

New from





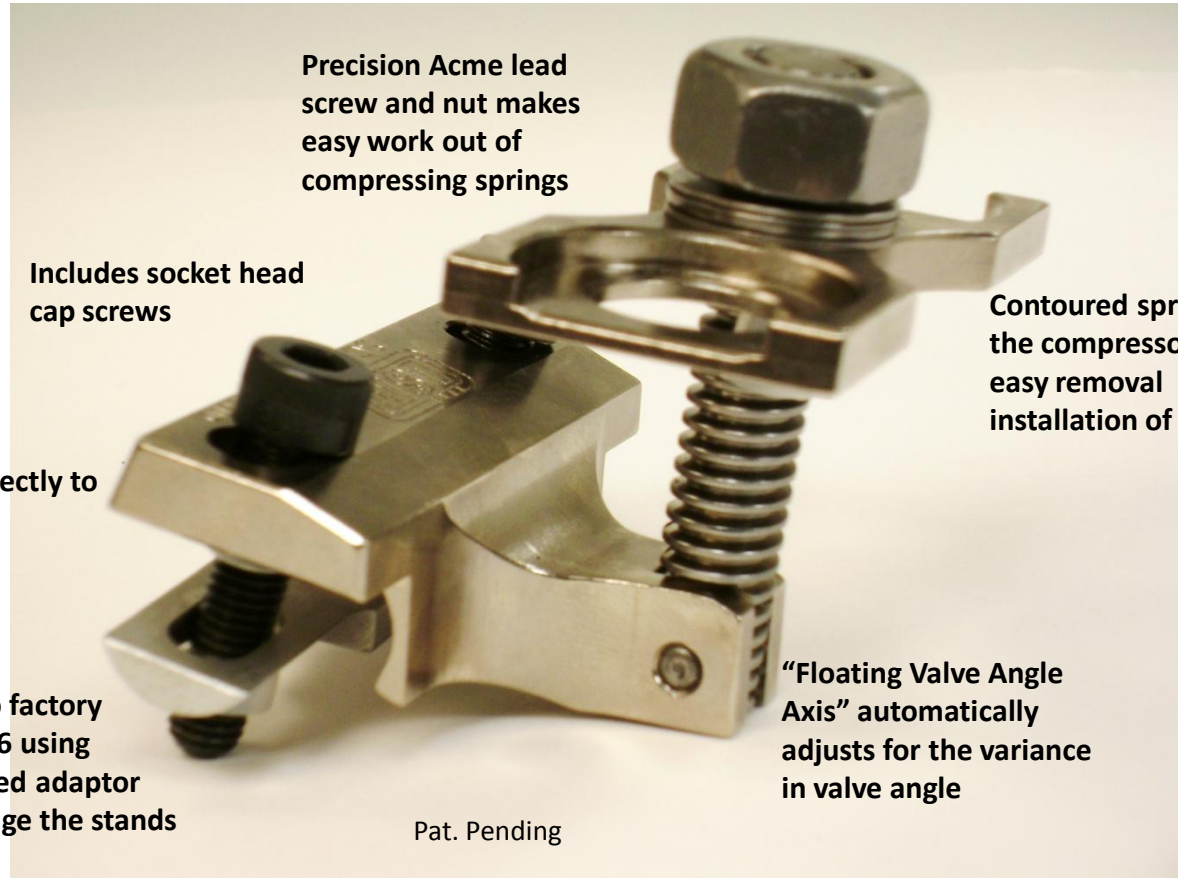
New Product Press Release



- LSM Racing Products is proud to announce their BRAND NEW valve spring compressor for ALL current GM LS series motors. The LS1, LS2, LS3, LS6 and LS7! LSM thought of everything with their new “SC-167.”
- This tool is ultra low profile and will fit under the hood of any GM car truck or SUV. It mounts directly to the factory rocker stand on the LS1, LS2, LS3 and LS6 motors and directly to the cylinder head when changing springs on the LS7 engine.
- LSM utilizes it’s proprietary “Floating Valve Angle Axis” combined with precision lead screw technology which allows the tool to automatically adjust for valve angle variance and easily compresses the springs strait down in all applications. Another unique feature of the SC-167 is the compressor top. It has contoured spring reliefs for spring clearance so that you do not need to remove it to remove or install the springs. Just rotate it 90 degrees and remove and replace both springs quickly saving time.
- Also, because it mounts directly to the factory stand there is no need to remove all of the rockers if you only need to change one spring or one pair of springs. Another time and money saver. Just remove the pair of rockers on the cylinder you are working on, install the SC-167 and go.
- It is constructed out of billet steel and combined with LSM’s precision lead screw technology easily compresses two springs at a time with up to 600lbs of combined spring pressure.
- As always with LSM it is 100% designed and manufactured in the USA. The part number is the SC-167 and sells for \$219.00. This tool works!
- Contact LSM Racing Products at sales@lsmproducts.com or call 916 632 2692. Check out our website at www.lsmproducts.com

The SC-167

The complete solution for Spring removal and Installation on **LS1 – LS7!** This is what's included with the SC-167.



