


LEGO TECHNIC
Koenigsegg



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KOENIGSEGG AUTOMOTIVE

Ängelholm, Sweden
Founded 1994

Ängelholm, Suède
Fondée en 1994



THE LEGO GROUP

Billund, Denmark
Founded 1932

LE GROUPE LEGO

Billund, au Danemark
Fondé en 1932

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

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

Que se passe-t-il lorsque nous nous fixons des défis extravagants et apparemment impossibles à relever? En collaborant avec Koenigsegg, nous avons découvert à quel point notre passion commune pour l'innovation ludique était profonde.

Rejoignez-nous pour découvrir la conception de LEGO® Technic™ Koenigsegg Sadair's Spear.

FROM CHILDHOOD DREAMS TO WORLD-CLASS DESIGN

DES RÊVES D'ENFANCE À LA CONCEPTION DE CLASSE MONDIALE

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 the outskirts of Denmark and Sweden, respectively, 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 imagination 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.

Lorsque nous avons rencontré Christian von Koenigsegg, fondateur et propriétaire de Koenigsegg, le courant est tout de suite passé. Nos deux entreprises s'inspirent de l'optimisme fantaisiste de l'enfance, associé à un engagement sans compromis envers la perfection. Et, surtout, par une foi inébranlable dans les idées folles et les communautés créatives. Après tout, quelles sont les chances que deux petites entreprises situées respectivement à la périphérie du Danemark et de la Suède connaissent un succès mondial?

Bien qu'ils aient été fondés à un peu plus d'un demi-siècle d'intervalle, nos « produits » phares – les briques LEGO® et les méga-voitures – font tous deux appel à l'imagination et aux rêves des amateurs de tous âges. Deux marques, tout aussi déterminées à atteindre de nouveaux sommets en matière d'ingénierie, repoussent les limites du possible et réalisent ce qui n'a jamais été fait auparavant.



KOENIGSEGG











BUILDING DREAMS WITH COMMUNITIES

CONSTRUIRE DES RÊVES AVEC LES COMMUNAUTÉS

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."

« Ce modèle est véritablement le fruit d'un travail d'équipe, tant au sein du groupe LEGO qu'avec nos partenaires chez Koenigsegg. »

- The LEGO® Technic™ Design Team

Quel que soit votre rêve le plus extravagant, il devient beaucoup plus réalisable si vous pouvez mobiliser d'autres personnes pour vous aider à l'atteindre. Pour le sixième modèle de notre collection exclusive LEGO® Technic™, notre partenariat avec Koenigsegg était l'un de nos plus grands rêves. L'équipe Koenigsegg est connue pour son enthousiasme irrésistible et son engagement envers ses voitures, l'industrie et la communauté des amateurs de méga-voitures. Pour la directrice générale de l'entreprise, Halldora von Koenigsegg, la collaboration avec LEGO est une évidence :

« Les équipes LEGO et Koenigsegg sont toutes incroyablement passionnées par la technologie, la conception, le jeu, la curiosité et le dépassement des limites. Nos valeurs fondamentales sont parfaitement alignées et nous avons tous deux des communautés très fortes. Nous comprenons la nécessité de rester dans le cadre LEGO et, tout comme nos propres équipes, les équipes Technic sont enthousiastes à l'idée de défier les conventions. Nous ne voyons pas d'obstacles, nous voyons des défis et nous les apprécions. »







BUILDING A LEGACY
CONSTRUIRE UN HÉRITAGE

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, 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.

The idea came up to create a unique color 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 color could then inspire the color of an actual, real-life Sadair's Spear?

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

La Sadair's Spear, dernier hommage à la série Jesko, est une édition limitée à seulement 30 exemplaires de méga-voitures époustouflantes et homologuées pour la route. Comme son inspiration originale, cette version LEGO® Technic™ présente de nouveaux détails de conception, des techniques de construction et des éléments développés en étroite collaboration entre le groupe LEGO et Koenigsegg.

Concevoir une réplique alors que la voiture réelle est encore en cours de développement est toujours un défi passionnant pour l'équipe Technic. Bien que la plupart des aspects de la conception de la Sadair's Spear aient déjà été finalisés, quelques détails, comme la prise d'air centrale sur la coque arrière, ont été ajustés pendant que nous terminions notre conception. Nous avons pris en compte ce scénario dans notre processus : nous avions la flexibilité nécessaire pour intégrer les changements de dernière minute, et tout le monde s'est mobilisé pour que cela fonctionne.

L'idée est venue de créer une palette de couleurs unique pour le modèle Technic, mais pourquoi s'arrêter là alors qu'il était possible d'aller plus loin? La première Sadair's Spear arbore la livrée « 76 Brown » avec des accents blancs et « Koenigsegg Racing Green ». Mais que se passerait-il si une couleur LEGO unique pouvait inspirer la couleur d'une véritable Sadair's Spear?

En collaboration avec Koenigsegg, nous avons expérimenté de nouvelles combinaisons de couleurs adaptées à leur marque – des couleurs qui ont déjà été utilisées sur leurs voitures. En même temps, la palette de couleurs devait se différencier des autres mégavoitures et de la collection LEGO Technic.

THE LEGO GROUP







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

« Nous allons certainement construire celle-ci! Nous allons devoir occuper la table du dîner pendant des semaines. »

- 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 a realm of absurdity for a homologated car. 400 km/h is still plenty fast! And we can beat cars that are solely track-focused. 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."

AU VOLANT

« Avec la Sadair's Spear, c'est la somme des changements progressifs qui nous a aidés à établir des records, même lors des essais. Pousser encore plus loin les limites de vitesse serait entrer dans le domaine de l'absurde pour une voiture homologuée. Aller à 400 km/h, c'est déjà très rapide! Et nous pouvons battre des voitures qui sont uniquement destinées à la piste. C'est passionnant. Mais ce qui m'a vraiment surpris, c'est la sensation que procure sa conduite. La façon dont elle réagit et "communique" avec vous, c'est à un niveau que je ne pensais pas possible.

La propulsion arrière permet une meilleure direction sans compromettre la géométrie de l'essieu avant. Avec toute notre puissance sur l'essieu arrière et une intervention minimale du contrôle de traction, nous battons des voitures de 2 000 chevaux à quatre roues motrices dans une course en ligne droite. Je ne m'y attendais pas.

Notre esprit d'équipe m'inspire toujours. Je privilégie la curiosité à une formation spécifique, et je demande généralement aux nouveaux membres de l'équipe : *"Avez-vous déjà construit quelque chose de rapide et de dangereux dans votre garage, et y avez-vous survécu?"* Lorsque vous créez quelque chose de complexe, cela demande de la responsabilité et de la réflexion, et vous apprenez pourquoi les choses ont telle apparence et se comportent de telle manière.

J'ai toujours été passionné de LEGO®, et nous avons utilisé des modèles de voitures LEGO dans le cadre de projets de consolidation d'équipe. Ce modèle dépasse vraiment toutes mes attentes. Les détails, la conception et les fonctions incroyables reflètent parfaitement l'esprit de la Sadair's Spear, et la transmission est incroyable. Nous sommes très impatients de voir la réaction des amateurs. »



KOENIGSEGG






THE LEGO GROUP



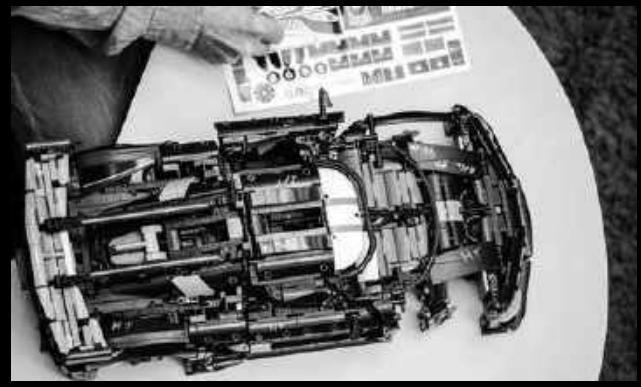
UNDER THE HOOD
SOUS LE CAPOT

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.

L'un des plus grands plaisirs lorsqu'on inspecte une nouvelle voiture est de découvrir ce qui la fait fonctionner. Nous avons soigneusement reconstruit le compartiment moteur avec des détails tels que le moteur V8 à pistons avec le logo Ghost et les deux turbos, la structure en X, le radiateur d'huile, la suspension Triplex avec amortisseurs à cylindres dorés (qui apparaissent également sur la suspension des roues avant), la barre de torsion en Z, les bras triangulaires et l'échappement.

La structure en X est représentée par deux essieux gris situés de chaque côté du moteur à pistons V8. Dans la voiture réelle, ils sont inclinés vers le bas pour former un « X ». En raison des contraintes d'espace dans ce modèle, ils sont inclinés vers le bas près de la suspension afin de créer l'illusion d'optique qu'ils se rejoignent. La barre de torsion en Z est représentée par des essieux mobiles en forme de Z, reliés aux triangles des roues arrière, et situés entre et sous les amortisseurs longs et courts.











PASSING TESTS
PASSER LES TESTS

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, color 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 hood.

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.

Il était essentiel de tester la Sadair's Spear dans des environnements extrêmes, et il en va de même pour la version LEGO® Technic™, bien qu'à une échelle différente. (Cette dernière est plus simple à remonter, si le pire devait arriver.) Chaque modèle LEGO est testé pour vérifier sa durabilité, son niveau de difficulté, ses variations de couleur, l'utilisation sûre de ses éléments et ses fonctions. Au cours du processus, certaines parties du modèle peuvent être soumises à des tests de résistance à la chaleur, à la pression et à un certain nombre de conditions qui simulent une utilisation réelle. Si une fonction échoue lors de ces tests, nous reconstruisons.

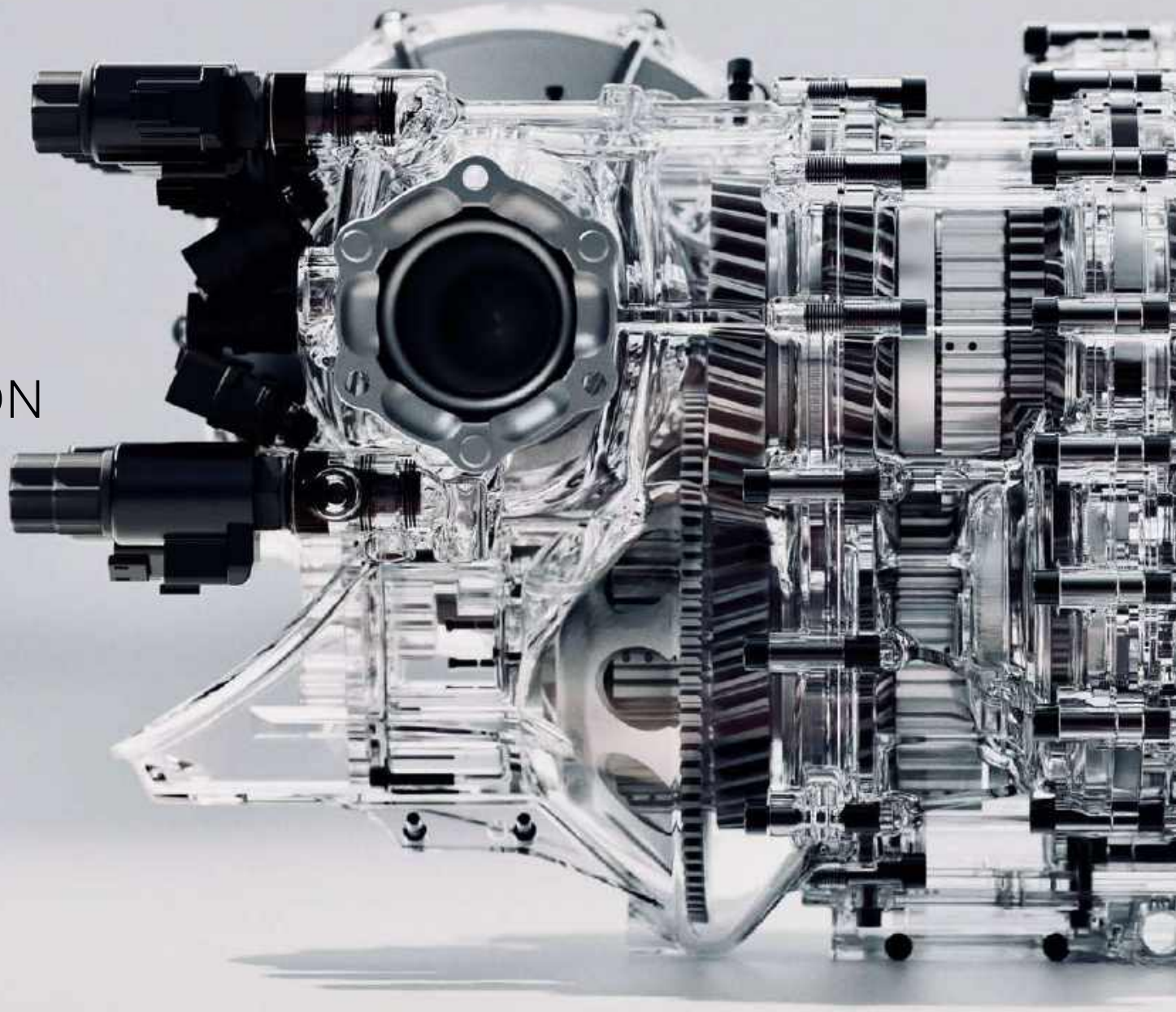
Dans ce modèle, nous avons commencé par tester la transmission à 9 vitesses avec un bras robotisé programmé qui changeait les vitesses à l'aide des palettes de volant, tandis que la transmission et le moteur V8 tournaient. Nous avons construit la suspension Triplex avant et arrière et avons laissé le bras robotisé tester la résistance des amortisseurs et des triangles, puis nous avons ajusté la conception des triangles et la résistance des nouveaux amortisseurs de chocs, afin que la conception finale puisse supporter le poids d'un modèle complet. Le test le plus complet a été réalisé avec notre « Mode fantôme », dans lequel le bras robotisé a travaillé pendant des heures, ouvrant le clapet arrière pour activer le mécanisme, fermant les portes et le capot avant.

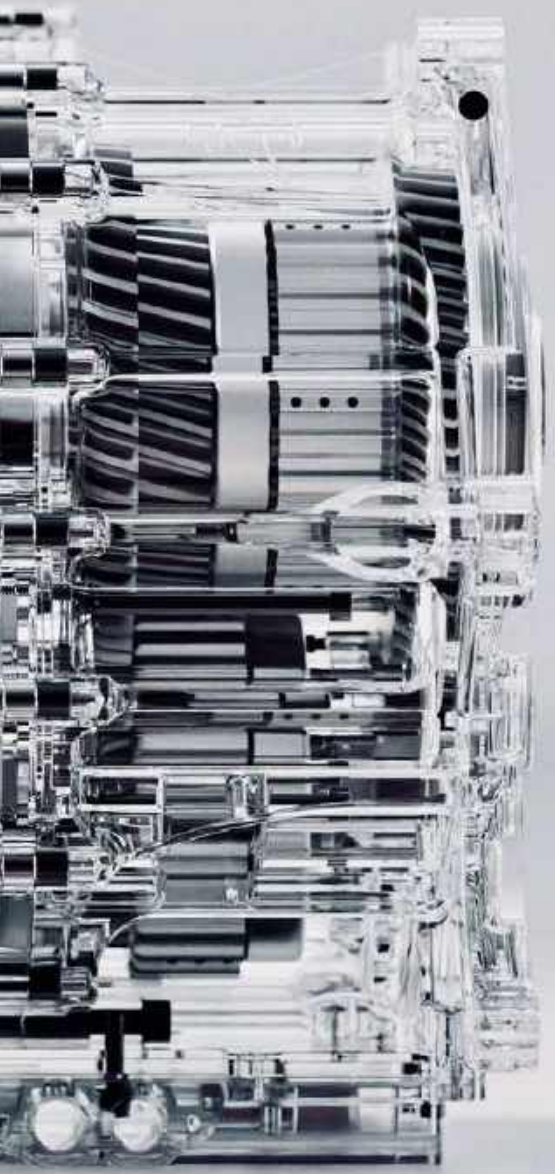
Pour le test final, une équipe de concepteurs de modèles, de formateurs en conception et de concepteurs d'instructions de construction évalue le processus de construction complet, du début à la fin. Pour un modèle de cette taille, cela prend généralement une semaine entière, pendant laquelle toutes les modifications nécessaires peuvent être apportées.

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 utilizes 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.





LA TRANSMISSION À 9 VITESSES

La Sadair's Spear utilise la transmission à 9 vitesses signature de Koenigsegg (LST, Light Speed Transmission). Elle comprend six ensembles d'engrenages pour un total combiné de neuf vitesses avant. La LST utilise plusieurs embrayages multi-disques humides et fonctionne sans volant d'inertie traditionnel, ce qui permet des changements de vitesse incroyablement rapides entre tous les rapports, d'où son nom « Light Speed » (vitesse de la lumière).

Dans la voiture Technic™, vous pouvez passer de la 1re à la 9e vitesse ou de la 9e à la 1re vitesse à l'aide des palettes de changement de vitesse situées derrière le volant.





Halldora von Koenigsegg, COO

THERE'S SOMETHING IN THE AIR

IL Y A QUELQUE CHOSE DANS L'AIR

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 maximize downforce while channeling 30% more cooling air to the radiators. The result is unsurpassed track stamina. Enlarged wheelarches house bespoke directional carbon fiber 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 ton, the Sadair's Spear is a demonstration of power and innovation.

The evolution of the brand, Halldora von Koenigsegg said, 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 who continues to inspire us. Together with our dealers, we always look for fun ways to interact with our community and expand our 'family'."

Une aérodynamique radicale et une technologie de pointe sont des éléments que les amateurs attendent désormais de la marque, réputée pour repousser les limites de la performance. Des longerons plus longs, des ailerons agrandis et des panneaux de carrosserie retravaillés avec des conduits NACA et d'autres éléments aérodynamiques maximisent la force d'appui tout en canalisant 30 % d'air de refroidissement supplémentaire vers les radiateurs. Le résultat : une endurance inégalée sur circuit. Les passages de roues élargis abritent des roues directionnelles en fibre de carbone sur mesure qui agissent comme des turbines aspirant l'air chaud des freins, tandis qu'un essuie-glace adaptatif nouvellement breveté, un troisième feu vertical et un aileron allongé soulignent l'attention portée par Koenigsegg aux détails de conception. À l'intérieur, la précision numérique s'allie à la concentration sur la piste, avec des harnais à 6 points et des sièges adaptés aux casques. Avec une puissance de 1 173 ch par tonne, la Sadair's Spear est une démonstration de puissance et d'innovation.

Selon Halldora von Koenigsegg, l'évolution de la marque n'est possible que grâce aux relations solides et durables qu'elle a nouées avec ses clients au fil des ans :

« Depuis 2000, notre entreprise et nos produits ont bien sûr mûri, et nous nous sentons privilégiés d'avoir une clientèle aussi solide et fidèle qui continue de nous inspirer. En collaboration avec nos concessionnaires, nous recherchons toujours des moyens ludiques d'interagir avec notre communauté et d'élargir notre « famille ».





DESIGN CHALLENGE: ACCEPTED
DÉFI DE CONCEPTION : RELEVÉ

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.

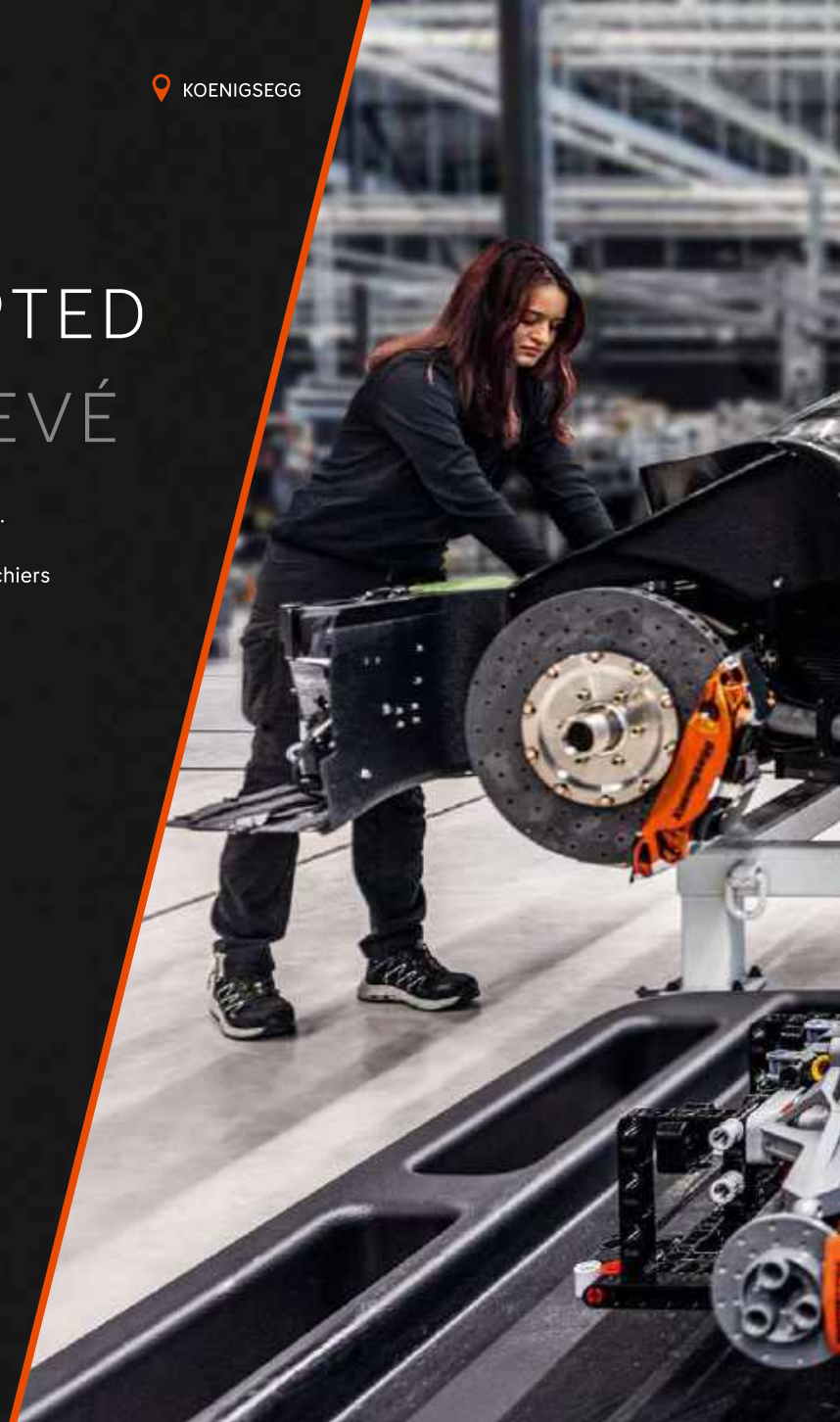
From there, it took multiple iterations of test models to experiment with the shaping, the 'Ghost-mode' mechanism, doors mechanism and the rest of the detailed car body work.

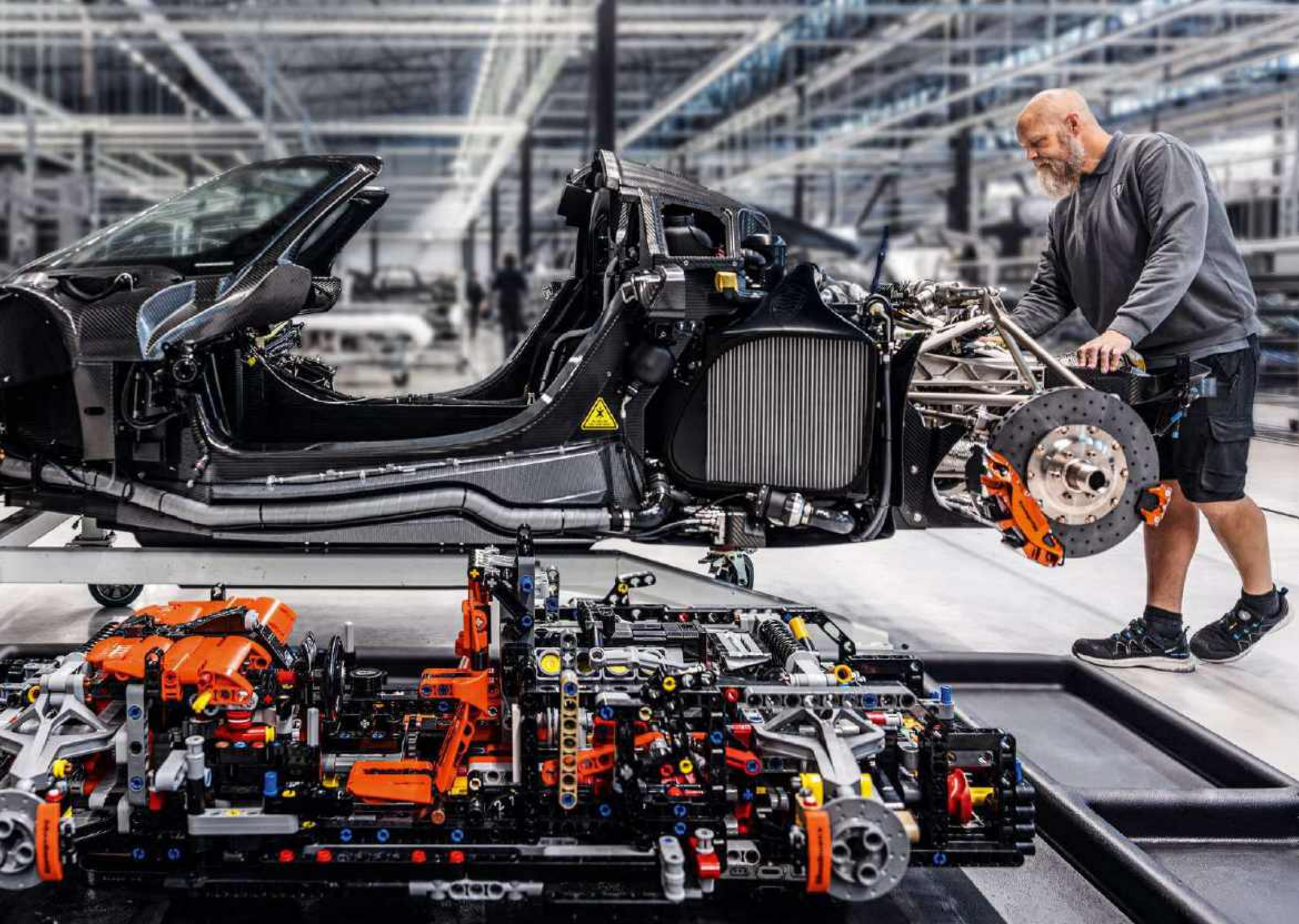
Ce modèle a été notre plus grand défi à ce jour. À l'échelle 1:8, sa taille a été déterminée par les proportions des roues, et nous avons utilisé les fichiers CAO de Koenigsegg comme référence.

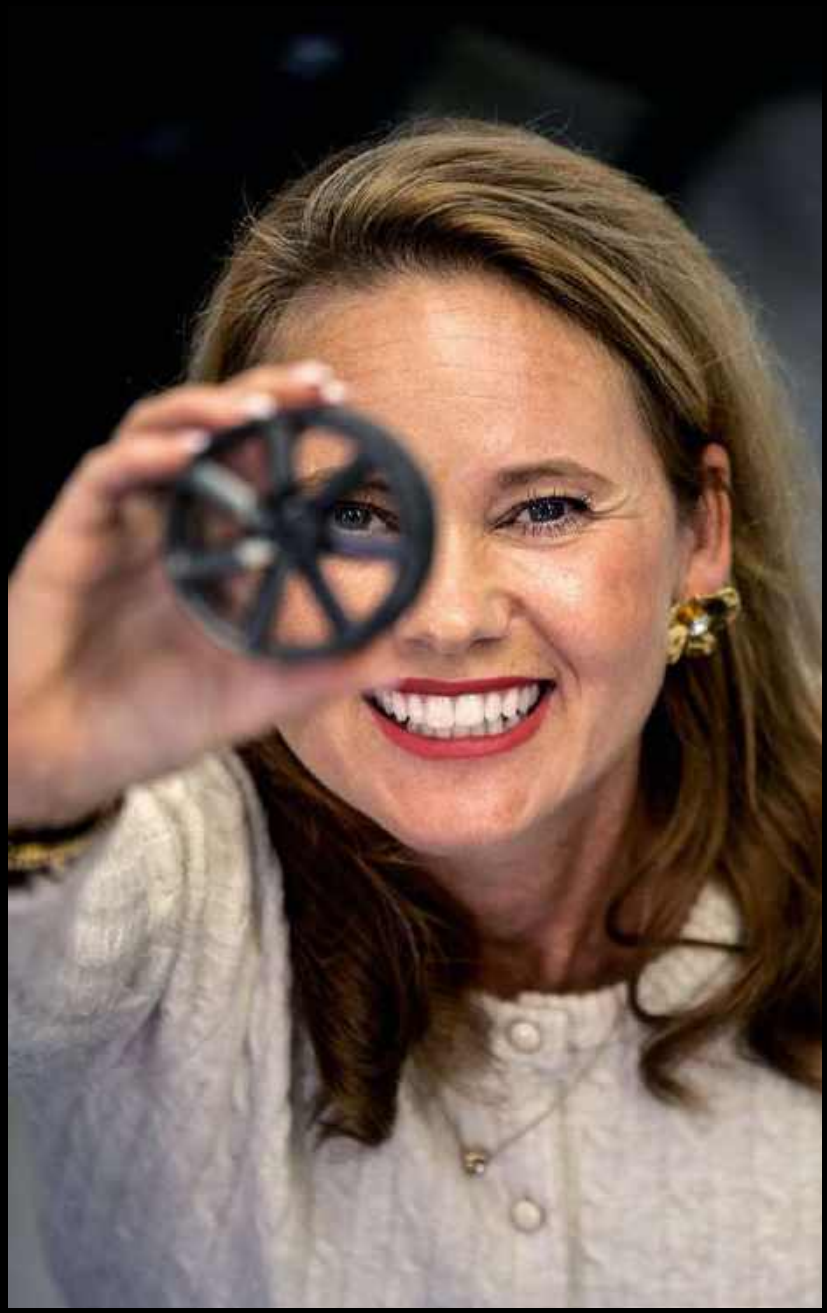
Nous avons d'abord dû recréer la transmission à 9 vitesses. Comme pour Koenigsegg, si nous ne disposons pas des éléments nécessaires pour obtenir un détail parfait, nous les inventons nous-mêmes! Nous avons créé de nouveaux triangles et des amortisseurs de chocs longs/courts pour recréer la suspension Triplex avant et arrière.

Les éléments de la transmission et de la suspension Triplex ont été développés en étroite collaboration avec nos concepteurs d'éléments, nos ingénieurs d'interface, nos modélistes et nos spécialistes des éléments LEGO®, ainsi qu'avec nos partenaires chez Koenigsegg. C'est vraiment un travail d'équipe.

À partir de là, il a fallu plusieurs itérations de modèles d'essai pour expérimenter la forme, le mécanisme « Mode fantôme », le mécanisme des portes et le reste des détails de la carrosserie.
















Koenigsegg


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



ROAD LEGAL, RACEHORSE DNA

HOMOLOGUÉE POUR LA ROUTE, ADN DE CHEVAL DE COURSE







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 optimize 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 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 optimize 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, responsable de la conception et du design chez Koenigsegg, considère que la collaboration entre toutes les équipes de développement est essentielle pour créer des solutions innovantes.

« Nous cherchons toujours des moyens d'augmenter la puissance, de réduire le poids et d'optimiser la force d'appui. En nous appuyant sur nos connaissances et nos outils de simulation, nous avons fait évoluer la plateforme Jesko. Christian a donné à la voiture le nom du cheval de course de la famille Koenigsegg, ce qui nous a donné une orientation claire : elle devait être performante sur circuit. À partir de là, tout le monde a mis la main à la pâte : les équipes de conception, d'ingénierie, de dynamique des véhicules, d'aérodynamique et notre pilote d'essai, Markus Lundh. Nous avons pris soin de combiner des composants existants avec de nouvelles solutions.

Le nouvel aileron arrière est plus grand mais plus léger et génère plus d'appui aérodynamique avec moins de traînée grâce à un matériau de base innovant et à une méthode de construction inspirée de la technologie du sport automobile. Nous avons également appliqué ces principes de conception aux ailerons et au dispositif aérodynamique unique en forme de lance situé derrière la porte. Même la face inférieure de l'aileron a été redessinée, éliminant les vis et les espaces afin d'optimiser le flux d'air. Lors des essais de développement en août 2025, sur le circuit WeatherTech Raceway Laguna Seca, les commentaires du pilote d'essai Markus ont confirmé l'équilibre et la stabilité de la voiture. Il était extrêmement satisfaisant de voir notre collaboration se traduire par des améliorations significatives, un meilleur contrôle et une plus grande confiance pour pousser la voiture à ses limites. Trois mois seulement après les premiers essais de développement à Laguna Seca, Markus et une petite équipe de Koenigsegg sont retournés sur ce circuit emblématique et ont battu le record du tour pour une voiture de série.

Je suis vraiment enthousiasmé par le modèle LEGO® Technic™ et par le niveau de détail et les fonctions que l'équipe Technic a su reproduire. Je pense que nous leur avons mis beaucoup de pression! Le résultat est incroyable, avec des détails tels que la suspension Triplex, une transmission à 9 vitesses fonctionnelle, les rétroviseurs rabattables sur les portes à double hélice synchrone emblématiques et toute la fonction Mode Fantôme. Waouh. »



Steve Dubs and LEGO® Technic™ Designer
Steve Dubs et le LEGO® Technic™ Designer



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

Halldora et Christian découvrent pour la première fois la fonction Mode Fantôme du modèle.

> *"That's insane. That is absolutely insane. How is that possible?"*
>
> *« C'est dingue. C'est complètement dingue. Comment est-ce possible? »*
>
> *– 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 hood 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 hood and doors. When the rear clam is closed, you can still open the front hood 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!

RECRÉER LES FONCTIONS DU MODE FANTÔME

Sur la clé de la voiture réelle, vous pouvez appuyer sur un bouton « Mode fantôme » qui ouvre la coque arrière (révélant le compartiment moteur), le capot avant et les deux portes. Ces quatre parties ouvrables de la voiture sont reliées entre elles par un système hydraulique. Vous pouvez également actionner ces parties ouvrables séparément à l'aide des boutons de la clé de la voiture.

C'était de loin la fonction la plus agréable à recréer dans le modèle LEGO® Technic™, et c'était encore plus amusant de la montrer pour la première fois aux membres de l'équipe Koenigsegg et de voir leur réaction. Le mécanisme « Mode fantôme » est activé en soulevant la coque arrière, ce qui active ensuite les fonctions d'ouverture du capot avant et des portes. Lorsque la coque est fermée, vous pouvez toujours ouvrir le capot avant et les portes de manière totalement indépendante à l'aide des boutons situés de chaque côté de la voiture. Même les rétroviseurs latéraux se replient sur les portes lorsqu'elles s'ouvrent, comme sur la vraie voiture!




OMP
OMP



CRASHING TESTS – AND RECORDS
ESSAIS DE COLLISION – ET RECORDS

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."

Pour Koenigsegg, et en particulier pour le pilote d'essai Markus Lundh, la sécurité passe toujours avant tout.

« Conduire la Sadair's Spear, c'est comme utiliser un code de triche dans un jeu vidéo : tout est poussé à fond. En milieu de virage, l'adhérence est meilleure. Lorsque vous faites confiance à la voiture, vous pouvez prendre plus de vitesse dans les virages et en sortir plus rapidement. La transmission Light Speed donne l'impression d'être une extension de soi-même. Le passage entre les différents rapports est instantané. La voiture est très tolérante et facile à conduire à la limite. Nous l'avons conduite sur des lacs gelés et dans la chaleur torride de la Vallée de la Mort en Californie. La voiture inspire confiance et reste calme et stable, même à des vitesses et dans des conditions extrêmes.

Bien sûr, nous acceptons la possibilité de perdre une voiture pendant les essais. Cette réalité ajoute de la pression, mais c'est aussi ce qui nous pousse à aller de l'avant. Pour battre des records en ligne droite, comme le 0-400-0 km/h, il faut s'assurer que tout est prêt sur la voiture. Les courses de côte comme celle de Goodwood sont d'un tout autre genre. La route est cahoteuse, étroite, sans marge d'erreur, et votre confort et votre confiance dans la voiture sont essentiels. Le record de Goodwood n'était même pas prévu : nous étions encore en phase d'ajustement, mais nous avons pensé que c'était le bon moment pour tenter le coup. À ces vitesses, vous n'avez pas l'impression que le bord de la route défile, mais le bruit du vent se transforme en un bruit blanc qui couvre presque celui du moteur. La voiture devient plus sensible à chaque commande, mais cela ne fait jamais peur. C'est plutôt comme voler. C'est une étrange sensation de liberté. »



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

DONNEZ-NOUS VOTRE AVIS

Nous nous efforçons constamment d'améliorer l'expérience LEGO® Technic™ et nous aimerions connaître votre opinion. Que pensez-vous du modèle? Comment s'est déroulé le processus de construction? Est-ce que tout était à la hauteur de vos attentes?

Une fois le court sondage rempli, vous serez automatiquement inscrit(e) à un tirage au sort pour gagner un prix LEGO. Rendez-vous sur



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BOX

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BOÎTE



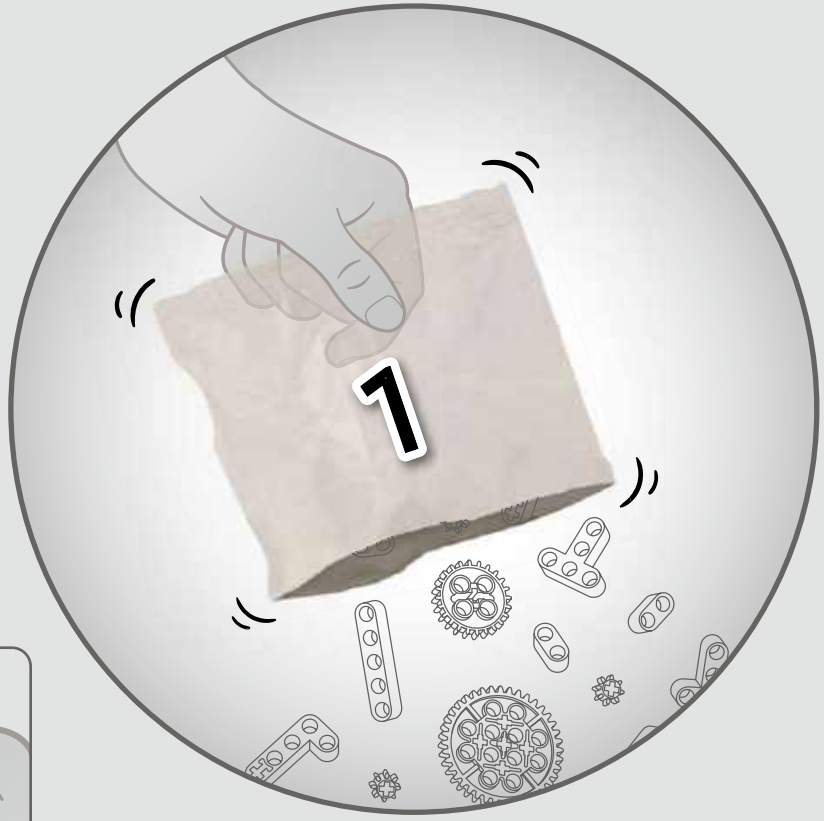
9-SPEED TRANSMISSION

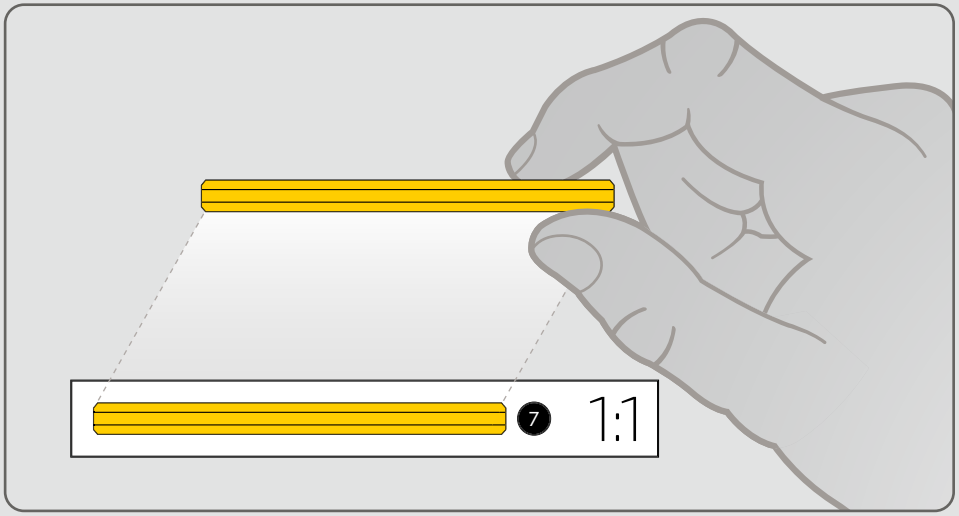
TRANSMISSION À 9 VITESSES

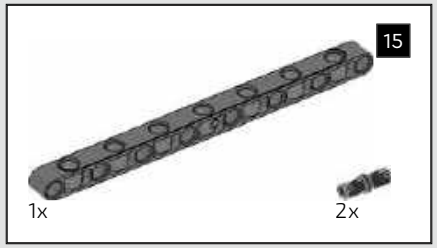
The model can shift between 9 forward gears, neutral (runs freely) and reverse (one speed). The transmission will be connected to the forward/neutral/reverse selector and the paddle shifters. The rotating disc behind the driver's seat with numbers 1 to 9 (can be seen when the door is open), shows you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

Le modèle peut passer entre 9 vitesses avant, le neutre (roue libre) et la marche arrière (une vitesse). La transmission sera reliée au sélecteur avant/neutre/marche arrière et aux palettes de changement de vitesse. Le disque rotatif situé derrière le siège du conducteur, avec les chiffres 1 à 9 (visible lorsque la porte est ouverte), indique le rapport actuellement engagé.

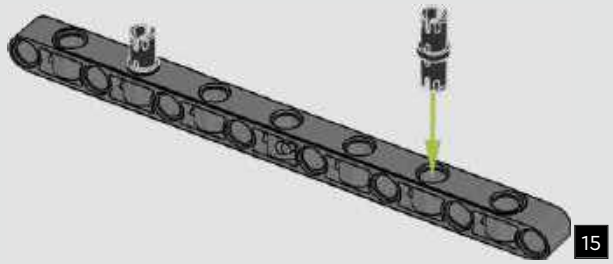


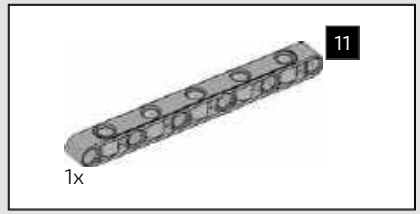

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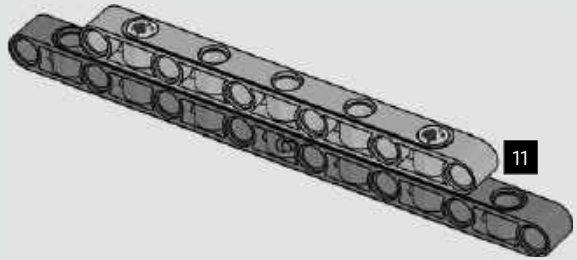


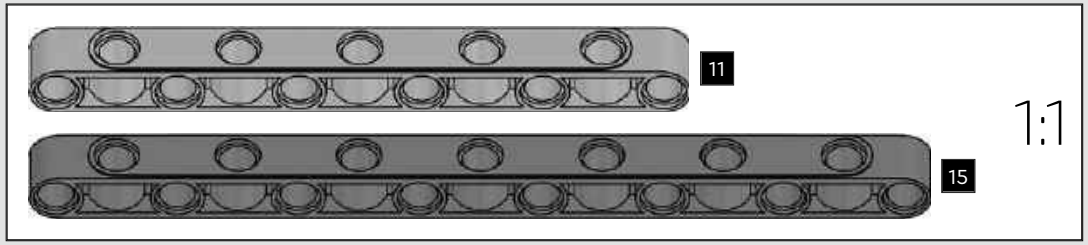
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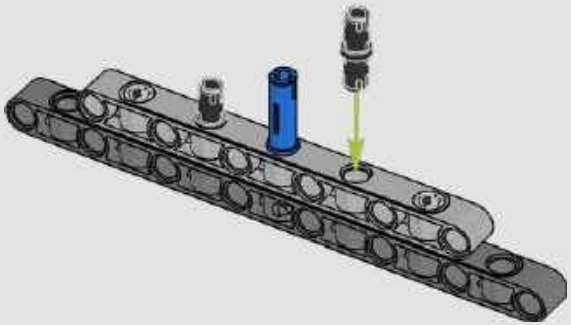
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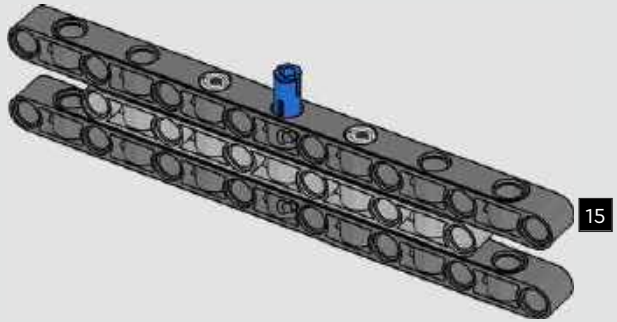


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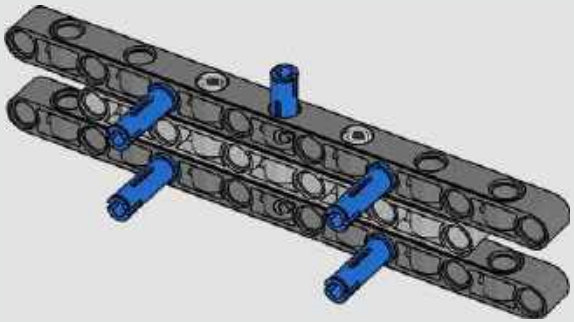
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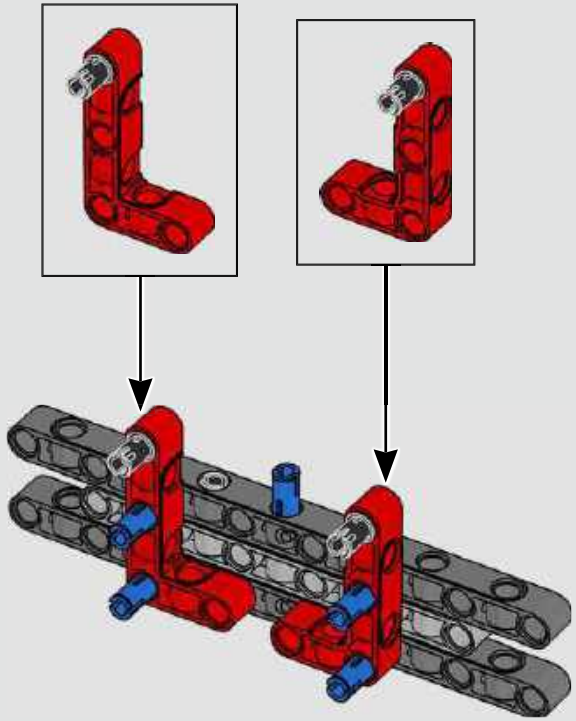


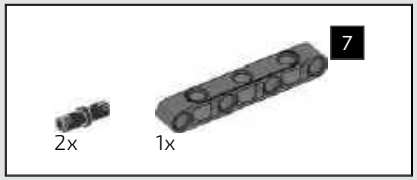
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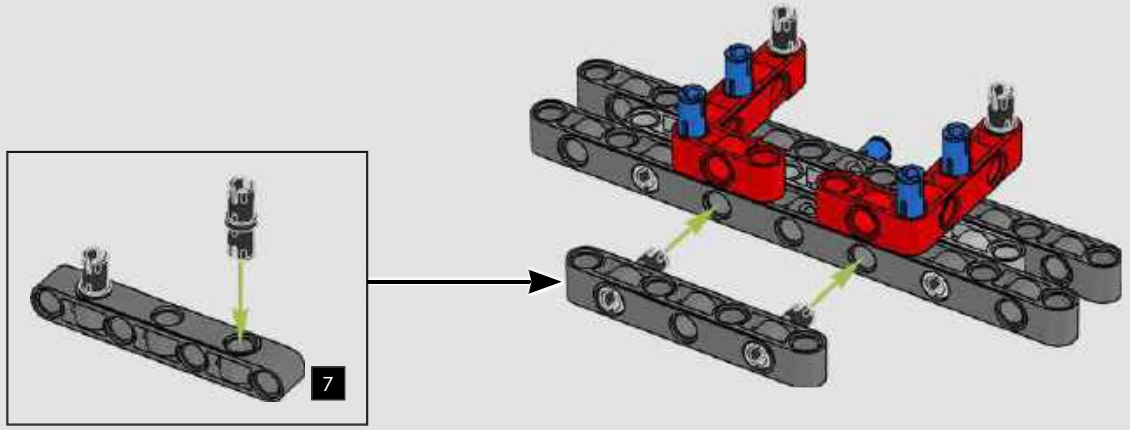
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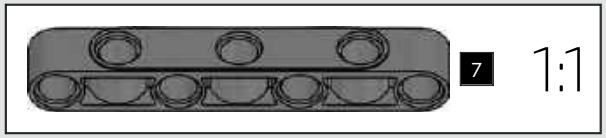


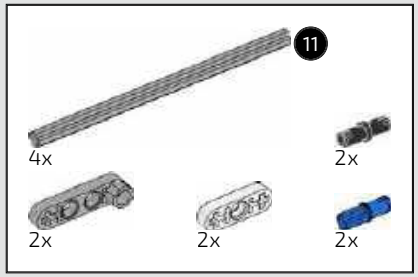


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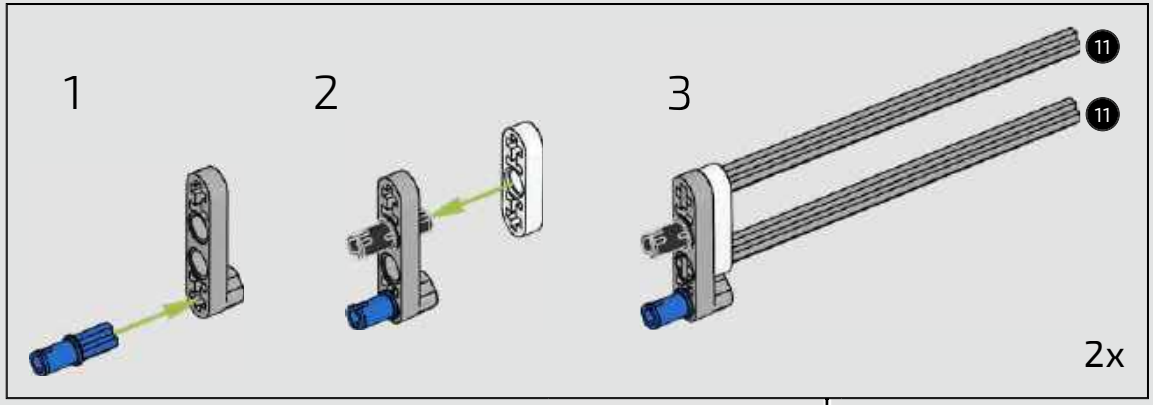


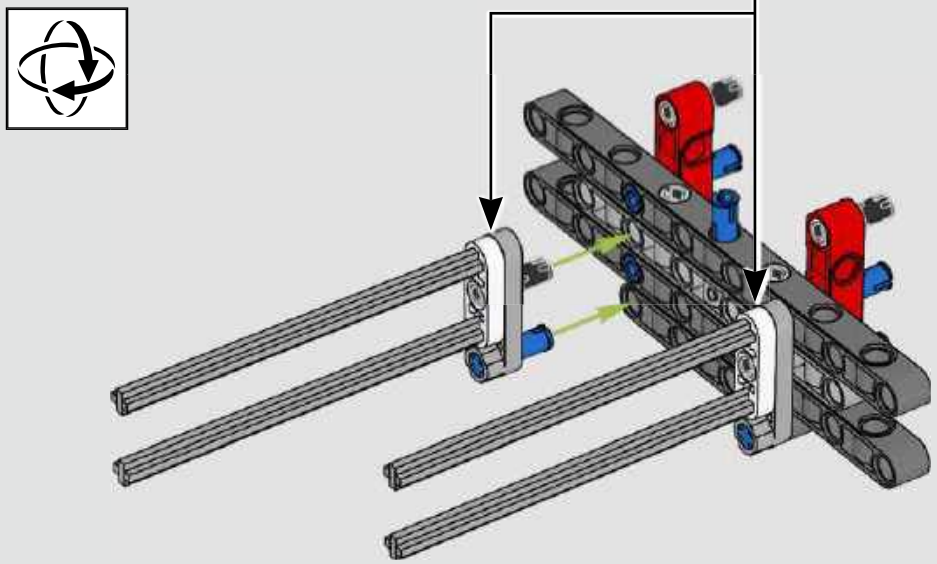


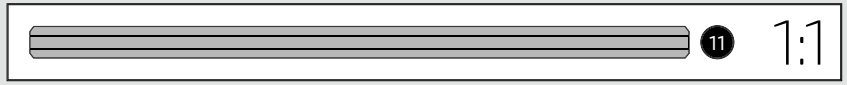


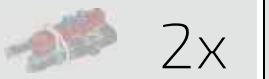


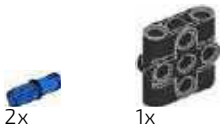
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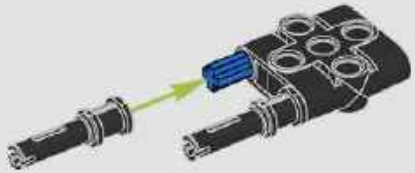


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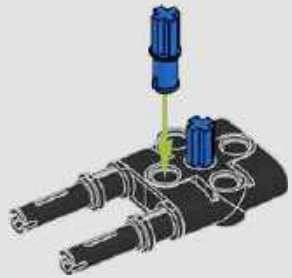


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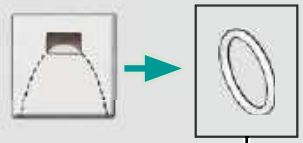


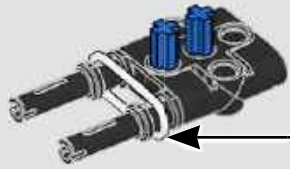
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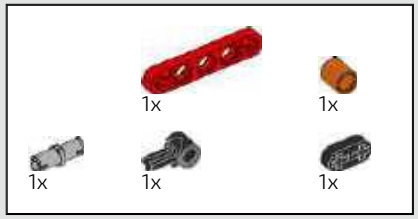




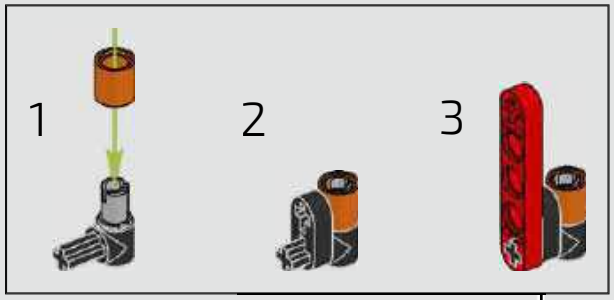
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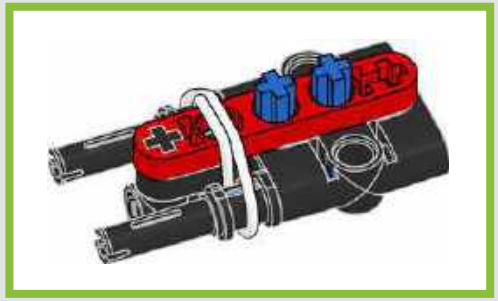






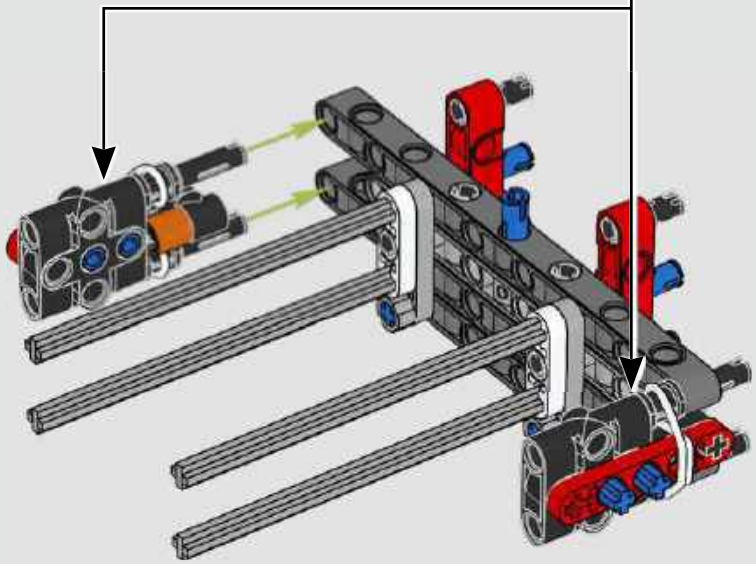
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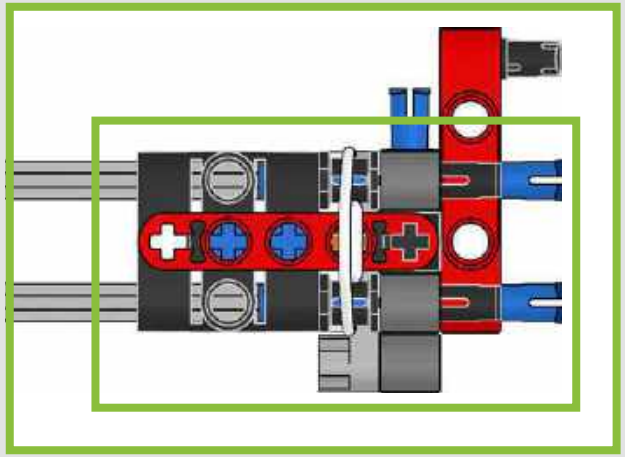


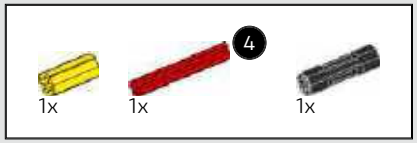


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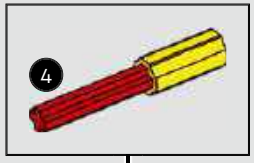
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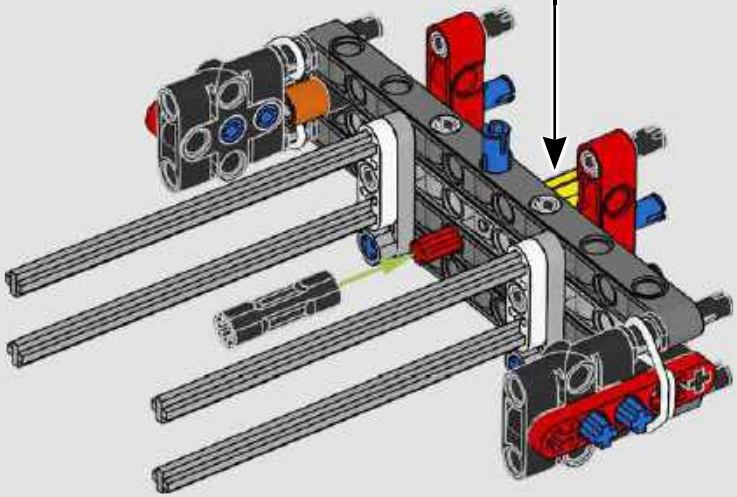


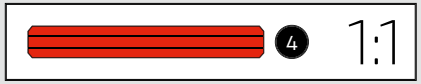


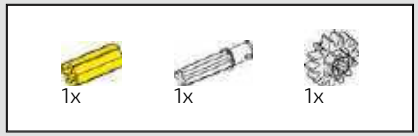


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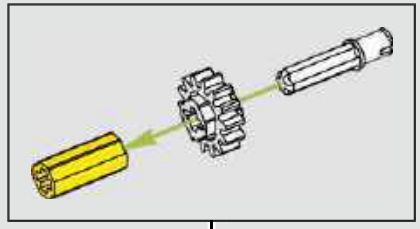


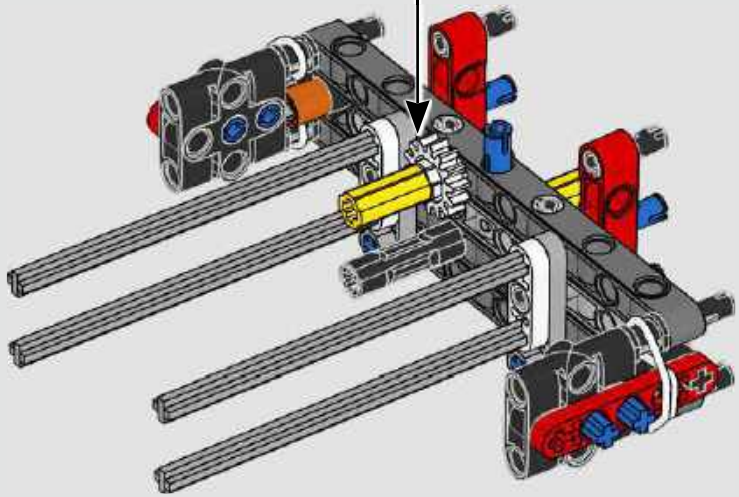


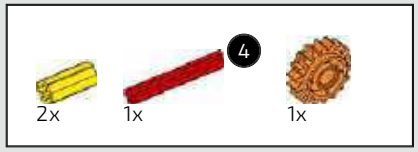




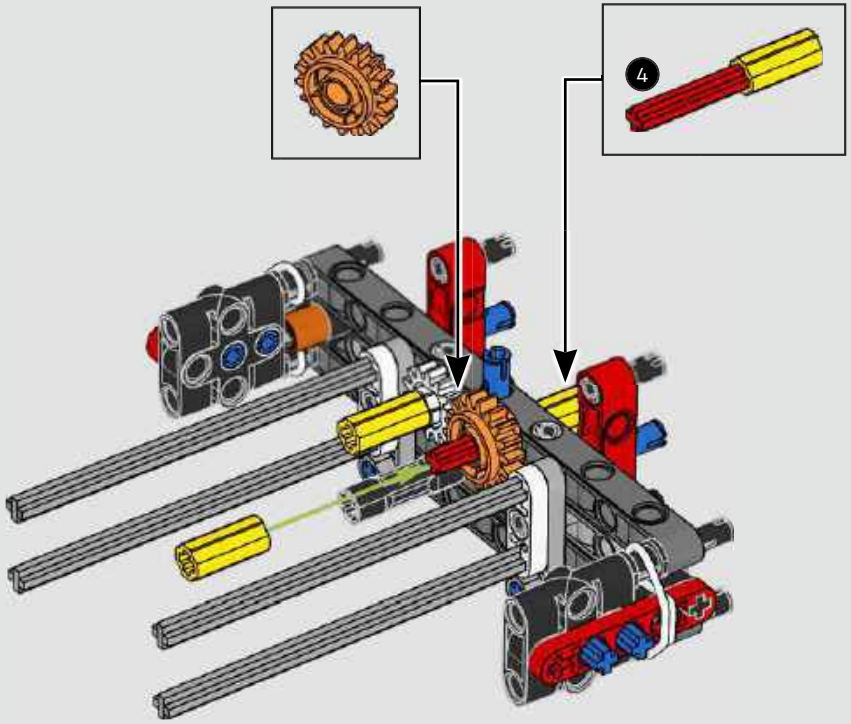
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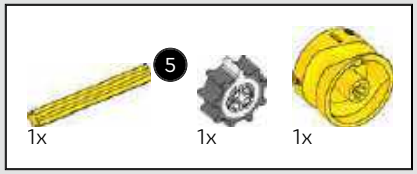
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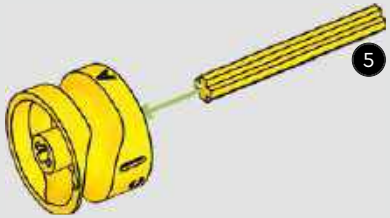
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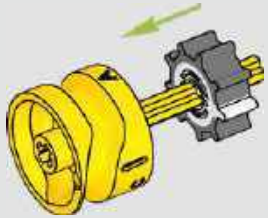


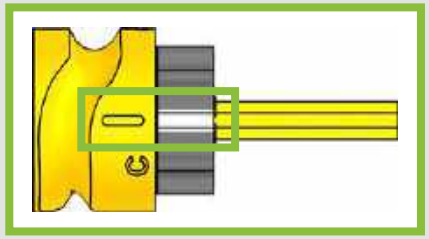
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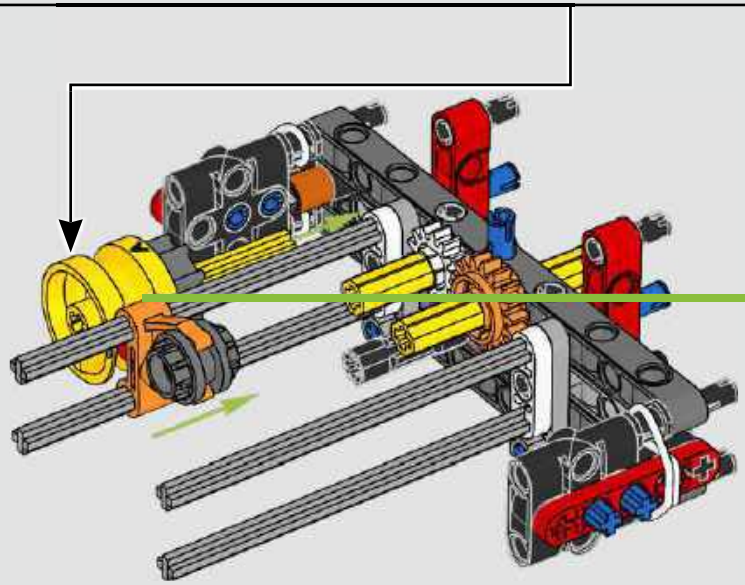
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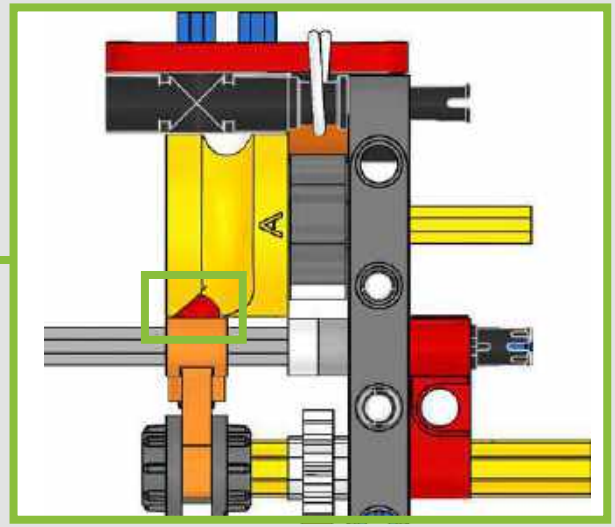


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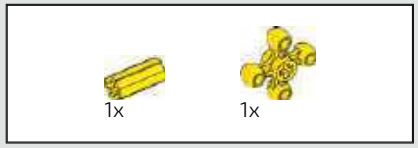




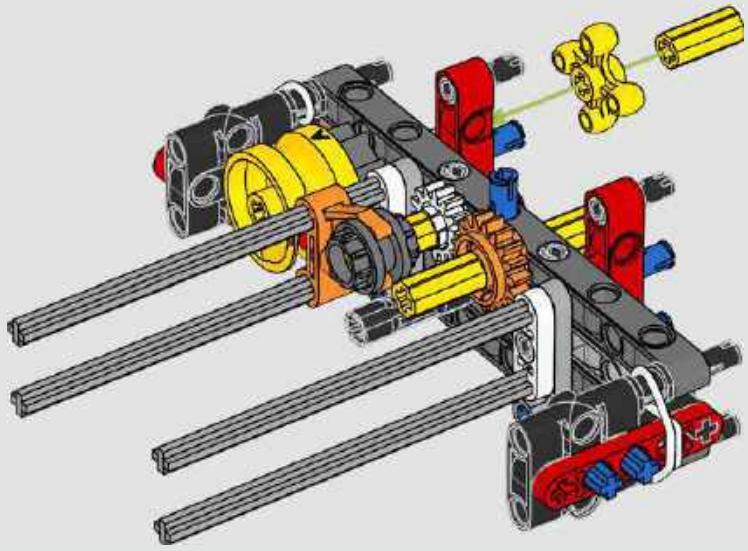






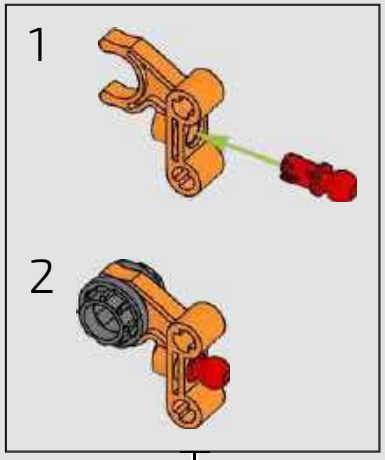


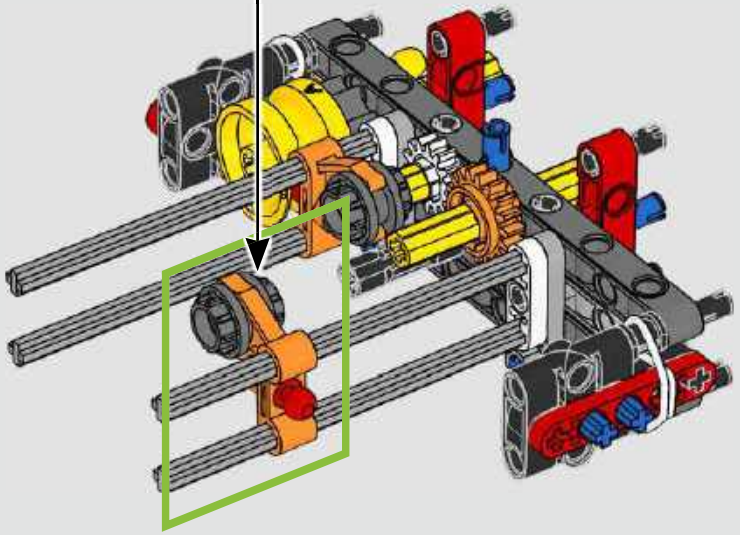
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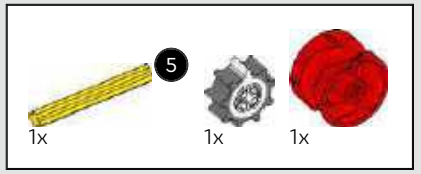


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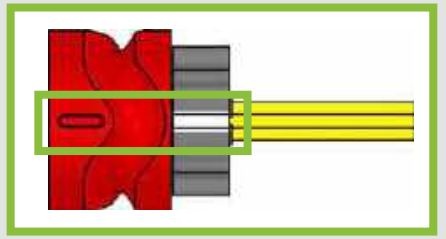


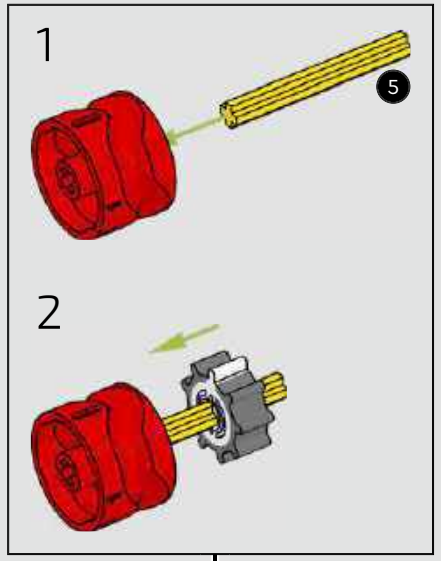


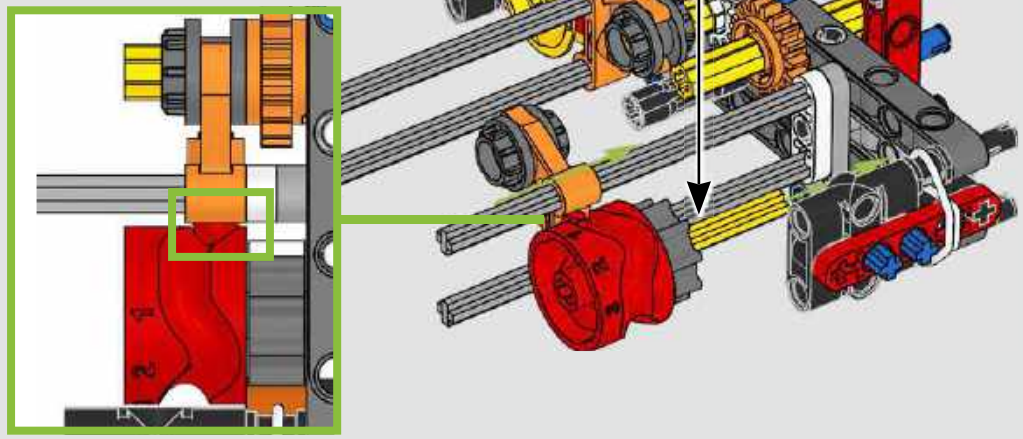


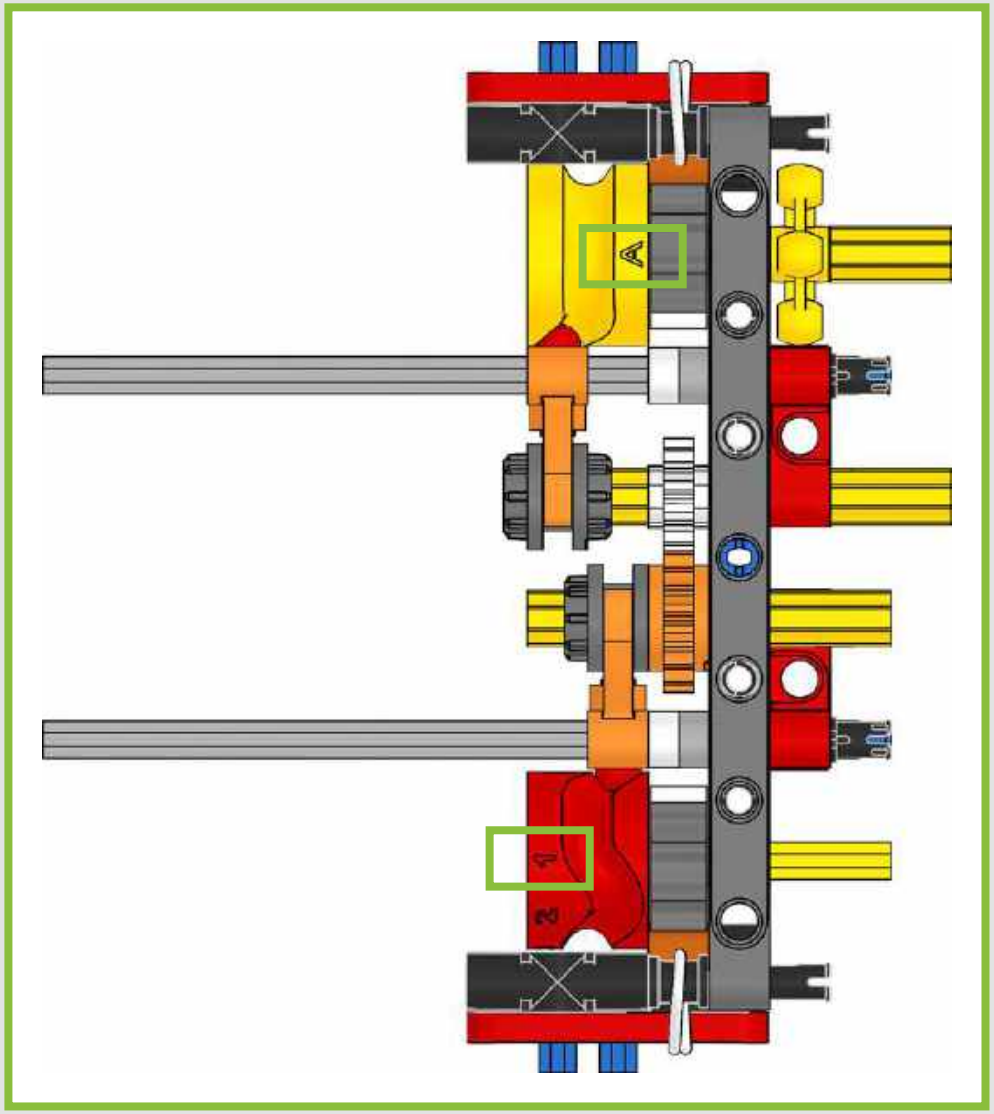


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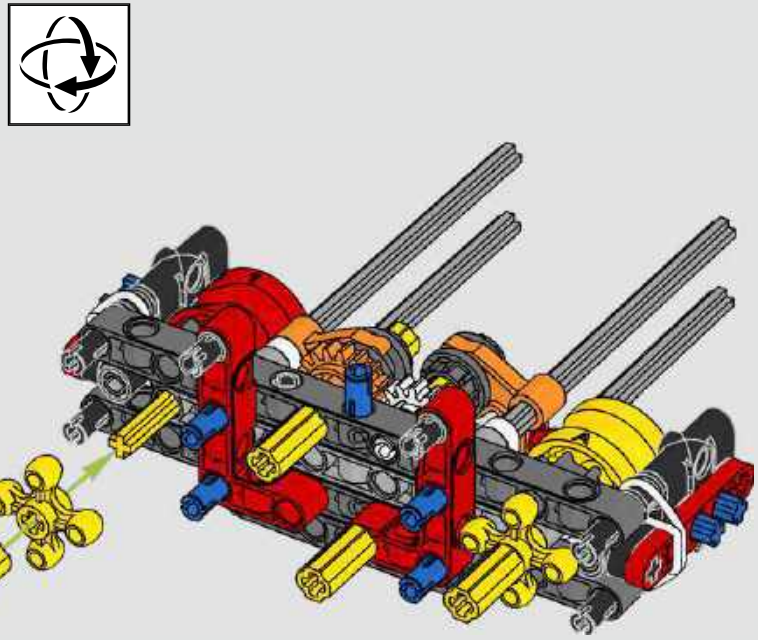





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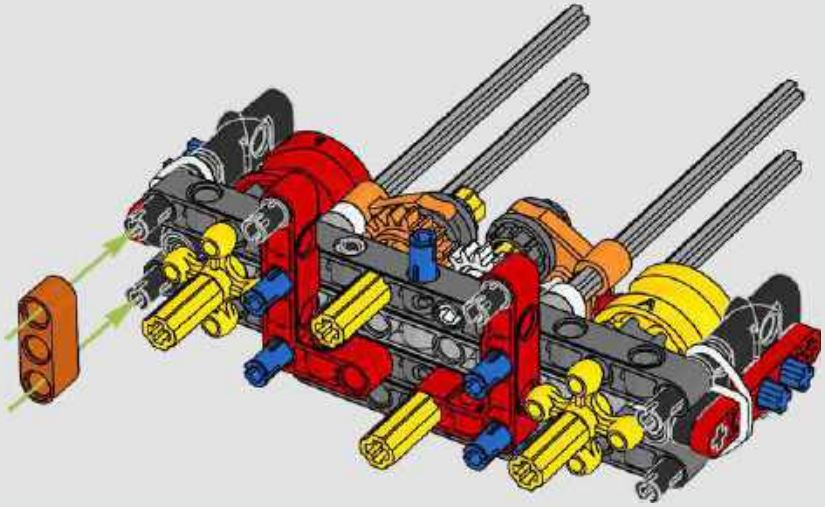


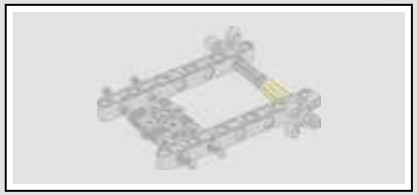
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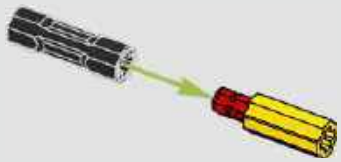
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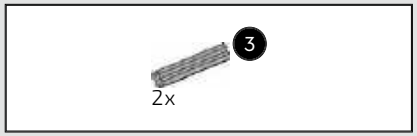






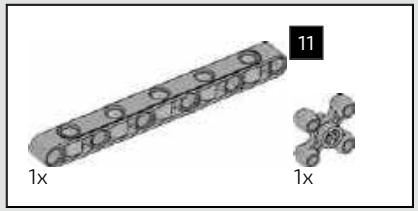
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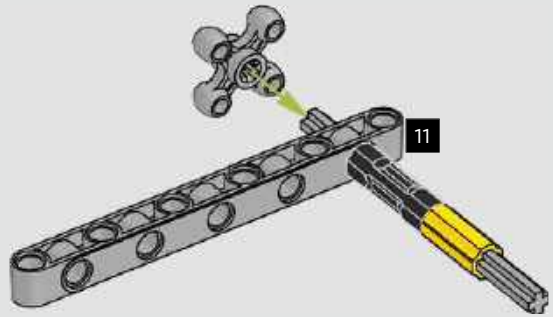


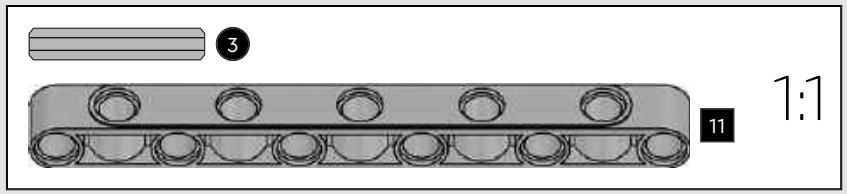
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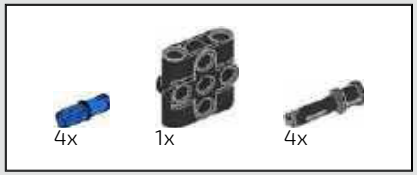




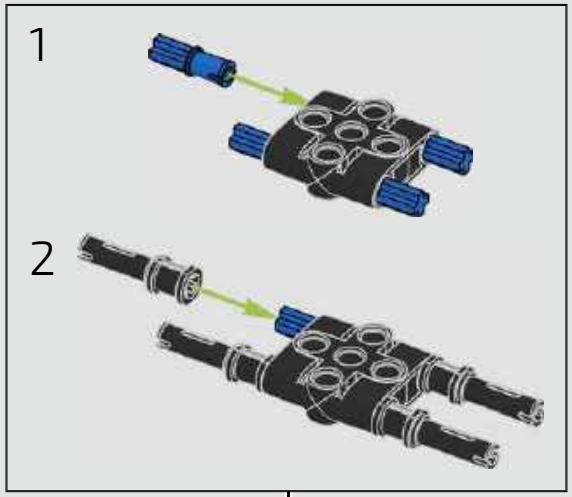
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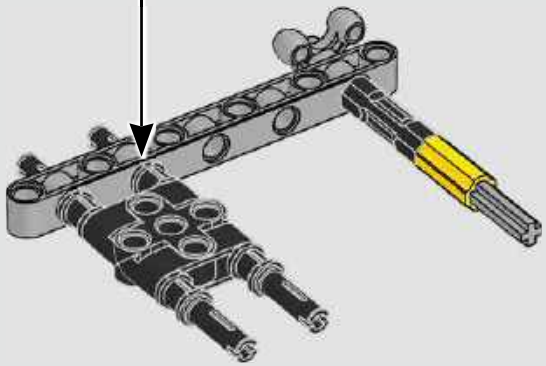


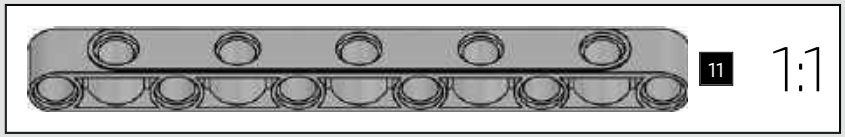


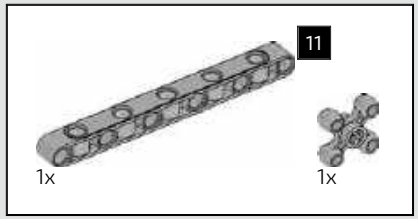


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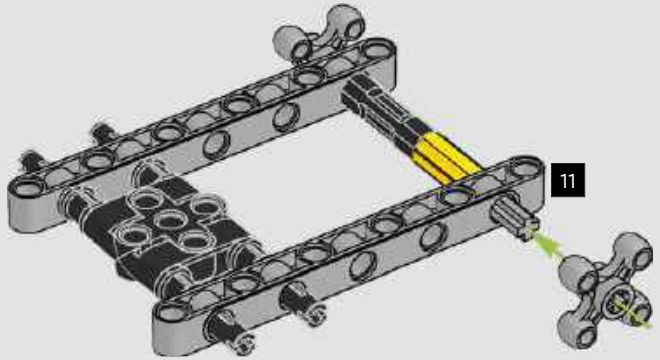




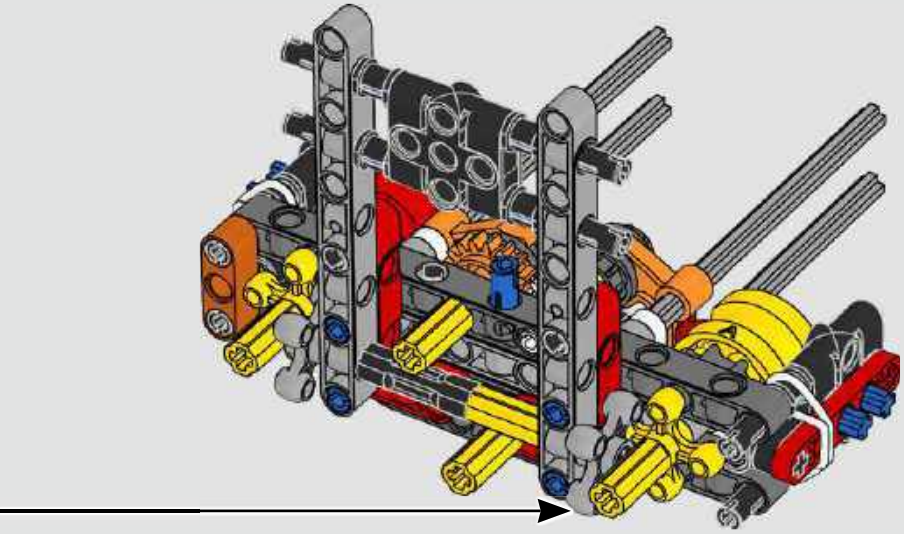


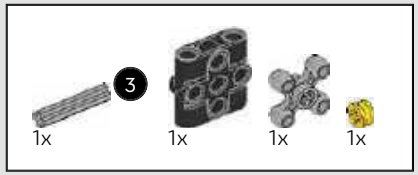


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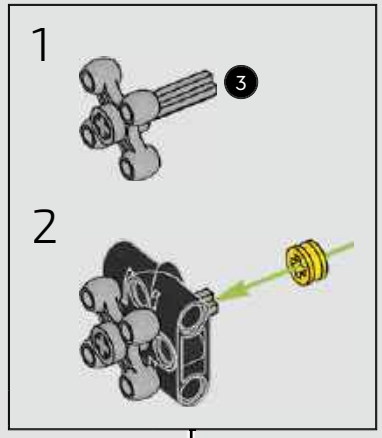


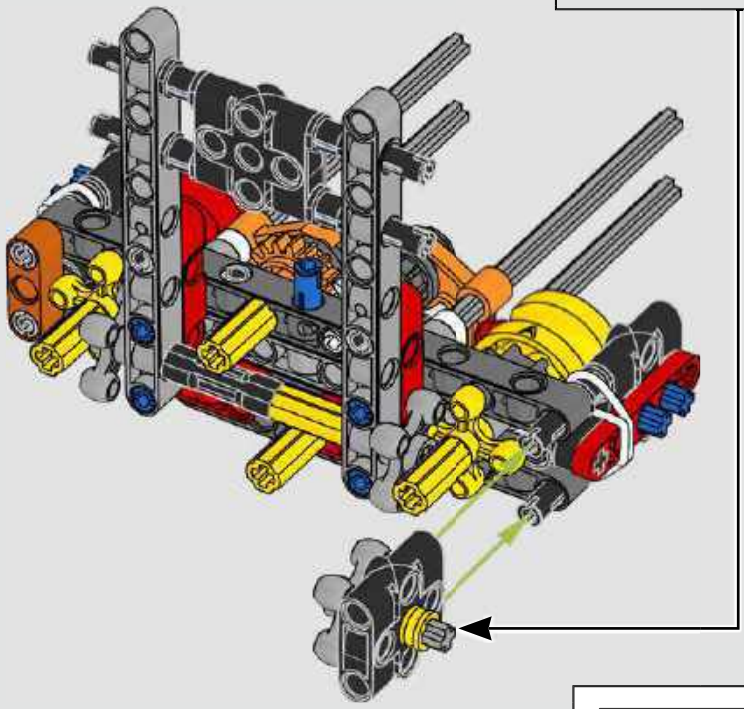
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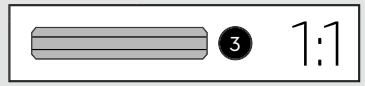


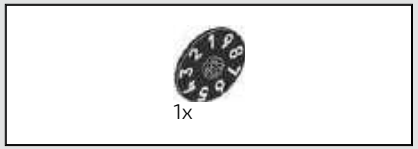


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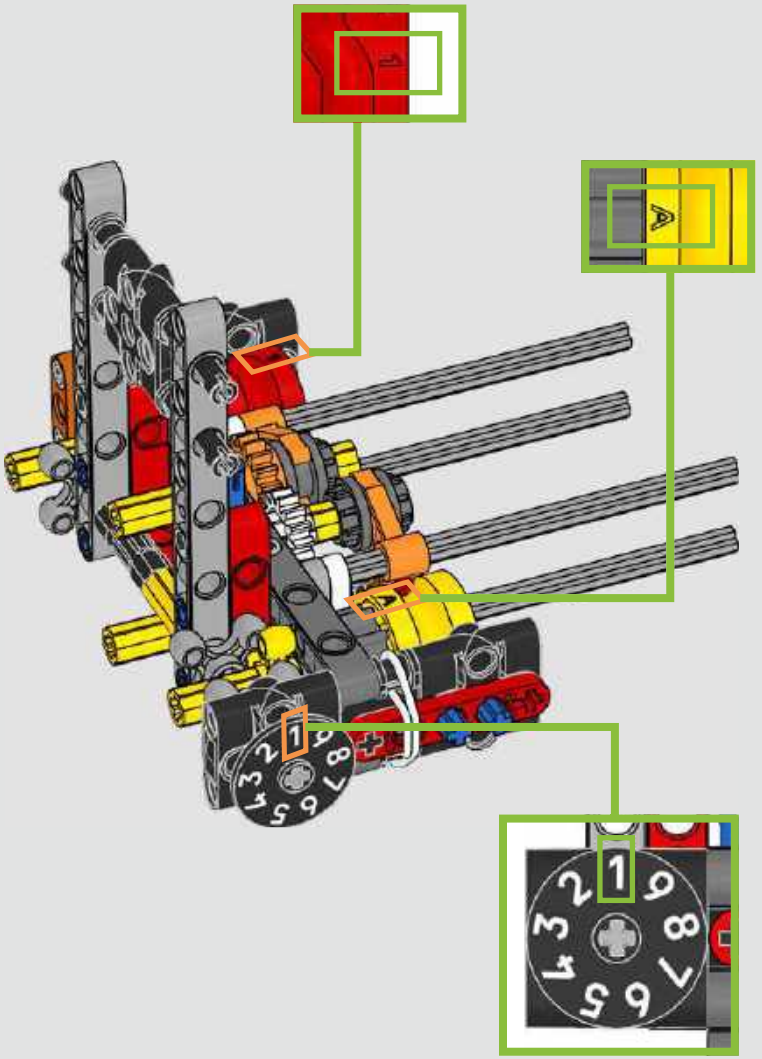


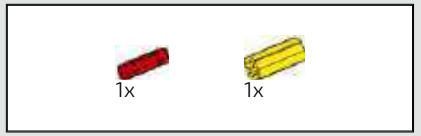




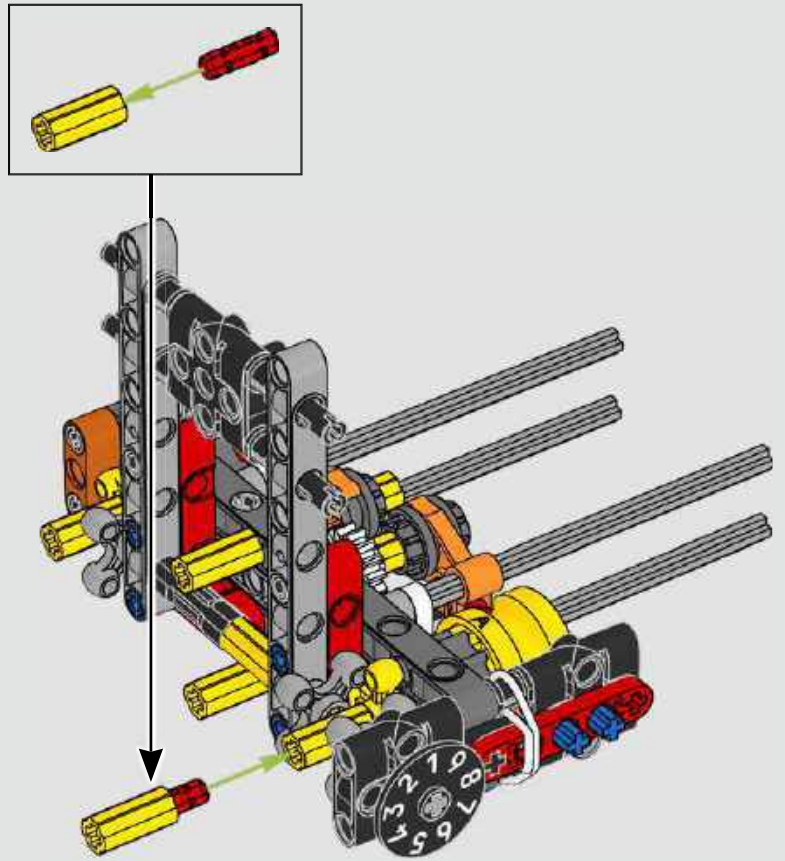


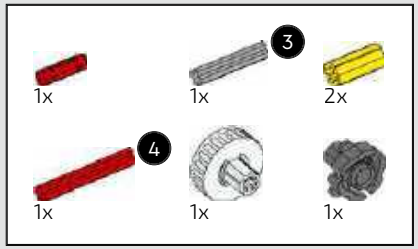
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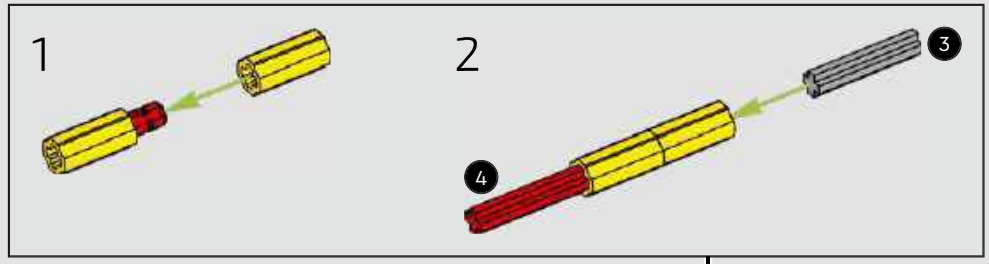


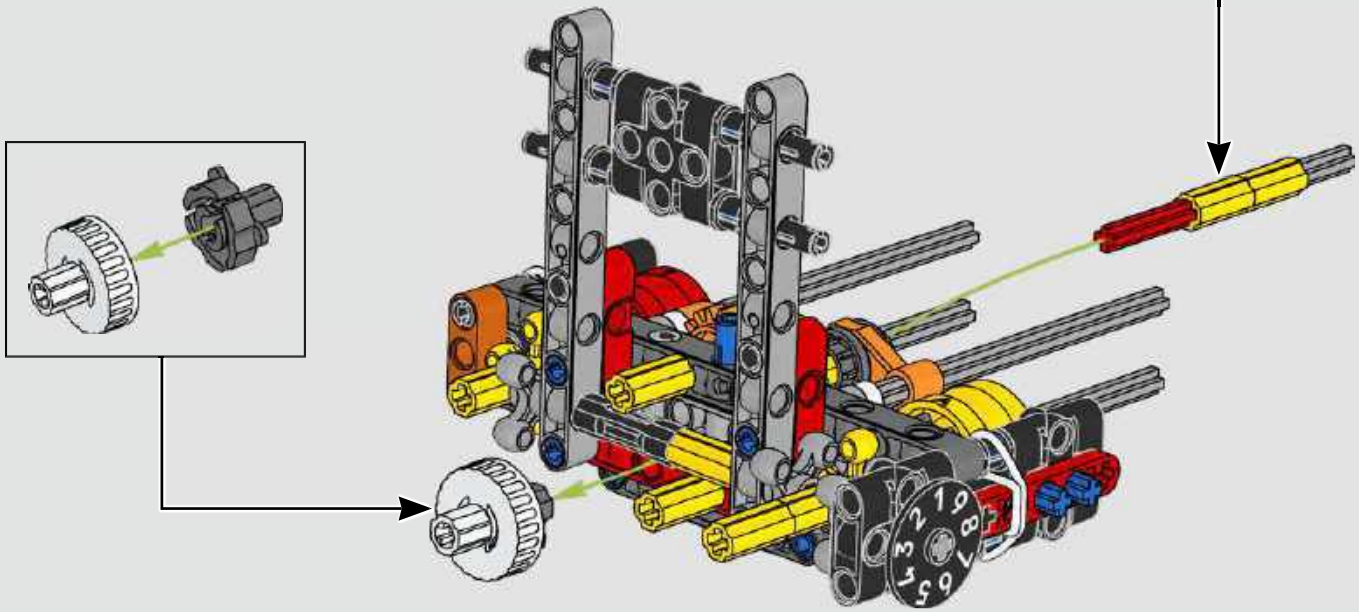
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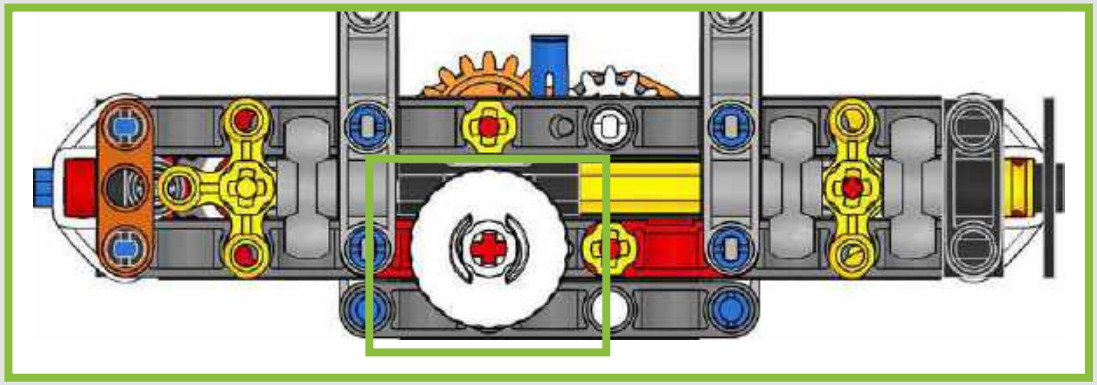


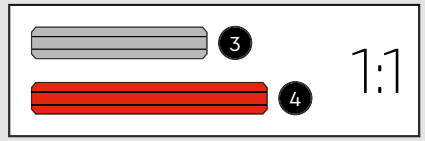


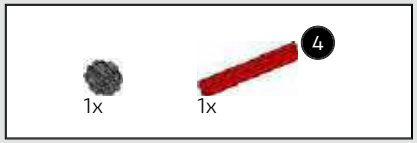
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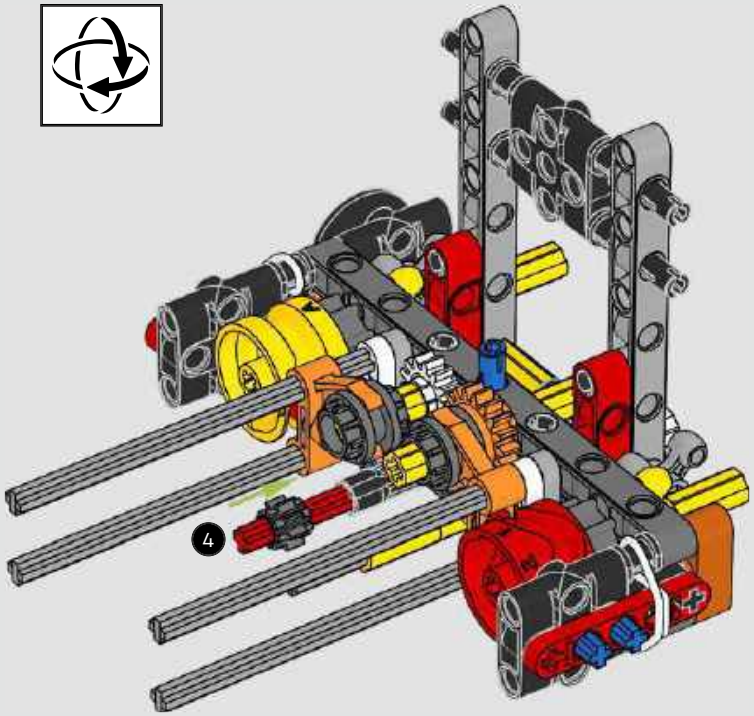


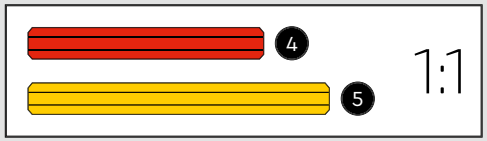


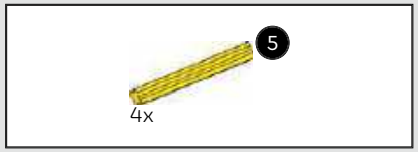




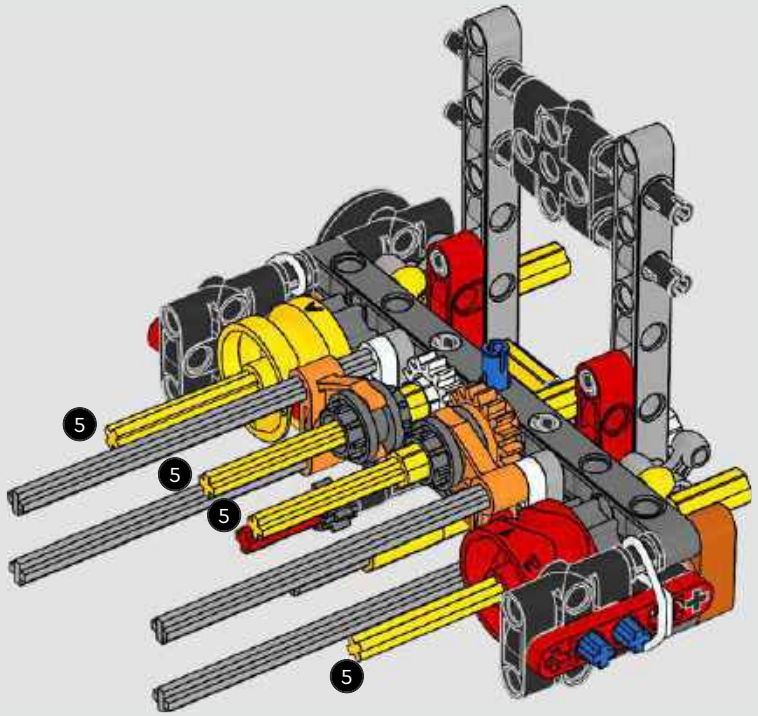
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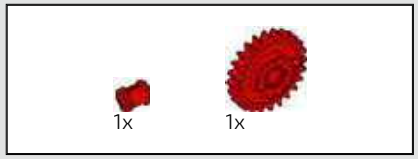




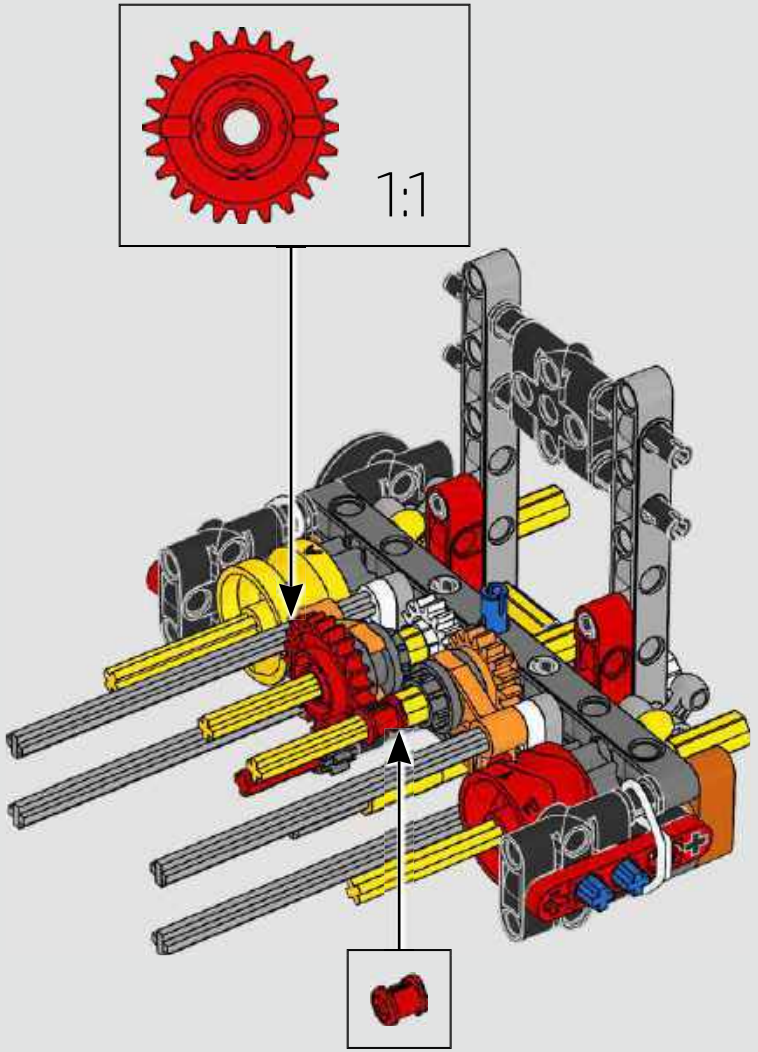


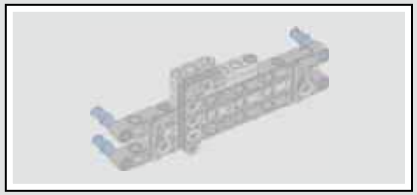
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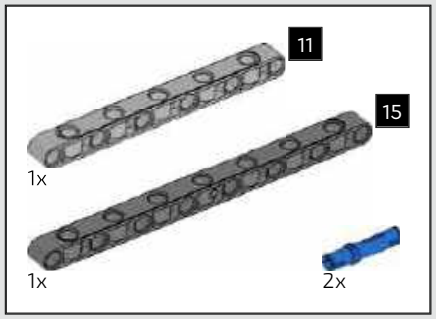




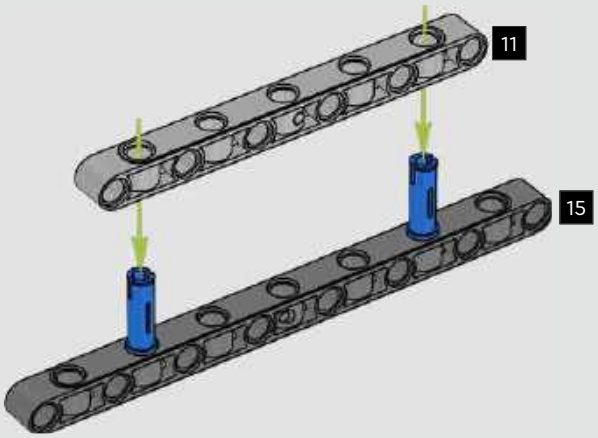
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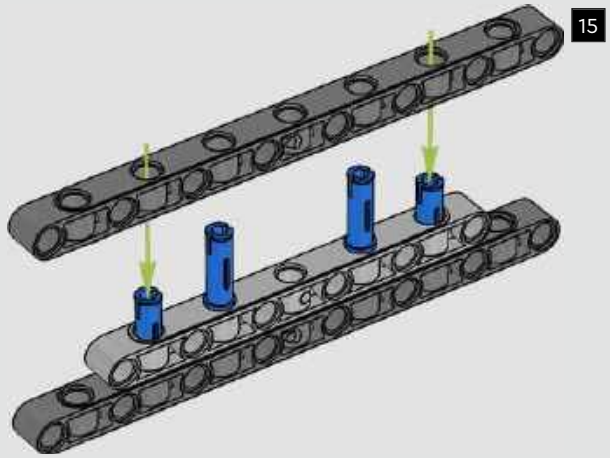


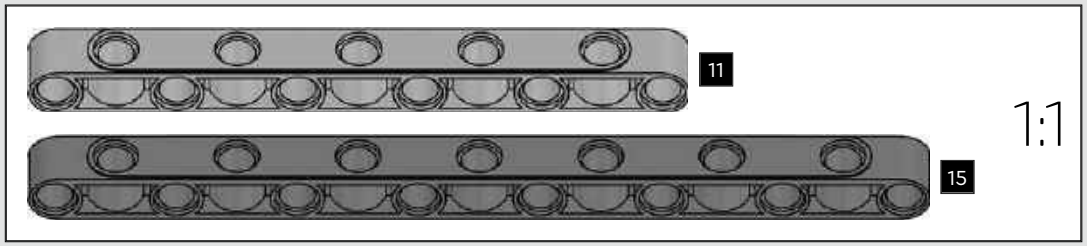
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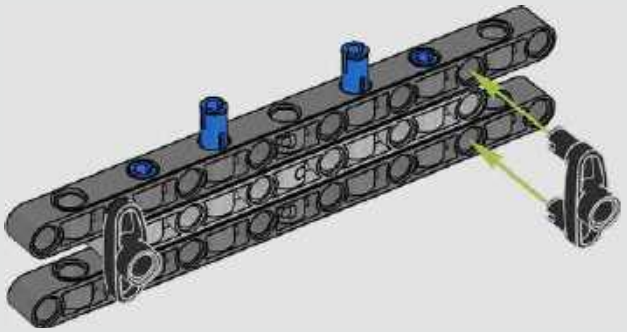
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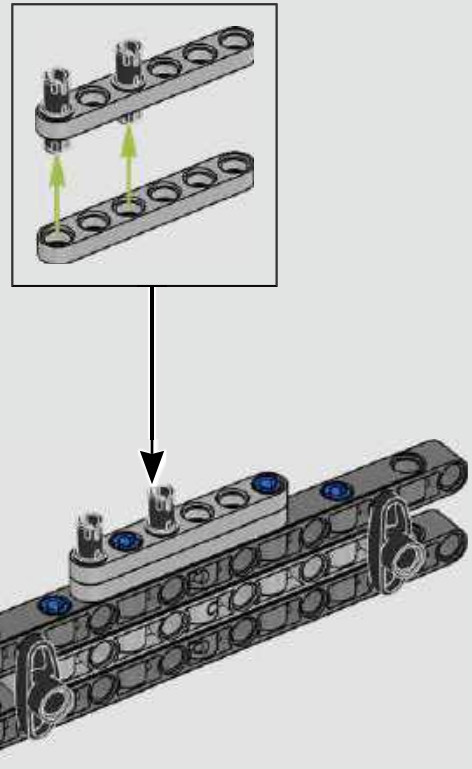
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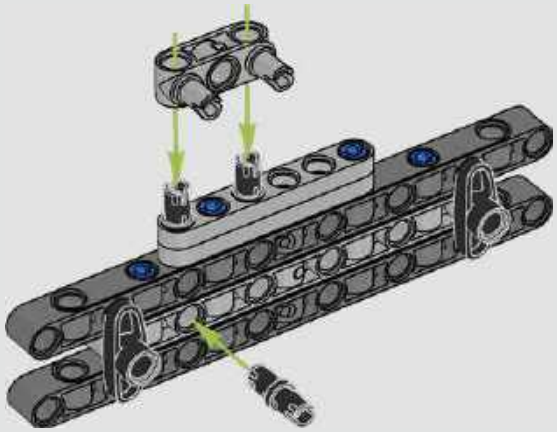


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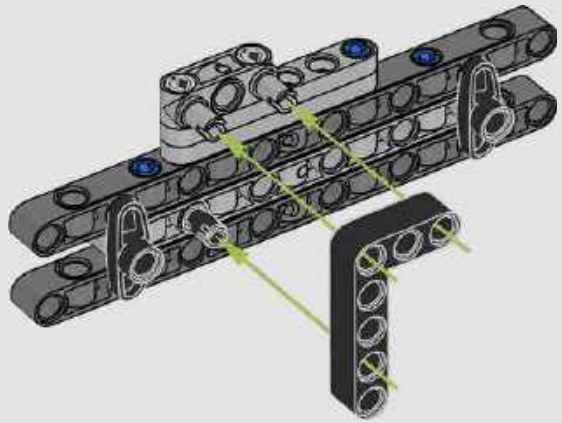


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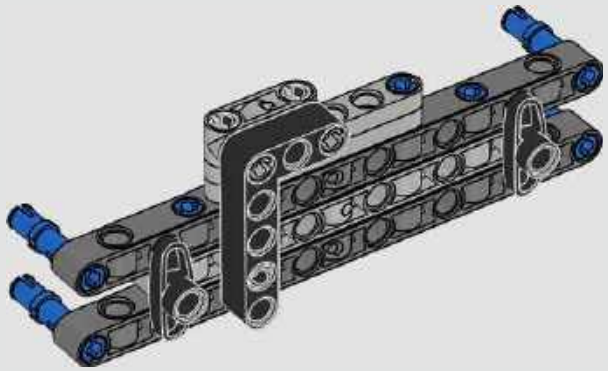


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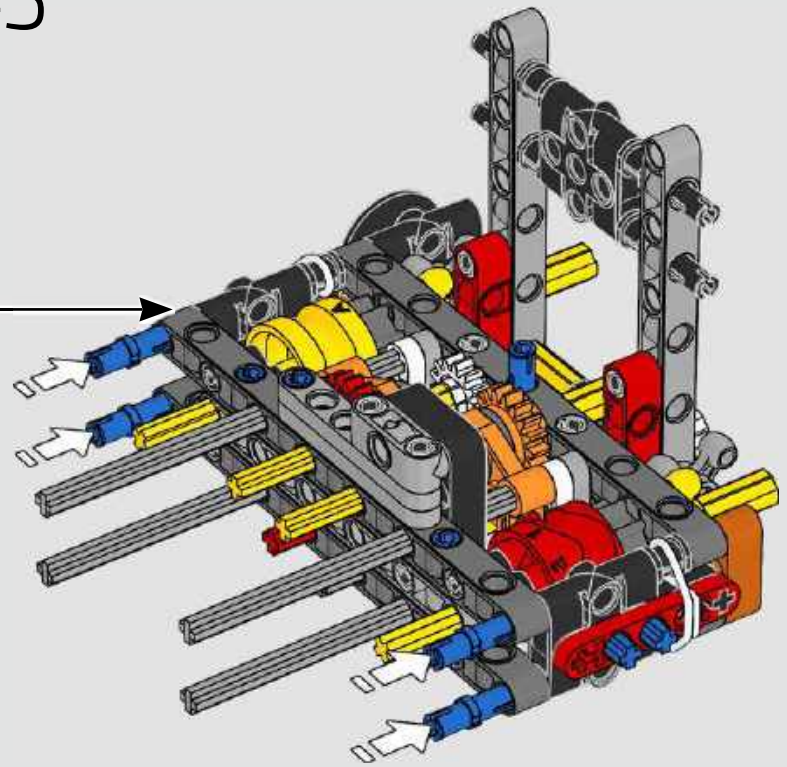


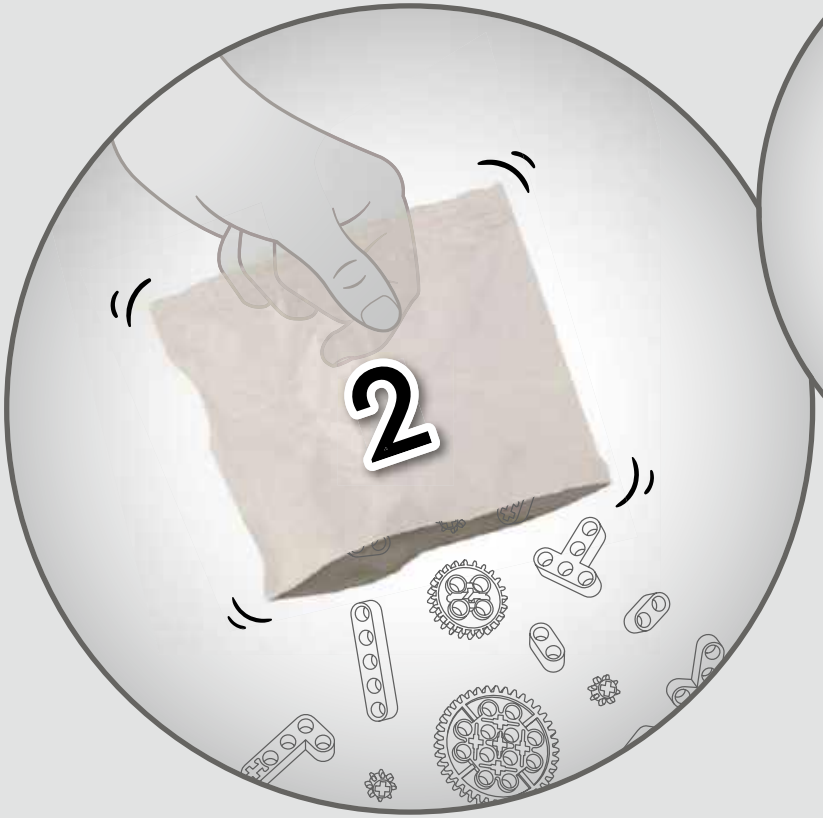


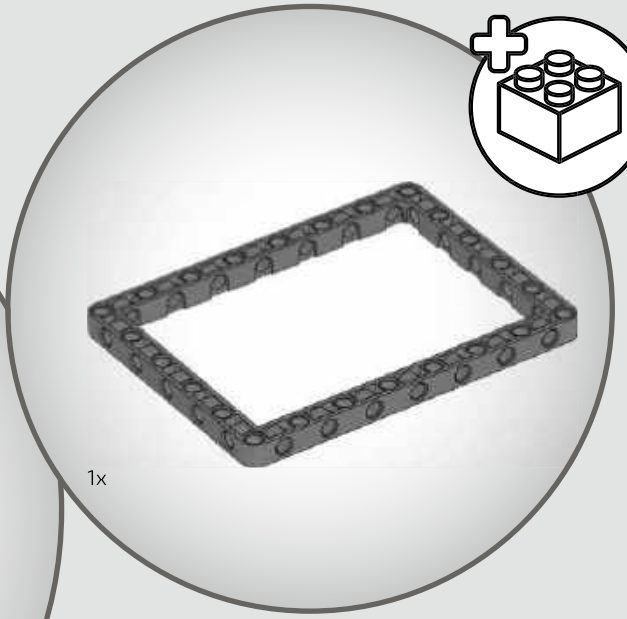
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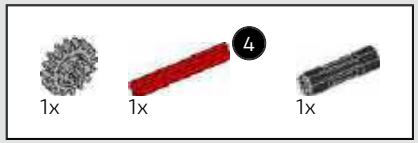


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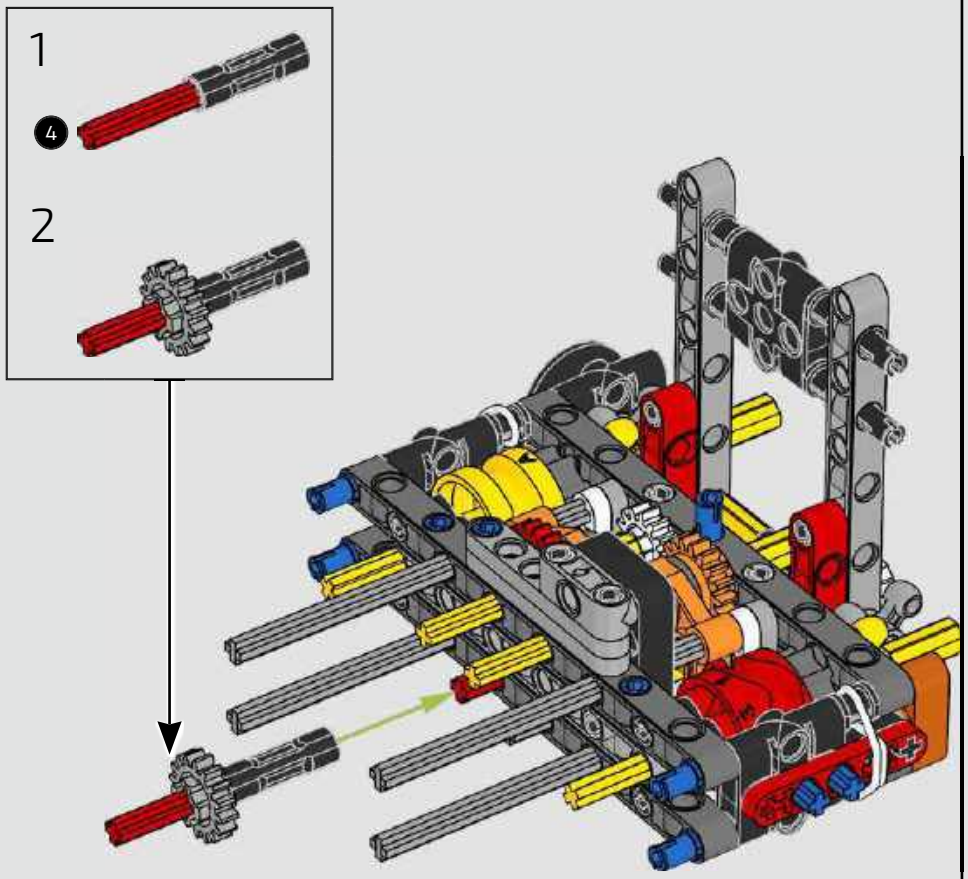


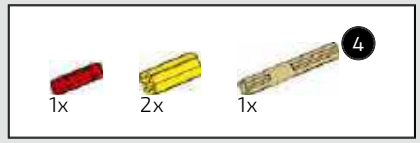

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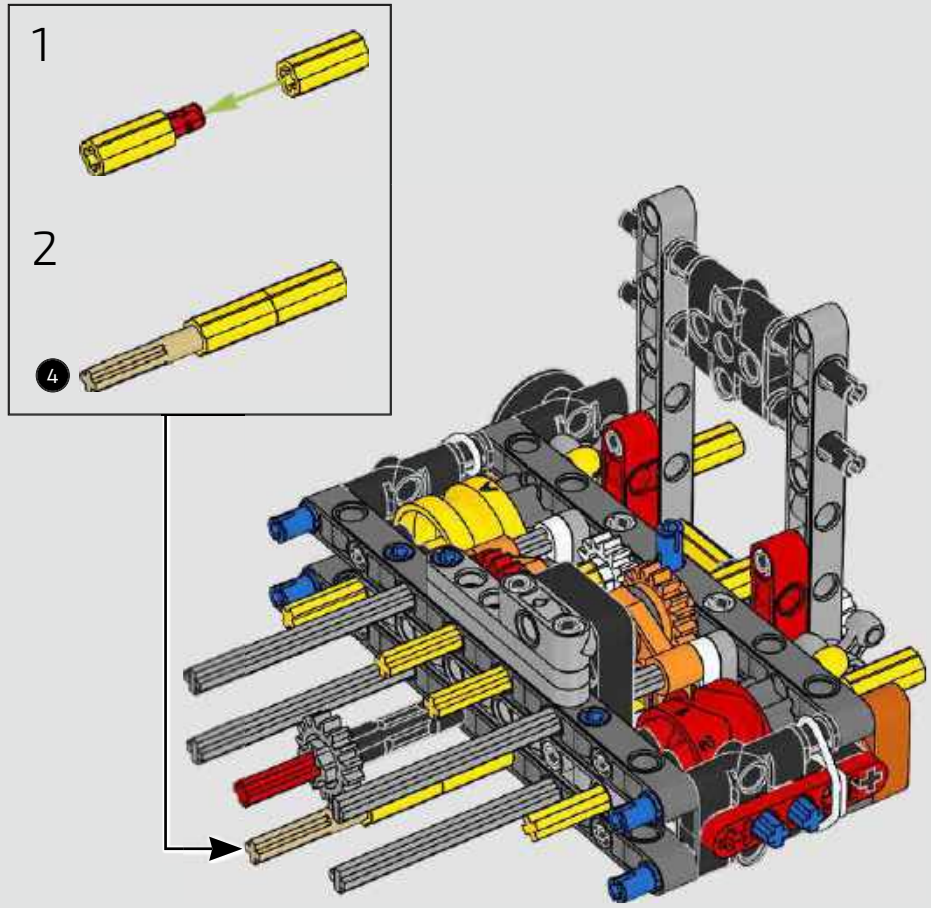


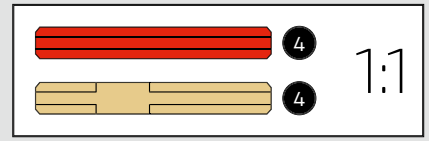
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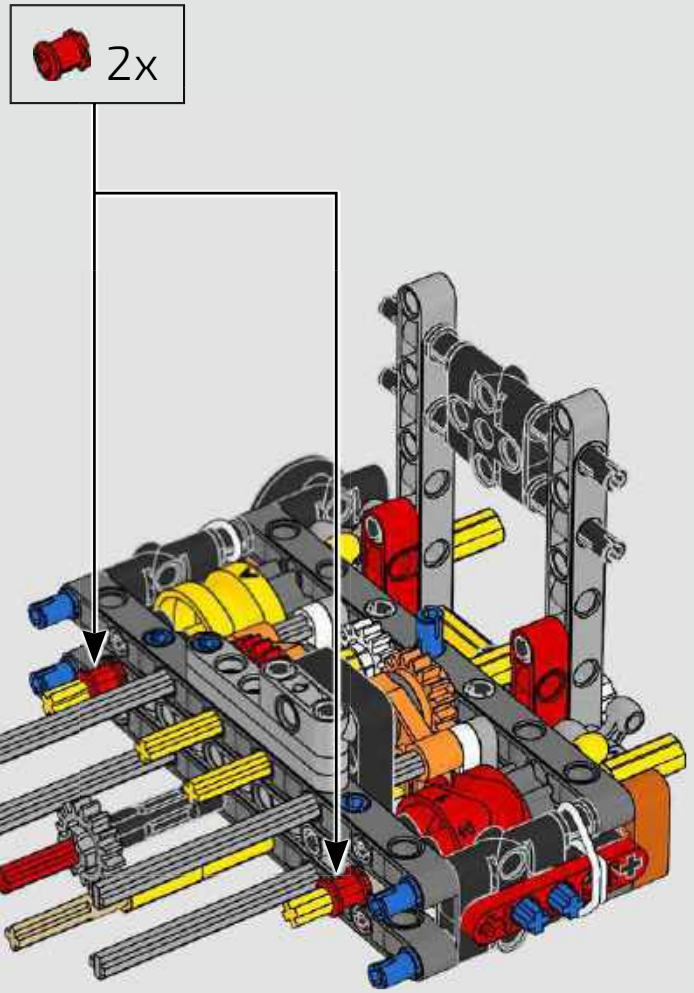
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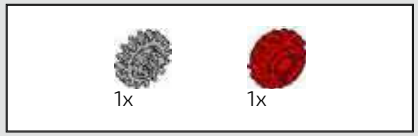




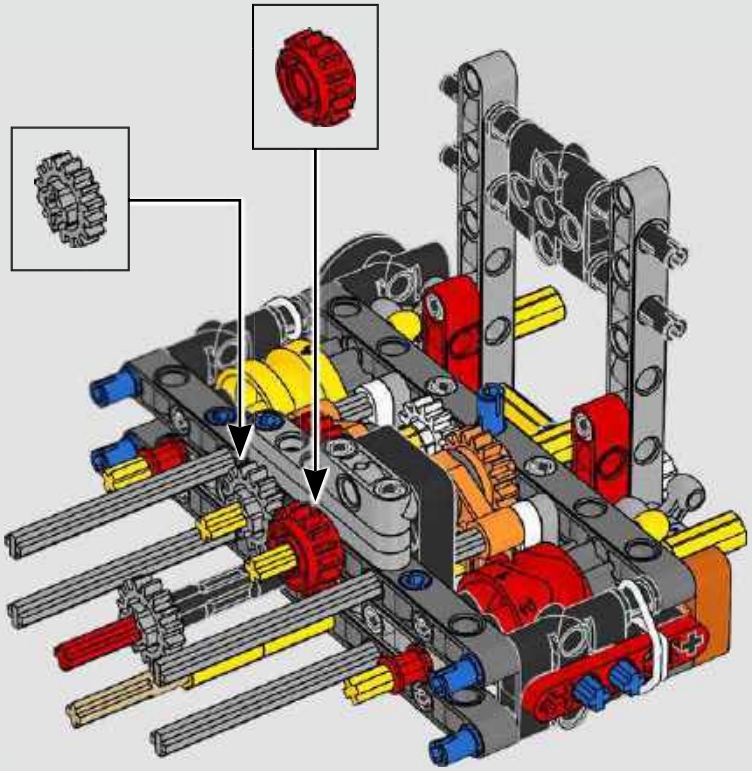


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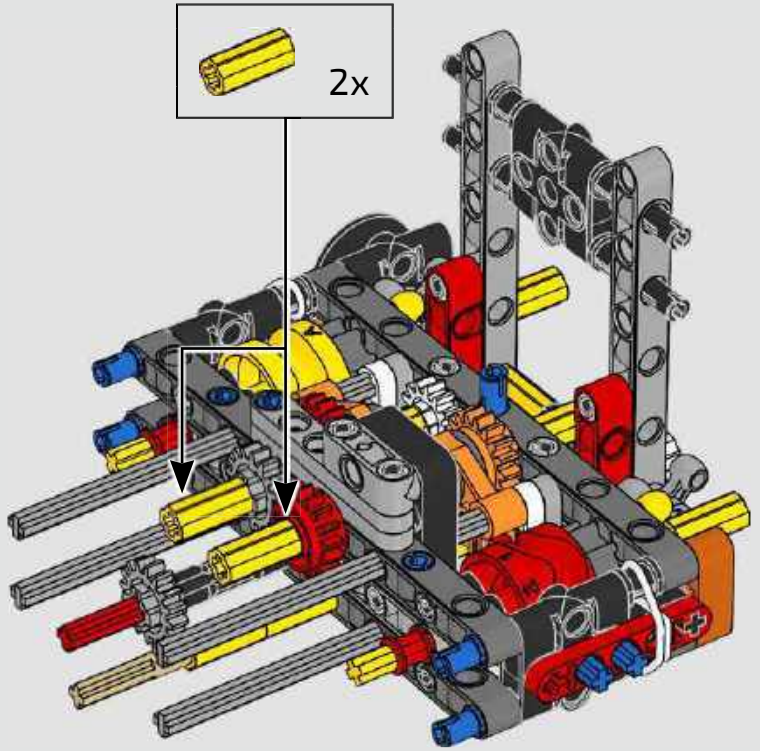


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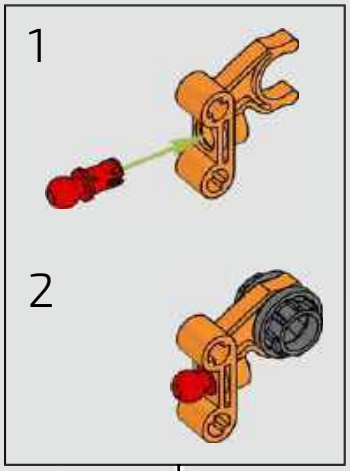


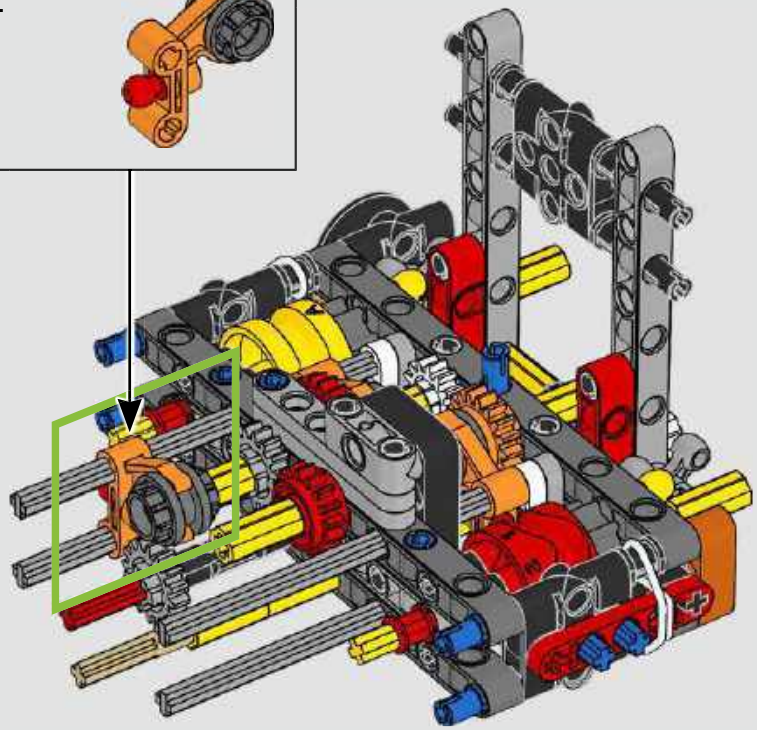
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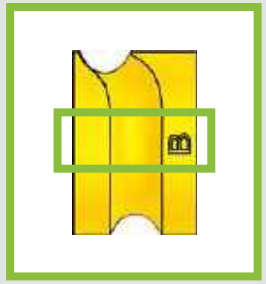
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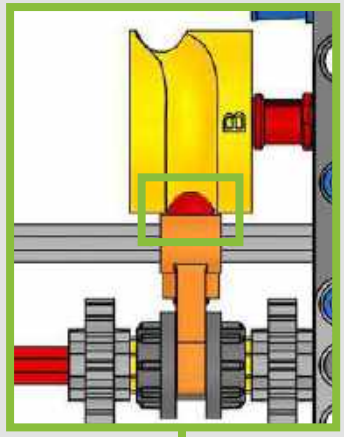


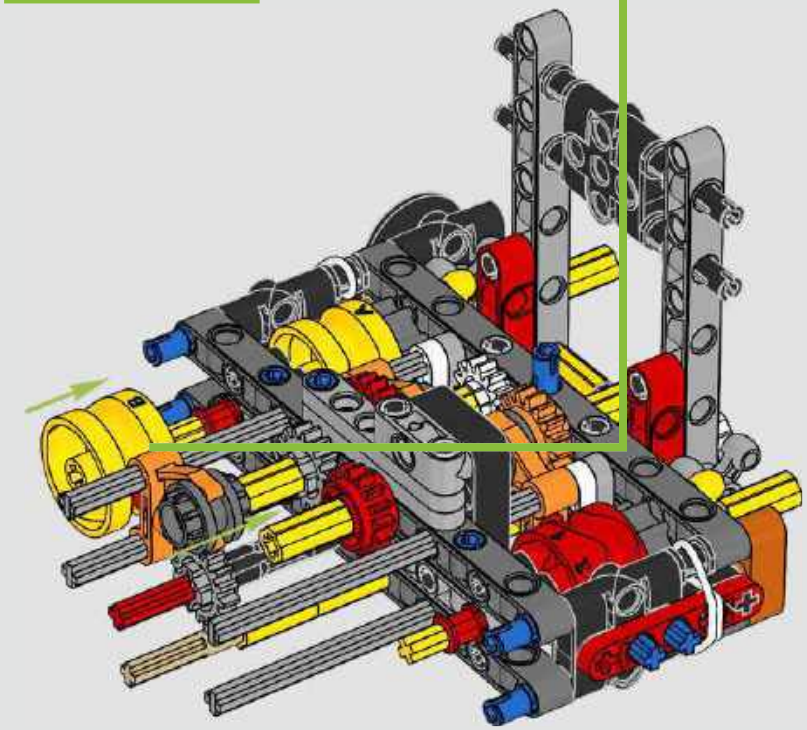


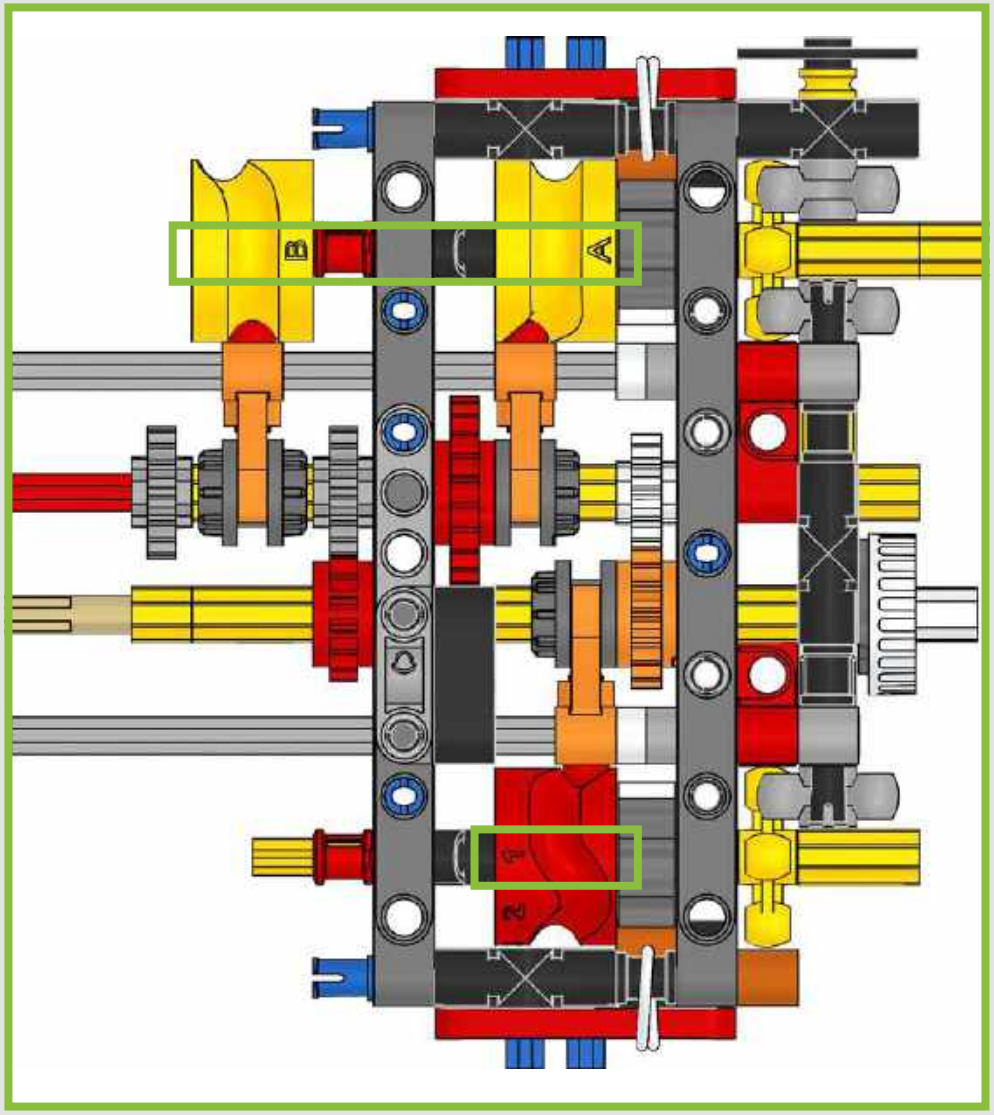


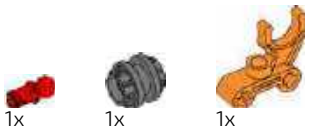
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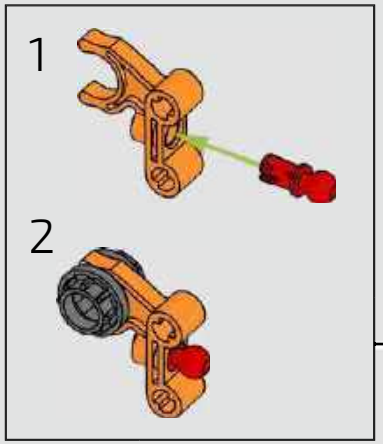


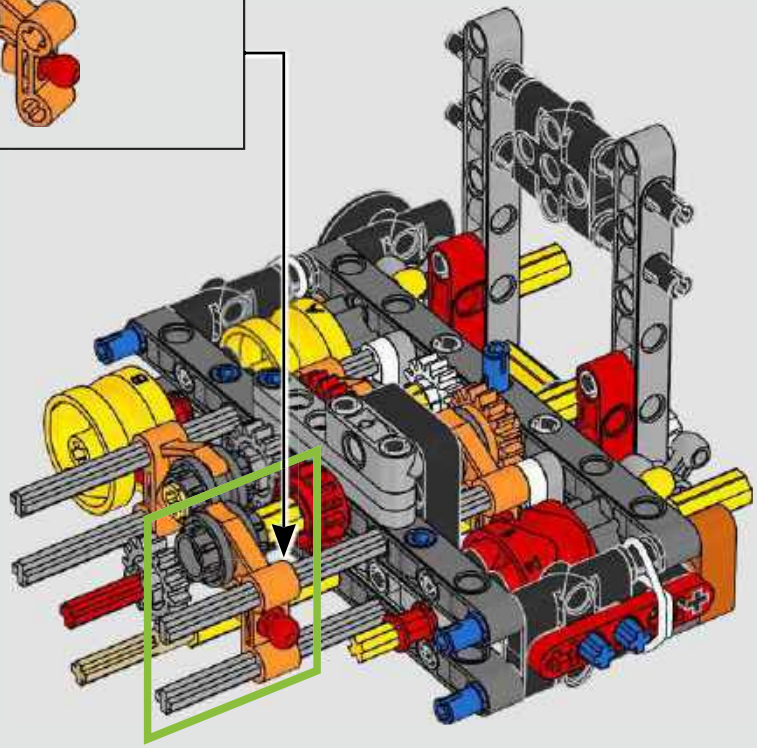


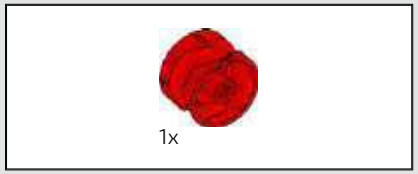




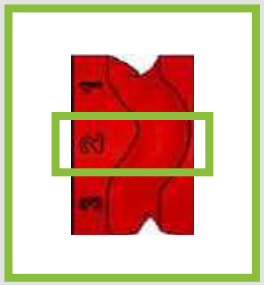
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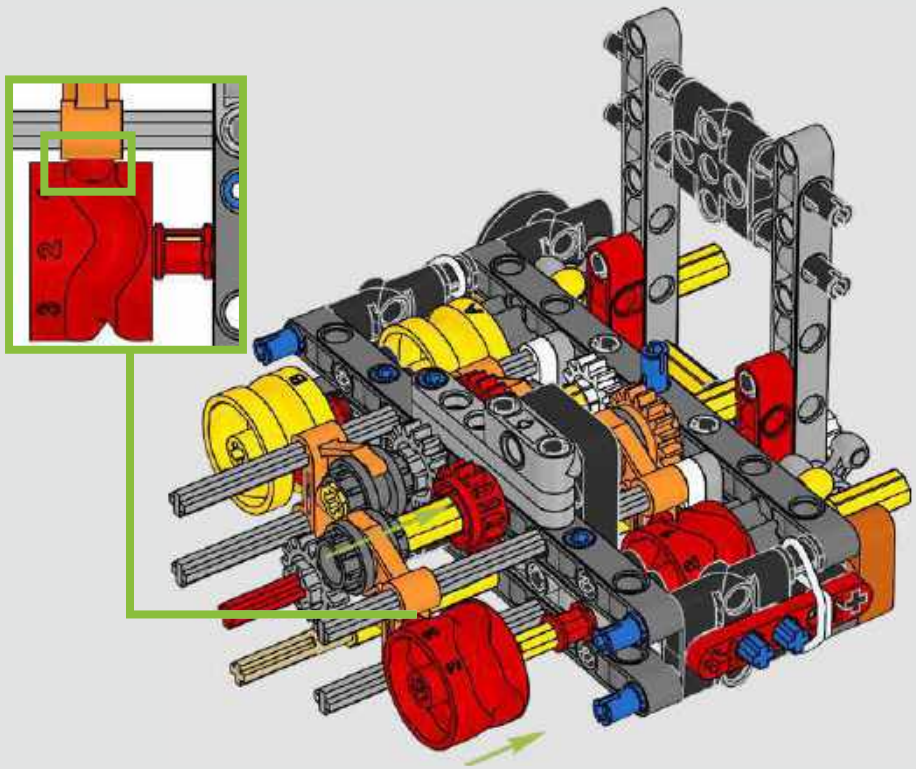


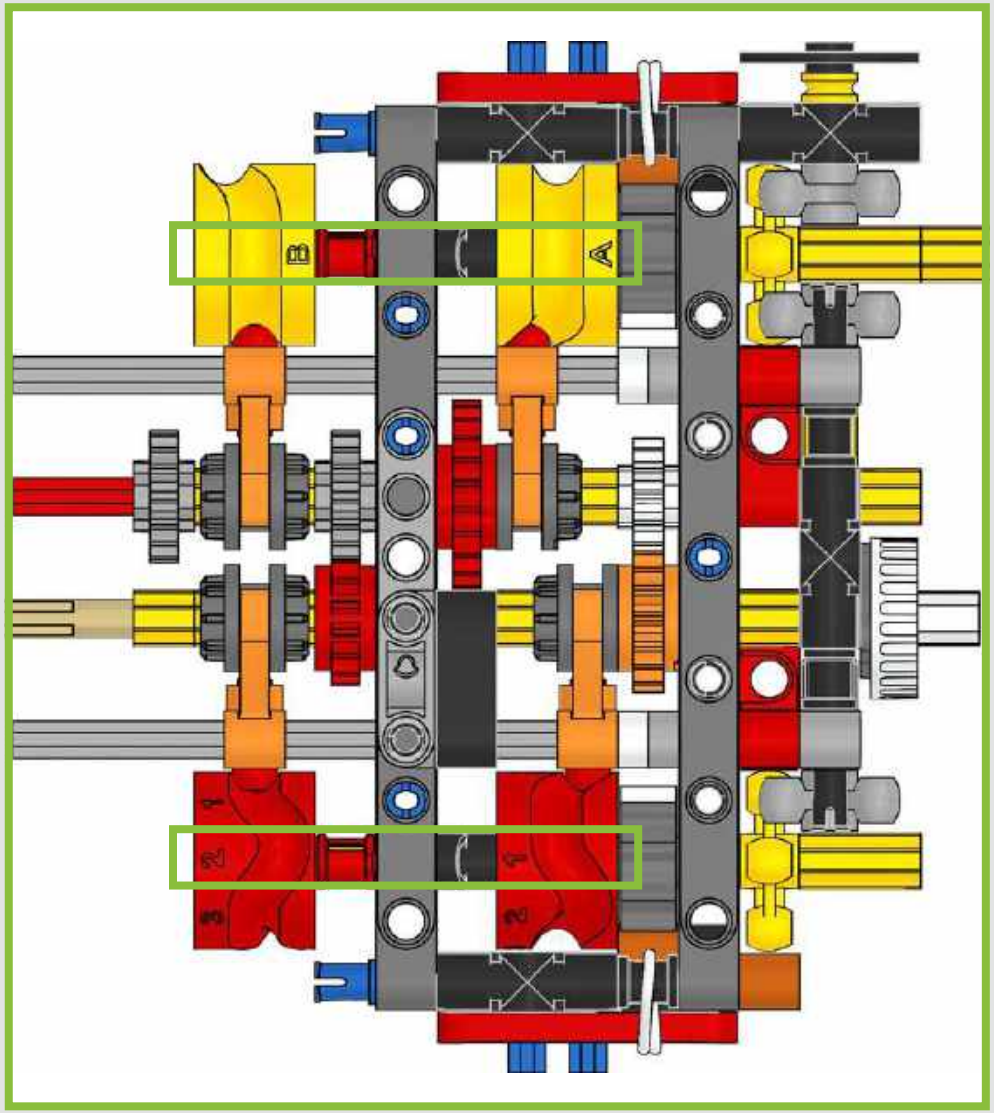




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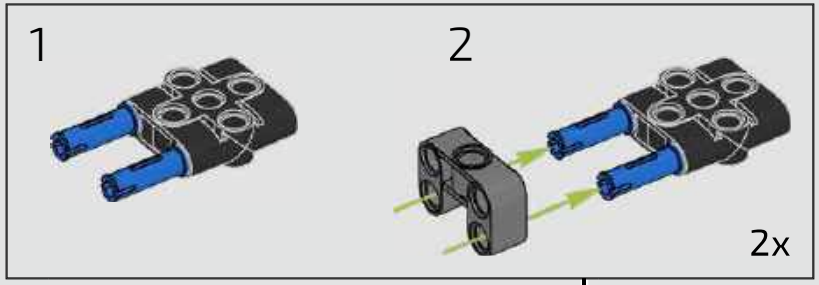


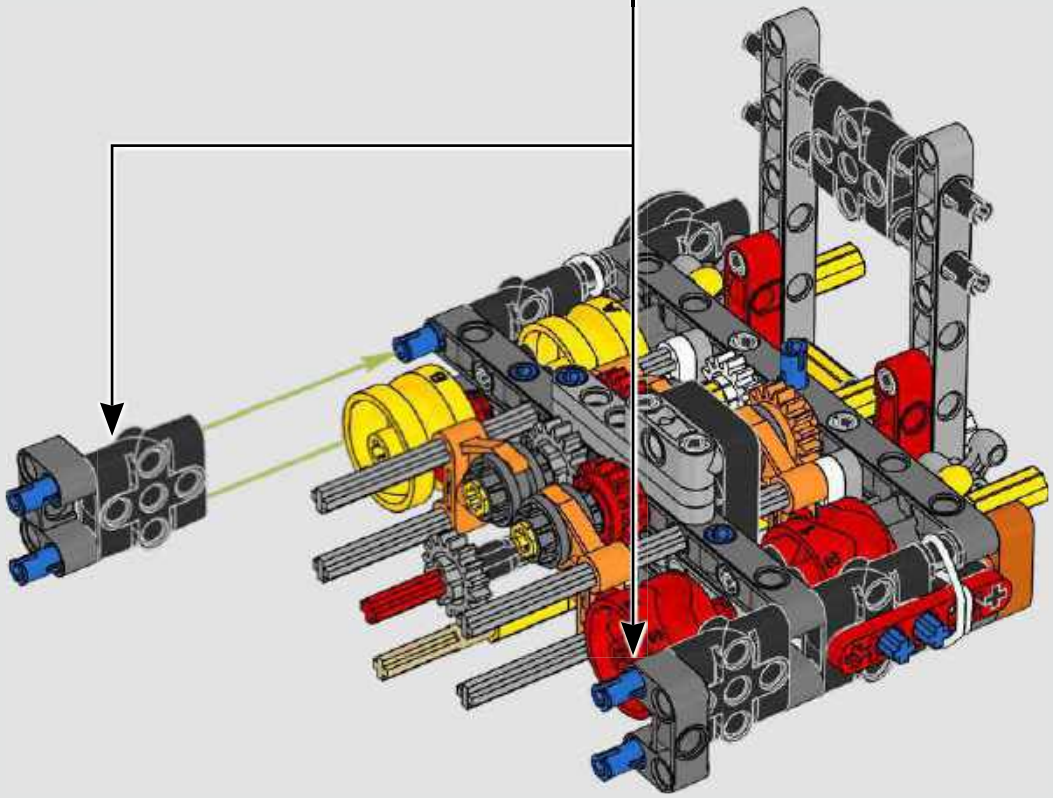


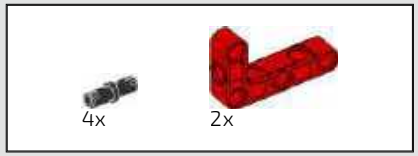

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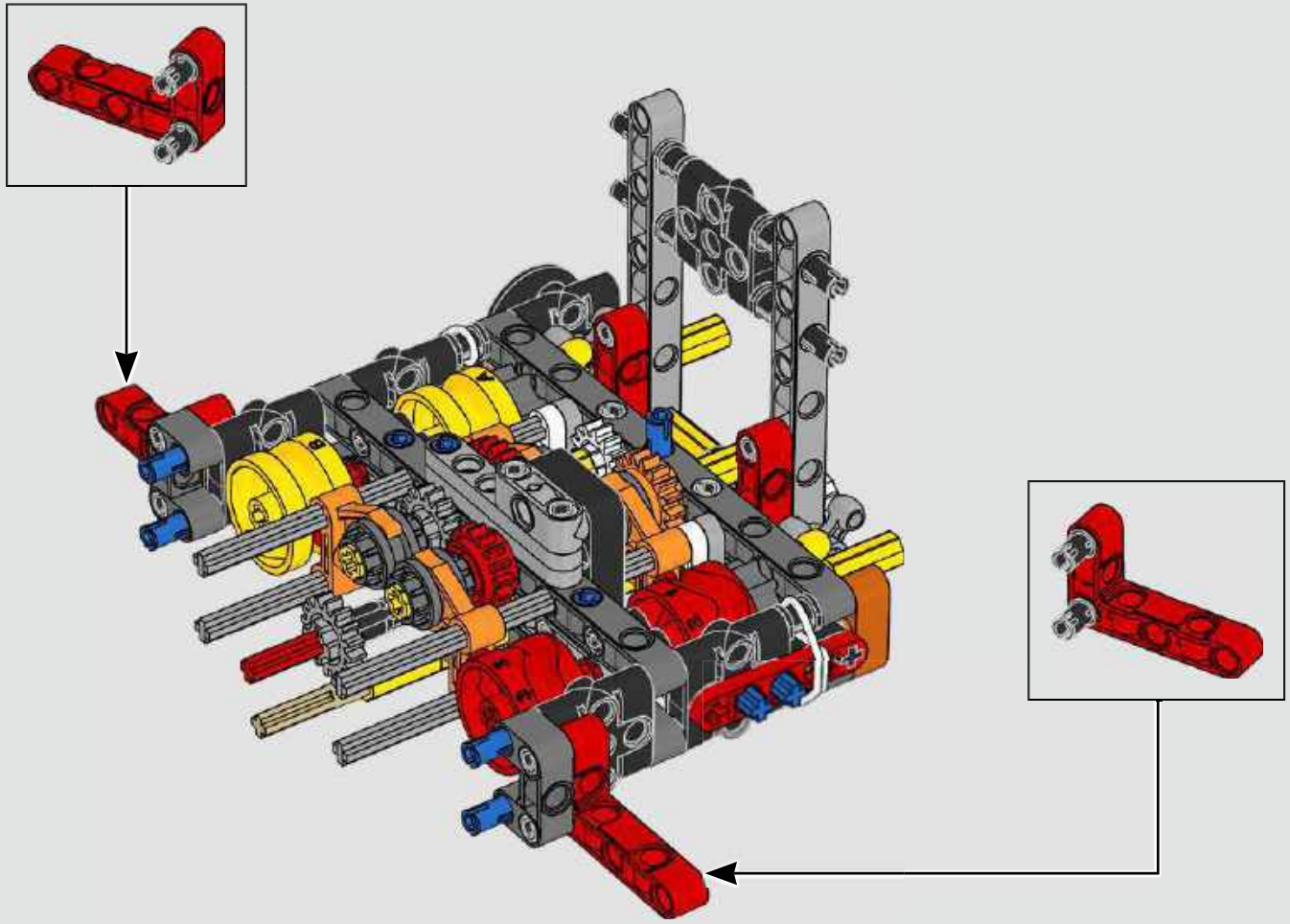
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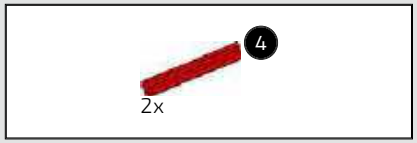




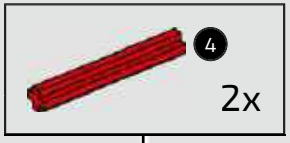


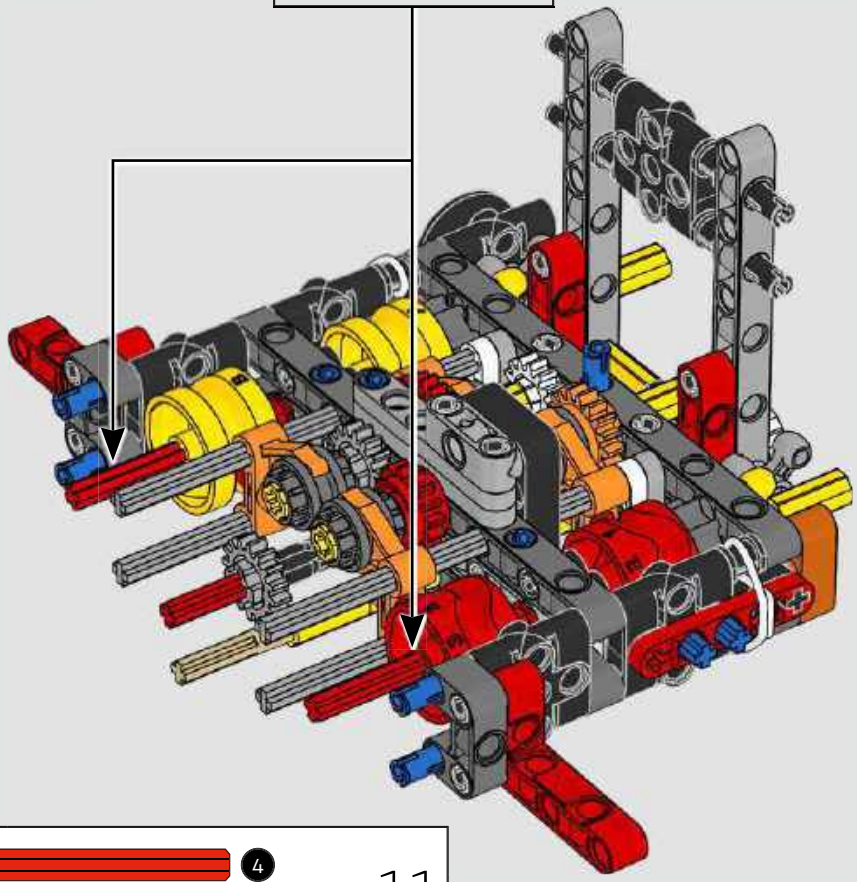
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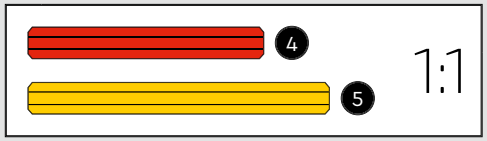


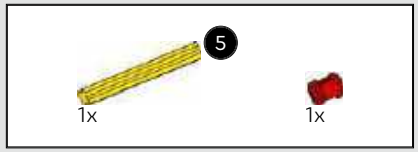


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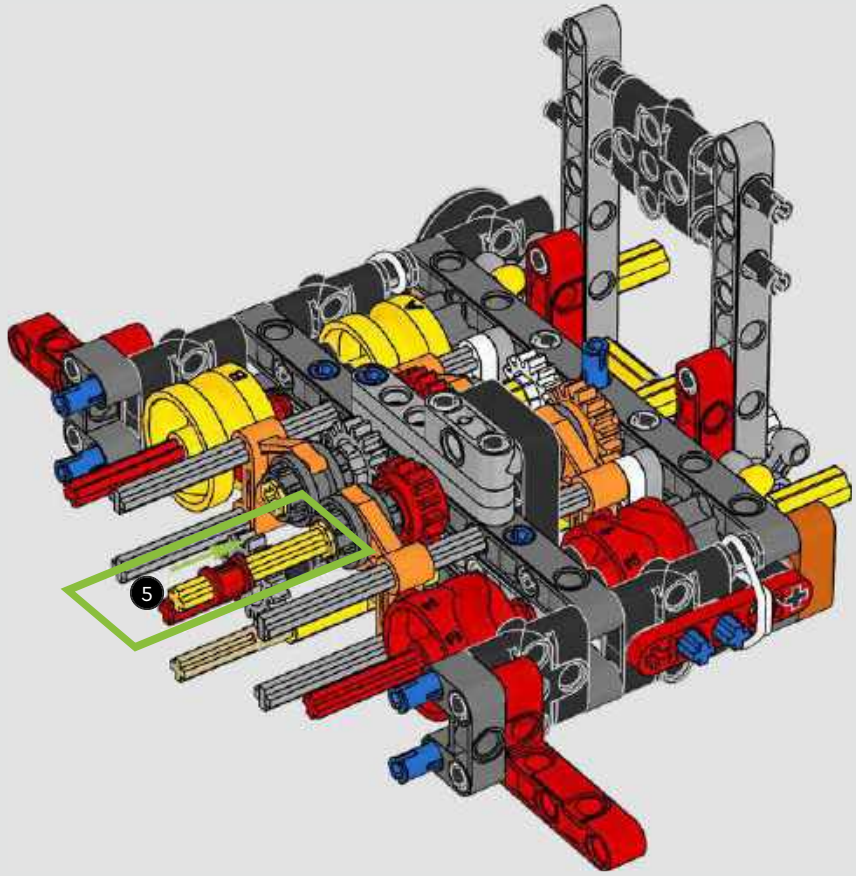




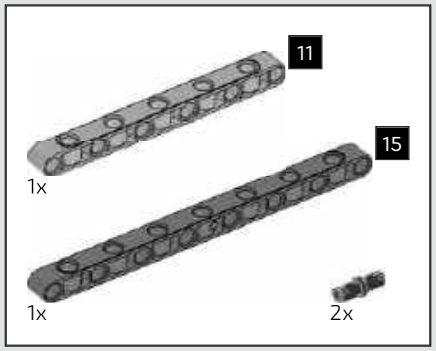




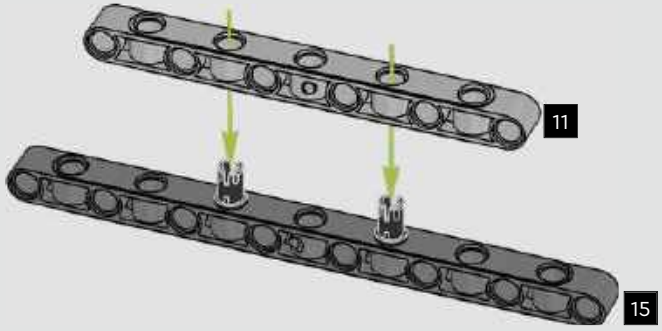
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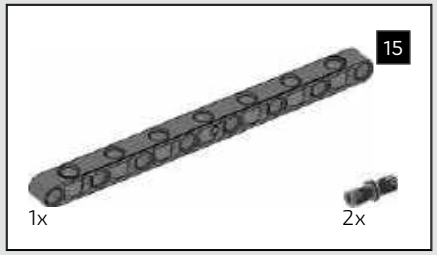




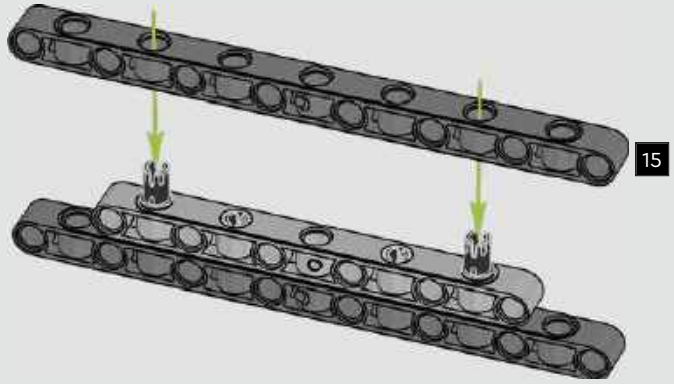


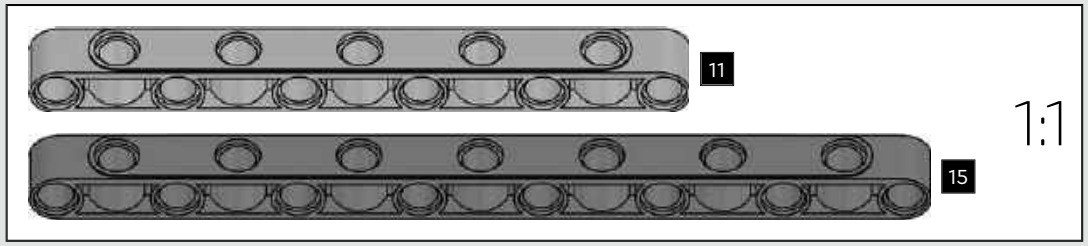
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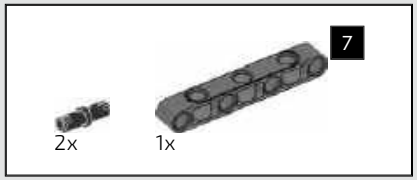




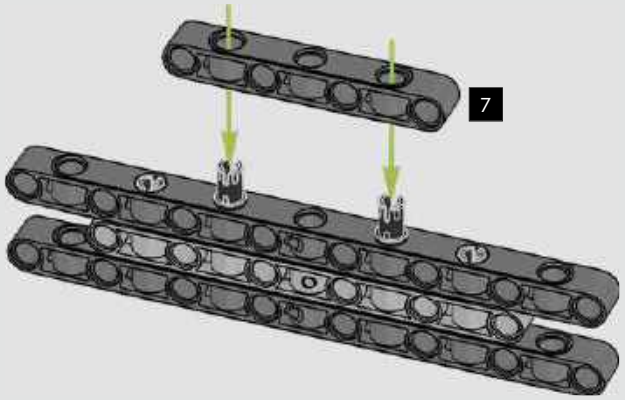
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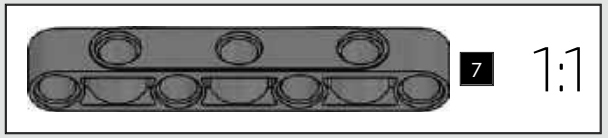






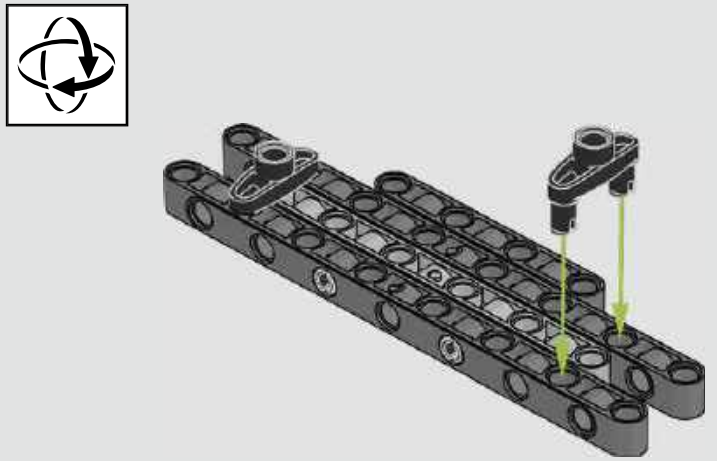
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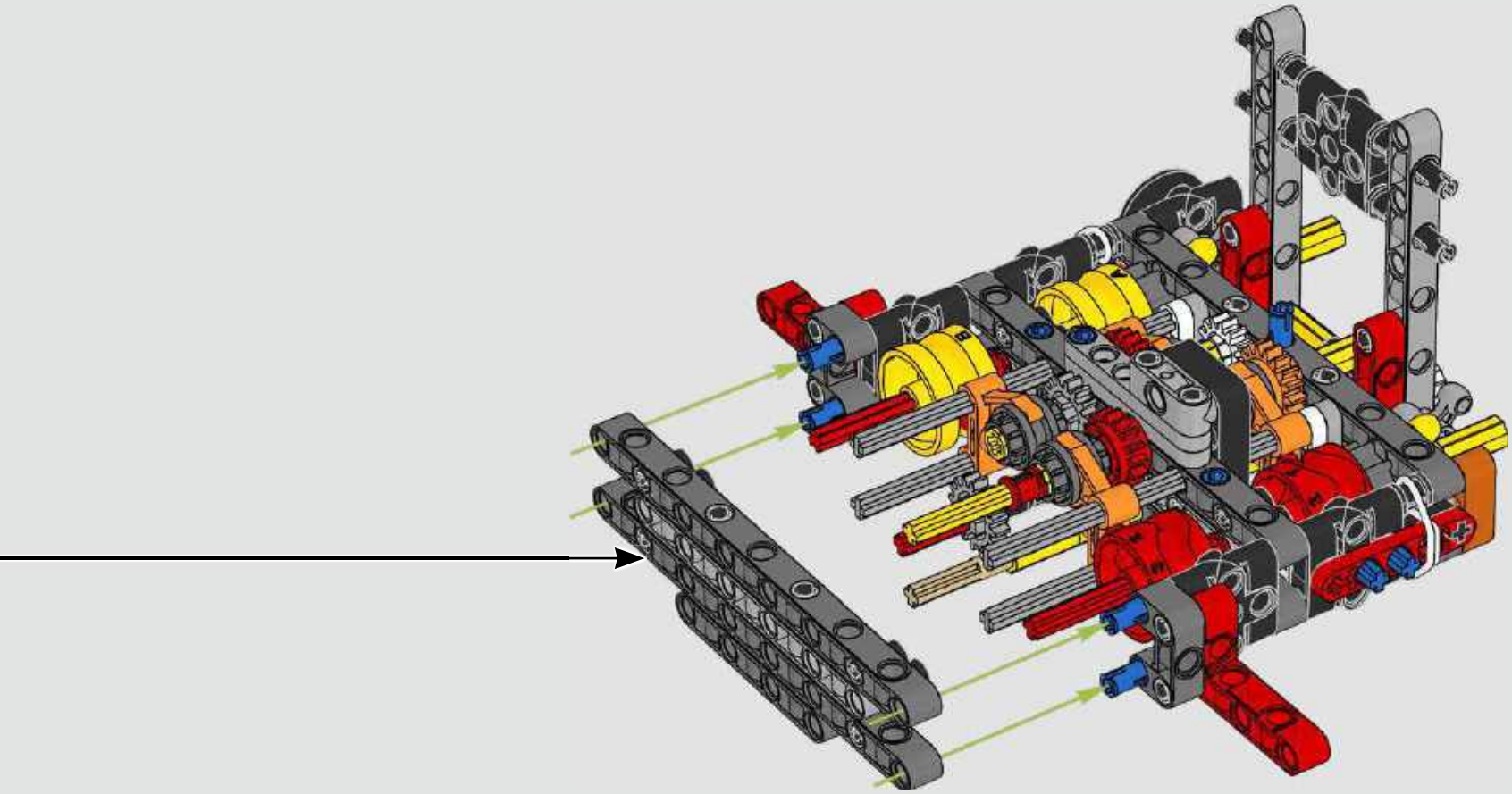


