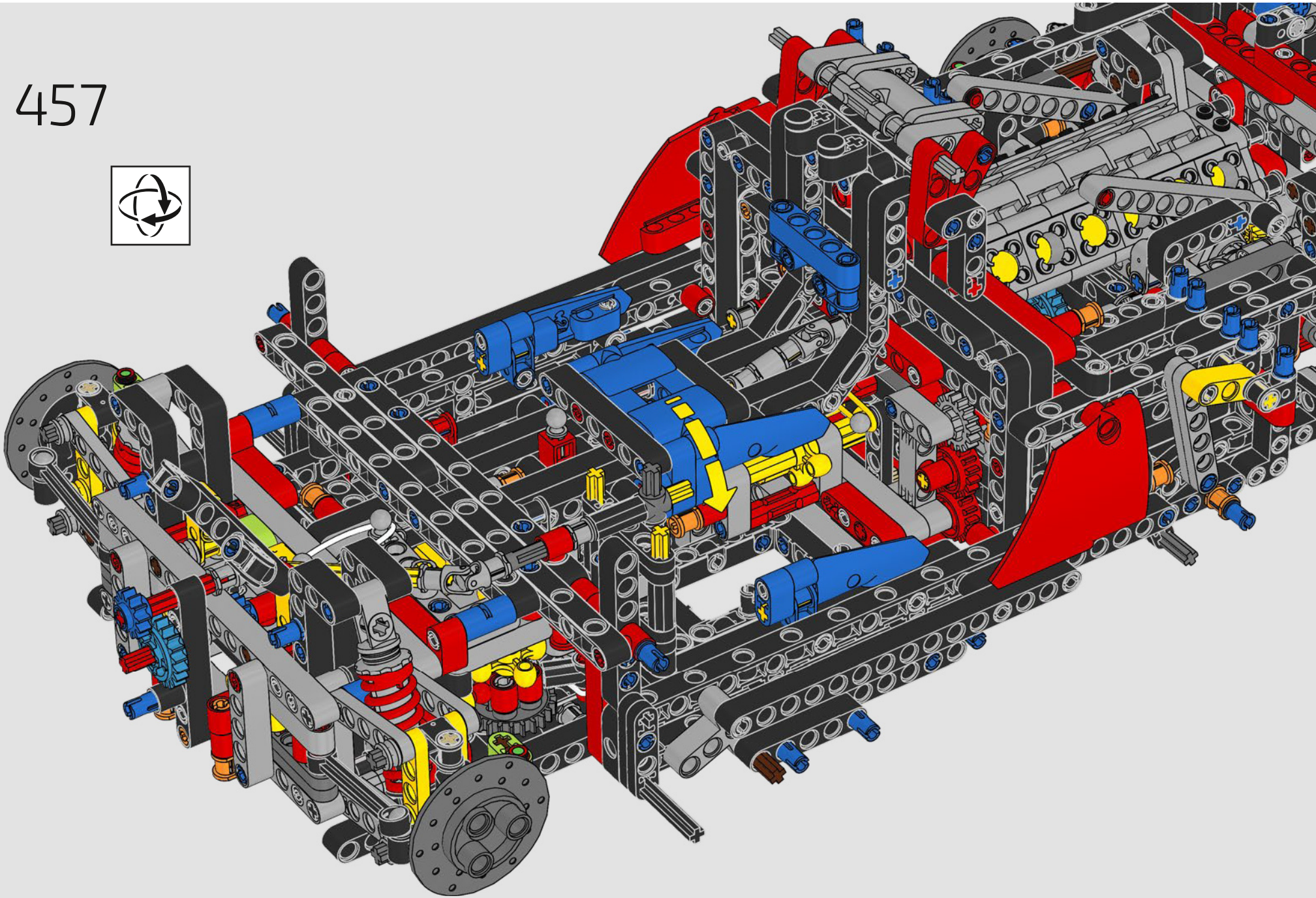
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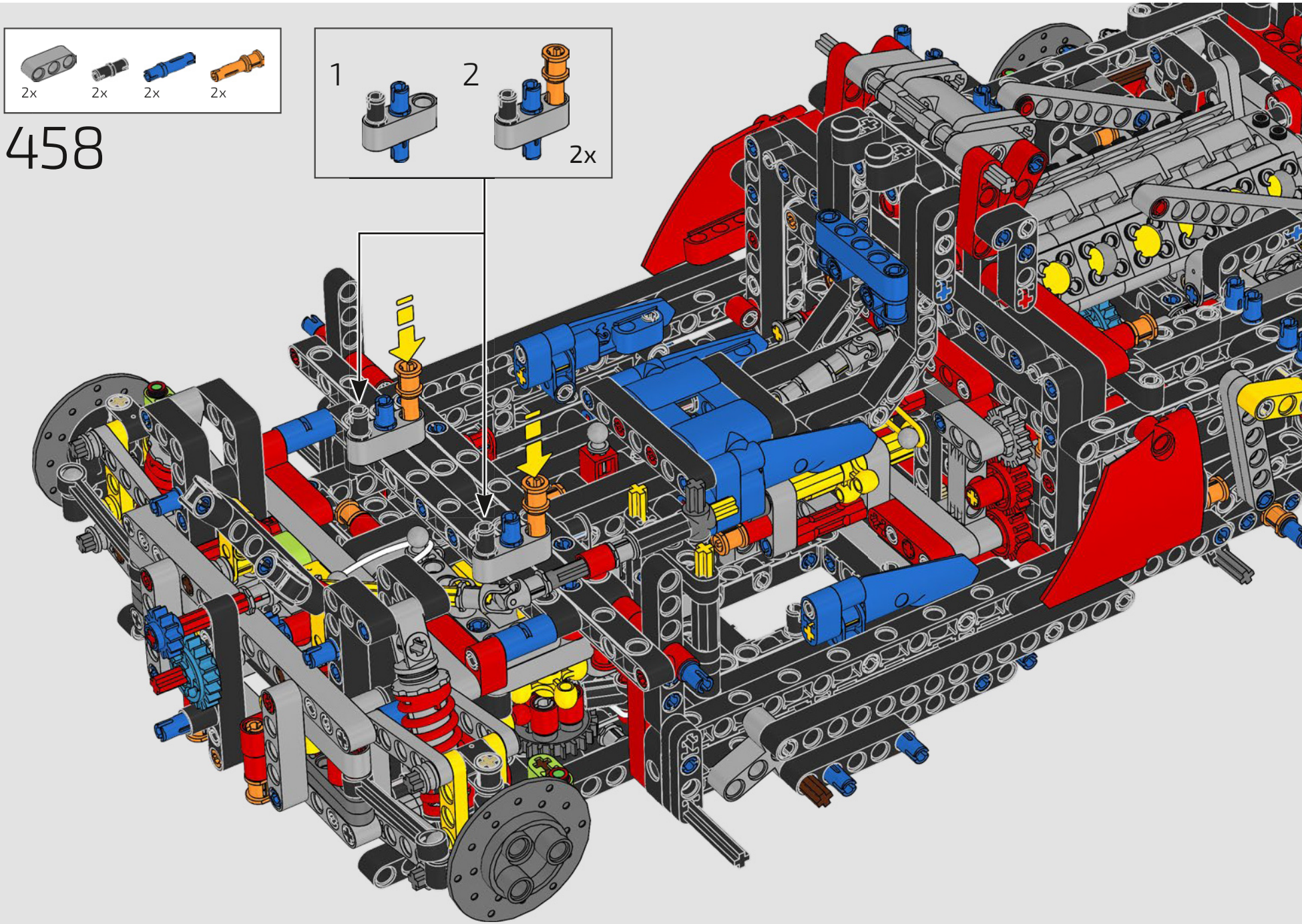


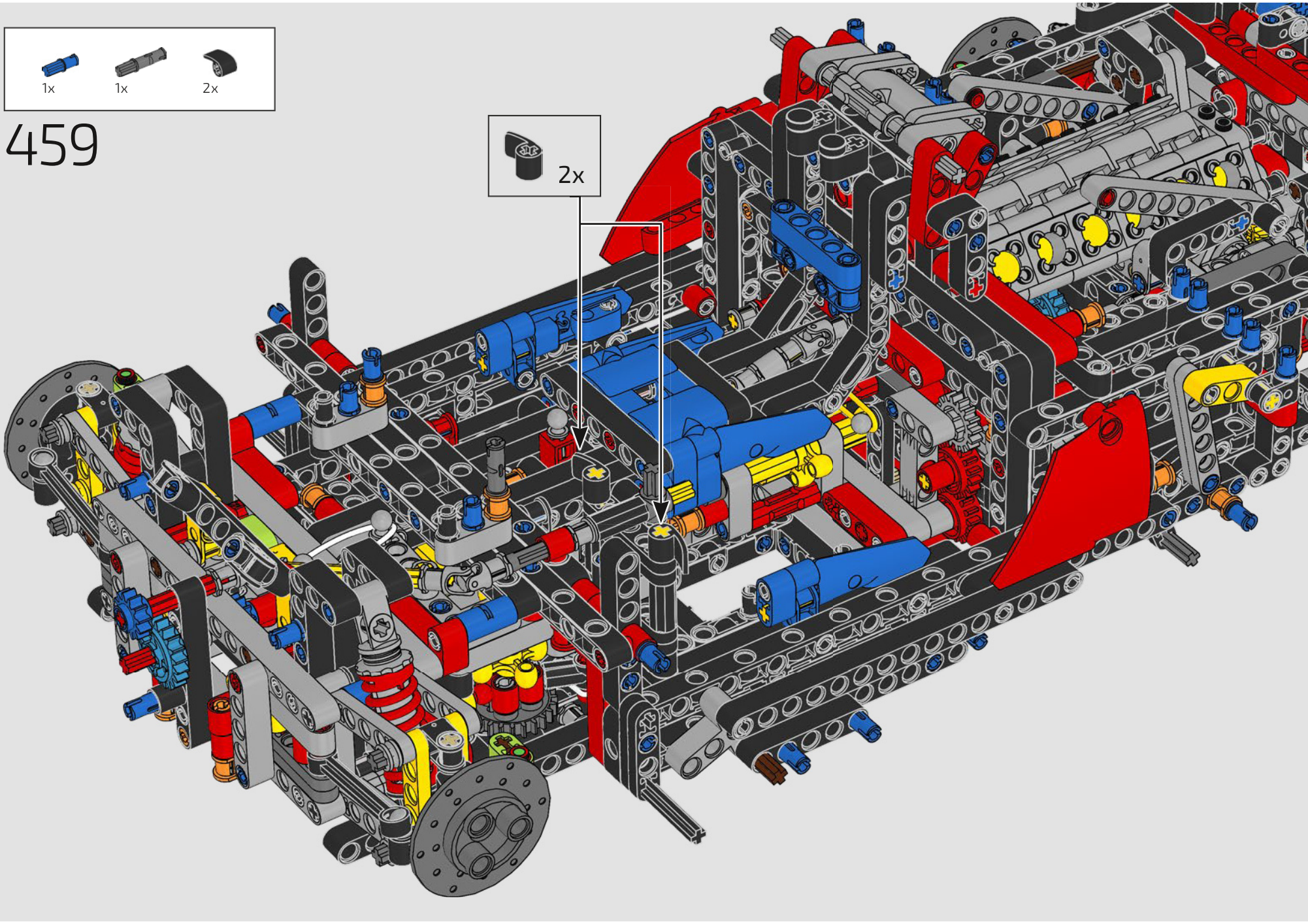
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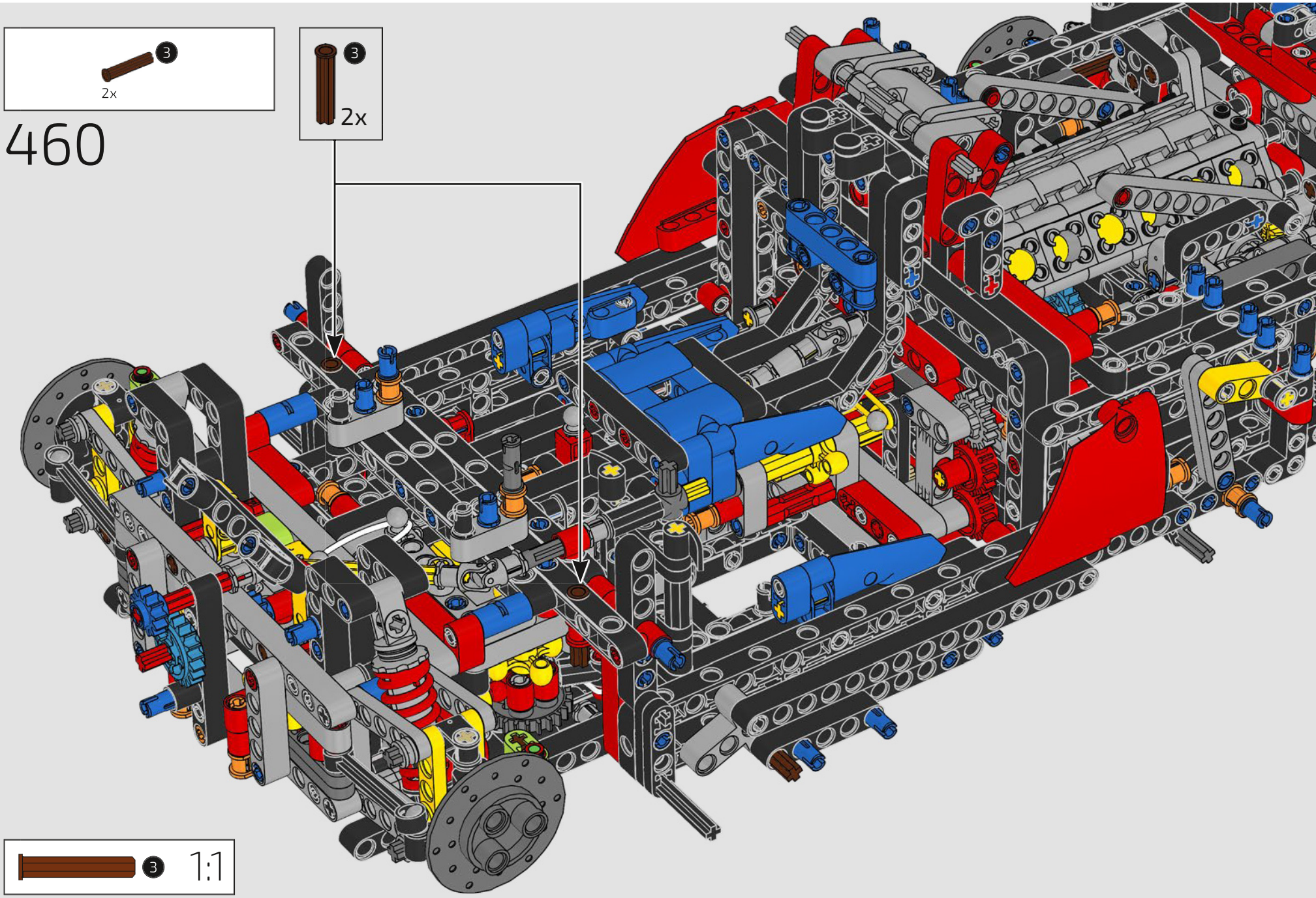


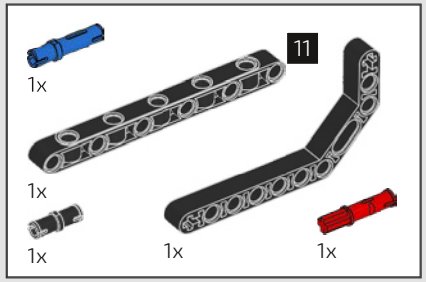
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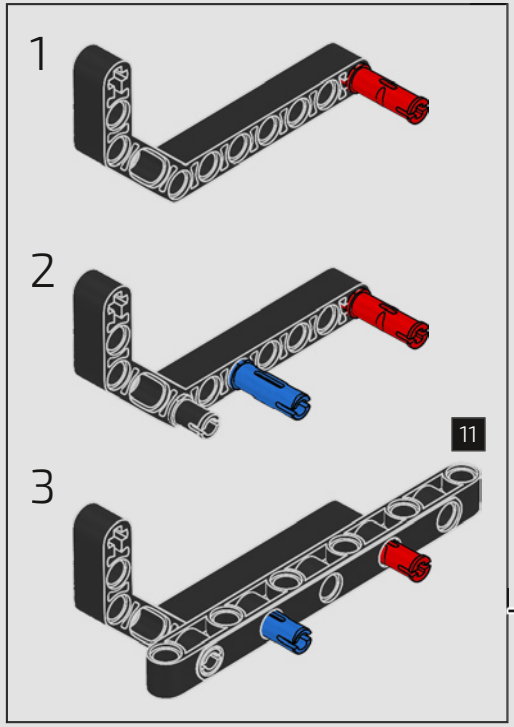

