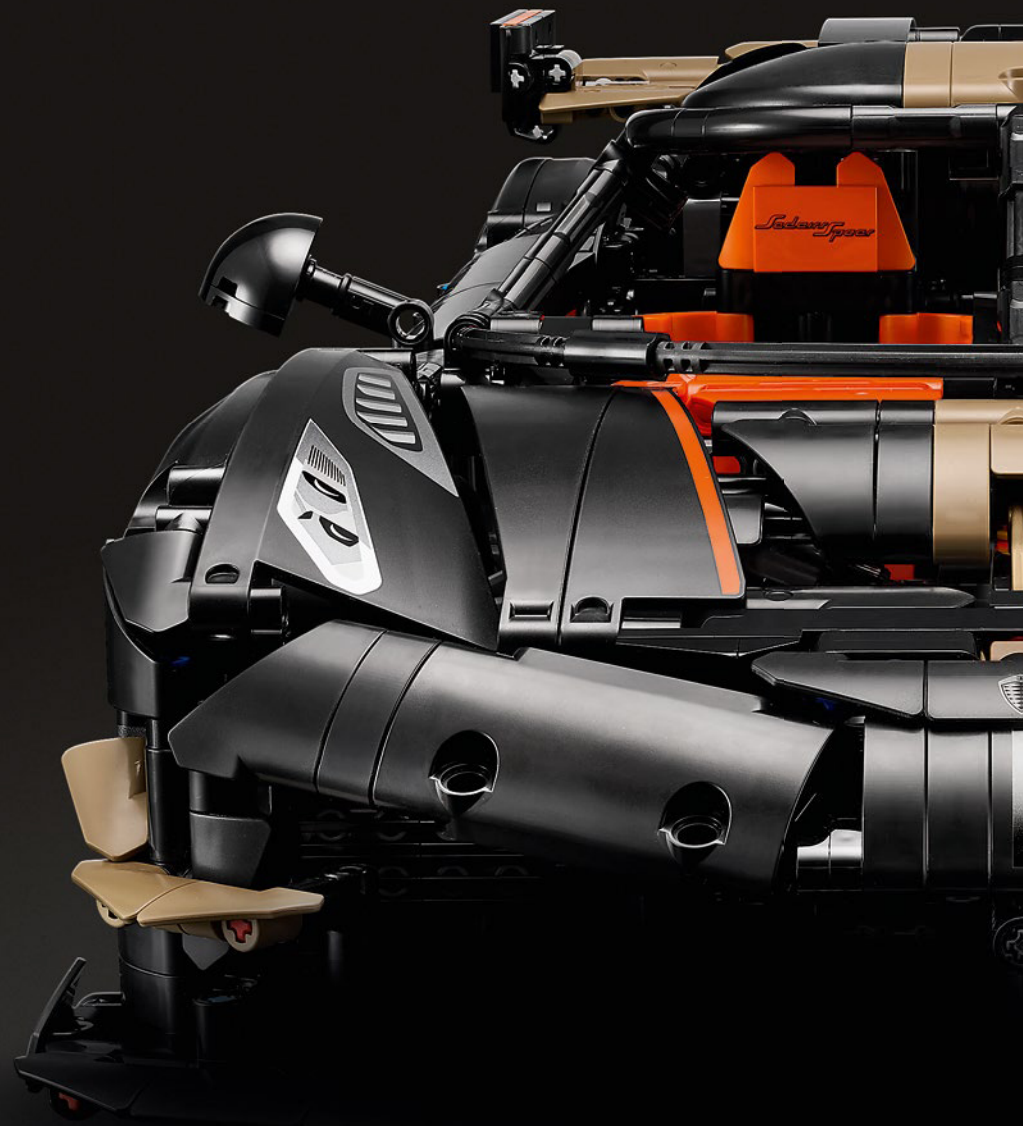


LEGO TECHNIC
Koenigsegg


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KOENIGSEGG AUTOMOTIVE

Ängelholm, Sweden
Founded 1994

Ängelholm, Schweden
Gegründet 1994



THE LEGO GROUP

Billund, Denmark
Founded 1932

DIE LEGO GRUPPE

Billund, Dänemark
Gegründet 1932

What happens if we set ourselves outrageous and seemingly impossible challenges? Working with Koenigsegg, we learnt just how deep our shared passion for playful innovation runs.

Join us behind the design of the LEGO® Technic Koenigsegg Sadair's Spear.

Was passiert, wenn wir uns selbst unerhörte und scheinbar unmögliche Herausforderungen stellen? Durch die Zusammenarbeit mit Koenigsegg haben wir erkannt, wie tief unsere gemeinsame Leidenschaft für spielerische Innovation reicht.

Begleite uns hinter die Kulissen des Designs des LEGO® Technic Koenigsegg Sadair's Spear.

FROM CHILDHOOD DREAMS TO WORLD-CLASS DESIGN

VON KINDHEITSTRÄUMEN ZUM WELTKLASSE-DESIGN

When we sat down with Christian von Koenigsegg, founder and owner of Koenigsegg, it was play at first sight. Both our companies are inspired by the whimsical optimism of childhood, mixed with an uncompromising dedication to perfection. And, not least, unwavering faith in wild ideas and creative communities. After all, what are the odds of two small businesses from small towns in Denmark and Sweden evolving into global success stories?

Despite being founded just over half a century apart, our core 'products' – LEGO® bricks and megacars – both speak to the imaginations and dreams of fans of all ages. Two brands, equally determined to reach new pinnacles of engineering, push the boundaries of what is possible, and do what's never been done before.

Als wir uns mit Christian von Koenigsegg, dem Gründer und Eigentümer von Koenigsegg, zusammensetzten, hat vom ersten Moment an alles gepasst. Beide Unternehmen sind vom unbeschwerten Optimismus der Kindheit inspiriert, kombiniert mit kompromisslosem Streben nach Perfektion. Und nicht zuletzt von einem unerschütterlichen Glauben an kreative Ideen und Gemeinschaften. Wie groß ist wohl die Wahrscheinlichkeit, dass zwei kleine Unternehmen aus den Randgebieten Dänemarks und Schwedens zu globalen Erfolgsgeschichten werden?

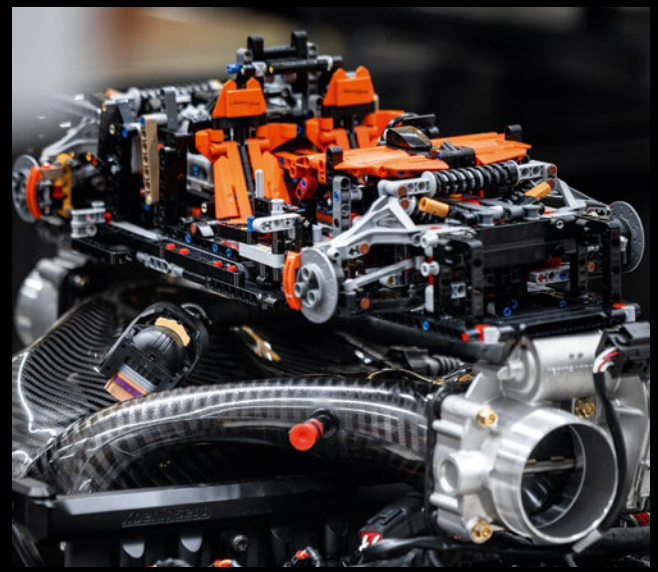
Obwohl sie nur etwas mehr als ein halbes Jahrhundert auseinander liegen, sprechen unsere Kernprodukte – LEGO® Steine und Megacars – die Fantasie und Träume von Fans aller Altersgruppen an. Zwei Marken, die beide entschlossen sind, neue Dimensionen der Technik zu erreichen, die Grenzen des Möglichen zu erweitern und etwas noch nie Dagewesenes zu schaffen.



KOENIGSEGG











BUILDING DREAMS WITH COMMUNITIES

GEMEINSAM TRÄUME WAHR MACHEN

Whatever your most extravagant dream is, it becomes vastly more attainable if you can engage others to help you reach it. For the sixth model in our exclusive LEGO® Technic Collection, partnering with Koenigsegg was one of our biggest dreams. The Koenigsegg team is known for their irresistible enthusiasm and engagement in their cars, the industry, and the megacar fan community. For the company's COO, Halldora von Koenigsegg, the LEGO collaboration is an obvious match:

"The LEGO and Koenigsegg teams are all incredibly passionate about technology, design, playfulness, curiosity and pushing boundaries. Our core values are super aligned, and we both have very strong communities. We understand the need to stay within the LEGO framework, and just like our own teams, the Technic teams are excited to challenge convention. We don't see obstacles; we see challenges and enjoy them."







"This model truly is a team project – both within the LEGO Group and with our partners at Koenigsegg."

- The LEGO® Technic Design Team

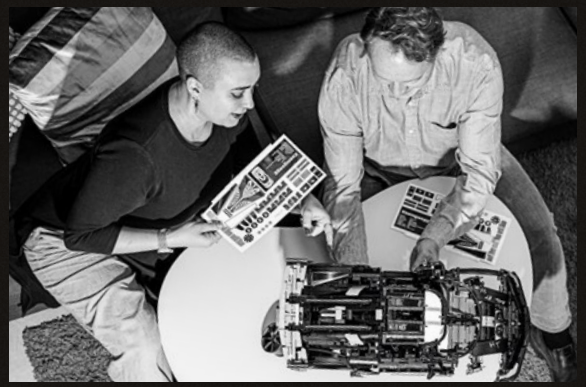
„Dieses Modell ist wirklich ein Teamprojekt – sowohl innerhalb der LEGO Gruppe als auch mit unseren Partnern bei Koenigsegg."

- Das LEGO® Technic Designteam

Egal, was dein extravagantester Traum ist, er ist wesentlich leichter zu verwirklichen, wenn dir andere dabei helfen. Für das sechste Modell aus unserer exklusiven LEGO® Technic Kollektion war die Zusammenarbeit mit Koenigsegg einer unserer größten Träume. Das Koenigsegg-Team ist bekannt für seine ansteckende Begeisterung für seine Autos, die Branche und die Megacar-Fangemeinde. Für die COO des Unternehmens, Halldora von Koenigsegg, war die LEGO Zusammenarbeit absolut naheliegend:

„Die Teams der LEGO Gruppe und Koenigsegg sind absolut enthusiastisch, wenn es um Technologie, Design, Spiel, Neugier und das Überschreiten von Grenzen geht. Wir haben die gleichen Grundwerte und wir haben beide sehr starke Gemeinschaften. Wir wissen, dass wir innerhalb des LEGO Rahmens bleiben müssen, und genau wie unsere eigenen Teams freuen sich auch die Technic Teams darauf, Traditionelles in Frage zu stellen. Wir sehen keine Hindernisse, sondern Herausforderungen, und wir lieben das.







BUILDING A LEGACY

EIN VERMÄCHTNIS SCHAFFEN

Sadair's Spear, a celebratory final salute to the Jesko series, is a limited edition of just 30 breathtaking, road-legal megacars. As with its original inspiration, this LEGO® Technic version features new design details, building techniques and elements developed in close collaboration between the LEGO Group and Koenigsegg.

Designing a replica model while the real-life car is still in development is always an exciting challenge for the Technic team. Although most aspects of the Sadair's Spear design were already locked in, a few details, like the central air intake on the rear clamshell, were adjusted while we were completing our design. We factored this scenario into our process – we had the flexibility to run with last-minute changes, and everyone pulled together to make it work.

We came up with the idea to create a unique colour scheme for the Technic model – but why leave it at that if you can take it one step further? The first Sadair's Spear sports the '76 Brown' livery with white and 'Koenigsegg Racing Green' accents. But what if a unique LEGO colour could then inspire the colour of an actual, real-life Sadair's Spear?

In collaboration with Koenigsegg, we experimented with colour schemes that fit their brand – colours that have been used on their cars before – in new combinations. At the same time, the colour scheme needed to be differentiated from other megacars and the LEGO Technic Collection.

Sadair's Spear, eine Hommage an die Jesko-Serie, gibt es als limitierte Auflage mit nur 30 atemberaubenden, straßenzugelassenen Megacars. Wie das Originalmodell zeigt auch die LEGO® Technic Version neue Designdetails, Bautechniken und Elemente, die in enger Zusammenarbeit zwischen der LEGO Gruppe und Koenigsegg entwickelt wurden.

Ein Modell zu entwerfen, während sich das reale Fahrzeug noch in der Entwicklung befindet, ist für das Technic Team immer eine spannende Herausforderung. Obwohl die meisten Merkmale des Designs des Sadair's Spear bereits festgelegt waren, wurden einige Details, wie beispielsweise der zentrale Lufteinlass im Heck, während der Fertigstellung unseres Designs angepasst. Wir haben dieses Szenario in unseren Prozess einbezogen – und wir waren flexibel genug, um kurzfristige Änderungen umzusetzen, und alle haben zusammengearbeitet, um das Projekt zum Erfolg zu führen.

Es entstand die Idee, ein einzigartiges Farbschema für das Technic Modell zu entwickeln – aber warum sollte man es dabei belassen, wenn man noch einen Schritt weiter gehen kann? Der erste Sadair's Spear trägt die Lackierung „76 Brown" mit weißen und „Koenigsegg Racing Green"-Akzenten. Wie wäre es aber, wenn eine einzigartige LEGO Farbe dann die Farbe des echten, realen Sadair's Spear inspirieren würde?

In Zusammenarbeit mit Koenigsegg haben wir mit Farbschemata experimentiert, die zu ihrer Marke passen – Farben, die schon vorher für ihre Autos verwendet wurden – neu kombiniert. Gleichzeitig sollte sich das Farbschema von anderen Megacars und der LEGO Technic Kollektion unterscheiden.

THE LEGO GROUP







*"We're definitely going to build this one!
We'll have to occupy the dinner table for weeks."*

*„Wir werden dieses Projekt auf jeden Fall umsetzen!
Wir werden wochenlang den Esstisch belegen."*

- Halldora von Koenigsegg/COO









AT THE WHEEL

"With Sadair's Spear, it's the sum of incremental changes that helped us set records even in its shakedown runs. Pushing speed limits any further would be entering the realm of absurdity for a homologated car. 400 km/h is still plenty fast! And we can beat cars that are solely track-focussed. THAT's exciting. But what really surprised me was the sensation of driving it. The way it reacts and 'talks' to you, it's at a level I didn't believe could be achieved.

"The rear-wheel drive means better steering without compromising the front axle geometry. With our full horsepower on the rear axle, and minimal traction control intervention, we beat 2,000-horsepower, 4-wheel drive cars in a straight-line race. I didn't expect that.

"Our team spirit always inspires me. I value a curious mindset over a certain education, and I usually ask new team members *'have you ever built something fast and dangerous in your garage and survived it?'* When you create something complicated, it requires responsibility and consideration, and you learn why things look and behave like they do.

"I've always been a LEGO® fan, and we've used LEGO car models as team-building projects. This model truly exceeds all my expectations. The amazing details, design and functions capture the Sadair's Spear ethos so well, and the transmission is unbelievable. We're super excited to see how fans react to it."

AM STEUER

„Bei Sadair's Spear war es die Summe kleinerer Änderungen, die dazu beitrug, schon bei den ersten Testfahrten Rekorde aufzustellen. Die Geschwindigkeitsgrenzen weiter zu verschieben, würde für ein zugelassenes Fahrzeug in den Bereich des Unrealistischen gehen. 400 km/h sind bereits ziemlich schnell! Und wir können Autos schlagen, die ausschließlich für die Rennstrecke gemacht sind. DAS nenn ich mal aufregend! Was mich jedoch so richtig überraschte, war das Fahrgefühl. Die Art und Weise, wie es reagiert und mit dir „spricht", hätte ich nicht für möglich gehalten.

Der Hinterradantrieb sorgt für eine bessere Lenkung, ohne die Geometrie der Vorderachse zu beeinträchtigen. Mit der vollen Leistung auf der Hinterachse und minimalem Eingriff der Traktionskontrolle haben wir in einem Sprintrennen Fahrzeuge mit 2.000 PS und Allradantrieb übertroffen. Das habe ich nicht erwartet.

„Unser Teamgeist inspiriert mich immer wieder aufs Neue. Ich schätze eine neugierige Denkweise mehr als eine bestimmte Ausbildung und frage neue Teammitglieder in der Regel: *„Haben Sie schon mal etwas Schnelles und Gefährliches in Ihrer Garage gebaut und es überlebt?"* Wenn man etwas Komplexes erschafft, erfordert dies Verantwortung und Aufmerksamkeit, und man lernt, warum etwas so aussieht und sich so verhält.

„Ich war schon immer LEGO® Fan, und wir haben LEGO Automodelle für Teambuilding-Projekte genutzt. Dieses Modell übertrifft wirklich alle meine Erwartungen. Die unglaublichen Details, das Design und die Funktionen spiegeln die Philosophie von Sadair's Spear so gut wider, und die Kraftübertragung ist unglaublich. Wir sind sehr gespannt, wie die Fans darauf reagieren werden.



KOENIGSEGG









UNDER THE HOOD

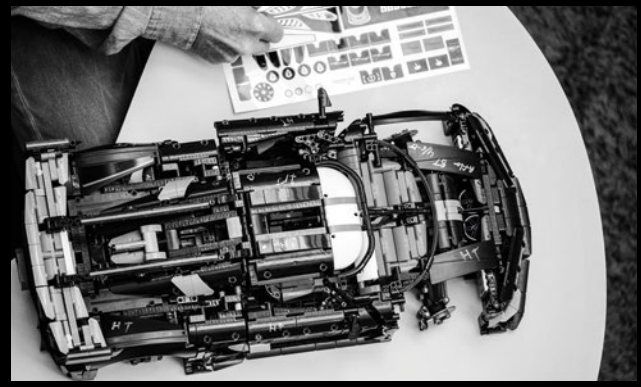
EIN BLICK UNTER DIE HAUBE

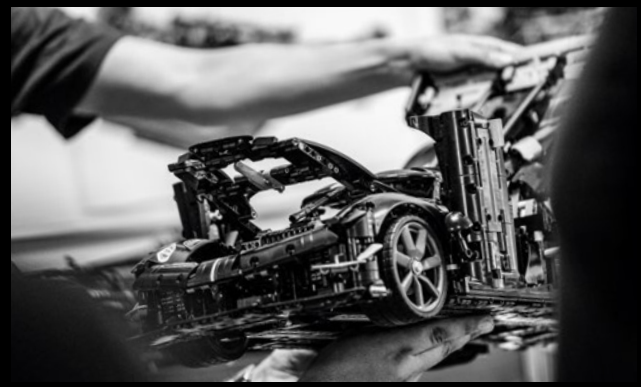
One of the greatest pleasures of inspecting a new car is really getting to know what makes it tick. We've carefully reconstructed the engine bay, with details like the V8 piston engine with the Ghost logo and twin turbos, X-pipe structure, oil radiator, Triplex Suspension with gold cylinder dampers (that also appear on the front wheel suspension), Z torsion bar, wishbone arms and exhaust.

The X-pipe structure is represented by two grey axles on top of the V8 piston engine on each side. In the real car, they are angled down to meet in the shape of an 'X'. Due to space restrictions in this model, they are angled down close to the suspension to create the optical illusion that they meet. The Z torsion bar is represented with the movable Z-shaped axles, connected to the rear-wheel wishbones, and between and underneath the long and short shock absorbers.

Am meisten Spaß macht es, herauszufinden, was ein neues Autos ausmacht. Wir haben den Motorraum sorgfältig rekonstruiert, mit Details wie dem V8-Kolbenmotor mit Ghost-Logo und Doppelturbos, X-Rohr-Struktur, dem Öl-Kühler, der Triplex-Aufhängung mit goldenen Zylinderdämpfern (die auch an der Vorderradaufhängung zu finden sind), dem Z-Torsionsstab, den Querlenkern und dem Auspuff.

Die X-Rohr-Struktur wird durch zwei graue Achsen oben auf dem V8-Kolbenmotor auf jeder Seite dargestellt. Im echten Auto sind sie nach unten geneigt, sodass sie sich in Form eines „X" treffen. Aufgrund von Platzbeschränkungen in diesem Modell sind sie nach unten geneigt und nahe zur Aufhängung, um die optische Täuschung zu erzeugen, dass sie sich treffen. Die Z-Torsionsstange wird durch bewegliche Z-förmige Achsen dargestellt, die mit den Hinterradquerlenkern verbunden sind und sich zwischen und unterhalb der langen und kurzen Stoßdämpfer befinden.











THE LEGO GROUP

PASSING TESTS
TEST BESTANDEN

Testing Sadair's Spear in extreme environments was essential, and the same goes for the LEGO® Technic version, albeit on a different scale. (The latter is simpler to reassemble, should the worst happen.) Every LEGO model is tested for durability, difficulty level, colour variations, safe element use and functions. Along the way, sections of the model can be stress-tested with heat, pressure, and a number of conditions that simulate real-life use. If any function fails during these tests, we rebuild.

In this model, we started by testing the 9-speed transmission with a programmed robot arm that shifted the nine gears with the paddle shifters, while the transmission and V8 motor rotated. We built the front and rear Triplex Suspension and let the robot arm test the strength of the shock absorbers and wishbones and then adjusted the design of the wishbones and the strength of the new shock absorbers, so the final design can carry the weight of a full model. The most extensive test was with our 'Ghost mode', where the robot arm worked hours on end, opening the rear clam to activate the mechanism, closing the doors and the front bonnet.

As a final test, a team of model designers, design coaches and building instructions designers evaluate the complete building flow from start to finish. For a model of this size, it typically takes a full week, during which any necessary changes can be applied.

Es war wichtig, Sadair's Spear unter extremen Bedingungen zu testen. Genauso wie die LEGO® Technic Version, wenn auch in einem anderen Maßstab. (Letztere lässt sich im Falle eines Falles einfacher wieder zusammenbauen.) Jedes LEGO Modell wird auf Strapazierfähigkeit, Schwierigkeitsgrad, Farbvariationen, sichere Verwendung der Elemente und Funktionen geprüft. Dabei können Teile des Modells mit Hitze, Druck und einer Reihe von Bedingungen, die den realen Einsatz simulieren, einem Stresstest unterzogen werden. Wenn eine Funktion während dieser Tests ausfällt, bauen wir sie neu.

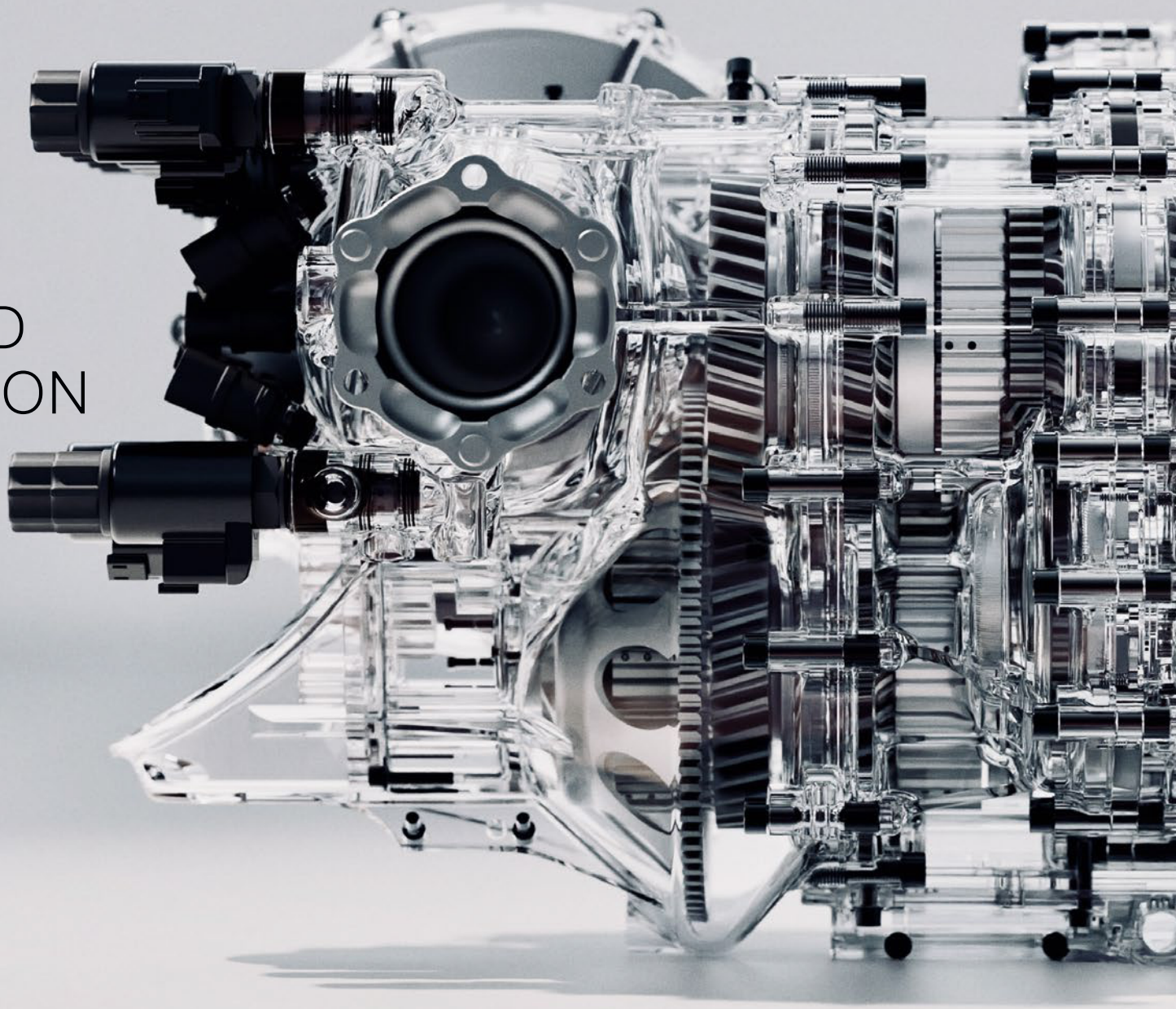
Bei diesem Modell haben wir zunächst das 9-Gang-Automatikgetriebe mit einem programmierten Roboterarm getestet, der die neun Gänge mit den Schaltwippen schaltete, während das Getriebe und der V8-Motor drehten. Wir haben die vordere und hintere Triplex-Aufhängung gebaut und den Roboterarm die Festigkeit der Stoßdämpfer und Querlenker testen lassen. Anschließend haben wir das Design der Querlenker und die Festigkeit der neuen Stoßdämpfer angepasst, sodass die endgültige Konstruktion das Gewicht eines vollständigen Modells tragen kann. Der umfangreichste Test wurde mit dem „Ghost-Modus" durchgeführt, bei dem der Roboterarm stundenlang arbeitet, die Heckklappe öffnet, um den Mechanismus zu aktivieren, und die Türen und die vordere Motorhaube schließt.

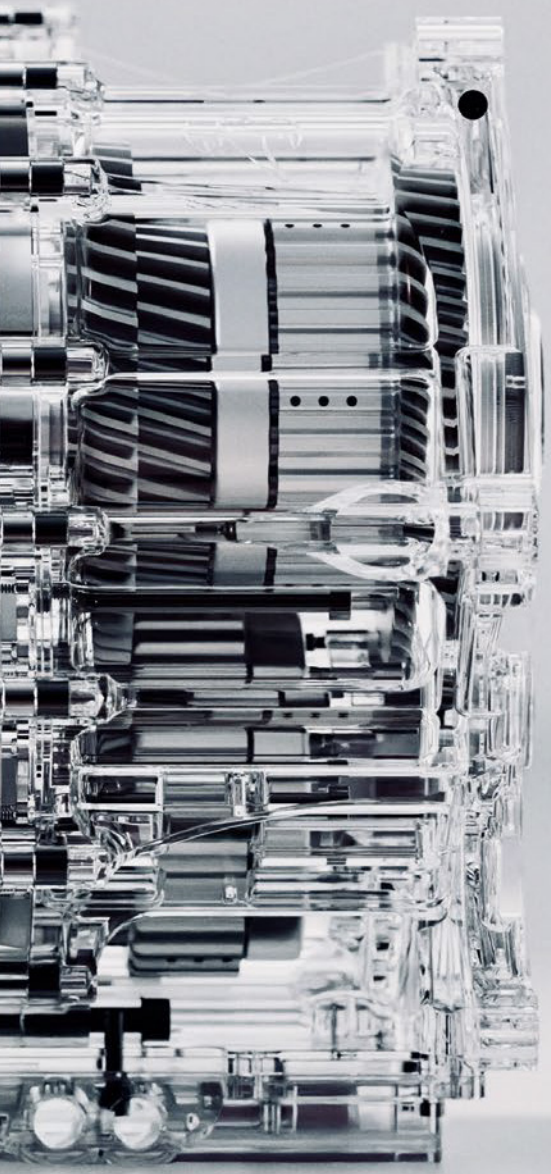
Als abschließenden Test bewertet ein Team aus Modelldesignern, Designbetreuern und Entwicklern von Bauanleitungen den gesamten Bauablauf von Anfang bis Ende. Für ein Modell dieser Größe dauert es in der Regel eine ganze Woche, in der alle erforderlichen Änderungen vorgenommen werden.

THE 9-SPEED TRANSMISSION

Sadair's Spear uses the signature Koenigsegg 9-speed transmission (LST, Light Speed Transmission). This features six sets of gears for a combined total of nine forward gears. The LST utilises multiple wet, multi-disc clutches and operates without a traditional flywheel, allowing for incredibly fast gear changes between all gears – hence the Light Speed name.

In the Technic car, you can shift from 1st to 9th gear or 9th to 1st gear with the paddle shifters behind the steering wheel.





DAS 9-GANG-GETRIEBE

Der Sadair's Spear nutzt das berühmte 9-Gang-Getriebe von Koenigsegg (LST, Light Speed Transmission). Dieses besitzt sechs Gangsätze für insgesamt neun Vorwärtsgänge. Das LST-Getriebe nutzt mehrere nasse Mehrscheibenkupplungen und arbeitet ohne herkömmliches Schwungrad, was unglaublich schnelle Gangwechsel zwischen allen Gängen ermöglicht – daher der Name Light Speed.

Im Technic Fahrzeug kann man mit den Schaltwippen hinter dem Lenkrad vom 1. auf den 9. Gang oder vom 9. auf den 1. Gang schalten.





Halldora von Koenigsegg, COO

THERE'S SOMETHING IN THE AIR

ES LIEGT WAS IN DER LUFT

Radical aerodynamics and cutting-edge technology are elements fans have come to expect from the brand that is renowned for pushing performance into uncharted territory. Longer strakes, enlarged dive planes and reworked body panels with NACA ducts and other aero elements maximise downforce while channelling 30% more cooling air to the radiators. The result is unsurpassed track stamina. Enlarged wheel arches house bespoke directional carbon fibre wheels that act as turbines sucking the hot air out from the brakes, while a newly patented adaptive wiper, vertical third light and extended spoiler underline Koenigsegg's dedication to design detail. Inside, digital precision meets track focus, complete with 6-point harnesses and helmet-ready seats. Delivering 1,173 hp per tonne, the Sadair's Spear is a demonstration of power and innovation.

According to Halldora von Koenigsegg, the evolution of the brand is only possible through the strong, long-term relationships they have built with customers over the years:

"Since 2000, both our company and our products have matured, of course, and we feel privileged to have such a strong and loyal customer base that continues to inspire us. Together with our dealers, we always look for fun ways to interact with our community and expand our 'family'."

Radikale Aerodynamik und modernste Technologie sind Elemente, die Fans von der Marke erwarten, die dafür bekannt ist, die Leistung in unbekanntes Terrain voranzutreiben. Längere Stringer, vergrößerte Tauchflächen und überarbeitete Karosserieteile mit NACA-Kanälen und anderen aerodynamischen Elementen maximieren den Abtrieb und leiten gleichzeitig 30 % mehr Kühlluft zu den Kühlern. Das Ergebnis ist eine einmalige Ausdauer auf der Rennstrecke. Vergrößerte Radkästen dienen als Gehäuse für maßgeschneiderte Richtungs-Carbonfelgen, die wie Turbinen die heiße Luft aus den Bremsen absaugen, während ein neu patentierter adaptiver Scheibenwischer, eine vertikale dritte Leuchte und ein verlängerter Spoiler das besondere Augenmerk von Koenigsegg auf Designdetails unterstreichen. Im Innenraum trifft digitale Präzision auf Rennstreckenfokus, inklusive 6-Punkt-Gurten und helmtauglichen Sitzen. Mit einer Leistung von 1.173 PS pro Tonne ist der Sadair's Spear ein Beweis für Kraft und Innovation.

Die Entwicklung der Marke, so Halldora von Koenigsegg, sei nur durch die starken, langfristigen Beziehungen möglich, die sie über die Jahre zu ihren Kunden aufgebaut haben:

„Seit dem Jahr 2000 sind natürlich sowohl unser Unternehmen als auch unsere Produkte gereift, und wir fühlen uns privilegiert, einen so starken und treuen Kundenstamm zu haben, der uns weiterhin inspiriert. Gemeinsam mit unseren Händlern suchen wir regelmäßig nach Möglichkeiten, die Spaß machen, um mit unserer Community zu interagieren und unsere „Familie" zu vergrößern.





DESIGN CHALLENGE: ACCEPTED

DESIGN-HERAUSFORDERUNG: ANGENOMMEN

This model has been our greatest challenge so far. At 1:8 scale, its size was determined by the wheel proportions, and we used Koenigsegg CAD files as reference.

First, we had to recreate the 9-speed transmission. As with Koenigsegg, if we don't have what it takes to get a detail right, we invent it ourselves! We created new wishbones, and long/short shock absorbers to recreate the front and rear Triplex Suspension.

Both the transmission elements and the Triplex Suspension elements were developed in close collaboration with our element designers, front-end engineers, model coaches and LEGO® element specialists, and our partners at Koenigsegg. It is truly a team effort.

From there, it took multiple iterations of test models to experiment with the shaping, the 'Ghost-mode' mechanism, door mechanism and the rest of the detailed car body work.

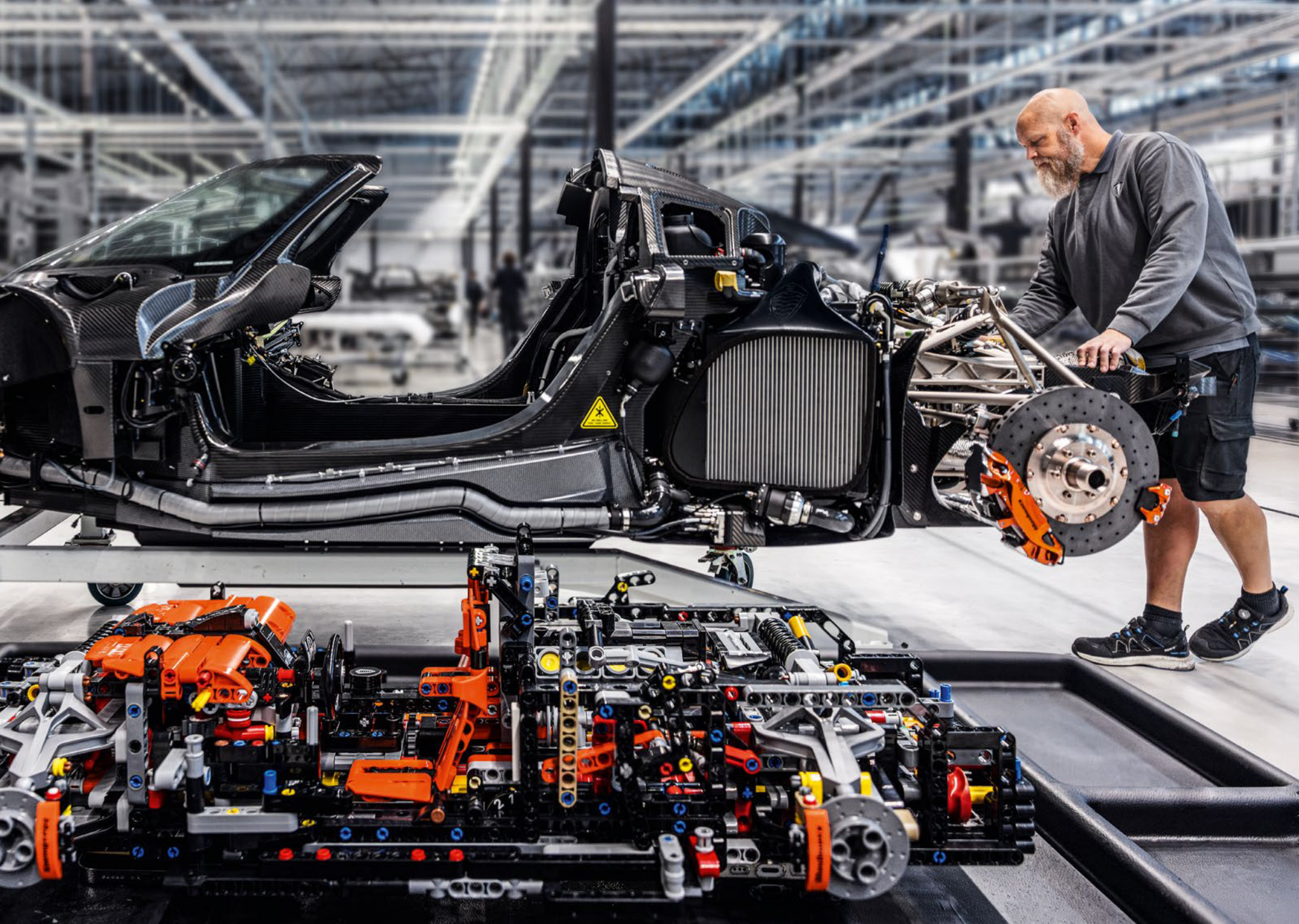
Dieses Modell war bisher unsere größte Herausforderung. Im Maßstab 1:8 wurde die Größe durch die Radproportionen bestimmt. Unsere Referenz waren die CAD-Dateien von Koenigsegg.

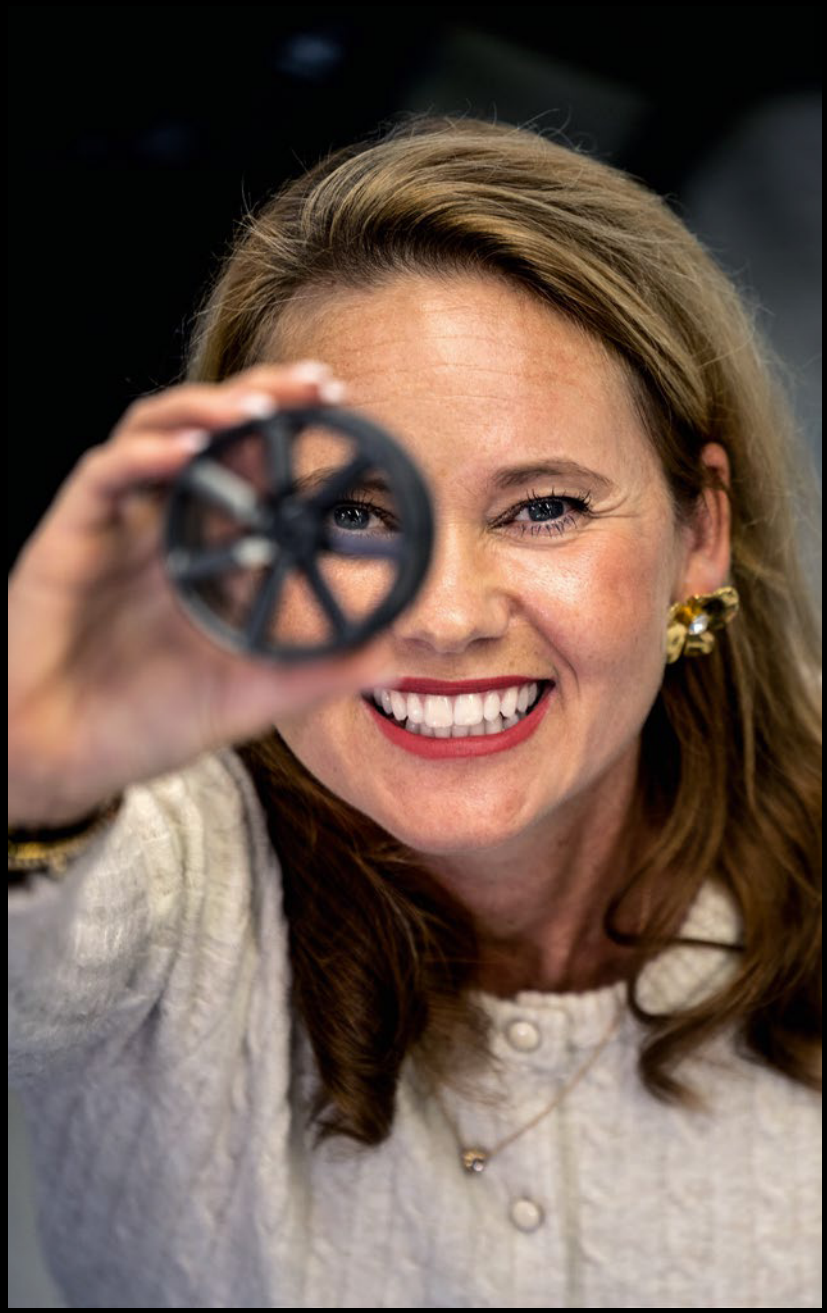
Zunächst mussten wir das 9-Gang-Getriebe nachbauen. Wie bei Koenigsegg gilt auch für uns: wenn uns etwas fehlt, um ein Detail richtig umzusetzen, entwickeln wir es selbst! Wir haben neue Querlenker und lange/kurze Stoßdämpfer entwickelt, um die vordere und hintere Triplex-Aufhängung nachzubauen.

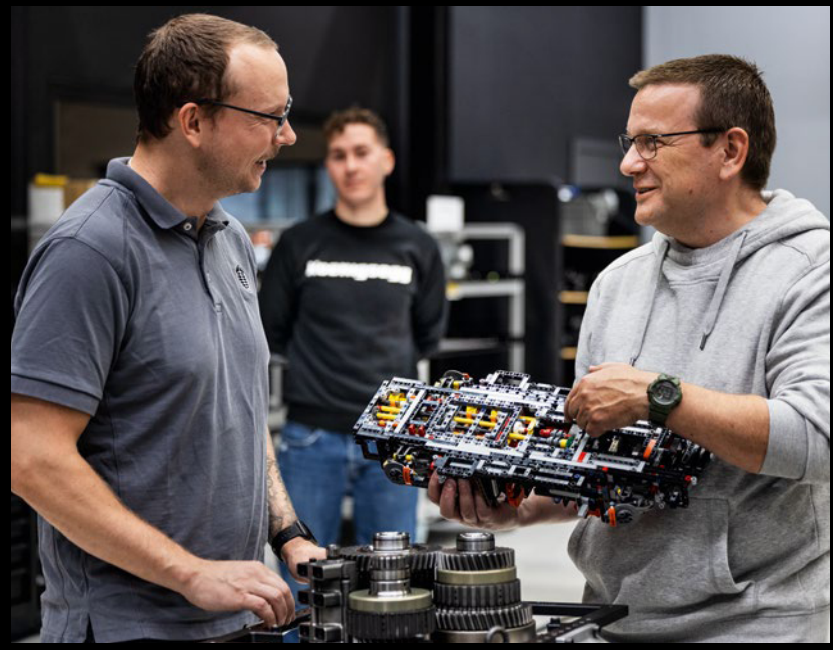
Sowohl die Getriebeelemente als auch die Triplex-Aufhängungselemente wurden in enger Zusammenarbeit mit unseren Elementdesignern, Frontend-Ingenieuren, Modellbauern und LEGO® Elementspezialisten sowie unseren Partnern bei Koenigsegg entwickelt. Es war eine echte Teamleistung.

Von dort aus waren mehrere Versionen von Testmodellen erforderlich, um mit der Formgebung, dem „Ghost-Mode"-Mechanismus, dem Türmechanismus und den übrigen Details der Karosserie zu experimentieren.
















Koenigsegg


Koenigsegg
Made in
Ängelholm
Sweden
N: 56 17' 26
E: 12 50' 49
1 of 30


ON
OFF

ROAD LEGAL, RACEHORSE DNA

STRASSENZULASSUNG MIT DER DNA EINES RENNPFERDS







Steve Dubs, Koenigsegg Concept & Design Manager, sees the collaboration between all development teams as key to creating innovative solutions.

“We always look for ways to add more power, reduce weight and optimise downforce. Building on the knowledge and simulation tools we have, we advanced the Jesko platform. Christian naming the car after the Koenigsegg family’s racehorse gave us a clear direction – it had to perform on the track. From there, it was a team effort involving design, engineering, vehicle dynamics, our aerodynamics team, and our test driver, Markus Lundh. We were very conscious of mixing existing components with new solutions.

“The new rear wing is larger but lighter and generates more downforce with less drag, thanks to the innovative core material and construction method inspired by motorsport technology. We also applied these design principles for the dive planes and the unique spear-shaped aero device behind the door. Even the underside of the wing was redesigned, eliminating screws and gaps to optimise airflow. During development drives in August 2025, at WeatherTech Raceway Laguna Seca, test driver Markus’ feedback just confirmed the car’s balance and stability. It was incredibly satisfying to see our collaboration manifested in meaningful improvements, greater control, and higher confidence in pushing the car to the limit. Just three months after the first development drive at Laguna Seca, Markus and a small team from Koenigsegg returned to the iconic track and claimed the production car lap record.

“I’m really excited about the LEGO® Technic model and the level of details and functions the Technic team has captured. I think we put quite a lot of pressure on them! The result is incredible, with details like the Triplex suspension, a working 9-speed transmission, and the folding mirrors on the signature double synchro helix doors and the whole Ghost-mode function. Wow.”

Steve Dubs, Koenigsegg Concept & Design Manager, sieht die Zusammenarbeit zwischen allen Entwicklungsteams als Schlüssel für innovative Lösungen.

„Wir suchen immer nach Möglichkeiten, mehr Leistung zu erzielen, das Gewicht zu reduzieren und den Abtrieb zu optimieren. Aufbauend auf unserem Wissen und unseren Simulationswerkzeugen haben wir die Jesko-Plattform weiterentwickelt. Christian benannte das Auto nach dem Rennpferd der Familie Koenigsegg und gab uns damit eine klare Richtung vor – es musste auf der Rennstrecke überzeugen. Von da an war es eine Teamleistung, an der die Bereiche Design, Technik, Fahrzeugdynamik, unser Aerodynamikteam und unser Testfahrer Markus Lundh beteiligt waren. Wir haben besonders darauf geachtet, bestehende Komponenten mit neuen Lösungen zu kombinieren.

Der neue Heckflügel ist größer, aber leichter und erzeugt dank des innovativen Kernmaterials und der Konstruktionsmethode, die von der Motorsporttechnologie inspiriert sind, mehr Abtrieb bei geringerem Luftwiderstand. Diese Konstruktionsprinzipien haben wir auch auf die Tauchflossen und das einzigartige speerförmige Aerodynamikgerät hinter der Tür angewendet. Sogar die Unterseite des Flügels wurde neu gestaltet, wobei Schrauben und Spalten entfernt wurden, um den Luftstrom zu optimieren. Während der Testfahrten im August 2025 auf dem WeatherTech Raceway Laguna Seca bestätigte das Feedback von Testfahrer Markus die Ausgewogenheit und Stabilität des Fahrzeugs. Es war unglaublich befriedigend zu sehen, wie unsere Zusammenarbeit zu wichtigen Verbesserungen, besserer Kontrolle und mehr Zuverlässigkeit führte, um das Auto bis an seine Grenzen zu bringen. Nur drei Monate nach der ersten Testfahrt in Laguna Seca kehrten Markus und ein kleines Team von Koenigsegg auf die legendäre Rennstrecke zurück und stellten einen neuen Rundenrekord für Serienfahrzeuge auf.

„Ich bin wirklich begeistert von dem LEGO® Technic Modell, seinem Detailreichtum und den Funktionen, die das Technic Team umgesetzt hat. Ich glaube, wir machen ihnen ganz ordentlich Druck! Das Ergebnis ist unglaublich: mit Details wie der Triplex-Federung, einem funktionierenden 9-Gang-Getriebe, den klappbaren Spiegeln an den charakteristischen Doppelsynchron-Helix-Türen und der gesamten Ghost-Modus-Funktion. Wow!“



Steve Dubs and LEGO® Technic Designer
Steve Dubs und LEGO® Technic Designer



Halldora and Christian watch the model's Ghost-mode function for the first time

Halldora und Christian sehen sich zum ersten Mal die Ghost-Modus-Funktion des Modells an.

> *"That's insane. That is absolutely insane. How is that possible?"*
>
> *„Das ist verrückt. Absolut verrückt. Wie ist das überhaupt möglich?"*
>
> *– Christian von Koenigsegg*

RECREATING THE GHOST-MODE FUNCTIONS

On the real car's key, you can push a 'Ghost-mode' button, which opens the rear clam (showing the engine bay), the front bonnet and two doors. All these four opening parts of the car are linked together with the hydraulic system. You can also operate these opening parts separately via buttons on the car key.

This was easily the most enjoyable function to recreate in the LEGO® Technic model, and it was even more fun showing it to the Koenigsegg team for the first time and seeing their reaction. The 'Ghost-mode' mechanism is activated by lifting the rear clam, which then activates the opening functions in the front bonnet and doors. When the rear clam is closed, you can still open the front bonnet and the doors totally separately via buttons on each side of the car. Even the side mirrors fold in on the doors when they open, just like the real car!

DEN GHOST-MODUS NACHBAUEN

Auf dem Schlüssel des echten Fahrzeugs befindet sich eine Taste für den „Ghost-Modus", mit der sich die Heckklappe (die den Motorraum freigibt), die Fronthaube und beide Türen öffnen lassen. Alle vier Teile des Fahrzeugs, die sich so öffnen lassen, sind mit dem Hydrauliksystem verbunden. Man kann diese Teile auch separat über Tasten auf dem Autoschlüssel öffnen.

Das war mit Abstand die Funktion, deren Nachbau im LEGO® Technic Modell am meisten Spaß gemacht hat, und es hat noch mehr Spaß gemacht, sie dem Koenigsegg-Team zum ersten Mal zu zeigen und ihre Reaktion zu beobachten. Der „Ghost-Modus"-Mechanismus wird durch Anheben der Heckklappe in Gang gesetzt, wodurch die Öffnungsfunktionen der vorderen Motorhaube und der Türen aktiviert werden. Wenn die Heckklappe geschlossen ist, kann man die Fronthaube und die Türen weiterhin völlig unabhängig voneinander über Tasten auf beiden Seiten des Fahrzeugs öffnen. Sogar die Seitenspiegel klappen beim Öffnen der Türen ein, genau wie beim echten Wagen!

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SMASHING TESTS – AND RECORDS
CRASHTESTS – UND REKORDE

For Koenigsegg, and especially for Test Driver Markus Lundh, safety always comes first.

"Driving the Sadair's Spear feels like using a cheat code in a video game – everything is turned up to 11. Mid-corner, there's more grip. When you trust the car, you can carry more speed into and out of the corner. The Light Speed Transmission feels like an extension of yourself. The skip between multiple gears is instantaneous. The car is very forgiving and easy to drive on the limit. We've driven it on frozen lakes and in the searing heat of Death Valley in California. The car just inspires confidence and feels calm and collected even at extreme speeds and conditions.

Of course, we accept the possibility that we might lose a car during testing. That reality adds pressure, but it's also what drives us forward. Breaking records in straight-line runs, like 0-400-0 km/h, is about ensuring everything on the car is ready. Hill climbs like Goodwood are different. It's bumpy, narrow, with no margin for error, and your comfort and confidence in the car are everything. The Goodwood record wasn't even planned – we were still adjusting, but it just felt right to give it a go. At those speeds, you don't get a sensation of roadside blur, but the wind noise builds into a white noise that almost drowns out the engine. The car grows more sensitive to every input, but it never feels frightening. It's more like flying. It's a strange kind of freedom."

Für Koenigsegg und insbesondere für Testfahrer Markus Lundh steht Sicherheit immer an erster Stelle.

„Das Fahren des Sadair's Spear fühlt sich an, als würde man den Cheat-Code in einem Videospiel nutzen – alles ist auf 11 gedreht. In der Kurvenmitte gibt es mehr Grip. Wenn man dem Auto vertraut, kann man mit höherer Geschwindigkeit in die Kurve hinein- und aus ihr herausfahren. Die Light Speed Transmission fühlt sich wie eine Erweiterung seiner selbst an. Das Umschalten zwischen mehreren Gängen erfolgt augenblicklich. Das Auto ist sehr fehlerverzeihend und lässt sich auch am Limit leicht fahren. Wir sind damit auf gefrorenen Seen und in der sengenden Hitze des Death Valley in Kalifornien gefahren. Das Auto strahlt einfach Vertrauen aus und vermittelt auch bei extremen Geschwindigkeiten und Bedingungen ein Gefühl von Ruhe und Gelassenheit.

Natürlich akzeptieren wir die Möglichkeit, dass wir während der Tests ein Auto verlieren könnten. Diese Realität erhöht den Druck, aber das ist auch das, was uns vorantreibt. Um Rekorde bei Sprintrennen wie 0-400-0 km/h zu brechen, muss sichergestellt sein, dass alle Komponenten des Fahrzeugs einwandfrei funktionieren. Bergrennen wie Goodwood sind anders. Es ist holprig, eng, ohne Spielraum für Fehler, und dein Komfort und dein Vertrauen in das Auto sind alles. Der Goodwood-Rekord war gar nicht geplant – wir waren noch in der Anpassungsphase, aber es fühlte sich einfach richtig an, es zu versuchen. Bei diesen Geschwindigkeiten hat man nicht das Gefühl, dass die Straße verschwimmt, aber das Windgeräusch entwickelt sich zu einem weißen Rauschen, das den Motor fast übertönt. Das Auto reagiert sensibler, aber es fühlt sich nie beängstigend an. Es ist eher wie Fliegen. Es ist eine seltsame Art von Freiheit".







Keno Zache

TELL US WHAT YOU THINK

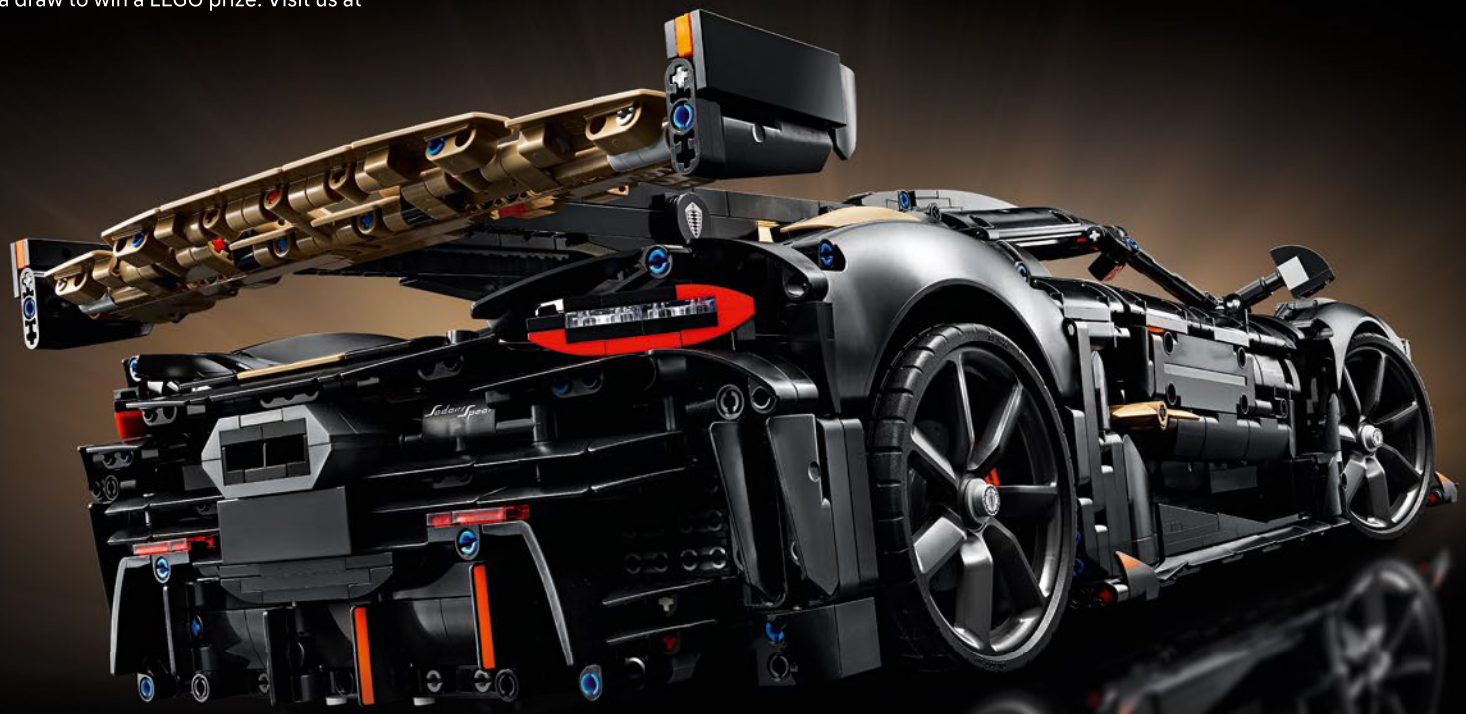
We always strive to improve the LEGO® Technic experience, and we would love to hear your opinion. What do you think of the model itself? How was the building process? Did everything live up to your expectations?

When you complete the short feedback survey, you will automatically be entered into a draw to win a LEGO prize. Visit us at

DEINE MEINUNG IST GEFRAGT

Wir möchten unsere LEGO® Technic Sets immer weiter verbessern. Deshalb legen wir großen Wert auf deine Meinung. Wie gefällt dir das Modell an sich? Wie war der Bauprozess? Wurden all deine Erwartungen erfüllt?

Nachdem du den kurzen Feedback-Fragebogen ausgefüllt hast, nimmst du automatisch an der Verlosung eines LEGO Preises teil. Besuche uns auf



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BOX

1 2 3

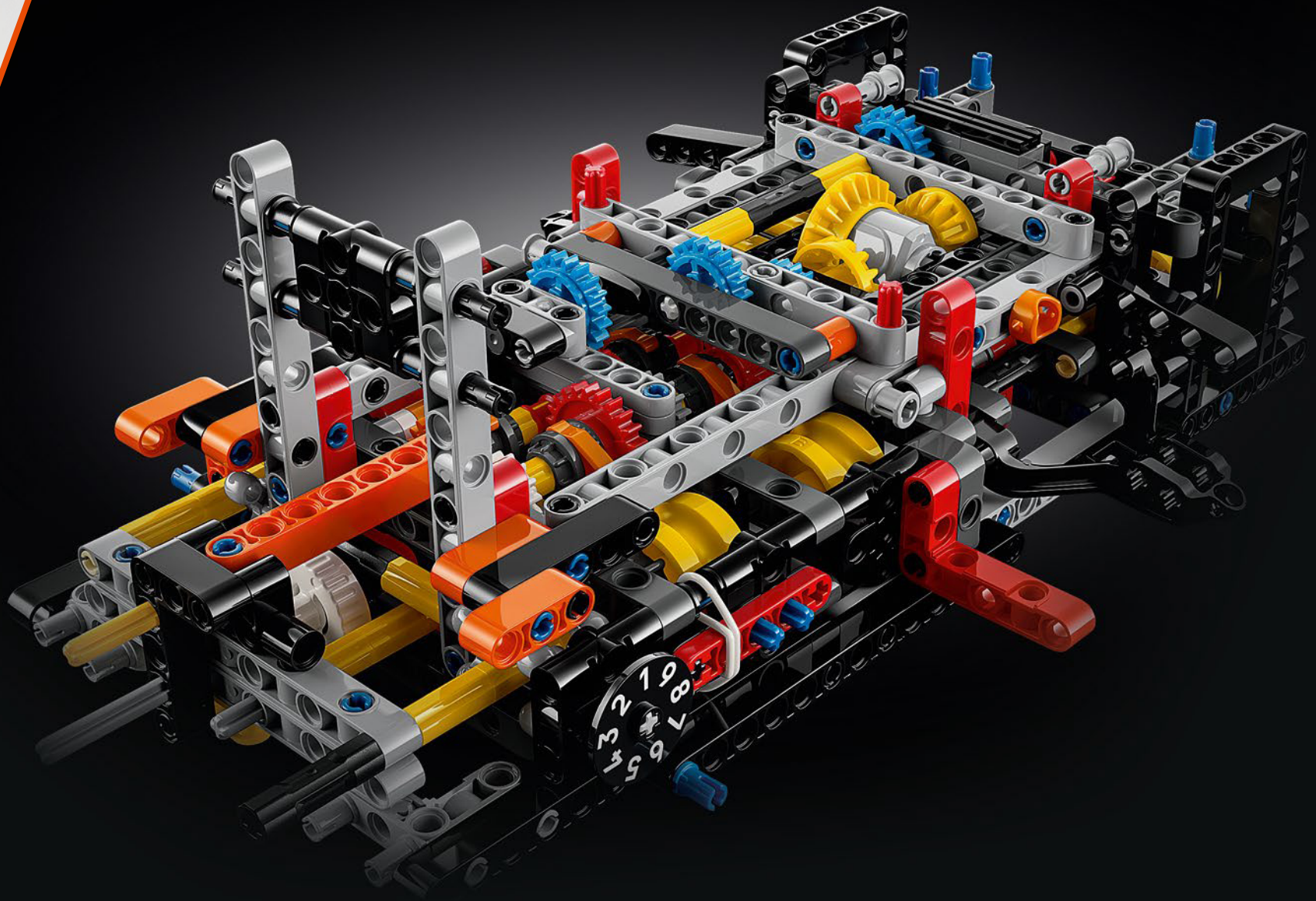


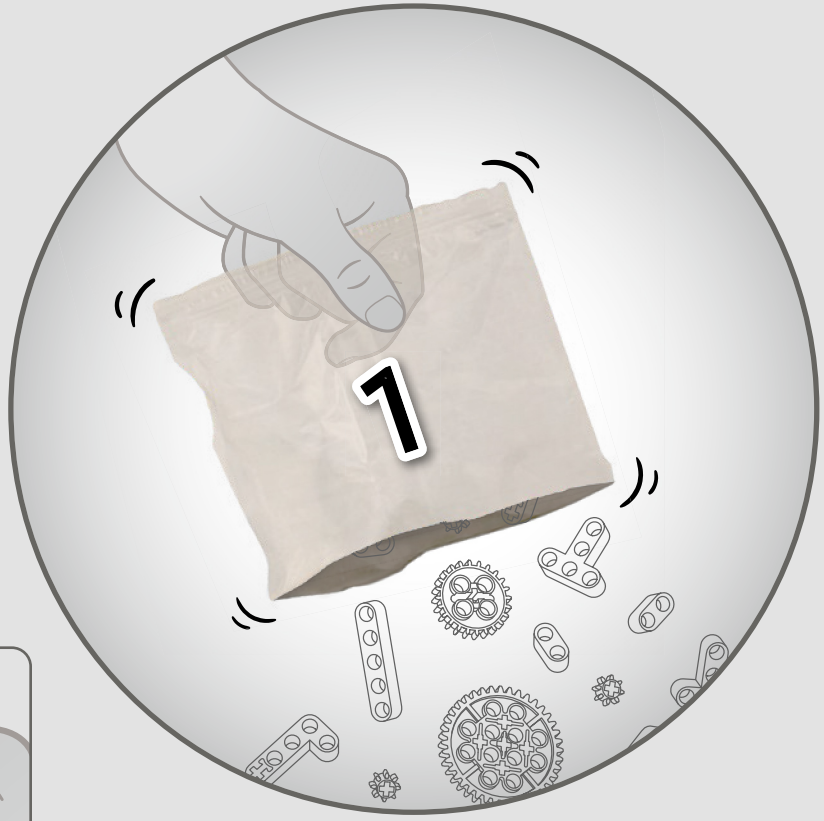
9-SPEED TRANSMISSION

9-GANG-GETRIEBE

The model can shift between 9 forward gears, neutral (runs freely) and reverse (one speed). The transmission will be connected to the forward/ neutral/reverse selector and the paddle shifters. The rotating disc behind the driver's seat with numbers 1 to 9 (can be seen when the door is open) shows you the current gear.

Das Modell kann zwischen 9 Vorwärtsgängen, Leerlauf (läuft frei) und Rückwärtsgang (ein Gang) wechseln. Das Getriebe wird mit dem Vorwärts-/ Neutral-/Rückwärts-Wahlschalter und den Schaltwippen verbunden. Die drehbare Scheibe hinter dem Fahrersitz mit den Zahlen 1 bis 9 (sichtbar bei geöffneter Tür) zeigt dir den aktuellen Gang an.

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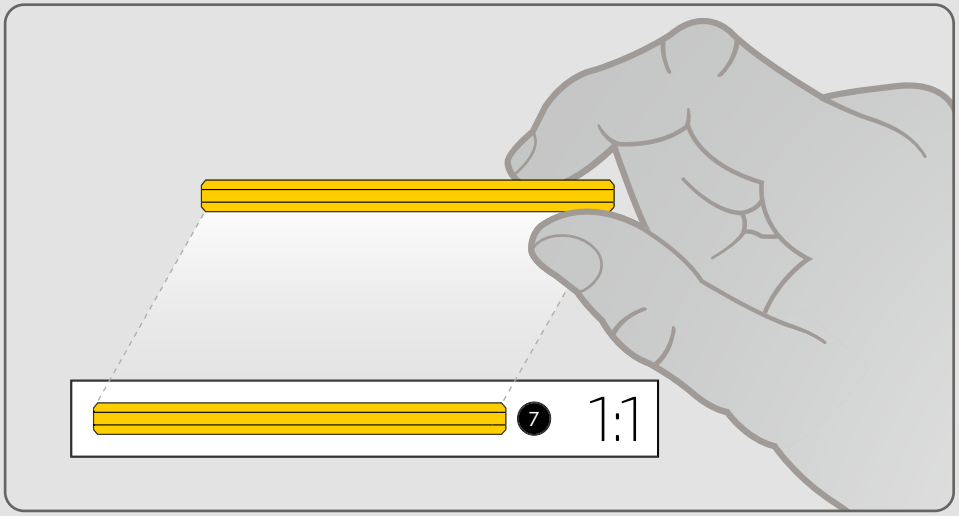
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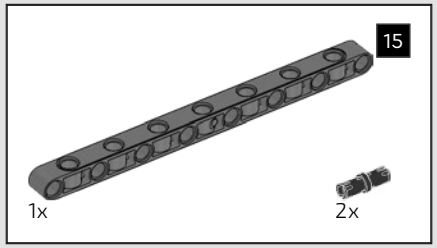

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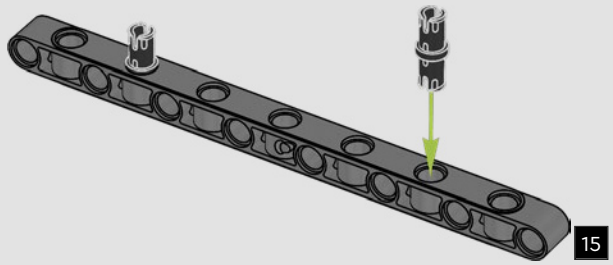

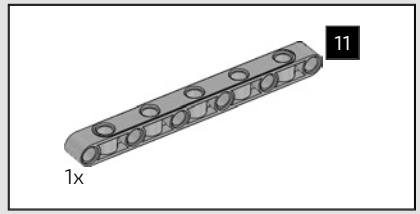

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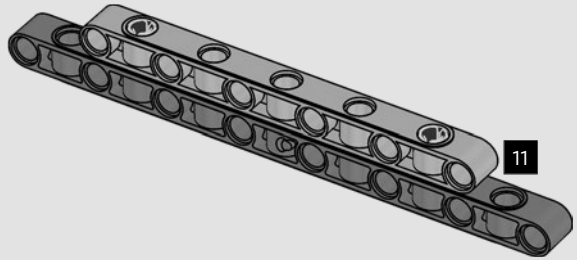

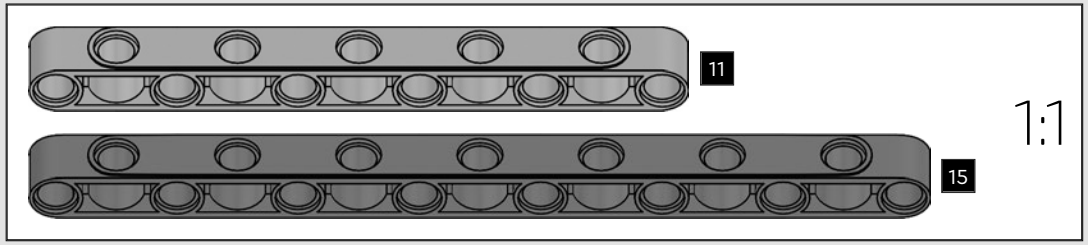



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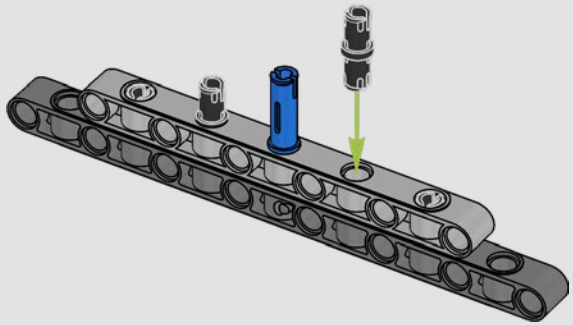

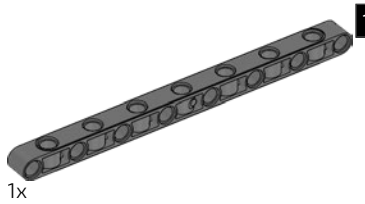

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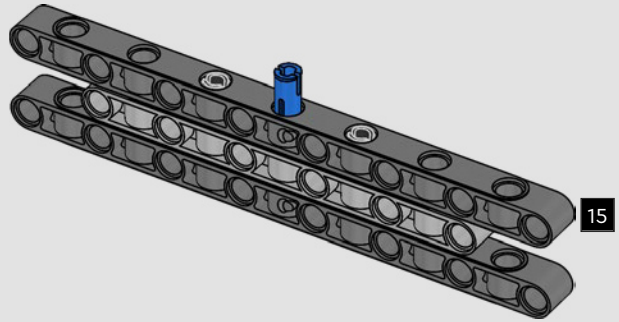

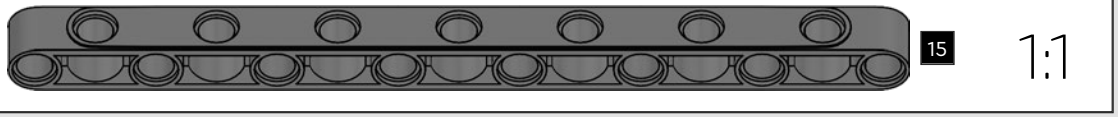



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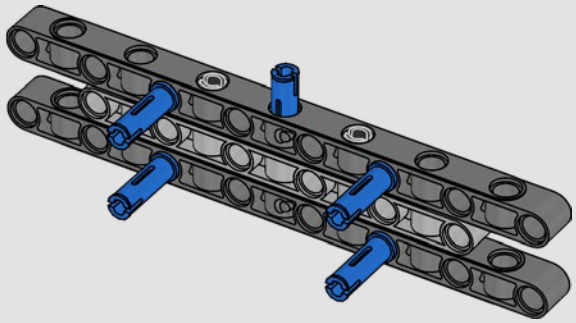

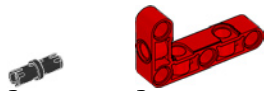

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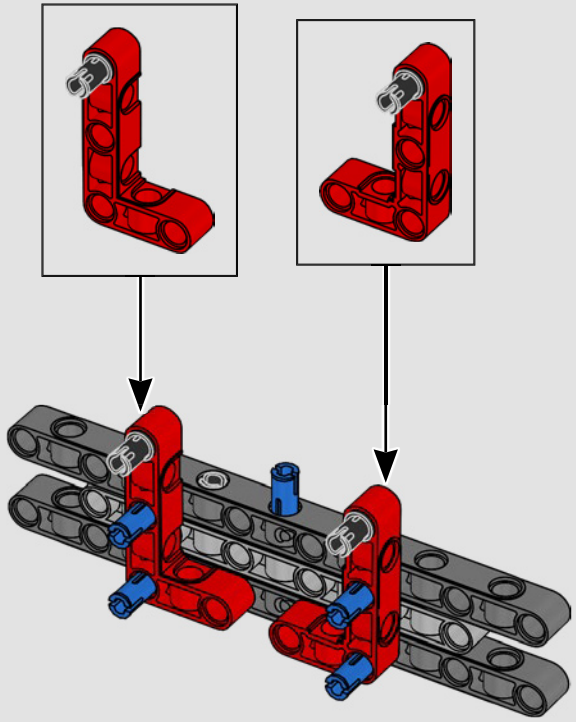

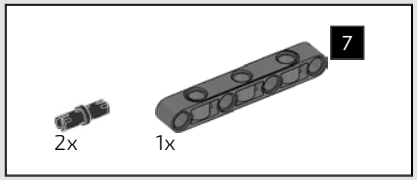

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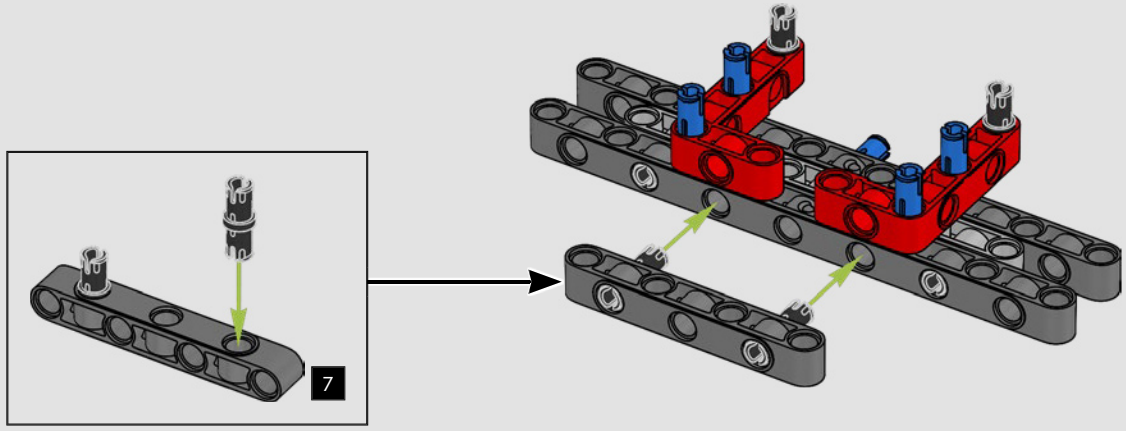

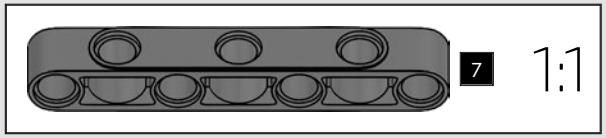

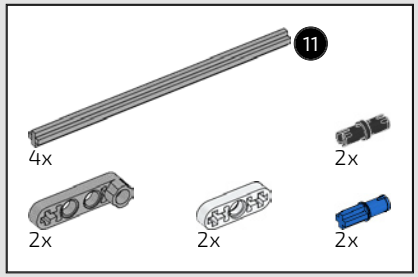

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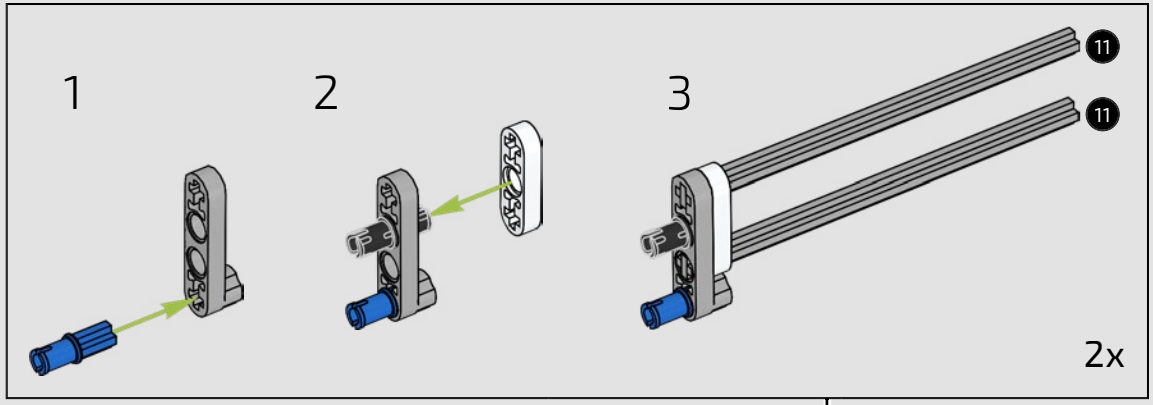

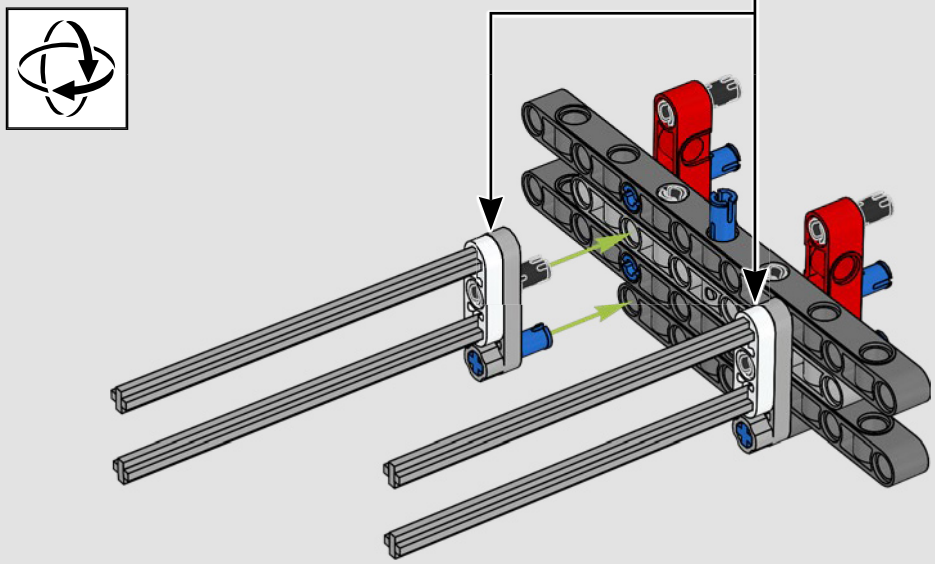

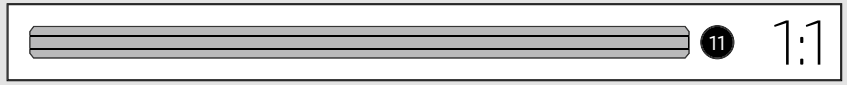

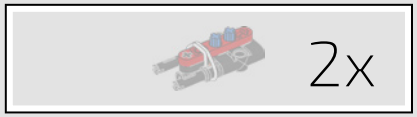

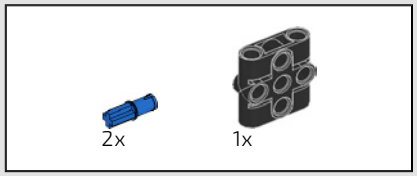

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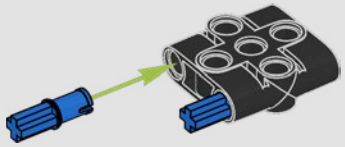

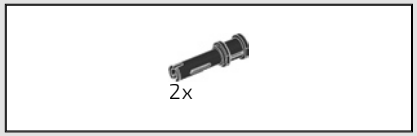

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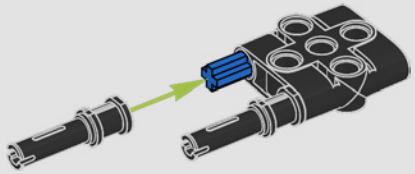

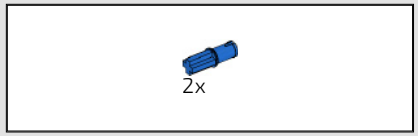

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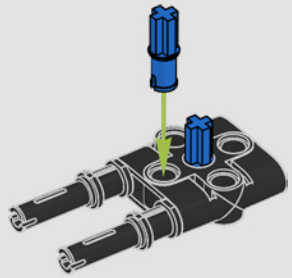

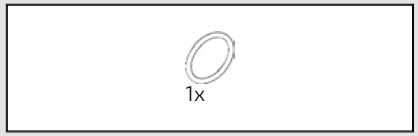

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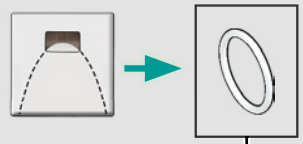

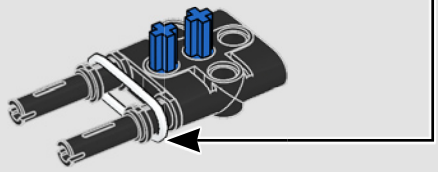

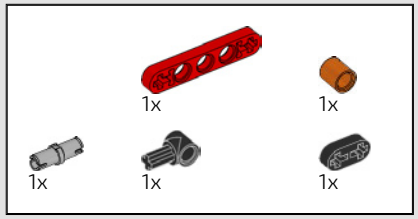

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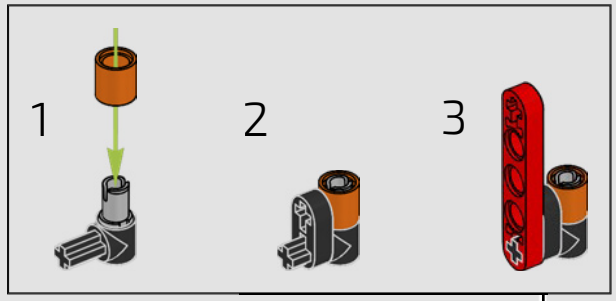

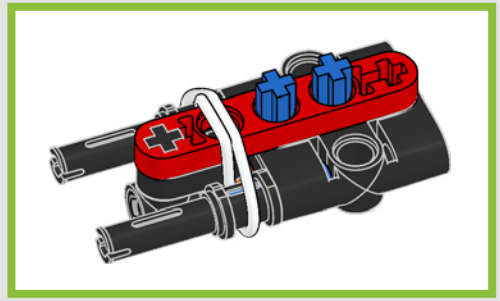

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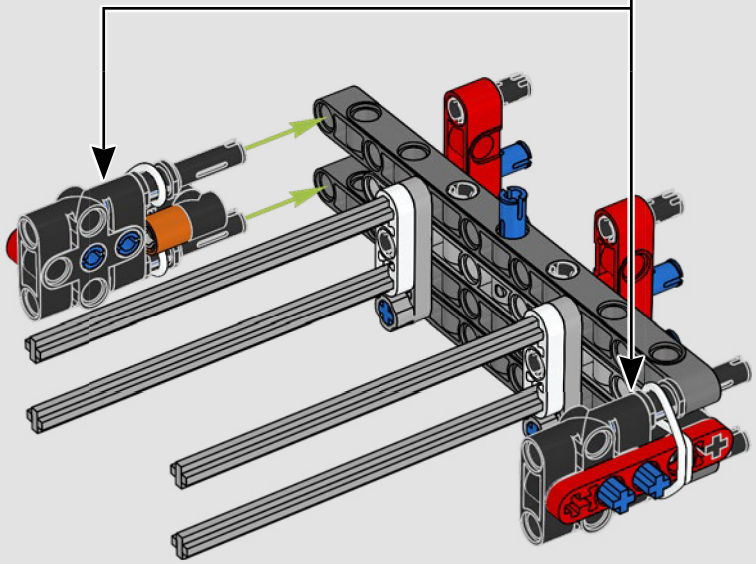

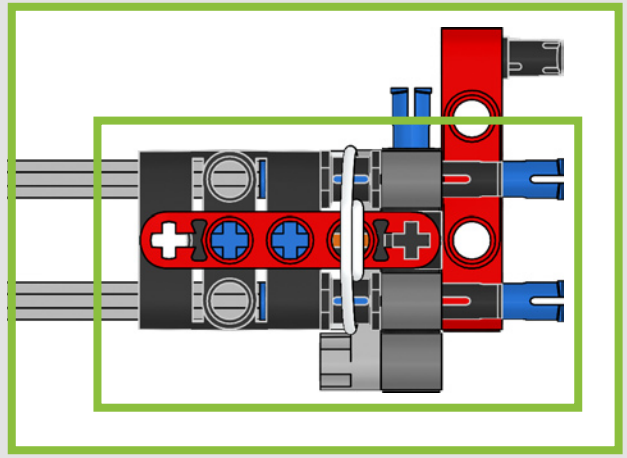

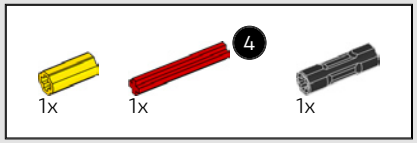

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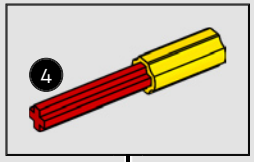

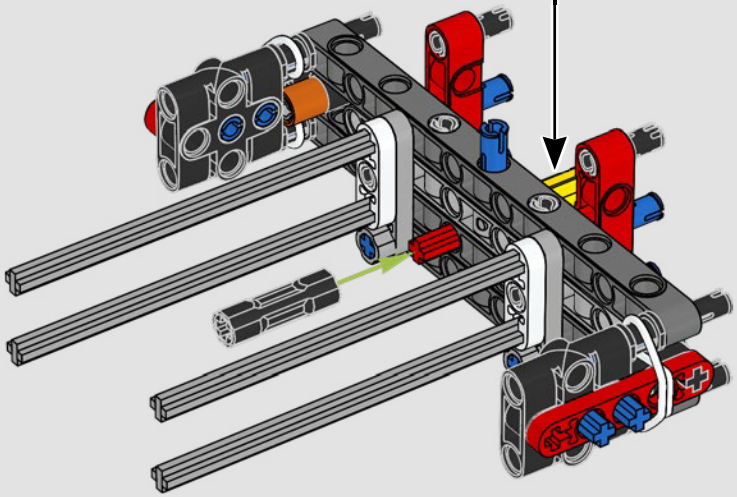

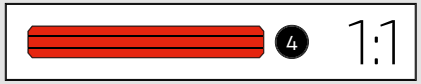

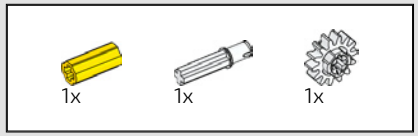

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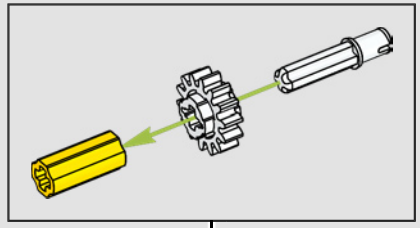

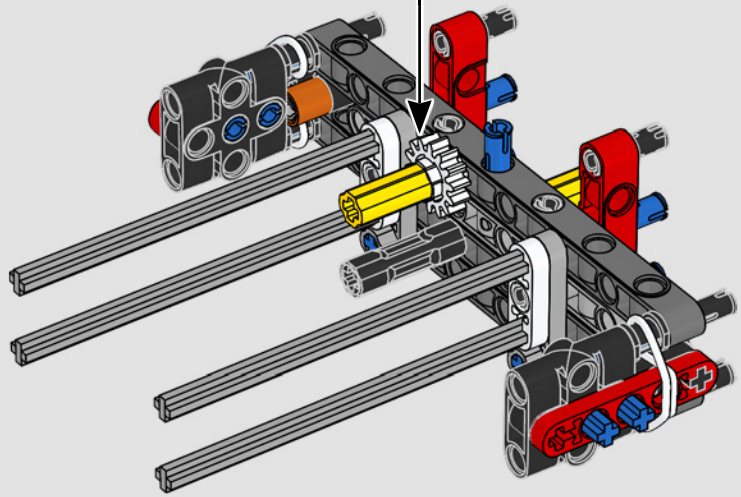

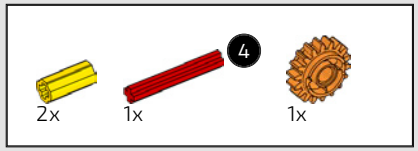

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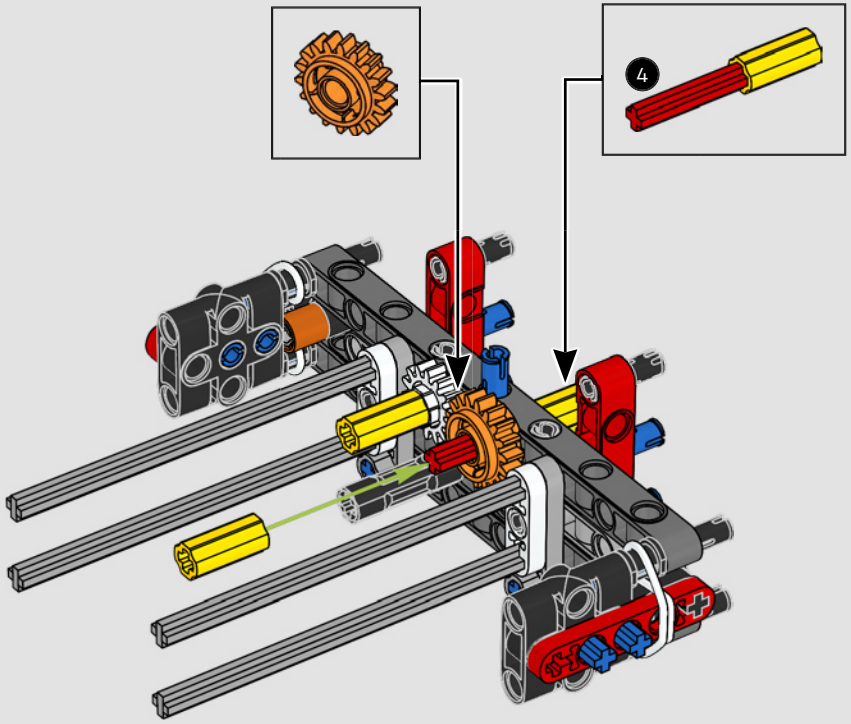

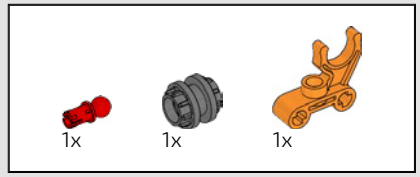

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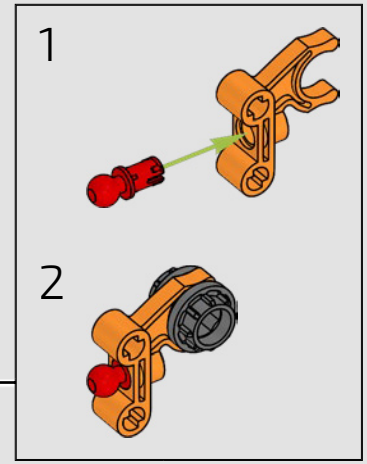

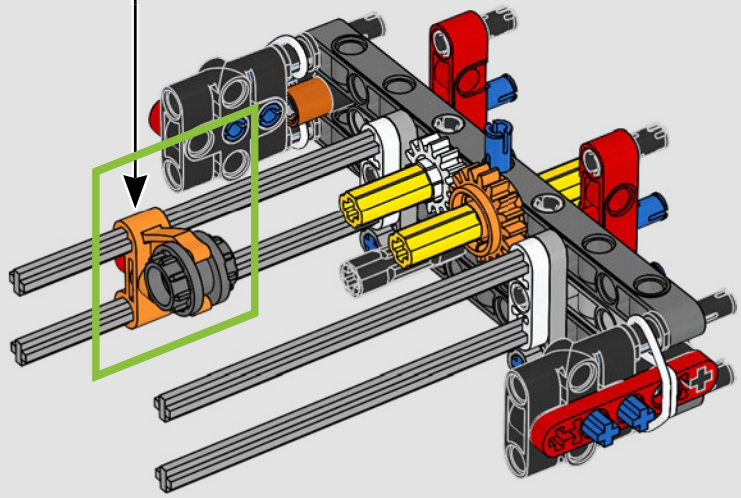



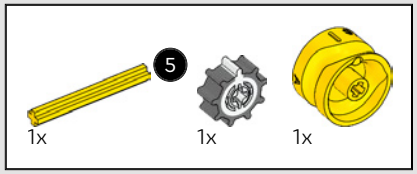

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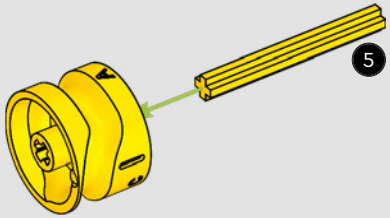

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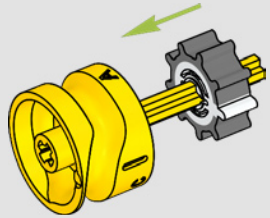

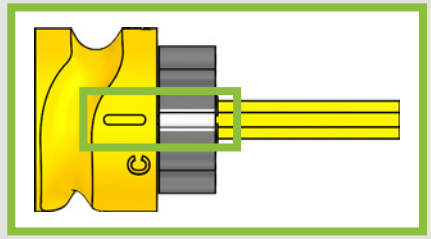

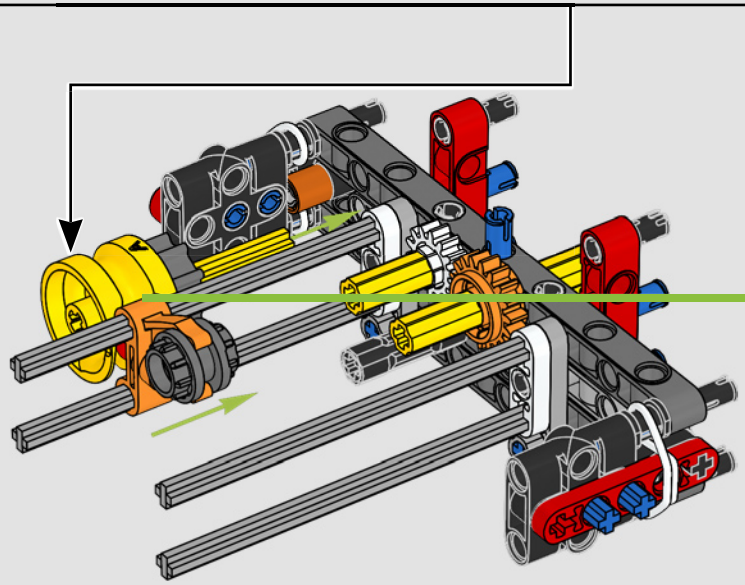

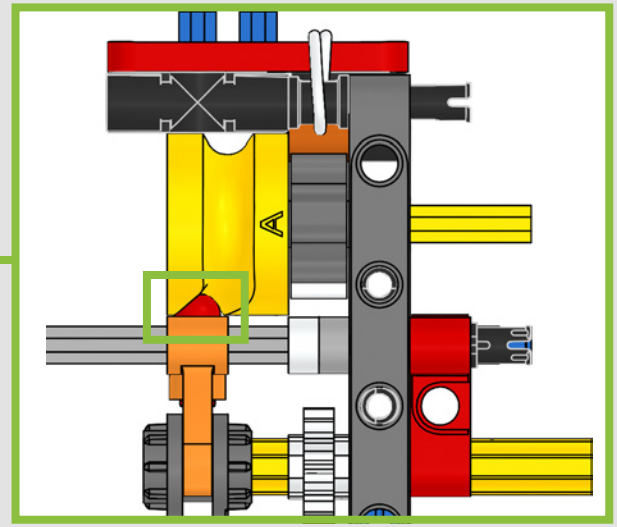



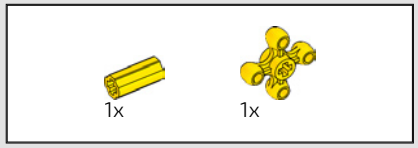

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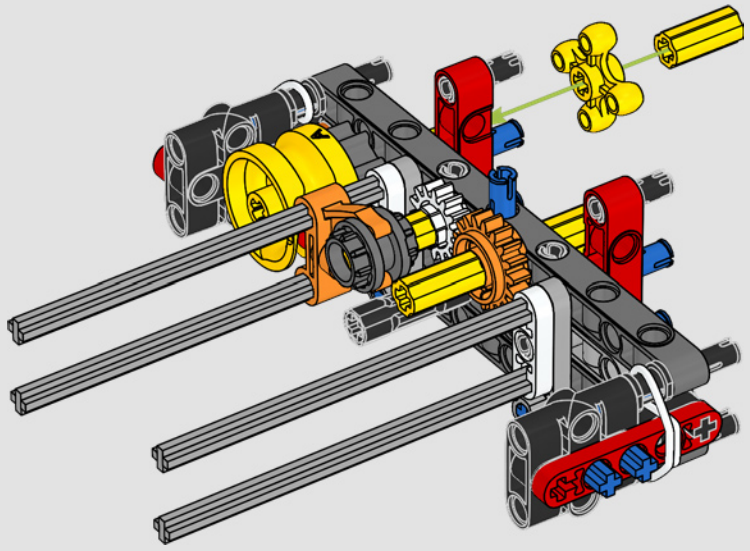

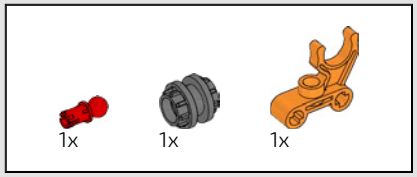

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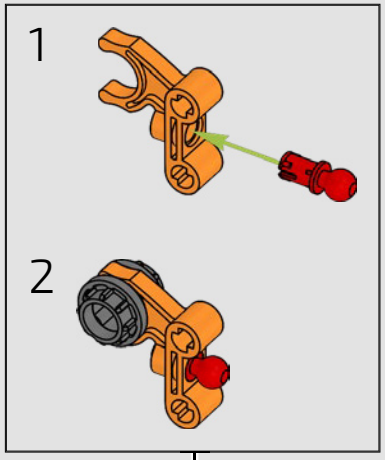

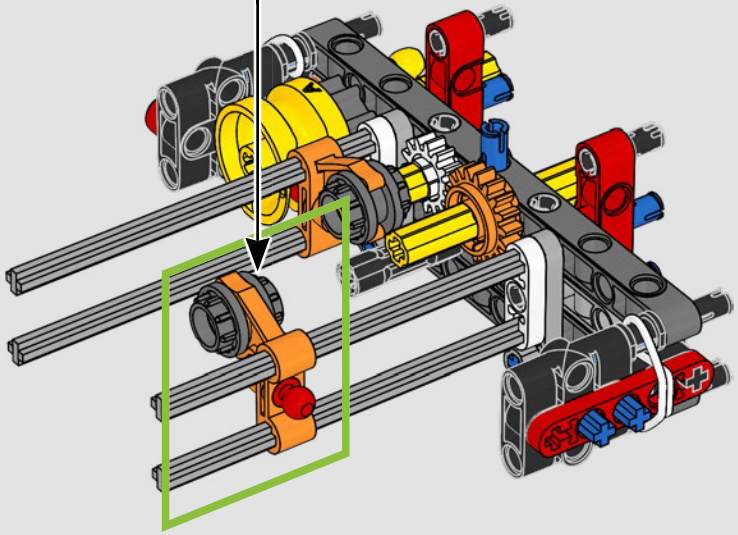



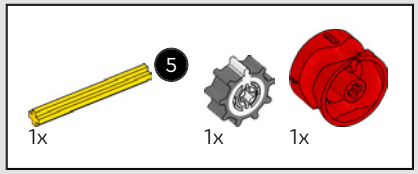

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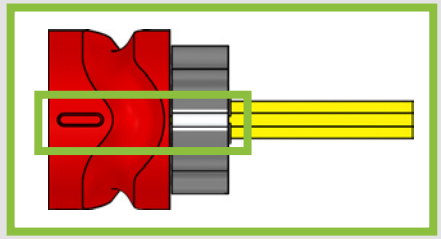

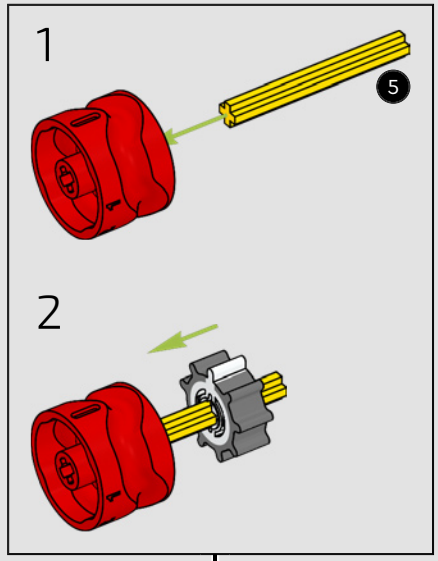

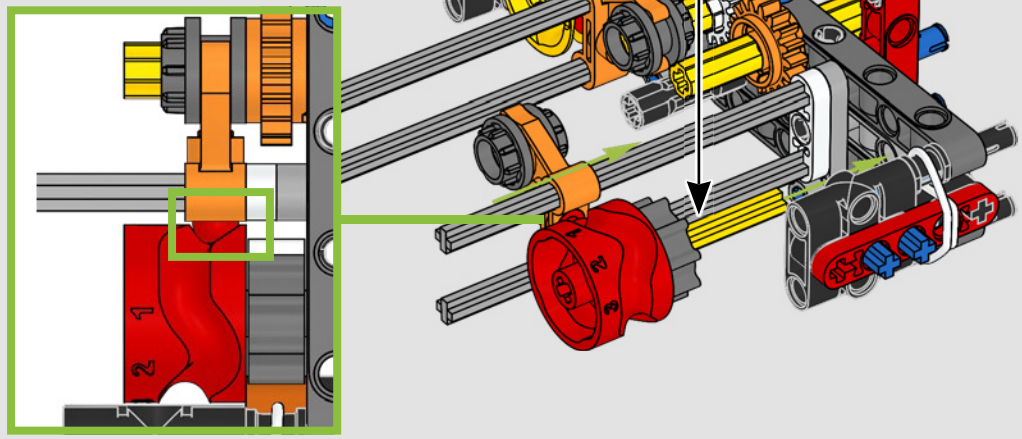

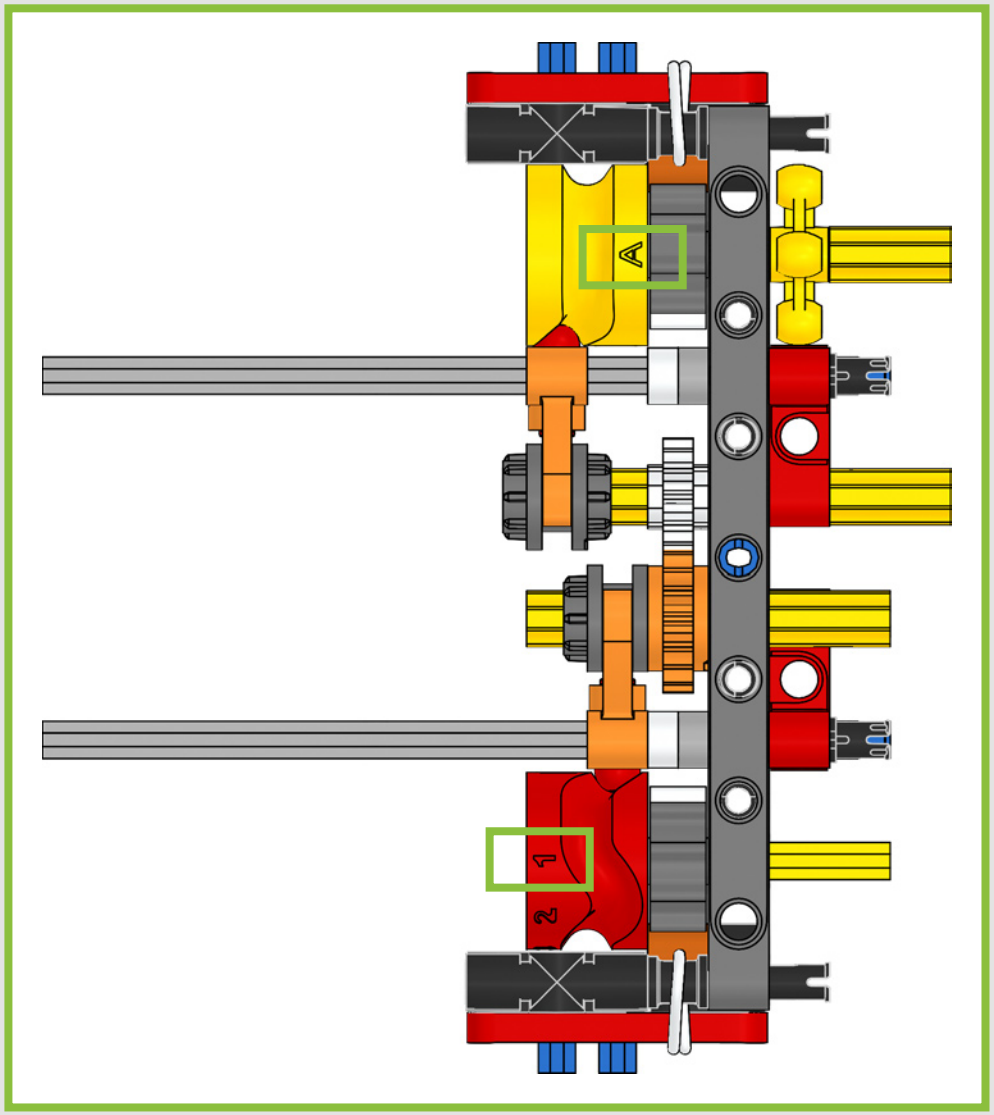
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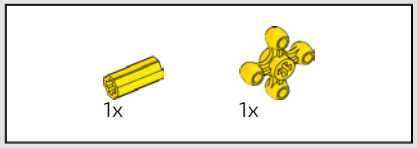

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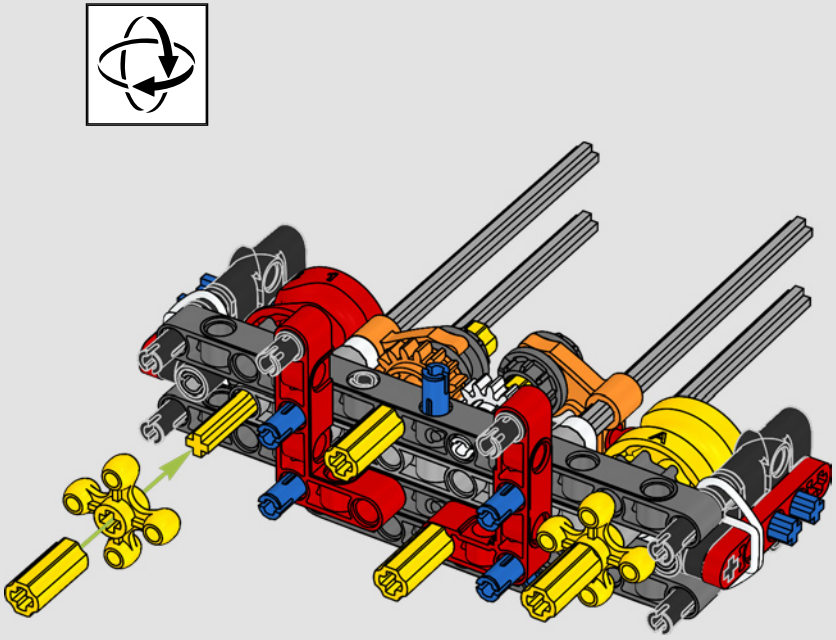

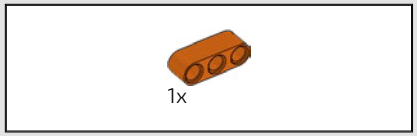

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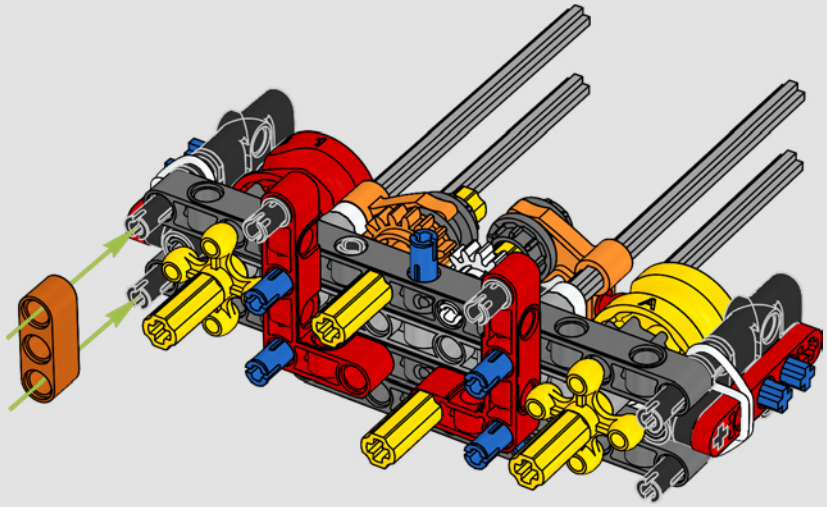

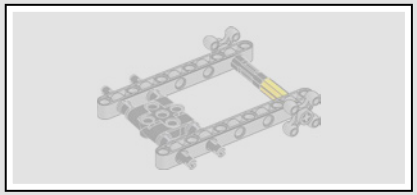

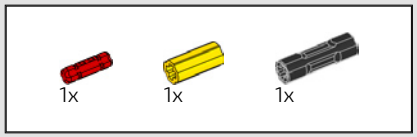

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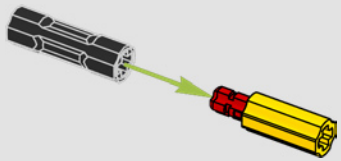

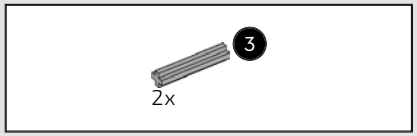

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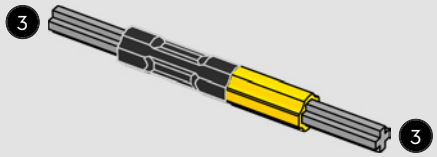

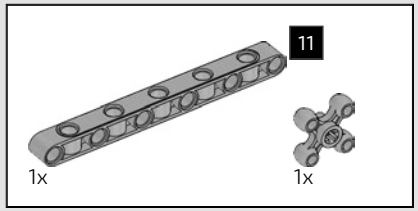

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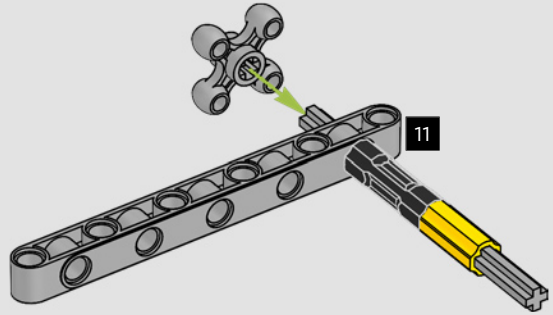

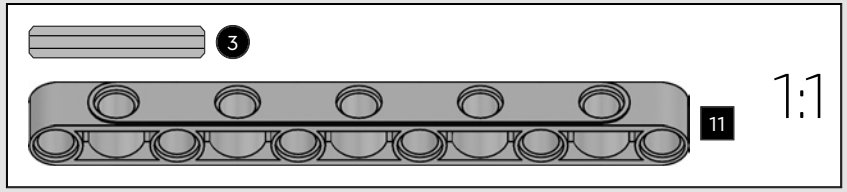

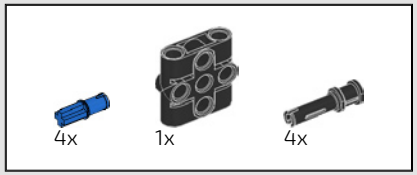

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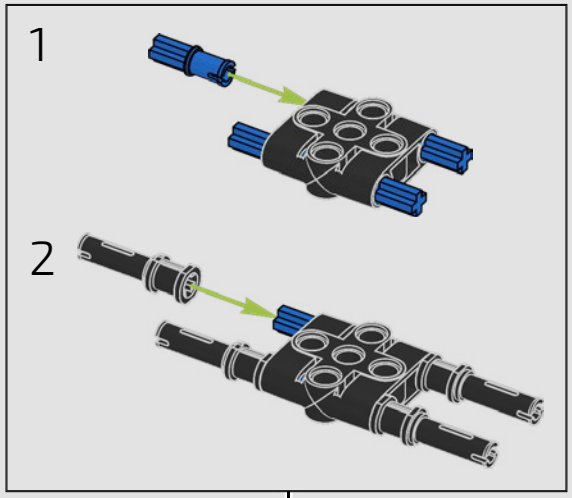

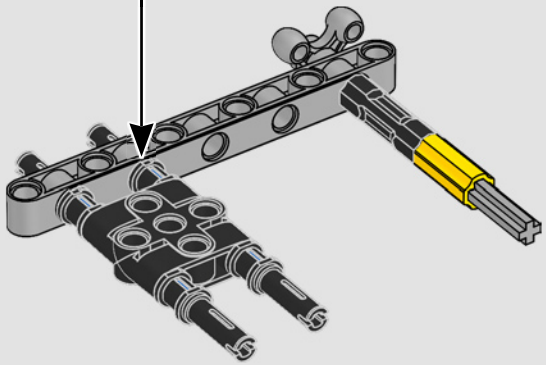

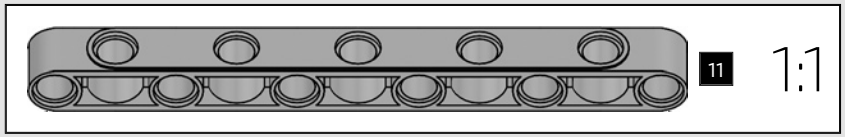

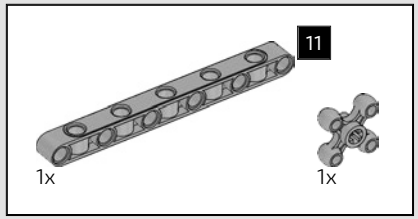

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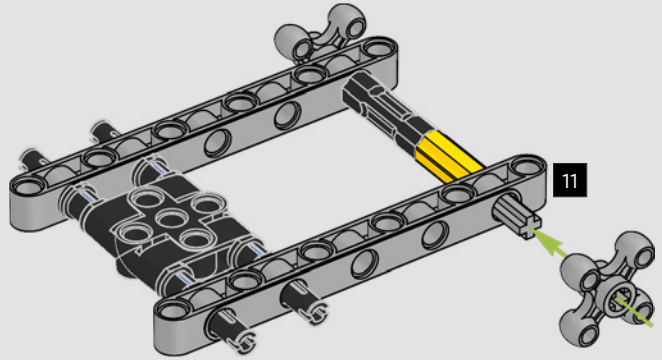

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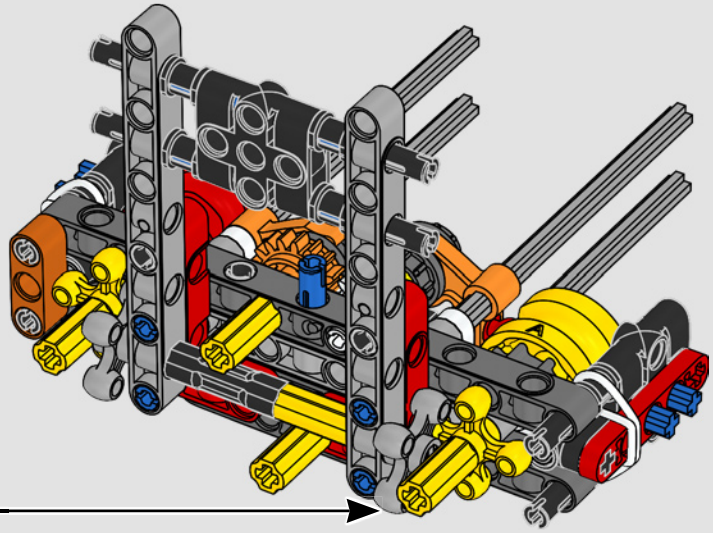

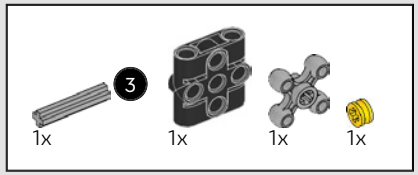

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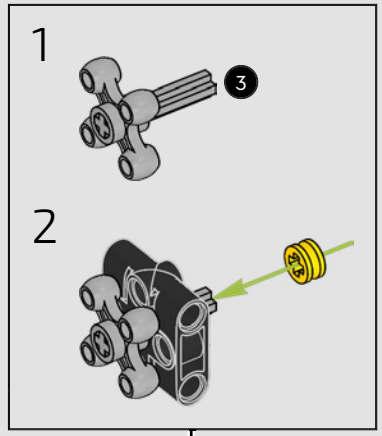

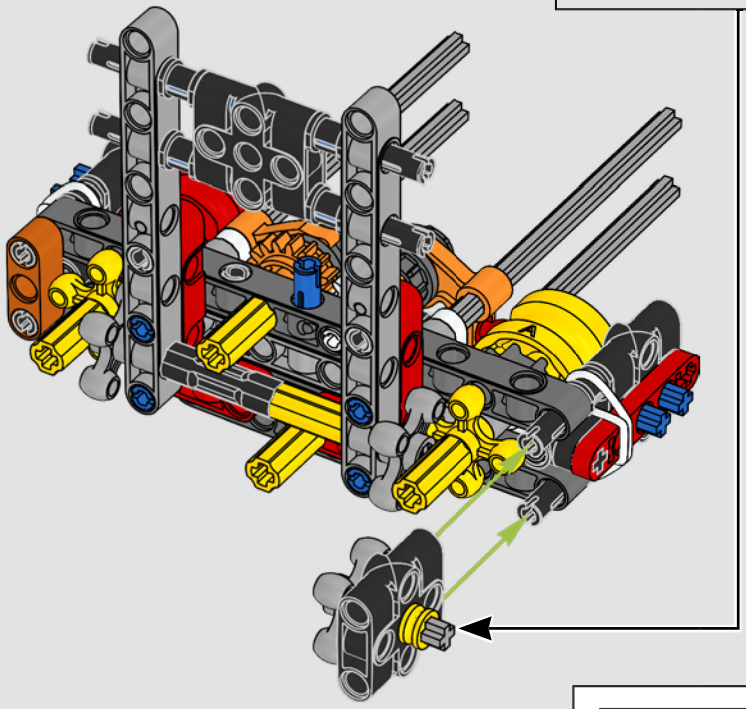

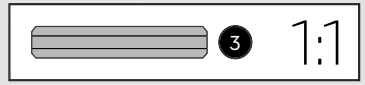

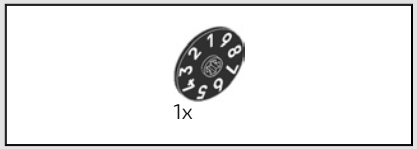

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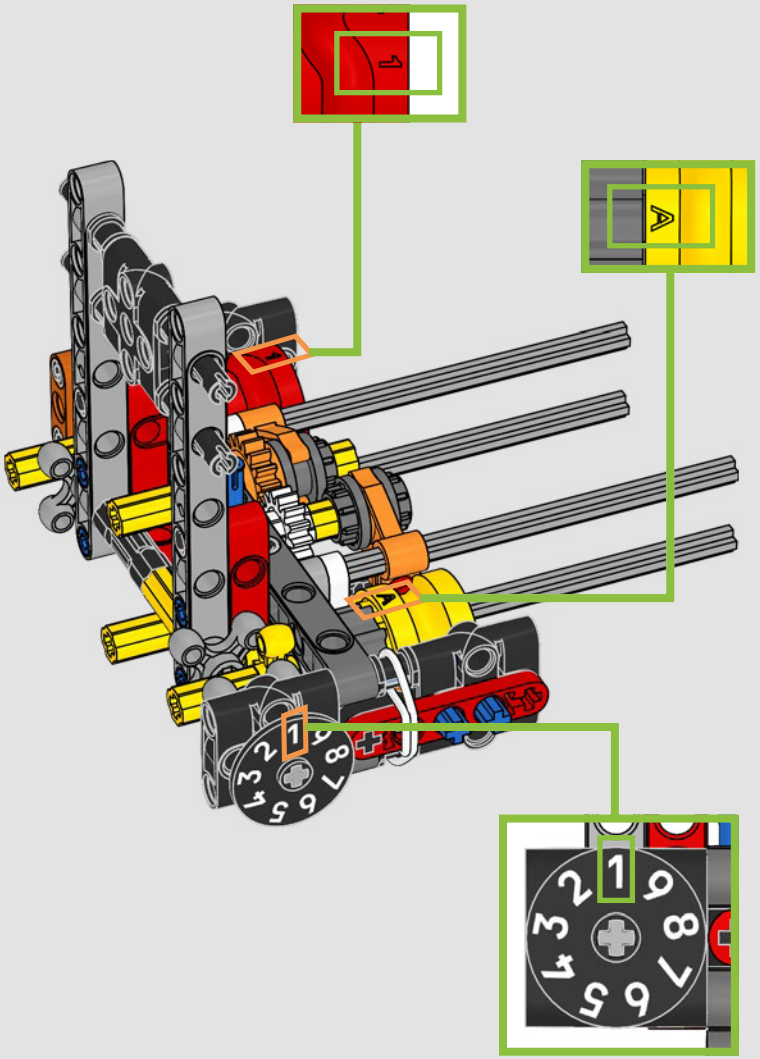

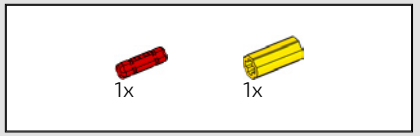

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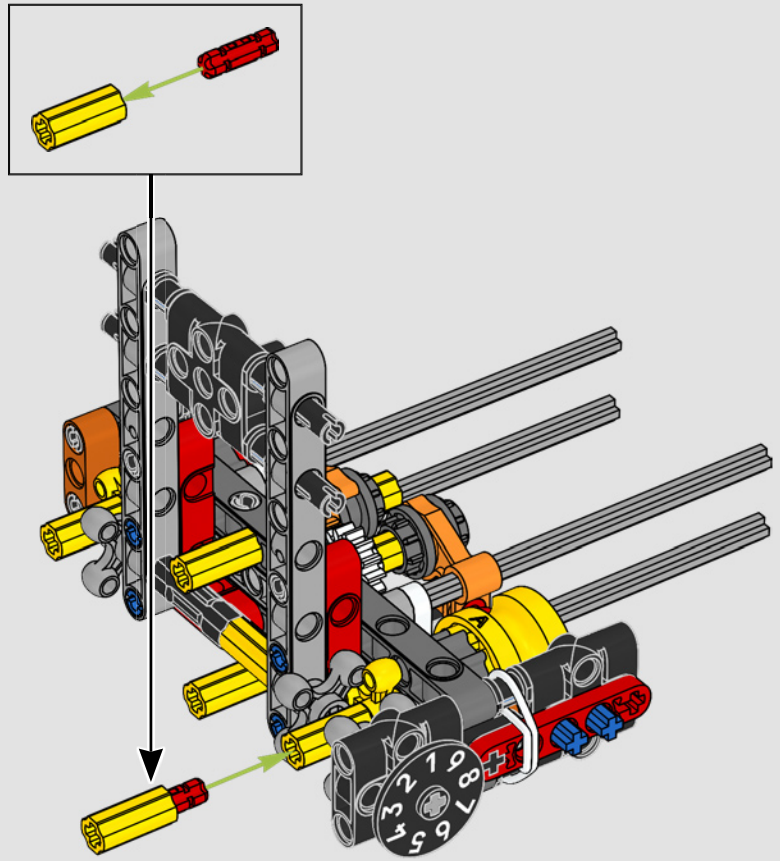

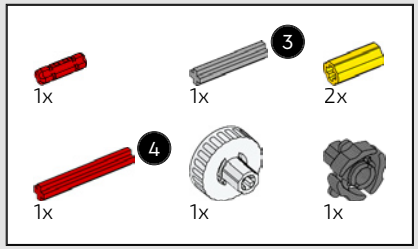

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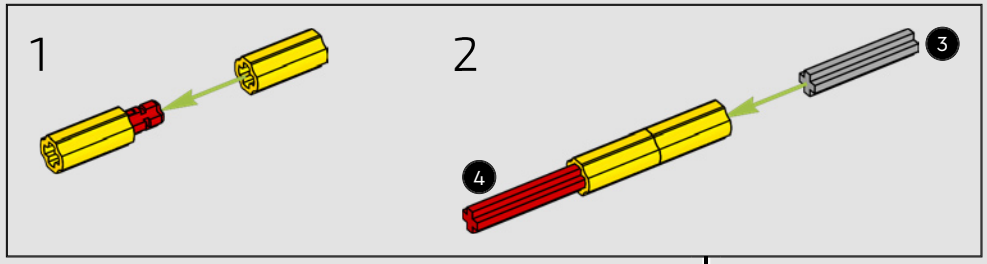

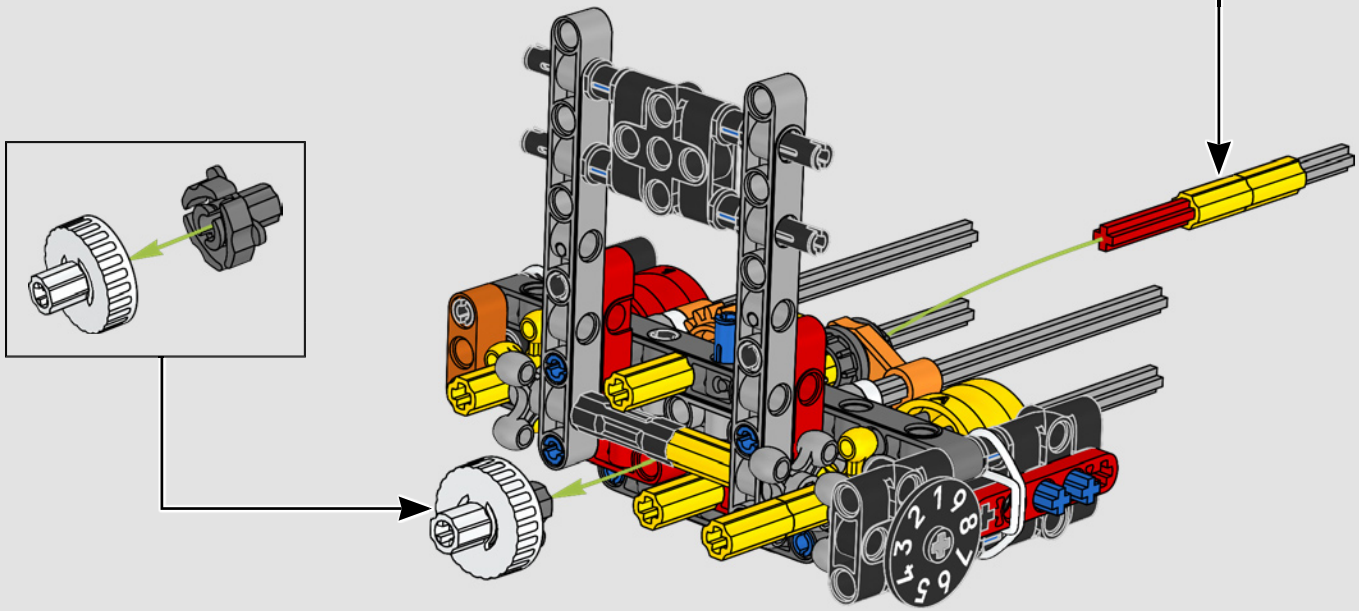

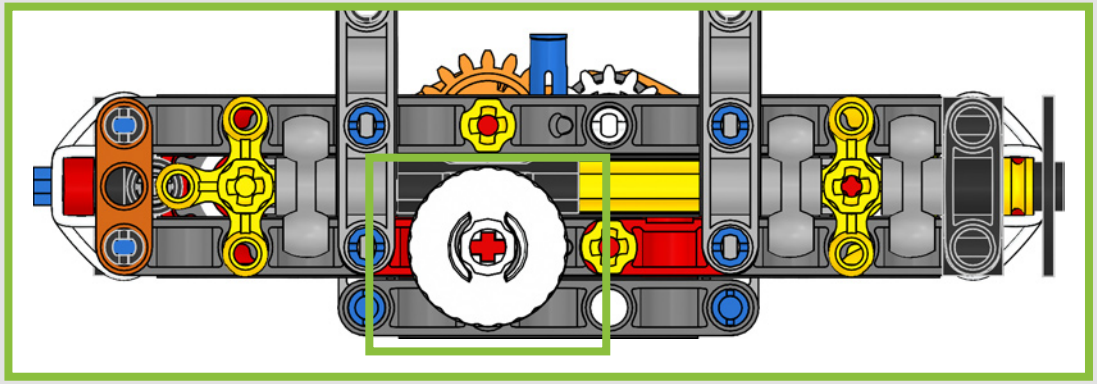

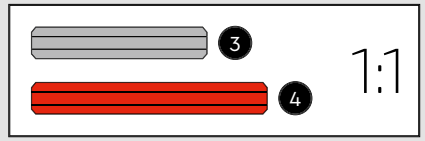

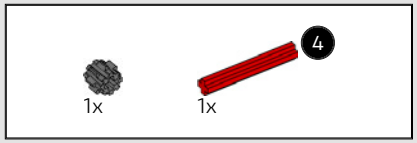

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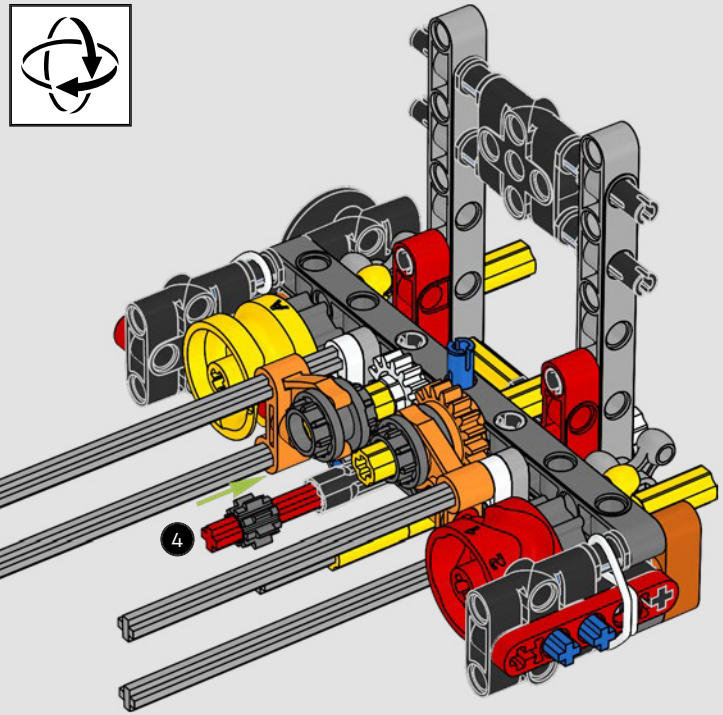

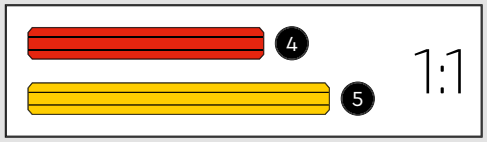

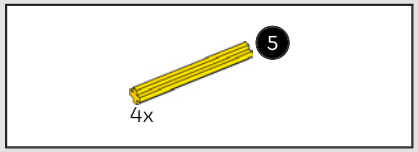

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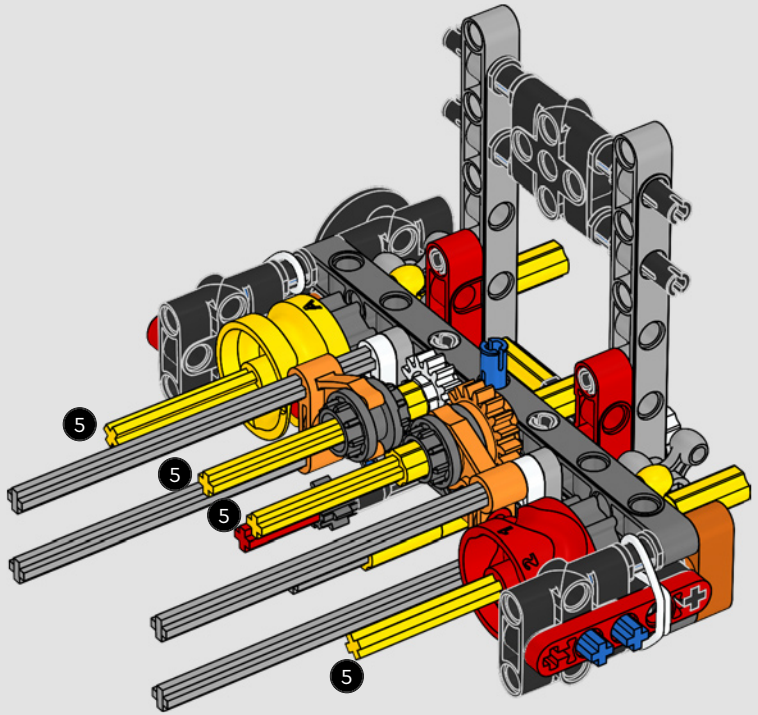

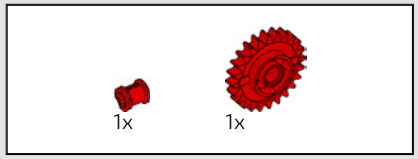

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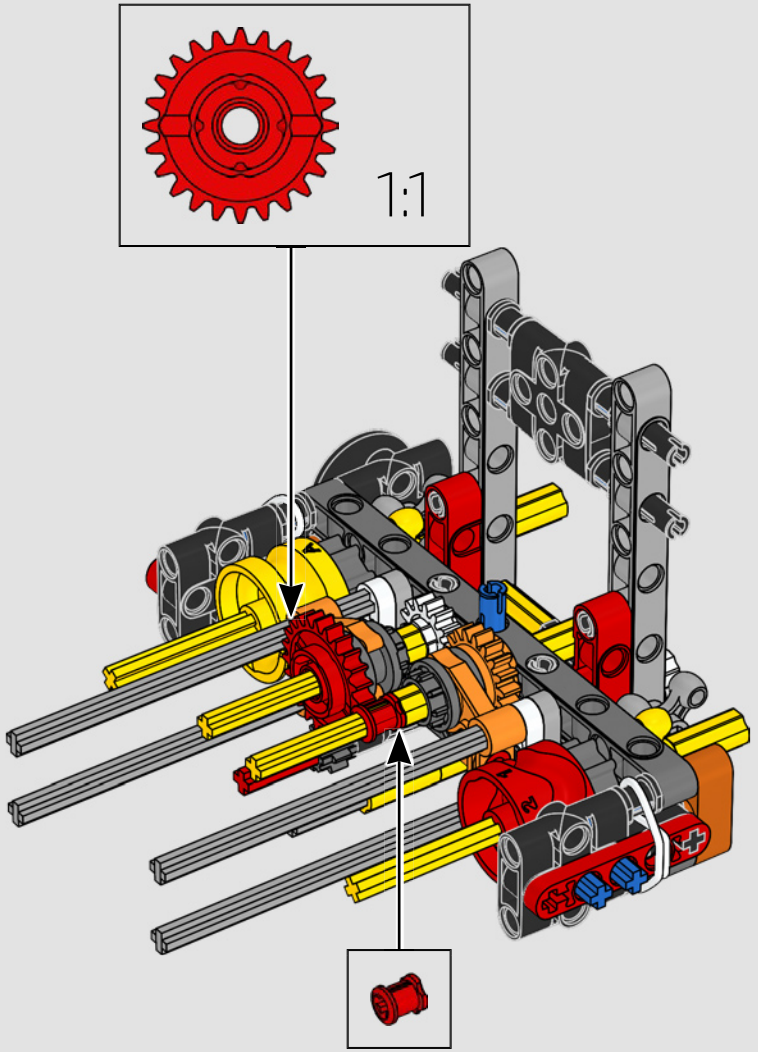

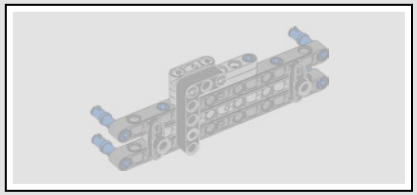

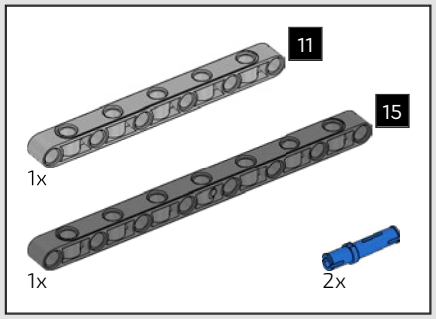

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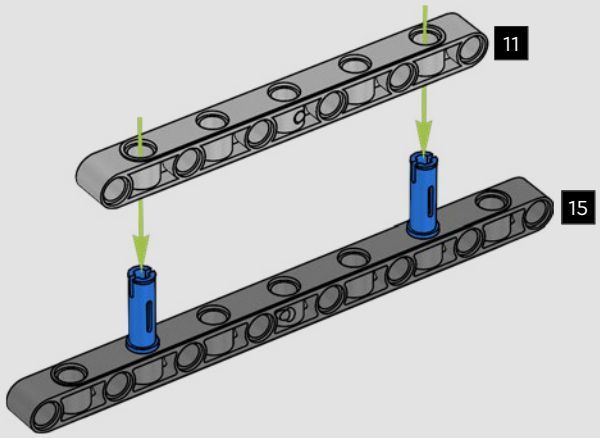

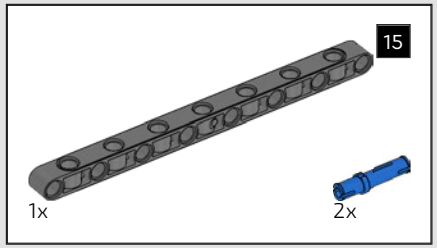

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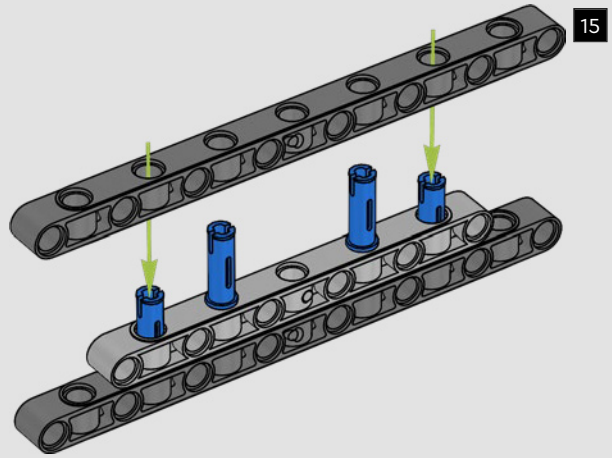

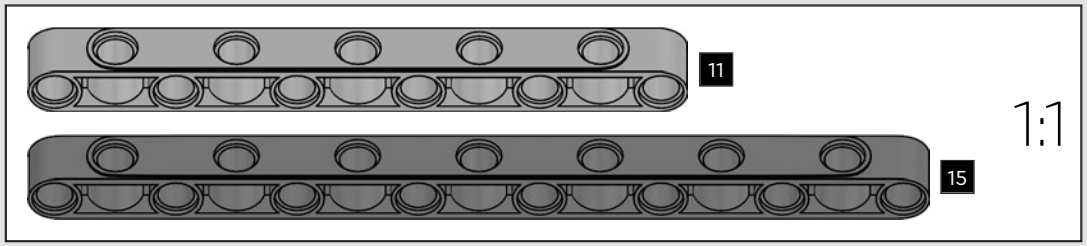



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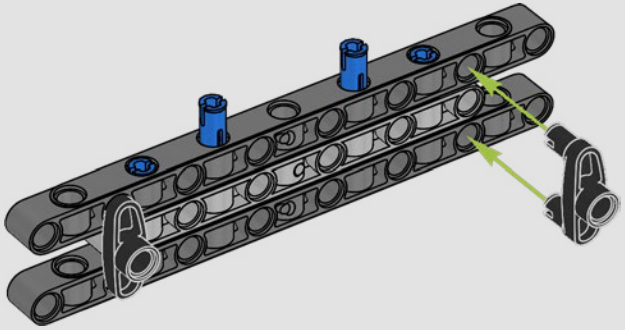

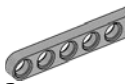



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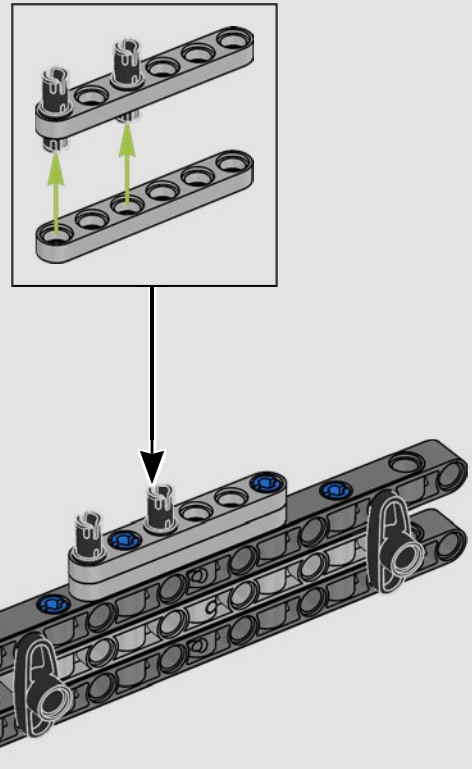



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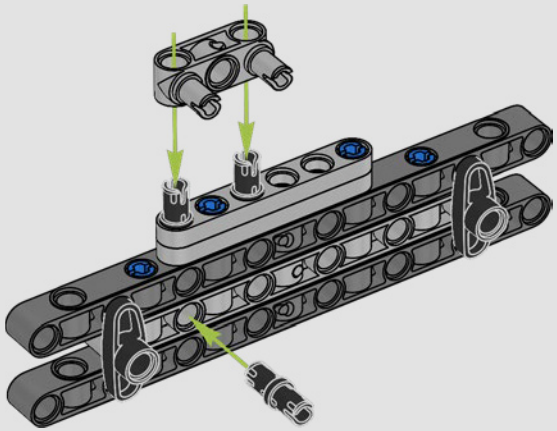



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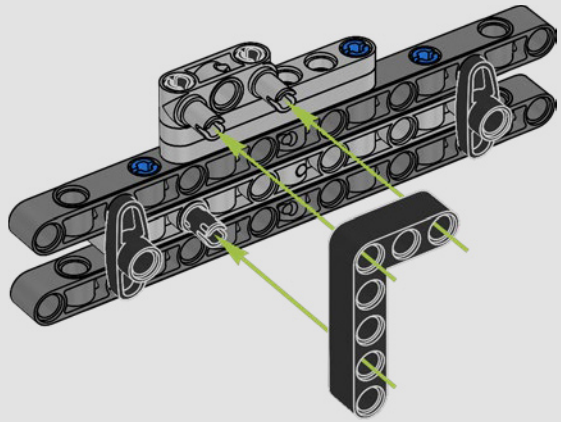



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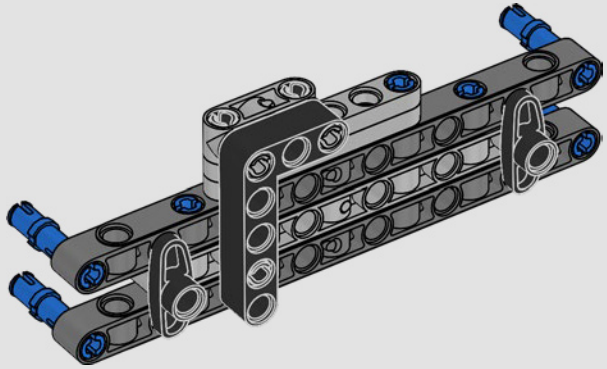

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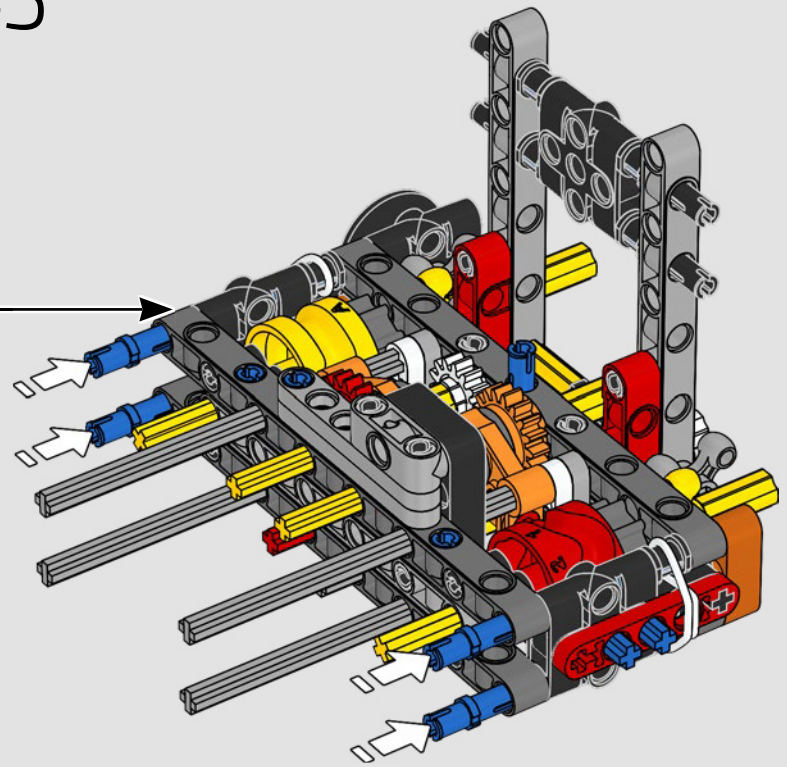

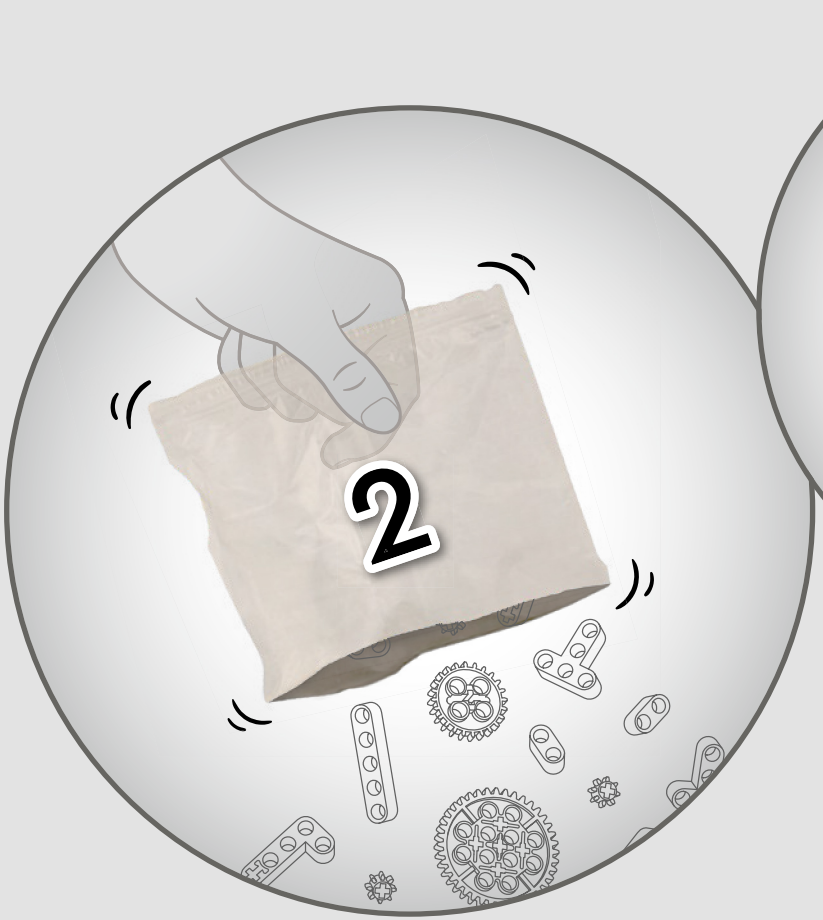
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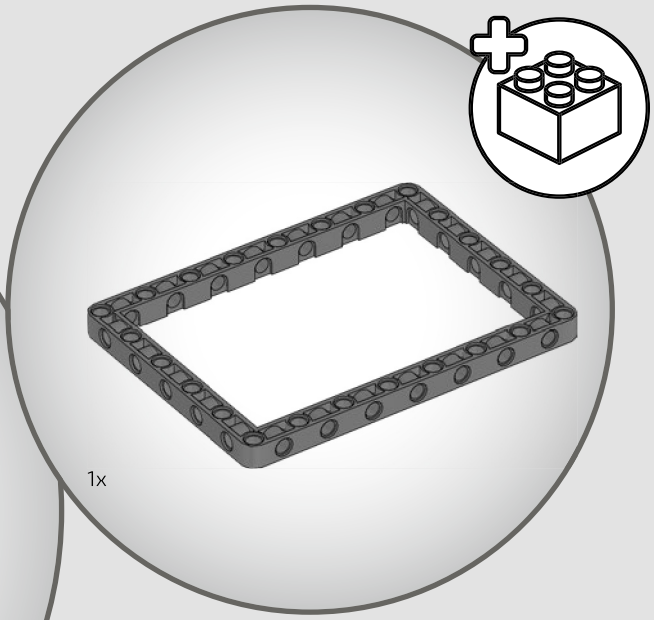
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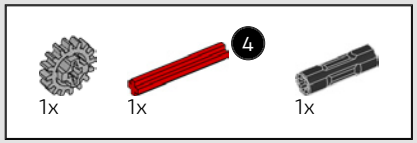

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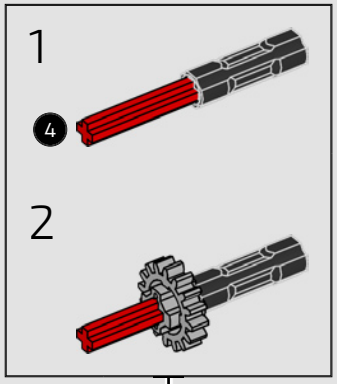

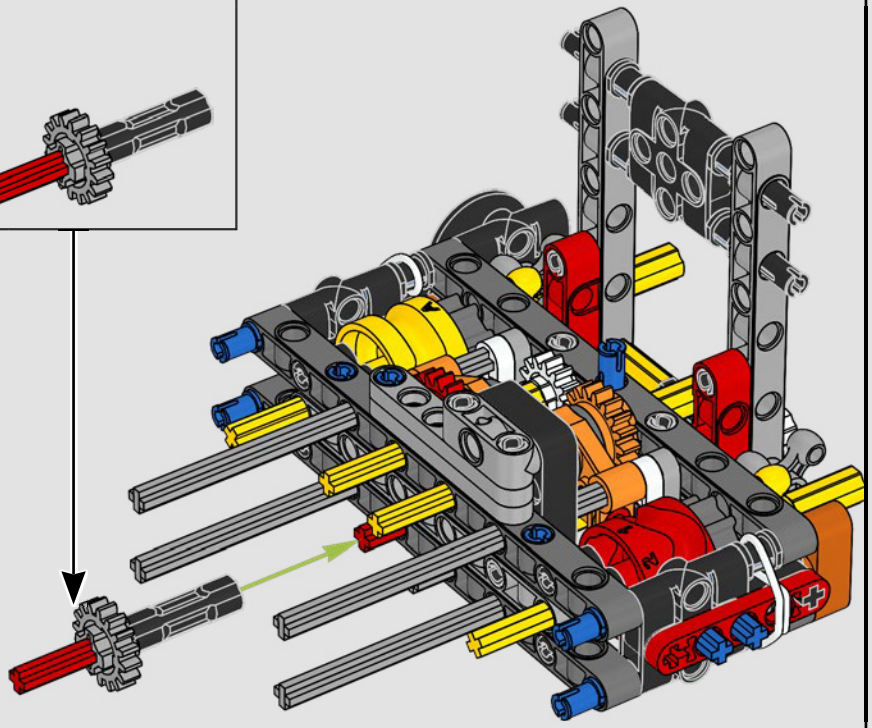

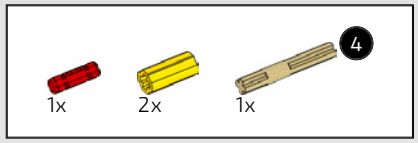

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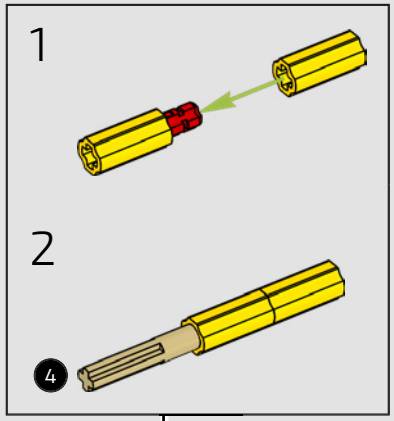

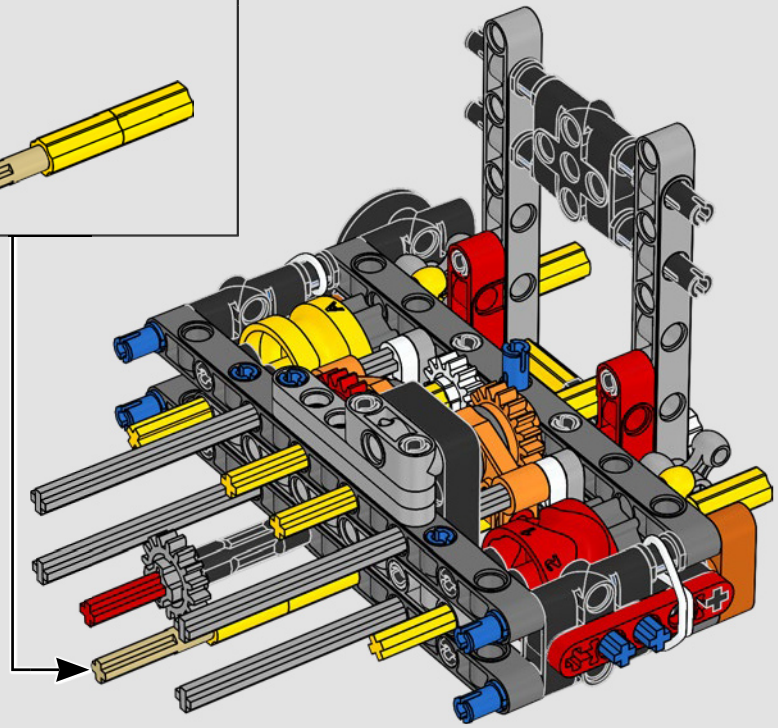

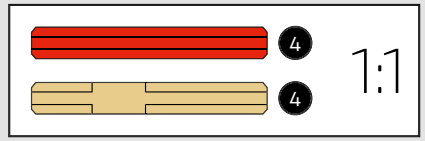

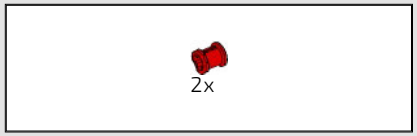

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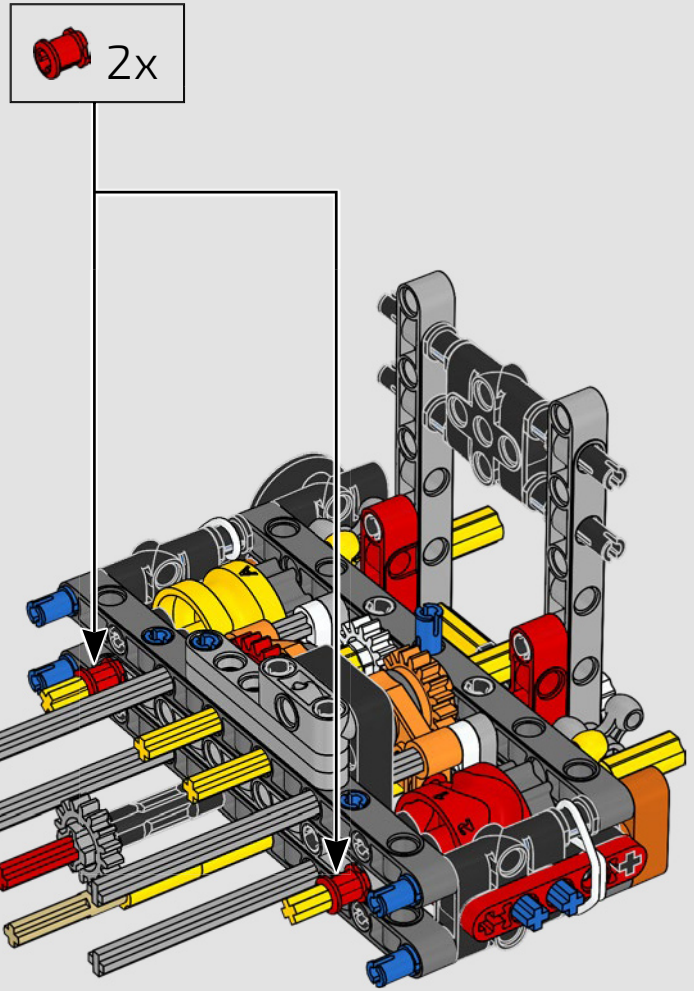

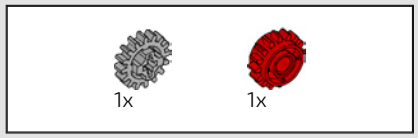

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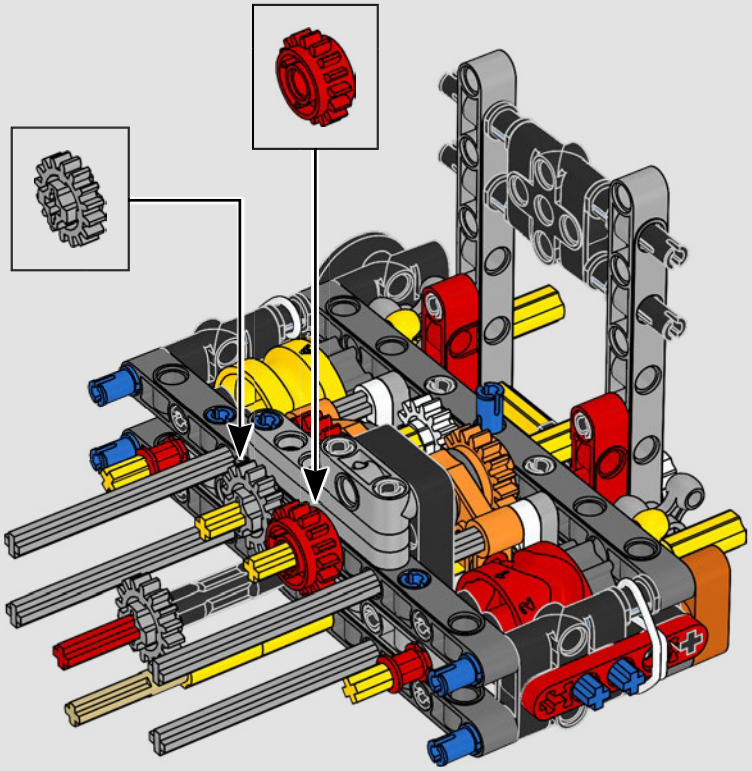

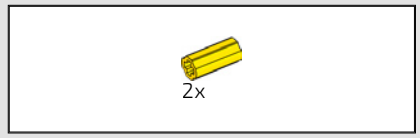

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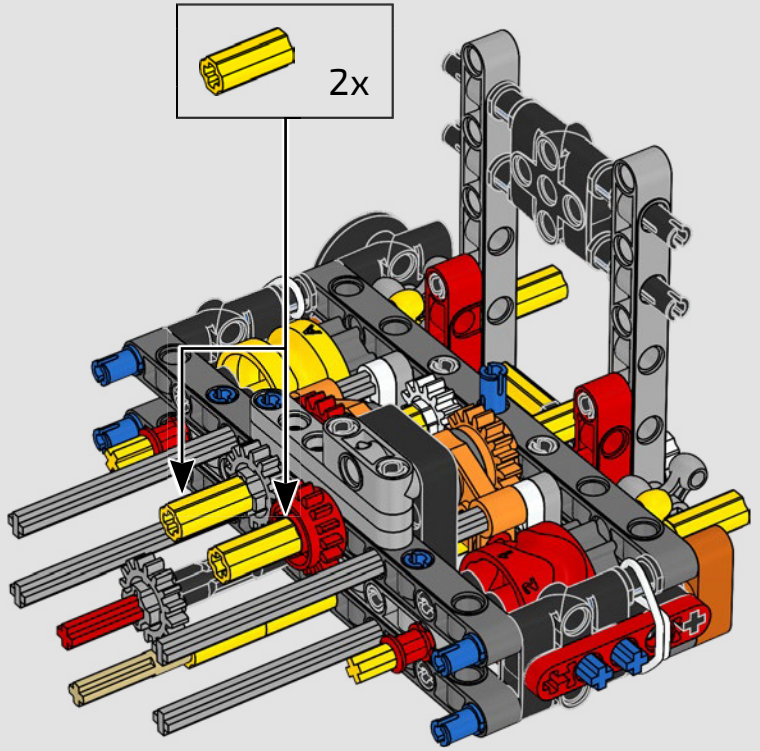

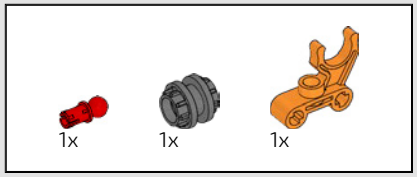

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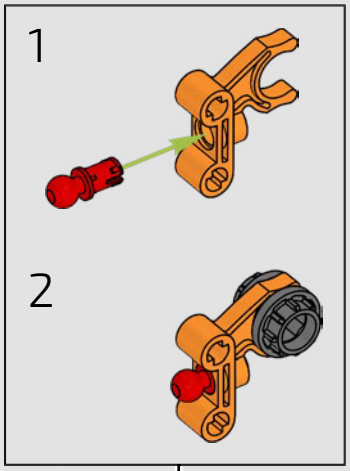

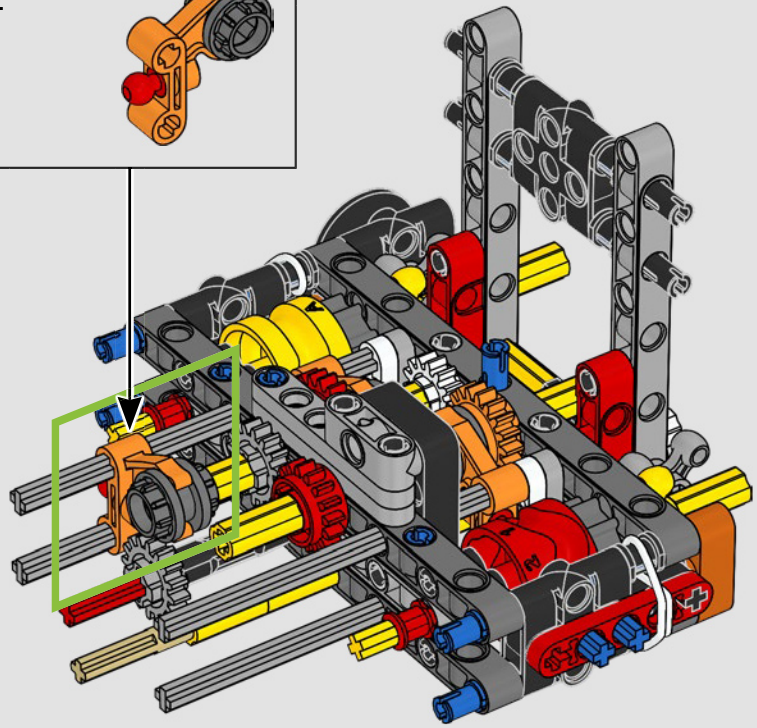

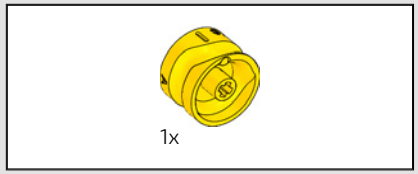

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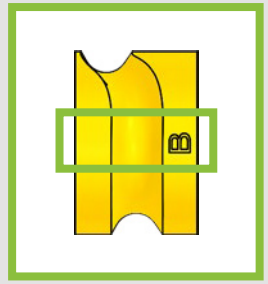

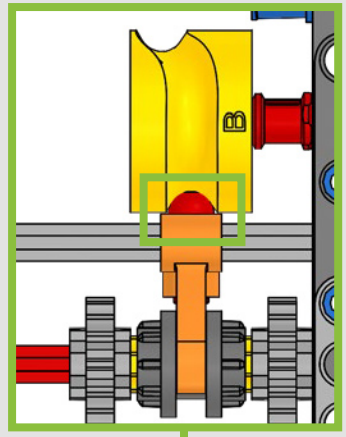

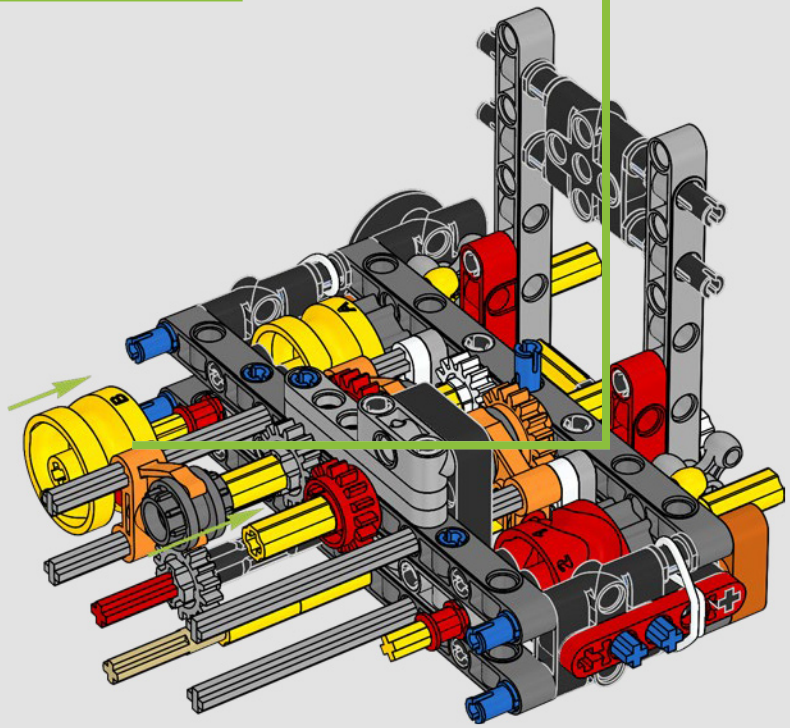

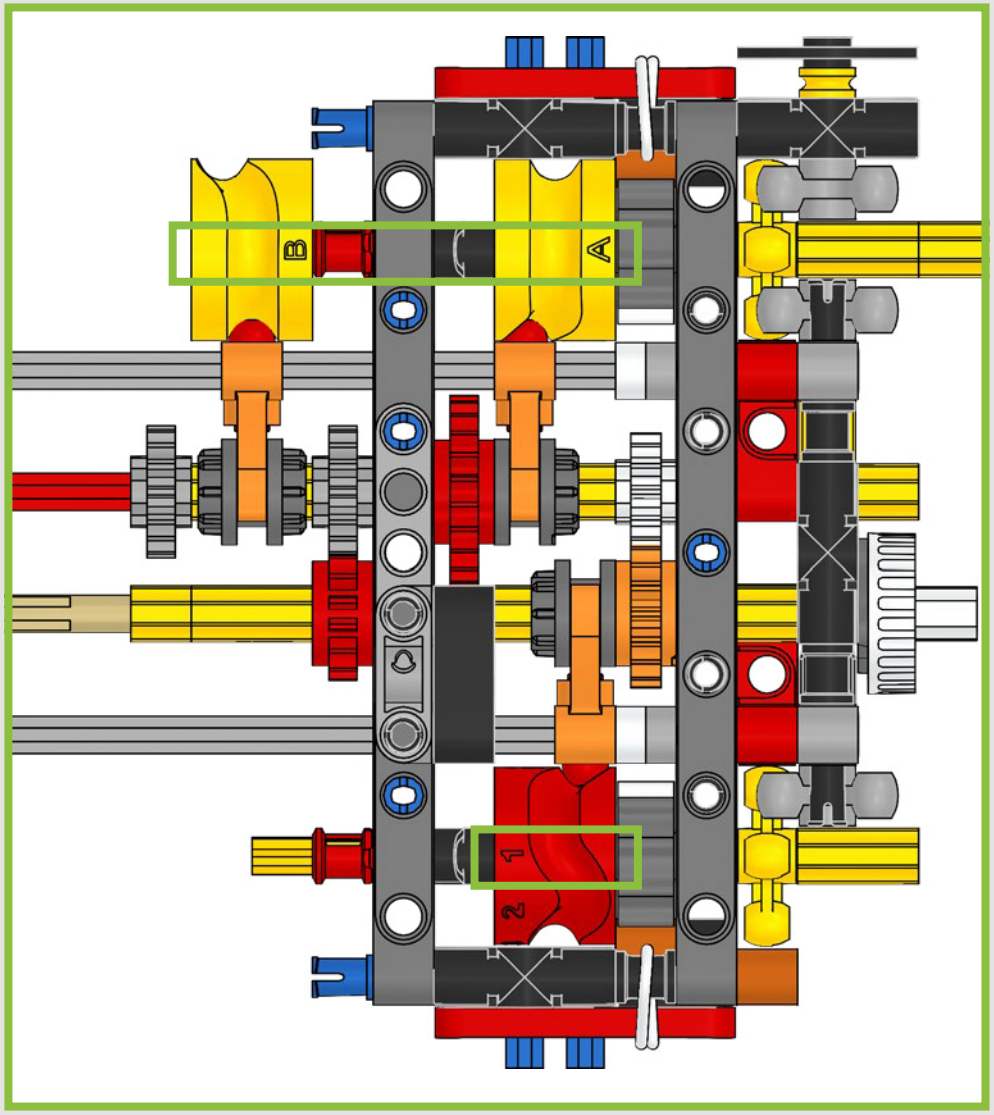
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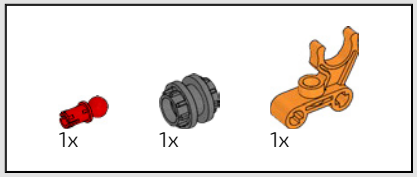

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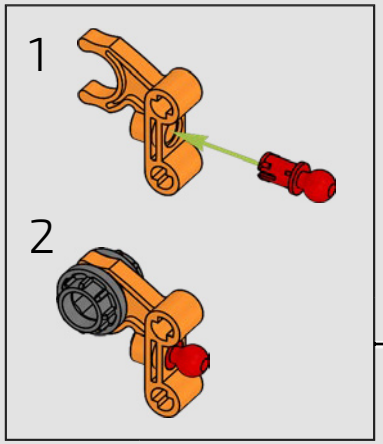

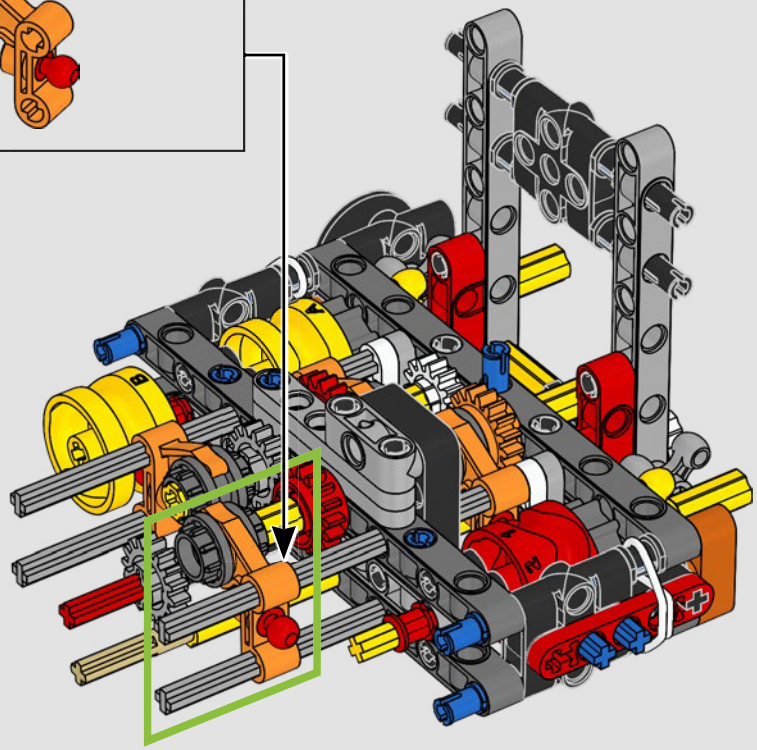

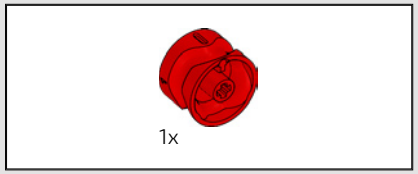

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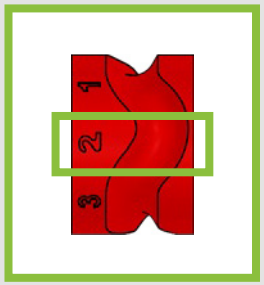

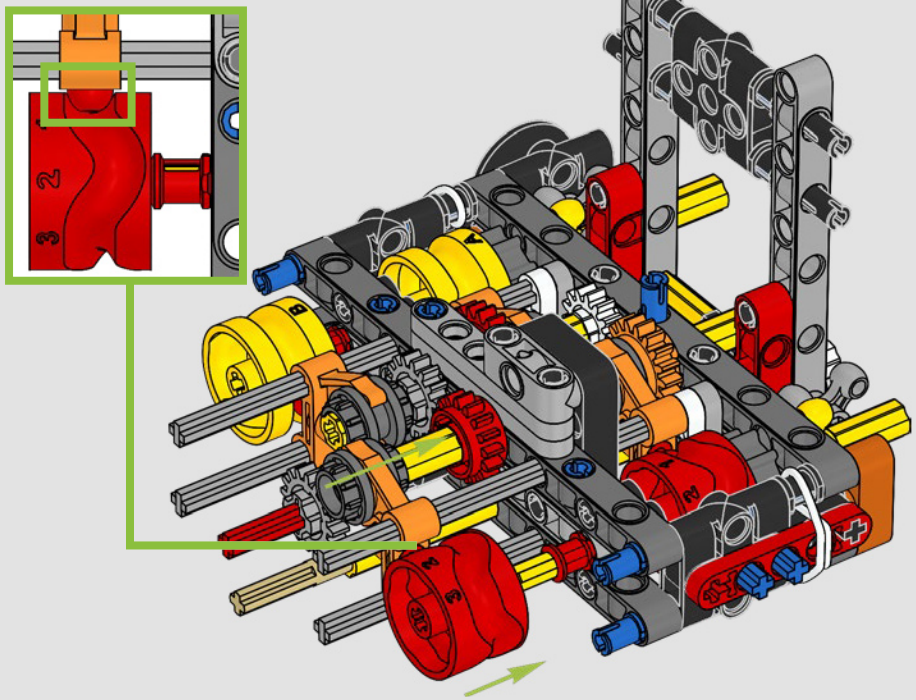

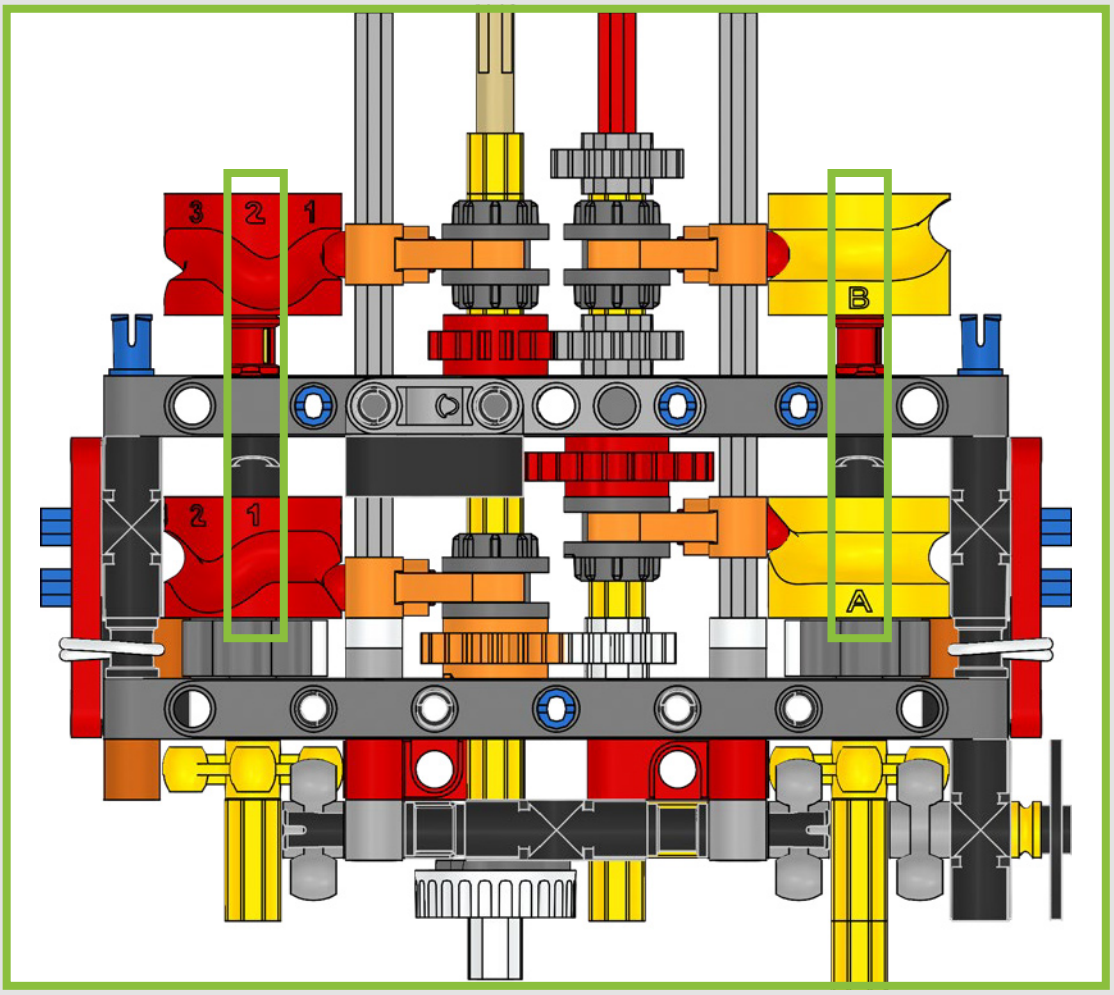
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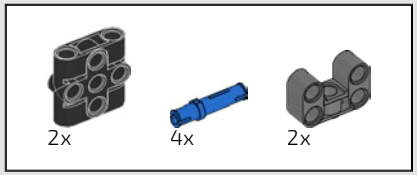

