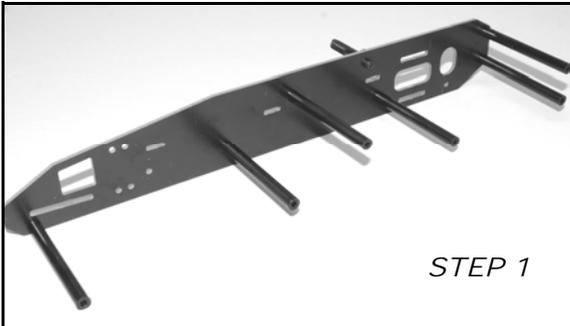




2010 R/C LEGENDS COUPE KIT LESS ELECTRICS
2011 R/C LEGENDS SEDAN KIT LESS ELECTRICS

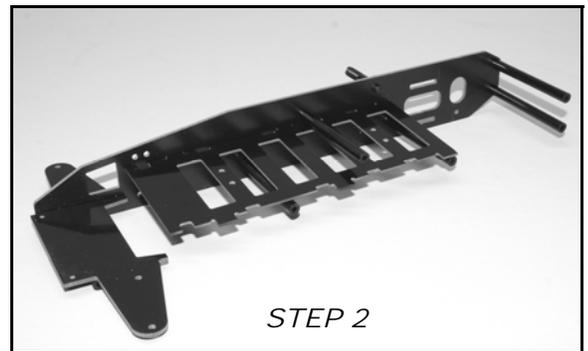
THANKS FOR BUYING OUR LEGENDS CAR KIT. THE ASSEMBLY WILL NOT BE DIFFICULT IF YOU READ THE TEXT, LOOK AT THE PICTURES , AND THE EXPLODED VIEW DRAWING. YOU WILL NEED A SMALL PAIR OF PLIERS, A 1/4" SOCKET OR WRENCH, AND A 7/16 SOCKET FOR THE BODY POSTS AND DIFF. HEX WRENCHES TO FIT THE SOCKET HEAD SCREWS ARE PROVIDED.

THIS KIT REQUIRES A MOTOR , 4 CELL BATTERY PACK, 2 CHANNEL RADIO WITH 1 SERVO AND SPEEDCONTROL (ESC), PLUS A SERVO SAVER TO FIT THE BRAND OF SERVO YOU ARE USING. WE RECOMMEND THE TRINITY SS2226 SPEC MOTOR AND 2270 4-CELL BATTERY FOR LEGENDS RACING. YOU WILL ALSO NEED PAINT FOR THE LEXAN BODY.



STEP 1

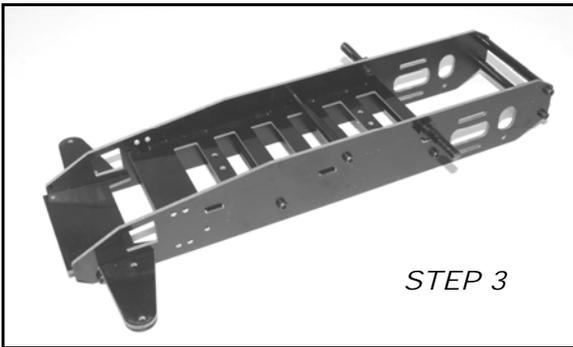
STEP 1 OPEN BAG L1. INSTALL 6 CHASSIS SPACERS AND 1 SHORT BODY POST TO EITHER CHASSIS SIDE WITH 3/8 CAP SCREWS. HOLD THE SPACERS WITH PLIERS AND TIGHTEN THE SCREWS.



STEP 2

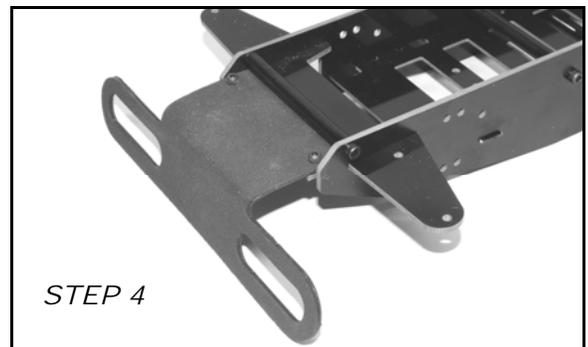
STEP 2 INSERT THE 5244 FRONT AXLE PLATE AND 5242 BATTERY TRAY INTO THE CHASSIS PLATE. FILE OR SAND THE TABS IF THEY FIT TOO TIGHTLY.

