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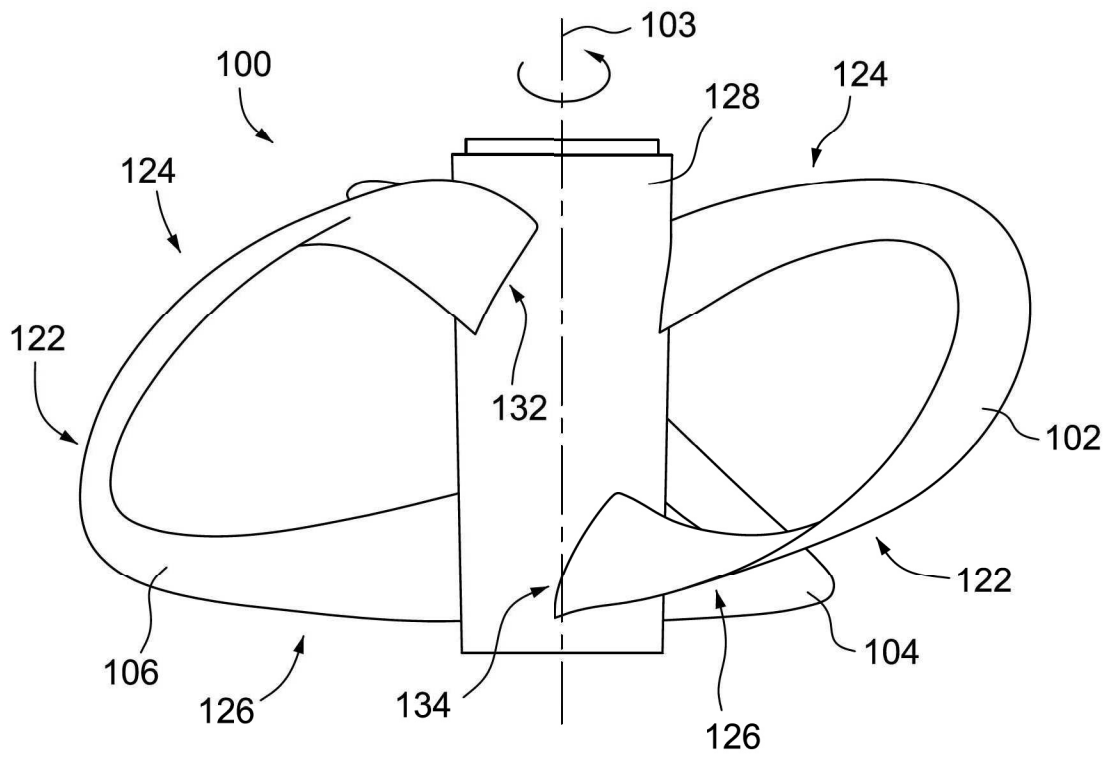


FIG. 1C

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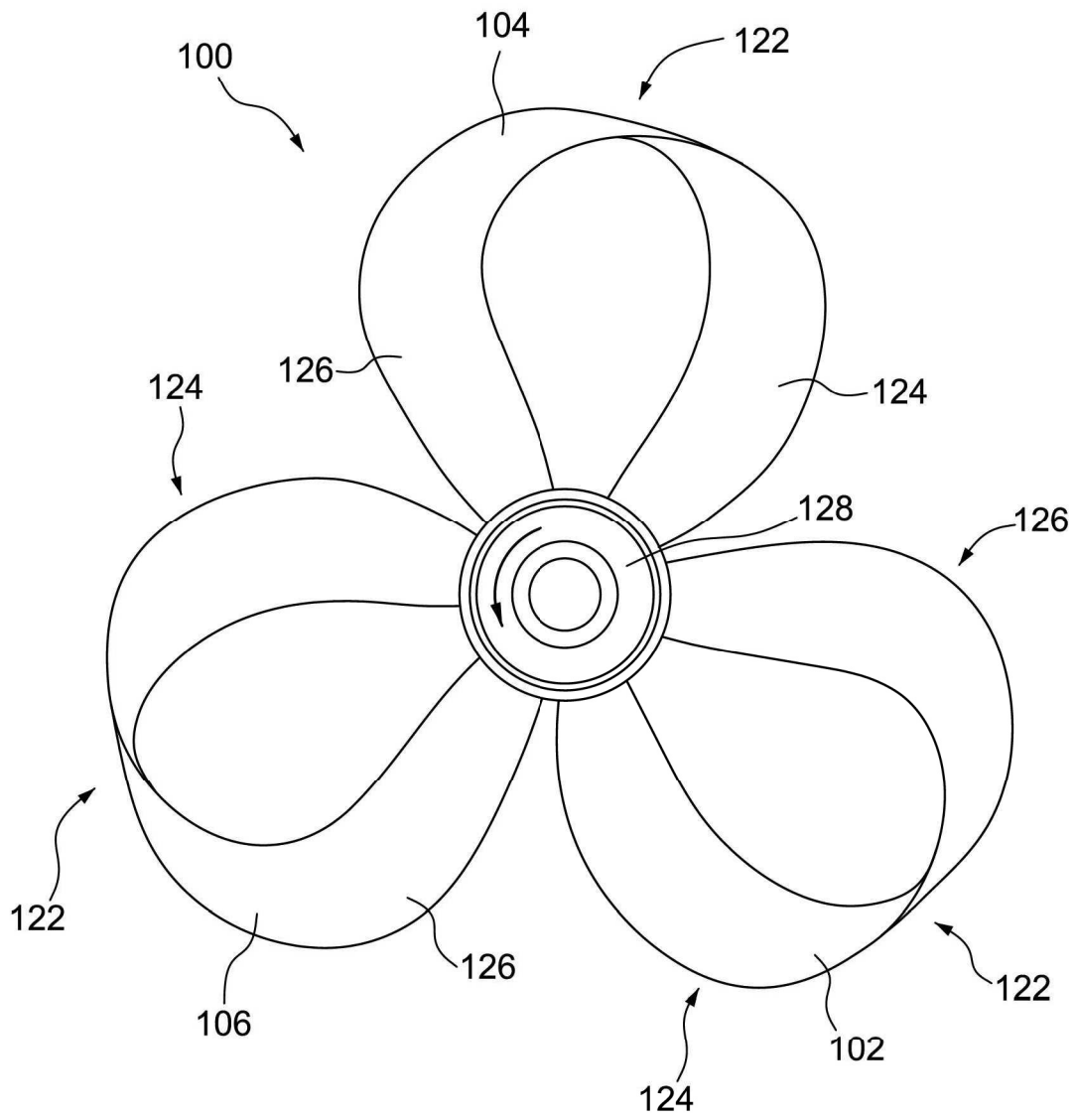


FIG. 1D

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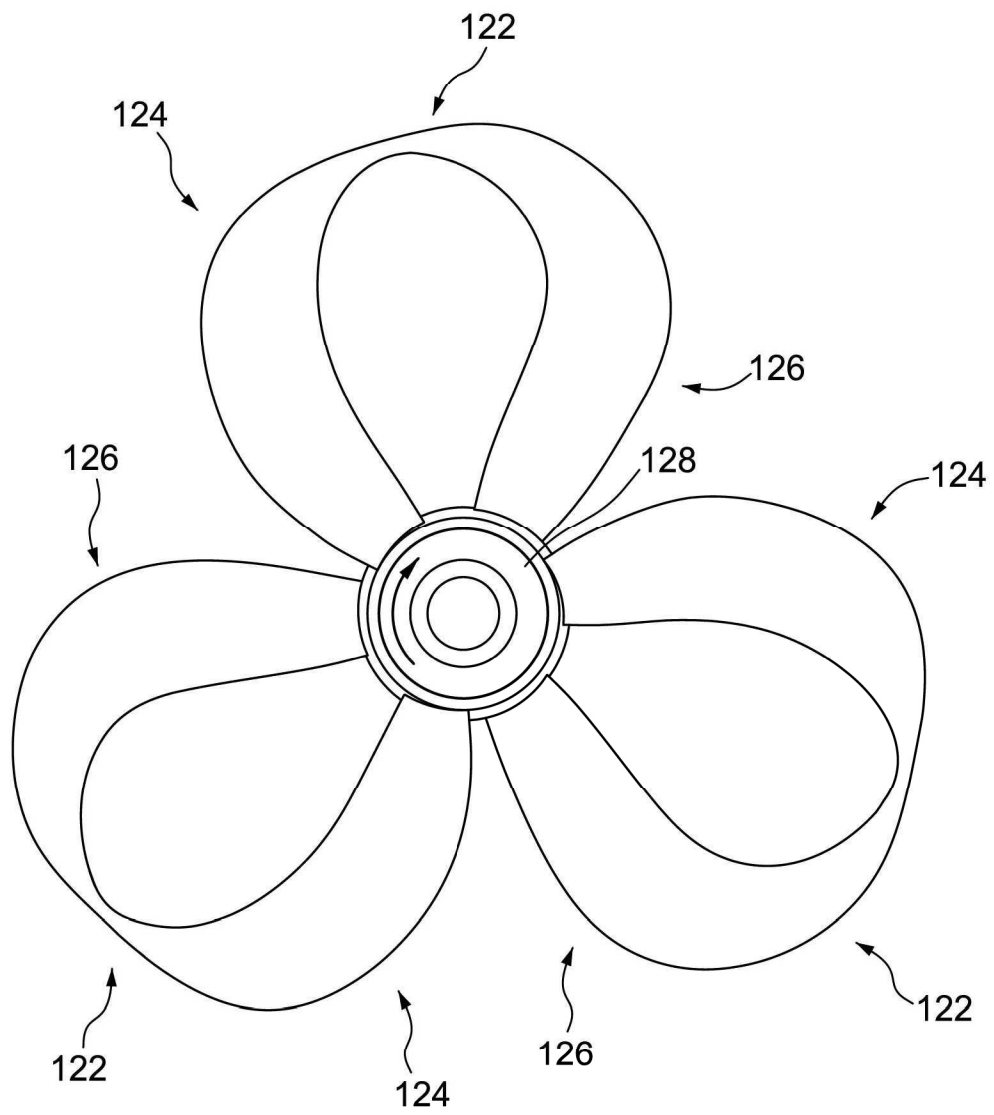


FIG. 1E

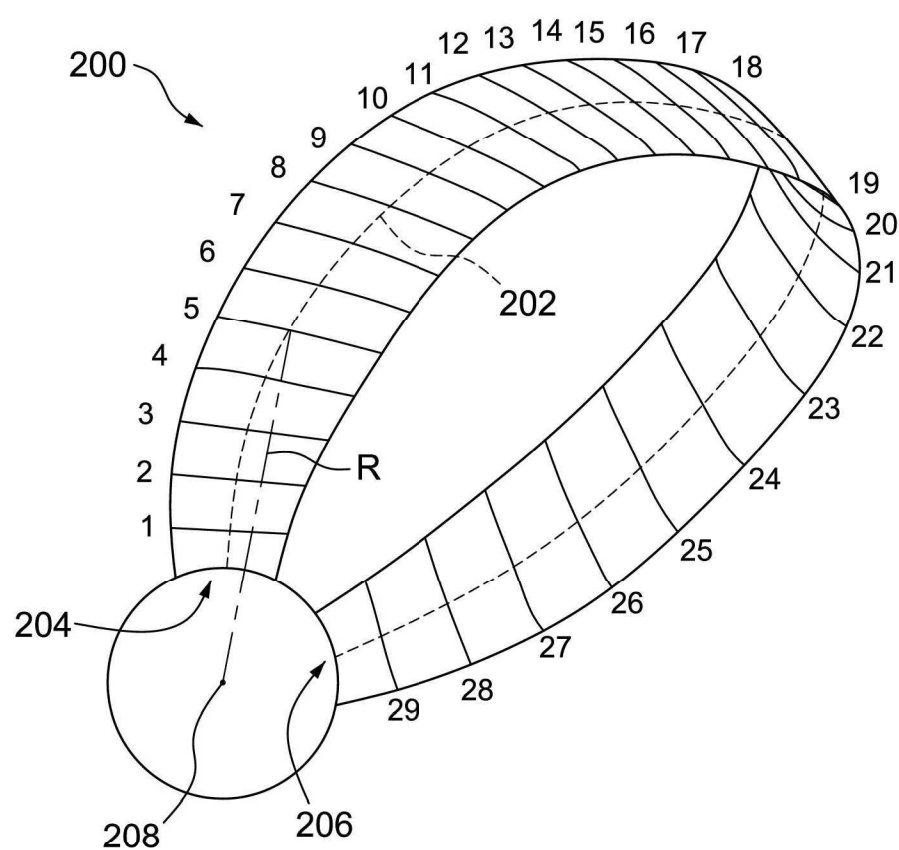


FIG. 2

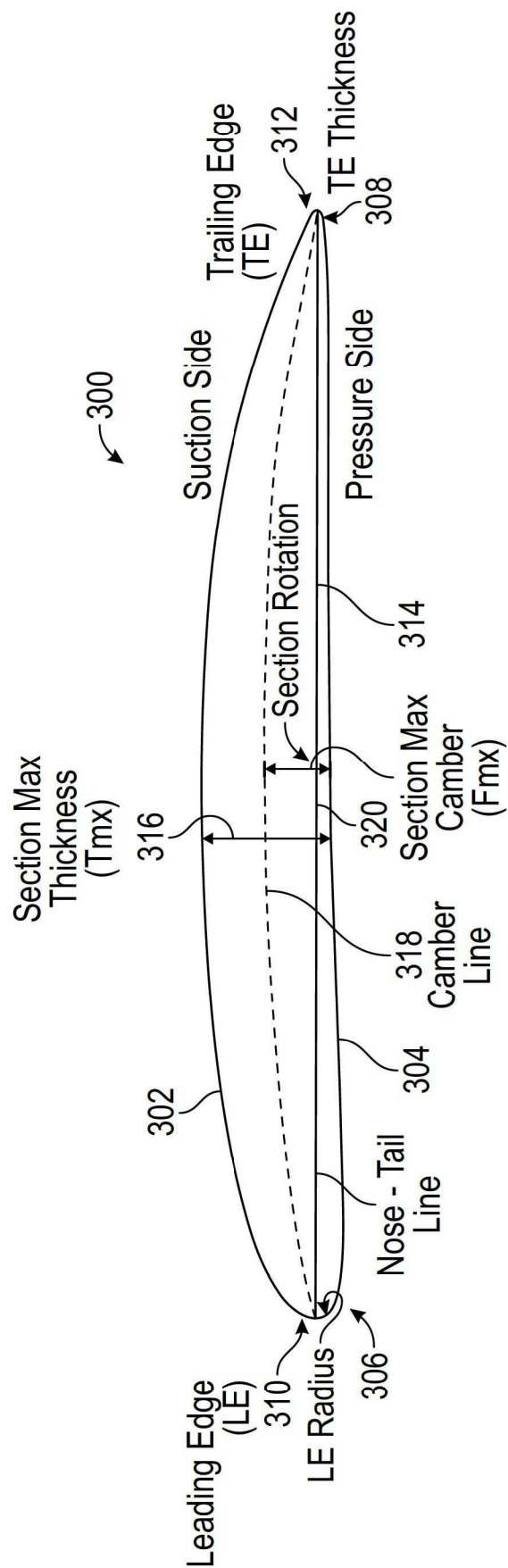


FIG. 3

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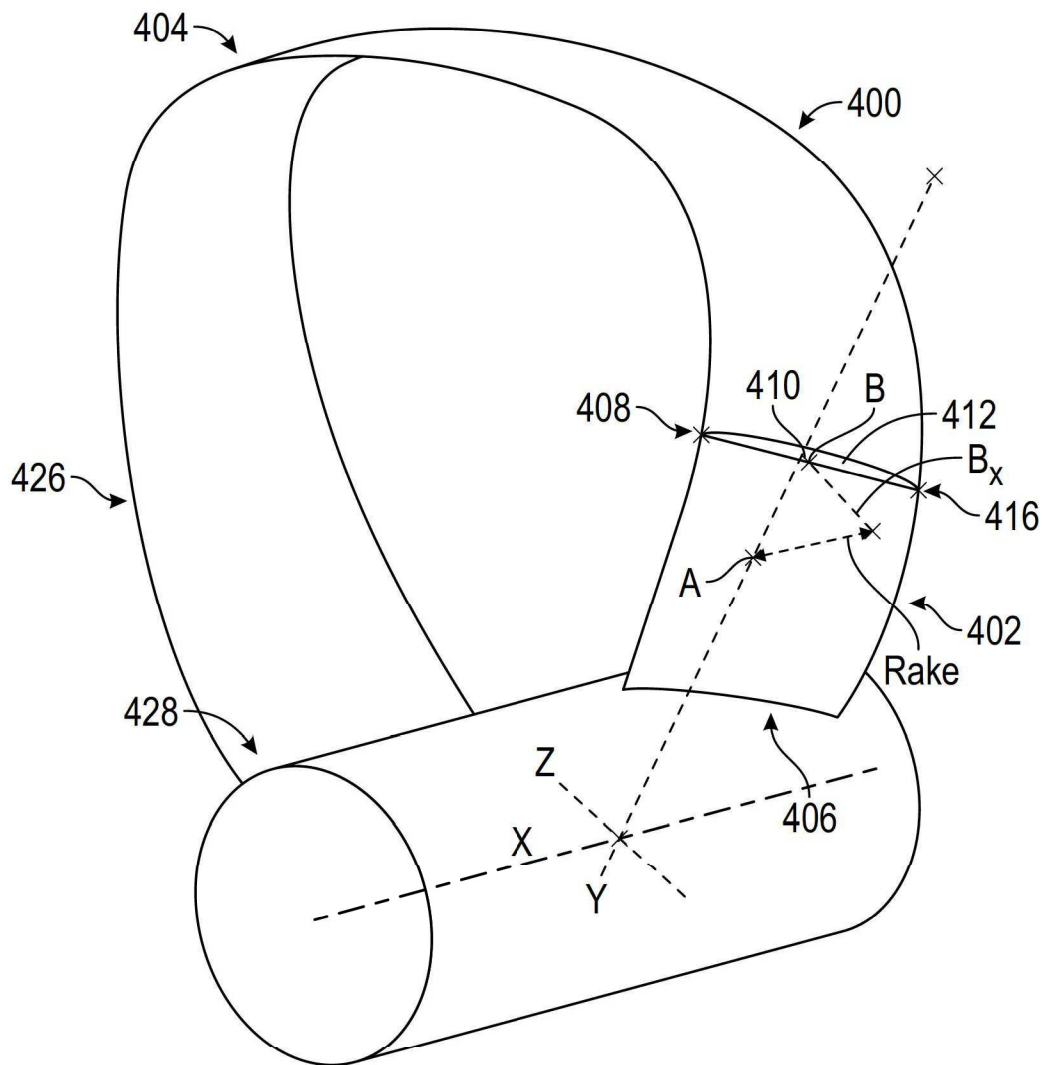