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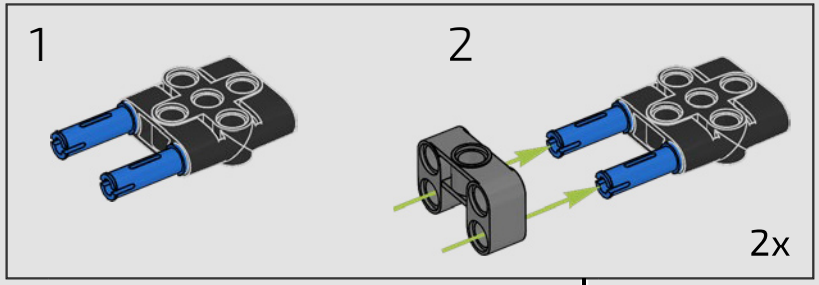

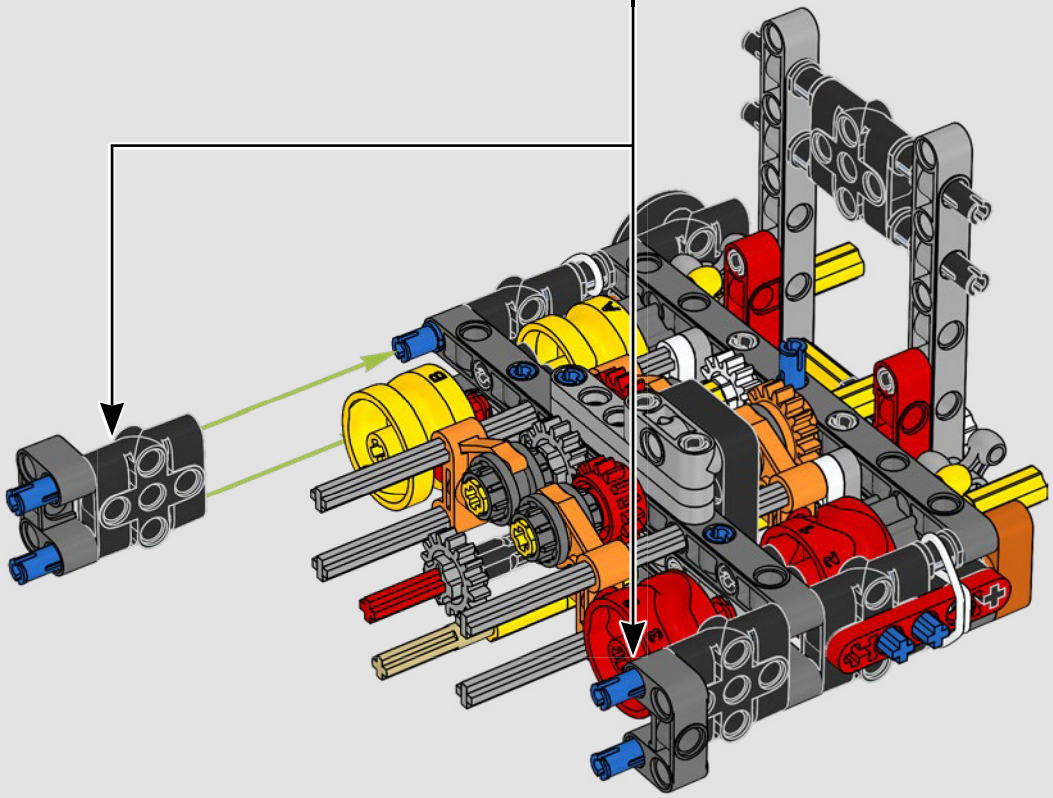

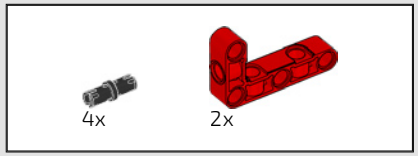

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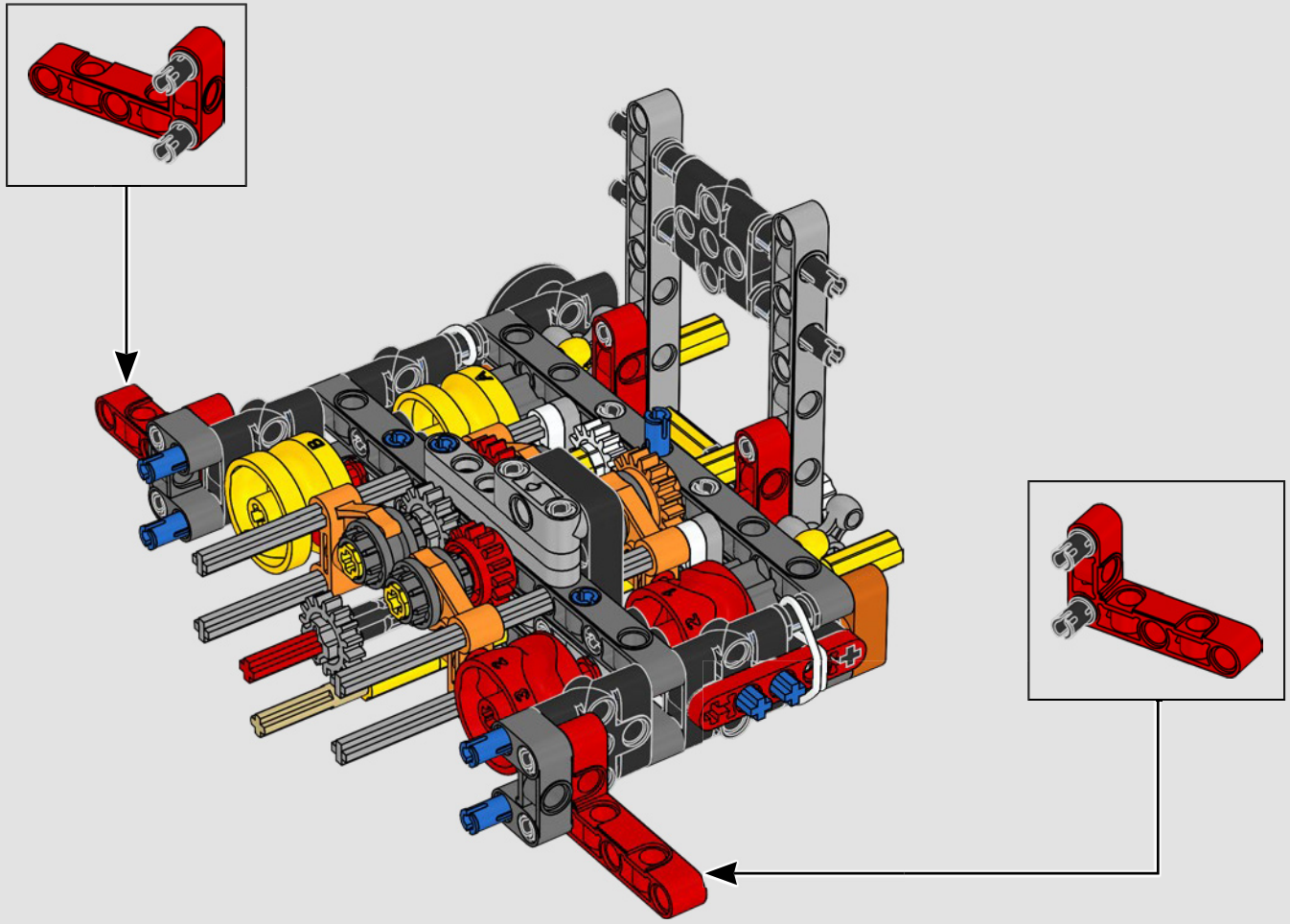

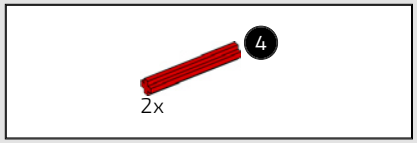

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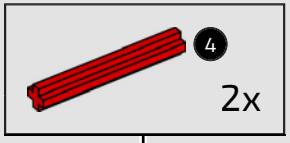

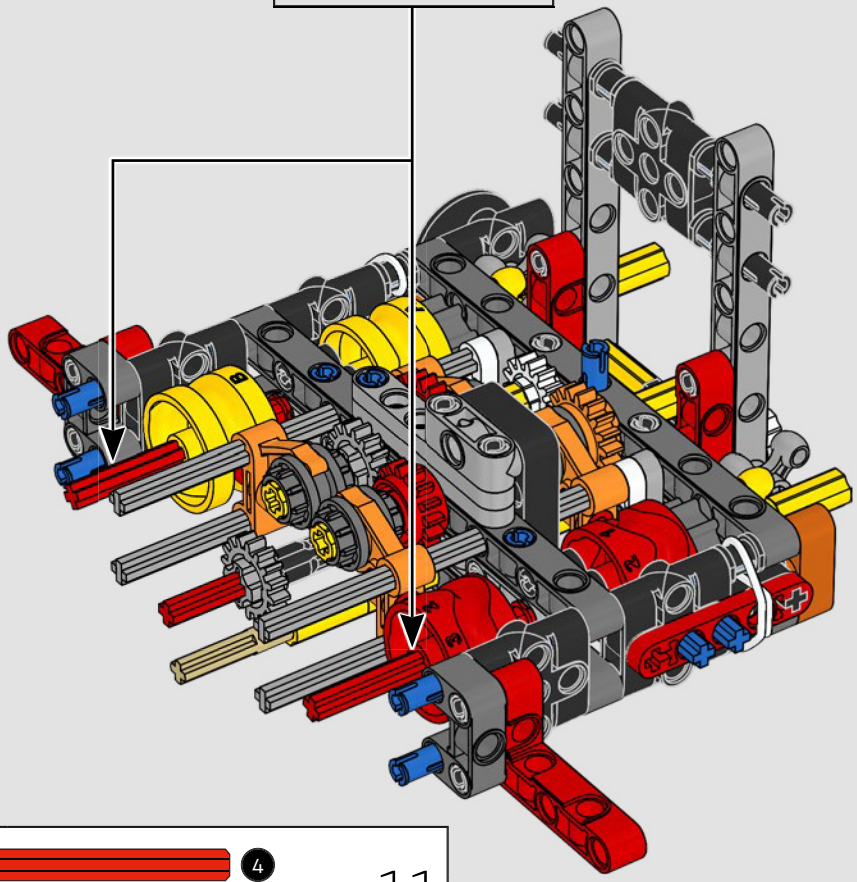

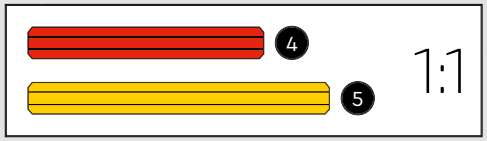

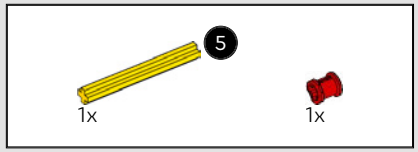

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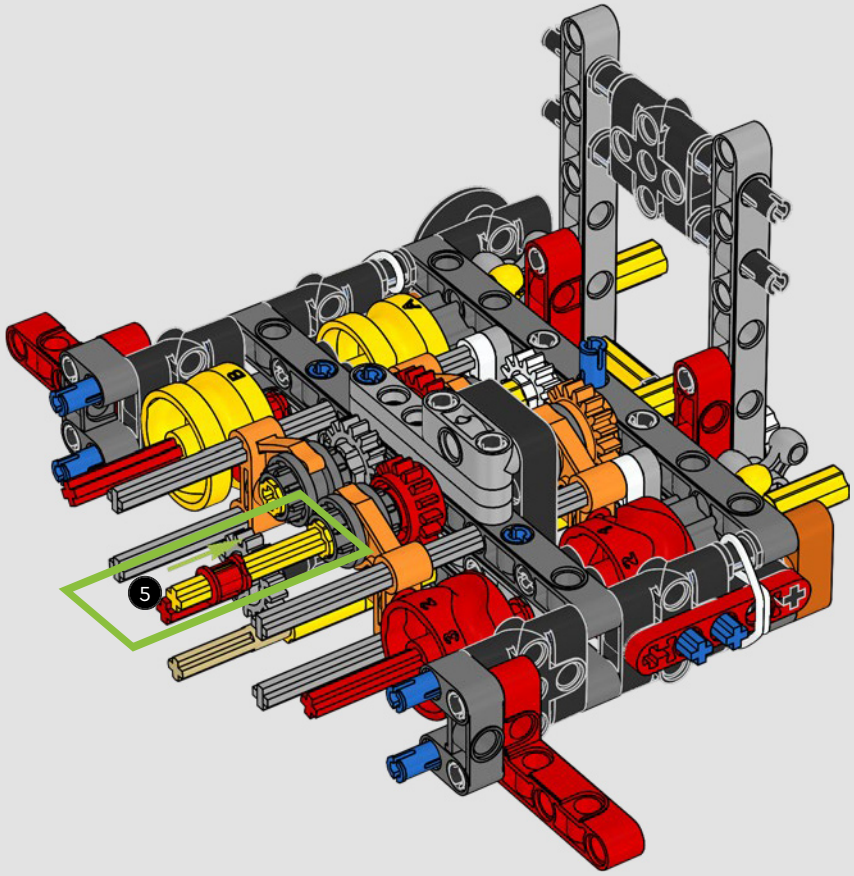

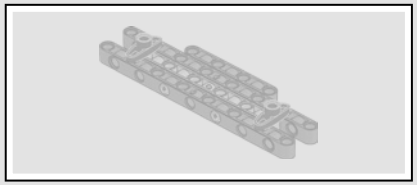

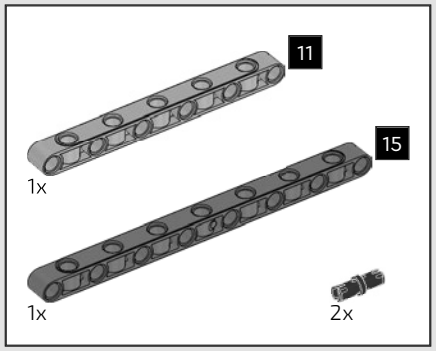

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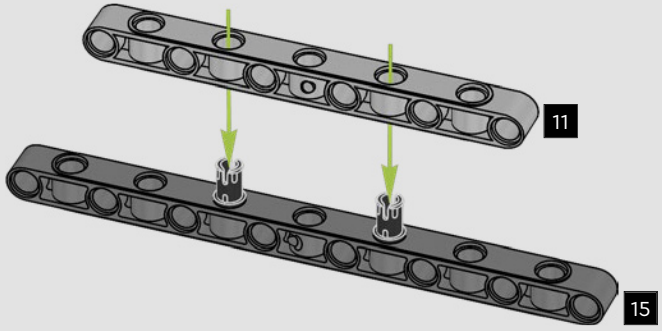

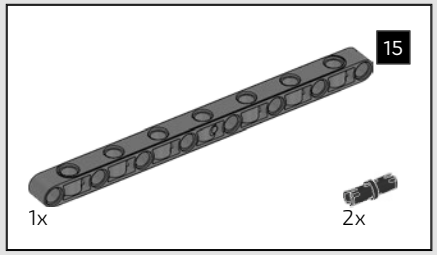

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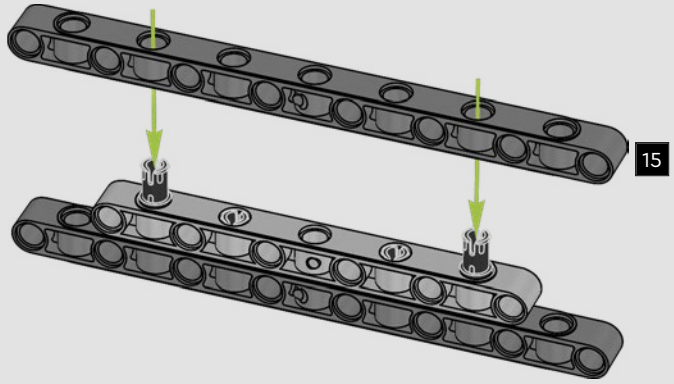

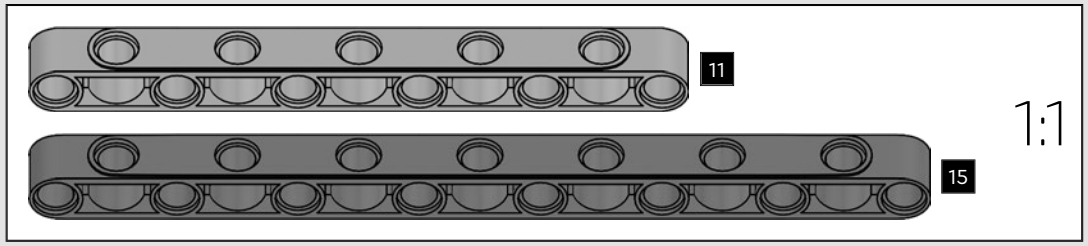

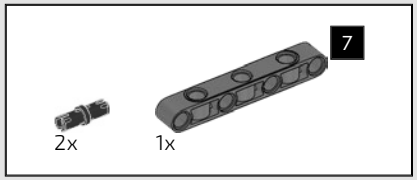

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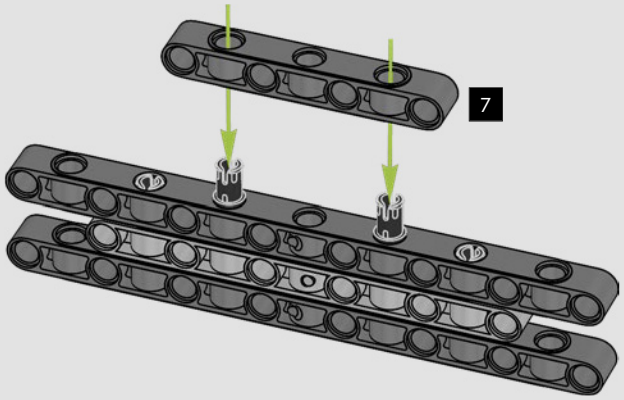

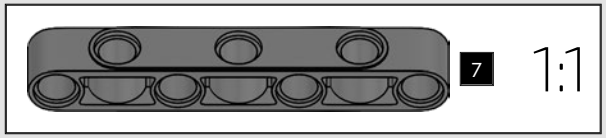

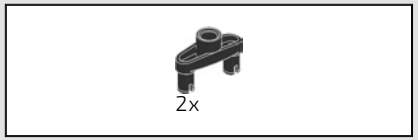

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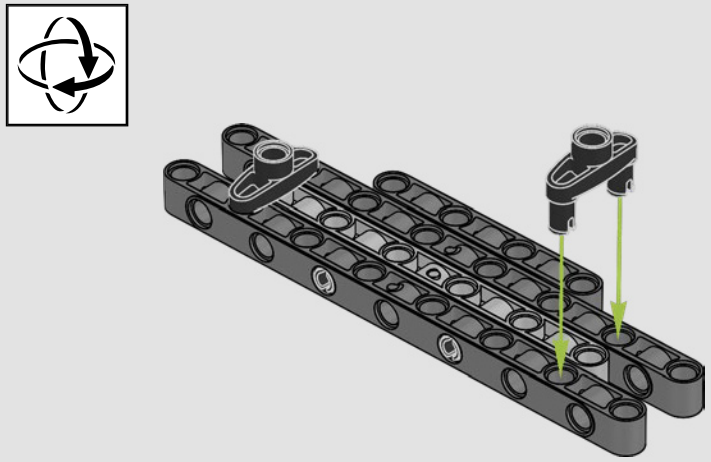

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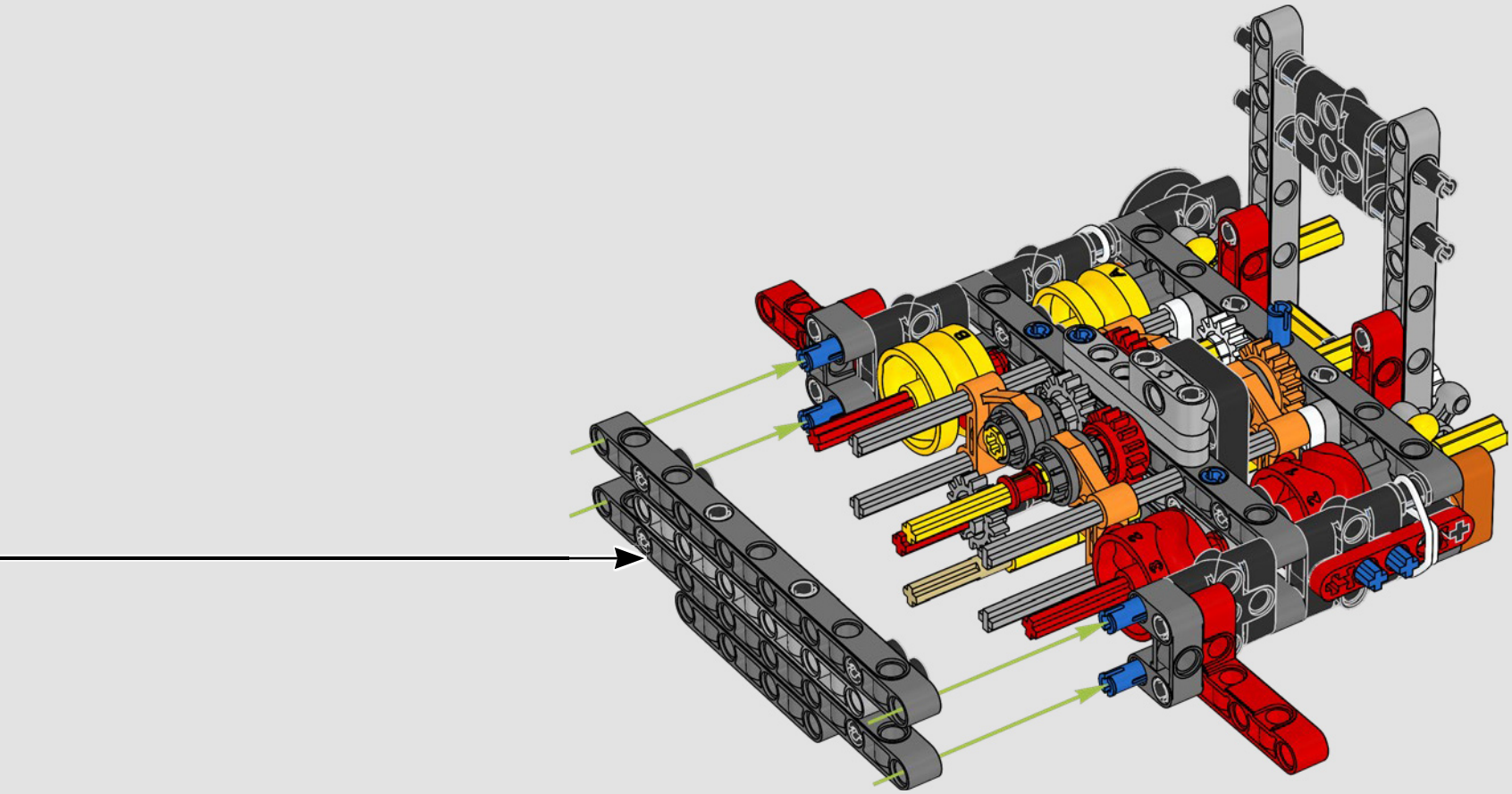

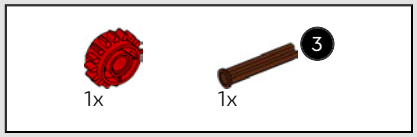

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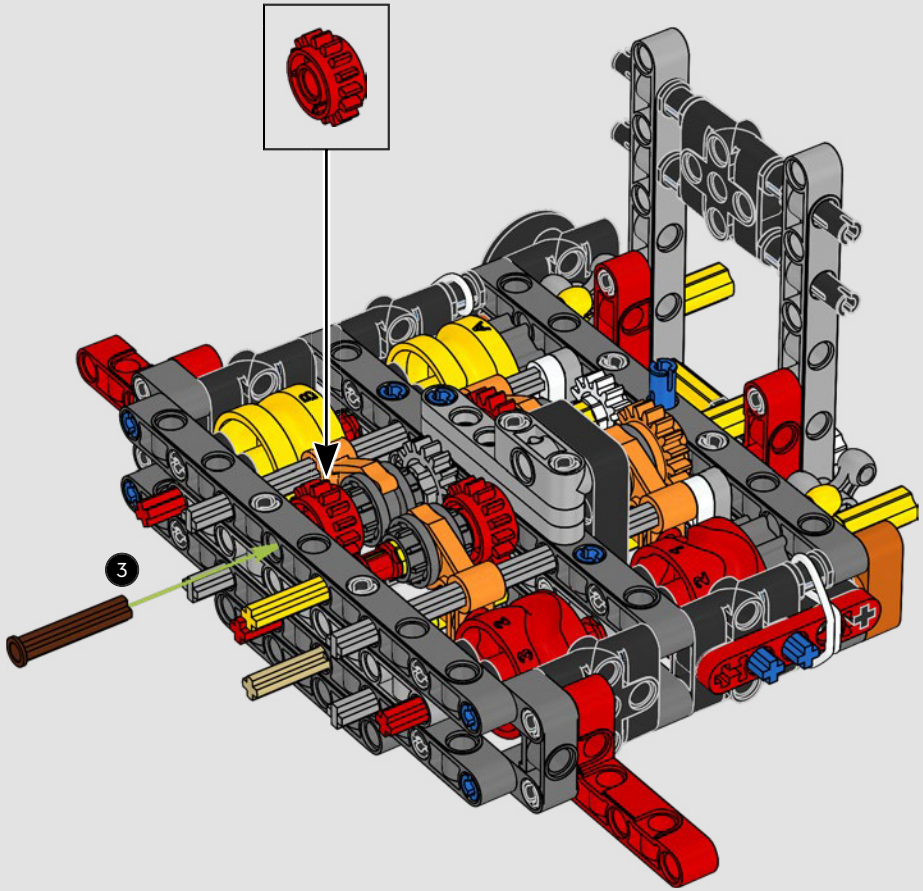

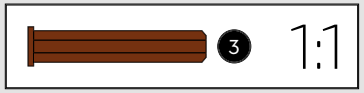

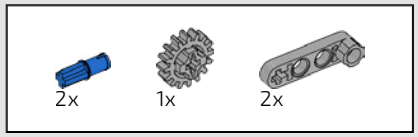

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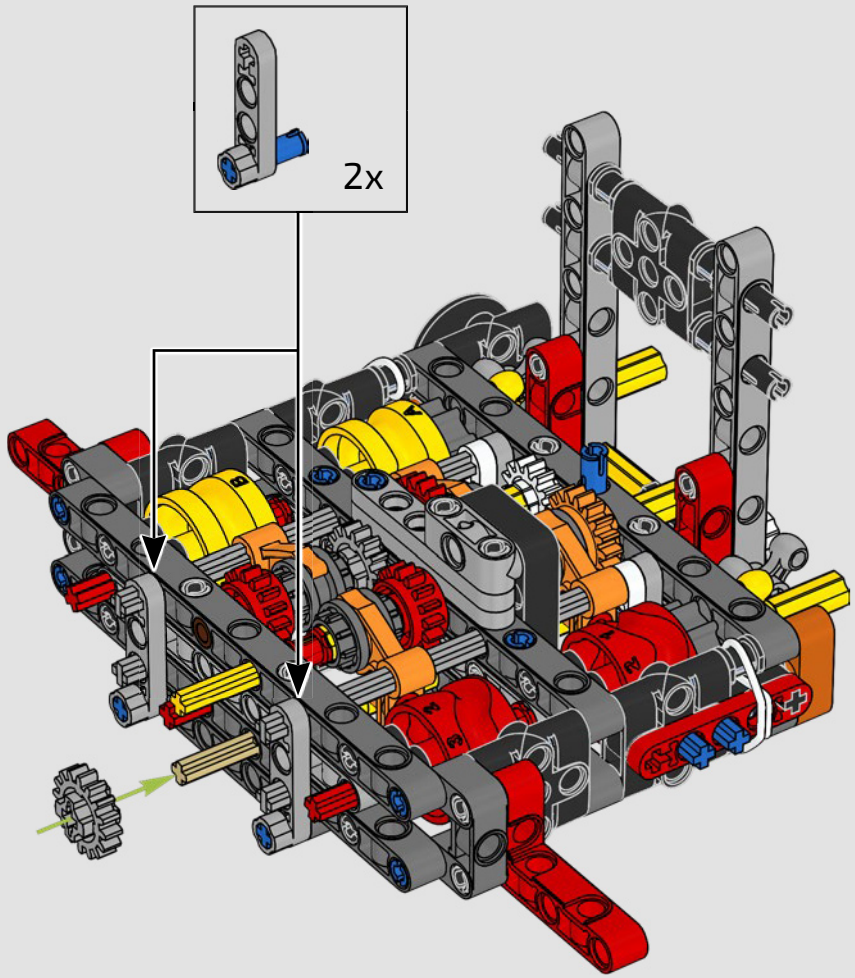

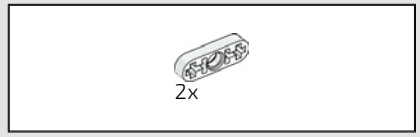

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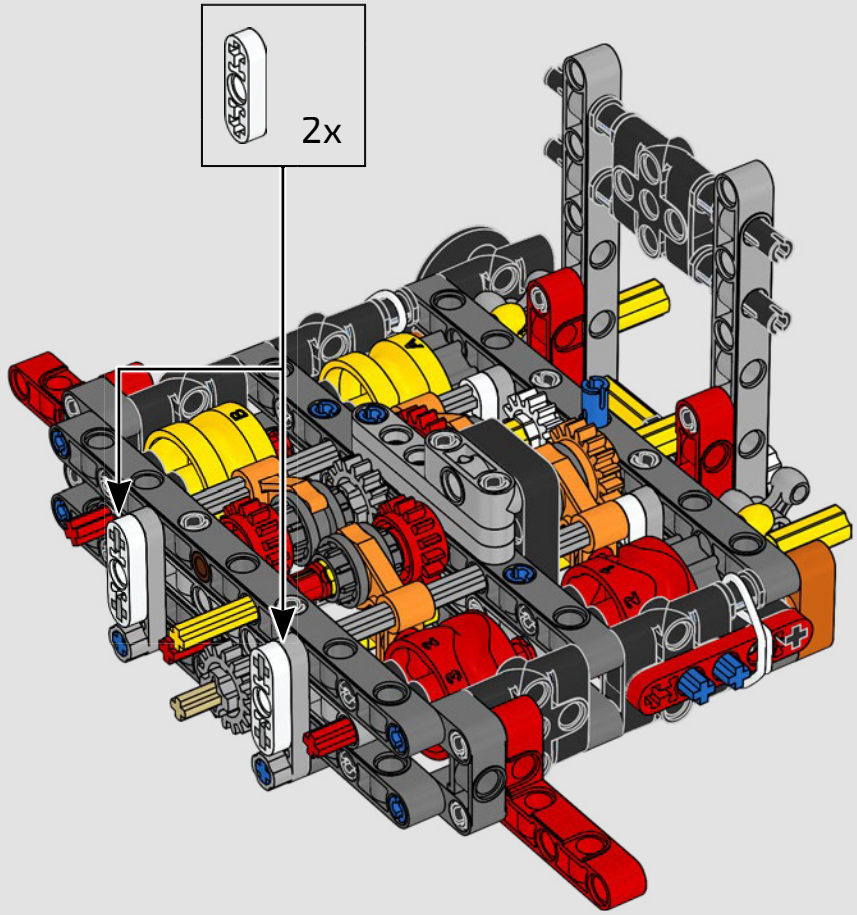

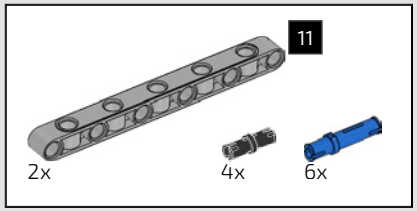

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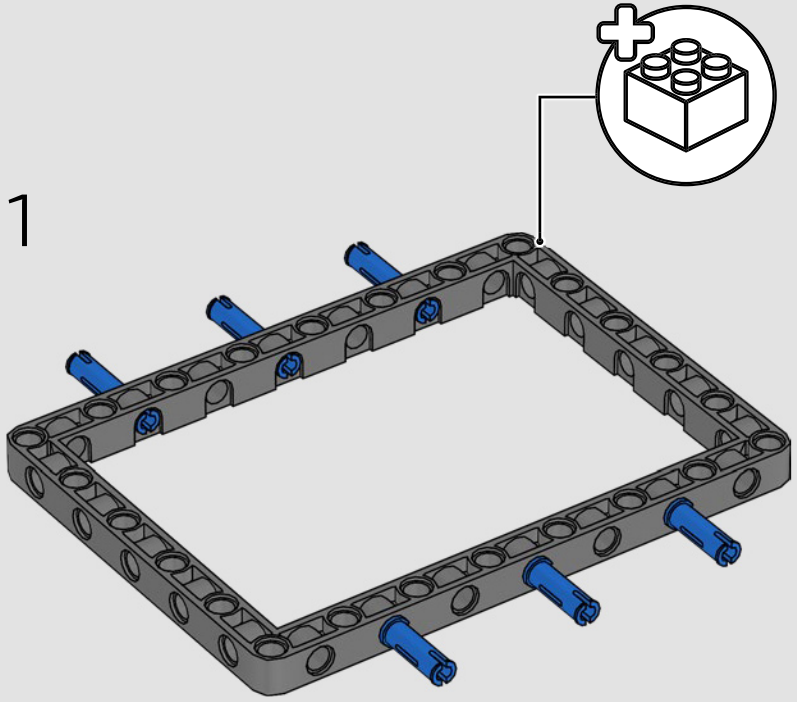

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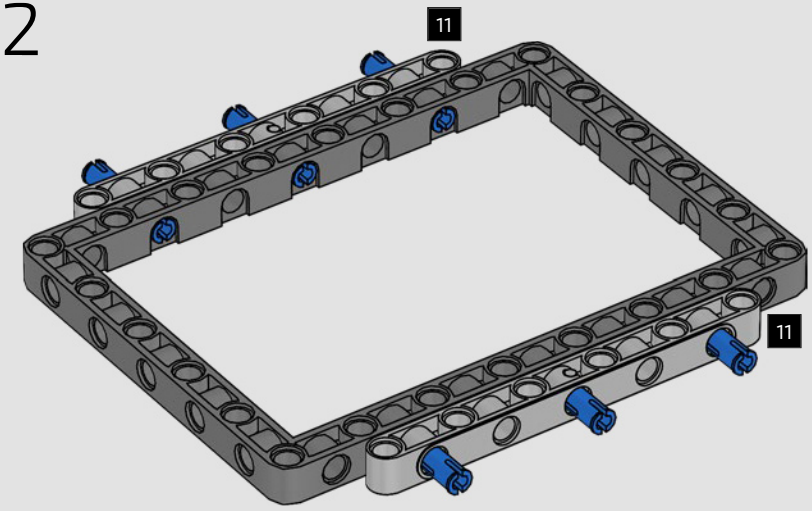

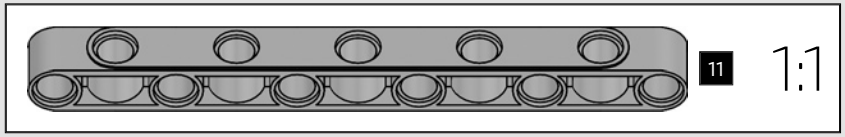

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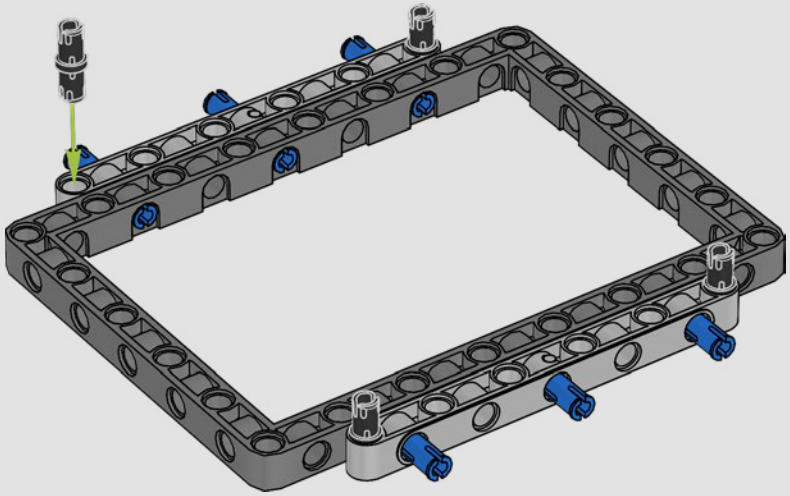

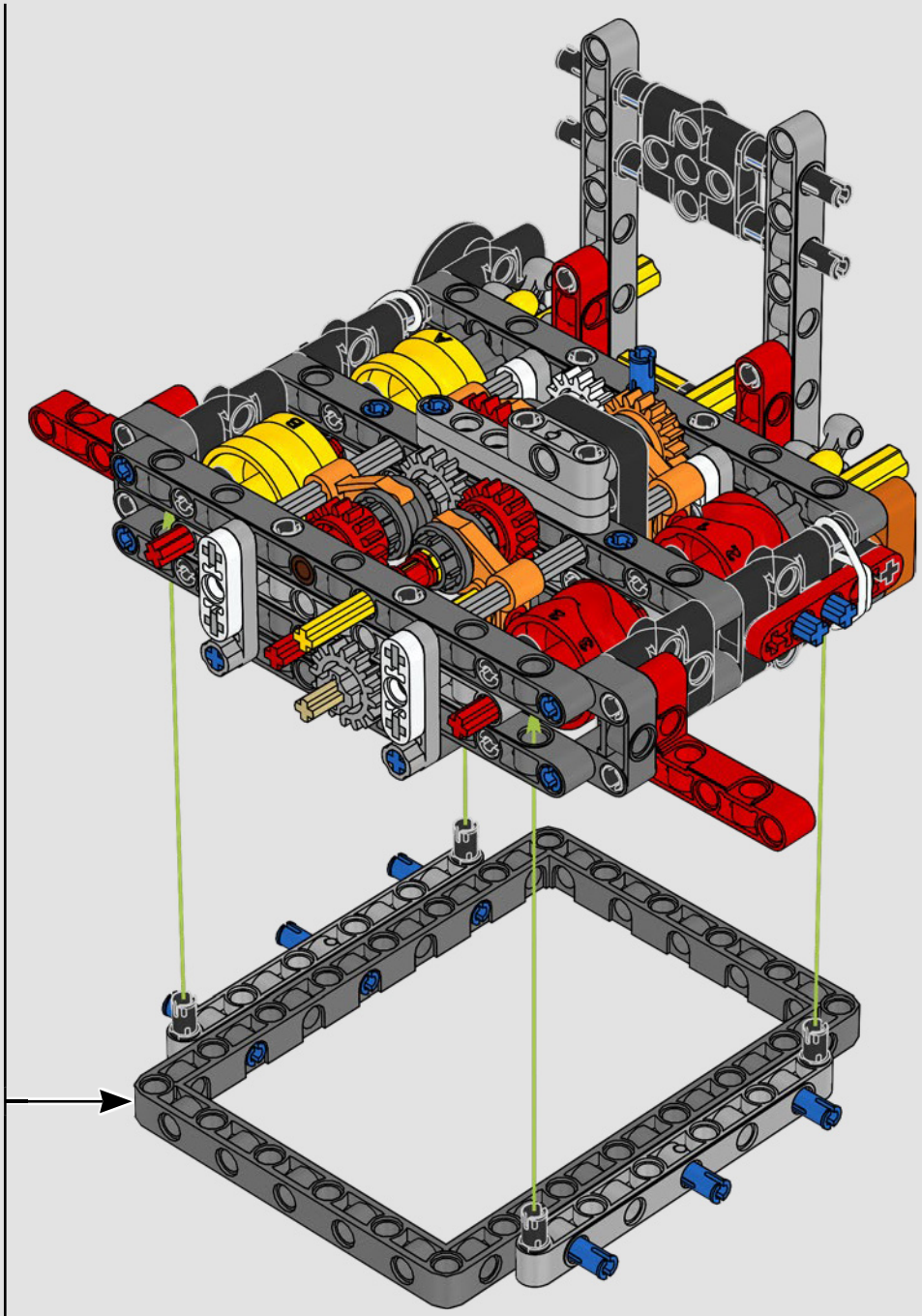

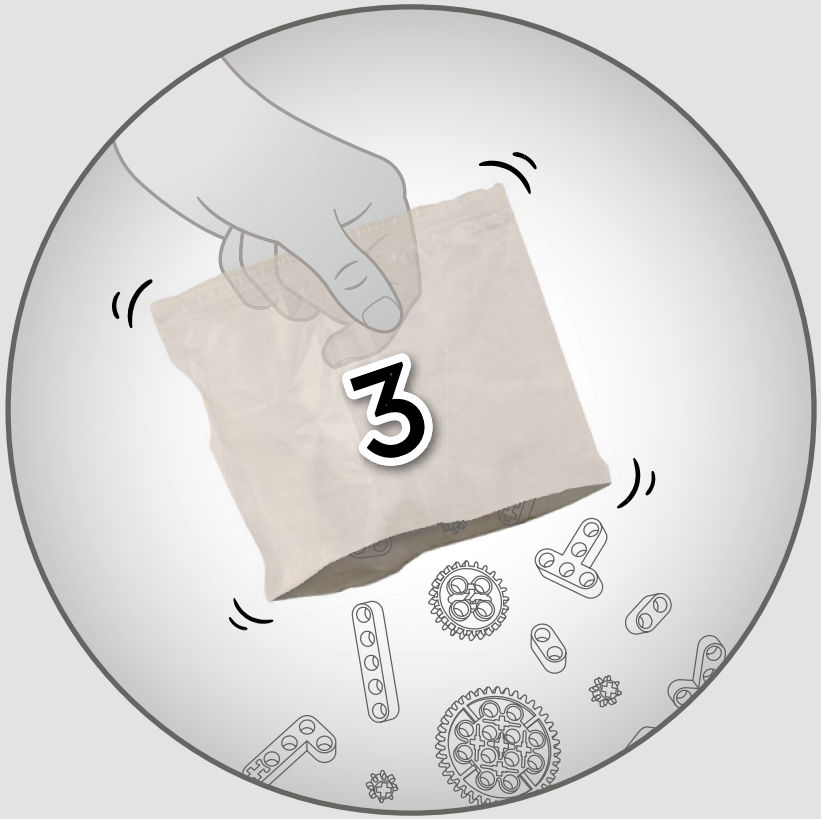
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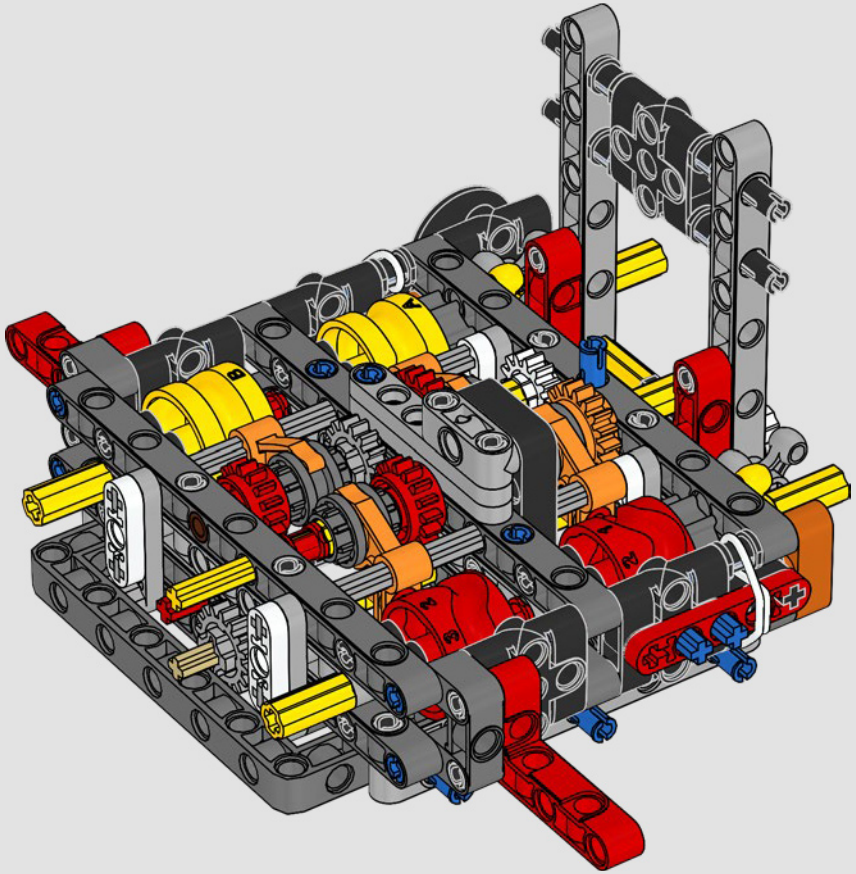


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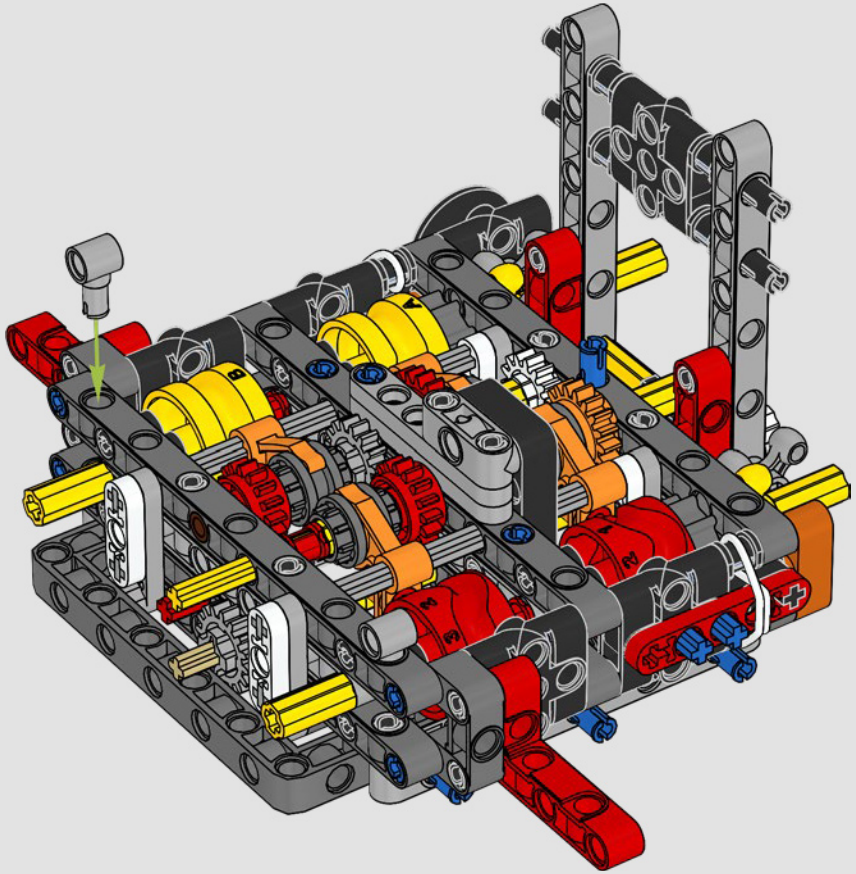

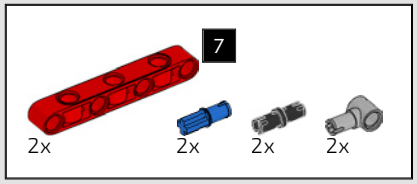

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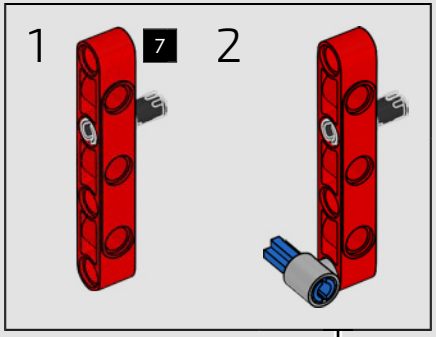

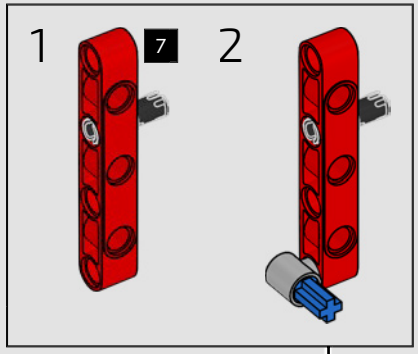

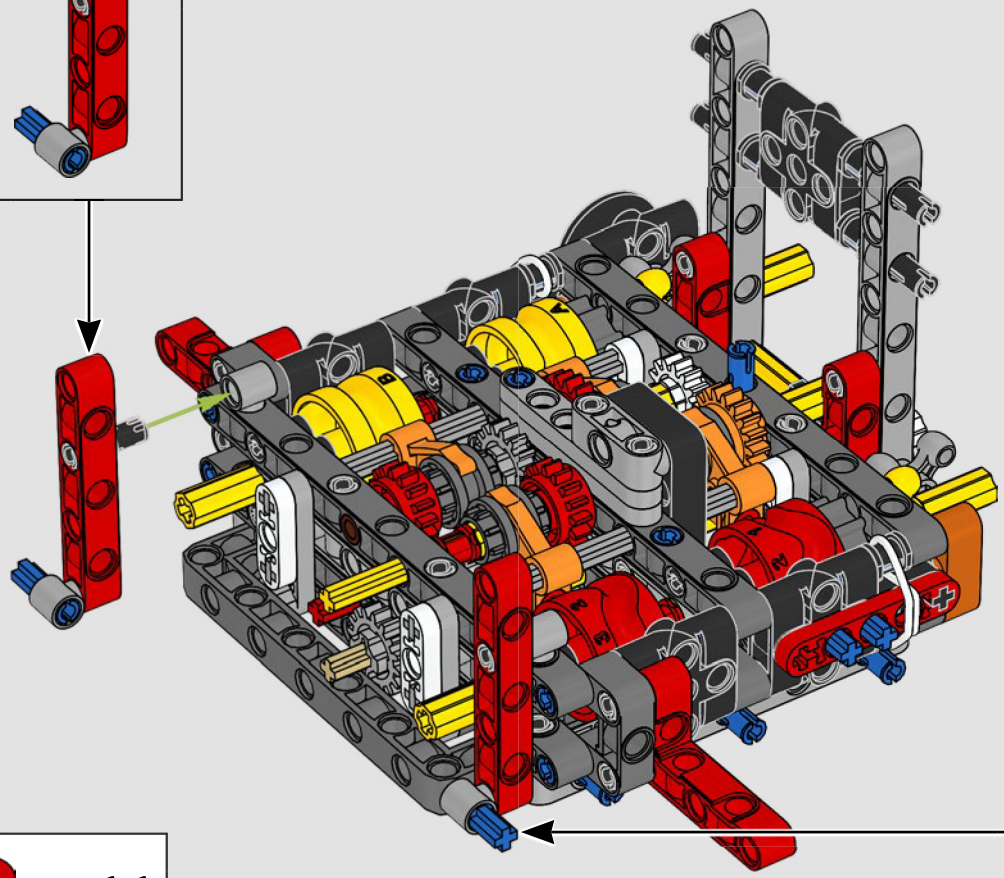

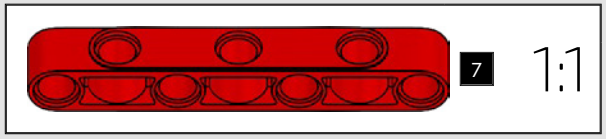

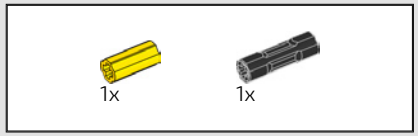

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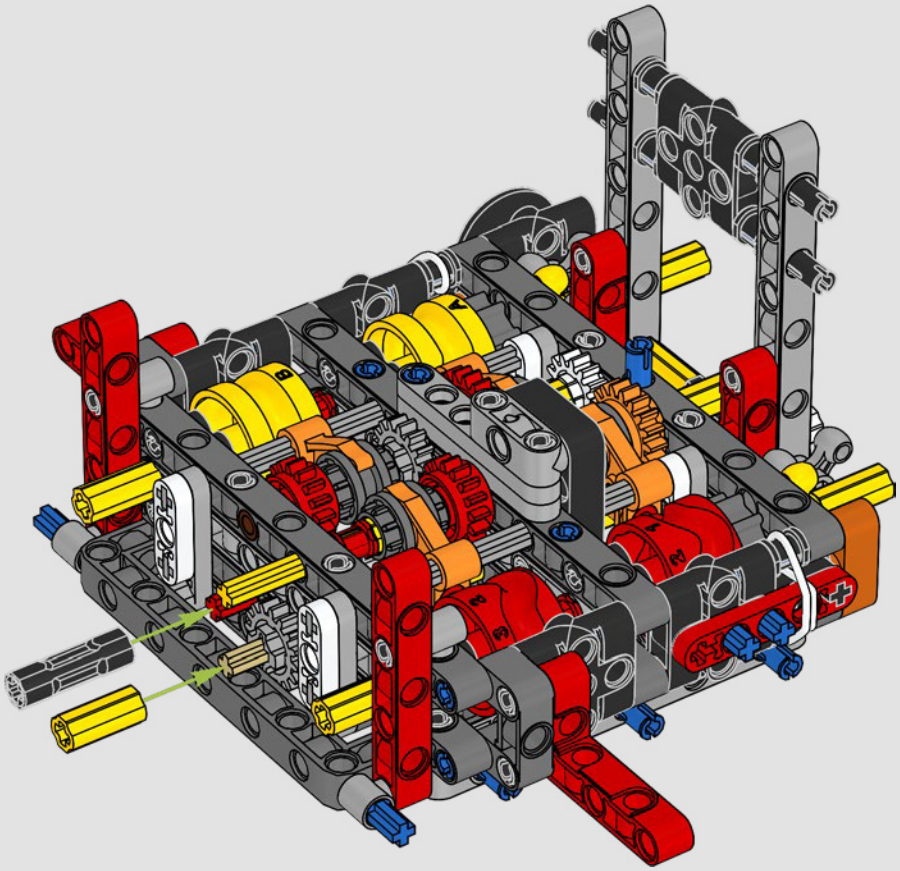

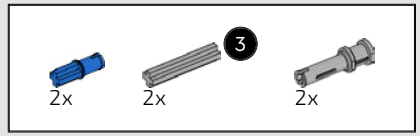

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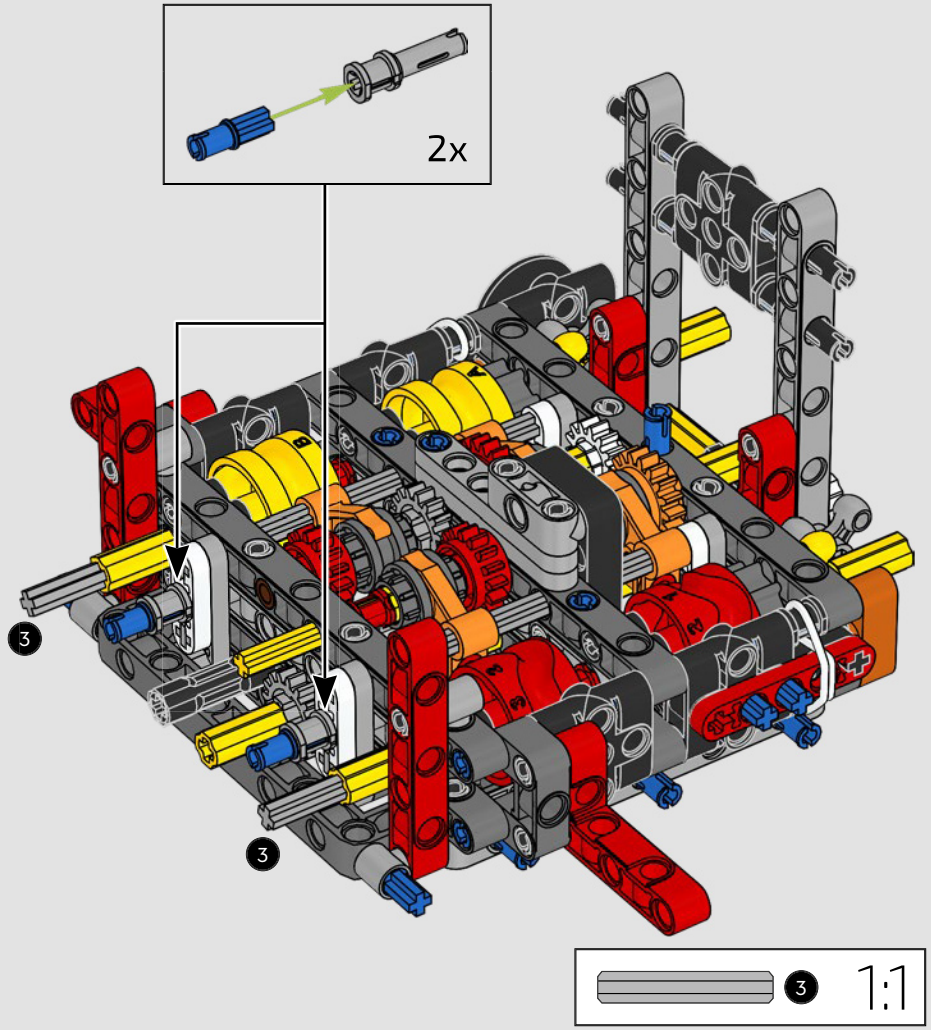

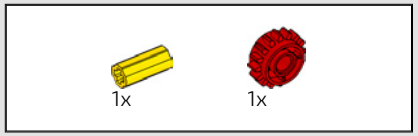

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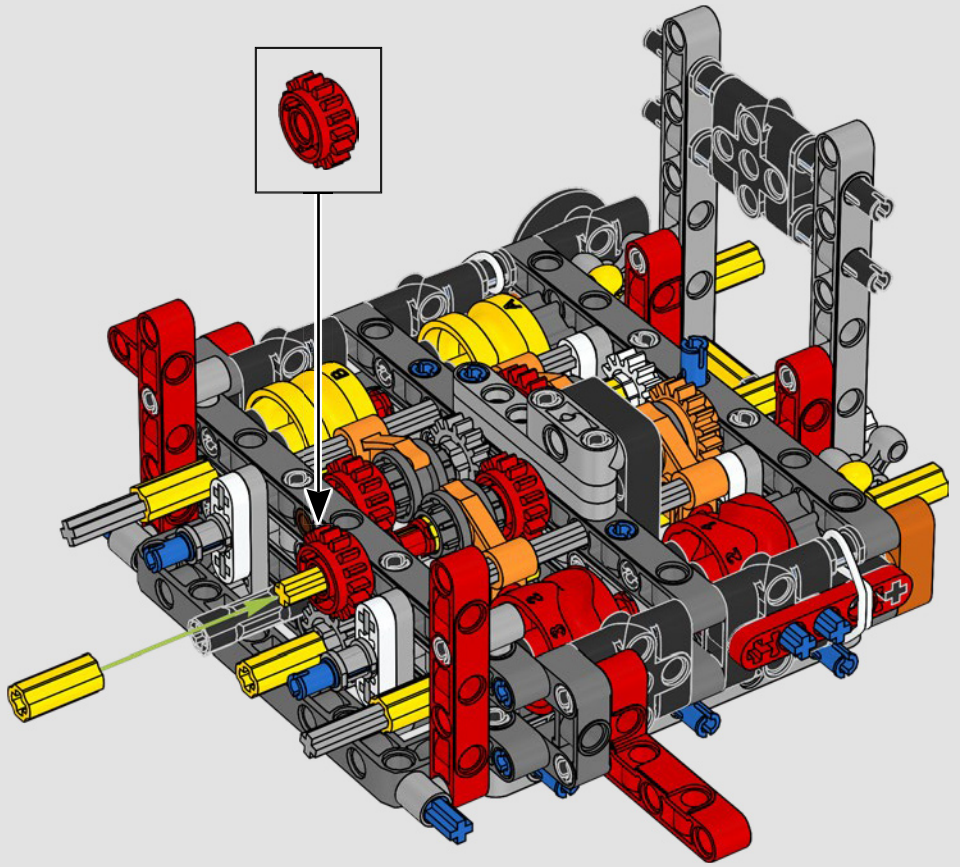

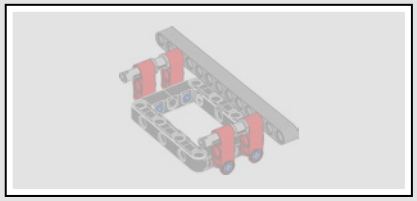

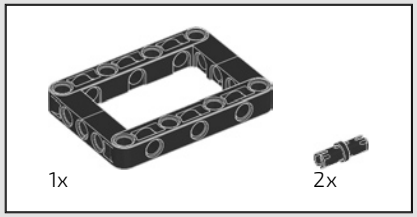

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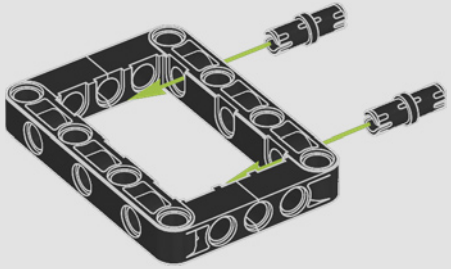

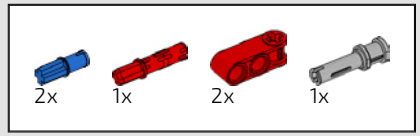

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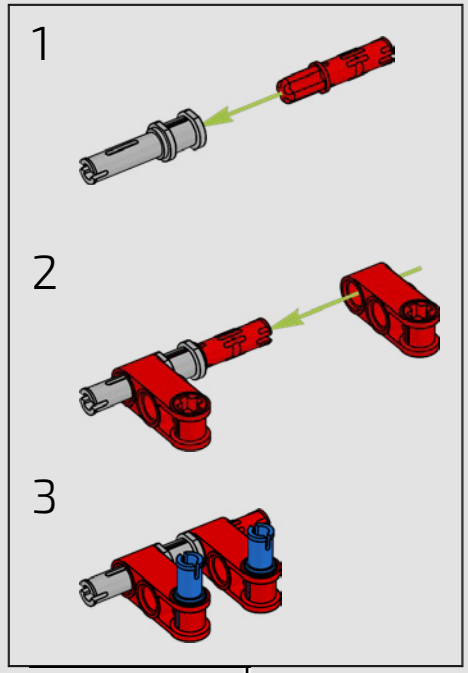

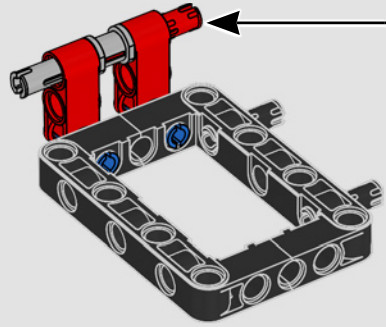

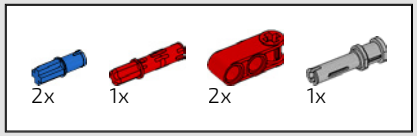

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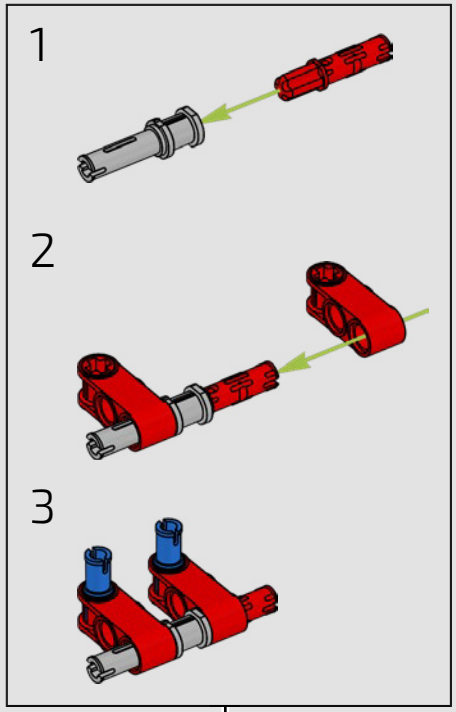

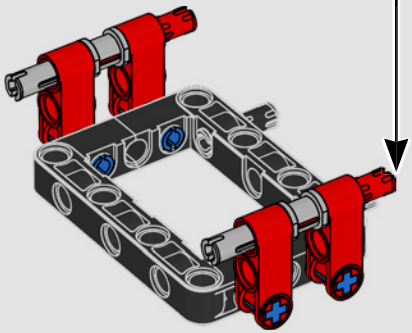

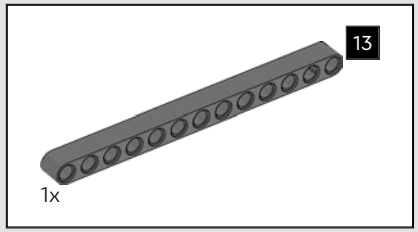

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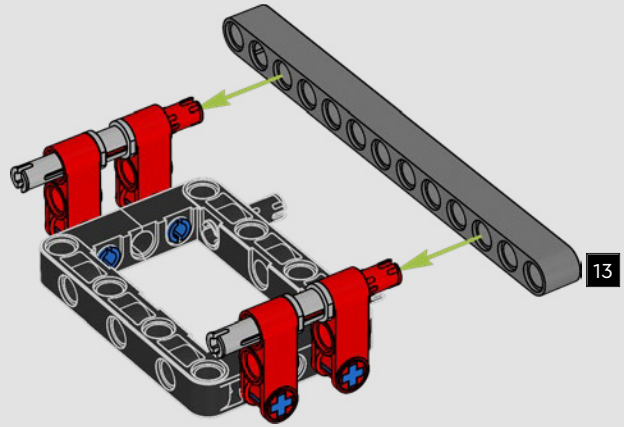

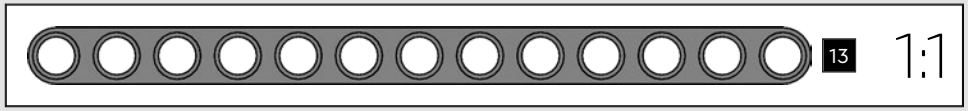

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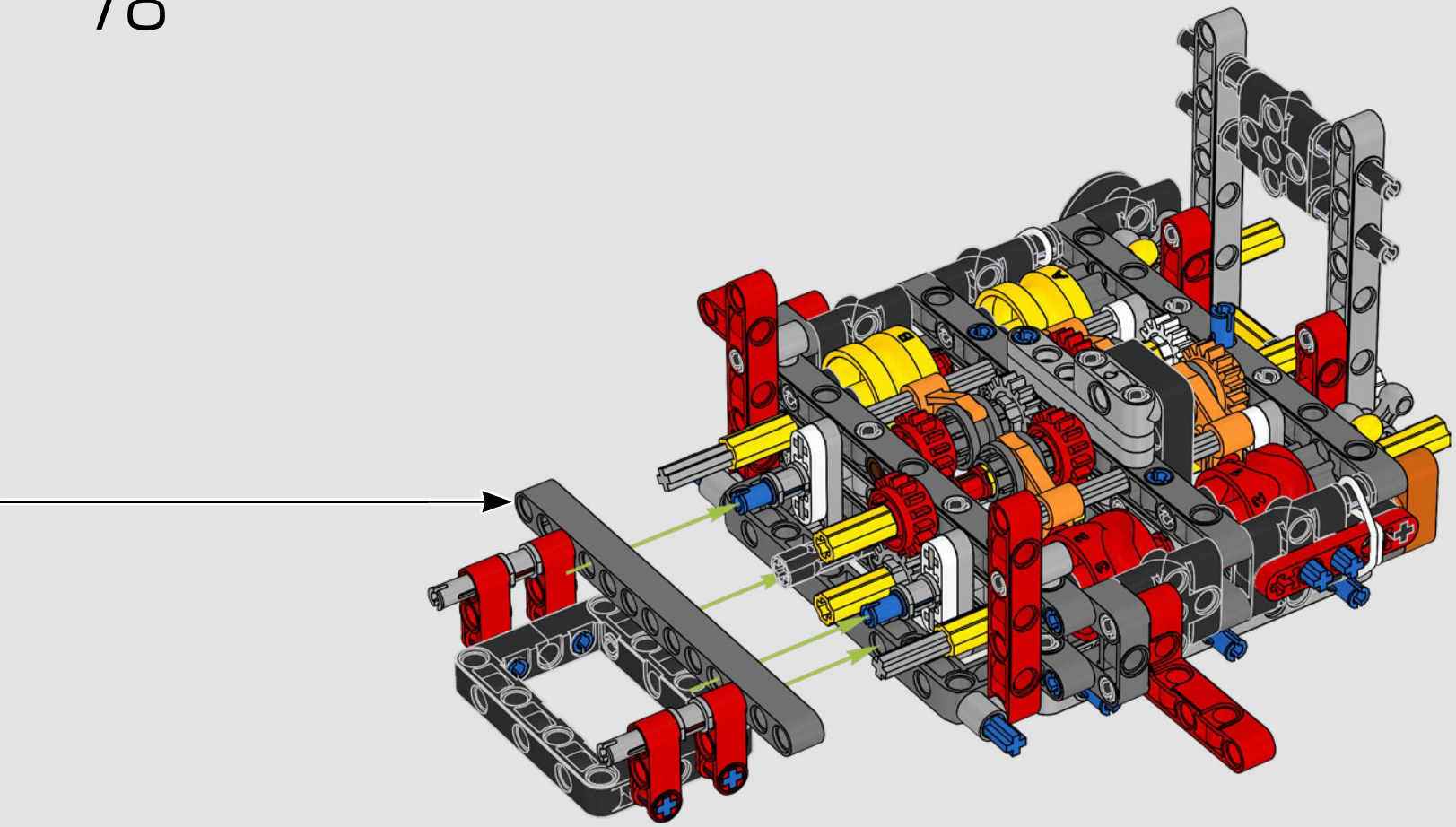



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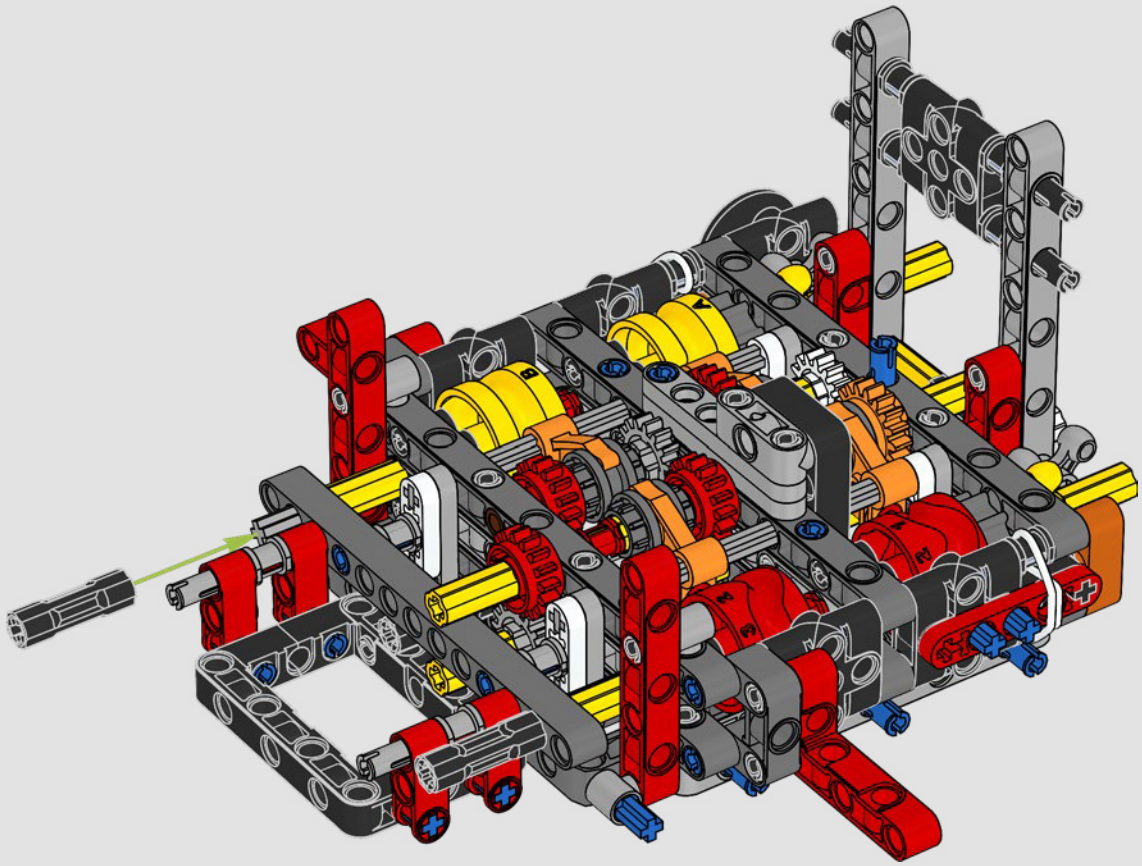

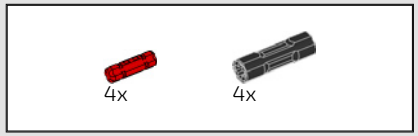

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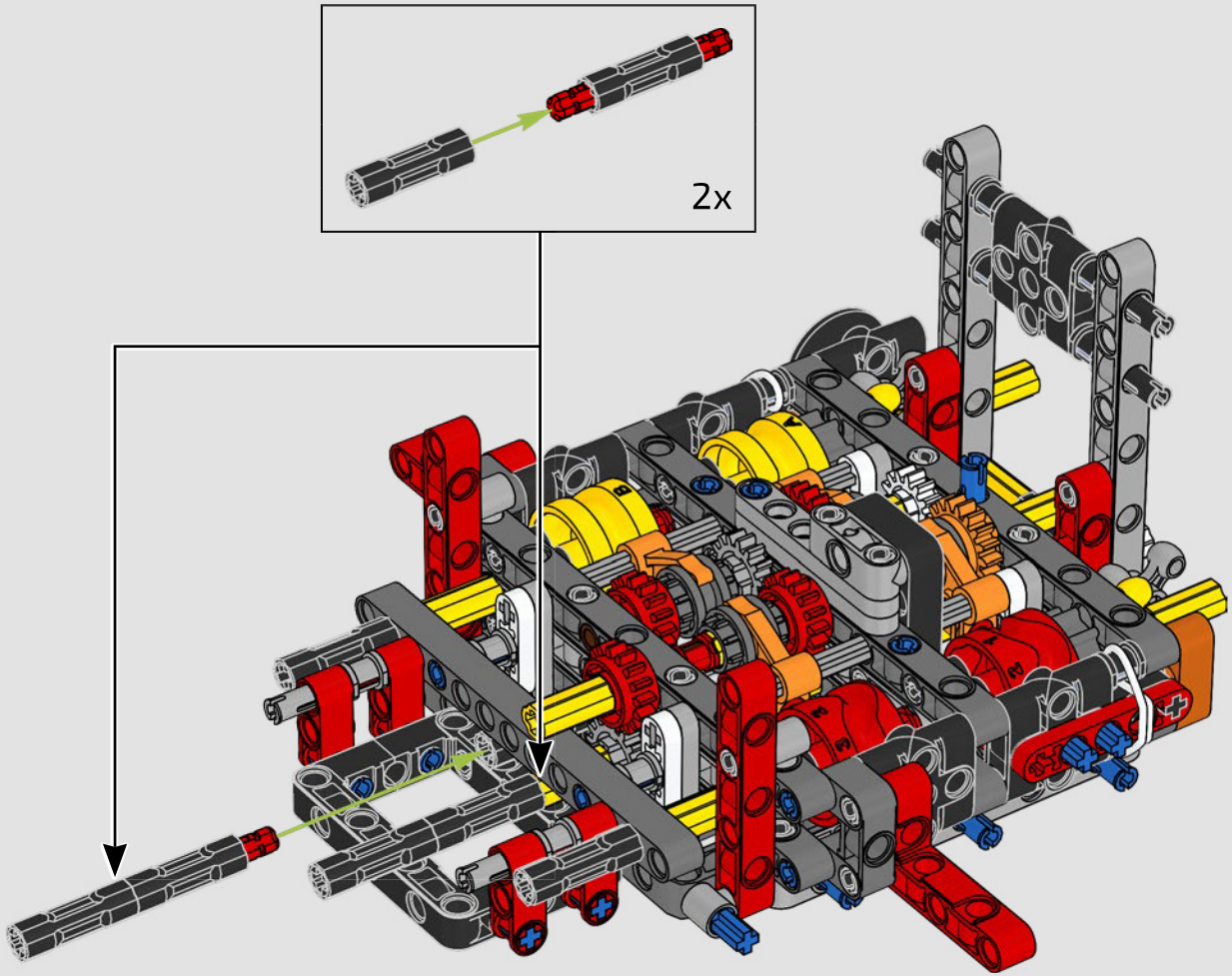

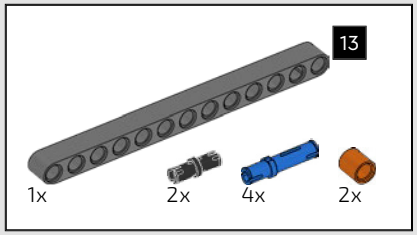

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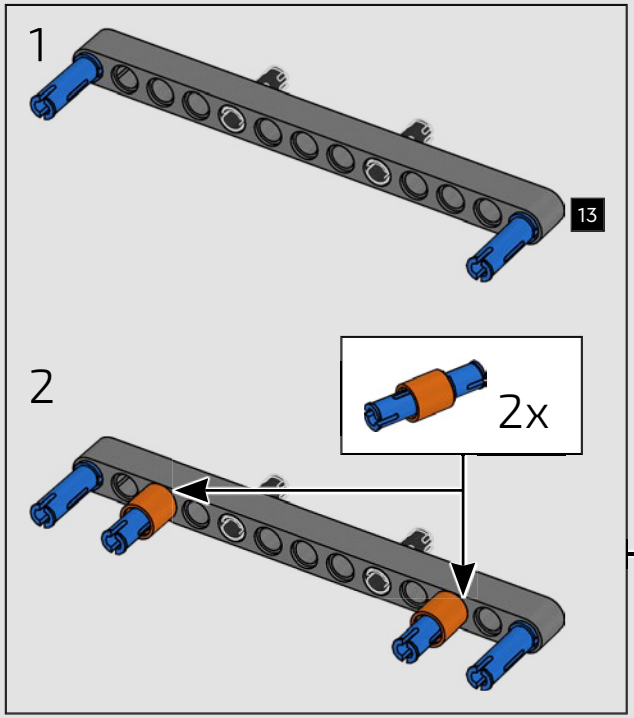

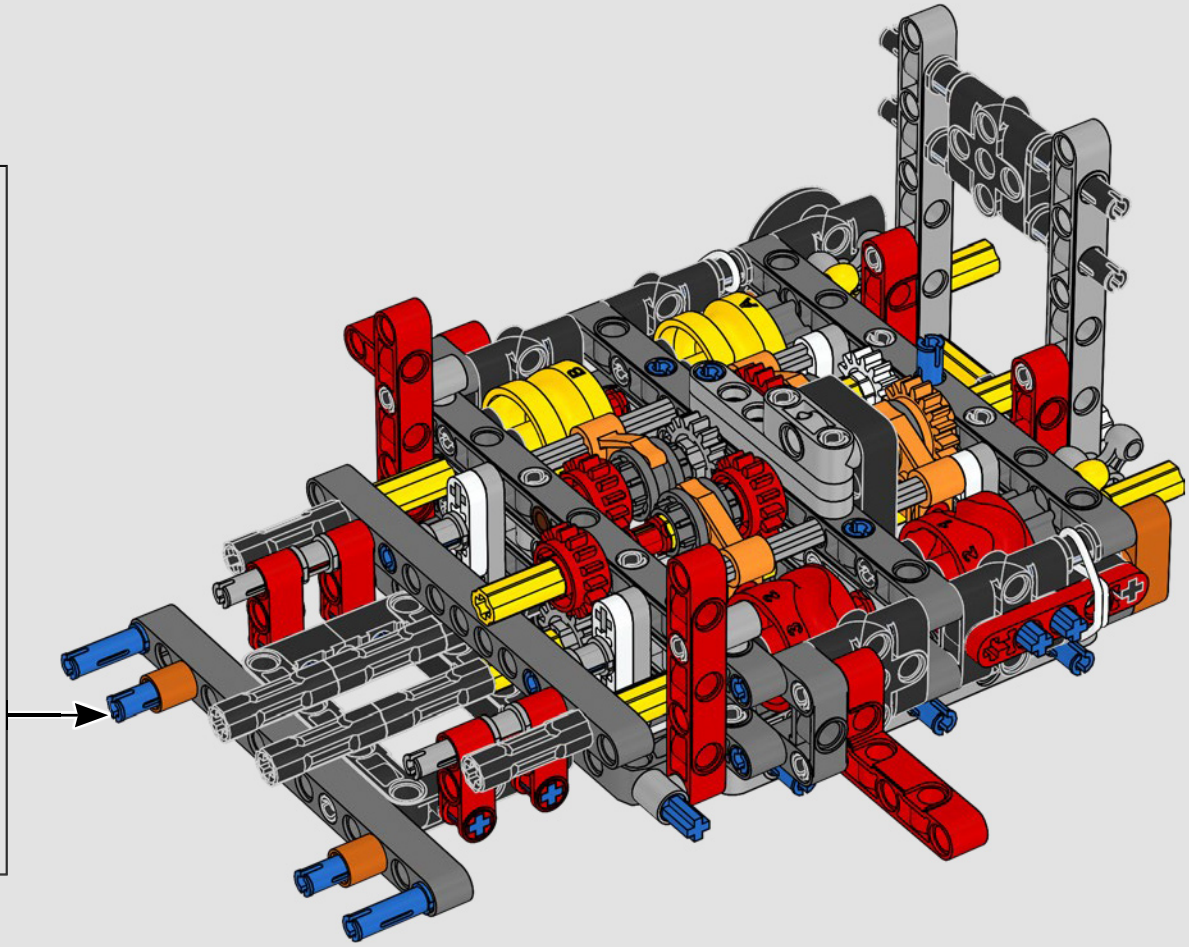

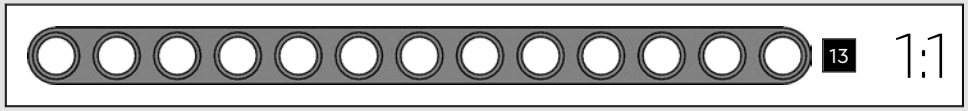

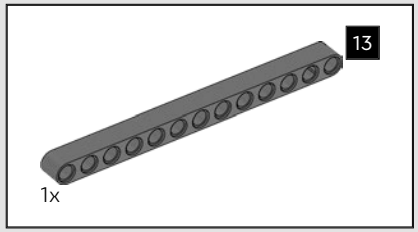

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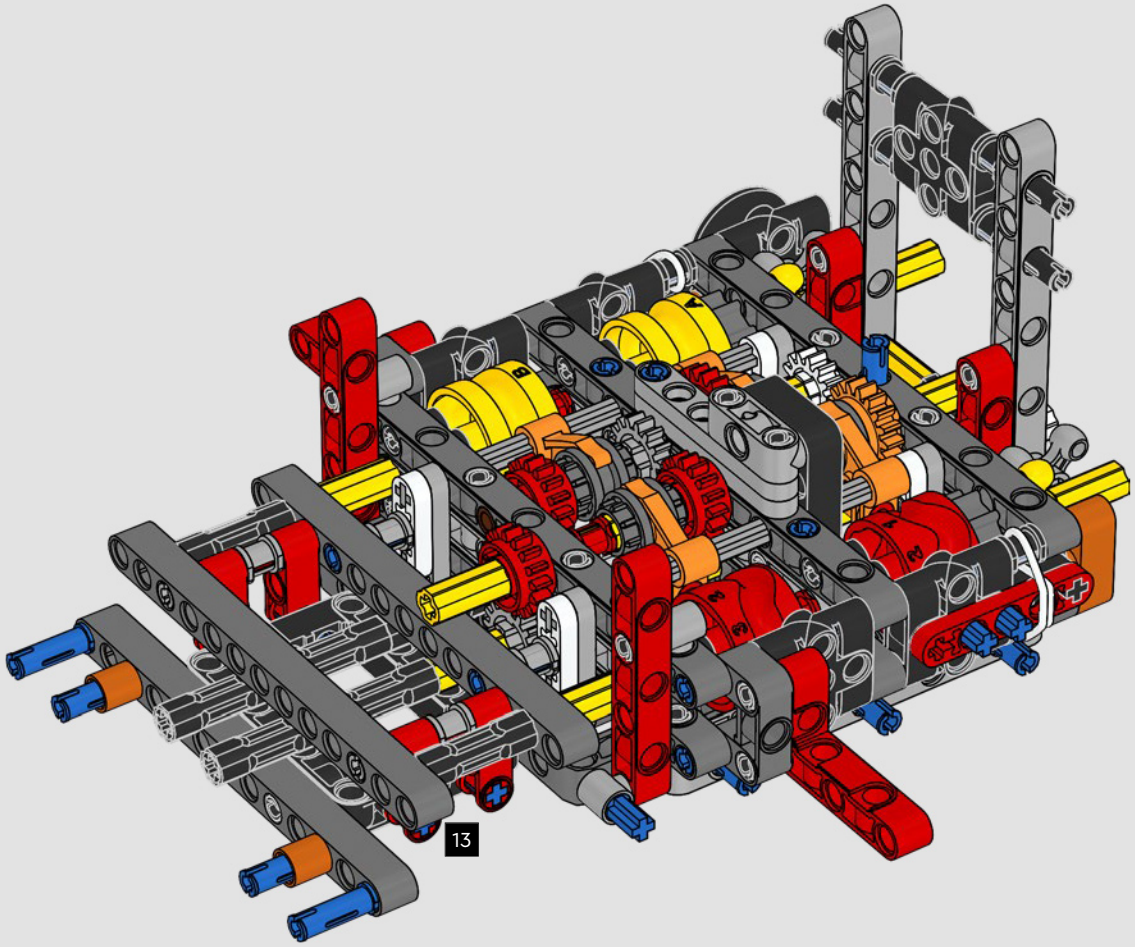

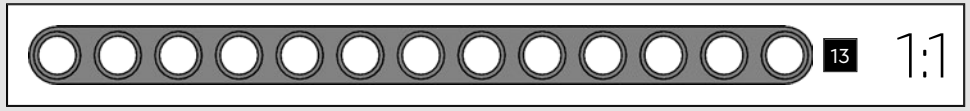

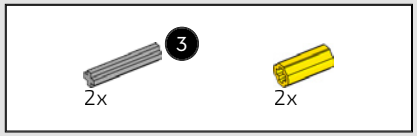

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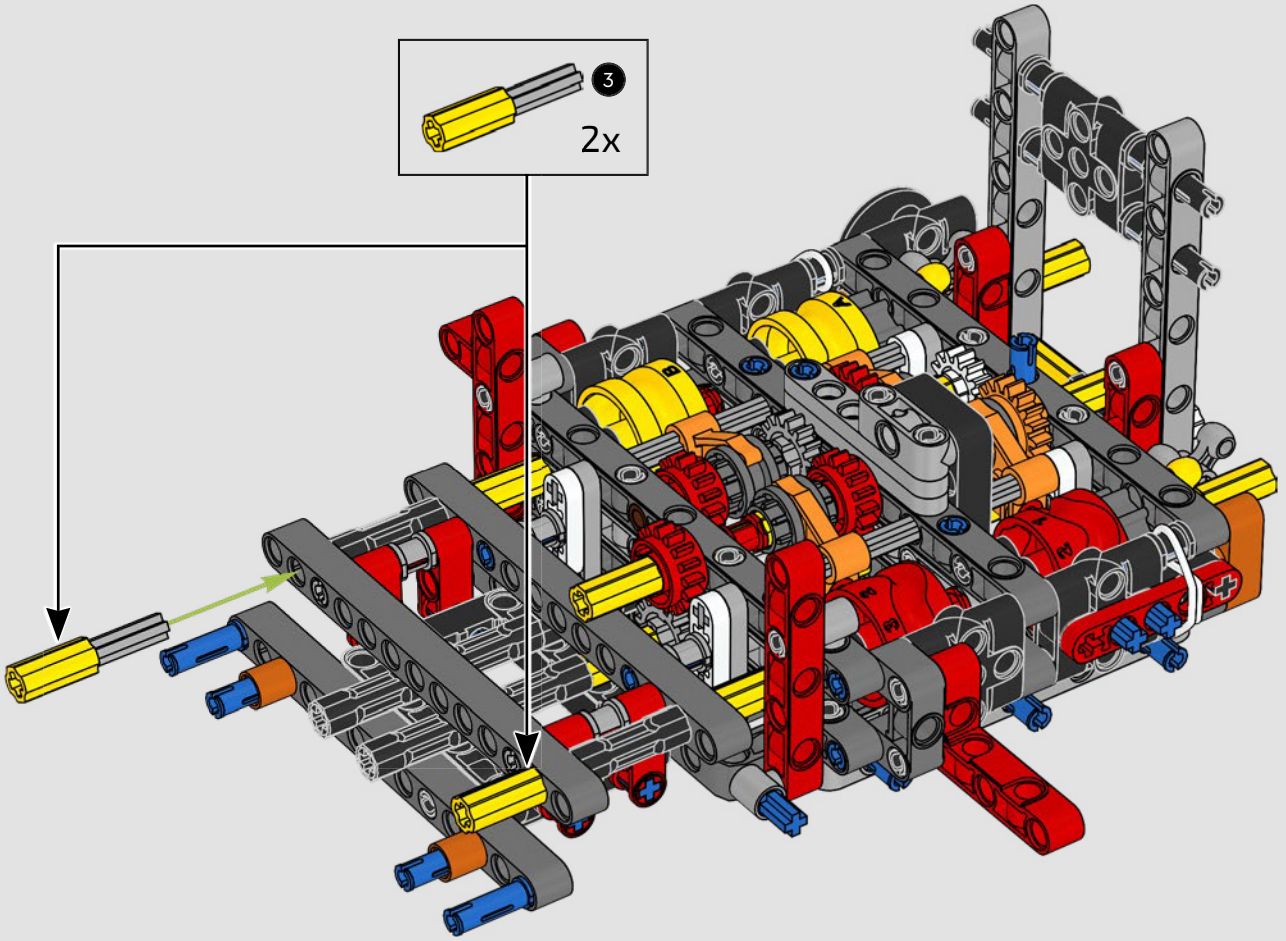

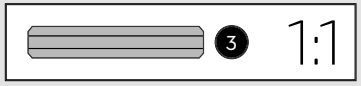

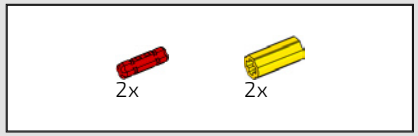

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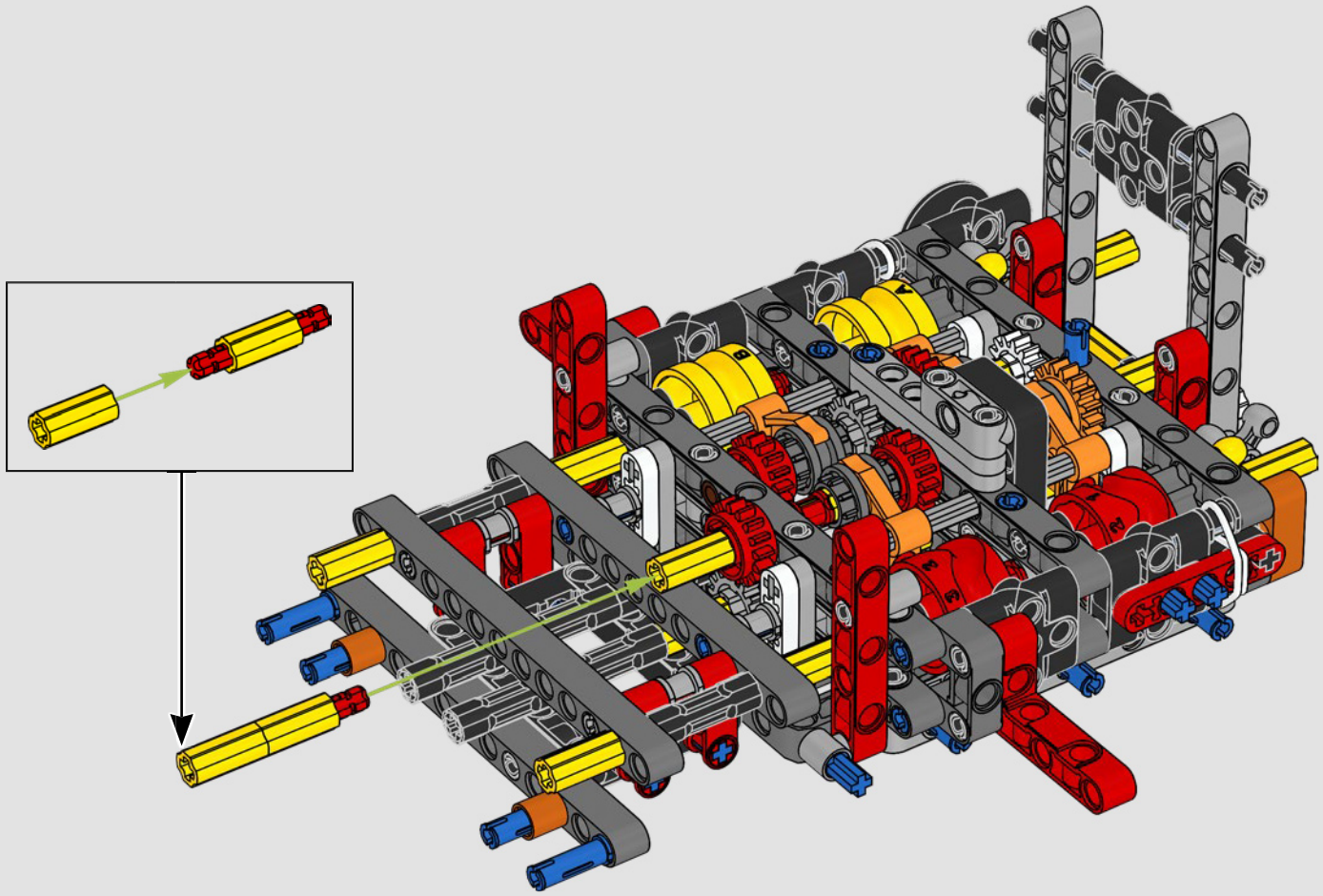

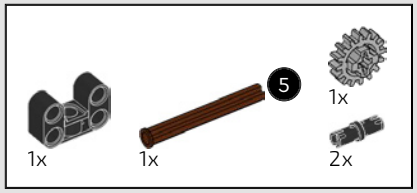

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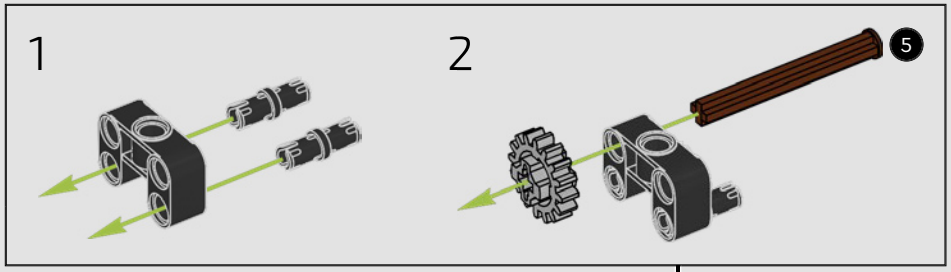

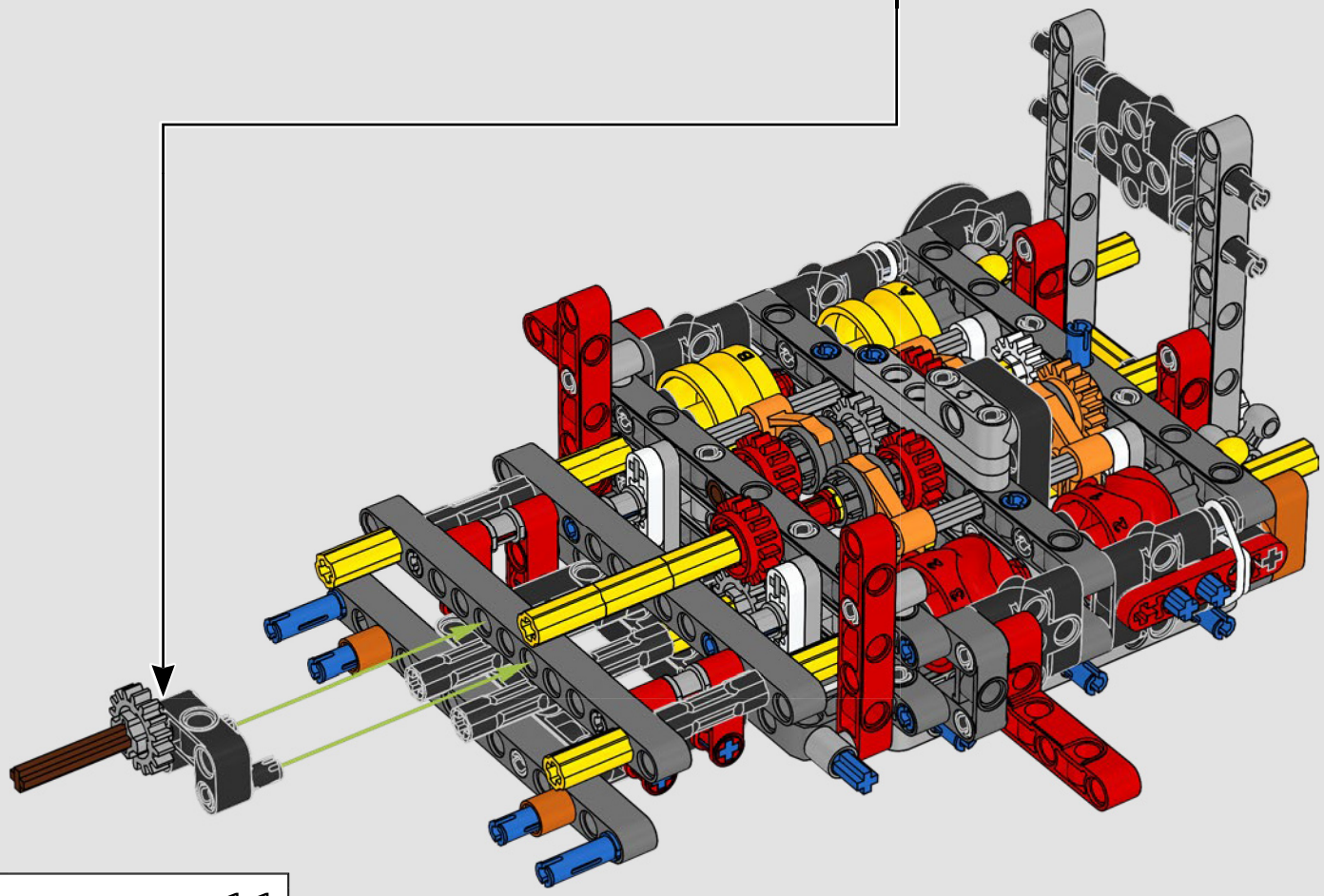



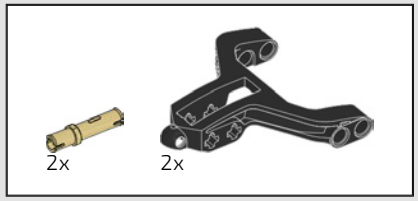

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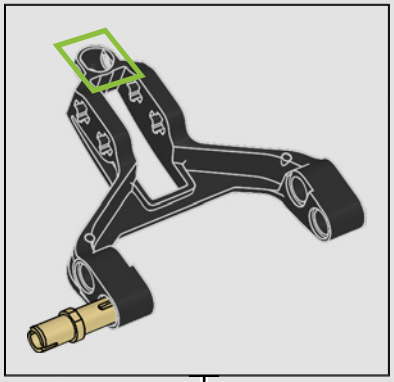

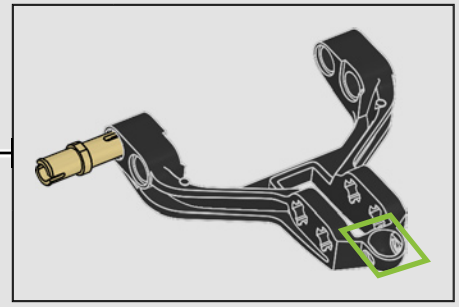

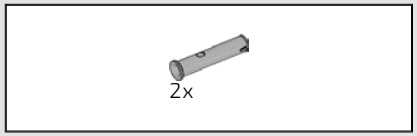

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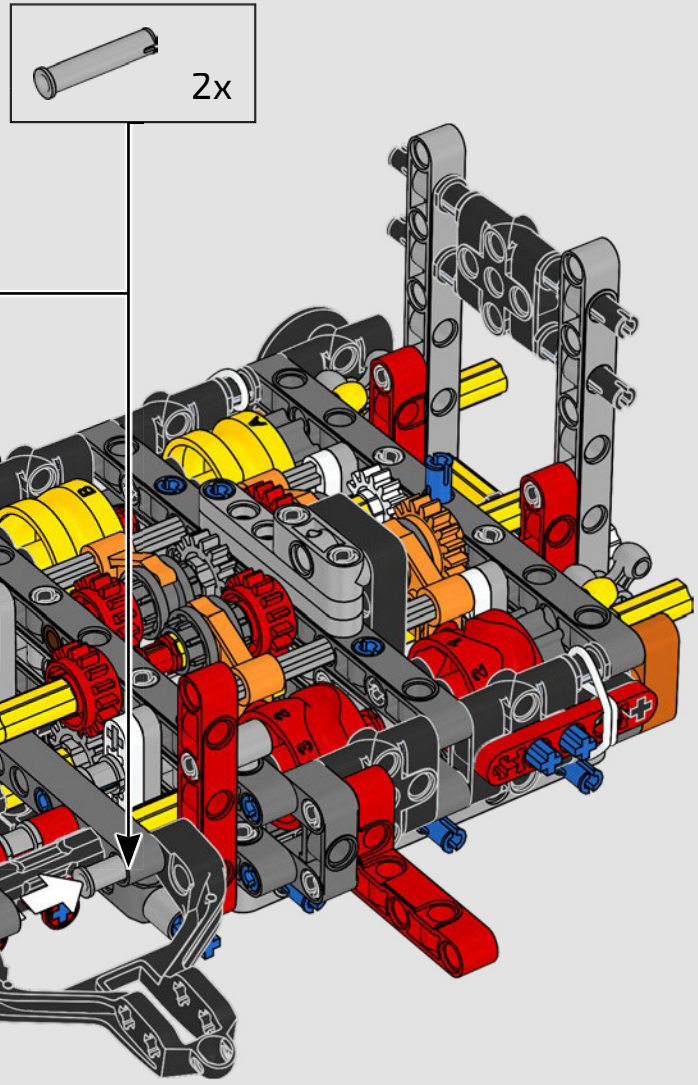

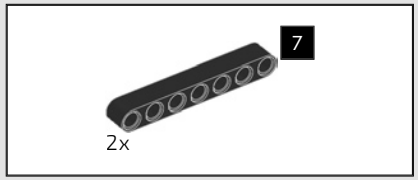

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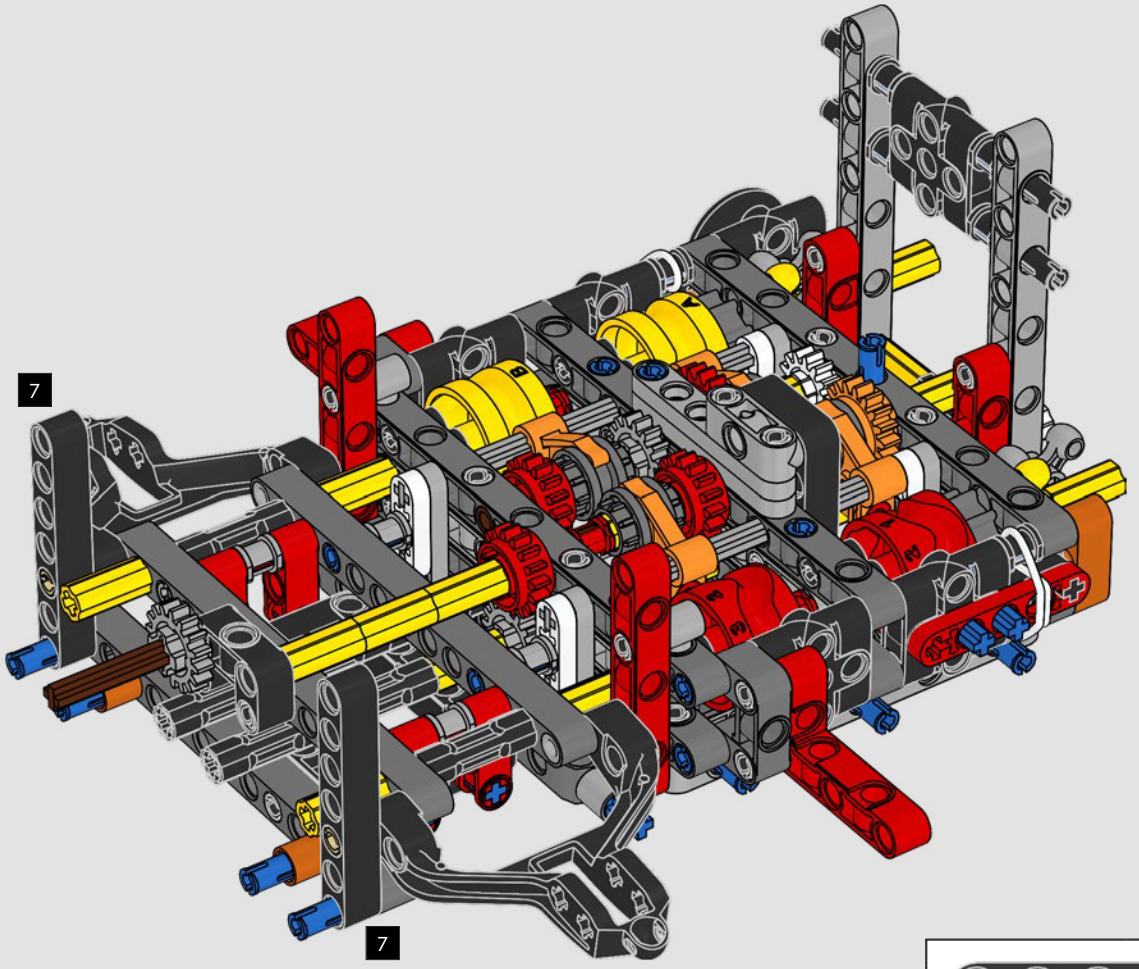

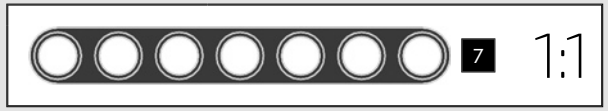

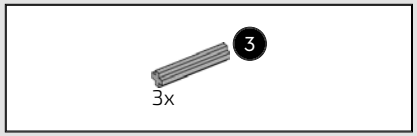

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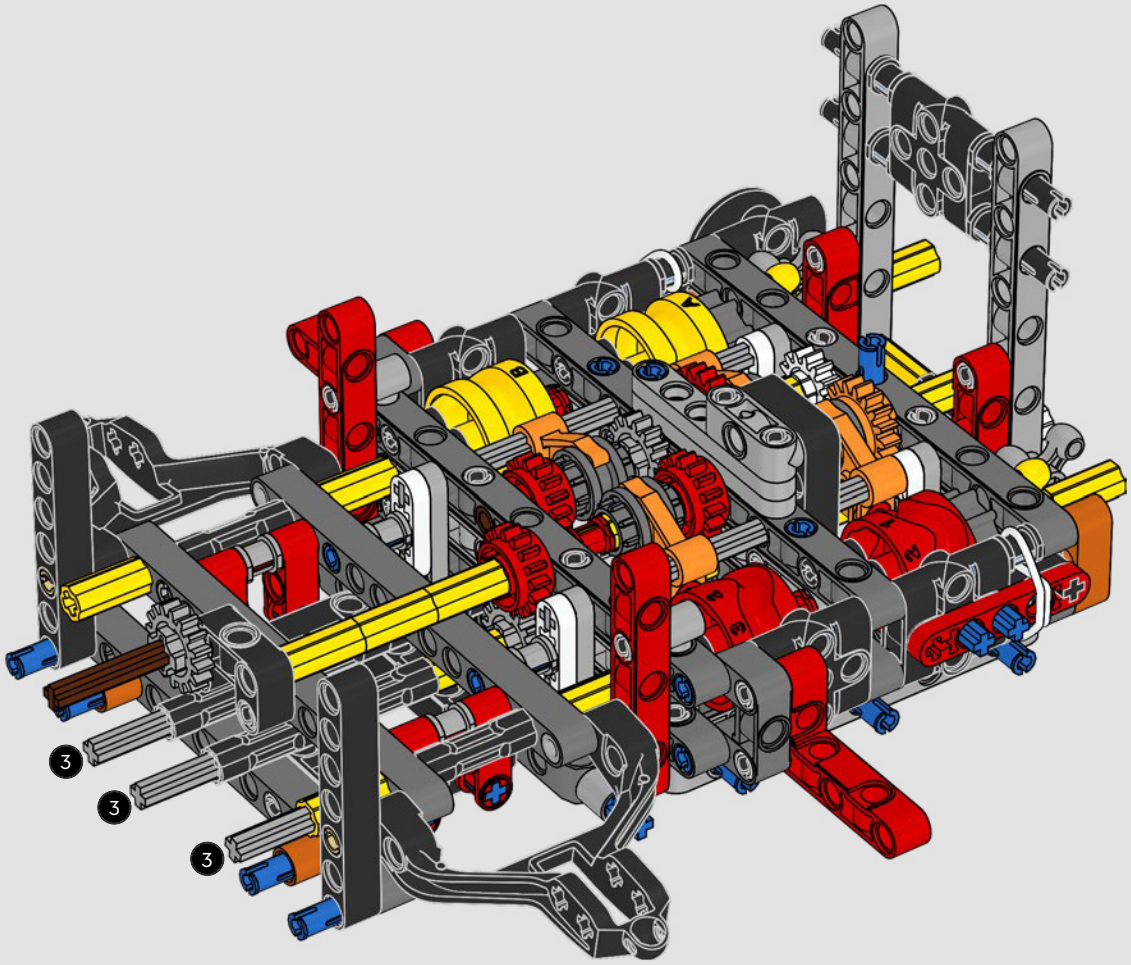

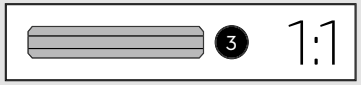

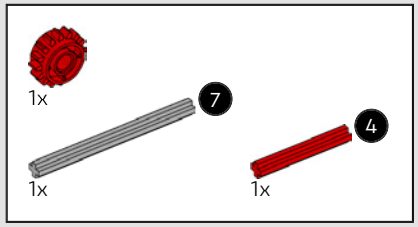

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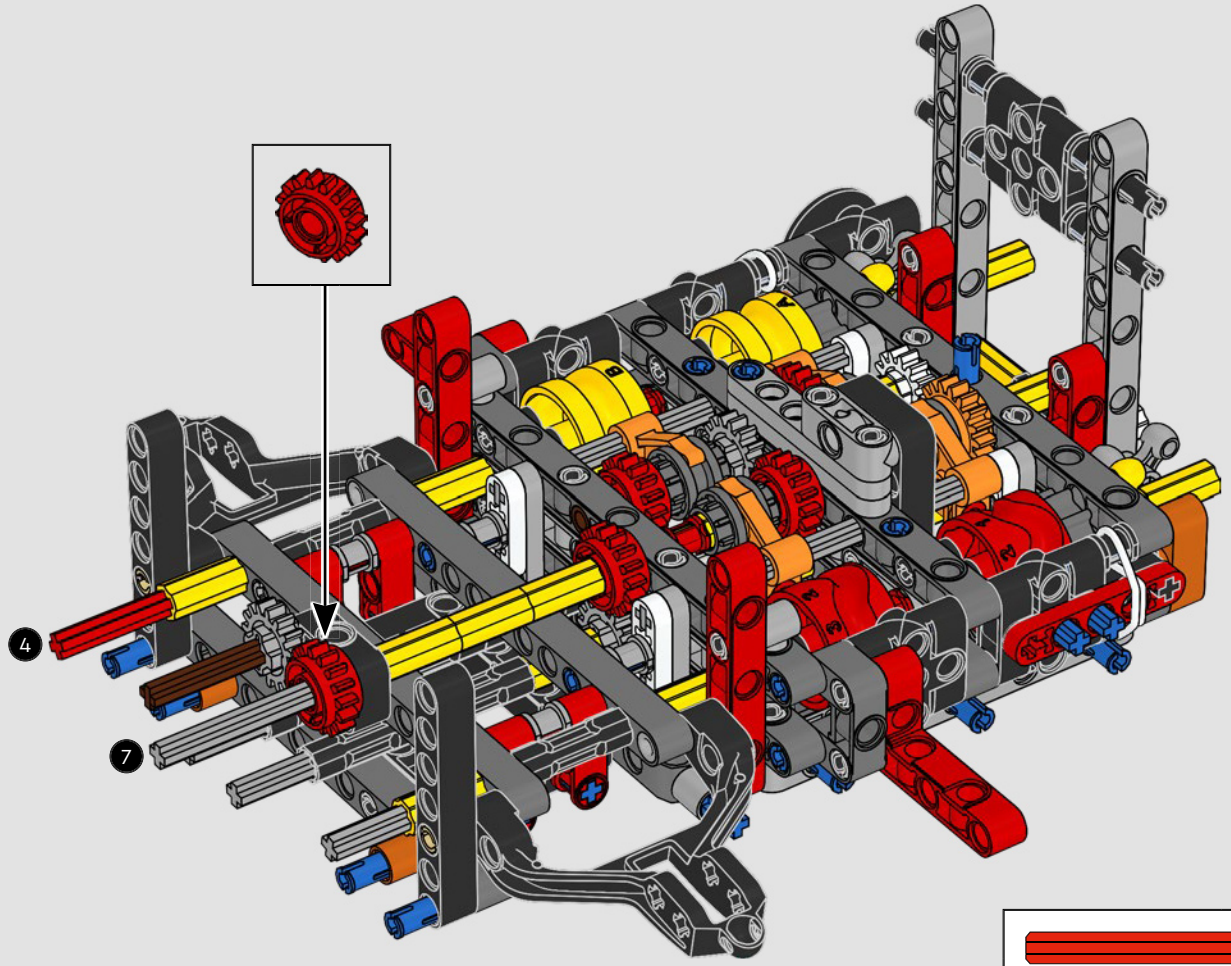

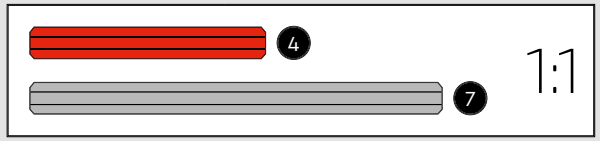

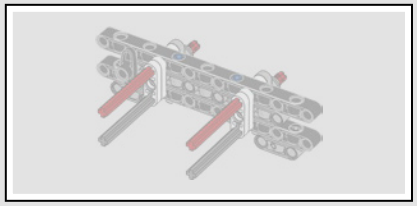

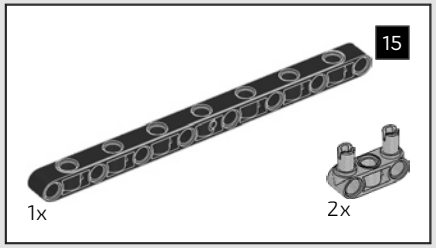

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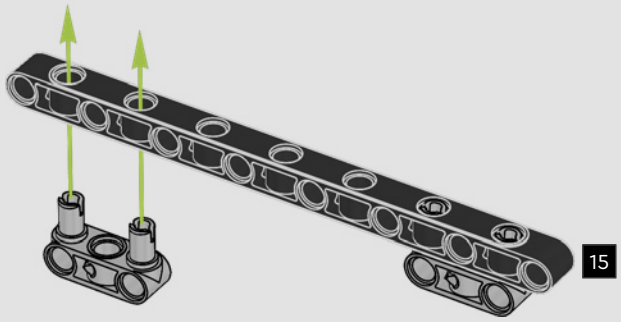

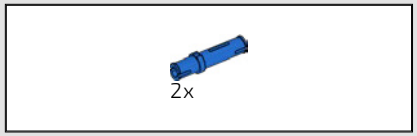

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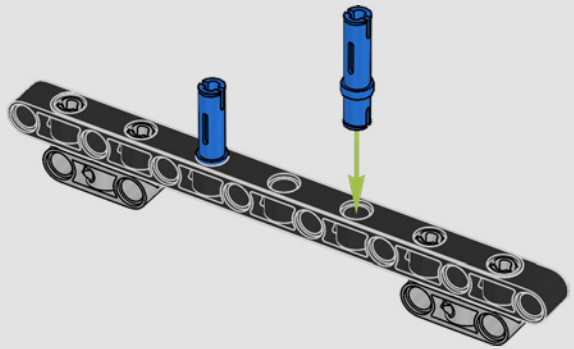

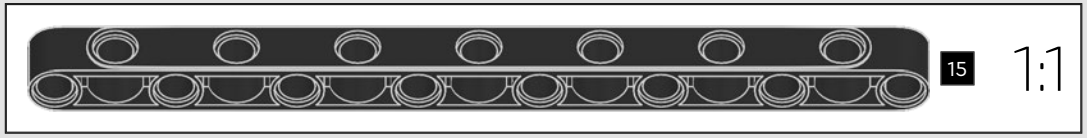

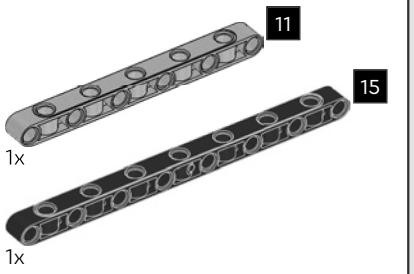

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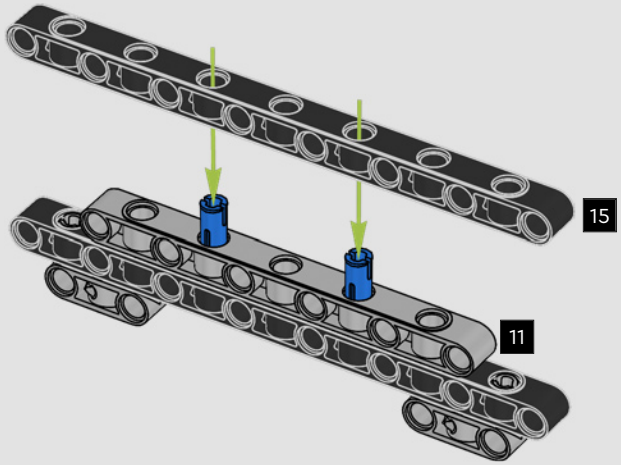

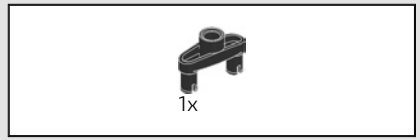

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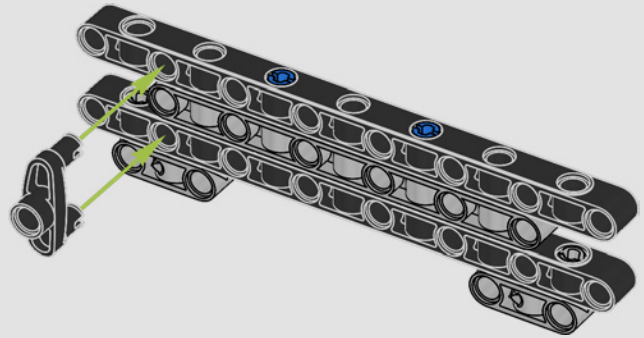

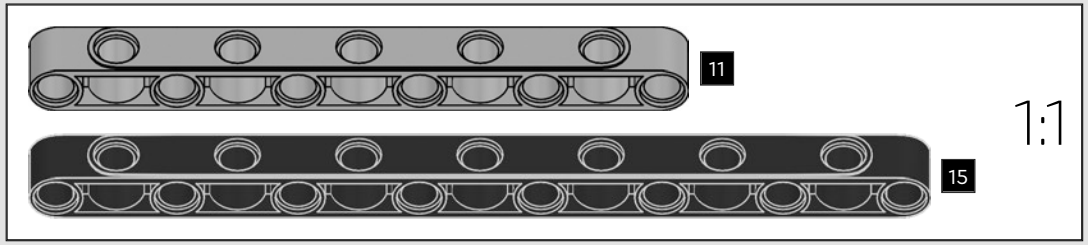

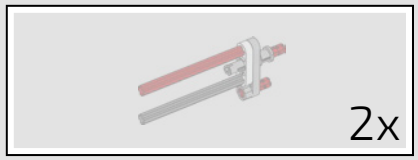

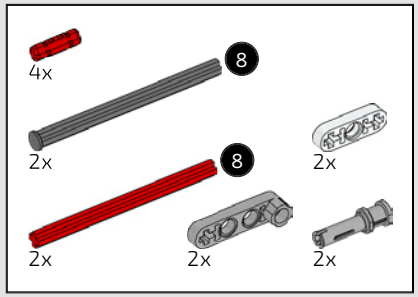

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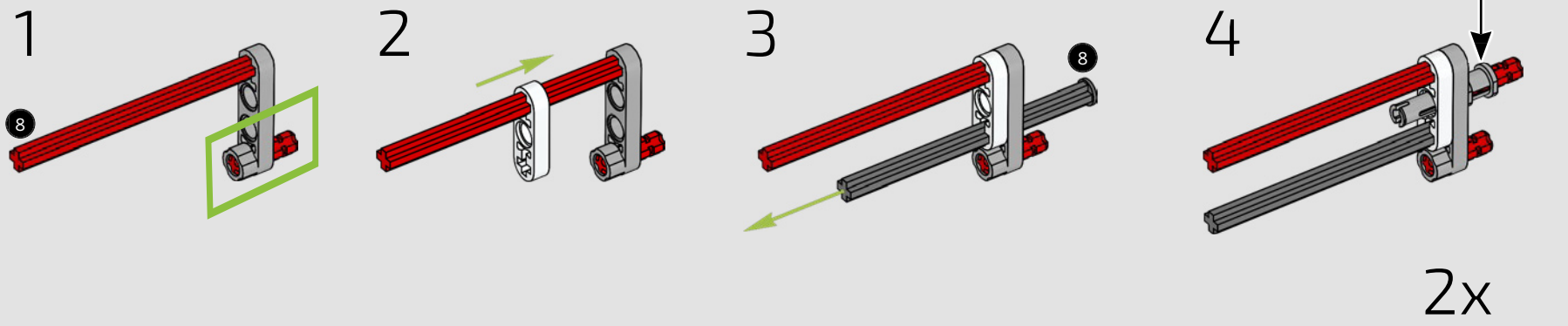

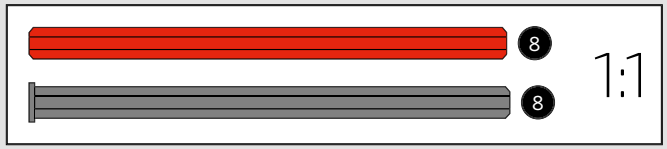

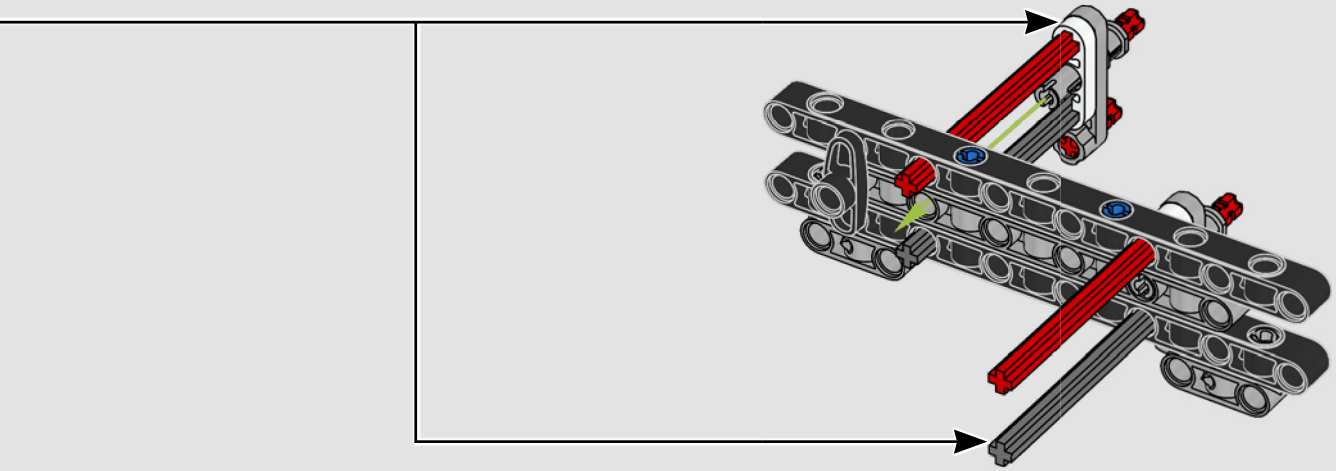



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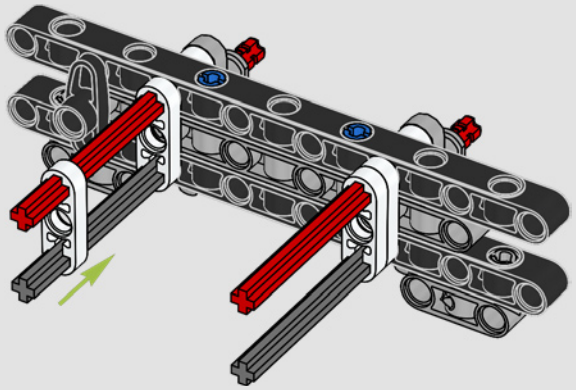

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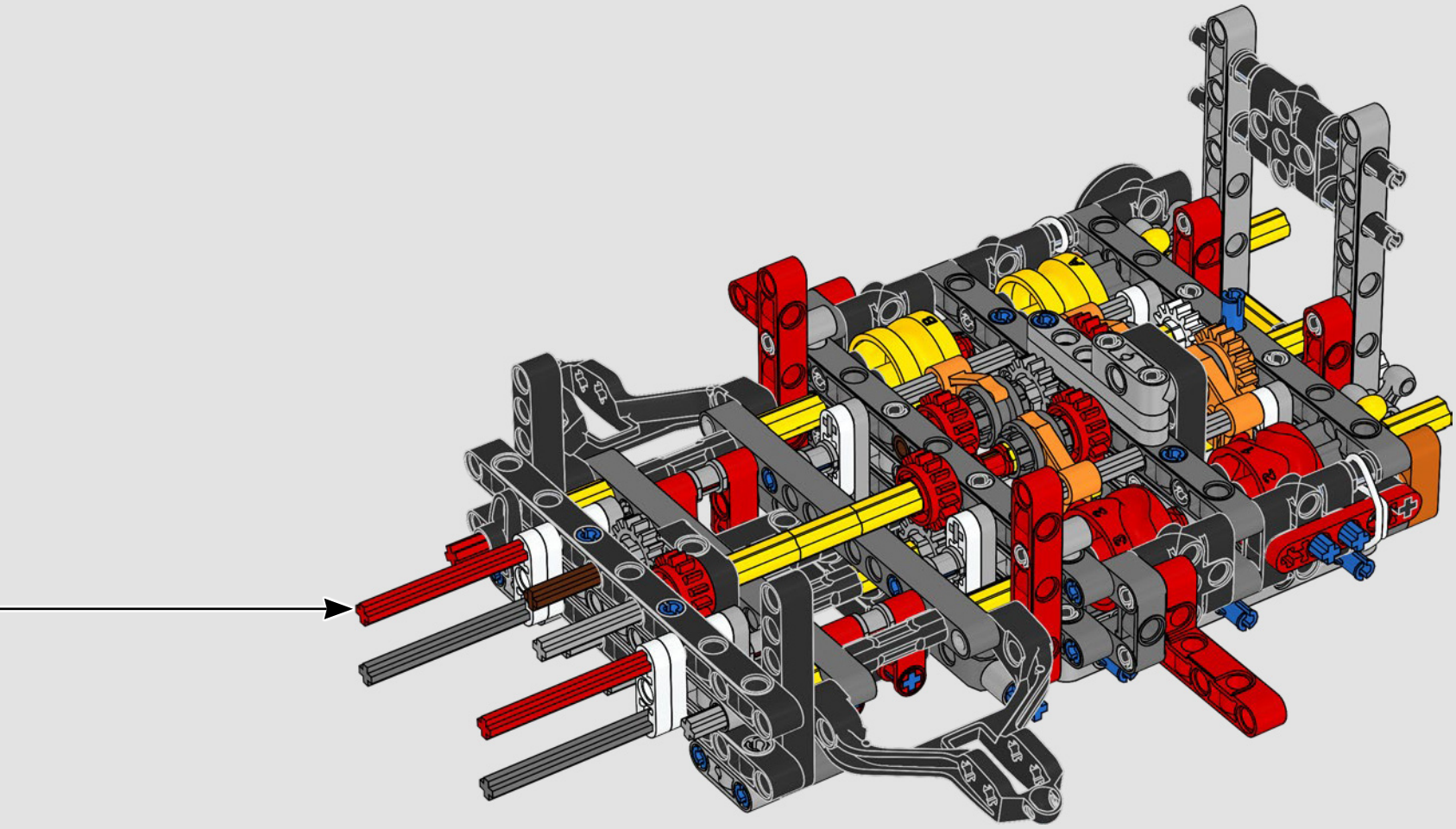

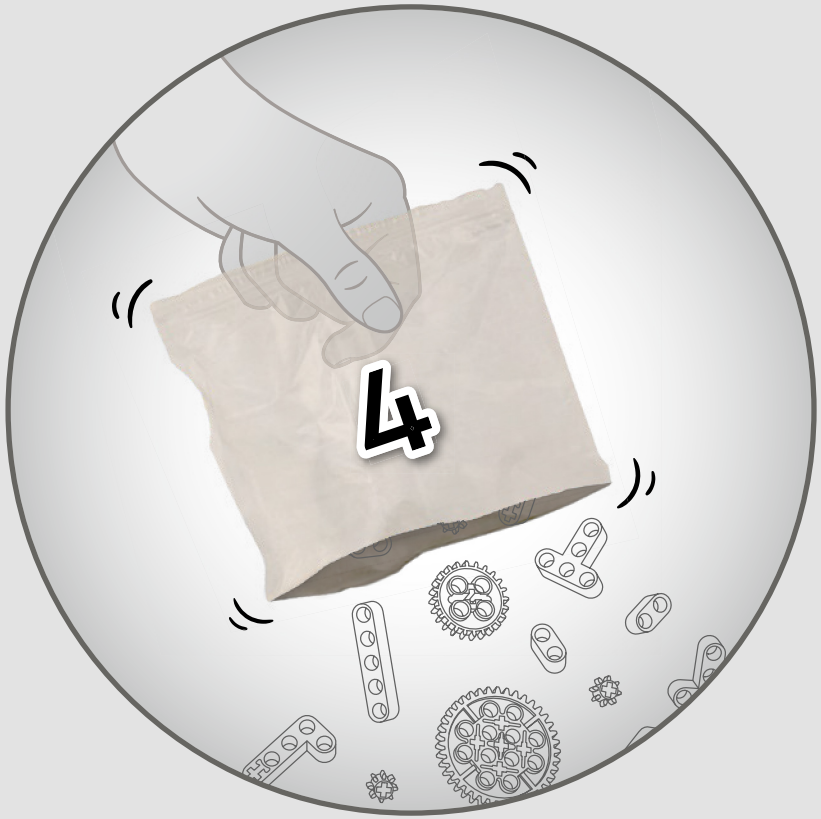
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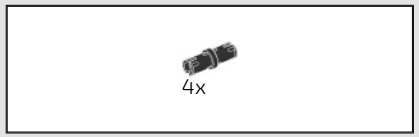

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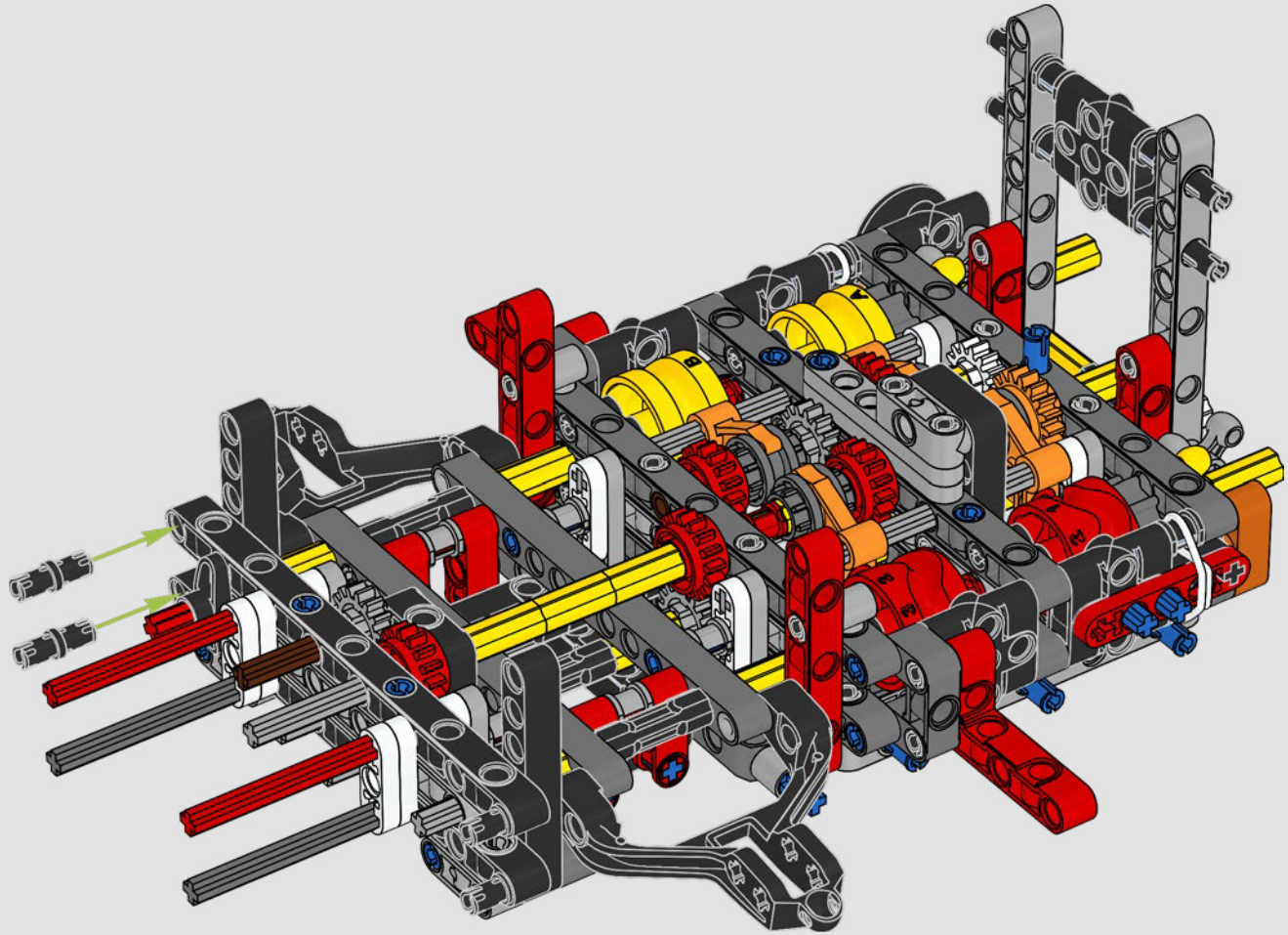

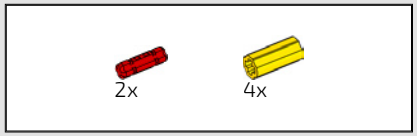

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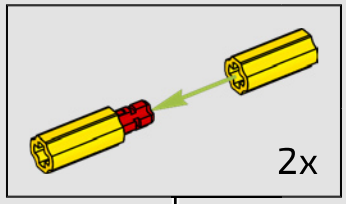

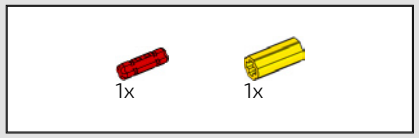

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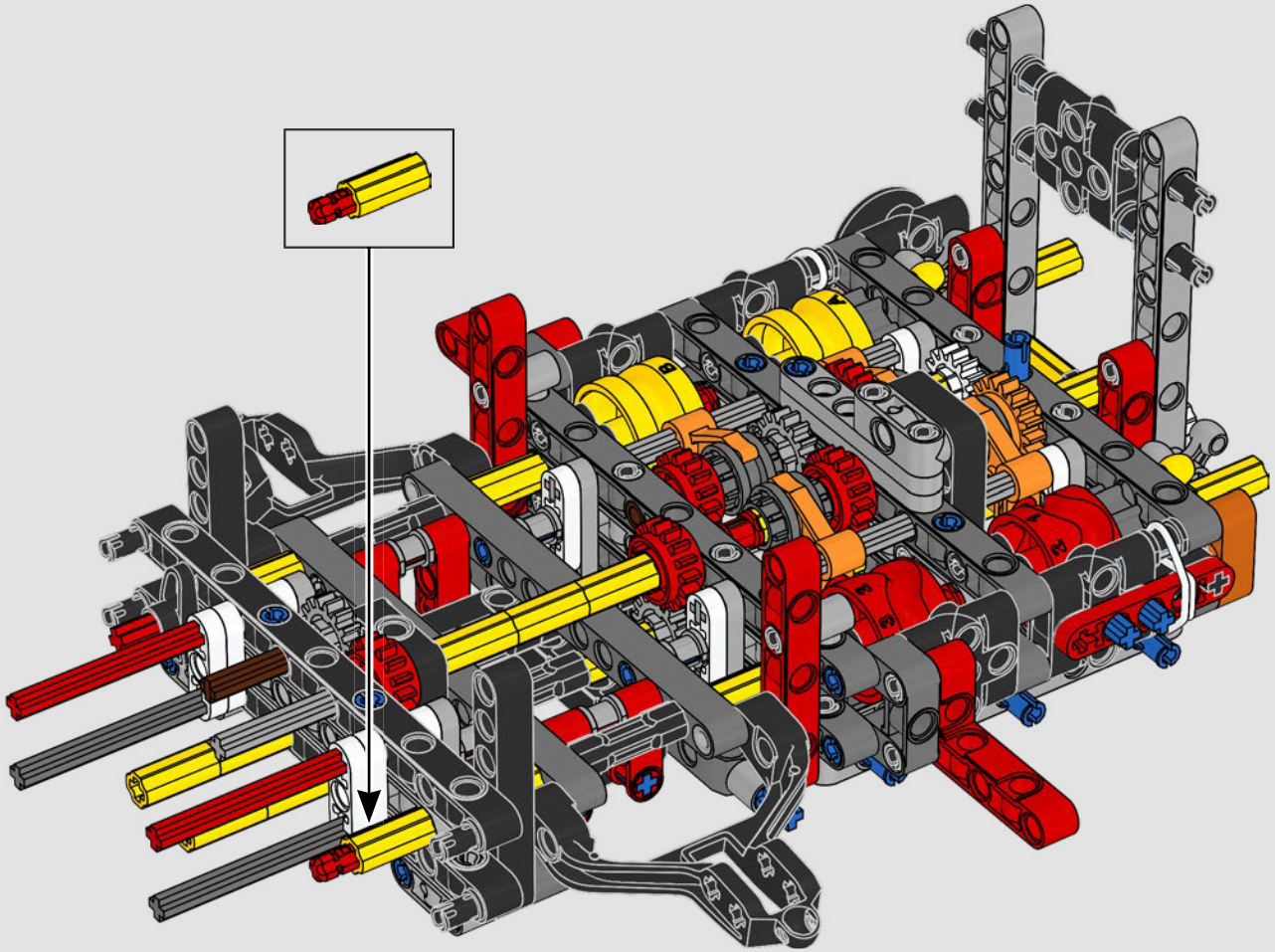

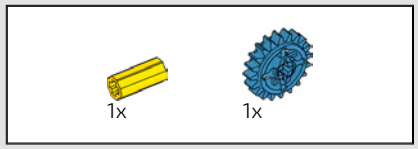

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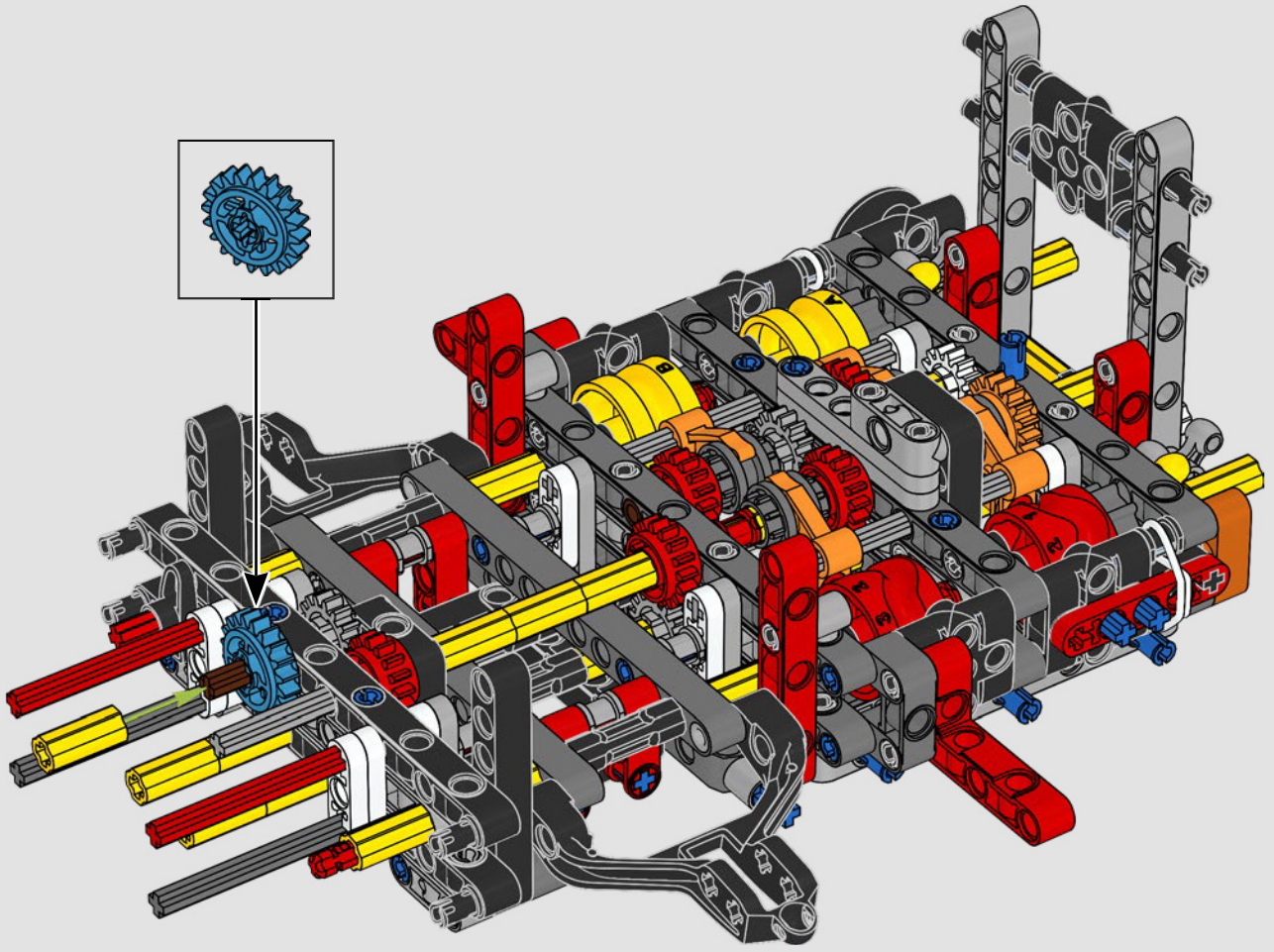

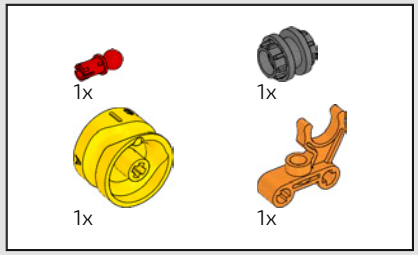

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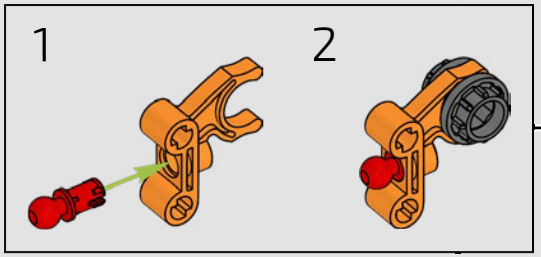



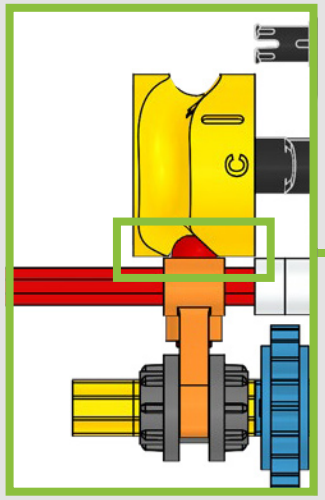

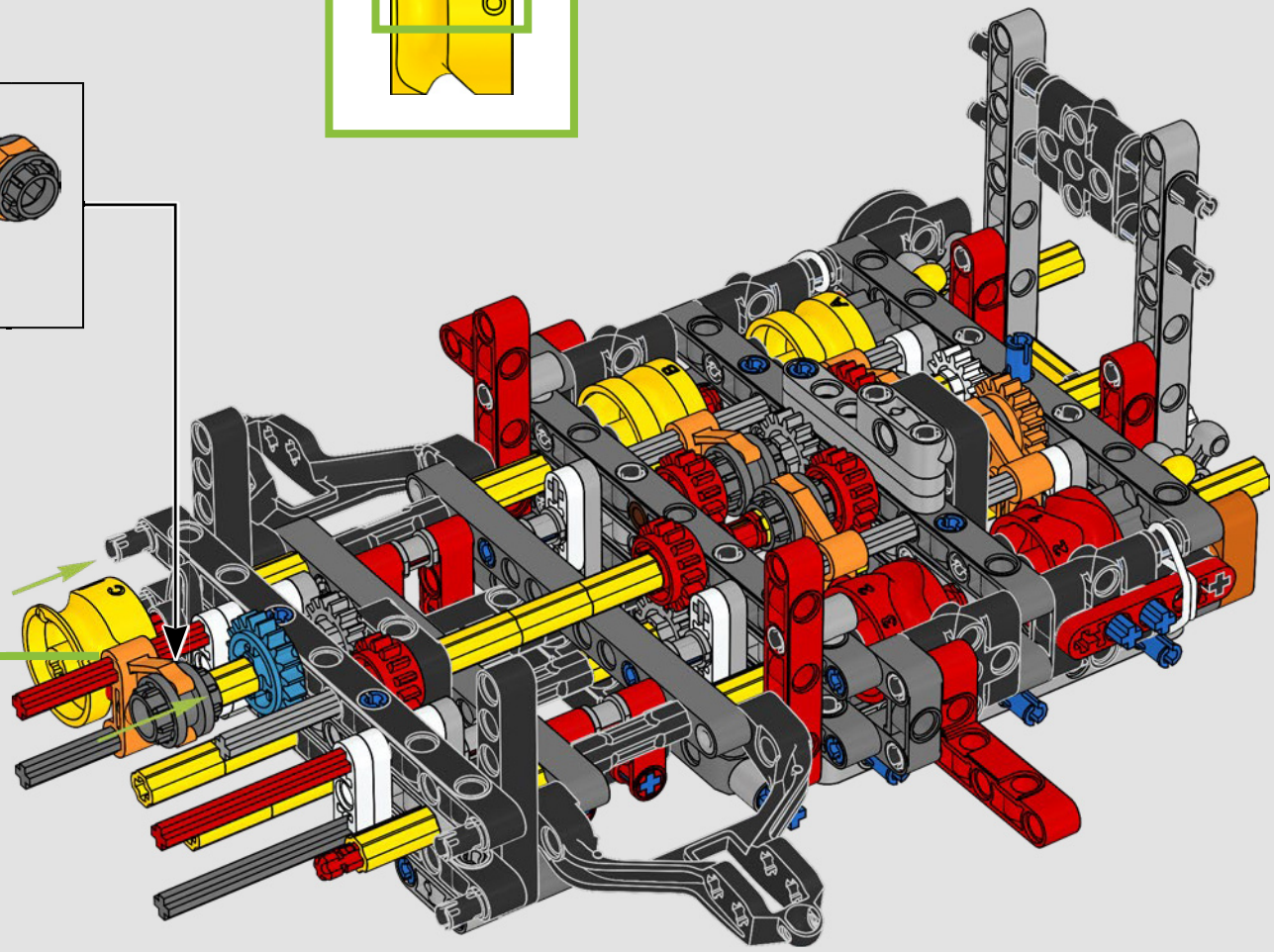

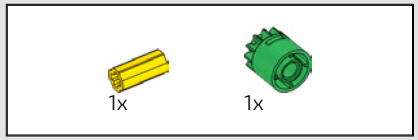

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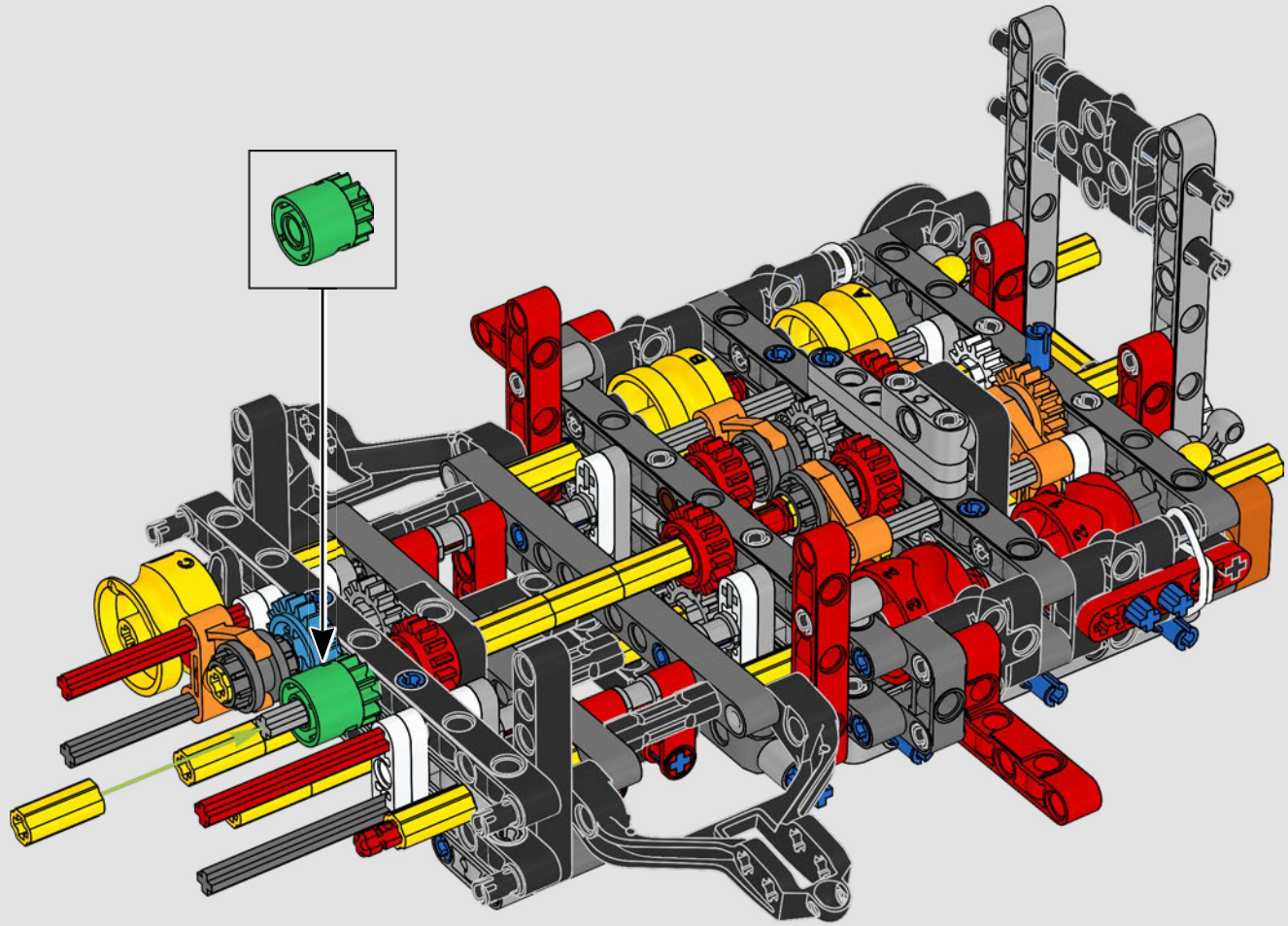

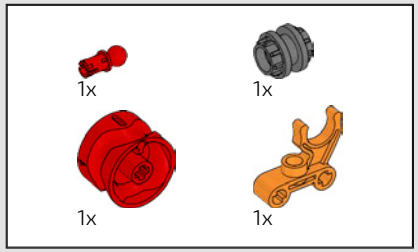

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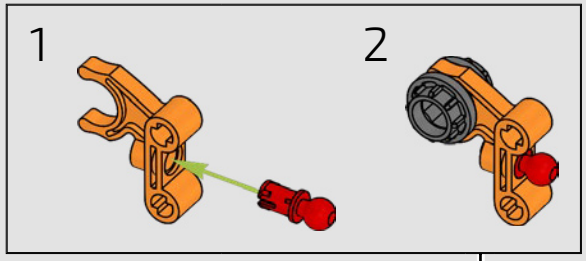

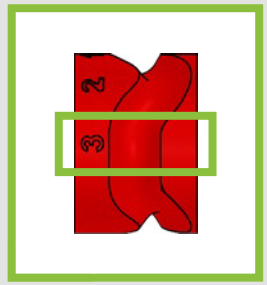

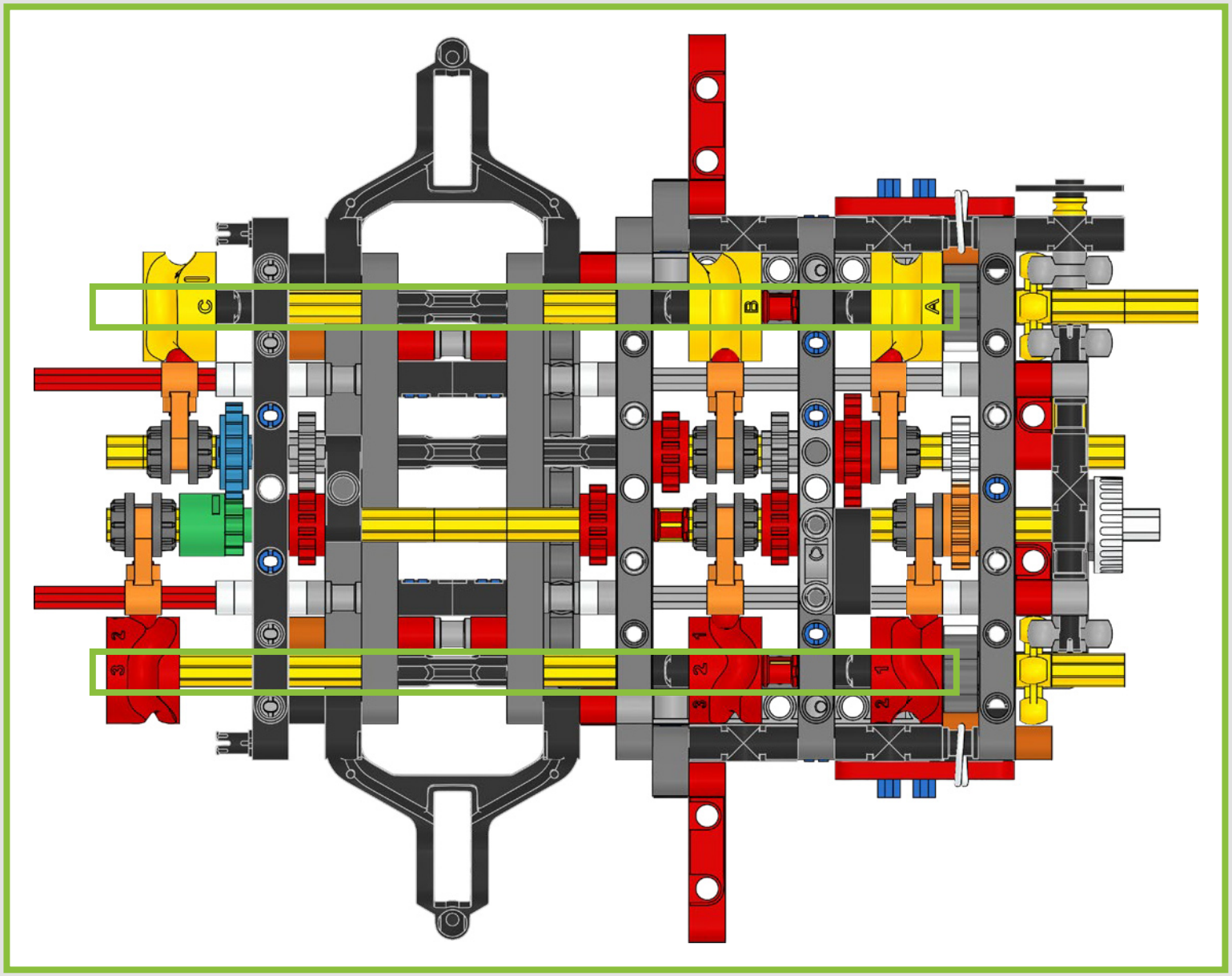
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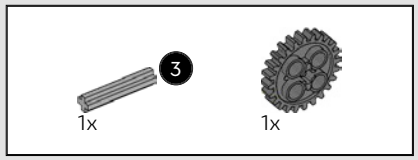

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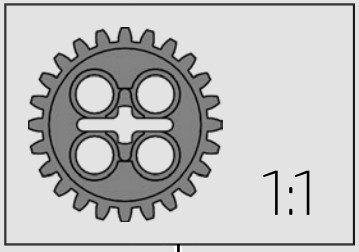

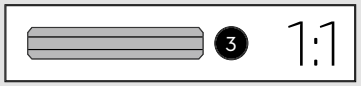

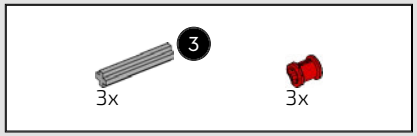

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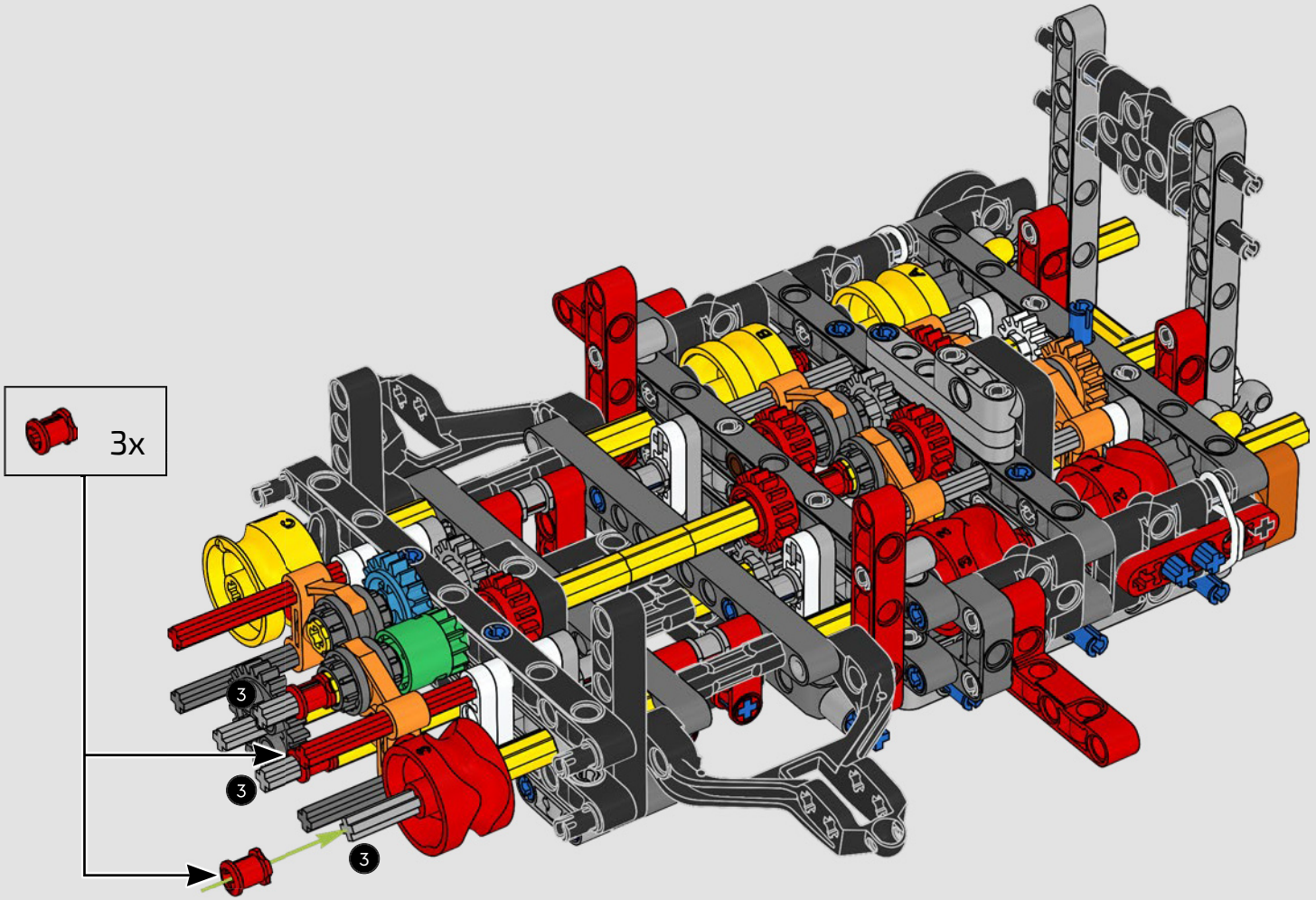

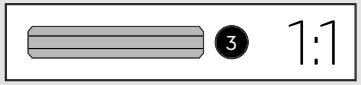

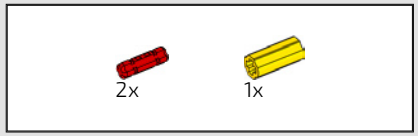

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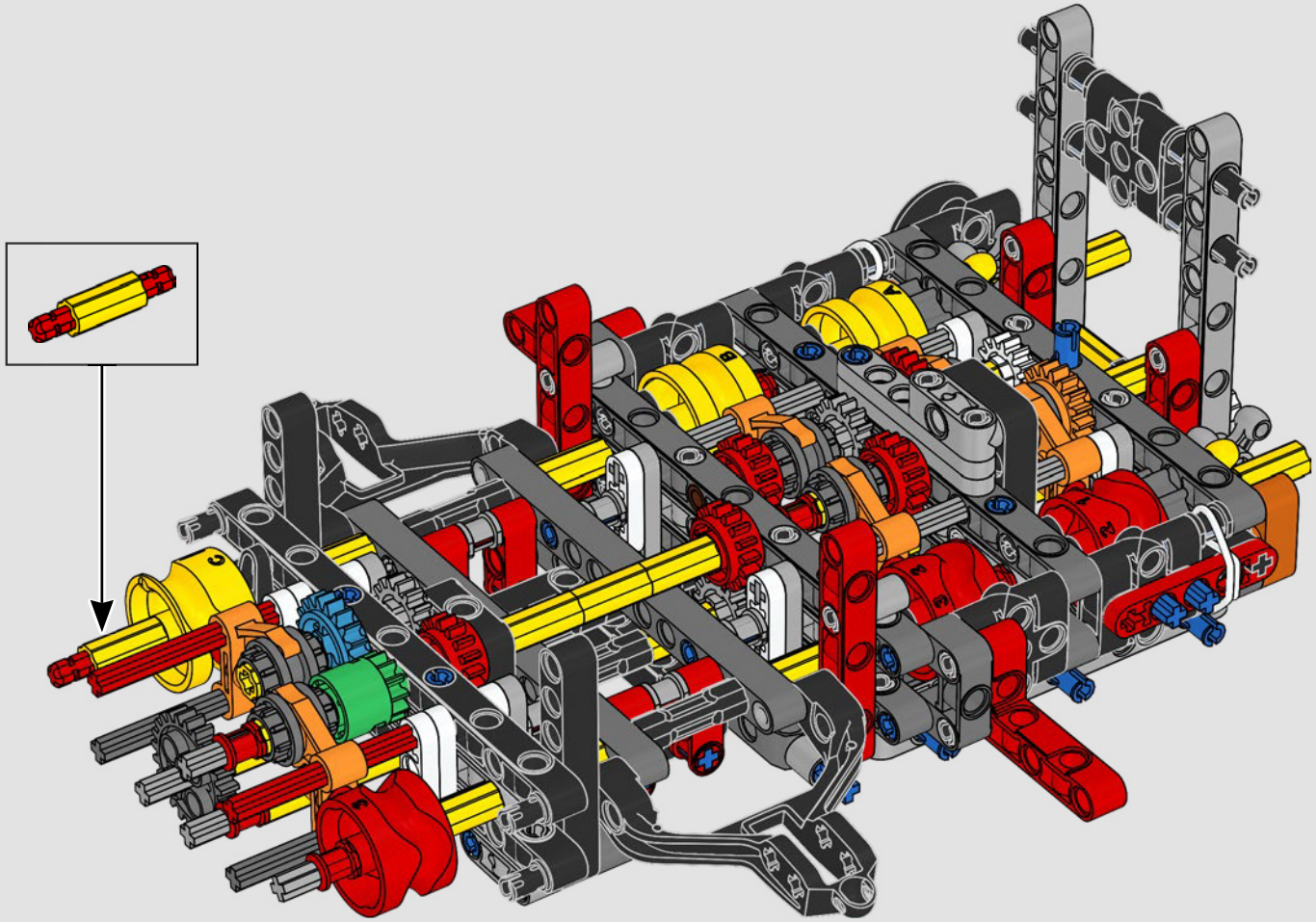

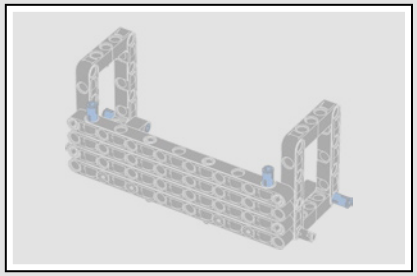

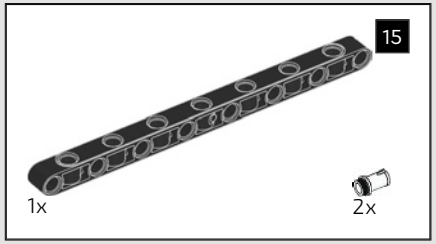

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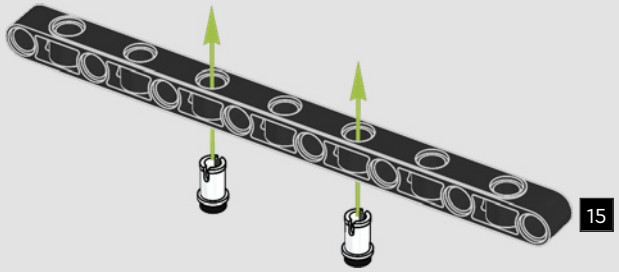

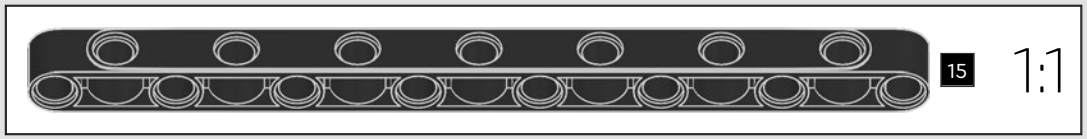

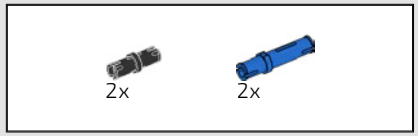

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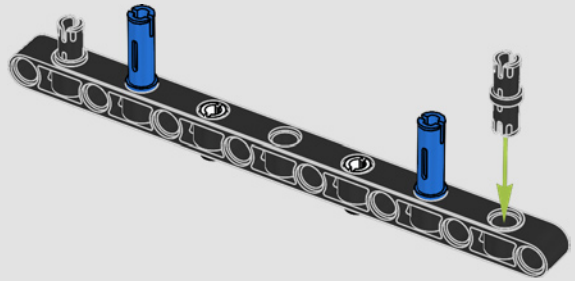

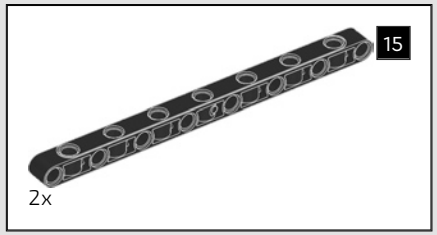

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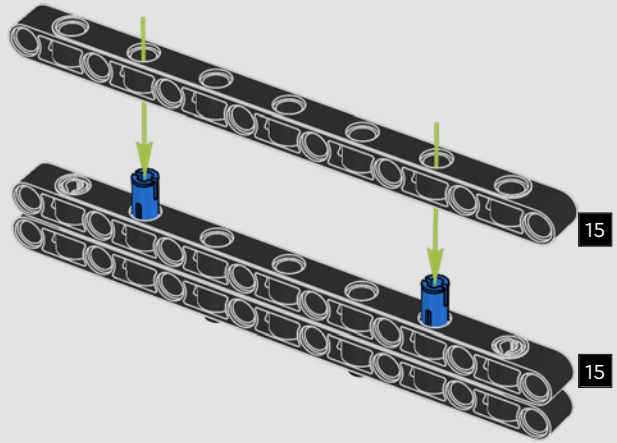

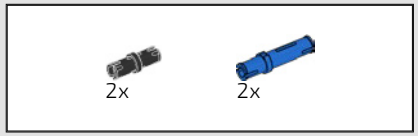

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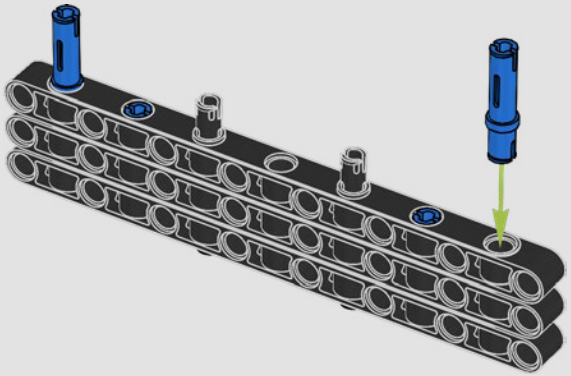

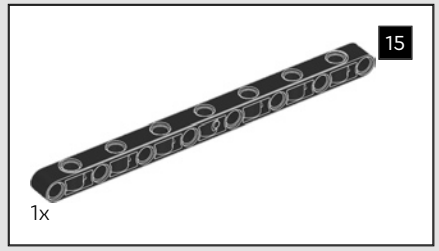

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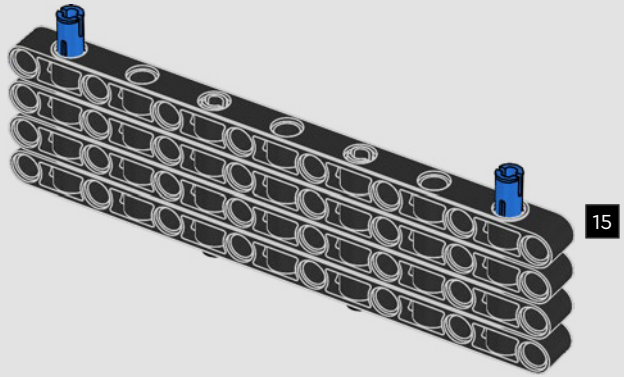

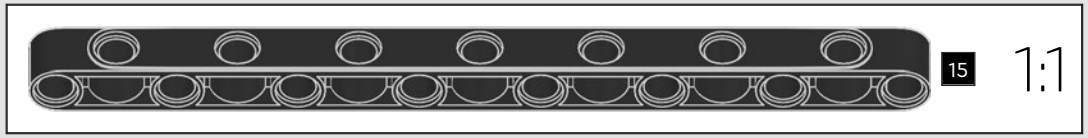

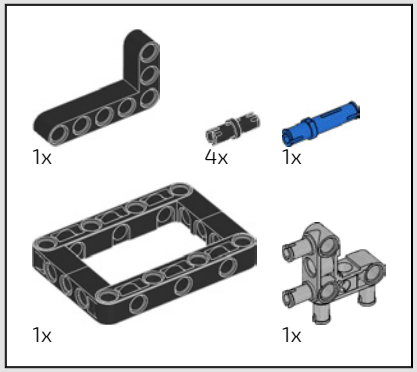

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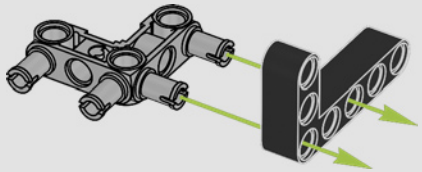

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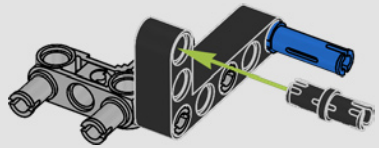

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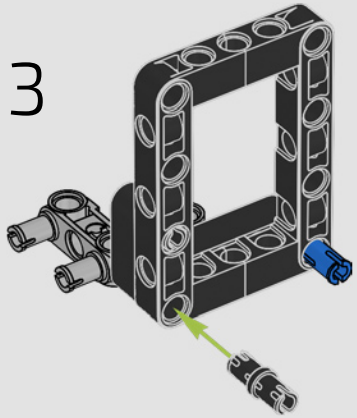

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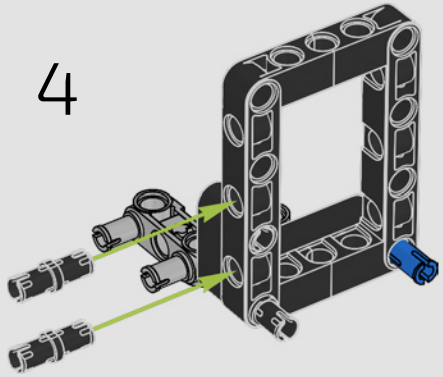

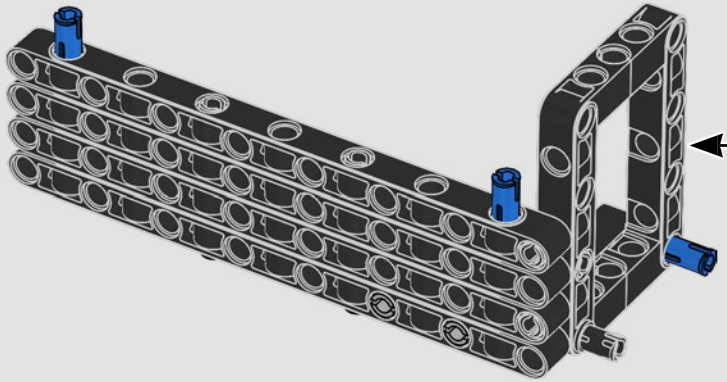

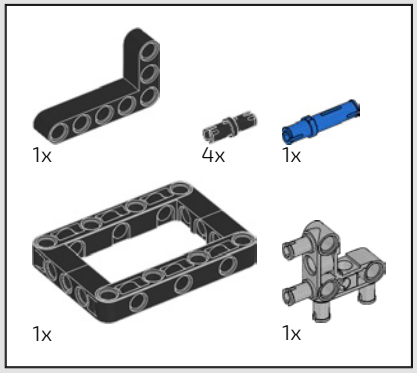

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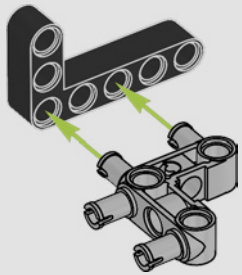

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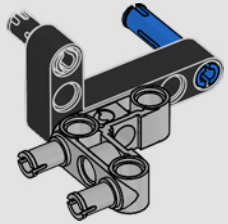

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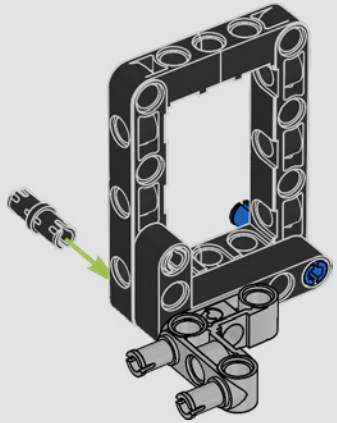

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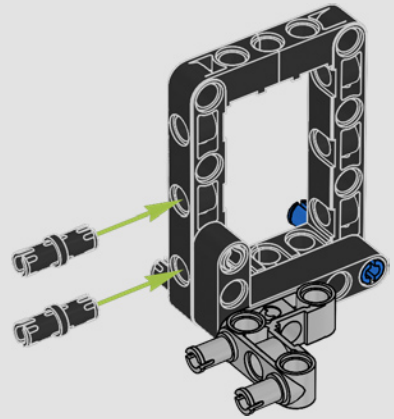