STEP 2



STEP 3

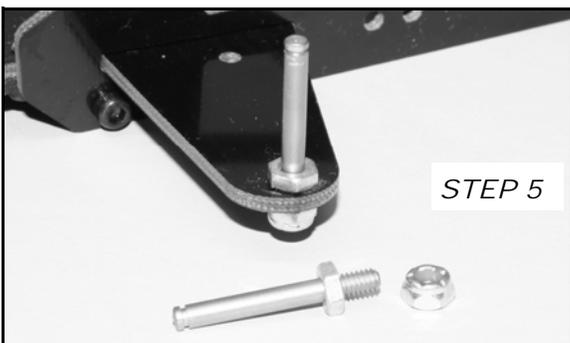
STEP 3 ATTACH THE OTHER SHORT BODY POST TO THE OTHER CHASSIS SIDE THEN SLIDE IT ONTO THE FRONT AXLE PLATE AND BATTERY TRAY. ATTACH WITH 3/8 CAP SCREWS. SET THE CHASSIS DOWN ON YOUR TABLE TO SEE IF IT SITS FLAT . IF NOT, HOLD BY BOTH ENDS AND TWIST AND RECHECK.



STEP 4

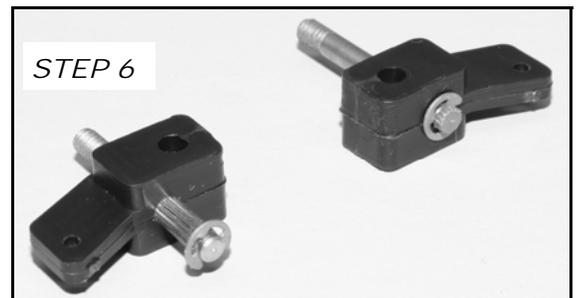
STEP 4 TURN THE CHASSIS OVER AND ATTACH THE BUMPER TO THE BOTTOM OF THE FRONT AXLE PLATE WITH TWO 1/4" SCREWS FROM THE BUMPER BAG.

STEP 4



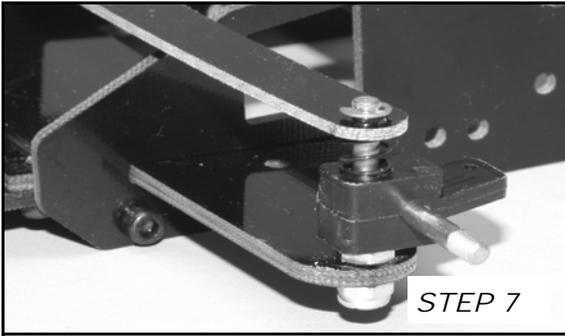
STEP 5

STEP 5 THREAD A JAM NUT (THIN ONE) ON EACH KINGPIN, INSERT THE KINGPIN THRU THE FRONT AXLE PLATE AND RETAIN WITH A LOCKNUT.



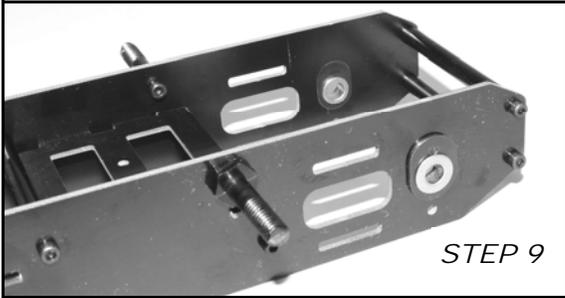
STEP 6

STEP 6 INSTALL A STUB AXLE IN EACH STEERING BLOCK , ADD AN E-CLIP AND PRESS IT IN AS SHOWN.



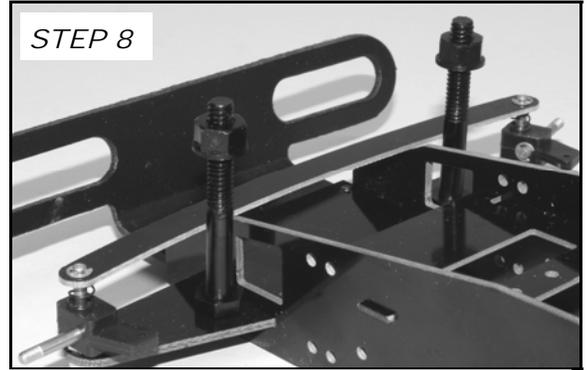
STEP 7

STEP 7 LUBE EACH KINGPIN WITH A SMALL AMOUNT OF GREASE OR SILICONE LUBE. SLIDE A STEERING BLOCK ON EACH ONE, ADD A SPRING, THEN THE KINGPIN BRACE, AND RETAIN WITH AN E-CLIP ON EACH ONE.



STEP 9

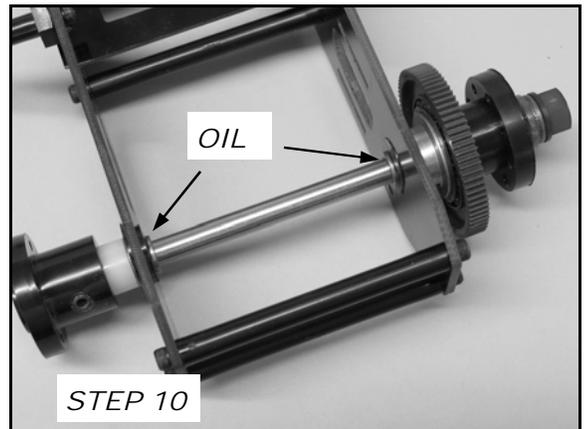
STEP 8 INSTALL A 2" BODY POST ON EACH SIDE OF THE FRONT AXLE PLATE WITH 3/8 CAP SCREWS.



