

SRX8 CT

1/8 SCALE

TQR

**Instruction
Manual**



SERPENT

INTRODUCTION

Thank you very much for selecting this Serpent rc car and thus become a member of the ever growing worldwide Serpent racing family. Serpent started in 1980 and has been growing its product-line and fan-base ever since.

The Serpent SRX8 GT TQ is a state of the art 1/8 scale 4wd GT which will give you the true Serpent racing experience. The assembly manual will guide you through all the steps to complete the car, so you can hit the track with a good base-set-up soonest. The Serpent design department succeeded to create a superbly performing car combined with ease of assembly and maintenance. The high quality standards of all parts and hardware will make racing your Serpent car a very rewarding activity !

Through our team, website and social media we will keep you up-to-date on all developments of the Serpent cars. We hope to meet you on the track and through our various media! Enjoy the drive !

Team Serpent
Multiple World Champions

INSTRUCTIONS

Serpent's long tradition of excellence extends to the instruction manuals, and this instruction manual is no exception. The easy-to-follow layout is richly illustrated with 3D-rendered full-color images to make your building experience quick and easy. Following the instructions will result in a well-built, high-performance race-car that will soon be able to unleash its full potential at the racetrack. The kit includes bags, with bag numbers, which refer to the same step in the manual. Open only the indicated bag(s) per step and finish that part of the assembly. Remaining parts will be needed later on in the assembly process.

PLASTIC PARTS

The Serpent moulded parts are very durable and hard. When assembling longer screws in new composite parts, make sure to use new hex bits in your (power) tools. Pre-threading also helps to avoid screw damage.

SETUP

In certain assembly steps you need to make basic adjustments, which will give you a good initial setup for your Serpent SRX8 GT TQ. Fine-tuning the initial setup is an essential part of building a high-performance racecar like your Serpent SRX8 GT TQ.

EXPLODED VIEWS AND PARTS LIST

The exploded views and parts lists for the Serpent SRX8 GT TQ are presented in the Reference Guide section in the back of this manual. The exploded views show all the parts of a particular assembly step along with the Serpent part number and hotlink to the Serpent website. Part numbers in orange indicates that this part is an optional. Optional part names and numbers are showed below.

CUSTOMER SERVICE

Serpent has made a strong effort to make this manual as complete and clear as possible. Additional info may be published in our website: www.serpent.com or you may ask your dealer or the Serpent distributor for advice, or email Serpent direct: info@serpent.com. The Serpent Facebook, Twitter and Youtube pages give additional means of support and communications.

SAFETY

Read and take note of the 'Read this First section' before proceeding to assemble the car-kit. This car-kit is intended for persons aged 16 or older.

READ THIS FIRST!

- This is a highly technical hobby product, intended to be used in a safe racing environment. This car is capable of speeds in excess of 80 km/h or 50mph. Please follow these guidelines when building and operating this model.
- Parental guidance is required when the builder/user of this car is under 16.
- Follow the building instructions. If in doubt, contact your dealer or importer.
- Be sure to use the proper tools when assembling the car. Always exercise caution when using electric tools, knives and other sharp objects.
- Be careful when using liquids like lubrication oil, fuel or glue. Do not swallow.
- Follow the manufacturer's instruction in case you experience irritation after using the product.
- Be careful when operating the car. Stay away from any rotating parts such as wheels, gears and transmission. Stay away from motor, engine and exhaust pipe system or speedo during and immediately after use, as these parts may be very hot. We advise to use protective hand gloves.
- Only operate this car in a safe environment, like a special racing track or a closed parking lot. Avoid using this car on public roads, crowded places or near infants.
- Before operating this car, always check the mechanical status of the car. Also check that the transmitter and receiver frequencies correspond and are not used by any other racer at the same time. Check that the batteries of the transmitter and receiver- are fully charged.
- After use, always check all the mechanics of the car. We advise to clean the car immediately after use, and inspect the parts for wear or fractures. Replace when necessary. Do not use water, methanol, thinner or other solvents to clean the car.
- Empty the fuel tank (depending on model) if needed and disconnect the receiver battery.
- Store the car in a dry and heated place to avoid corrosion of metal parts.
- Avoid using this car in wet conditions as the water will cause corrosion on the metal parts and bearings and these parts will cease to function properly. If driven in the wet, ensure that all the electric equipment is waterproofed and after use, that all moving parts are dried immediately.

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LINES DESCRIPTION

Each step contains a variety of numbers, lines, and symbols. The numbers represent the order in which the parts should be assembled. The lines are described below.



Step number; the order in which you should assemble the indicated parts



Length after assembly



Assembly path of one item into another



Group of items (within lines) should be assembled first



Direction the item should be moved



Glue one item to another



Press/insert one item into another



Connect one item to another



Gap between two items

ICONS DESCRIPTION

Each step contains a variety of symbols described below.



Carefull, read and check very well.



Apply a small amount of cyano glue. Use wear protection for eyes and hands.



Detail view to explain assembly or order of parts better.



Default set-up: This symbol indicates the default setup.



Grease: apply a small amount of grease to the parts shown.



Left and right parts should be assembled in the same way.



Thread lock: apply a small amount on the parts shown. Before to apply the threadlock, make sure to degrease the parts very well, as otherwise the threadlock will not work.



Silicone oil: use the indicated silicone oil for the shocks and differentials.



Parts or items not included in the kit.



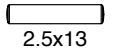
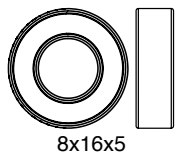
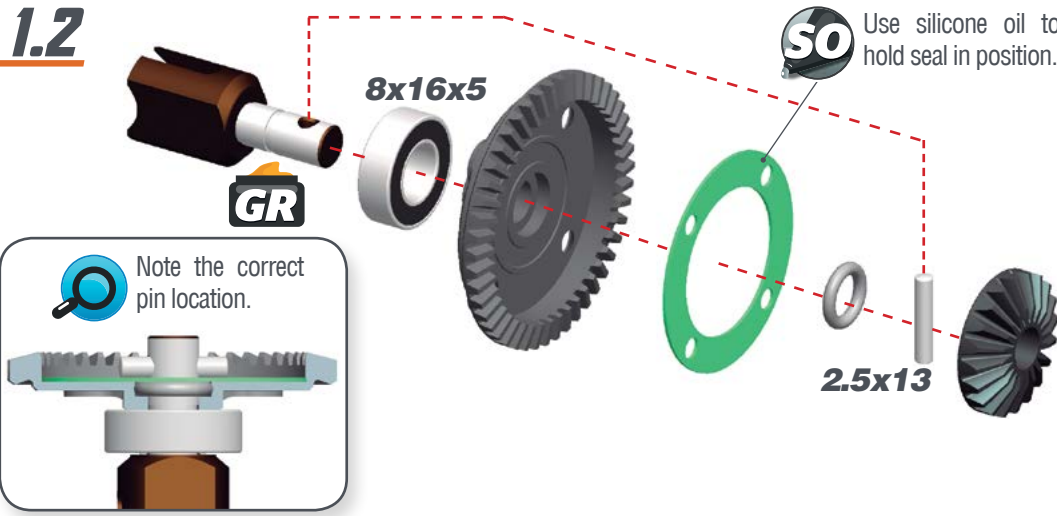
Optional part, not standard in the kit.

STEP 1 FR/RR DIFF BAG

1.1



1.2



STEP 2

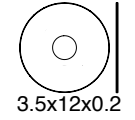
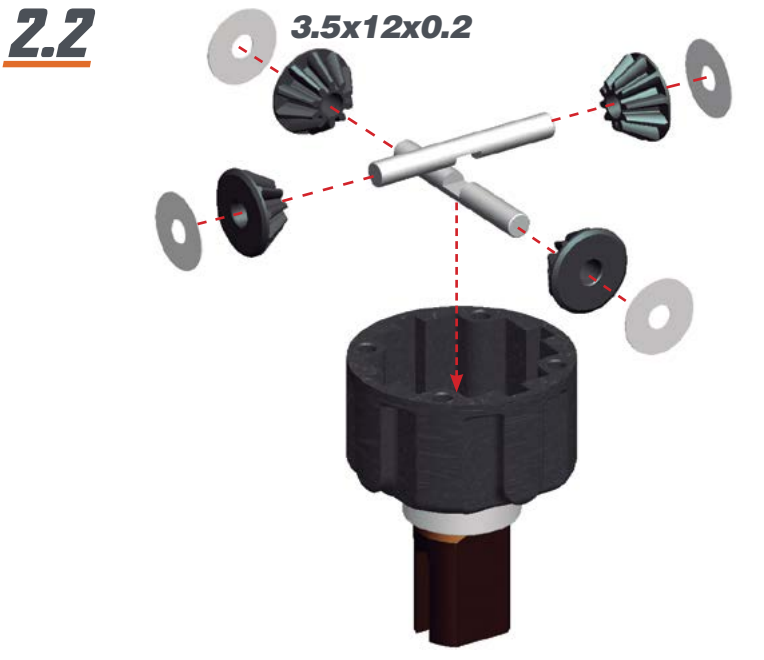
2.1

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

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

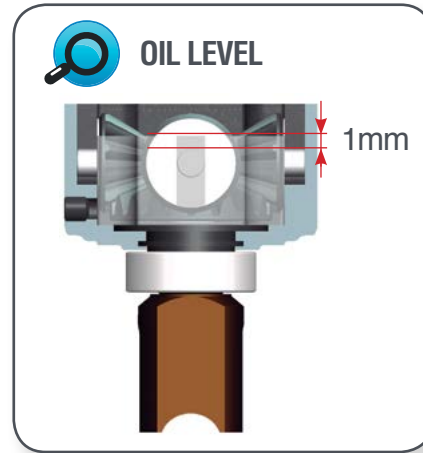


2.2



STEP 3

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



AMOUNT OF OIL IN THE DIFFS

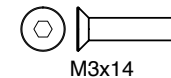
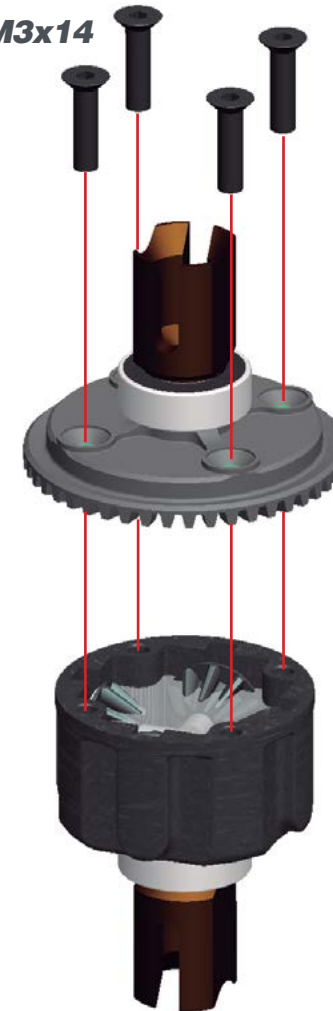
Use a digital scale to measure the exact amount of oil in the diff.

Differential weight should be 45.7-45.8 grams.

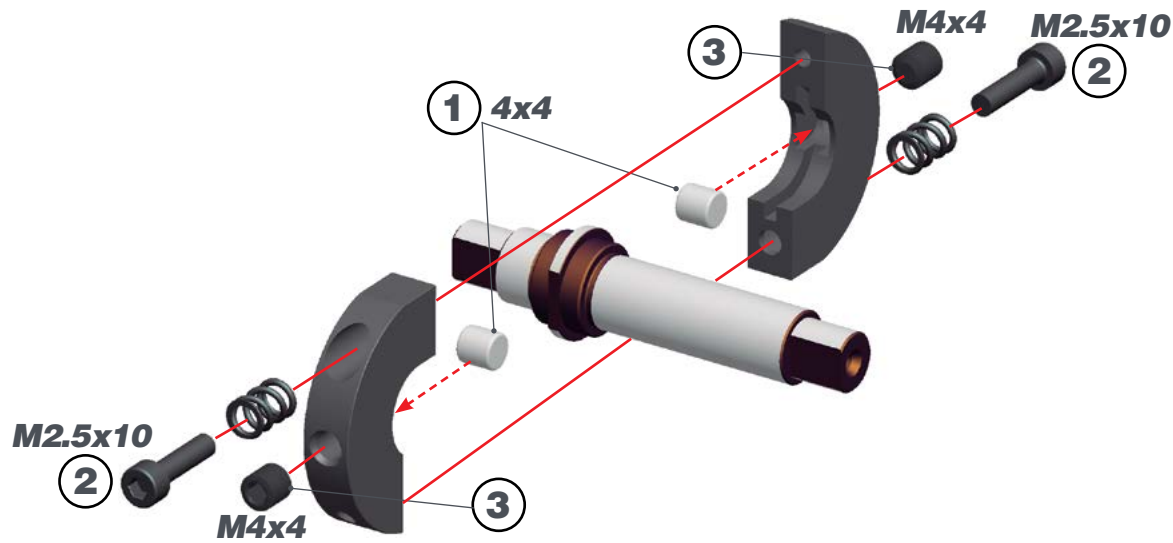


STEP 4

M3x14

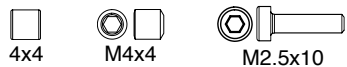
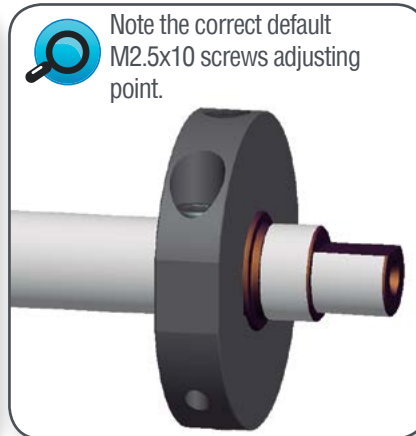
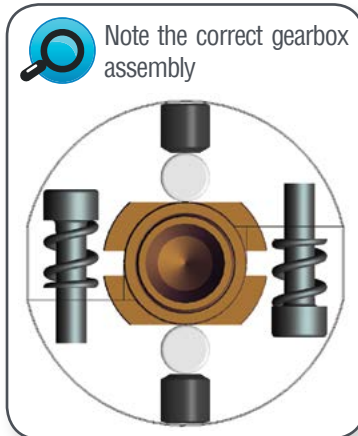


STEP 5 BAG 1

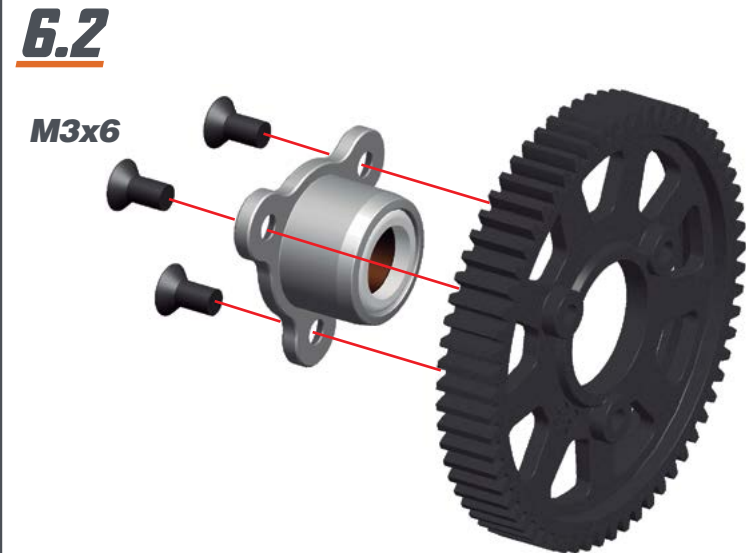


! 1- The M2.5x10 screws adjust the SHIFT POINT. As default adjustment screw them until the screws will be leveled with the hole as in the right pictures.

2- Adjust the M4x4 screw to minimise the gap between the shoes and the bell, but still spinning free without touching. Check after each run.

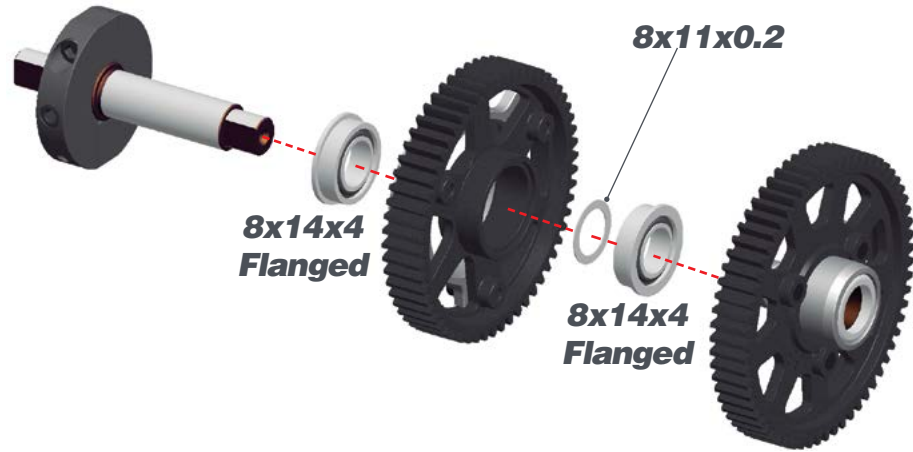


STEP 6

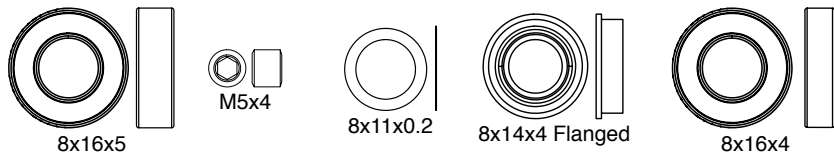
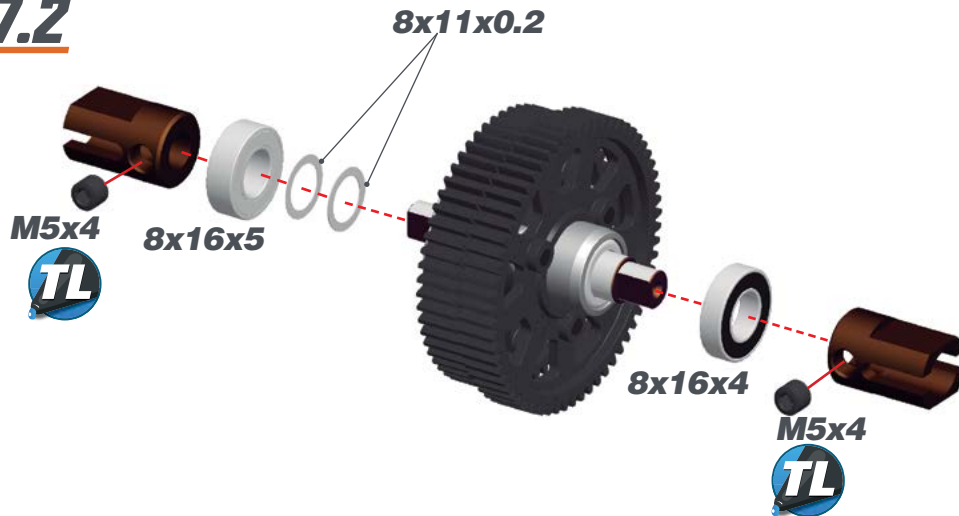


STEP 7

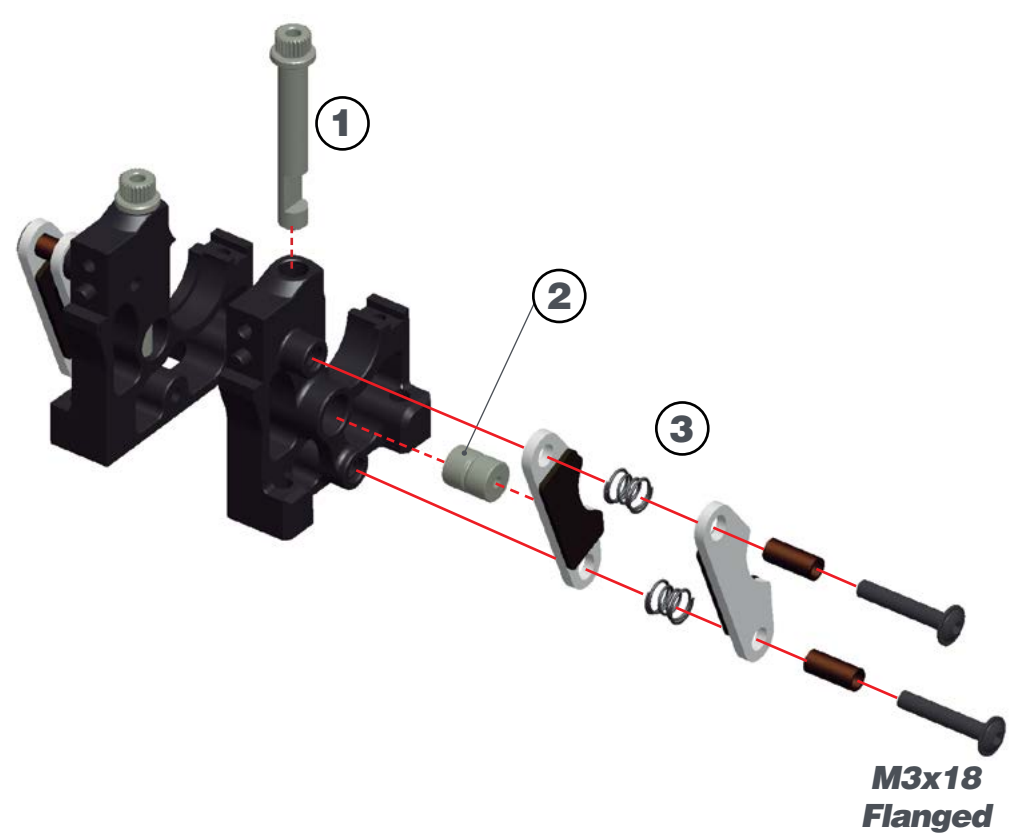
7.1



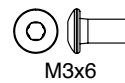
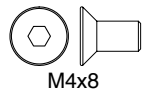
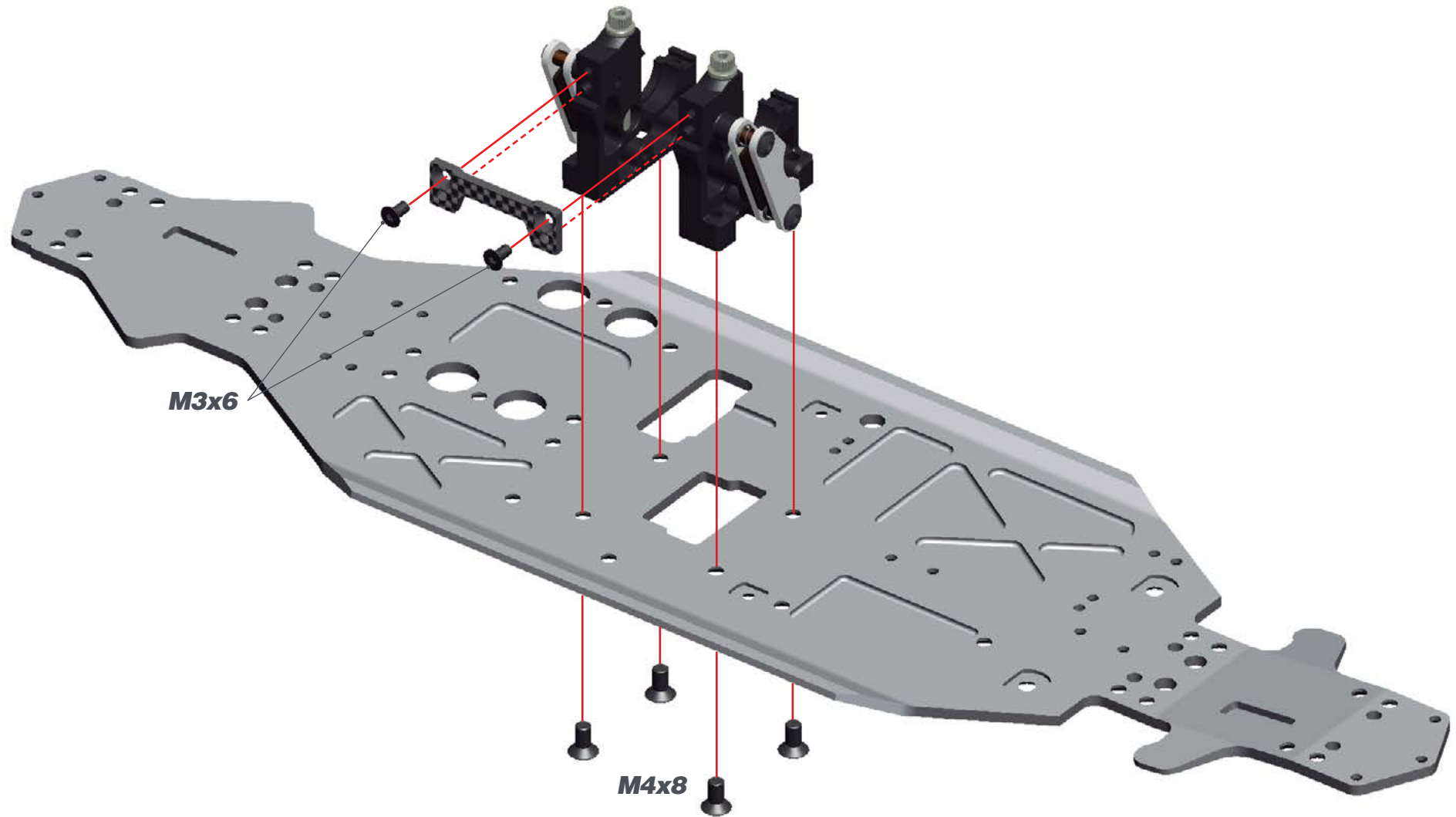
7.2



STEP 8 **BAG 2**



STEP 9

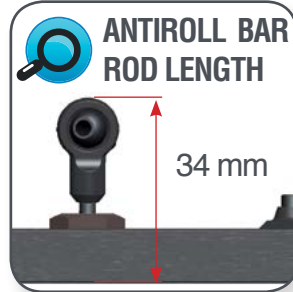


STEP 12 BAG 3

12.1 L=R

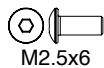


Tighten anti-roll bar cap until there is no play, and it moves freely.