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2x
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2
2x

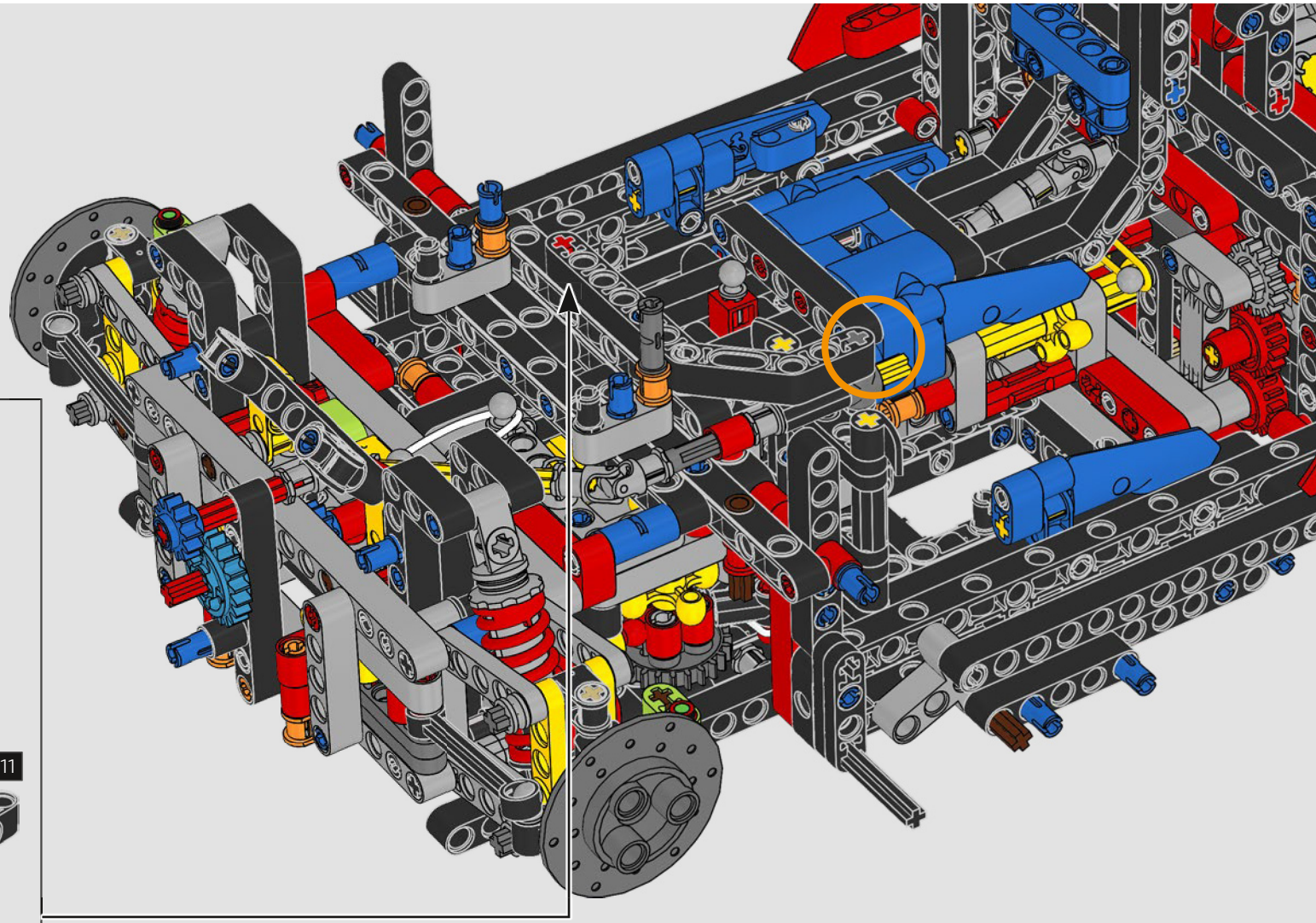

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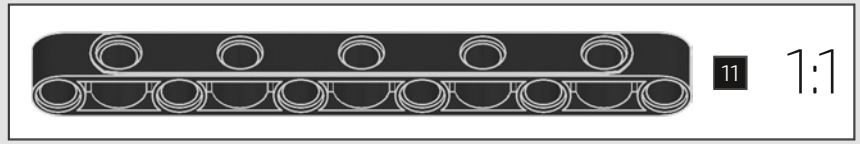

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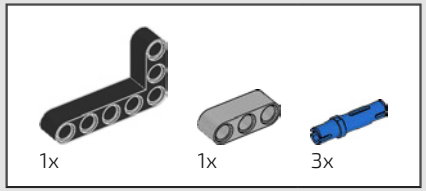


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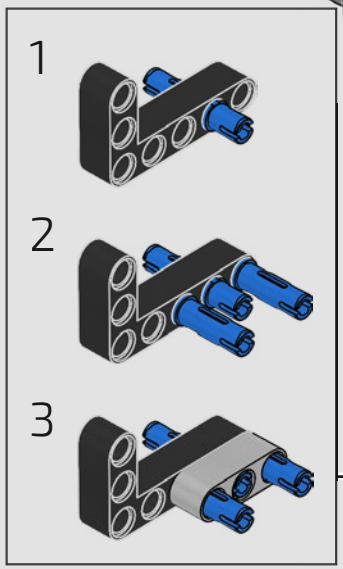


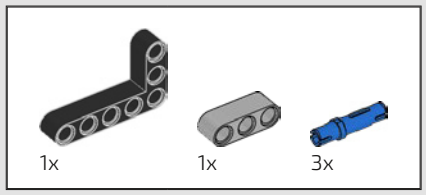




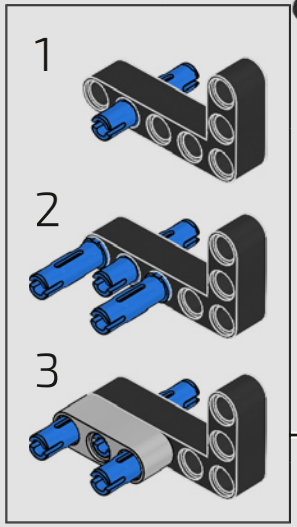


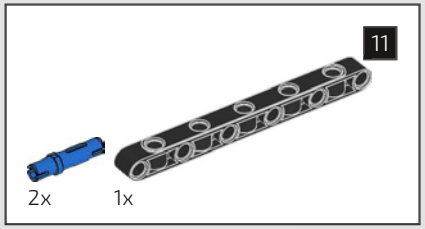
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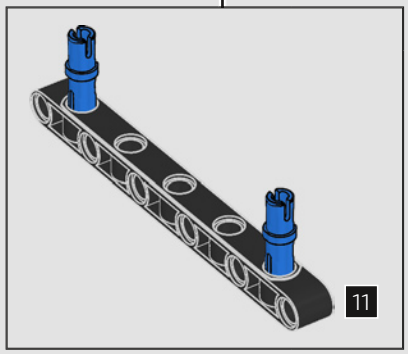


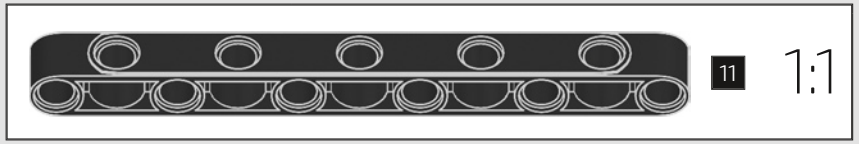
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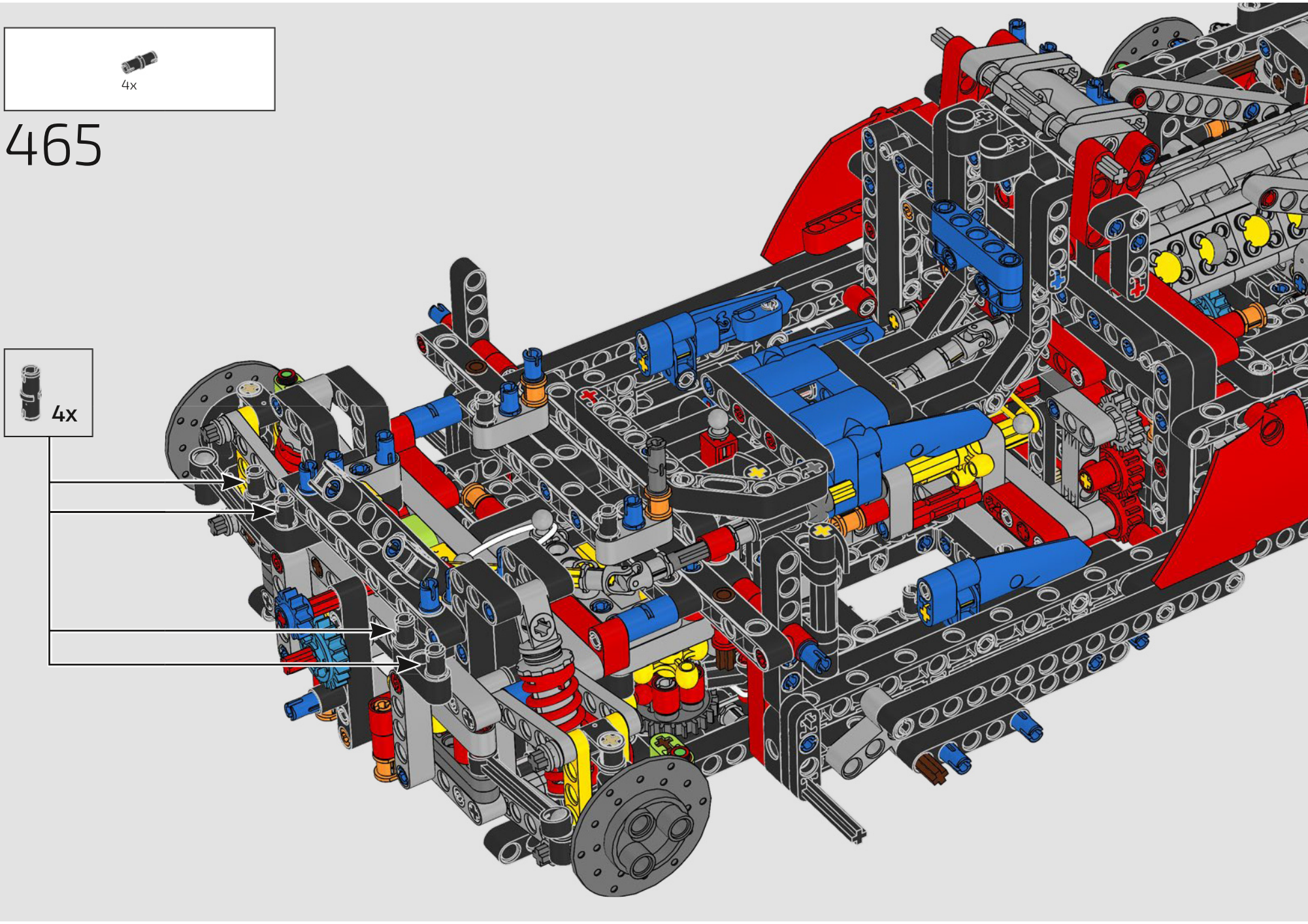


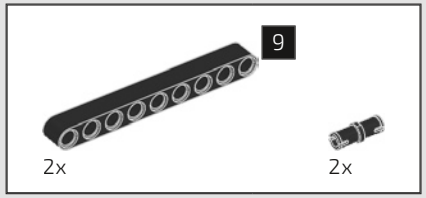


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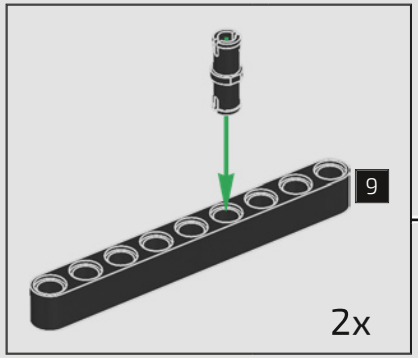