FIG. 4A

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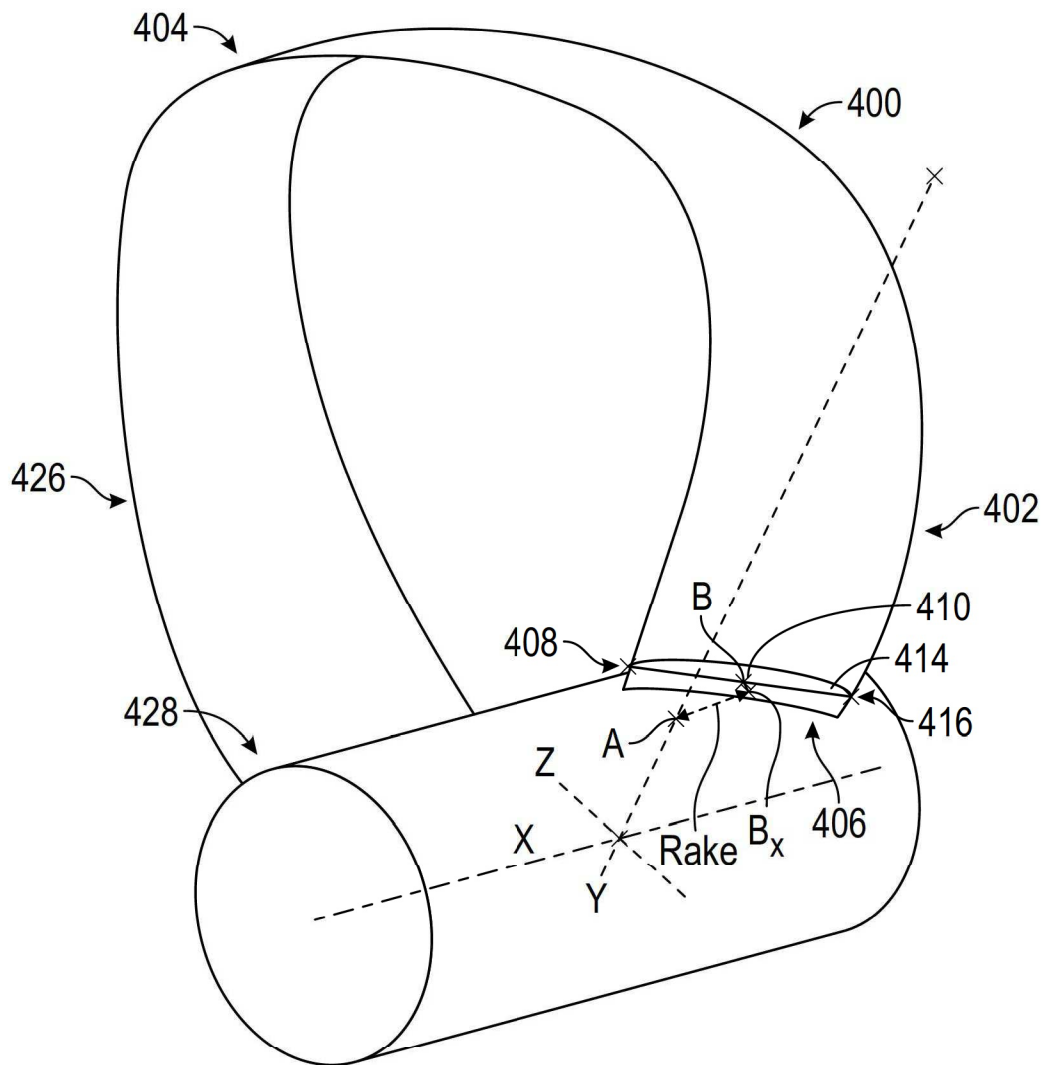


FIG. 4B

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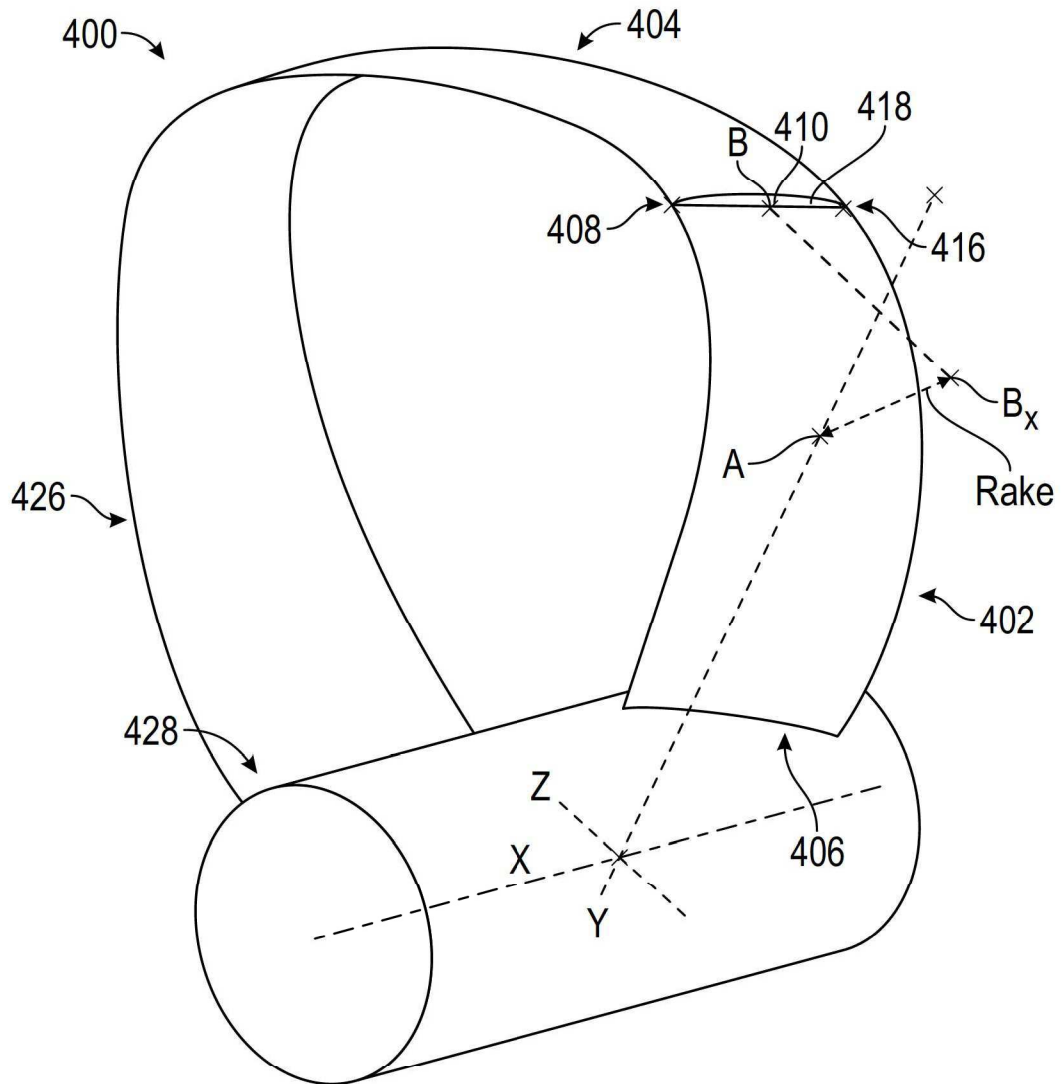


FIG. 4C

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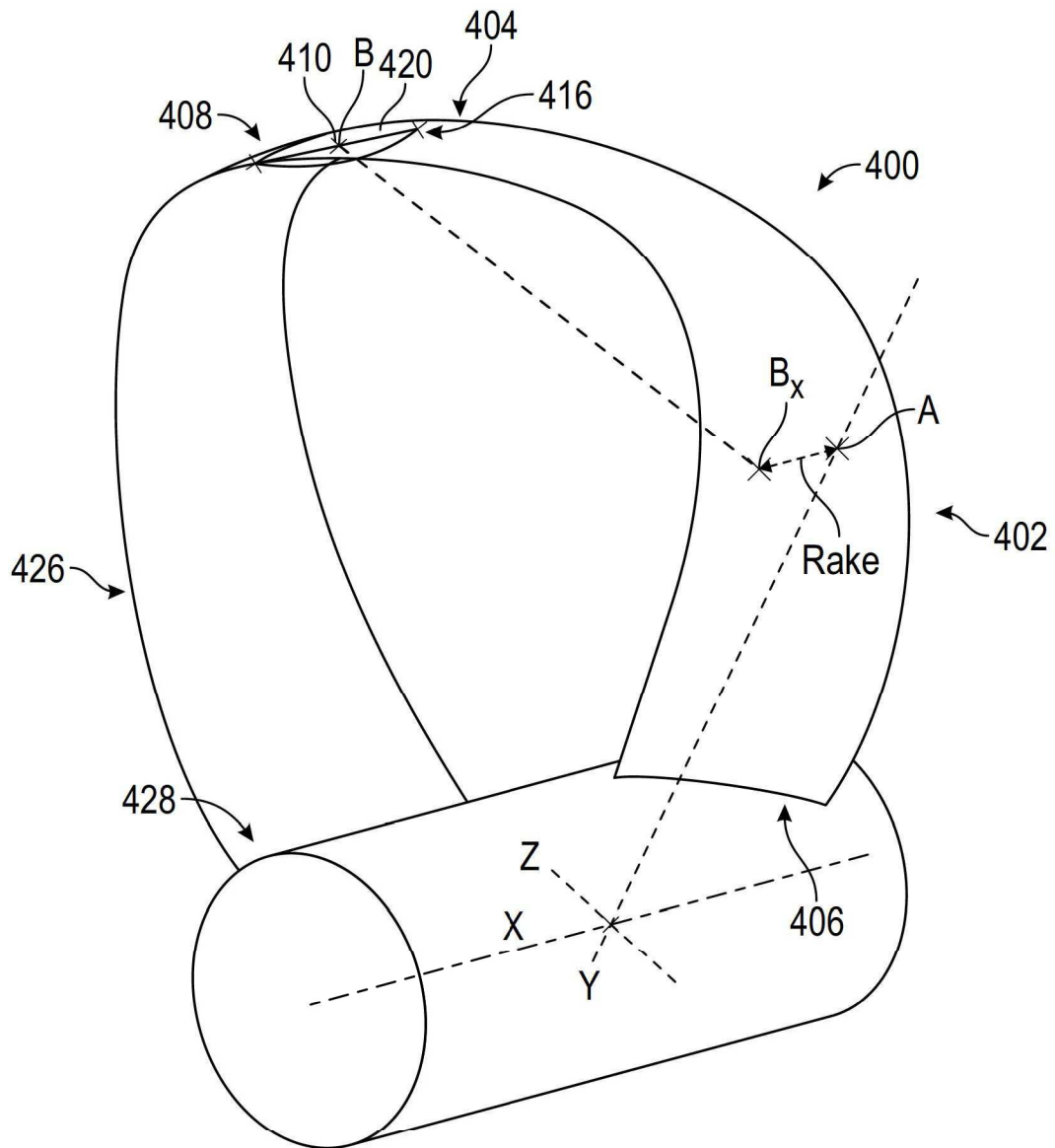


FIG. 4D

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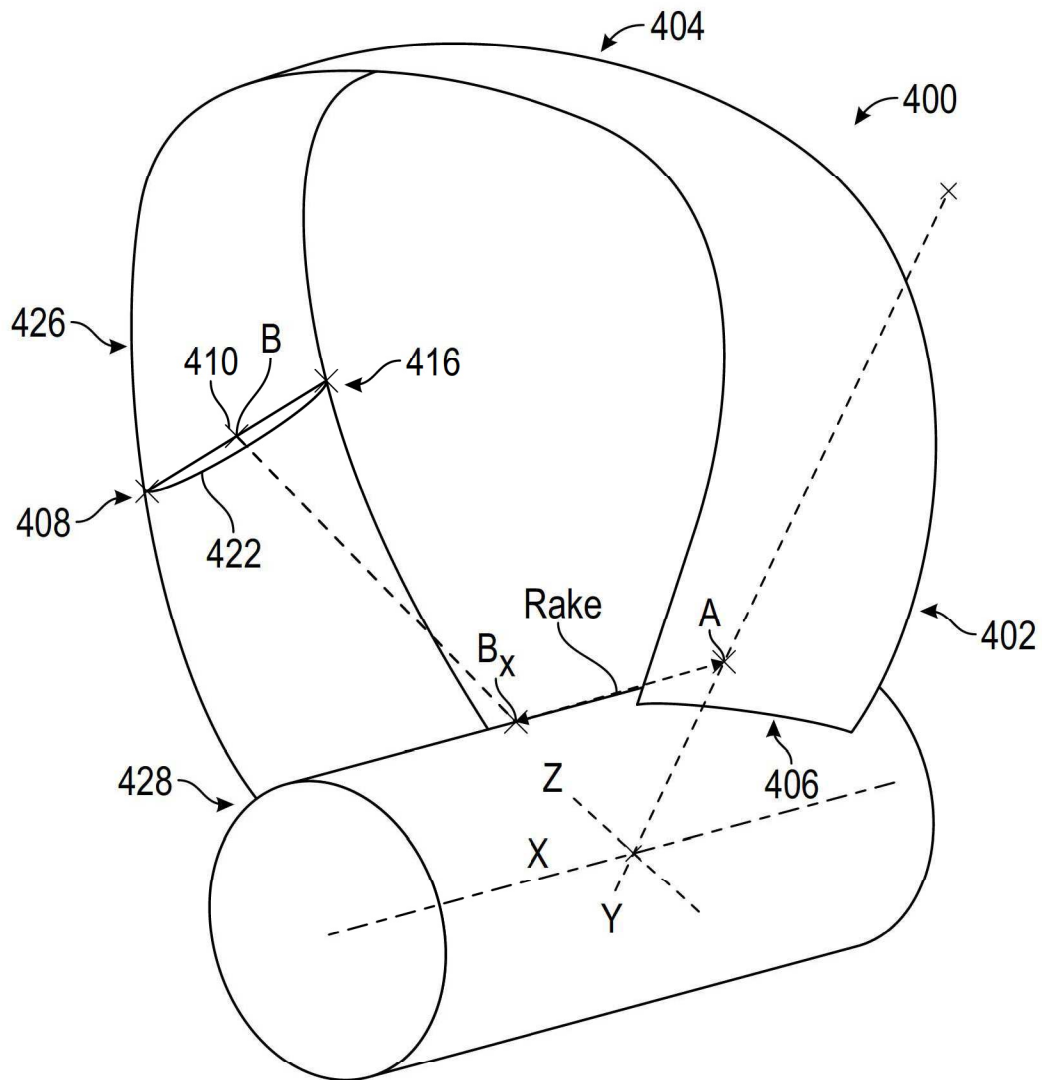


FIG. 4E

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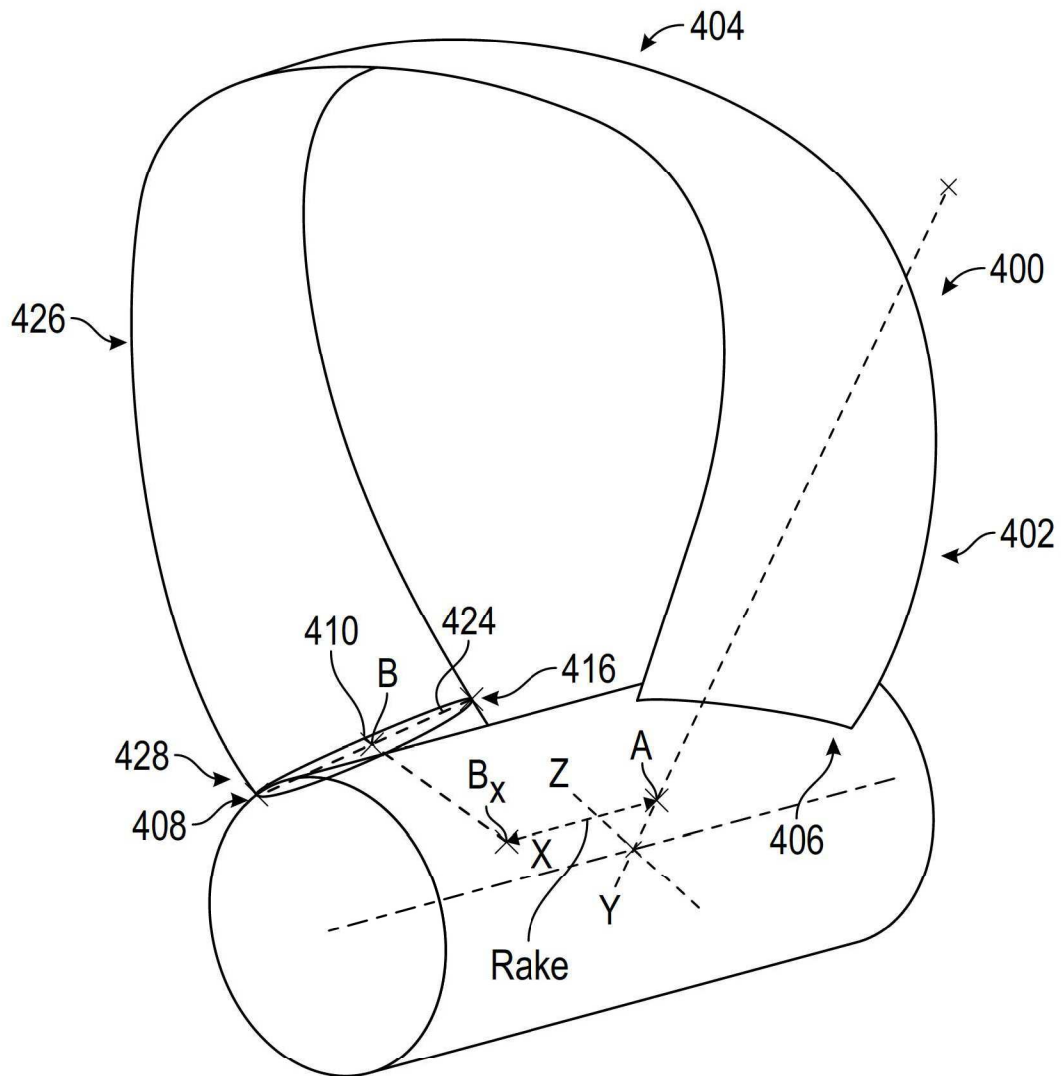