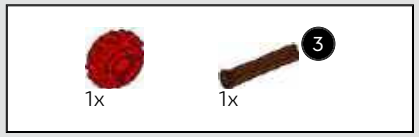


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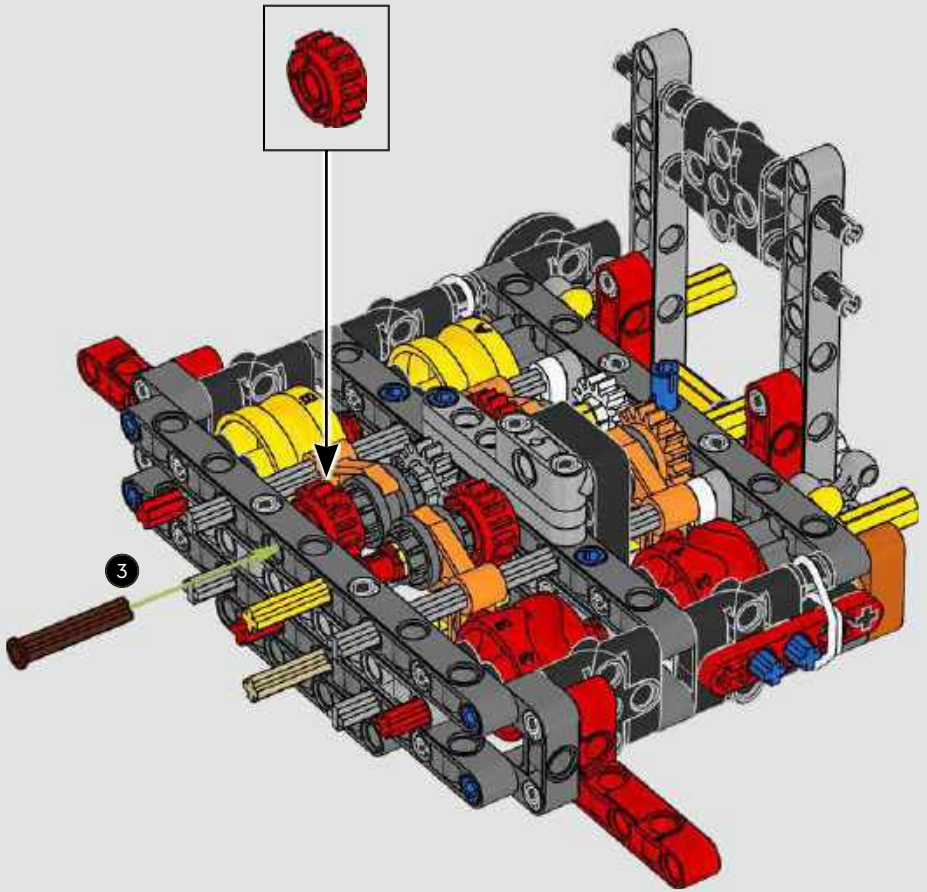


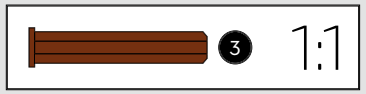
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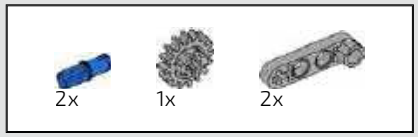




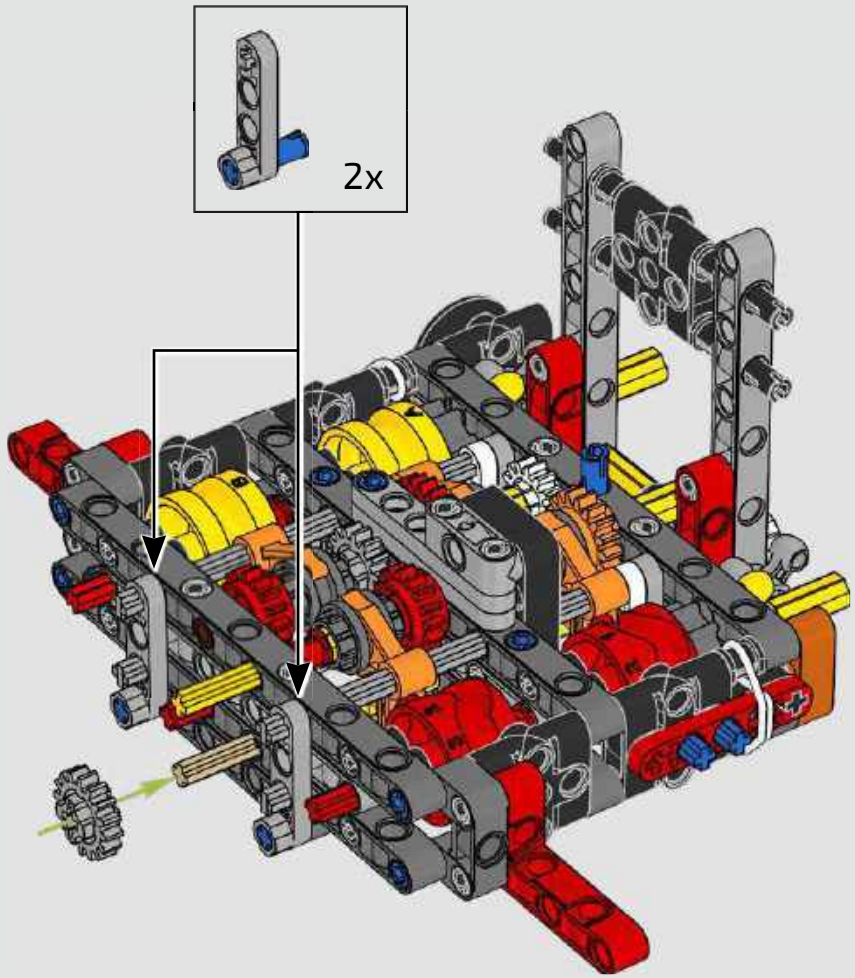
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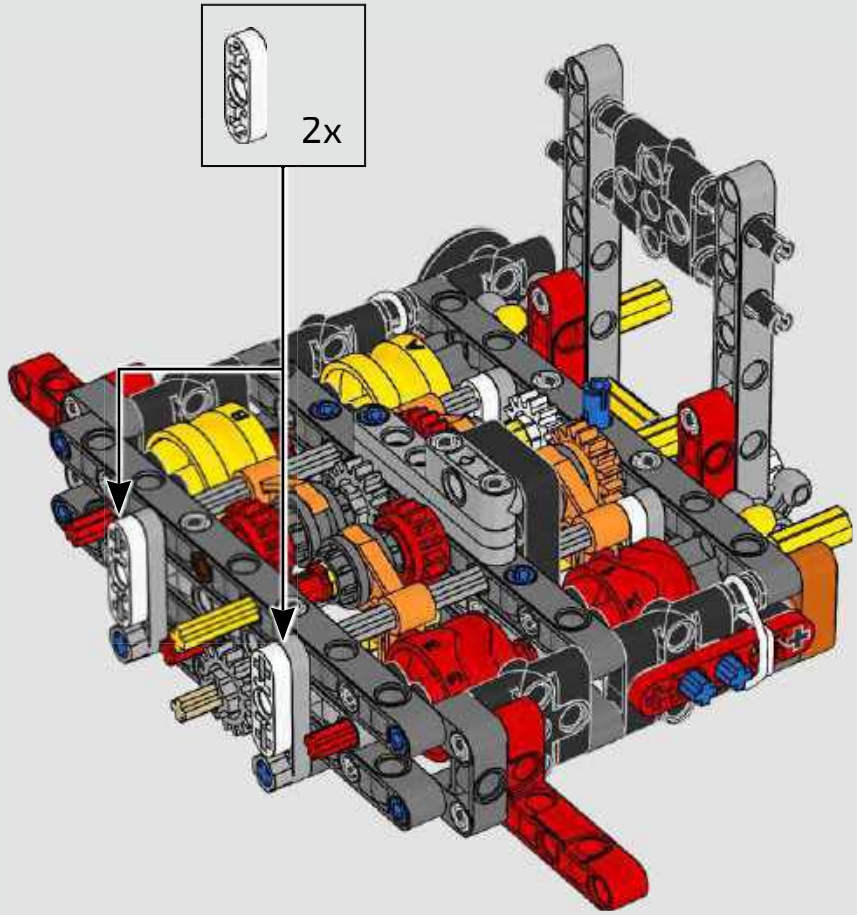


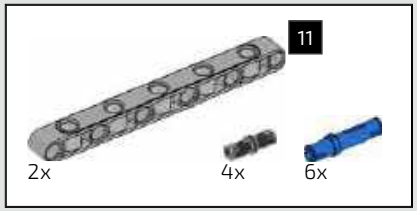
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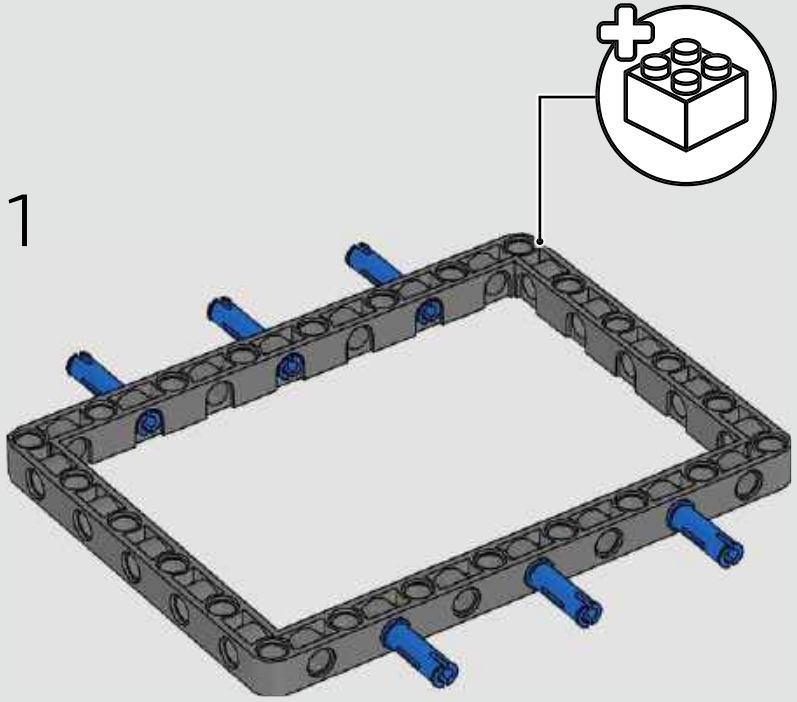
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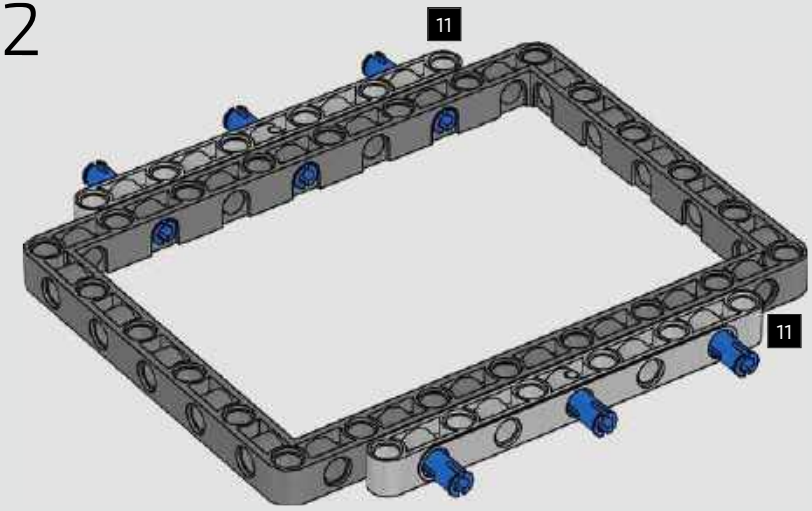


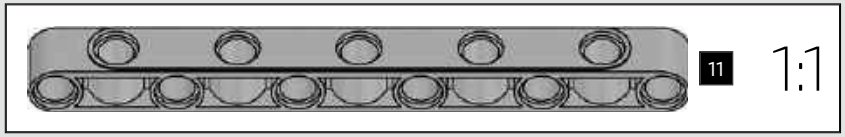
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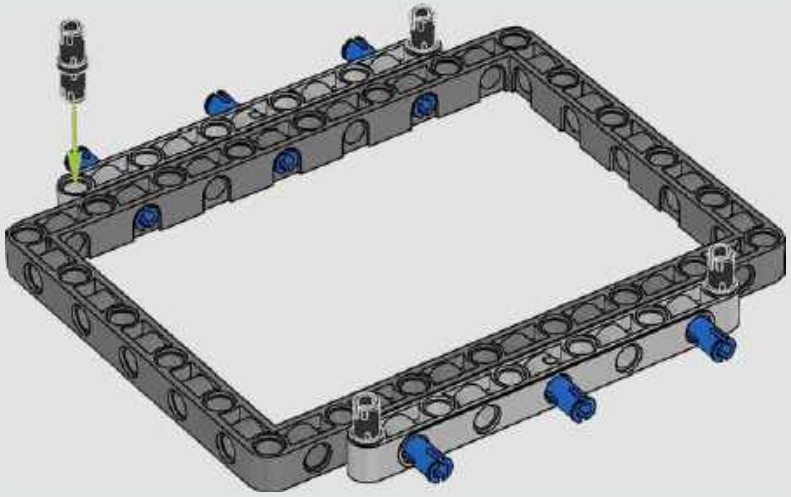


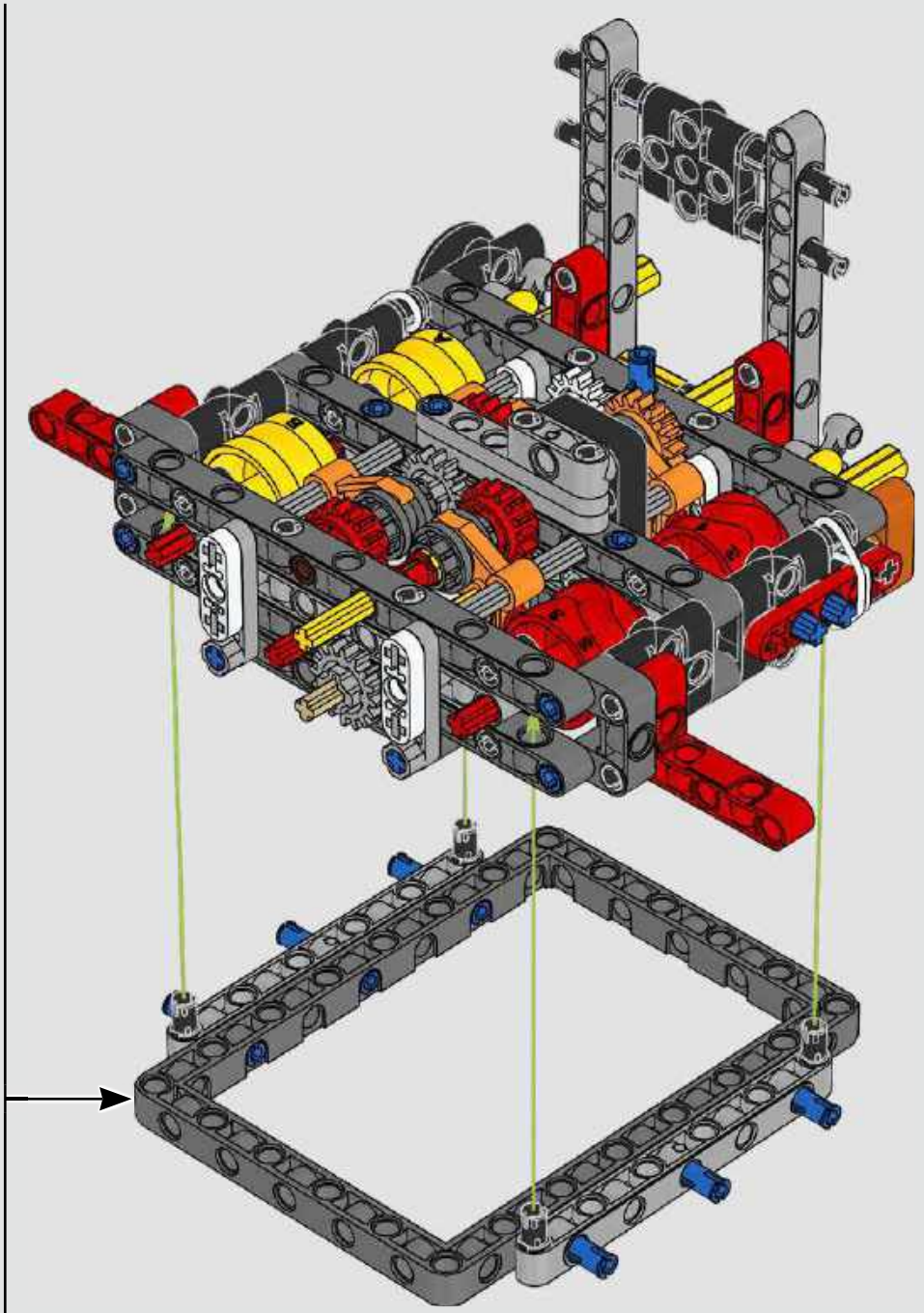
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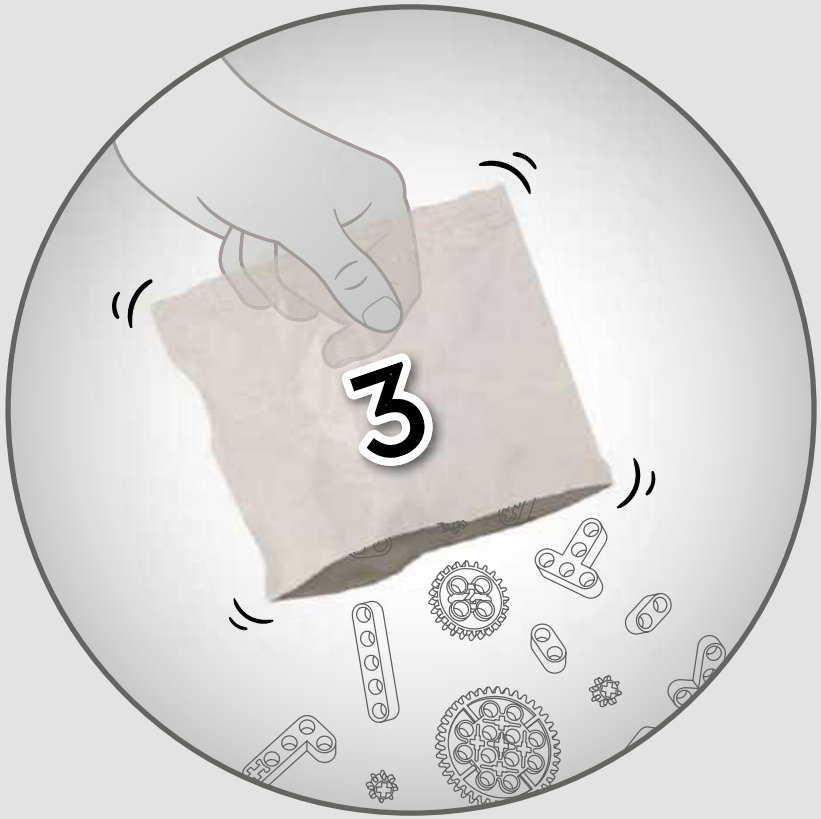




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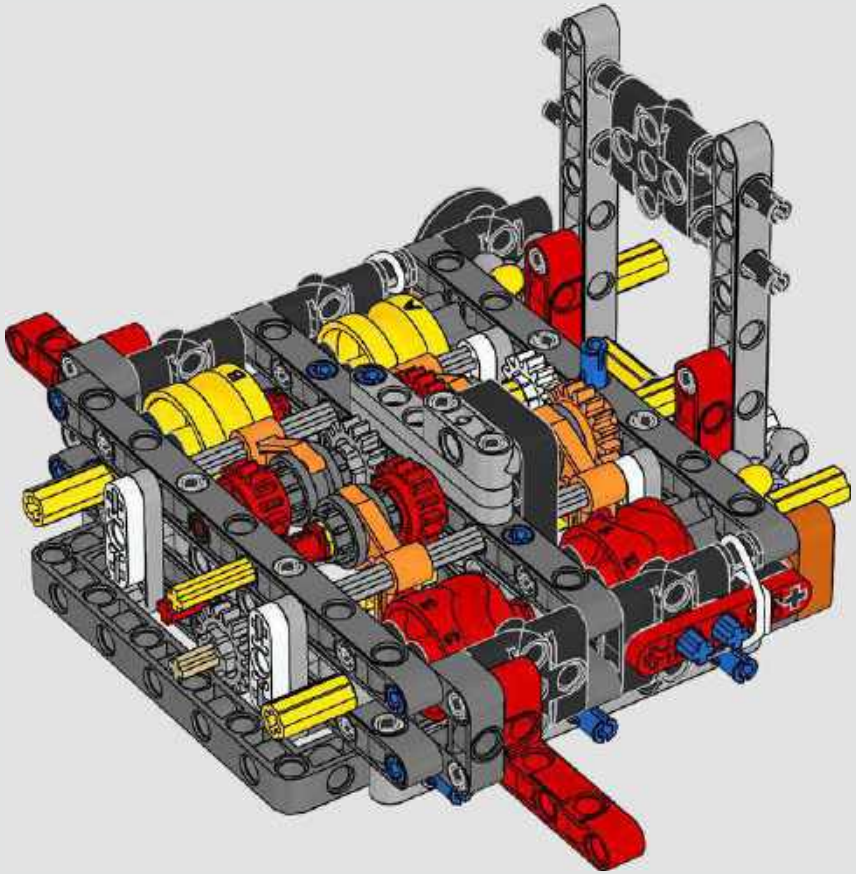





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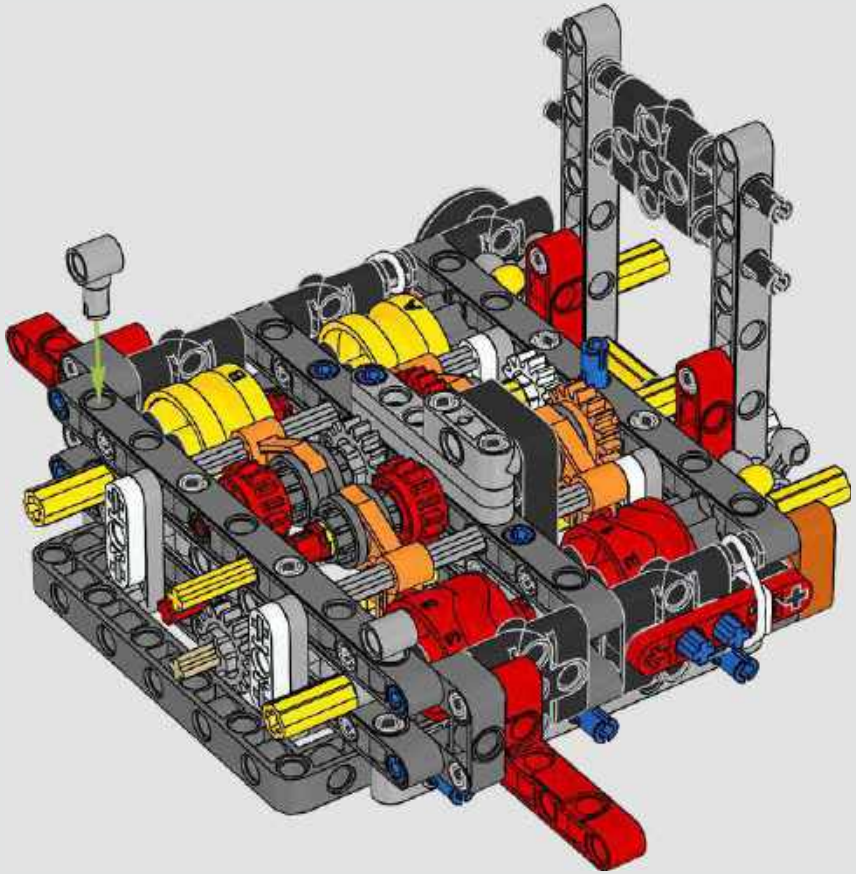

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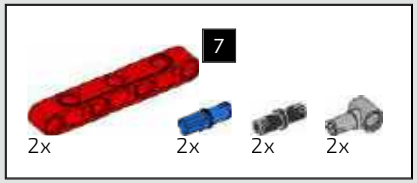
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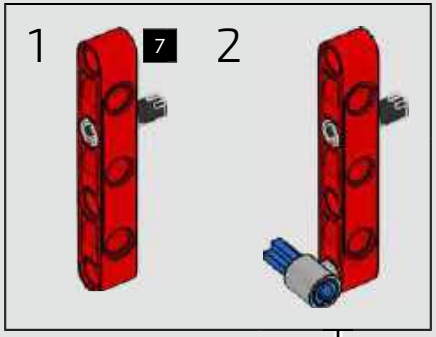

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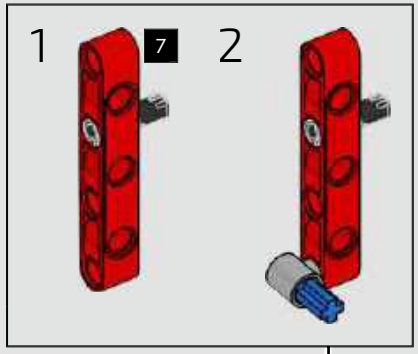
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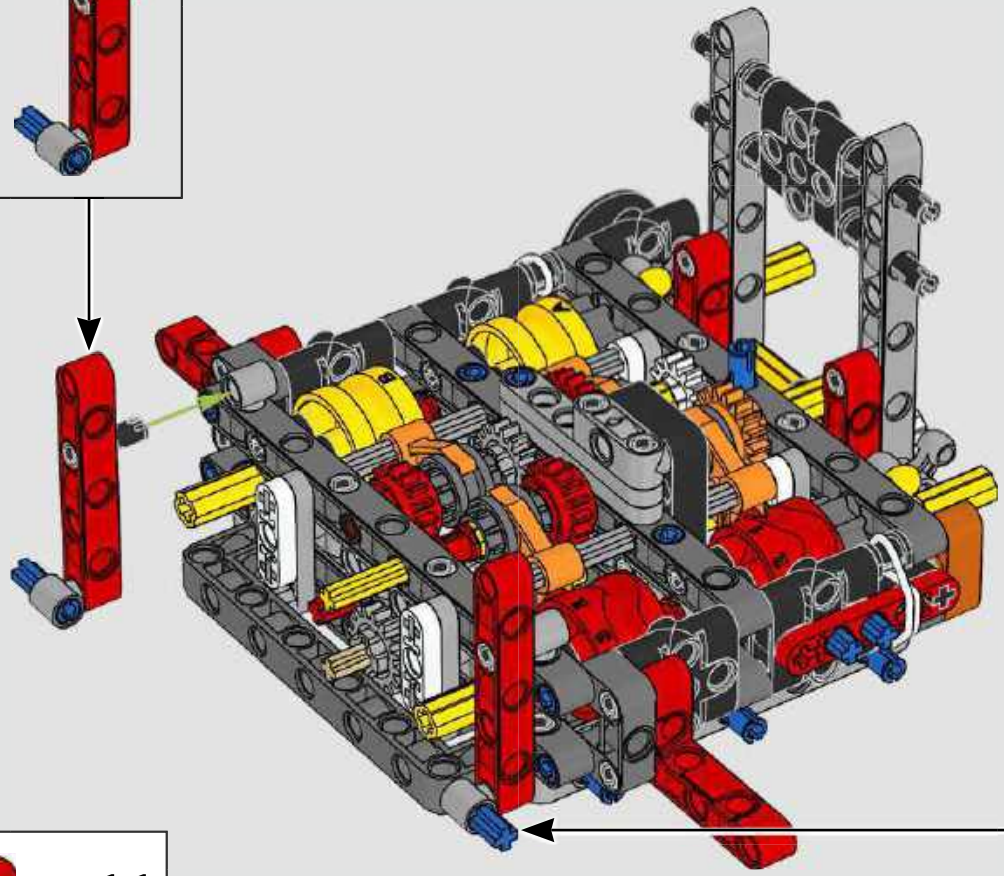


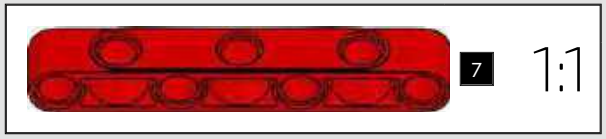


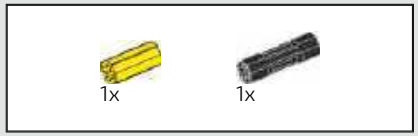
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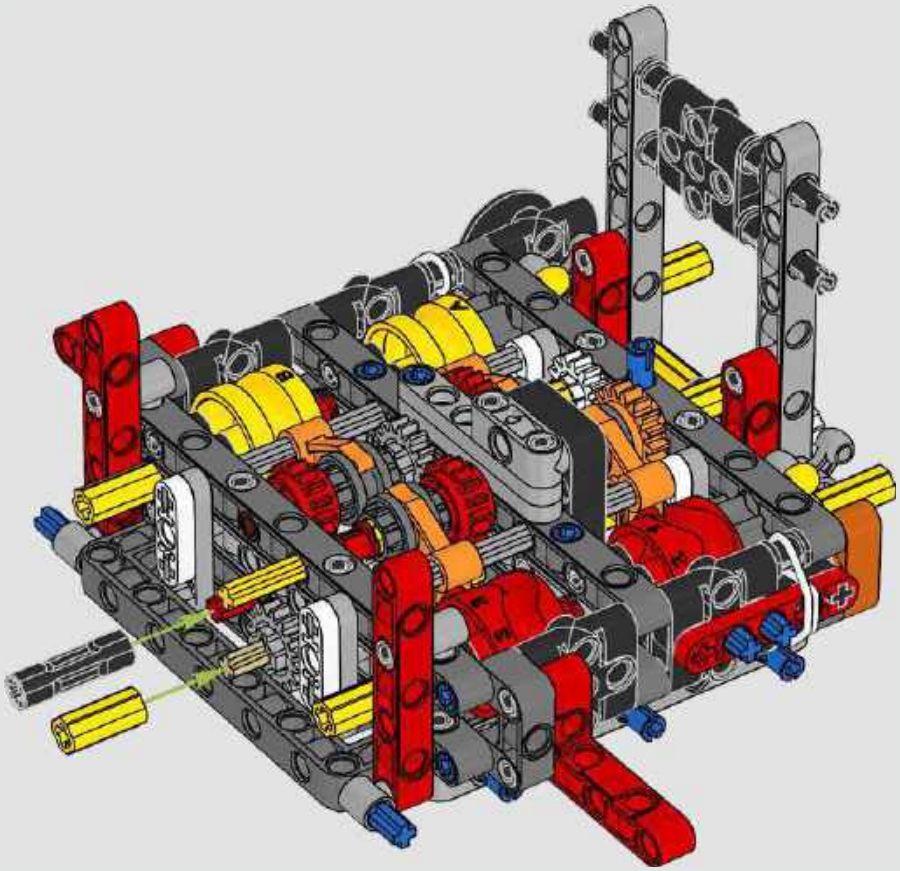


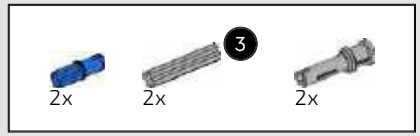




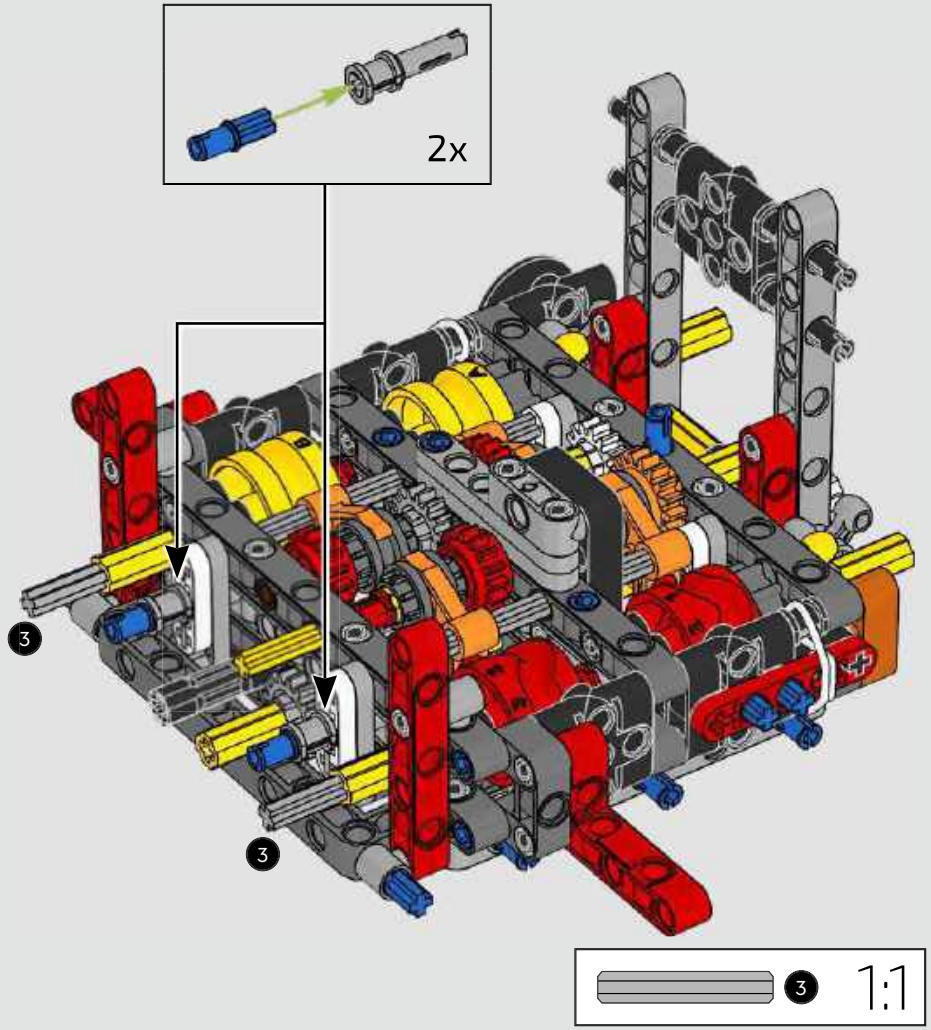


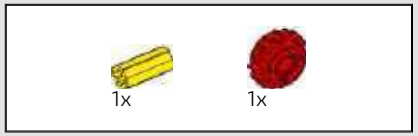
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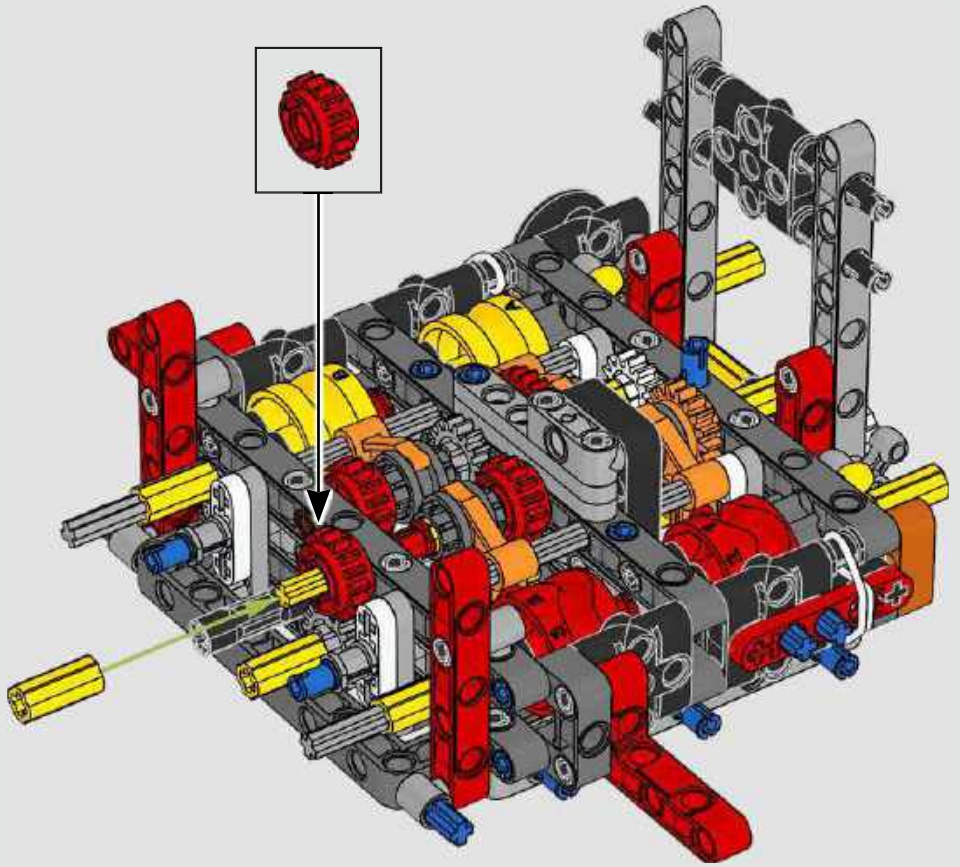


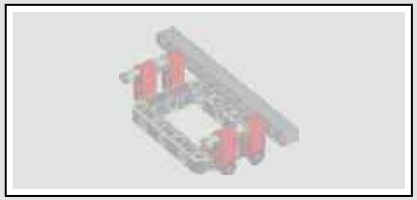
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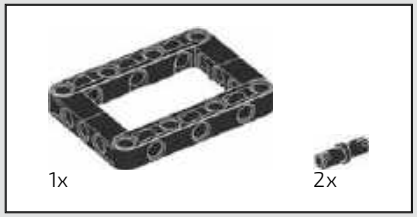




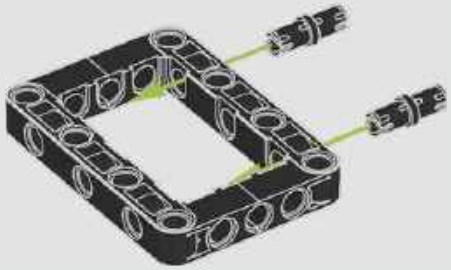
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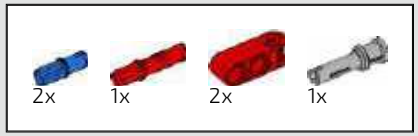




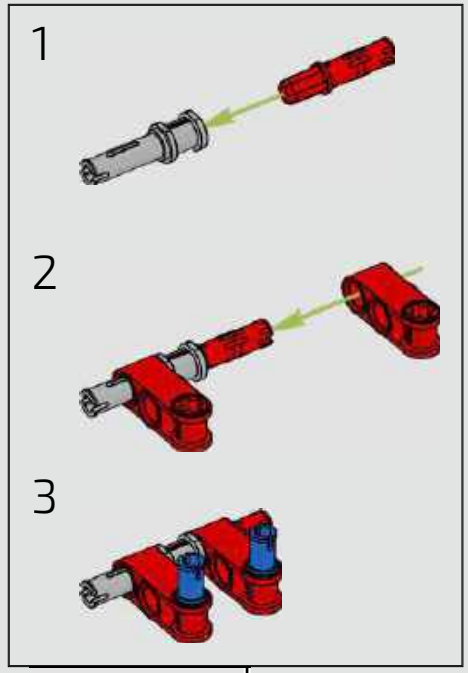


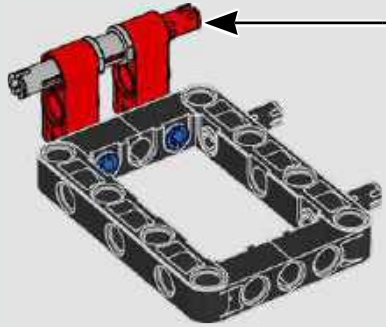
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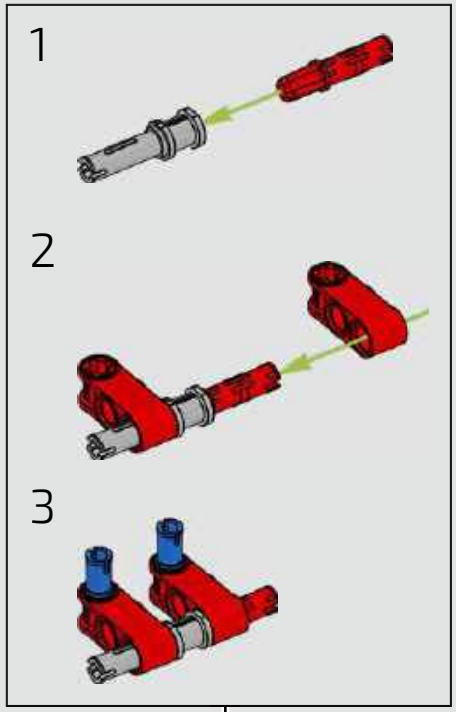
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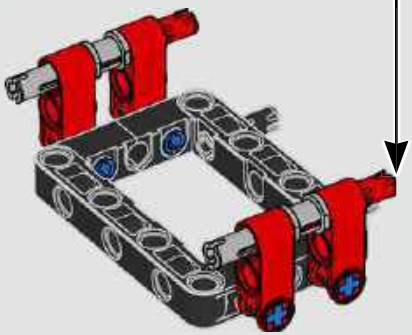


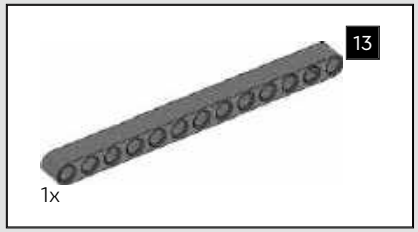




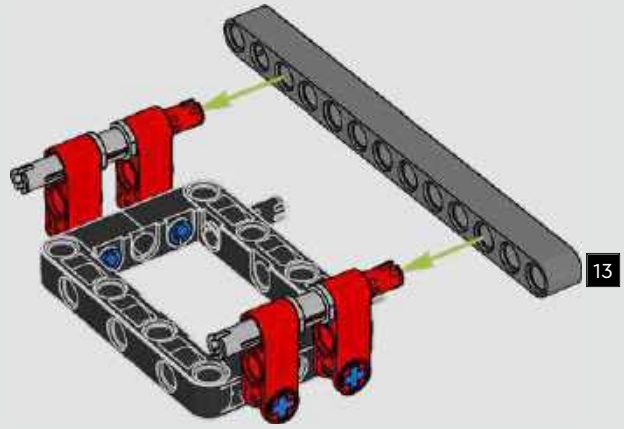
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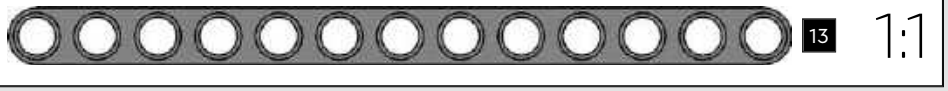




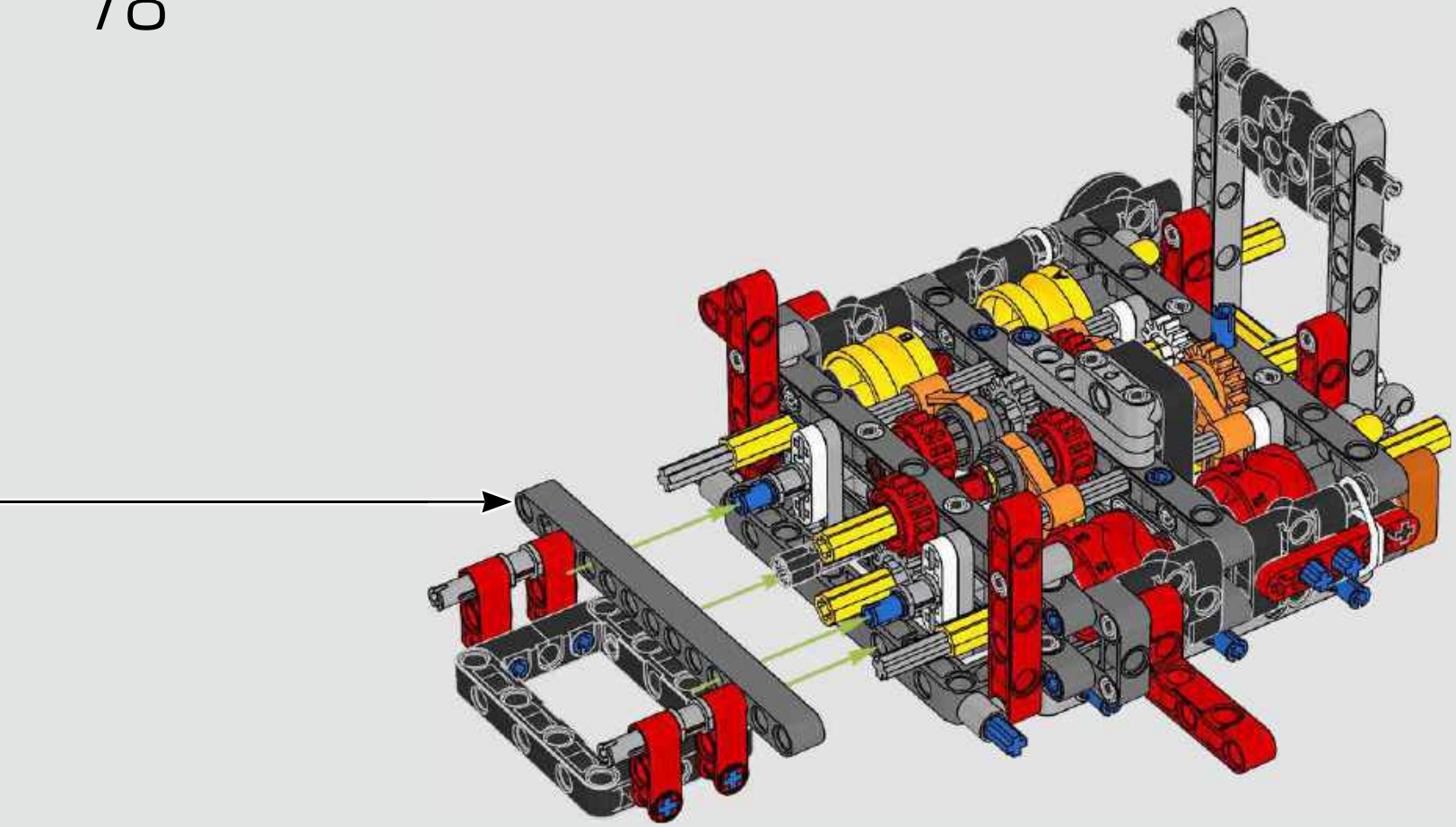


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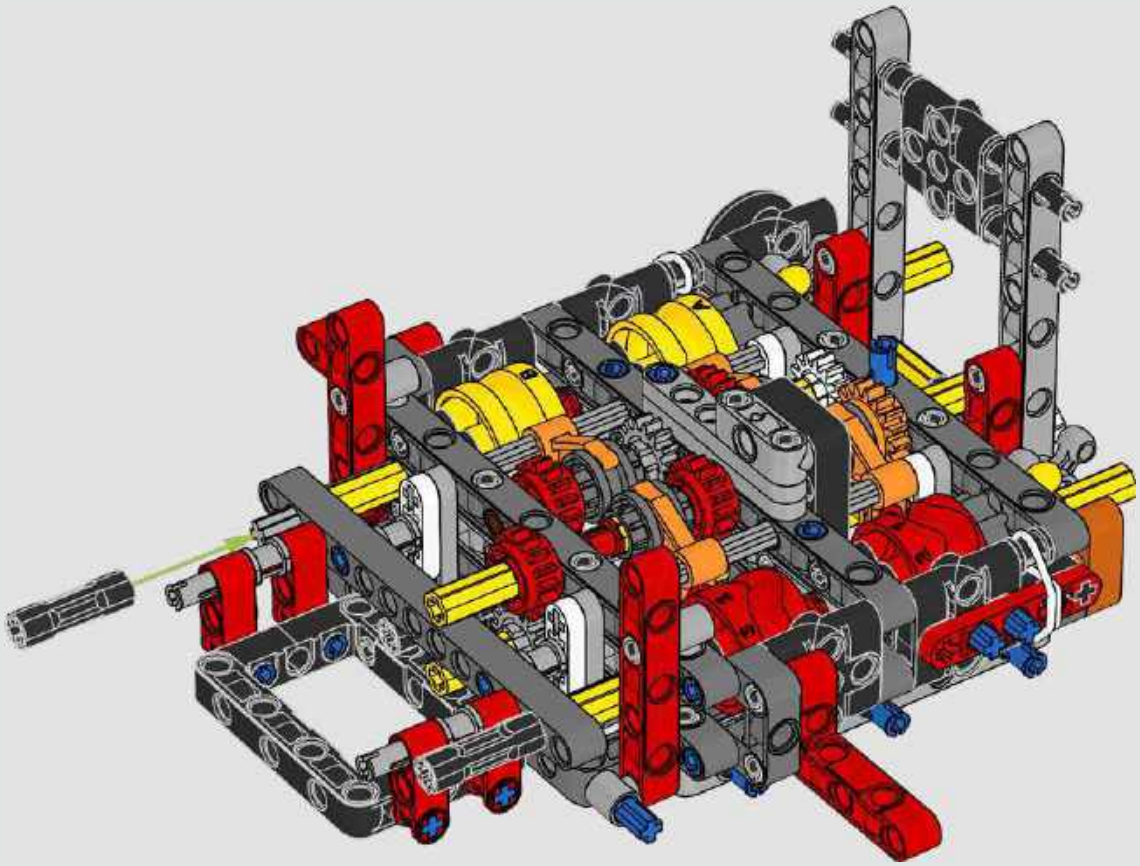
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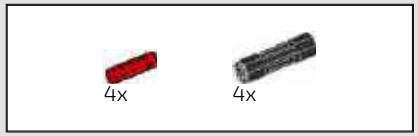




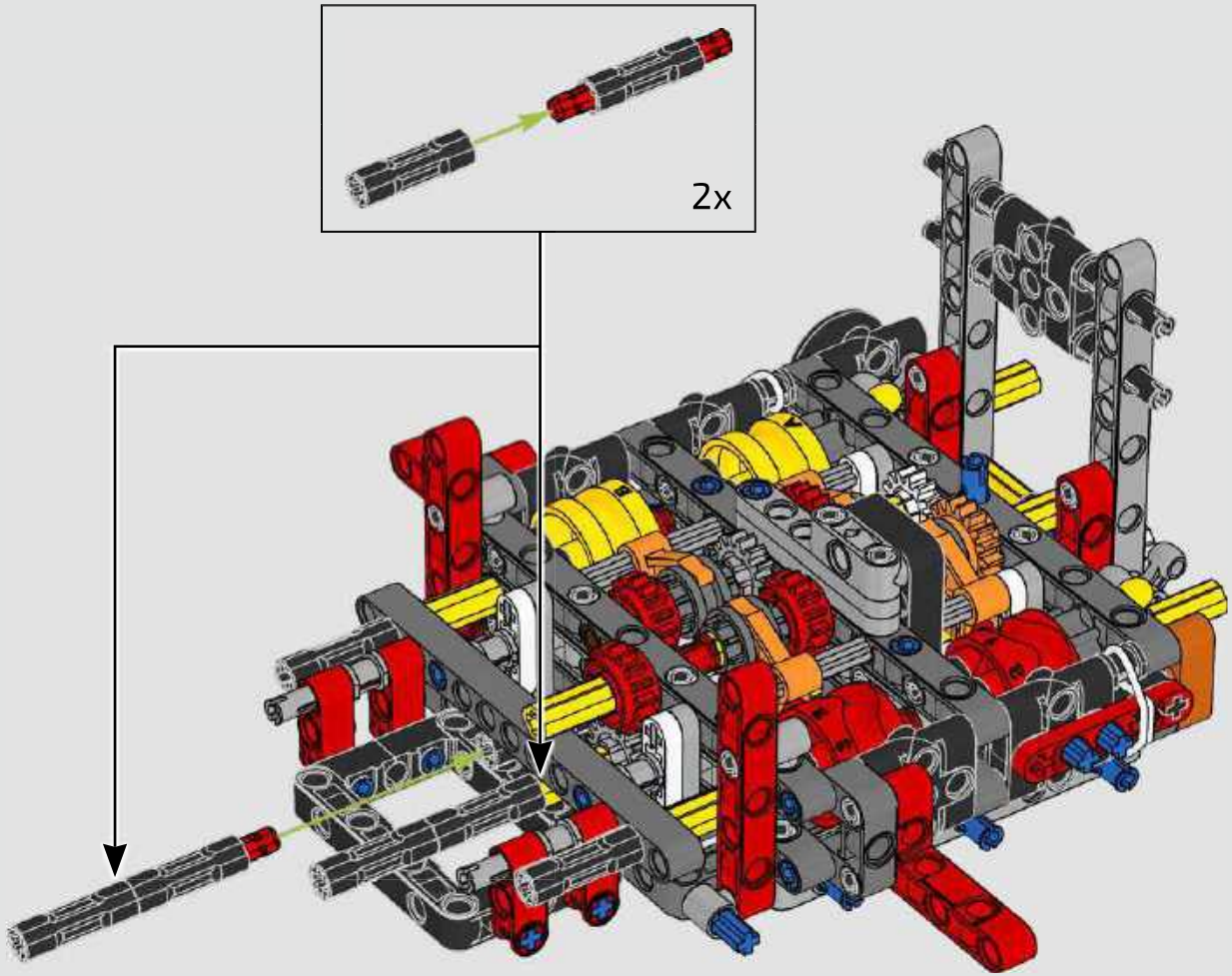
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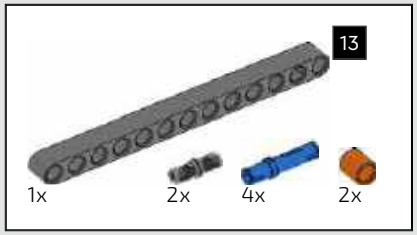
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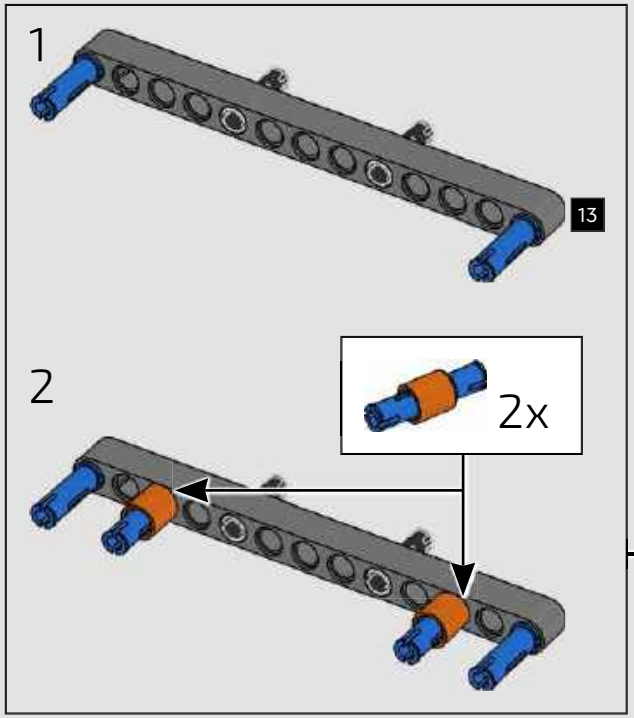


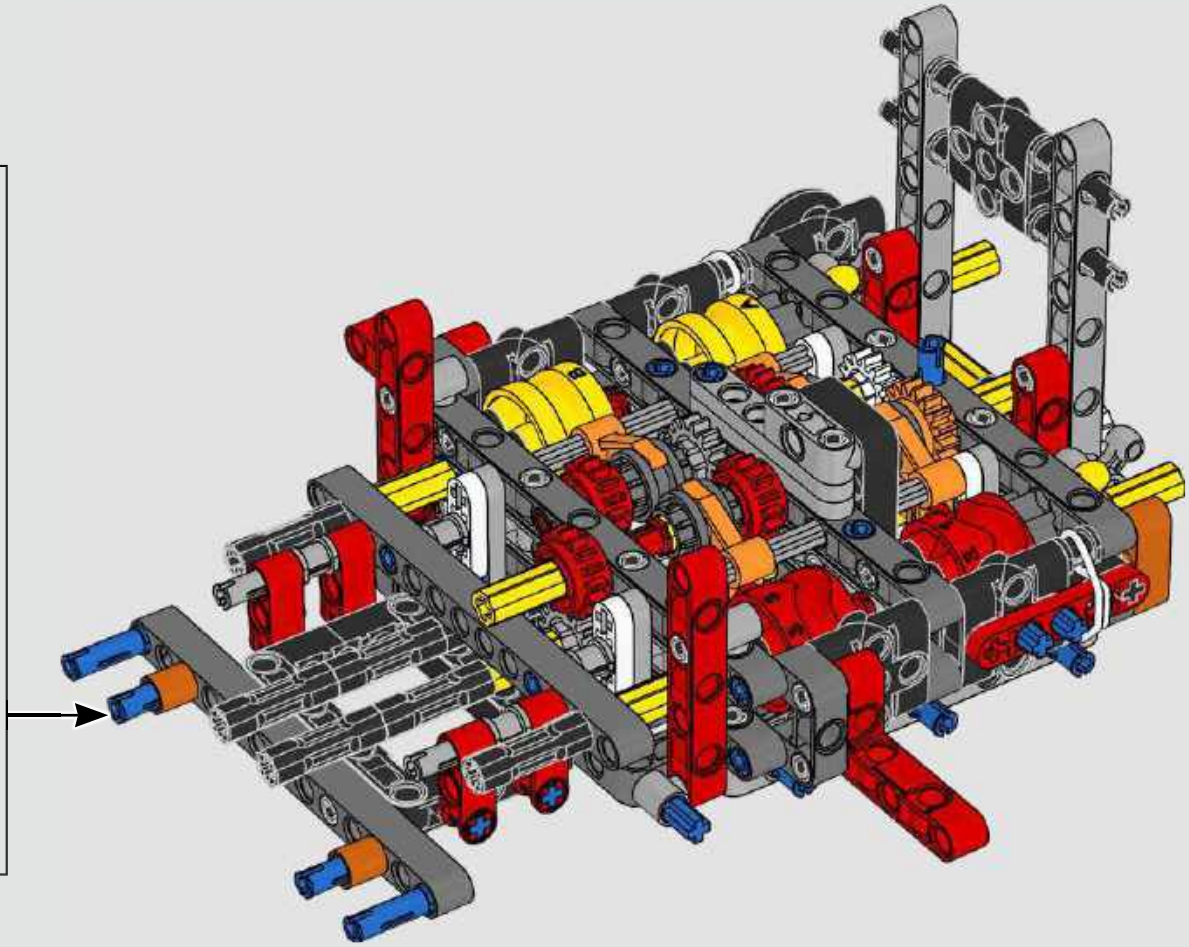
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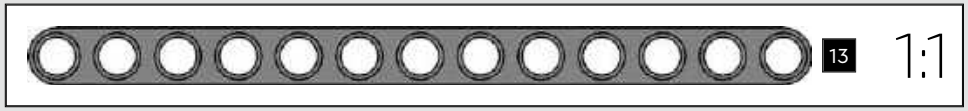


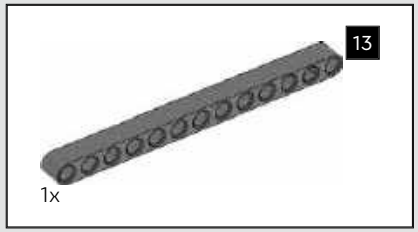


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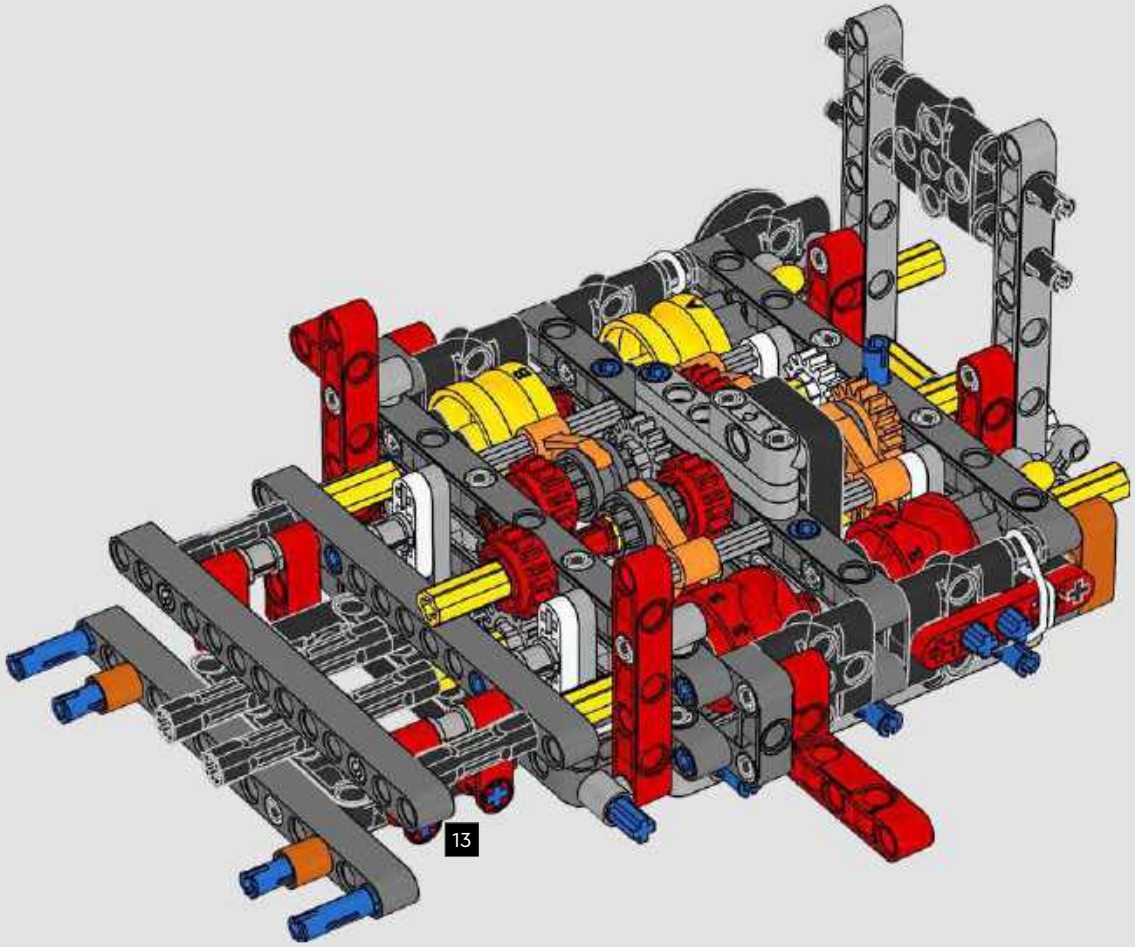


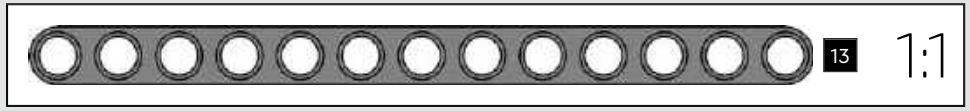


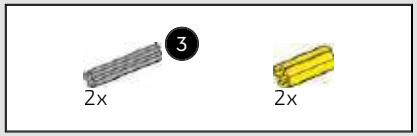




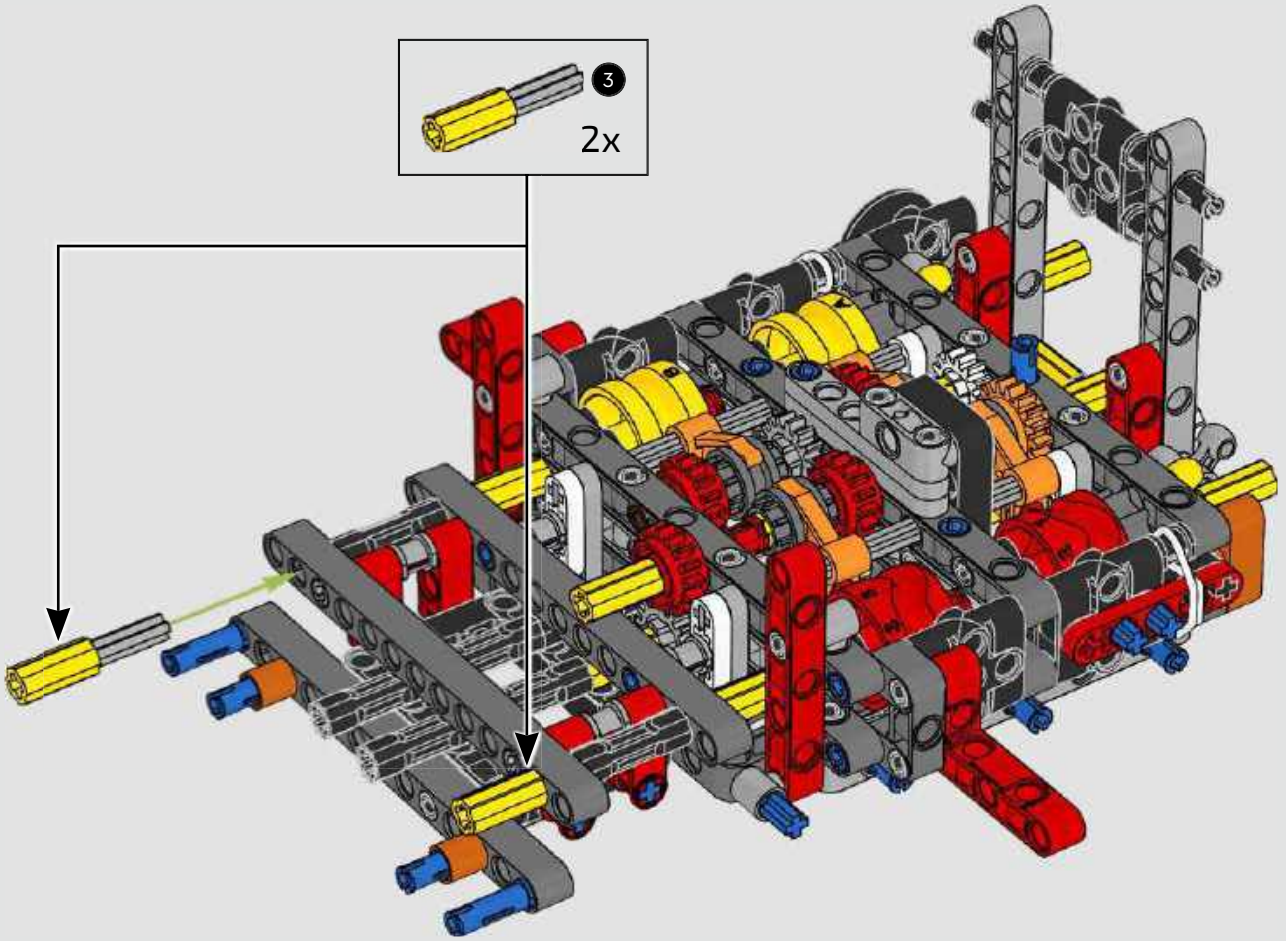
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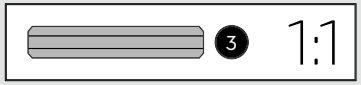


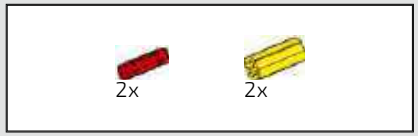




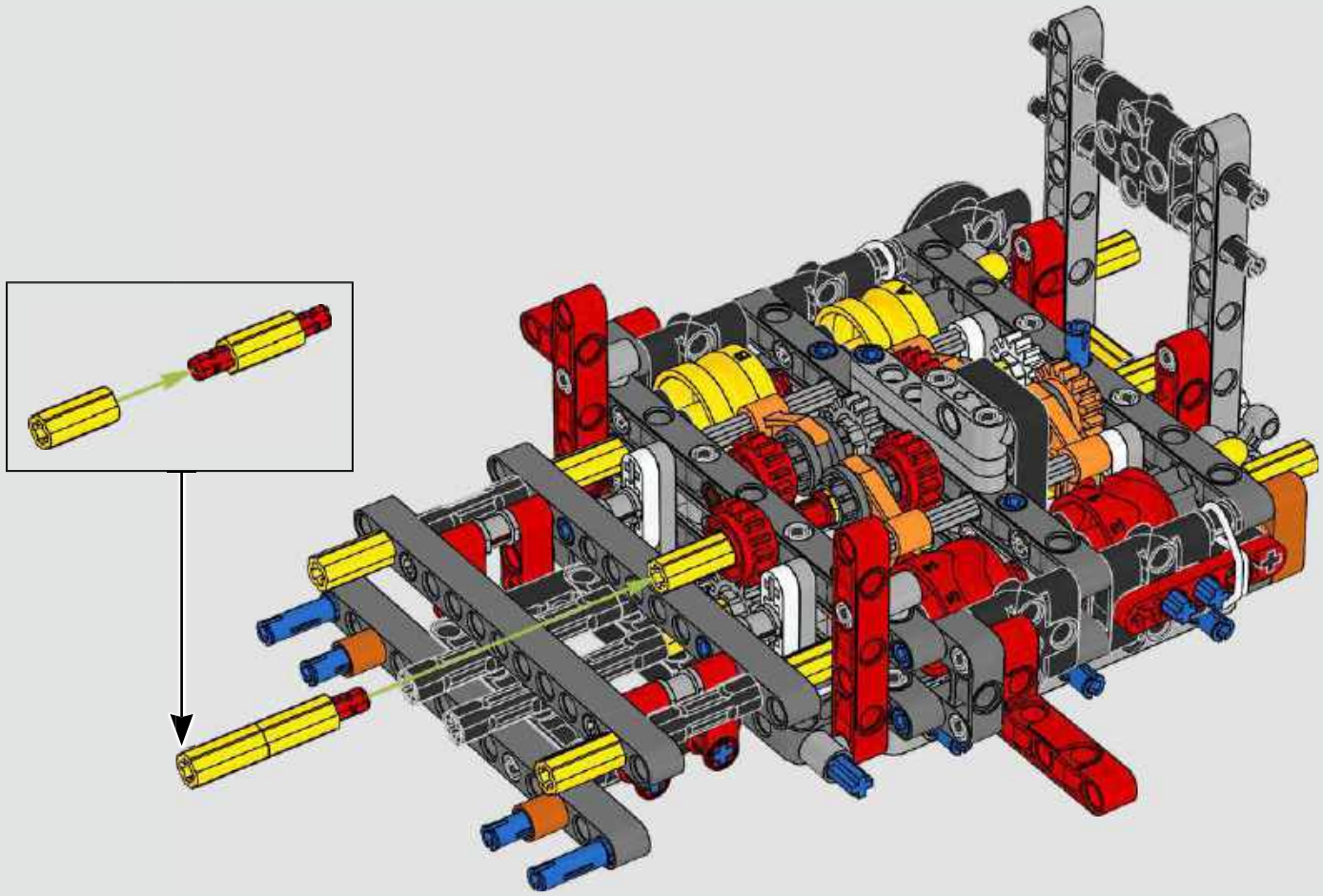
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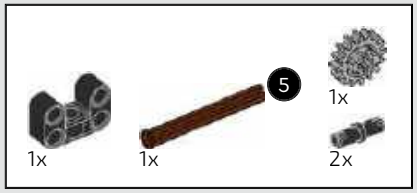




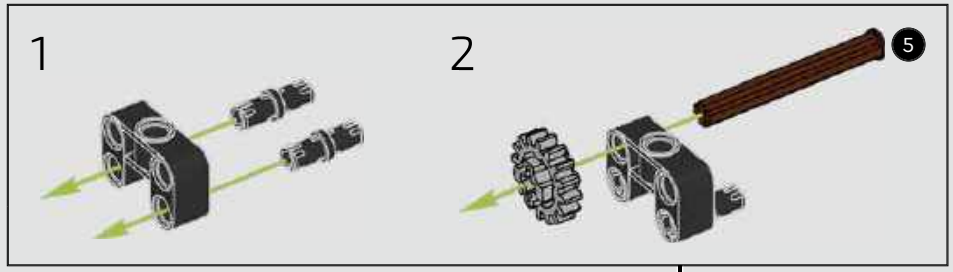


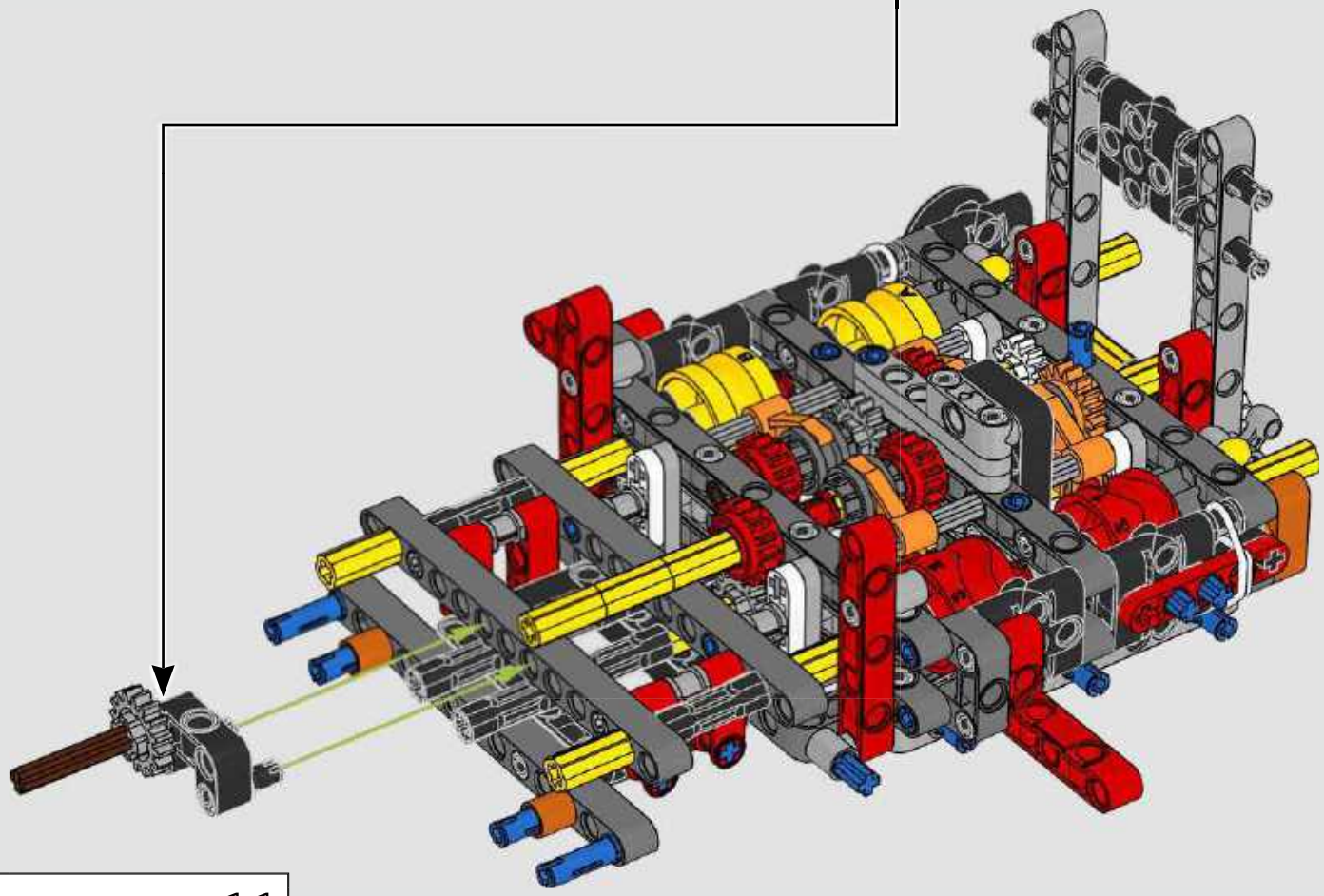
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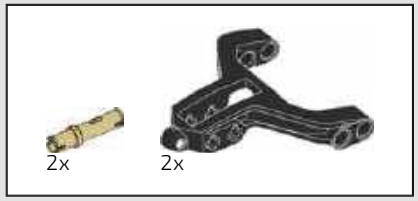


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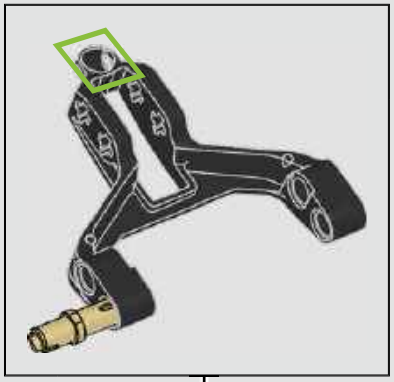


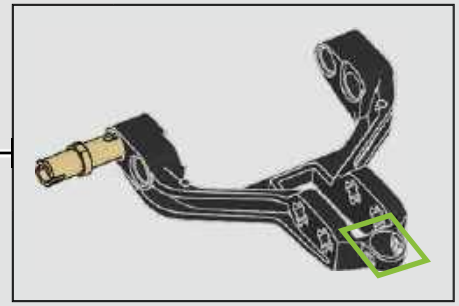


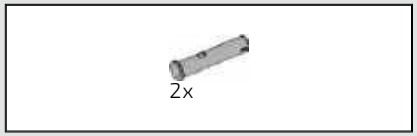




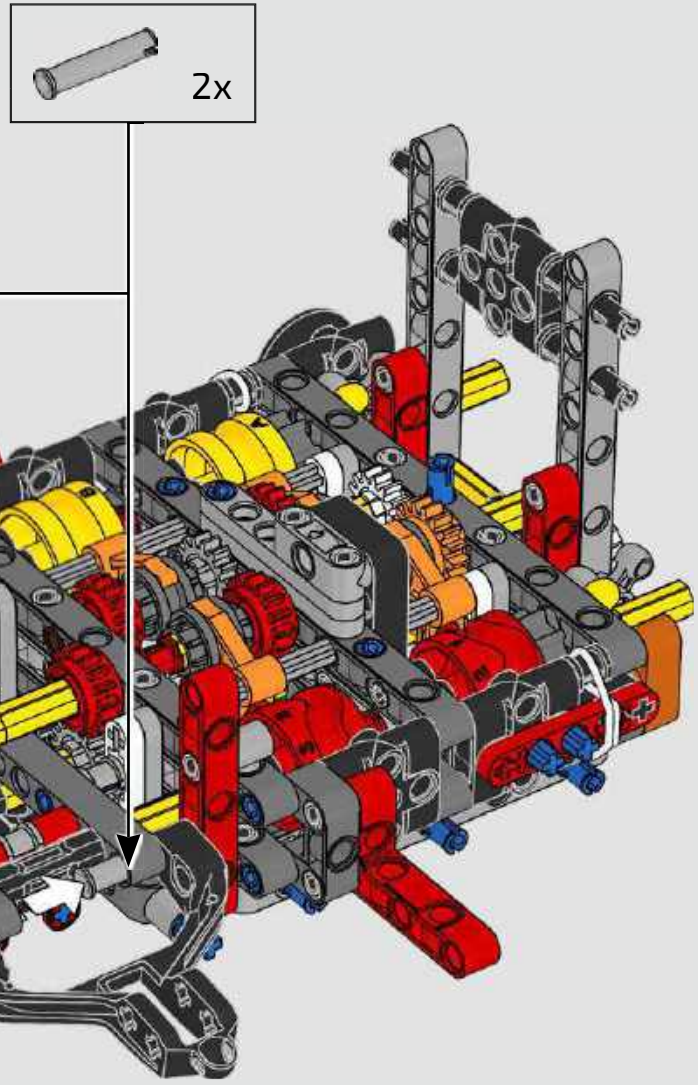
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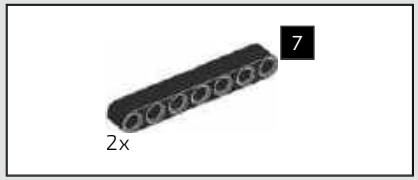




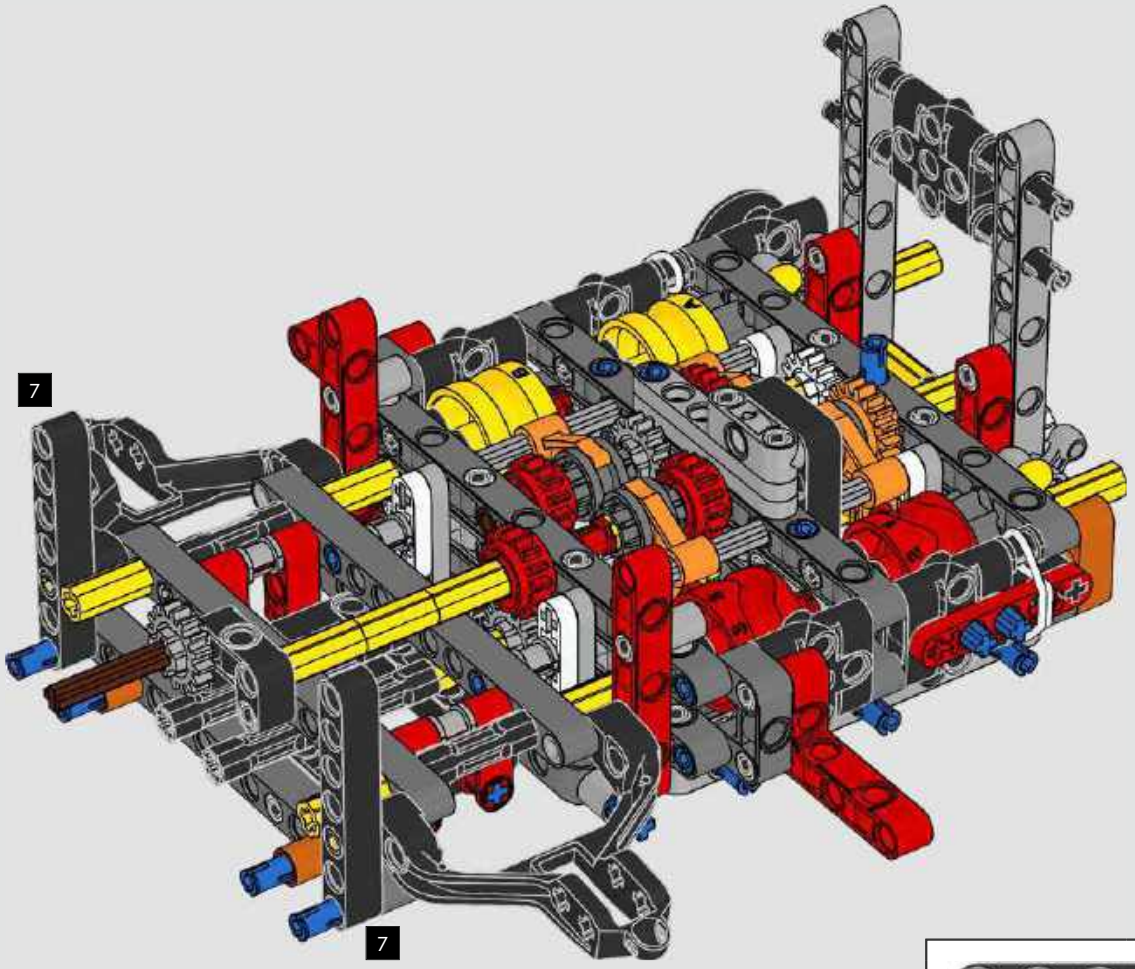


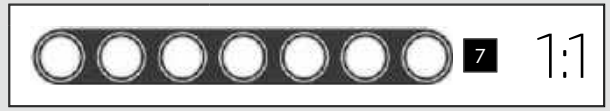
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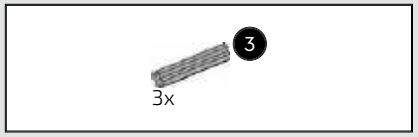




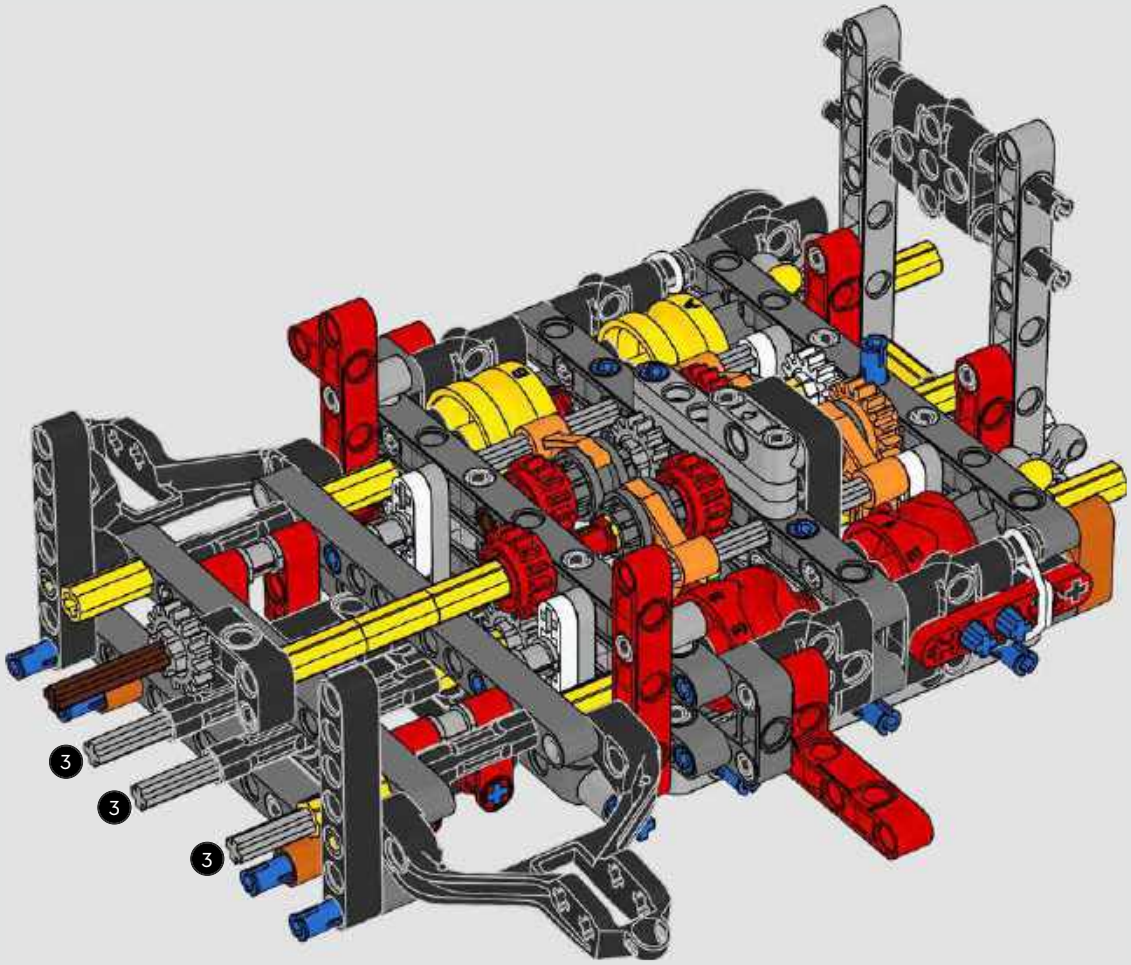
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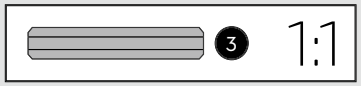


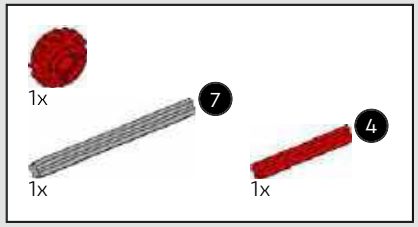




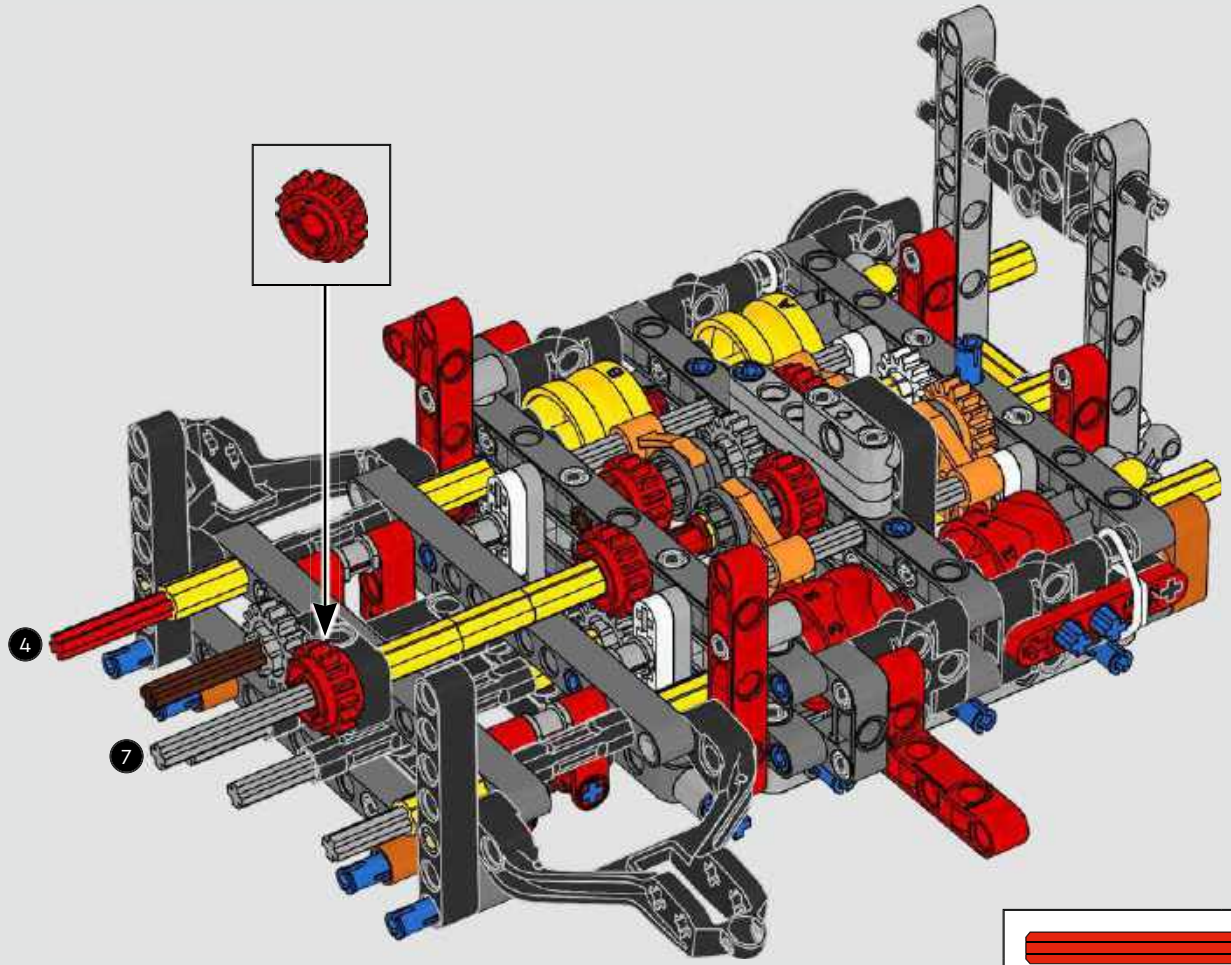
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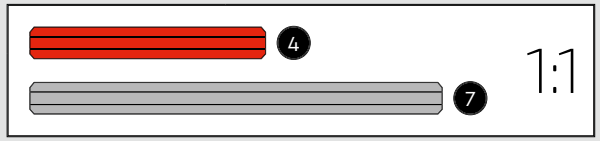


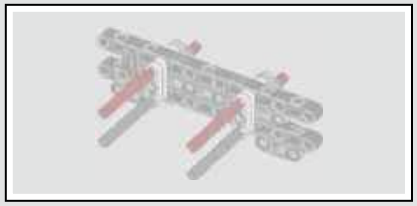


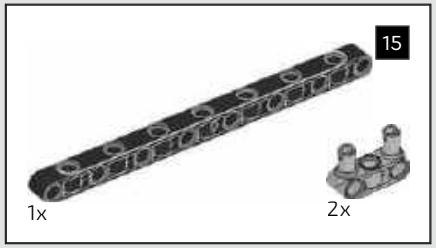


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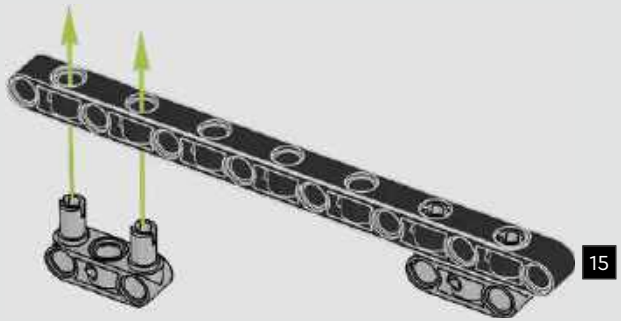


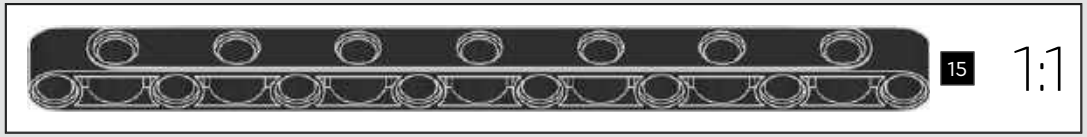






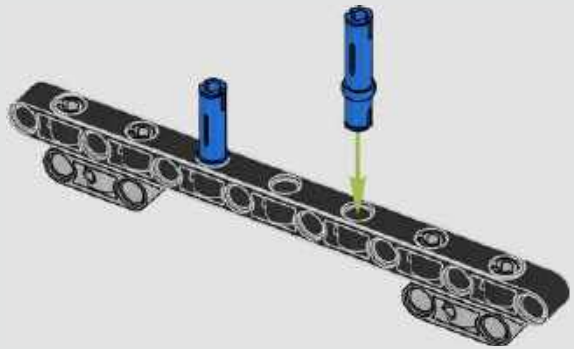
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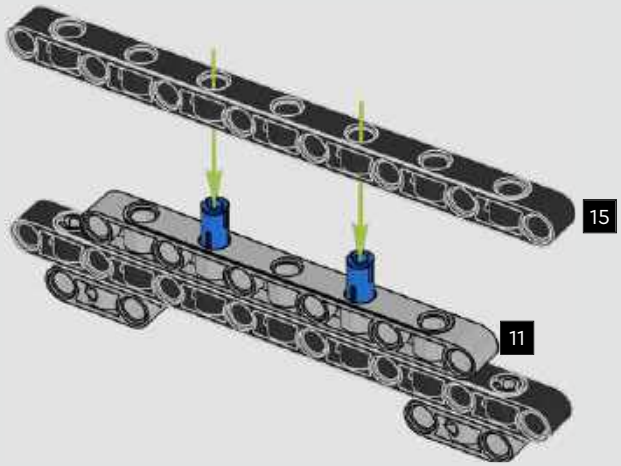


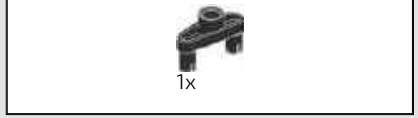
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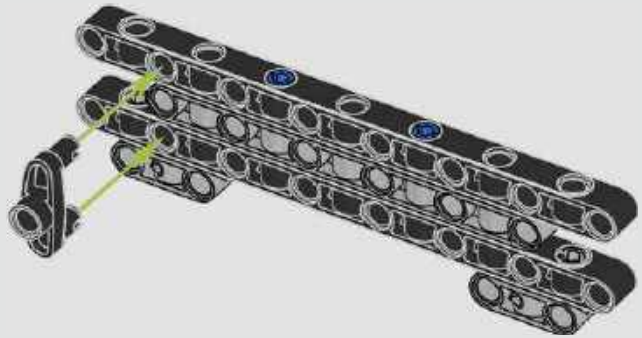


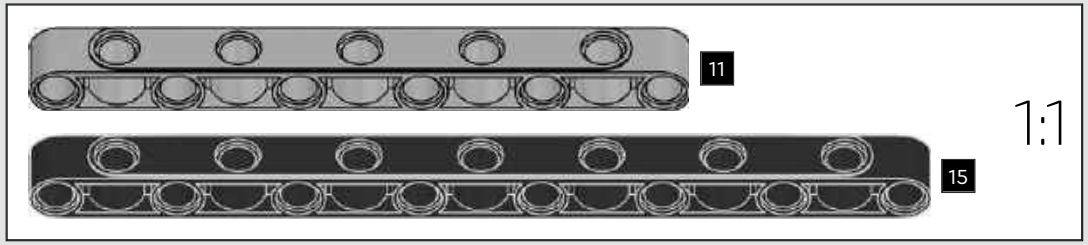
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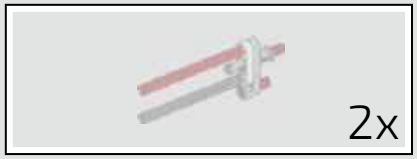


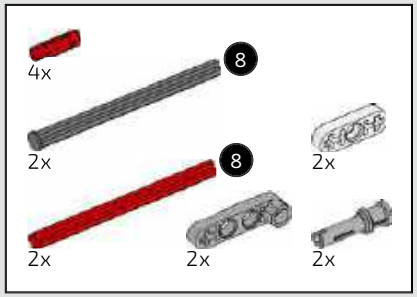


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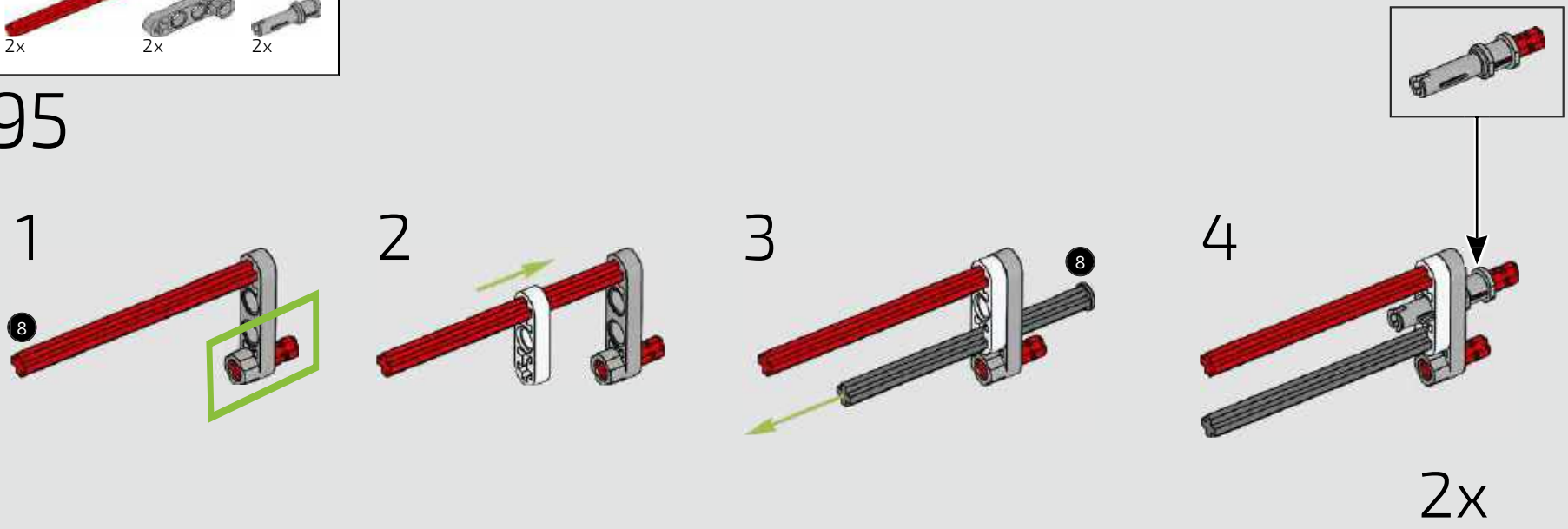


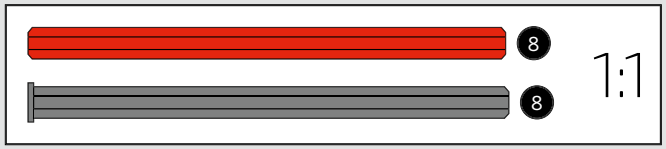


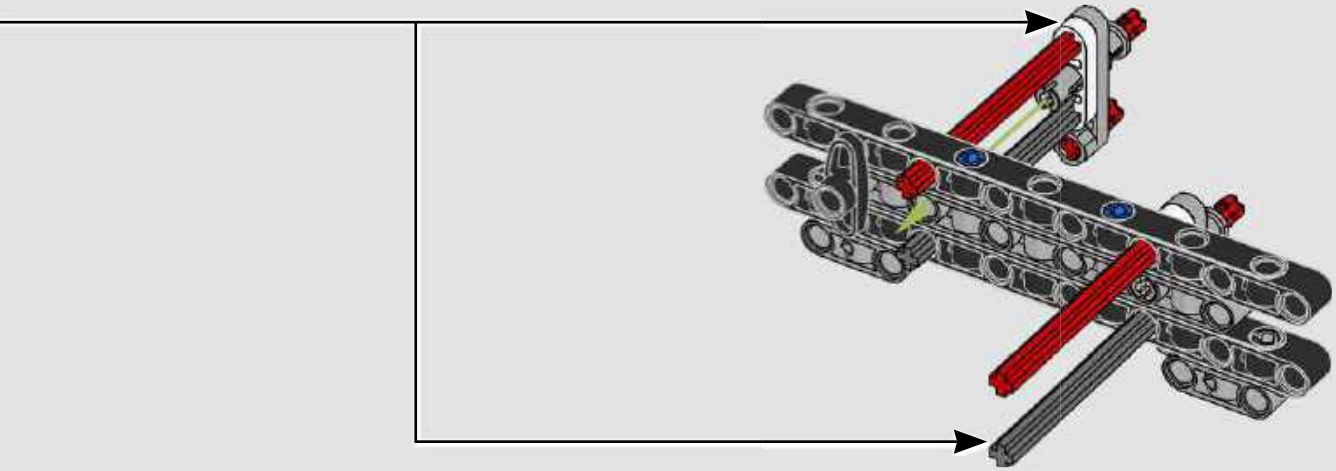




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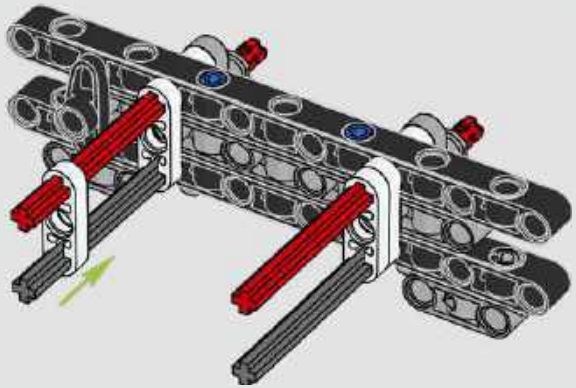




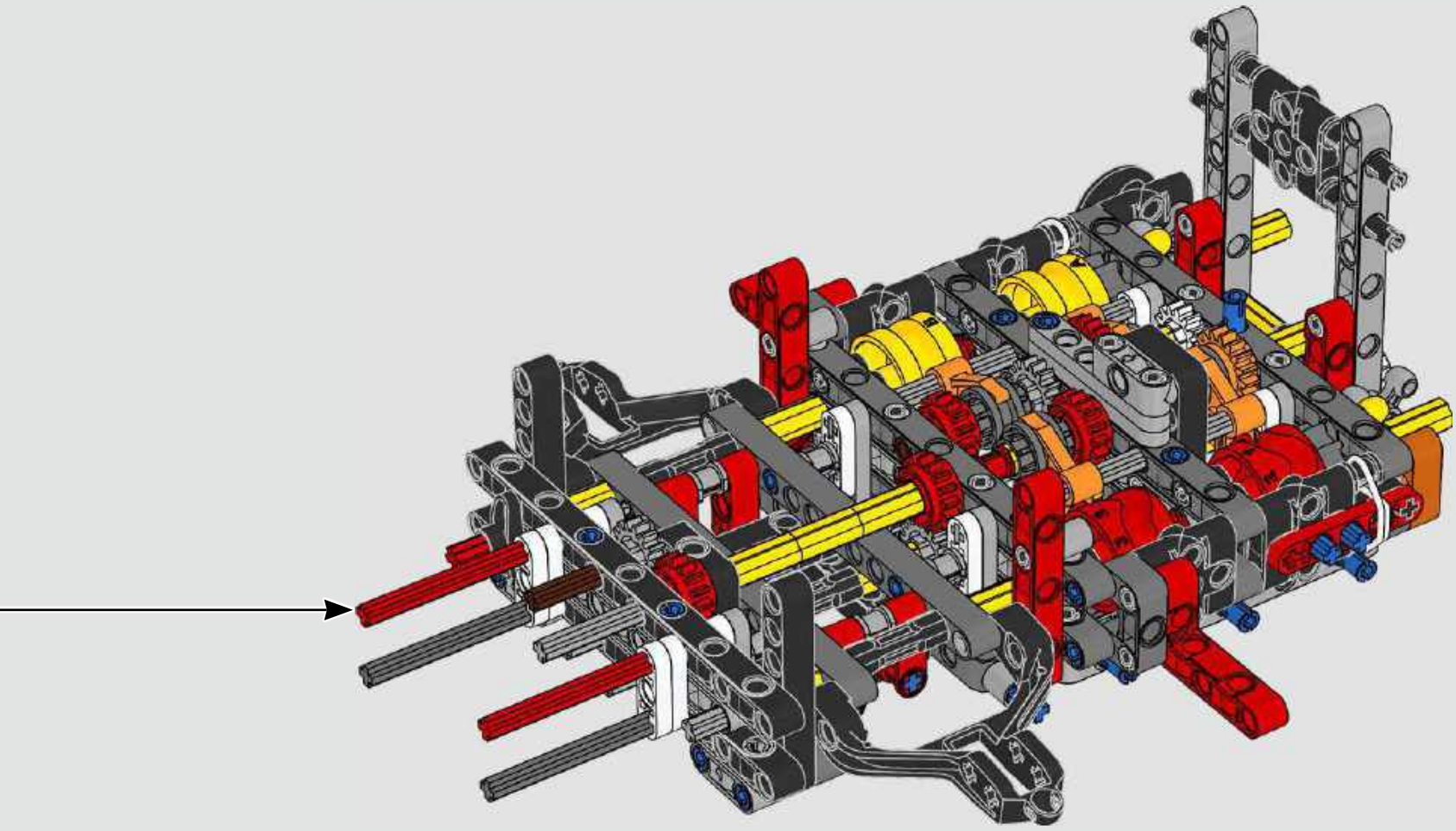


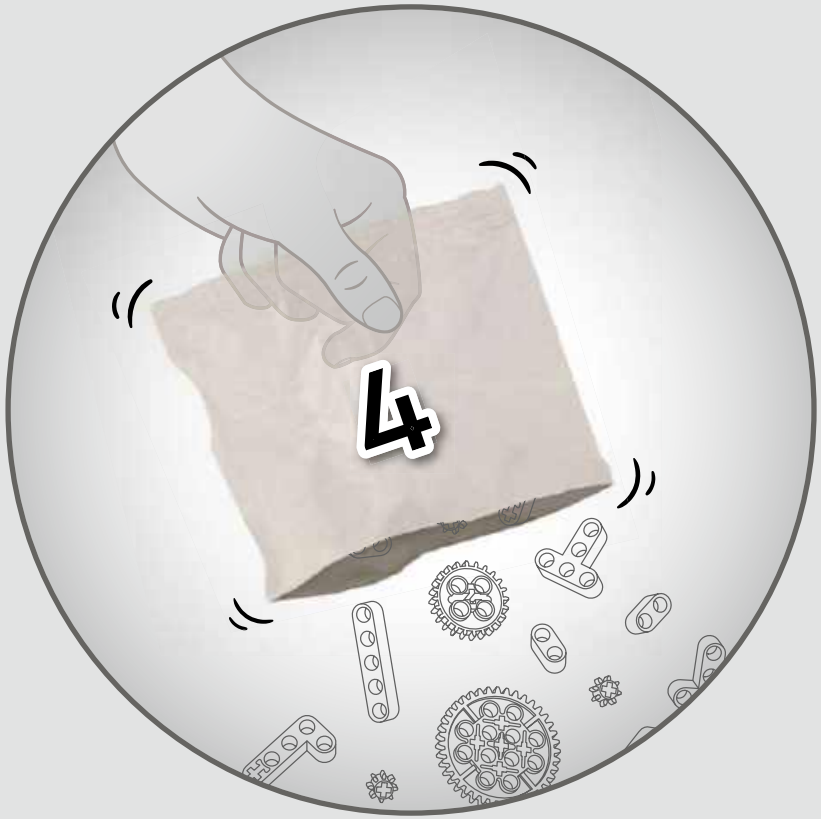
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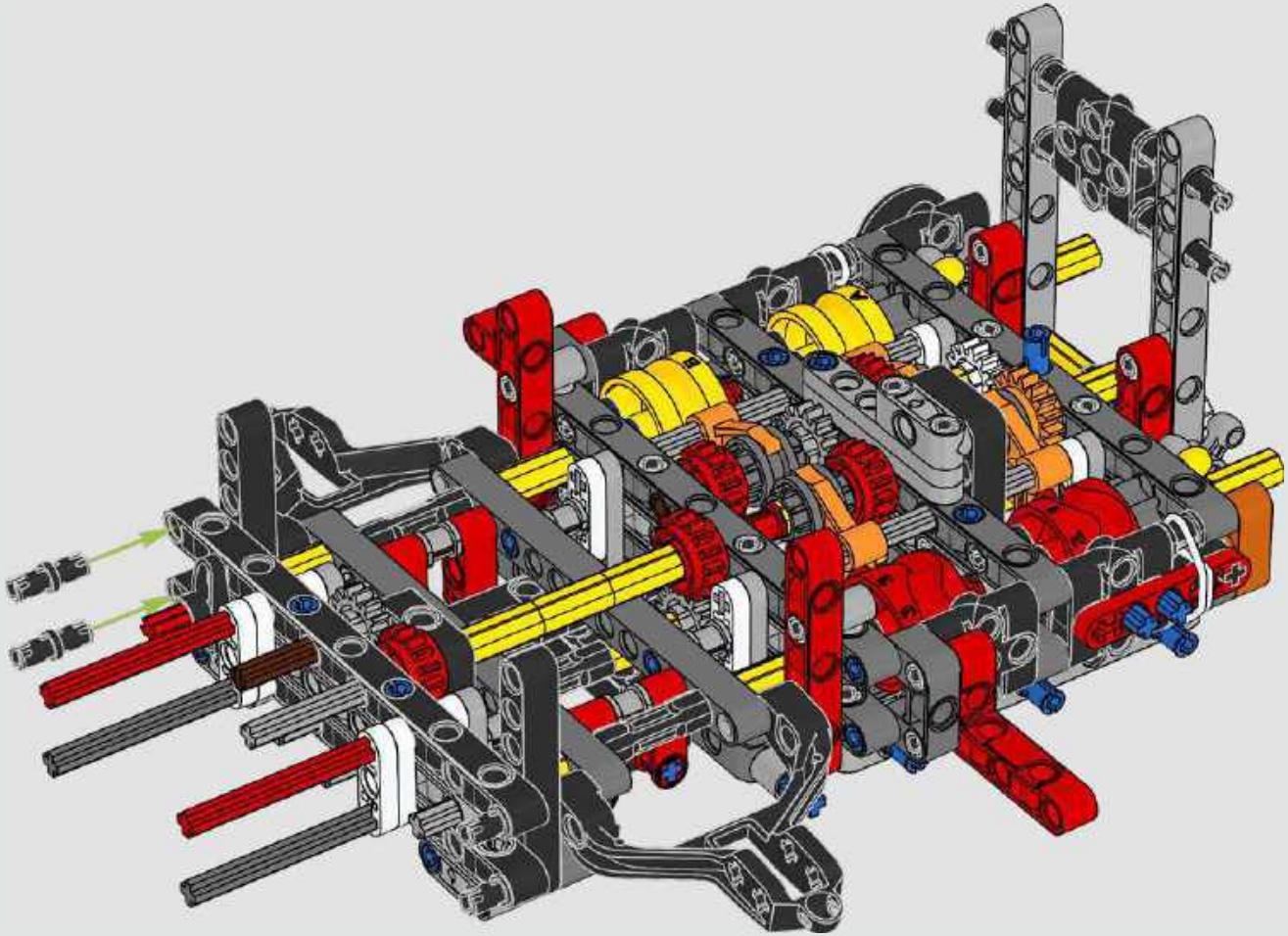
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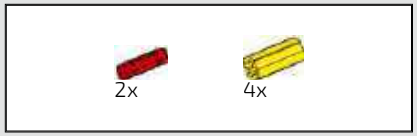



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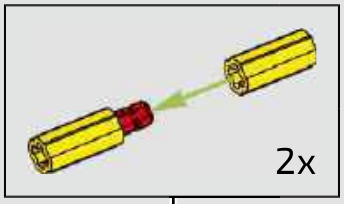

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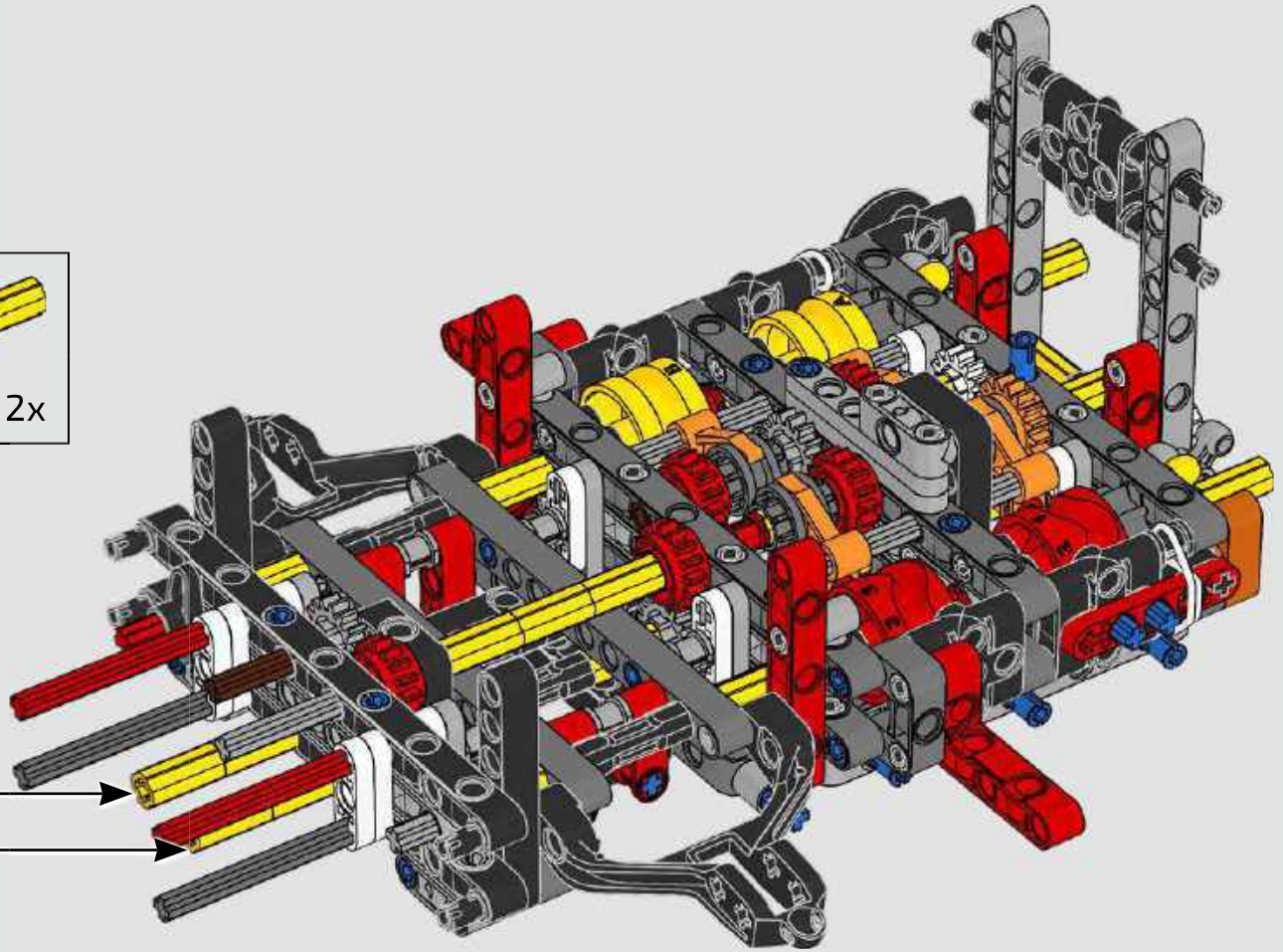
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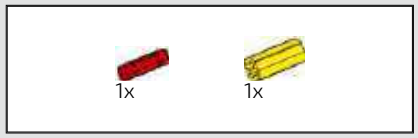




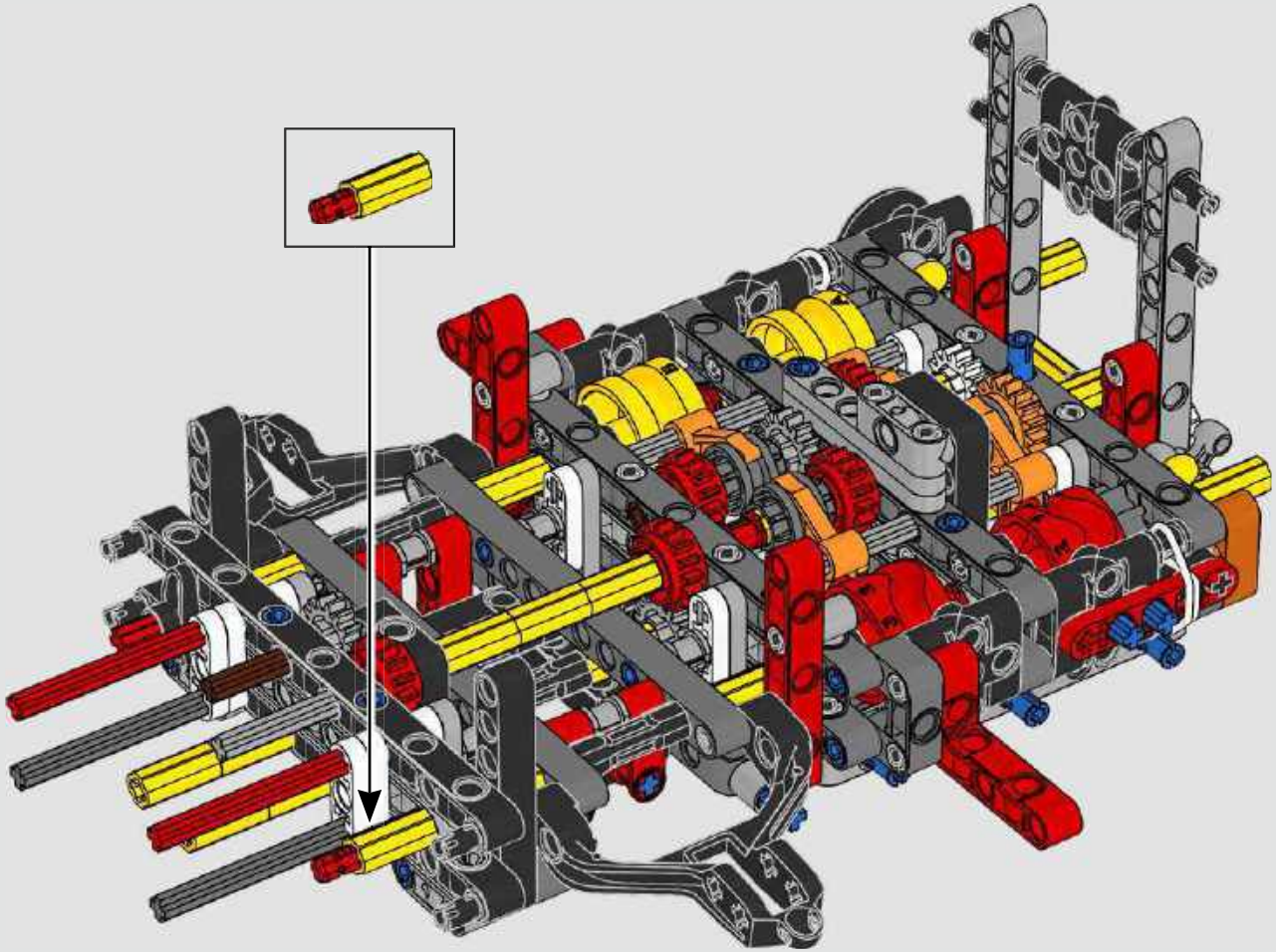
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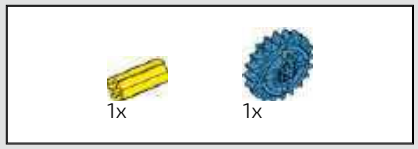




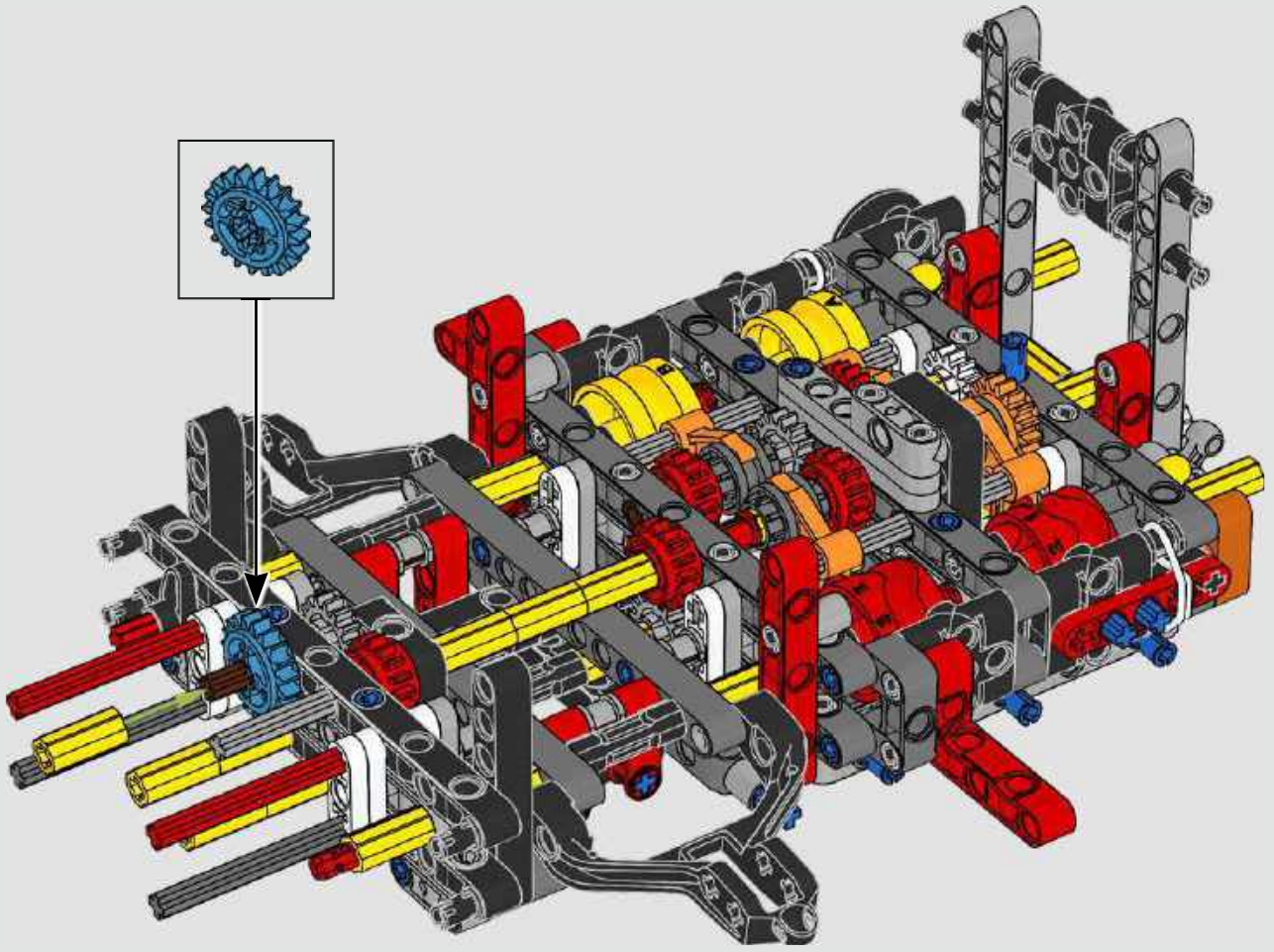


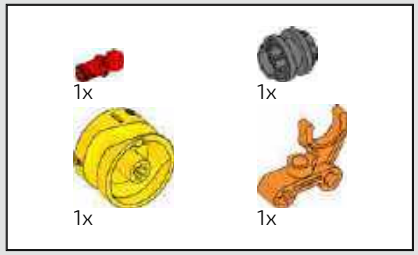
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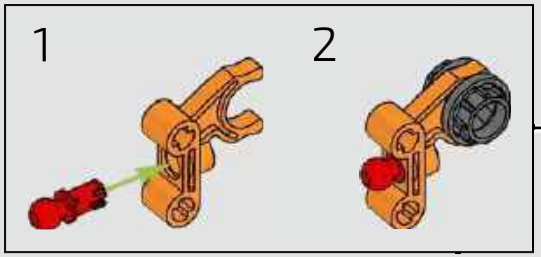


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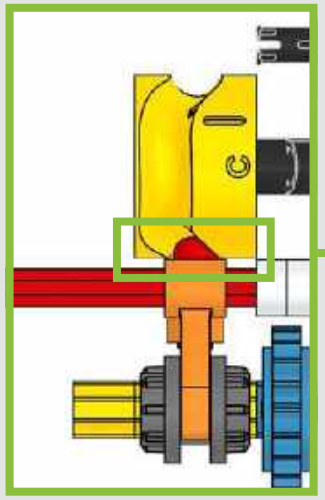


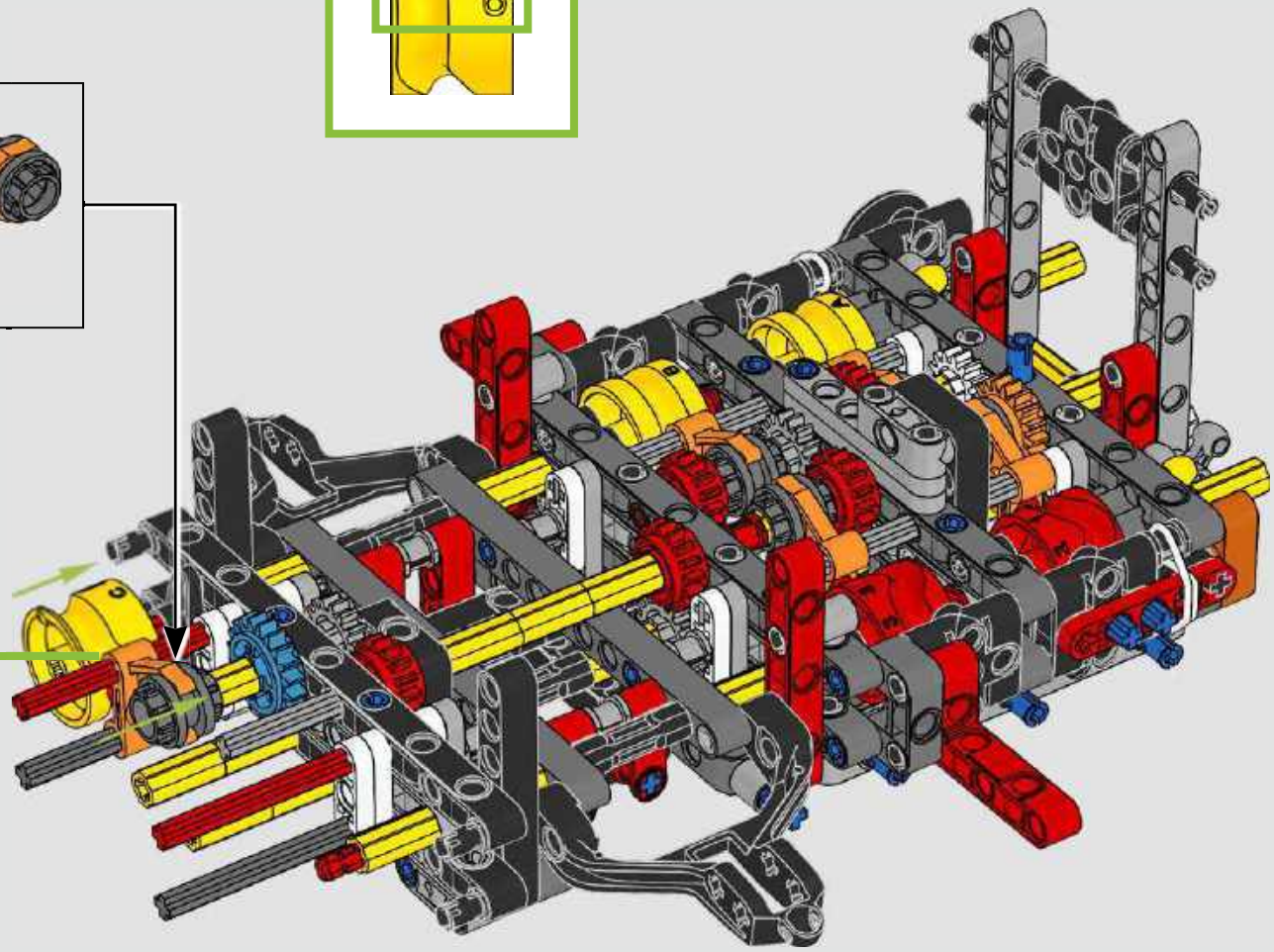


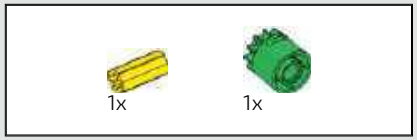
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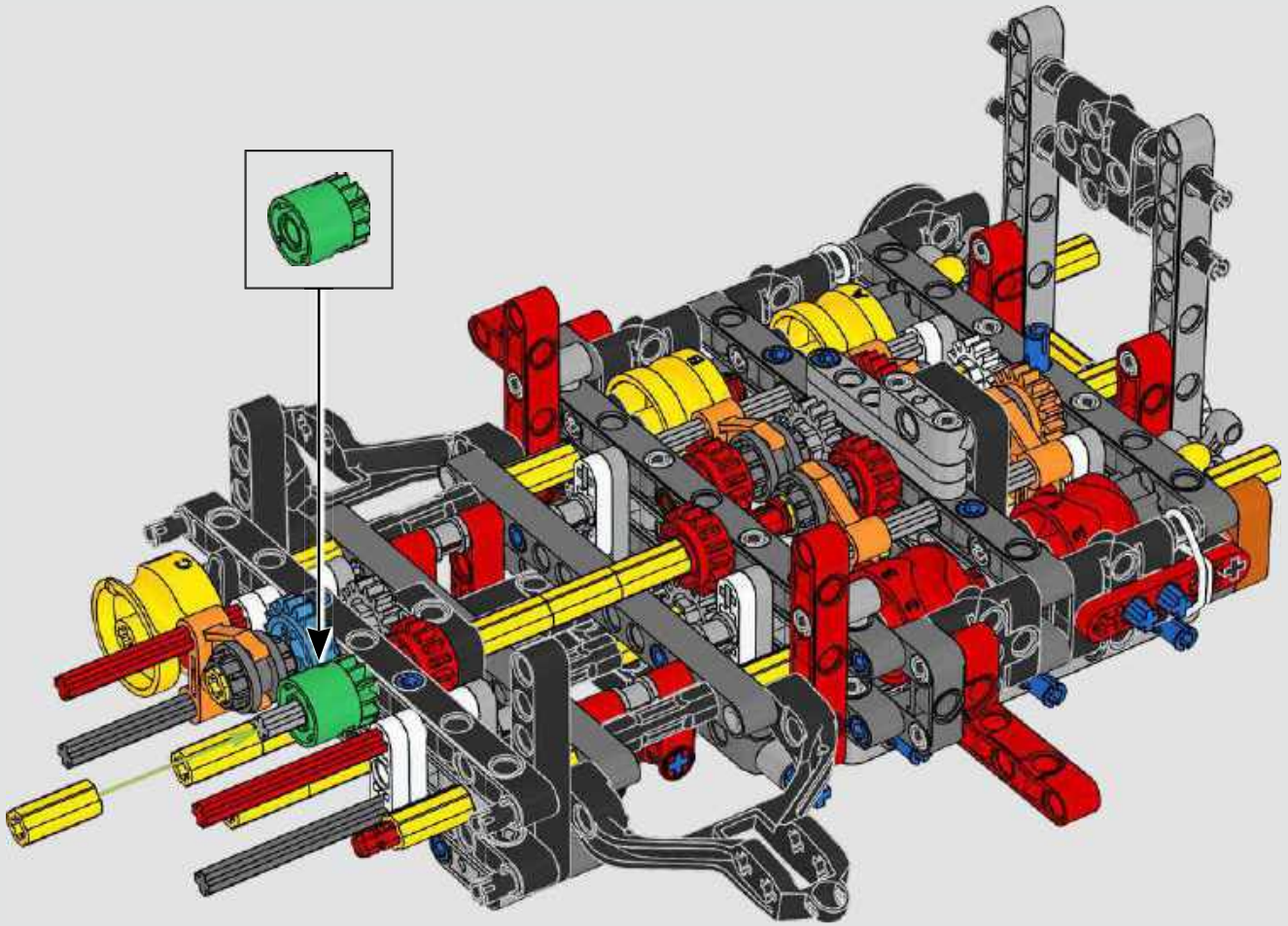


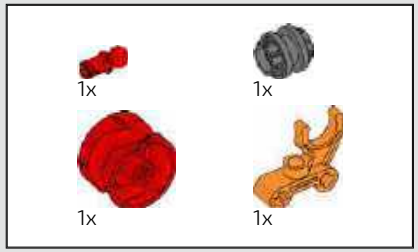




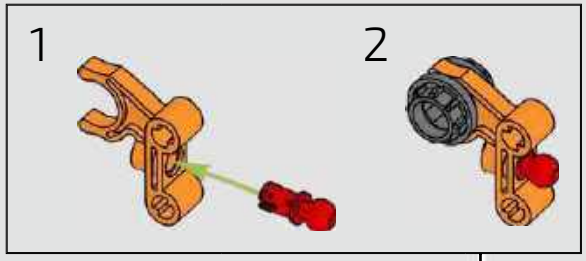


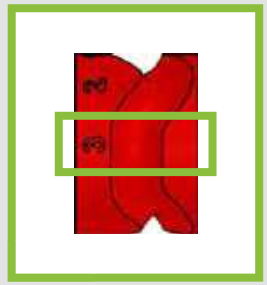
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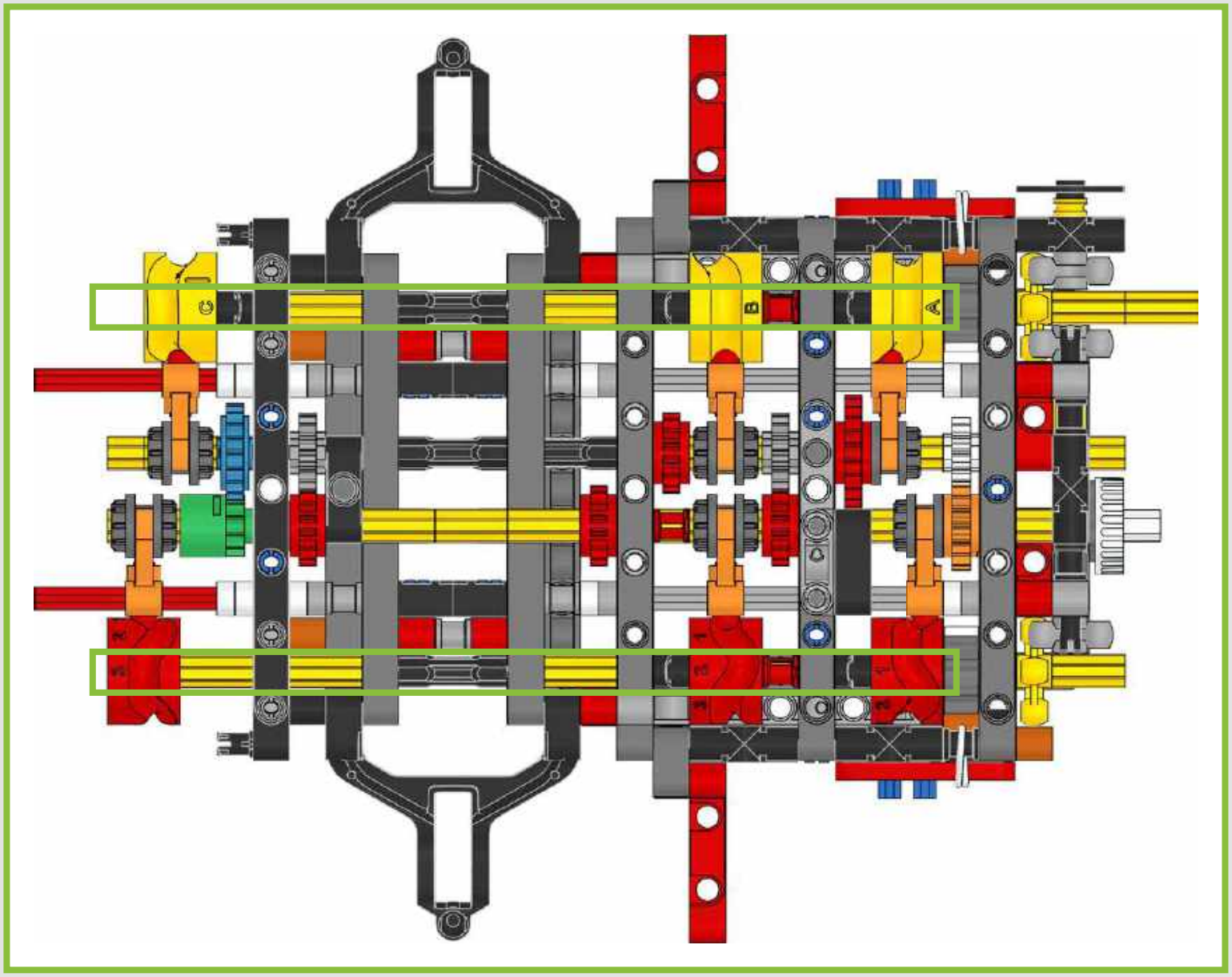


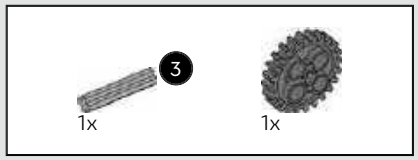


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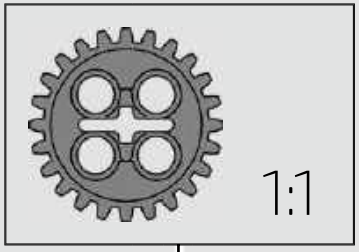


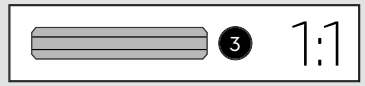


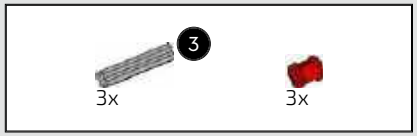

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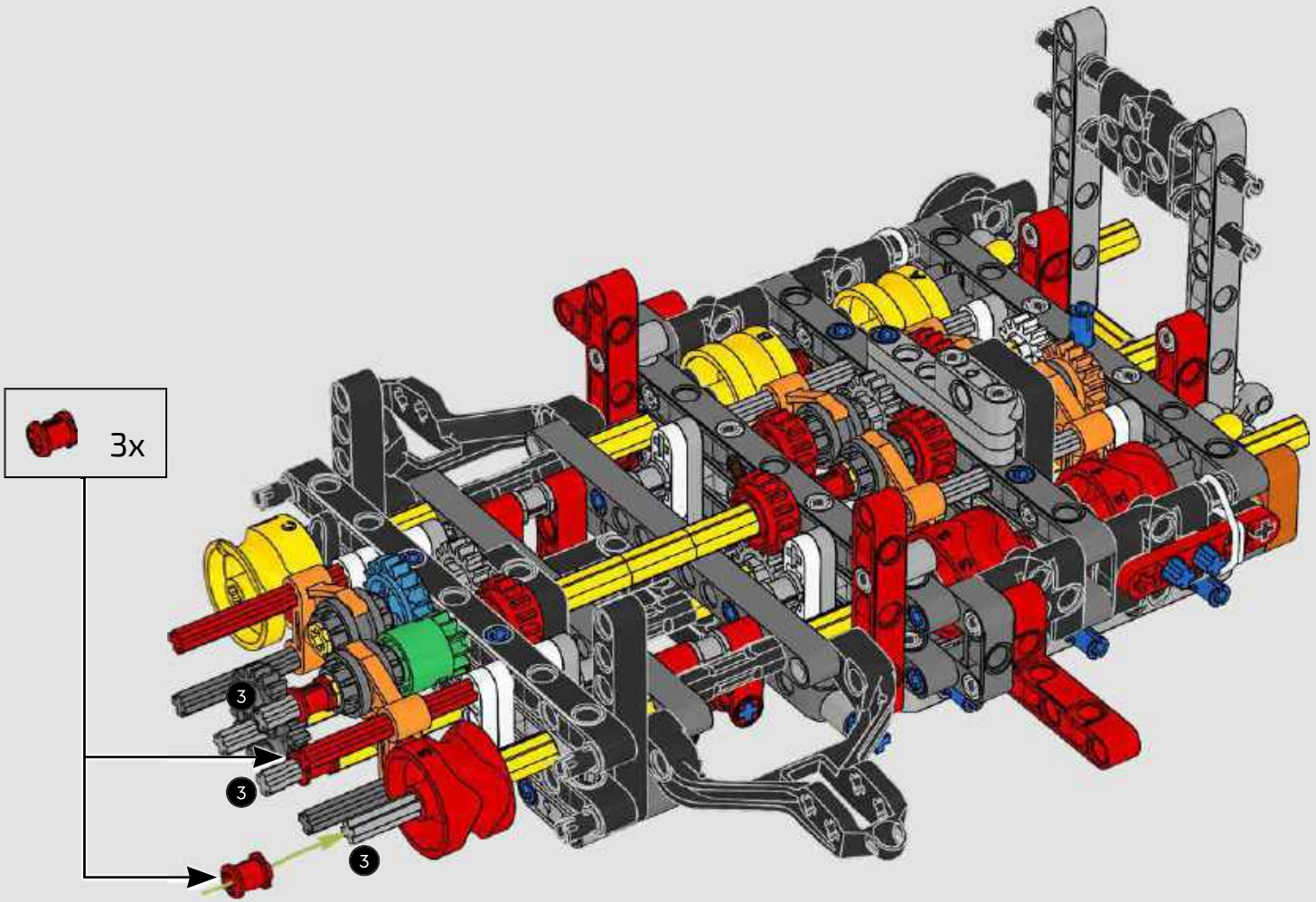
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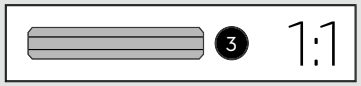


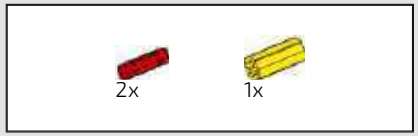




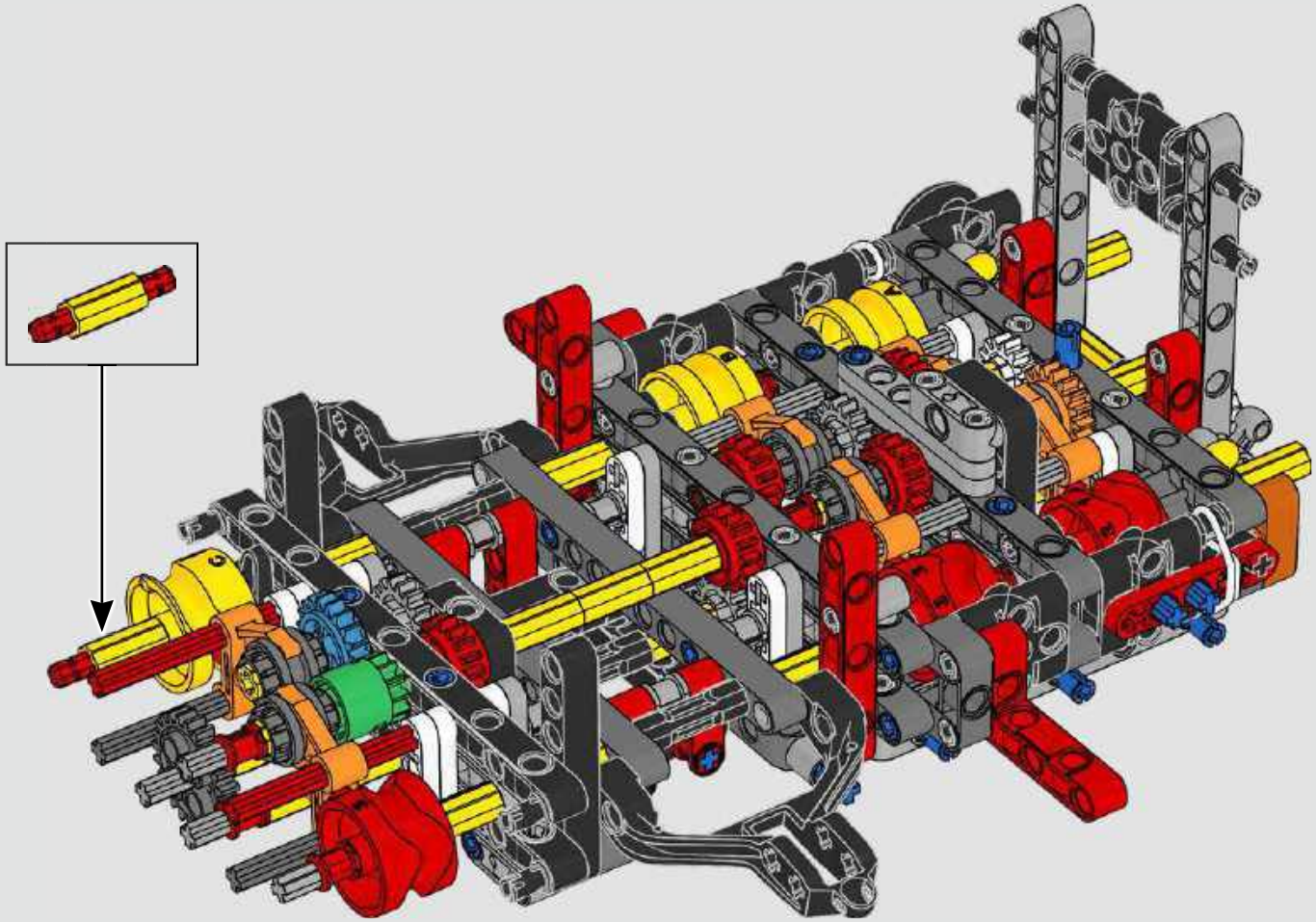
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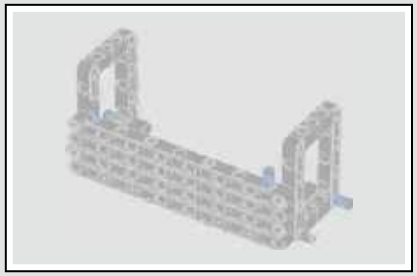






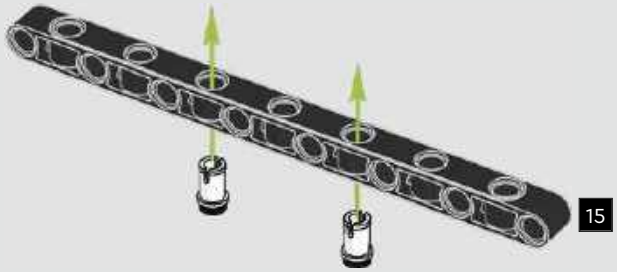
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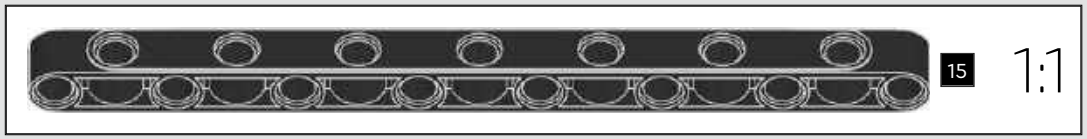






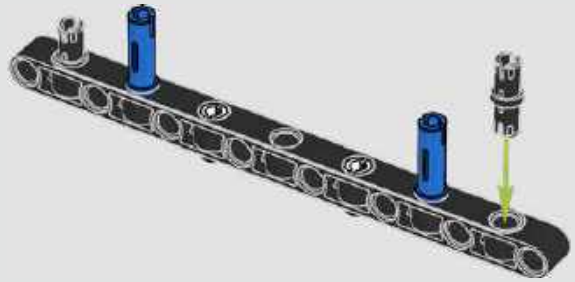
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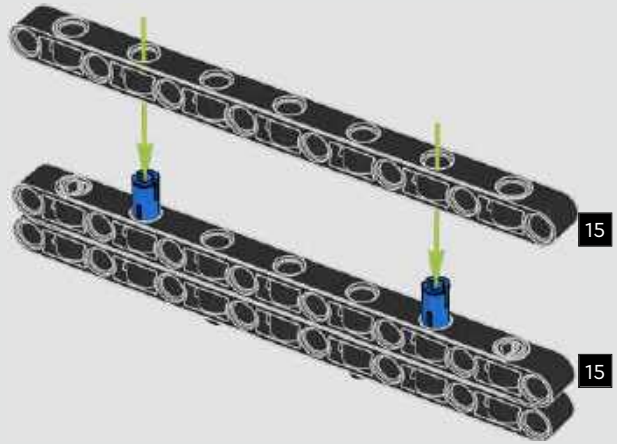


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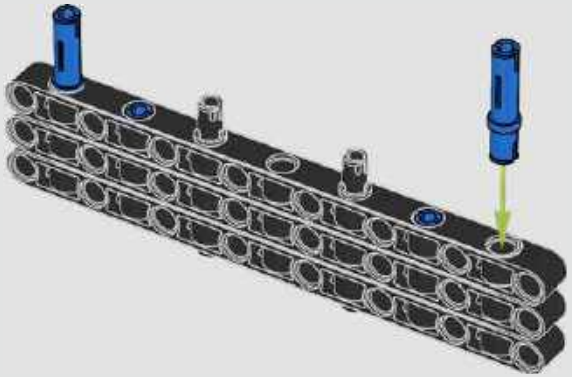


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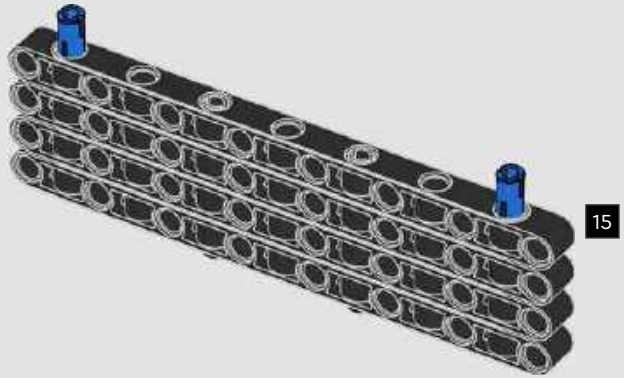


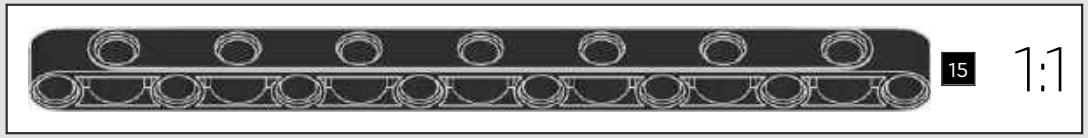
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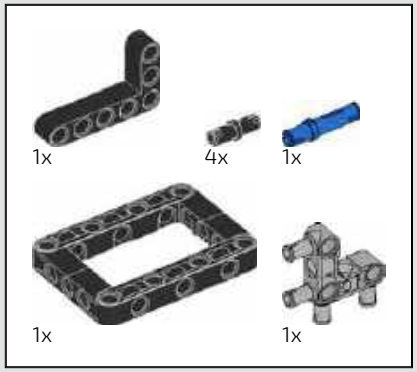




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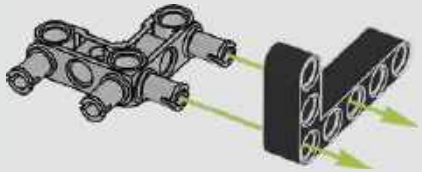




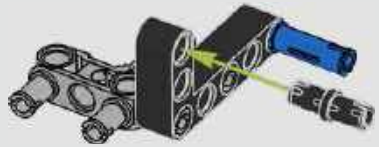


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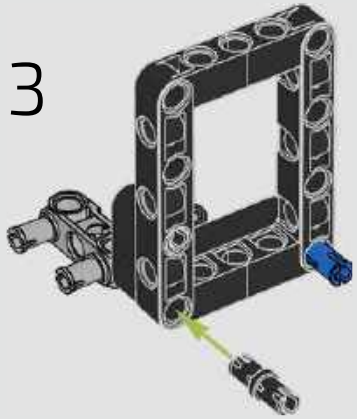
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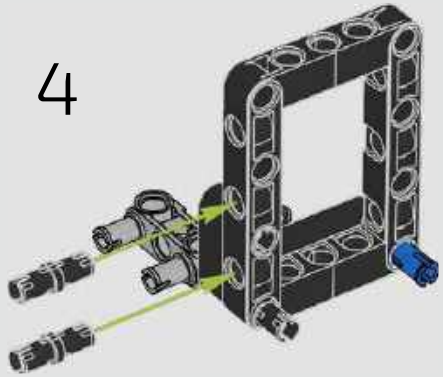
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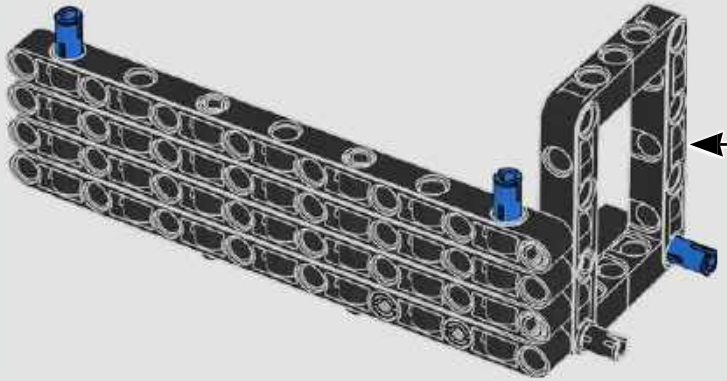


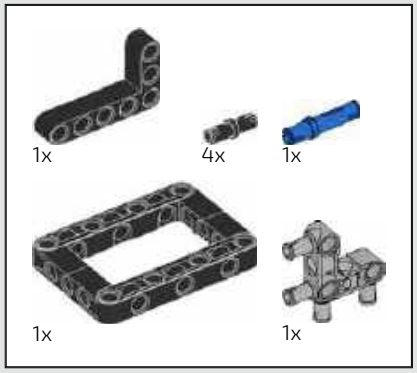
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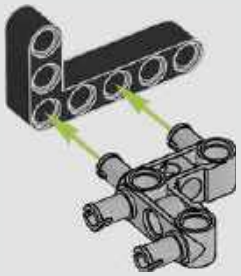






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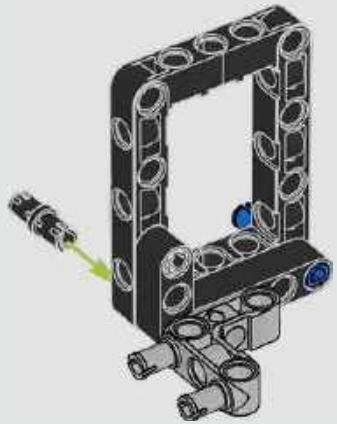
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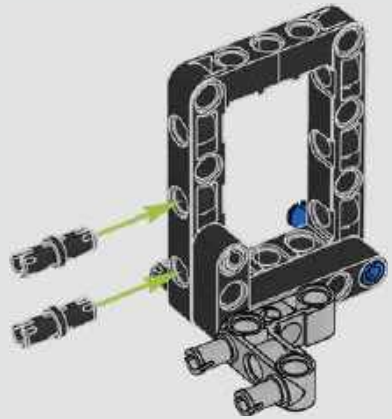
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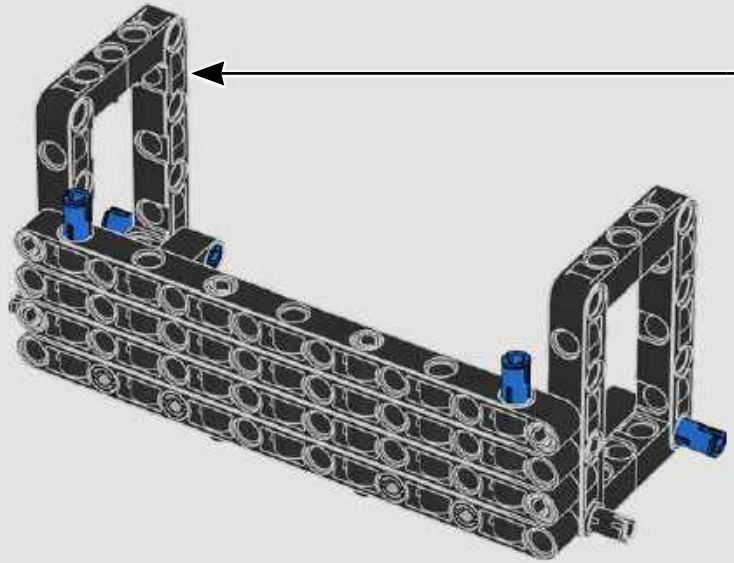


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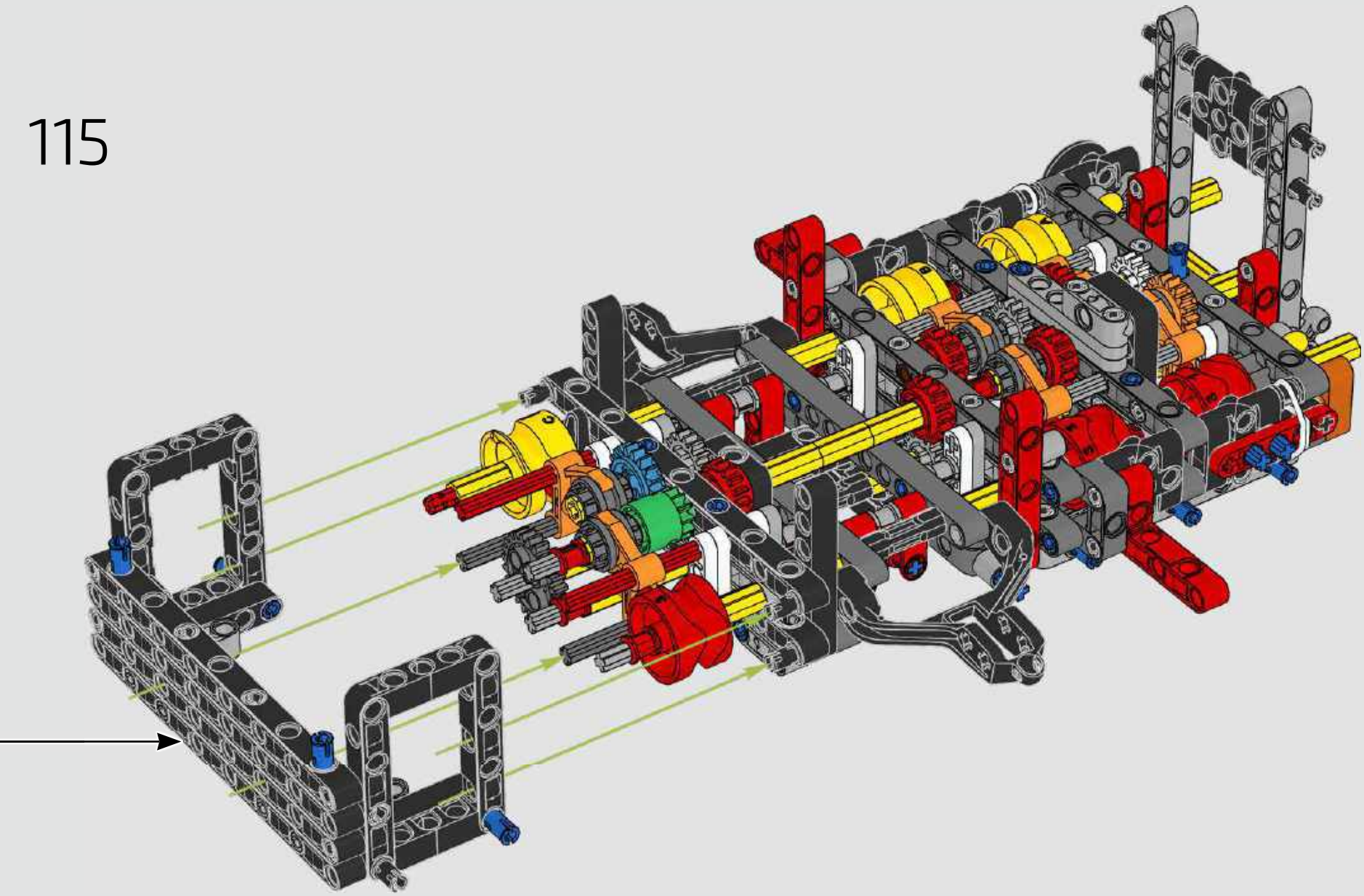


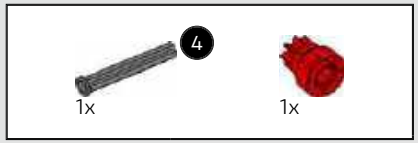
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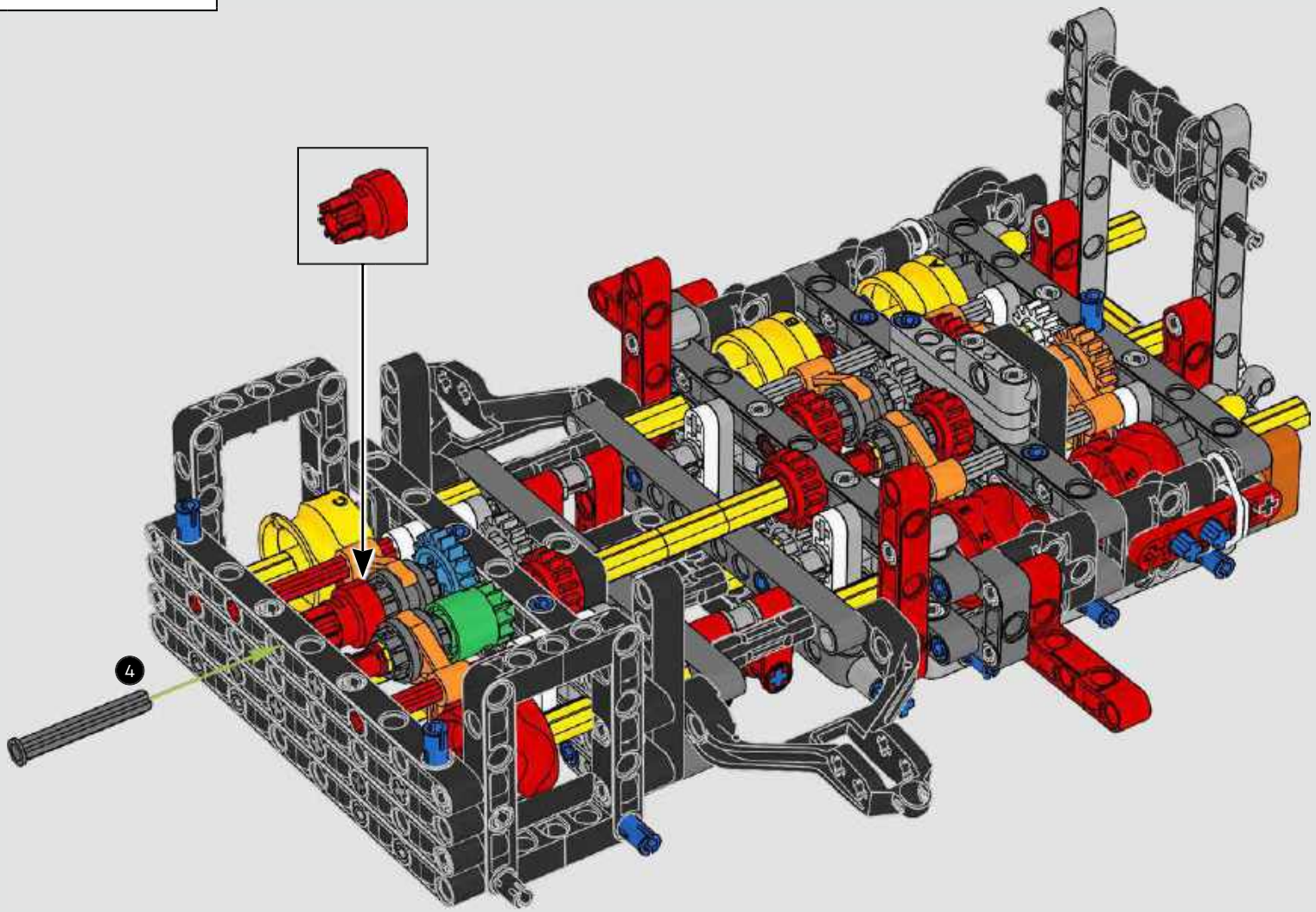


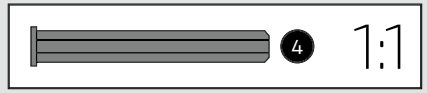
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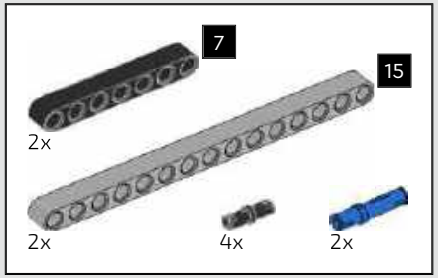


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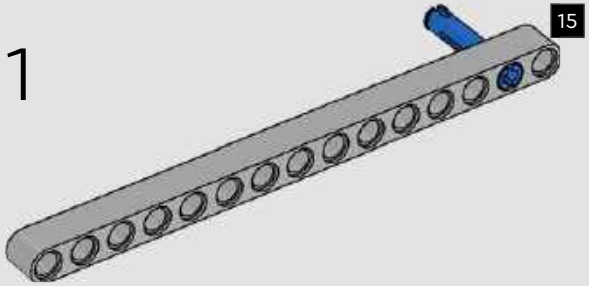




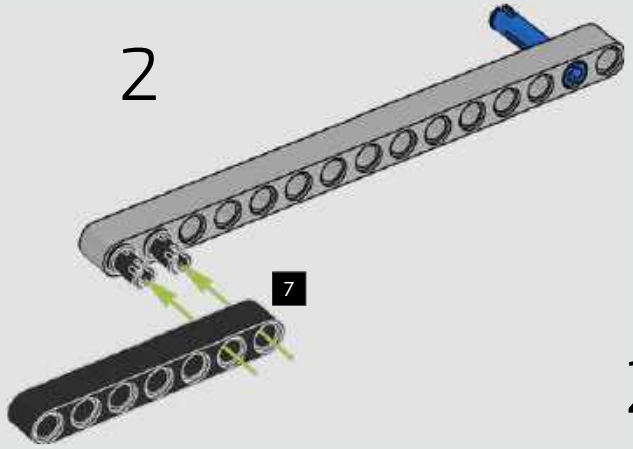


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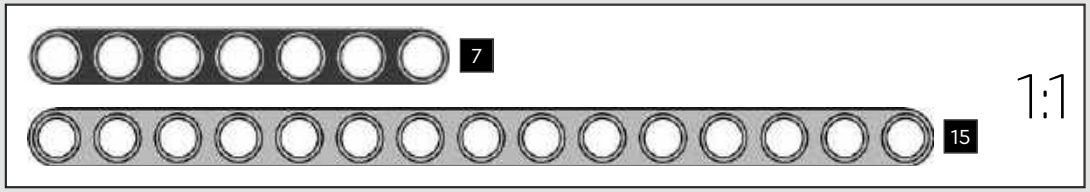
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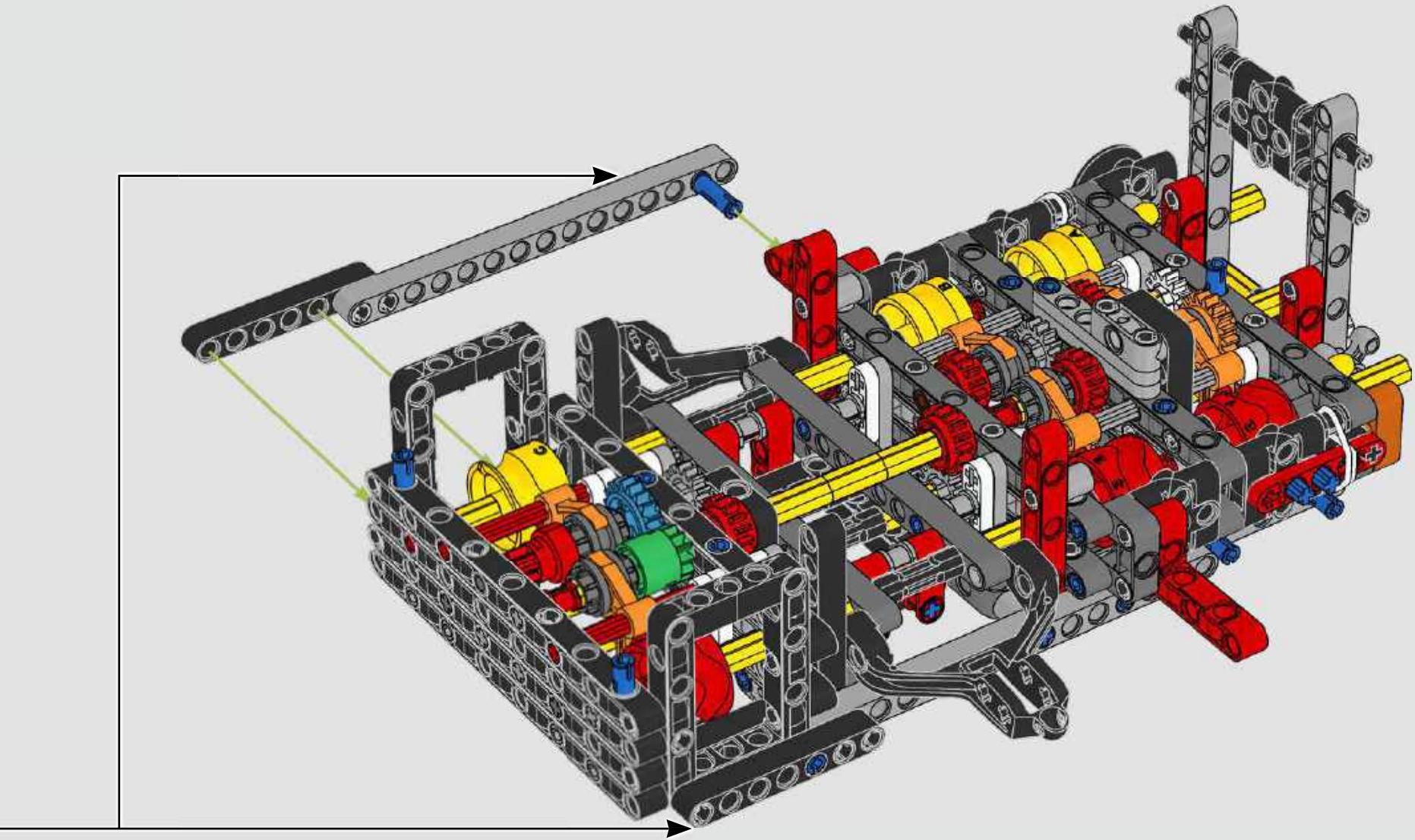


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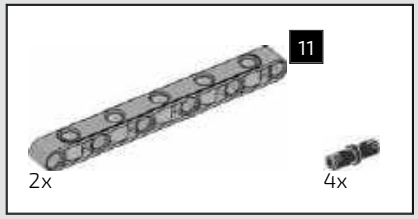


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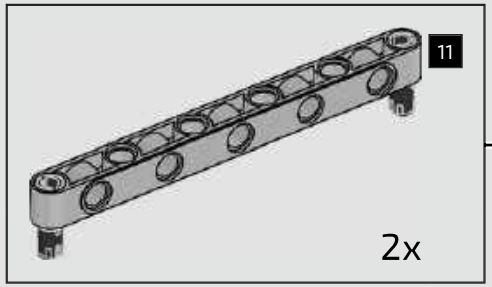


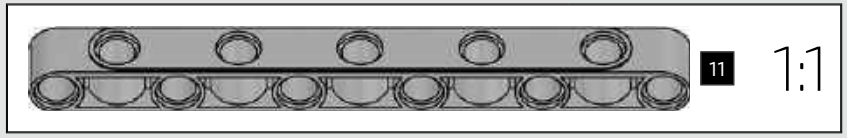



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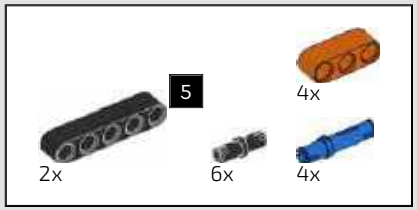