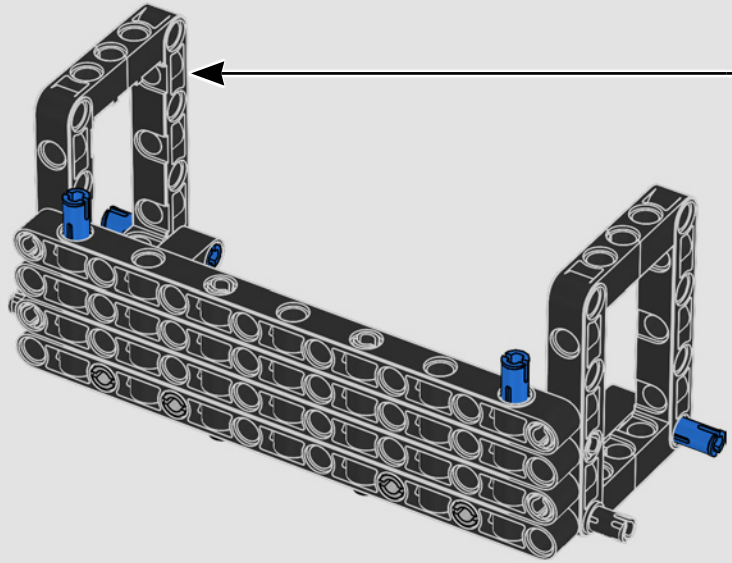

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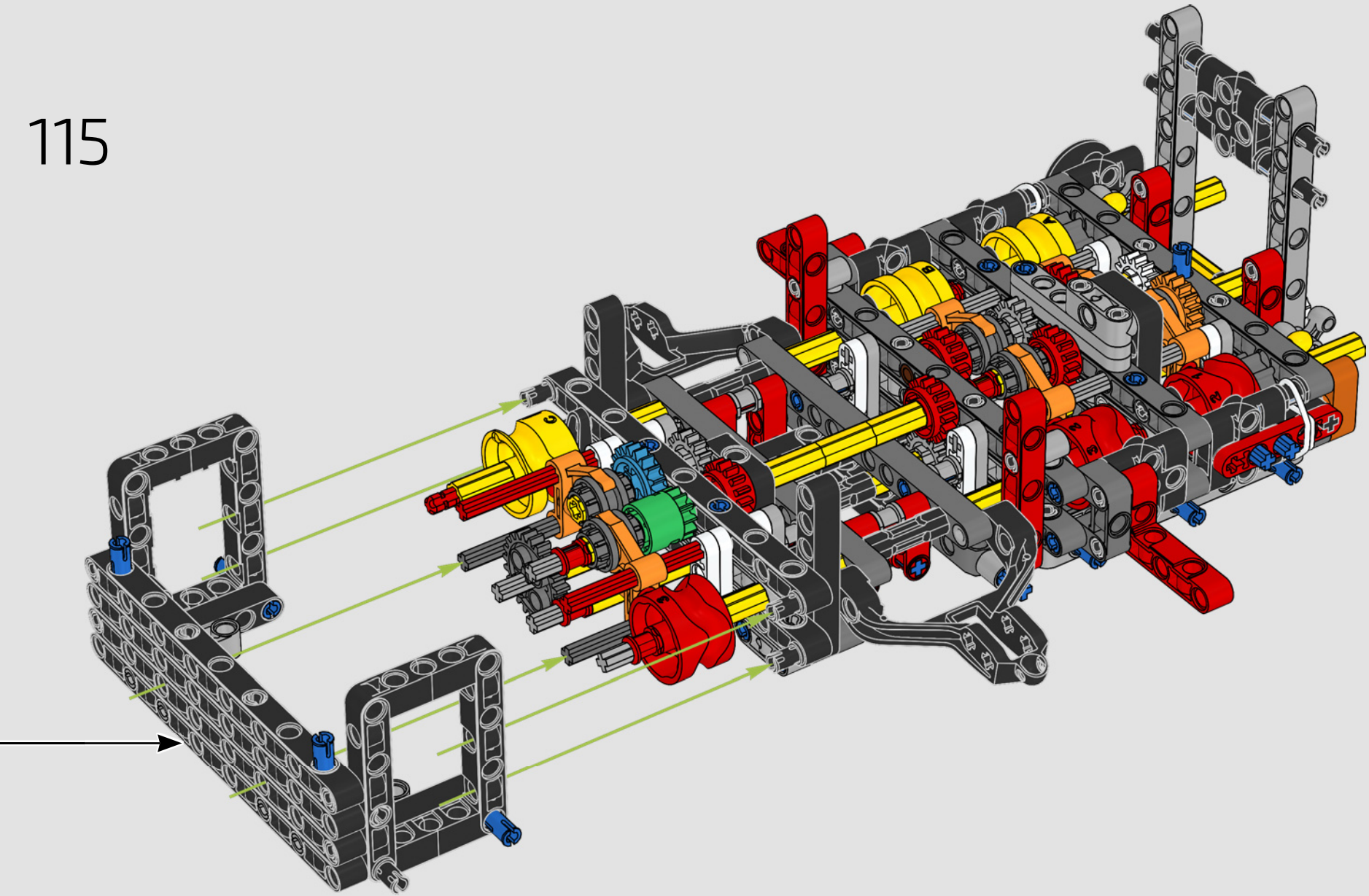

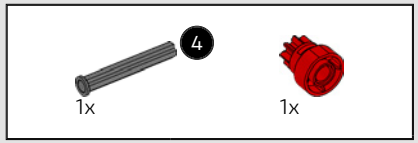

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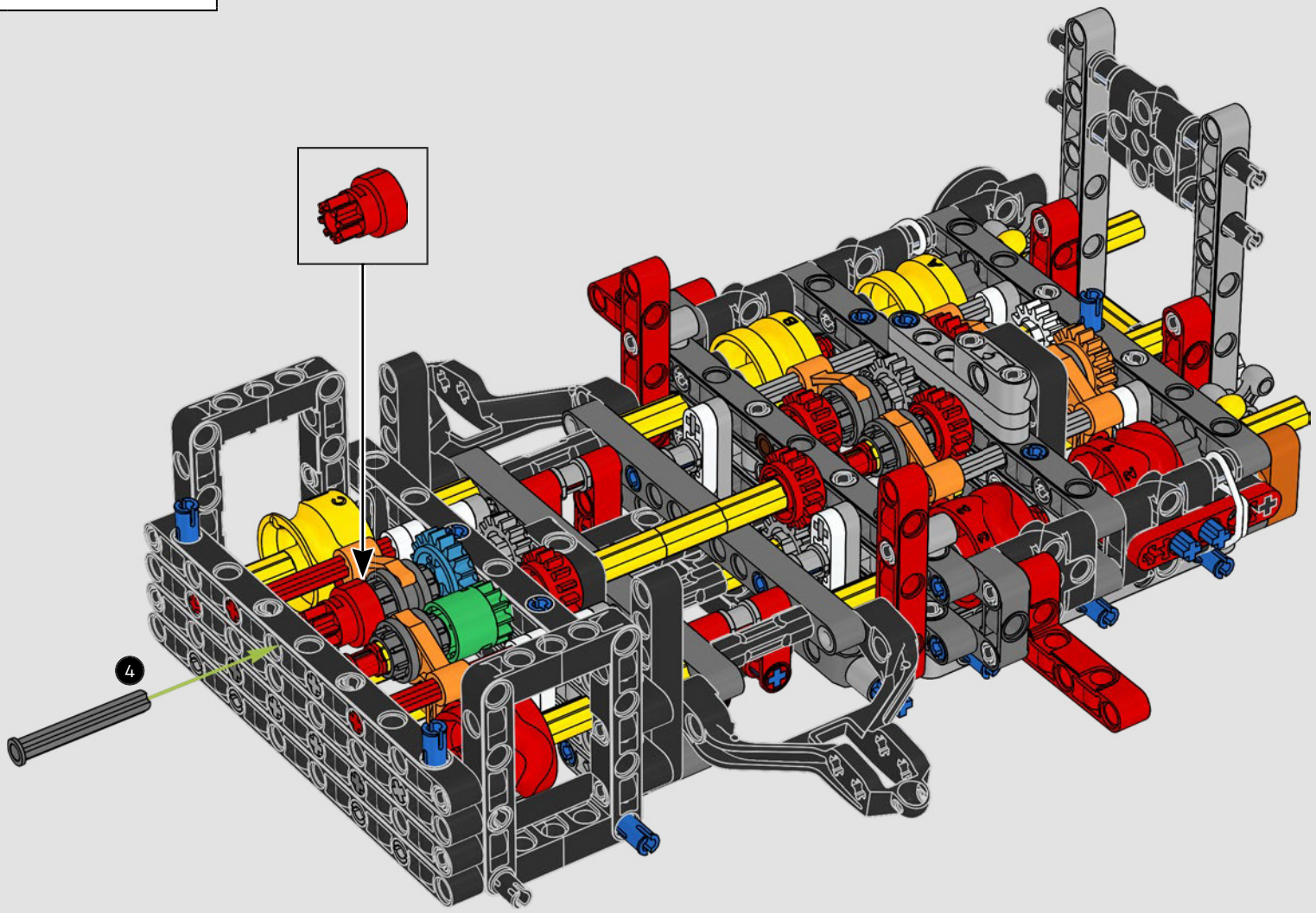

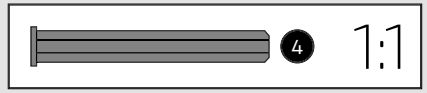

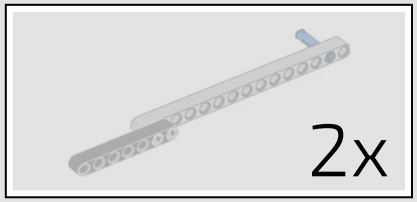

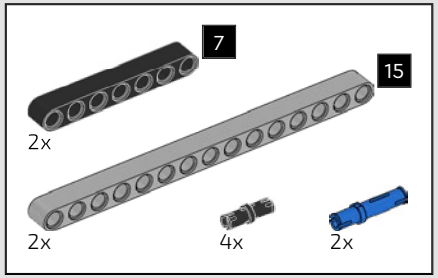

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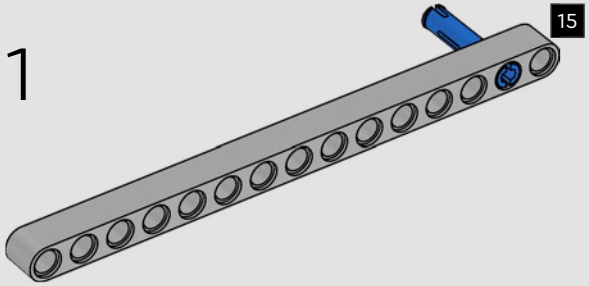

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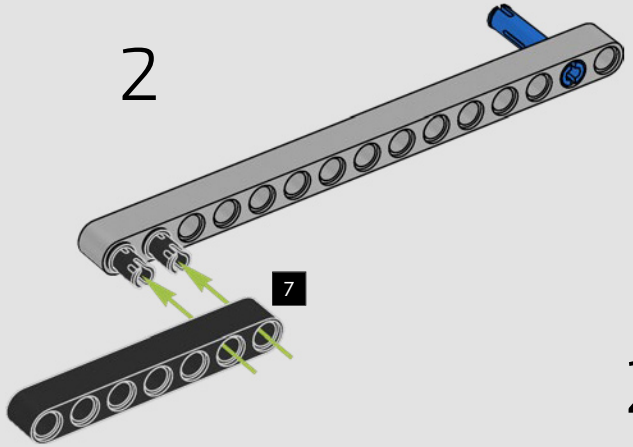

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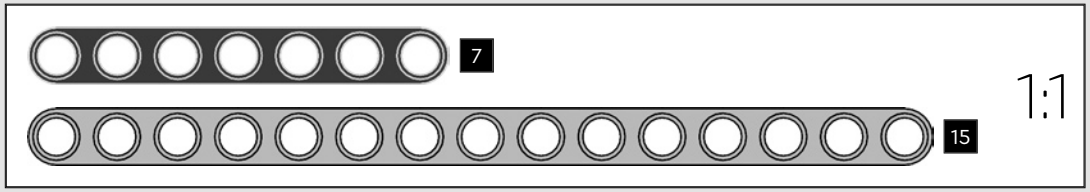

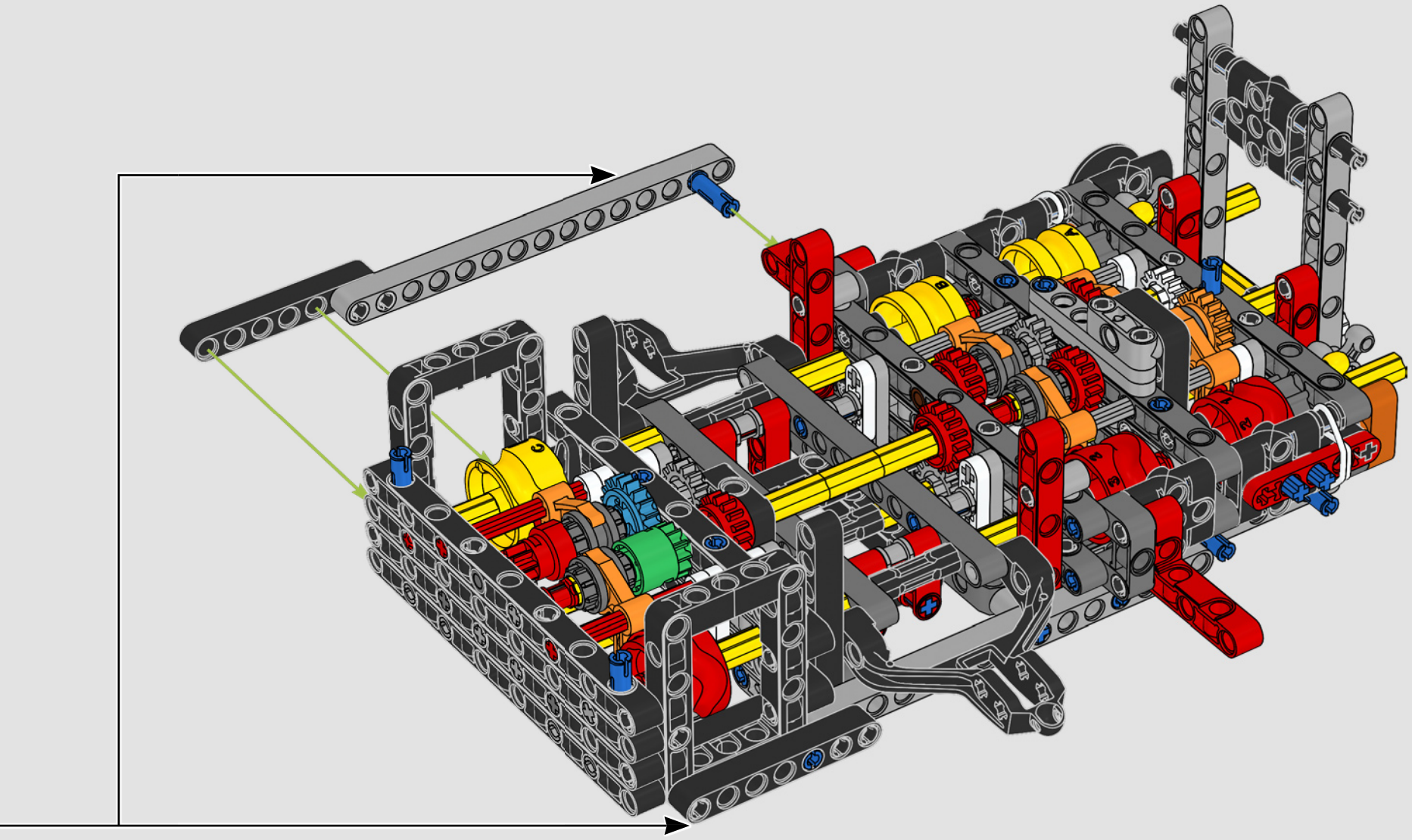


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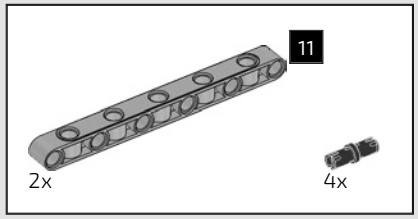

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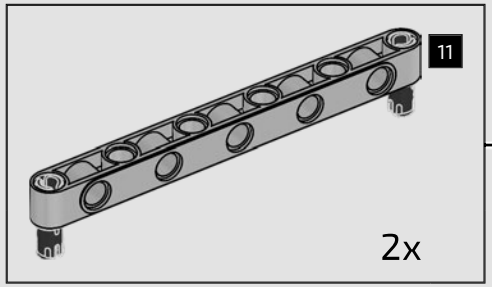

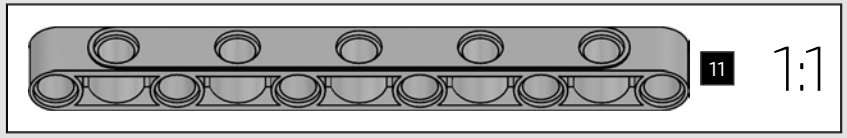



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119

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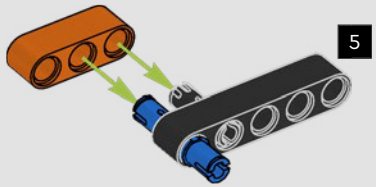

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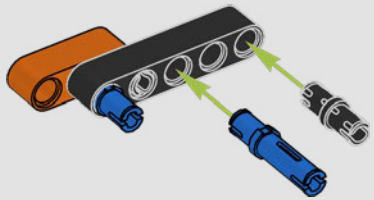

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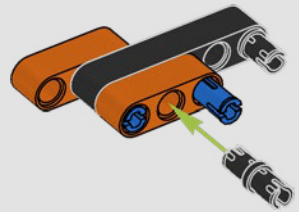

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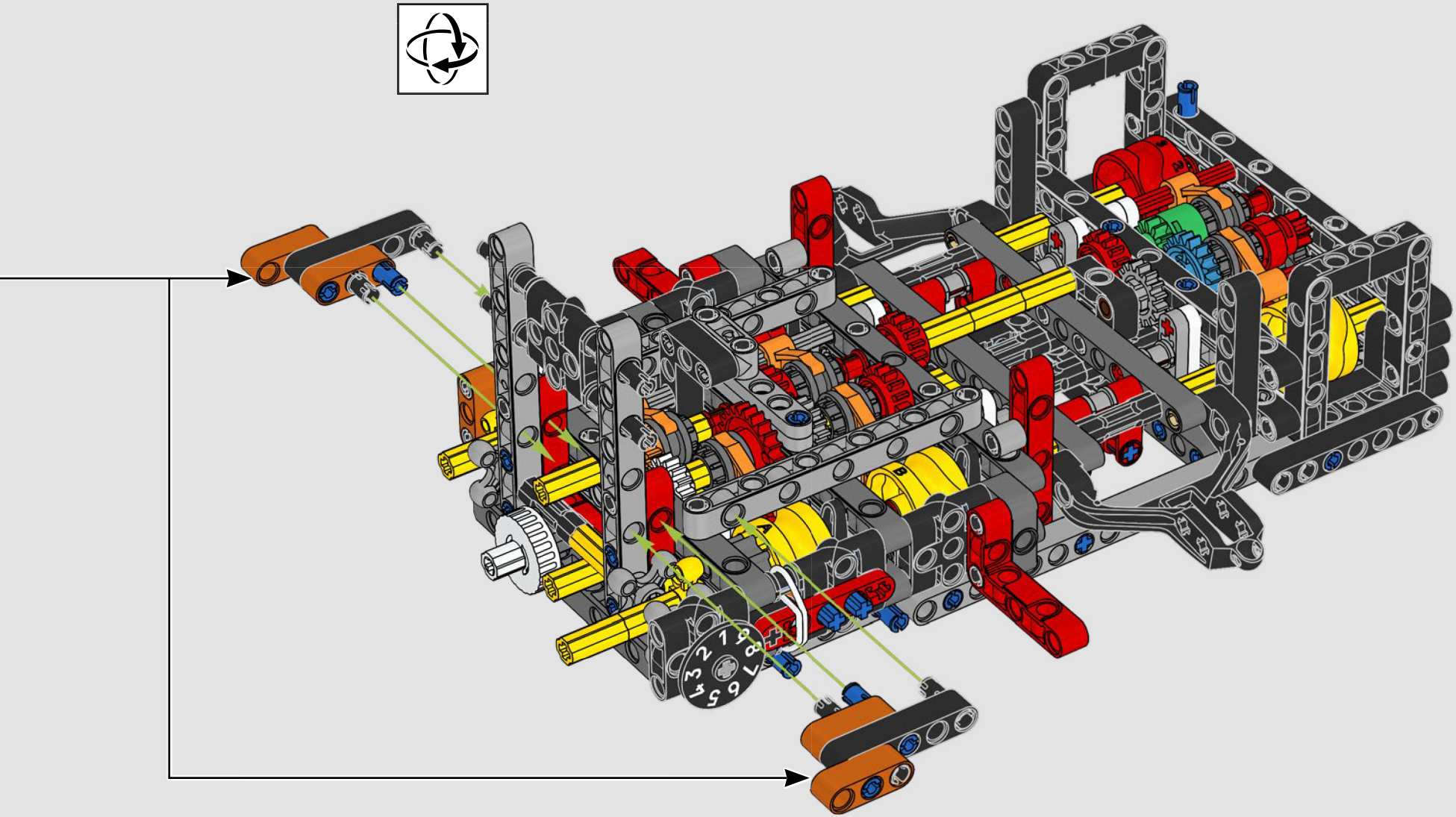

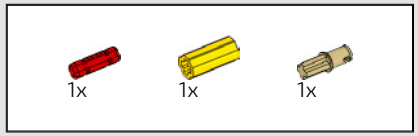

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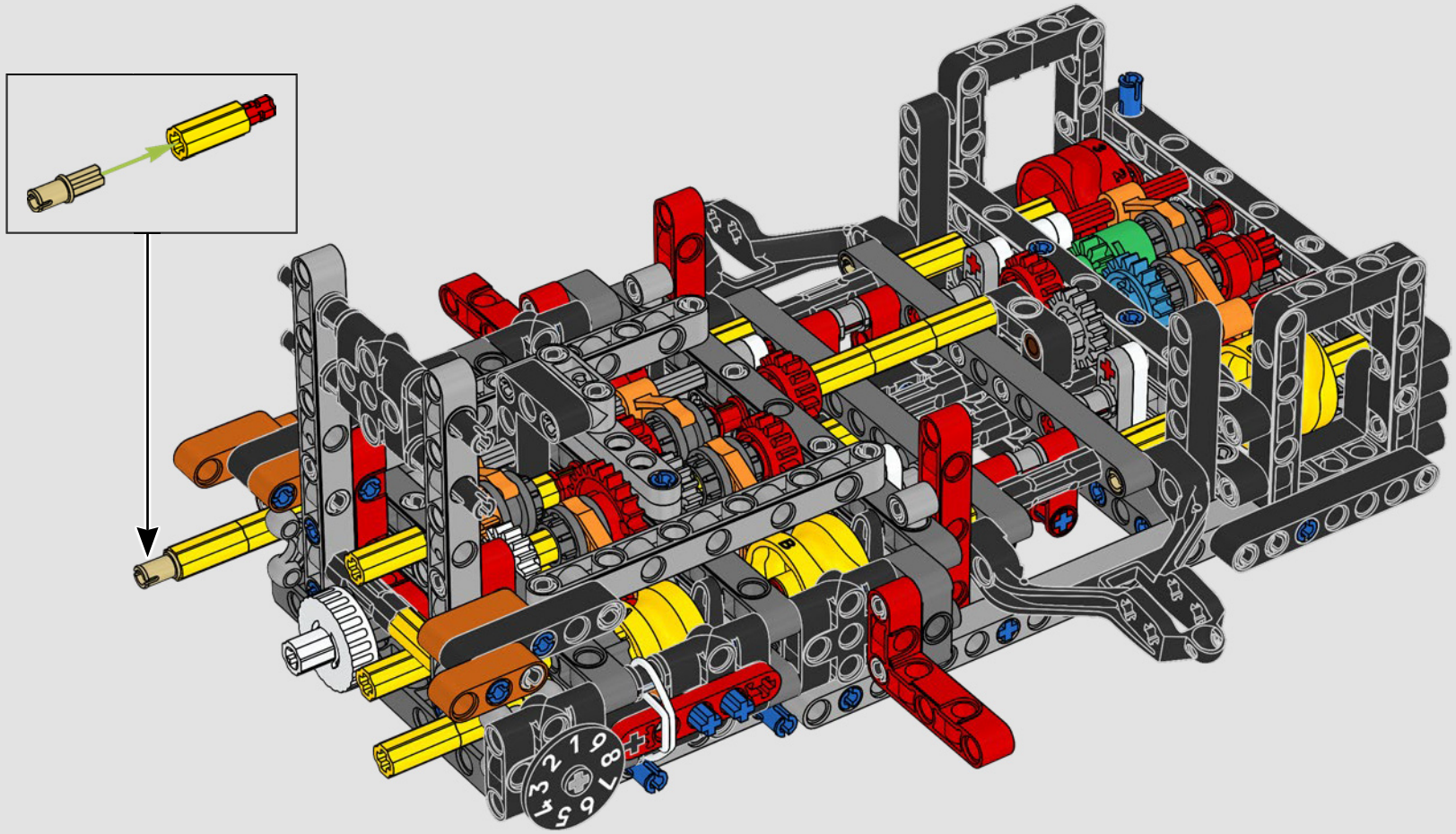

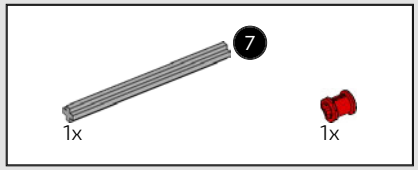

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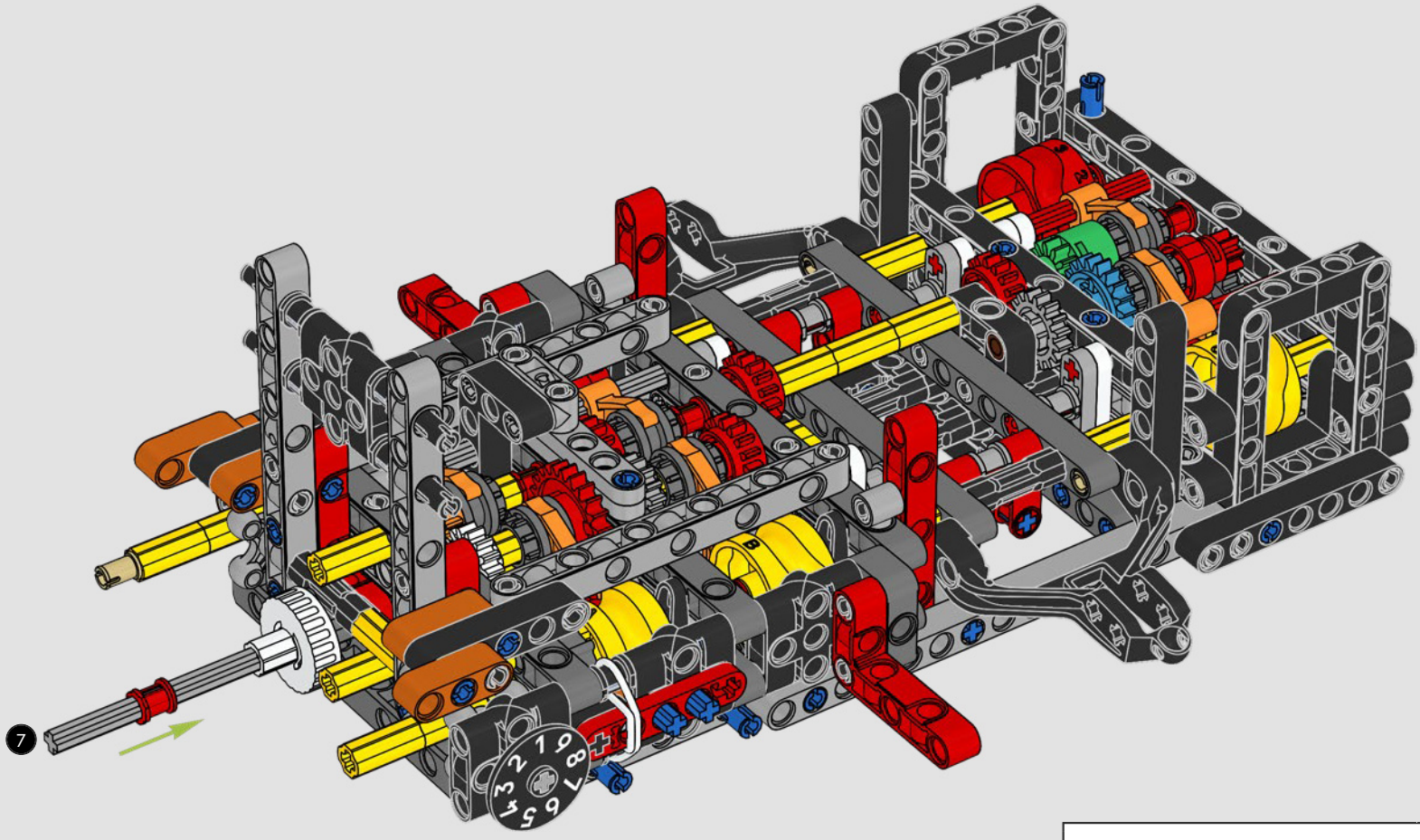

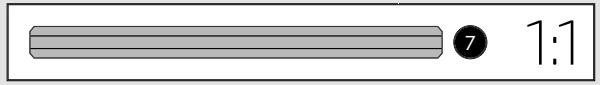

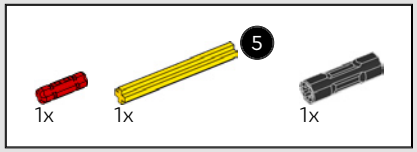

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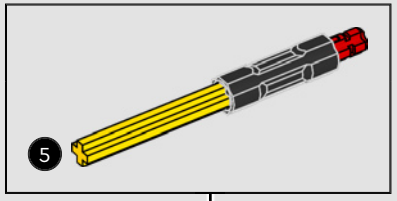

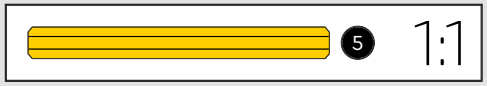

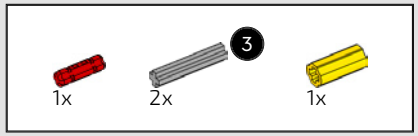

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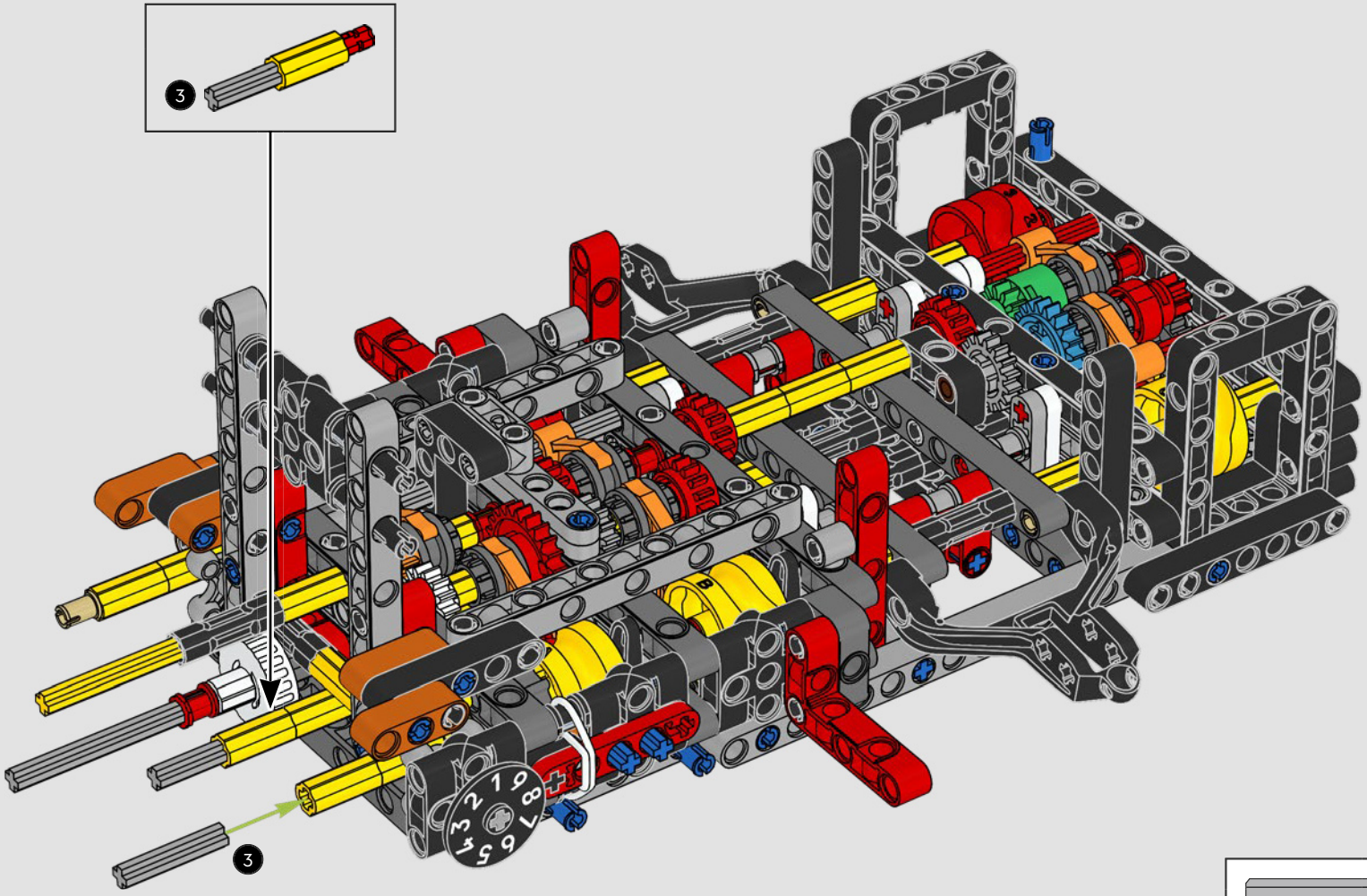

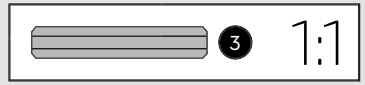

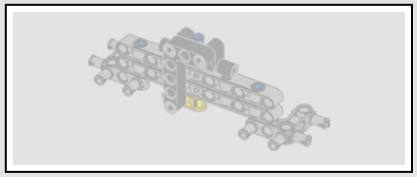

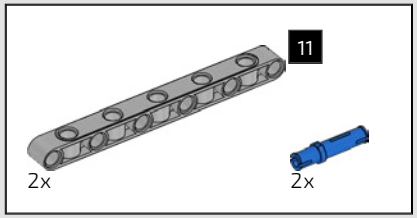

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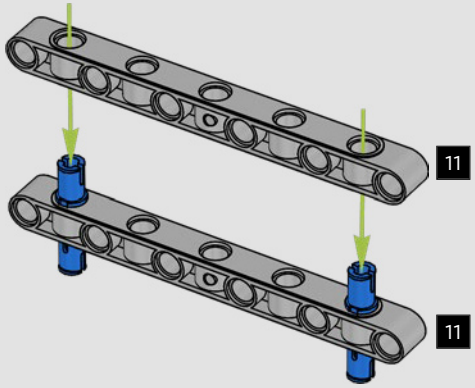

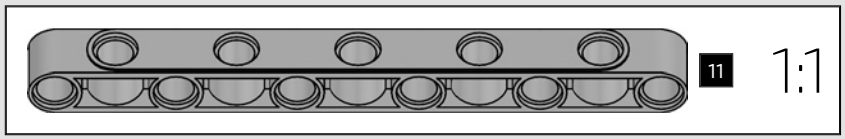

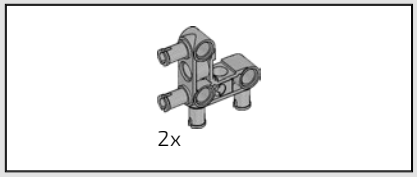

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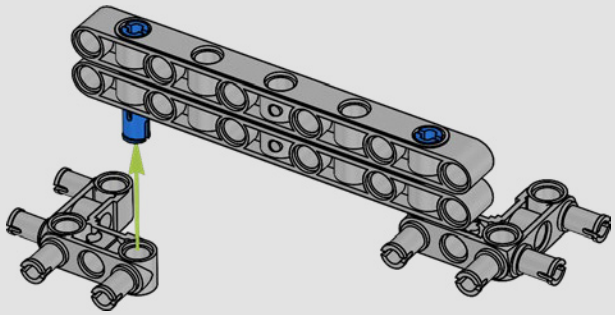



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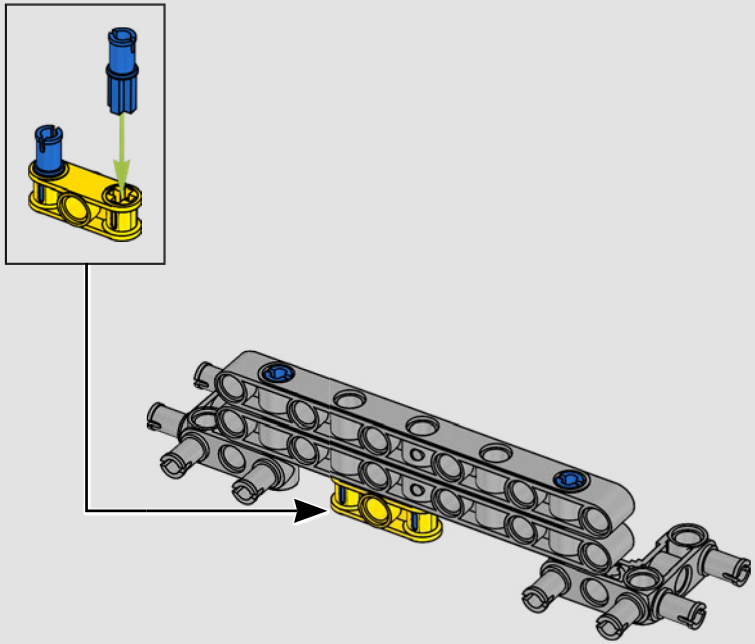



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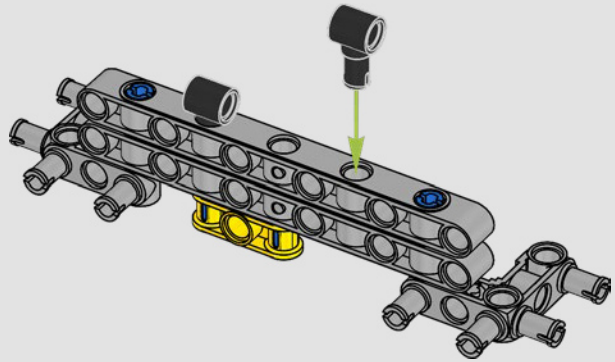

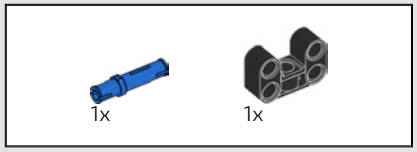

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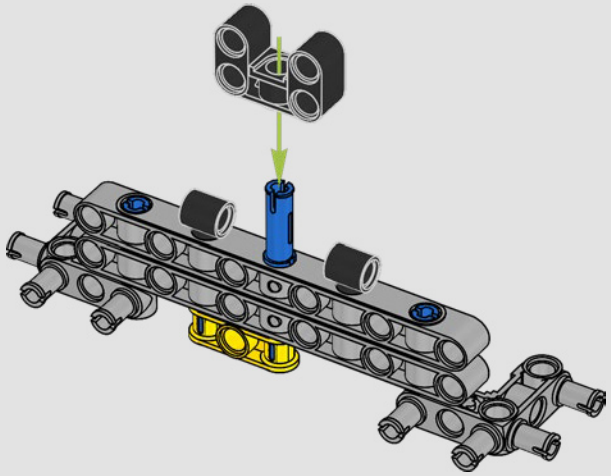

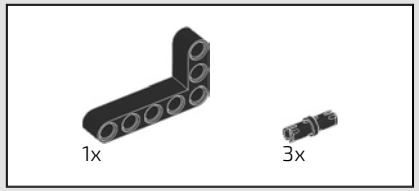

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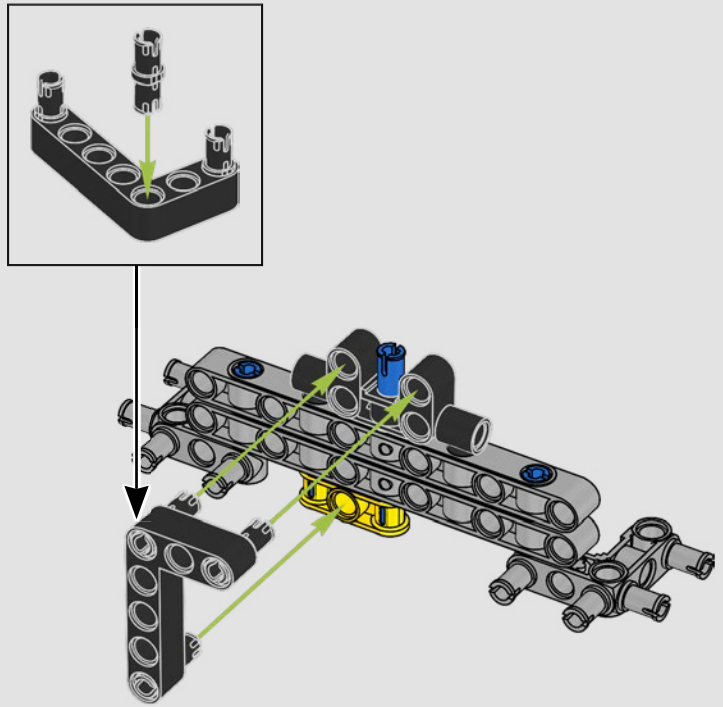

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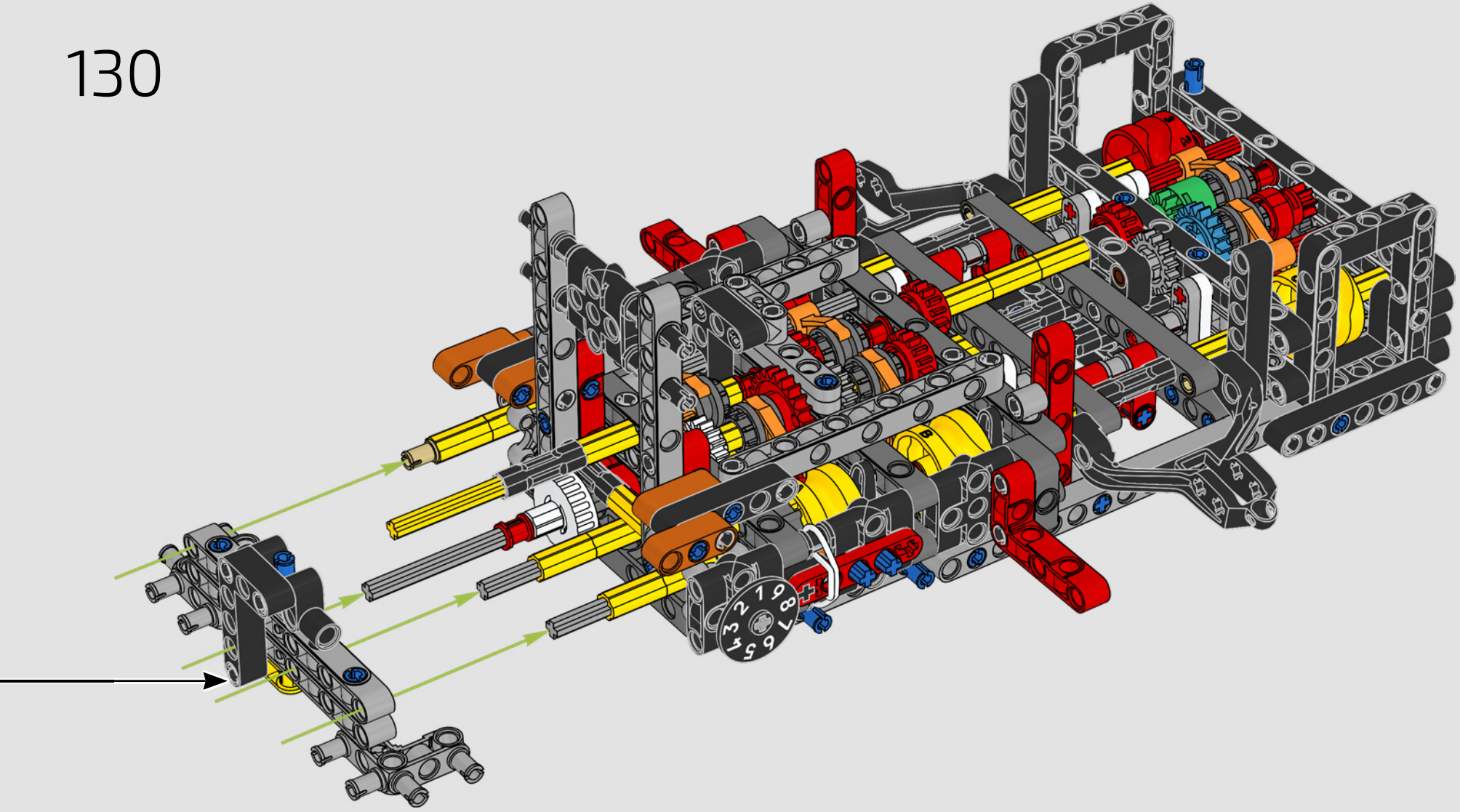

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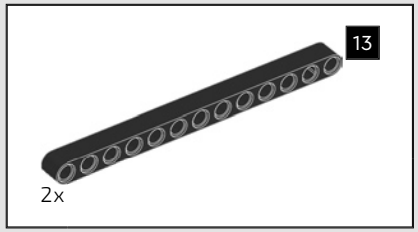

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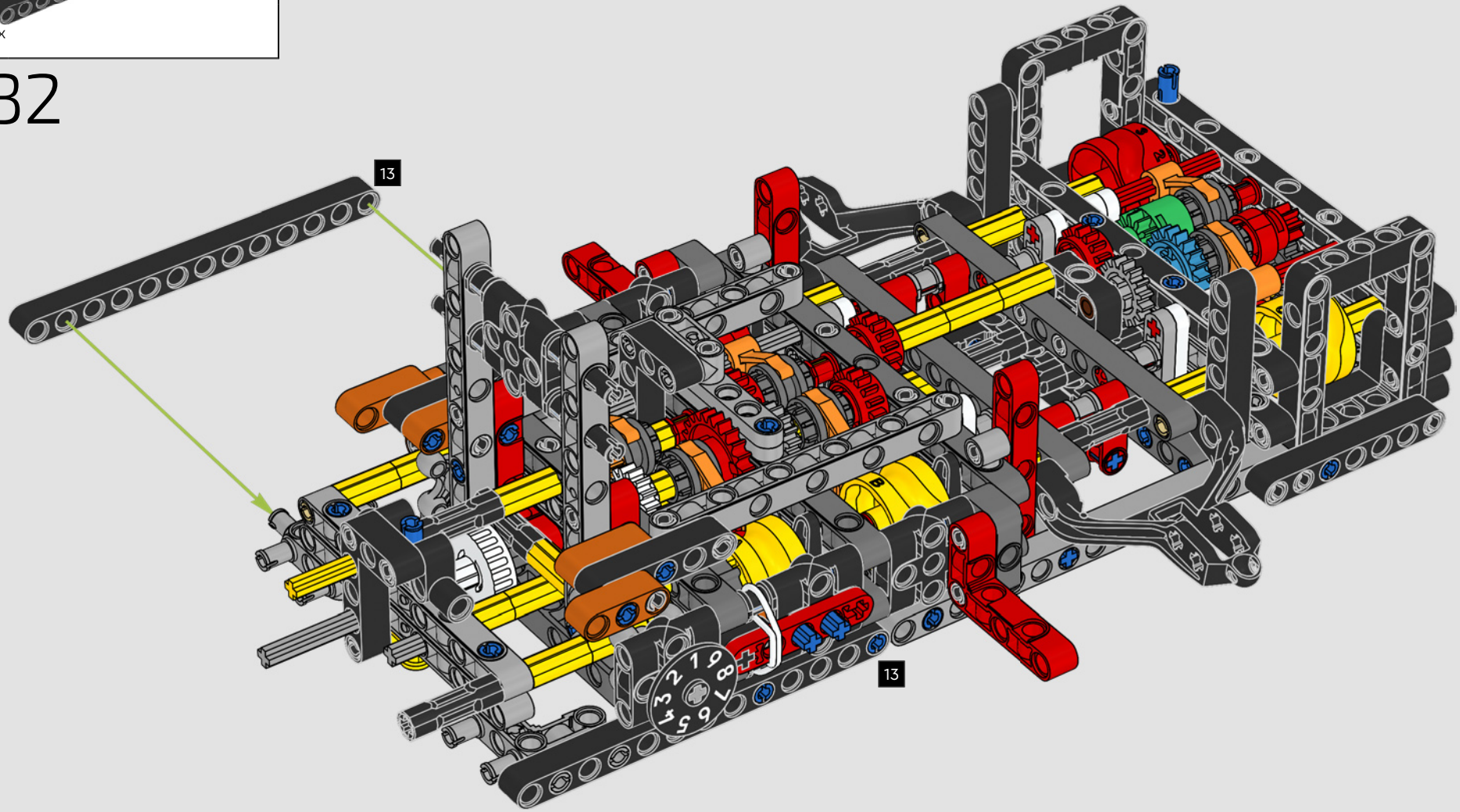

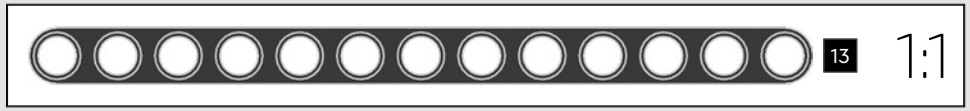

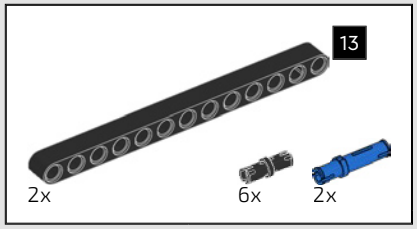

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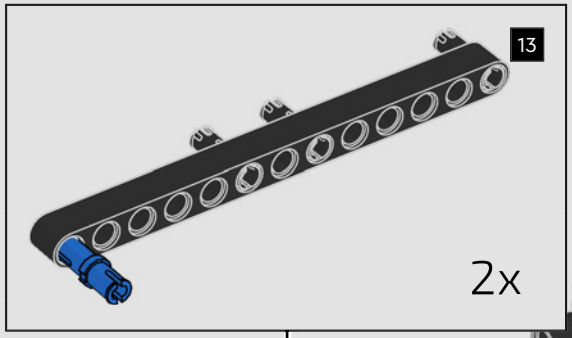

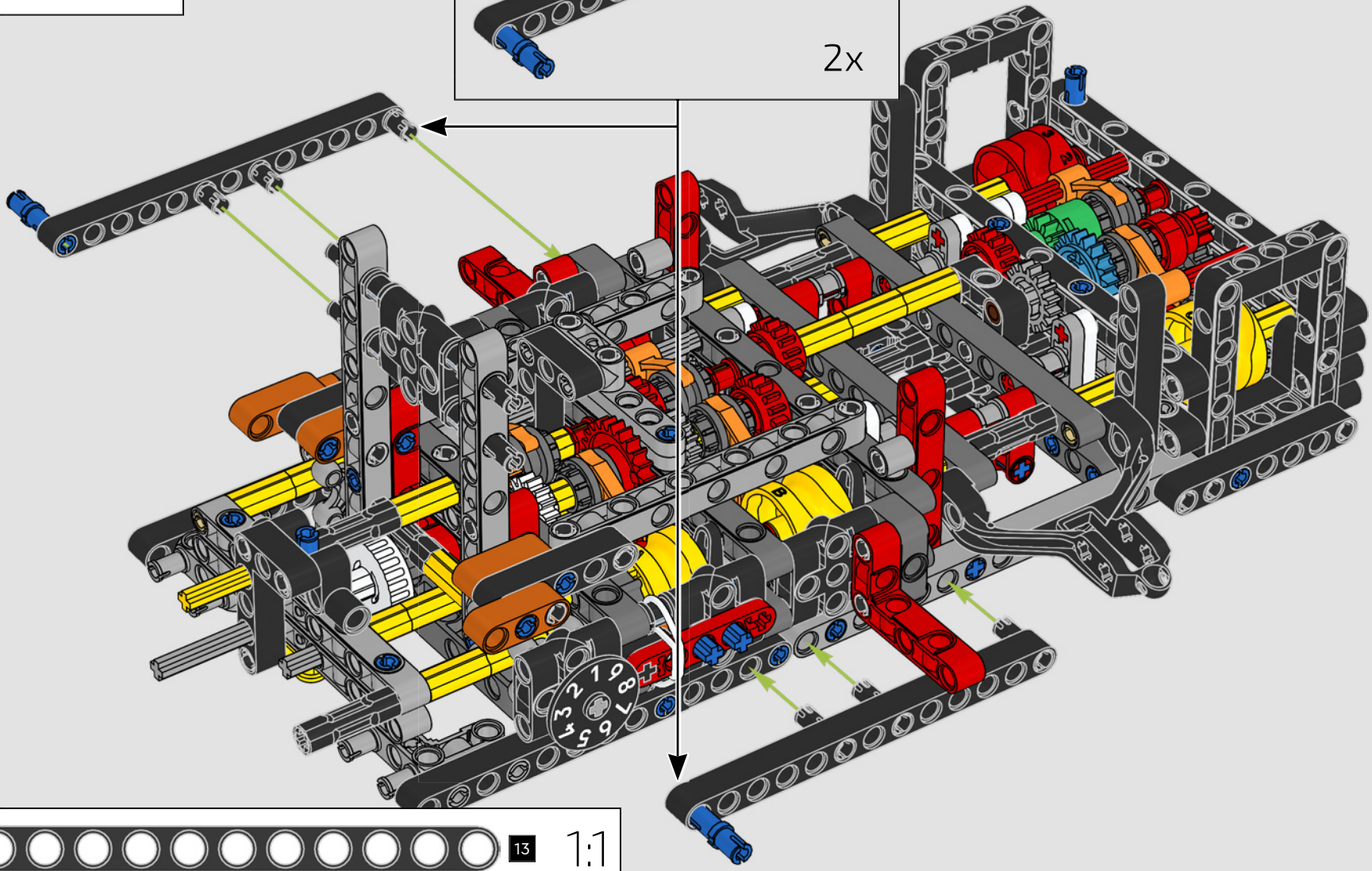

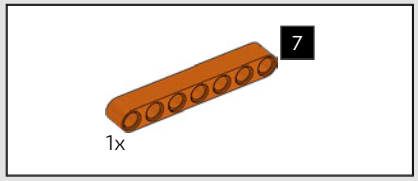

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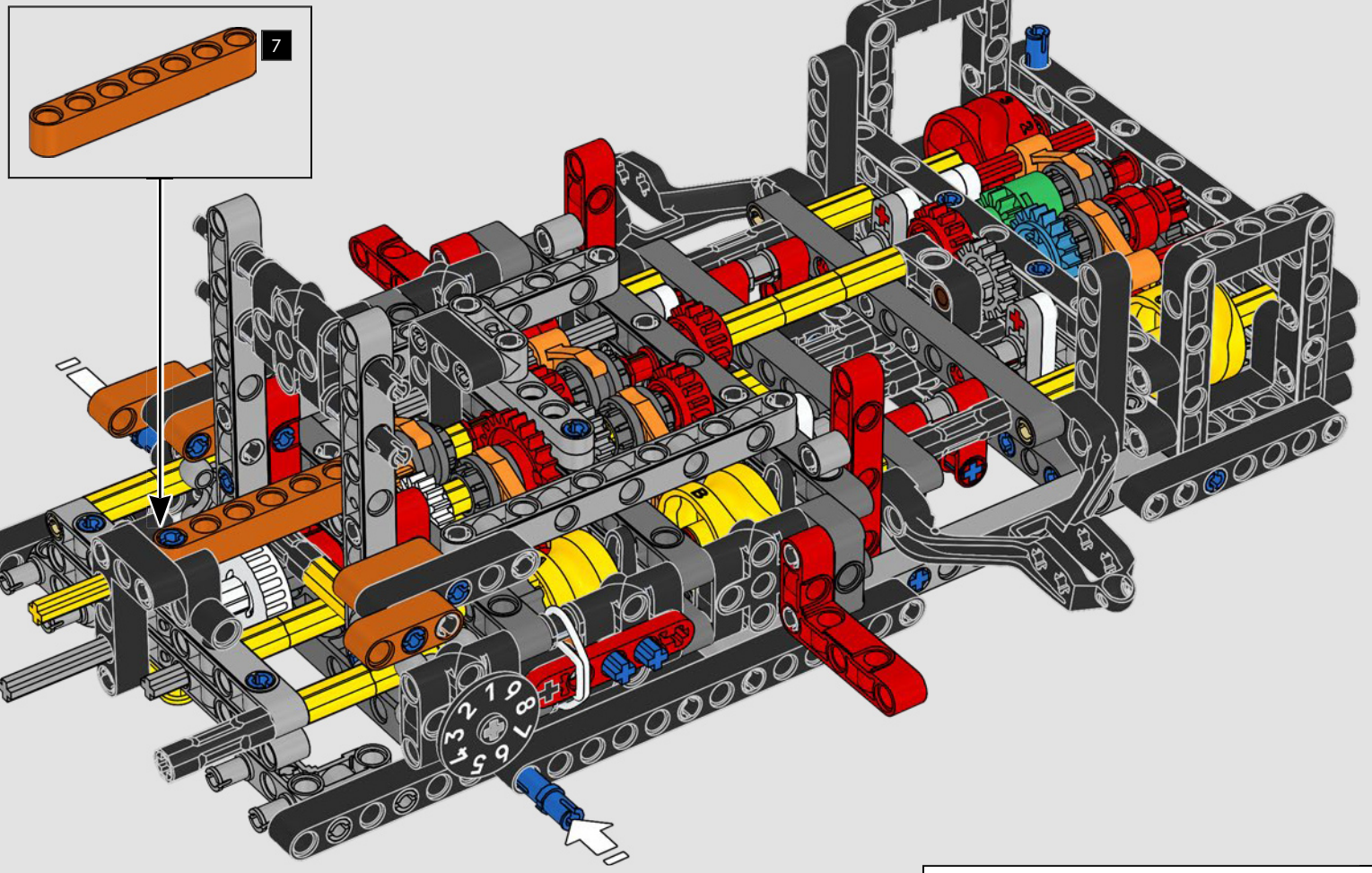

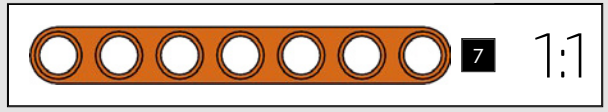

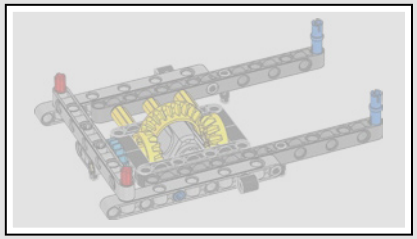

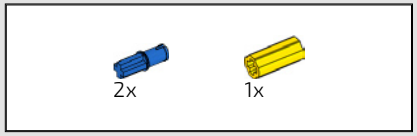

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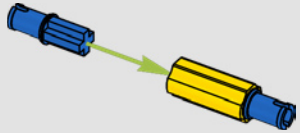

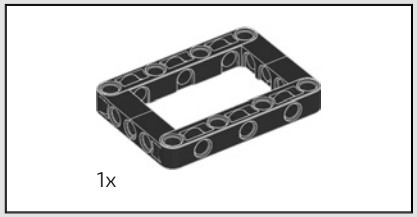

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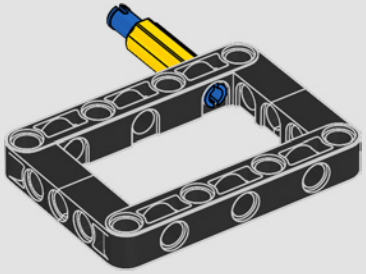

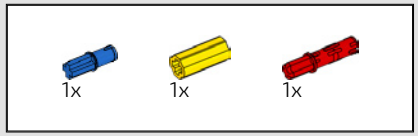

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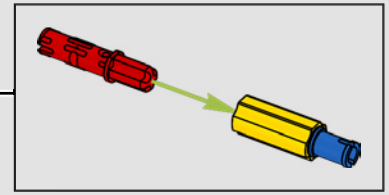

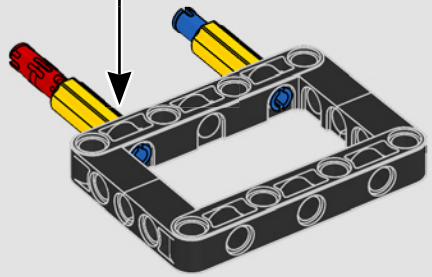

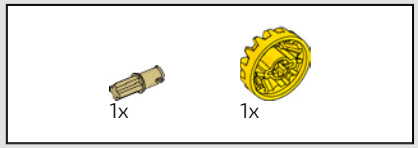

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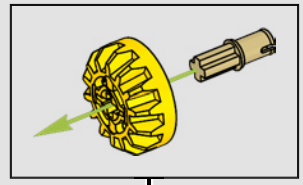

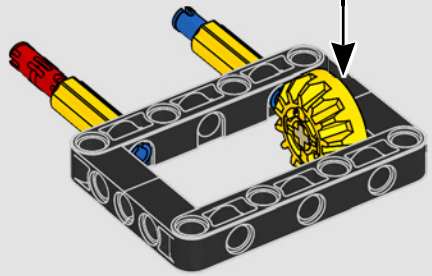

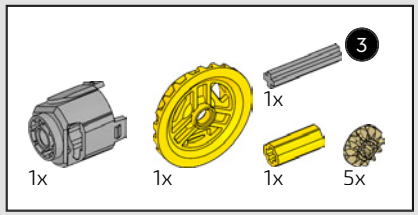

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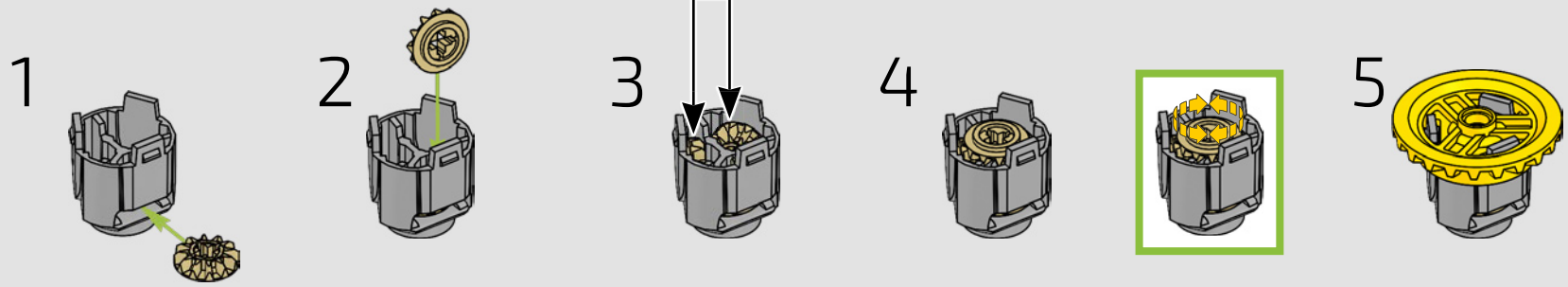

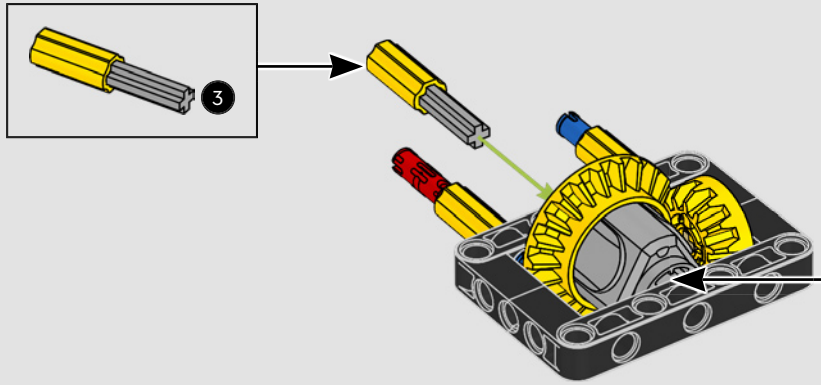

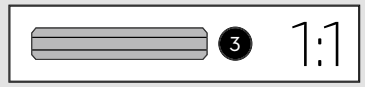

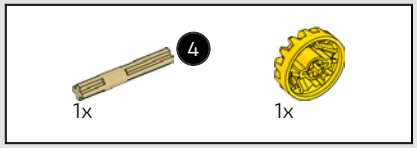

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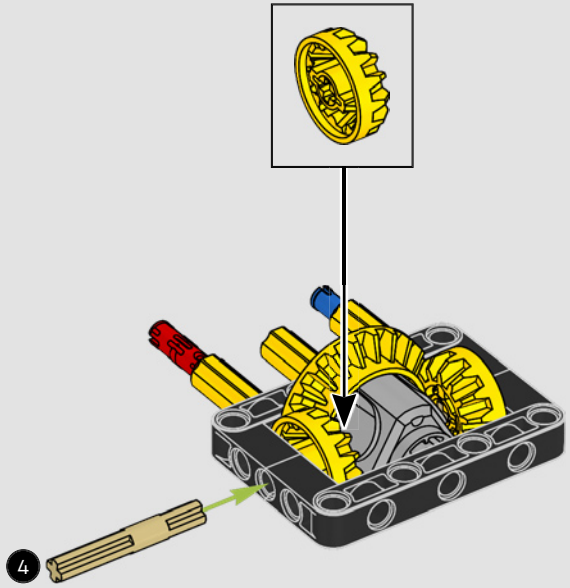

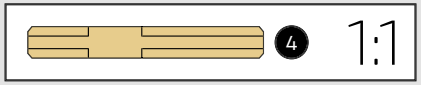

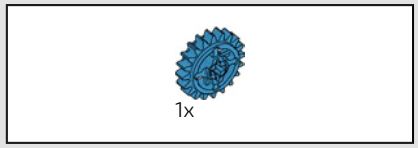

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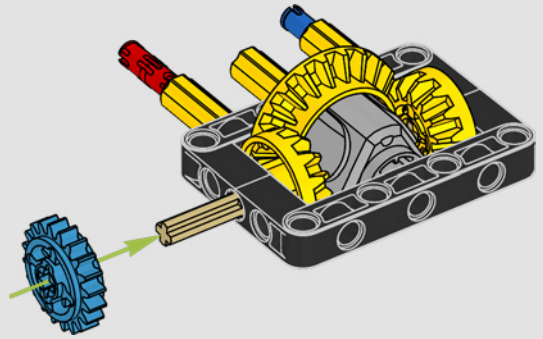

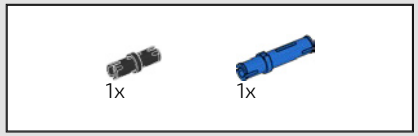

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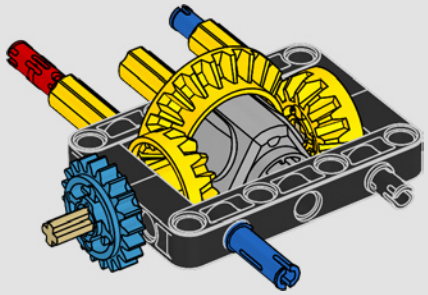

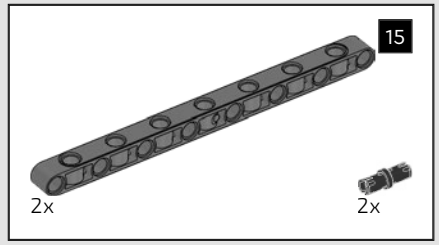

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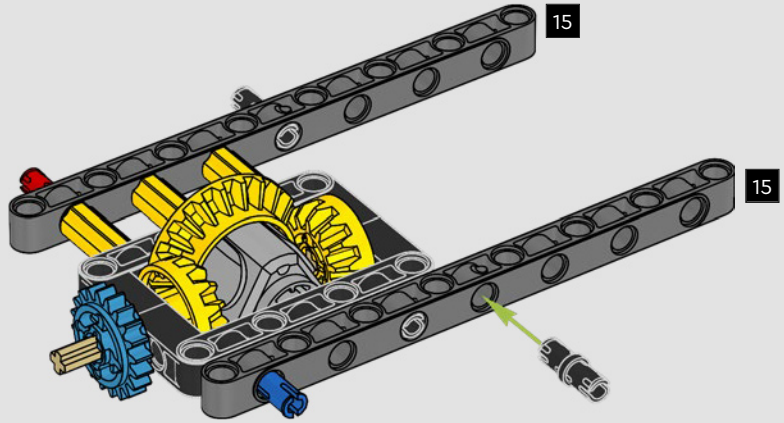

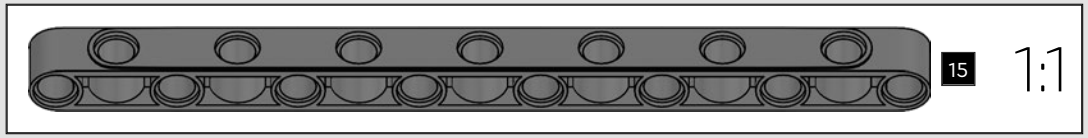

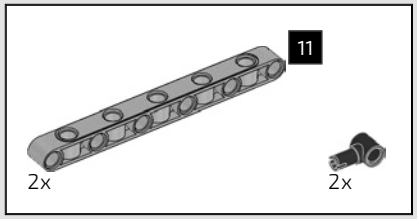

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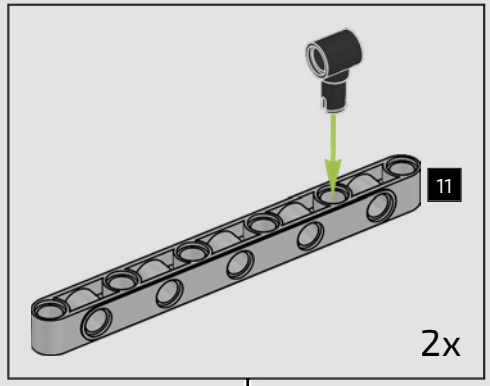

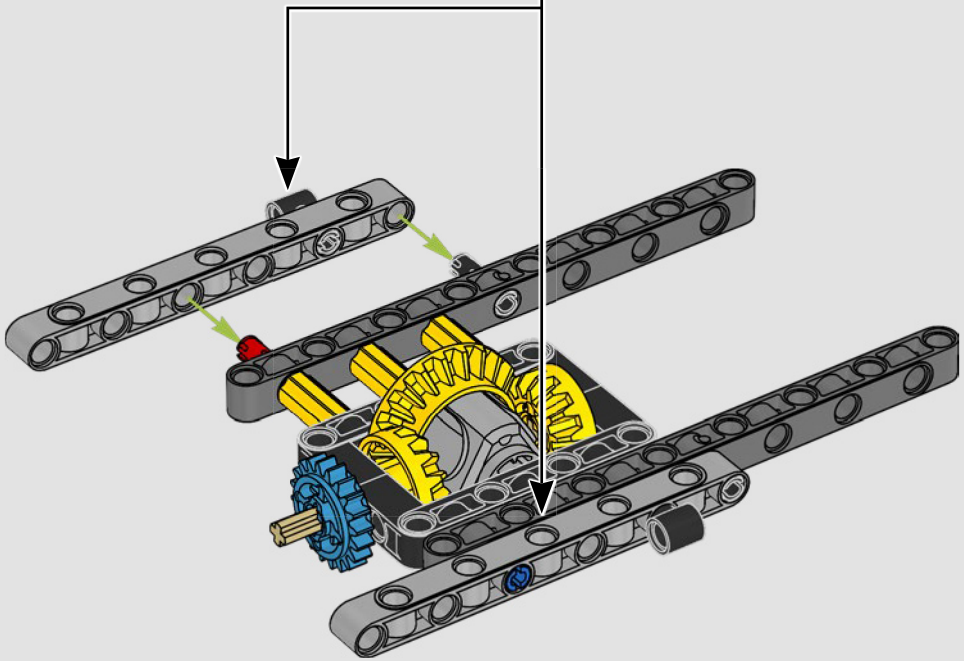

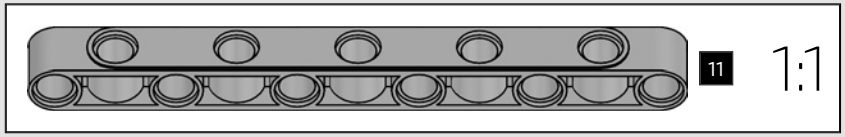

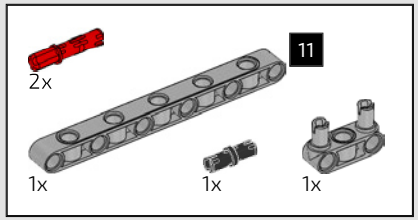

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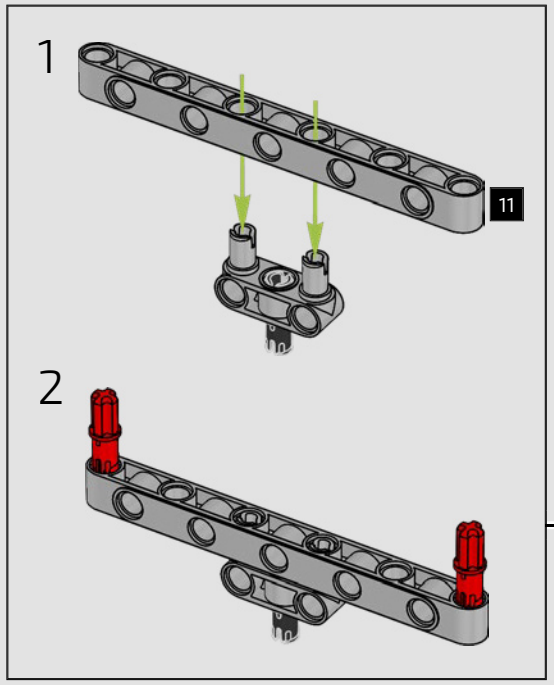

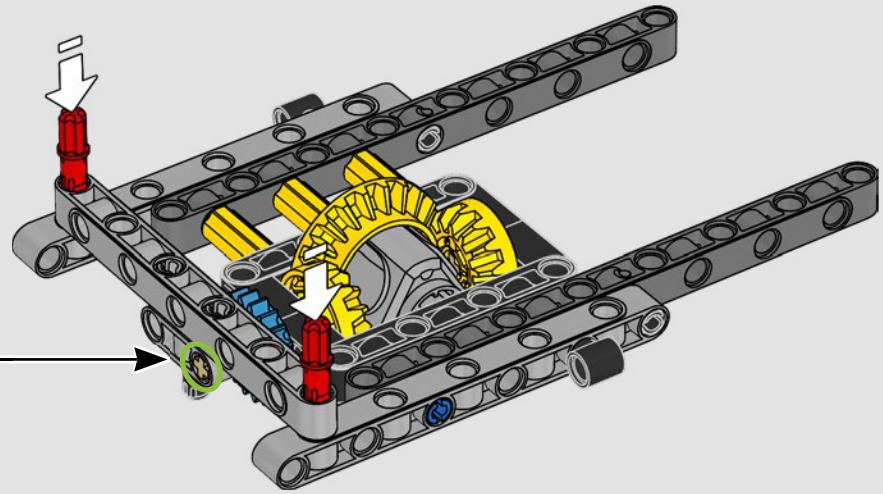

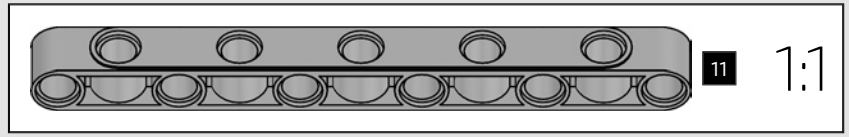

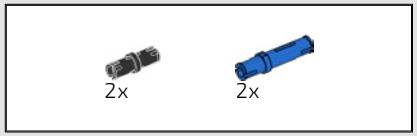

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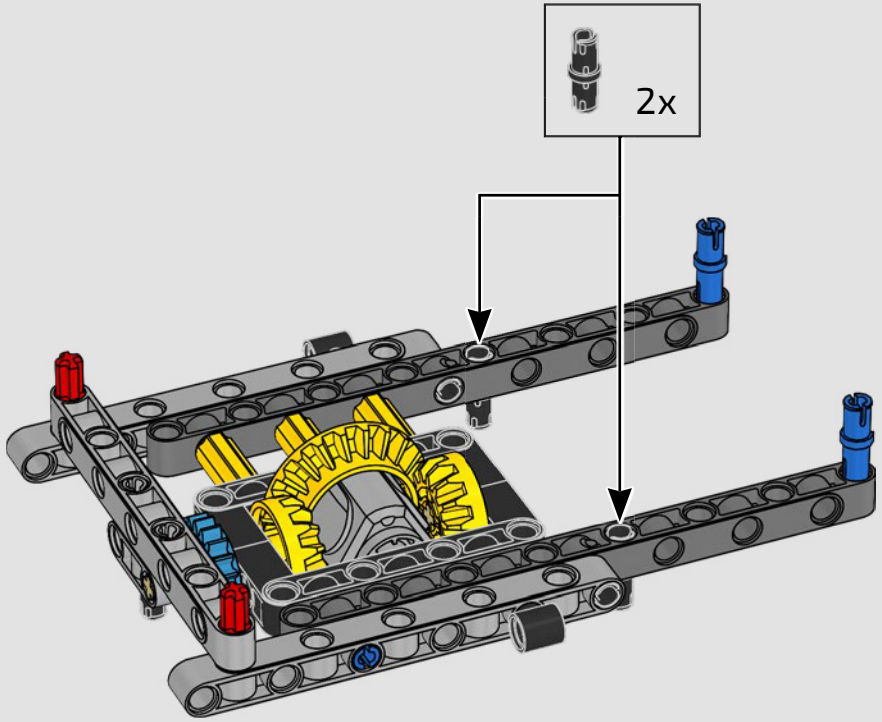

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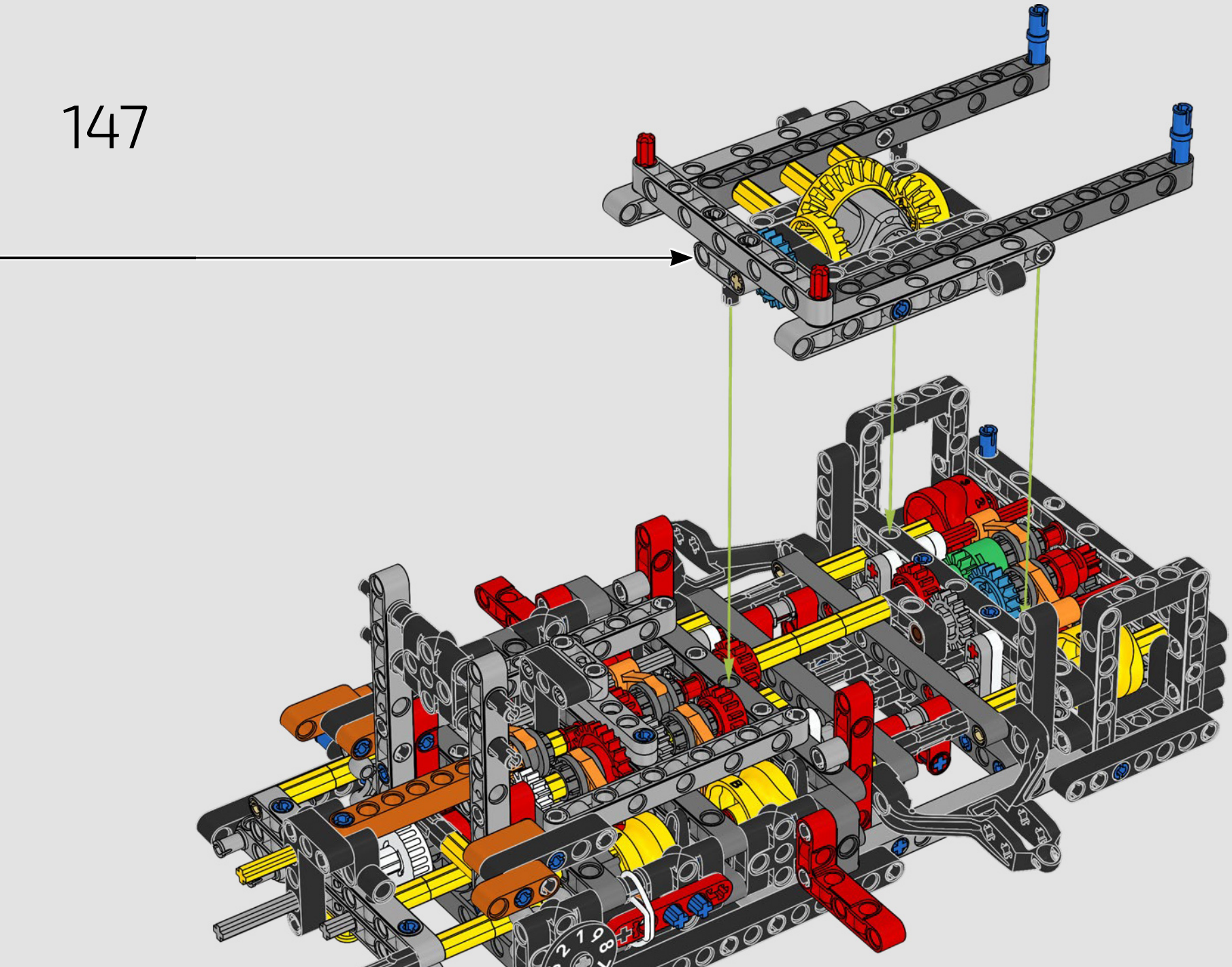



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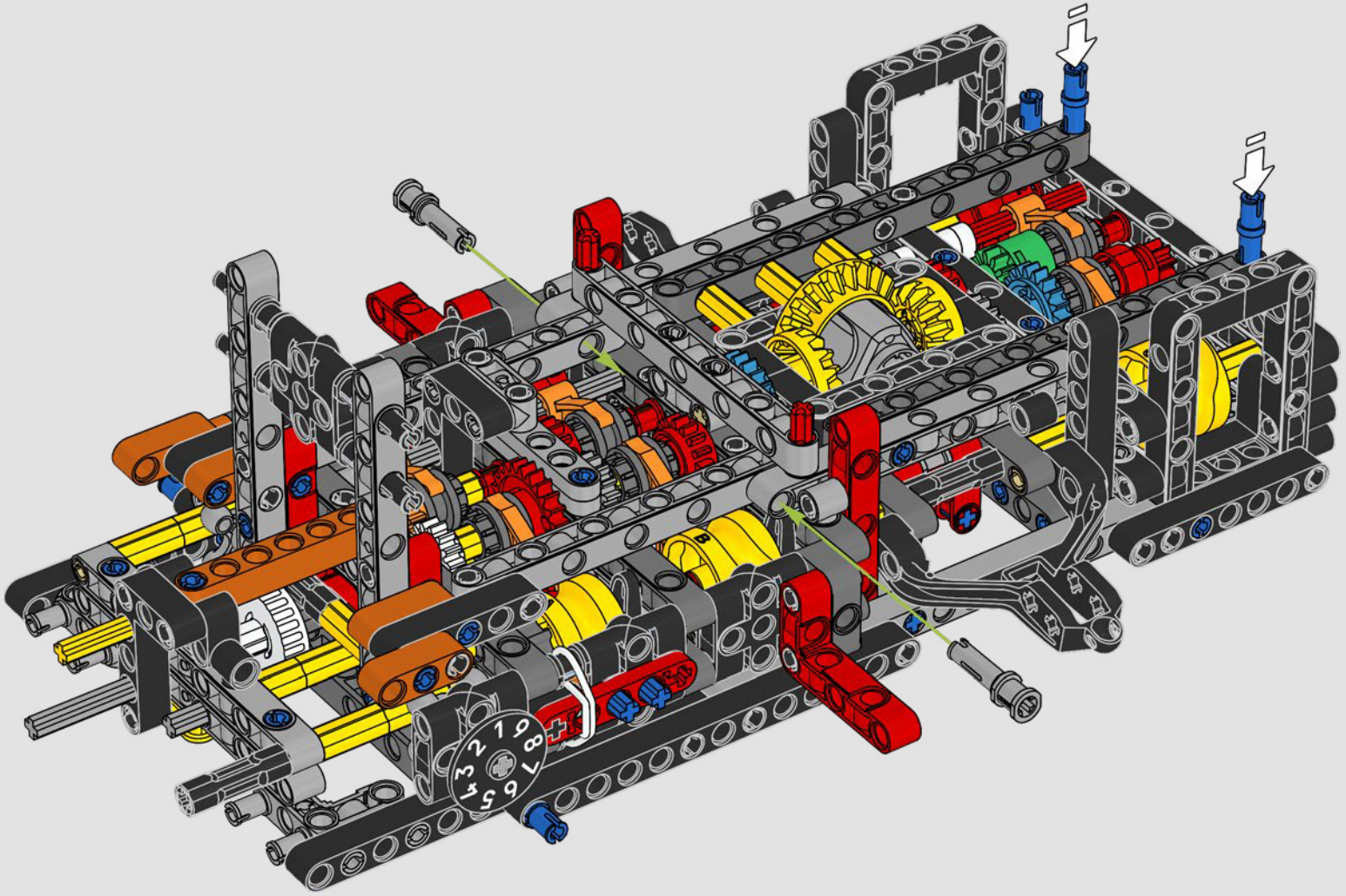

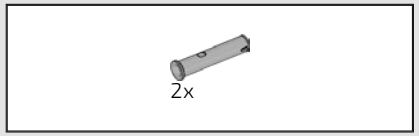

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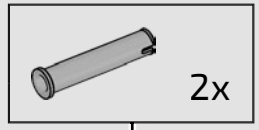

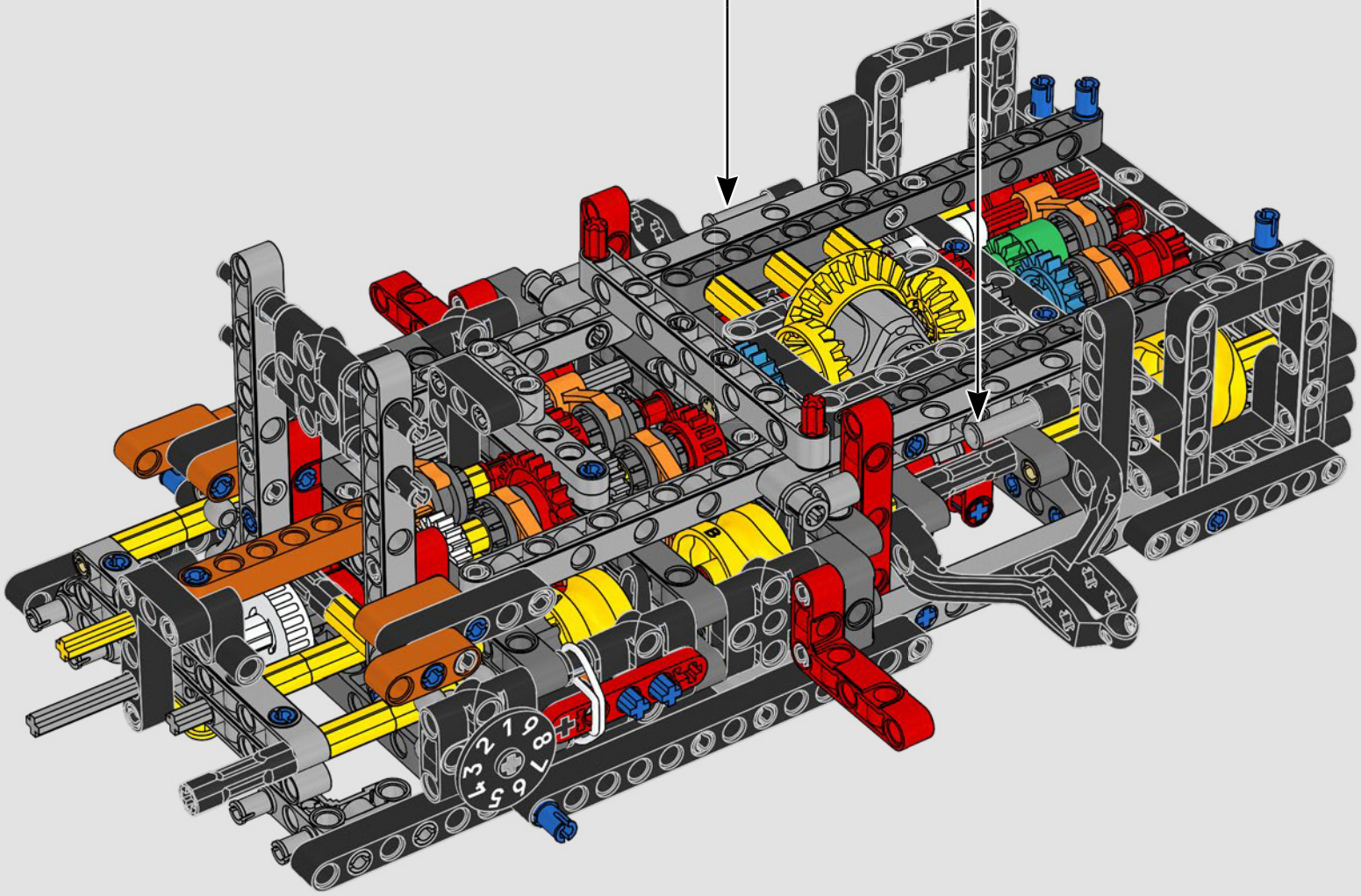

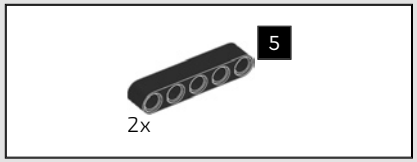

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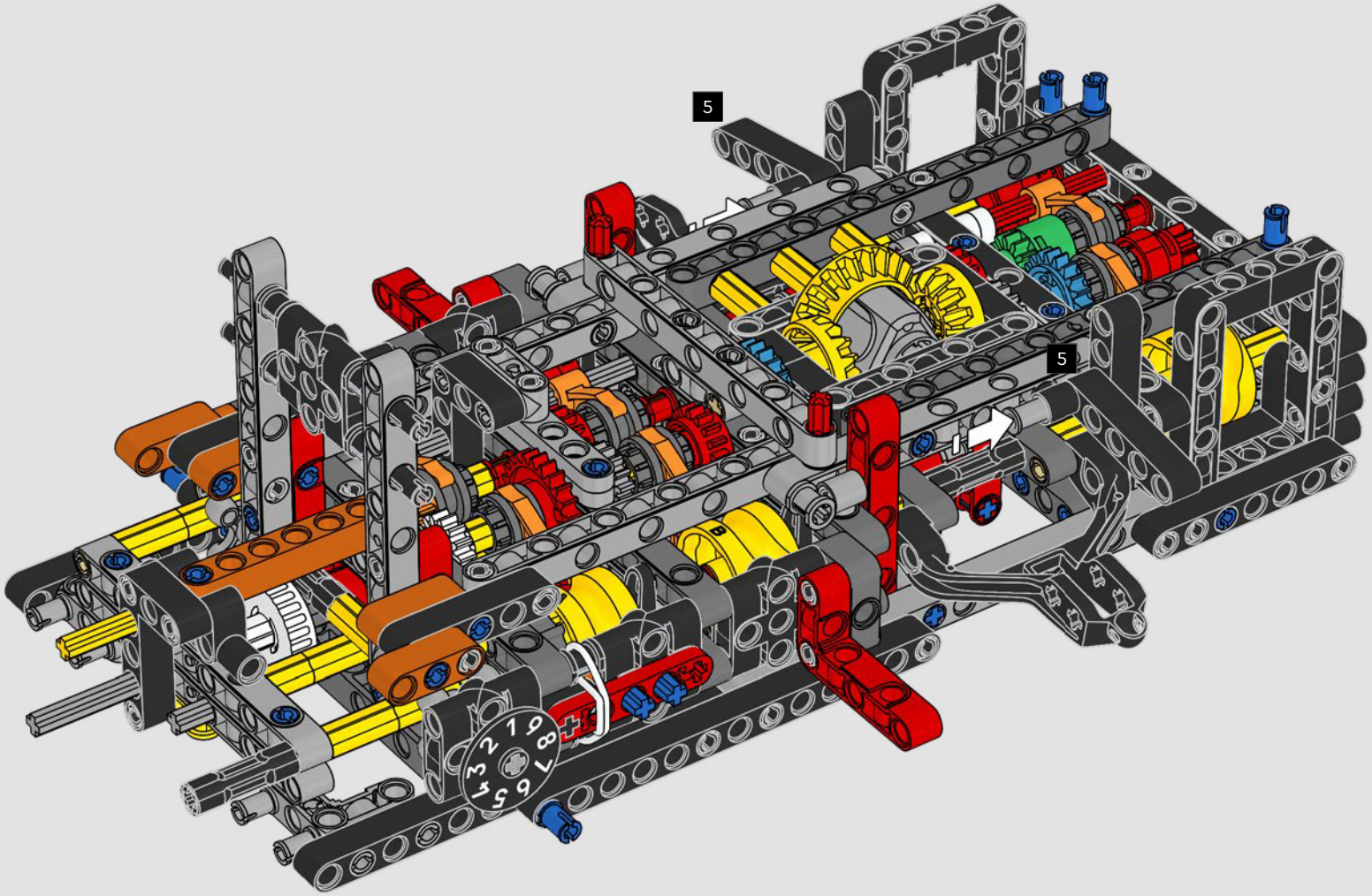

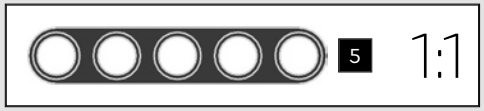

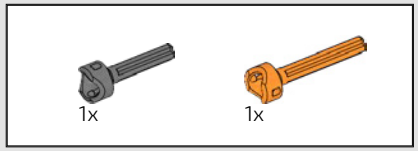

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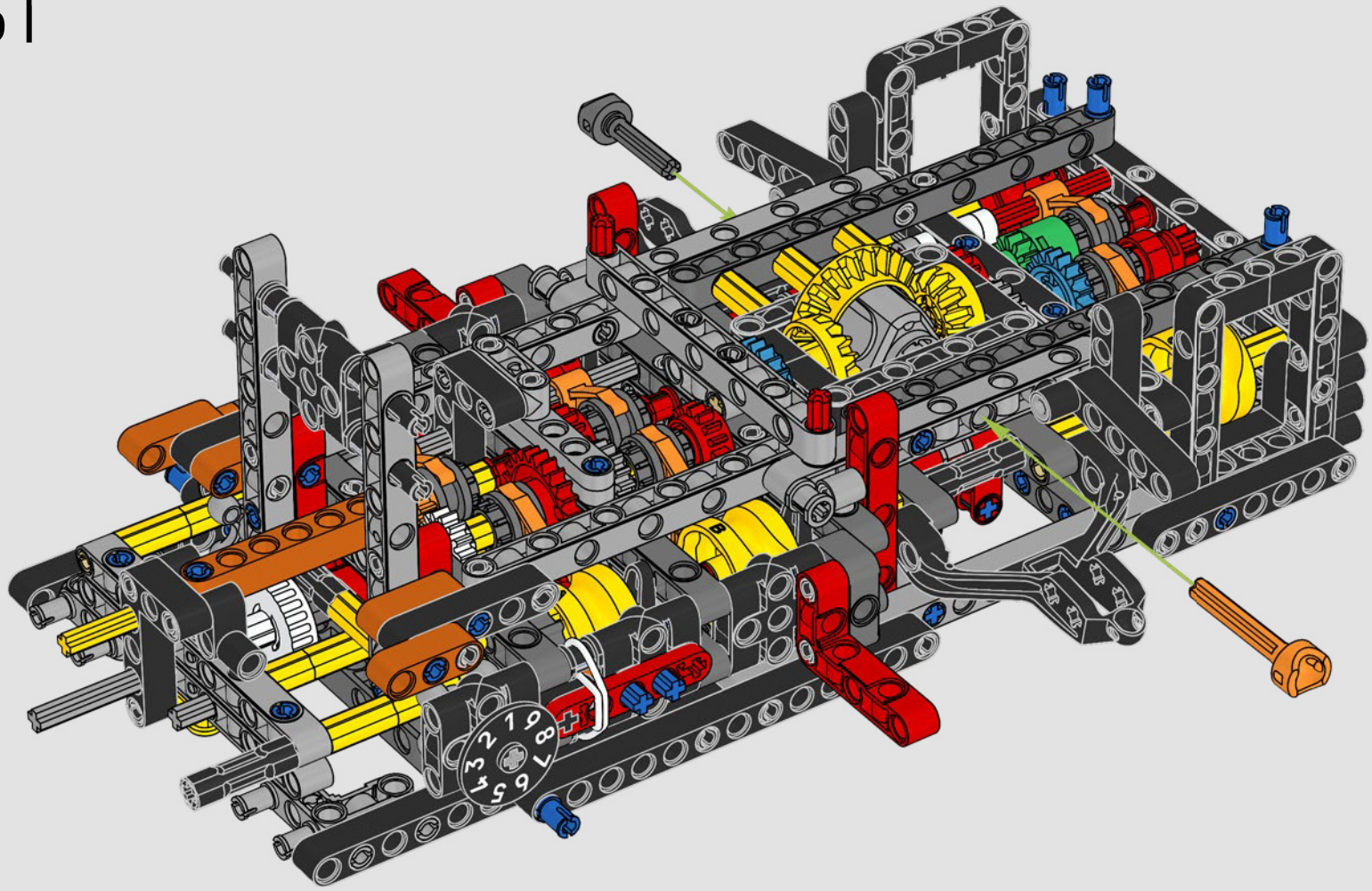

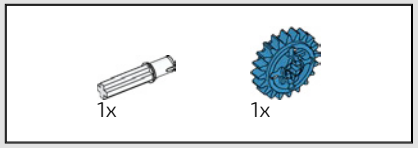

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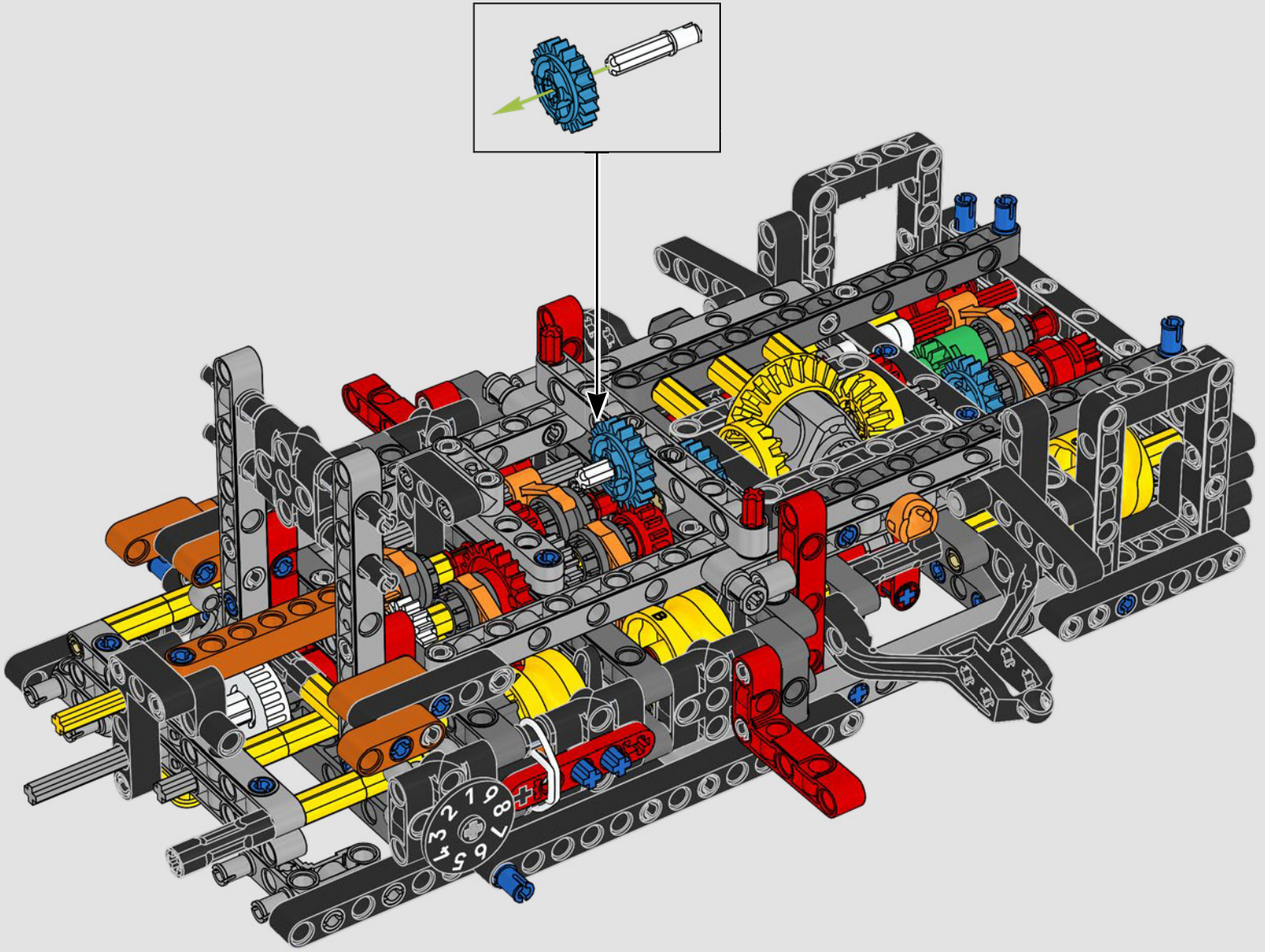

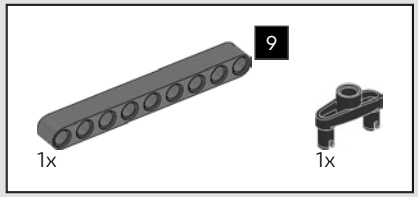

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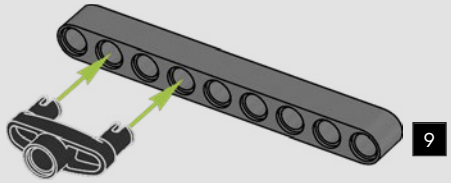

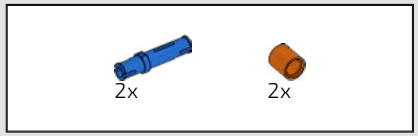

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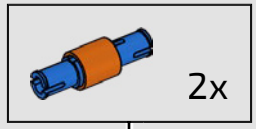

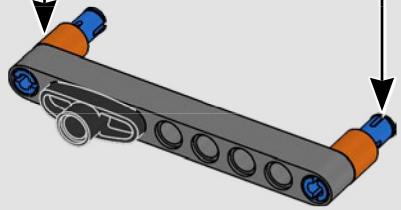

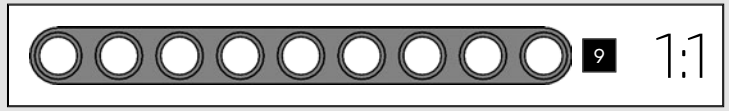

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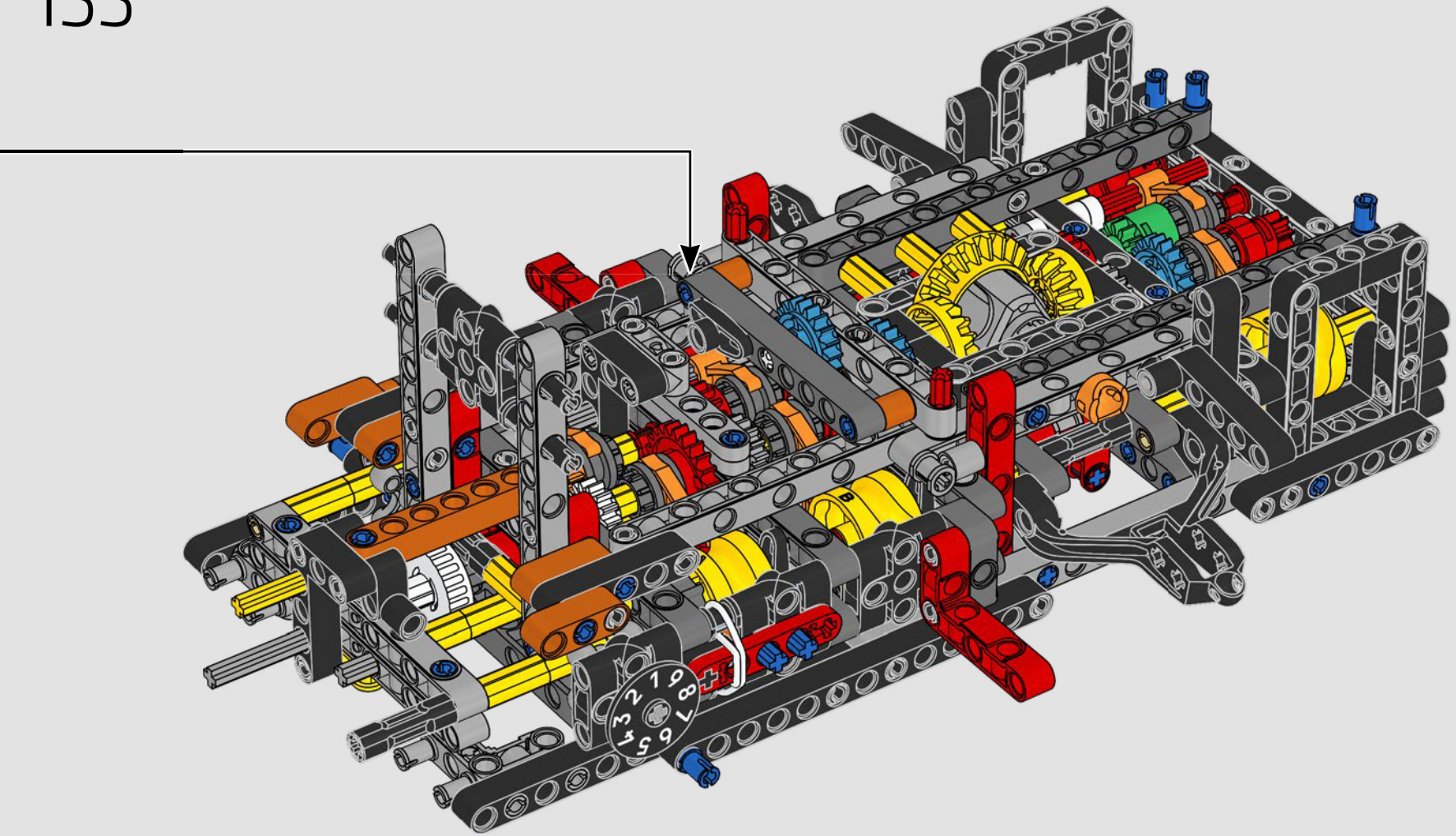

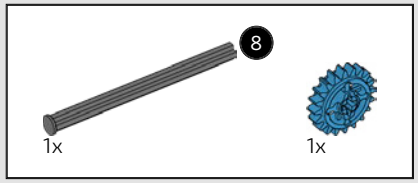

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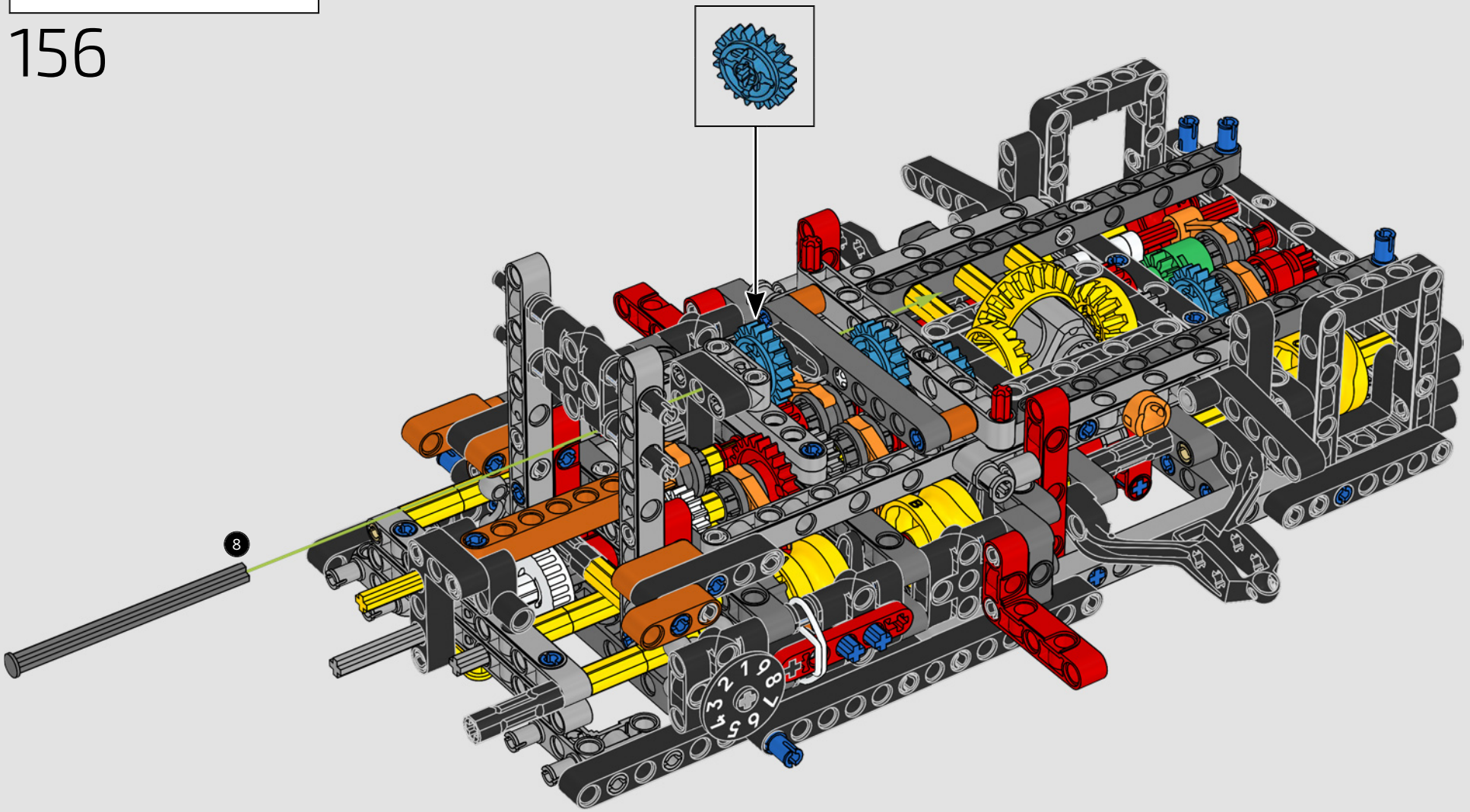

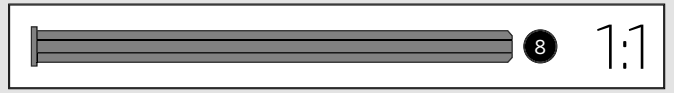

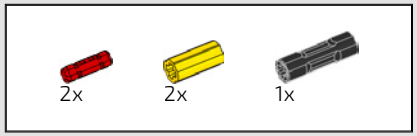

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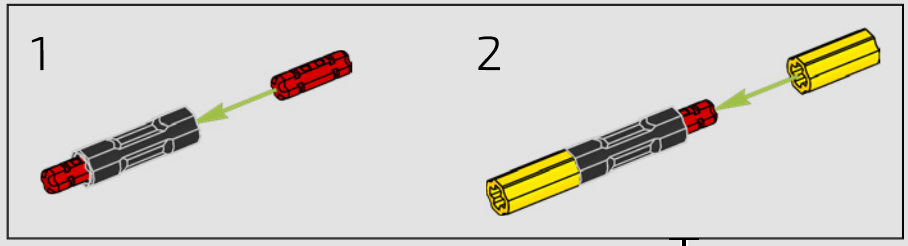

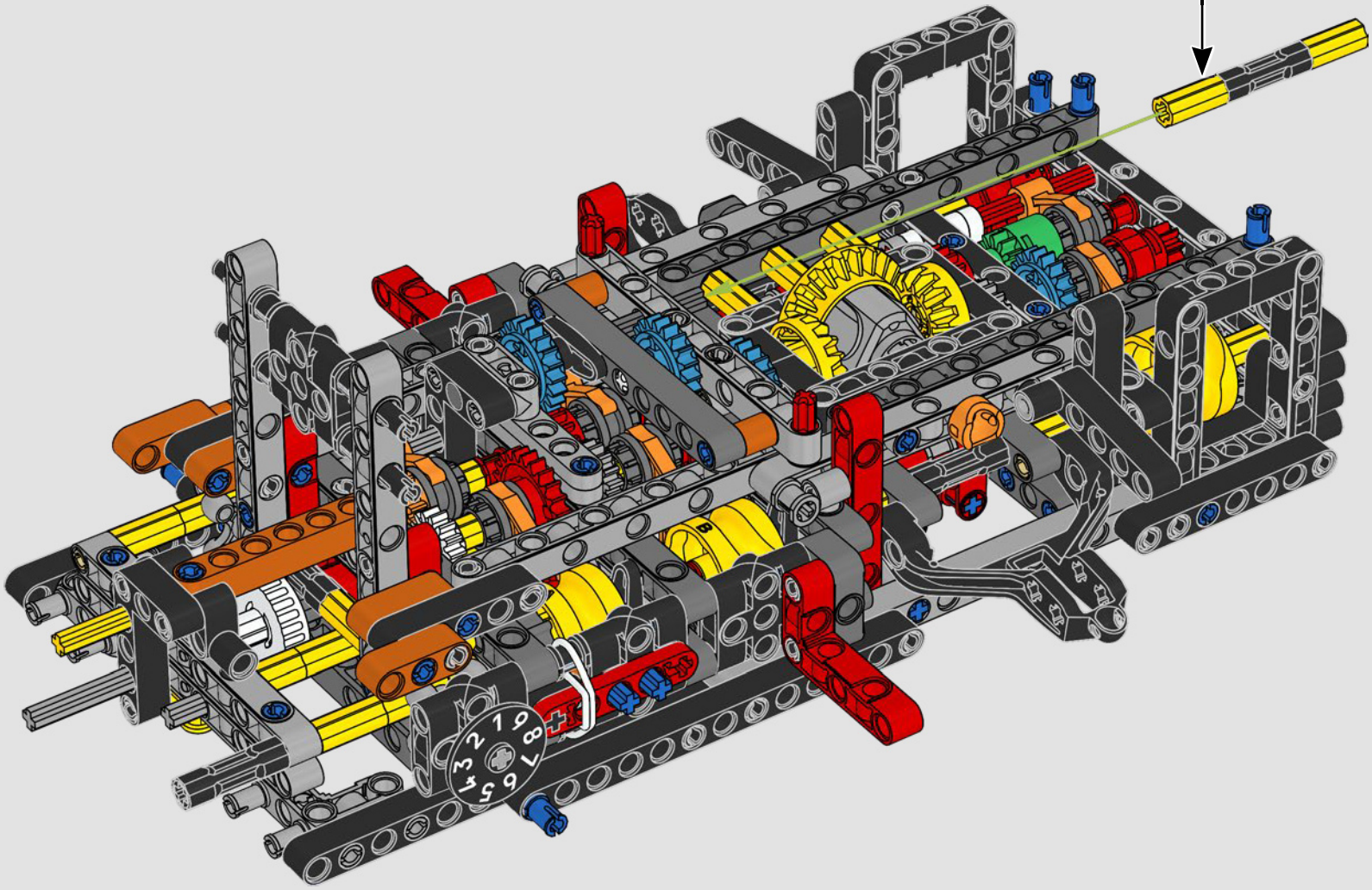

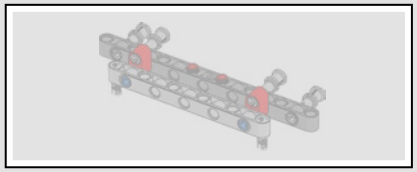

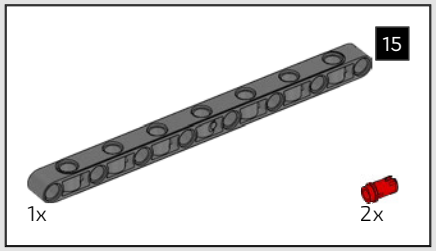

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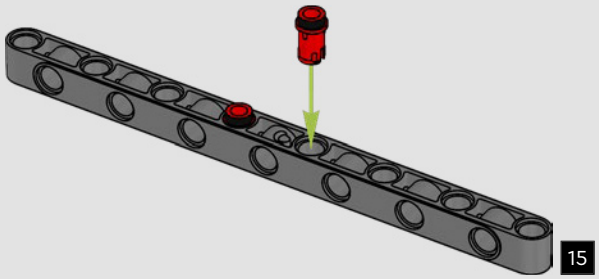

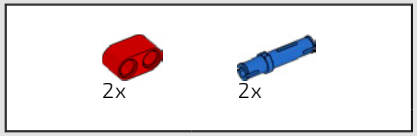

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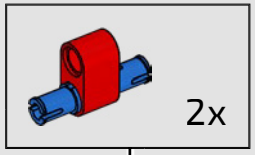

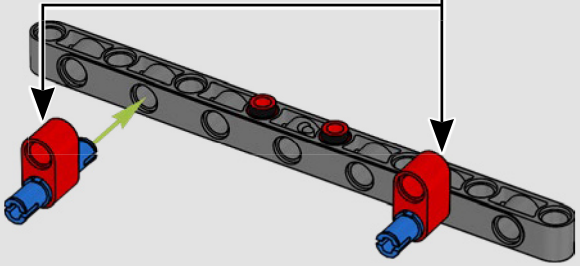

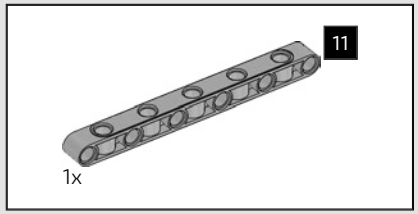

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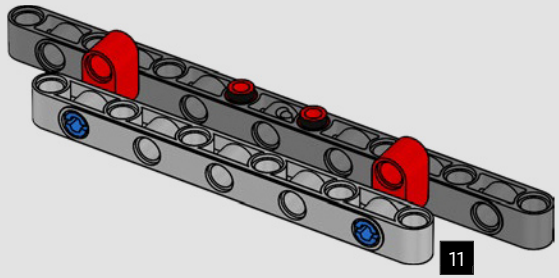

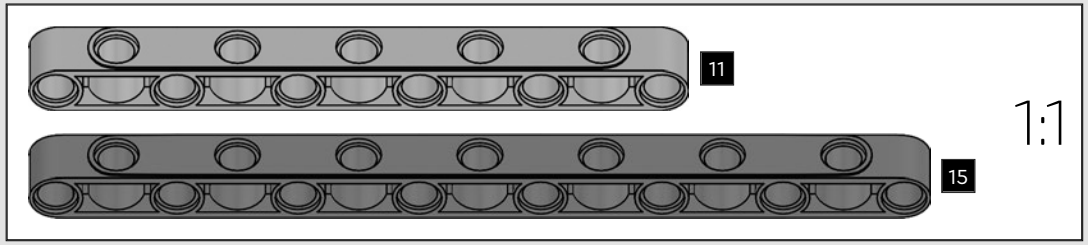



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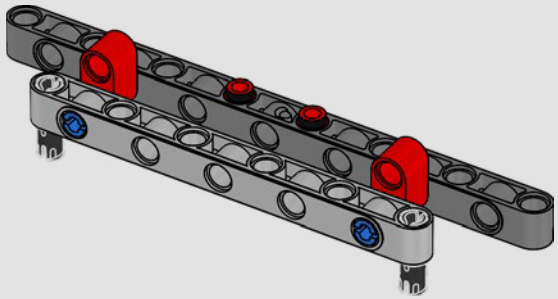



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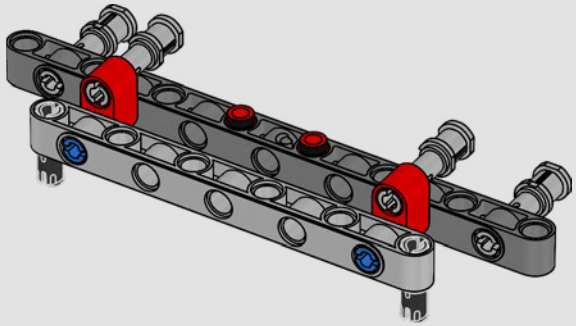

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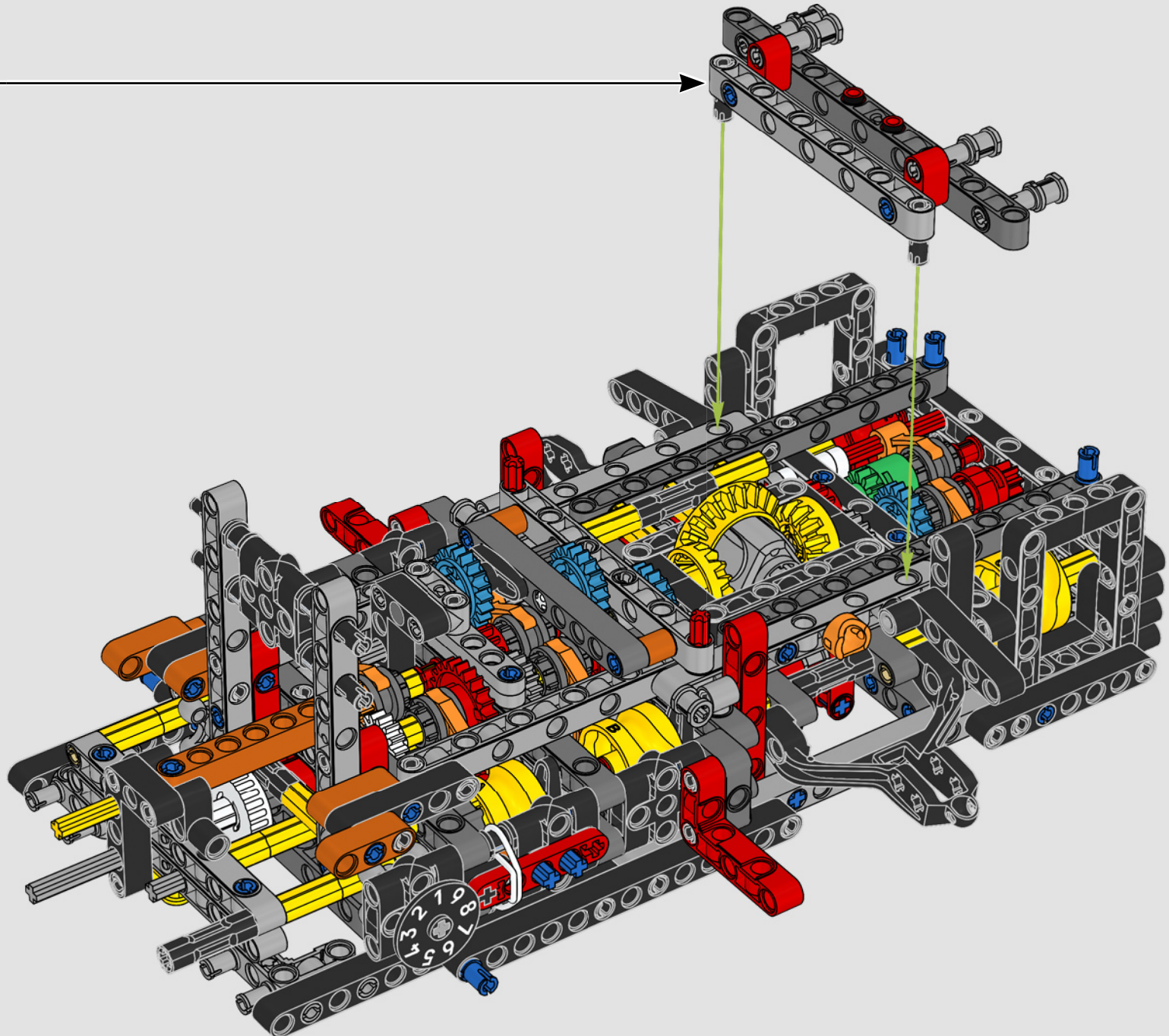

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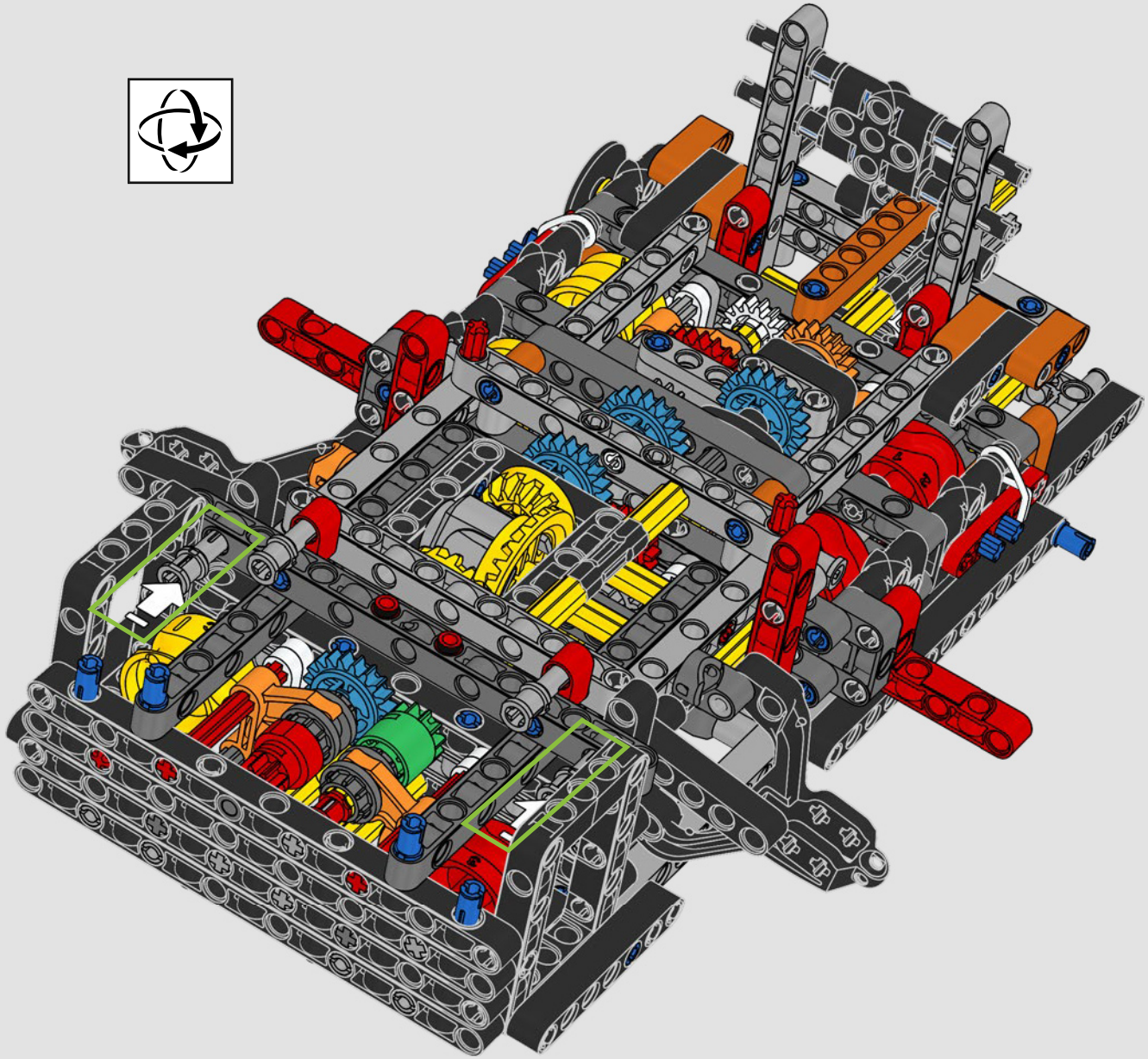

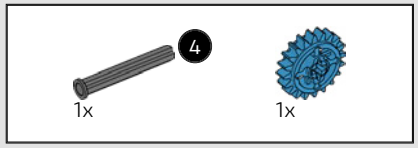

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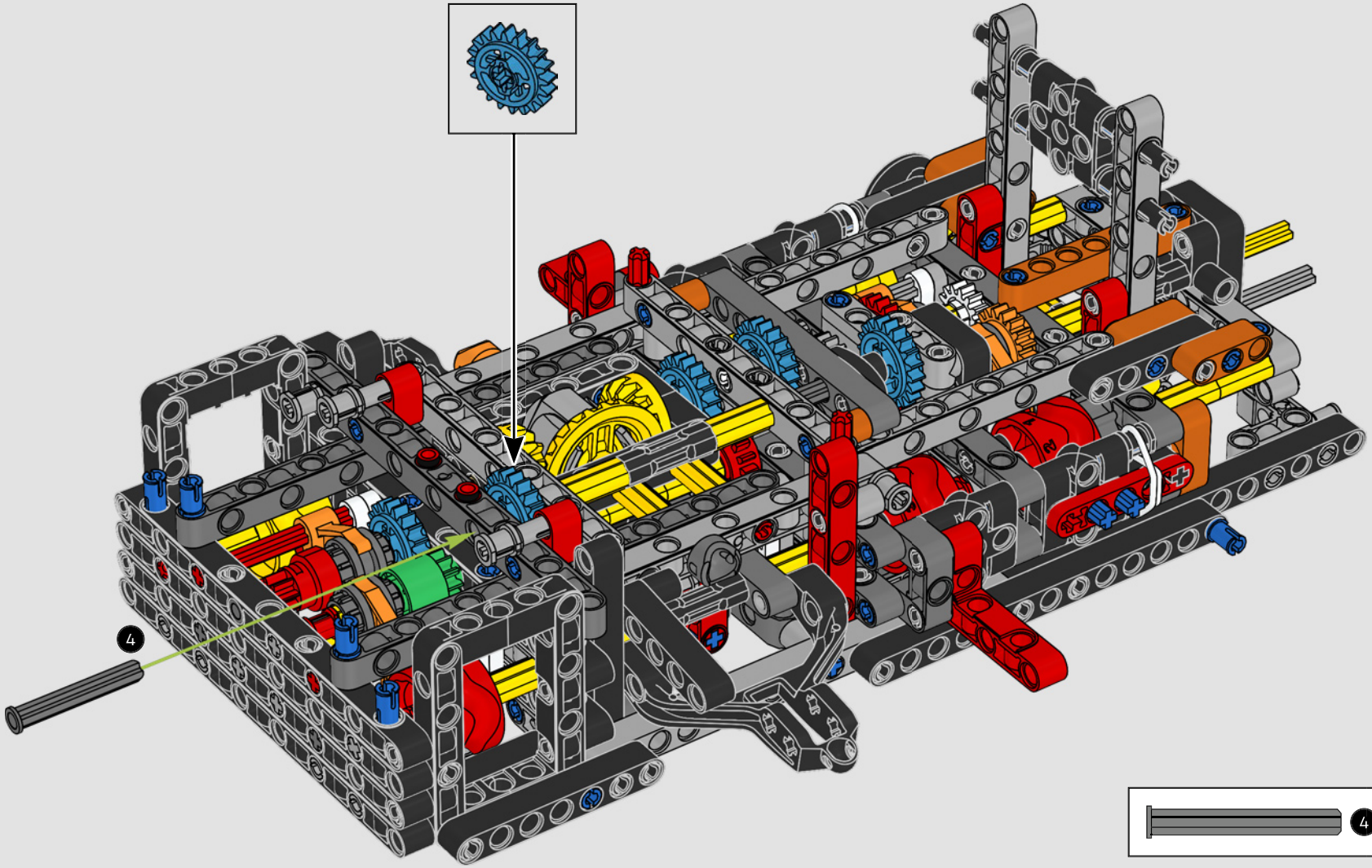

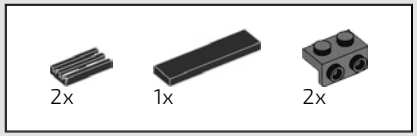

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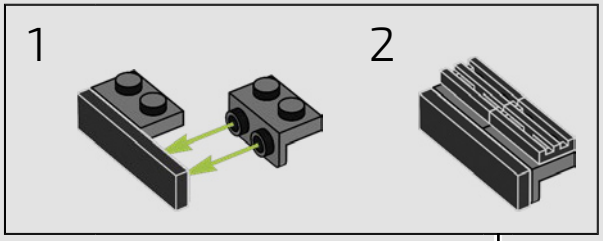

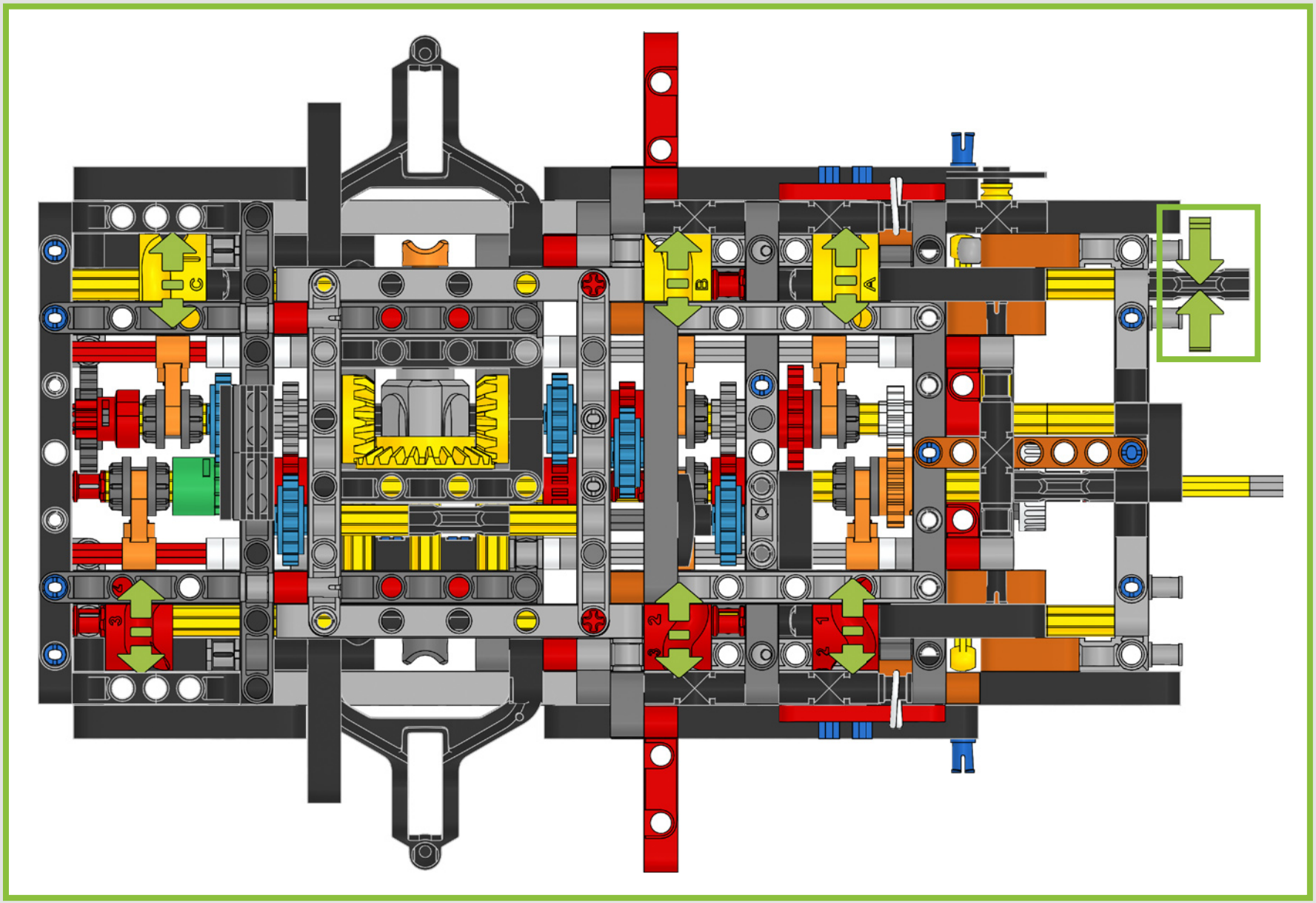
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BOX

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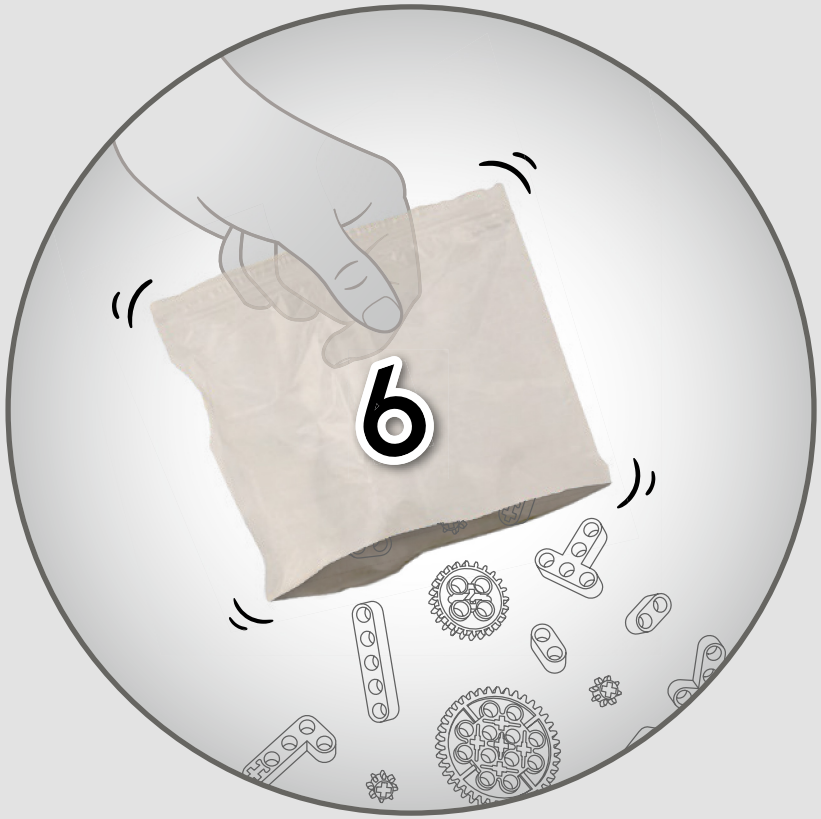
V8 PISTON ENGINE & TWIN TURBOS

V8-KOLBENMOTOR & DOPPELTURBOS

The working V8 piston engine is recreated in minute detail, including the characteristic Koenigsegg Ghost logo. Watch the change in speed as you shift gears.

Der funktionierende V8-Kolbenmotor ist bis ins kleinste Detail nachgebildet, einschließlich des charakteristischen Koenigsegg Ghost-Logos. Beobachte die Geschwindigkeitsänderung beim Schalten.

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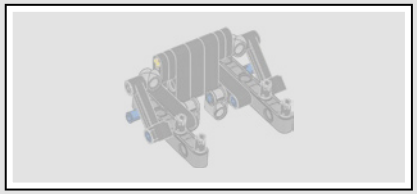

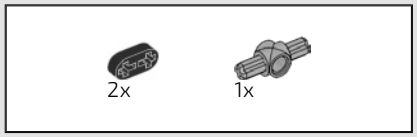

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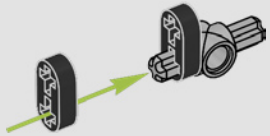

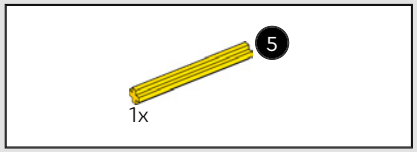

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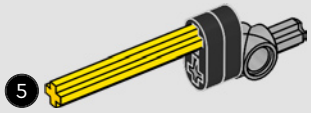

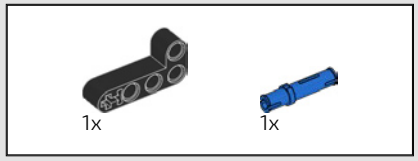

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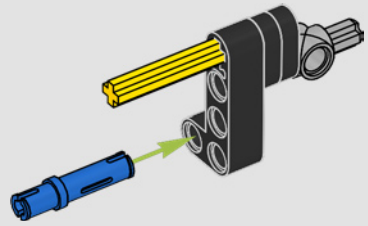

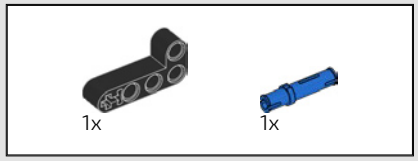

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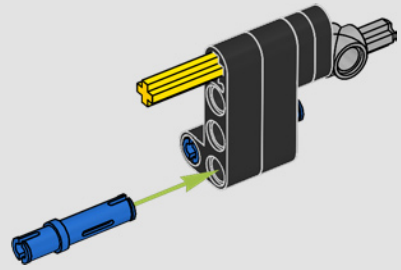



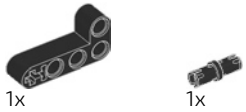

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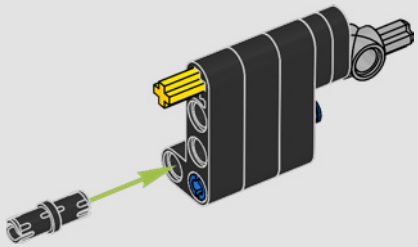

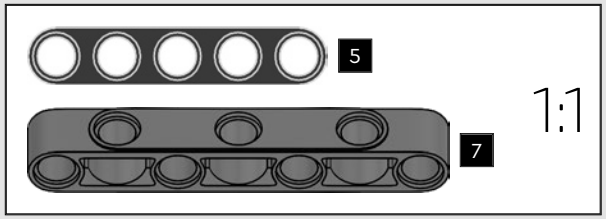

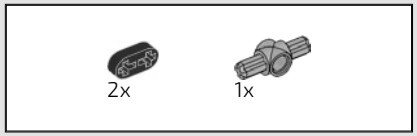

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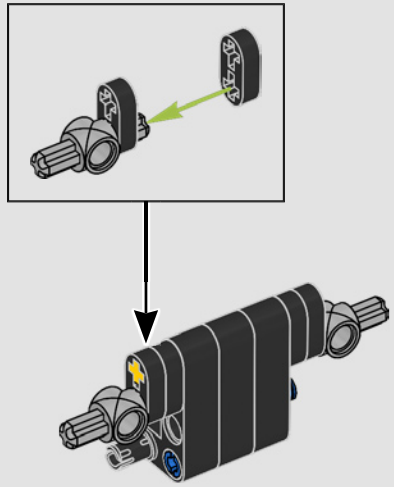

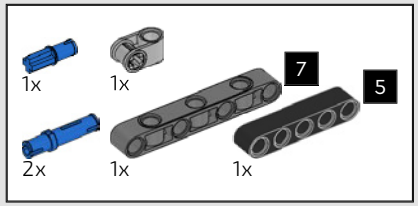

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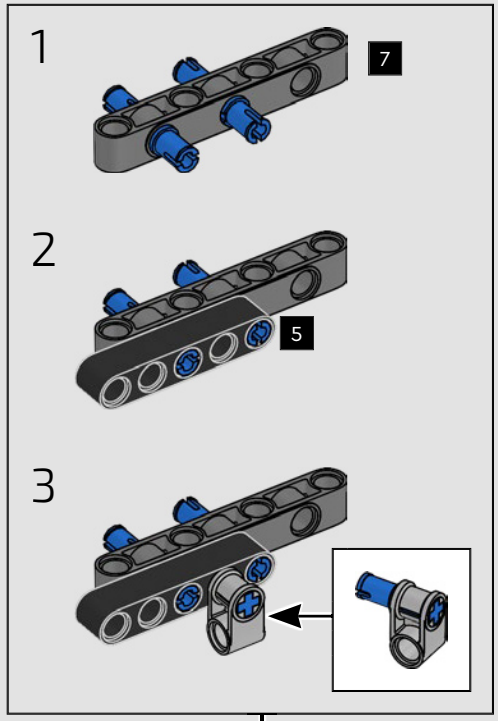

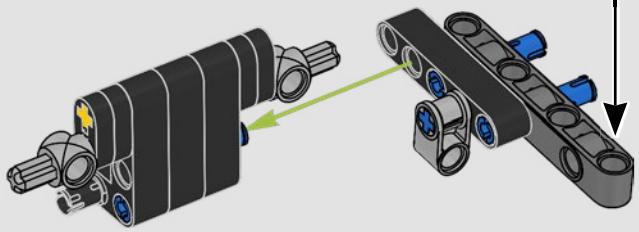

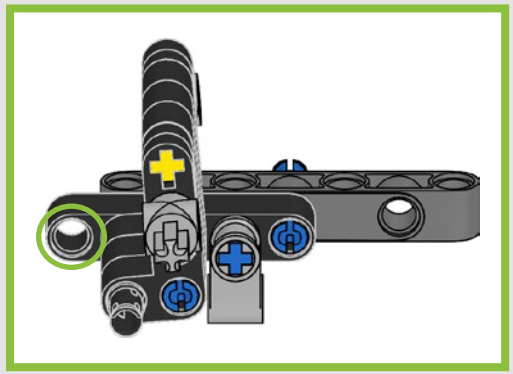

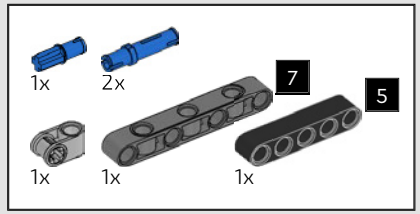

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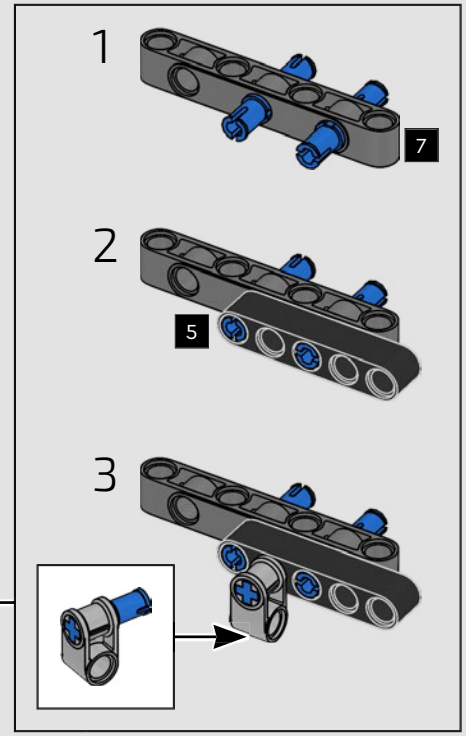

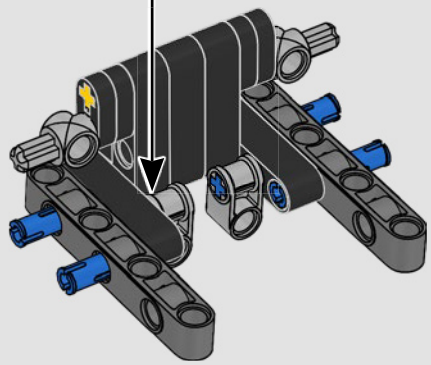


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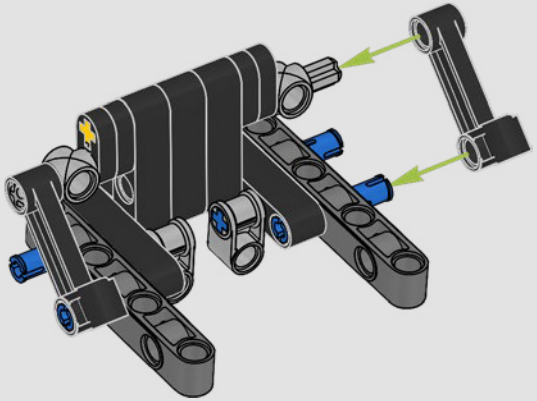


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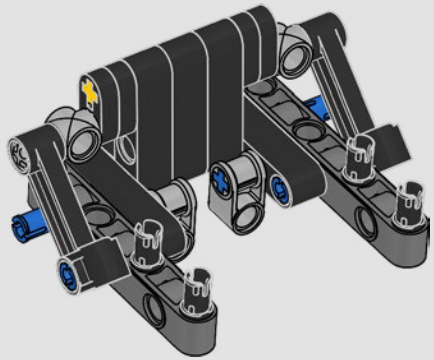

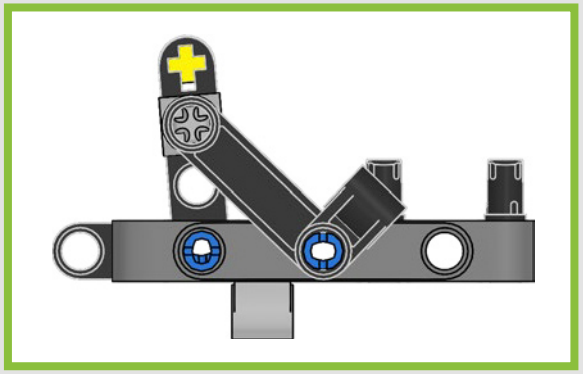

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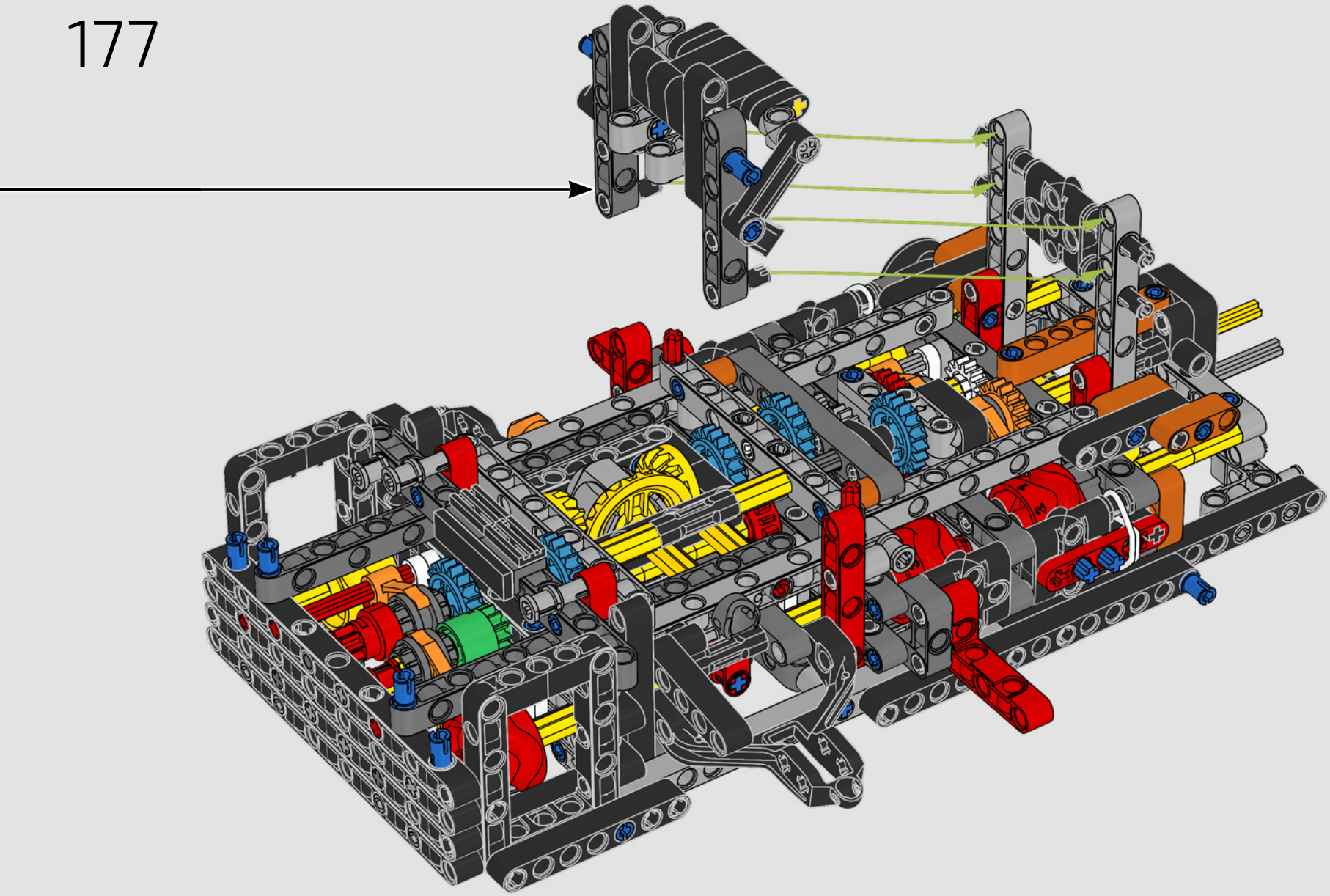

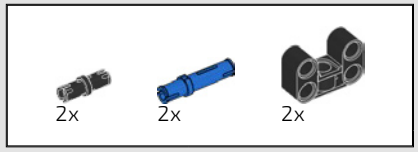

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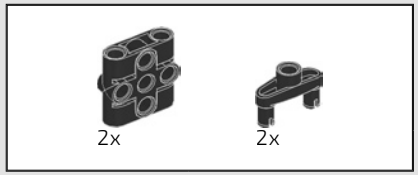

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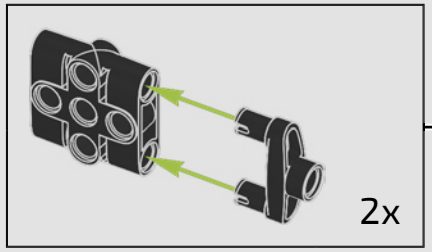

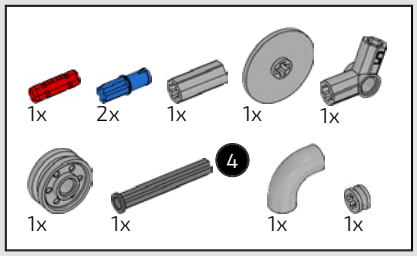

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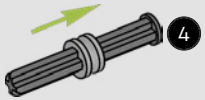

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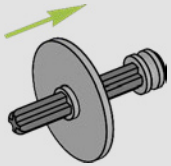

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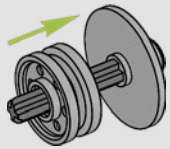

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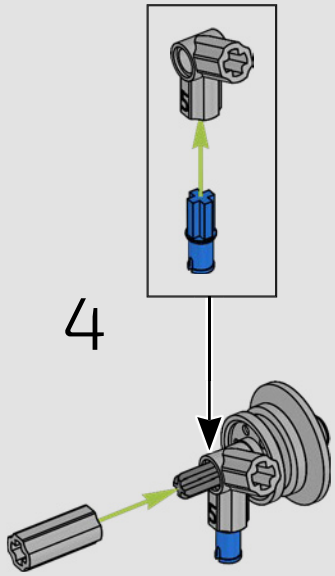

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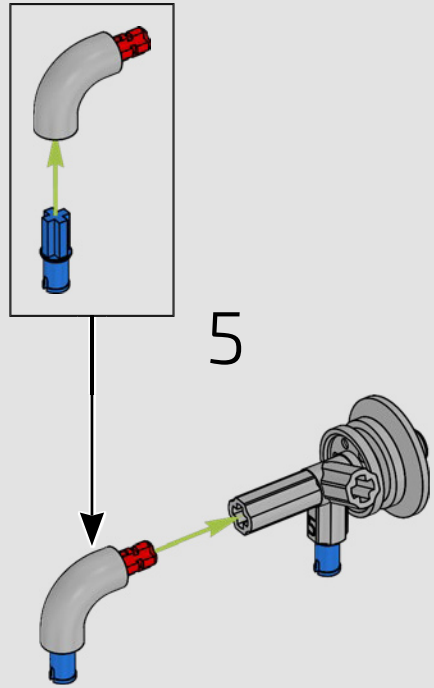

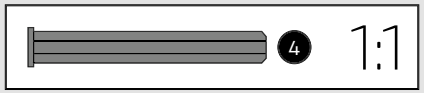

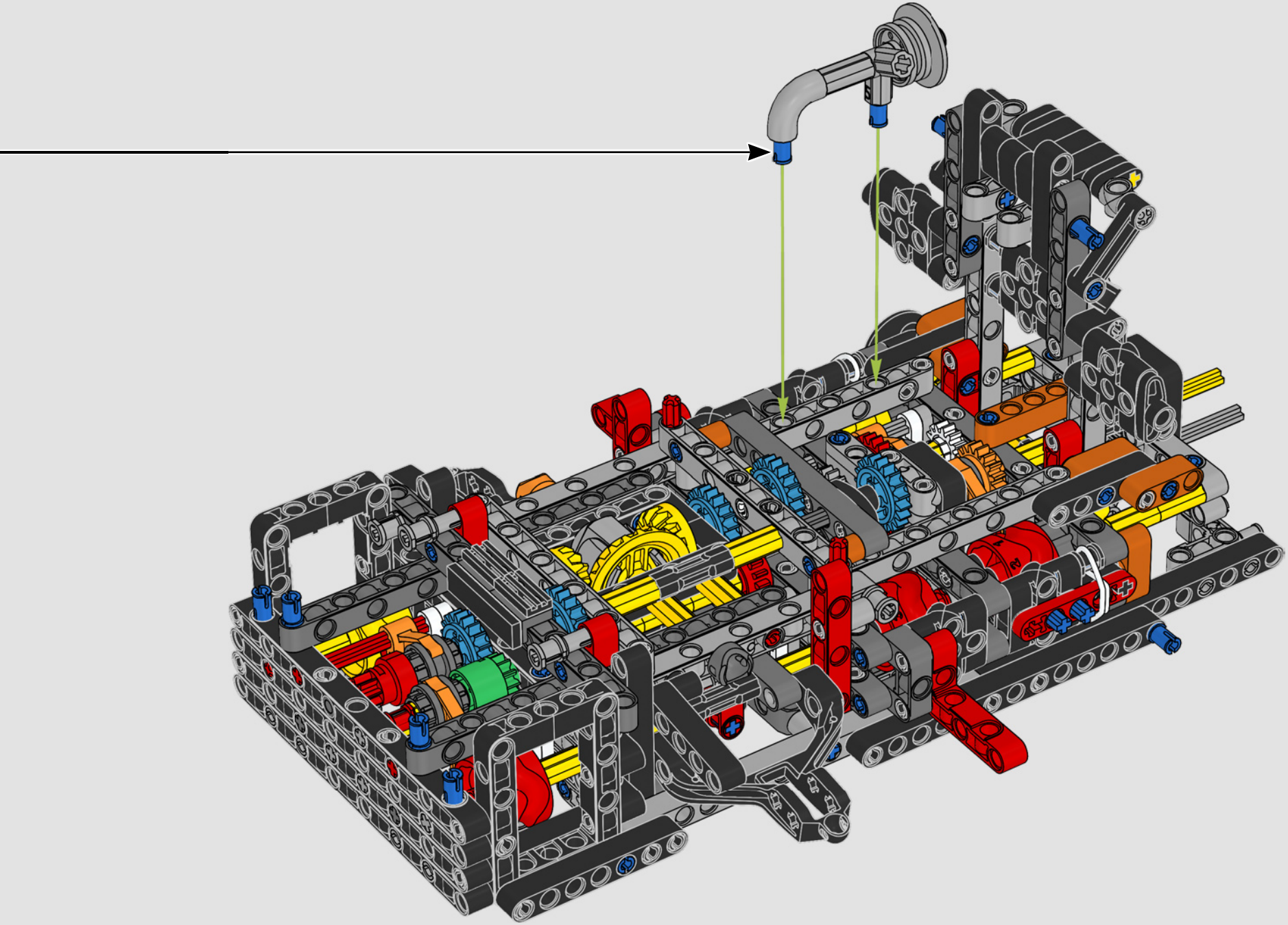

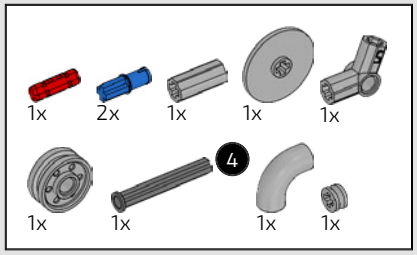

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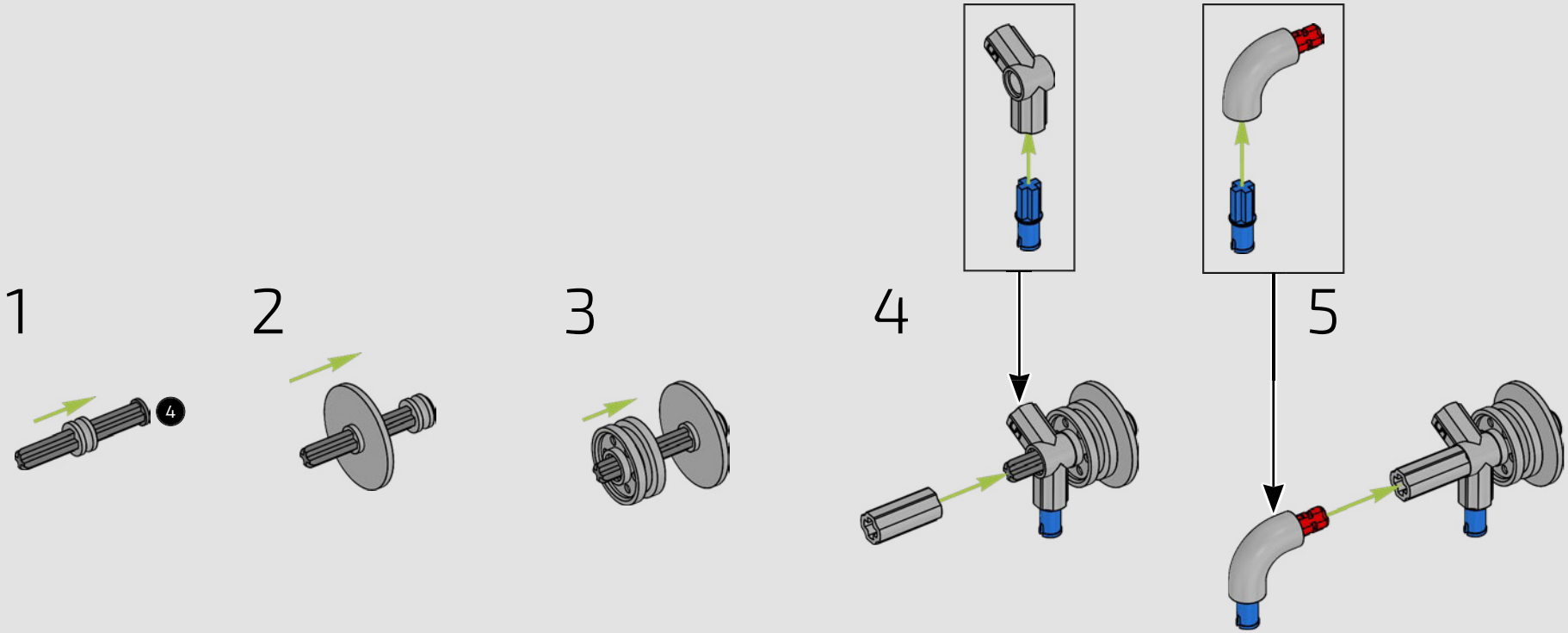

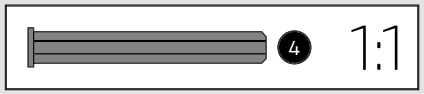

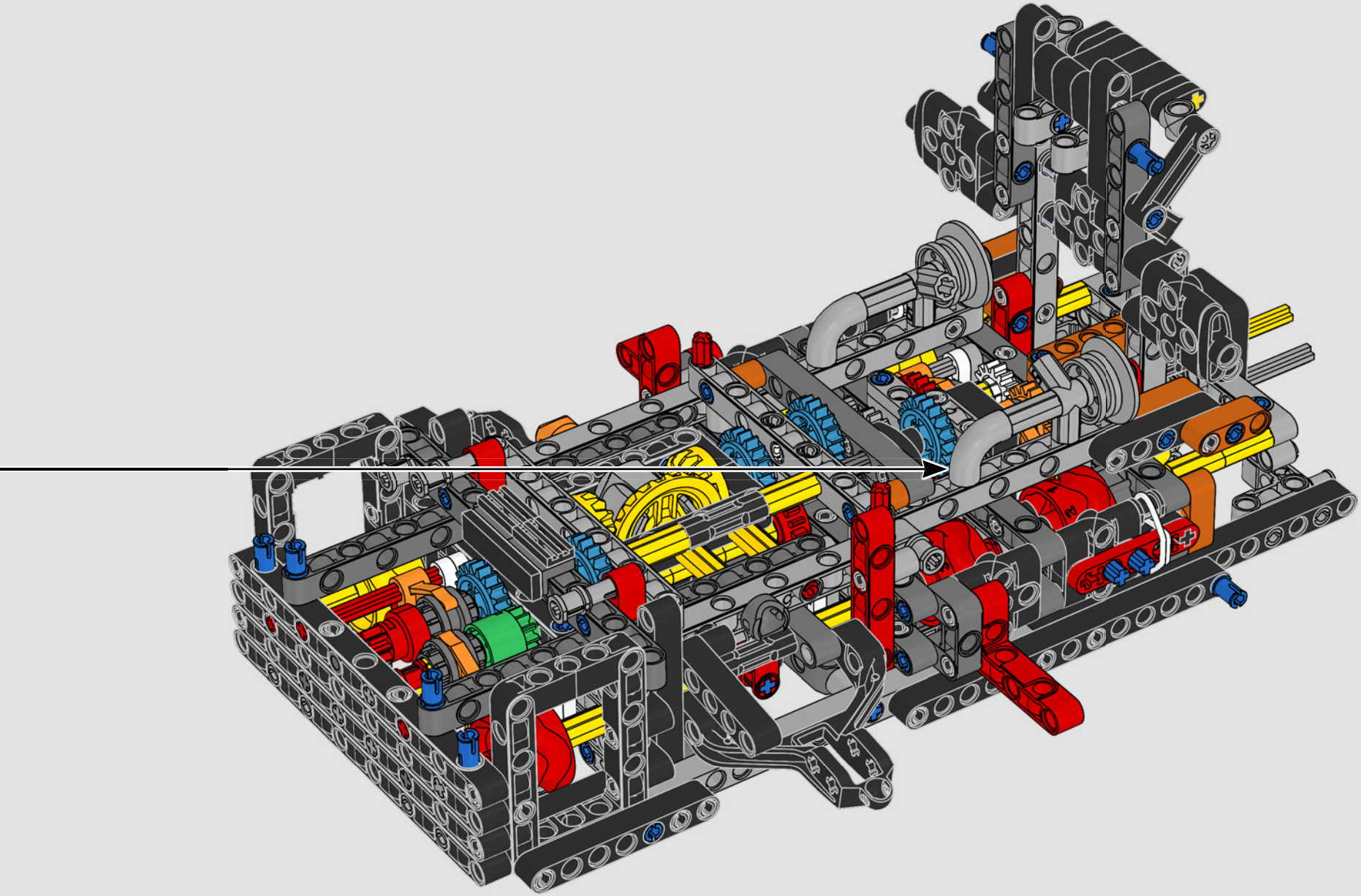

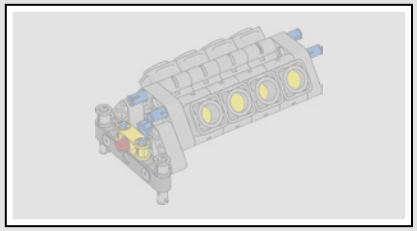

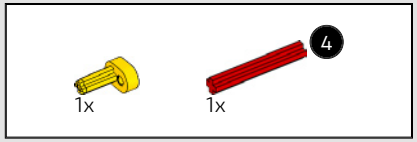

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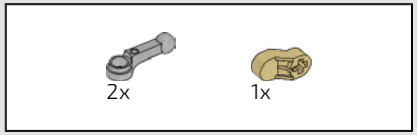

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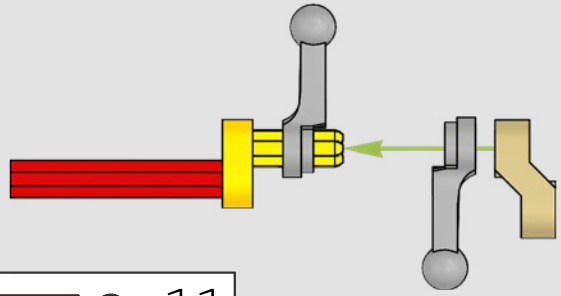

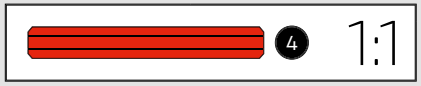

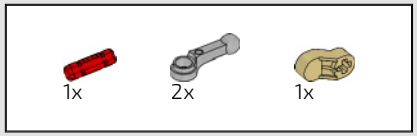

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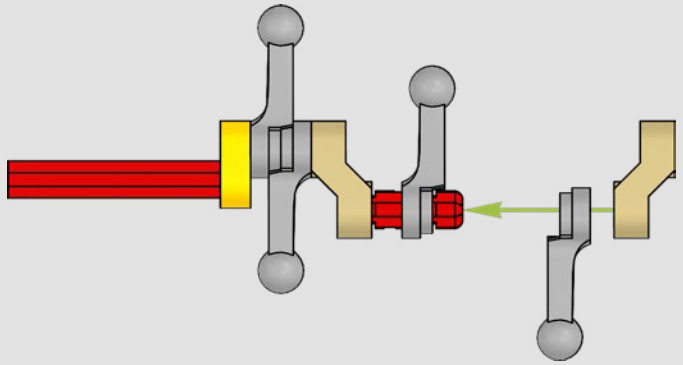

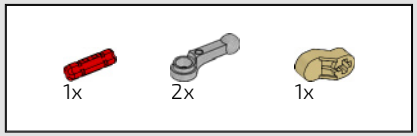

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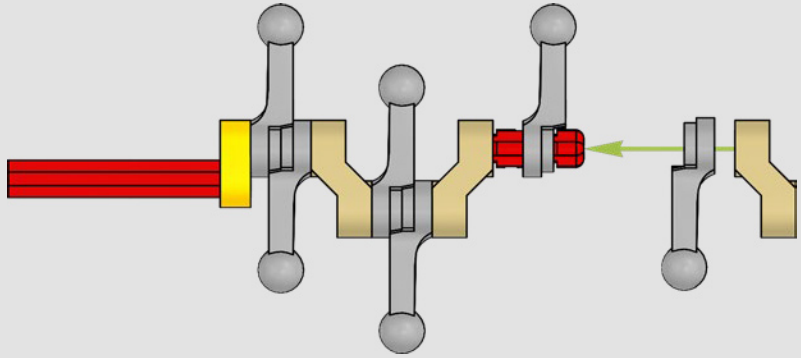



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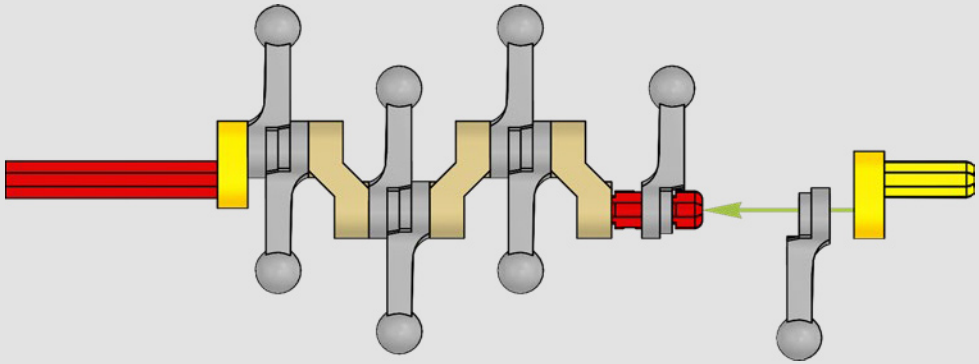

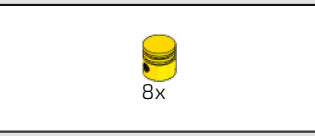

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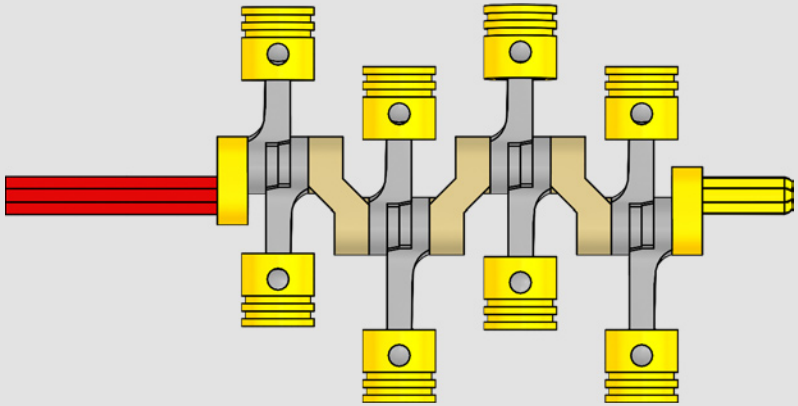

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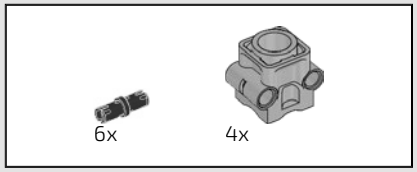

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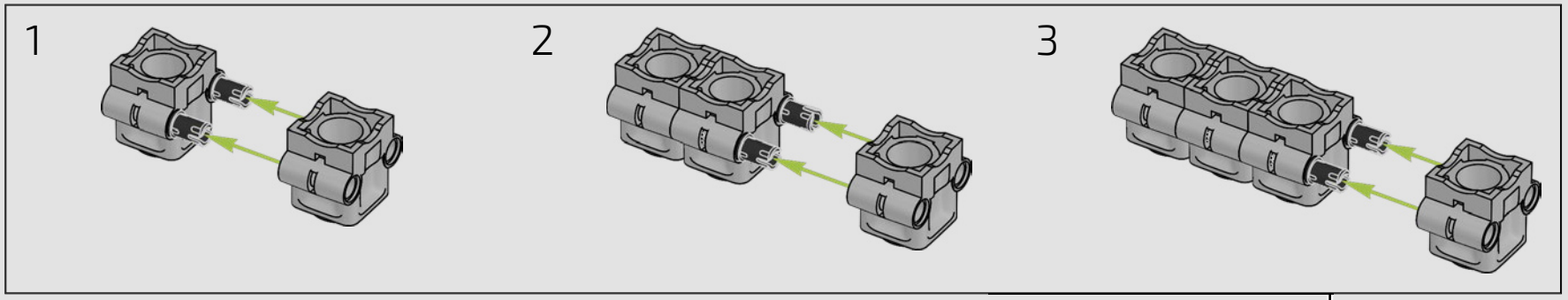

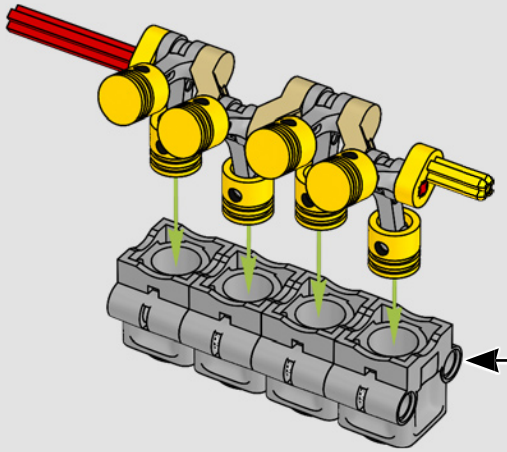

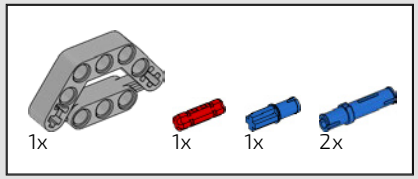

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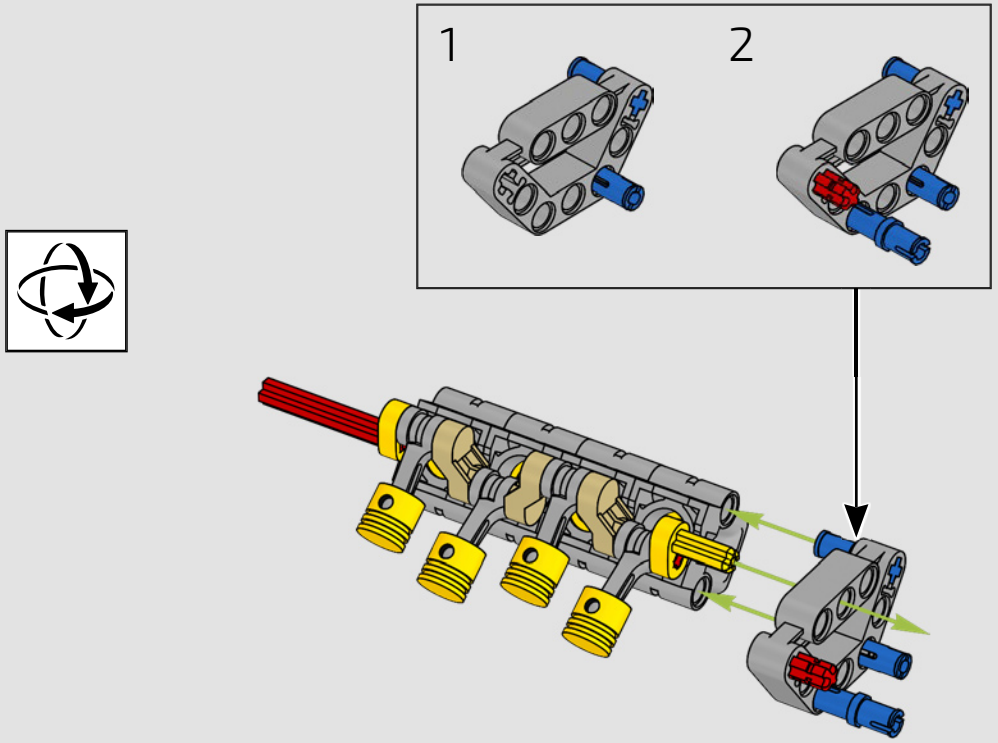