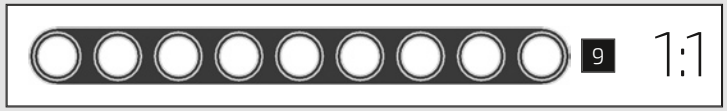



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4x



466

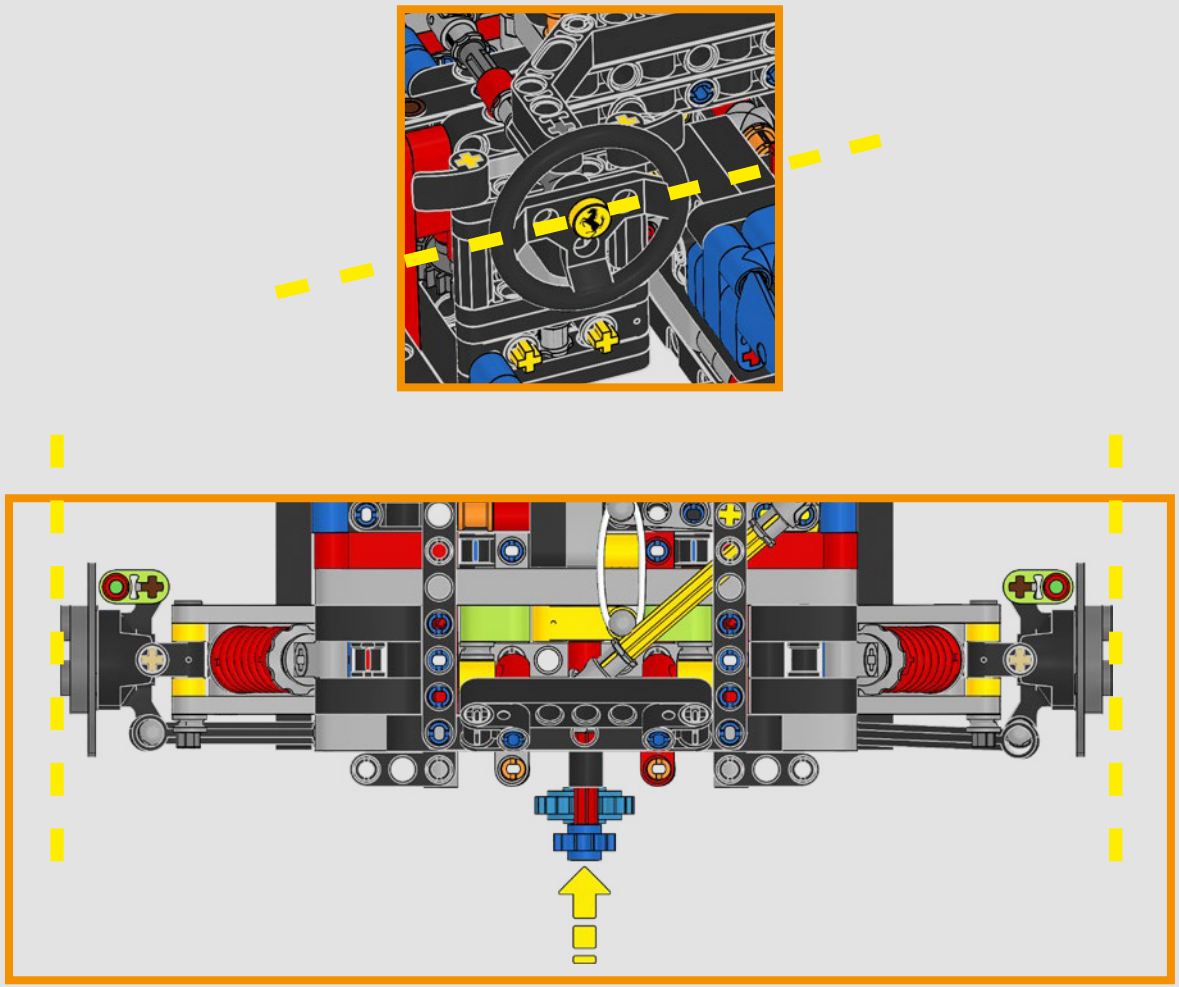




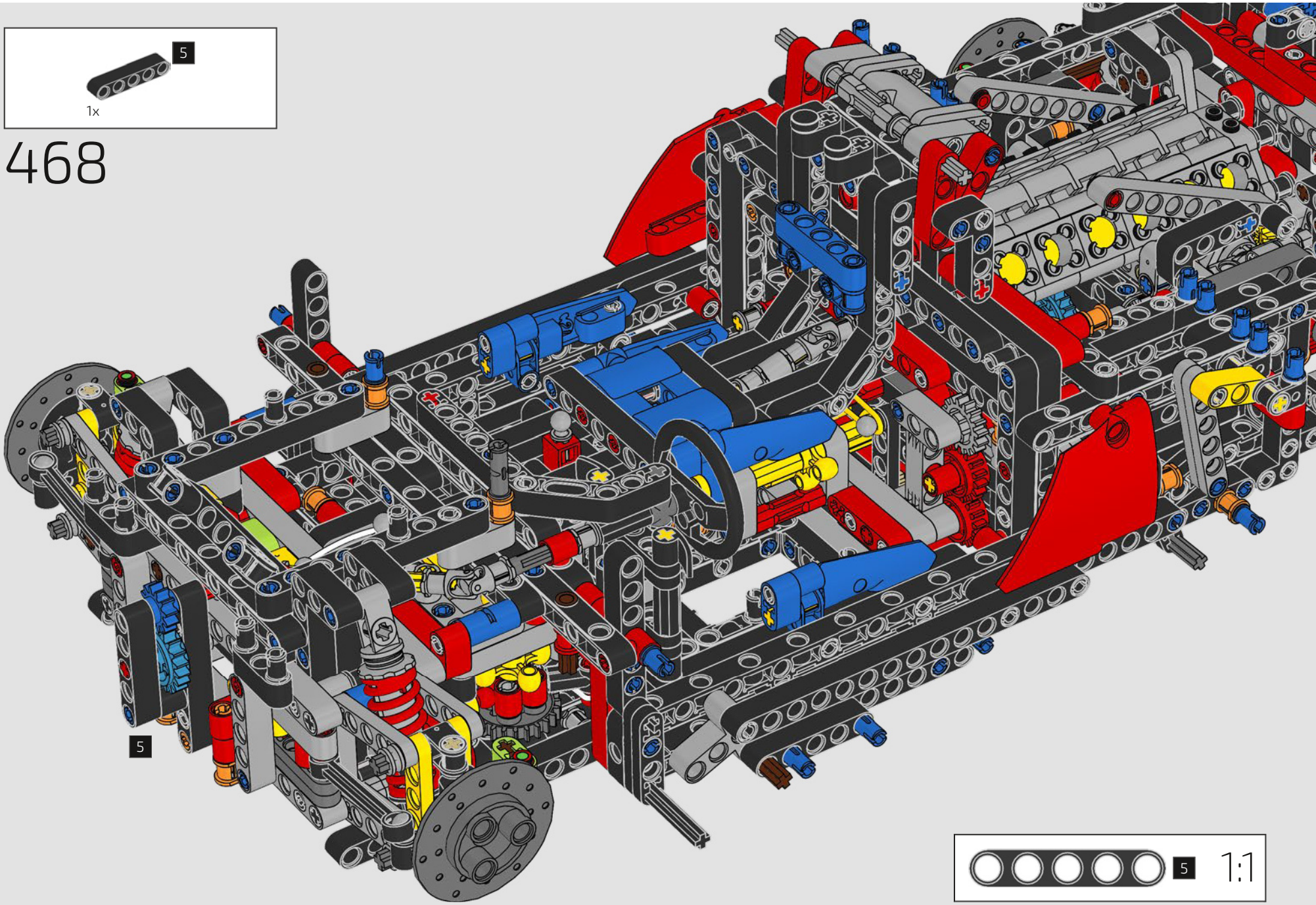


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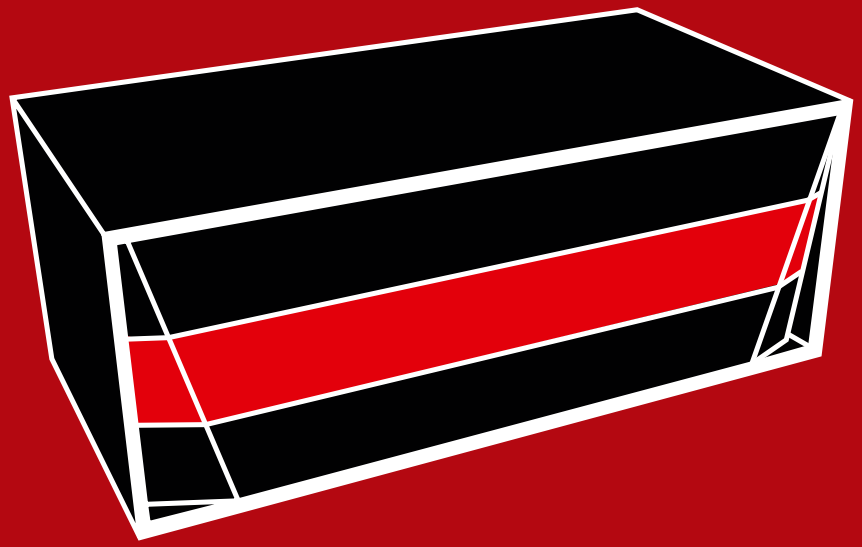
468



CAR FRONT
FRONT

Now it's about styling and ensuring the front end of your LEGO® Technic Ferrari Daytona SP3 has the design lines of the real Ferrari.

Die Frontpartie deines LEGO® Technic Ferrari Daytona SP3 muss die Designlinien des Originals erhalten, um den typischen Ferrari Stil nachzubilden.

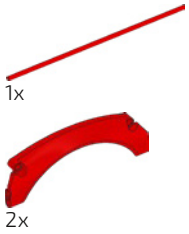


BOX 2 / BOX 2

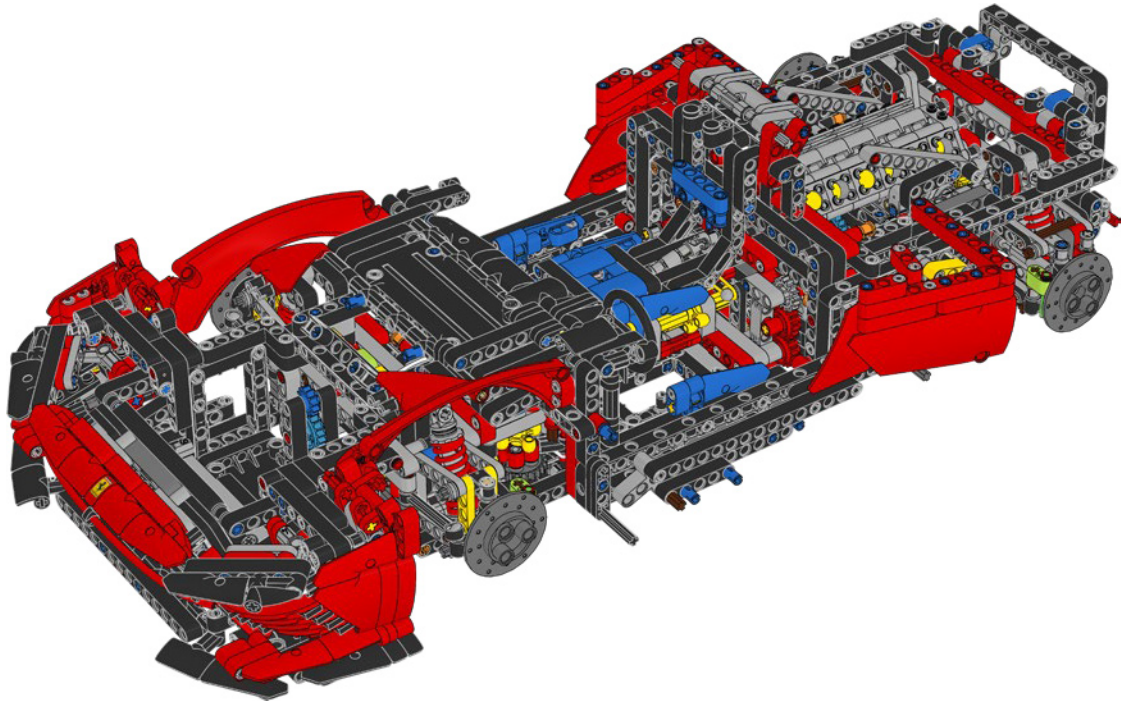
BAG 4 / BEUTEL 4

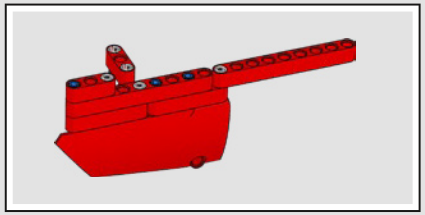


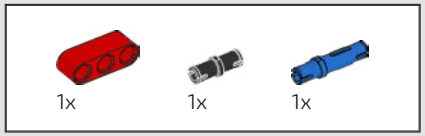



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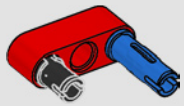

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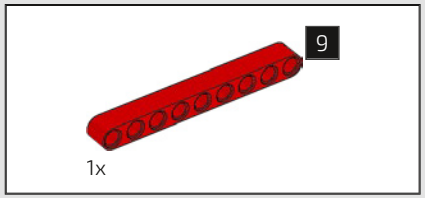




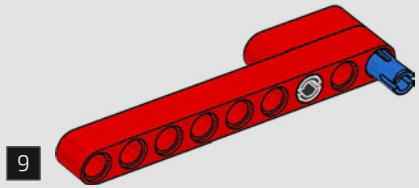


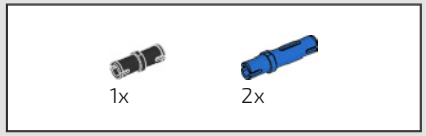
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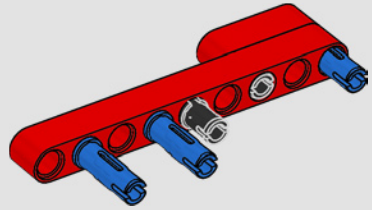


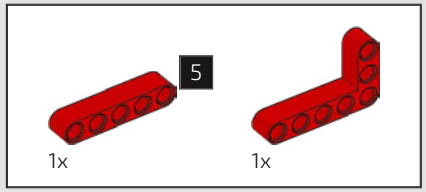
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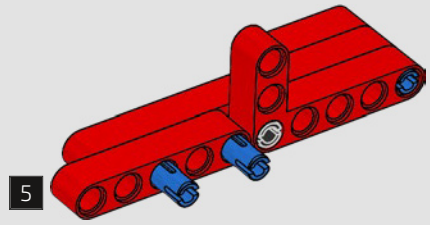


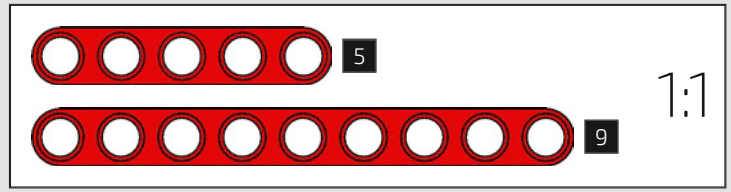
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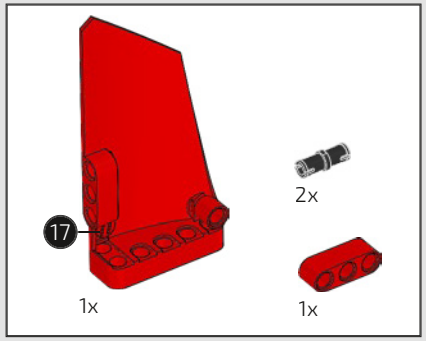




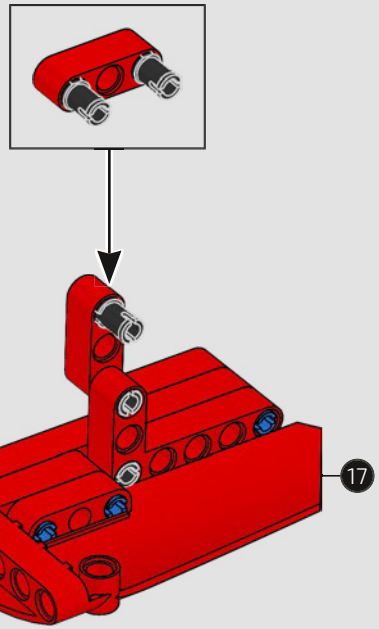
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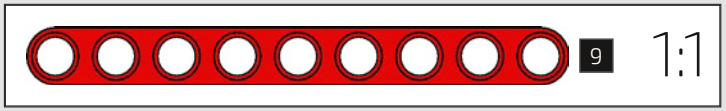


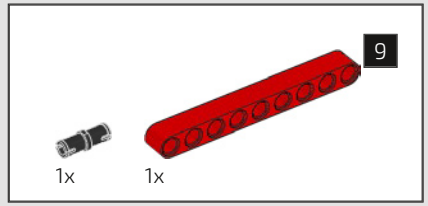




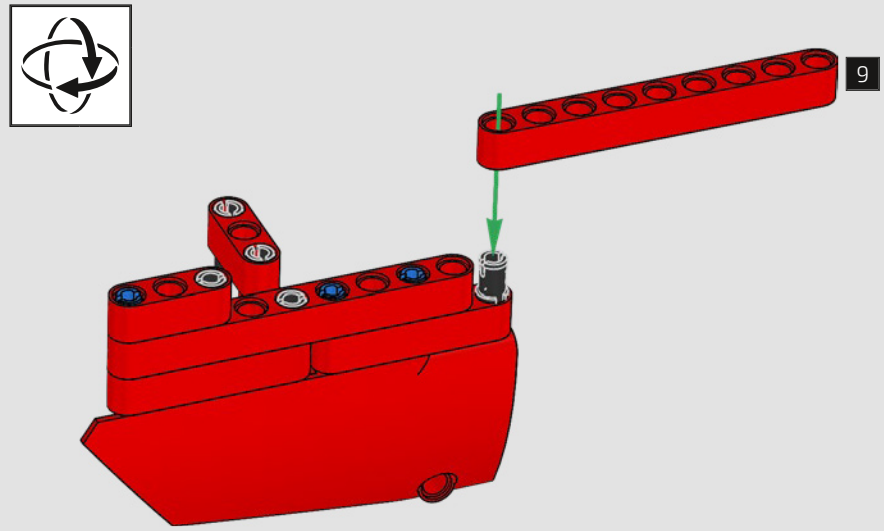
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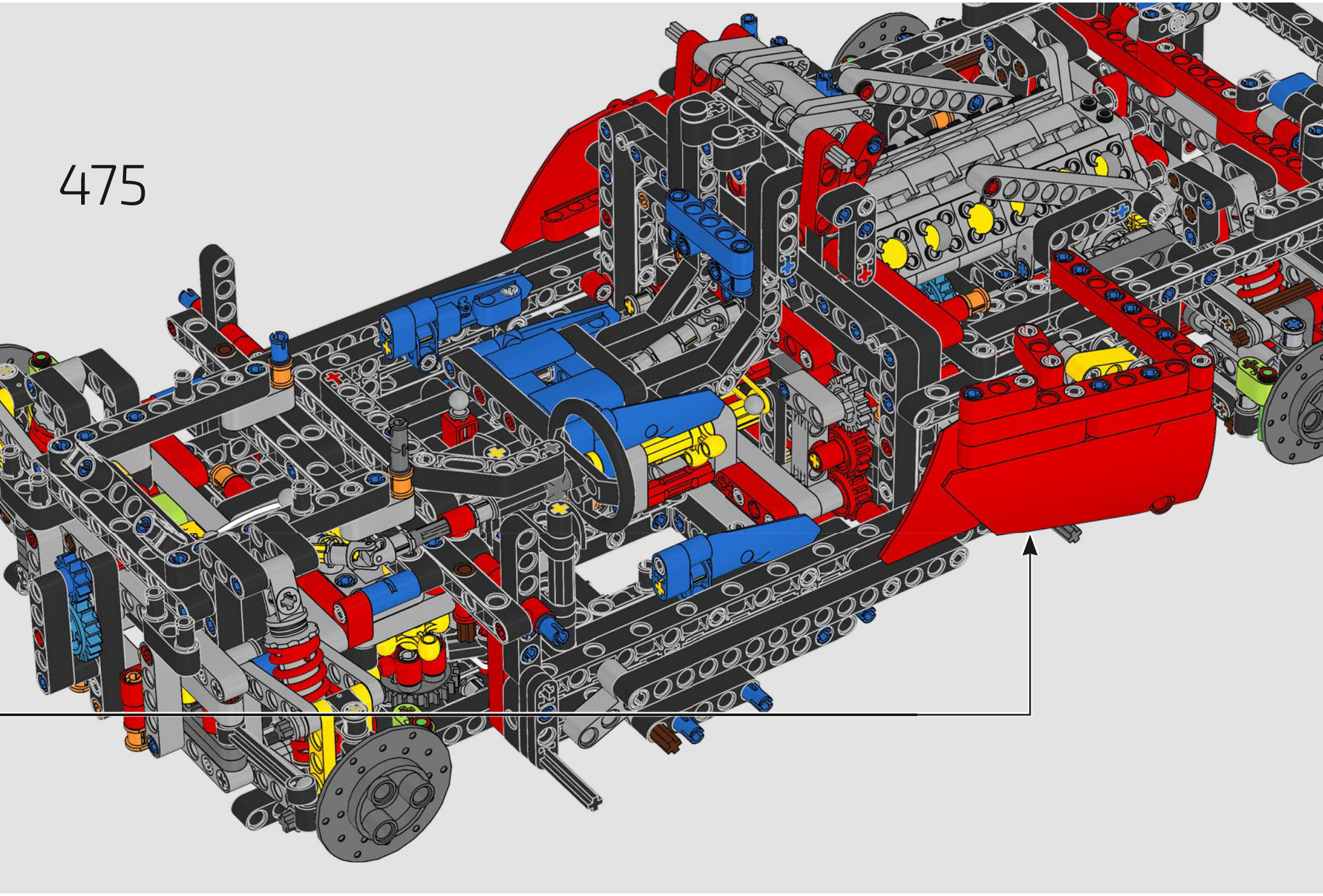