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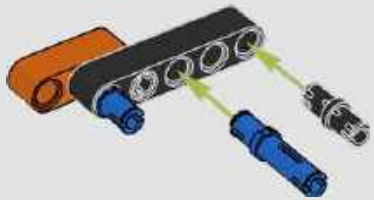


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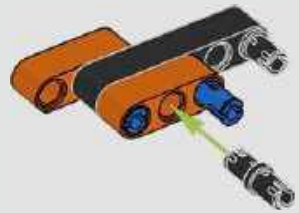
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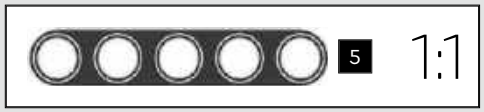
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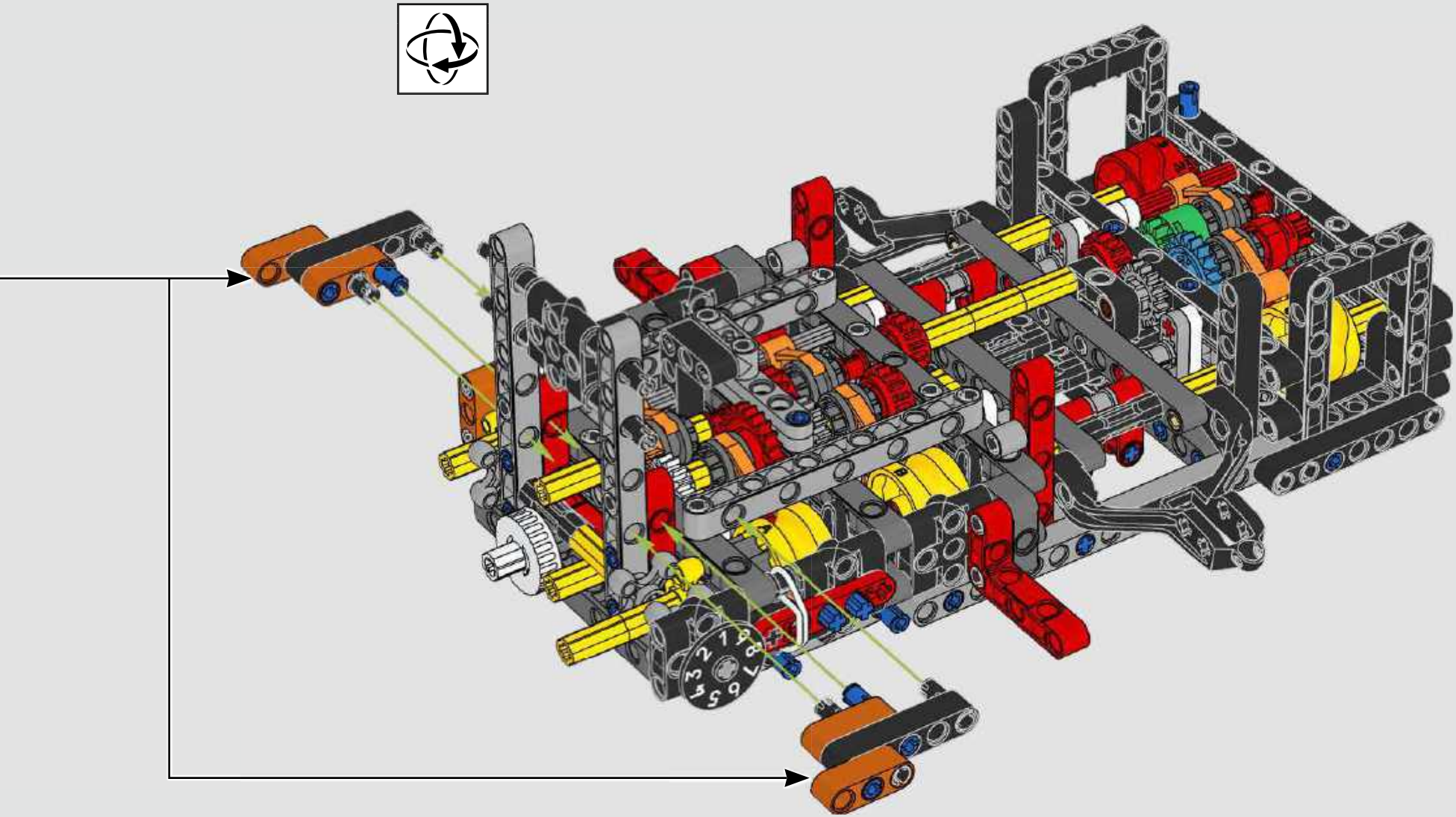


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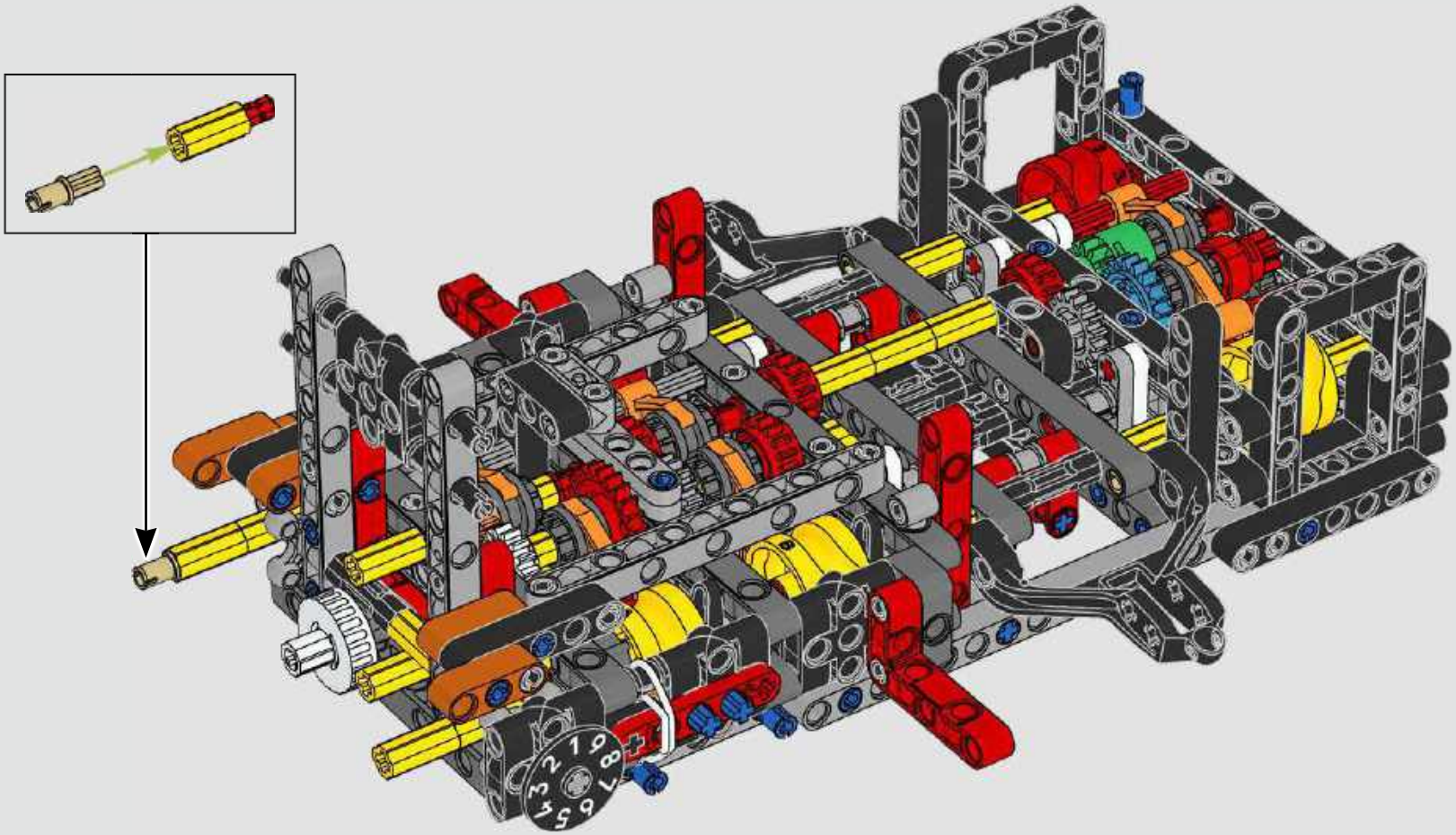
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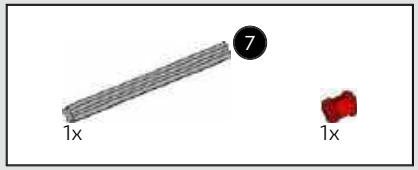




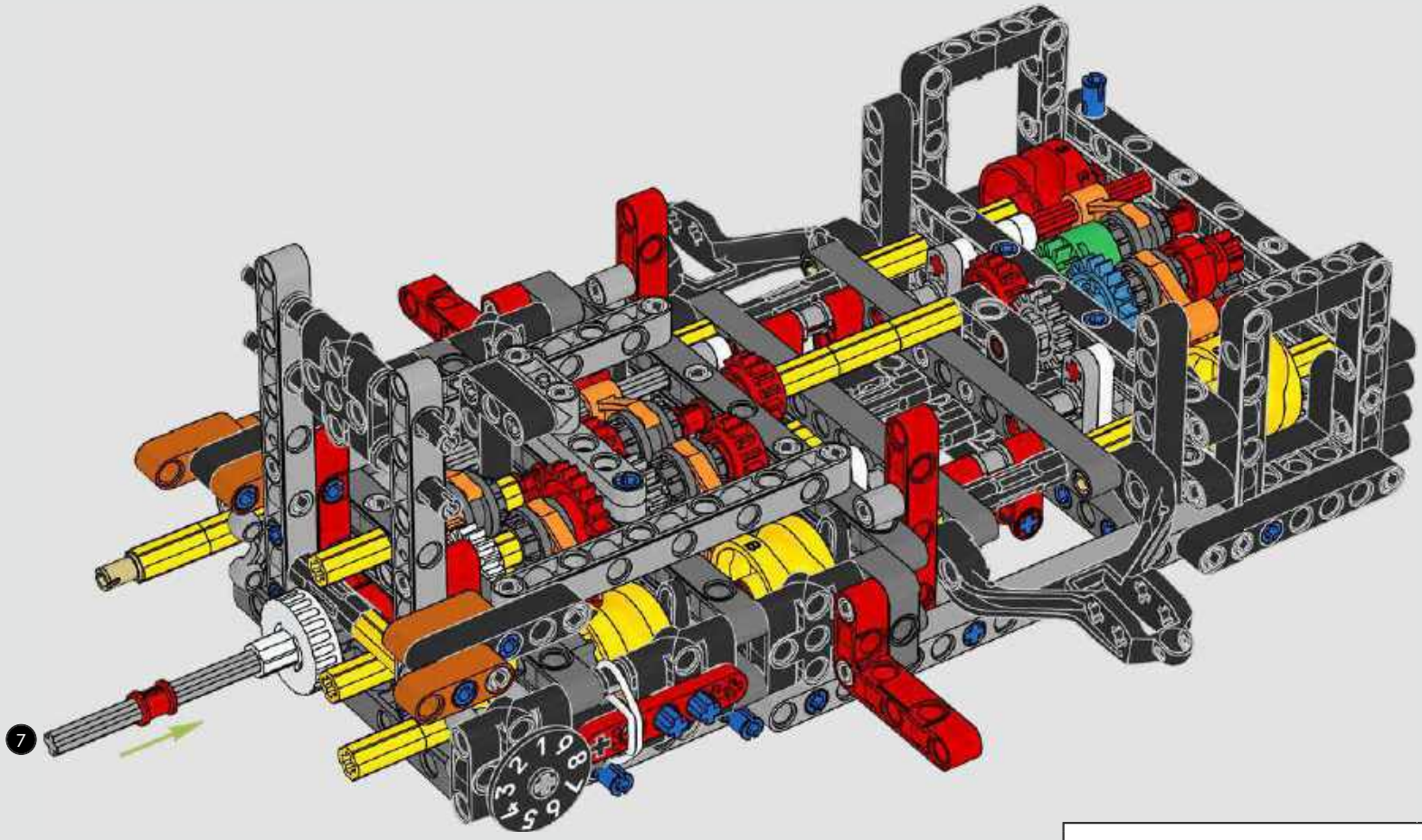


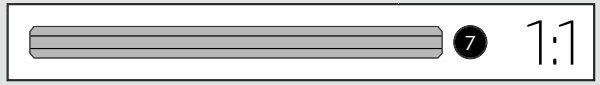
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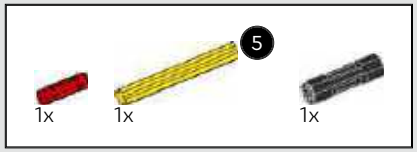




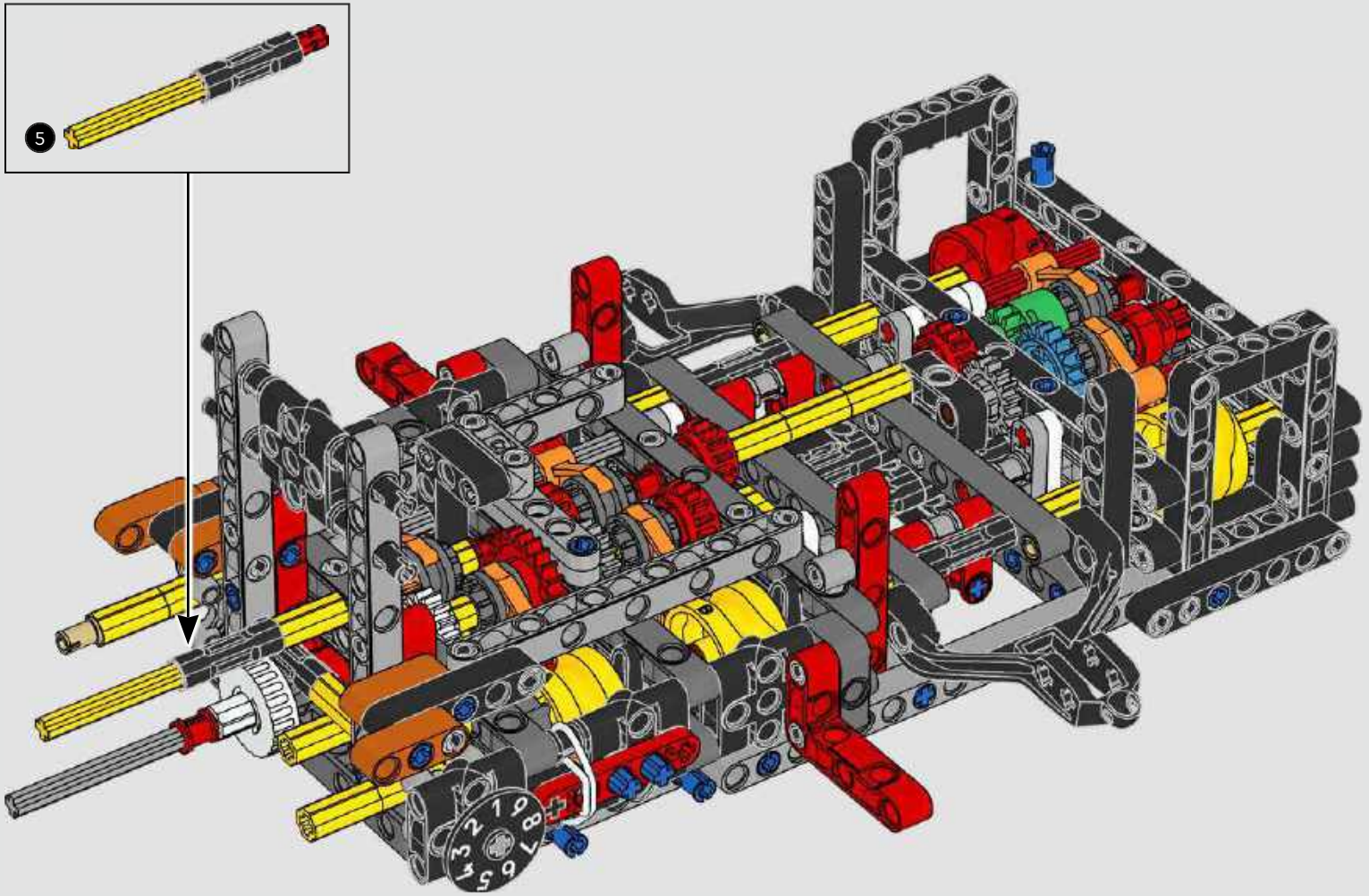
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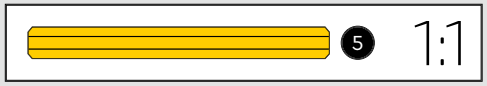


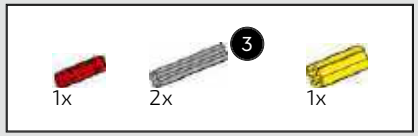




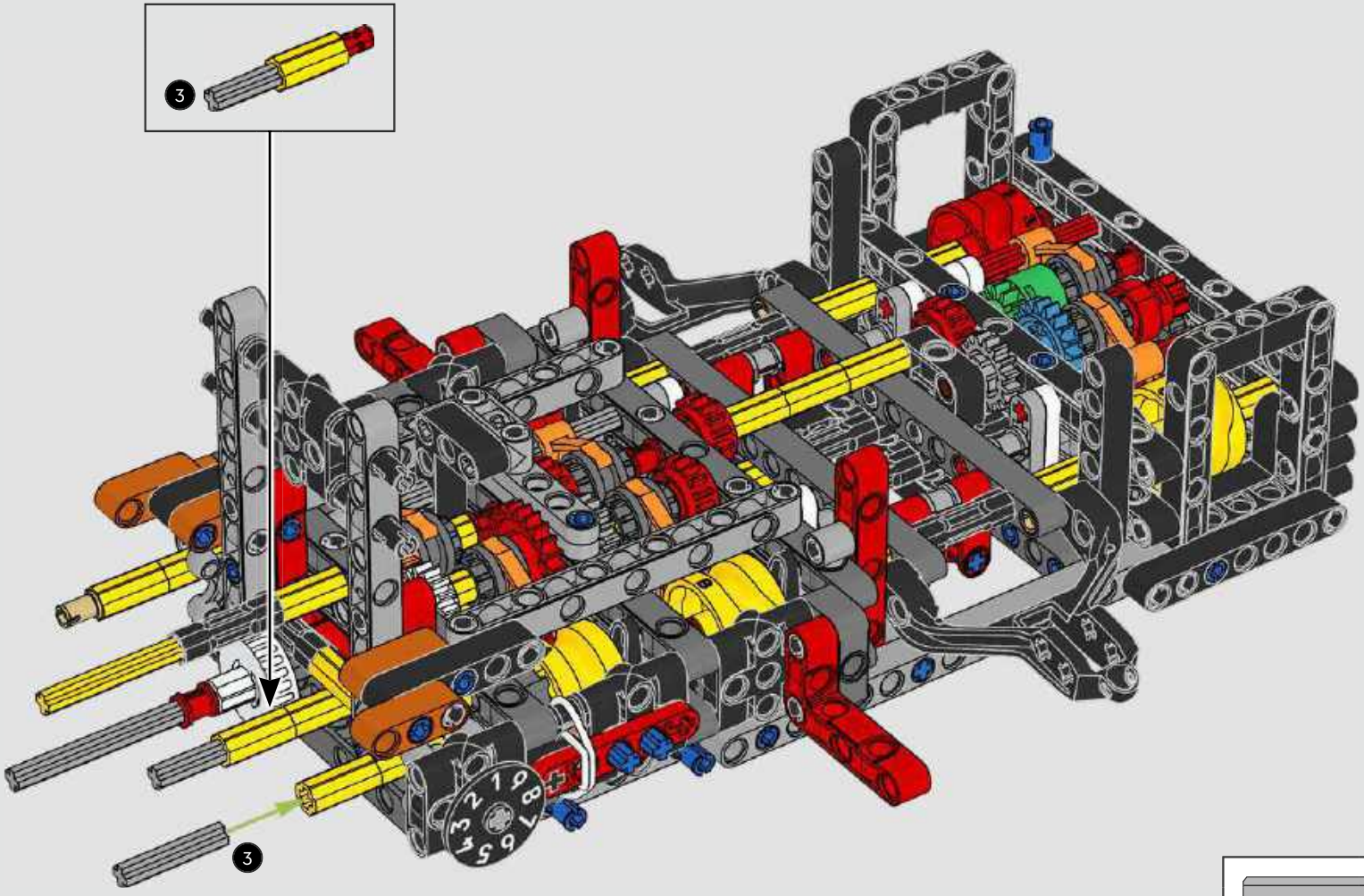
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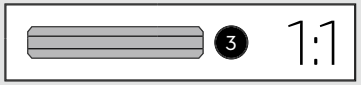


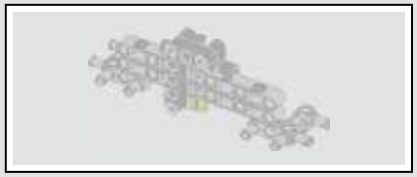


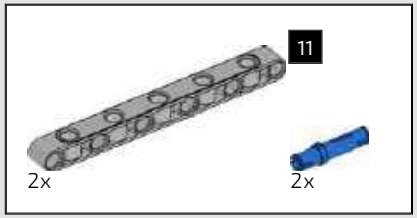


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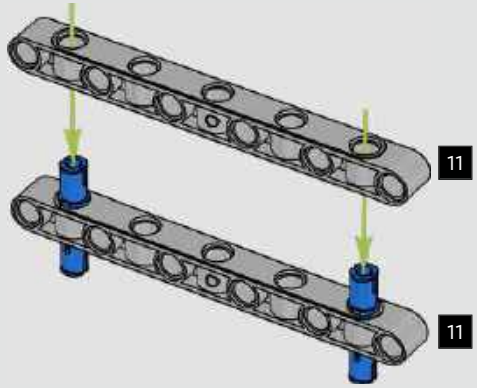


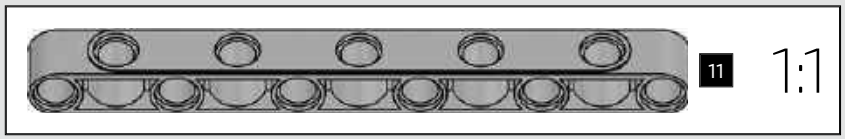


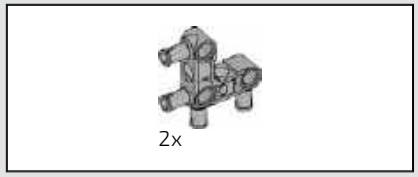




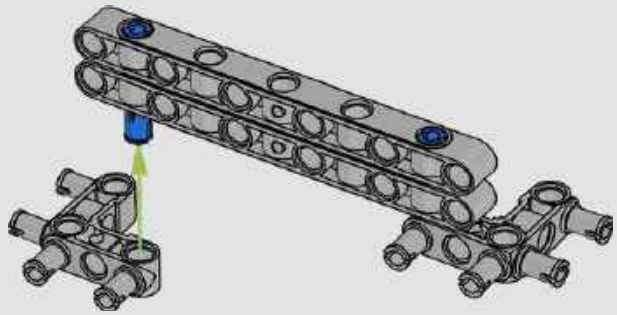
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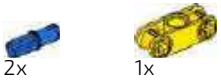




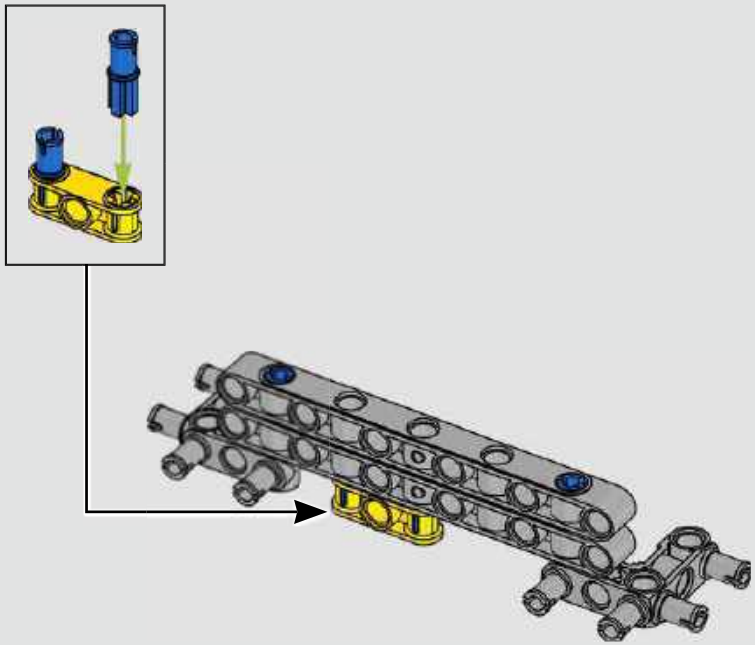


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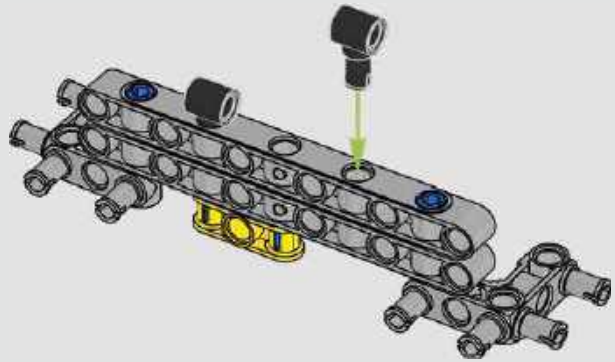


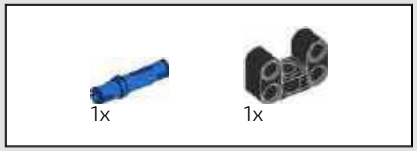
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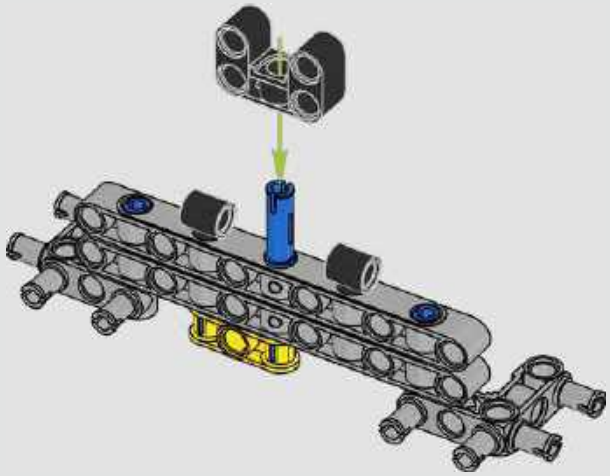


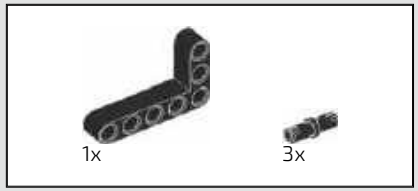
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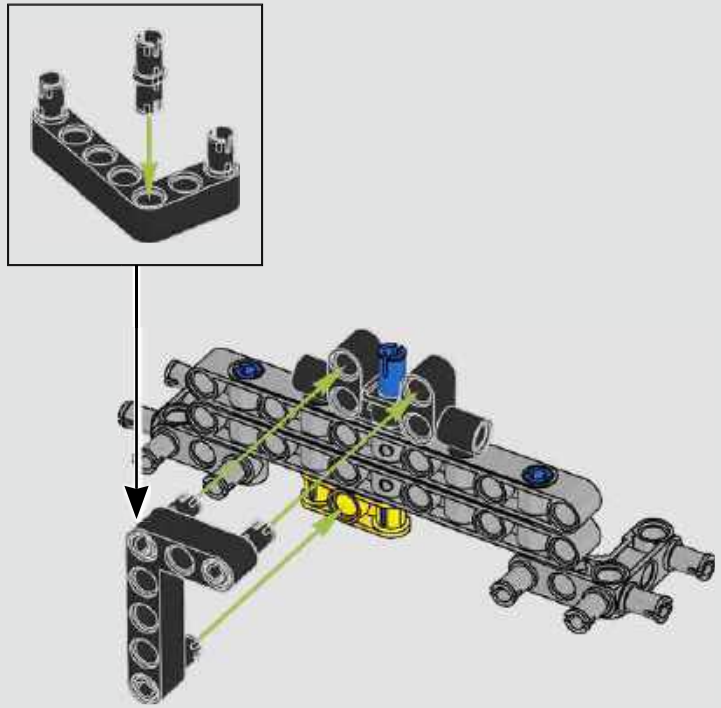


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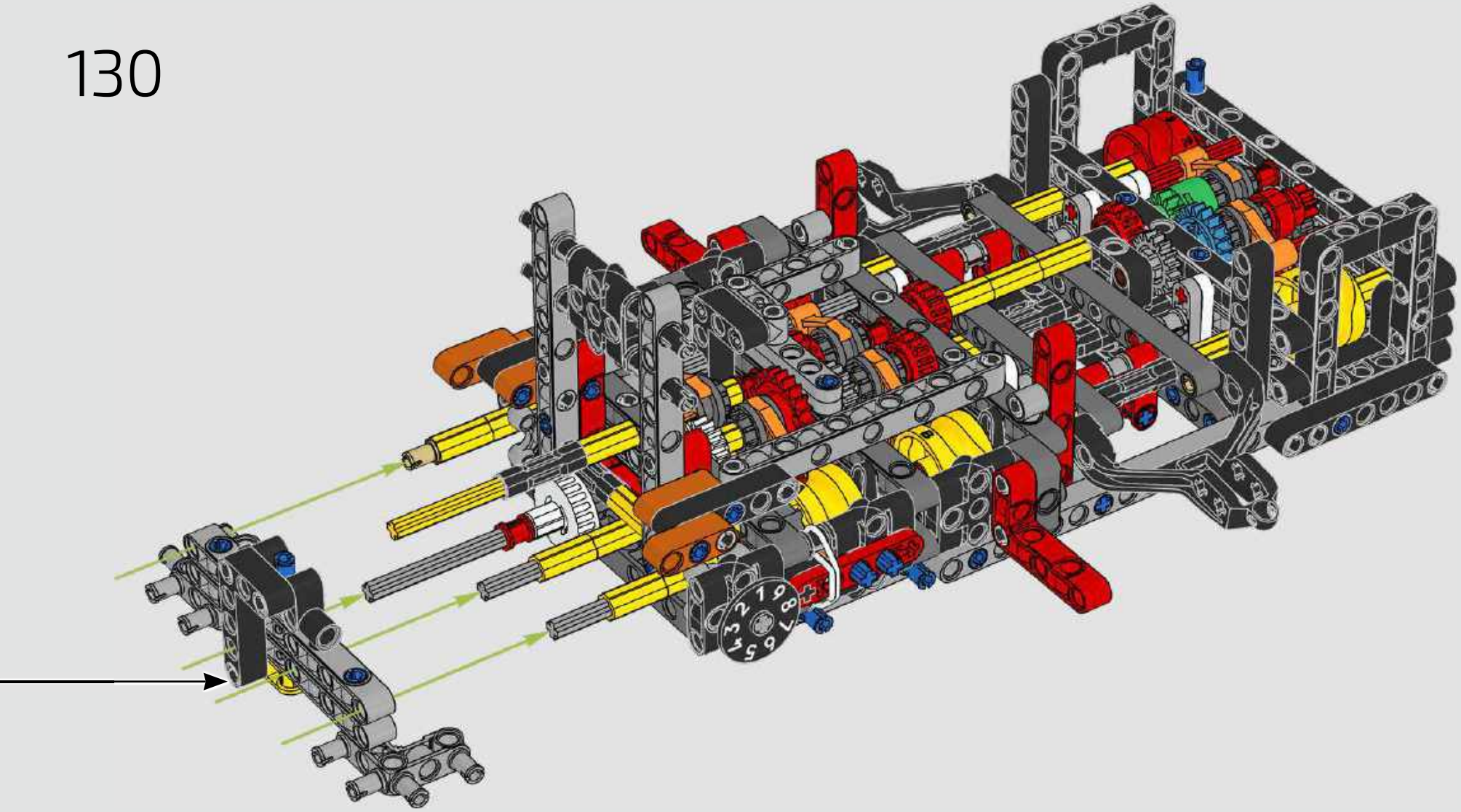


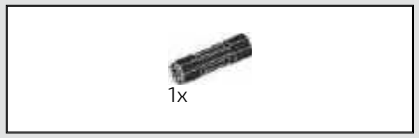


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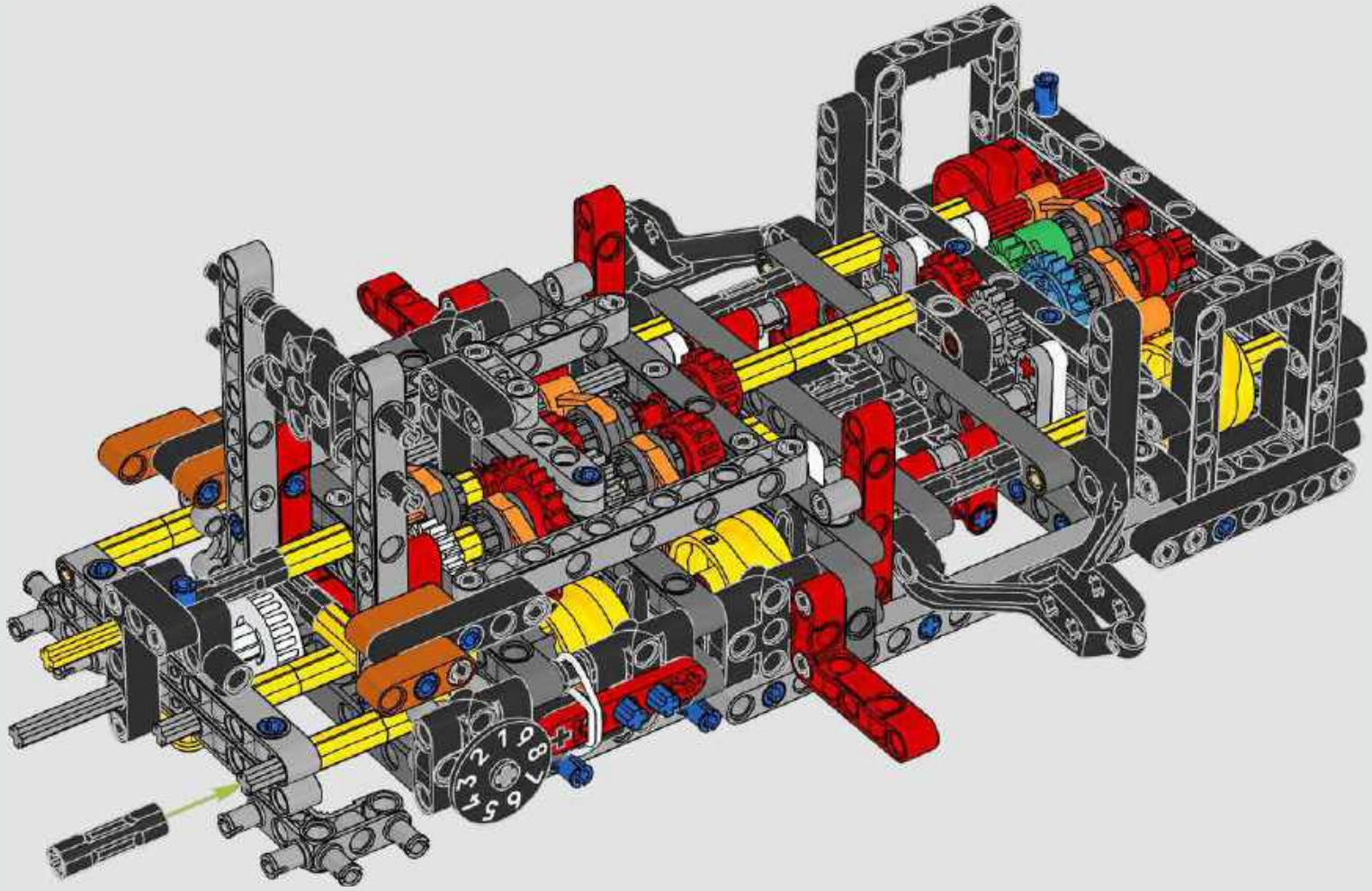


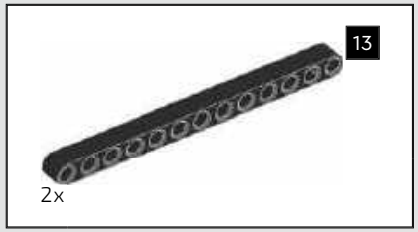
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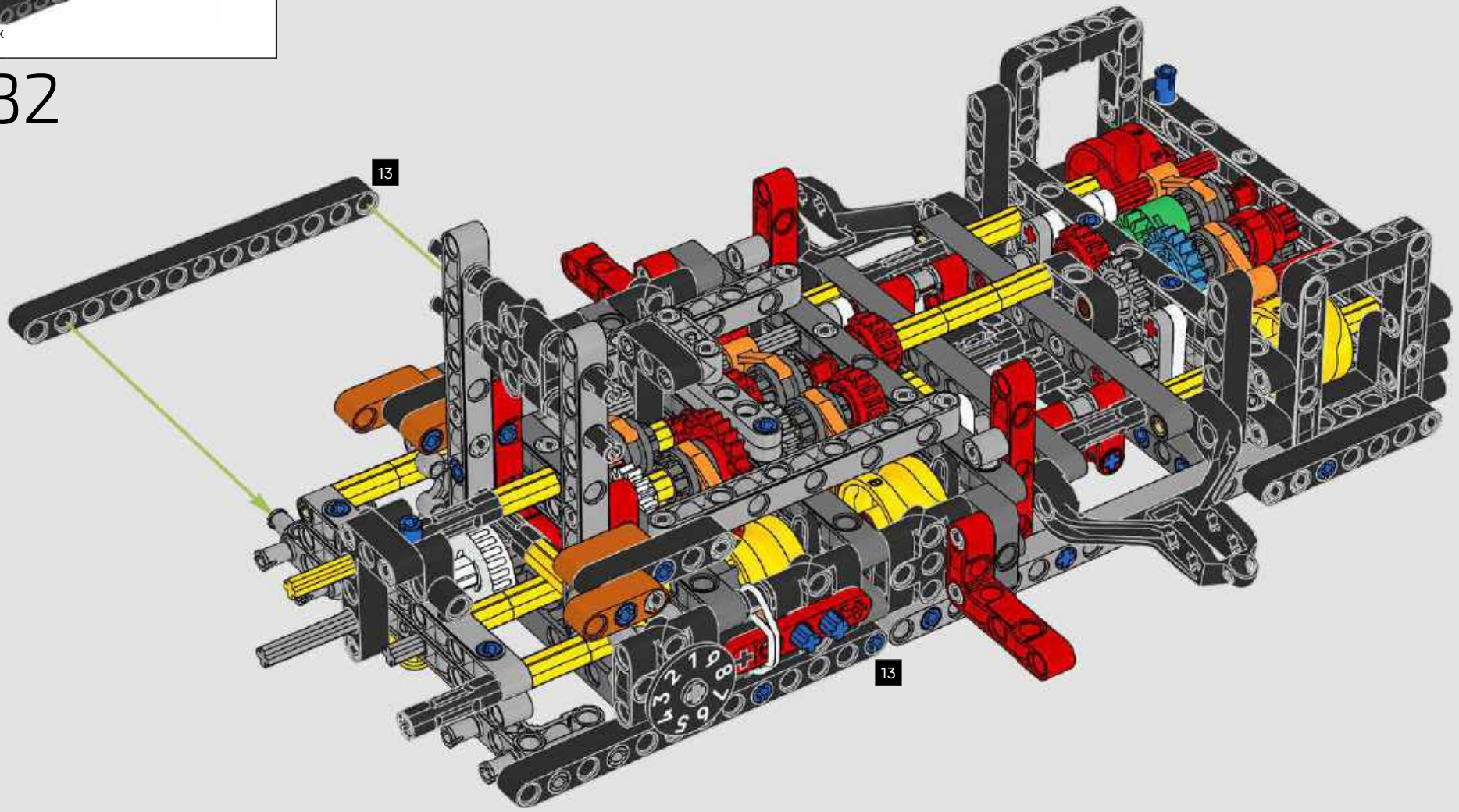


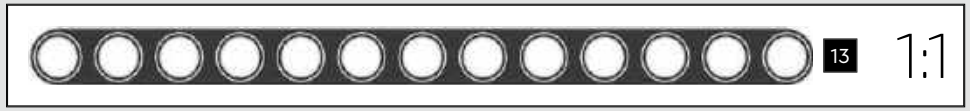
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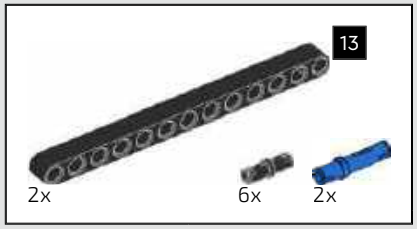




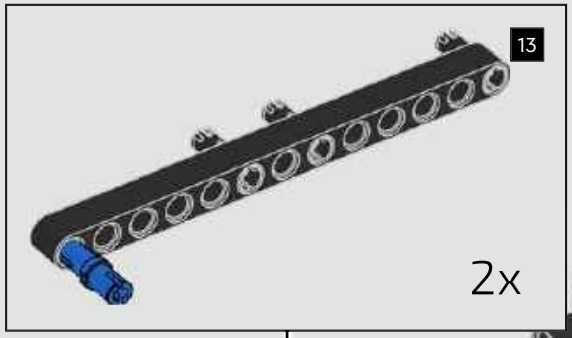
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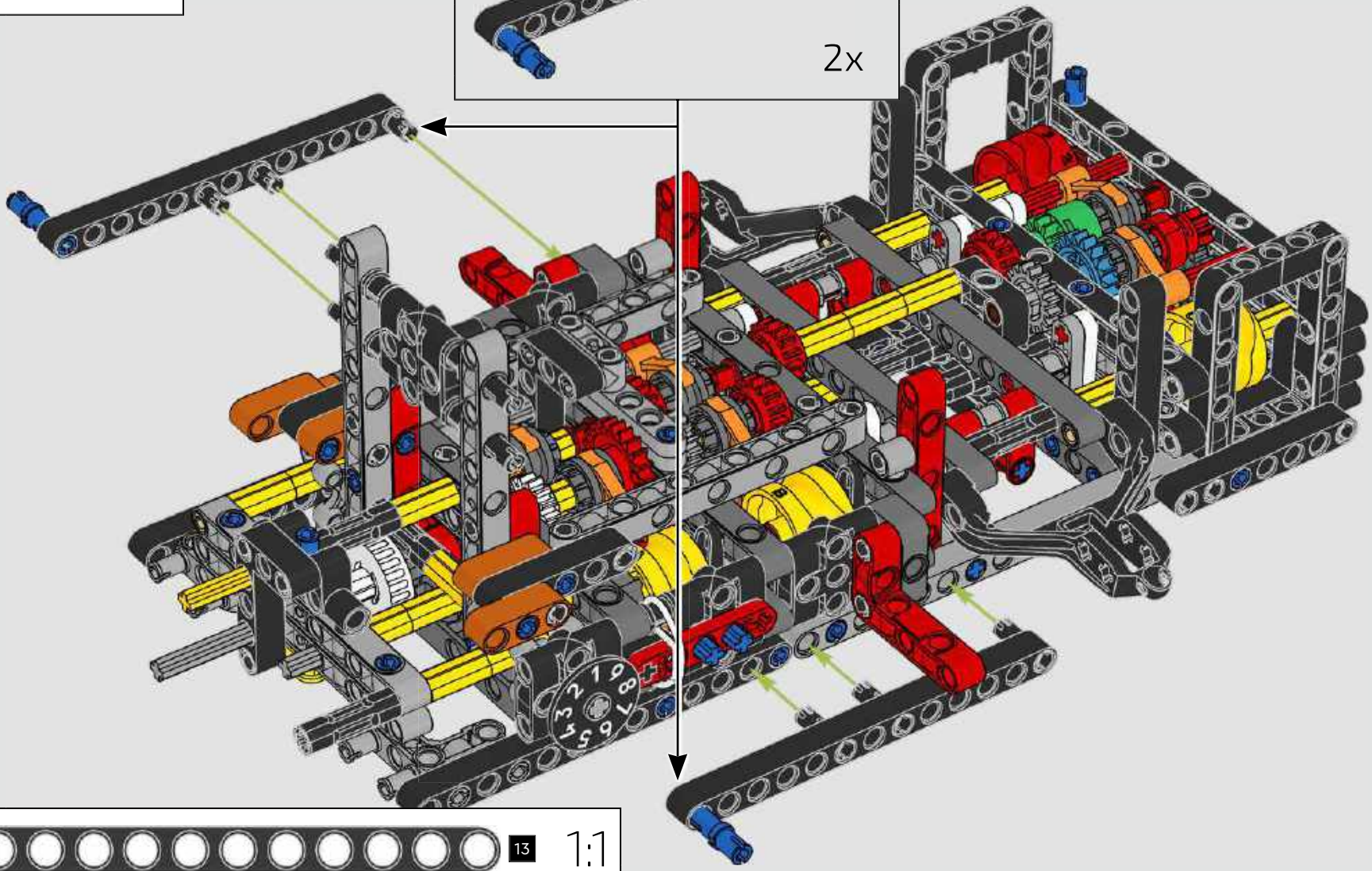


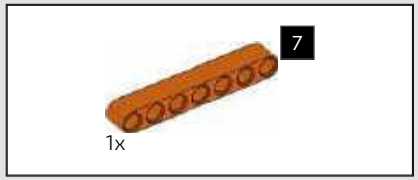




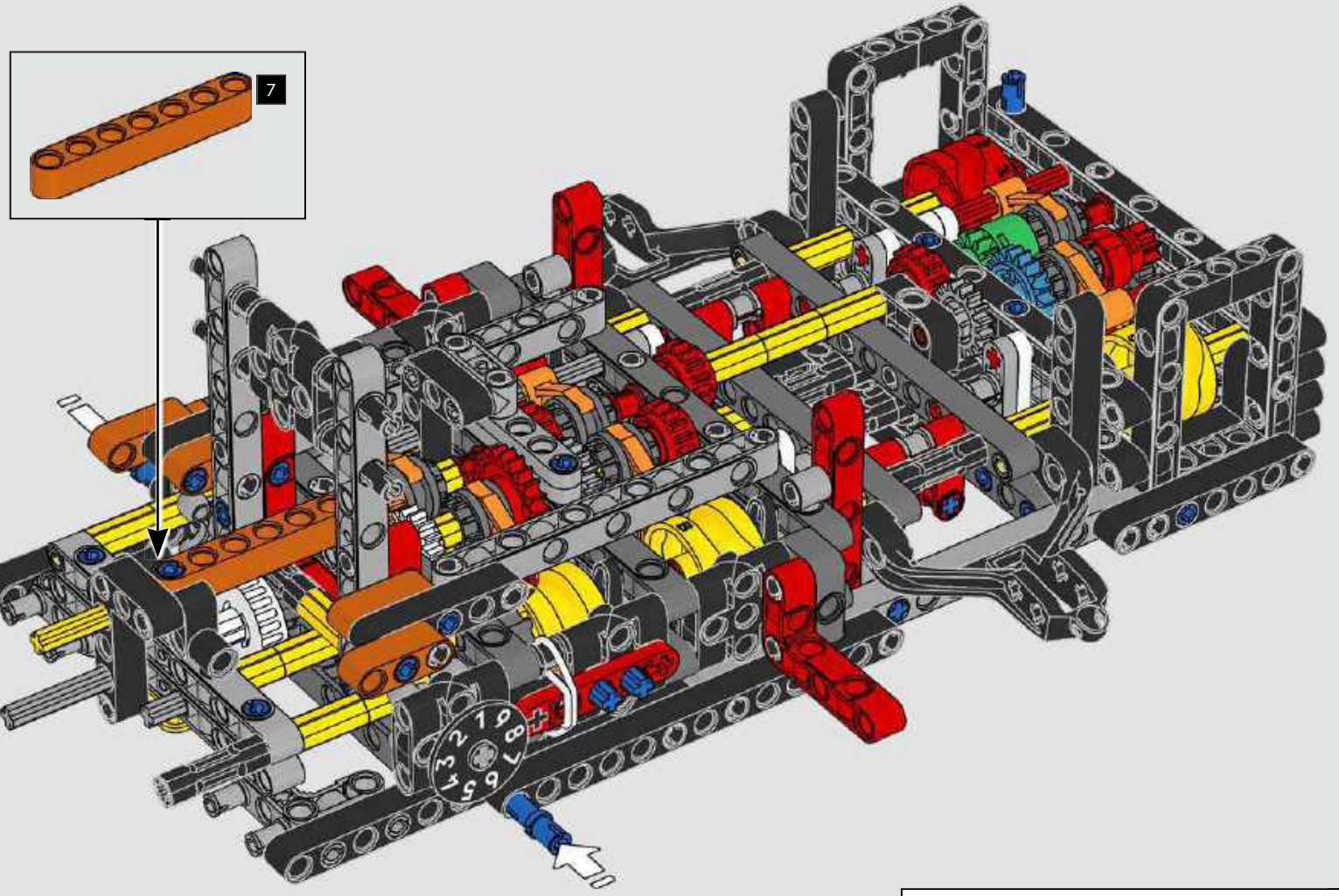
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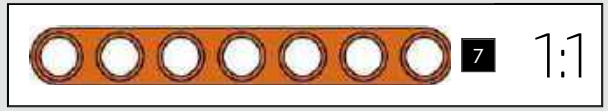


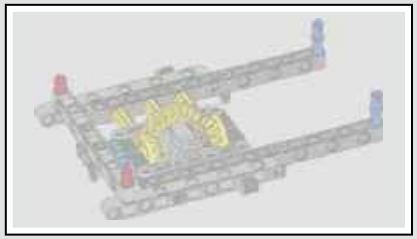


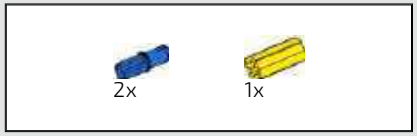


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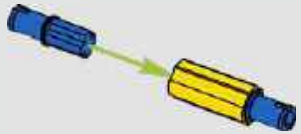


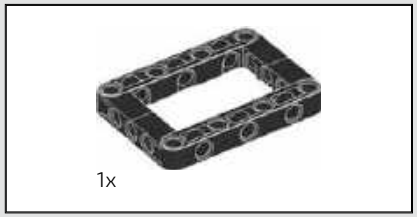




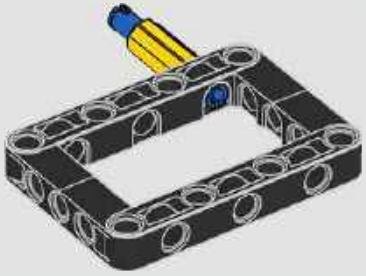


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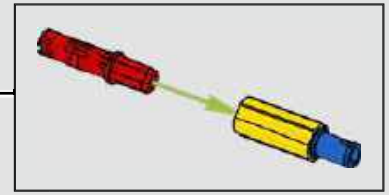


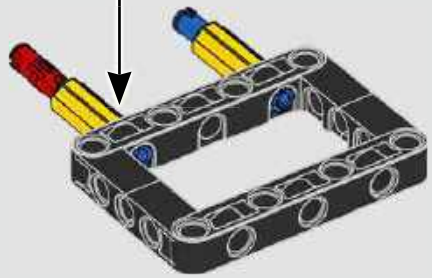
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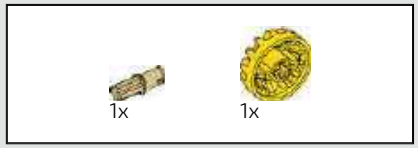




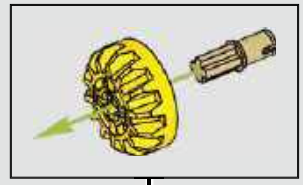
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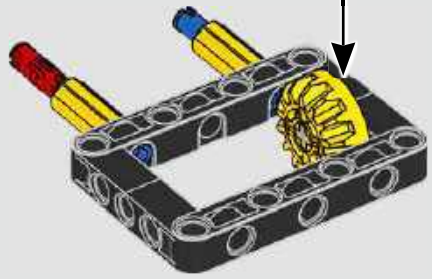


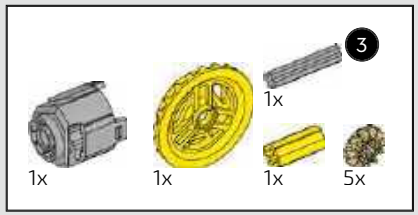




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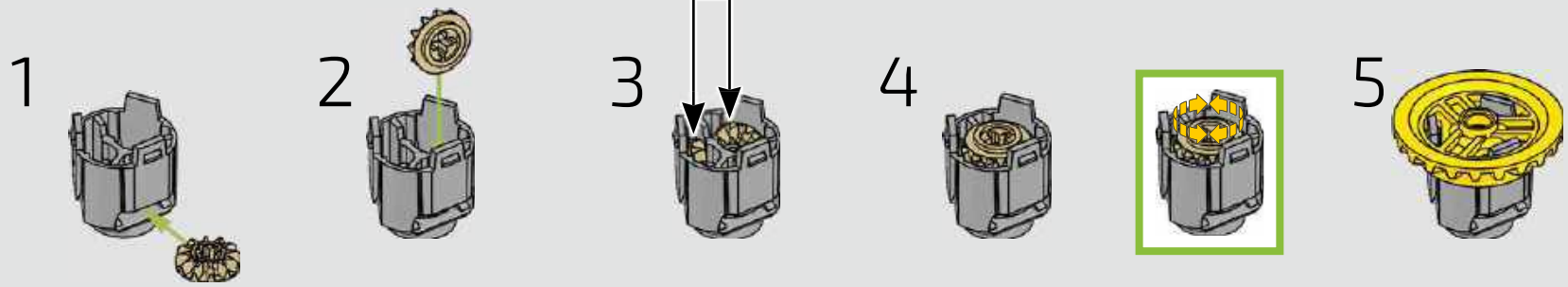


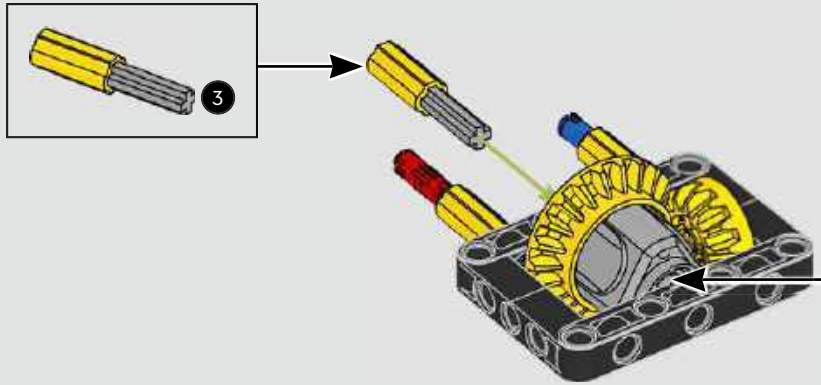


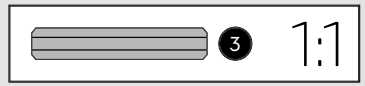


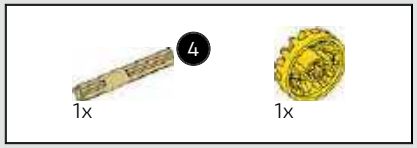
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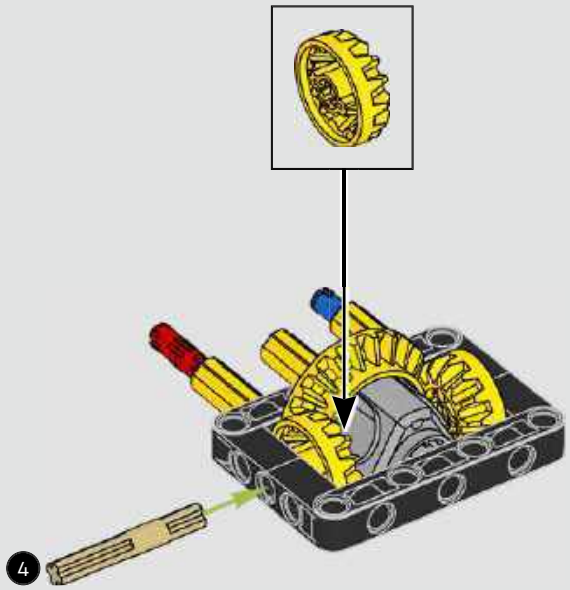


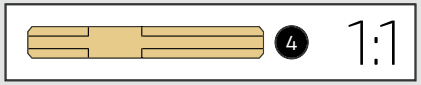


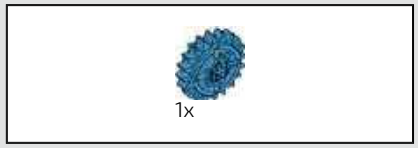




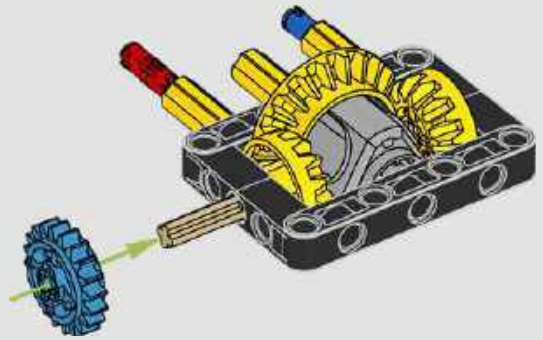
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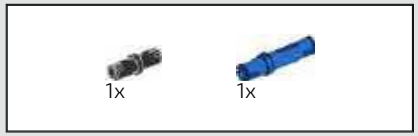




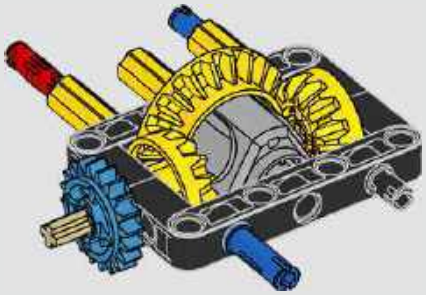


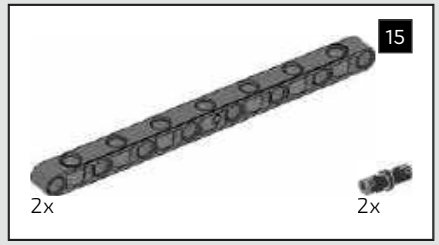
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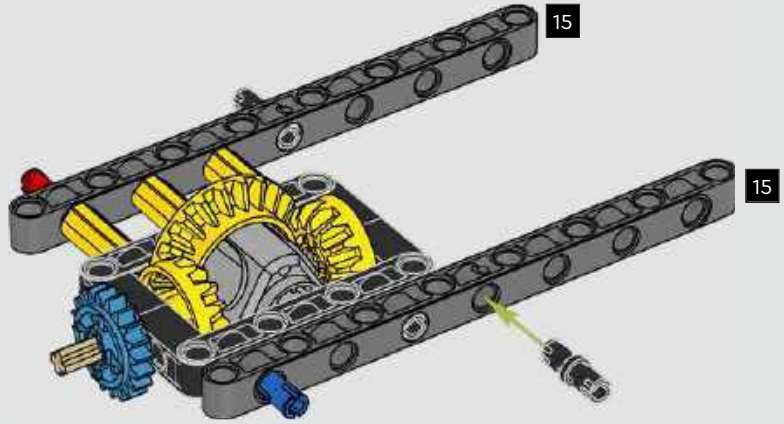


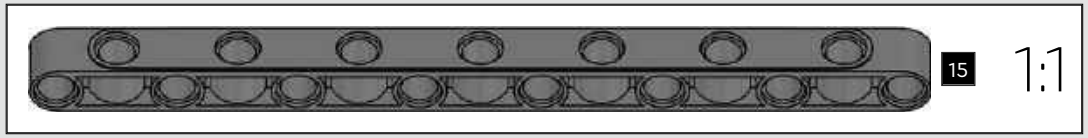
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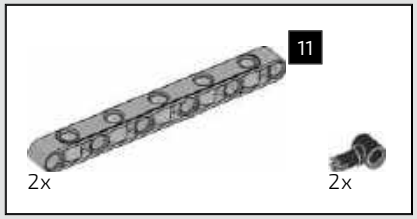




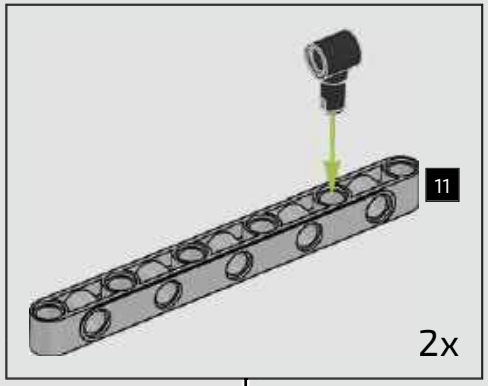
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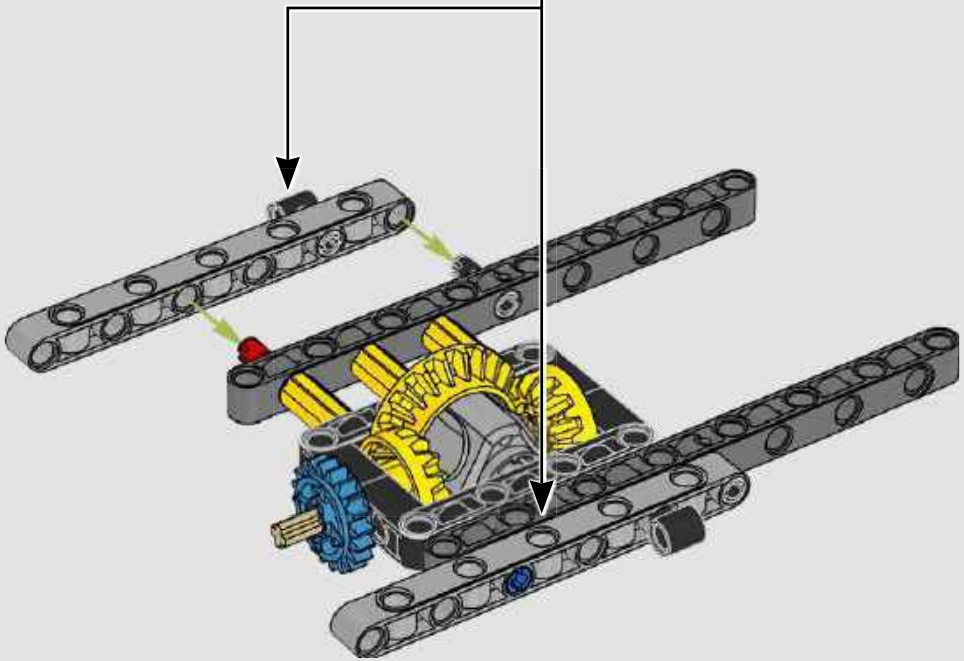


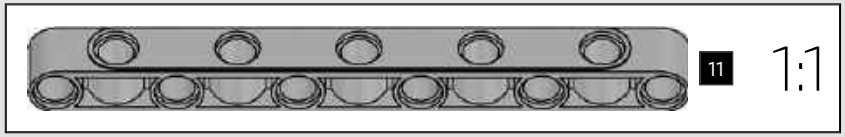


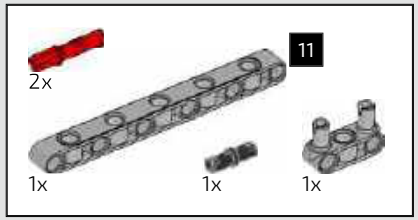


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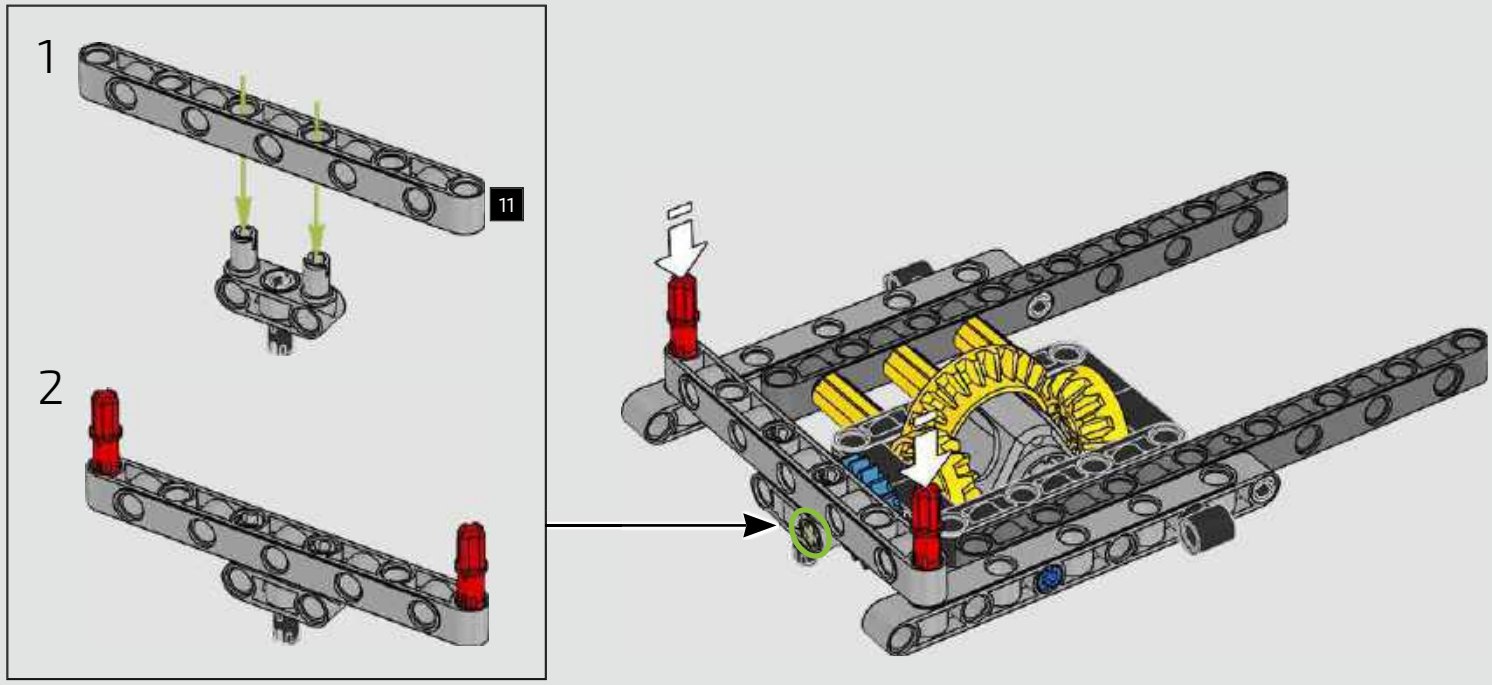


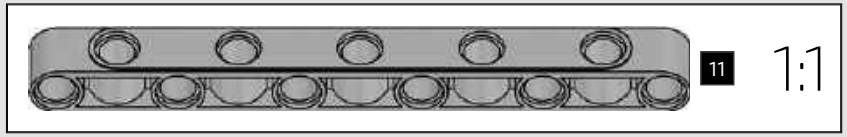






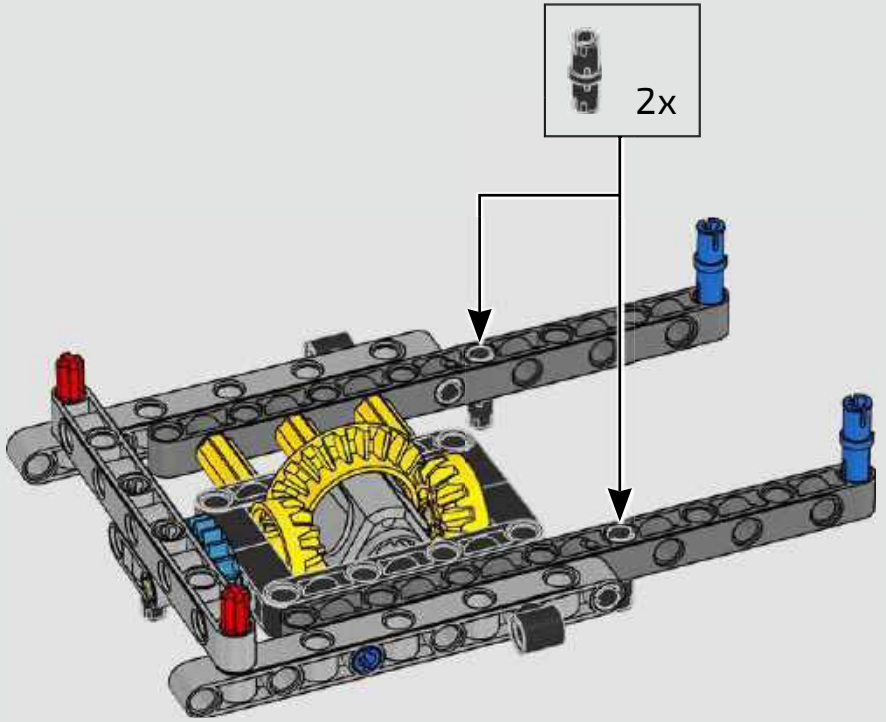
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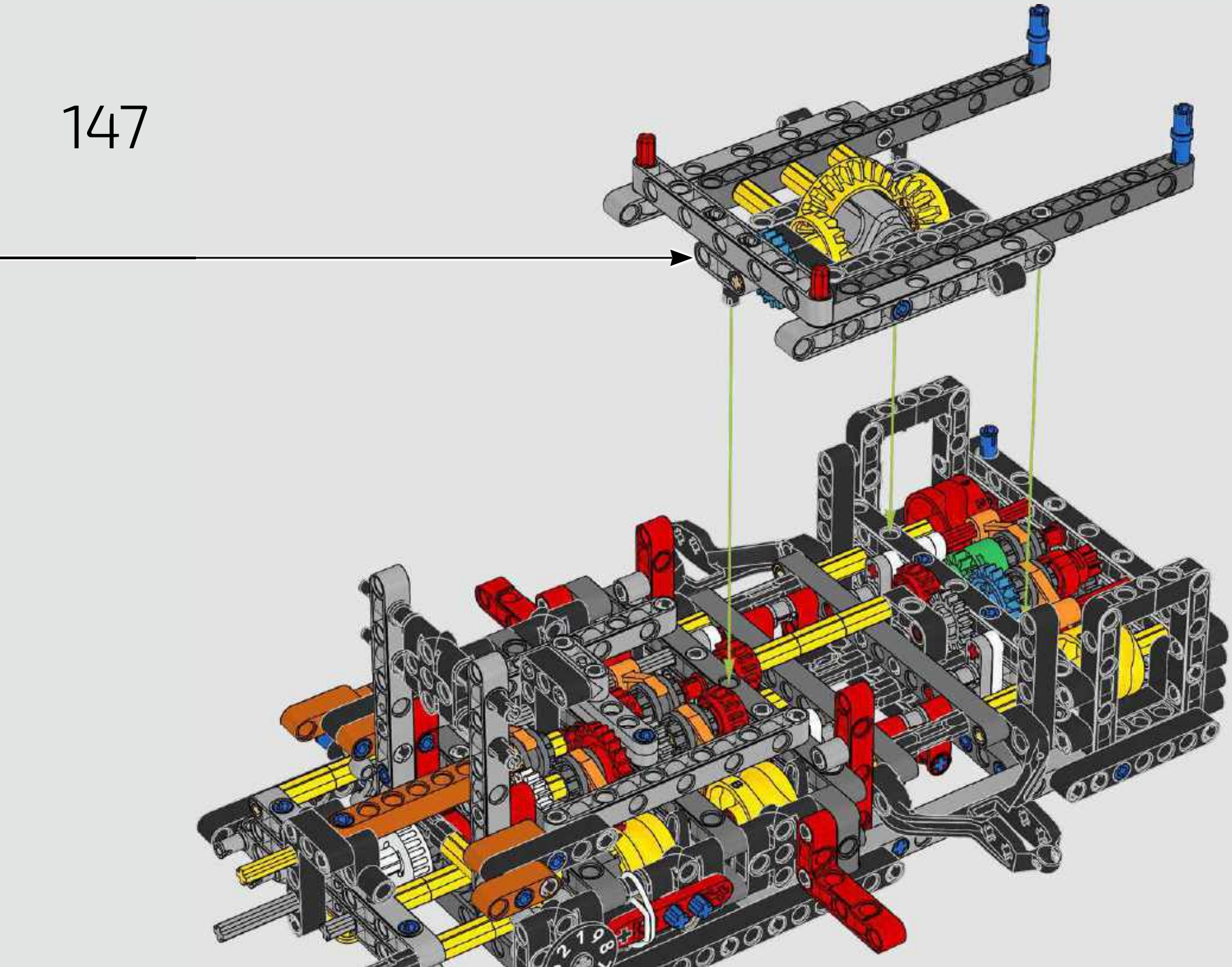




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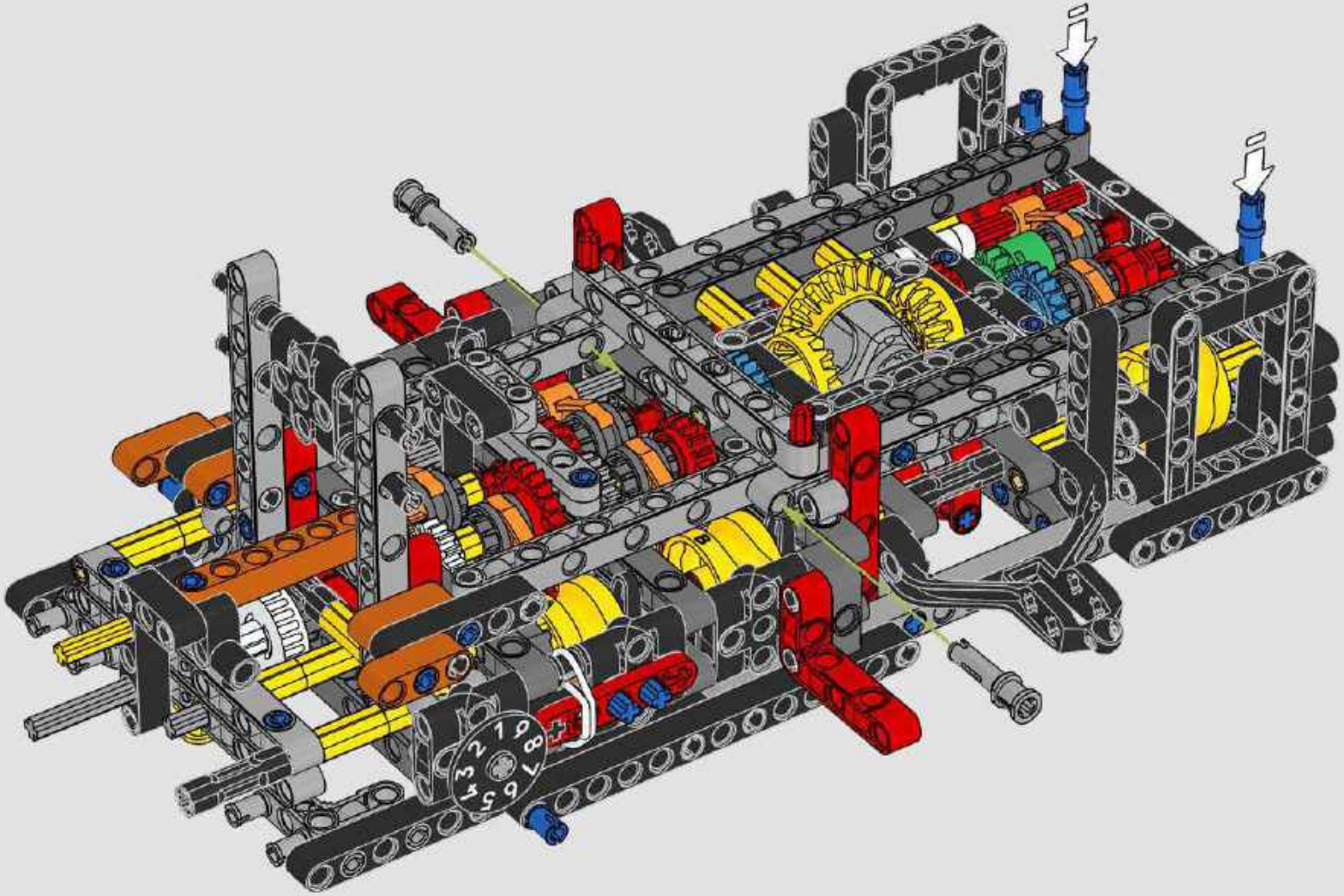


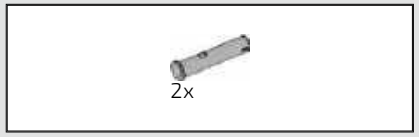
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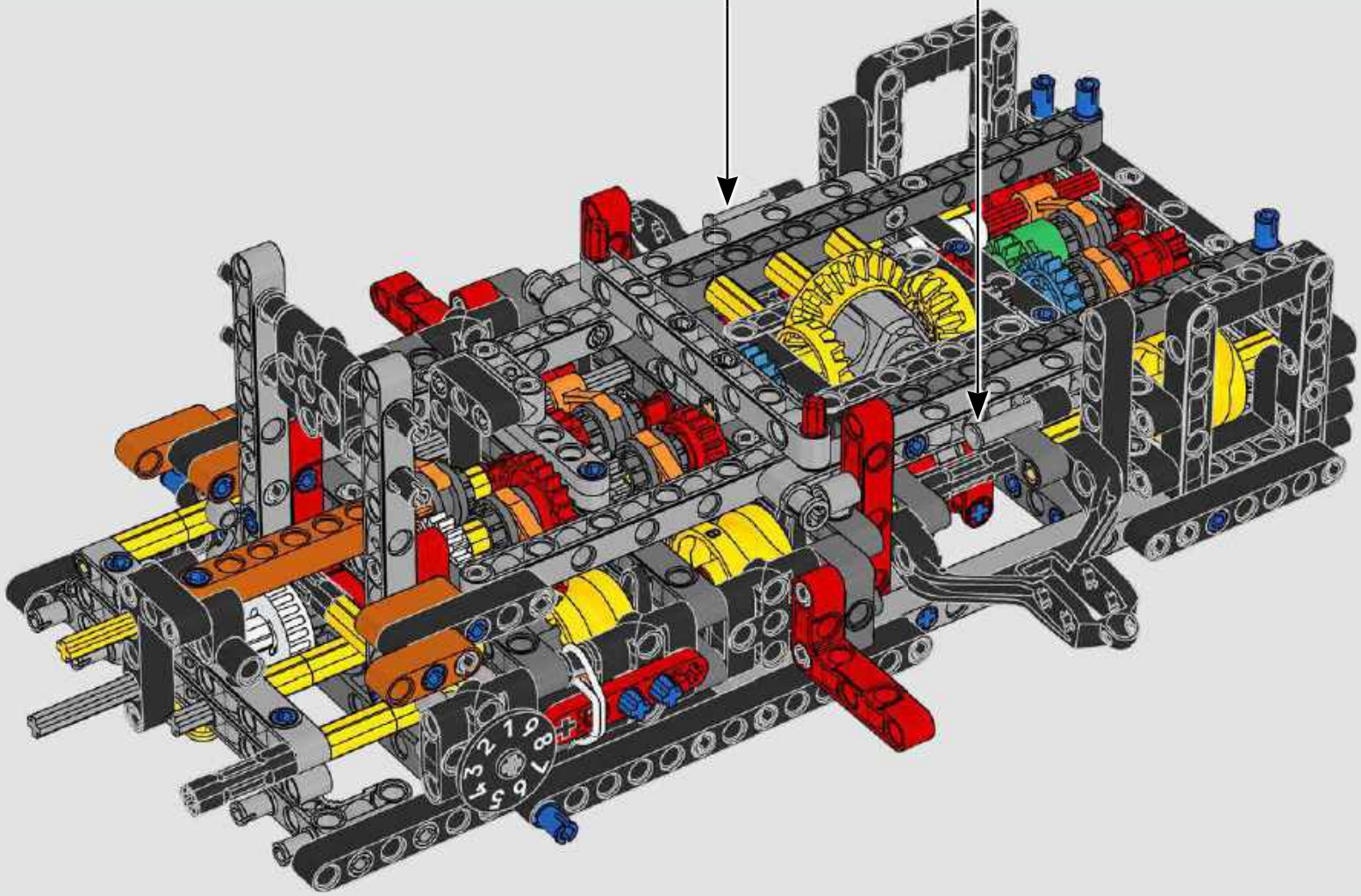
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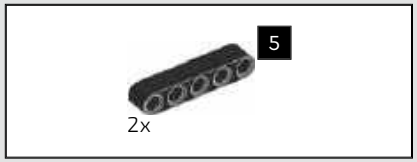




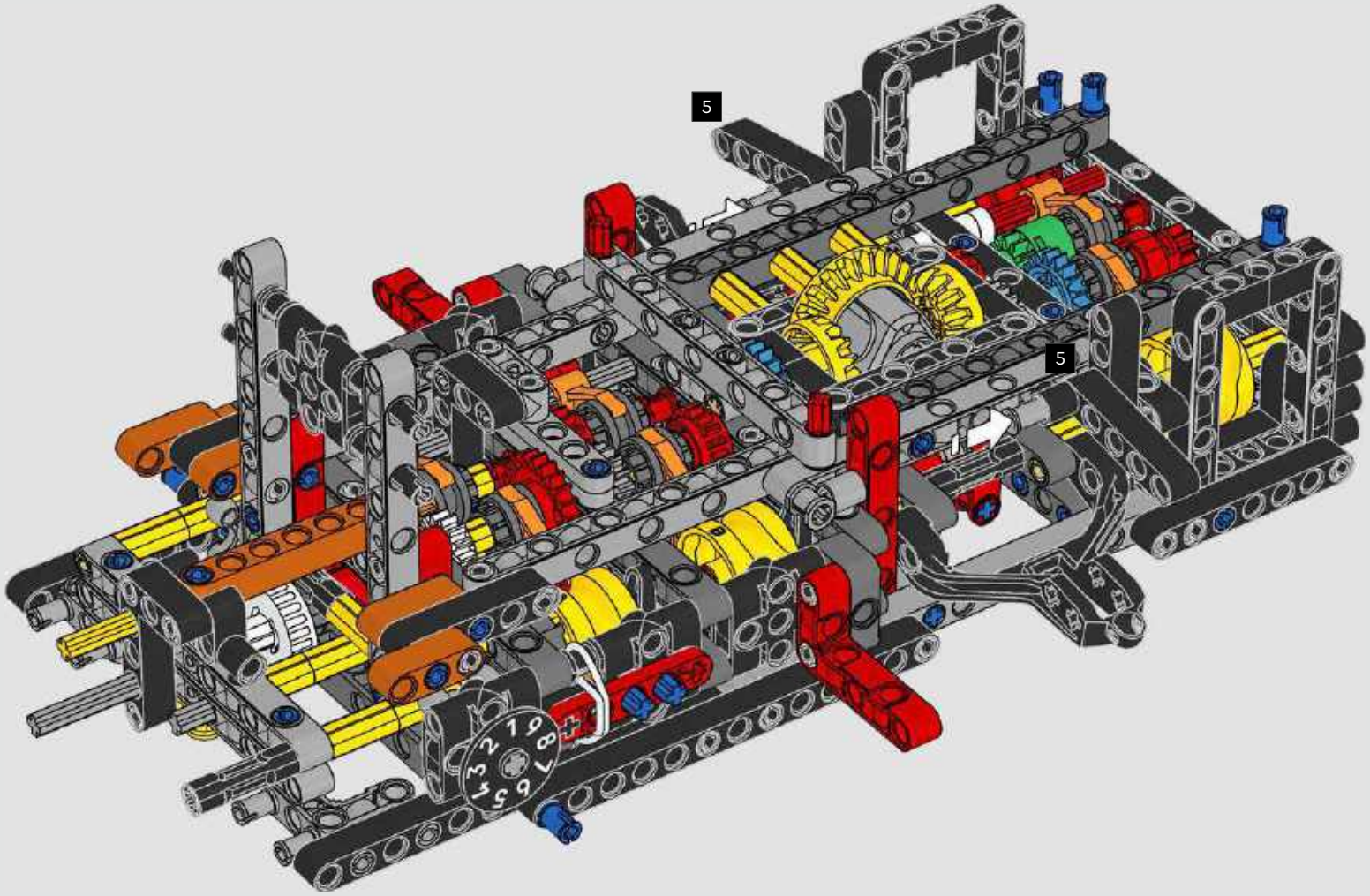
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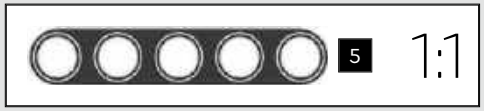


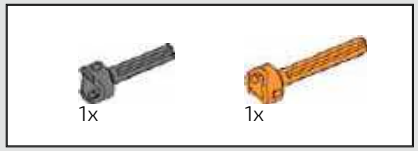




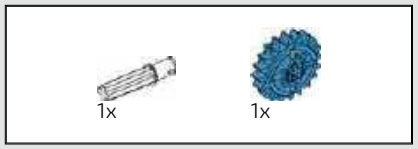
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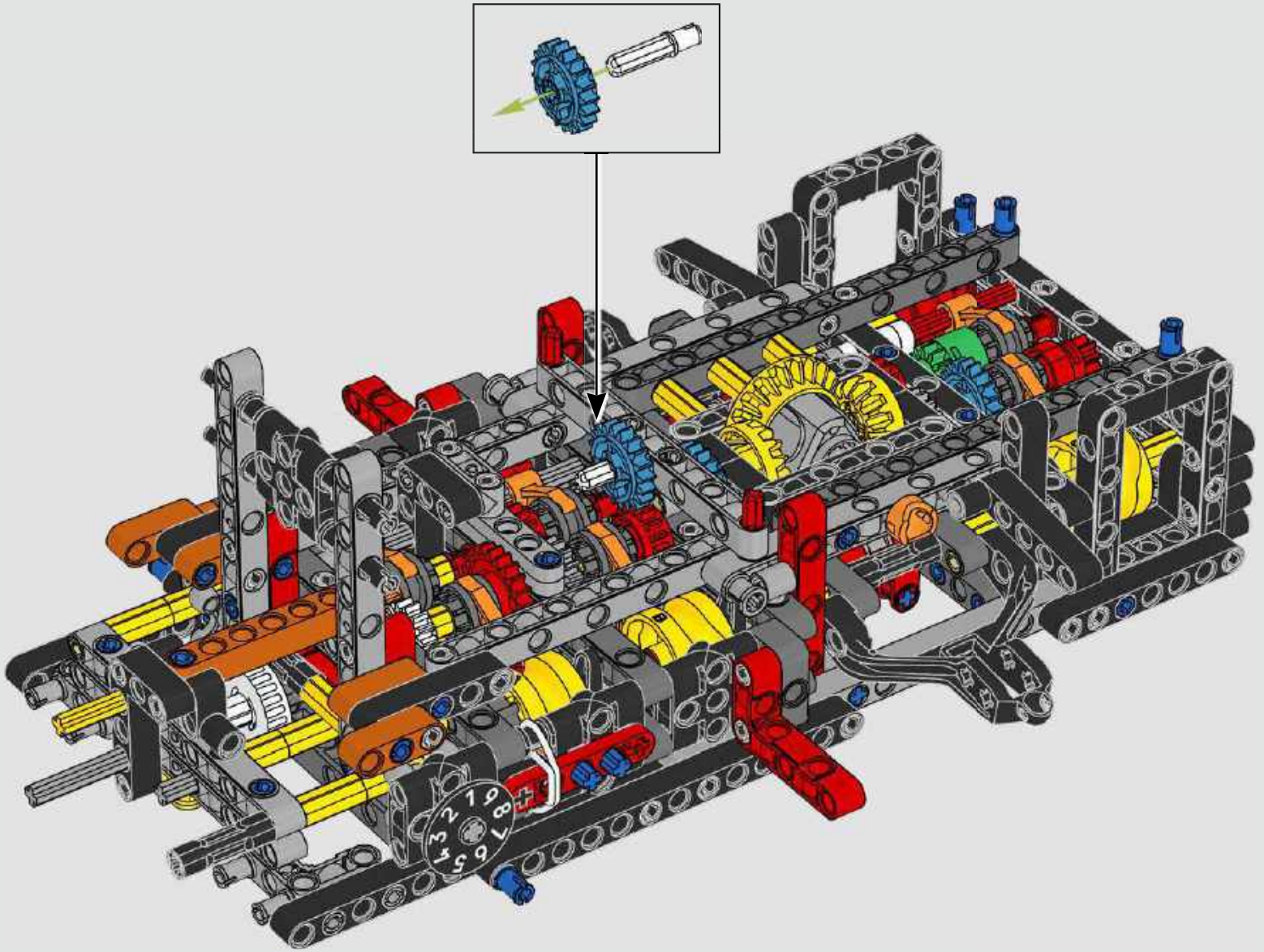


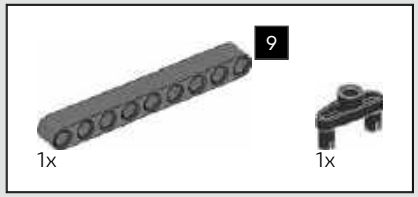


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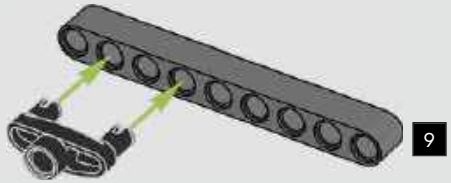


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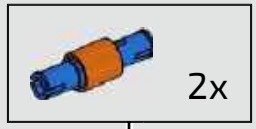


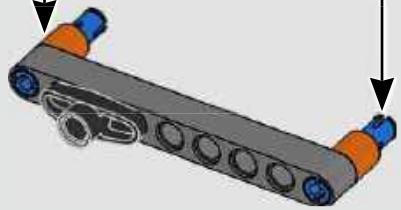
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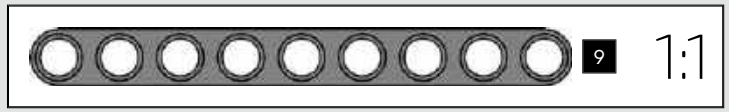




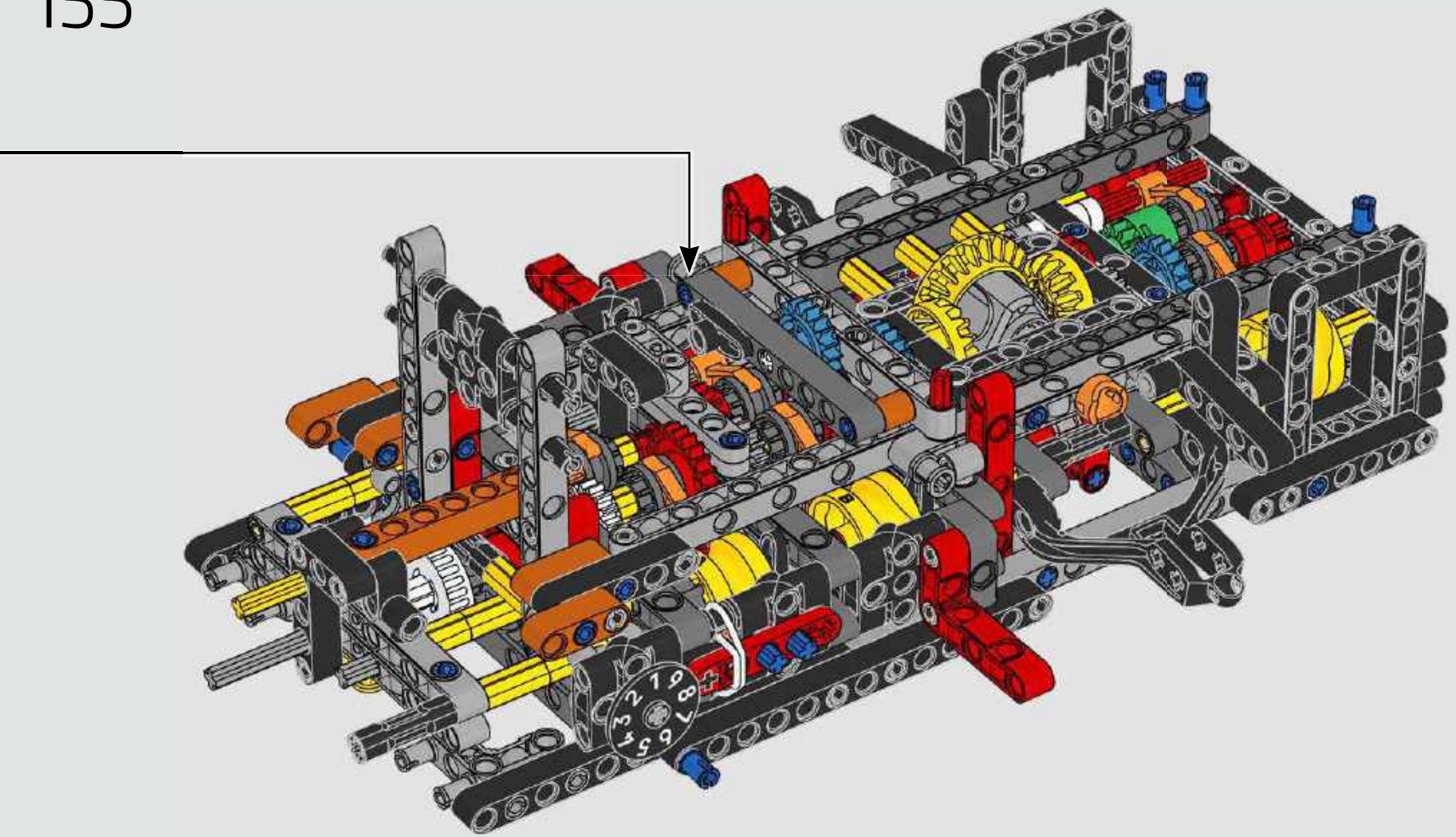
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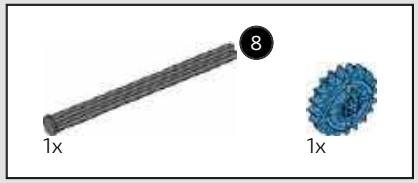




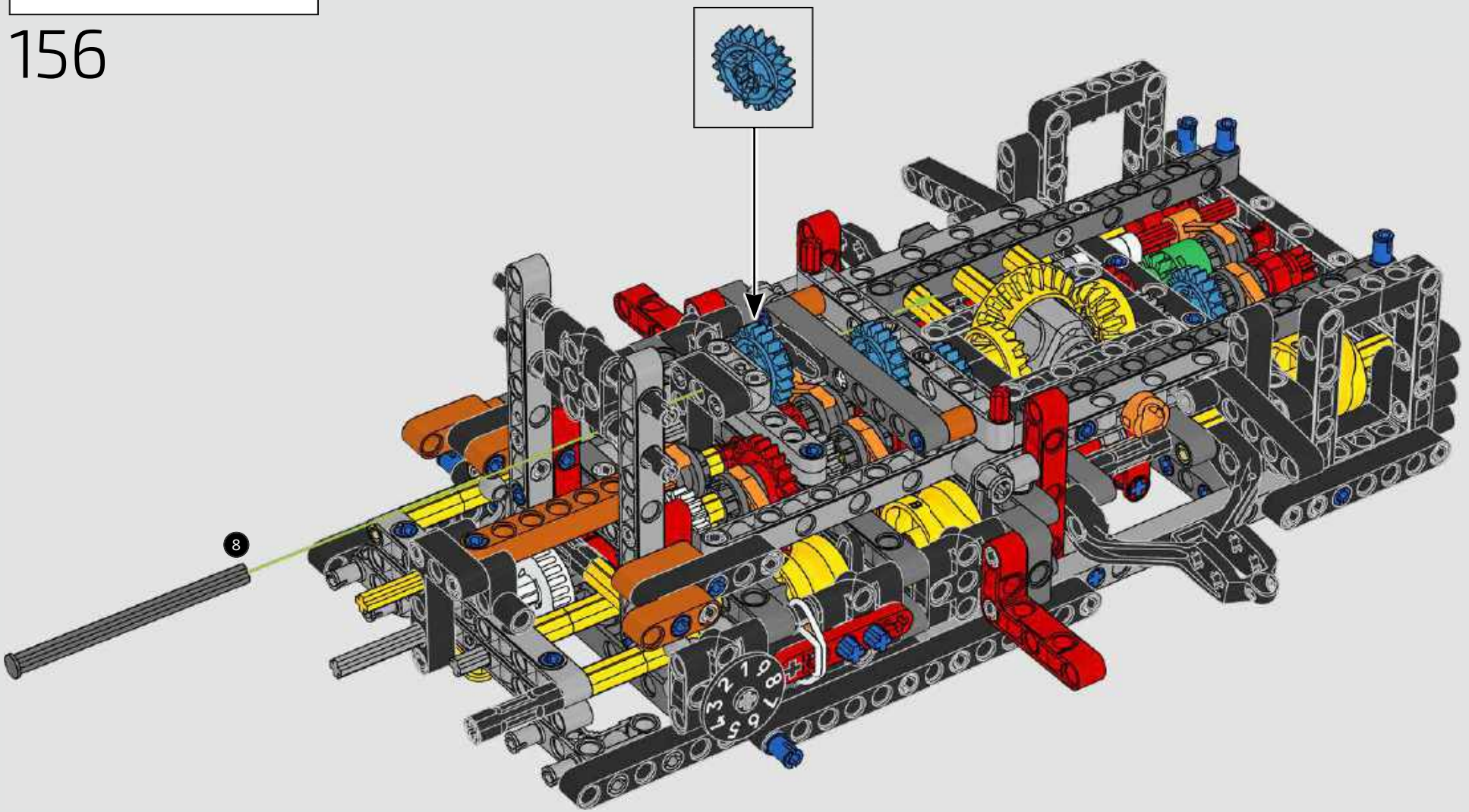


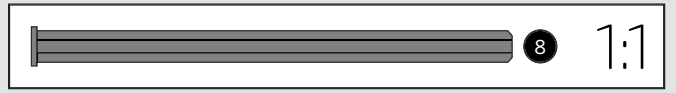
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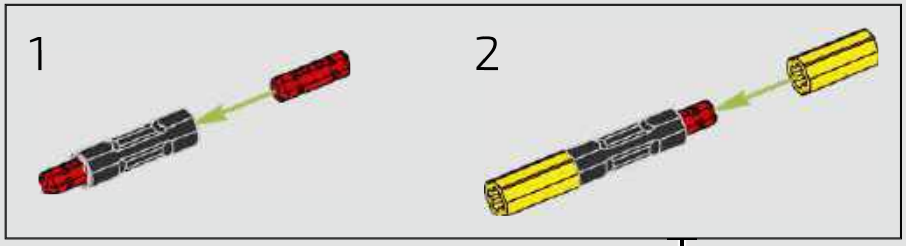
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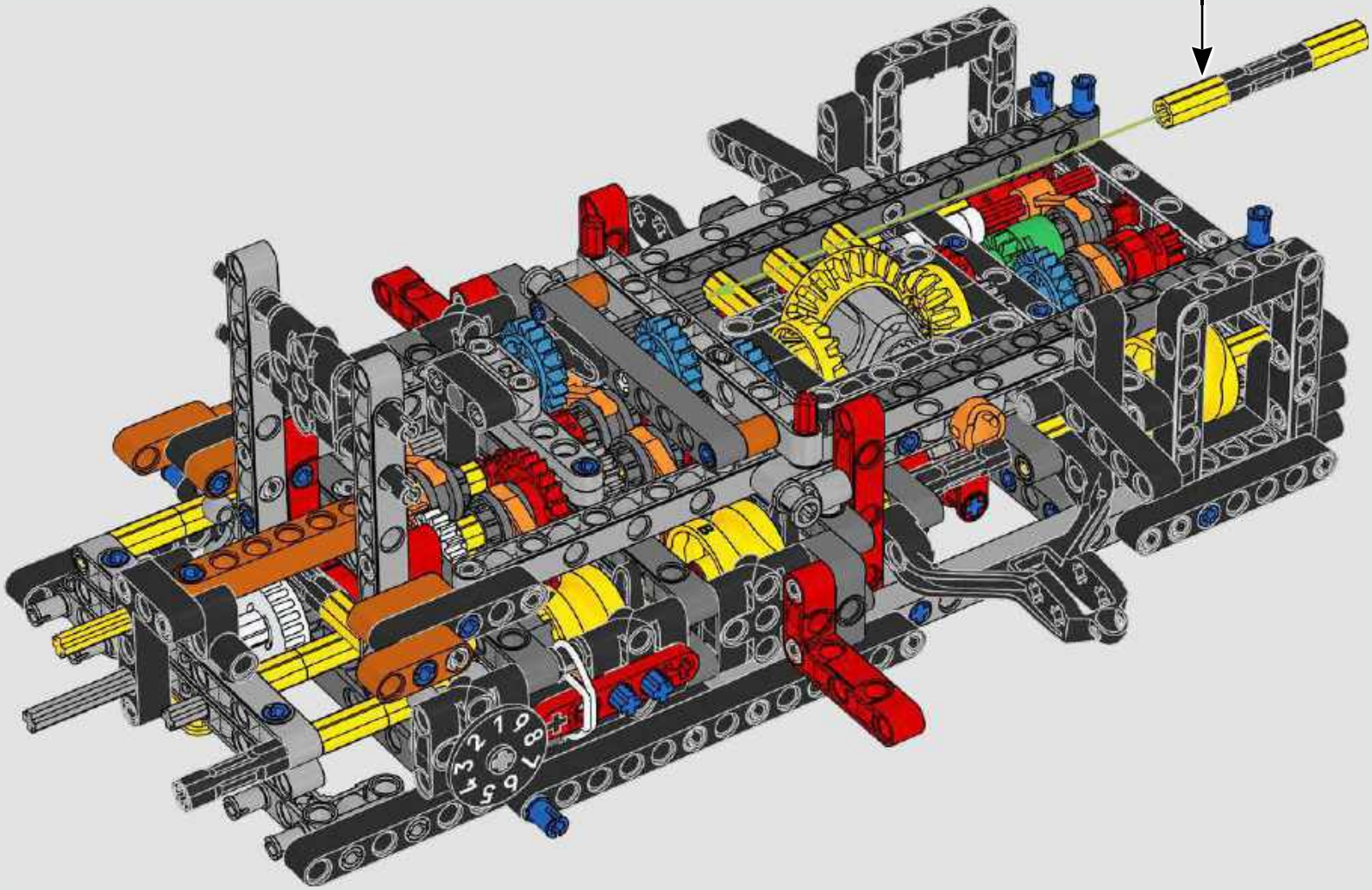


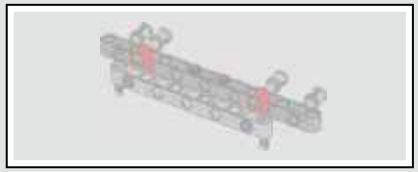


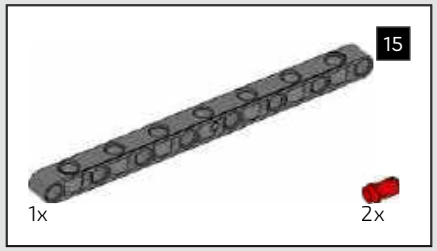


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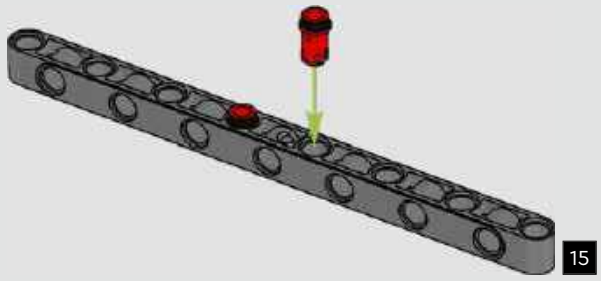


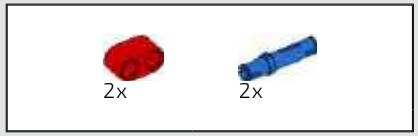




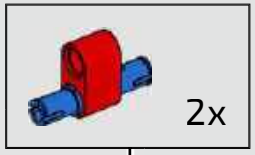


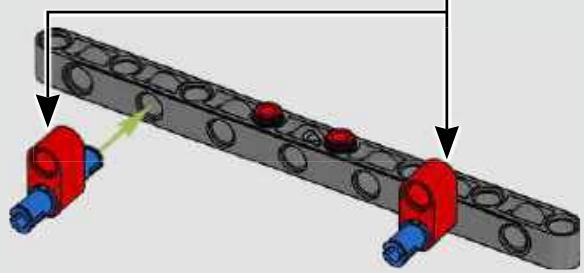
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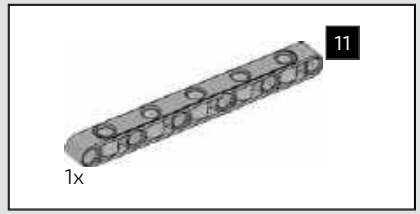




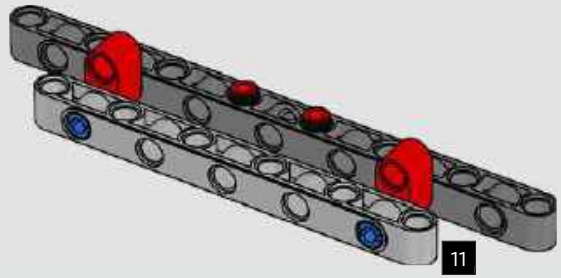
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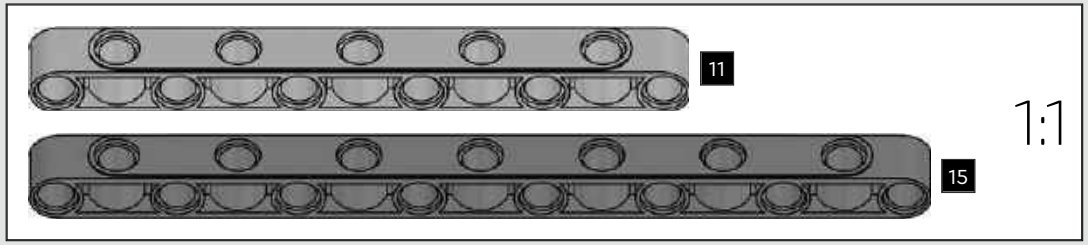






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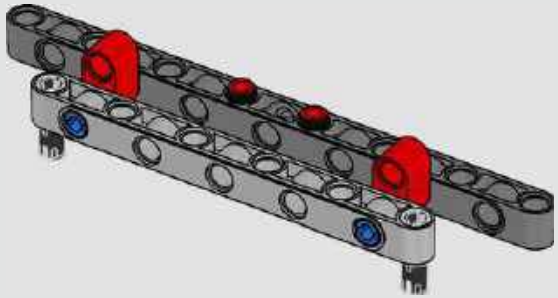






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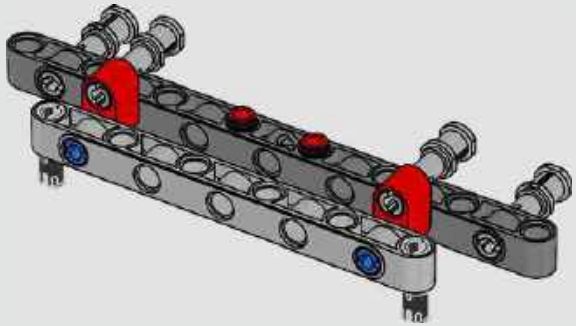
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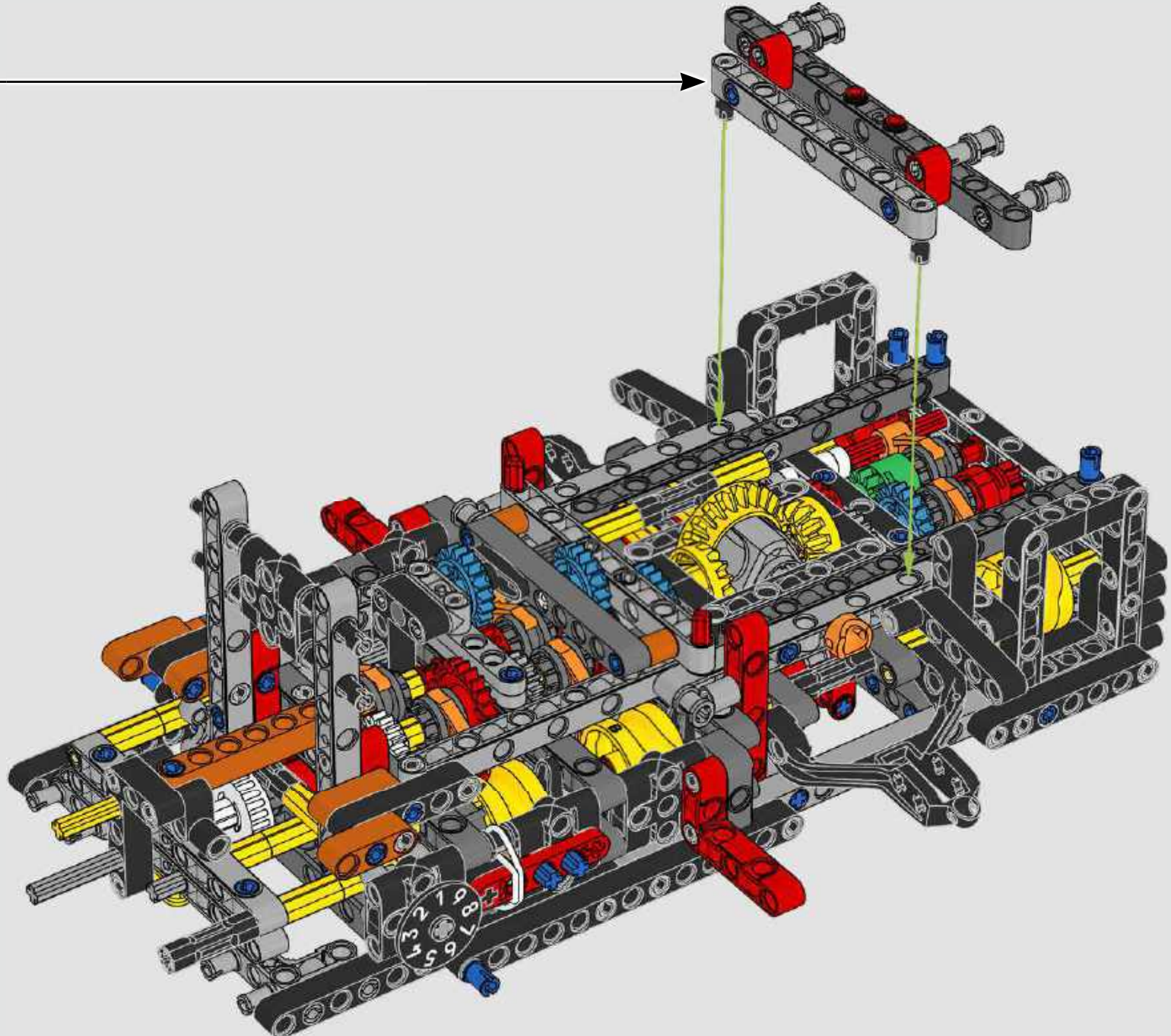


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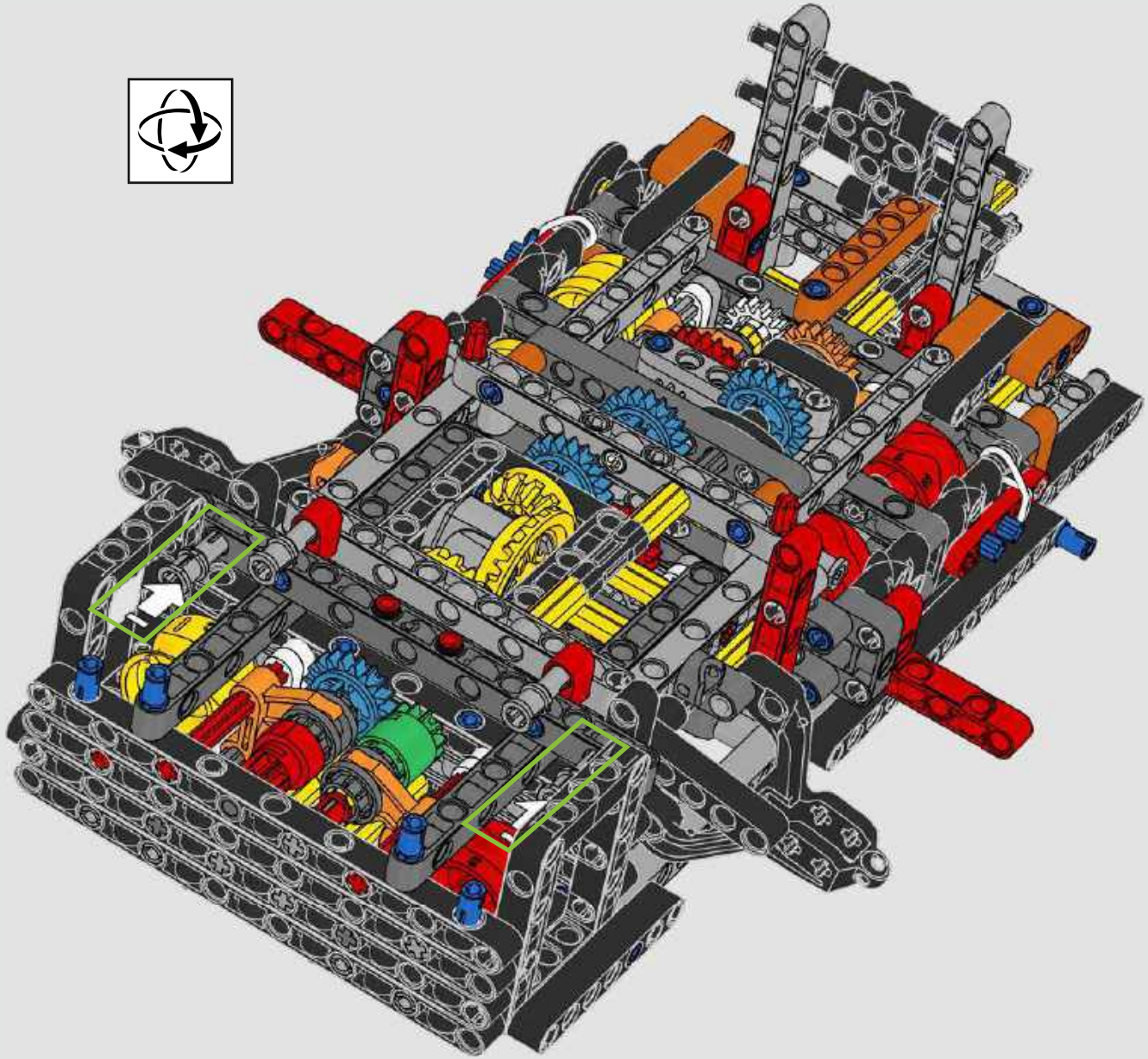
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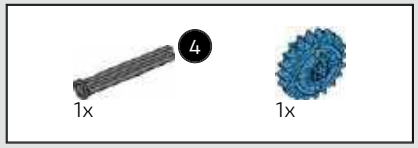


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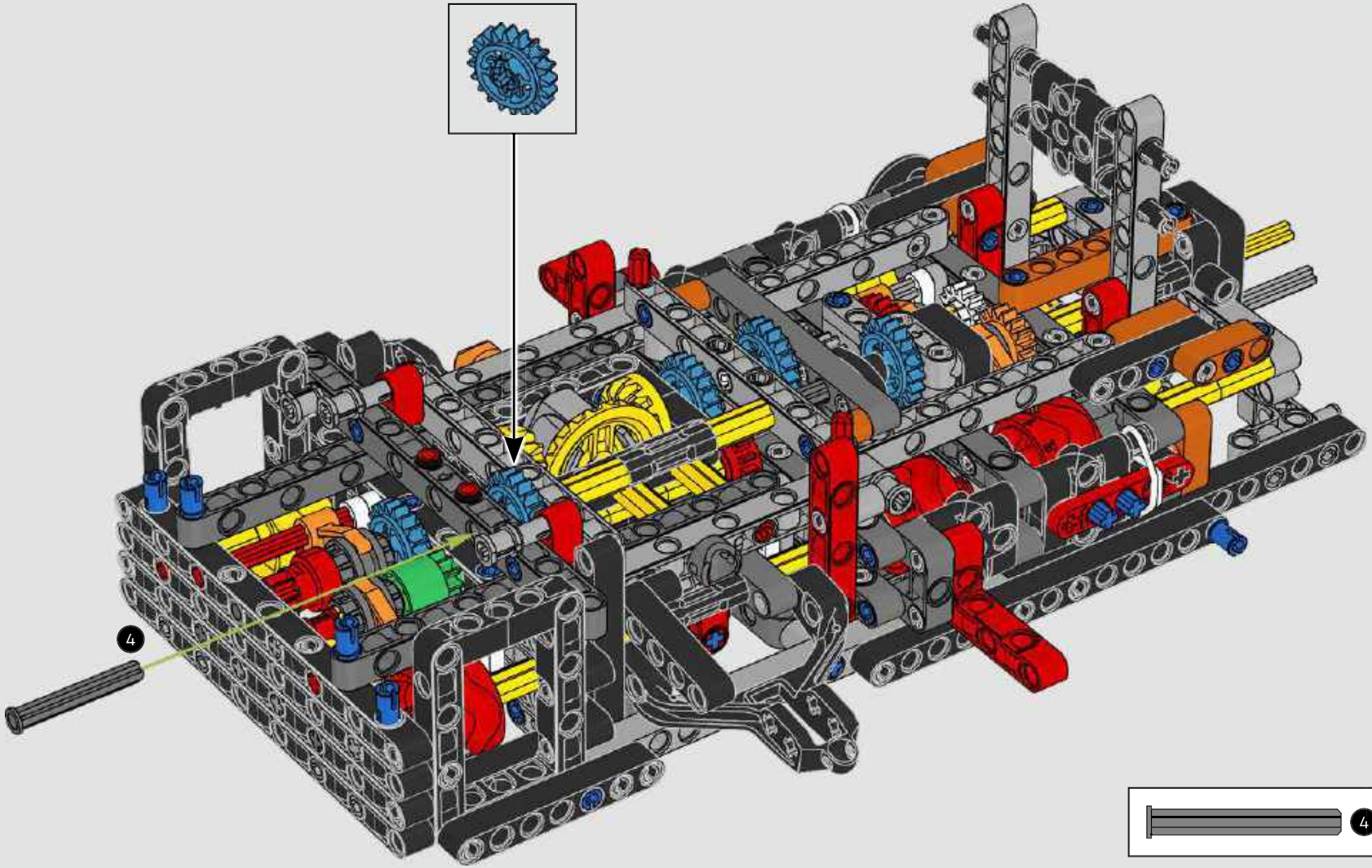


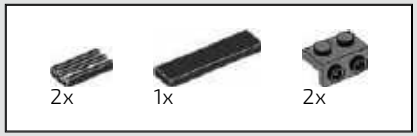
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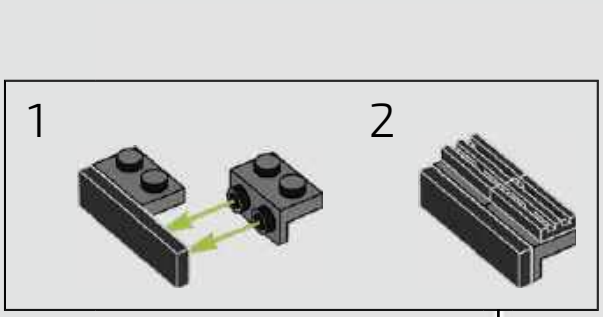


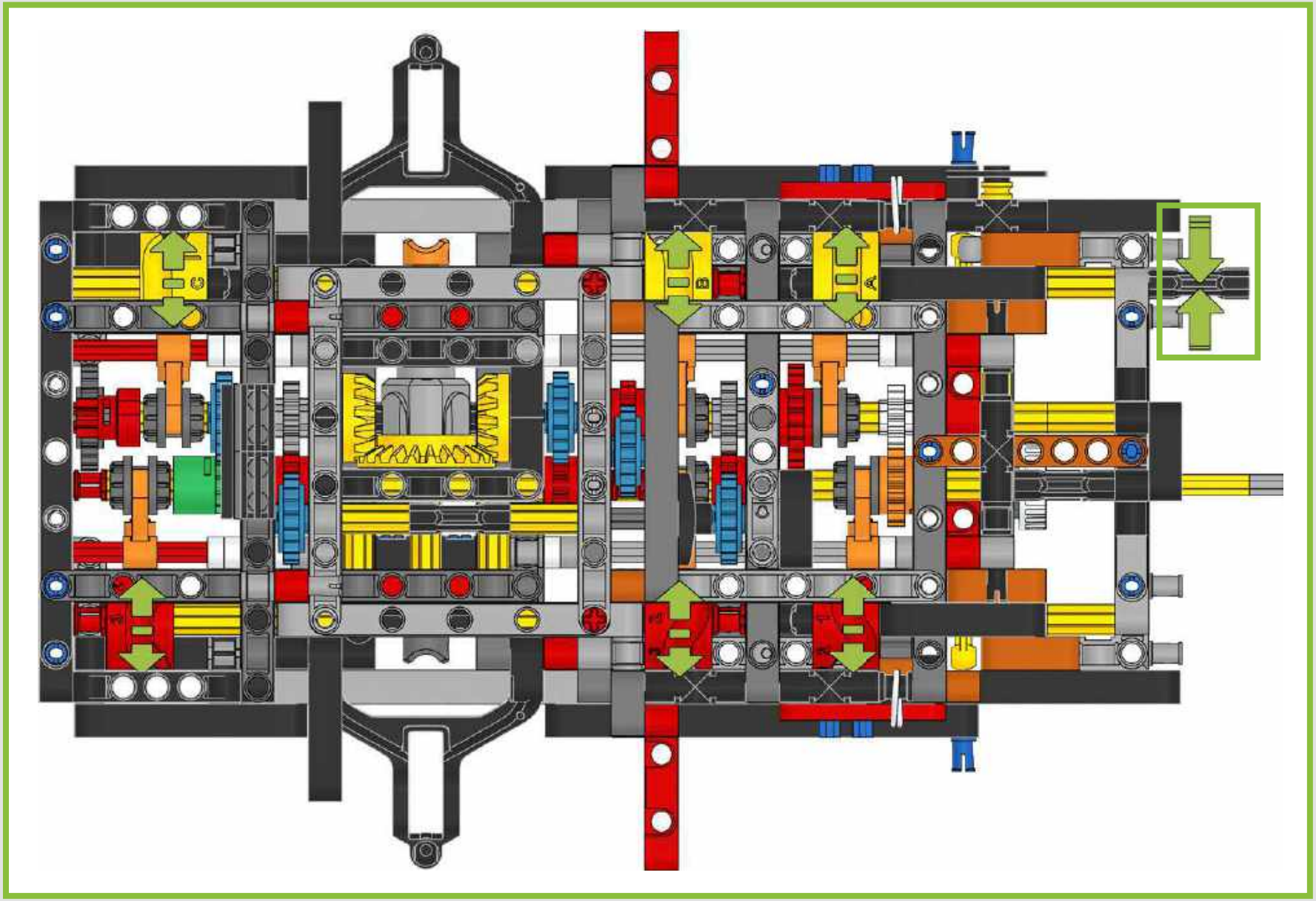
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BOX

1 2 3

BOÎTE



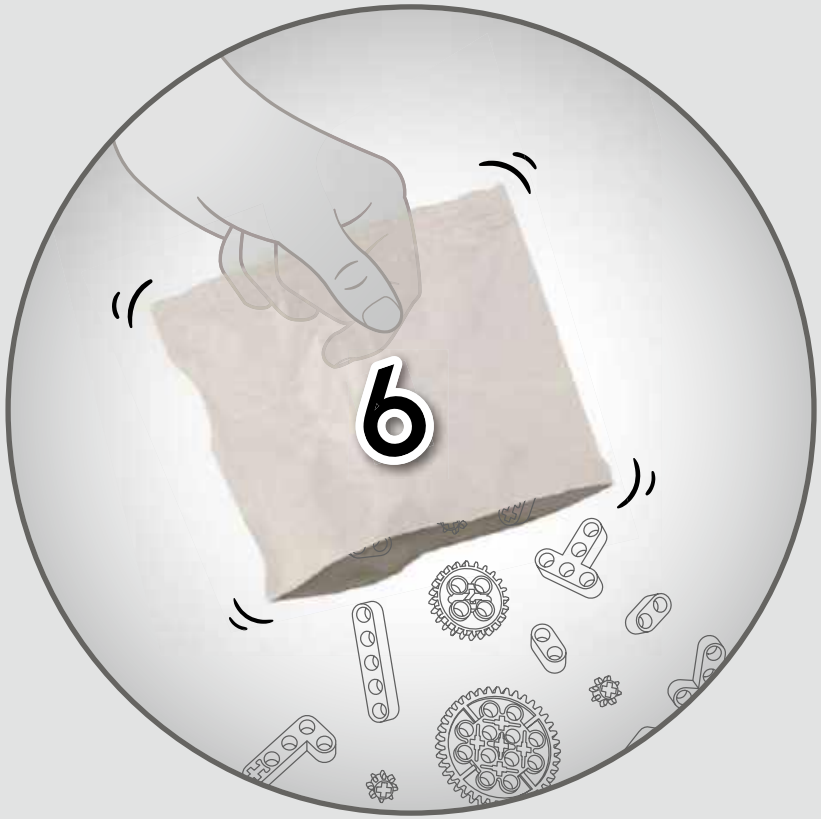
V8 PISTON ENGINE & TWIN TURBOS

MOTEUR À PISTONS V8 ET DOUBLE TURBO

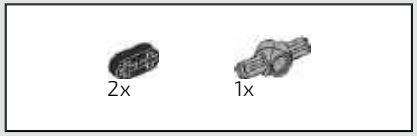
The working V8 piston engine is recreated in minute detail, including the characteristic Koenigsegg Ghost logo. Watch the change in speed as you shift gears.

Le moteur à pistons V8 fonctionnel est reproduit dans les moindres détails, y compris le logo caractéristique Koenigsegg Ghost. Observez le changement de vitesse lorsque vous passez les vitesses.



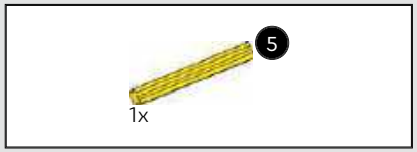

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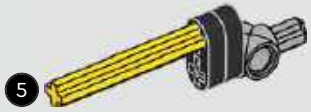


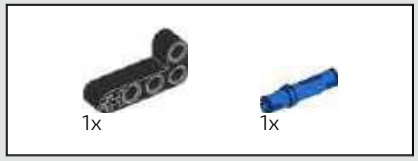
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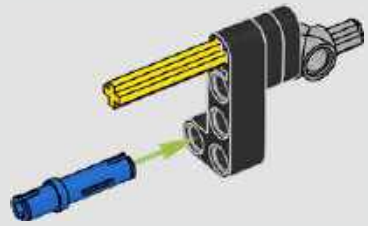


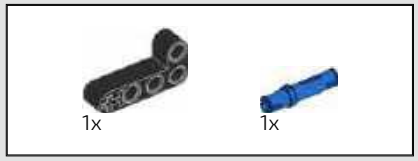
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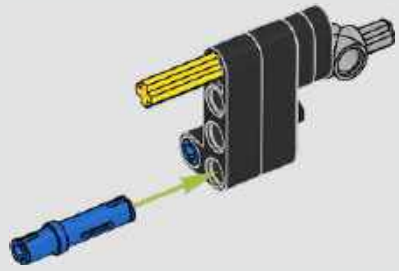


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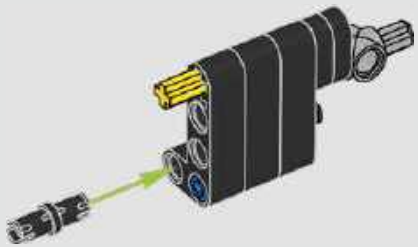
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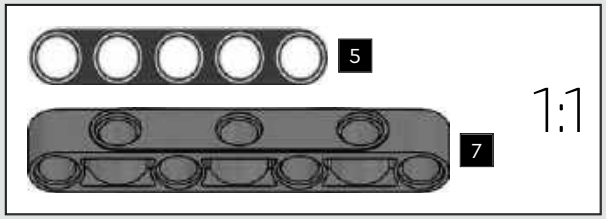


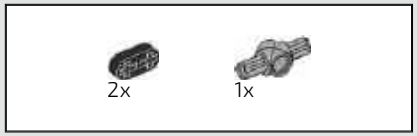




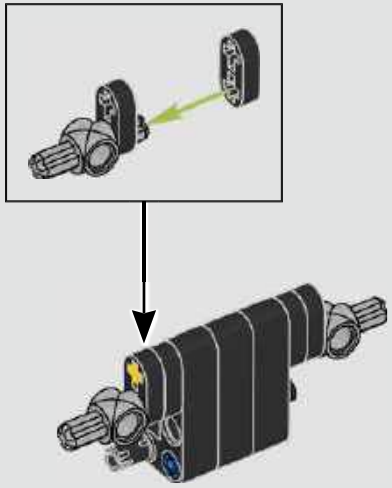
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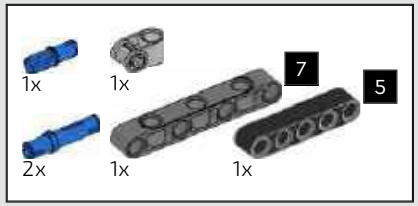




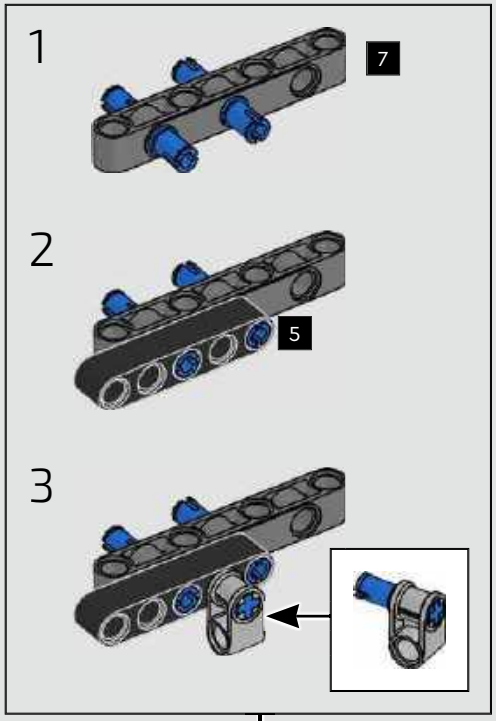


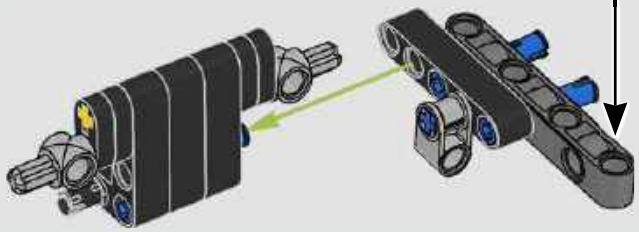
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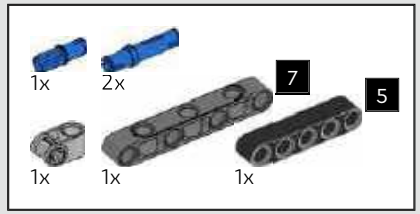


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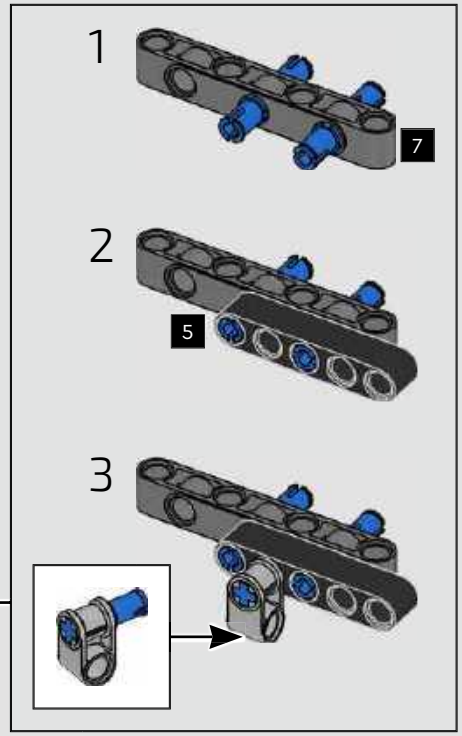


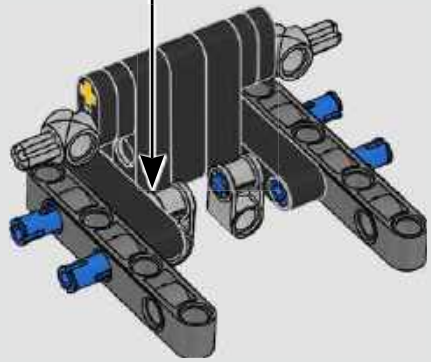






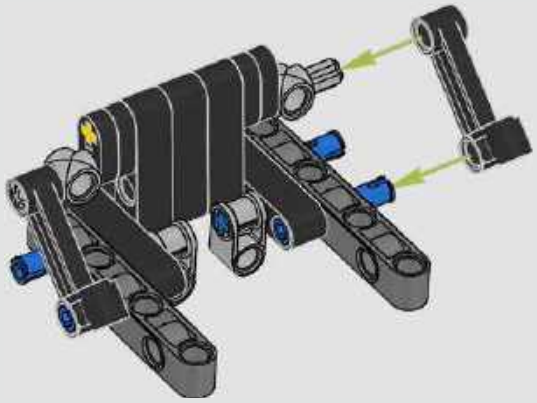
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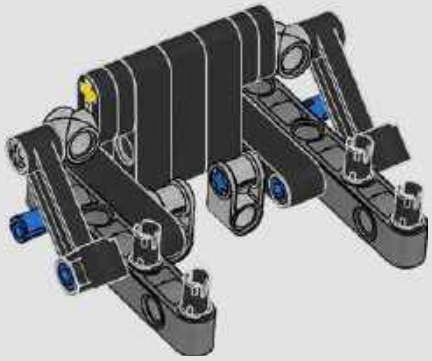

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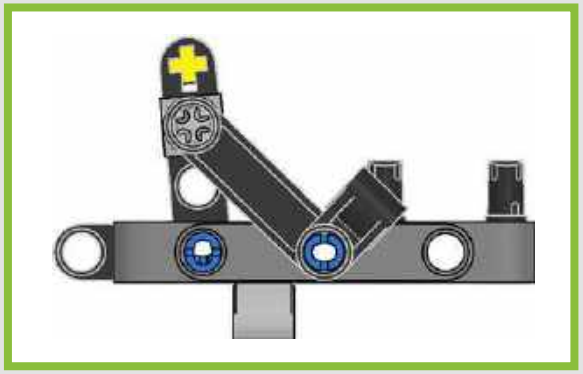
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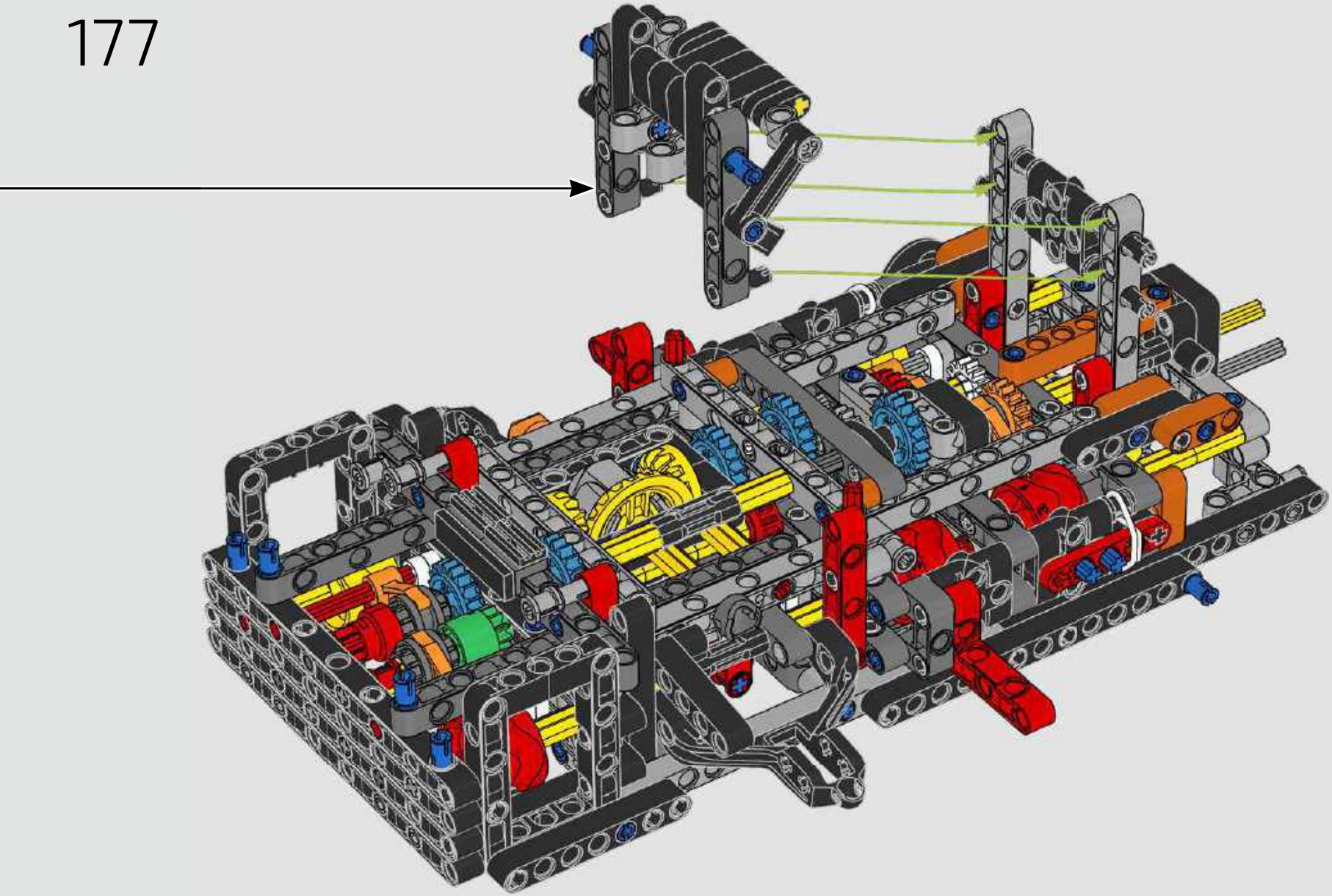

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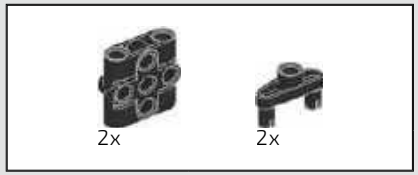


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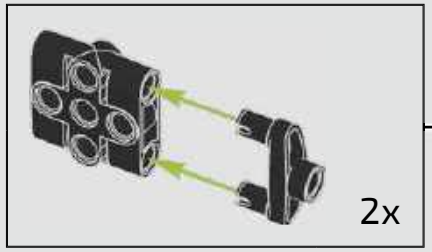


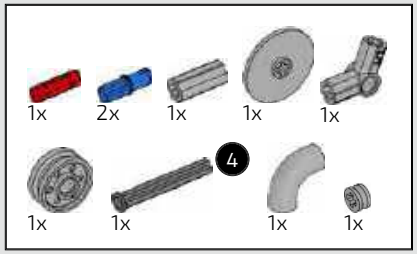


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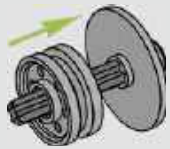
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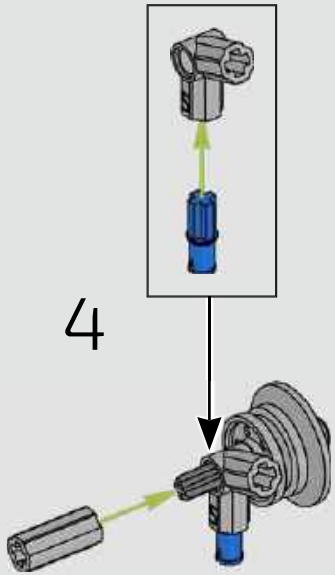
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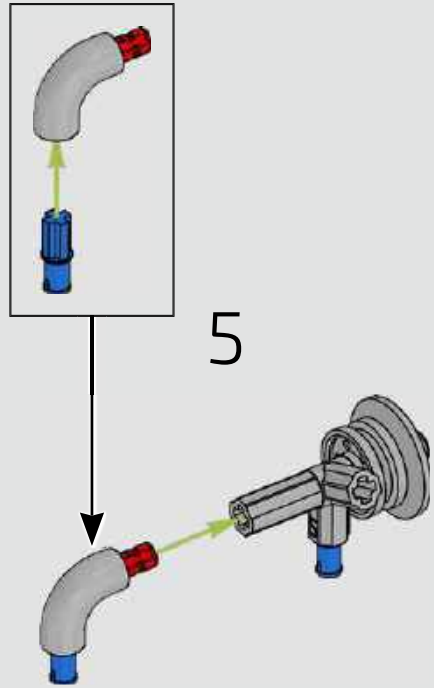
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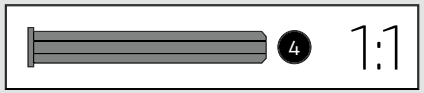


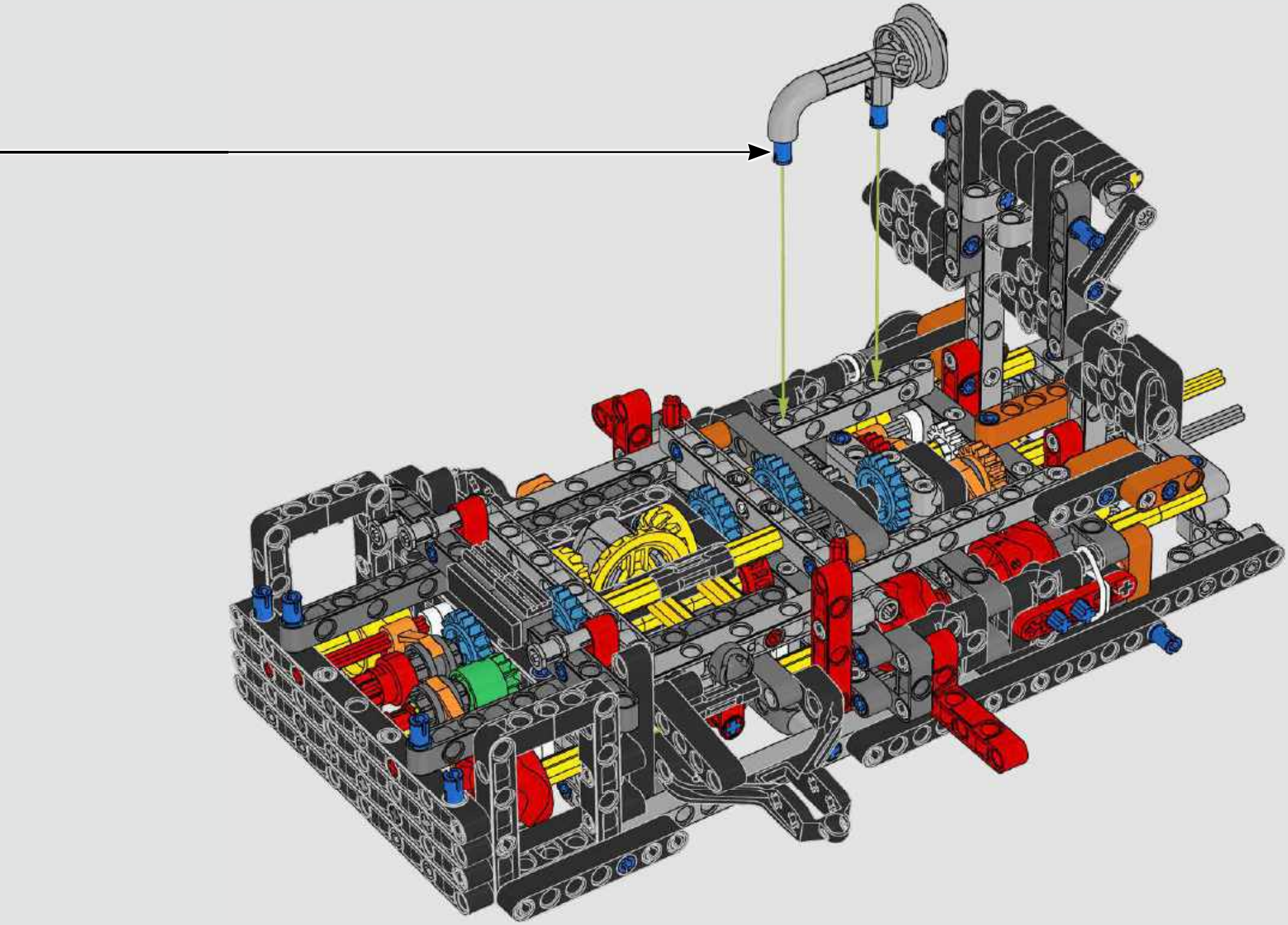
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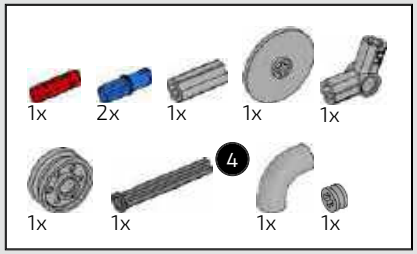


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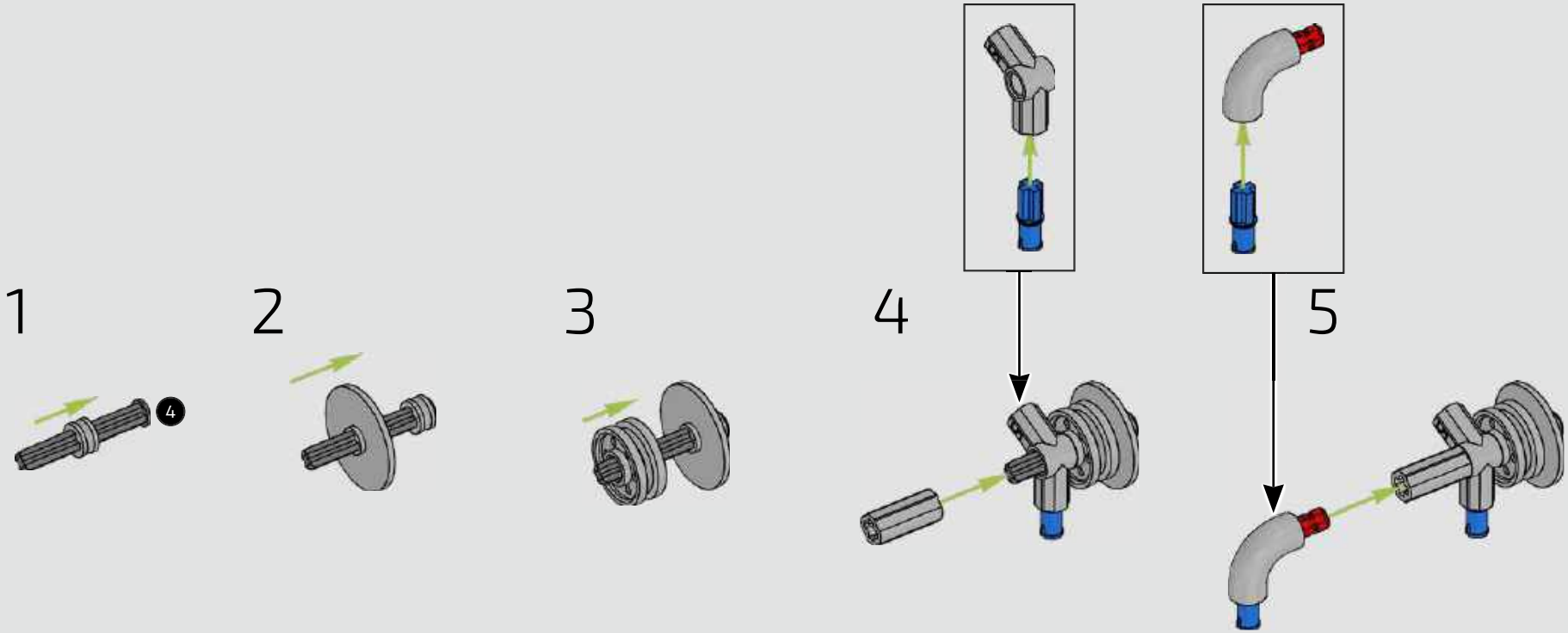


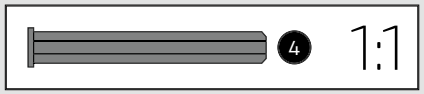


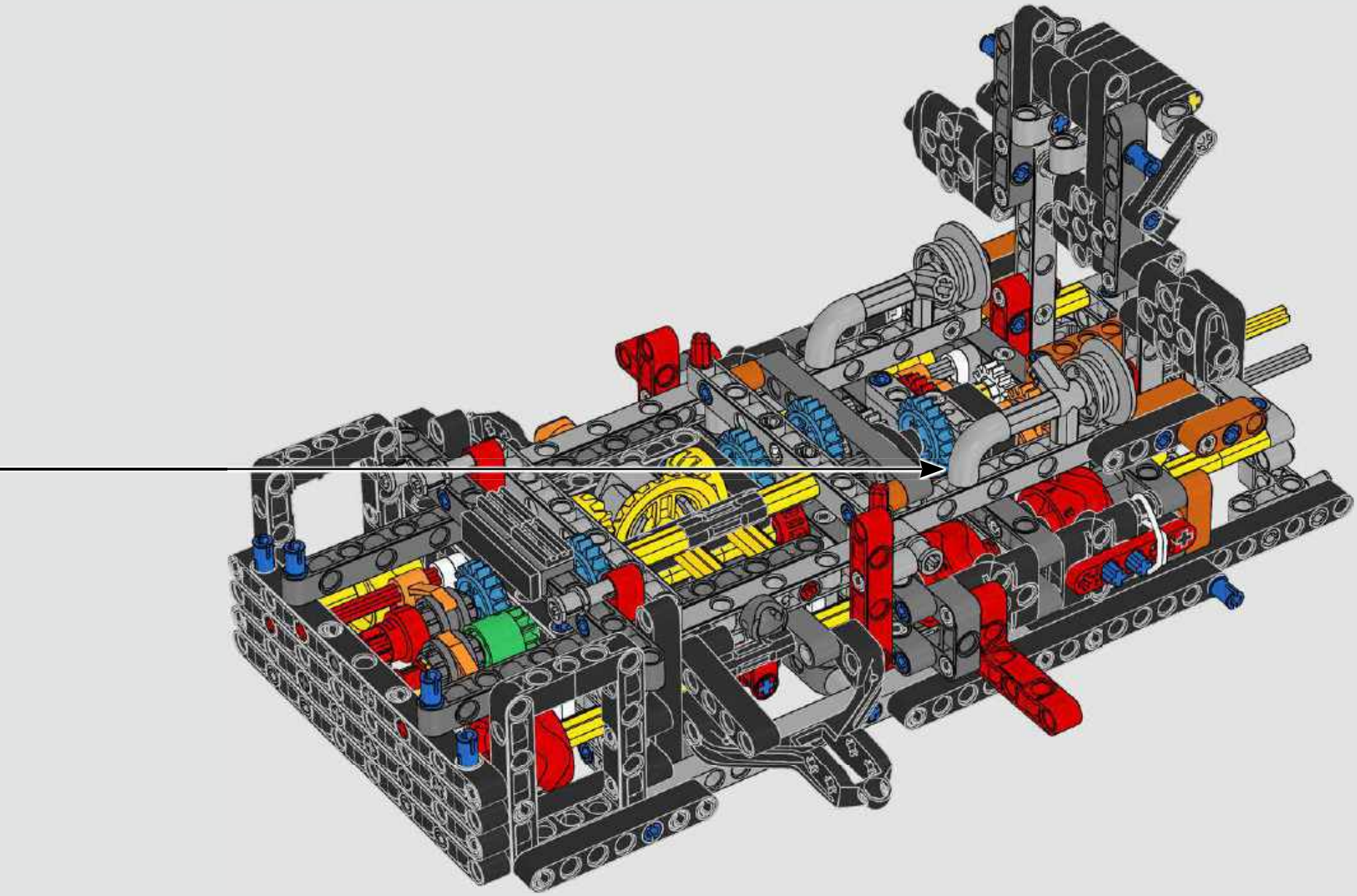


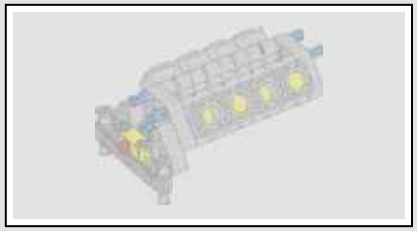


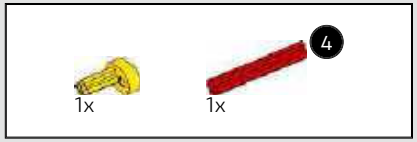
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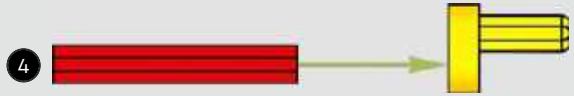


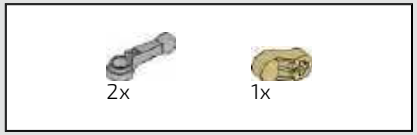




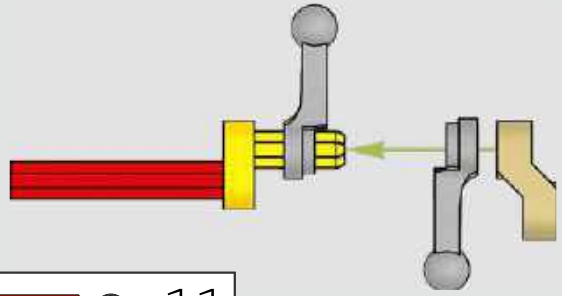


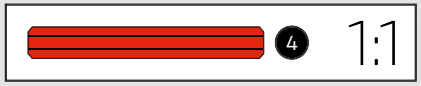
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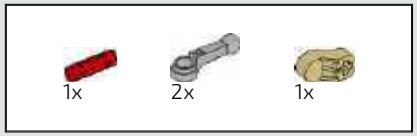




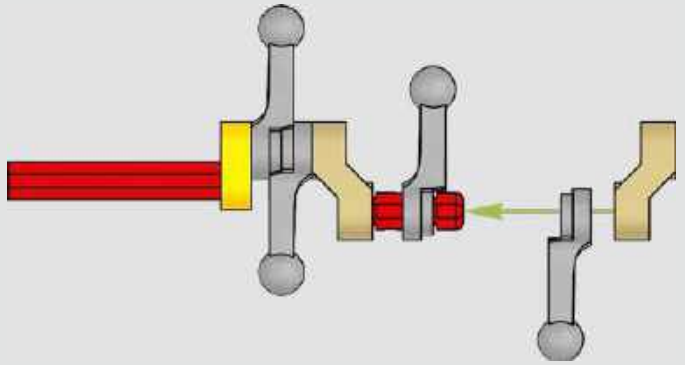
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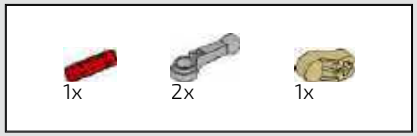




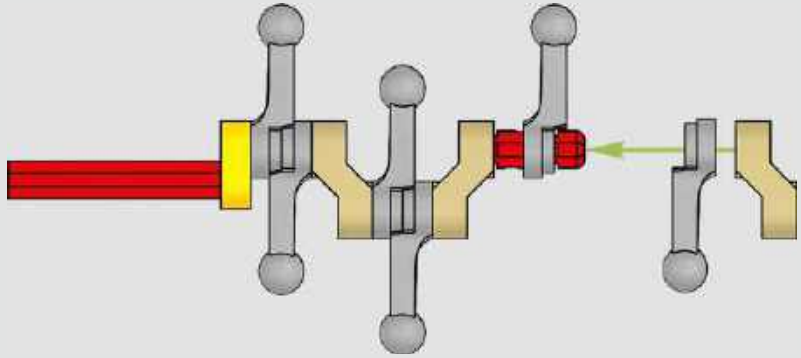


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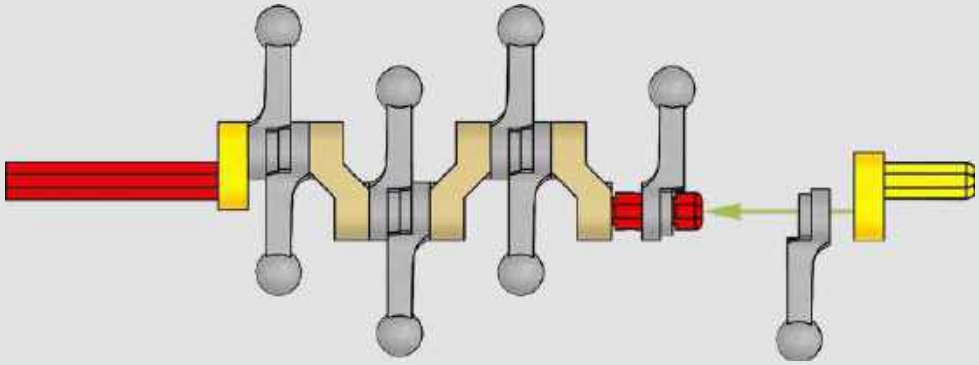


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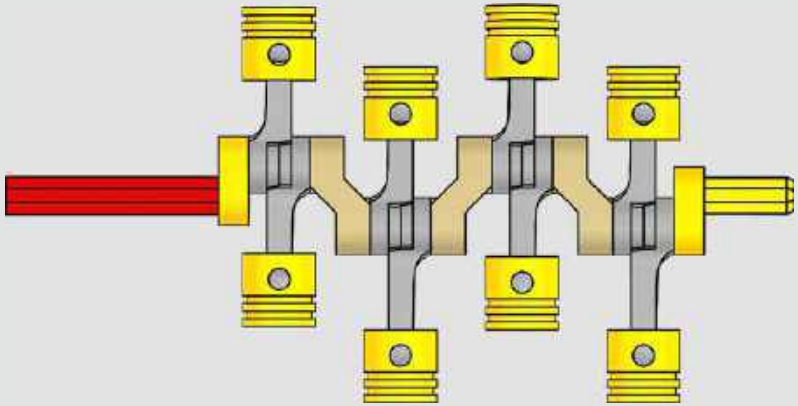


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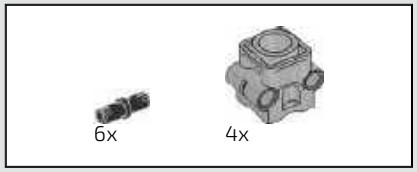




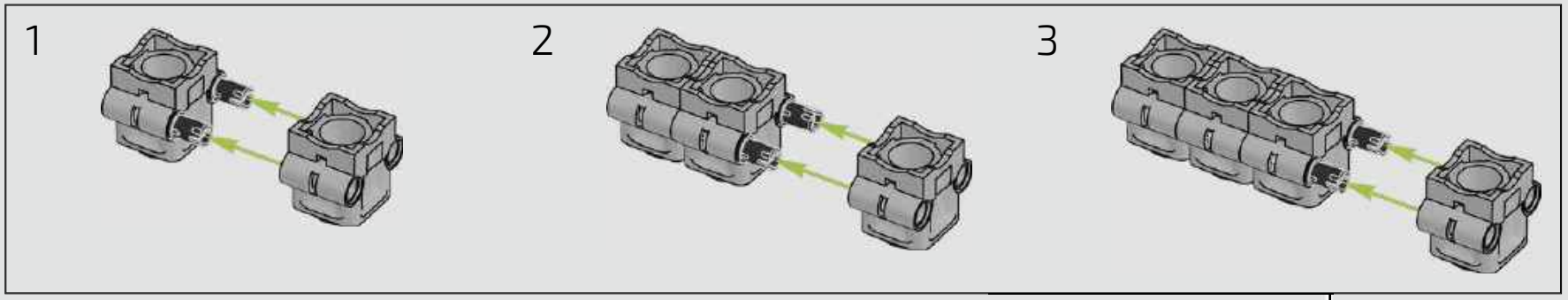
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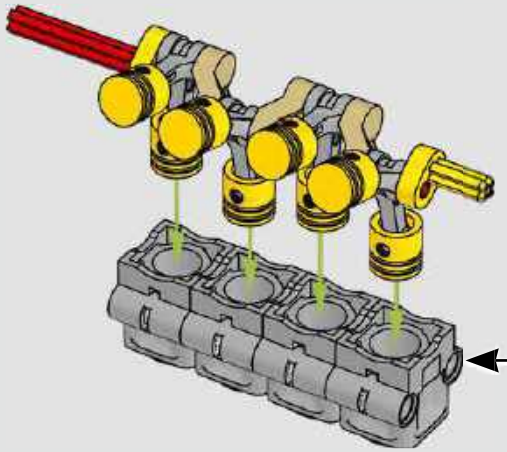


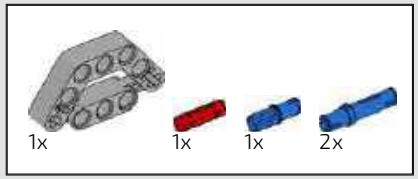
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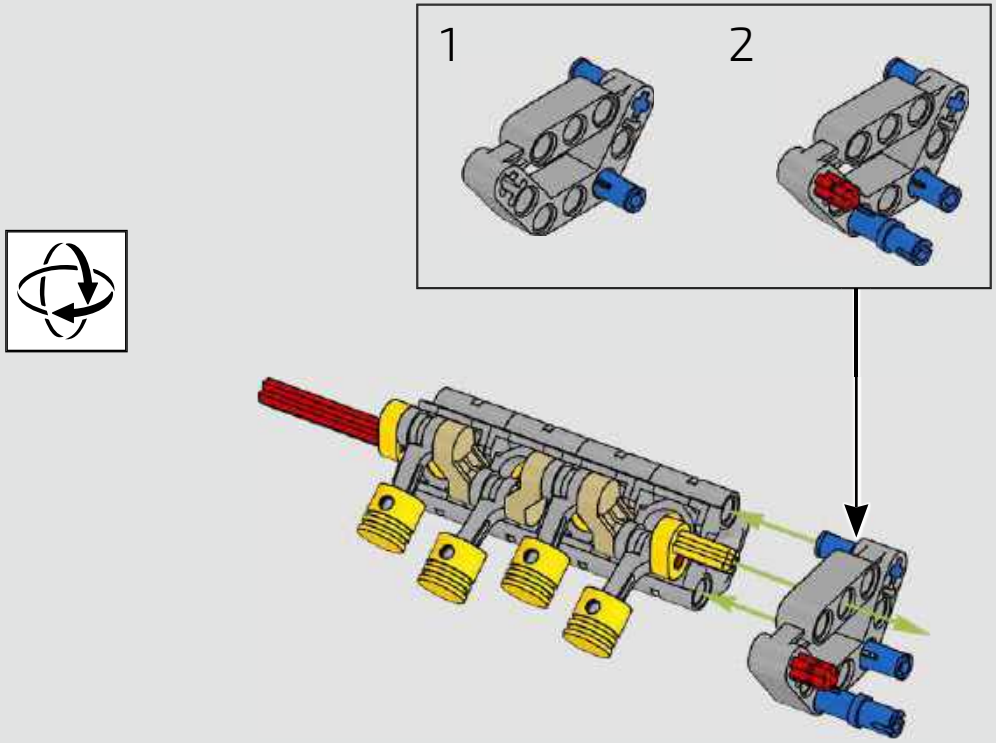
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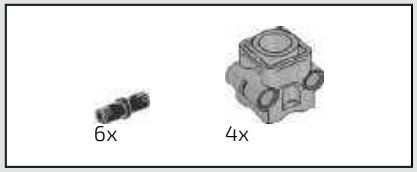




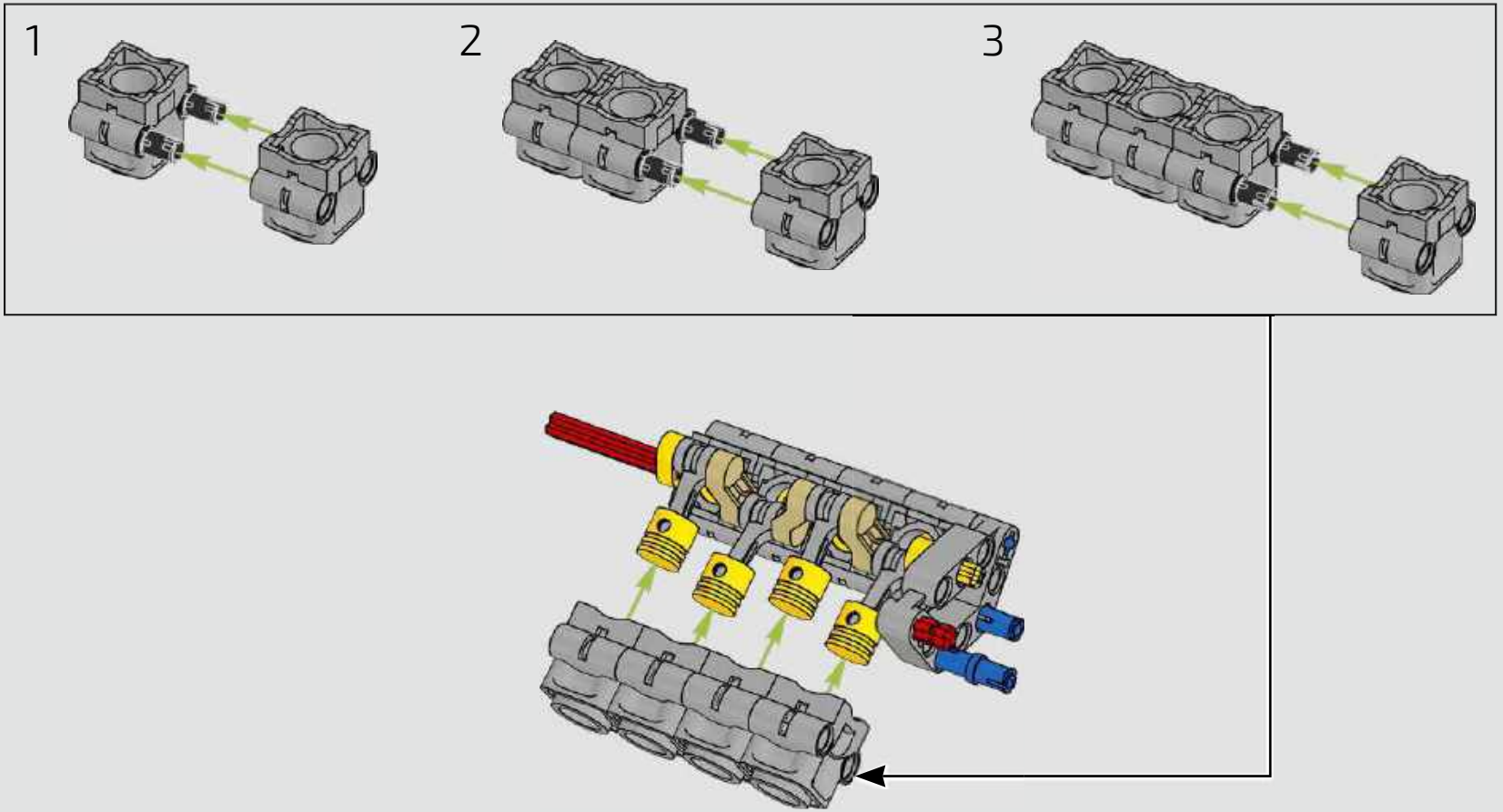


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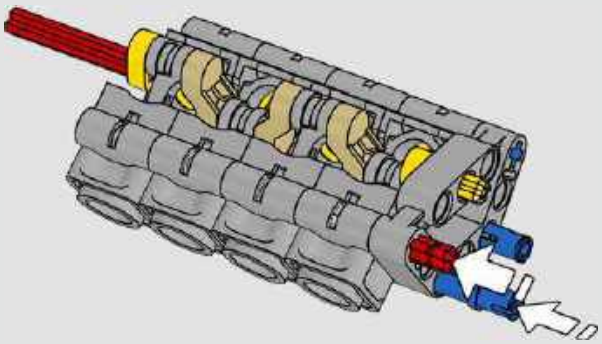




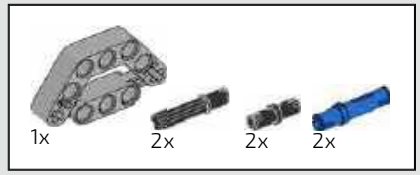
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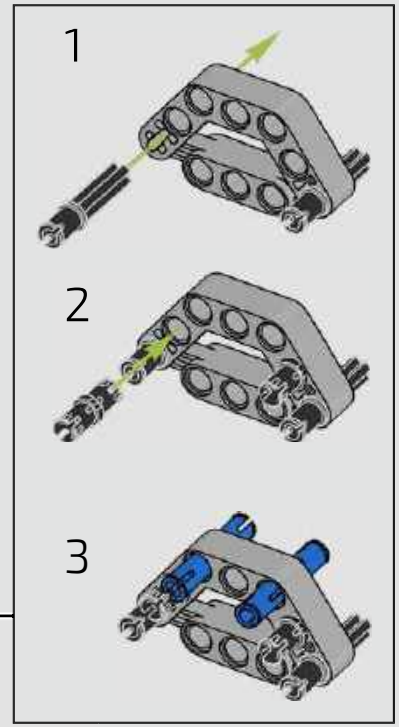


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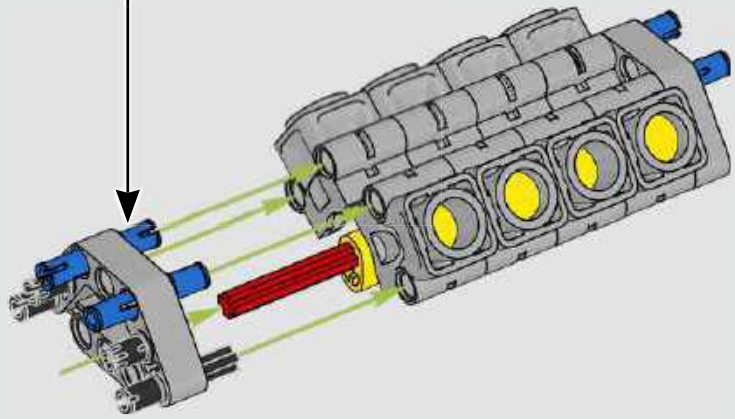


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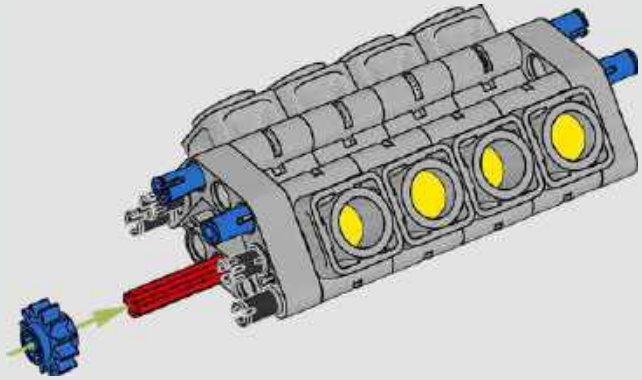


