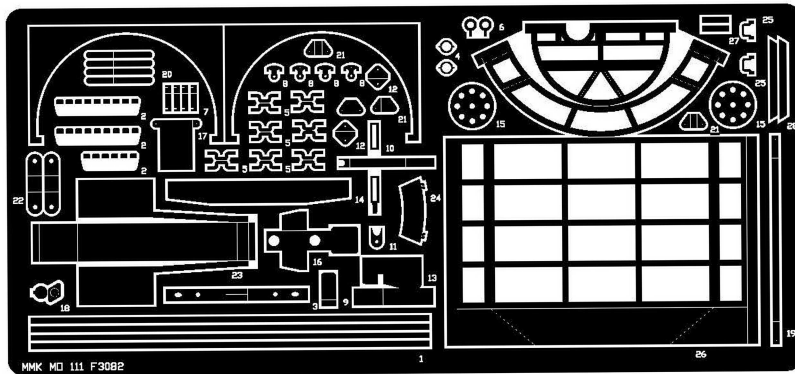




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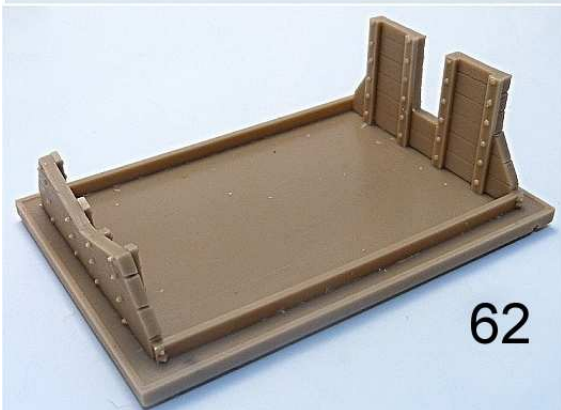
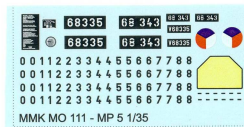
MO iii

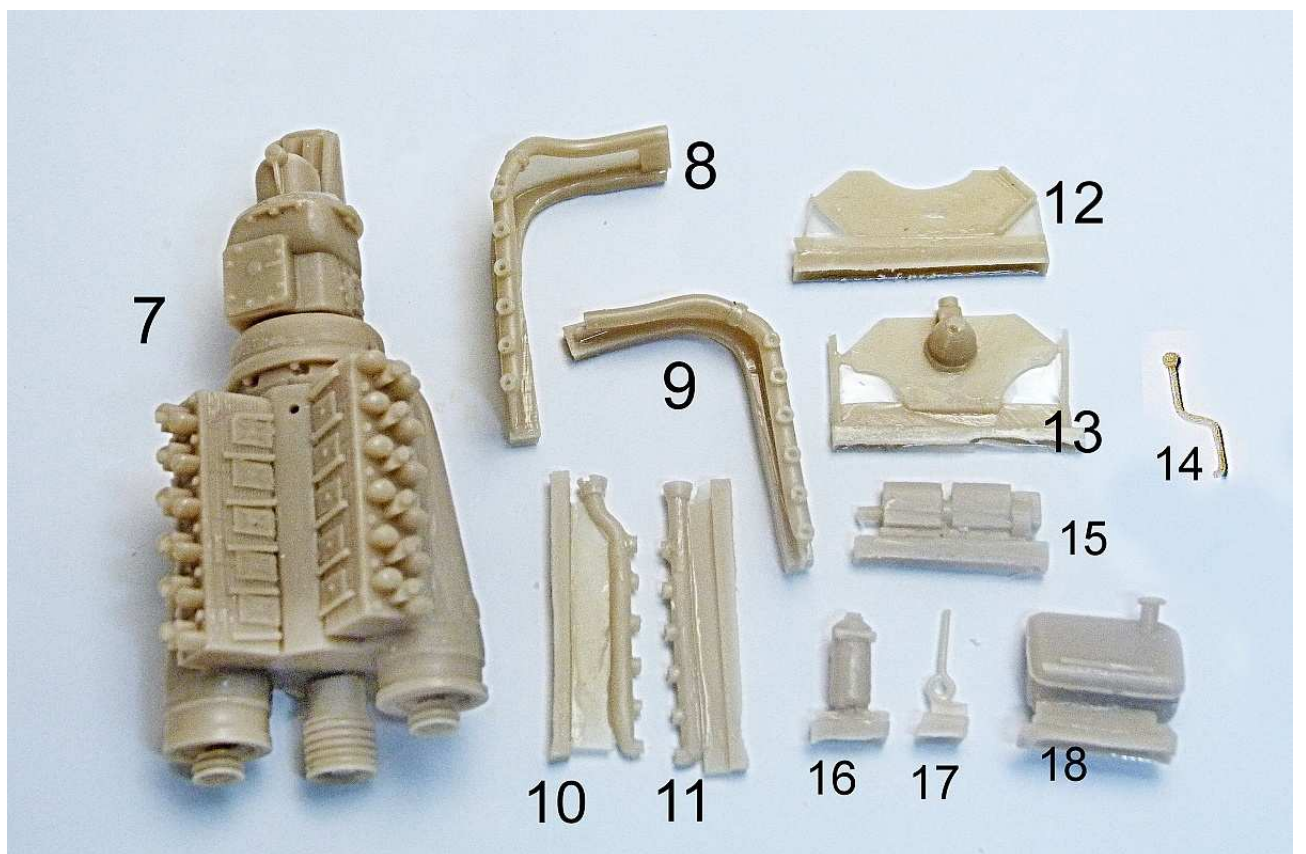
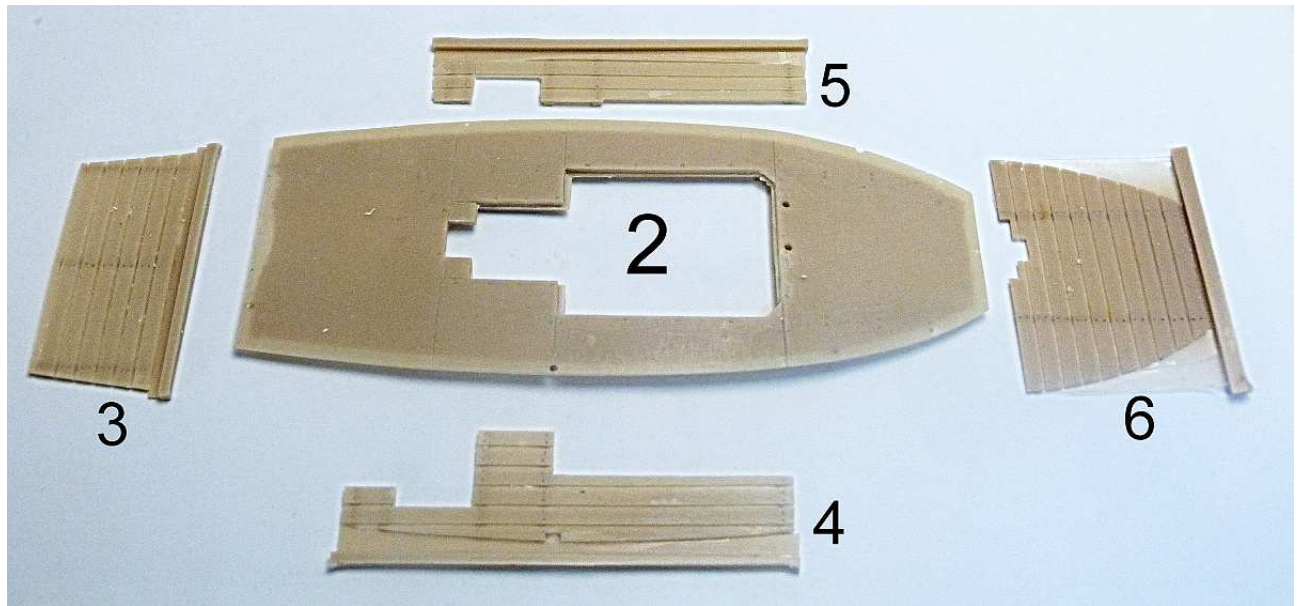


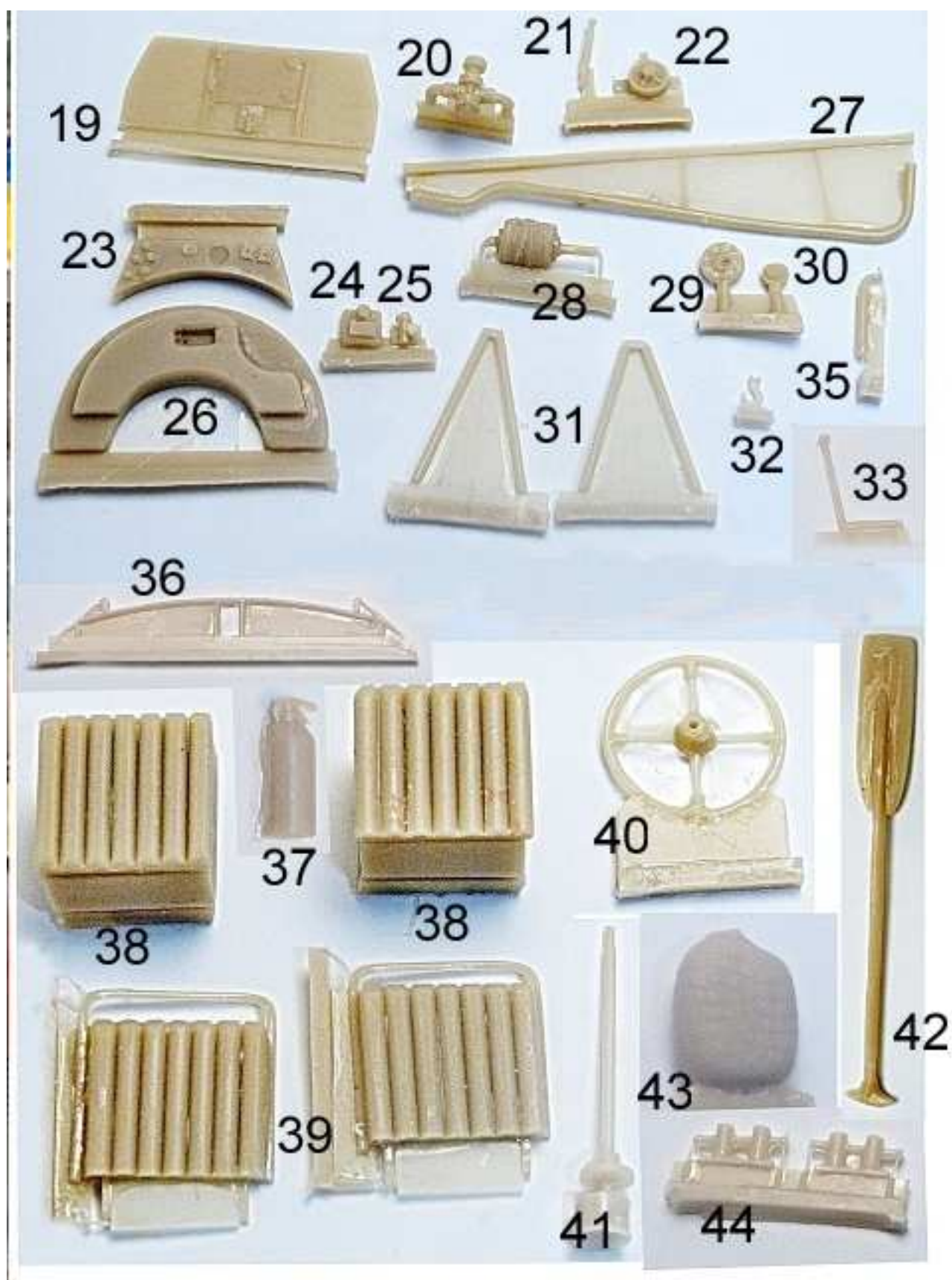
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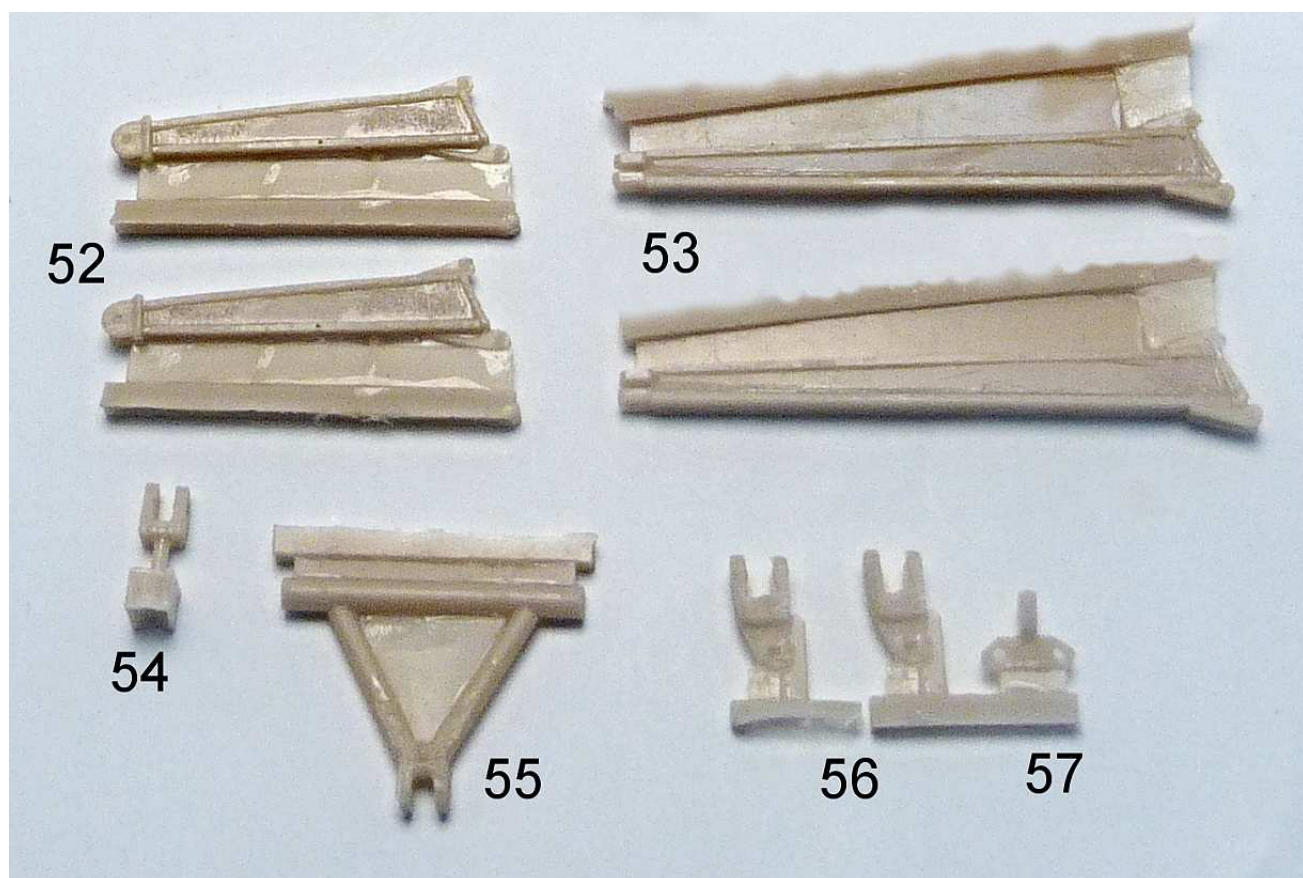
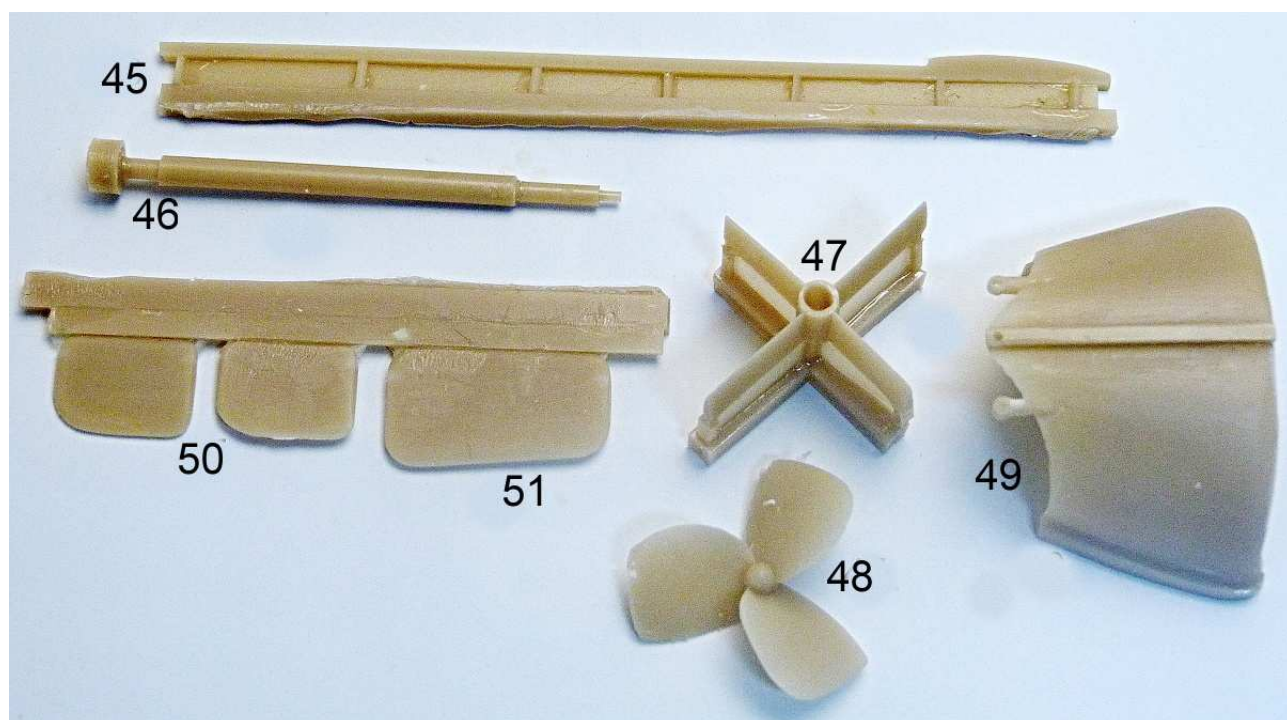


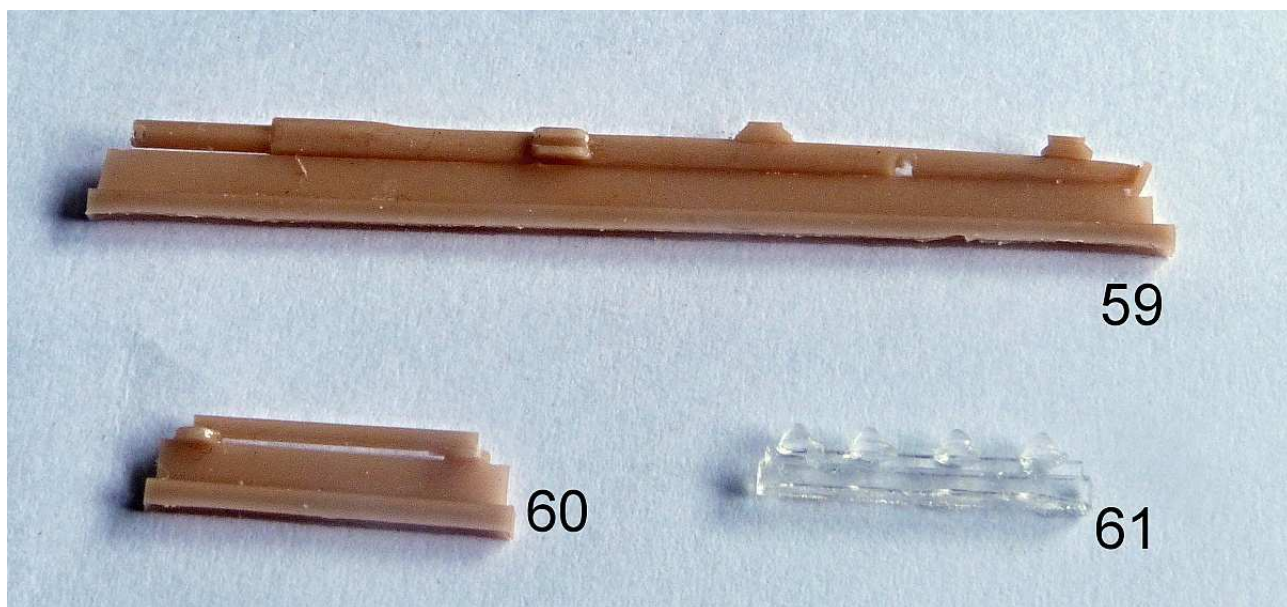
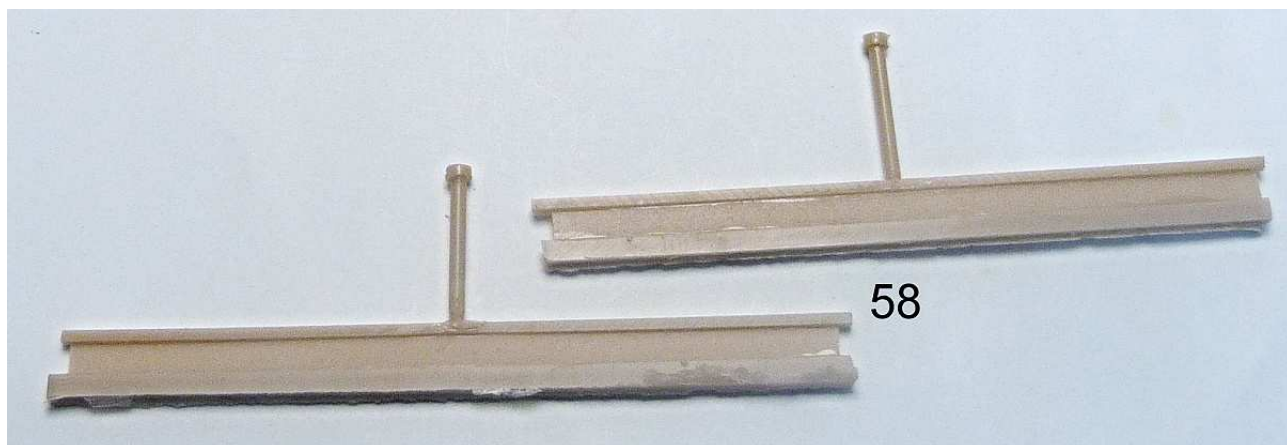
photoedched parts

