



LSM Racing Products
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Instructions for the SC-167 LS1, LS2, LS3, LS6, LS7 and LS9 Spring Compressor

IMPORTANT: USING AN IN CAR ON THE HEAD SPRING CHANGER REQUIRES HOLDING THE VALVES IN PLACE AFTER THE VALVE LOCKS HAVE BEEN REMOVED. IF YOU MAKE SURE THE PISTON IS UP IN THE CYLINDER YOU ARE WORKING ON YOU WILL NOT LOSE THE VALVES. ALSO YOU CAN USE AN AIR FITTING ADAPTOR IN THE SPARK PLUG HOLE TO HOLD THE VALVES.

Remove the rocker arms on the cylinder you will be changing springs. Bolt the SC-167 in place using the 8mm cap screws approximating 8-10 ft. lbs. of torque. The main idea is not to over tighten the cap screws. Again, make sure the piston is up in that hole so you don't drop the valves or use a suitable air fitting adaptor inserted into the spark plug hole and compressed air to hold the valves in place.

Precision Acme lead screw and nut makes easy work out of compressing springs

Includes socket head cap screws

Mounts directly to LS7 heads

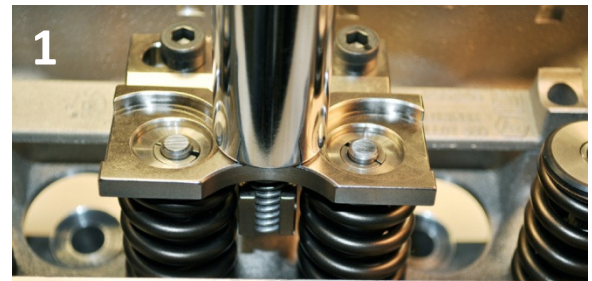
Mounts directly to factory stands on LS1 – LS6 using specially engineered adaptor that will not damage the stands

Pat. Pending

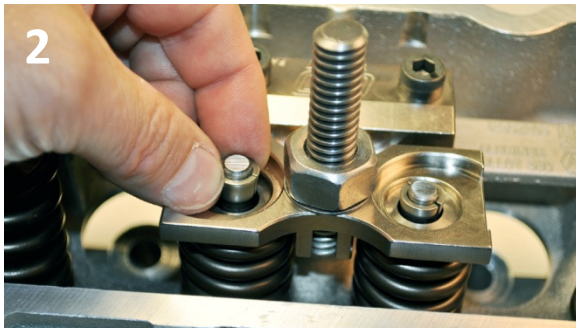
Contoured spring reliefs on the compressor top allow for easy removal and installation of valve springs

"Floating Valve Angle Axis" automatically adjusts for the variance in valve angle

For best performance: Periodically check to make sure there is grease between the acme nut, thrust washer and frame top.



Make sure the valves stems and locks are centered in the windows on the compressor top. Begin compressing the springs using a 7/8 deep socket.



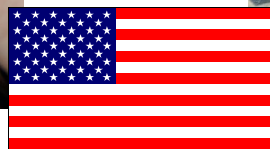
Compress the springs until the frame top bottoms out on the nose of the frame bottom or until there is enough room to remove the keepers.



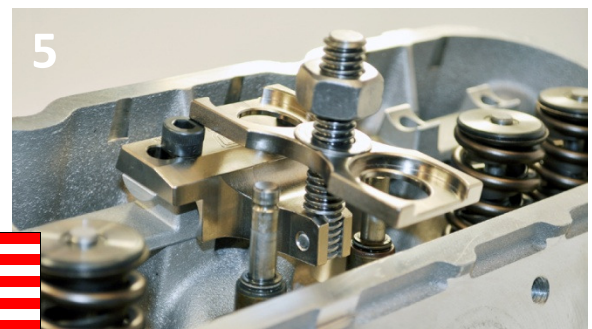
Once the spring pressure is off and the springs are at free length then rotate the frame top and remove the springs.



No need to remove the frame top in order to remove and replace springs!



Made in the USA



It's that simple!
Reverse the procedure for installing springs.