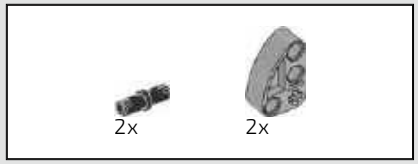




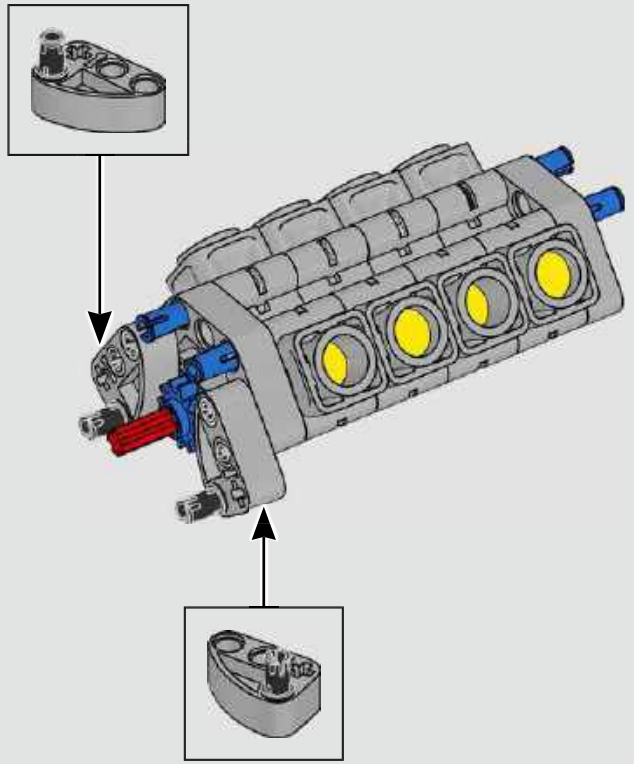


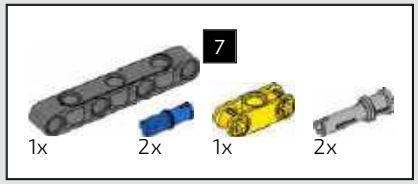
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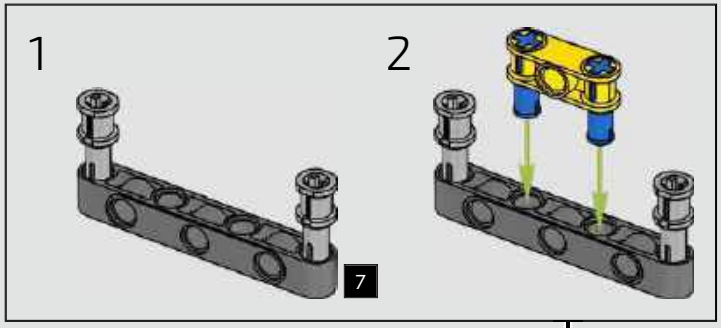


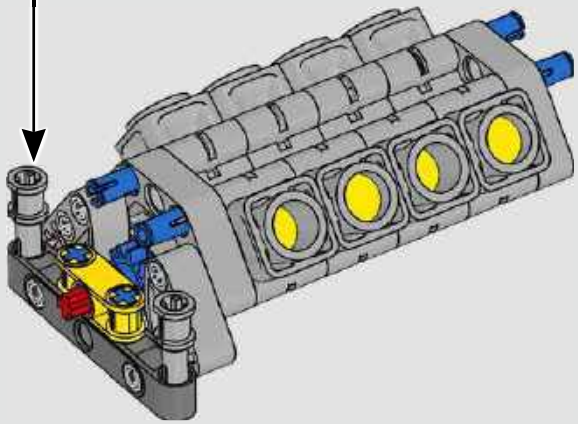
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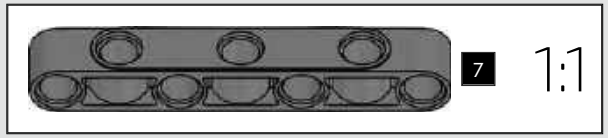




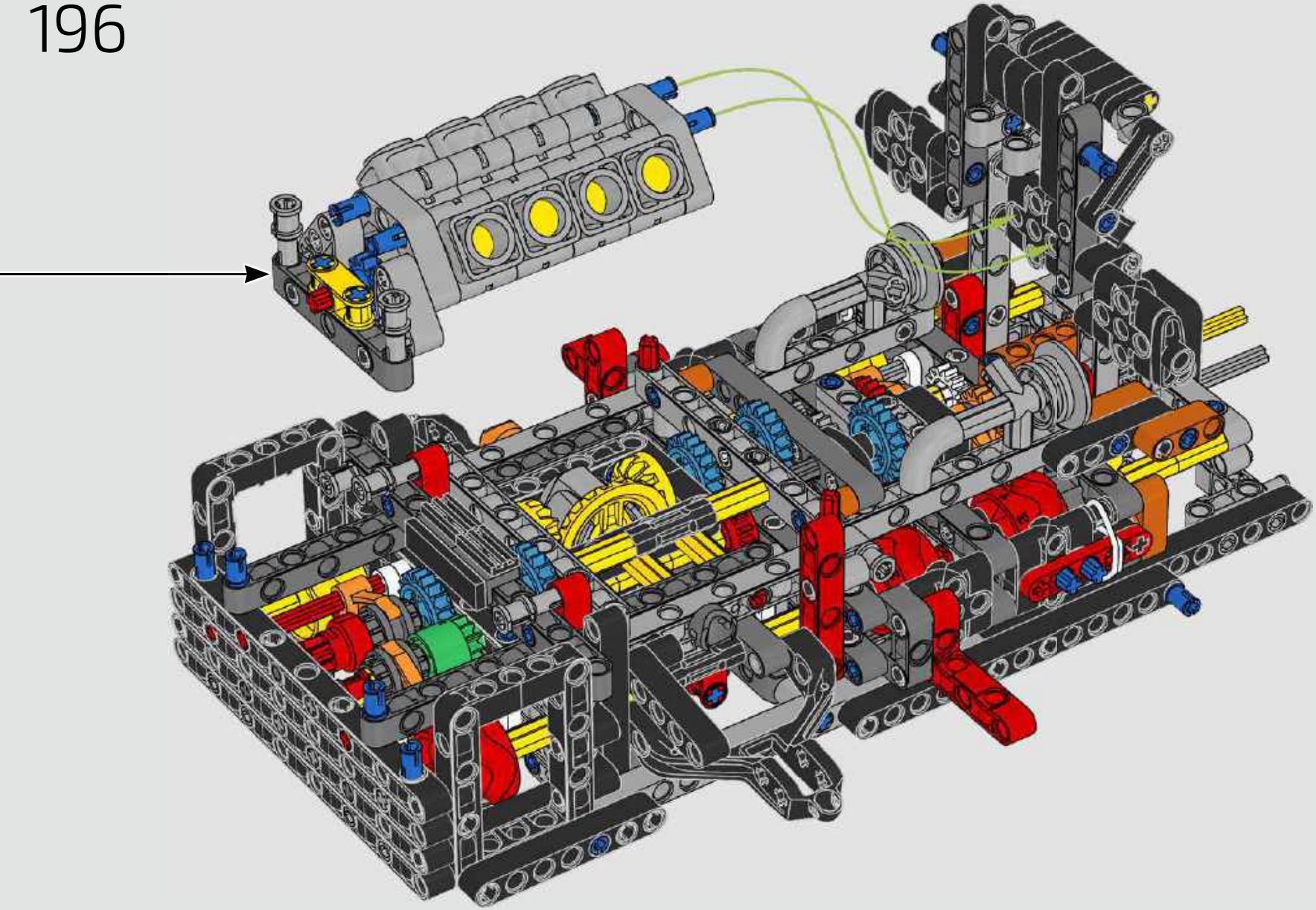
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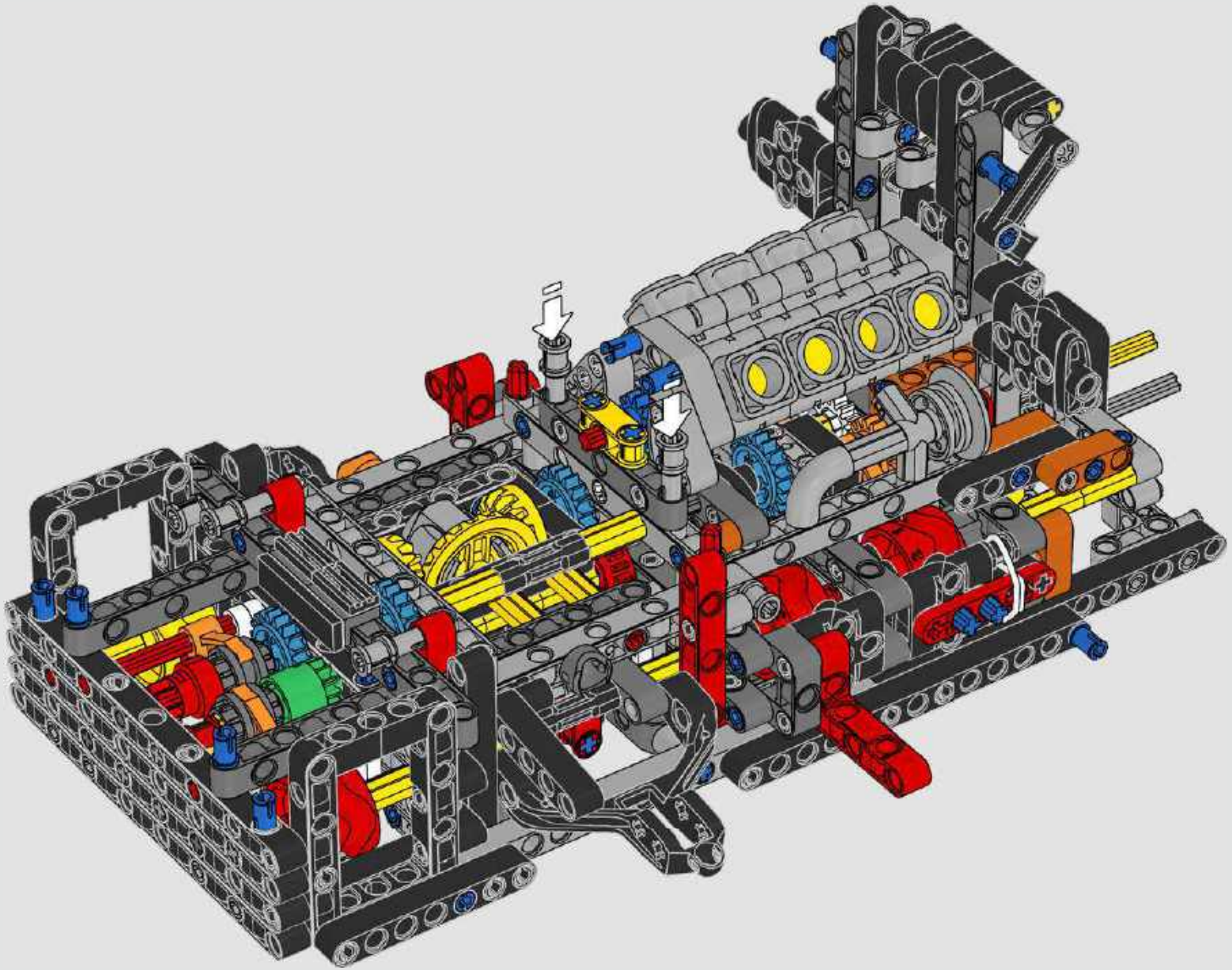




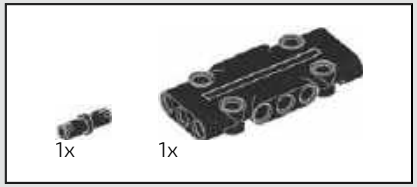
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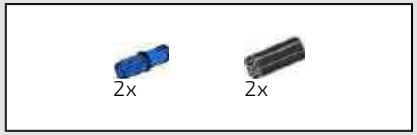




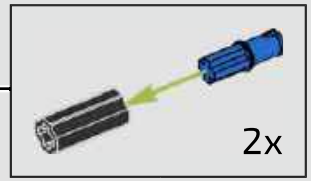


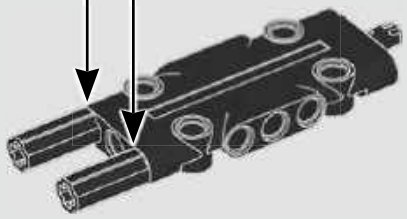
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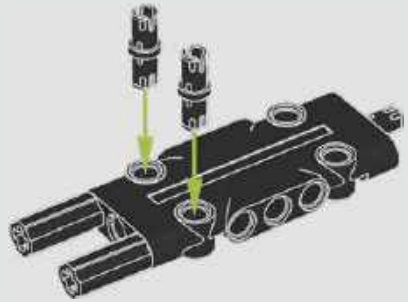
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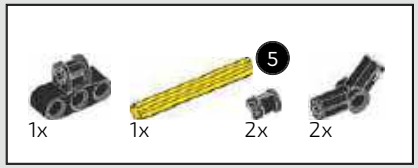




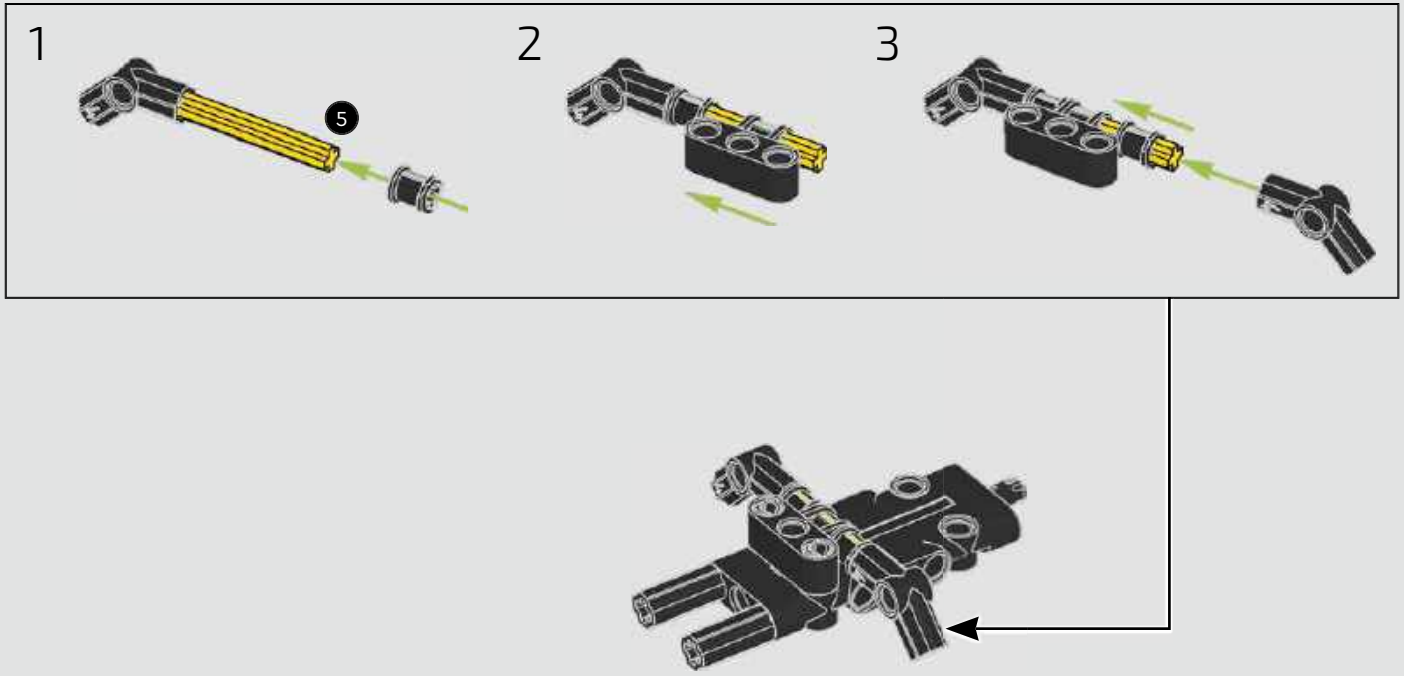


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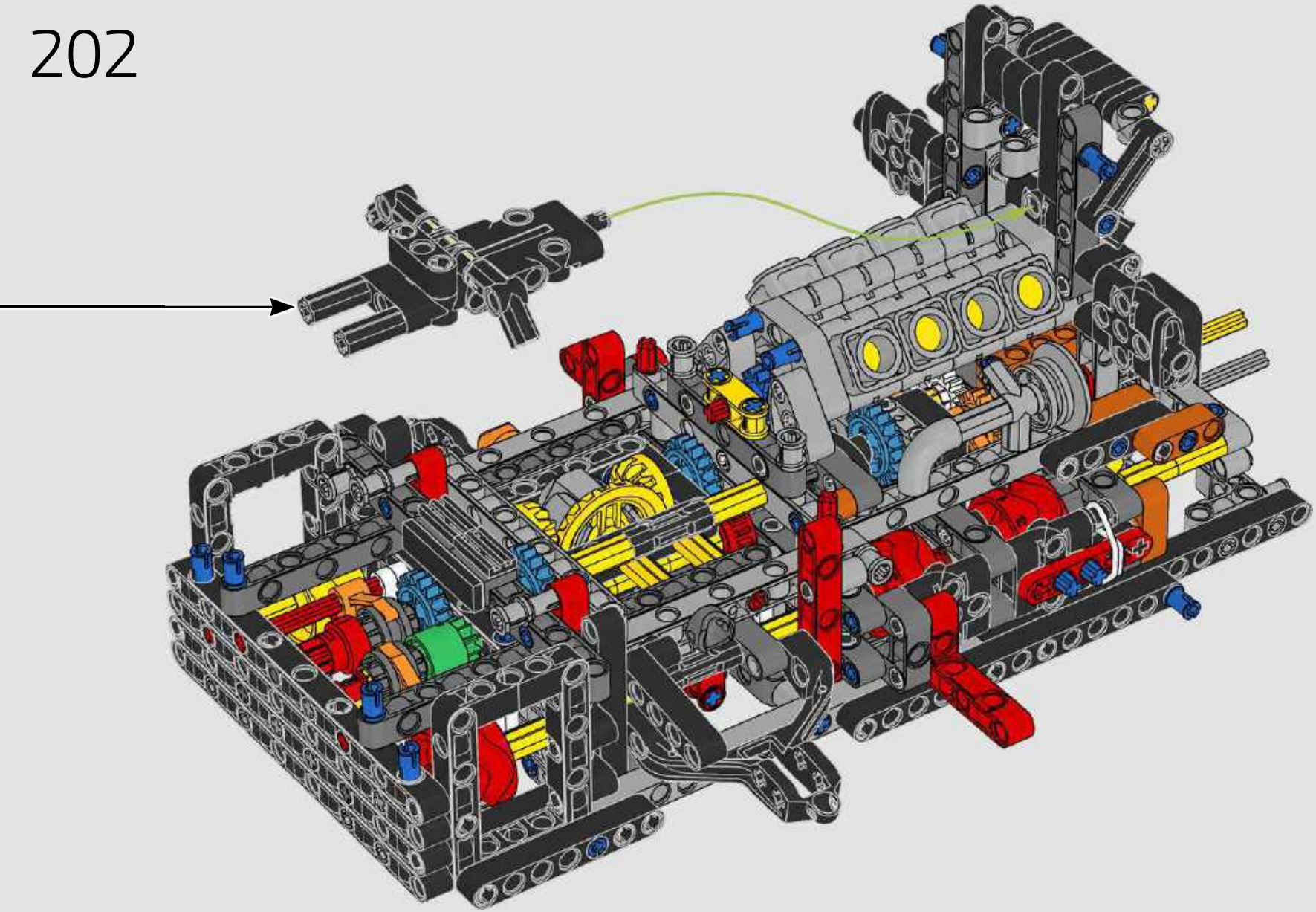


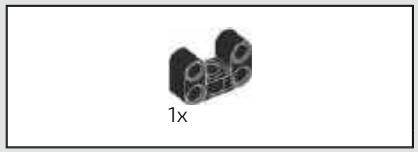
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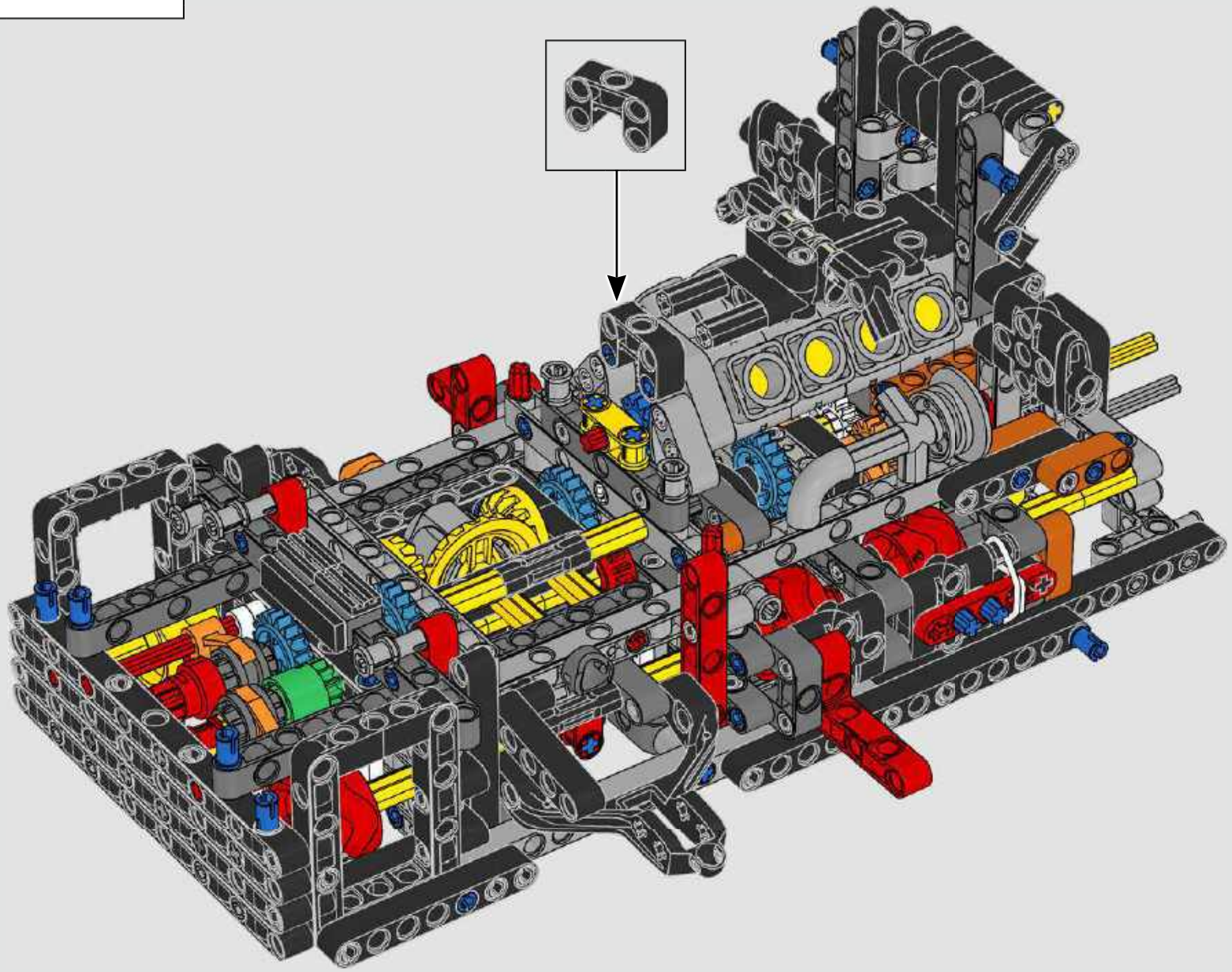


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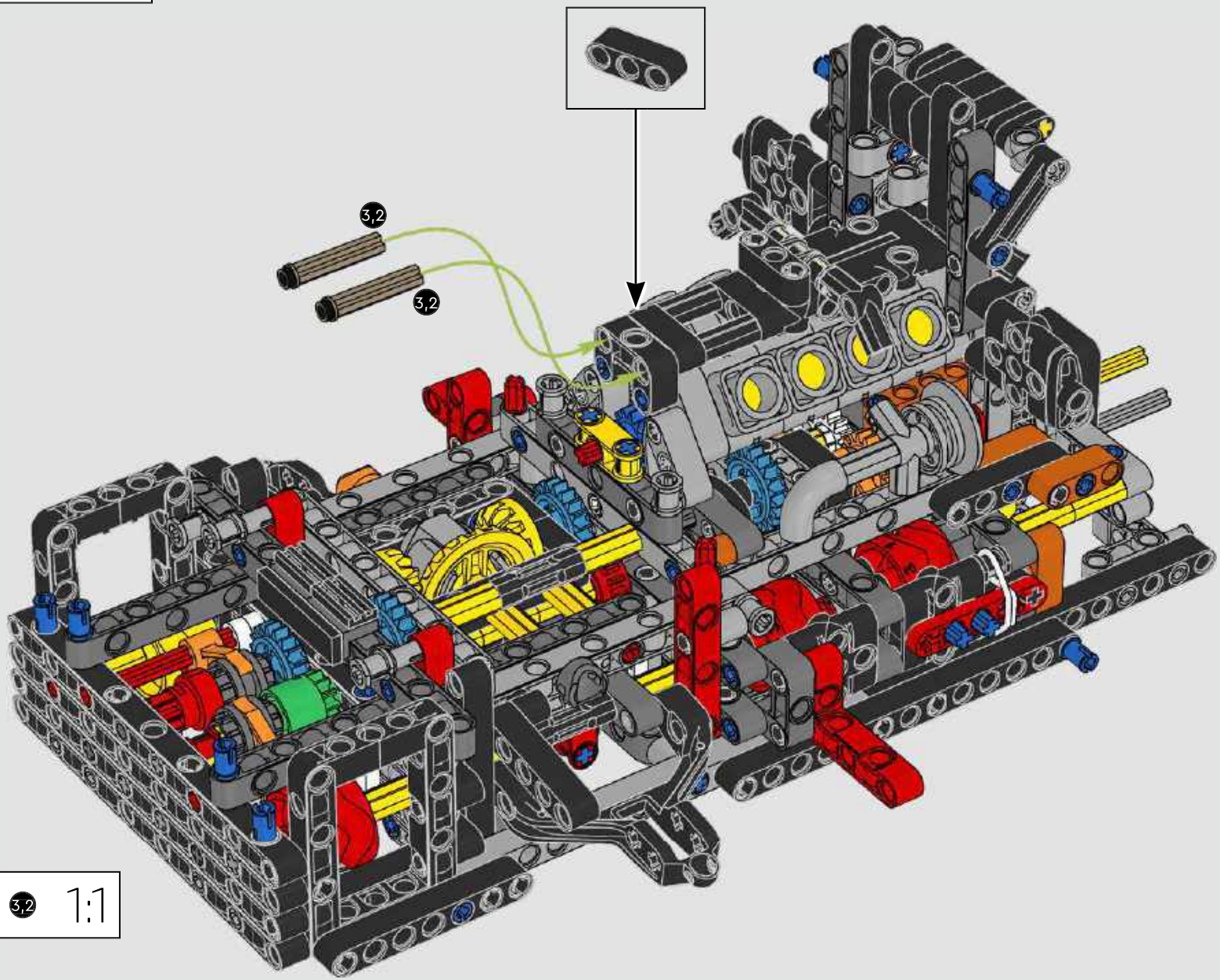


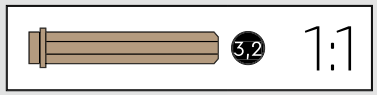
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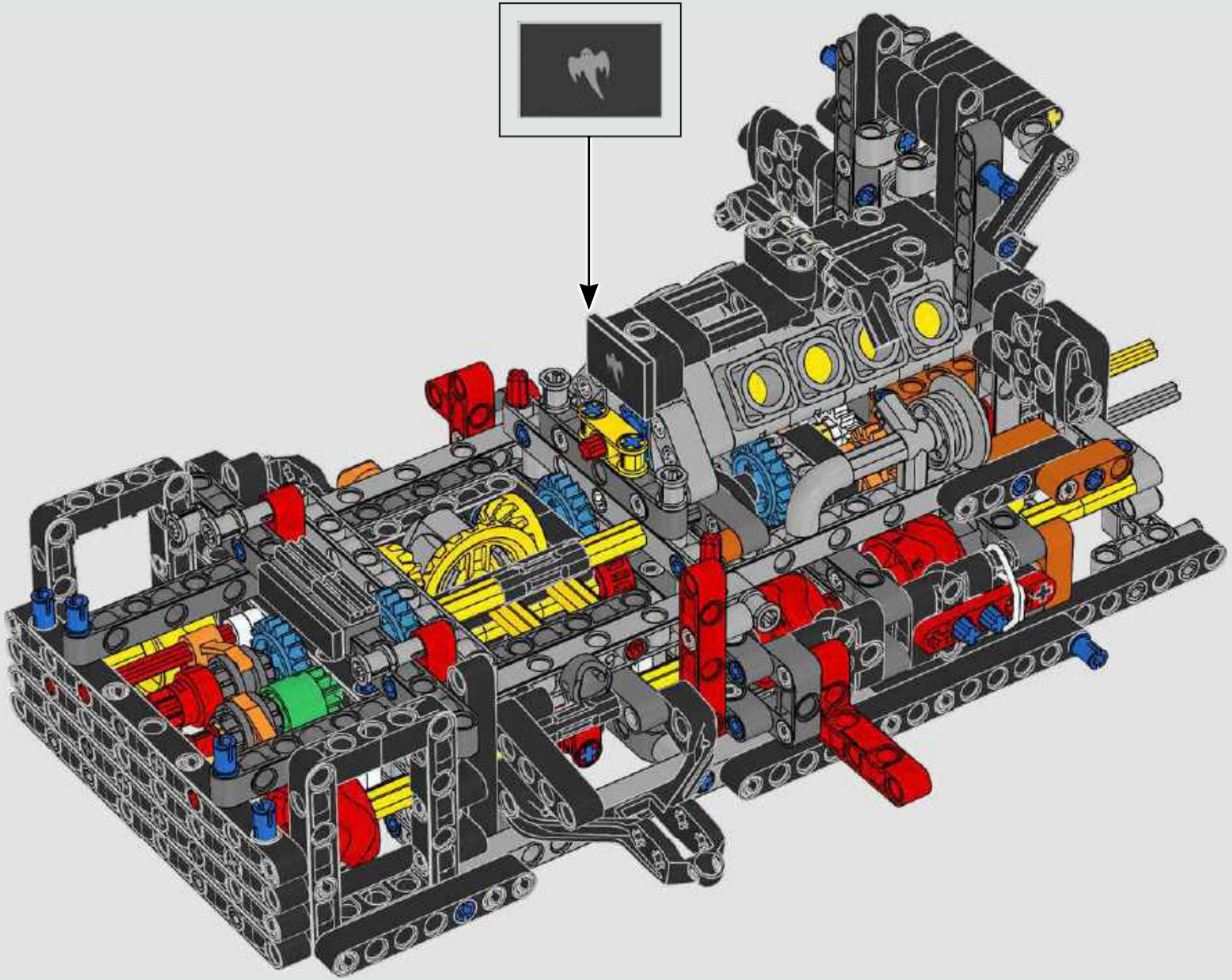
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BOX

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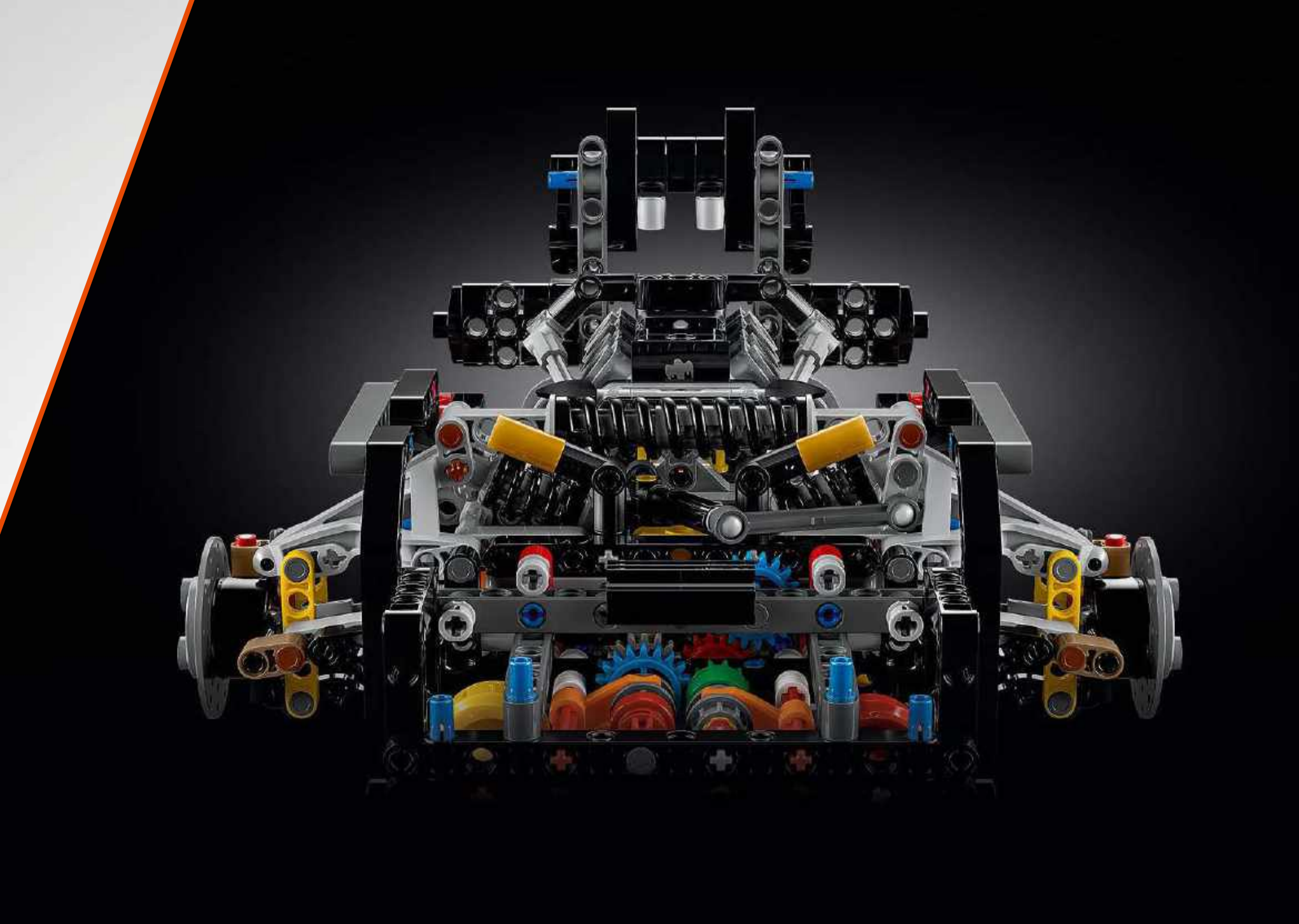
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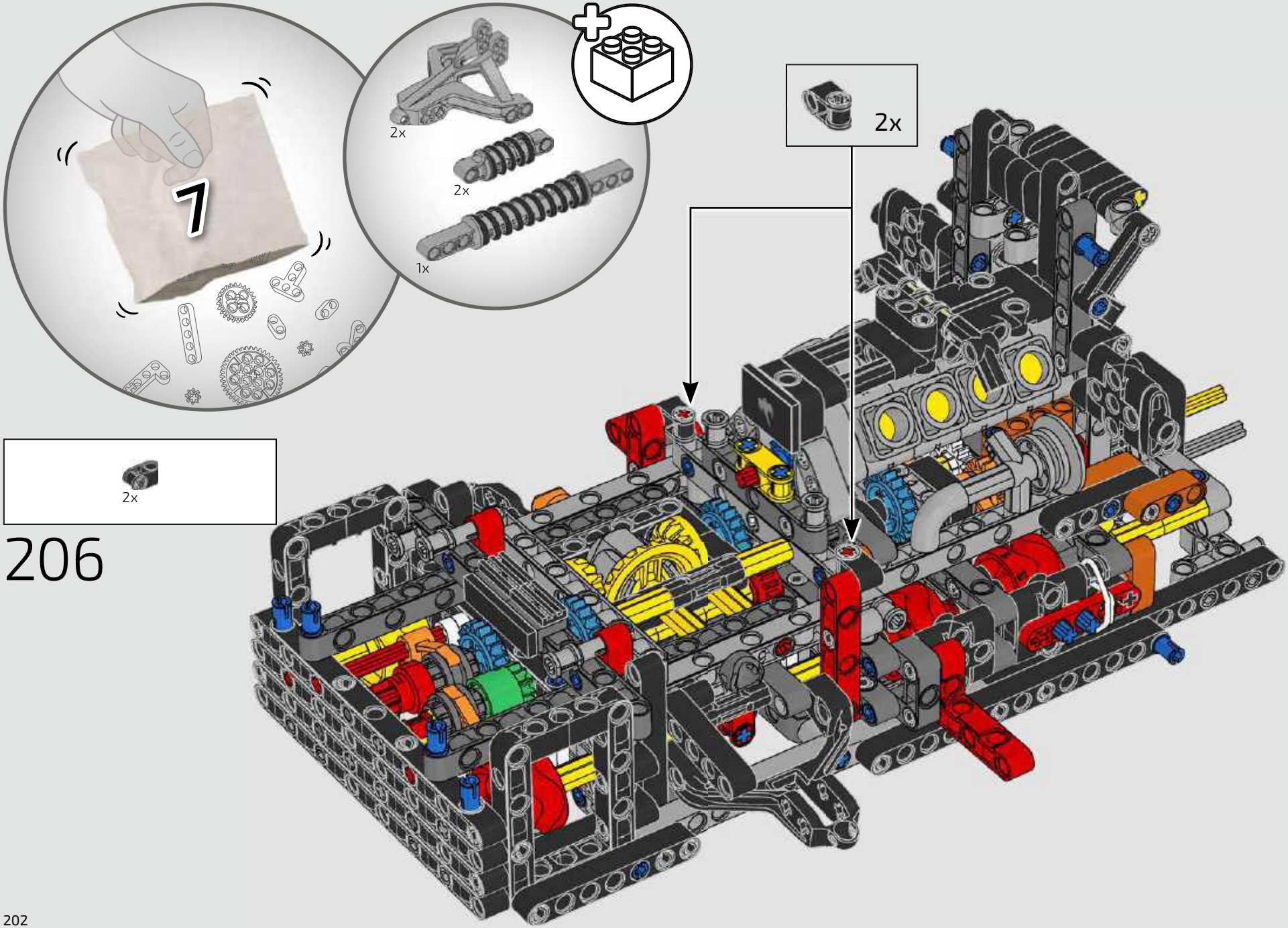


TRIPLEX SUSPENSION
SUSPENSION TRIPLEX

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.

La voiture réelle est équipée d'un système de suspension Triplex sur les sous-châssis avant et arrière. Dans ce modèle, nous avons utilisé trois amortisseurs (un long et deux courts) à l'avant et à l'arrière. Quatre nouveaux éléments de triangle sont reliés à ces amortisseurs et aux roues.

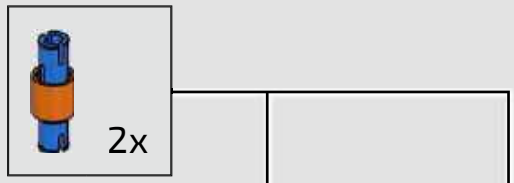




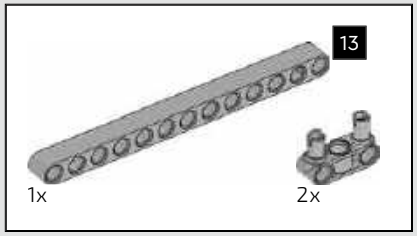
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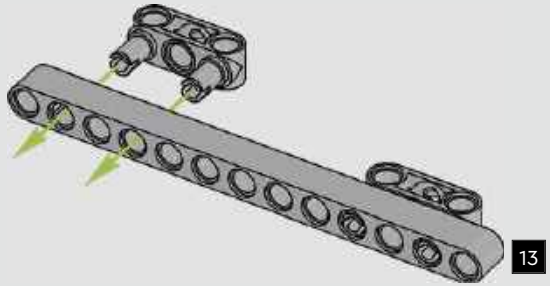
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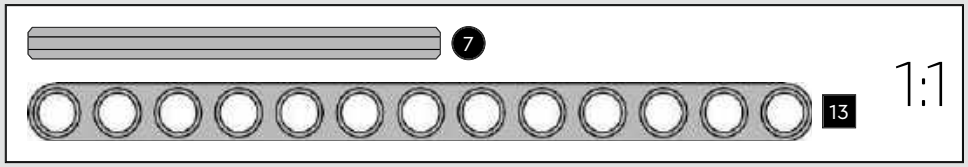


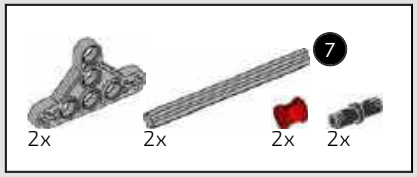




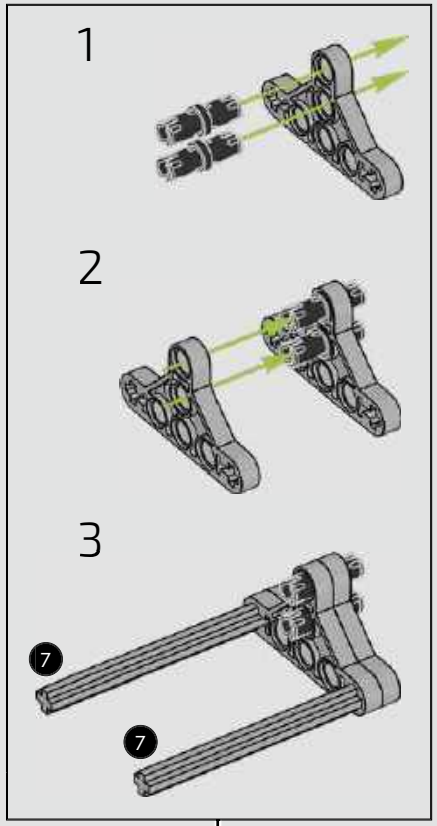
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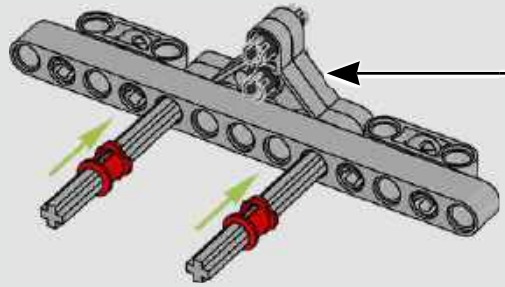


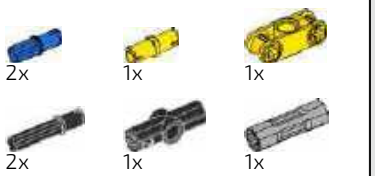




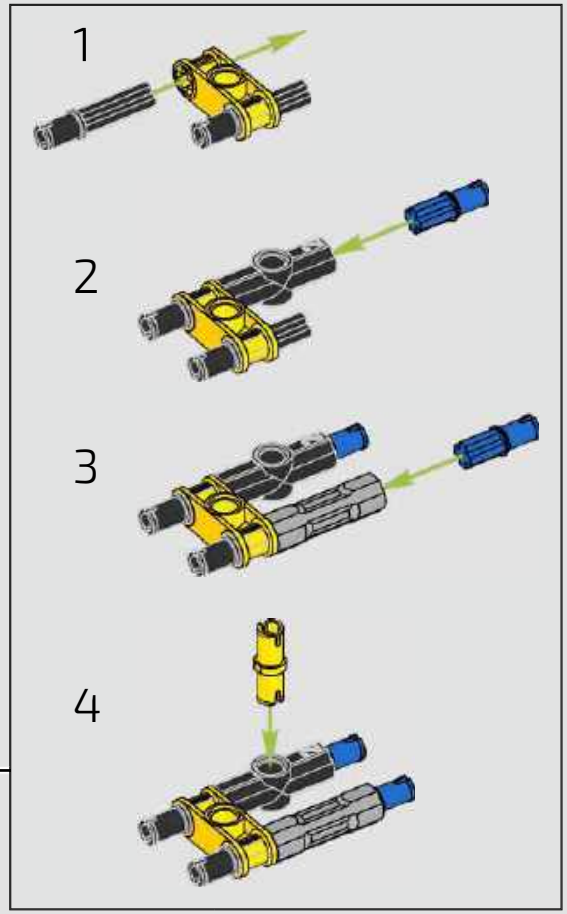
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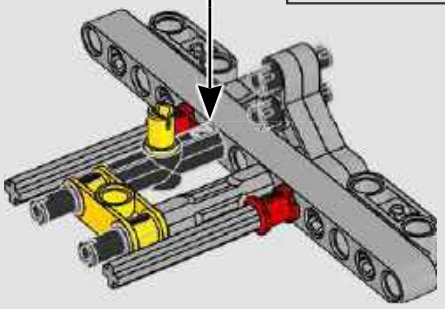


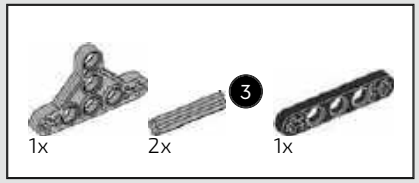




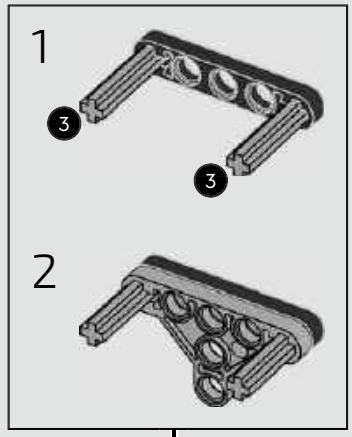
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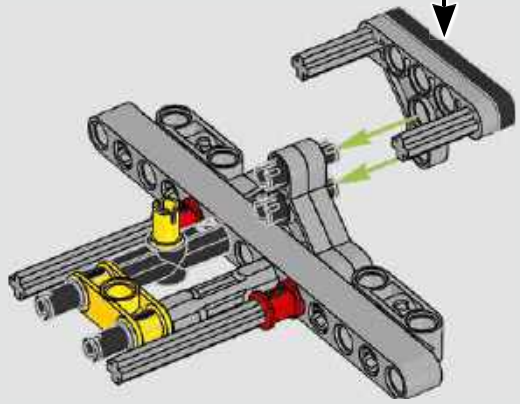


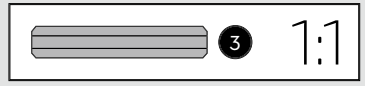


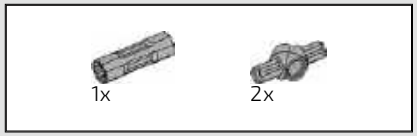


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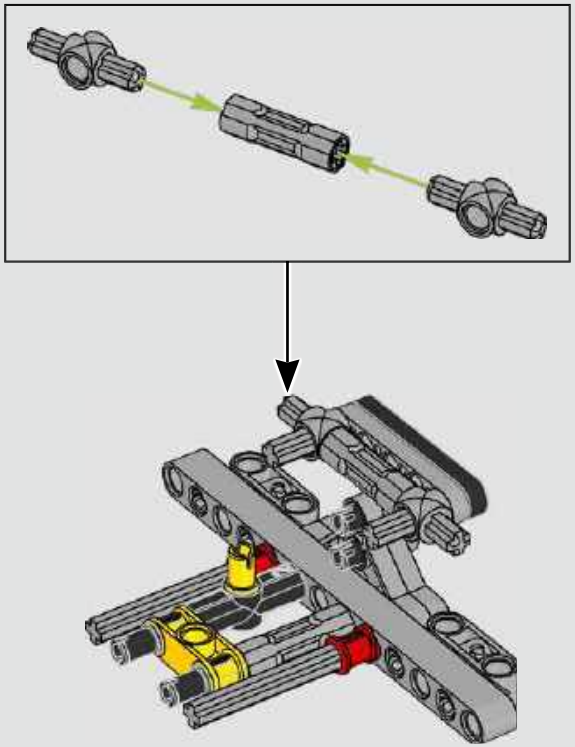


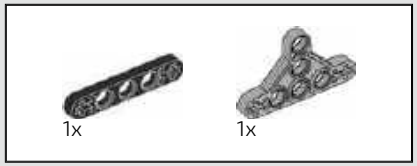




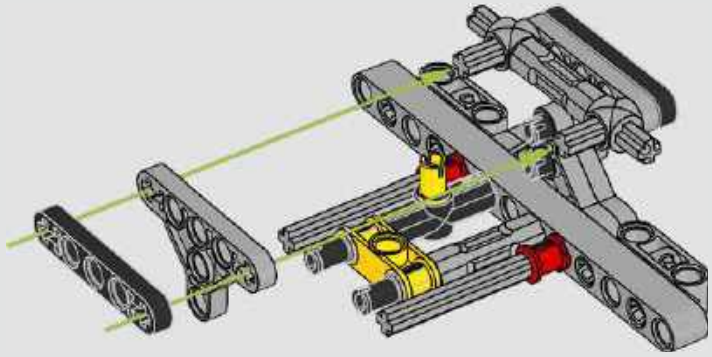


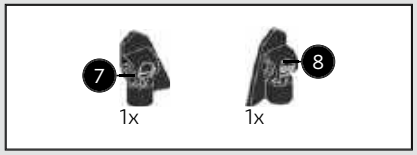
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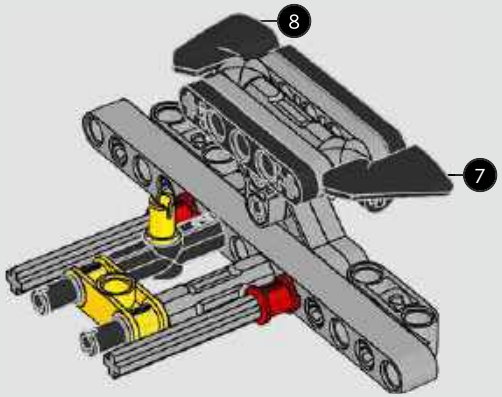


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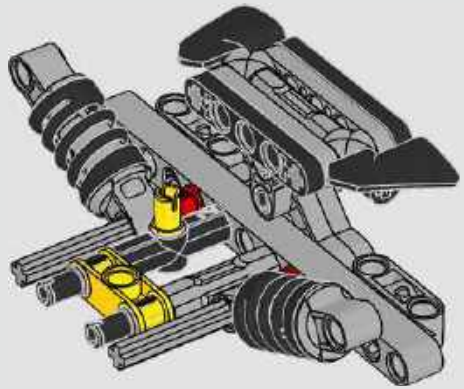


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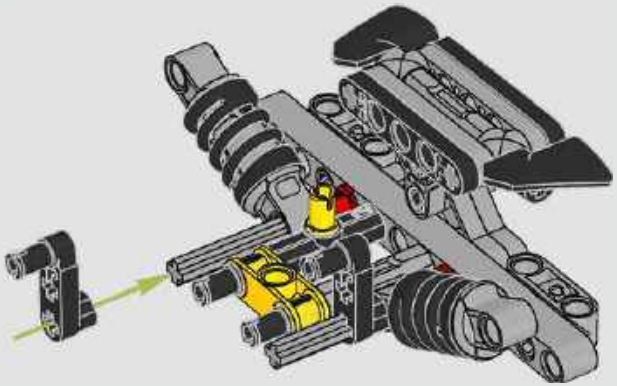


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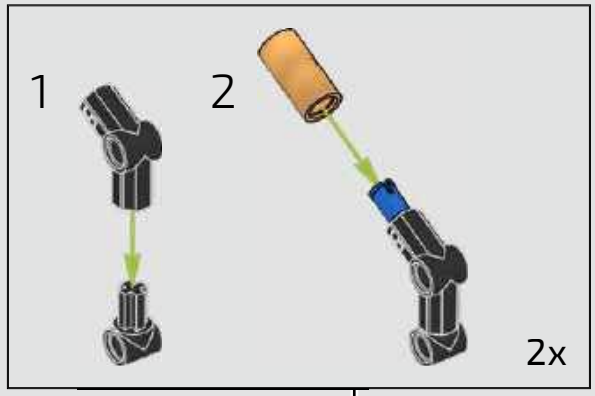


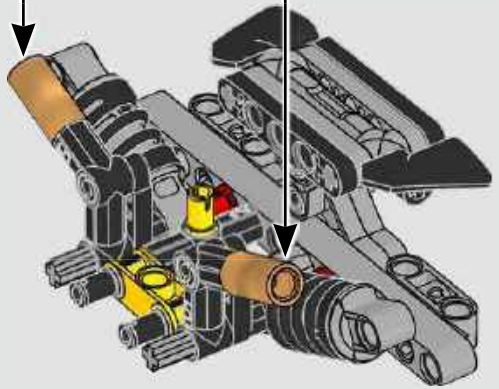
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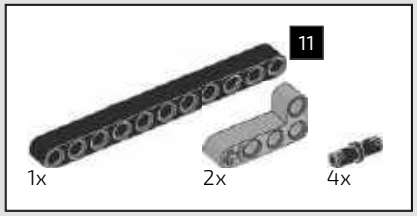




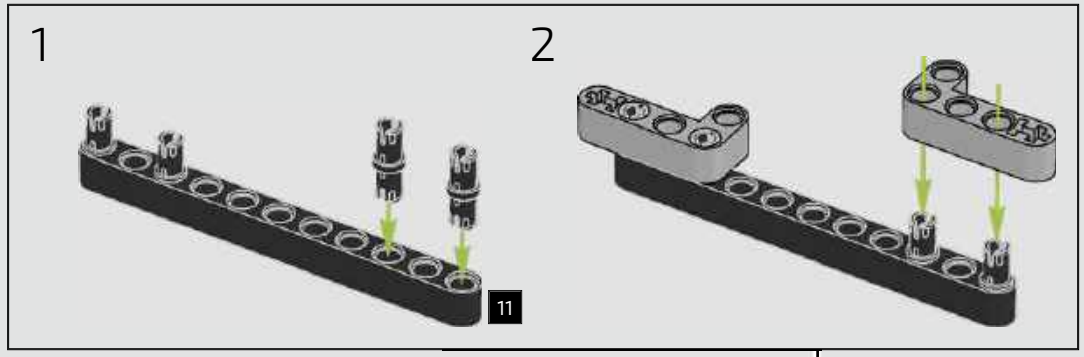
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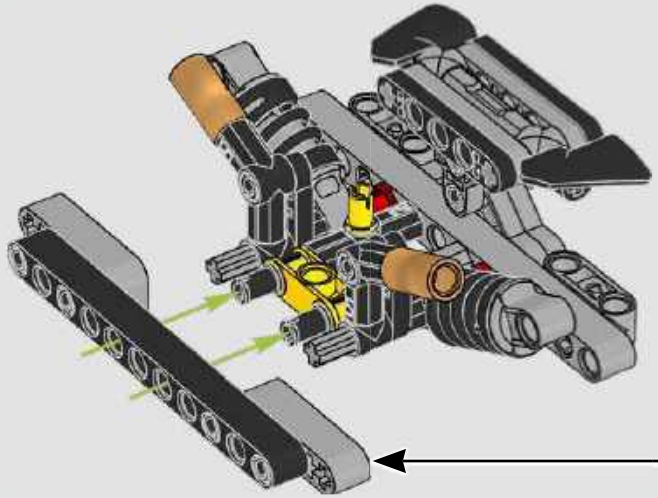


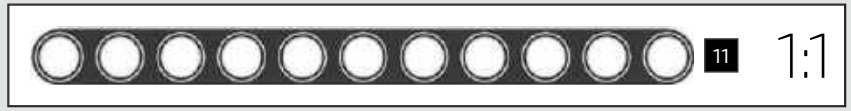




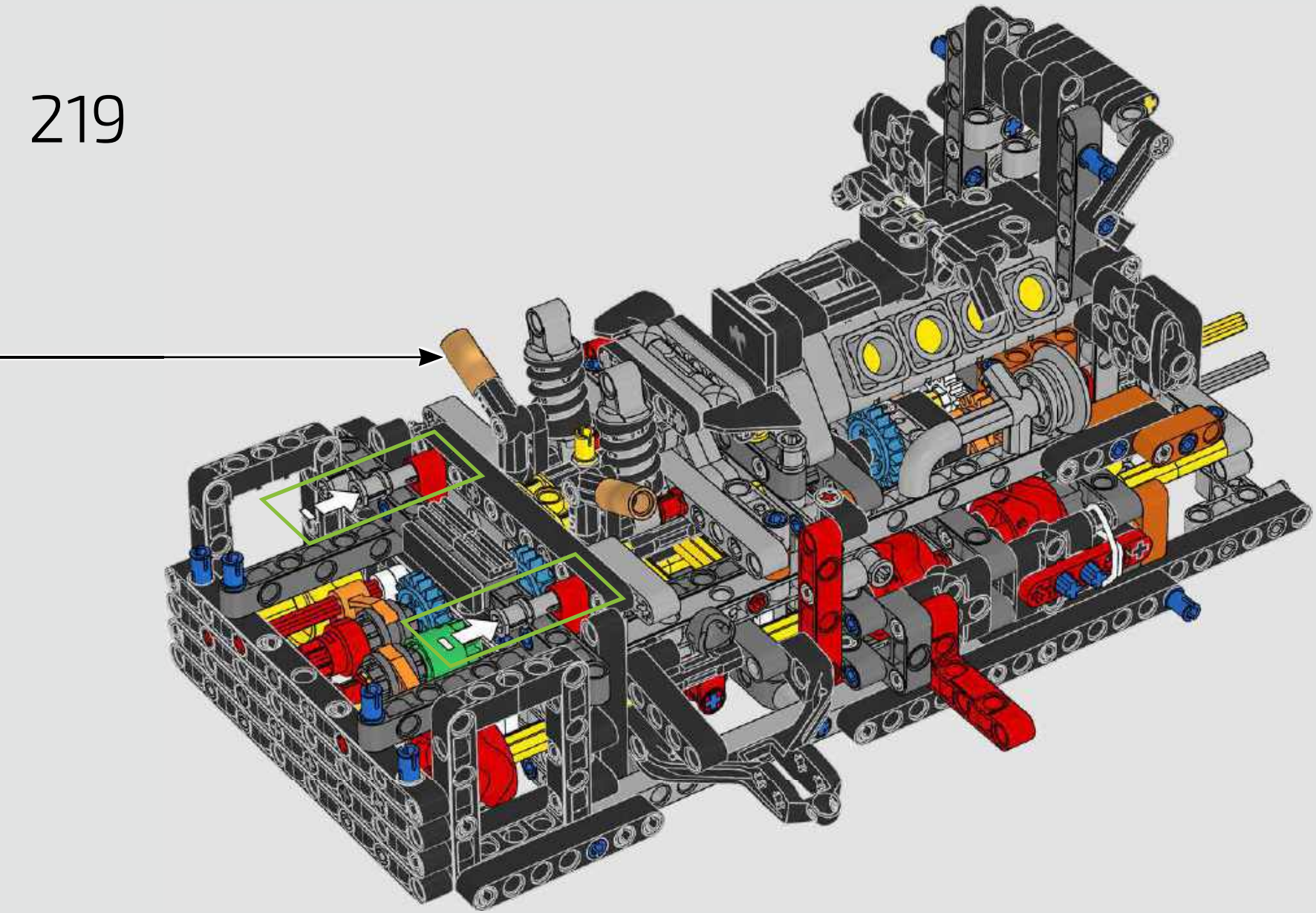
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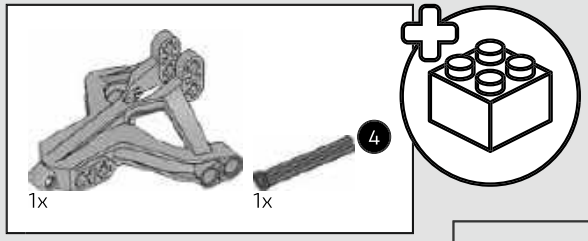




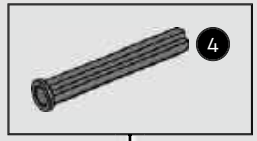


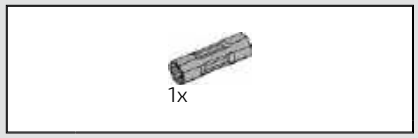
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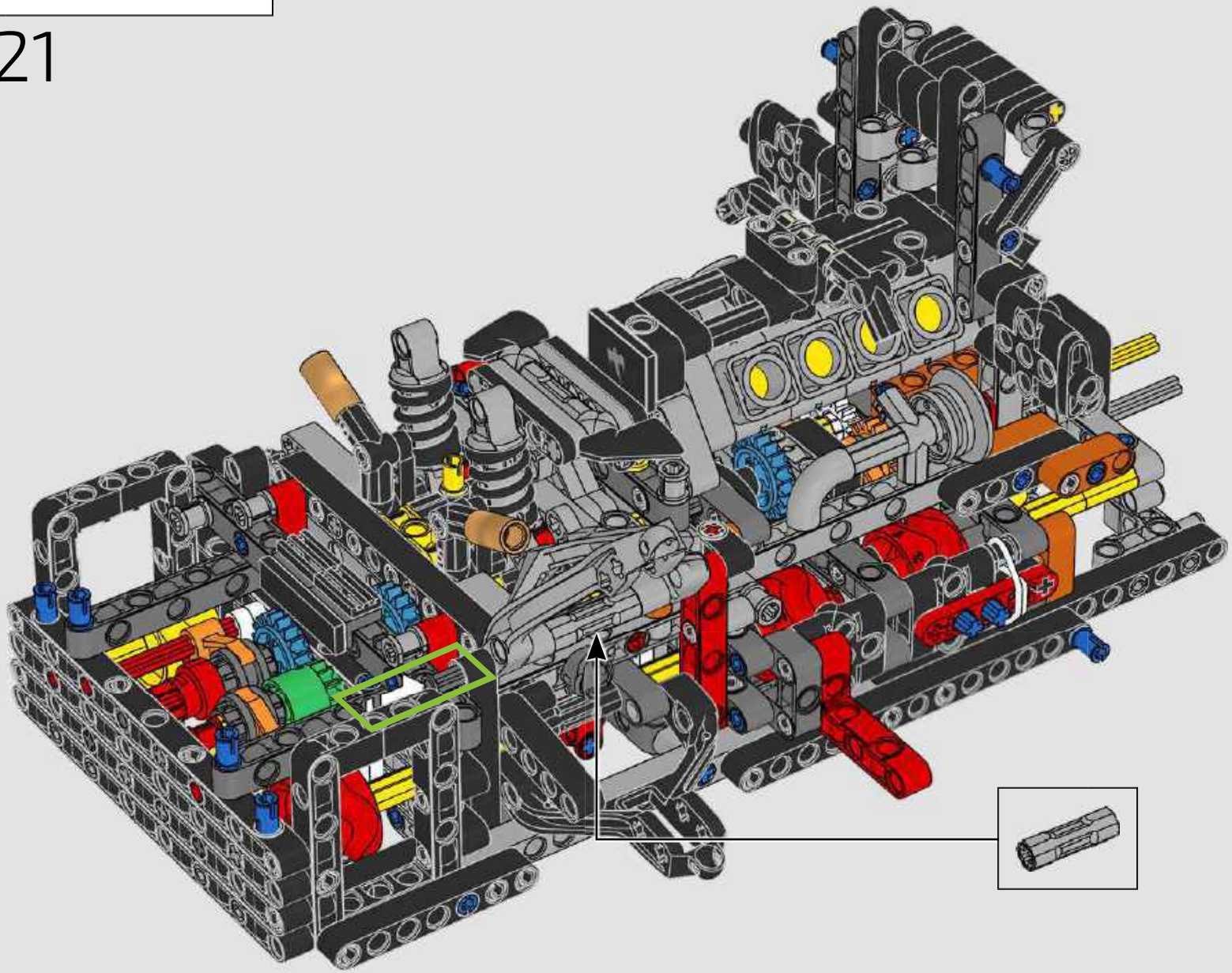


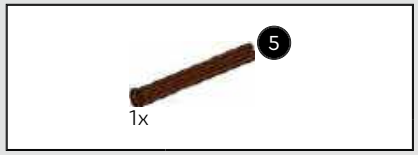
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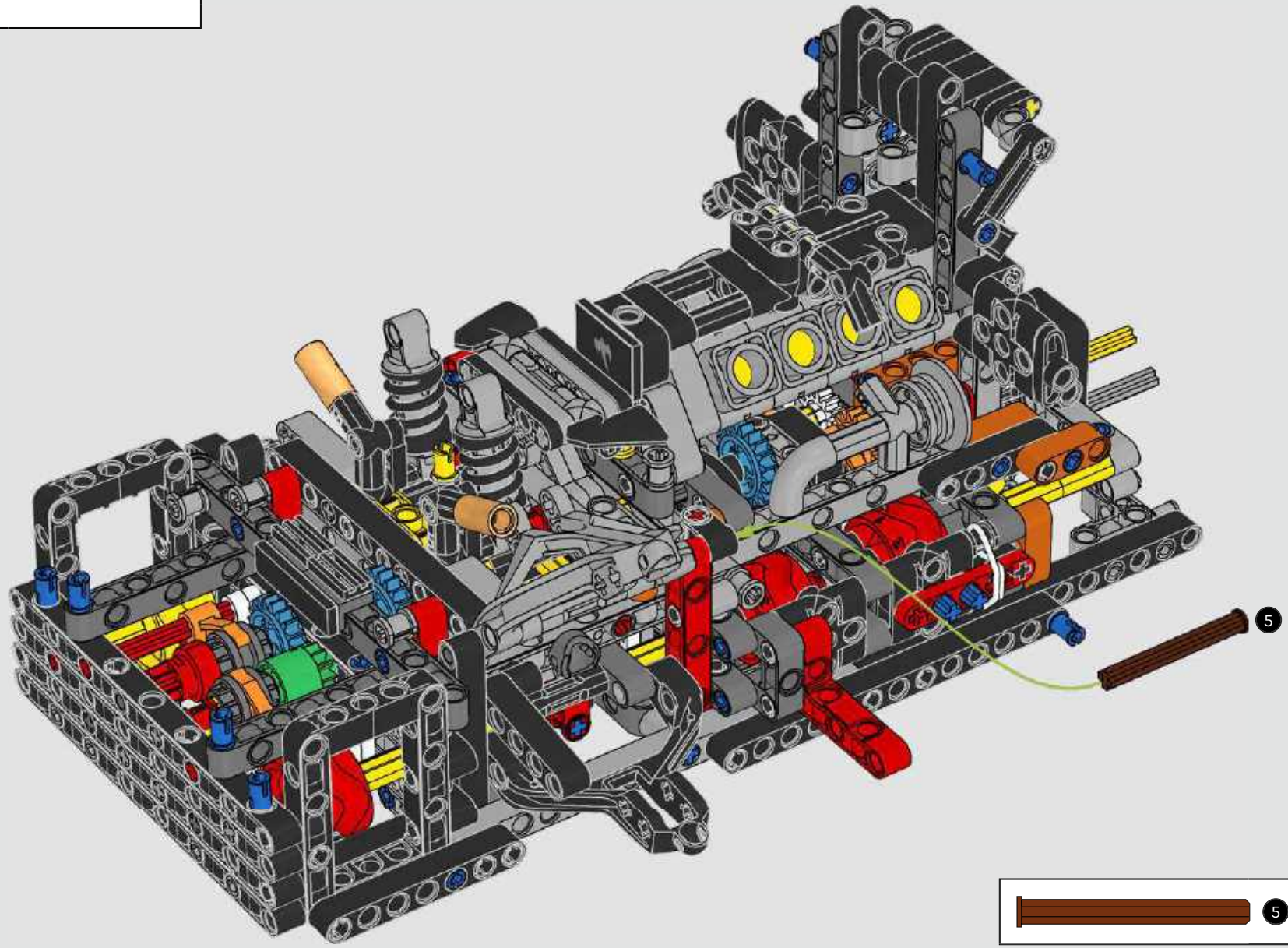


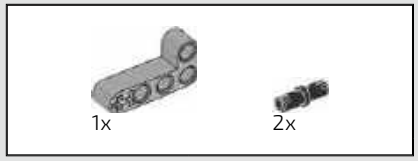
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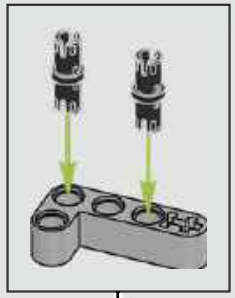


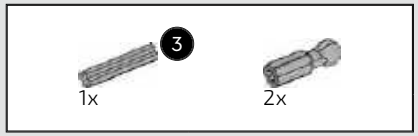
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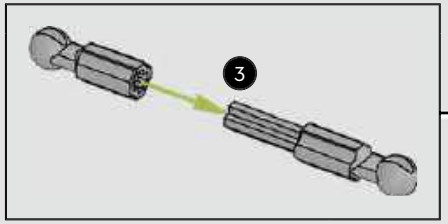


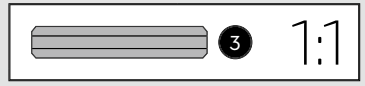
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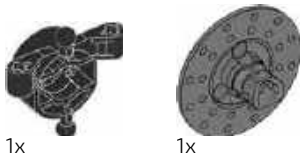




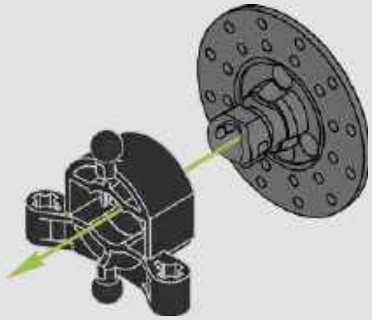
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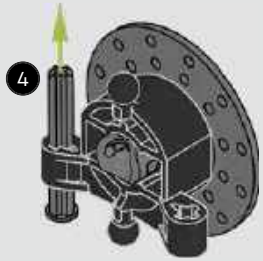


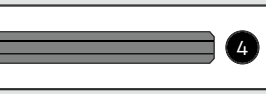
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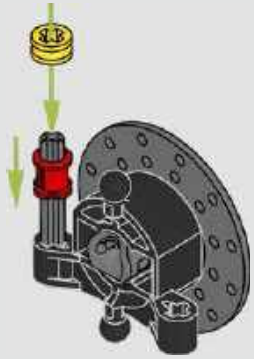
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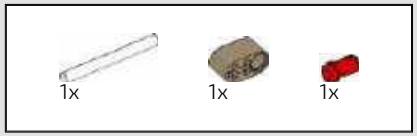




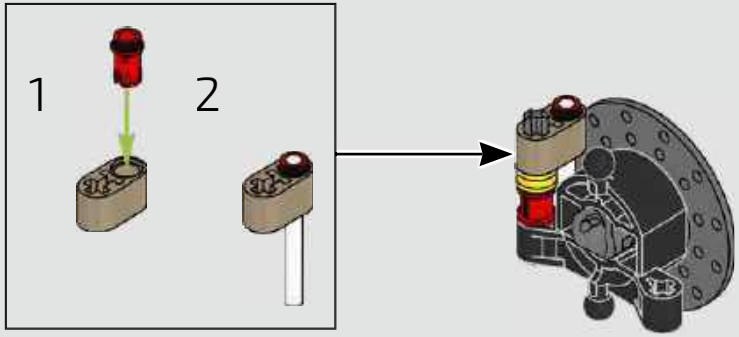


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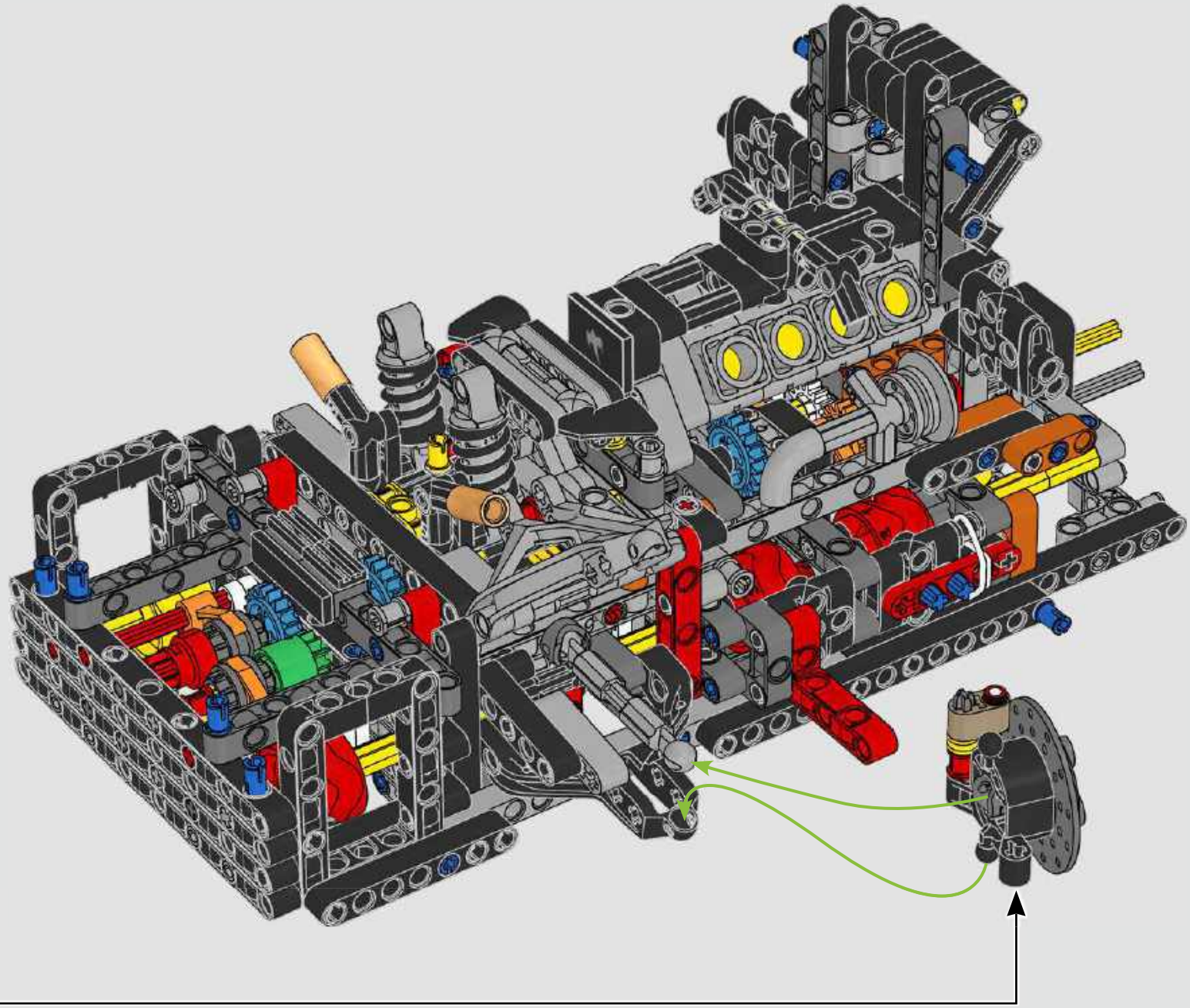




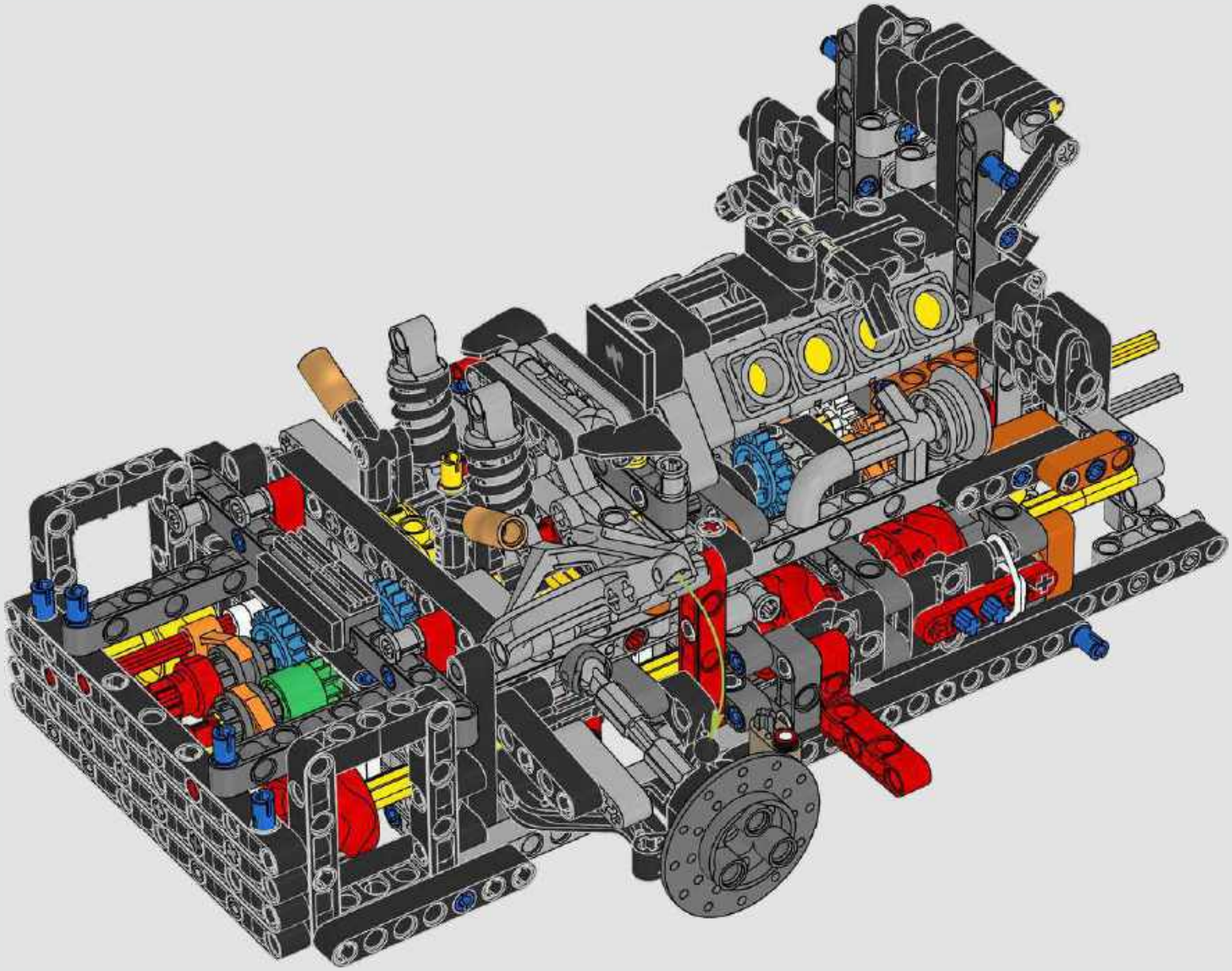
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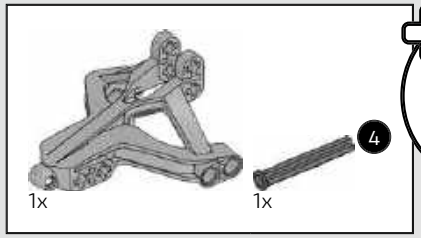


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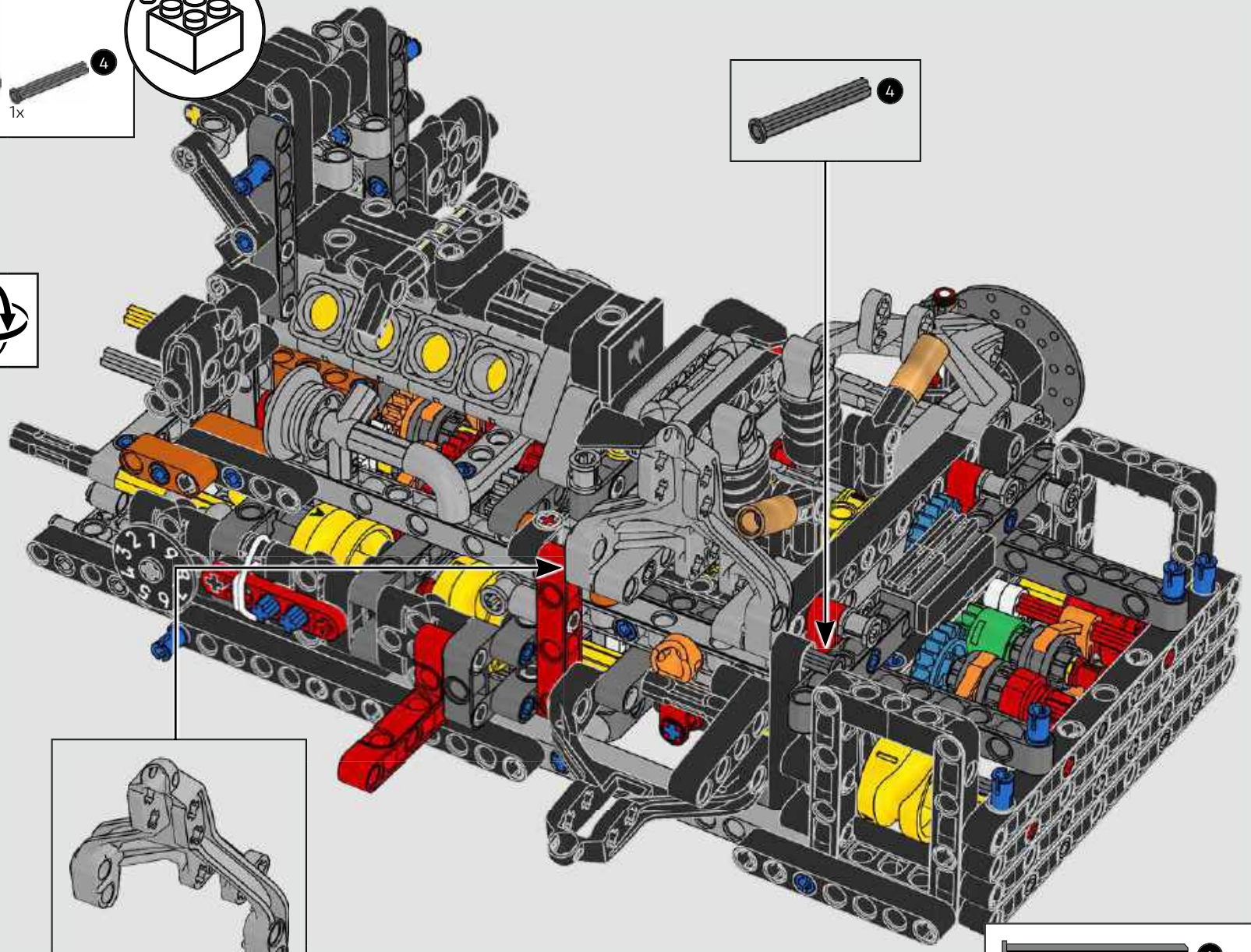


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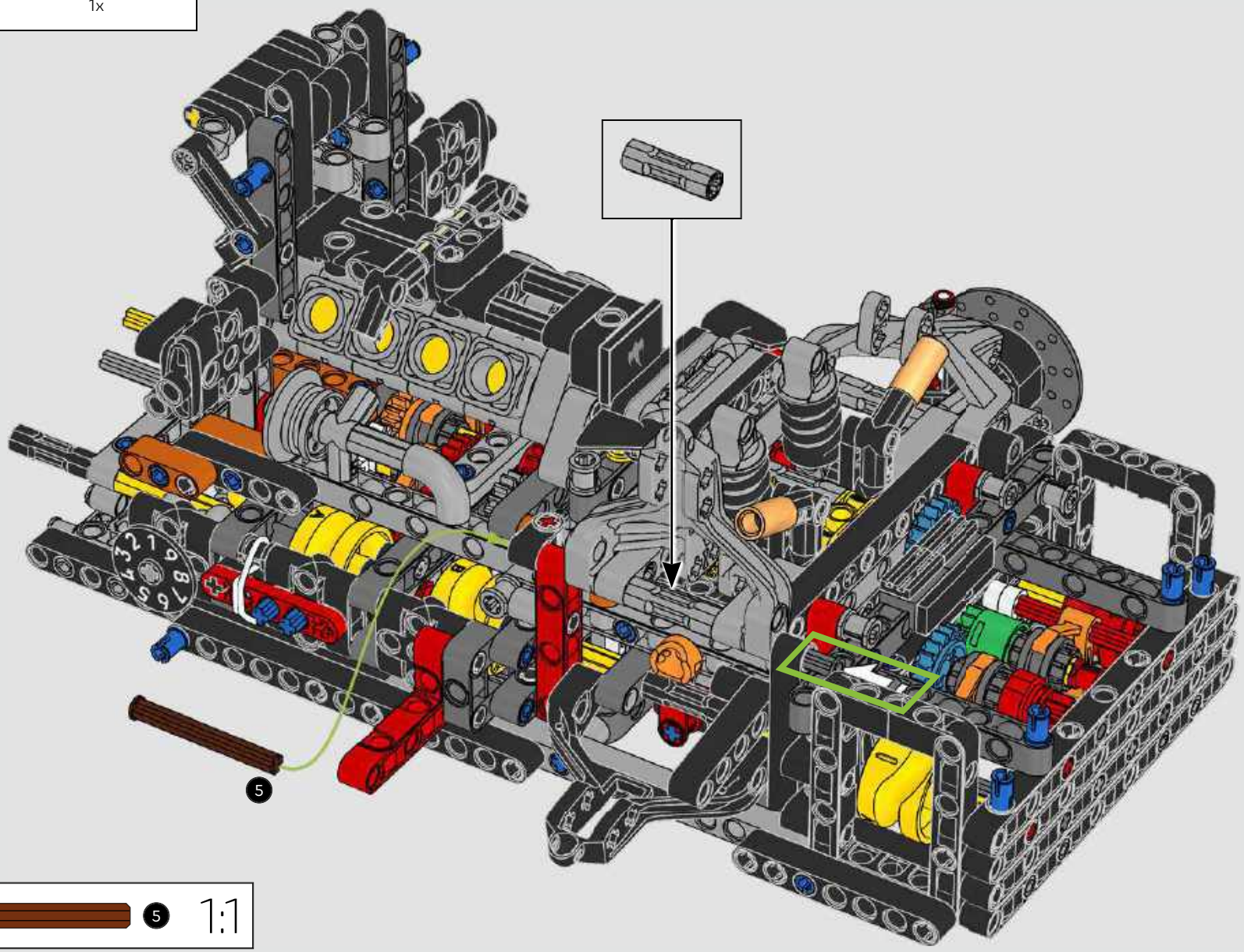


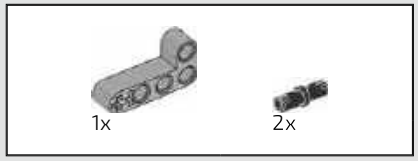
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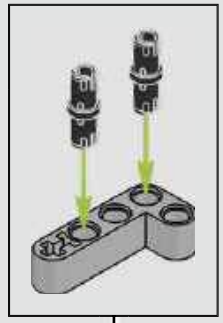


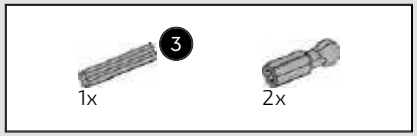
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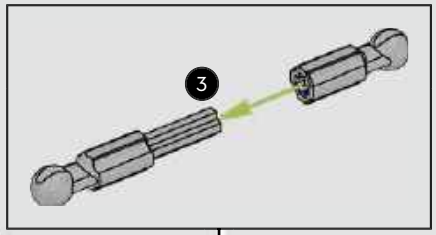


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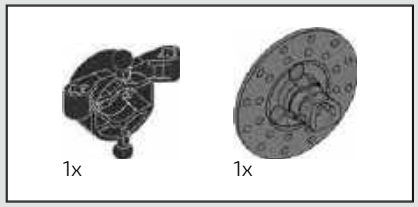




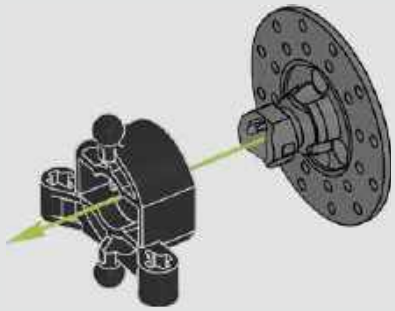
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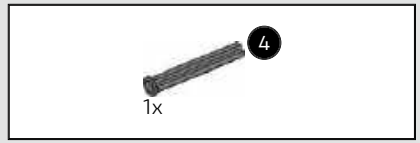




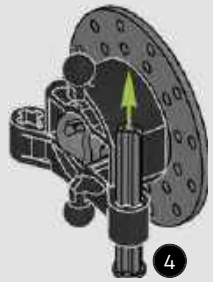


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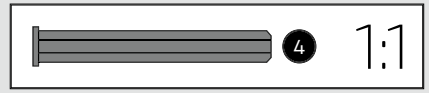
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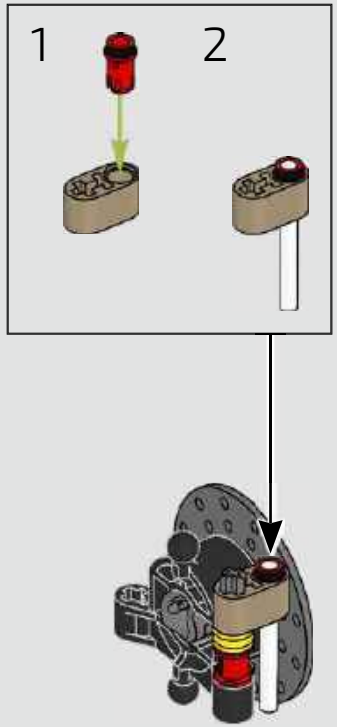
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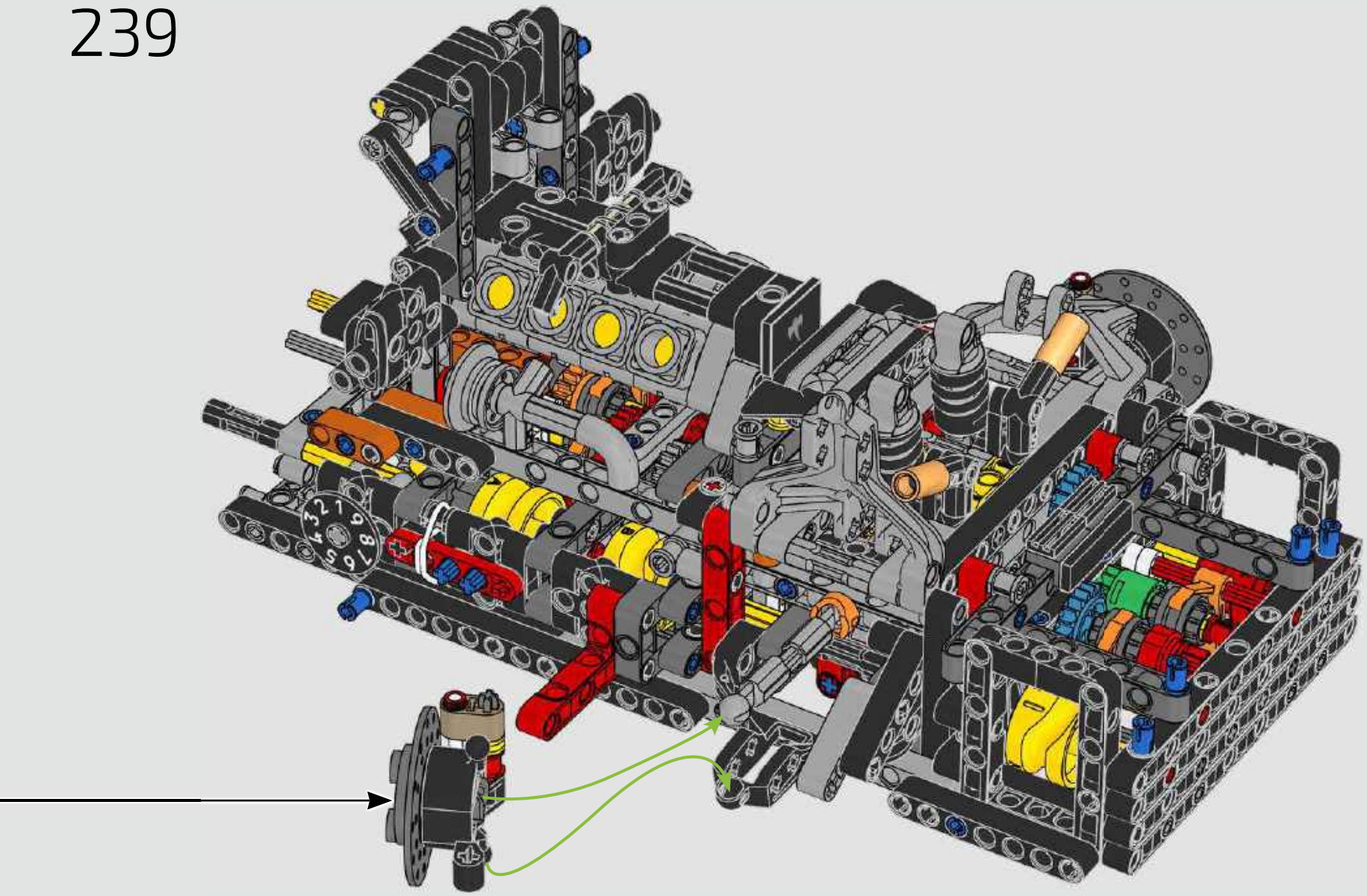




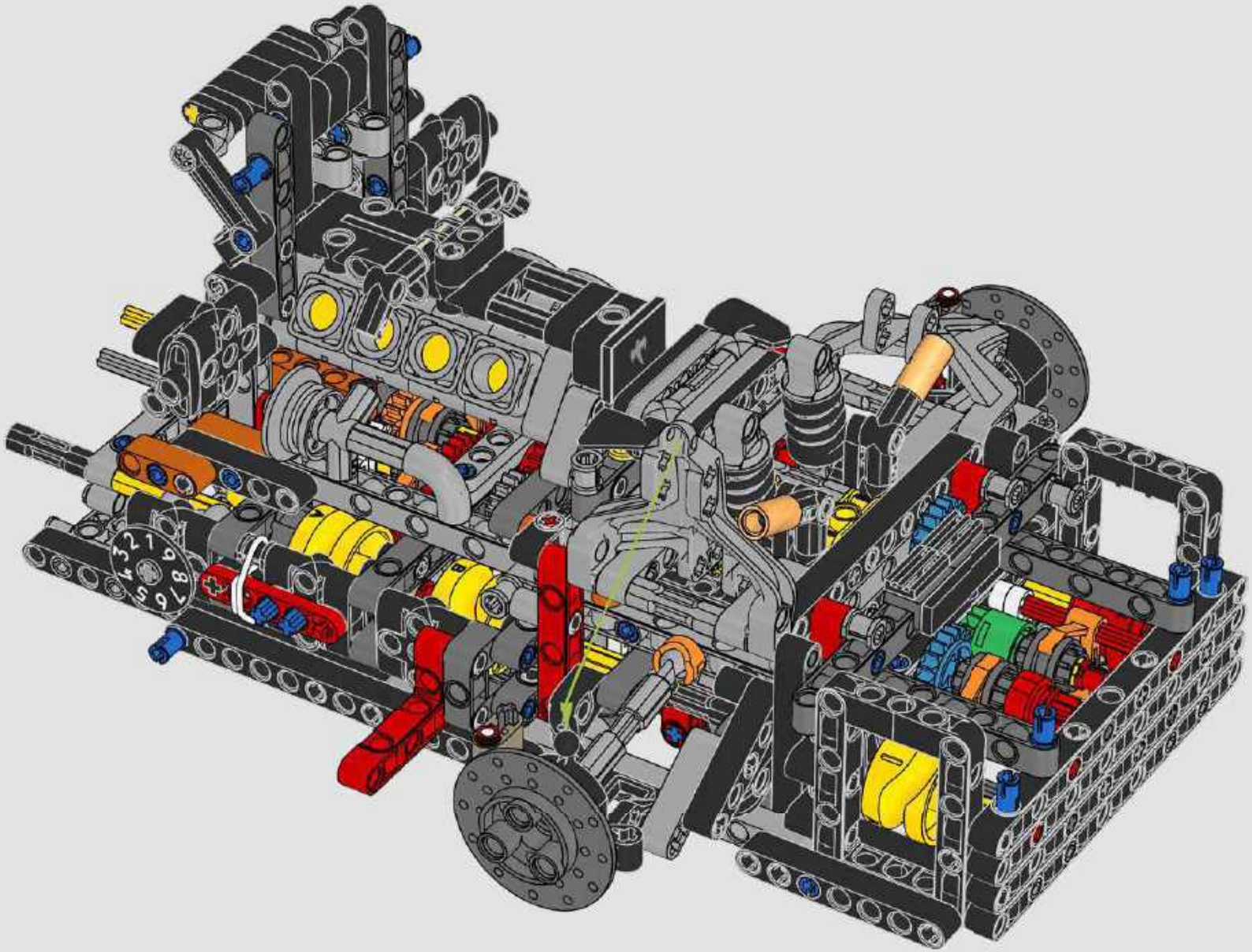
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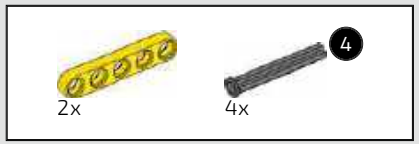


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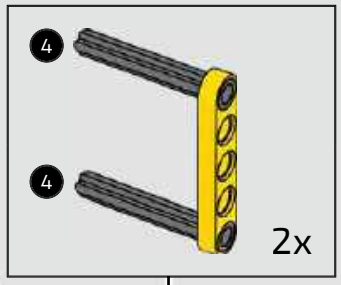


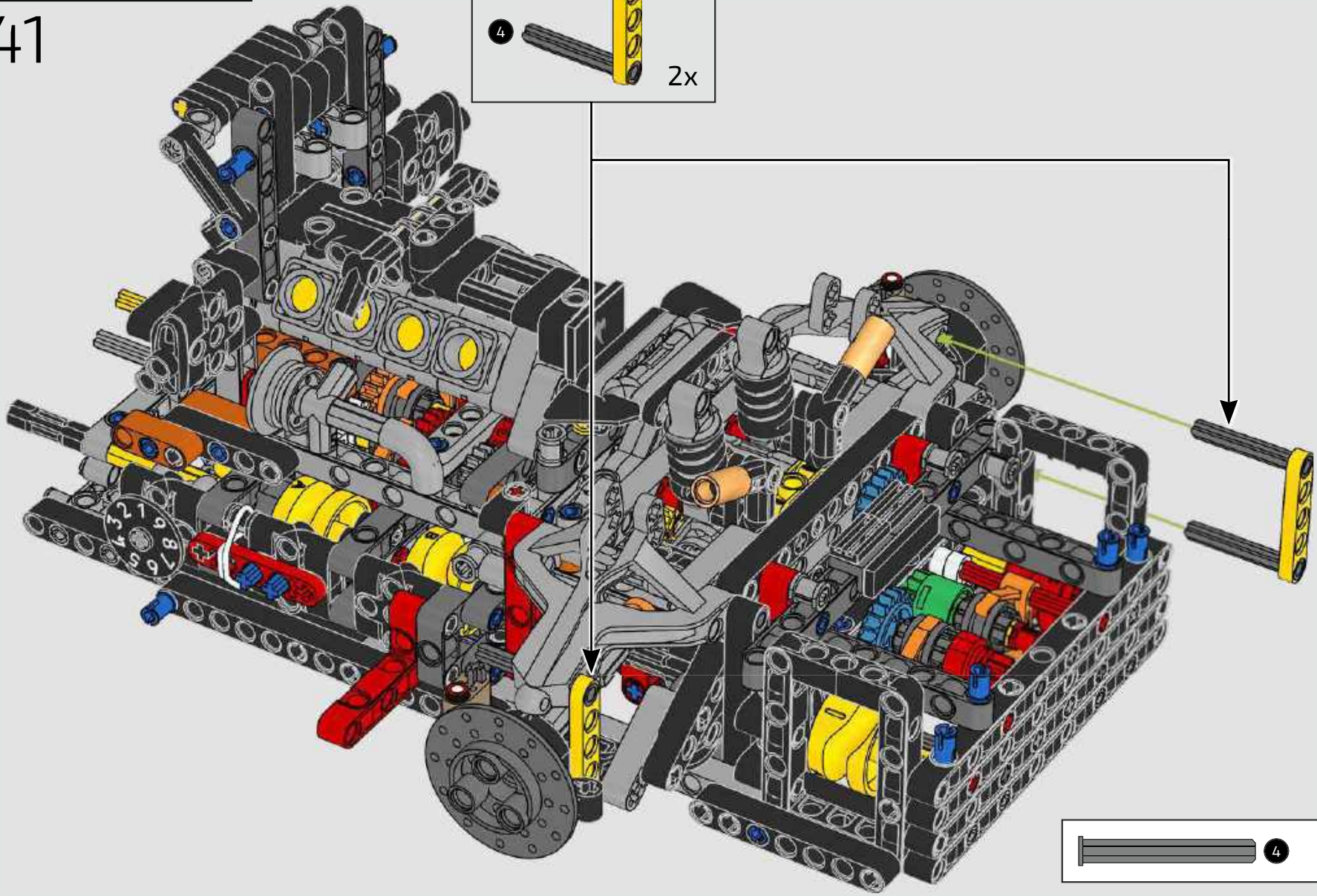
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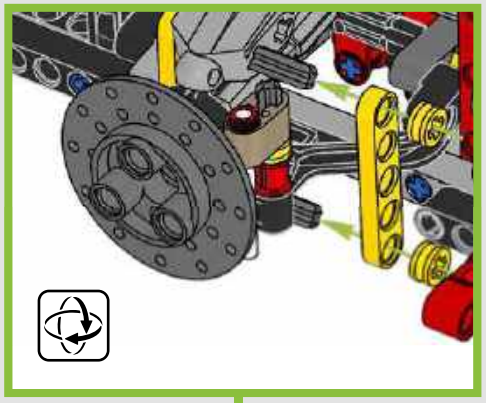
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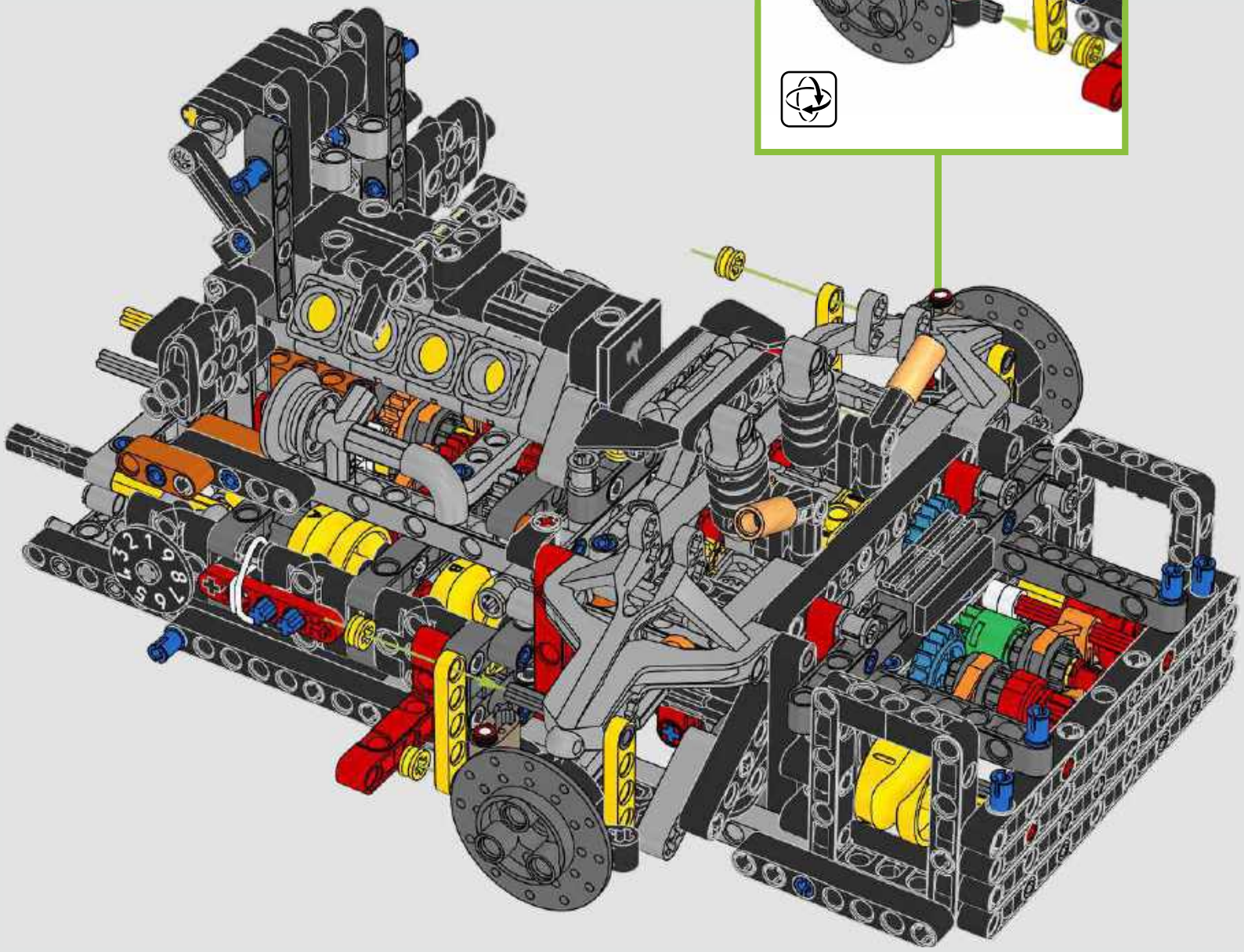


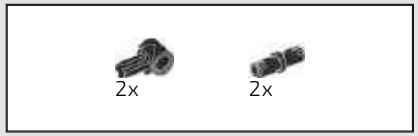




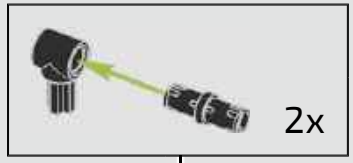
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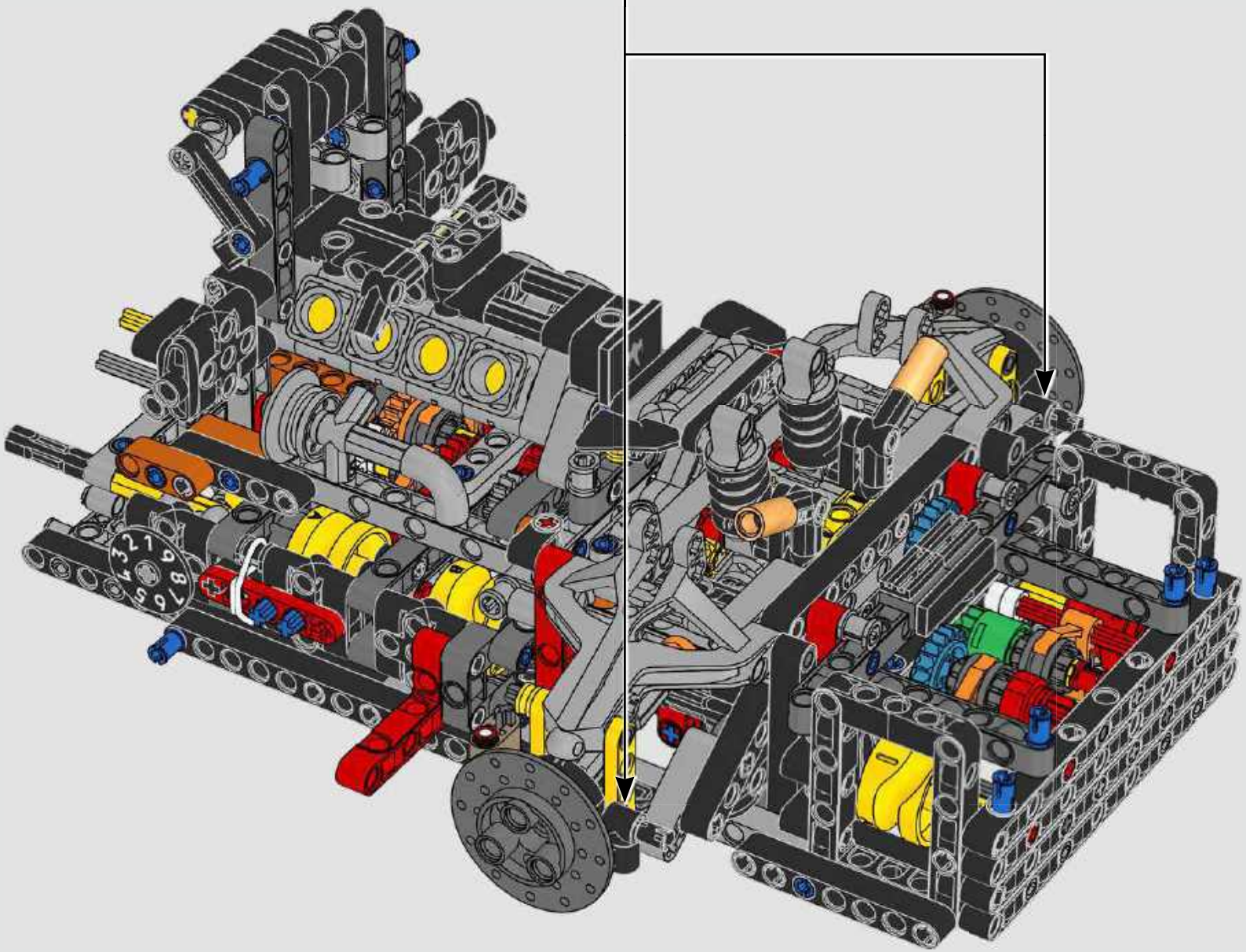






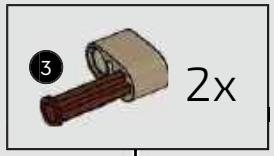
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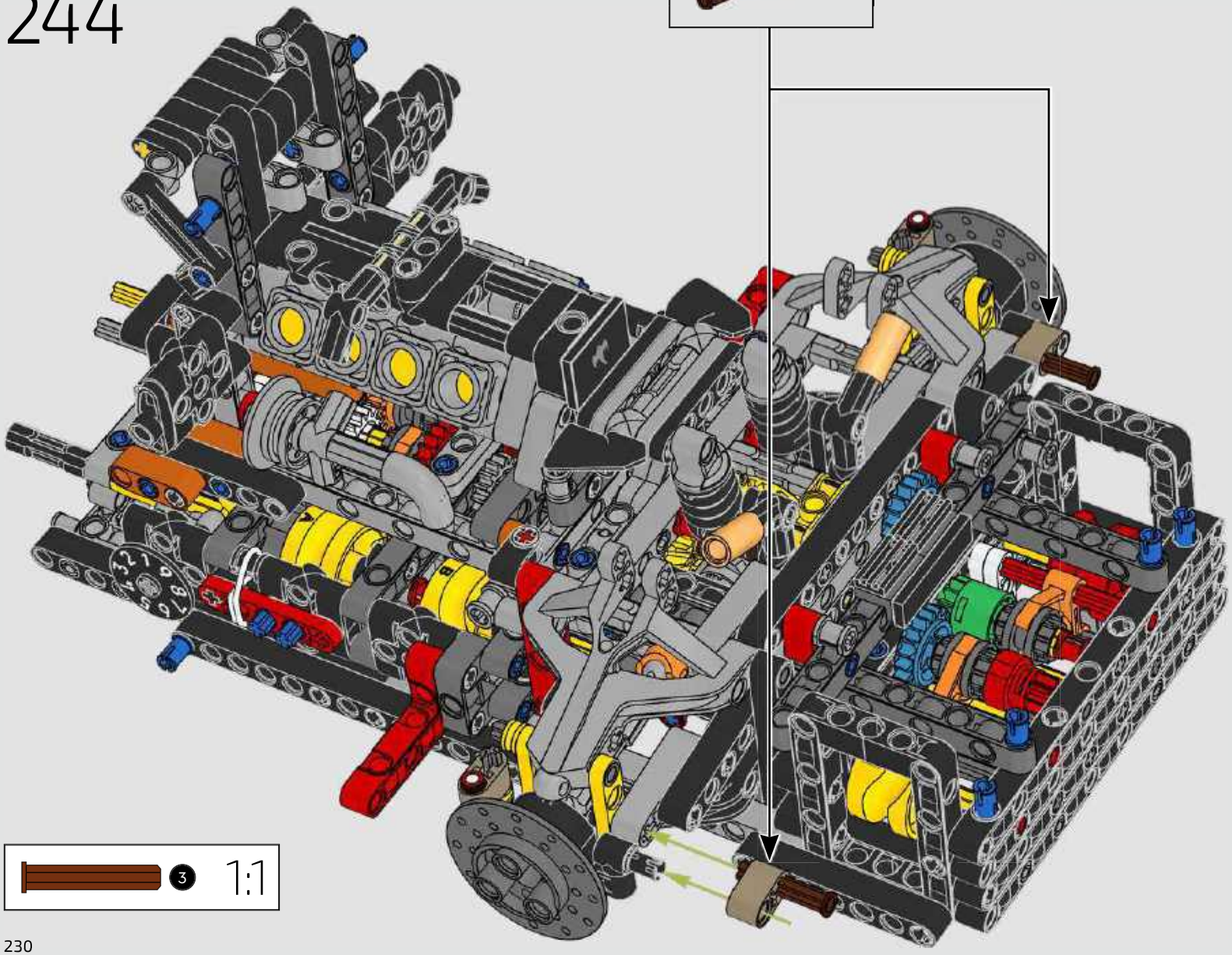




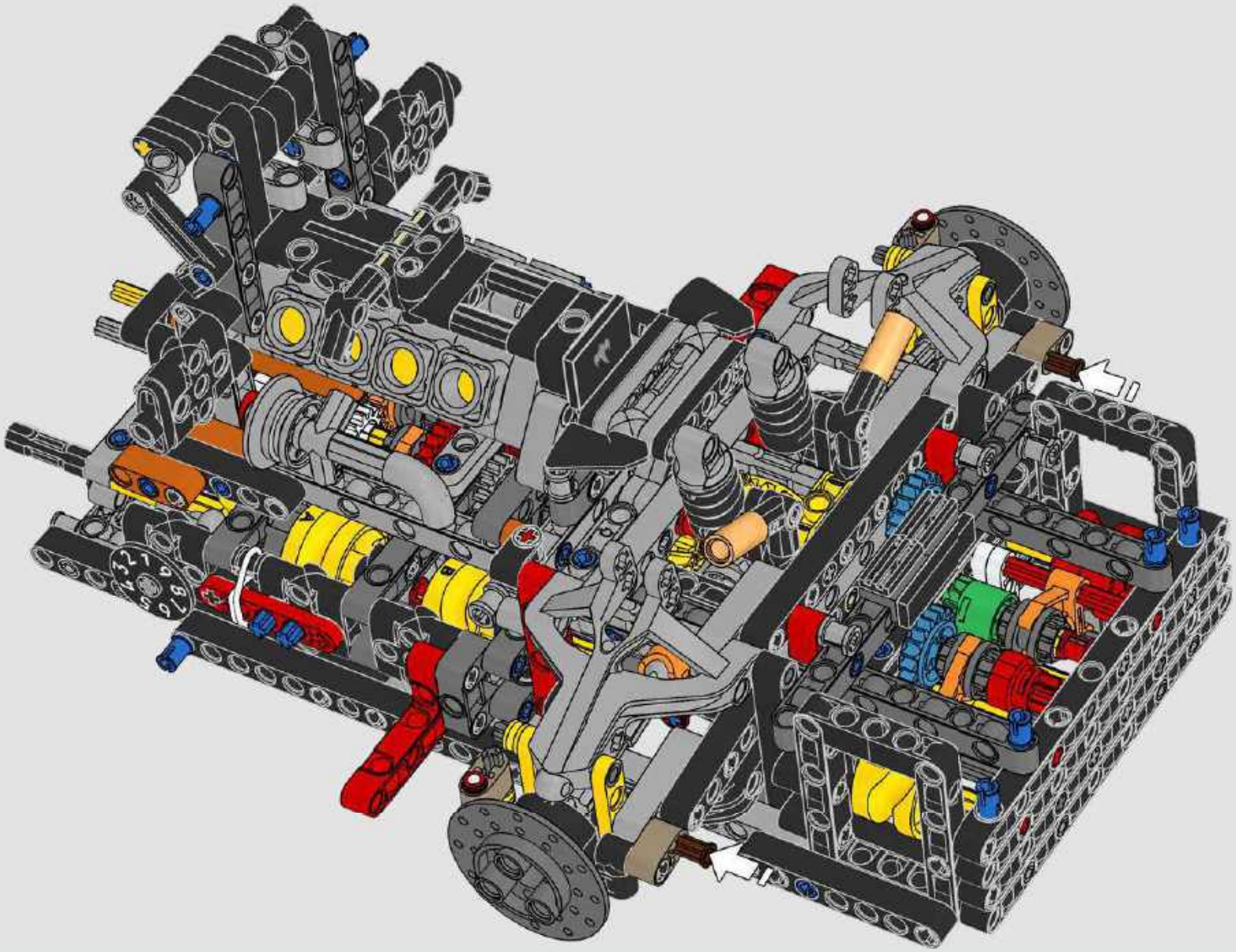


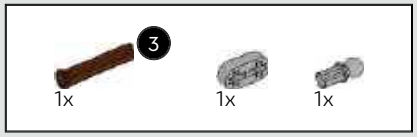
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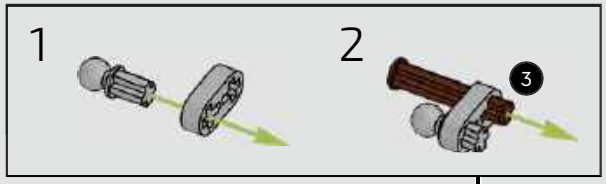




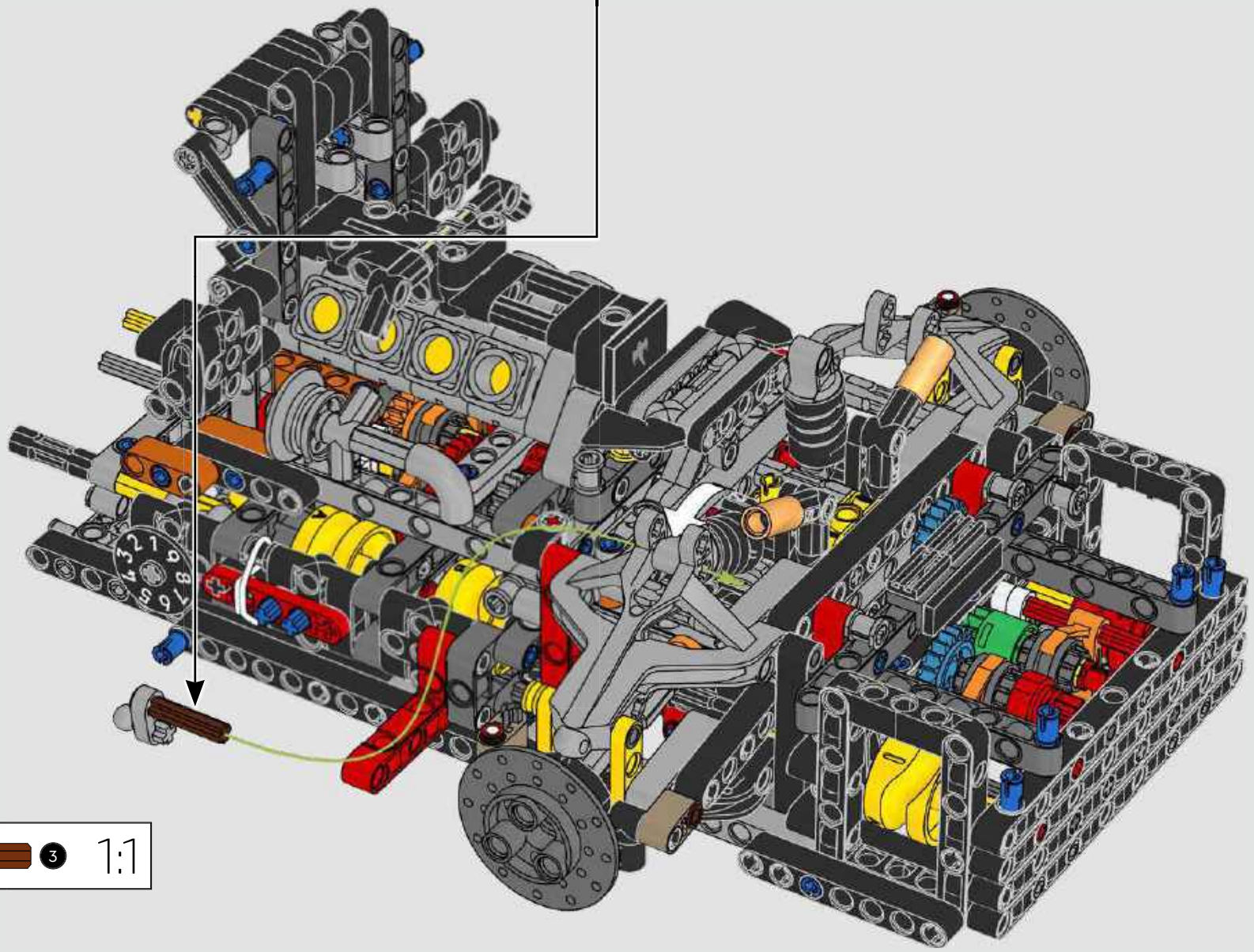
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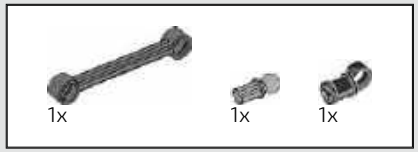




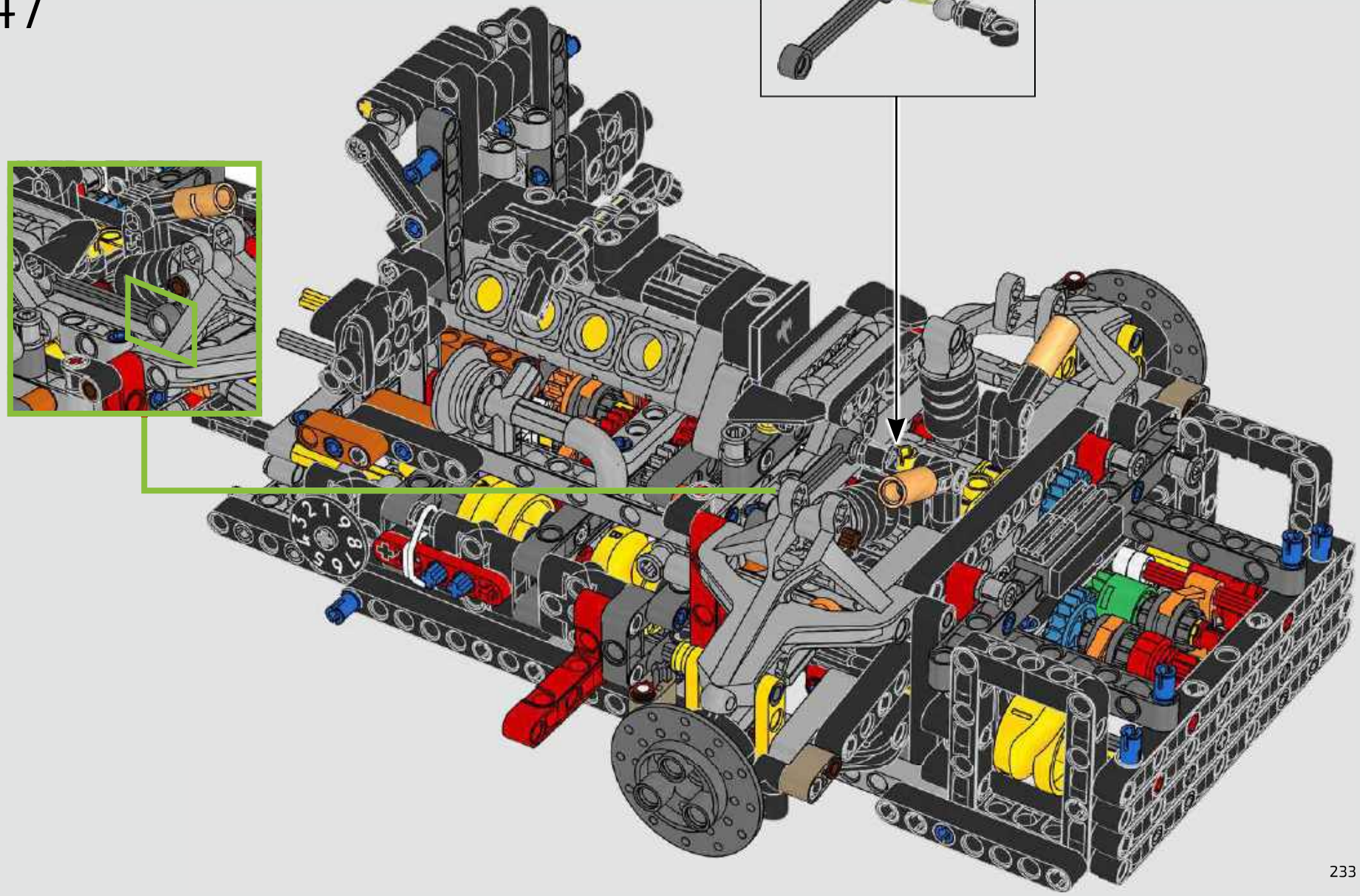


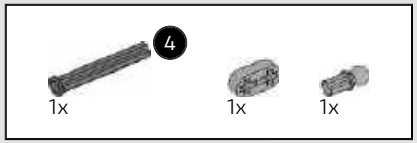
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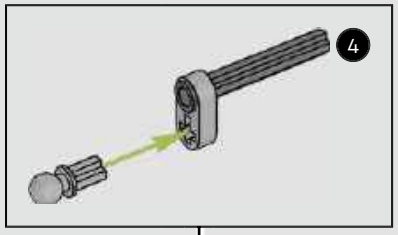


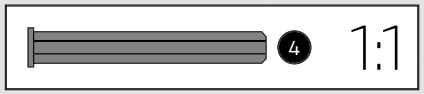
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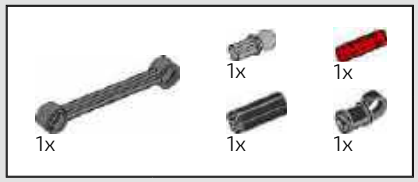




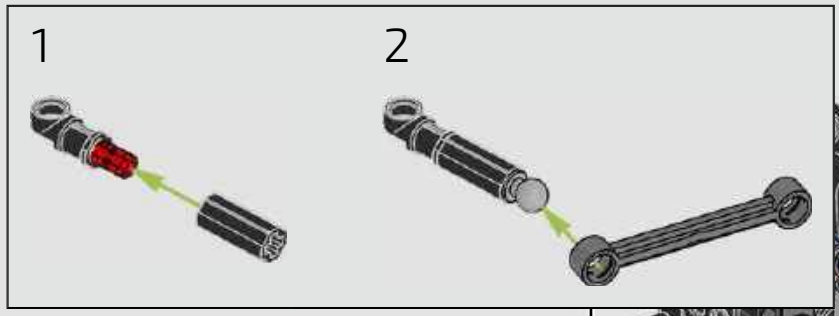
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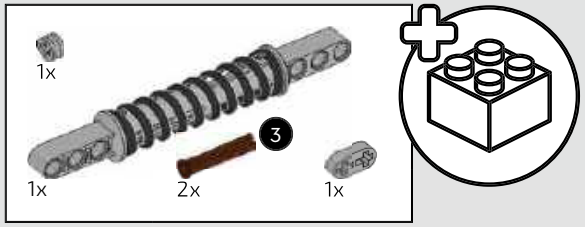




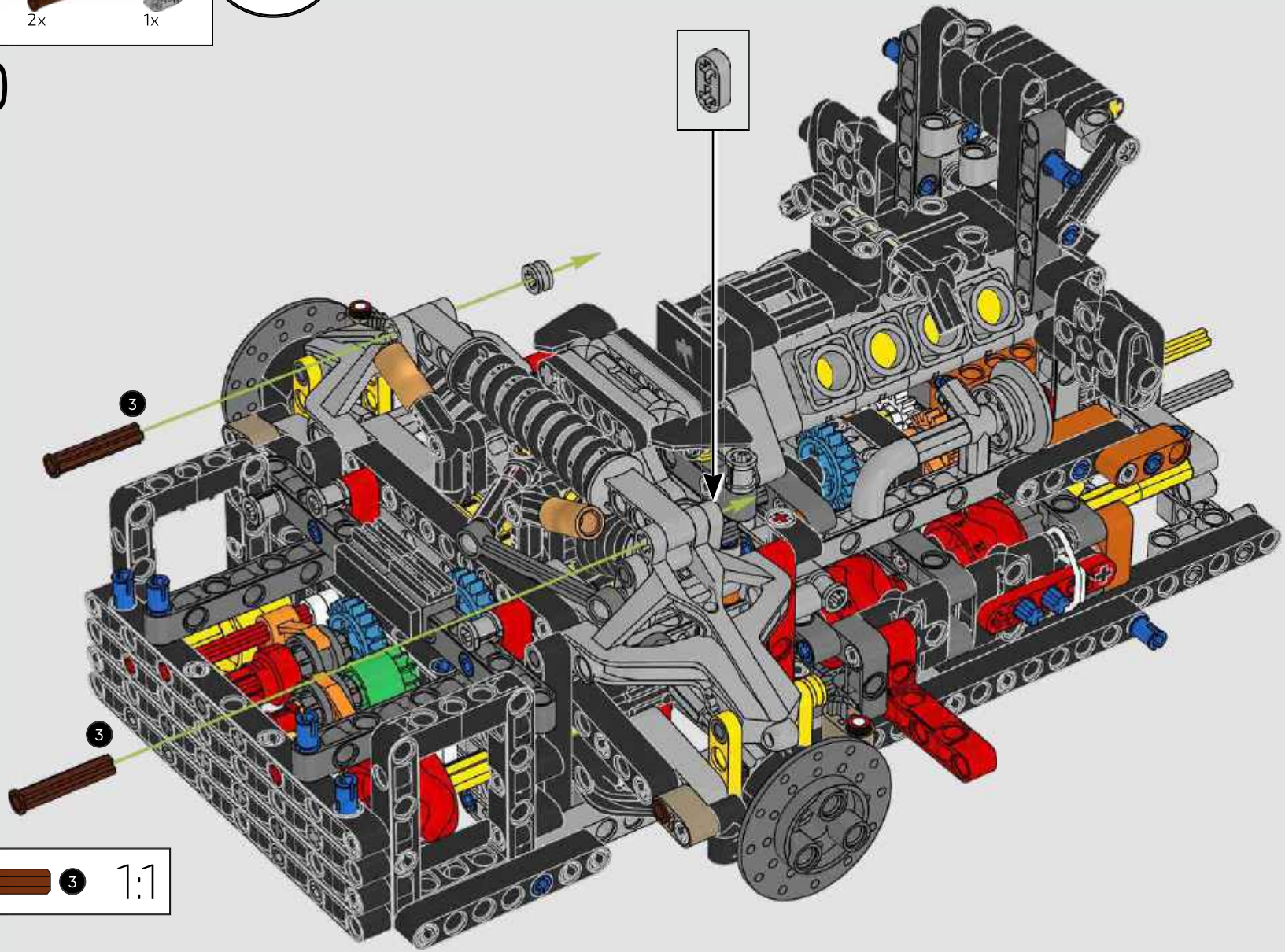


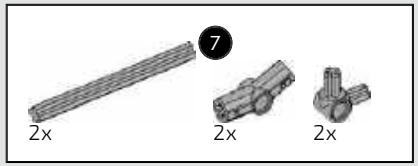
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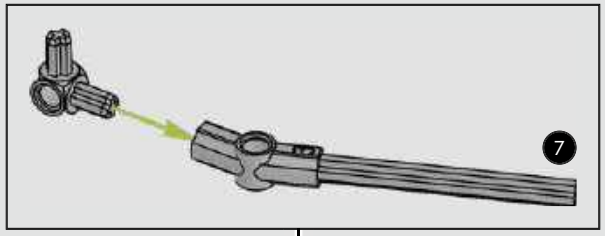


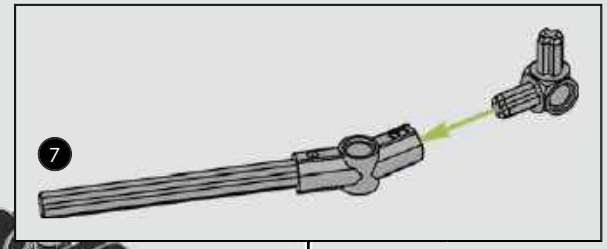
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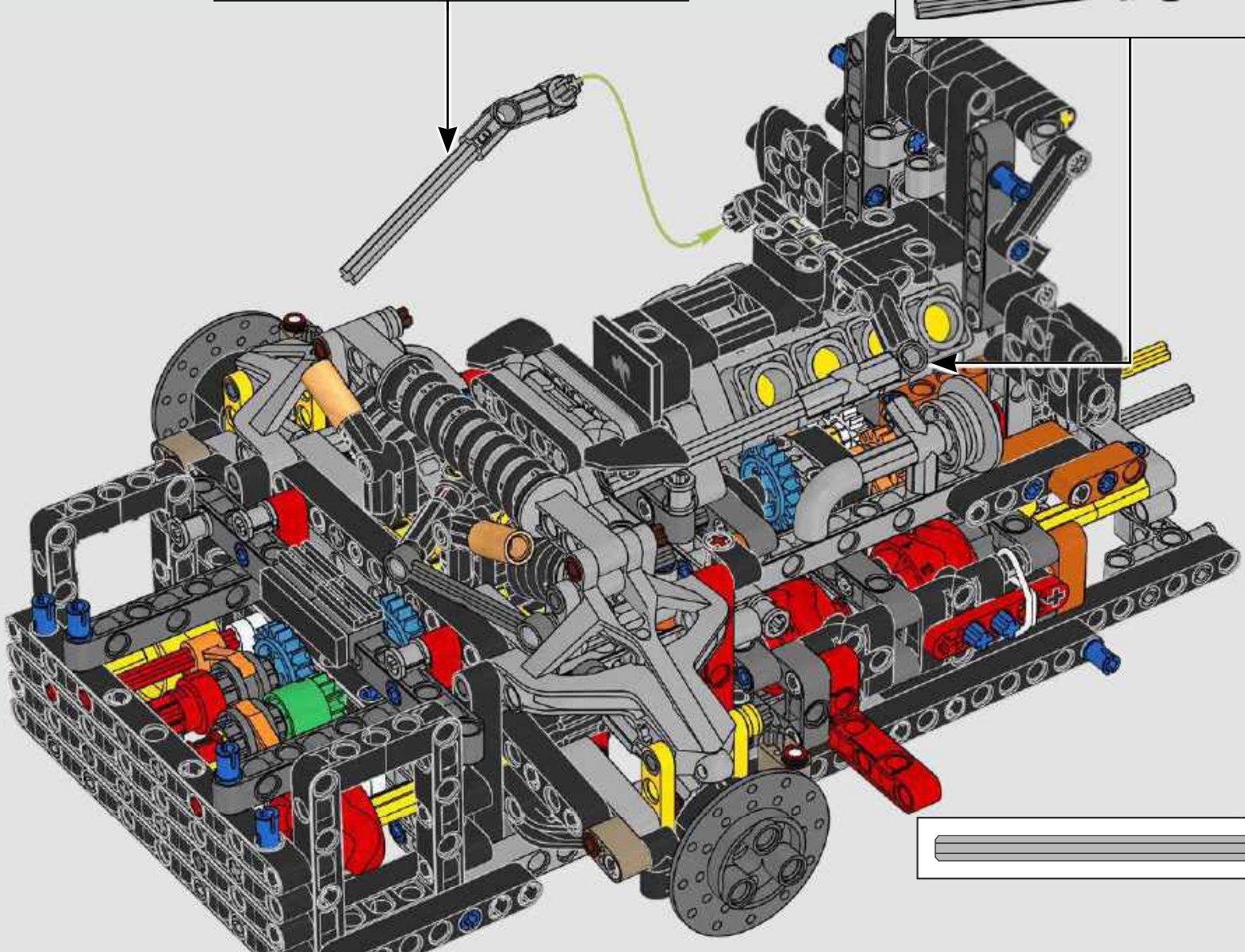


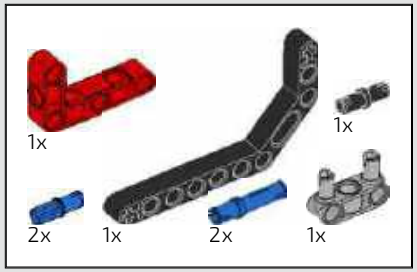


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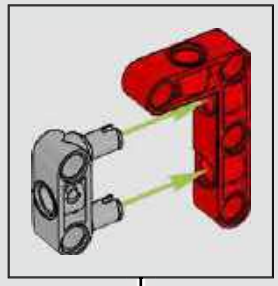




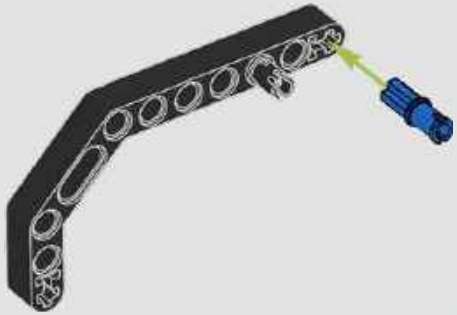




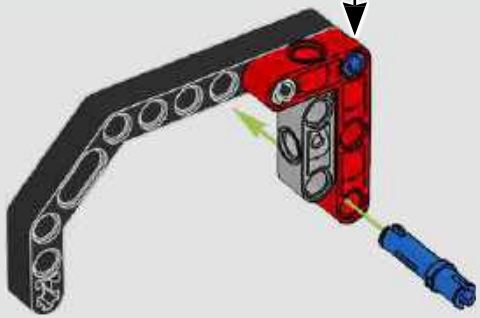
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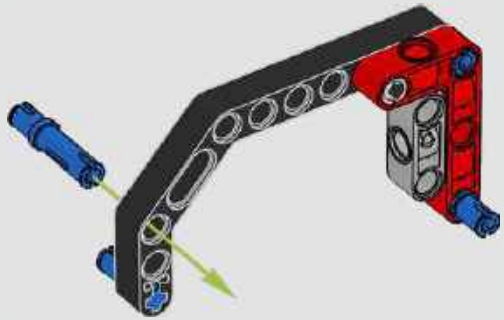
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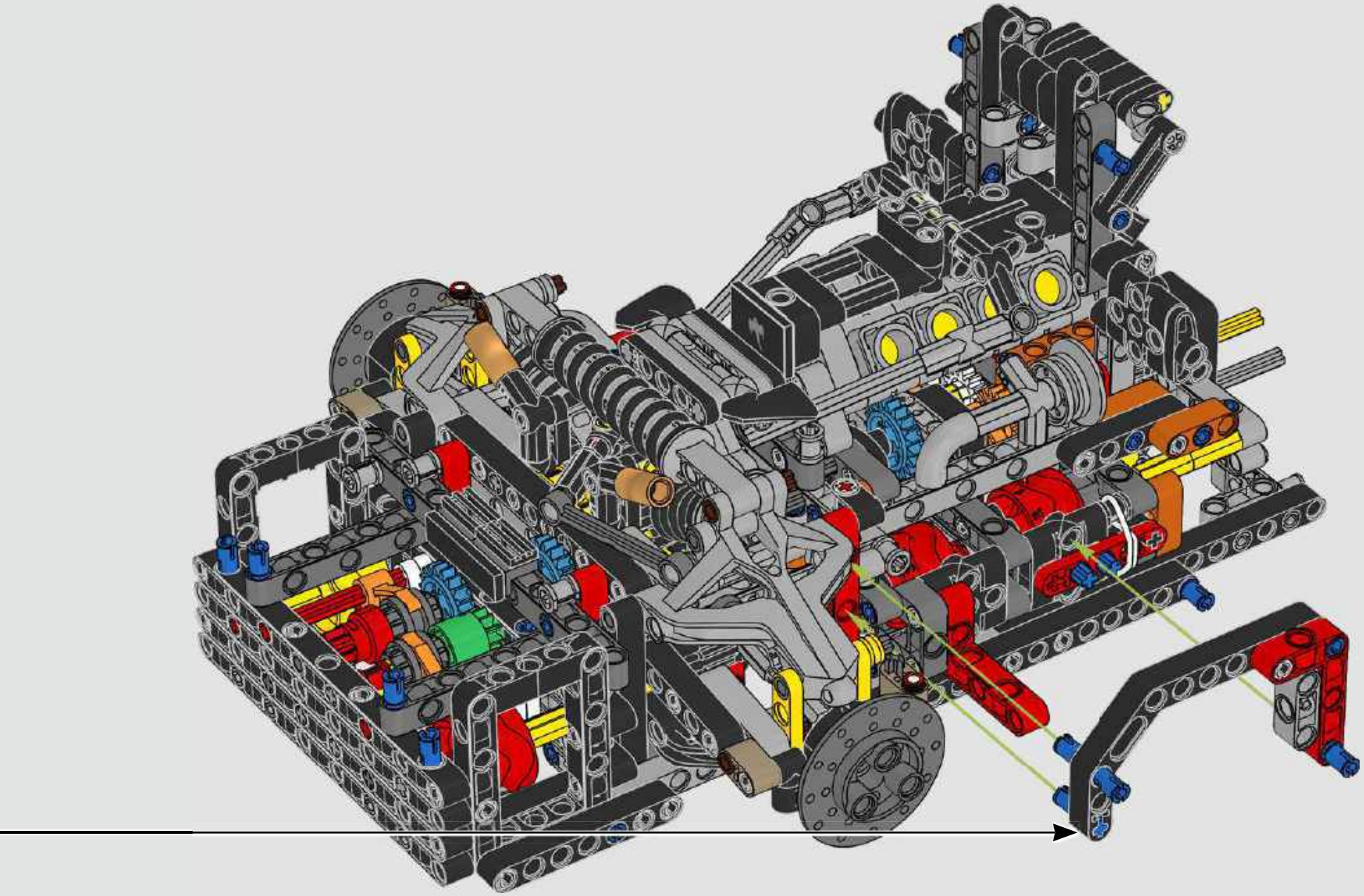


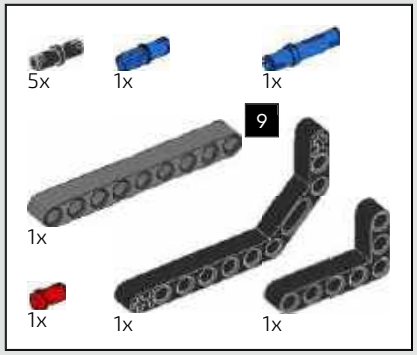
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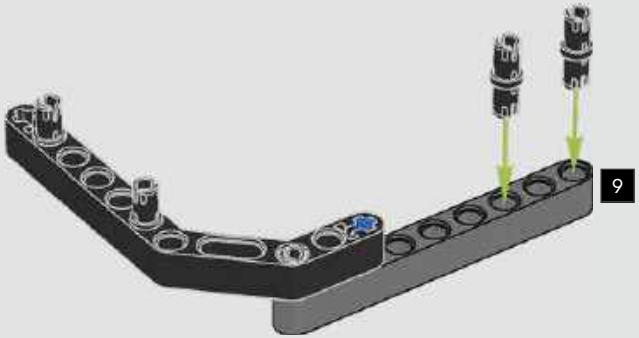


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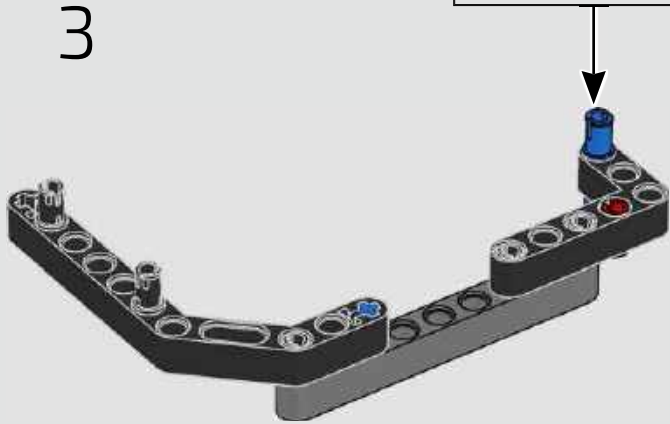
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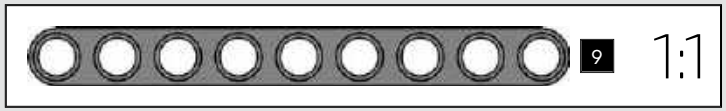


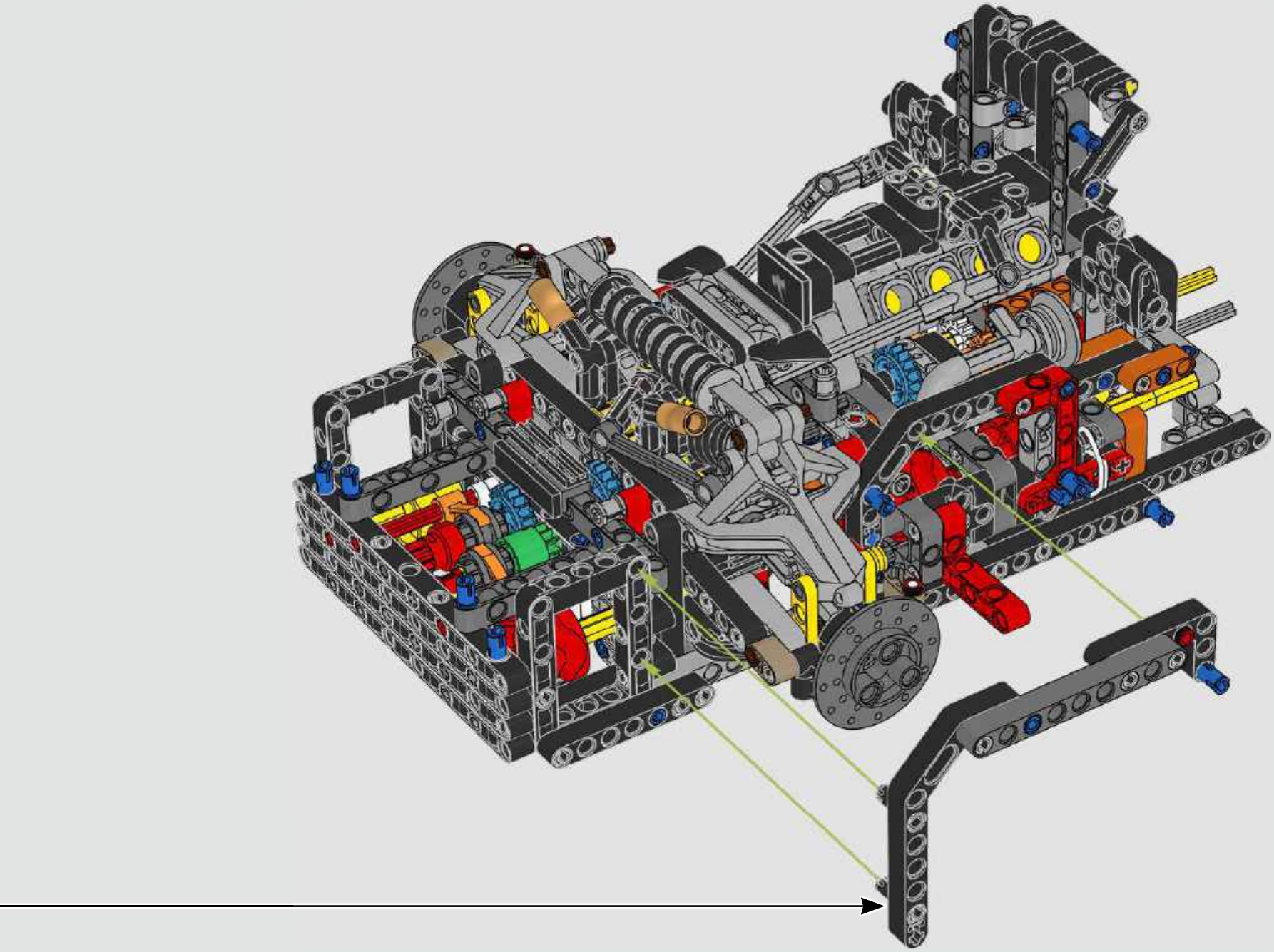
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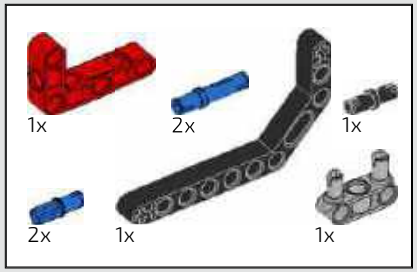


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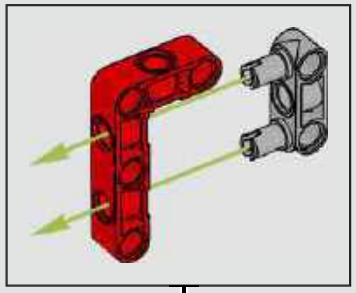




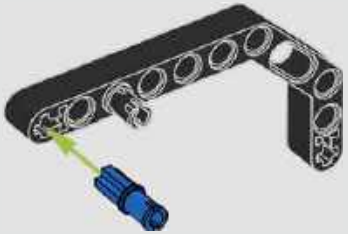




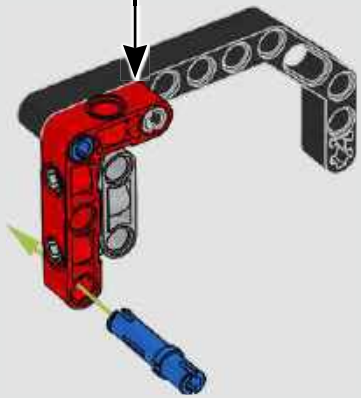
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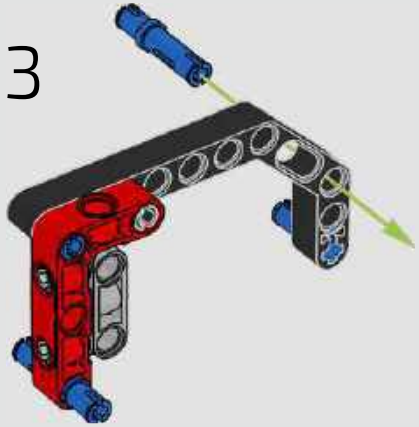
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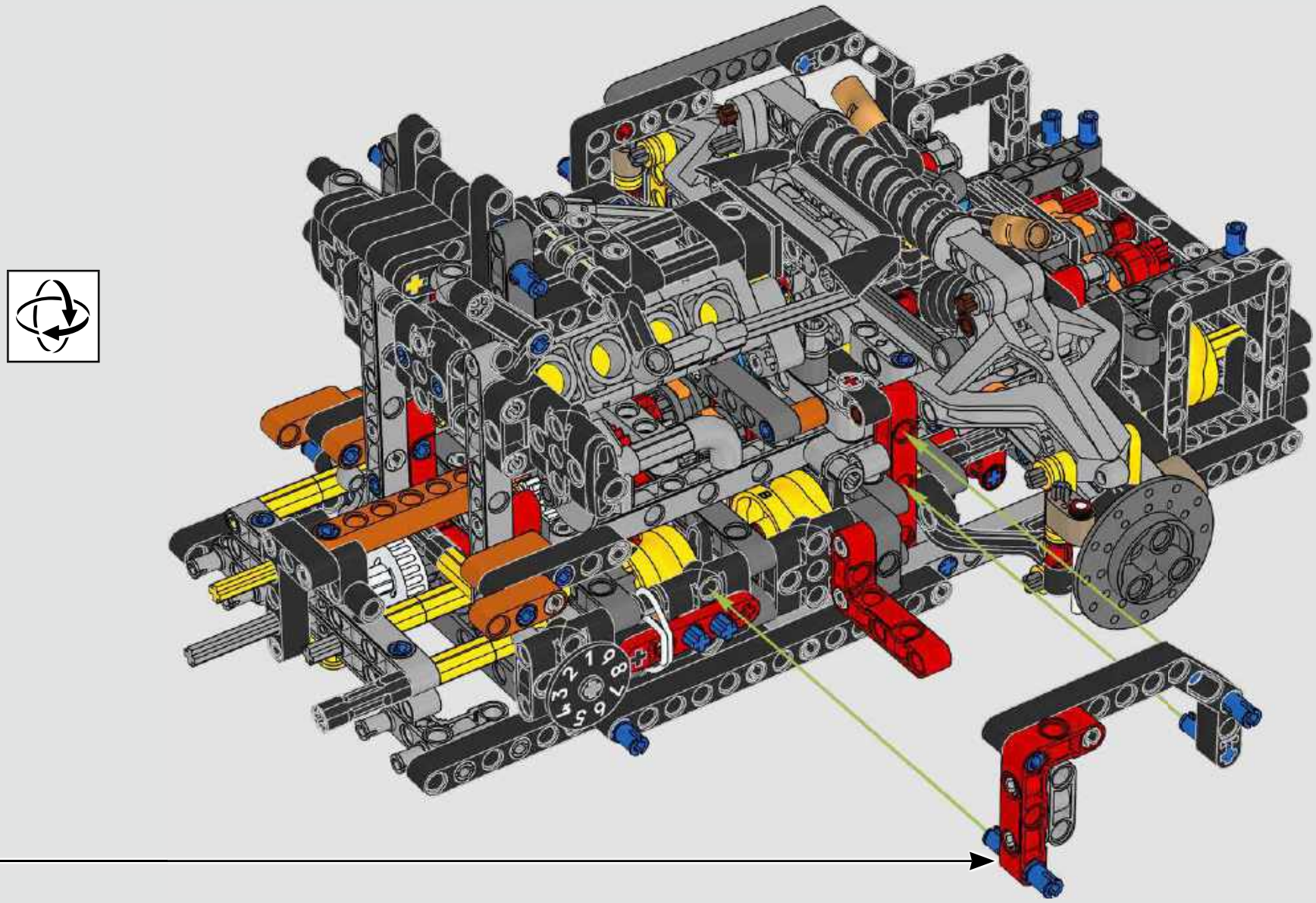


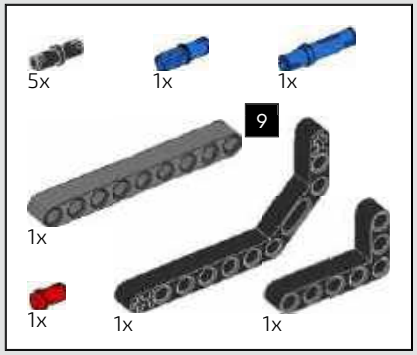
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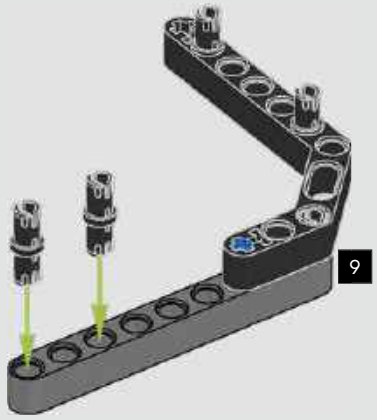


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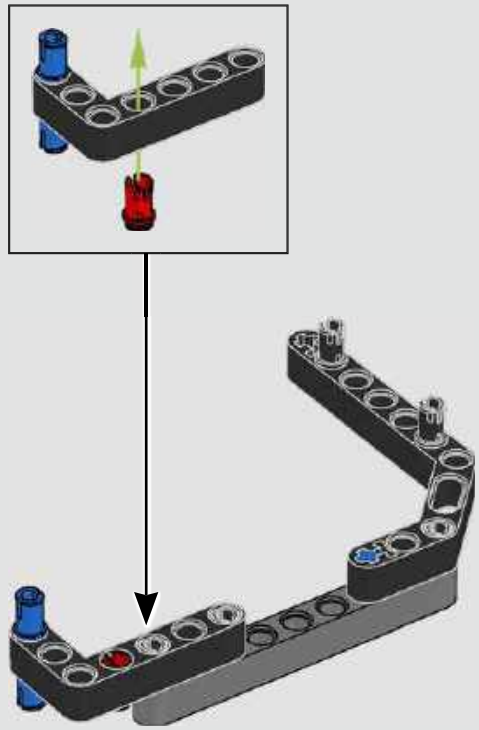
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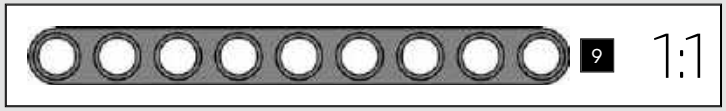


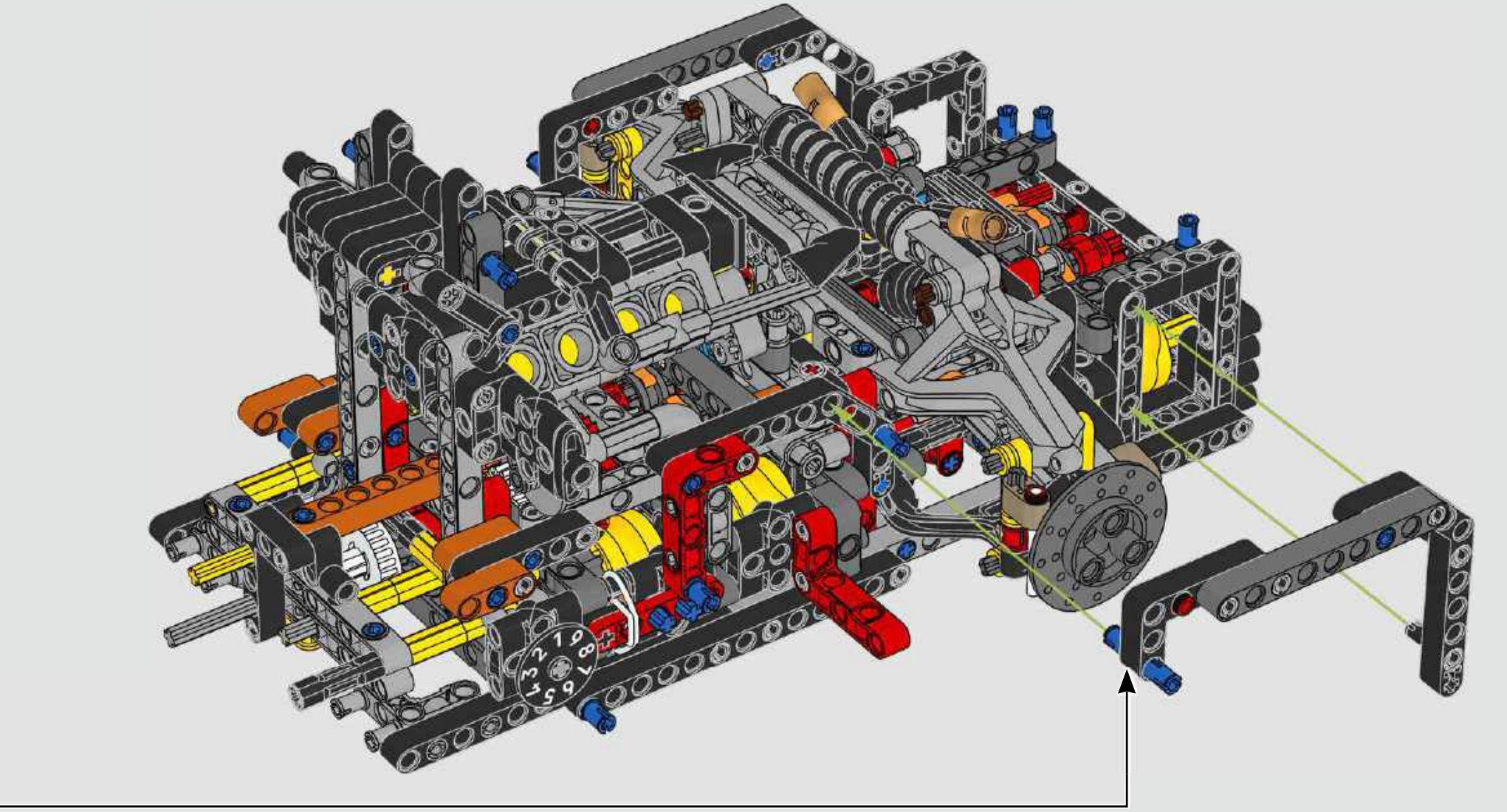
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3







BOX

1 2 3

BOÎTE

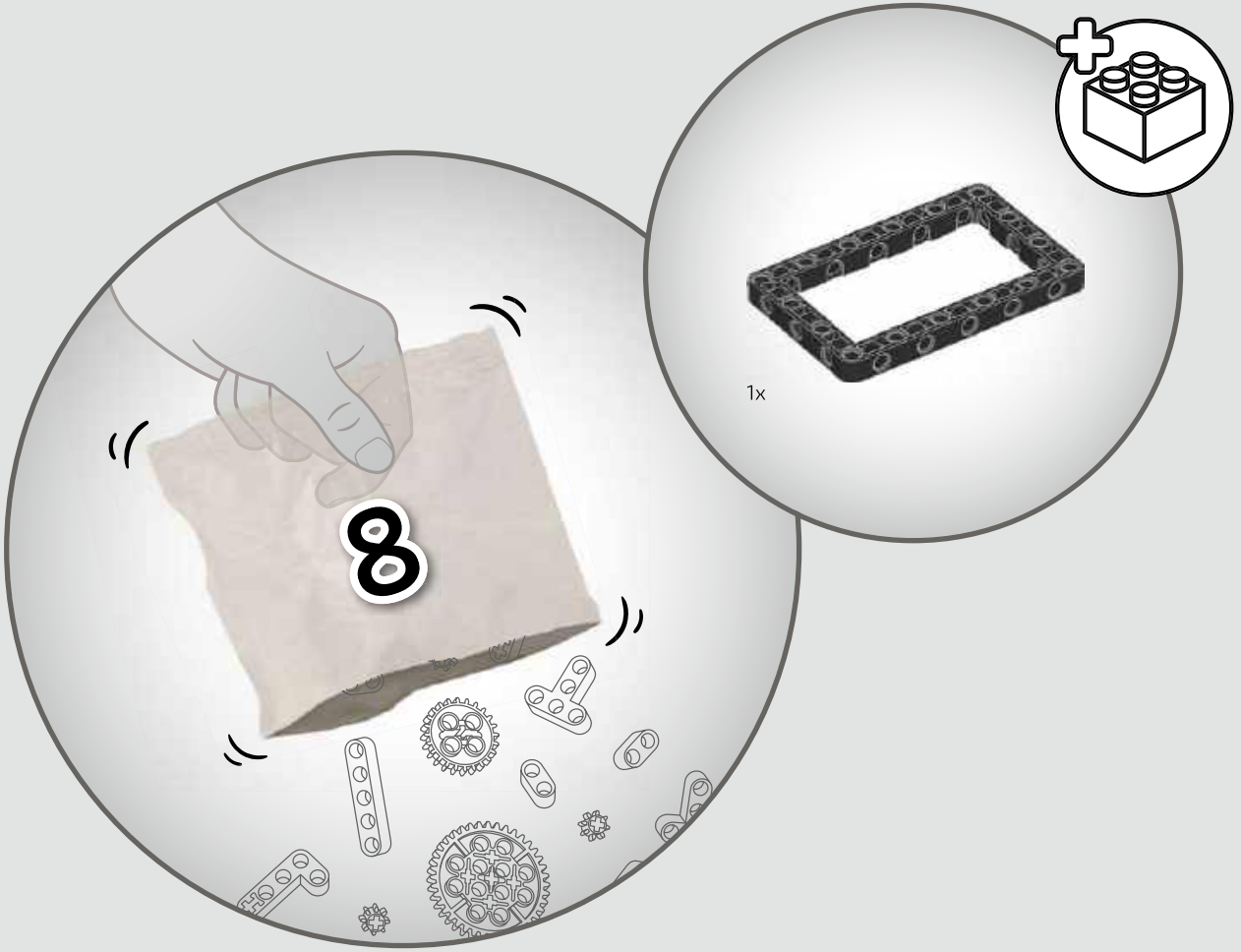


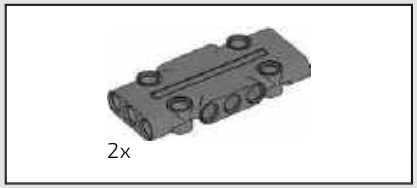
GHOST MODE
MODE FANTÔME

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

Dans la réalité, la coque arrière s'ouvre en premier, suivi du capot avant, puis les portes s'ouvrent et les rétroviseurs se rétractent. Dans ce modèle, vous activez toutes les fonctions simultanément en soulevant la coque arrière.