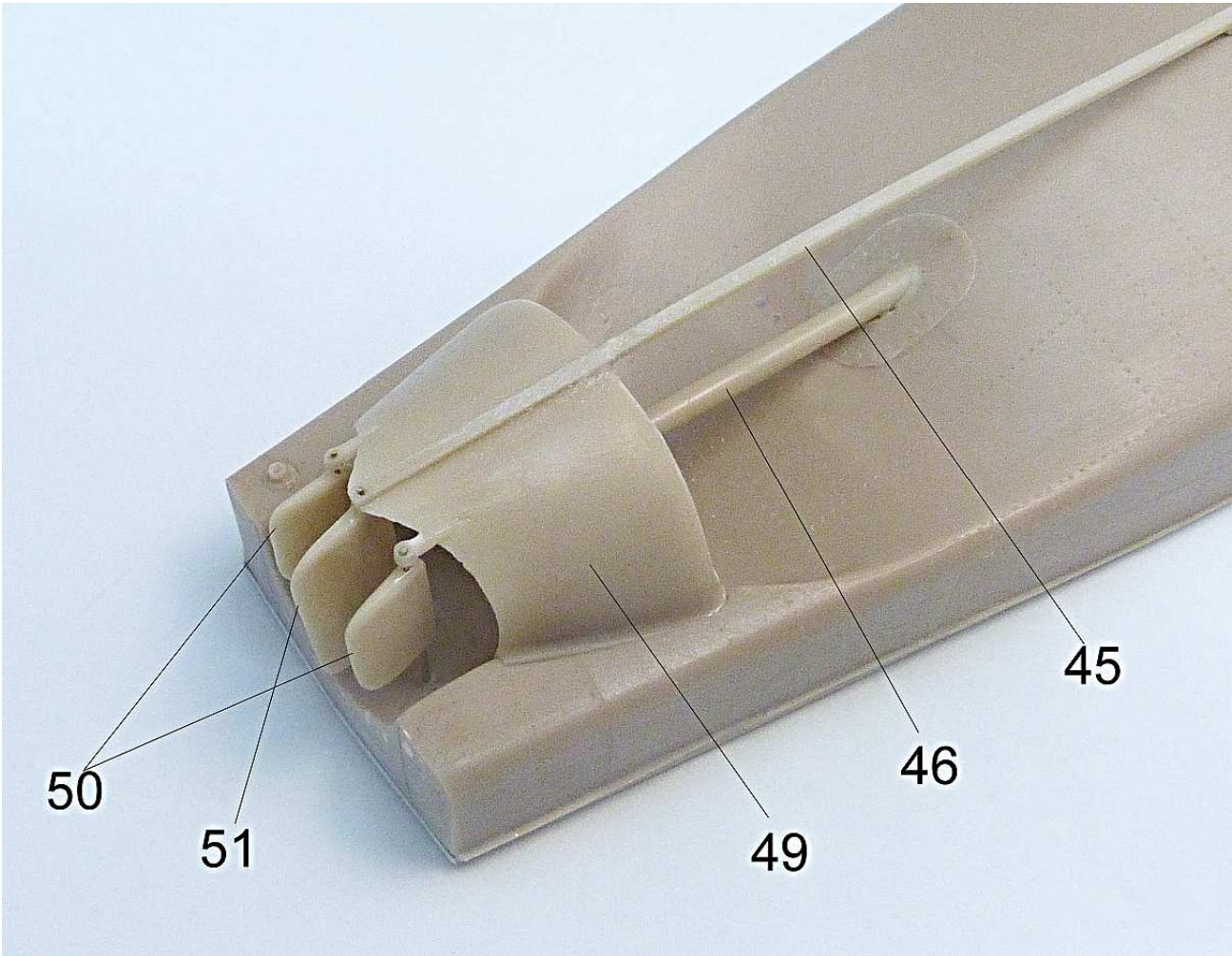


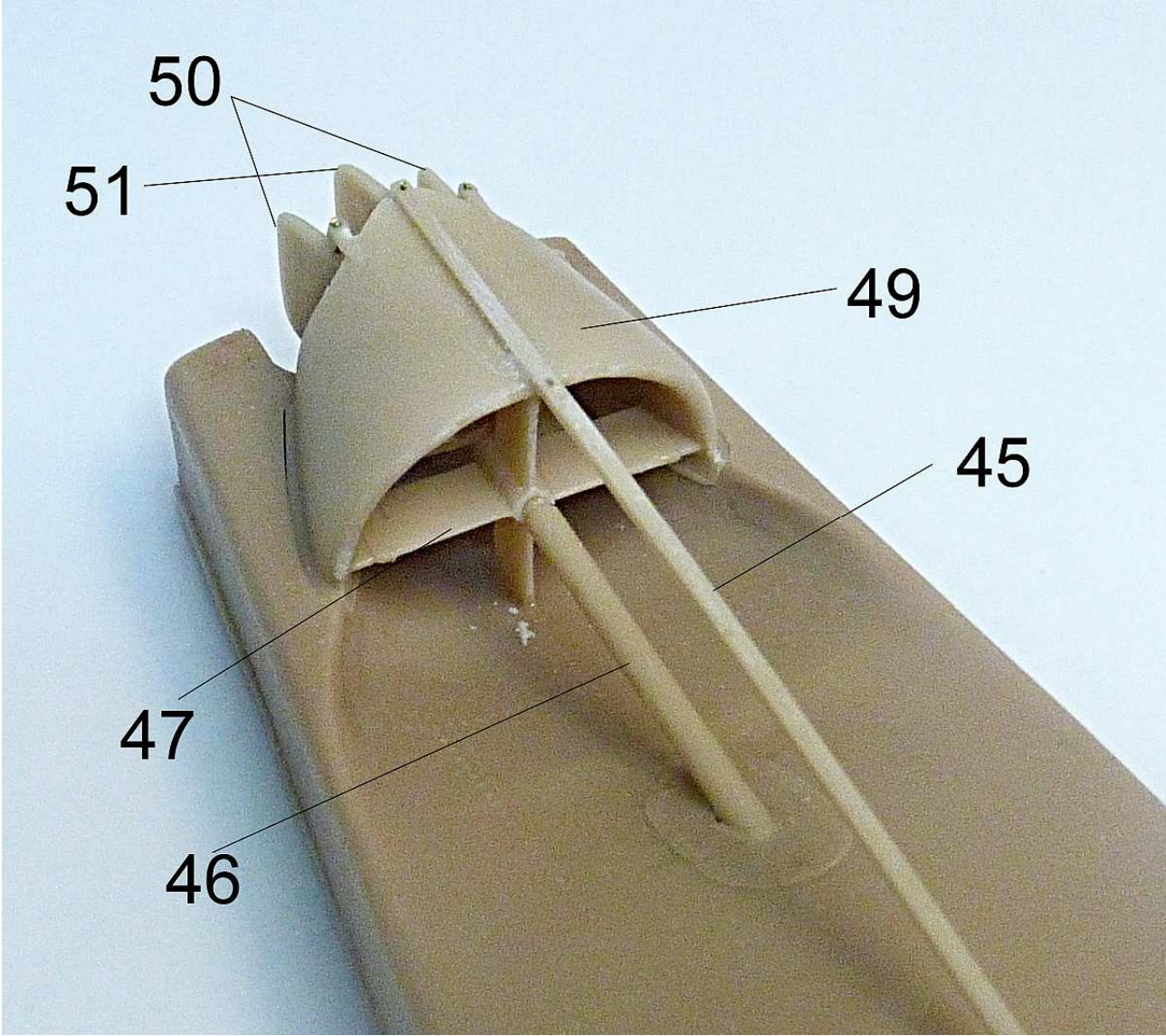


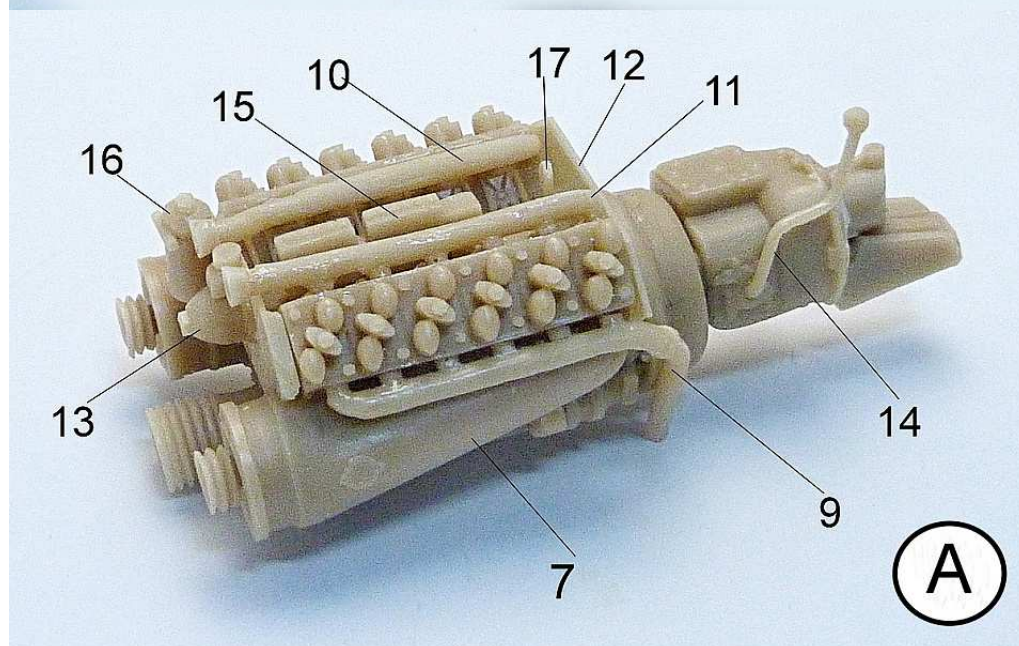
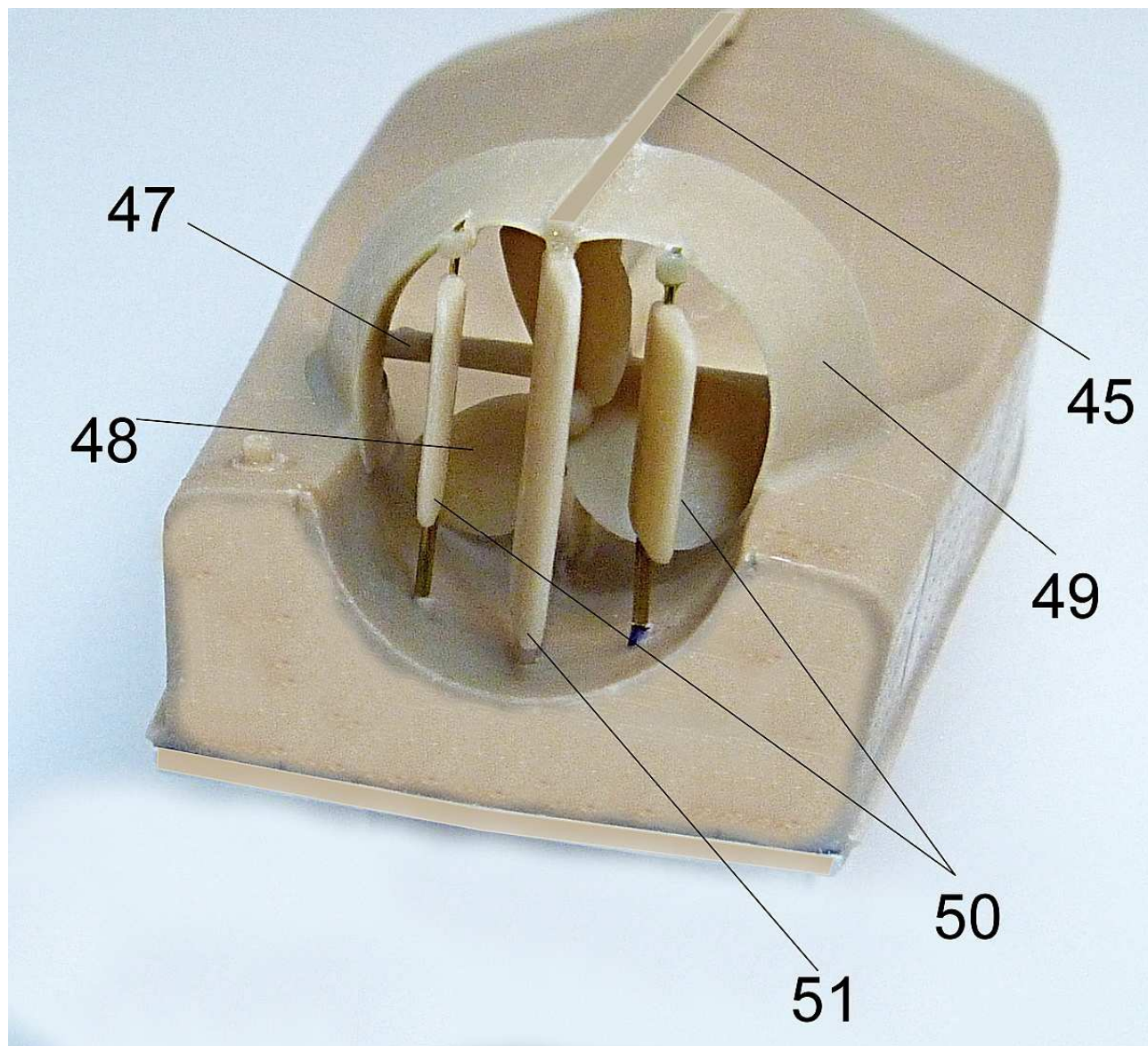


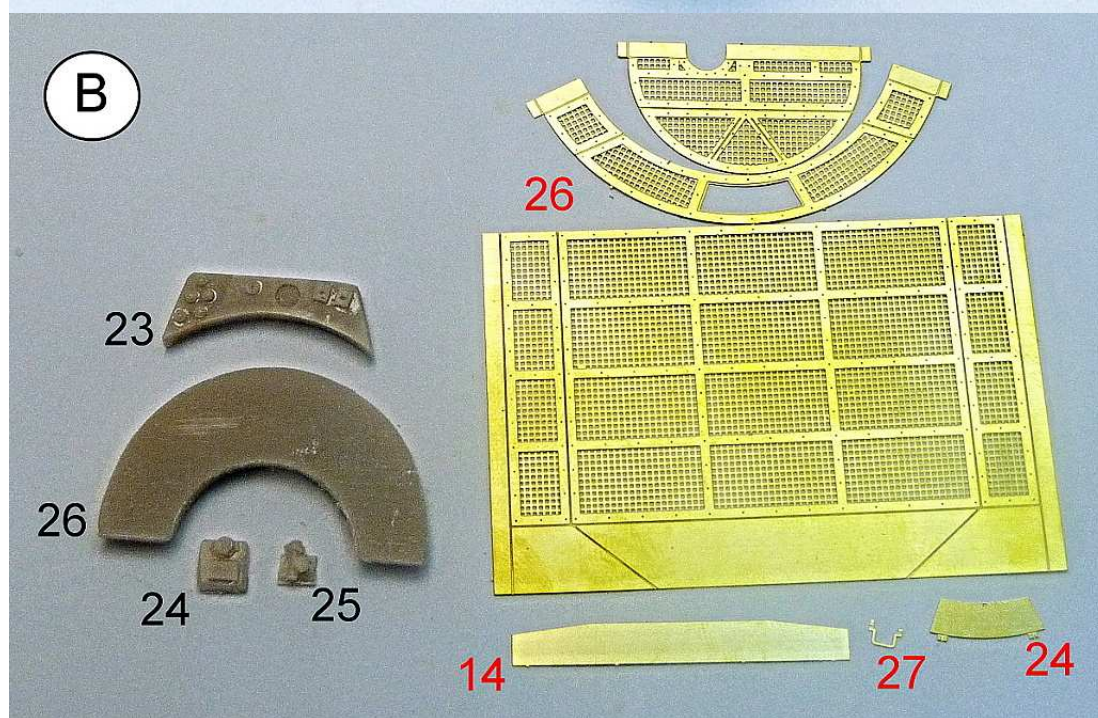
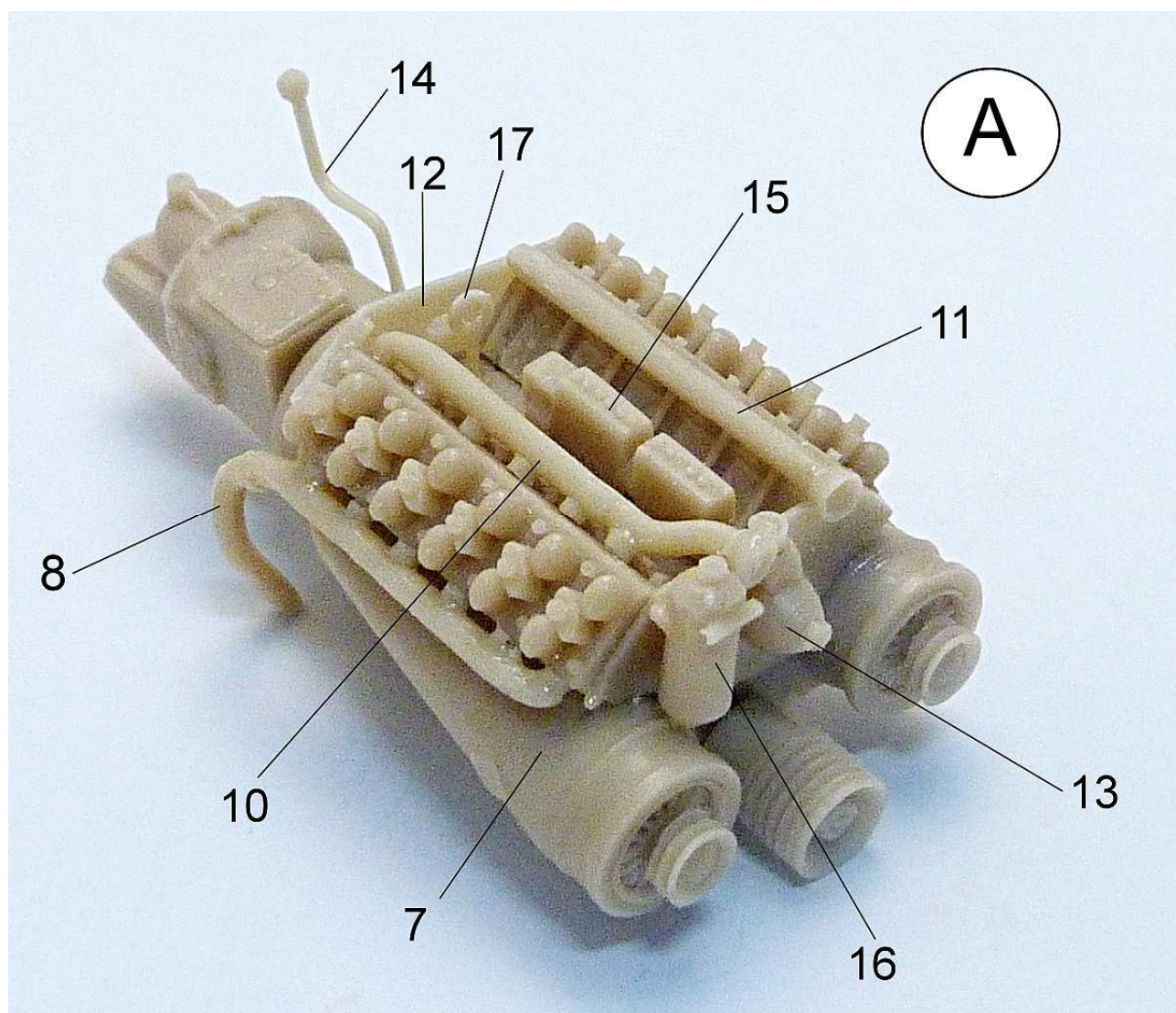


