



INSTALLATION INSTRUCTIONS

COMP 9000™ 90 SERIES POINT TYPE DISTRIBUTOR

OLD DISTRIBUTOR REMOVAL

1. Disconnect distributor point wire from negative (-) side of coil.
2. Rotate engine until timing mark on crank balancer lines up with TDC mark on timing tab.
3. Remove cap from original distributor. Rotor blade should point to number one spark plug wire terminal of cap. If not, rotate engine one full turn until timing marks line up again.
4. Note position of rotor blade, remove hold-down clamp at distributor base and remove distributor from engine.

COMP 9000™ DISTRIBUTOR INSTALLATION

NOTE: The Comp 9000™ adjustment is preset at the factory.

1. Prepare new Comp 9000™ distributor by removing the spark plug wire retainer and distributor cap.
2. Place the Comp 9000™ distributor into the engine. Do not install clamp at this time. Raise distributor housing enough to turn rotor, point rotor blade in direction of original rotor.
3. Seat distributor fully into engine.

NOTE: It may be necessary to turn the oil pump drive with a long screw driver to fully seat the distributor.

4. Install distributor hold-down clamp. Leave clamp loose enough to rotate distributor for timing purposes.
5. Install Comp 9000™ distributor cap as follows: move spark plug wires from old cap to new cap one wire at a time, starting with the number one cylinder, attach wires to matching terminals on new cap. Do not attach coil lead at this time.

NOTE: It may be necessary to purchase and install spark plug wire boots and terminal kit, Mallory part number 669.

6. Install the spark plug wire retainer, then attach coil lead.
7. Attach distributor point harness to negative (-) side of coil.

STARTING THE ENGINE

CAUTION: Before starting the engine, be sure all tools, wires and miscellaneous objects are clear of moving engine parts.

1. Connect a timing light. Find the area with the best view of the timing marks.
2. Crank the engine. If it fails to start, rotate the distributor in small increments left or right until engine starts. Do not exceed more than ten degrees of rotation either way.
3. Set timing as recommended by the engine manufacturer, then tighten the distributor hold down clamp. Make sure timing is still correct. If timing has moved, repeat this procedure.

MALLORY COMP 9000™ SERVICE PARTS

QTY.	DESCRIPTION	PART NO.
1	WIRE RETAINER WITH SCREWS	29744
1	DISTRIBUTOR CAP ASSEMBLY	29745
1	ROTOR ASSEMBLY, RH ROTATION	29772
1	ROTOR ASSEMBLY, LH ROTATION	29773
1	CAP ADAPTER/SHIELD ASSEMBLY W/SCREWS	29748
2	CONTACT POINT SET WITH SCREWS	102 X
1	CONDENSOR WITH BRACKET AND SCREWS	400
1	POINT WIRE HARNESS	29775
1	DISTRIBUTOR CAM GREASE (1/4 OZ TUBE)	26015

MALLORY COMP 9000™ DISTRIBUTOR

90 SERIES POINT TYPE

TUNE-UP AND MAINTENANCE INFORMATION

NOTE: Turning wrench clockwise increases dwell angle.

POINT NO. 1

Both the red point harness lead and the orange condenser lead must connect to this point when distributor is in this point.

IMPORTANT: Apply a light film of Mallory distributor cam grease (supplied) on surface of cam to extend point life.

POINT NO. 2

Connect black point harness lead only to this point to ensure proper distributor adjustment and performance.

NOTE: Turning wrench clockwise increases dwell angle.

MALLORY COMP 9000™

POINT ADJUSTMENT PROCEDURE

NOTE: If dwell meter is not available, set each point gap at .018 – .020

OR

With connector unplugged, using the 8-cyl scale on your dwell meter, adjust the setting to read 26° – 28° dwell angle. Proceed to Step 2 to attain total dwell setting.

1.

2.

After reinserting plug connector, adjust the second set of points to the total dwell angle setting of 34° – 36°, again using the 6-cyl scale on your dwell meter.

Once these two steps have been completed, you must reset your ignition timing.



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FORM #641
 (REV. B) 9/99
 Made in U.S.A.
 Printed in U.S.A.



NOTICE

FORM 664A

This distributor is equipped with an O-ring. If the original distributor has a steel gasket, discard it and use only the O-ring supplied with the Mallory distributor.



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