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

Includes socket head cap screws

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

Mounts directly to LS7 heads

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

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

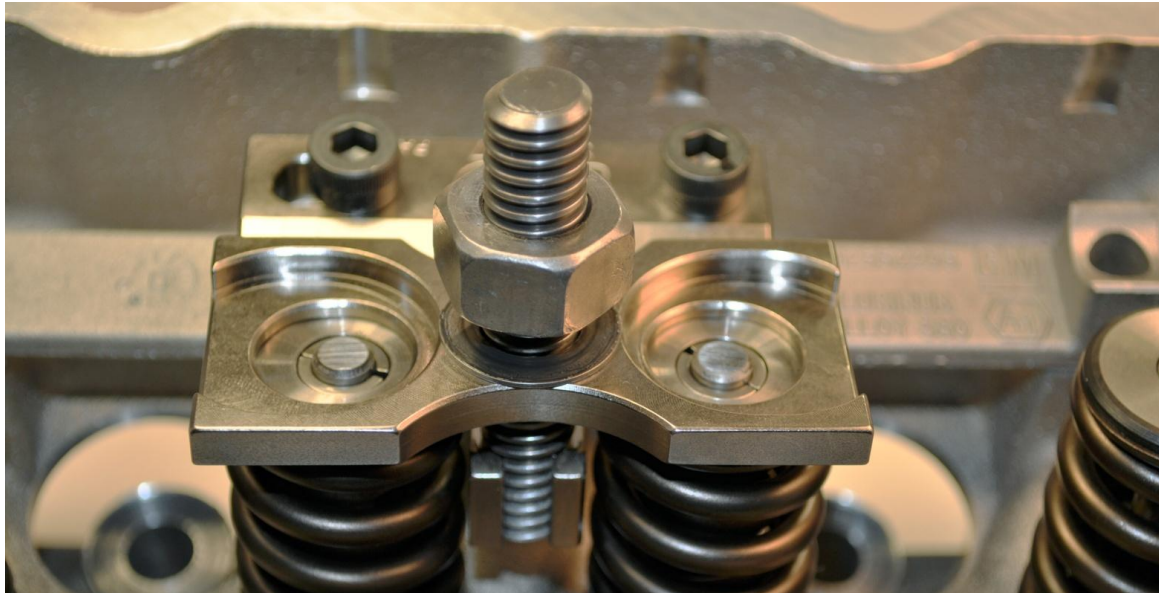
Pat. Pending