STEP 8

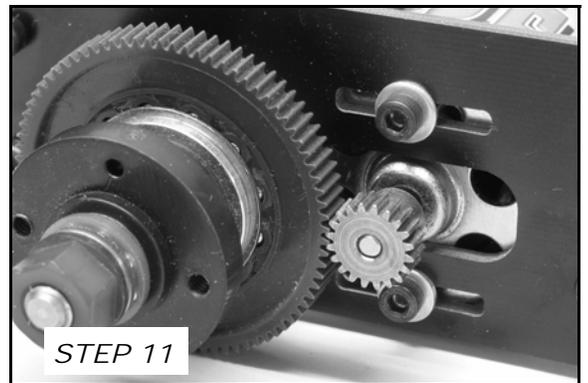
STEP 9 OPEN BAG L2. INSTALL A PLASTIC ADAPTOR IN EACH CHASSIS SIDE . MAKE SURE THEY ARE TURNED THE SAME WAY. PRESS A LARGE BUSHING INTO EACH ONE.

STEP 10 SNAP A 1/8 DIFF BALL INTO EVERY OTHER HOLE IN THE OUTER ROW OF THE AXLE GEAR. LUBE THEM WITH A SMALL AMOUNT OF SILICONE OR GREASE. SLIDE THE 1/16 WIDE AXLE SPACER ON THE LONG END OF THE AXLE , THEN SLIDE THE AXLE THRU THE BUSHINGS. ADD A 1/4" WIDE AXLE SPACER AND THE SETSCREW HUB. INSTALL TWO SETSCREWS IN THE HUB .LEAVE A SMALL AMOUNT OF SIDE PLAY IN THE AXLE AND TIGHTEN EACH SETSCREW A LITTLE AT A TIME TO KEEP FROM WARPING THE HUB. ASSEMBLE THE DIFF AS FOLLOWS: 1ST DRIVE RING, GEAR, 2ND DRIVE RING, ALUMINUM DIFF ADAPTOR, DIFF HUB, THIN STEEL WASHER, BALL THRUST BEARING, THICK STEEL WASHER,(OR TWO THIN), CONE WASHER, AND DIFF NUT. MAKE SURE THE DRIVE RINGS ARE IN PLACE. HOLD BOTH HUBS AND USE YOUR THUMB TO TURN THE GEAR. IT SHOULD BE FAIRLY HARD TO SLIP. YOU CAN ADJUST THE DIFF WHEN YOU BEGIN TO RUN YOUR CAR. PUT A DROP OF LIGHT OIL ON EACH AXLE BUSHING.

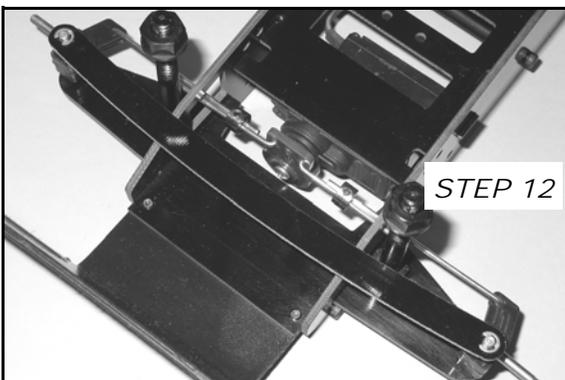


STEP 10

STEP 11 OPEN BAG 3. INSTALL THE PINION GEAR ON YOUR MOTOR WITH THE INCLUDED SETSCREW AND WRENCH. INSTALL THE MOTOR IN THE CHASSIS WITH TWO M3 SCREWS AND WASHERS. MAKE SURE YOUR PINION LINES UP WITH THE AXLE GEAR. ADJUST THE MOTOR BACK UNTIL THERE IS A SMALL AMOUNT OF PLAY BETWEEN THE GEARS AND TIGHTEN THE SCREWS. TURN THE AXLE A COUPLE OF TIMES AND RE-CHECK THE MESH.

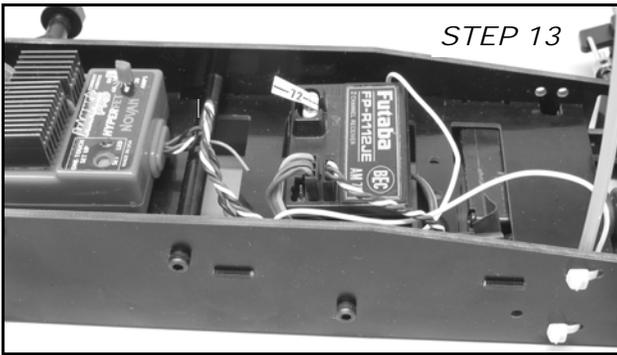


STEP 11



STEP 12

STEP 12 INSTALL YOUR STEERING SERVO IN PLACE UNDER THE BATTERY TRAY WITH SERVO TAPE. TRY TO GET THE OUTPUT NEAR THE CENTER. INSTALL THE SHORT LINKS IN THE SERVO SAVER AND THE LONG ONES IN THE STEERING BLOCKS. SLIDE THE COLLARS WITH SETSCREWS OVER THE LINKS, ALIGN YOUR STEERING BLOCKS SO THAT THE AXLES ARE STRAIGHT, AND TIGHTEN THE SETSCREWS. YOU CAN ALSO INSTALL A TIE STRAP AROUND THE SERVO AND BATTERY TRAY TO HELP HOLD IT IN PLACE.