FIG. 4F

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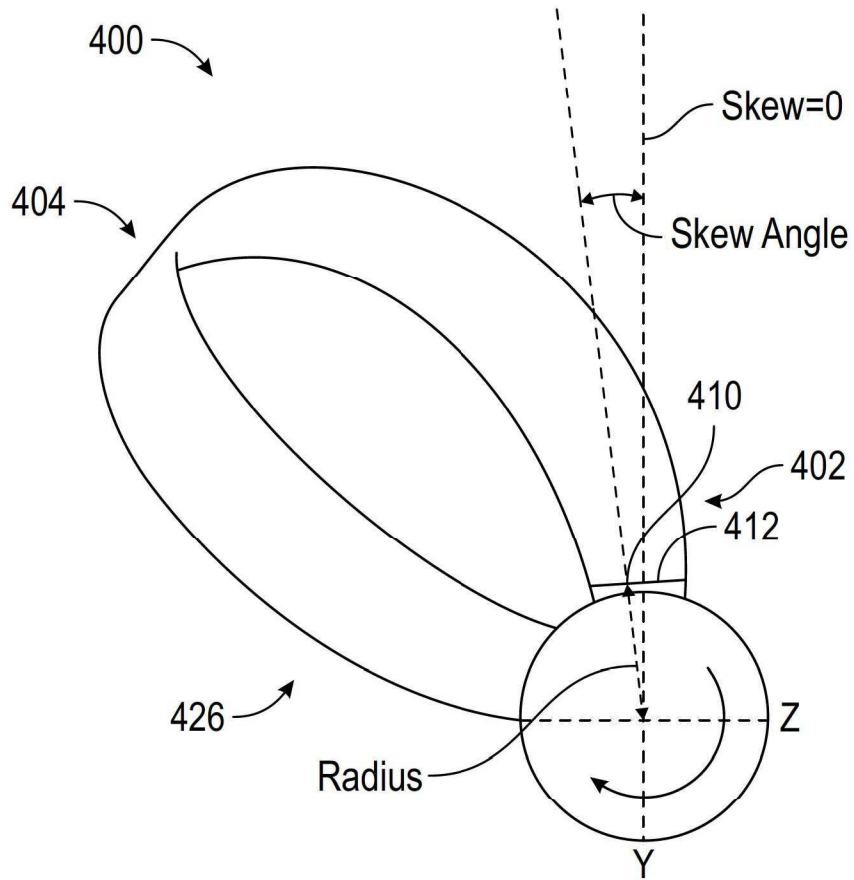


FIG. 5A

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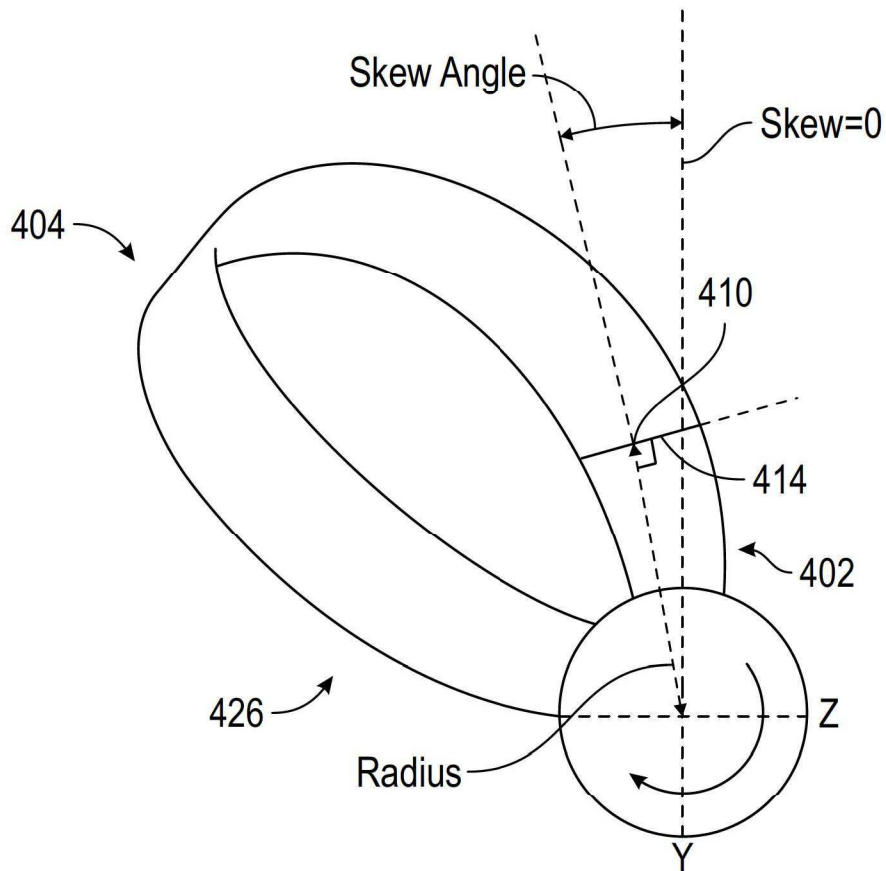


FIG. 5B

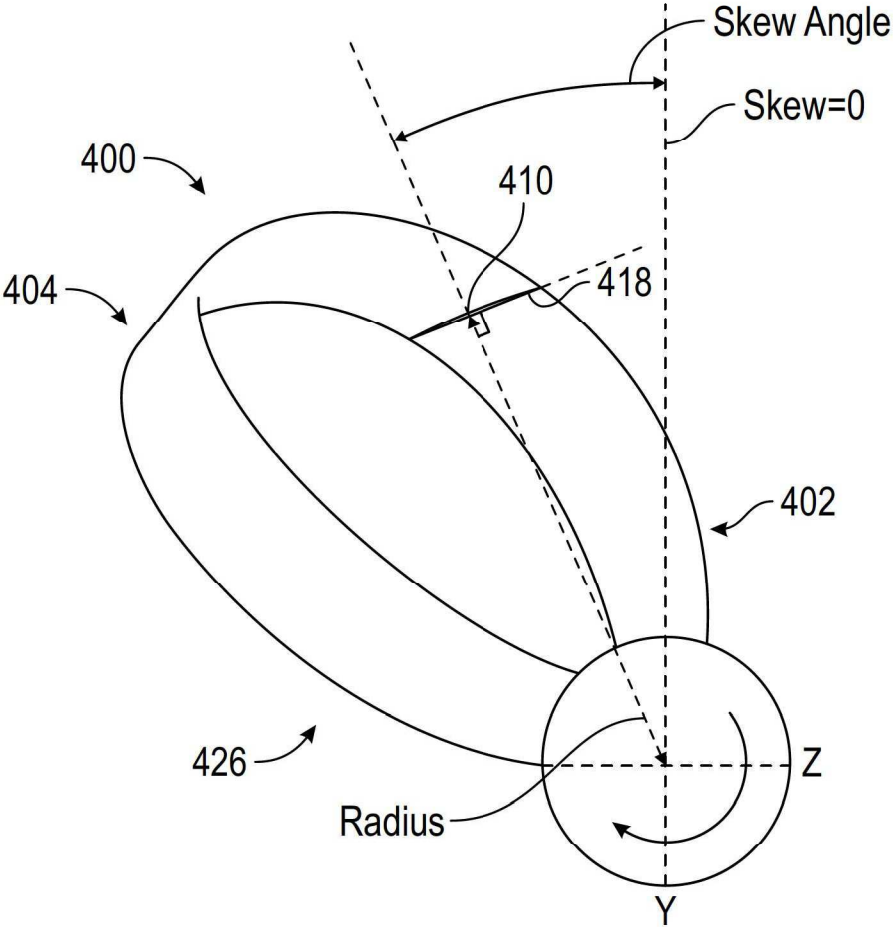


FIG. 5C

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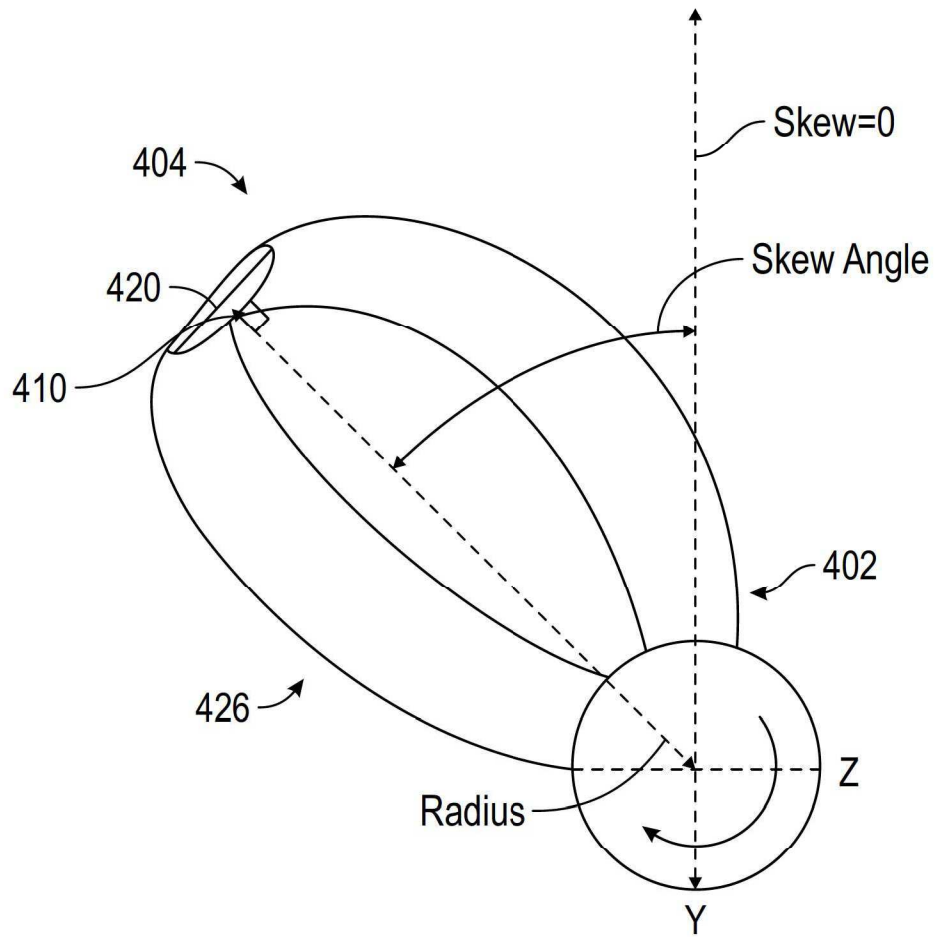


FIG. 5D

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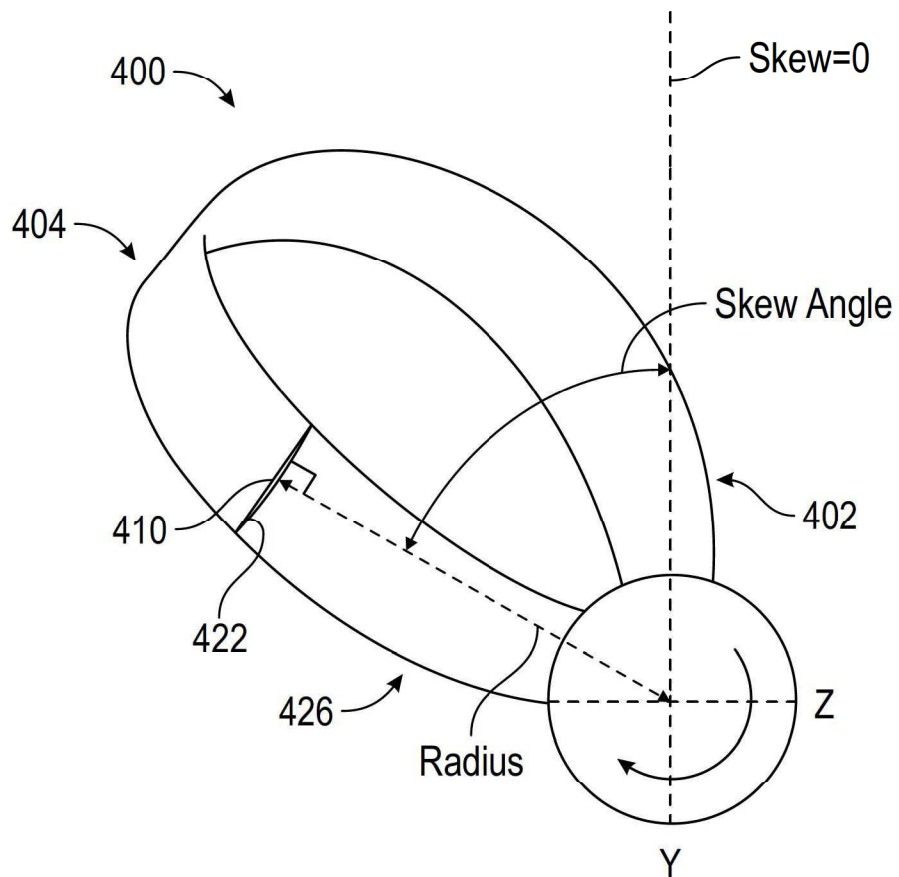


FIG. 5E

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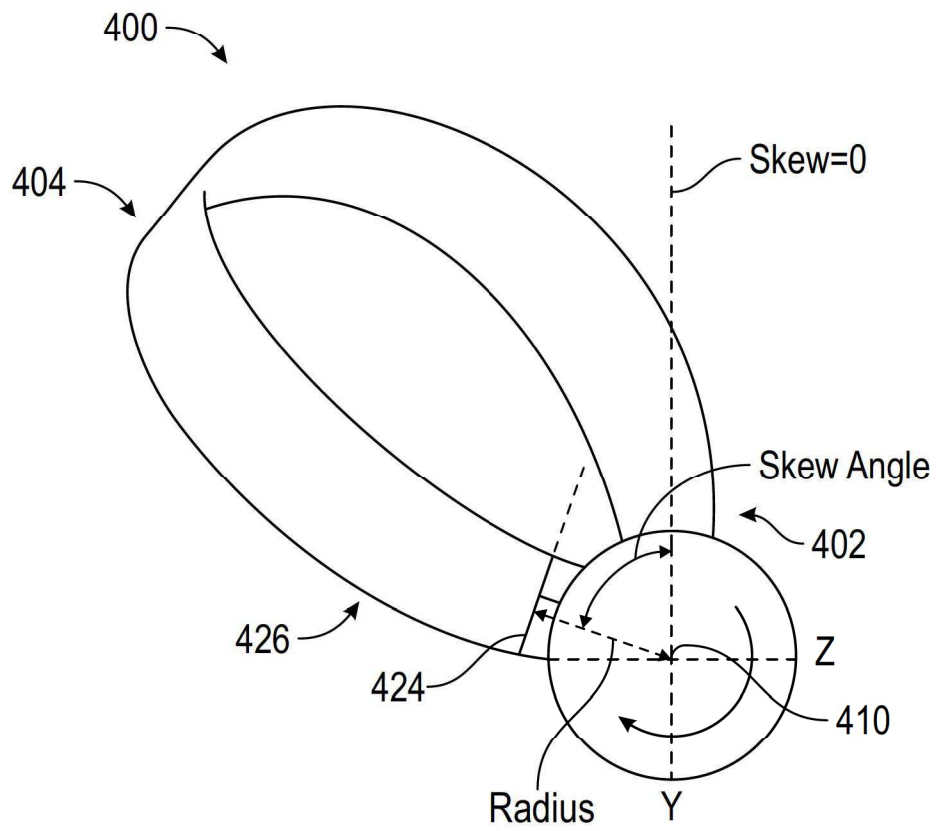


FIG. 5F

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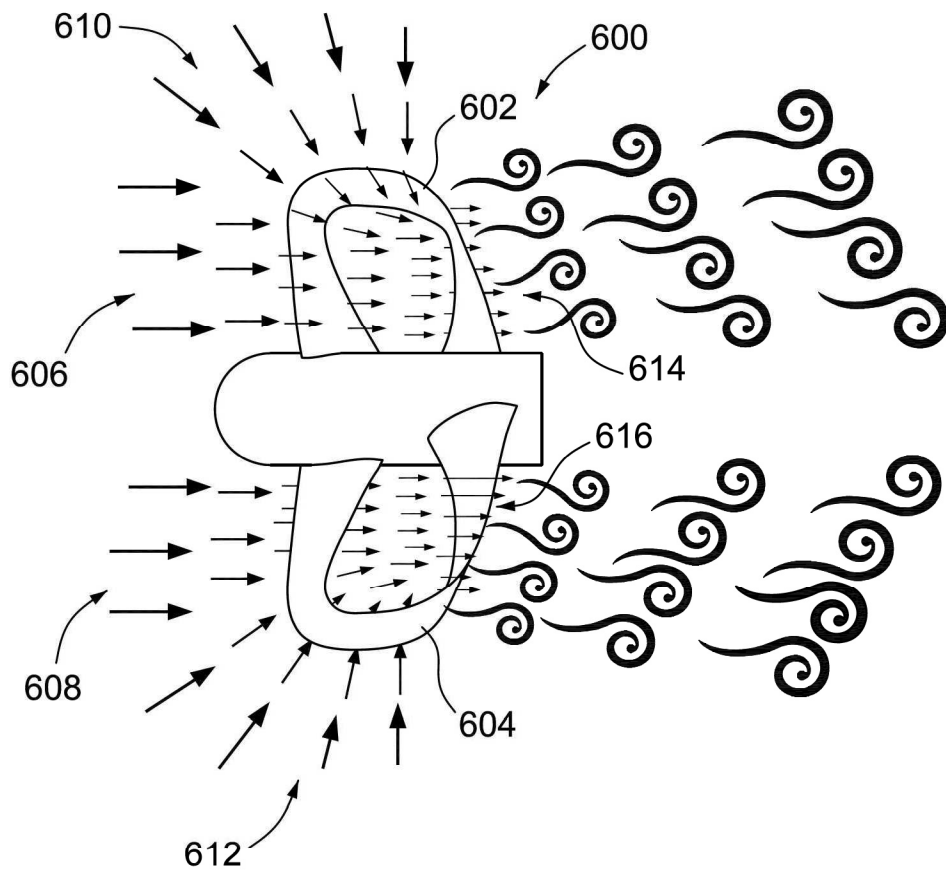


FIG. 6

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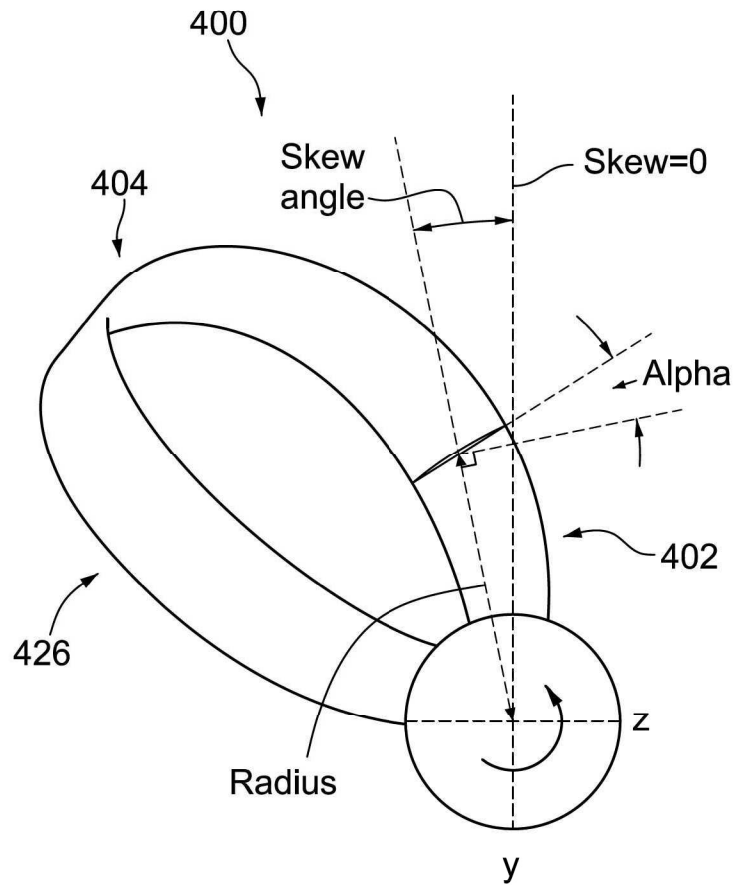