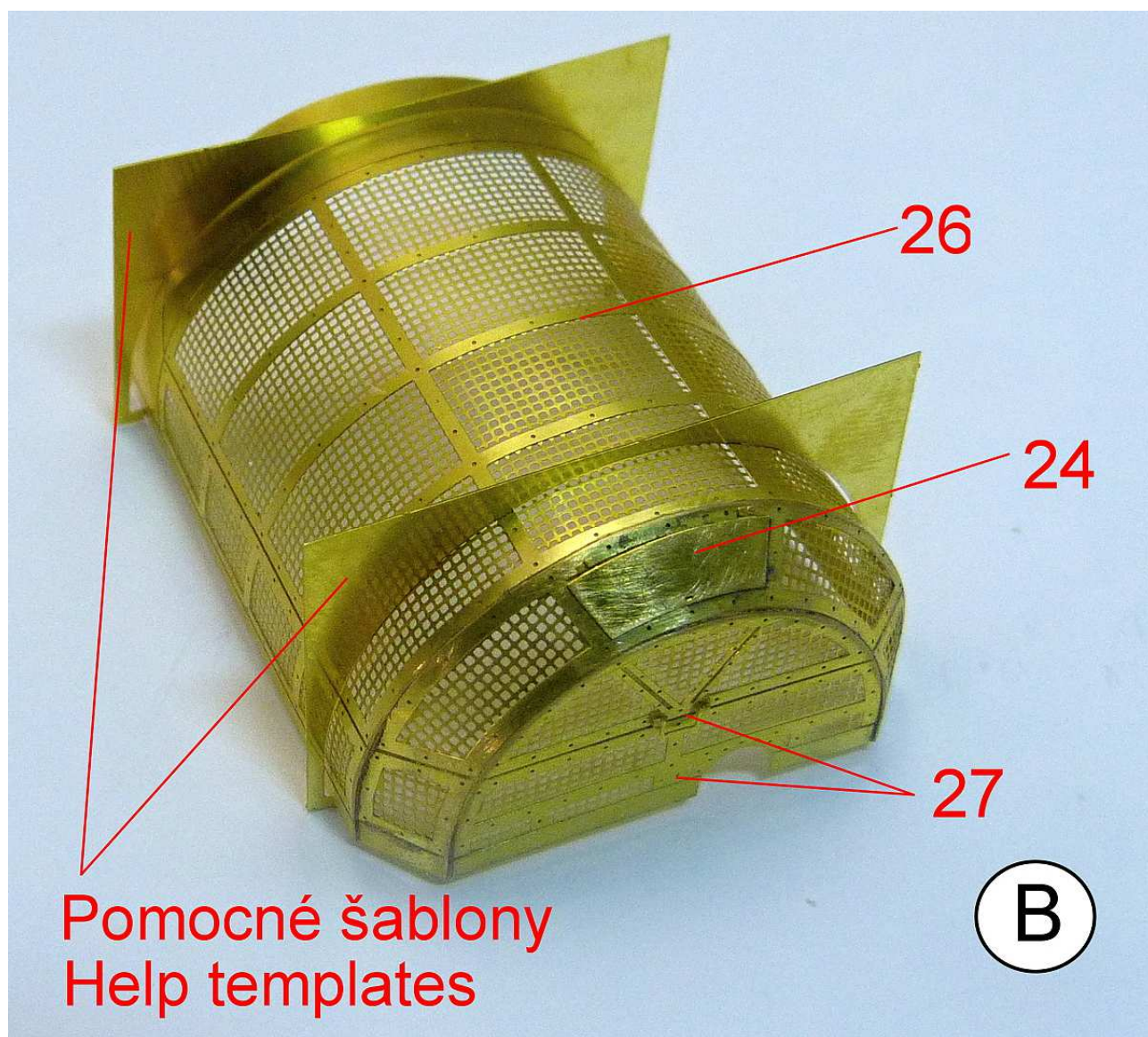












B

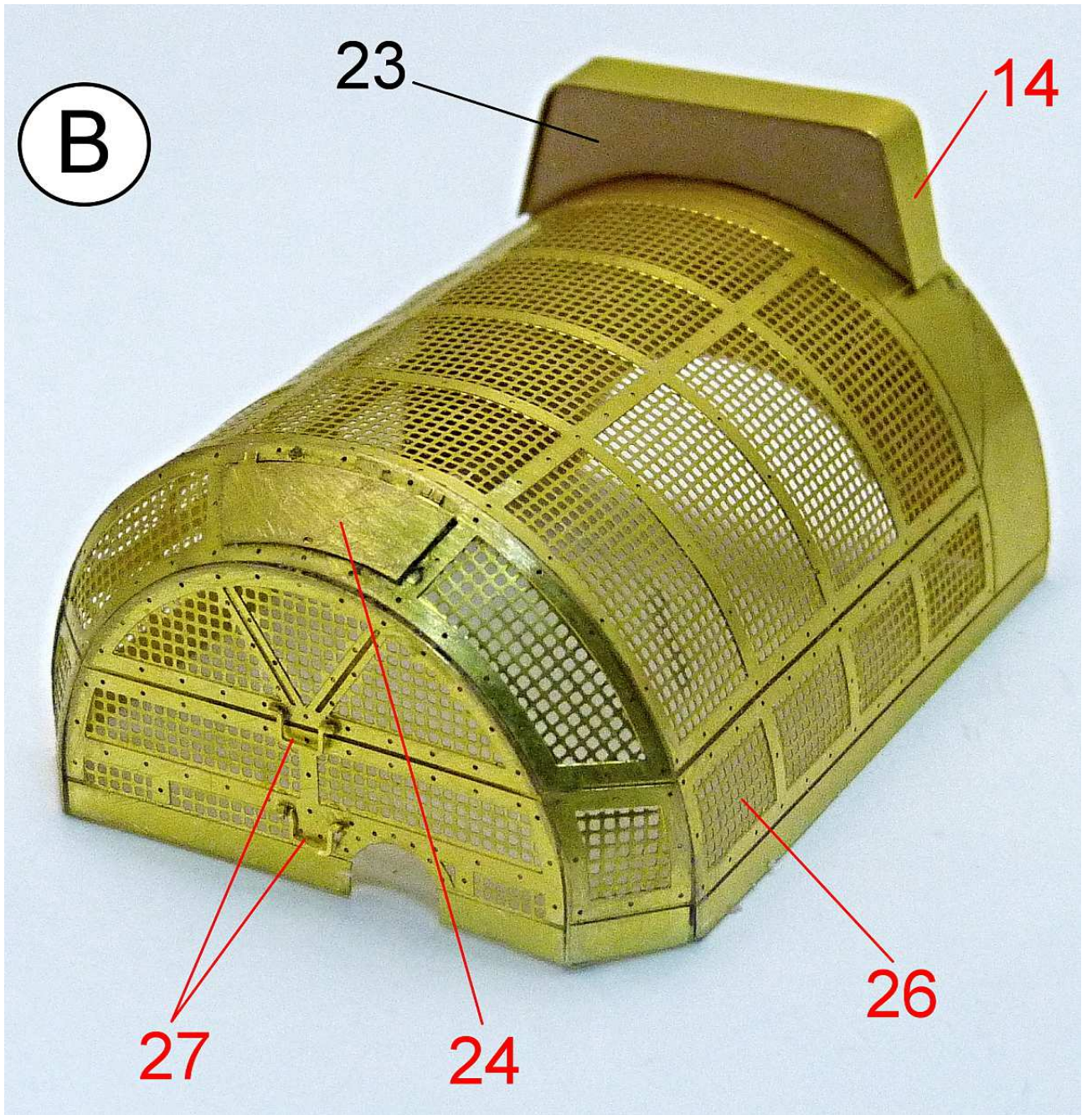
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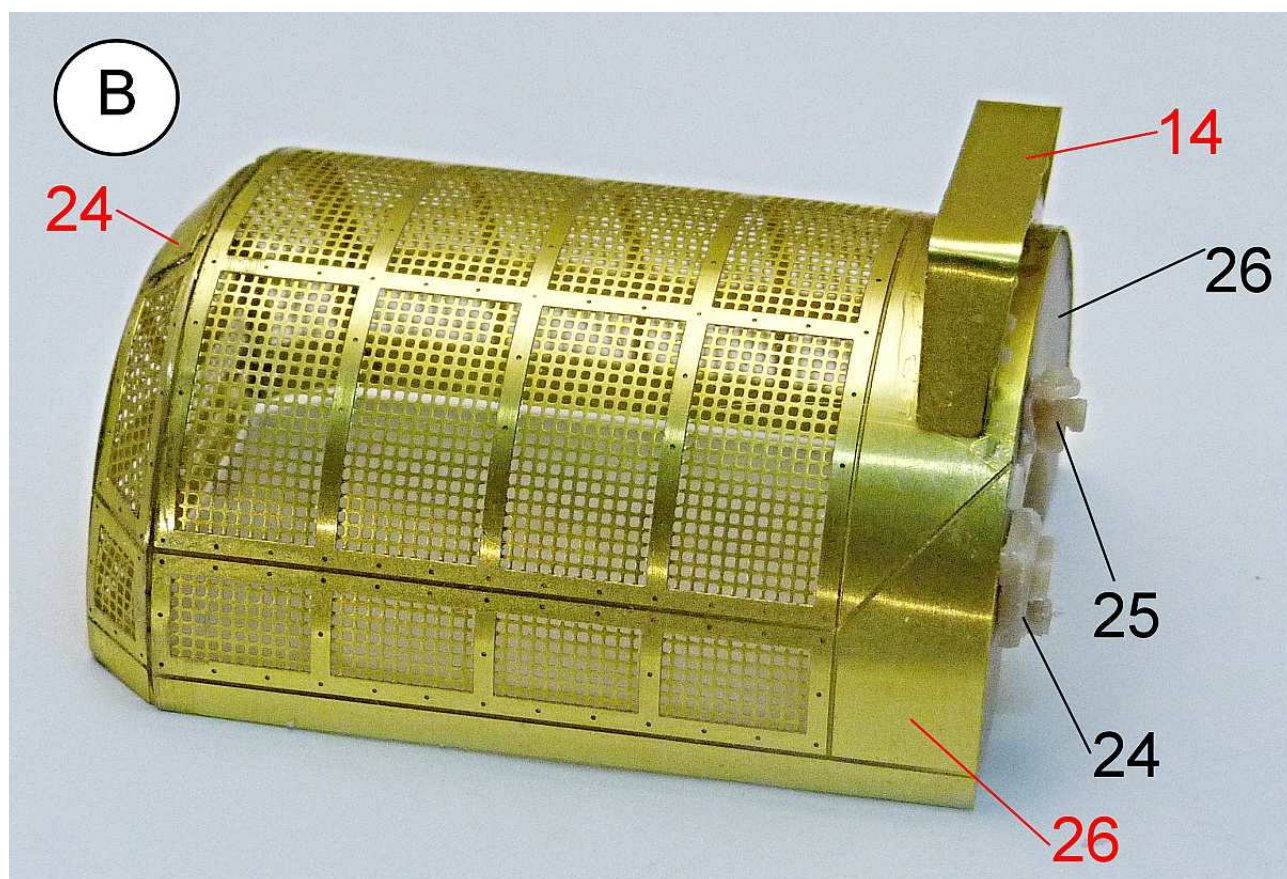
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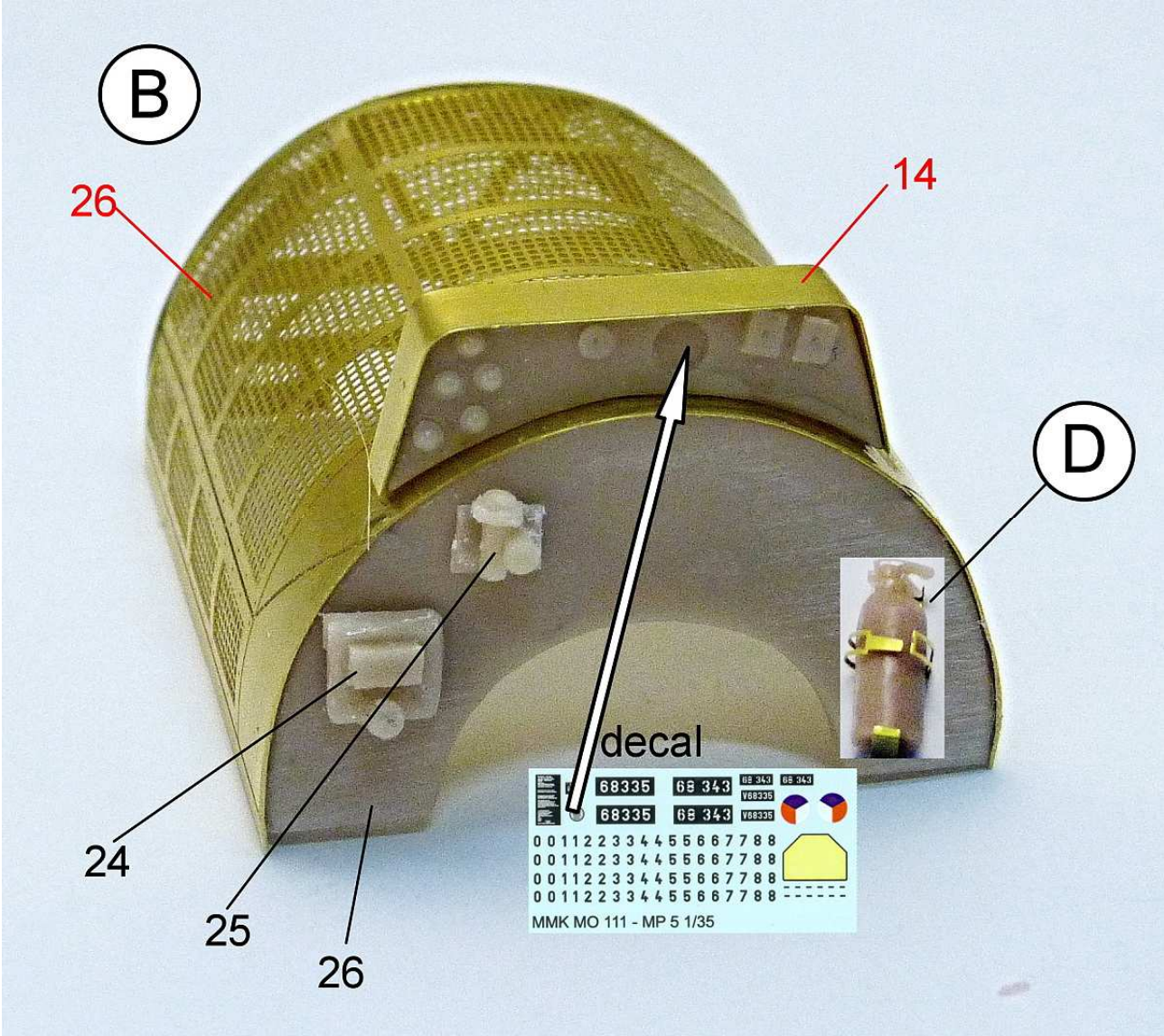
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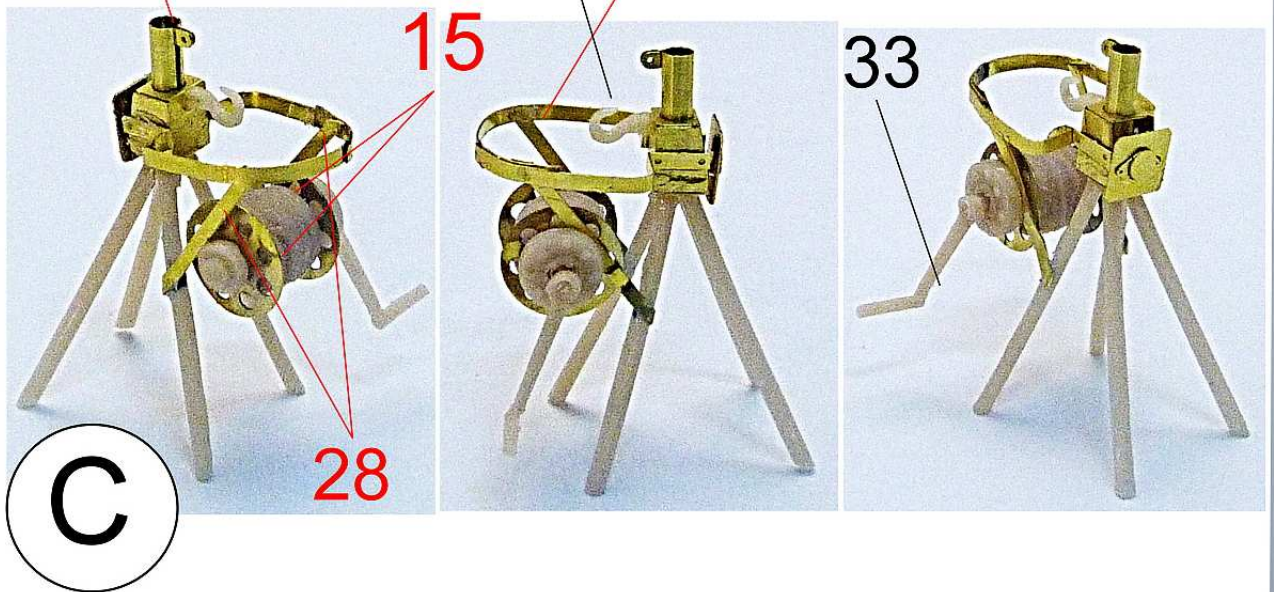
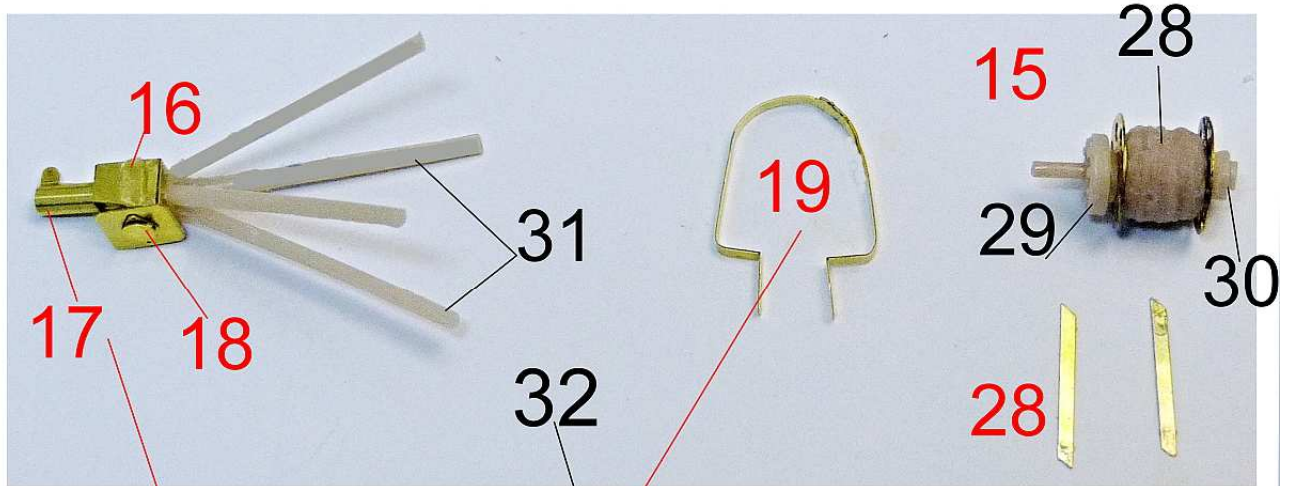
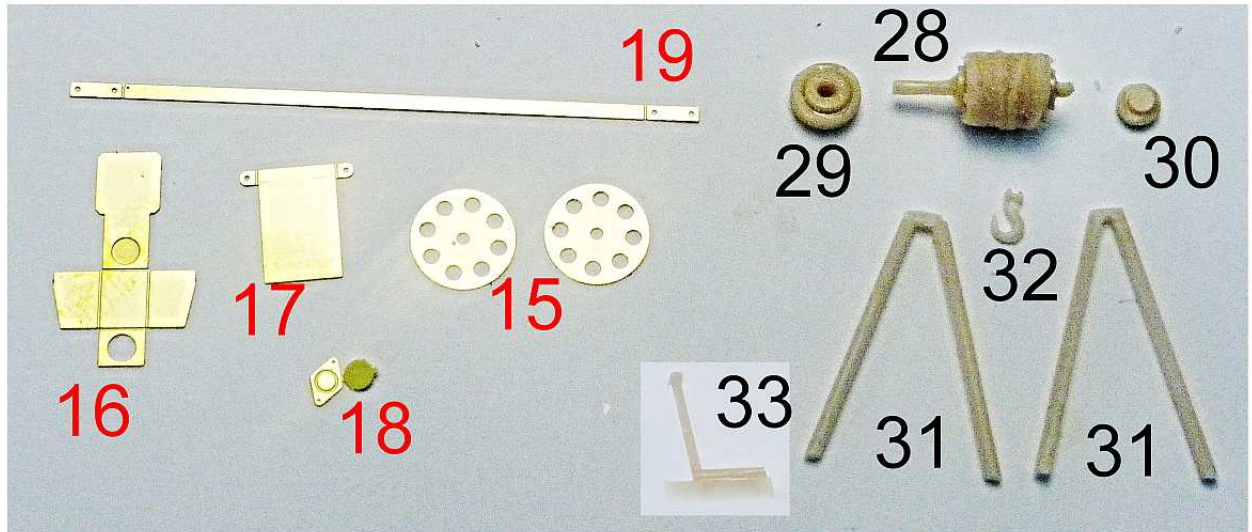
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26