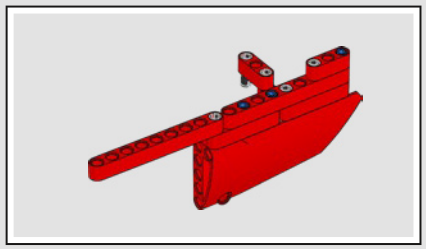


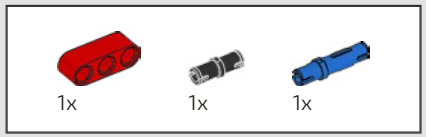
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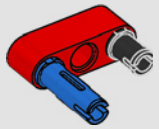
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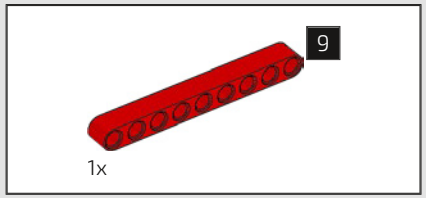




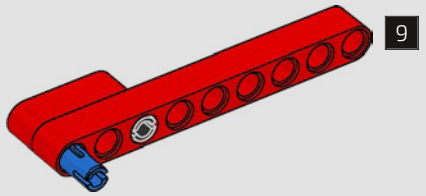


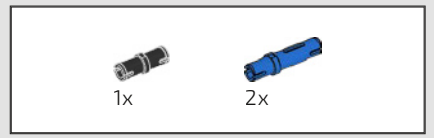
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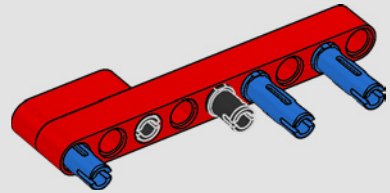


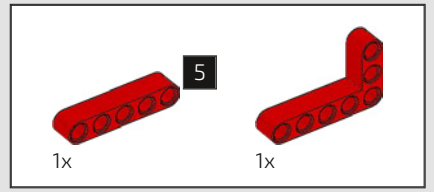
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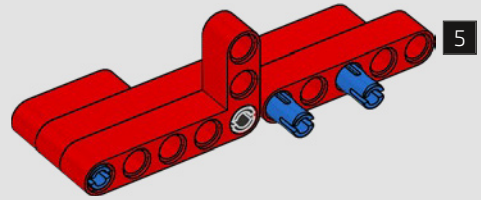


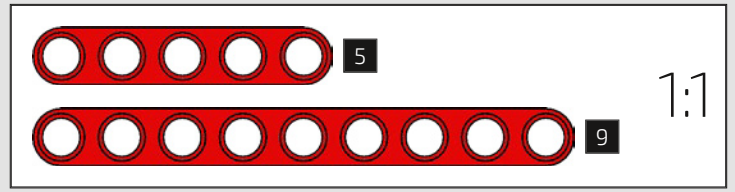
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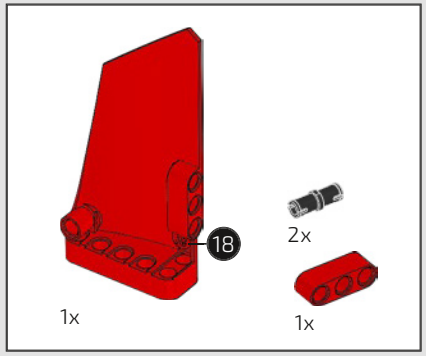




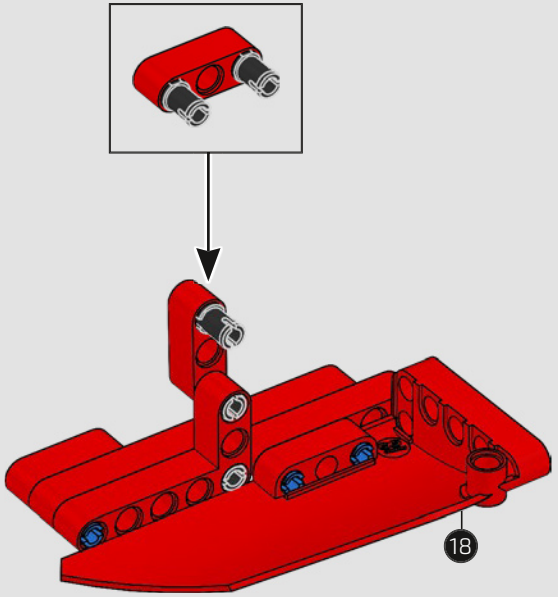
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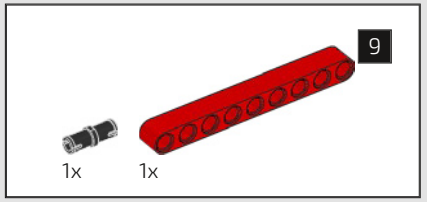




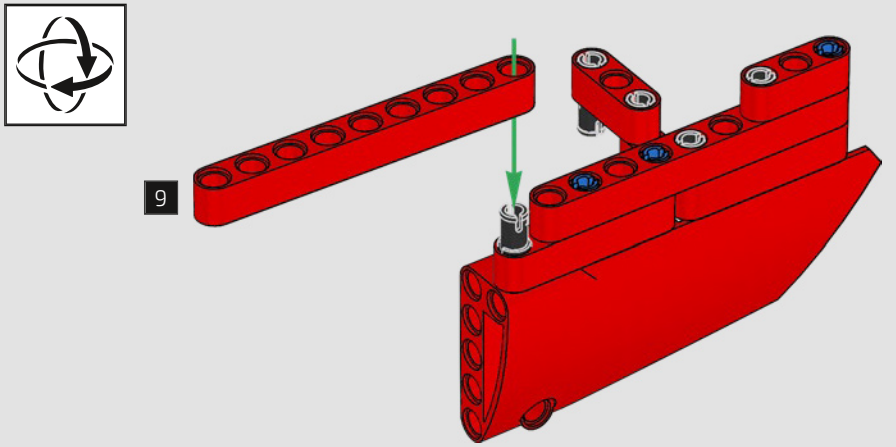


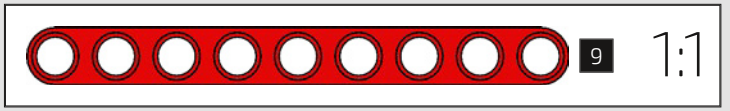
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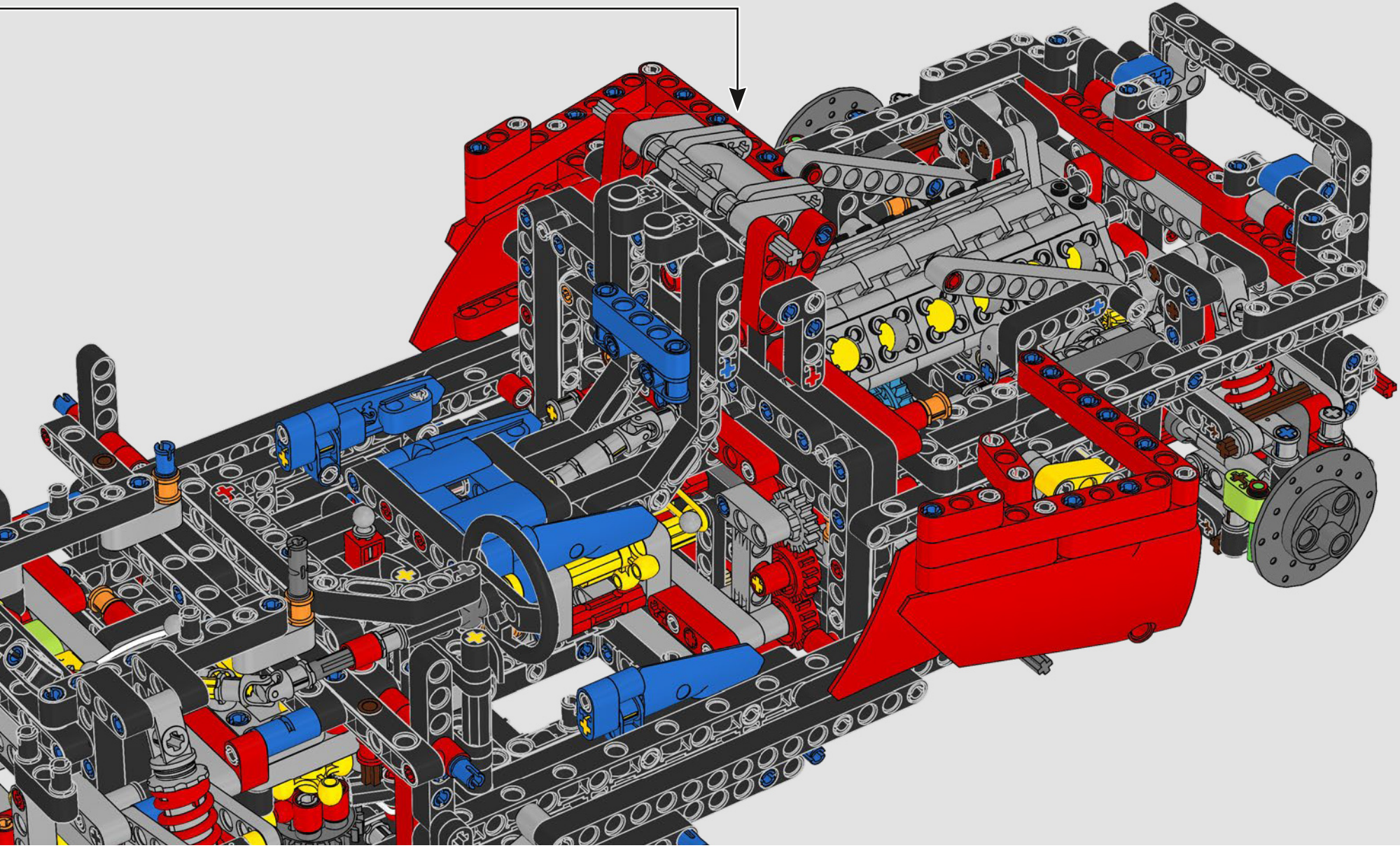


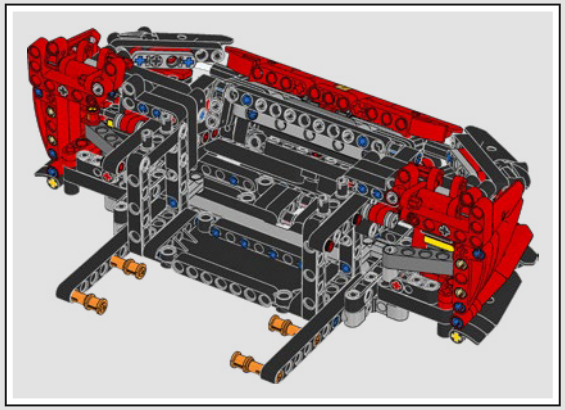
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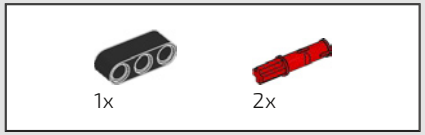




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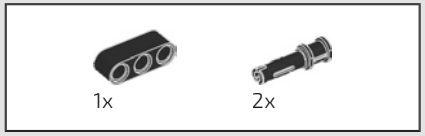




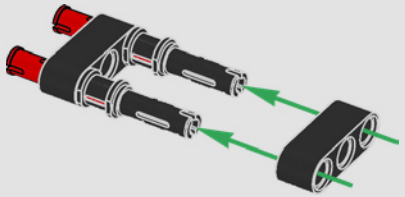


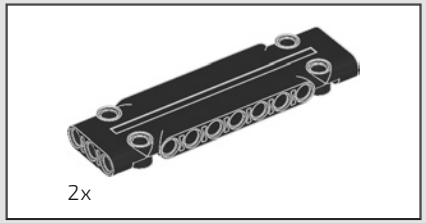
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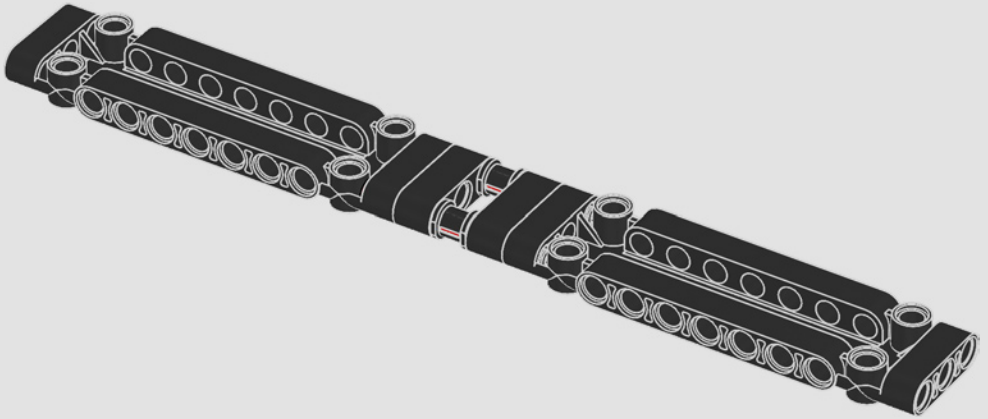


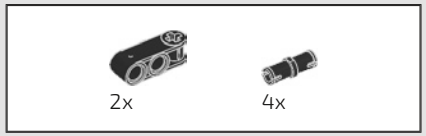
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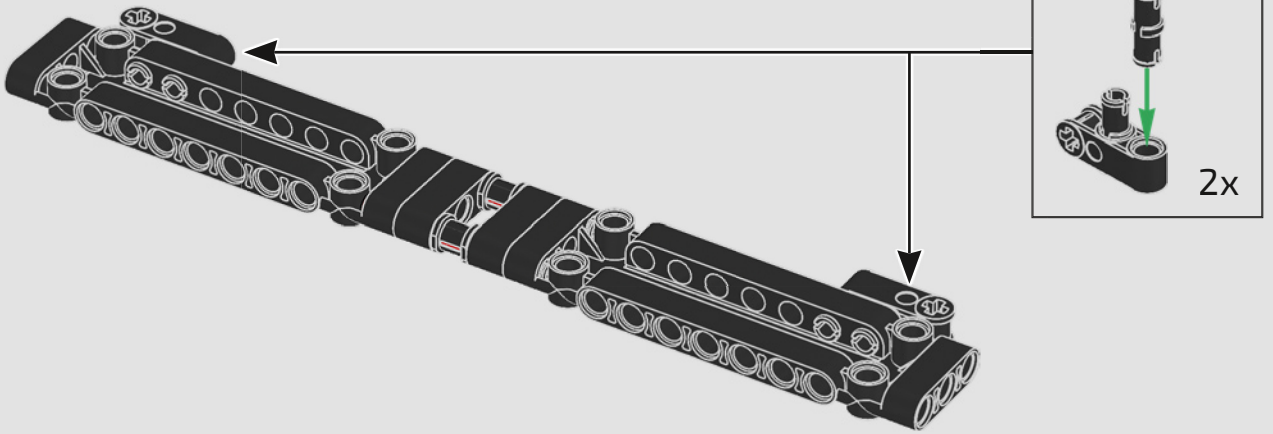