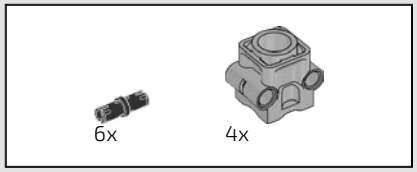

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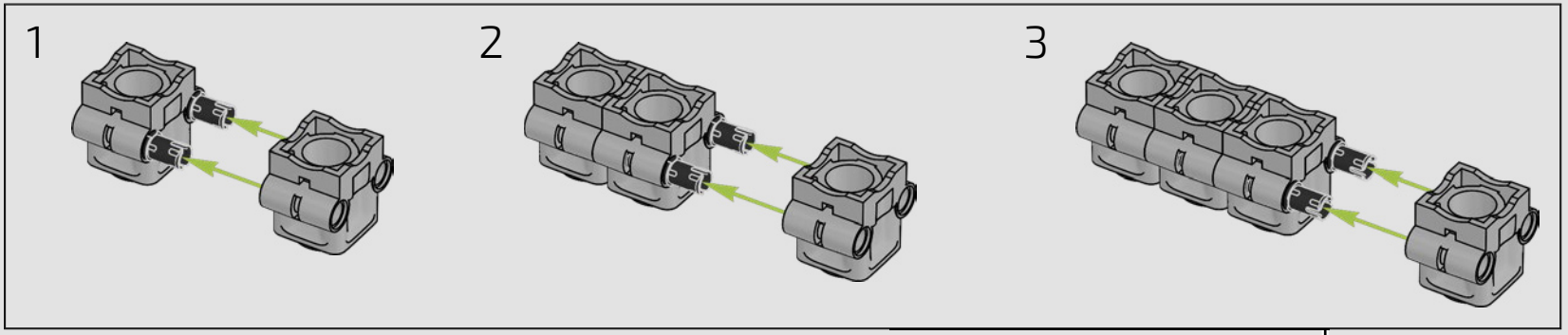

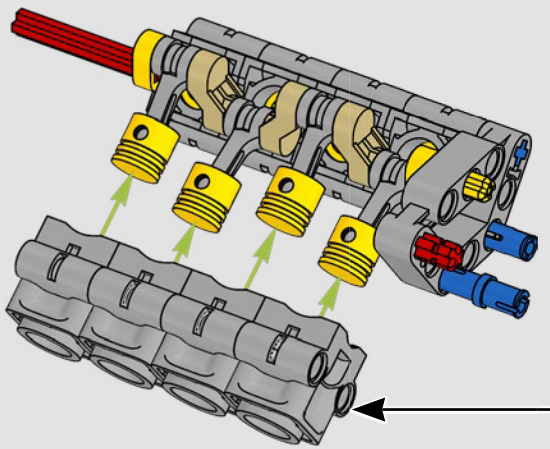

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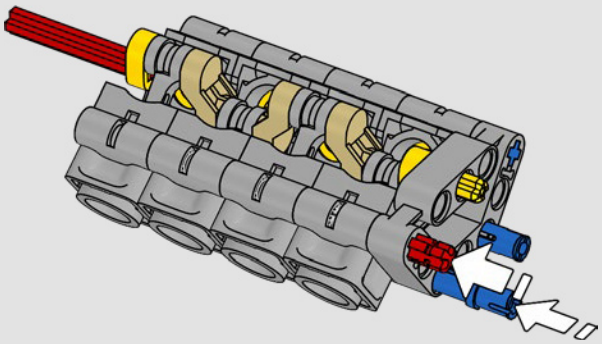

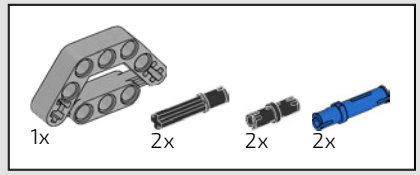

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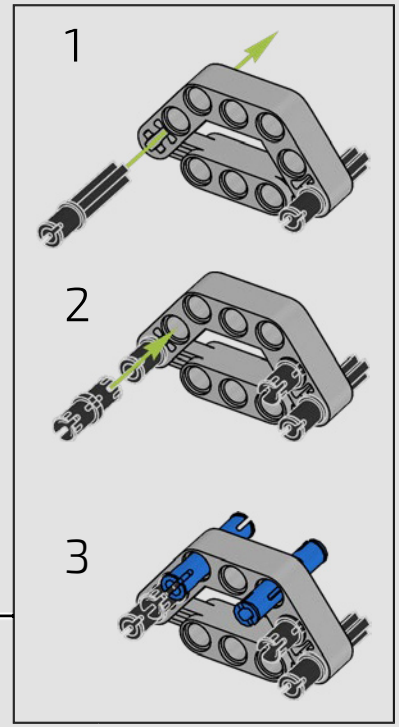



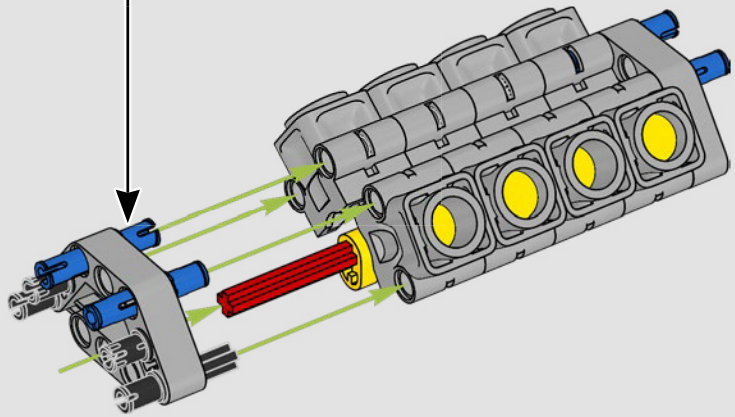

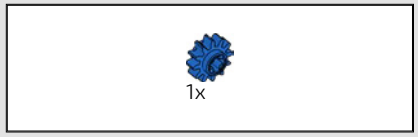

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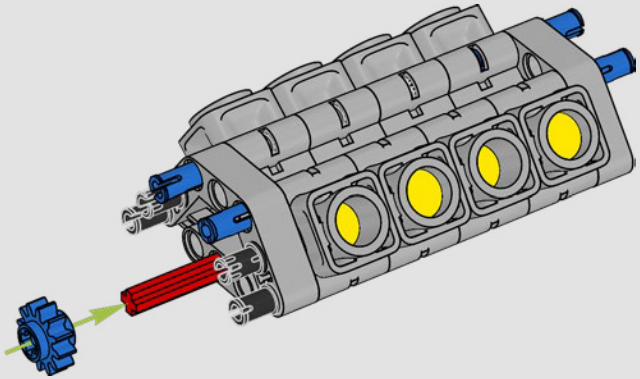

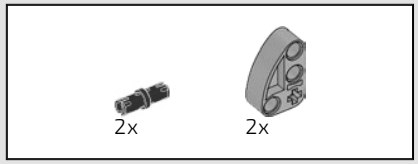

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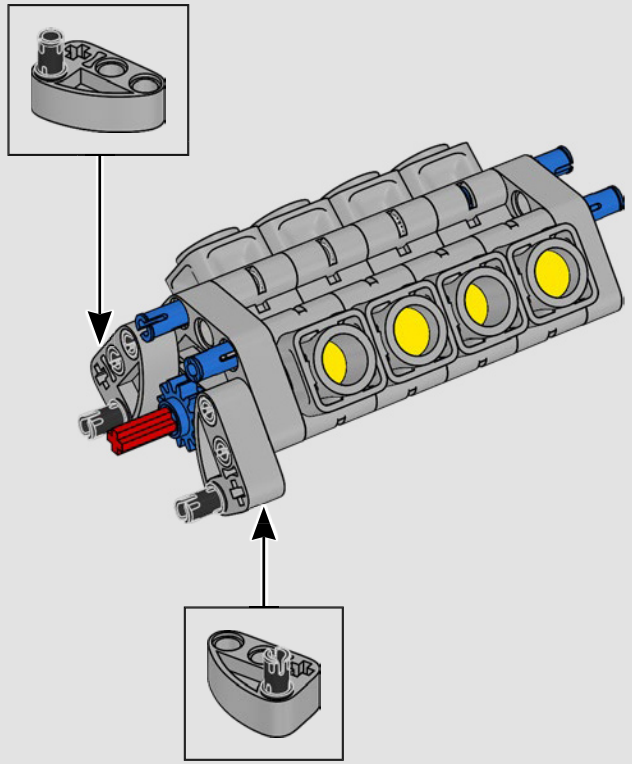

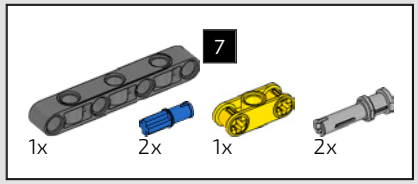

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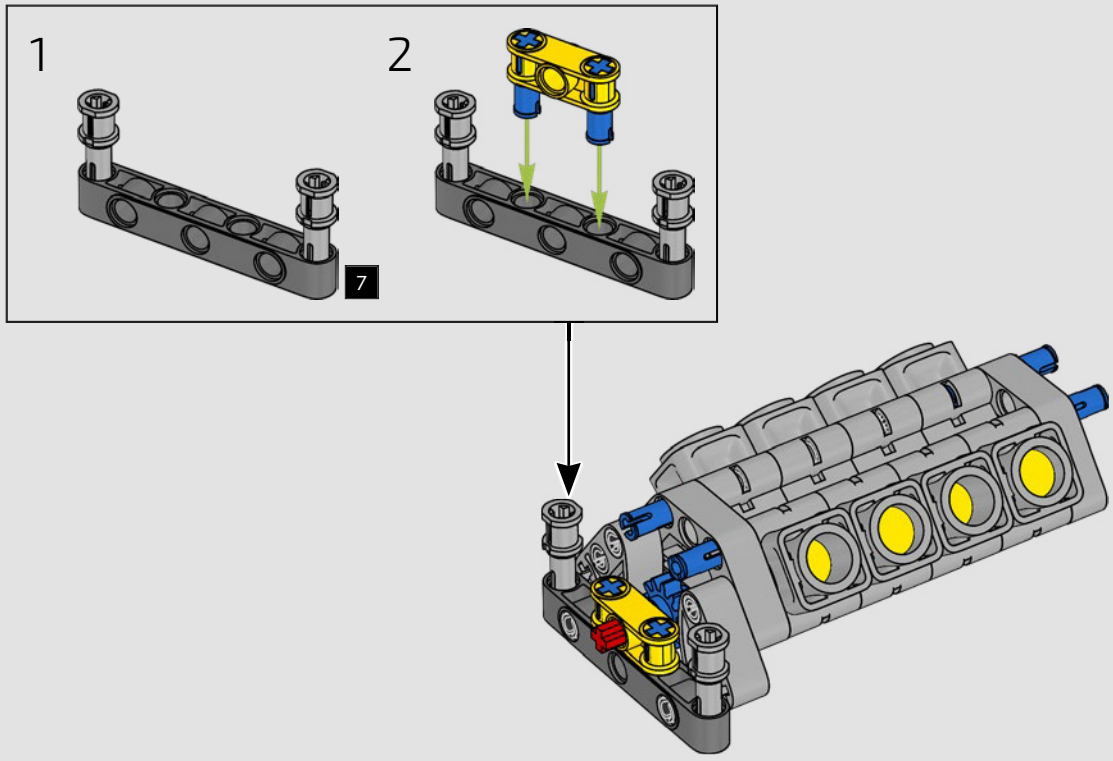

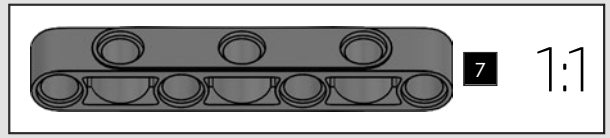

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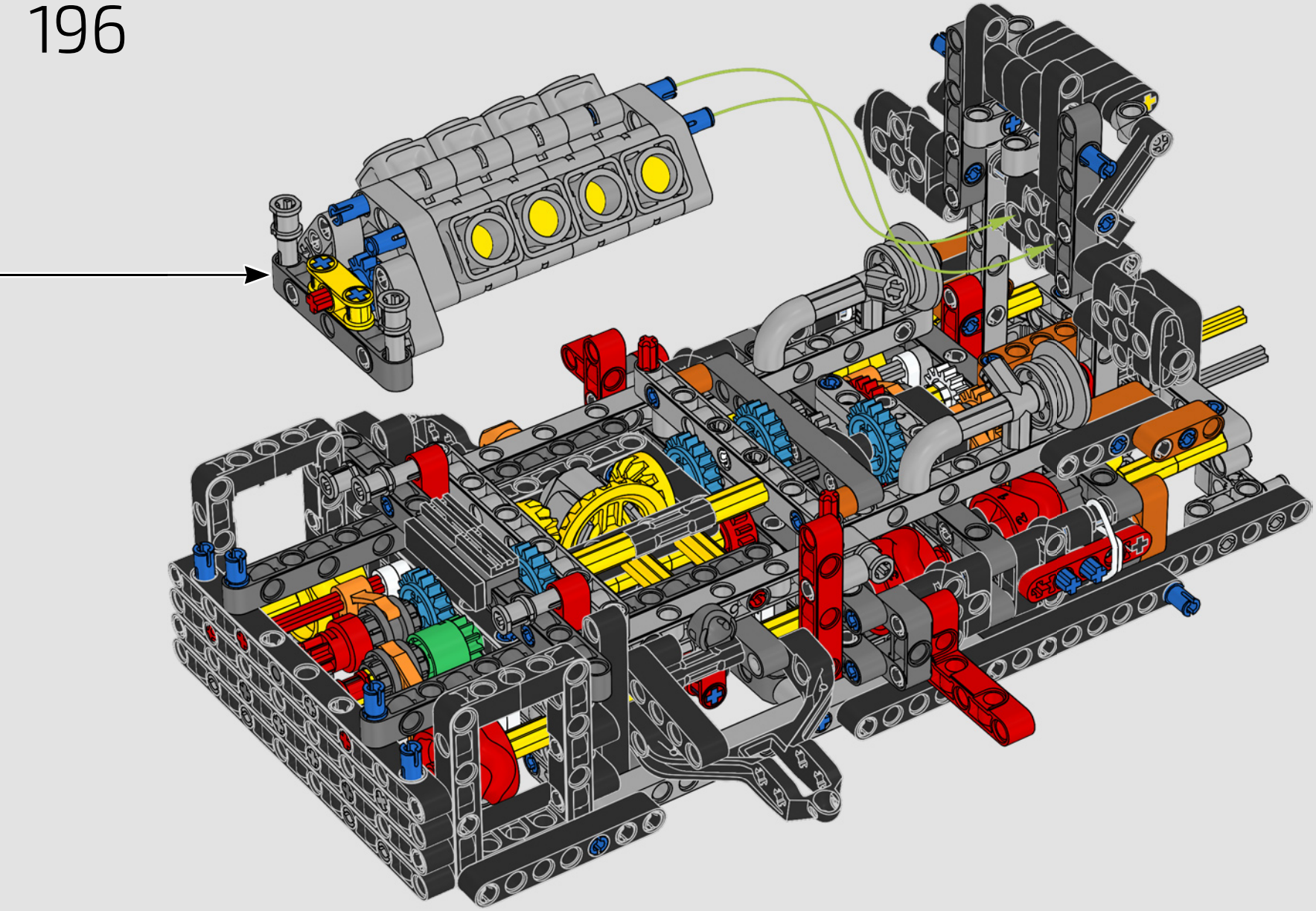

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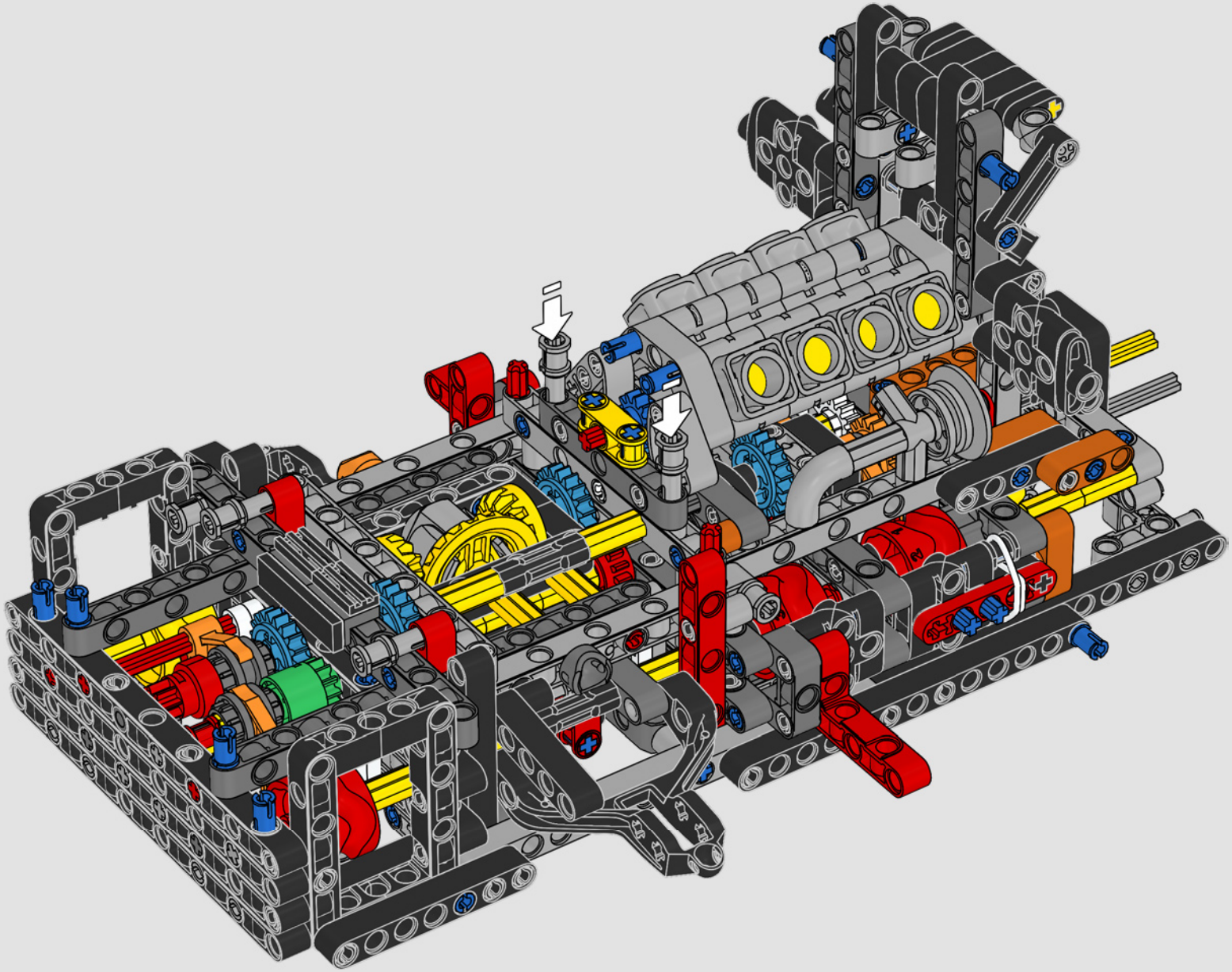

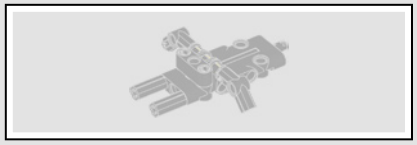

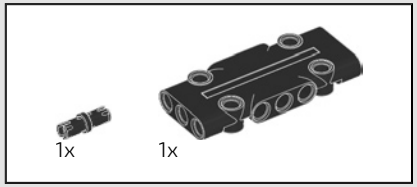

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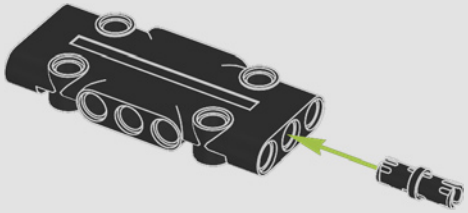

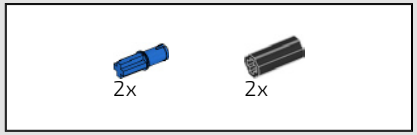

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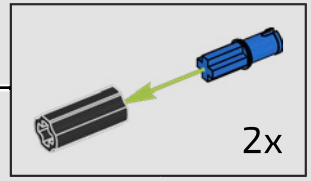

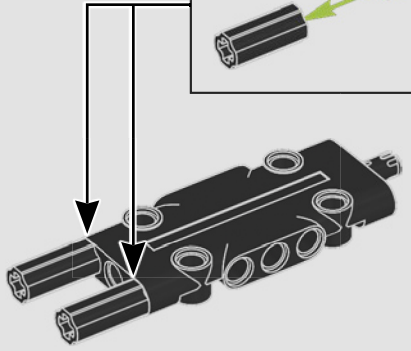

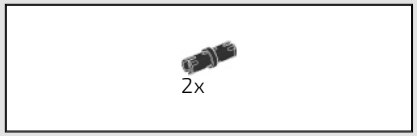

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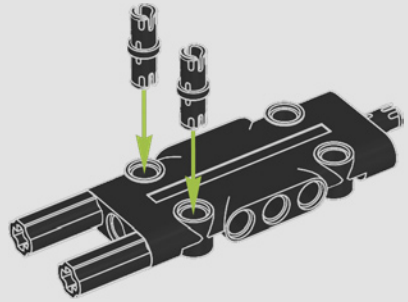

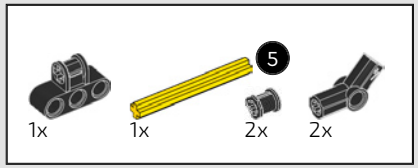

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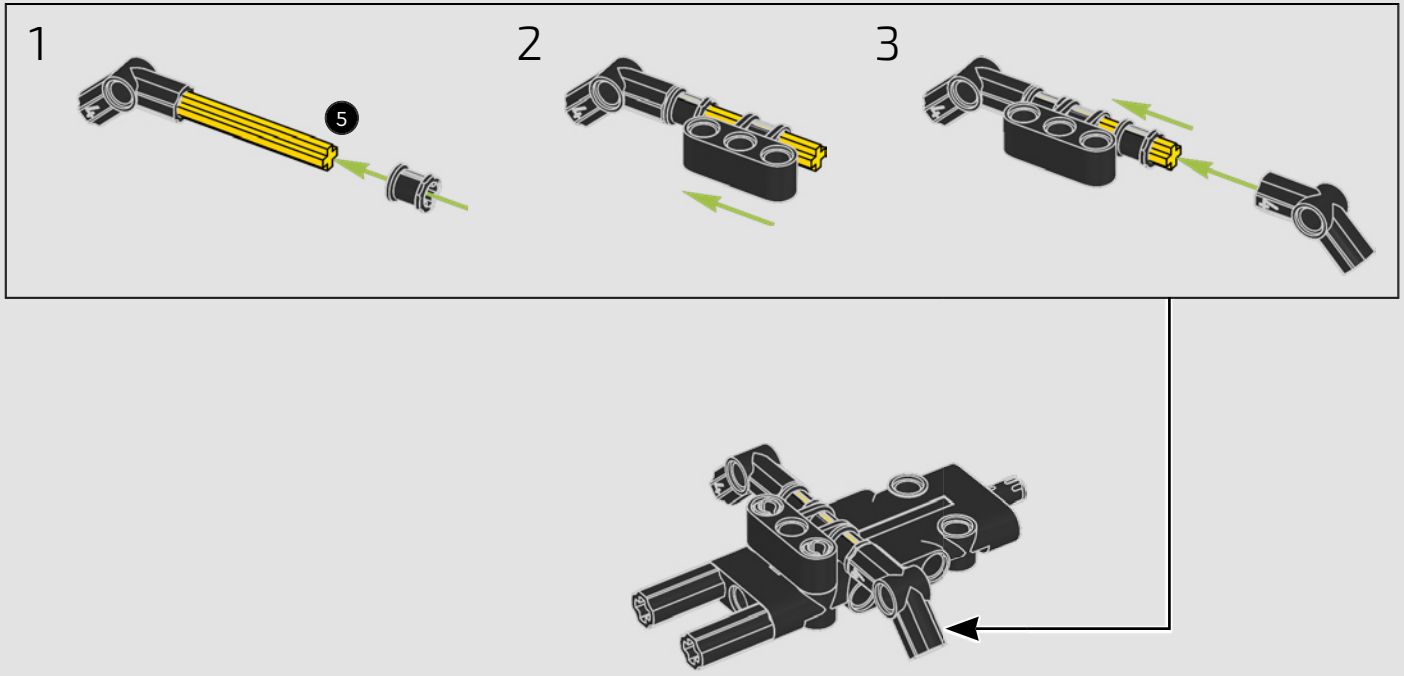



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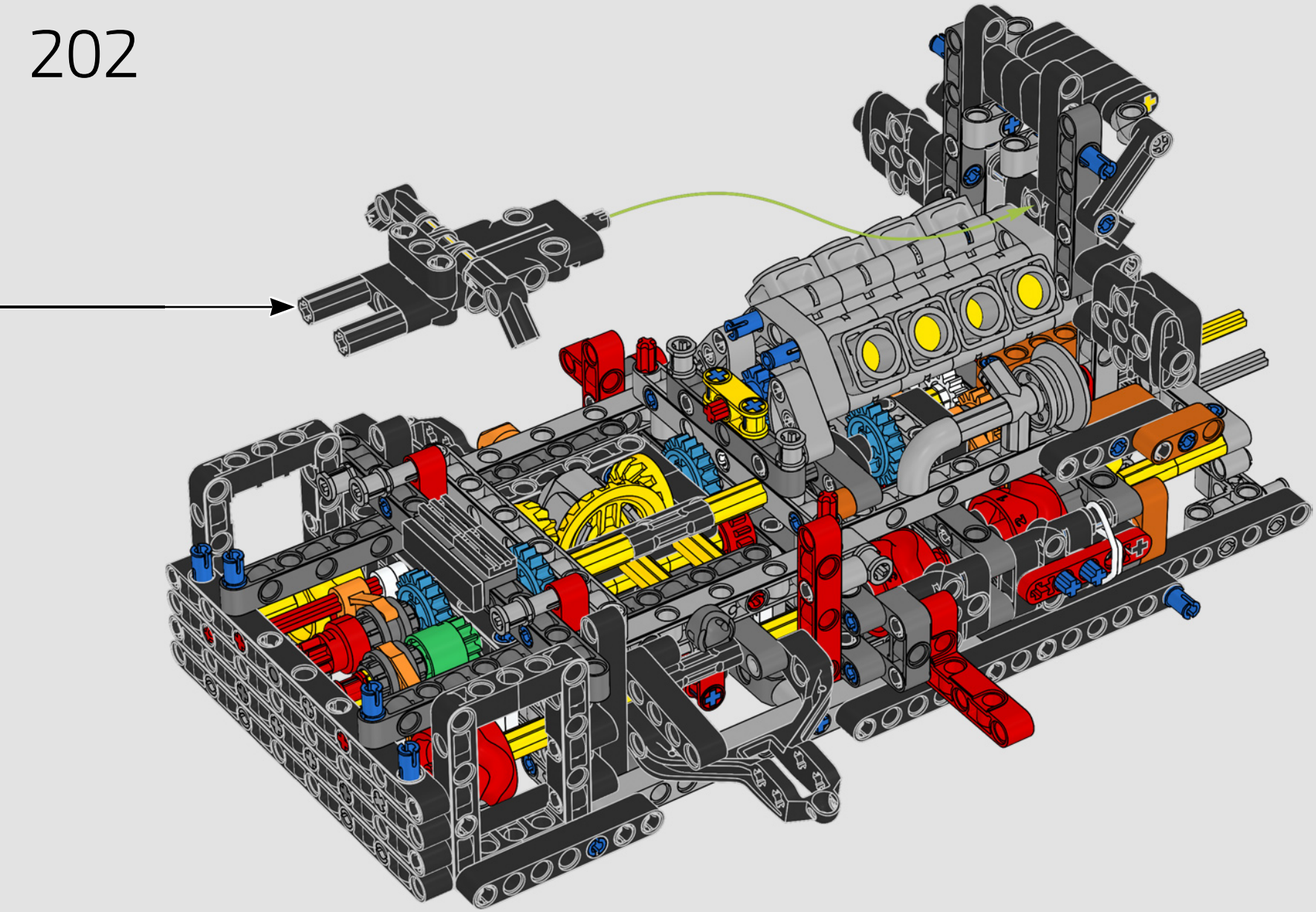

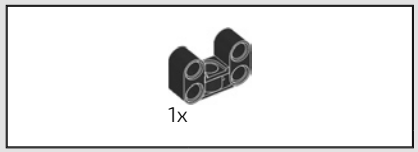

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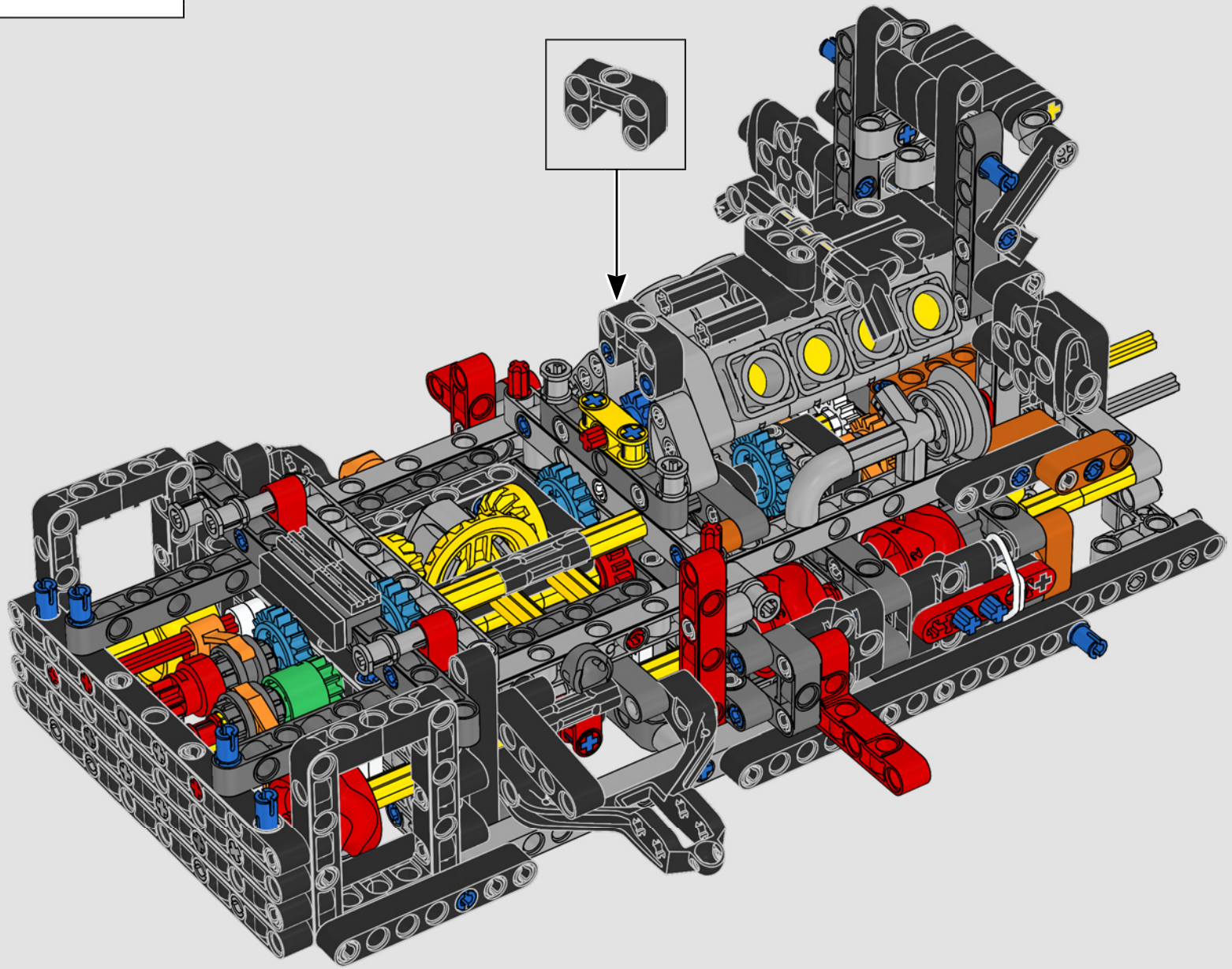

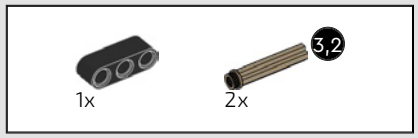

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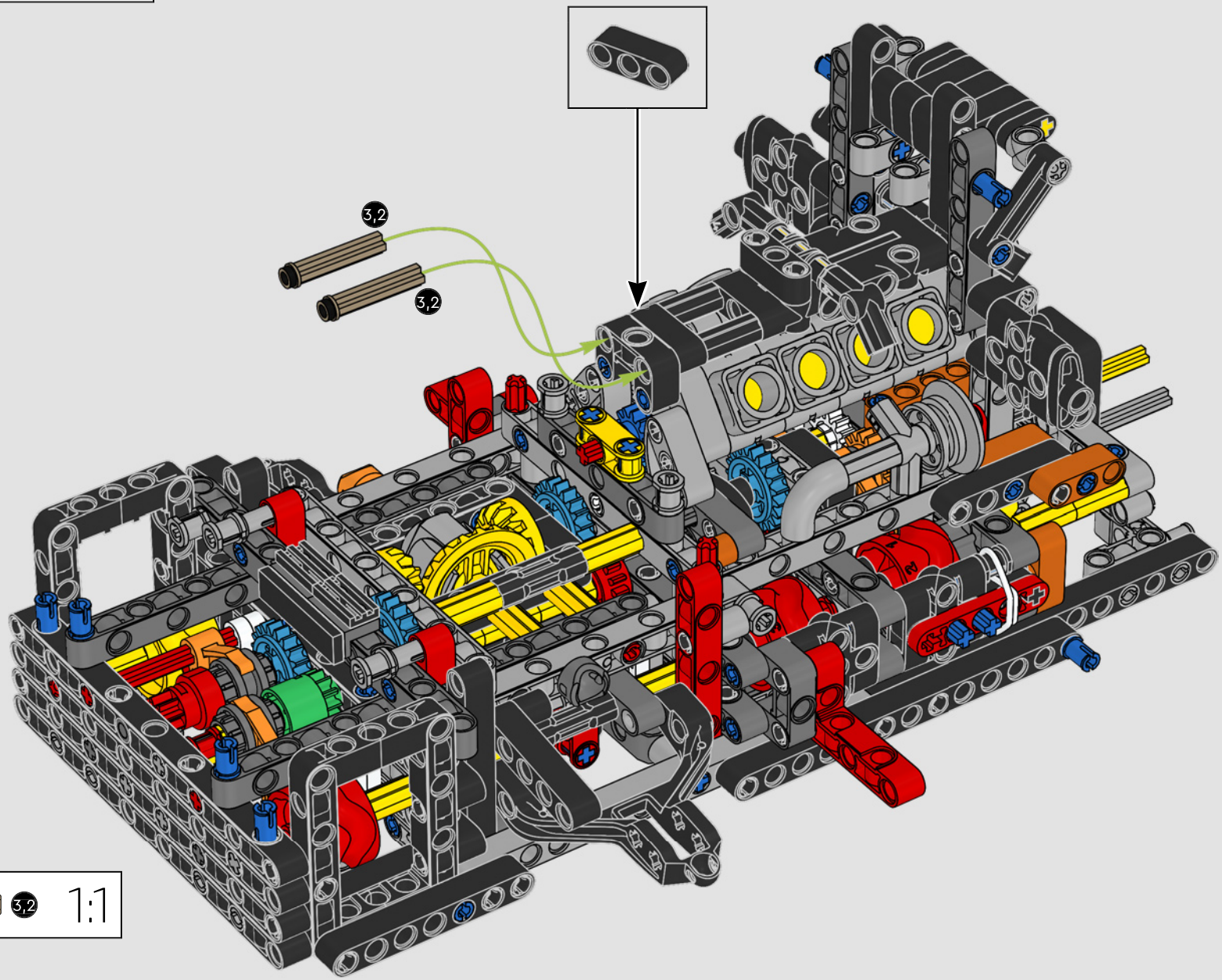

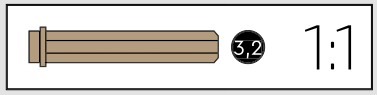

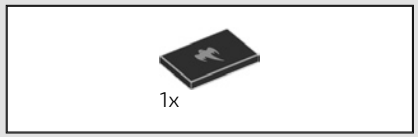

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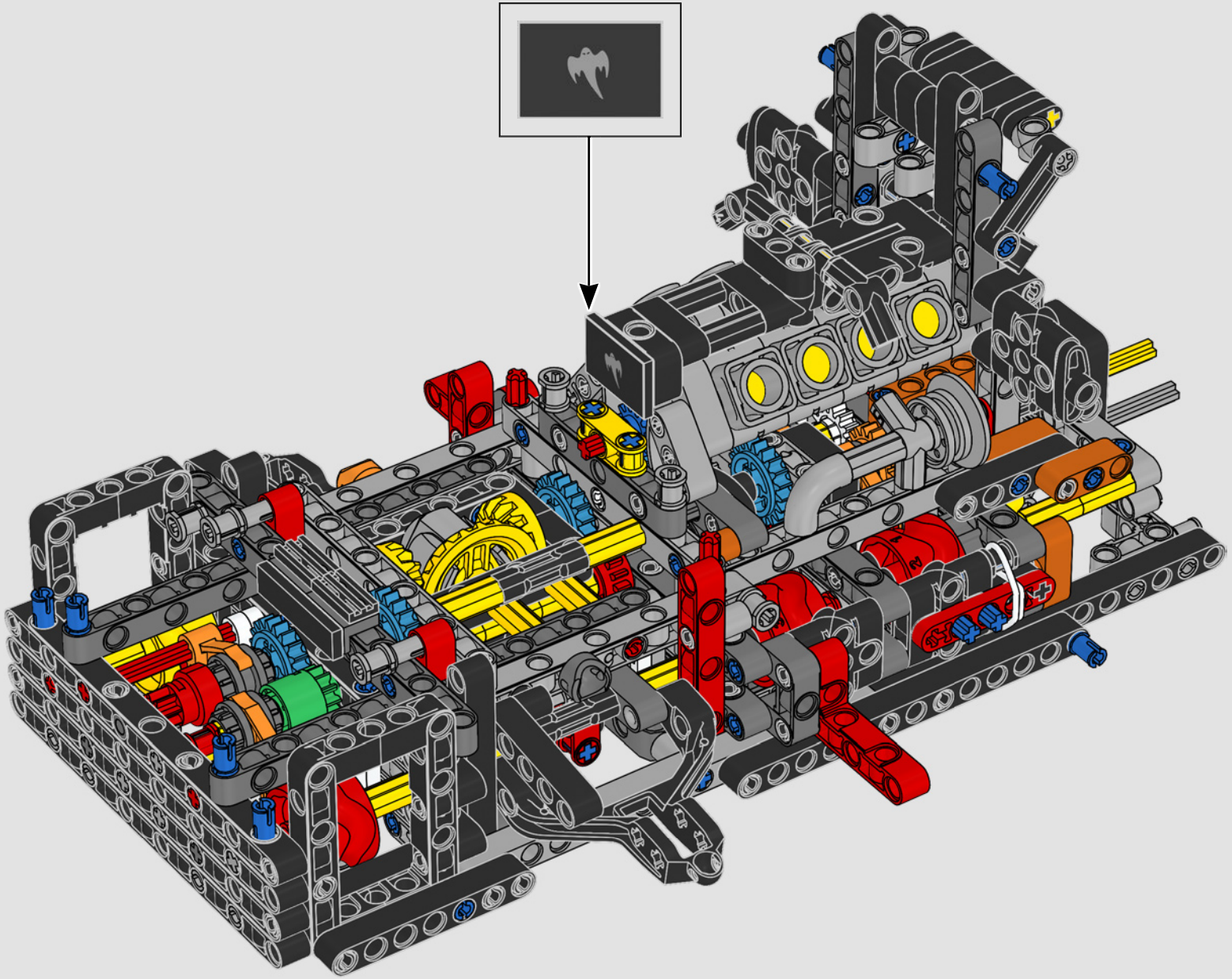


BOX

1 2 3

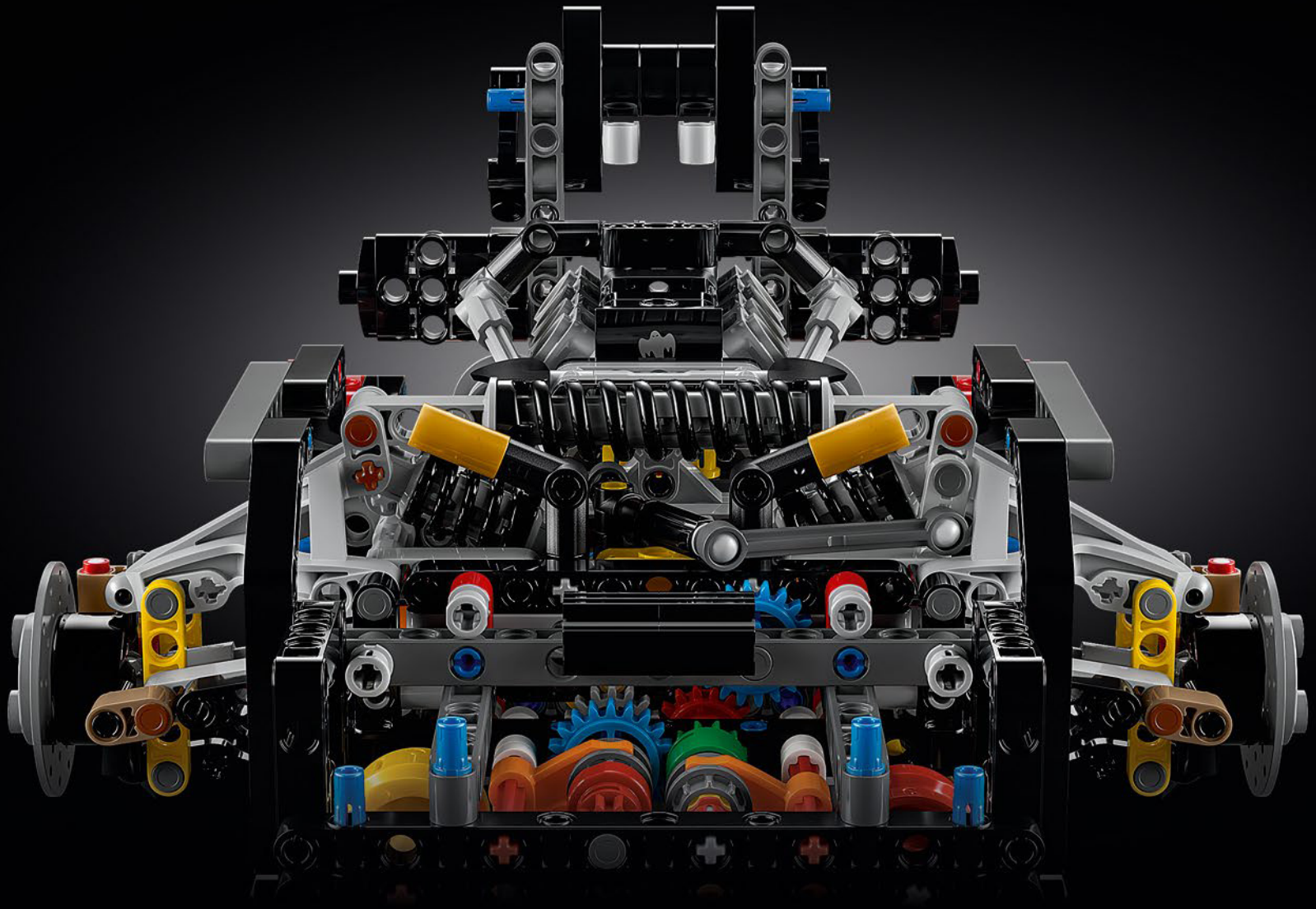


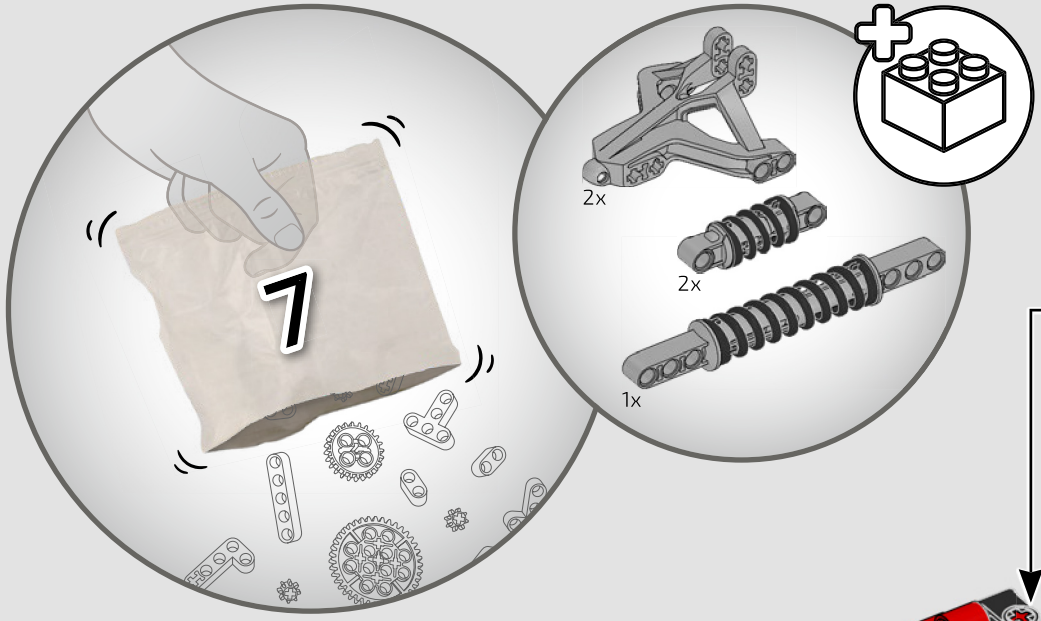
TRIPLEX SUSPENSION

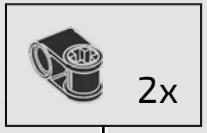
TRIPLEX-FEDERUNG

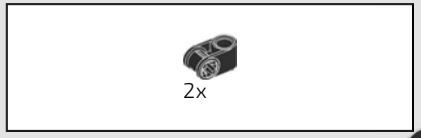
The real car has a Triplex Suspension system on the front and rear subframe. In this model, we've used three shock absorbers (one long, two short) for the front and the rear. Four new wishbone elements are connected to these shock absorbers and the wheels.

Das echte Auto verfügt über ein Triplex-Federungssystem am vorderen und hinteren Hilfsrahmen. In diesem Modell haben wir drei Stoßdämpfer (einen langen und zwei kurze) für die Vorder- und Hinterachse verwendet. Vier neue Querlenkerelemente sind mit diesen Stoßdämpfern und den Rädern verbunden.









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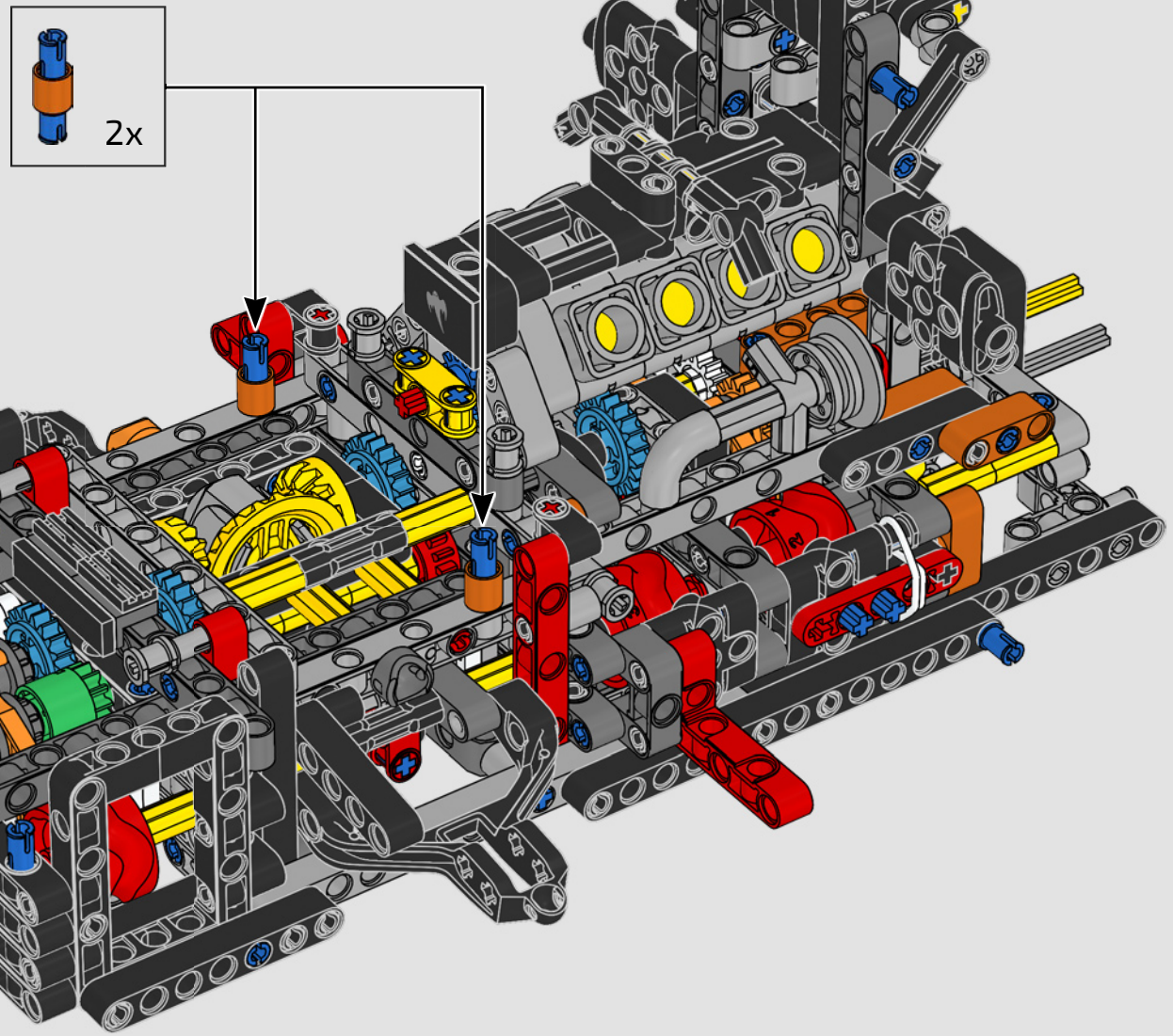

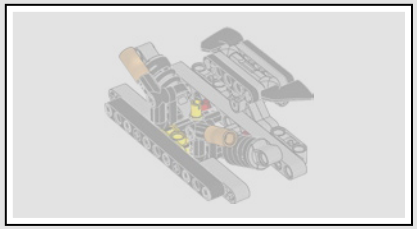

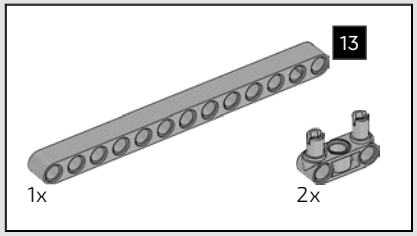

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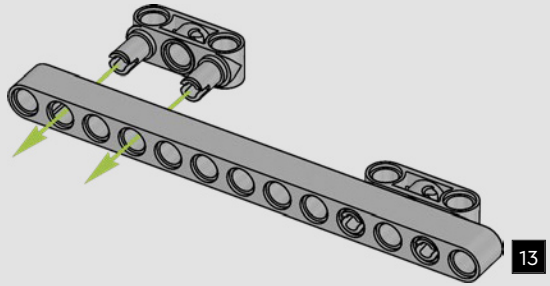

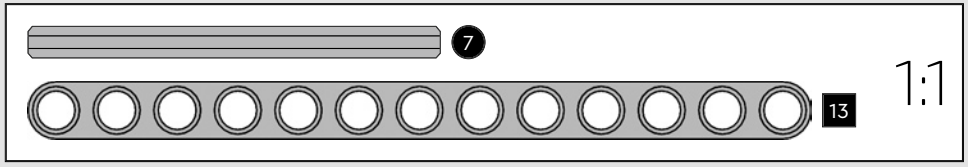

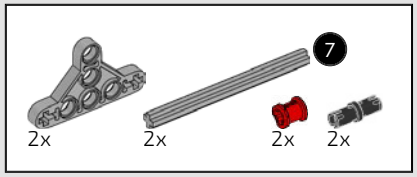

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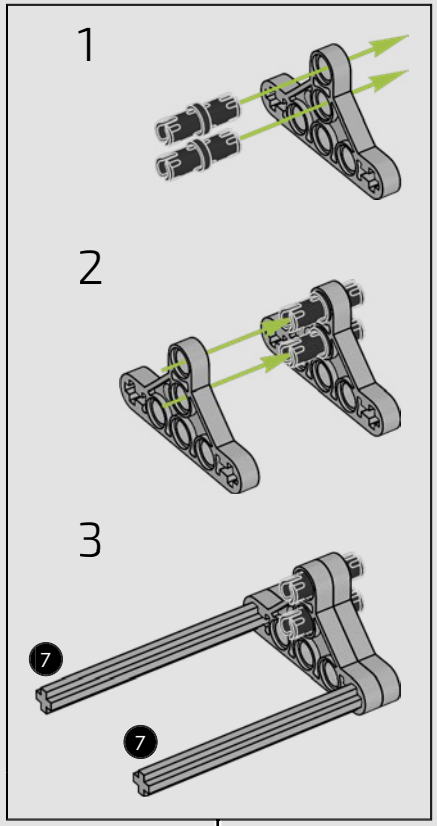

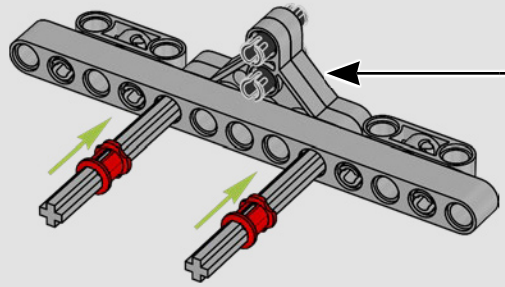

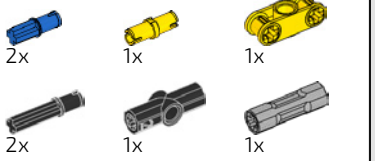

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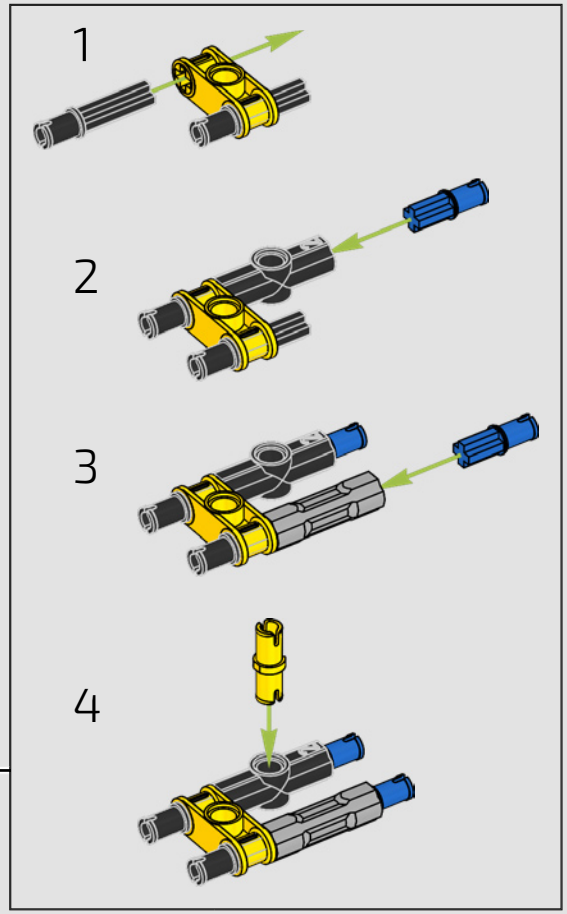

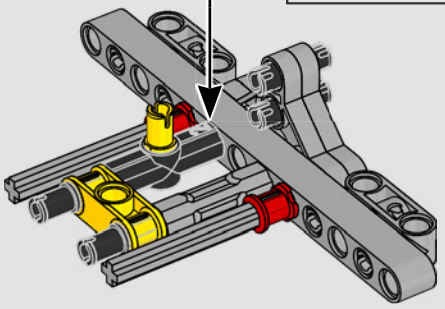

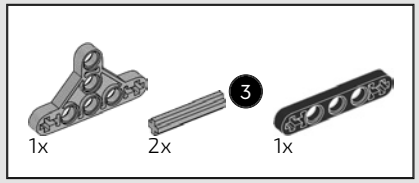

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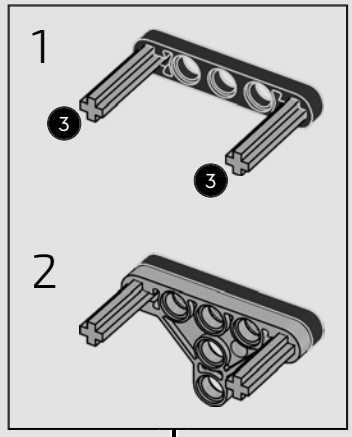

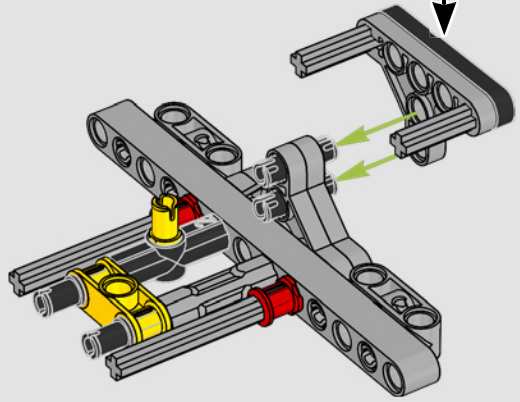

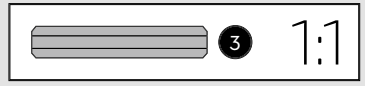

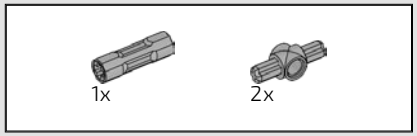

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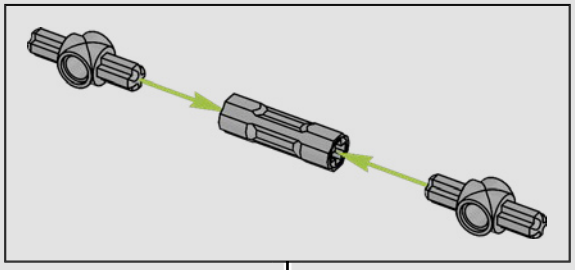

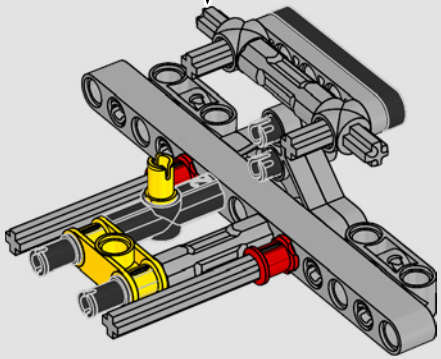

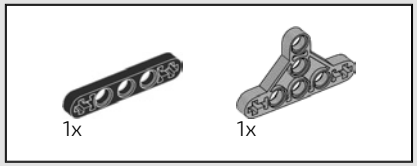

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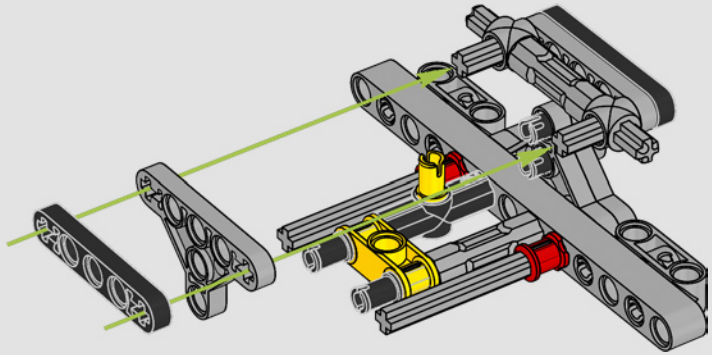

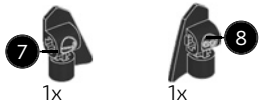

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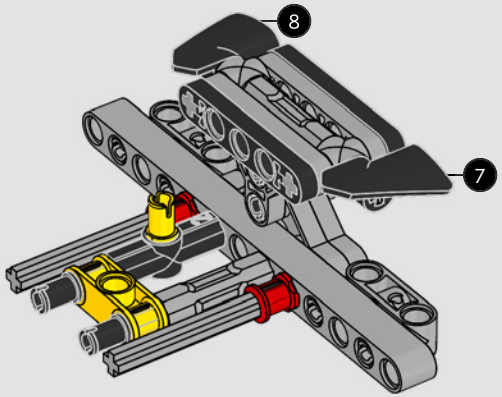

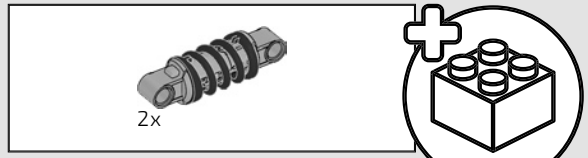

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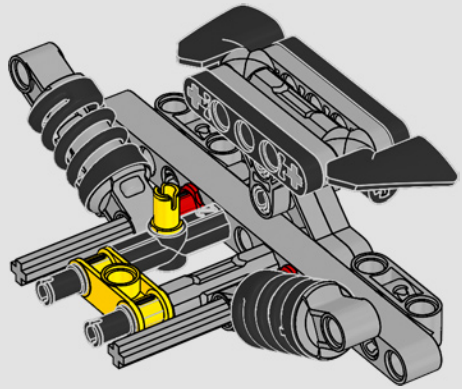



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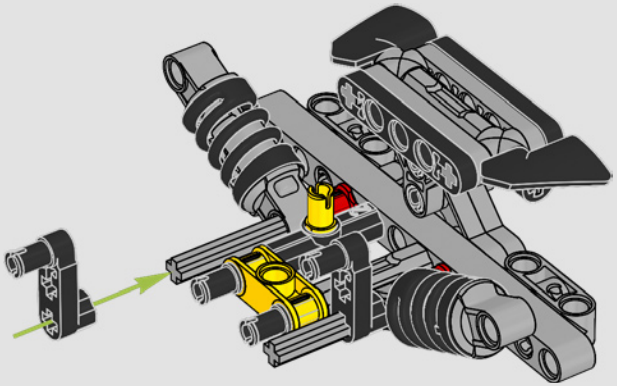



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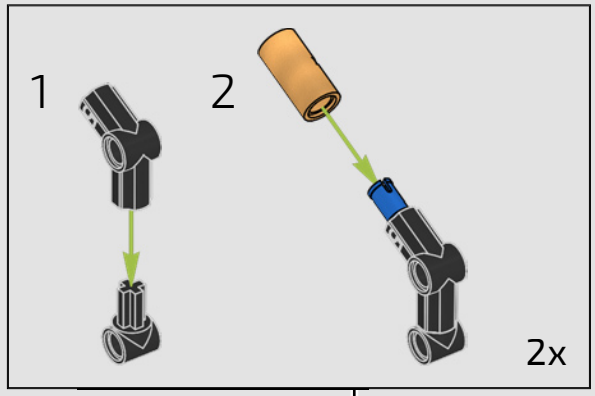

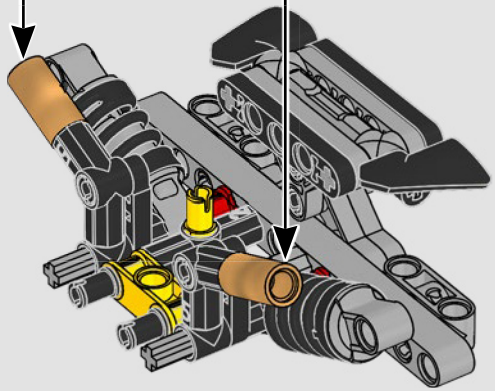

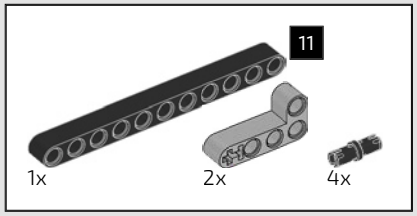

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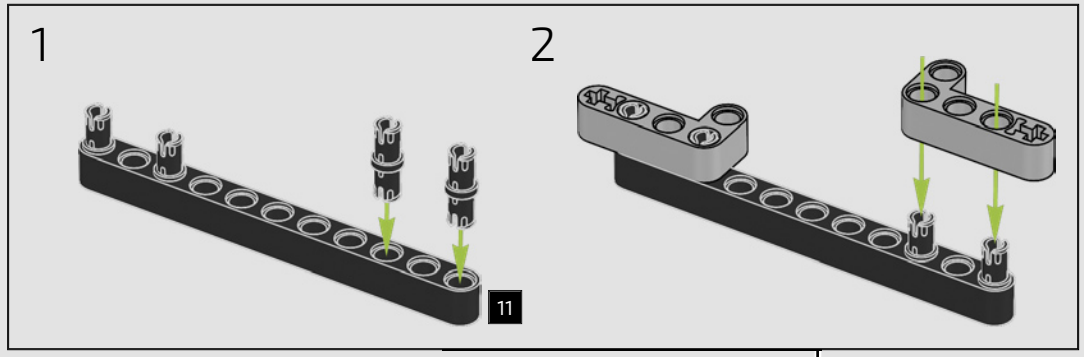

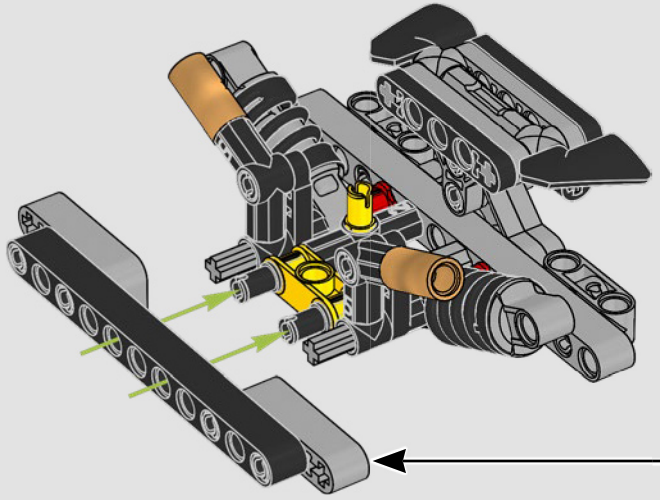

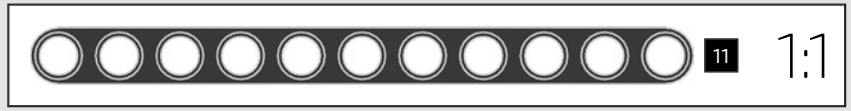

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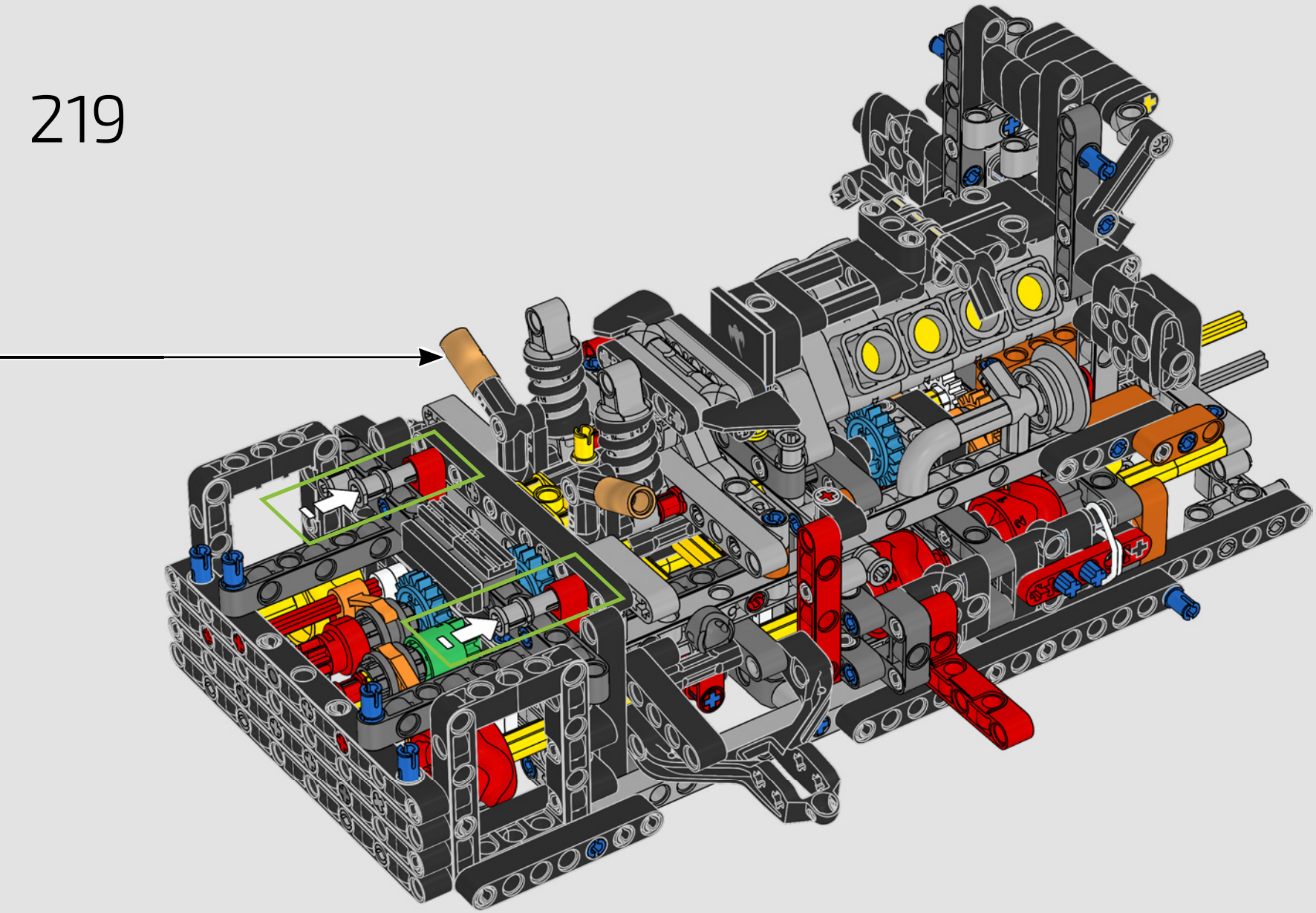

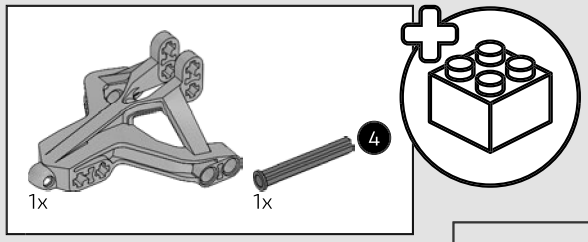

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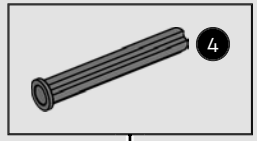

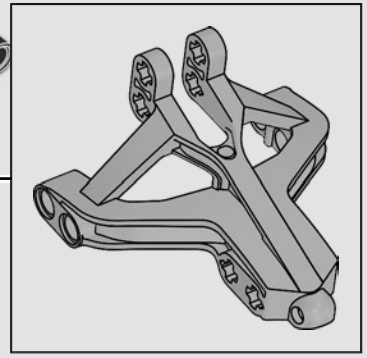

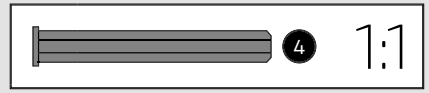

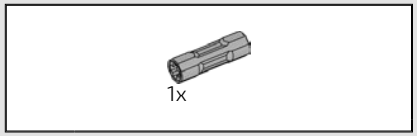

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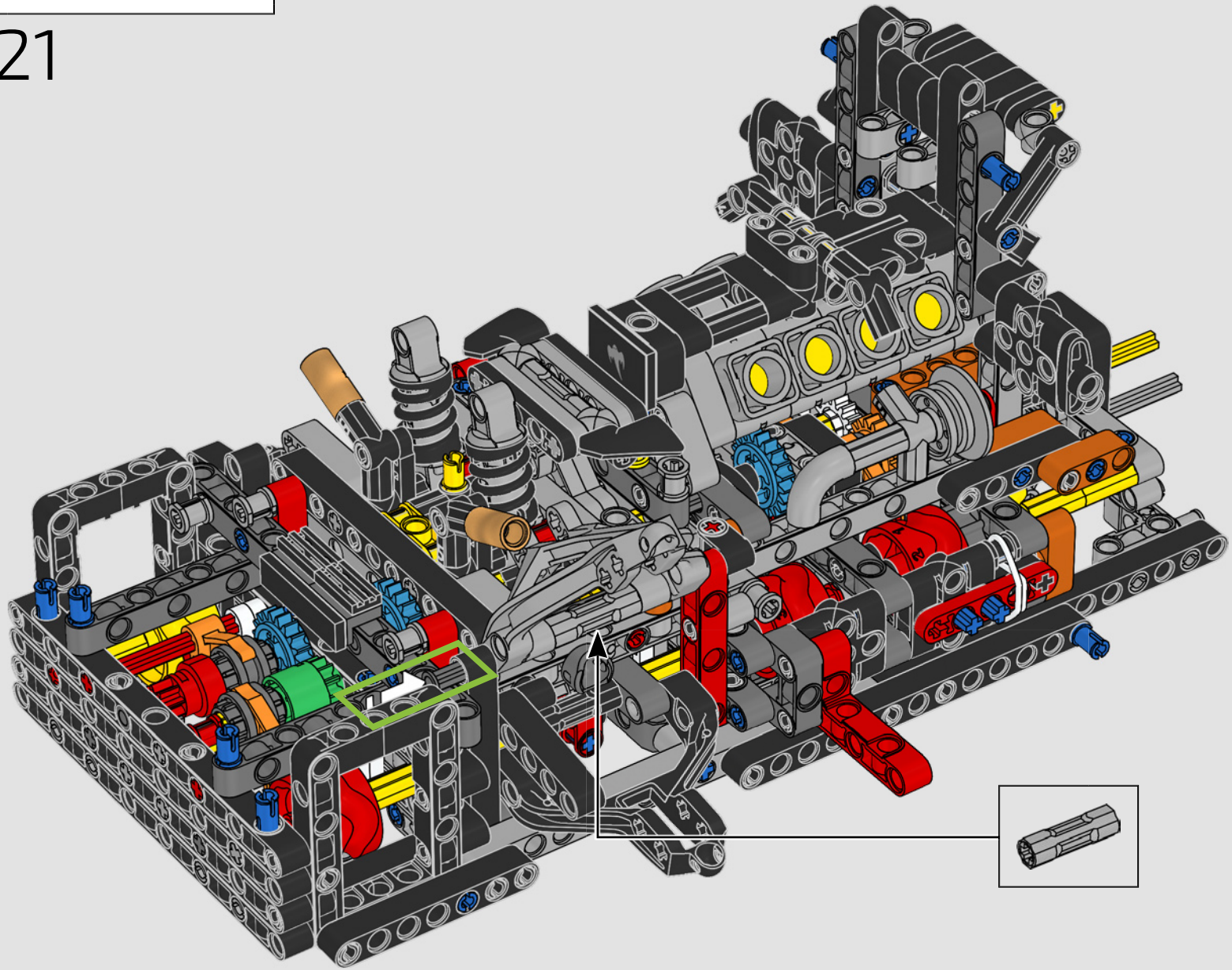

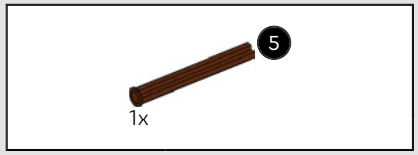

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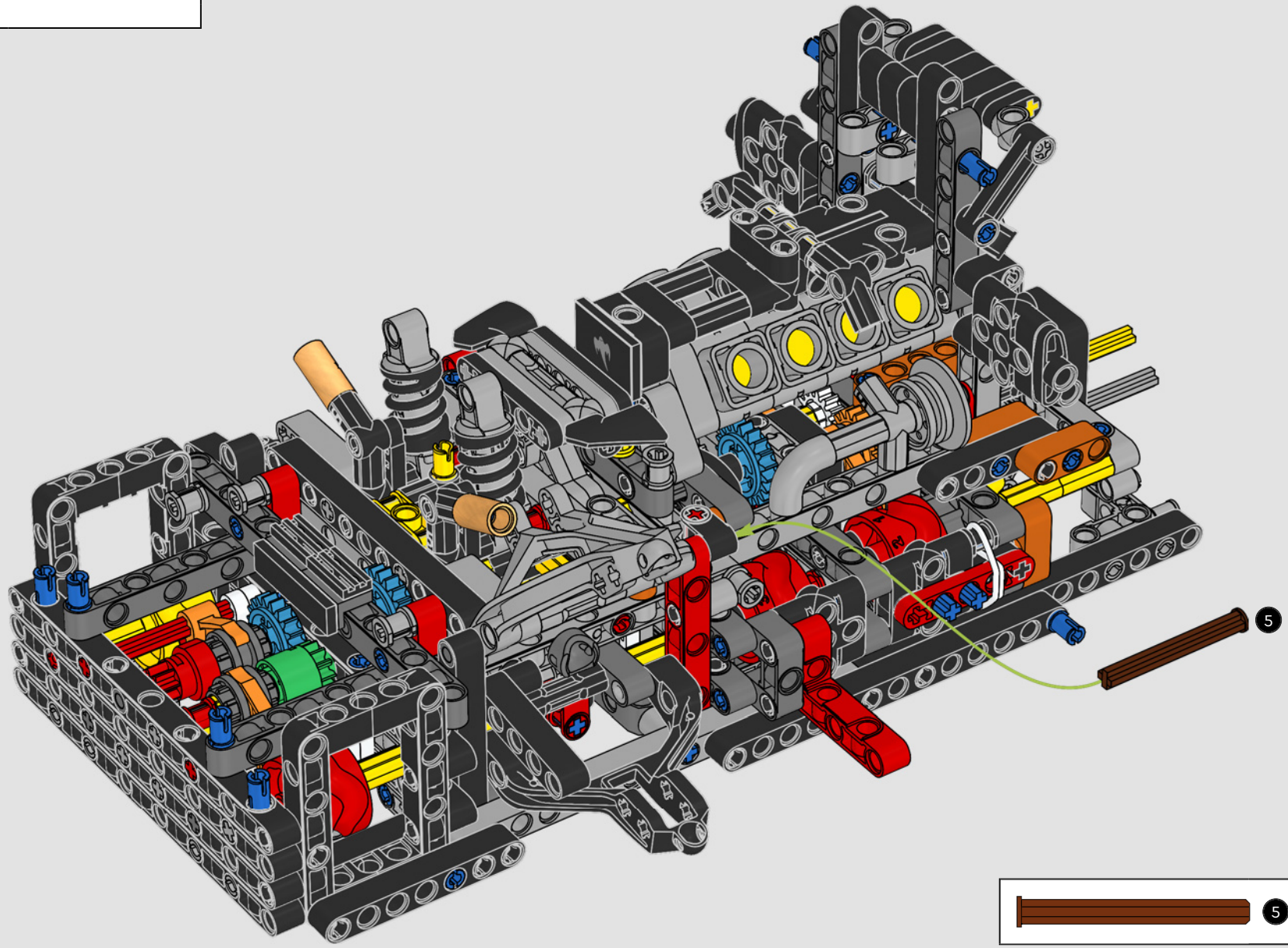

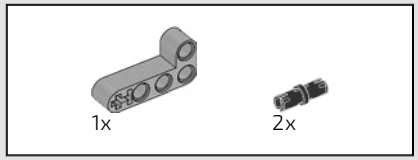

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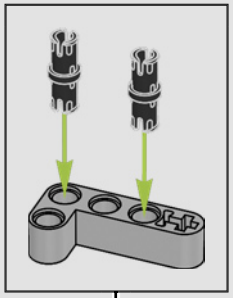

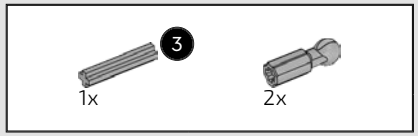

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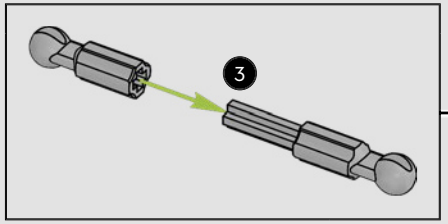

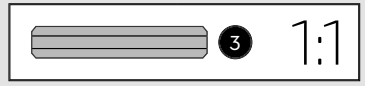

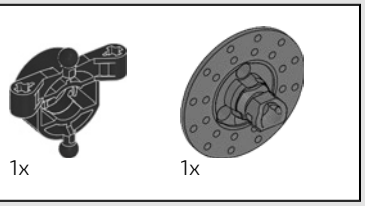

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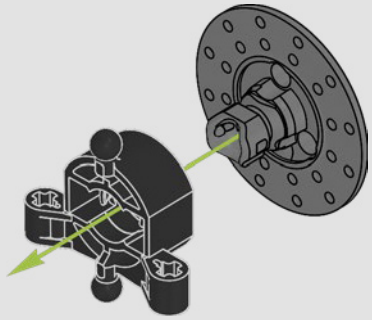

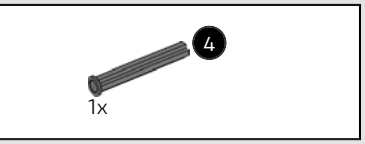

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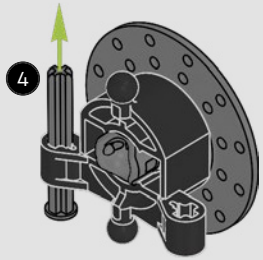

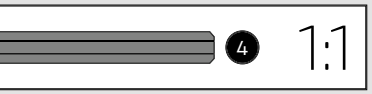

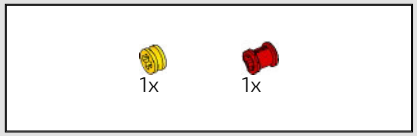

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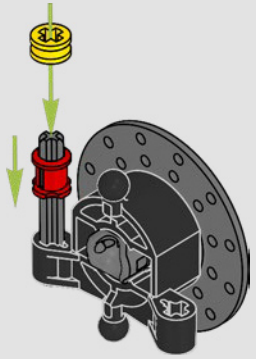

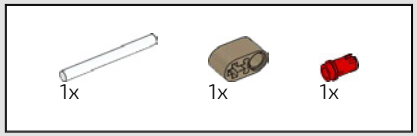

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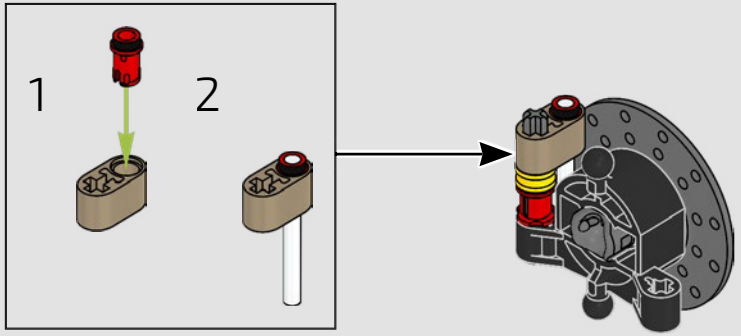

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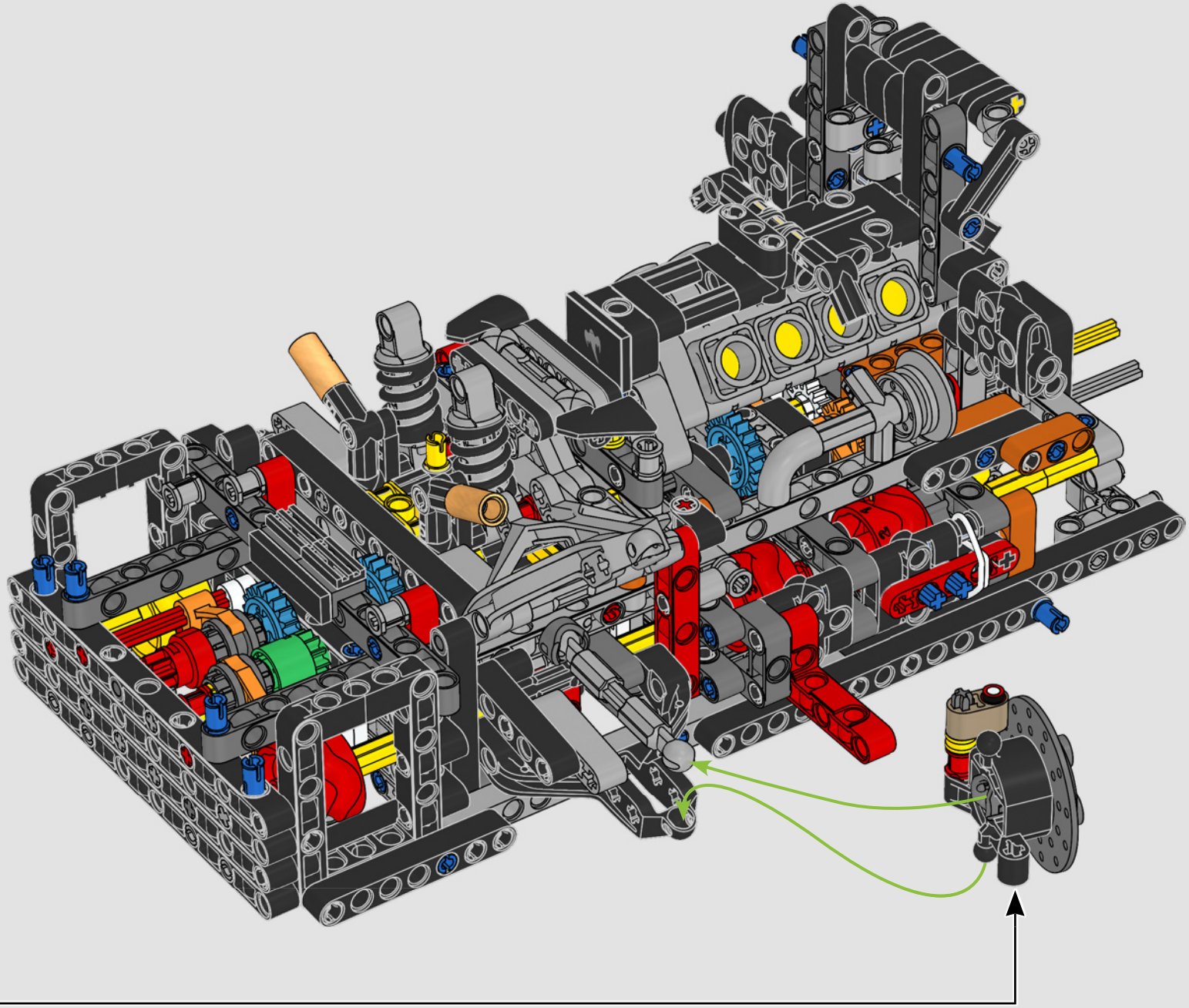

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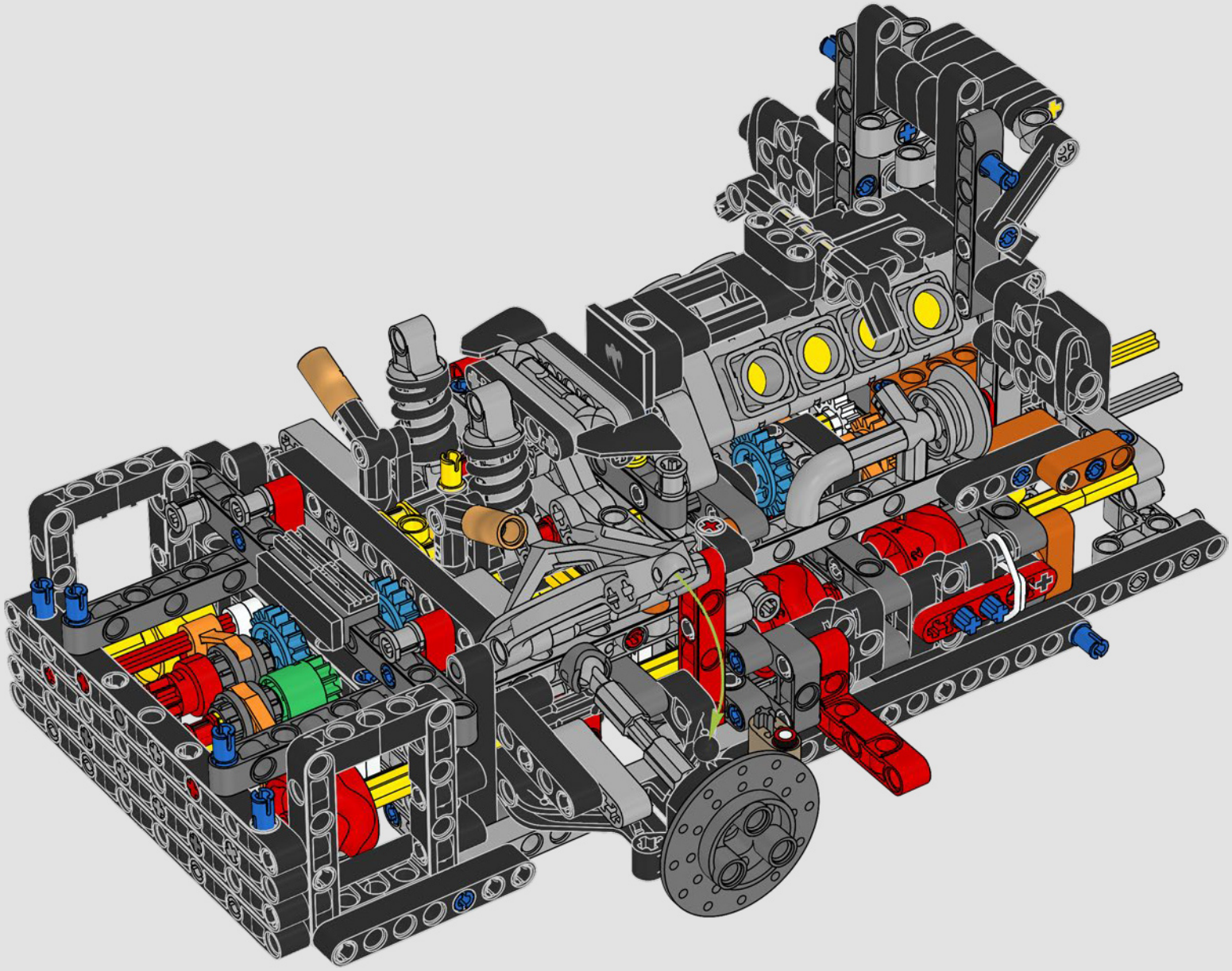

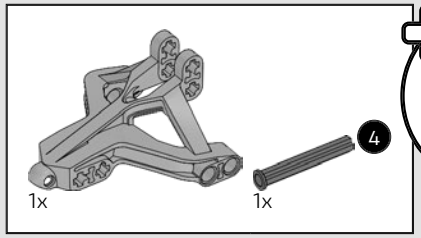

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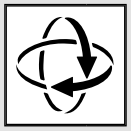

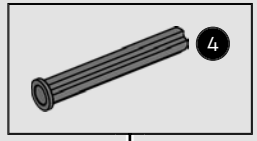

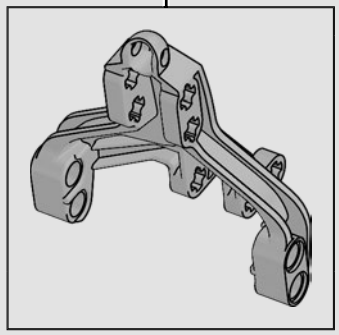

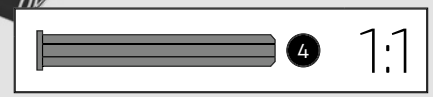

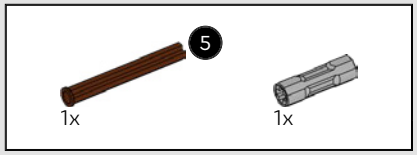

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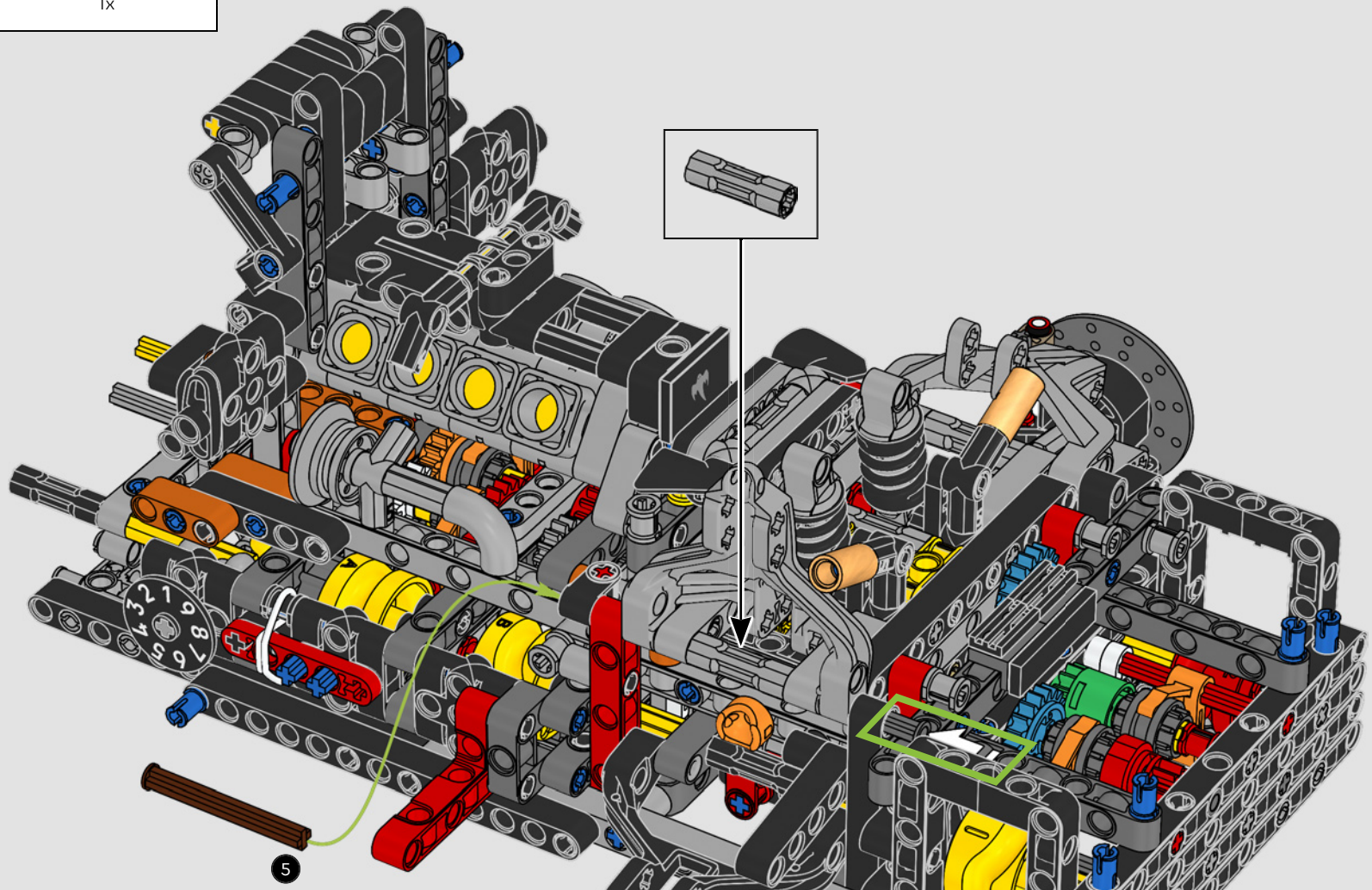



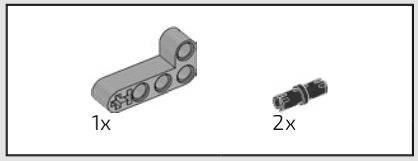

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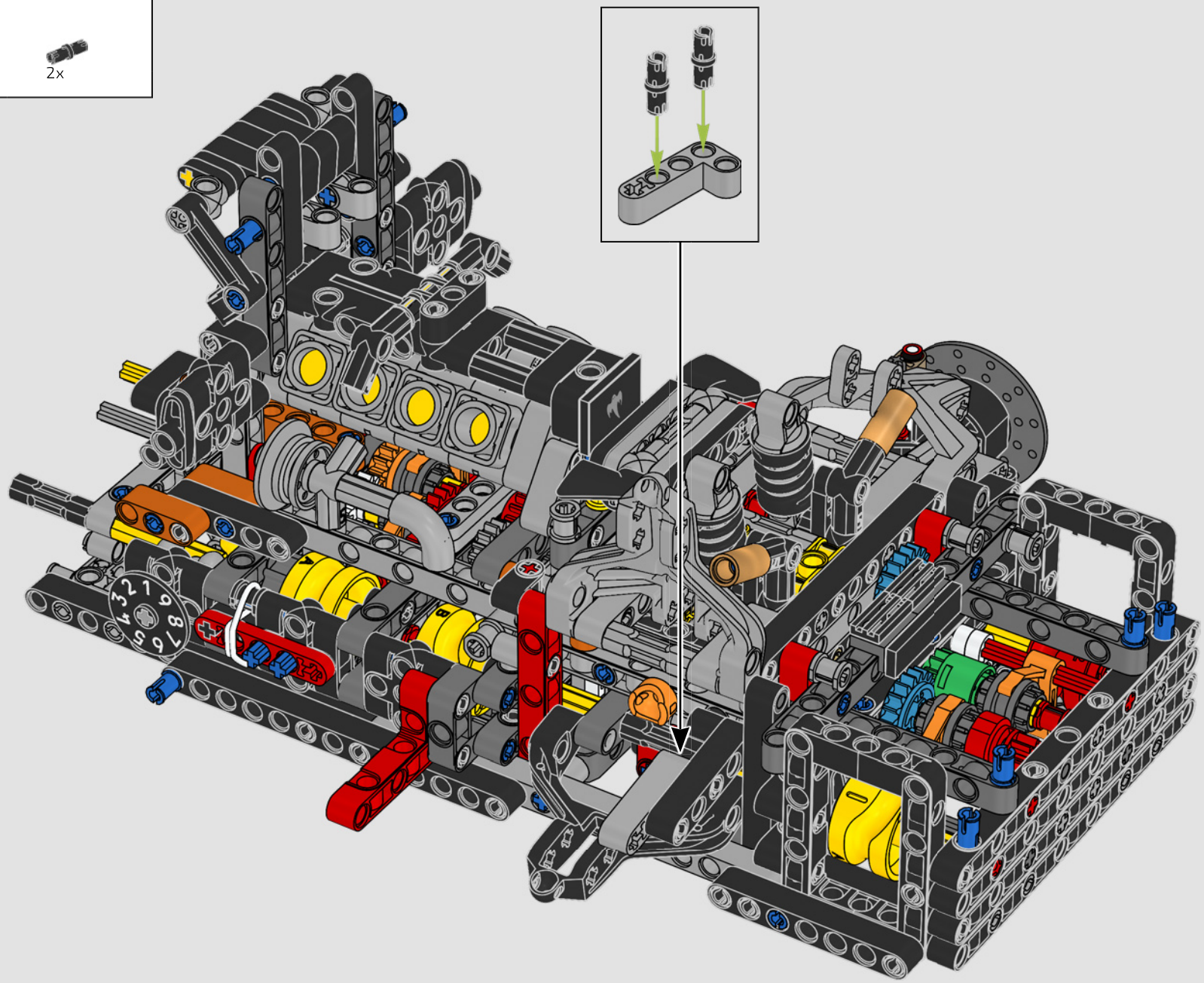

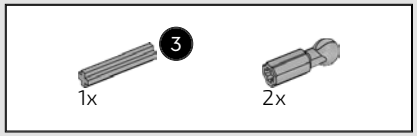

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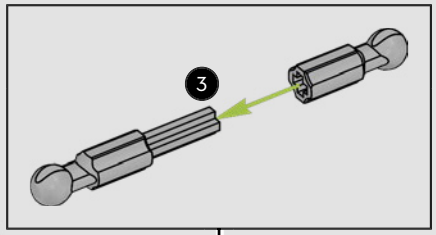



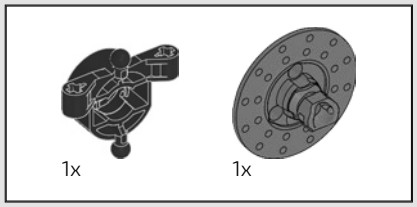

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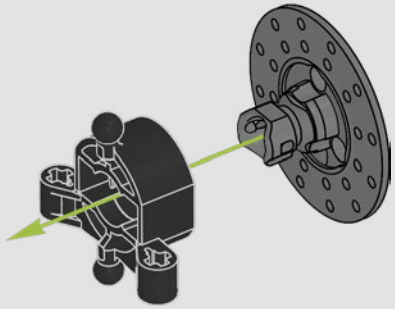

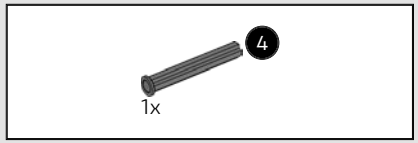

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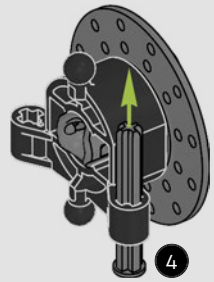

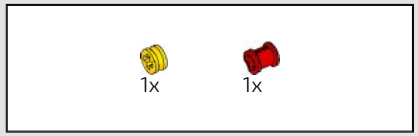

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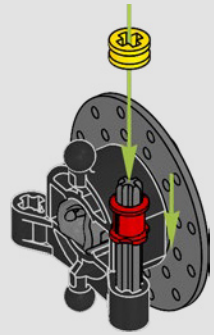

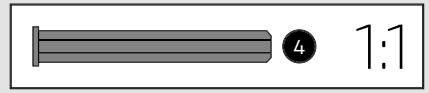

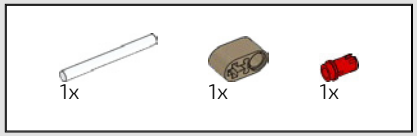

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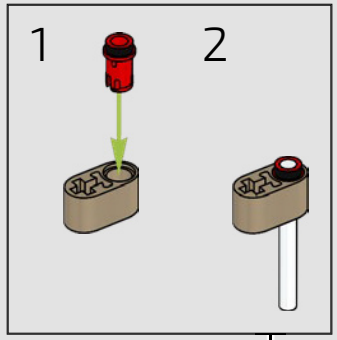

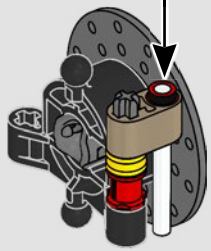

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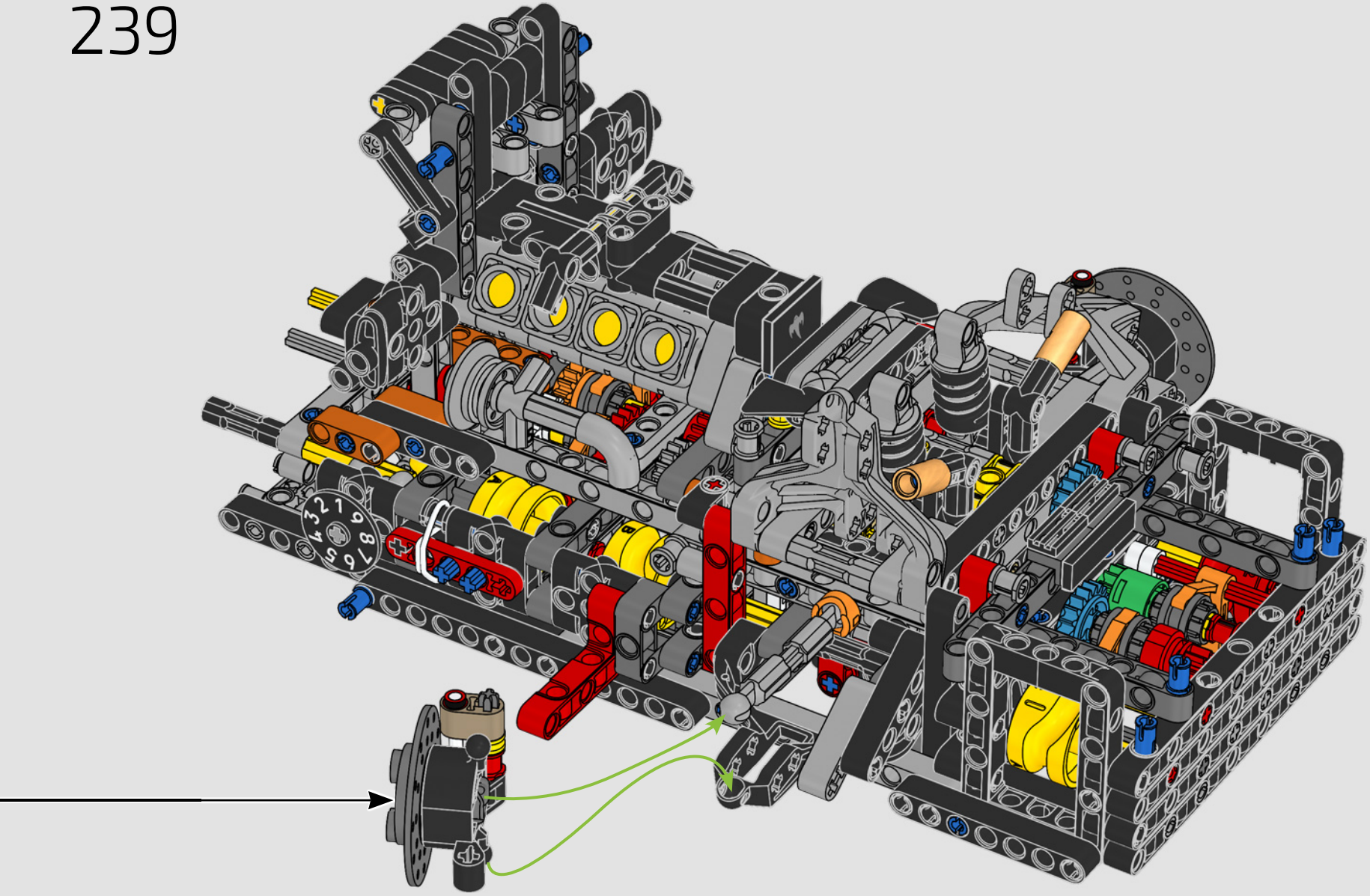

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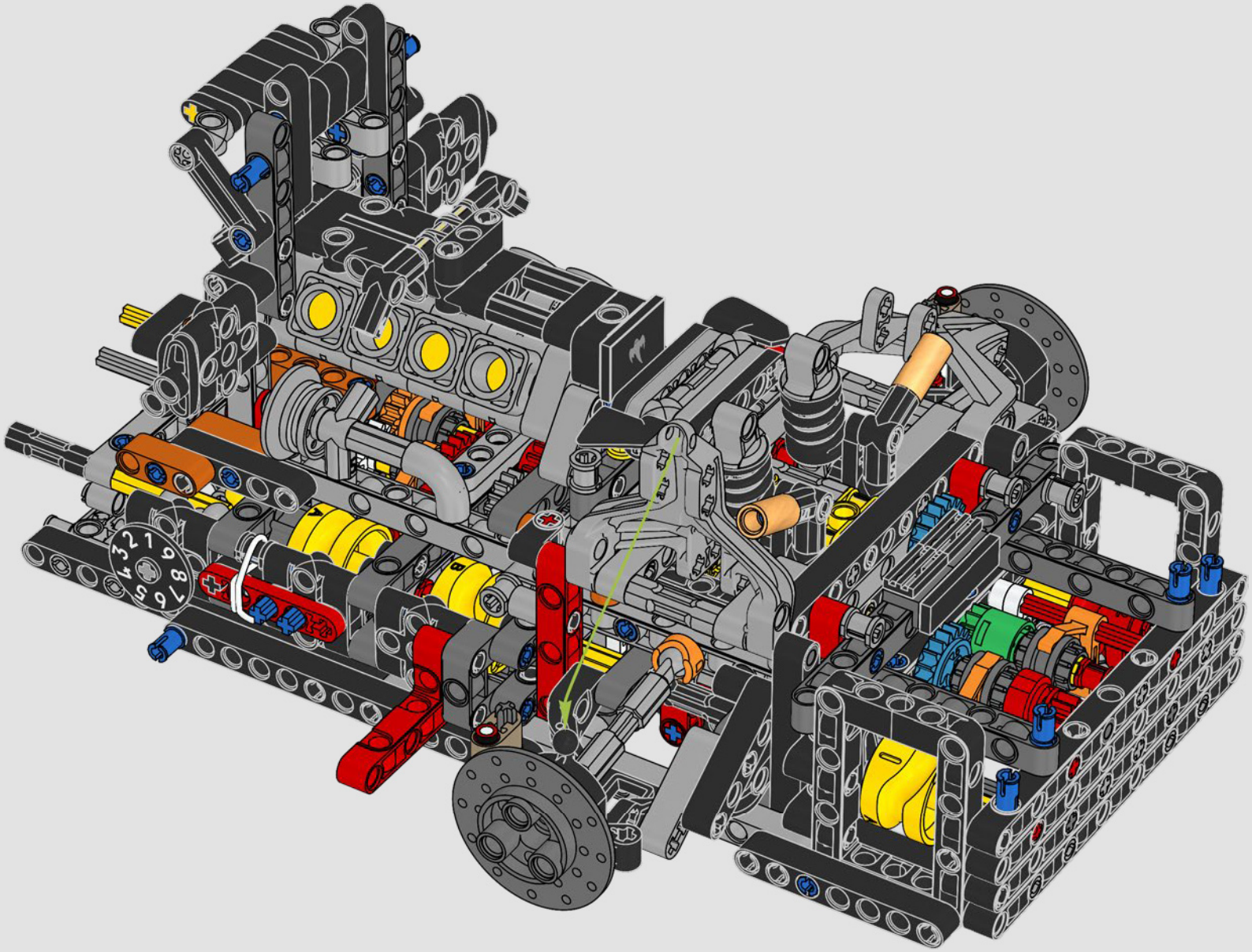

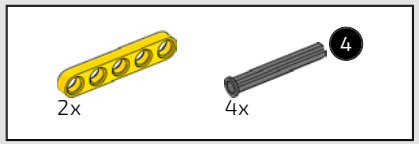

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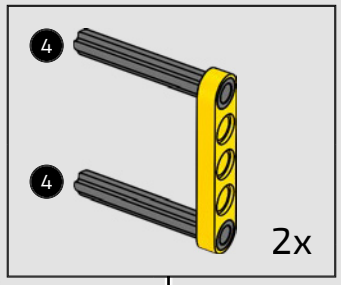

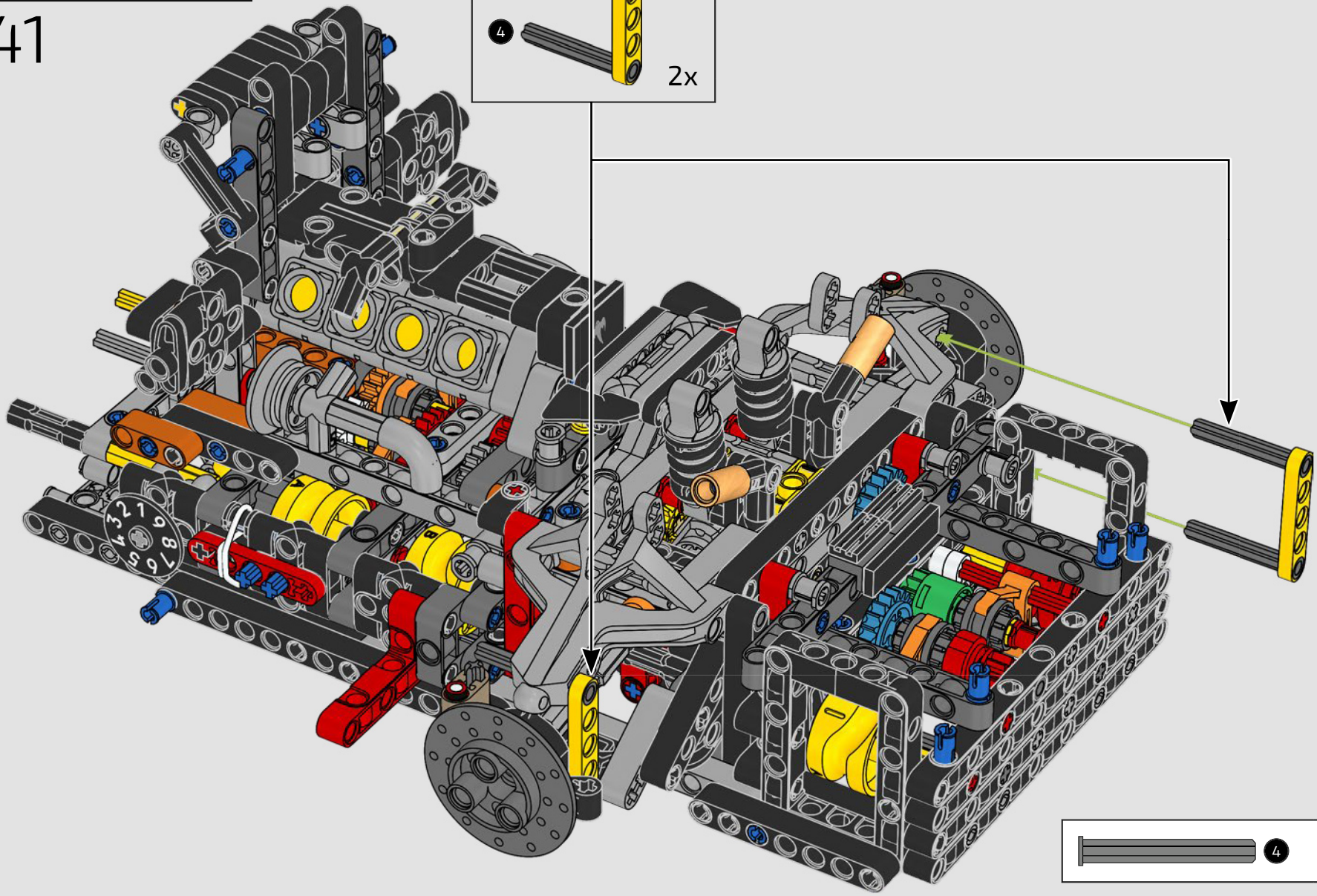

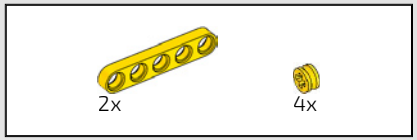

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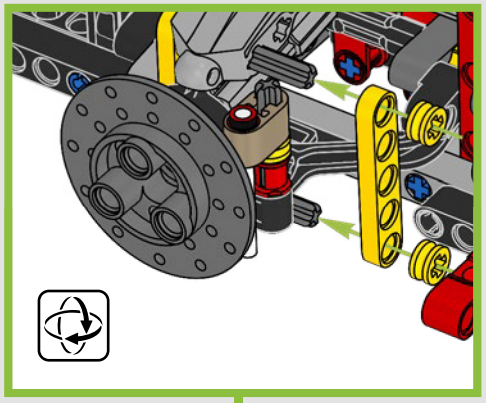

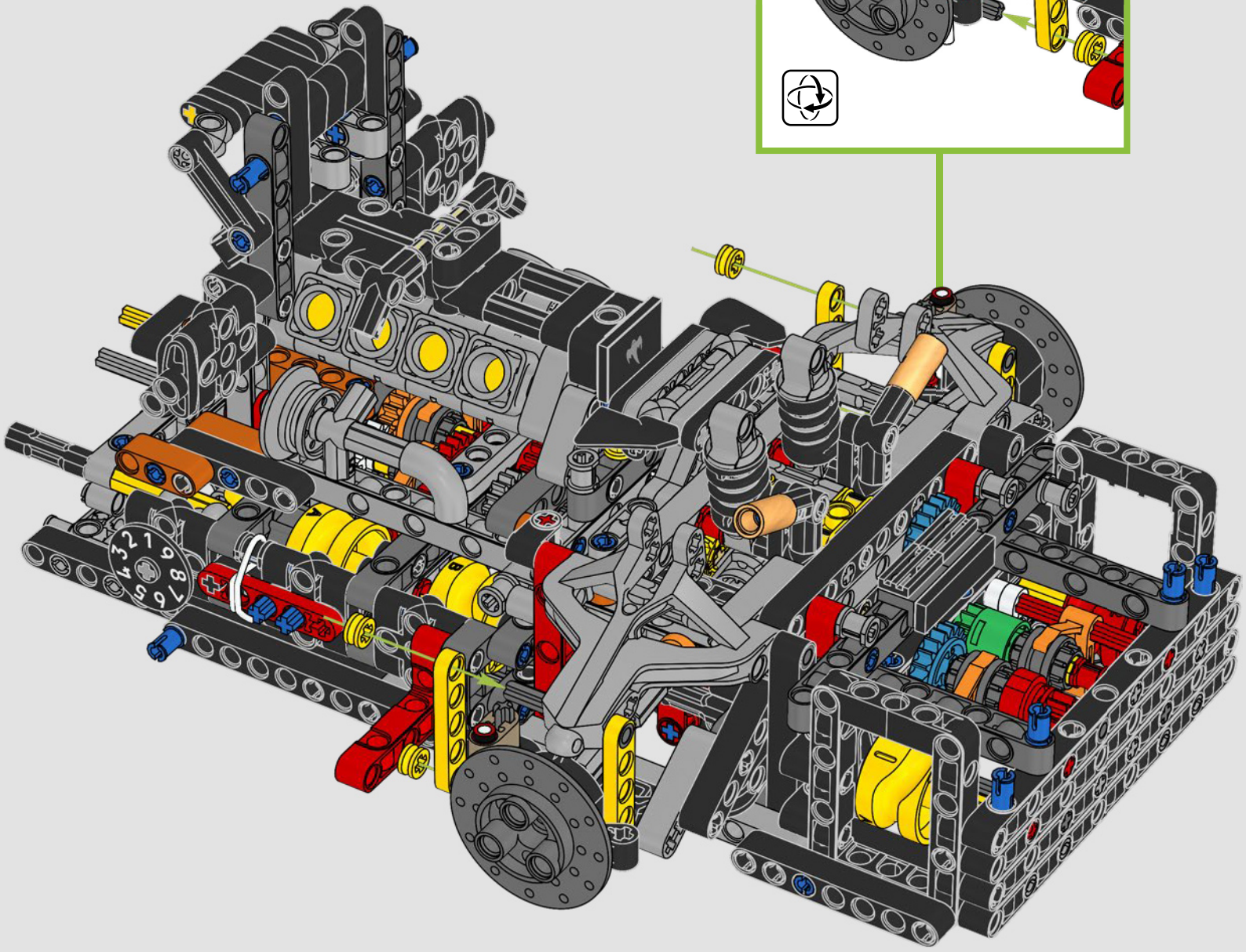

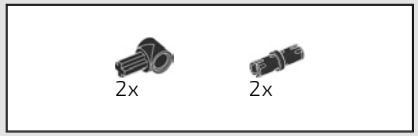

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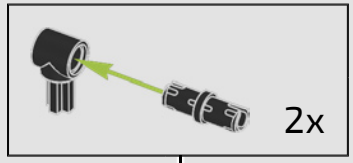

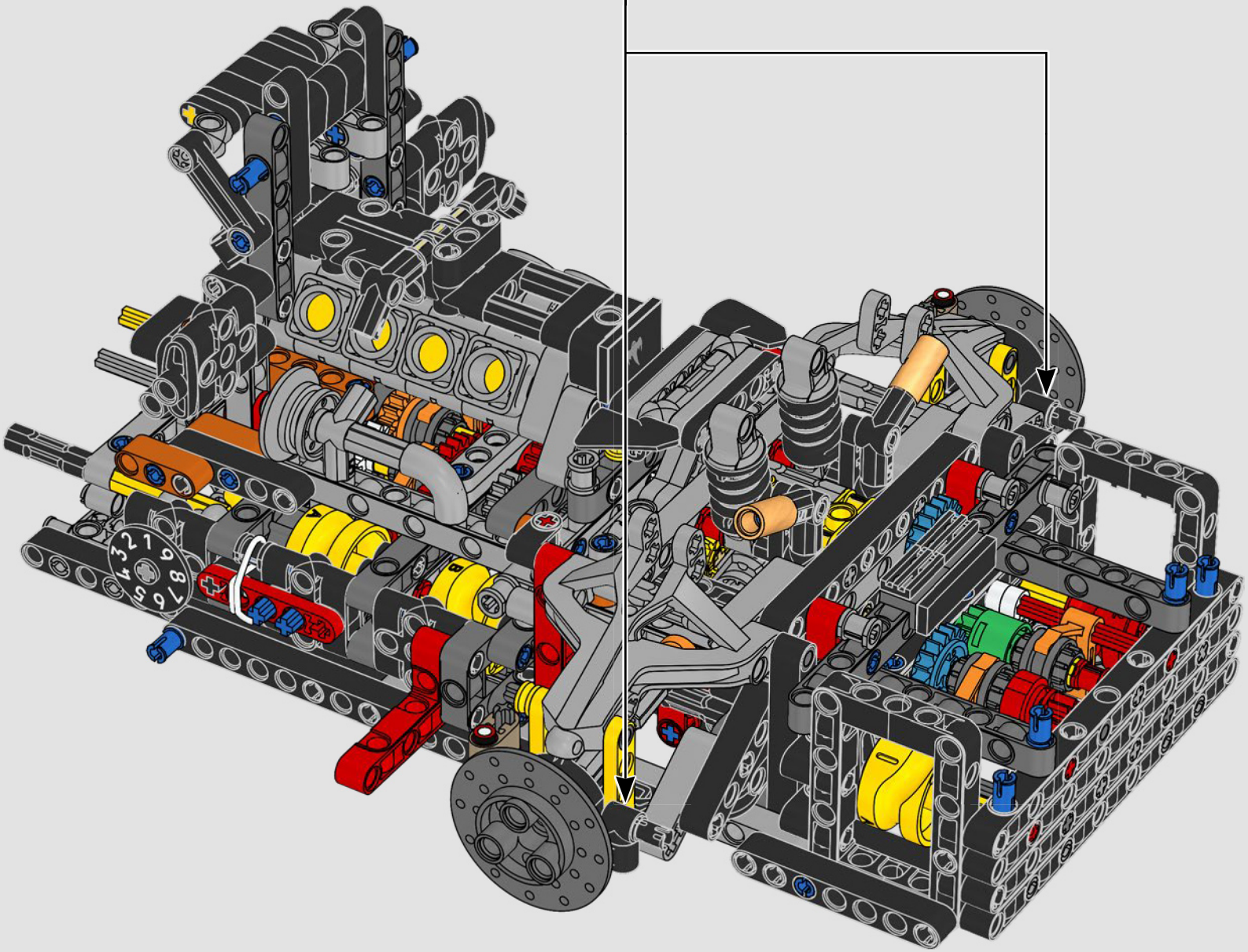

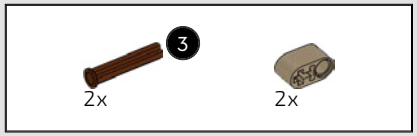

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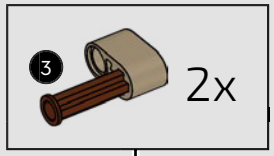

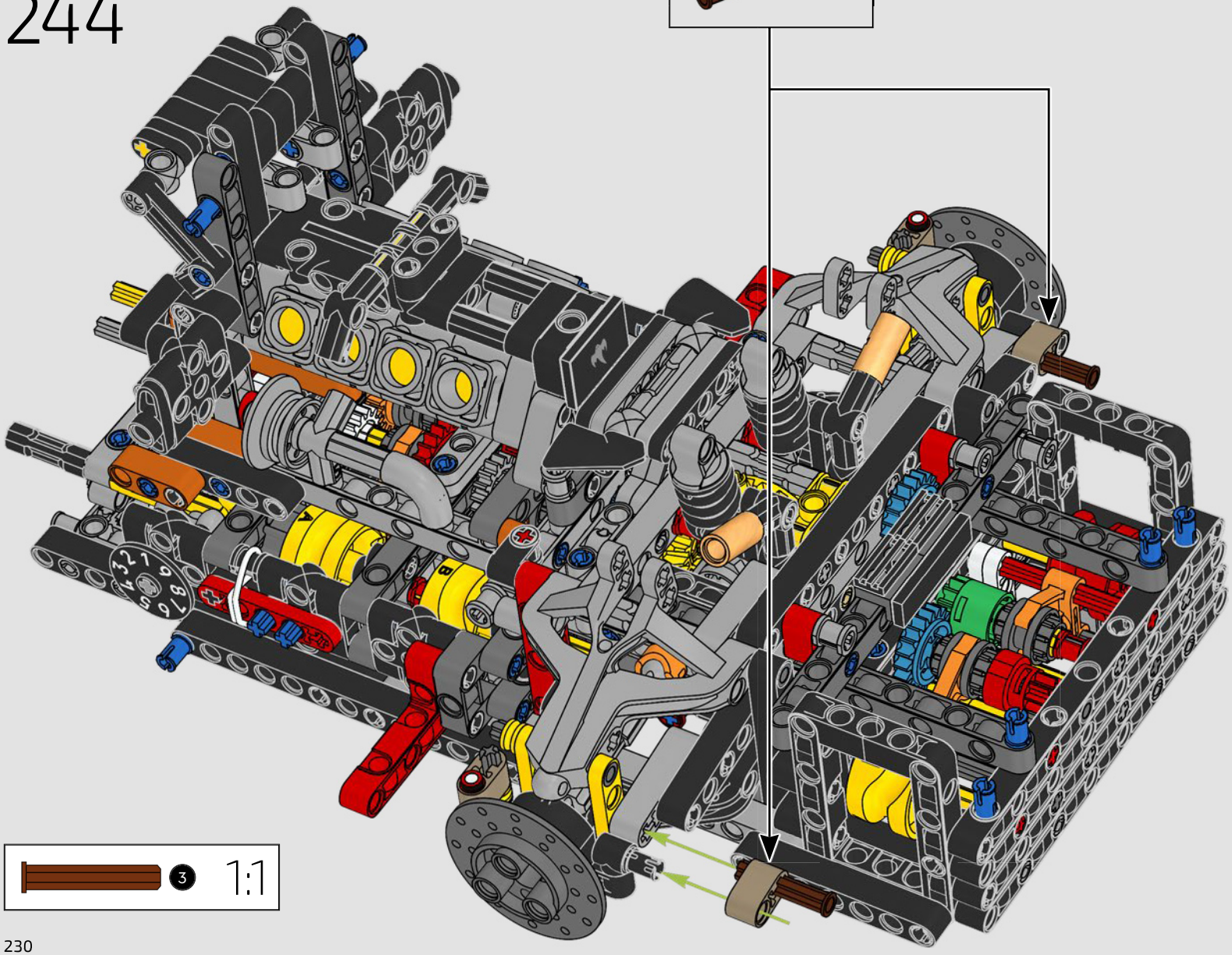

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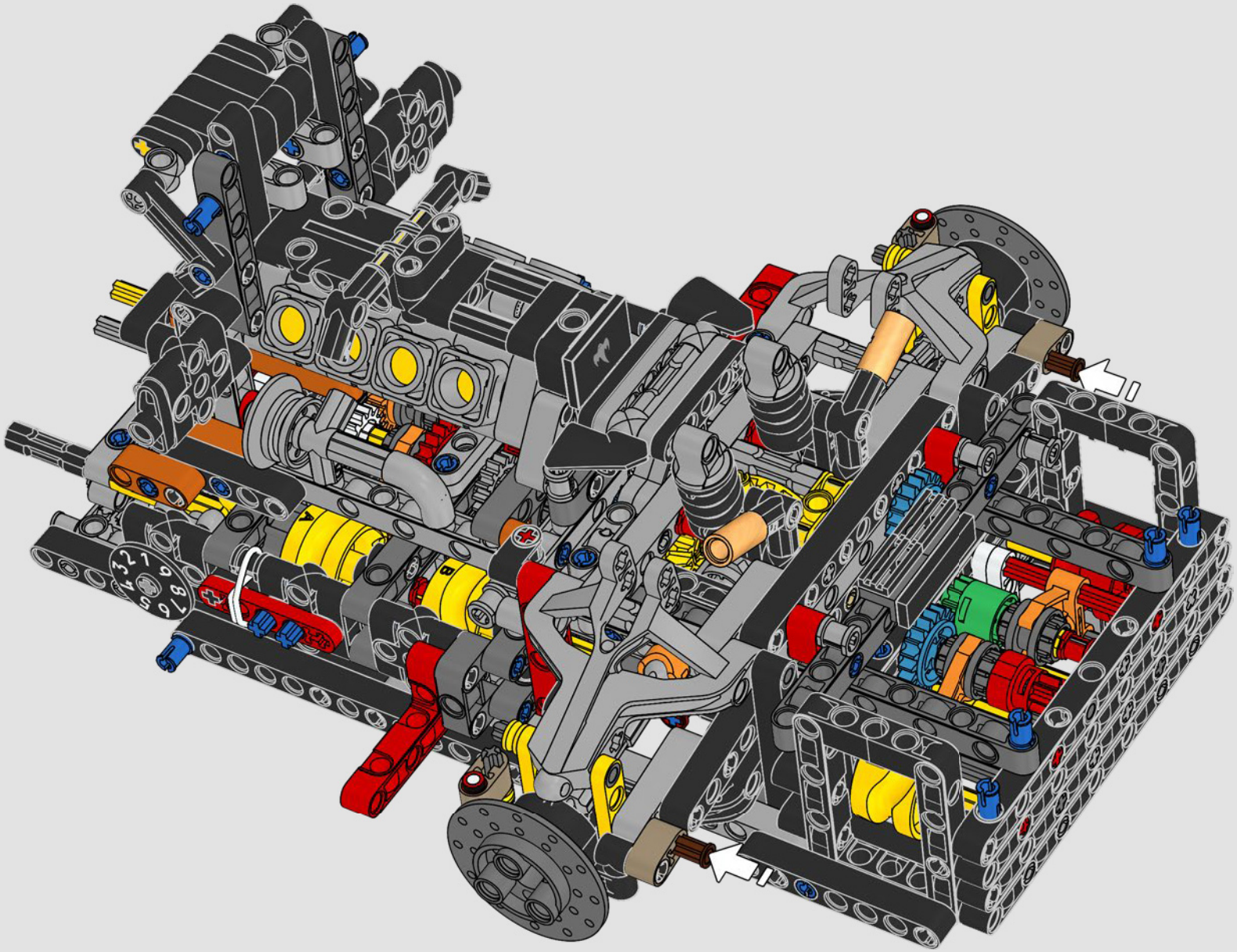

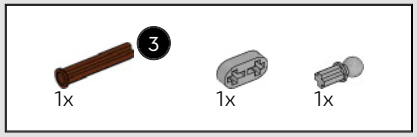

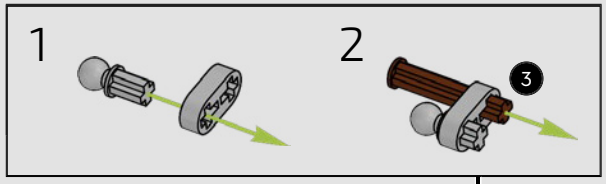

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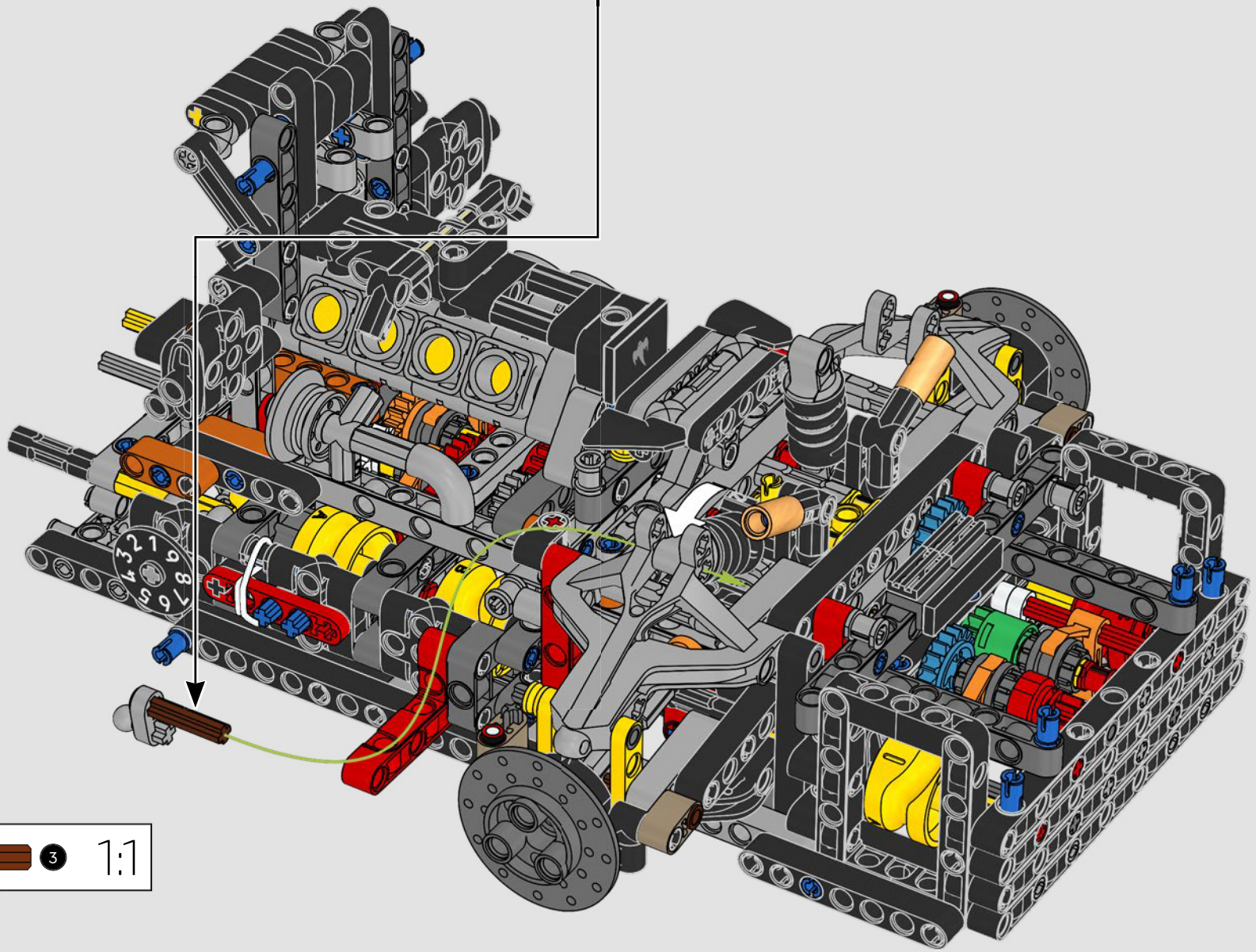

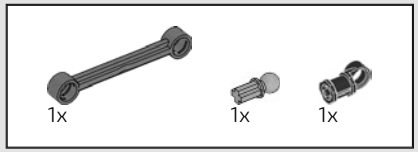

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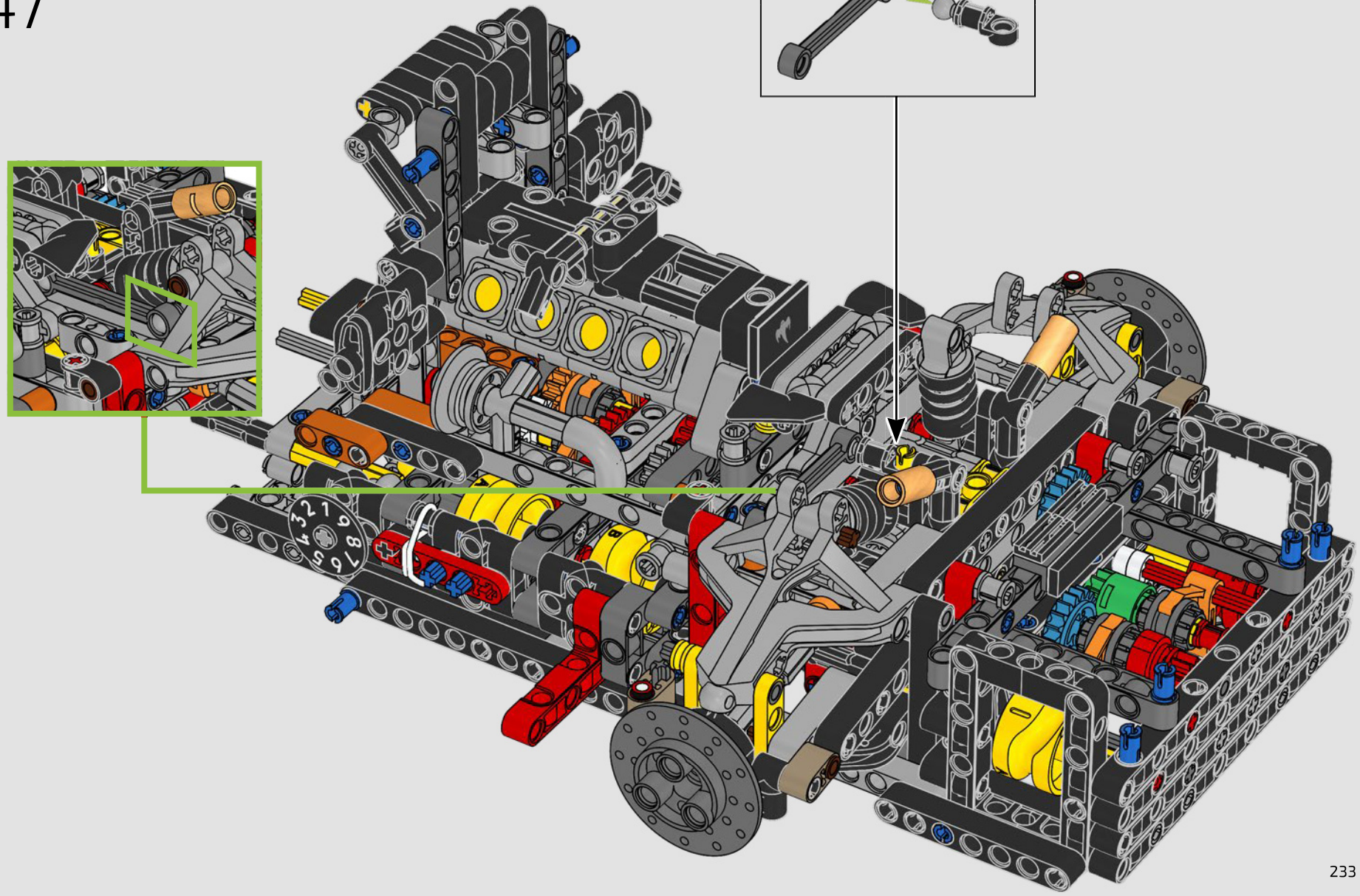

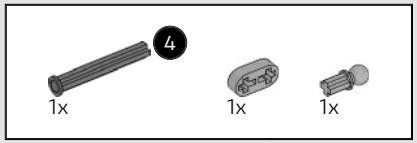

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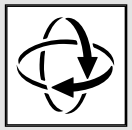

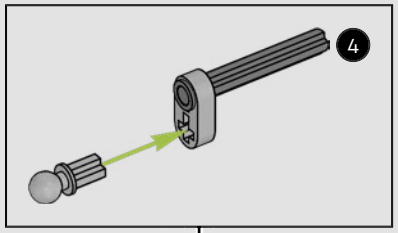

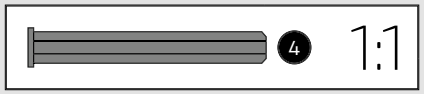

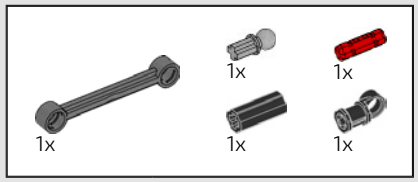

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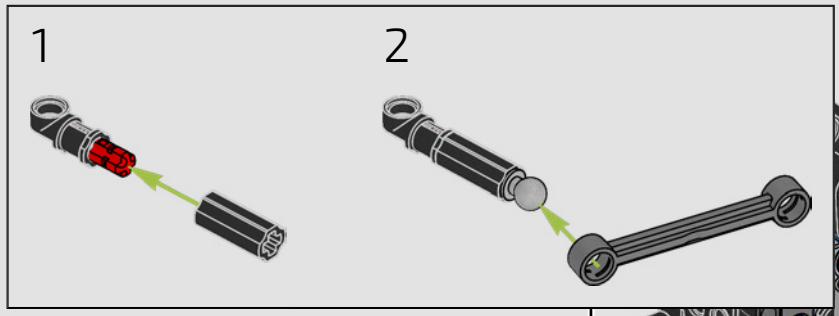

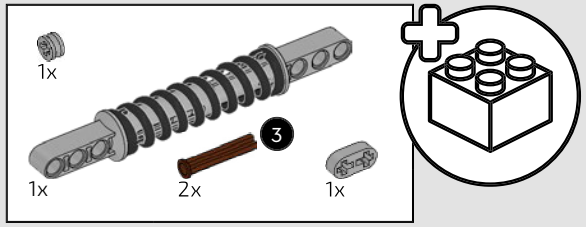

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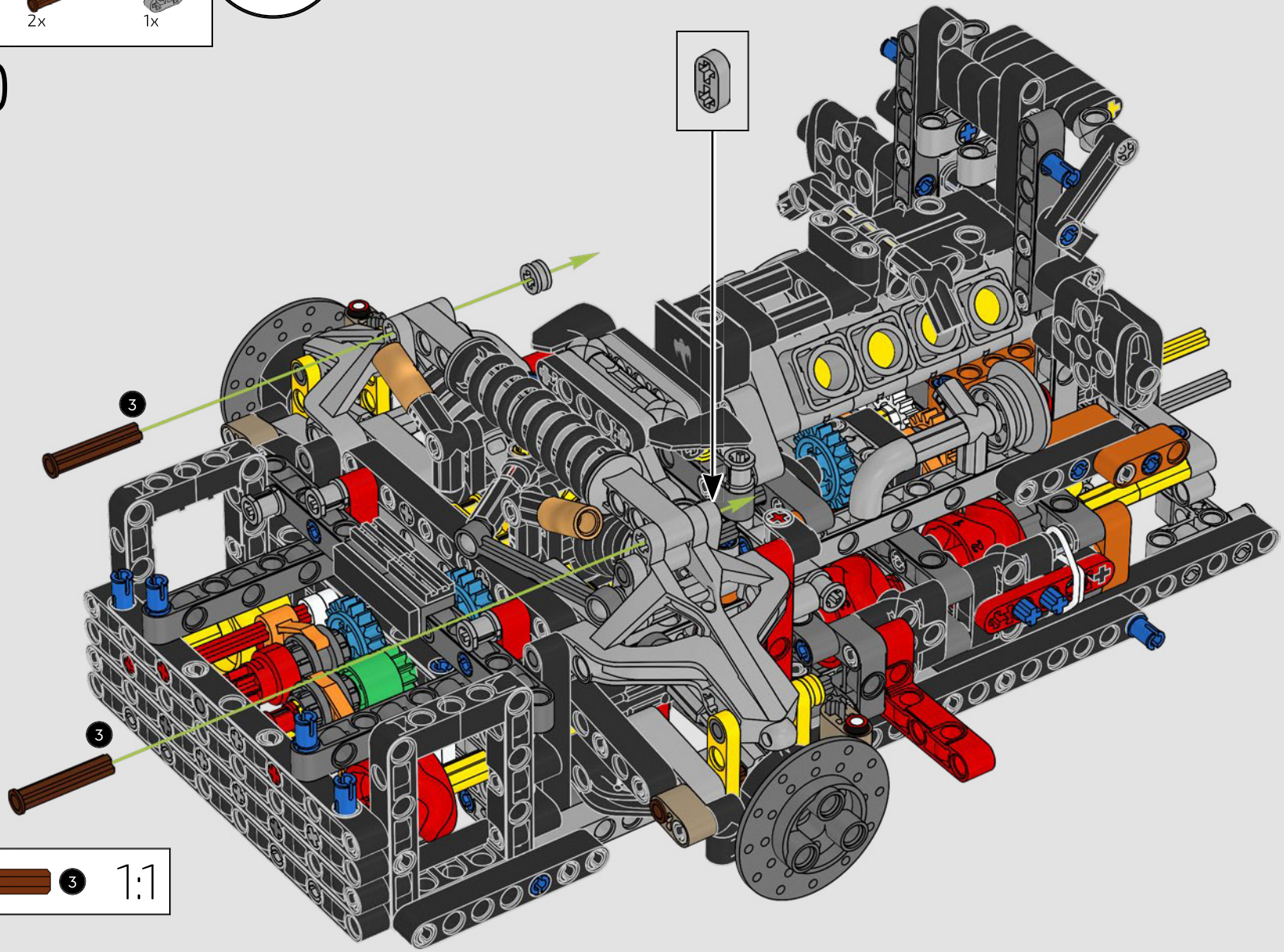

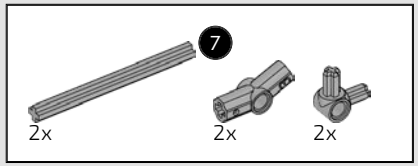

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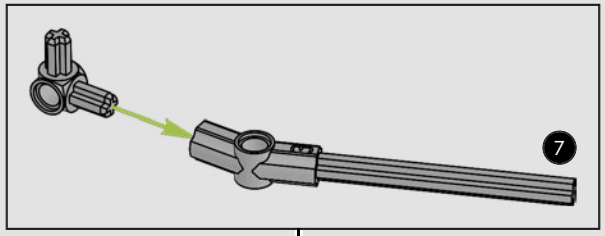

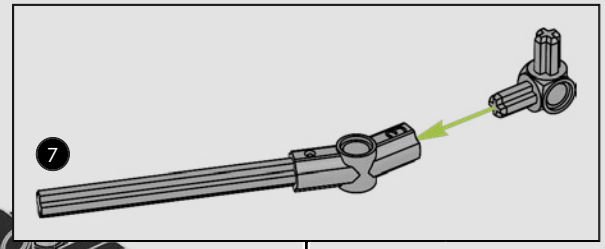

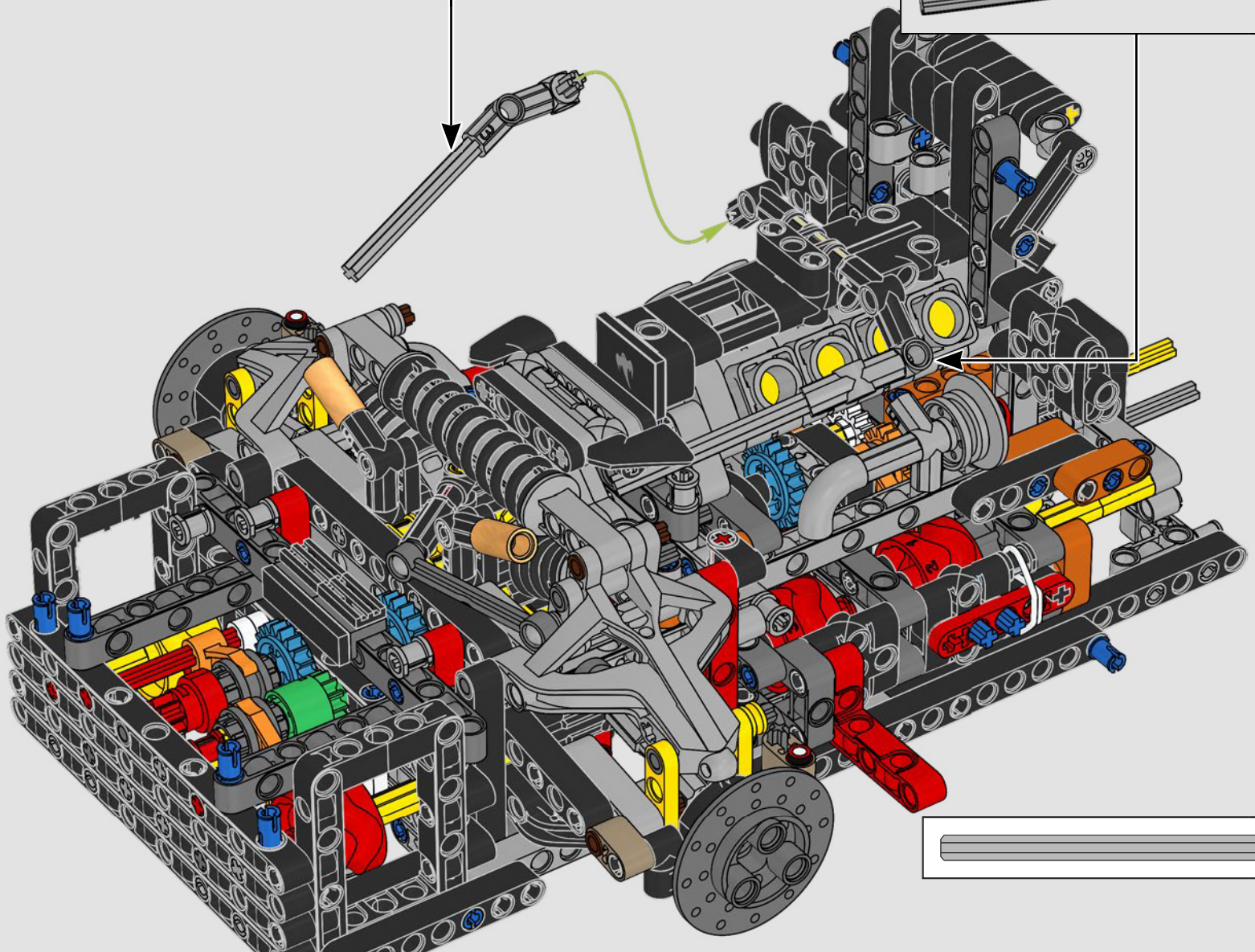

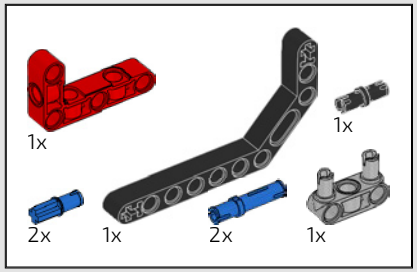

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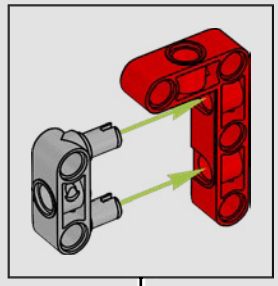

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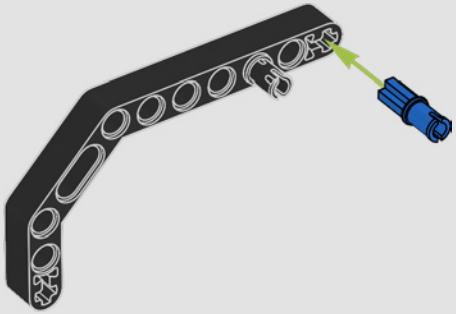

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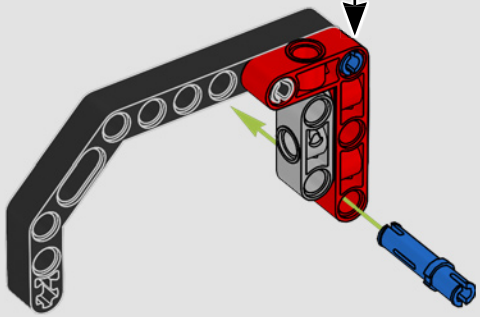

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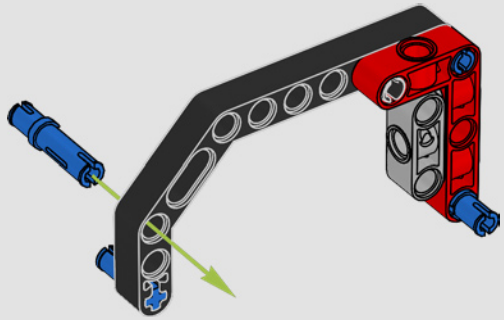

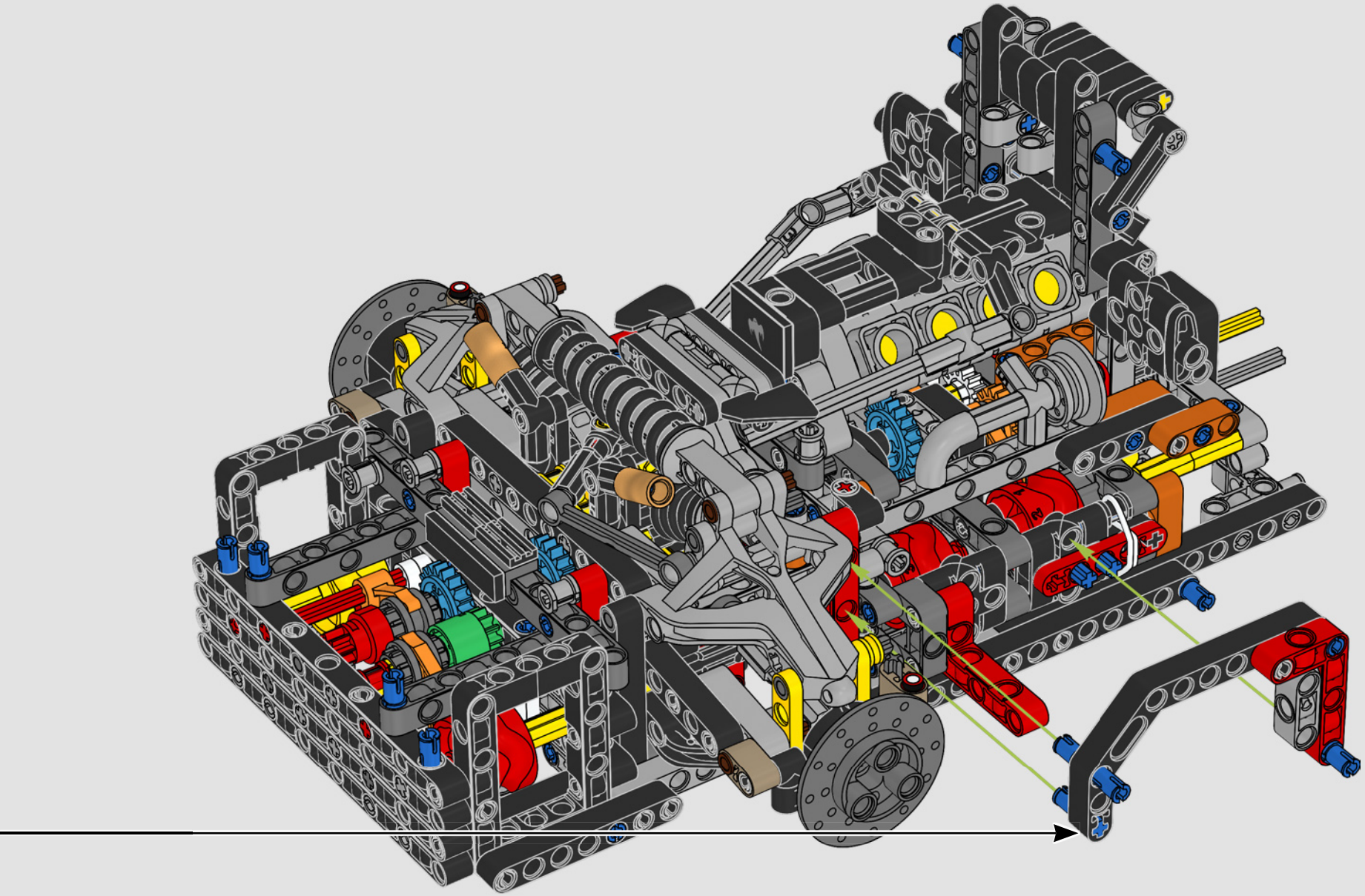

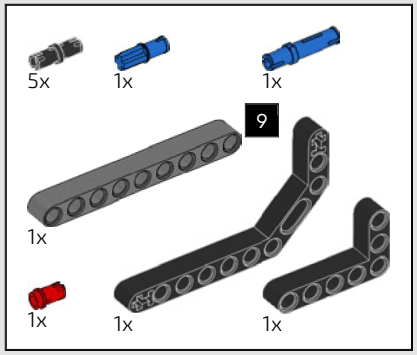

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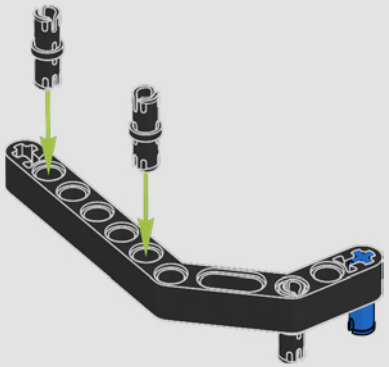

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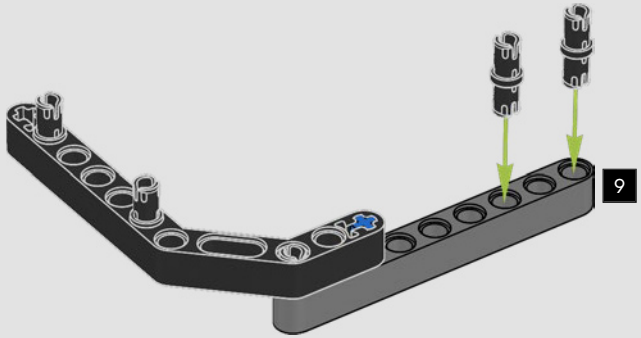

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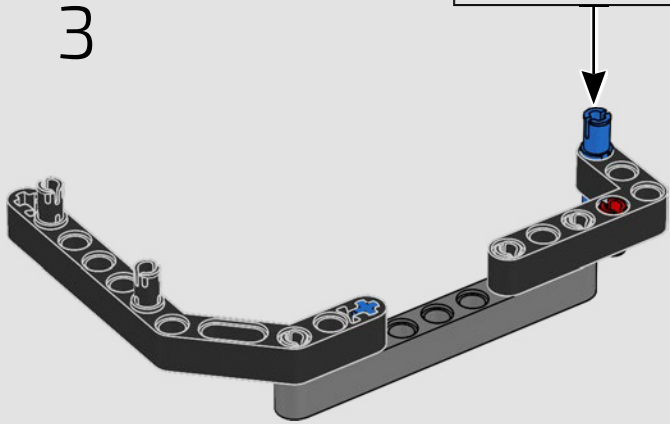

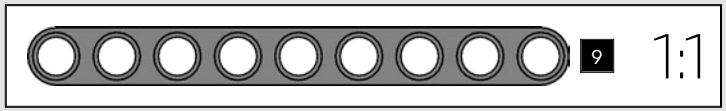

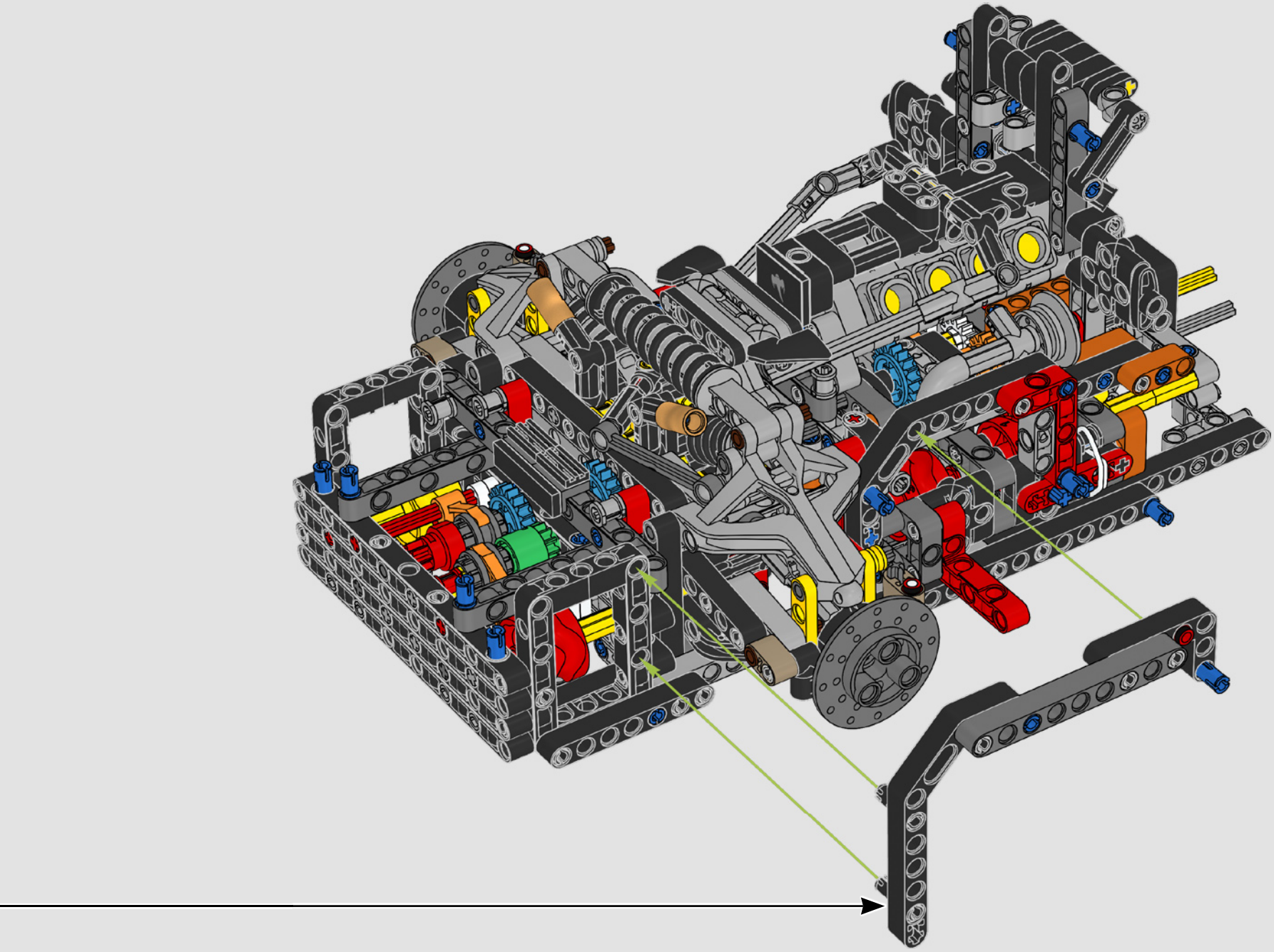

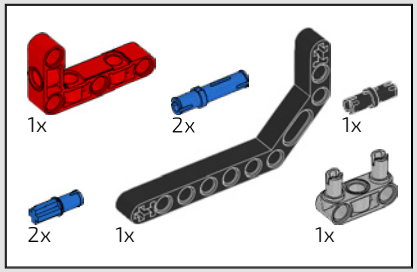

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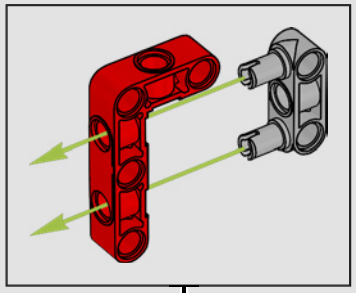

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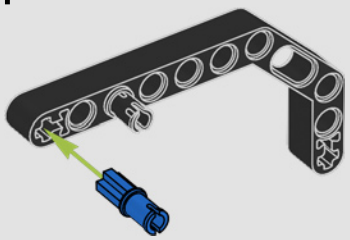

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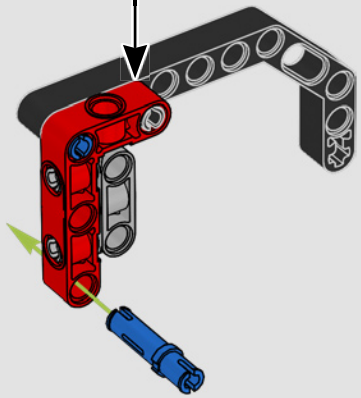

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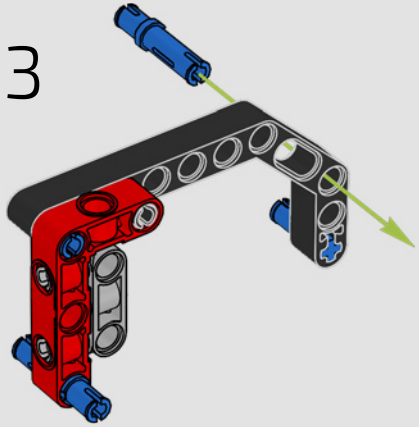

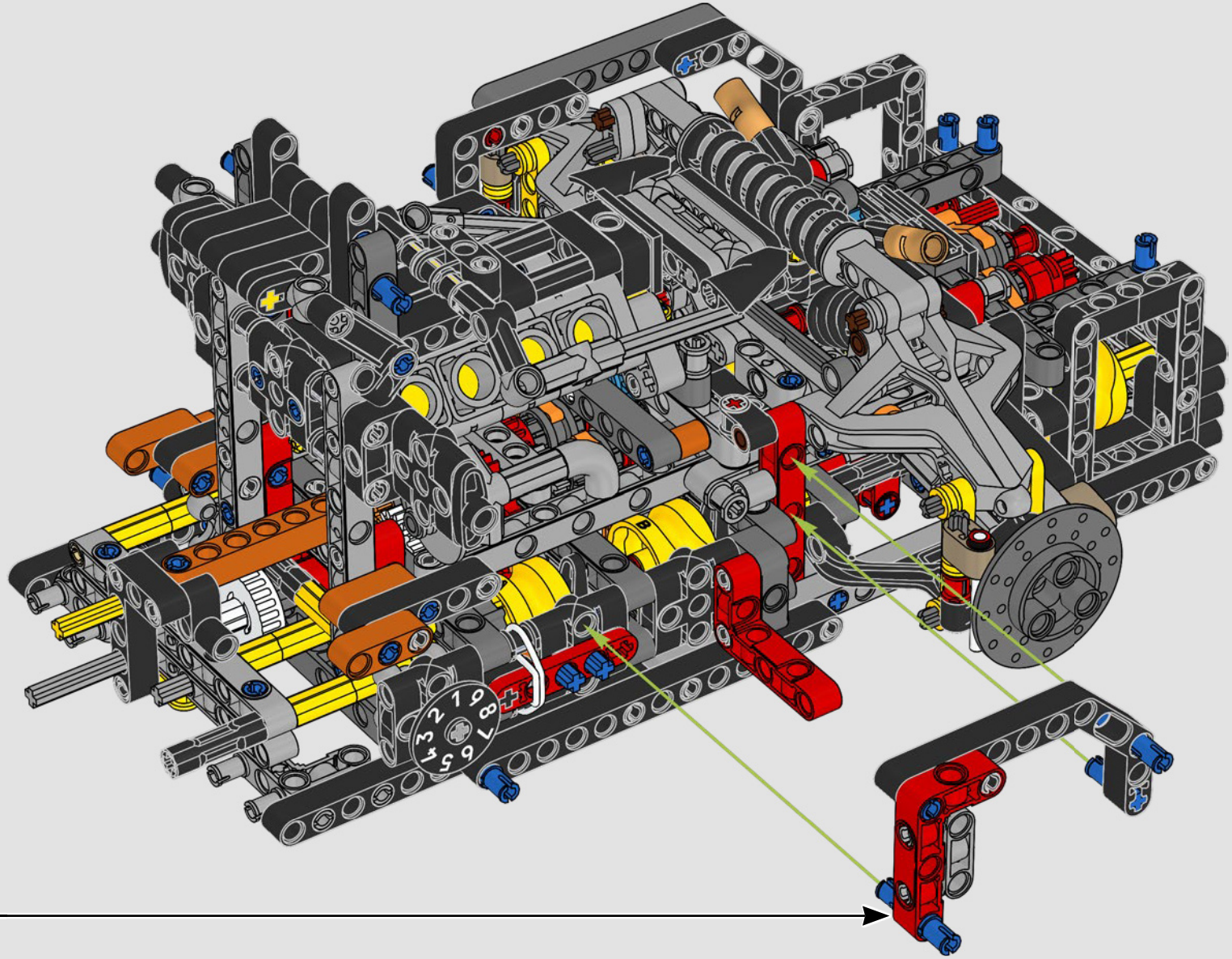

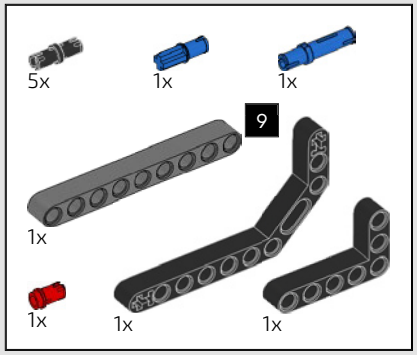

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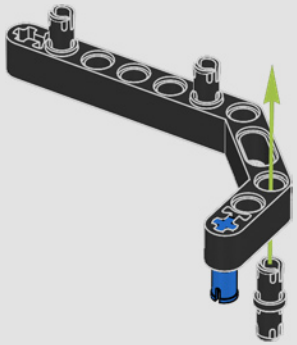

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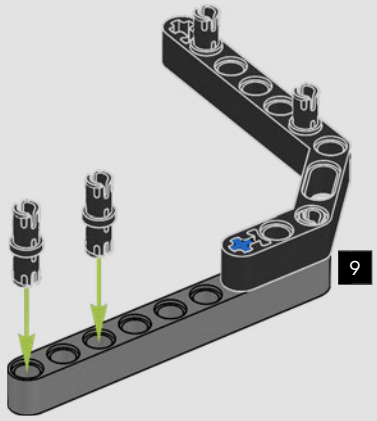

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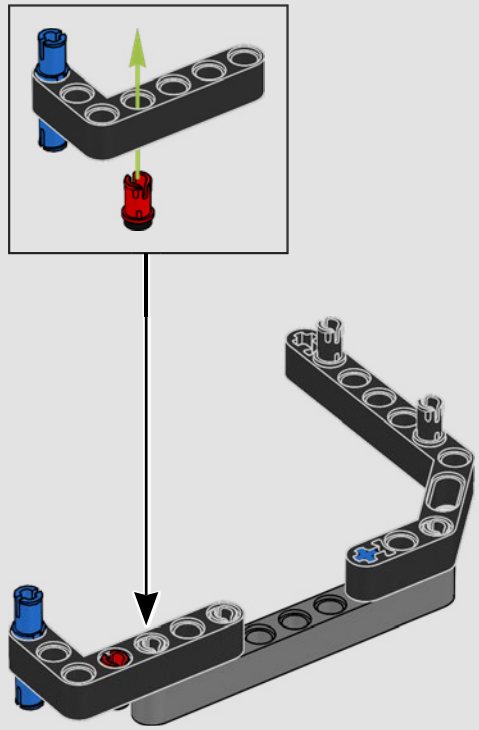
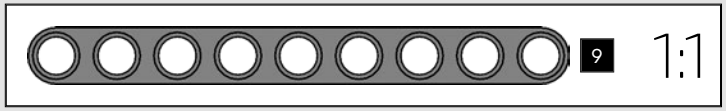
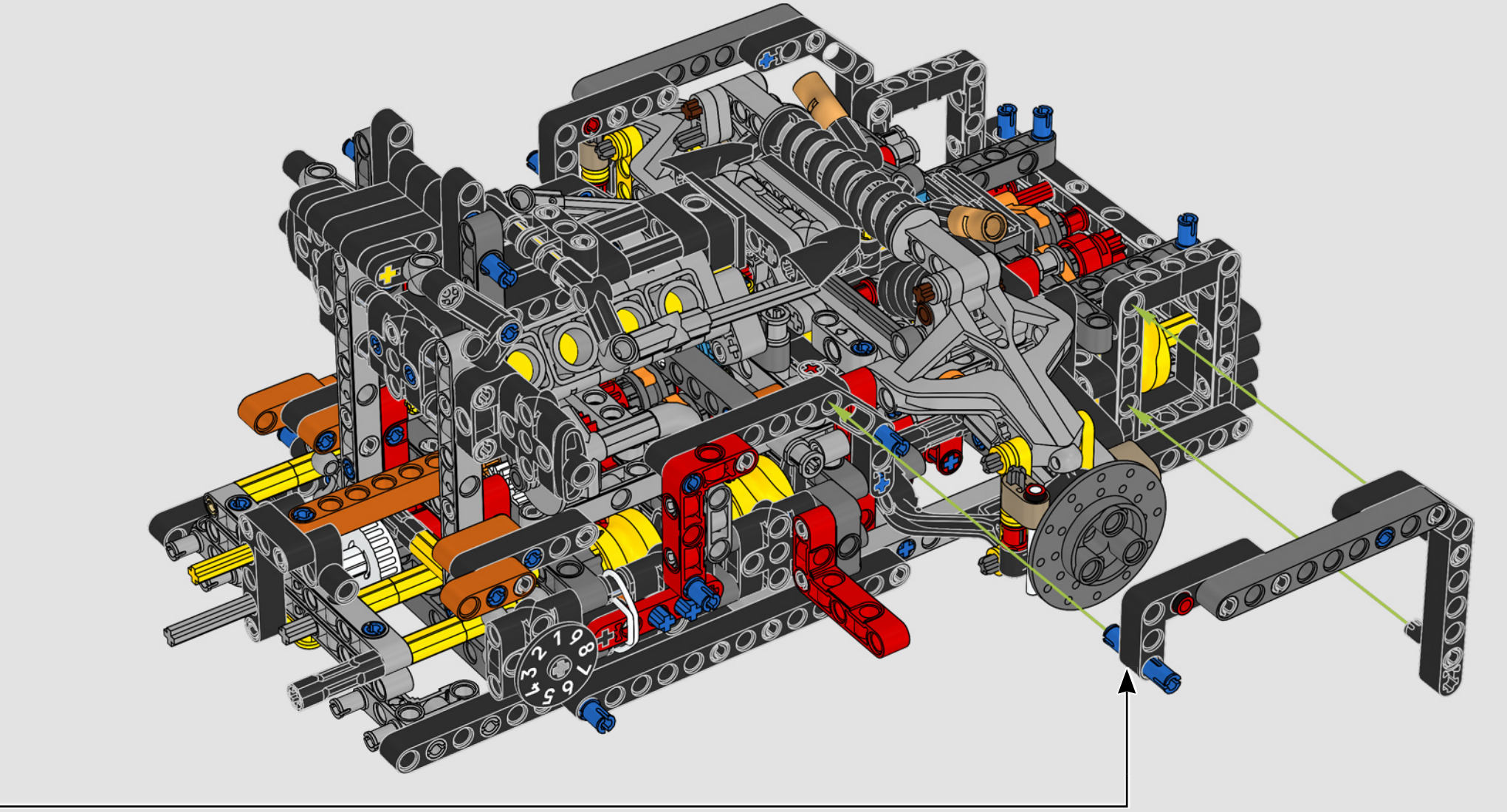






BOX

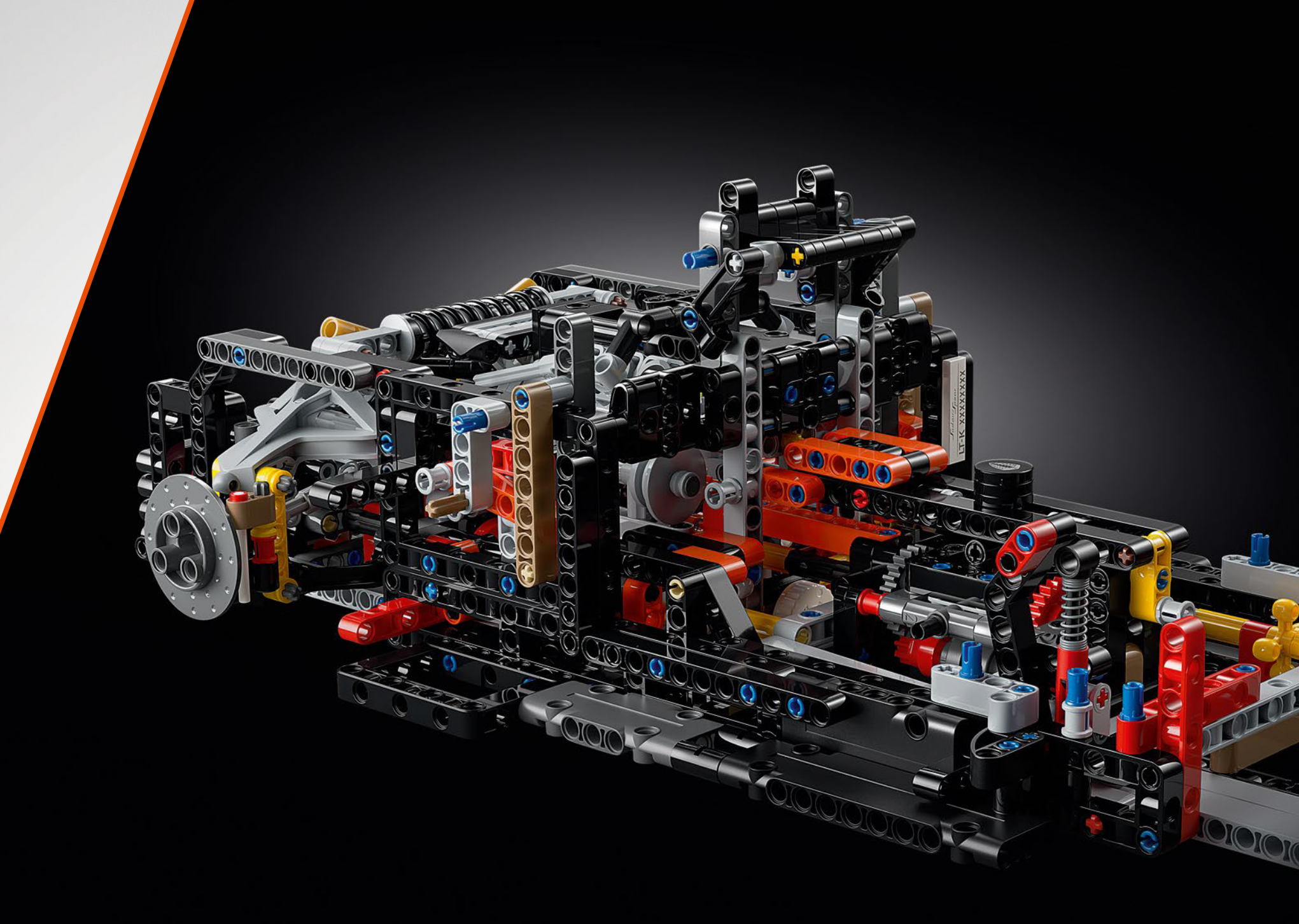
1 2 3

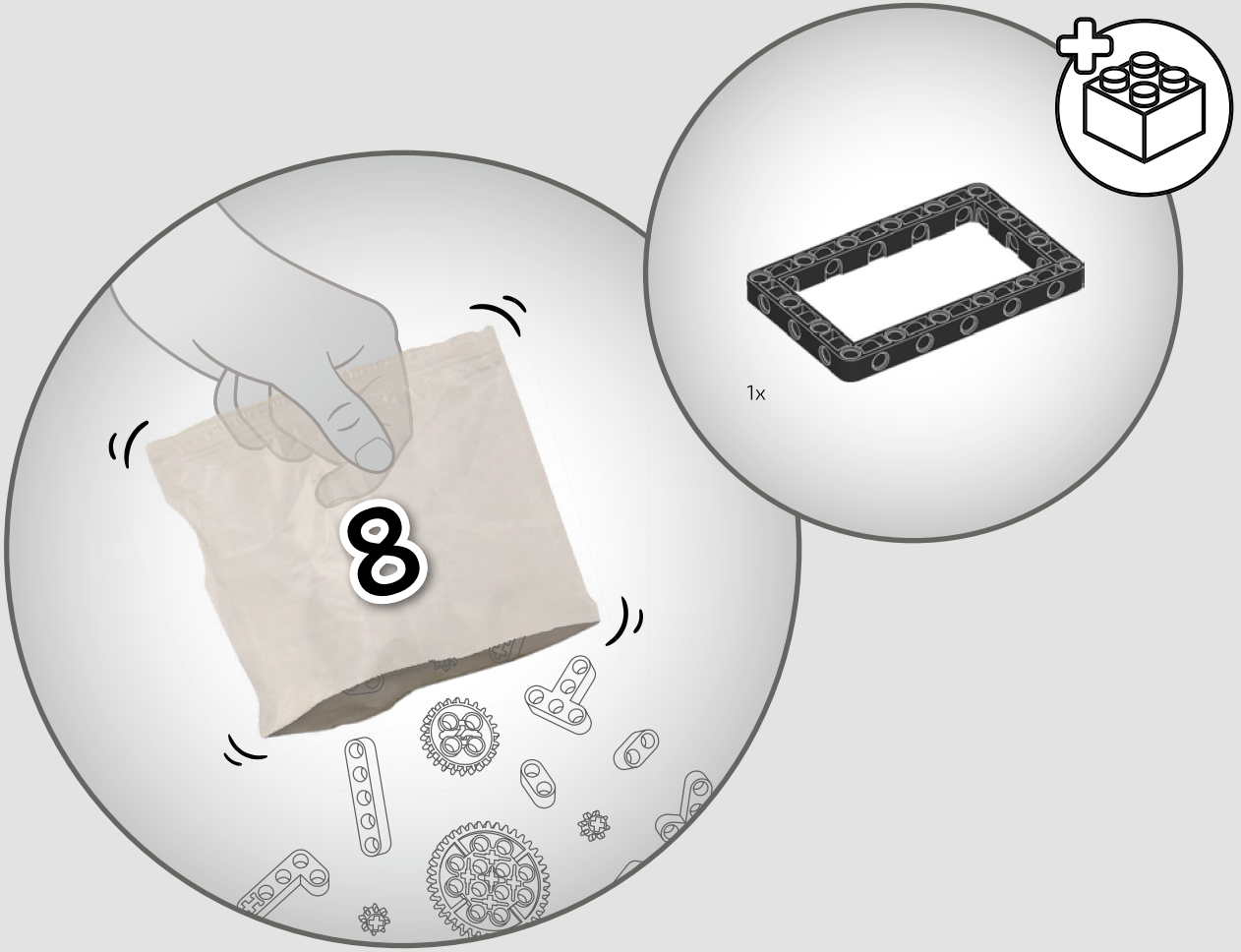


GHOST MODE
GHOST-MODUS

In real-life, the rear clam opens first, followed by the bonnet, then the doors open and the mirrors retract. In this model, you activate all functions simultaneously by lifting the rear clam.