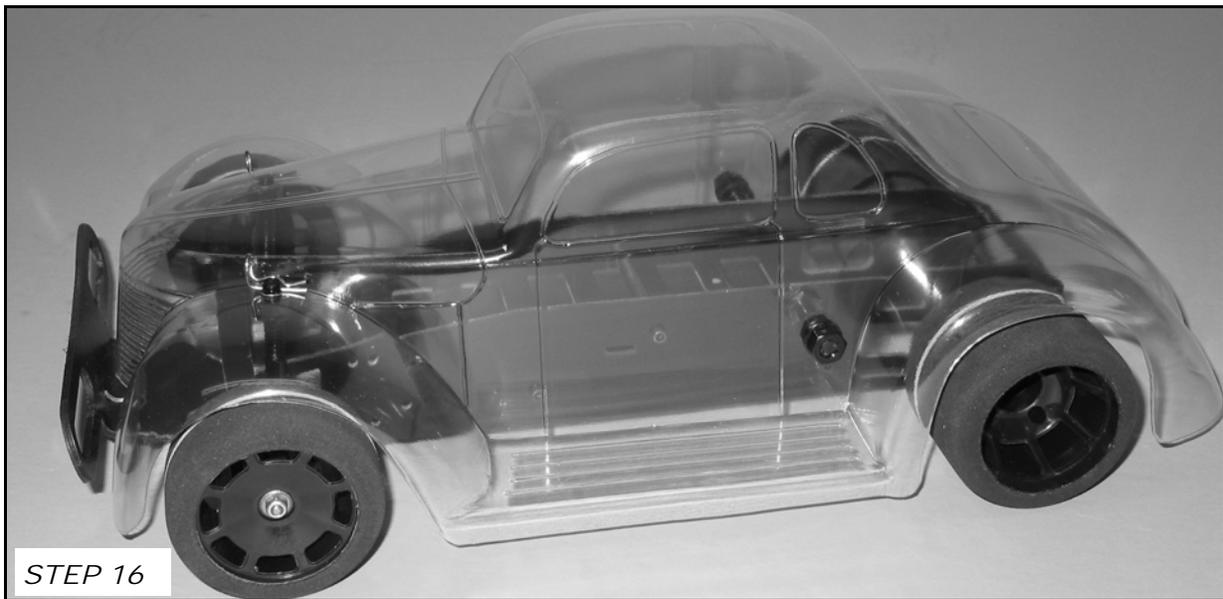


STEP 13 INSTALL YOUR ESC AND RECEIVER ON TOP OF THE BATTERY TRAY WITH SERVO TAPE. MAKE SURE YOU LEAVE ROOM JUST BEHIND THE UPPER CHASSIS SPACER FOR A TIE STRAP TO HOLD THE BATTERY PACK UNDER THE TRAY. IF YOUR RADIO HAS A LONG ANTENNA WIRE AND REQUIRES A SUPPORT TUBE, OBTAIN ONE FROM YOUR LOCAL HOBBY SHOP AND RUN YOUR ANTENNA WIRE THROUGH THE ANTENNA TUBE AND USE TWO SMALL TIE STRAPS TO ATTACH THE ANTENNA TUBE TO EITHER SIDE OF THE CHASSIS. PLUG IN YOUR RADIO WIRES AND BUNDLE THE EXTRA WIRE ON TOP OF THE TRAY. WIRE YOUR ESC TO THE MOTOR ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS.

STEP 14 TURN YOUR CHASSIS OVER AND INSTALL YOUR BATTERY PACK WITH A LARGE TIE STRAP. INSTALL YOUR RADIO SWITCH UNDER THE TRAY OR ON EITHER SIDE PLATE SO YOU CAN TURN THE CAR ON AND OFF WITHOUT REMOVING THE BODY. CHARGE YOUR BATTERY, TURN ON YOUR RADIO AND ADJUST IT ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS. MAKE SURE THE STEERING AND THROTTLE WORK CORRECTLY. YOU SHOULD ALWAYS UNPLUG YOUR BATTERY PACK WHEN YOU ARE THROUGH RUNNING YOUR LEGENDS CAR.



STEP 15 INSTALL BUSHINGS FROM BAG L3 IN EACH SIDE OF EACH FRONT WHEEL. LUBE THE AXLES WITH LIGHT OIL, INSTALL THE TIRES AND RETAIN WITH LOCKNUTS FROM BAG L1. INSTALL THE REAR TIRES WITH TWO 3/8 CAP SCREWS EACH FROM BAG L2.