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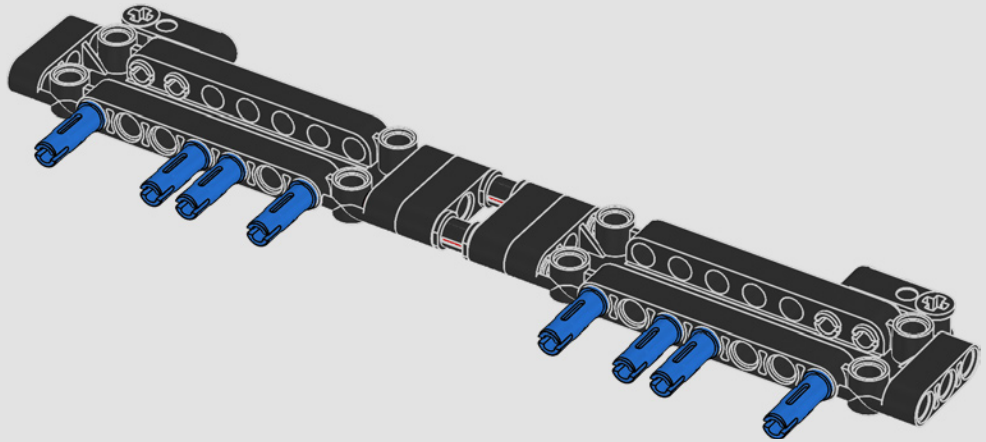
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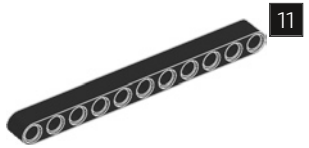




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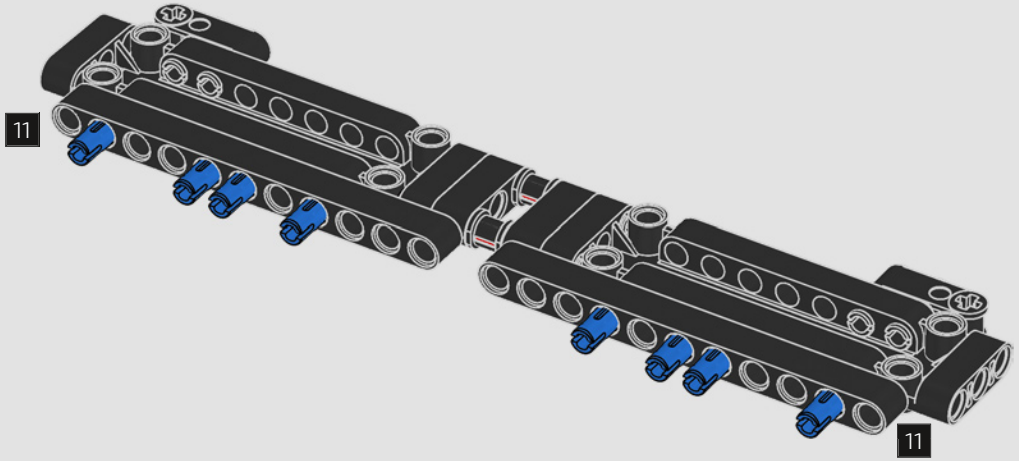




11

2x

488



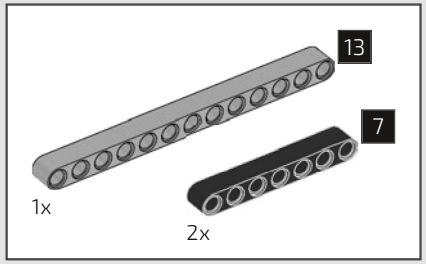
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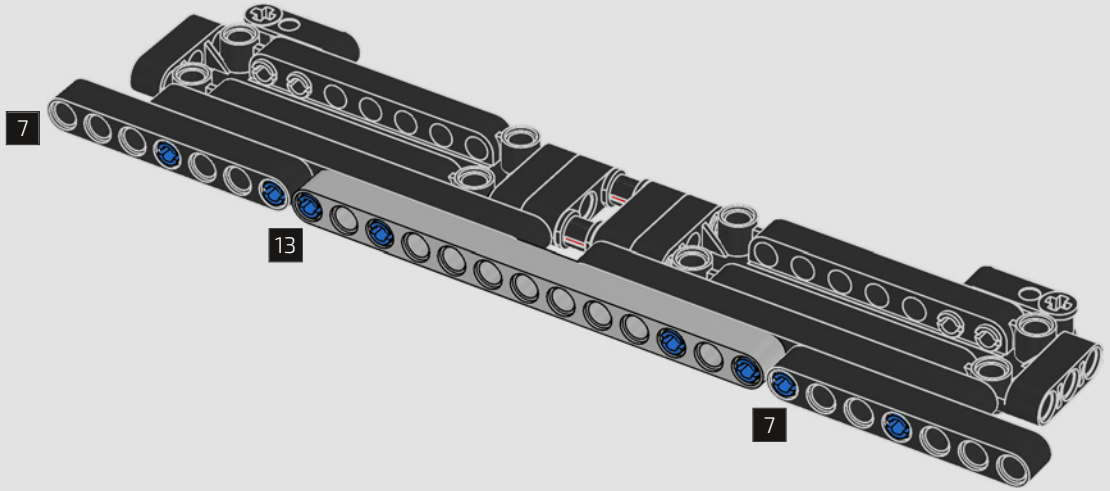


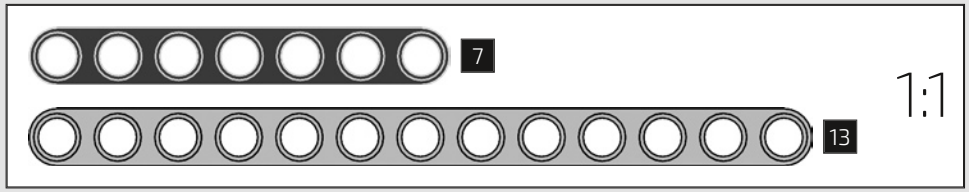
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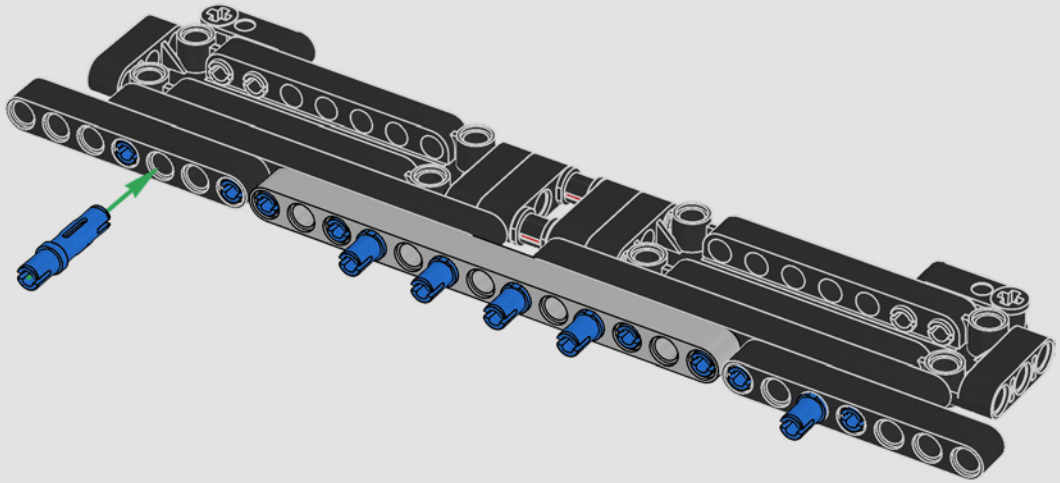
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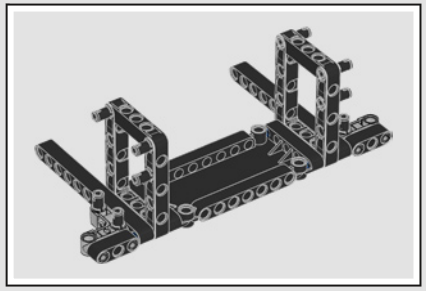


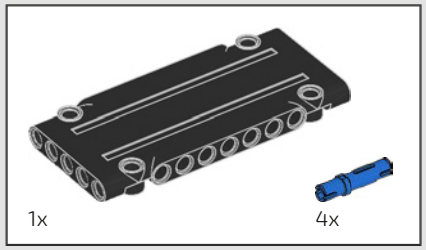



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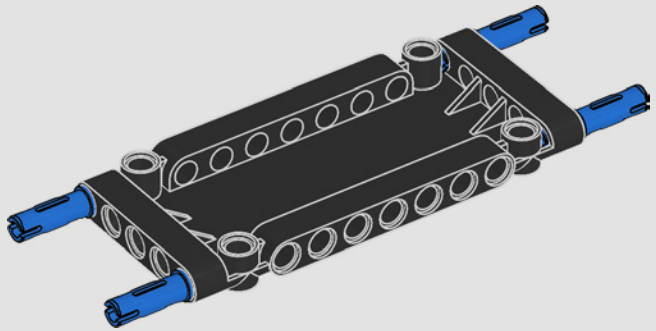
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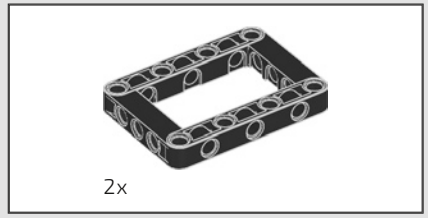




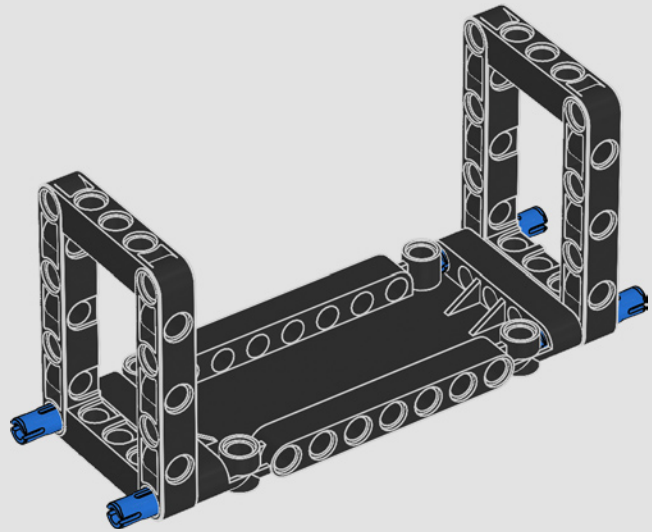


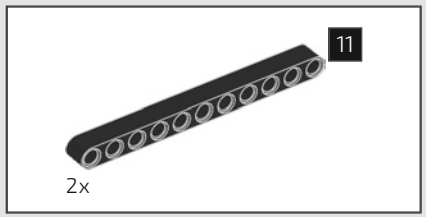
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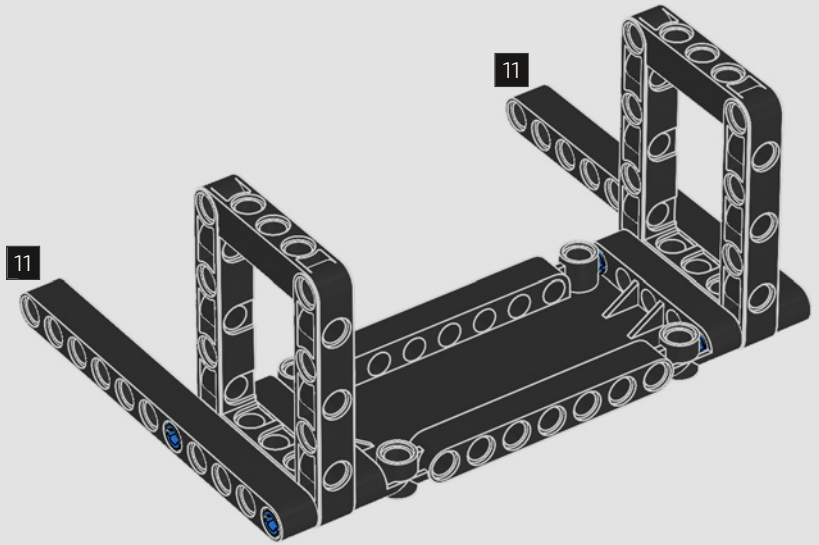


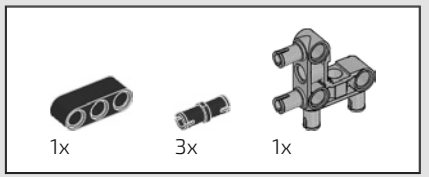
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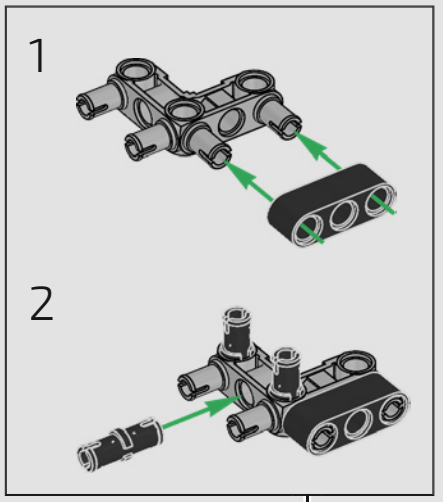


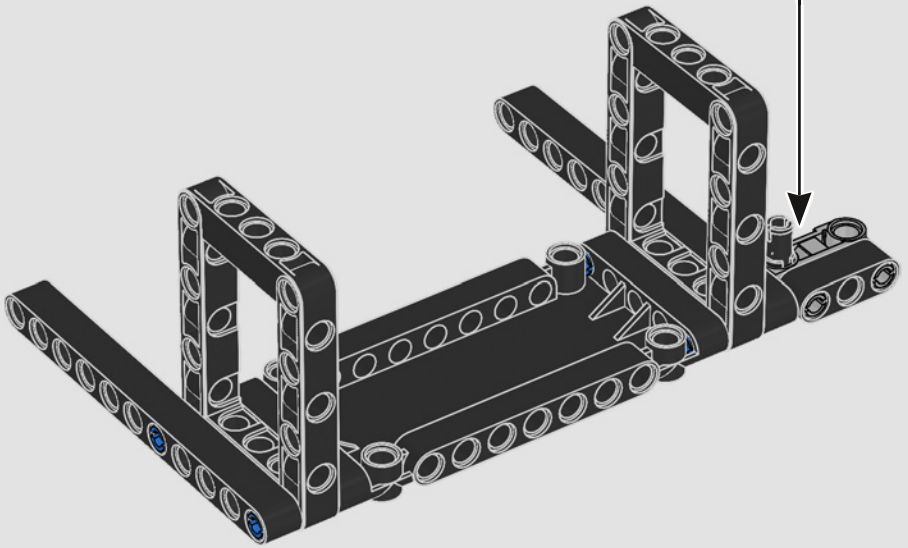
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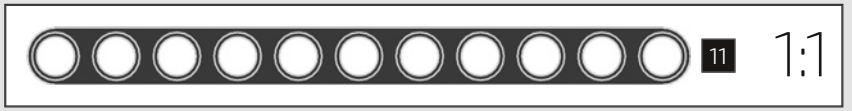