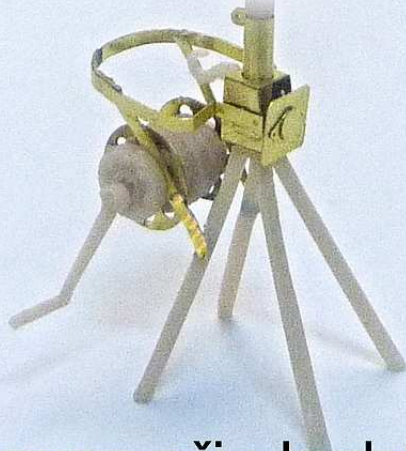








C+I



Pouze při plavbě
Only when sailing

E

1

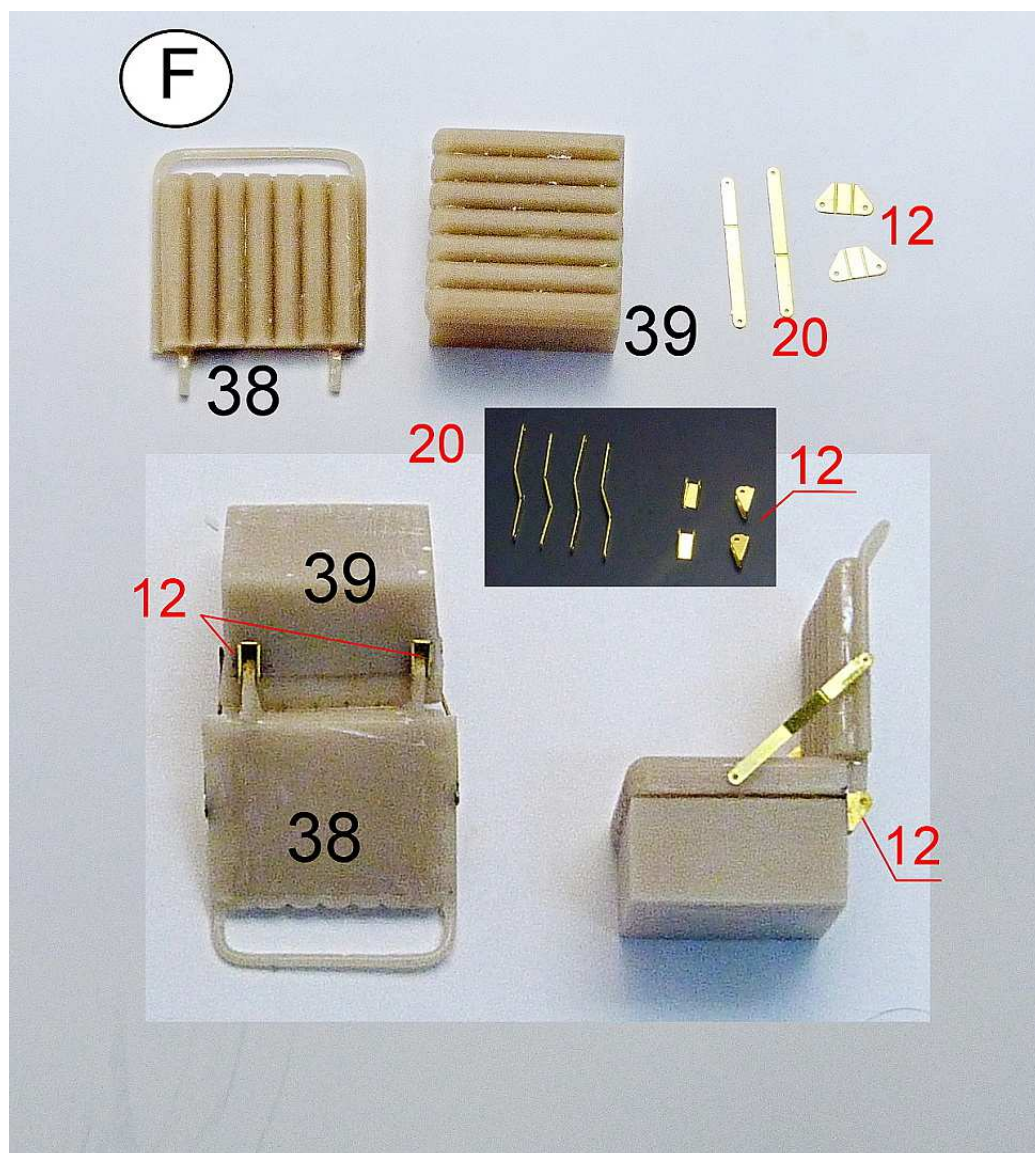
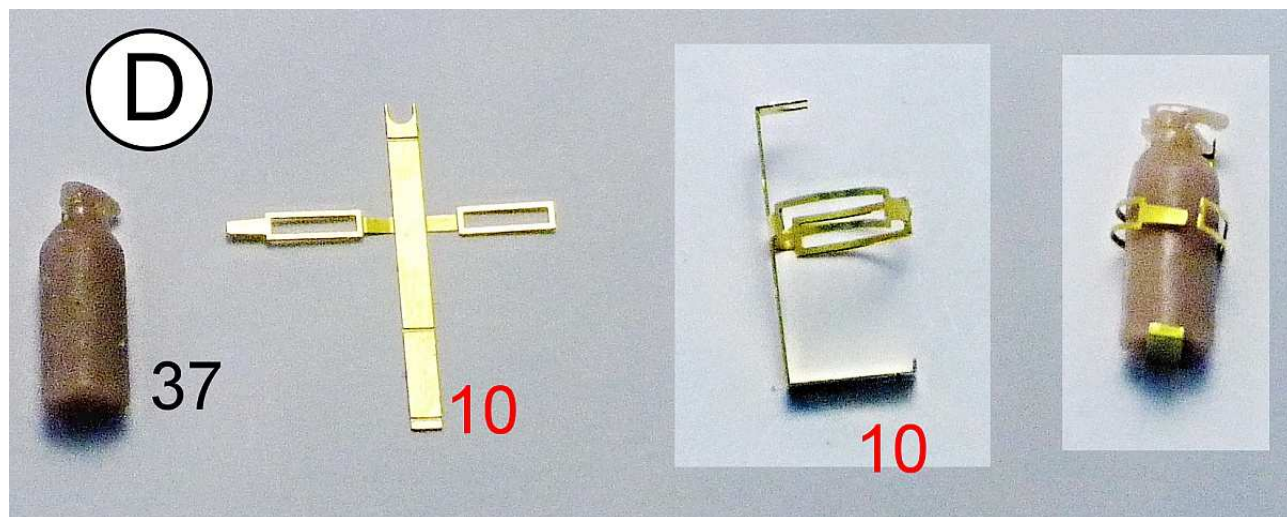
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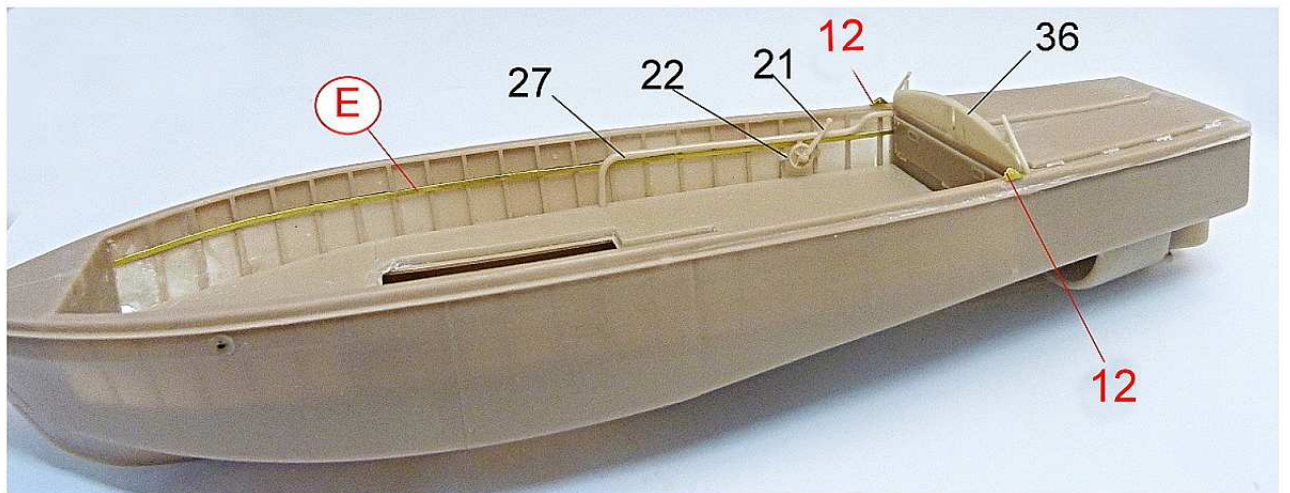
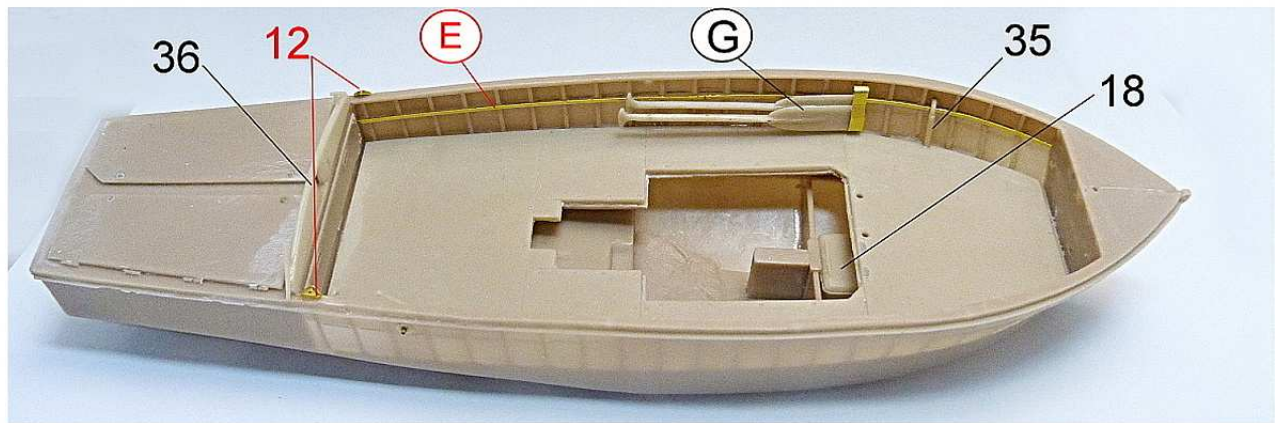
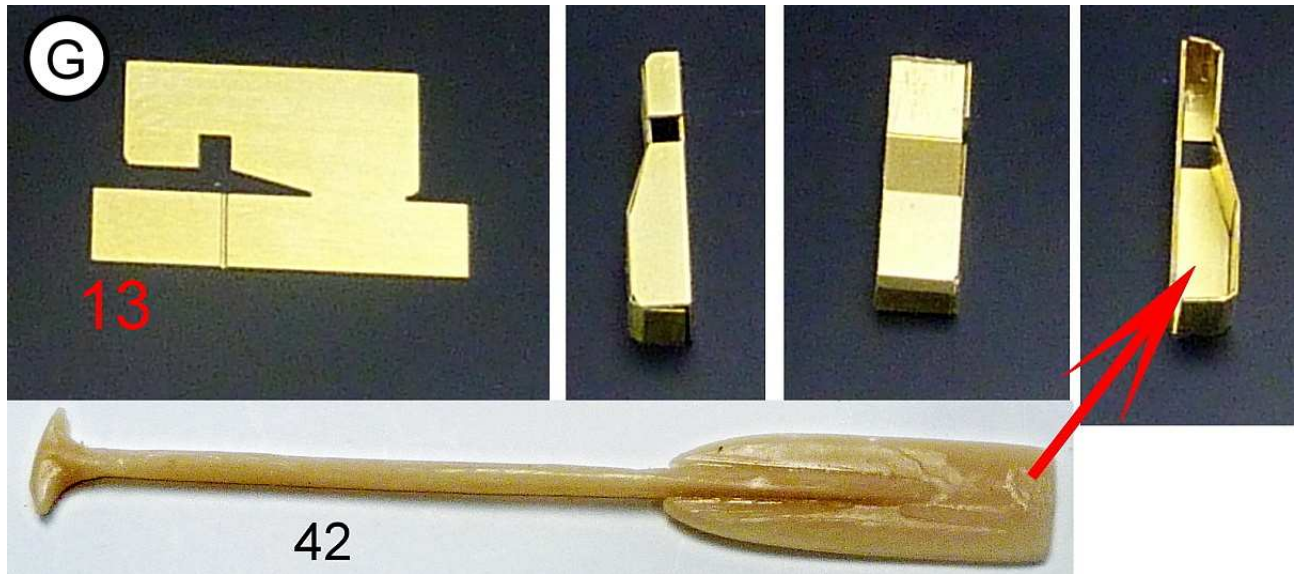
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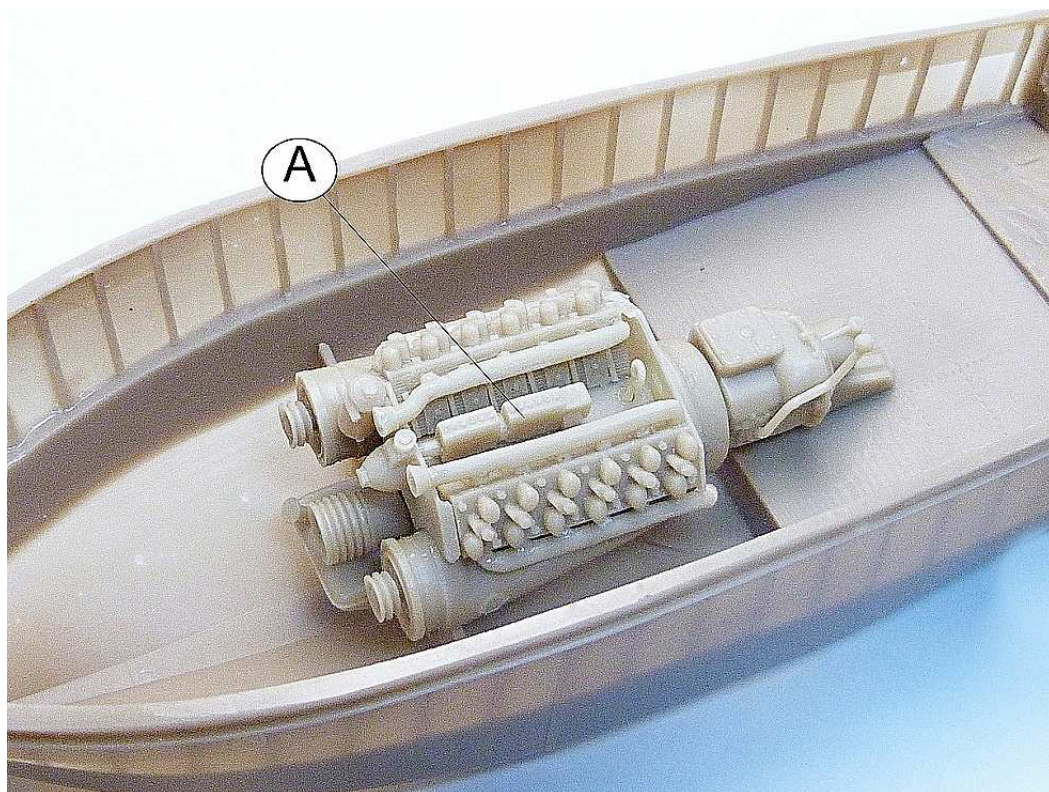
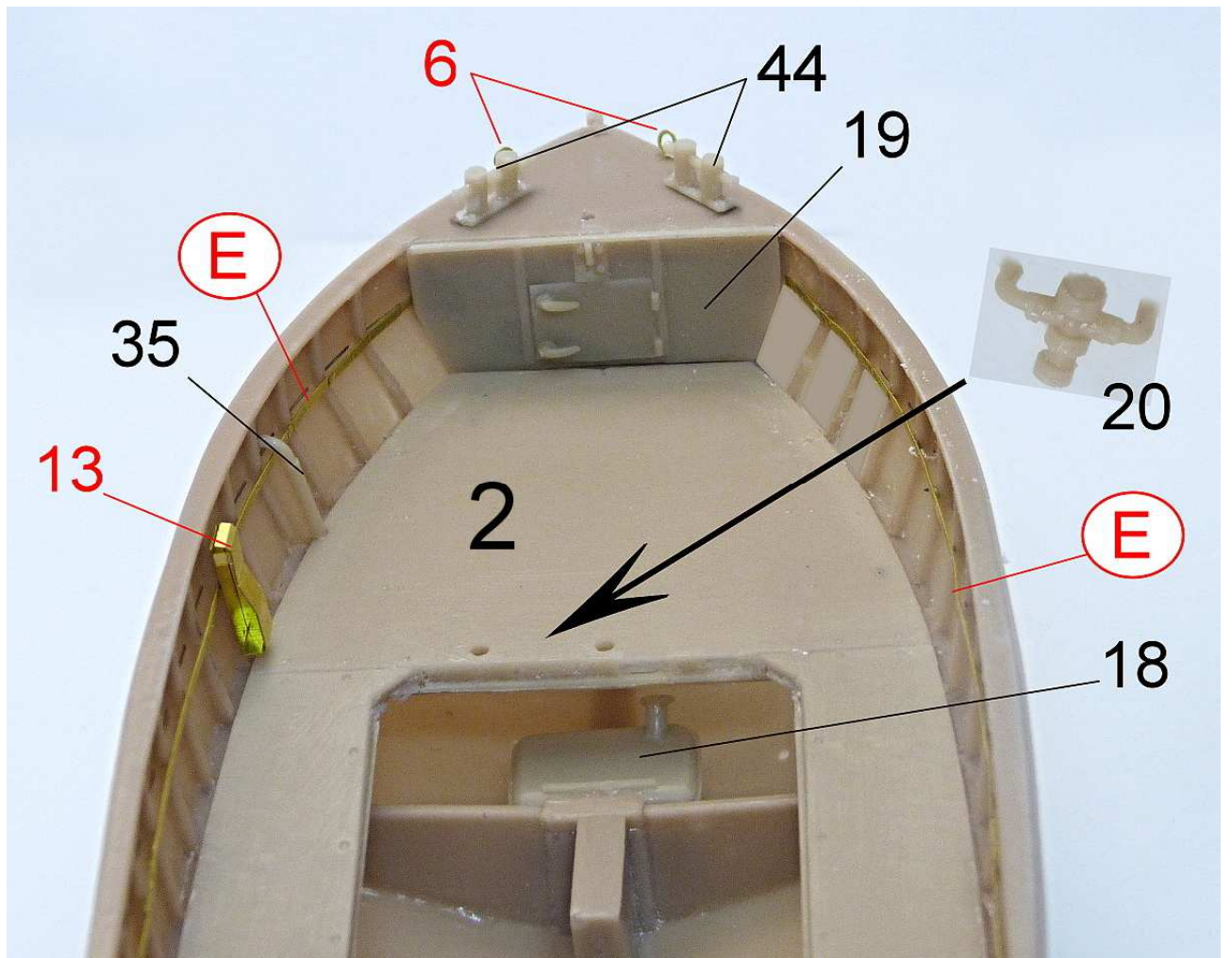


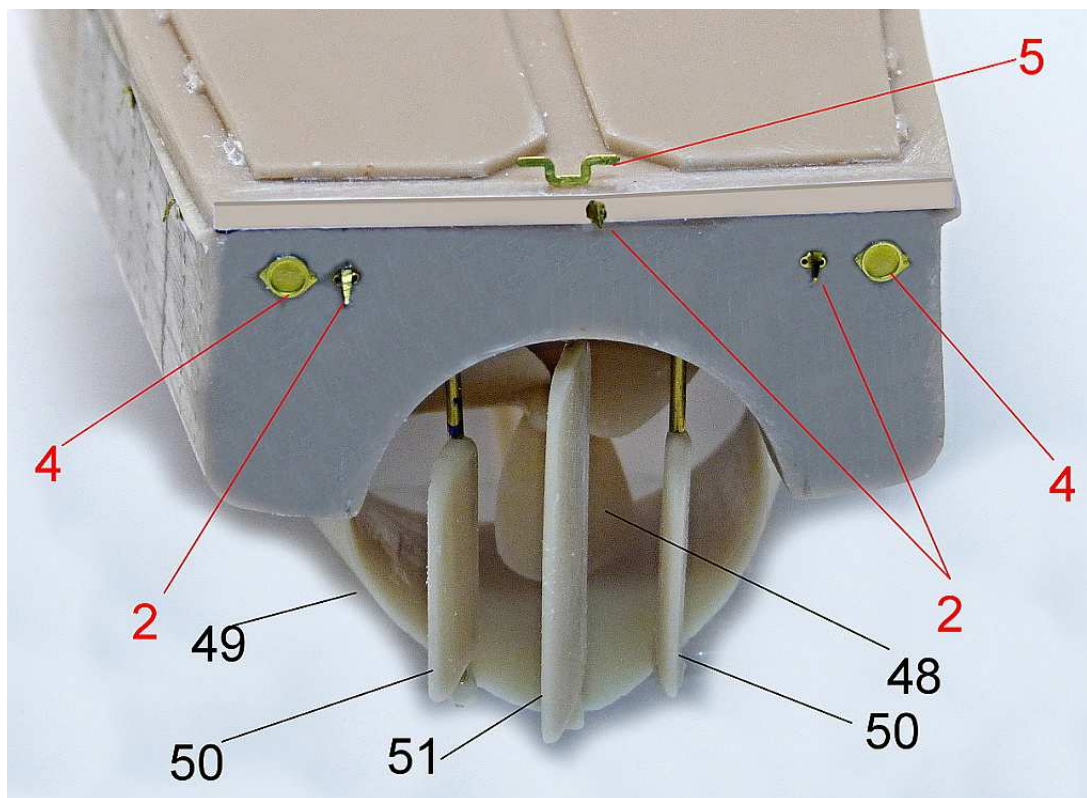
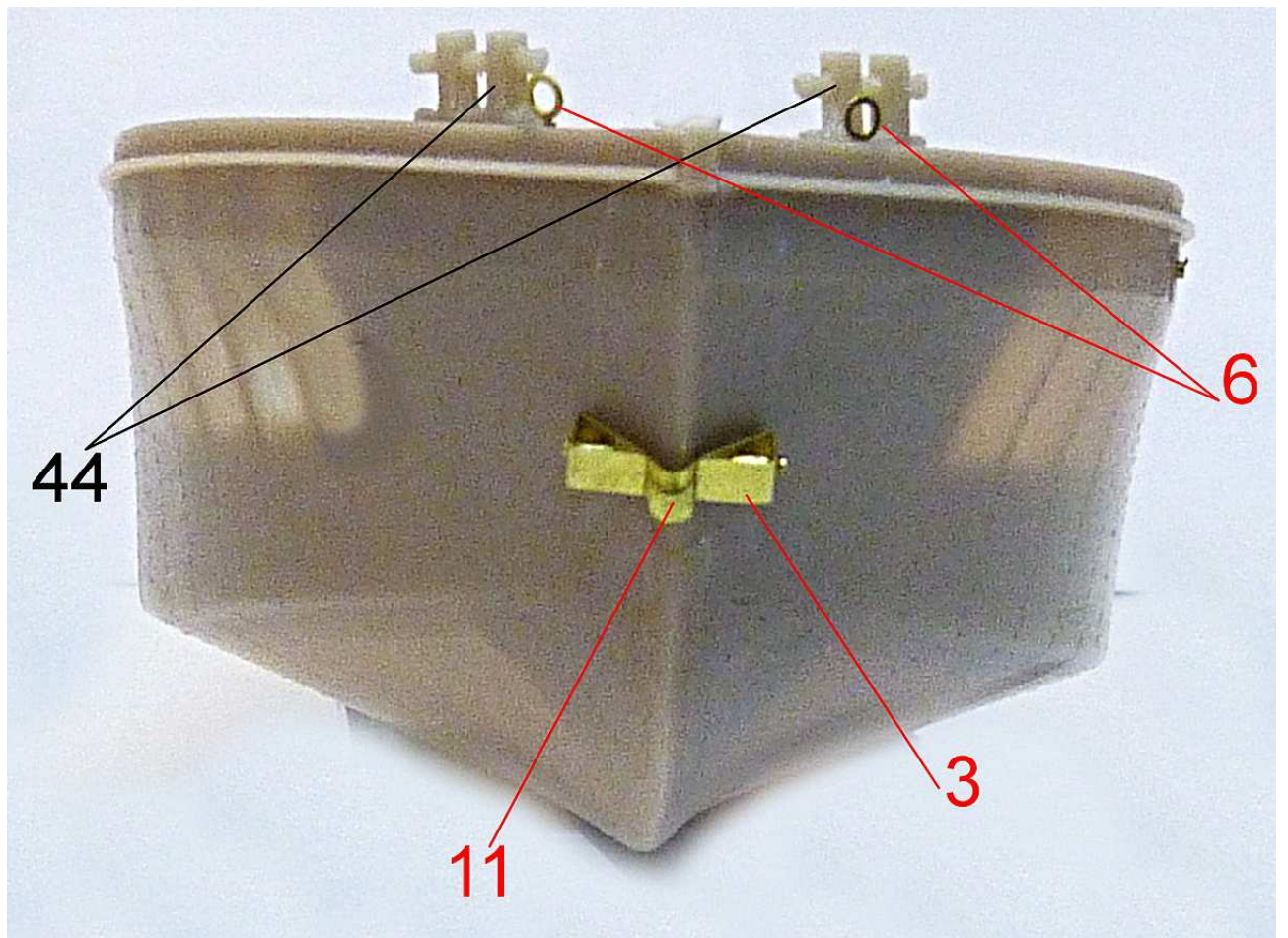
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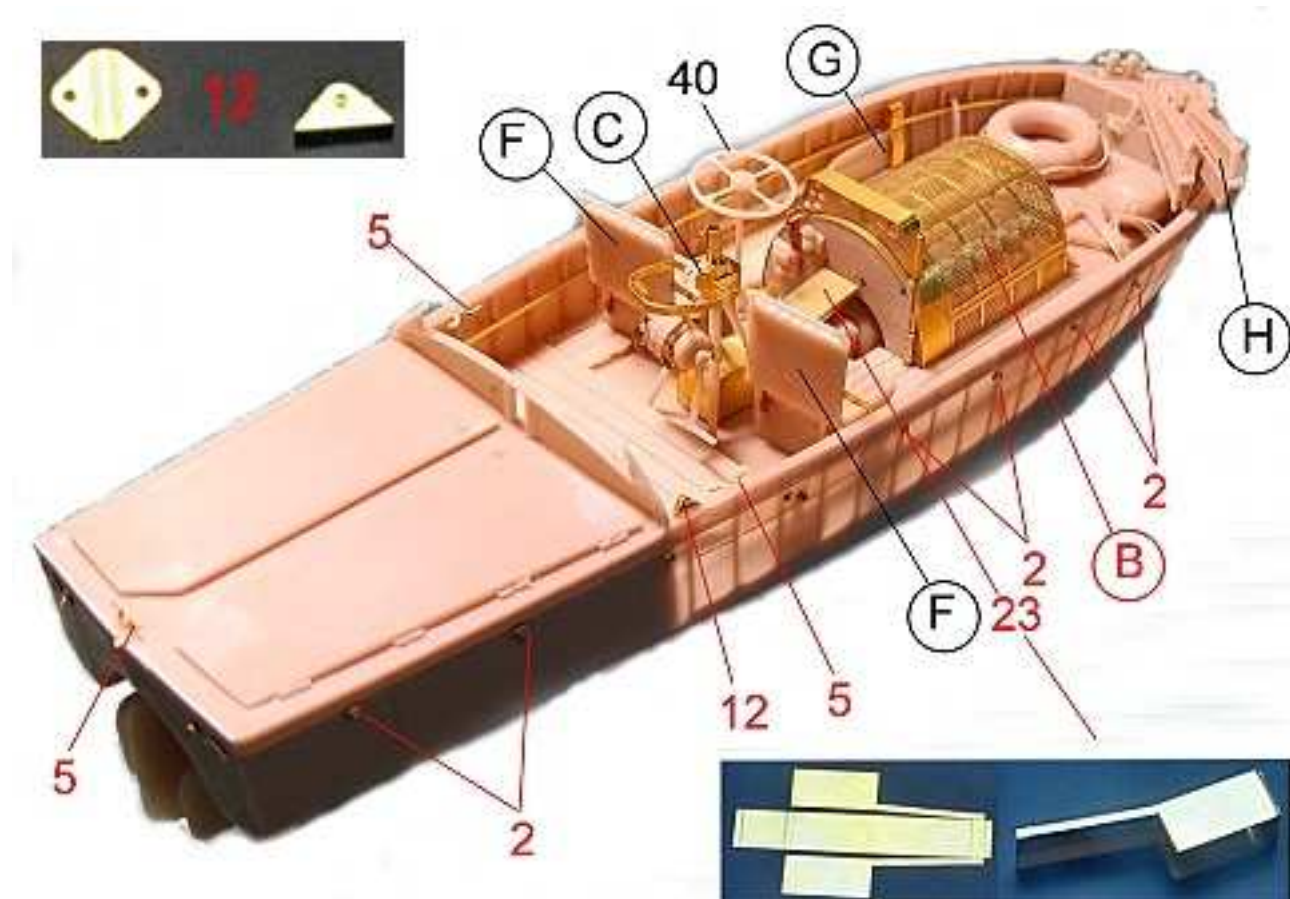
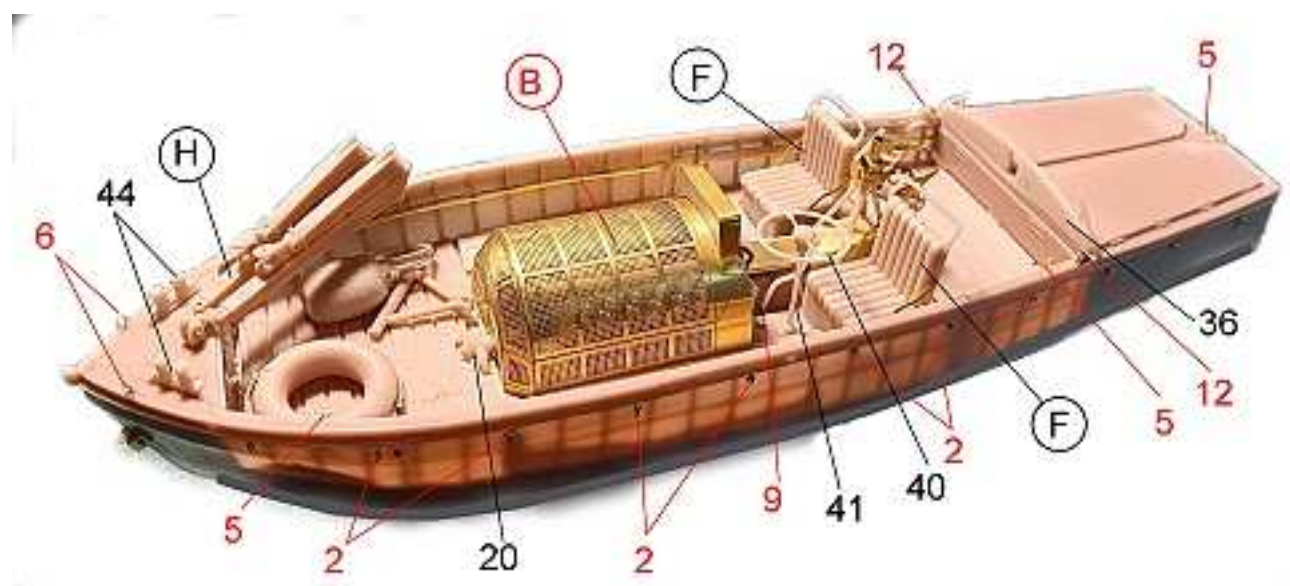
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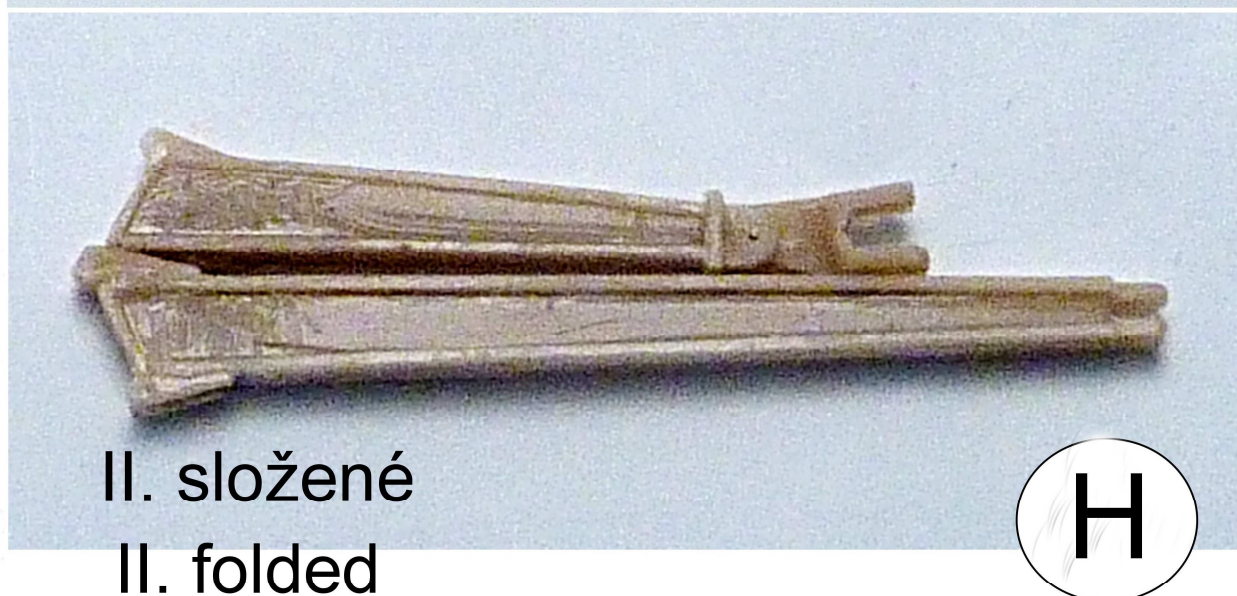
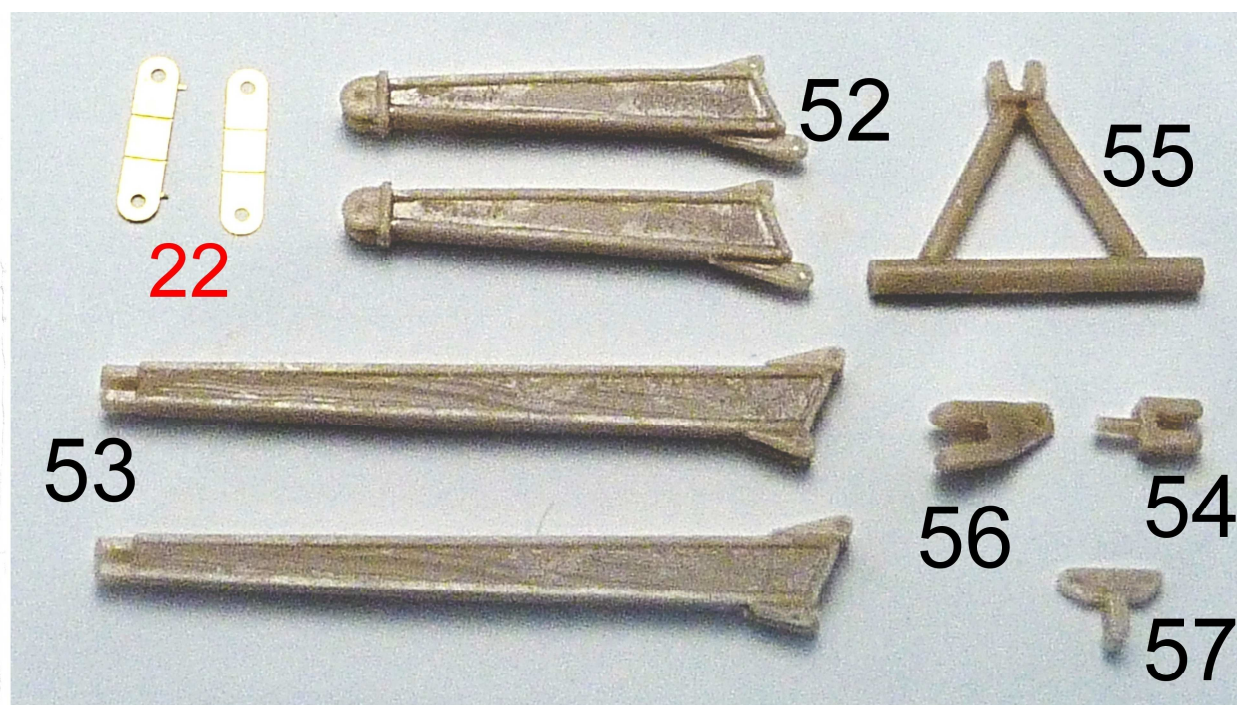