STEP 16 PAINT YOUR LEGENDS BODY AS DESIRED .THERE ARE PAINTS MADE FOR LEXAN AVAILABLE AT YOUR LOCAL HOBBY SHOP. SOME COMMERCIAL SPRAY PAINTS MADE FOR PLASTIC WILL STICK IF YOU SCUFF THE INSIDE SURFACE WITH SCOTCHBRITE PADS. WE PROVIDE WINDOW MASKS, THE REST IS UP TO YOU. AFTER PAINTING, TRIM THE BODY BY SCORING IT ON THE TRIM LINES WITH A SHARP HOBBY KNIFE AND BENDING IT AWAY FROM THE CUT UNTIL IT SNAPS. DRILL THE PRE-MARKED MOUNT HOLES, THEN PEEL THE PROTECTIVE FILM FROM THE OUTSIDE OF THE BODY BEFORE INSTALLING ANY DECALS. TEST YOUR STEERING TO MAKE SURE THAT YOUR FRONT TIRES DO NOT RUB THE BODY. RE-TRIM IF NECESSARY.

THE NEXT THING YOU NEED TO DO IS TO GO OUT AND HAVE FUN RACING YOUR R/C LEGENDS CAR!

FOR MORE INFO: www.rjspeed.com

KEEP THE FUN IN RACING WITH R/C LEGENDS!!

ASSEMBLY HINTS AND SUGGESTIONS

HINT—THREAD THE HOLES IN ALL OF THE 5245 CHASSIS SPACERS WITH A 4-40 TAP IF YOU HAVE ONE AVAILABLE TO MAKE THE SCREWS HOLD BETTER.

FRONT END

HINT: BEFORE INSTALLING, HOLD THE 5377 KINGPIN BY THE THREADED END IN A HAND DRILL AND USE VERY FINE SANDPAPER, THEN METAL POLISH TO MAKE THE SURFACE OF THE KINGPIN SMOOTHER FOR A MORE CONSISTENT SUSPENSION. KEEPING THEM CLEAN AND RE-LUBED WITH SILICONE GREASE ALSO WILL MAKE THE HANDLING BETTER.

HINT: RUN A 1/8 DRILL THROUGH THE HOLE IN THE 5351 STEERING BLOCKS AFTER INSERTING THE 5364 STUB AXLES AND/OR TRIM THE OUTER EDGES OF THE HOLES WITH A SHARP HOBBY KNIFE. MAKE SURE THEY SLIDE FREELY ON THE KINGPINS. ADD A LITTLE LIGHT GREASE OR SILICONE LUBE, INSTALL THE STEERING BLOCKS, THEN THE SPRINGS, WASHERS, AND E-CLIPS

REAR AXLE AND HUBS

HINT: SLIDE YOUR AXLE THROUGH THE BUSHINGS, ATTACH A DRILL TO ONE END, LUBE THE BUSHINGS WITH LIGHT OIL AND RUN IT FOR A WHILE TO BREAK THE BUSHINGS IN TO THE SURFACE OF THE AXLE. MAKE SURE TO KEEP IT OILED. AND SLIDE IT BACK AND FORTH A SMALL AMOUNT WHILE RUNNING. ADD THE OTHER SPACERS AND THE SET SCREW HUB.

HINT: TIGHTEN THE SETSCREW LIGHTLY, REMOVE THE HUB AND GRIND OR FILE A FLAT SPOT WHERE THE SET SCREW HITS THE AXLE SO THE HUB WON'T SPIN ON THE AXLE UNDER LOAD. THIS IS A **MUST** IF YOU UPGRADE TO THE HYBRID SET SCREW HUB.

HINT: YOU CAN SCRATCH THE INSIDE SURFACE OF THE DIFF HUB WHERE IT TOUCHES THE ALUMINUM ADAPTOR A LITTLE WITH COARSE SANDPAPER AND USE A LITTLE SUPER GLUE TO KEEP THE HUB FROM SLIPPING ON THE ADAPTOR. *ALSO* TRIM AROUND THE EDGE OF THE HOLE IN THE OUTSIDE OF THE HUB TO MAKE SURE THE BALL THRUST BEARING SITS FLAT. YOU CAN ALSO SCUFF ONE SIDE OF EACH DRIVE RING TO KEEP THEM FROM SLIPPING AGAINST THE AXLE HUB OR ADAPTOR, BUT YOU WILL NOT BE ABLE TO TURN THEM OVER AND USE THAT SIDE AFTER THE BALLS EVENTUALLY WEAR A GROOVE IN THEM.

RACING & SETUP SUGGESTIONS

LEGENDS RULES DO NOT ALLOW A LOT OF MODIFICATIONS. SOME RACERS RUN THE CHASSIS WITH ALL OF THE CHASSIS SPACERS TIGHT. THE CAR WILL HANDLE WELL, BUT THE HANDLING CAN CHANGE IF YOU GET IN A WRECK AND TWEAK IT. YOU WILL HAVE TO RE-ADJUST IT AFTER THE RACE.