FIG. 7A

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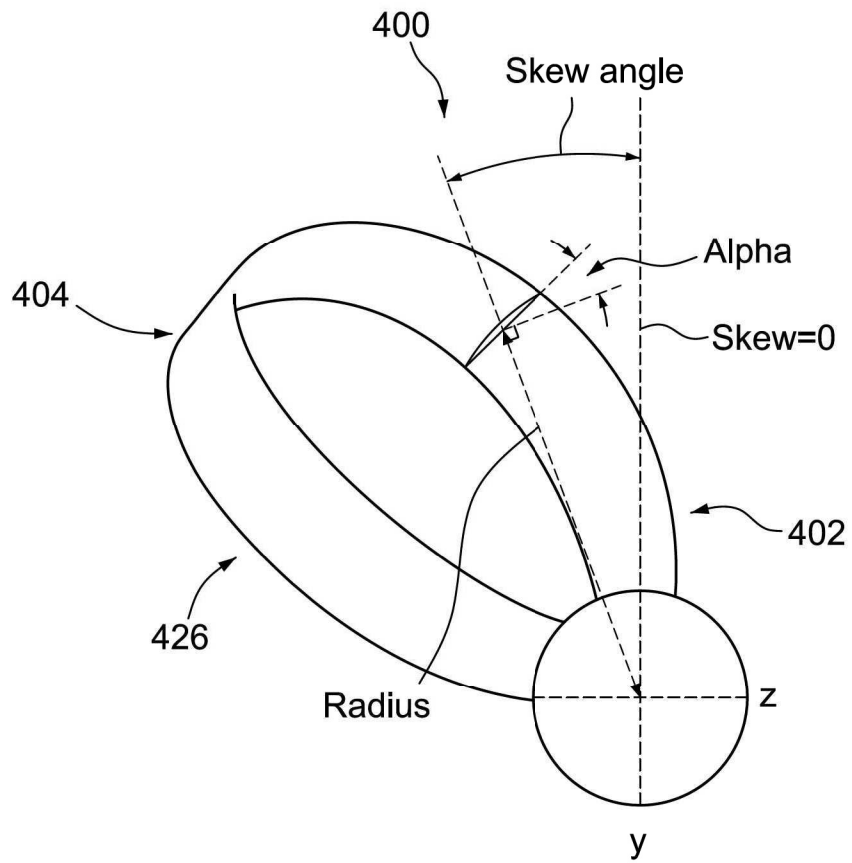


FIG. 7B

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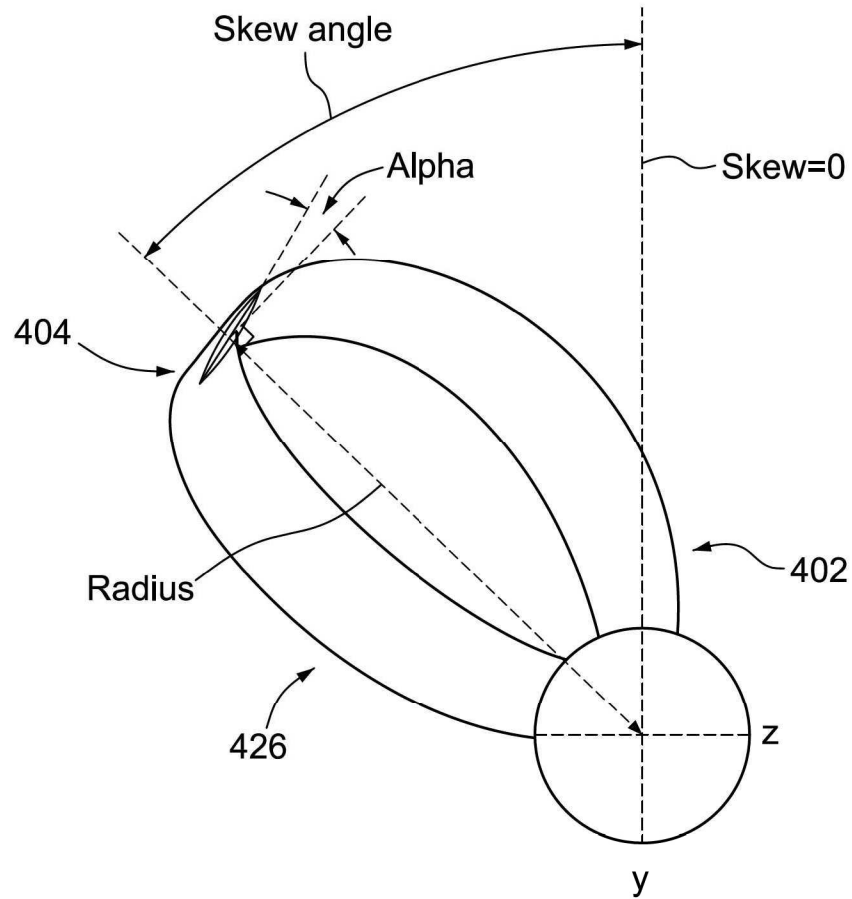


FIG. 7C

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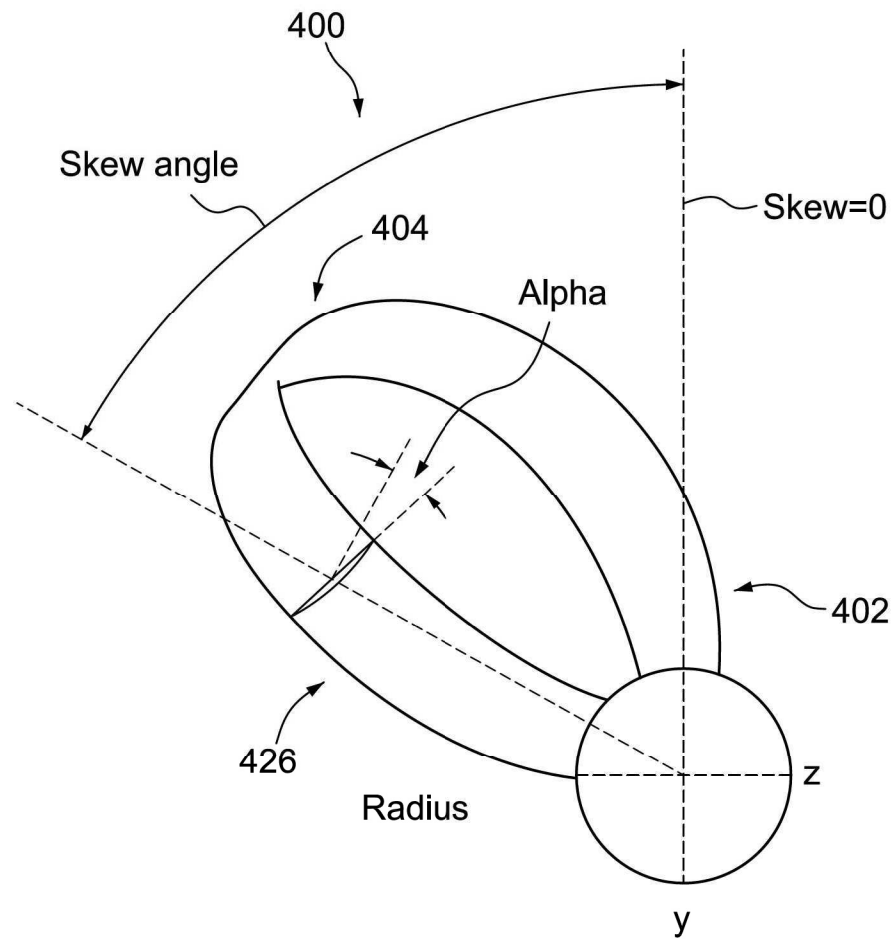
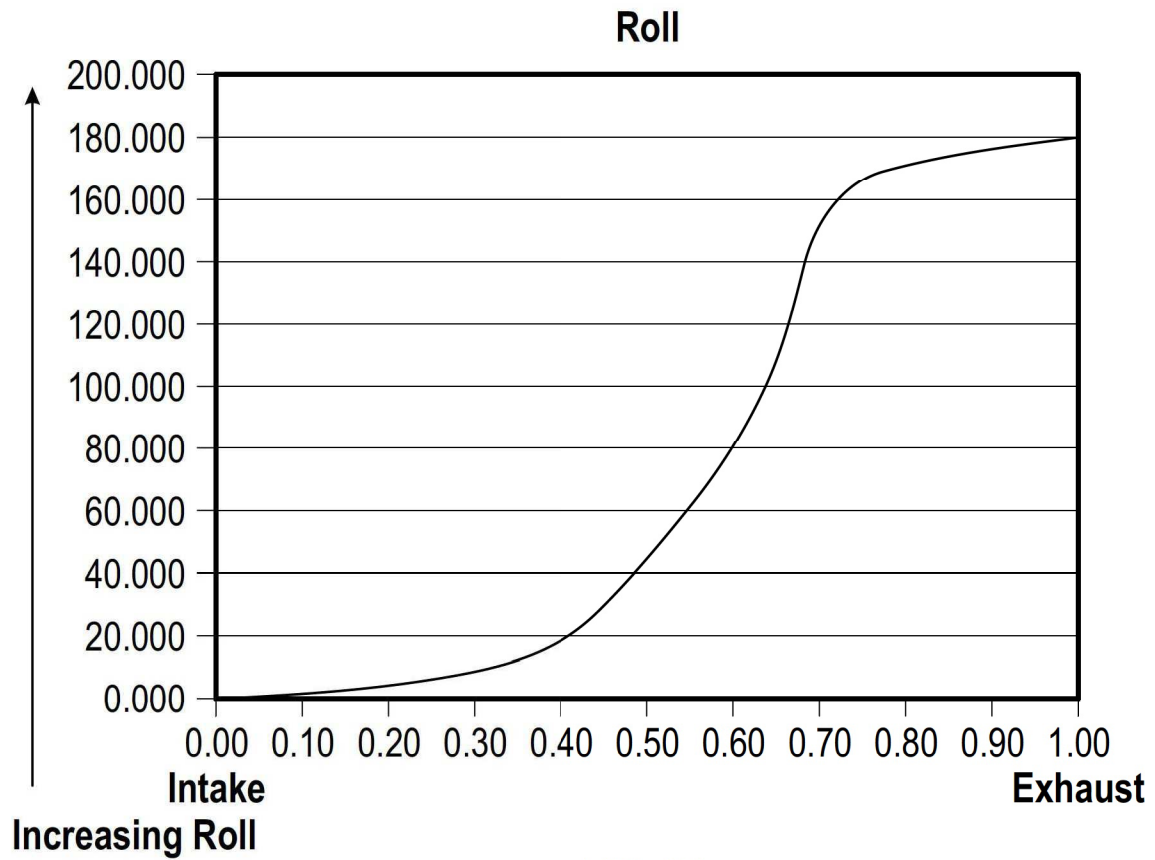


FIG. 7D

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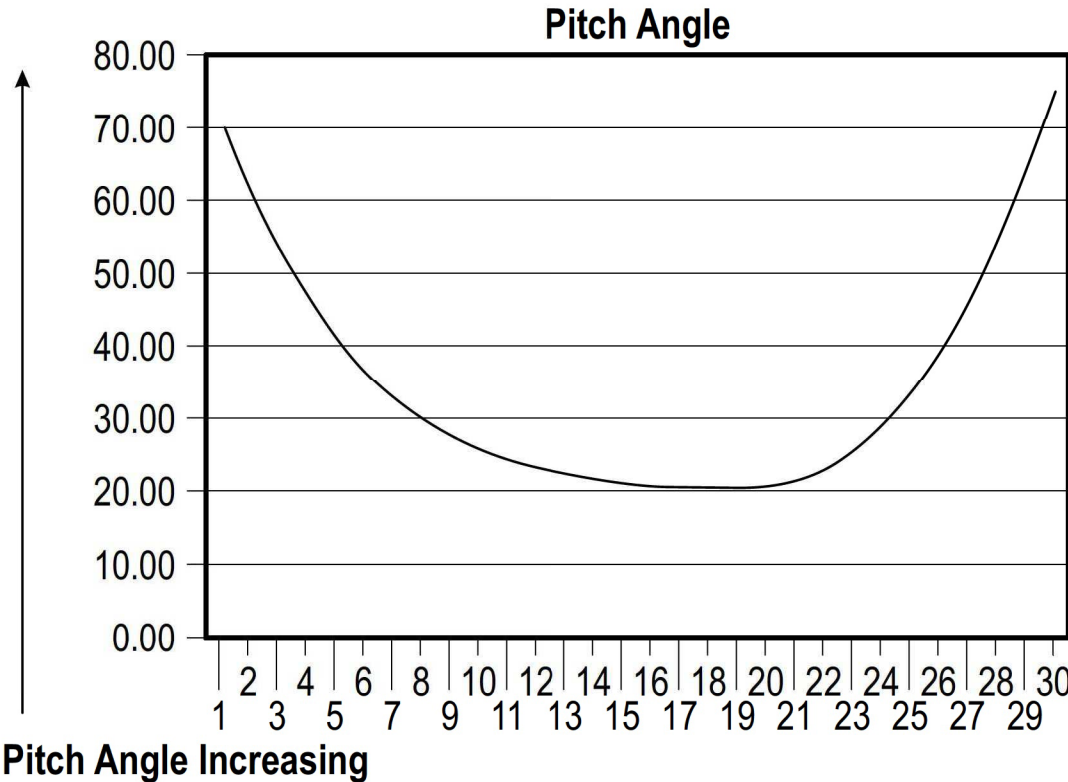
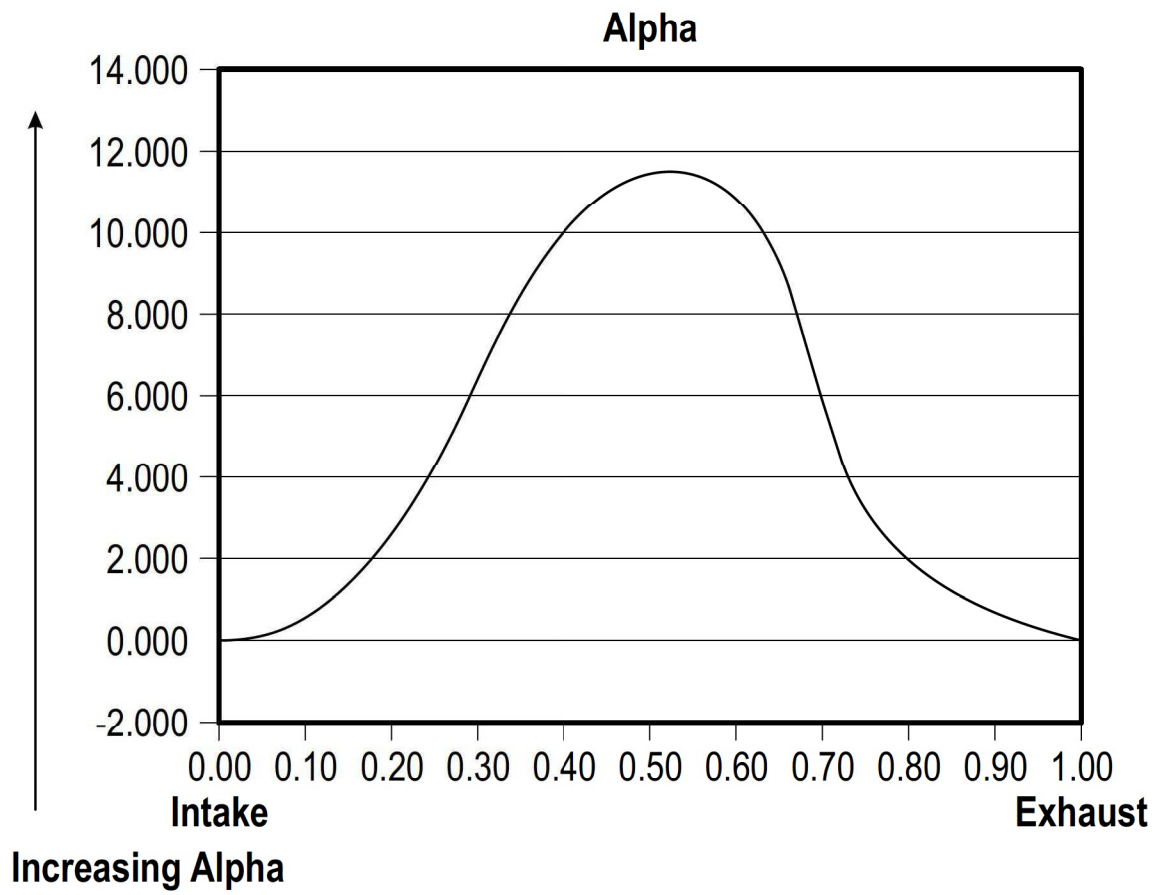