Im wirklichen Leben öffnet sich zuerst die Heckklappe, dann die Motorhaube, anschließend öffnen sich die Türen und die Spiegel klappen ein. Bei diesem Modell aktiviert man alle Funktionen gleichzeitig, indem man die hintere Klappe anhebt.

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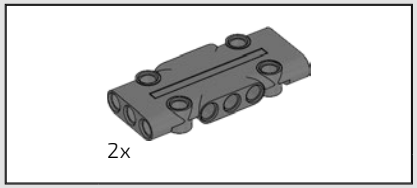

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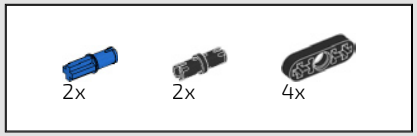

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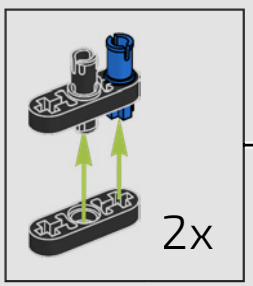

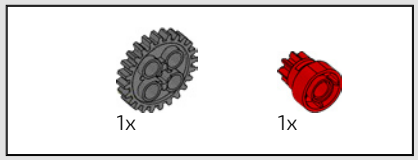

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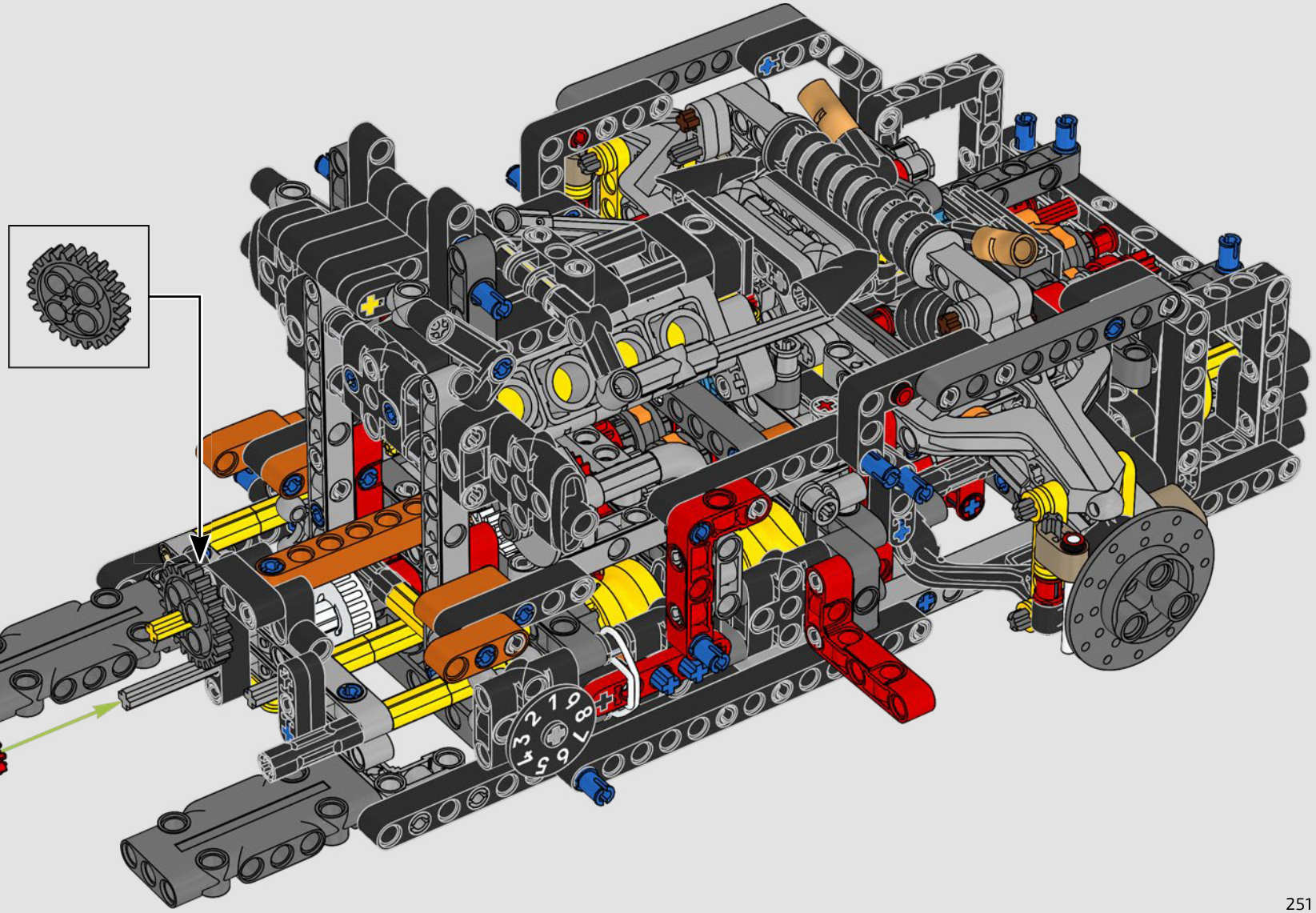

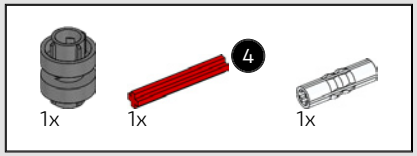

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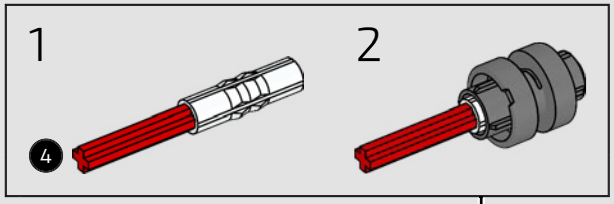

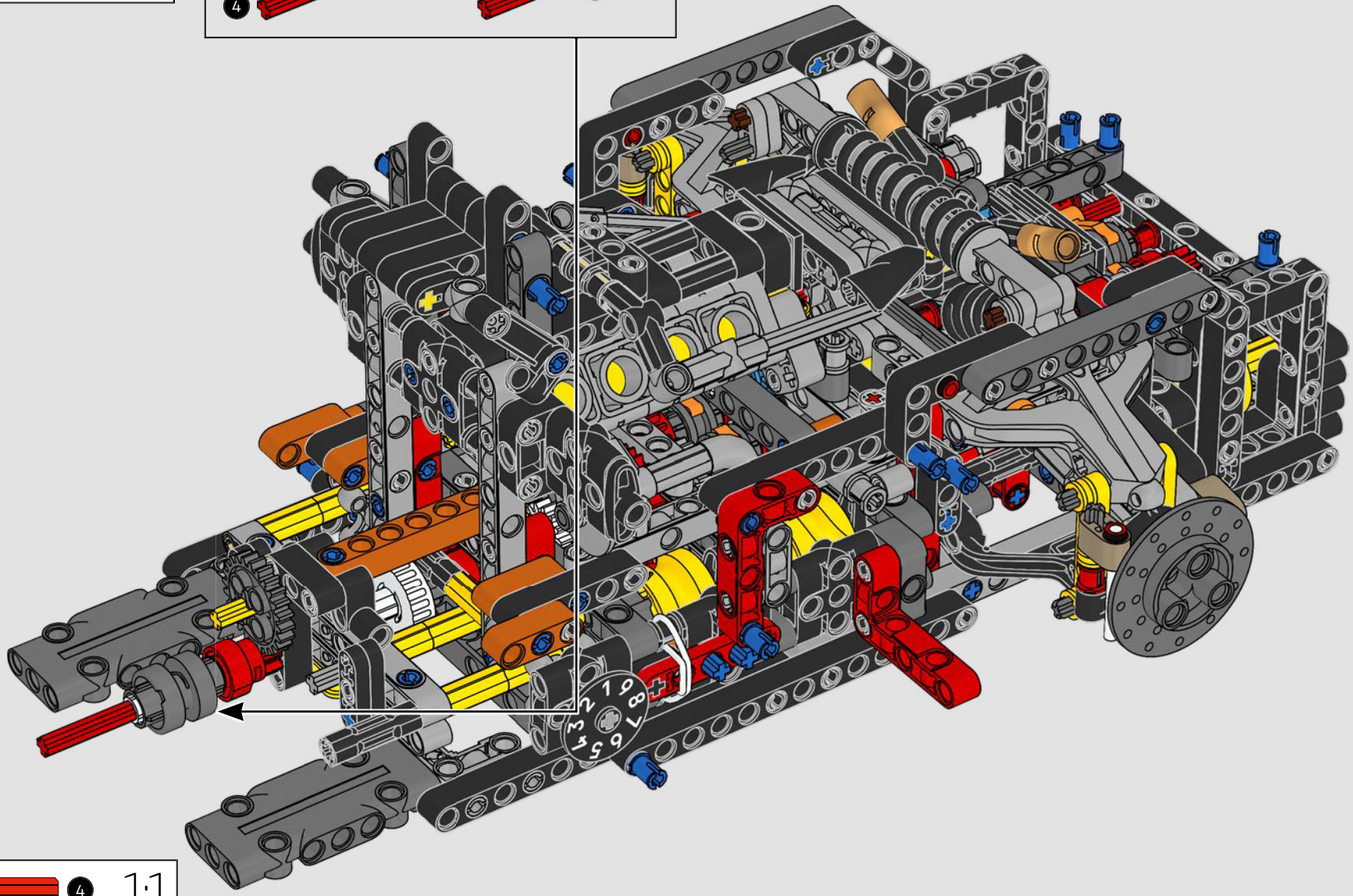



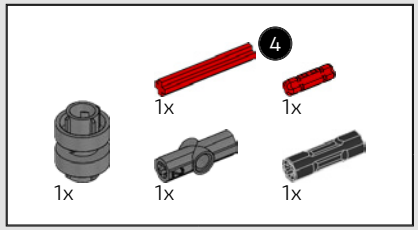

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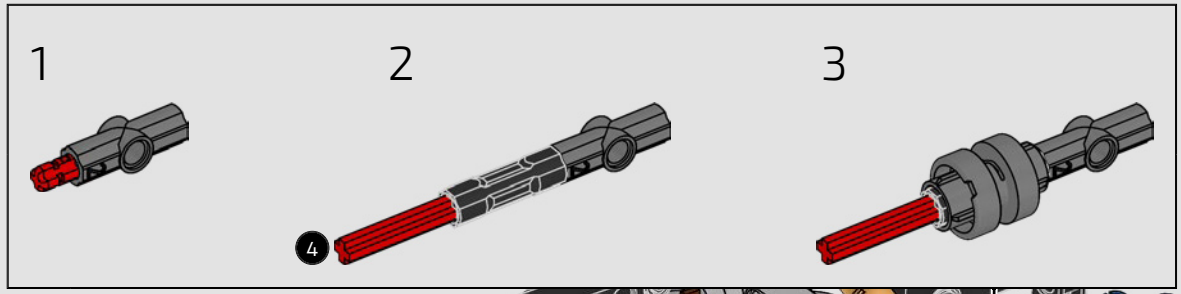

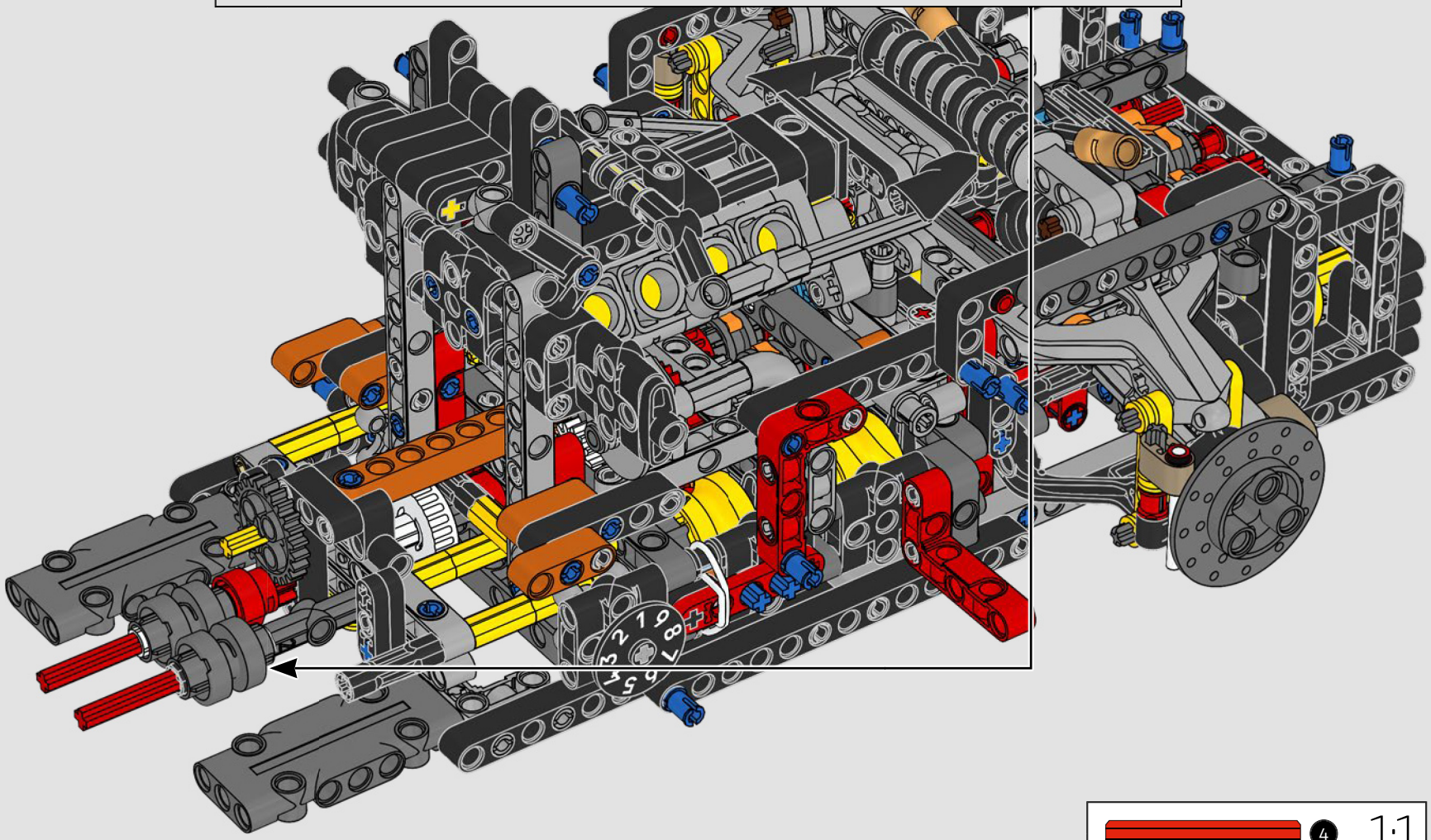

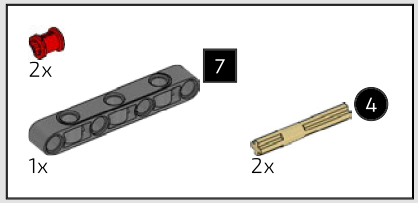

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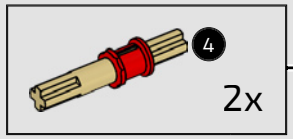

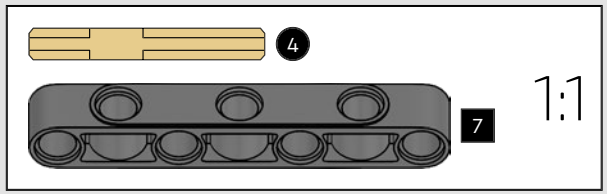

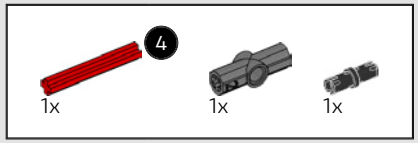

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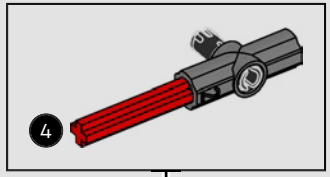



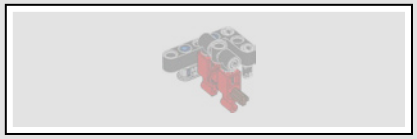

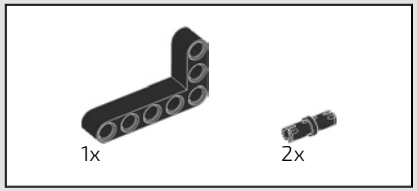

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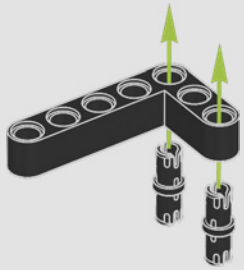

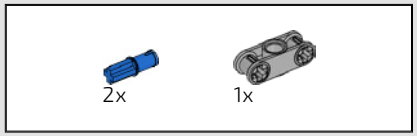

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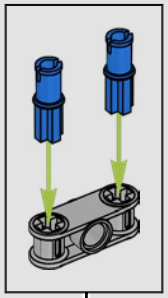

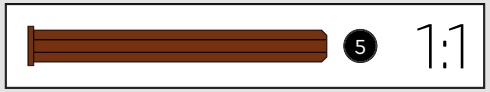

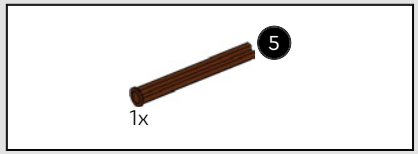

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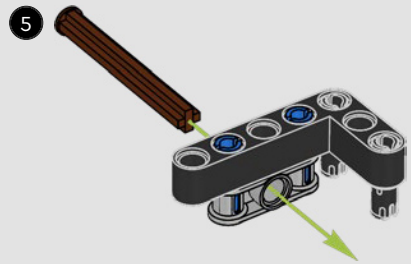

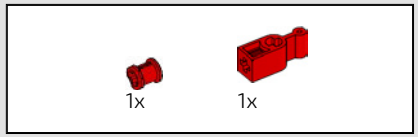

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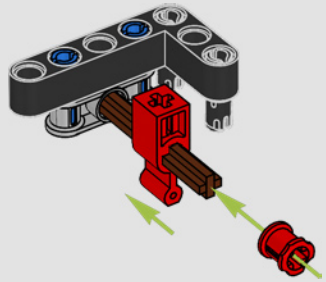



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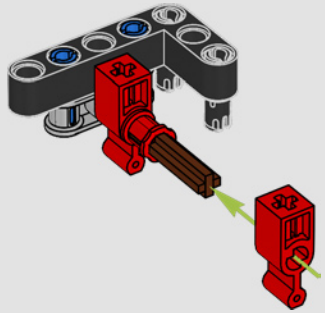



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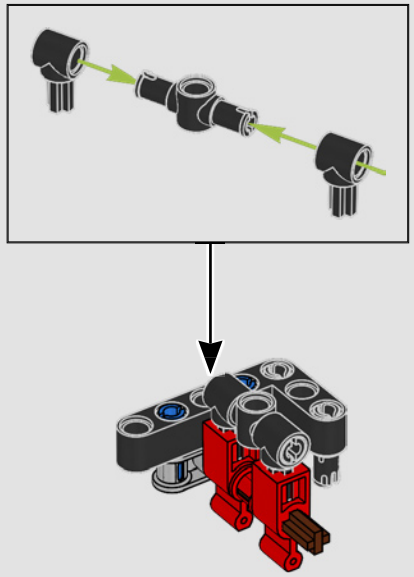

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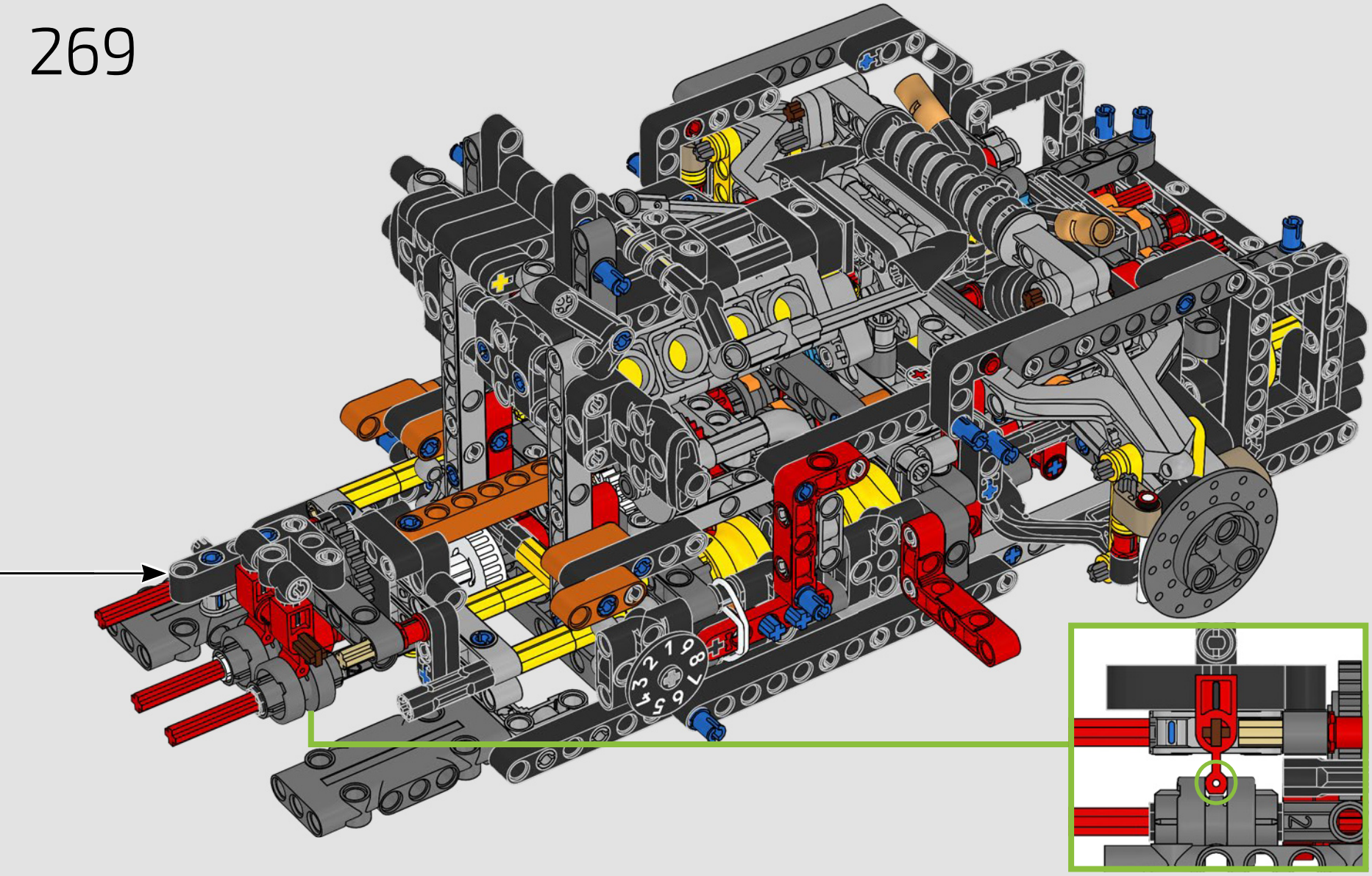

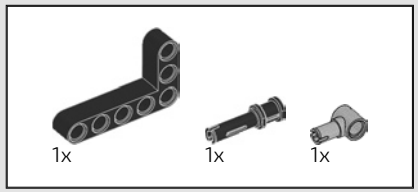

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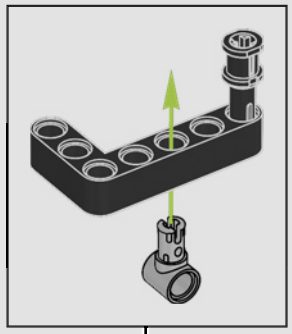

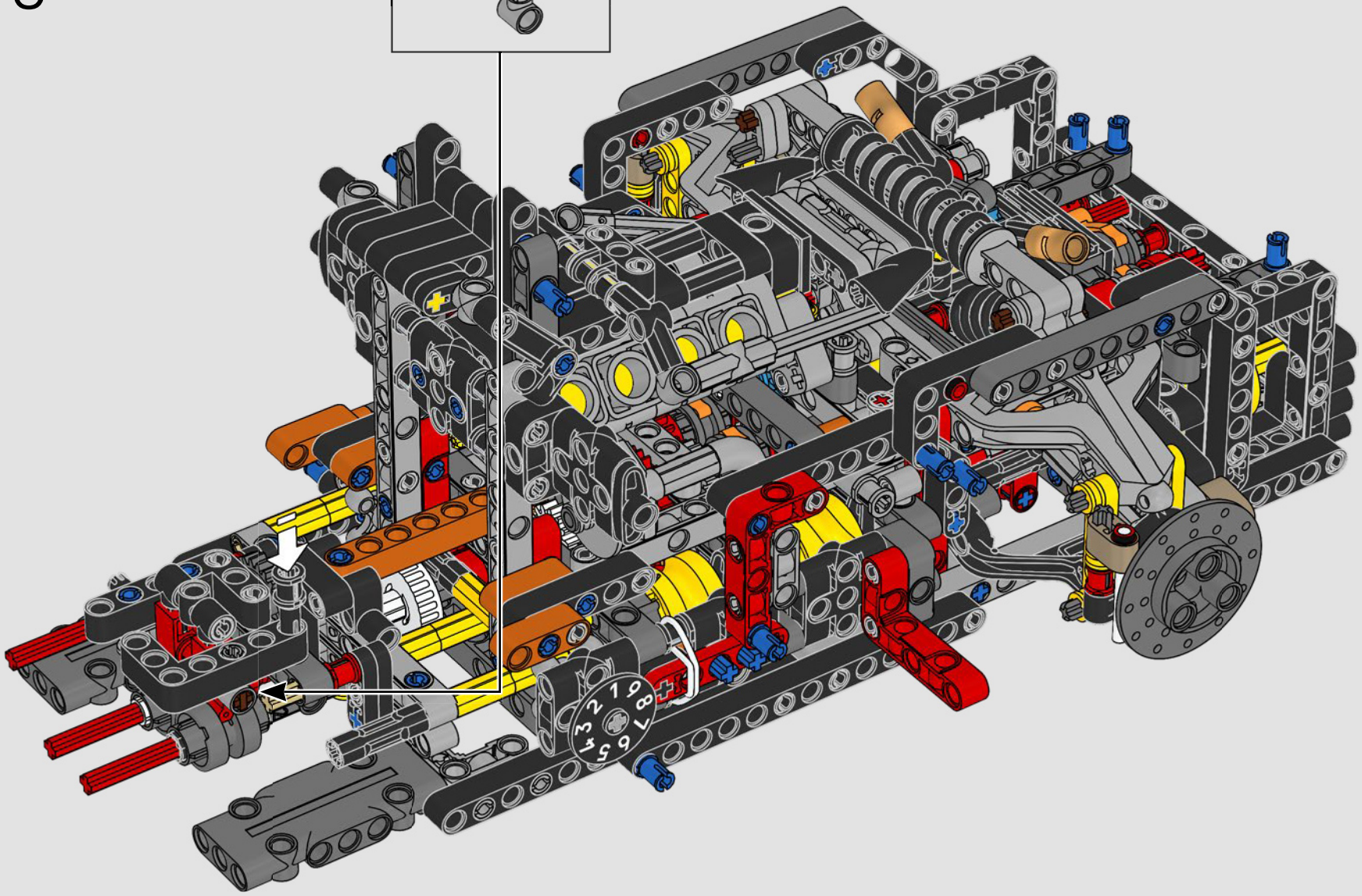

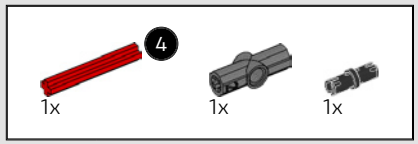

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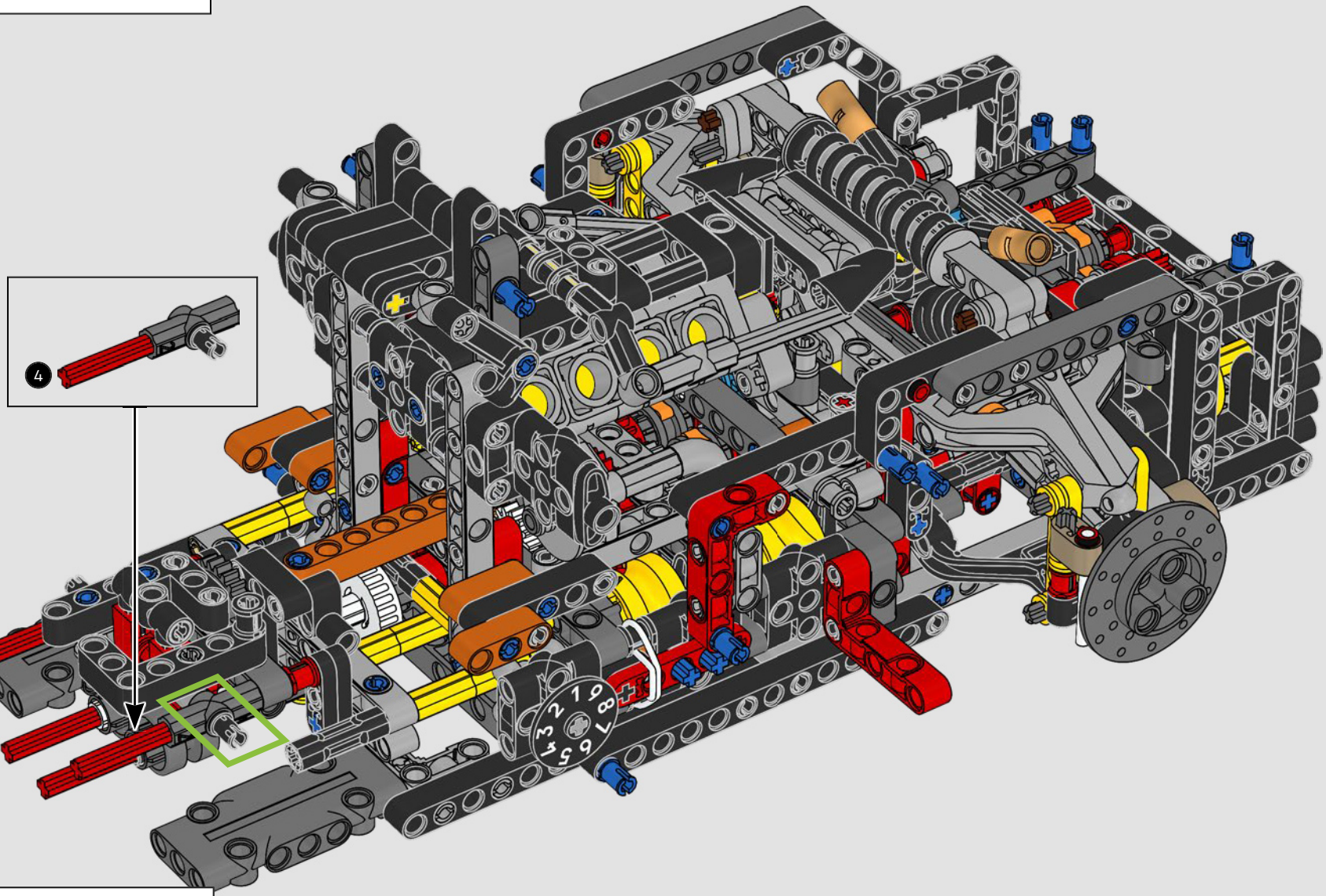



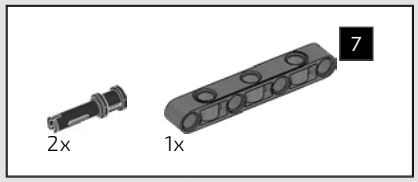

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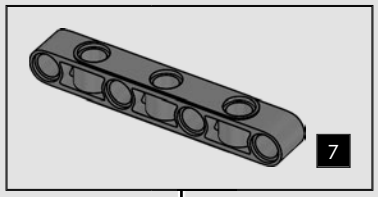

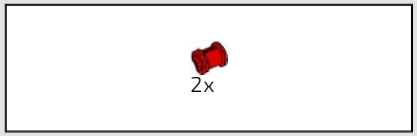

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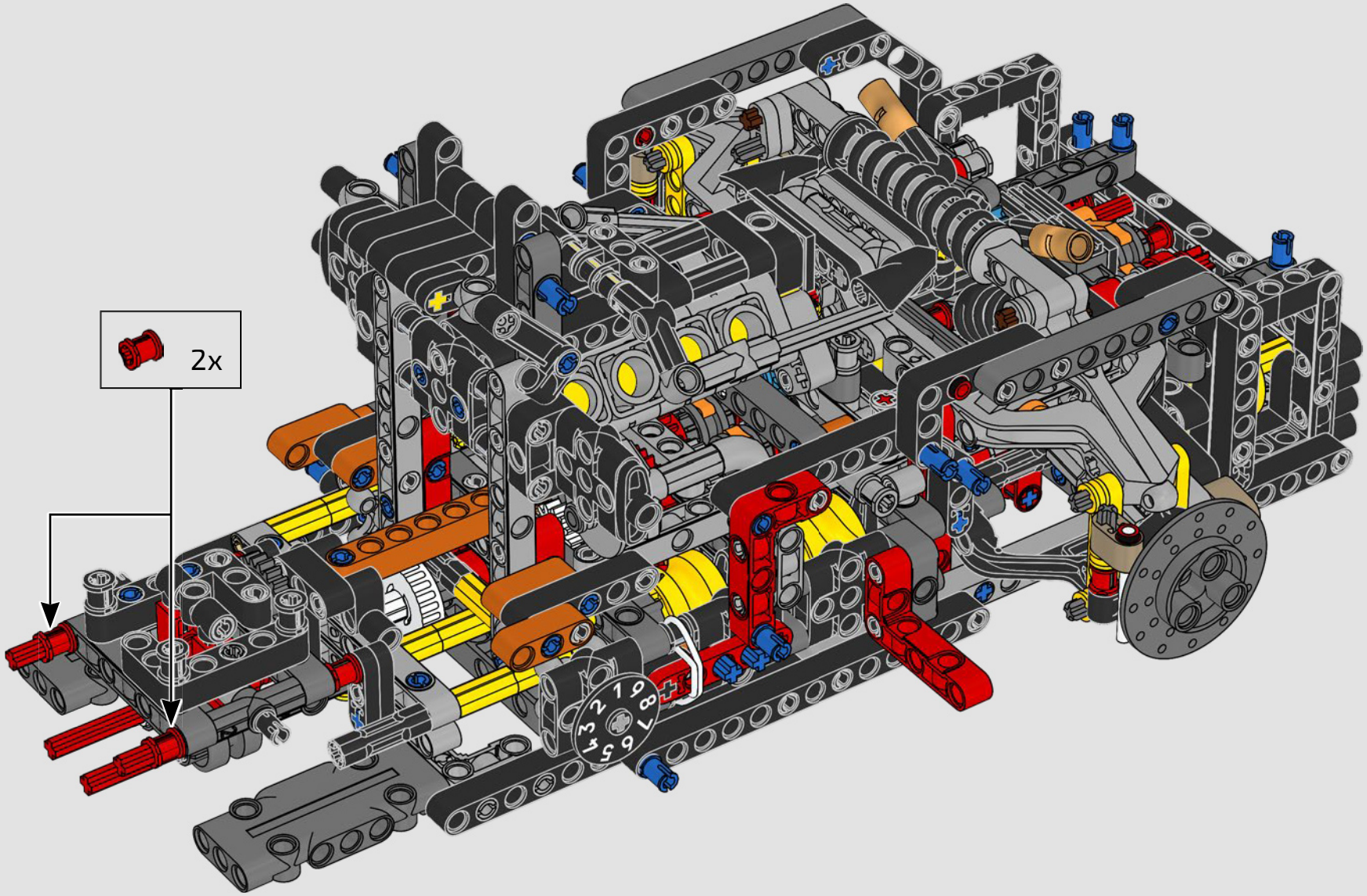

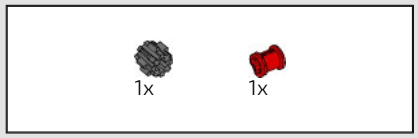

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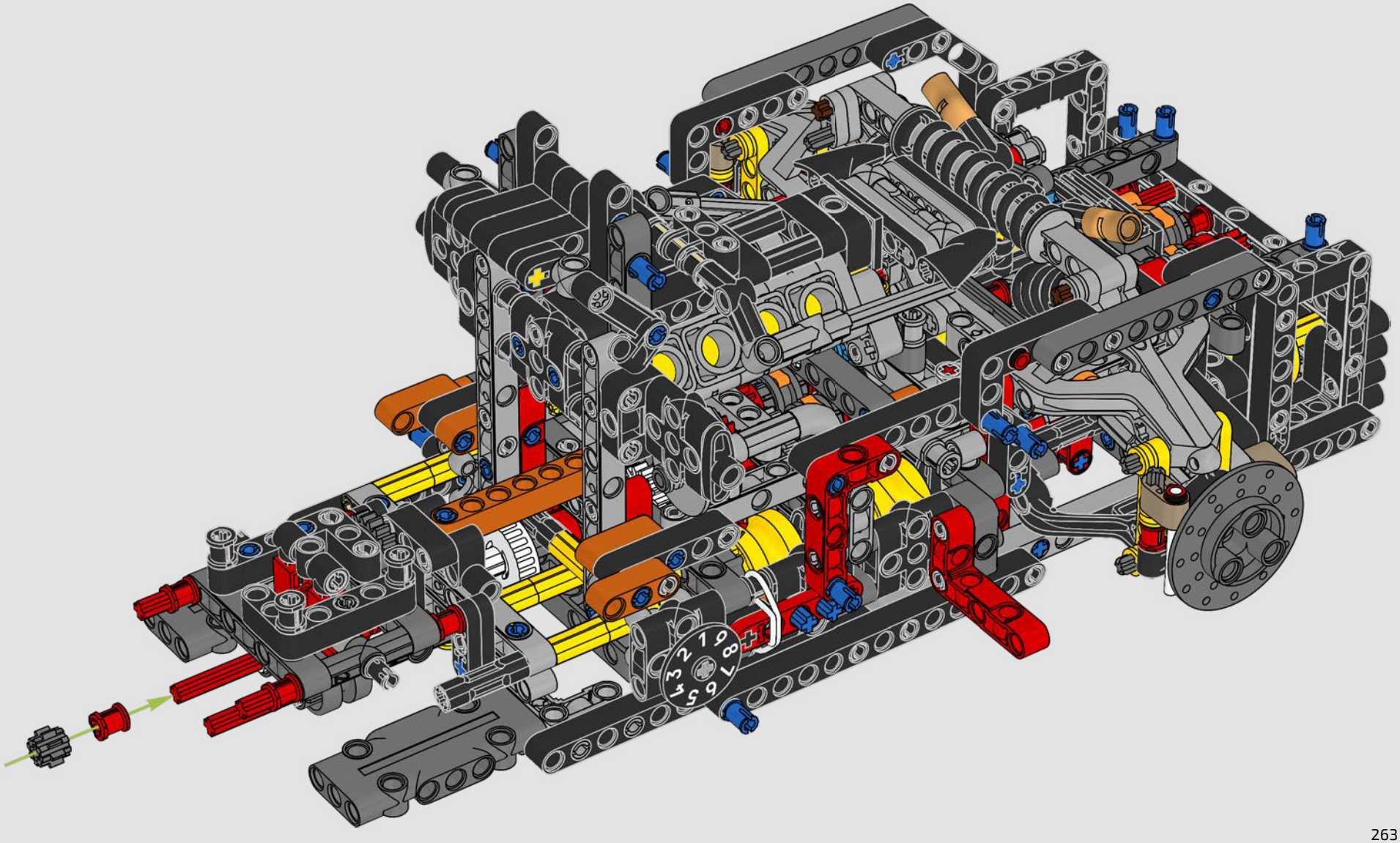

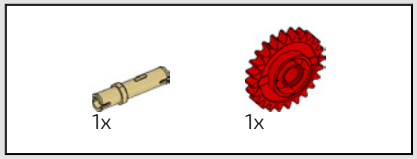

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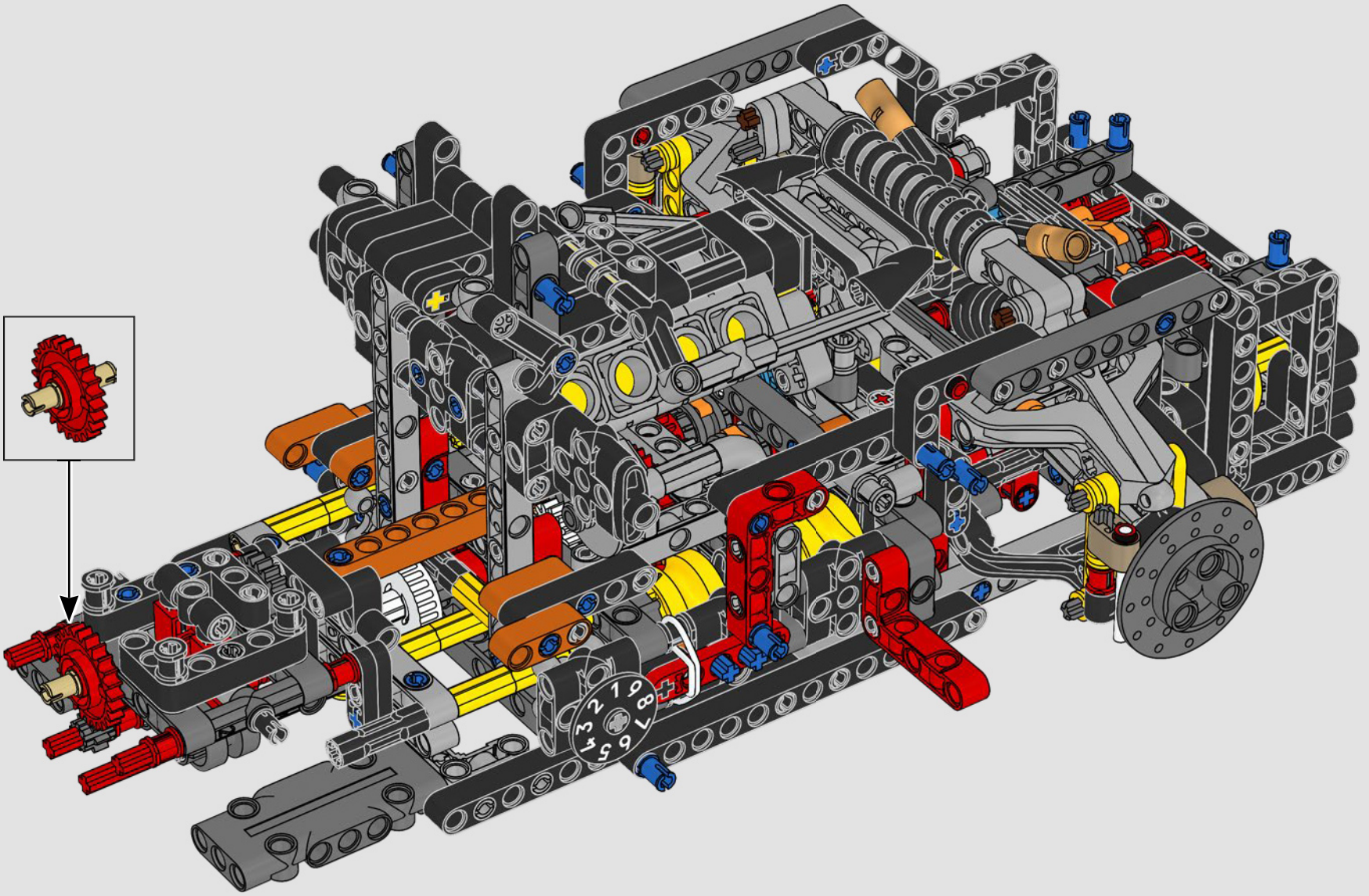

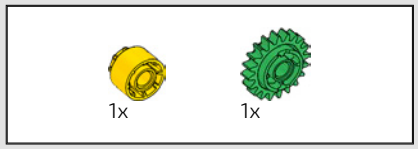

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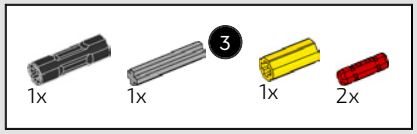

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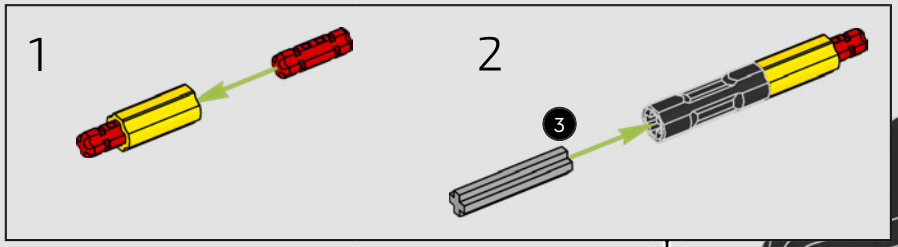

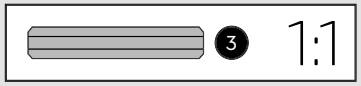

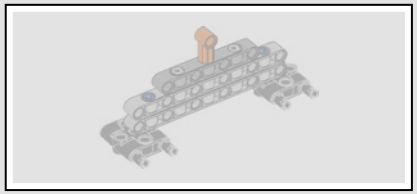

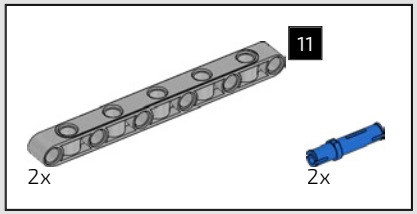

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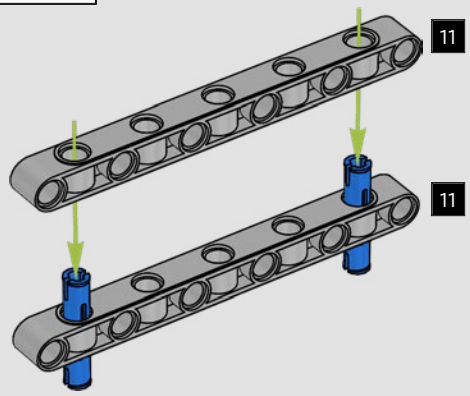

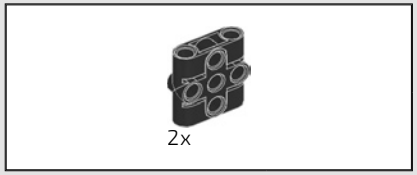

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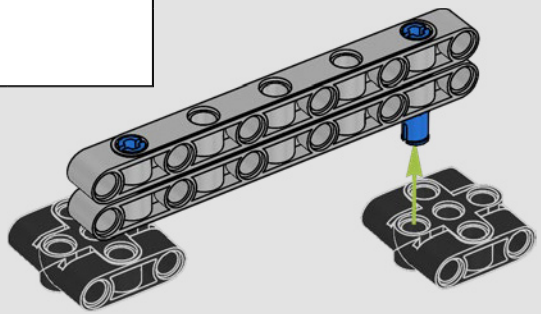

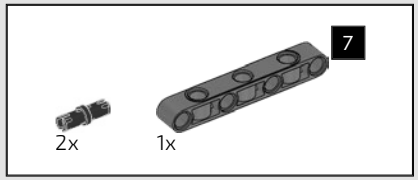

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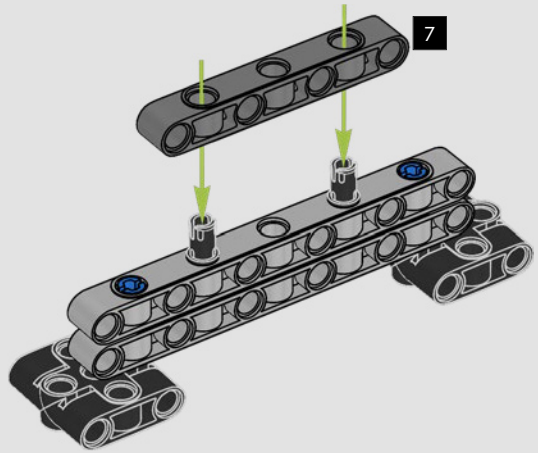

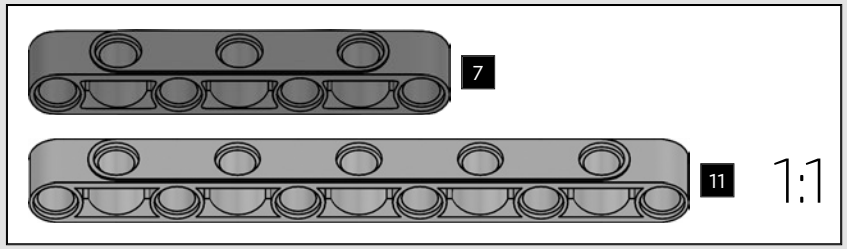

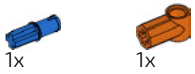

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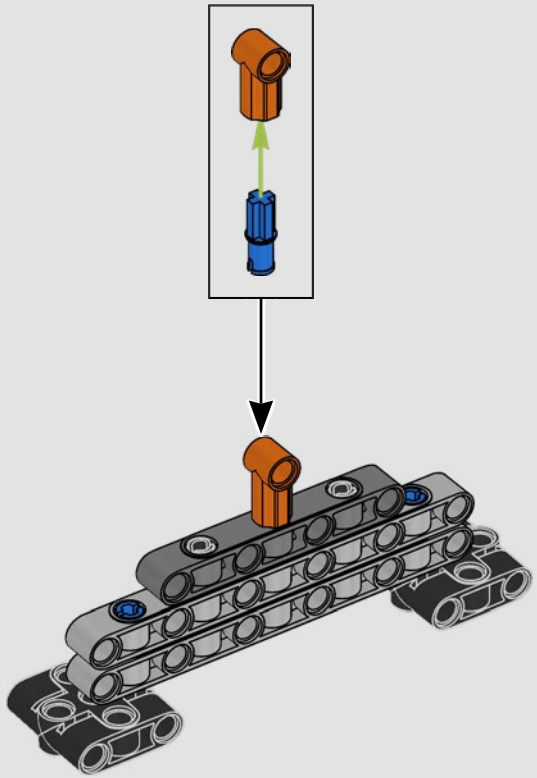



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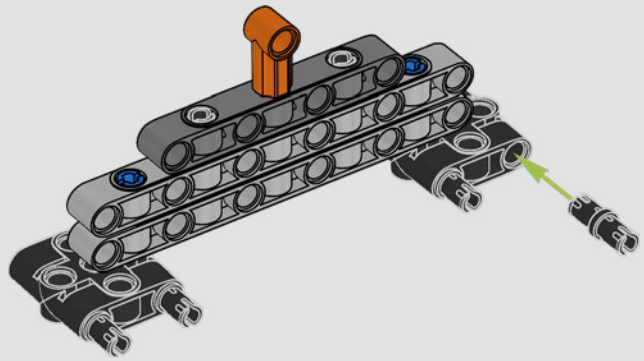

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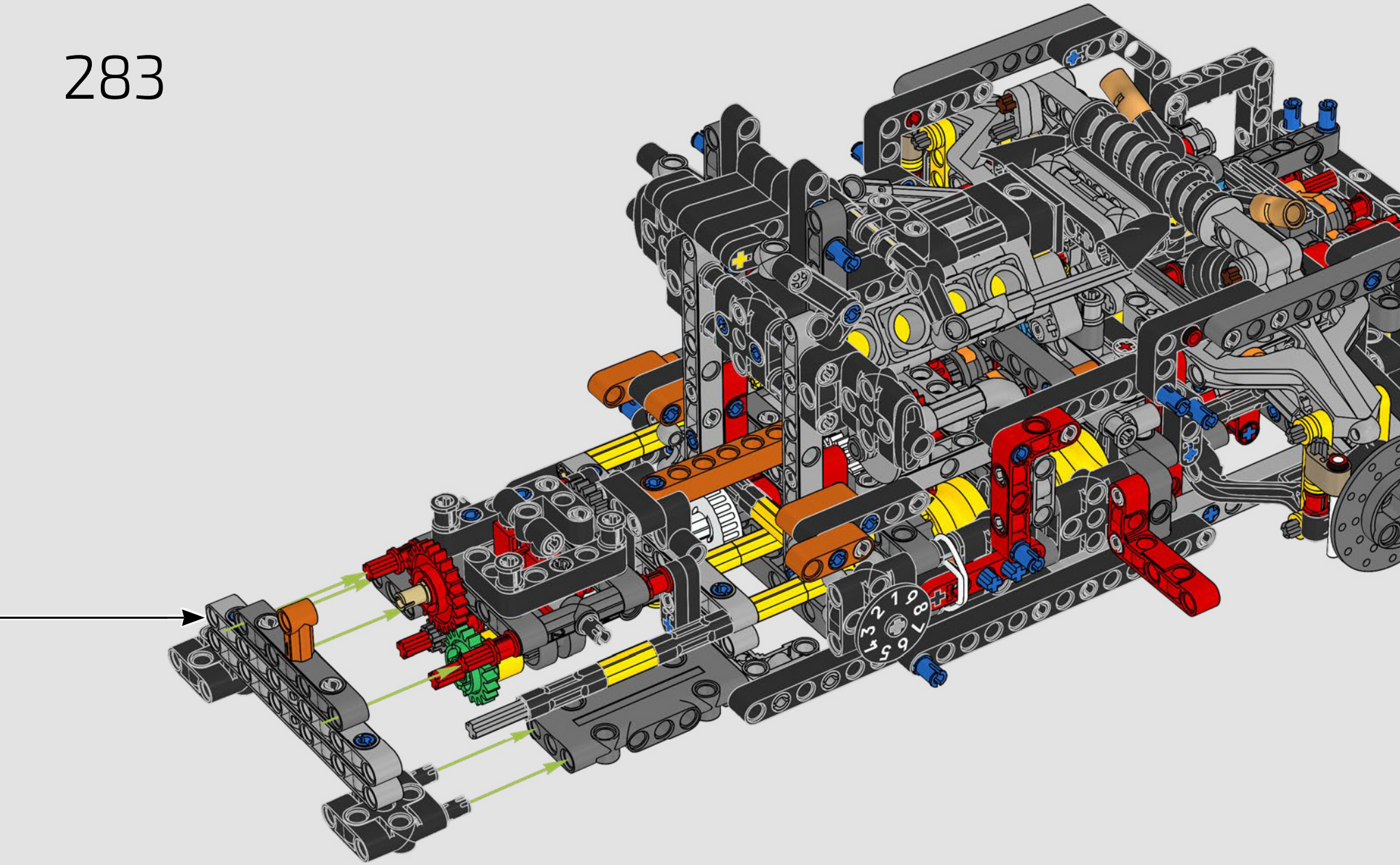

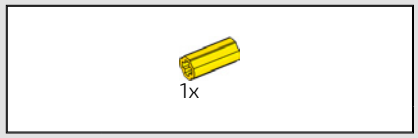

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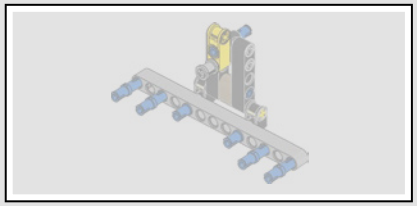

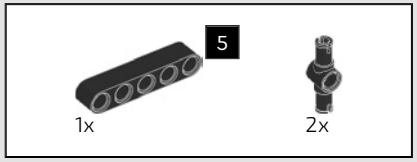

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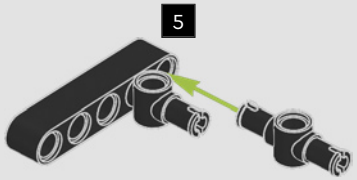

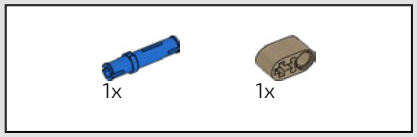

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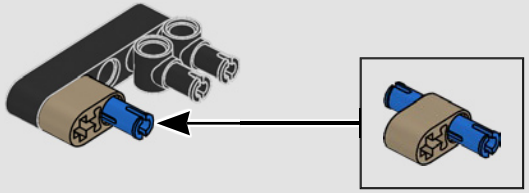

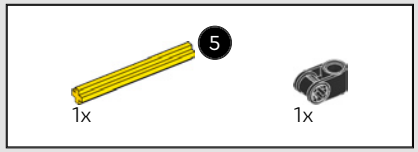

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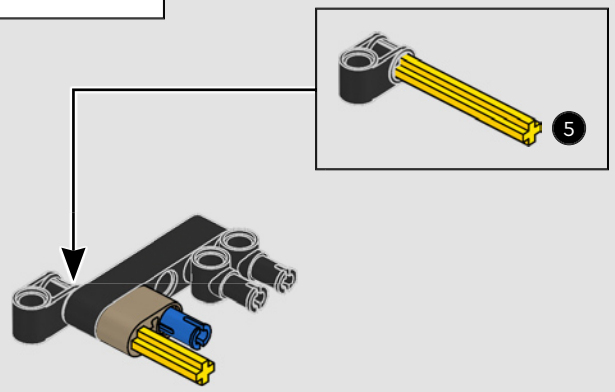

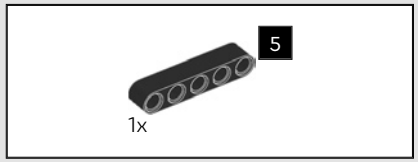

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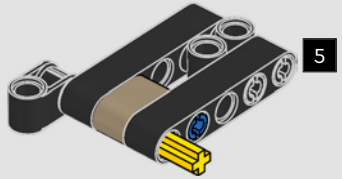

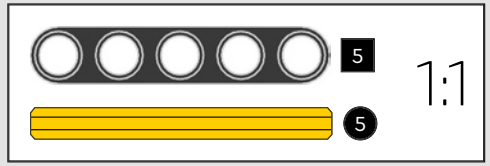


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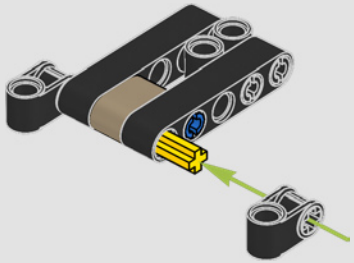


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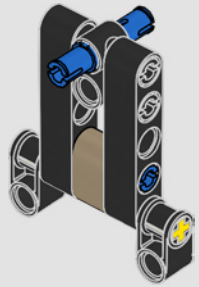

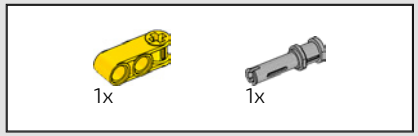

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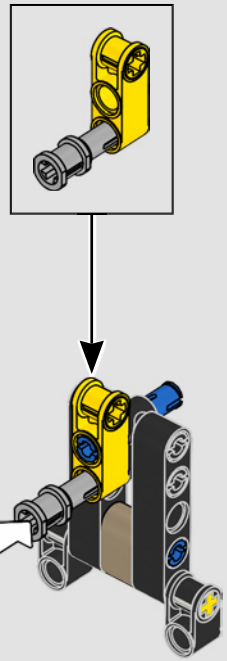

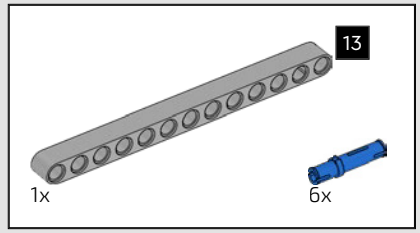

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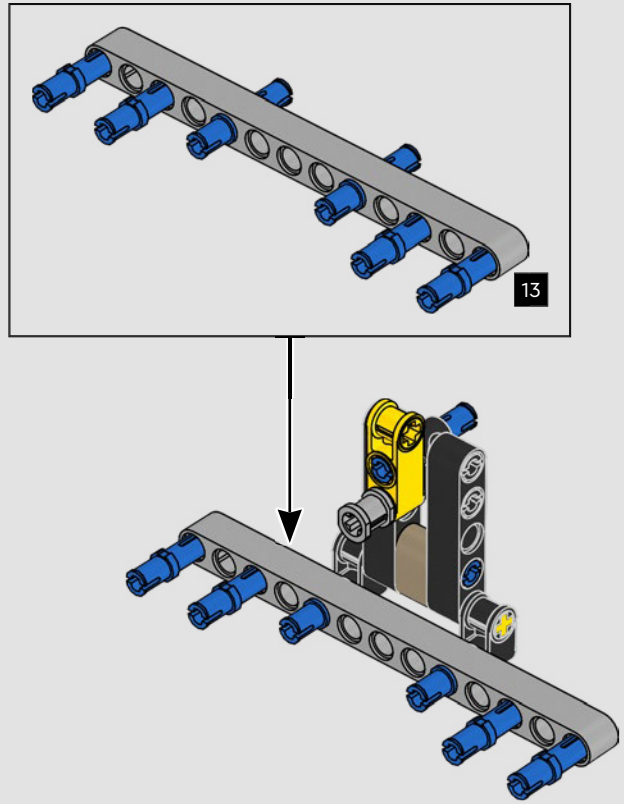

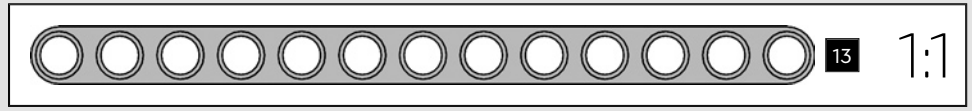

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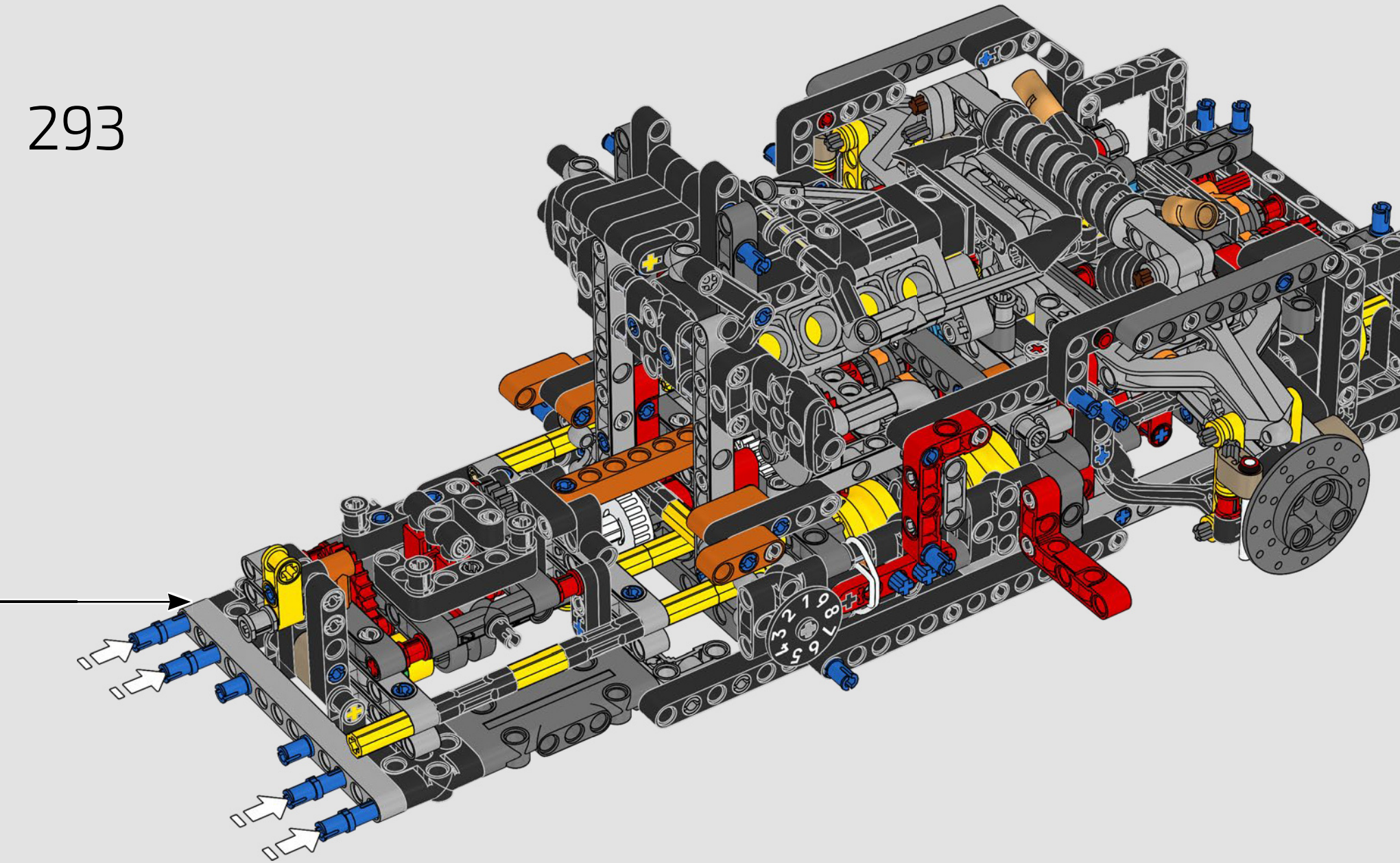

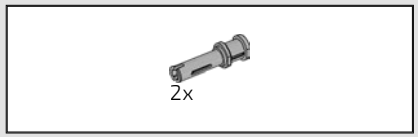

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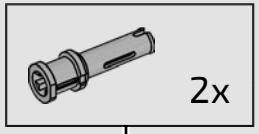

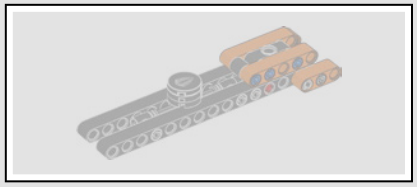

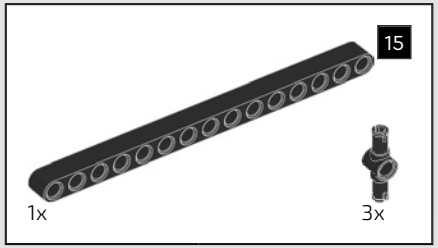

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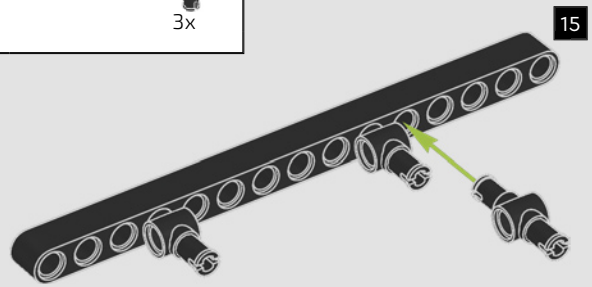

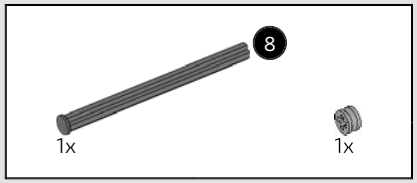

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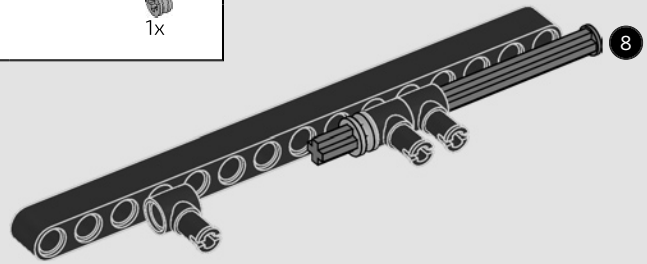

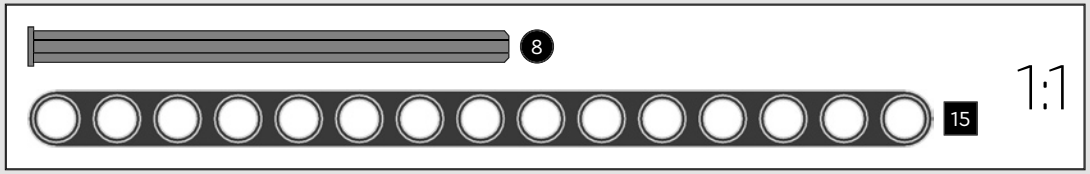

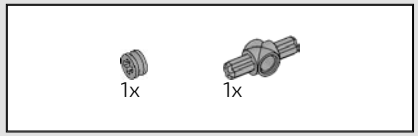

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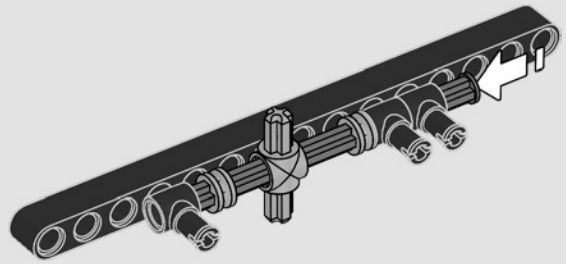

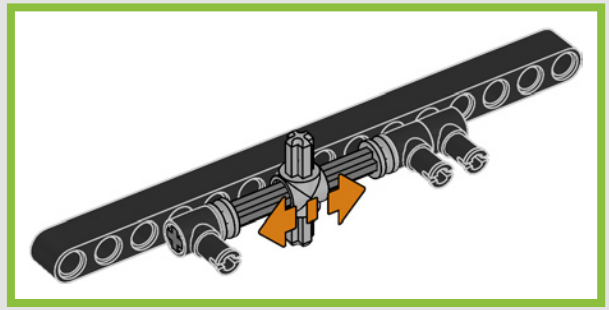

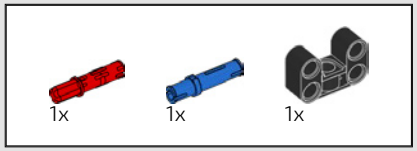

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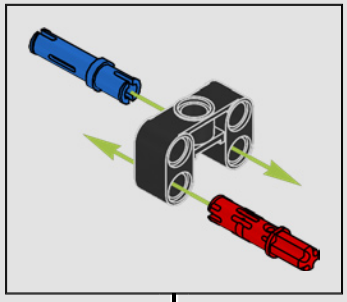

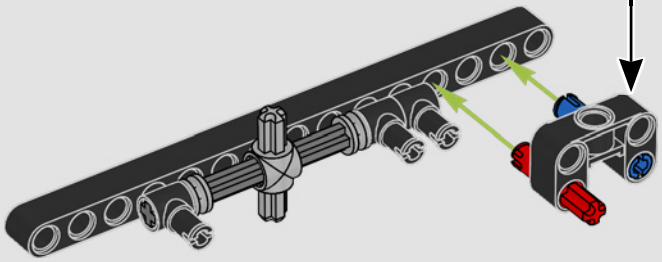

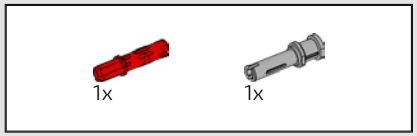

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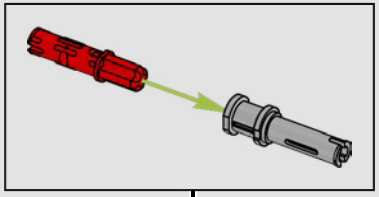

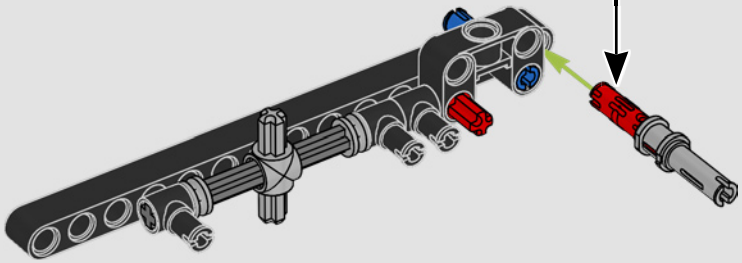

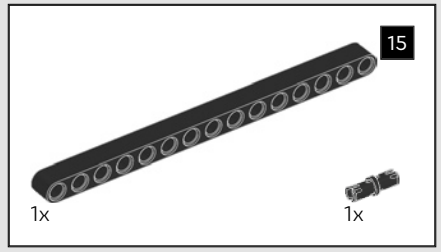

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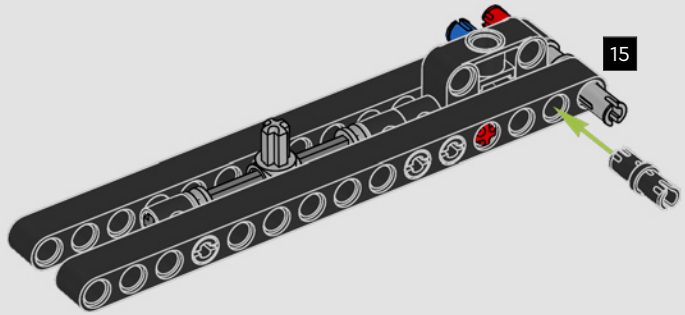

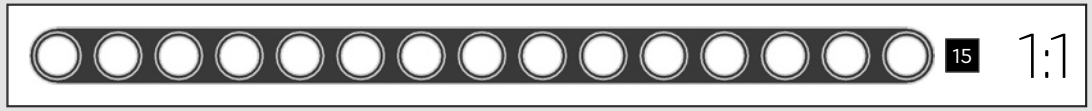

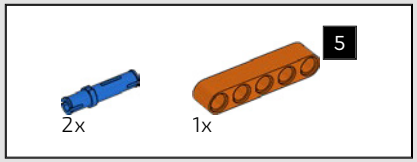

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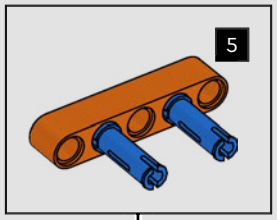

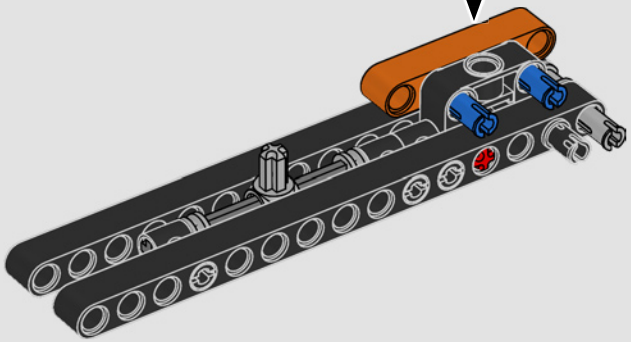

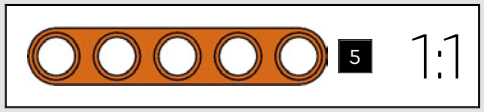

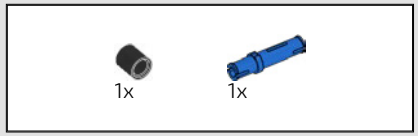

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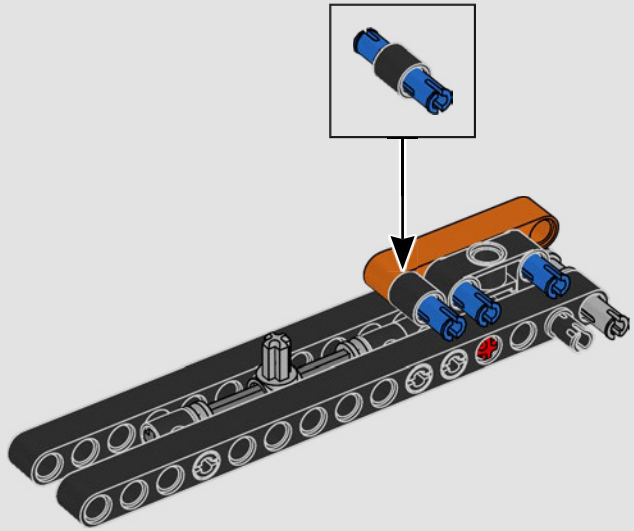

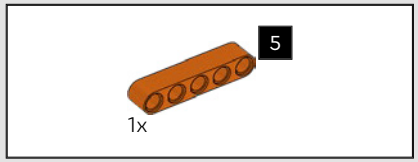

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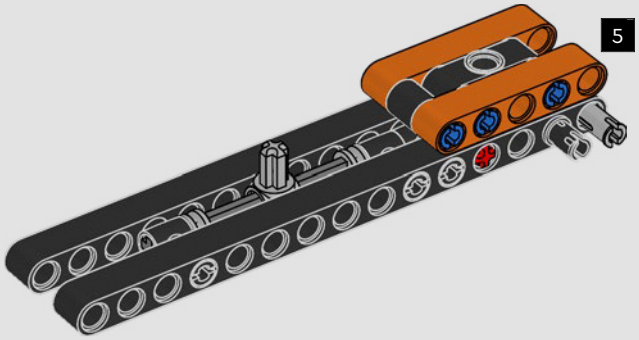

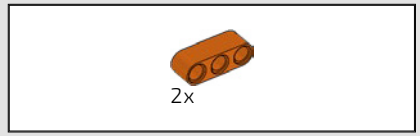

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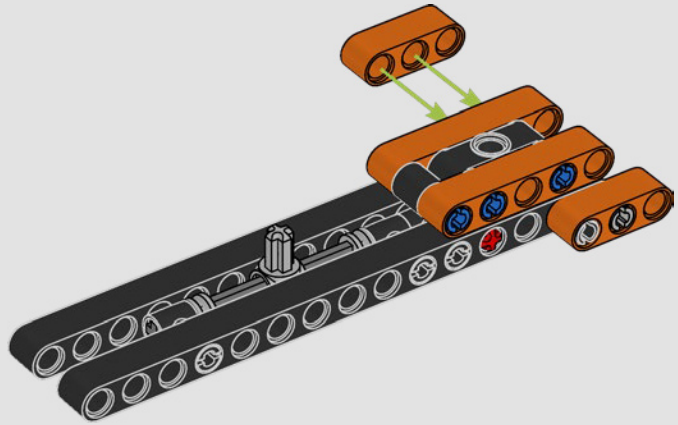

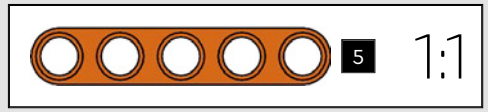

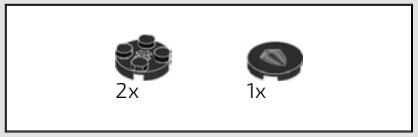

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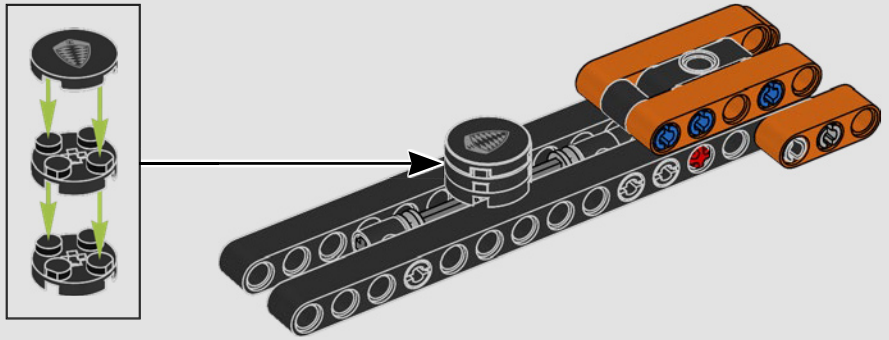

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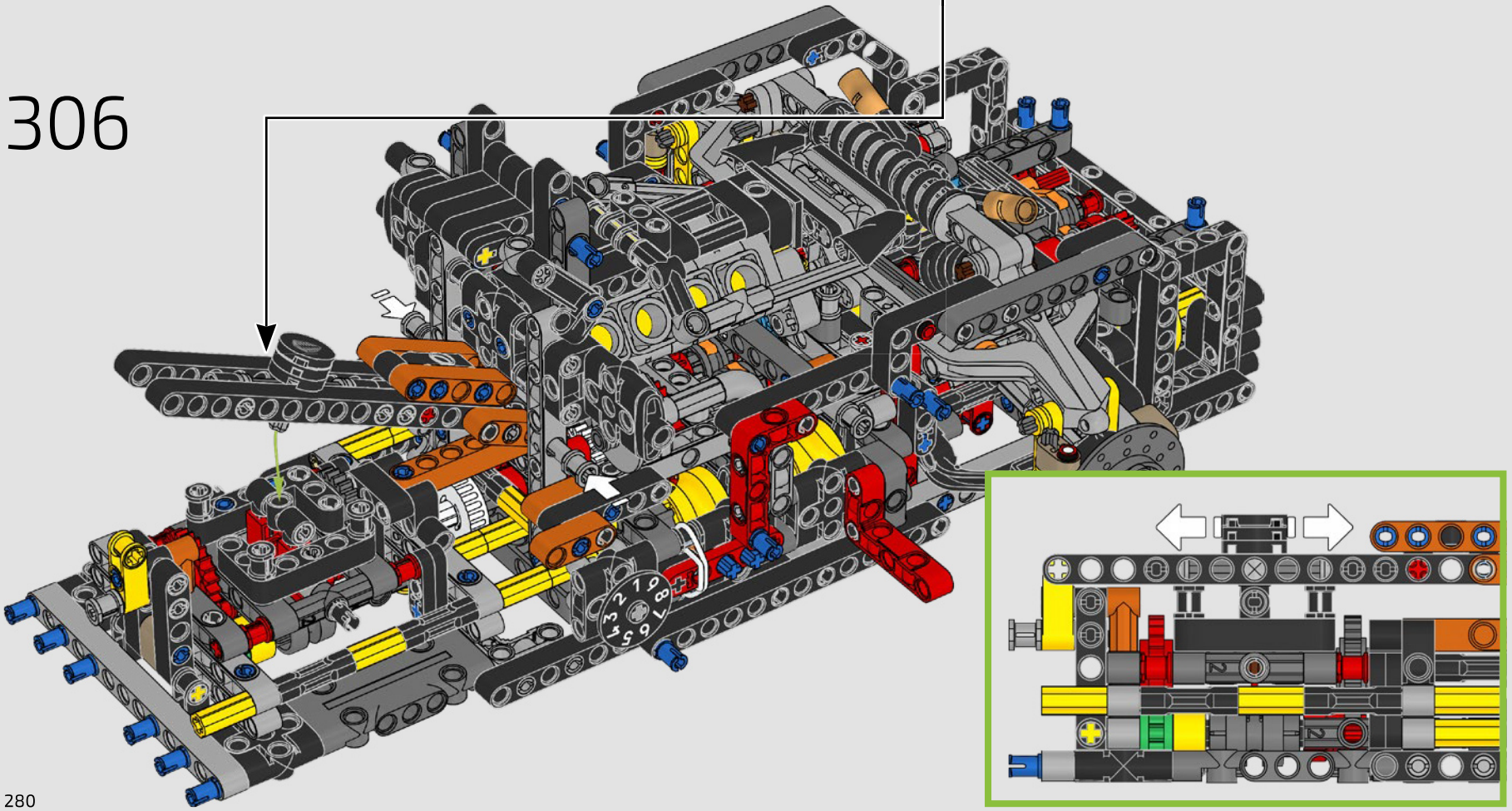

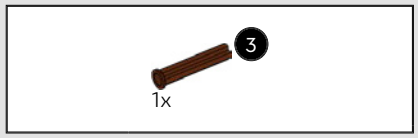

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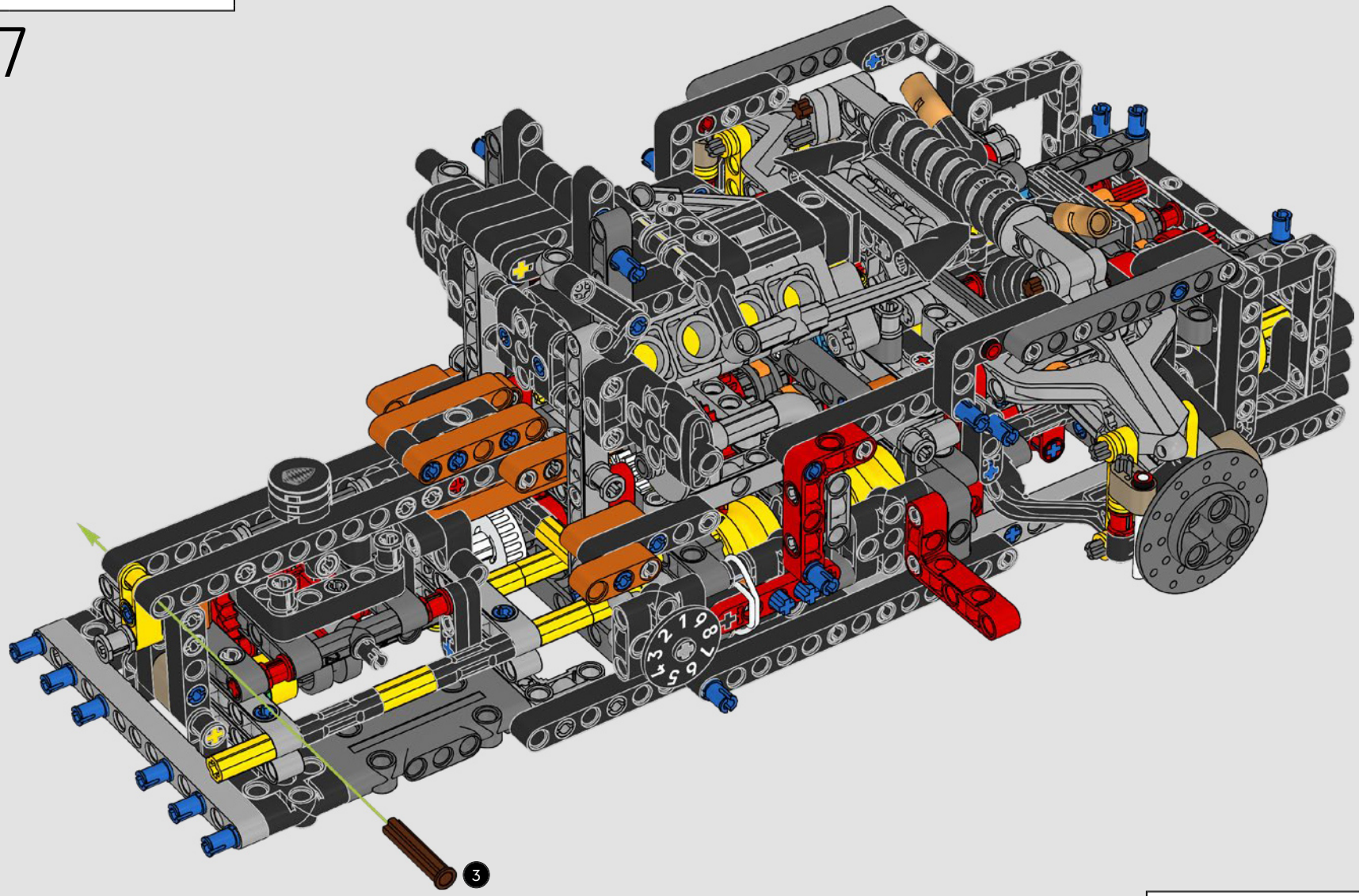

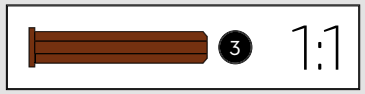

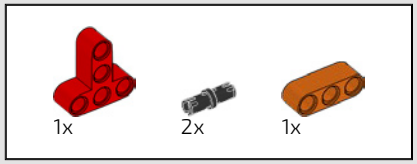

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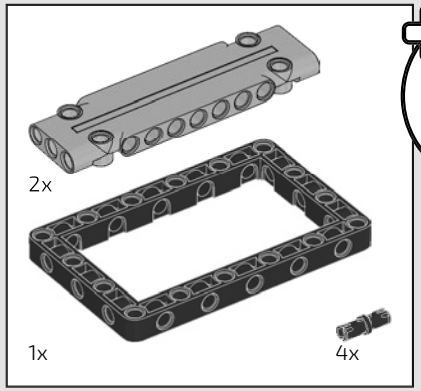

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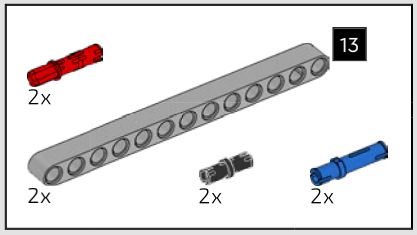

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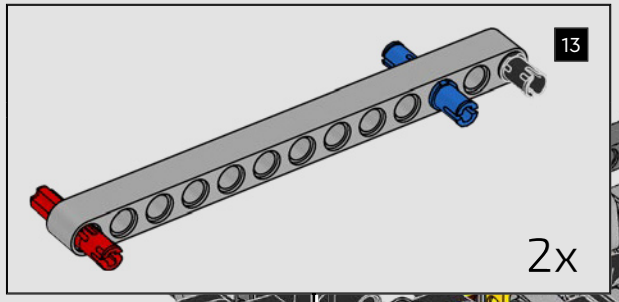

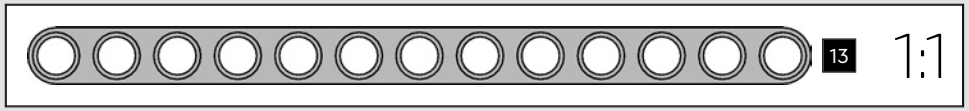

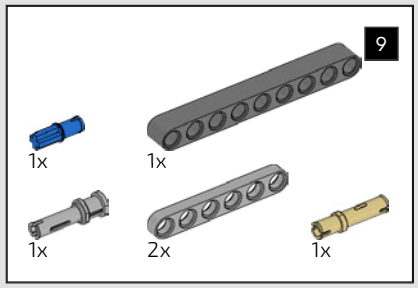

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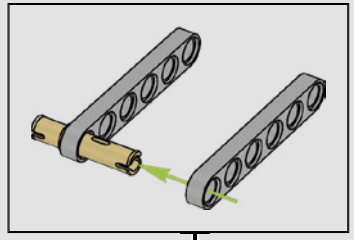

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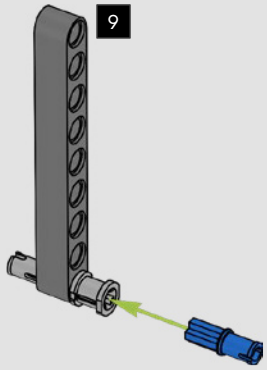

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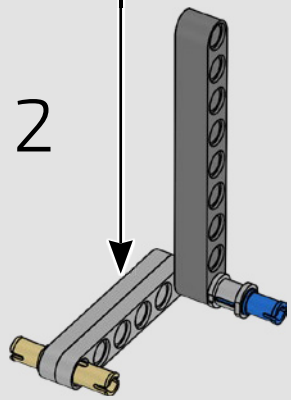

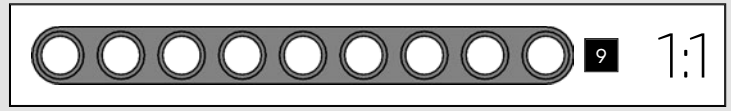

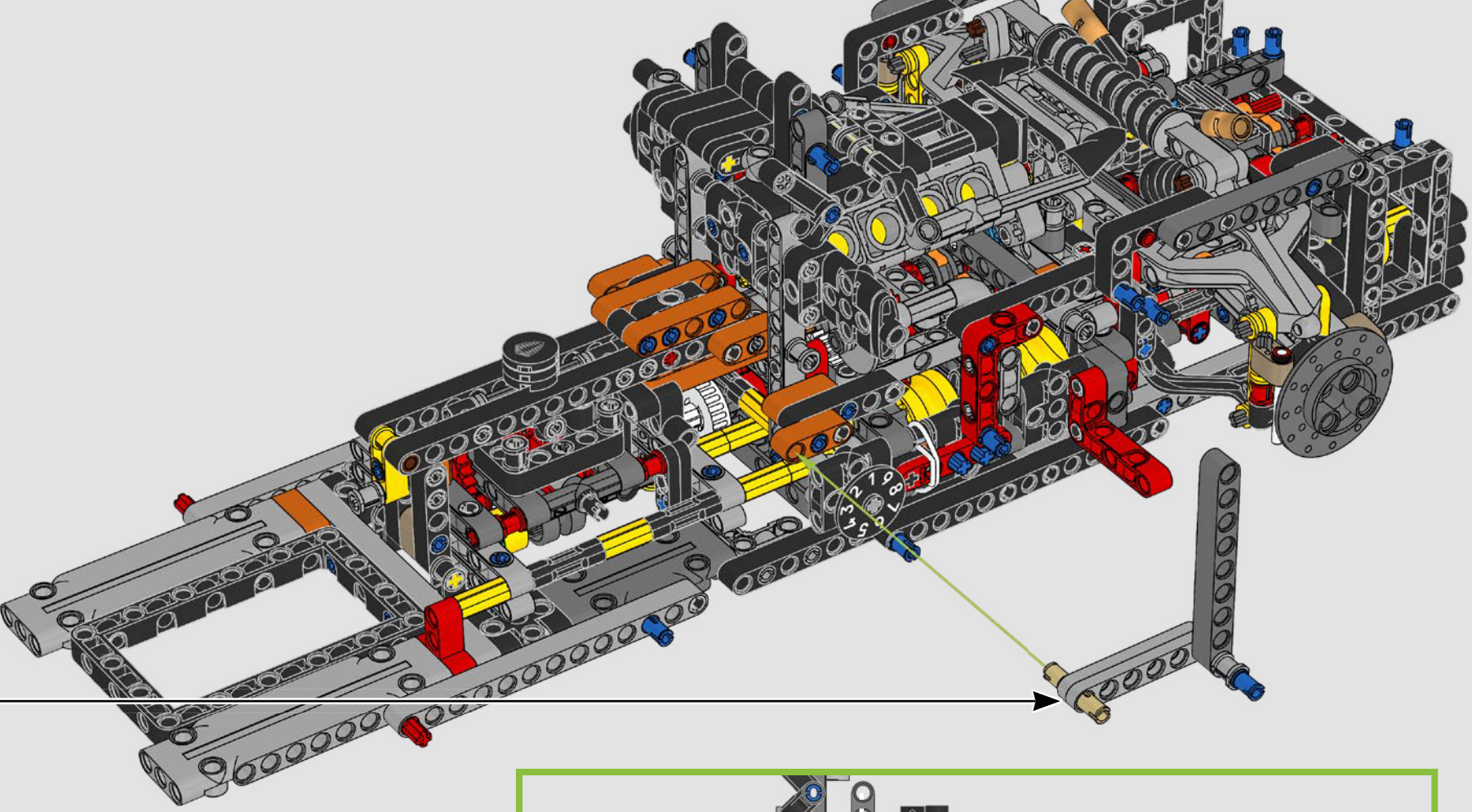

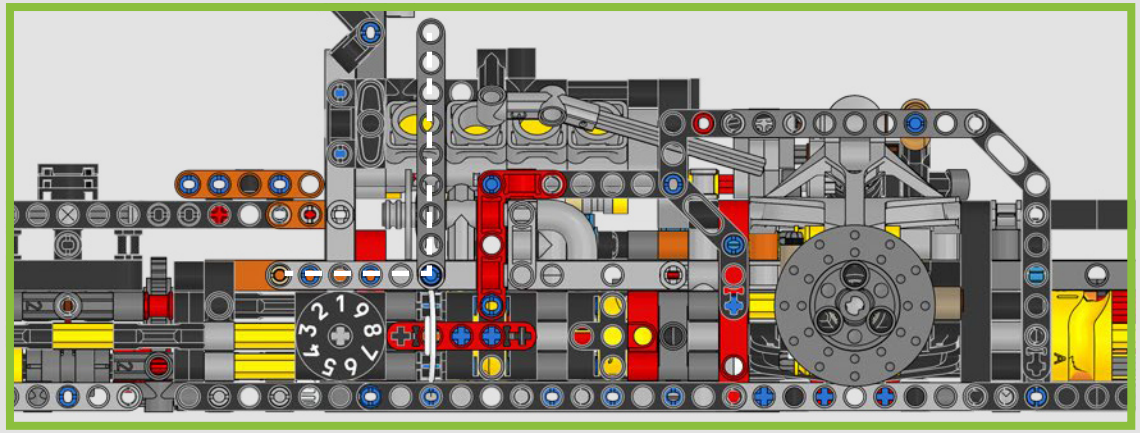

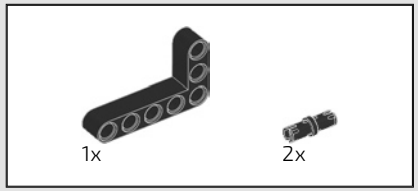

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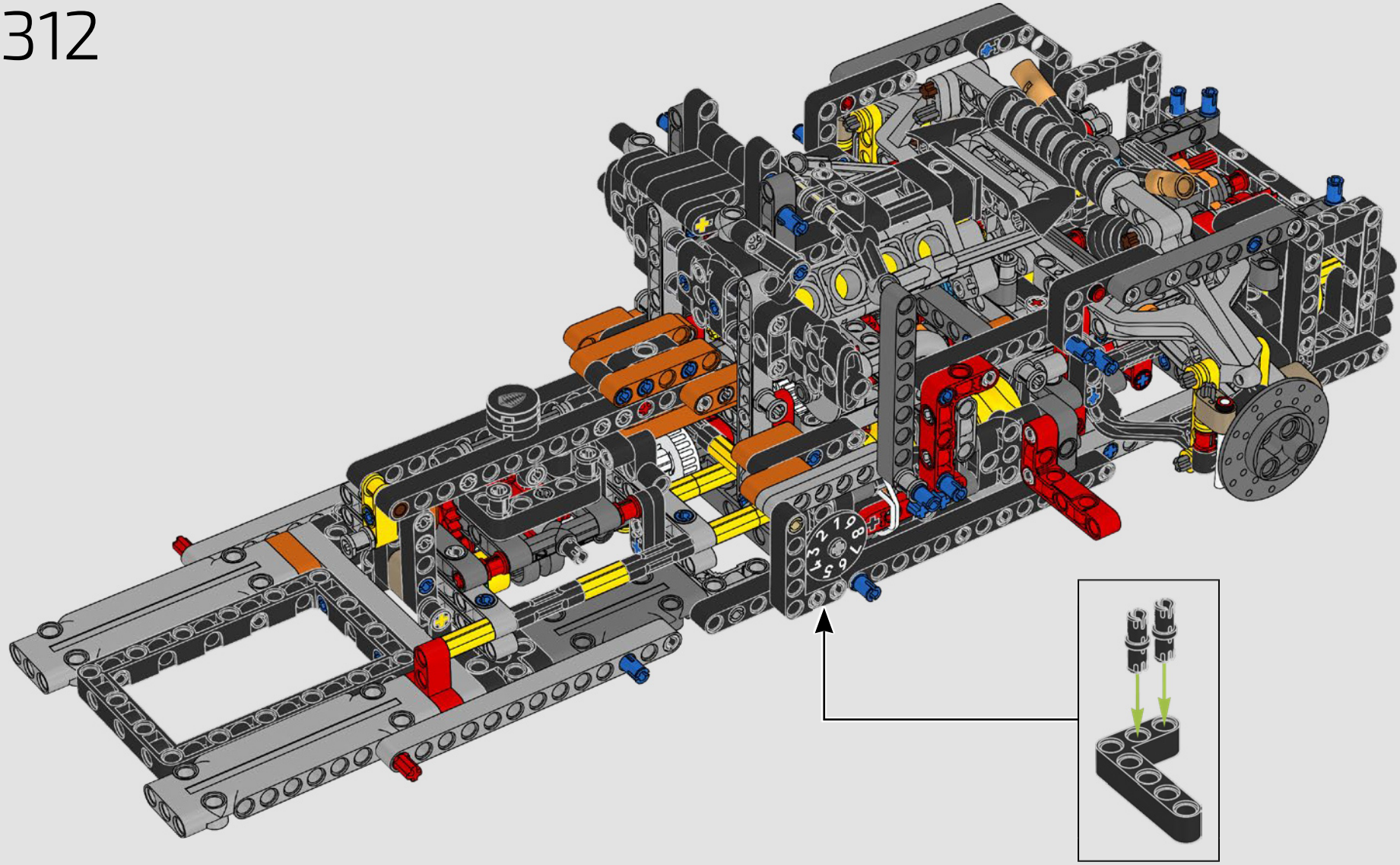

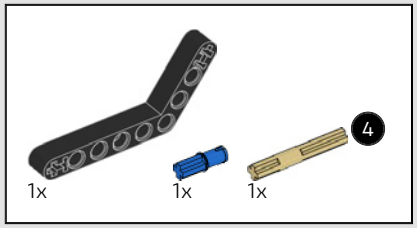

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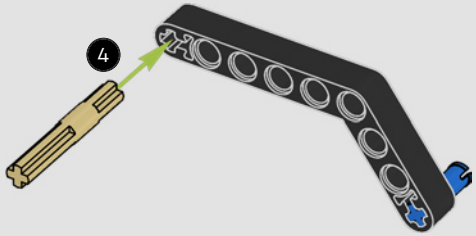

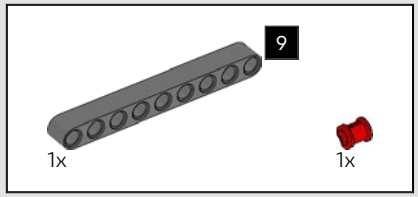

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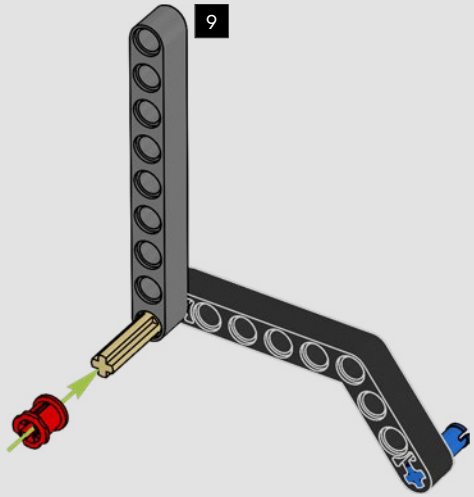

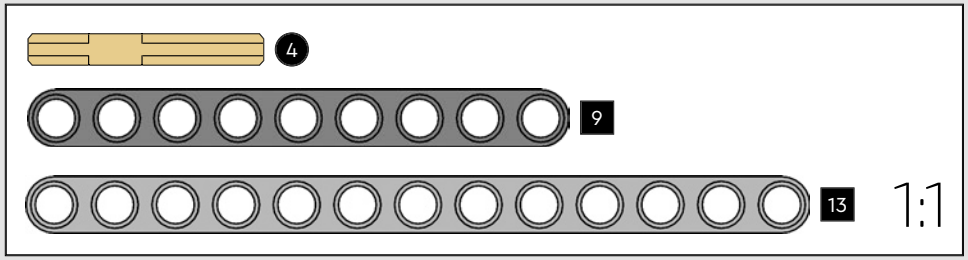

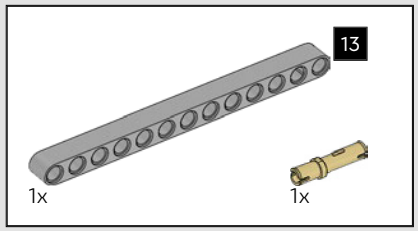

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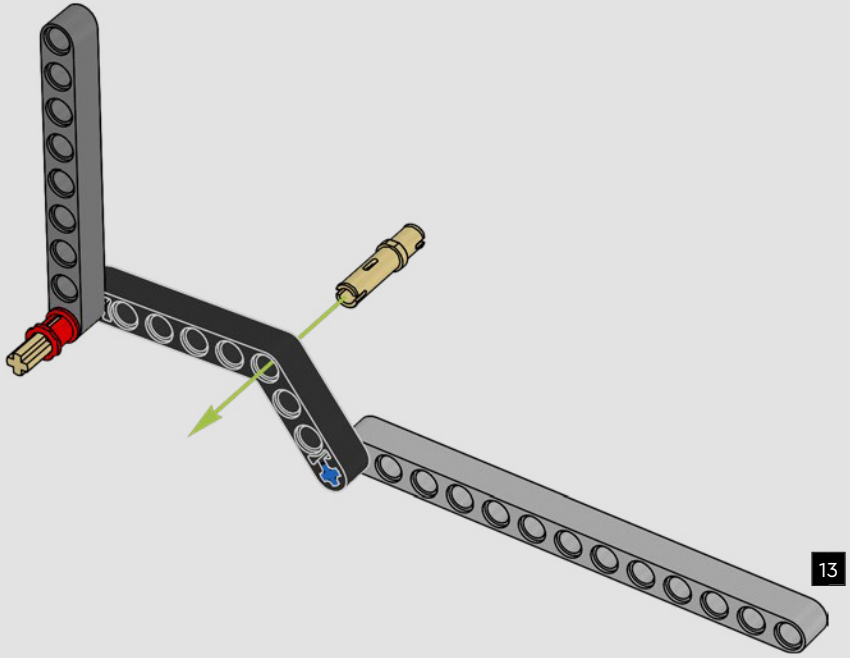

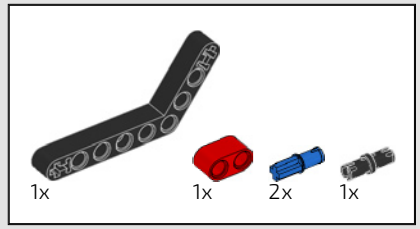

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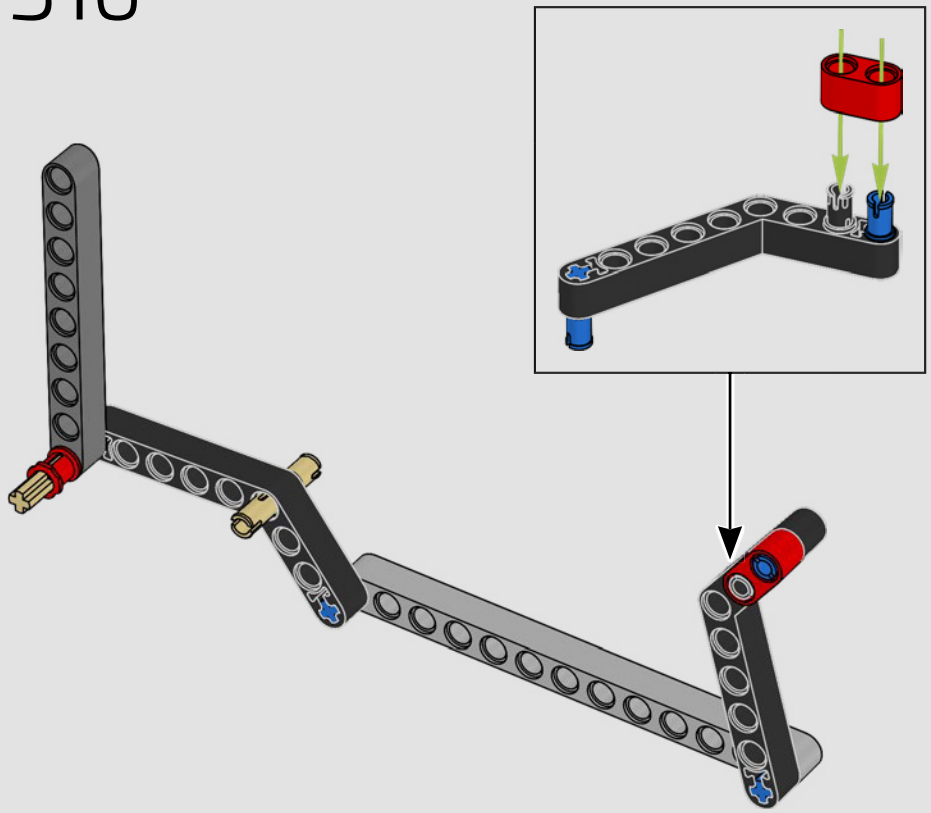

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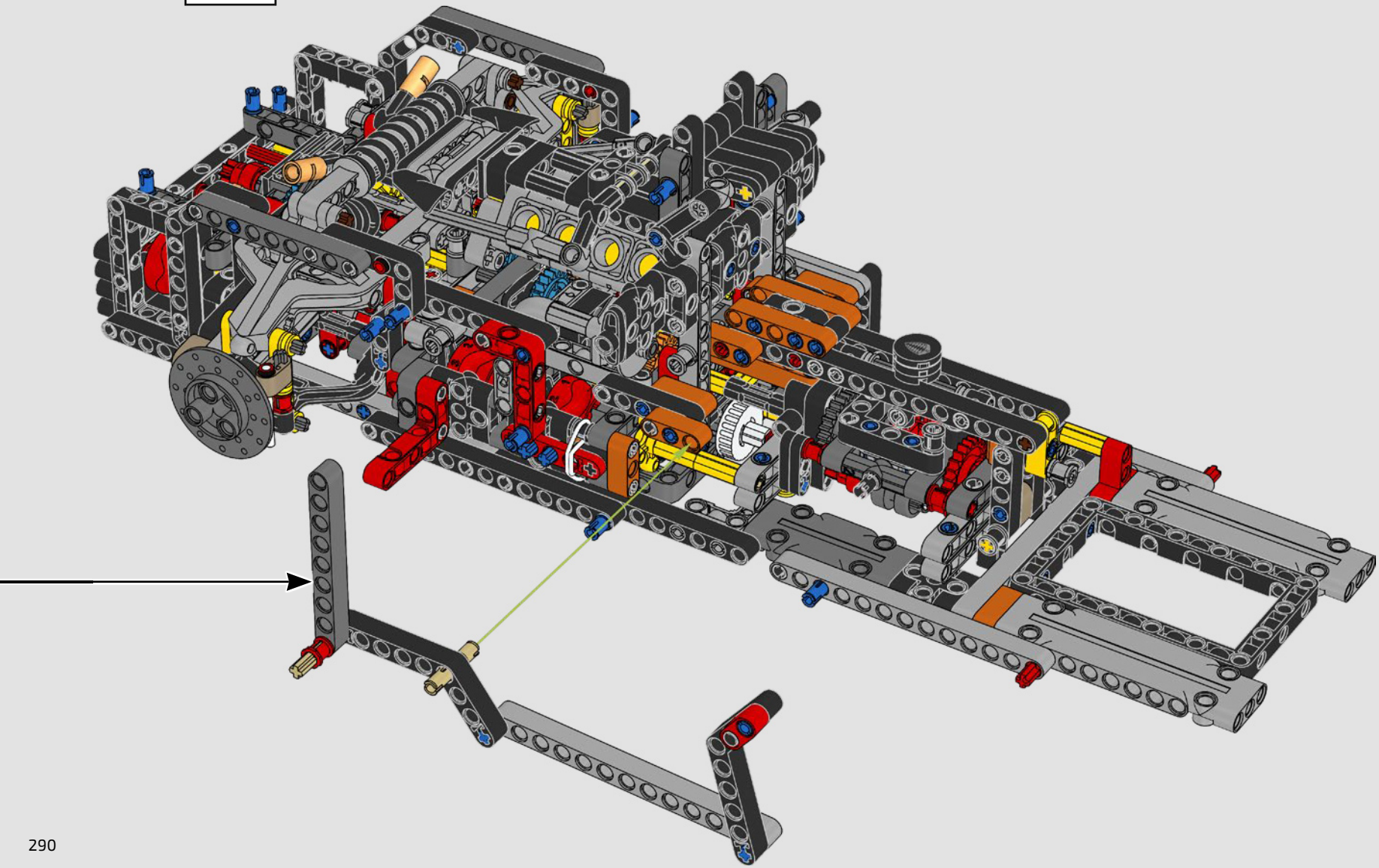

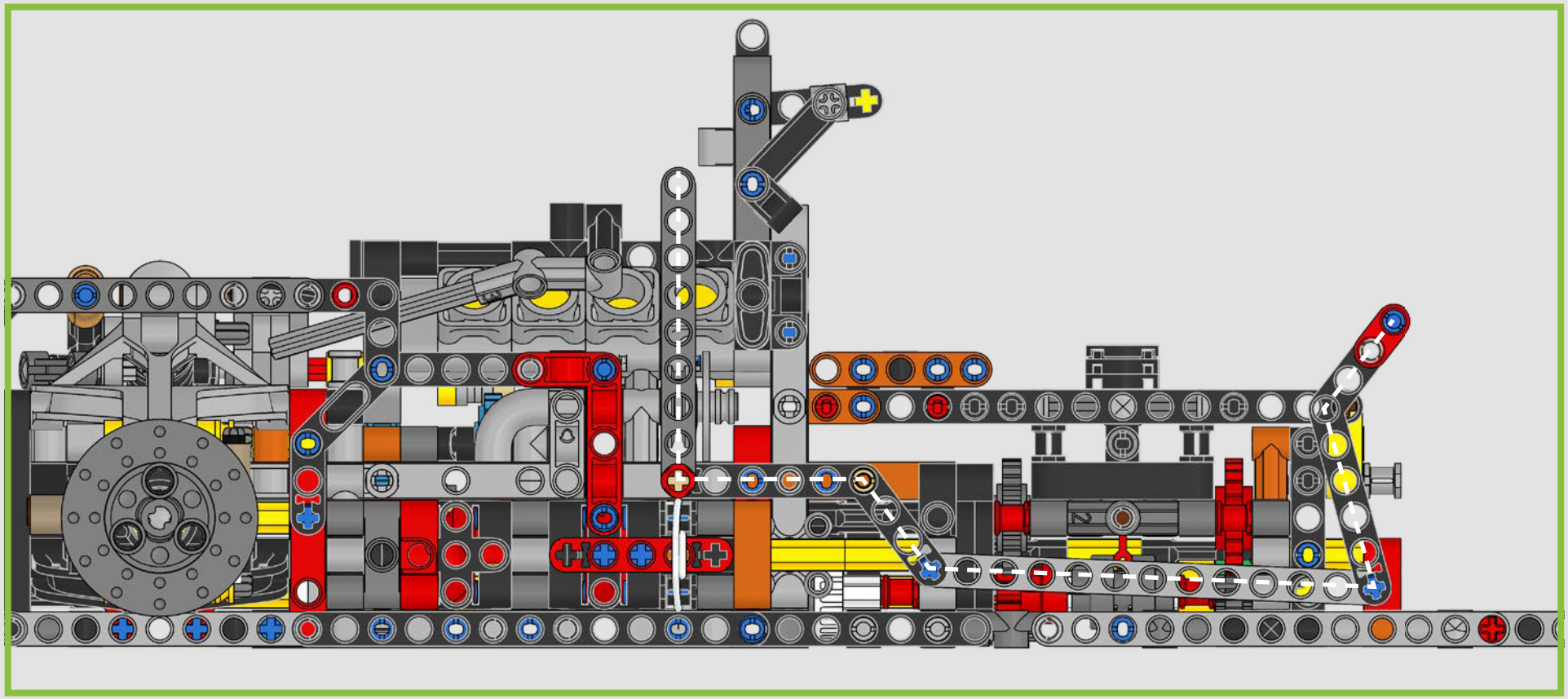

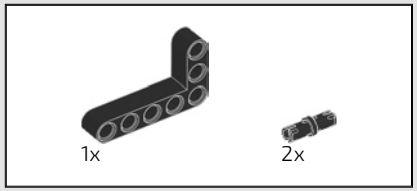

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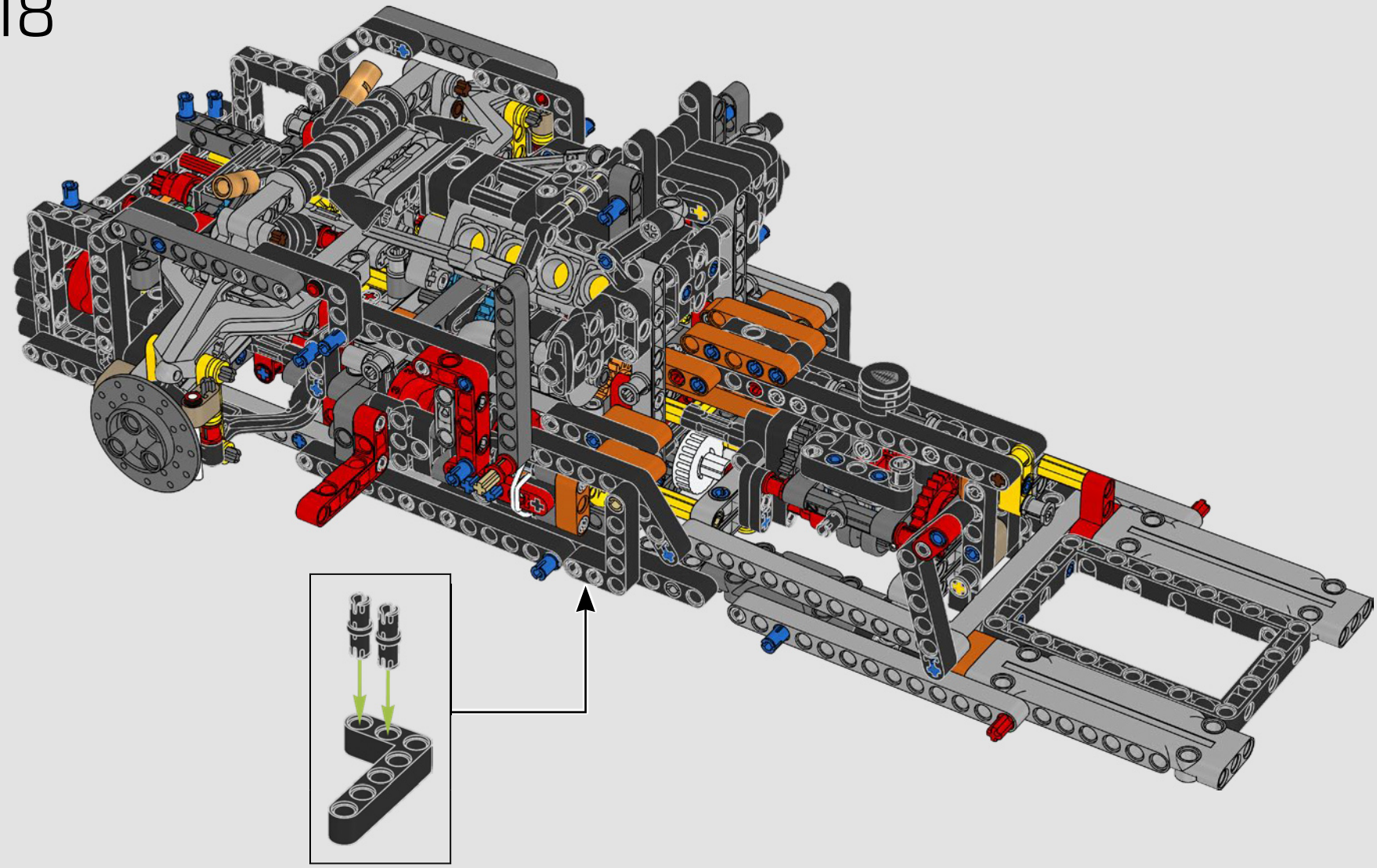

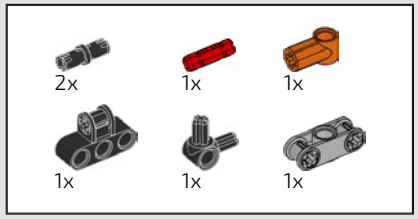

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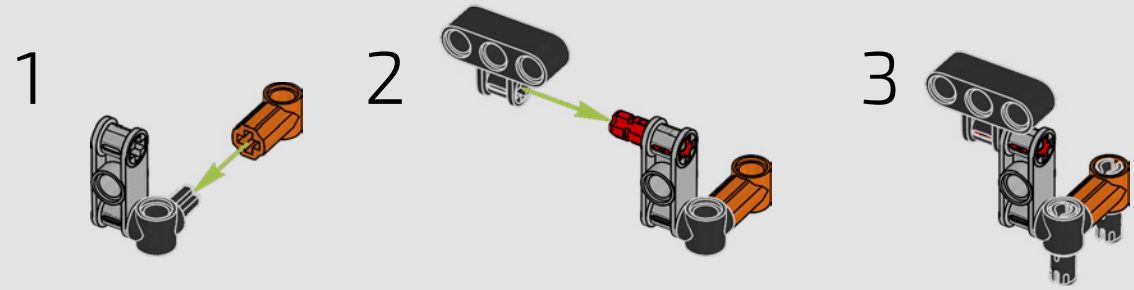

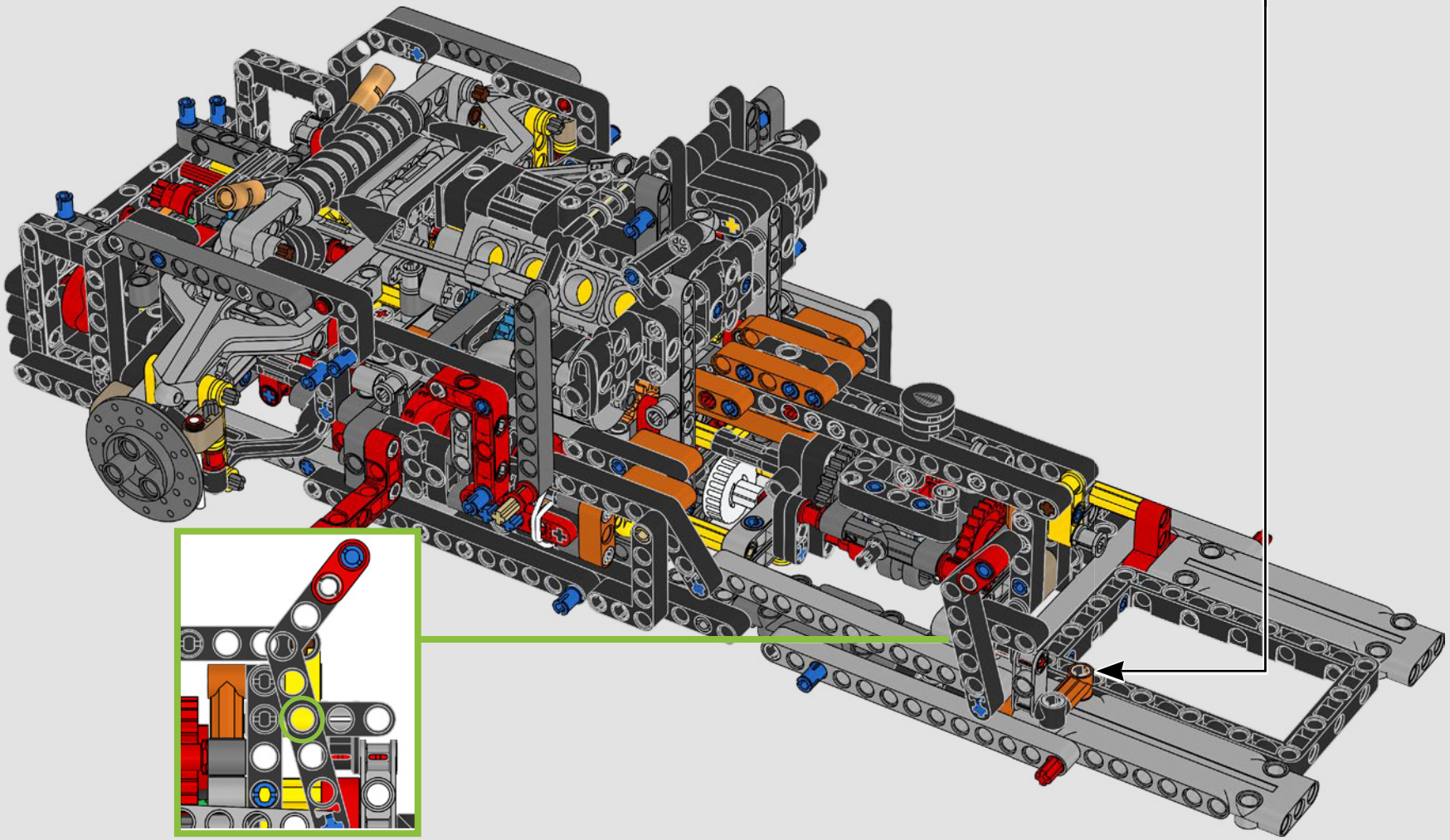

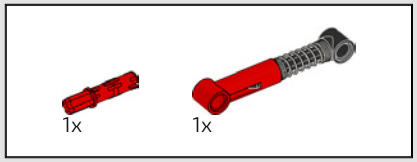

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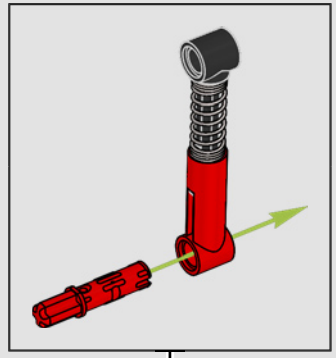

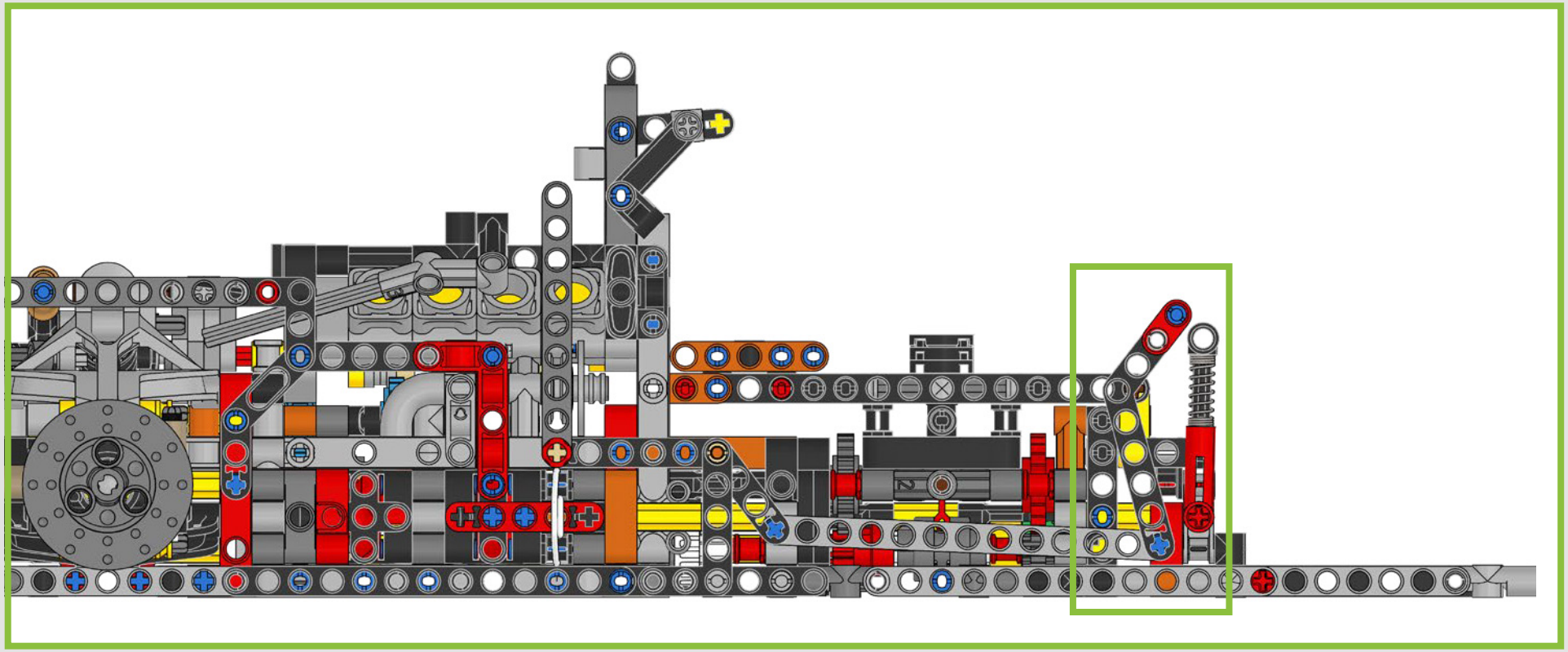

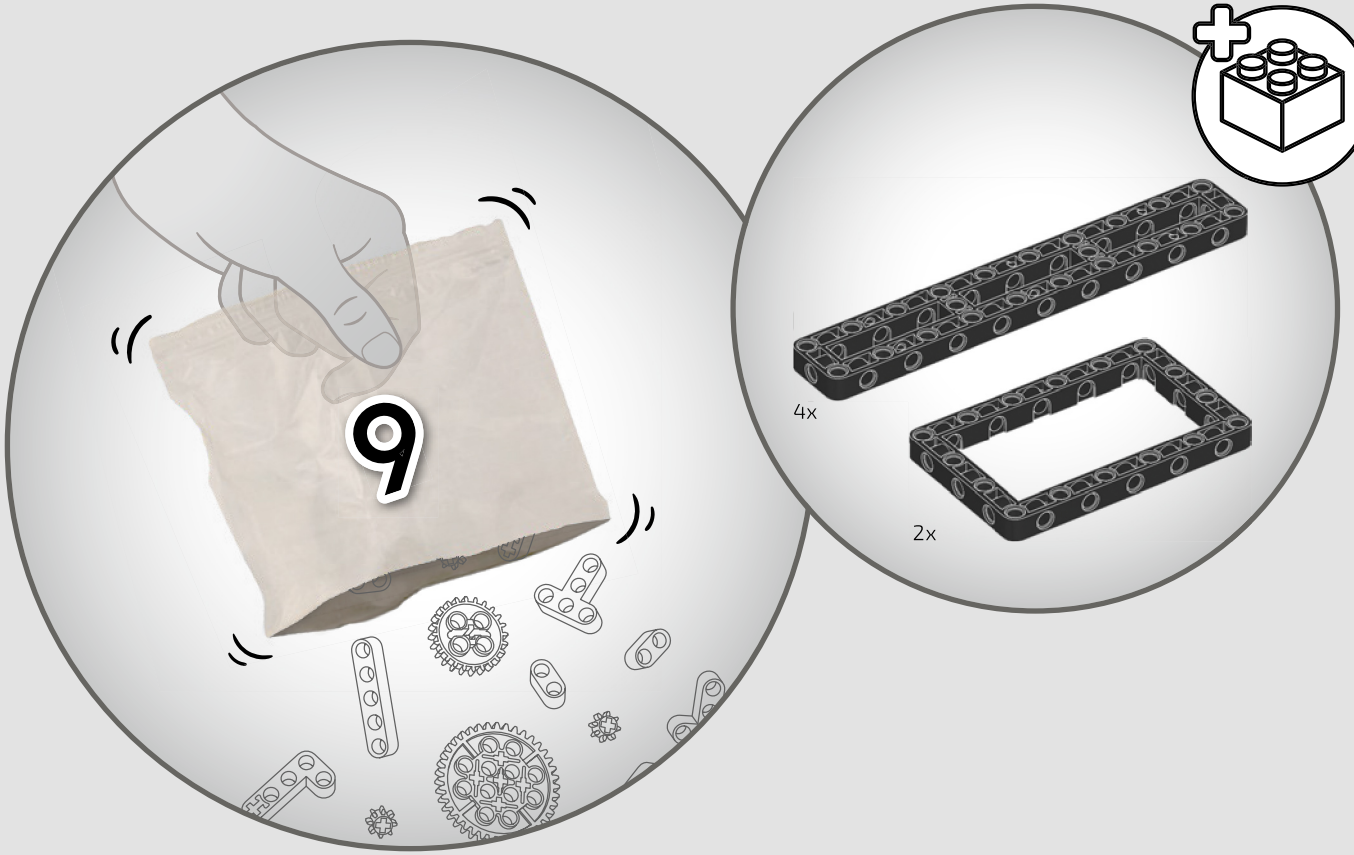
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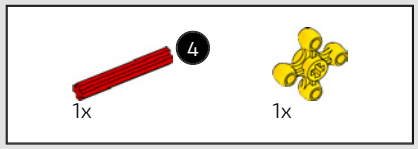

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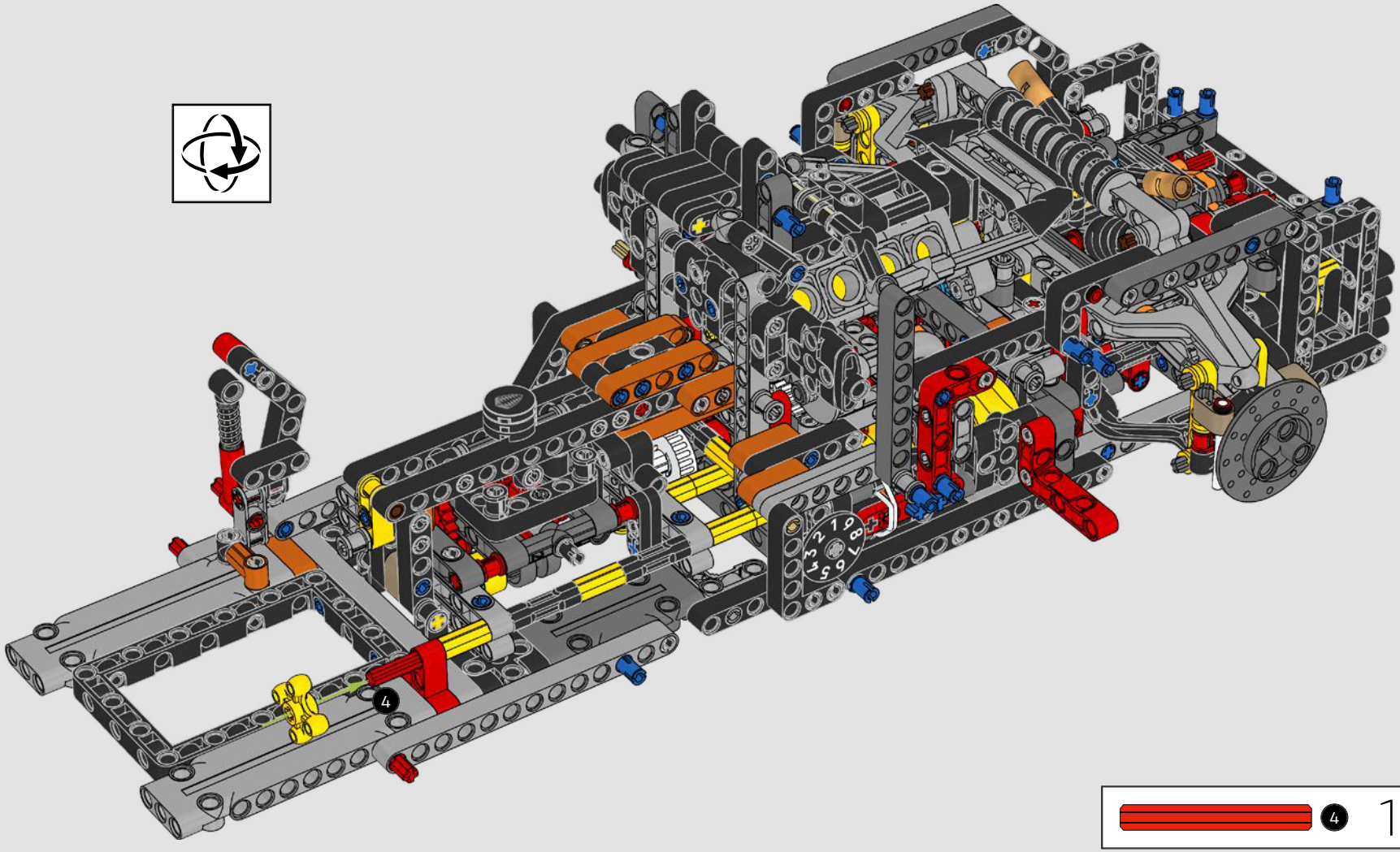

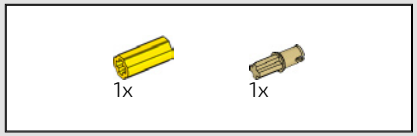

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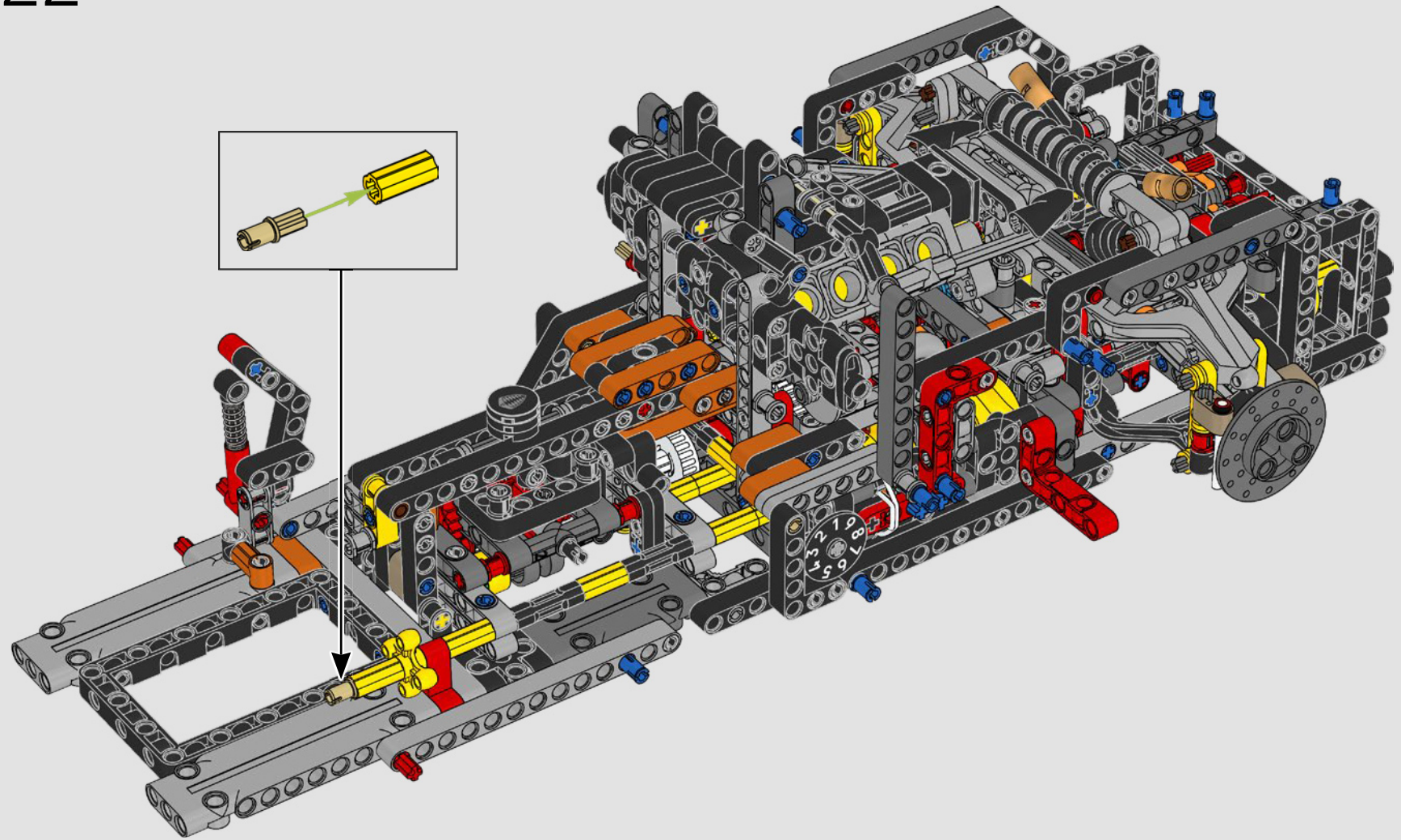

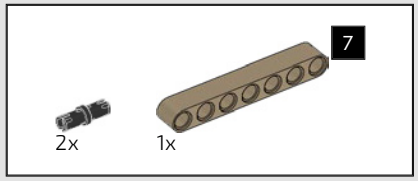

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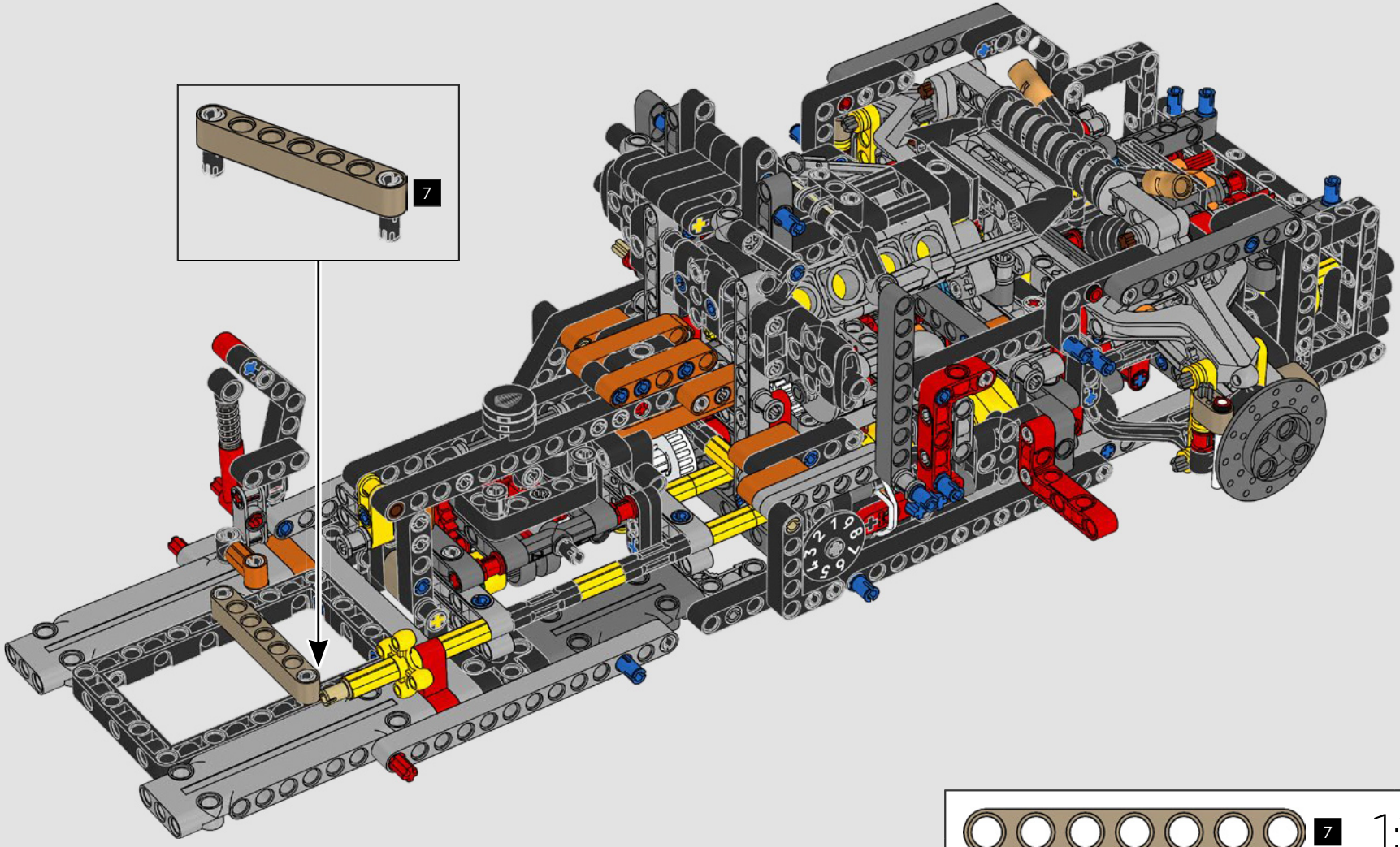

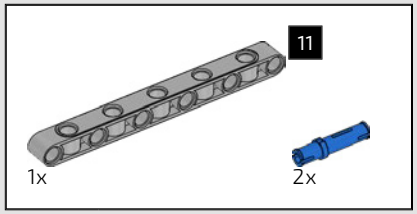

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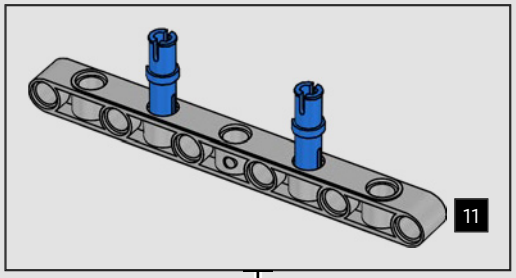

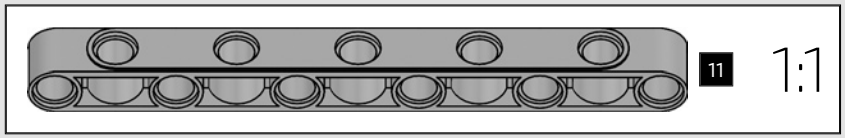

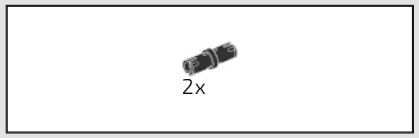

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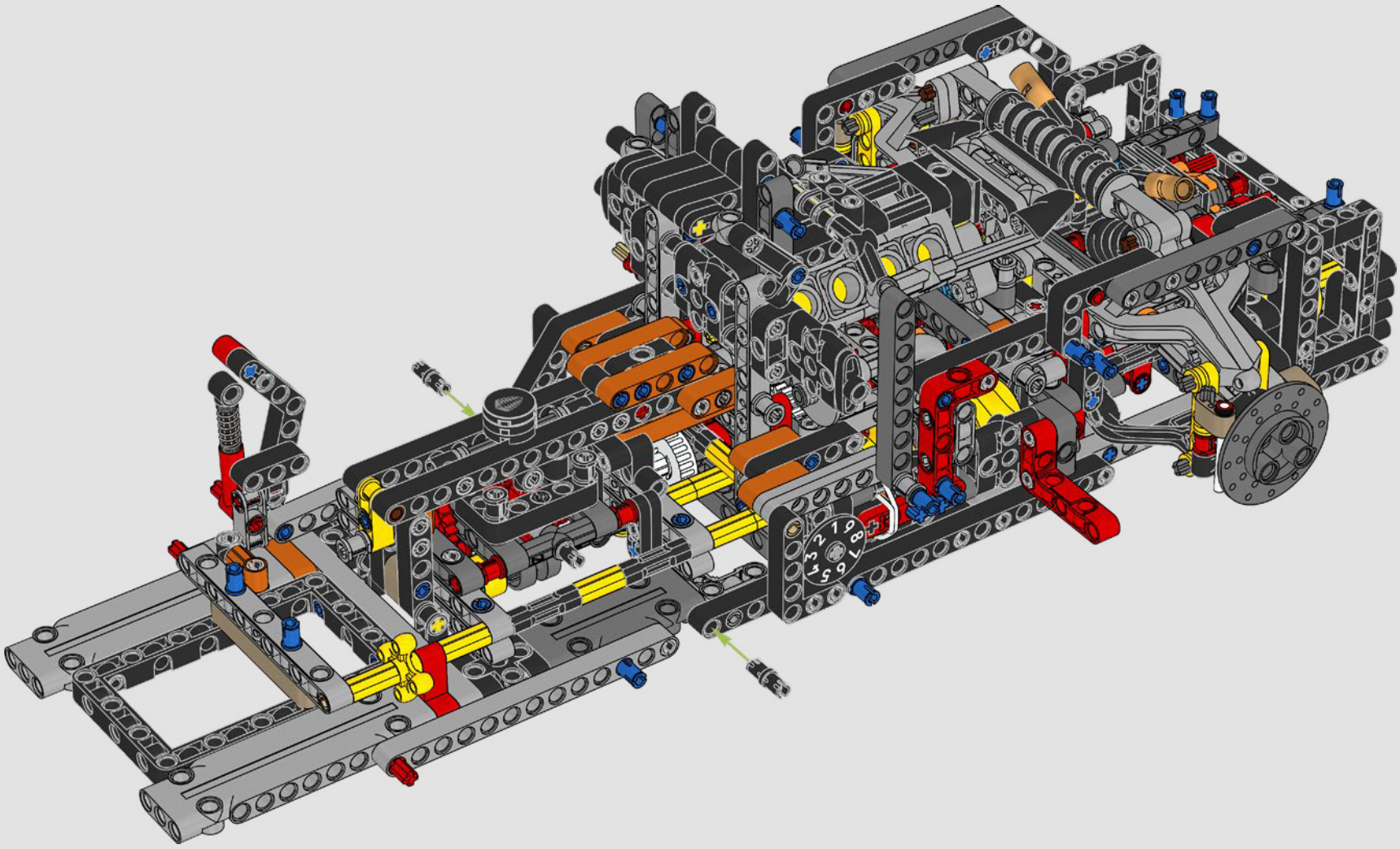

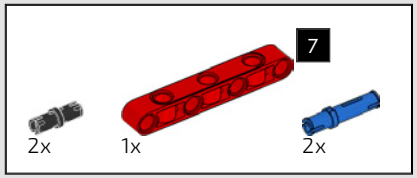

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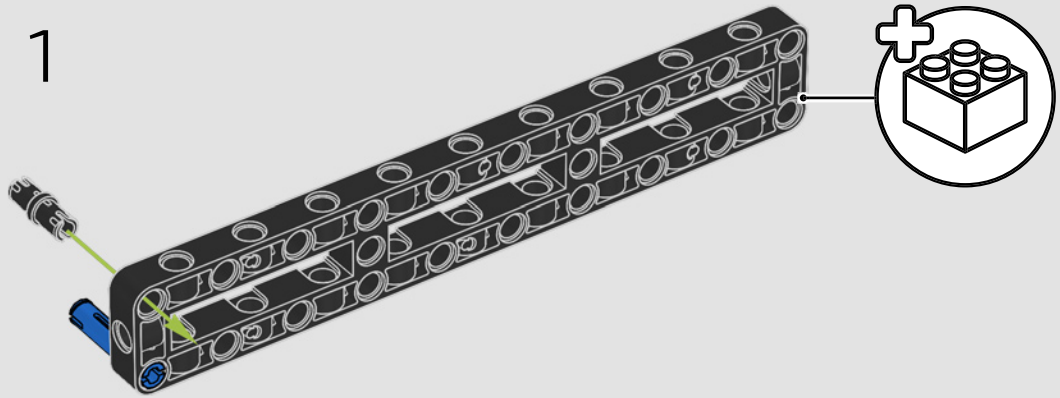

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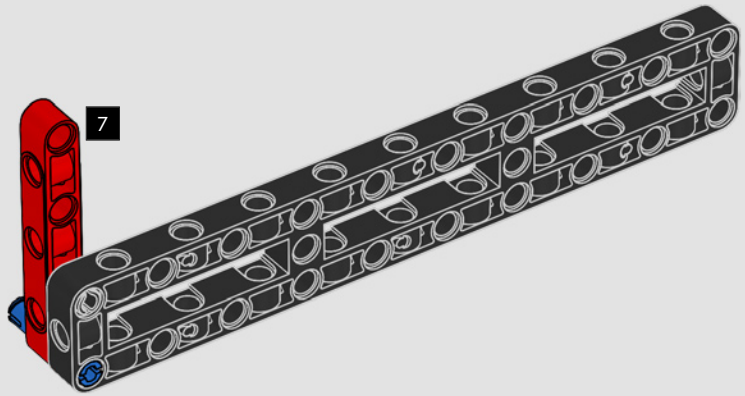

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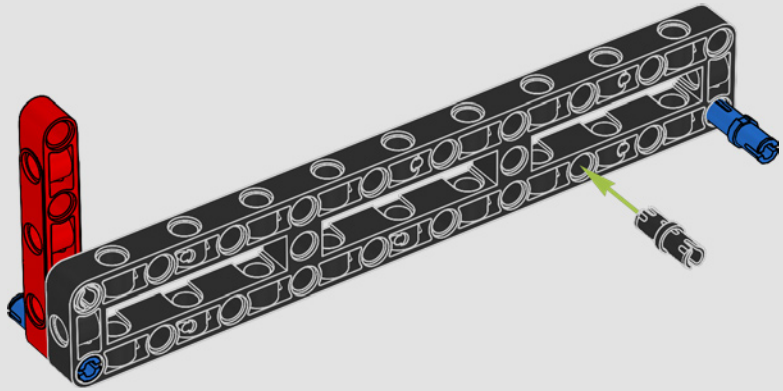

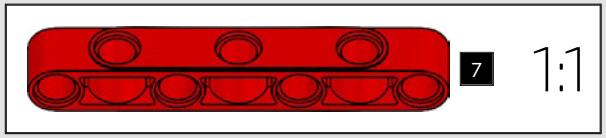

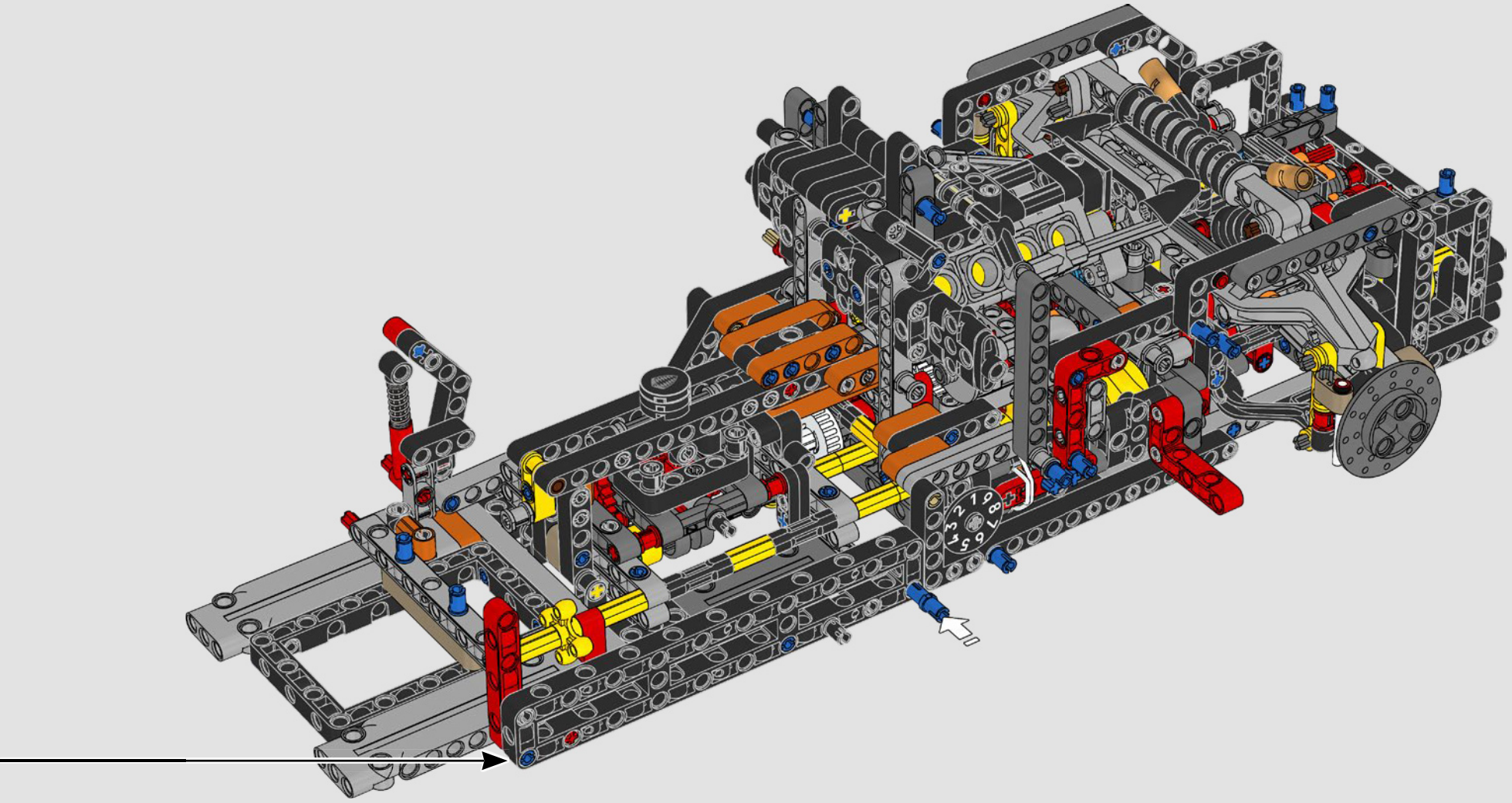

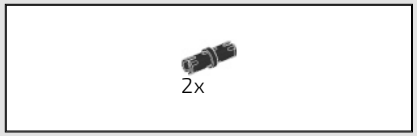

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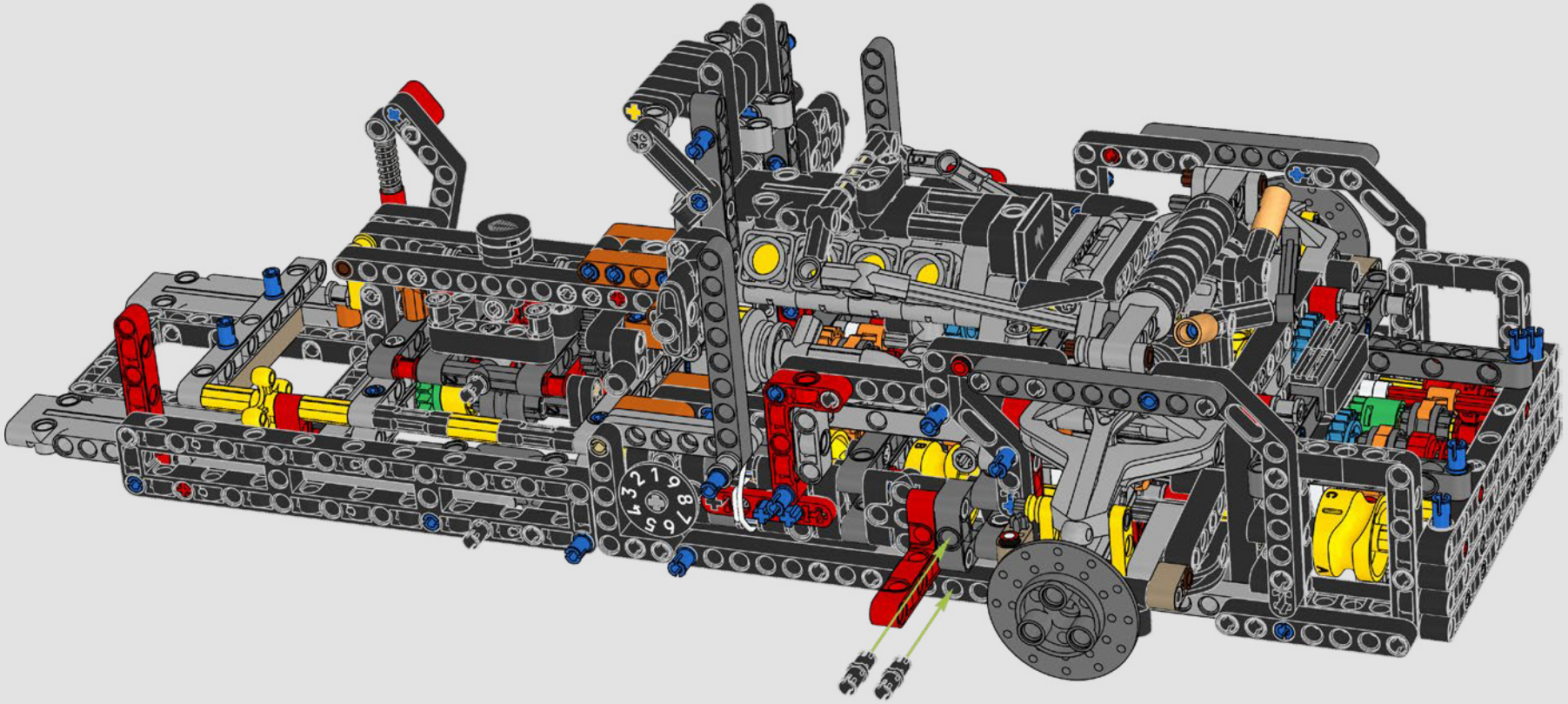

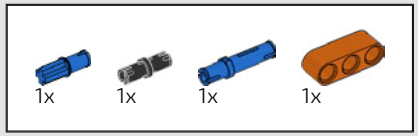

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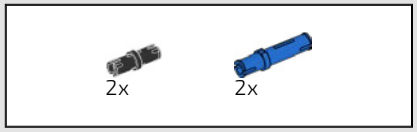

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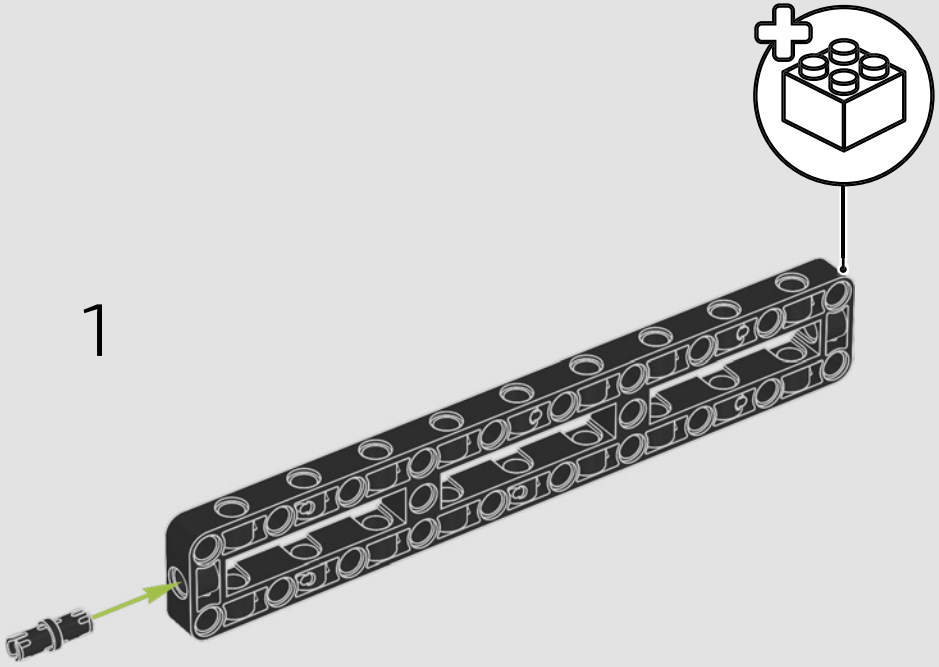

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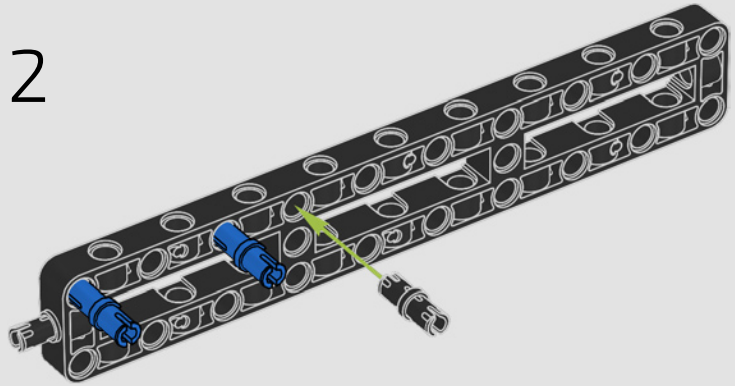

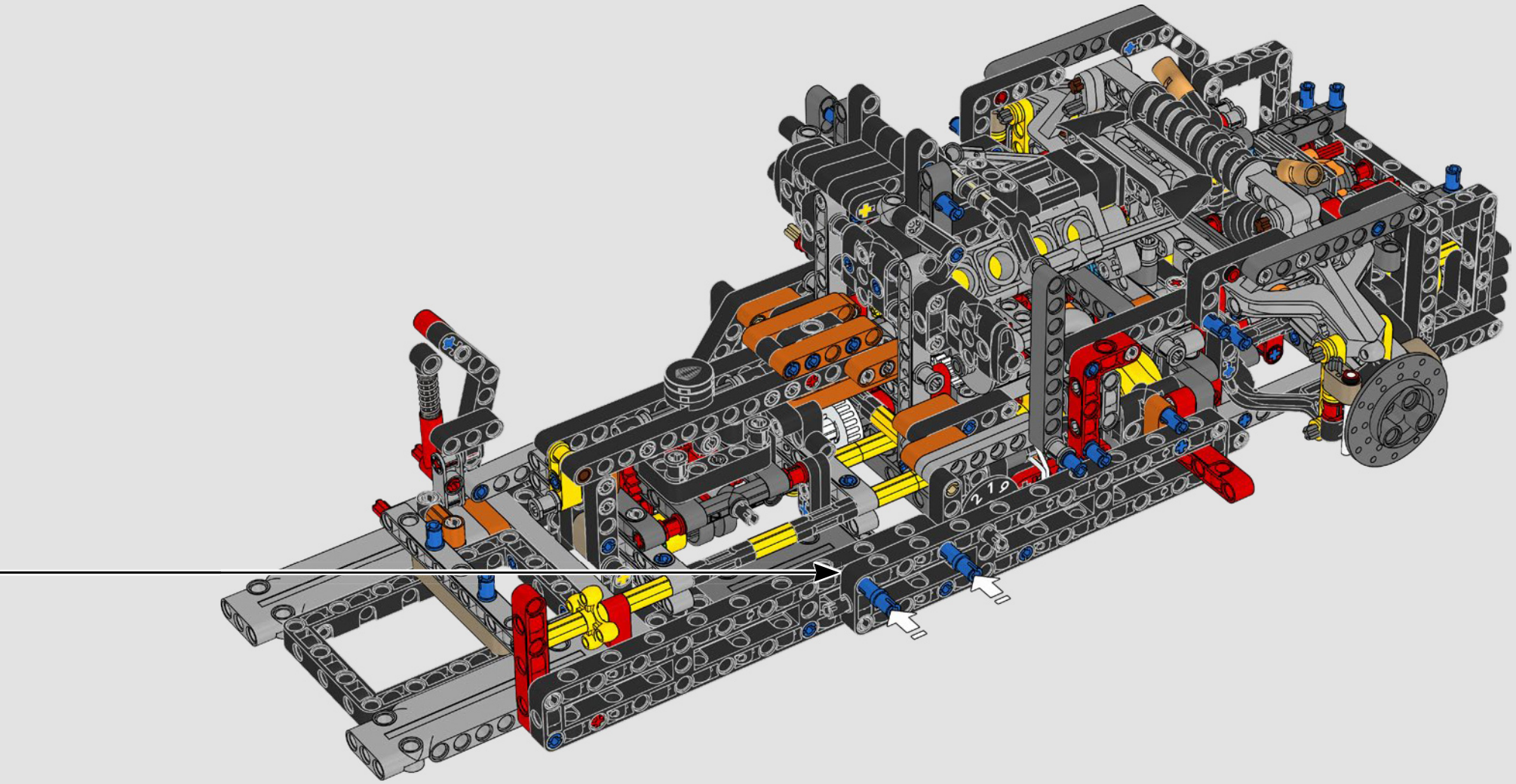

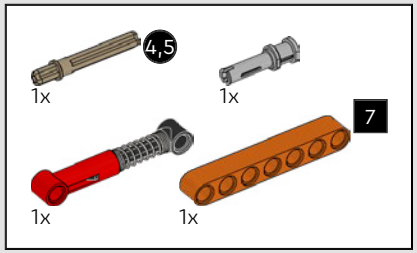

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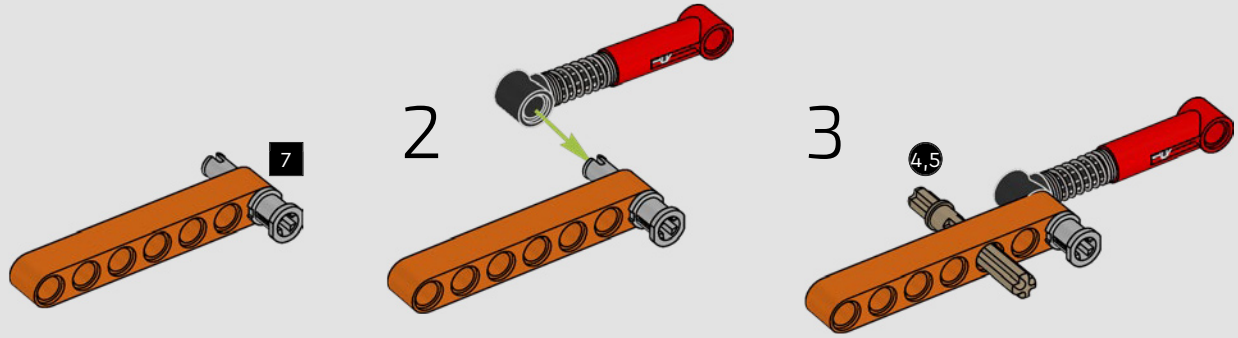

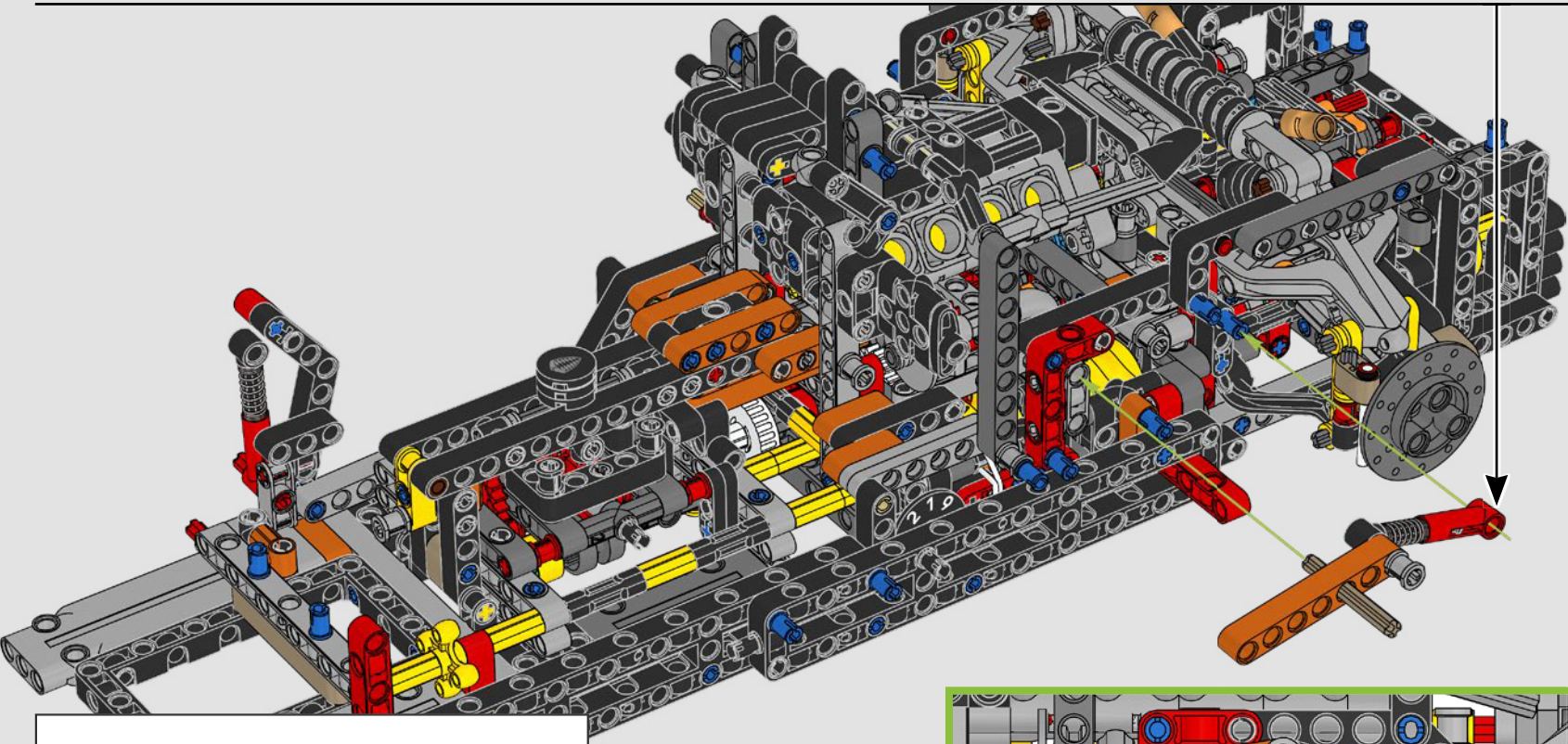

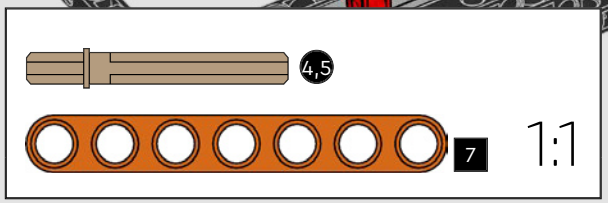

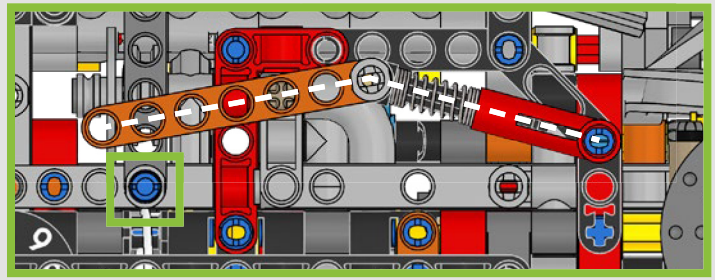

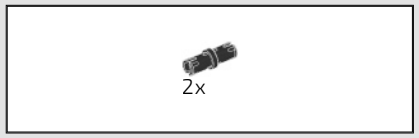

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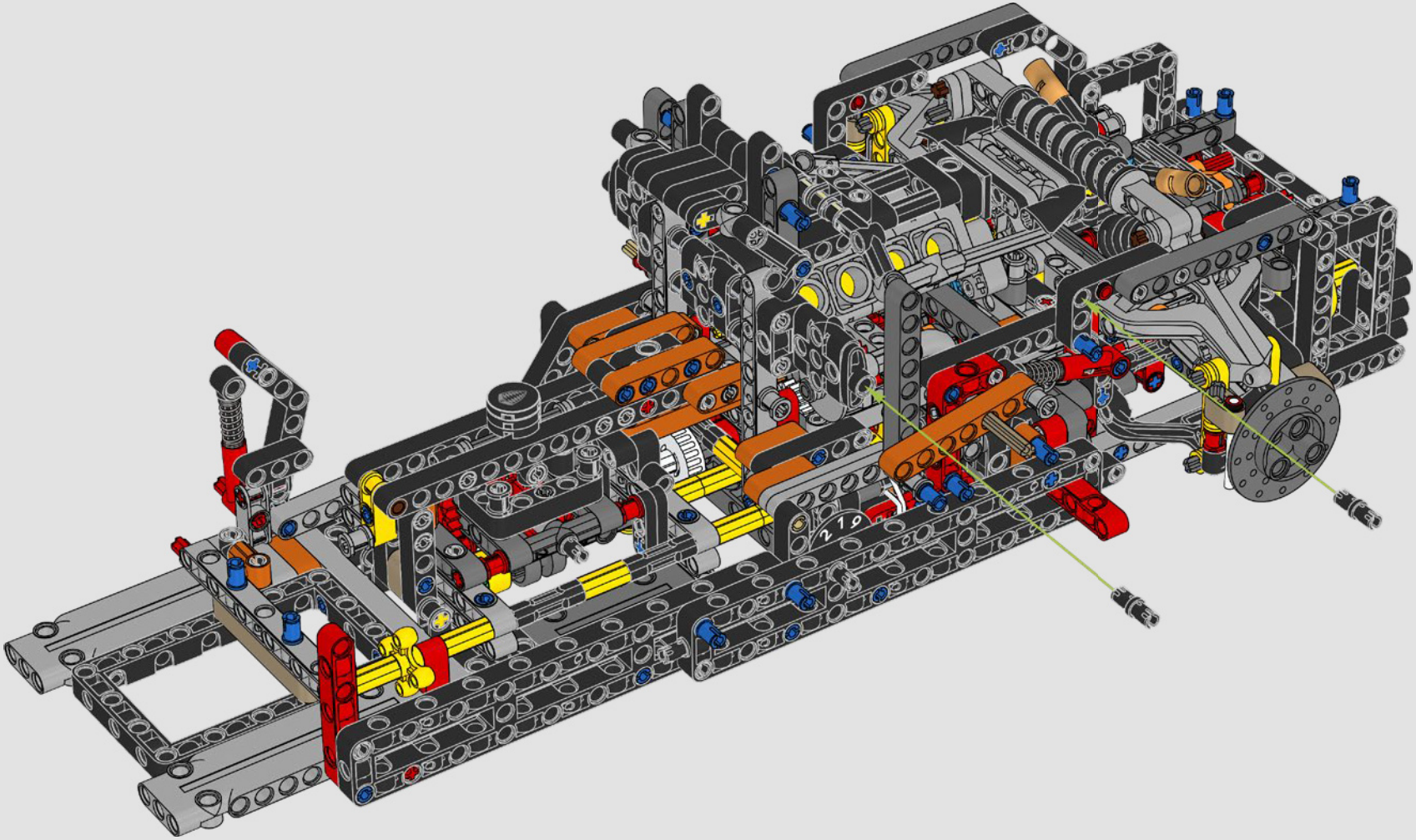

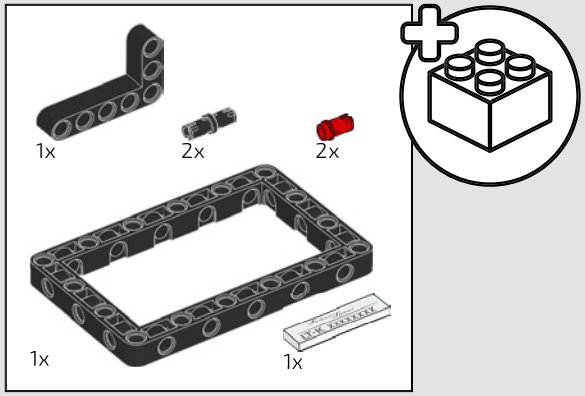

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Owning a Koenigsegg Sadair's Spear is a memorable experience – one we would like to extend to you as the owner of this LEGO® Technic model. Use the unique serial number on this tile to unlock exclusive content when you sign up or log in to the LEGO Insiders program.