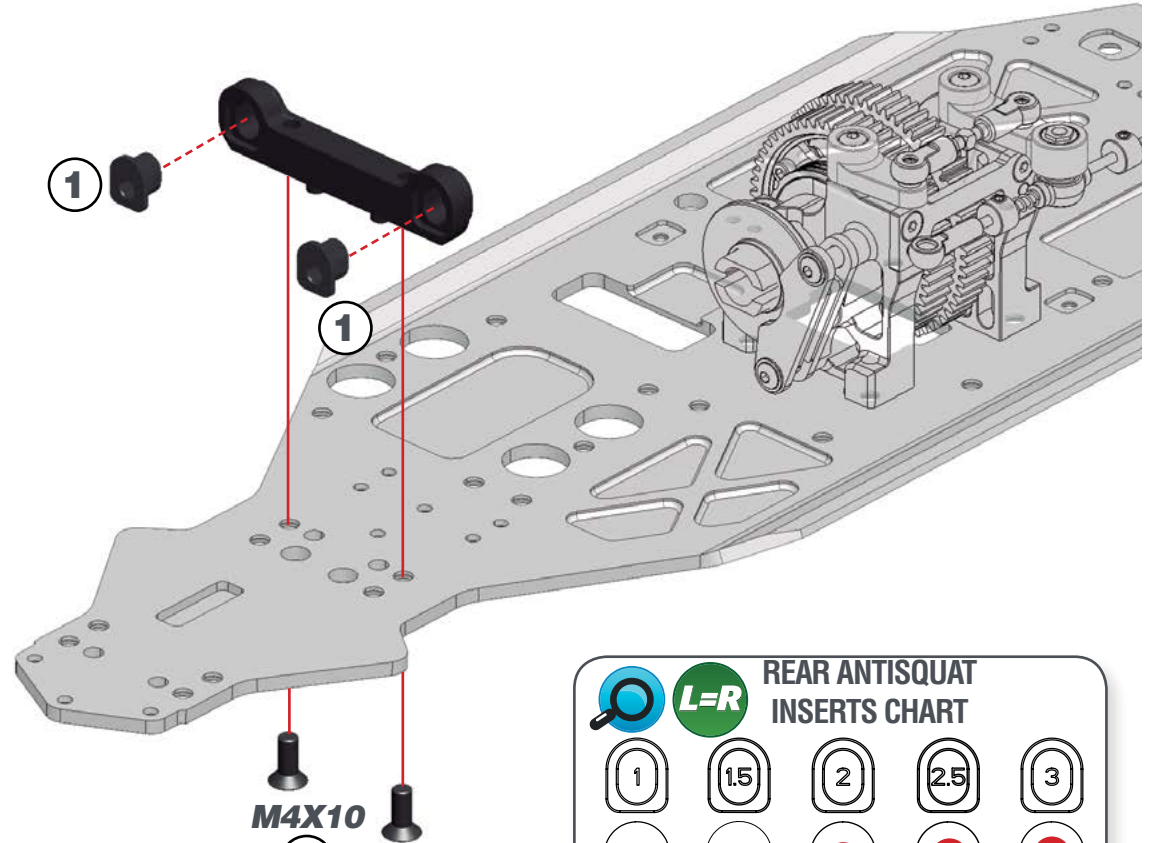


12.2

M2.5X6



STEP 13

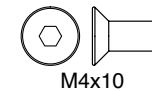


REAR ANTISQUAT INSERTS CHART

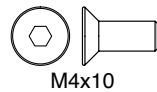
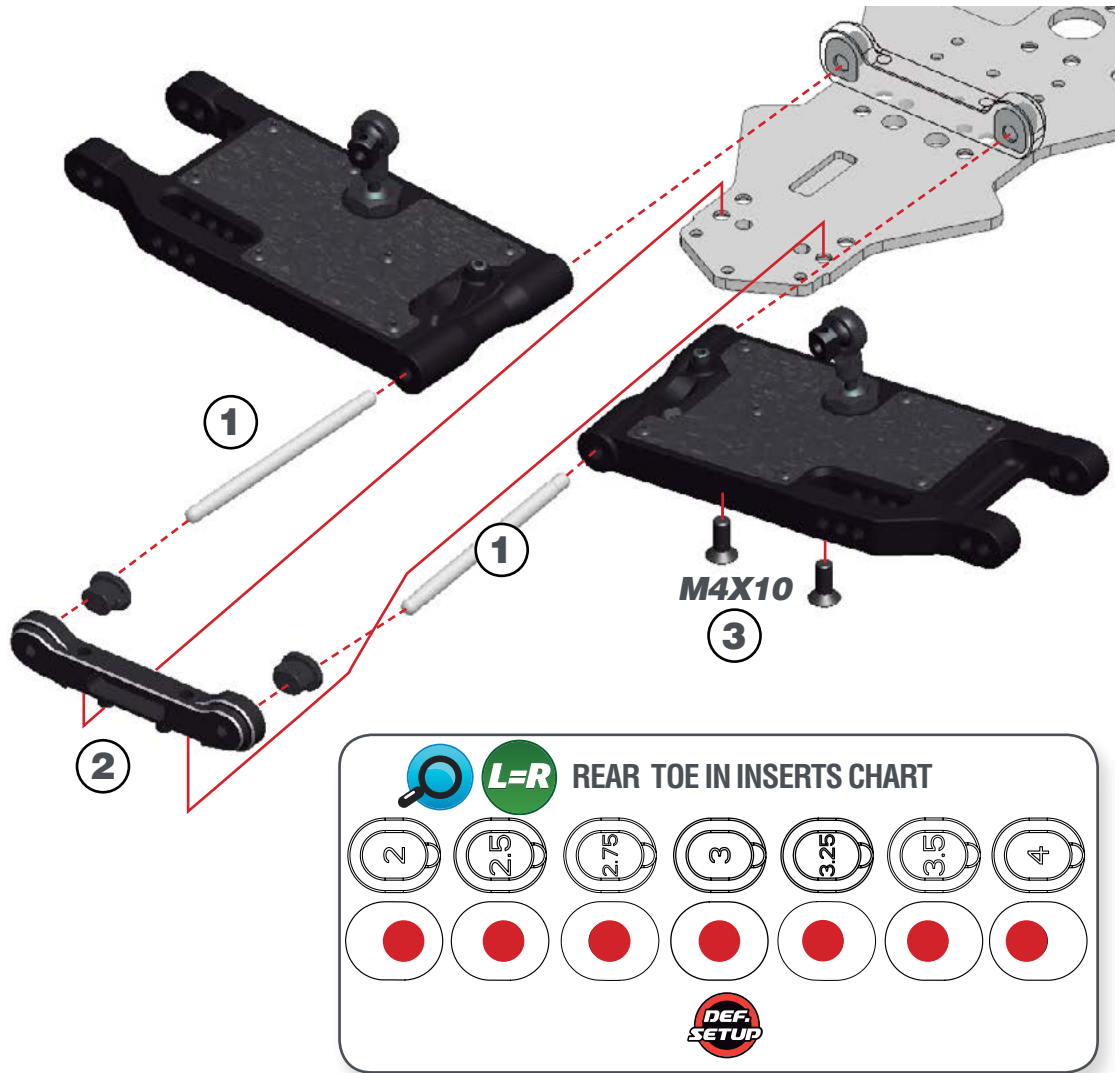
L=R

1	15	2	25	3
●	●	●	●	●

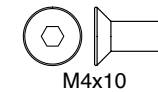
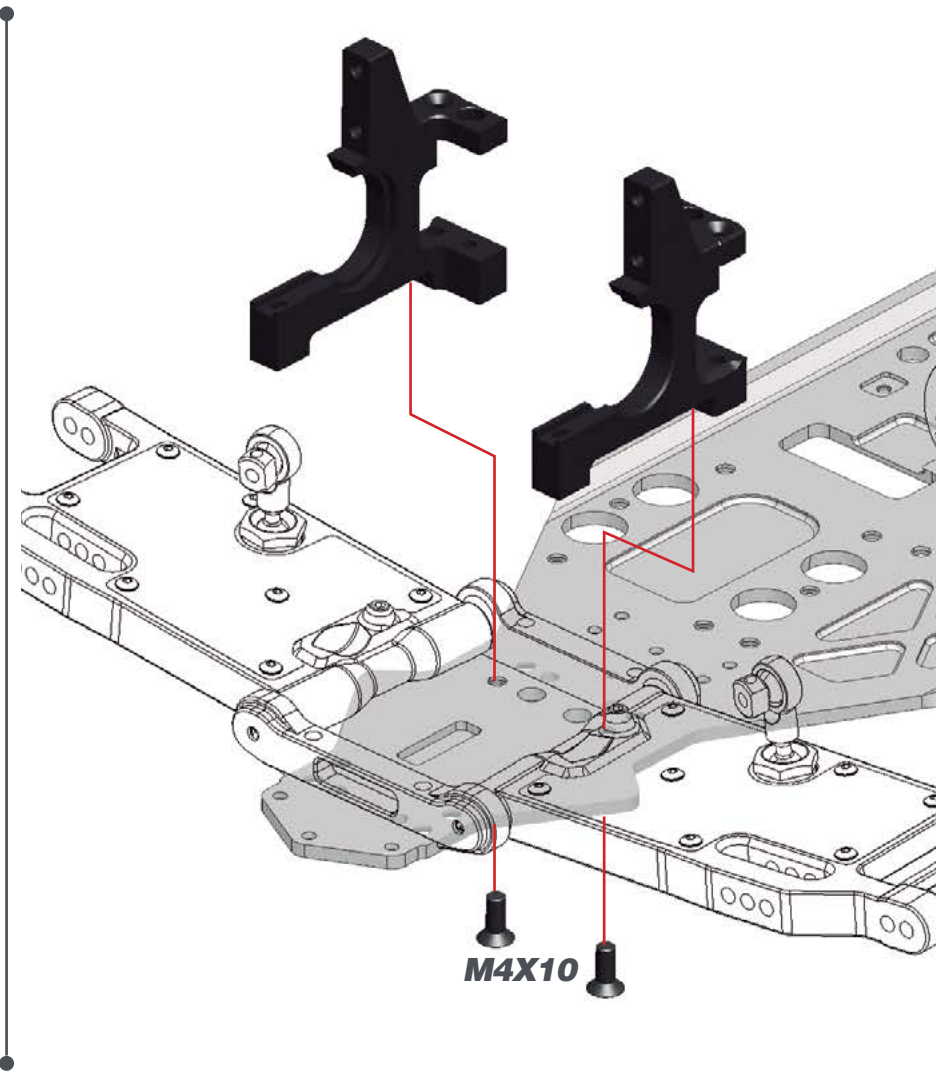
DEF. SETUP



STEP 14



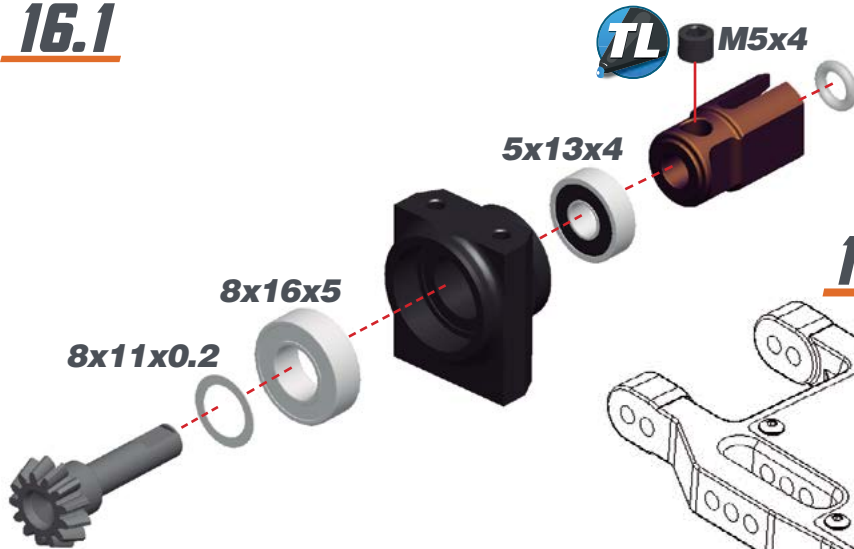
STEP 15



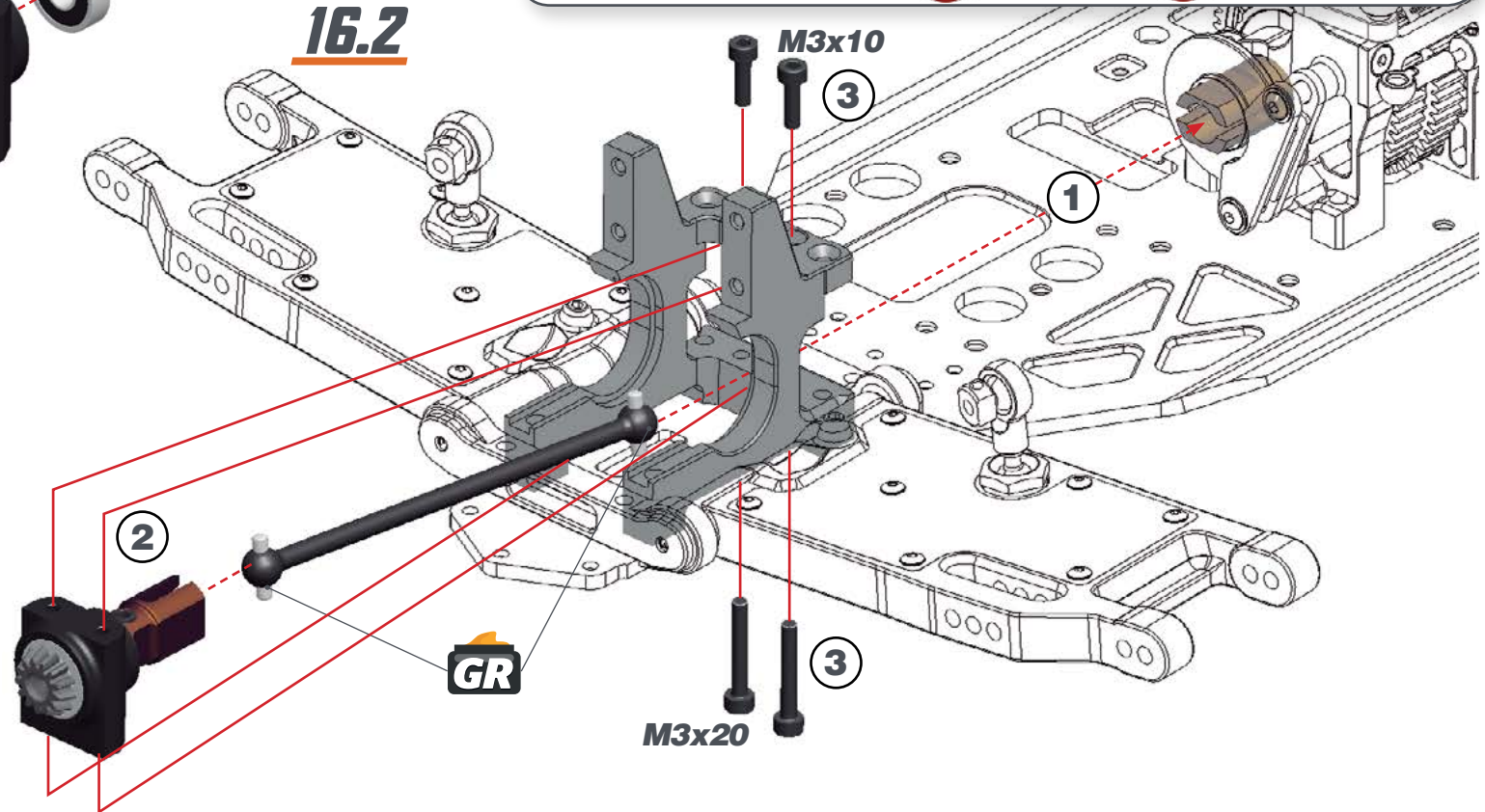
STEP 16

BAG 4

16.1



16.2

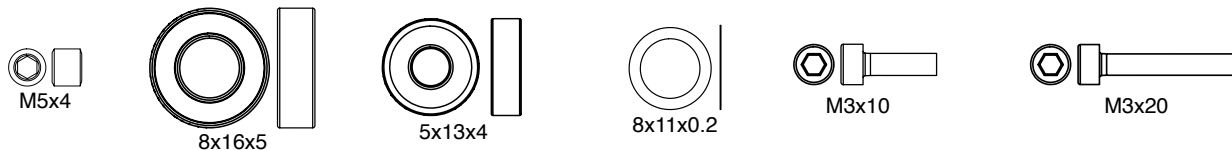


INDRIVE BRACKETS CHART
Assemble the indrive bracket accordingly to the diff insert asert mouted in the step 18.

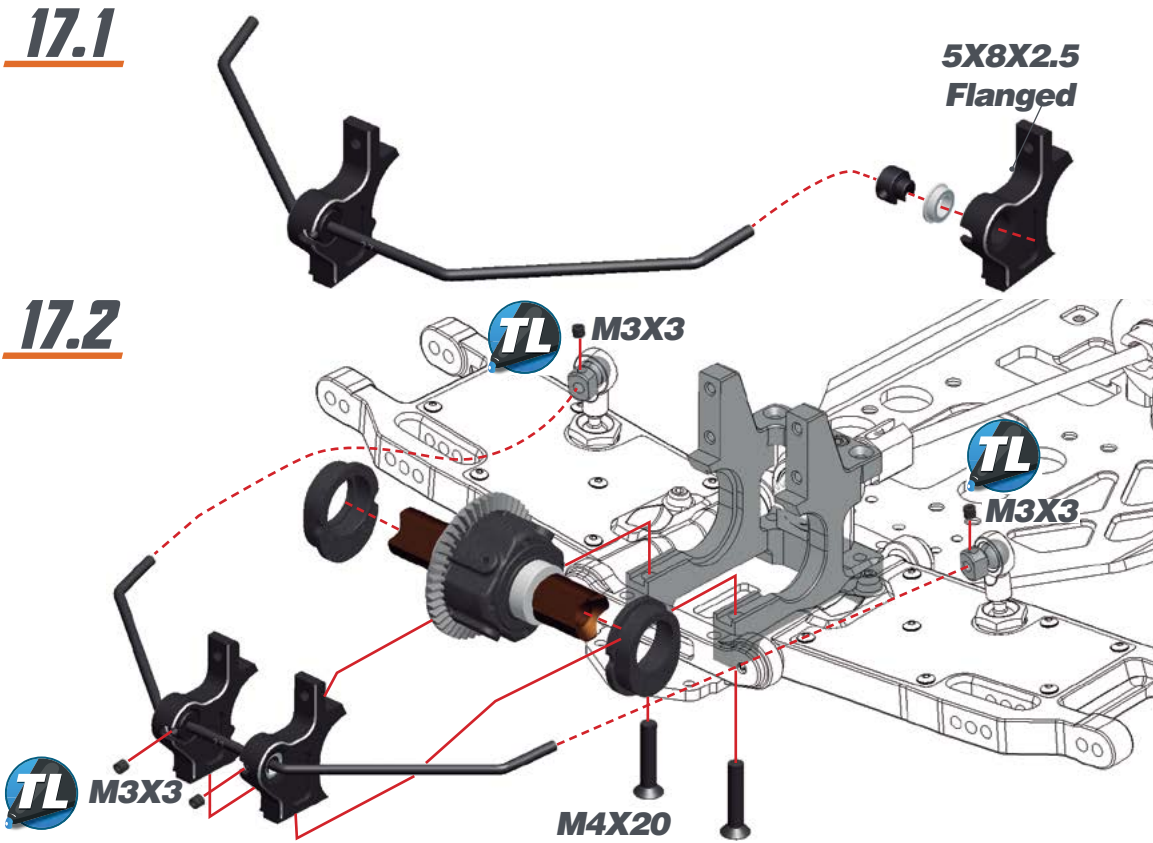
	LOW		MID LOW		MID HIGH		HIGH
			NI		NI		

DEF. SETUP

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



STEP 17



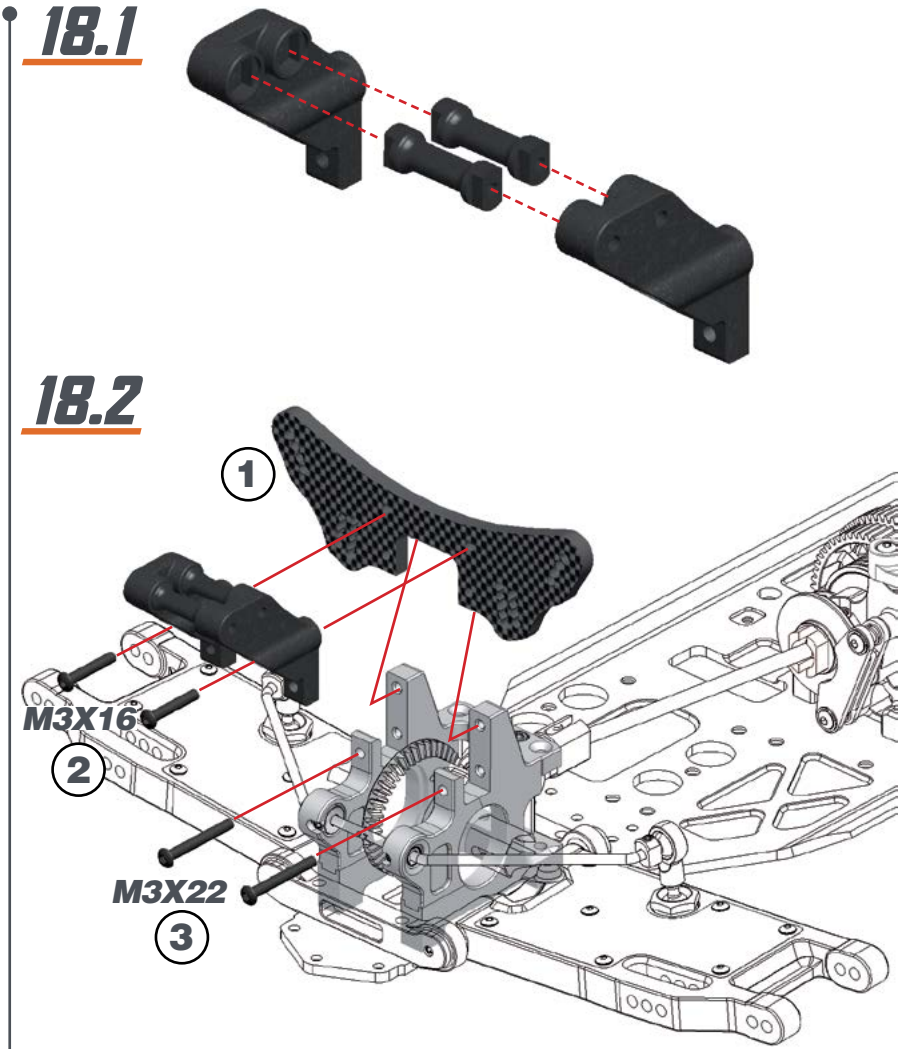
DIFF INSERTS CHART

LOW MID LOW MID HIGH HIGH

DEF. SETUP



STEP 18



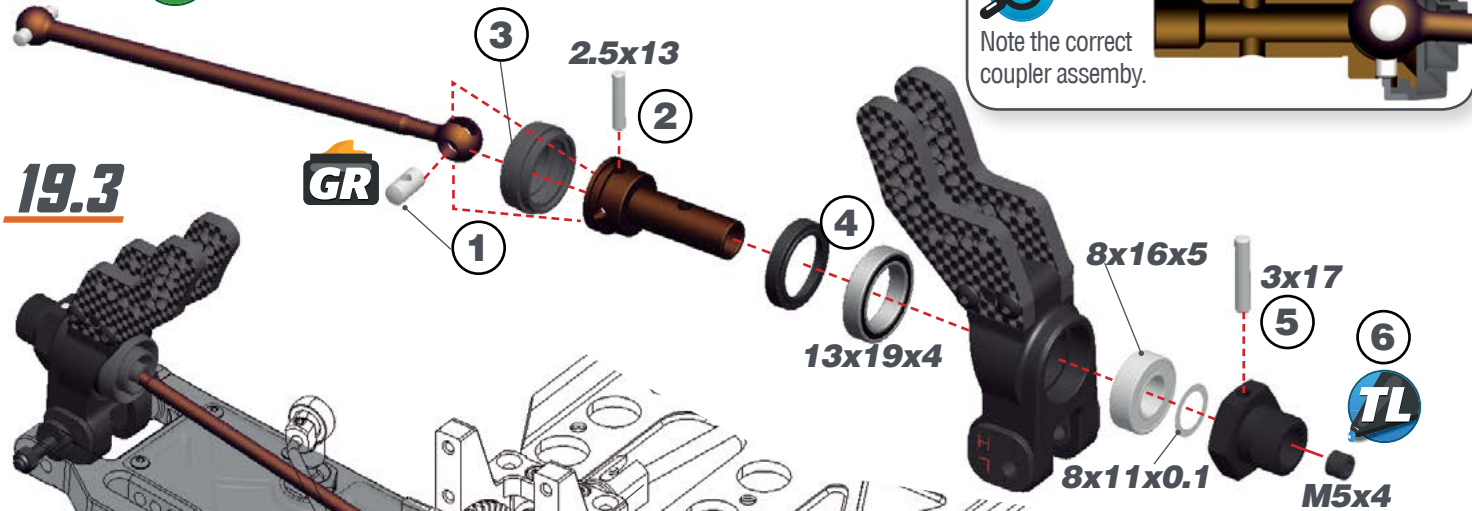
STEP 19

BAG 5

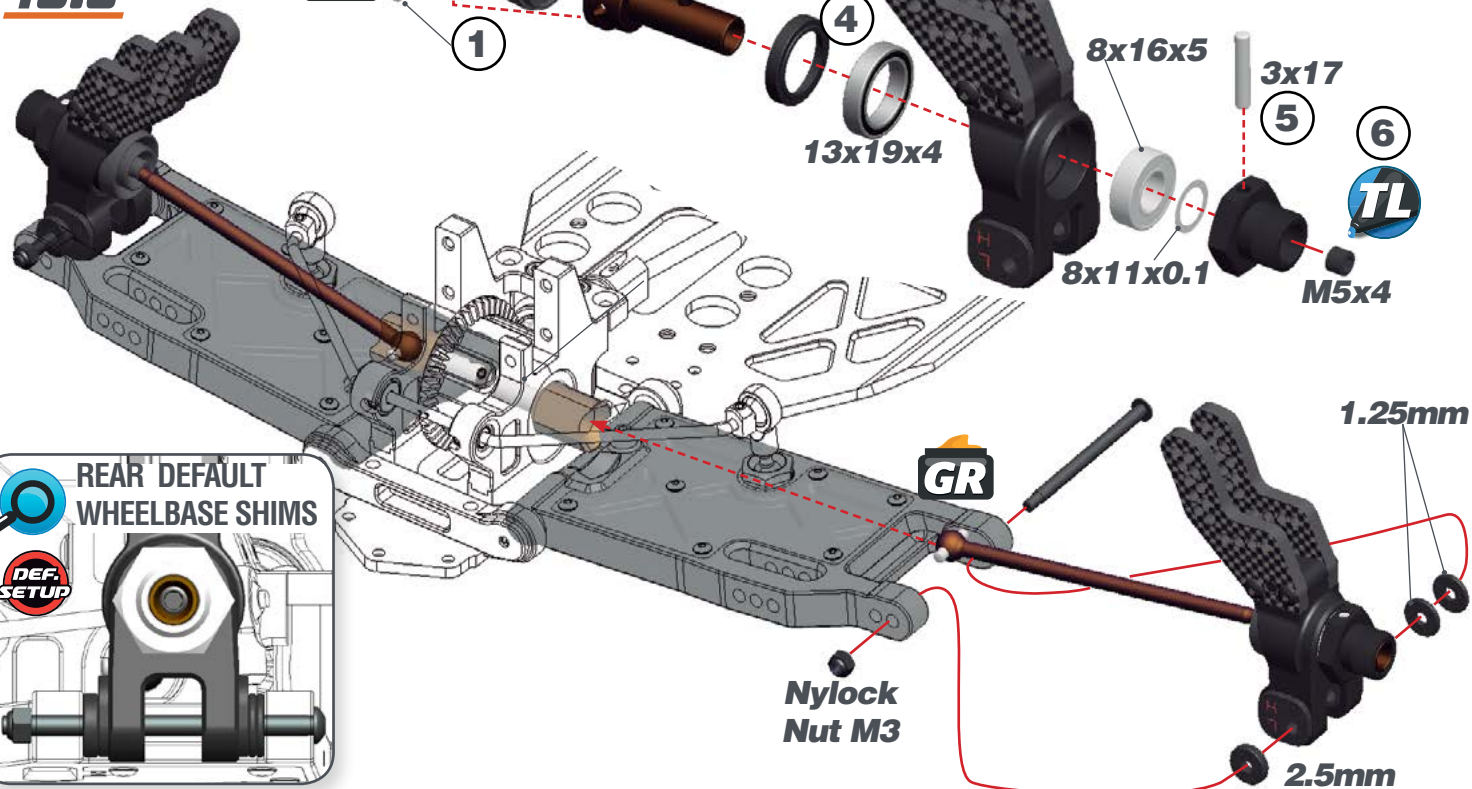
19.1 L=R



19.2 L=R



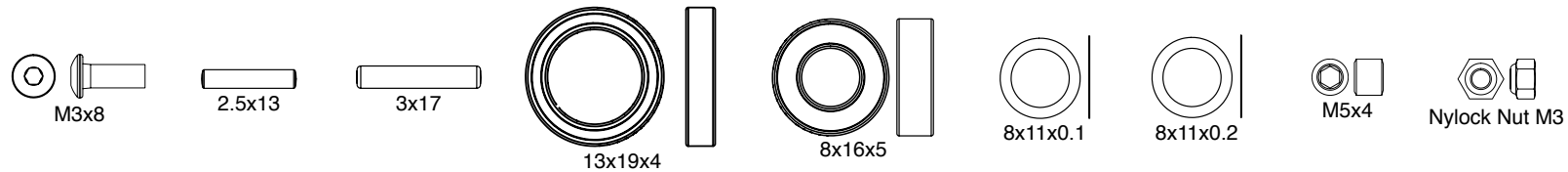
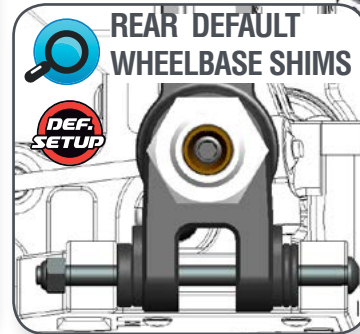
19.3