FIG. 8B

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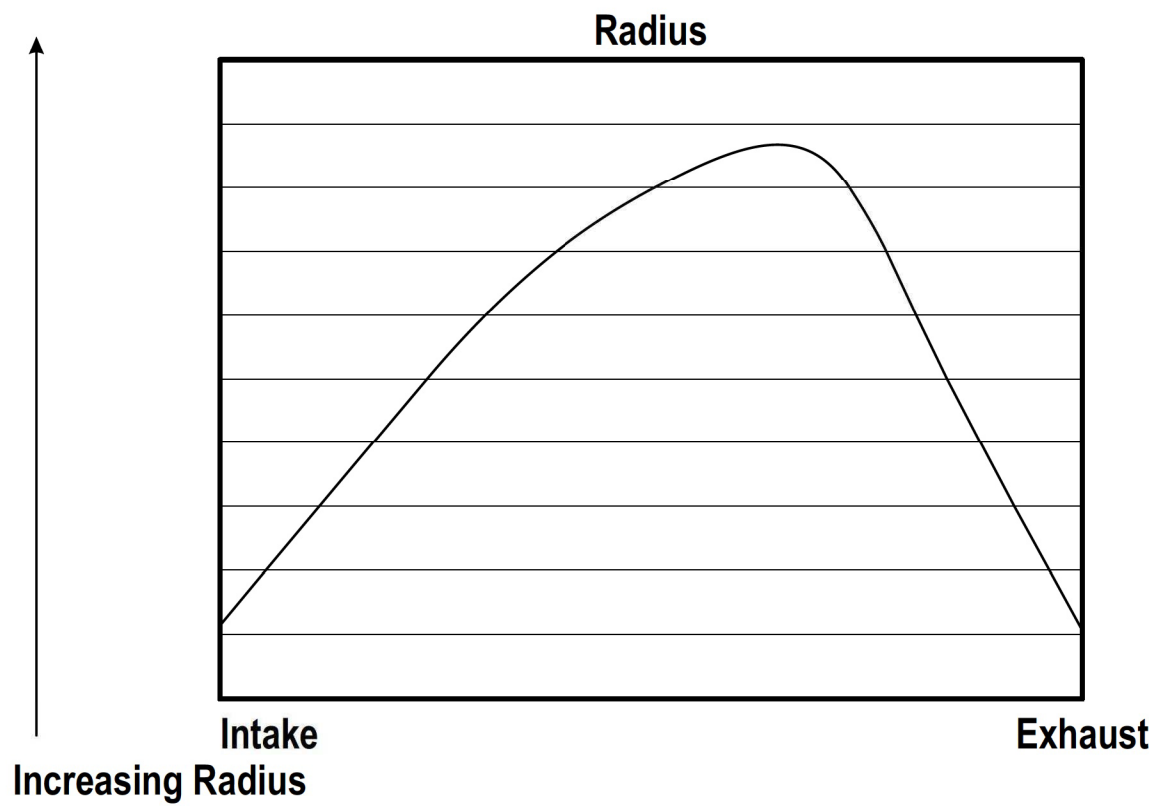


FIG. 8D

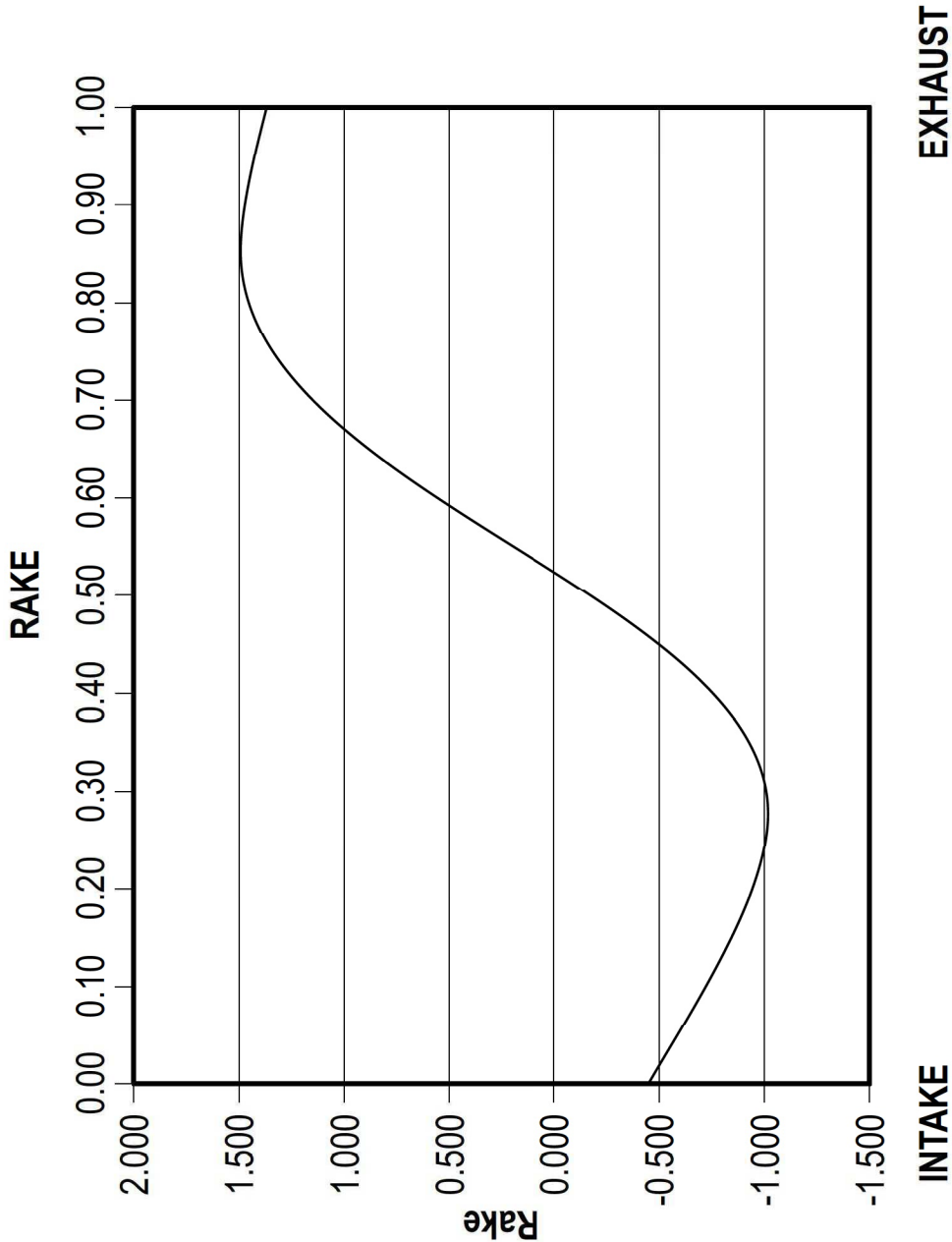


FIG. 8E

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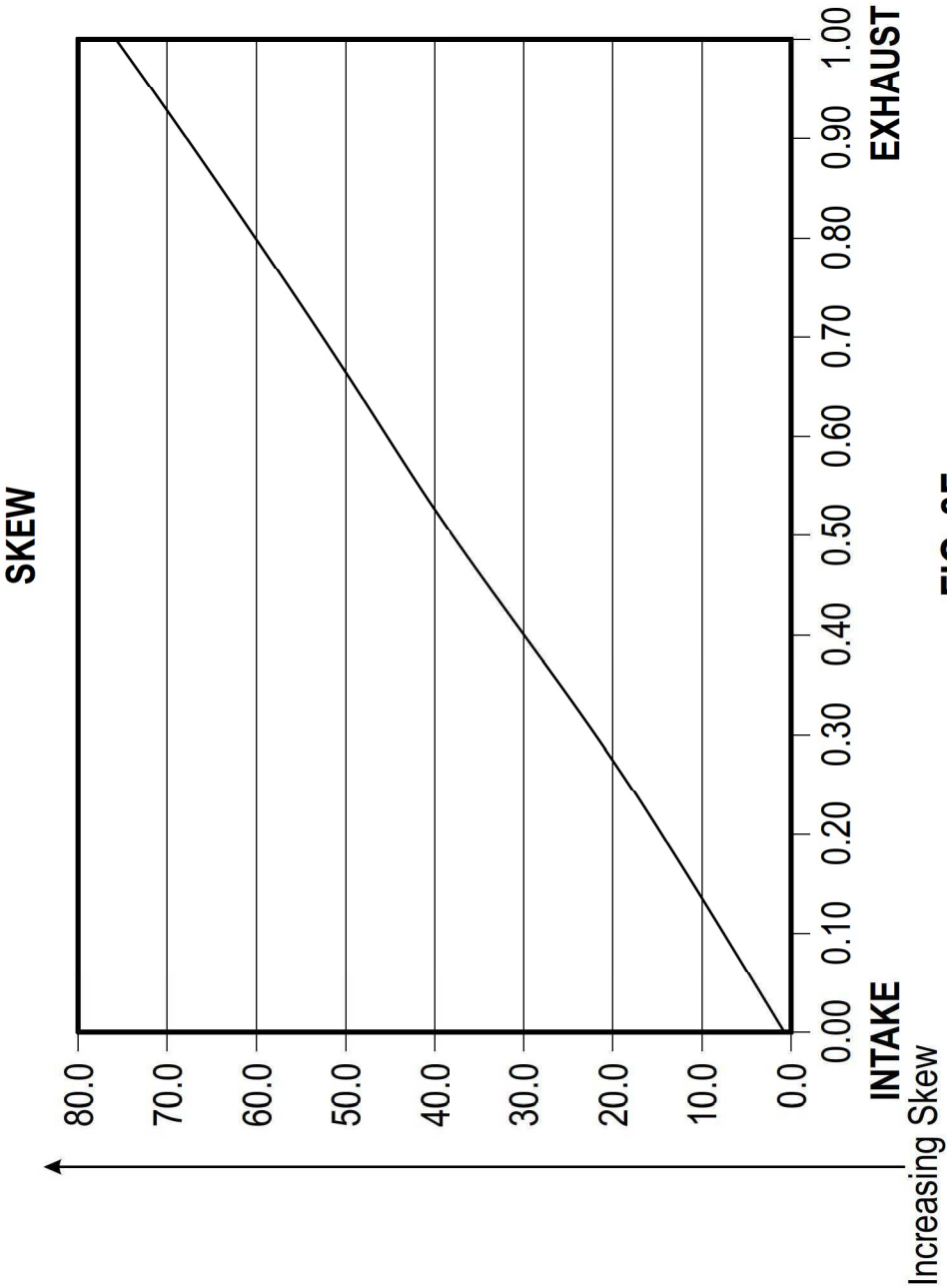


FIG. 8F

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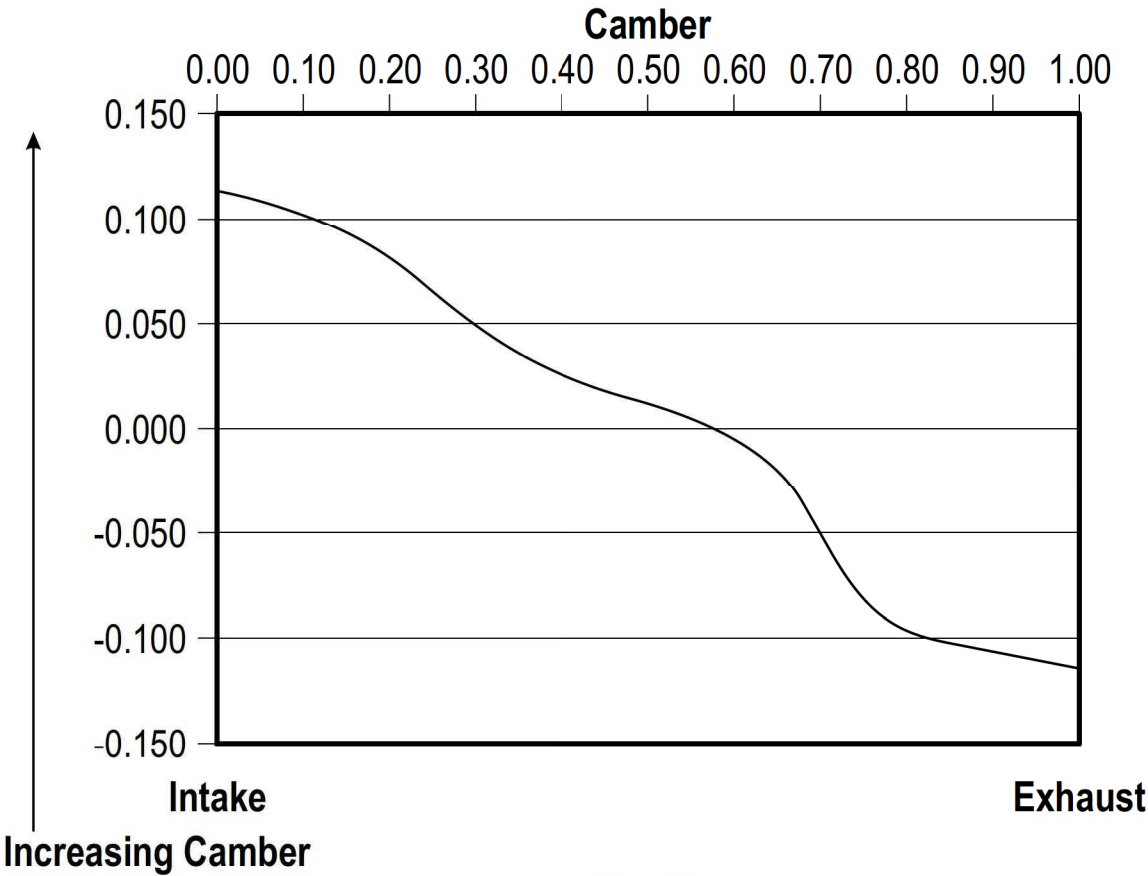


FIG. 8G

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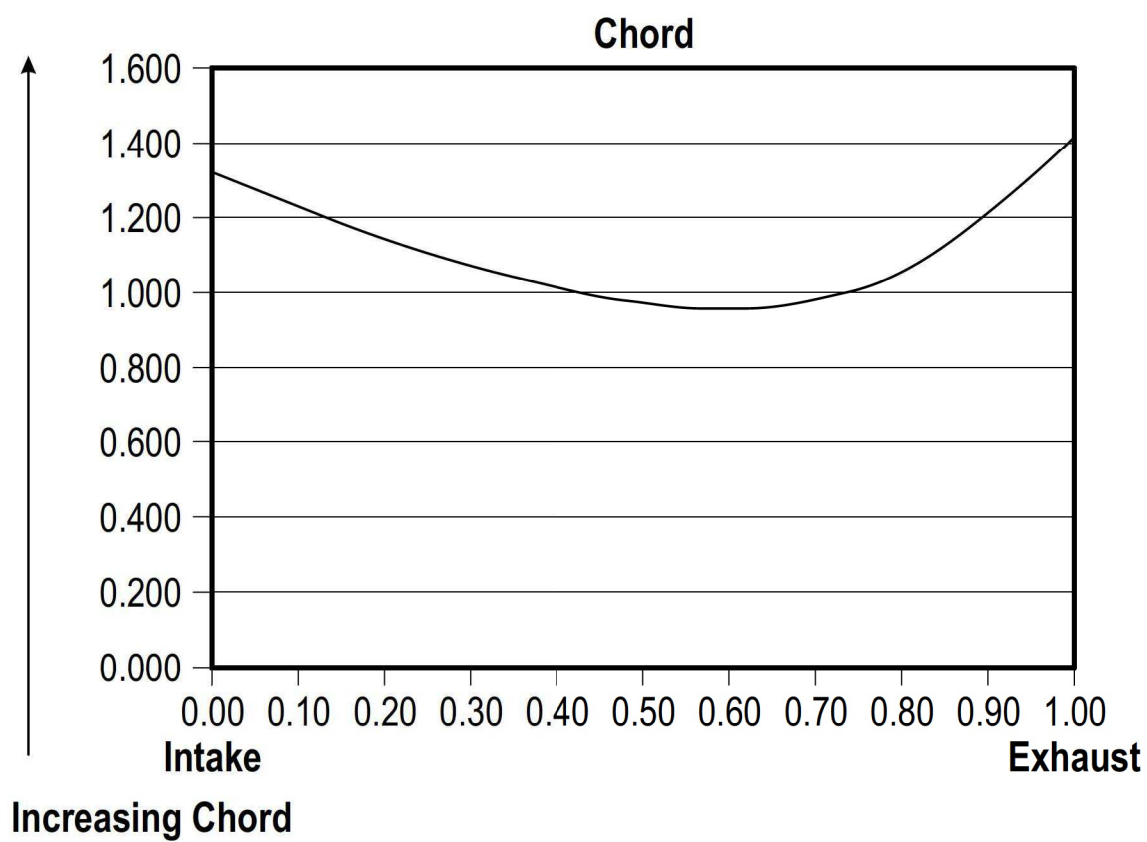


FIG. 8H

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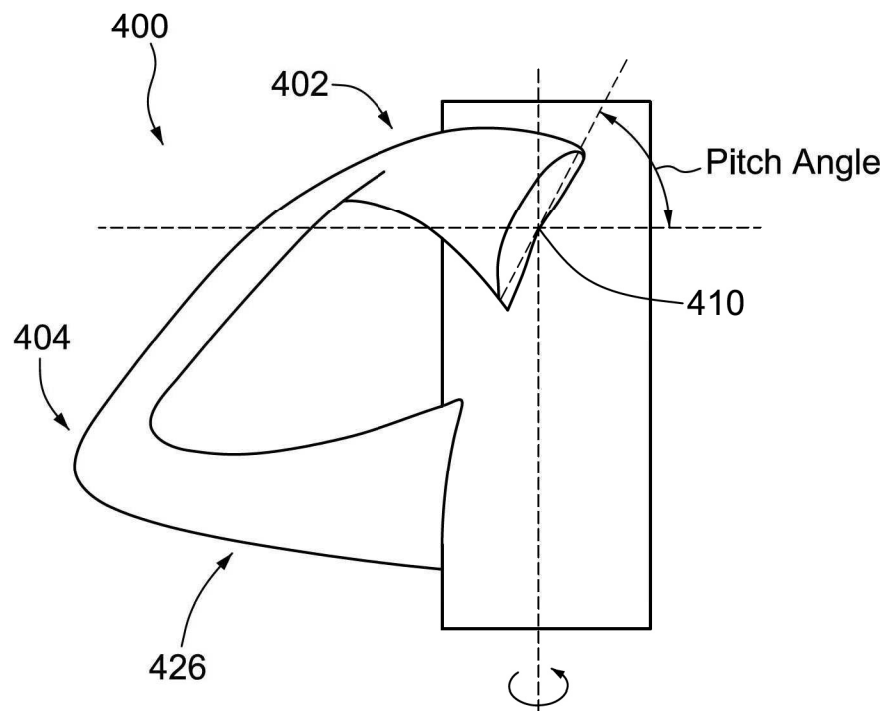


FIG. 9A

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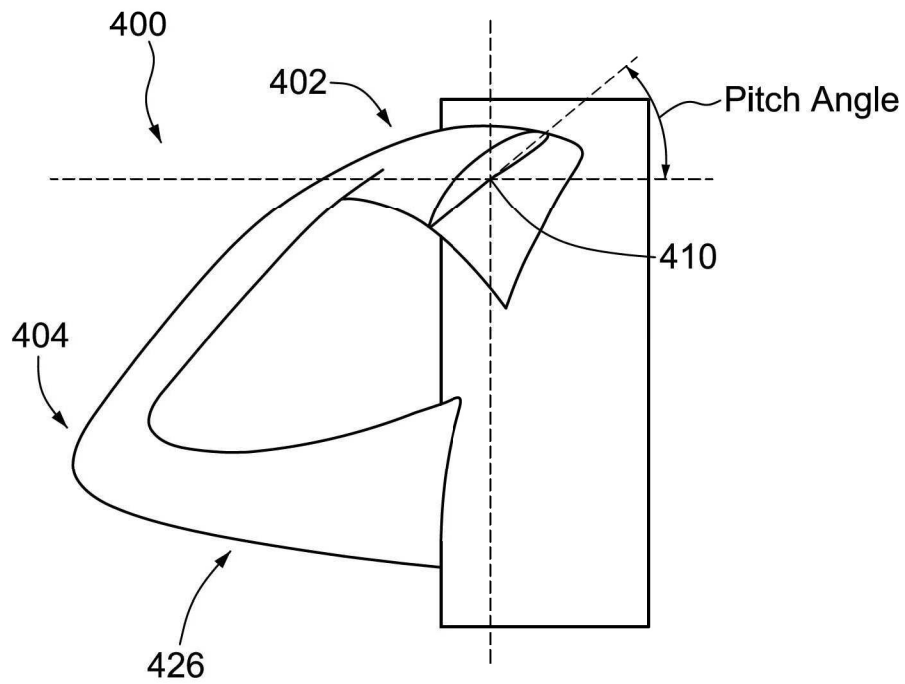