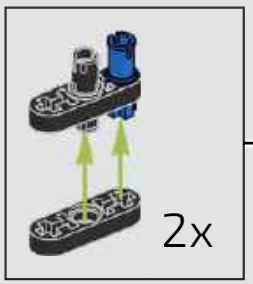

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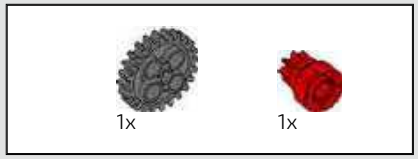


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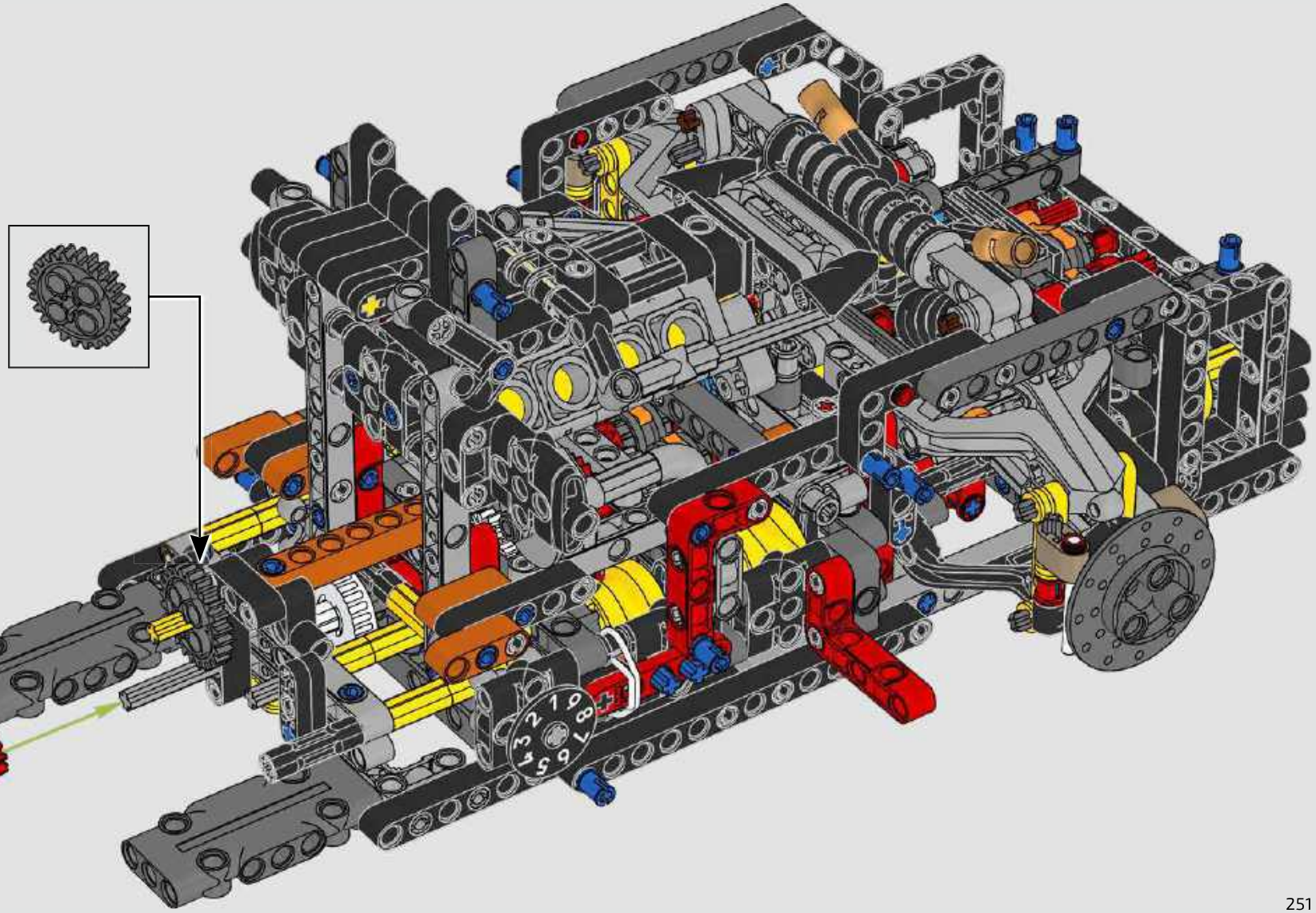


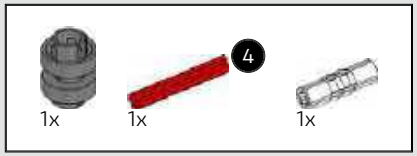
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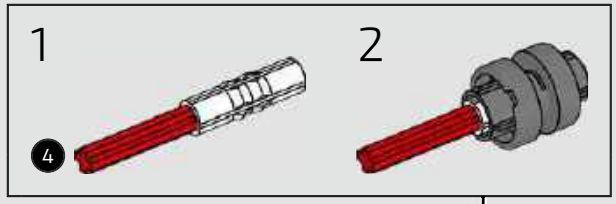


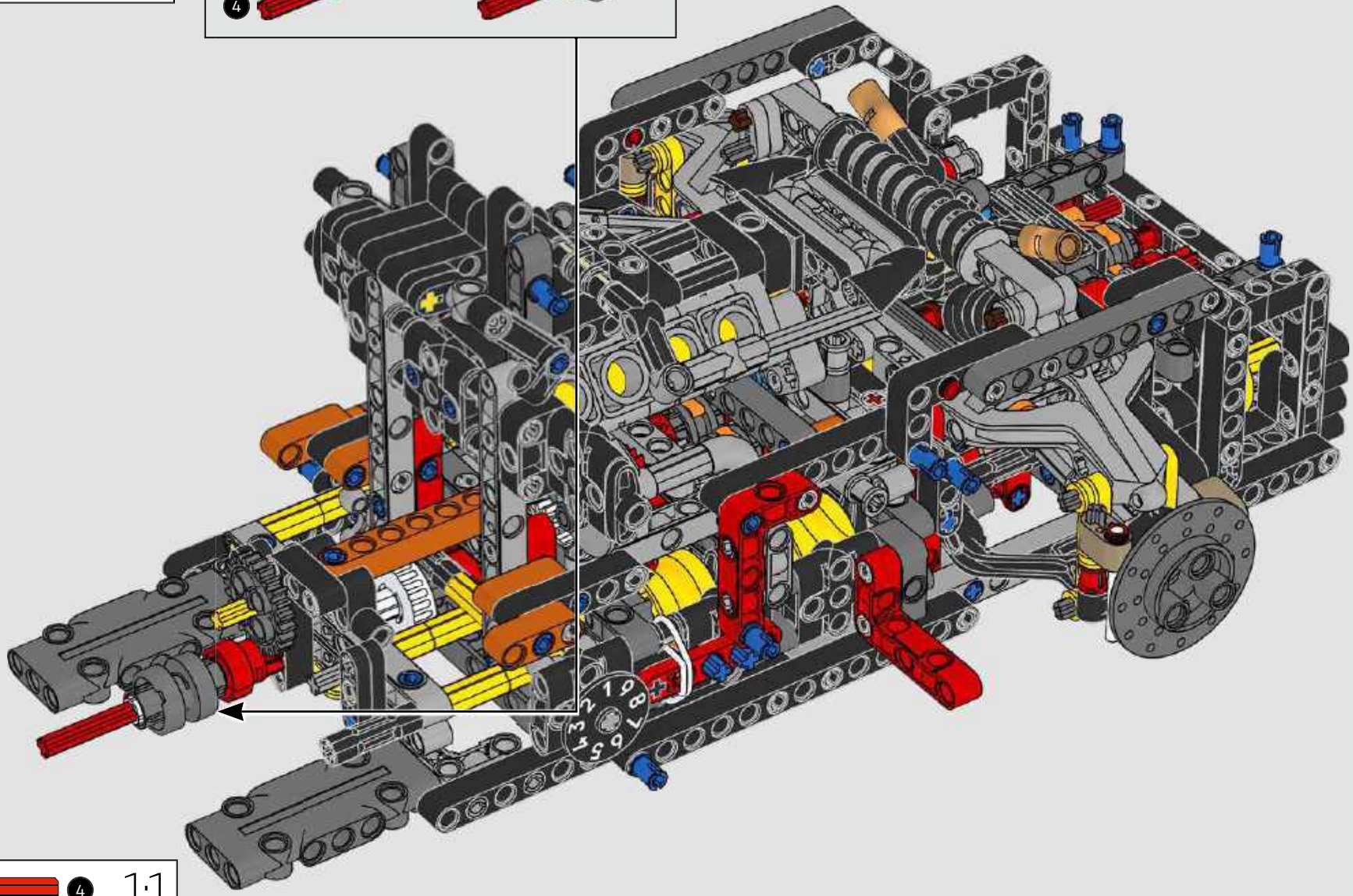
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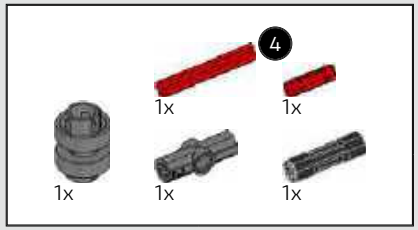


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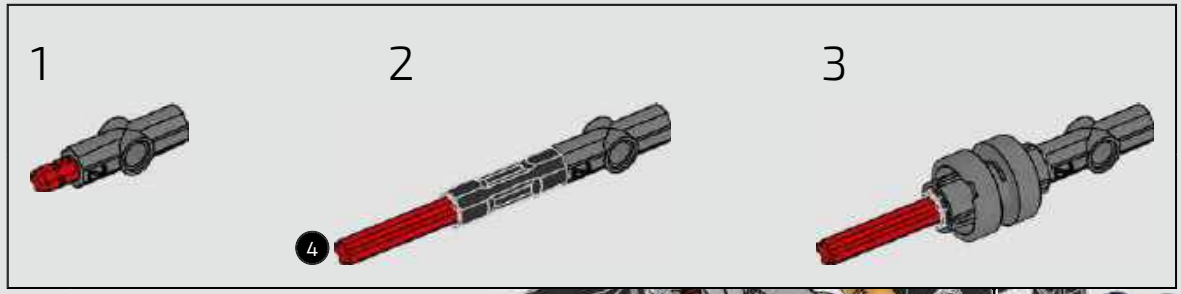


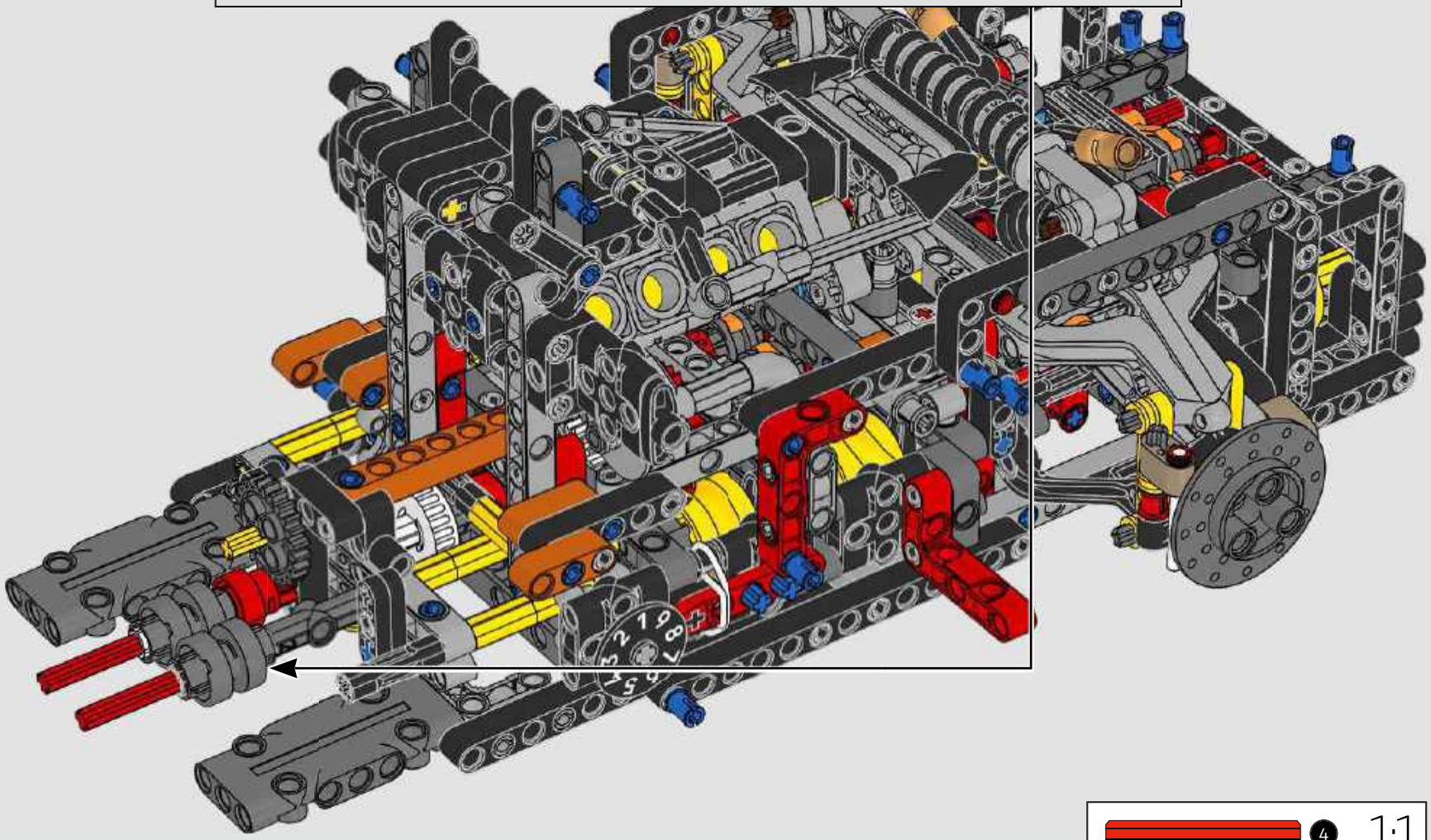


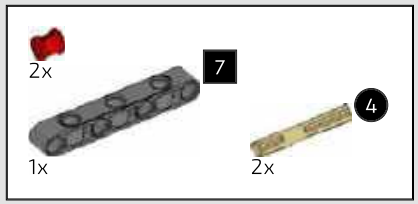




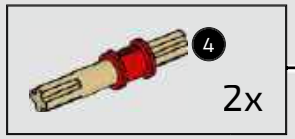
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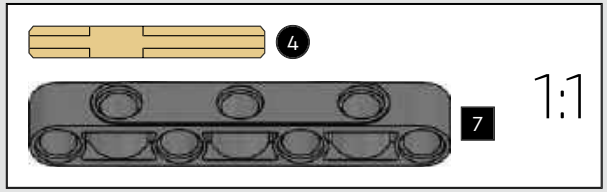


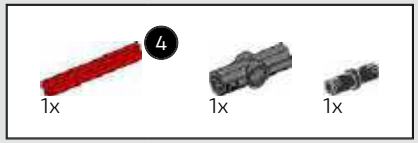




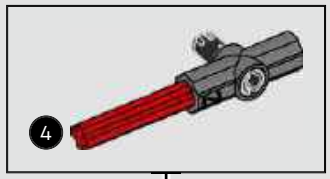
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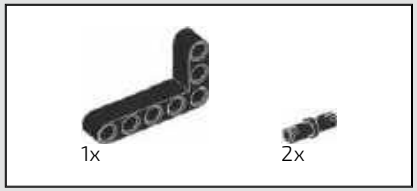


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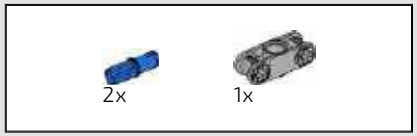




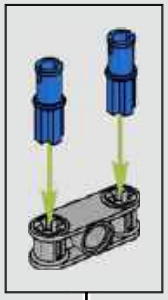


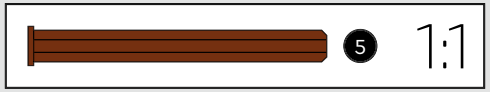
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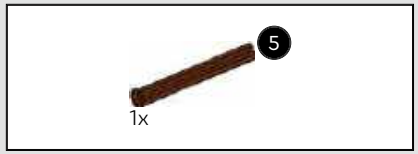




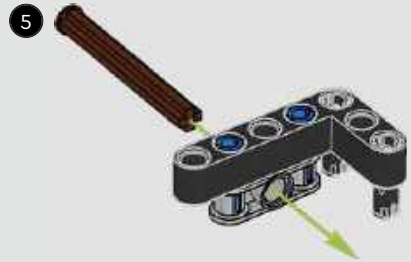
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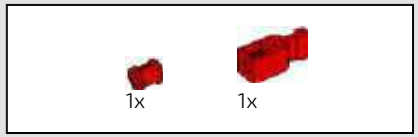




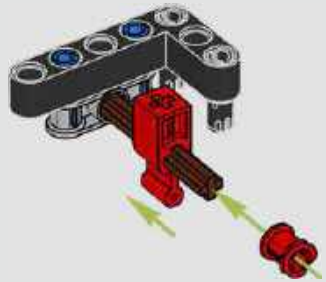


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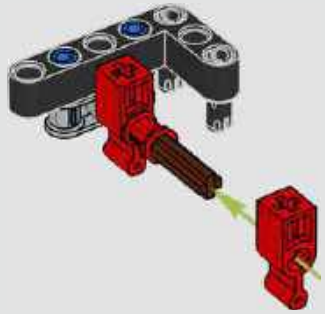


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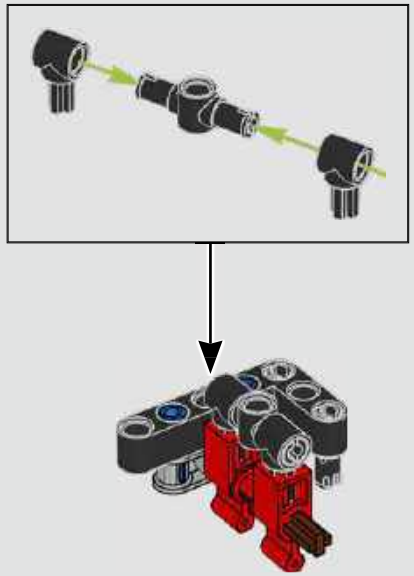


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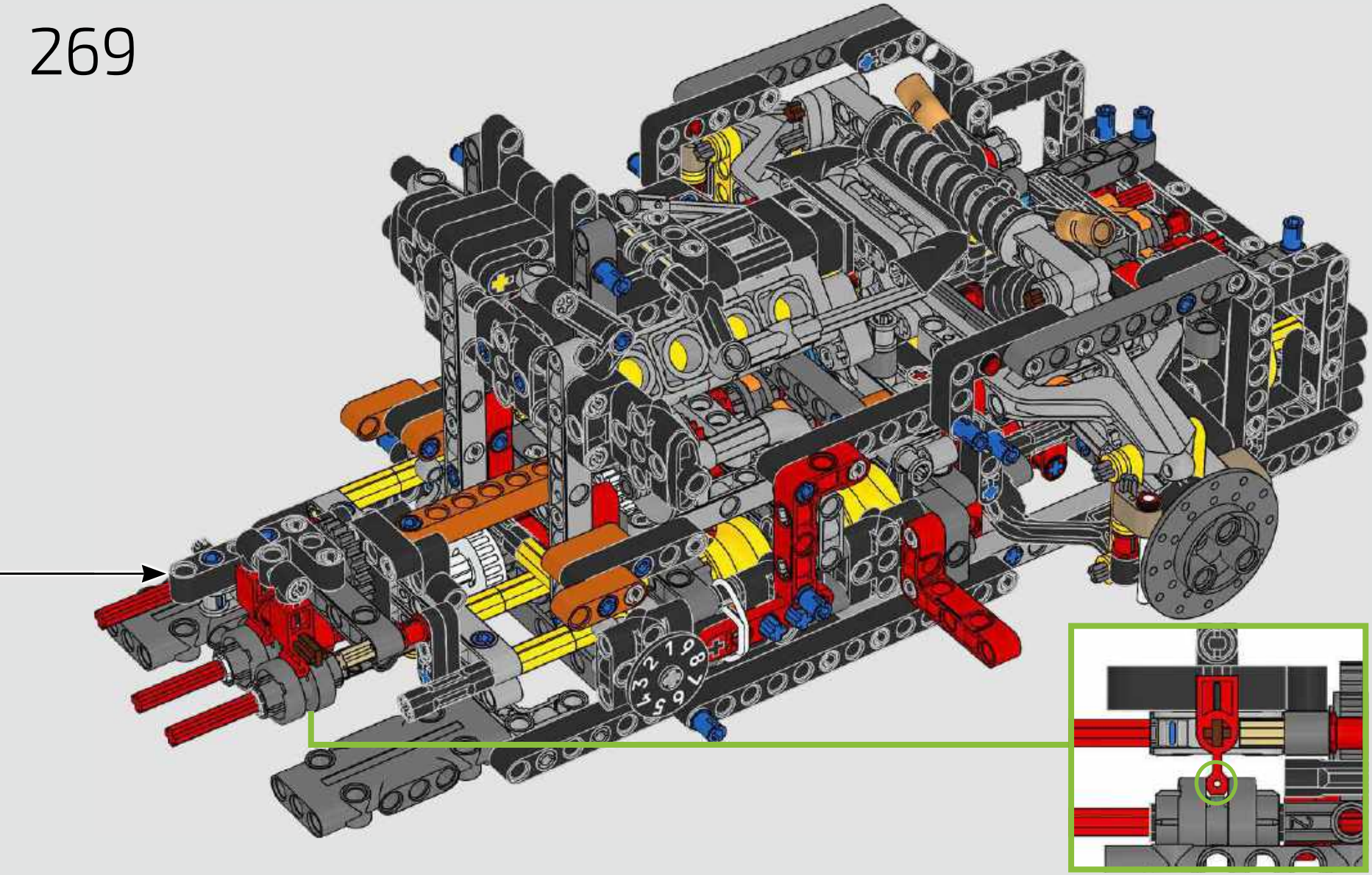


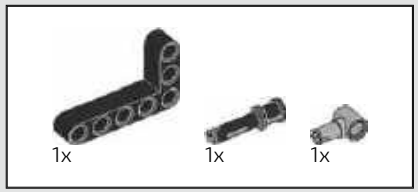


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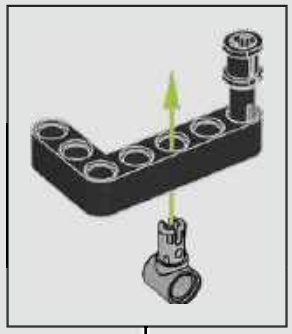


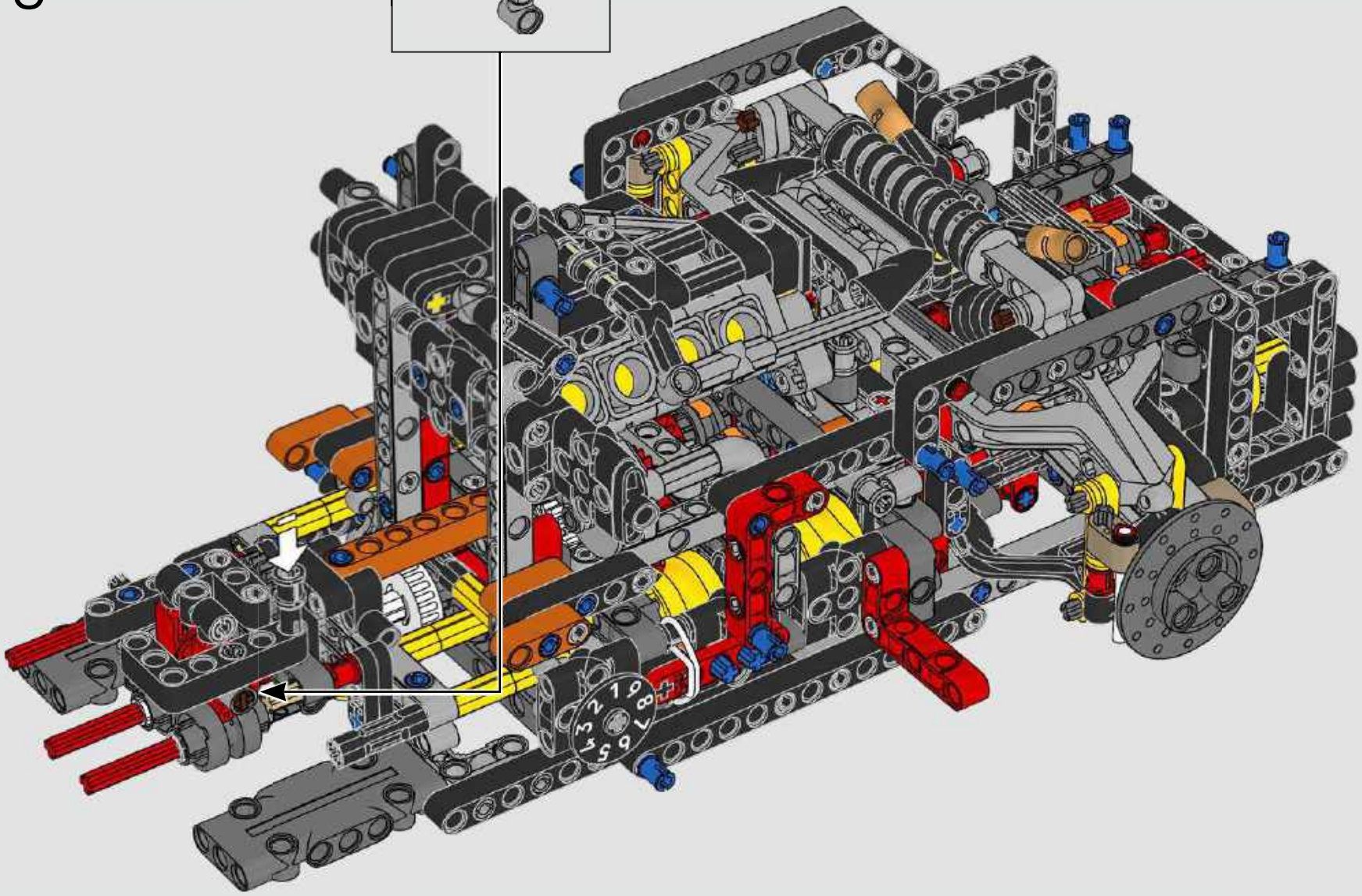
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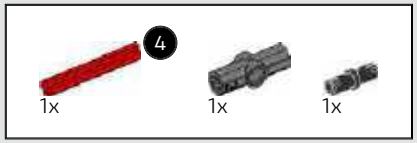




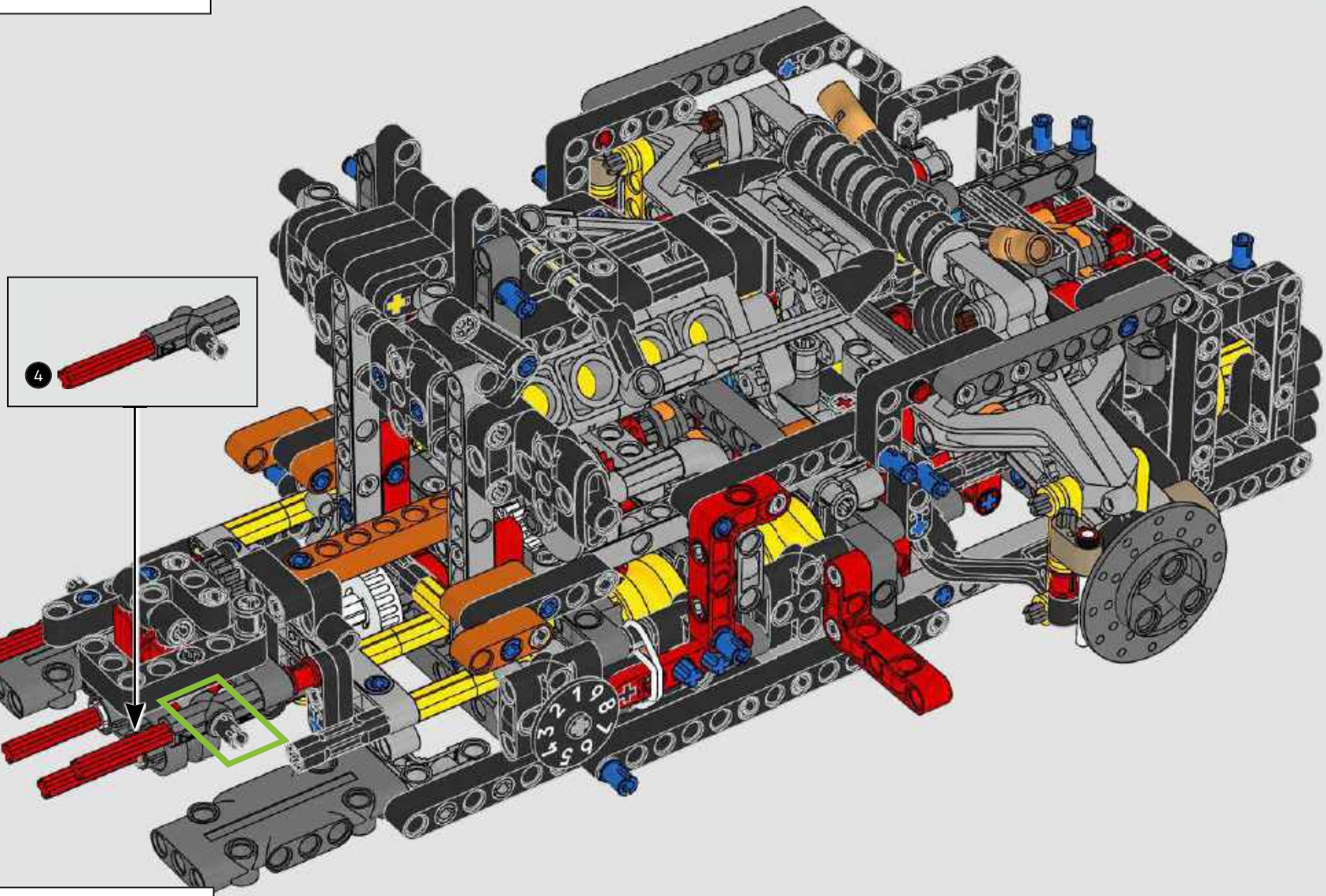
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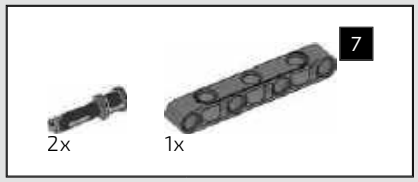




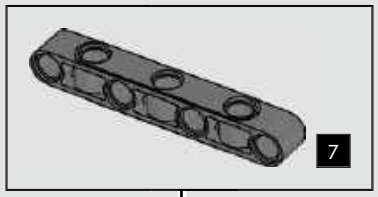
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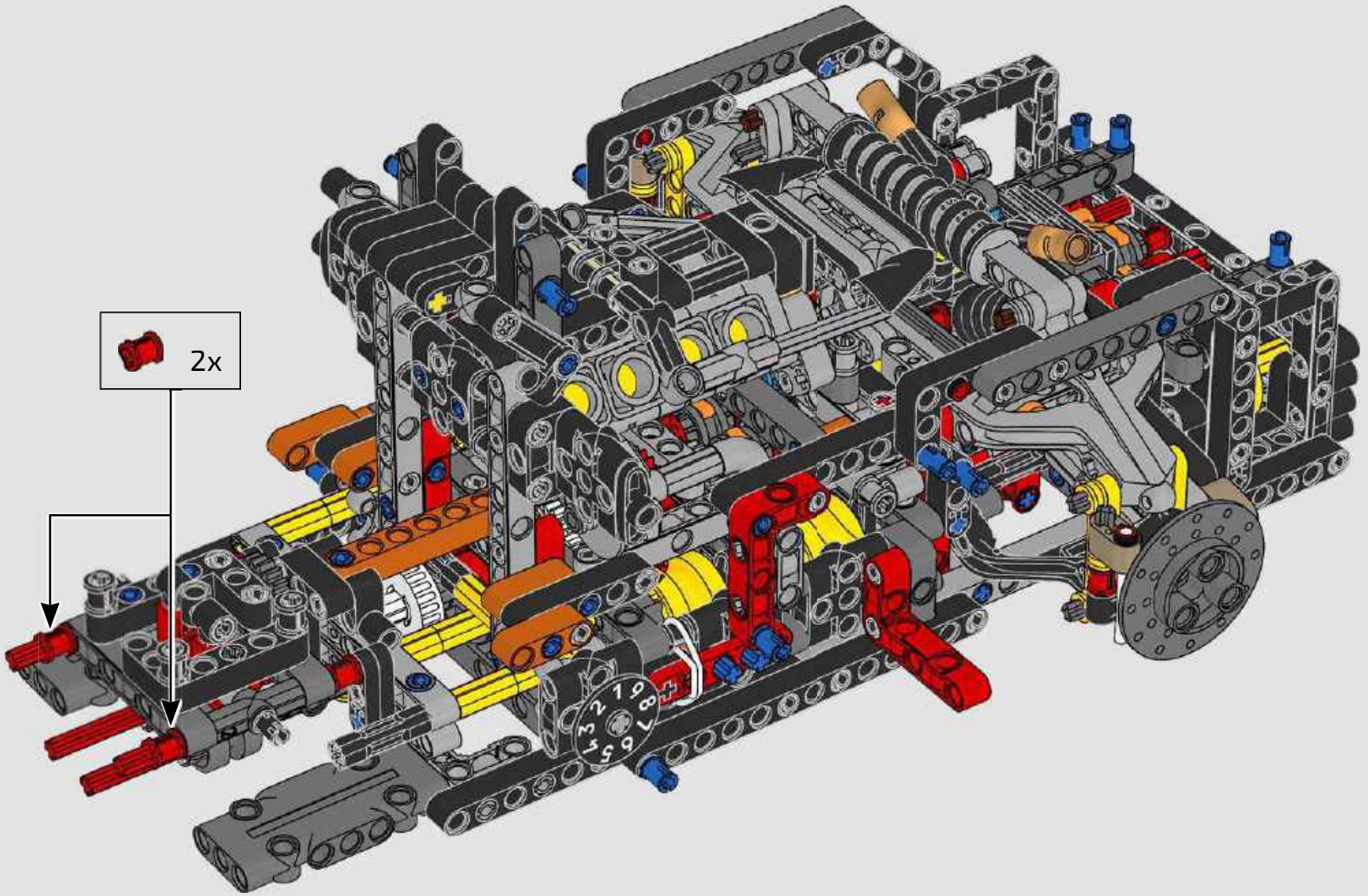


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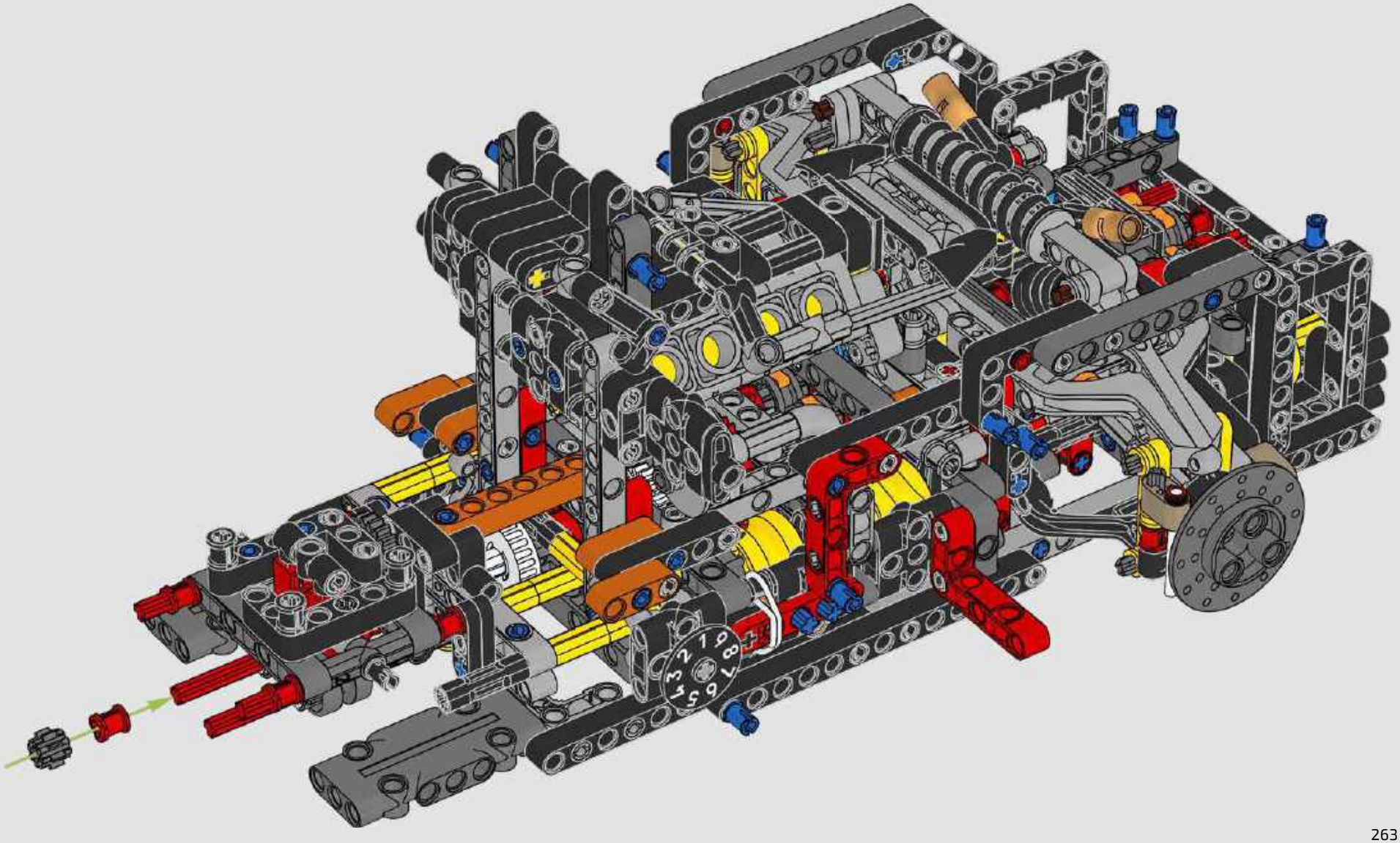


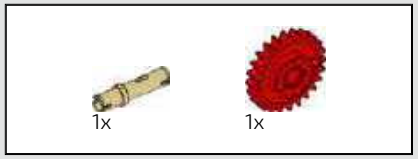
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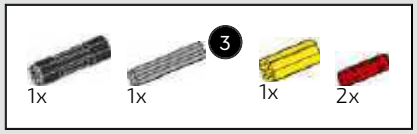




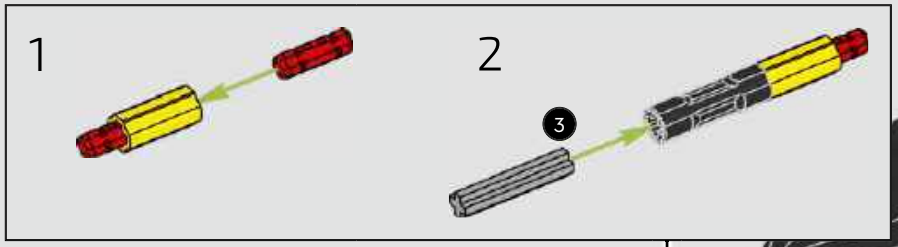
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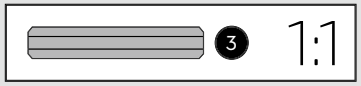


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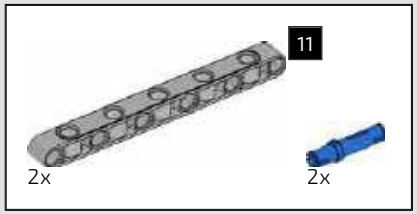


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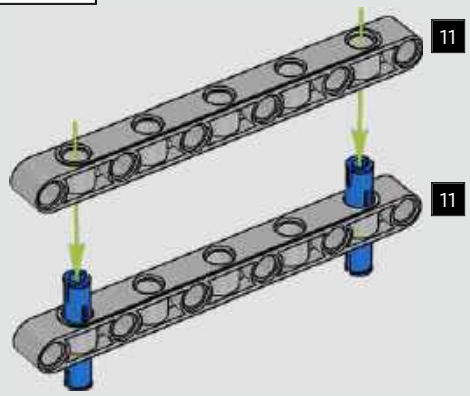


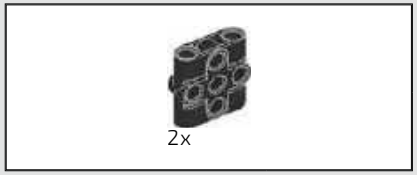




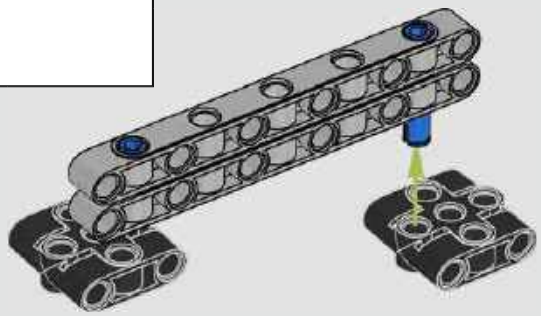


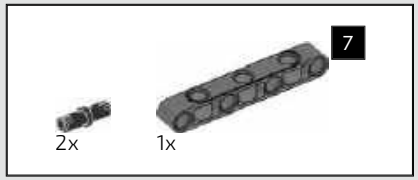
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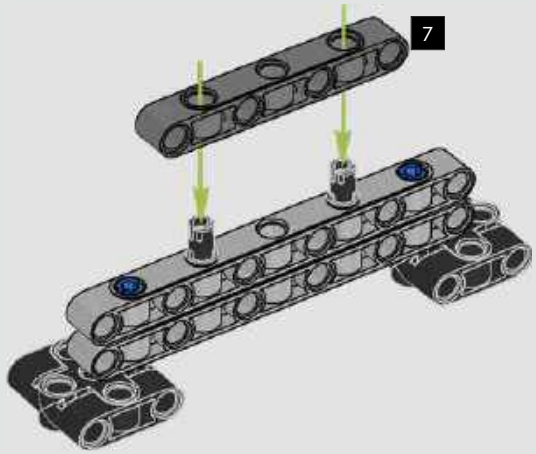


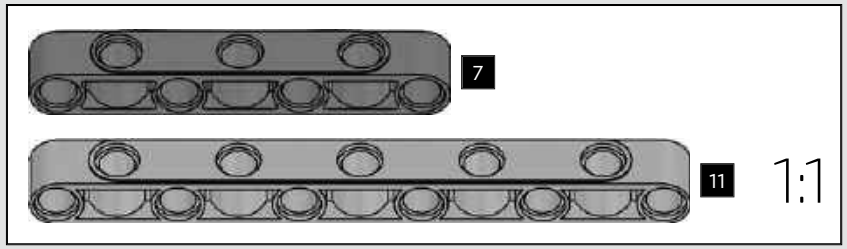
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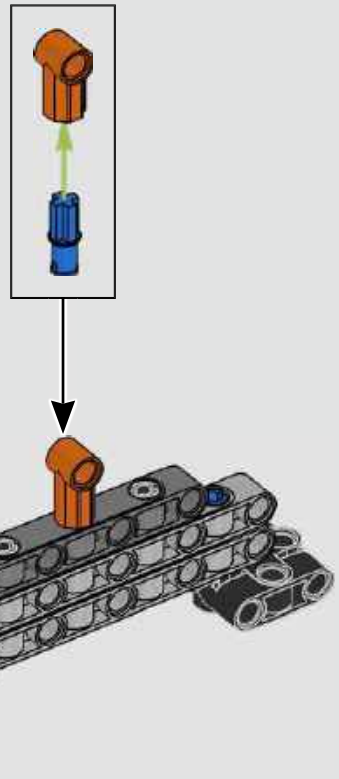
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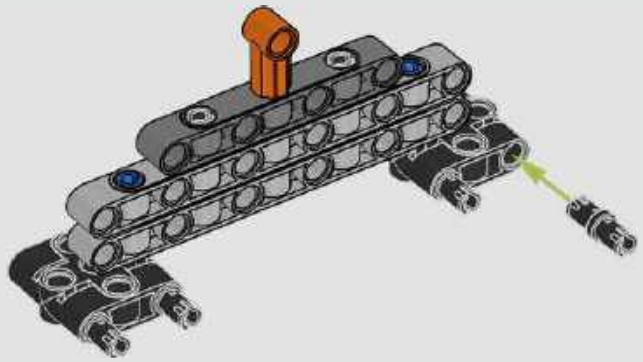


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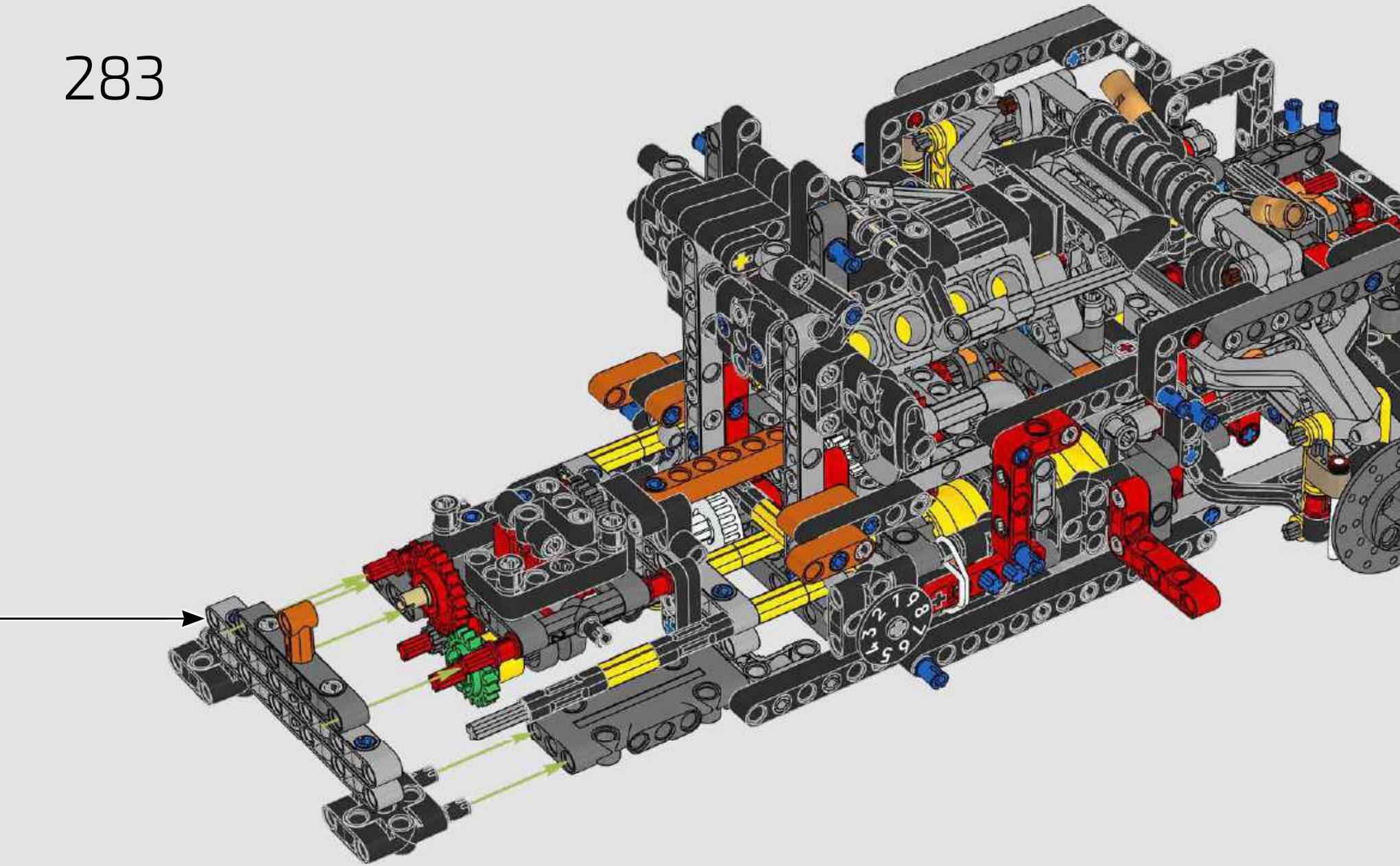


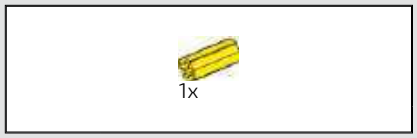


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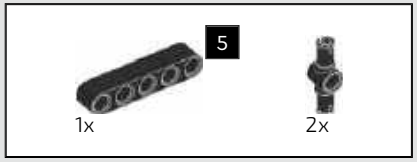
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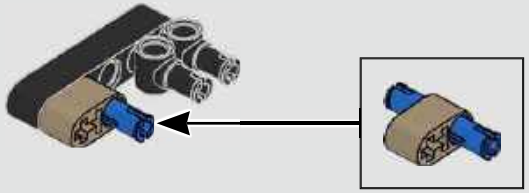


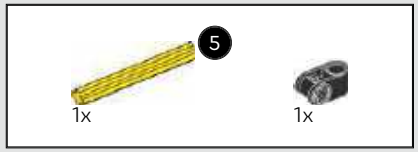
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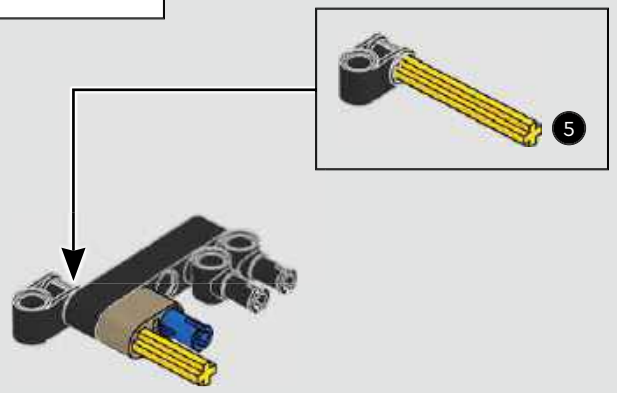


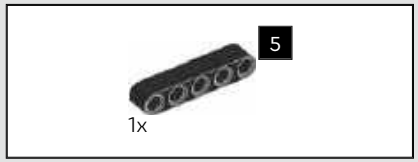
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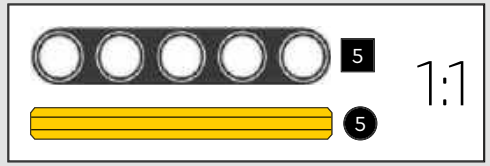
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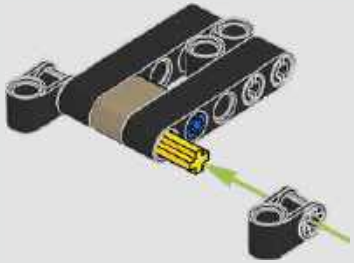
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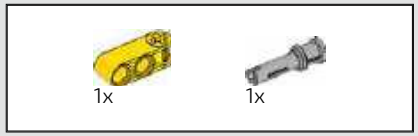



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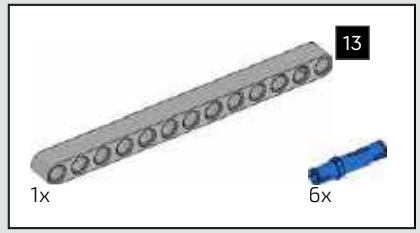




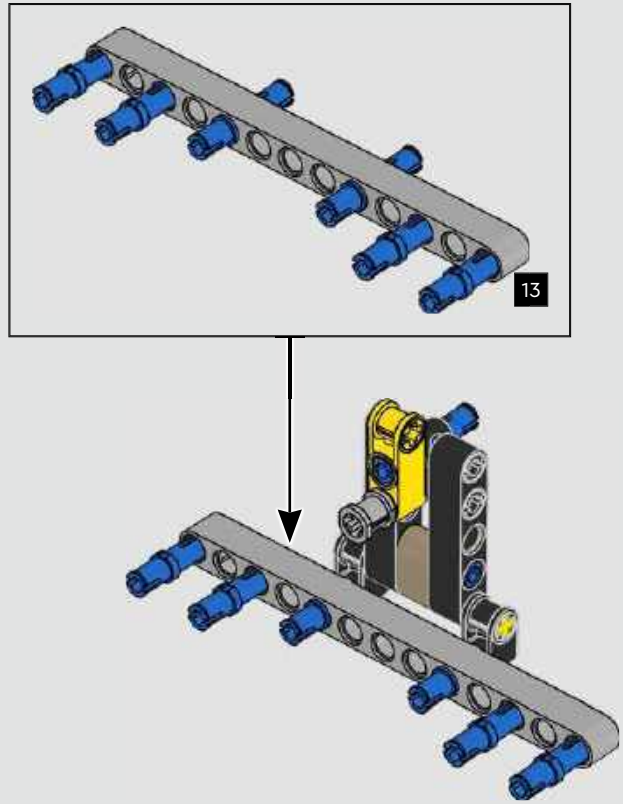


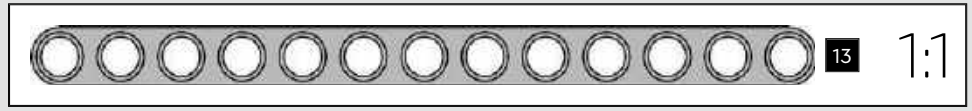
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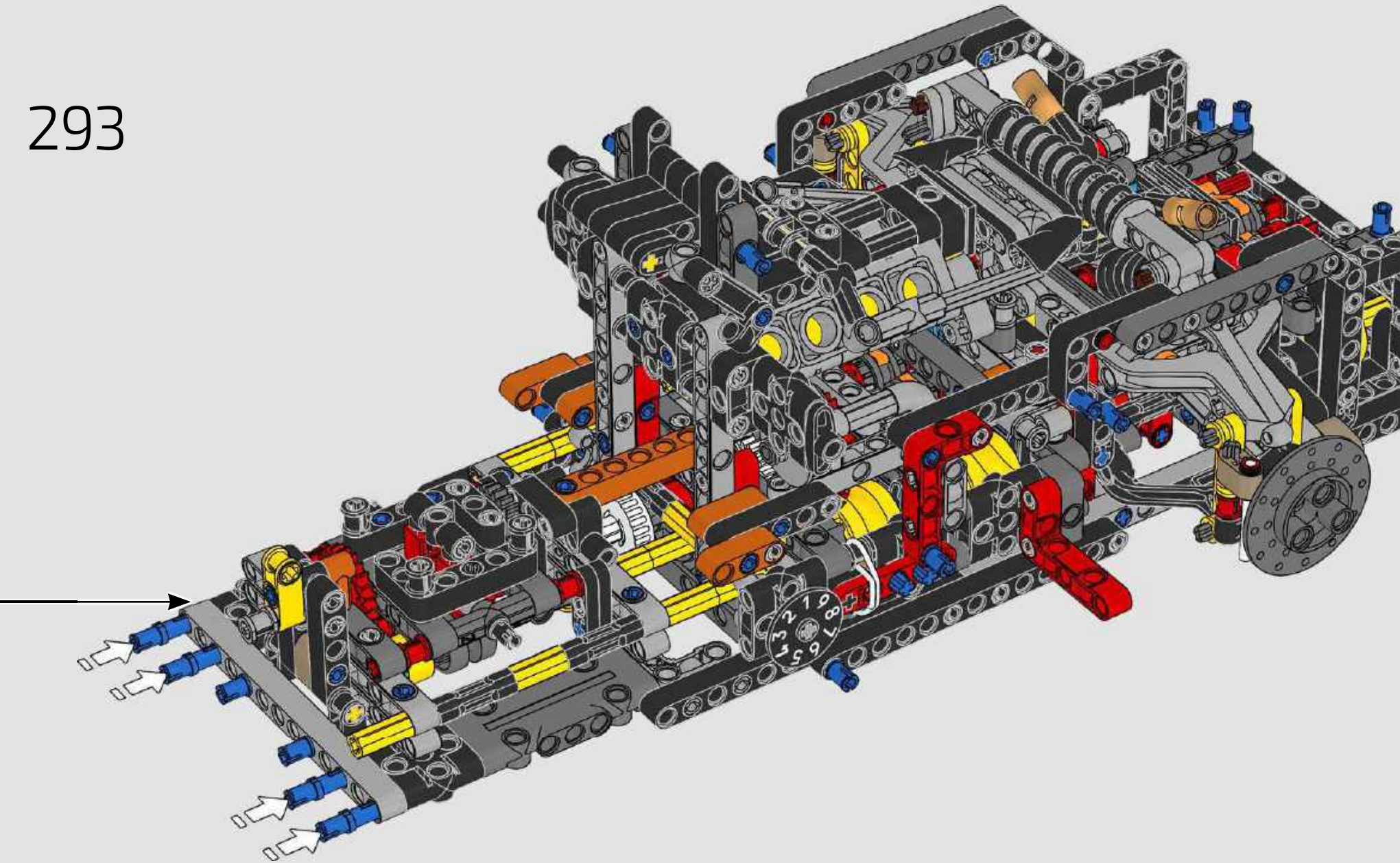


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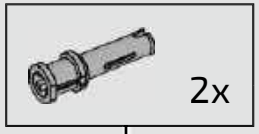


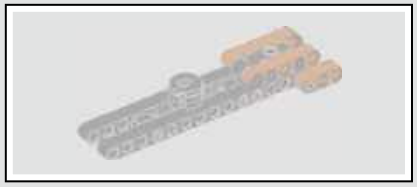
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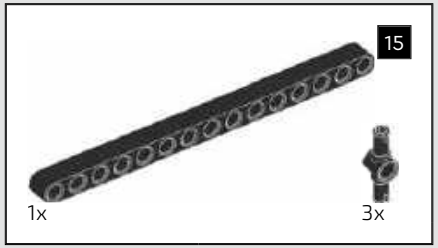




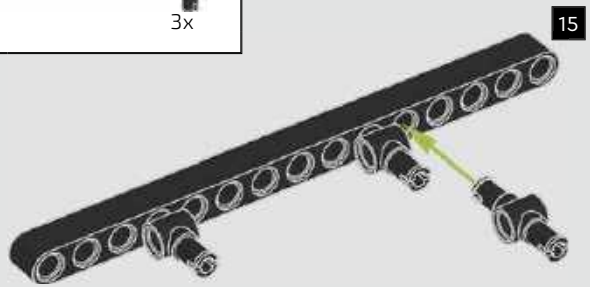
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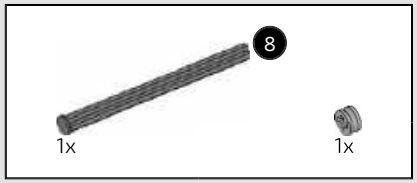




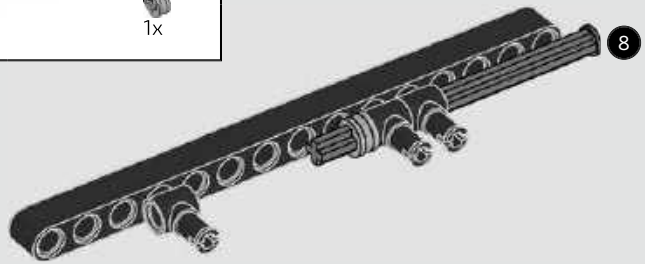


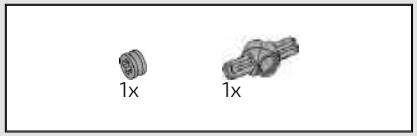
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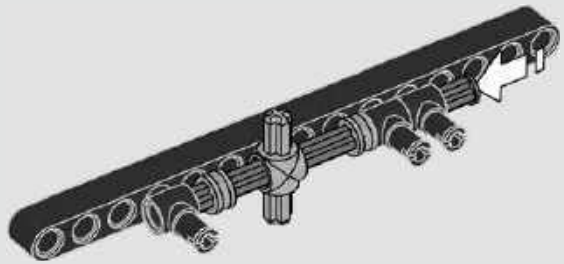


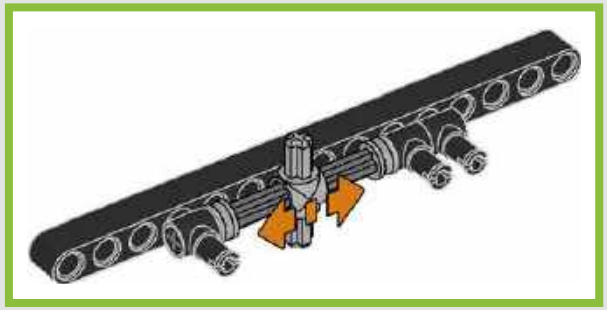
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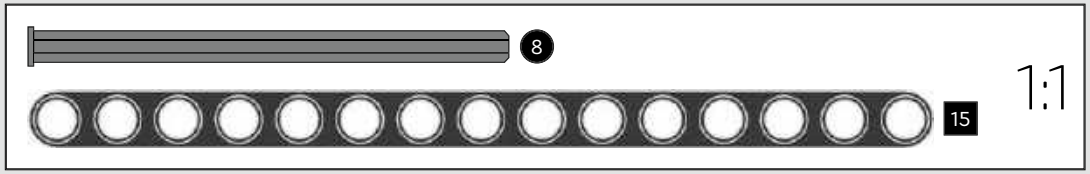




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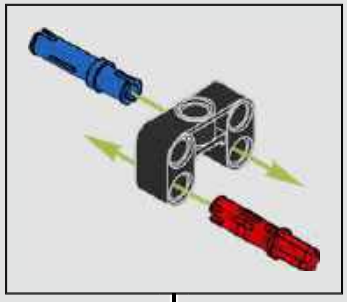


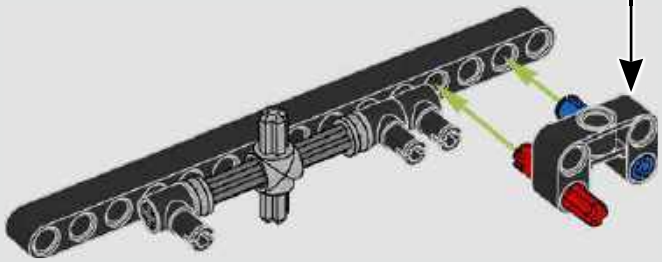


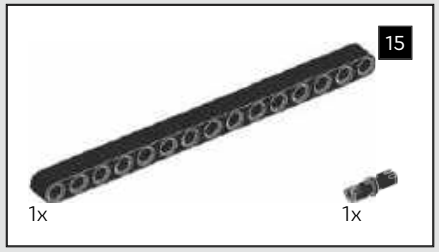




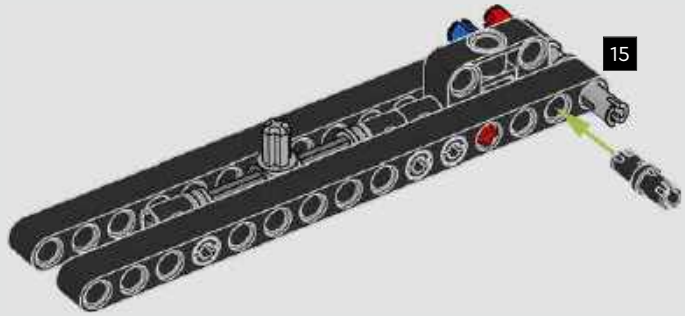
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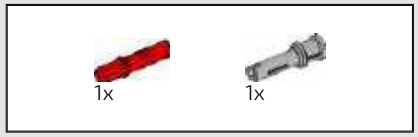




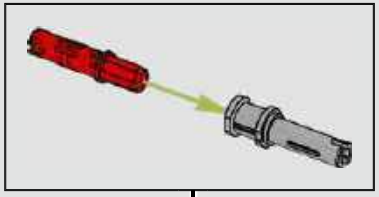


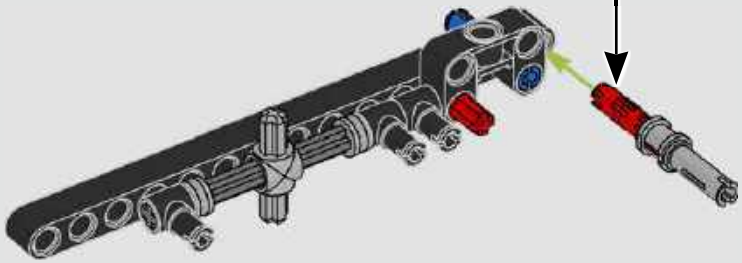
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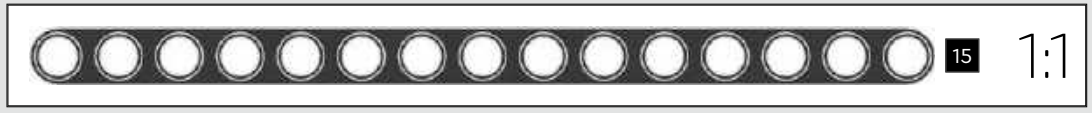


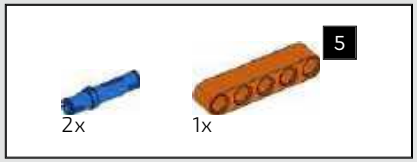


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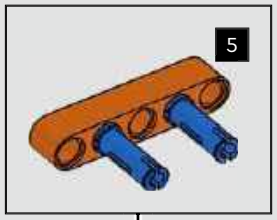


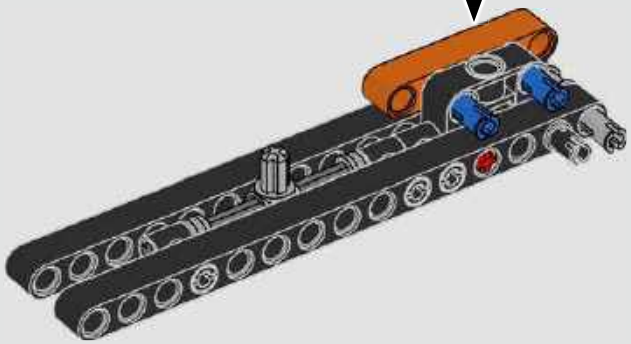


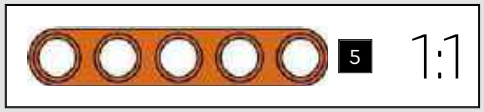




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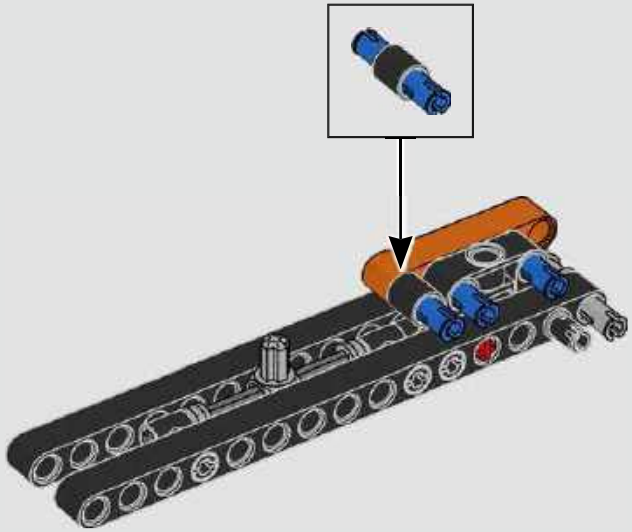


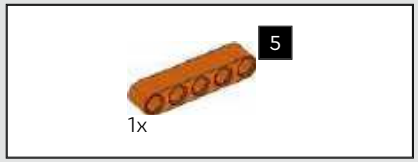




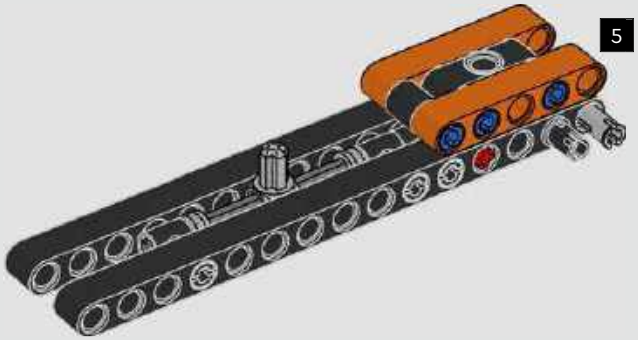


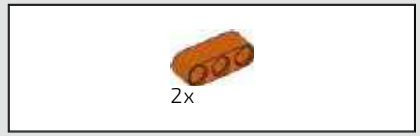
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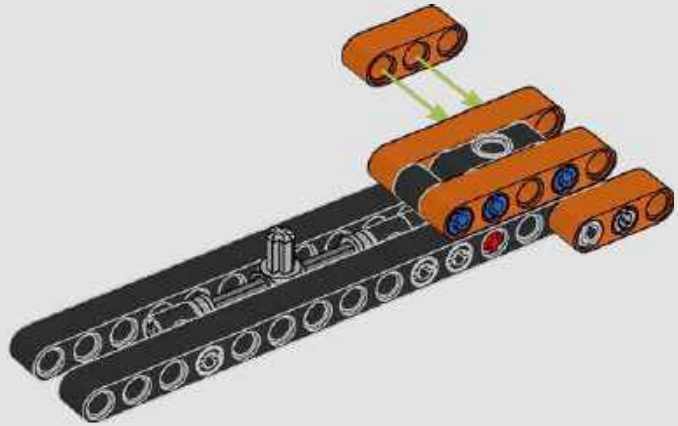


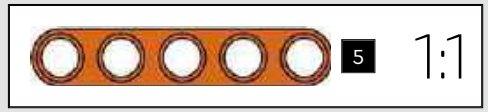
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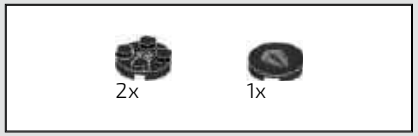




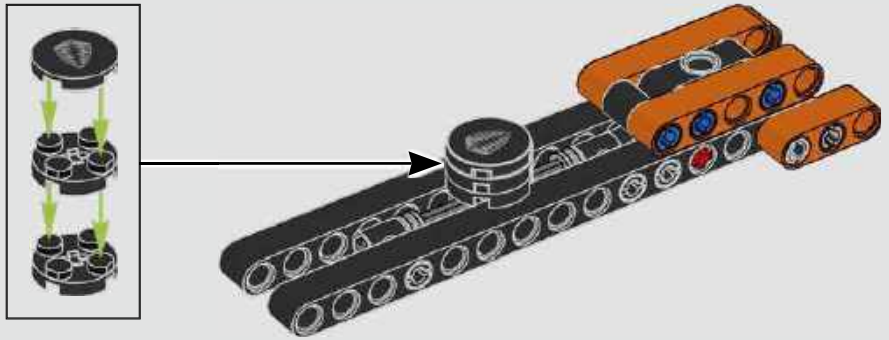
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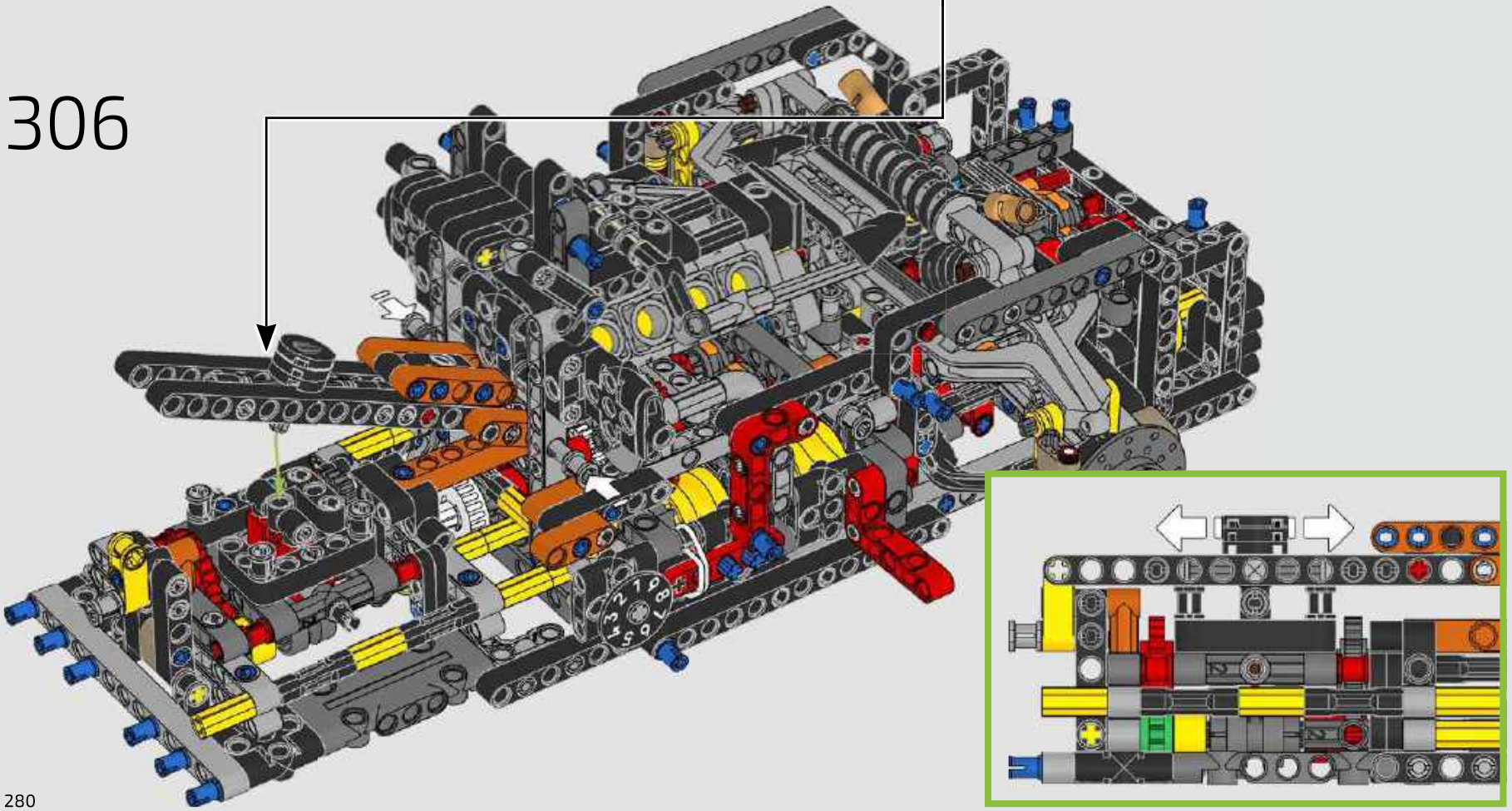


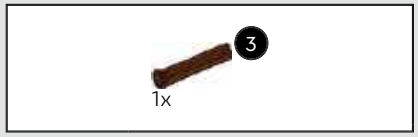


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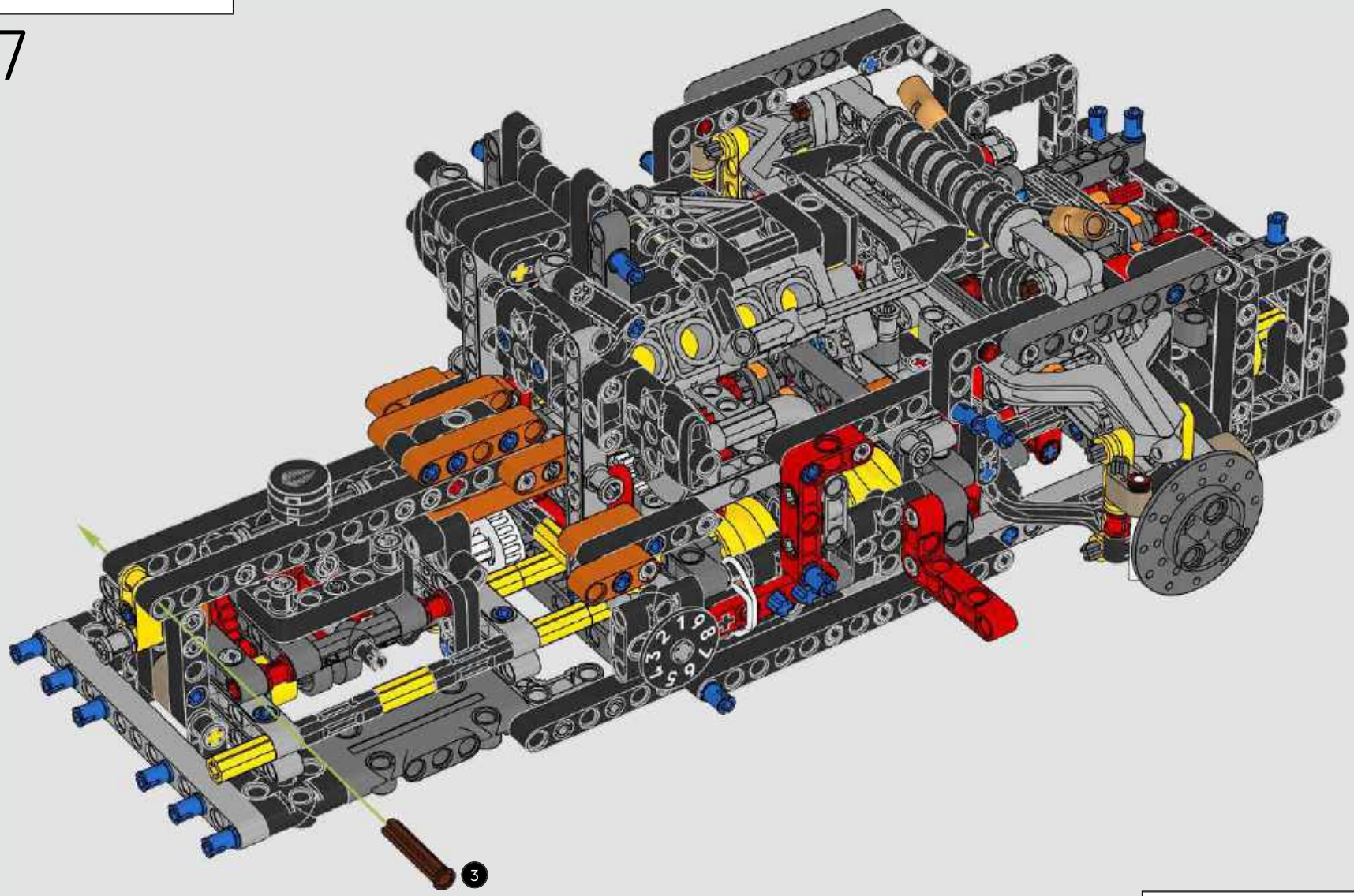


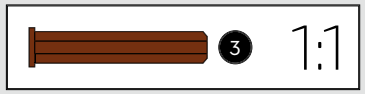
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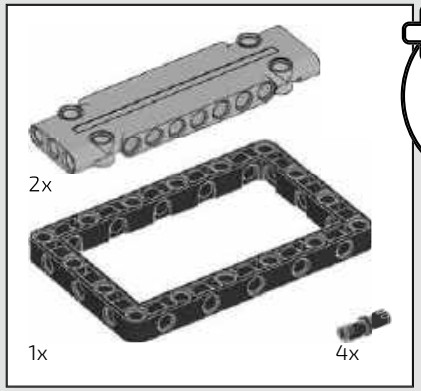
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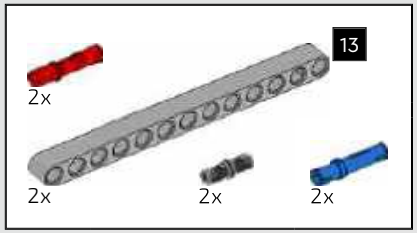




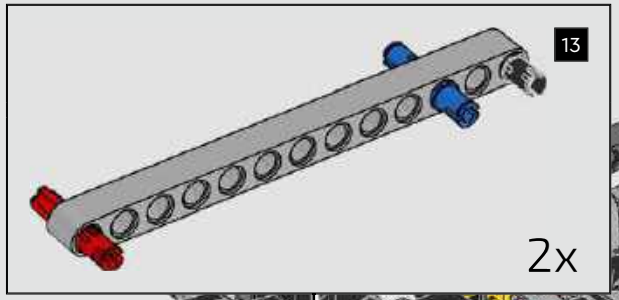
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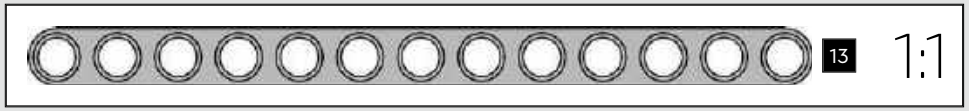


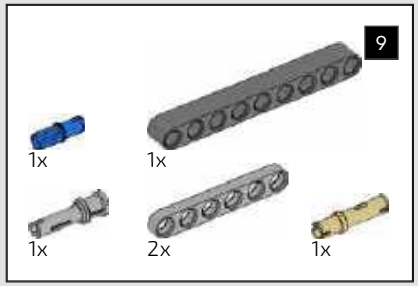
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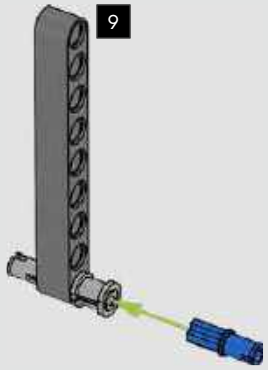




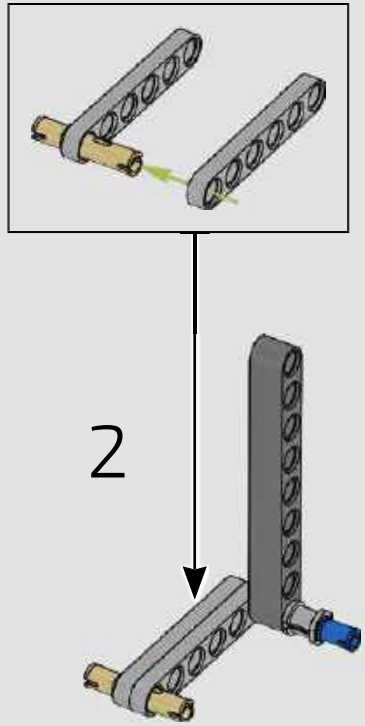


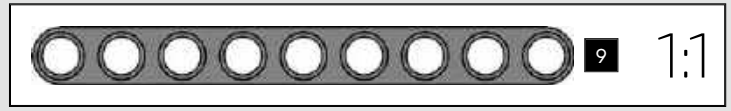
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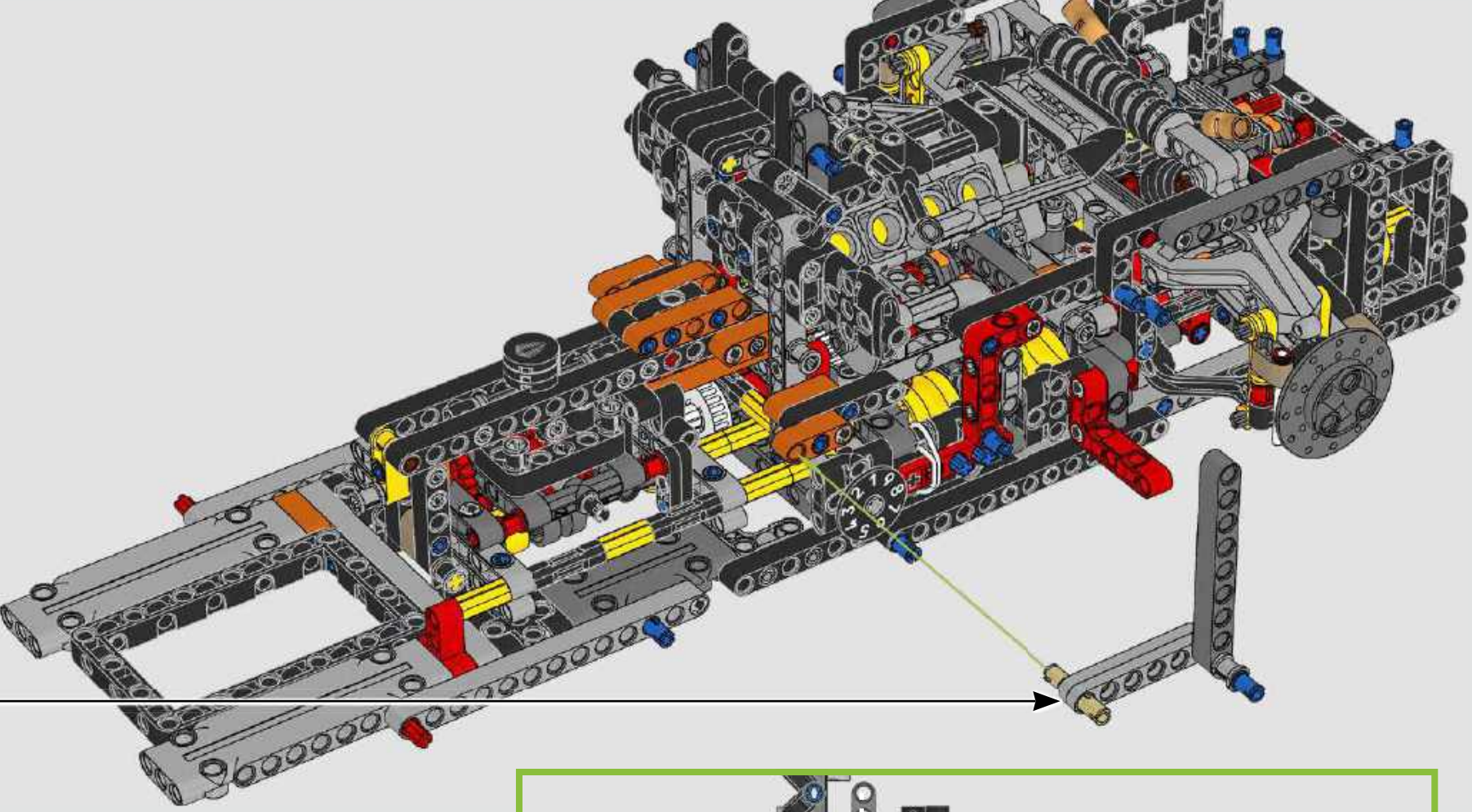
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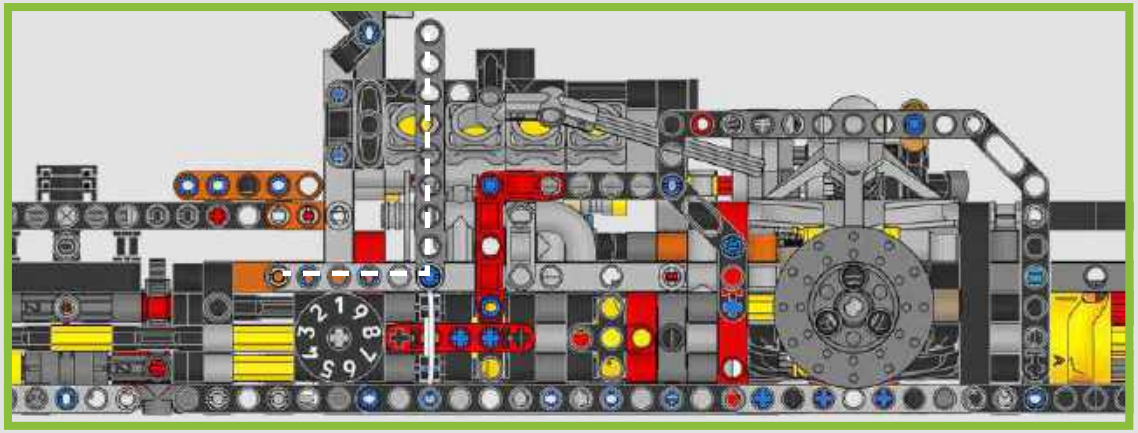


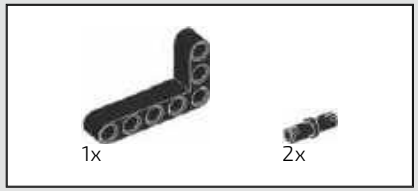
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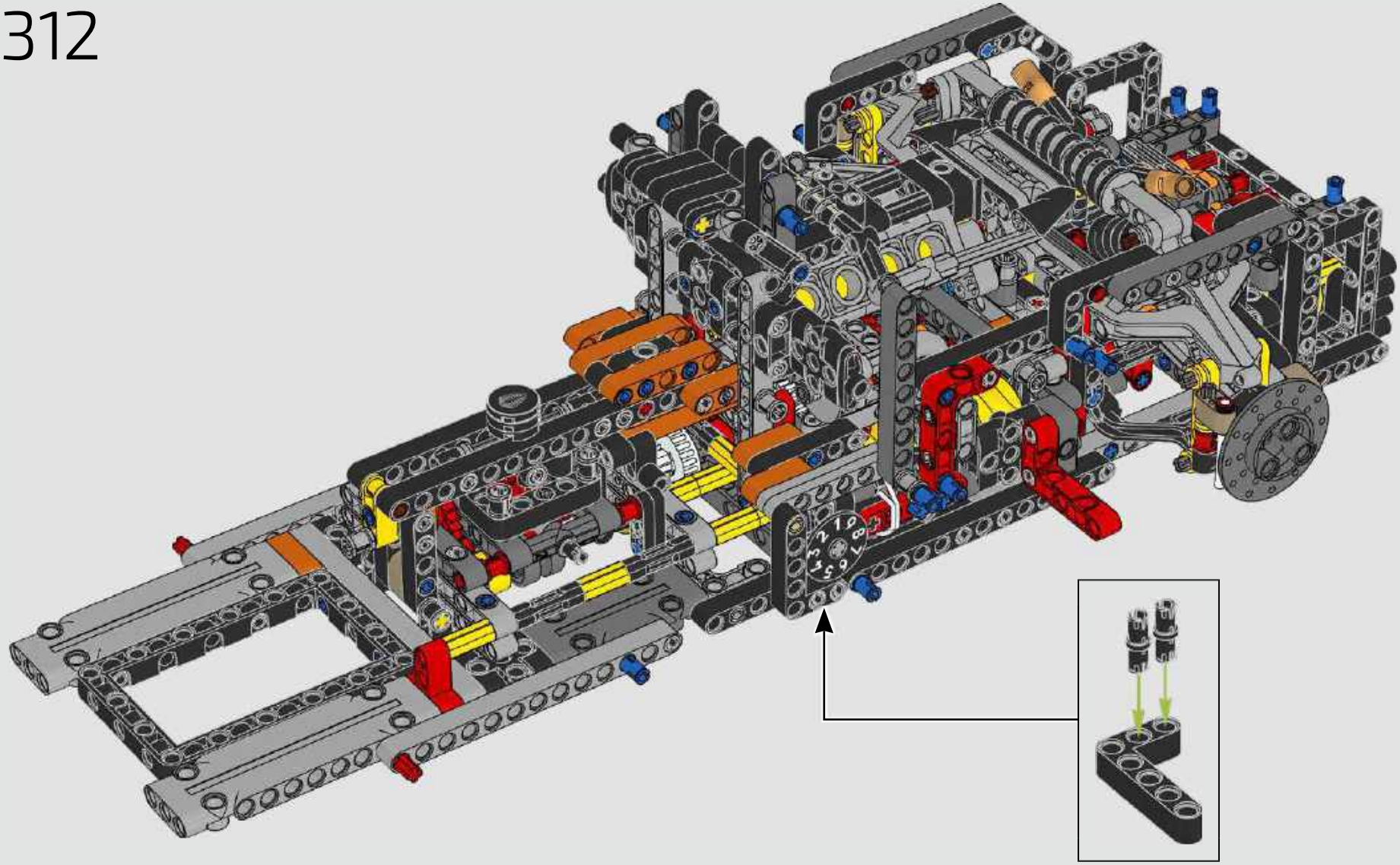


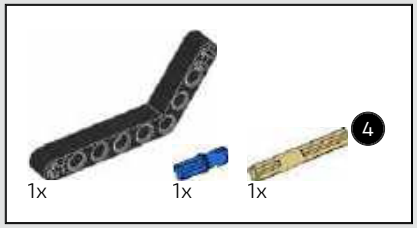




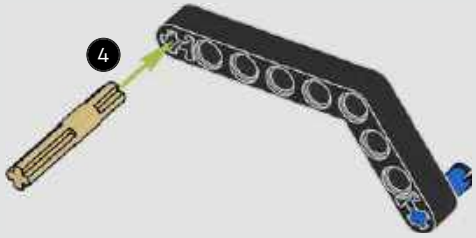


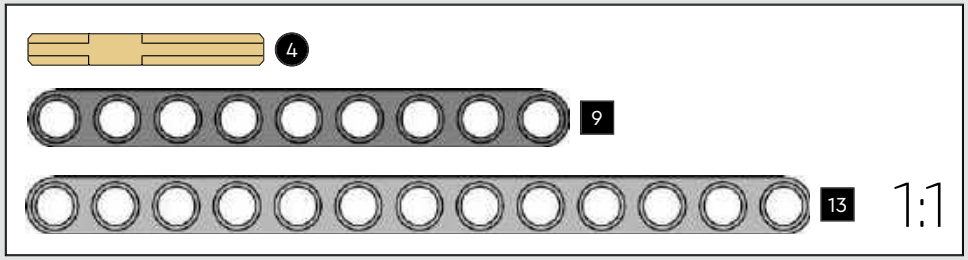
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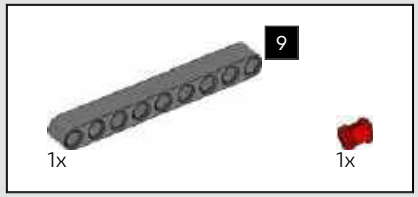




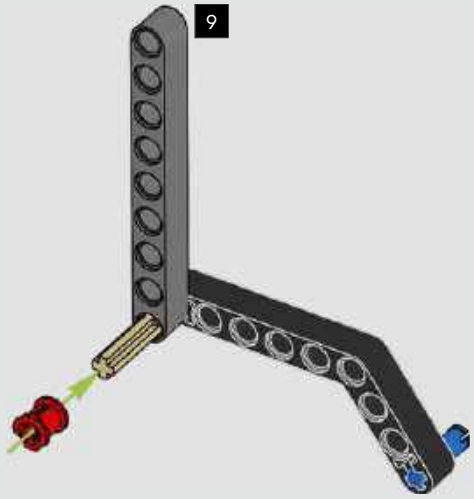
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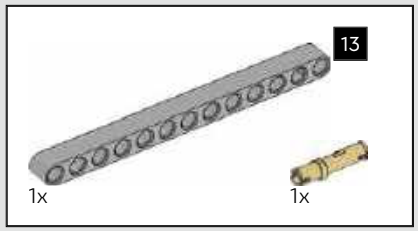




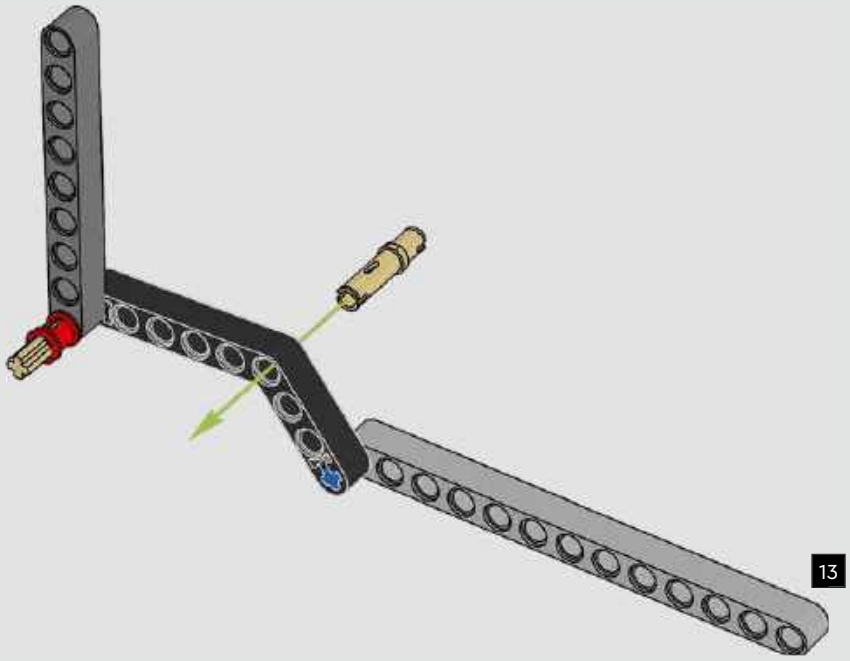


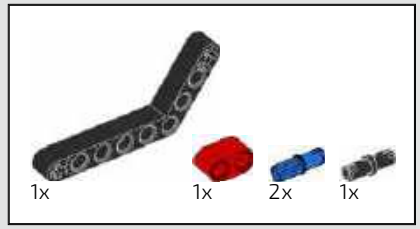
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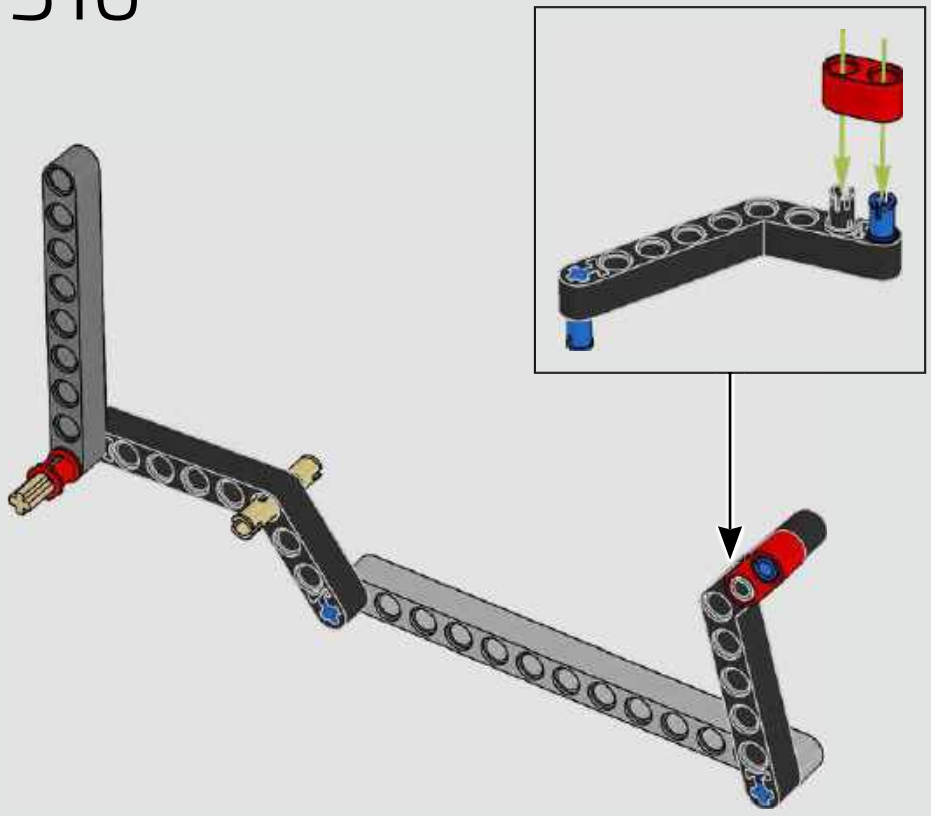


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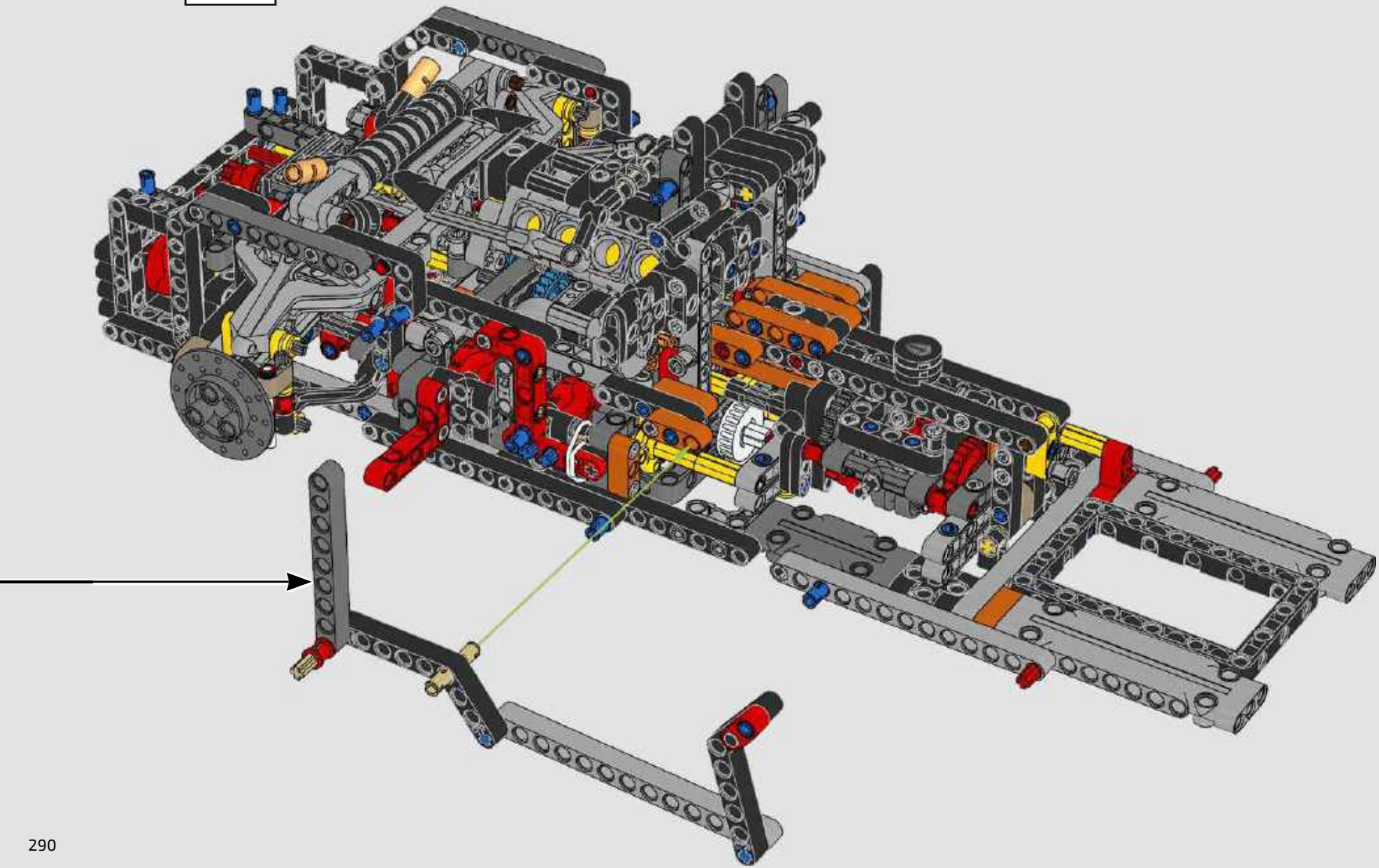


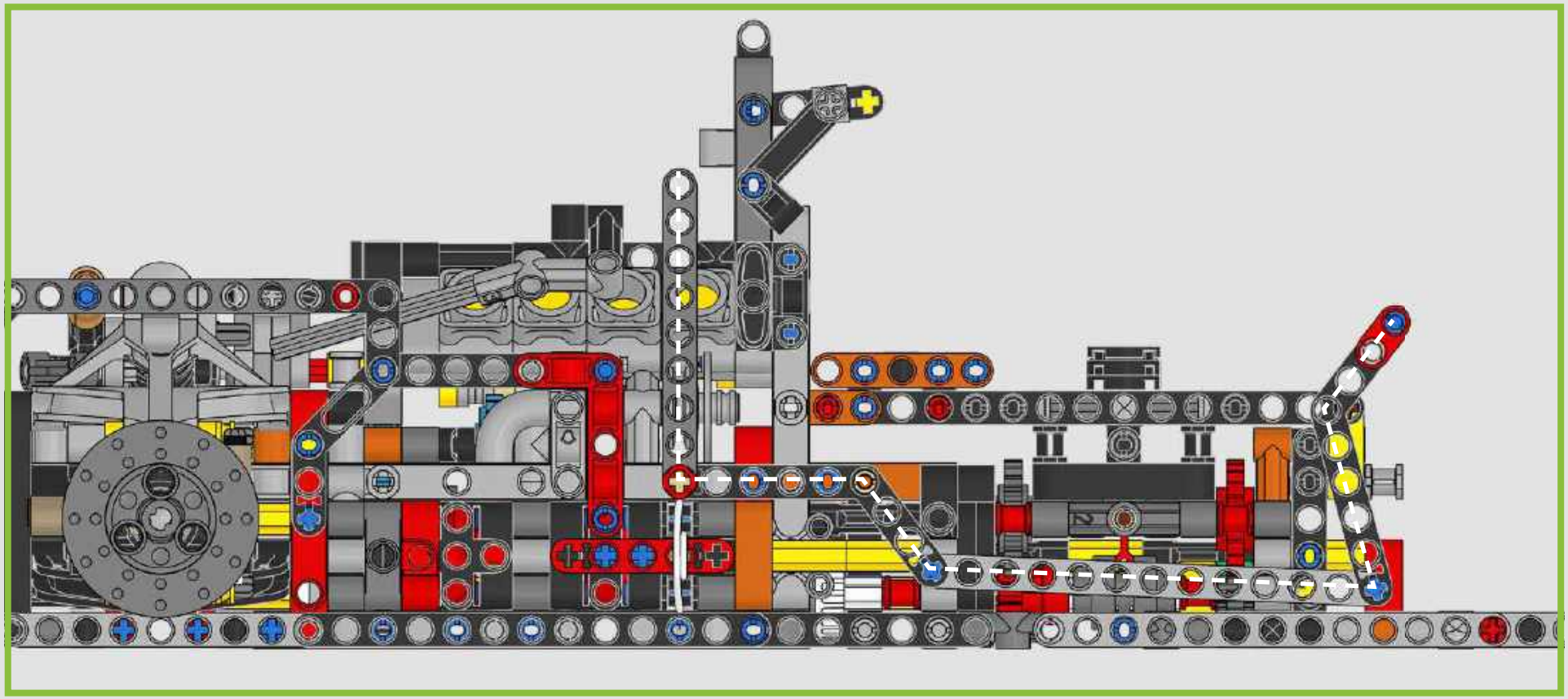


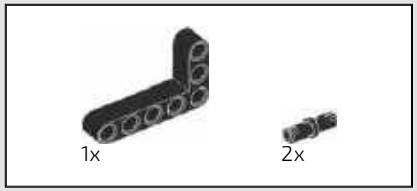
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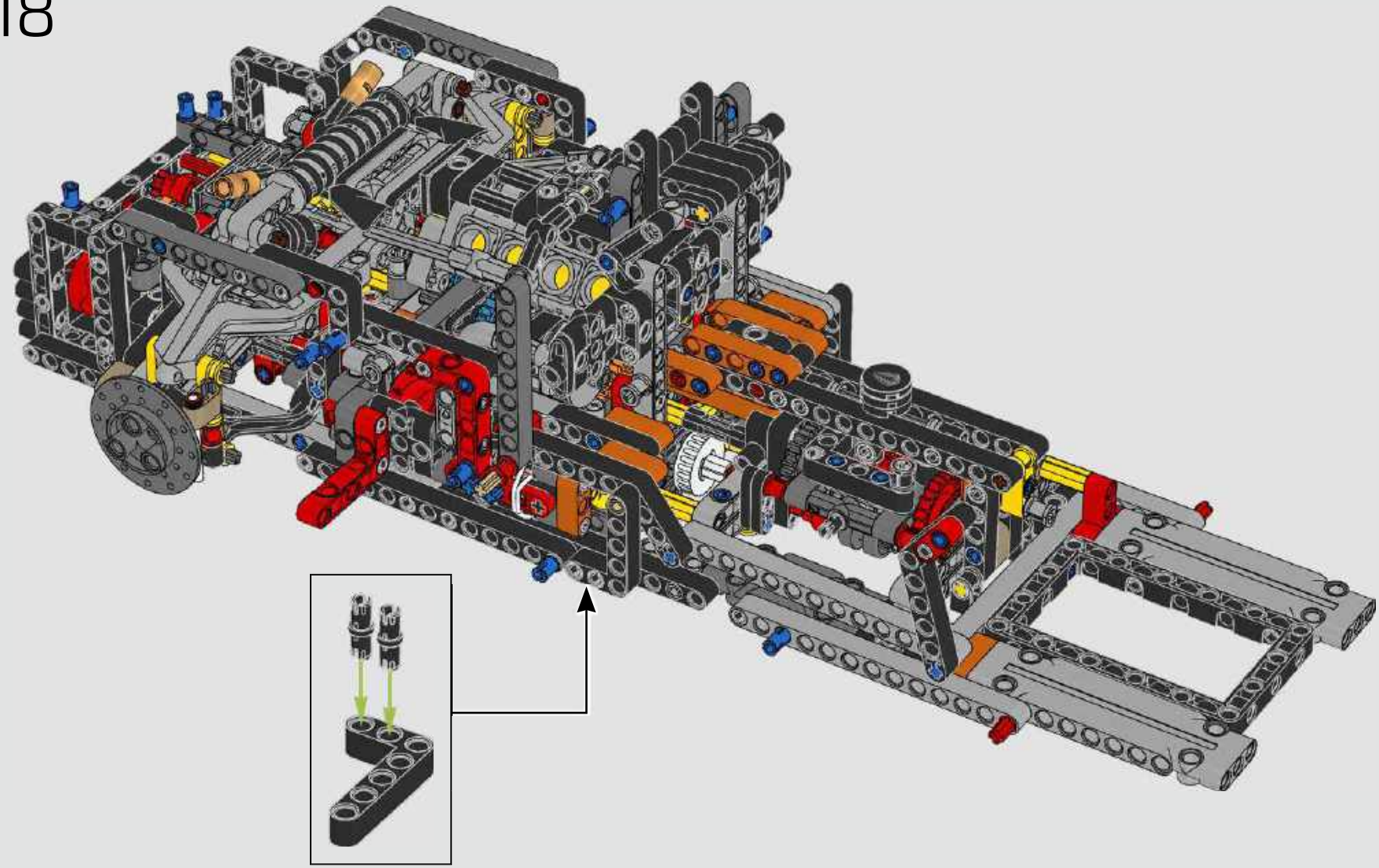
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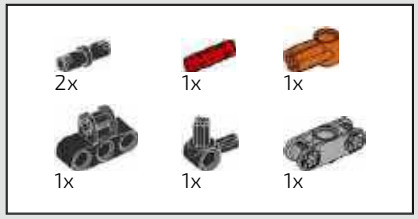




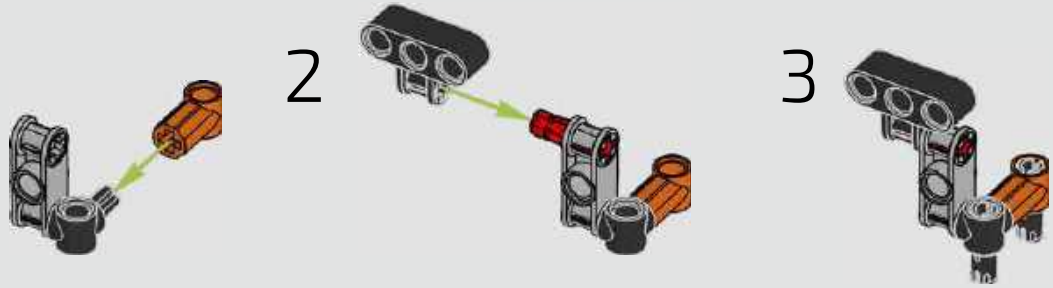


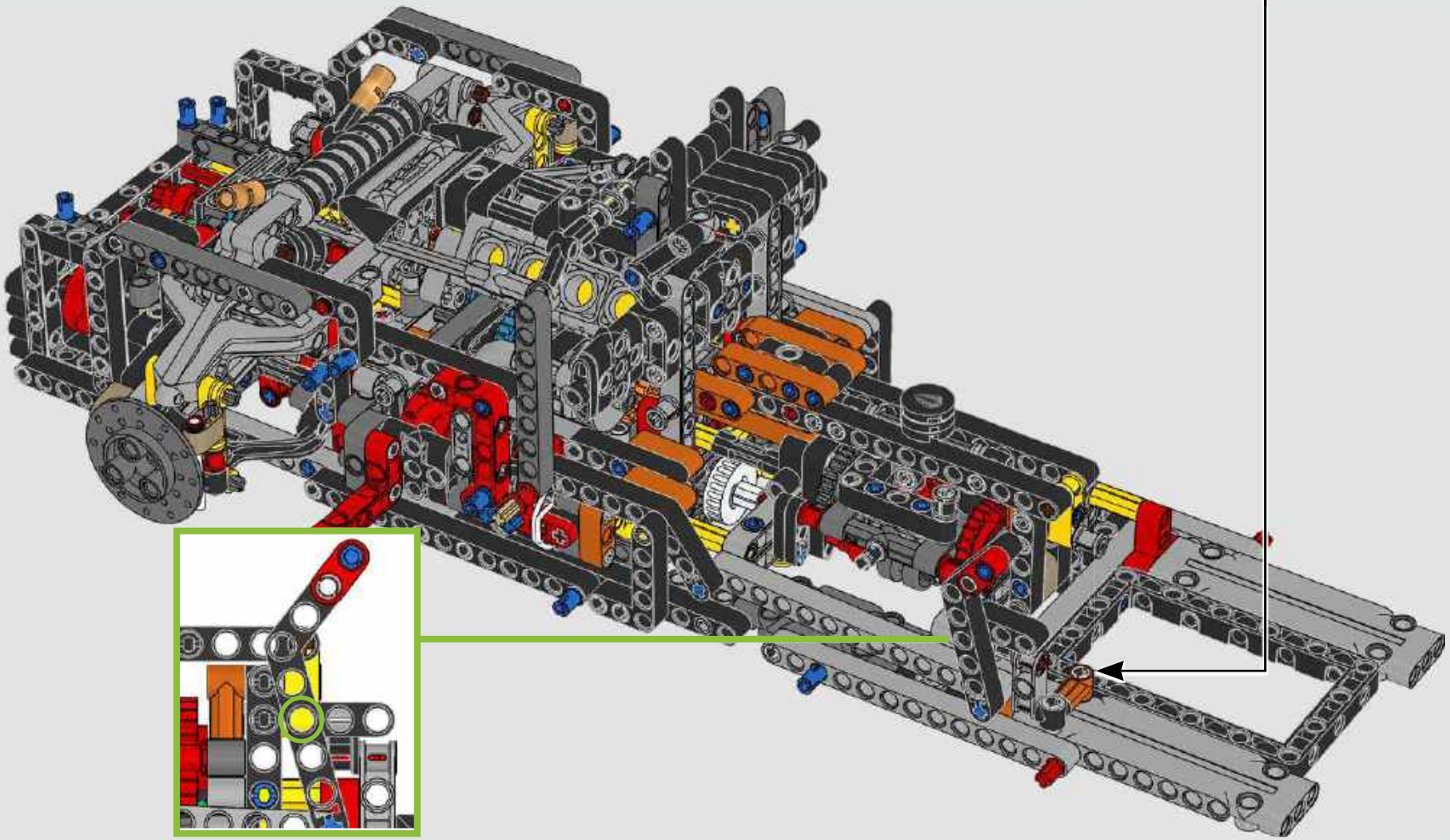
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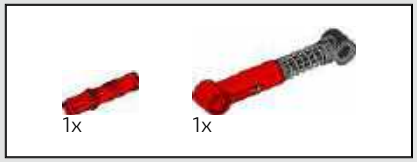




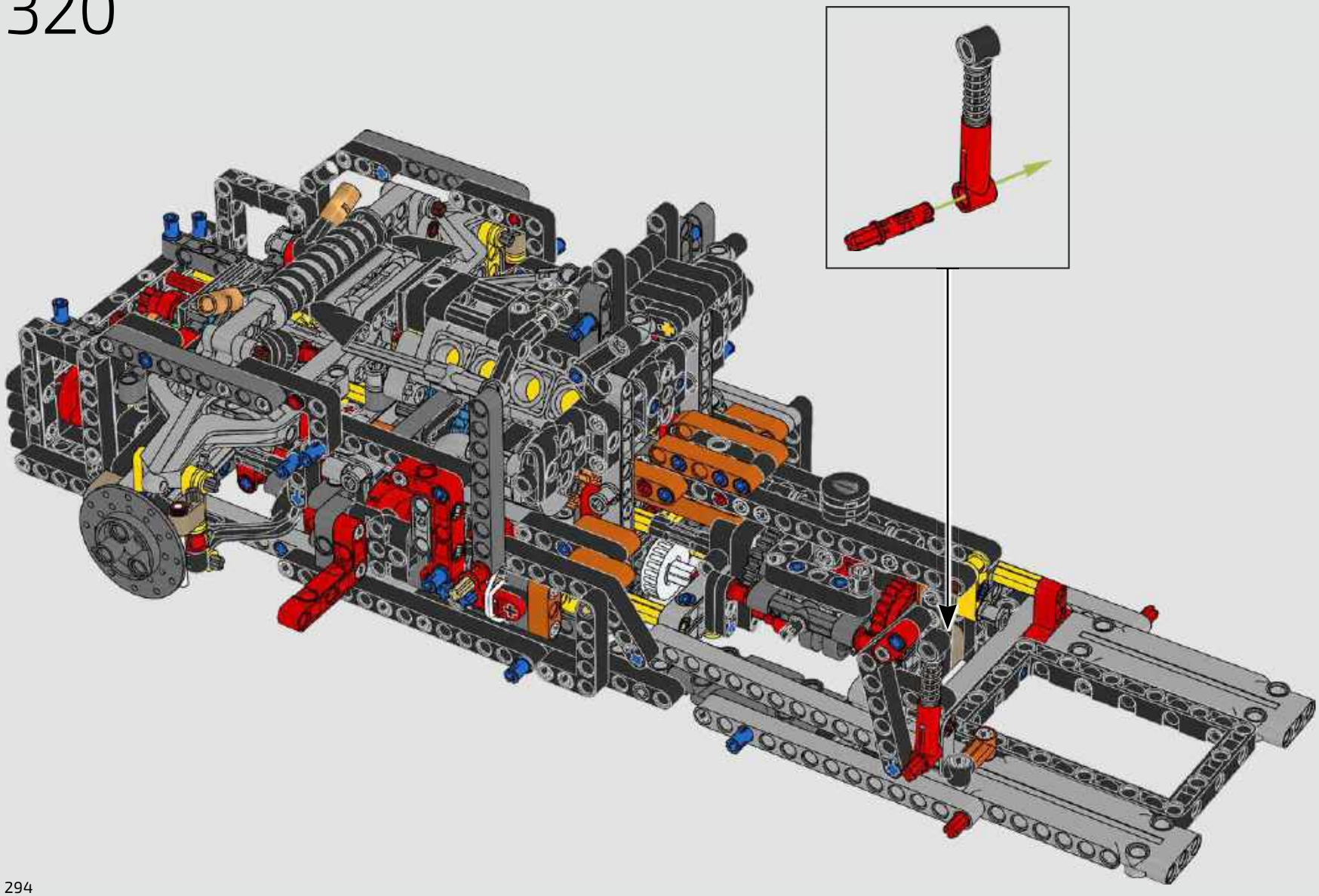
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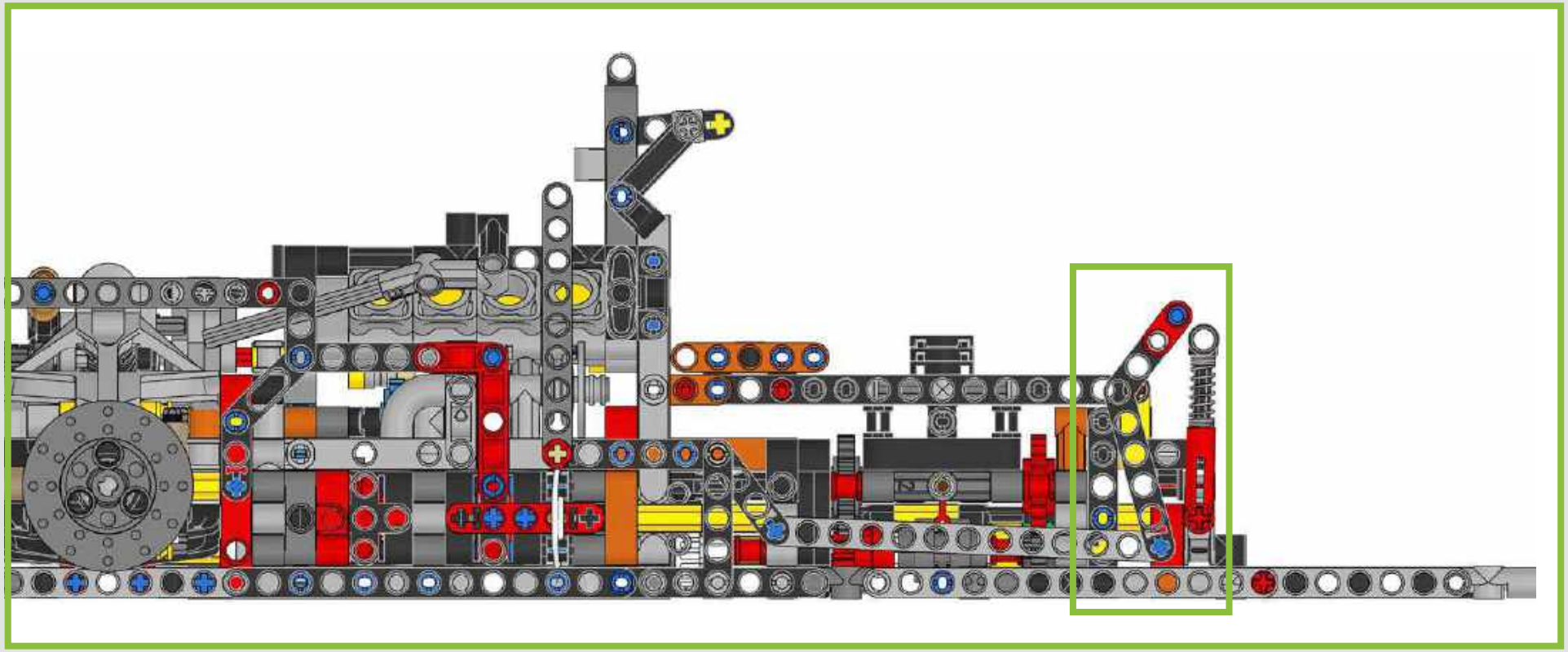


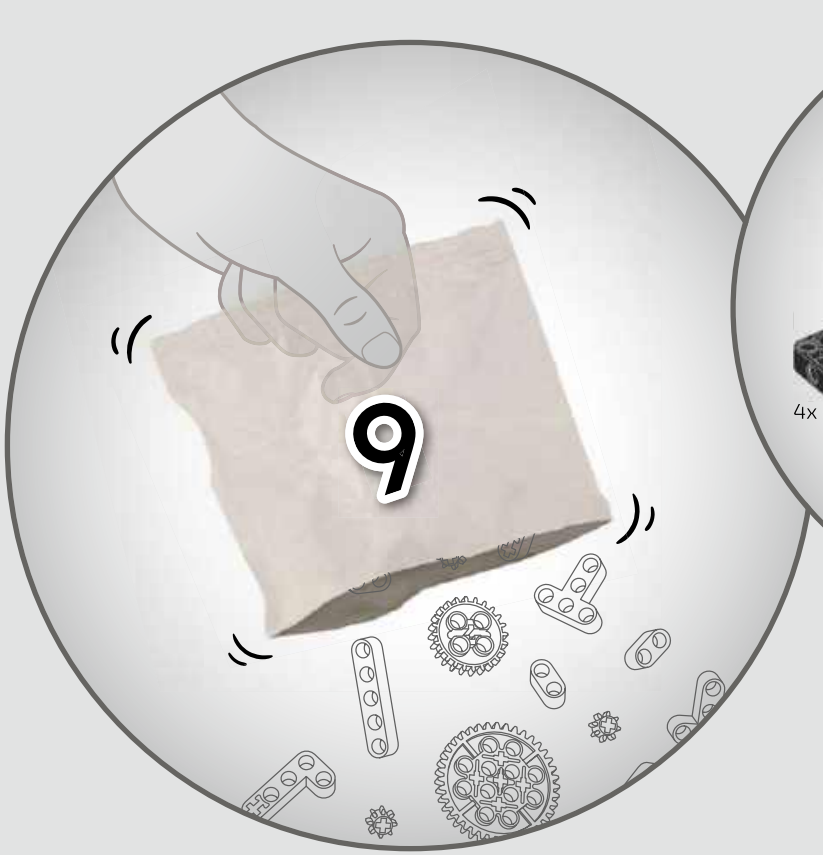


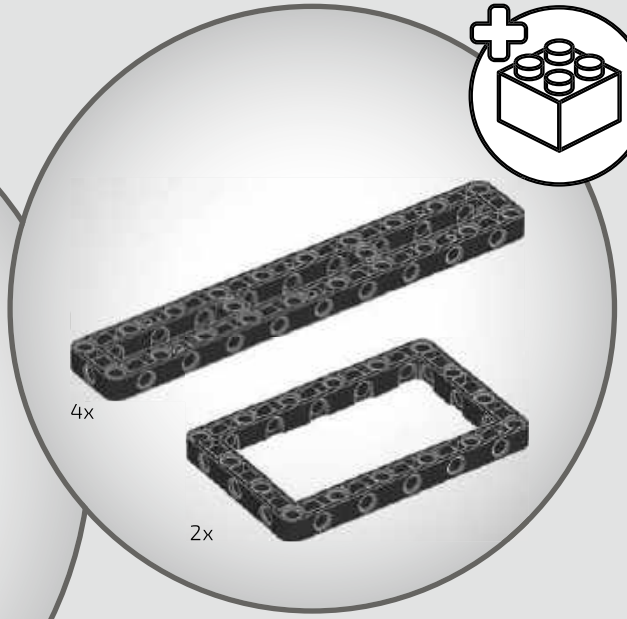


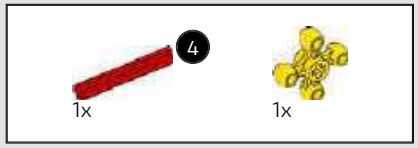
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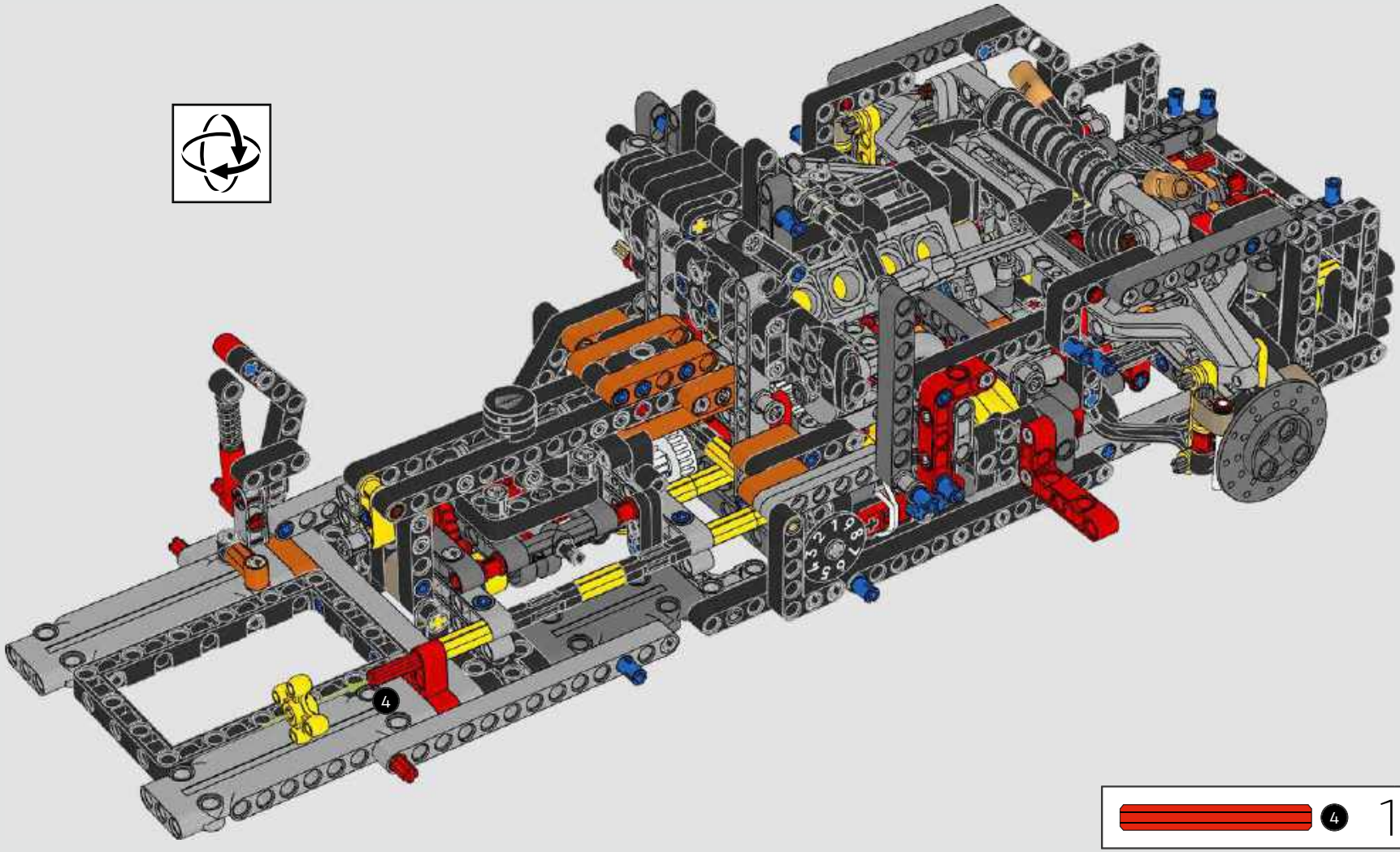


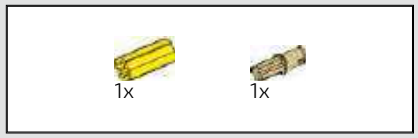

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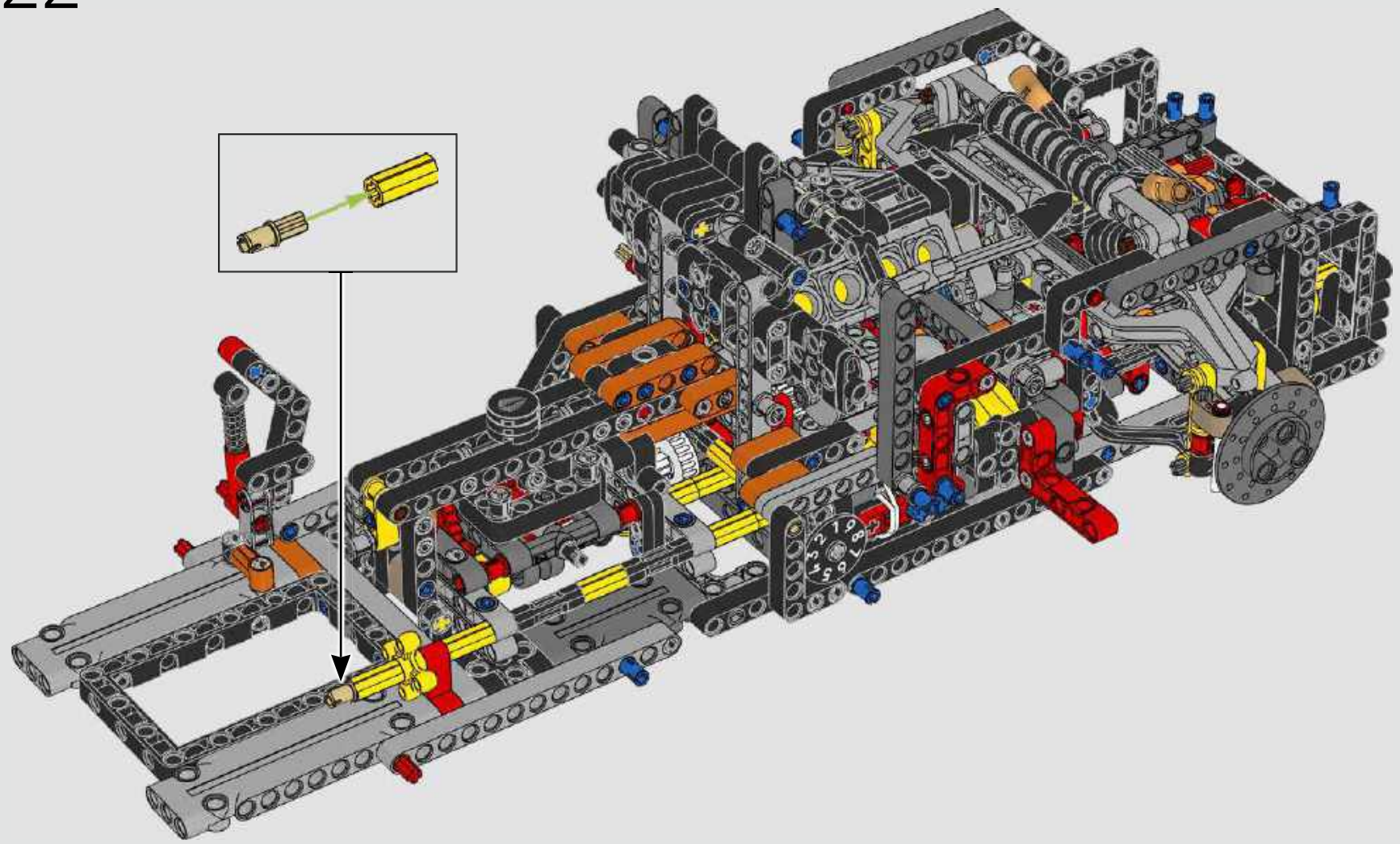


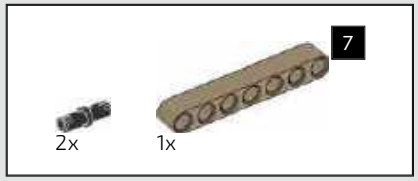
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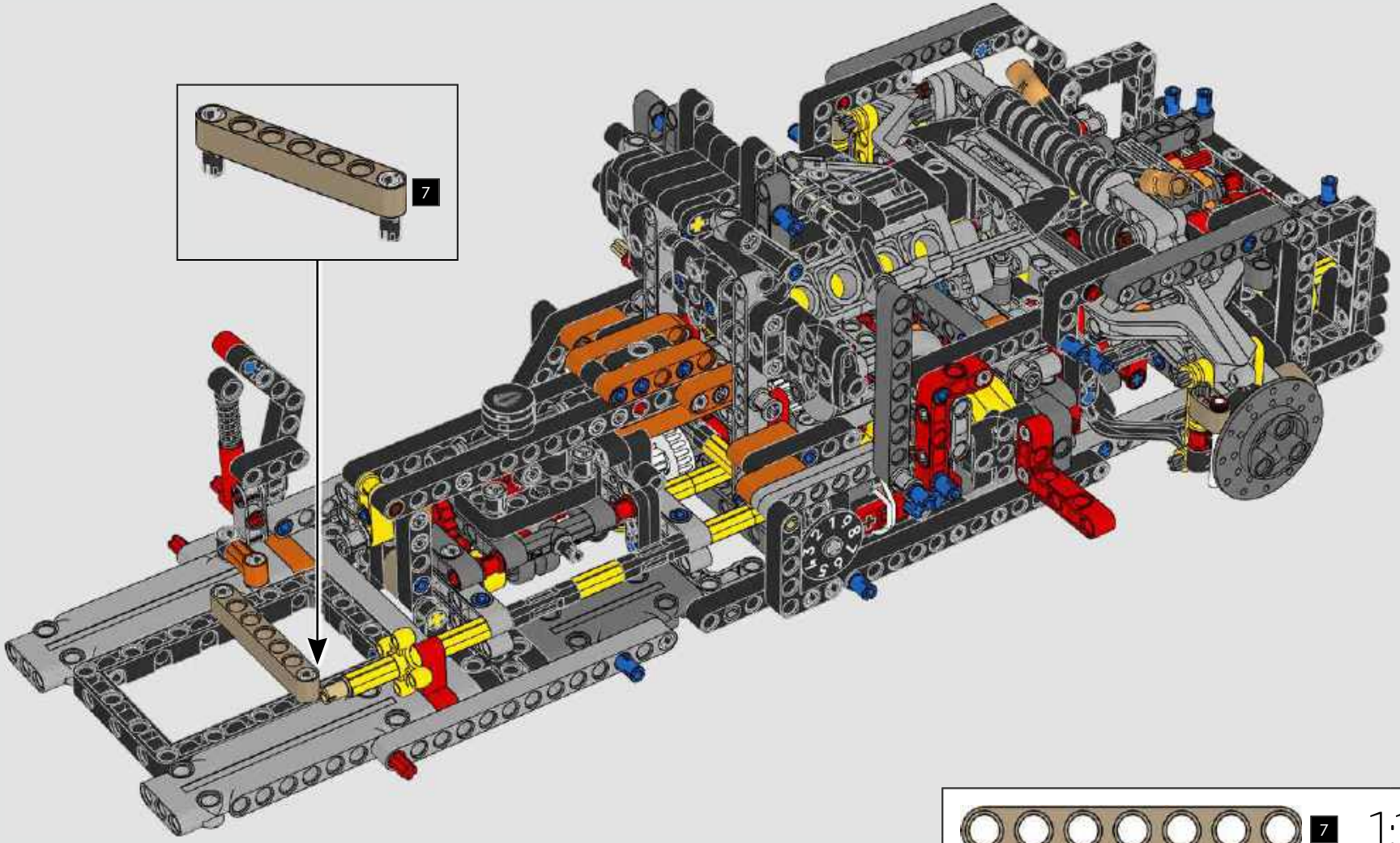


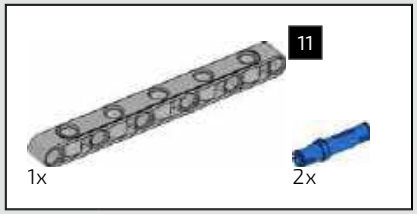
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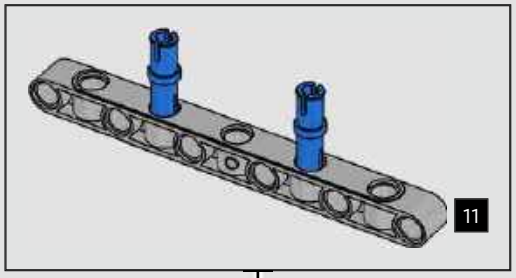


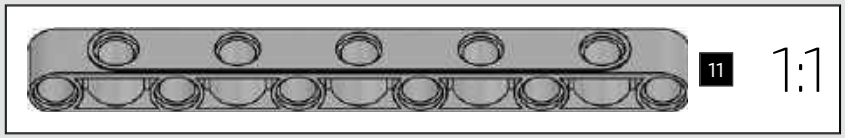
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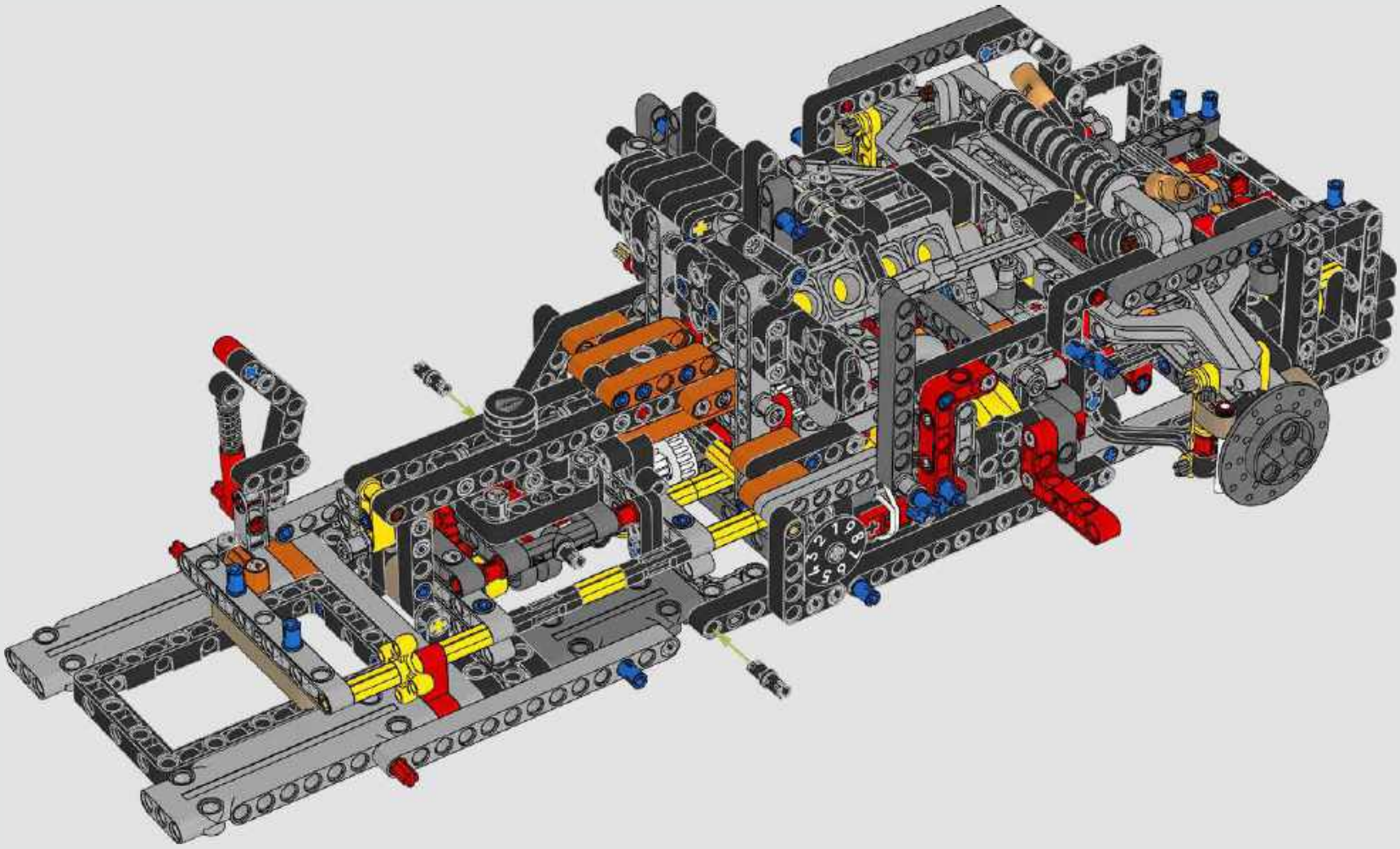
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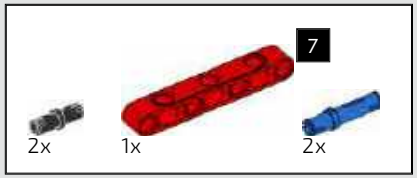






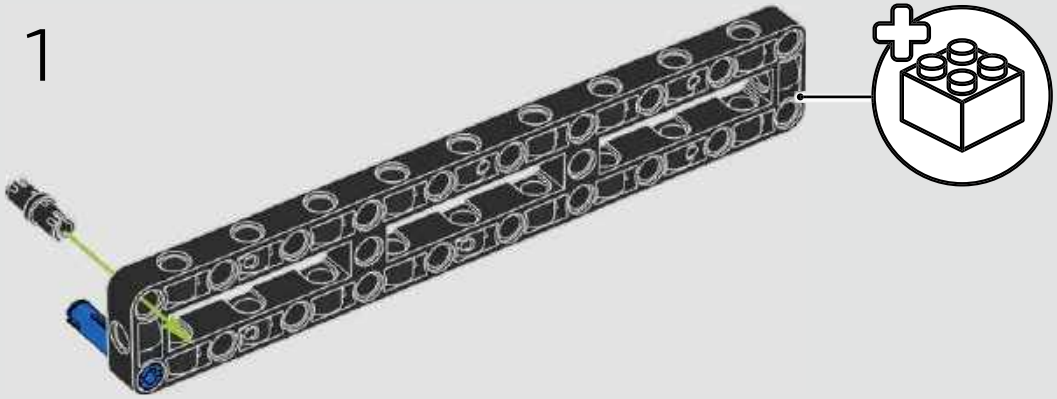
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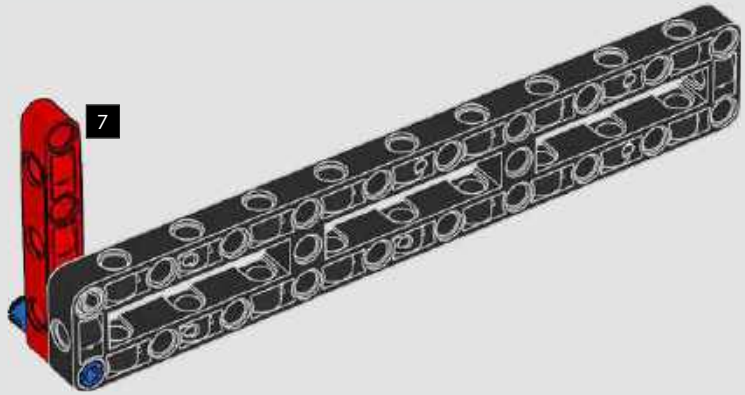


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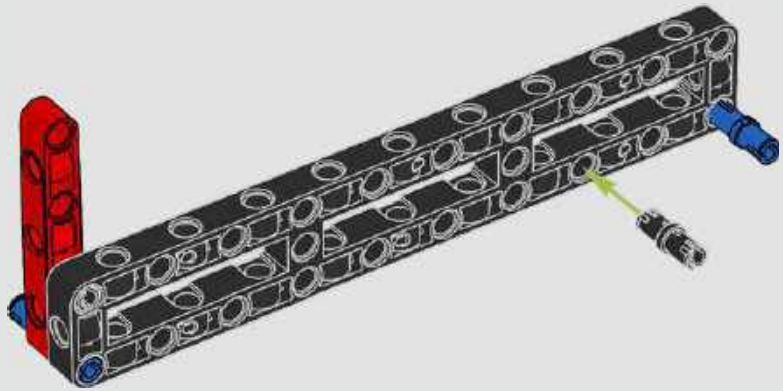
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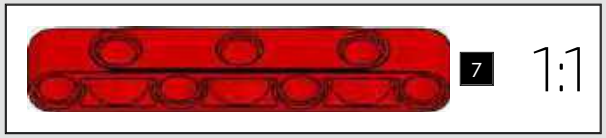


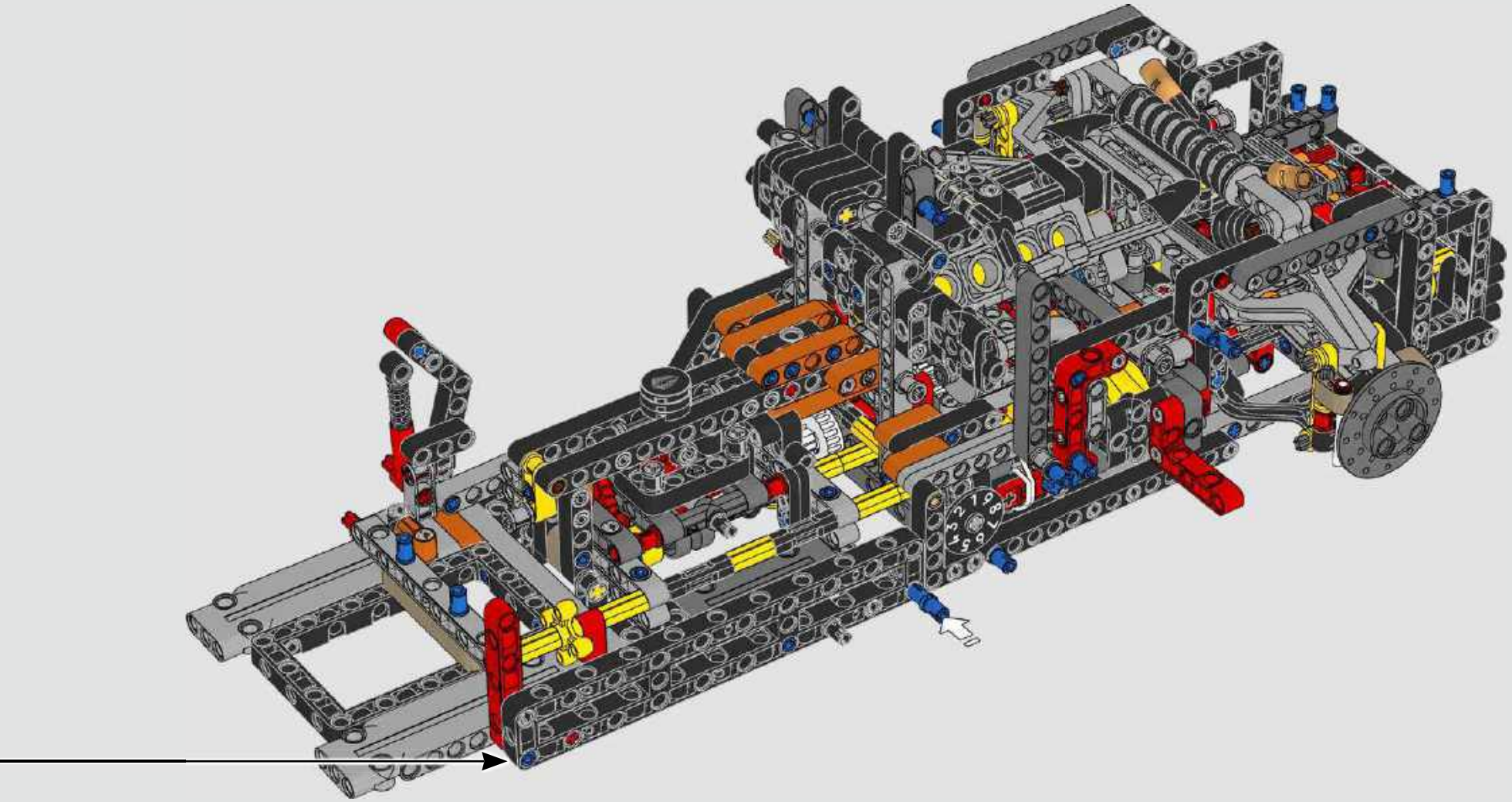
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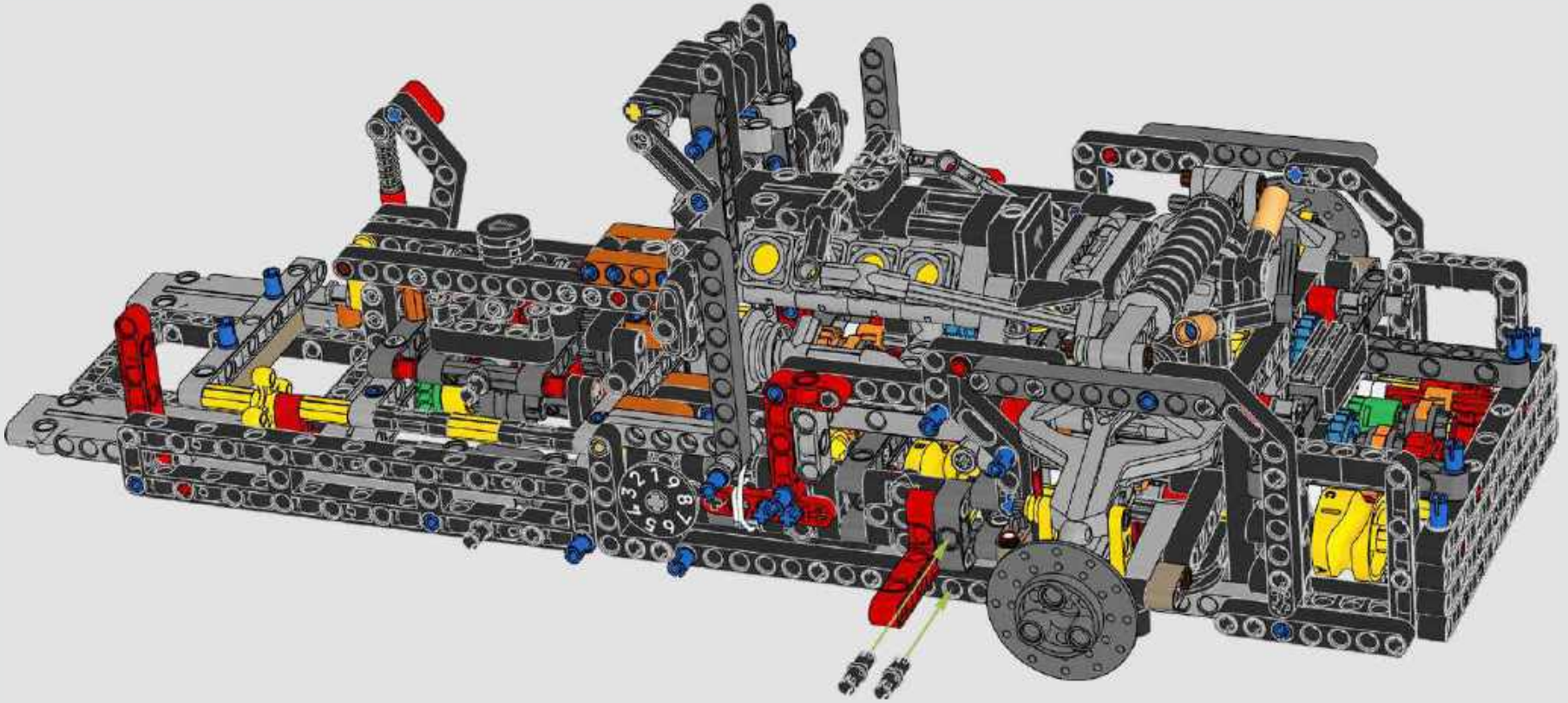


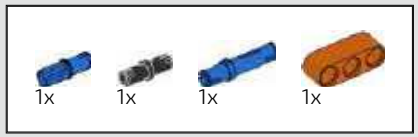




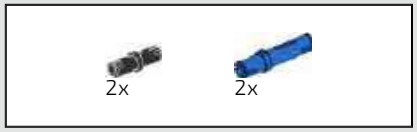


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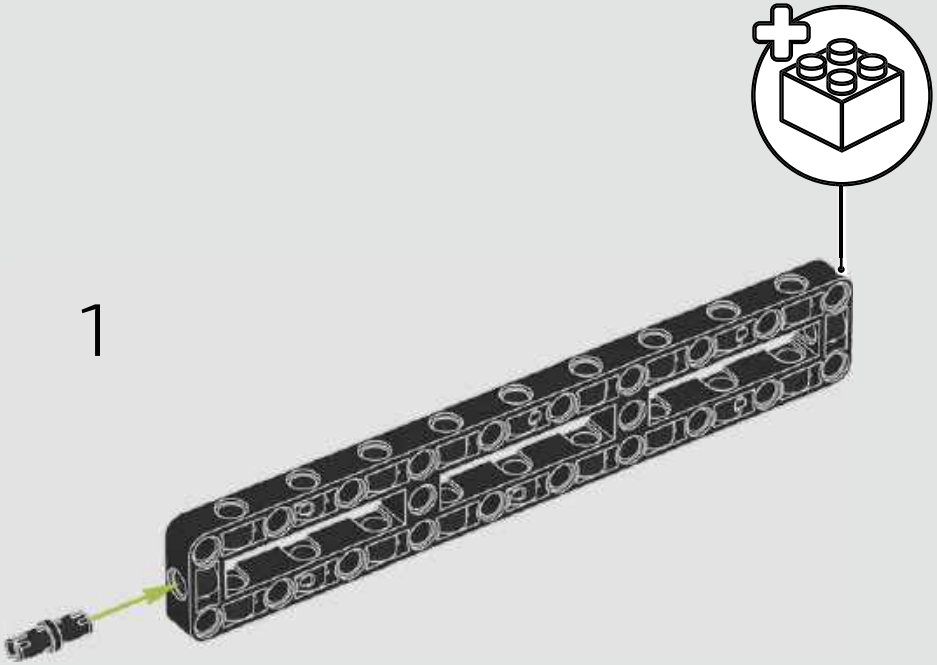


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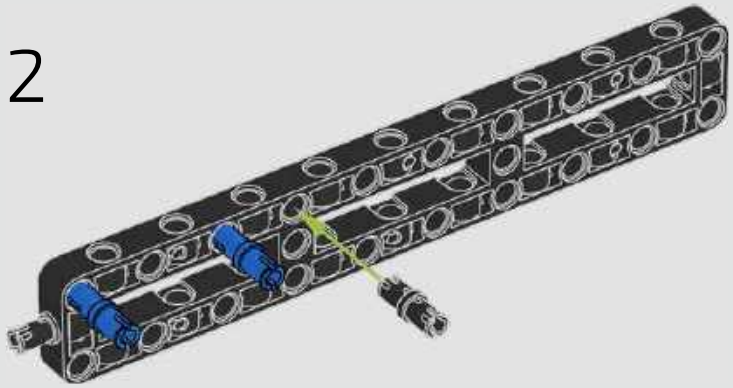


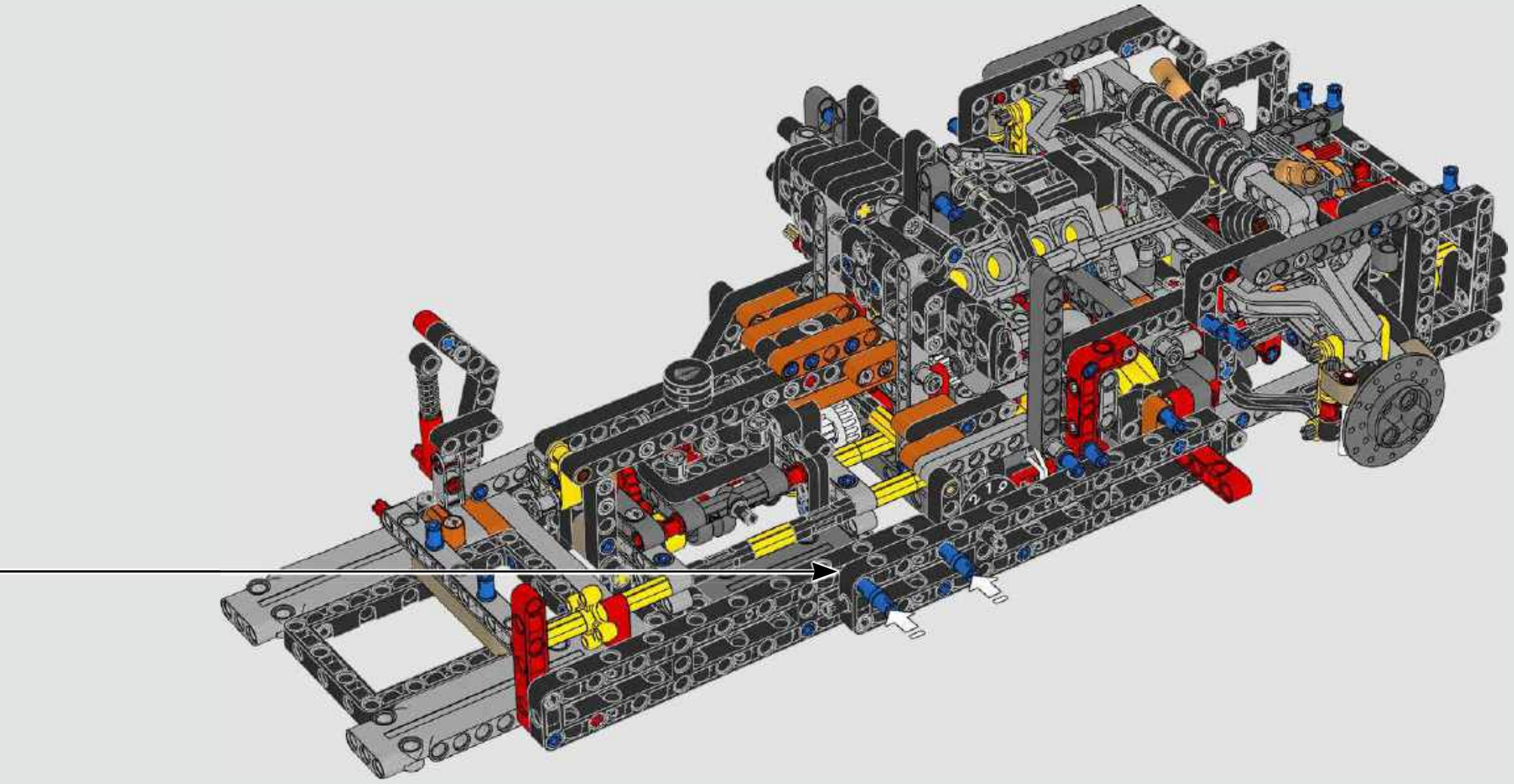
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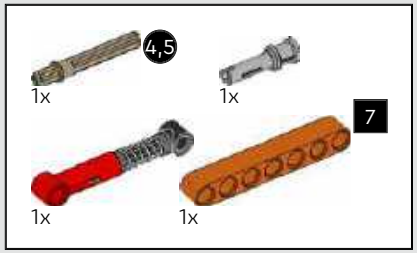
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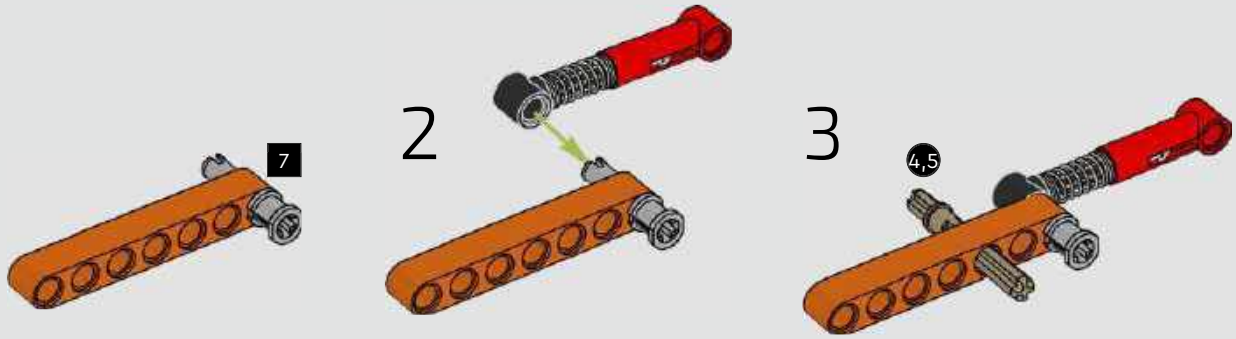
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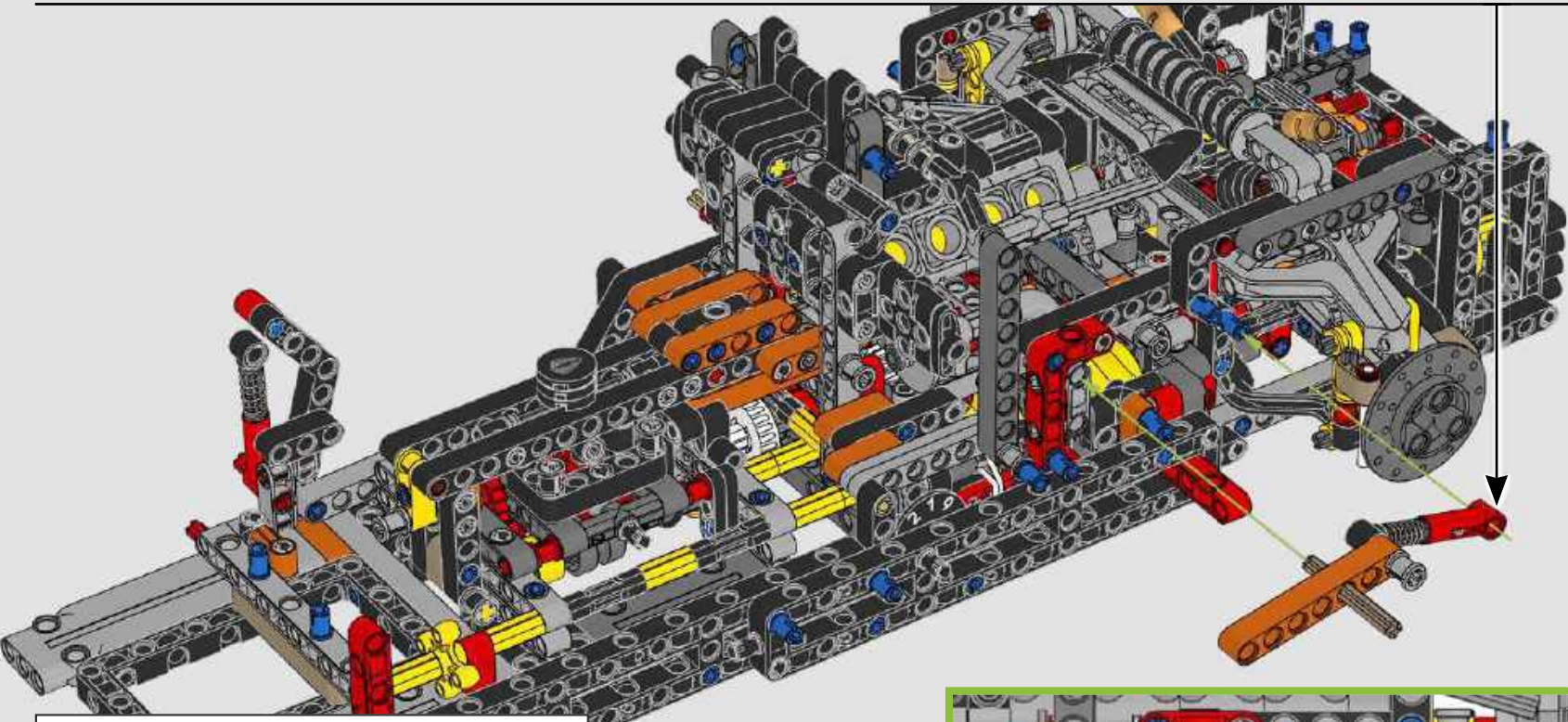


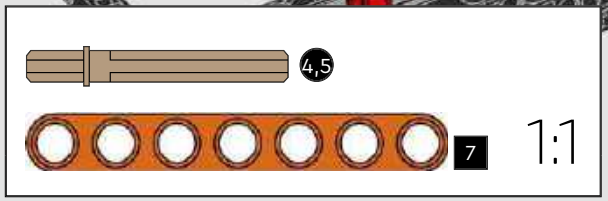


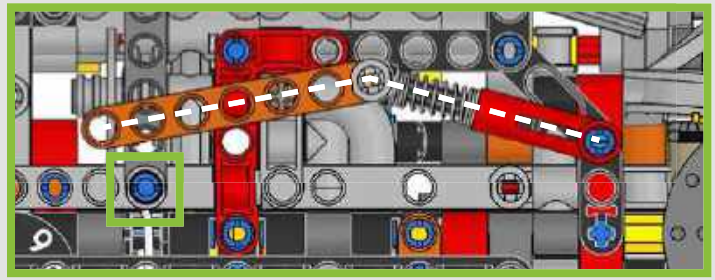


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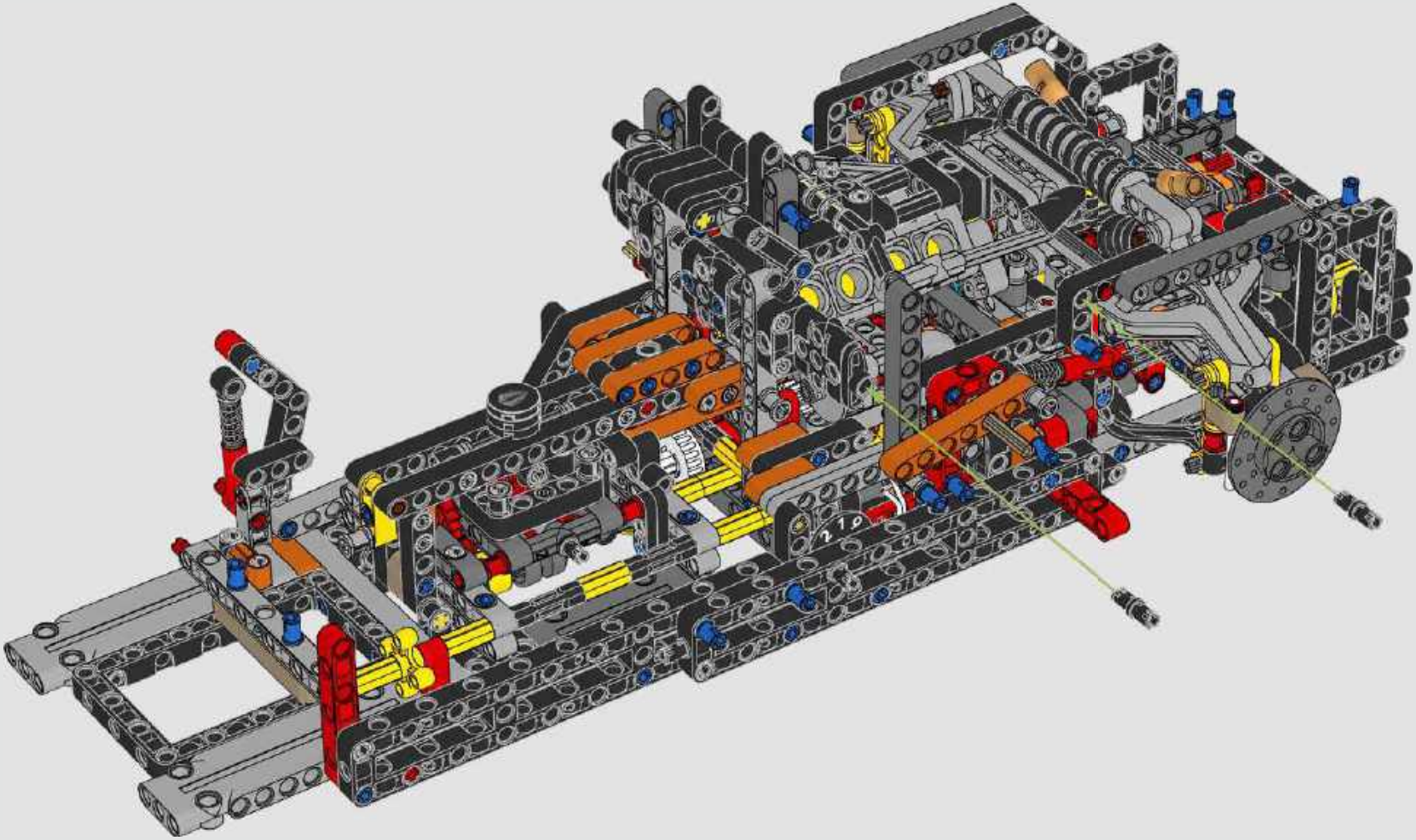


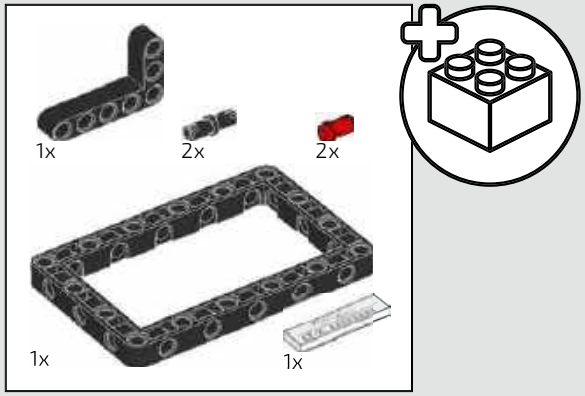






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Owning a Koenigsegg Sadair's Spear is a memorable experience – one we would like to extend to you as the owner of this LEGO® Technic™ model. Use the unique serial number on this tile to unlock exclusive content when you sign up or log in to the LEGO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

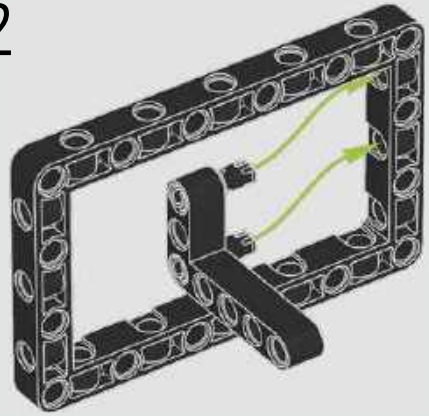
Posséder une Koenigsegg Sadair's Spear est une expérience mémorable que nous aimerions vous faire vivre en tant que propriétaire de ce modèle LEGO® Technic™. Utilisez le numéro de série unique figurant sur cette tuile pour débloquer du contenu exclusif lorsque vous vous inscrivez ou vous connectez au programme LEGO Insiders.