Einen Koenigsegg Sadair's Spear sein Eigen zu nennen, ist ein unvergessliches Erlebnis. Als neuen Besitzer dieses LEGO® Technic Modells möchten wir auch dich in diesen Genuss kommen lassen. Die eindeutige Seriennummer an deinem Modell verschafft dir Zugriff auf exklusive Inhalte, wenn du dich beim LEGO Insiders Programm anmeldest oder einloggst.

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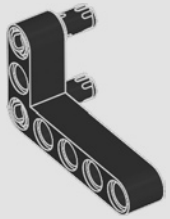

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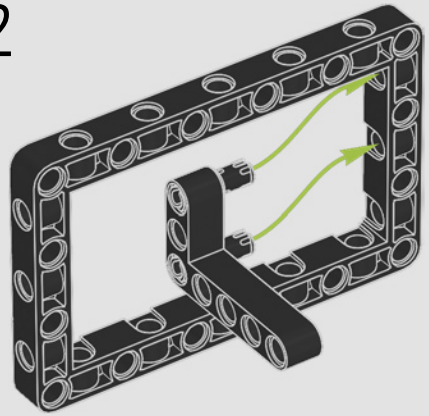

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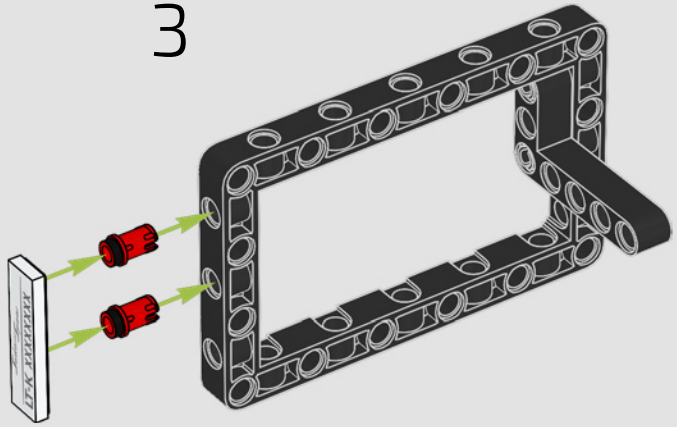

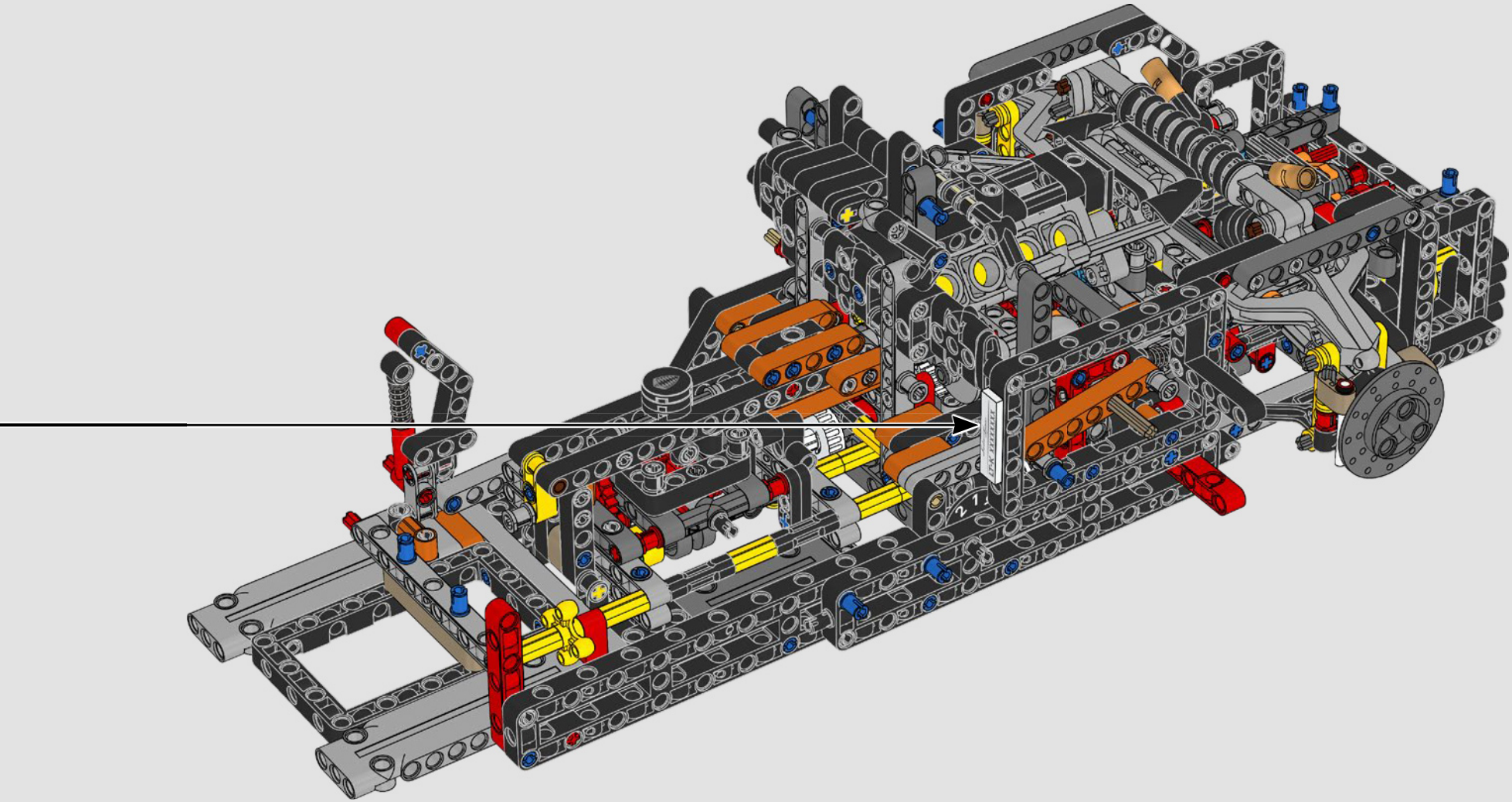

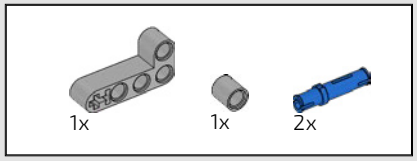

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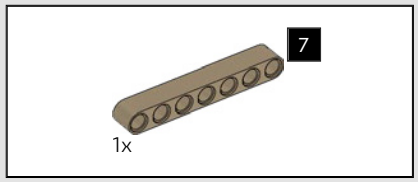

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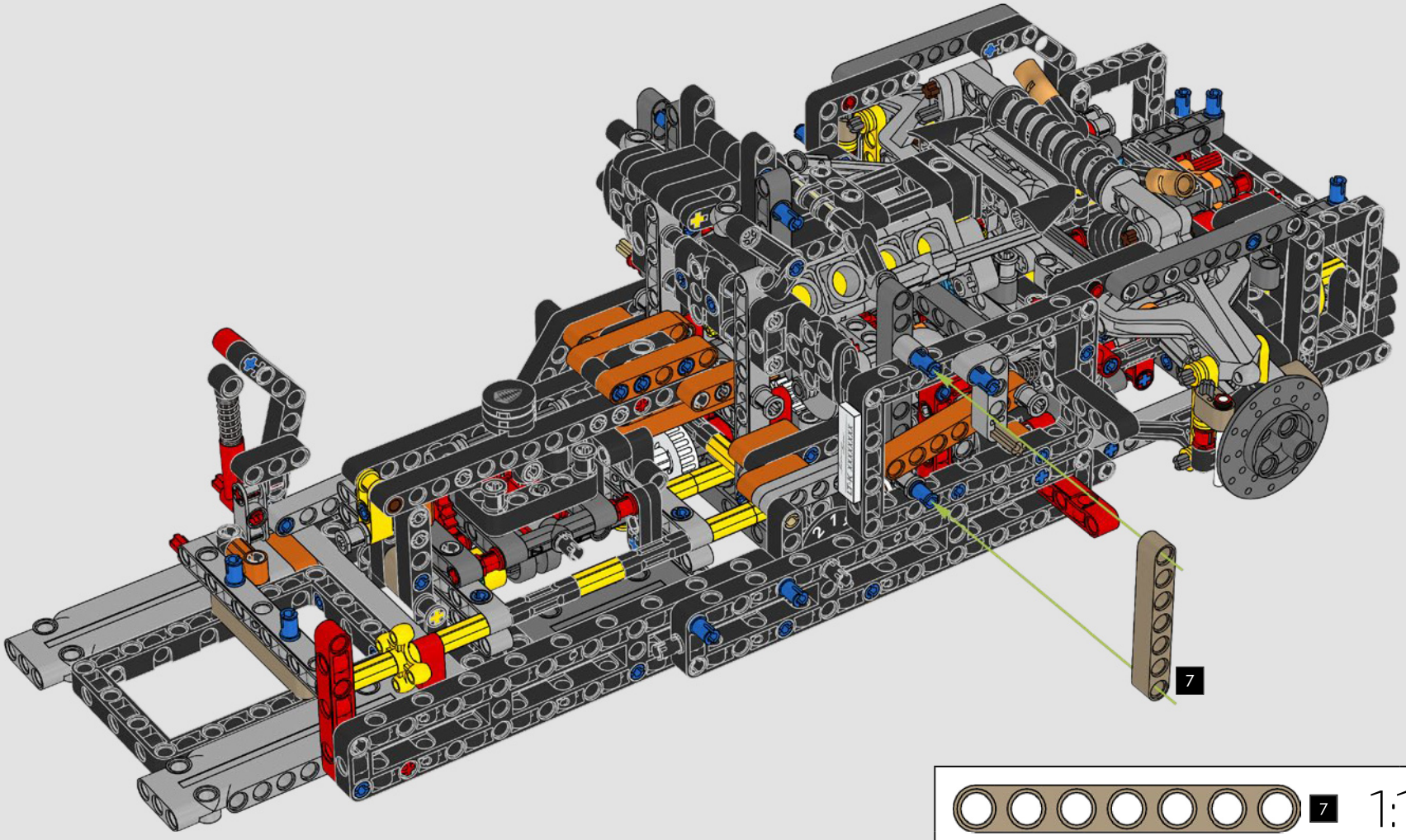

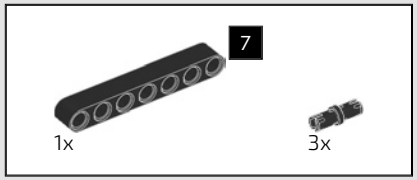

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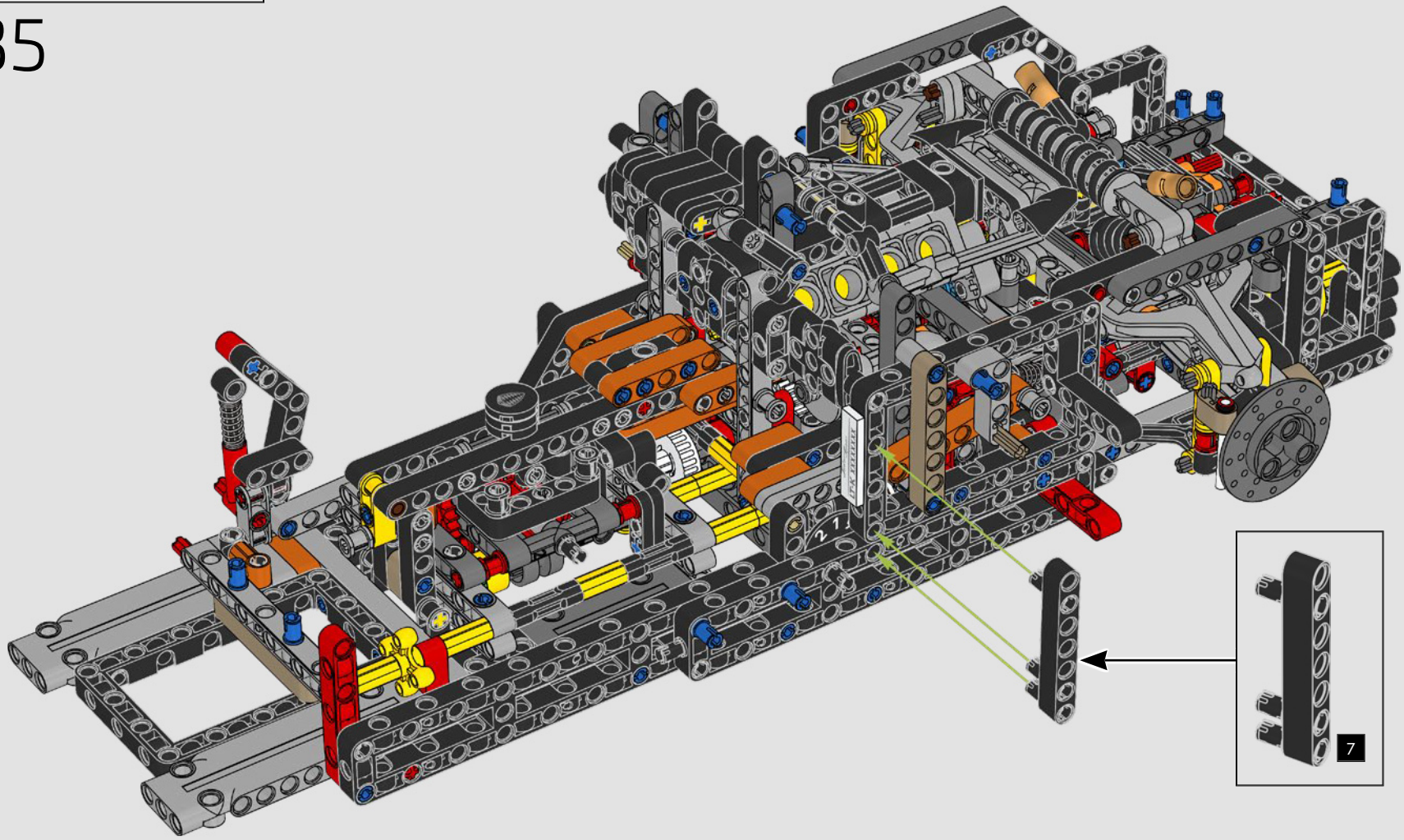

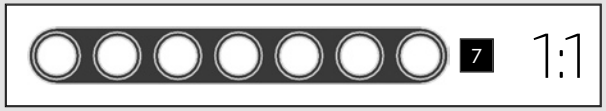

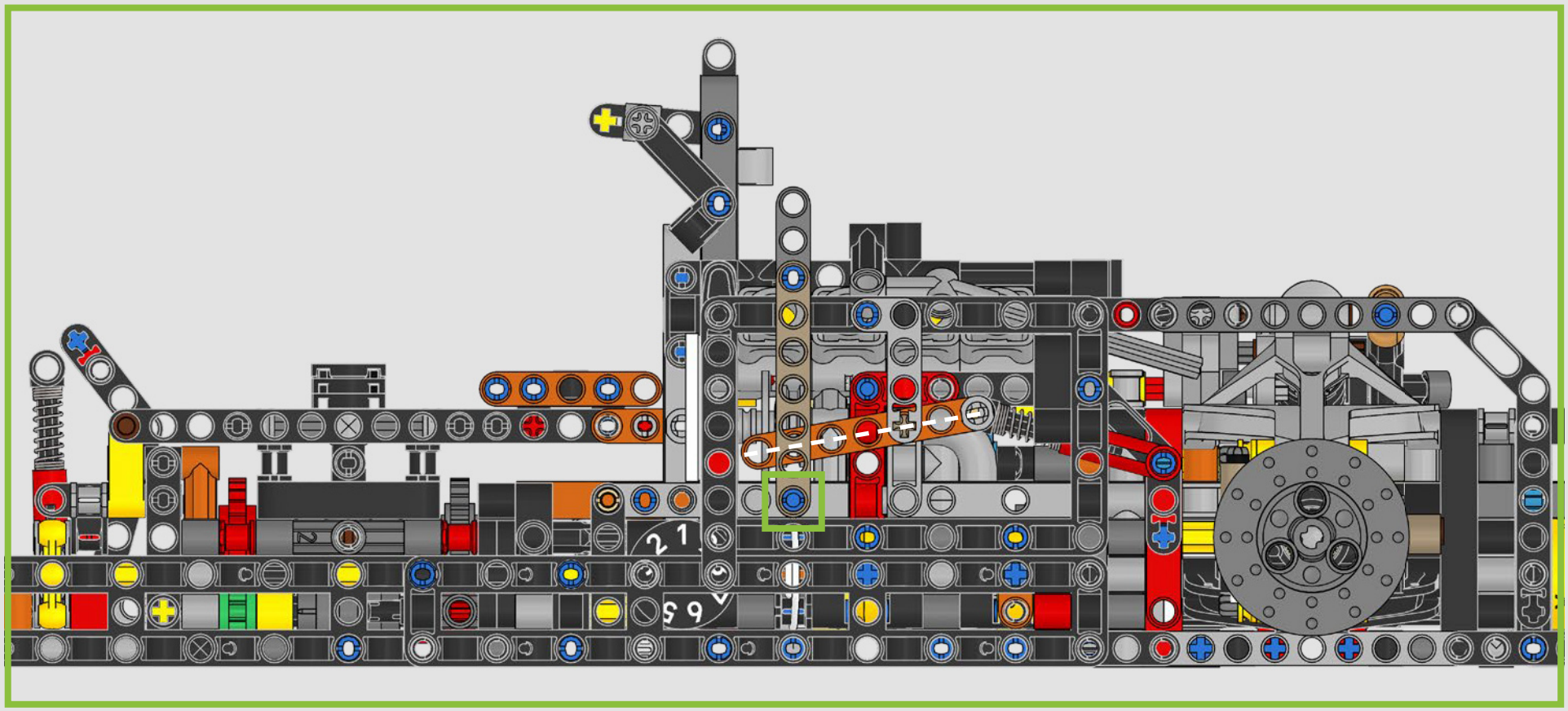

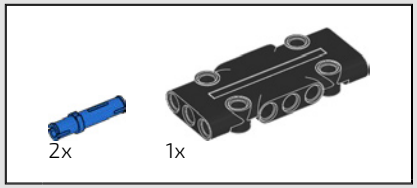

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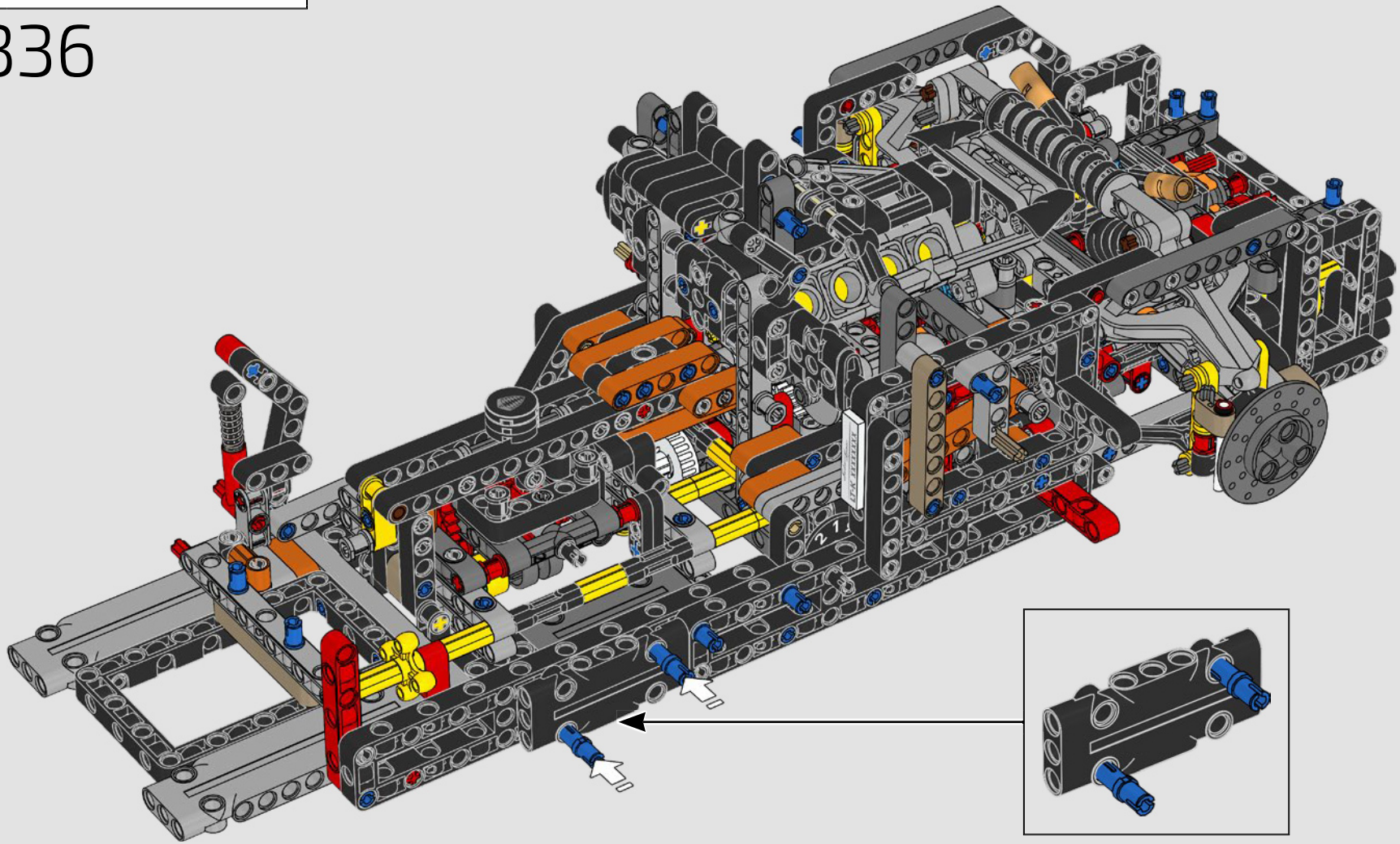

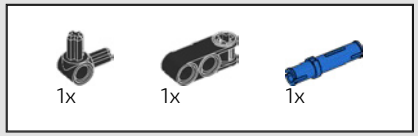

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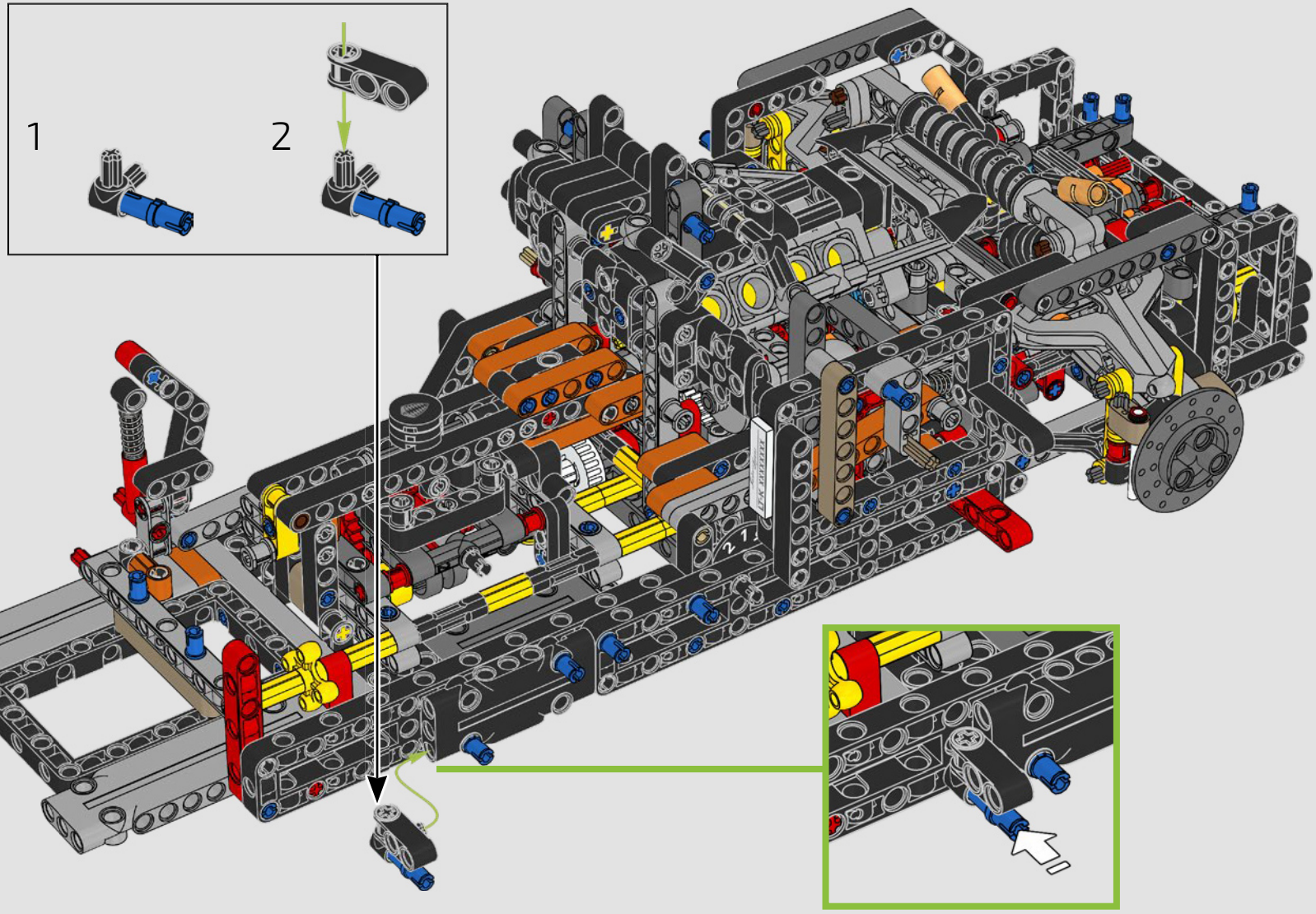

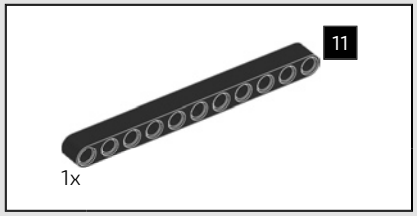

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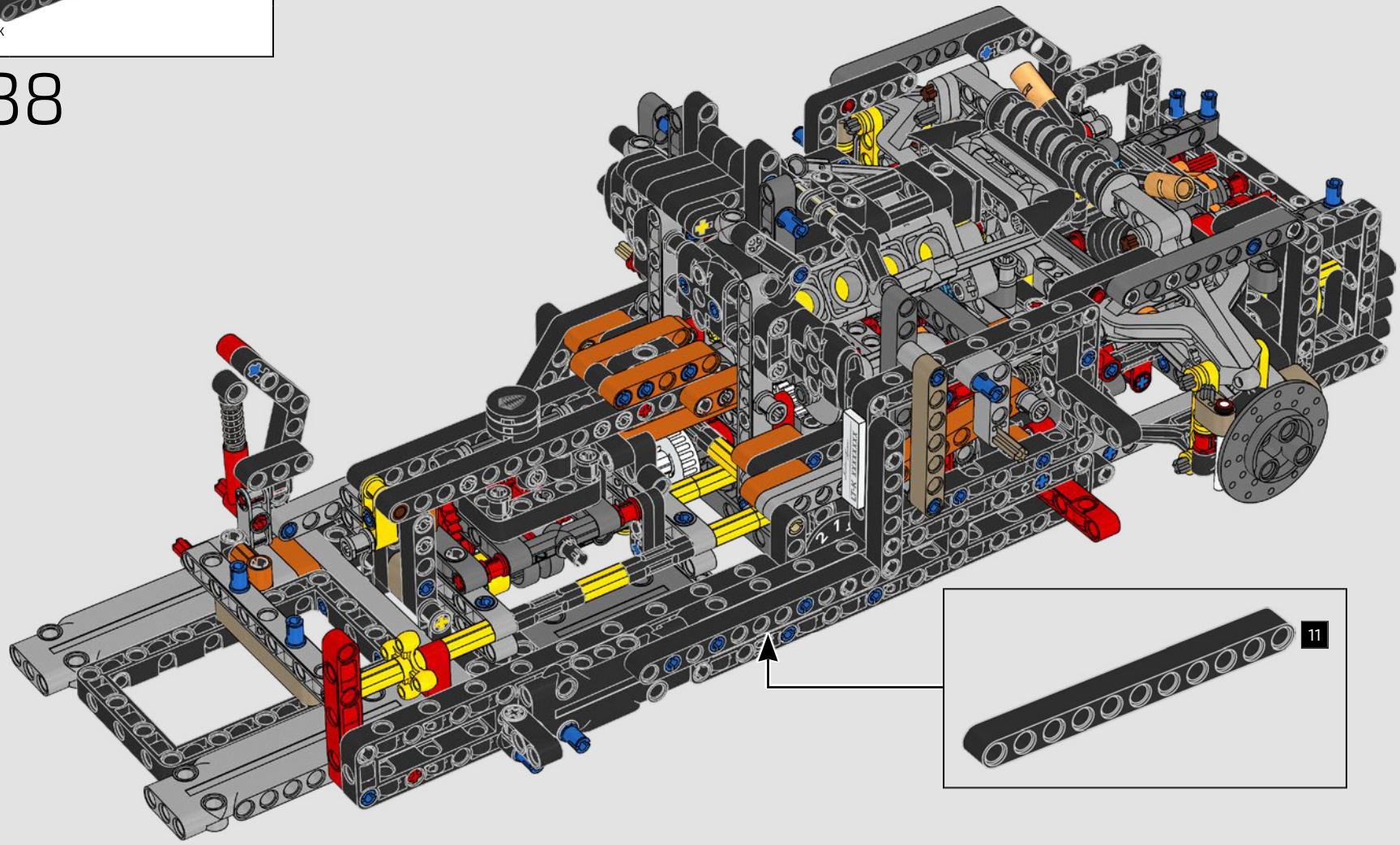

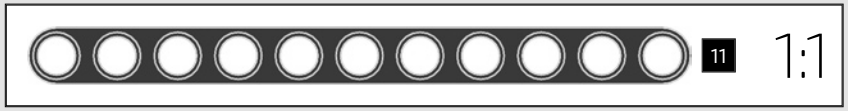

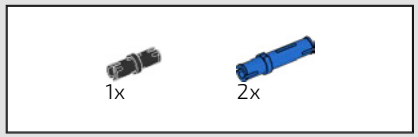

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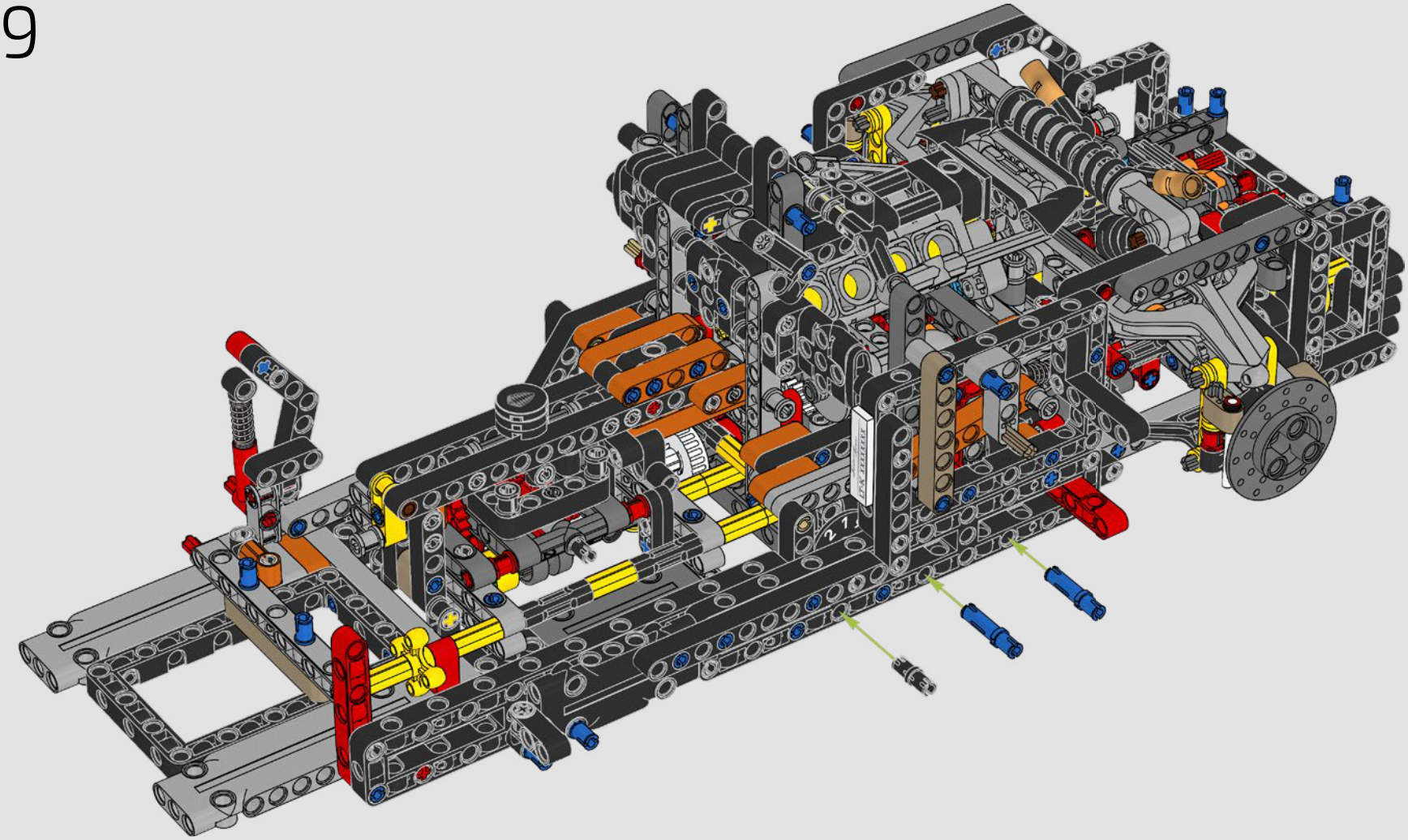

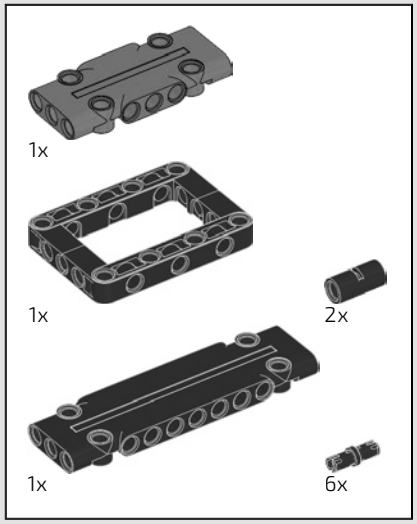

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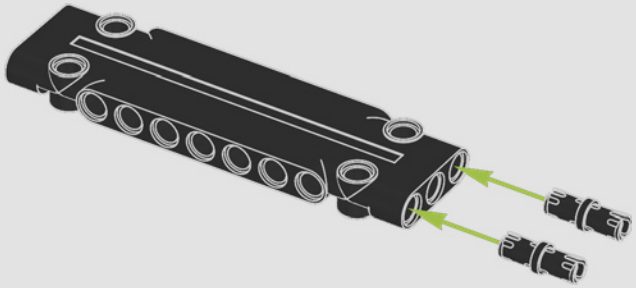

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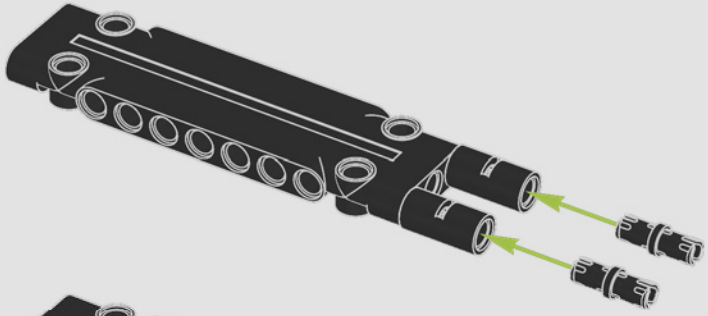

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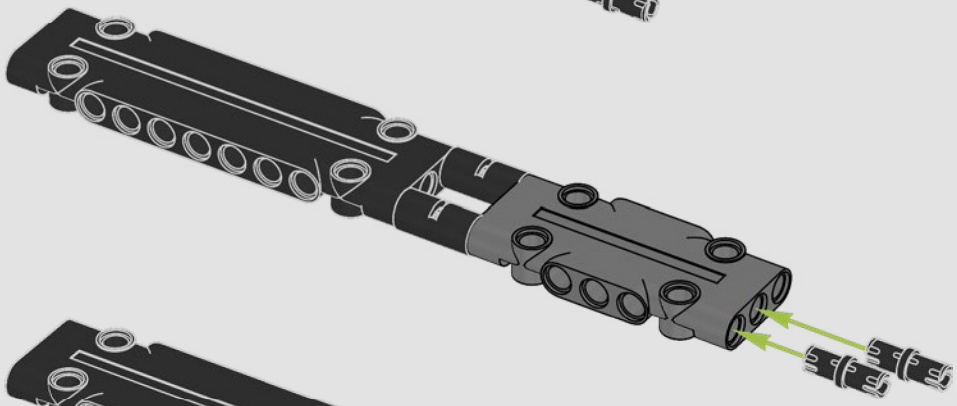

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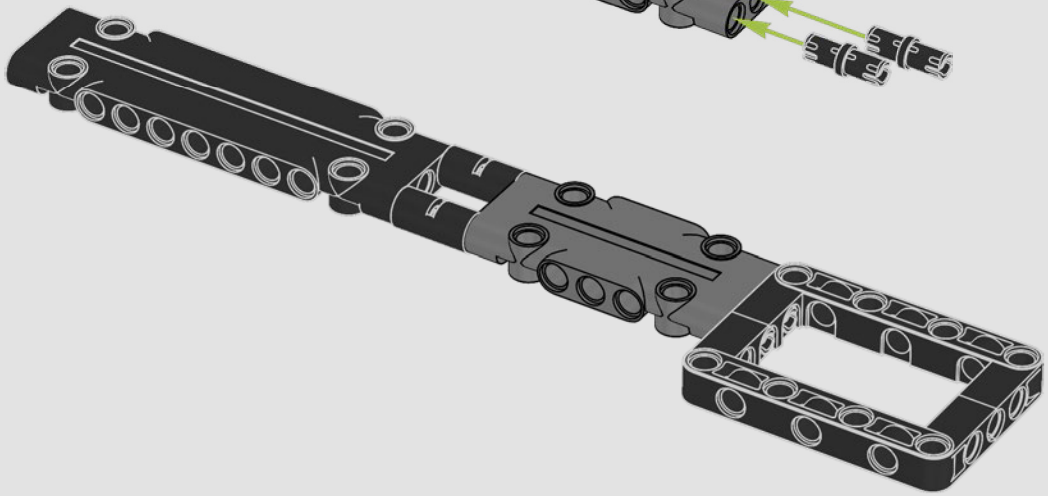

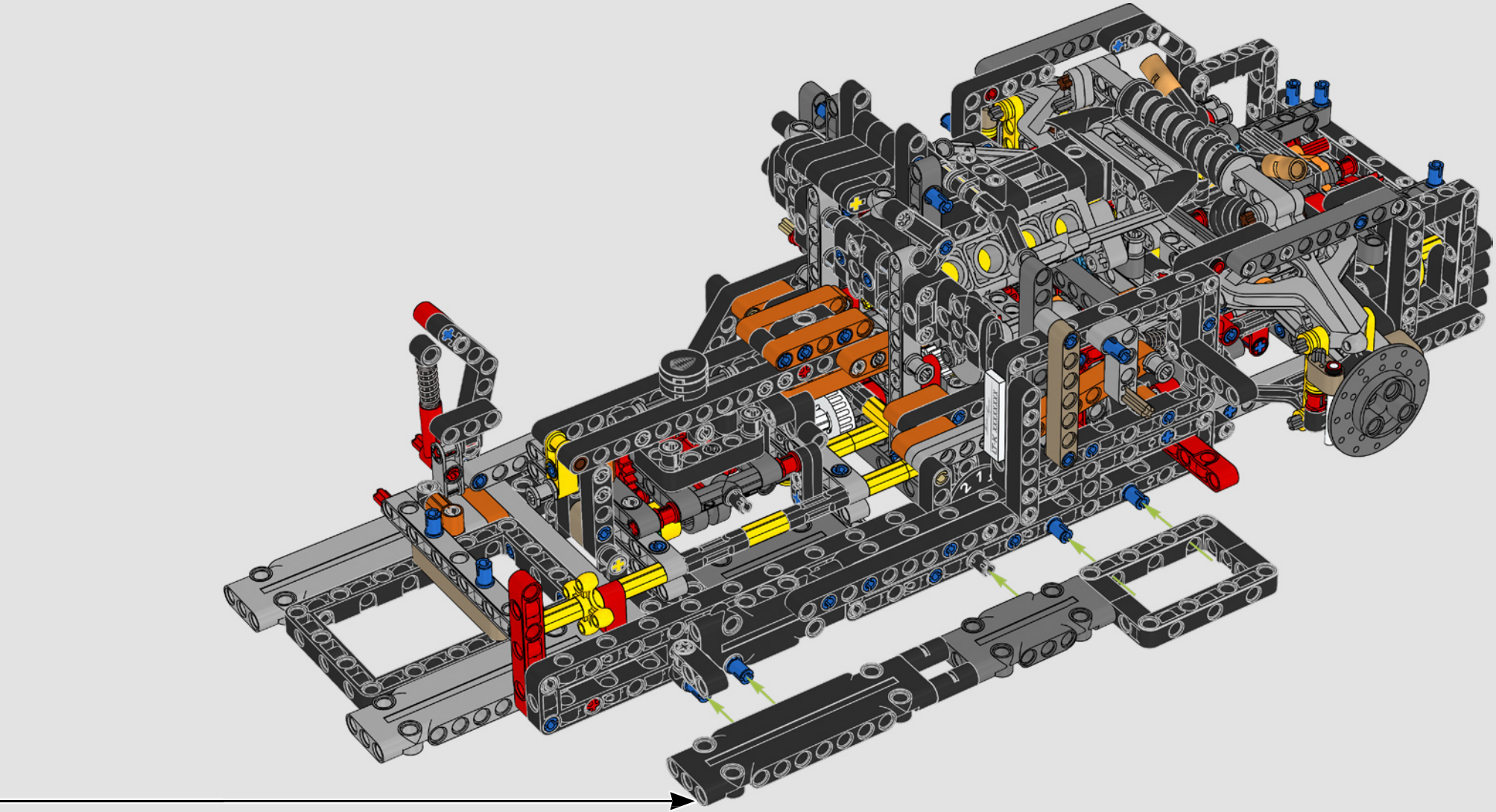

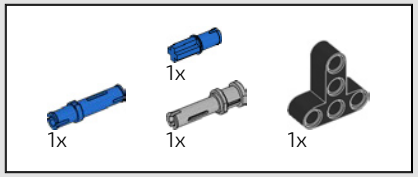

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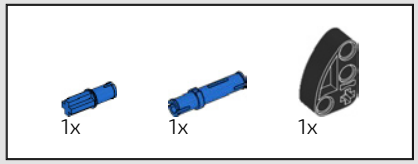

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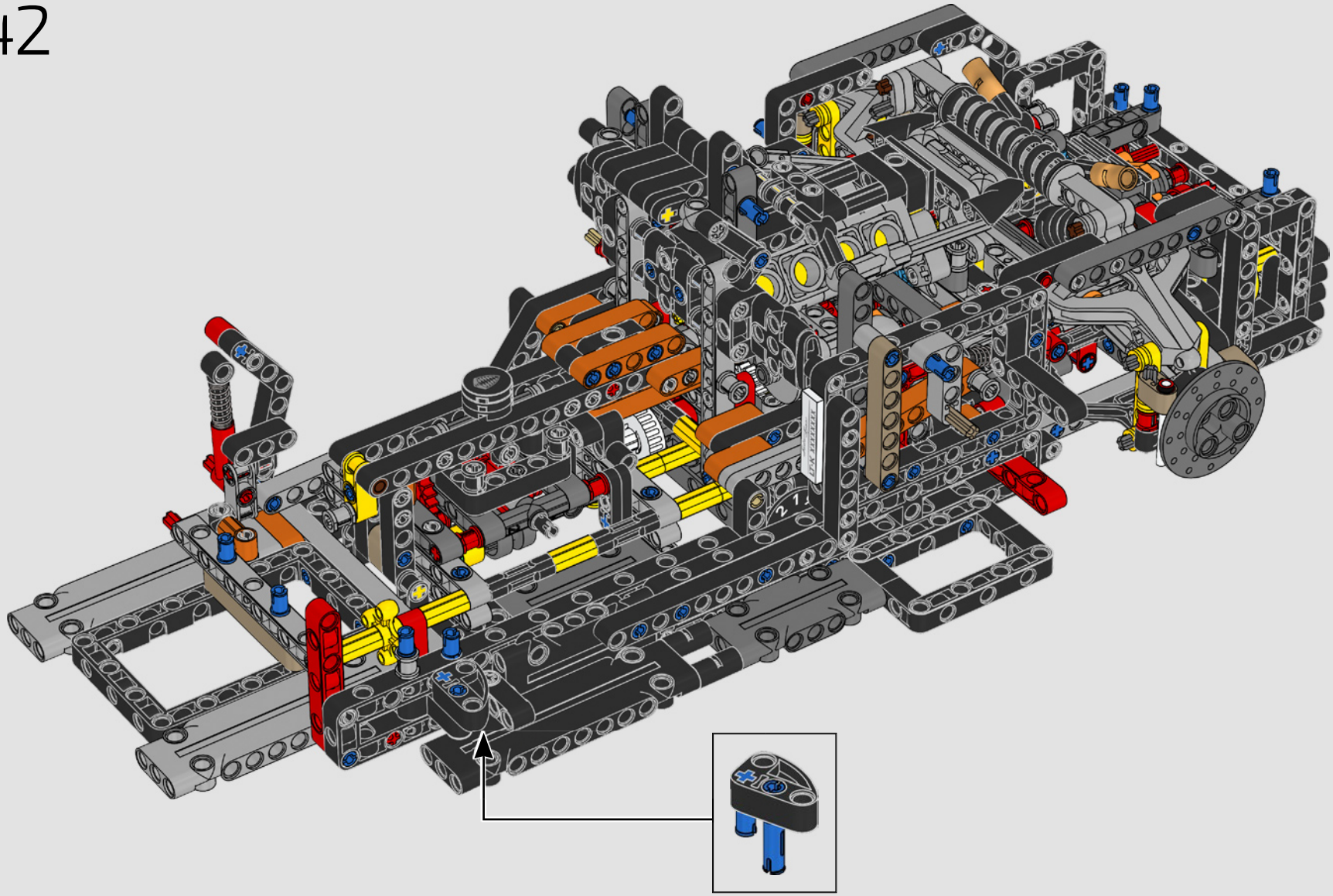

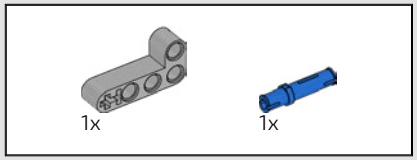

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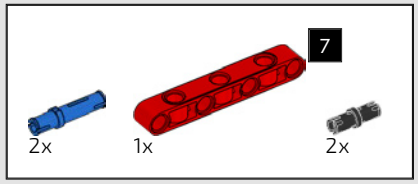

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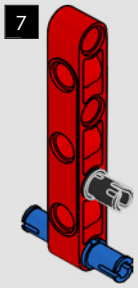

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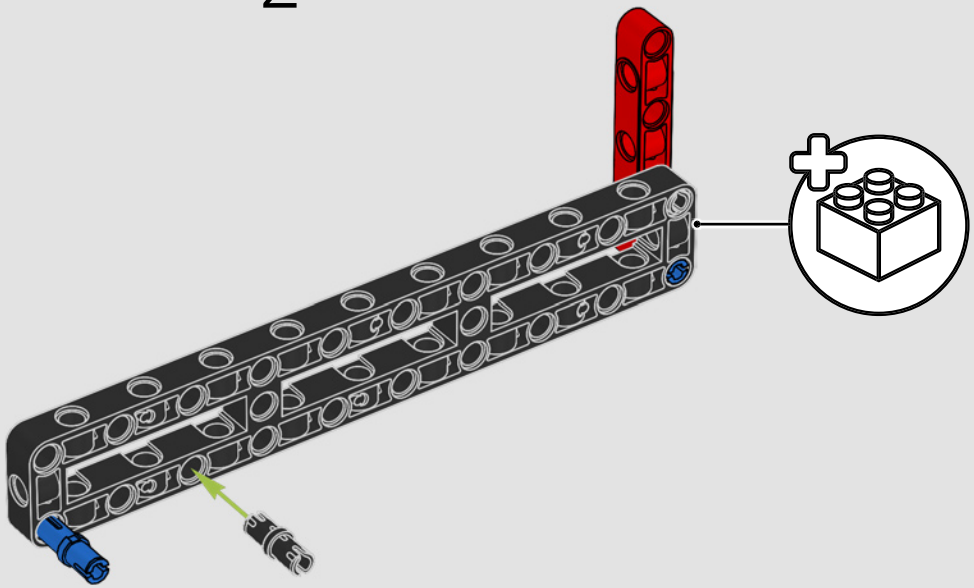

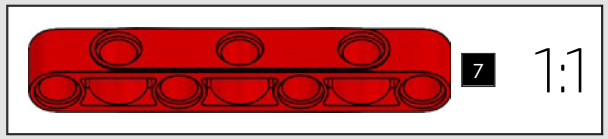

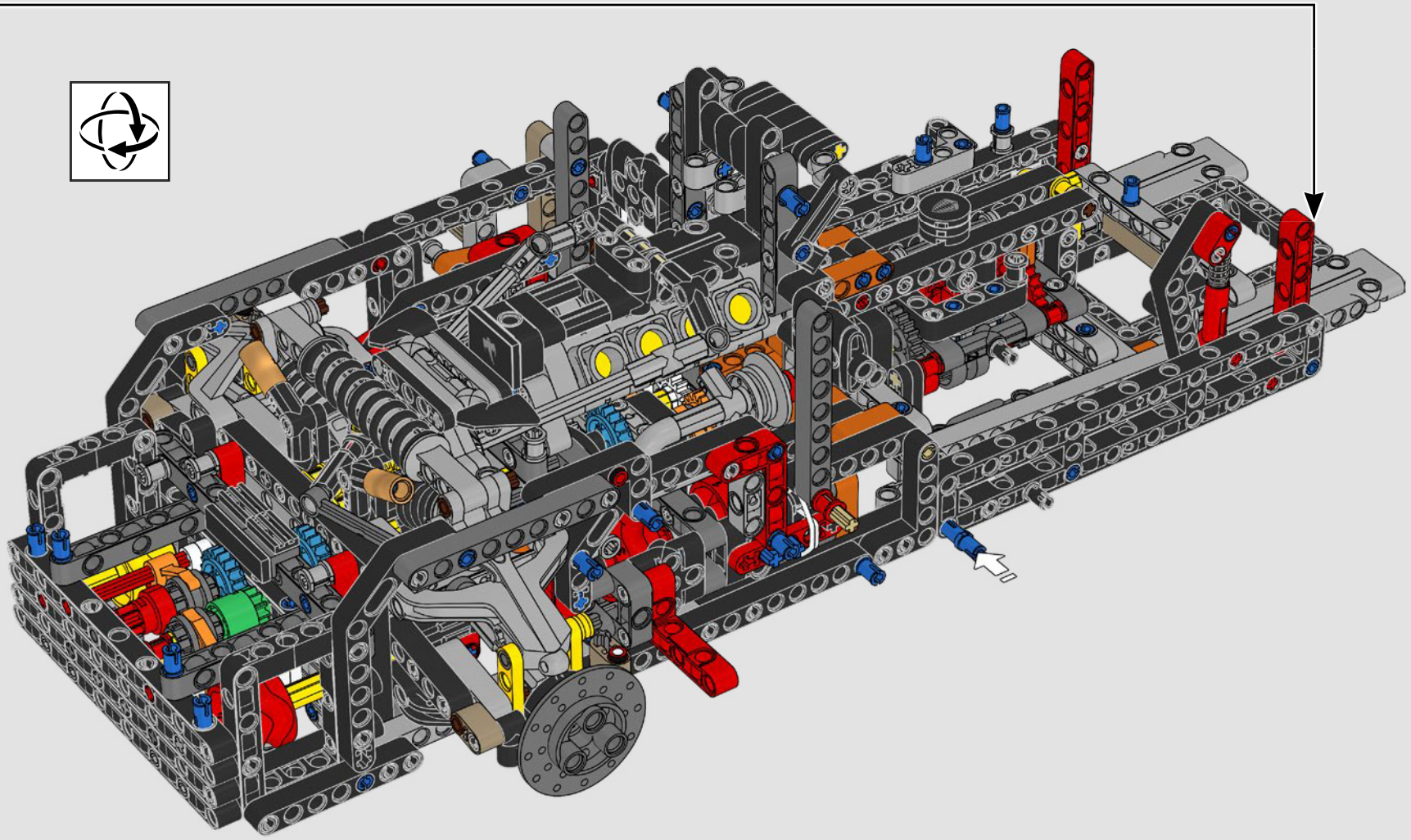

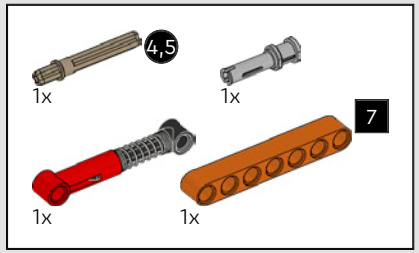

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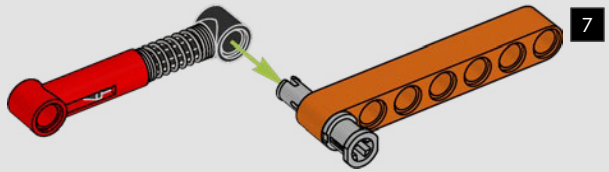

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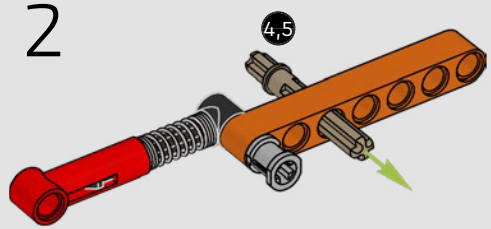

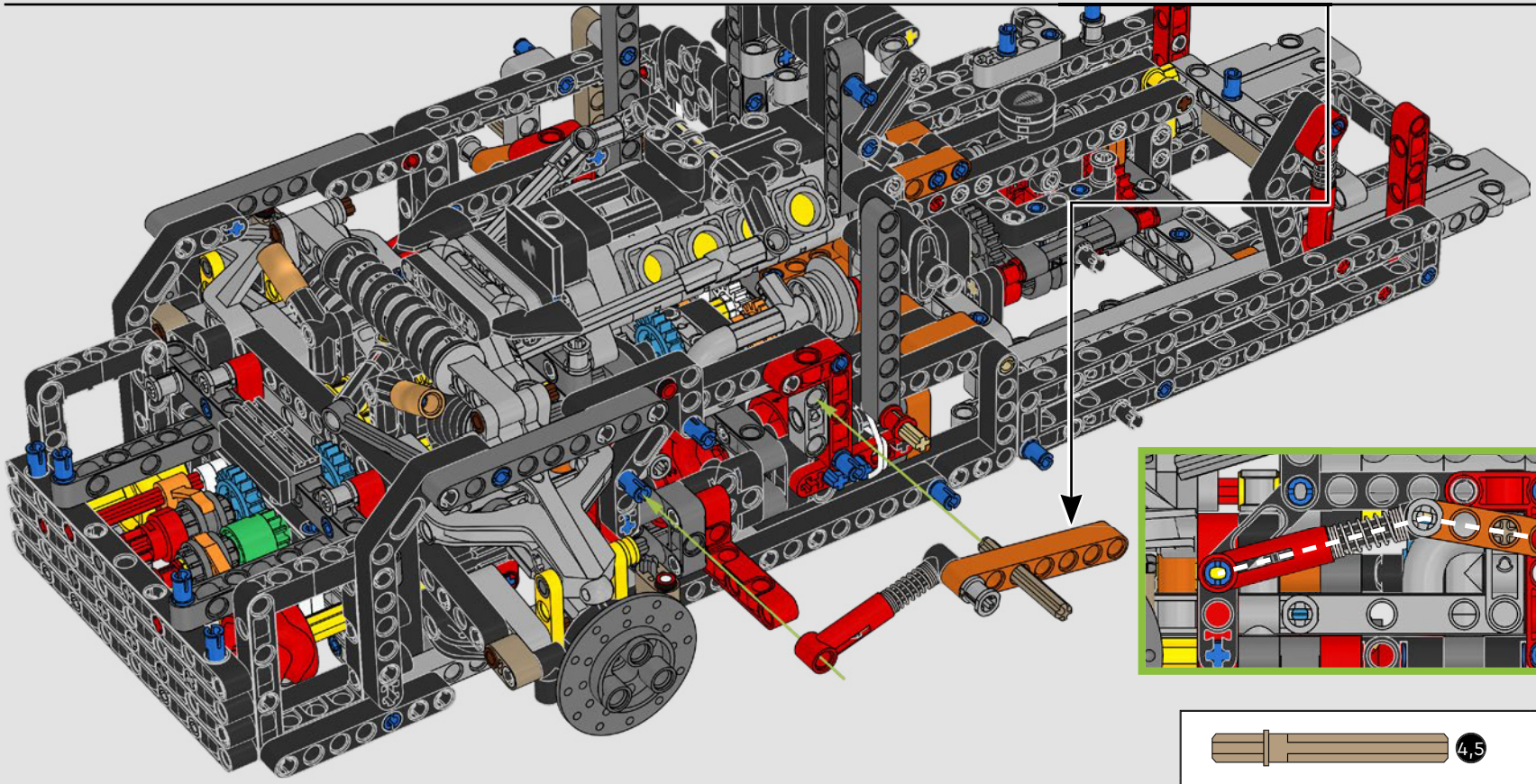

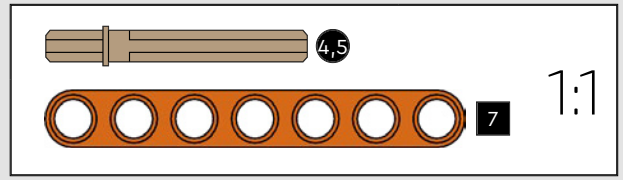

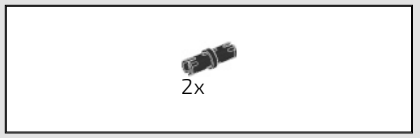

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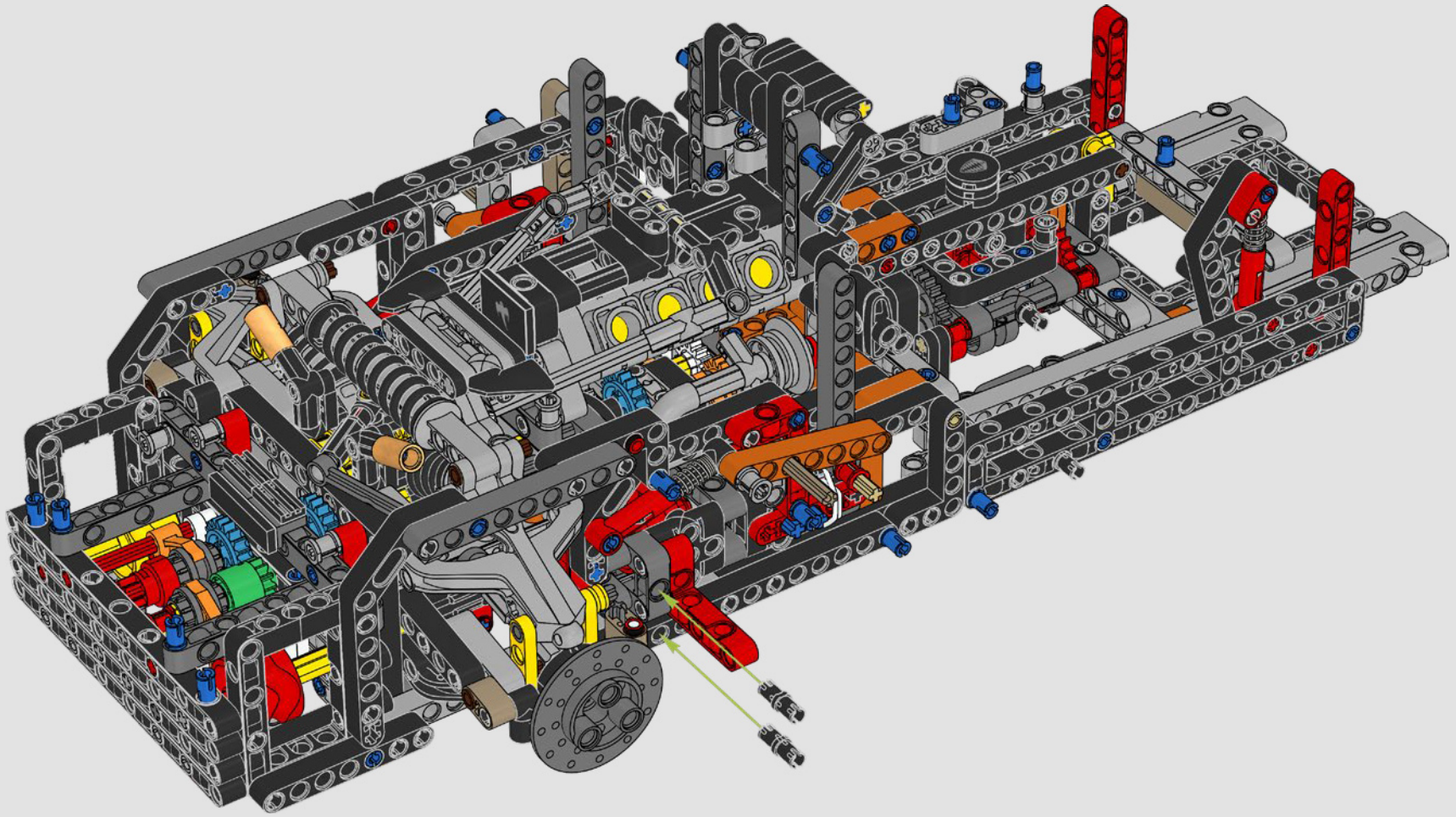

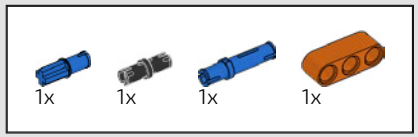

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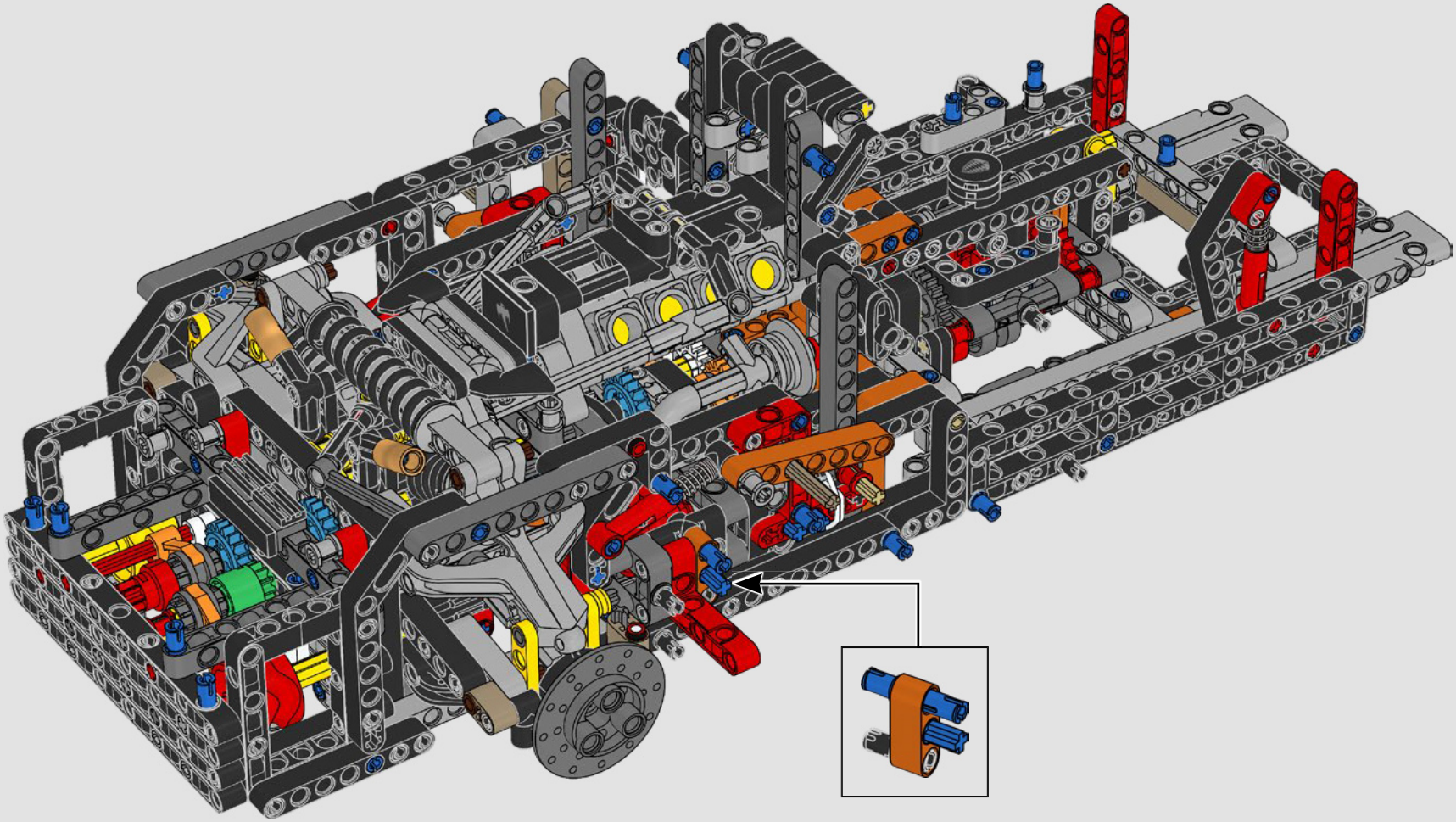

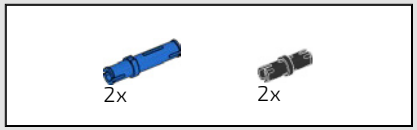

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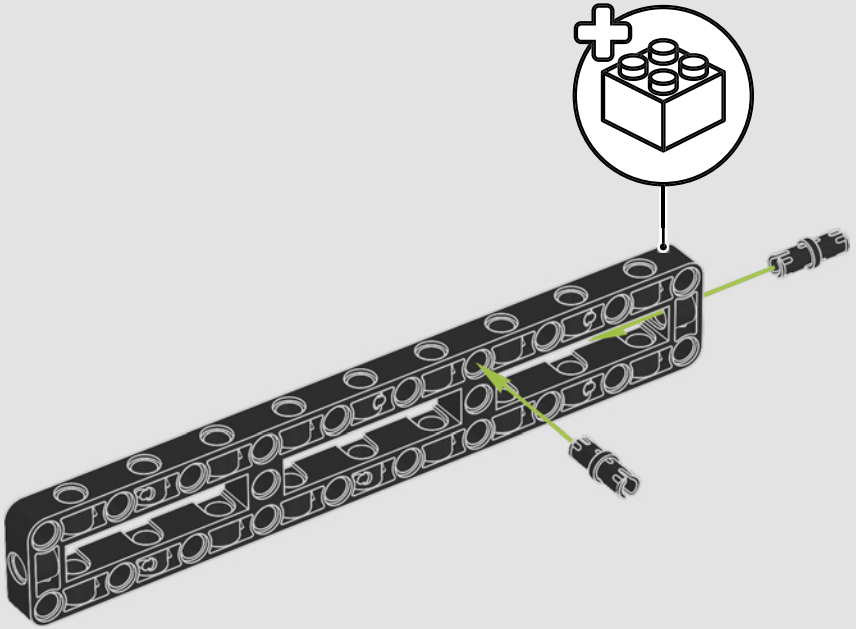

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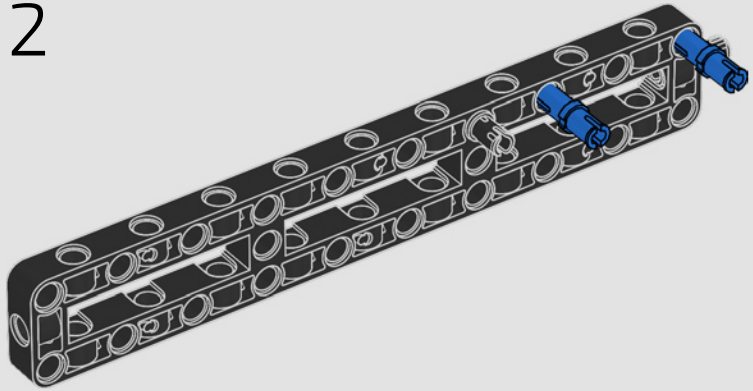

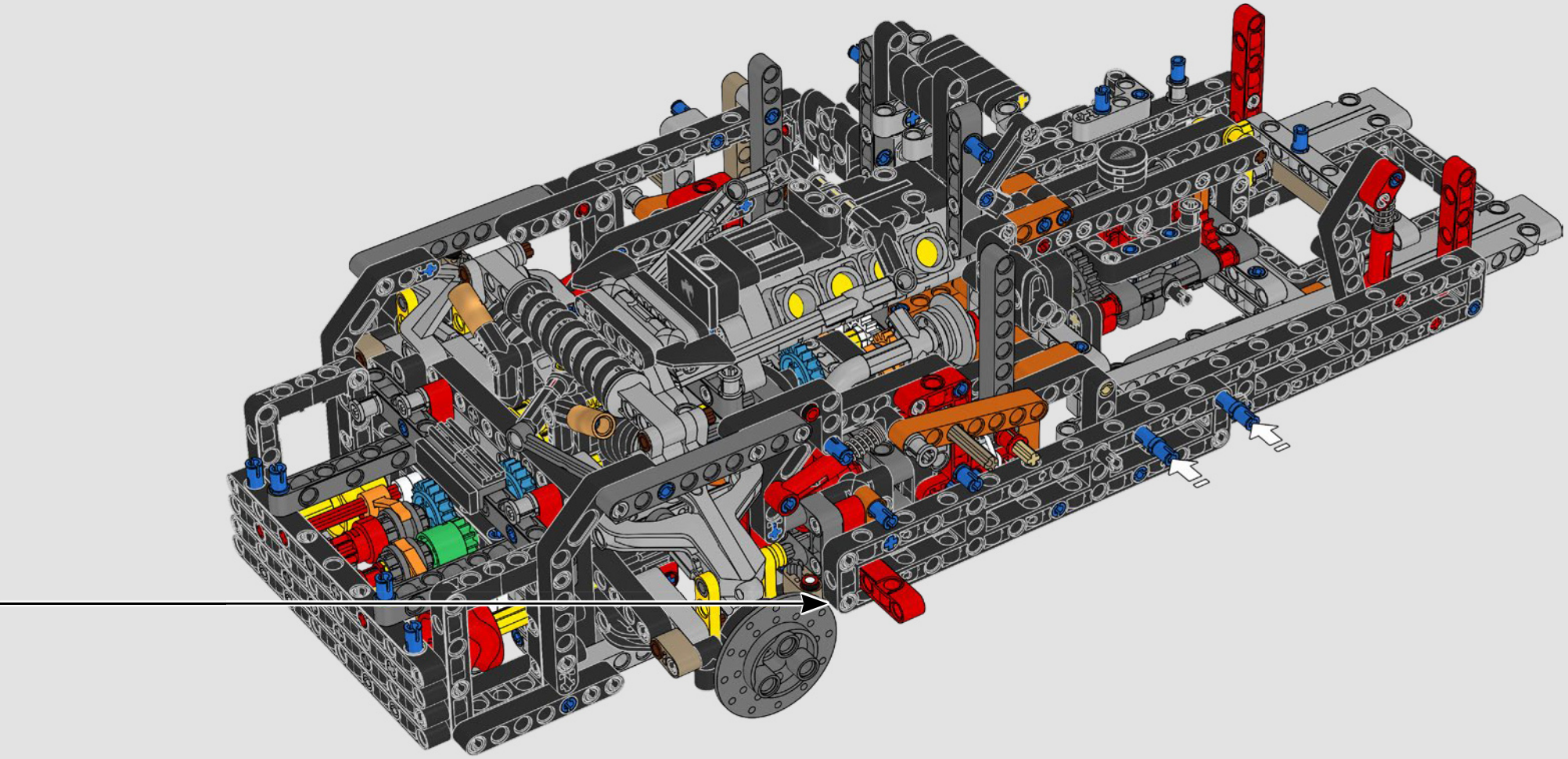

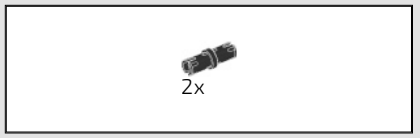

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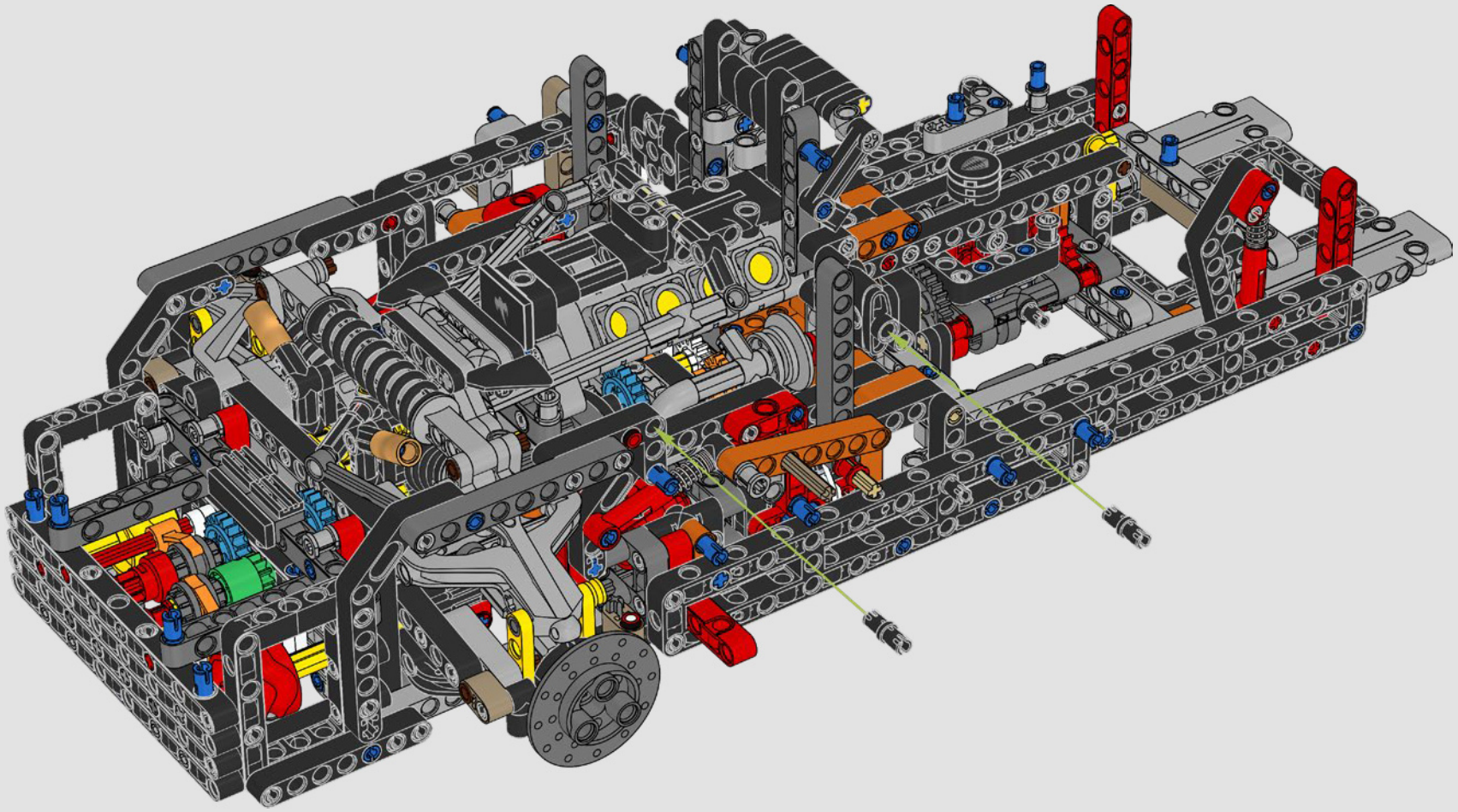

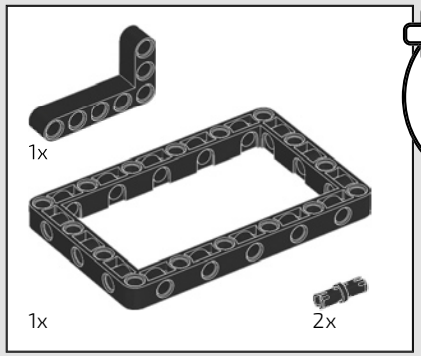

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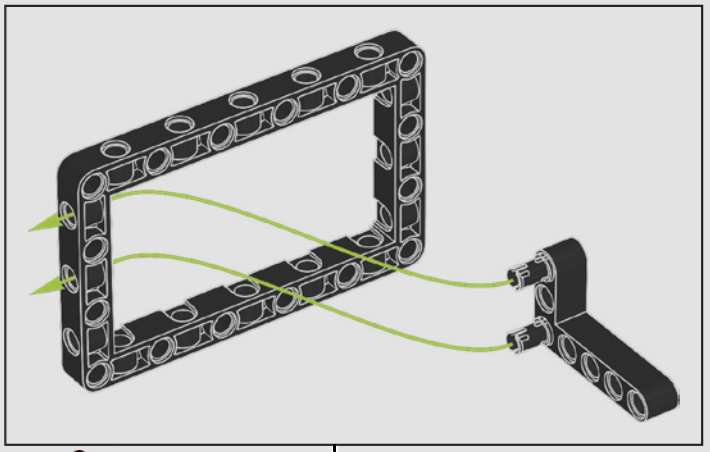

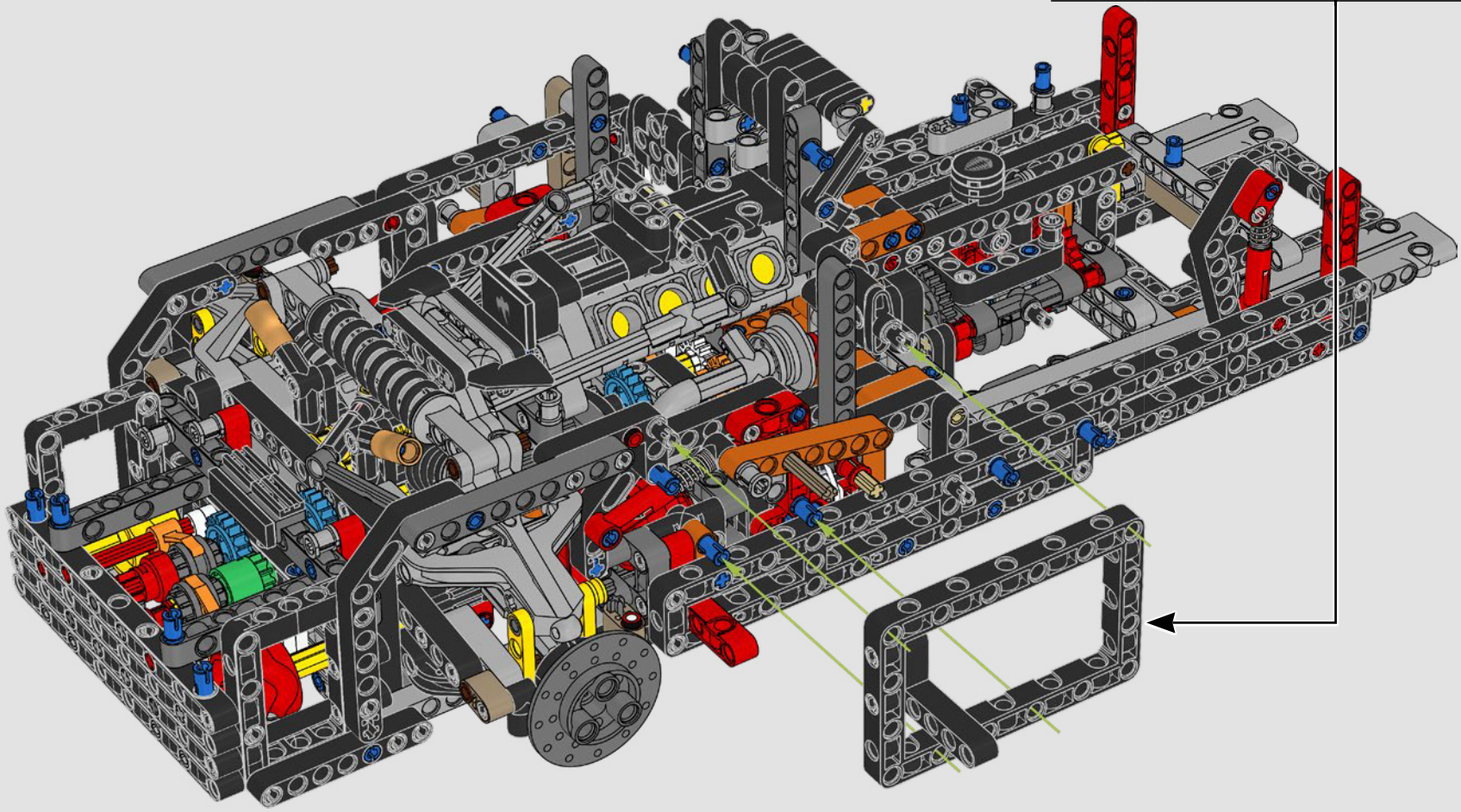

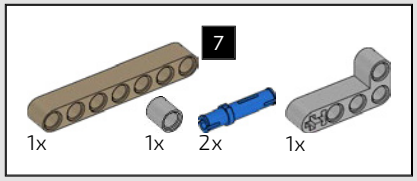

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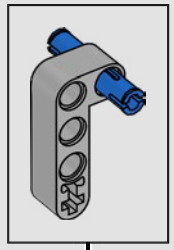

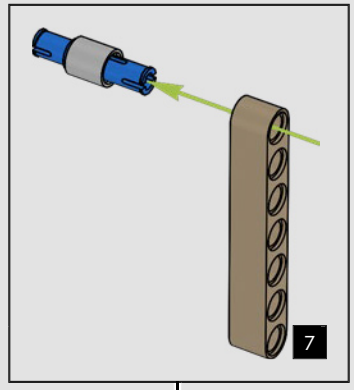

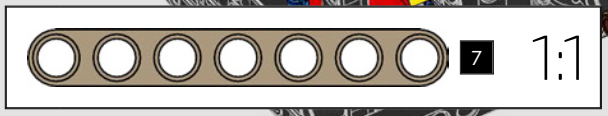

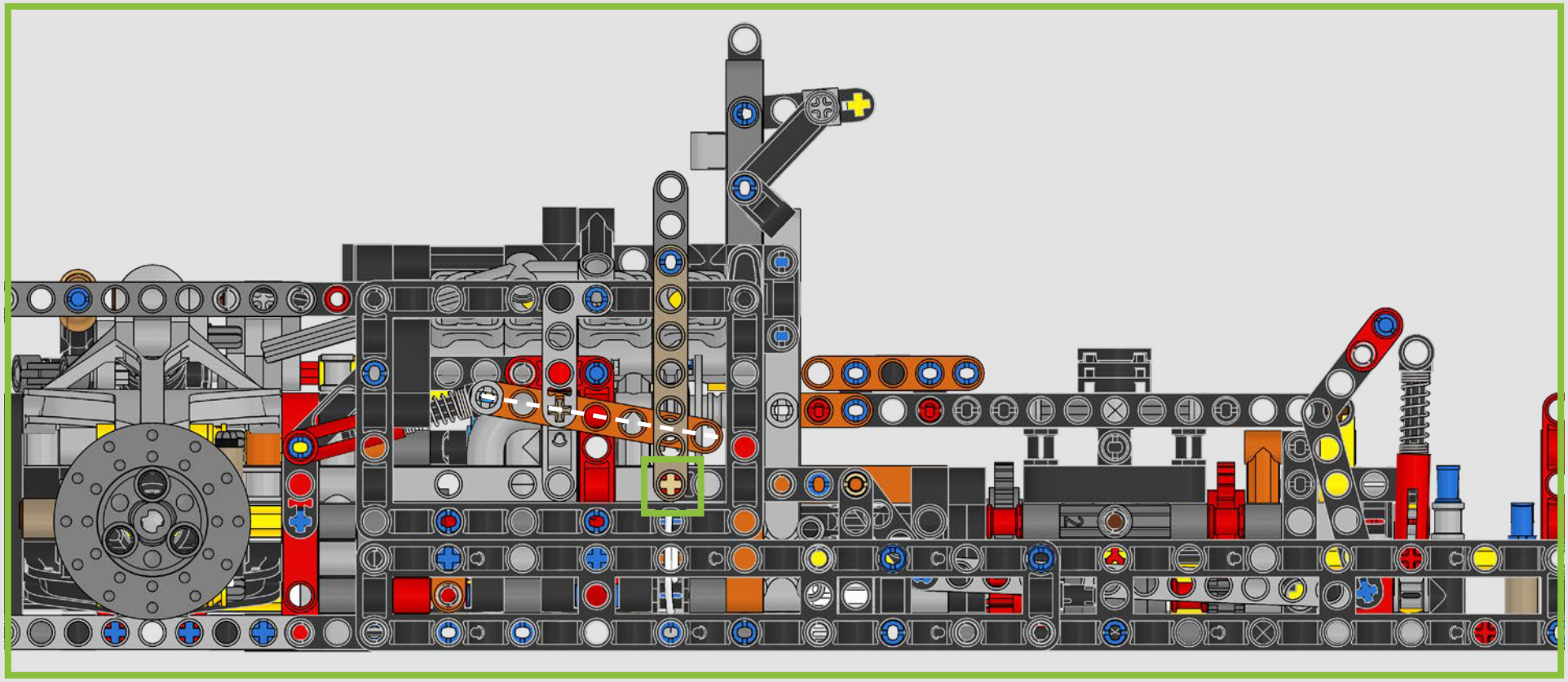

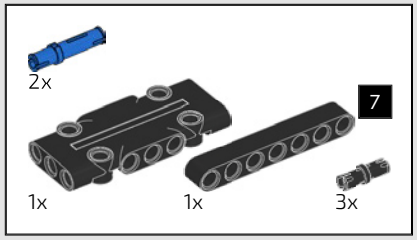

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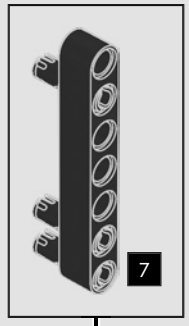

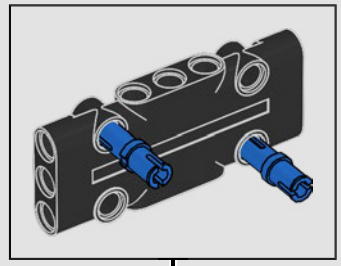

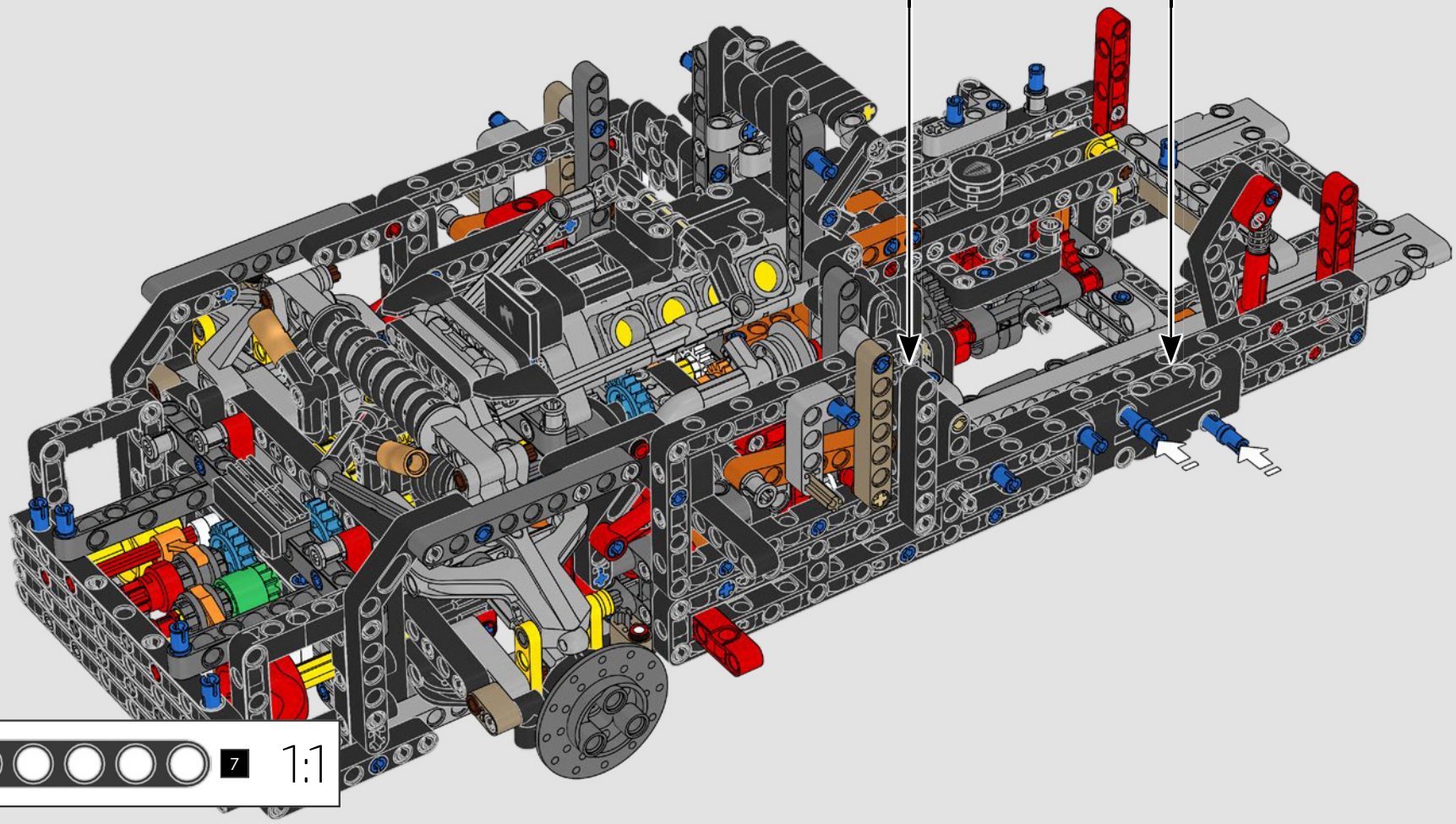

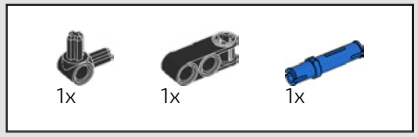

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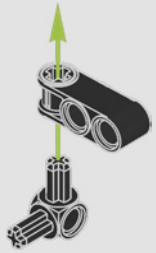

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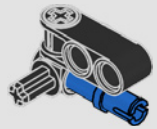

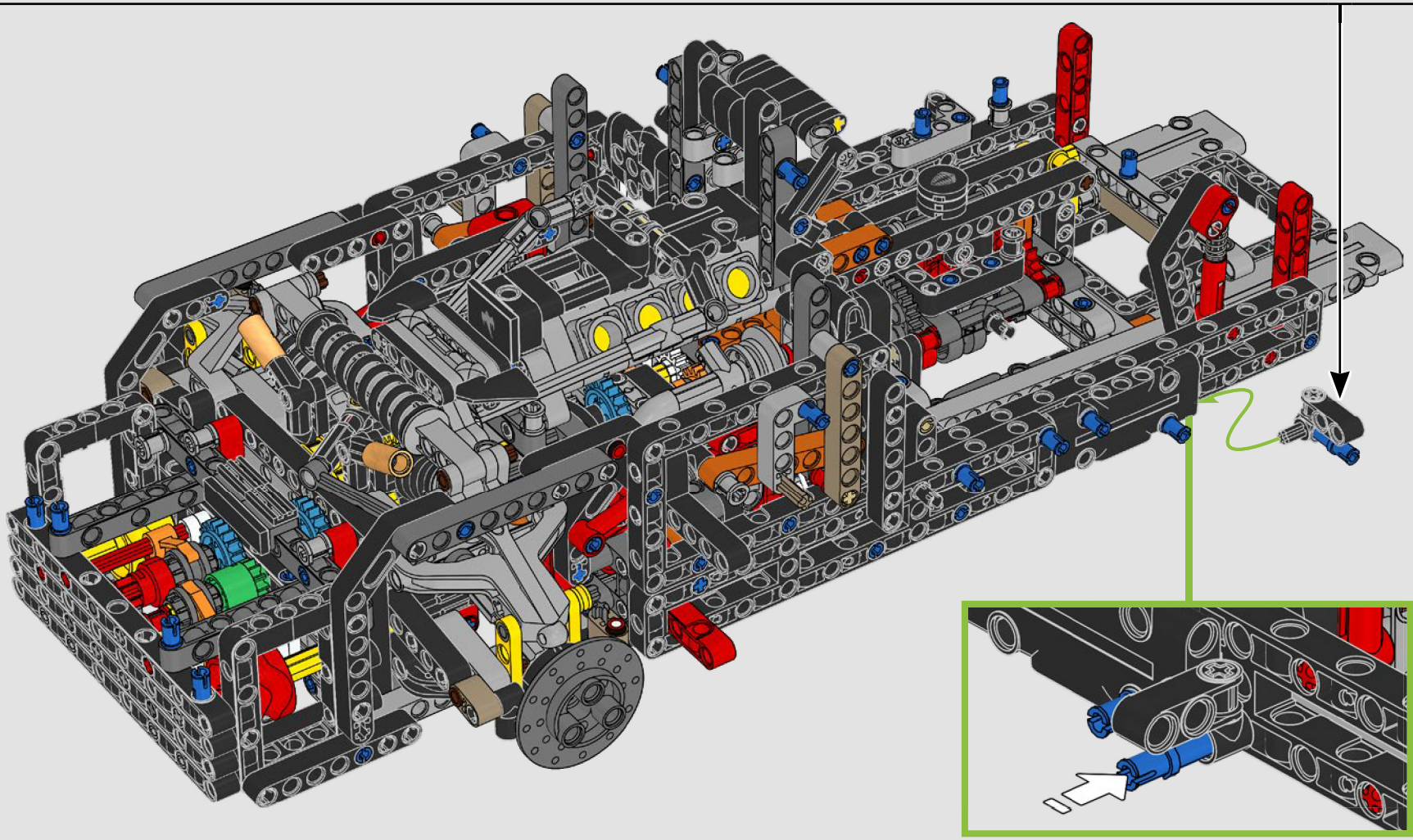

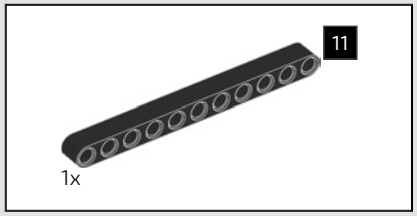

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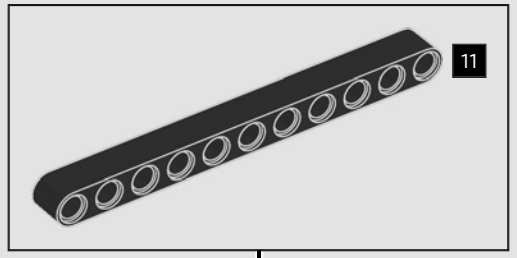

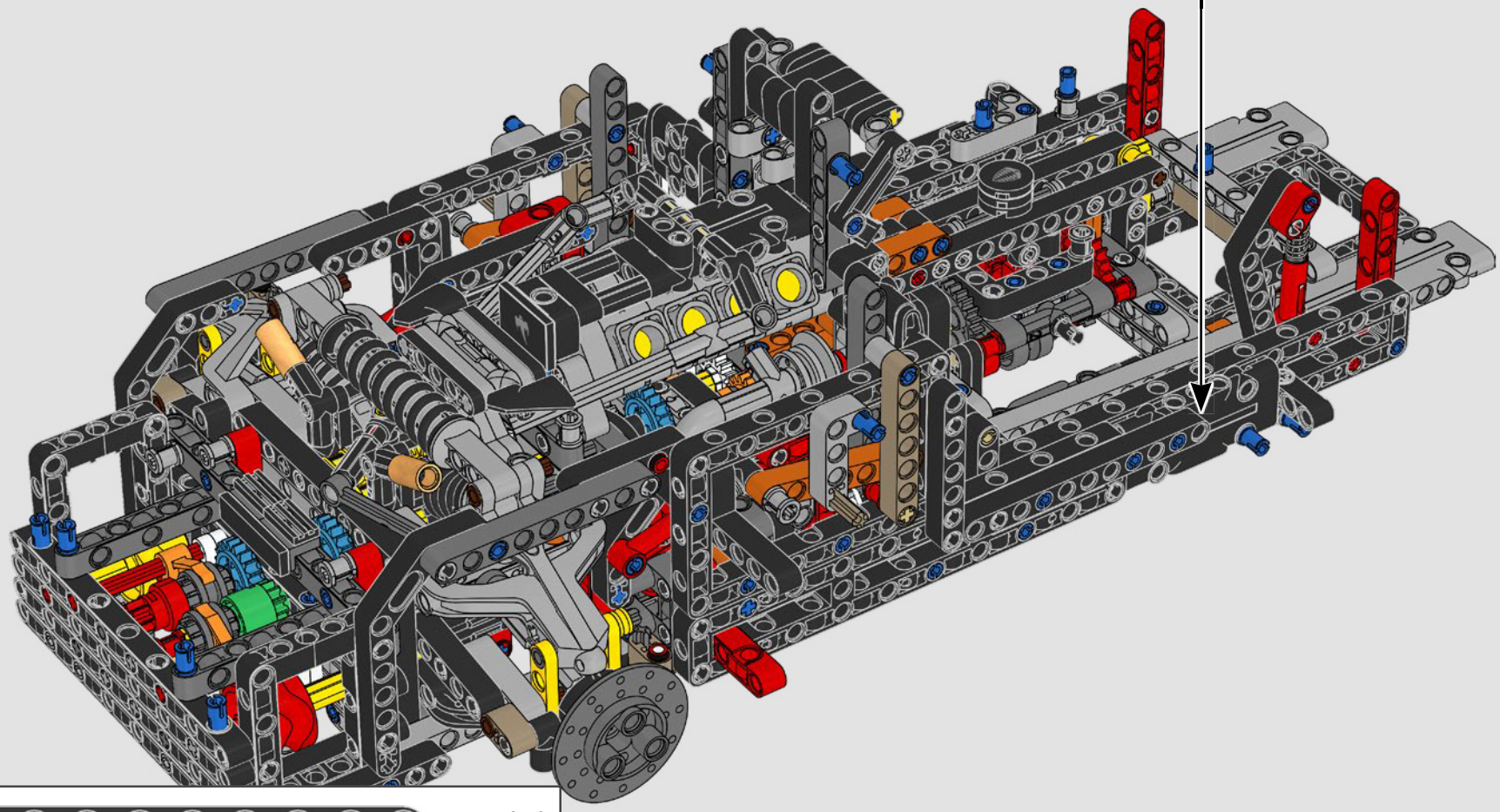



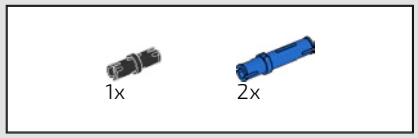

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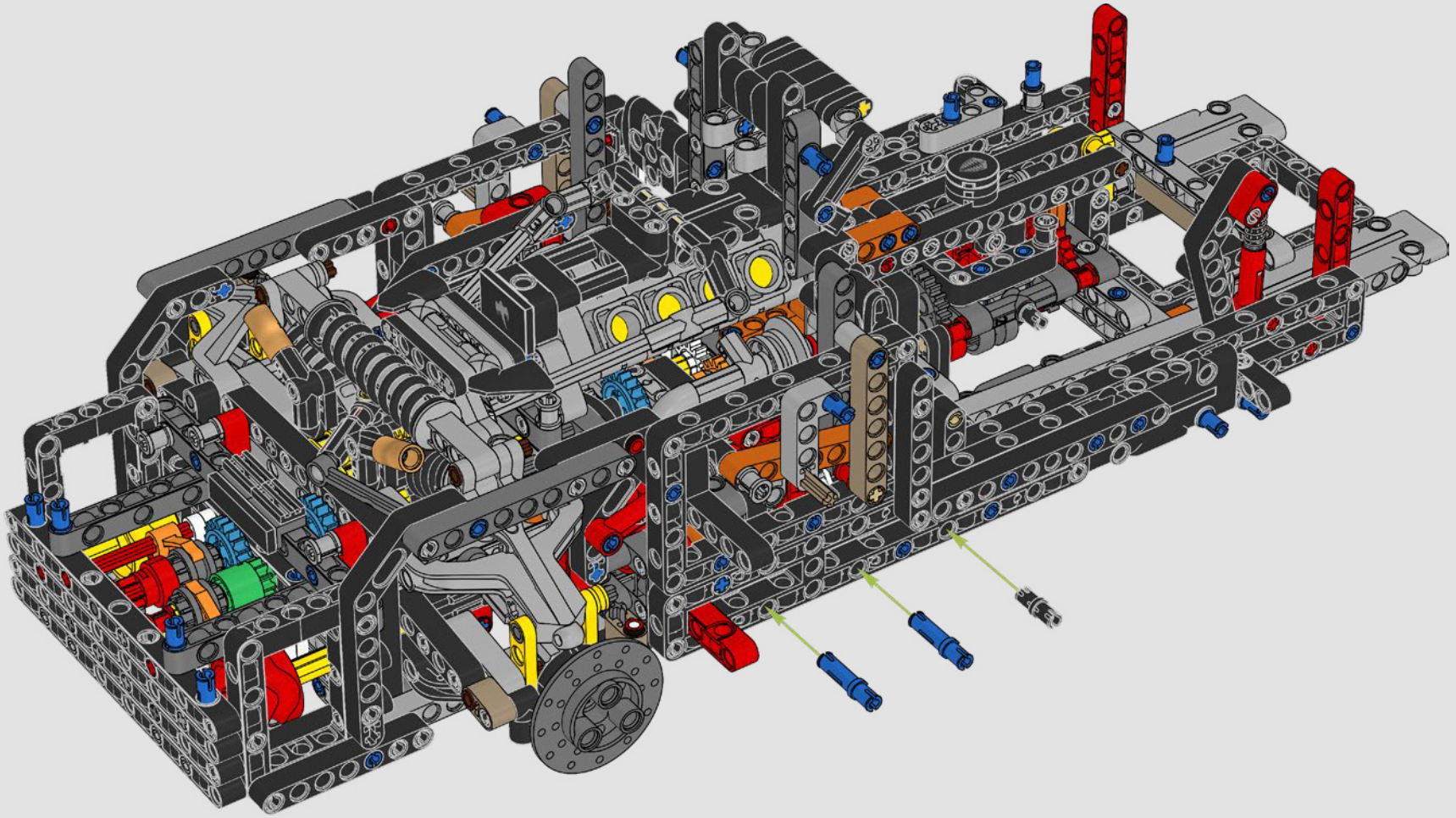

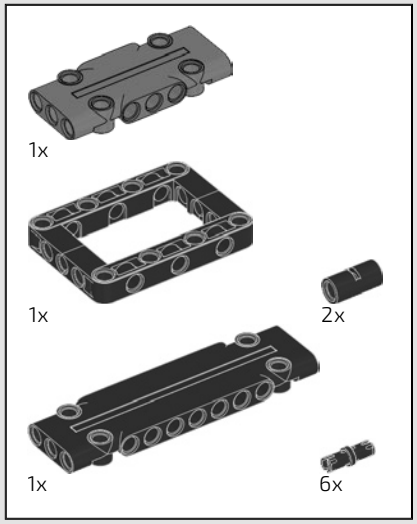

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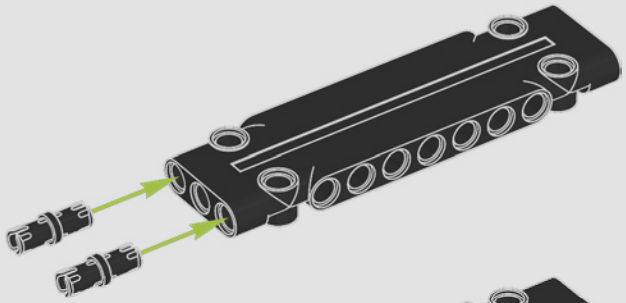

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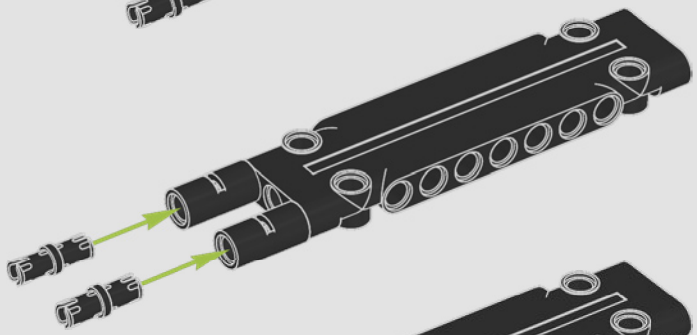

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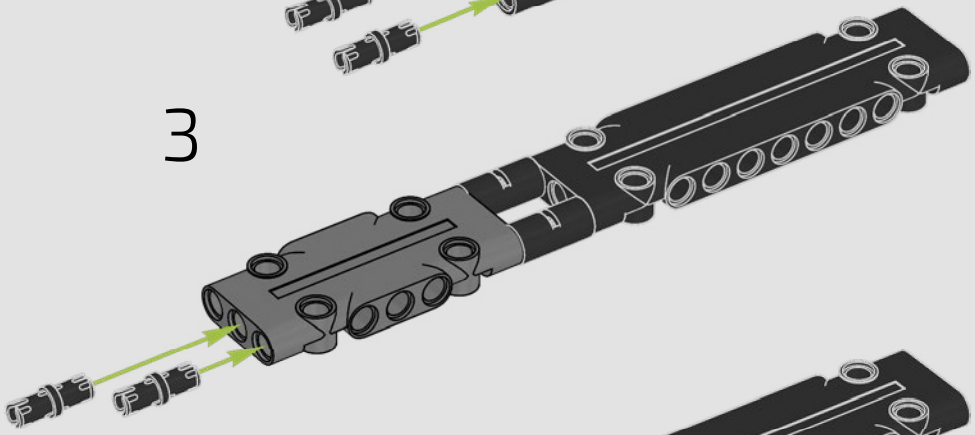

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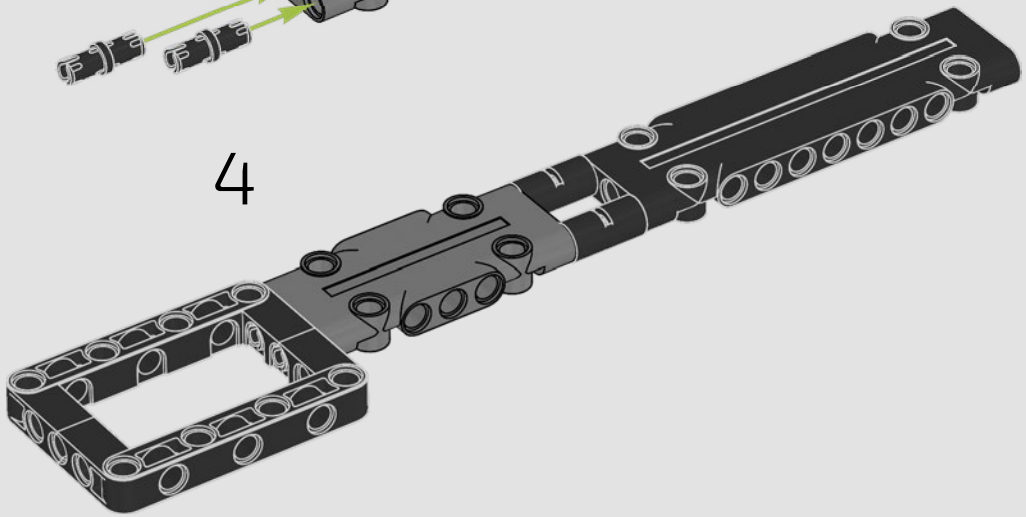

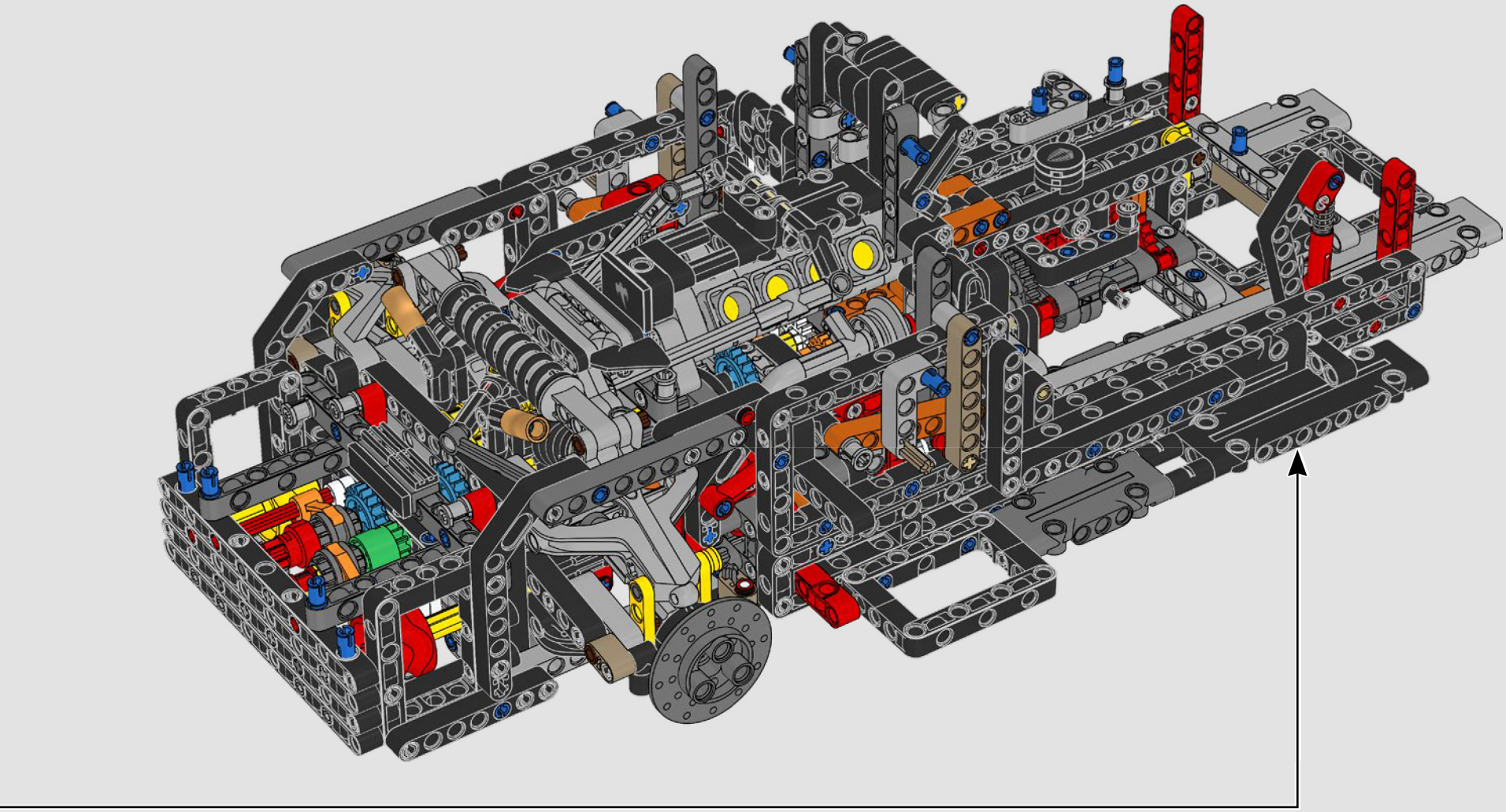

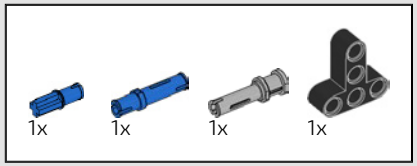

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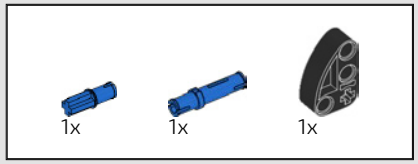

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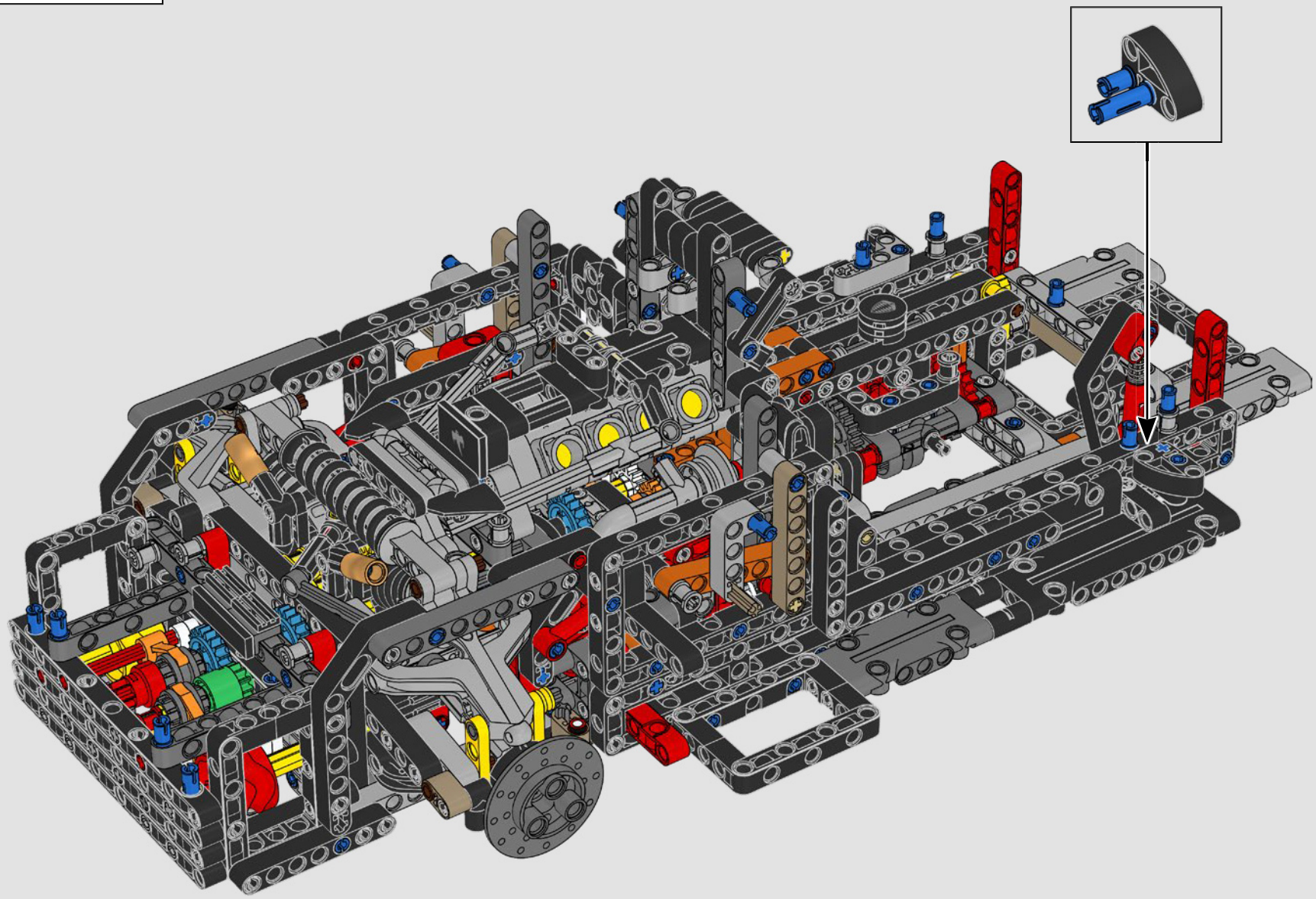

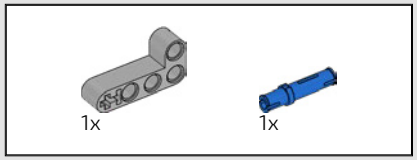

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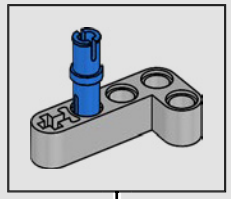

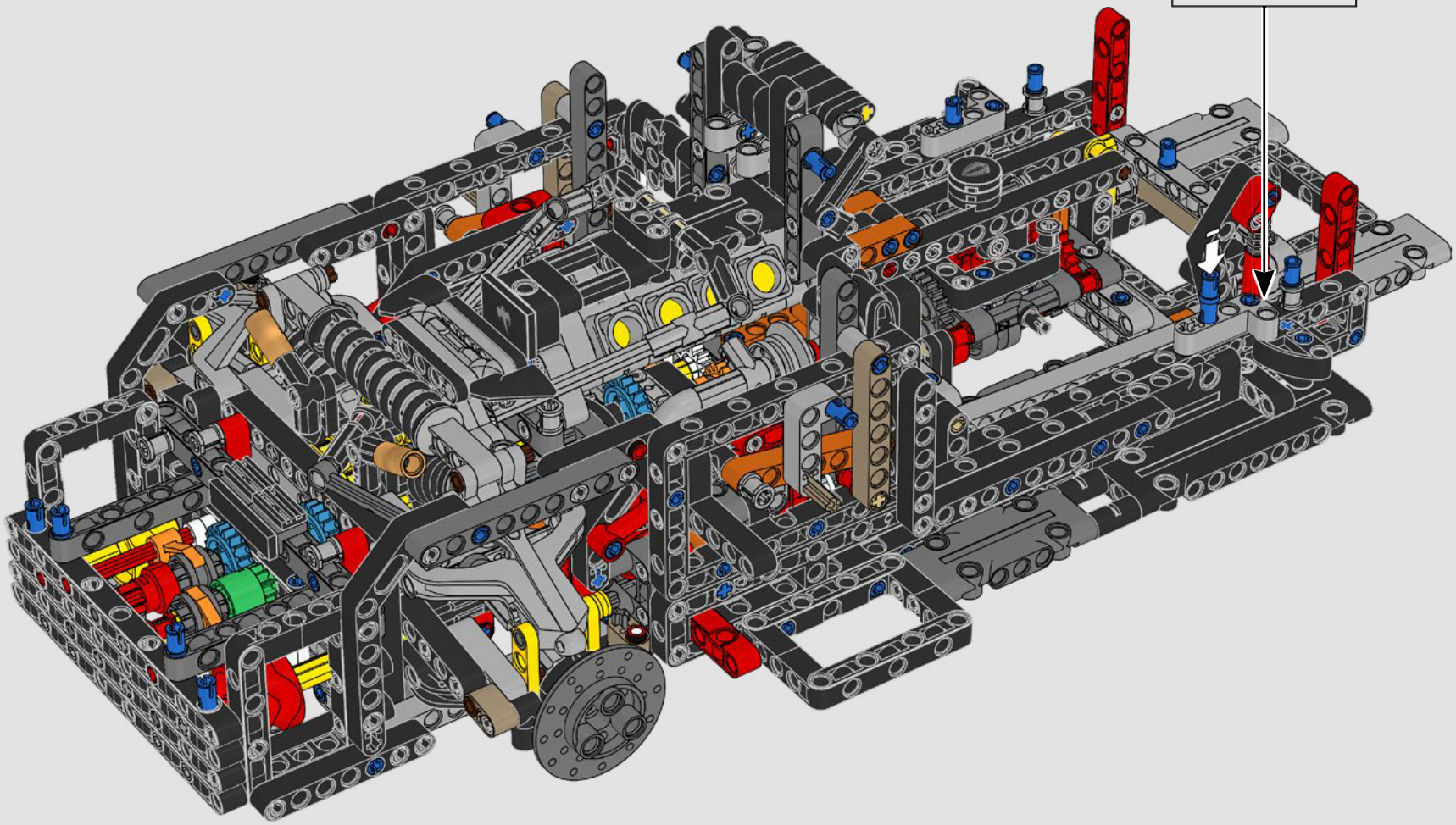

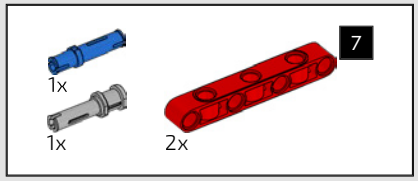

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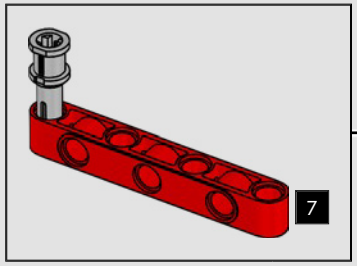

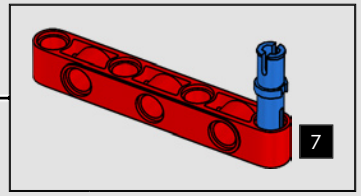

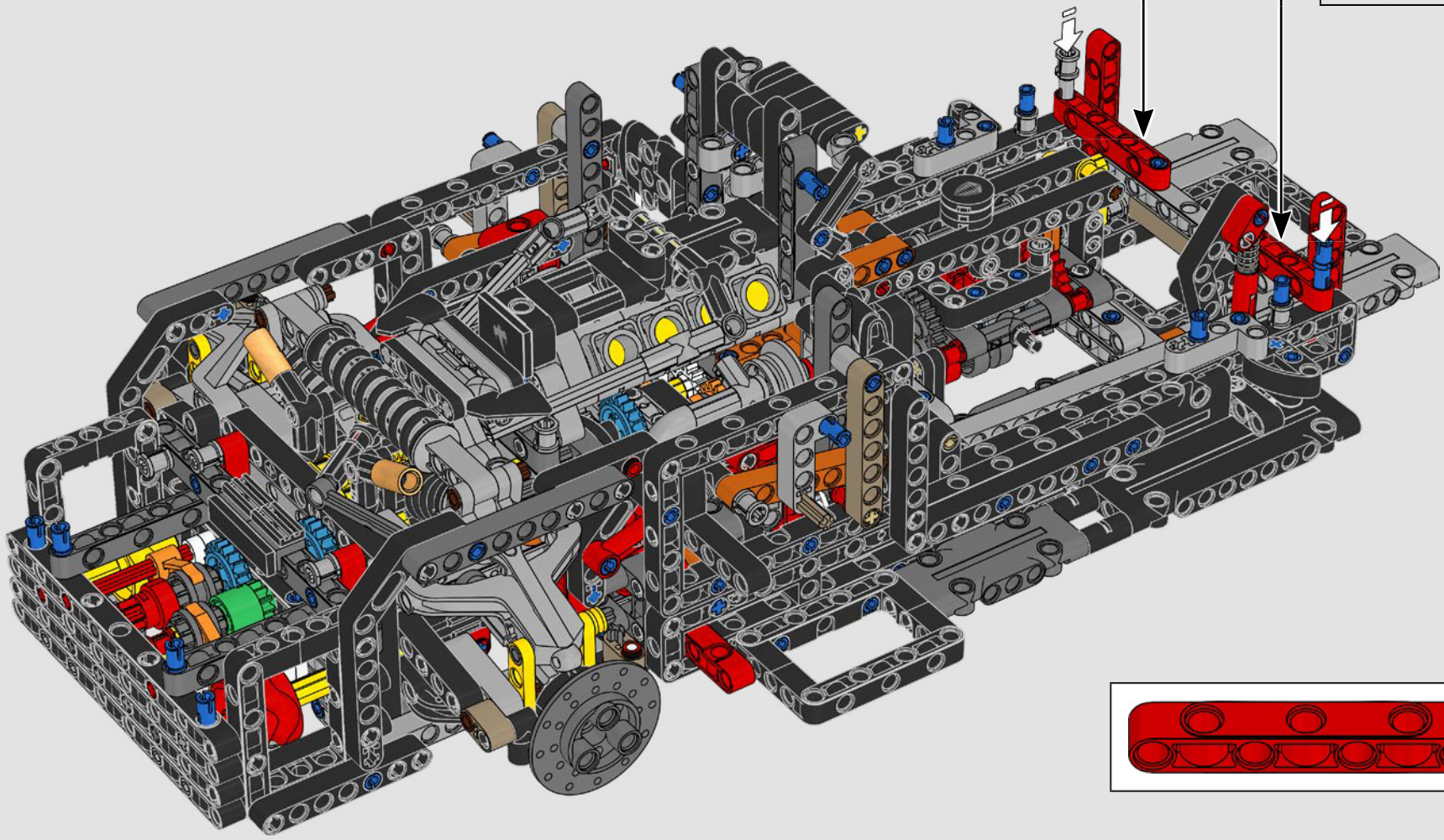

BOX

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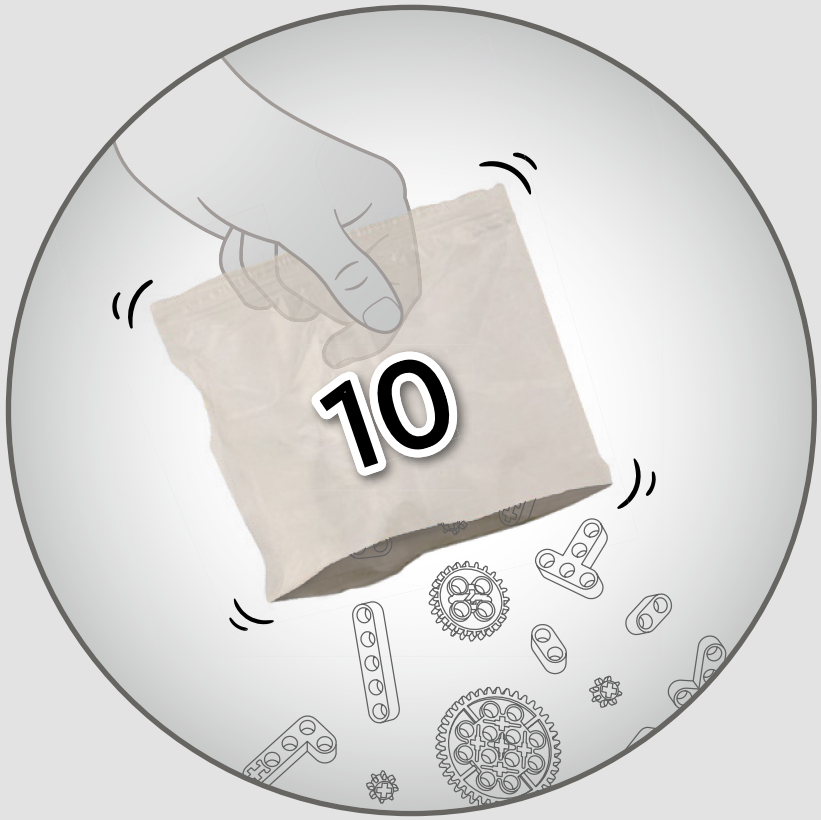
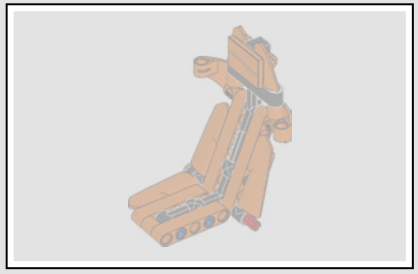
AUTHENTIC INTERIOR
AUTHENTISCHER INNENRAUM

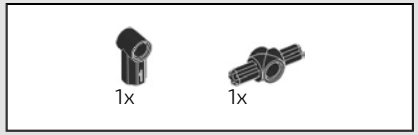
The interior replicates that of the real car; the seat shape with the Sadair´s Spear logo printed on the headrest, the centre tunnel and the console with the SmartCenter screen. Koenigsegg's digital display on the steering wheel is also replicated. The Koenigsegg shield is printed on the forward/neutral/reverse selector and replicates the location of the Koenigsegg key in the real-life car. And, not least, the paddle shifters behind the steering wheel, which connect to the 9-speed transmission.

Der Innenraum sieht aus wie im echten Fahrzeug: die Sitzform mit dem Sadair's Spear-Logo auf der Kopfstütze, der Mitteltunnel und die Konsole mit dem SmartCenter-Display. Auch das digitale Display von Koenigsegg am Lenkrad wurde nachgebildet. Das Koenigsegg-Wappen ist auf dem Vorwärts-/Neutral-/Rückwärtsgang-Wahlhebel aufgedruckt und entspricht der Position des Koenigsegg-Schlüssels im echten Auto. Sogar die Schaltwippen hinter dem Lenkrad sind mit dem 9-Gang-Getriebe verbunden.


SadarsSpear







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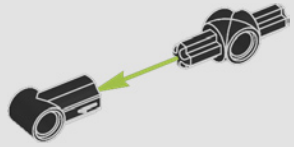

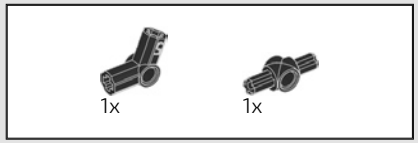

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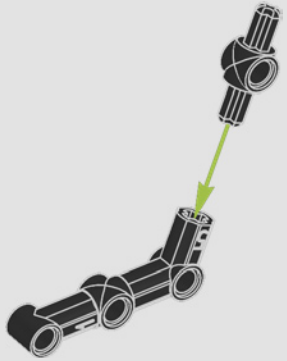

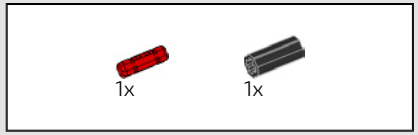

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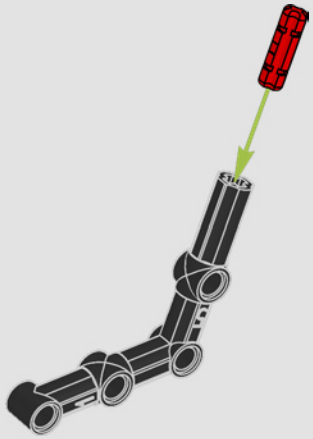

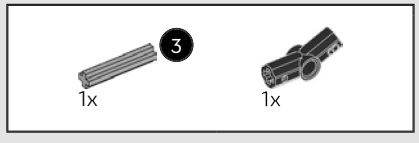

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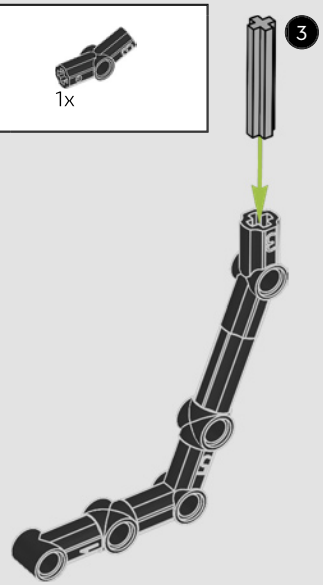

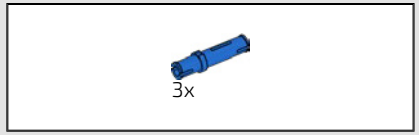

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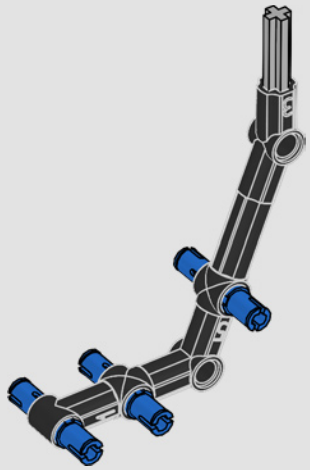

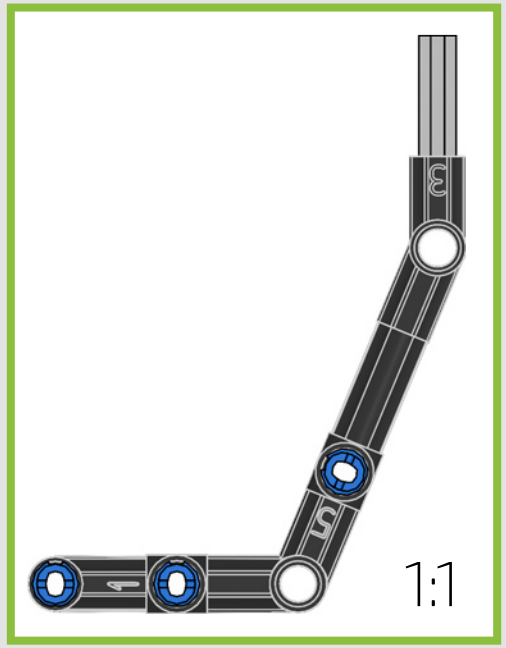

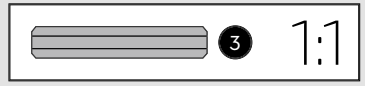

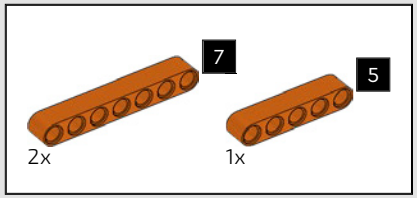

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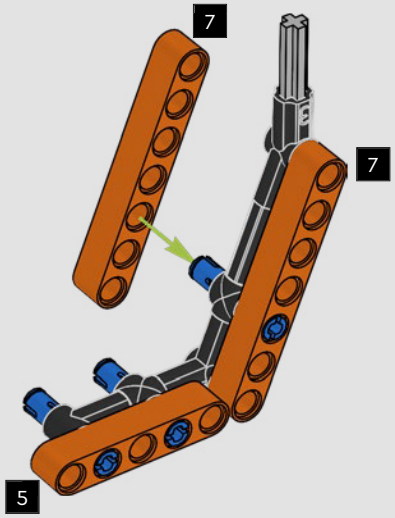

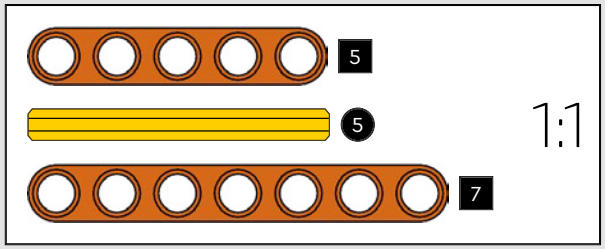

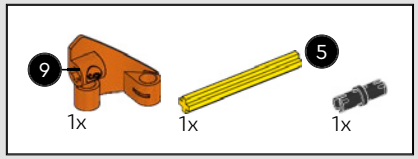

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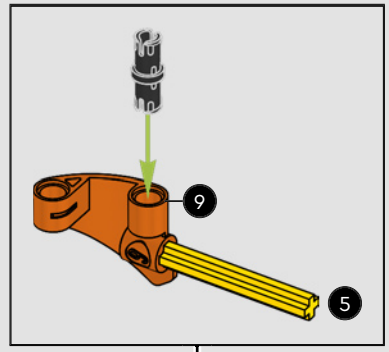

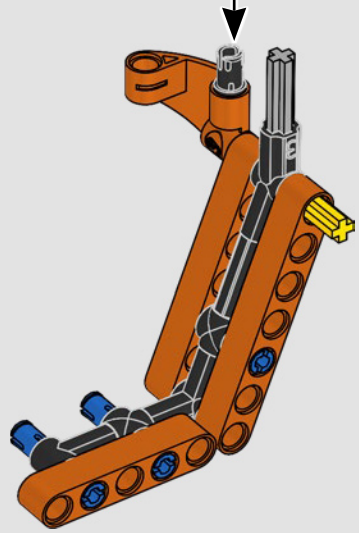

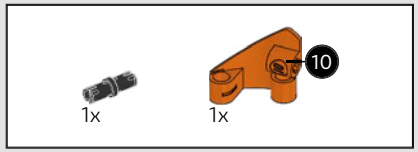

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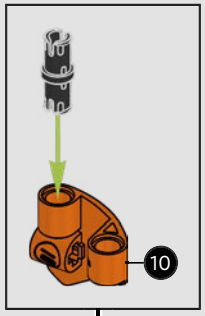

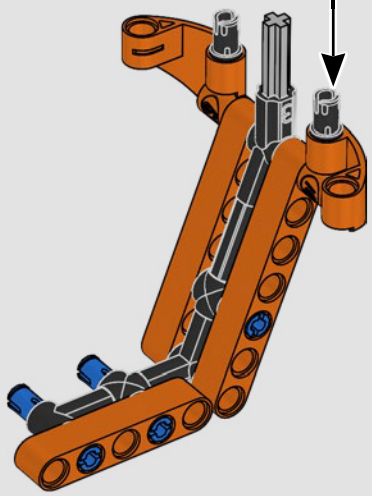

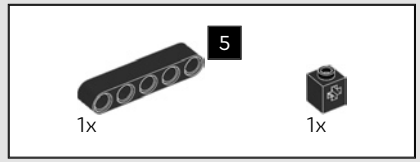

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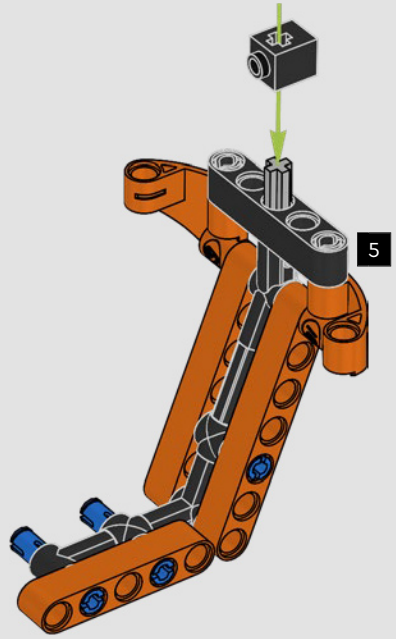

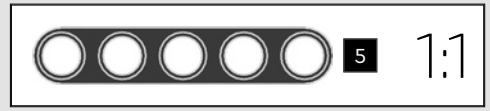

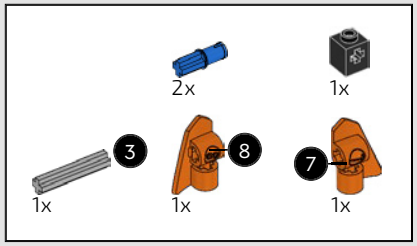

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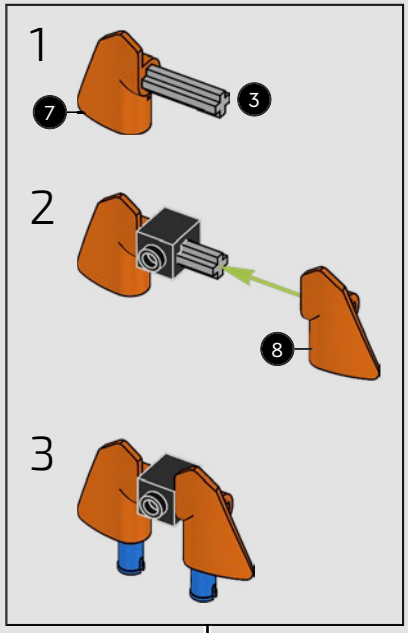

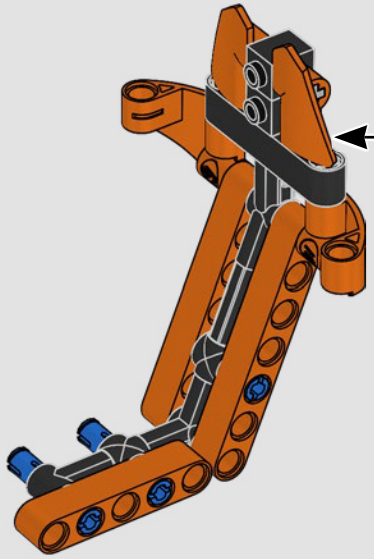

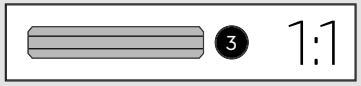

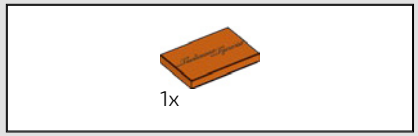

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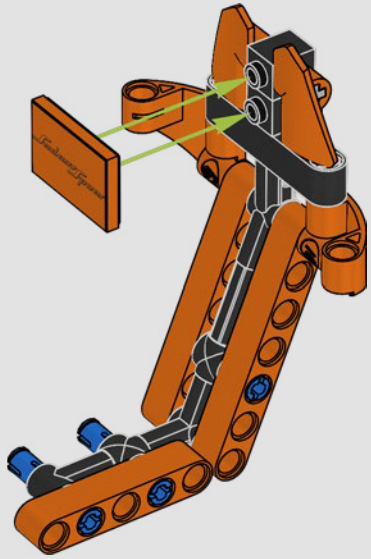

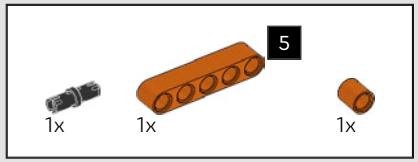

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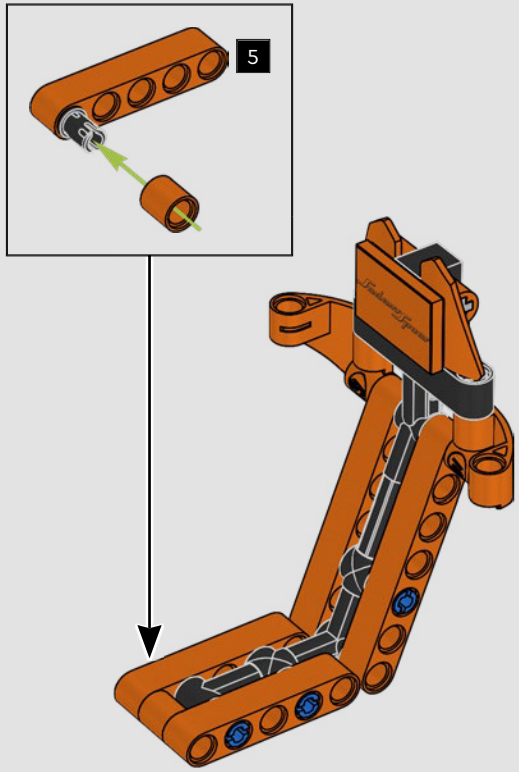

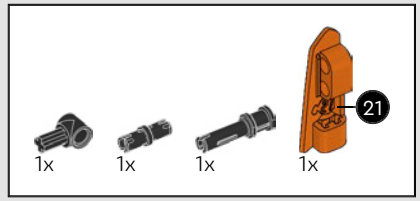

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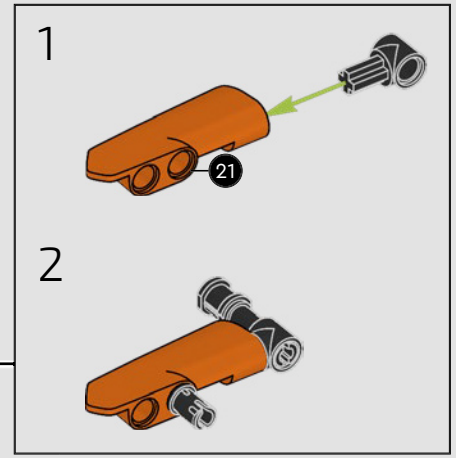

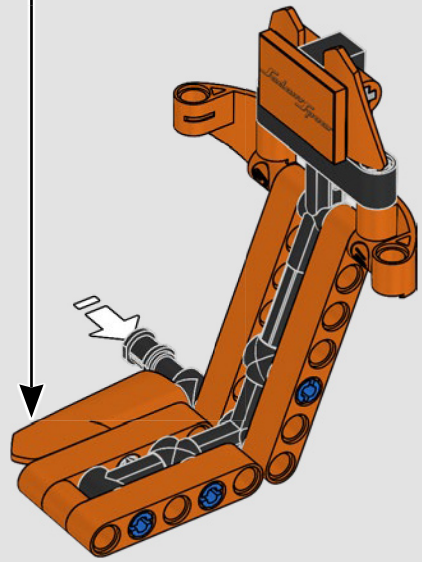

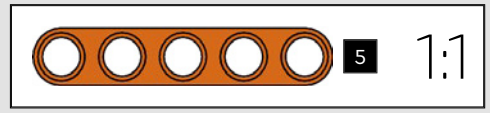

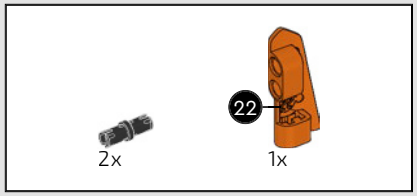

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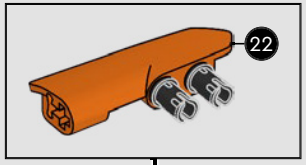

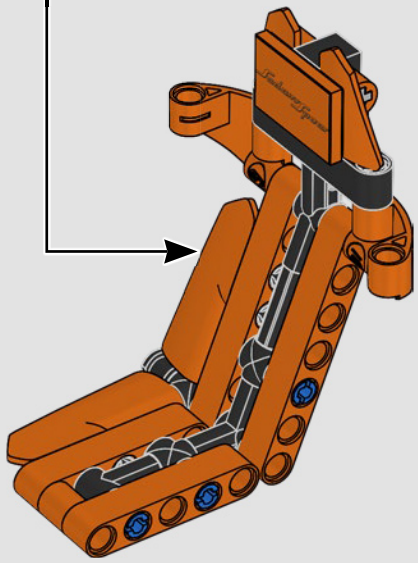

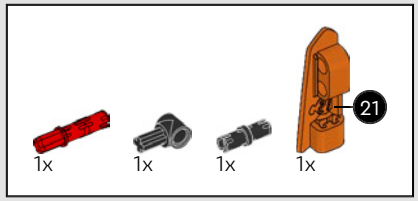

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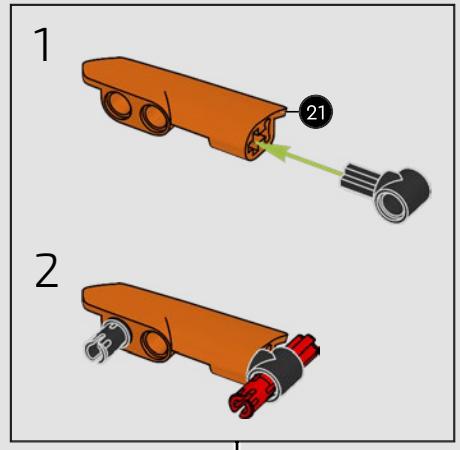

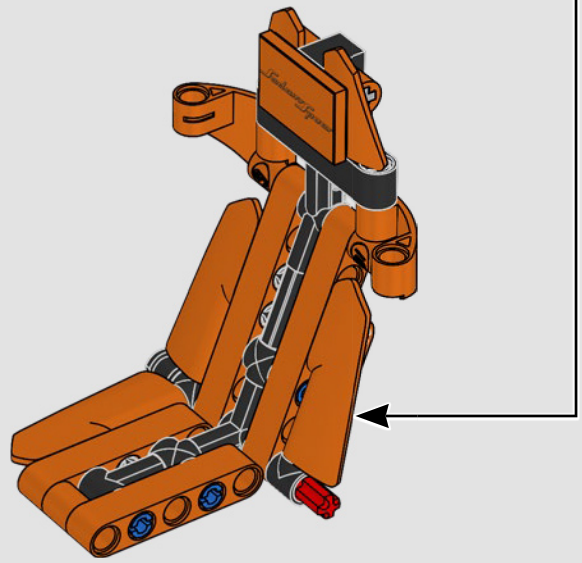

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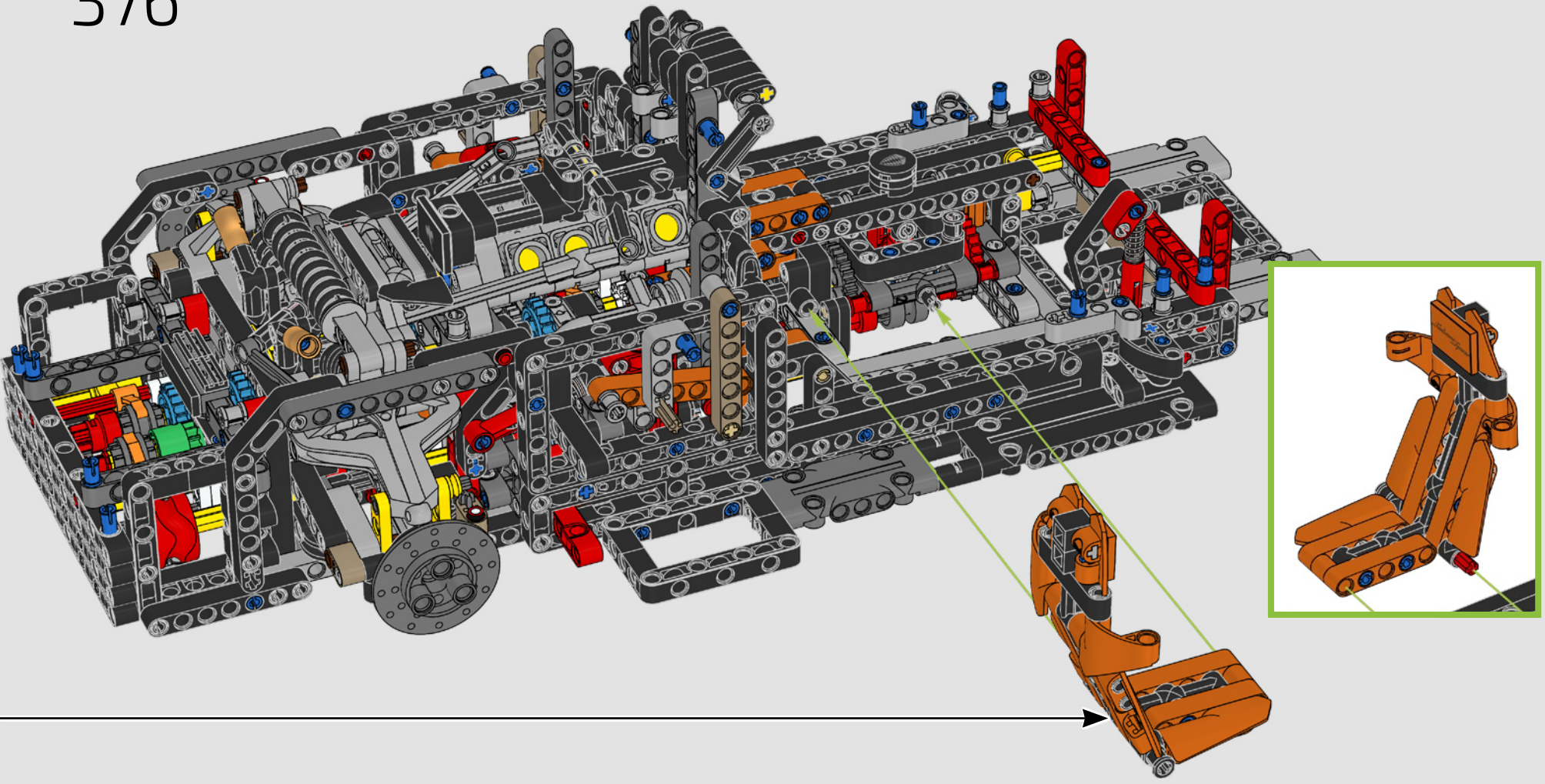

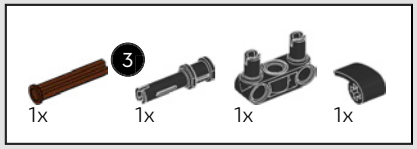

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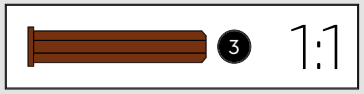

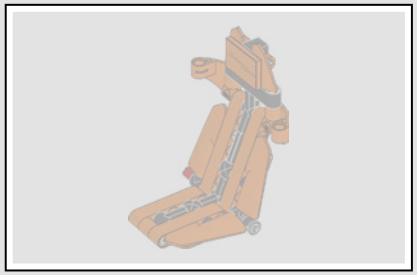

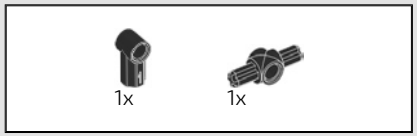

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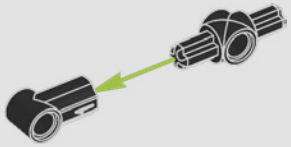

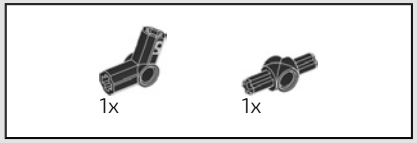

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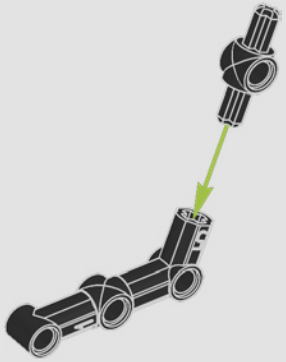

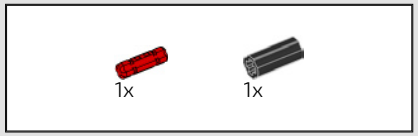

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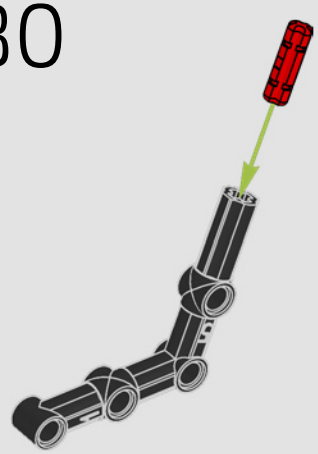

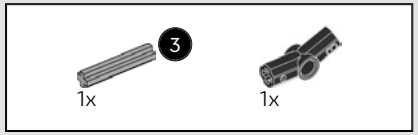

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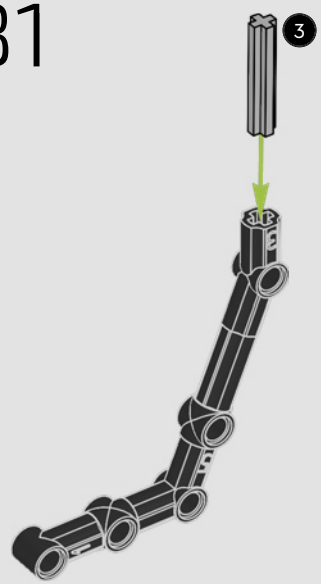

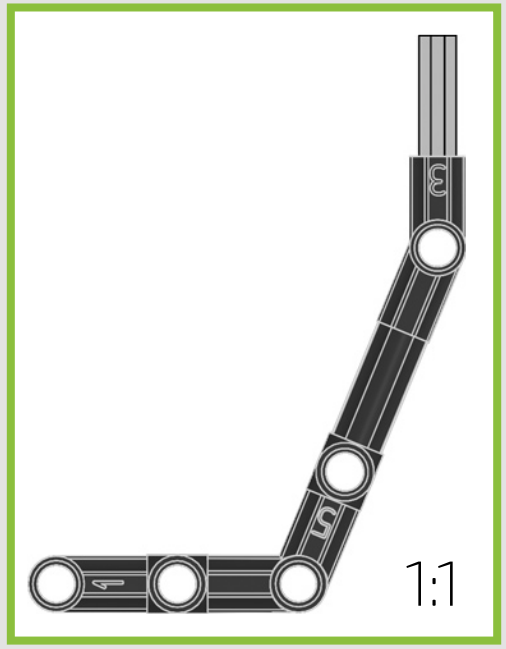

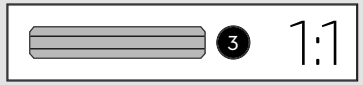



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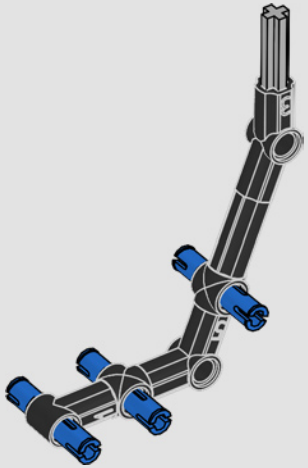

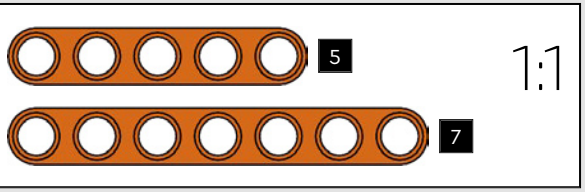

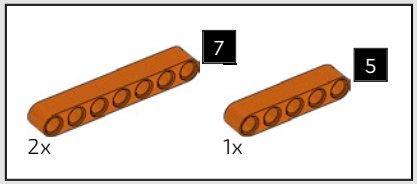

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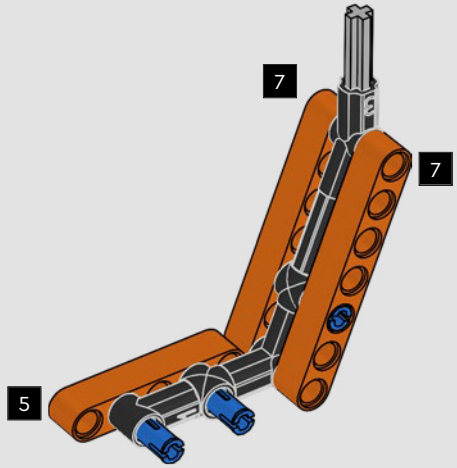

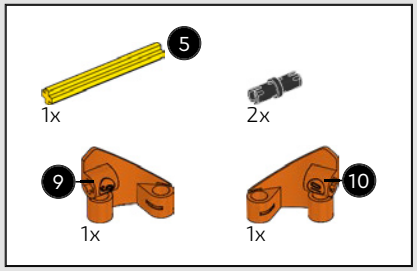

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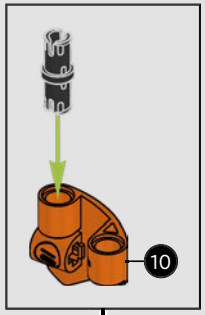

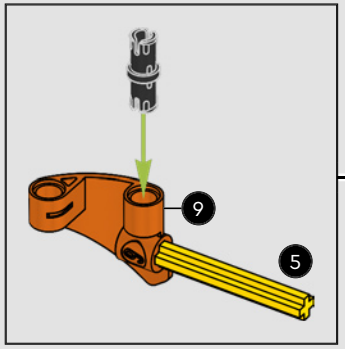

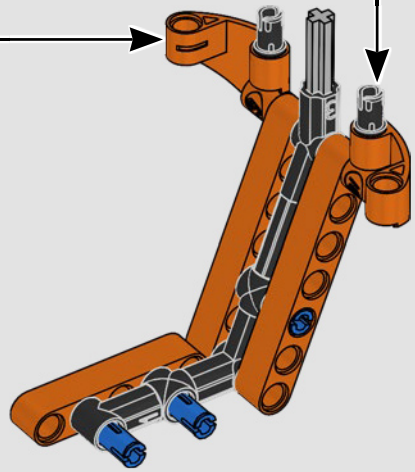

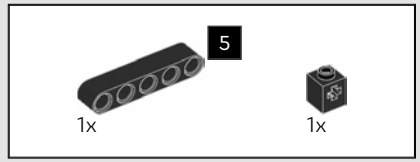

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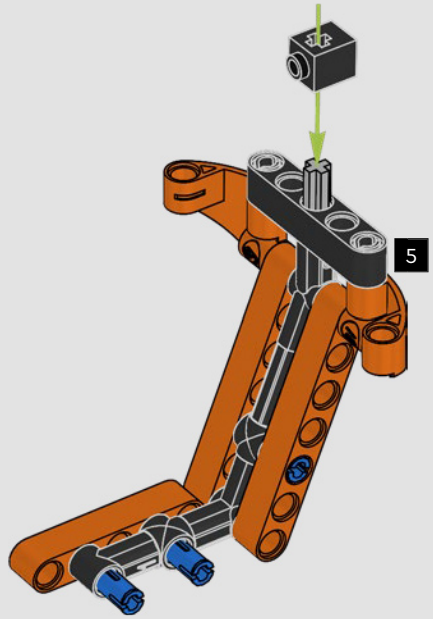

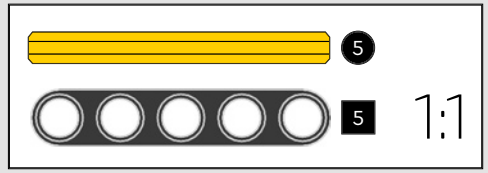

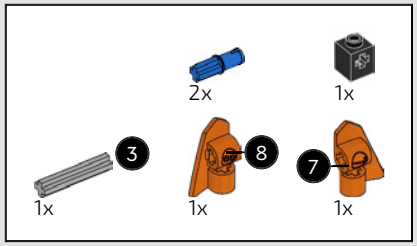

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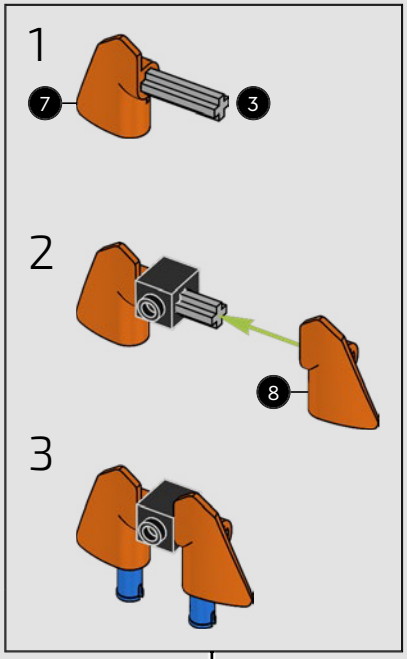

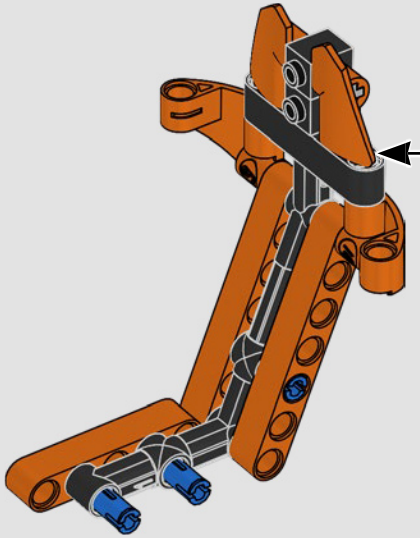

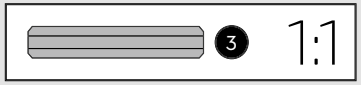

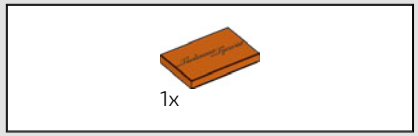

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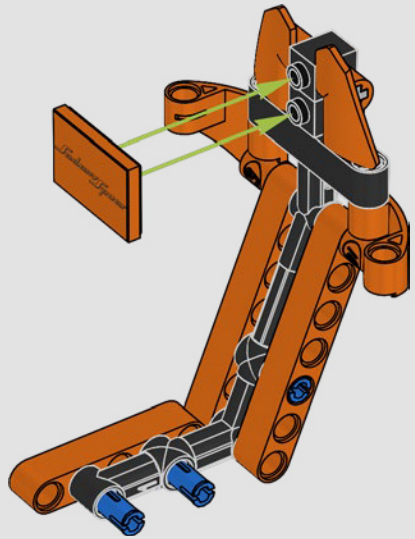

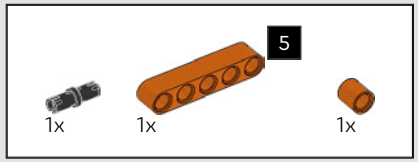

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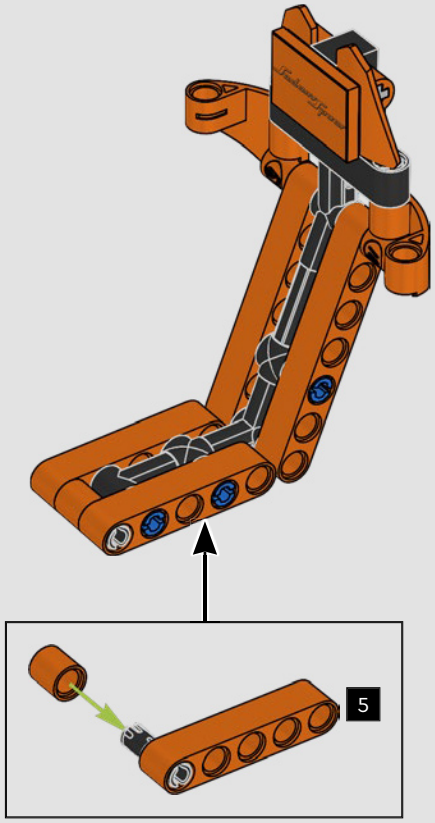

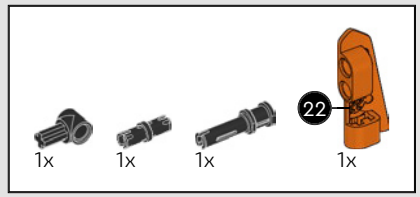

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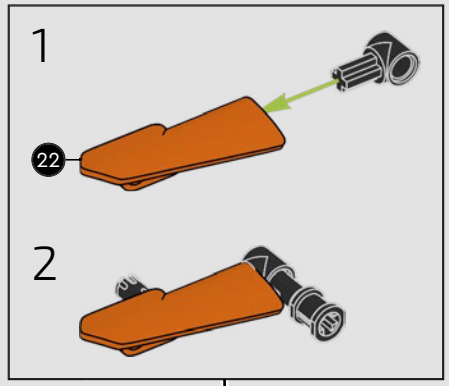

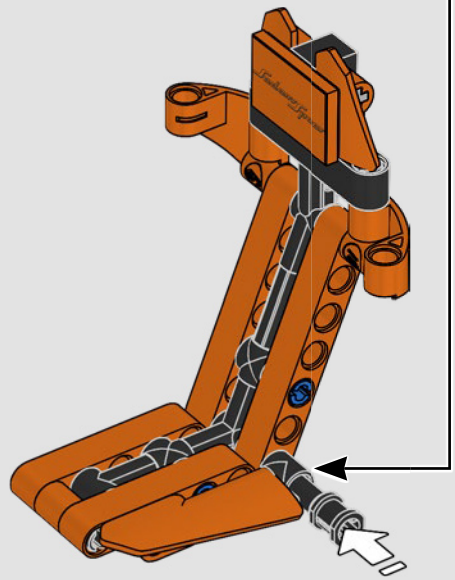

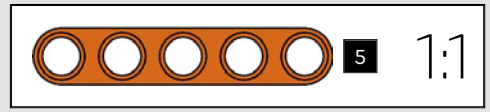

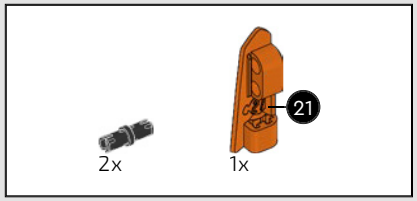

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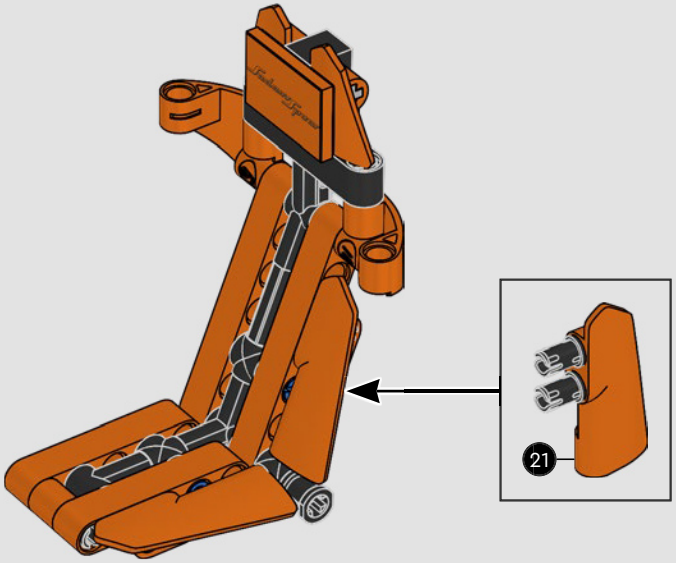

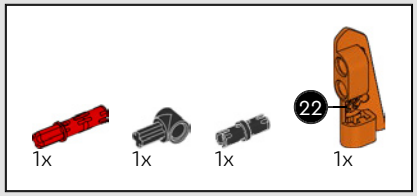

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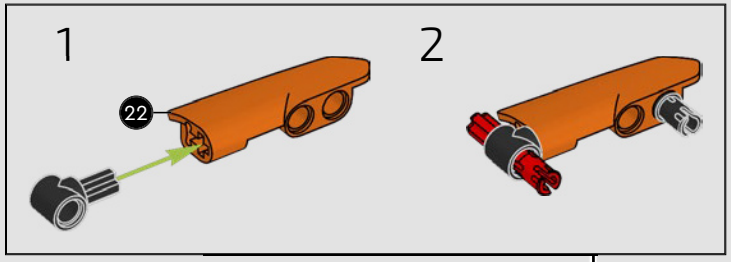

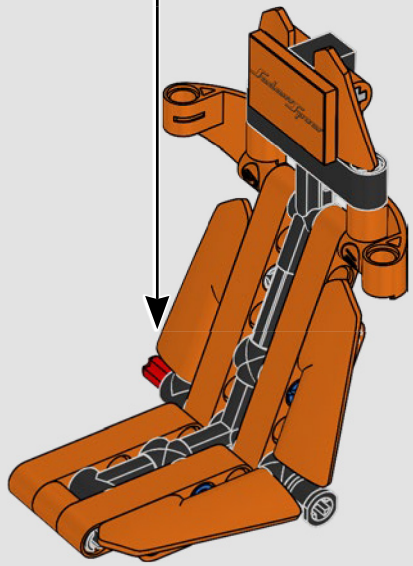

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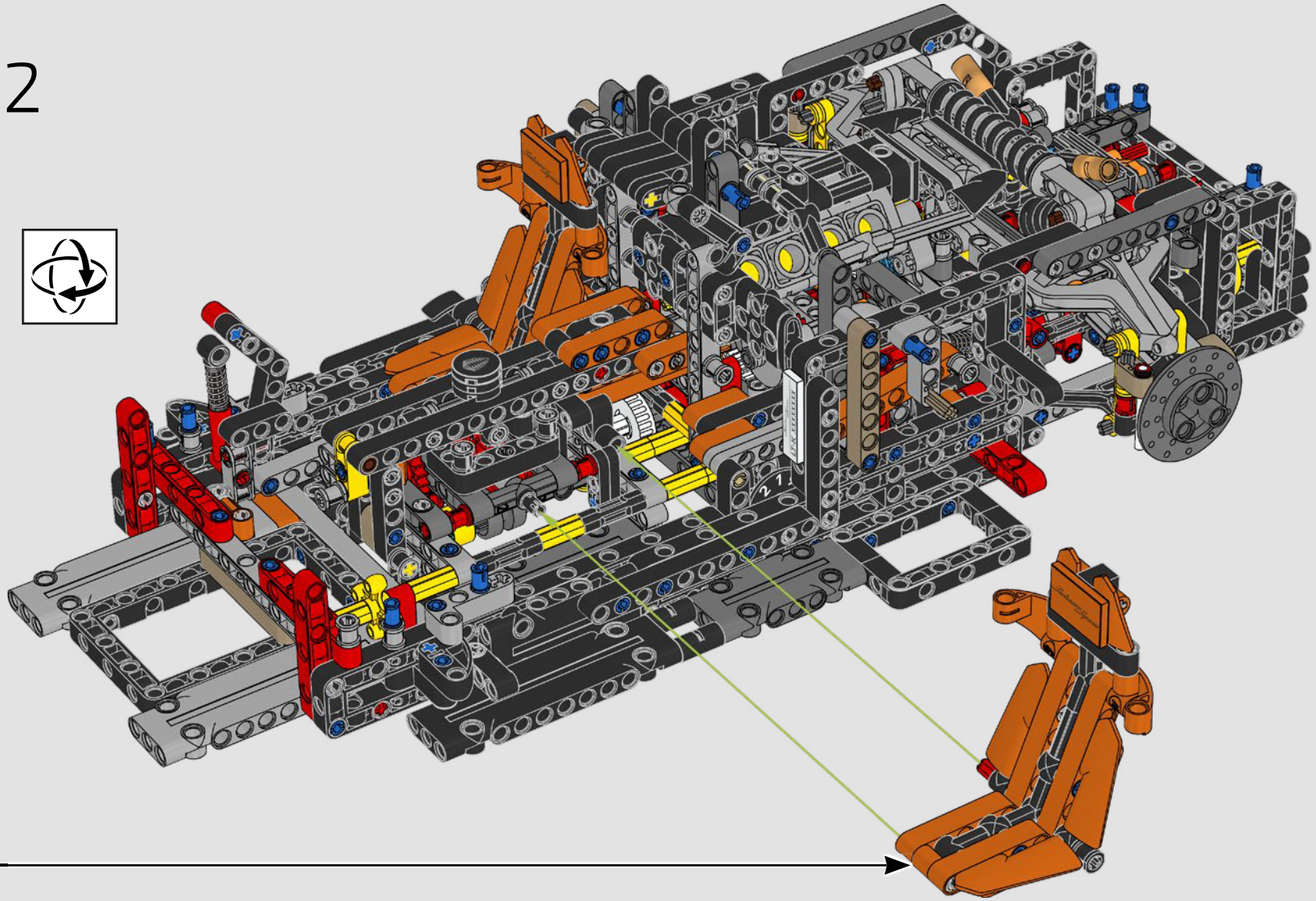