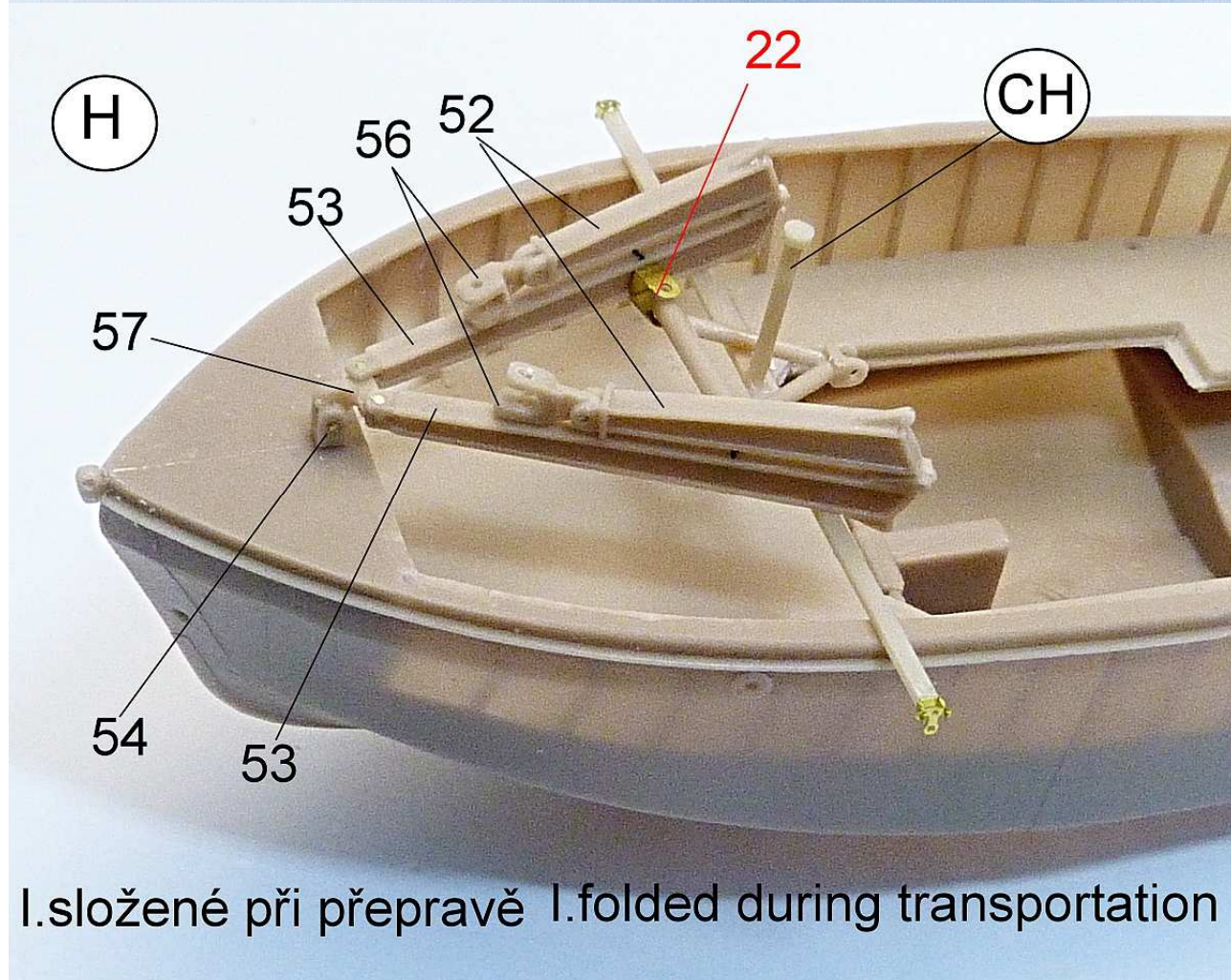
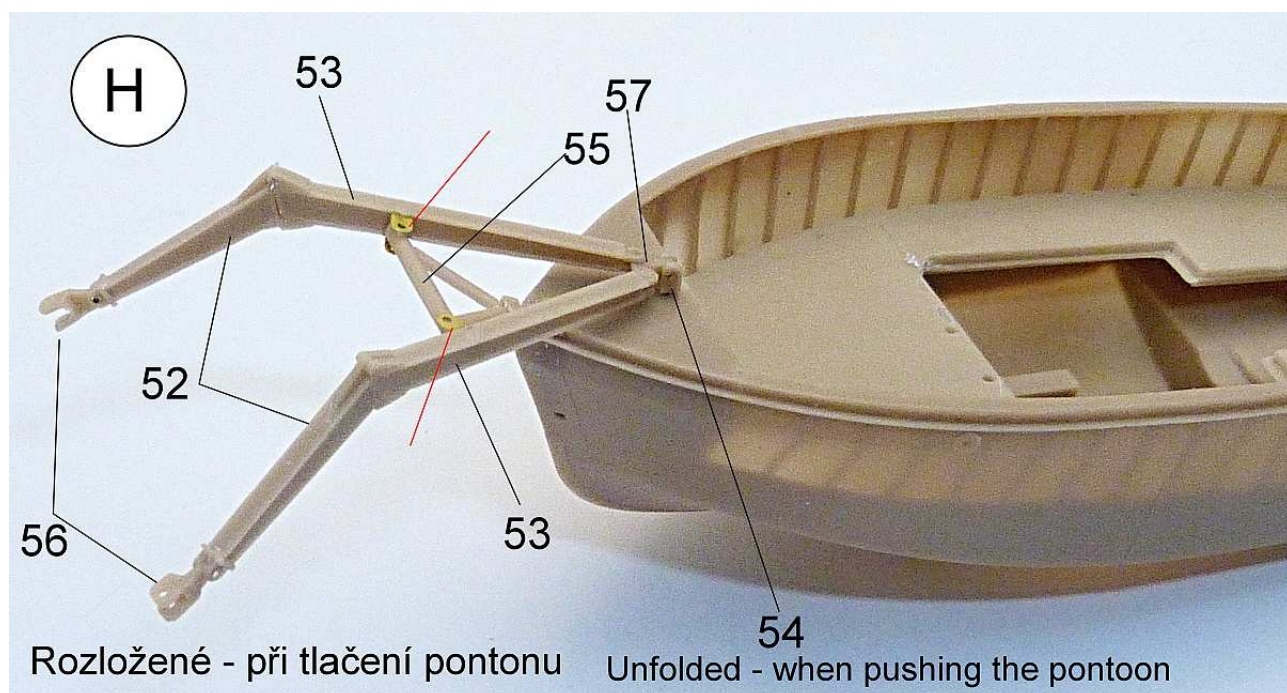




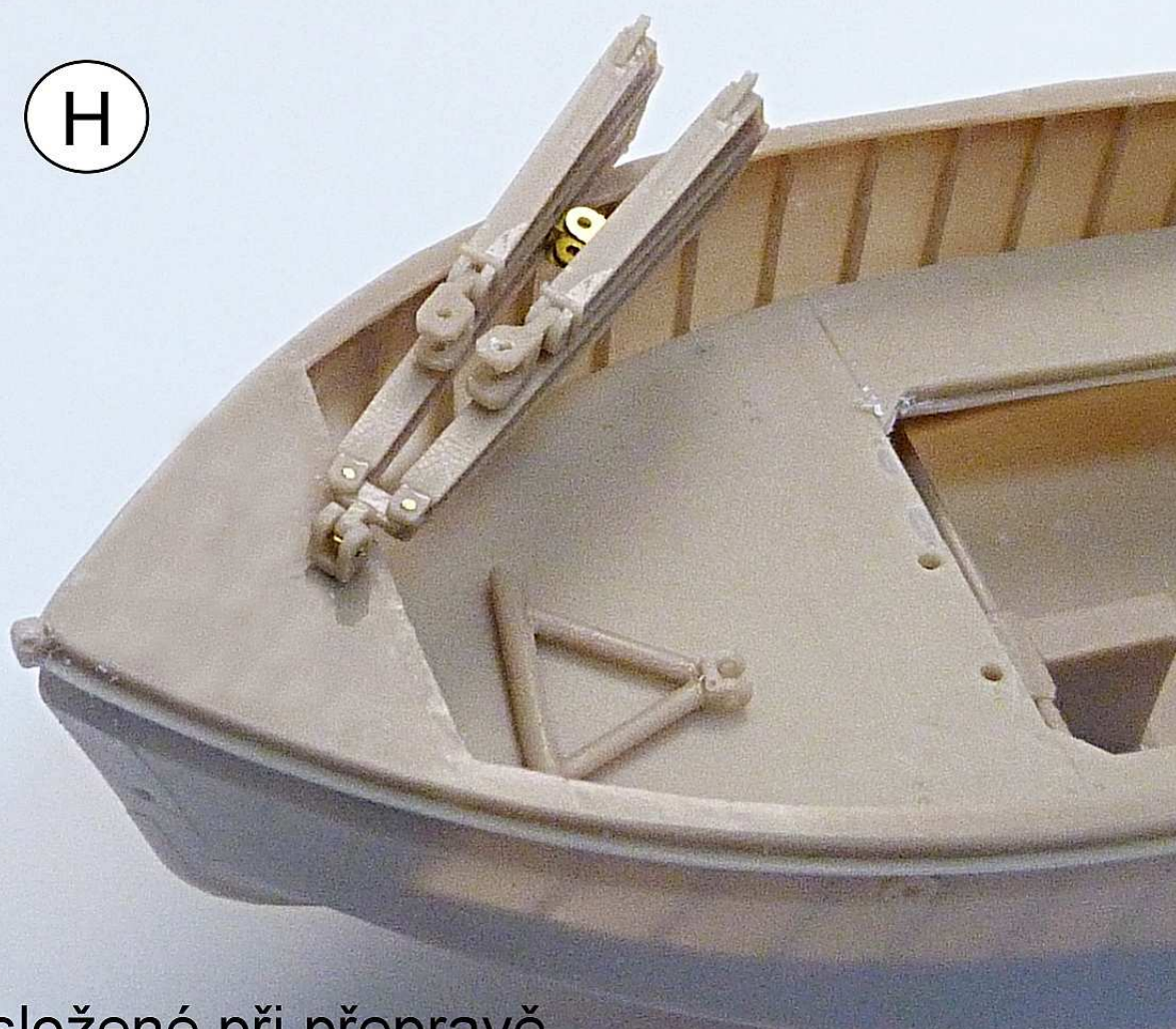






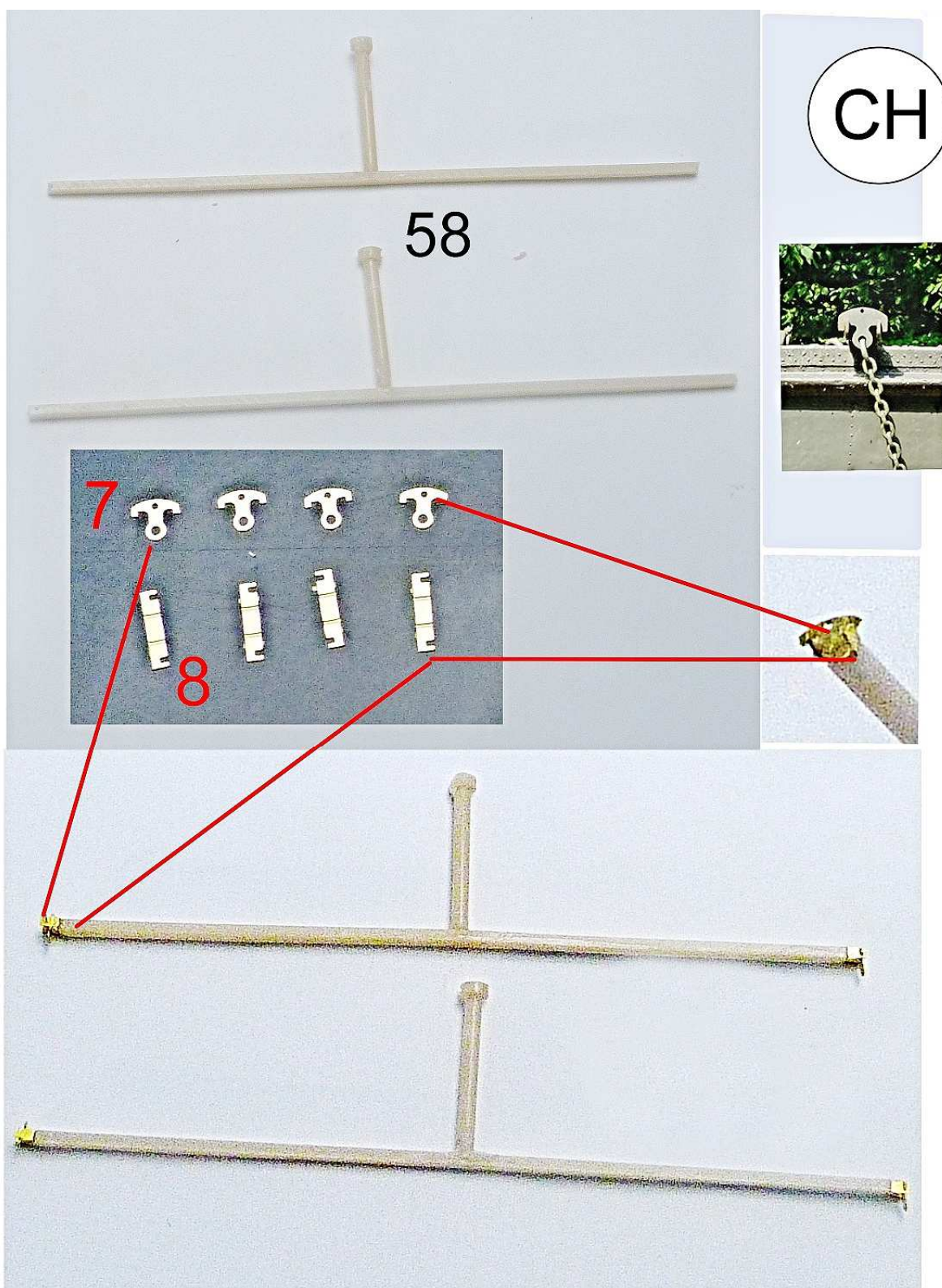


H



II.složené při přepravě

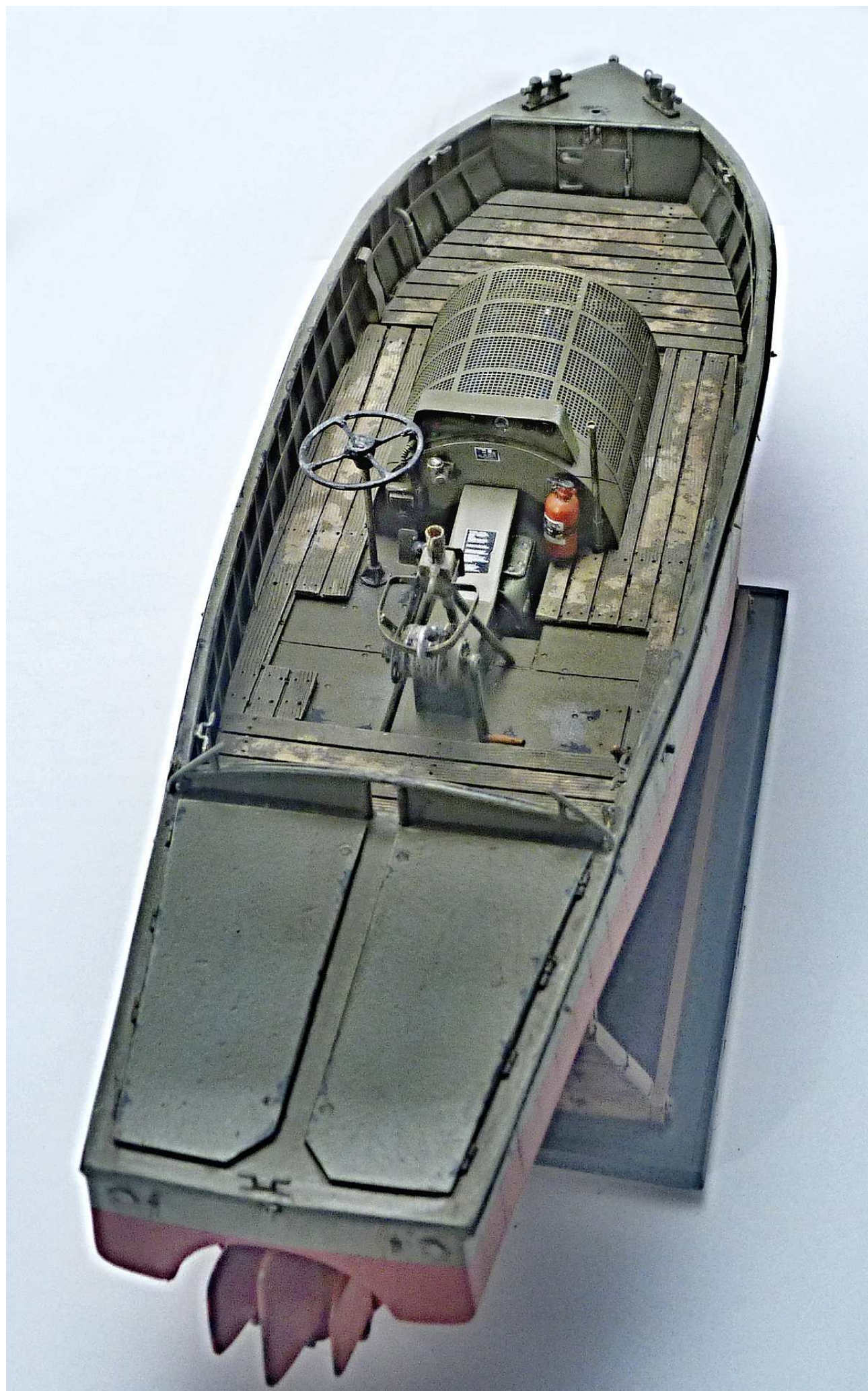
II.folded during transportation



CH

Pouze pro upevnění k přívěsu M5
For attachment to M5 trailer only





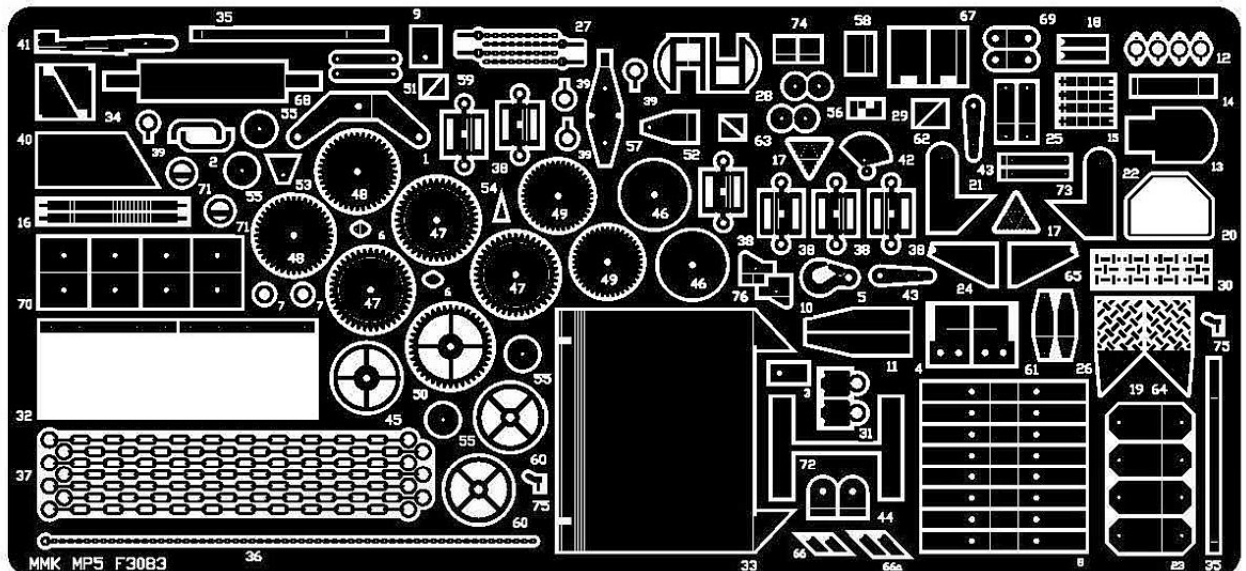






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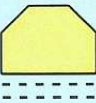
MP 5



