

## FRONT DRIVE DISTRIBUTOR ACCESSORIES

### Front Drive COMP 9000® Distributor

The Front Drive COMP 9000® Distributor for the big and small block Chevrolet engines are designed for use with the "Jesel" Camshaft Belt Drive Kit. The Front Drive COMP 9000® Distributor relocates the distributor and spark plug wiring harness to the front of the engine. By placing the distributor in front of the engine there is no interference with manifold runners and firewall locations. The Front Drive COMP 9000® Distributor is machined to exact tolerances. Features include the largest diameter cap offered in the high performance industry and a specially designed, counterbalanced rotor that interlocks with the adapter shield to eliminate arcing and crossfiring. A spark plug wire retainer was designed to ensure positive spark plug wire connections under even the most severe racing conditions.

**NOTE:** Applications will require Mallory Distributor Plug for dry sump oiling systems or Mallory Oil Pump Drive for wet sump oiling systems. See below for more information.

**Must use with crank trigger wheel and HyFire CD box**



#### SERVICE PARTS

ENGINE	KIT PART NO.	DISTRIBUTOR				
		CAP	ROTOR	WIRE RETAINER	ADAPTER SHIELD	DRIVE BELT
CHEVROLET BIG BLOCK 396-454, 502†	20900	29745	29772	29744	29748	20902
CHEVROLET SMALL BLOCK 262-400†	20901	29745	29772	29744	29748	20902

†Also includes corporate GM competition engines - Buick, Oldsmobile, Pontiac, DRCE and DRCE-2.

29003

### Distributor Hole Plug

The Distributor Hole Plug is designed for the enthusiast who has changed over to a Mallory Front Drive COMP 9000® Distributor, a Mallory Magneto Front Drive or a distributorless ignition and requires that the distributor hole in the block and intake manifold to be plugged off. The Distributor Hole Plug is machined from 6061-T6 billet aluminum and plugs the distributor hole when an external (dry sump) oiling system is being used.

- Chevrolet V8 262-454, 502 ..... 29002
- Chevrolet V8 Tall Engine Block ..... 29006

### Oil Pump Drive

The Oil Pump Drive is designed especially for the enthusiast running an internal (wet sump) oiling system who has changed over to a Mallory Front Drive COMP 9000® Distributor, a Mallory Magneto Front Drive or a distributorless ignition system and requires the distributor hole in the block and intake manifold to be plugged off. The Oil Pump Drive comes complete with a shaft and an aluminum/bronze drive gear so that it will plug the distributor hole as well as drive the oil pump.

- Chevrolet V8 262-454, 502 ..... 29003
- Chevrolet V8 Tall Engine Block ..... 29007

Unless otherwise noted, products listed are not legal for sale or use in California on pollution controlled motor vehicles.

29002