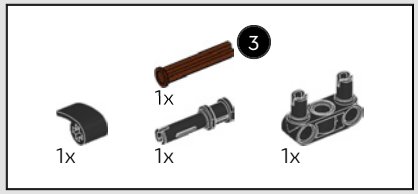

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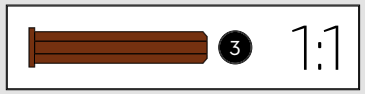

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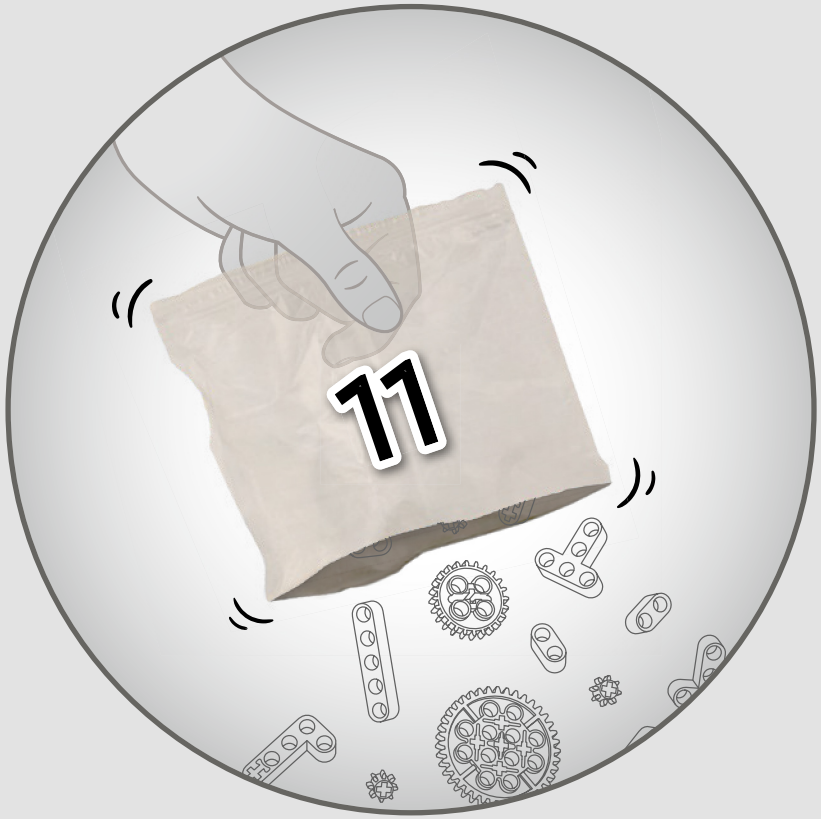
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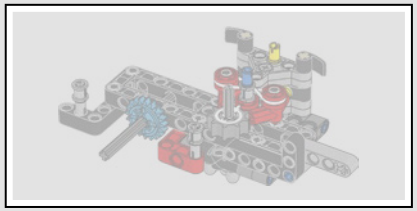

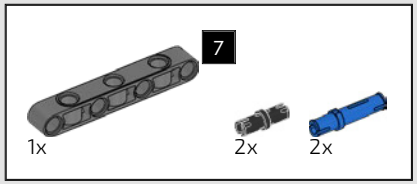

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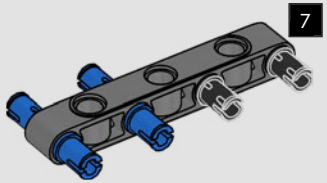

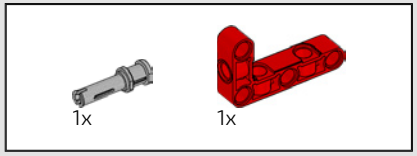

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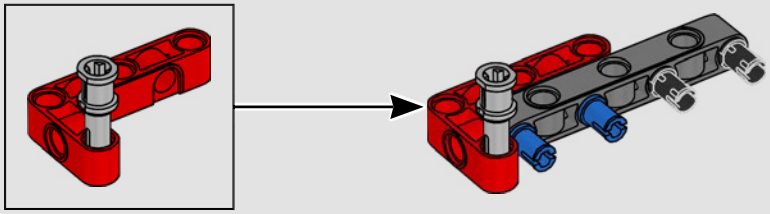

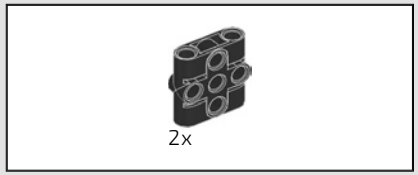

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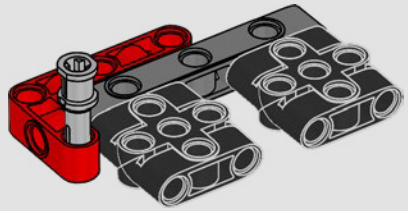

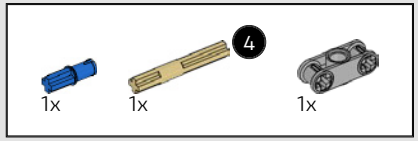

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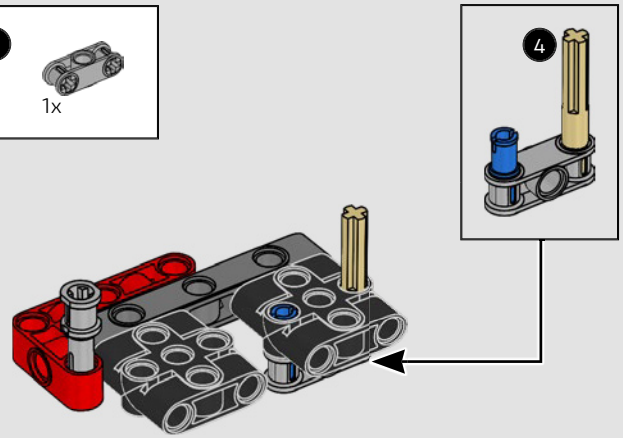

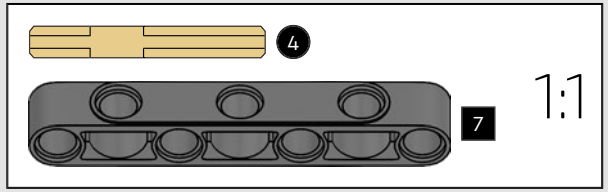

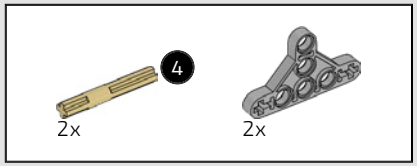

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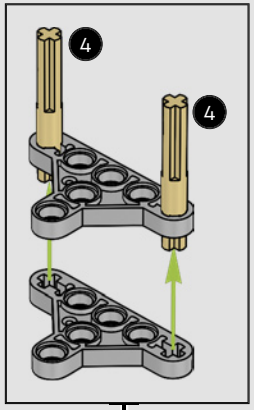

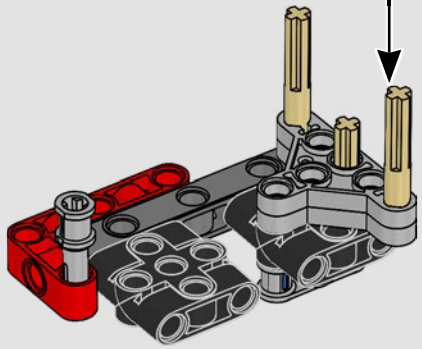

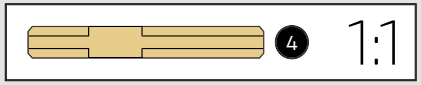

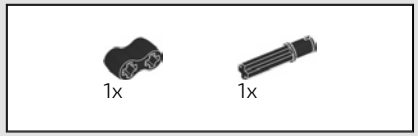

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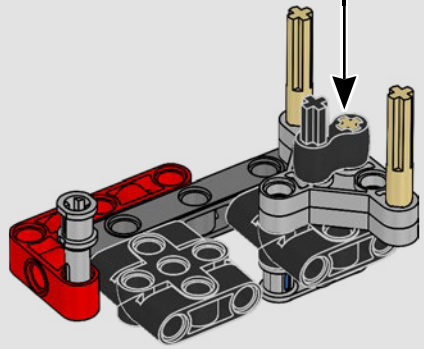



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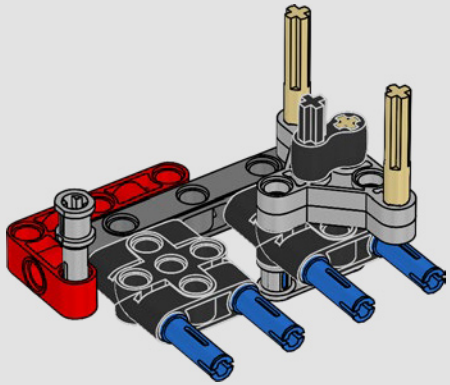

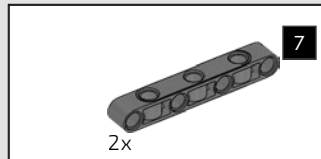

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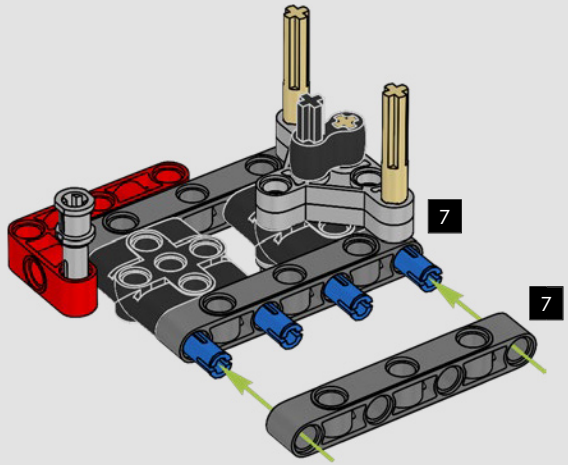

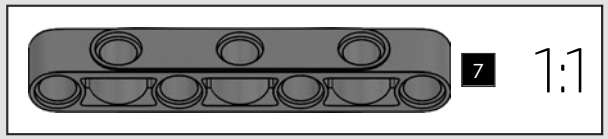

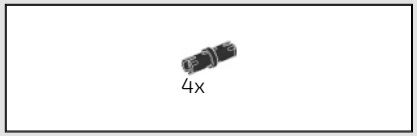

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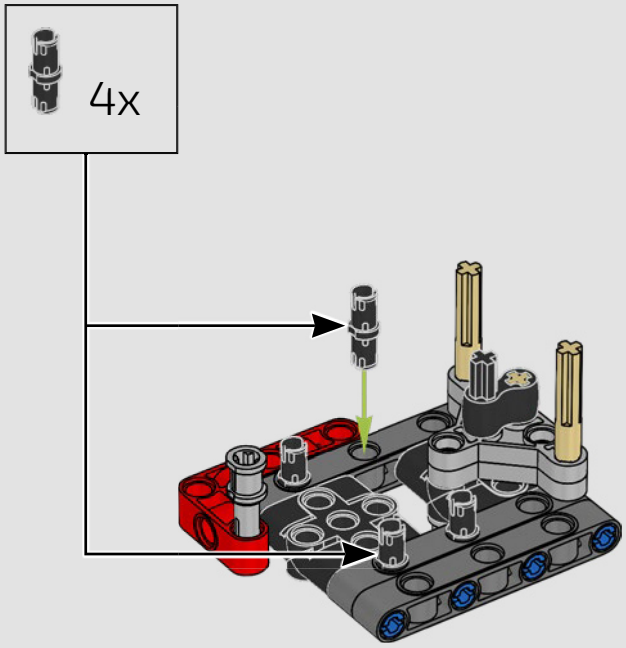

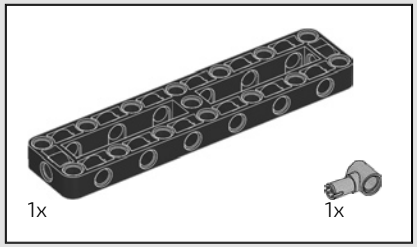

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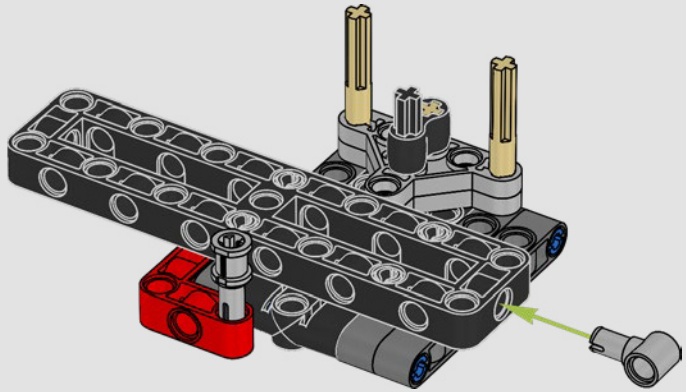

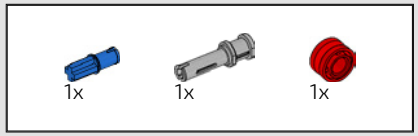

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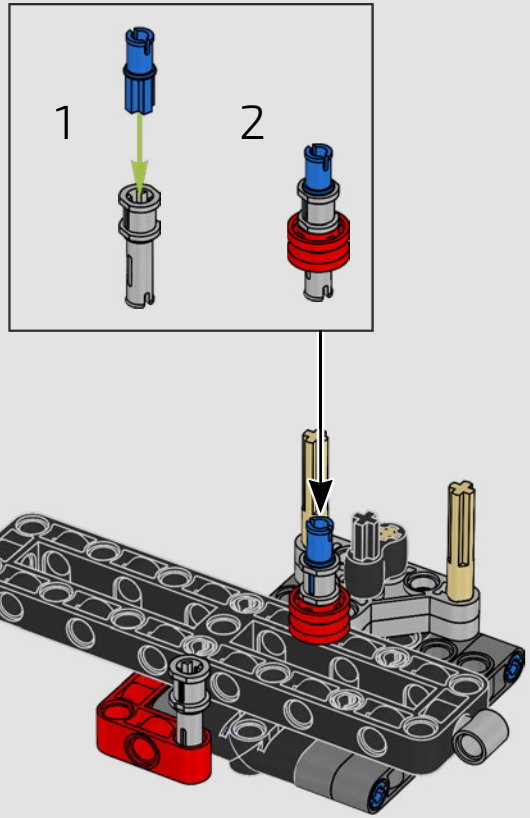

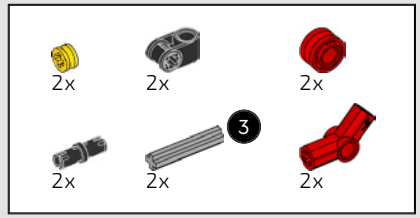

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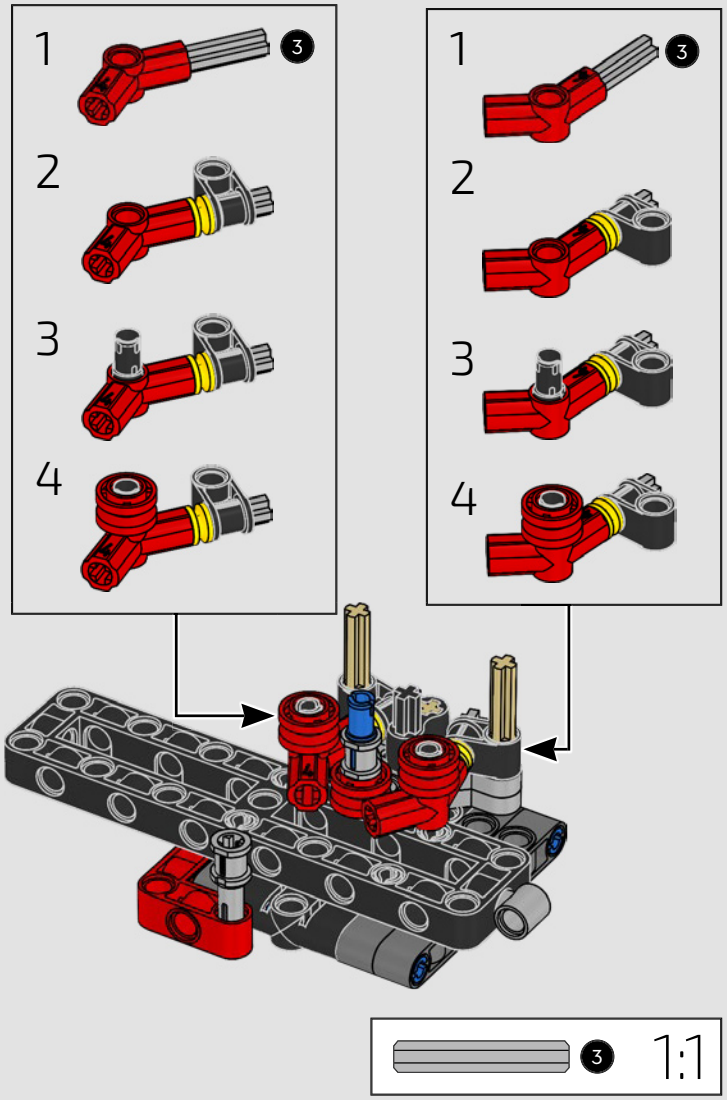

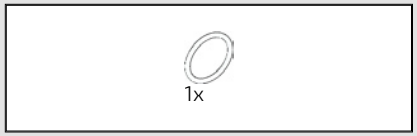

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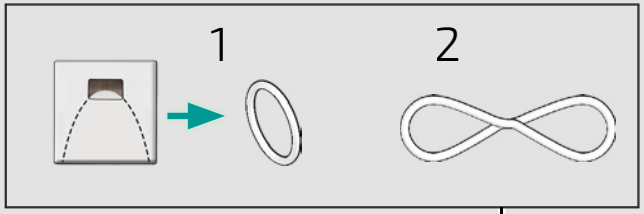

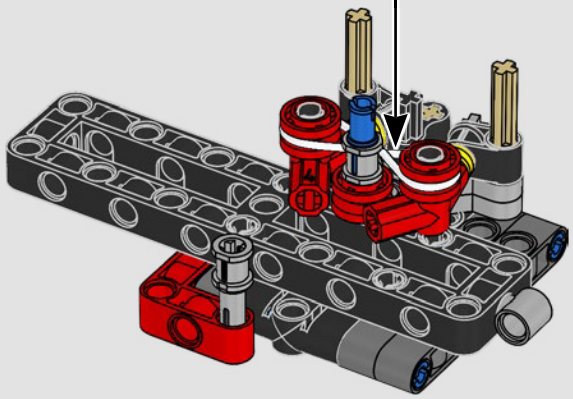

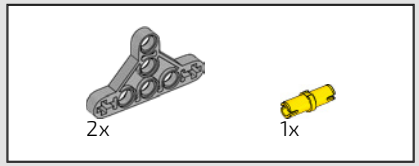

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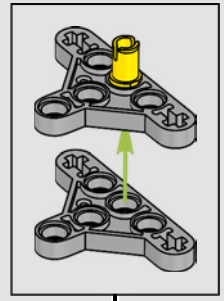



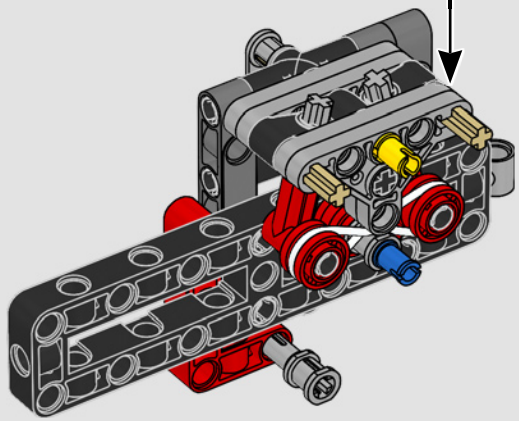

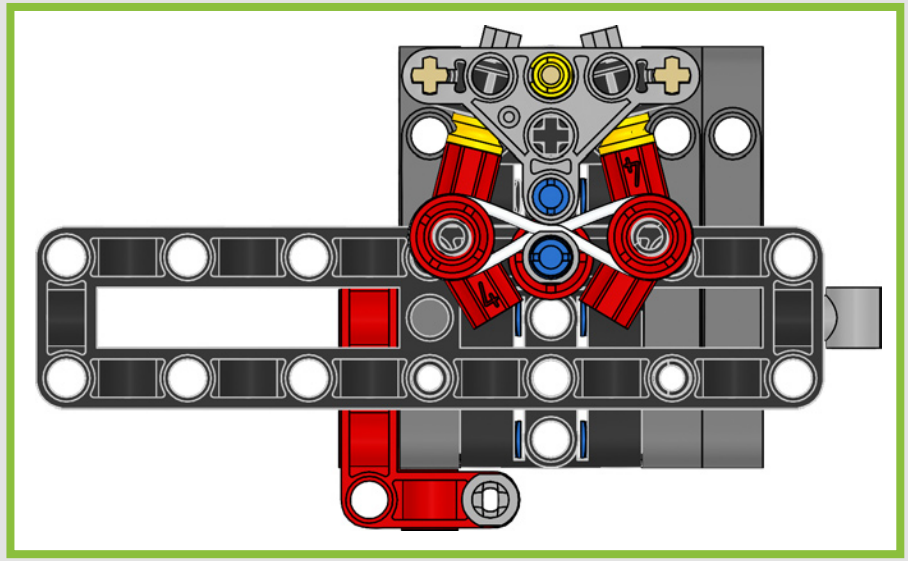

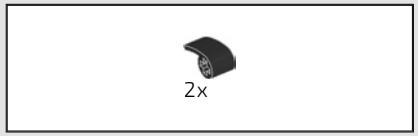

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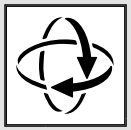

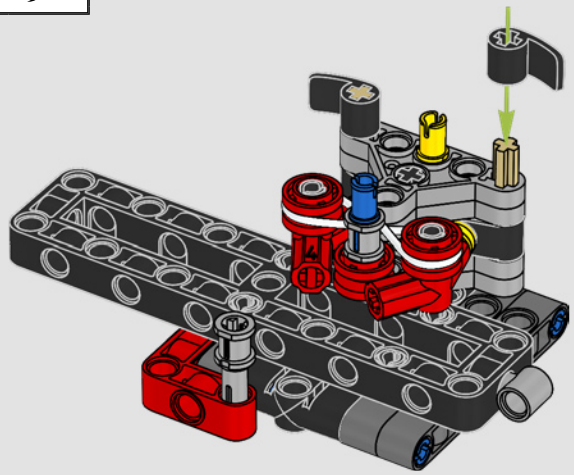

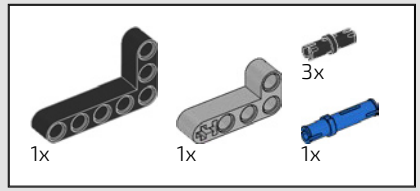

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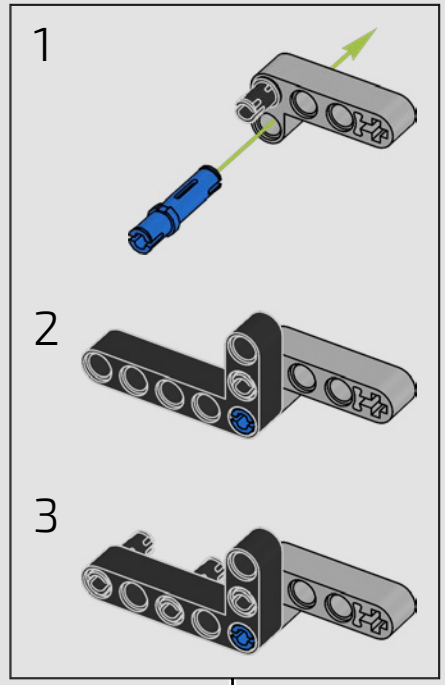

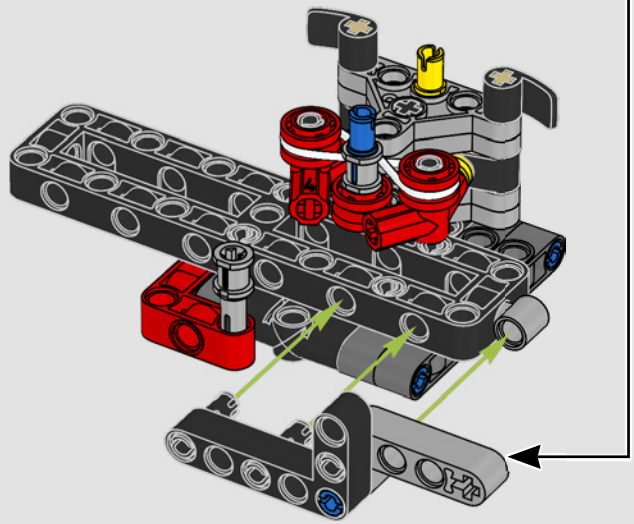

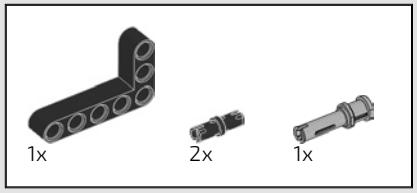

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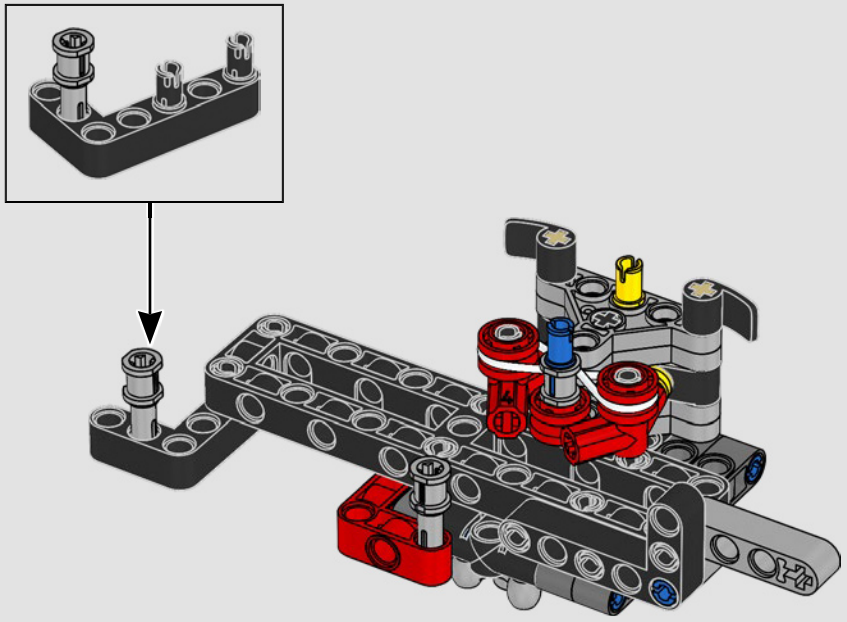



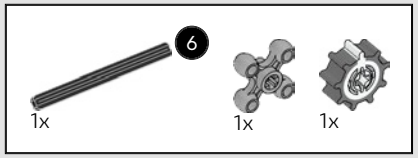

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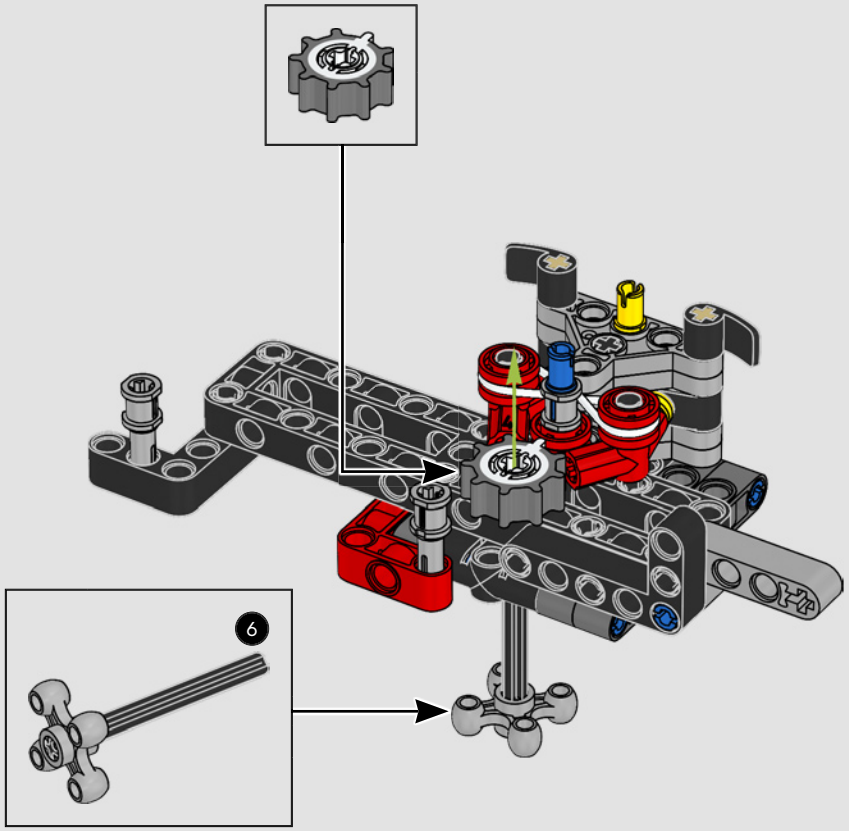

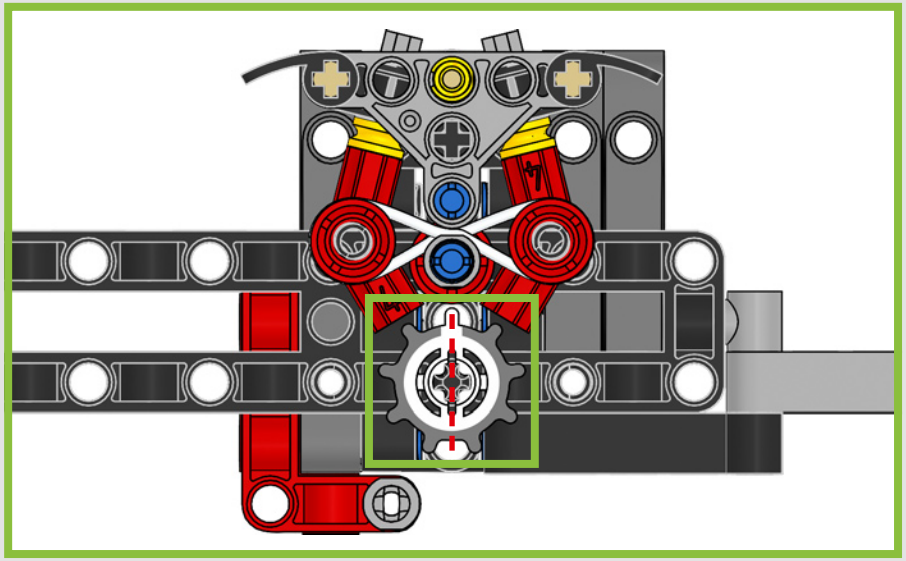

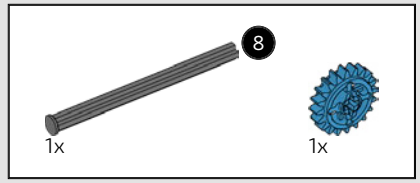

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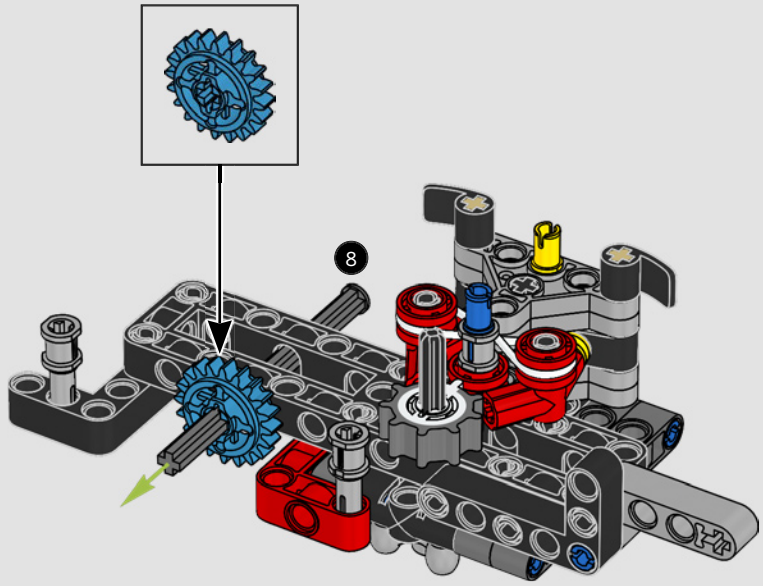

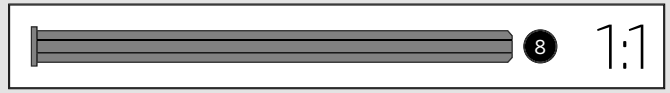

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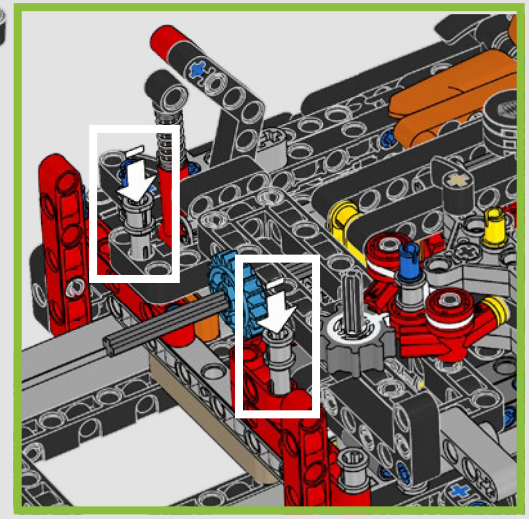

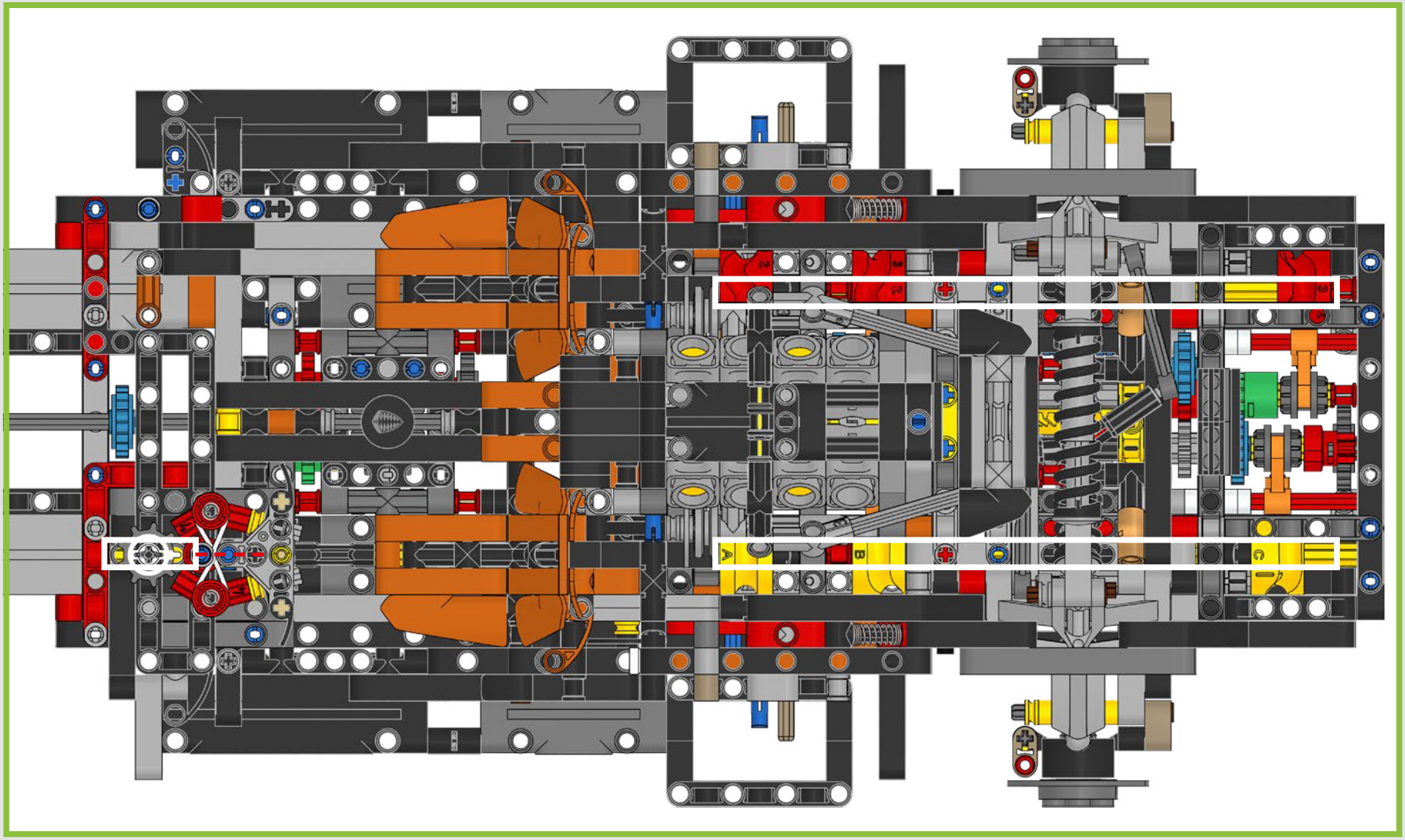

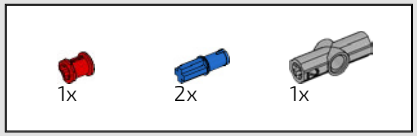

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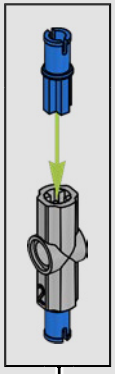

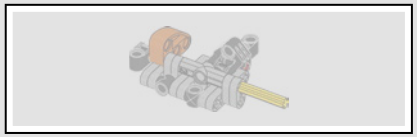

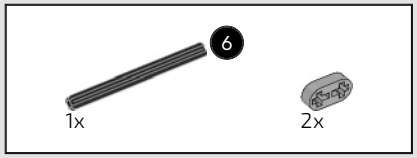

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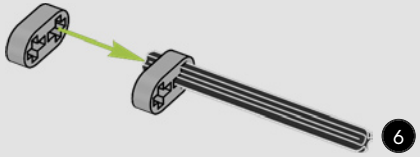

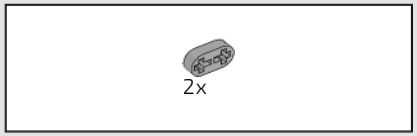

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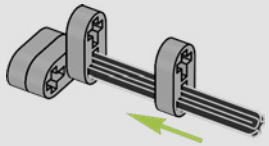

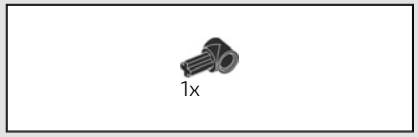

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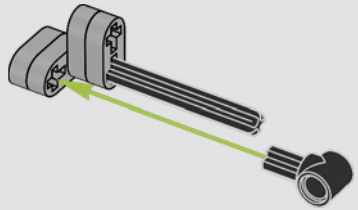

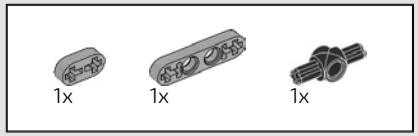

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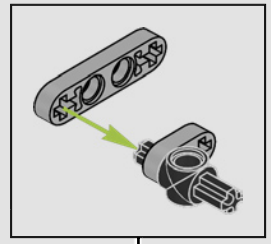

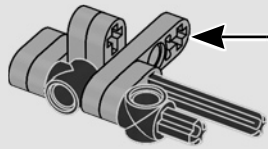



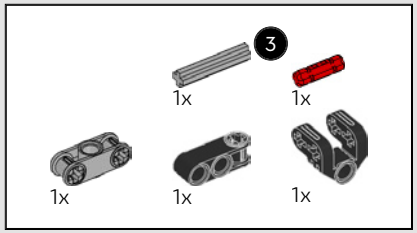

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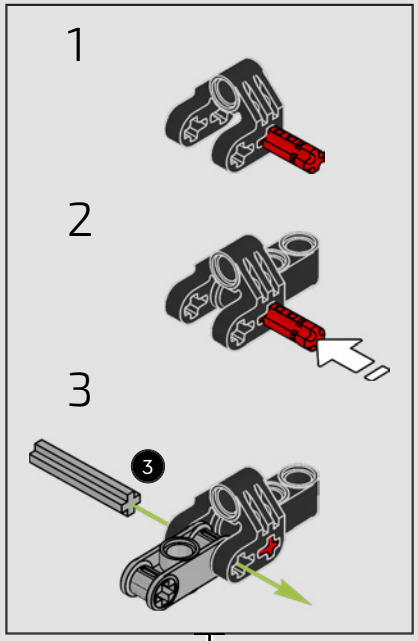

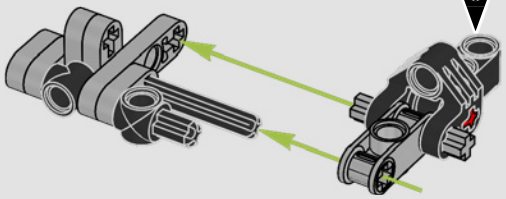

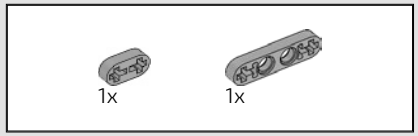

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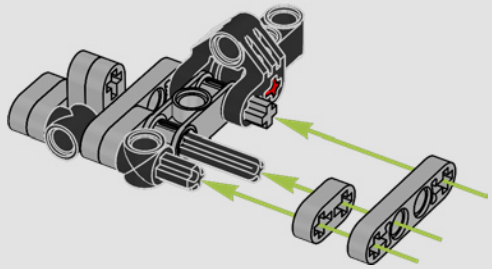

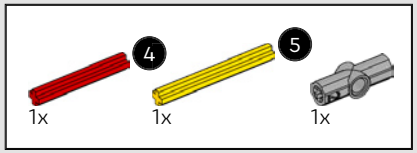

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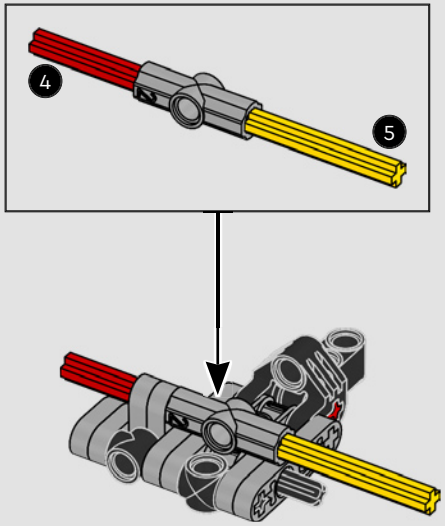

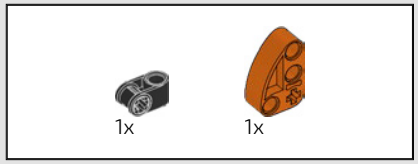

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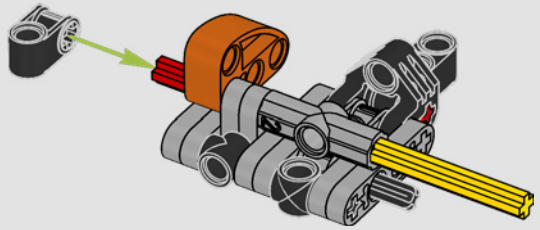

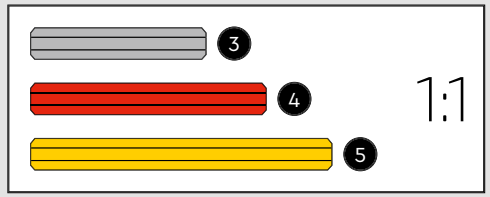

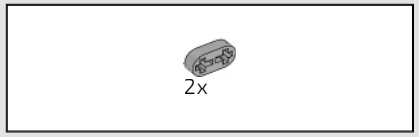

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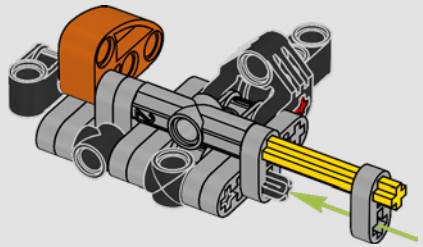

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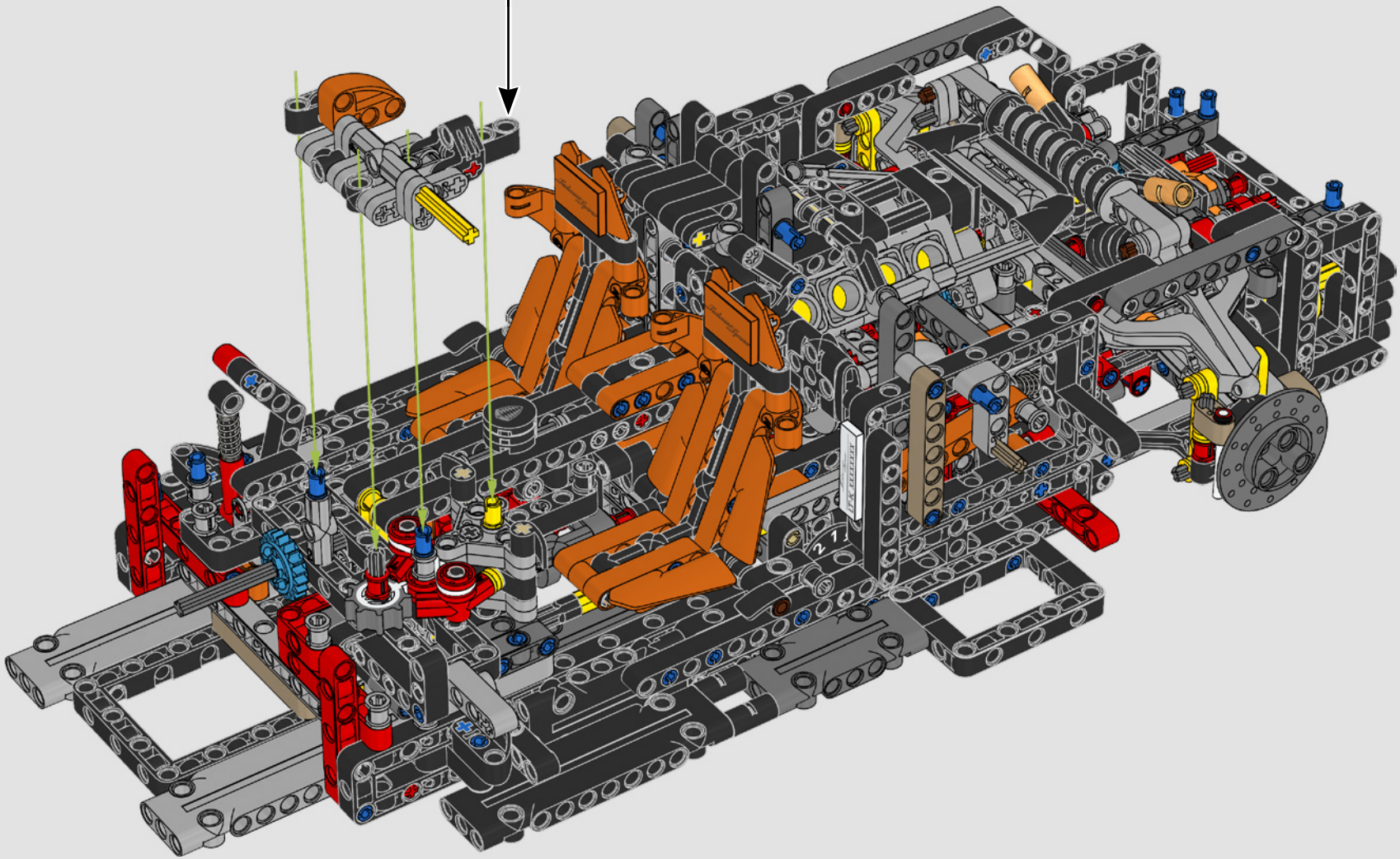

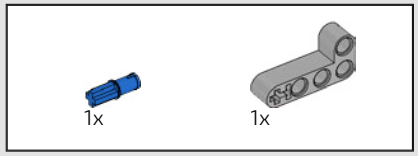

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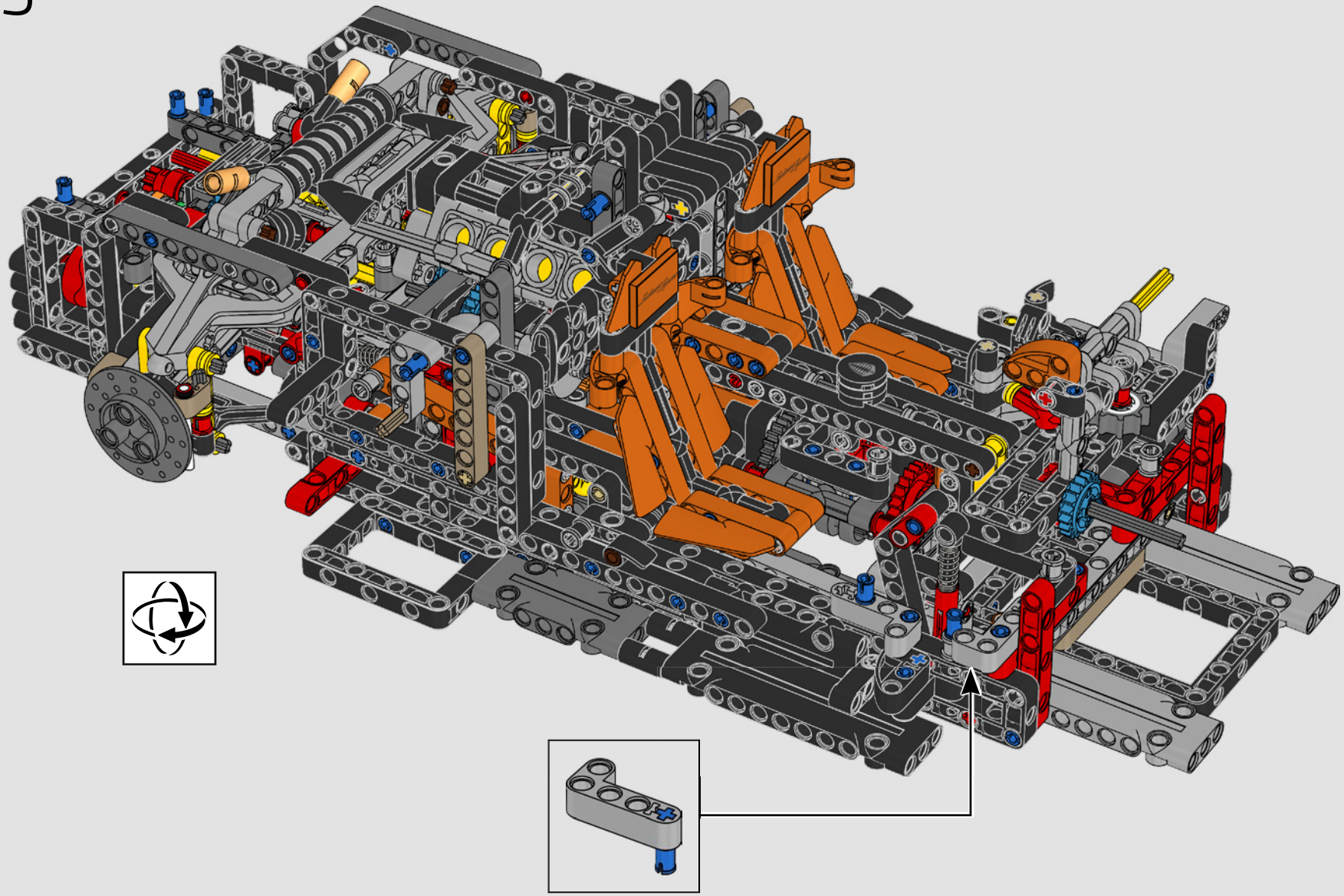

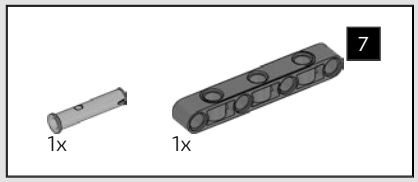

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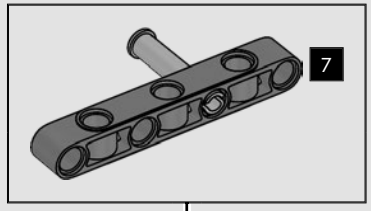

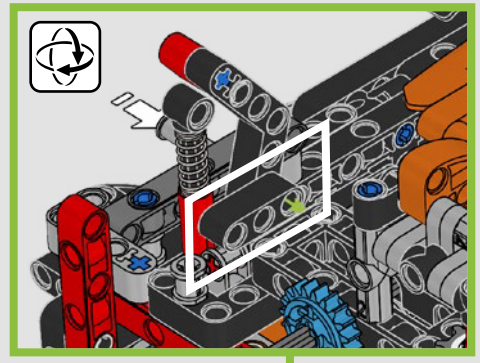

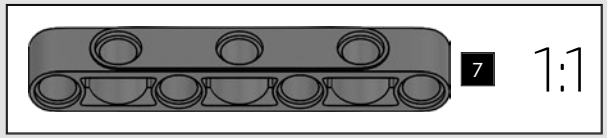

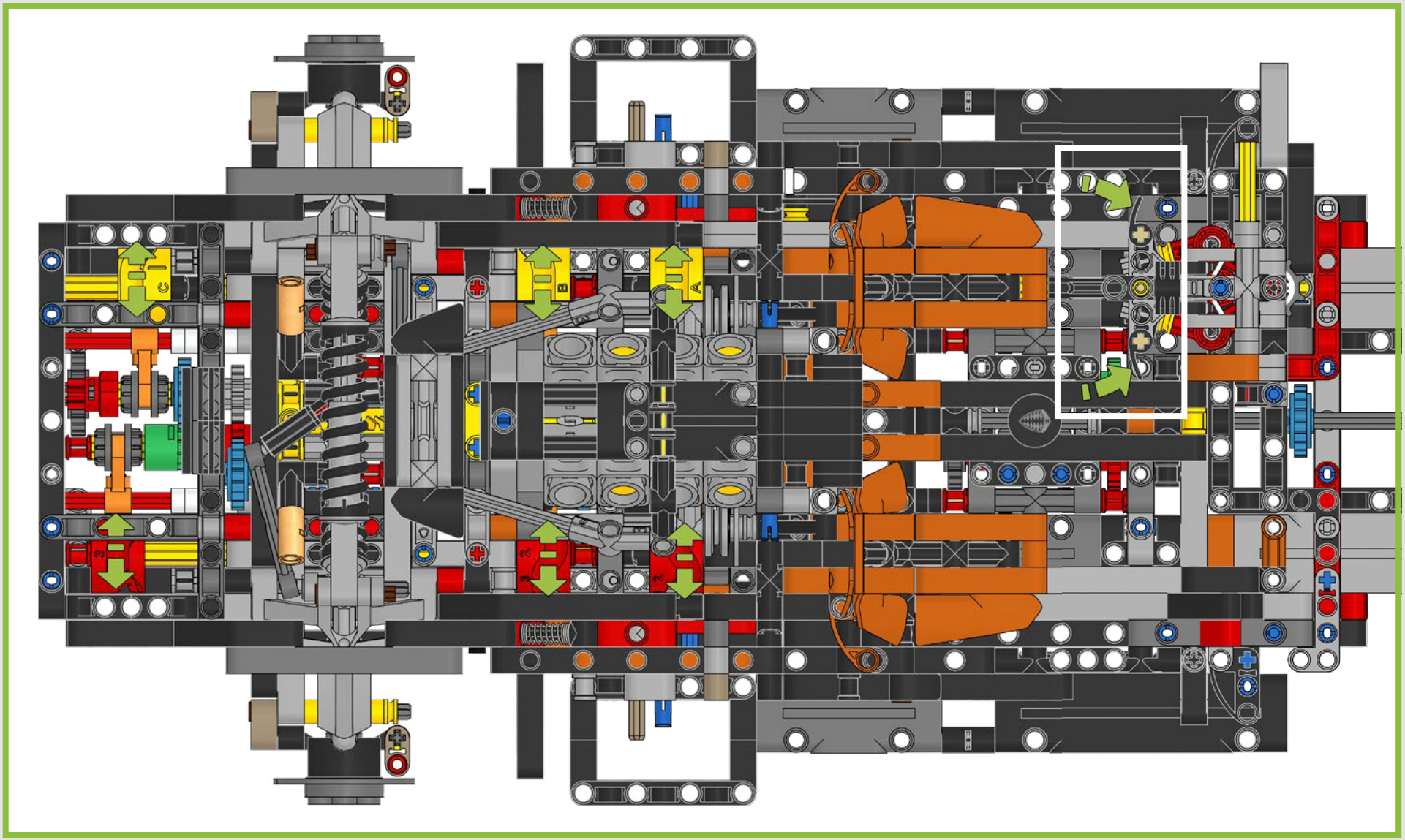

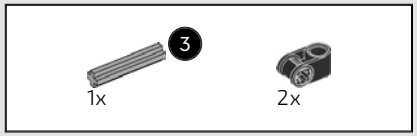

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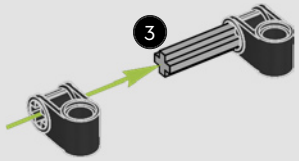

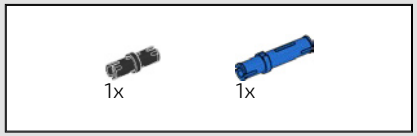

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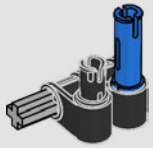

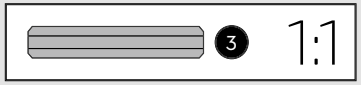

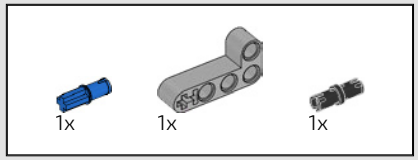

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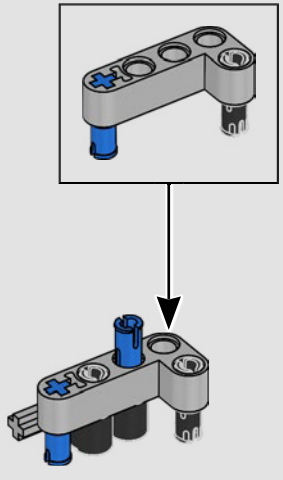

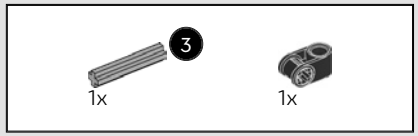

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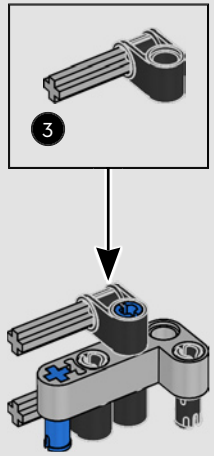

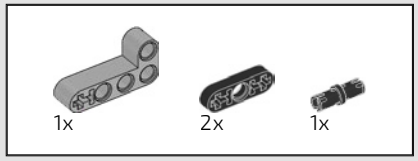

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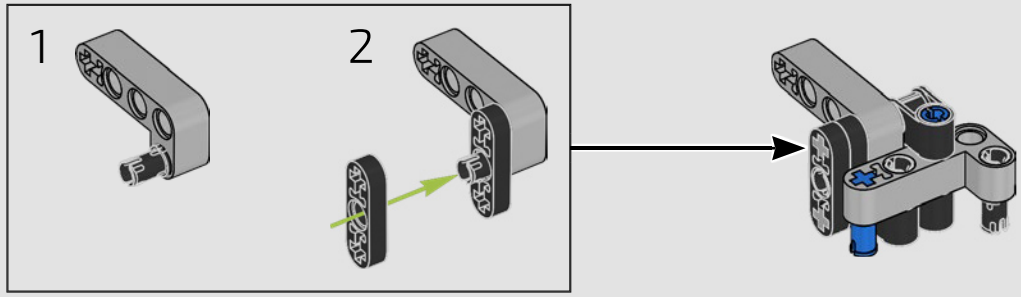

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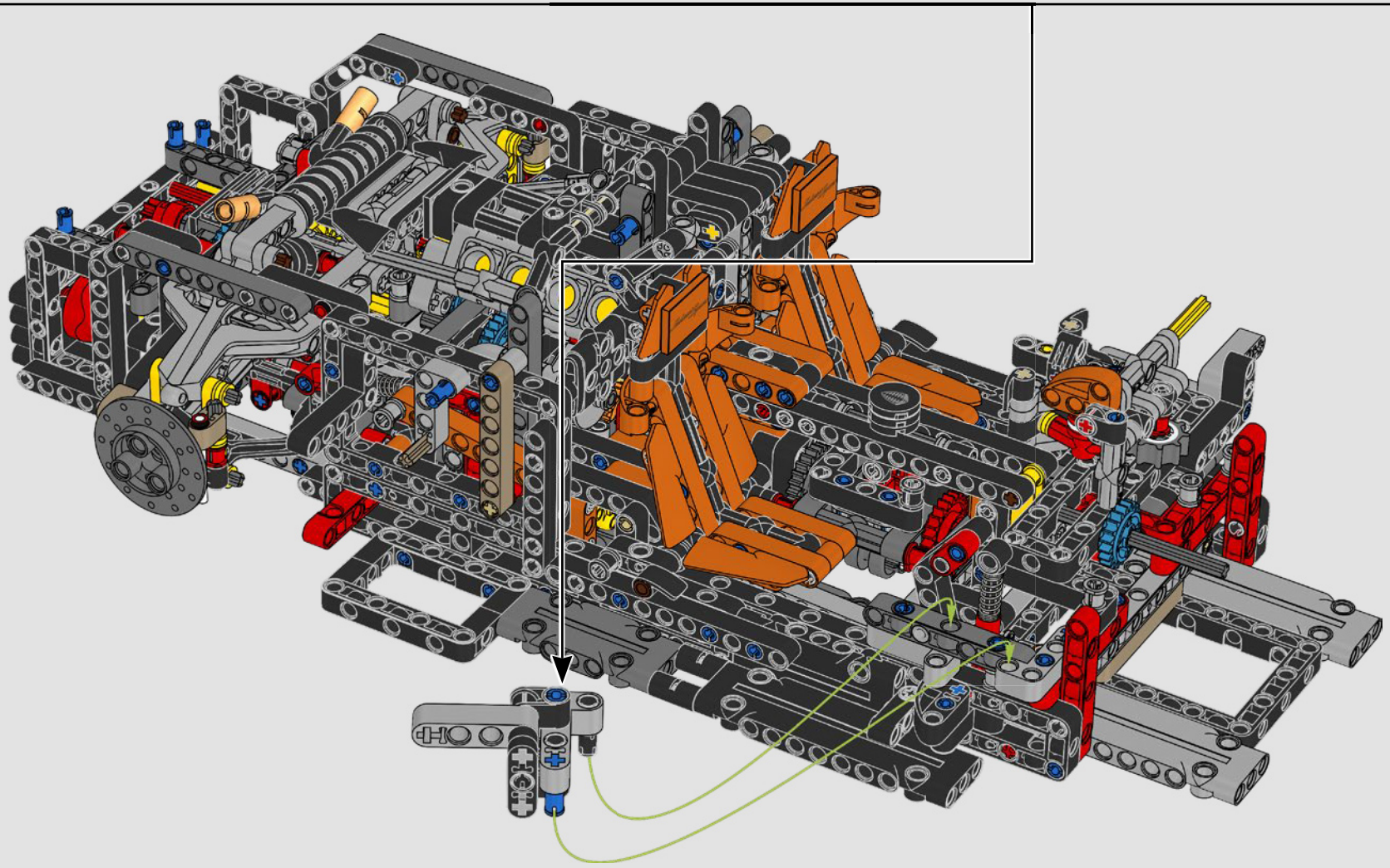

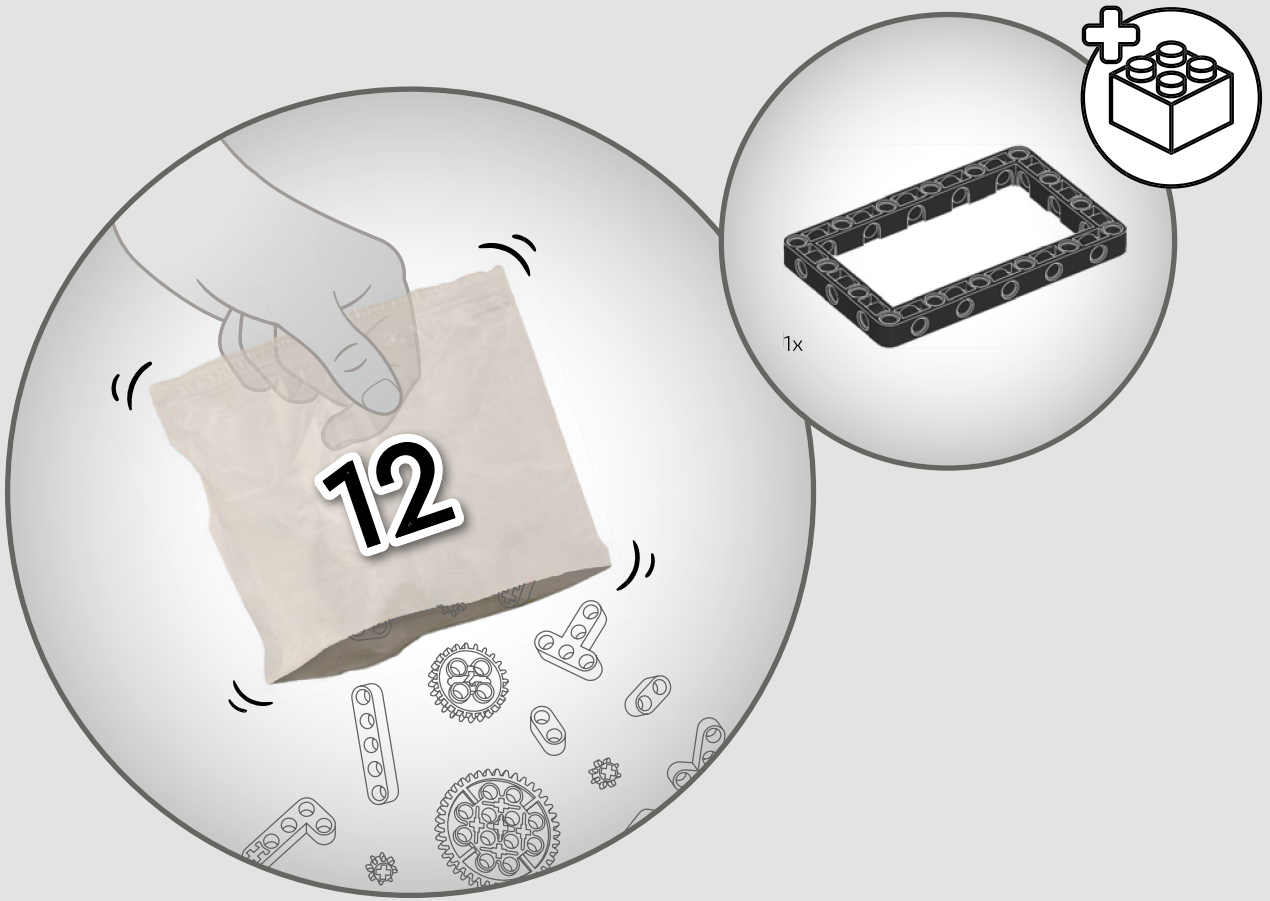
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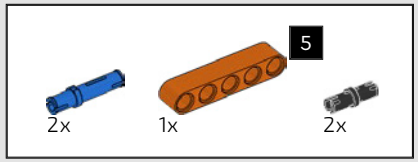

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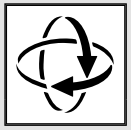

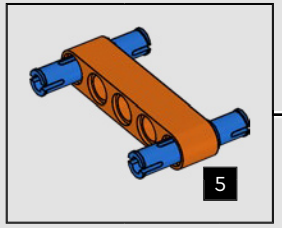

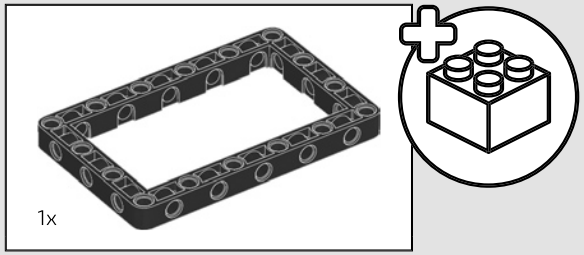

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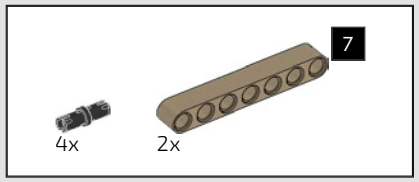

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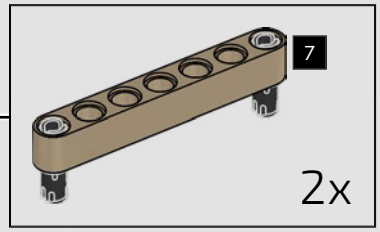

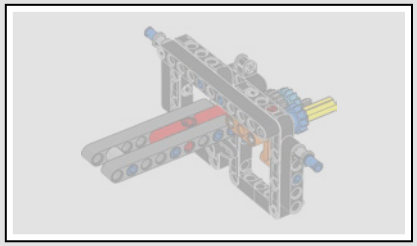

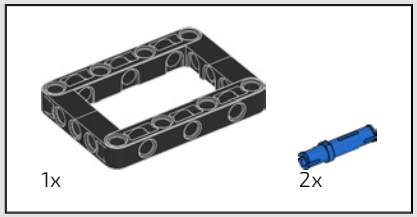

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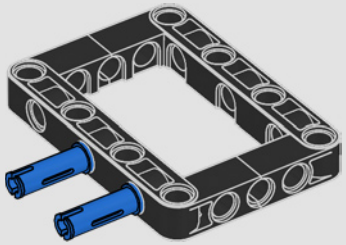

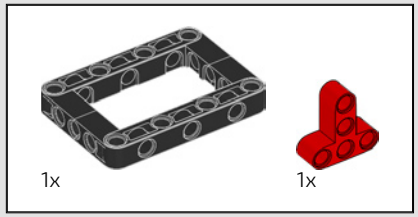

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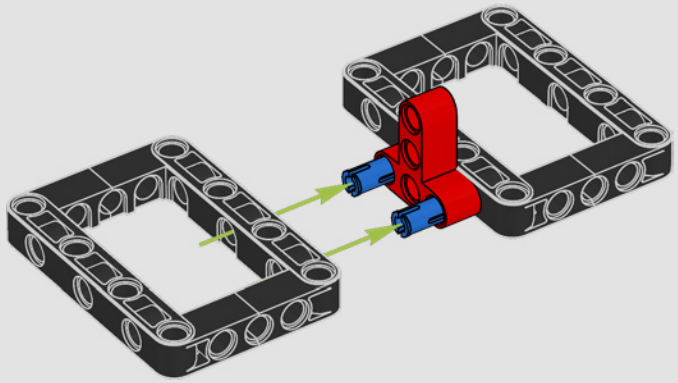



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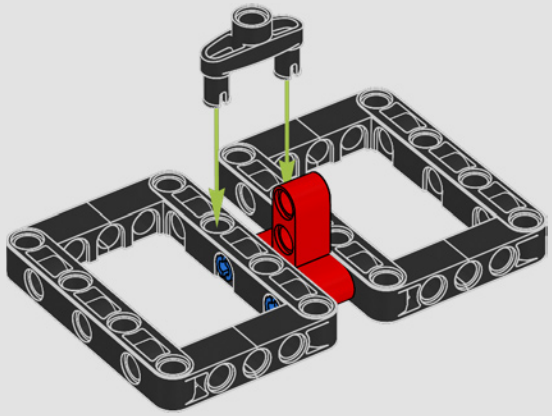

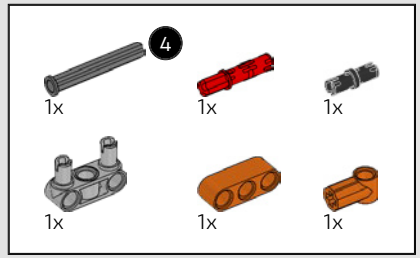

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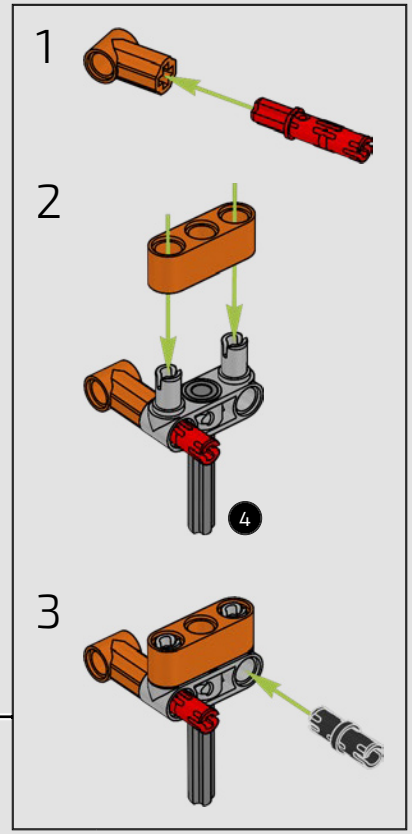

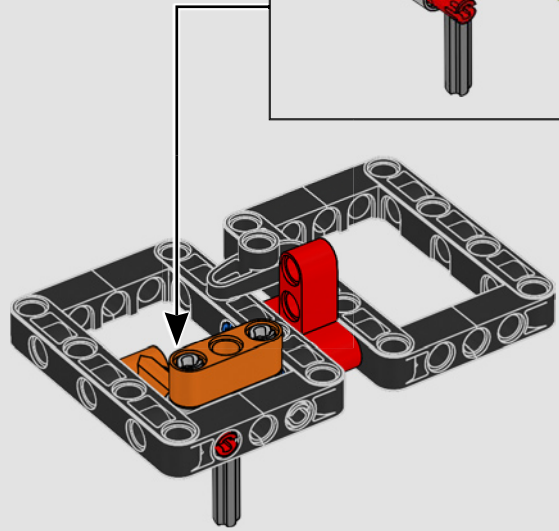

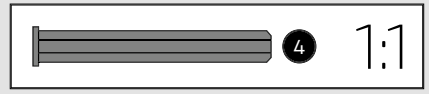

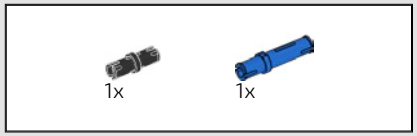

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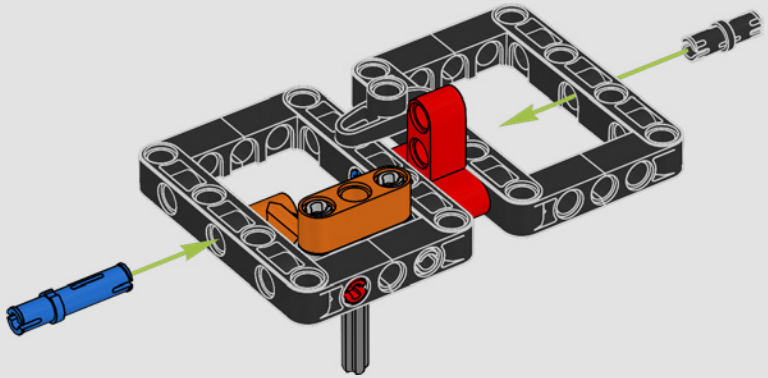

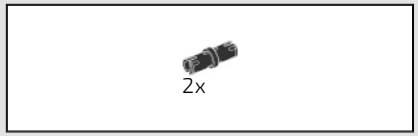

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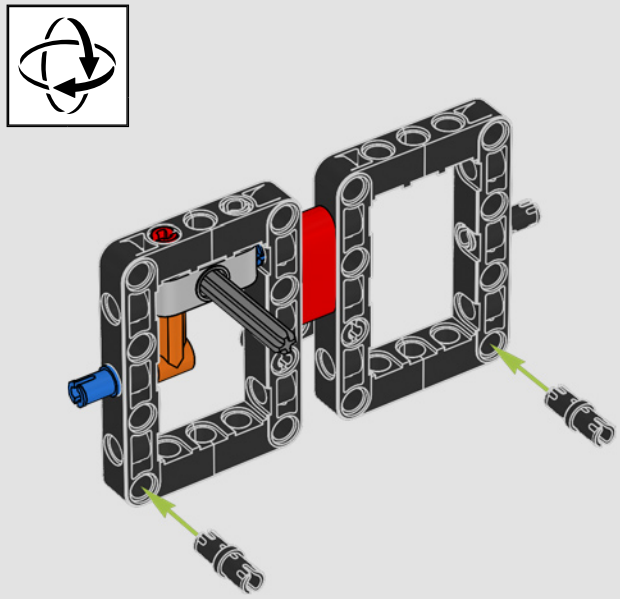

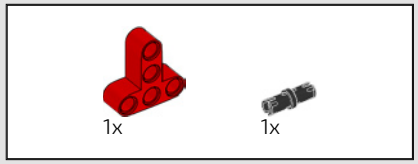

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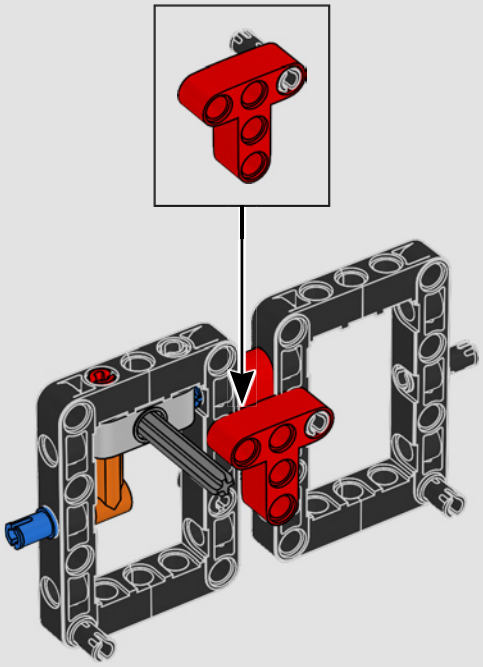

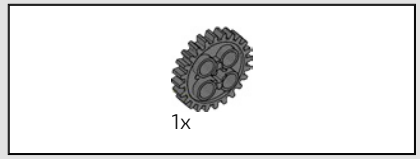

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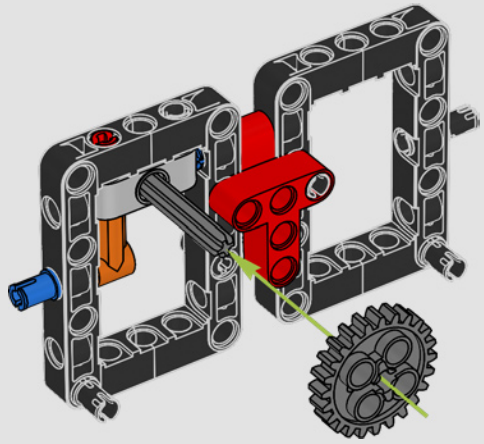

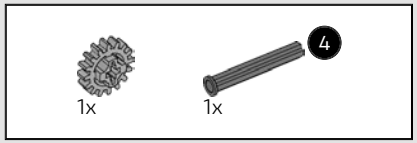

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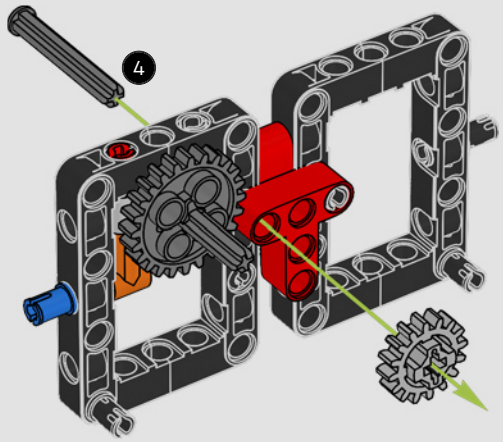

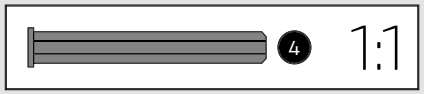

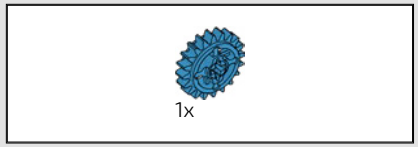

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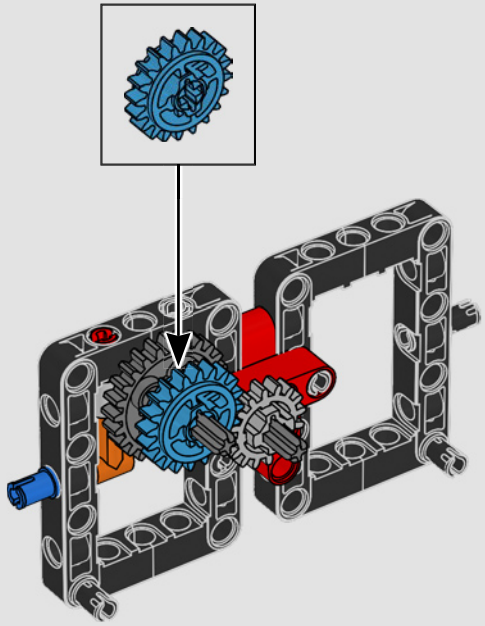

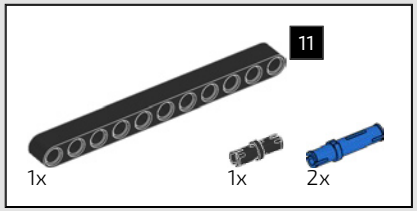

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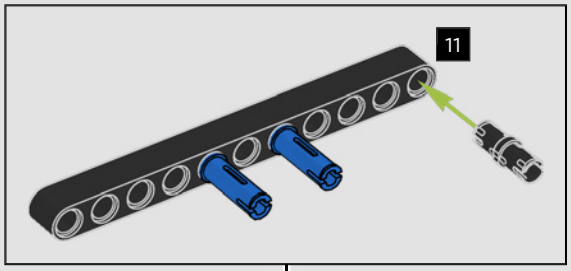

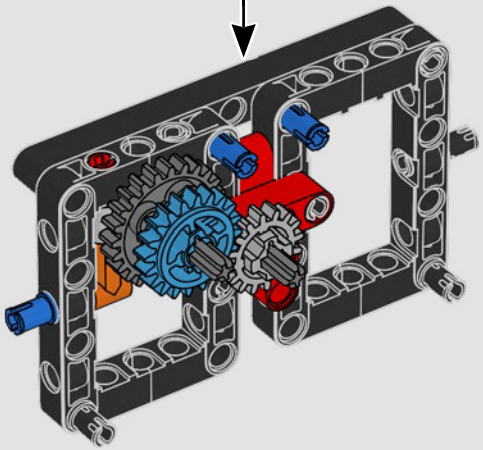

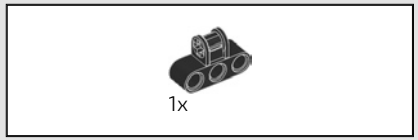

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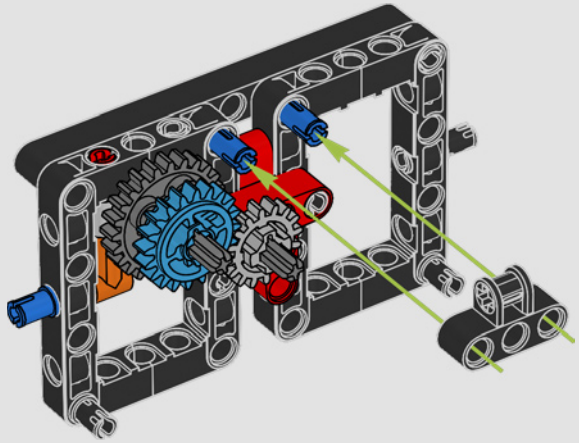



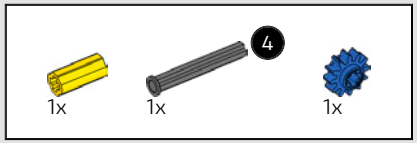

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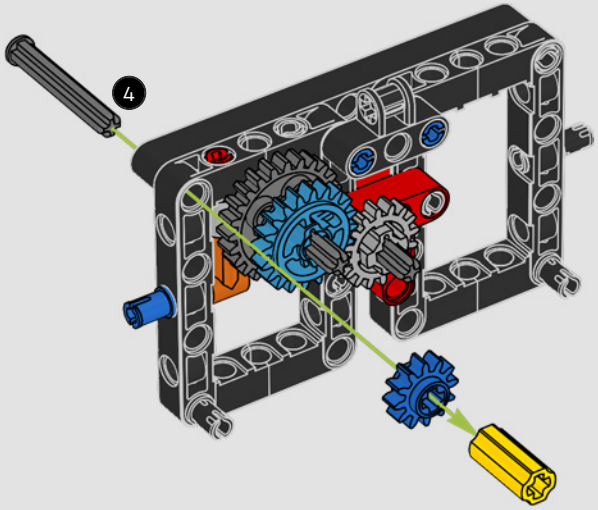

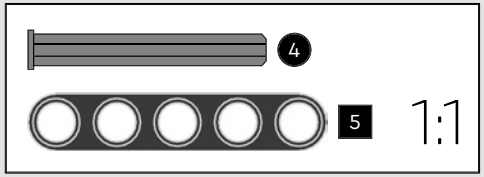

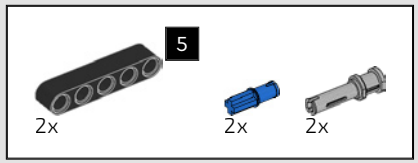

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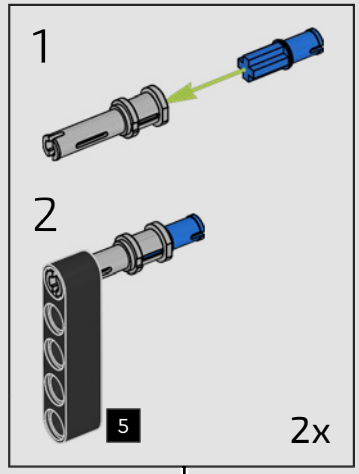

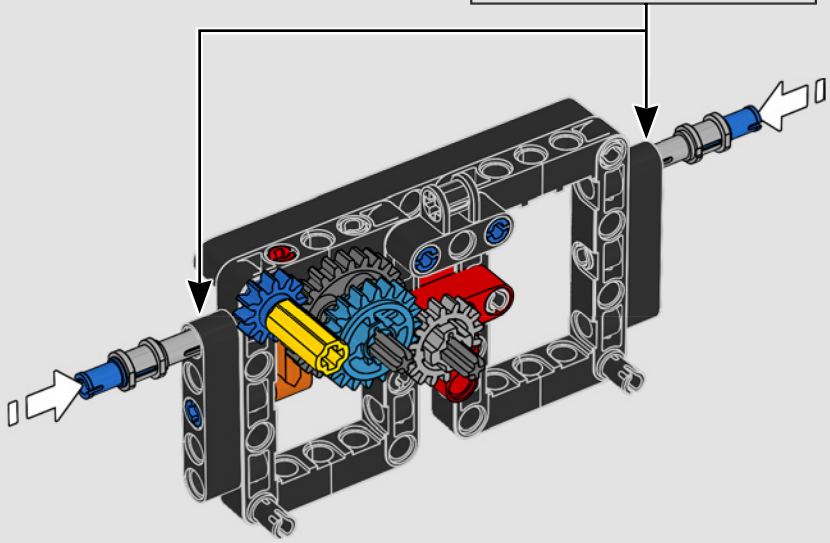

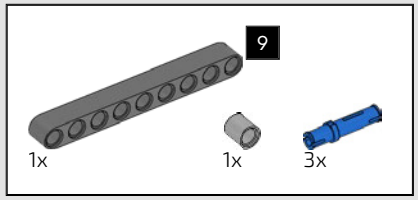

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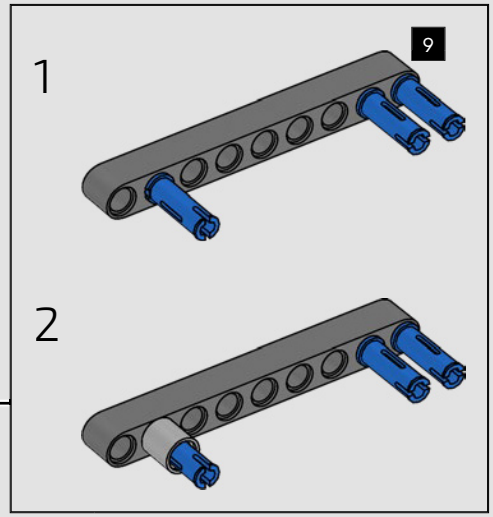



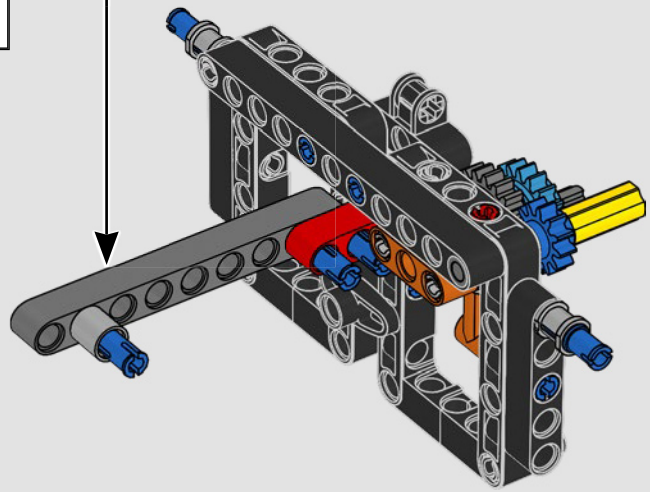

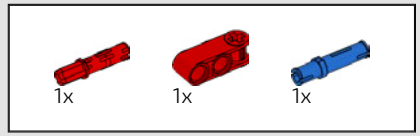

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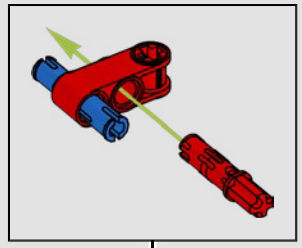

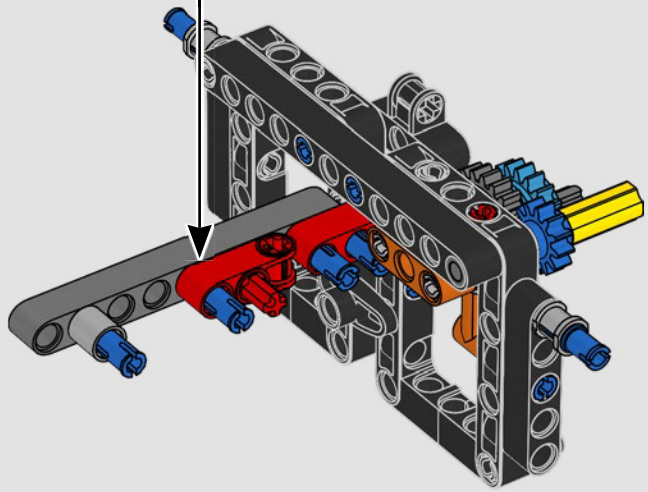

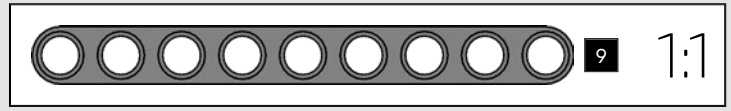

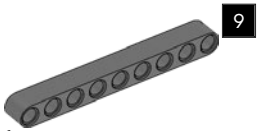

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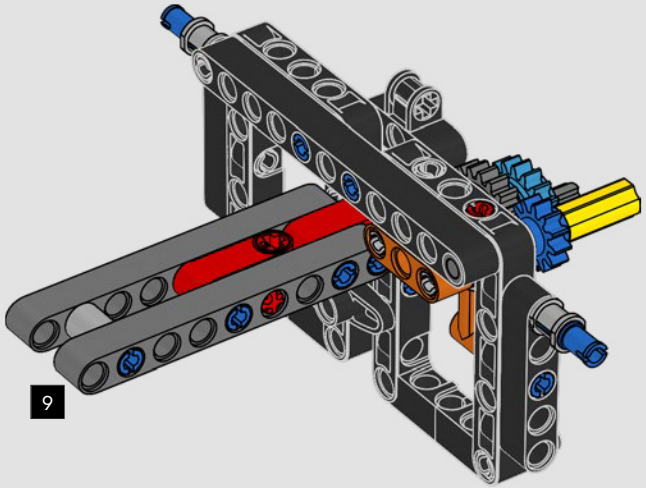

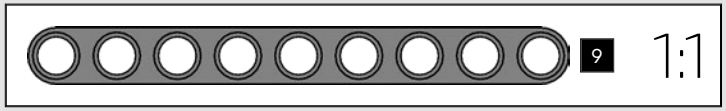

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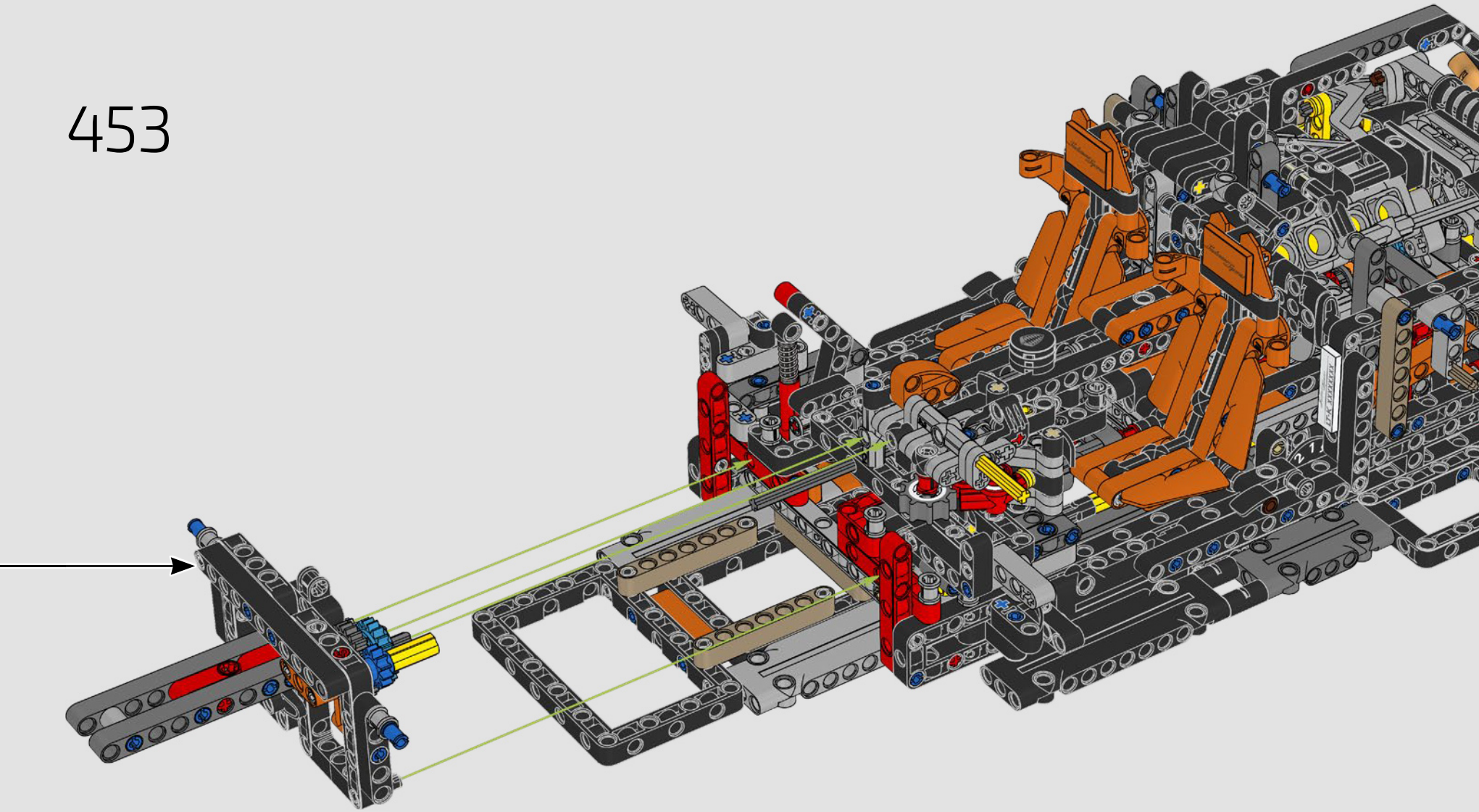

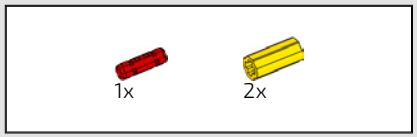

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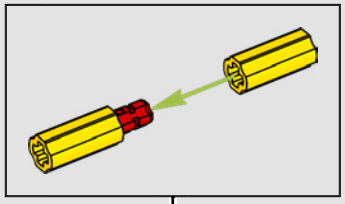

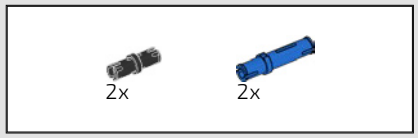

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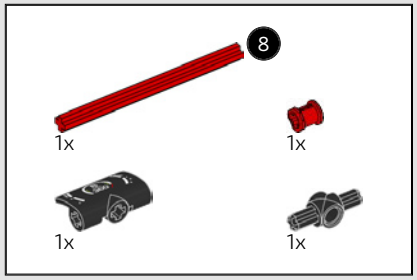

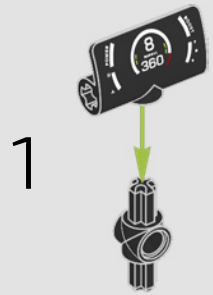

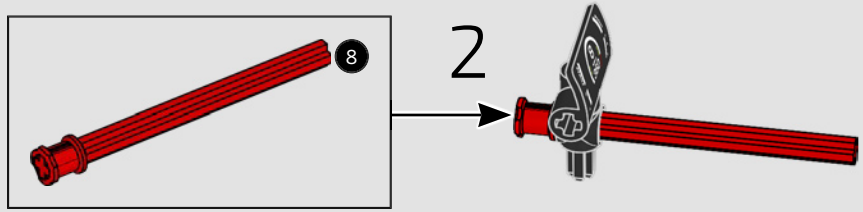

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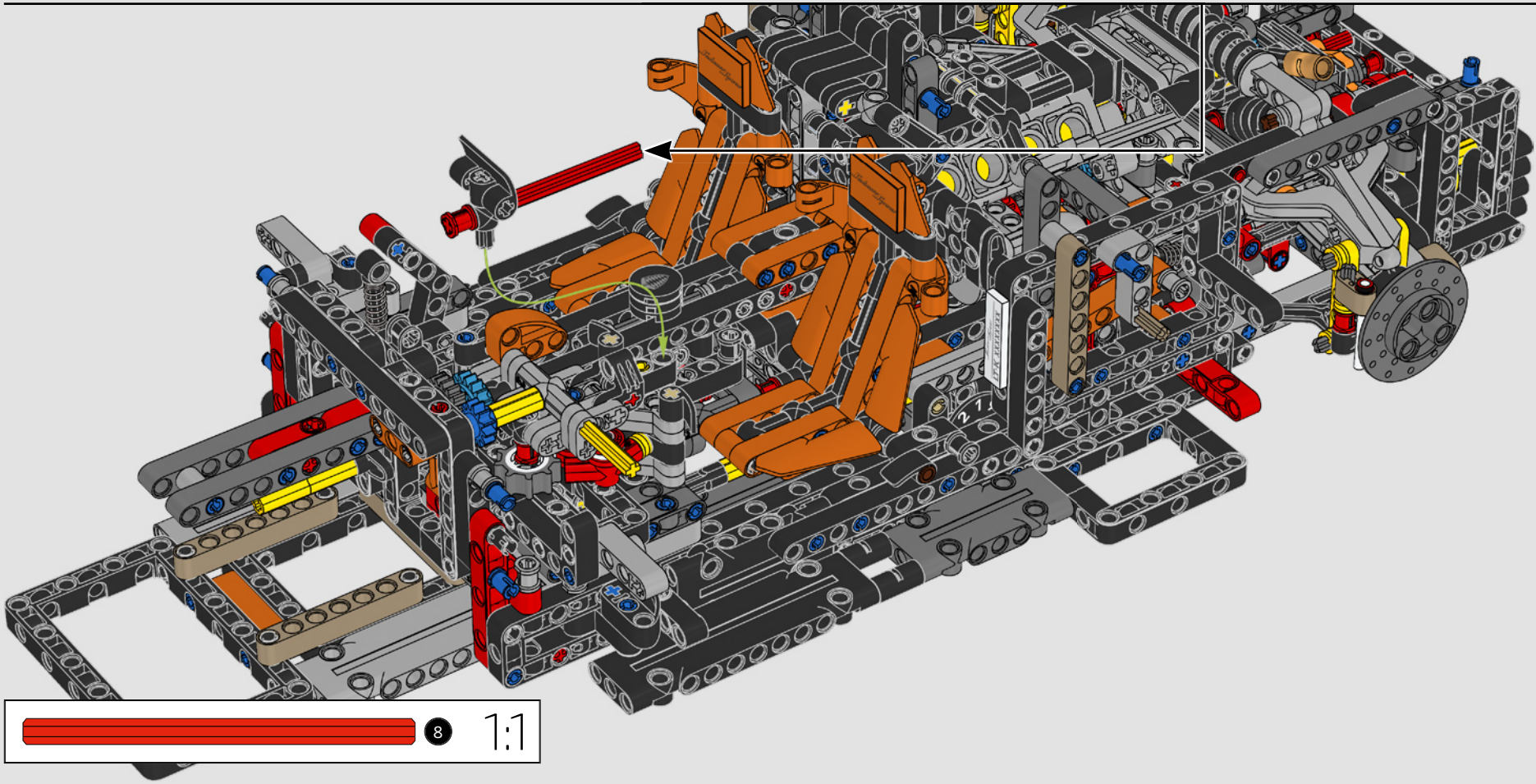

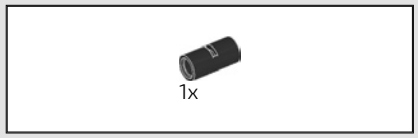

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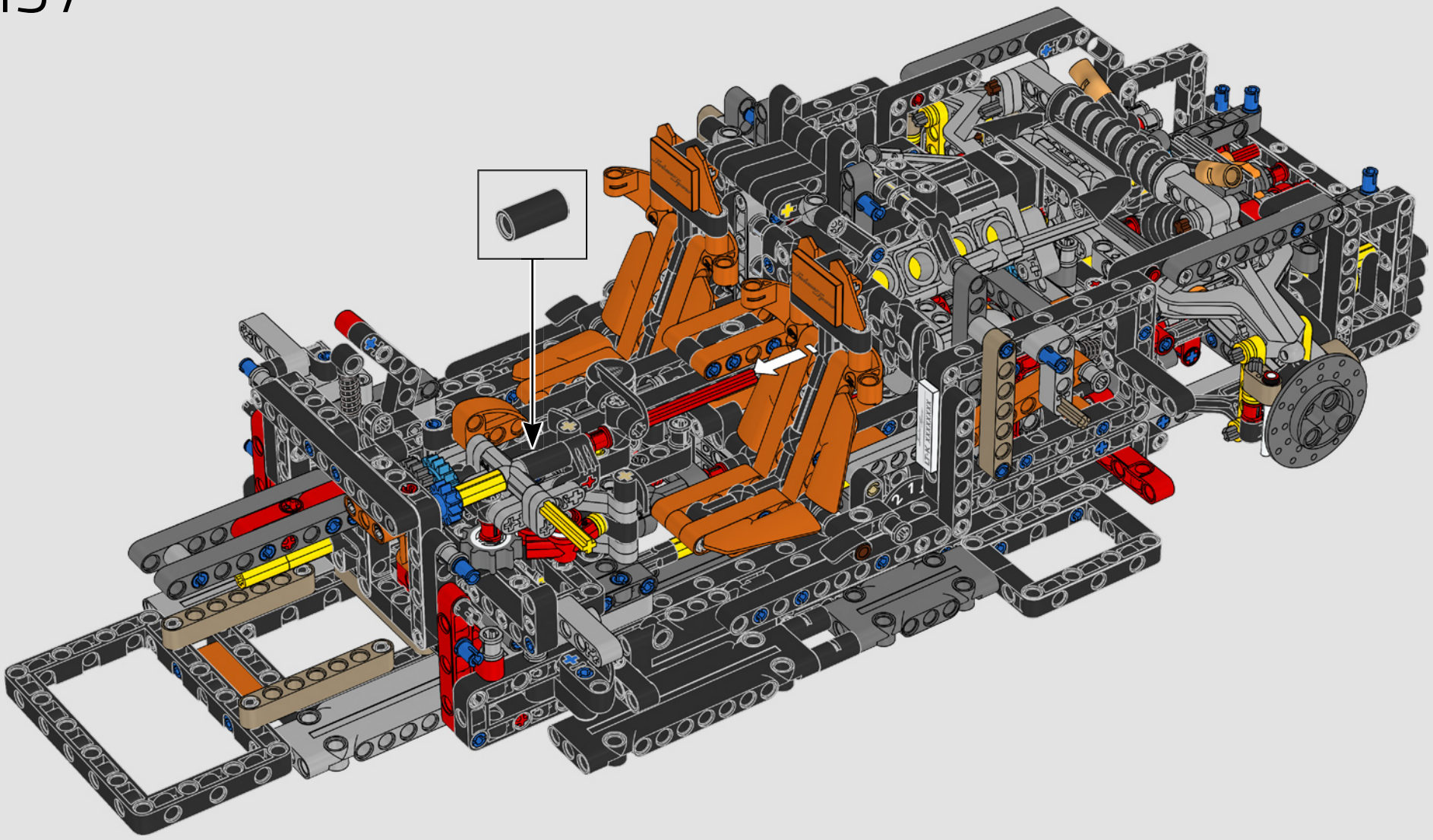

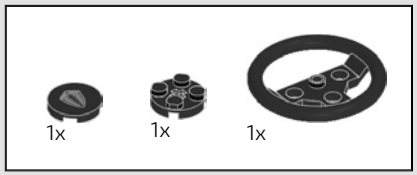

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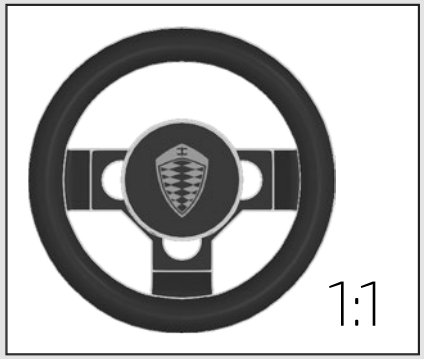

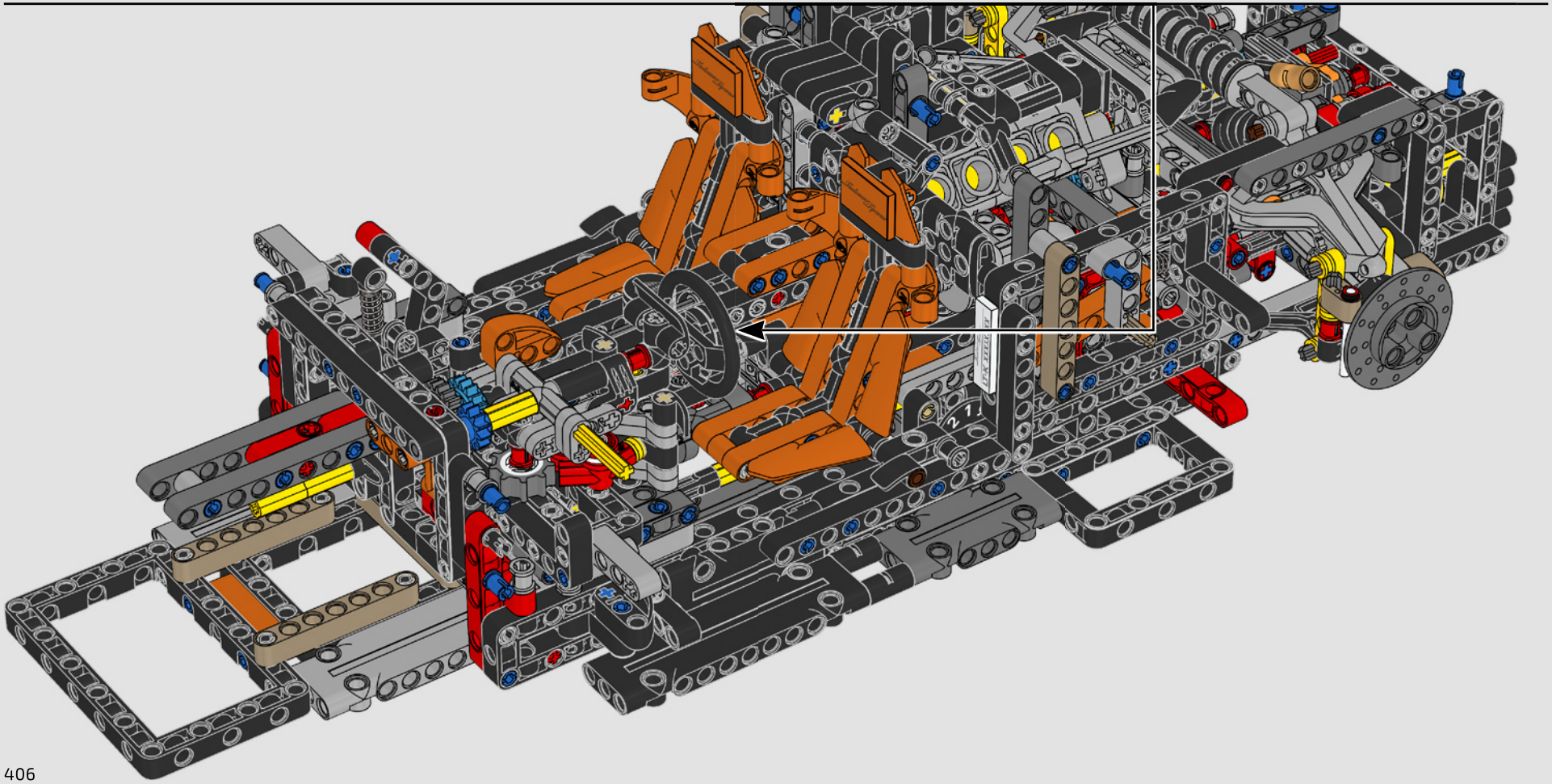

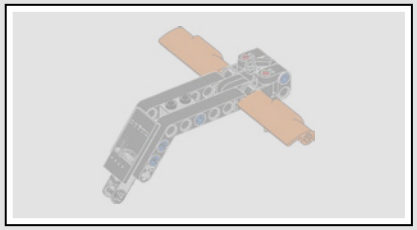

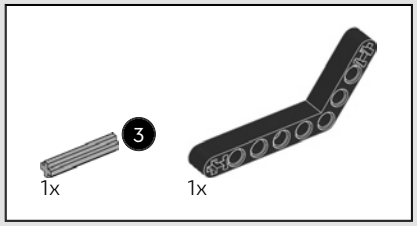

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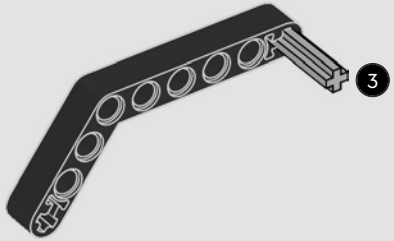

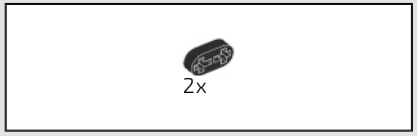

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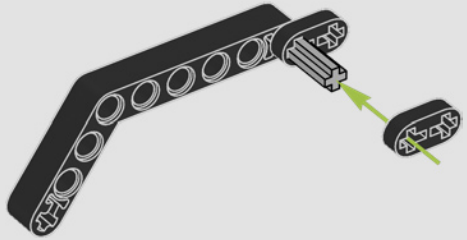

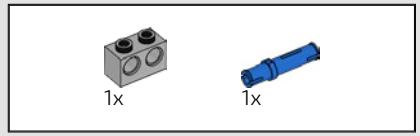

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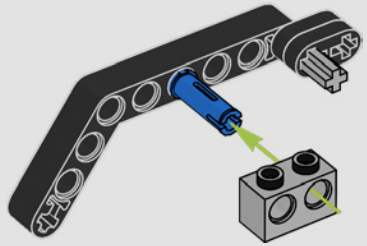

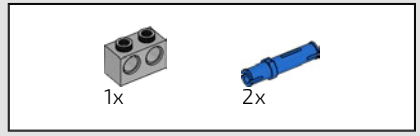

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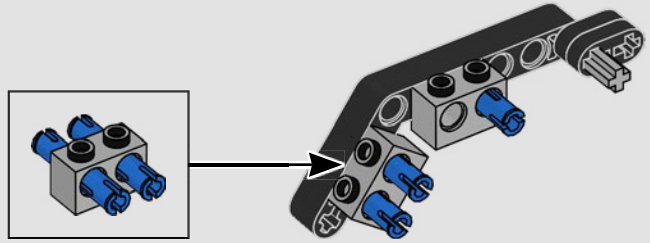

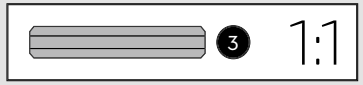

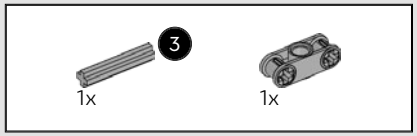

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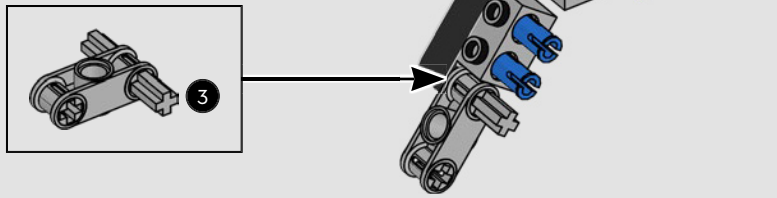

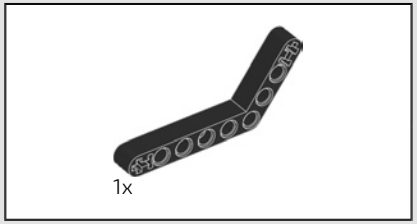

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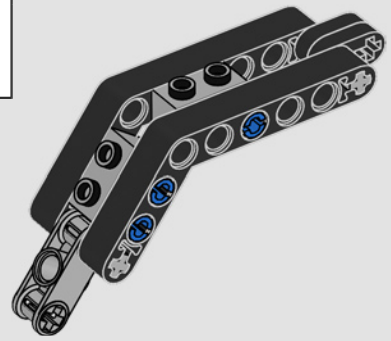

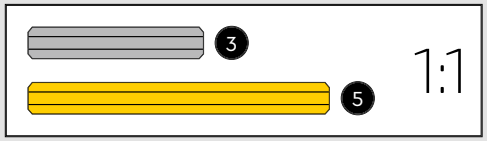

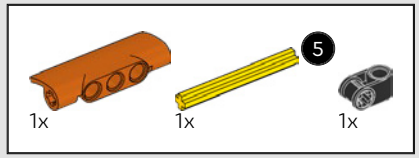

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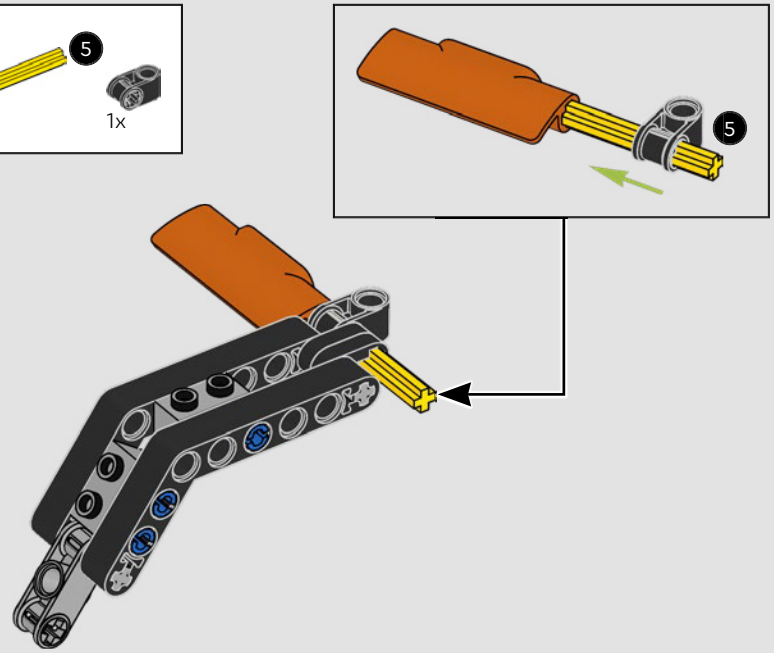

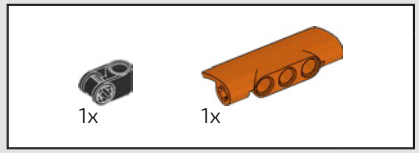

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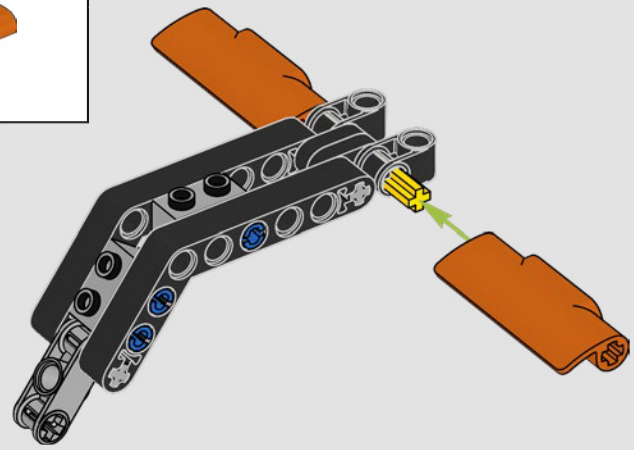

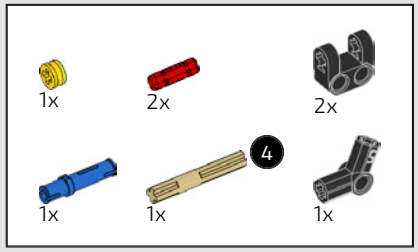

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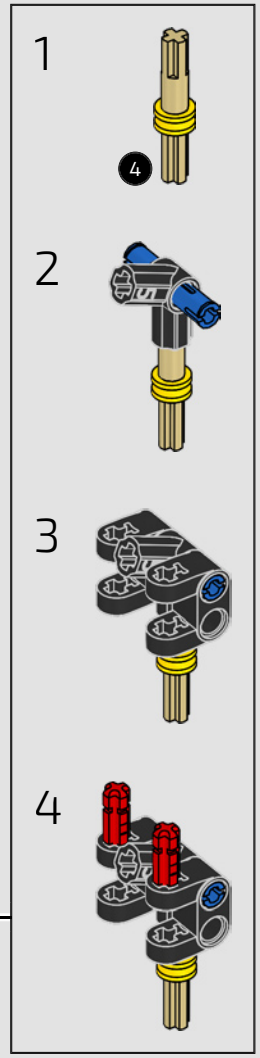

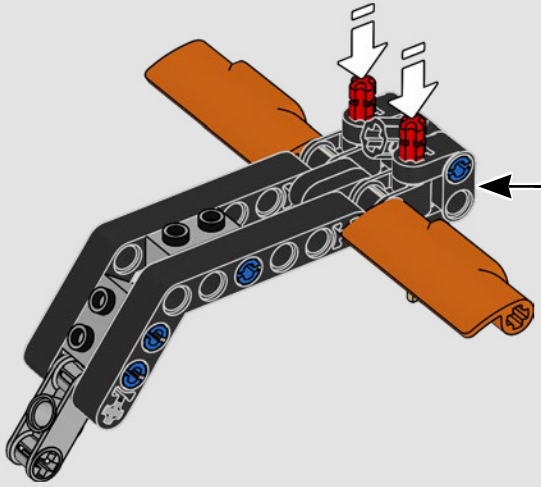

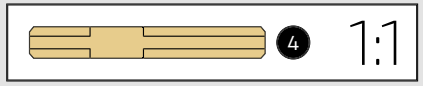

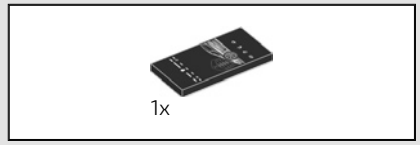

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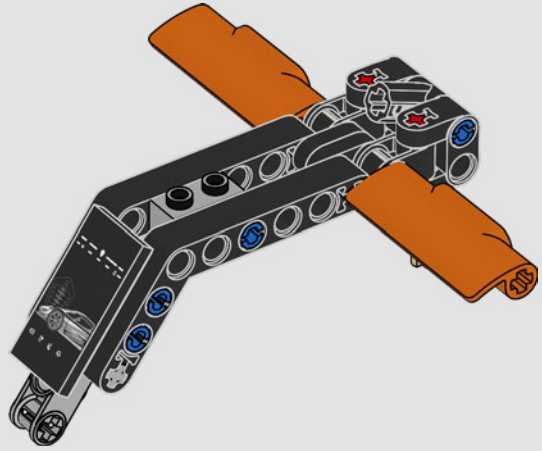

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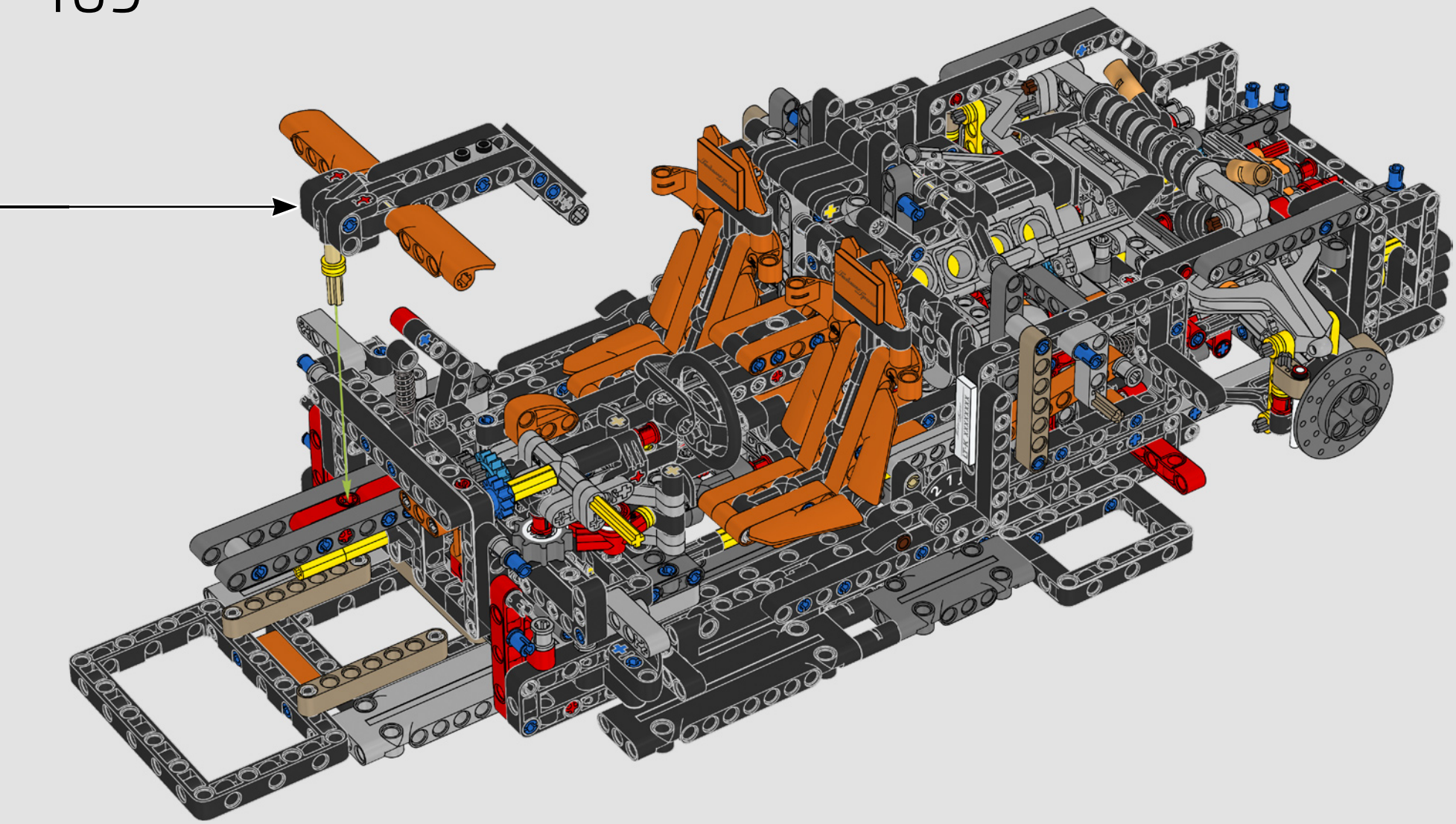

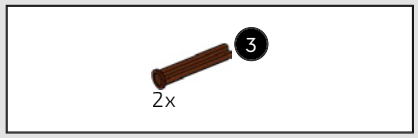

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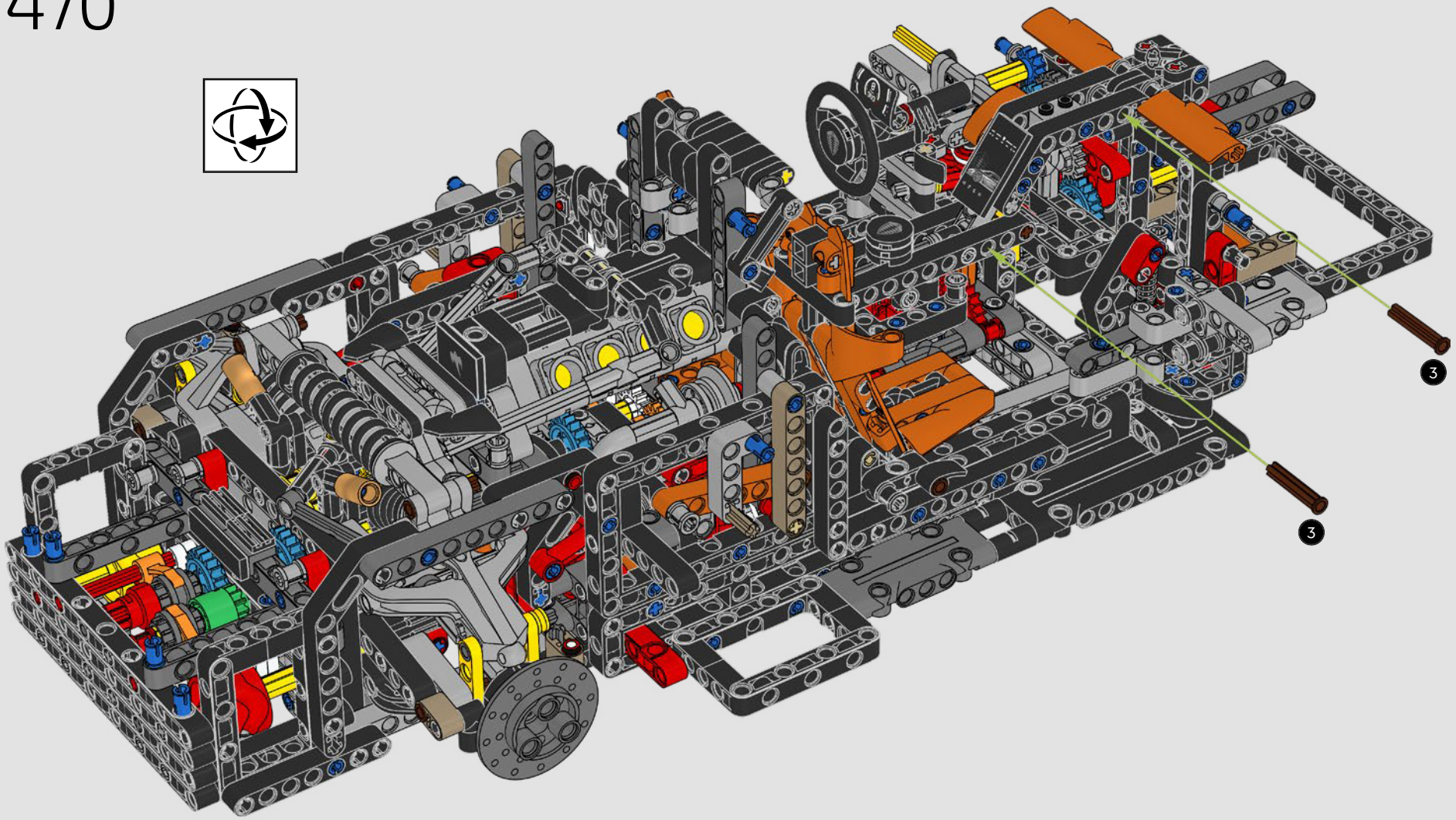

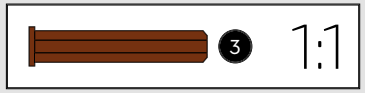

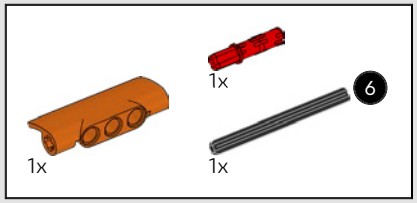

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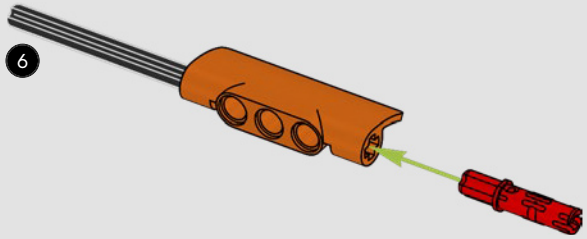

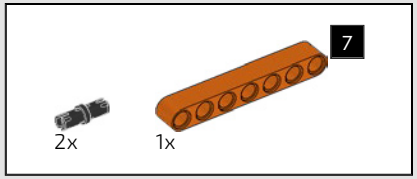

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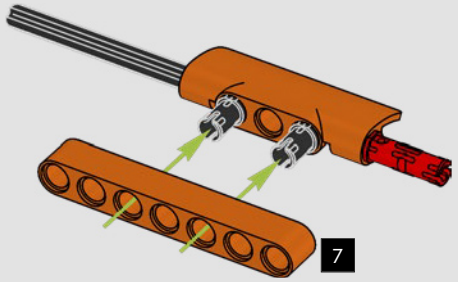

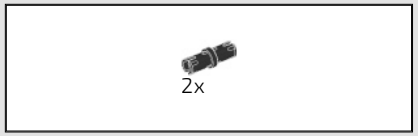

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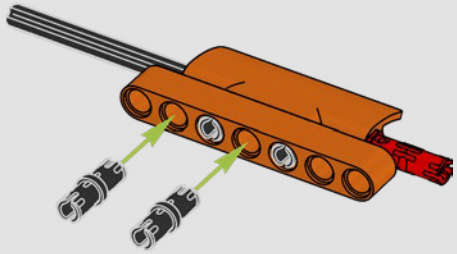

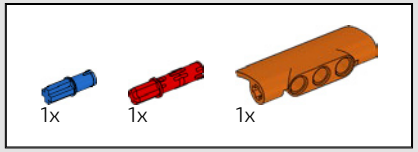

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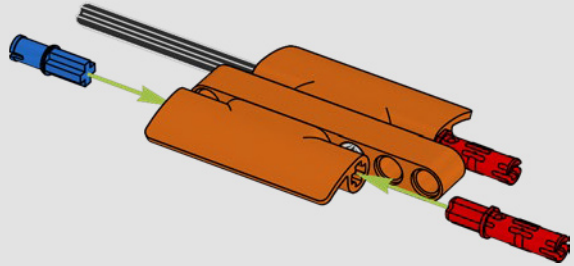

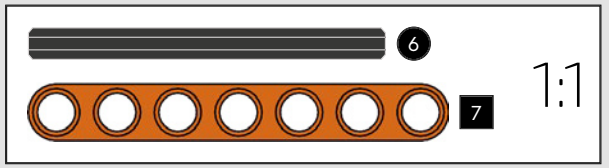

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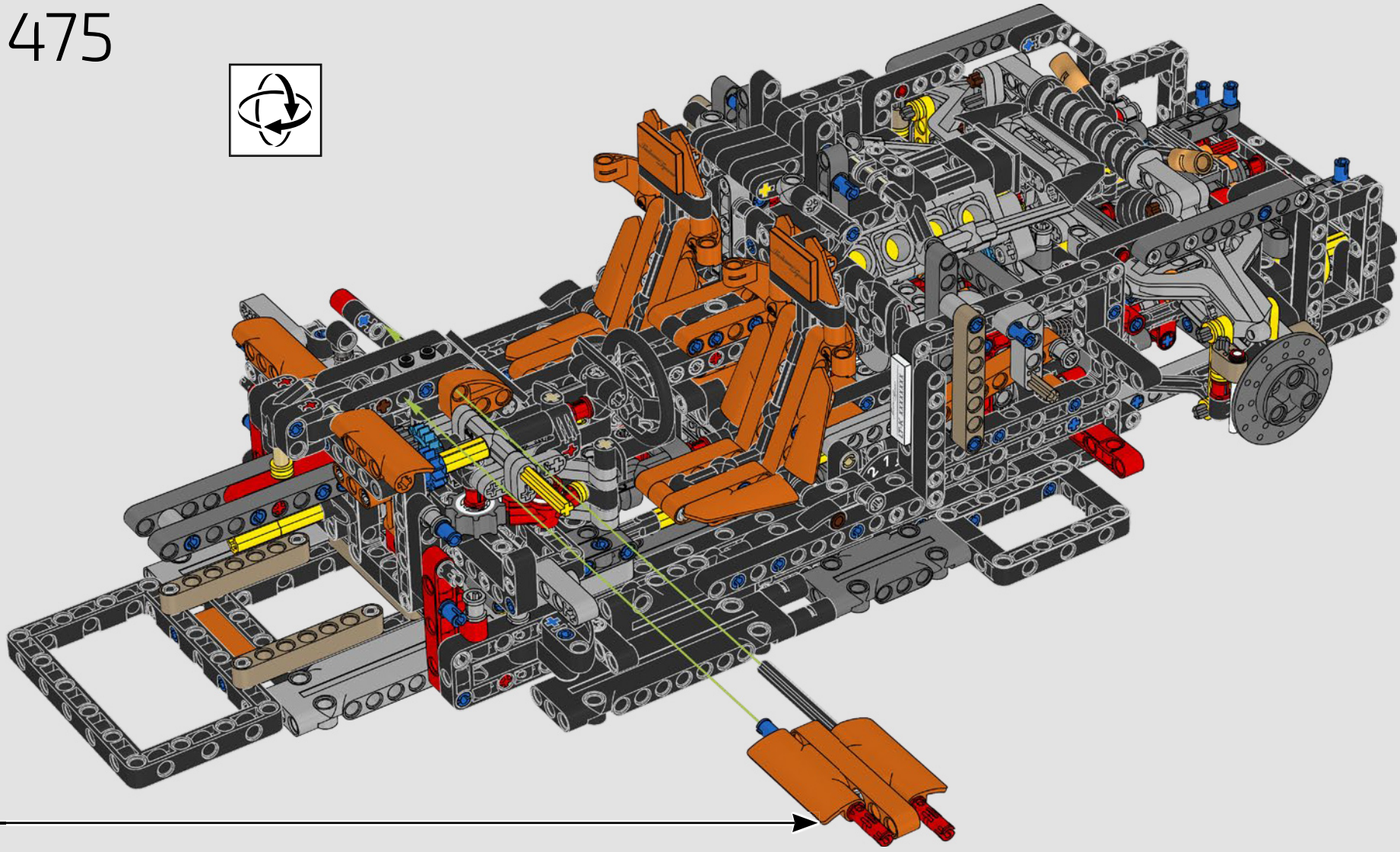

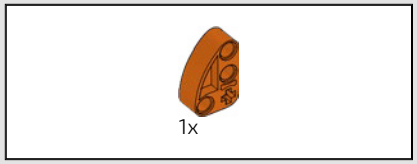

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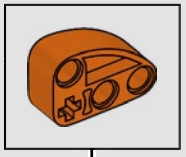

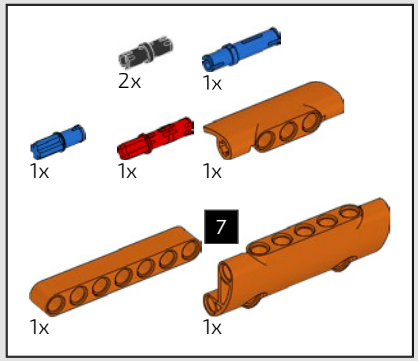

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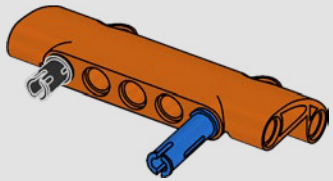

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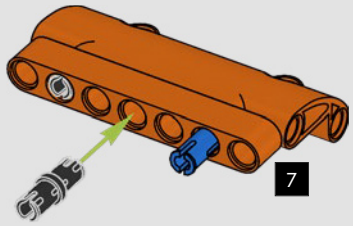

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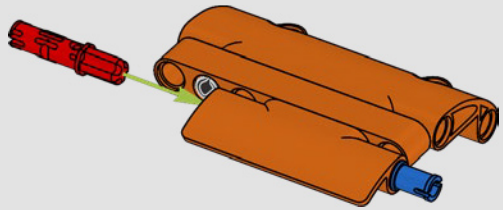

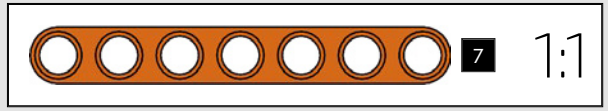

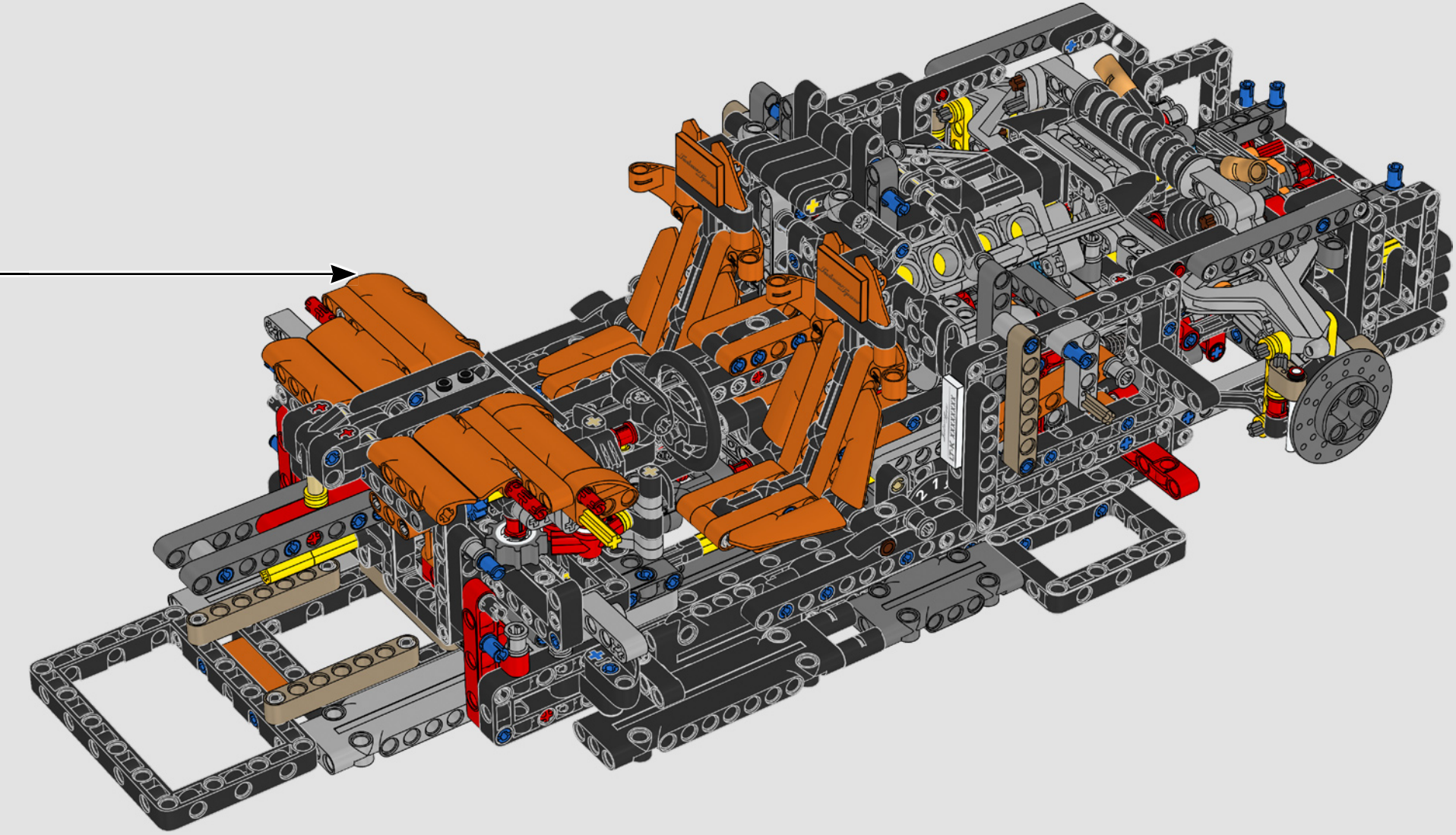

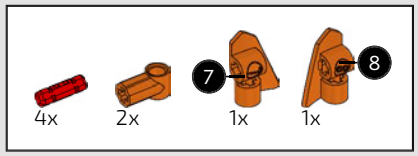

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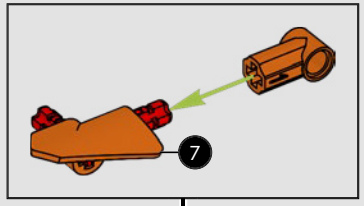

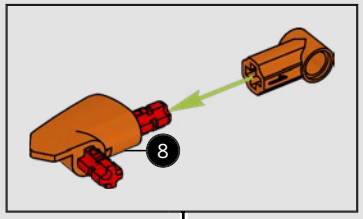

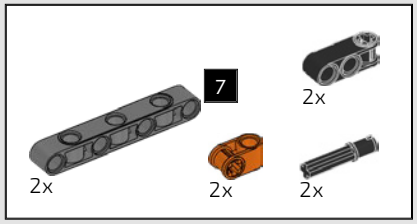

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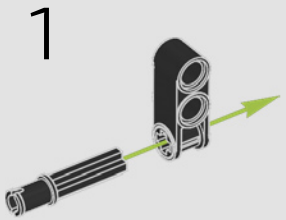

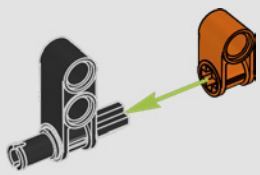

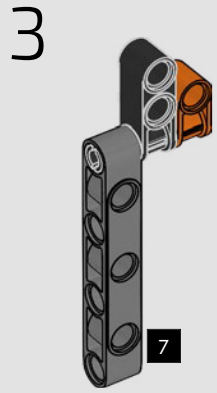

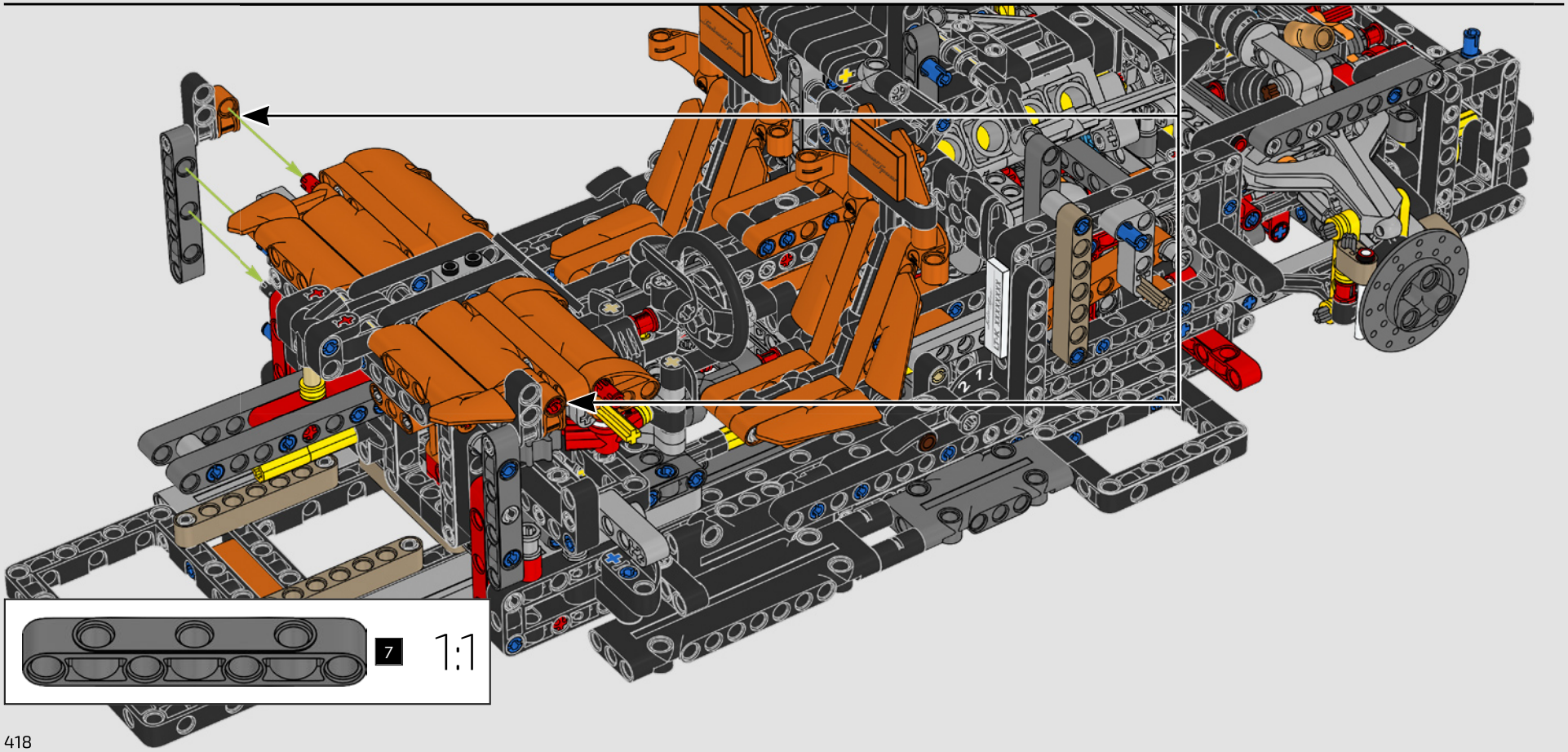

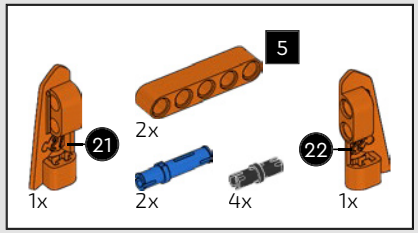

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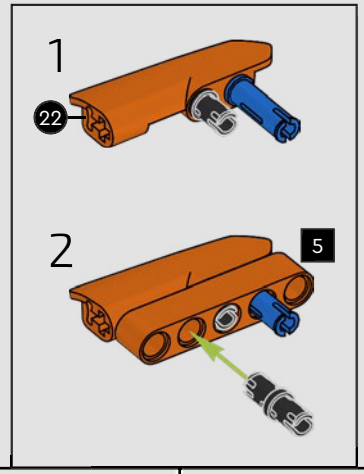

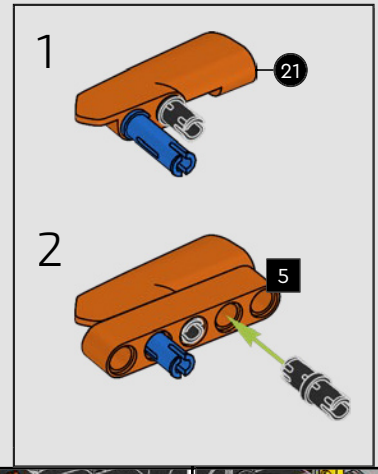

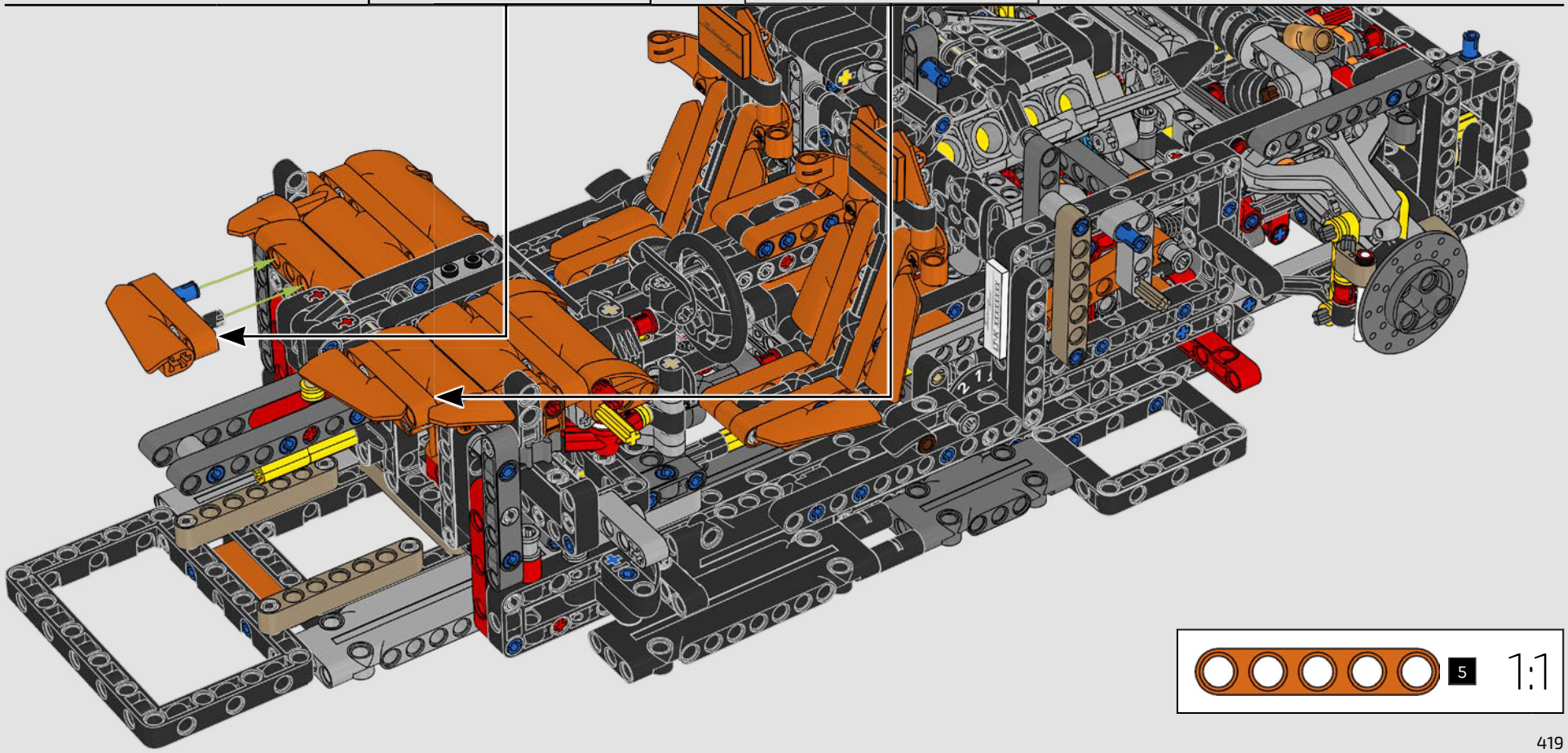

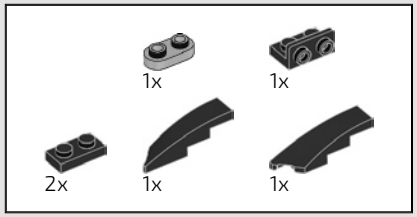

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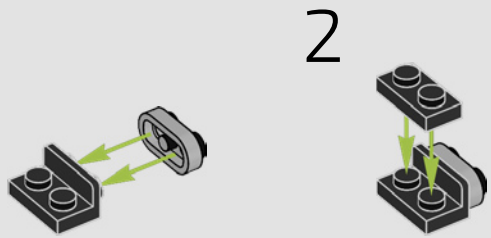

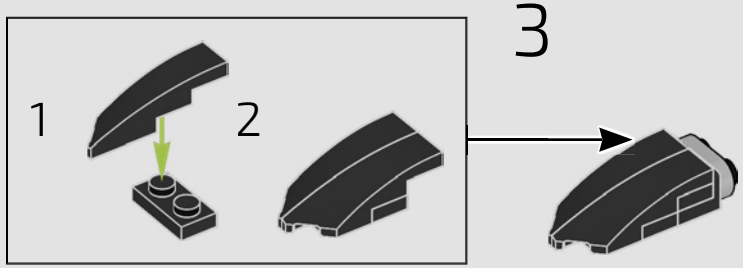

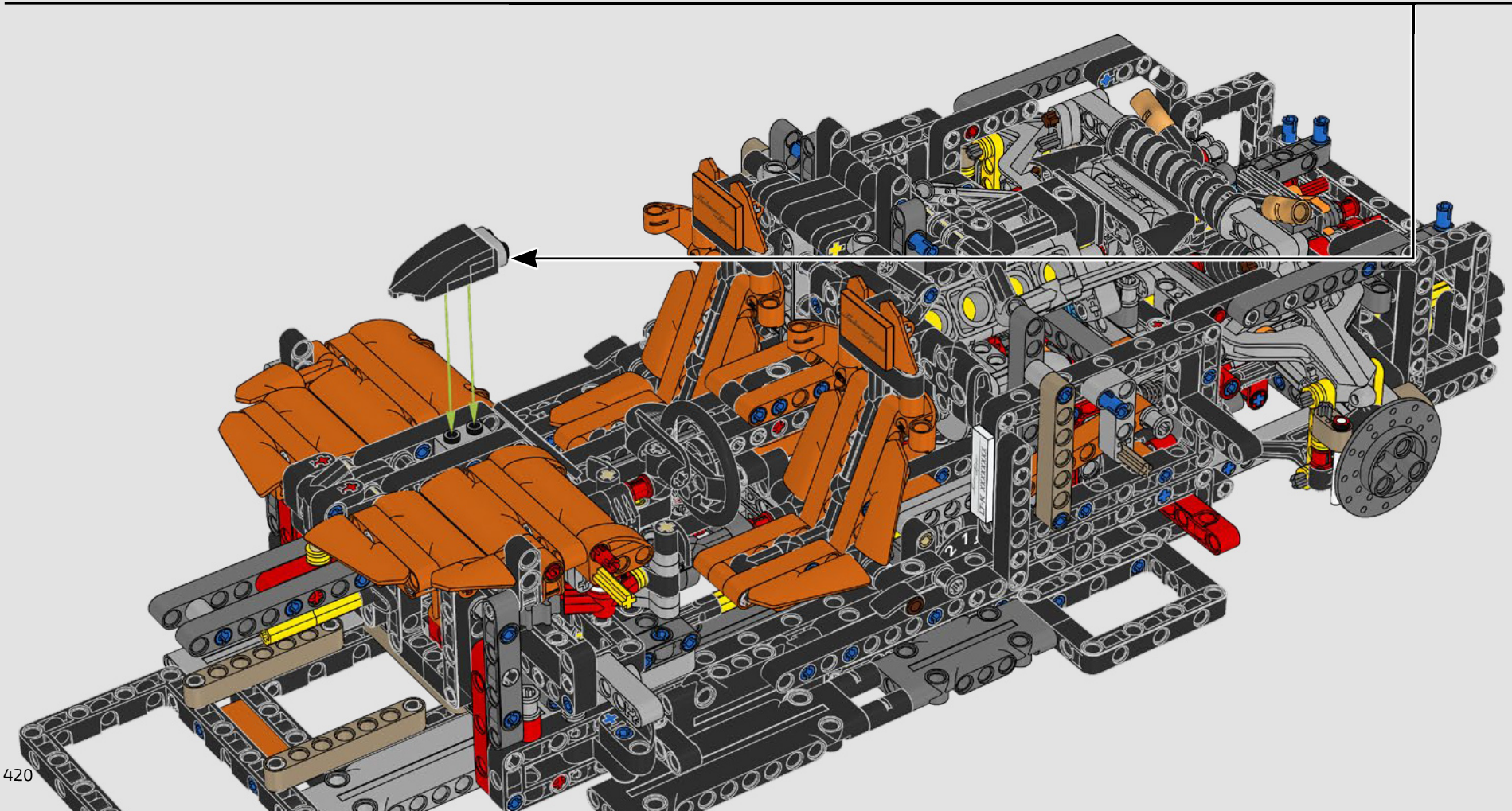


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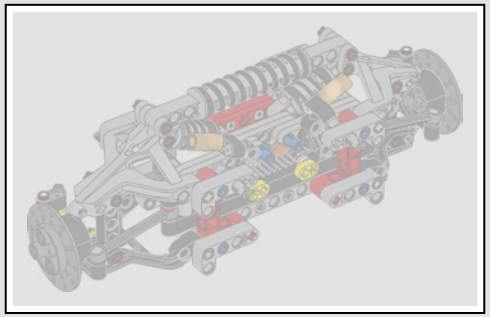

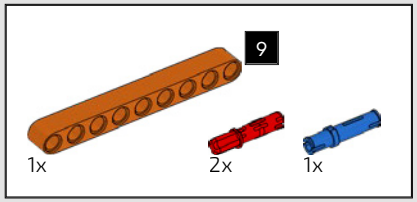

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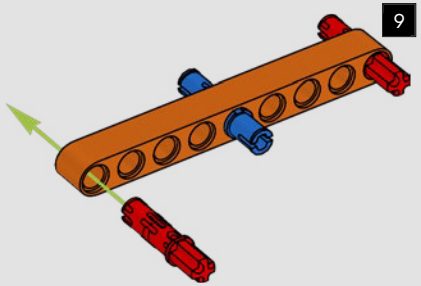

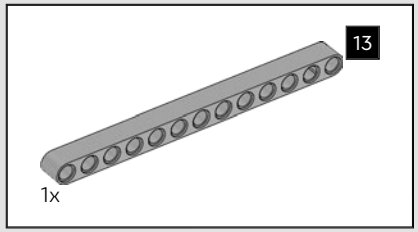

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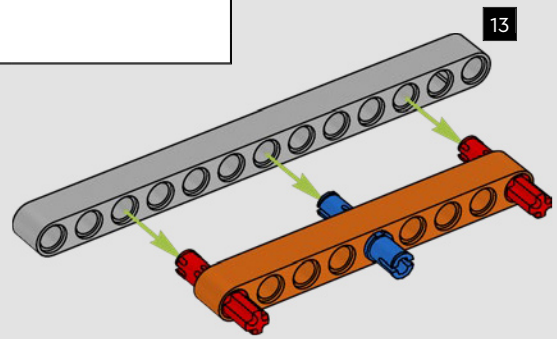

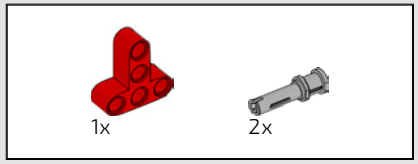

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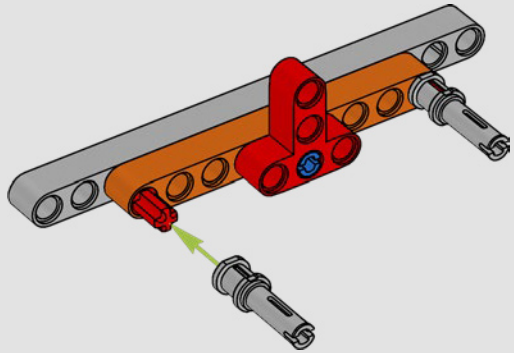

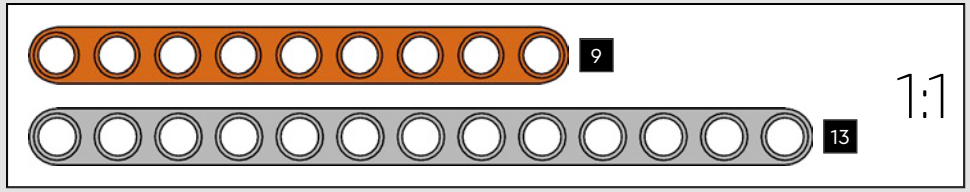

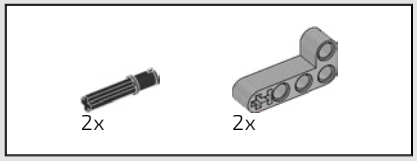

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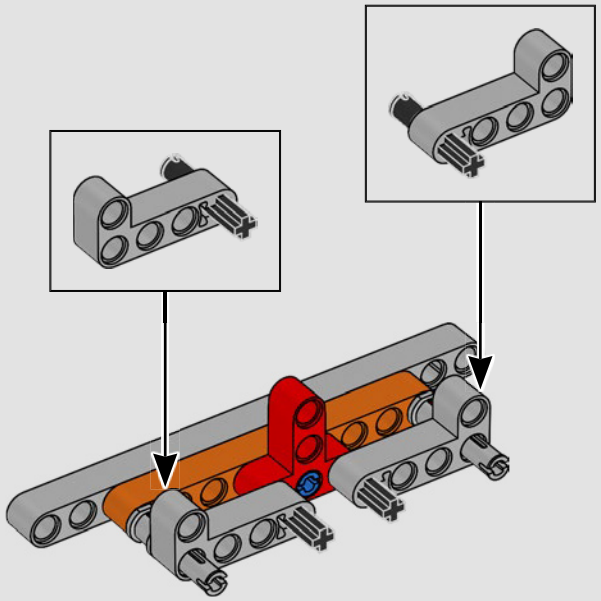

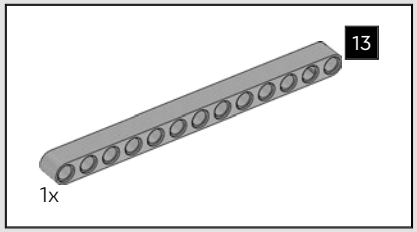

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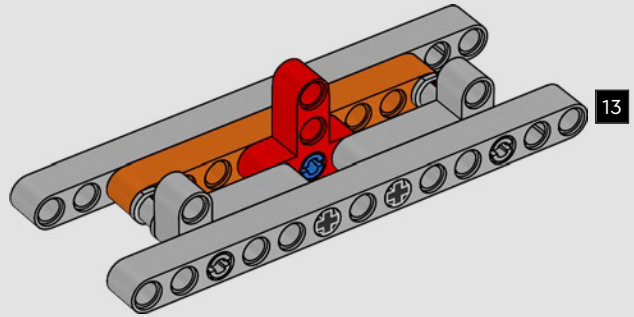

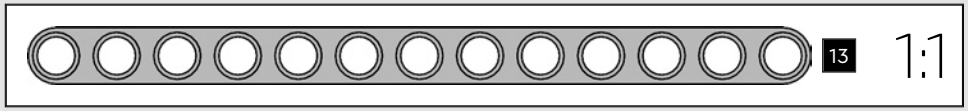

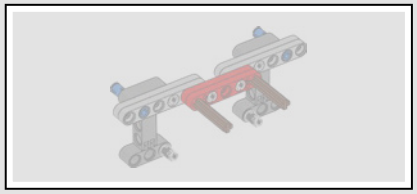

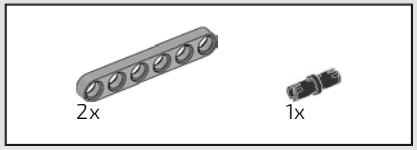

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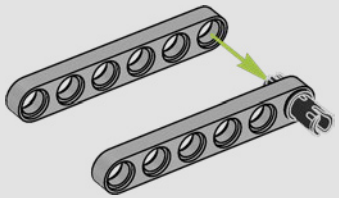

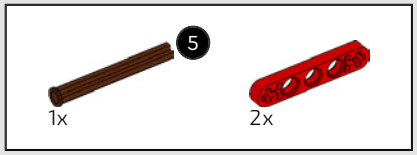

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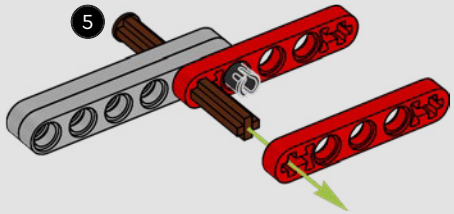

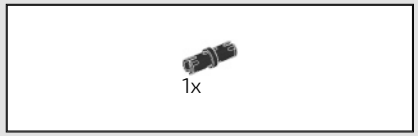

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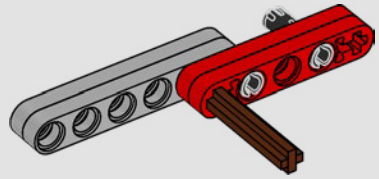

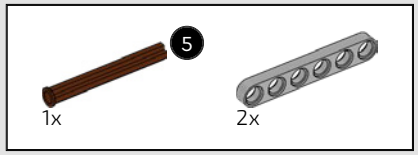

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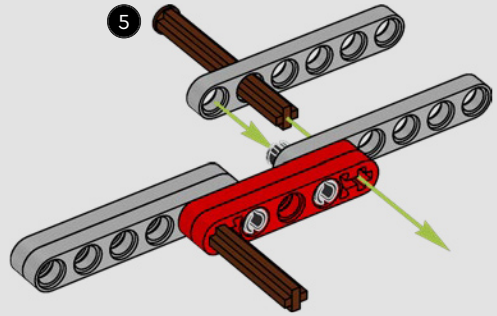





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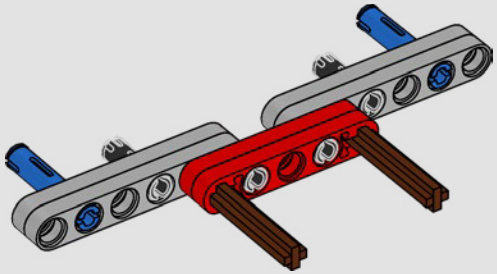

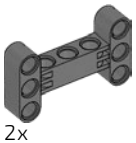

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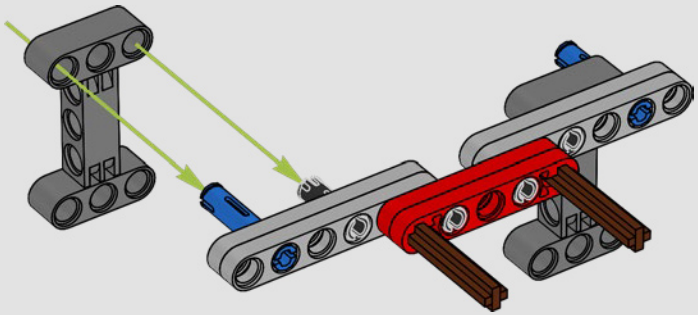



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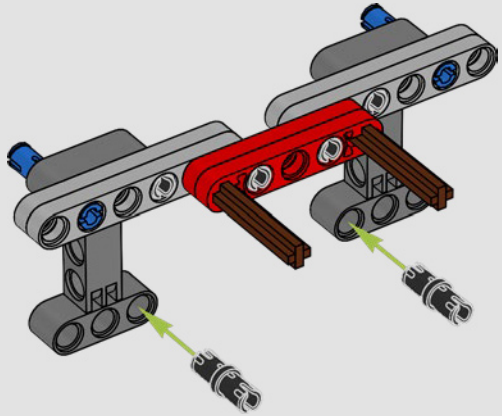

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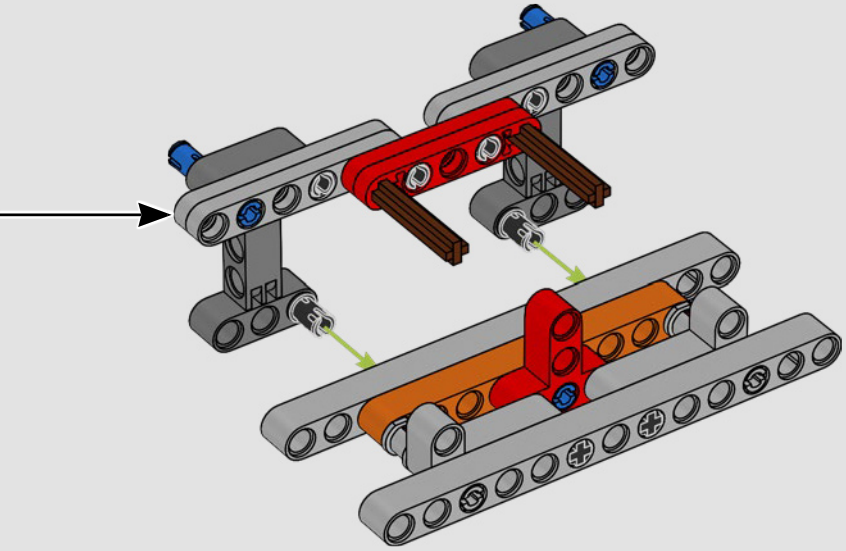

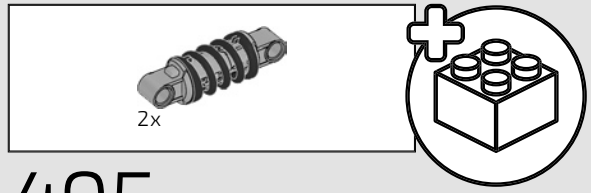

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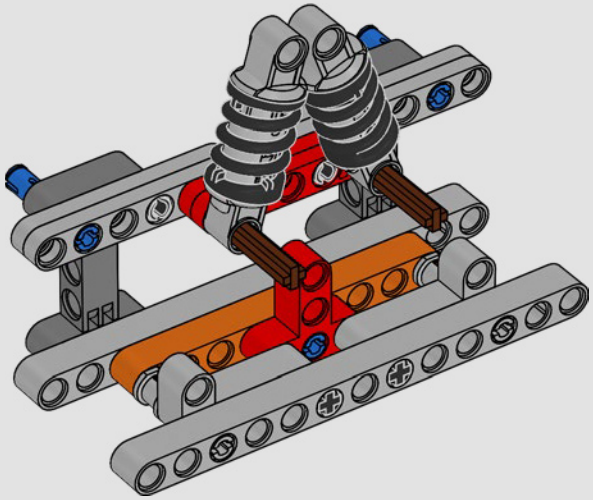

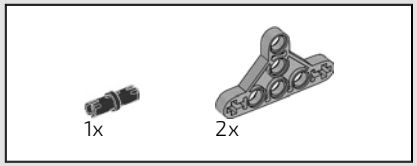

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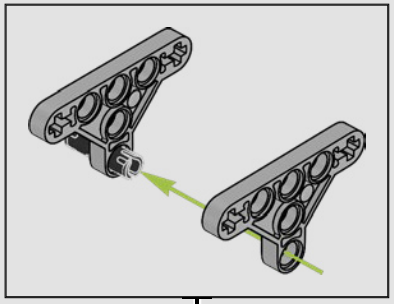

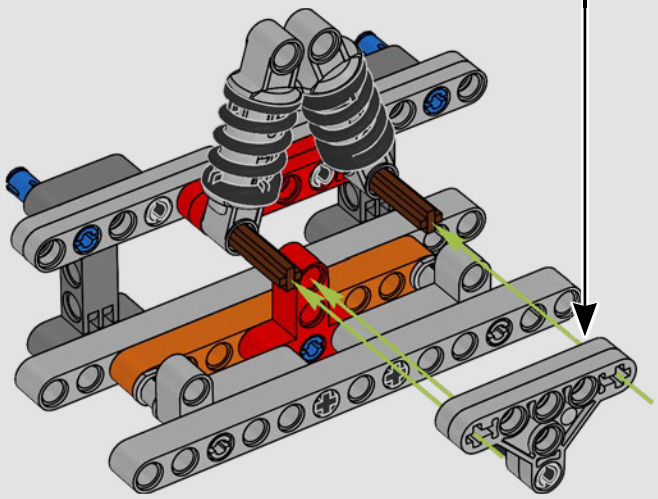

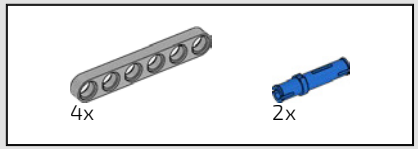

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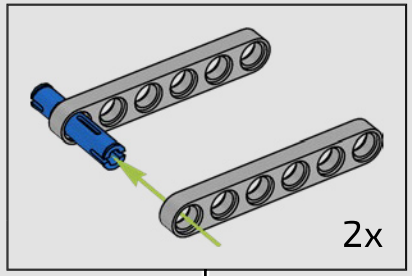

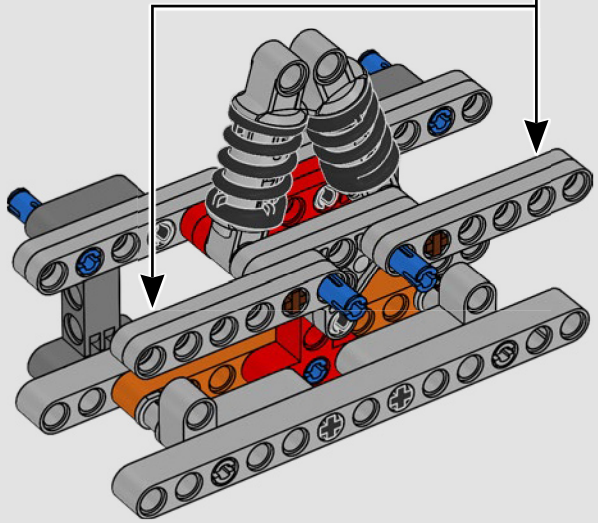

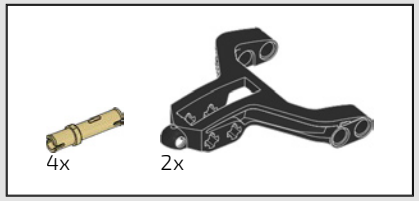

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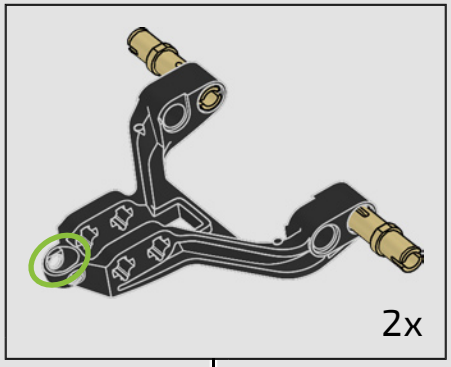

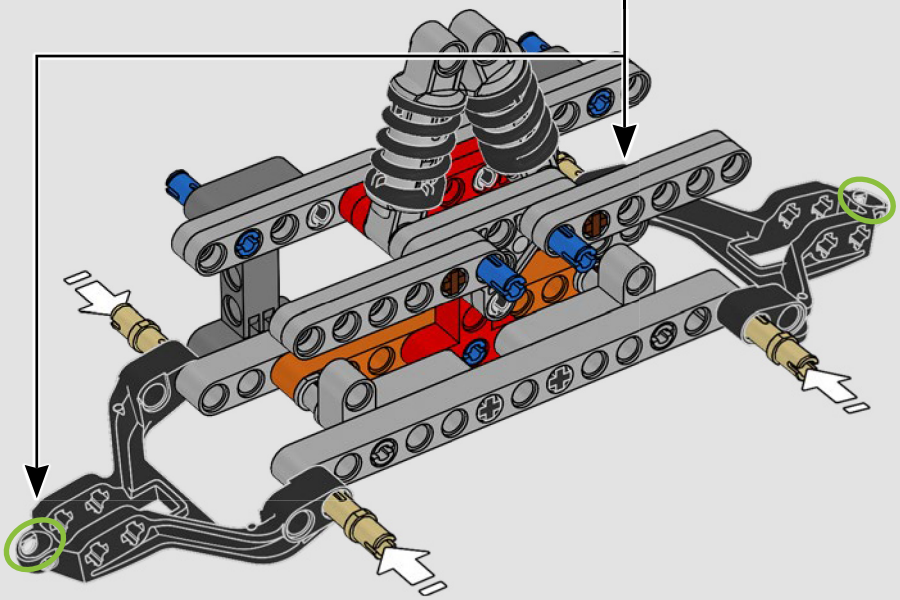

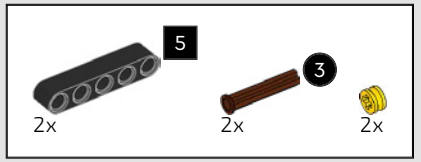

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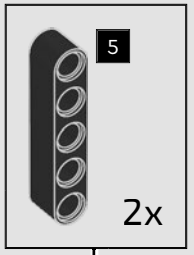