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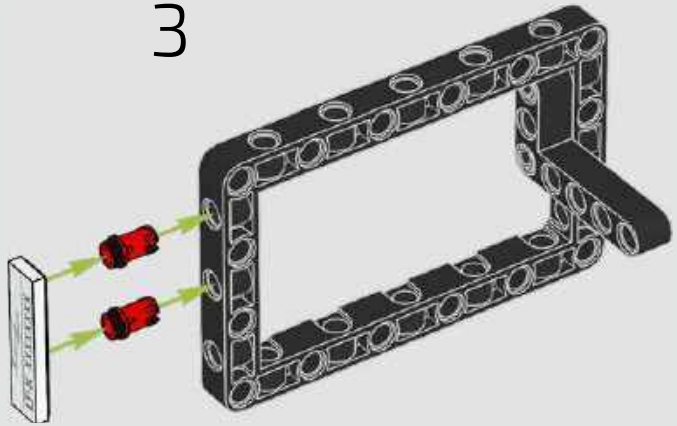
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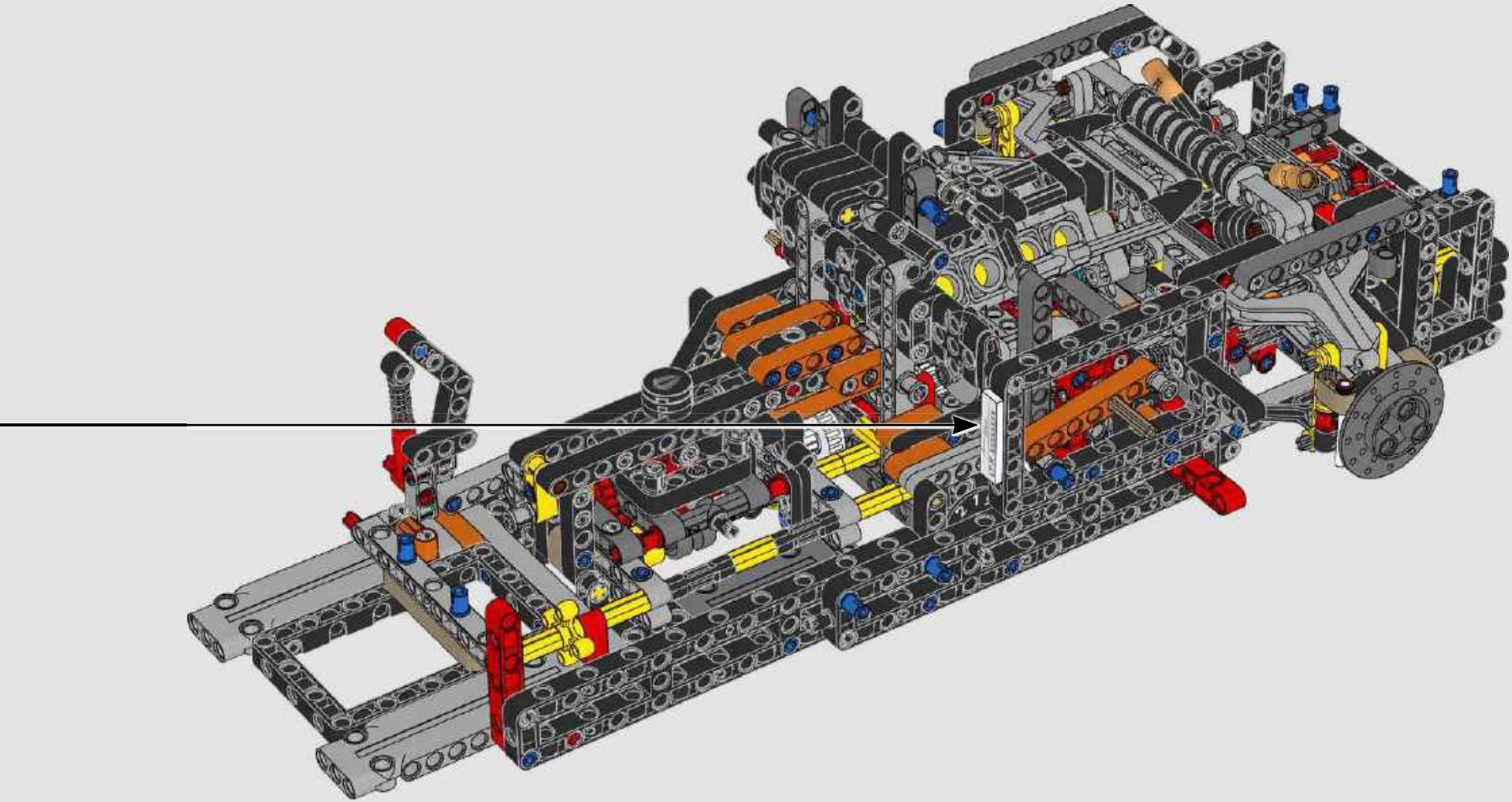


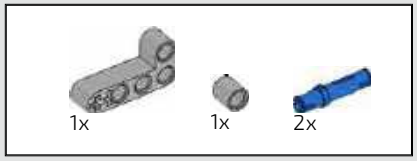
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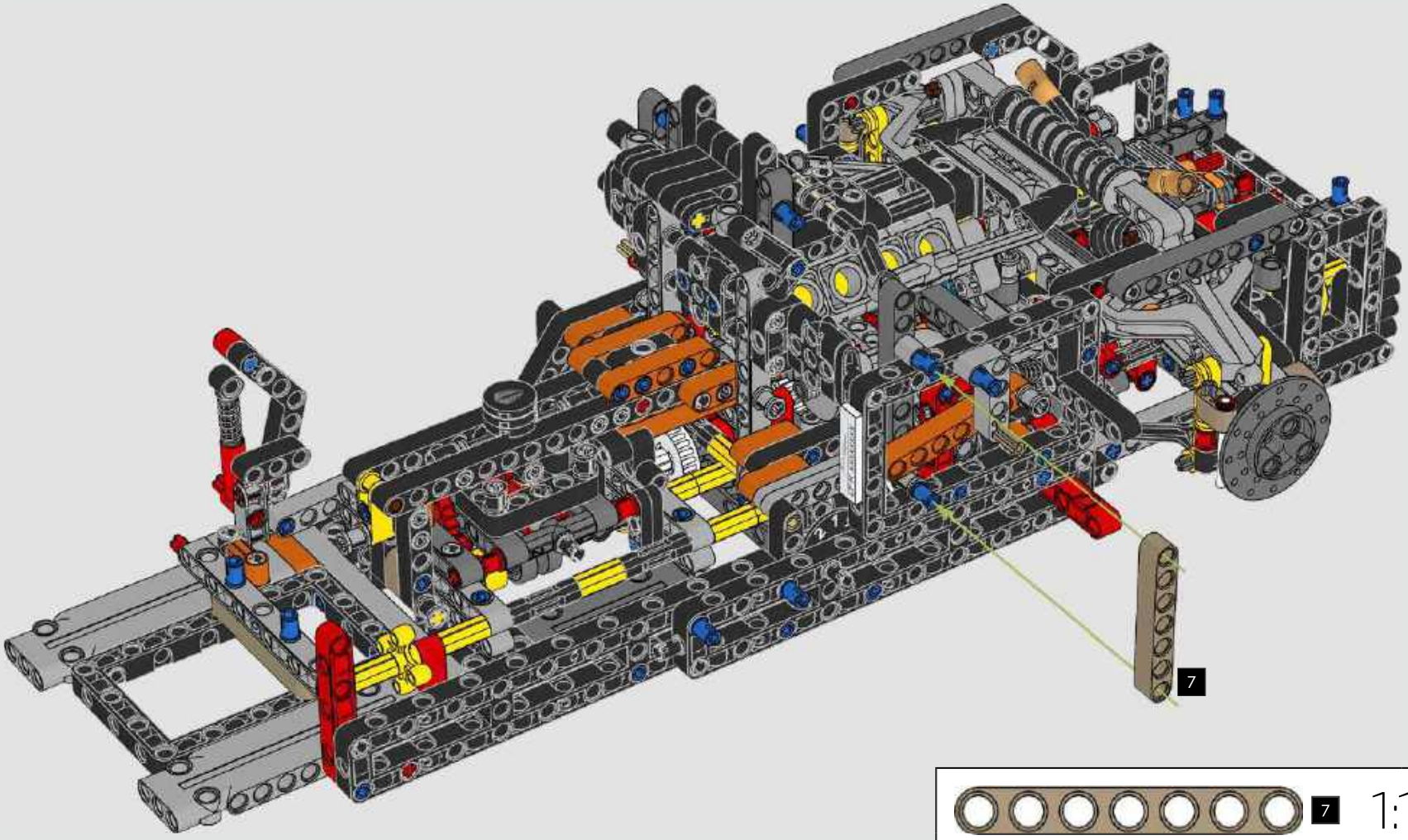


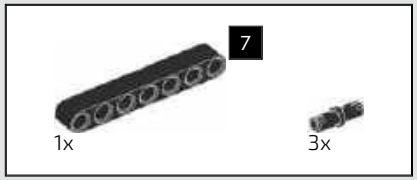


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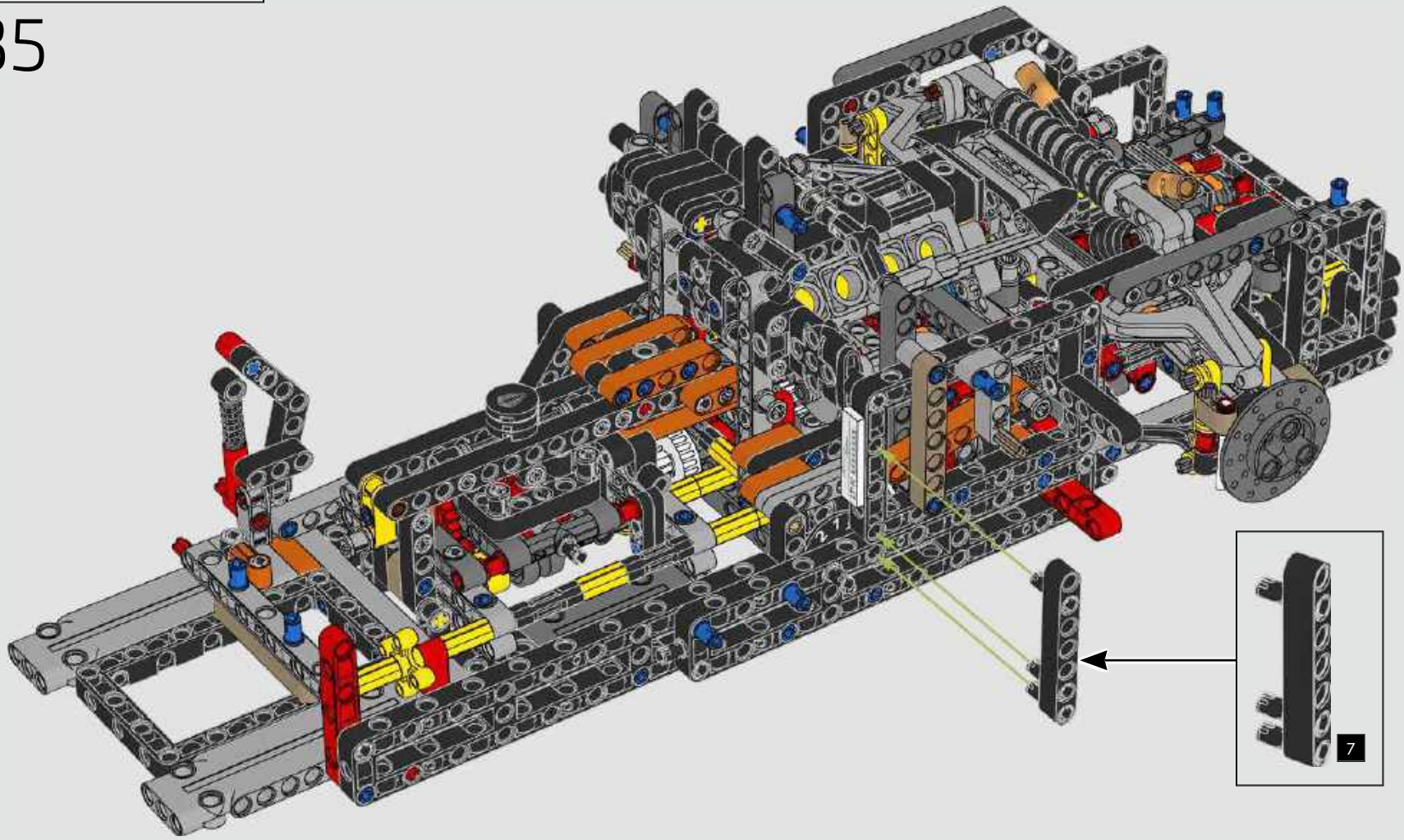


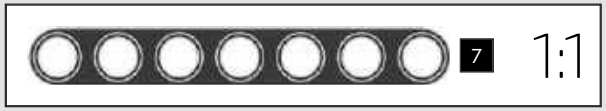
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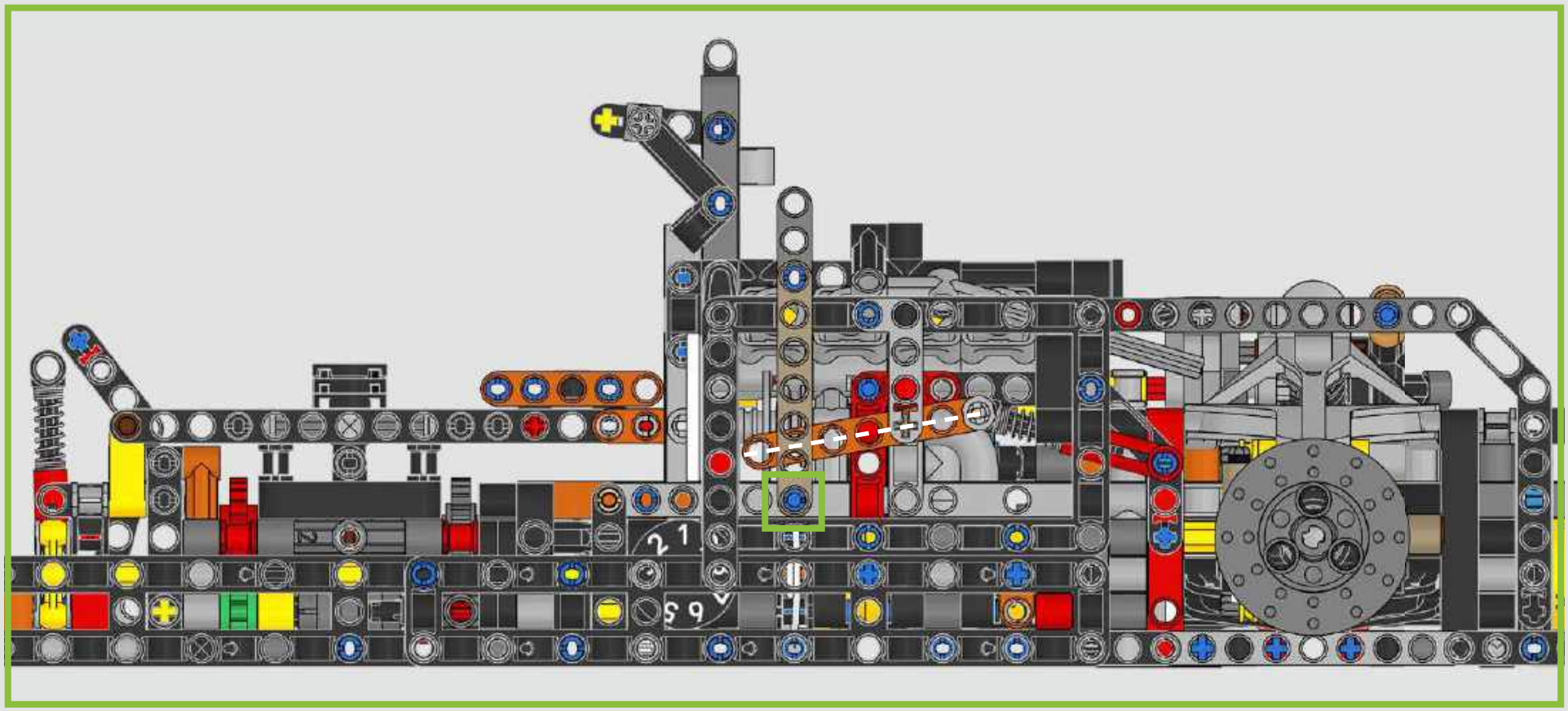


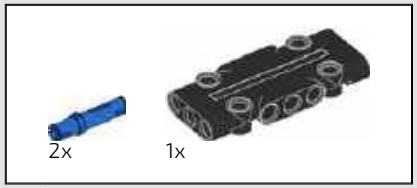


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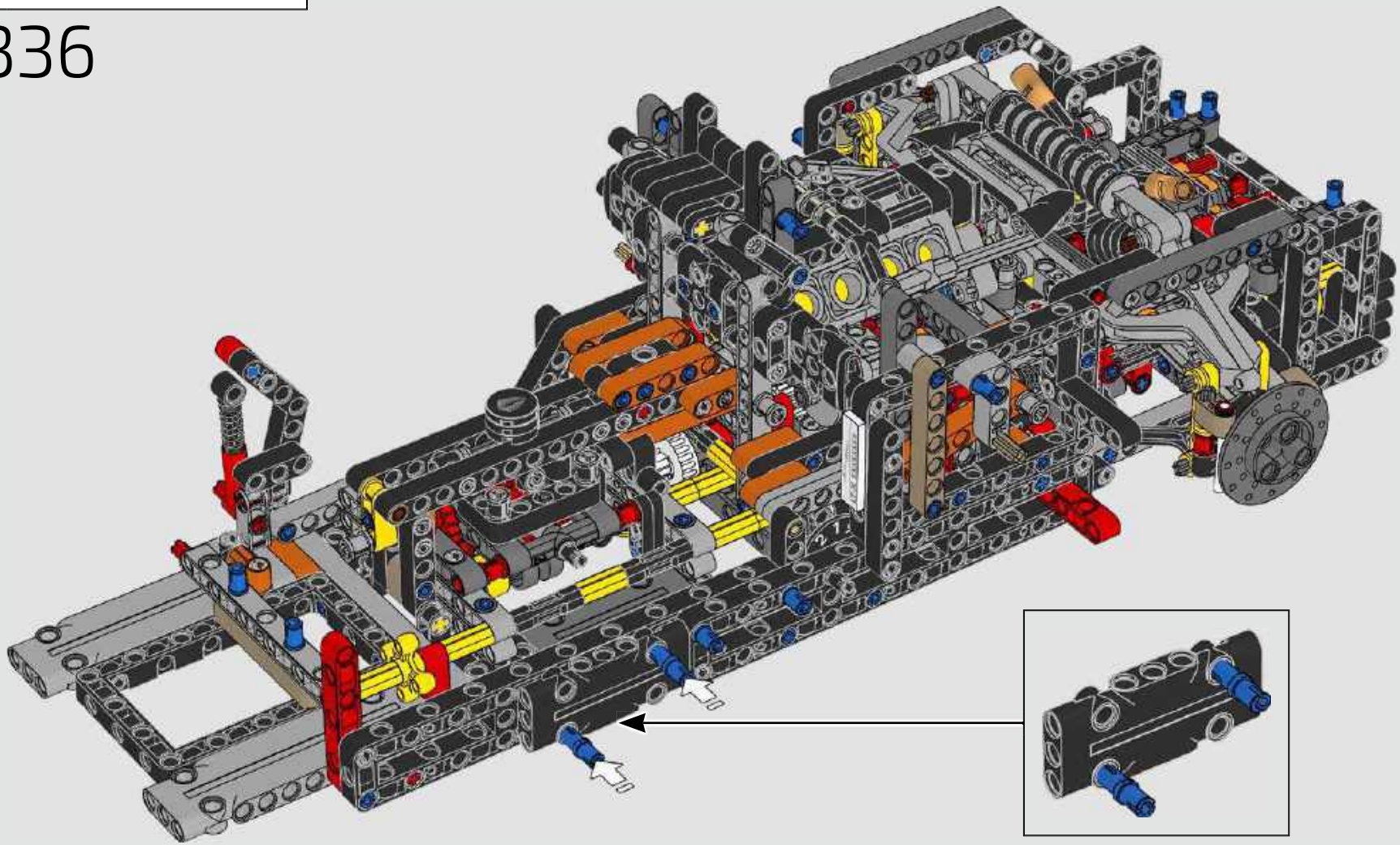


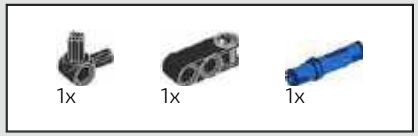




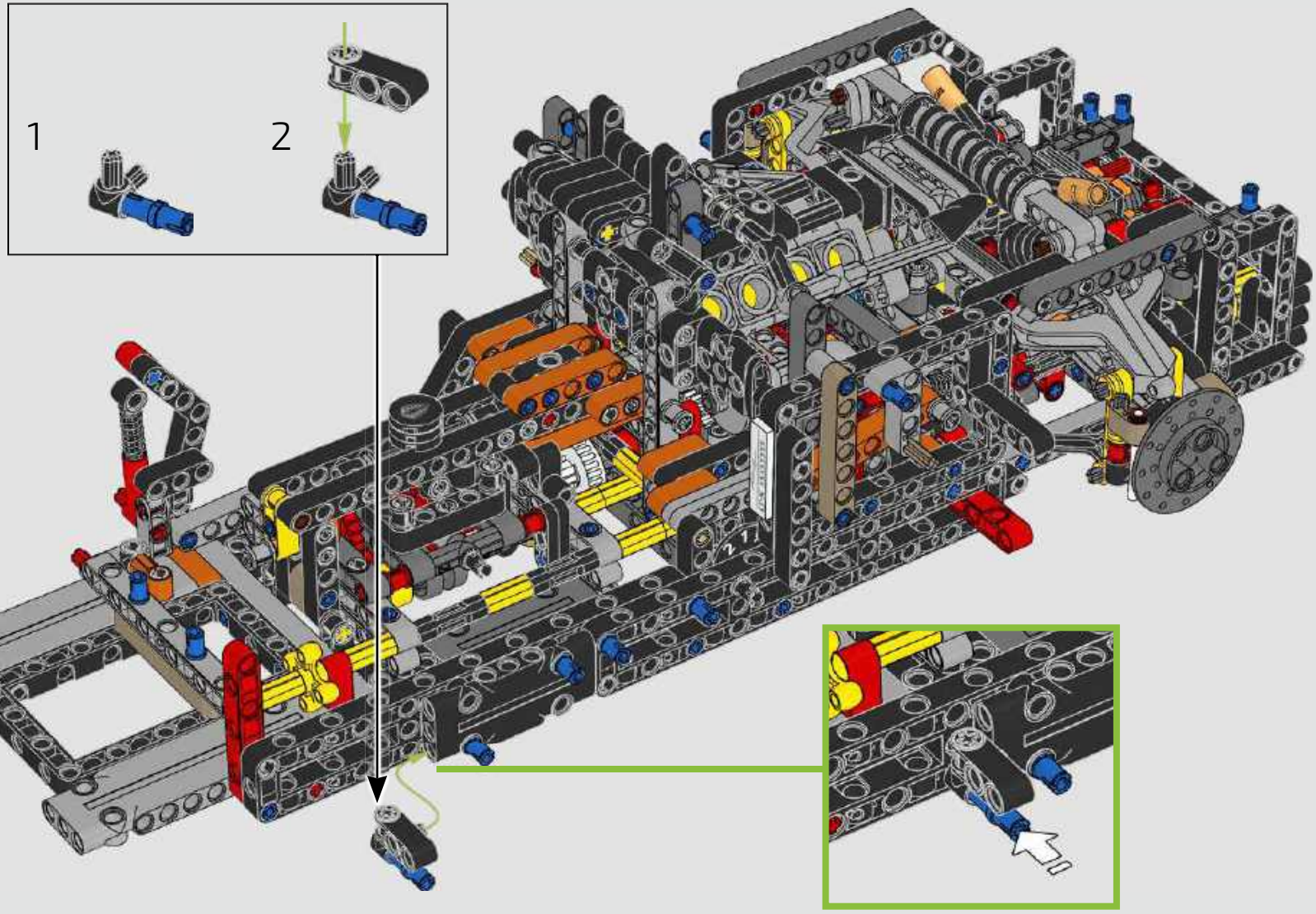


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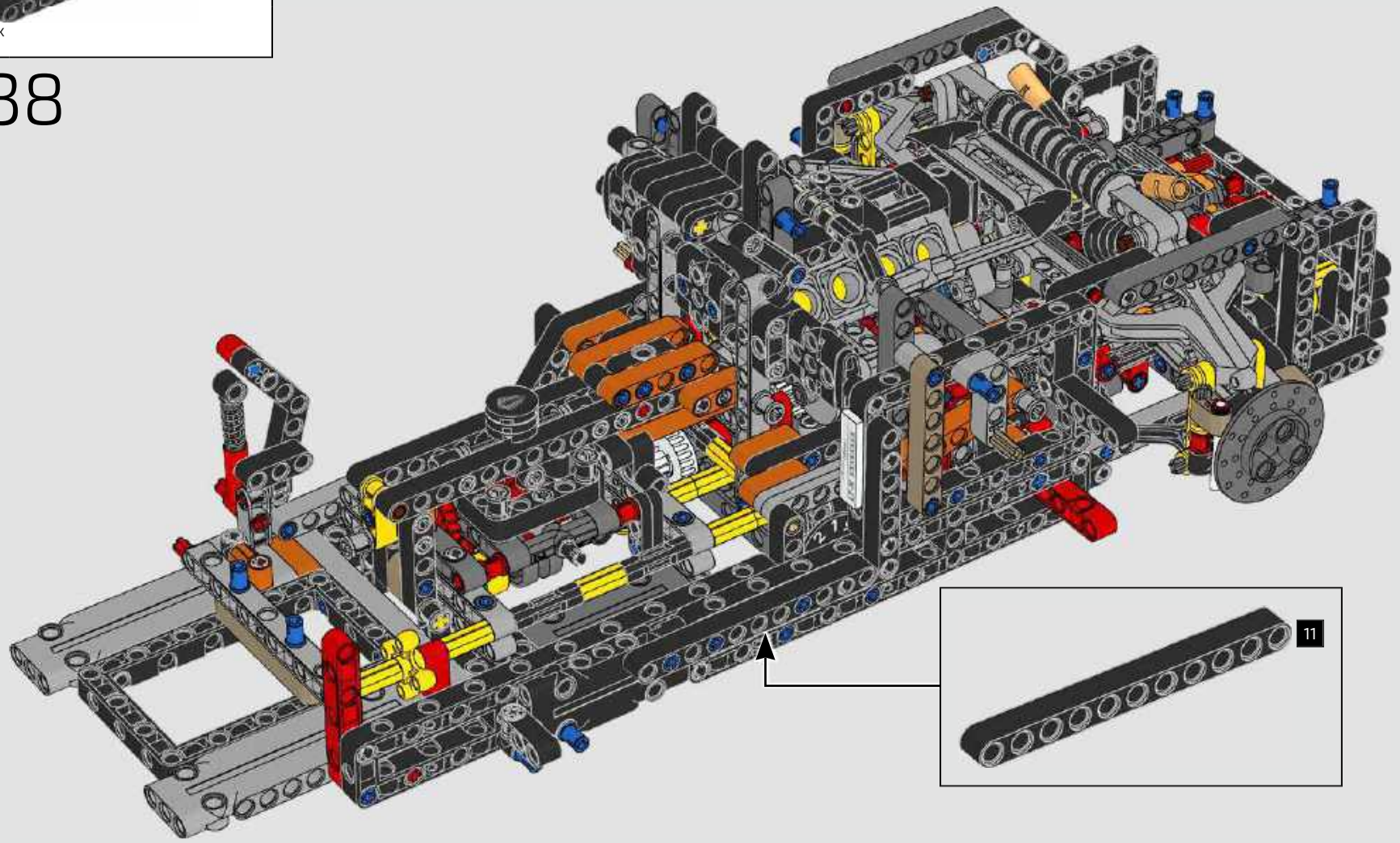


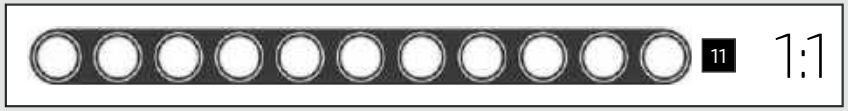
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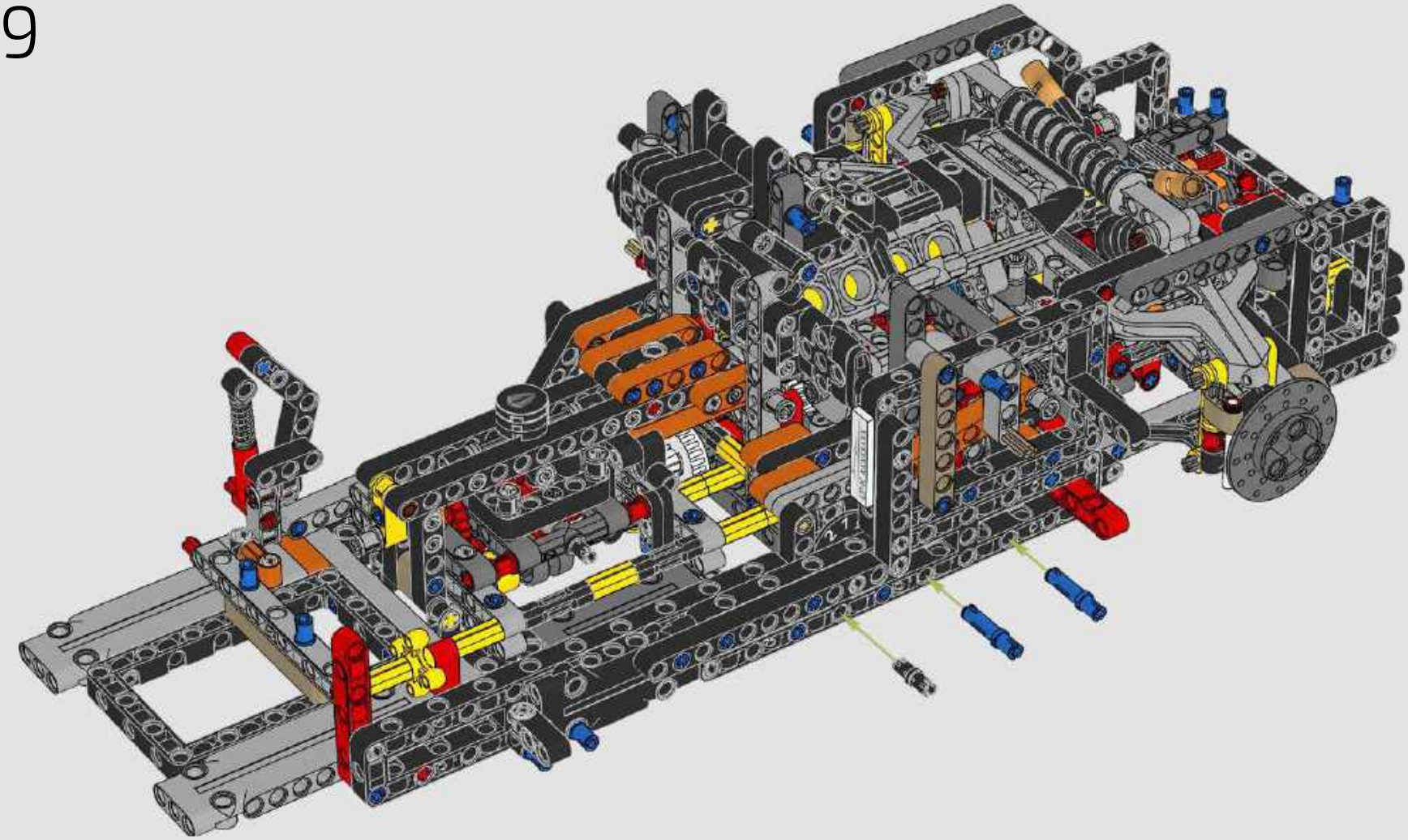
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1x



2x



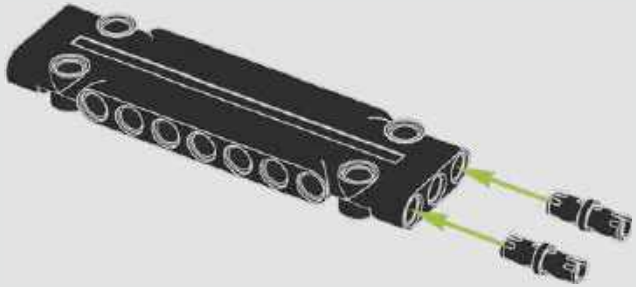
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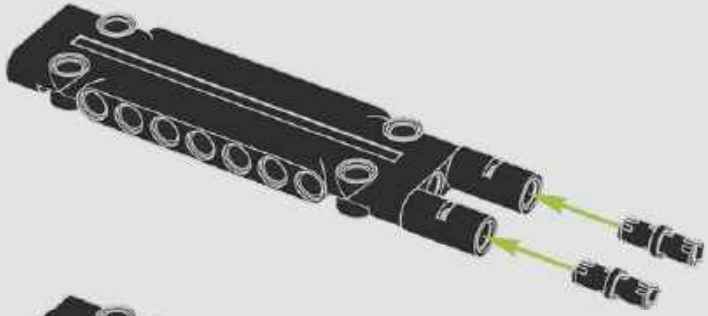
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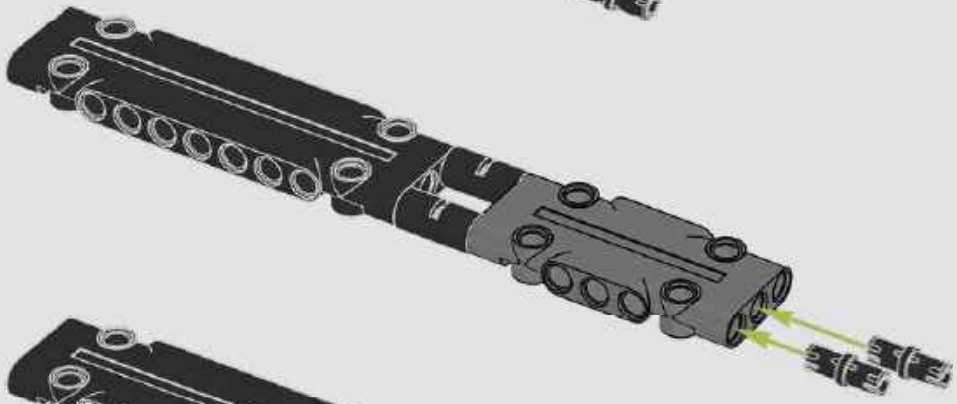
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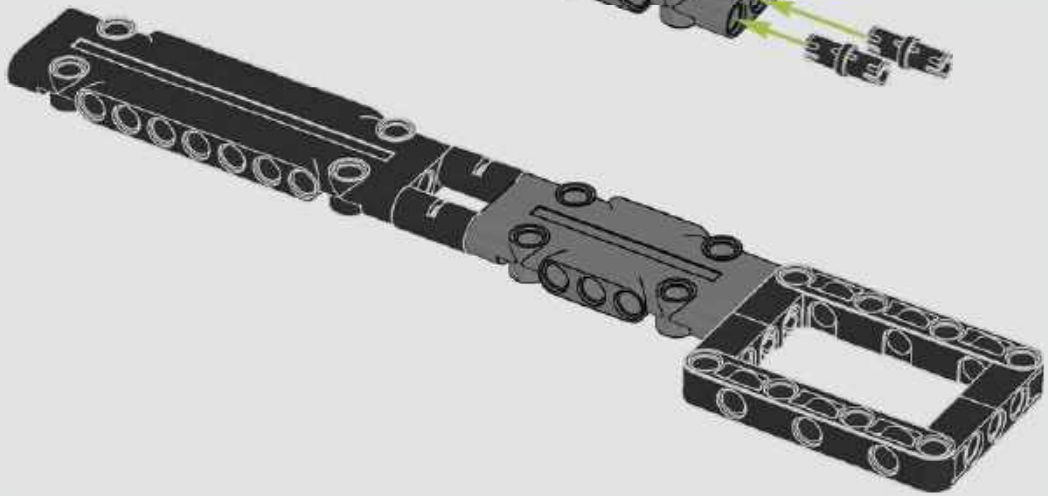
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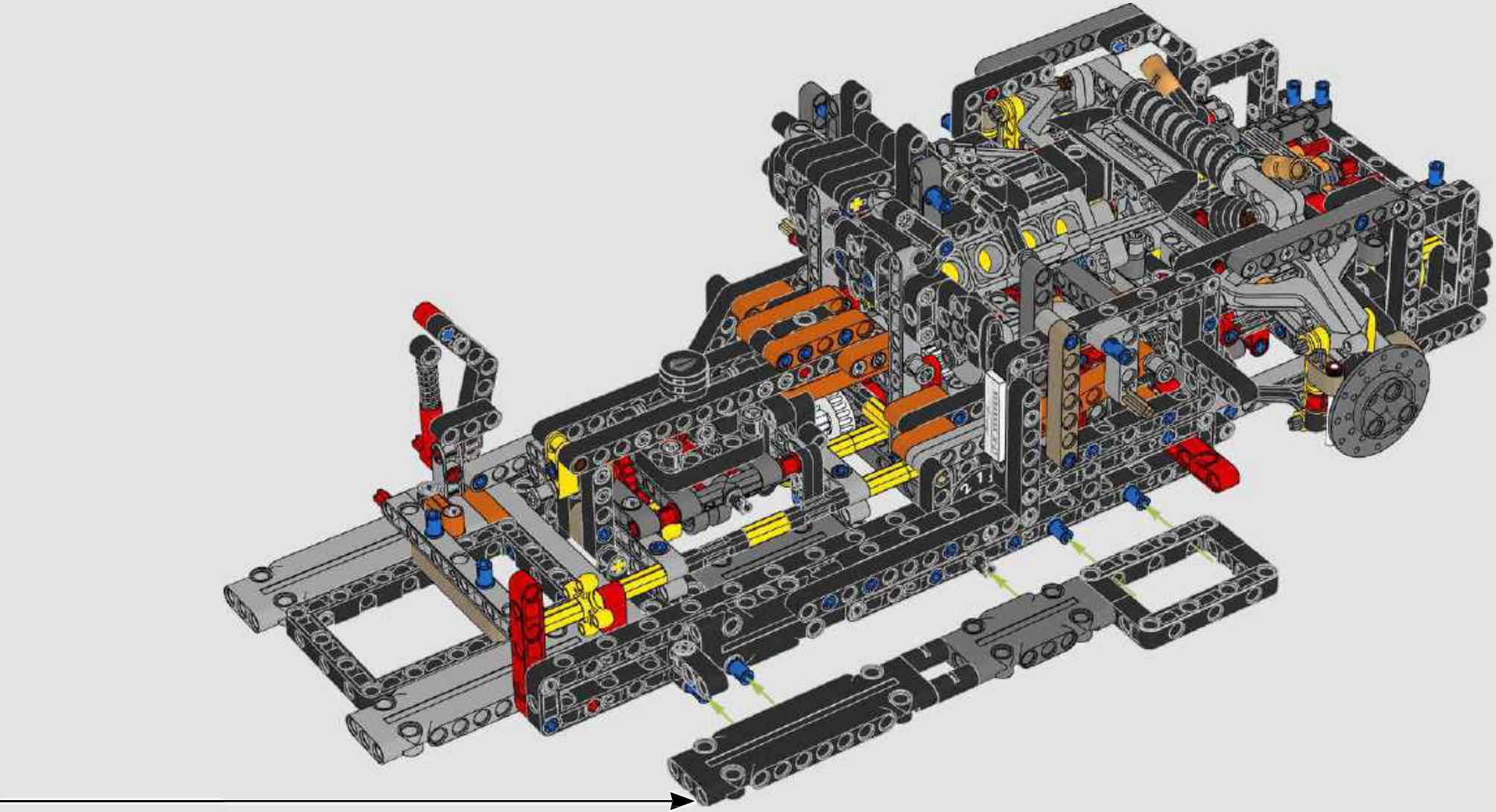


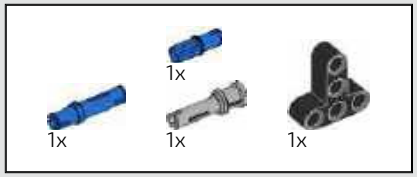
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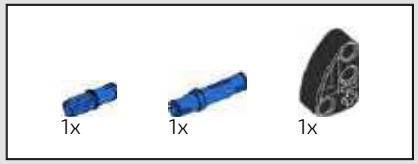
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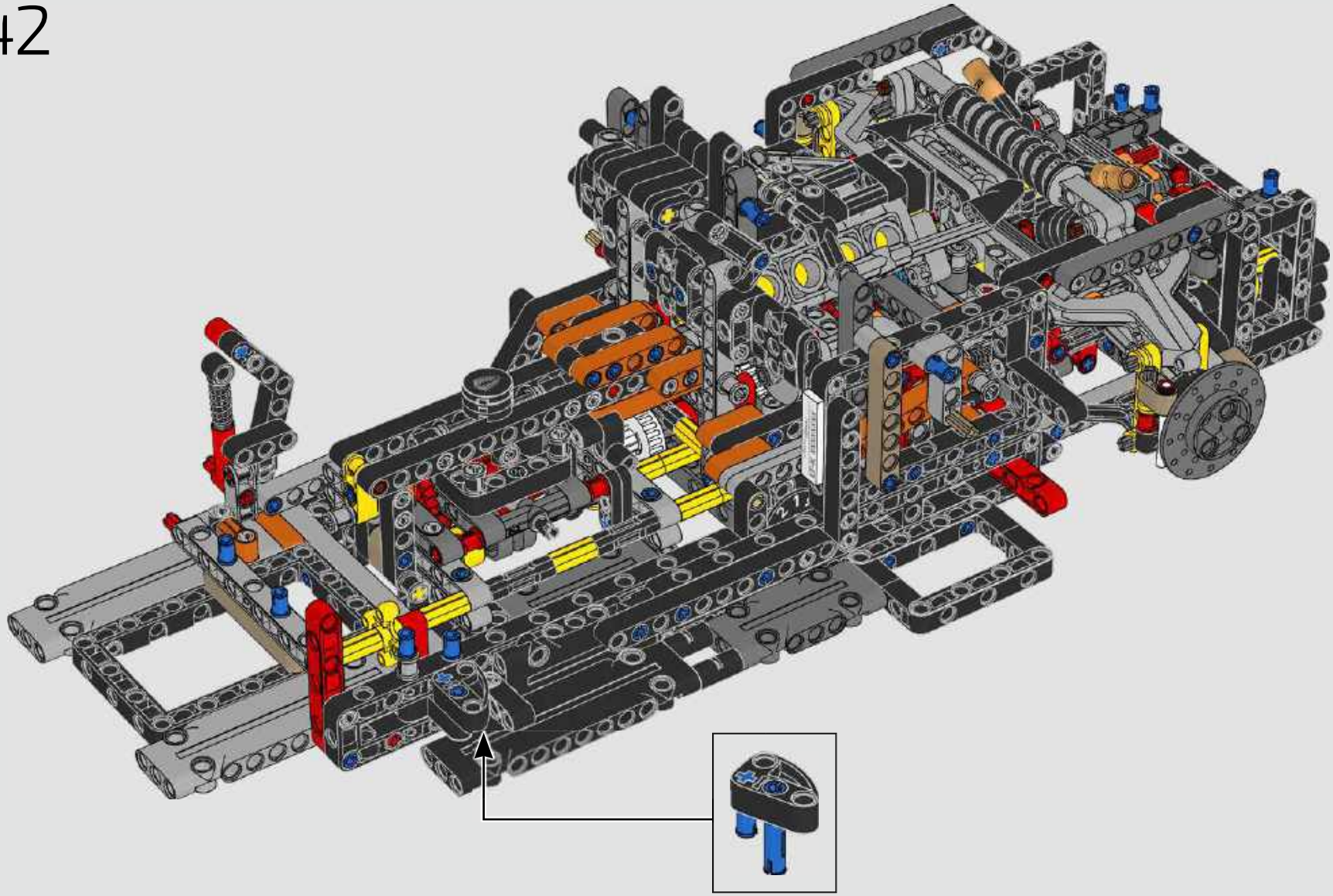


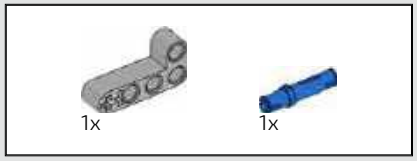


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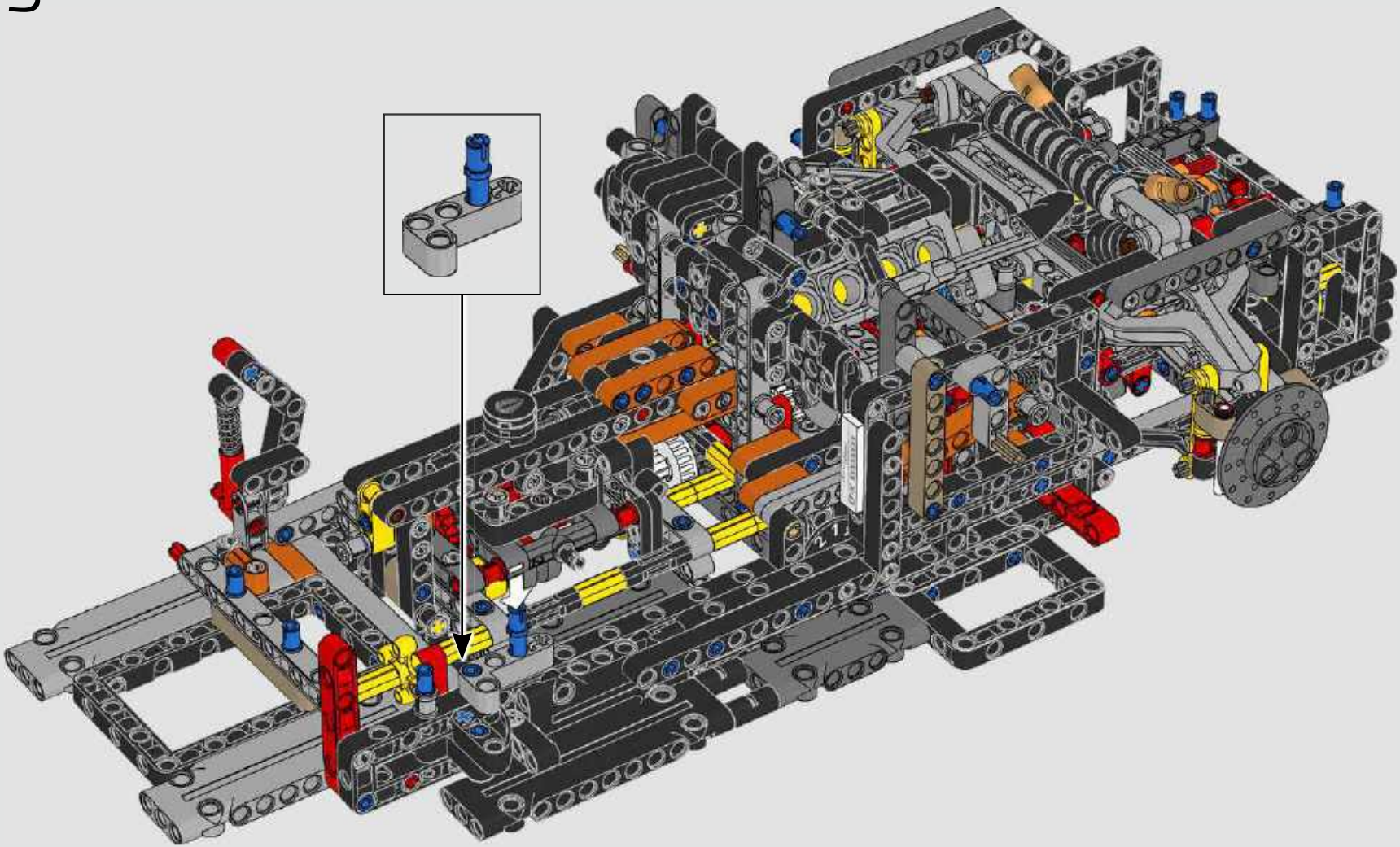


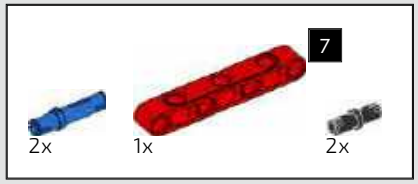
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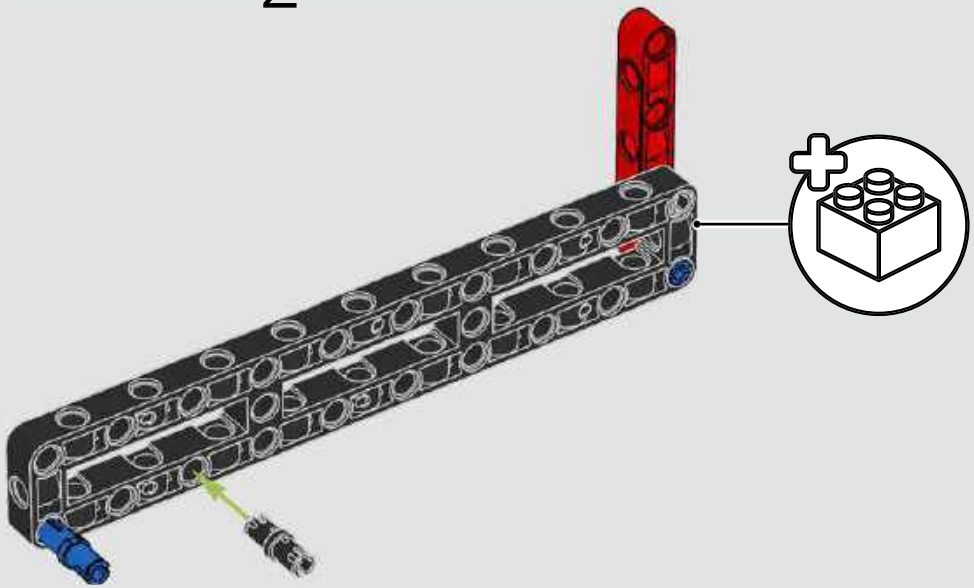


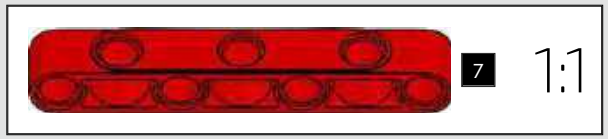
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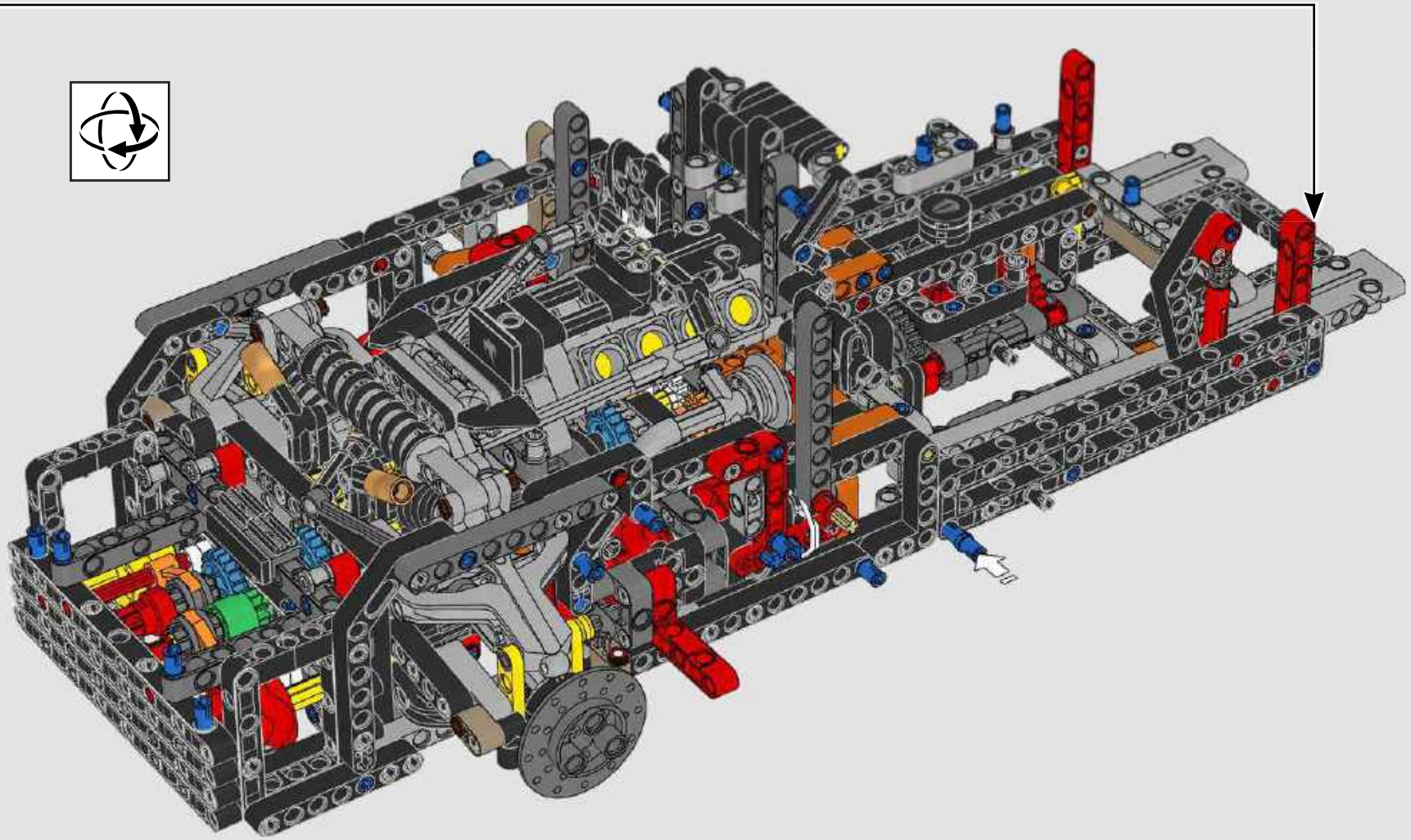
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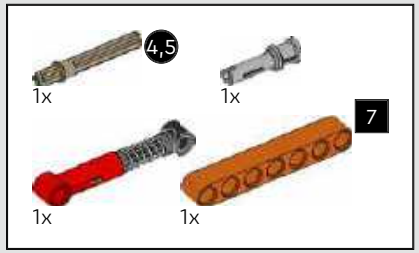


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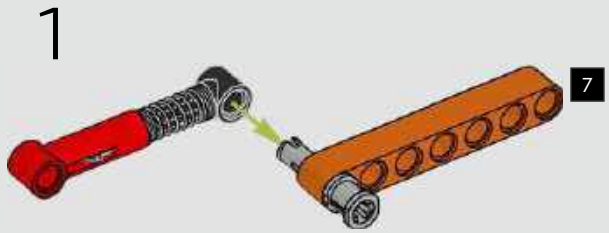


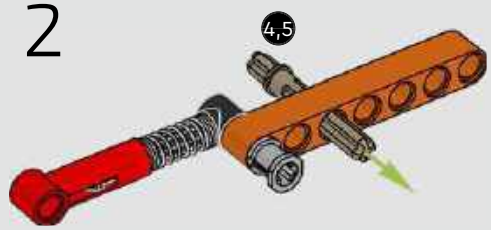


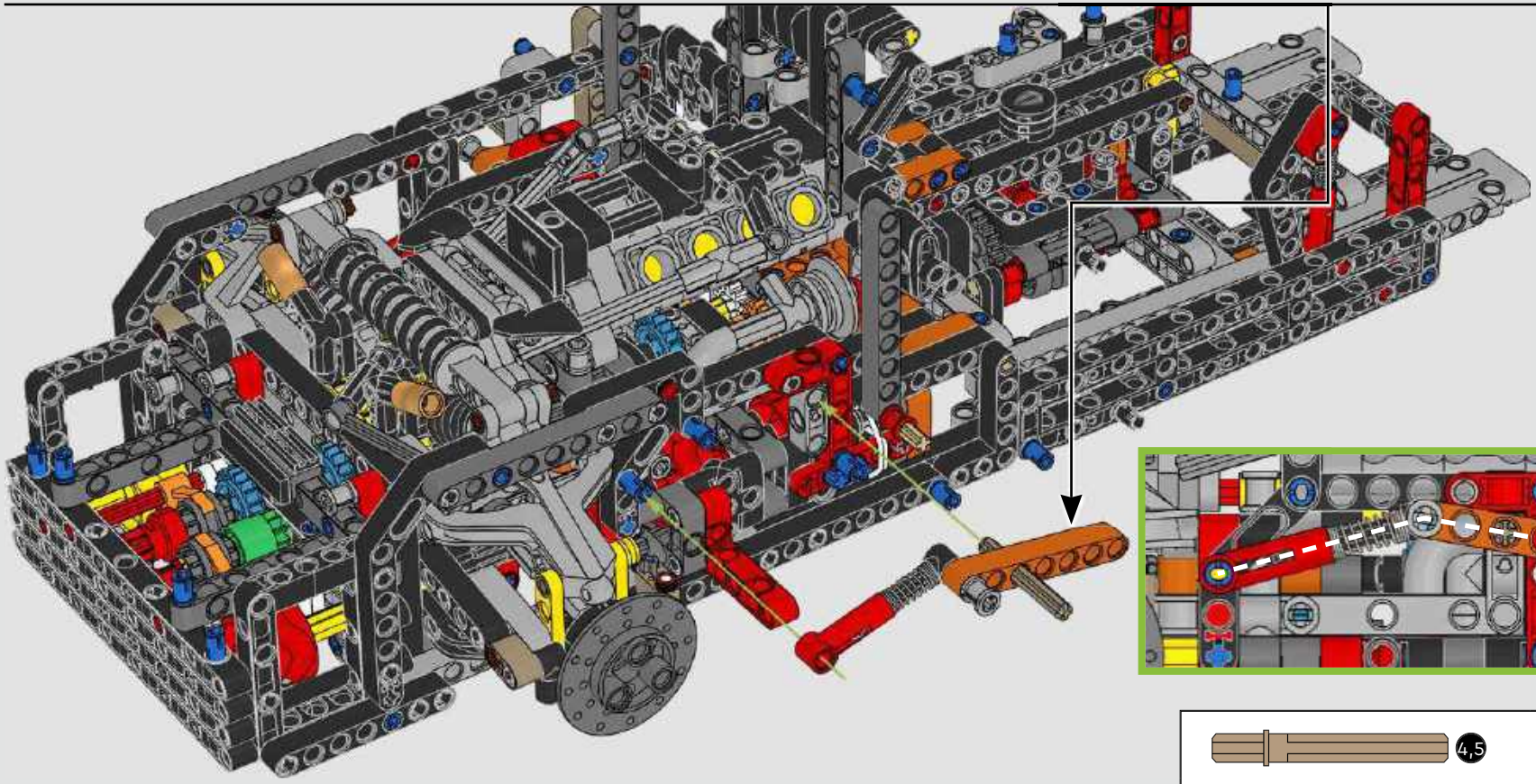


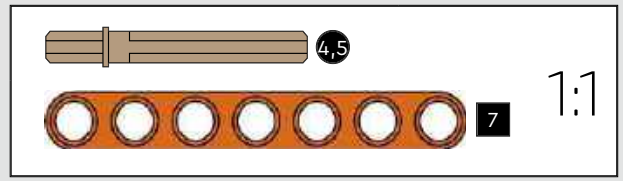


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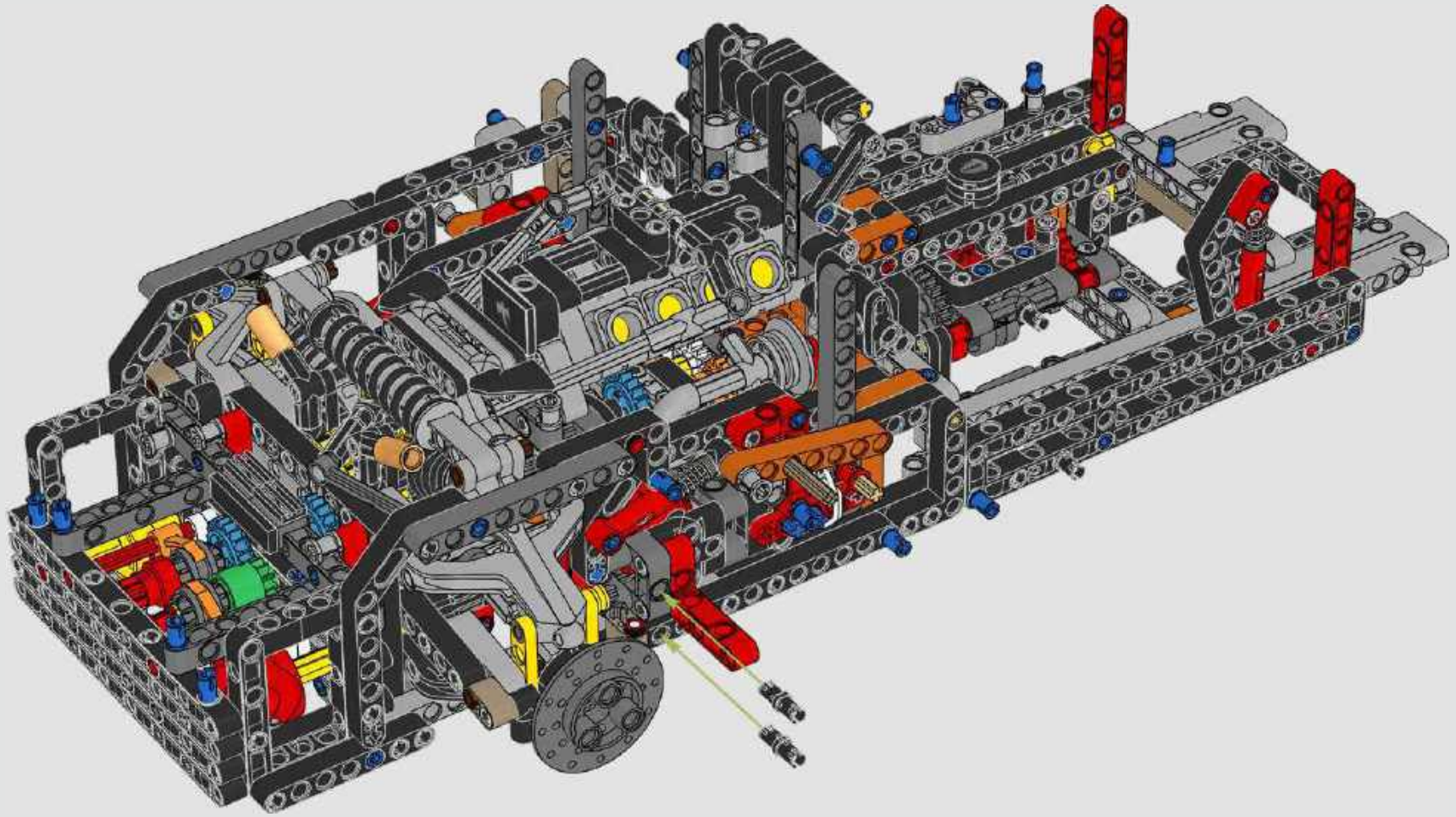


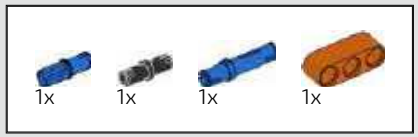




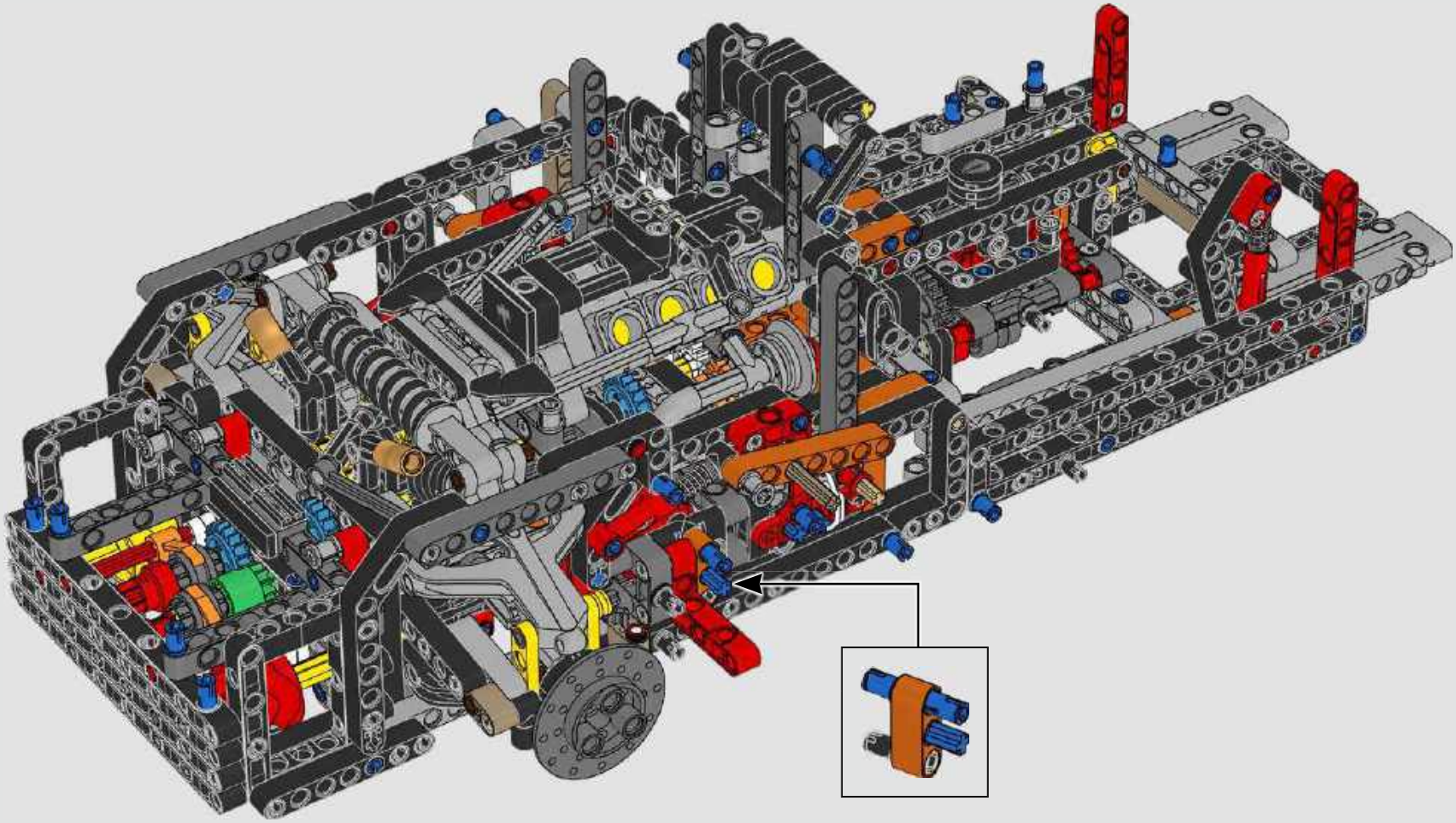


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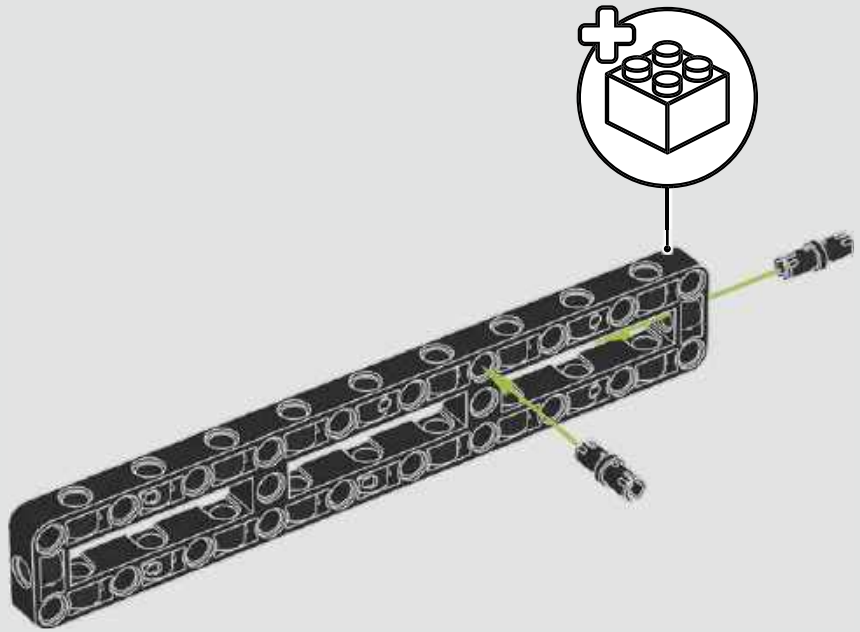
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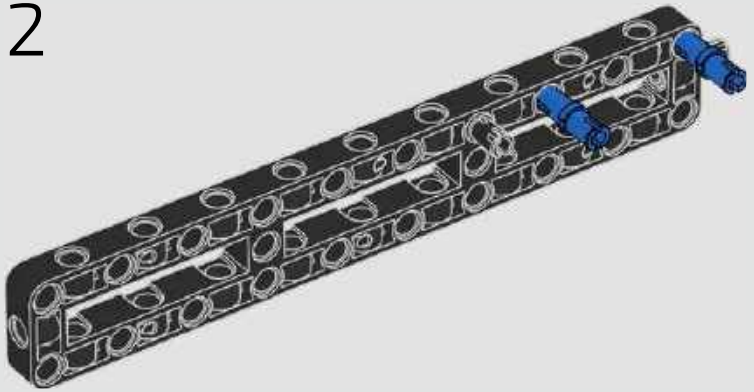


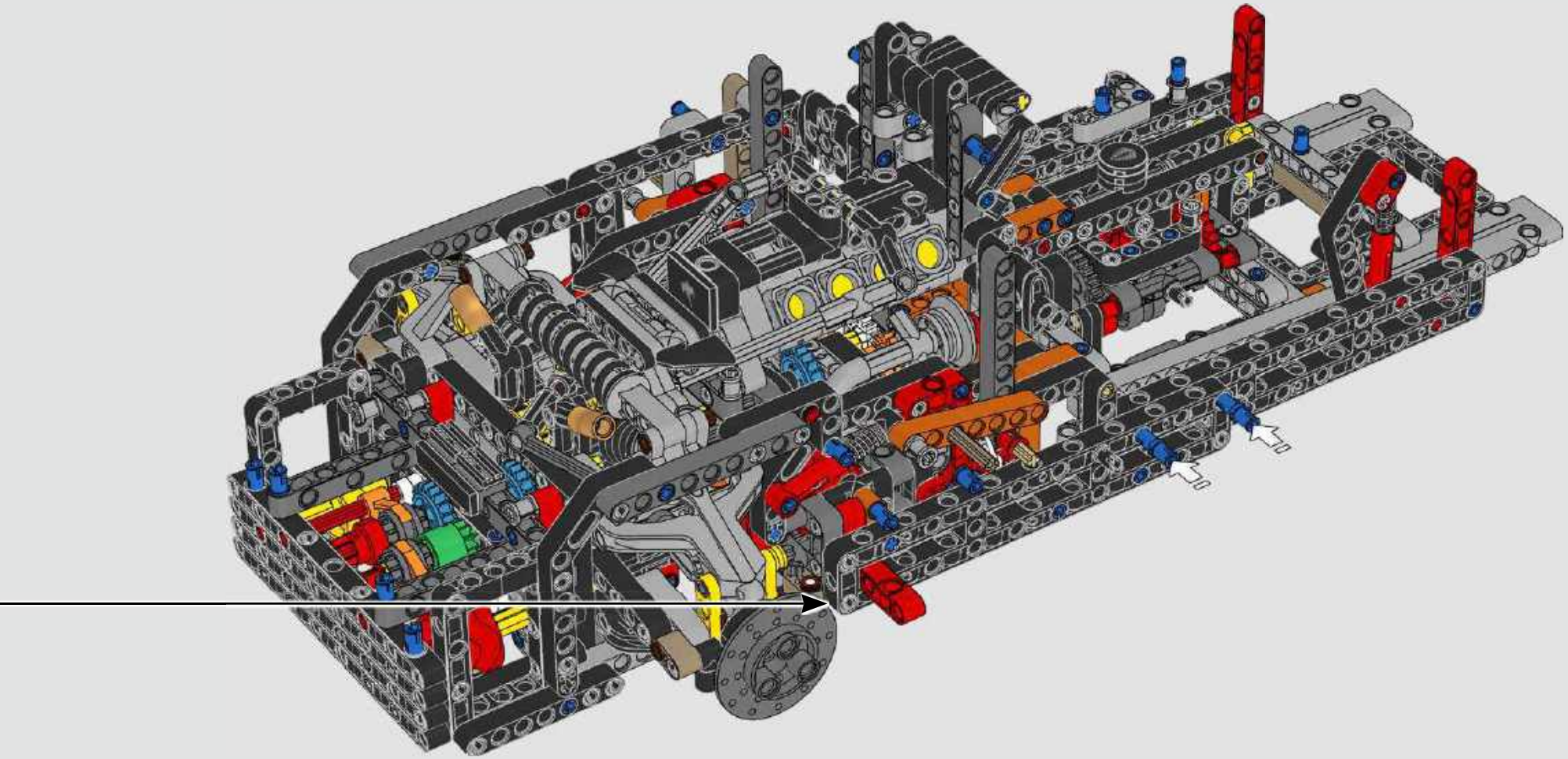
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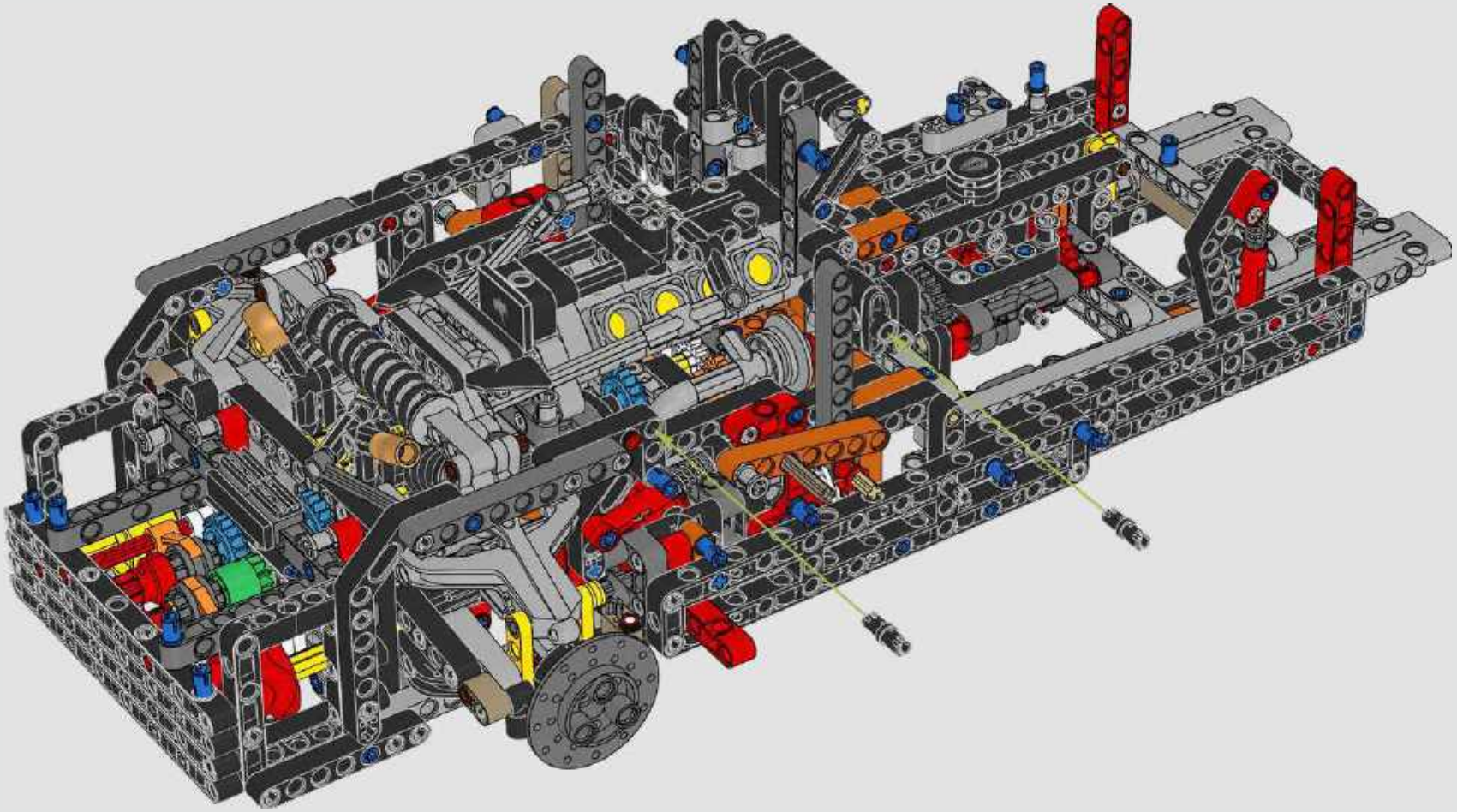
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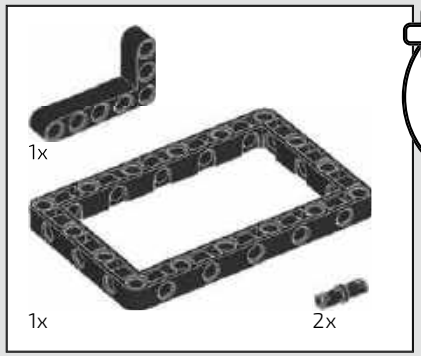




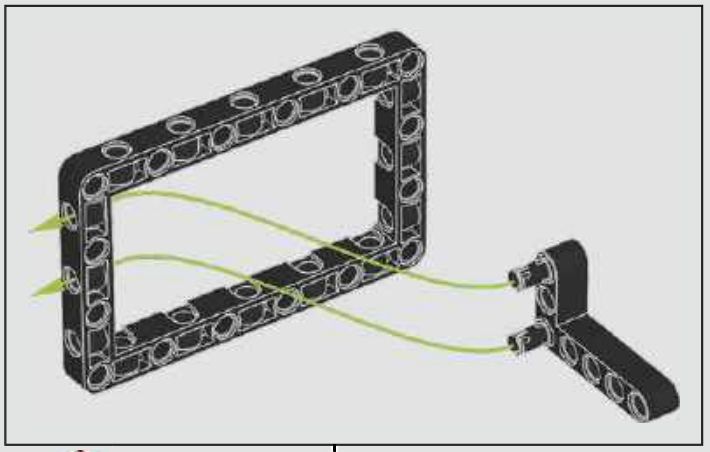


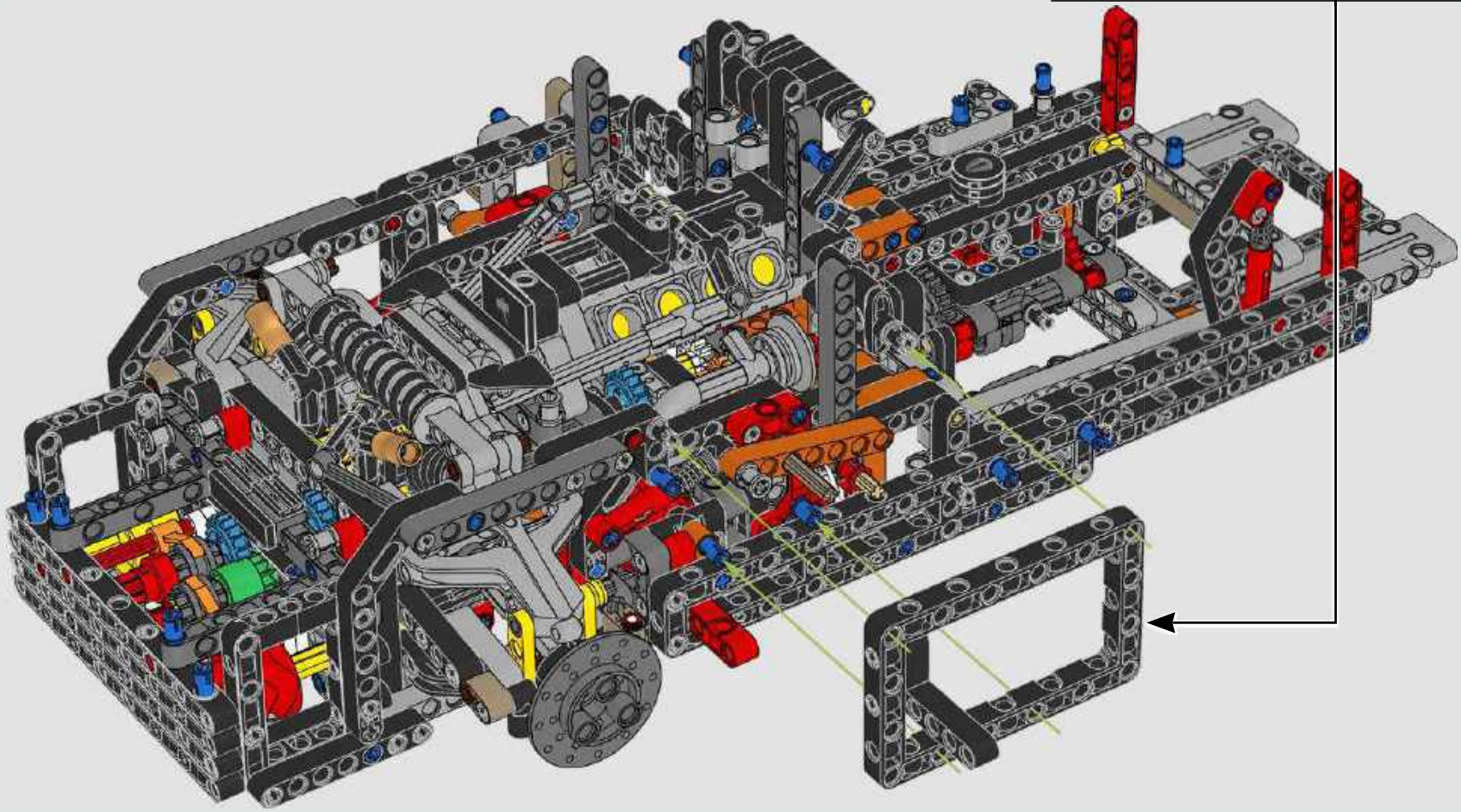
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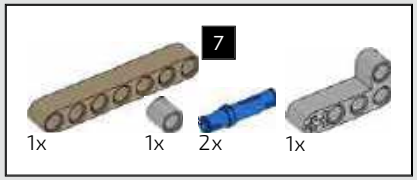




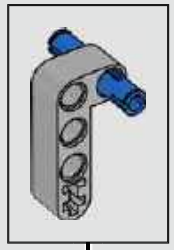
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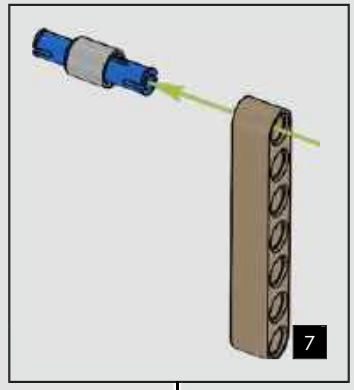


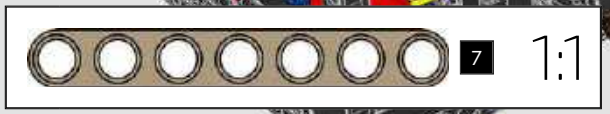


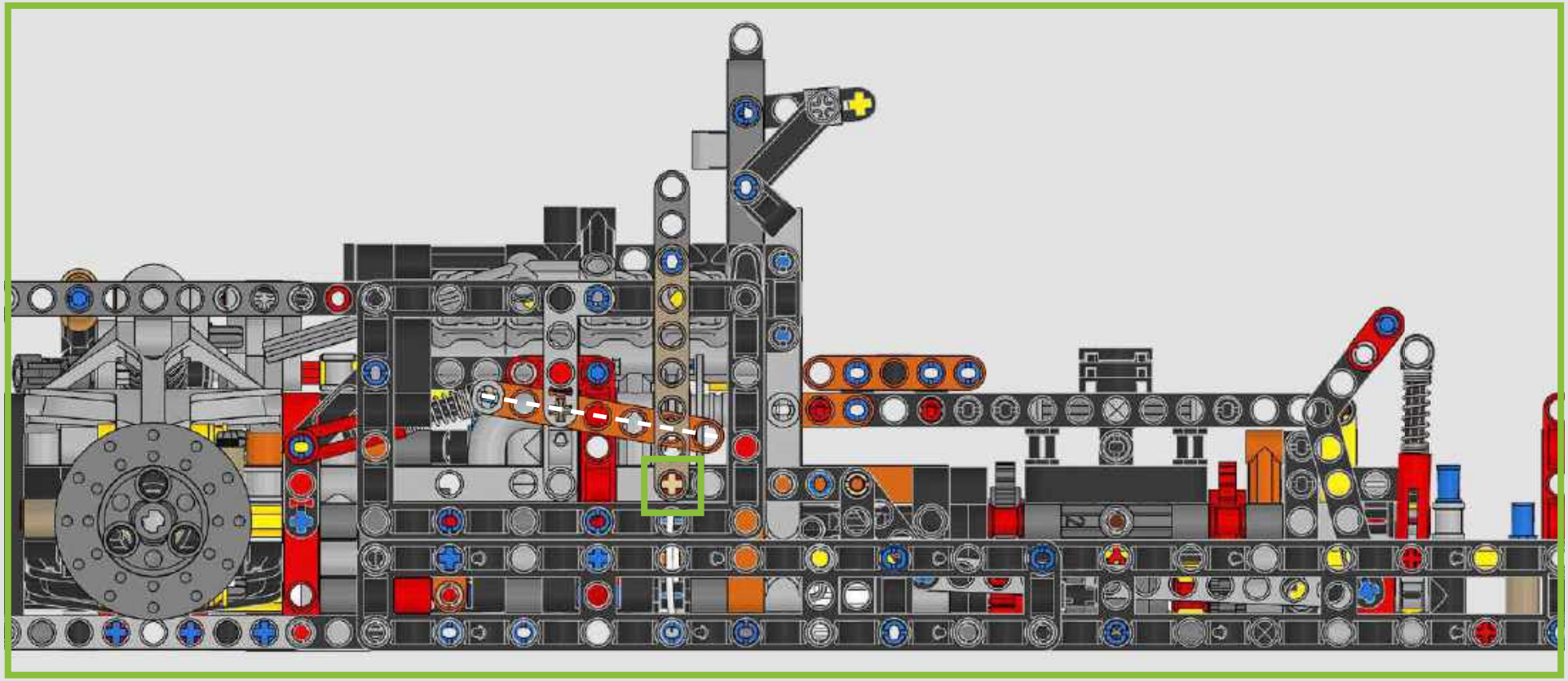


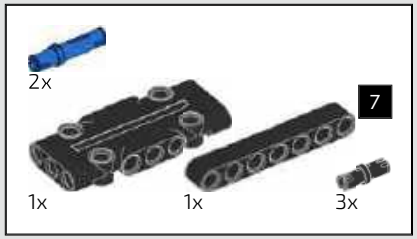
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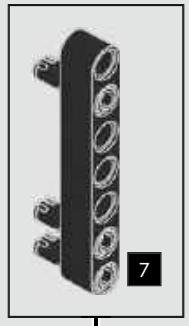


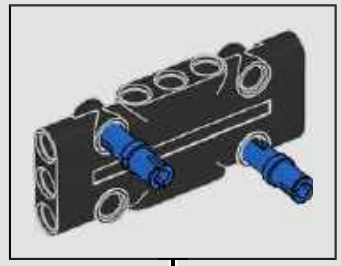


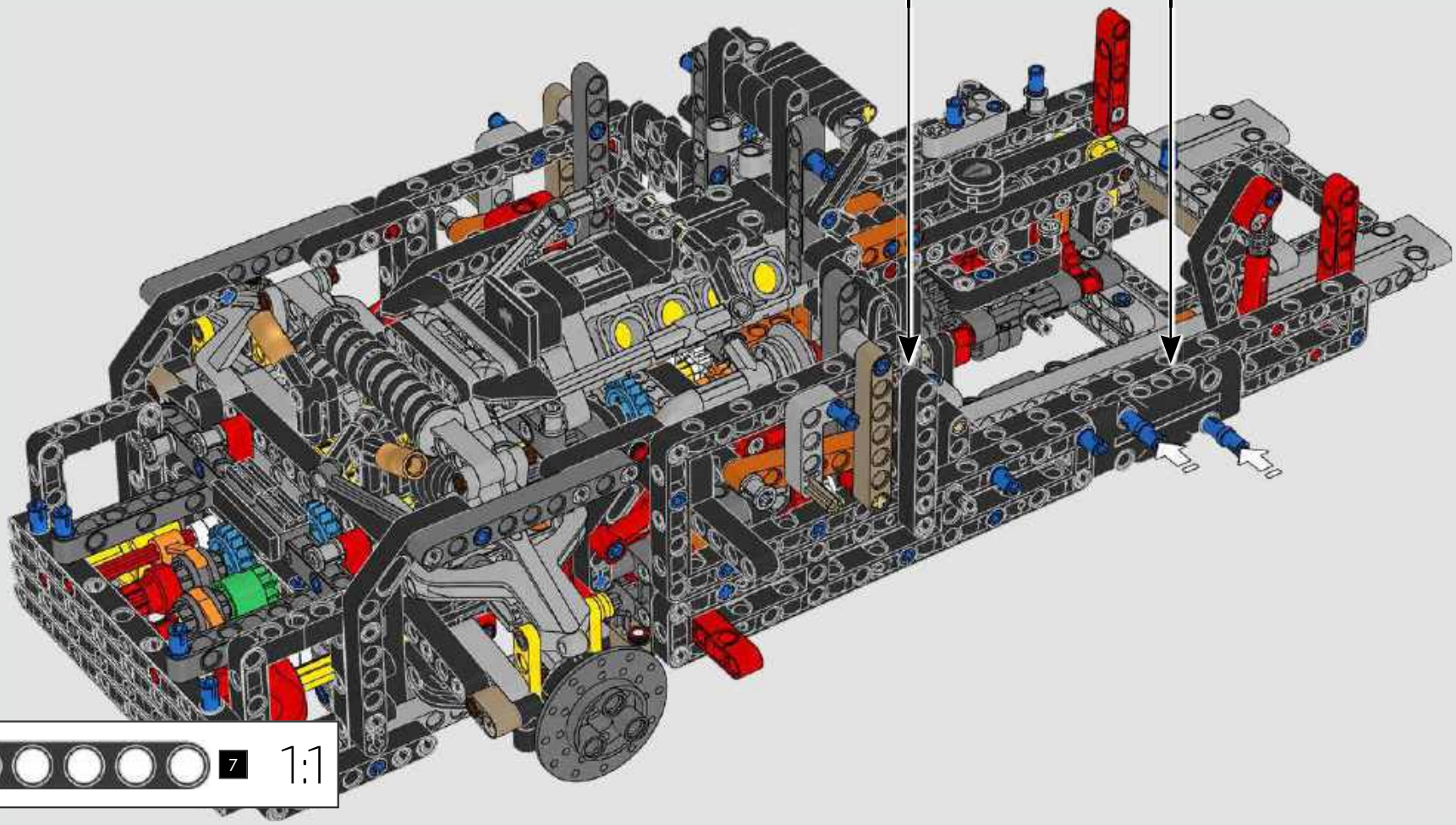


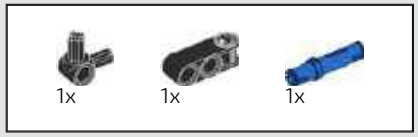


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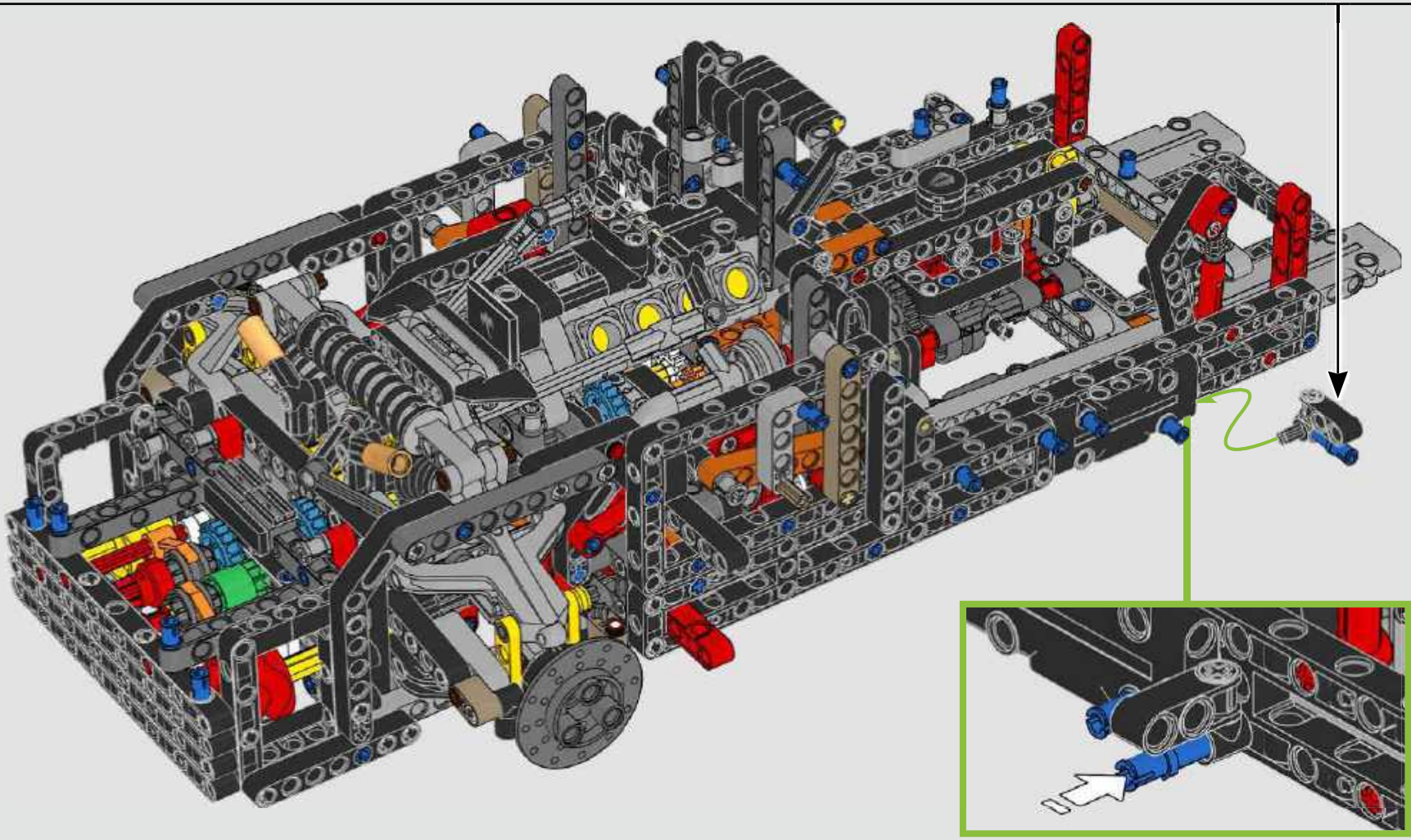
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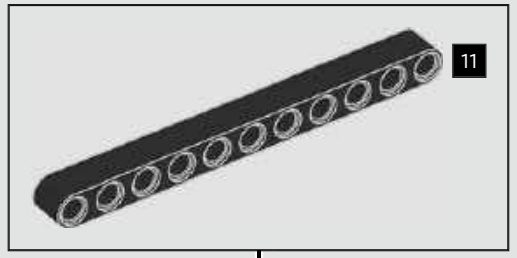
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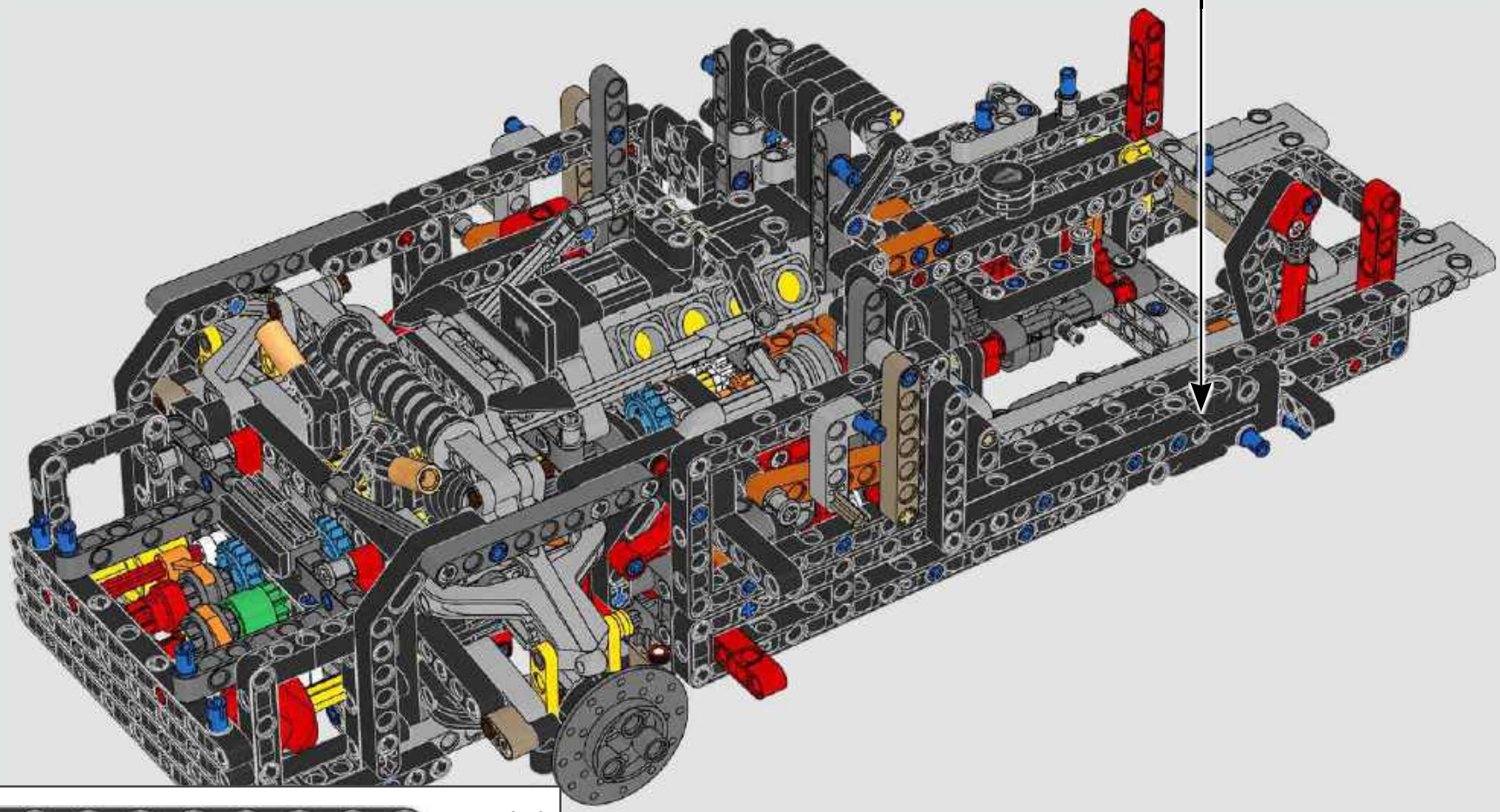






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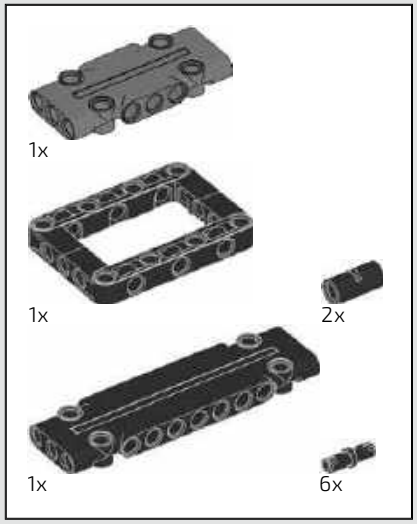






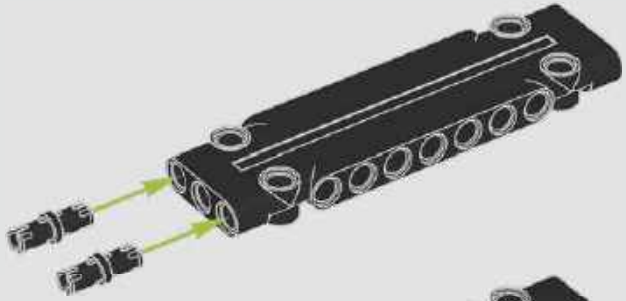


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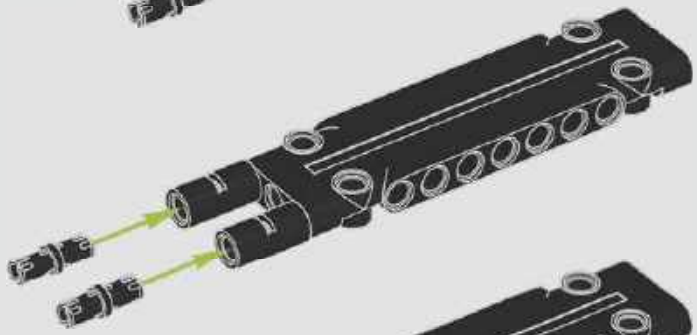


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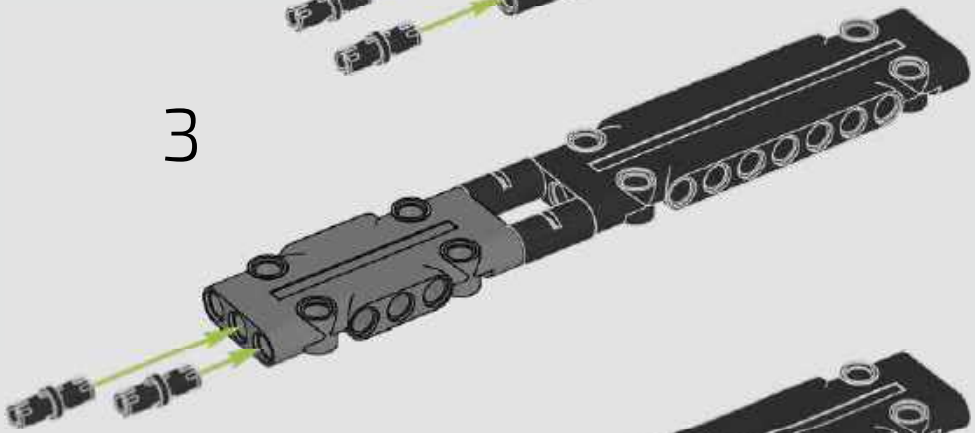
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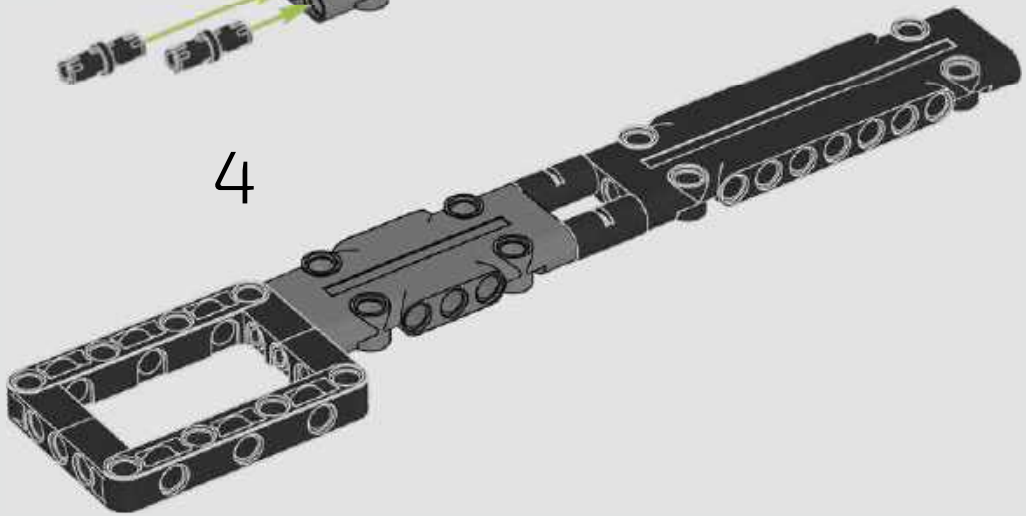
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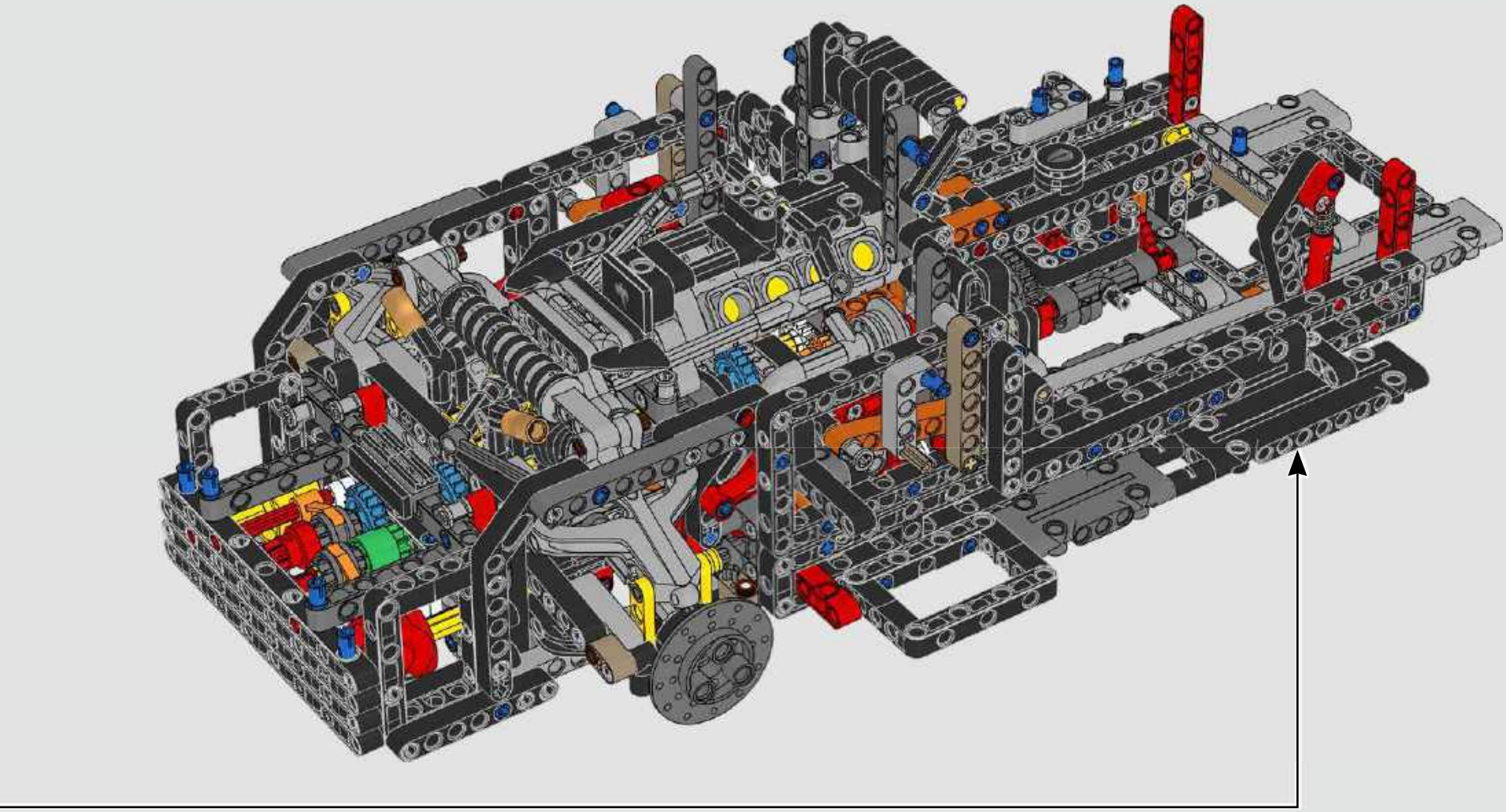


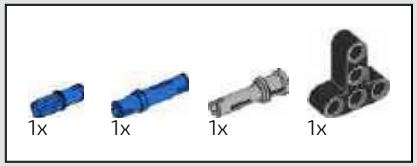
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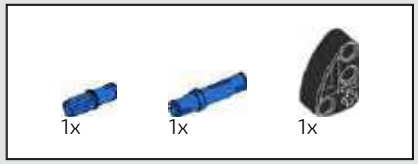
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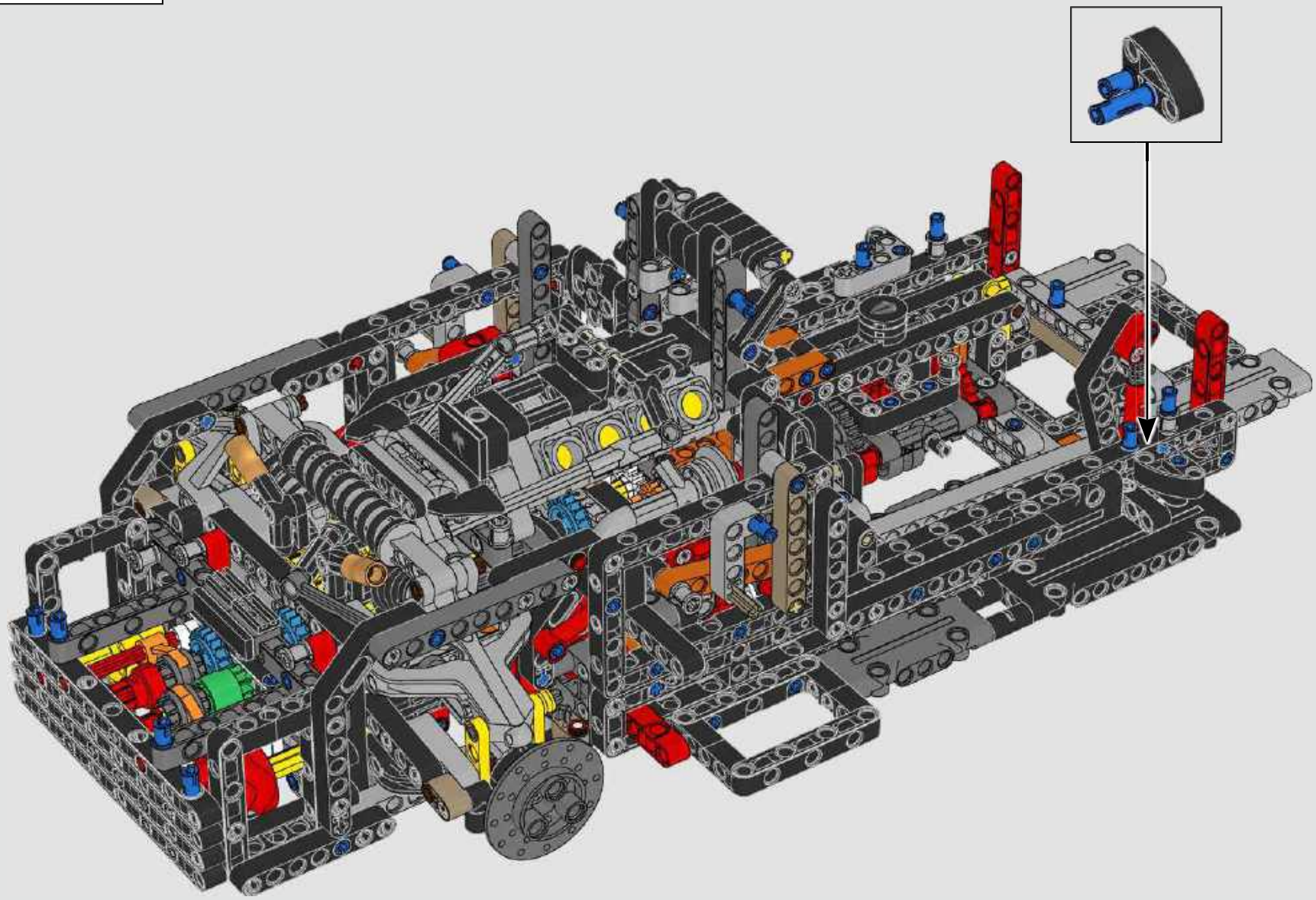


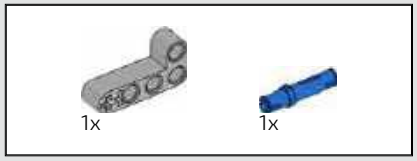


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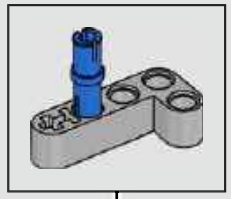


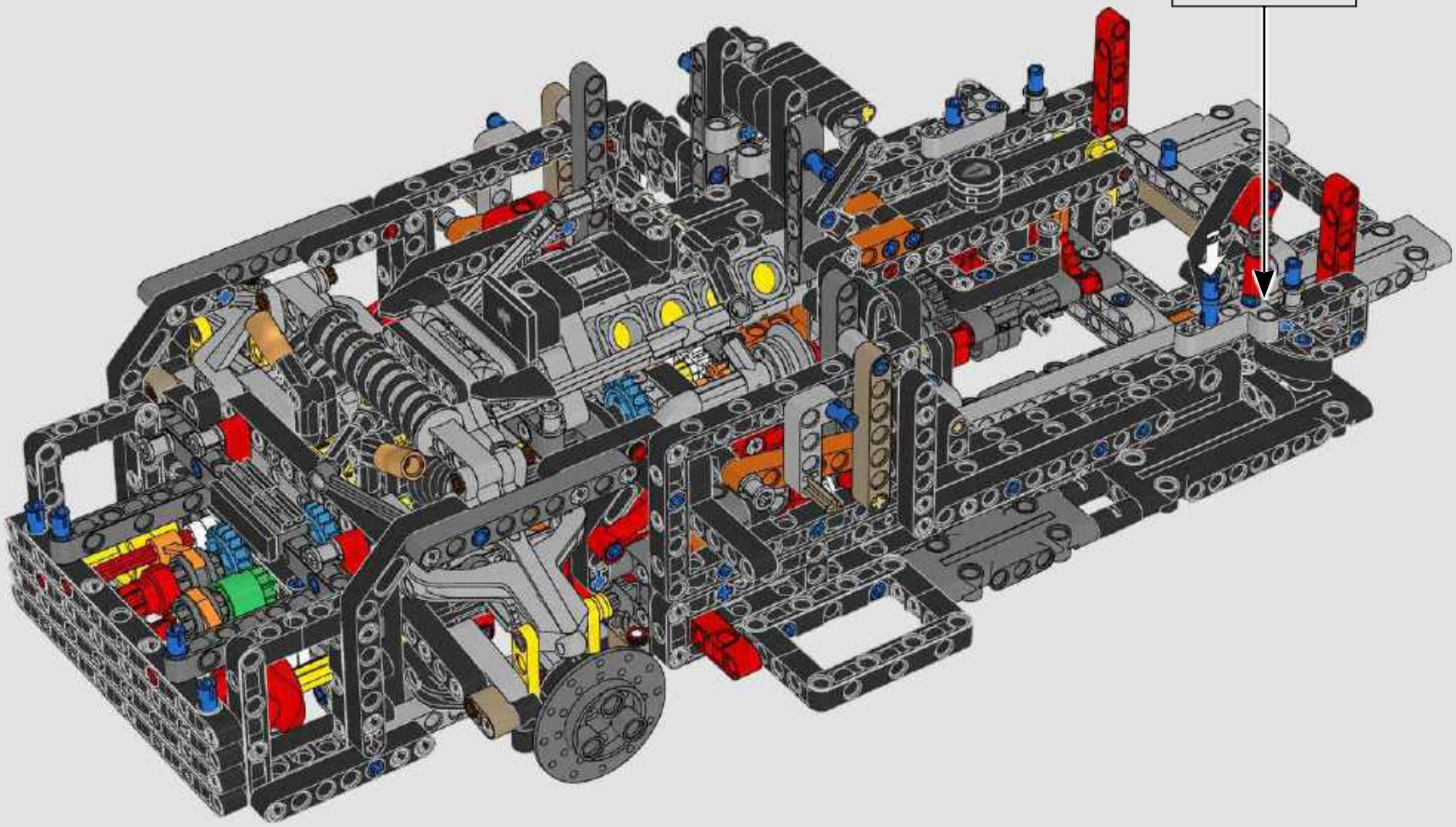
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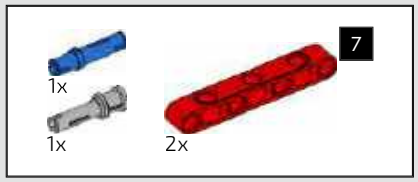




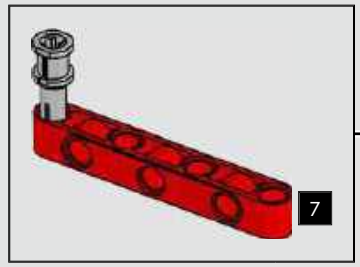
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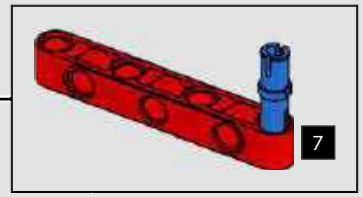


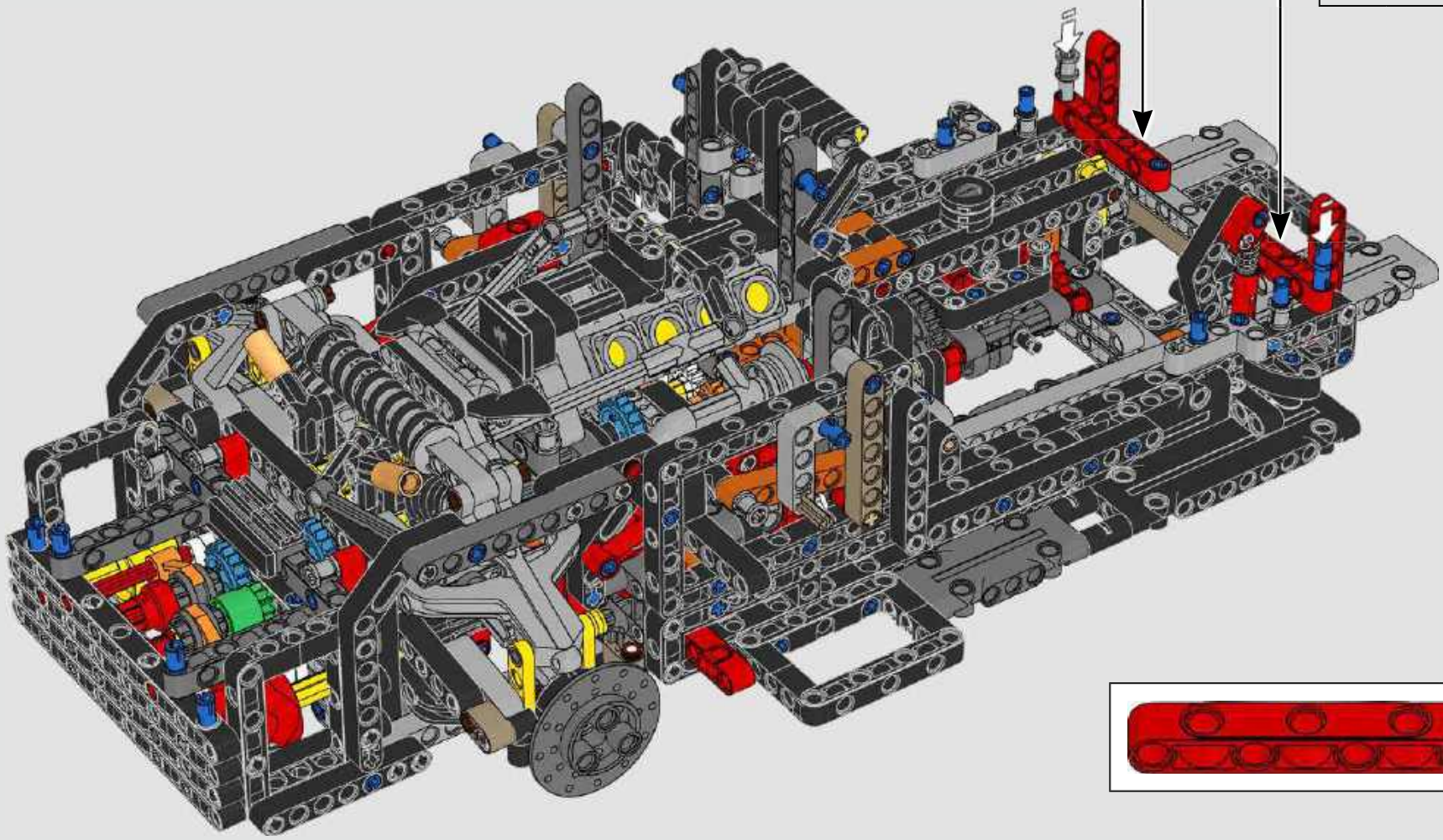




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BOX

1 2 3

BOÎTE

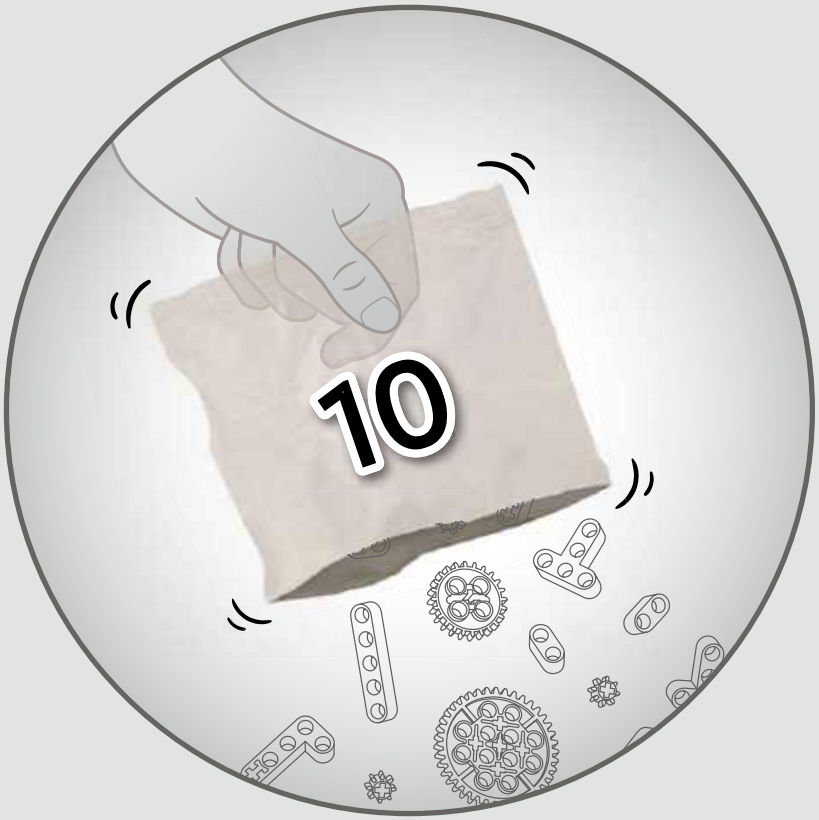


AUTHENTIC INTERIOR
INTÉRIEUR AUTHENTIQUE

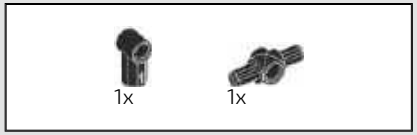
The interior replicates that of the real car; the seat shape with the Sadair´s Spear logo printed on the headrest, the center tunnel and console with the SmartCenter screen. Koenigsegg's digital display on the steering wheel is also replicated. The Koenigsegg shield is printed on the forward/neutral/reverse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

L'intérieur reproduit celui de la voiture réelle : la forme des sièges avec le logo Sadair's Spear imprimé sur l'appuie-tête, le tunnel central et la console avec l'écran SmartCenter. L'affichage numérique de Koenigsegg sur le volant est également reproduit. Le bouclier Koenigsegg est imprimé sur le sélecteur avant/neutre/marche arrière et reproduit l'emplacement de la clé Koenigsegg dans la voiture réelle. Enfin, les palettes de changement de vitesse derrière le volant sont reliées à la transmission à 9 rapports.


SedaurSpeer

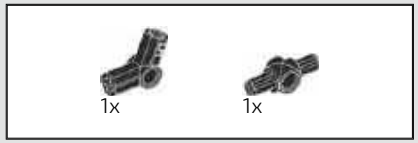




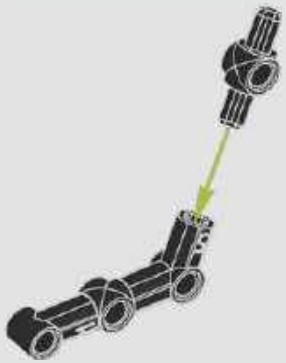


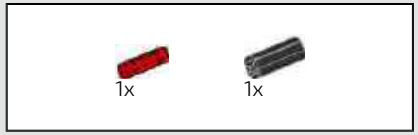
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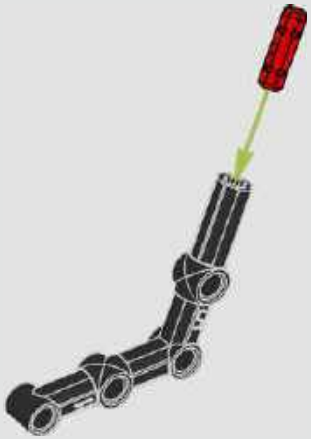


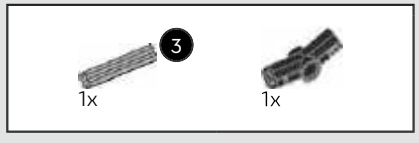
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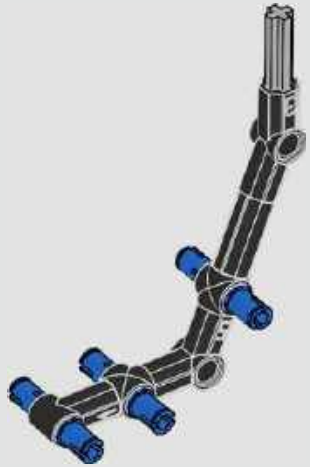


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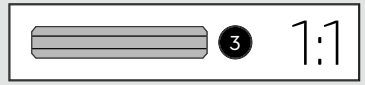


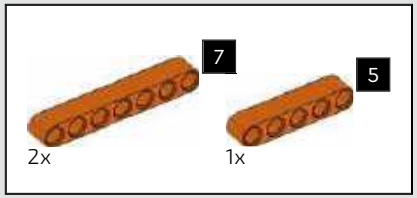


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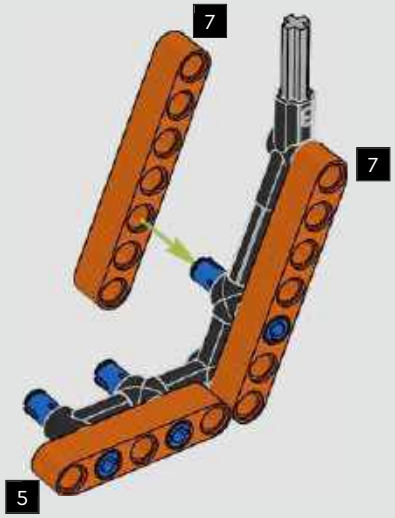


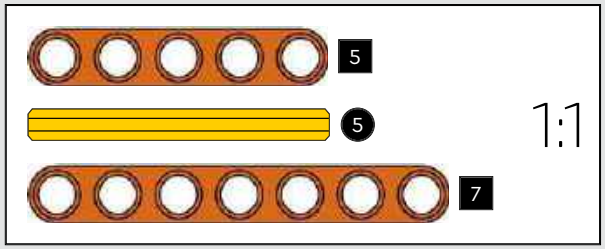


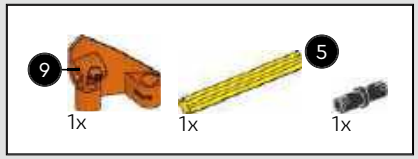




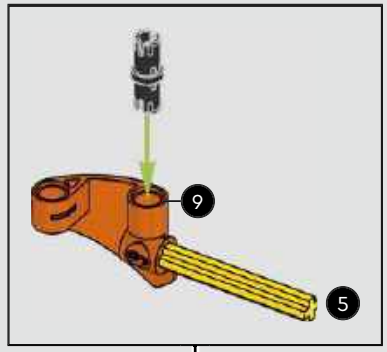
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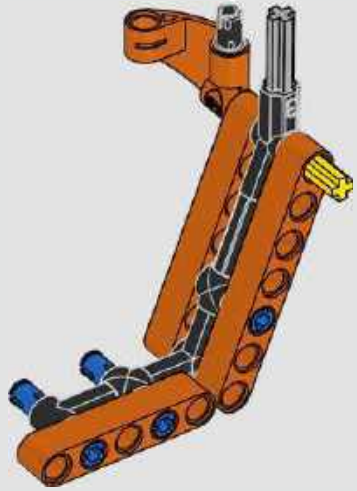


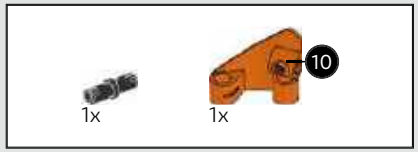




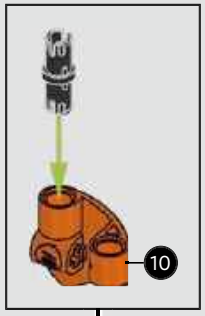
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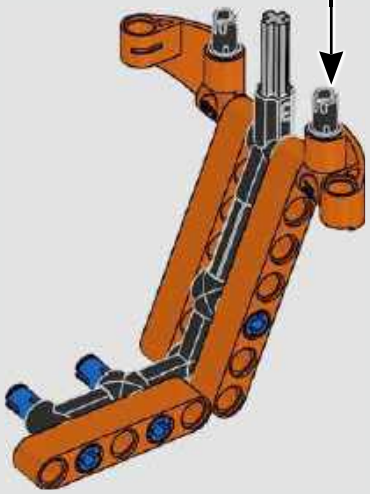






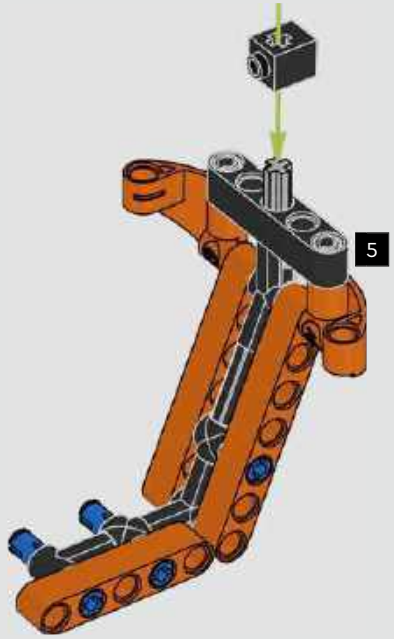
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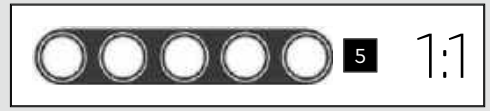


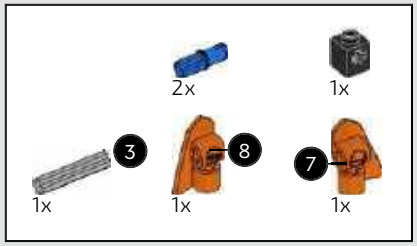




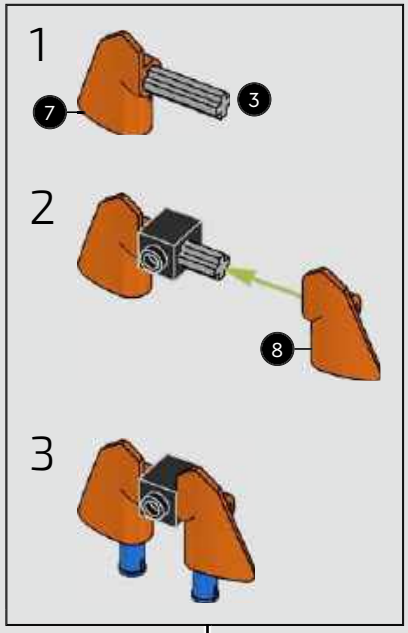
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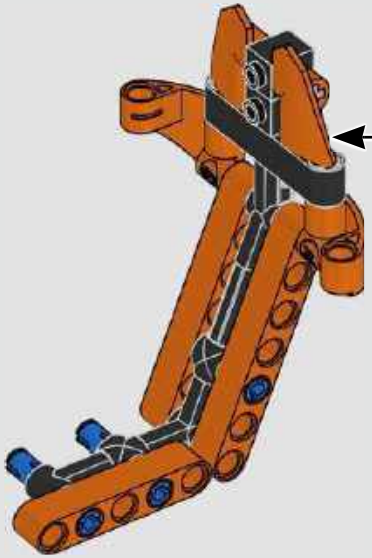


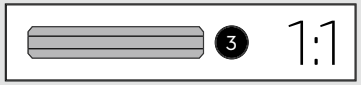


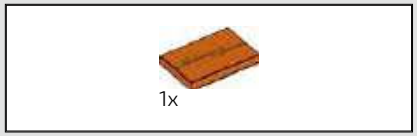


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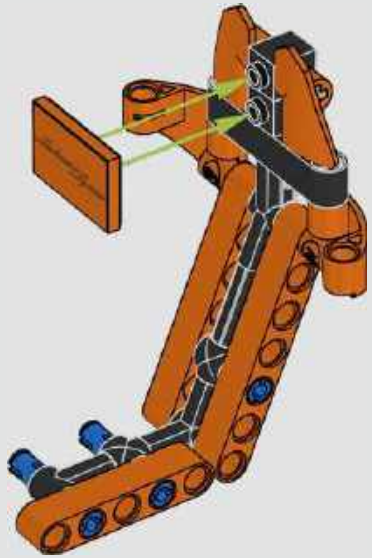


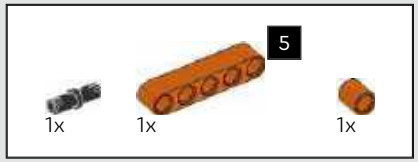




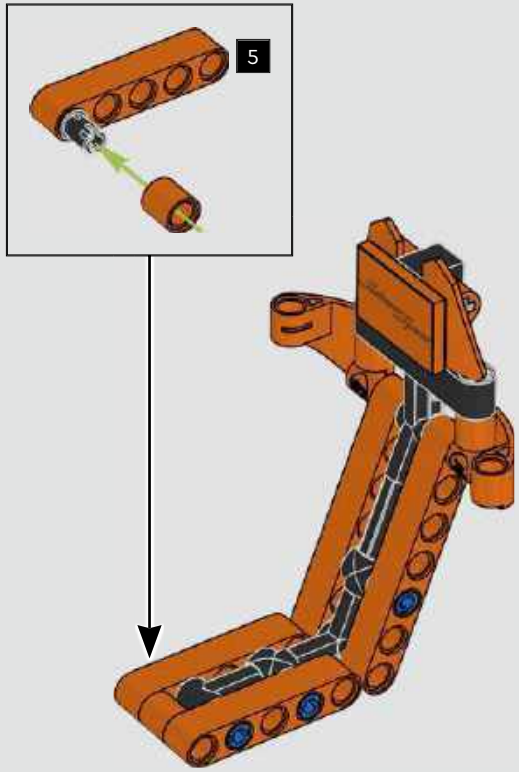


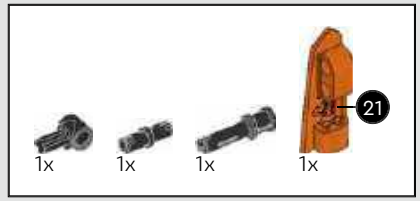
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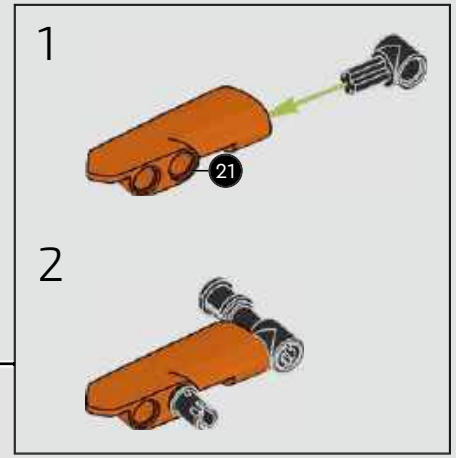


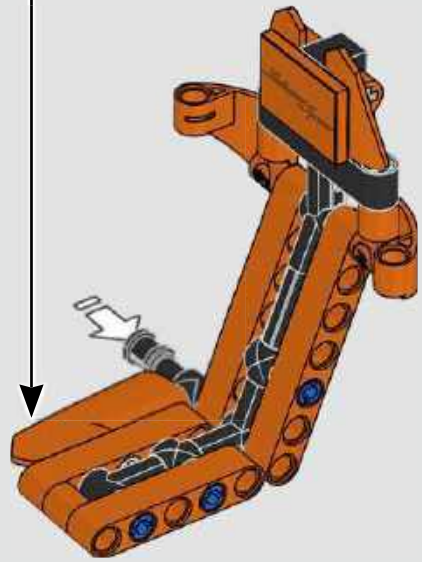
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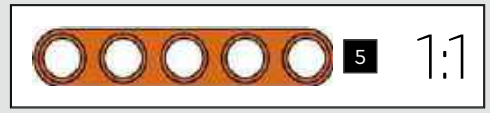


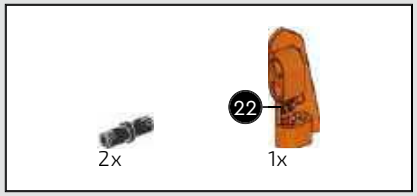


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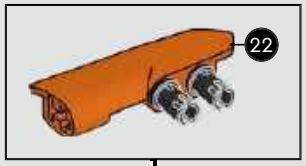


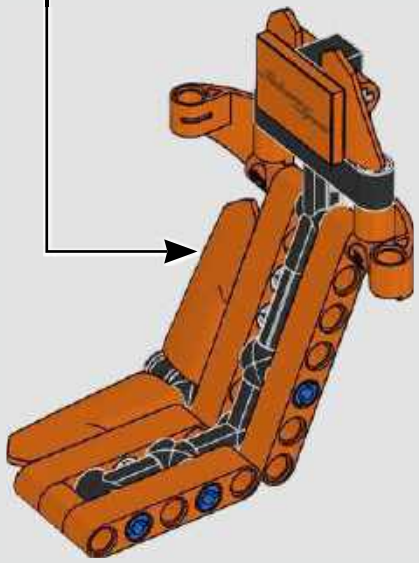


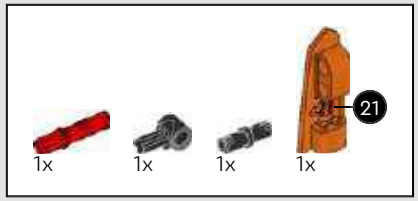




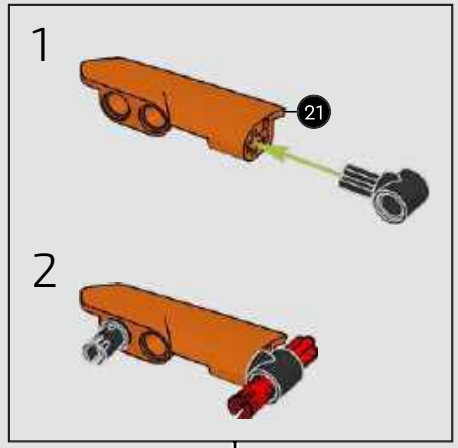
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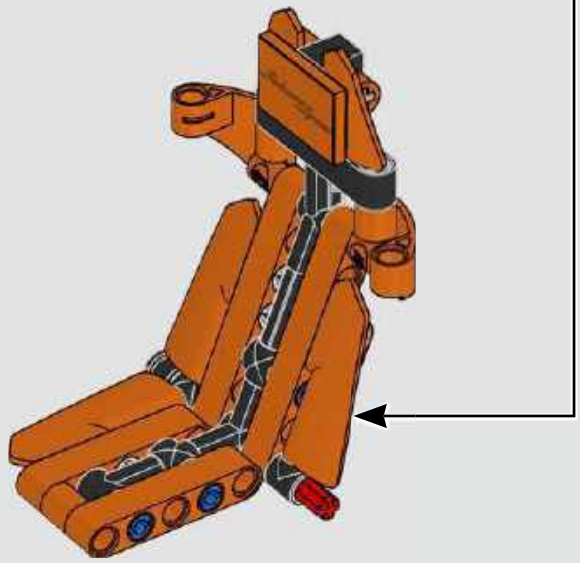




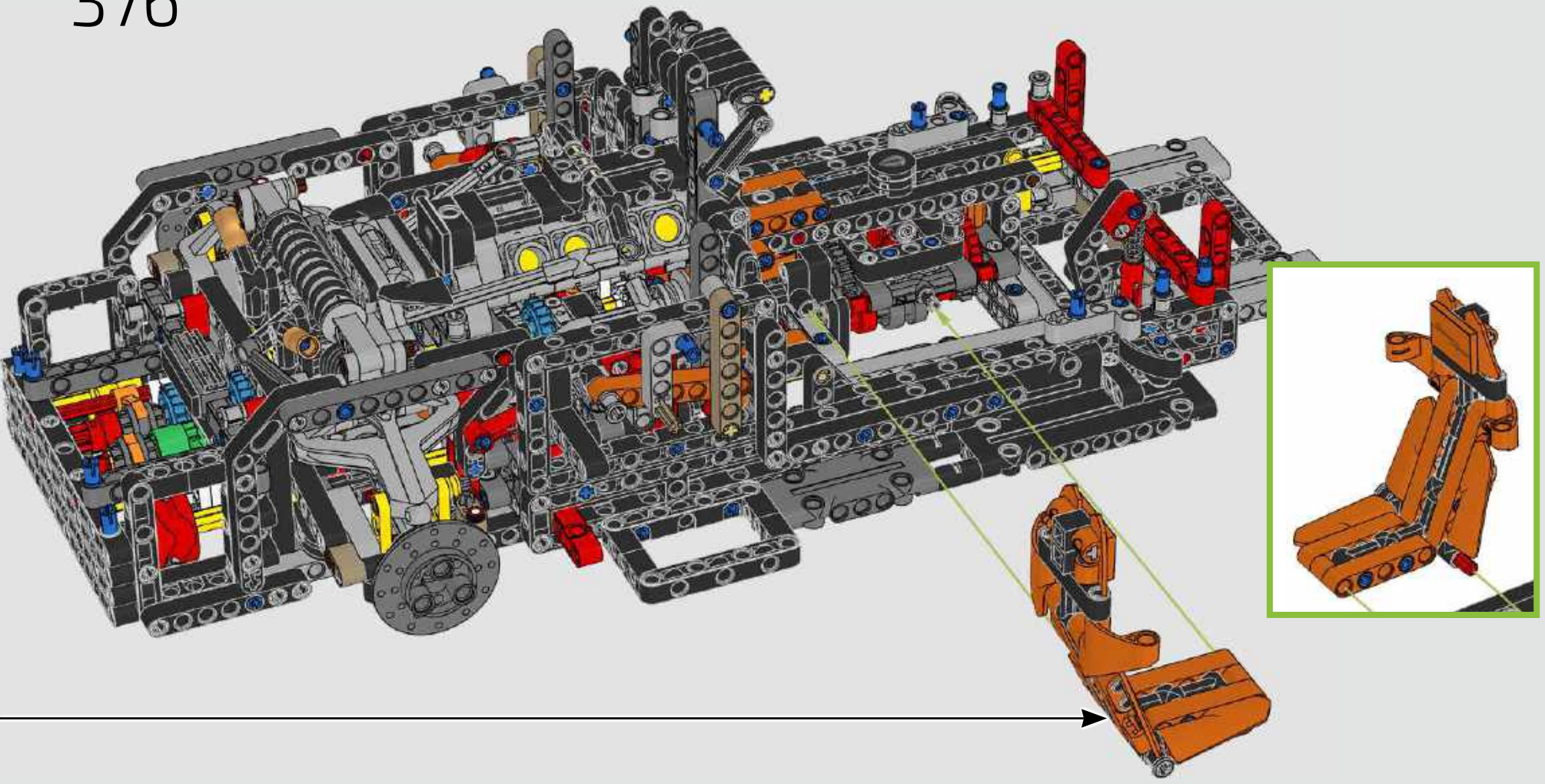


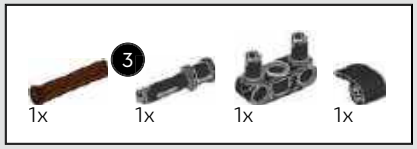
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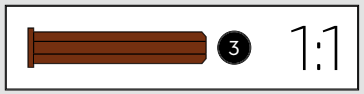


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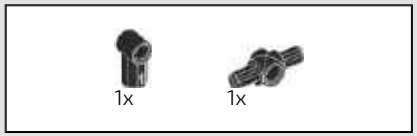




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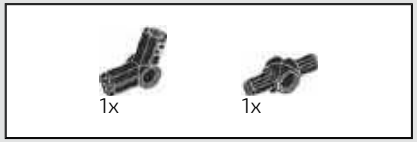






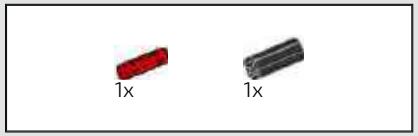
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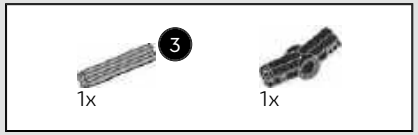
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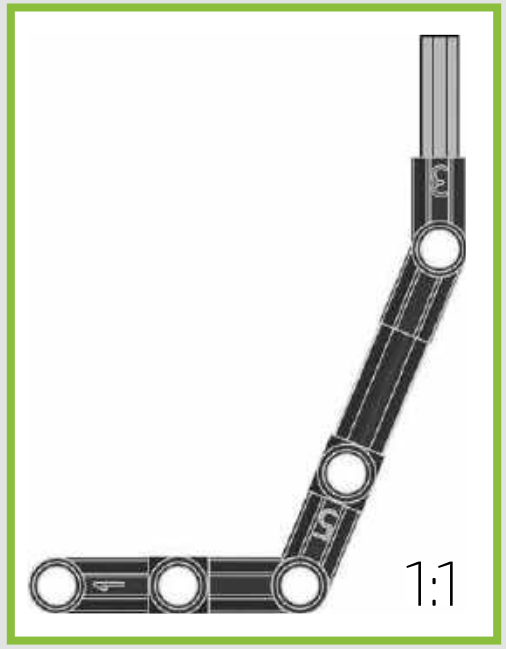
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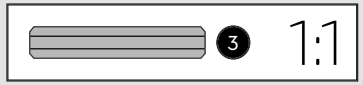




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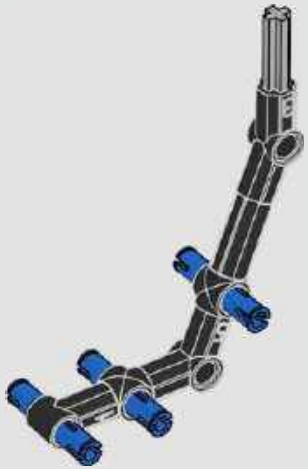


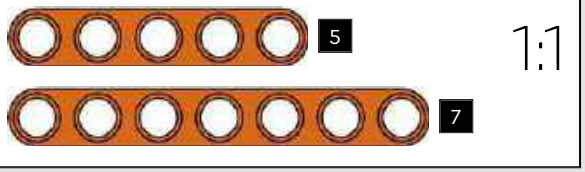


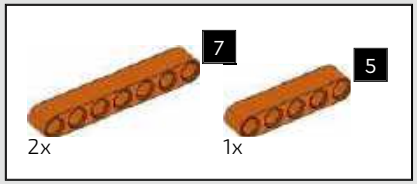




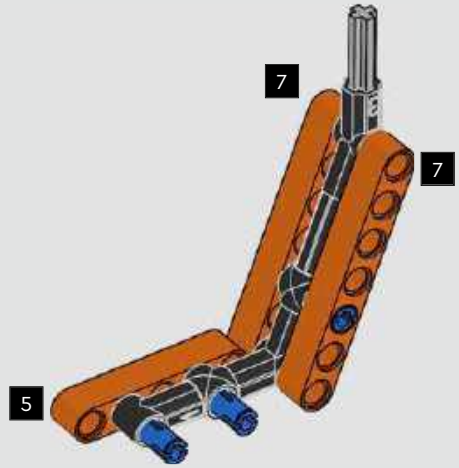
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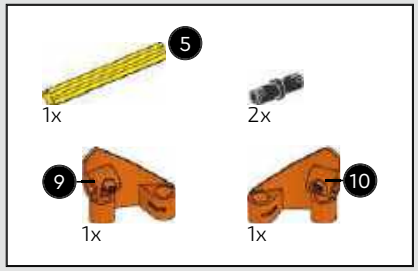




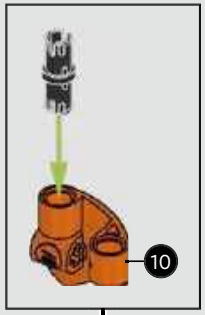


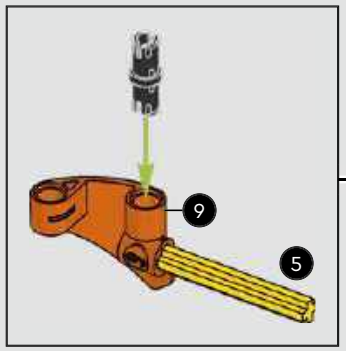
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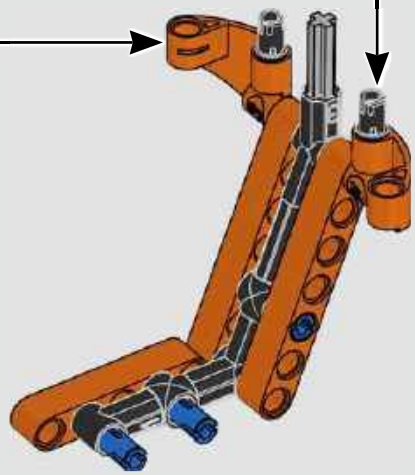




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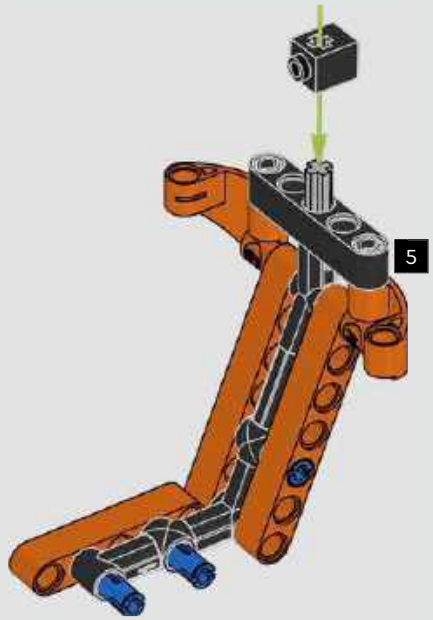


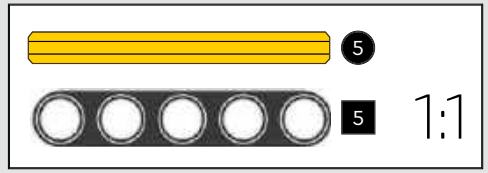


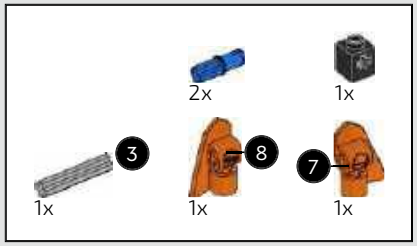




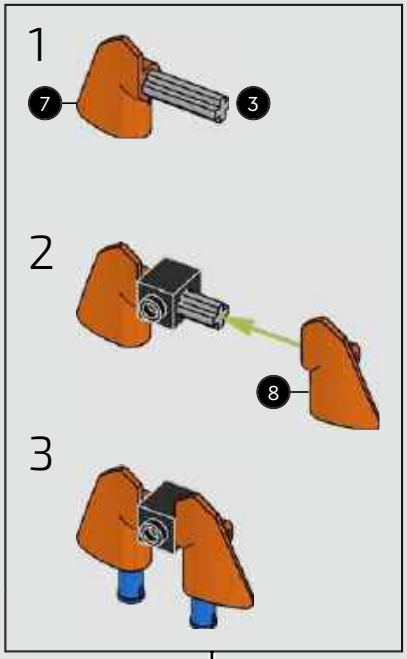
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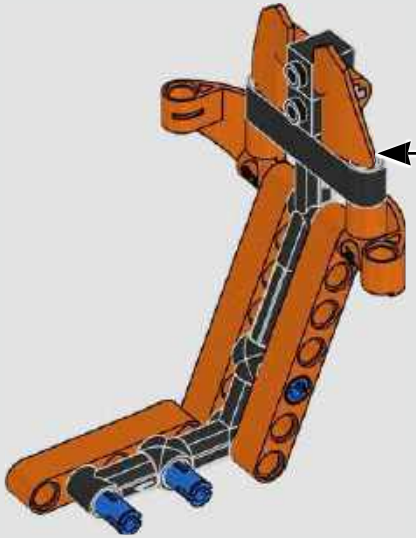


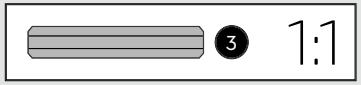


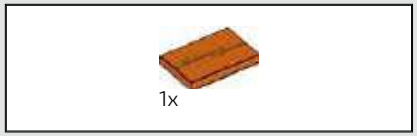


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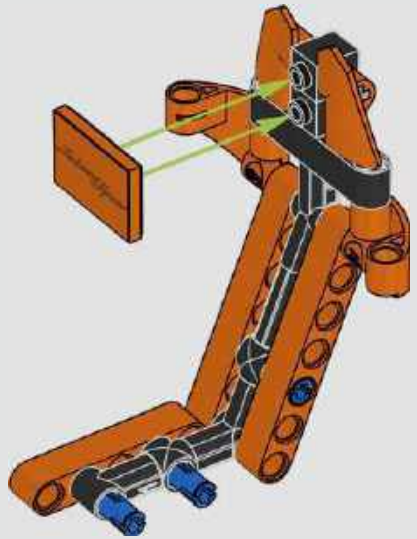


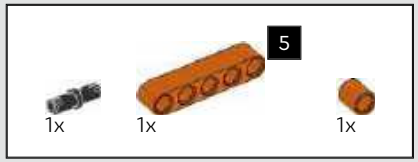




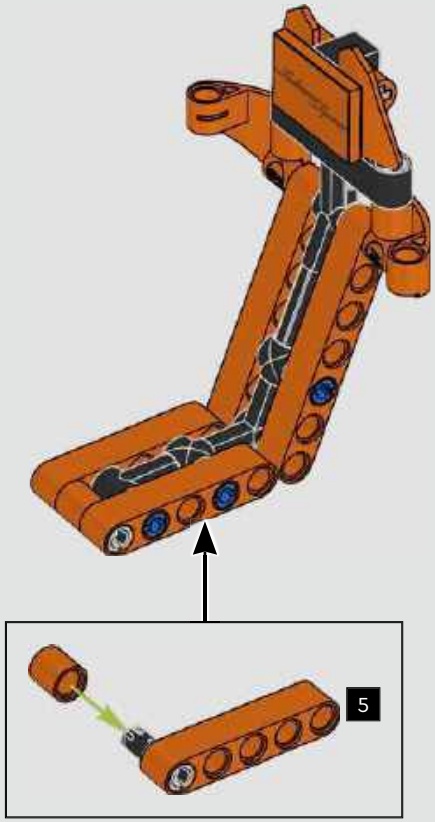


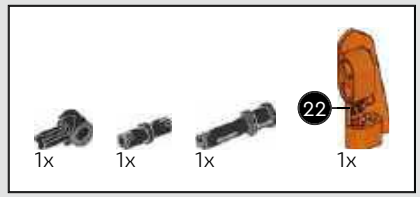
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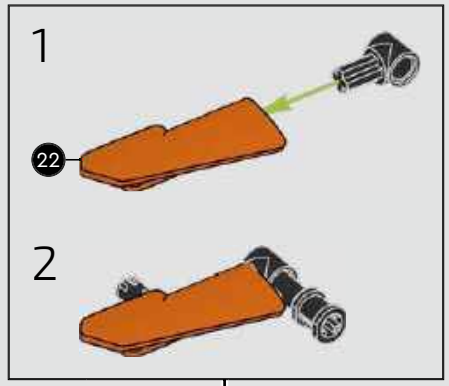


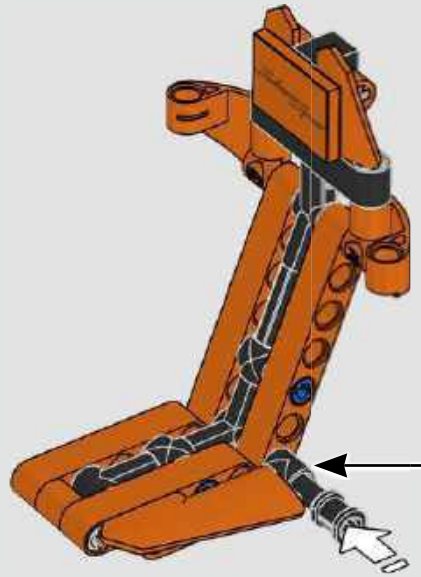
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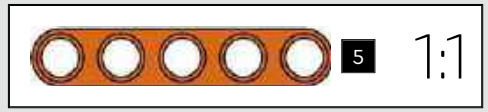


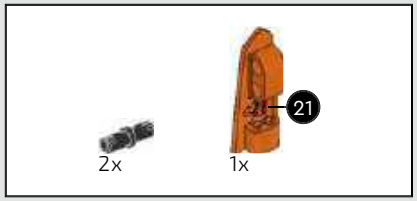


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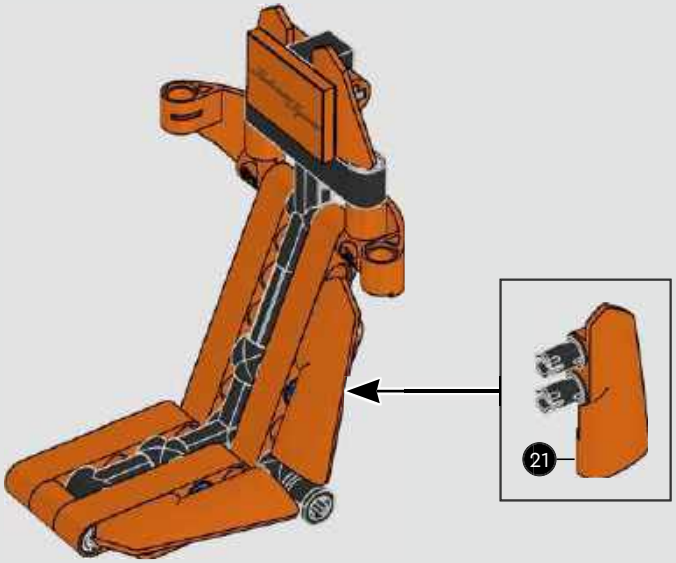


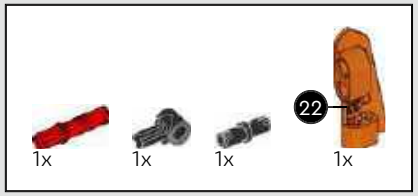




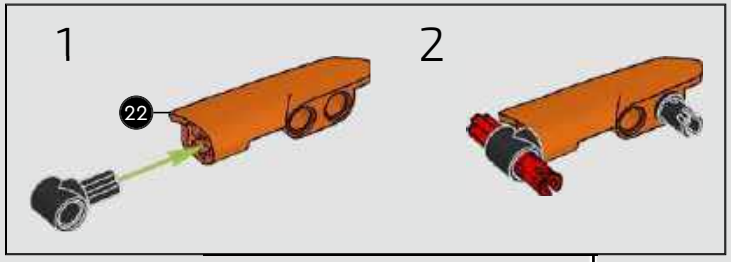


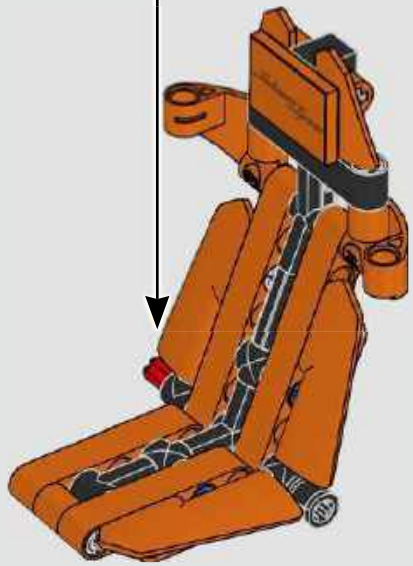
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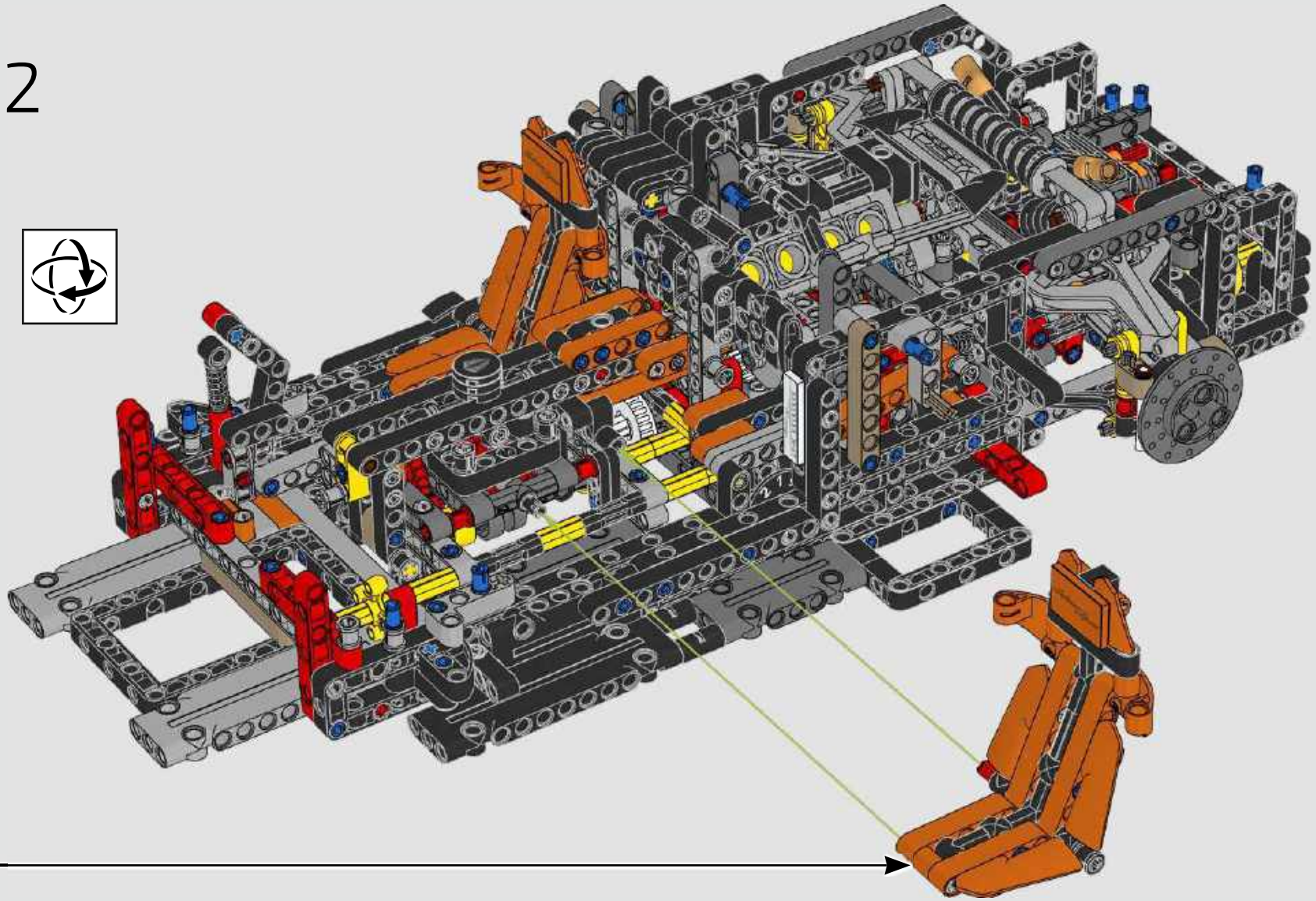


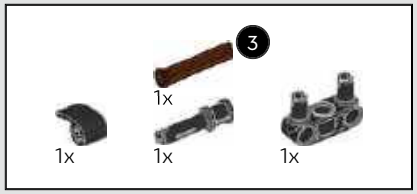
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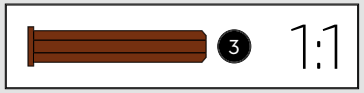


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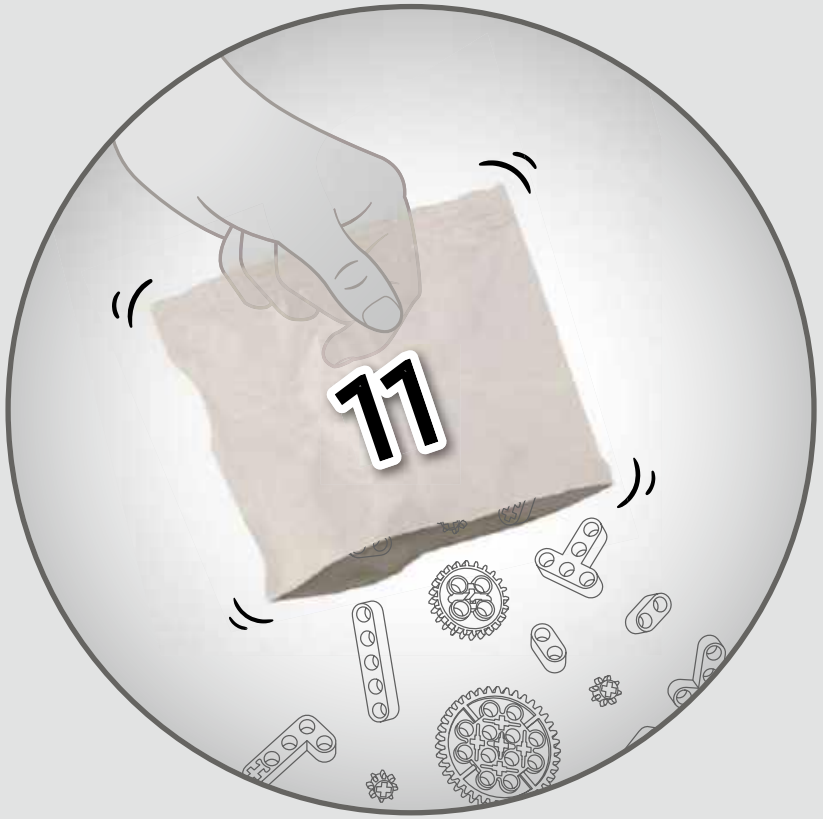


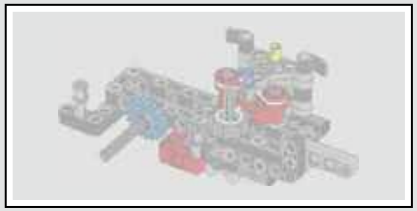


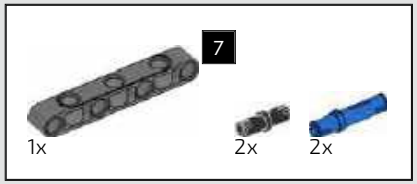
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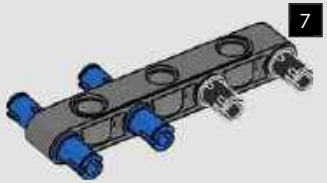
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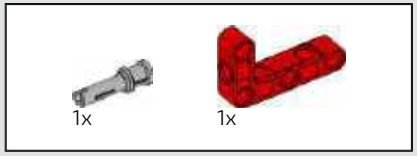

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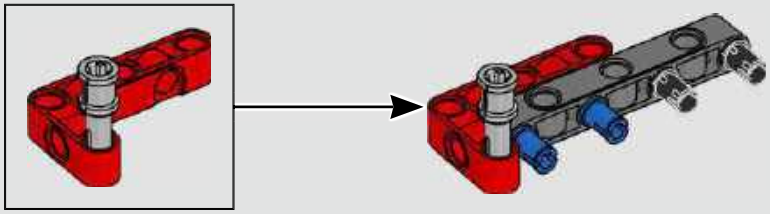


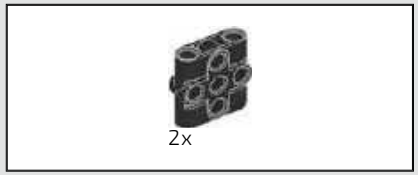
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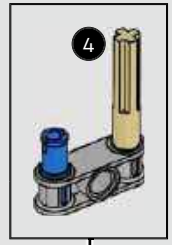


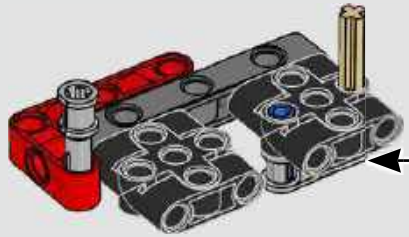
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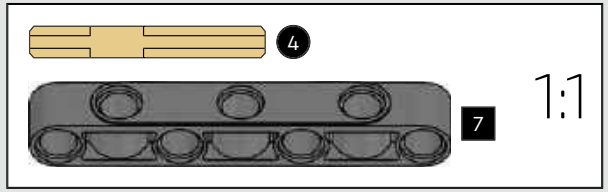




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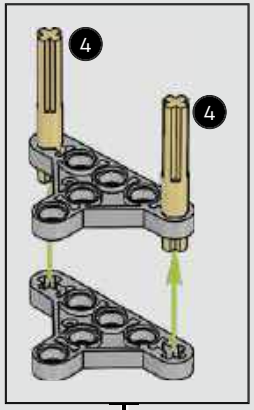


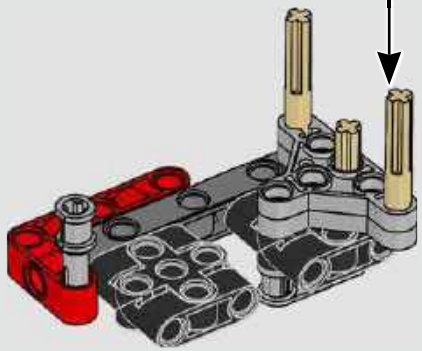


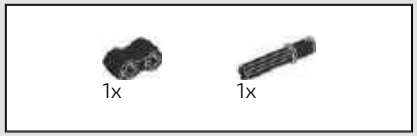




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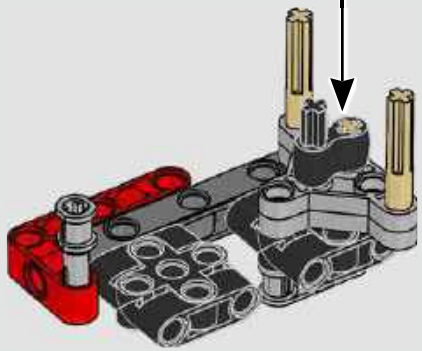


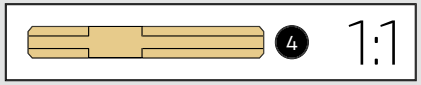




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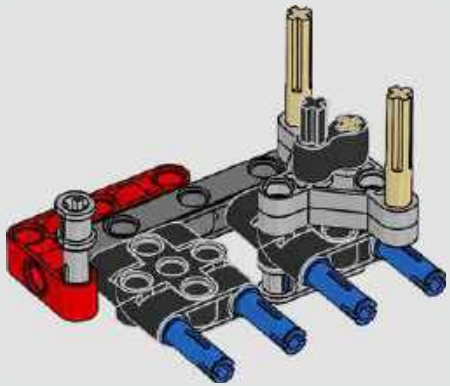






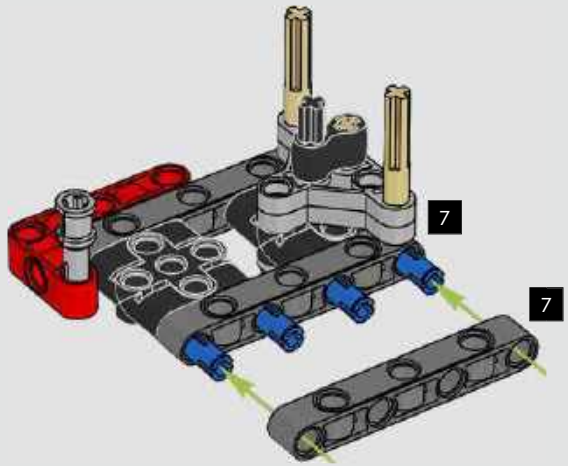


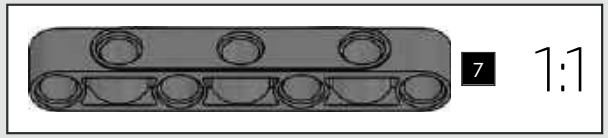
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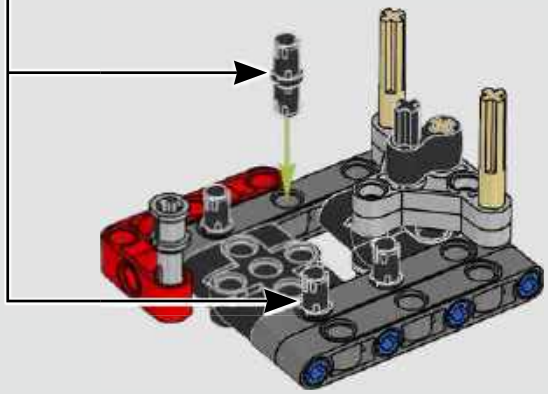






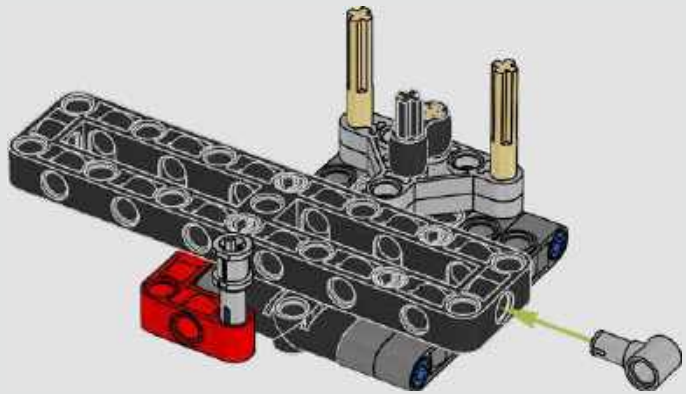
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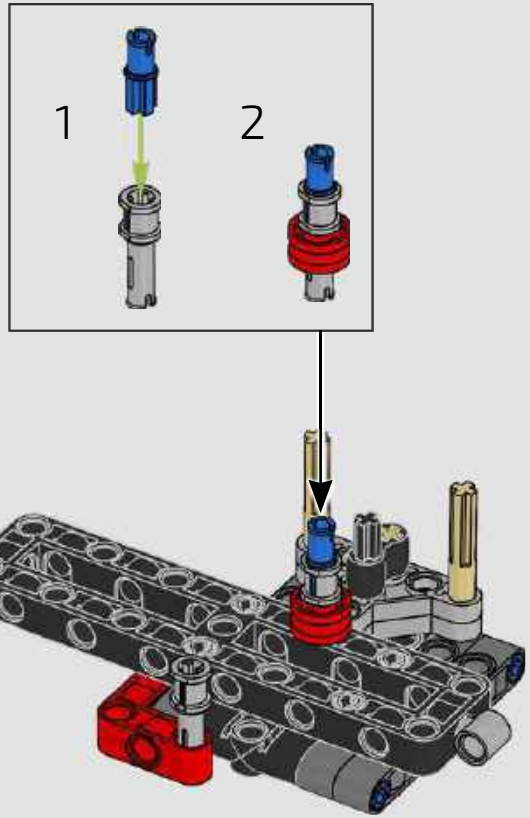


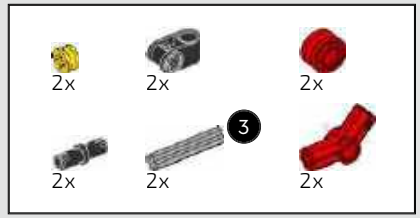
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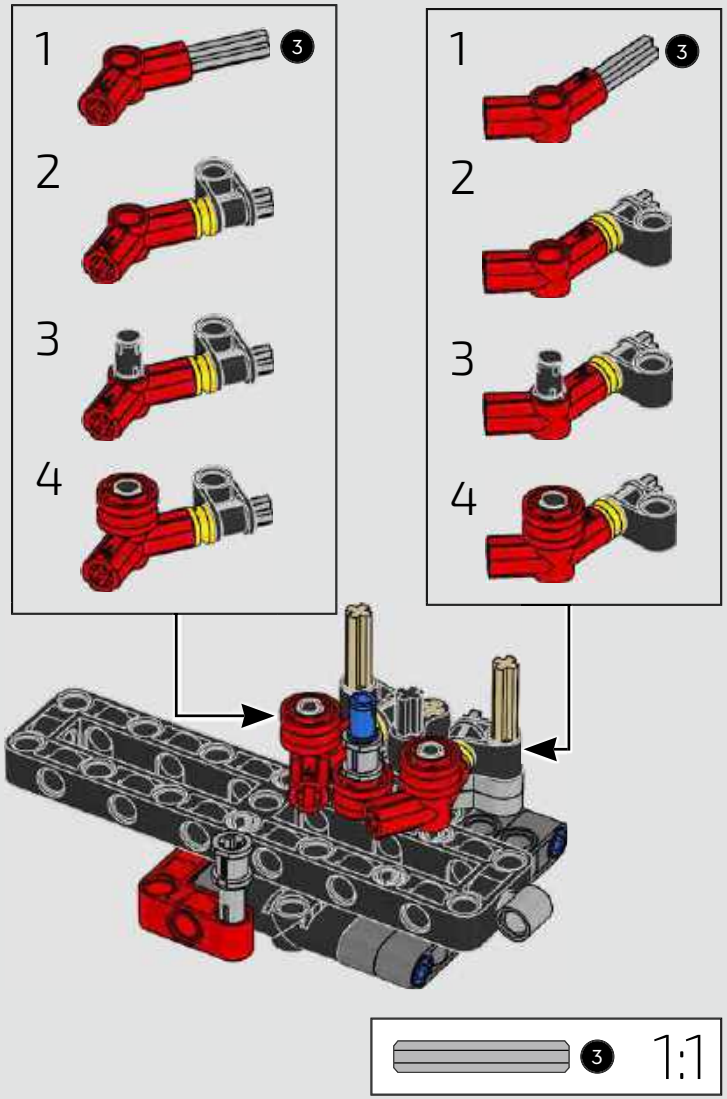


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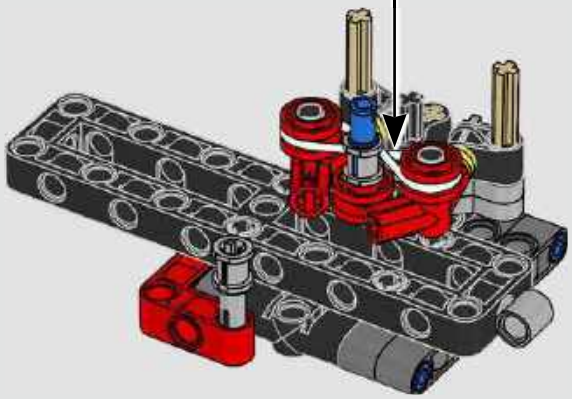
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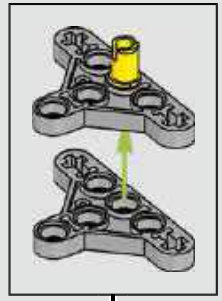
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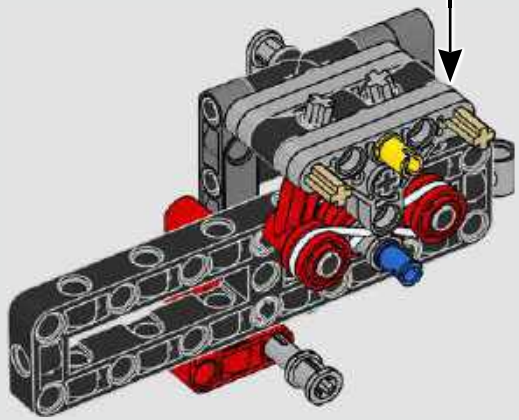


