



**Electronic Distributor 1941-71 MB - CJ**  
**(134 – 4cyl) 12 Volt system only**  
**P/N: 923068 (17239.01)**  
**Installation Instructions**

Distributor includes the following items.

- (1) Distributor with electronic pick-up and control module
- (1) Distributor cap
- (1) Distributor Rotor.

**PLEASE NOTE: This distributor has been designed for use with a 12 volt system only. This distributor will not work with a 6 volt or a 24 volt system found in early CJ's, M38 and the M38-A1**  
**Before starting engine make sure that a resistor has been installed. This can either be an external ballist resistor or a coil with an internal resistor.**

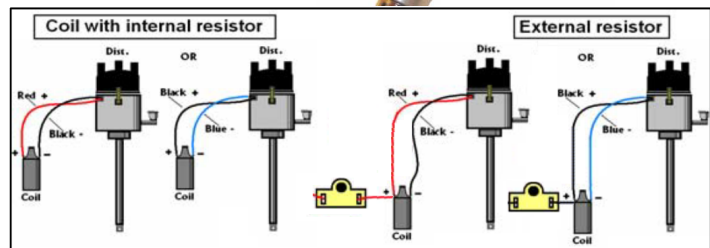
**The distributor has been designed to look like the original OE points type distributor from the outside. This includes the addition of the external oiling cup. This modern distributor has self lubricating bearings and does not need to be oiled like the original unit. This cup has been added for looks only!**

- Step 1: Remove the sparkplug wires from old distributor. Make note that the firing order for the distributor is 1-3-4-2. DO NOT REMOVE plug wires from spark plugs at this time. It will help if you mark these wires in relation to there firing sequence.



- Step 2: Disconnect the old distributors wires. Remove the old distributor per shop manual instruction.

- Step 3: Reinstall the new distributor as referenced per vehicle shop manual.  
**NOTE:** because there is a possibility of the oil pump shaft and distributor drive gear not being in the true original timing orientation it will be necessary to reset your timing when the distributor is reinstalled. This distributor may not be set to the same timing orientation as the unit it is replacing. Spark plug wire placement to cap may differ depending on the relation of the rotor to No.1 pistons (Dead Top Center) on the compression stroke.



- Step 4: Install lead wires from new distributor to coil. The drawing to the right shows the most common wiring arrangements for the 134 4cyl motor (12volt). Depending on date of manufacture for the new distributor the wiring codes are:.  
**RED = Positive , BLACK = Negative**  
**OR**  
**Black = Positive, BLUE = Negative**  
An external resistor will be needed if used with a standard coil. A coil with an internal resistor can also be used.

**NOTE: Some models may have slight variations regarding wire location and hook up. Please use a quality shop manual specific for your year and model for correct wire connection and timing specifications. The information presented here are for general reference only.**

- Step 5: After installing distributor it will be necessary to reset the timing to the new distributor.  
To locate the firing position of No.1 piston, first remove No.1 spark plug and turn the engine until No.1 piston is moving up on the compression stroke. This will be evident due to the compression pressure being forced through the spark plug opening.  
If distributor cap is installed remove and note orientation of rotor head. It will now be pointing to the No.1 position  
Reinstall the sparkplug wires in the 1-3-4-2 fire order.  
Please refer to shop manual for proper timing information.

**REPLACEMENT PARTS:**

**Distributor Cap: (17244.02)**

**Distributor Rotor: (17246.02)**

**Ignition Module: (17252.05)**

REVISED 1/27/09