REAR UPRIGHT ROLL CENTER INSERTS CHART

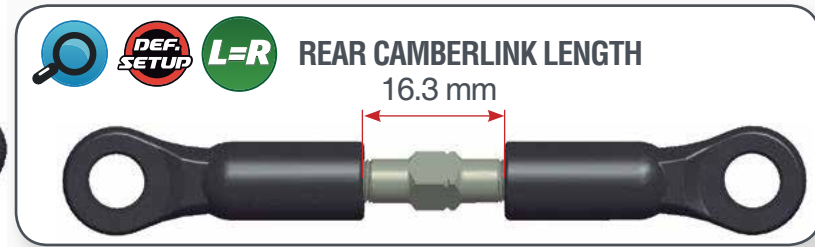
NARROW		WIDE	
L H	L H	L H	L H
ML HW	ML HW	ML HW	ML HW
MH TW	MH TW	MH TW	MH TW
H T	H T	H T	H T

DEF. SETUP

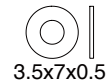
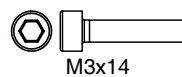
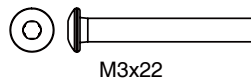
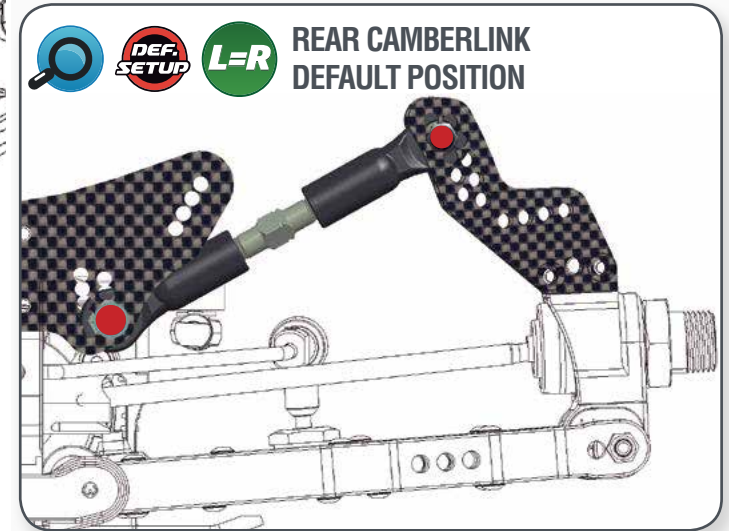
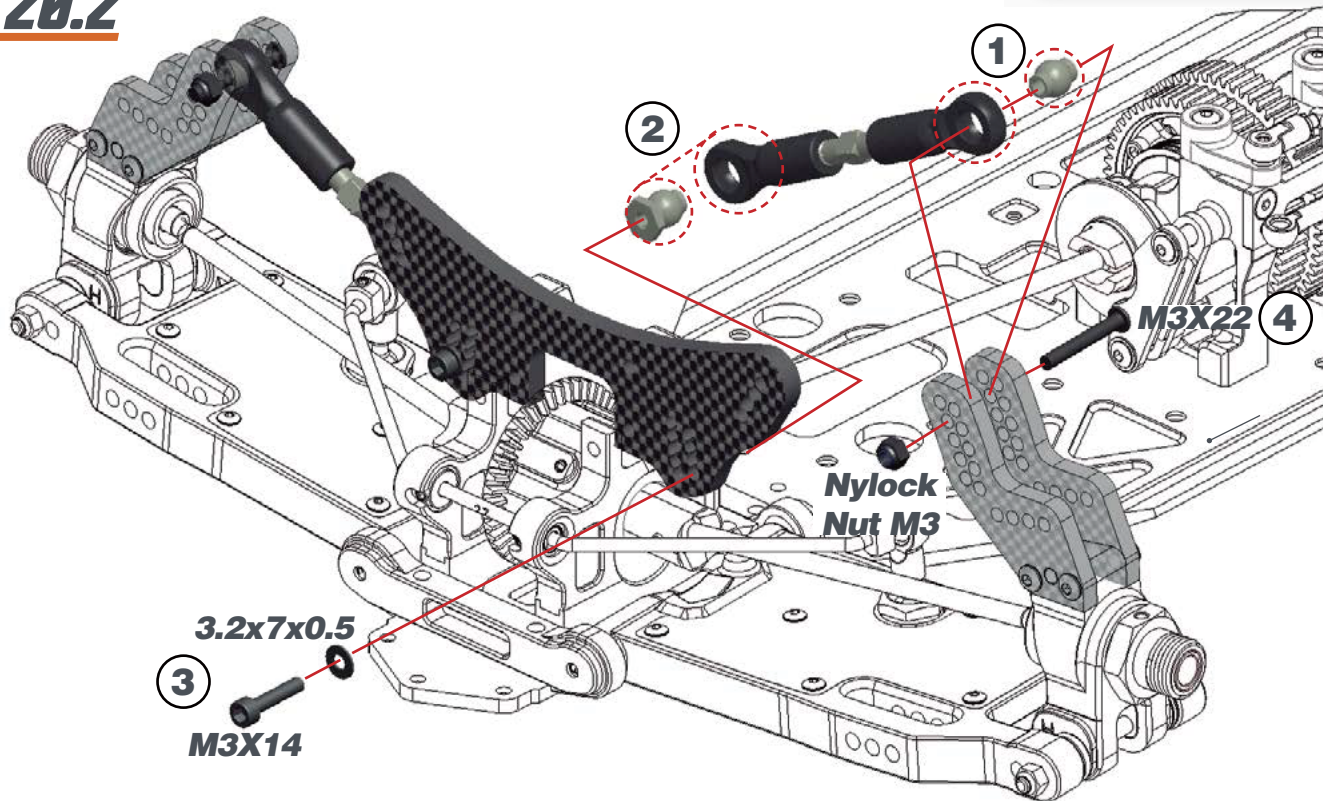


STEP 20

20.1



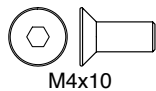
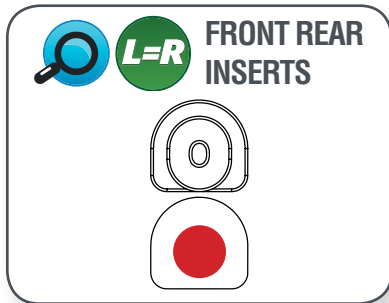
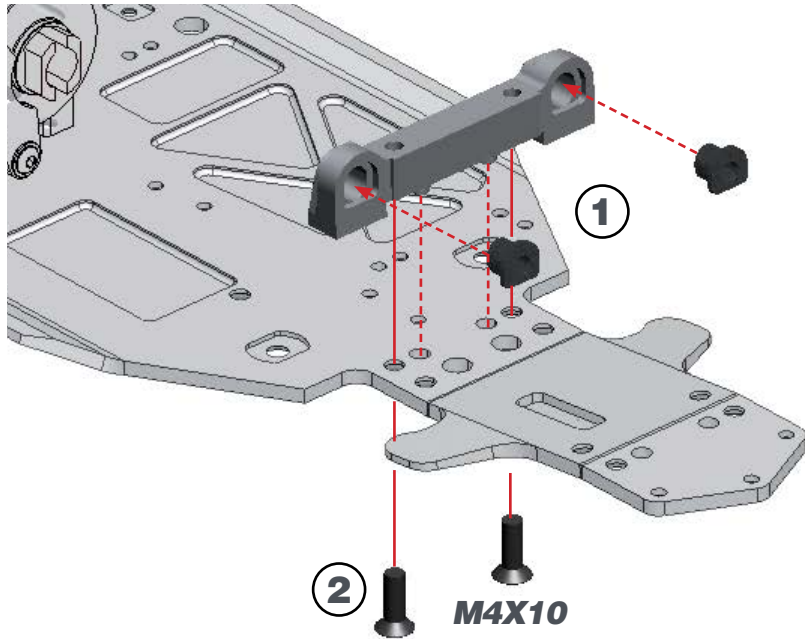
20.2



STEP 21

BAG 6

STEP 22



22.1

L=R



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

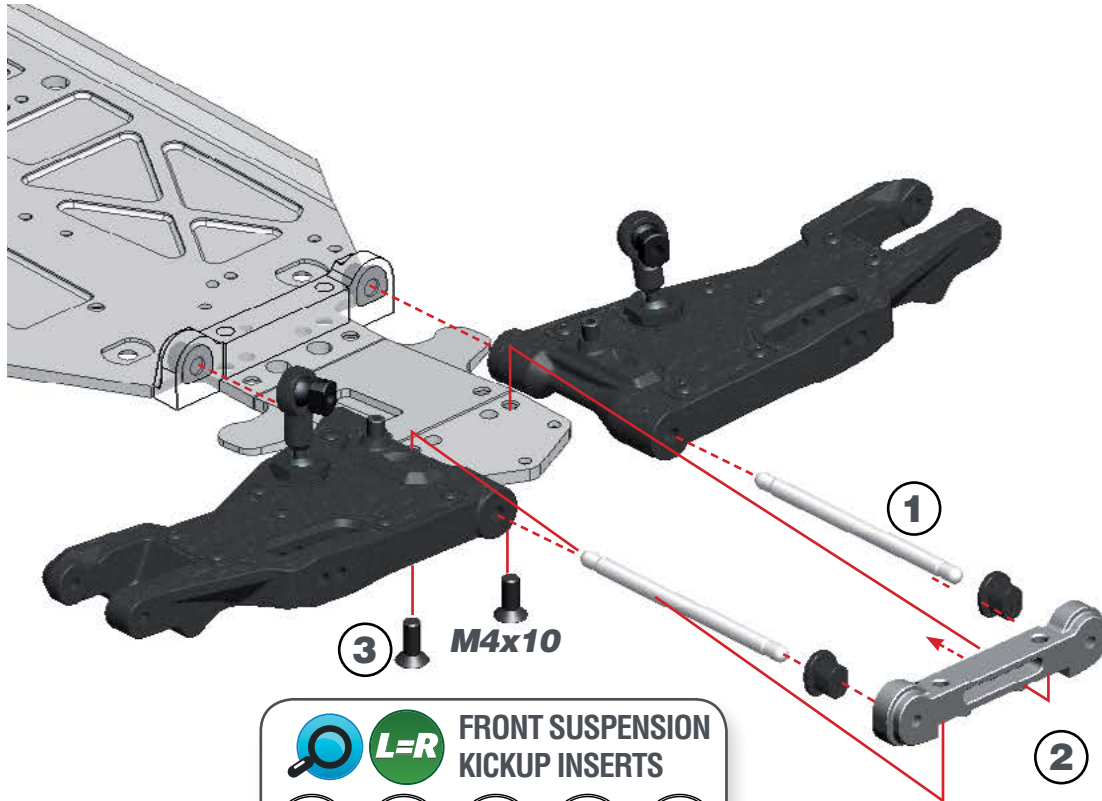


22.2

L=R



STEP 23

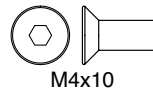


FRONT SUSPENSION KICKUP INSERTS

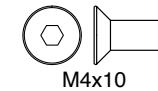
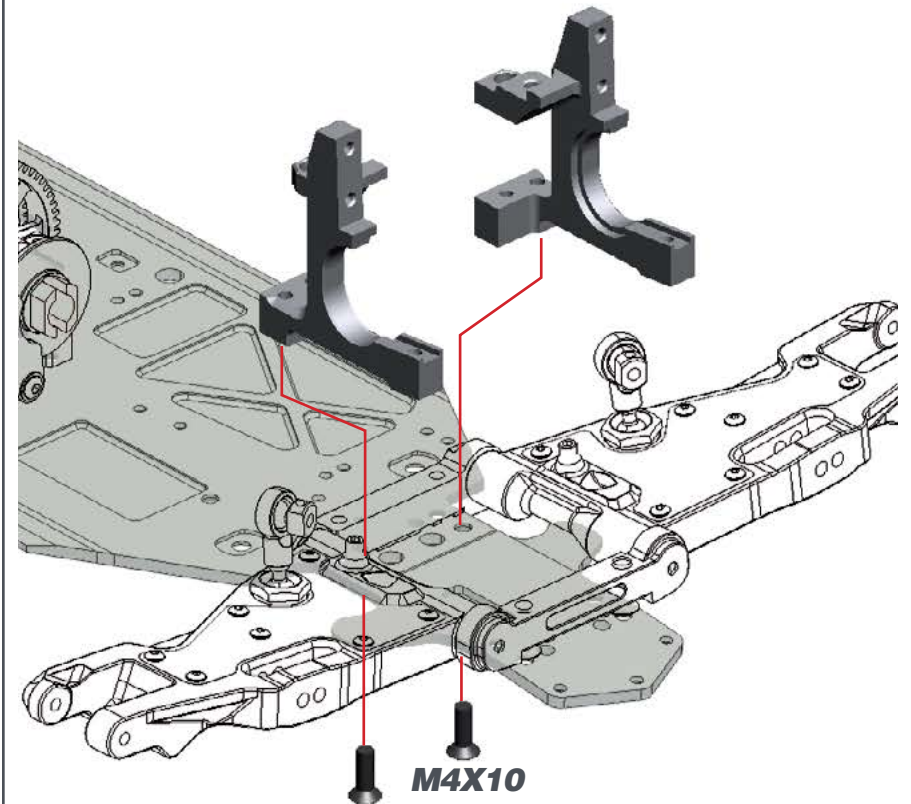
L=R

9	9.5	10	10.5	11
●	●	●	●	●

DEF. SETUP



STEP 24



STEP 25 **BAG 7**

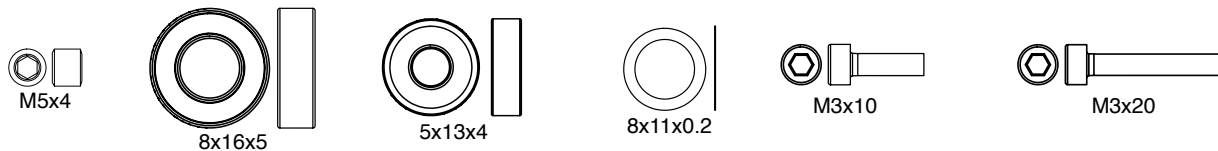
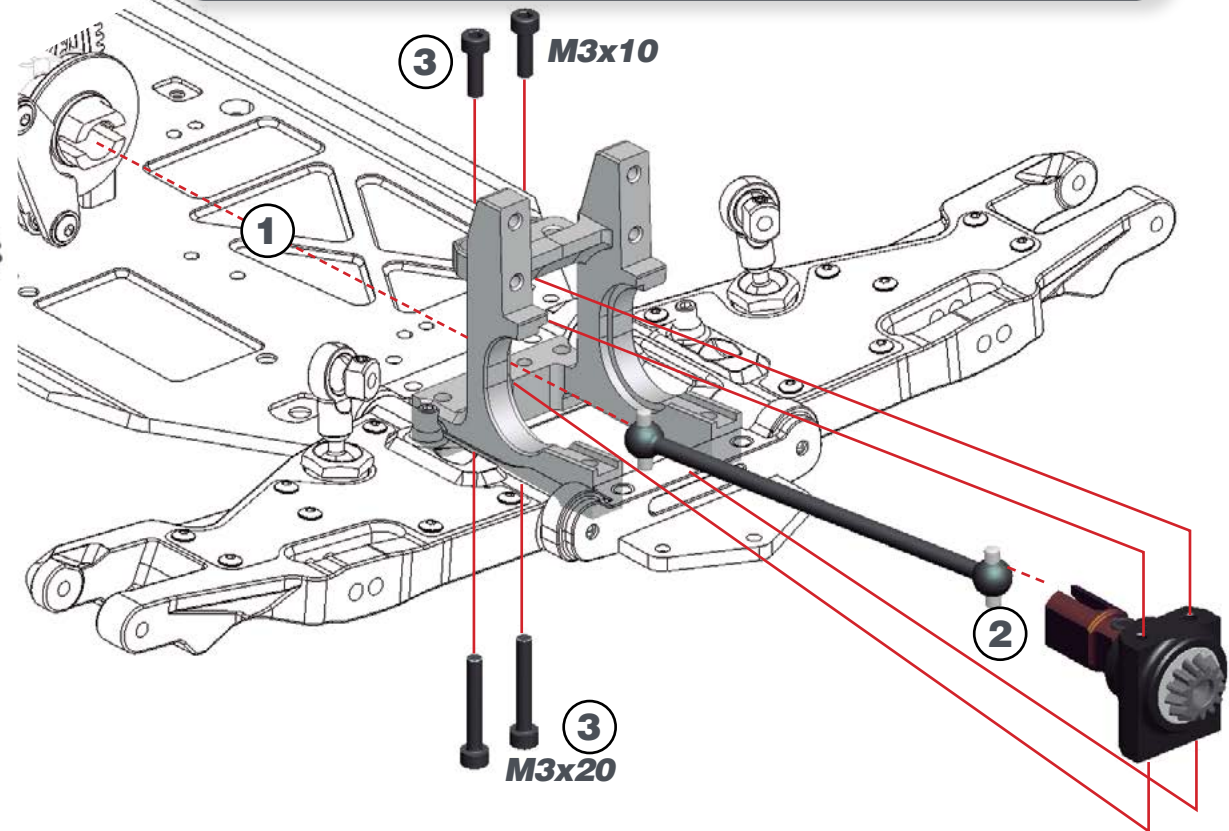


! After building the differential with new gears, new differential case and bearings, the diff may feel a little tight. The connected parts need at least an hour run-time to create a perfect match. Attention: When you assemble the diff with too much initial play, the gears will not run-in properly and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

25.2 **INDRIVE BRACKETS CHART**
Assemble the indrive bracket accordingly to the diff insert assert mounted in the step 18.

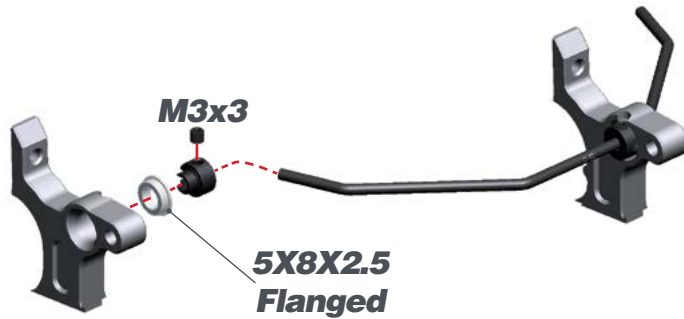
DEF. SETUP

	LOW		MID LOW		MID HIGH		HIGH
			NI		NI		

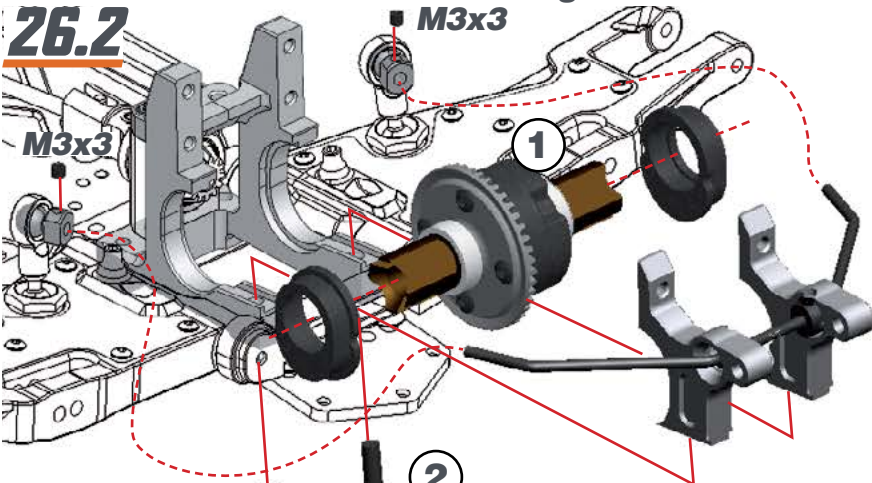


STEP 26

26.1



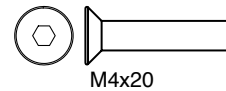
26.2



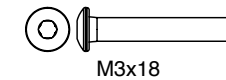
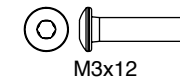
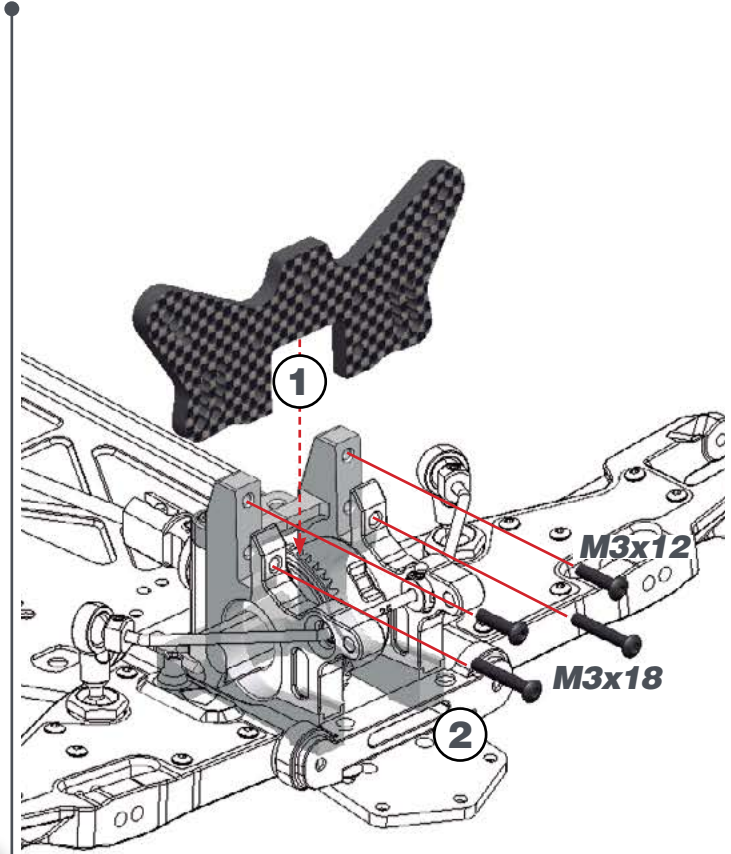
DIFF INSERTS CHART

DEF. SETUP

LOW **MID LOW** **MID HIGH** **HIGH**

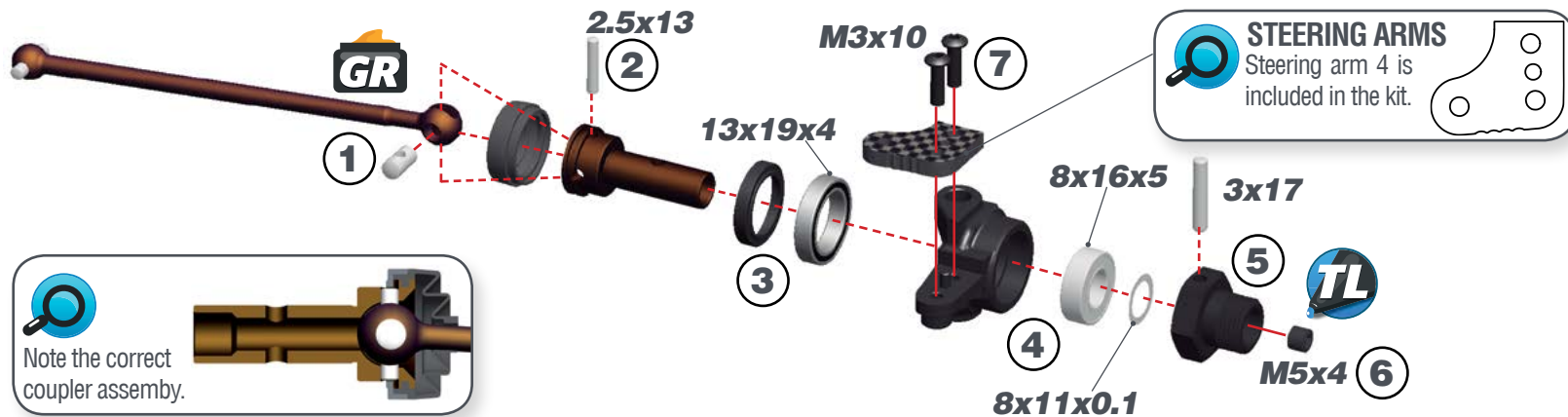


STEP 27

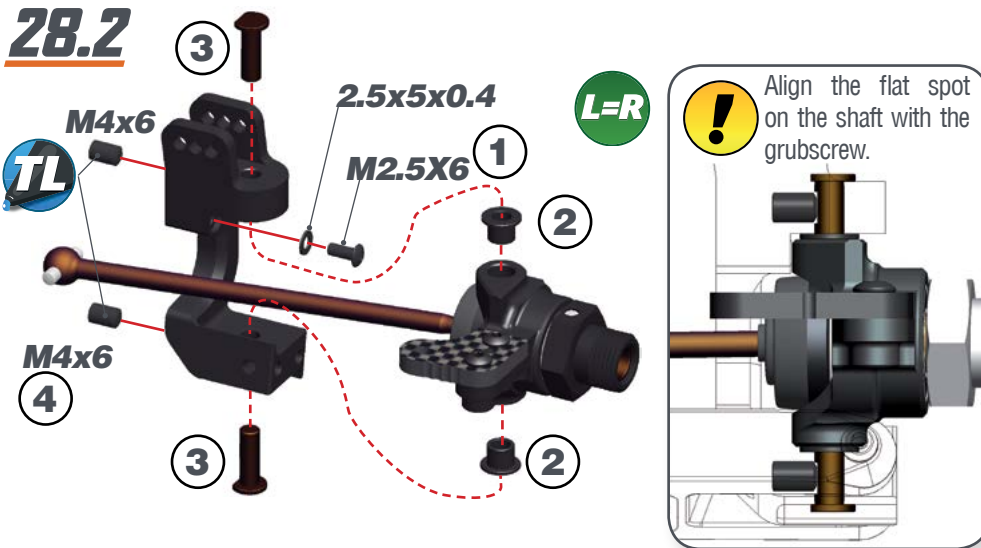


STEP 28 **BAG 8**

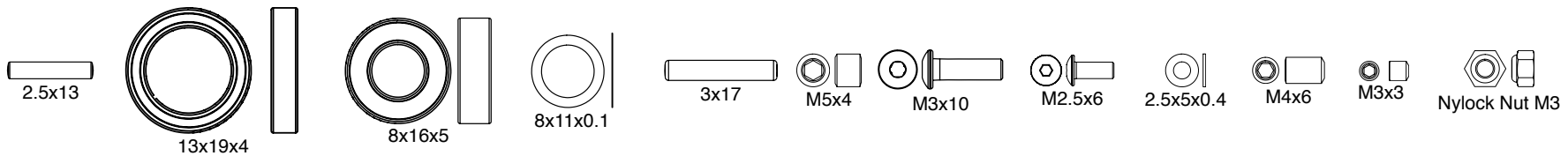
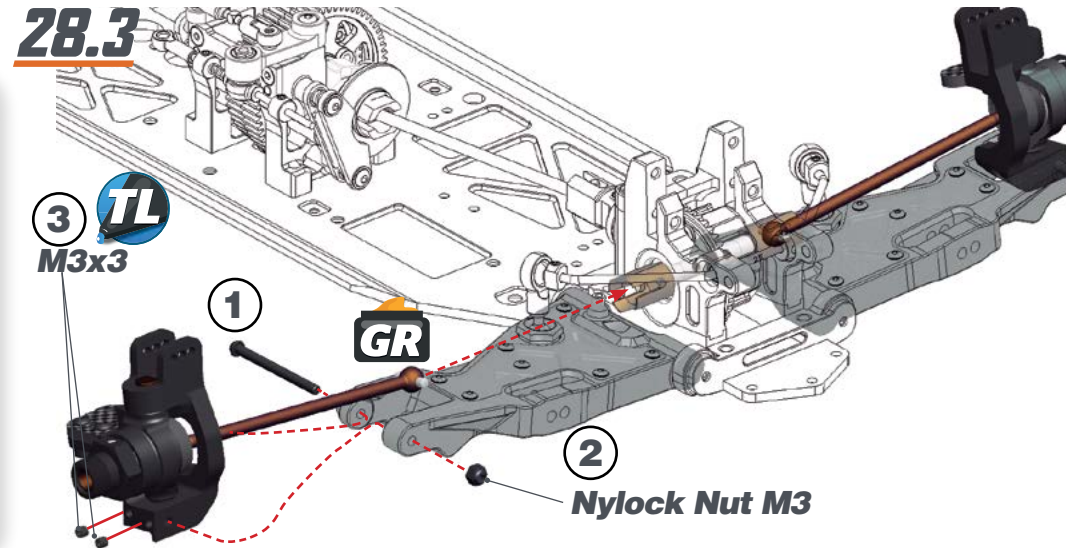
28.1 **L=R**