NO ASSEMBLY REQUIRED. THIS UNIT COMES COMPLETE, AS SHOWN, READY TO MOUNT ON THE HEAD AND BEGIN USING

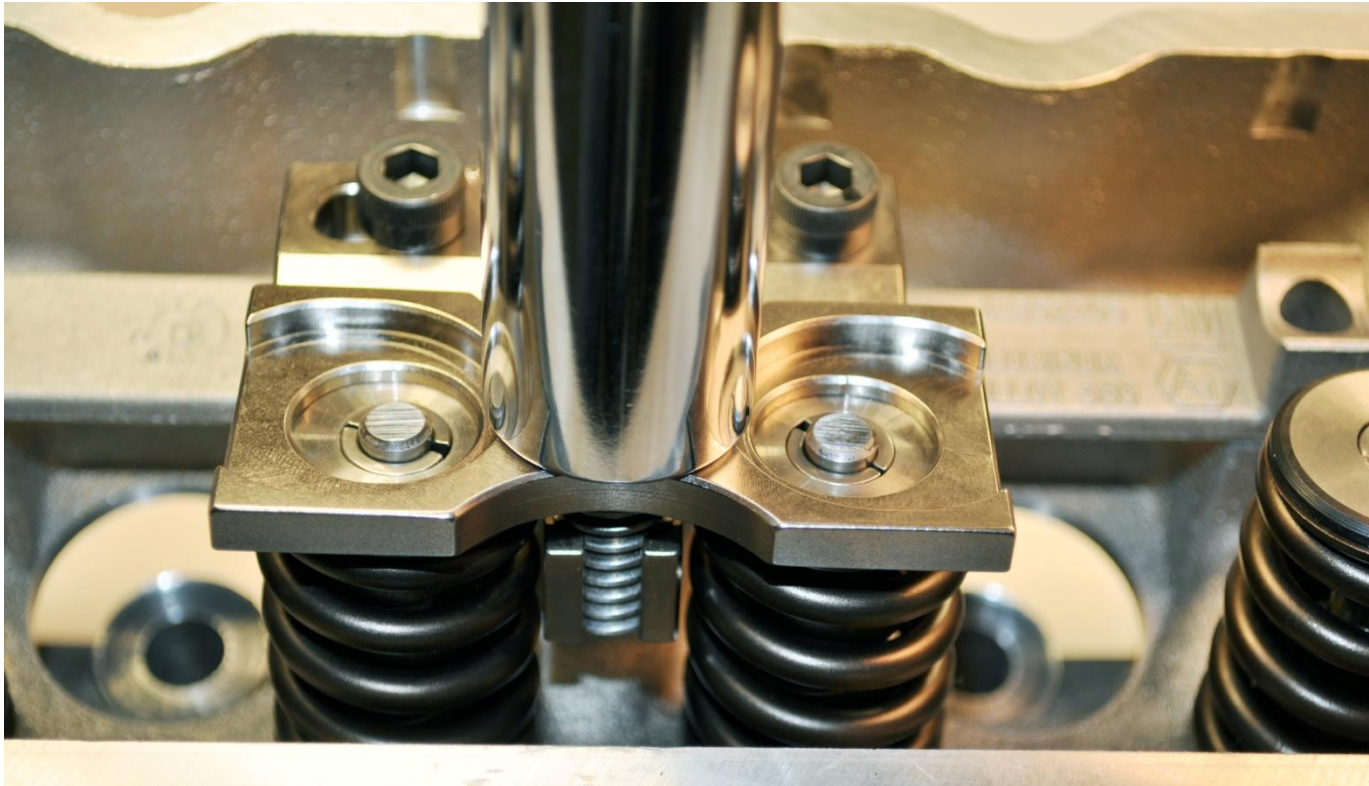


A QUICK TUTORIAL ON THE SC-167

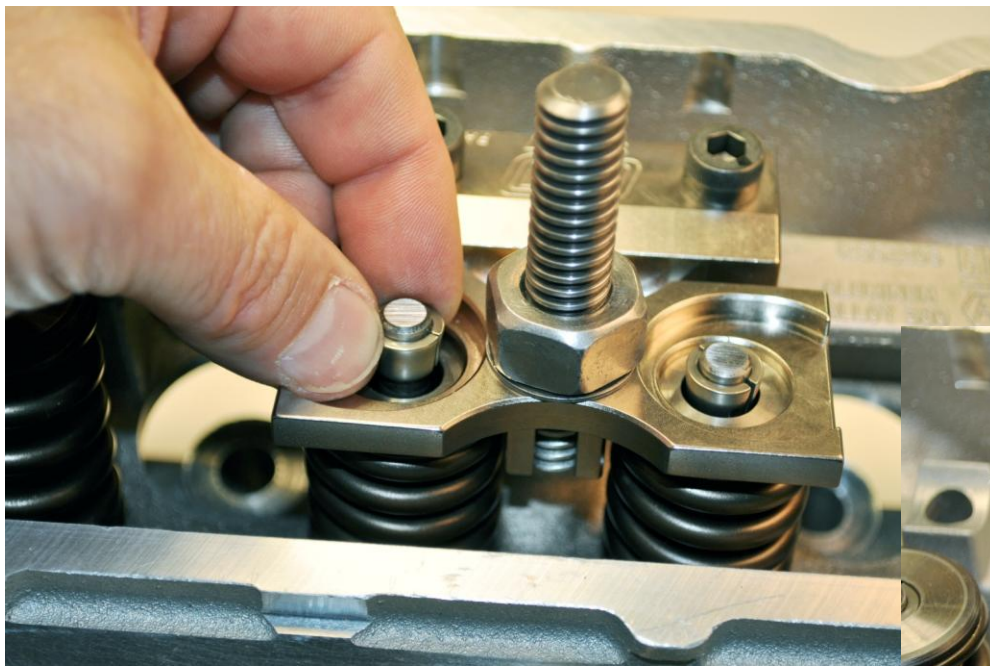
IMPORTANT: USING AN IN CAR ON THE HEAD SPRING CHANGER REQUIRES HOLDING THE VALVES IN PLACE AFTER THE VALVE LOCKS HAVE BEEN REMOVED. IF YOU MAKE SURE THE PISTON IS UP IN THE CYLINDER YOU ARE WORKING