FIG. 9B

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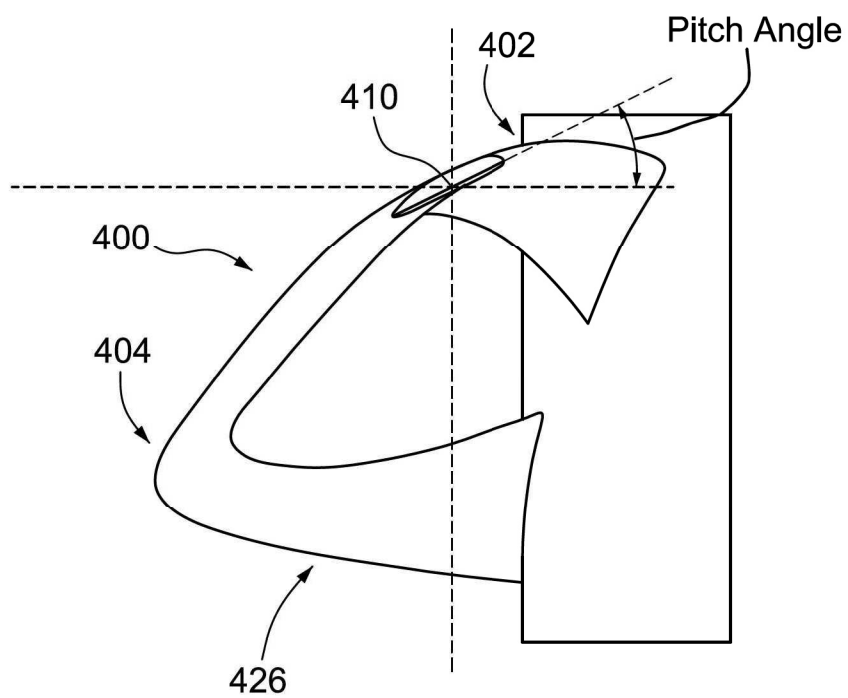


FIG. 9C

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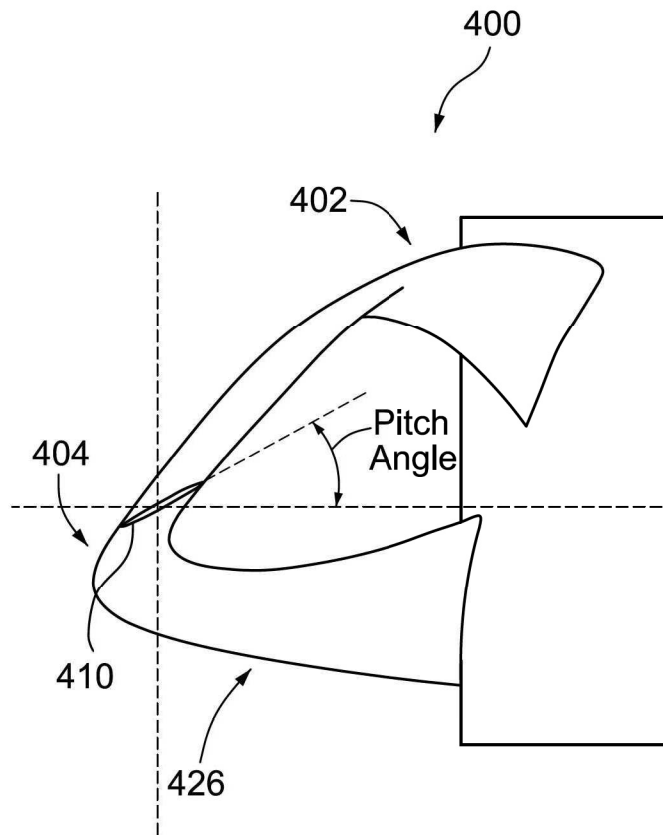


FIG. 9D

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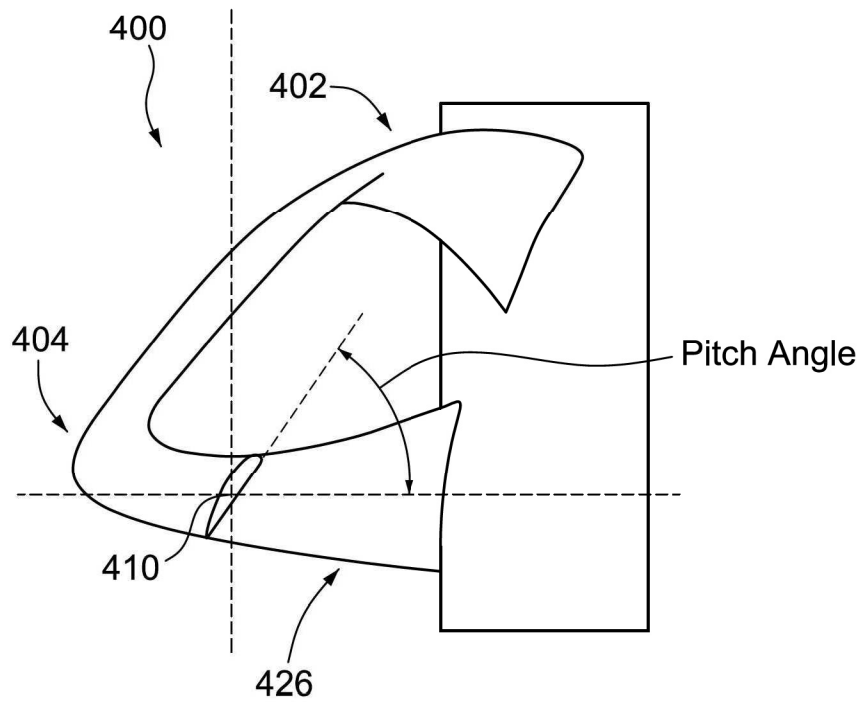


FIG. 9E

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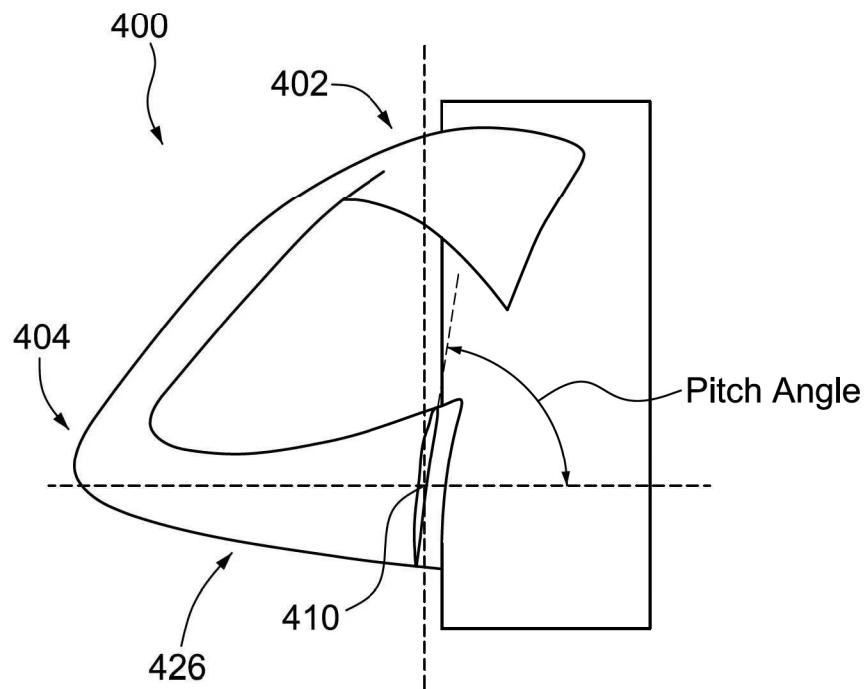


FIG. 9F

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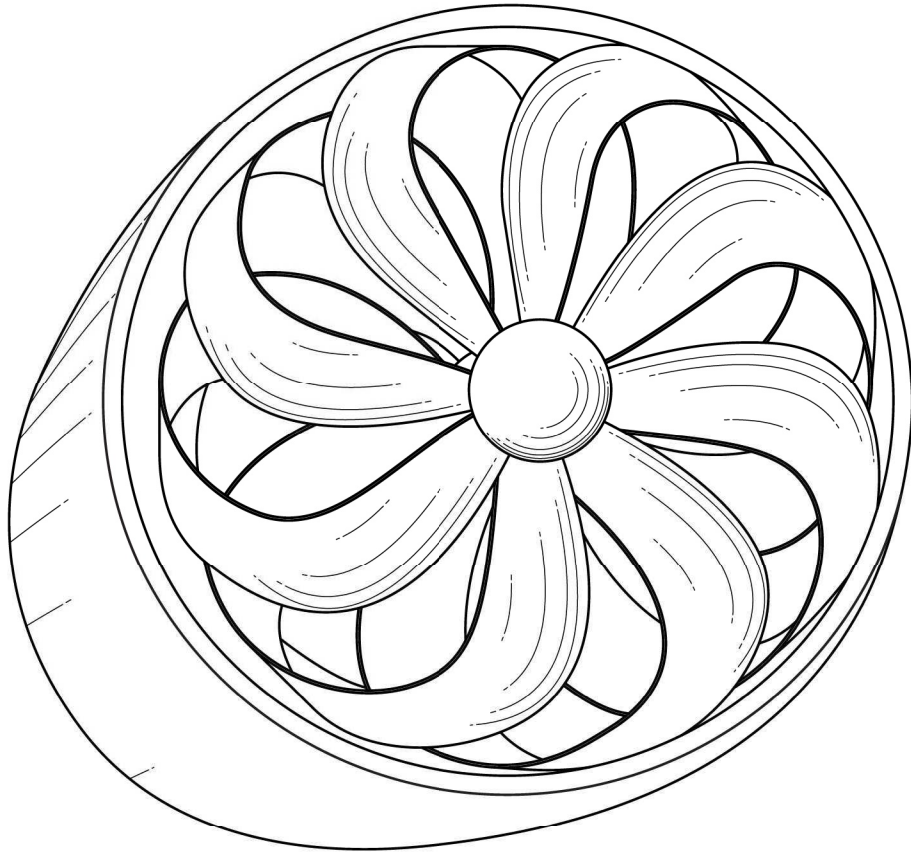


FIG. 10A

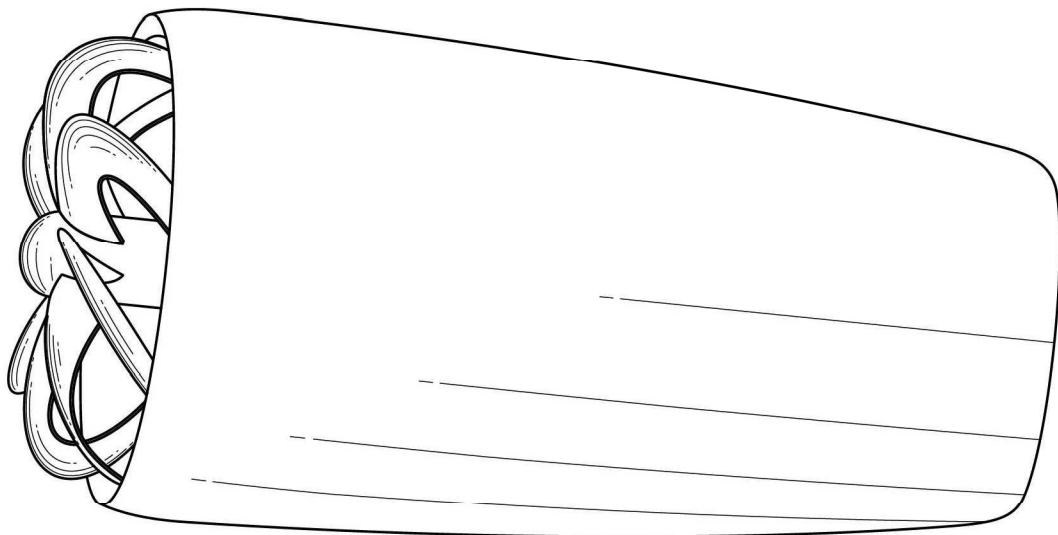


FIG. 10B

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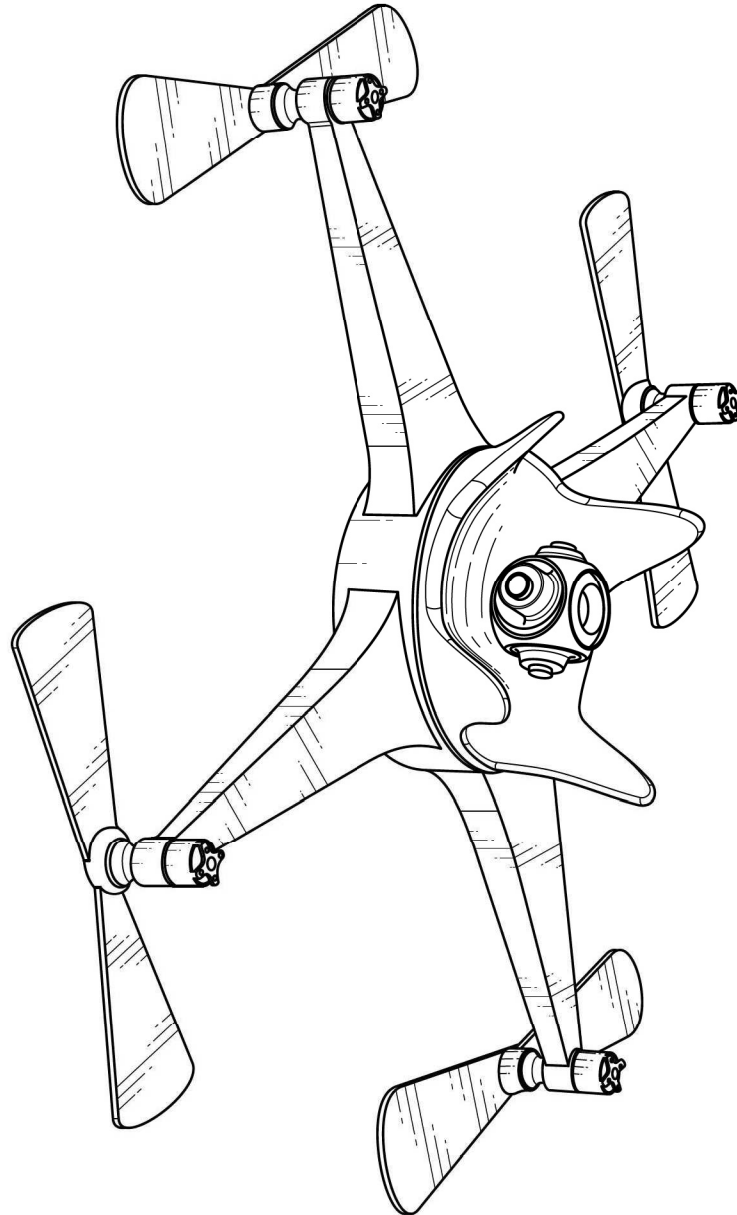


FIG. 11

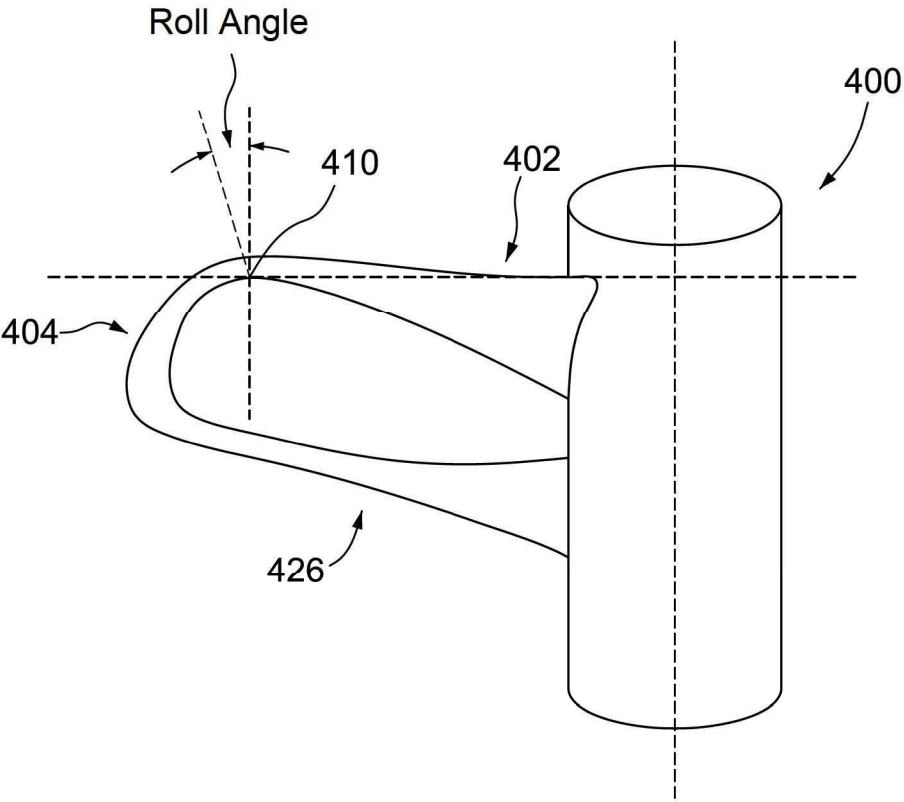


FIG. 12A

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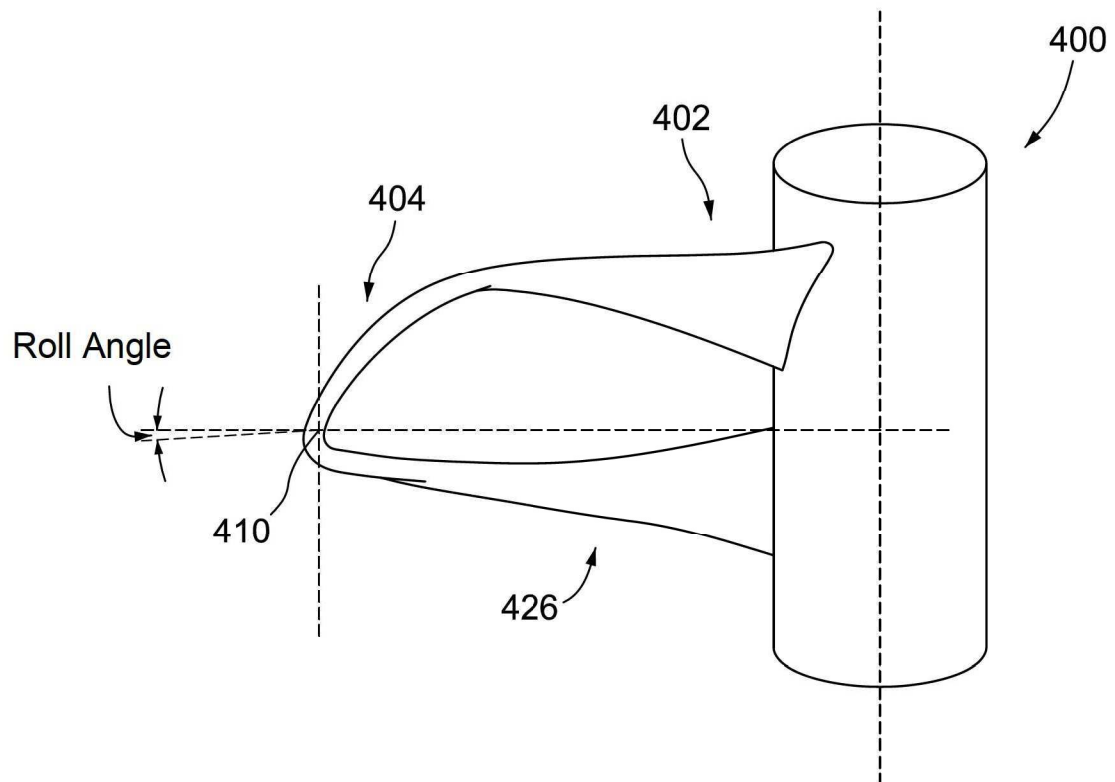


