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Note: Illustrations show GEN III application, but LT1 and standard Small Block Chevrolet applications are very similar.

Caution: Using an "on the car" valve spring compressor necessitates holding the valves in position after the valve locks have been removed. Use compressed air introduced into each cylinder by the appropriate fitting to achieve this.

1. Install the 5/16" x 2 1/2" stud into the spring compressor body. Screw all the way through the body allowing approximately 1/4" to protrude from the bottom. Install and tighten a locknut from the bottom side to keep the stud from loosening.

Note: On LT1 and Standard SBC applications, install the stud until it is flush with the bottom of the compressor body. Then install the small set screw and tighten against the 2 1/2" stud to prevent the stud from loosening.

2. Remove the rocker arms and pivot support bar. Loosen the torque on the bolts evenly to prevent warping/breaking the pivot support bar. (See picture A.)

Note: On LT1 and Standard SBC, remove the rocker arms from the studs.

3. Install the spring compressor body using the two 8mm cap screws supplied. If screw in studs are installed, slide the compressor body over the studs and use the two 3/8" nuts supplied. (See pictures B and C.) Do not over torque the cap screws!



Picture B.



Picture C.



Picture A.

4. Slide the H-Beam and hardened washer over the stud and down on top of the intake and exhaust retainers. (Keeping the reinforcing ridges up will allow greater travel of the compressor.) Install the nut and tighten the nut against the H-beam until the valve locks (keepers) can be removed. It is advised that you use a magnetic tipped tool to pick the locks from their position around the valve stem! (See pictures D, E, and F.)

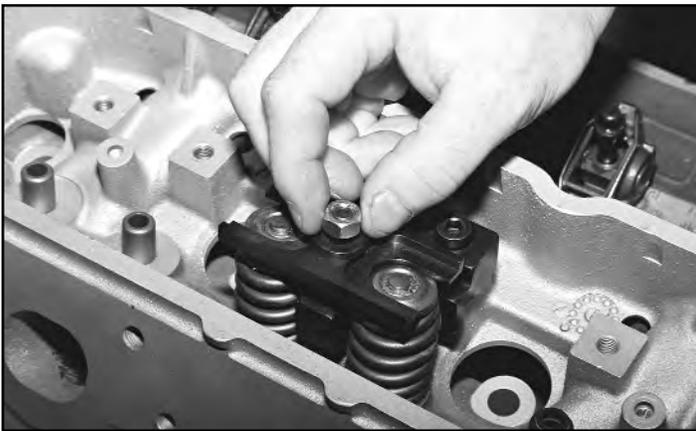
5. Loosen the nut and carefully remove the H-beam and valve springs. Install new springs in reverse order. (See pictures G and H.)



Picture D.



Picture G.



Picture E.



Picture H.



Picture F.