



12 Volt Electronic Distributor 1941-1971 MB & CJ's w/ 4-134ci Engine Part #: 923068E

Kit Components:

- Electronic Distributor
- Cap
- Rotor

-Read all instructions carefully prior to starting installation.

-This distributor was engineered to function with a 12-Volt electrical system. It will not work on the 6-Volt electrical systems found in early CJ's or 24-Volt electrical systems found in military variants.



-Prior to installing the negative battery terminal ensure there is a resistor integrated into the ignition system. An externally resisted coil requires a ballast resistor. An internally resisted coil (standard) does not require a ballast resistor.

-The Electronic Distributor requires at least 12 Volts to operate properly. Failure to provide at least 12 Volts will cause premature failure of the distributor.

1. Ensure that all components in kit are accounted for.
2. Disconnect the negative battery terminal.
3. Tag each spark plug wire at the distributor end of the wire. Do not remove the spark plug wires from the distributor cap at this time.
 - The firing sequence of the 4-134ci engine is 1-3-4-2 (#1 is the front cylinder of the engine, #4 is the rear cylinder). The distributor rotor turns counter-clockwise. See Figure 1.
4. Remove the spark plug from cylinder #1. Set the engine at top dead center (TDC). This can be done by slowly rotating the crankshaft clockwise using a wrench or socket while holding your thumb over the #1 spark plug hole. Once you start to feel air coming out of the spark plug hole continue to rotate the crankshaft until the #1 piston reaches the top of the cylinder.
5. Remove the distributor cap from the distributor. The rotor should face the #1 position on the distributor cap. Create a reference mark on the engine block and the body of the distributor that lines up with the rotor. This will be your reference mark for installing the replacement distributor.

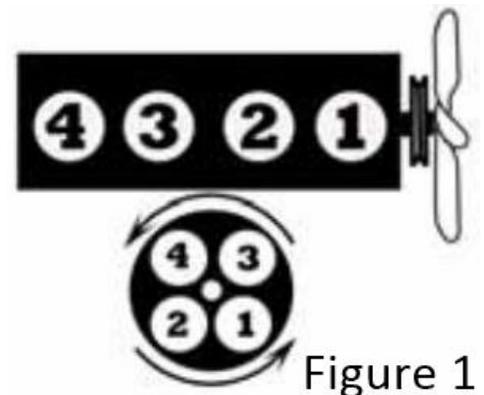


Figure 1

NOTE: A Jeep with the oil pump clocked properly should have the reference mark at the 5 o'clock position when looking at the engine from the side. This will only be a problem if the oiling cup on the distributor hits the engine block. See the note on Page 2 for more information.

6. Remove the spark plug wires from the original distributor. Disconnect the distributor wiring.
7. Clean any dirt and debris from around the engine and distributor. Remove the bolt and clamp from the original distributor. Carefully slide the distributor out from the engine.
8. Remove the cap from the Electronic Distributor and orient the body, the flat on the oil pump end, and the rotor the same as the original distributor. This will make installation easier.
9. Install the Electronic distributor, making sure that the offset flat on the end of the shaft engages onto the oil pump. Loosely install the distributor mounting bolt and make sure the distributor to mounting bracket bolt is loose. Rotate the body of the distributor until the rotor points to the #1 cylinder on the cap.

NOTE: If you run into interference between the oiling cup on the distributor and the engine block then adjustments will need to be made to the oil pump. This interference is caused by improper installation of the oil pump. It was ever removed and replaced improperly the reference mark made earlier will be at least 30 degrees (1 hour on a clock face) off. The oil pump will need to be removed and the shaft of it will need to be clocked so the flat on the end of the oil pump is oriented correctly. In order to clock the oil pump correctly the rotor should face 5 o'clock at top dead center.

NOTE: If the mounting hole is 180 degrees off once you align the distributor properly then you can remove the mounting bracket from the Electronic Distributor and flip it over.

10. Install the BLUE wire from the distributor to the NEGATIVE (-) side of the coil.
11. If you are using an internally resisted coil (standard) install the BLACK wire from the distributor to the POSITIVE (+) side of the coil. If you are using an externally resisted coil install the BLACK wire from the distributor to the ignition switch side of the ballast resistor.
12. Attach spark plug wires to the cap in the correct order (see Figure 1).
13. Attach the negative battery terminal.
14. Start engine. It may be necessary to rotate the body of the distributor to adjust the timing. The factory timing setting is 5 degrees before top dead center. You may need to adjust the timing in order to get the engine to run as smooth as possible.
15. Once the timing is set torque the mounting bracket to distributor bolt to 60 in. lbs. Torque the mount bracket to engine block bolt to the factory spec.

Replacement Part Numbers

J0649712	Ignition Coil
JA009307	Distributor Cap
J0923392	Rotor
J0930456	Ignition Wire Set
J0804492	Spark Plugs

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