28.2

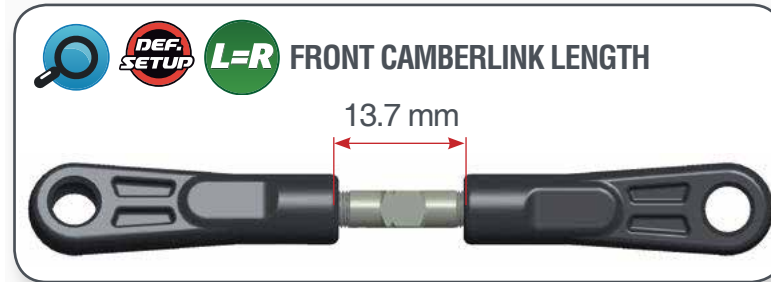


28.3

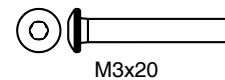
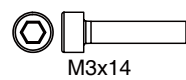
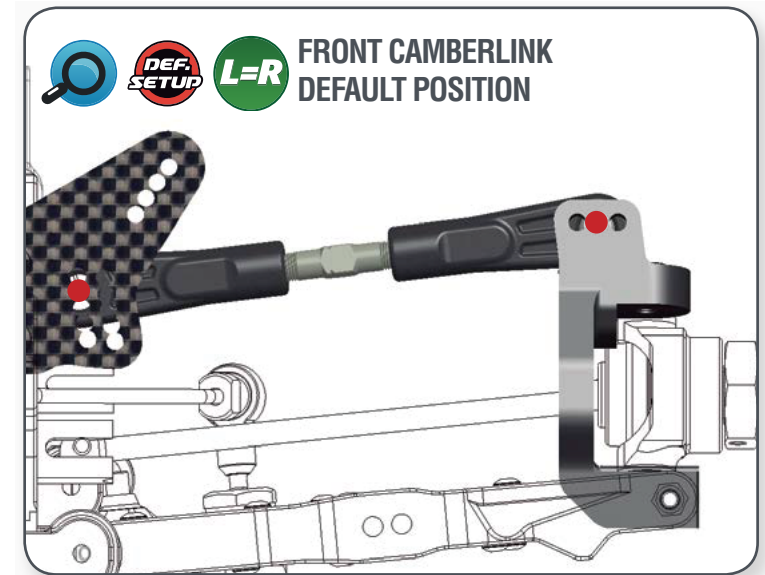
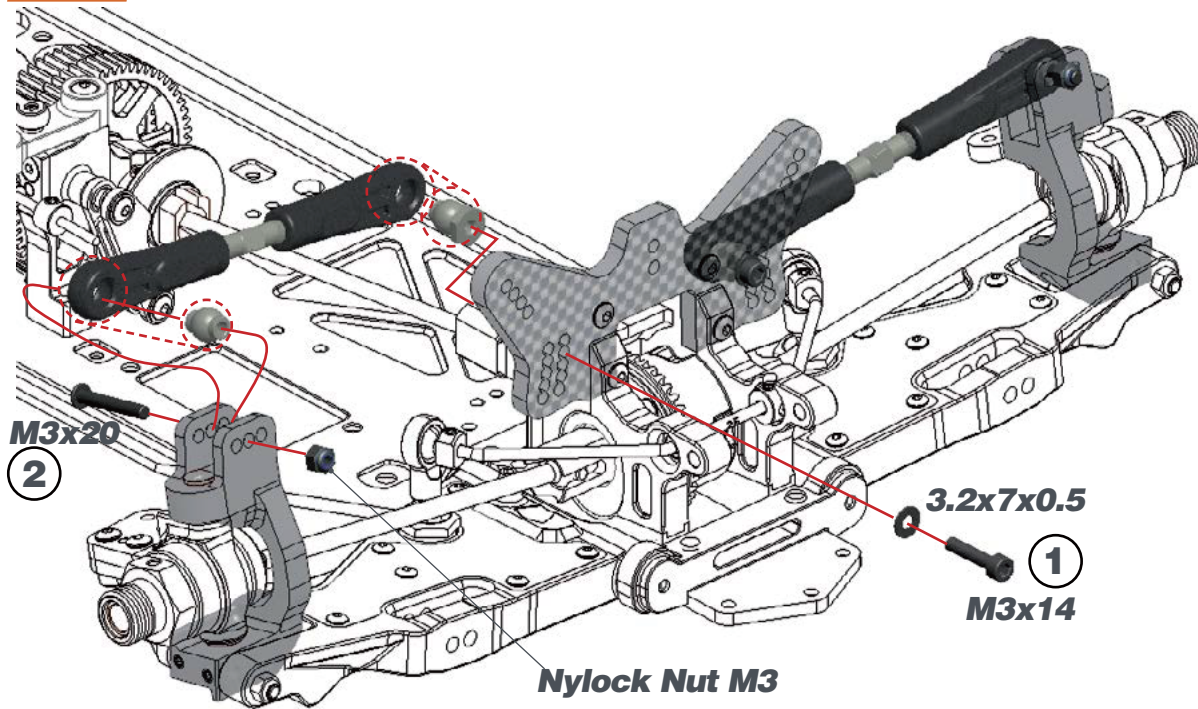


STEP 29

29.1



29.2



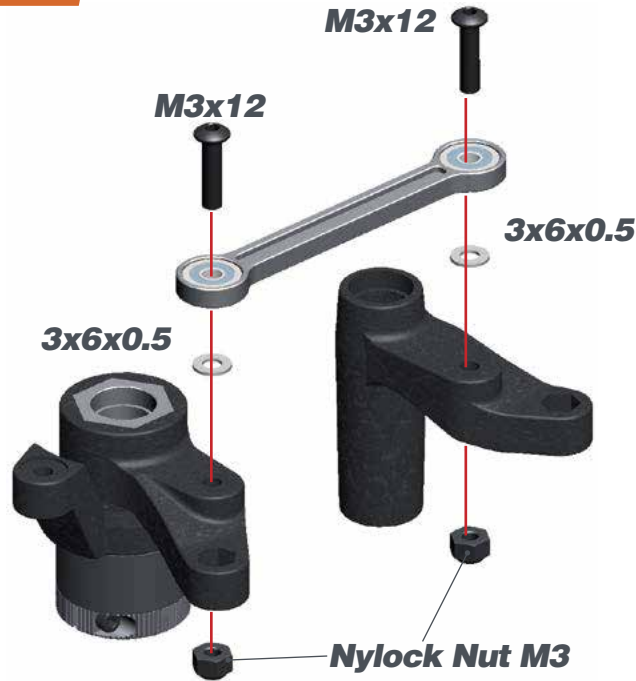
STEP 30


BAG 9

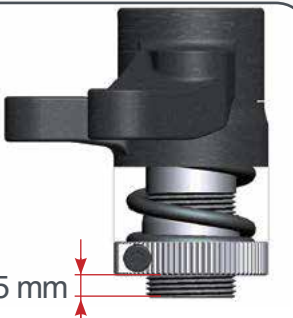
30.1

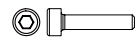





30.2



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



- 
M2x10
- 
M3x12
- 
3x6x0.5
- 
Nylock Nut M3

STEP 31

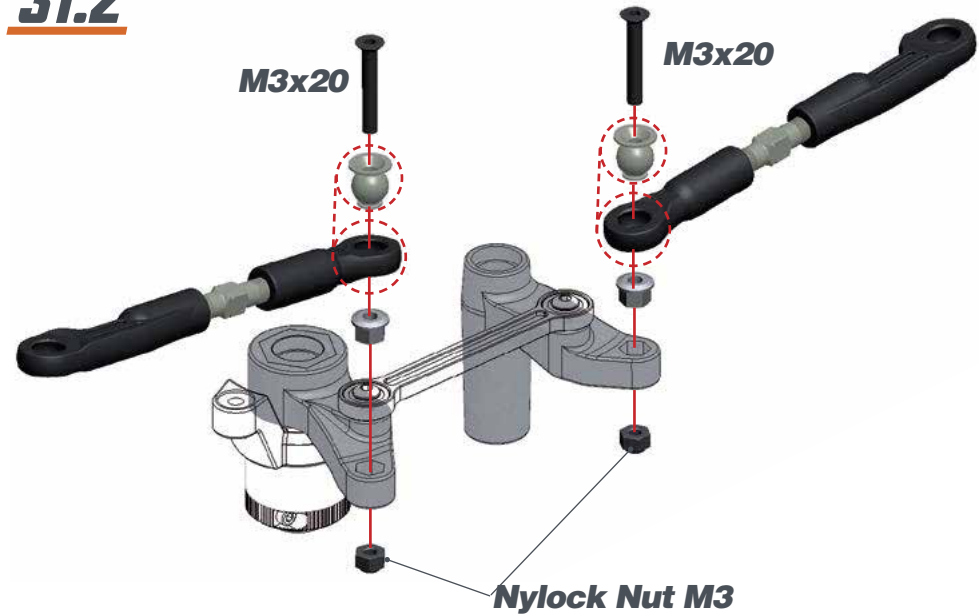
31.1

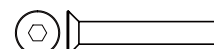



STEERING TRACKROD LENGTH



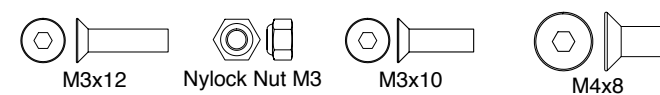
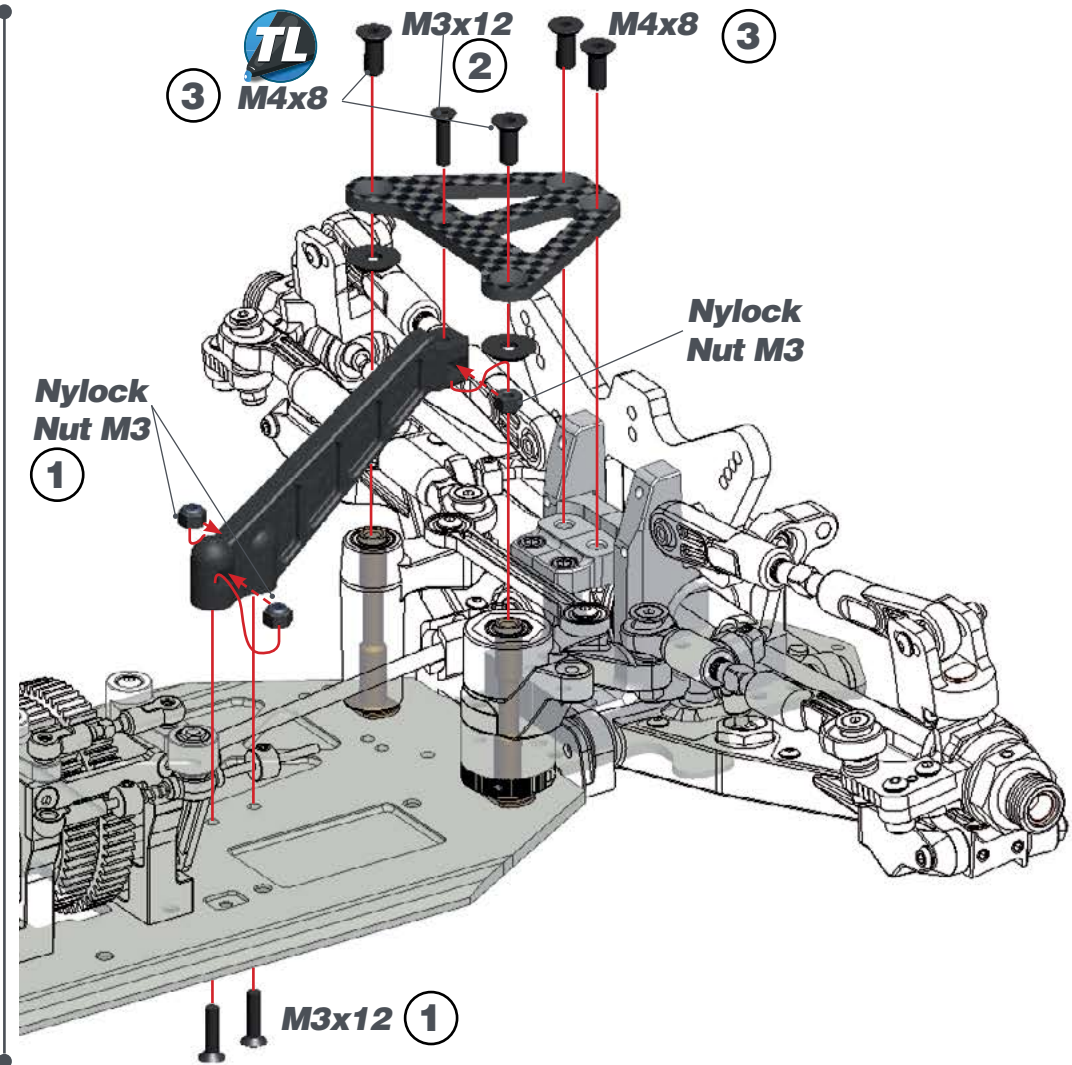
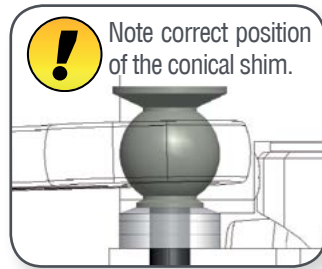
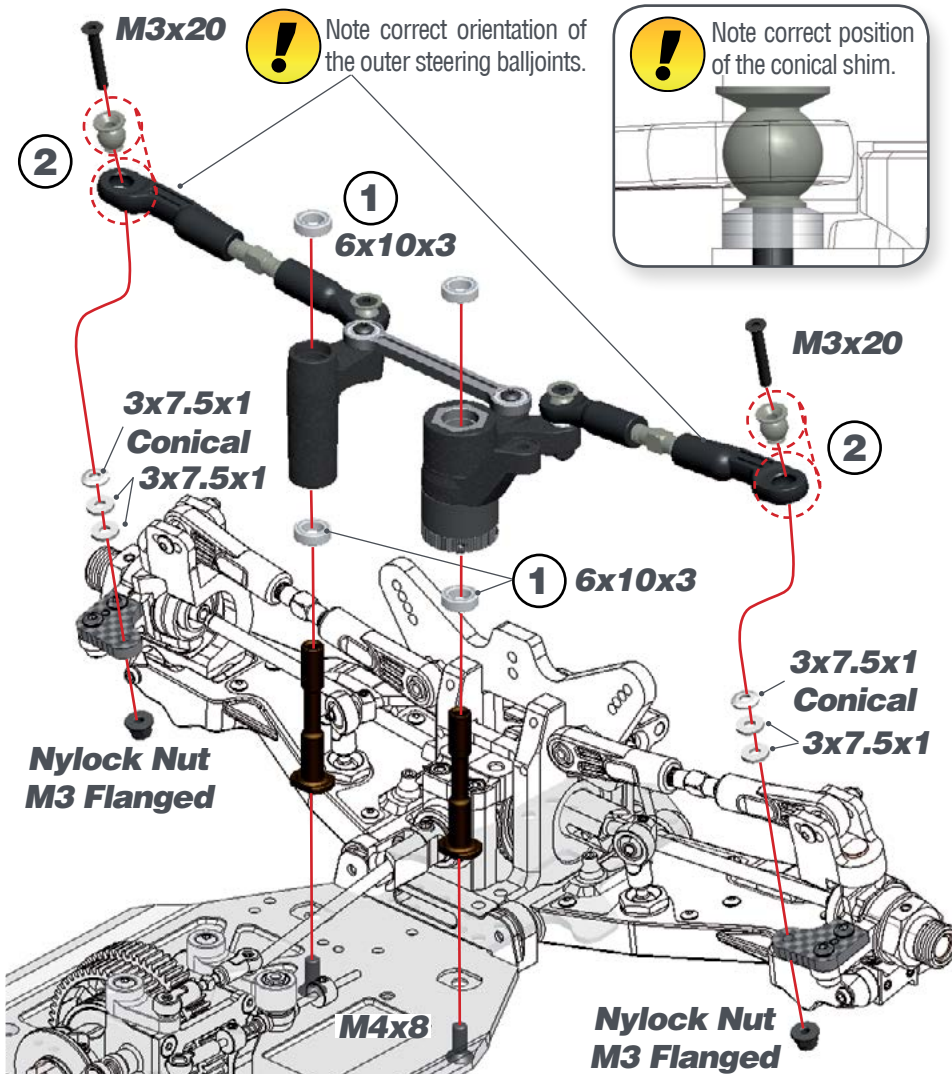
31.2



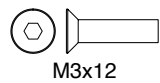
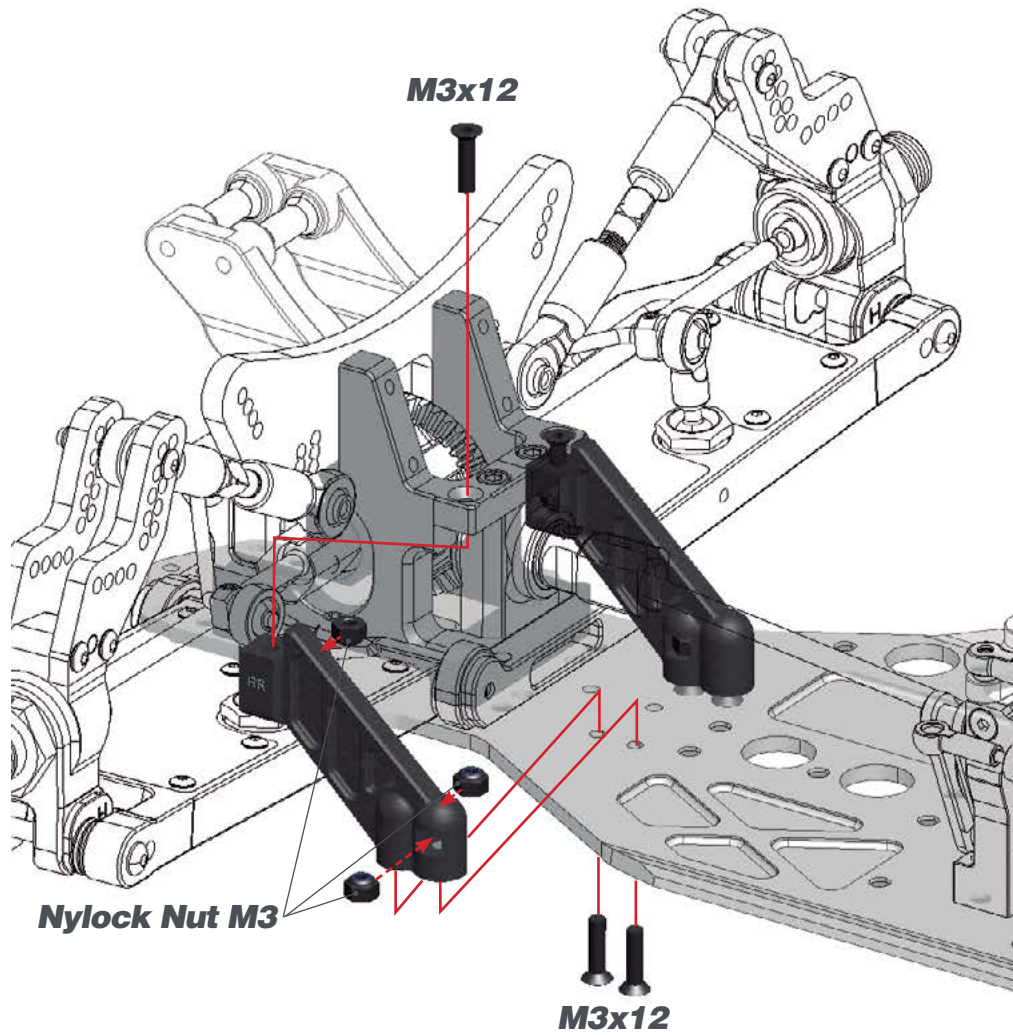
- 
M3x20
- 
Nylock Nut M3

STEP 32

STEP 33 **BAG 10**



STEP 34

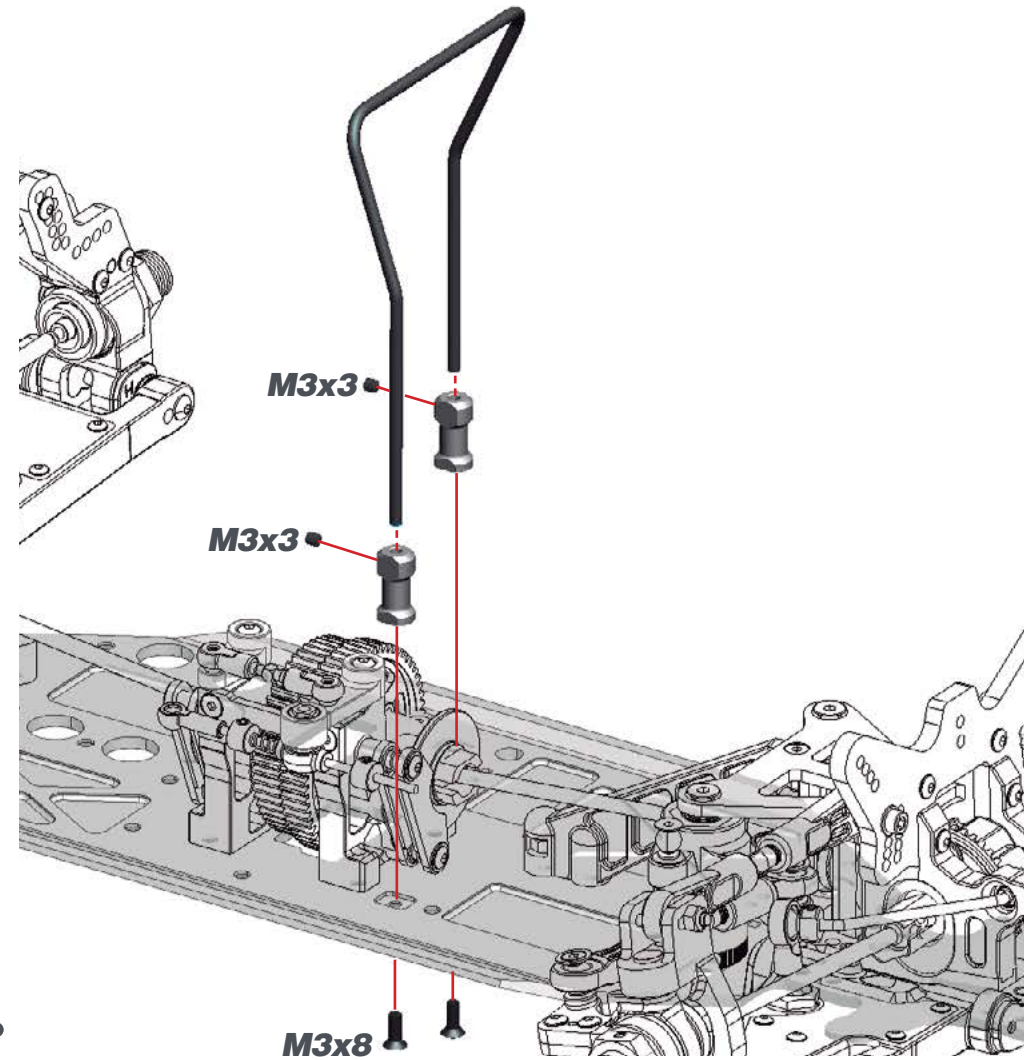


M3x12



Nylock Nut M3

STEP 35



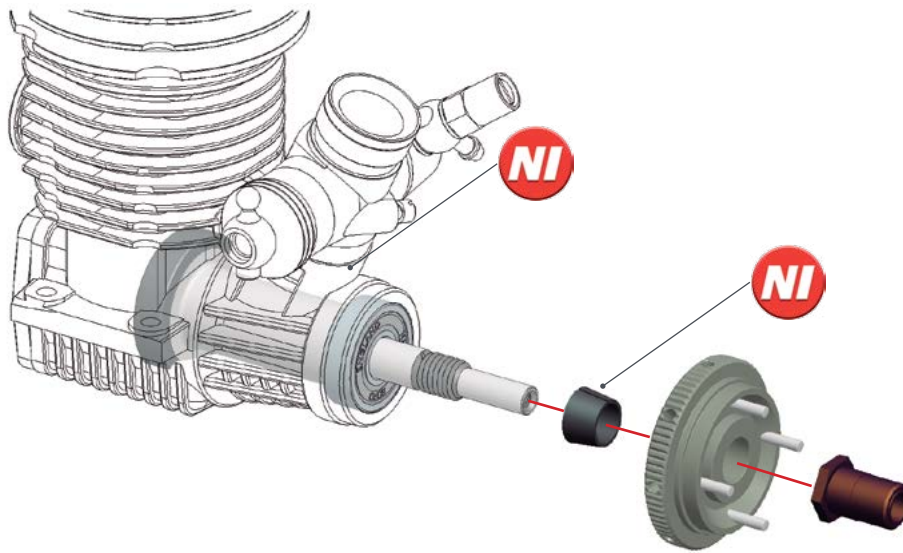
M3x3



M3x8

STEP 36

BAG 11



1- To align the clutchgears with the 2-speed gears, it may be needed to use shim(s) 6x8x0.5mm (for 6mm shaft) or 7x8x0.5 (for 7mm shaft) behind the cone. This you can see only after assembling the clutch.

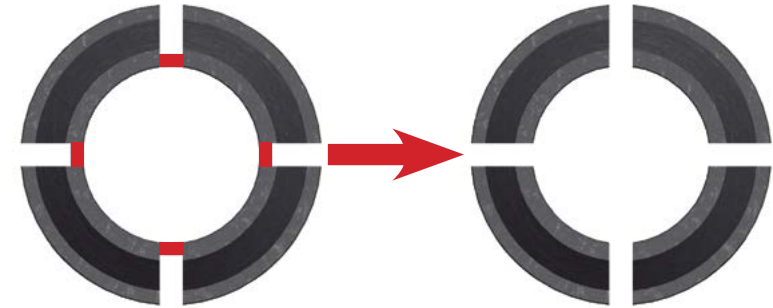
2- The holes in the side of the flywheel can be used to block the flywheel (with short allen tool) through the bottom of the chassis, when the engine/clutch is mounted in the car. It's easier to tighten or loosen the pre-load on the clutch spring that way.

STEP 37

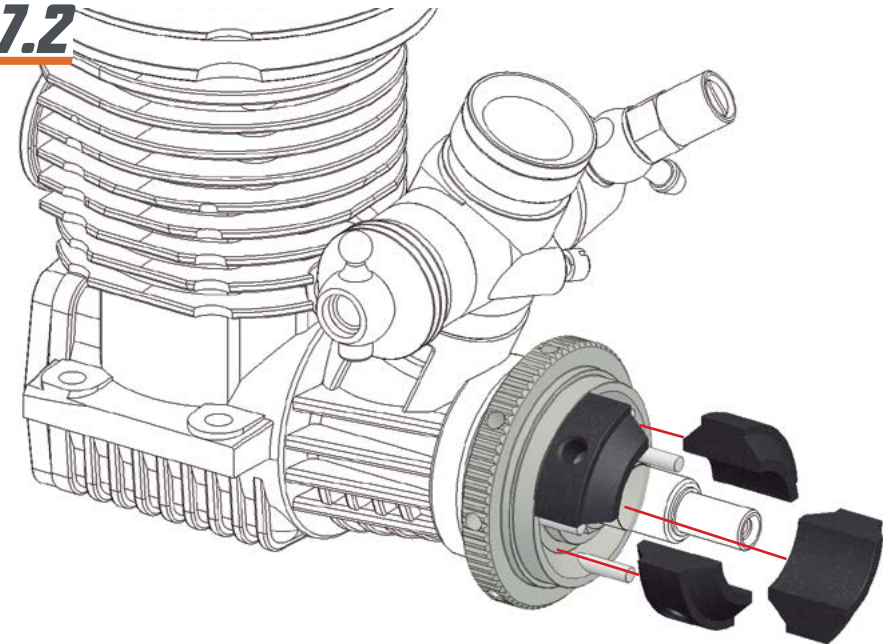
37.1



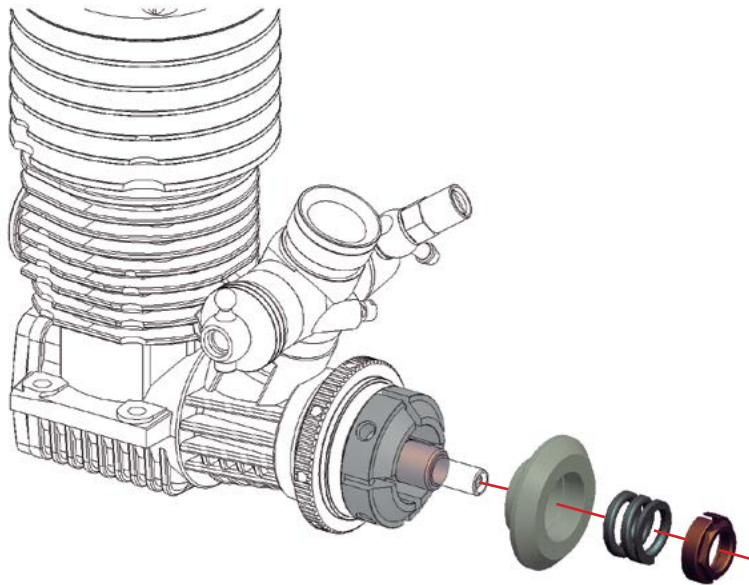
Before to assemble clutch shoes, carefully remove the red area and smoothen the cut surface in order to have four clutch shoes with the same shape.