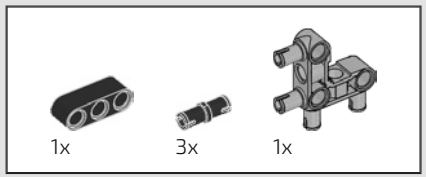


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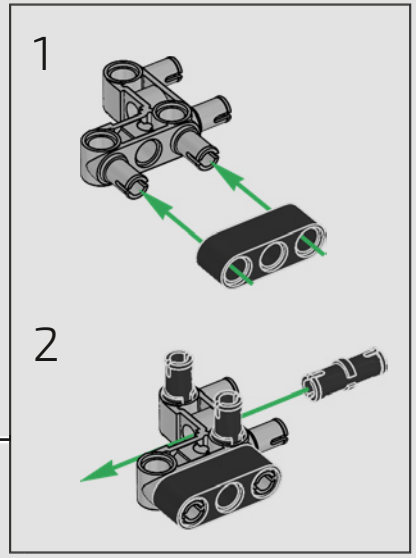


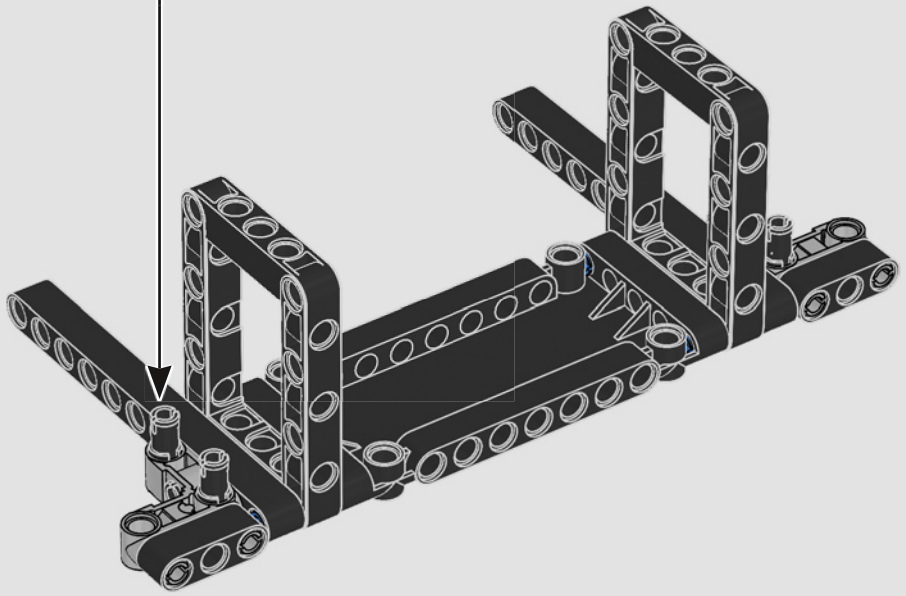


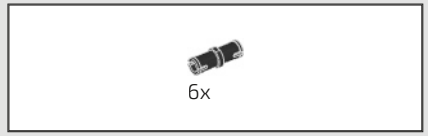




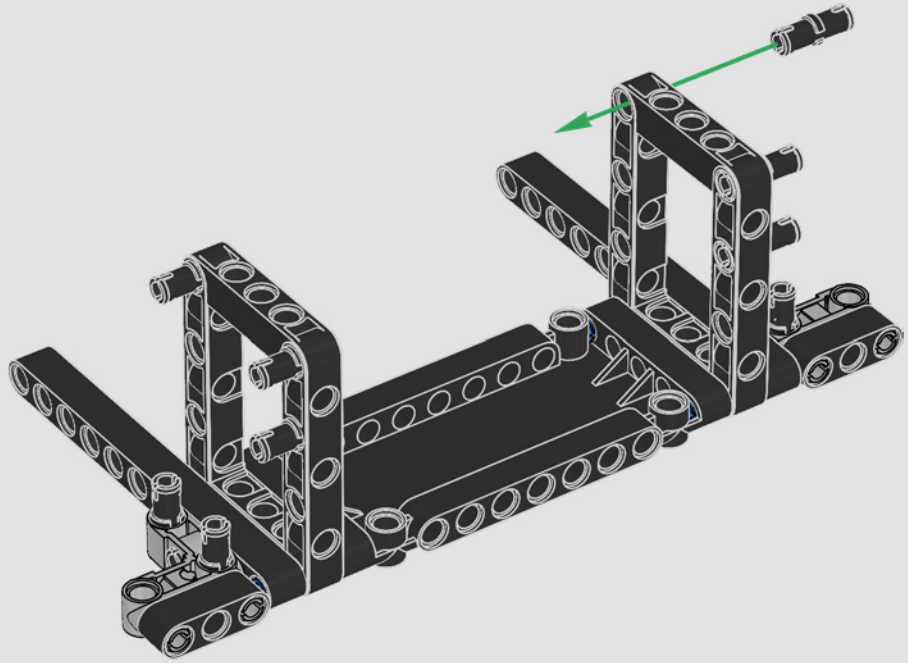
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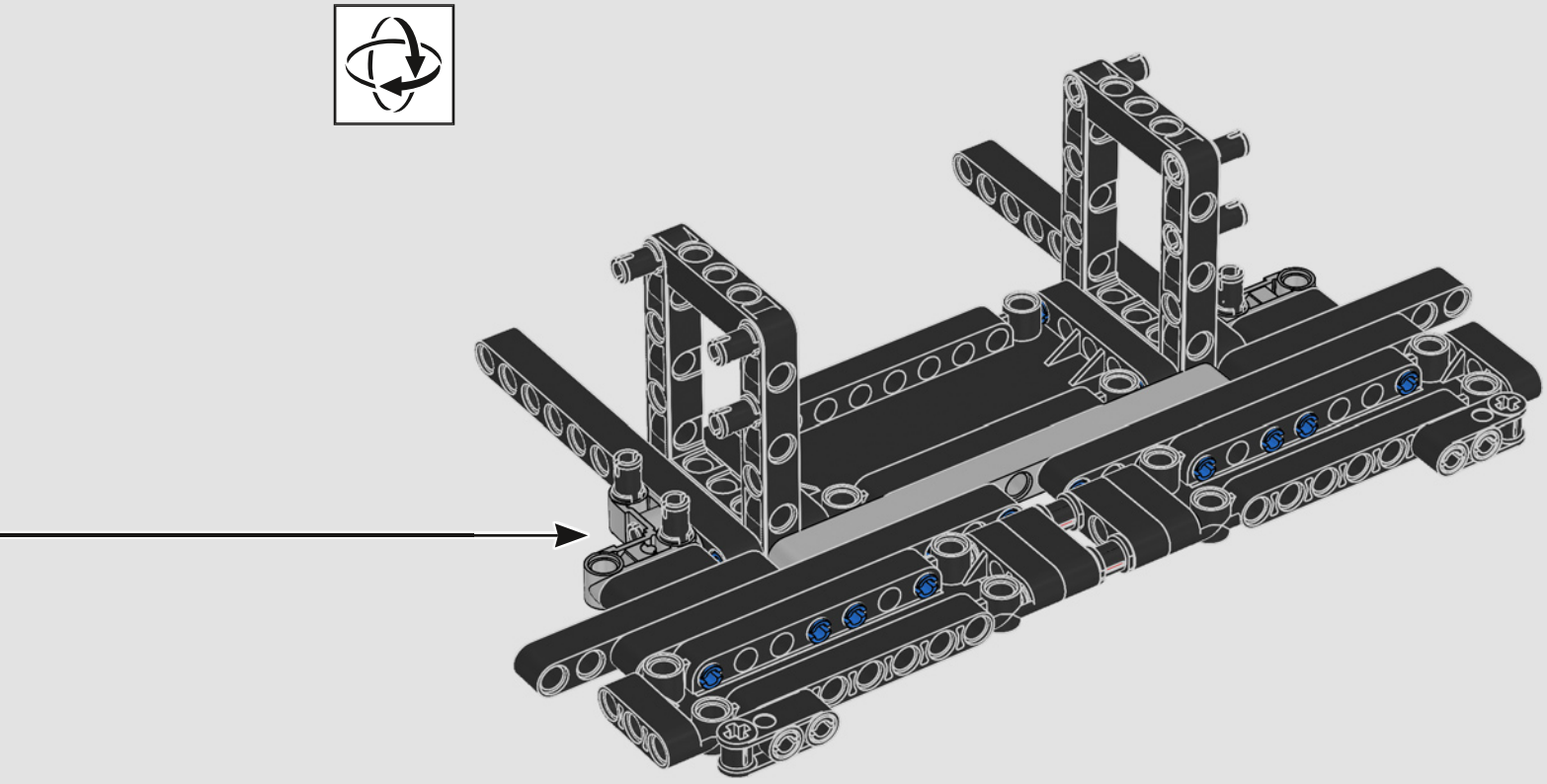


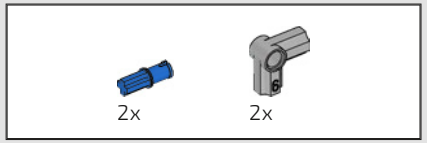


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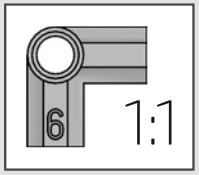


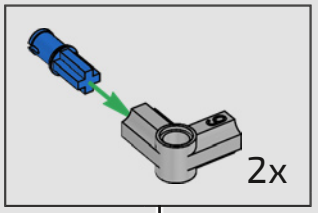
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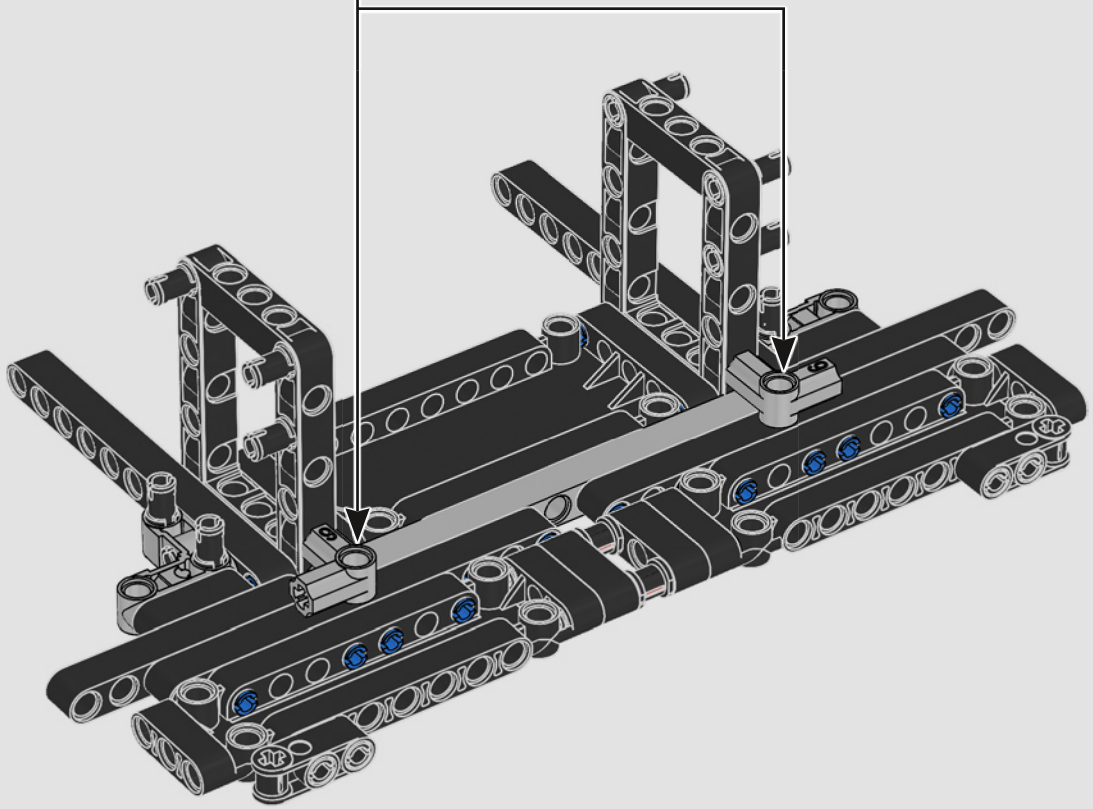


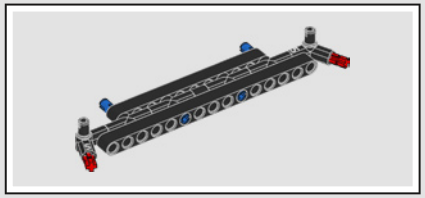


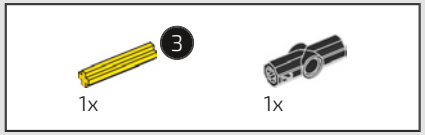
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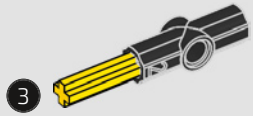


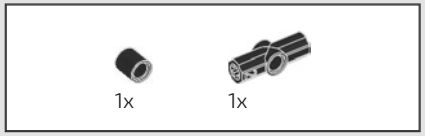




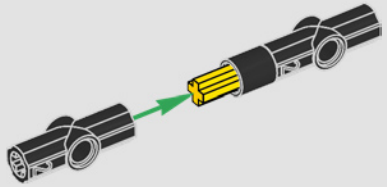


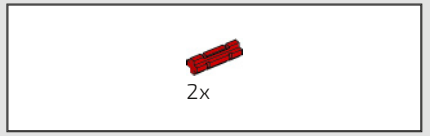
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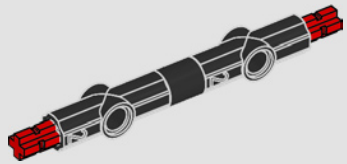


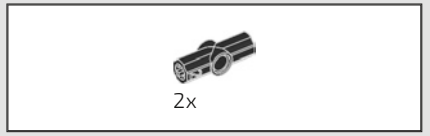
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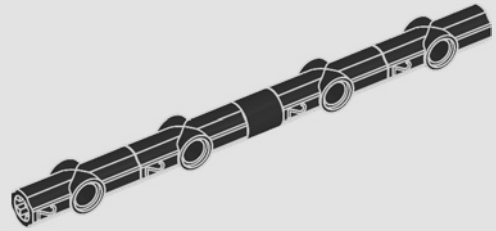


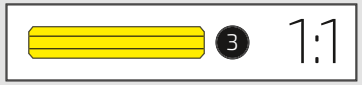
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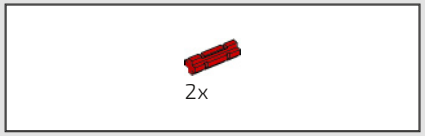




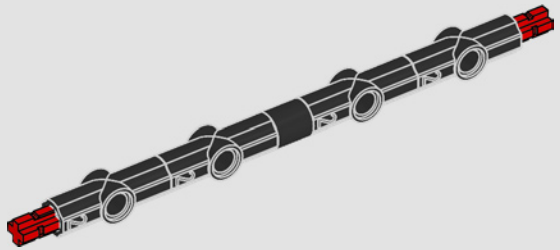
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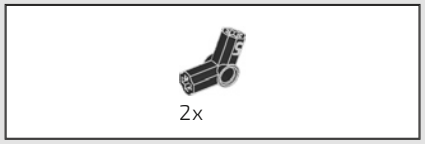






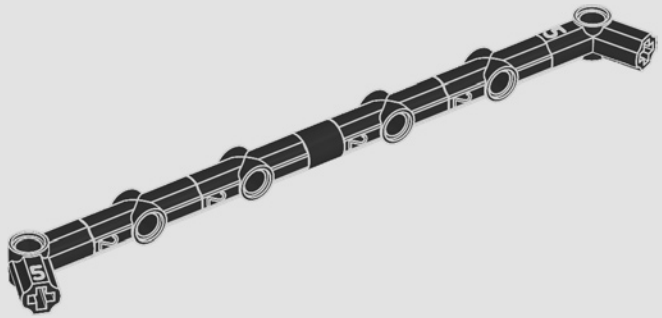
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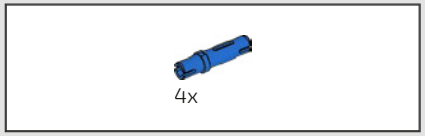