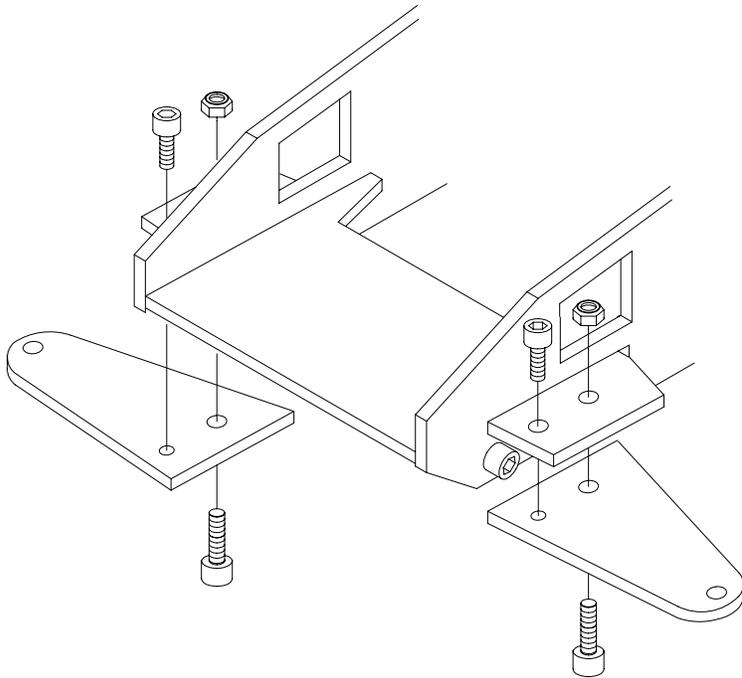
OTHERS RUN THE CAR WITH ONLY ONE SPACER UNDER THE REAR AXLE TIGHT AND THE REST SLIGHTLY LOOSE. THE HANDLING WILL BE DIFFERENT, BUT WILL MORE LIKELY REMAIN THE SAME AFTER ALTERCATIONS WITH THE TRACK WALLS OR OTHER CARS.

CHANGING FROM A COUPE TO A SEDAN BODY CAN ALSO MAKE A DIFFERENCE, EVEN ON A SMALL TRACK. THE CAR WILL TURN BETTER WITH A COUPE BODY AND A SEDAN BODY WILL REDUCE THE EASE OF TURNING BECAUSE OF THE LONGER FLAT SIDE.

RUNNING YOUR DIFF TIGHTER WILL ALSO MAKE YOUR LEGENDS CAR PUSH, OR RESIST TURNING A LITTLE.

ABOVE ALL, KEEP THE FUN IN R/C LEGENDS RACING!

AVAILABLE ACCESSORIES



- 5246 3-PC FRONT AXLE PLATE
- 5247 REPLACEMENT OUTER ARMS (2)
- 5066 OFFSET FRONT ARMS FOR 5246

THESE ARE MADE TO REPLACE THE 5244 FRONT AXLE PLATE. THEY ARE MADE IN THREE PIECES SO THAT YOU CAN REPLACE ONE SIDE IF BROKEN WITHOUT HAVING TO SPLIT THE CHASSIS SIDES TO GET IT OUT. ALSO, YOU CAN TUNE YOUR CAR BY MOUNTING THE OUTER ARMS ON TOP OR BOTTOM OF THE CENTER PLATE, OR EVEN ONE SIDE ON TOP AND THE OTHER ON THE BOTTOM.

INSTALL THE CENTER BY SPLITTING THE CHASSIS AND REPLACING THE 5244 PLATE WITH THE CENTER PLATE FROM THE 5246 KIT. YOU CAN THEN ADD THE OUTER PLATES AS YOU WISH. USE 5-40 X 3/8 SCREW (7030) AND 7207 LOCK NUT IN THE REAR HOLE IF YOU ARE NOT USING A BODY POST ON THE PLATE AND THE SUPPLIED 4-40 X 1/4 SCREW THRU THE CENTER PLATE AND THREAD IT INTO THE OUTER ARM.

8 GENUINE LEGENDS BODIES TO CHOOSE FROM



1016 '34 F COUPE*



1017 '37 C SEDAN*



1018 '40 F COUPE



1035 '34 F SEDAN



1036 '37 F COUPE



1044 '37 F SEDAN



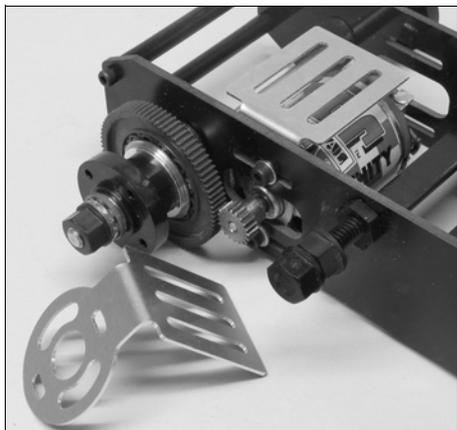
1045 '37 C COUPE



1046 '37 D COUPE

ALL BODIES SOLD CLEAR UNPAINTED. USE PAINT MADE FOR LEXAN PLASTIC.