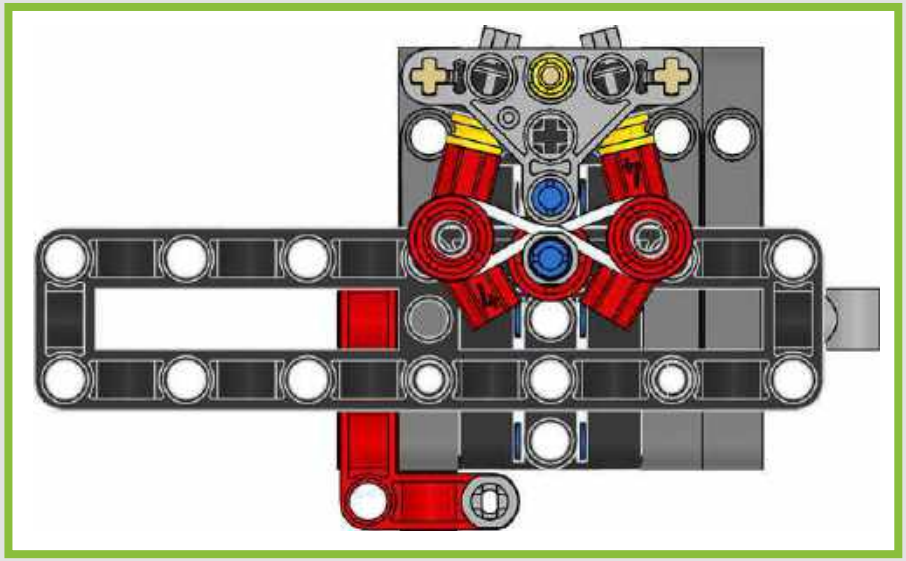


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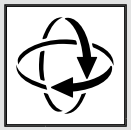


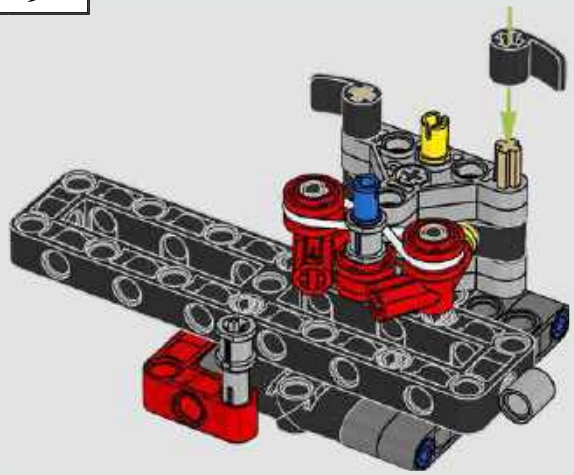


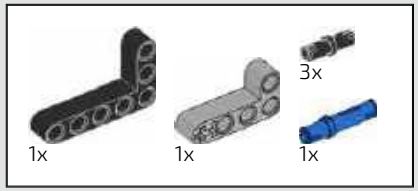




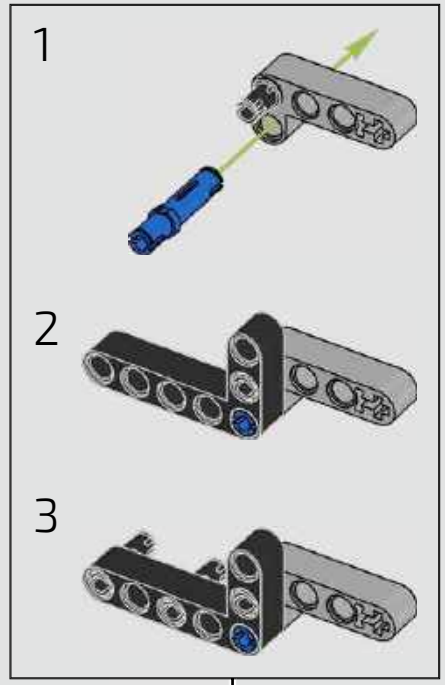
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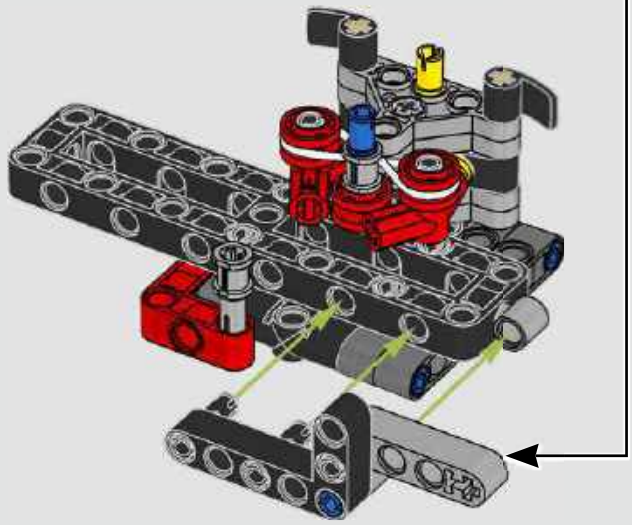


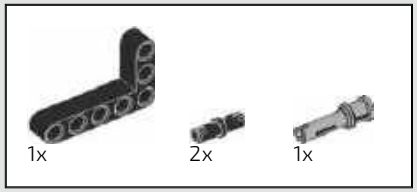




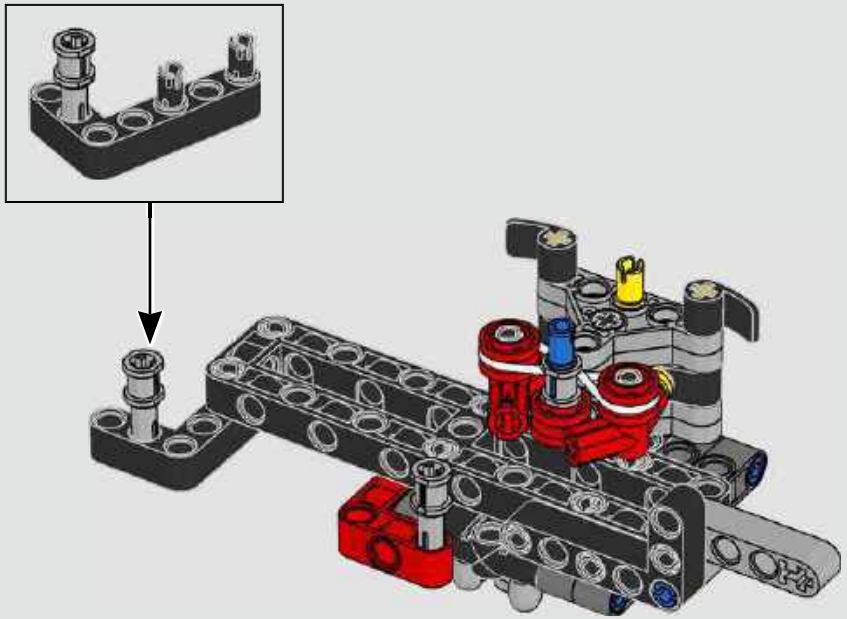
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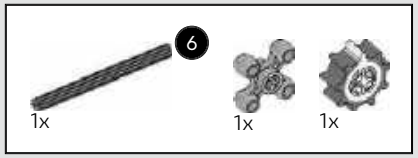




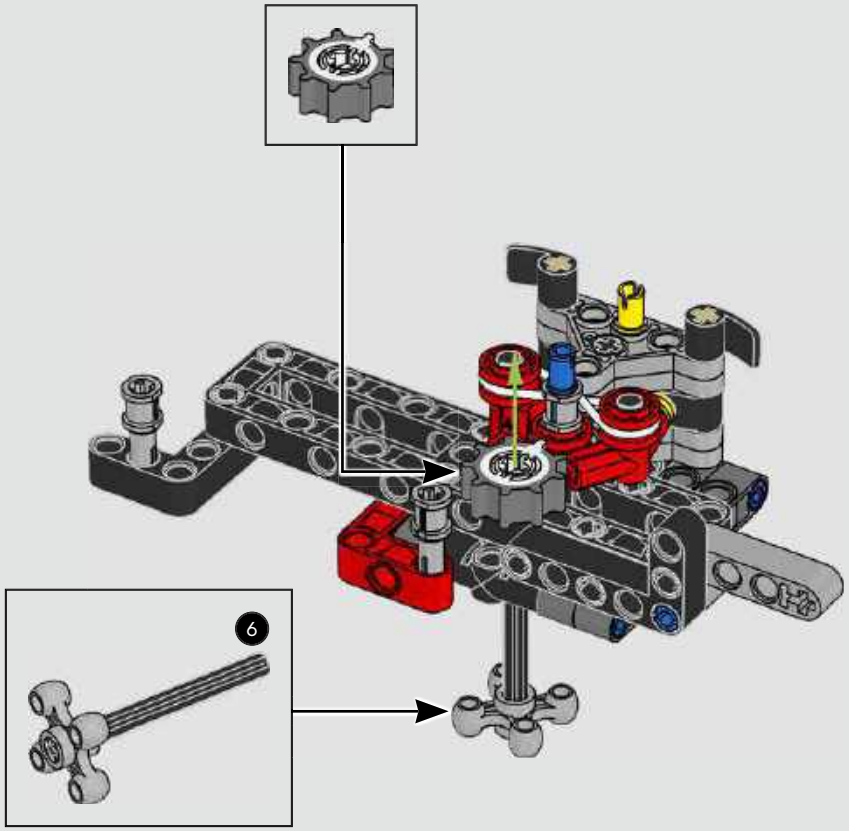
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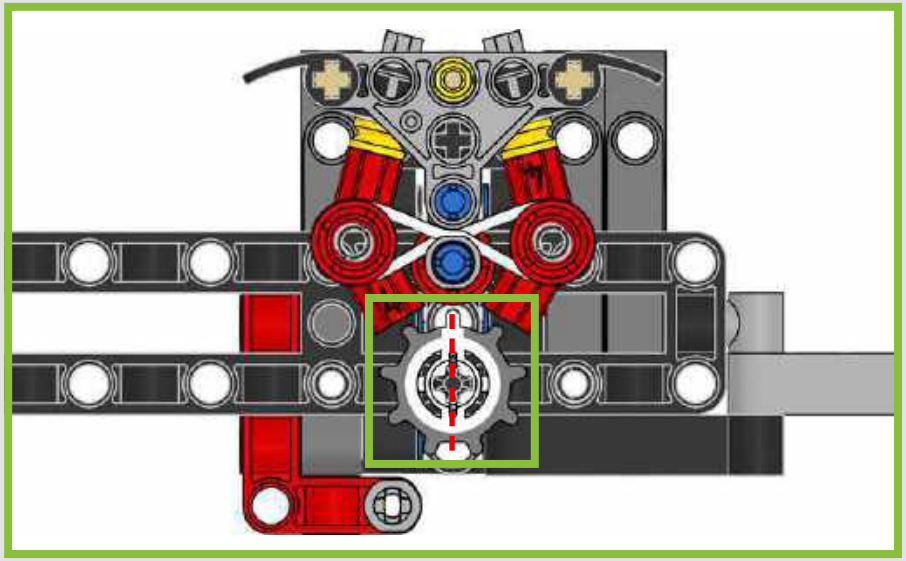


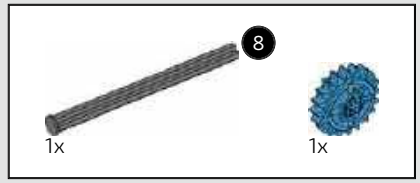




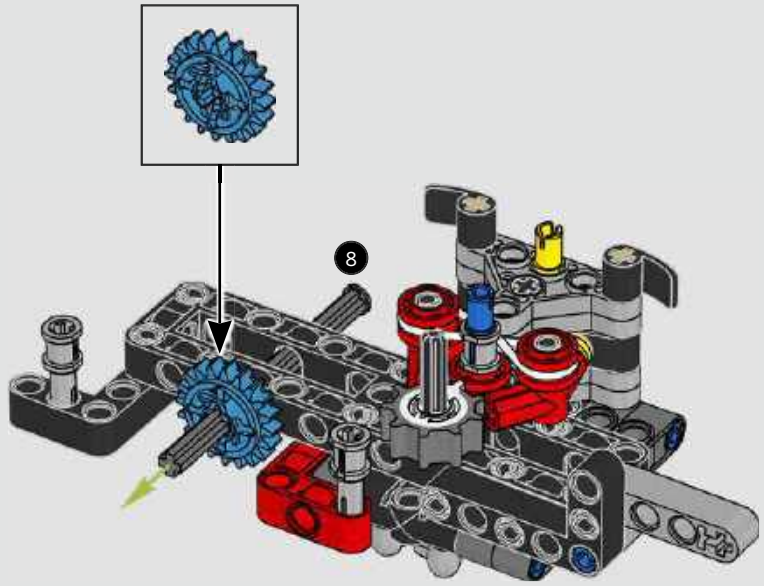
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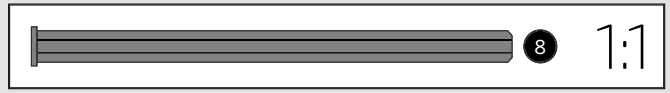




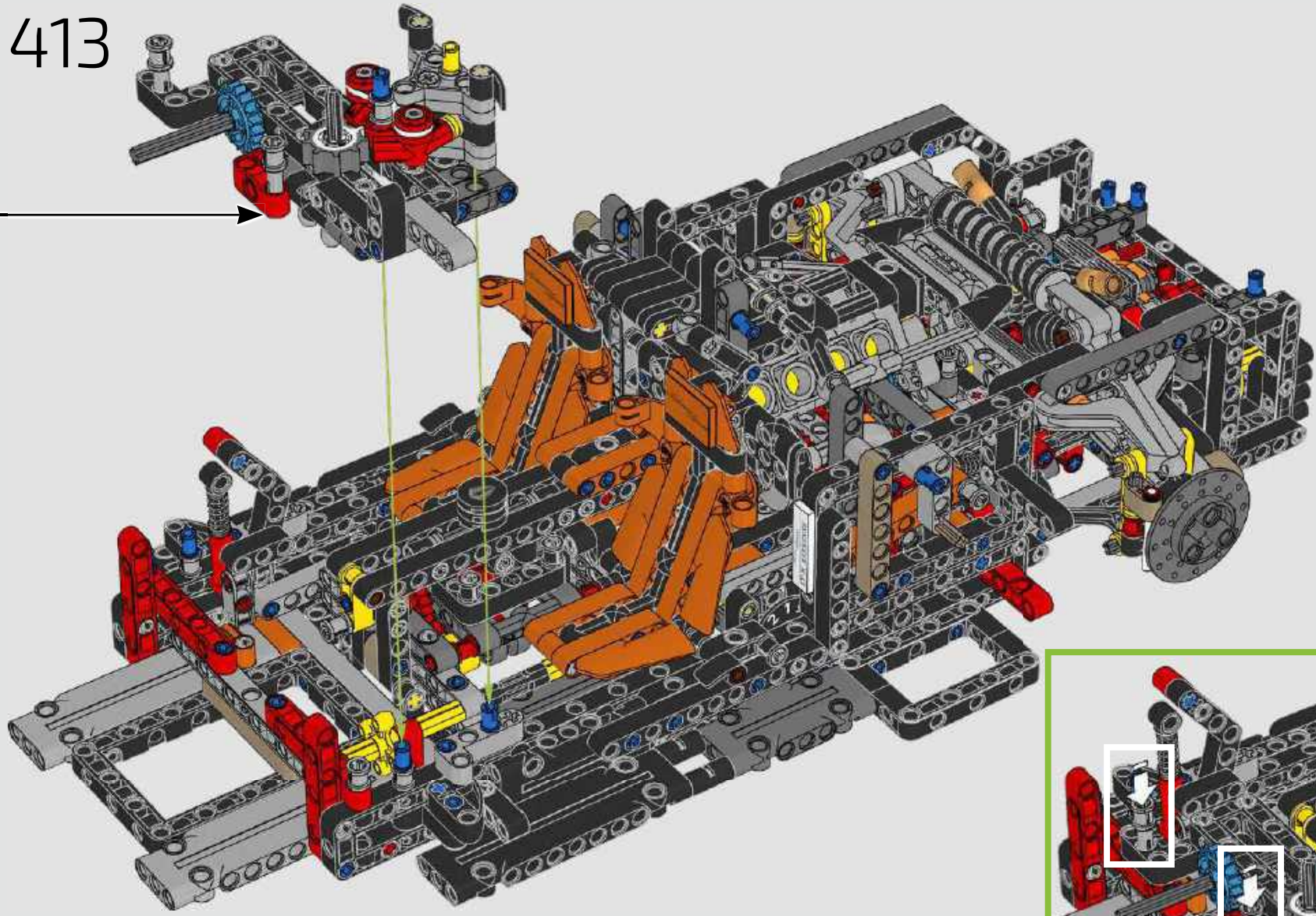


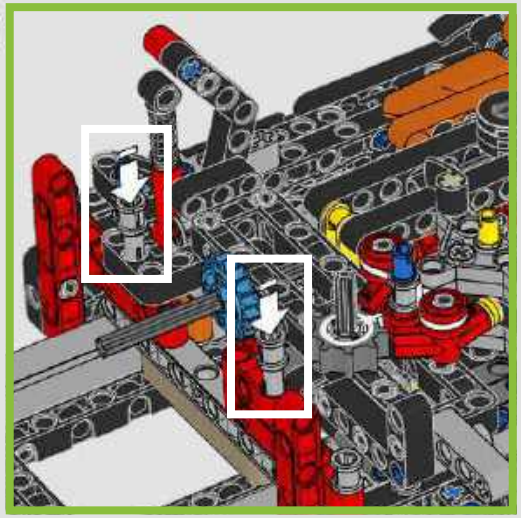
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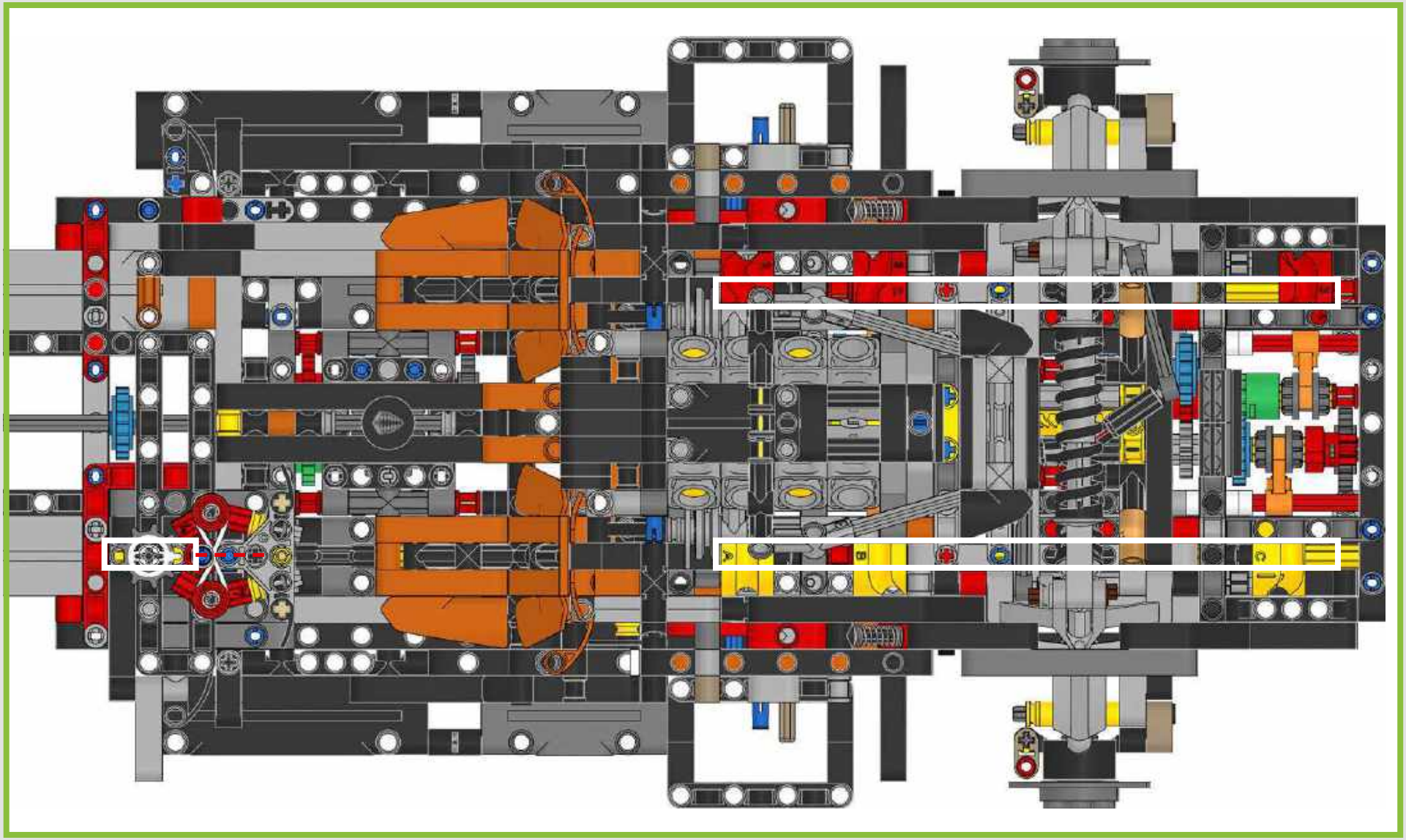


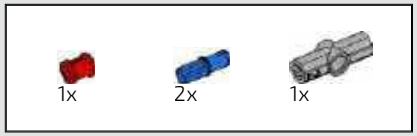


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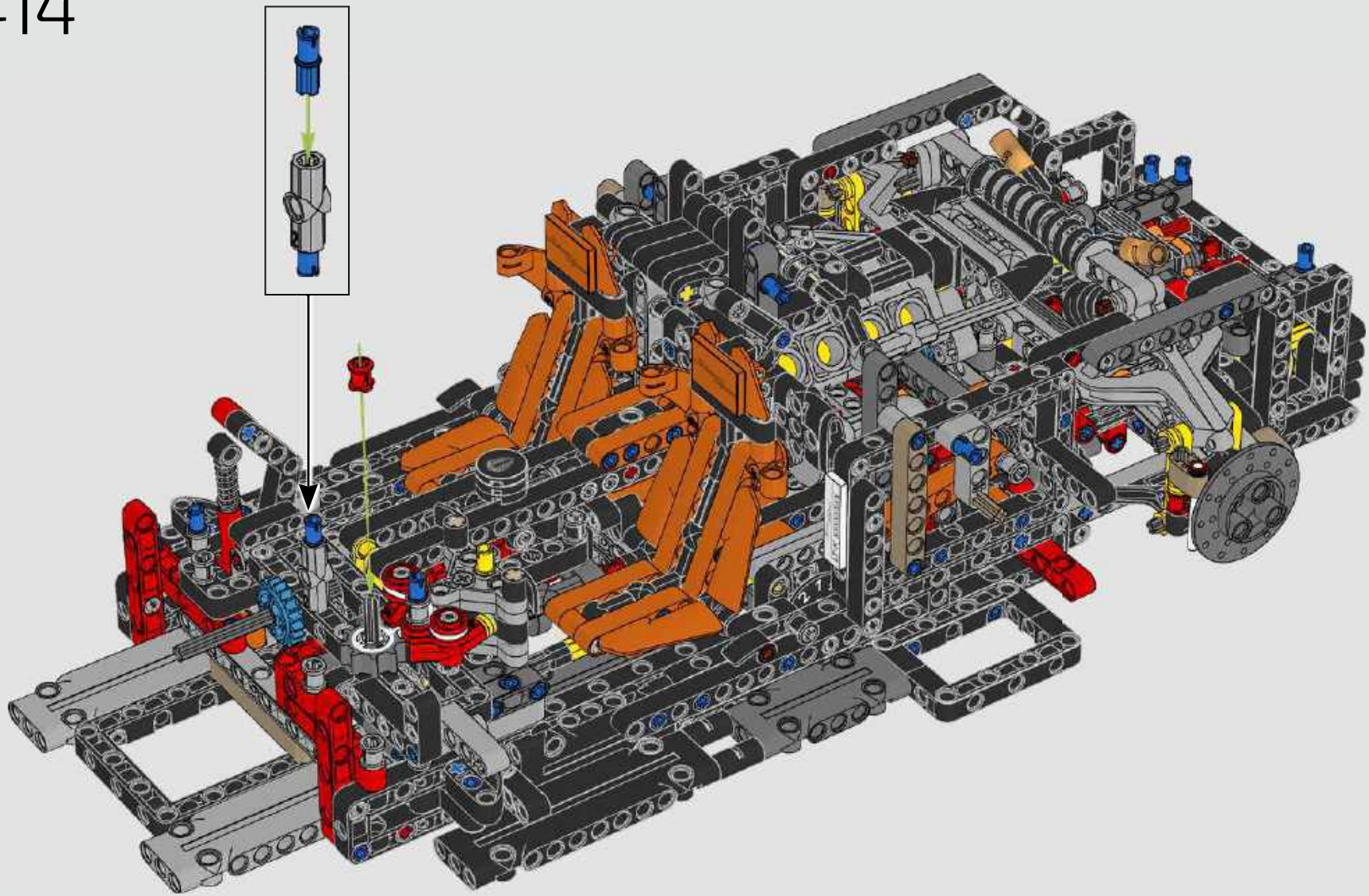




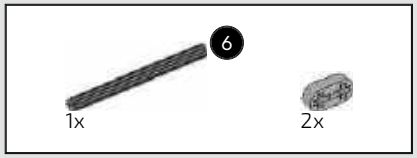




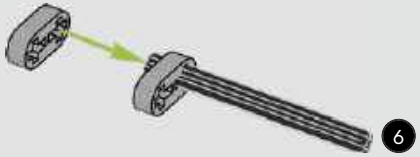
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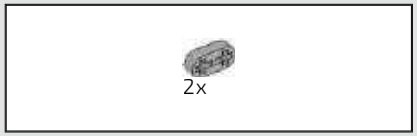




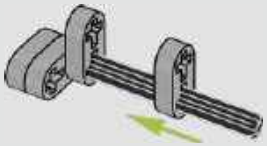


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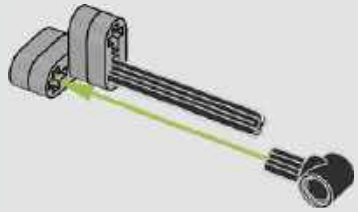


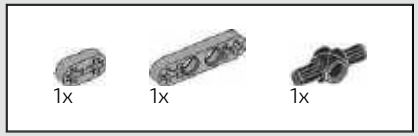
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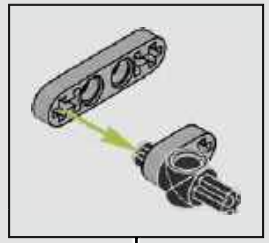


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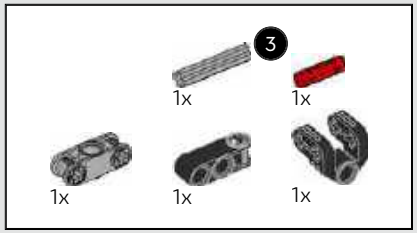


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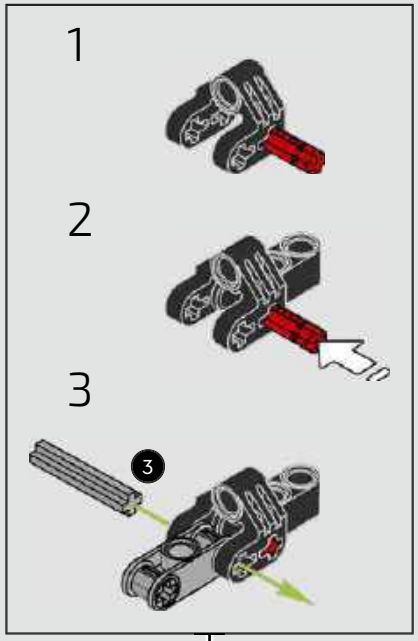


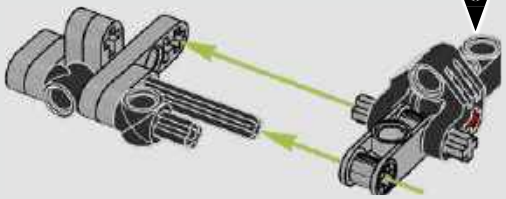


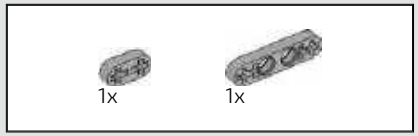




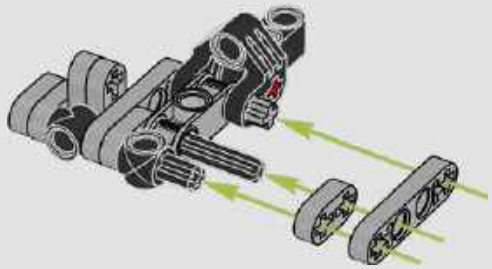
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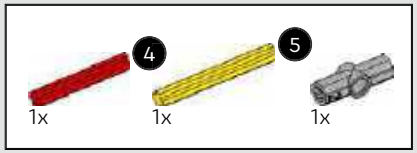




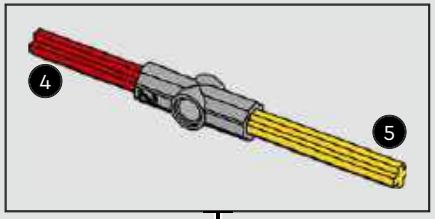


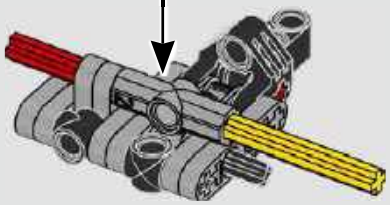
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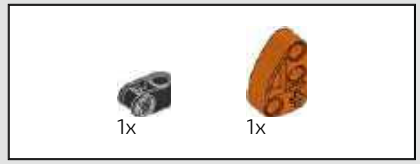




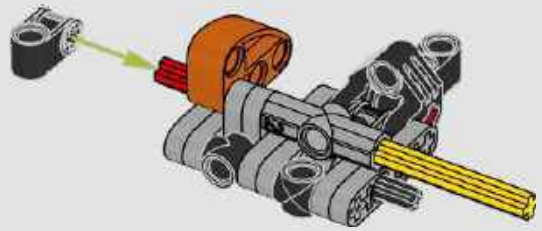
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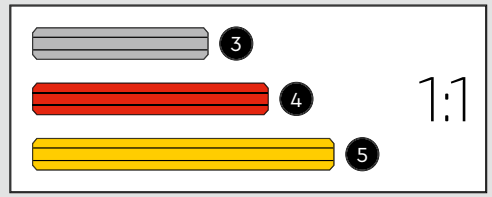






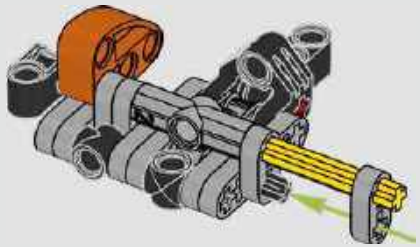
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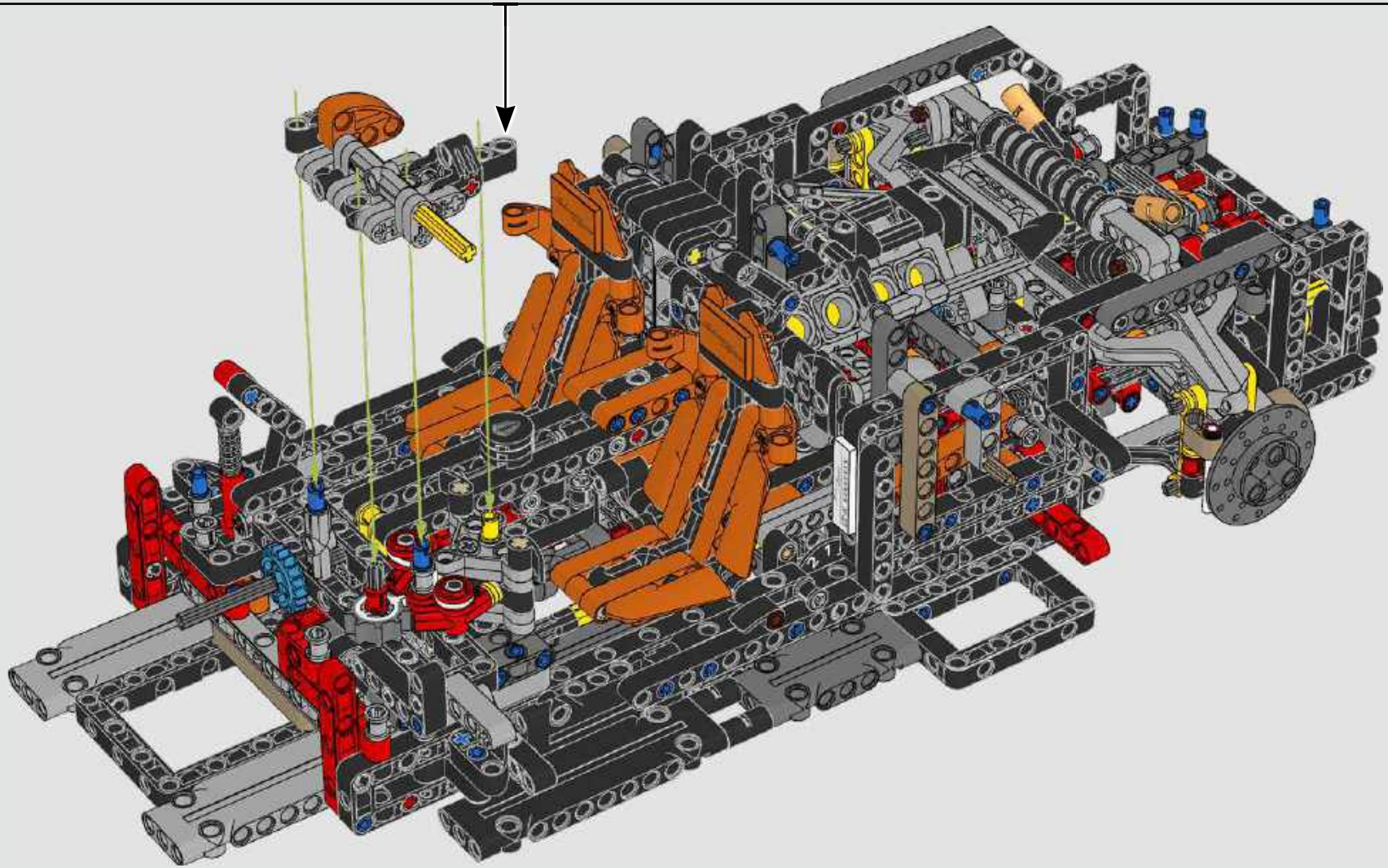


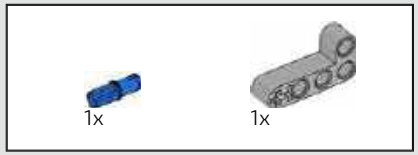


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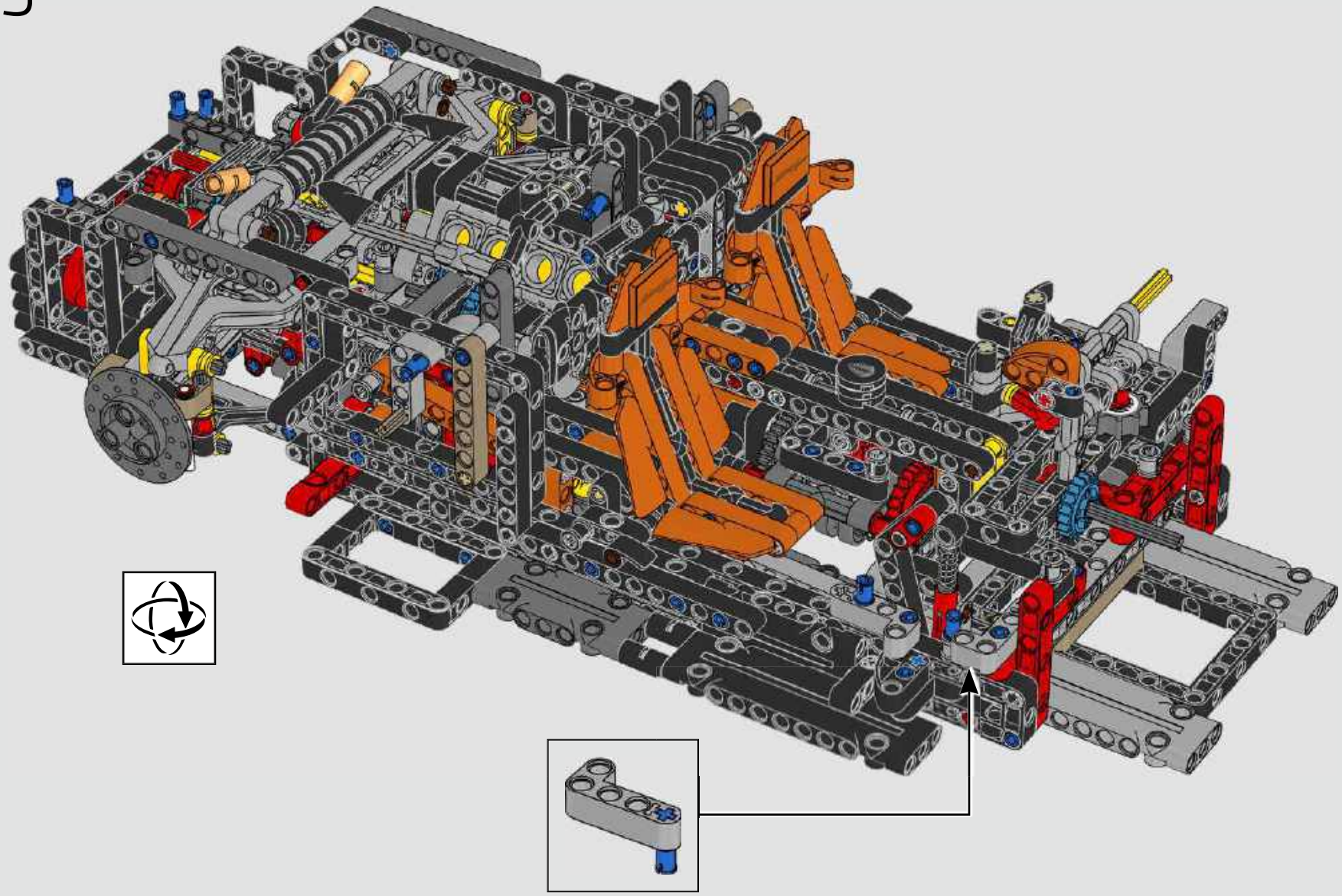


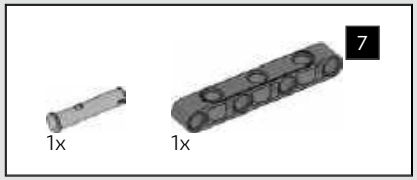
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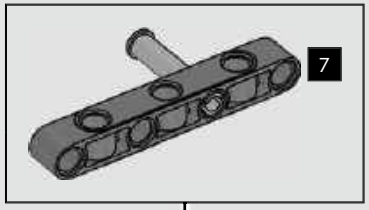


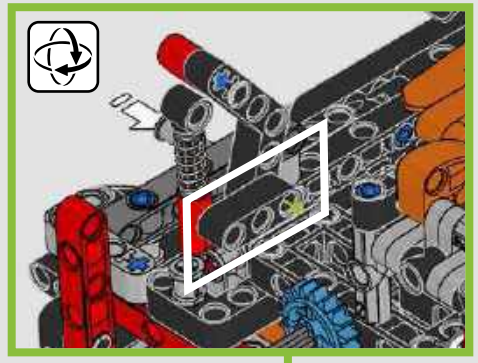


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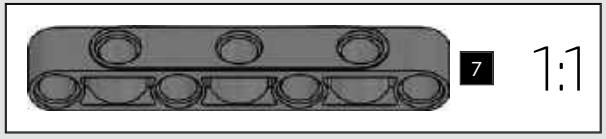


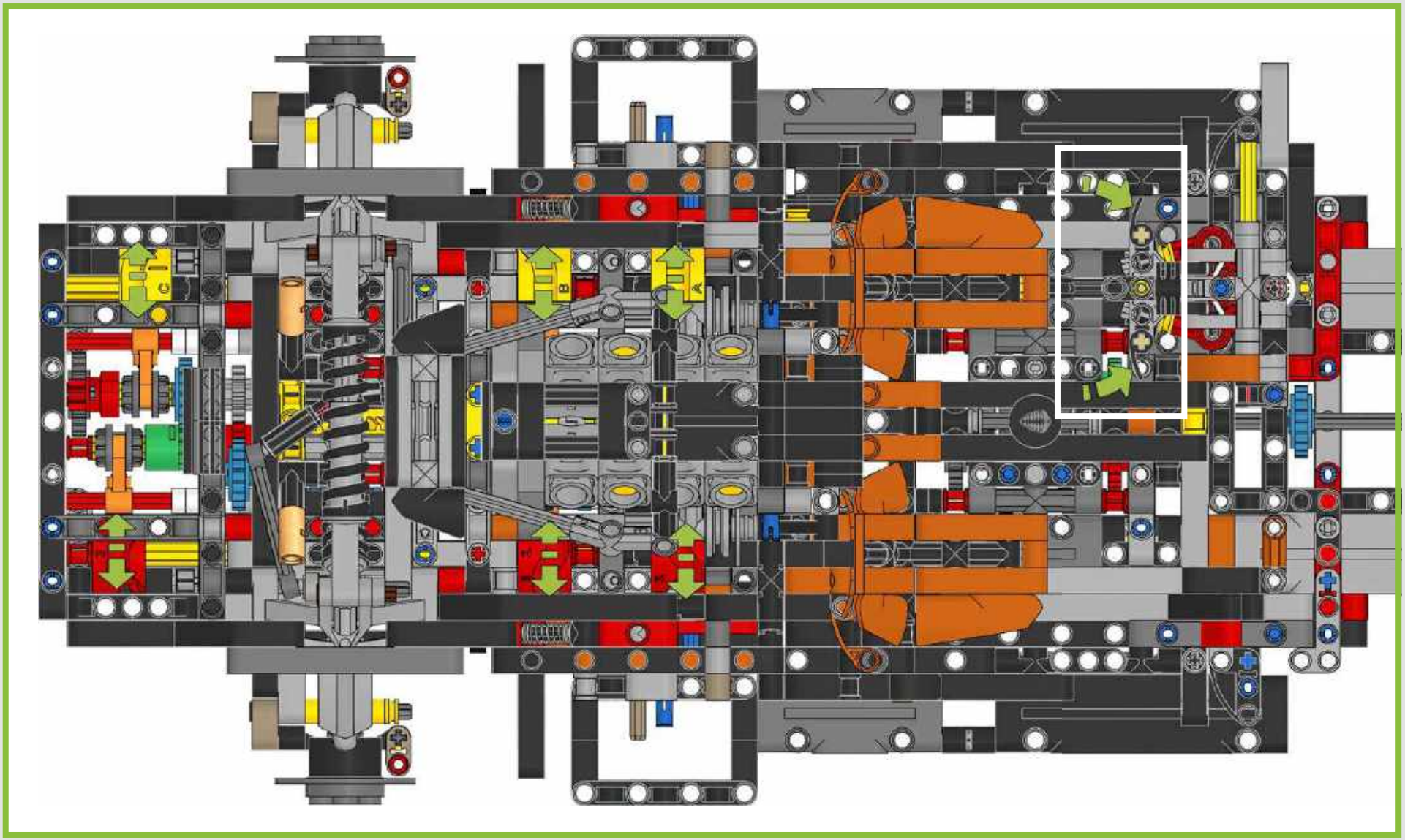


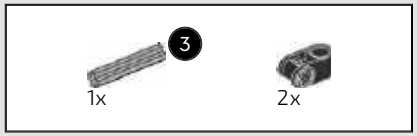




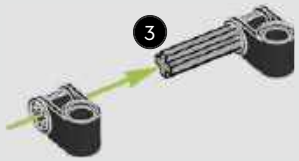
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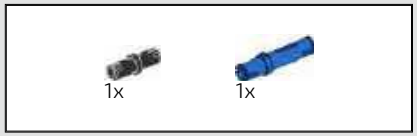






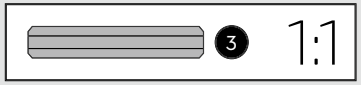
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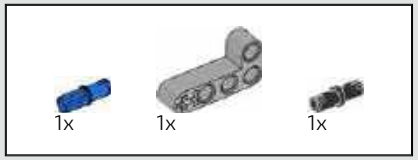




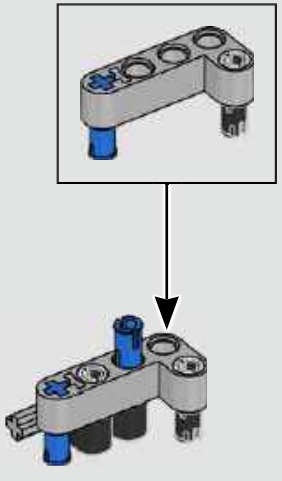
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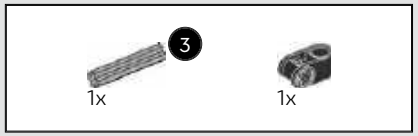




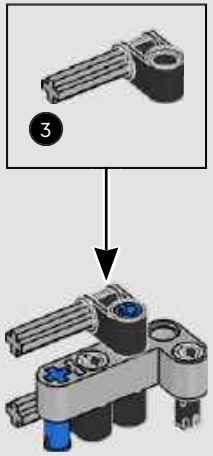


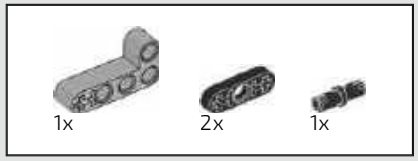
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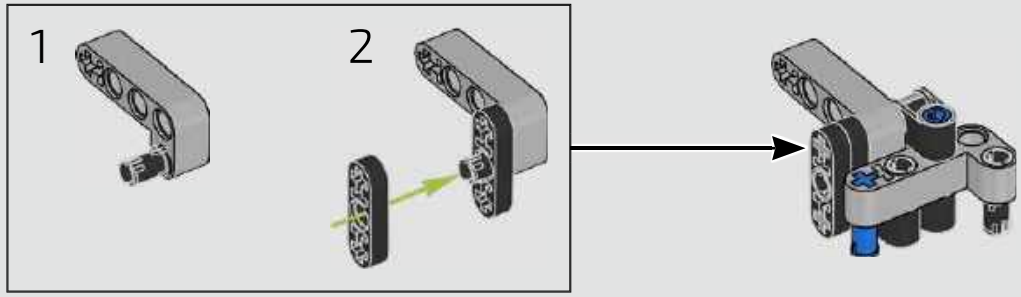


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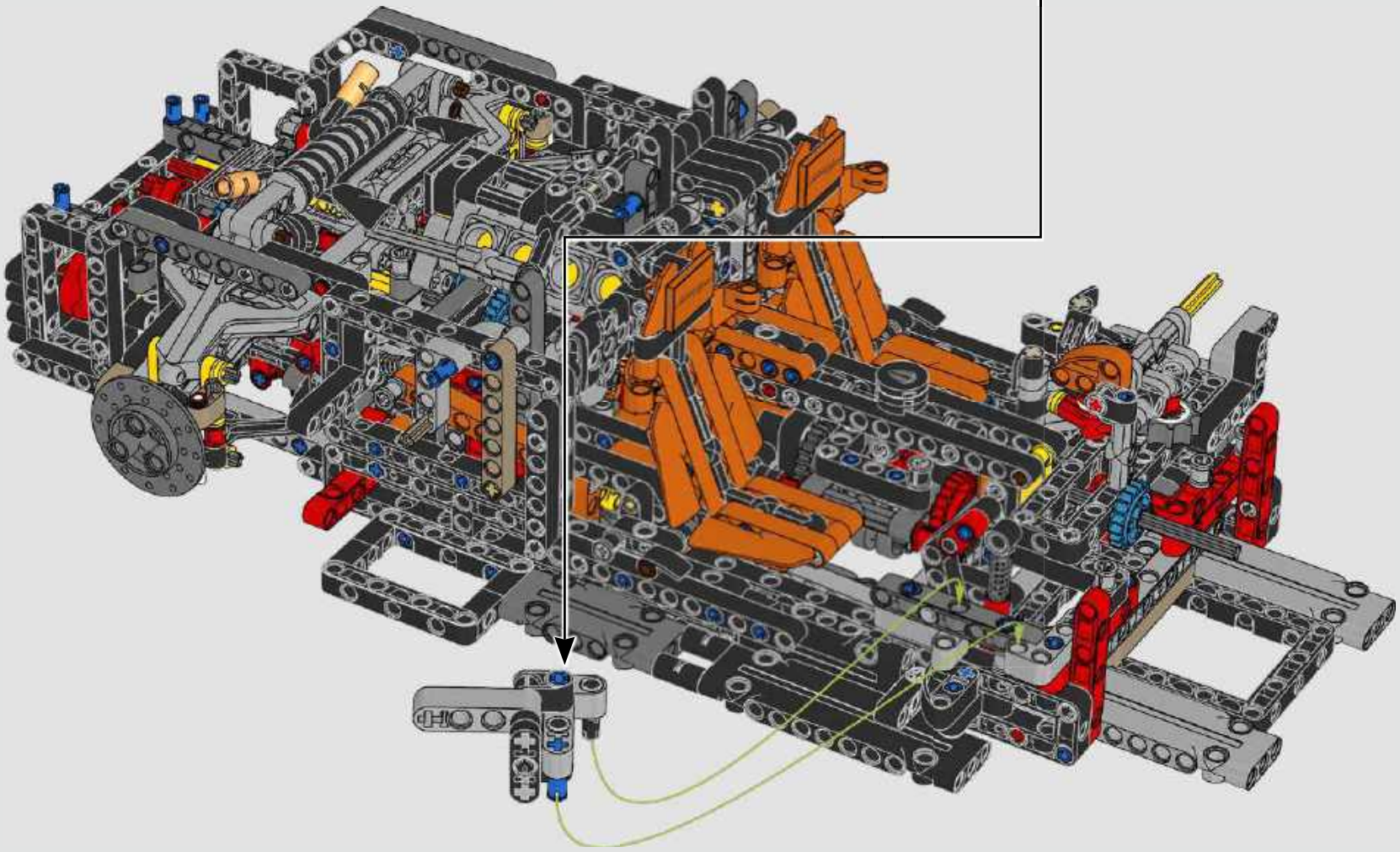


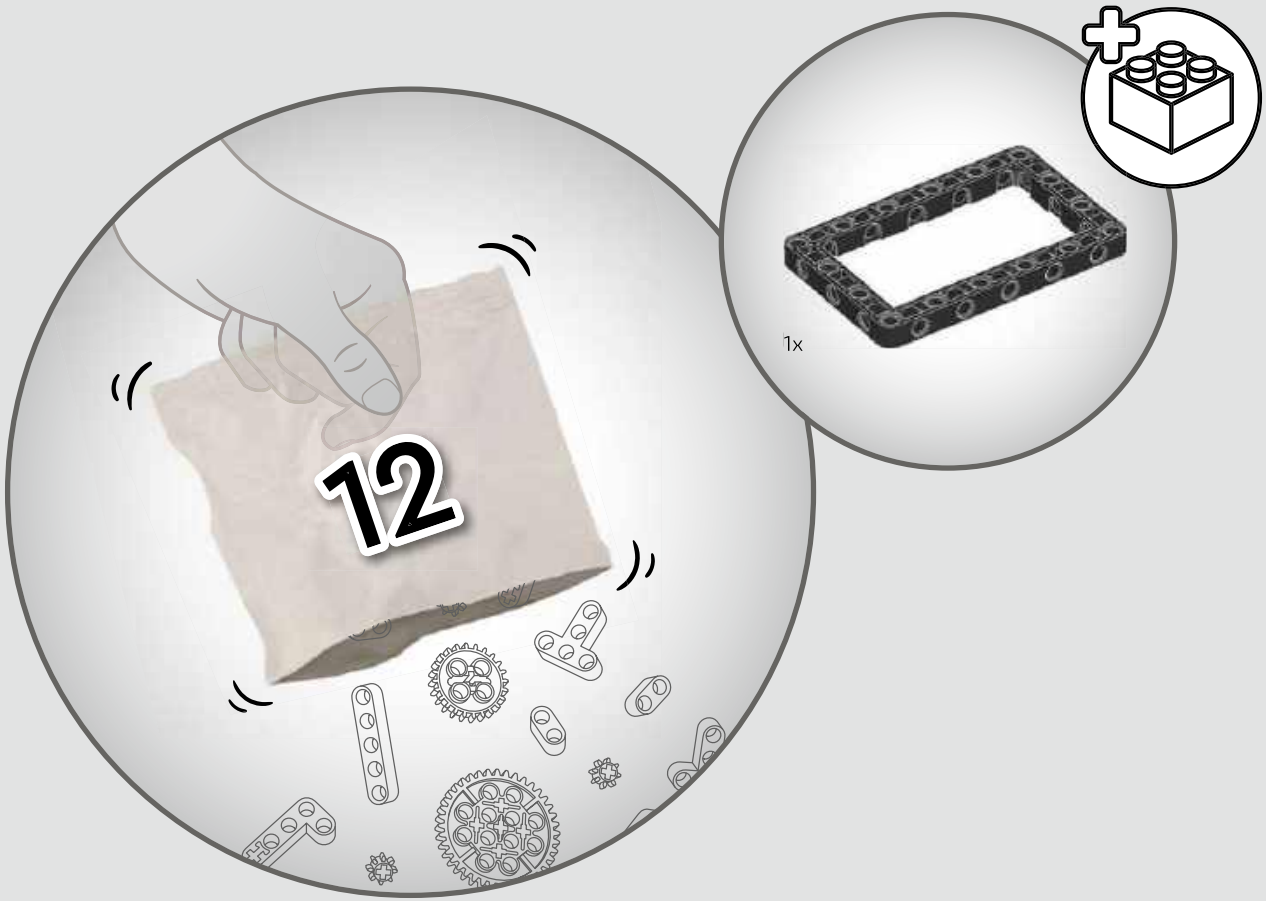


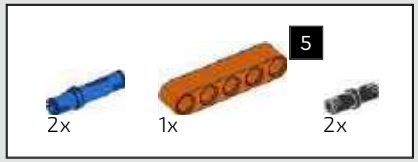
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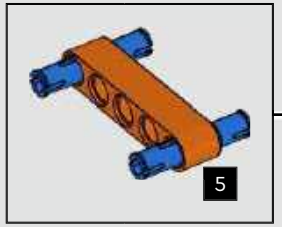
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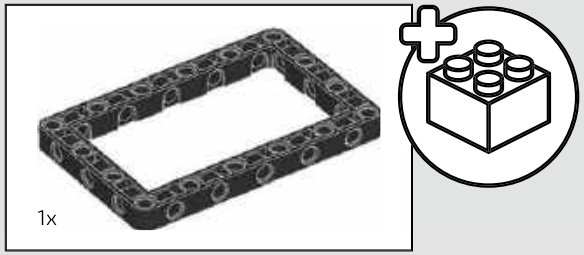



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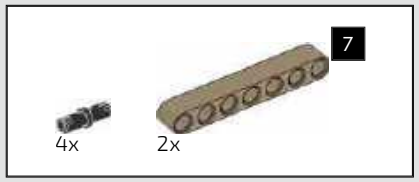


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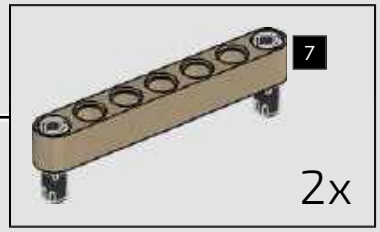


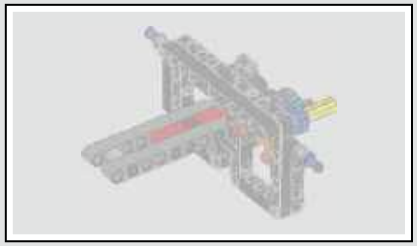


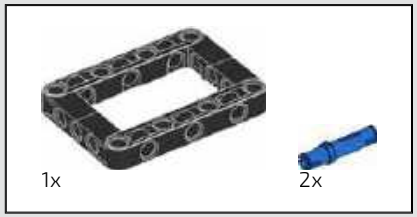
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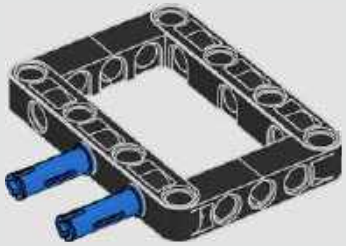
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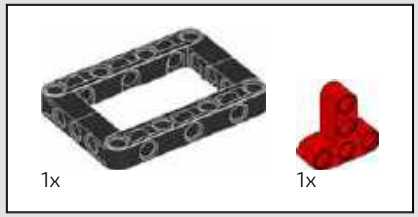




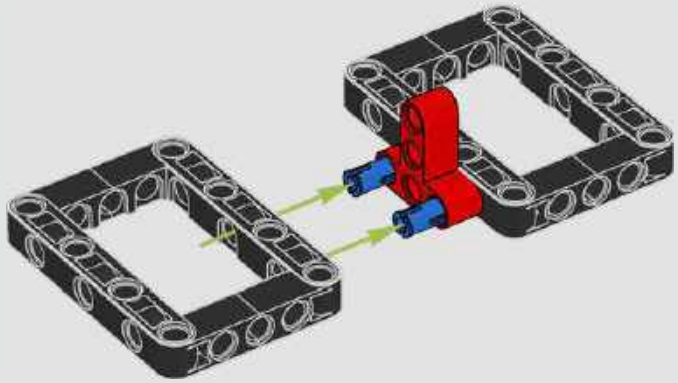


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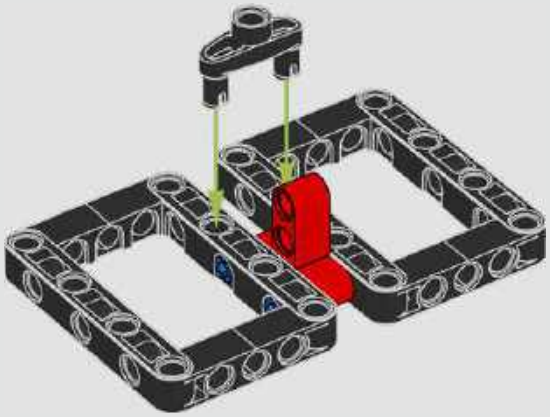


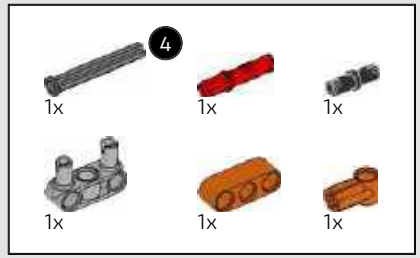
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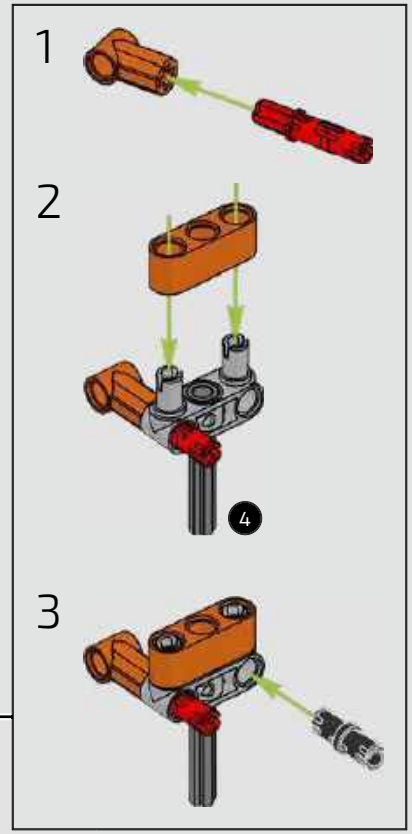


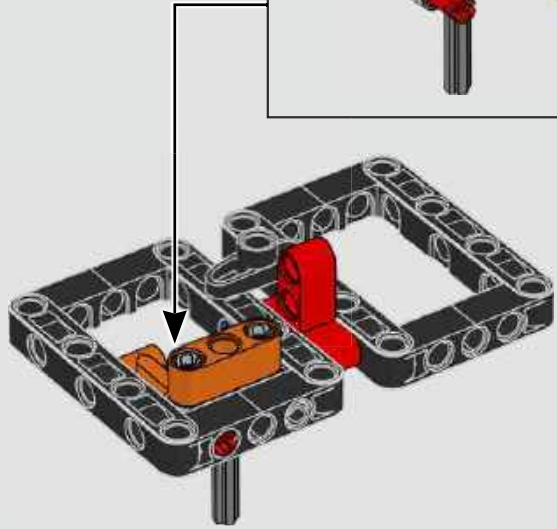
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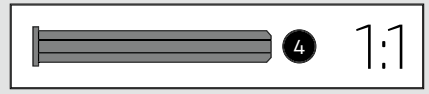




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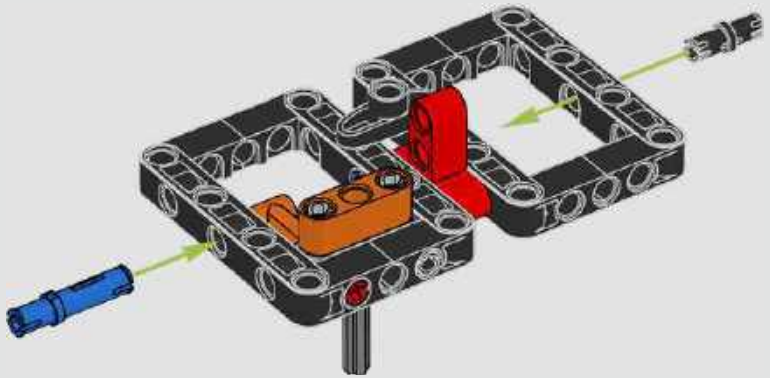








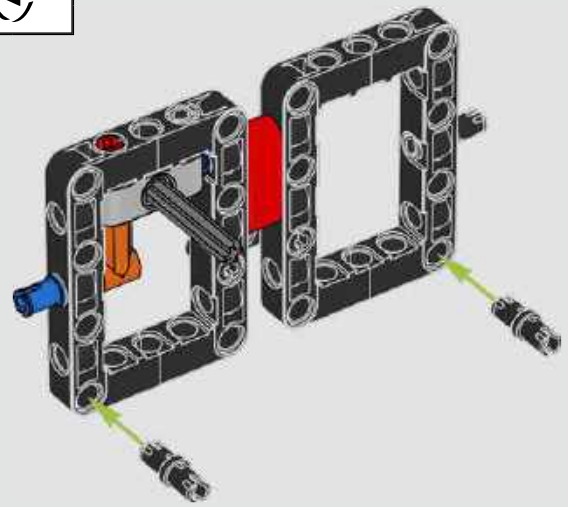
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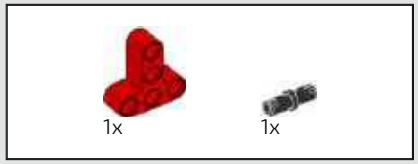




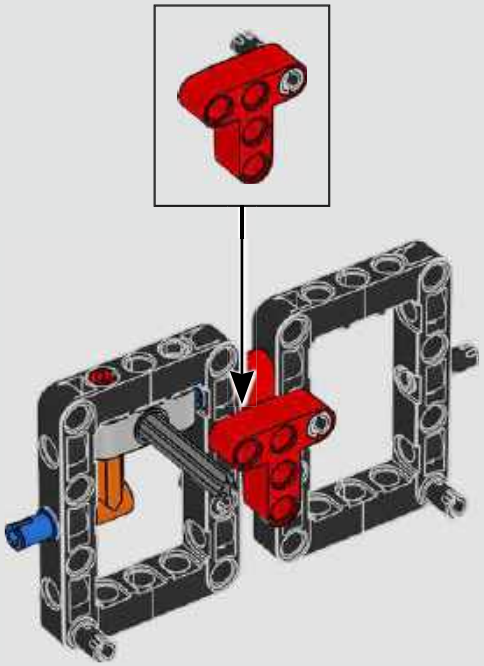
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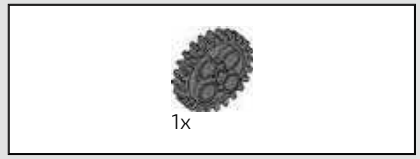




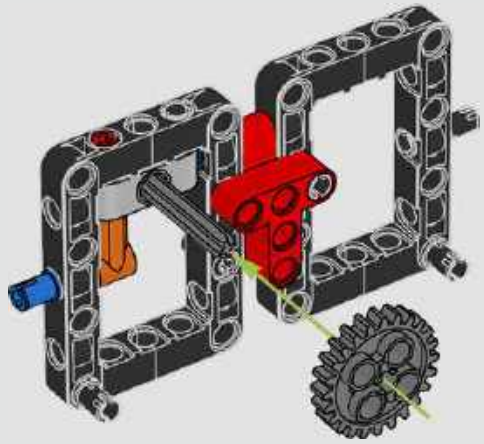


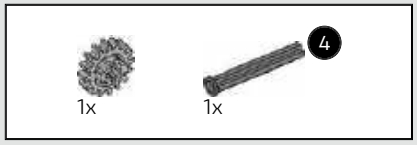
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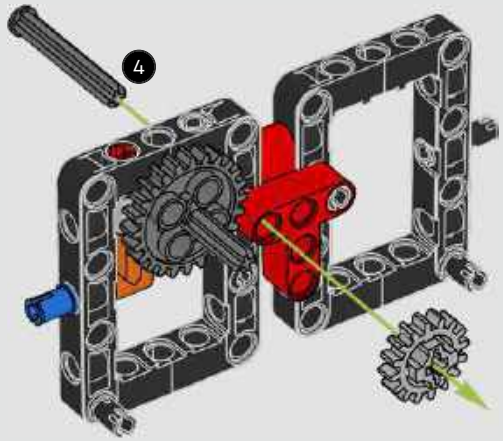


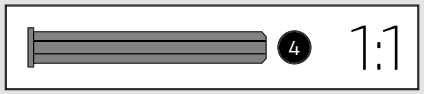
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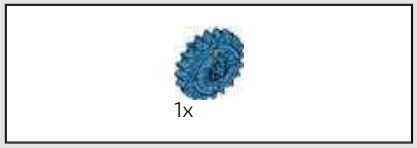




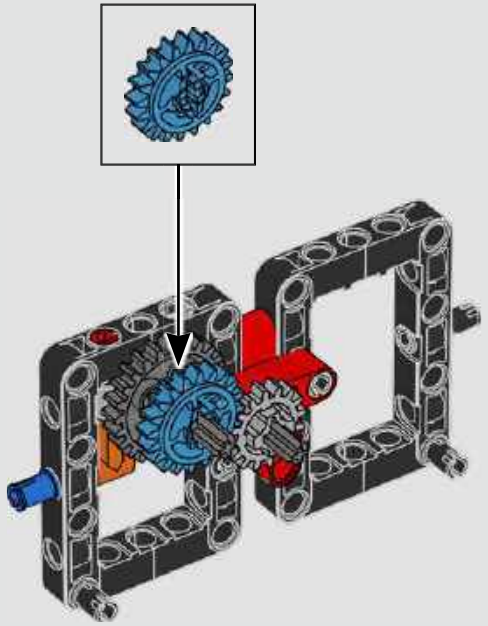
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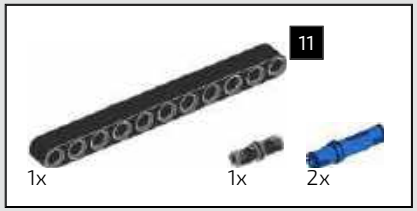




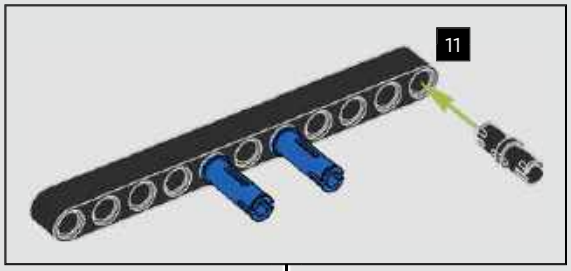


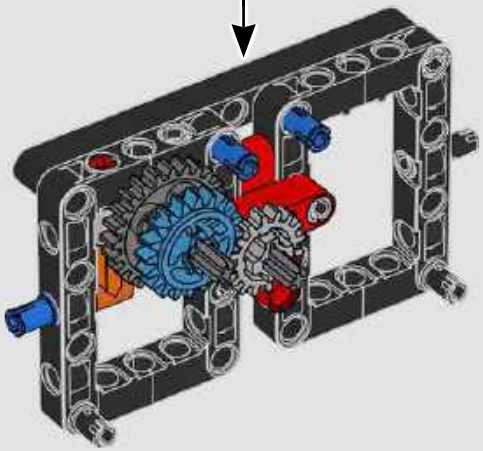
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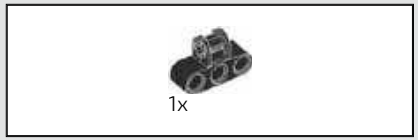




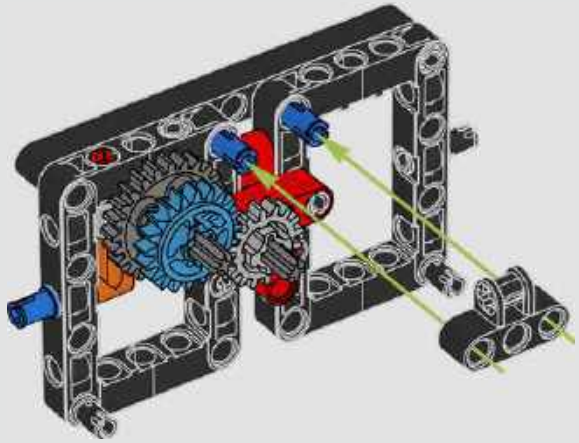
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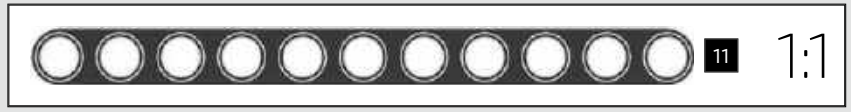


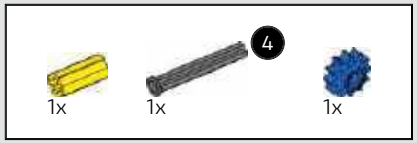




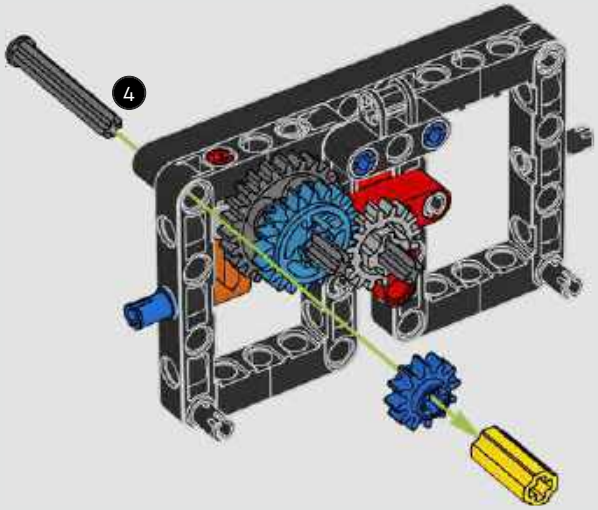
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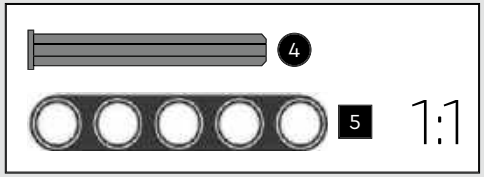


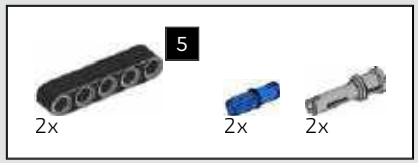




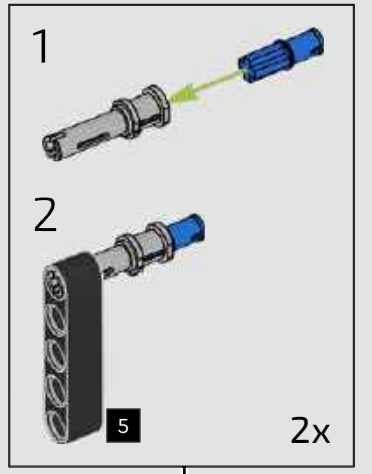
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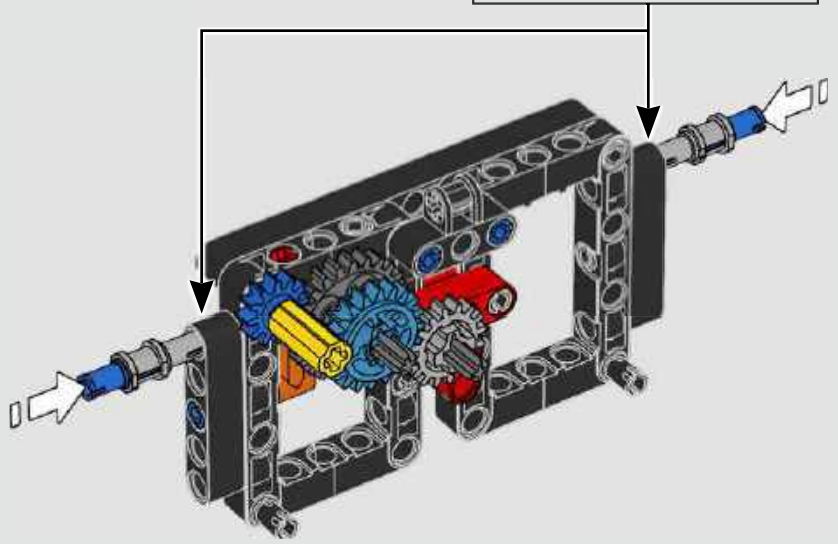


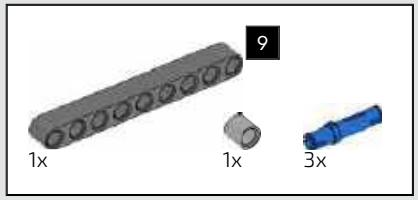




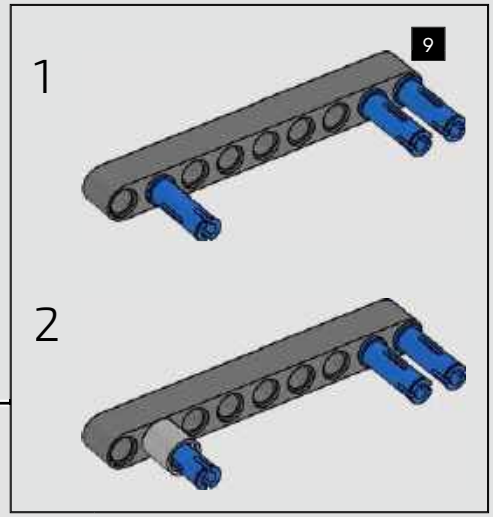
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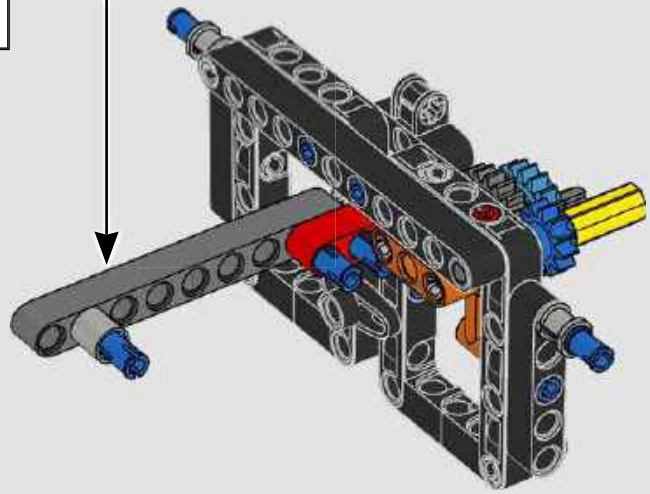




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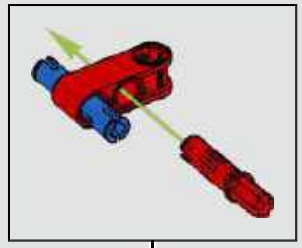


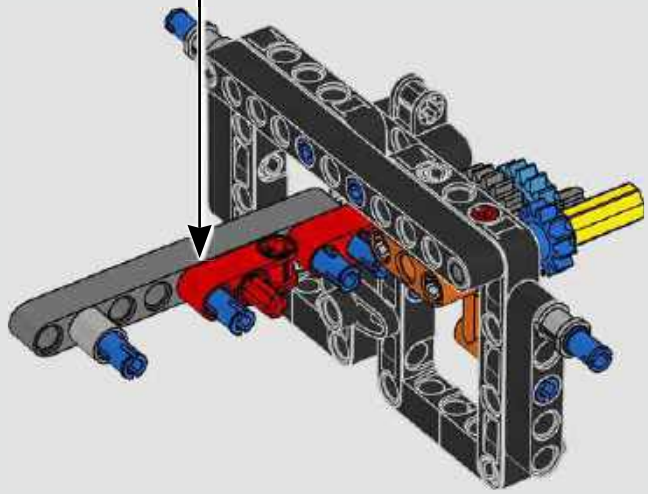


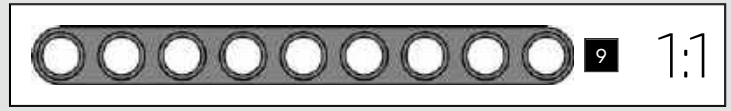




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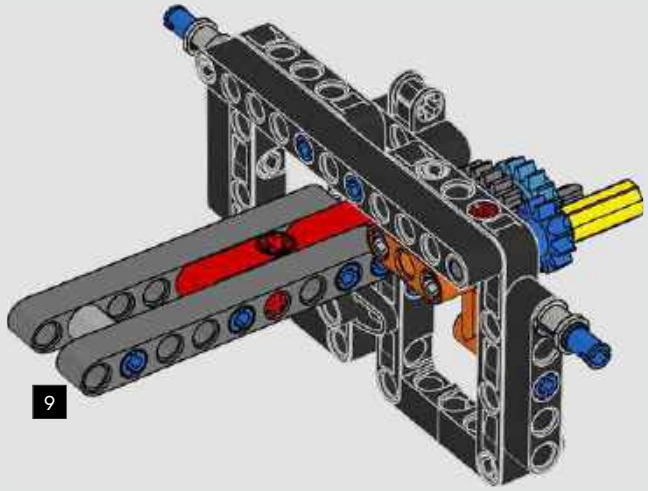


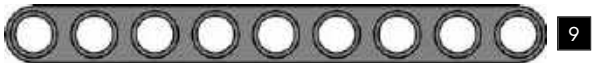




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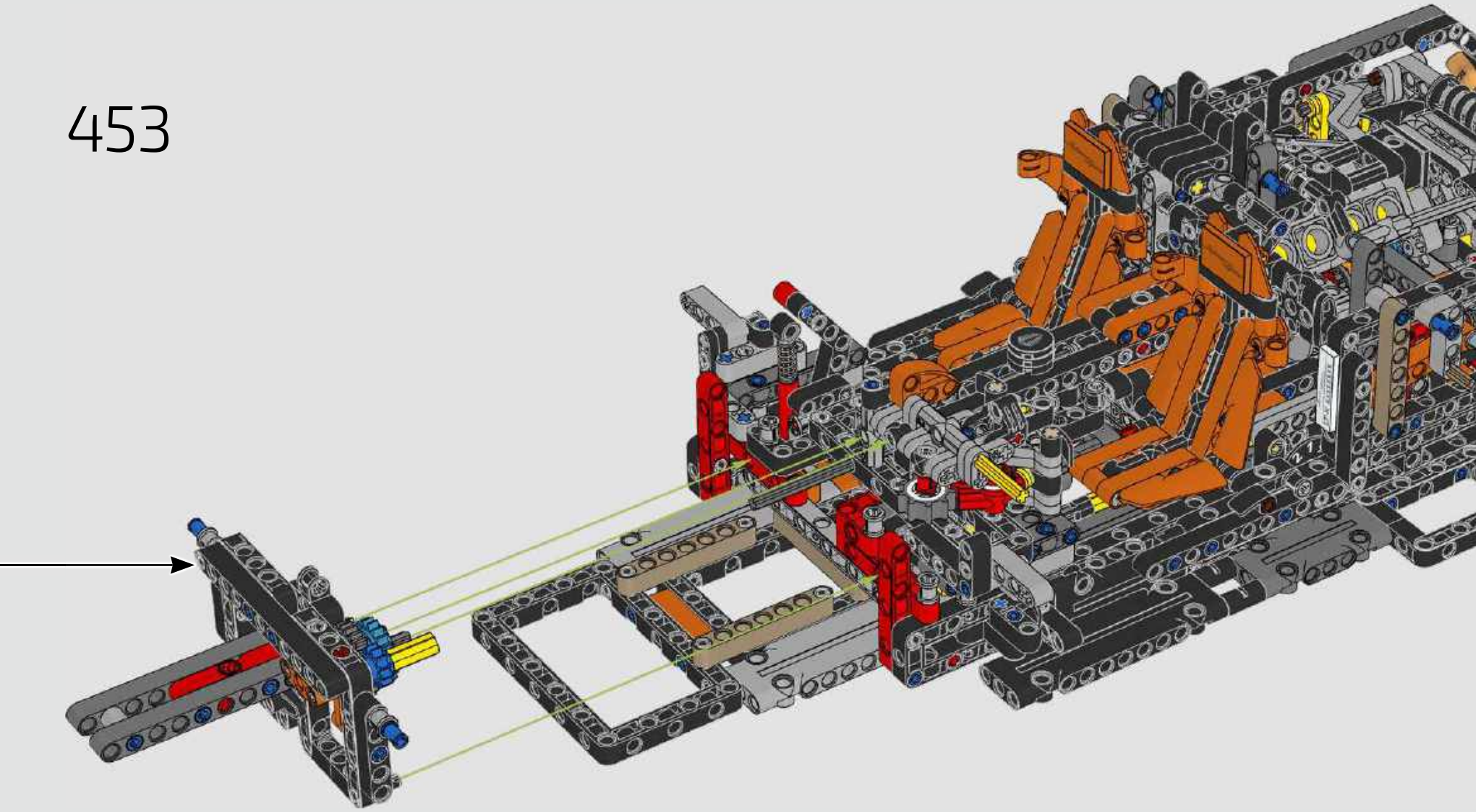
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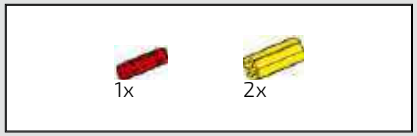




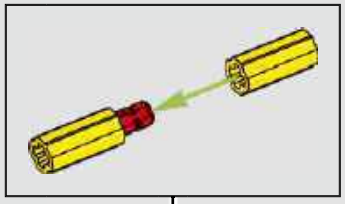
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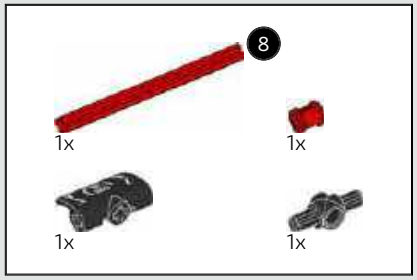


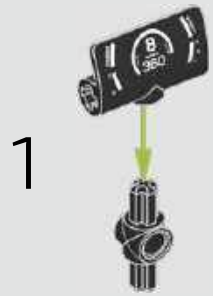
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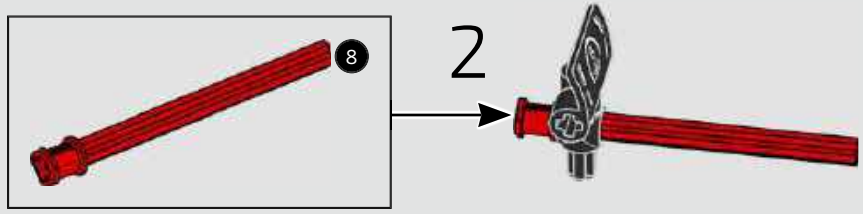




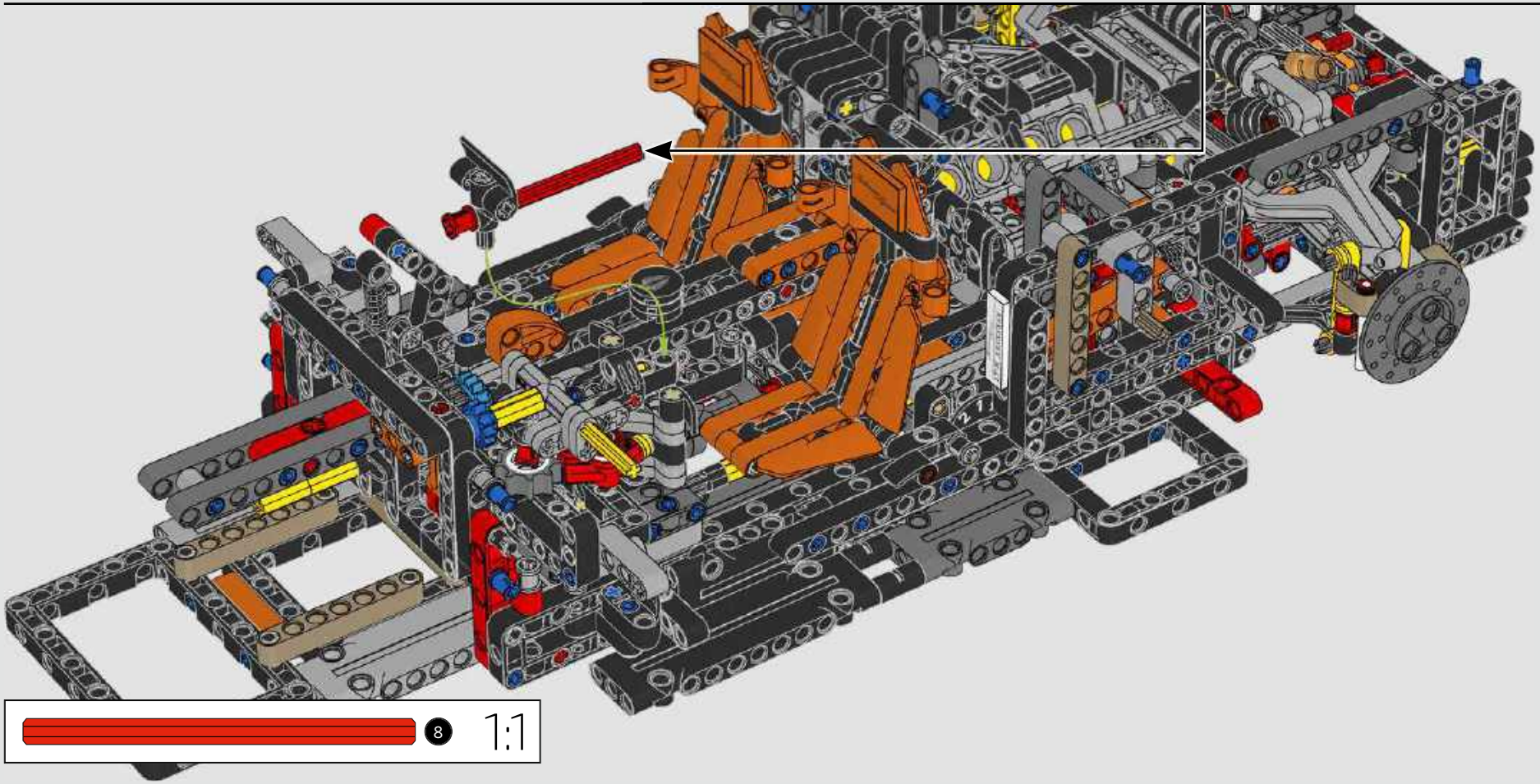
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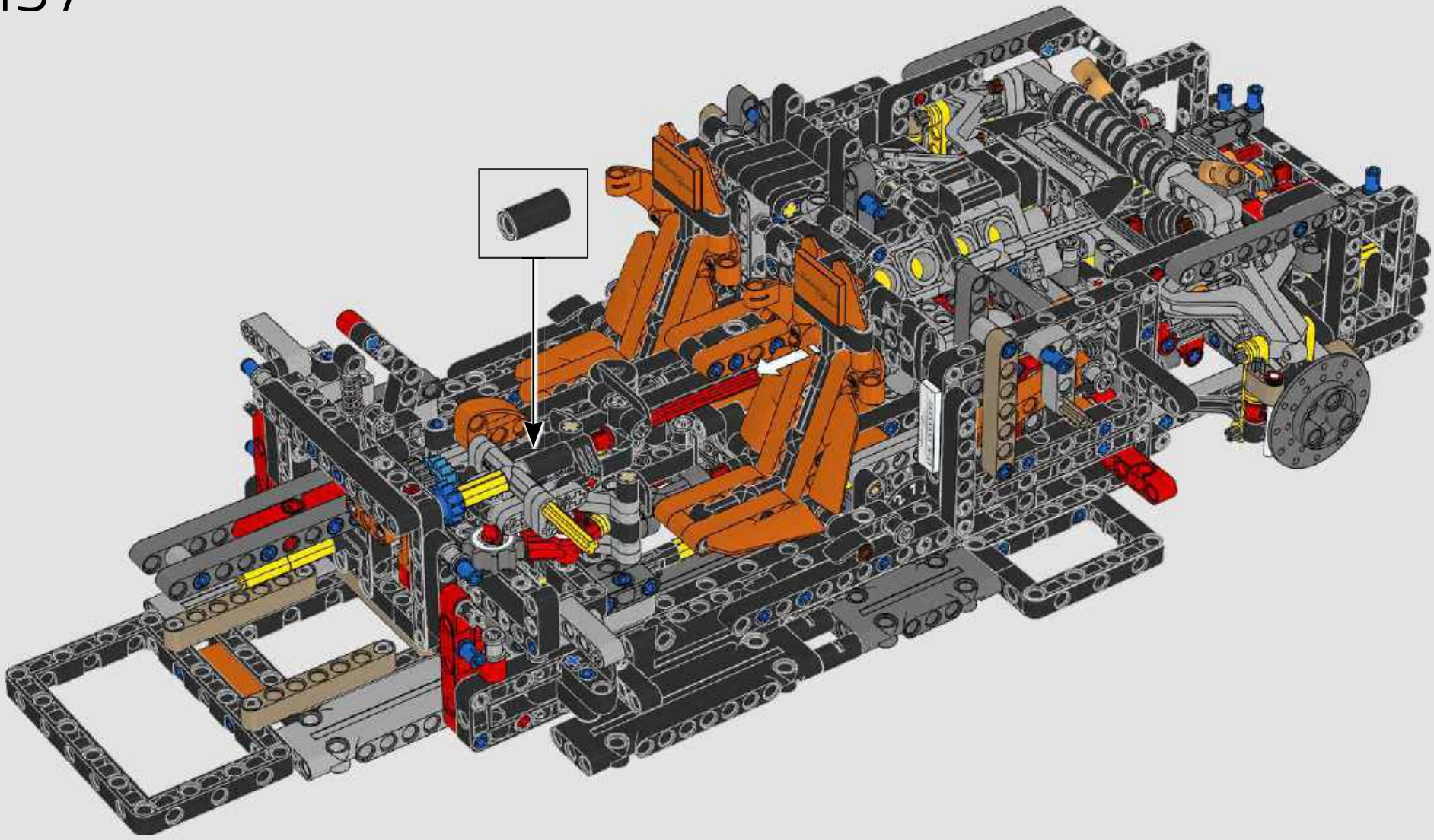


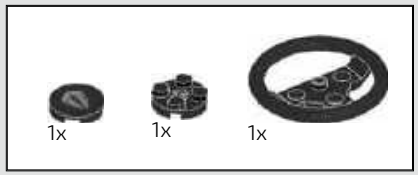
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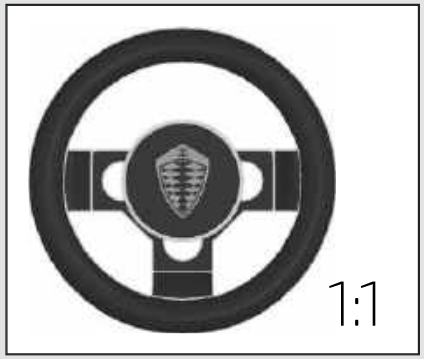
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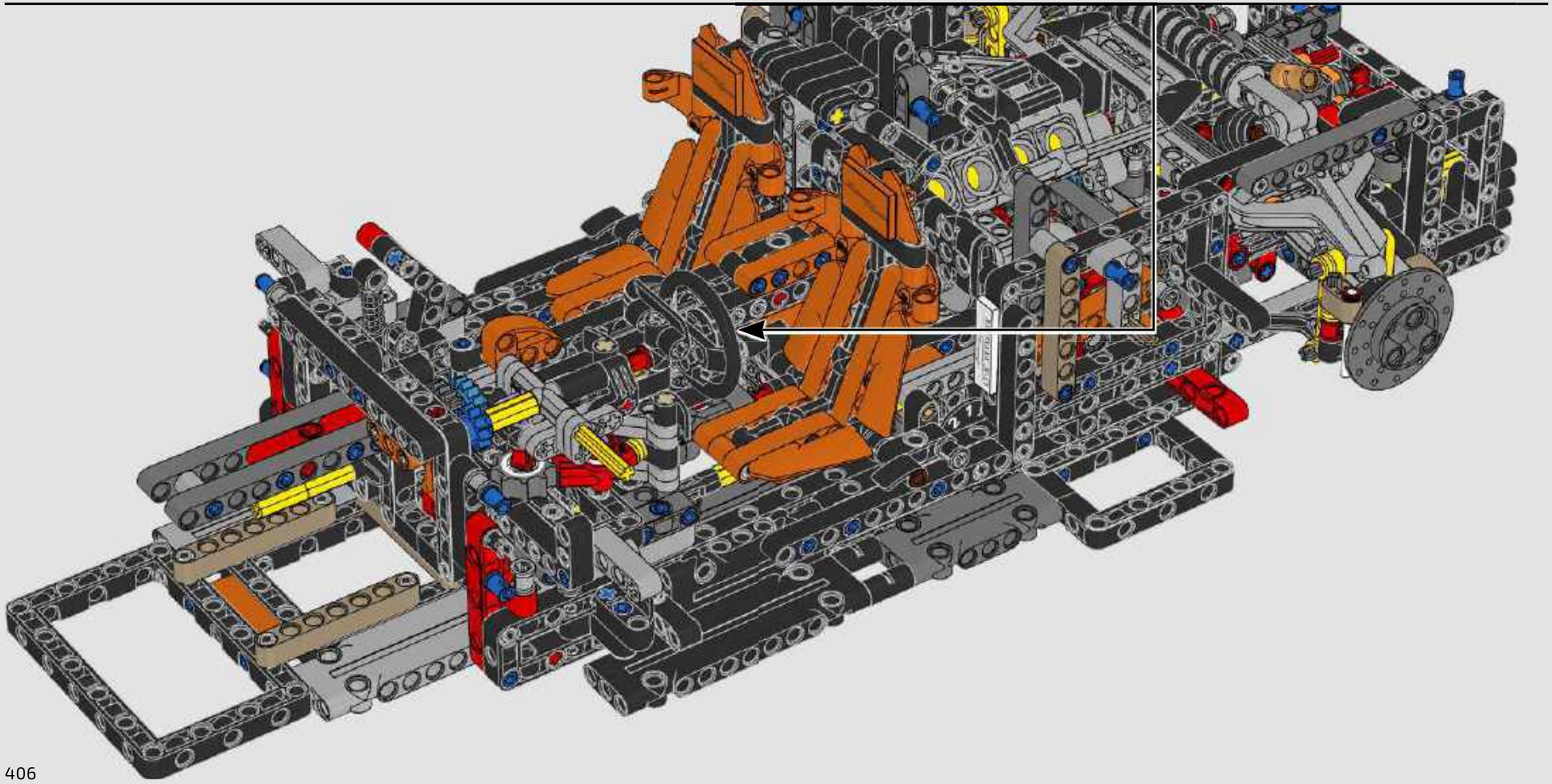
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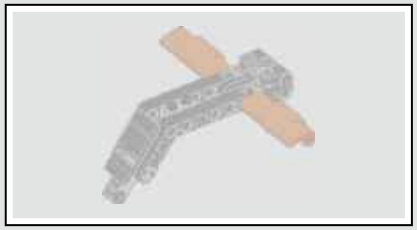


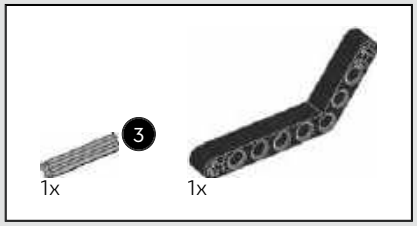
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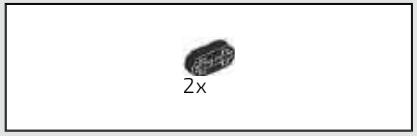






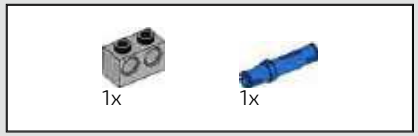
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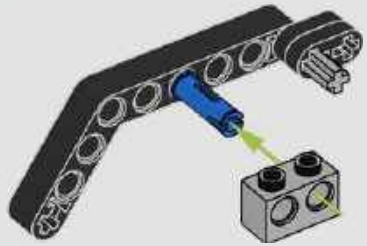


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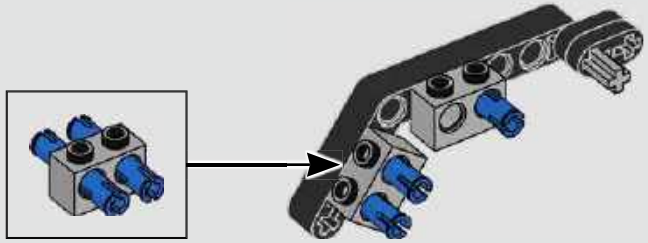


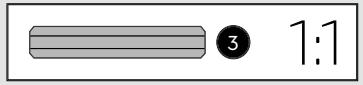
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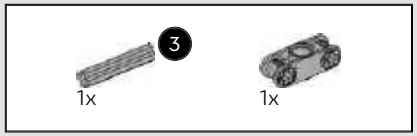




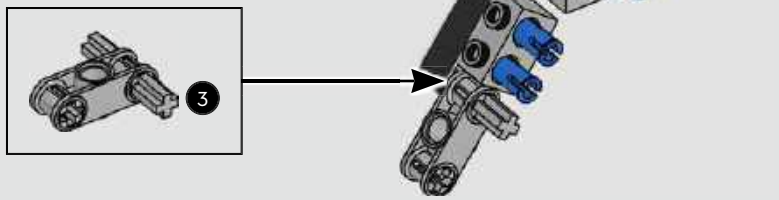
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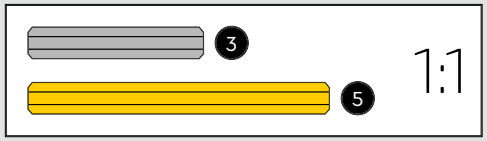
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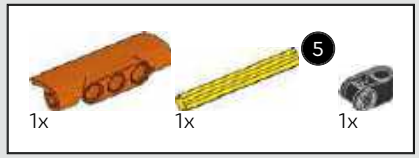




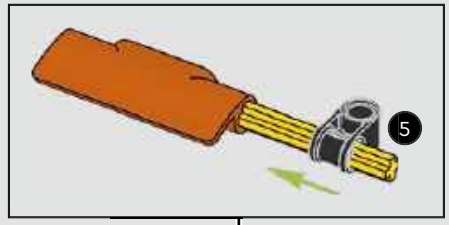
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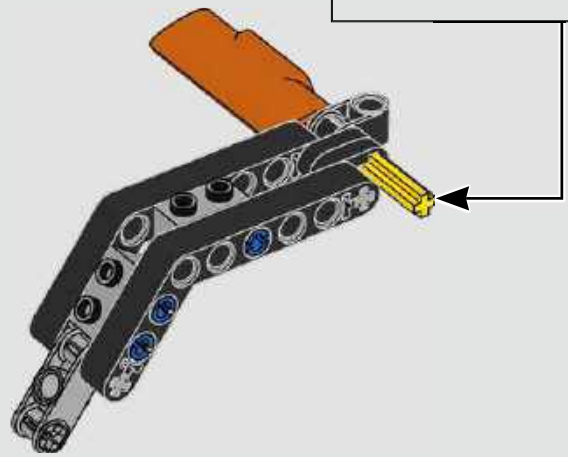


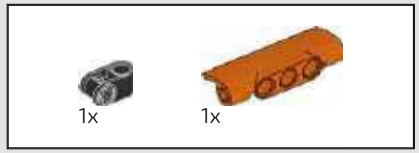




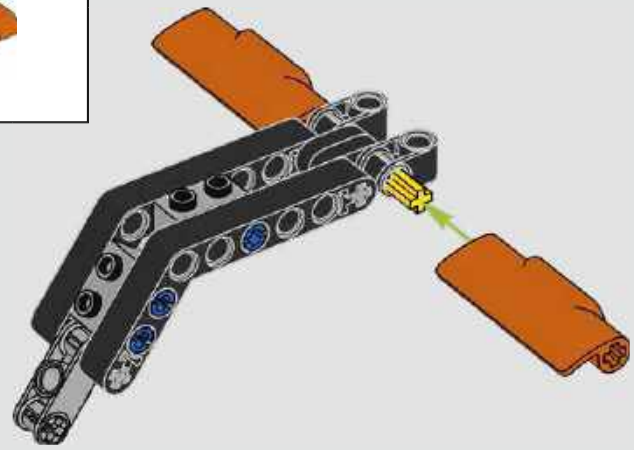
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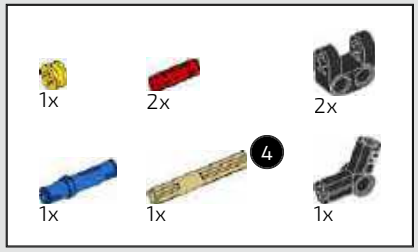






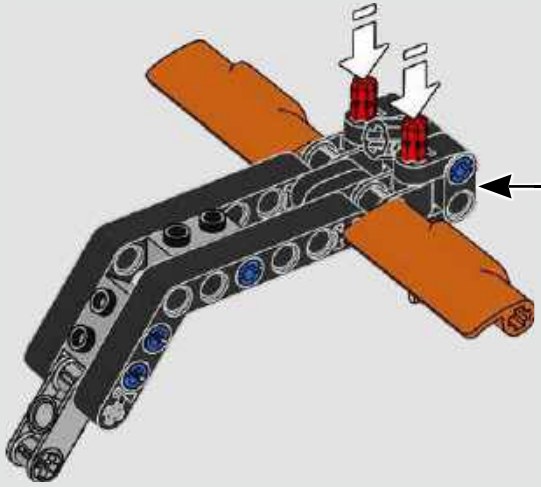
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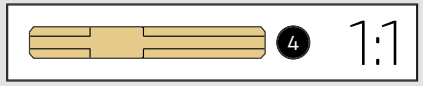




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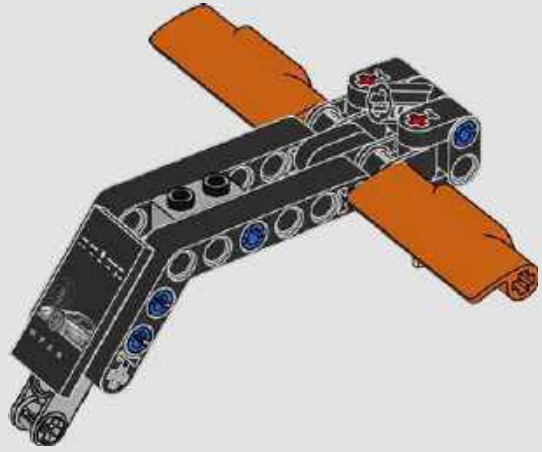




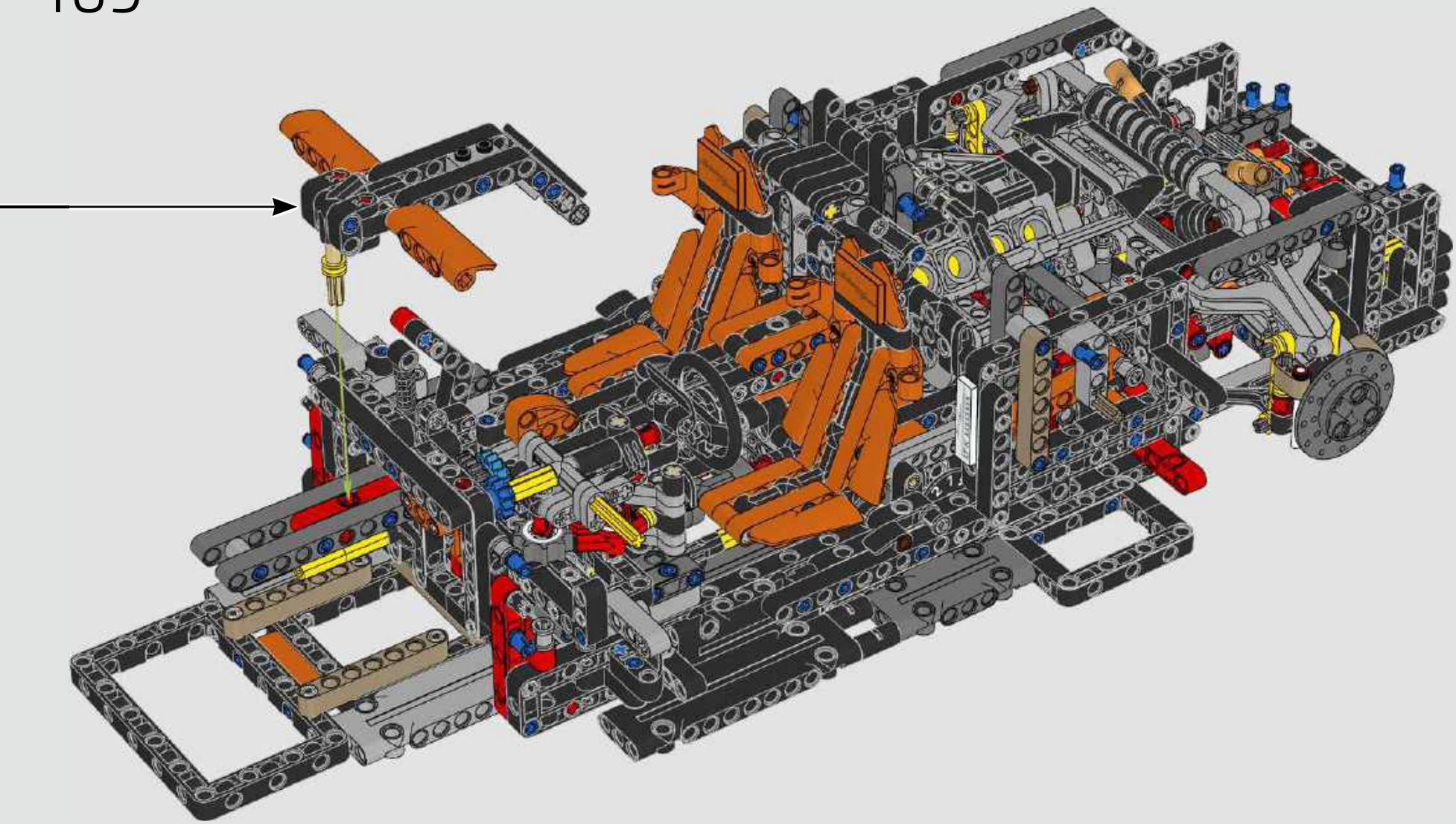


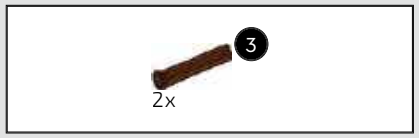


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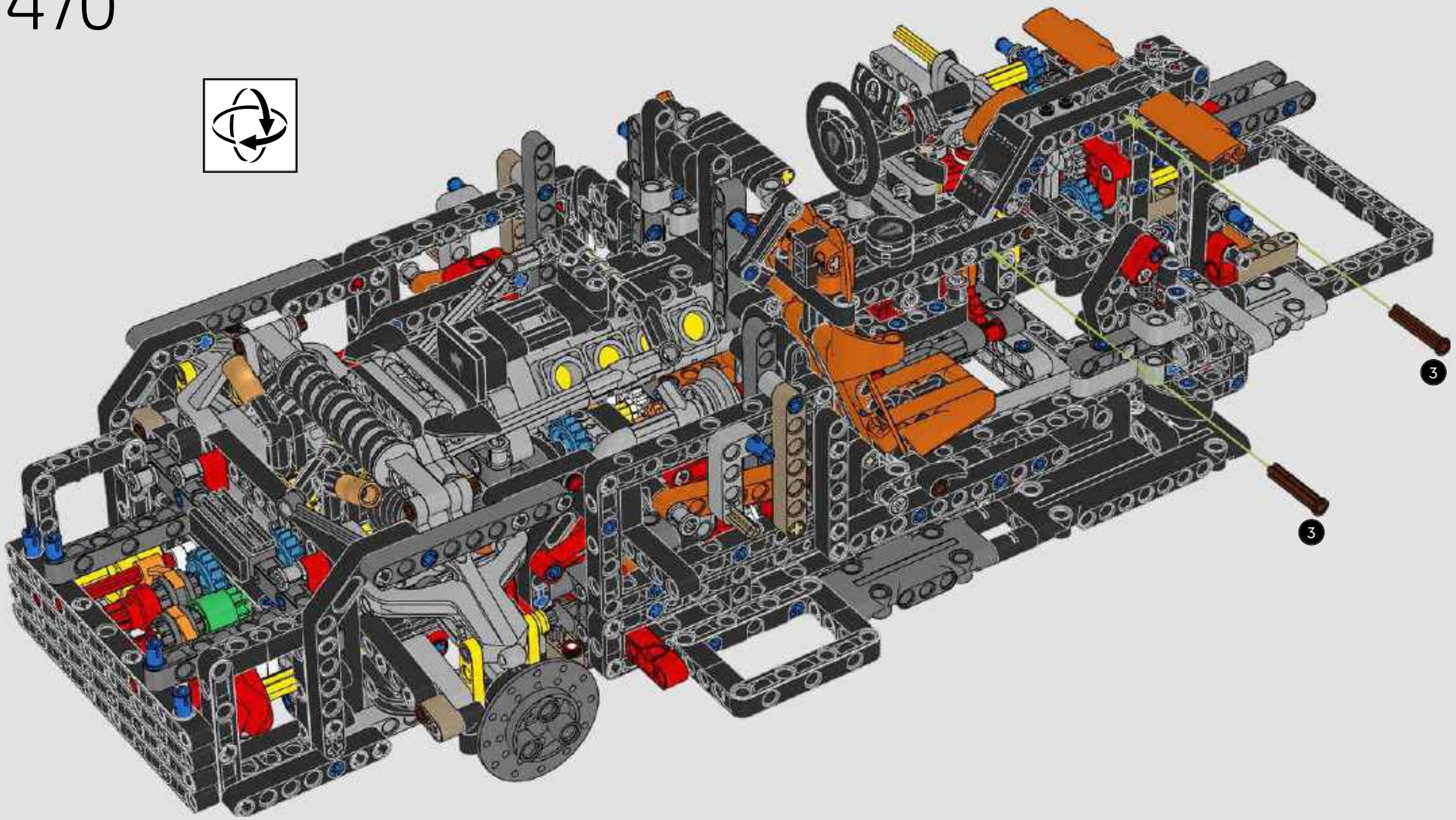


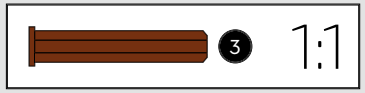
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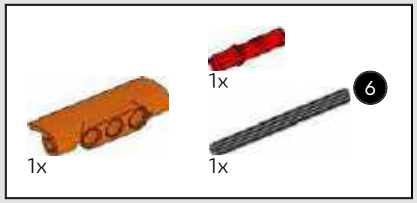




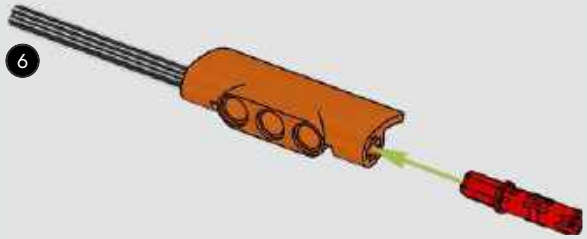
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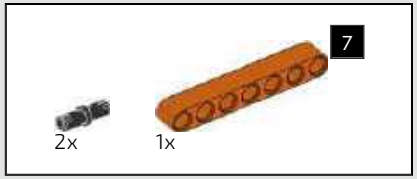




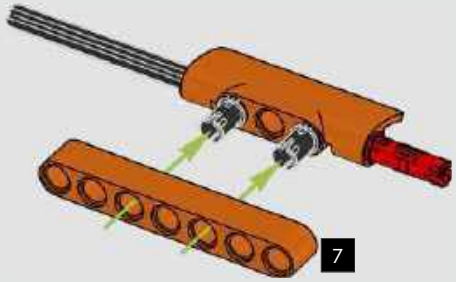


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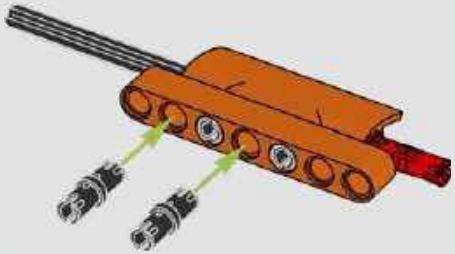


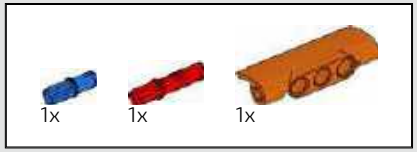
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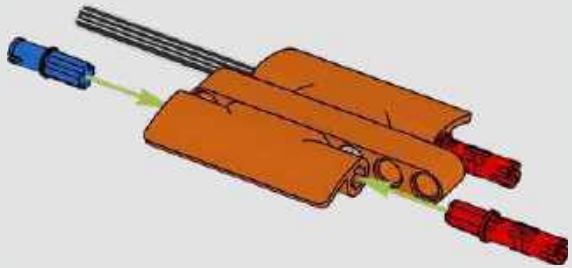


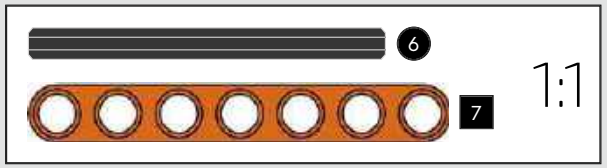
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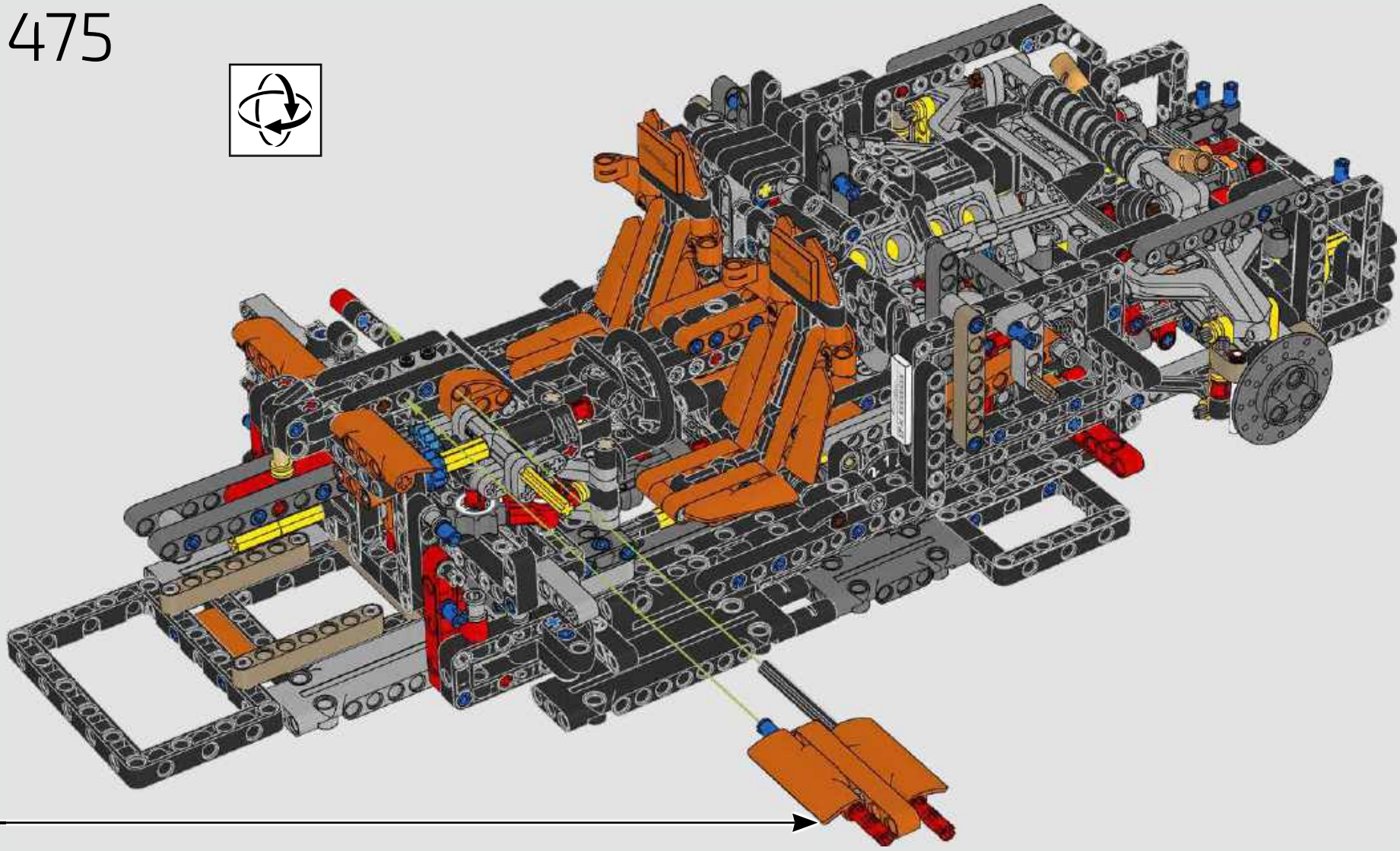


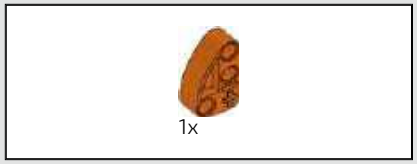
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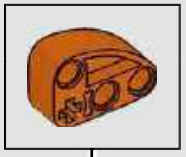


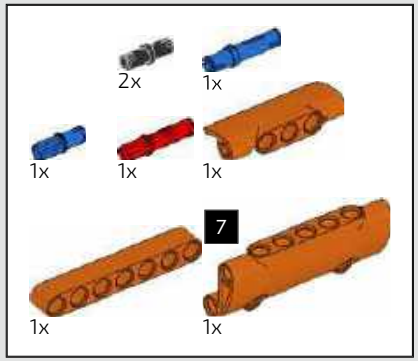
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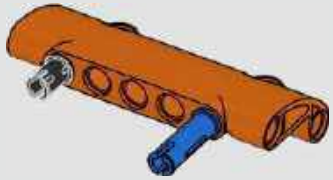
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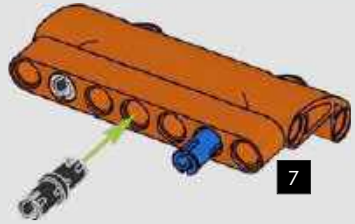


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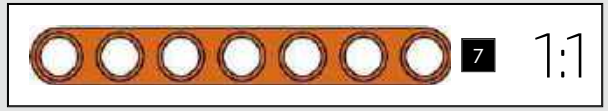


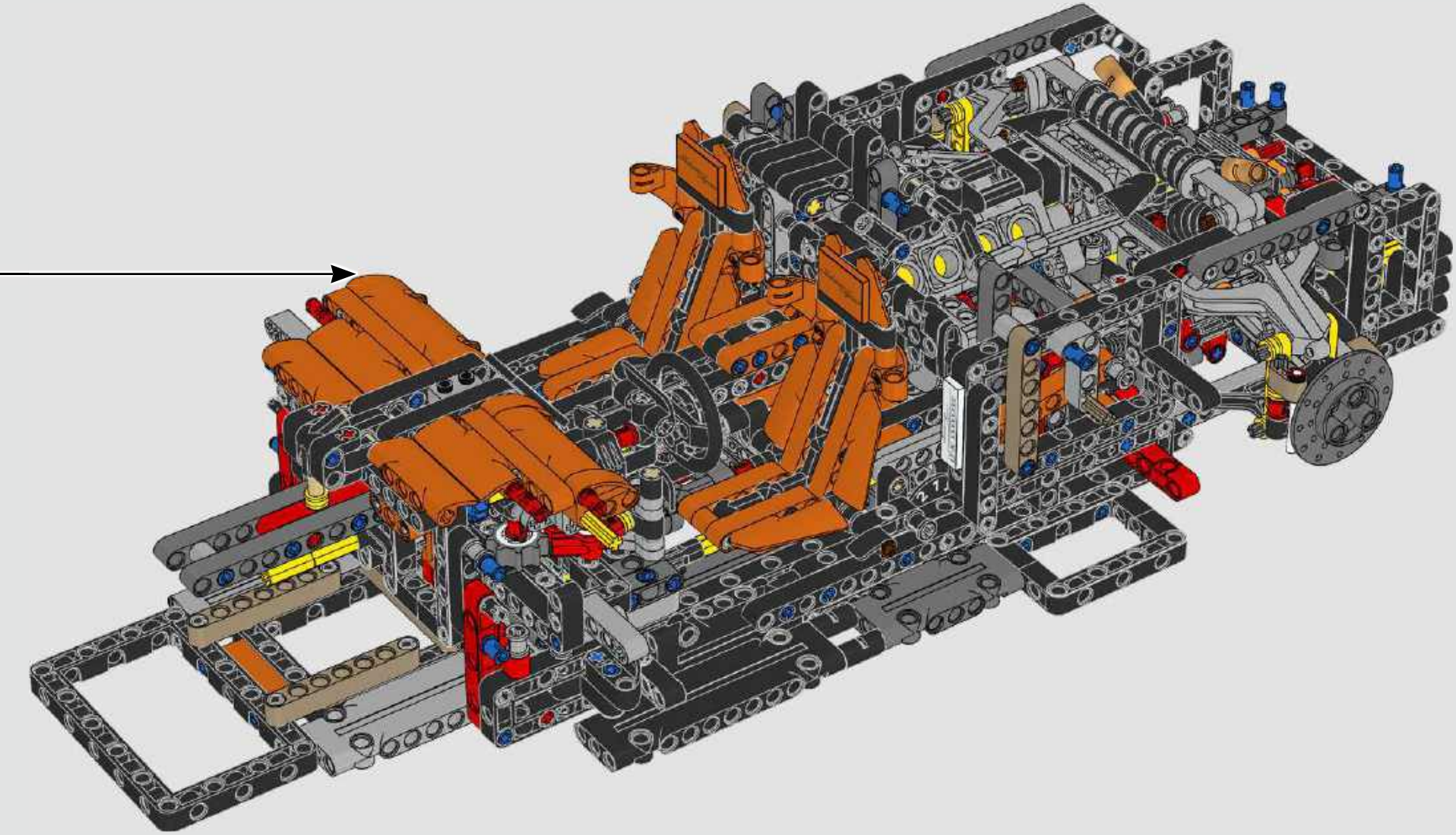
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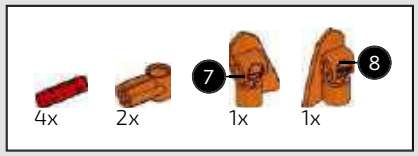


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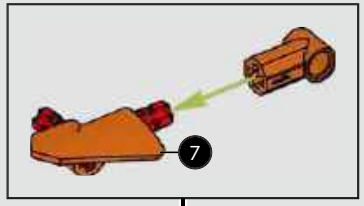


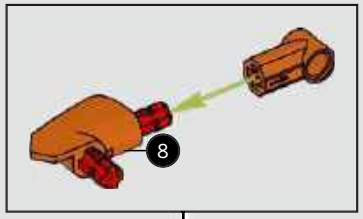


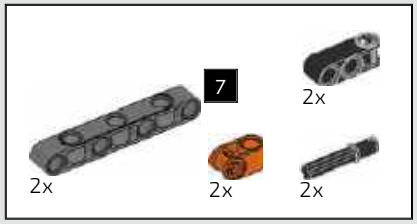




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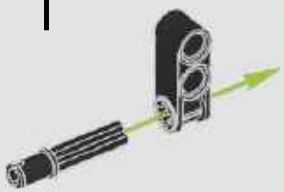






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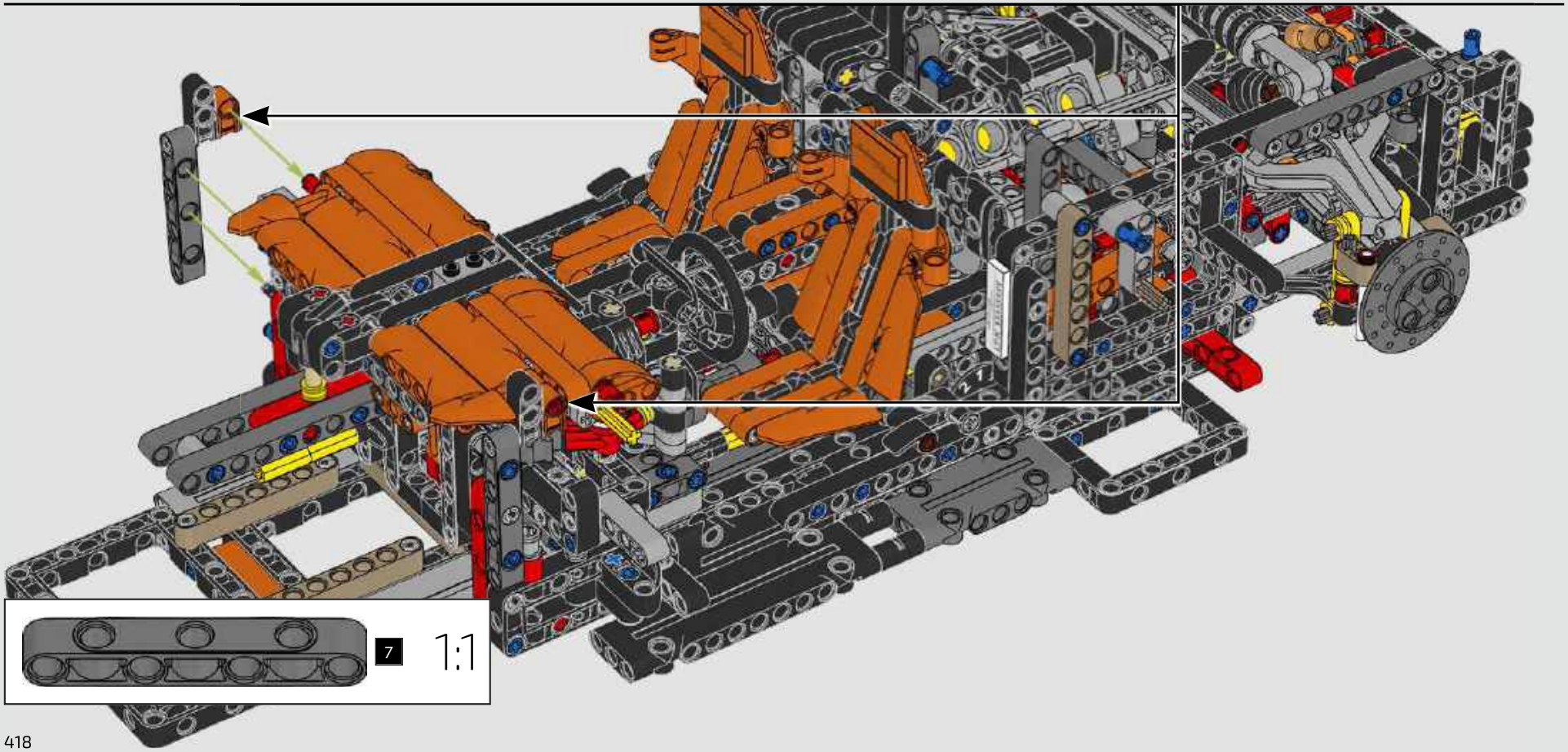
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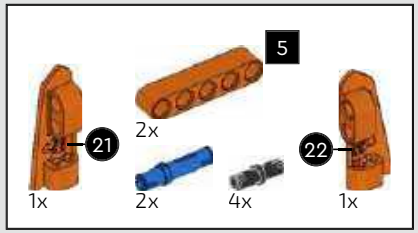


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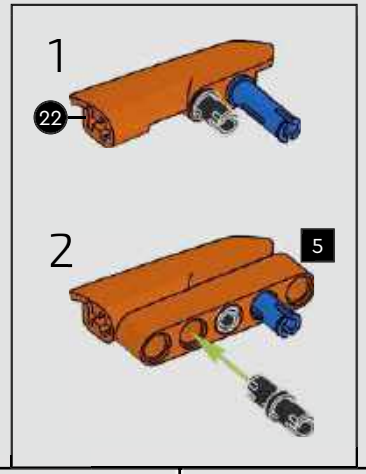


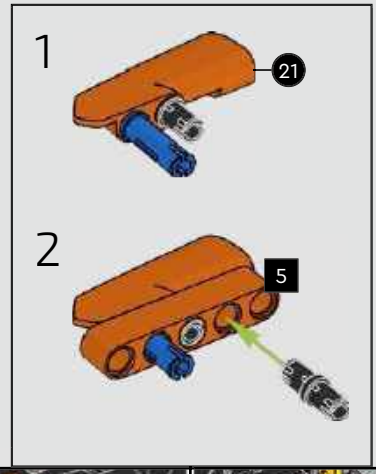
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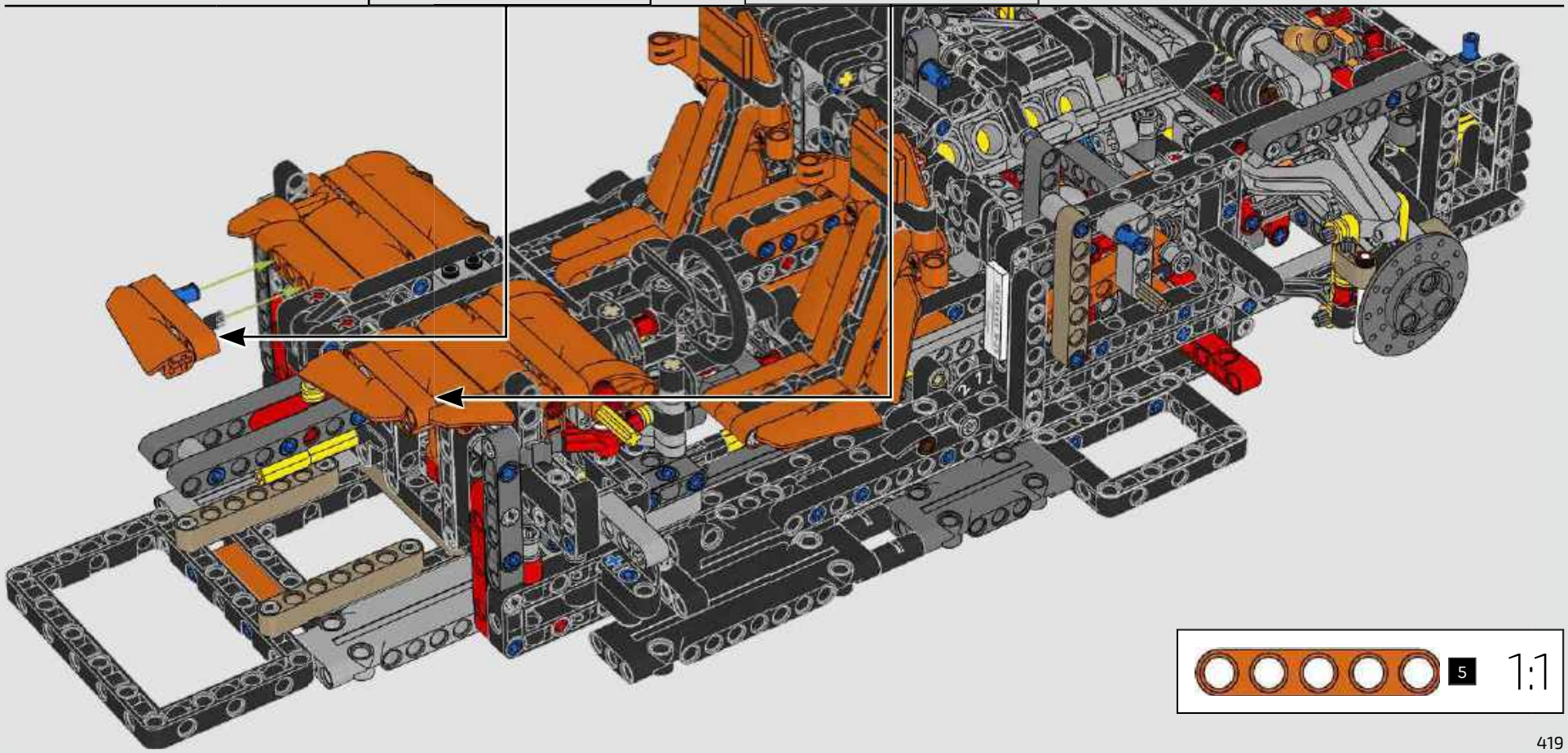


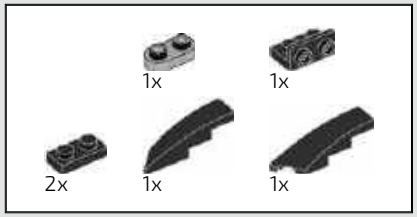


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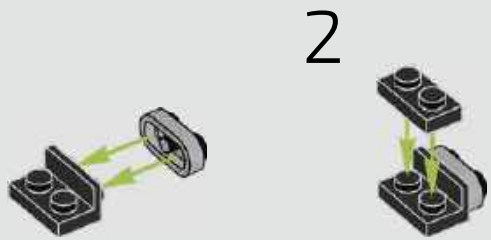


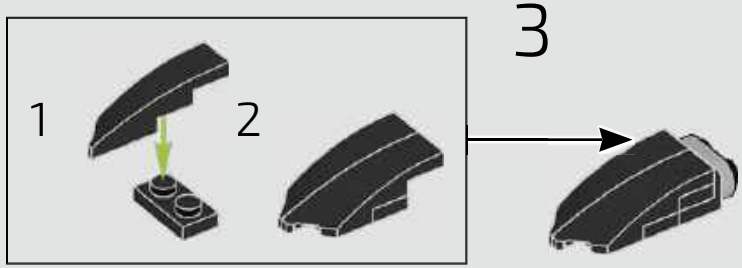


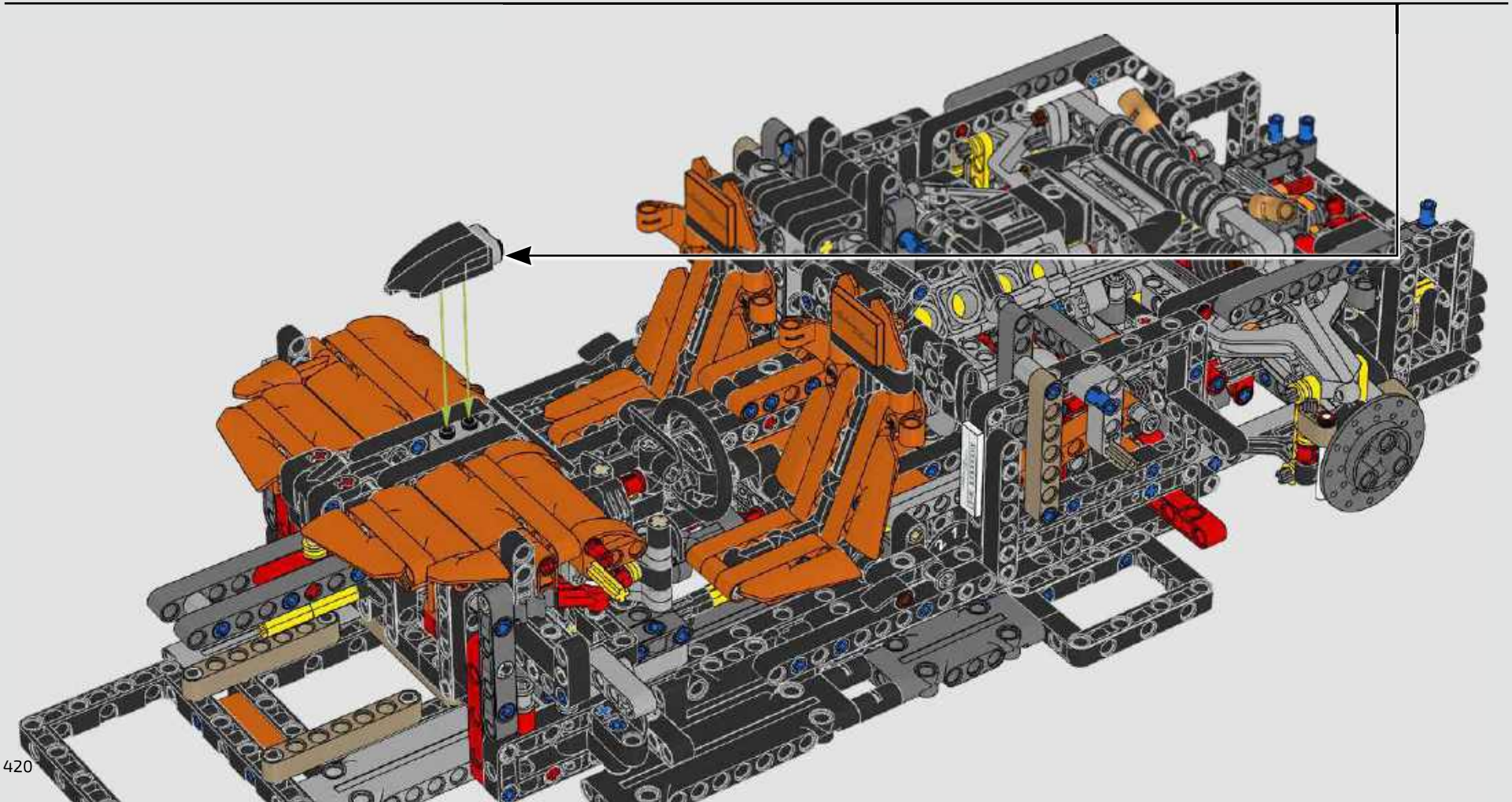


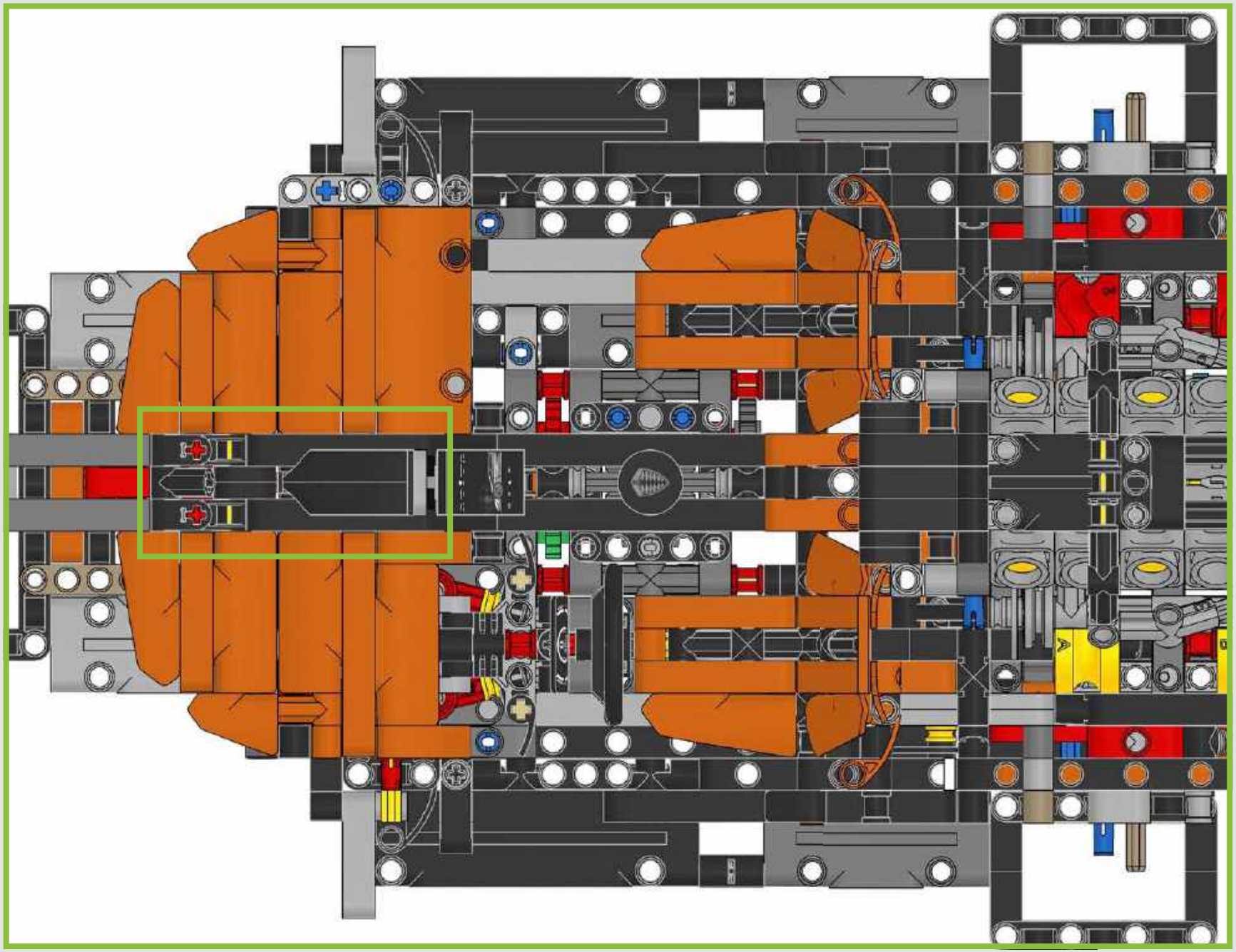


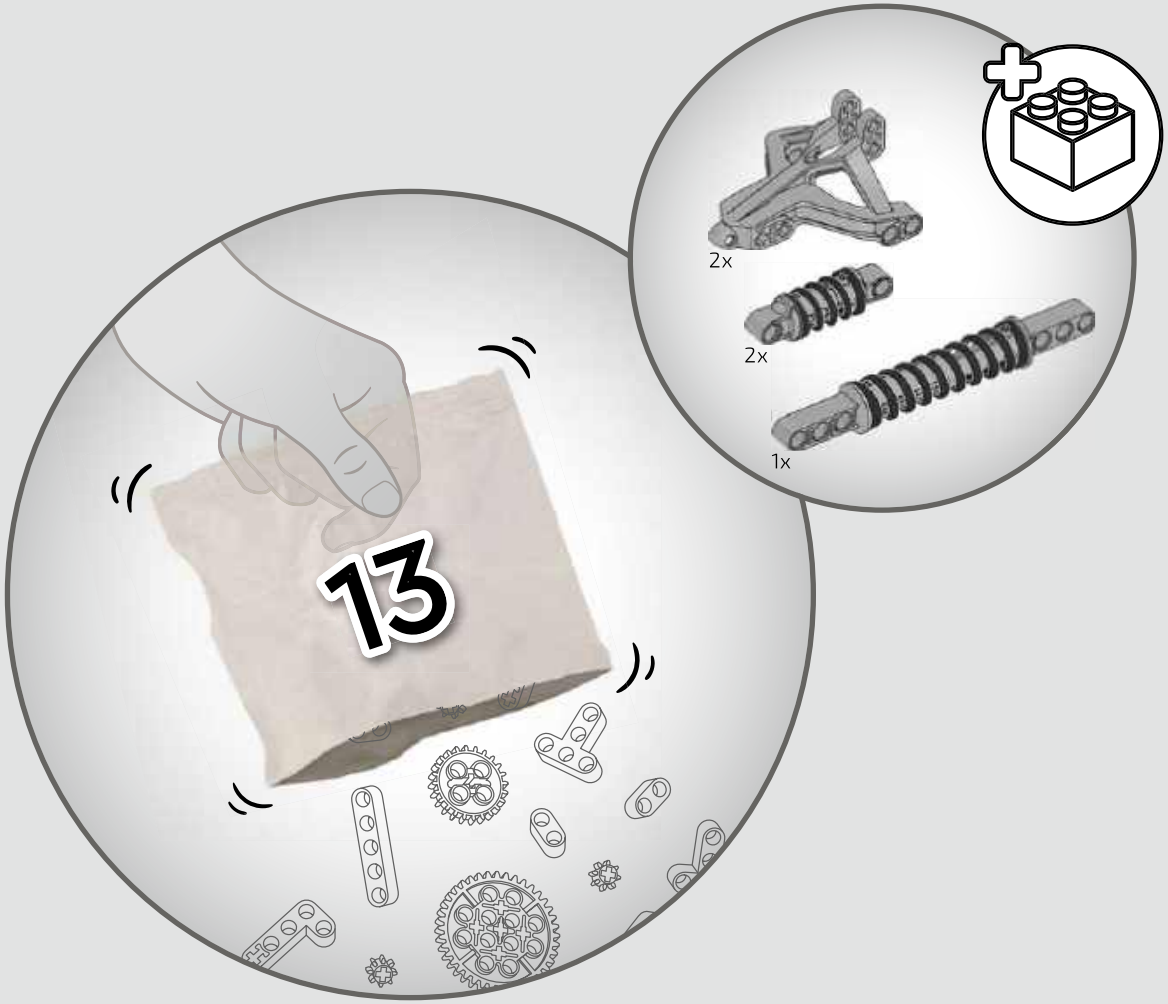
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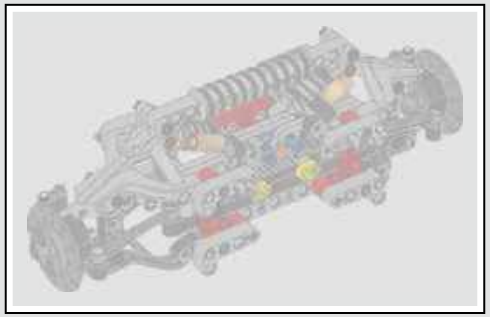


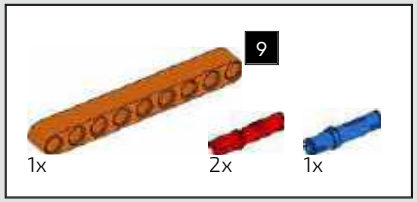




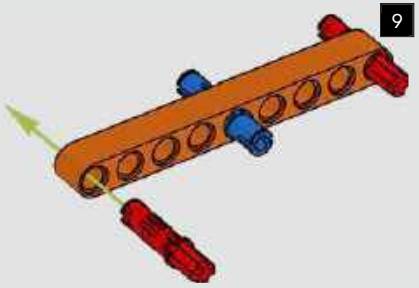


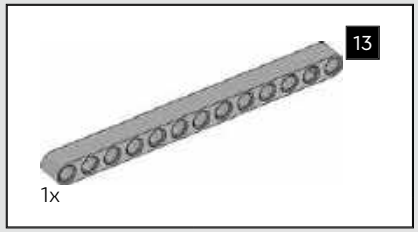

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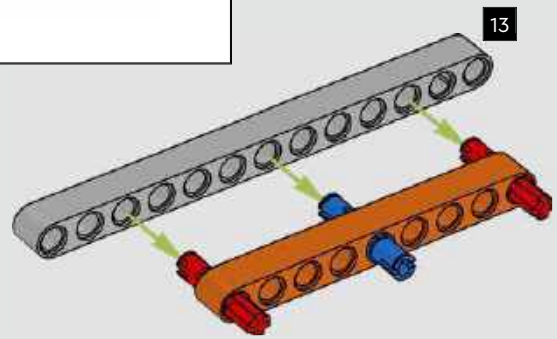


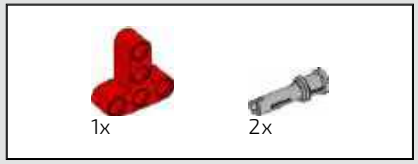
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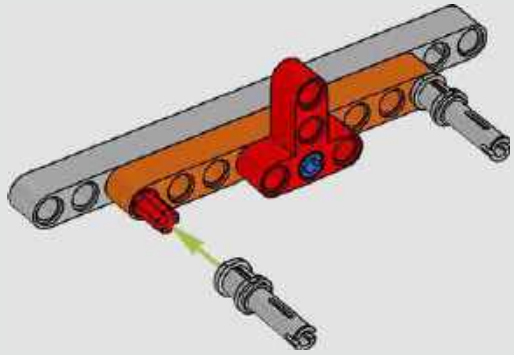


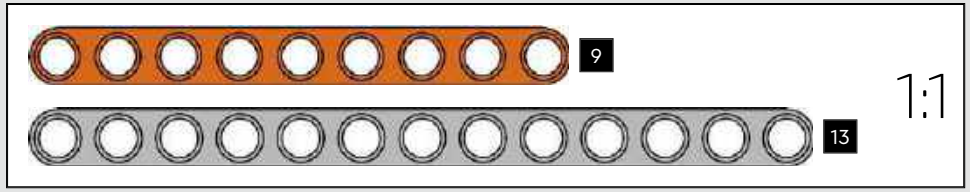
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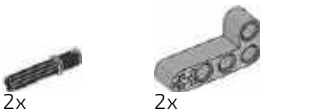




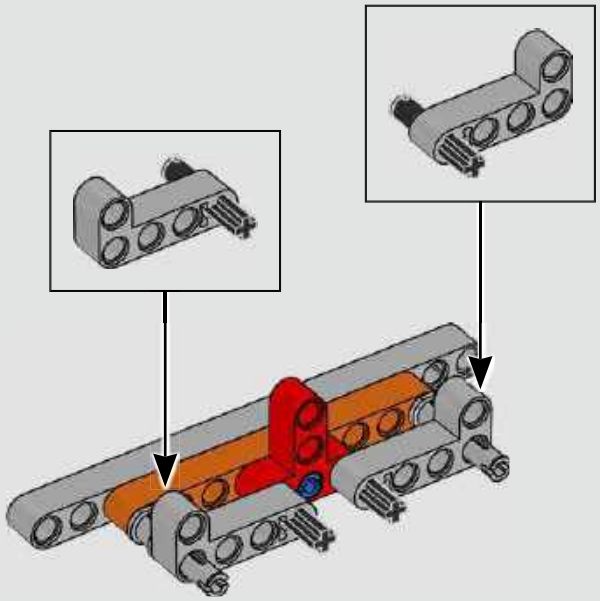
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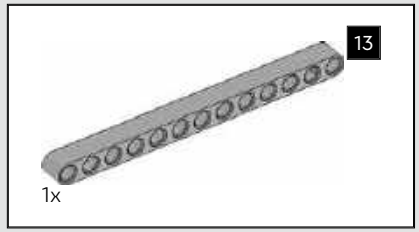




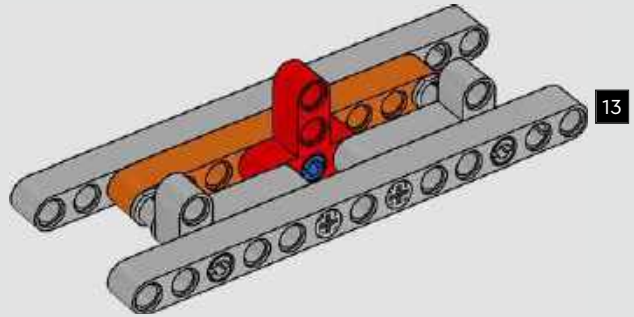


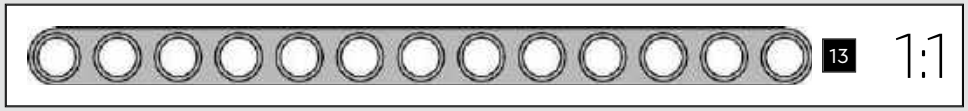
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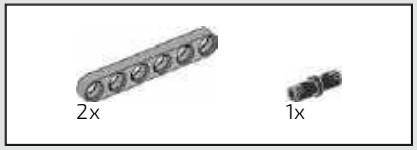


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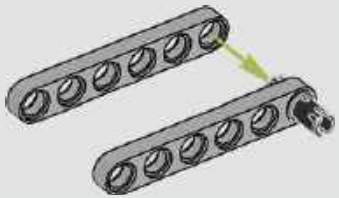


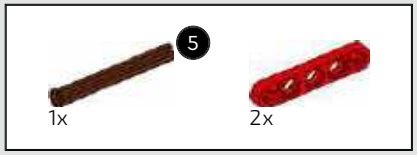




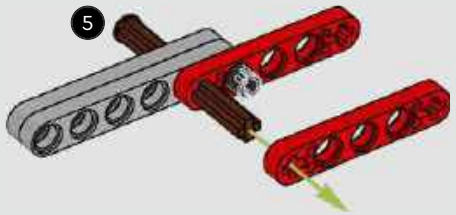


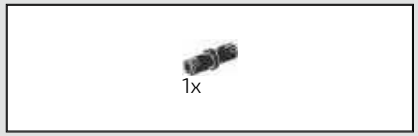
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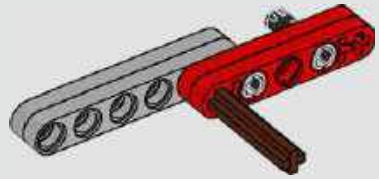


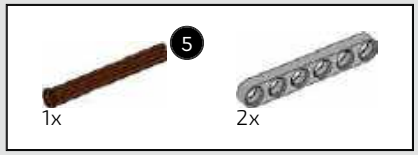
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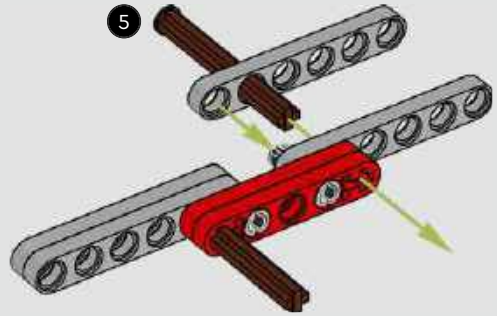


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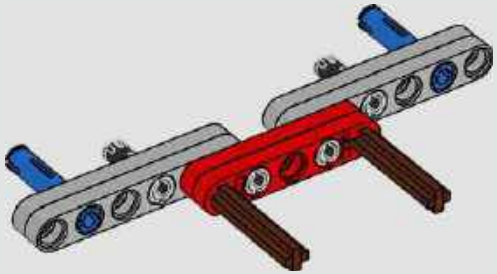
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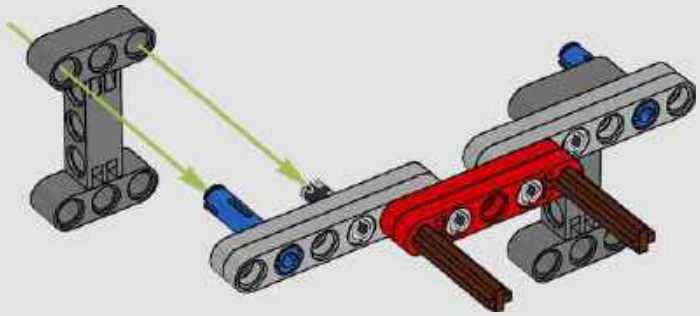


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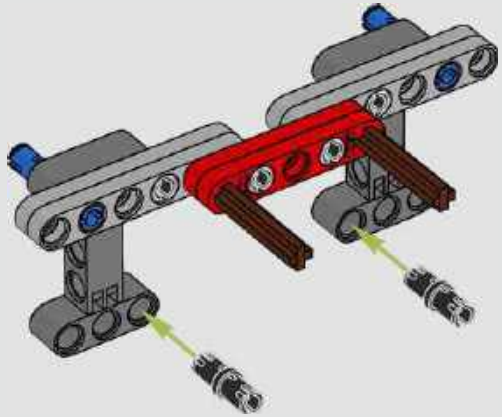


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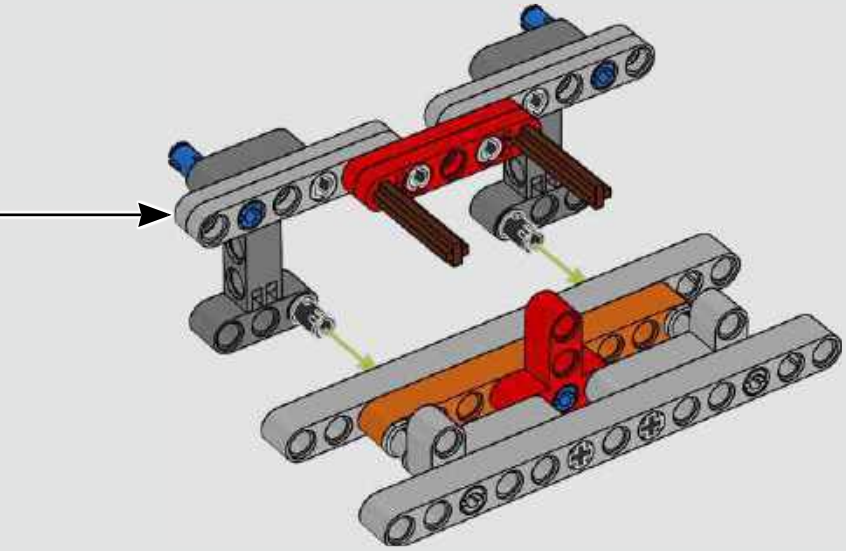




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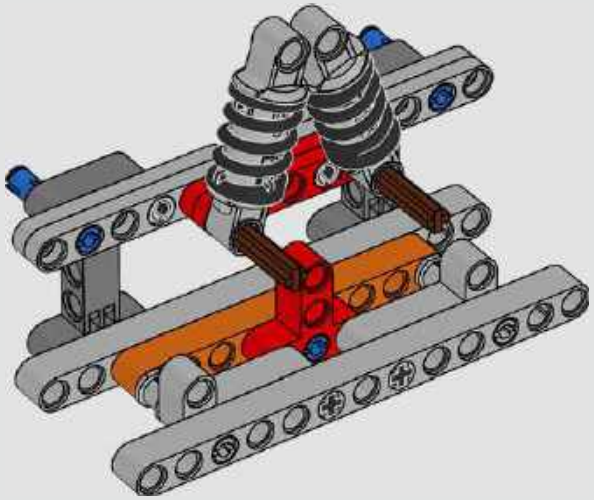


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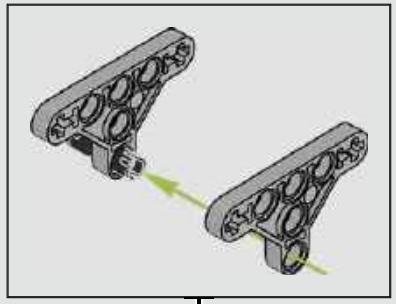
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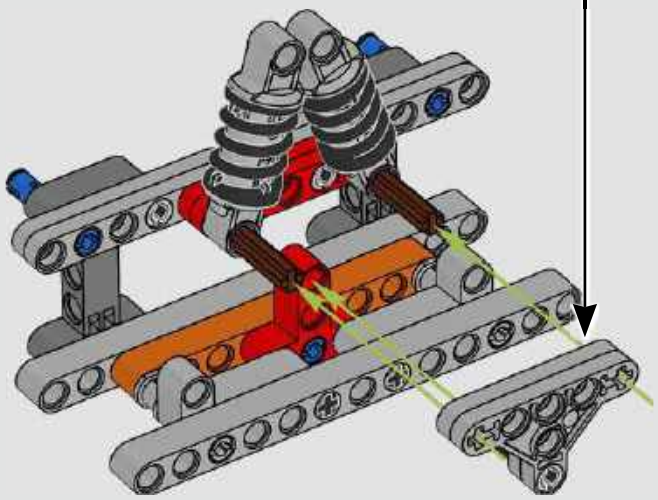






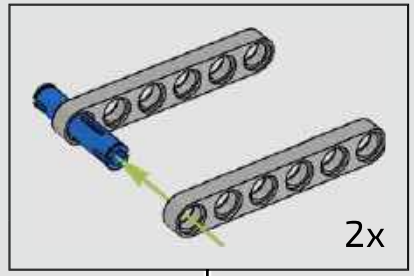
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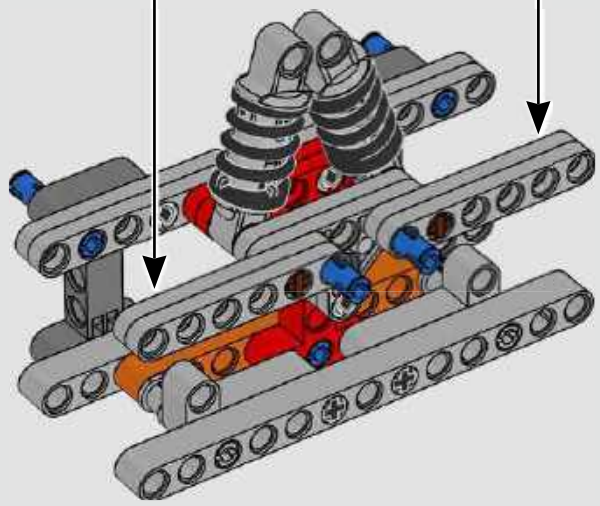


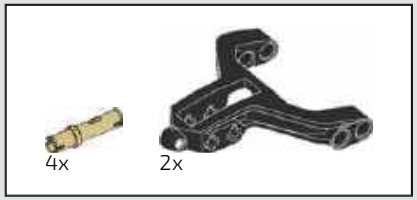




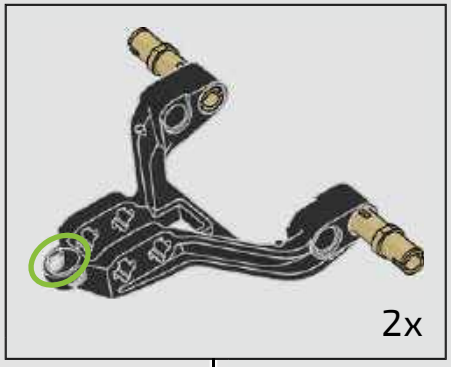
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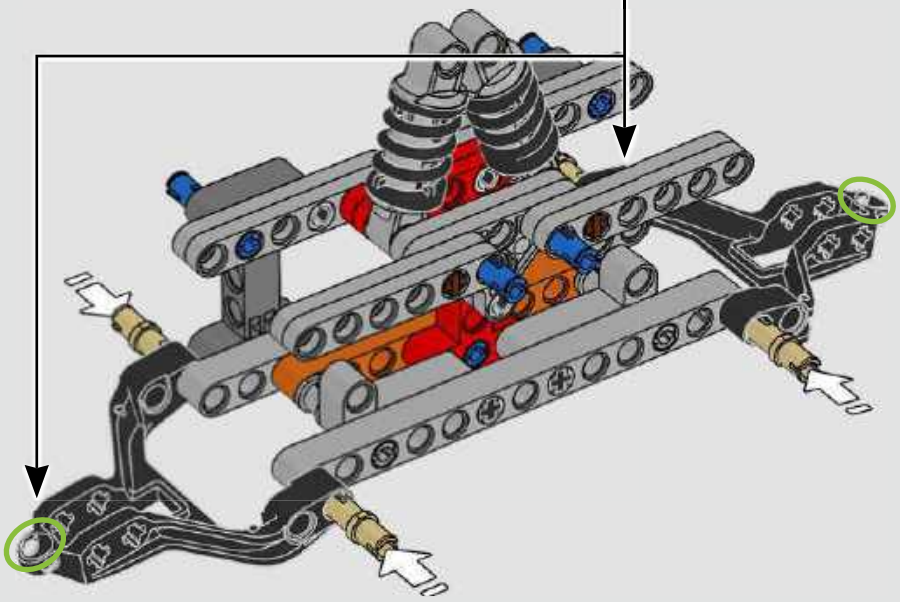


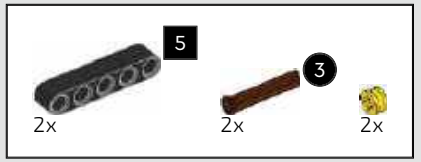




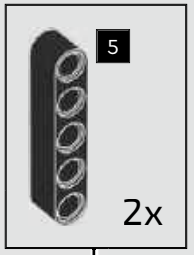
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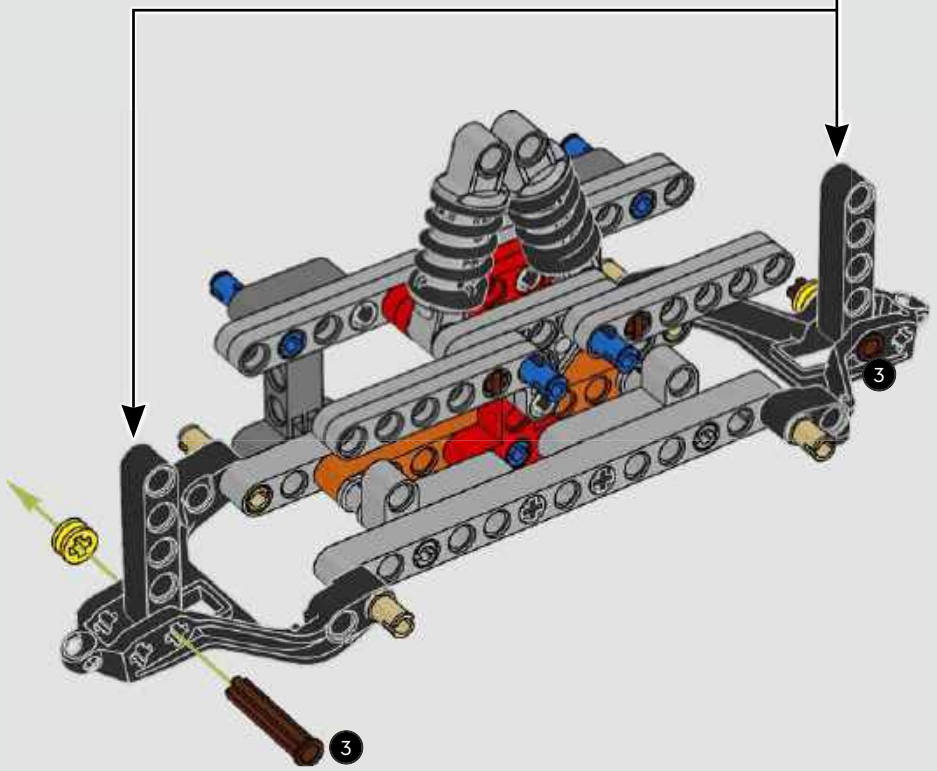


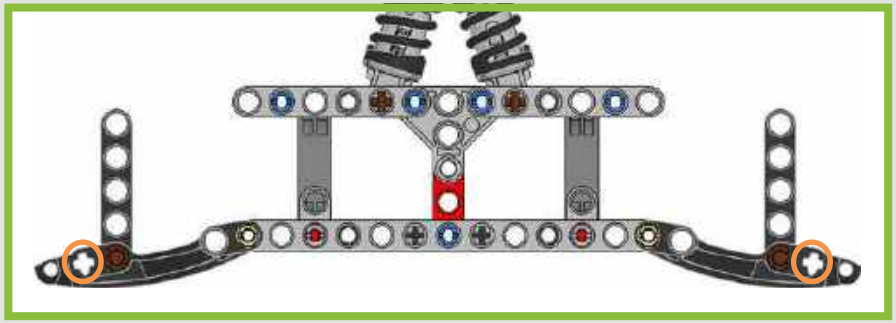


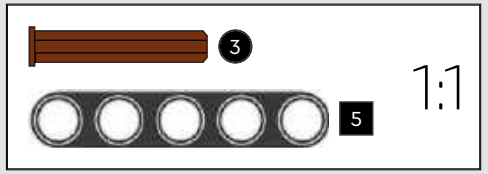


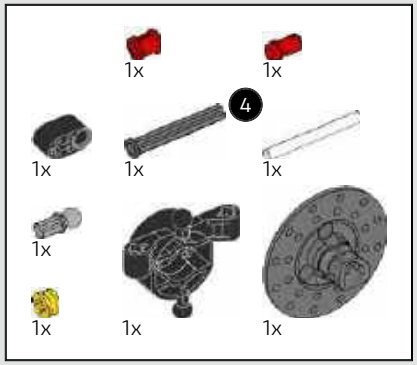
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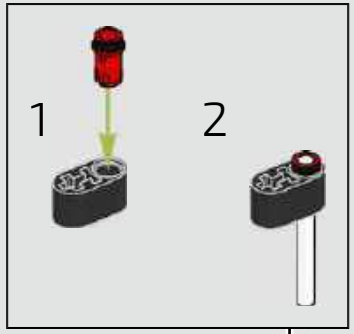


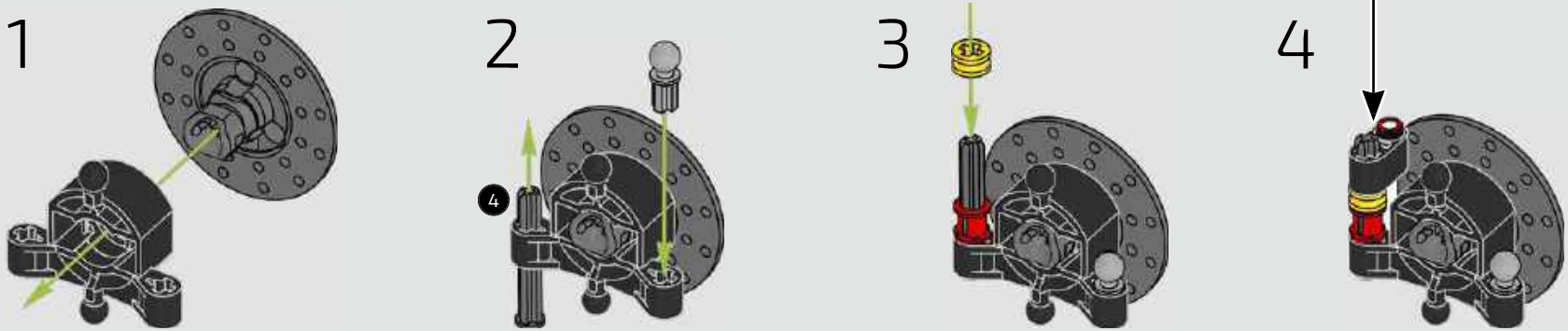


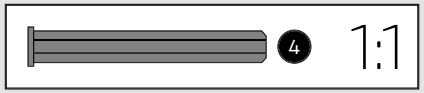


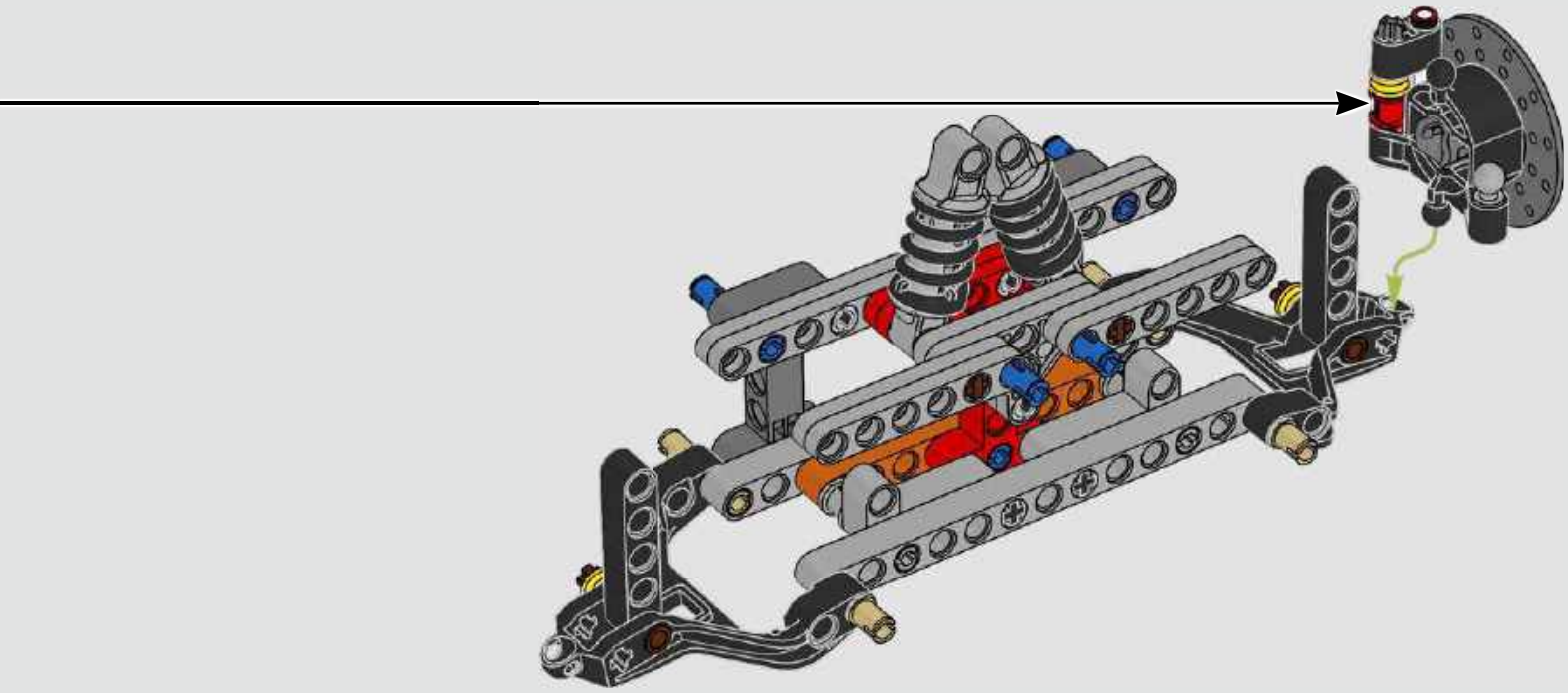


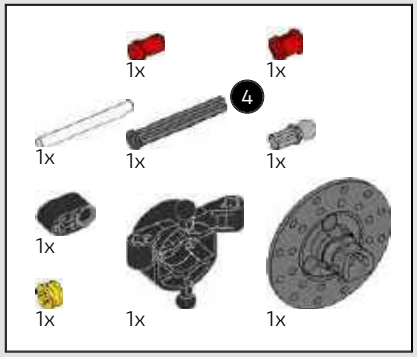
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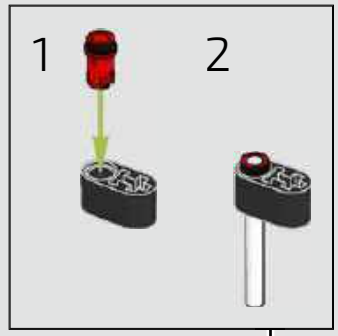