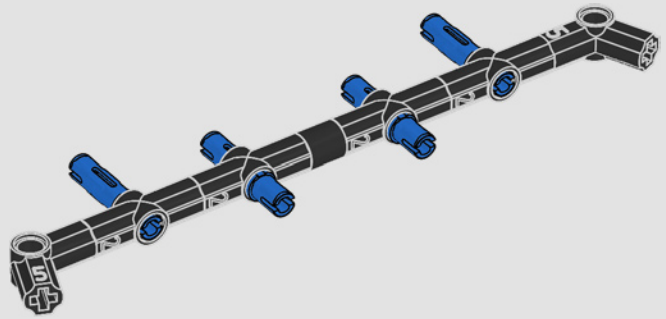


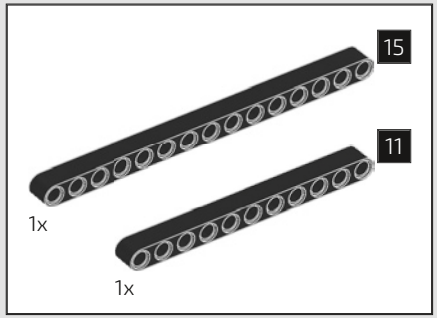
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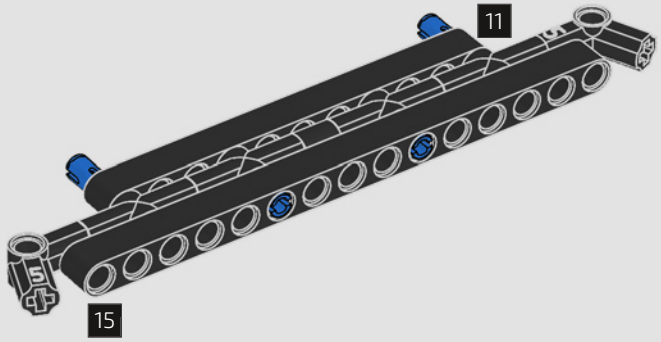


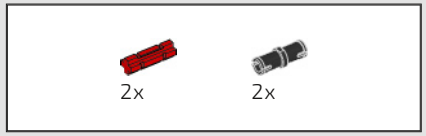
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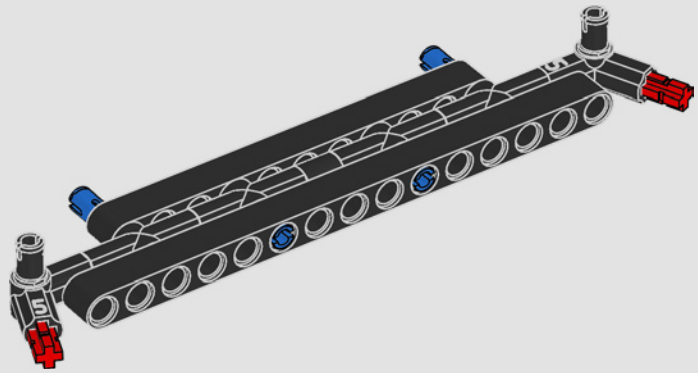


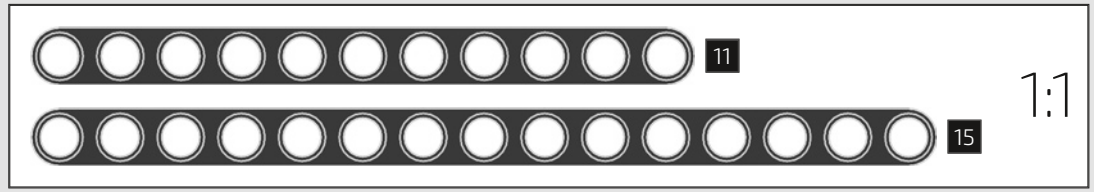
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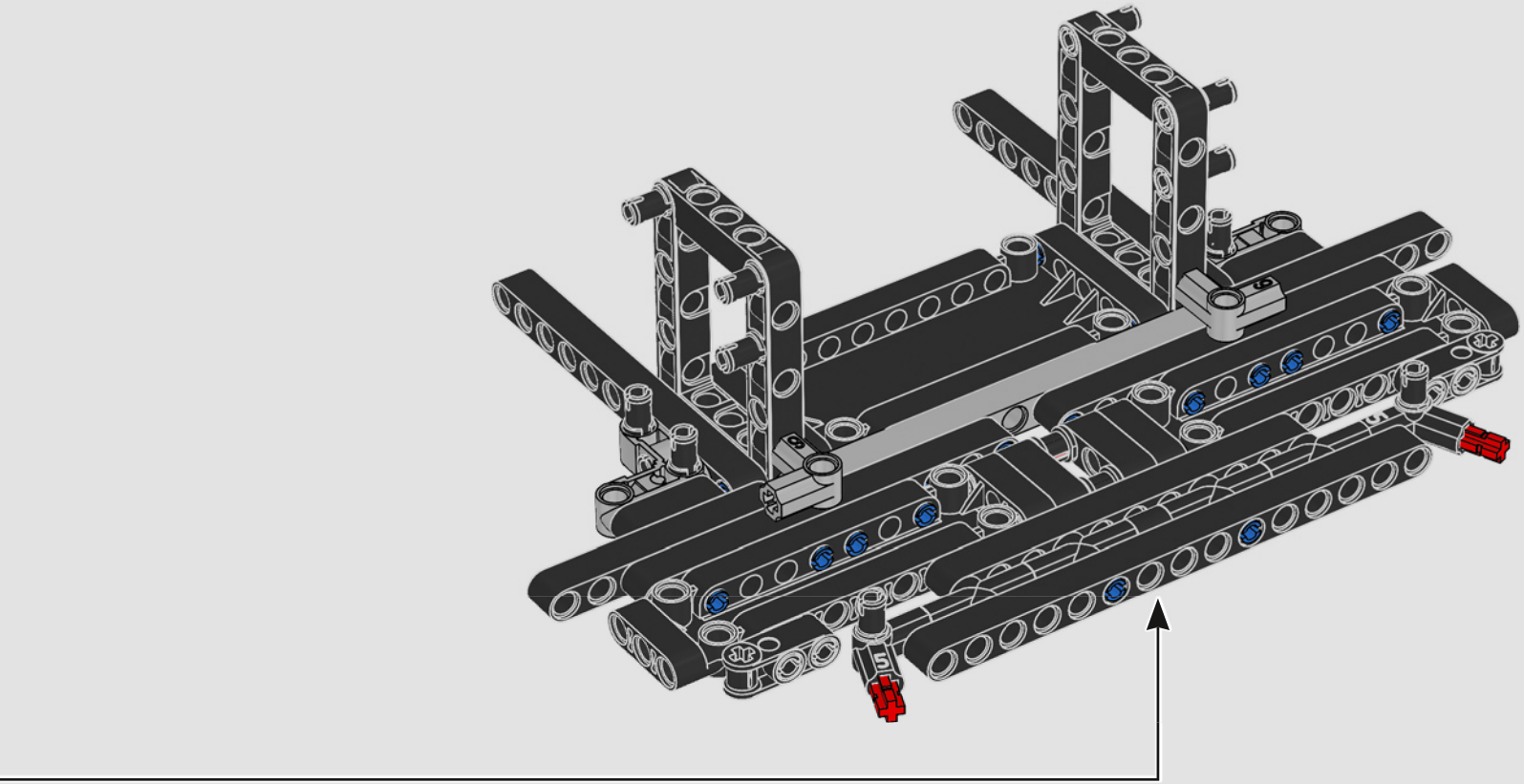


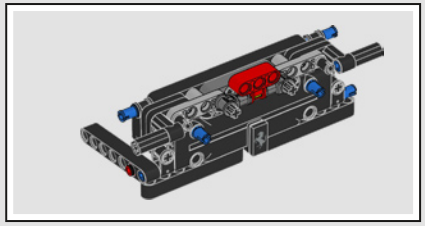
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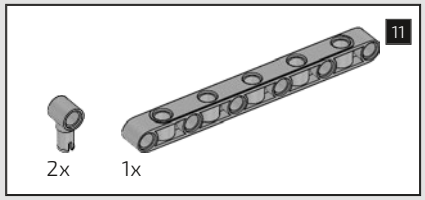




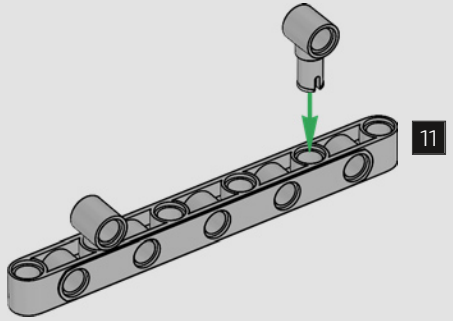
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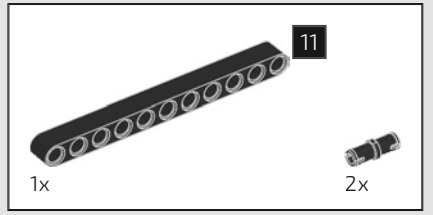




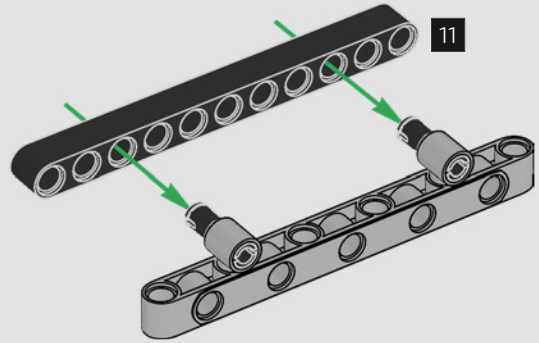


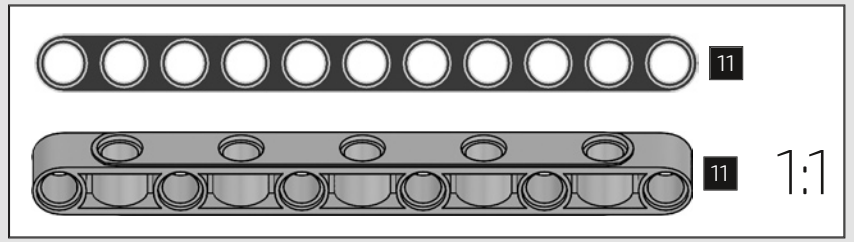
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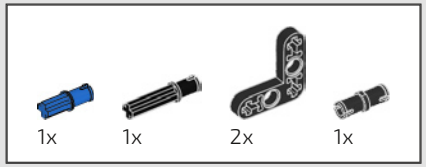




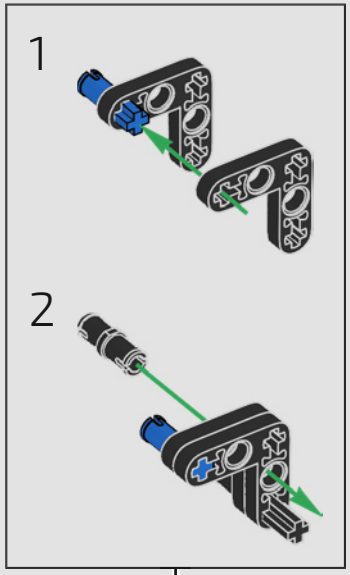
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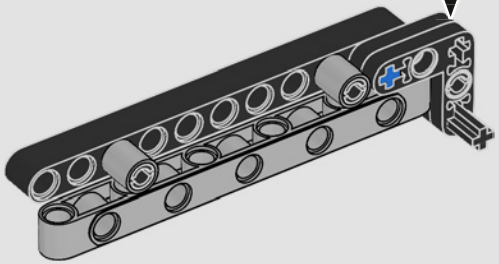


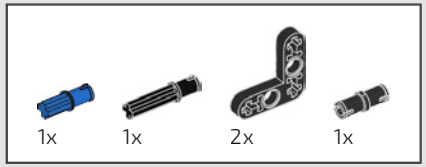




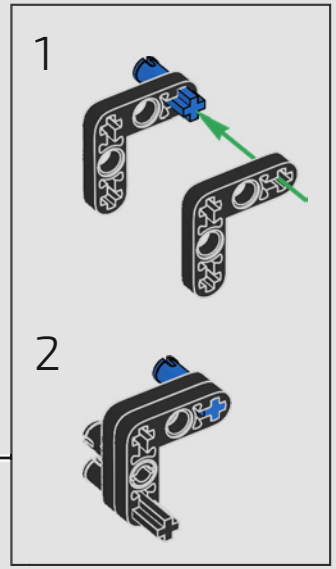
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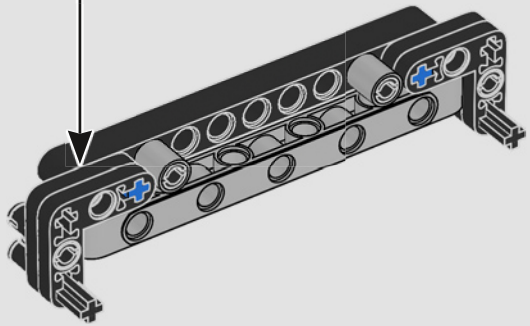


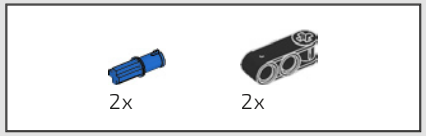




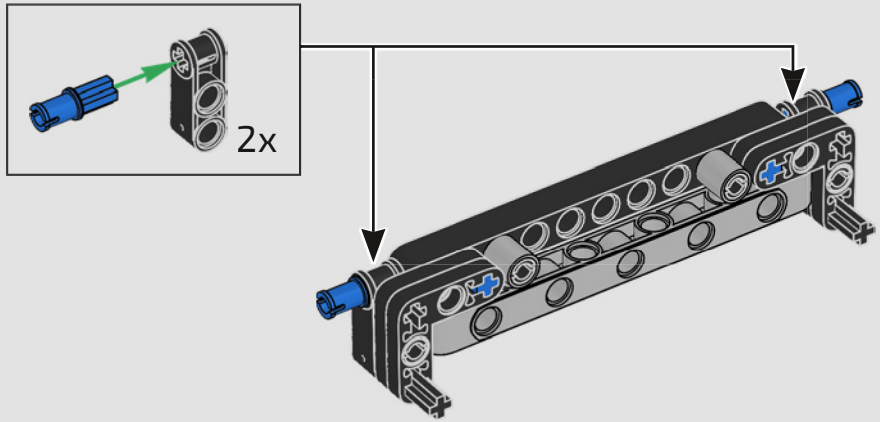
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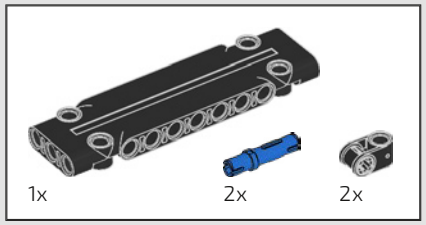