* KIT BODIES



OUR 5248 HEAT SINK CAN BE ADDED BETWEEN YOUR MOTOR AND THE CHASSIS PLATE TO HELP IT RUN COOLER.



OUR 5313 (NARROW HYBRID) HUB IS AVAILABLE TO UPGRADE THE SET SCREW SIDE. NOW ALSO AVAILABLE IN STANDARD WIDTH, P/N 5316

www.rjspeed.com



OUR 5250 LINKAGE KIT PROVIDES MORE PRECISE STEERING AND CAN BE ADJUSTED BY SNAPPING OFF THE BALL CUPS AND THREADING THEM FARTHER ON OR OFF THE THREADED ROD. THE WIRE LINK CAN BE RE-BENT TO SUIT MOST MOUNTINGS.

21. DRIVER CLASSES

These driver classes can be used if there are enough racers to make it worthwhile to split them up. The most important thing is to keep the beginner drivers separate if possible until they get some experience.

- A. **CHARGER** For beginners only.
- B. **SEMI-PRO** Any drivers with previous experience, or drivers moving up from **CHARGER** class.
- C. **PRO** Drivers with more experience and one moving up from semi-pro.
- D. **MASTERS** Drivers aged 45 years and up.

Note: It is legal to add a 7th factory chassis spacer in the forward position, when running the 4-cell packs. This can prevent the forward tab of the battery tray from coming out of the chassis in an extremely hard impact. We recommend a price ceiling on radios and electronic speed controls.

REMEMBER: If the rules DO NOT SAY YOU CAN DO IT , YOU CAN NOT!!

You may wish to change some rules to suit your local racing, but remember— **once you start changing the rules it is very hard to stop.**

R/C LEGENDS are of a strong, simple design to create a class of racing that is inexpensive, yet challenging enough for fun racing and if the rules are kept the same everywhere, racers will be able to go from track to track easily.

R/C LEGENDS cars, bodies, and logos are authorized to R/C SPEC RACING DIV. OF RLJ MOLDING,LLC. by 600 Racing Inc. for our exclusive use in R/C cars and R/C car racing.

LEGAL BODIES

- RJS1016 LEG. 34 COUPE
- RJS1017 LEG. 37 SEDAN
- RJS1018 LEG. 40 COUPE
- RJS1035 LEG 34 SEDAN
- RJS1036 LEG 37F COUPE
- RJS1044 LEG 37F SEDAN
- RJS1045 LEG 37C COUPE
- RJS1046 LEG 37D COUPE
- BL 2244 34 F COUPE
- BL 2267 37 D COUPE
- BL 2270 34 F SEDAN
- BL 2290 37 C COUPE
- BL 2291 37 F SEDAN
- BL 2294 37 F COUPE
- BL 2295 37 C SEDAN
- BL 2296 40 F COUPE

SUGGESTED MOTORS AND BATTERIES:

- DURATRAX DTXC3301 MOTOR
 - DYNAMITE DYN1171 MOTOR
- WE SUGGEST USING MAX OF 1800 MAH BATTERY PACKS. 4 CELL PACKS ARE NO LONGER AVAILABLE. 6 CELL PACKS CAN BE USED WITH TWO CELLS REMOVED.

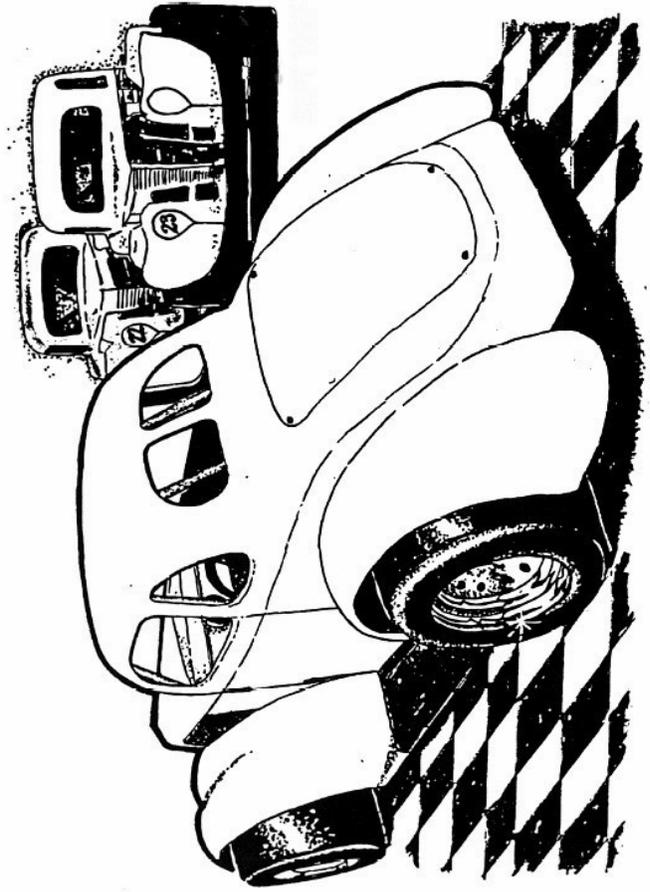
CHASSIS & CAR DIMENSIONS

- WHEELBASE 9.3 TO 9.4 INCHES
- FRONT WIDTH 7 3/4 + 1/4
- REAR WIDTH 7 7/8 TO 8 3/8 IN.
- ROOF HEIGHT 5" MIN. FROM GROUND
- FRONT TIRE WIDTH 1.1 TO 1.25 IN.
- REAR TIRE WIDTH 1.9 TO 2.1 IN.
- MAX. TIRE DIAMETER 2.6 IN.
- SUGGESTED MIN. WEIGHT 34 OZ. RTR