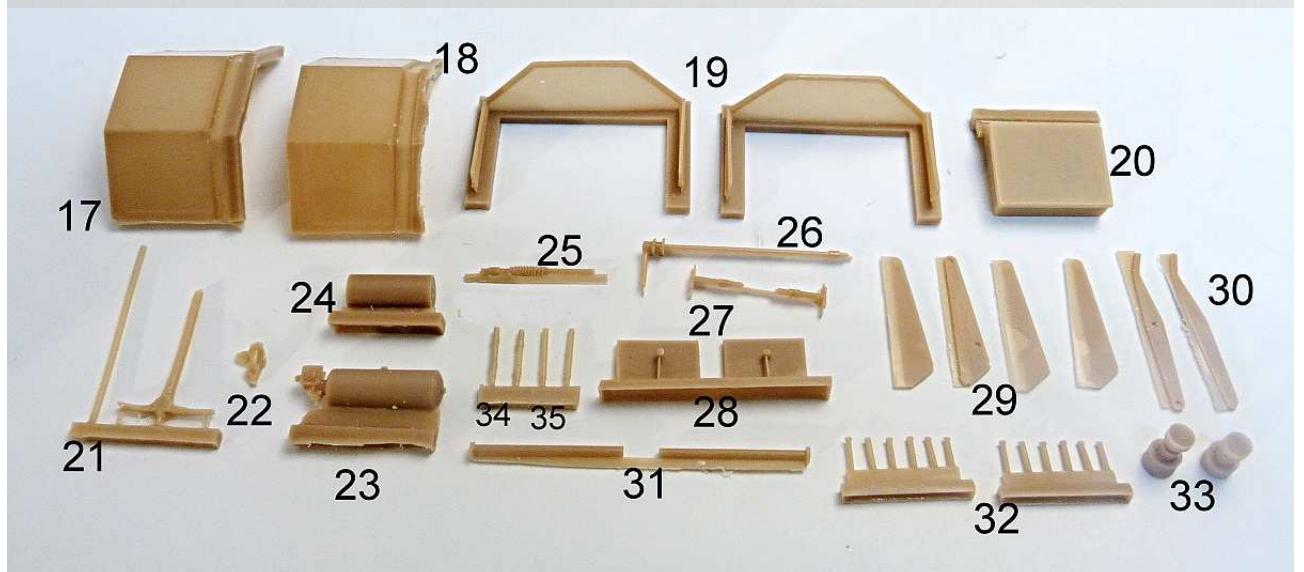
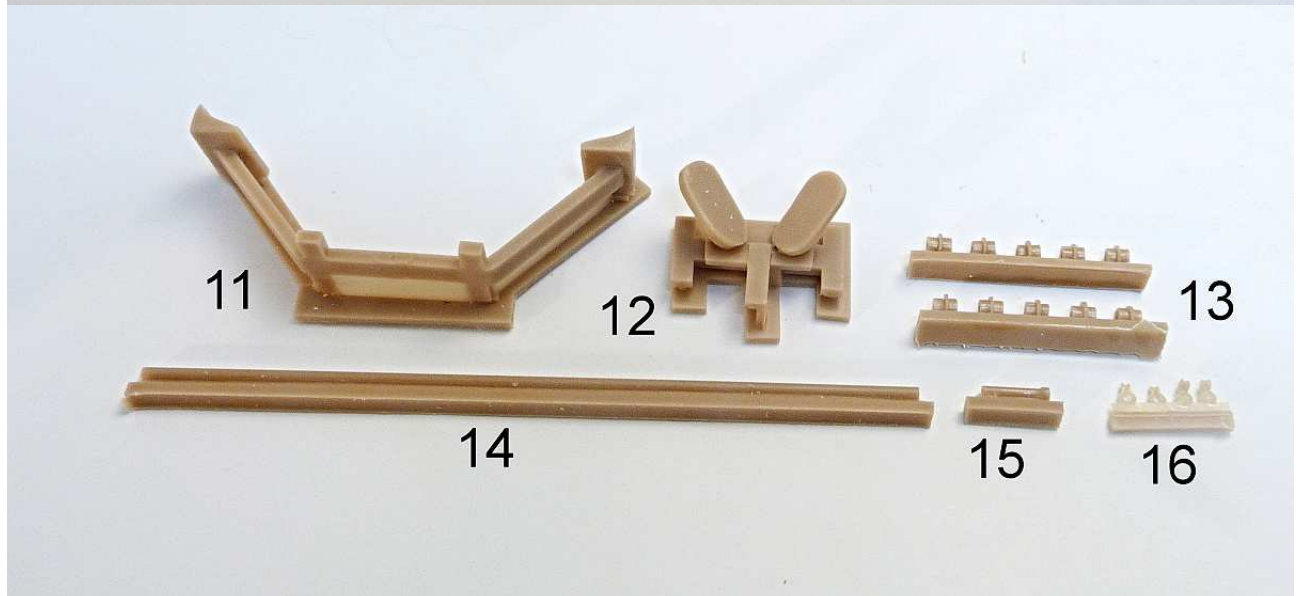
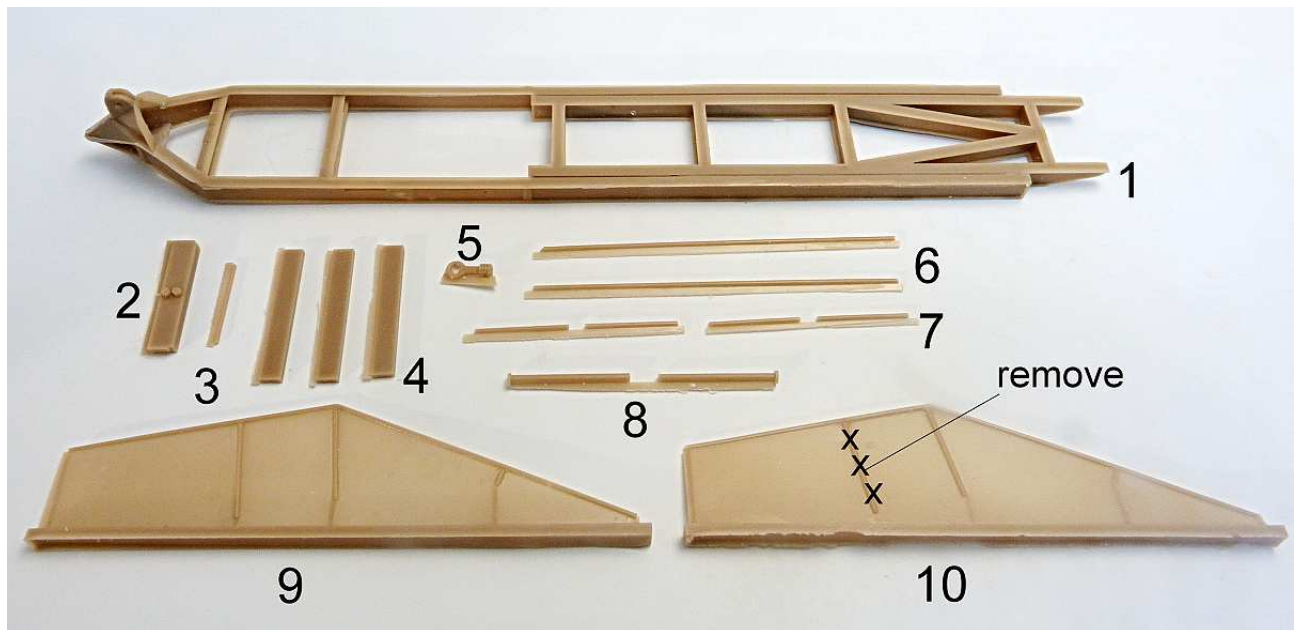
● resin parts

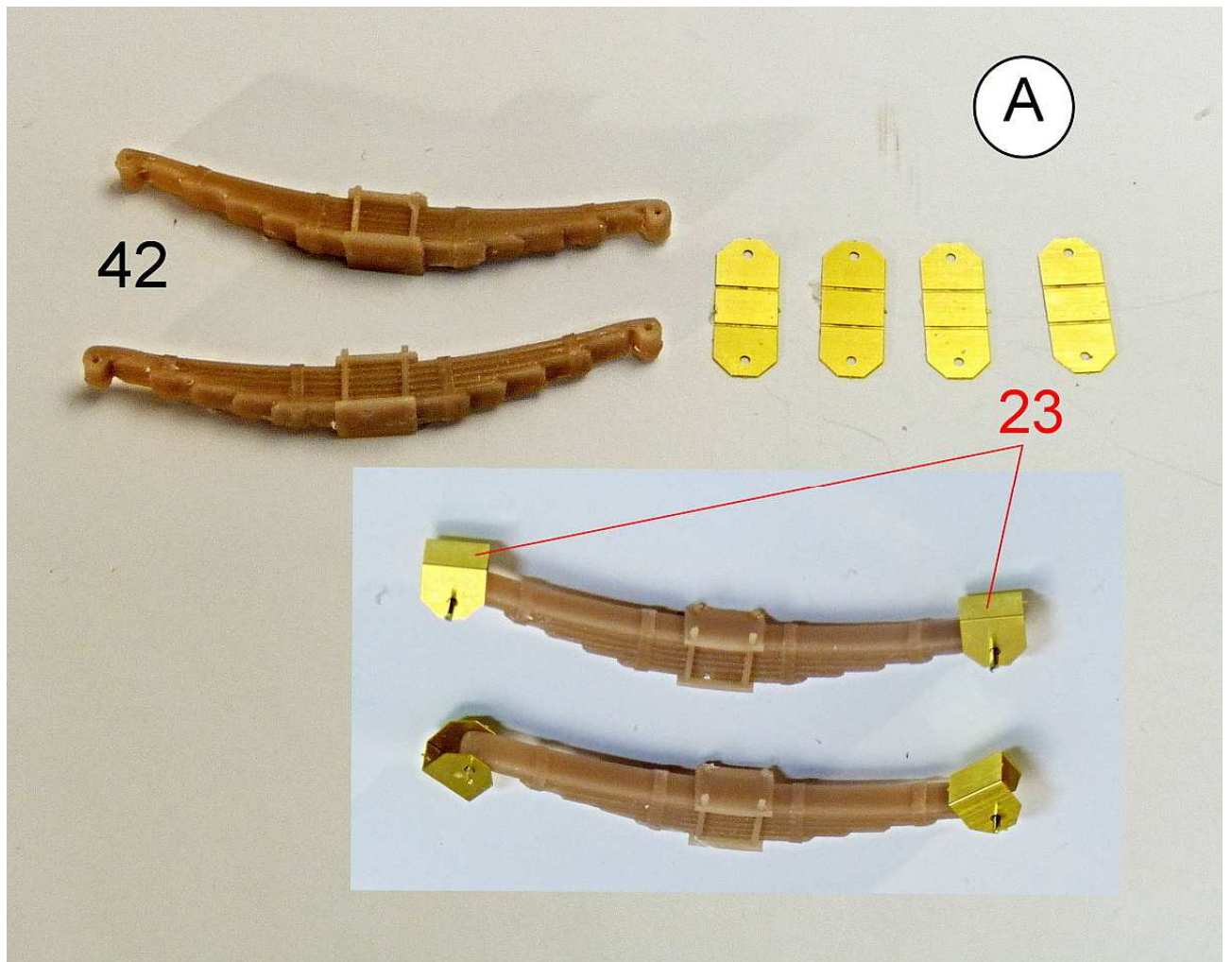
● photo etched parts

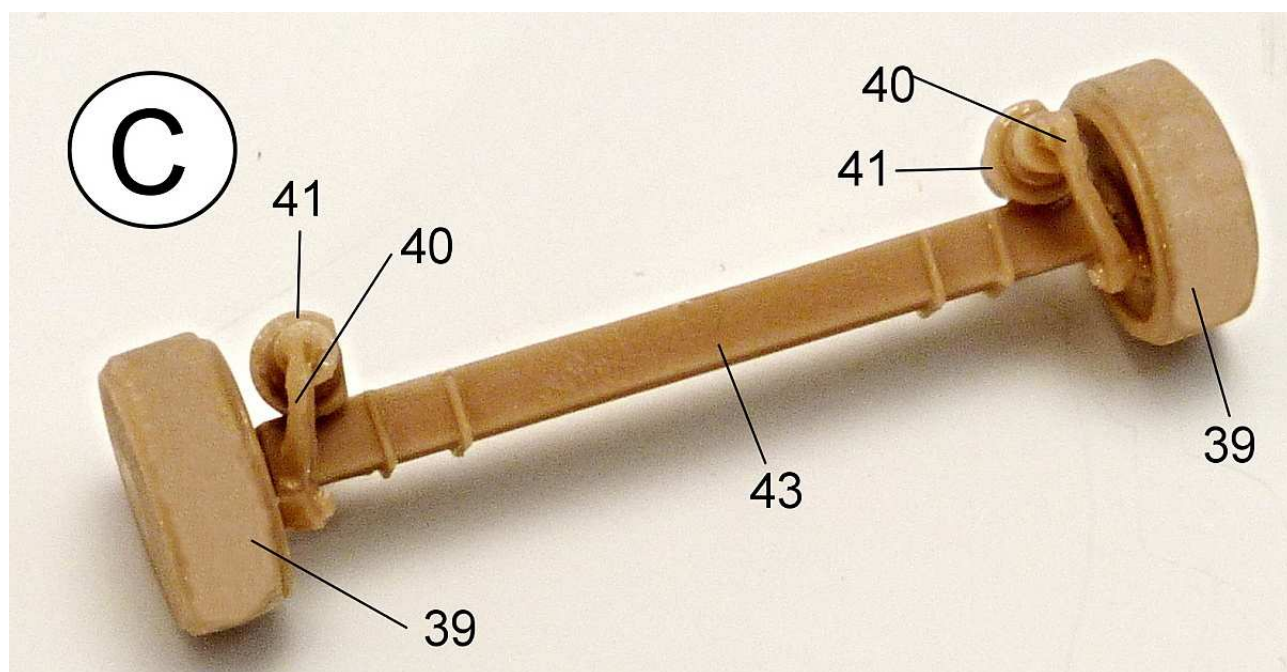
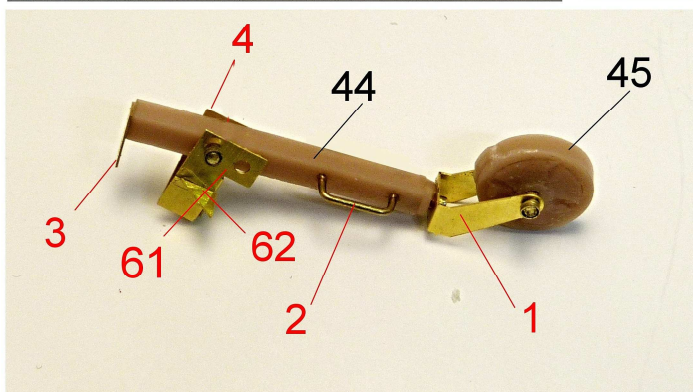
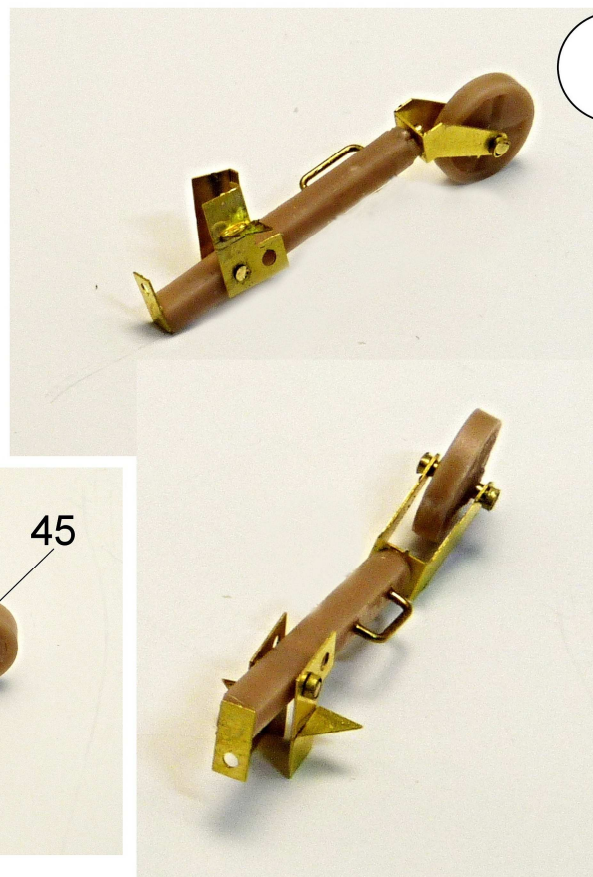
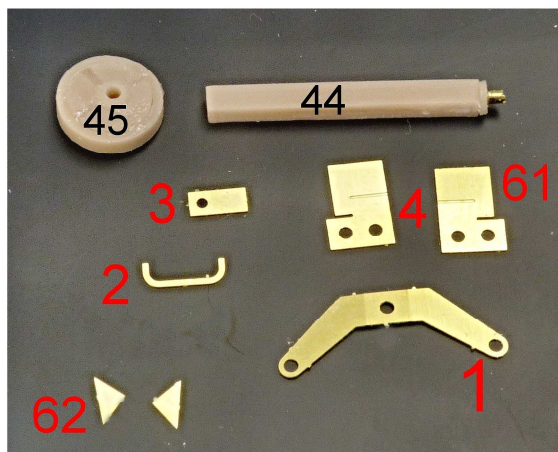
● hand made parts (wire, brass rod..)

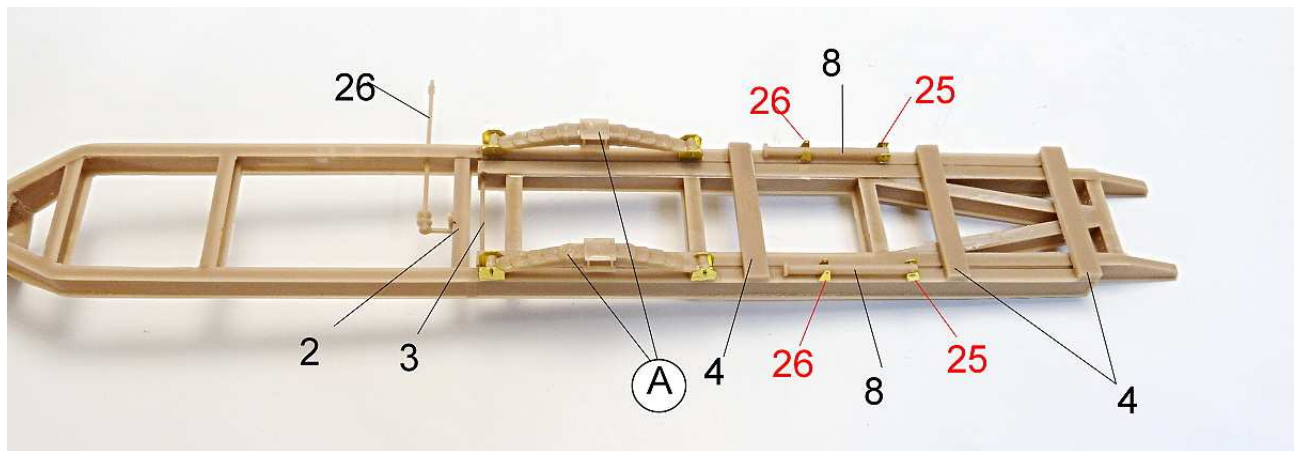
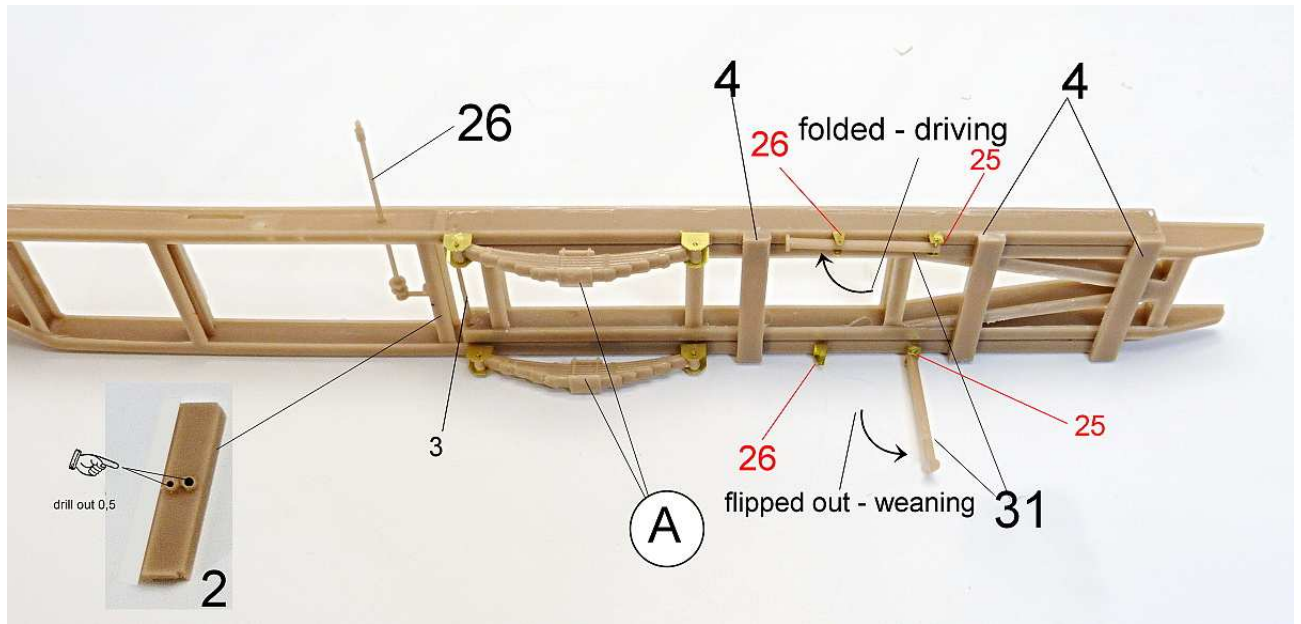
68335	68 343	68 343	68 343
68335	68 343	V68335	V68335
0 0 1 1 2 2 3 3 4 4 5 5 6 6 7 7 8 8			
0 0 1 1 2 2 3 3 4 4 5 5 6 6 7 7 8 8			
0 0 1 1 2 2 3 3 4 4 5 5 6 6 7 7 8 8			
0 0 1 1 2 2 3 3 4 4 5 5 6 6 7 7 8 8			