37.2



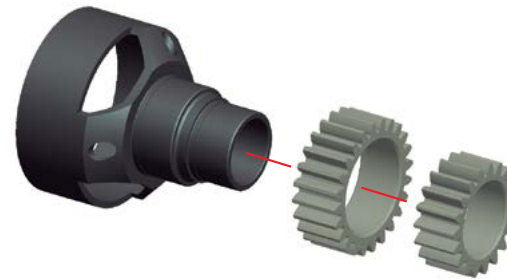
STEP 38



For adjusting the default clutch spring tension:
 1- Screw in the adjusting nut all the way.
 2- Unscrew it one and a half turns.
 3- Fine tune the setup of your clutch on the track according to your driving style, track and weather conditions.

STEP 39

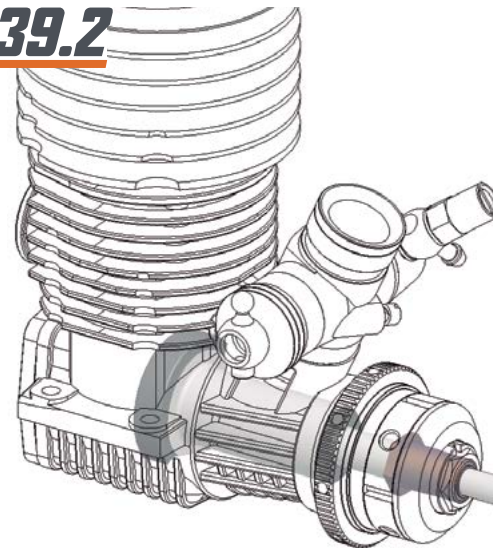
39.1



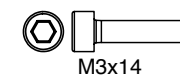
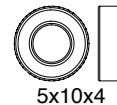
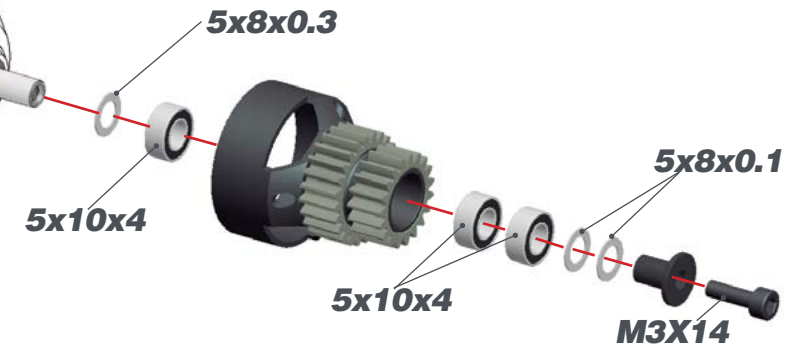
Note the orientation of the gears



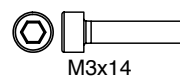
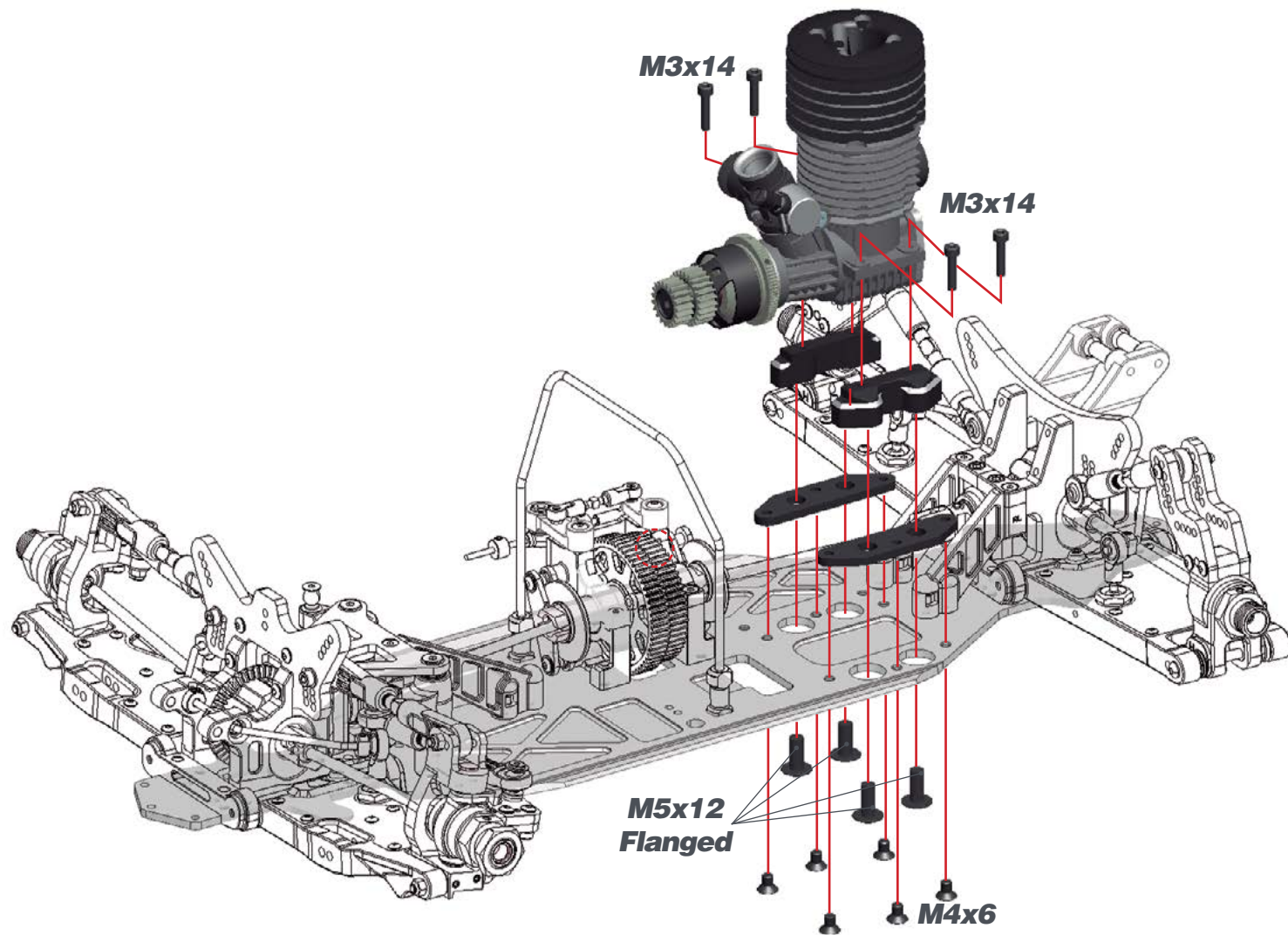
39.2



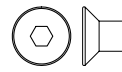
Place 5x8x0.1 and/or 5x8x0.3 shims to achieve a small amount of end play.



STEP 40



M3x14



M4x6

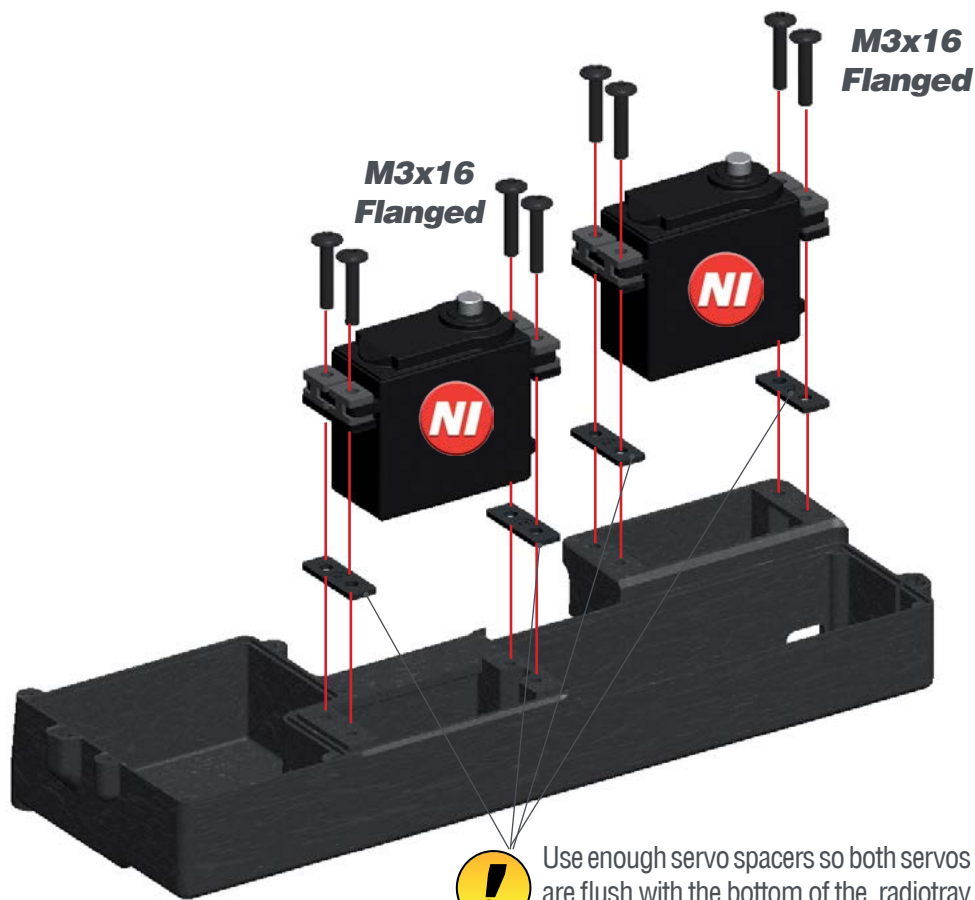


M5x15 Flanged

STEP 41

BAG 12

STEP 42

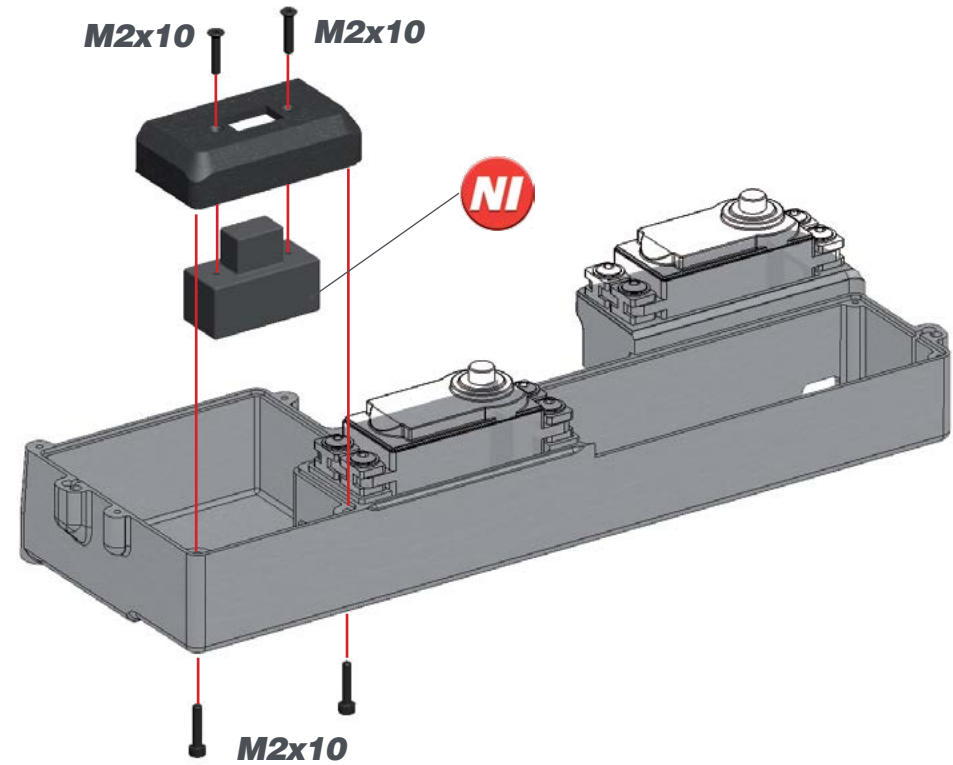


M3x16
Flanged

M3x16
Flanged



Use enough servo spacers so both servos are flush with the bottom of the radiotray posts. This will prevent the servo to touch the chassis under torsion – flex.

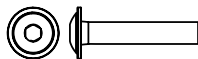


M2x10

M2x10

NI

M2x10



M3x16 Flanged

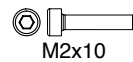
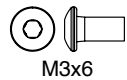
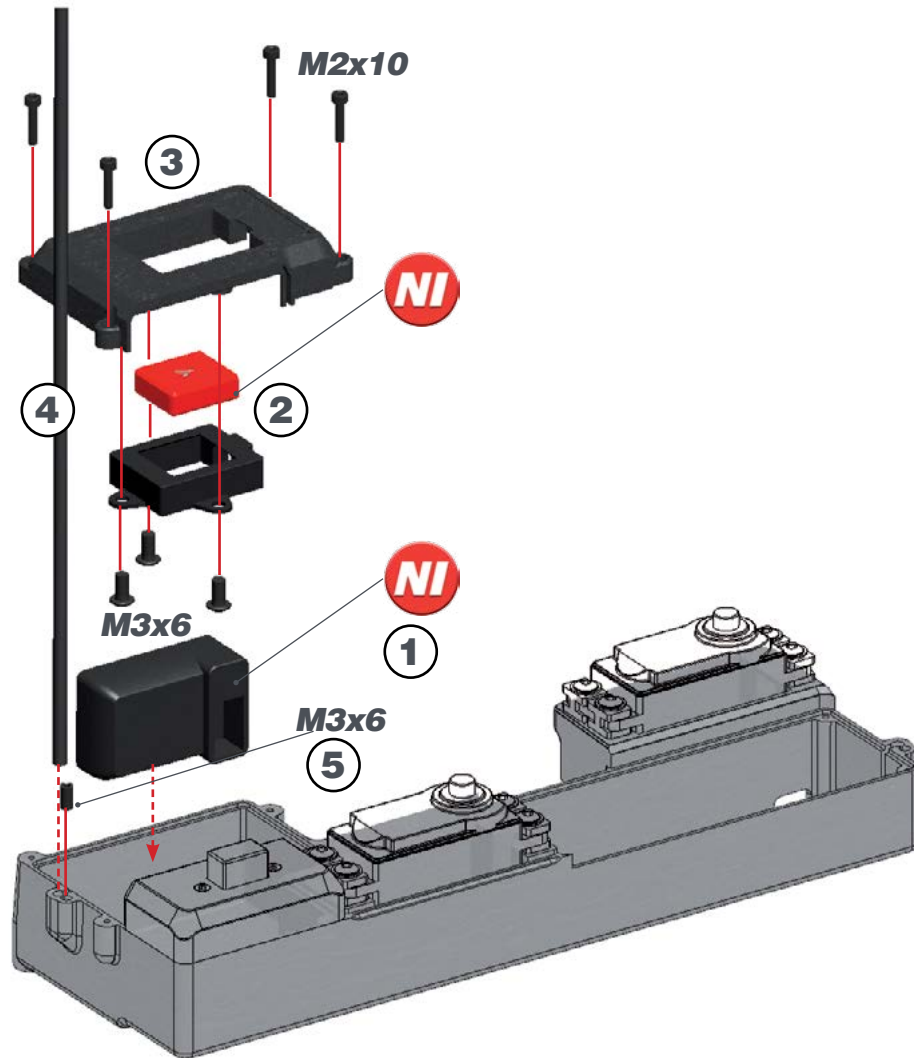


M2x10

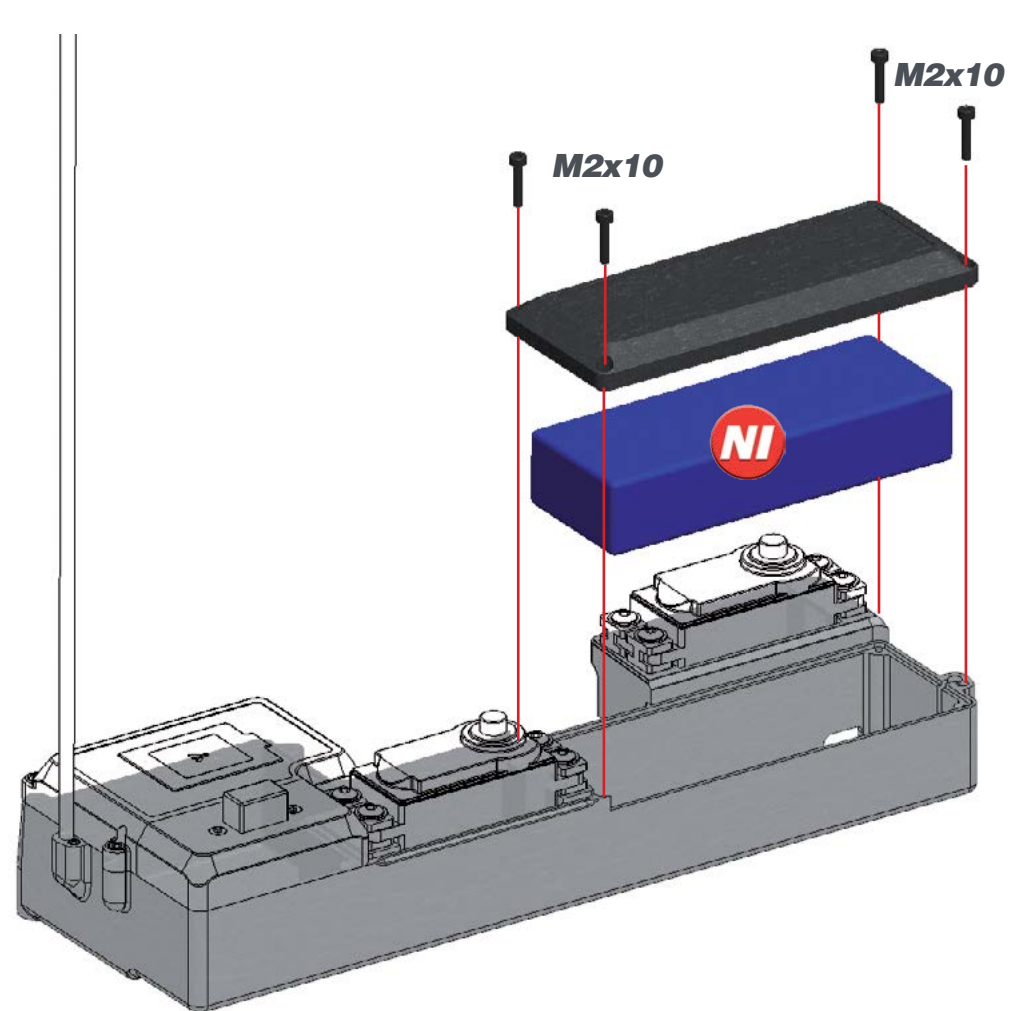


M2x10

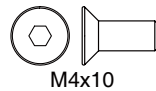
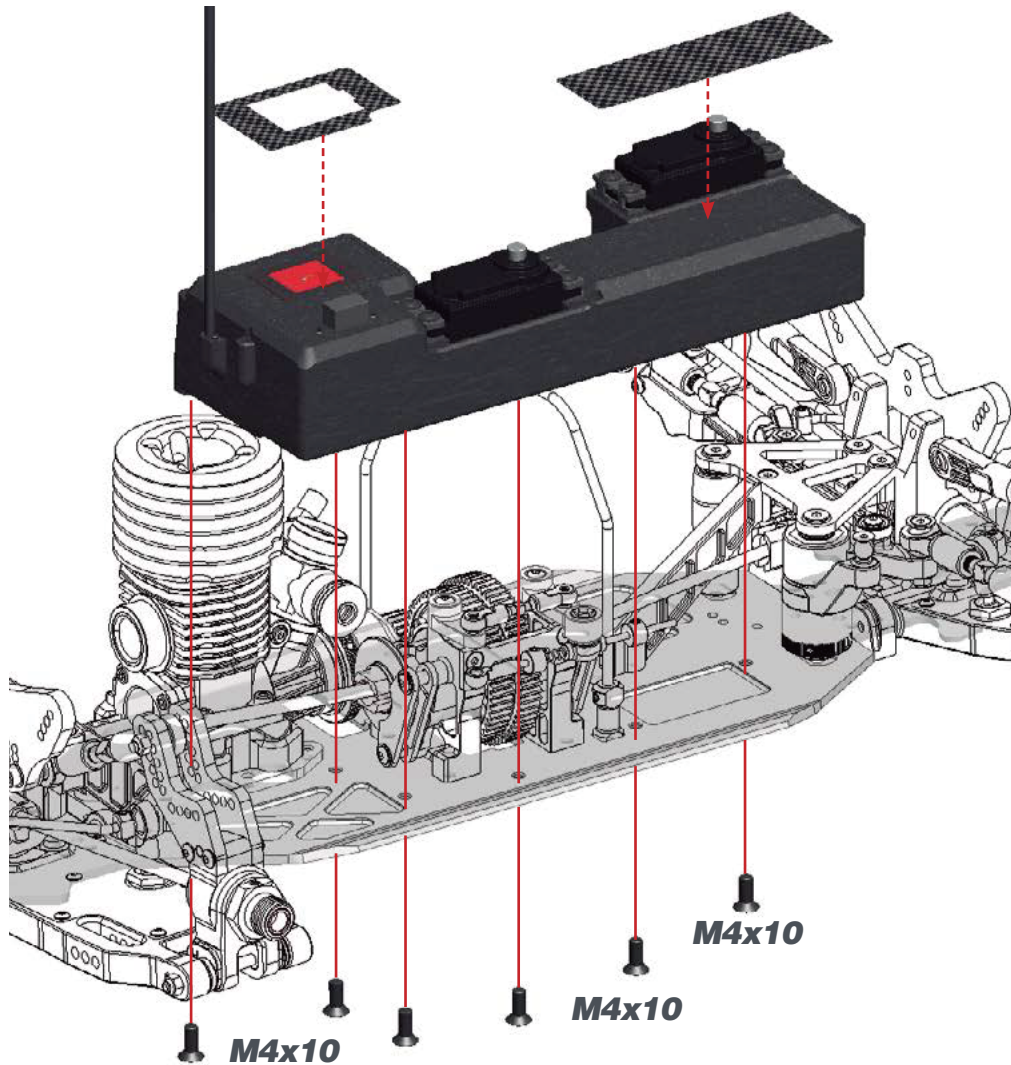
STEP 43



STEP 44



STEP 45



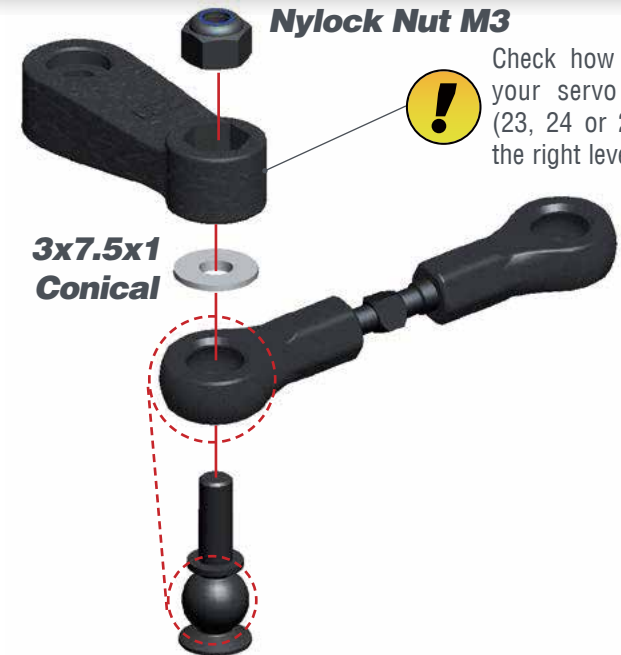
STEP 46



STEERING LINK LENGTH

Between different servo brands there could be slight differences.

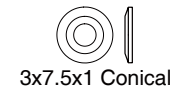
9 mm



Nylock Nut M3

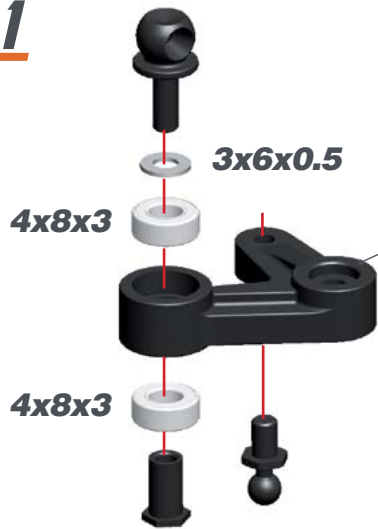
Check how many teeth your servo spline has (23, 24 or 25) and use the right lever.