FIG. 12B

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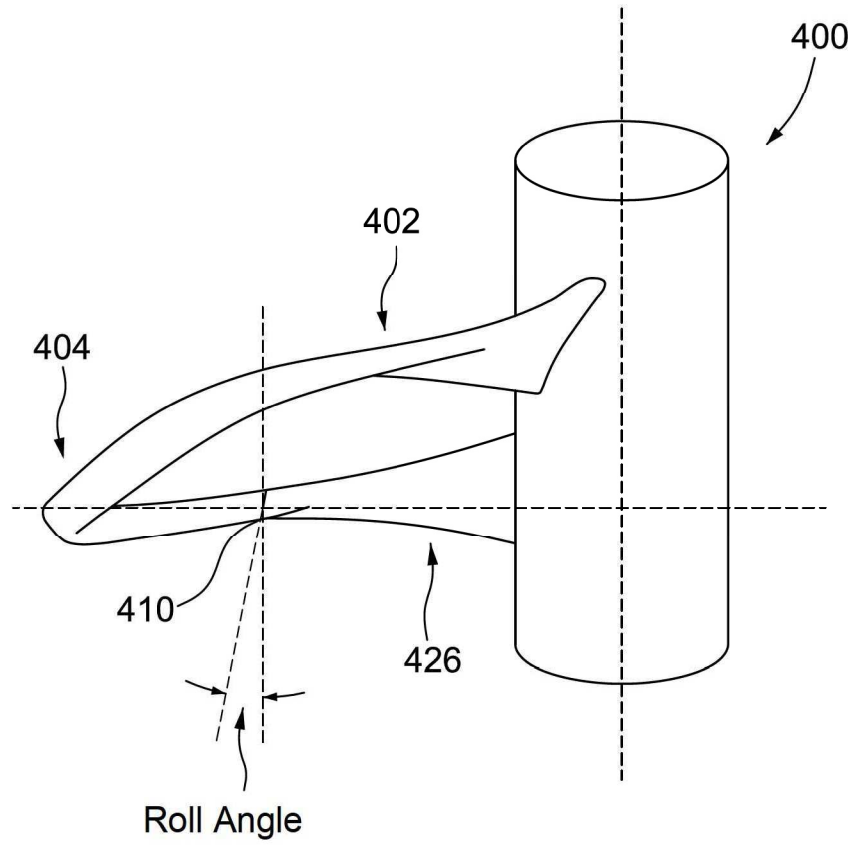


FIG. 12C

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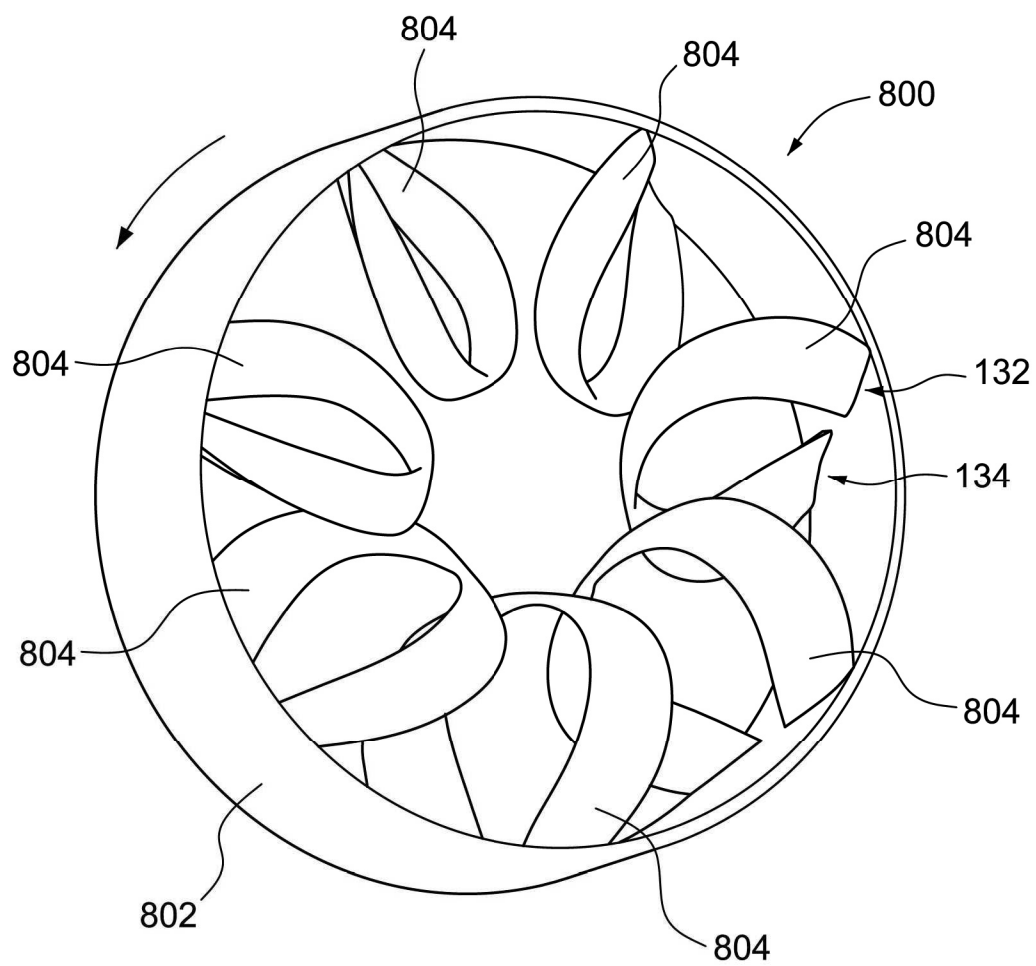


FIG. 13A

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TOP

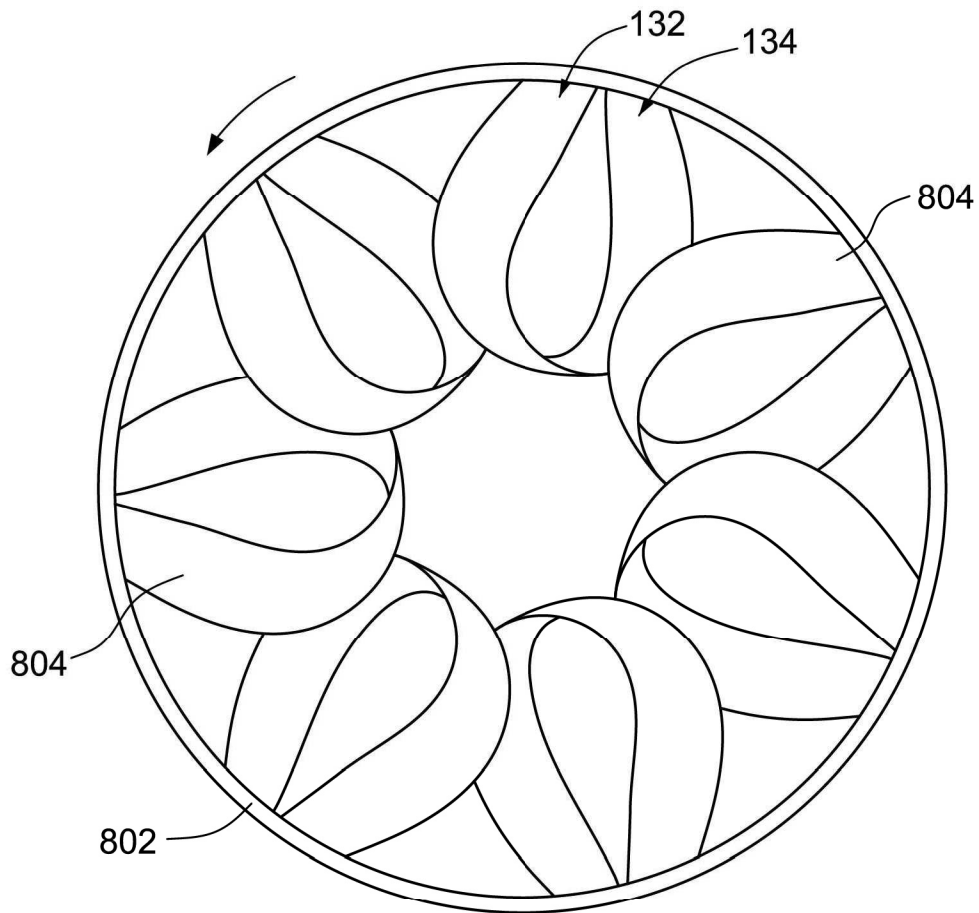


FIG. 13B

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BOTTOM

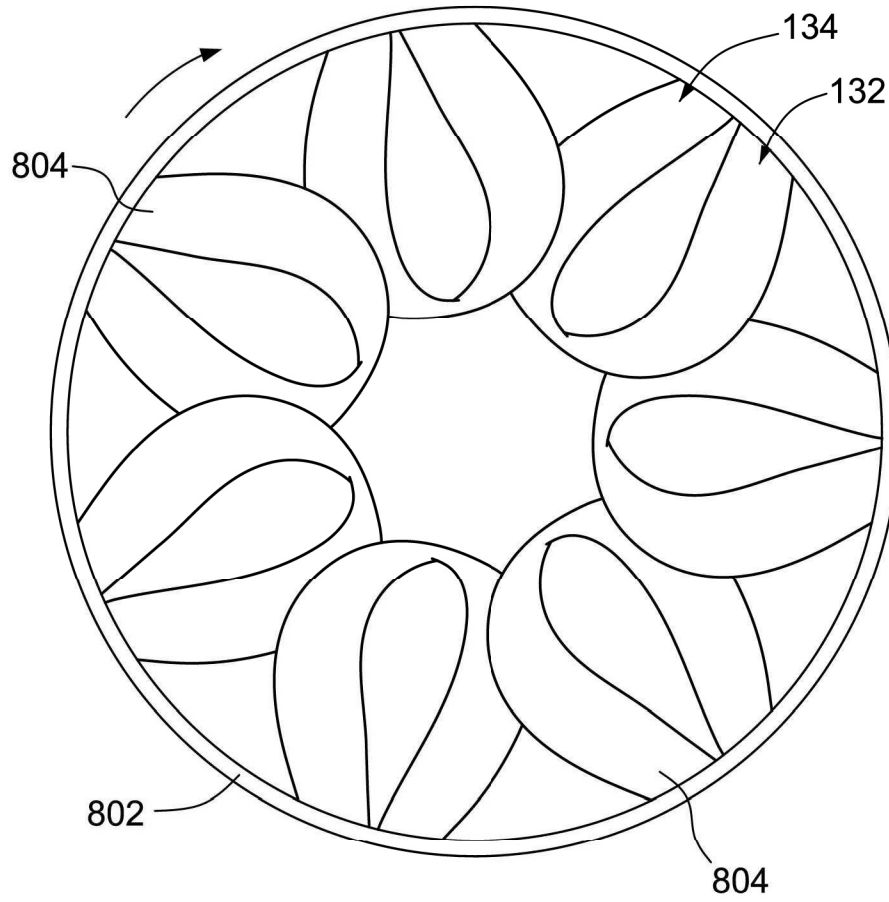


FIG. 13C

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FRONT

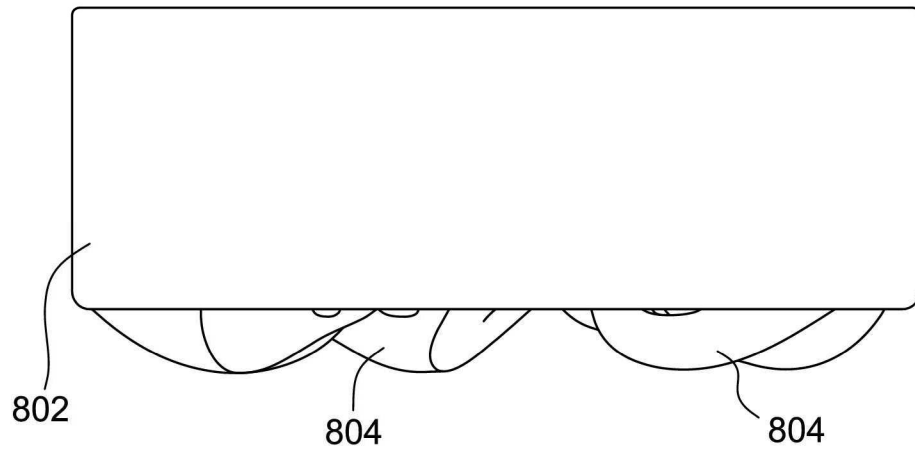


FIG. 13D

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BACK

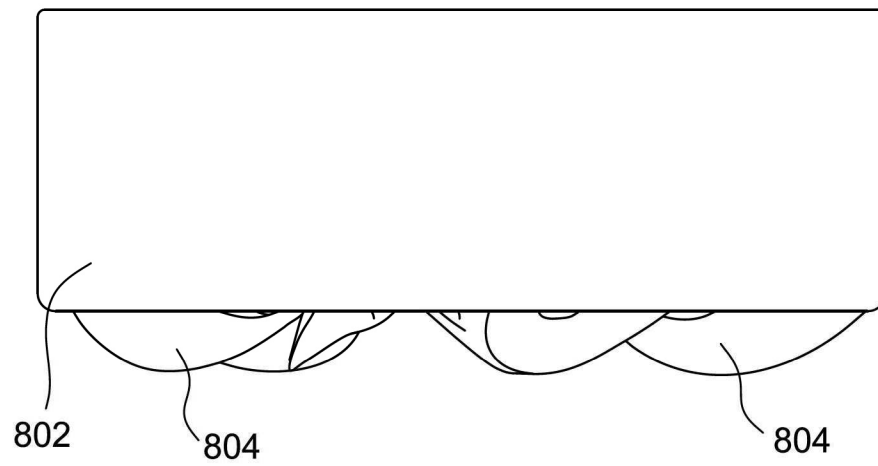


FIG. 13E

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LEFT

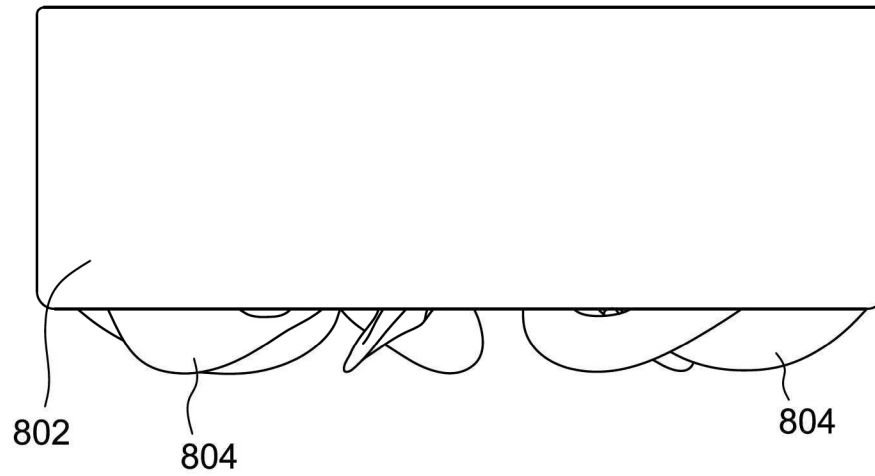


FIG. 13F

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RIGHT

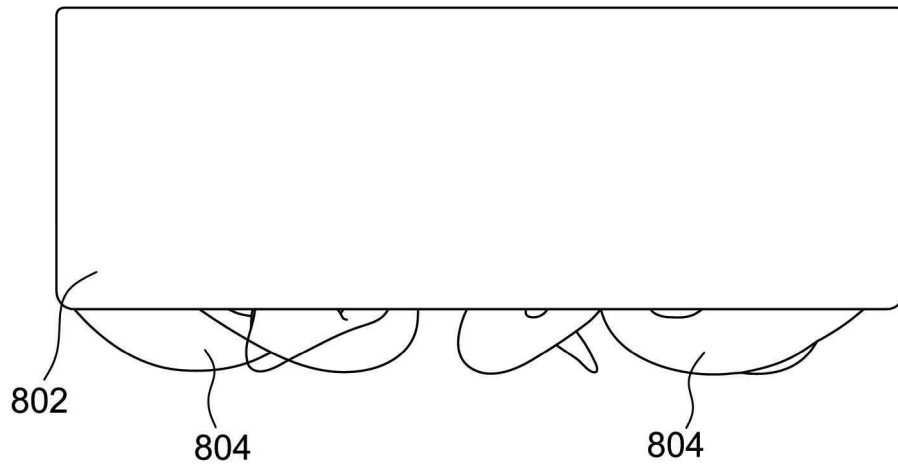


FIG. 13G

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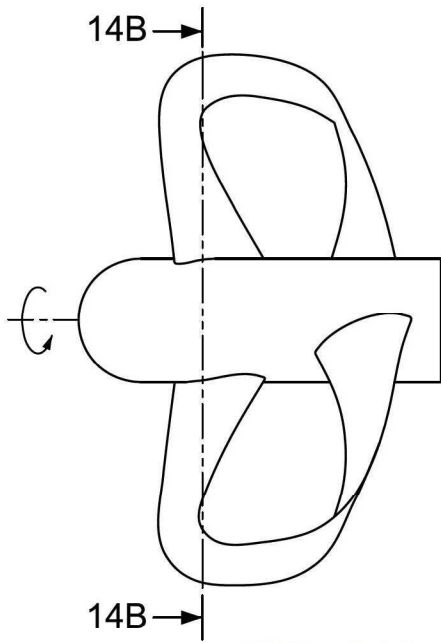