DEC.2018

RACING RULES



R/C LEGENDS SPEC RACING CARS AND PARTS

www.rjspeed.com

The reason for the development of R/C LEGENDS cars, and these rules is to create inexpensive racing for beginners and experienced racers alike. The whole idea is to put racing back to driving skill and care in car setup, rather than money for the latest technology, the expense of which drives most racers out of r/c racing.

We suggest setting up R/C LEGENDS racing with a separate class for beginner drivers. They should be allowed to do almost nothing to change the car. That way they will spend their time taking care of their car and Learning how to drive better, instead of shopping for more motors and batteries to go faster (and crash harder).

We realize that on certain tracks, gear ratios and tire compounds could be changed to make the cars go faster. However, the most important item to Remember is that we are trying to create an even and fun class of racing.

Keeping the legends stock will give beginners a good, inexpensive place to start (and stay if they wish) .

THE CLUBS AND TRACKS THAT HAVE BEEN SUCCESSFUL WITH R/C LEGENDS RACING ARE THE ONES THAT HAVE STAYED WITH THE RULES 100%. ONCE YOU START MAKING CHANGES, THERE'S NO END TO IT!

BASIC RULES

1. **The first rule is that if the rules do not specifically state that you can do something, YOU CANNOT DO IT.**
2. Absolutely no changes to the configuration of the chassis or cutting on the chassis parts. No replacement parts of graphite or other higher tech materials.
3. Any location of receiver and speed control on top of the battery plate is Allowed. Steering servo may be mounted on the front axle plate, or under the long battery tray.
4. No changes in the steering blocks, axle, or springs. Shims are allowed on springs to stiffen front ends. May also add the front kingpin brace (5240) to help prevent front axle breakage in severe wrecks. You may put a washer behind the e-clip on the front axle to stop it from pulling thru the steering block.
5. Original front steering rods can be bent as needed, if the steering servo is mounted on the front axle plate. Double lock collars are allowed on each side of the steering linkage to prevent slippage.
- 5a. **RJSS250 ADJUSTABLE STEERING LINKAGE NOW LEGAL**
6. Factory front bumper must remain on the car.
7. No ball bearings allowed anywhere on the car, except inside servos. **NO modifications to the oilite bushings in any way.**

8. No changes allowed to rear axle or differential. No ceramic or carbide diff balls or drive rings allowed. No 64 pitch gears— must use original type 81 tooth 48 pitch diff gear . No lightweight rear axles. No thrust bearings allowed, except one in the diff assembly. Steel pinions only.

9. You may change the left side (setscrew) hub to **5313** nylon/aluminum Hybrid hub only, or use 1/4 “ spacer on the left side with the original **5311** hub, and **5309** narrow diff hub to narrow the rear track. Reducing the track width of the car can increase rear traction if needed.

10. Only genuine R/C LEGENDS bodies are allowed as replacements NO changes allowed from trim lines, except for 1/4 “ tolerance around wheels.

Body must be painted & all windows clear or cut out. It is legal to reinforce the inside of the body where the side posts go thru with tape or scrap lexan from the wheel cutouts.

11. No rollover or stiff antennas allowed. Antenna may be mounted inside the body for small tracks where radio range is not a problem.

12. Only Legends kit tires or legends/spec tires on factory wheels are allowed.

13. Tires must be mounted in the direction shown in the kit instructions (No reversing front tires).

14. **THE DURATRAX DTXC3301 OR THE DYNAMITE DYN1171 20T MOTORS ARE PREFERRED.**

14b. **RJSS248** Legends motor heat sink is allowed. Keeps the motor running cooler and last longer.

15. Battery pack must remain in the stock location, down the center of the chassis between the frame rails. Some tracks are using cheap 1800 to 2000 MAH six cell packs with two cells removed. Other-groups have had success with 1C lipo packs.

16. Must use original equip. pinion gear (21 to 23 tooth 48 pitch STEEL)

17. **RJSS246** 3 PC. FRONT AXLE PLATE ALLOWED TO FACILITATE QUICK FRONT END REPAIRS.

18. **RJSS250** ADJUSTABLE STEERING LINKAGE IS A LEGAL ADD ON FOR ALL LEGENDS RACING.

19. REVERSE: not normally allowed, but could be a local option.

20. Track size: R/C LEGENDS can be raced on any size R/C track, oval or road course. We recommend that if you're setting one up, make the straight sections fairly short so , that driving the turns is more important than top speed.