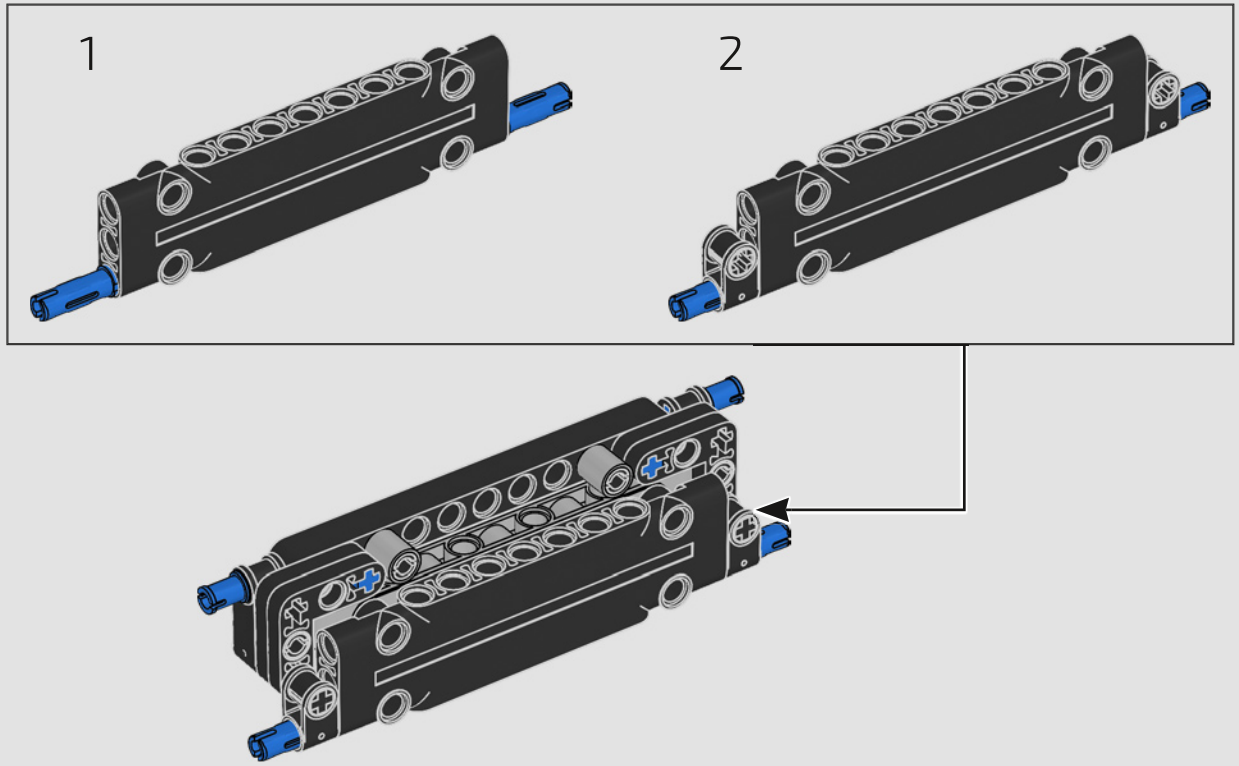


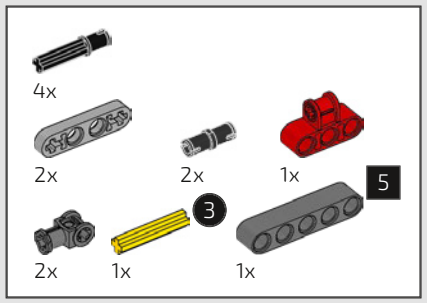
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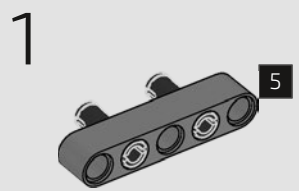


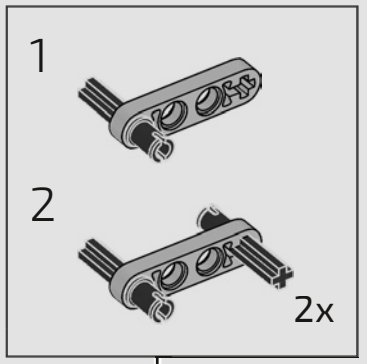
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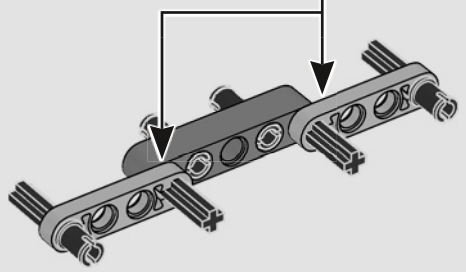


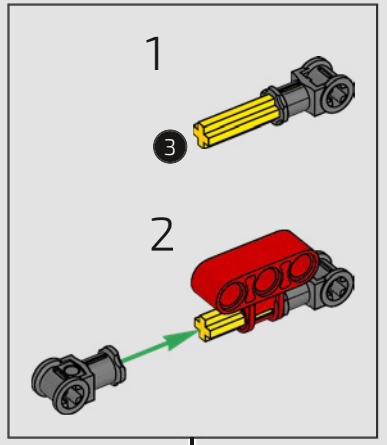


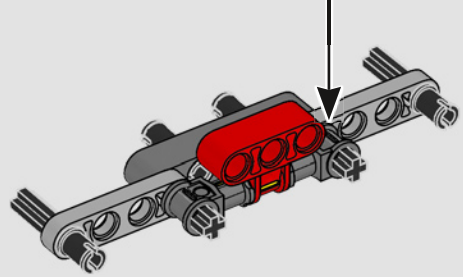
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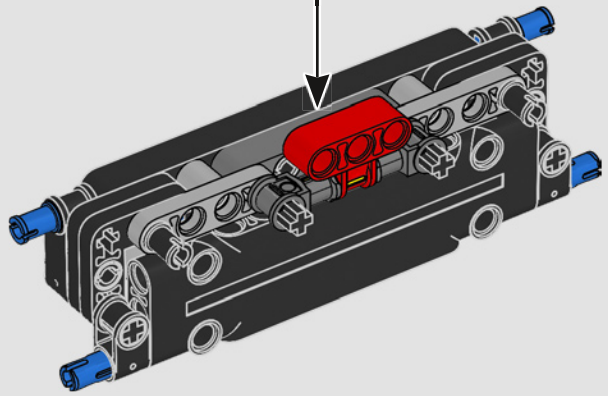


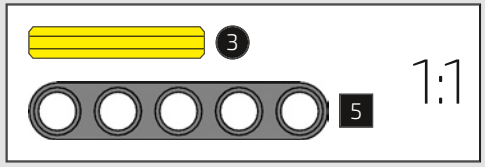


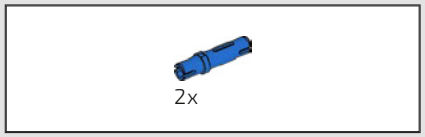




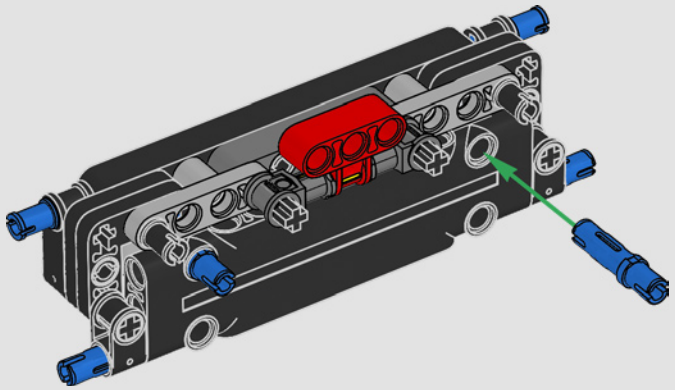


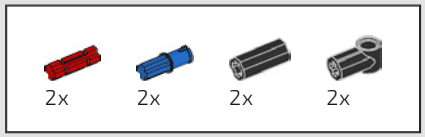




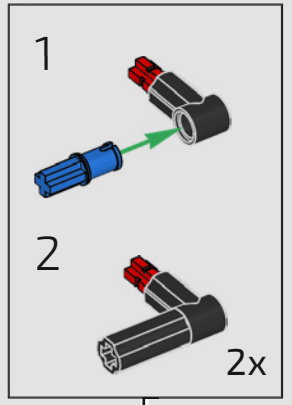


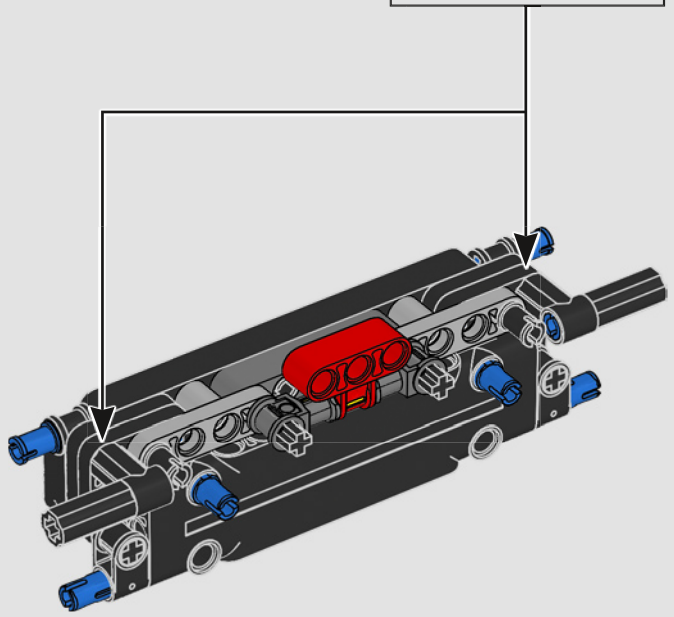
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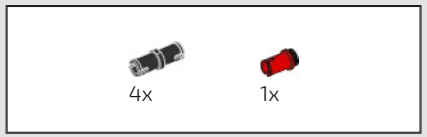




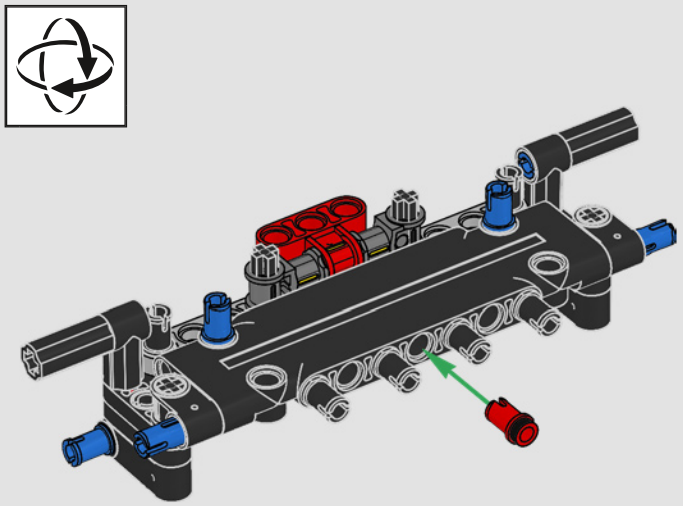
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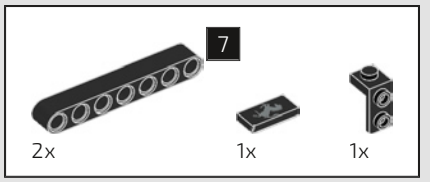




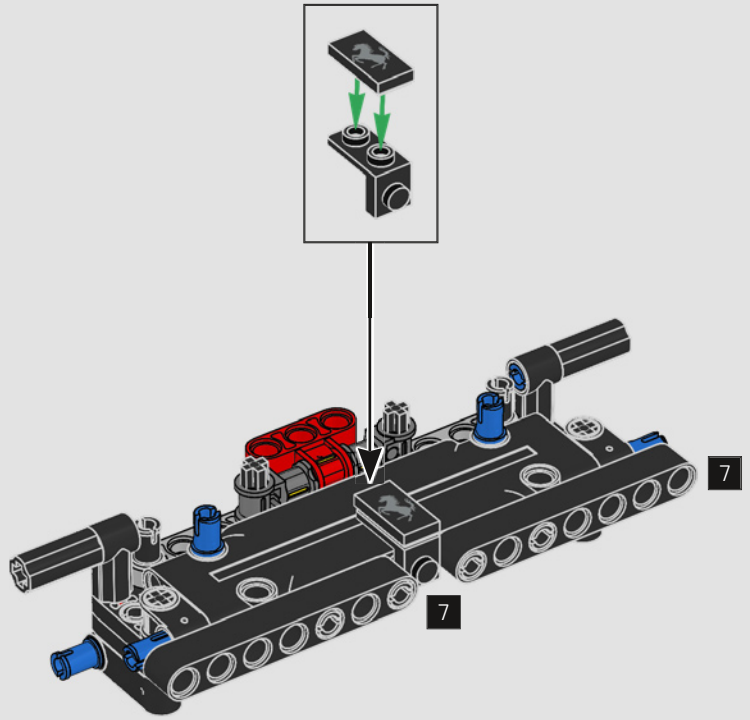
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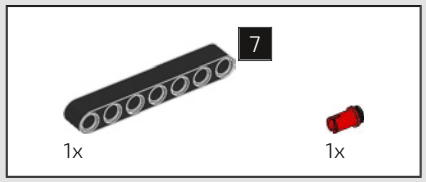






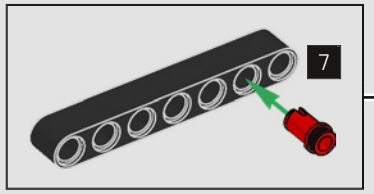
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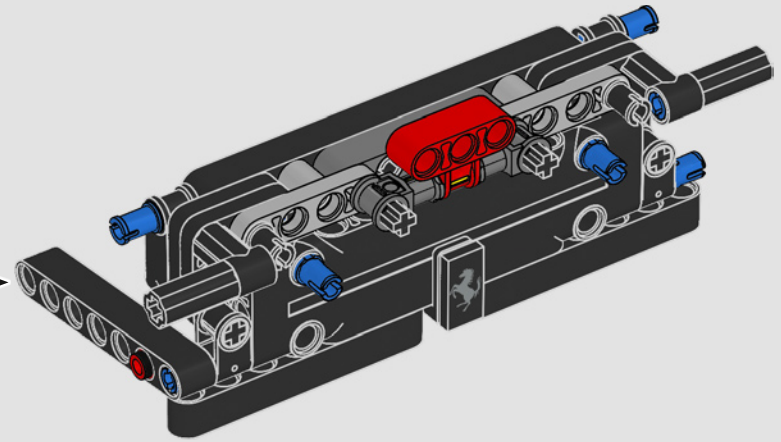




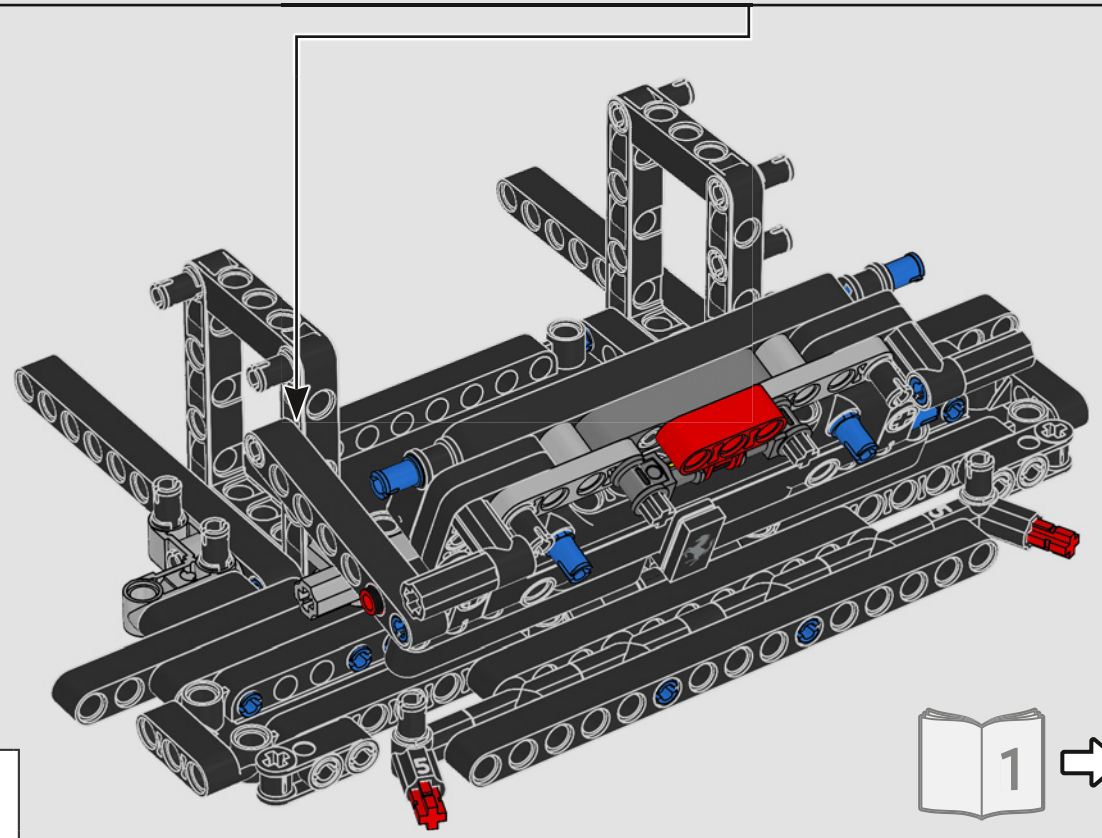
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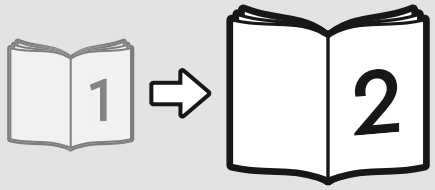




521








540 kHz
WARM UP
OFF
AUTO
odo
111 km
VIEW
MAX
ENGINE
START
STOP


148
5

6419628

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