FIG. 14A

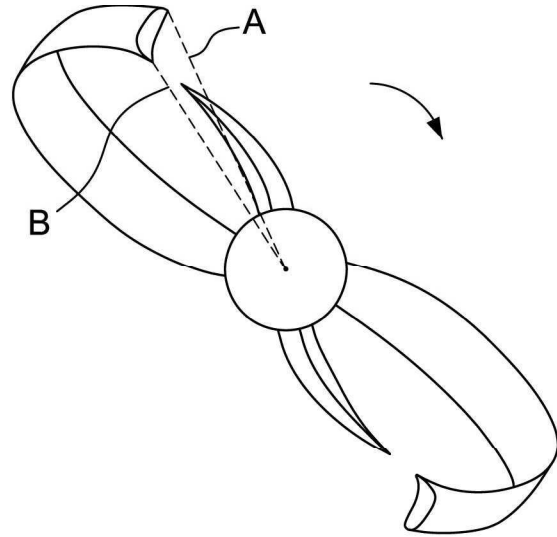


FIG. 14B

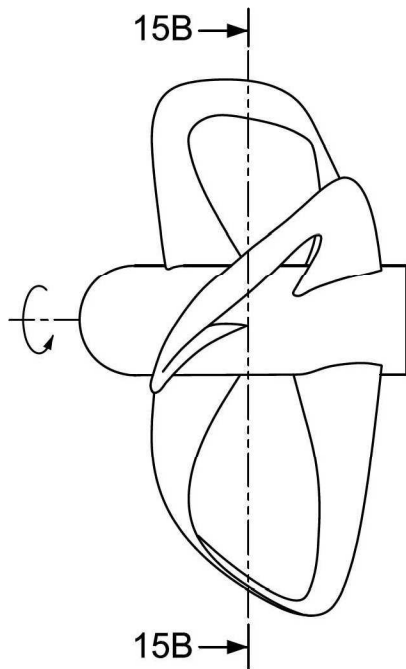


FIG. 15A

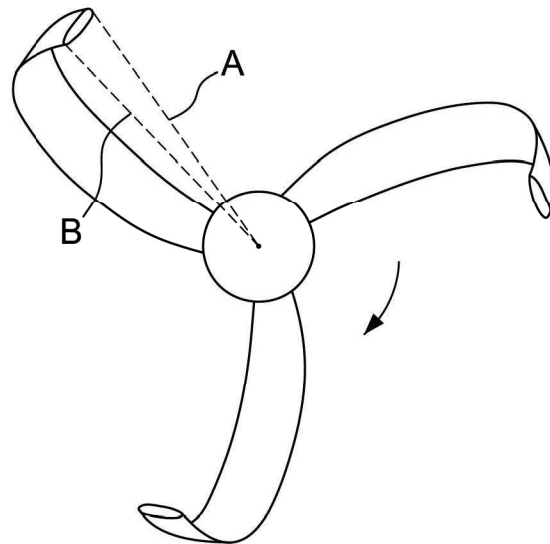


FIG. 15B

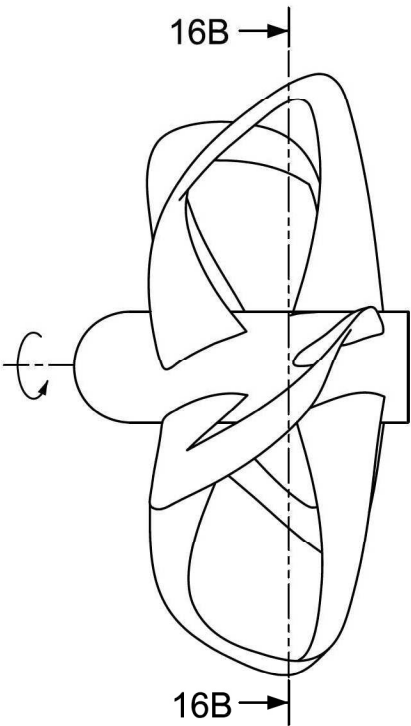


FIG. 16A

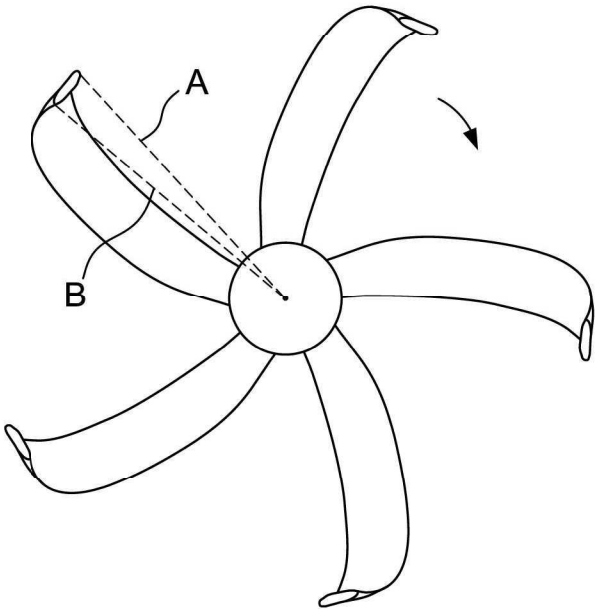


FIG. 16B

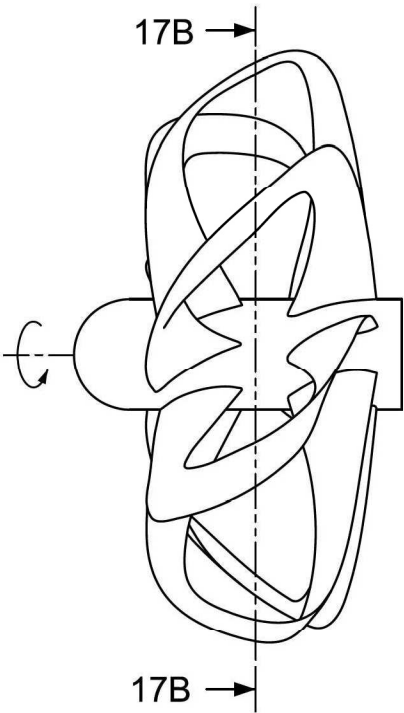


FIG. 17A

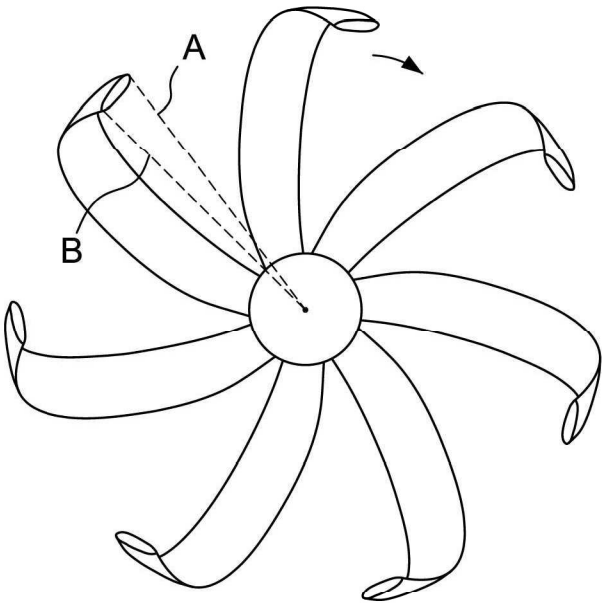


FIG. 17B

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High Rake for Intake

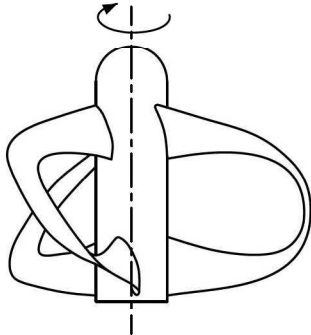


FIG. 18A ("Left")

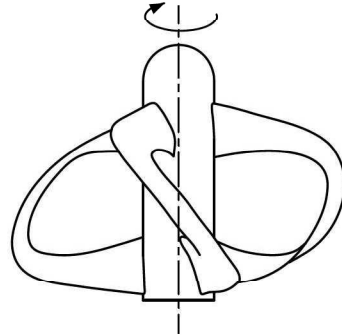


FIG. 18B ("Front")

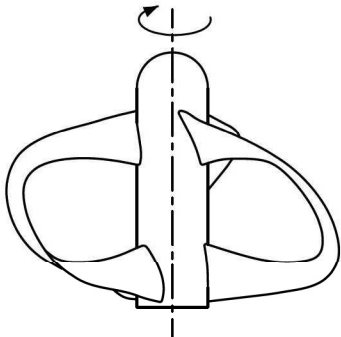


FIG. 18C (Back)

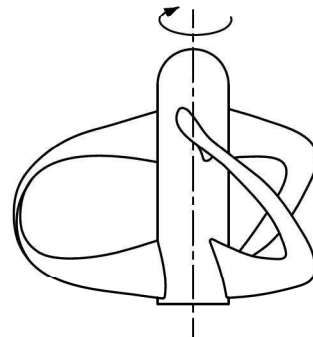


FIG. 18D (Right)

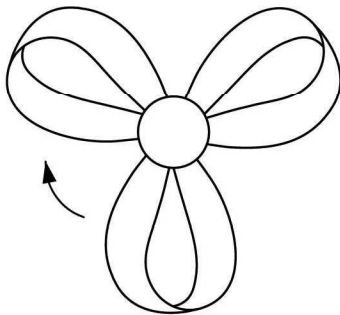


FIG. 18E (Top)

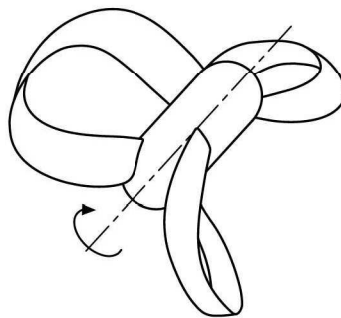


FIG. 18F (Perspective)

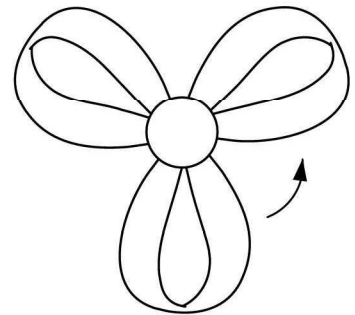


FIG. 18G (Bottom)

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High Rake for Intake & Exhaust

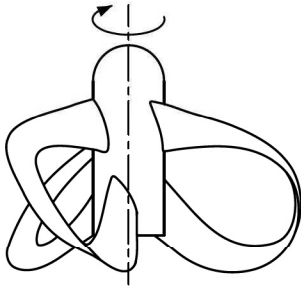


FIG. 19A ("Left")

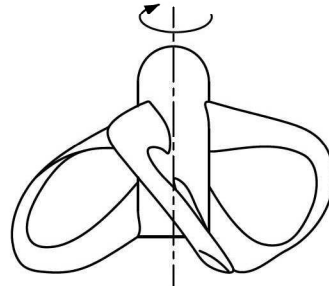


FIG. 19B ("Front")

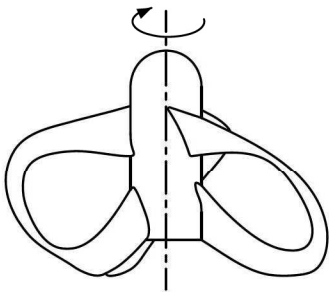


FIG. 19C (Back)

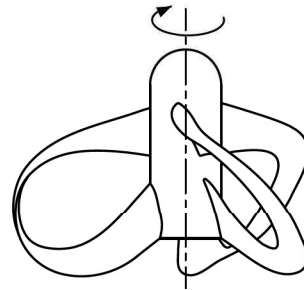


FIG. 19D (Right)

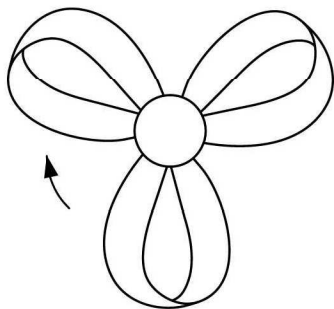


FIG. 19E (Top)

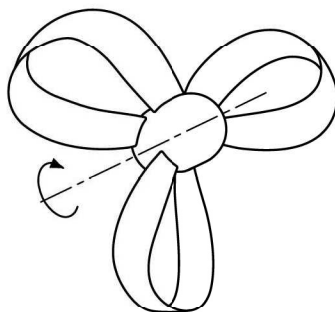


FIG. 19F (Perspective)

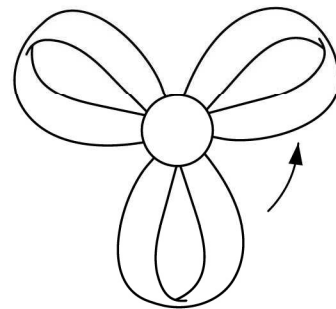


FIG. 19G (Bottom)

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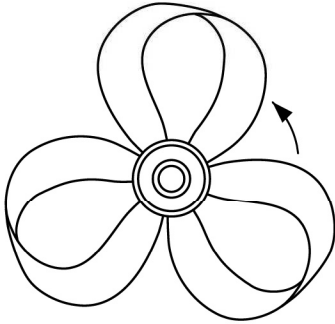


FIG. 20A ("Top")

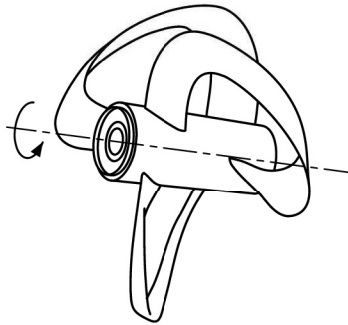


FIG. 20B (Perspective)

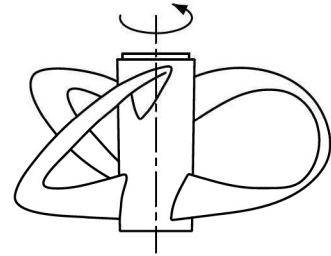


FIG. 20C ("Right")

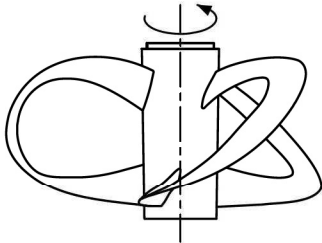


FIG. 20D ("Left")

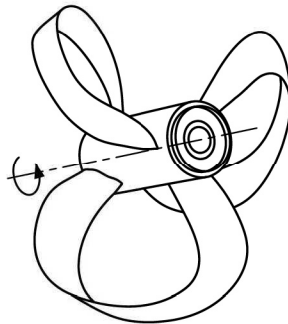


FIG. 20E (Perspective)

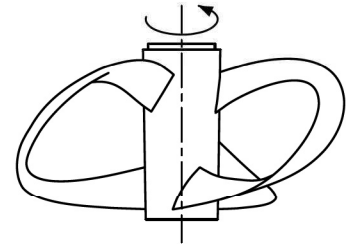


FIG. 20F ("Front")

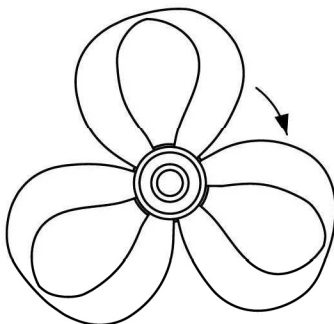


FIG. 20G (Bottom)

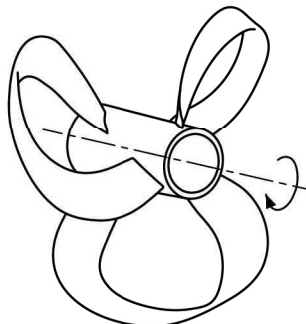


FIG. 20H (Perspective)

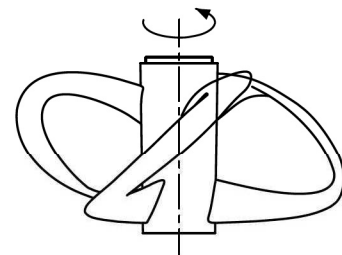


FIG. 20I ("Back")

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Through Hub Exhaust

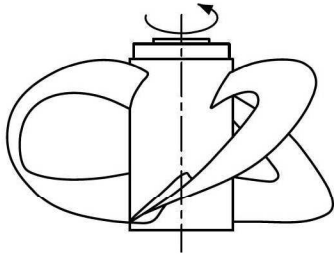


FIG. 21A ("Left")

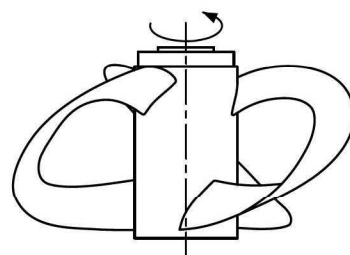


FIG. 21B ("Front")

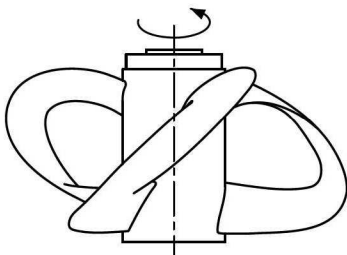


FIG. 21C ("Back")

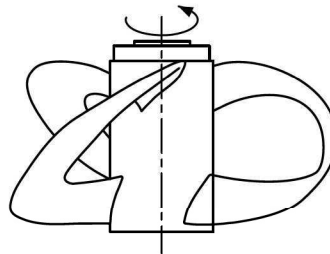


FIG. 21D ("Right")

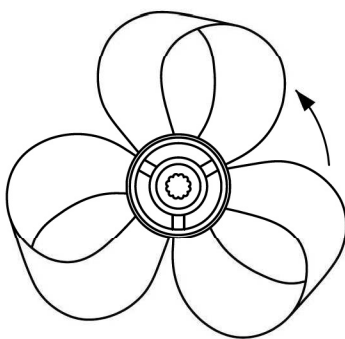


FIG. 21E (Top)

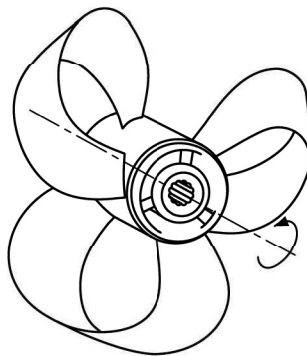


FIG. 21F (Perspective)

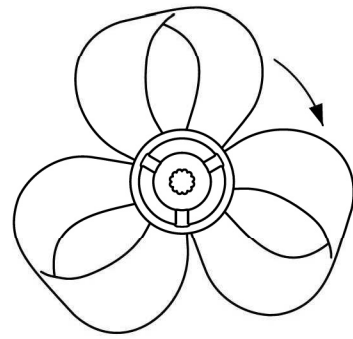


FIG. 21F (Bottom)