ON YOU WILL NOT LOSE THE VALVES. ALSO YOU CAN USE AN AIR FITTING ADAPTOR IN THE SPARK PLUG HOLE TO HOLD 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 in the spark plug hole and compressed air to hold the valves in place.



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.

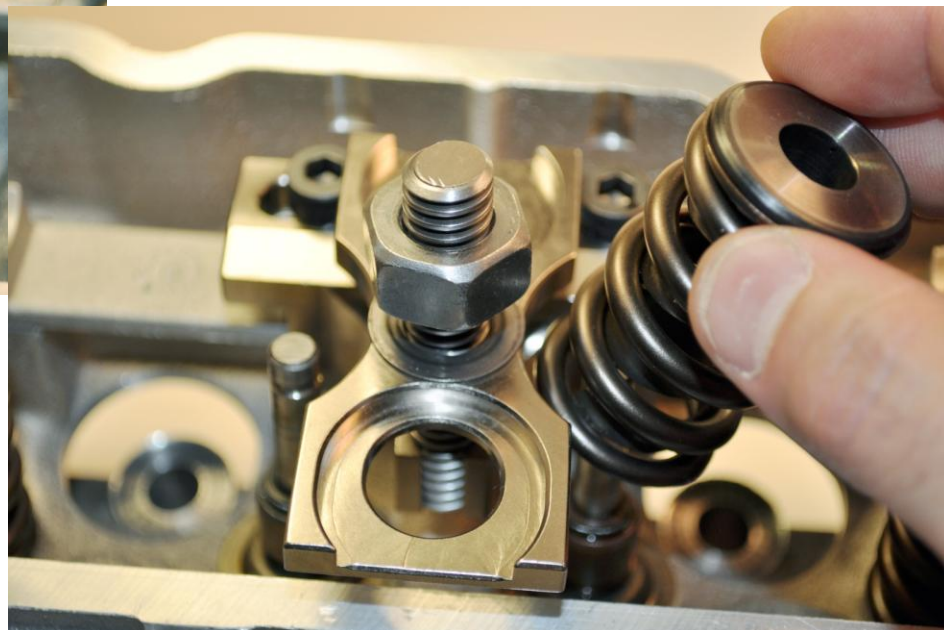
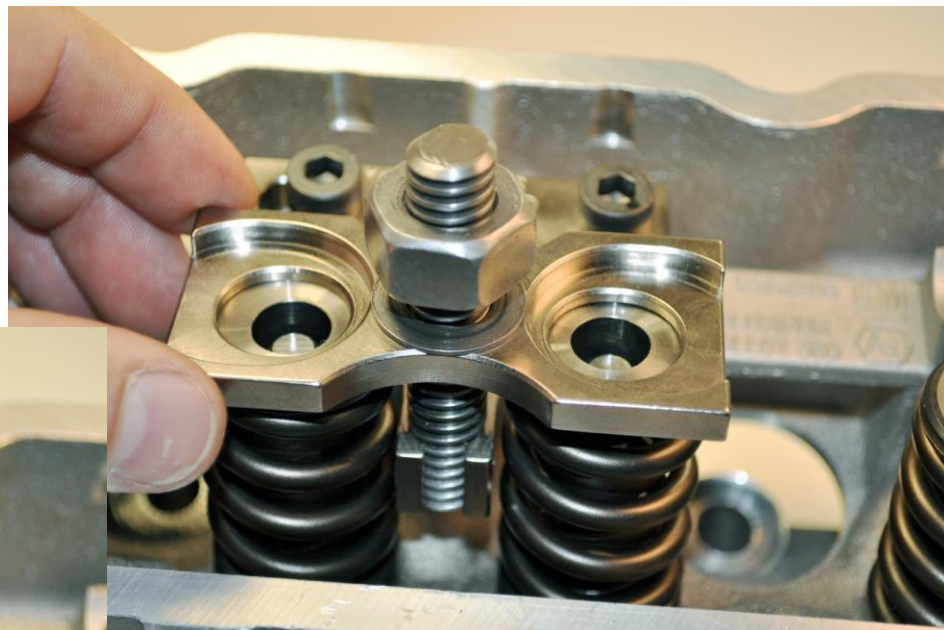