**3x7.5x1
Conical**



STEP 47

47.1



3x6x0.5

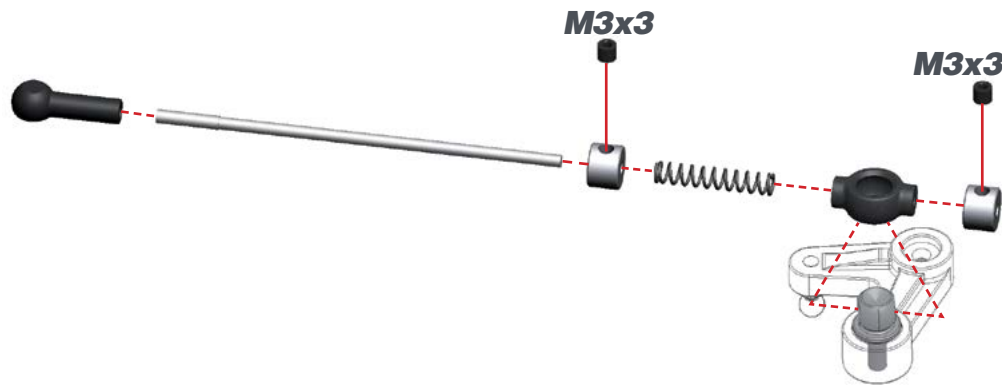
4x8x3

4x8x3



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

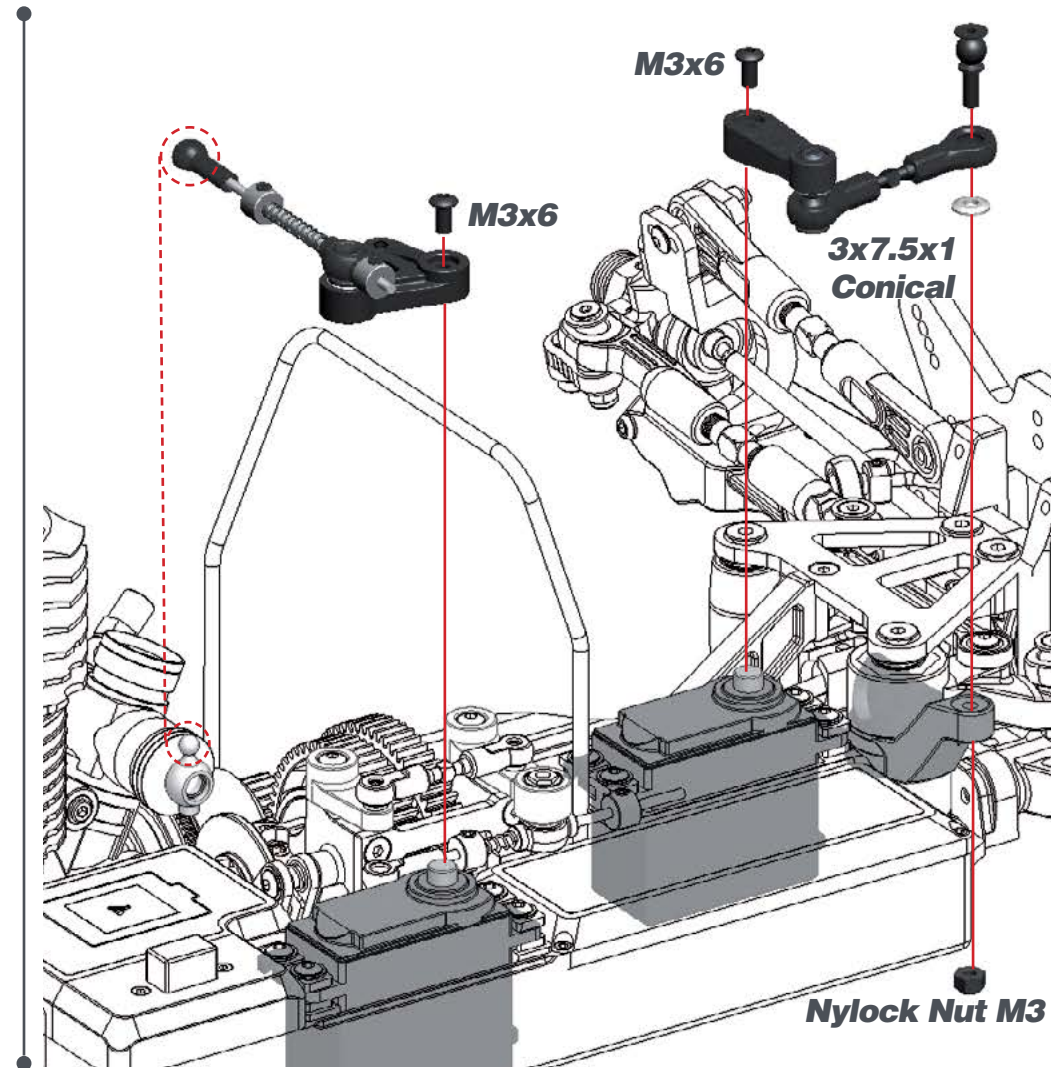
47.2



M3x3

M3x3

STEP 48

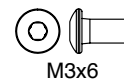
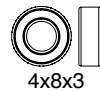


M3x6

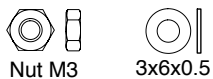
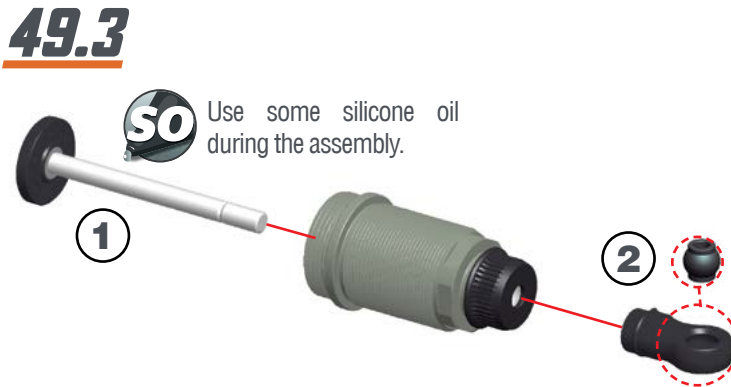
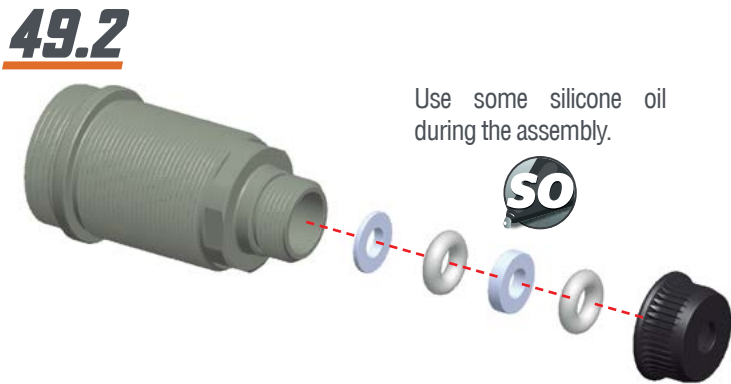
M3x6

3x7.5x1
Conical

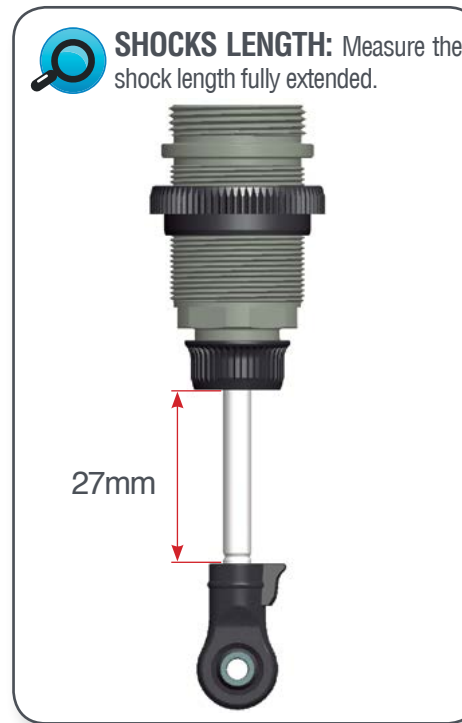
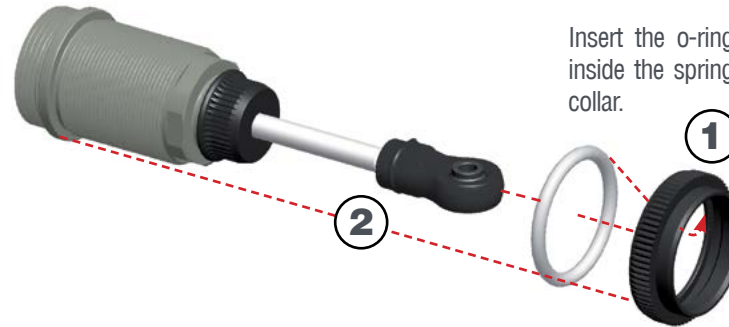
Nylock Nut M3



STEP 49 SHOCK BAG



STEP 50



STEP 51

- 1- Fill up with silicone oil fully using the silicone oil supplied in the kit. For the correct cst value please check the default setupsheet.
- 2- Extend the shockrod fully
- 3- Move the shockrod slowly up and down to let ALL air bubbles escape.



STEP 50

50.1

Push the membrane into the shock cap.



50.2

Close top step by step only 3/4



STEP 51

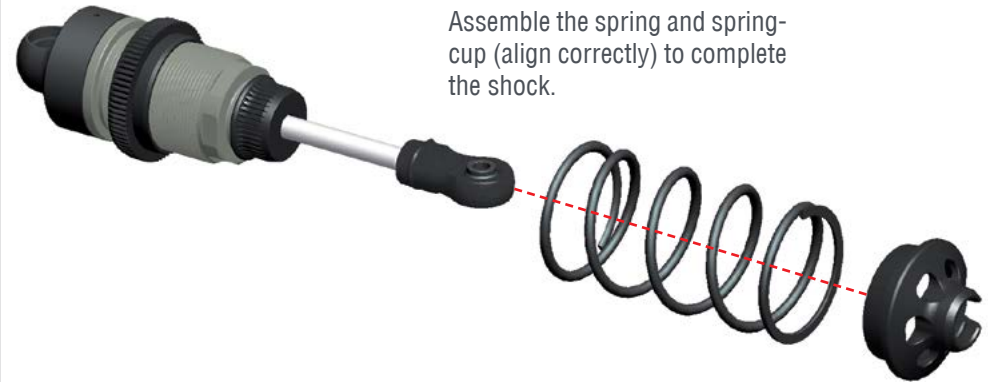
1-Bleed: push the shock-rod all the way in slowly, to allow excessive oil to escape.

2- With shockrod fully in, close fullu the shock cap.

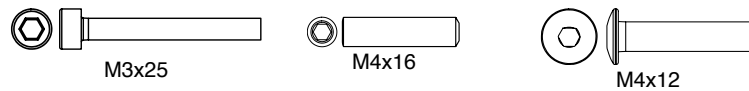
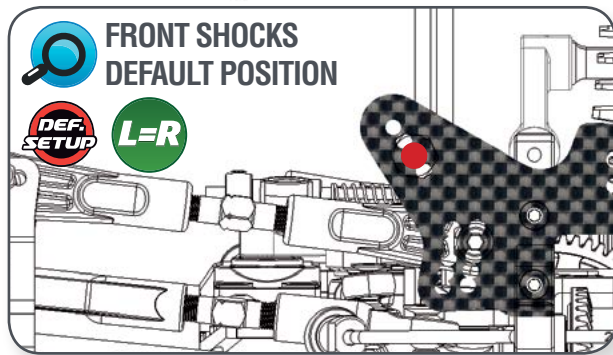
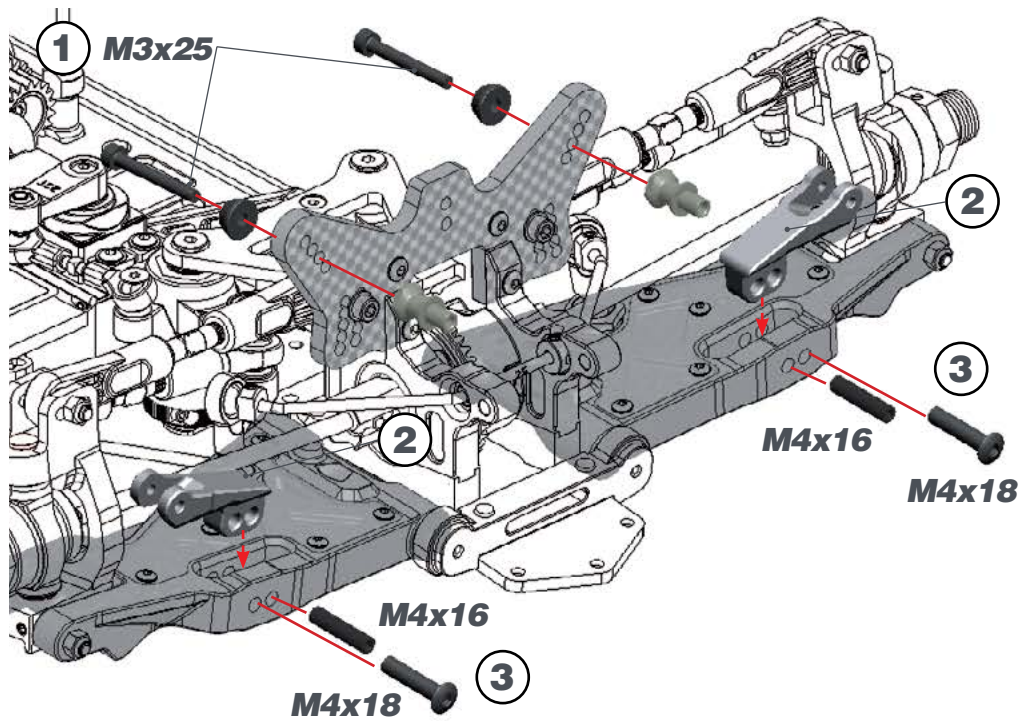


STEP 52

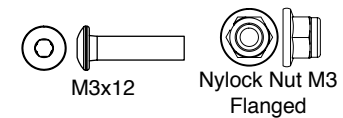
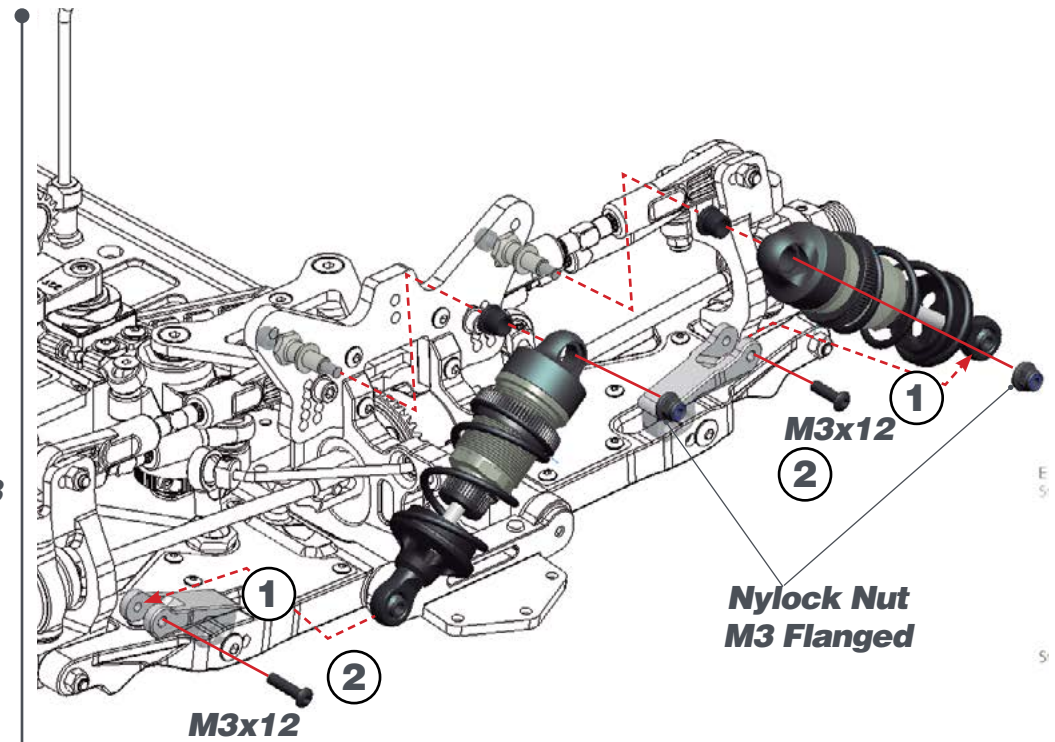
Assemble the spring and spring-cup (align correctly) to complete the shock.



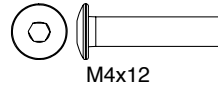
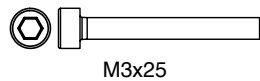
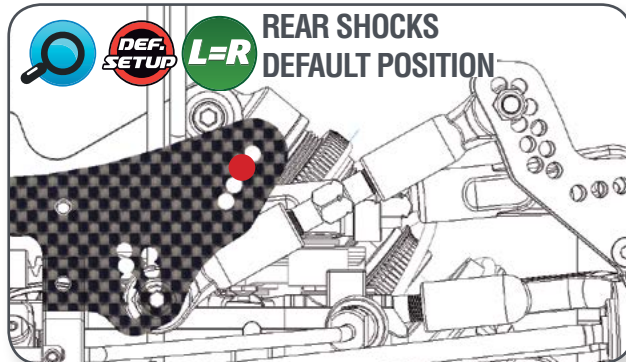
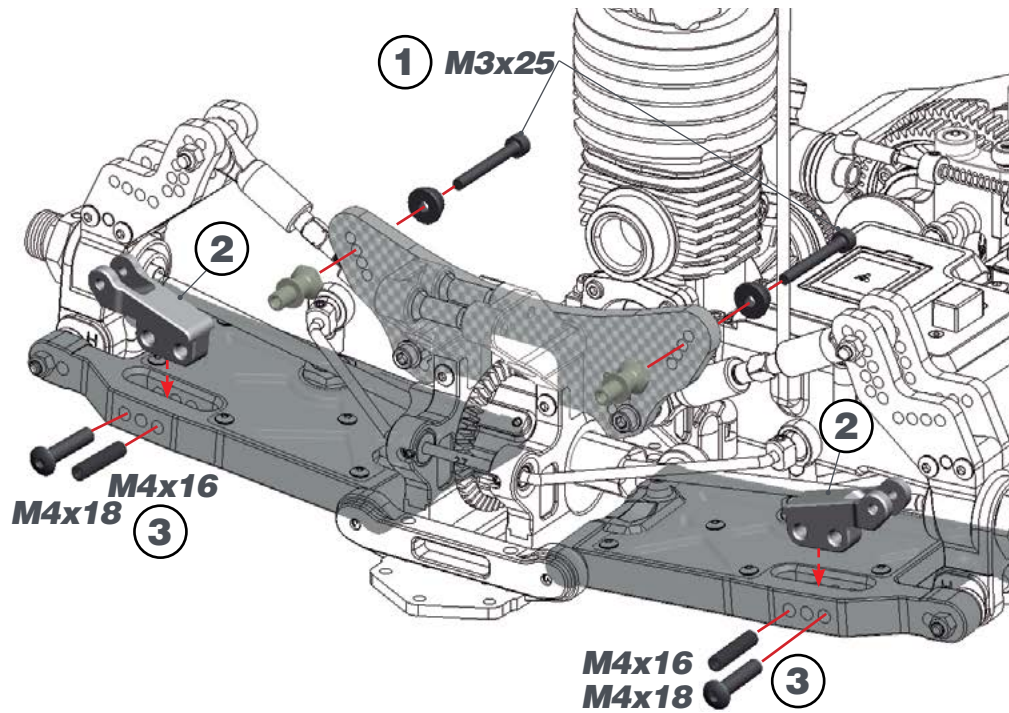
STEP 53



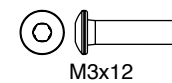
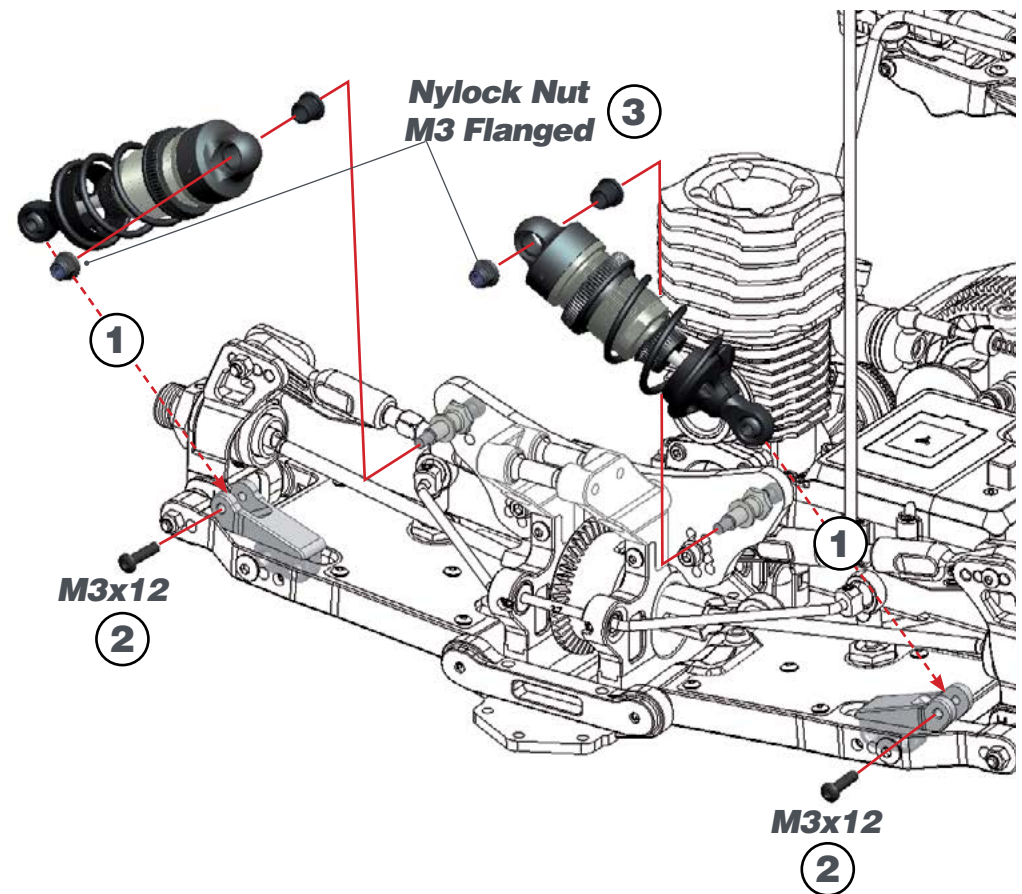
STEP 54



STEP 55



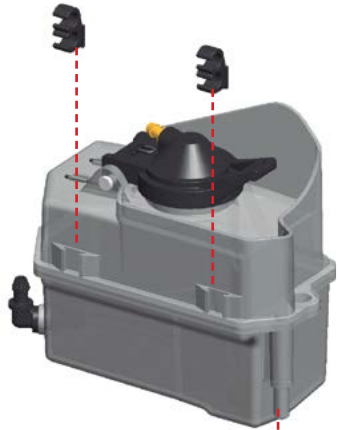
STEP 56



STEP 57

BAG 13

57.1

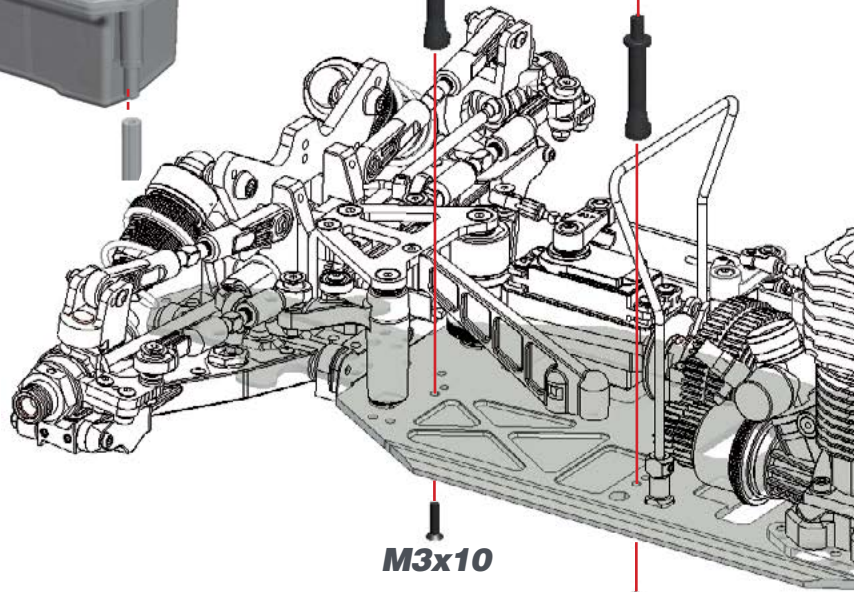


57.2

M3x12 Flanged



M3x12 Flanged



M3x10

M3x10

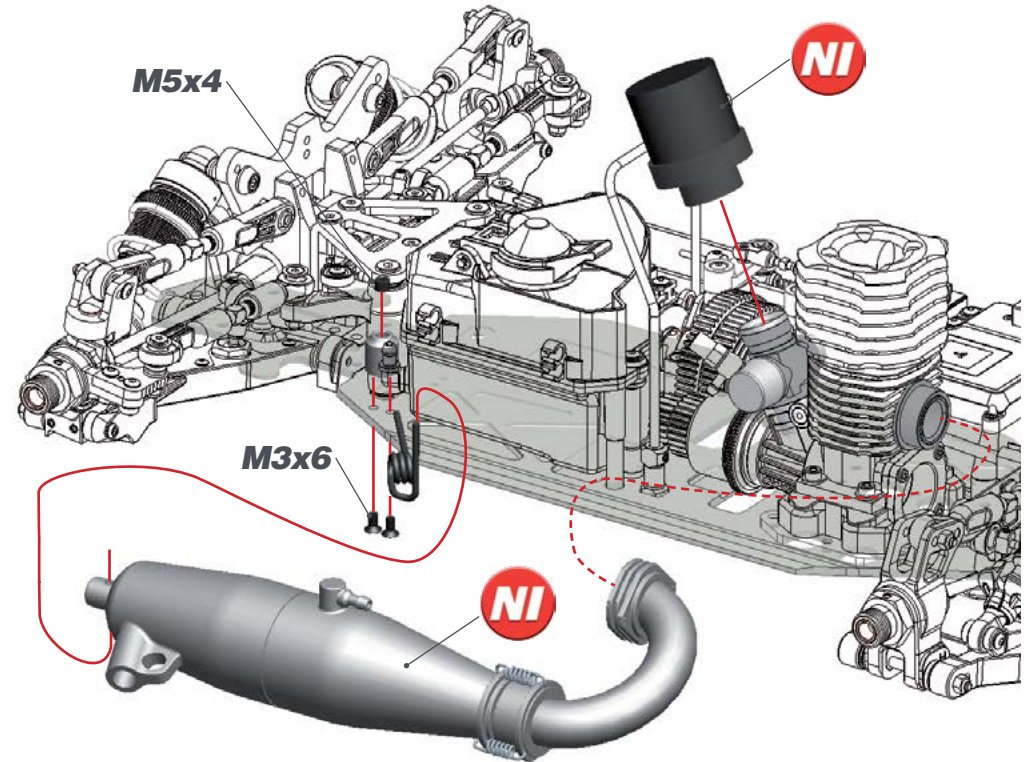


M3x12 Flanged



M3x10

STEP 58



M5x4

NI

M3x6

NI



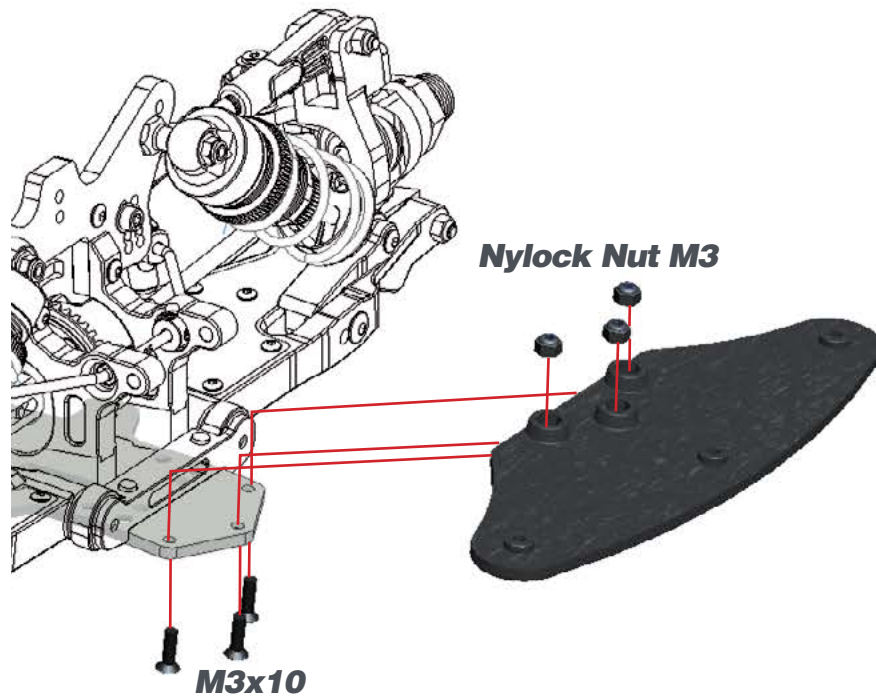
M3x6



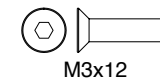
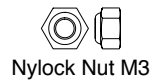
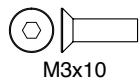
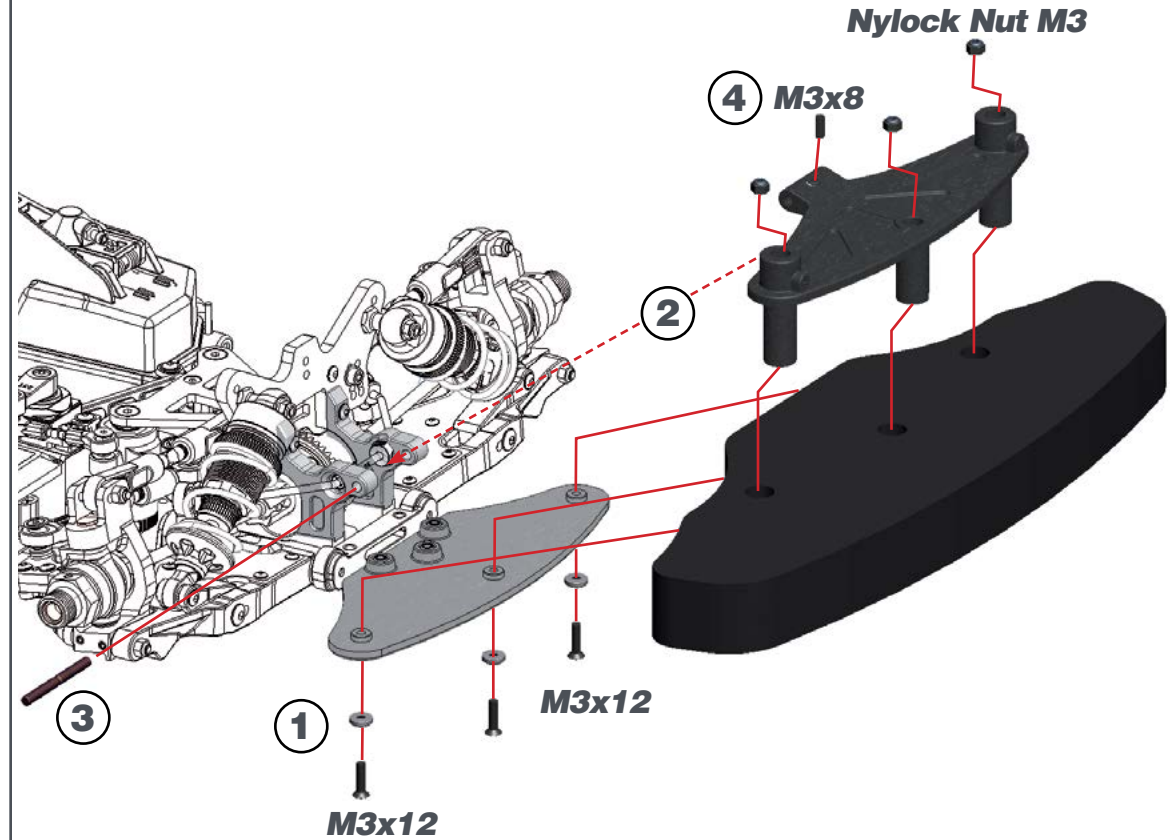
M5x4

