So what exactly is the 10Lv2.5? Well, it's the "upgrade" to the Associated 10L2 that AE themselves doesn't want to build. In short, it's a tri-shock rear pod for the 10L2.

Setup sheets for the car are at the bottom of this page.

To get started you need, obviously, an existing 10L2.

The parts needed to make the conversion are as follows:

2 of Associated VCS micro shocks; AE part#4470

1 of Associated 10L3t top plate; AE part#8476

1 of Associated 10L3 bottom plate; AE part#8475

3 packs of Associated Axles Spacers (you get 2 per package); AE part#8321

Total quantity of 4, 4-40 ball studs of the type packaged with AE part#4447
(Note: you don't actually need to buy that specific package, just have those type of ball studs on hand.)

30wt shock oil.

Additional Associated VCS micro shock springs as necessary.

The order listed below is just the way I built my version.

Step1

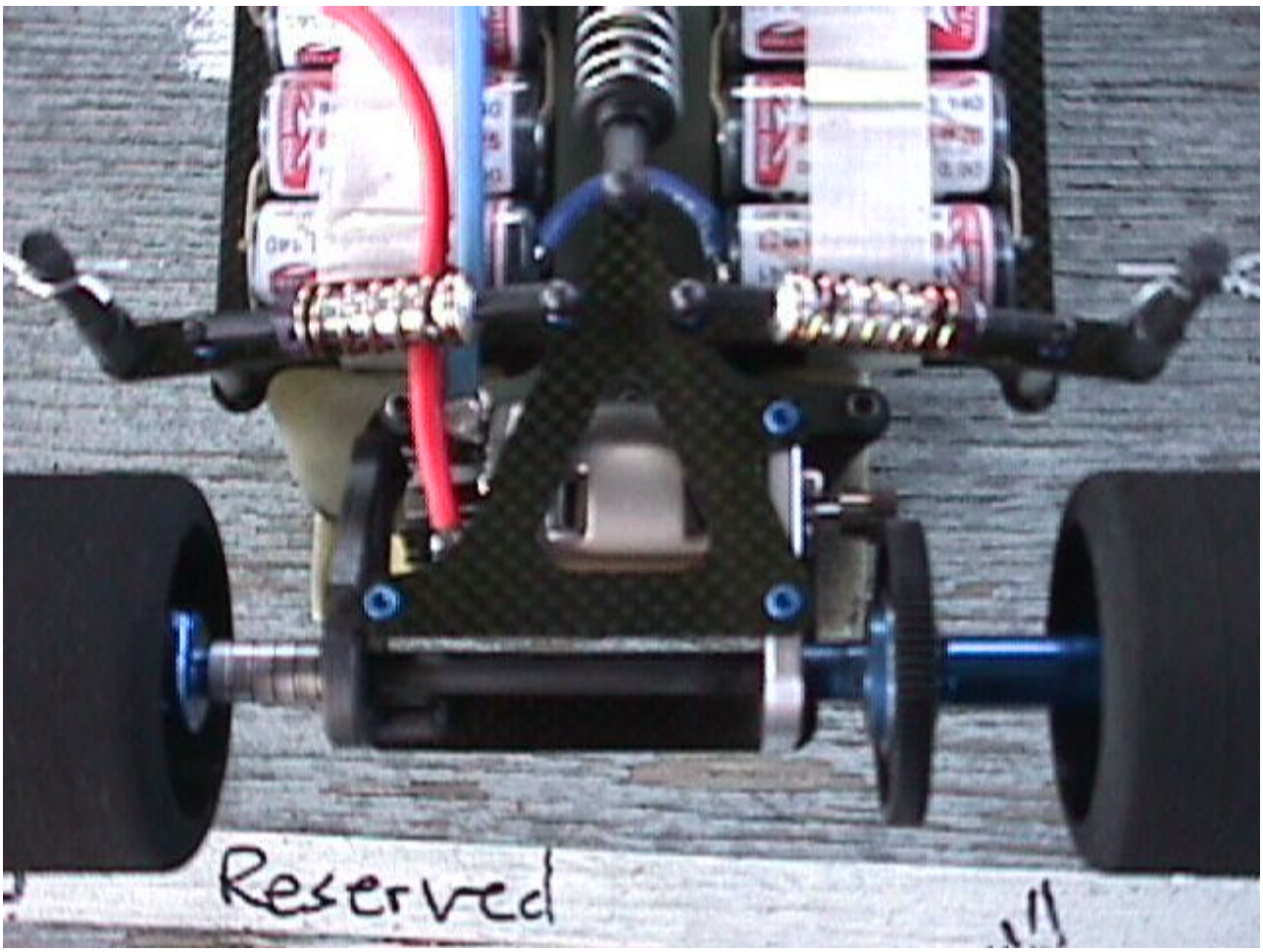
Take your existing L2 and remove everything rearward of the T-bar. That means the lower plate, top plate, etc. Remove the center dampner post as it's no longer needed. Remove the rear axle and bulkheads from your old pod. ***Remove the tweak screws from the T-bar.***

Step2

Attach the bulkheads to the new lower plate and top plate, attach new pod to T-bar. Install the 4-40 ball studs in the obvious place they go on the top plate. Build side shocks as instructed by AE in the paper that come packaged with them. Assemble them with 30wt. oil for your starting point. Replace the 4-40 screws next to the rear body posts that hold on the rear-cross brace with the 4-40 ball studs. Attach the shocks.

Step 3

Almost done. All that's left is to re-space the rear axle and tweak the car. I'm assuming if you're reading this, you're a hardcore racer and that means that you have the AE #8465B left-hand clamping hub. Take the spacer that comes with that hub and move it to the right side of the axle as seen in the pic below:



Next, take the 6 AE axle spacers you bought as "parts needed" and install them on the left-hand side. The end result is a rear axle spacing that is symmetrical to within .5 of a mm, or in other words, it's as close to center as I can measure it with the resources I have.

To tweak the car, lift it from the front or place it on a tweak station much as you normally would with a conventional L2 but to adjust the tweak, simply adjust the spring tension on the side shocks.