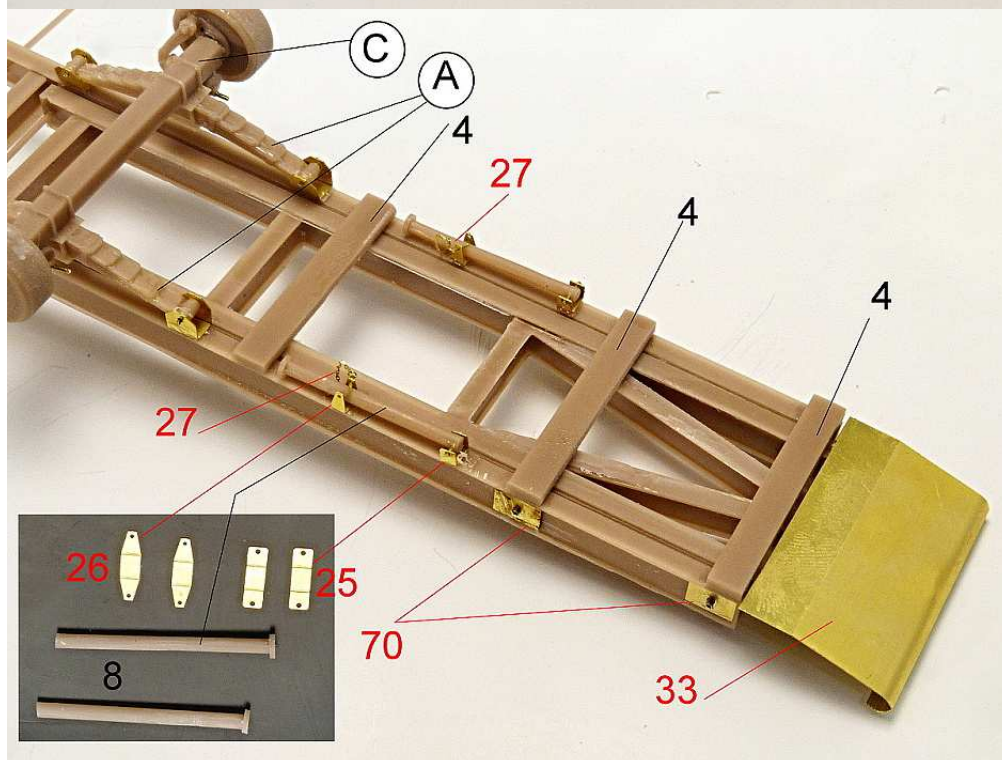
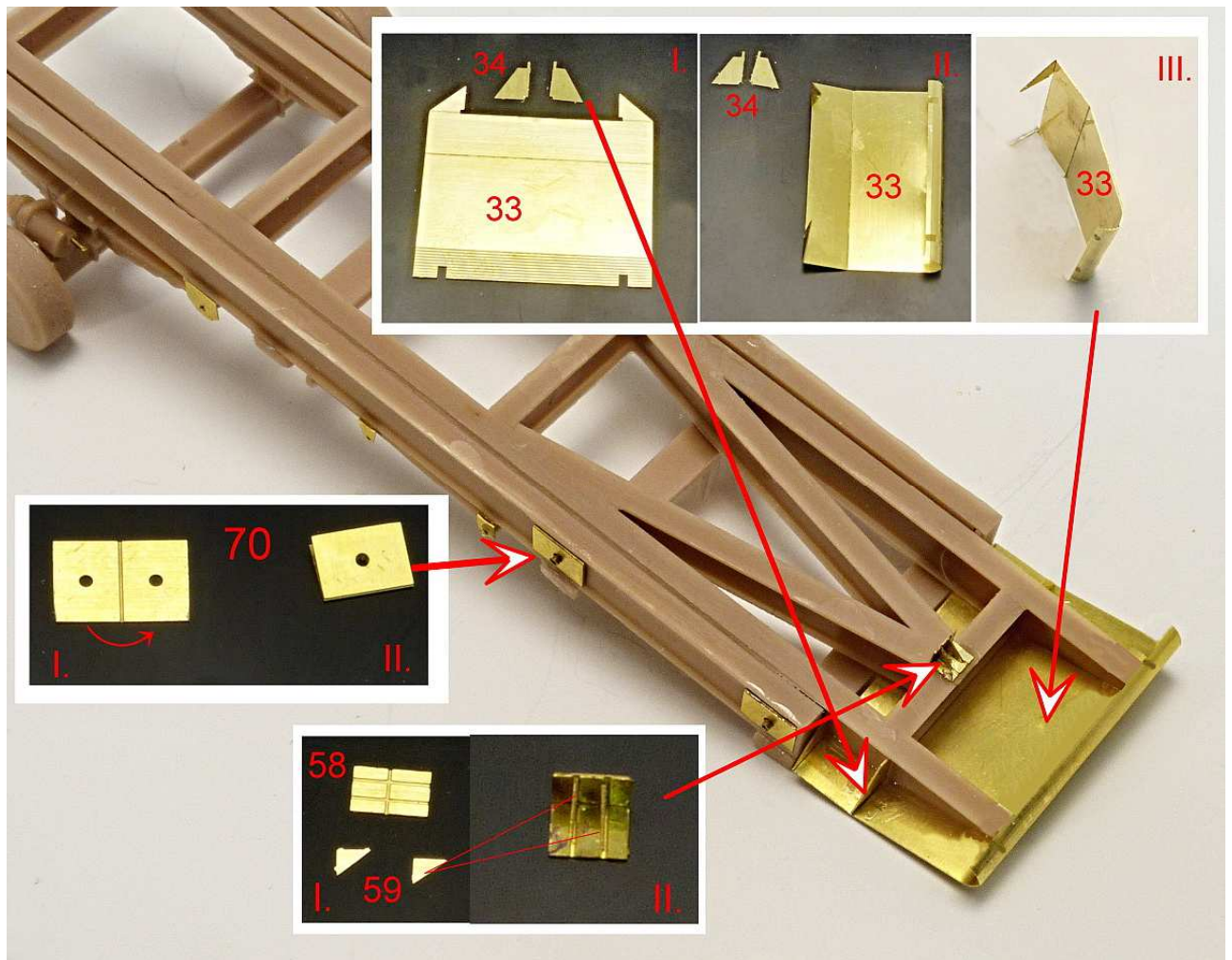
MMK MO 111 - MP 5 1/35

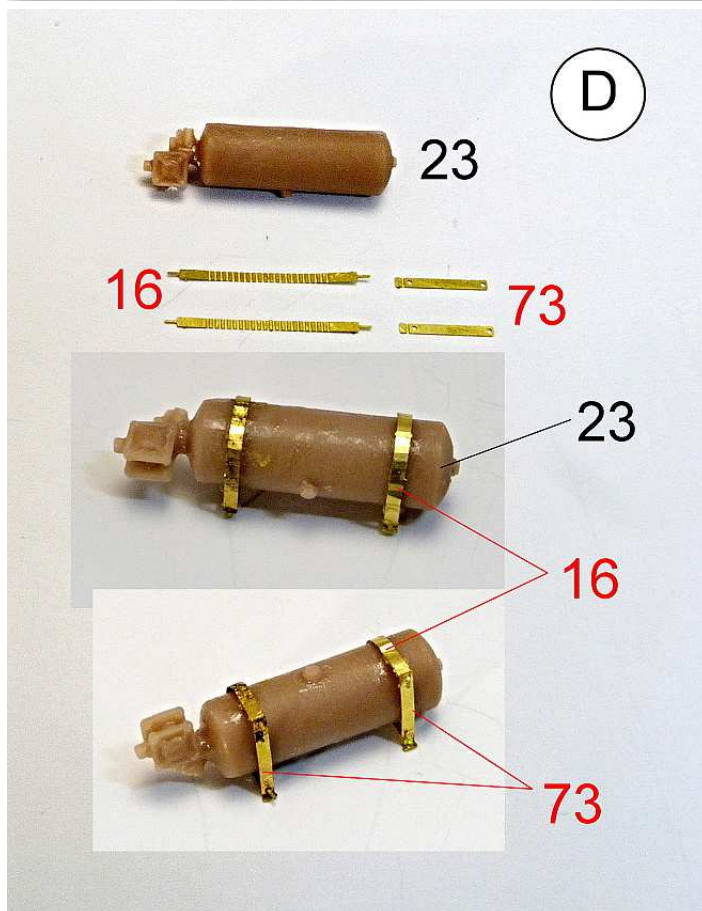
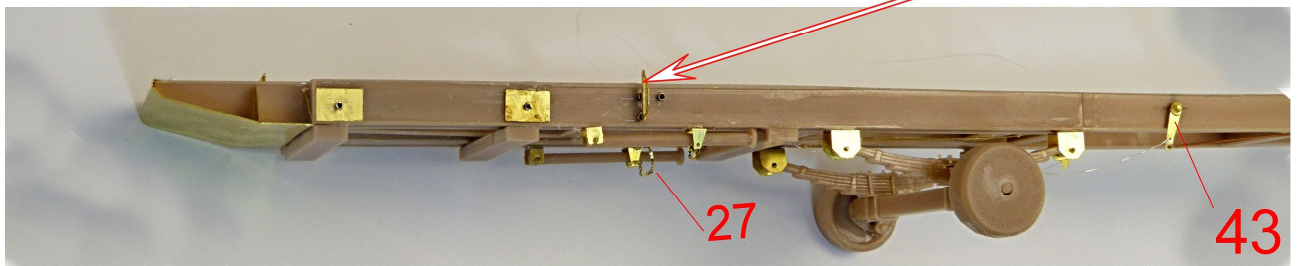
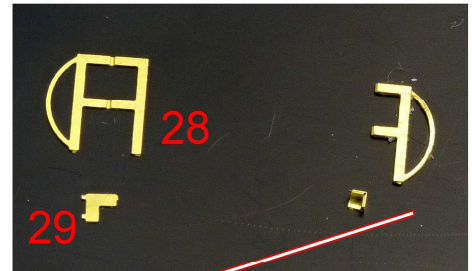
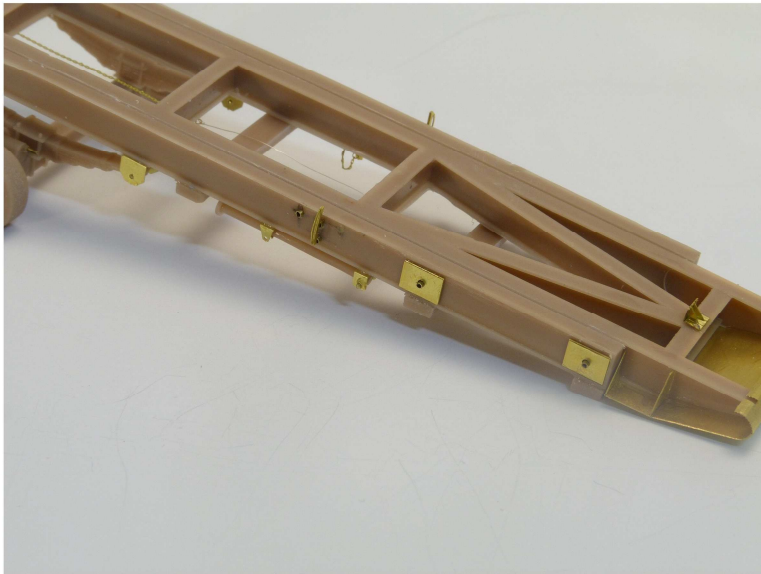


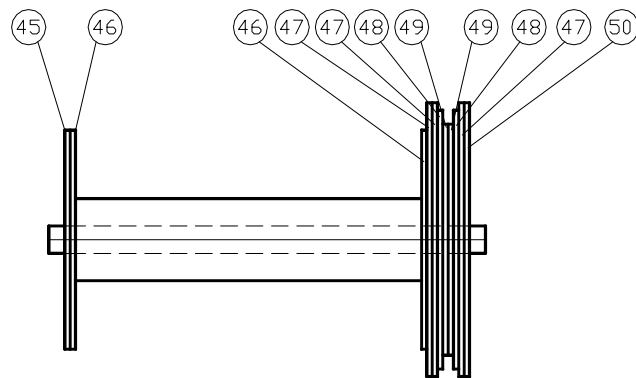
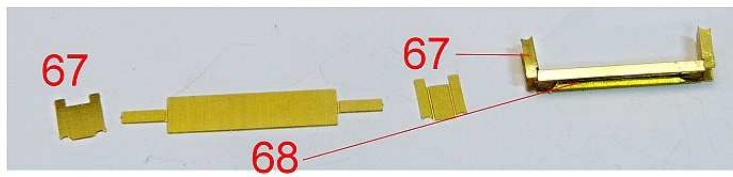
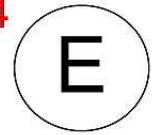


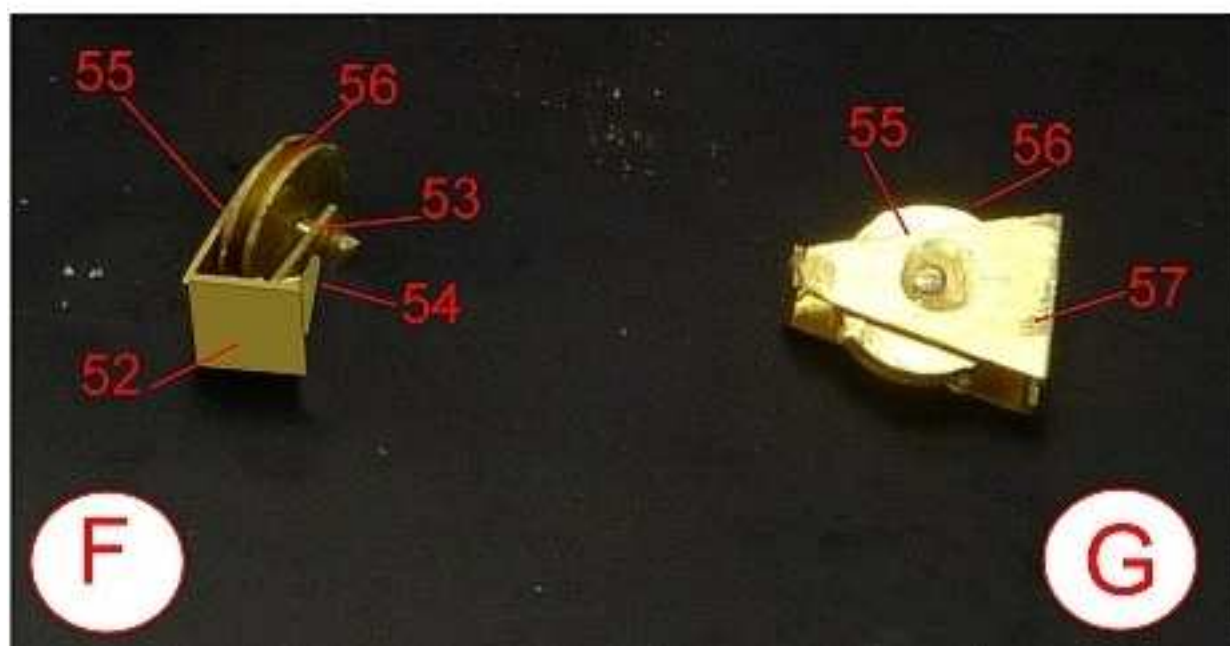
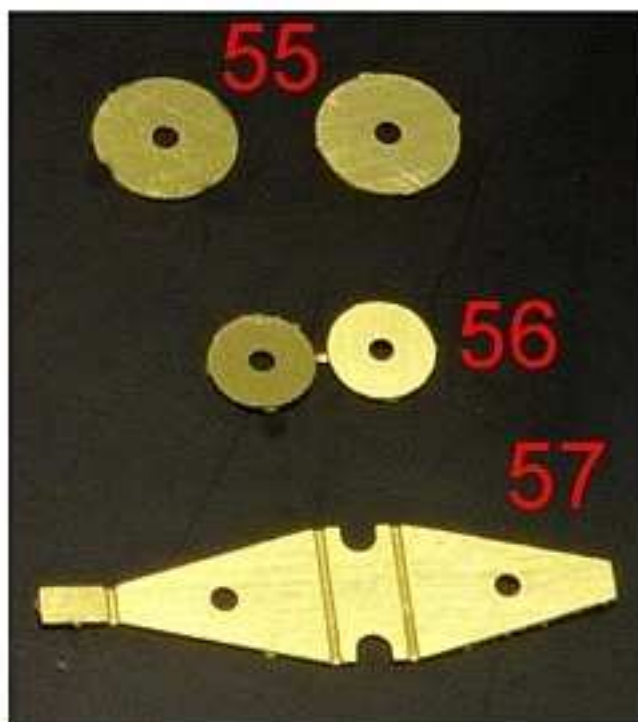


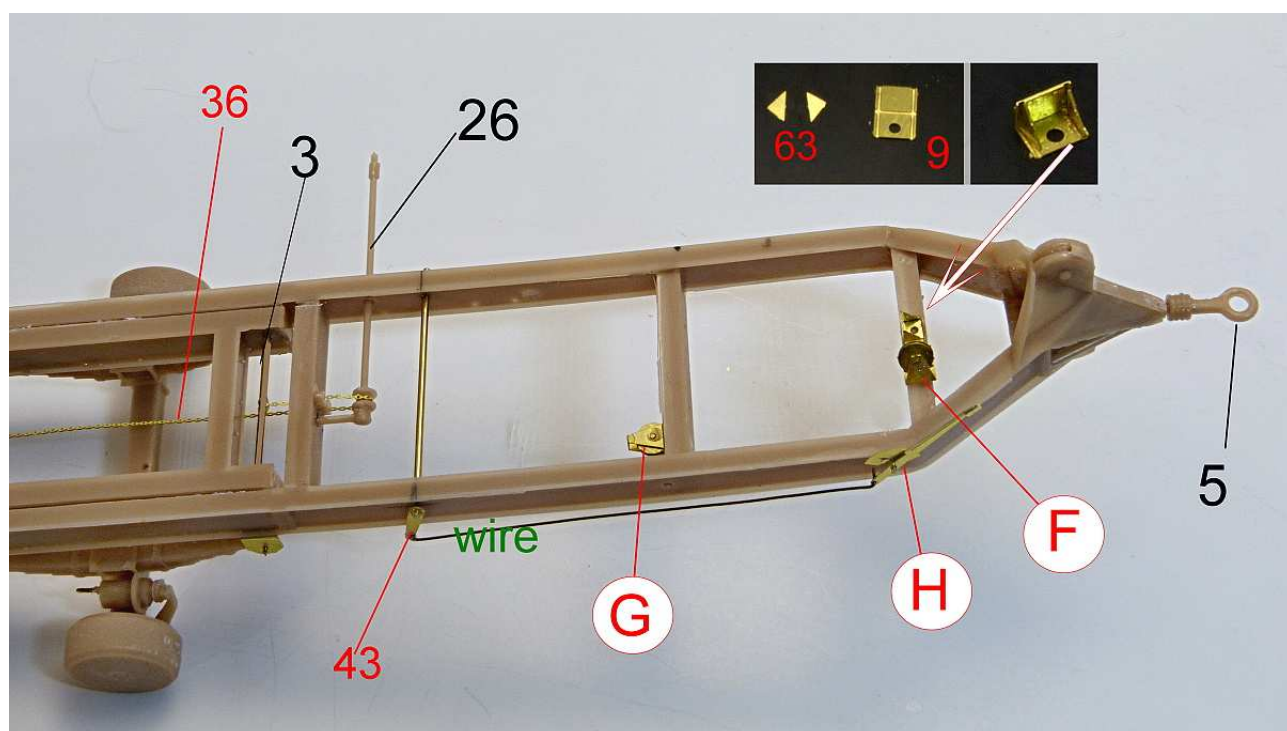
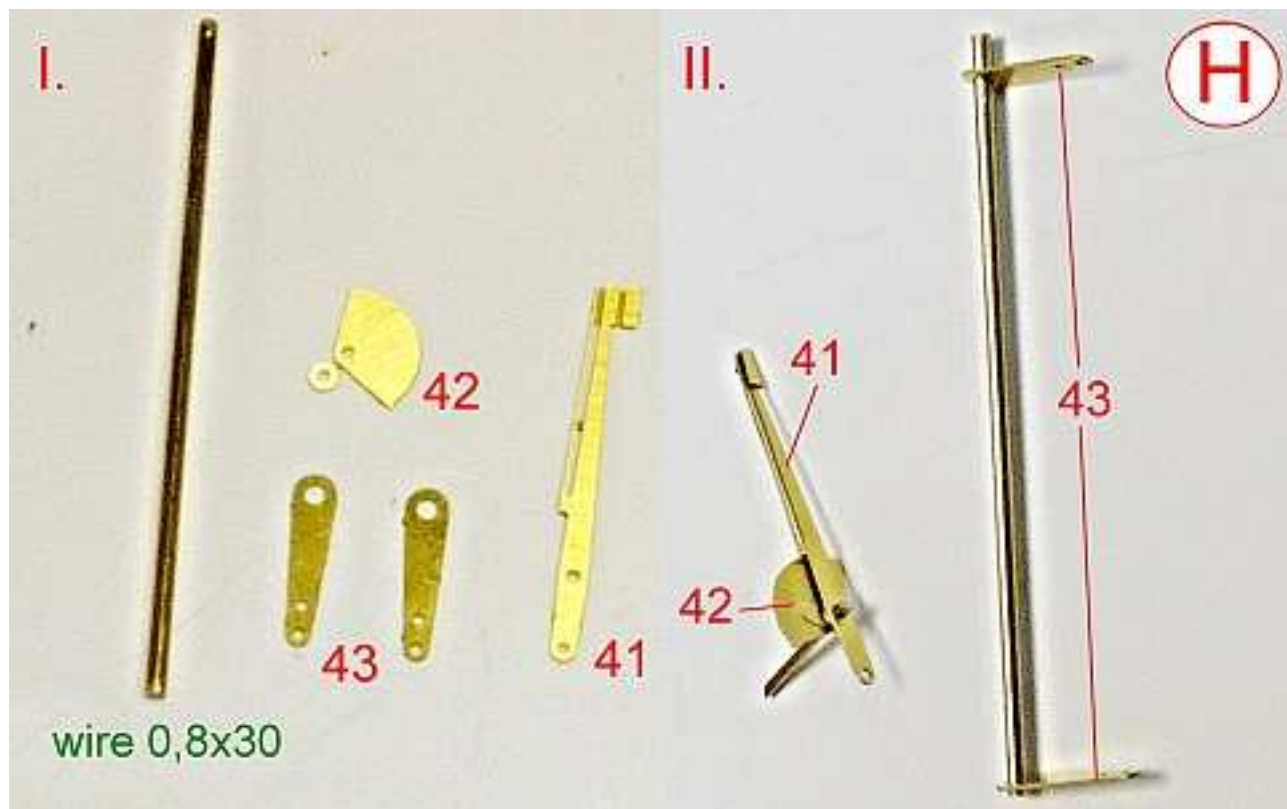