STEP 59

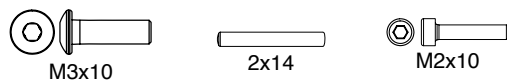
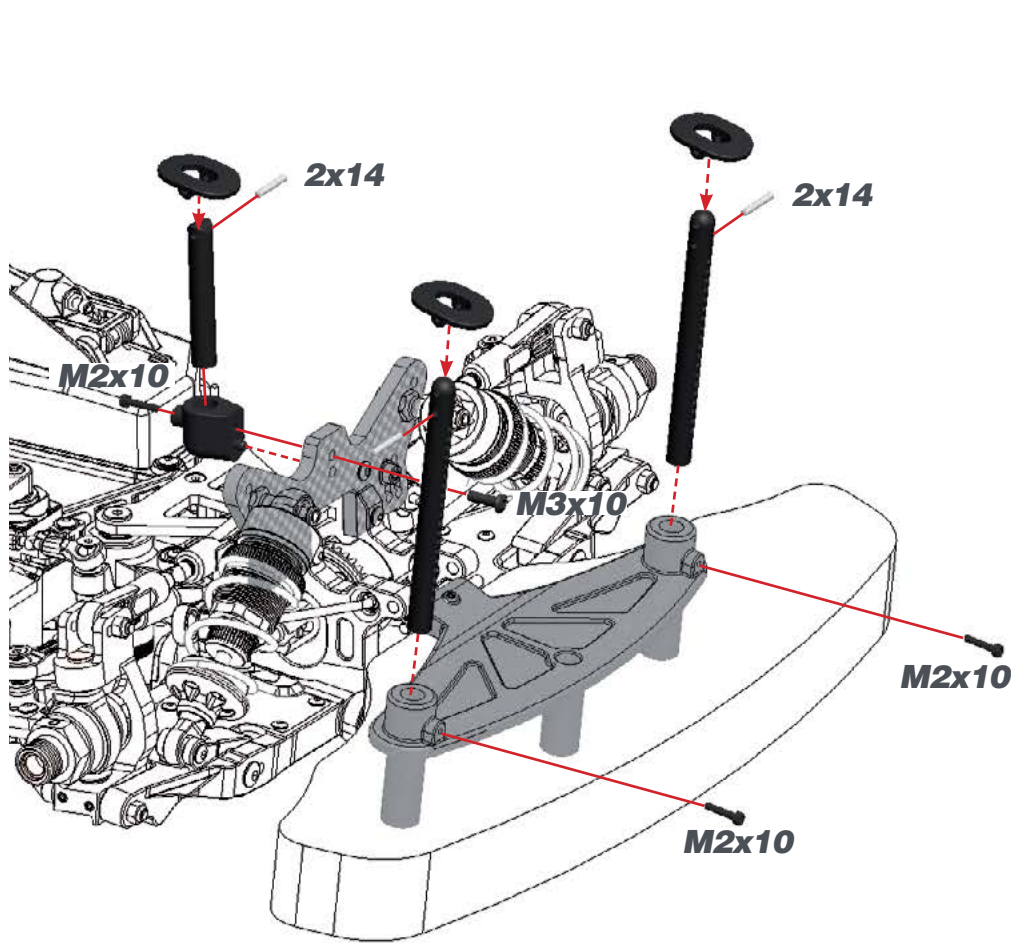
BAG 14



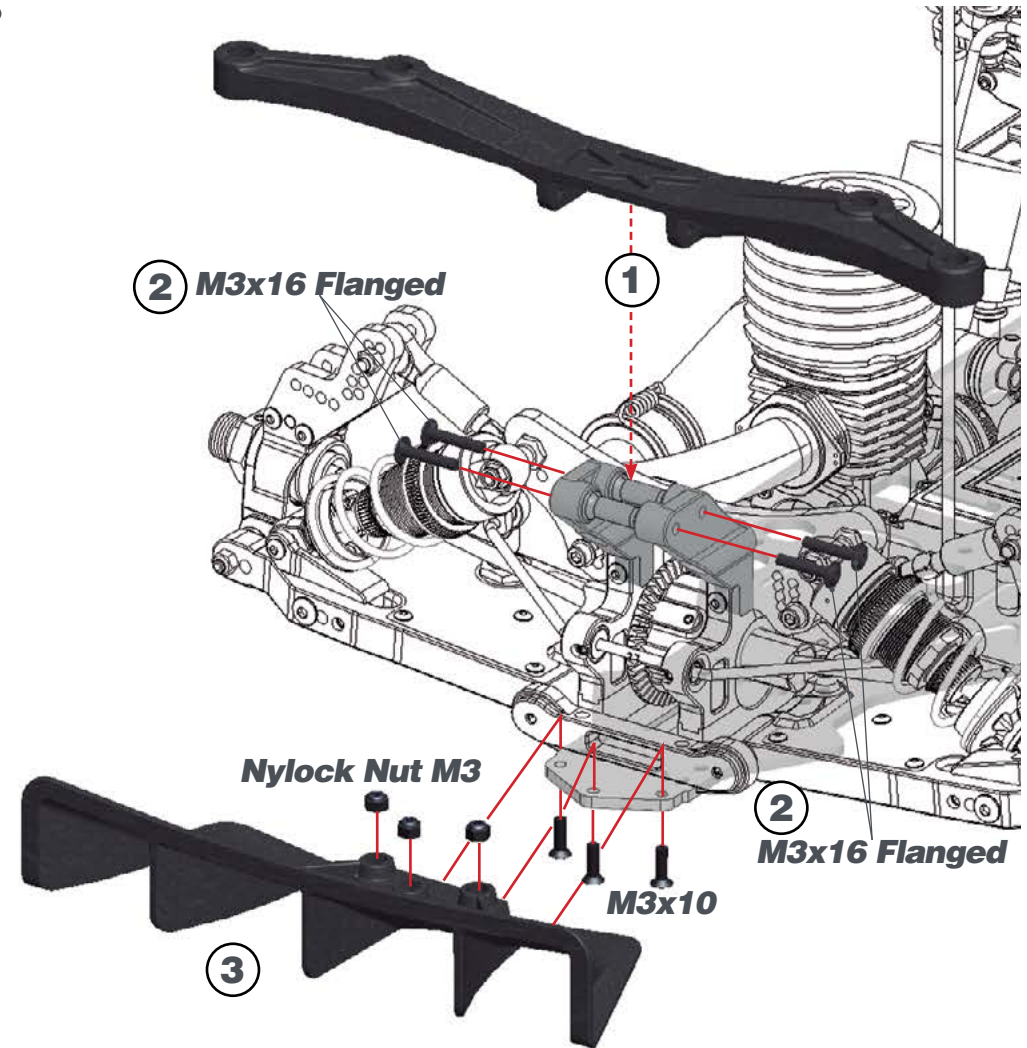
STEP 60



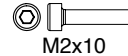
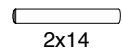
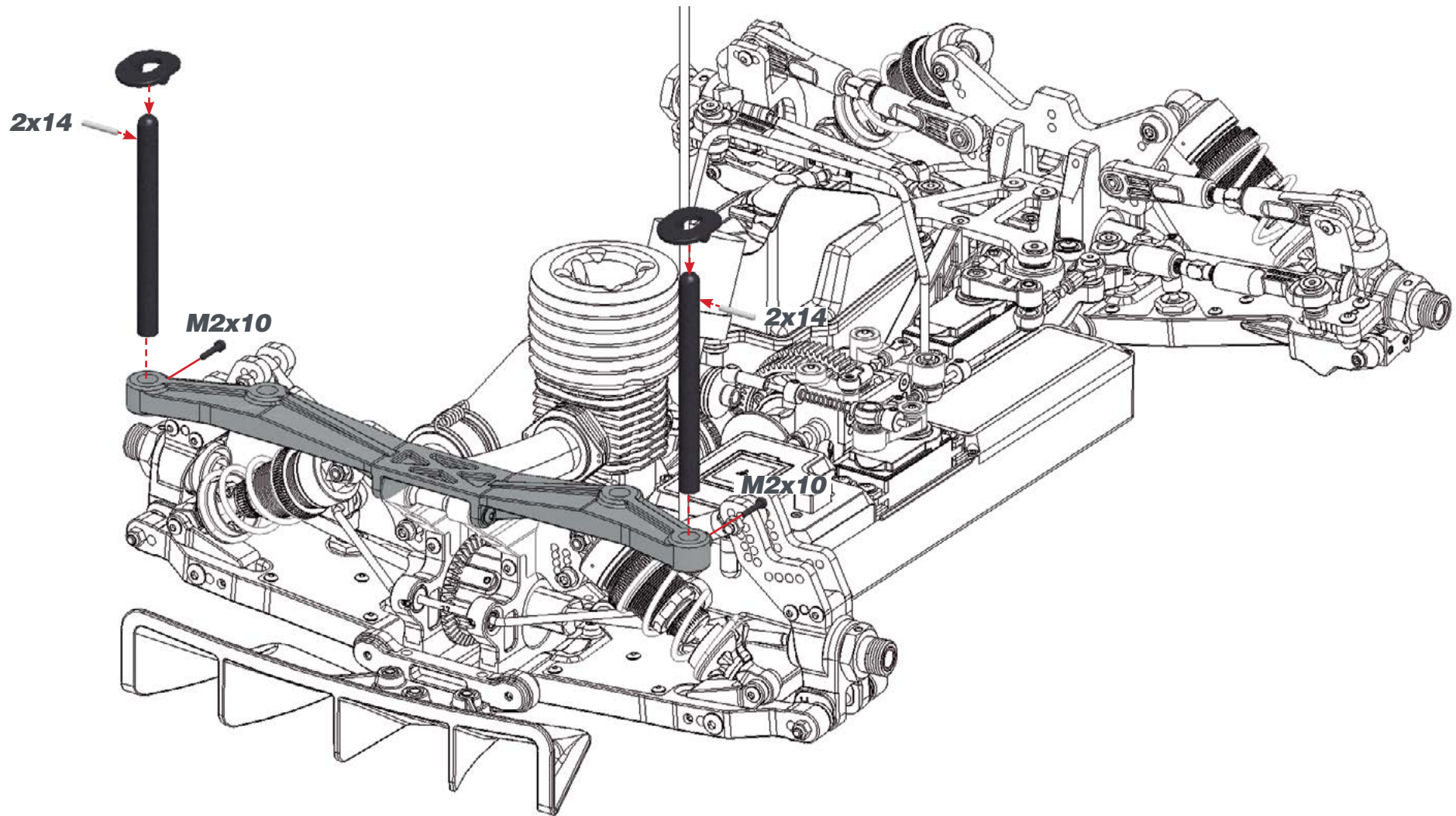
STEP 61



STEP 62 **BAG 15**



STEP 63

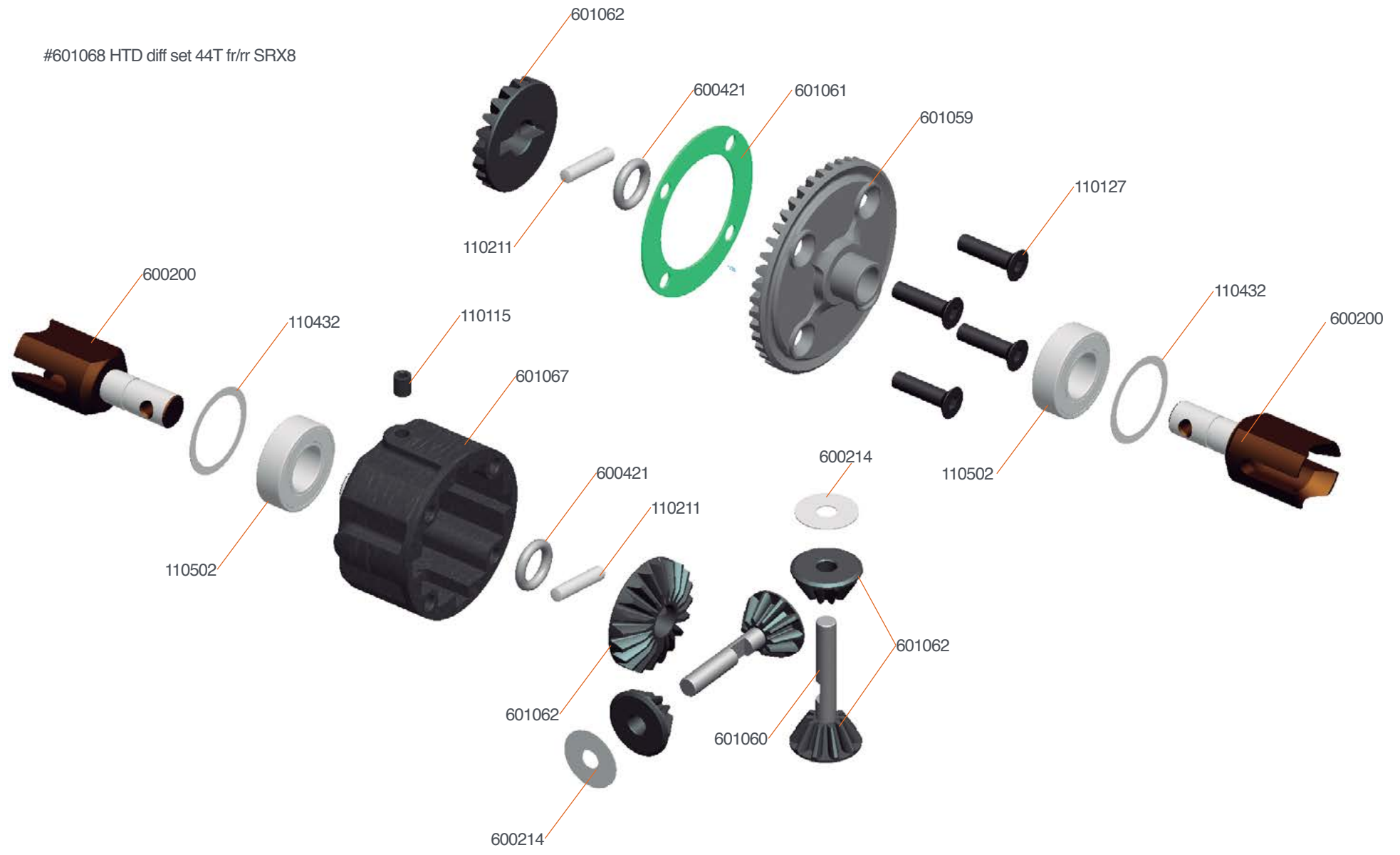


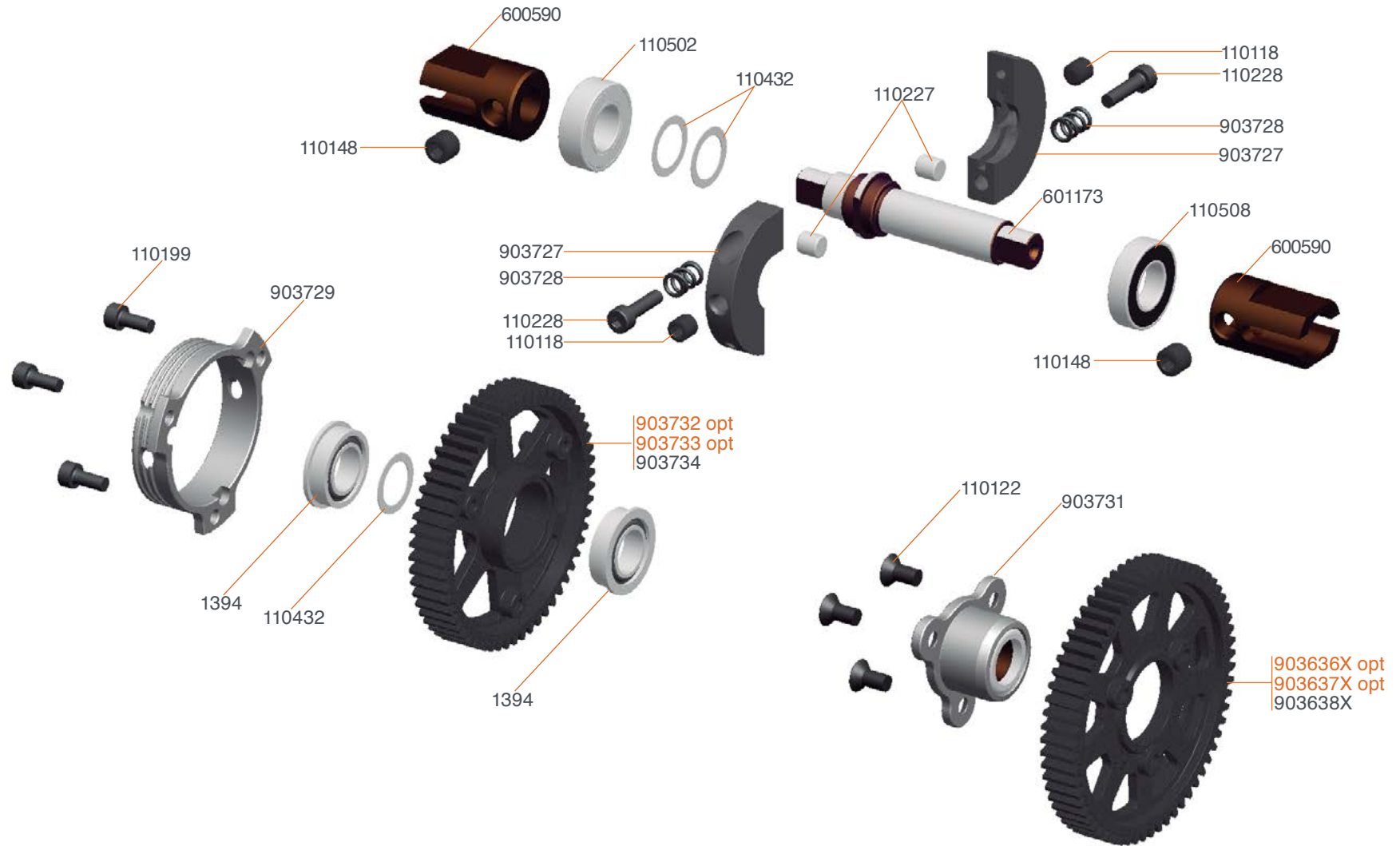
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DIFFERENTIAL EXPLODED VIEW

#601068 HTD diff set 44T fr/r SRX8

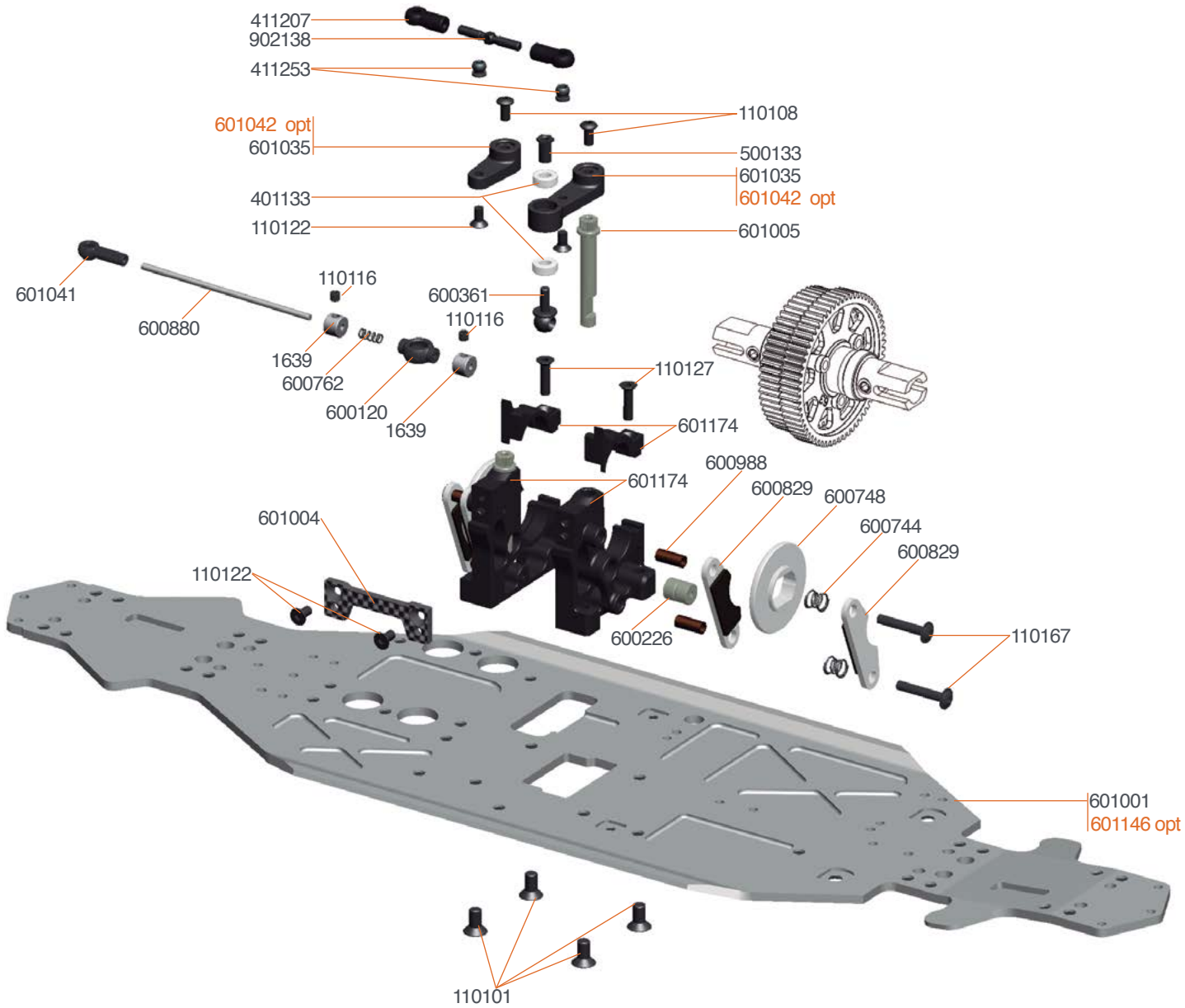




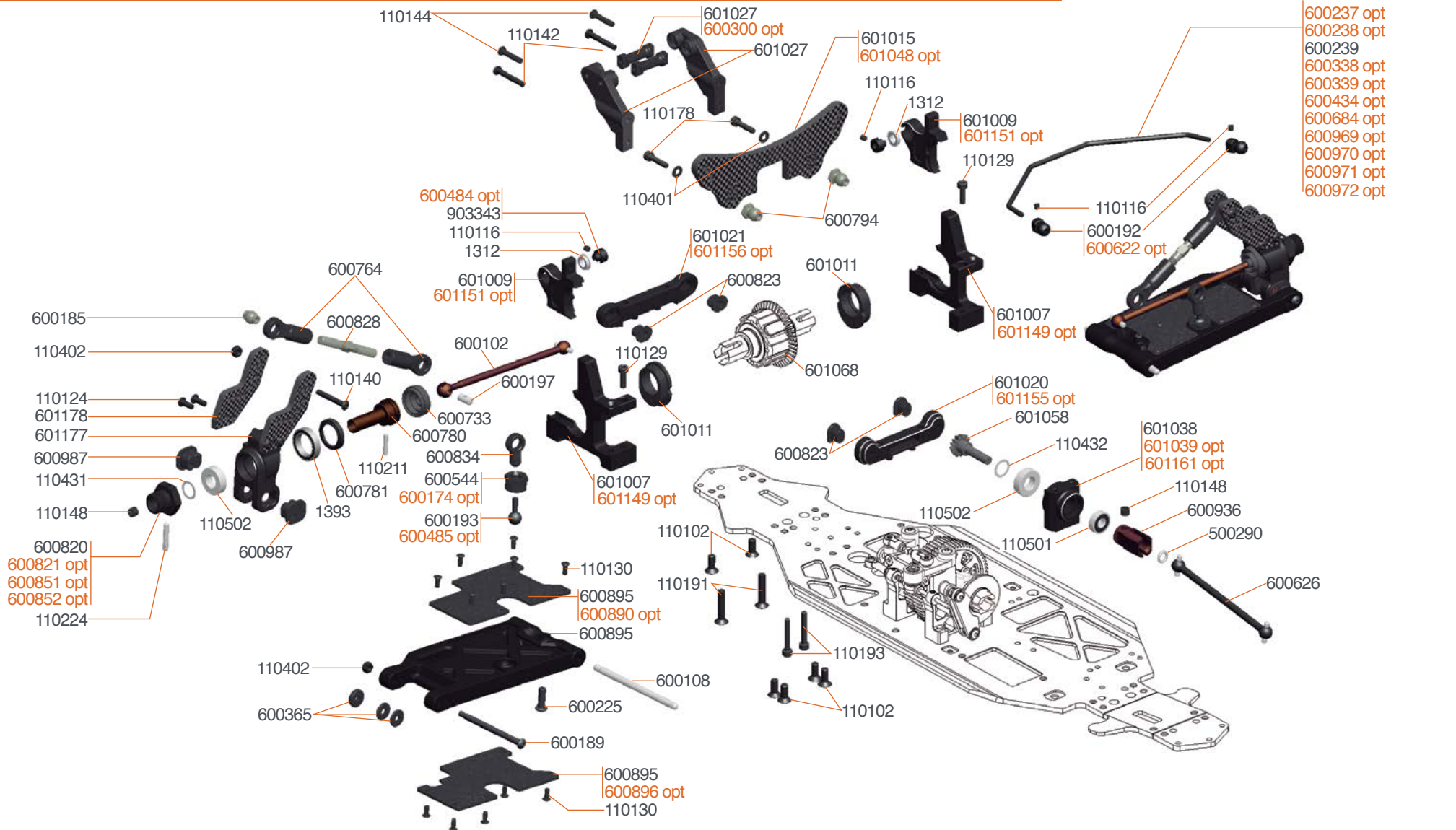
903636X 2-speed gear 61T SL8 XLI V2
 903732 2-speed gear 56T XLI Gen2
 903637X 2-speed gear 62T SL8 XLI
 903733 2-speed gear 57T XLI Gen2

