



LEGEND MUSTANGS ARE NO FANTASY

TYPICALLY, A LEGEND IS A BIT OF FOLKLORE THAT'S JUST A BIT TOO FANTASTIC TO BE TRUE. UNICORNS, THE LOCH NESS MONSTER, BABE RUTH'S CALLED SHOT—THIS IS THE STUFF OF LEGENDS. IT MIGHT BE TRUE, BUT MORE THAN LIKELY IT'S NOT. SOMETIMES, THOUGH, A LEGEND ISN'T TOO GOOD TO BE TRUE—IT'S JUST GOOD. SUCH IS THE CASE WITH LEGEND MUSTANGS (770/722-2587), ONE OF THE NEW BREED OF SPECIALTY MUSTANG TUNERS, AND A COMPANY THAT'S ENTERED THE MARKET WITH THREE DIFFERENT AND SPECIALIZED MUSTANG MODELS OFFERING INCREASED PERFORMANCE AND STYLING.

TOO

GOOD

TOO

REAL



The Legend packages begin with the Series 2 cars. The Series 2 is primarily an appearance package for the S197 platform, but its design does set the tone for the look of the better-performing cars, too. The Series 2 package revolves around the Legend body kit, which includes the LM500 hood, front splitter, C-pillar scoops, lower quarter panel scoops and rear spoiler. All of these parts, save for the splitter, are fiberglass, and not plastic, for increased durability. A new grille that moves the inner pair of lights to the center of the grille is optional. The car is available in any OEM Ford color,

and Legend paints on a set of Shelby stripes in the color of the buyer's choice. As a final change, Legend even paints the radio mast in the body color.

Not all changes are cosmetic, though. While the Performance 1.0 springs do lower the car for a better stance, that drop is just as important for handling as it is for looks, lowering the car's roll center and center of gravity. The Shelby wheel package is similarly stylish and functional; each Series 2 comes with a set of 20x9-inch front and 20x10-inch rear Shelby CS67 wheels. The builders shoe each Horse with a set of 255/35ZR20 front

and 285/30ZR20 rear BFGoodrich KDW tires. Under the hood, the builders add a strut tower brace to improve structural rigidity and handling. The final performance upgrade for the Series 2 is a muffler-delete package for a much more aggressive sound.

Interior changes consist of a billet aluminum accent package. The shift knob, e-brake handle and climate-control knobs are replaced by machined-aluminum pieces. A new aluminum bezel also rings the cupholders in every Series 2. New A-pillar gauges increase the amount of information available to the driver.



The next step up the Legend ladder is the Series 1. That car gets all of the restyling and performance components that the 2 gets, but it also comes with one very important upgrade: a supercharger. Actually, the Series 1 comes with the buyer's choice of two superchargers: a Roush Roots-style supercharger offers 5 pounds of boost and increases power to 425 hp and torque to 385 lb-ft. The more aggressive ProCharger P-12SC centrifugal option boosts power all the way up to 500 hp. Either blower, on top of all the other upgrades, makes for a complete, well thought-out package.

But for some buyers, 425 or 500 hp still won't be enough. In those cases, customers will have to ask Legend about the top-of-the-line series vehicle: the Legend X. This car keeps all of the Series 2 upgrades, but its engine package is a clean break with the Series 1 and 2 cars, a performance engine built from the ground up.

The Legend X begins with a fully forged 5.0-liter stroker mod motor designed to handle all the boost and power you could want from the car. That preparation is a good thing, because this time the Legend guys don't fool around—they reach straight for

the largest positive-displacement blower available: Kenne Bell's 2.6-liter twin-screw design. This massive supercharger incorporates a variety of other improvements for maximum efficiency, including a new short-runner aluminum intake manifold, 39-pound injectors and a Sniper 90mm mass air meter. A water-to-air heat exchanger lowers intake air temps for a denser intake charge, and along with it, more power. With boost levels of 6 to 25 psi just a pulley change away, Legend claims its formula is good for 650 hp, and it dyno-tunes each car to make sure of it, too. A custom cold-air kit



and MagnaFlow exhaust handle the breathing duties.

All that power is nice, but the builders don't stop there. Each Legend X also receives a Tremec T56 six-speed transmission, a gearbox more than capable of handling the punishment. The aftermarket Spec dual-disc clutch is just about a necessity, and helps transmit all the engine's power to the ground in a controllable manner.

On the outside, the X stands apart from the other Legend models thanks largely to its different front bumper cover, one resem-

bling that of the Shelby GT500. Inside the GT500-style grille, and on each fender and the decklid, a red X emblem provides another clue that this is not an ordinary Mustang. On this car the antenna is gone entirely to increase the car's visual appeal. Inside you'll have to navigate past the four-point rollcage, there to protect you just in case your ambition and excitement exceed your talent—something we've all been guilty of from time to time.

The list of companies producing special tuner Mustangs is growing, and Legend's

packages have carved out their own niche within this market. The Series 1, 2 and Legend X models offer different levels of performance at different price points, offering customers with diverse tastes cars that will appeal to many different Ford fans. Legend has also seen to it that its body-package components are available through retailers such as Mustangs Unlimited, so if you just want your Mustang to look like a Legend, you can have that, too. But when you want the real thing, there's only one place to call. **FB**

We Have A Superiority Complex

When you buy a Smeding Performance crate engine, you're not just buying a name, you're buying 16 years worth of precision, hand-crafted quality and performance.



All Smeding Performance Crate Engines:

- Have a no-hassle 2-year warranty with unlimited mileage*
- Are assembled using premium 100% brand new parts; never anything used
- Run on pump gas, even our blown 572
- Are dyno tested and tuned with printout included

For more information or a free catalogue please call or visit our website.

Smeding
PERFORMANCE

3340 Sunrise Blvd, Unit E
Rancho Cordova, Ca 95742
www.SmedingPerformance.com
Call: 1-916-638-8899

*Please call for details.

SUPER ROD
Magazine

* visit superrod.com

**CHEVY
RUMBLE**

* visit chevyrumble.com

**FORD
BUILDER**

* visit fordbuilder.com

HCI
HOT COMPACT & IMPORTS

* visit hcimagazine.com

COPYRIGHT NOTICE

The material in this document is protected under the copyright laws of the United States and international treaties and is the property of BUCKAROO COMMUNICATIONS, LLC, unless otherwise indicated. All rights reserved. Editorial content, photos and graphics may not be reproduced, stored in a retrievable system, or transmitted in any form or by any means--electronic, mechanical, photocopying, recording, or otherwise--without the express written permission of BUCKAROO COMMUNICATIONS, LLC.

STREET ROD
b u i l d e r

* visit streetrodbuilder.com

**RODDER'S
DIGEST**

* visit roddersdigest.com

**AMERICAN
RODDER**

* visit americanrodder.com

Truck
B U I L D E R

* visit truckbuildermagazine.com

DIESEL
B U I L D E R

* visit dieselbuilder.com

4X4
B U I L D E R

* visit 4x4buildermagazine.com

**FAMILY & PERFORMANCE
BOATING**

* visit familyandperformanceboating.com