Compress the springs until the frame top bottoms out on the nose of the frame bottom or until there is enough room to remove the keepers.



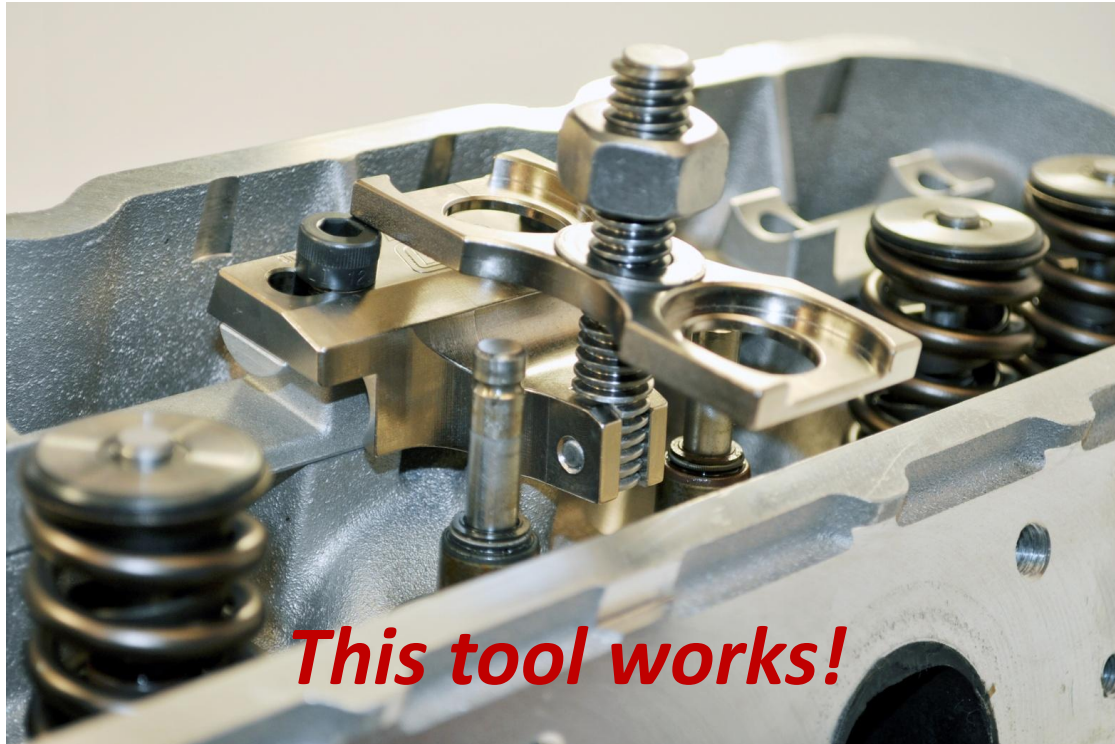
Carefully remove the keepers . A magnetic tool can be helpful for this. After removing the keepers raise the frame top .

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!

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



This tool works!



Made in the USA