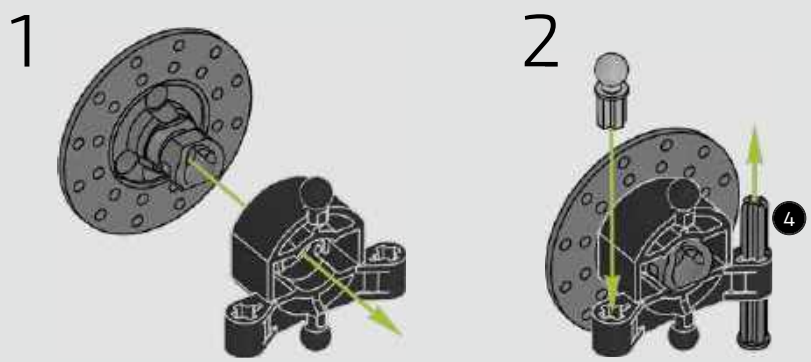


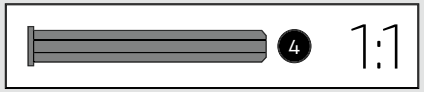


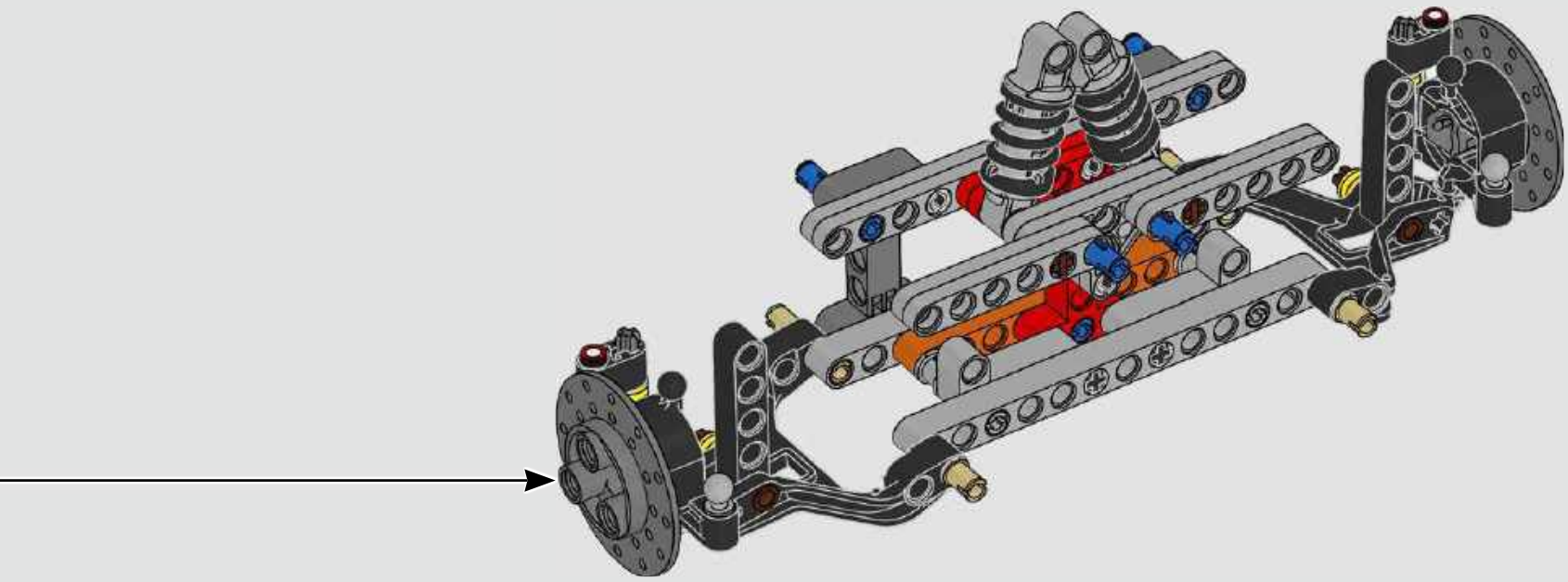


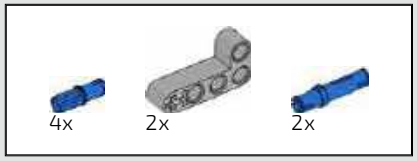
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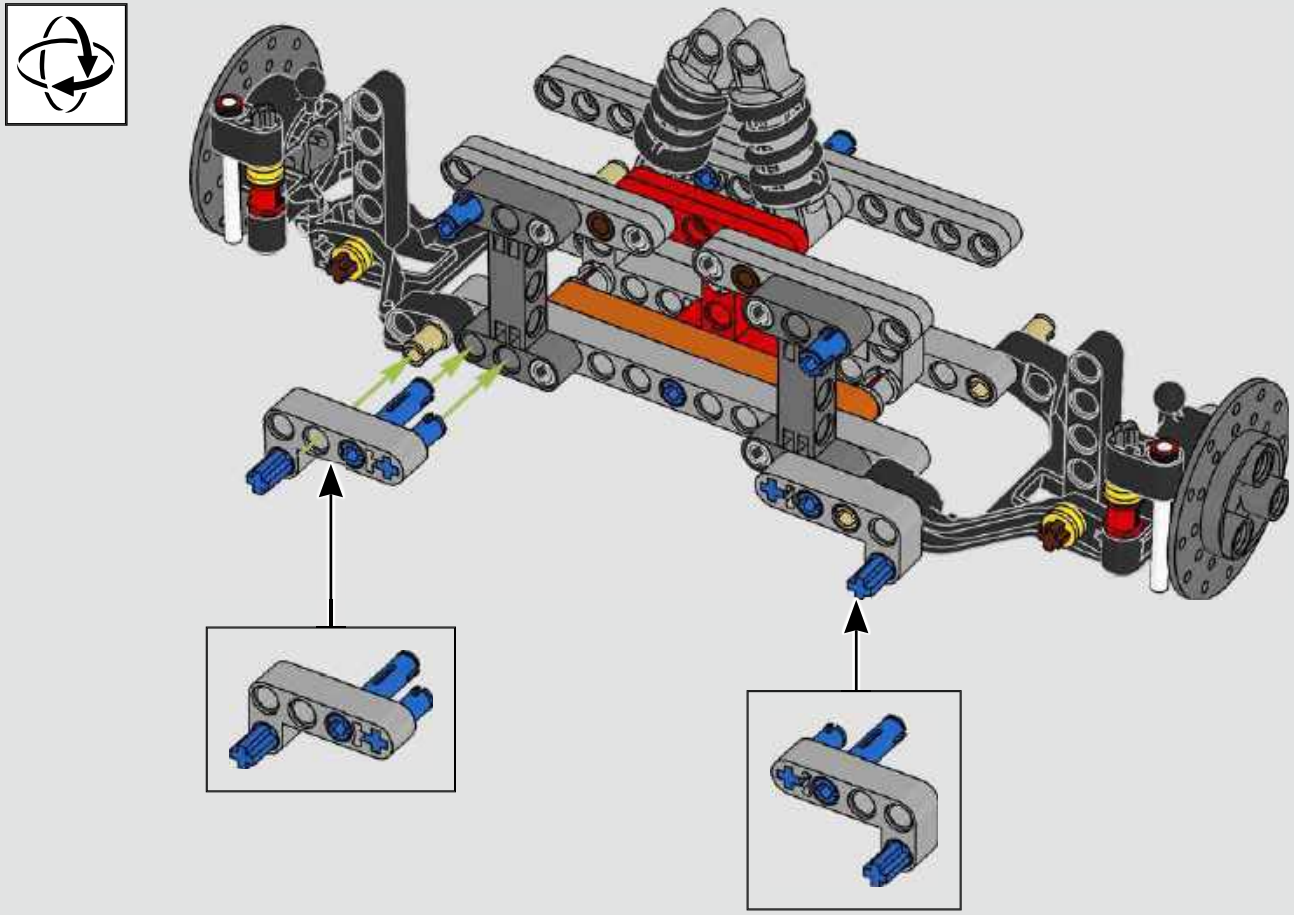


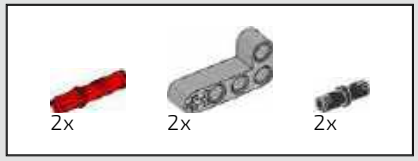




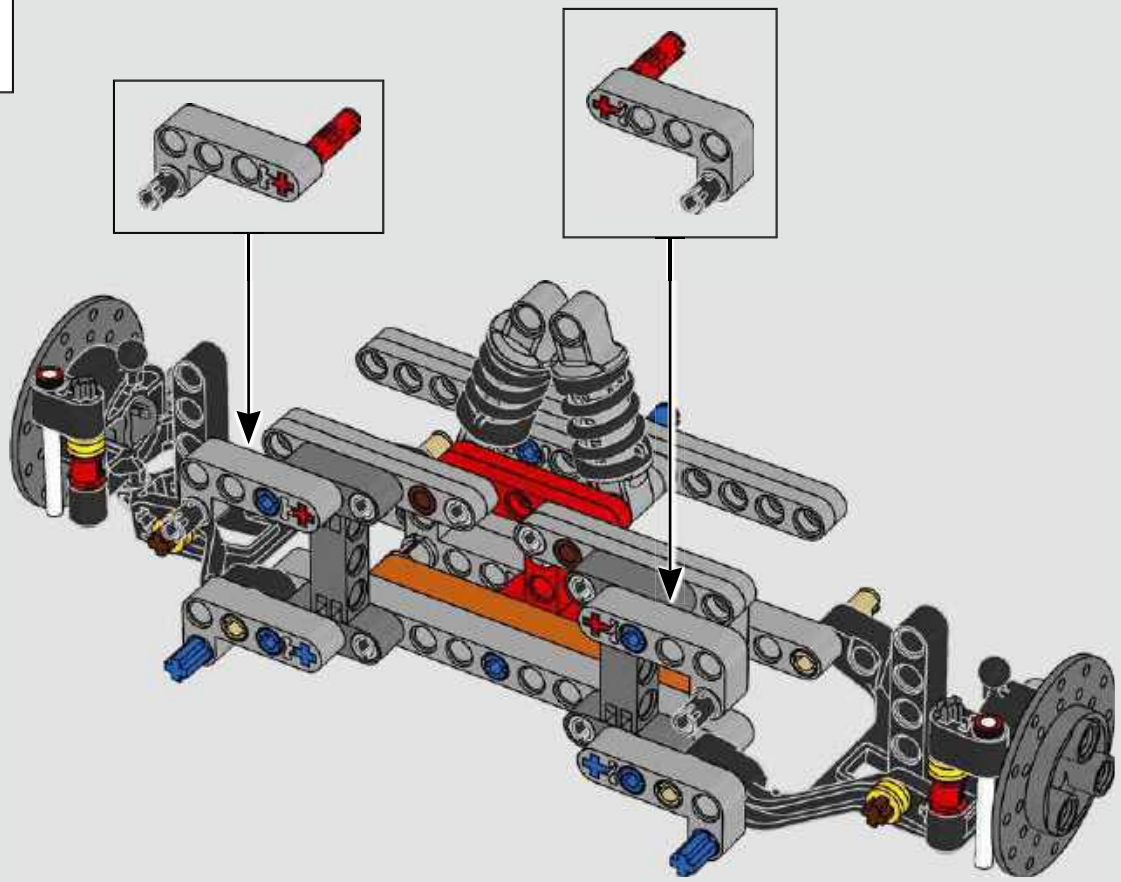


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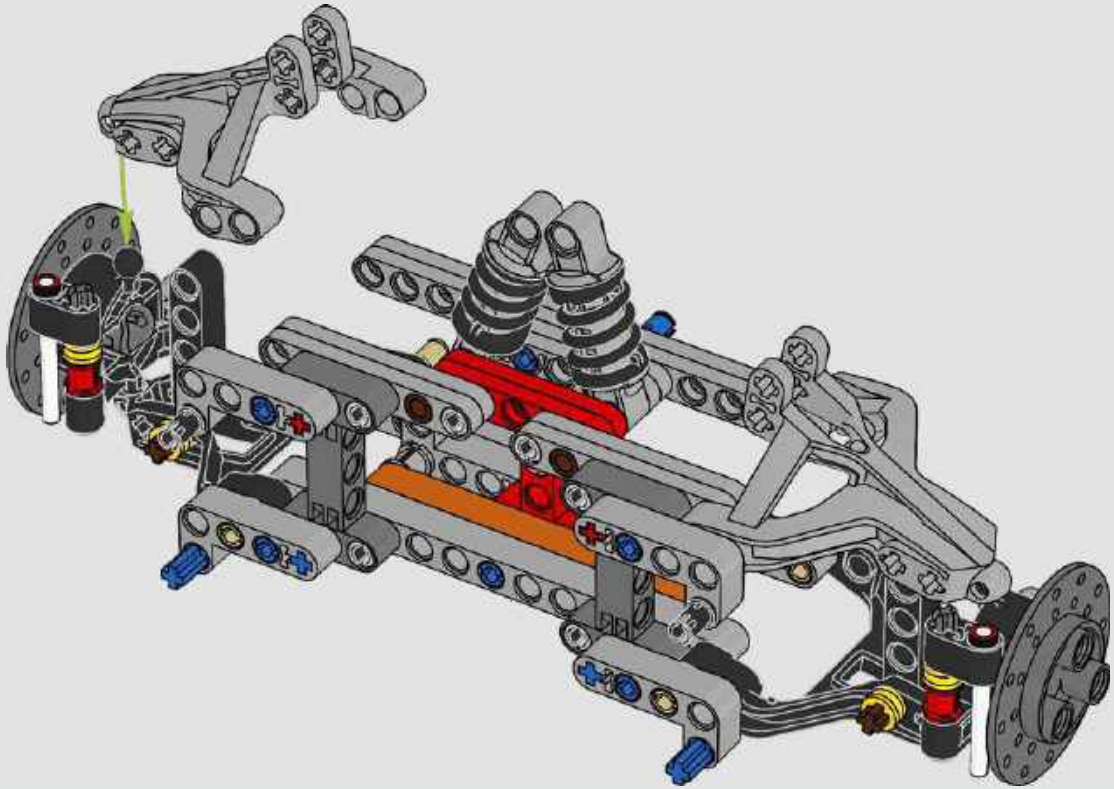
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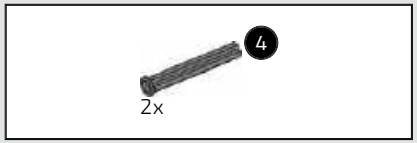




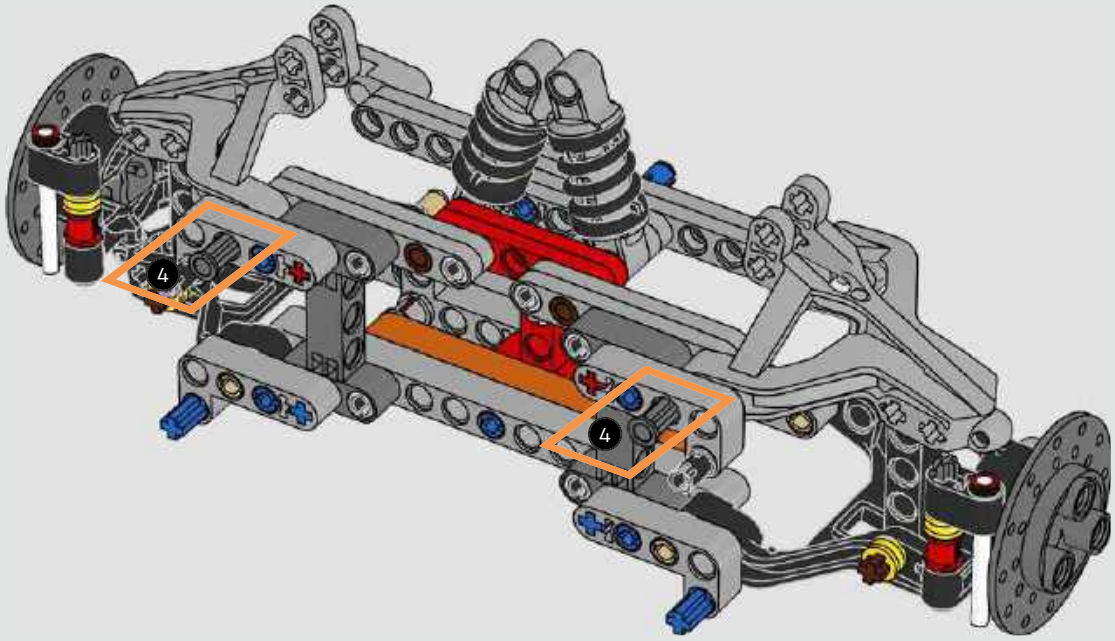
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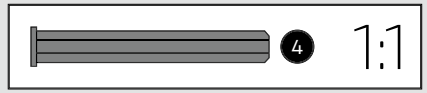
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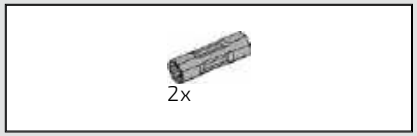




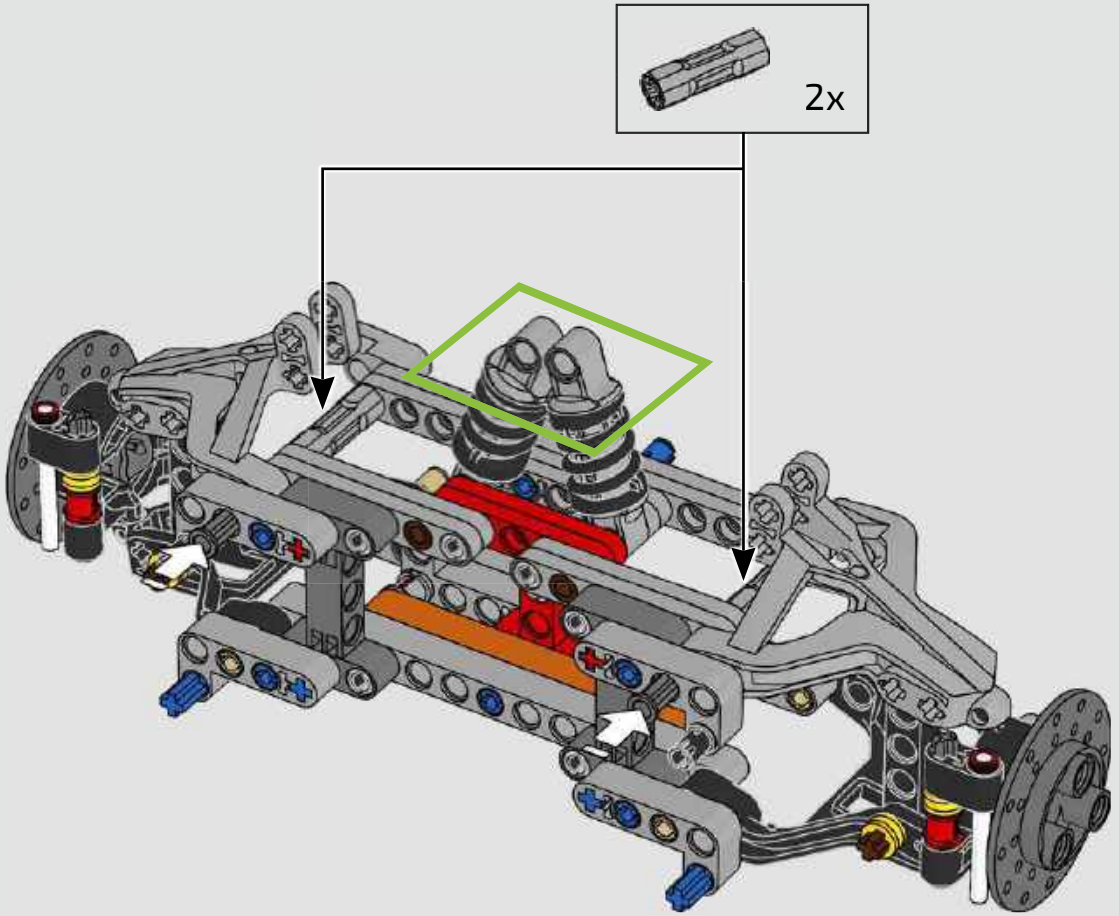
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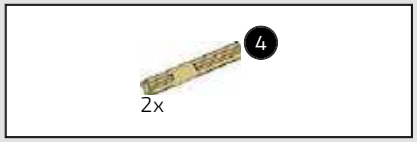




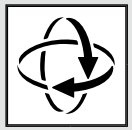


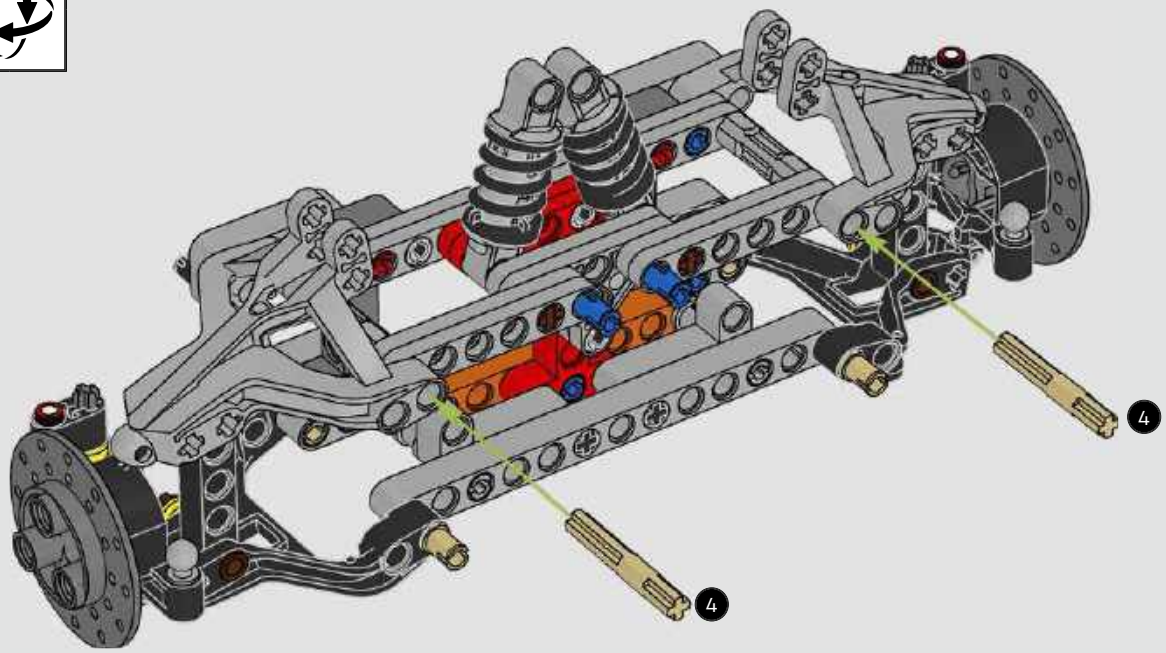
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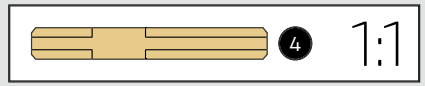


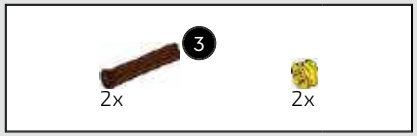


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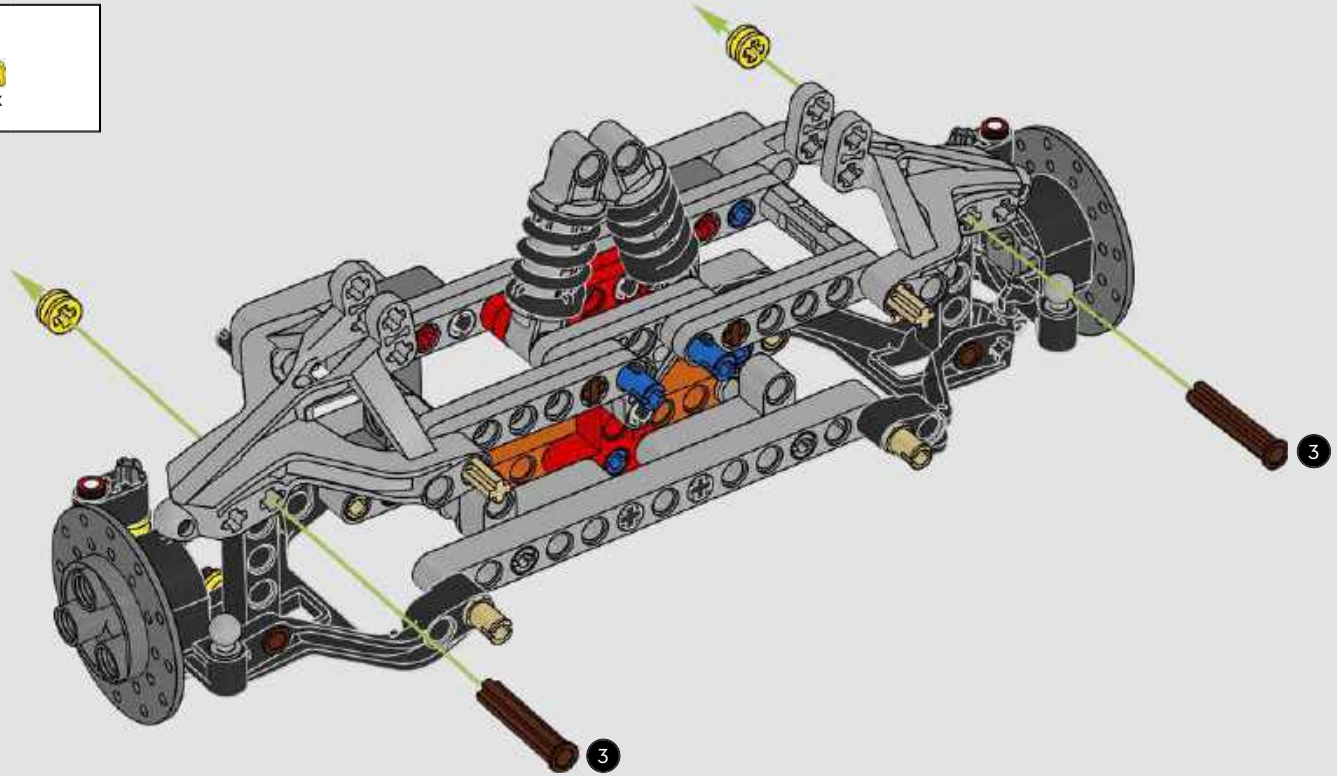


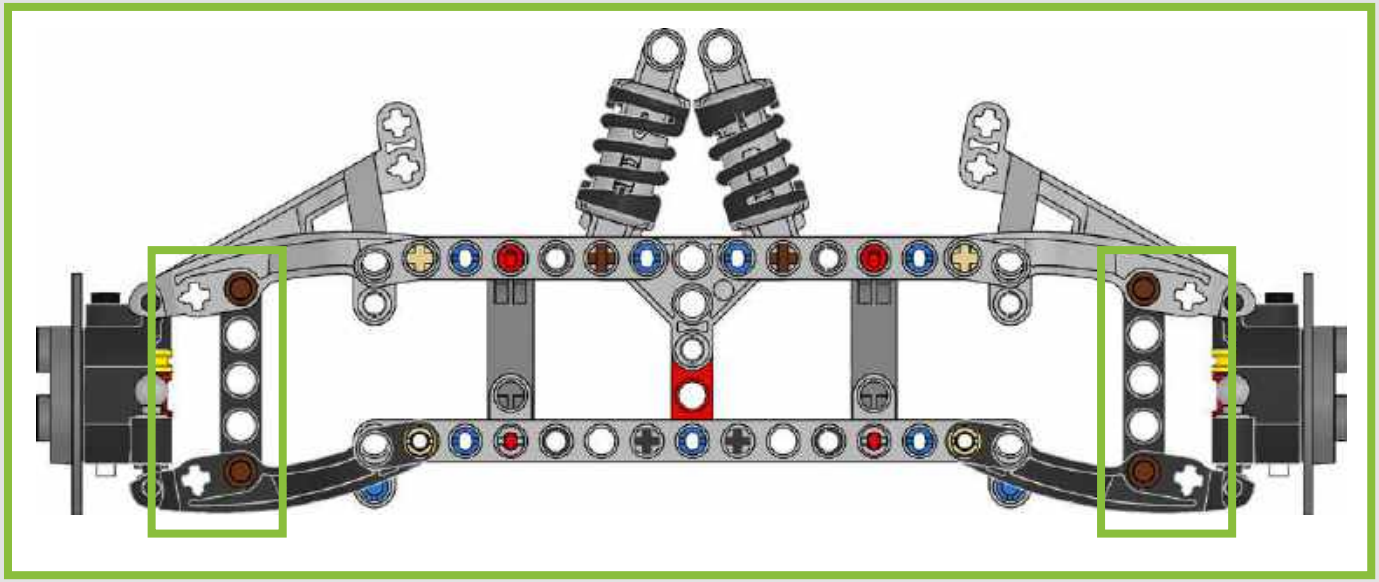


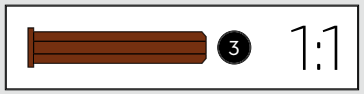


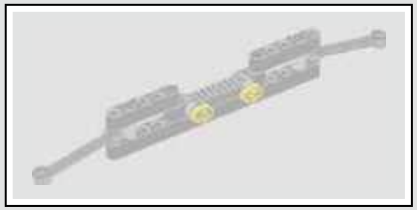


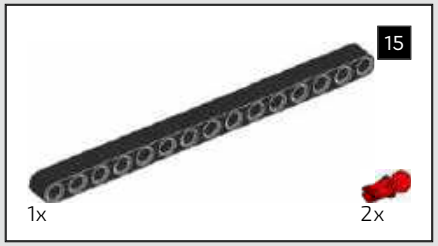
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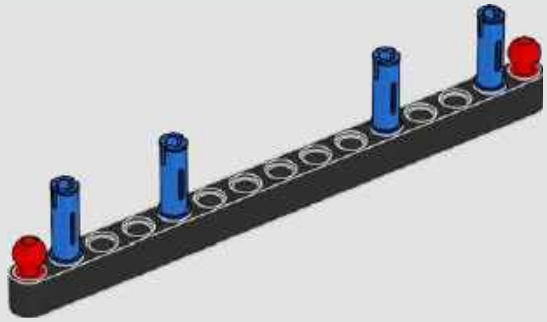


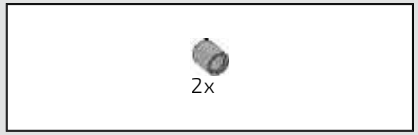
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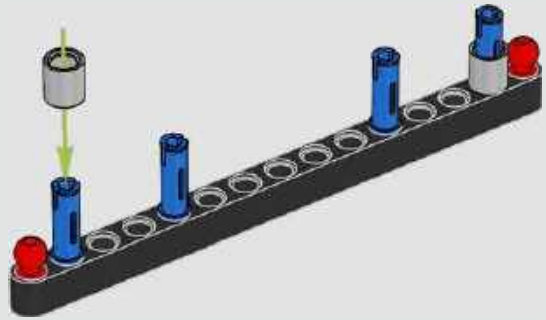


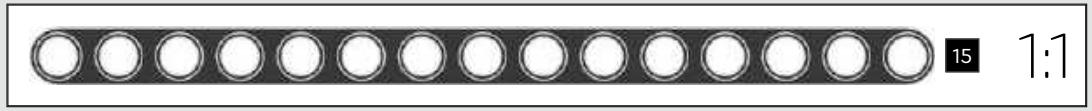
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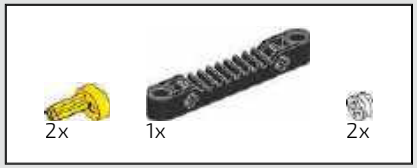




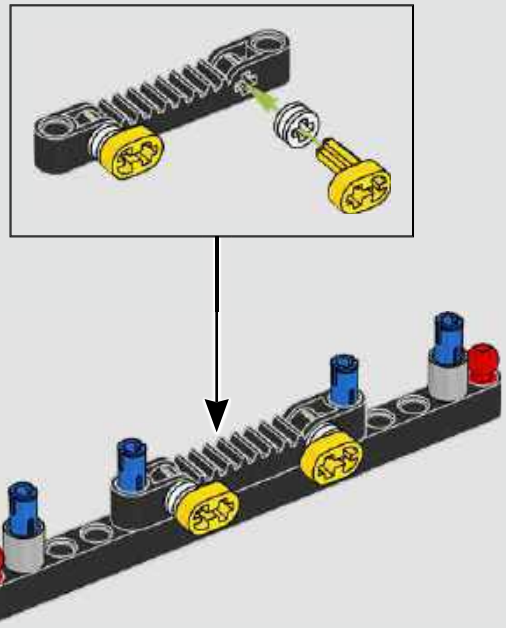
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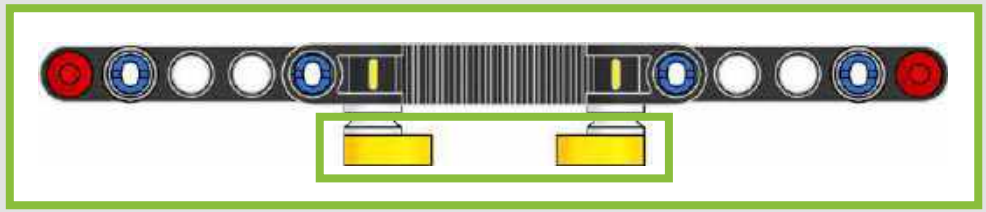






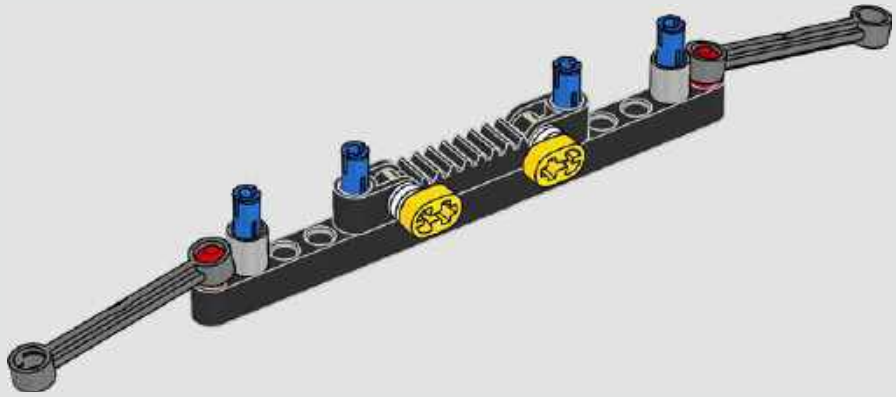
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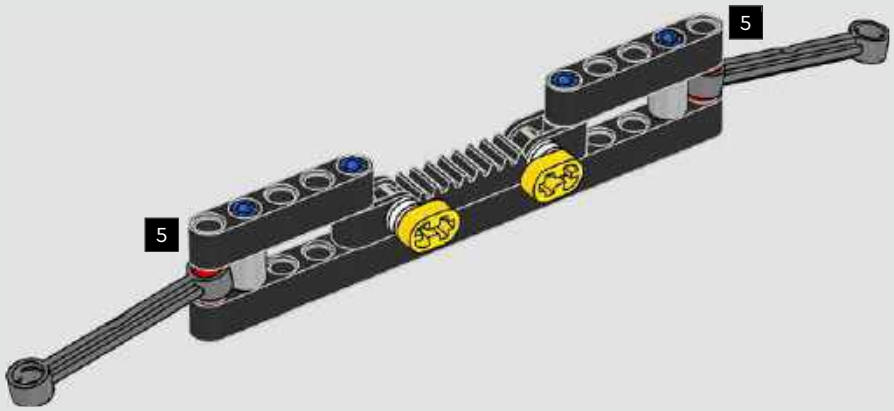


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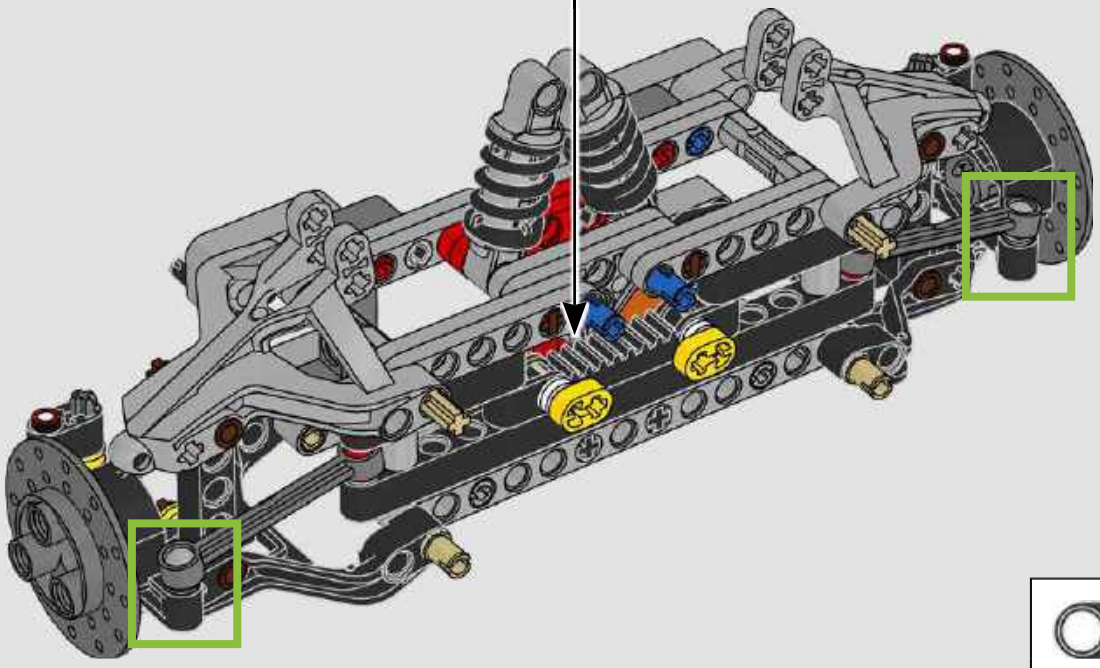


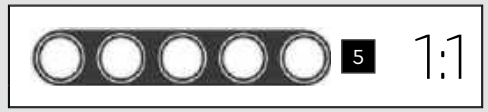


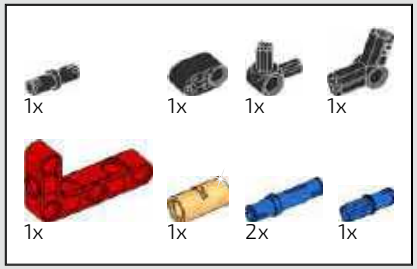
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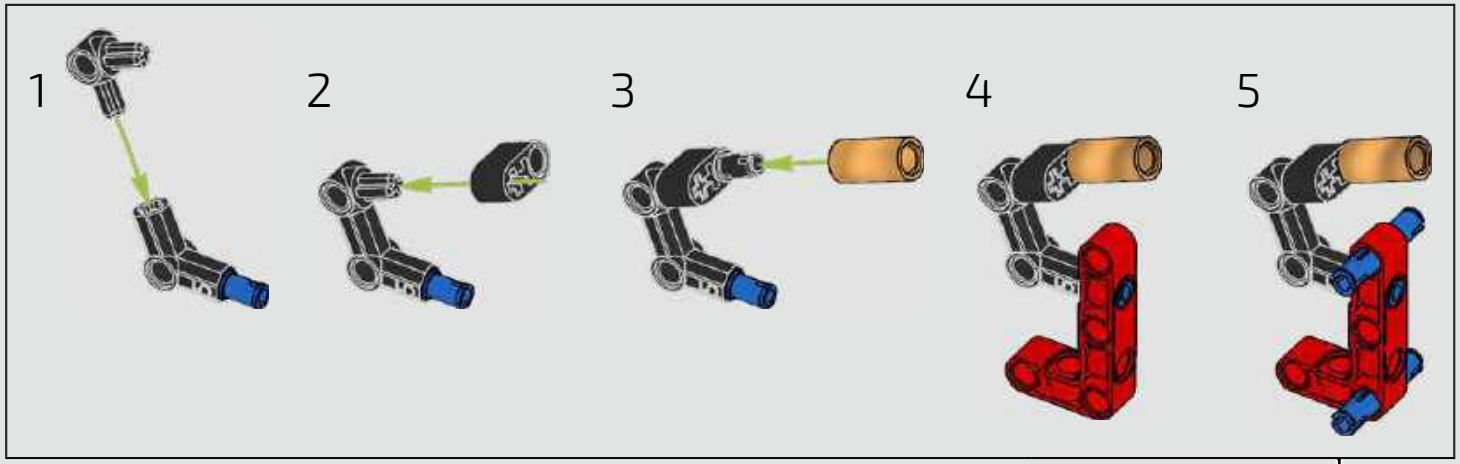
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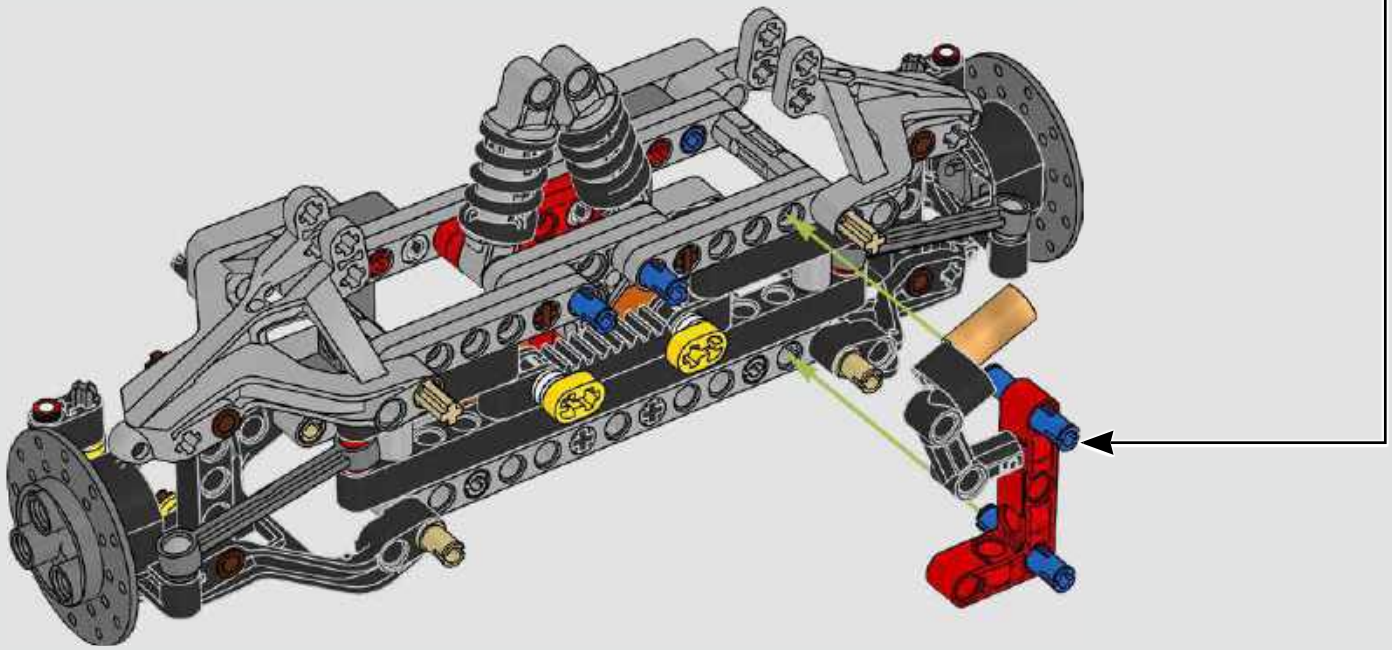


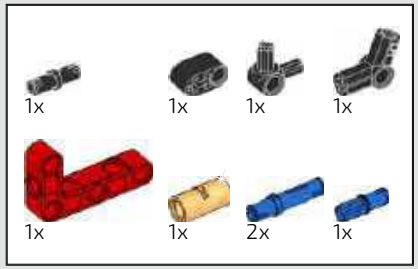




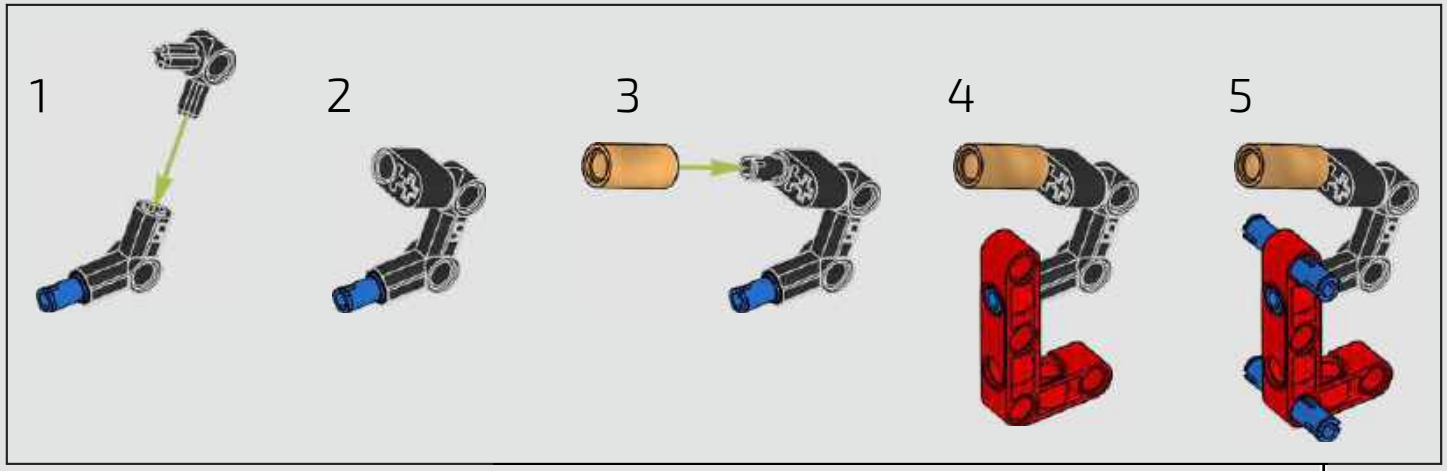
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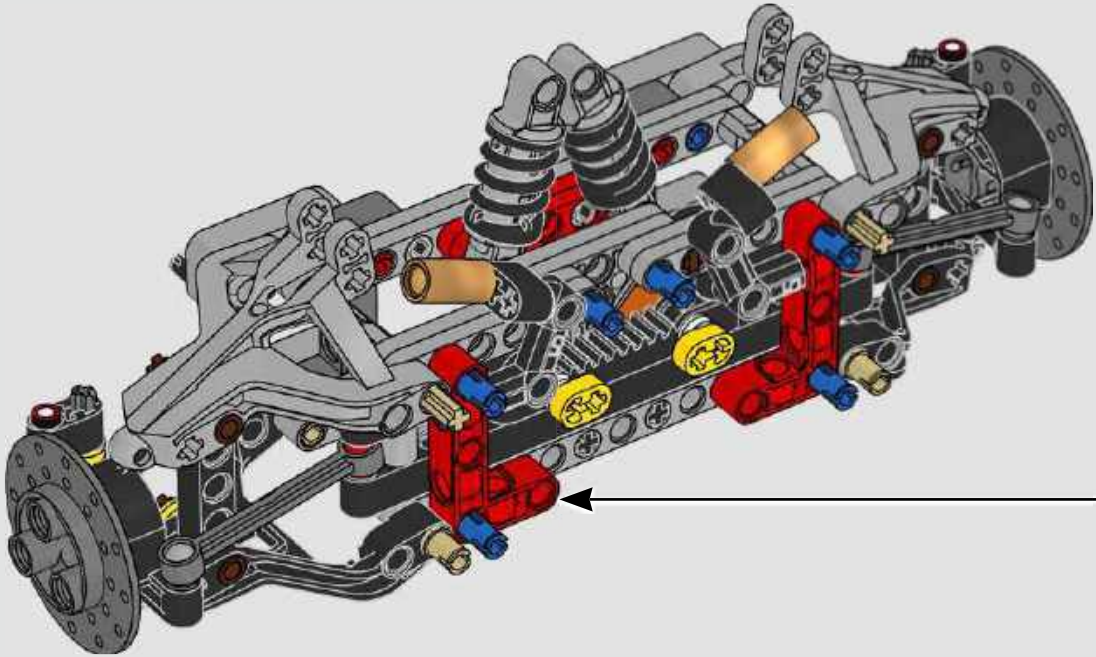


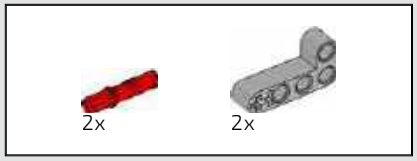




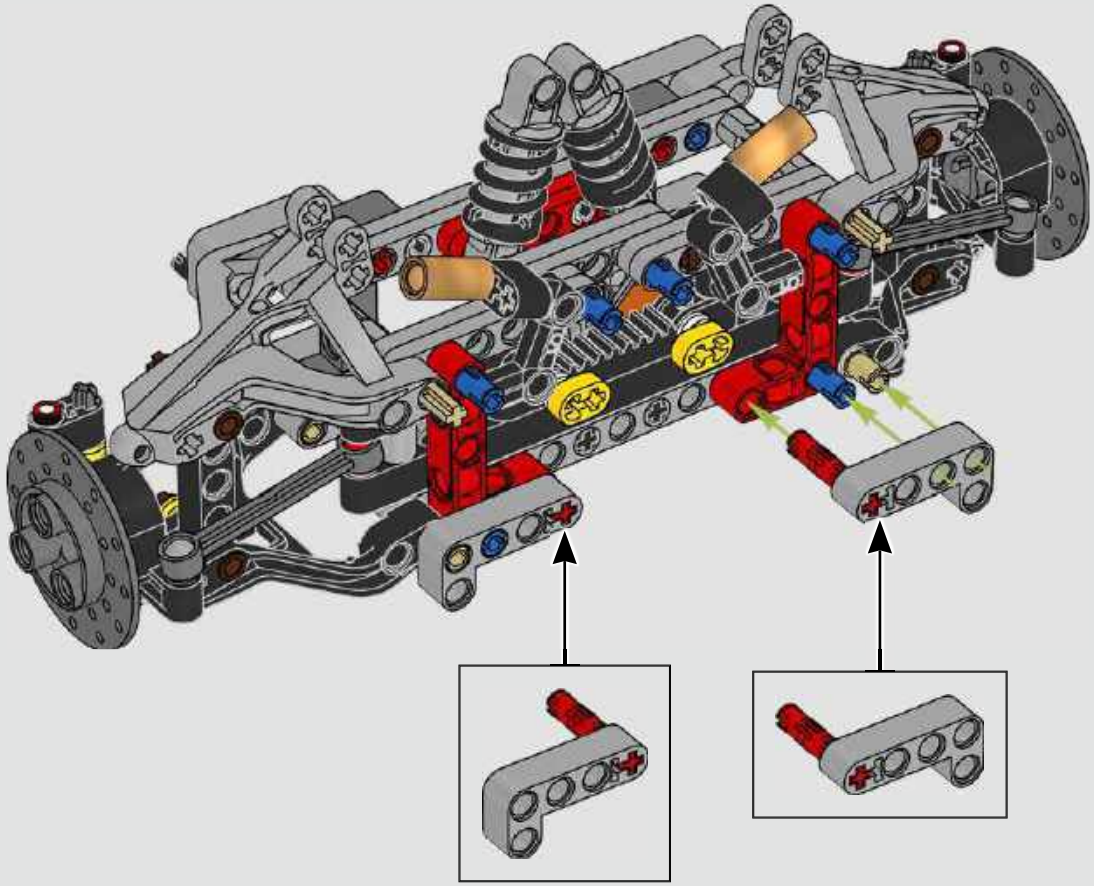
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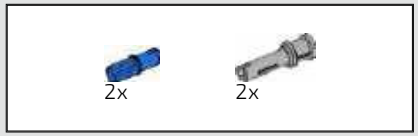




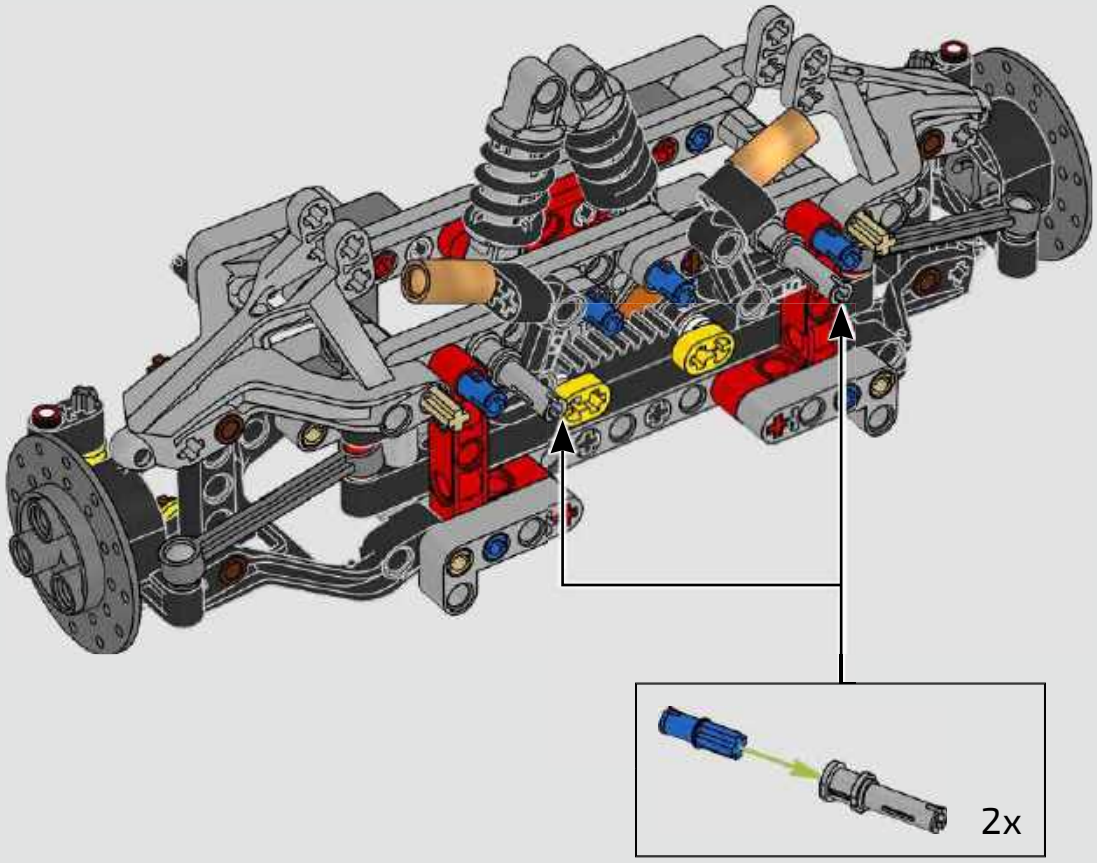


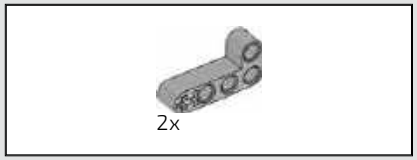
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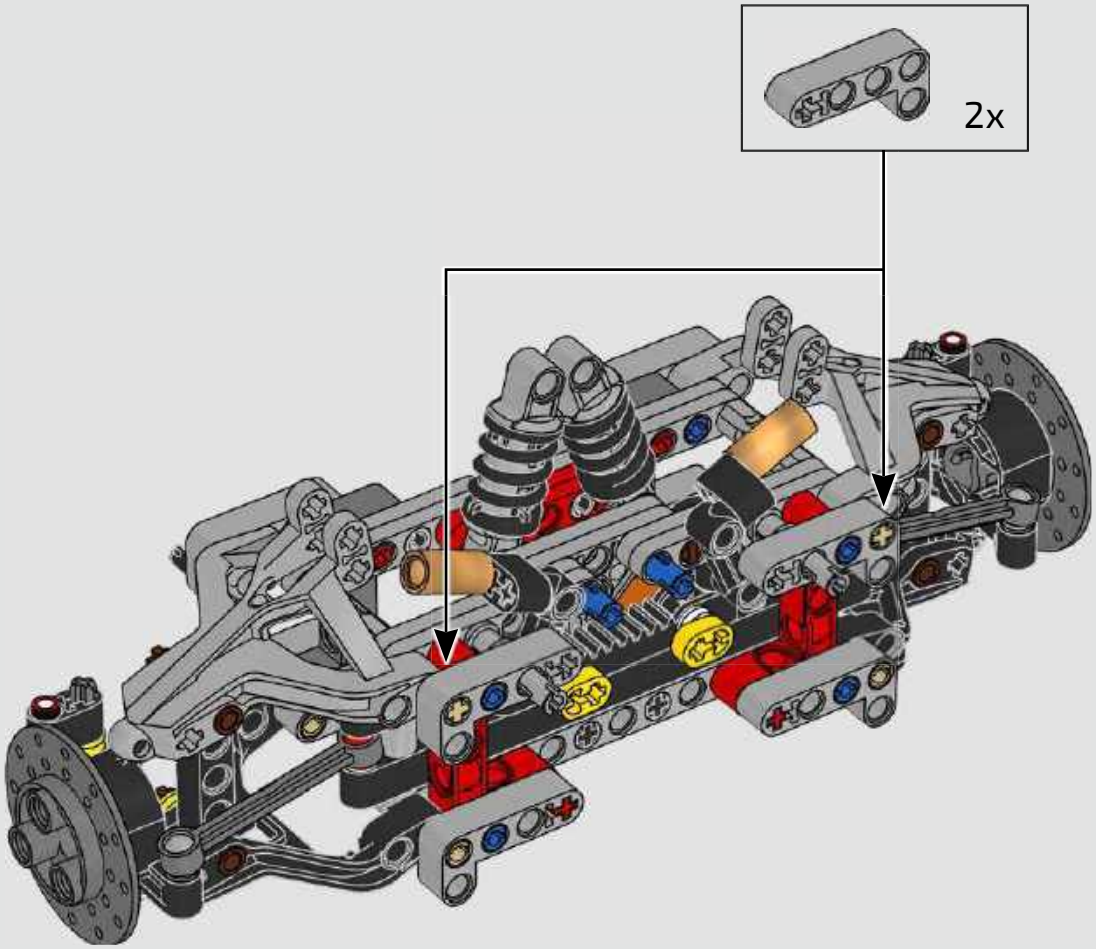


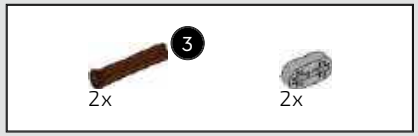
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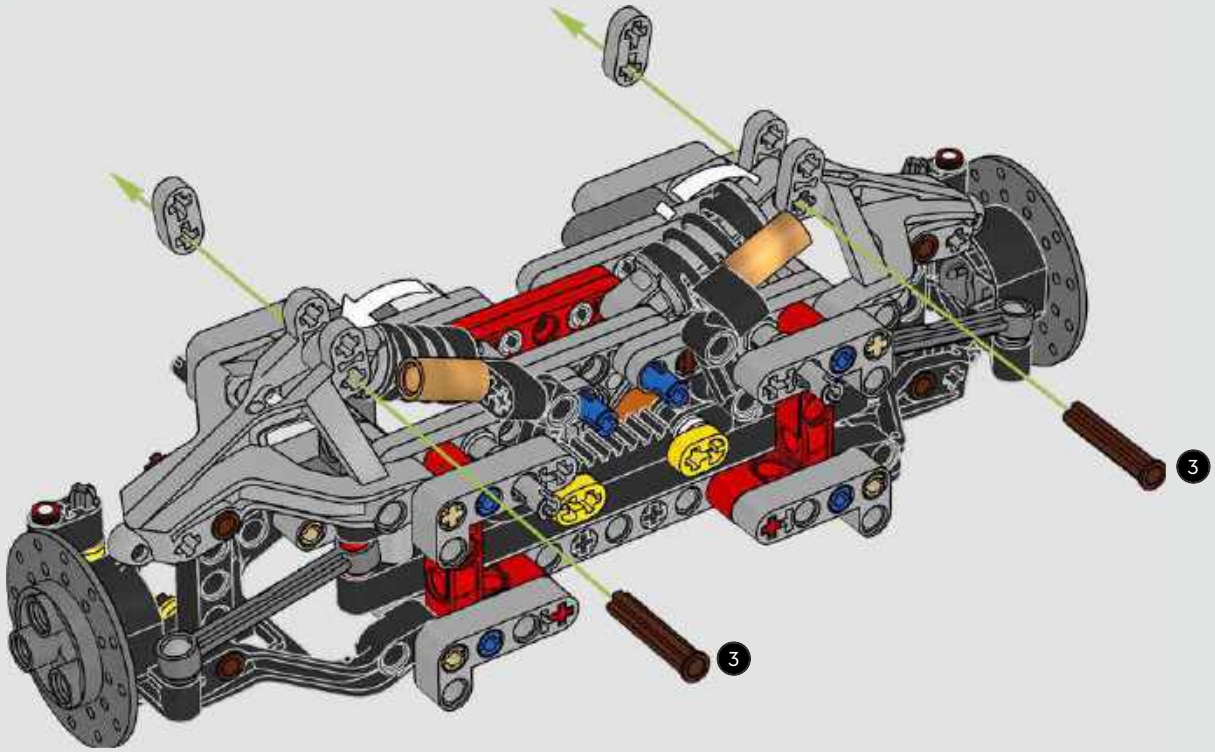


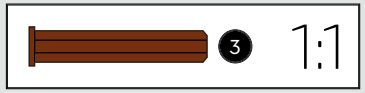
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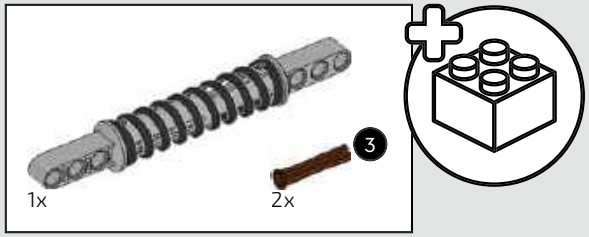




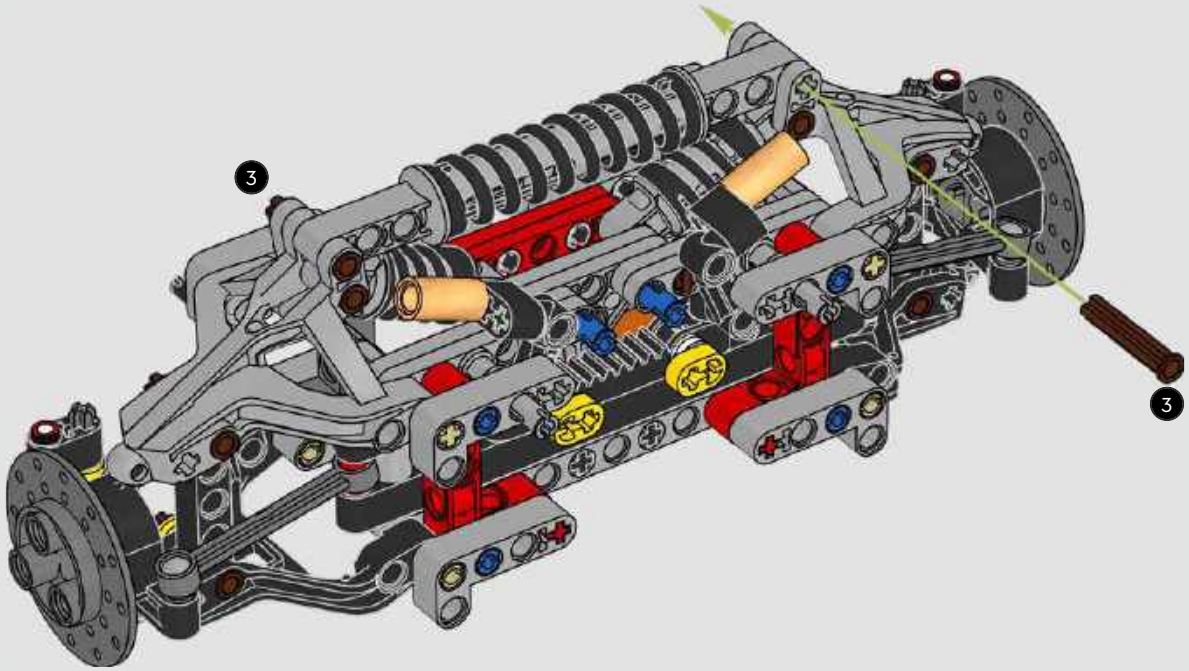
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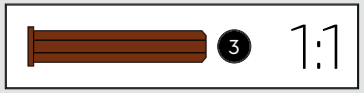




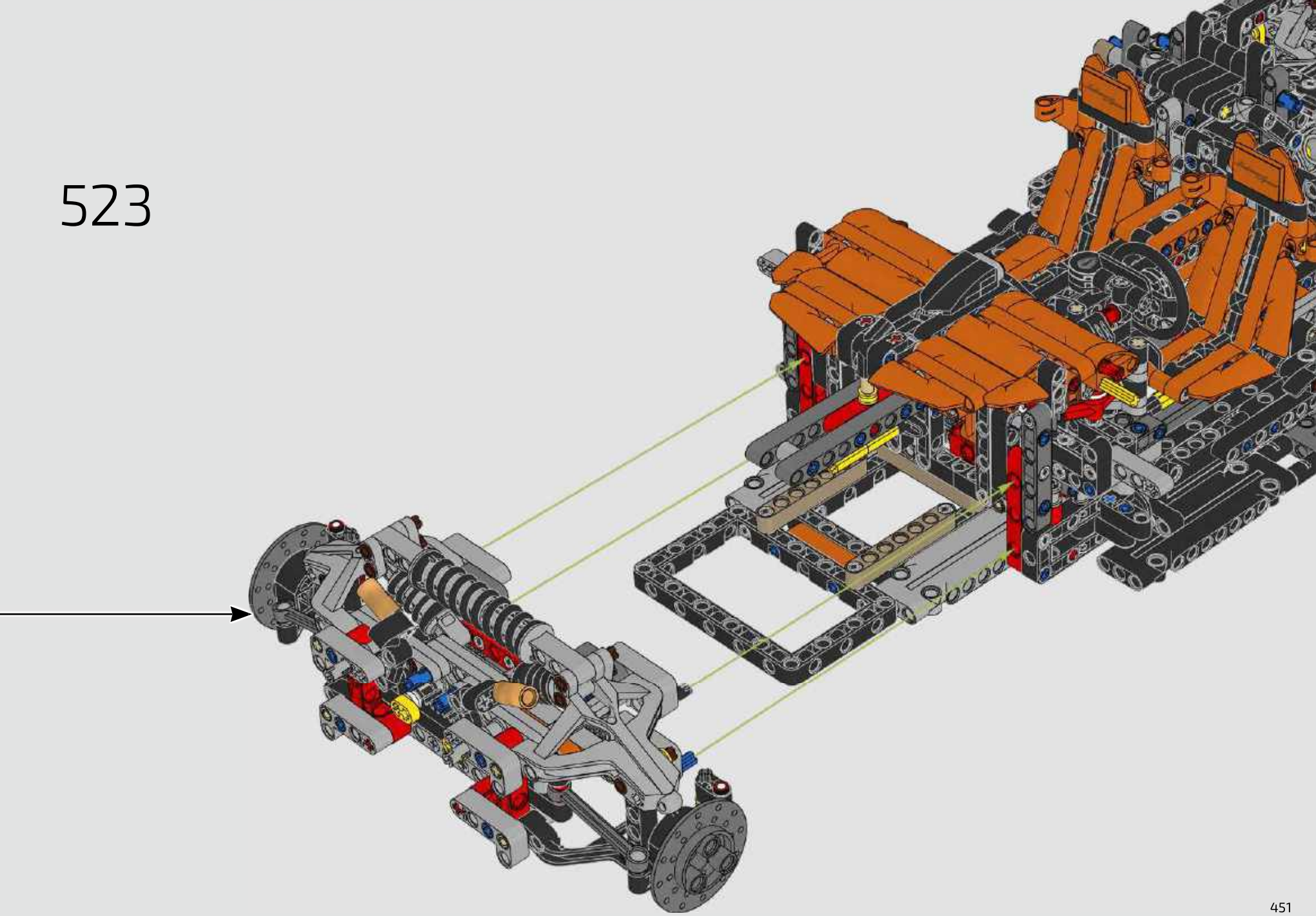


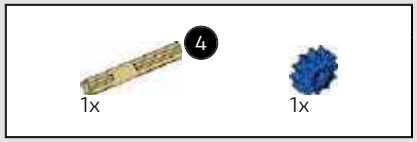
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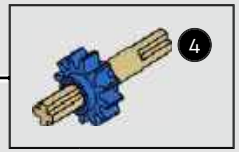


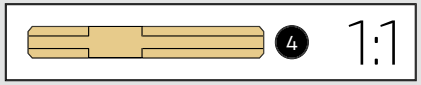
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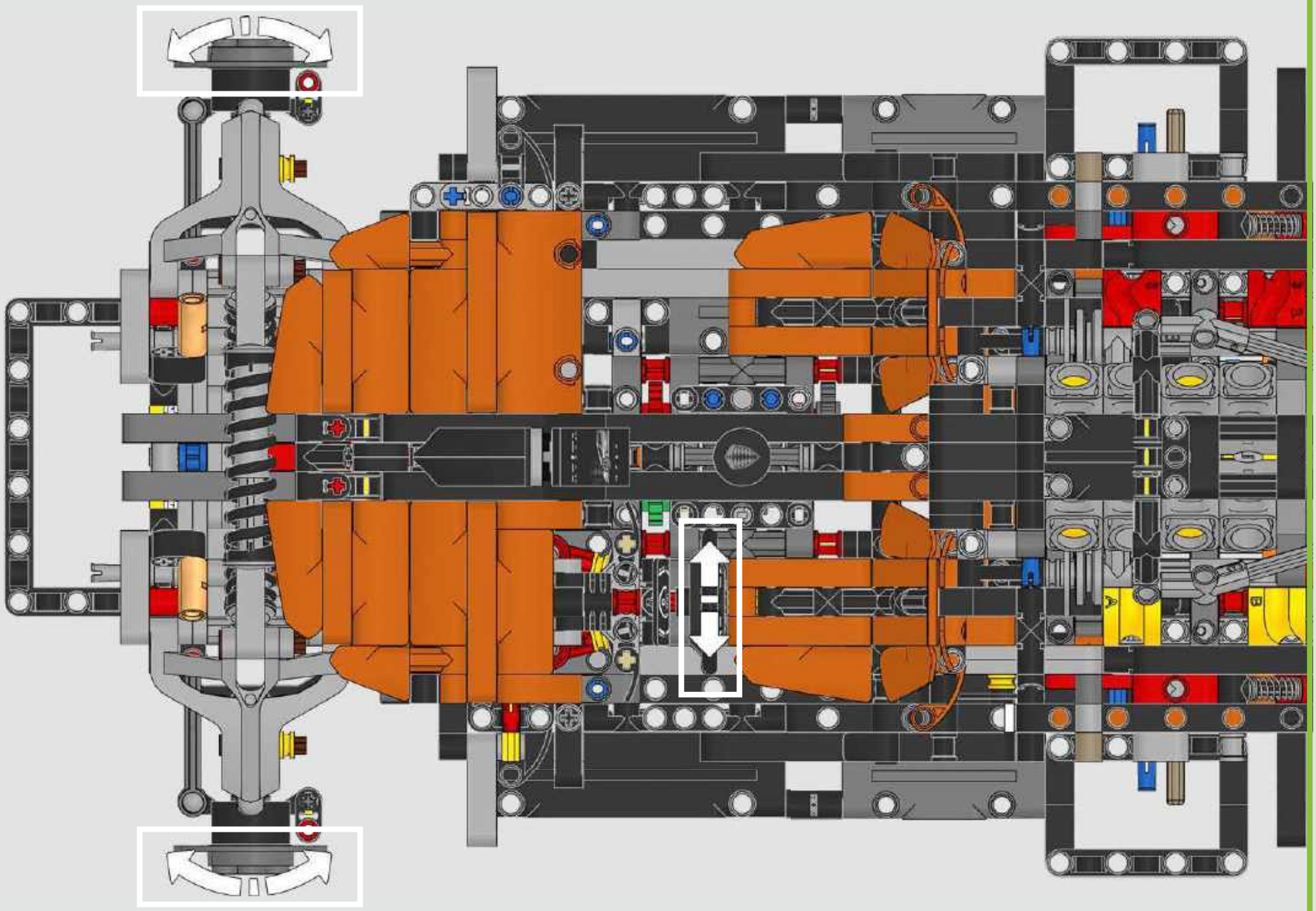


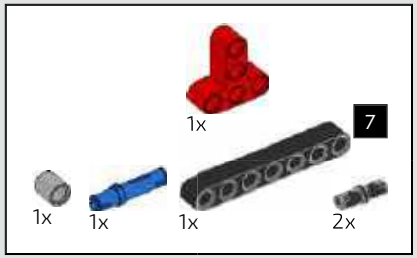


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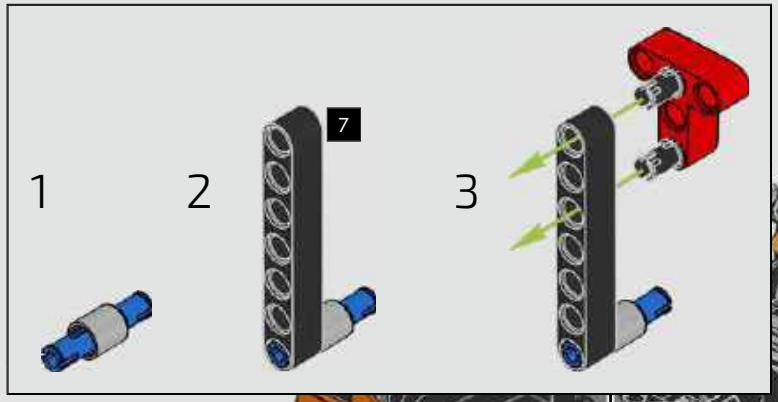


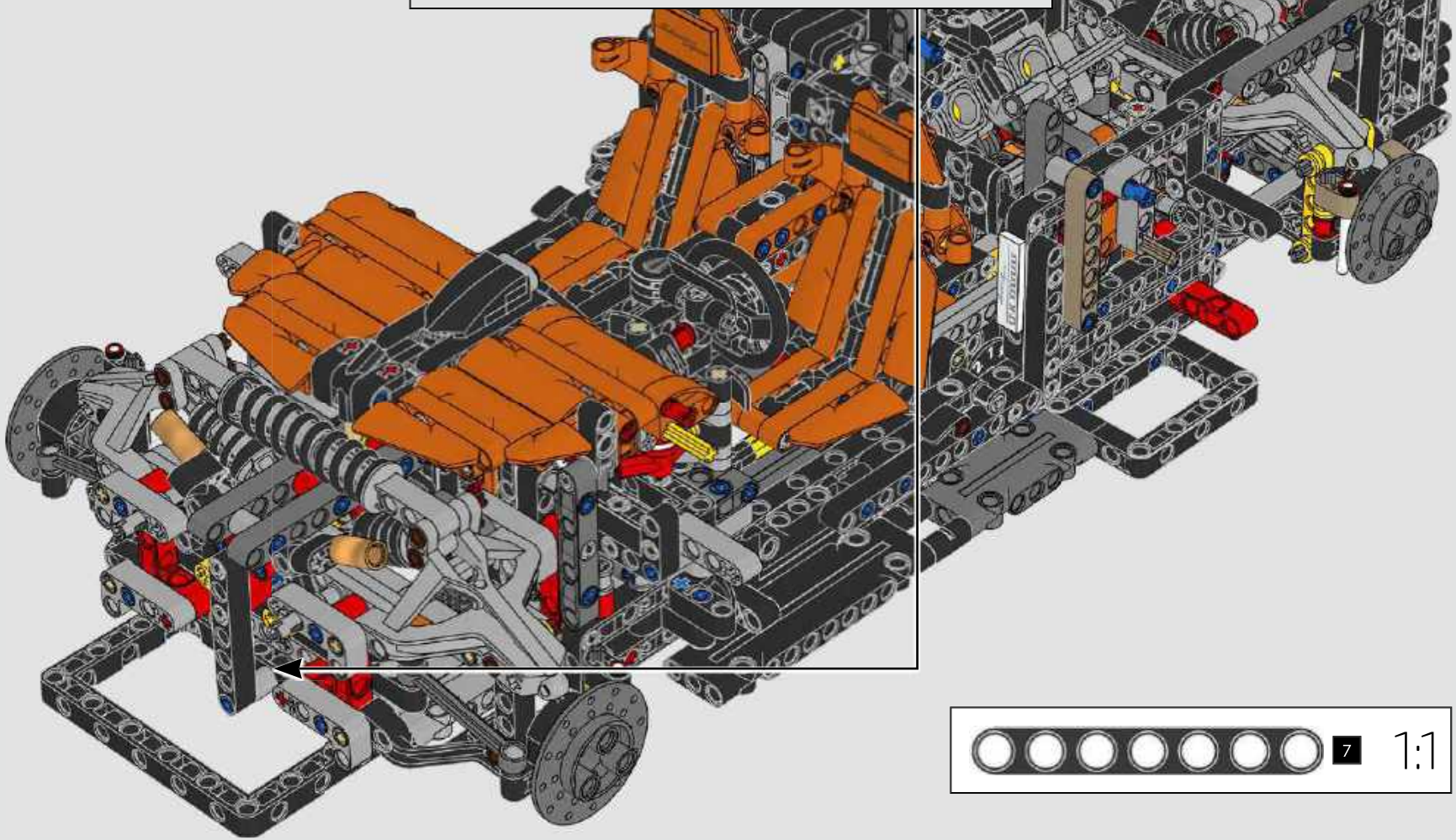






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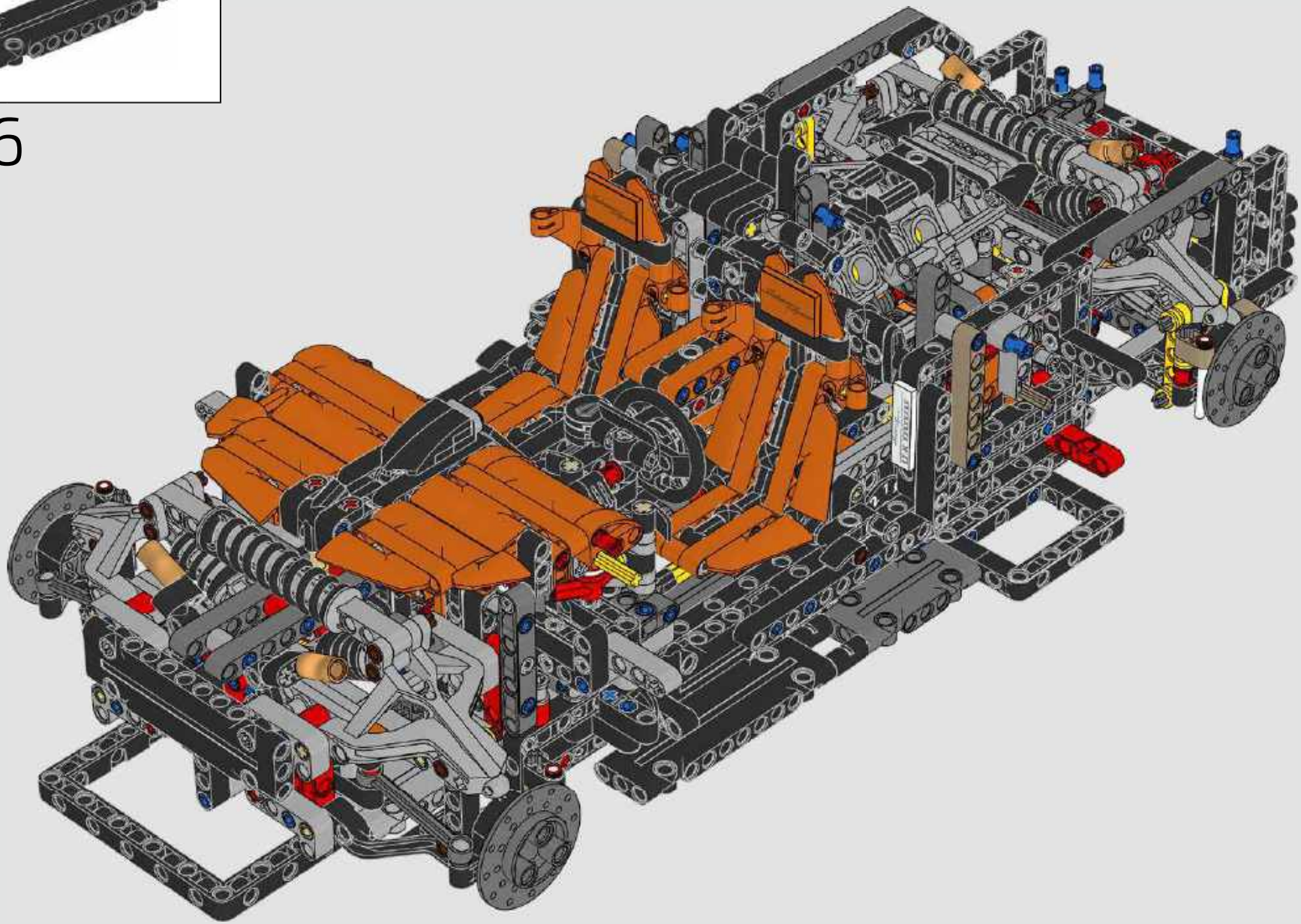


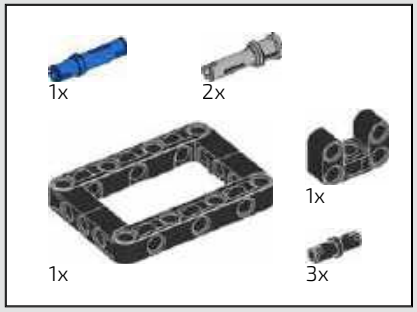




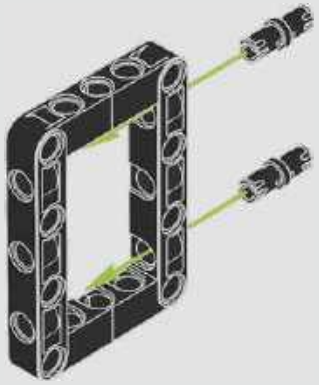
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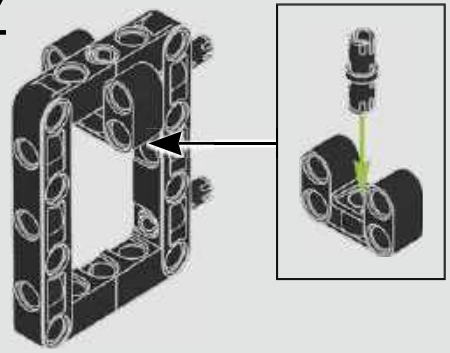
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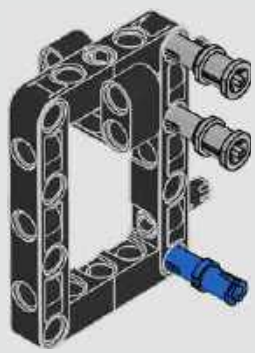


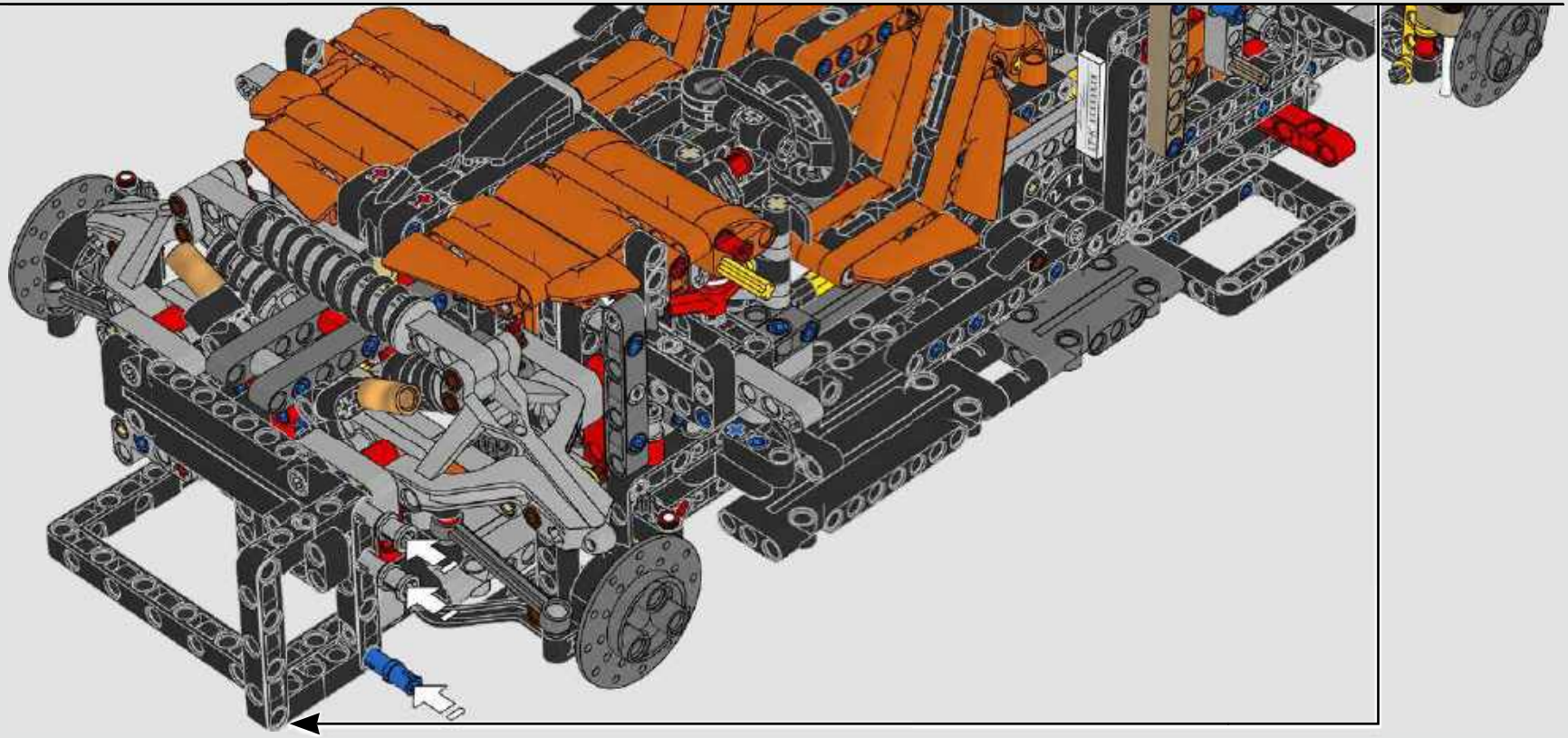


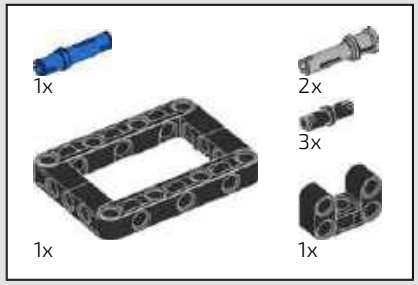
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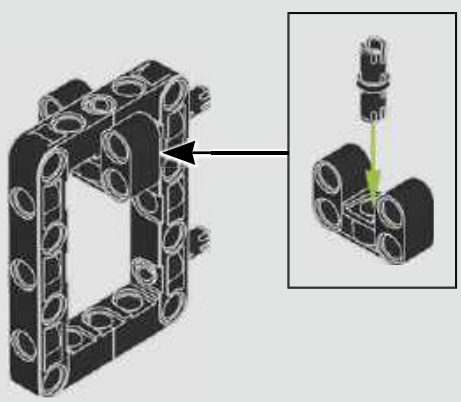


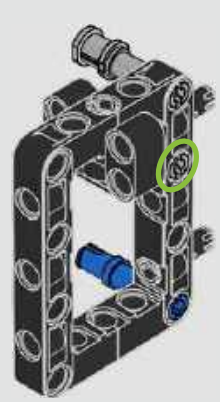


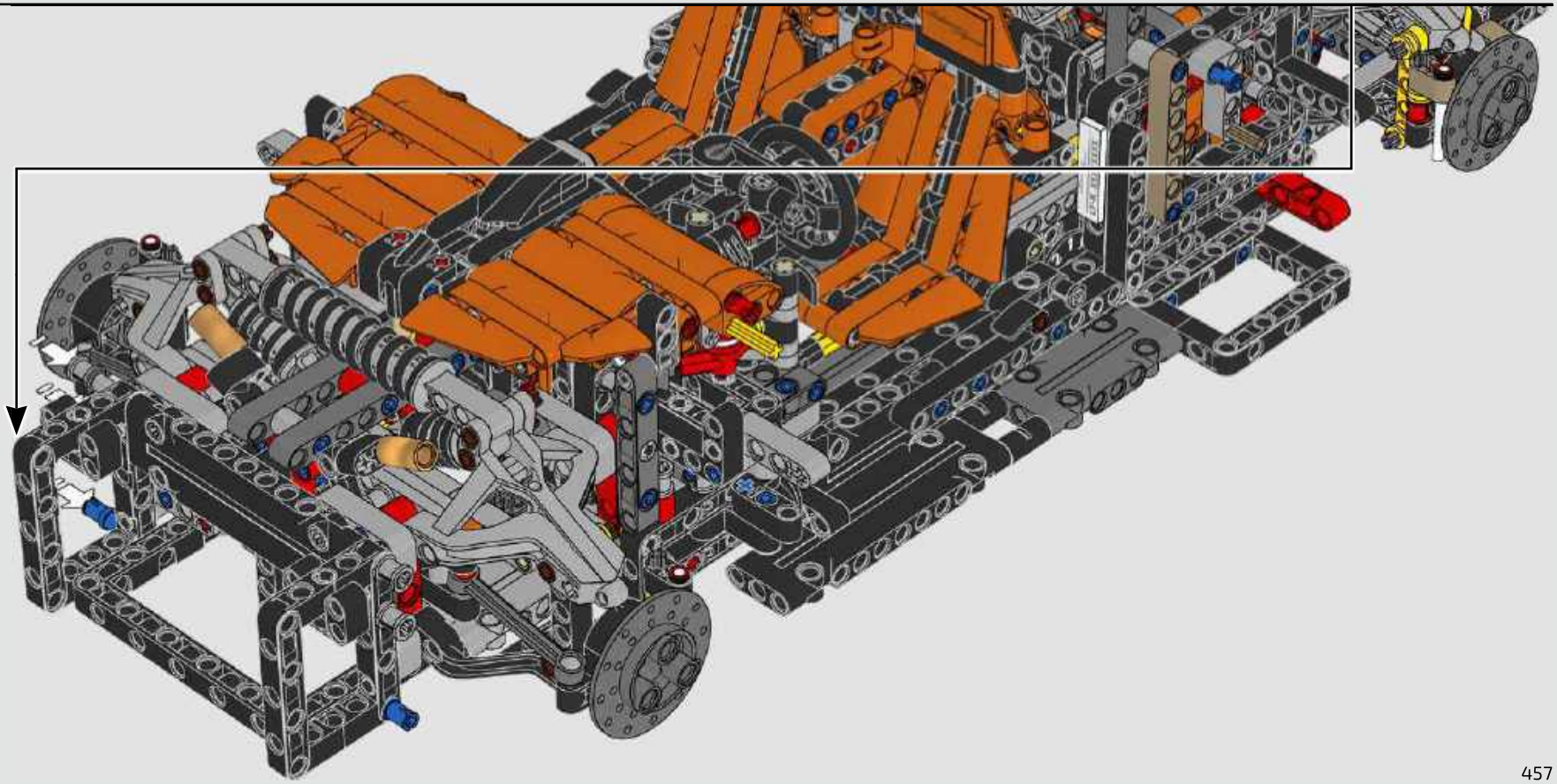


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BOX

1 2 3

BOÎTE

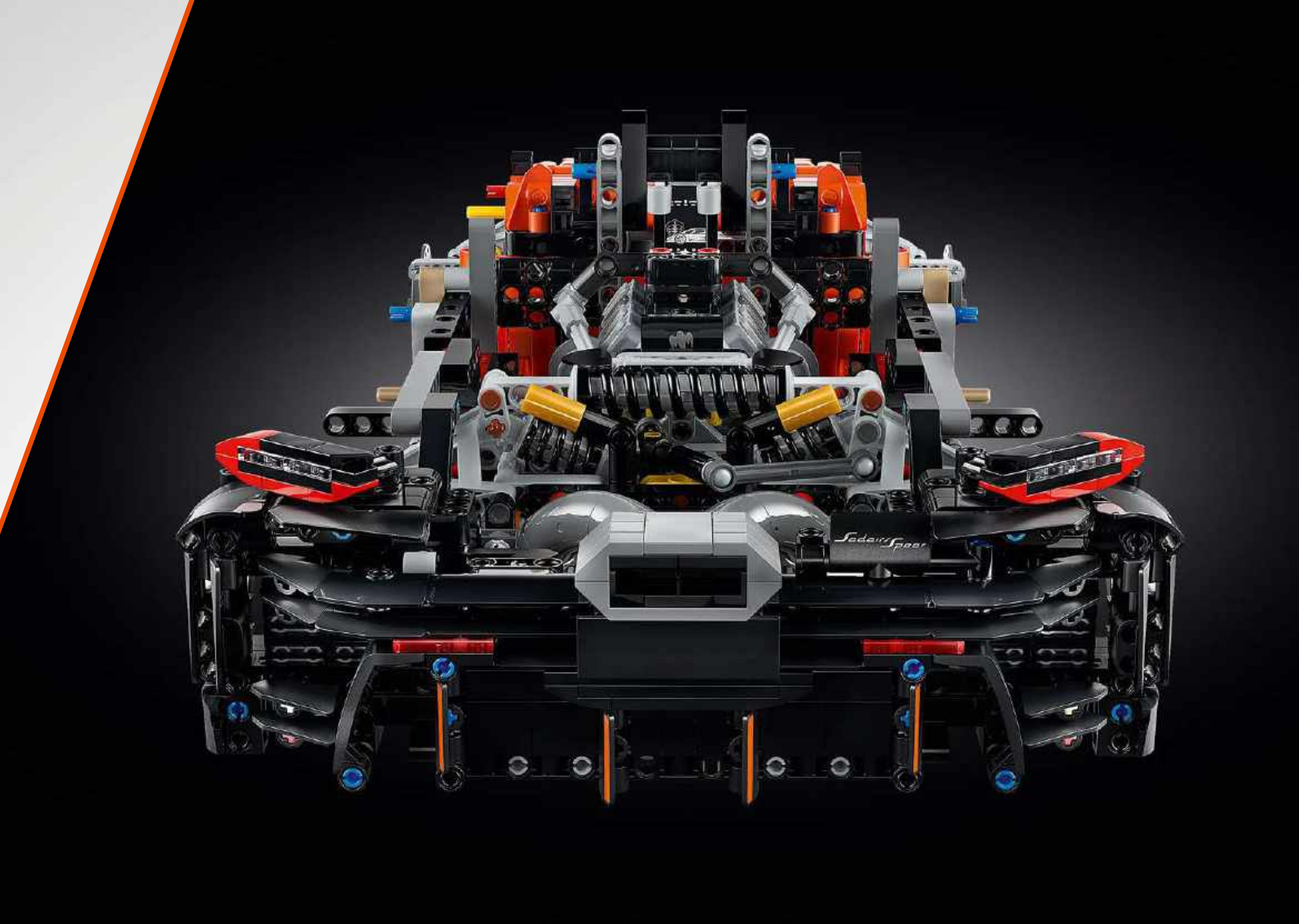


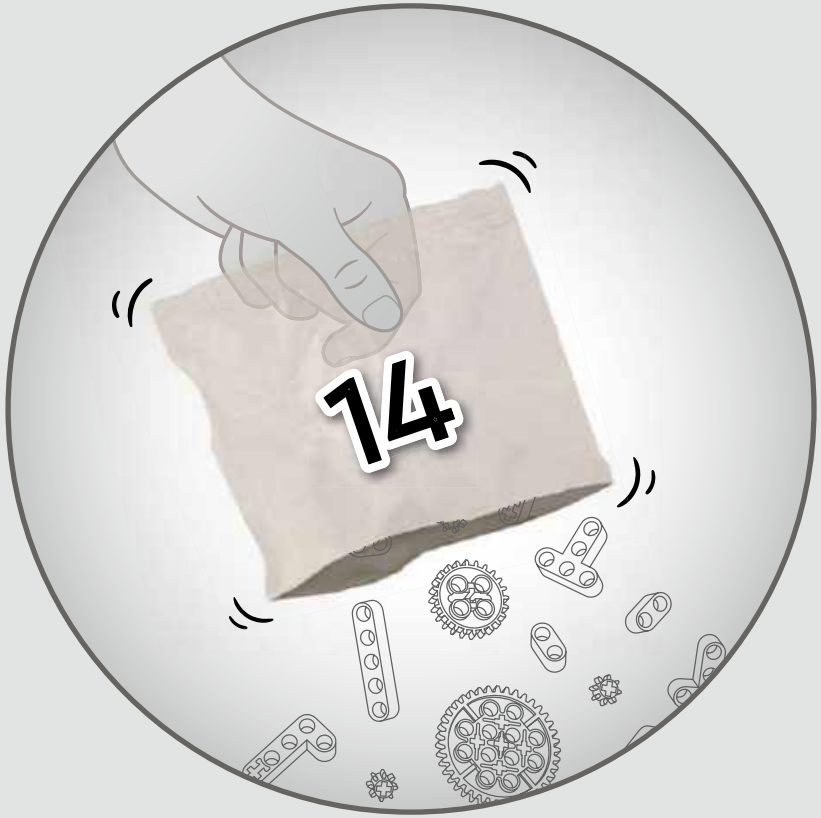
REAR DIFFUSER & EXHAUST

DIFFUSEUR ARRIÈRE ET ÉCHAPPEMENT

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.

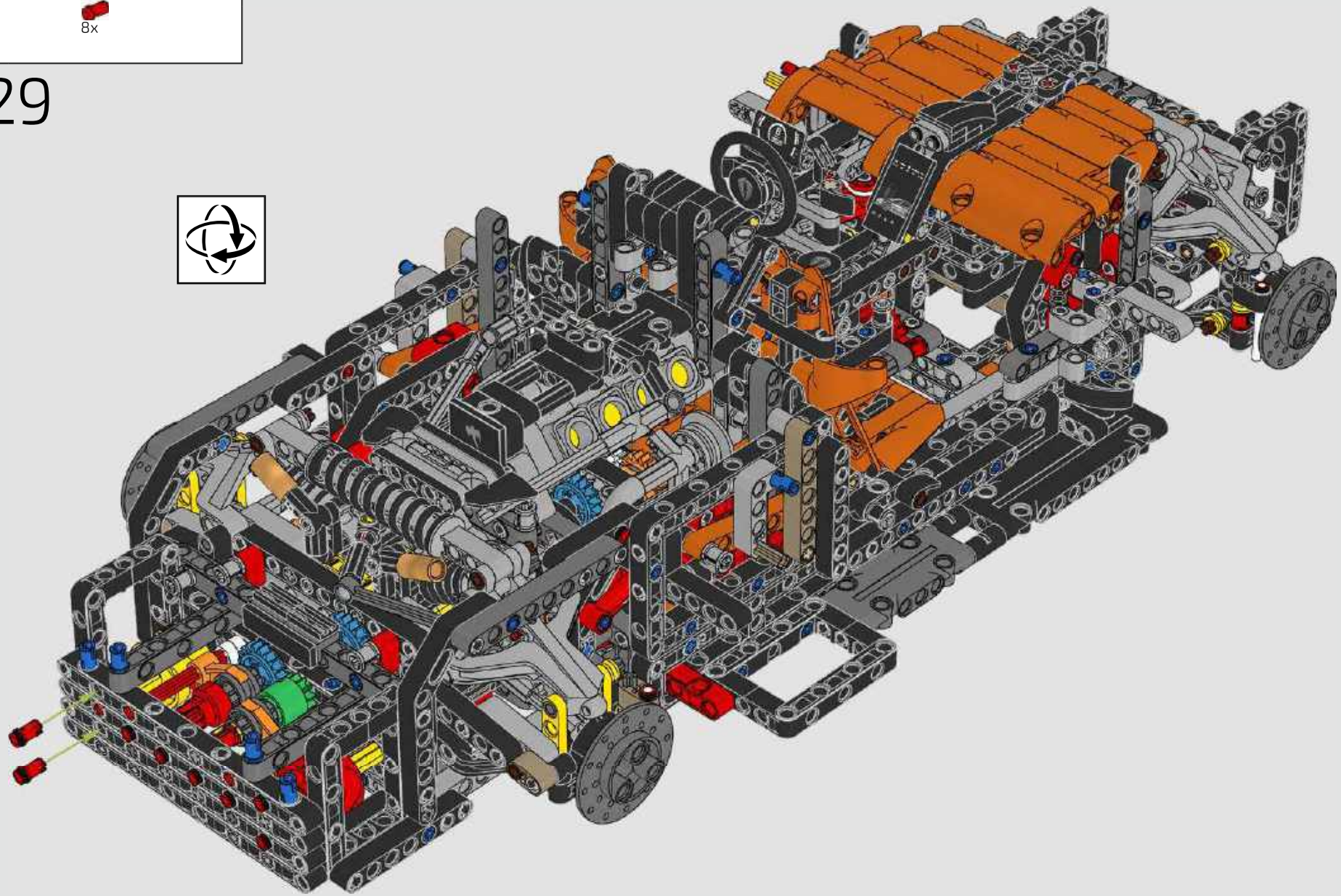
Le diffuseur arrière relie les mécanismes aérodynamiques et de force d'appui dans une conception qui trouve ses racines dans l'ère Jesko et qui est prête à entrer dans l'histoire de Koenigsegg à part entière.

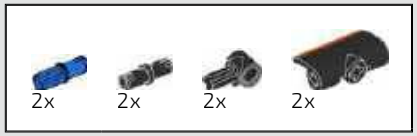

Sadair Spear


14

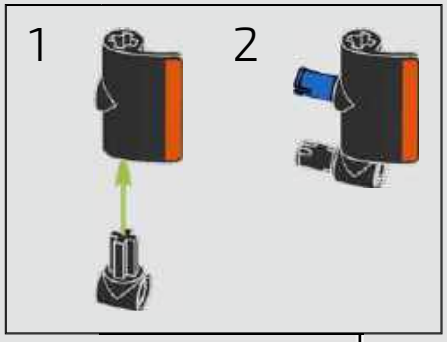
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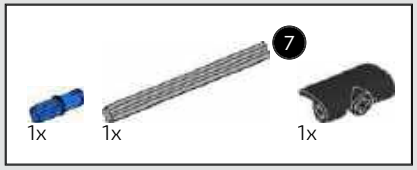




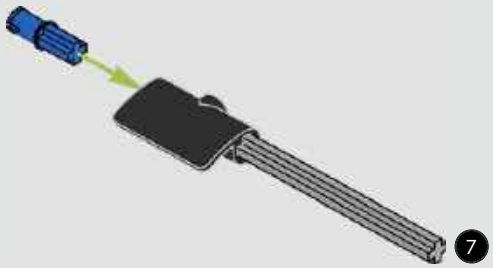
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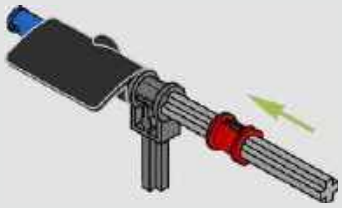


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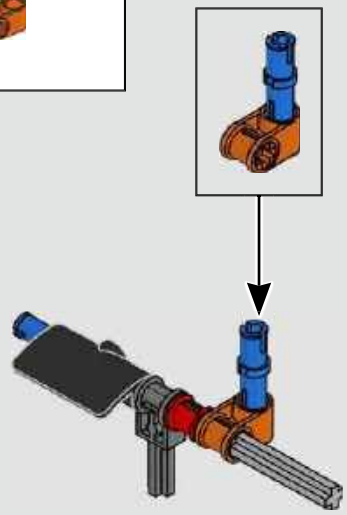


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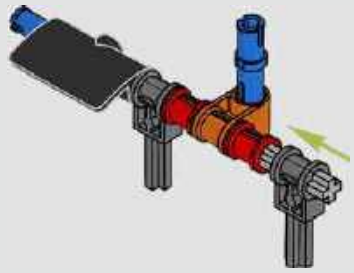


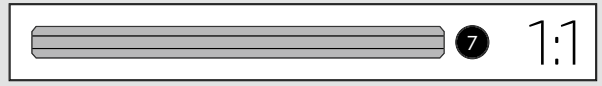
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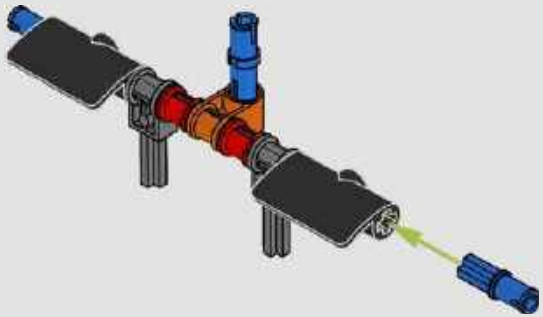
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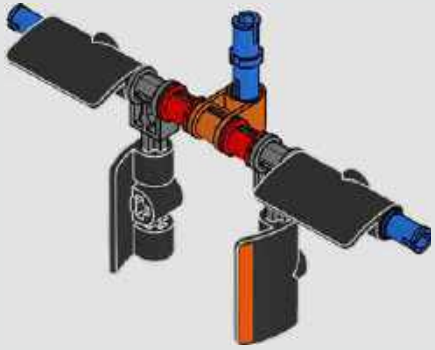


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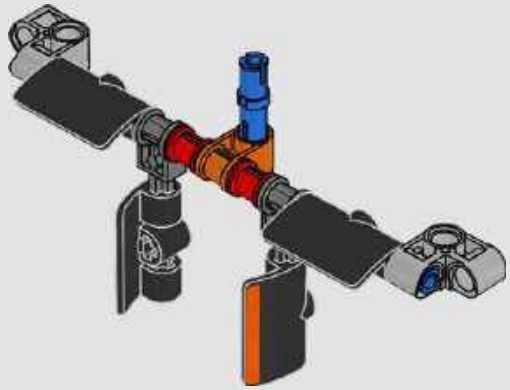


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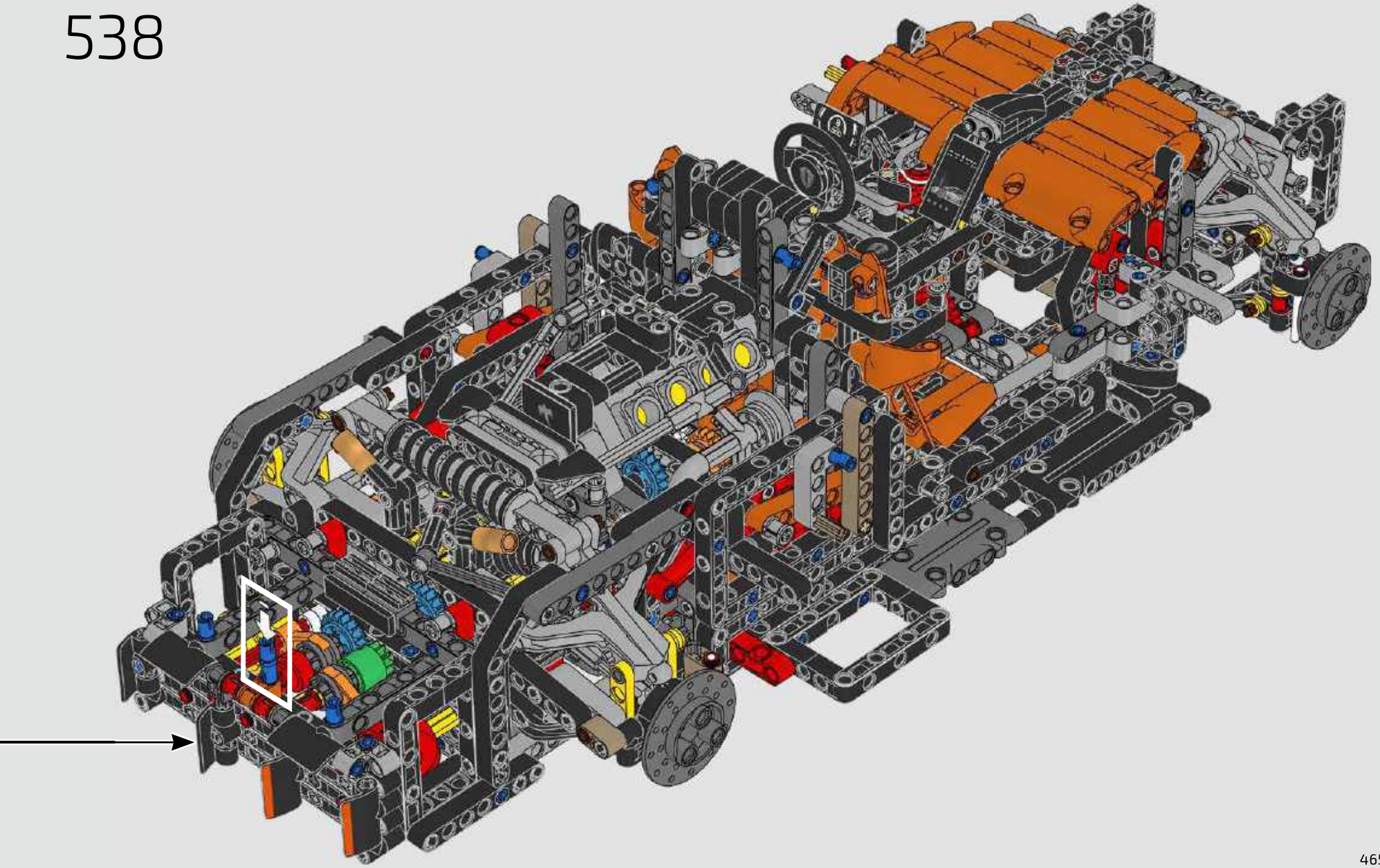


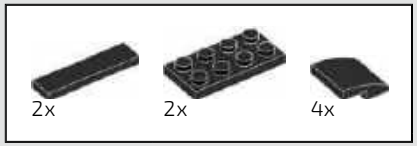


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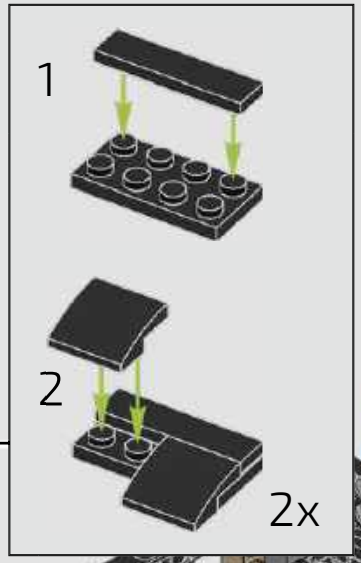


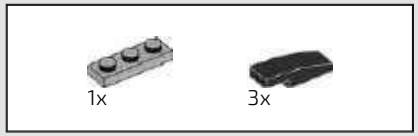
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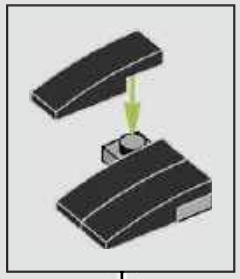


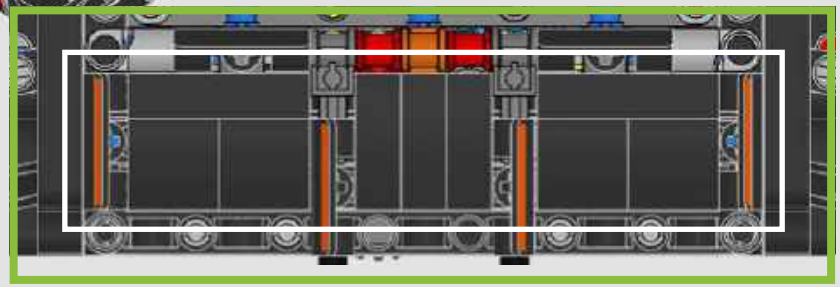
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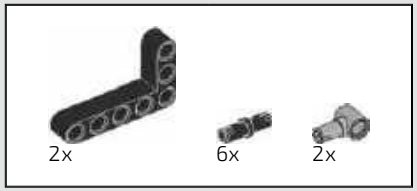




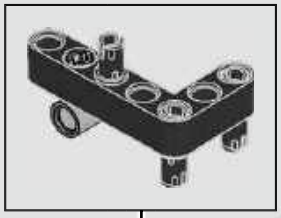
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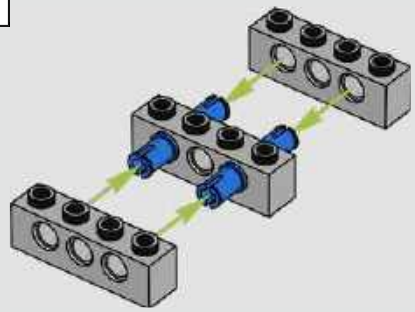



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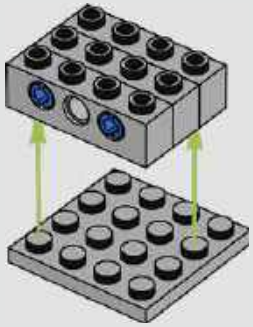

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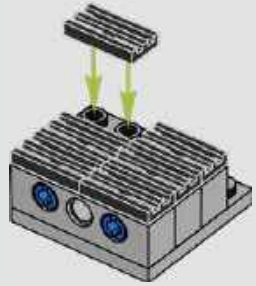

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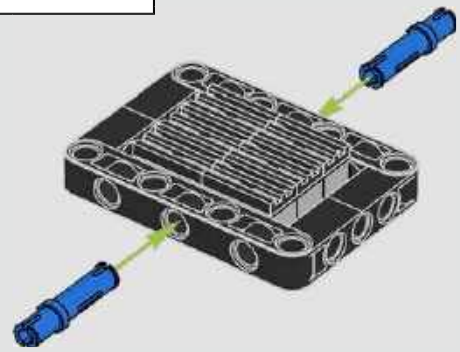
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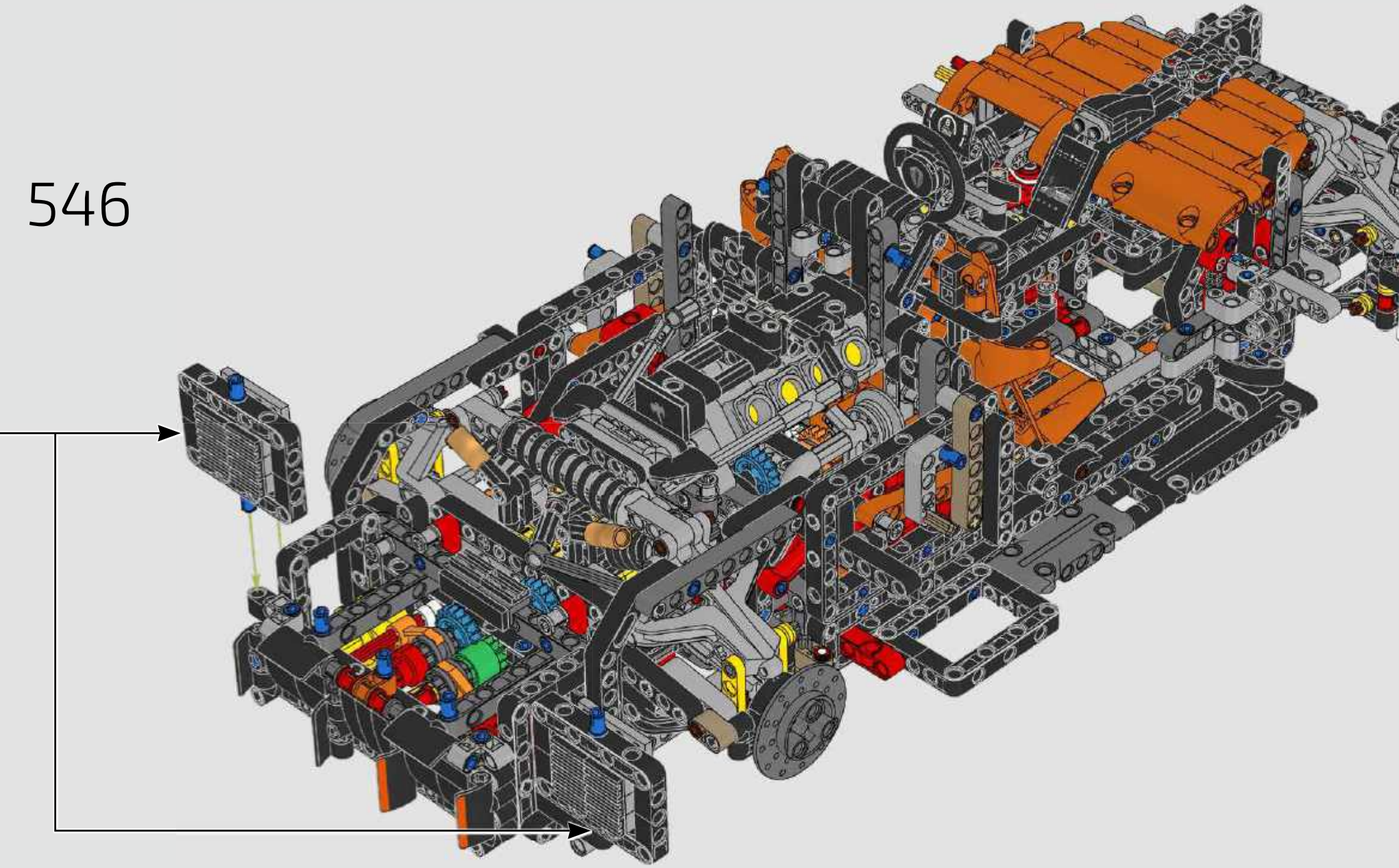

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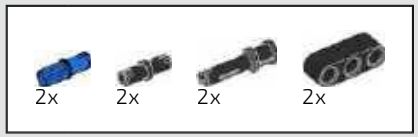
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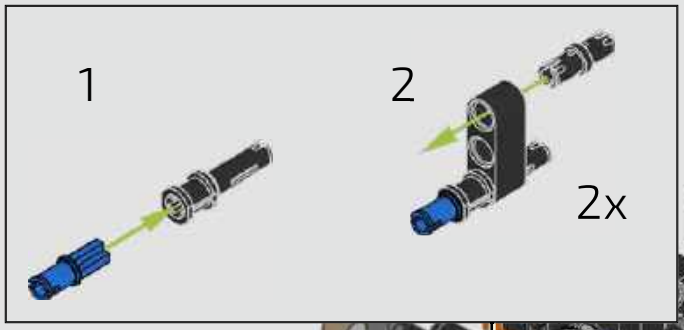
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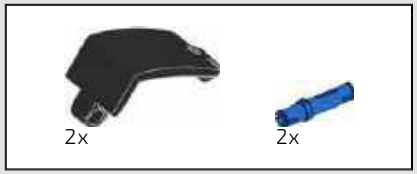
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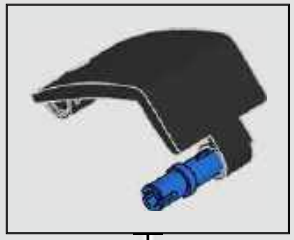


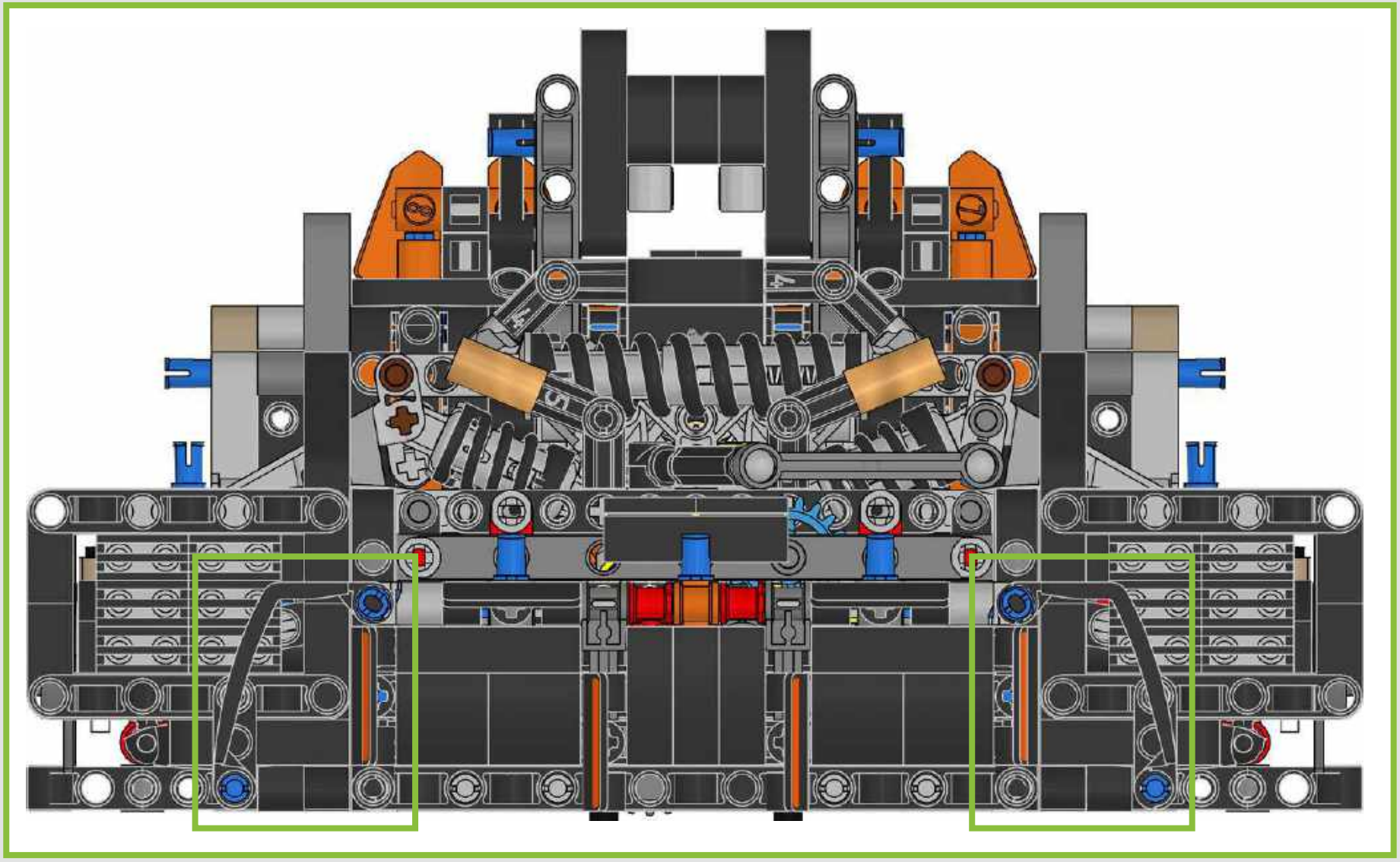
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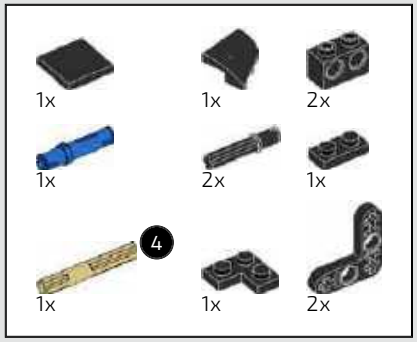




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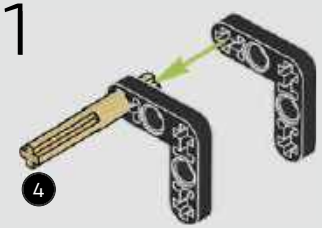




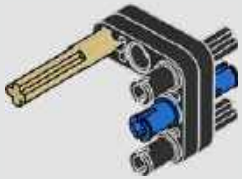


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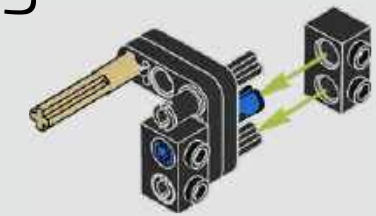
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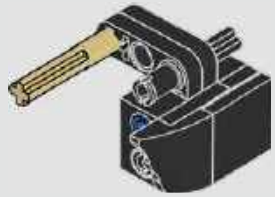
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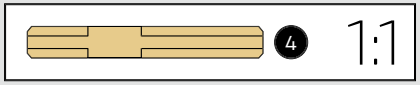


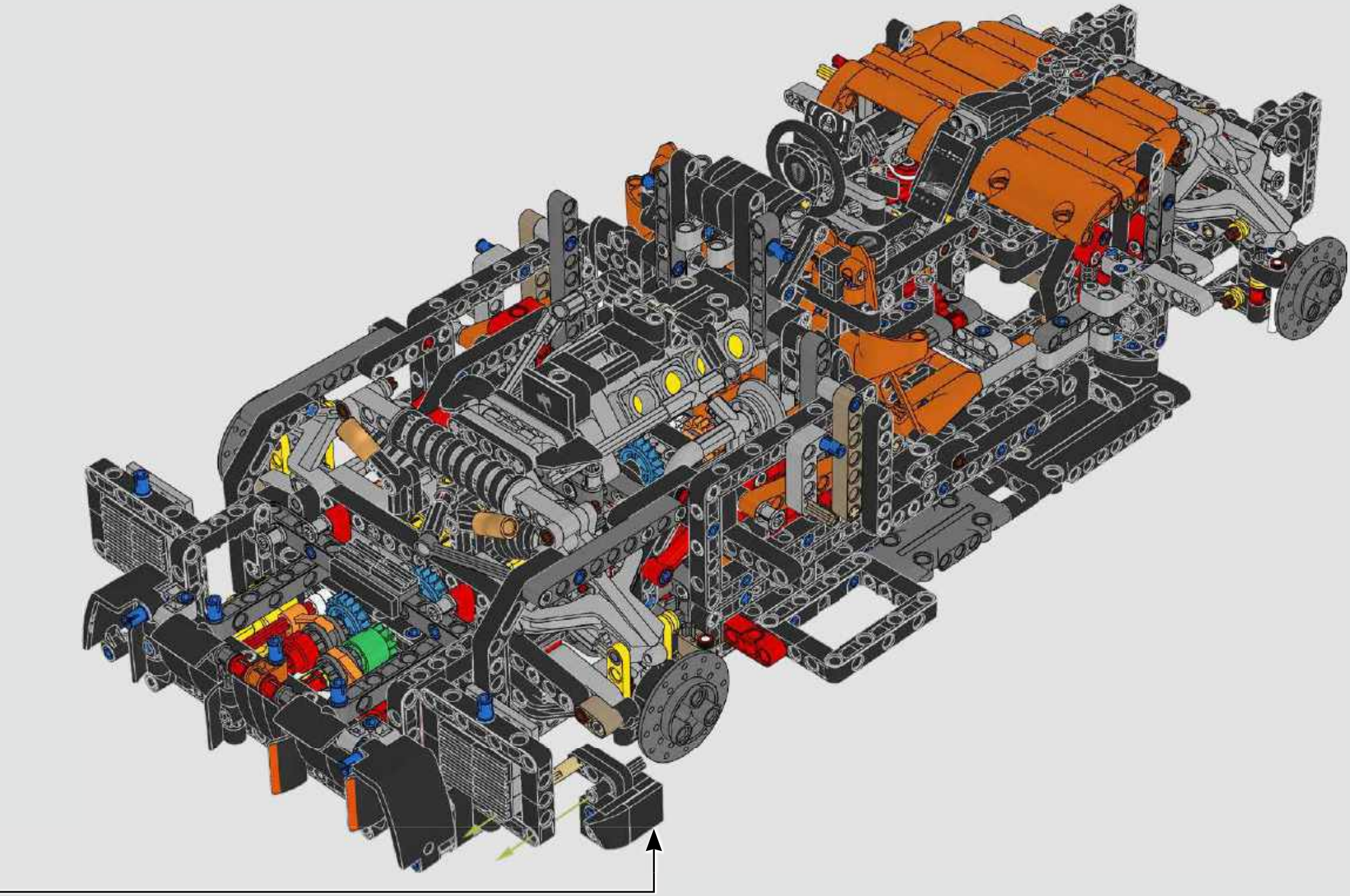
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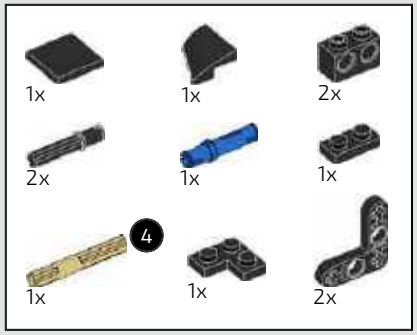


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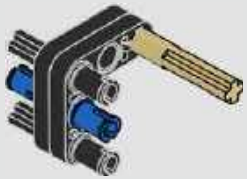


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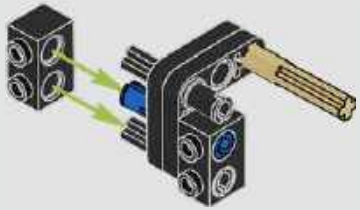
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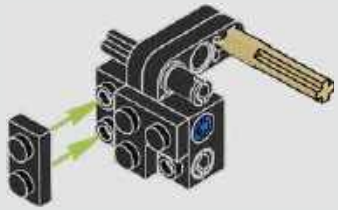
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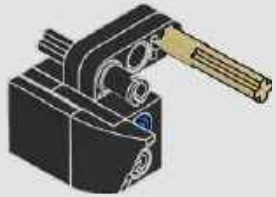
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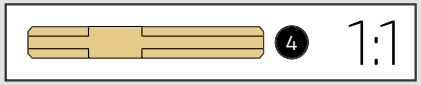


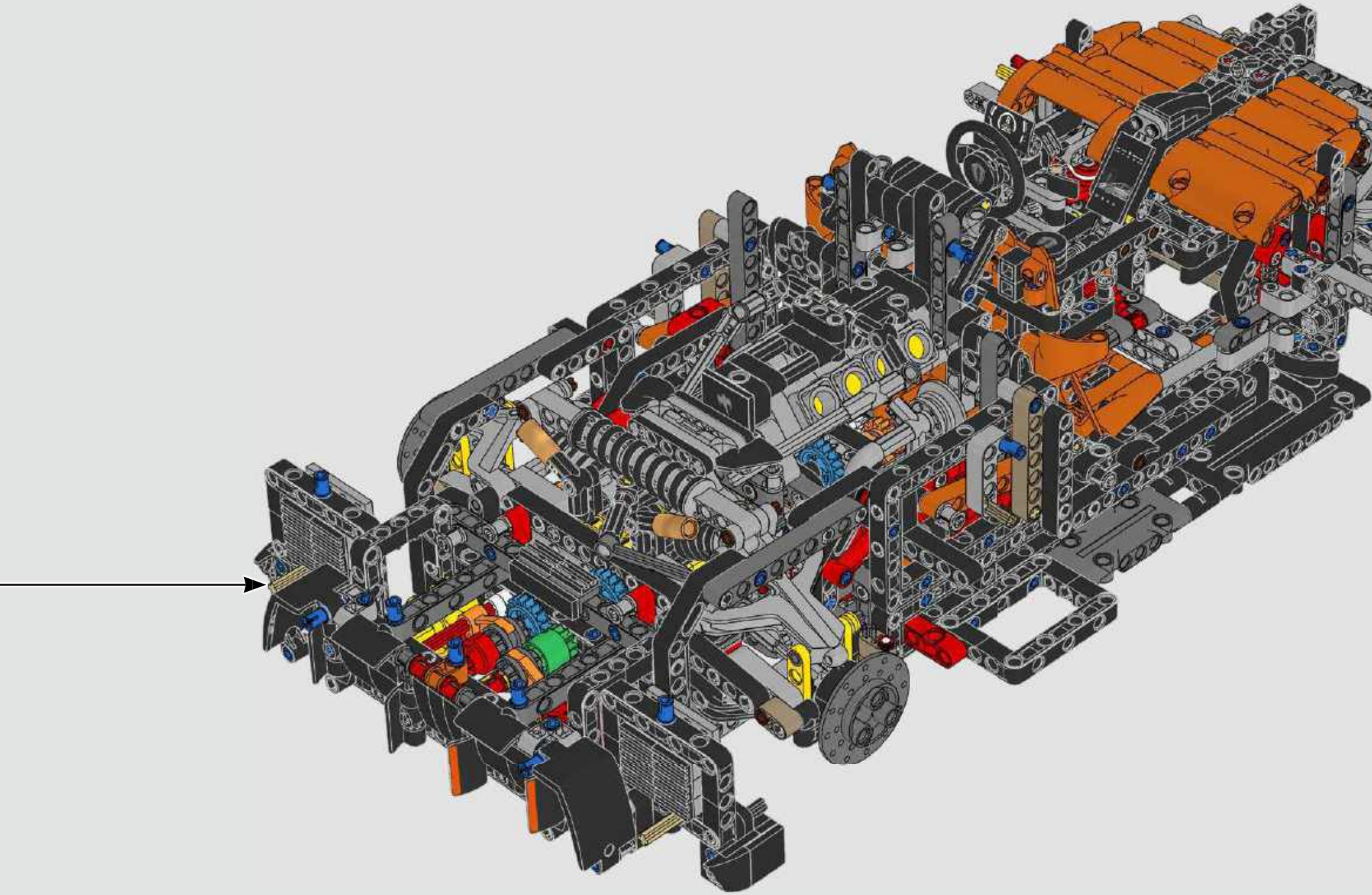
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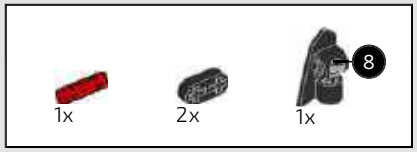


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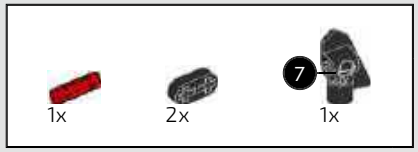




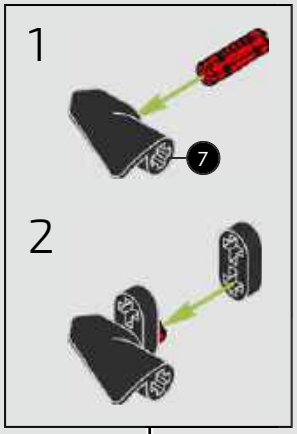


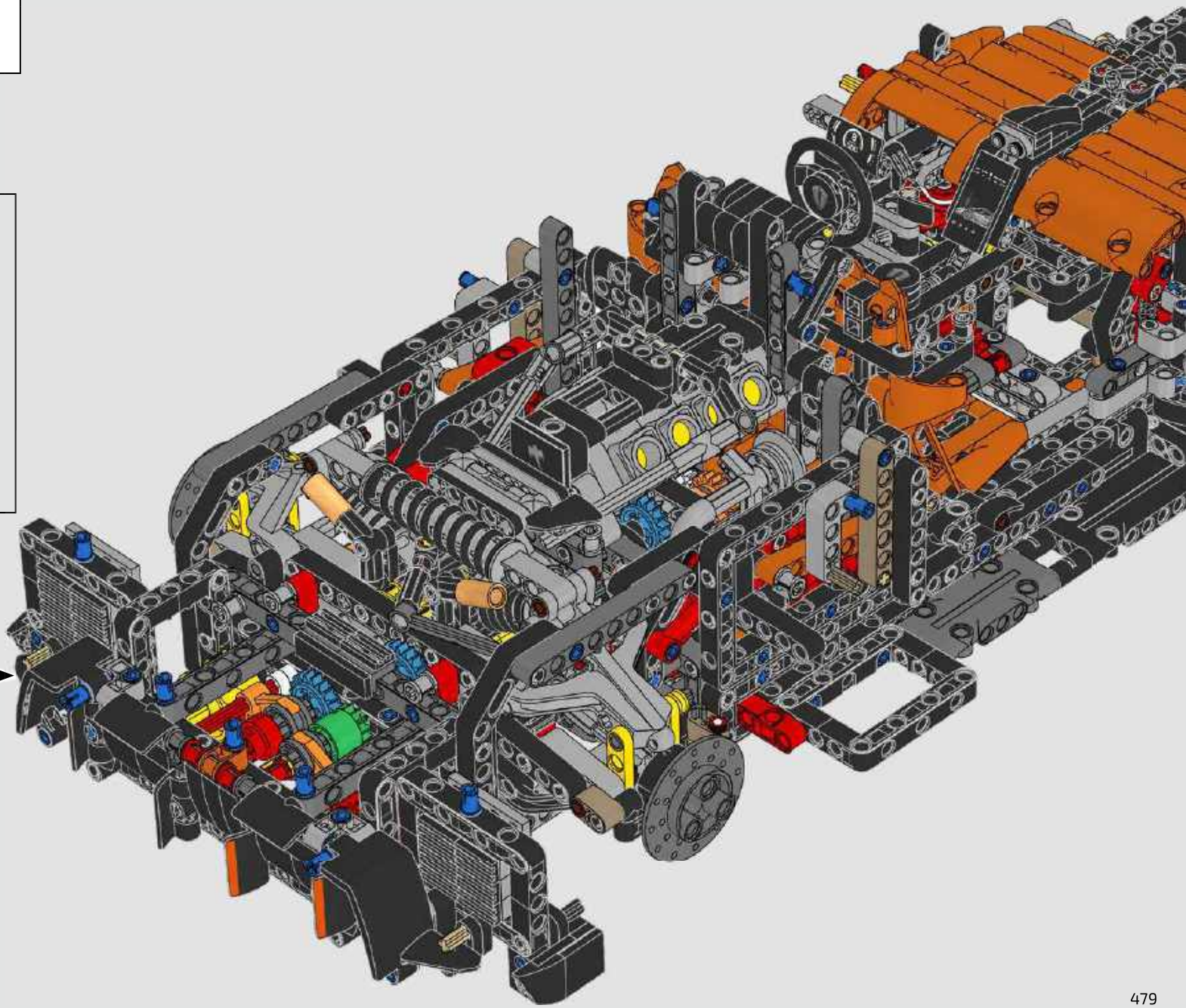


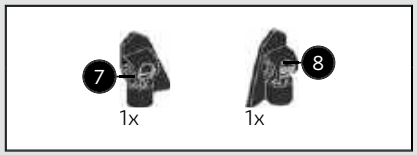
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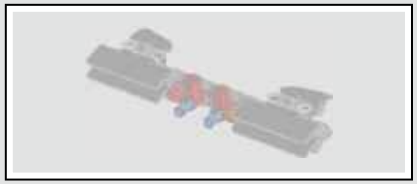


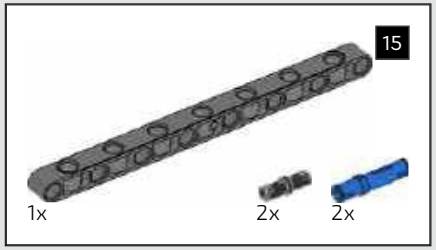
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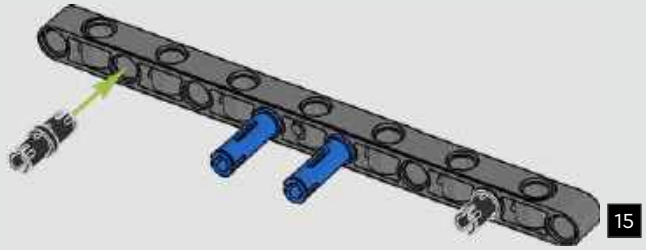
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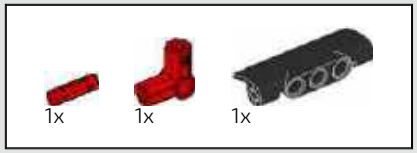




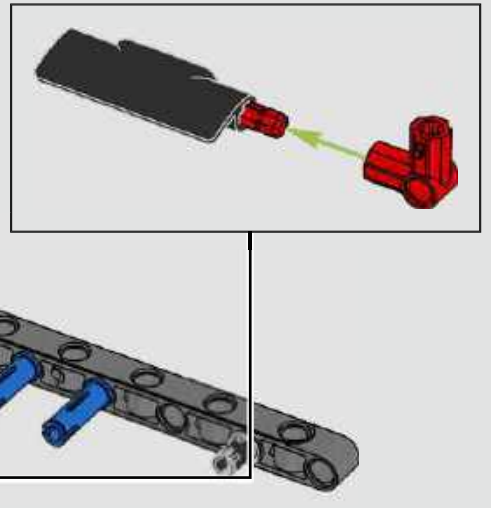


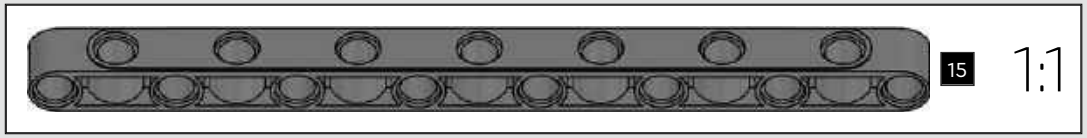
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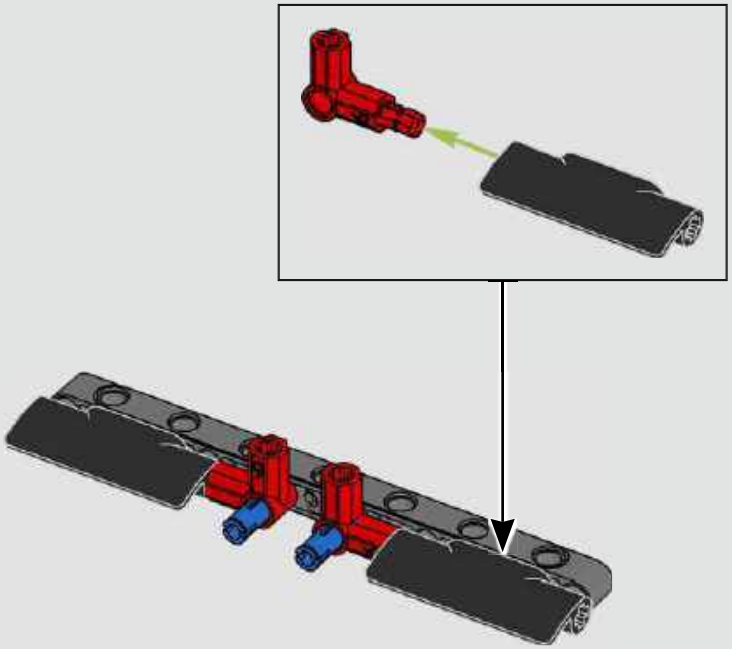
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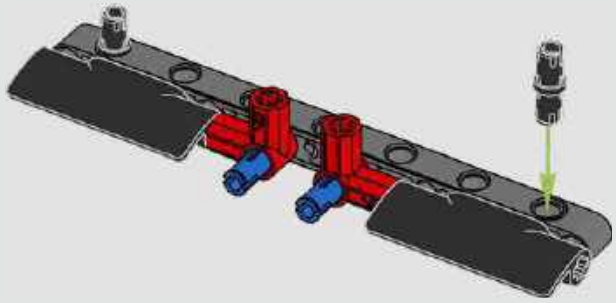


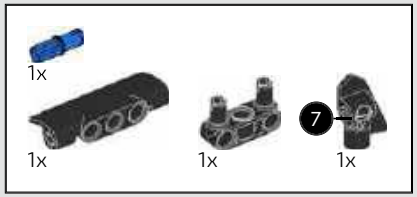
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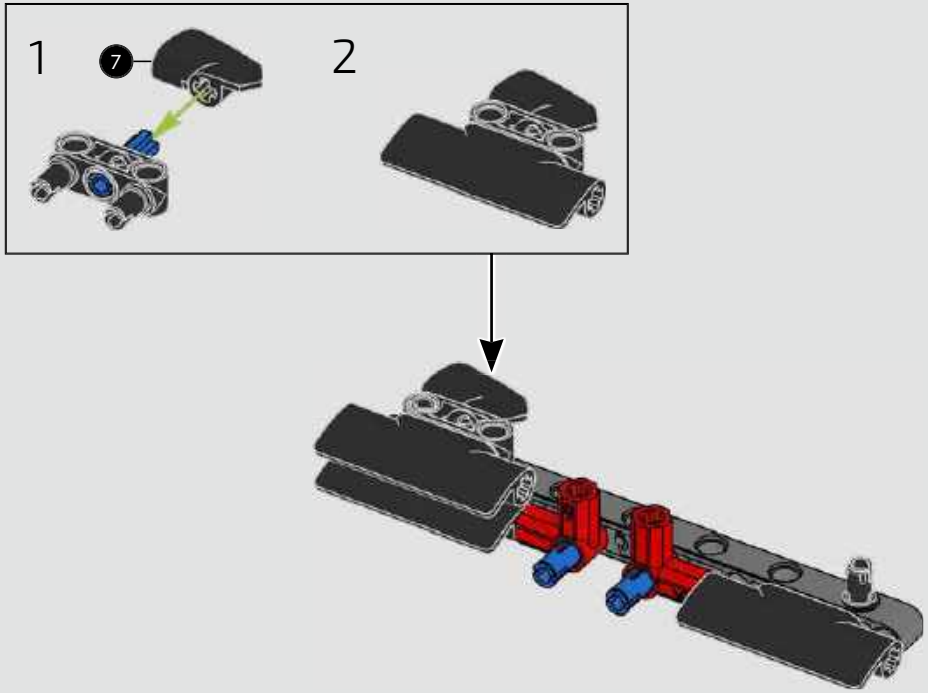


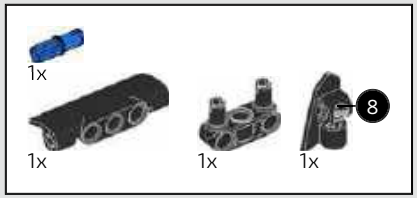
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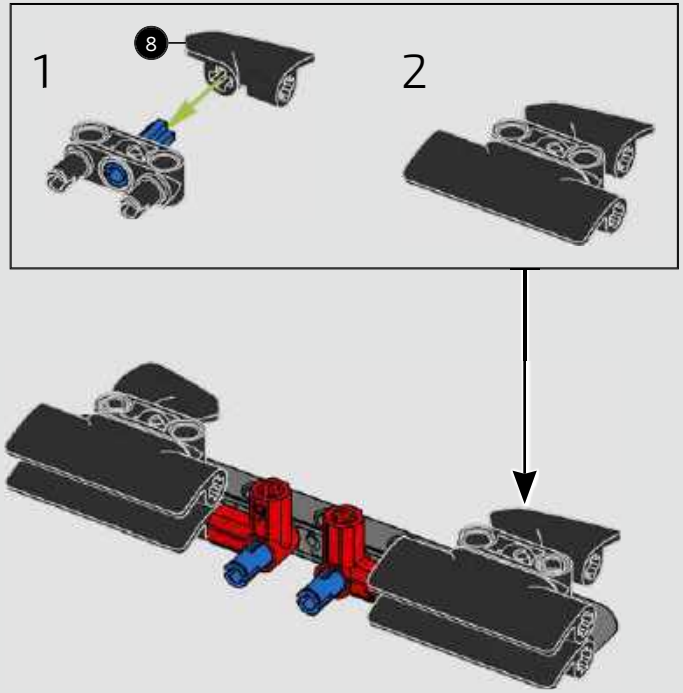


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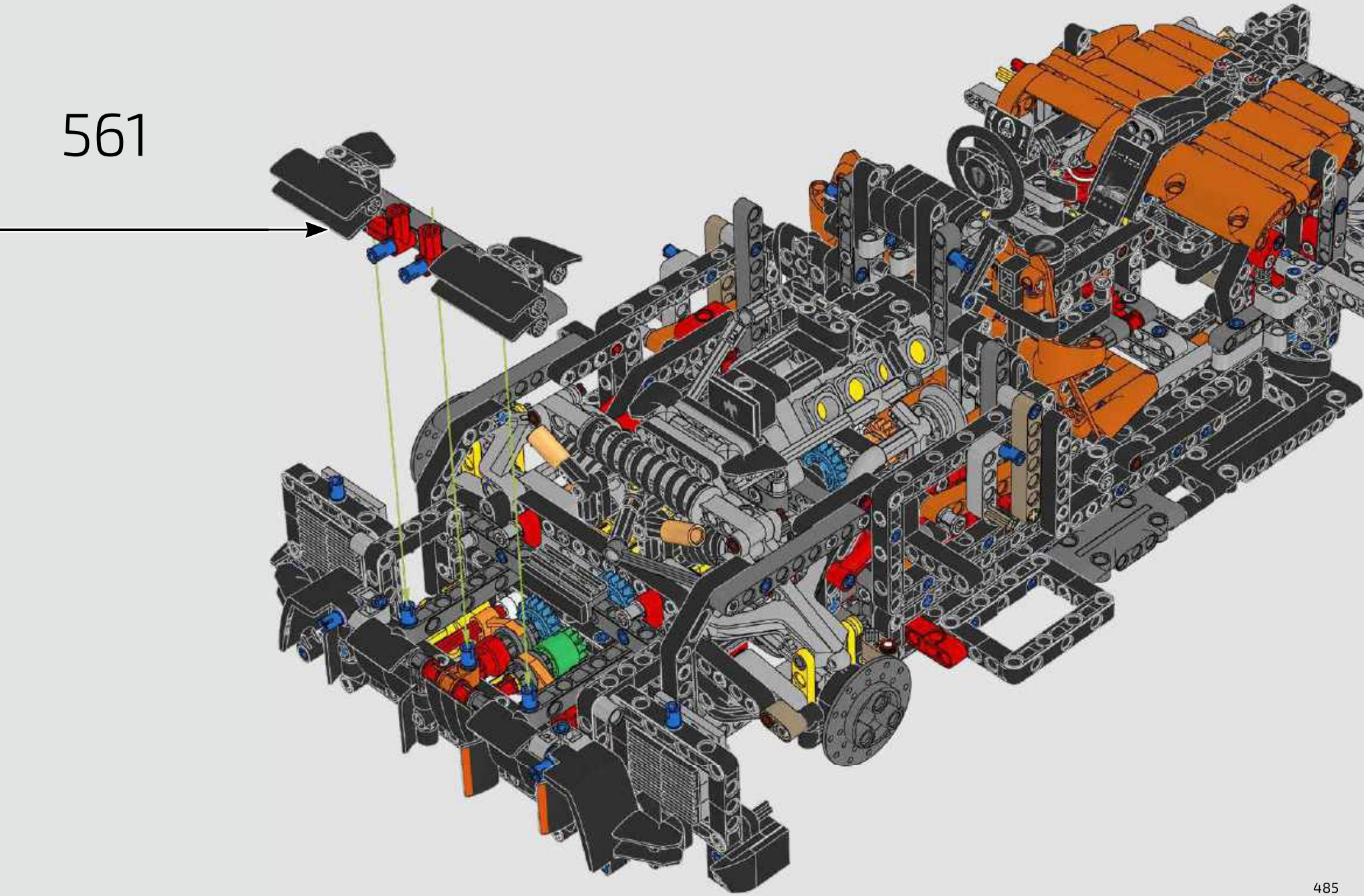


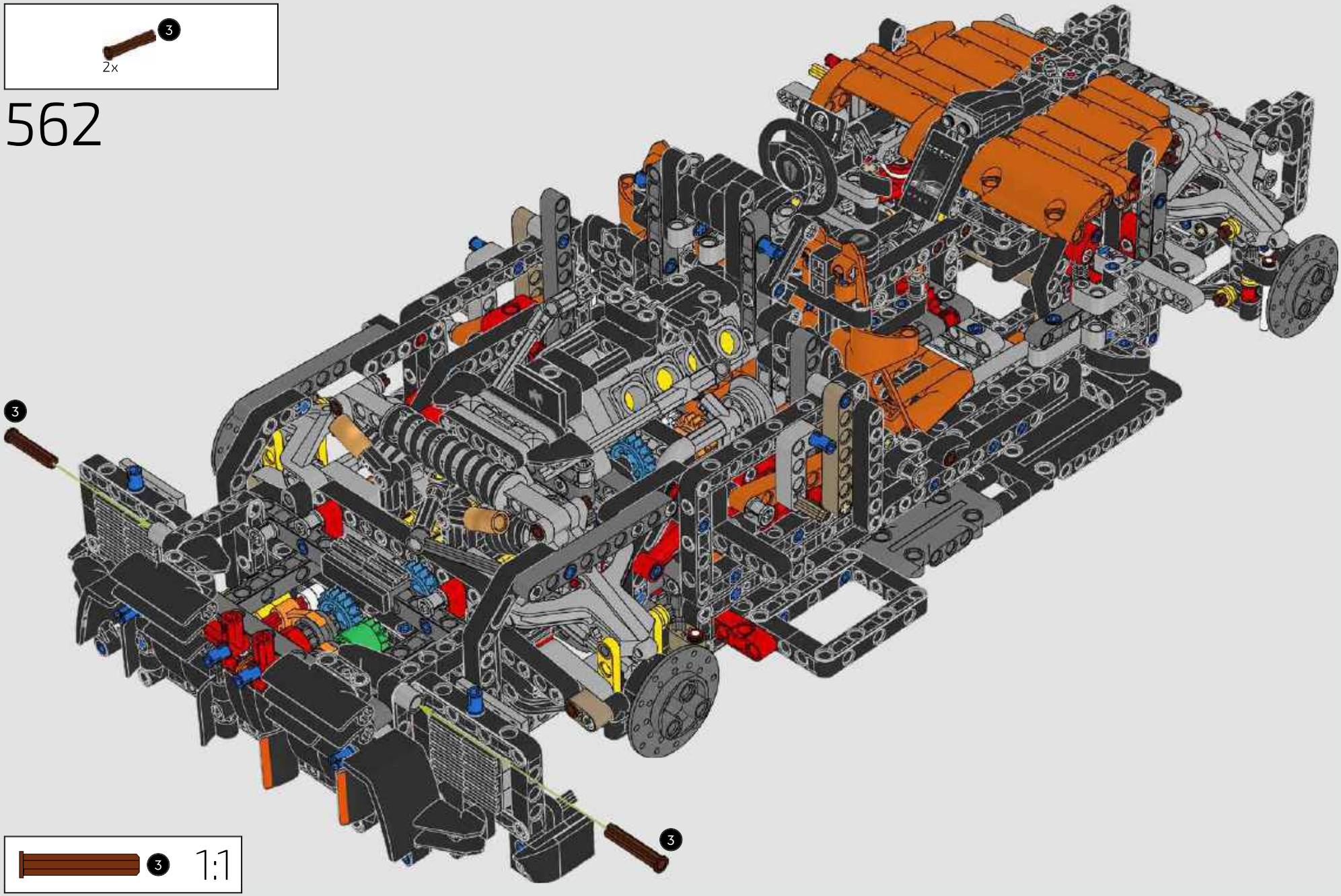


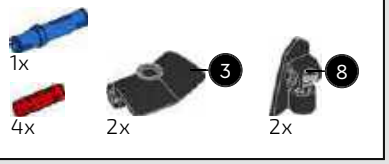
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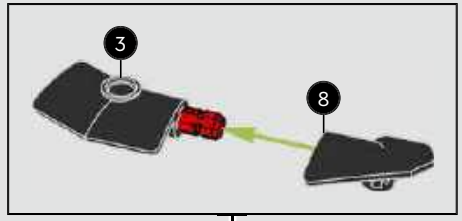
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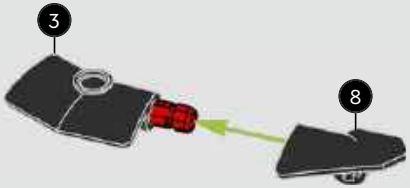

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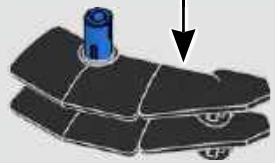
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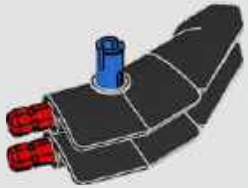
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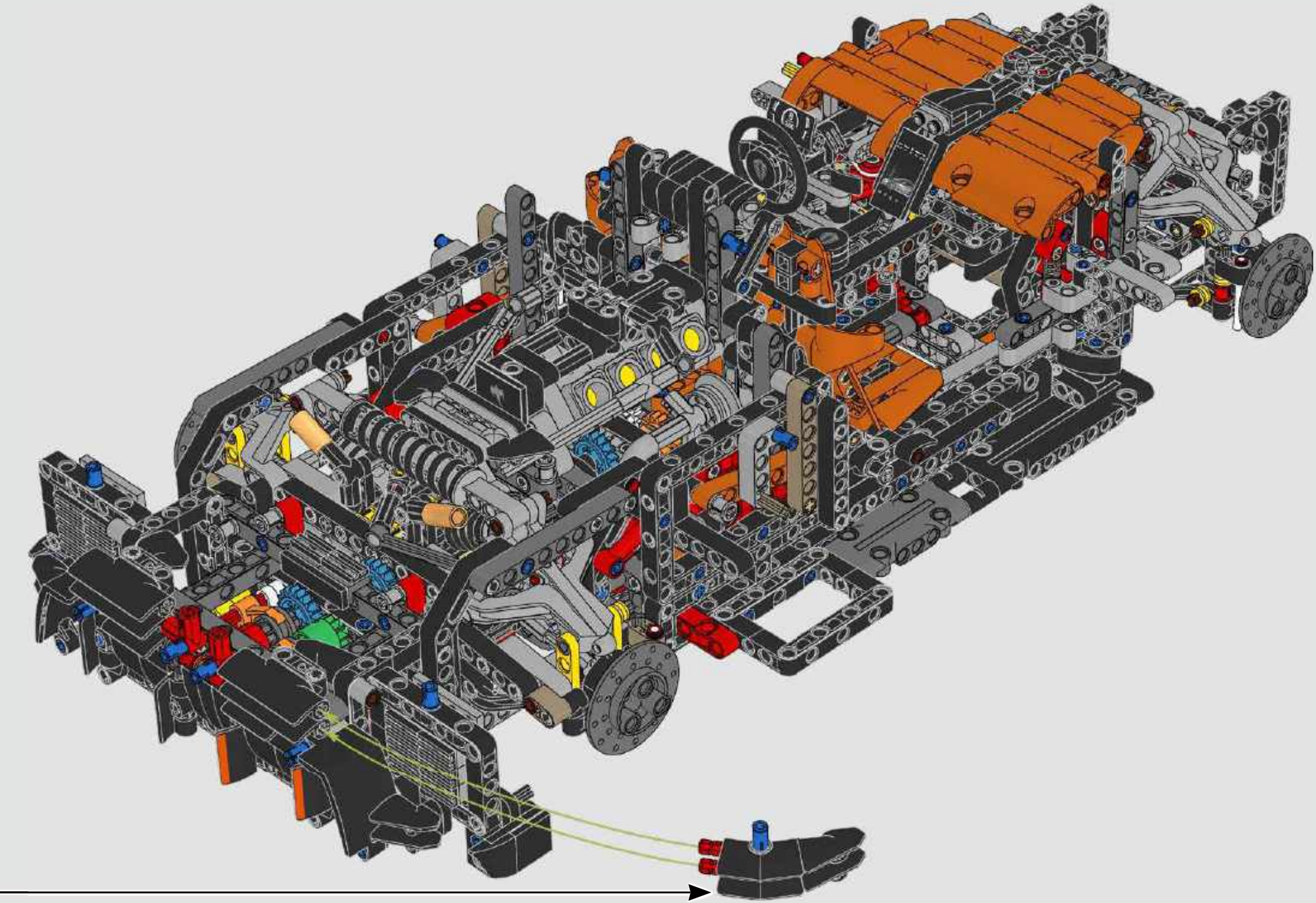


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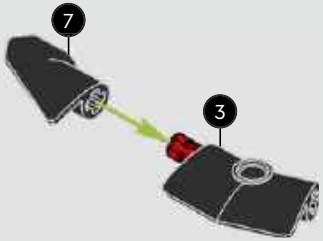






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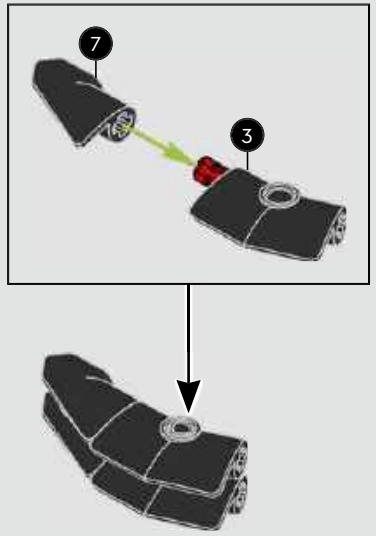
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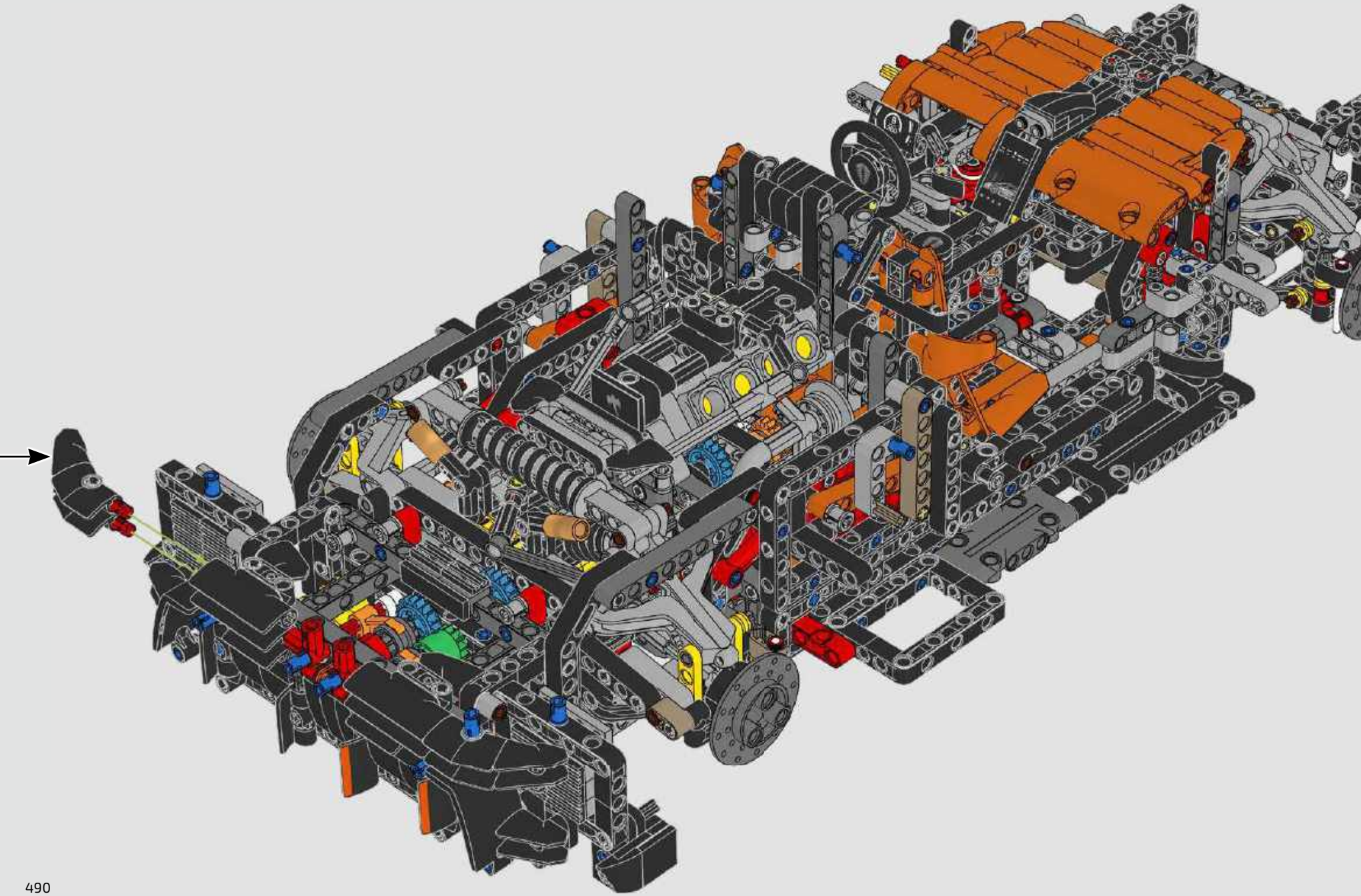


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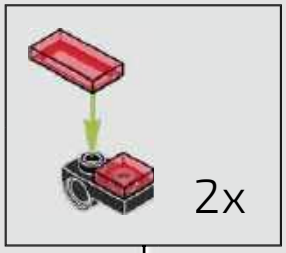
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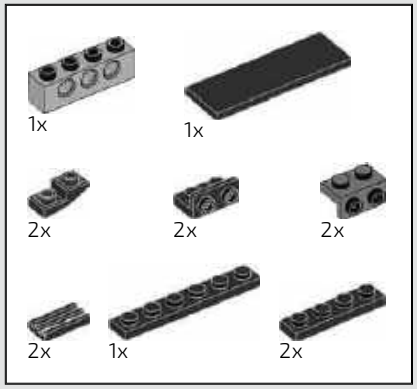




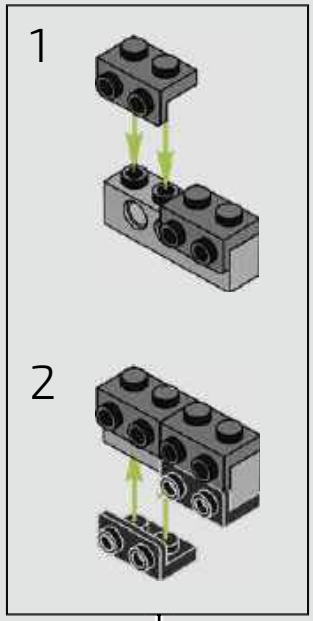


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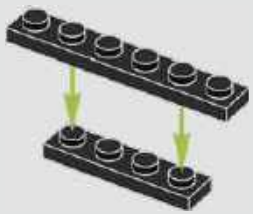




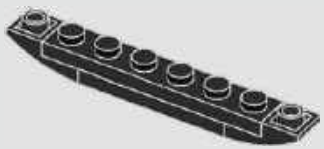
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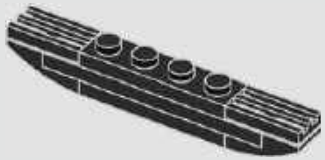
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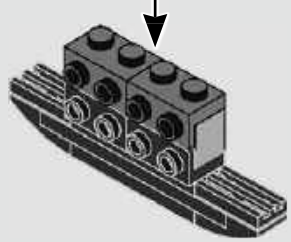
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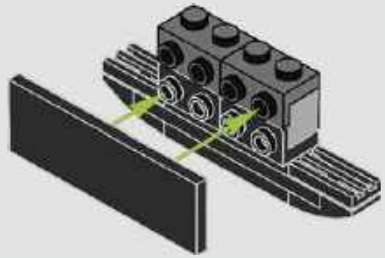
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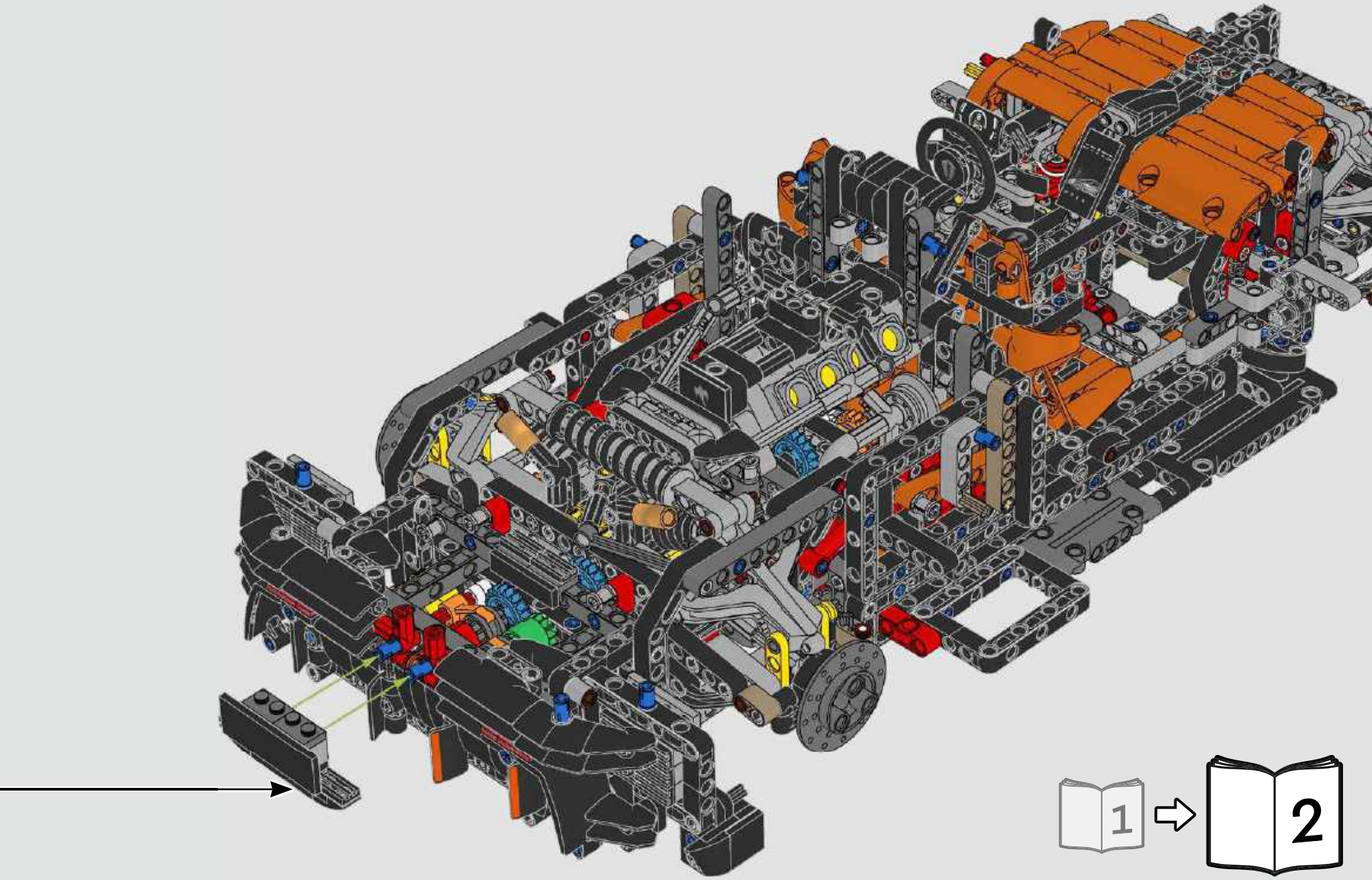


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