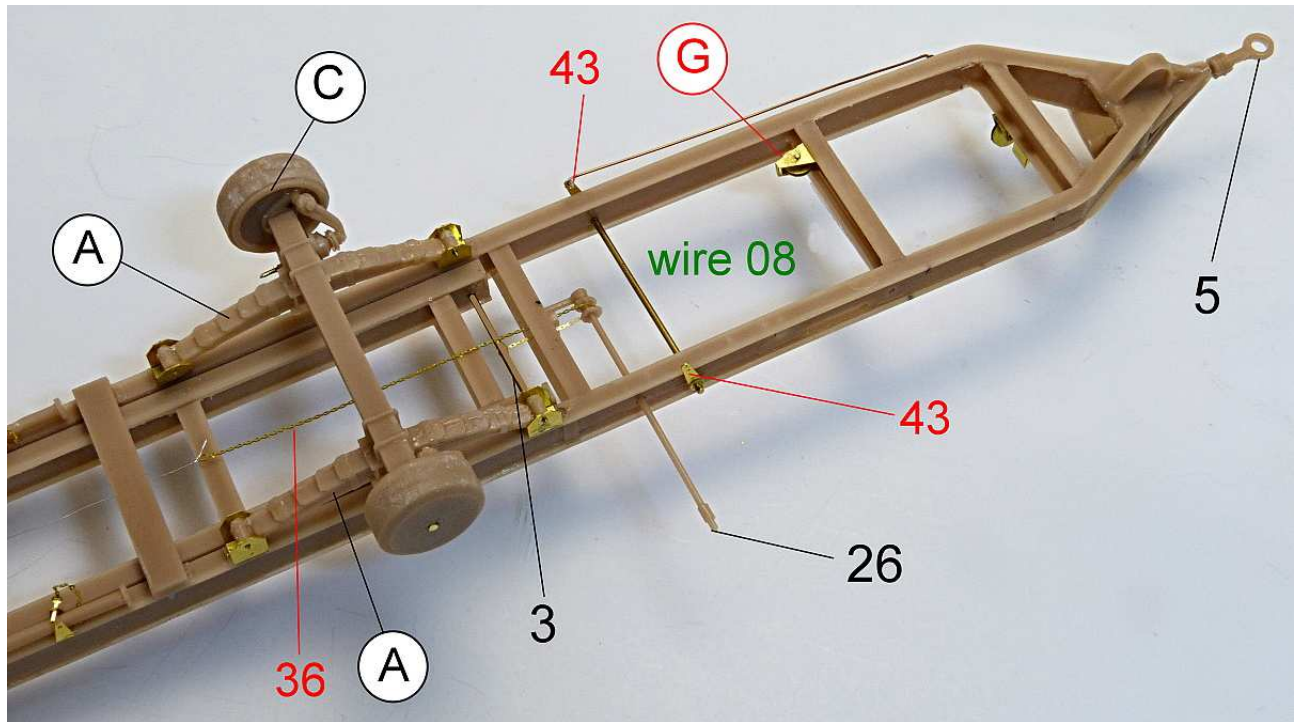


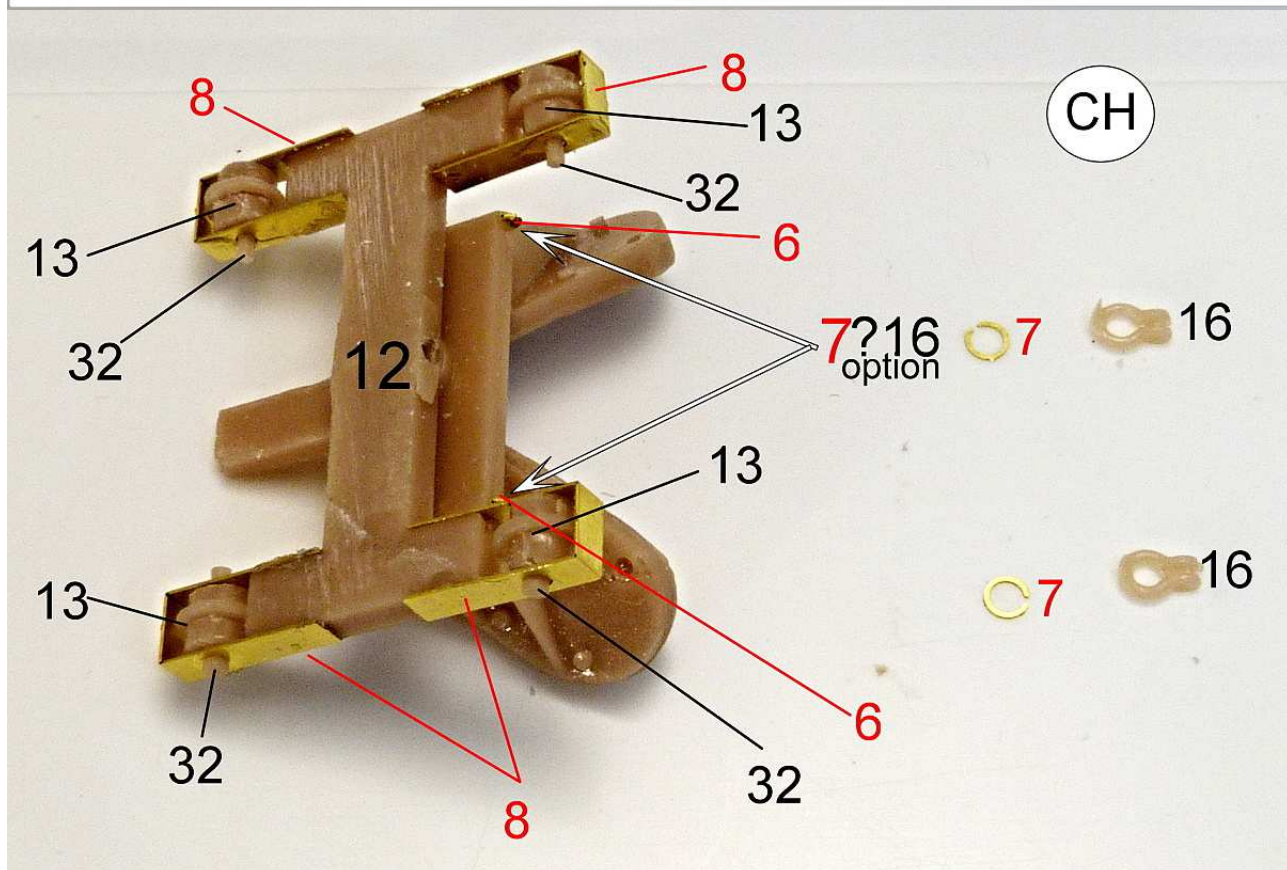
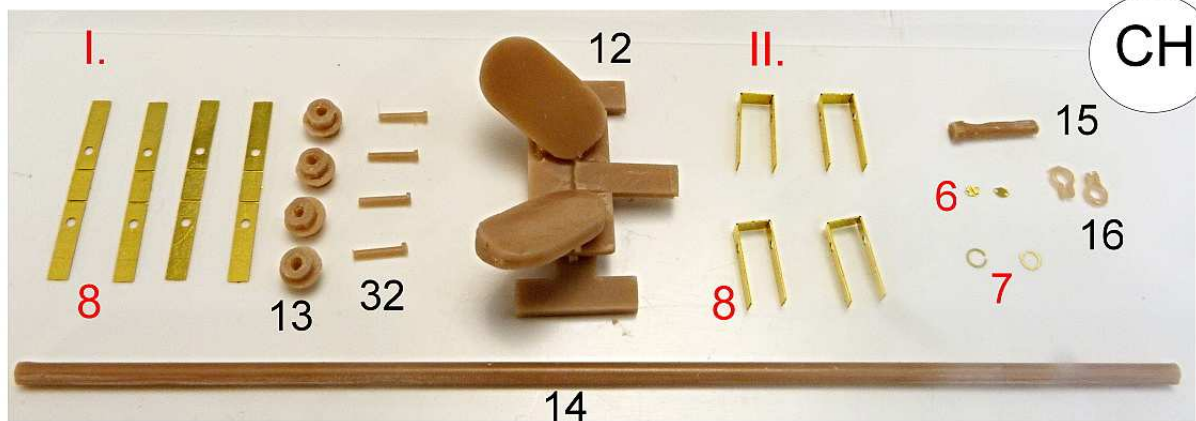


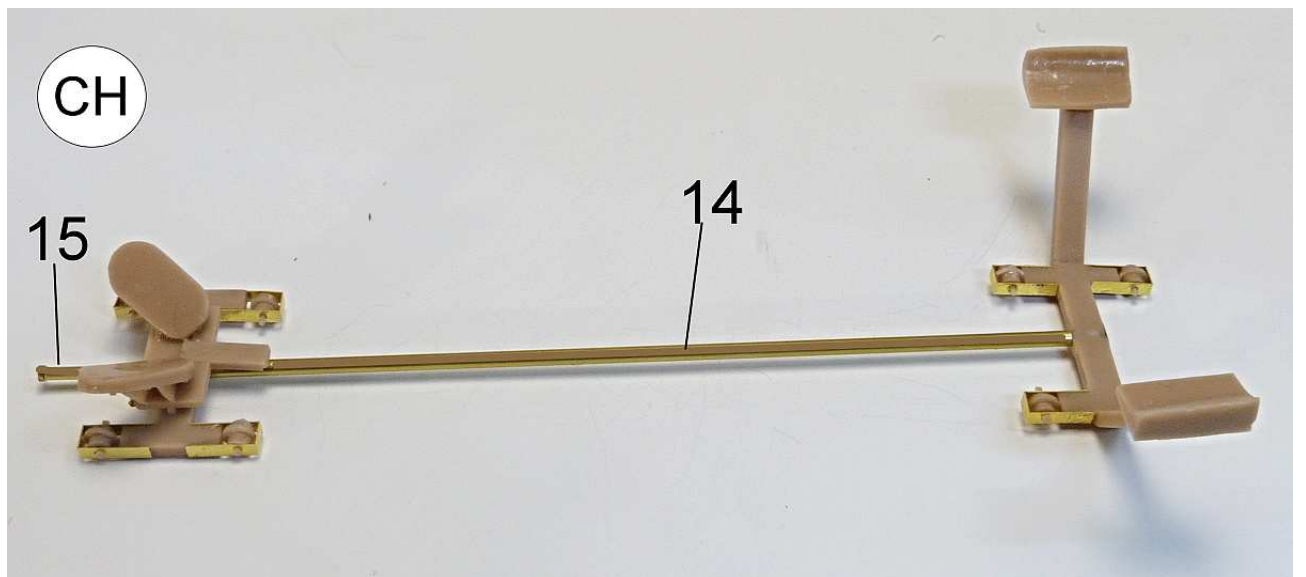
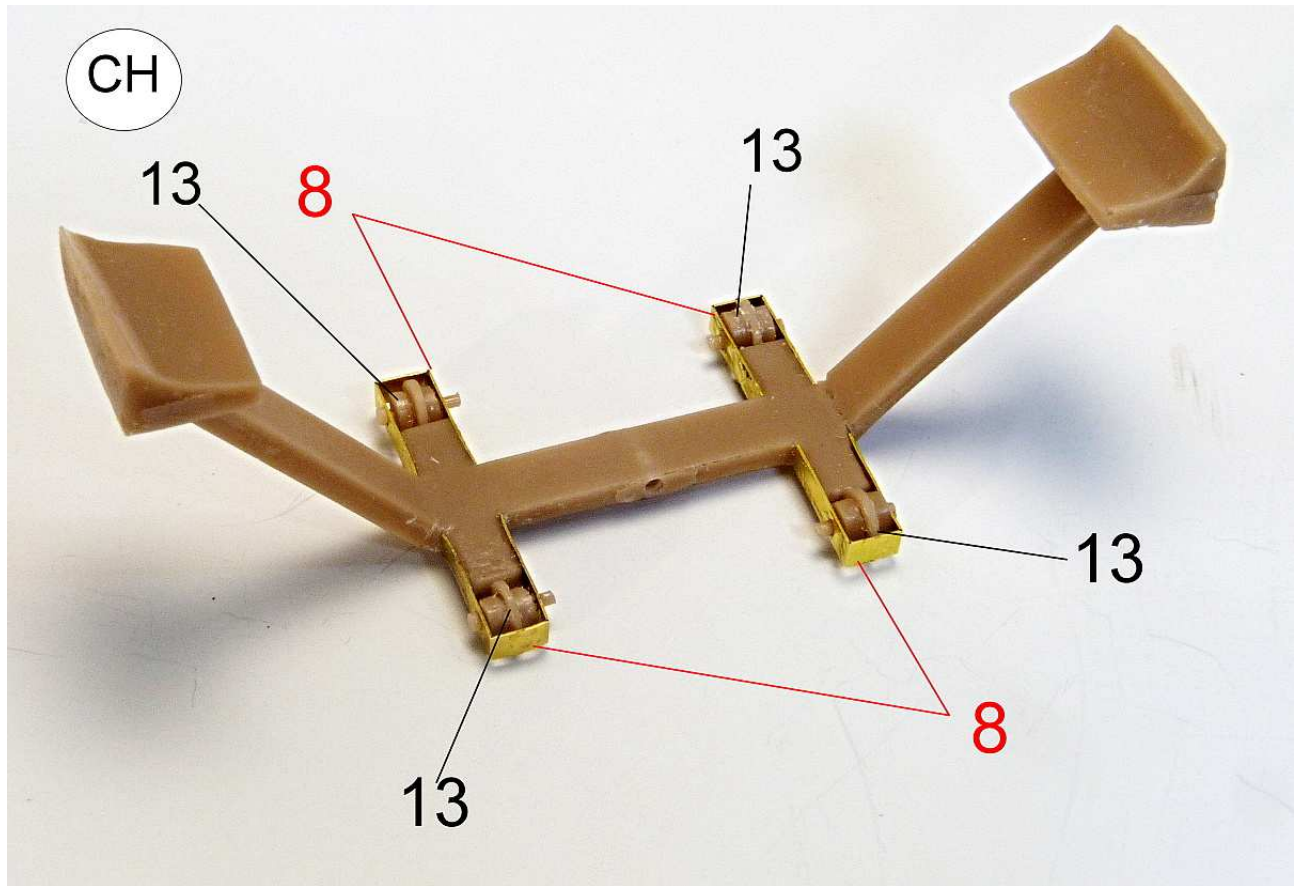


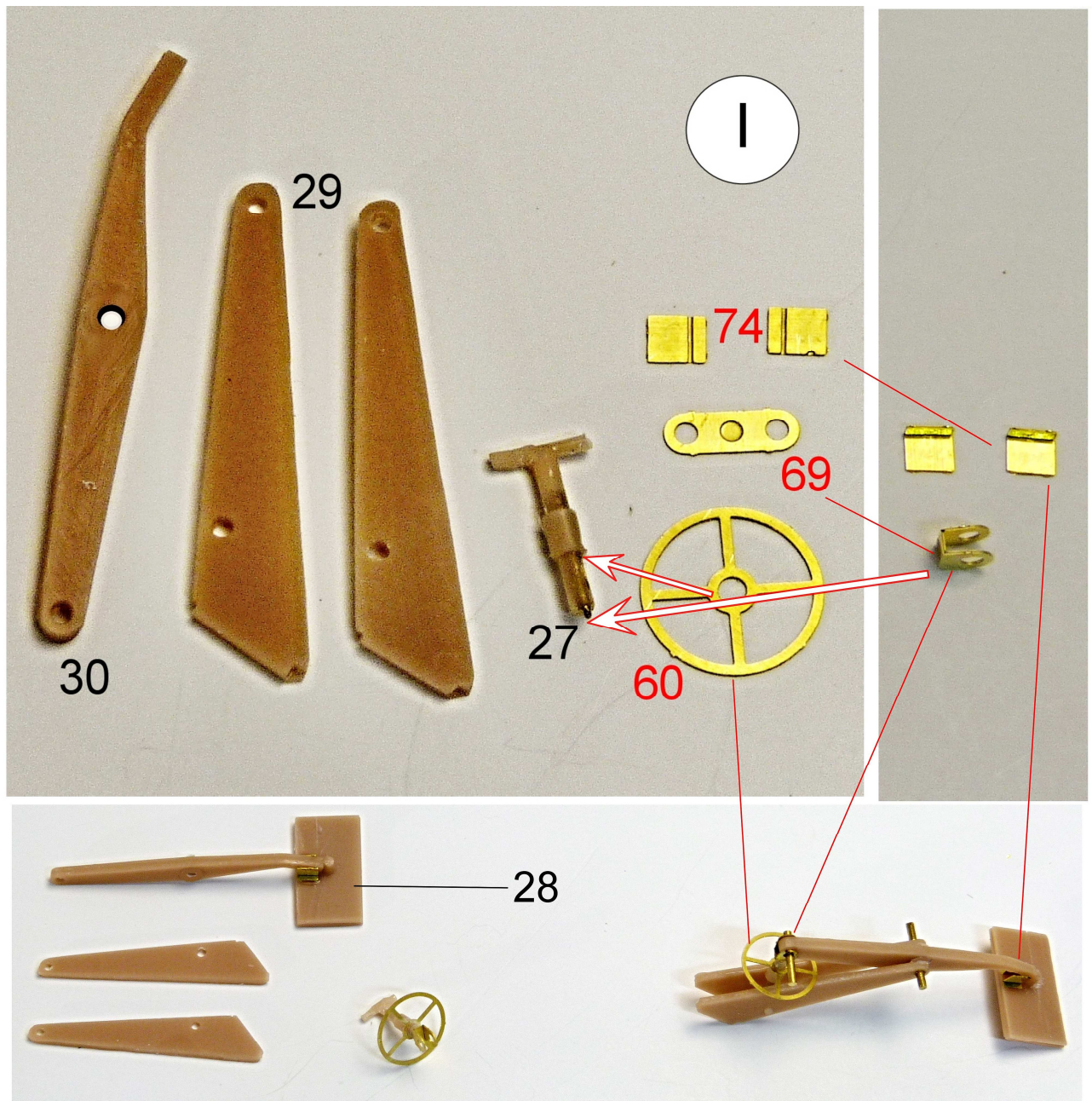


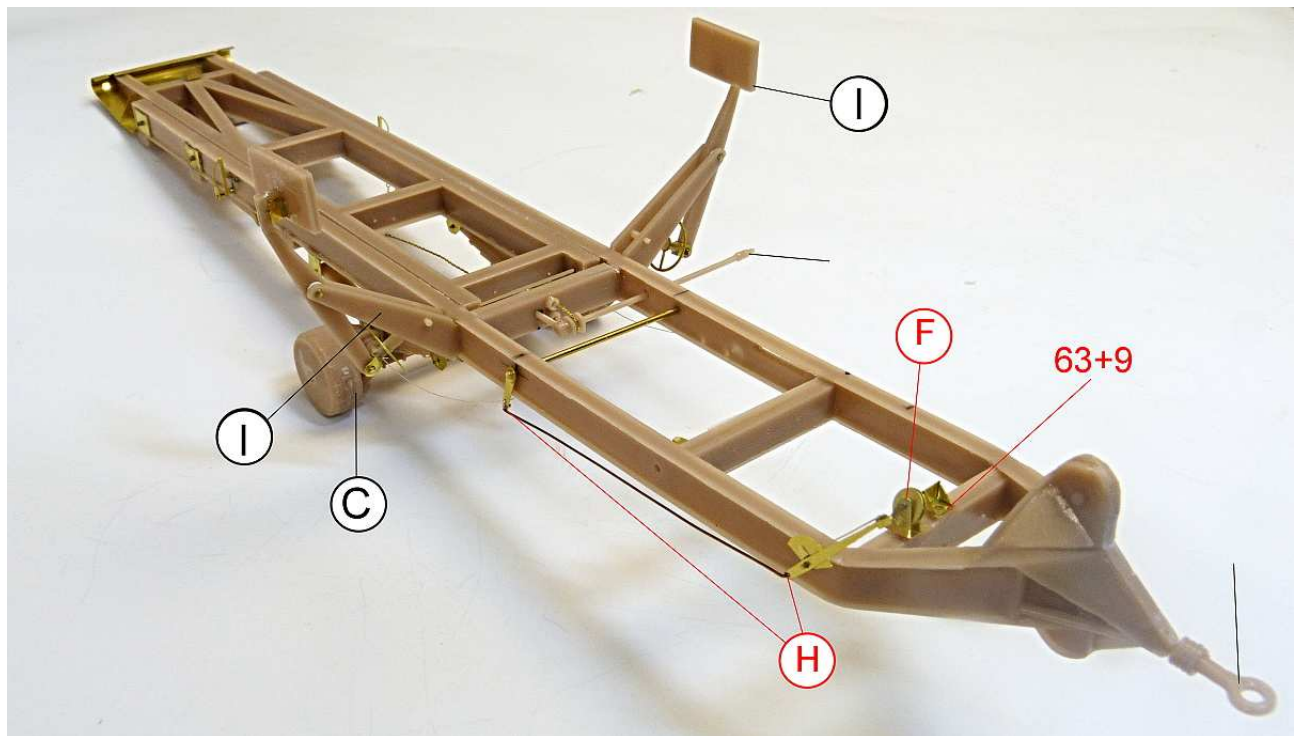
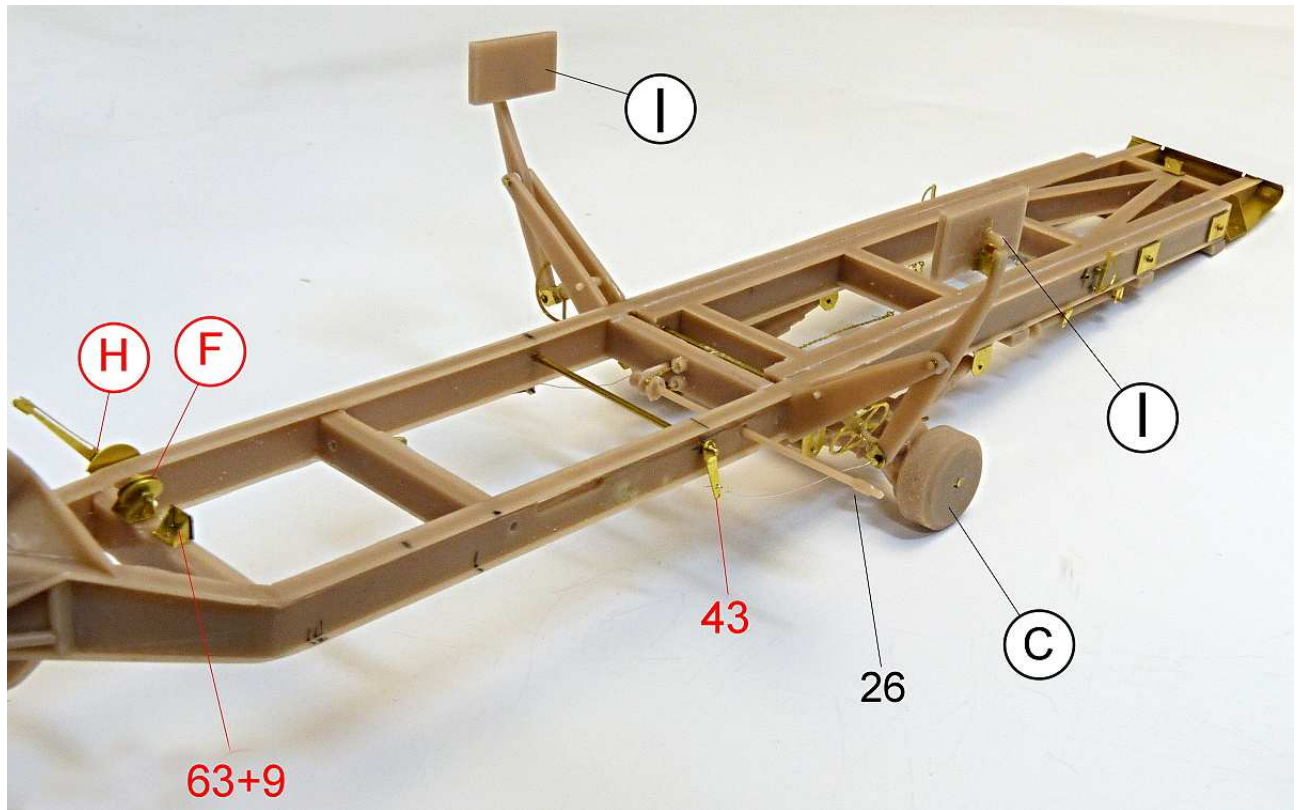


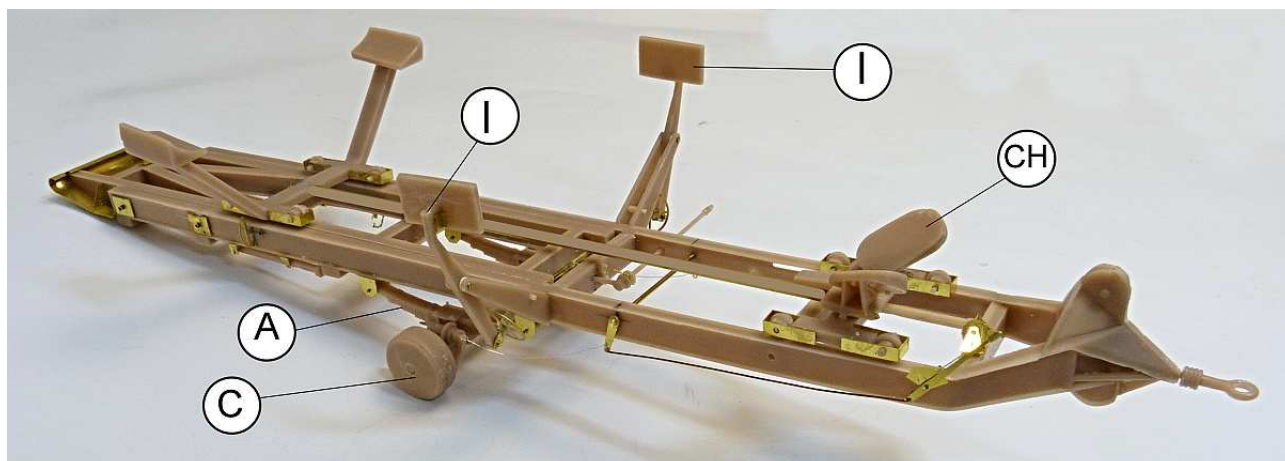












J

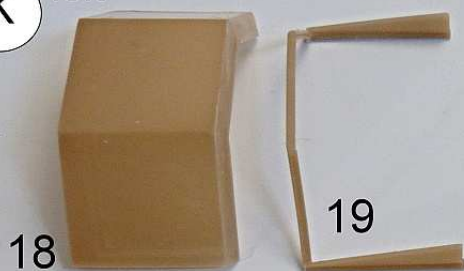
Winch crank

Option: 34 for saving

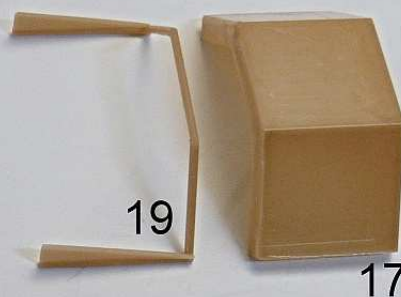
35 for use



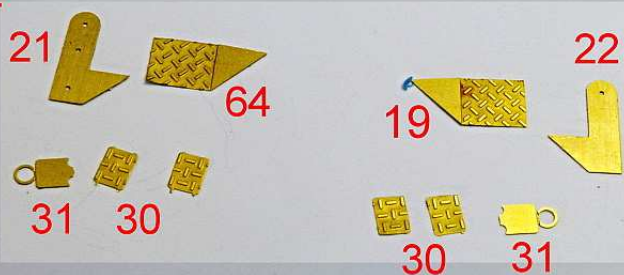
K left



L right



I.



II.