903771 2-speed gear set (6) XLI Gen2





601042 Brake lever fr / rr alu SRX8 GT
 601146 Chassis magnesium SRX8 GT



- 600174 Antirollbar nut (2)
- 600300 Post wingmount alu (2)
- 600338 Antiroll bar rear 1.8mm
- 600339 Antiroll bar rear 2.0mm
- 600434 Antiroll bar rear 2.4mm
- 600237 Antiroll bar rear 2.3mm
- 600238 Antiroll bar rear 2.5mm
- 600684 Antiroll bar rear 3.0mm

- 600484 Antirollbar spacer 3mm alu (2)
- 600485 Pivotball threaded anti roll bar alu (2)
- 600896 Wishbone insert carbon RR Lower V2 SRX8
- 600851 Wheelhexagon 0mm light (2) SRX8
- 600852 Wheelhexagon +1mm light (2) SRX8
- 600890 Wishbone insert carbon RR Upper SRX8 (2)

- 600969 Antiroll bar rear 2.2 mm
- 600970 Antiroll bar rear 2.4 mm
- 600971 Antiroll bar rear 2.6 mm
- 600972 Antiroll bar rear 2.8 mm
- 601048 Shock Tower RR Straight arm SRX8-GT
- 600821 Wheelhexagon +1mm (2) SRX8
- 601149 Bearingblock rr low L+R magnesium SRX8 GT

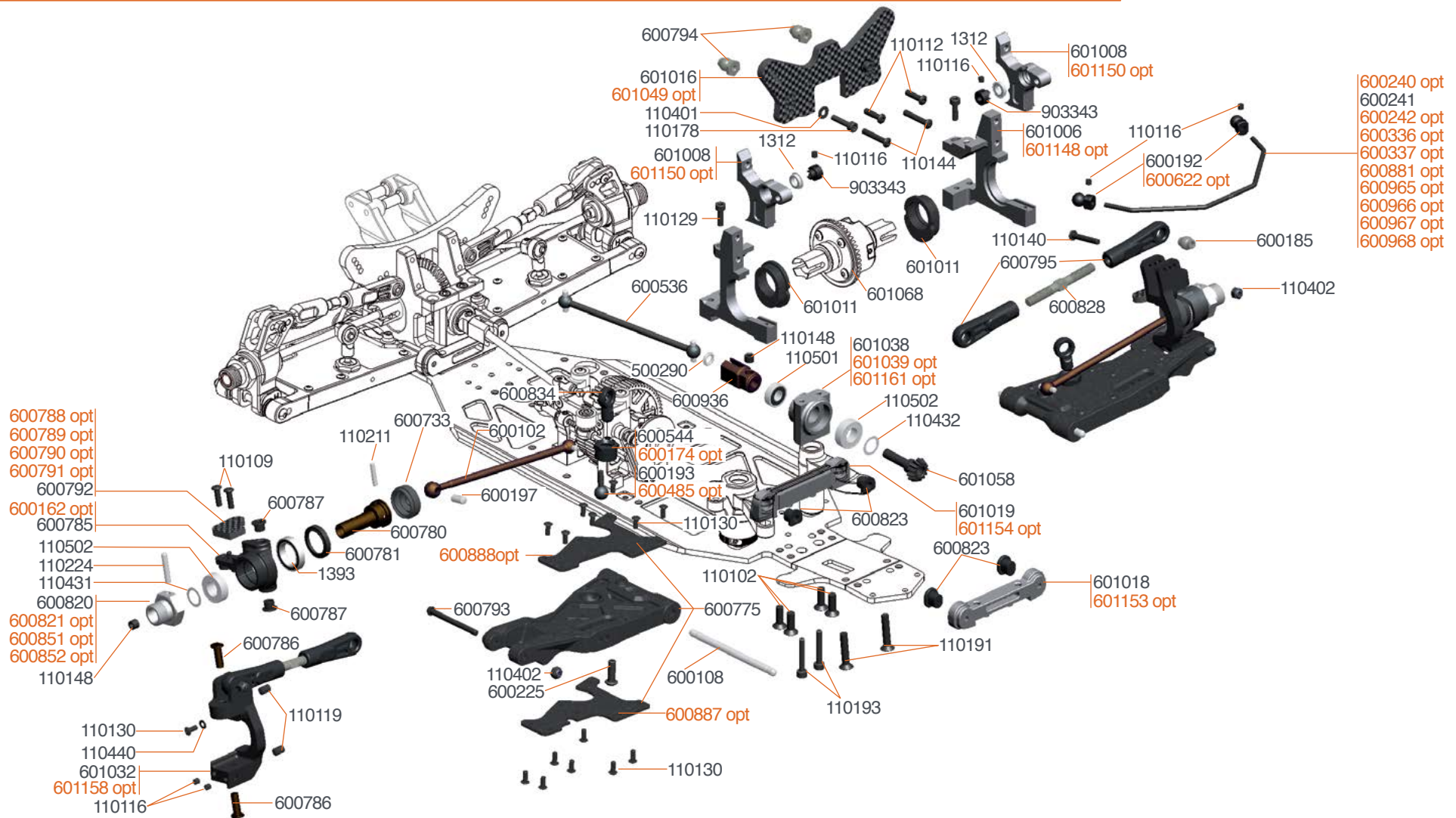
- 601151 Bearingblock rr top L+R magnesium SRX8 GT
- 601155 Suspension bracket rr fr magnesium SRX8 GT
- 601156 Suspension bracket rr rr magnesium SRX8 GT
- 601039 Pinion mount alu M SRX8 GT
- 601161 Pinion mount magnesium HL SRX8 GT



FRONT EXPLODED VIEW

SRX8 GT
1/8 SCALE TQ

SERPENT



600788 opt
600789 opt
600790 opt
600791 opt
600792
600162 opt
600785
110502
110224
110431
600820
600821 opt
600851 opt
600852 opt
110148

110109
600787
600780
600781
1393
600787
600786
110130
110440
601032
601158 opt
110116
600786

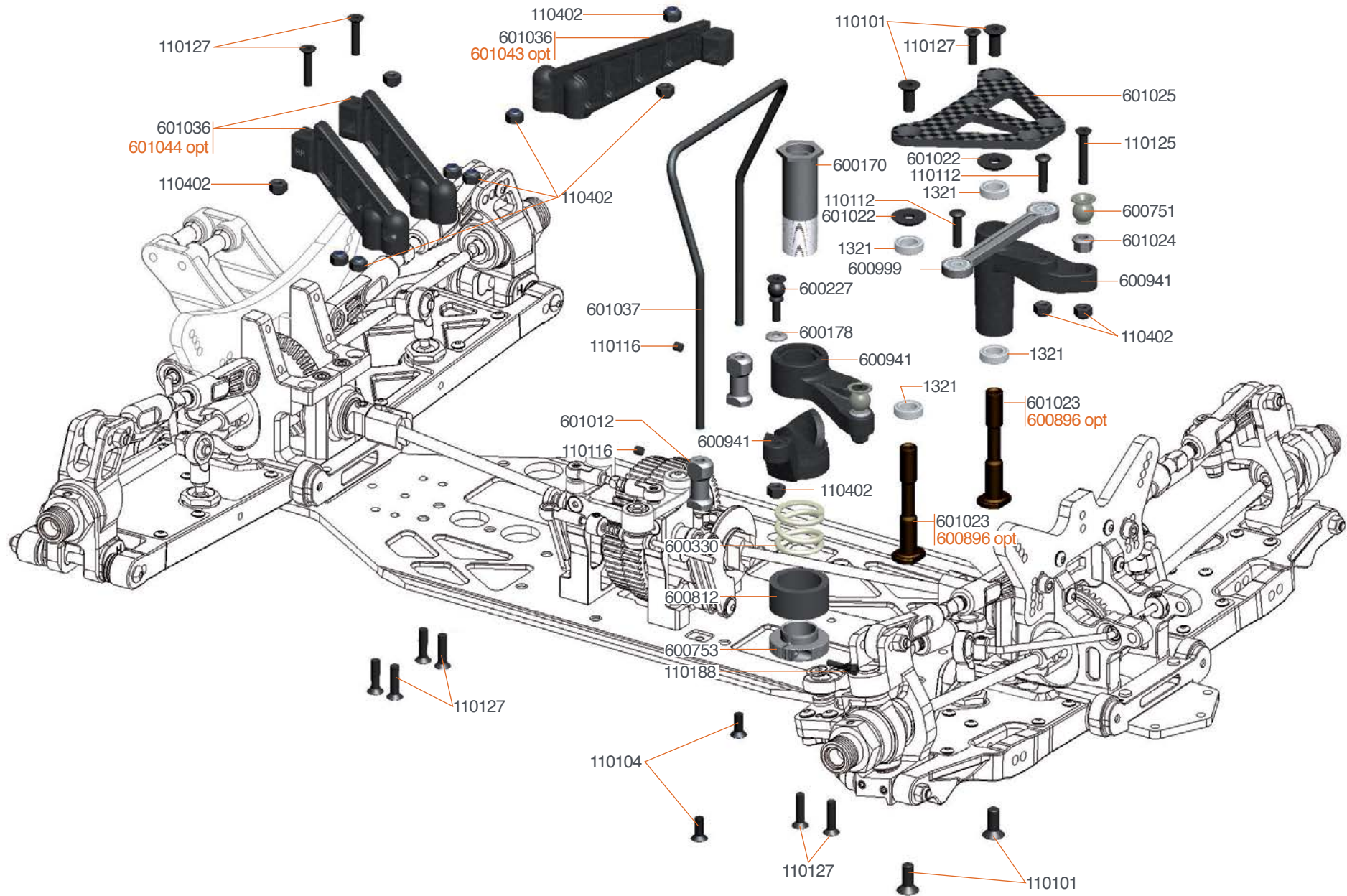
600174 Antirollbar nut (2)
600336 Antiroll bar front 1.8mm
600337 Antiroll bar front 2.0mm
600240 Antiroll bar front 2.3mm
600242 Antiroll bar front 2.7mm
600484 Antirollbar spacer 3mm alu (2)
600485 Pivotball threaded anti roll bar alu (2)
600622 Pivotball antirollbar alu (4)
600782 C-hub 13deg L+R alu SRX8
600784 C-hub 17deg L+R alu SRX8

600788 Steering arm 0 carbon (2) SRX8
600789 Steering arm 1 carbon (2) SRX8
600790 Steering arm 2 carbon (2) SRX8
600791 Steering arm 3 carbon (2) SRX8
600851 Wheelhexagon 0mm light (2) SRX8
600852 Wheelhexagon +1mm light (2) SRX8
600881 Antiroll bar front 3.0 mm
600887 Wishbone insert carbon FR Lower SRX8 (2)
600888 Wishbone insert carbon FR Upper

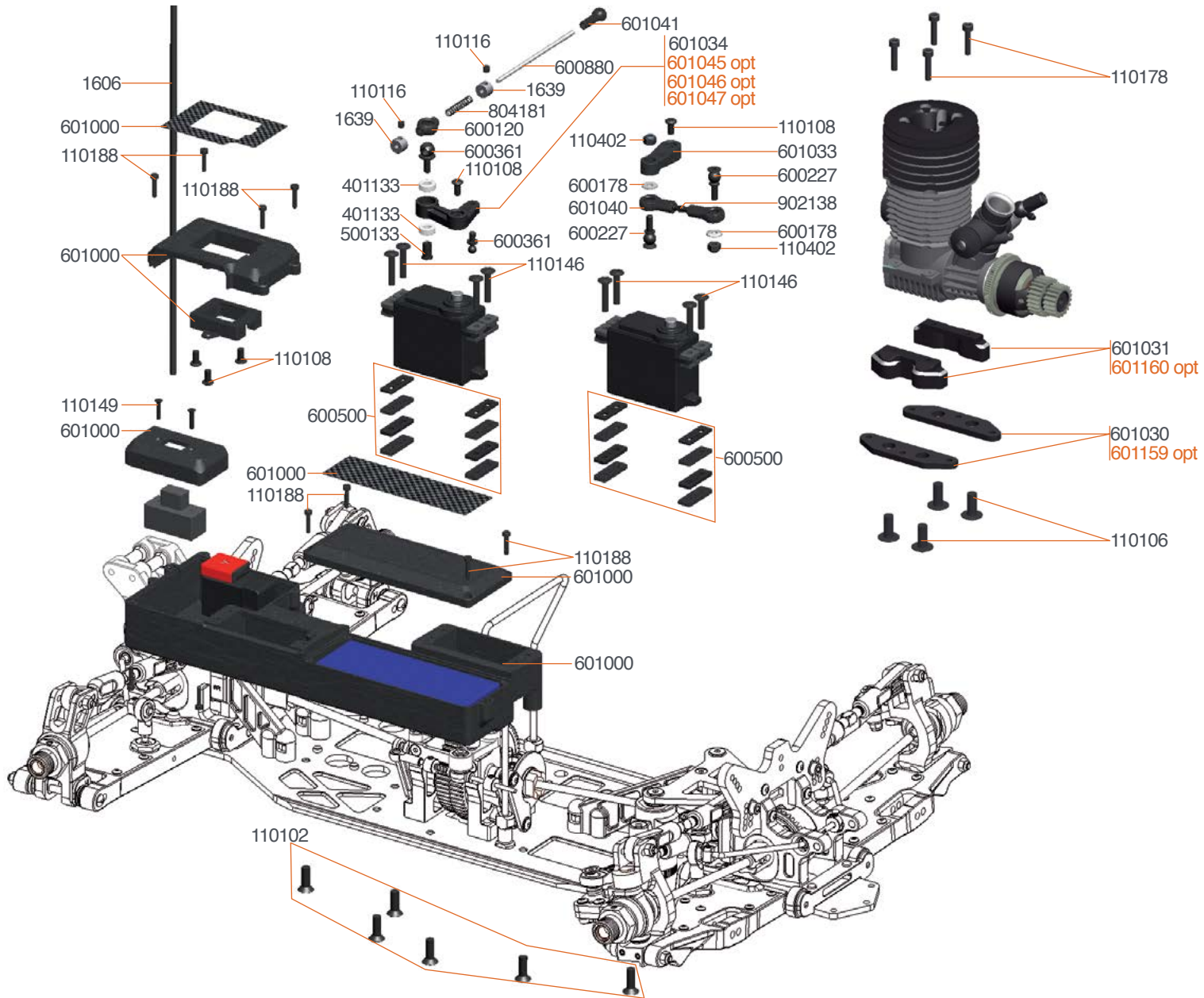
SRX8
600891 C-hub 19deg L+R alu SRX8
600965 Antiroll bar front 2.2 mm
600966 Antiroll bar front 2.4 mm
600967 Antiroll bar front 2.6 mm
600968 Antiroll bar front 2.8 mm
601049 Shock Tower FR Straight arm SRX8
600821 Wheelhexagon +1mm (2) SRX8
601148 Bearingblock fr low L+R magnesium SRX8 GT

601150 Bearingblock fr top L+R magnesium SRX8 GT
601153 Suspension bracket fr fr magnesium SRX8 GT
601154 Suspension bracket fr rr magnesium SRX8 GT
601158 C-hub 10deg L+R magnesium SRX8
601161 Pinion mount magnesium HL SRX8 GT
601162 Steeringblock magnesium L+R SRX8



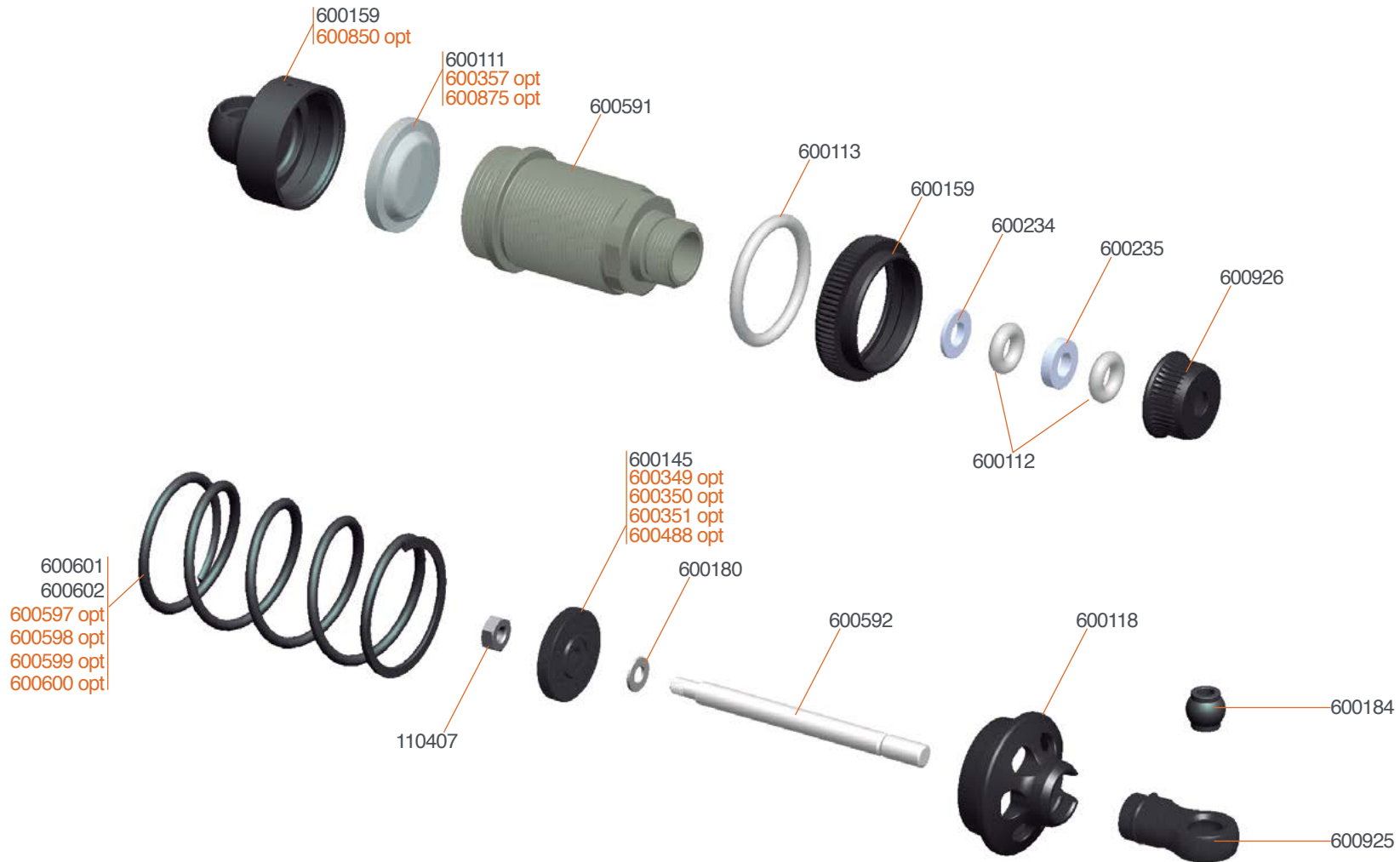


- OPT** 601044 Transmission brace rr alu SRX8 GT (2)
- 601043 Transmission brace fr alu SRX8 GT
- 601157 Steering post alu SRX8 GT (2)



601045 Servo lever throttle 23T alu SRX8 GT
 601046 Servo lever throttle 24T alu SRX8 GT
 601047 Servo lever throttle 25T alu SRX8 GT

601159 Enginemount bottom magnesium SRX8 GT (2)
 601160 Enginemount top magnesium SRX8 GT (2)



600595 Shockset fr/rr 811GT (2)



- 600595 Shockset fr/rr 811GT (2)
- 600597 Spring Fr/Rr Red 811GT 18lbs (2)
- 600598 Spring Fr/Rr Purple 811GT 21lbs
- 600599 Spring Fr/Rr Yellow 811GT 29lbs

- 600600 Spring Fr/Rr White 811GT 31.5lbs
- 600357 Membrane webbed silicone (4)
- 600875 Shock top gasket (4) SRX8
- 600349 Shock pistons conical 6 hole (4)

- 600350 Shock pistons conical 8 hole (4)
- 600351 Shock pistons conical 10 hole (4)
- 600488 Shock pistons square 8 hole (4)
- 600850 Shock cap pro hard coated (2) SRX8

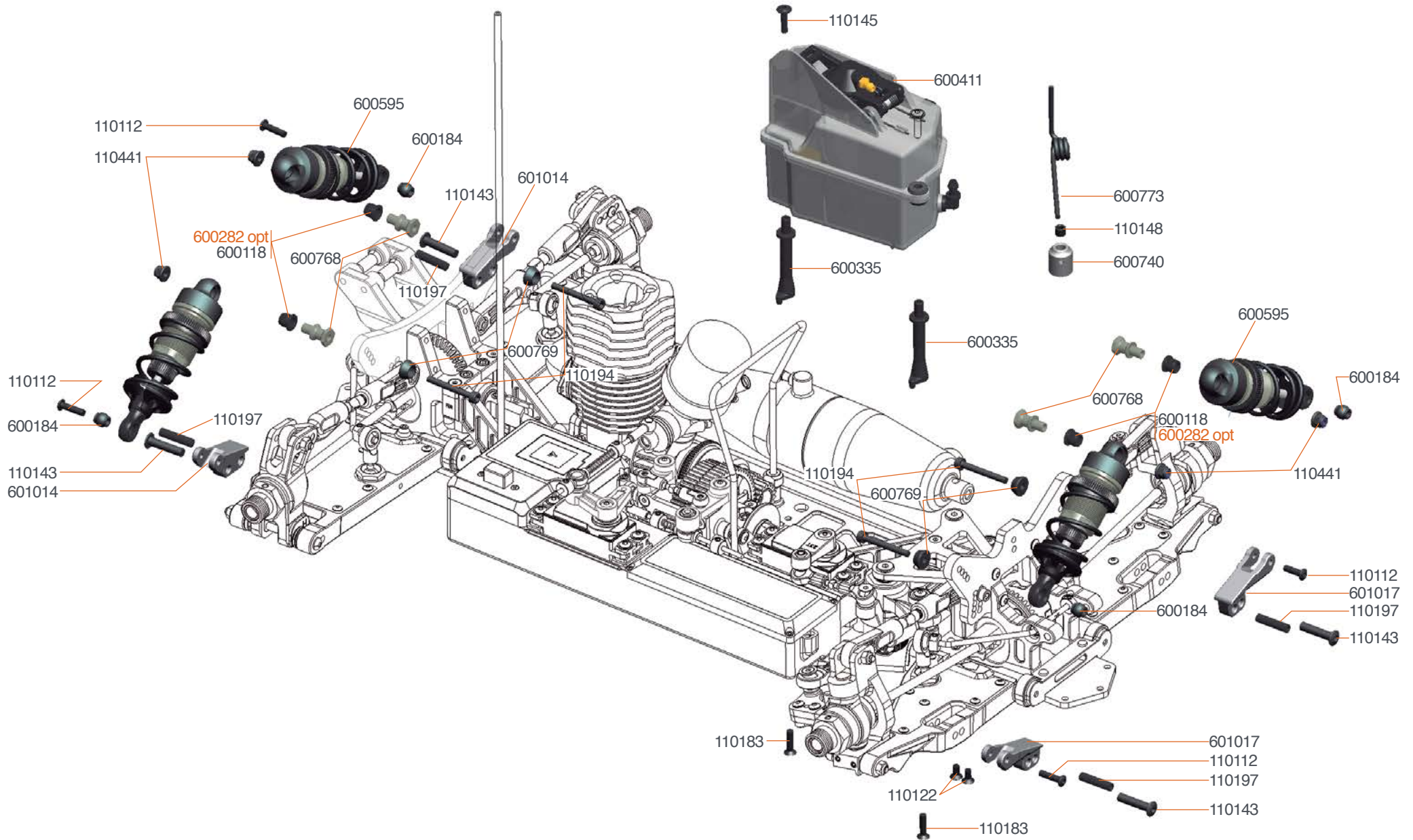
#601163 ADJUSTABLE GT CLUTCH SET



903799 Centax gear-pinion alu 18T XLI Gen2
 903801 Centax gear-pinion alu 20T XLI Gen2
 903643 Centax gear-pinion alu 23T XLI

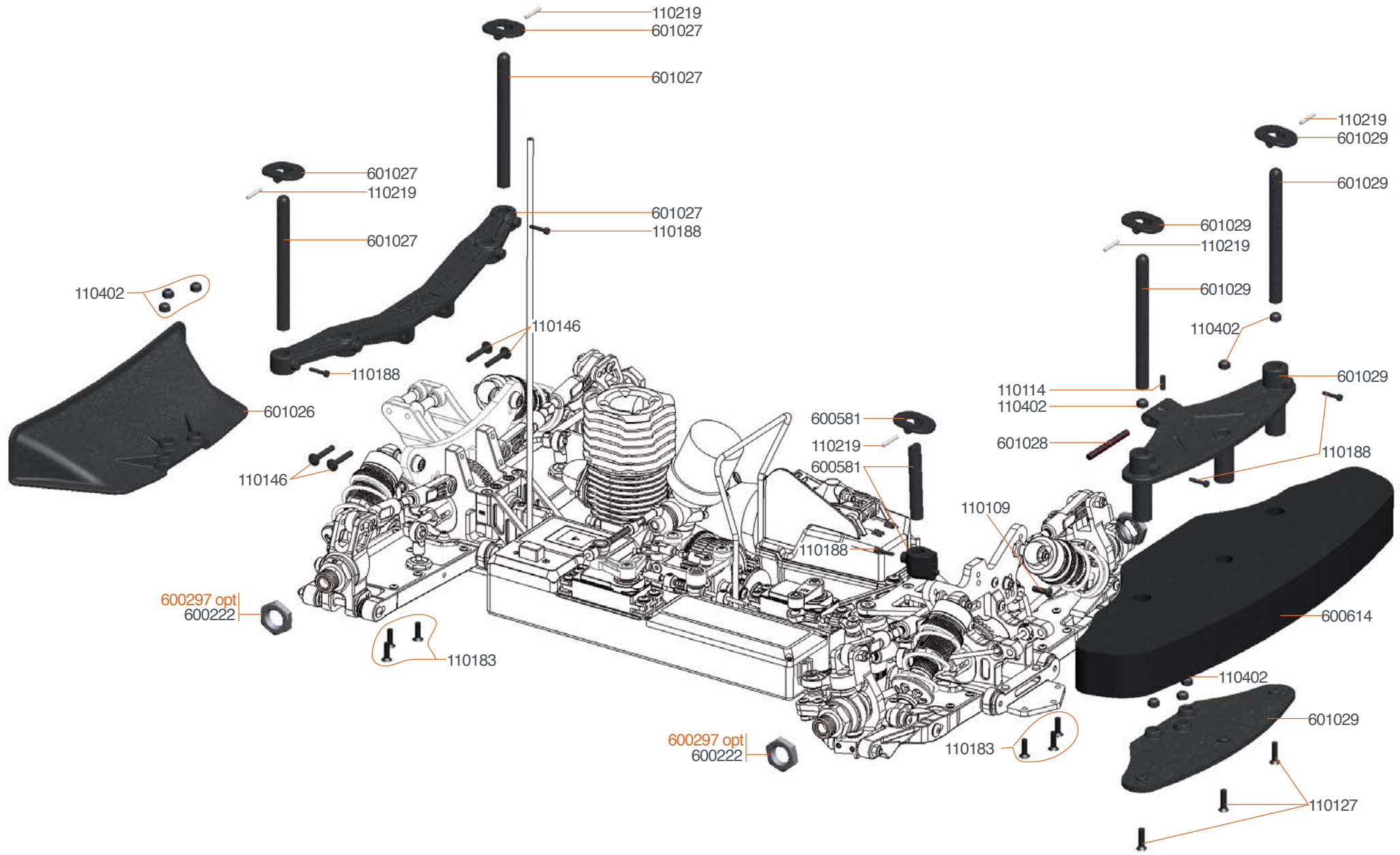
903645 Centax gear-pinion alu 25T XLI
 903646 Centax gear-pinion alu set XLI (6)
 601169 Adjustable GT clutchshoe yellow

903796 Centax spring XX-hard
 601166 Adjustable GT clutchbell alu coated



600282 Shock-pivot bushing delrin (4)





- OPT**
- 600297 Wheel-nut 17mm flanged/light (4)
 - 601050 Bumperplate carbon set SRX8 GT
 - 601051 Bodypost brace carbon fr/r SRX8 GT

NOTES:

A series of horizontal dashed orange lines providing space for notes.

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SRX8 GT TQ SPARE PARTS www.serpent.com/600063/spares/



SRX8 GT TQ OPTIONALS PARTS www.serpent.com/600063/Optionals/



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SRX8 CTT 1/8 SCALE TQR

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SRX8GT TQ

1/8 SCALE



Manual SRX8GT TQ # 83244-1



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