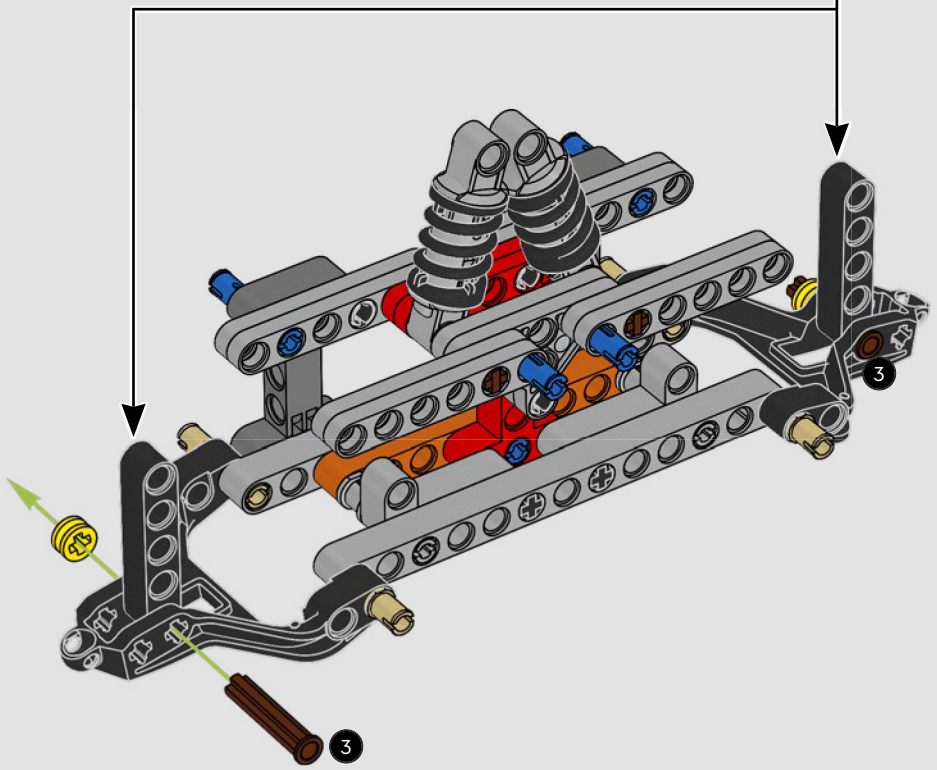

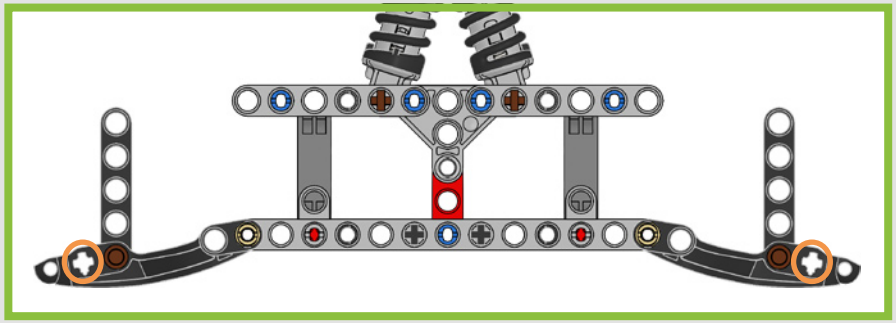

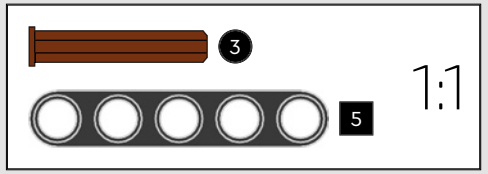

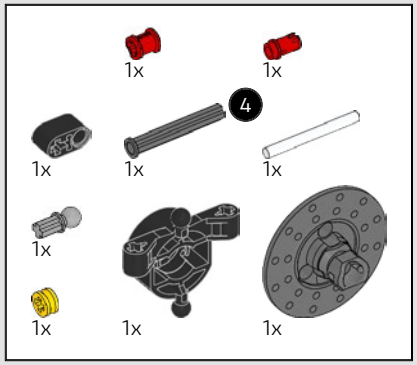

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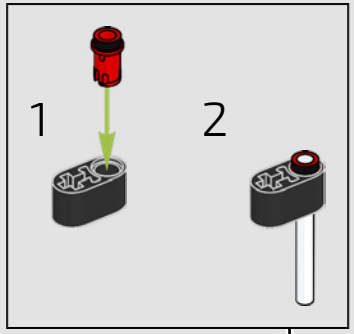

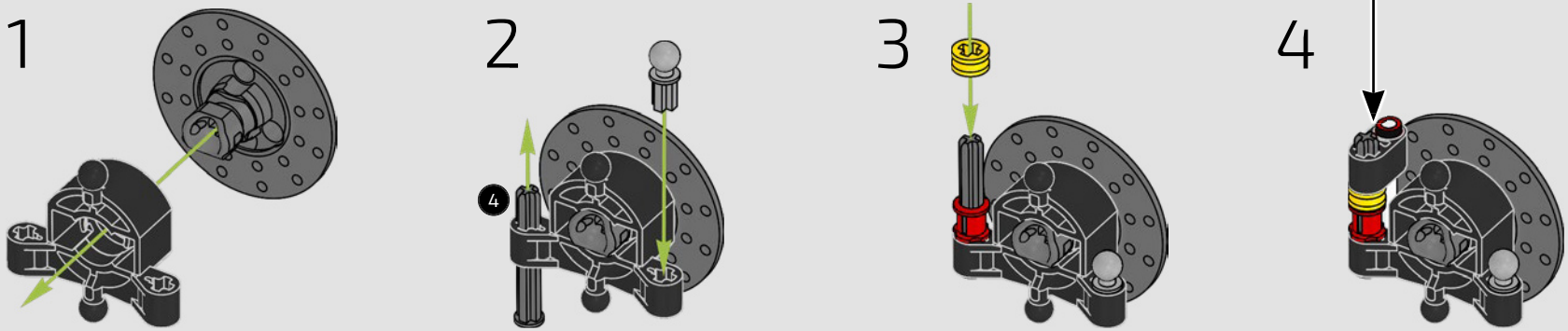

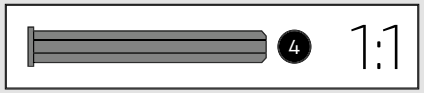

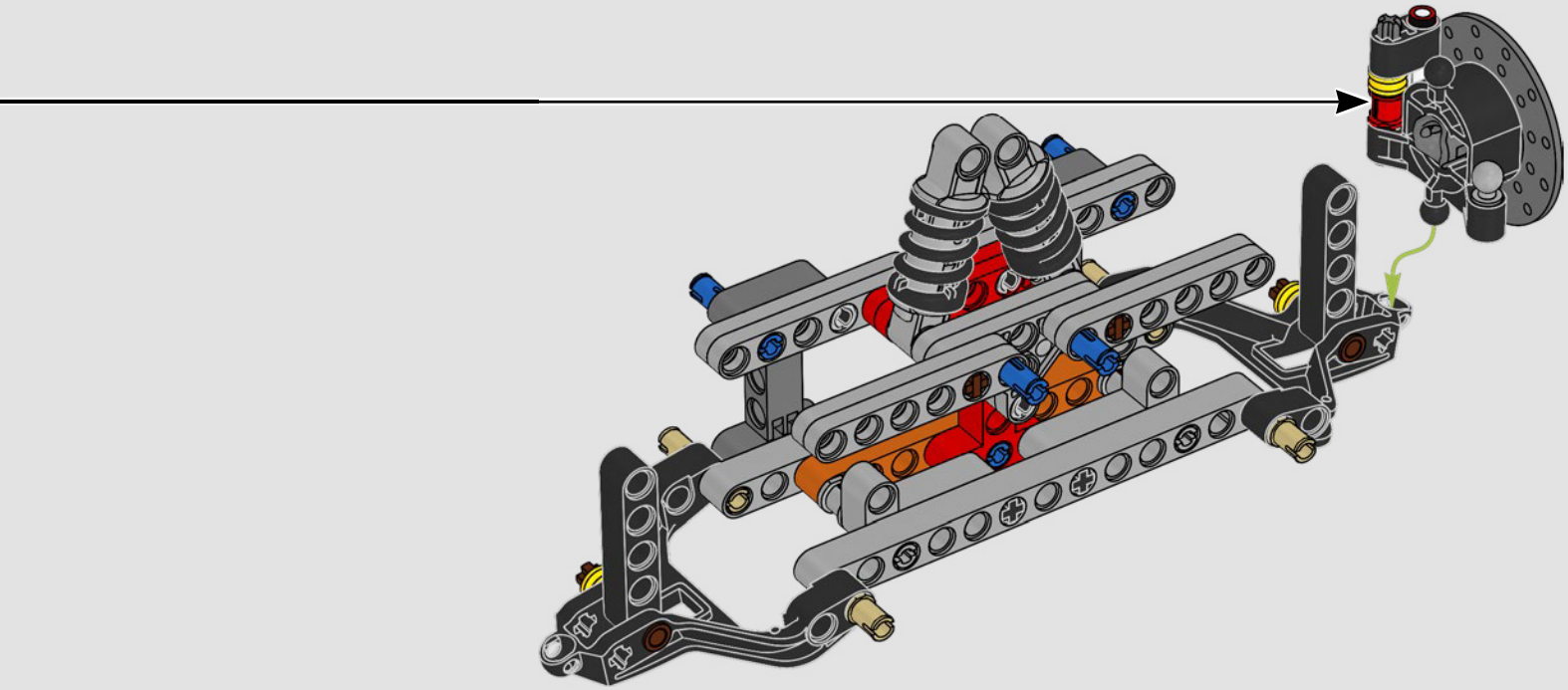

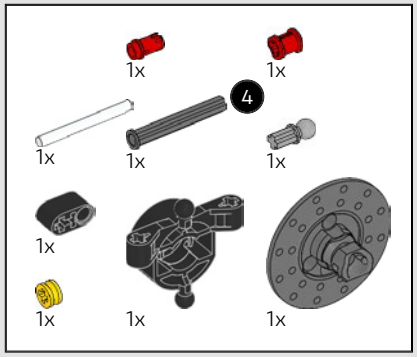

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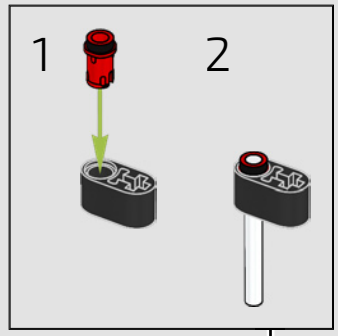

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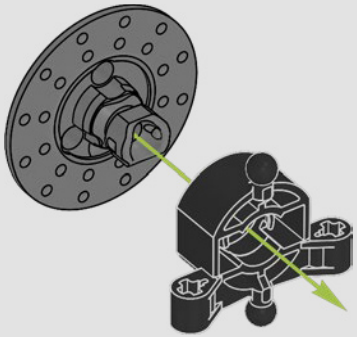

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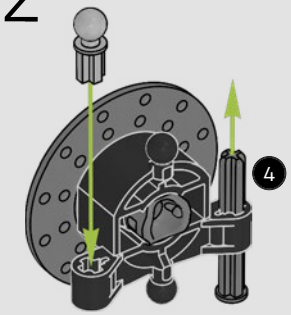

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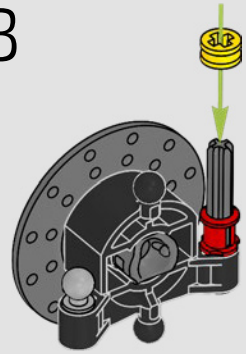

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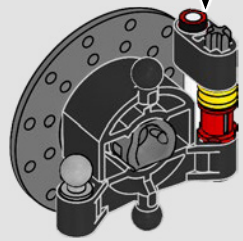

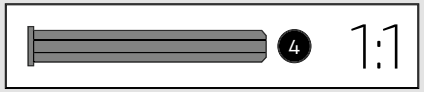

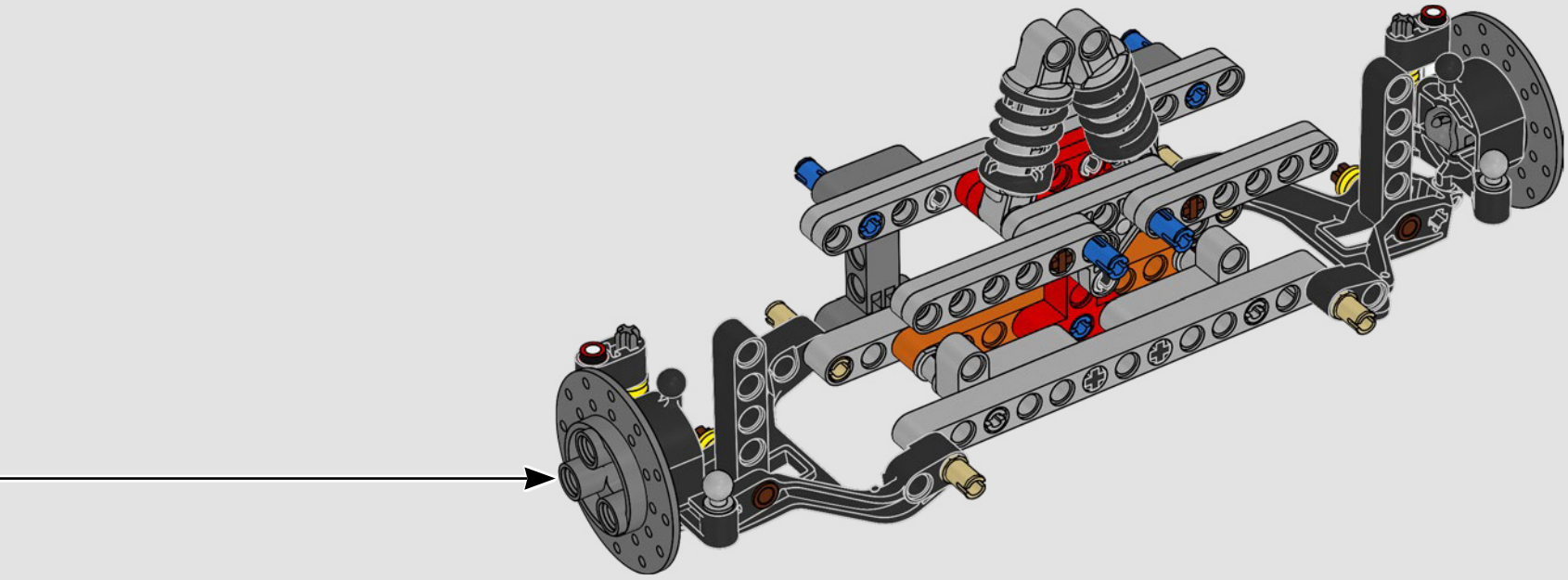

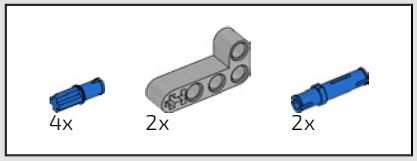

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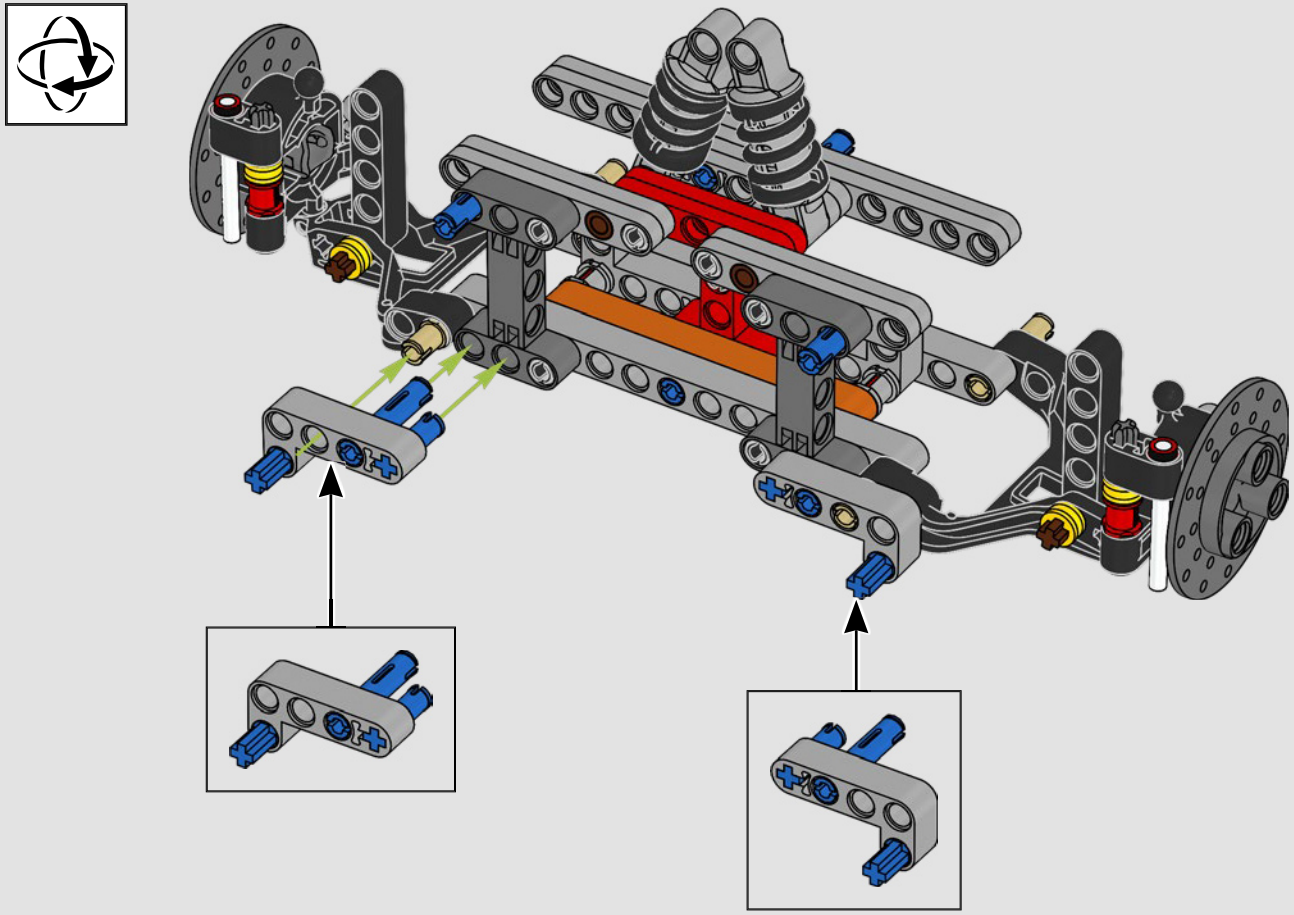

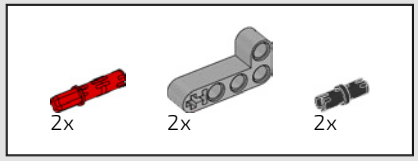

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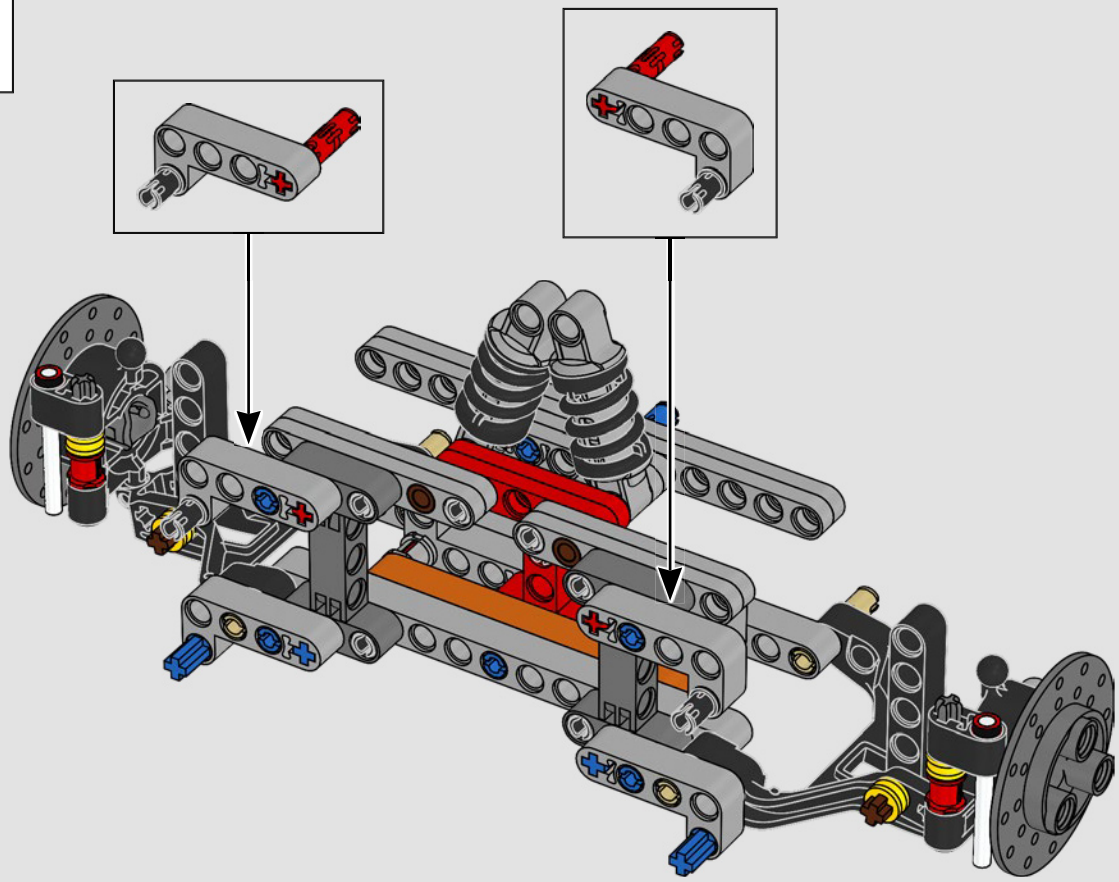

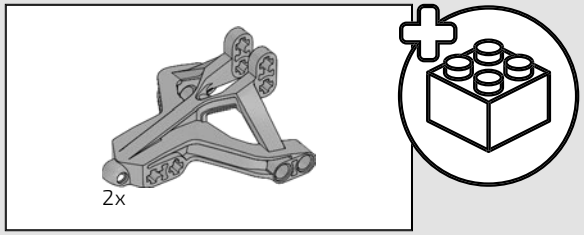

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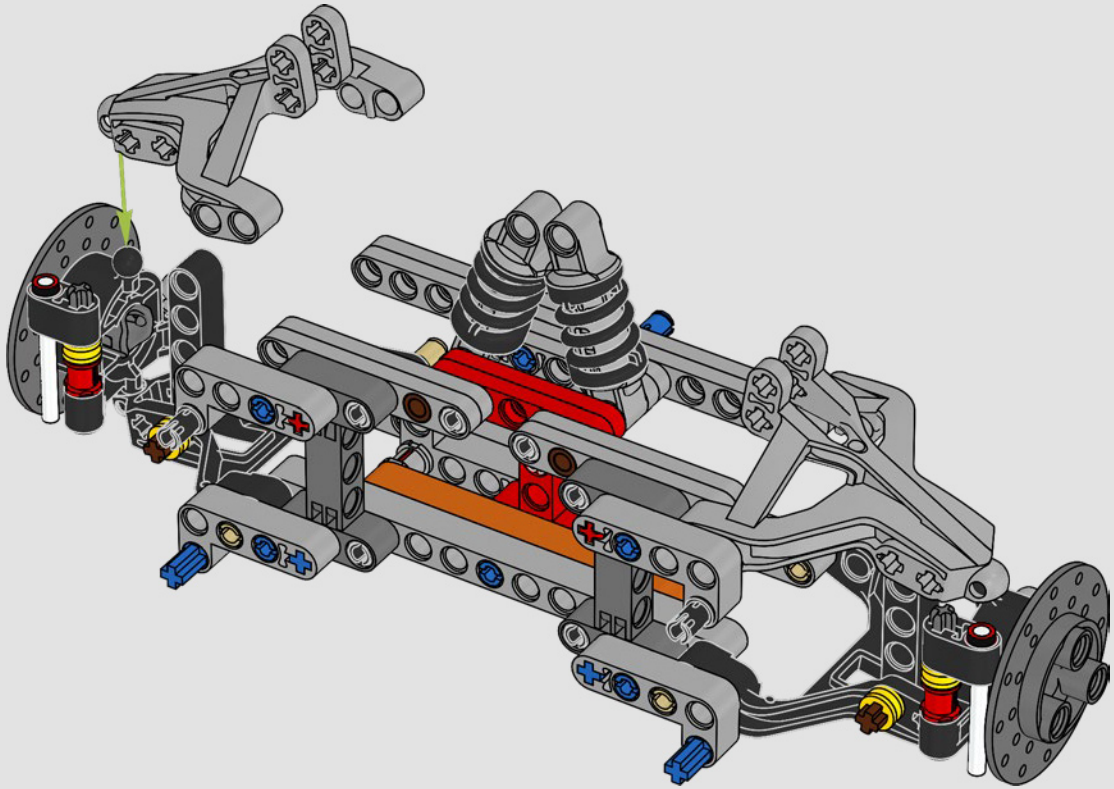

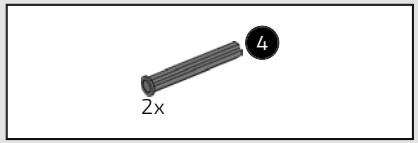

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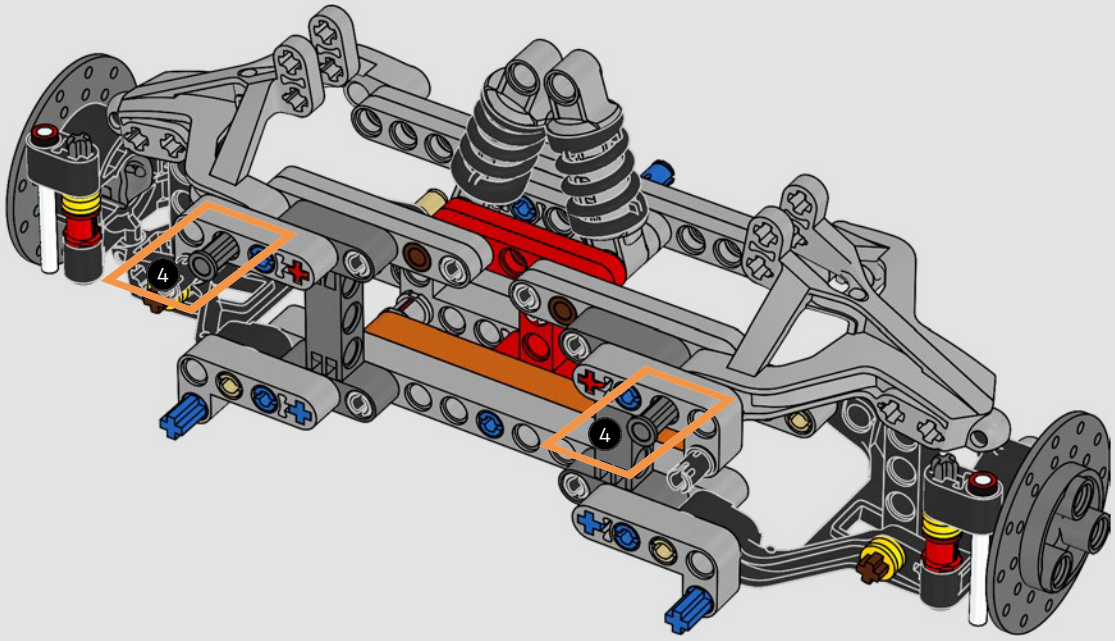

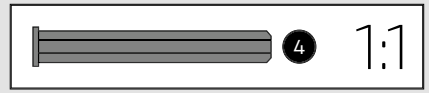

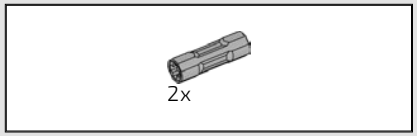

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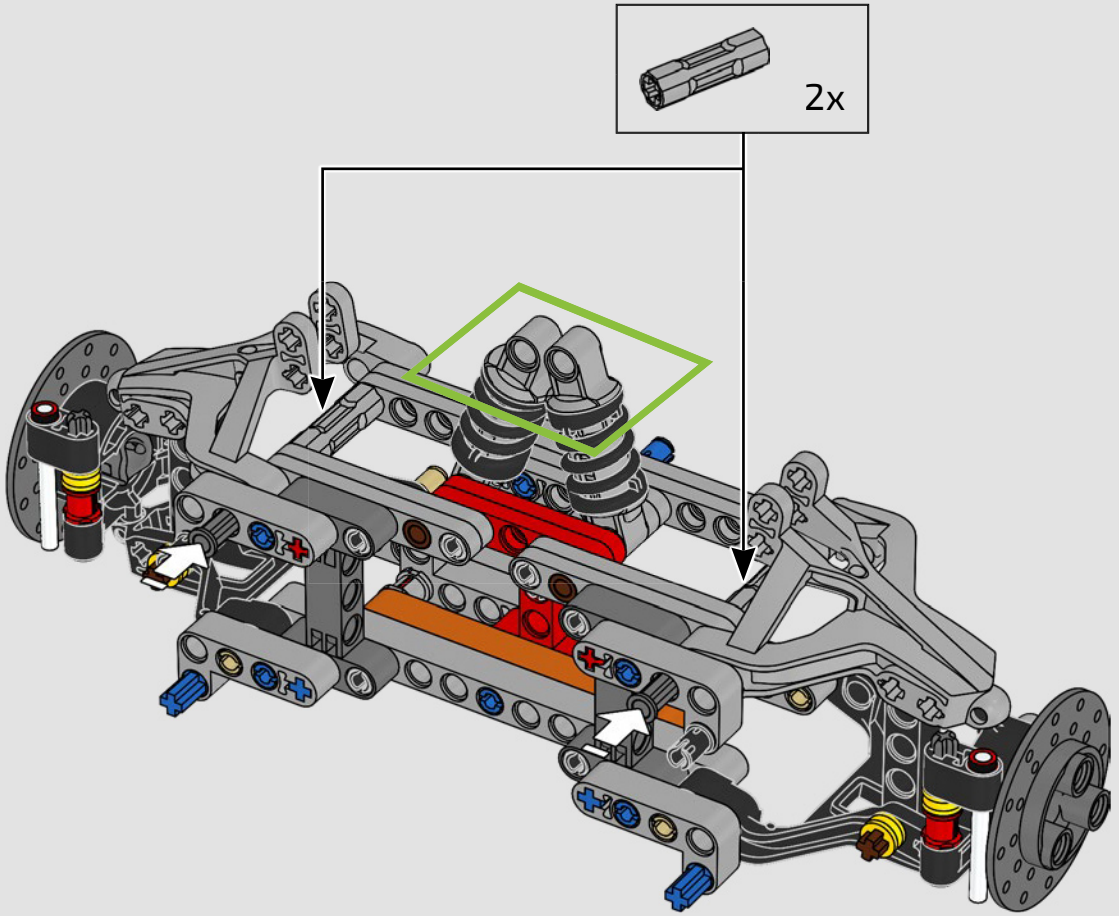

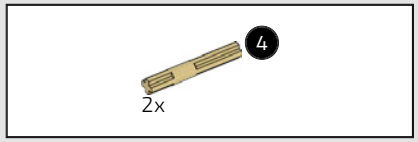

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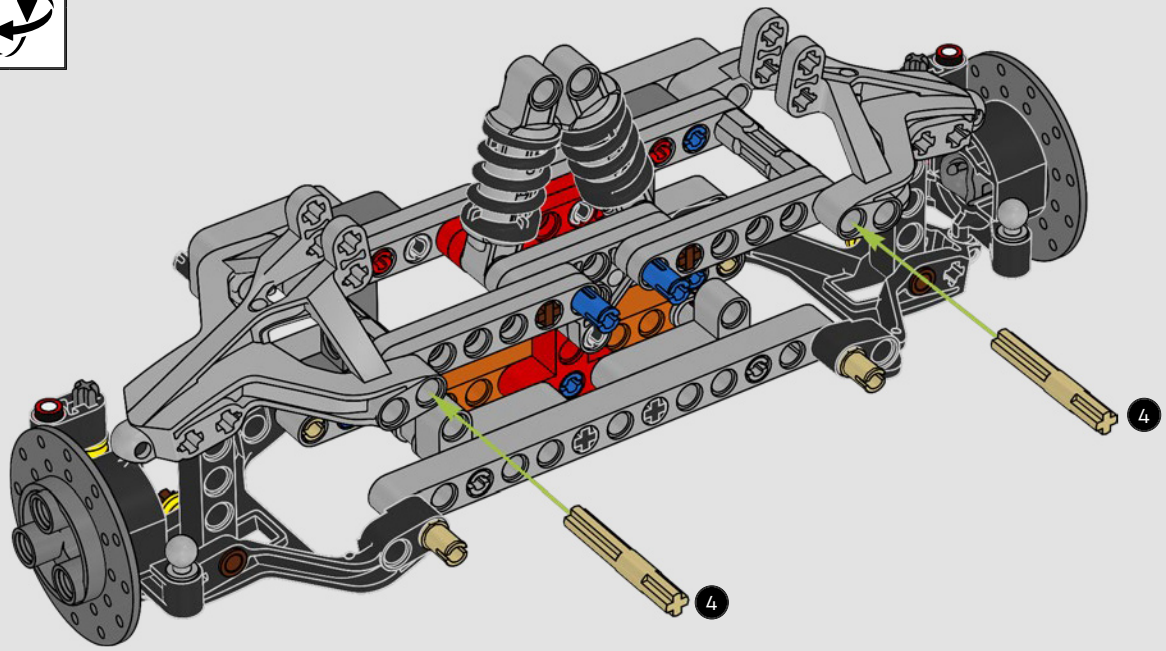

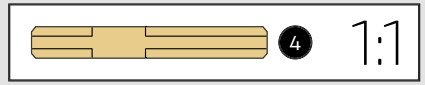

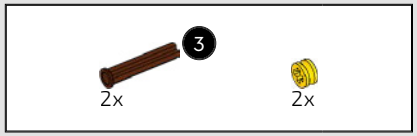

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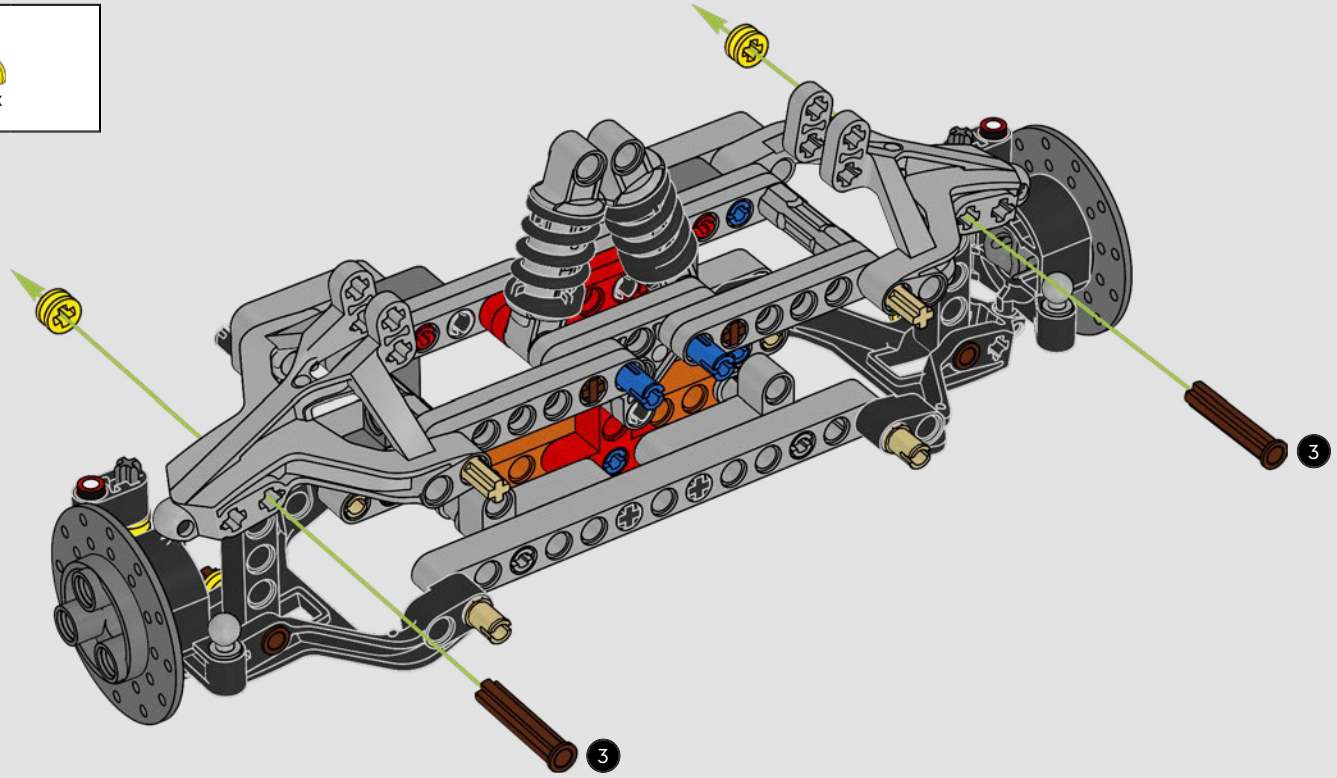

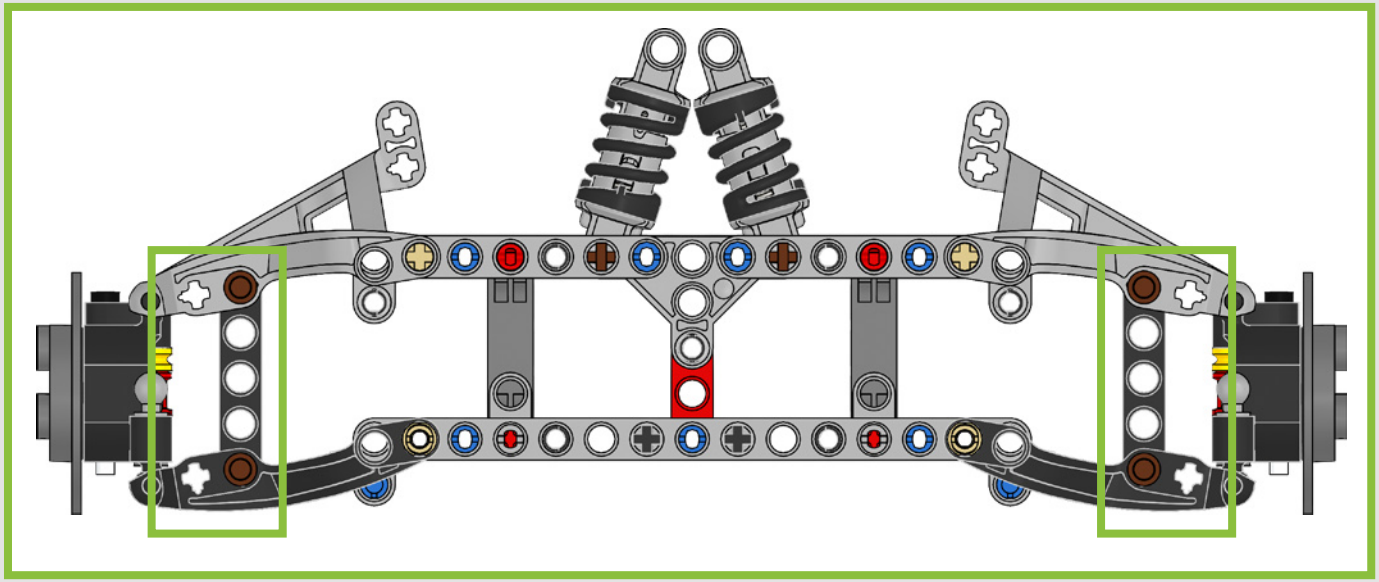

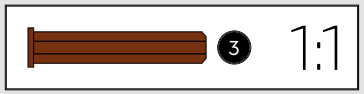

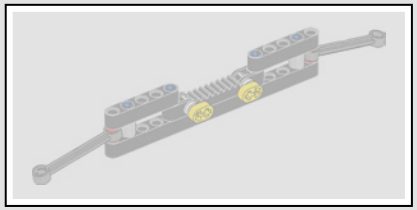

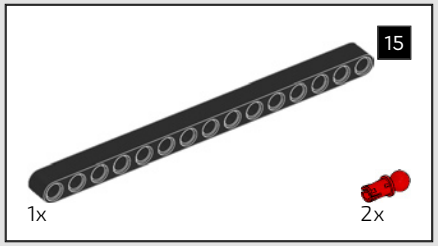

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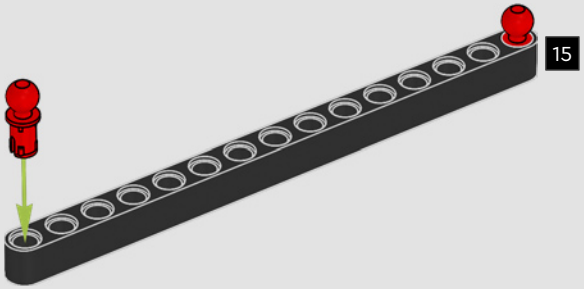

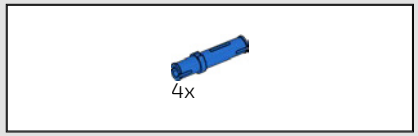

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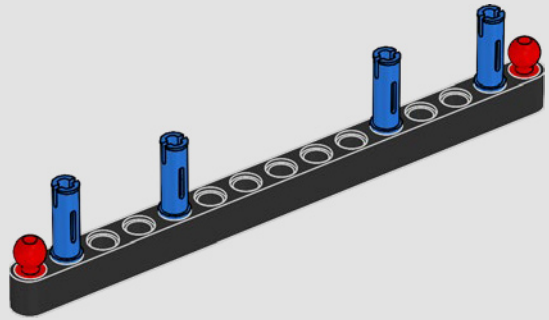

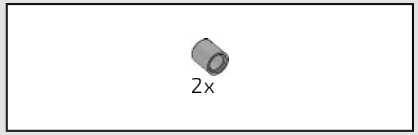

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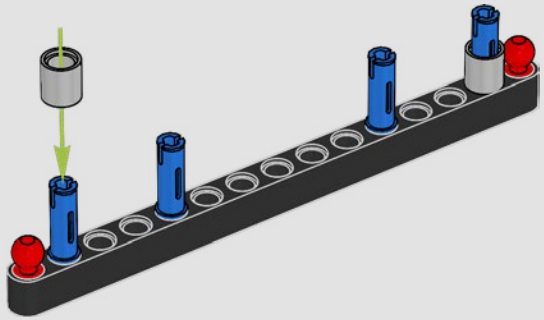

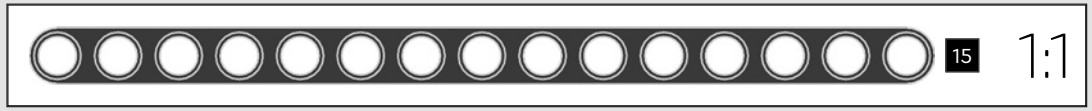

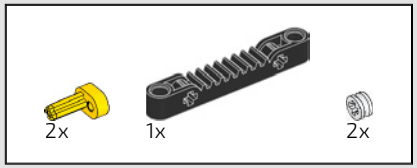

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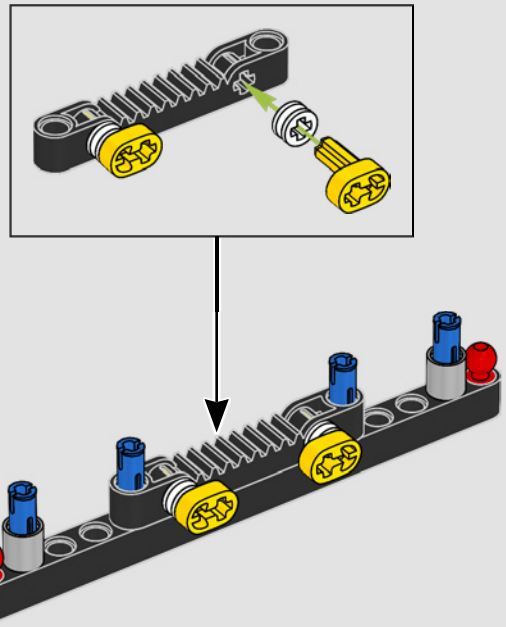

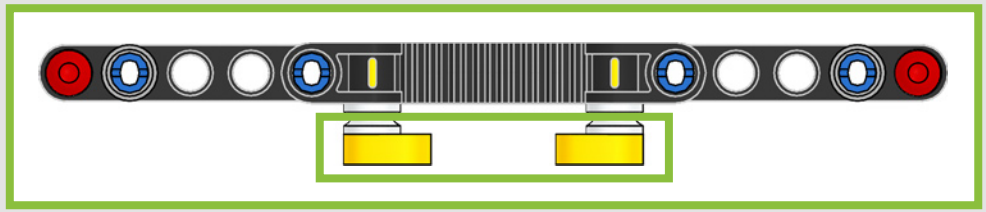

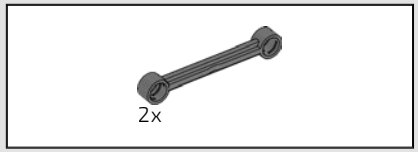

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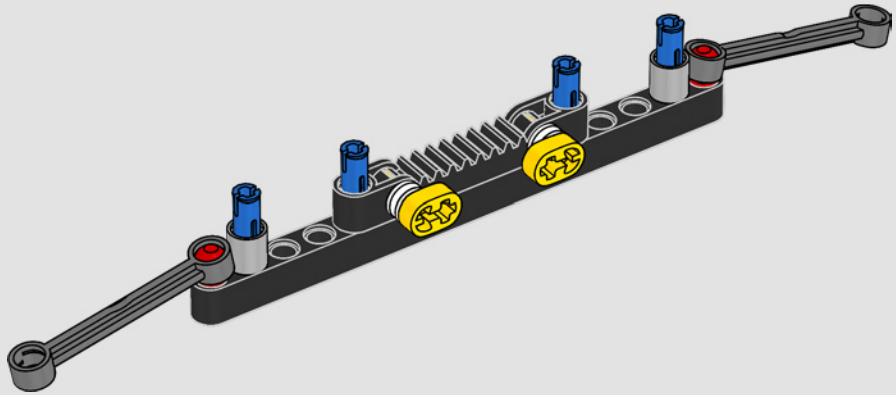

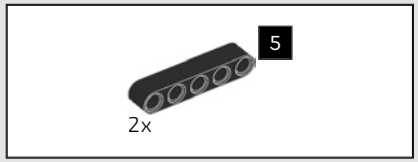

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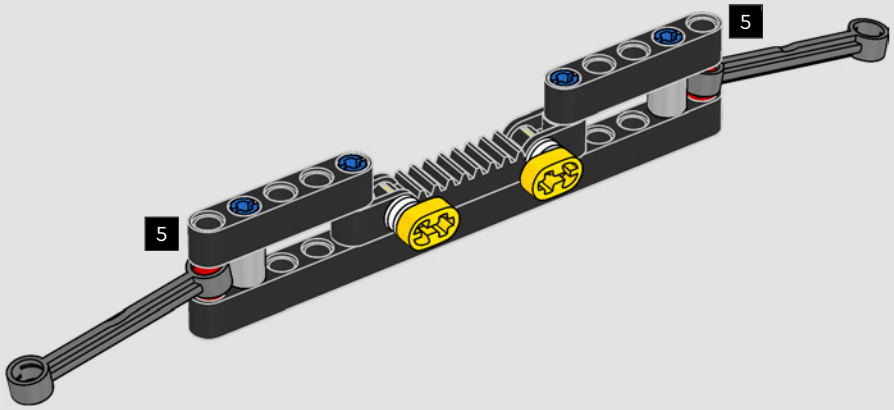

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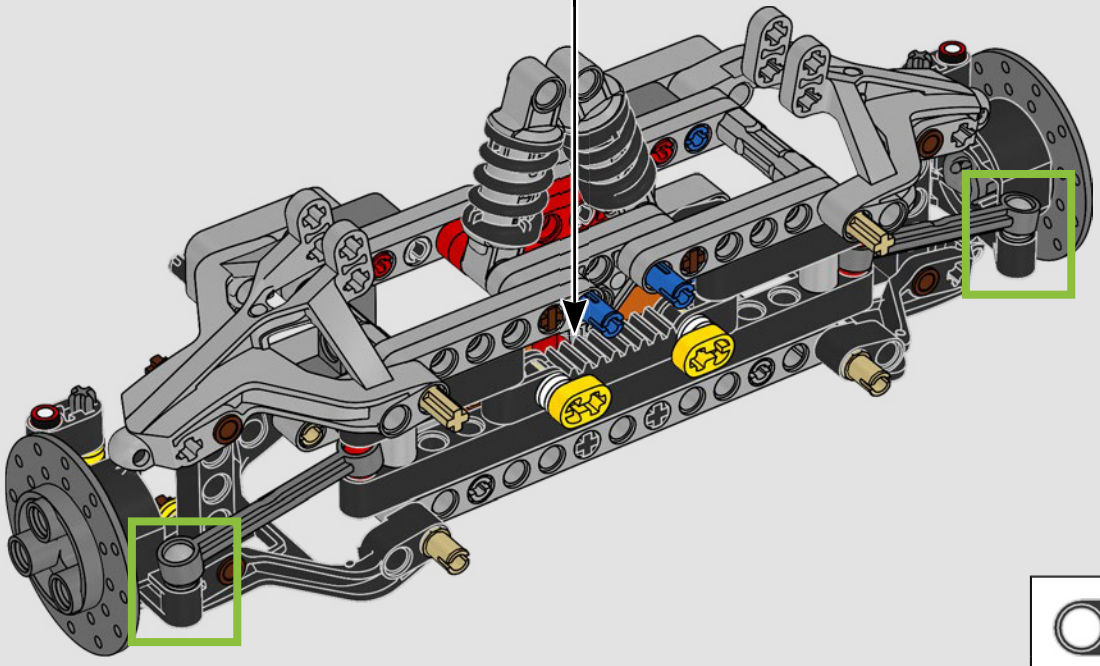



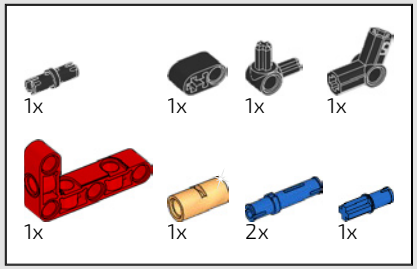

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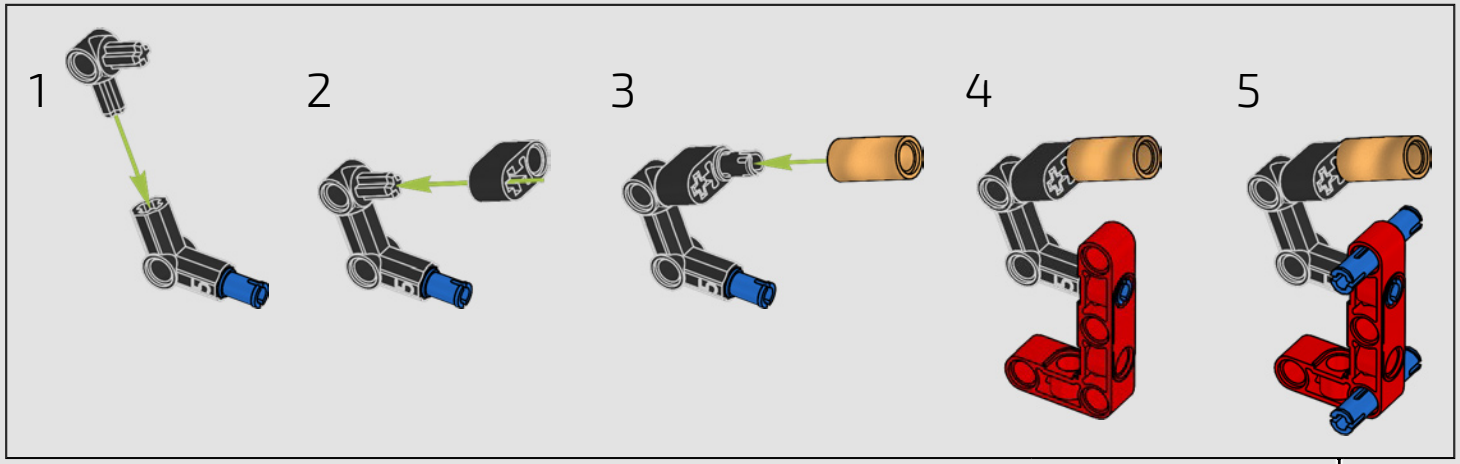

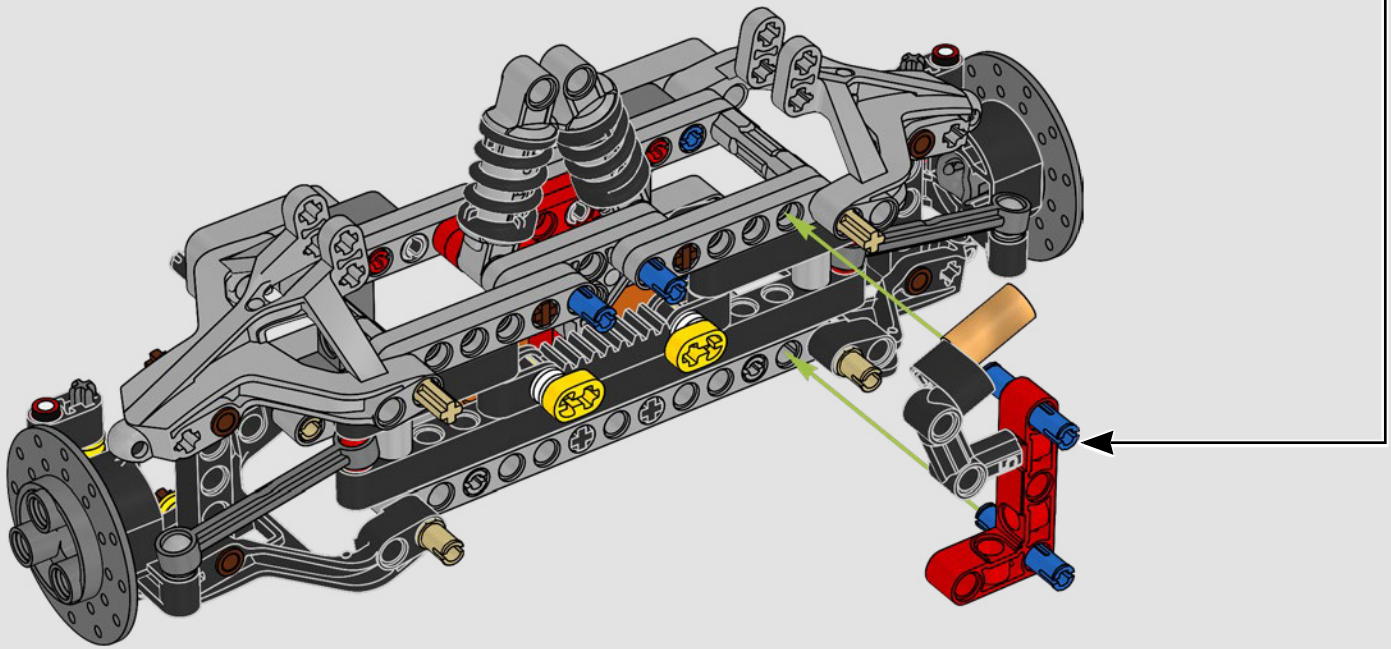

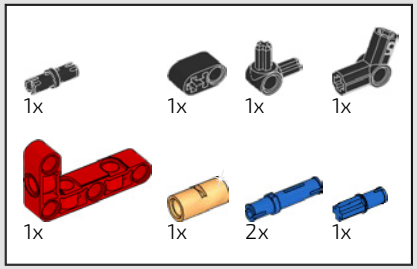

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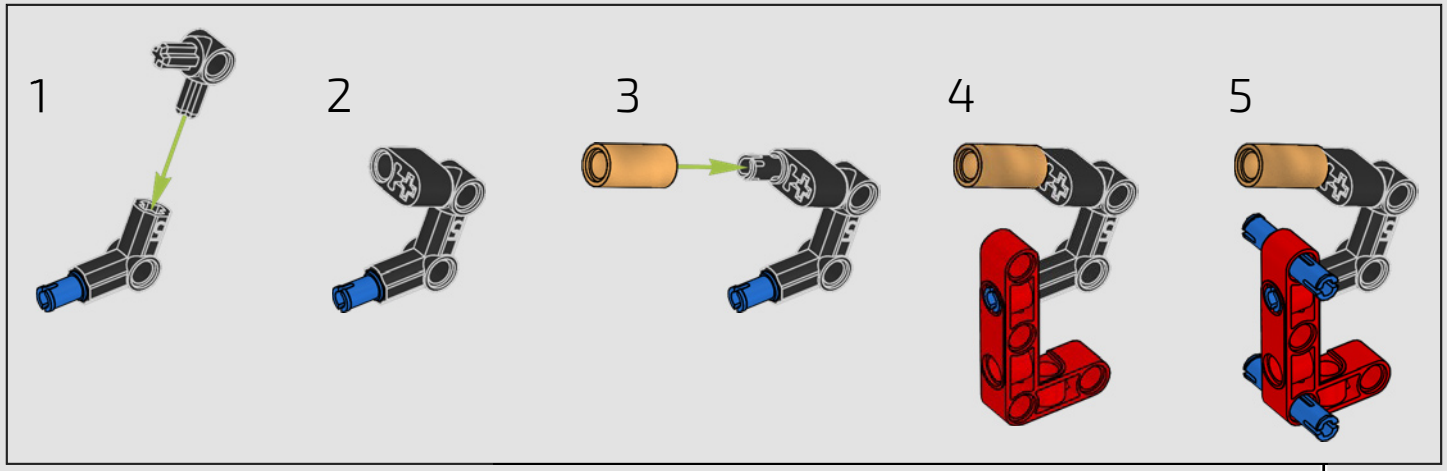

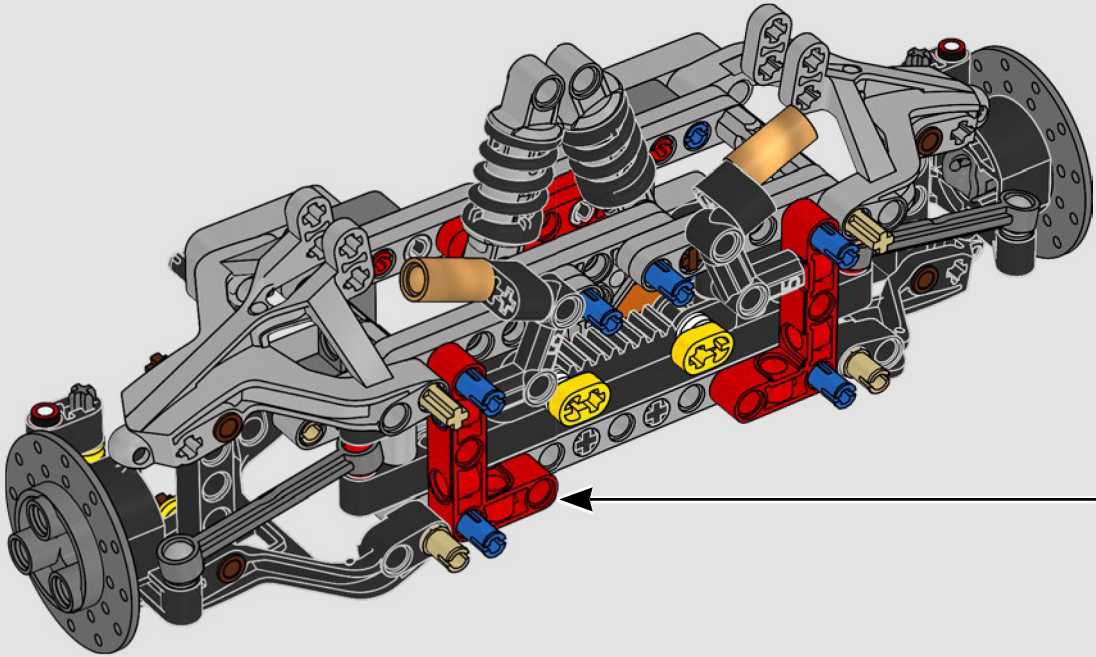

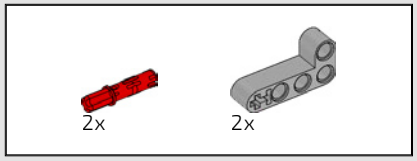

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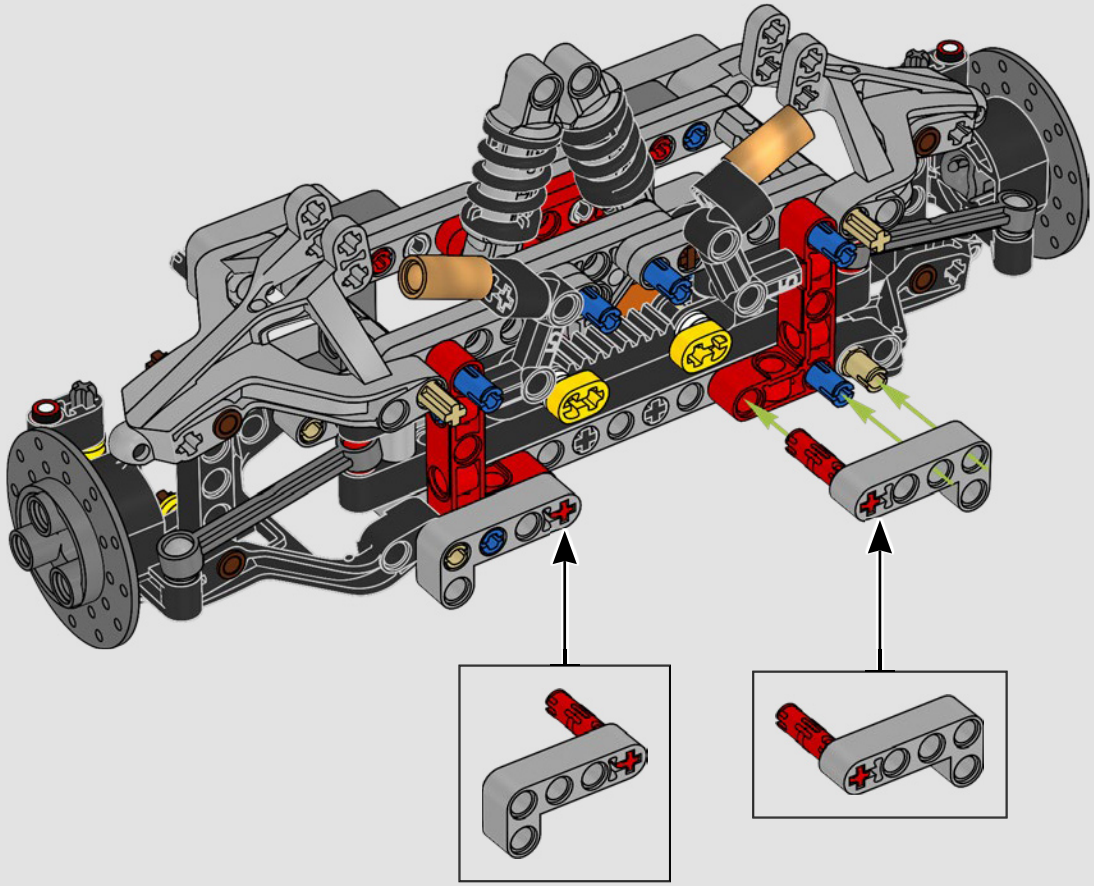

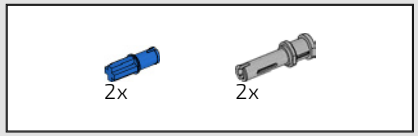

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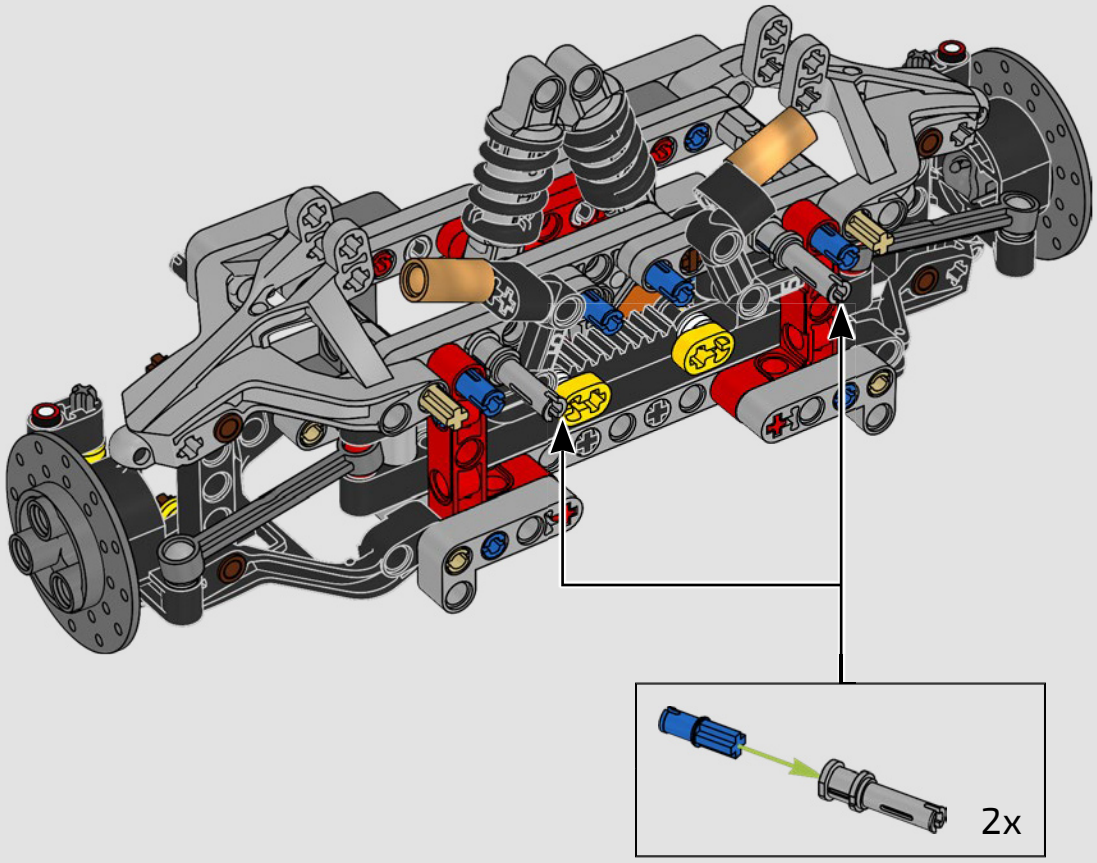

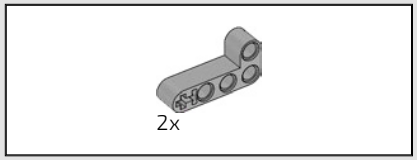

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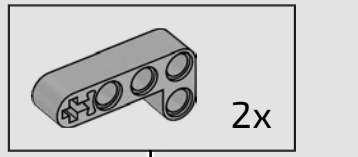

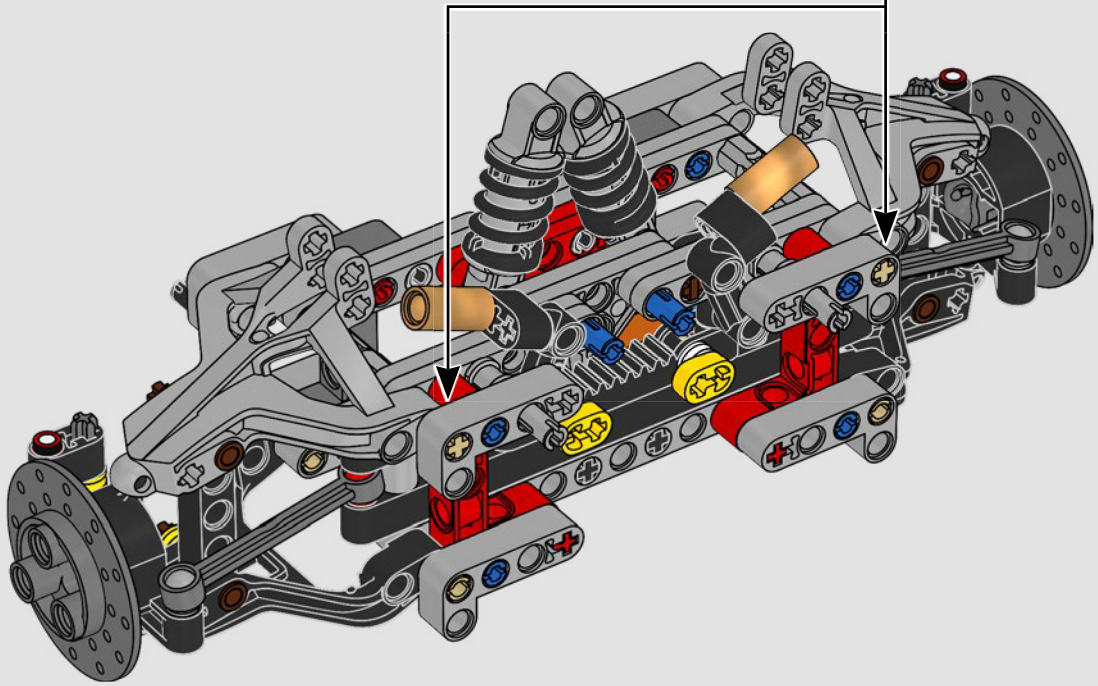

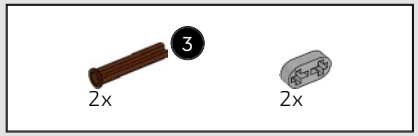

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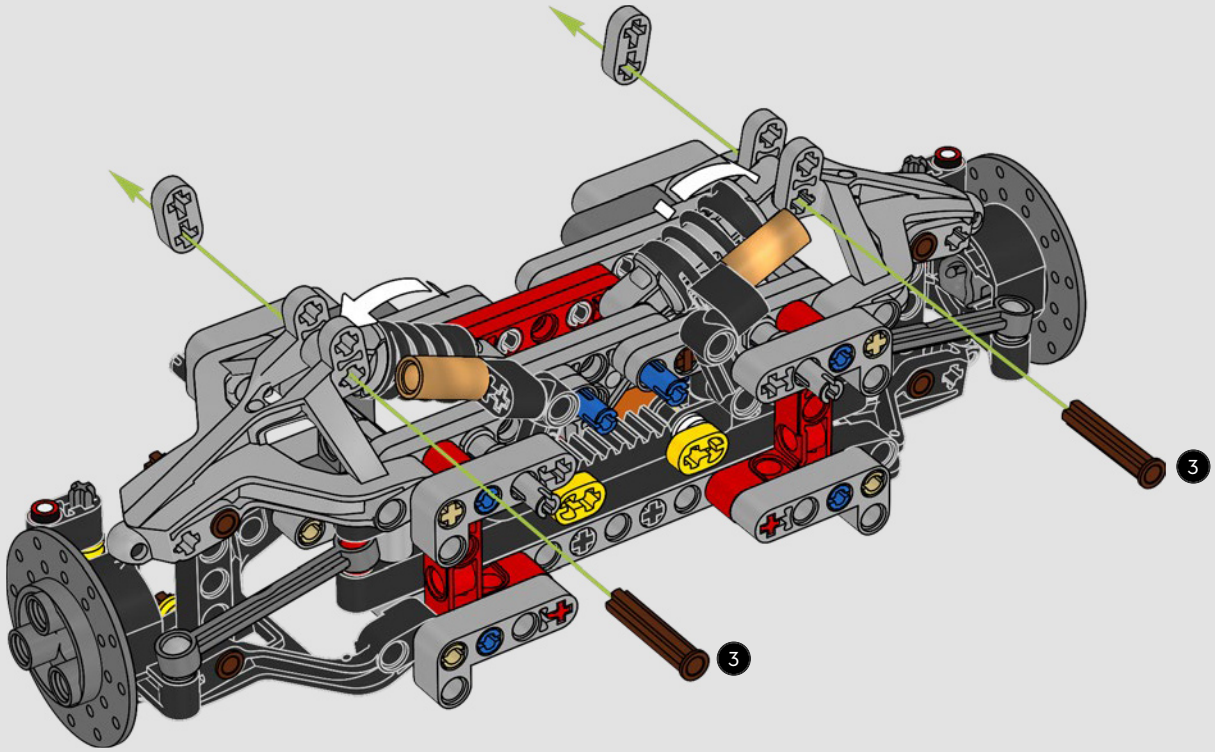

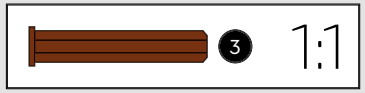

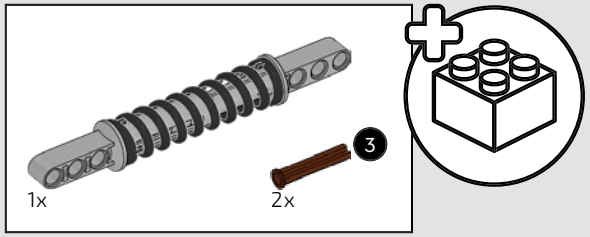

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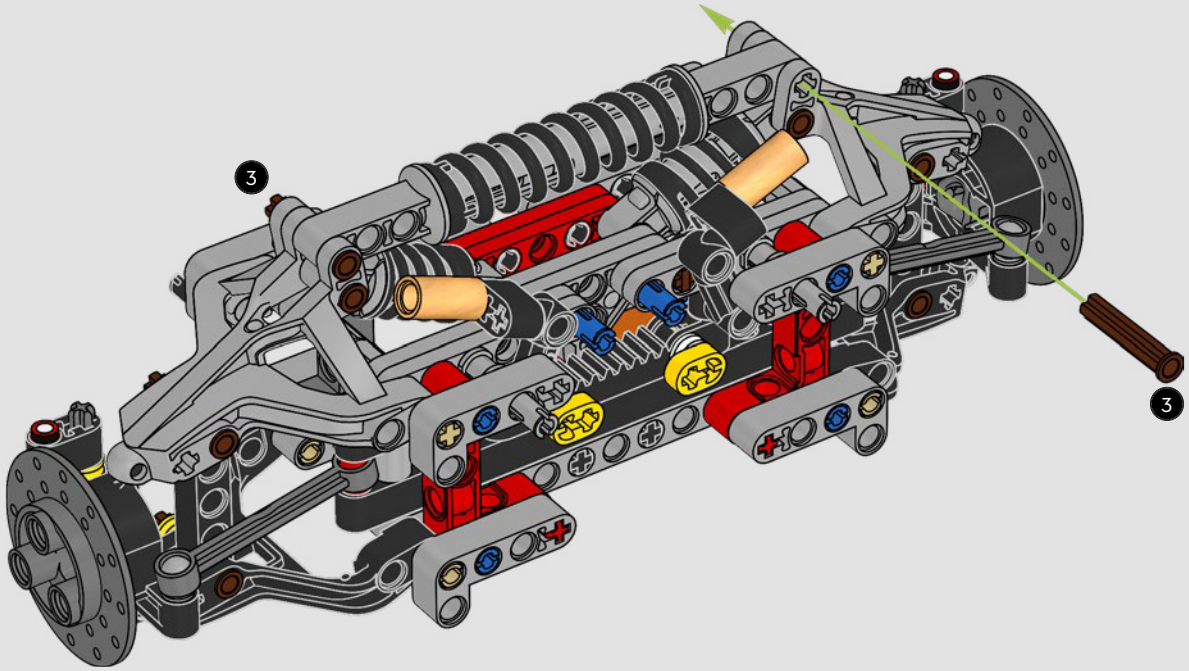

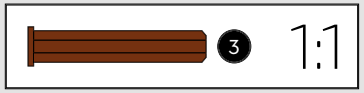

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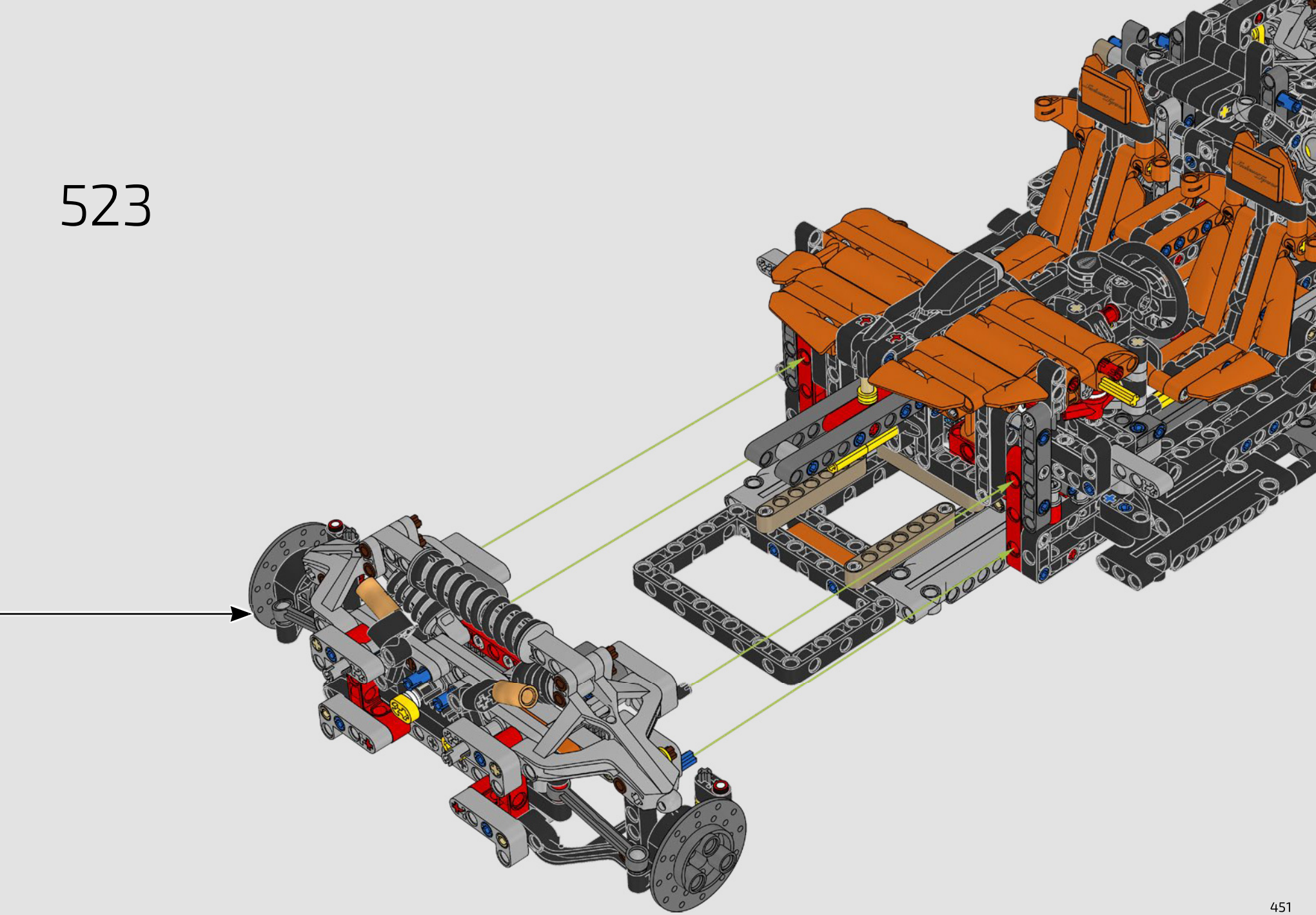

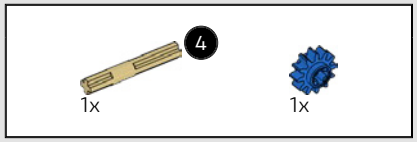

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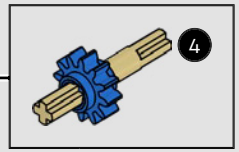

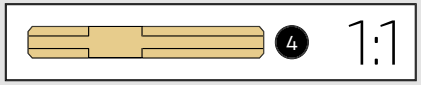

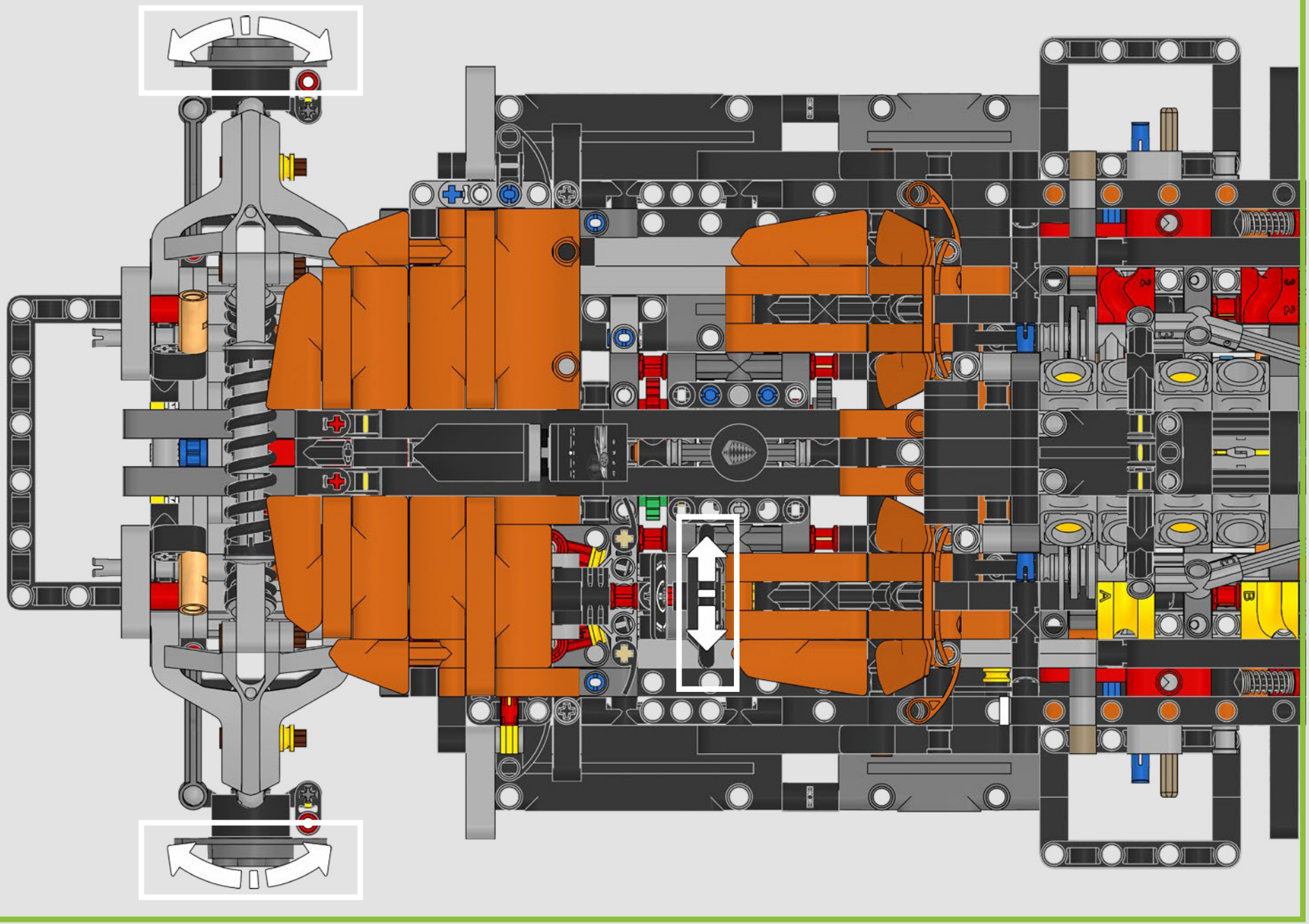

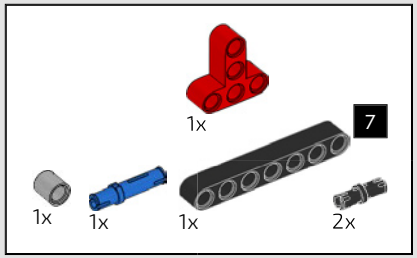

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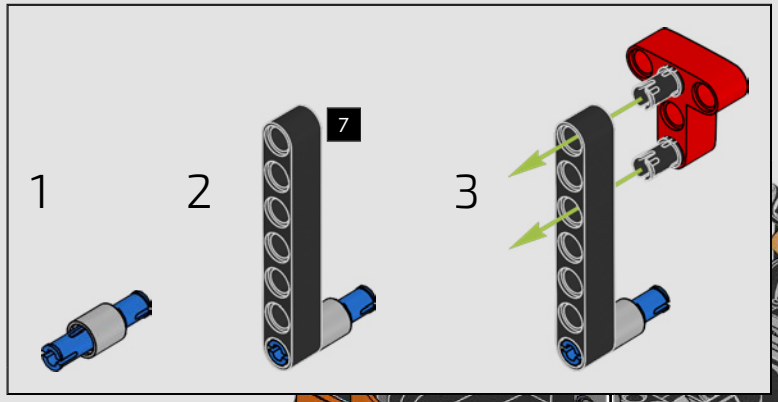

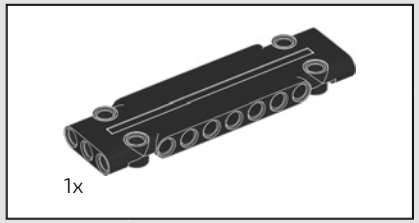

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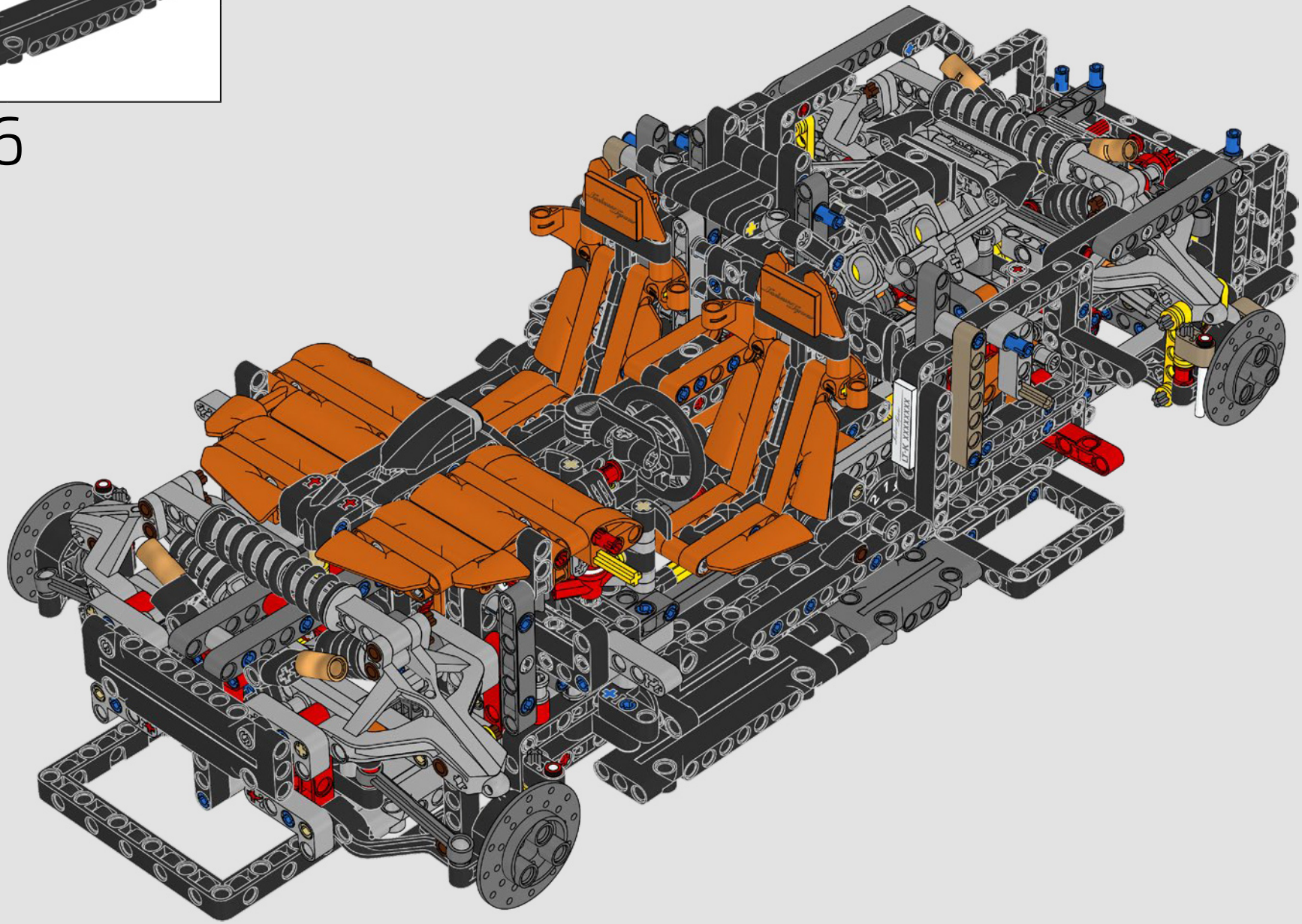

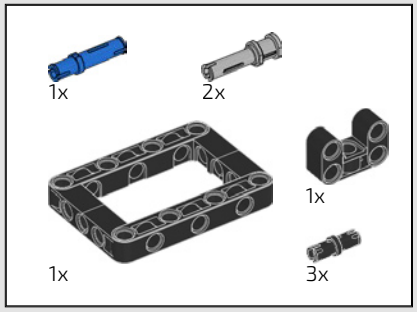

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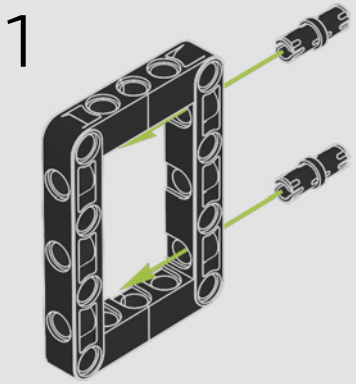

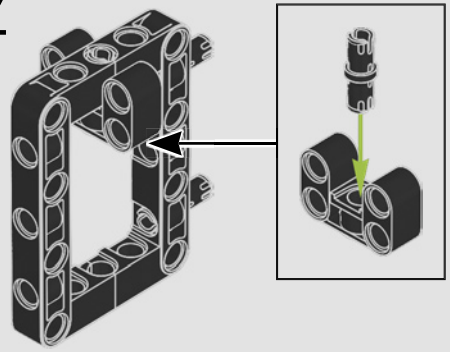

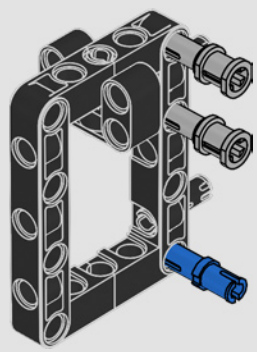

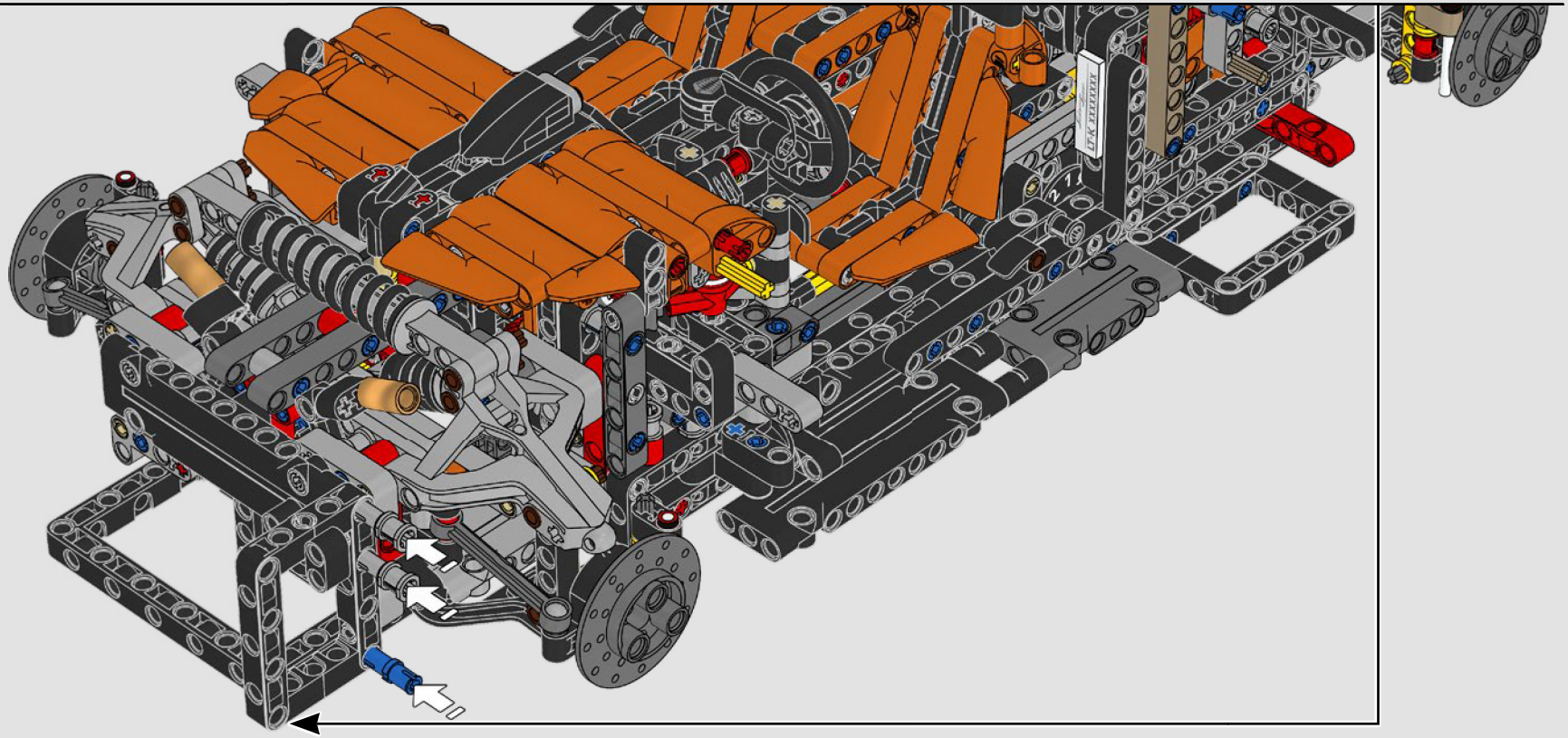

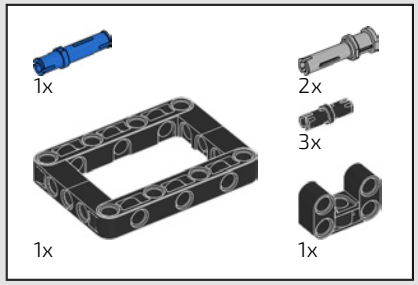

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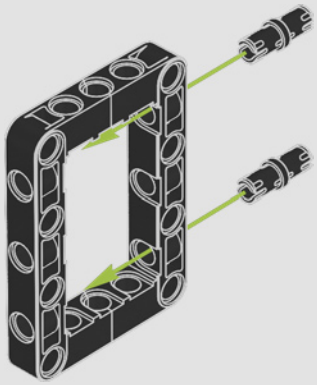

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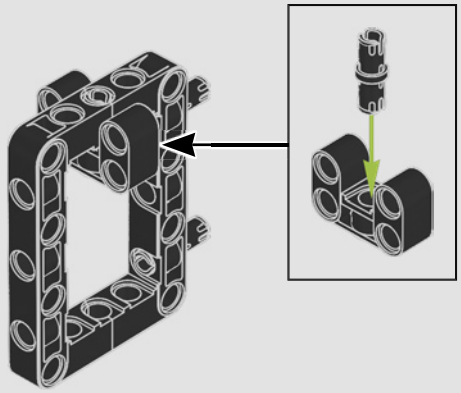

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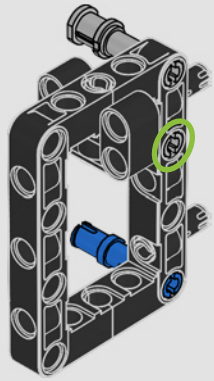
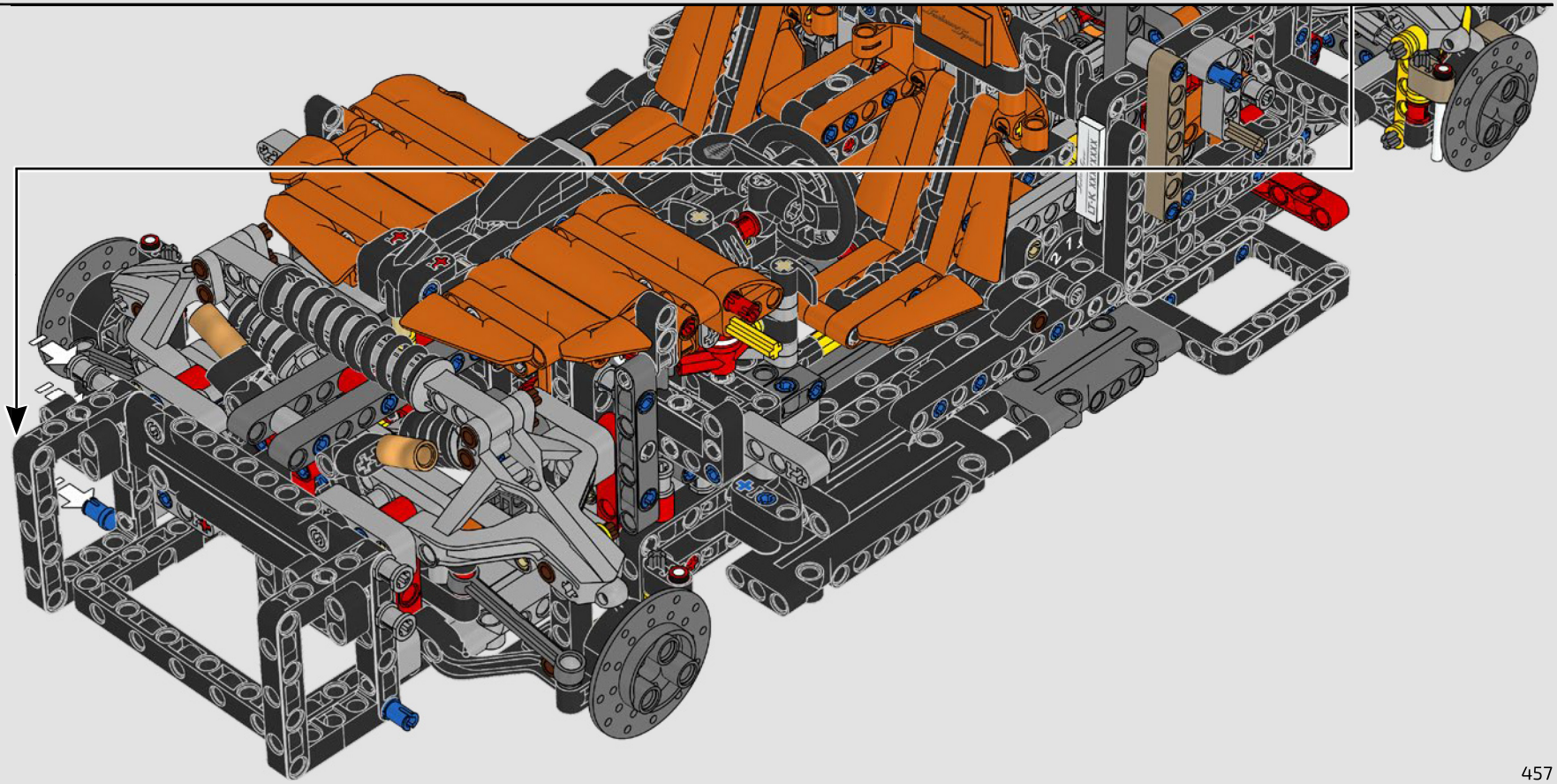




BOX

123

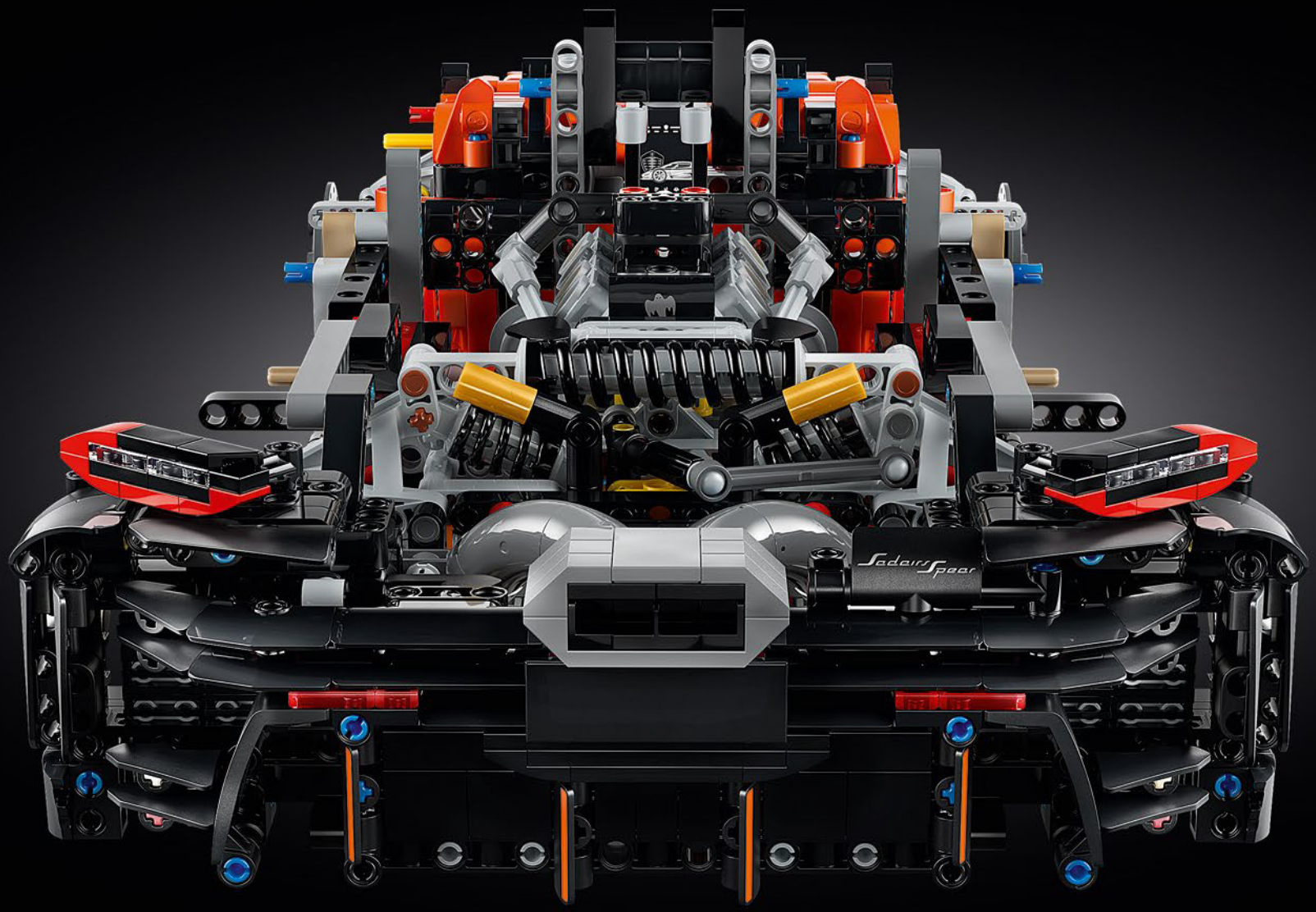


REAR DIFFUSER & EXHAUST

HECK-DIFFUSOR & AUSPUFF

The rear diffuser ties the aerodynamics and downforce mechanisms together in a design that is rooted in the Jesko era and ready to make Koenigsegg history in its own right.

Der Heckdiffusor verbindet die Aerodynamik und die Abtriebsmechanismen in einem Modell, das seine Wurzeln in der Jesko-Ära hat und selbst Koenigsegg-Geschichte schreiben könnte.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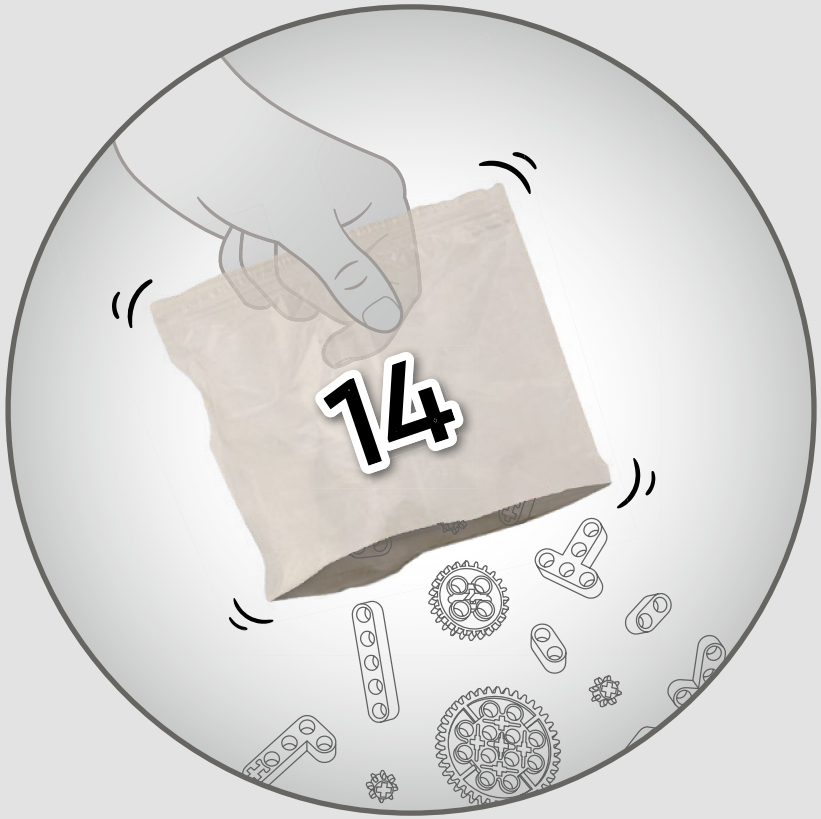
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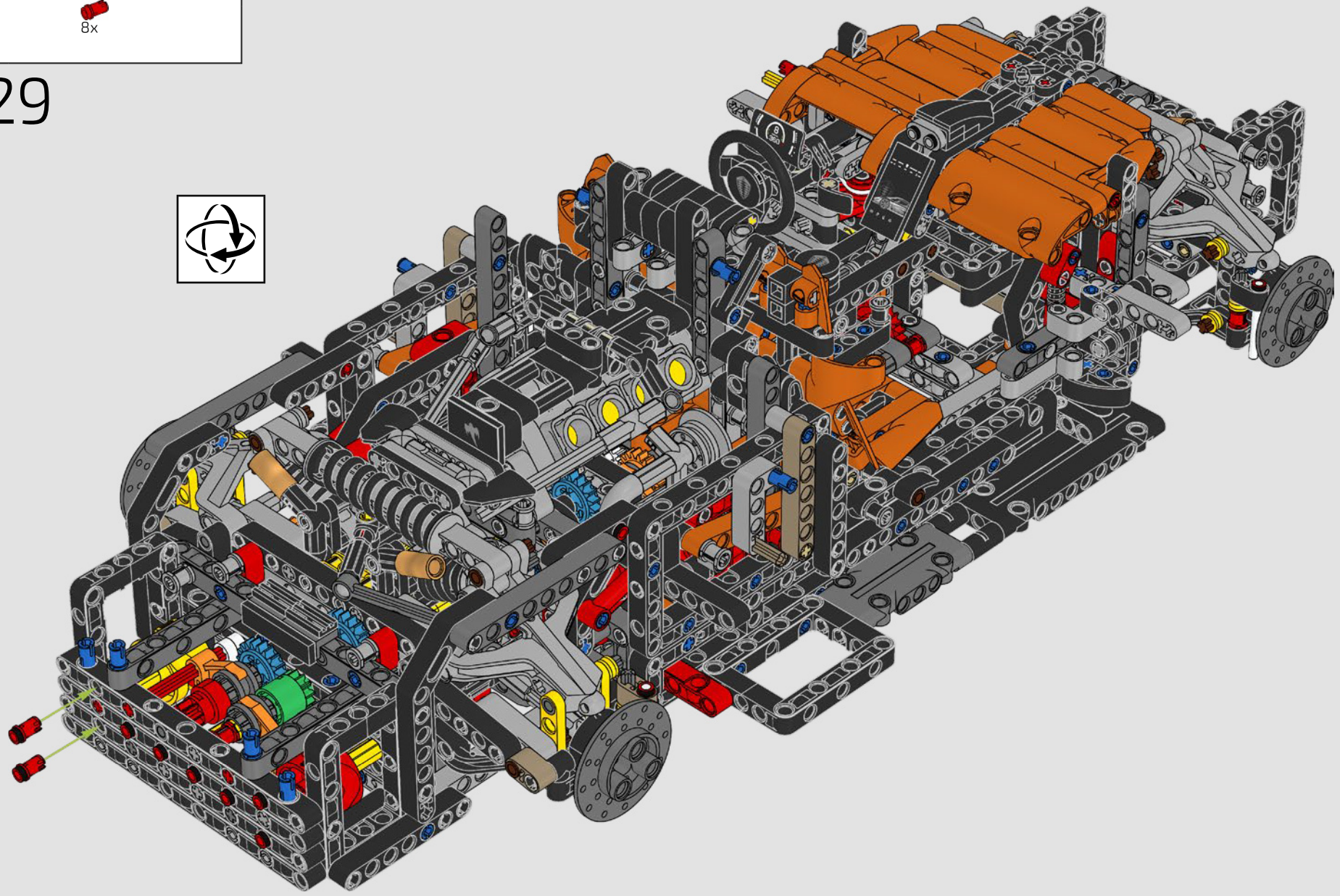

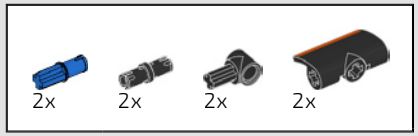

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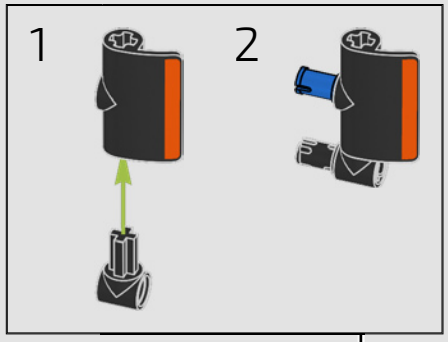

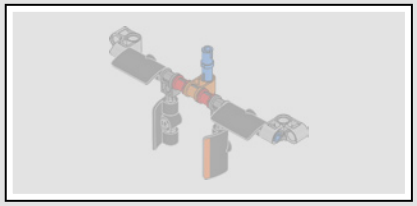

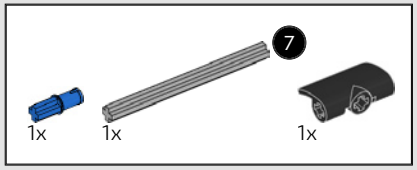

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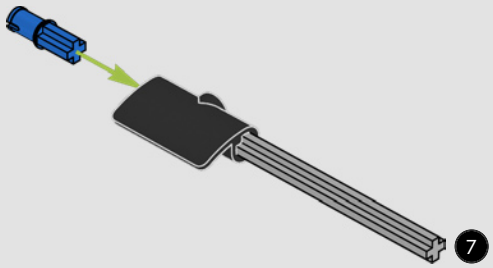

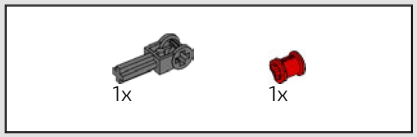

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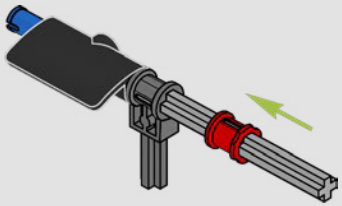

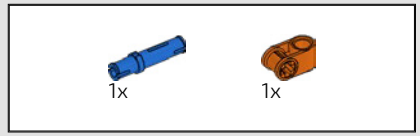

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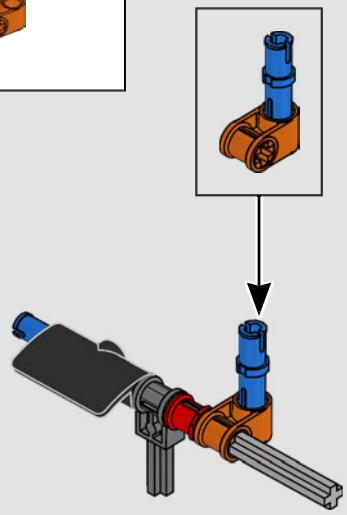

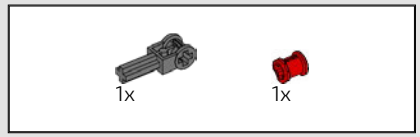

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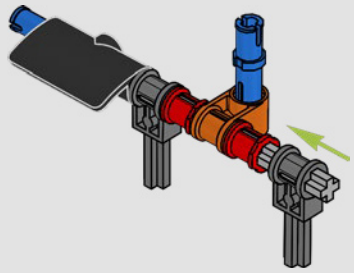

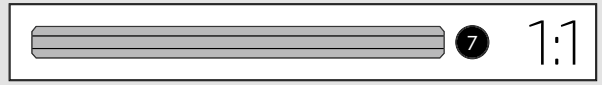



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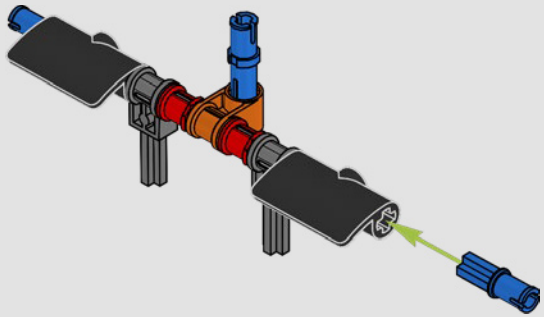



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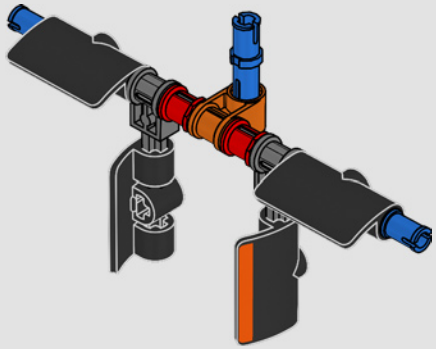



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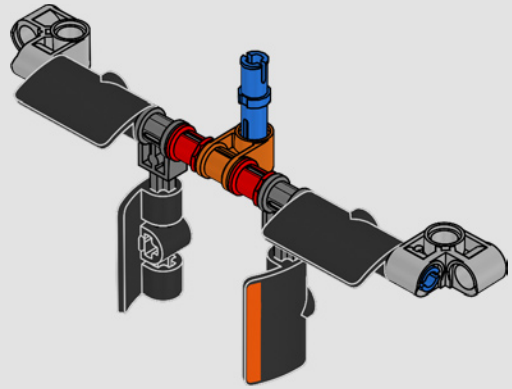

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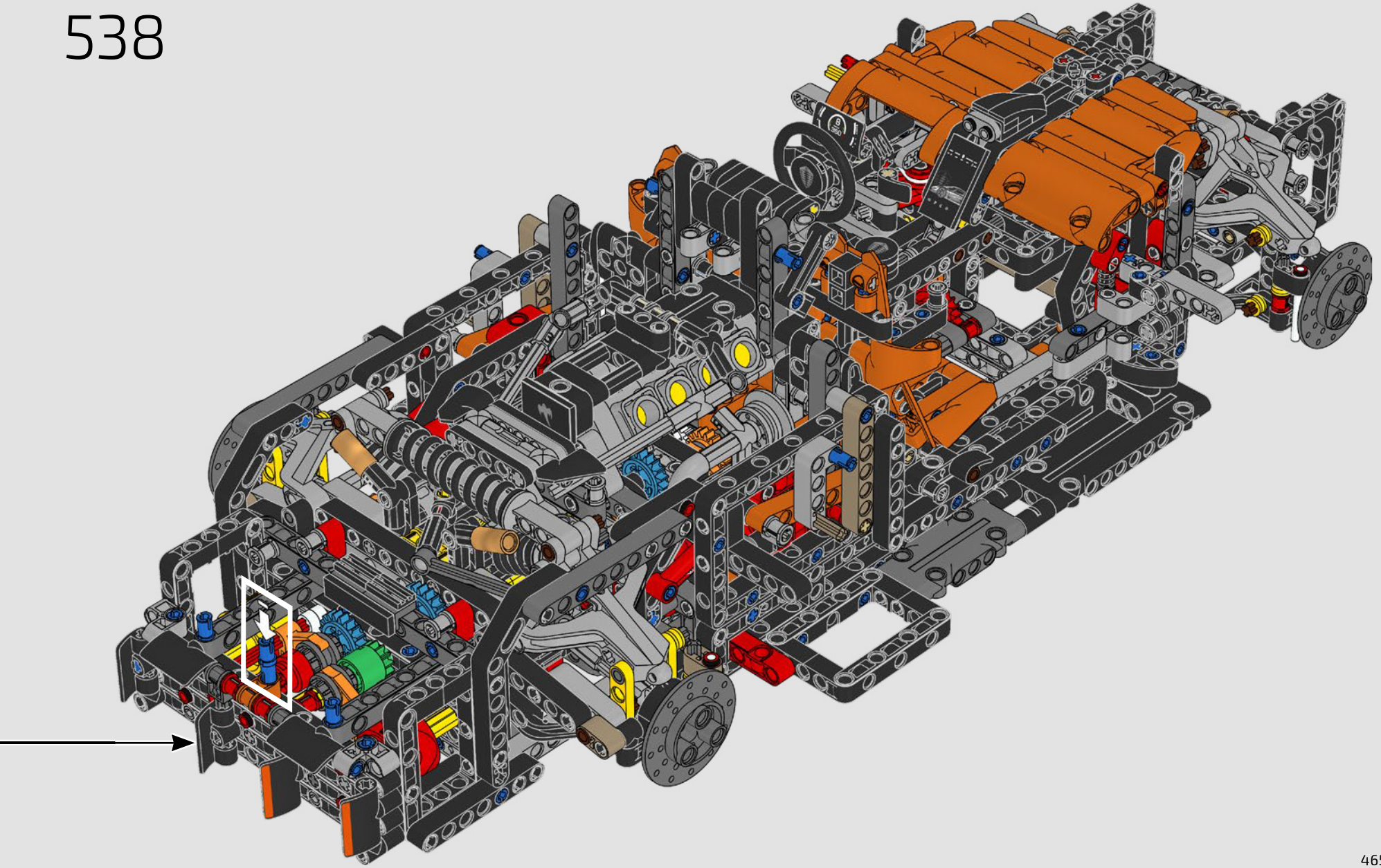

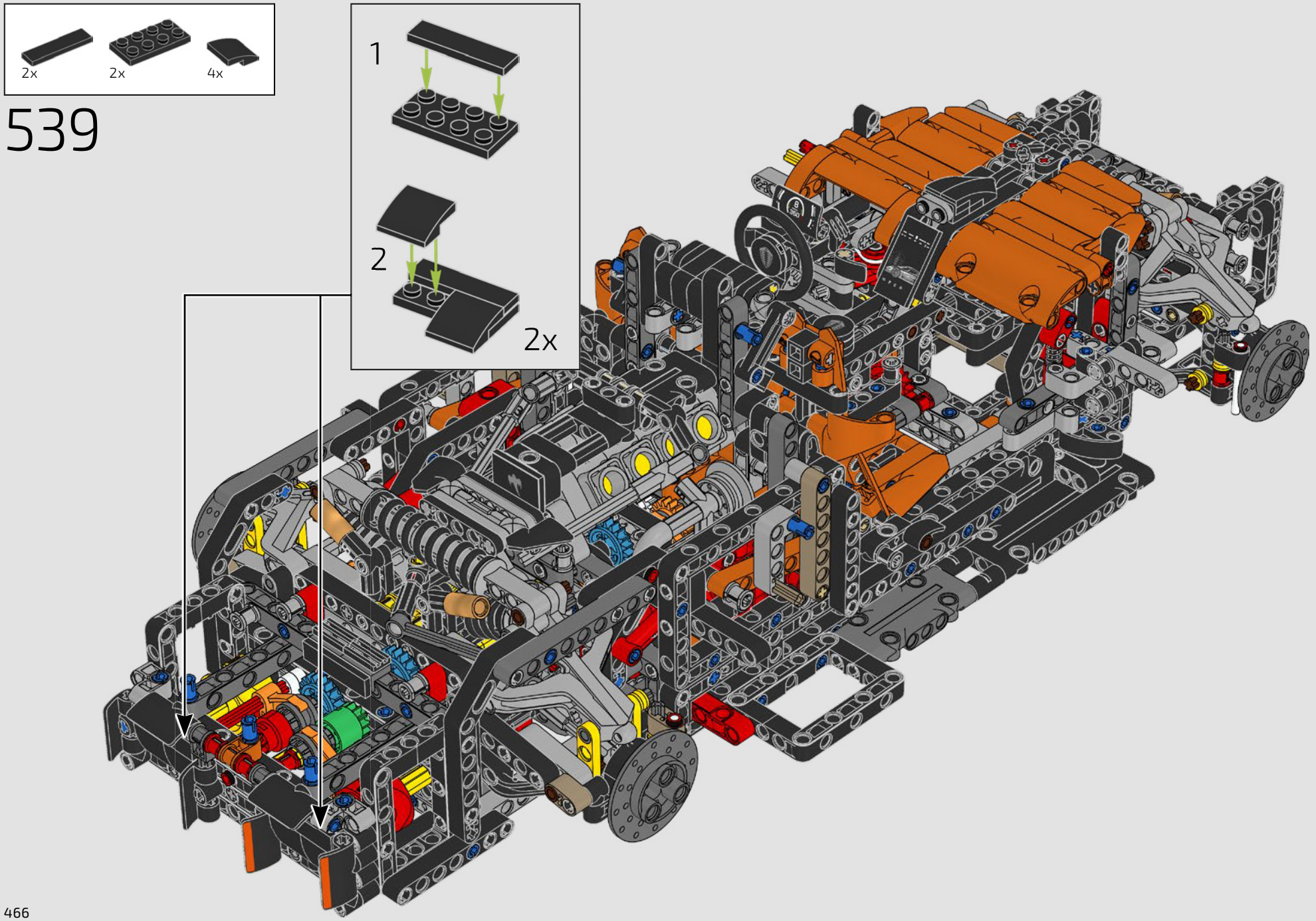
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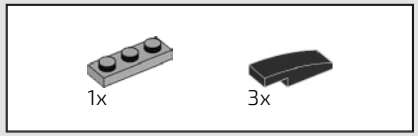

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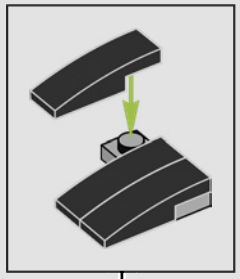

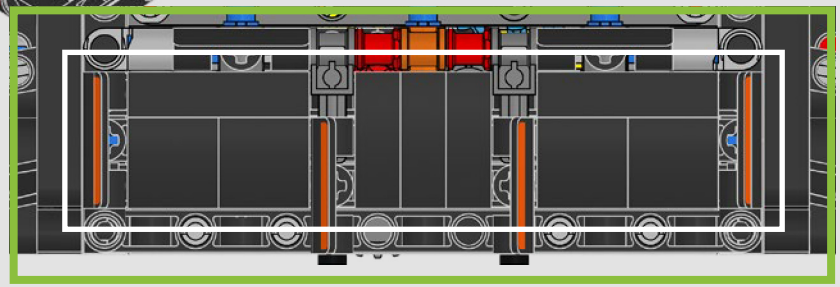

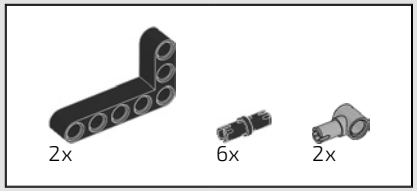

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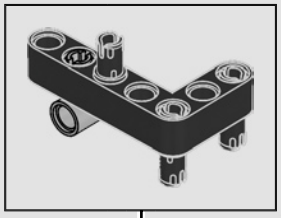

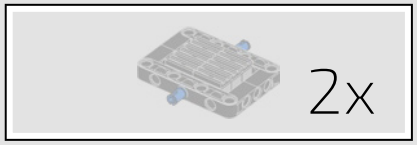

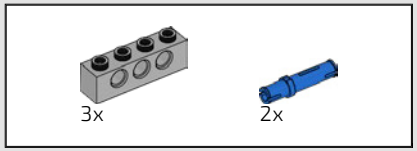

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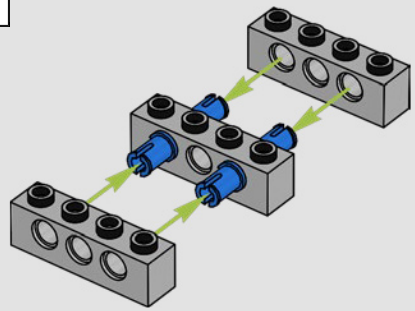

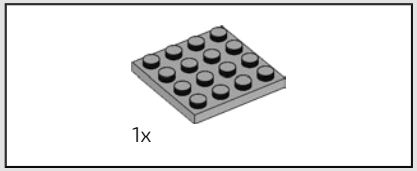

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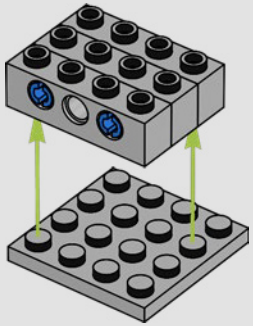

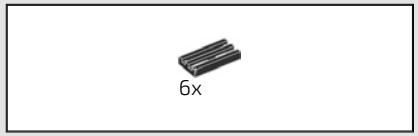

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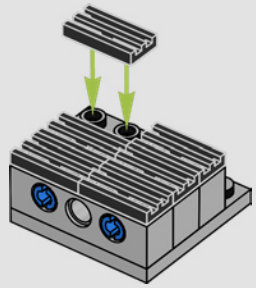

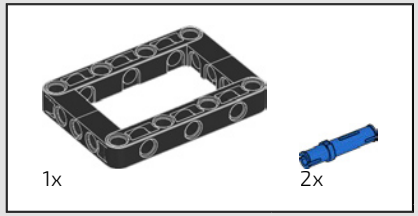

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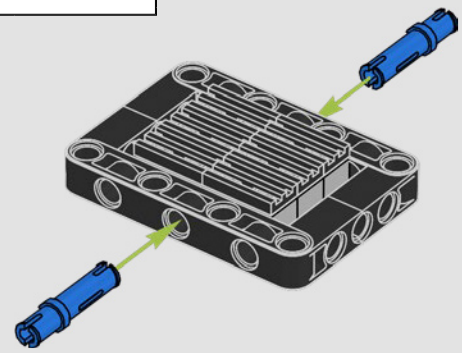

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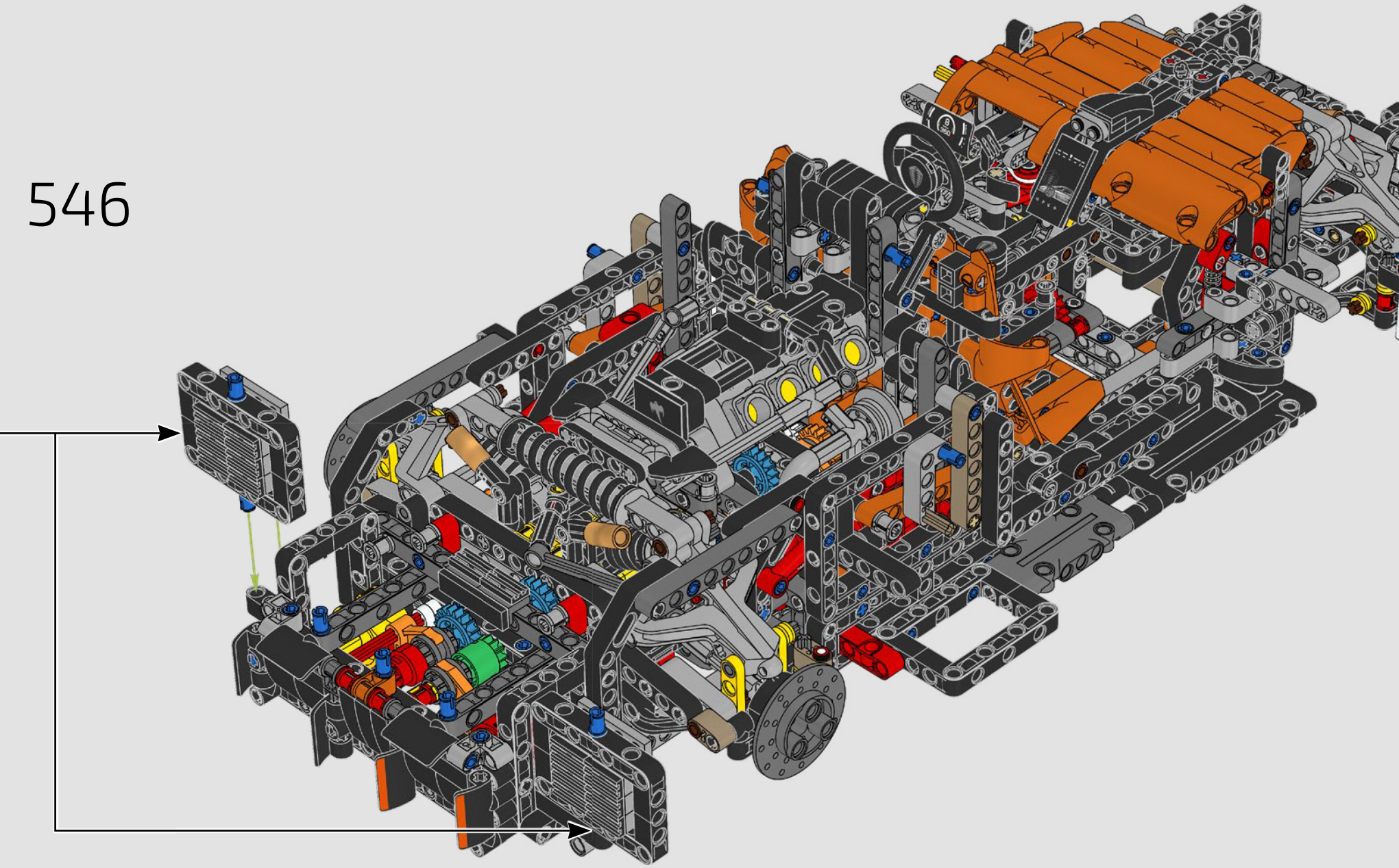

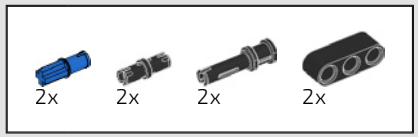

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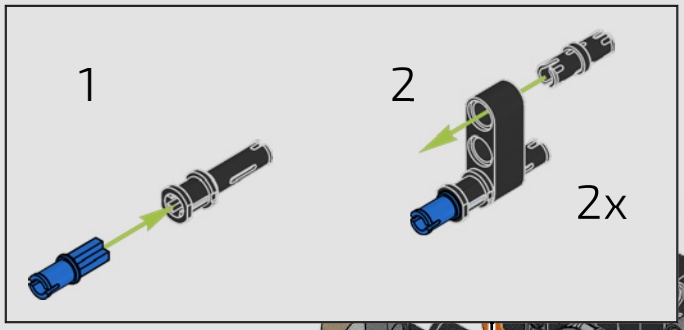

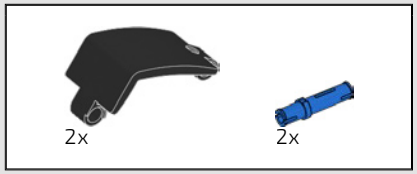

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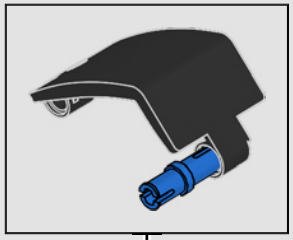

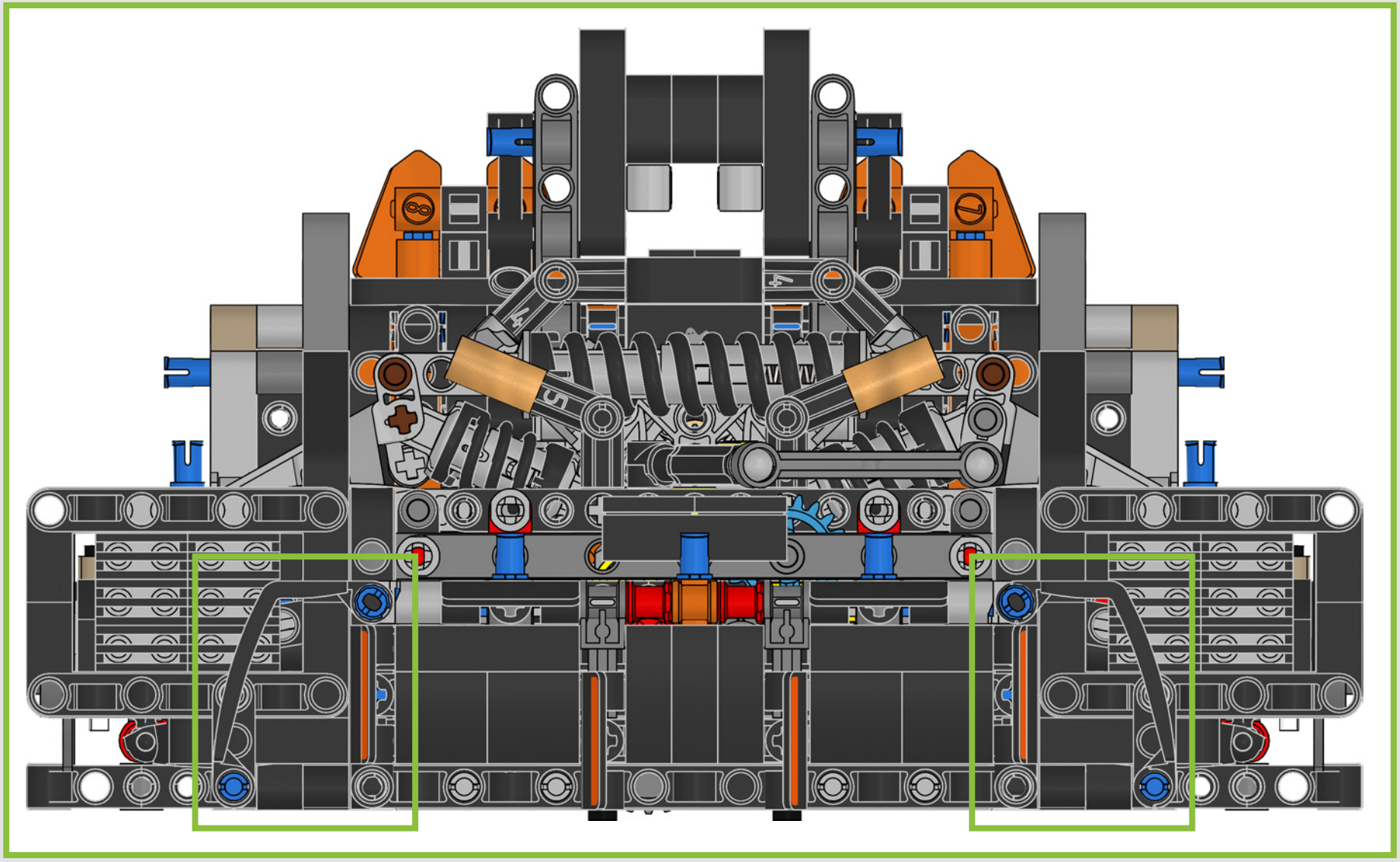

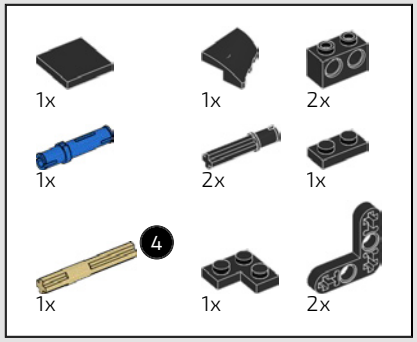

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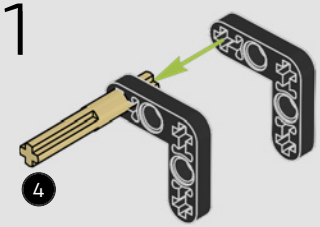

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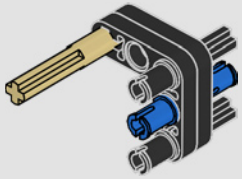

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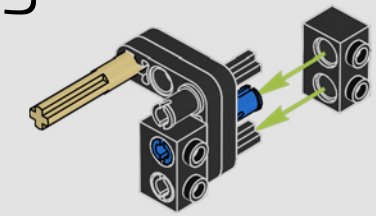

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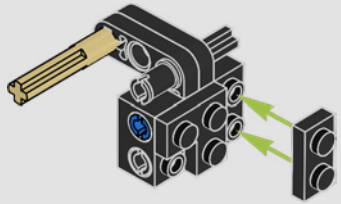

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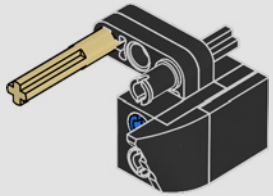

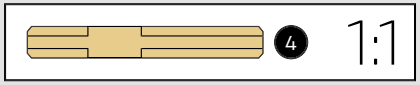

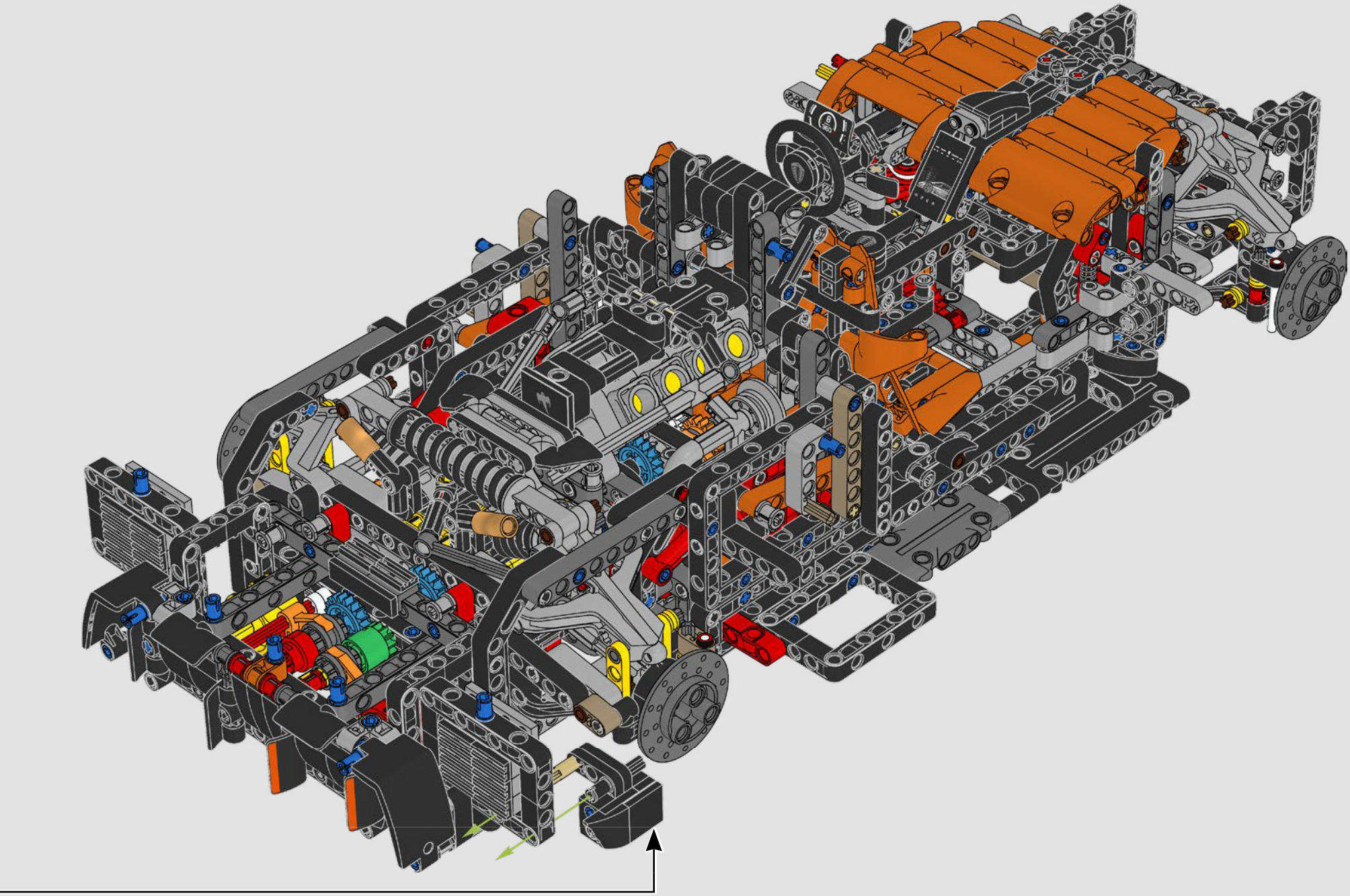

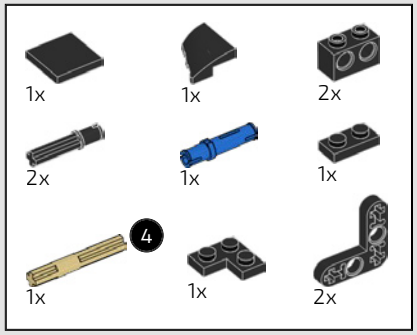

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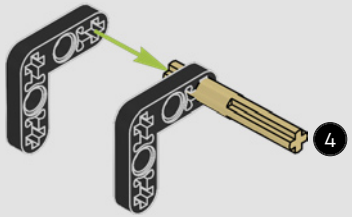

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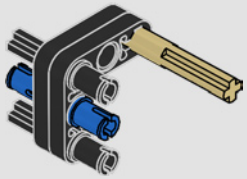

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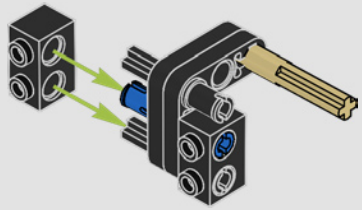

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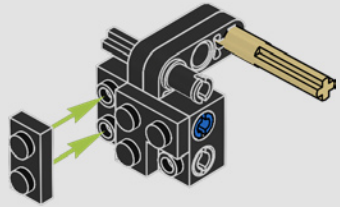

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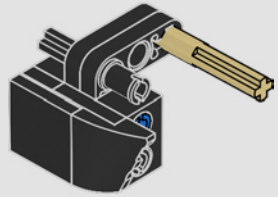

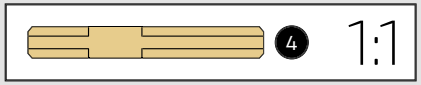

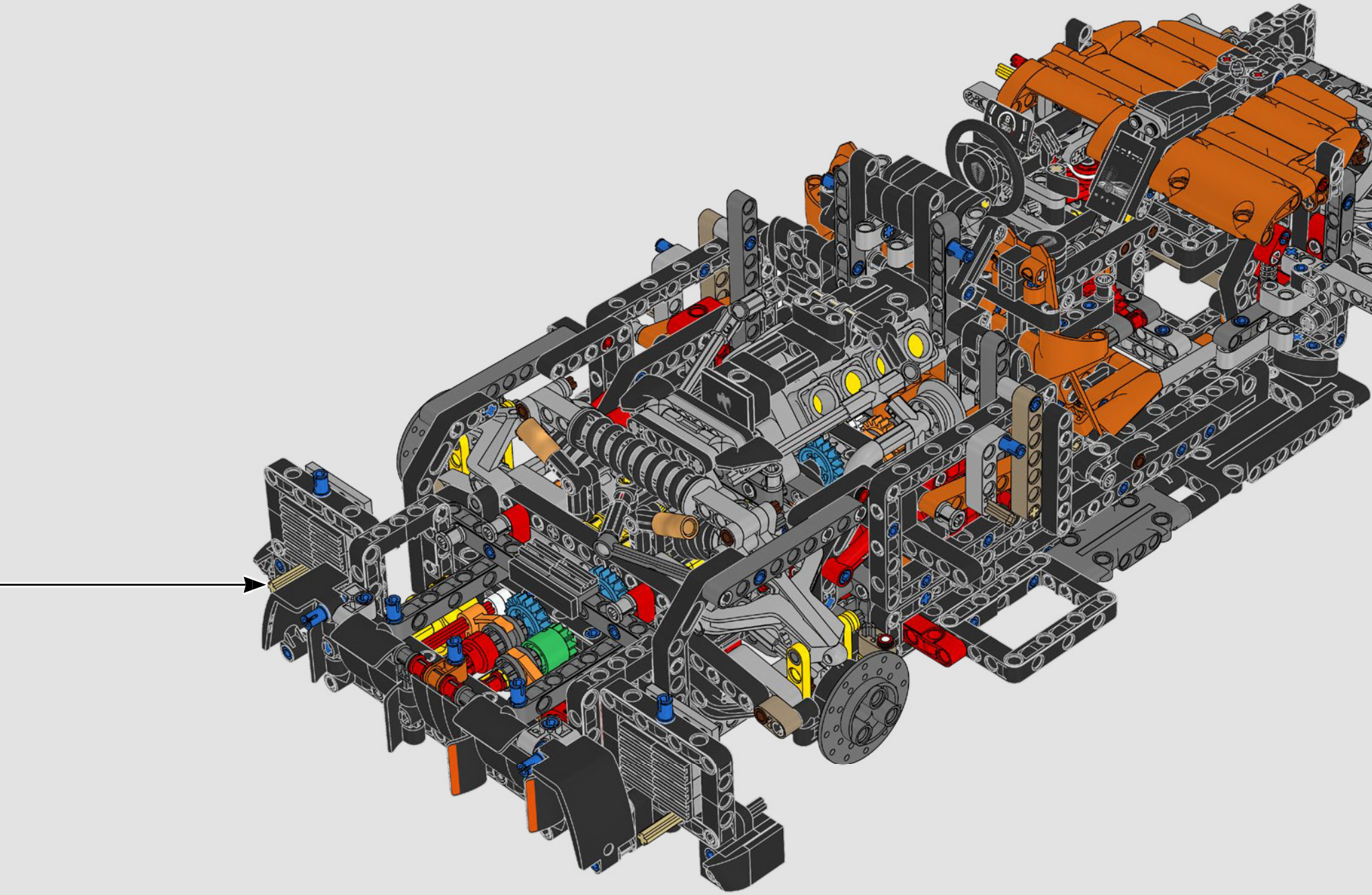

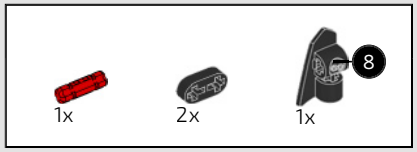

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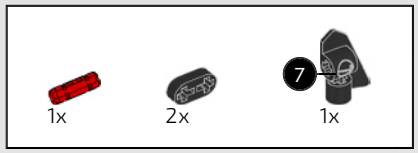

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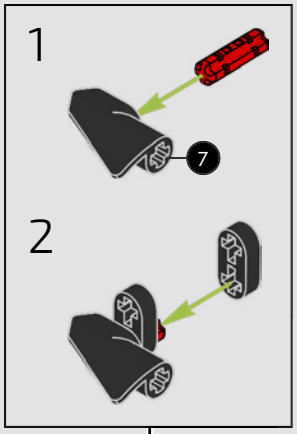



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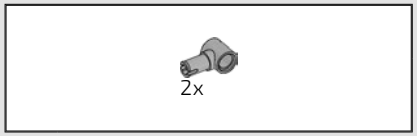

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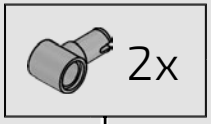

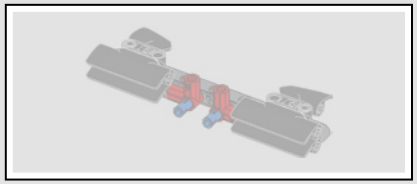

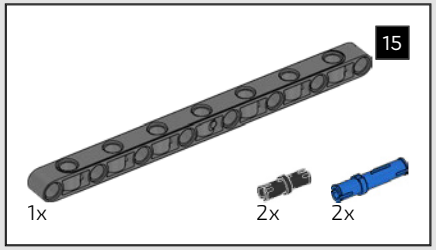

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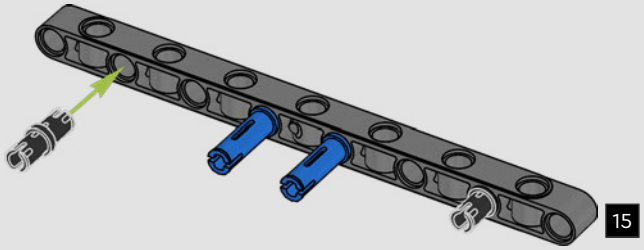

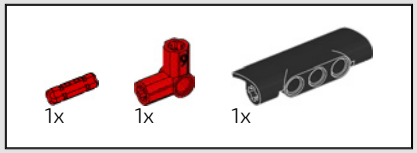

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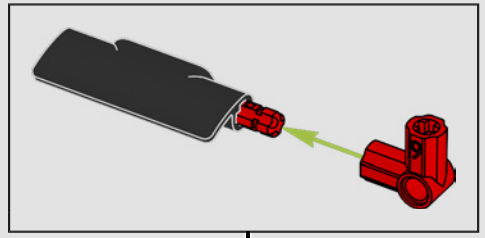

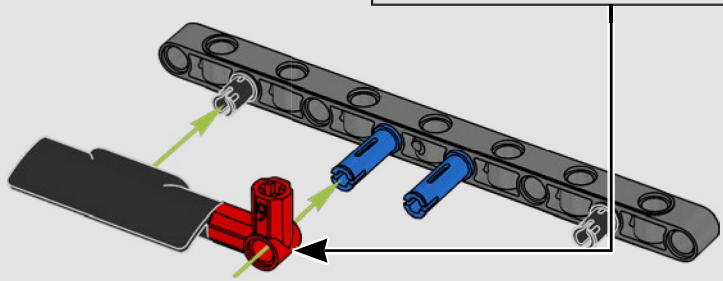

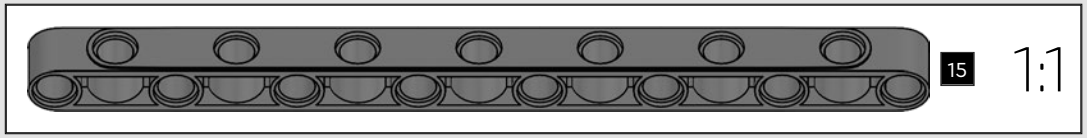

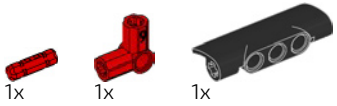

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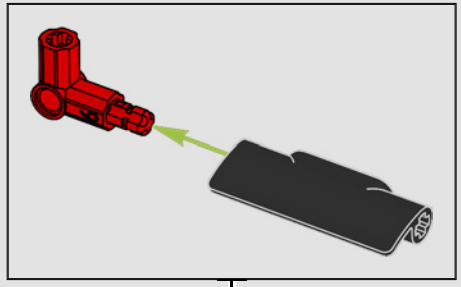

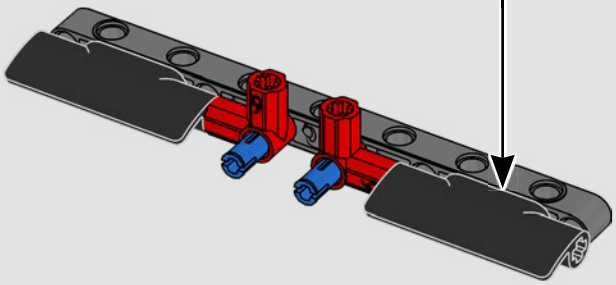

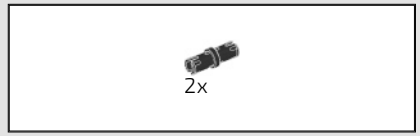

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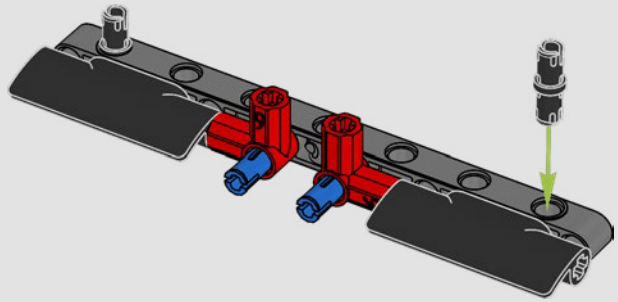

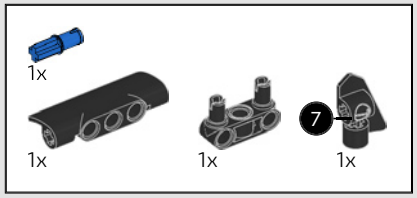

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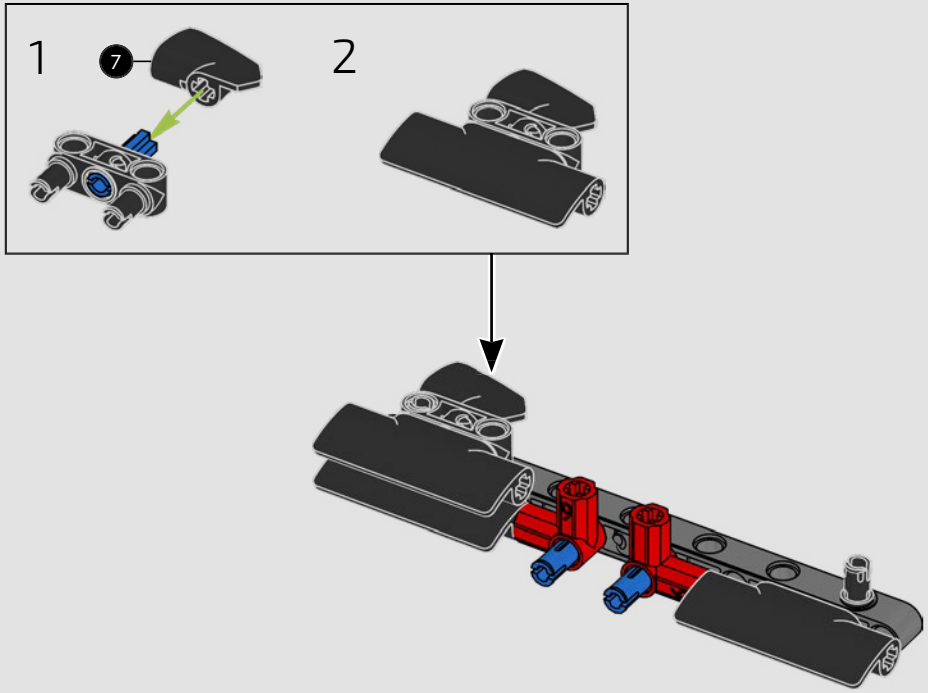

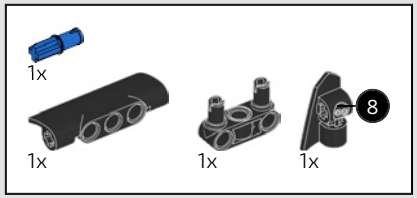

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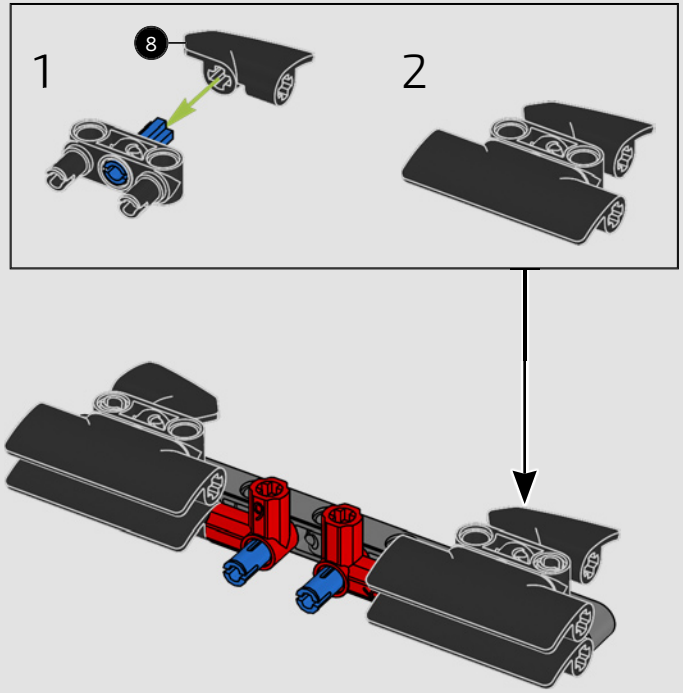

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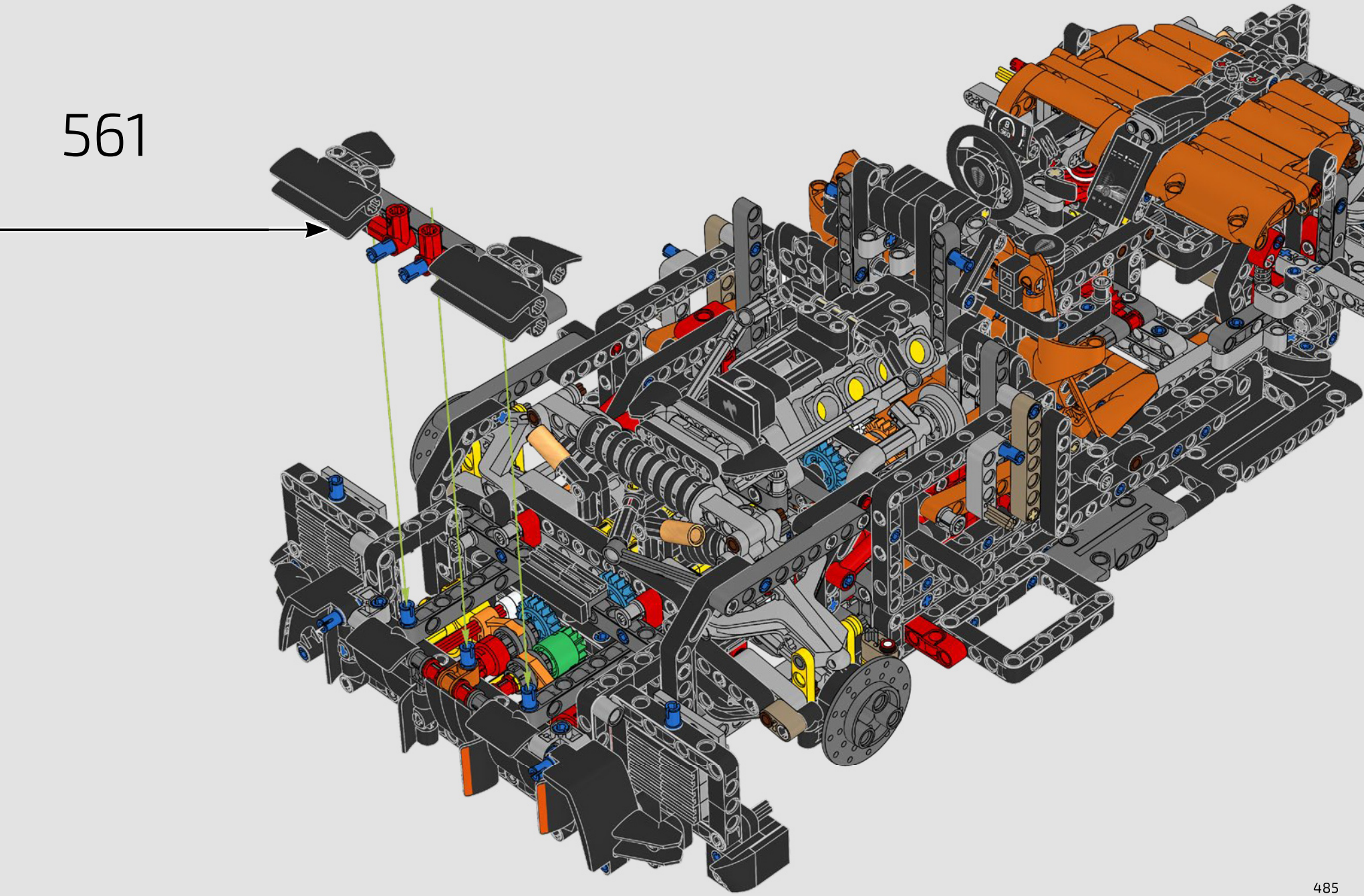

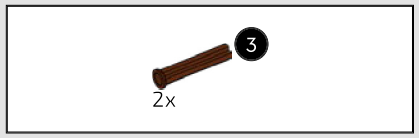

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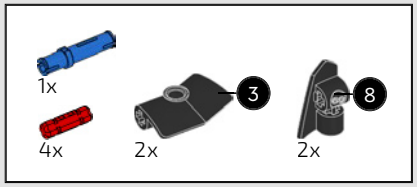

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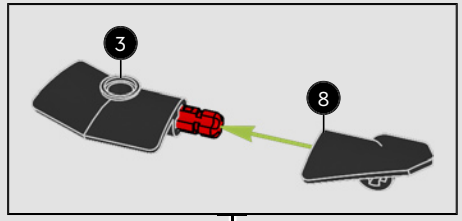

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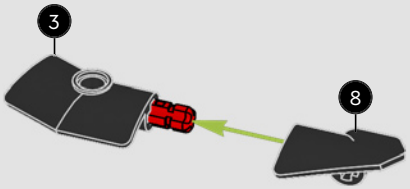

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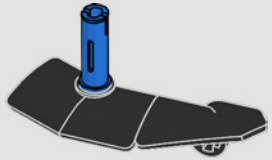

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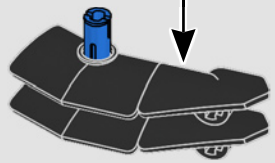

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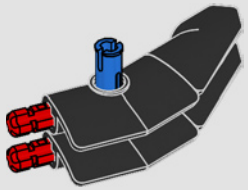

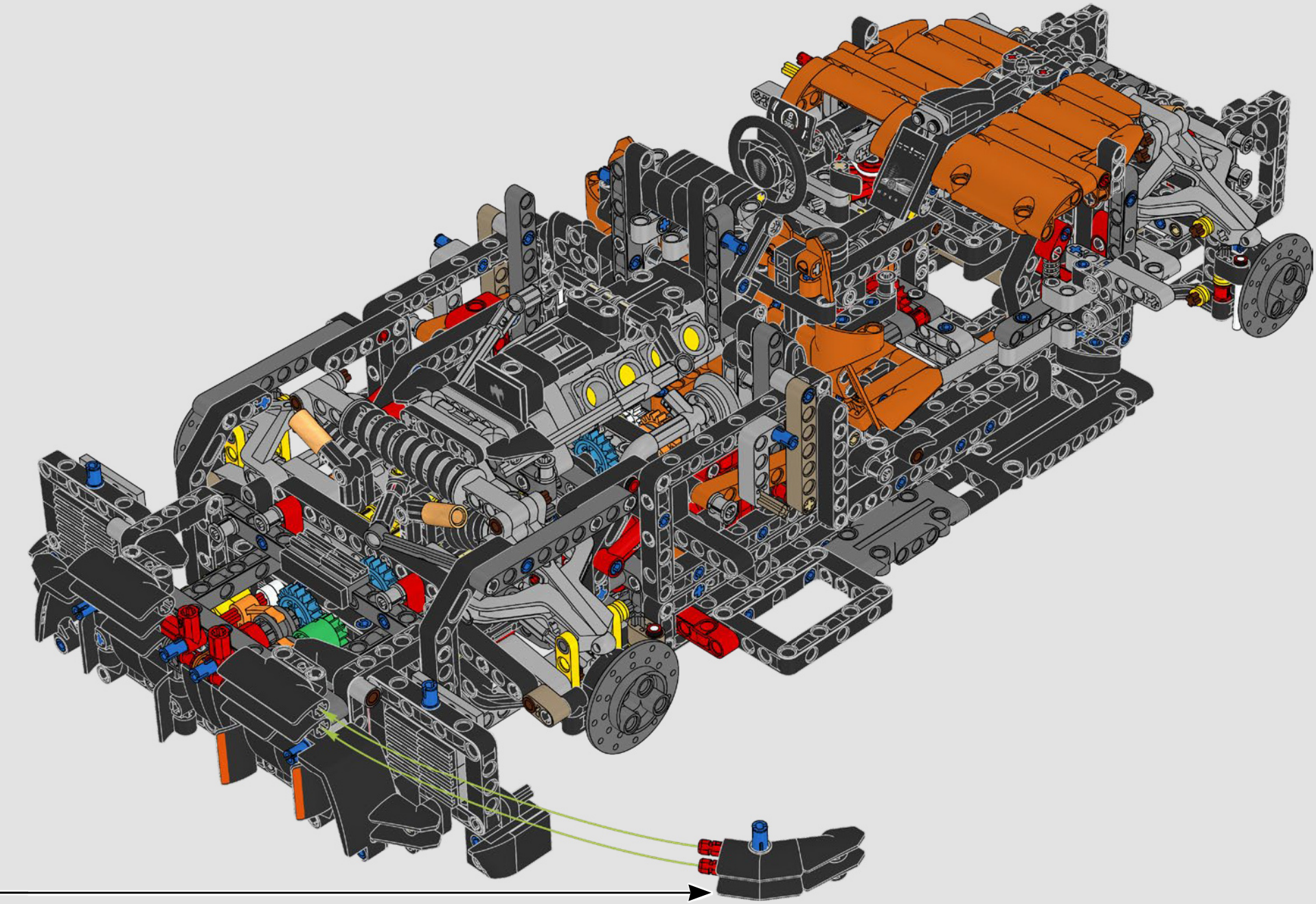

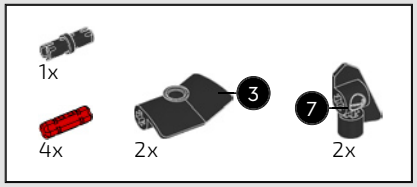

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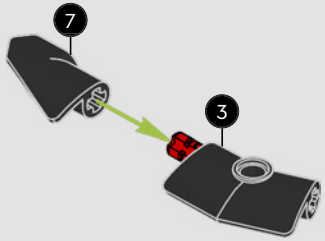

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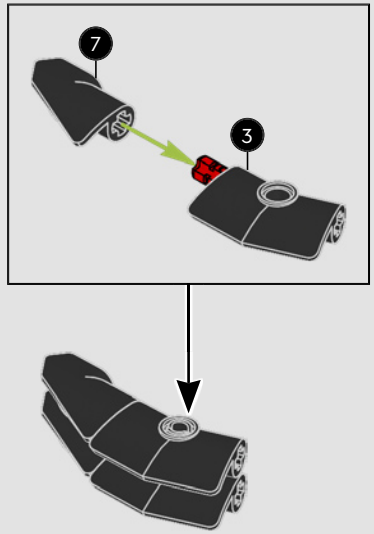

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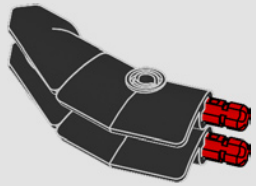

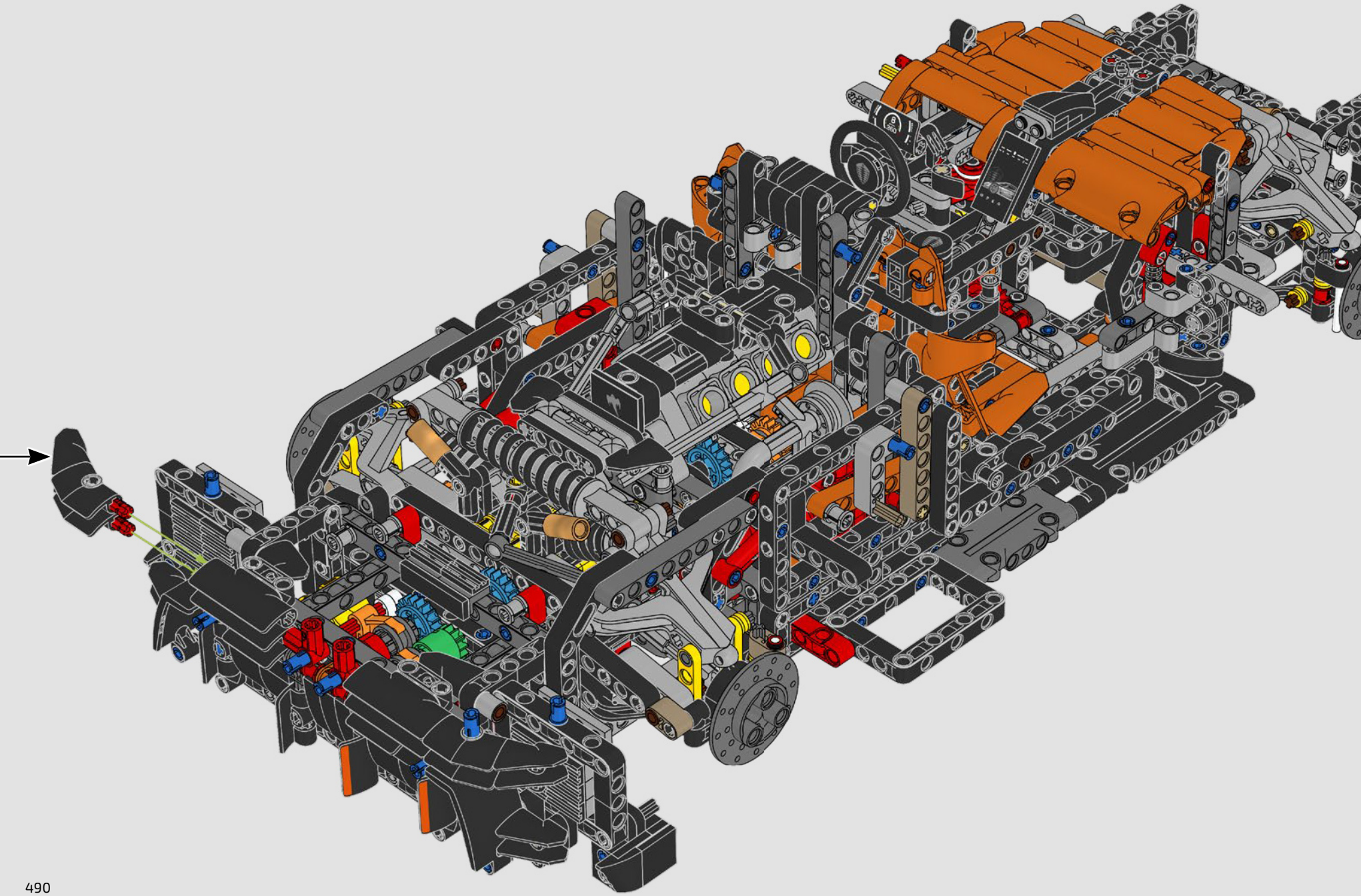

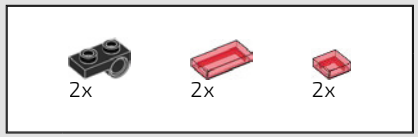

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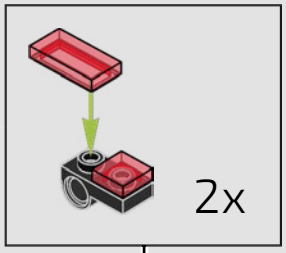

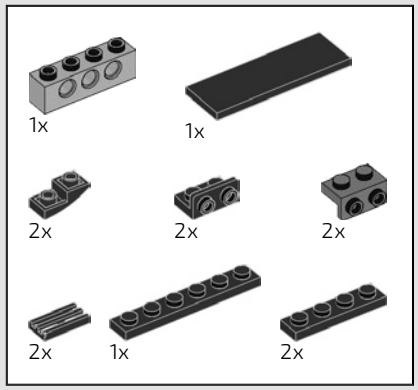

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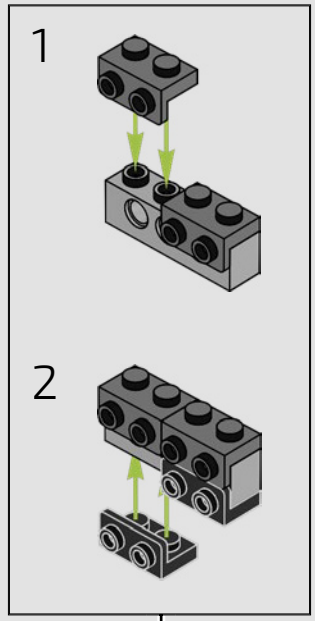

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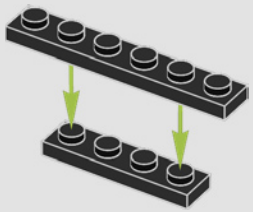

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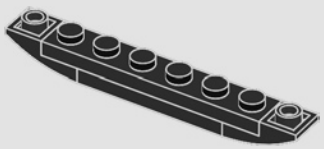

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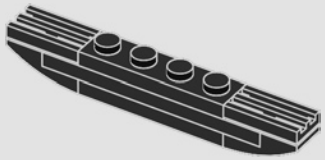

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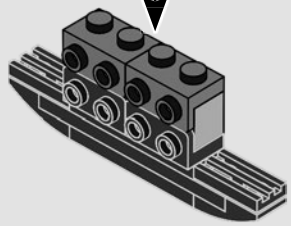

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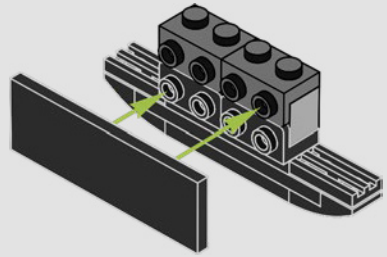

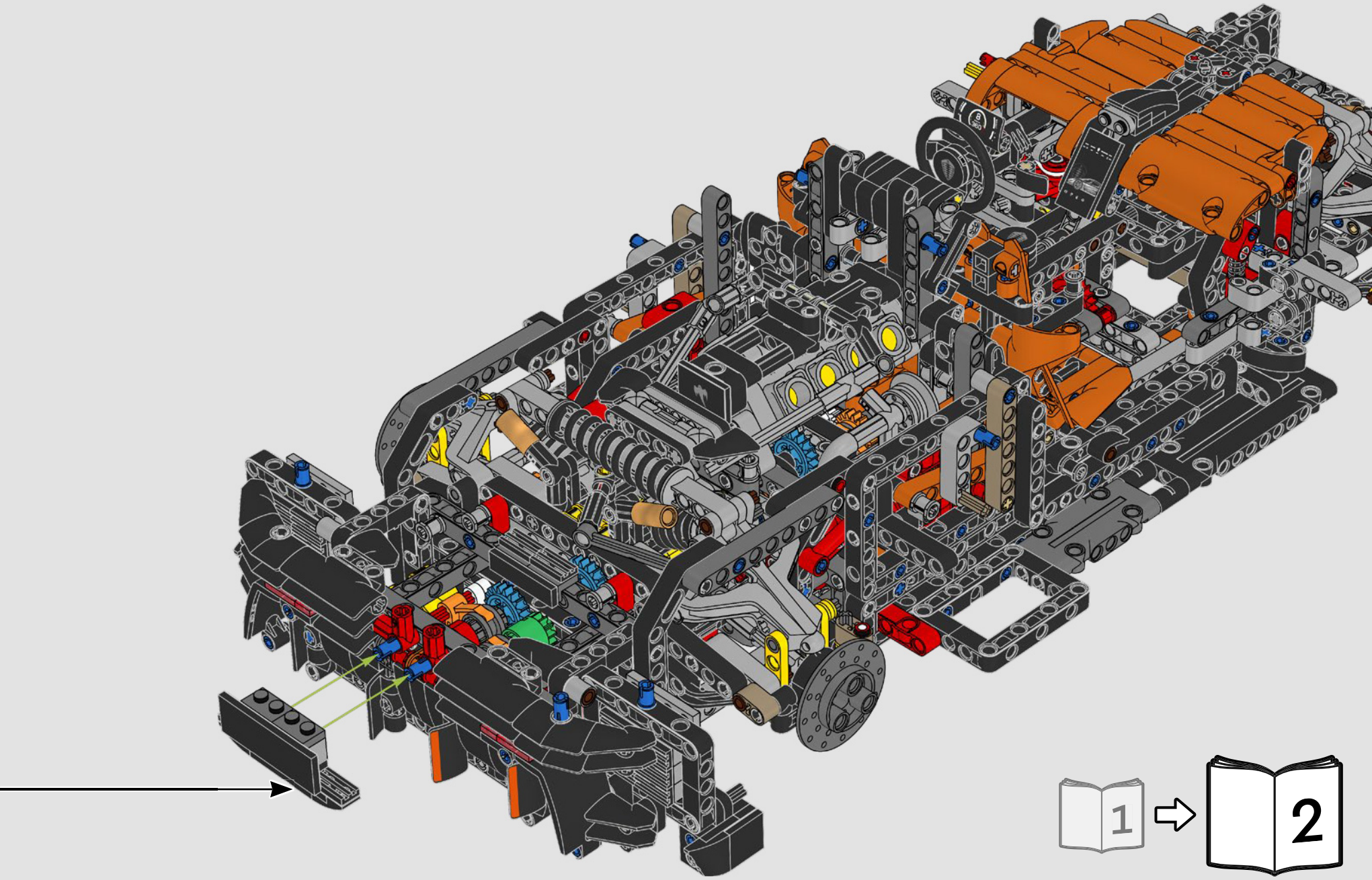
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