



DANGER

Danger of electrical shock, burns or death. Always remove all power sources before attempting any repair, service or diagnostic work. Power can be present from shore power, generator, inverter or battery. All power sources must be disabled and secured before performing any service.

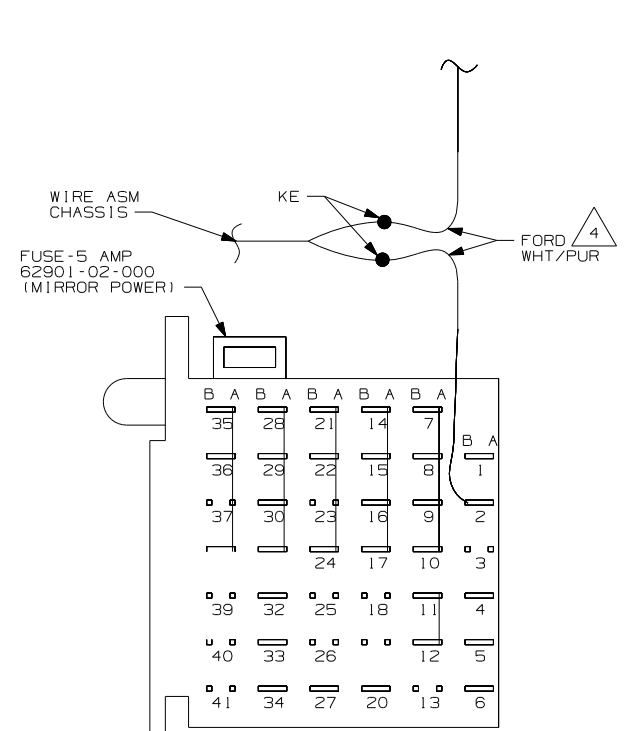


CAUTION

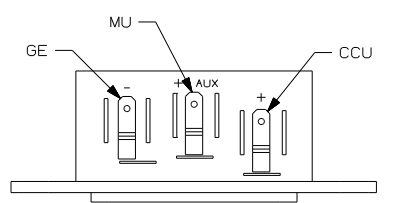
If you lack the skills, tools or equipment to perform diagnostic or repair work leave such work to an authorized Winnebago Industries dealer or other qualified shop.

DRAWING NO.	FEATURE	SHEETS
155282-01	(16E)	1,2,3
155282-02	(1PY)	3,4,5

RELEASE	REV/DATE	DNV NO	155282
REV ZONE	REVISION RECORD	DATE	DFTR-016



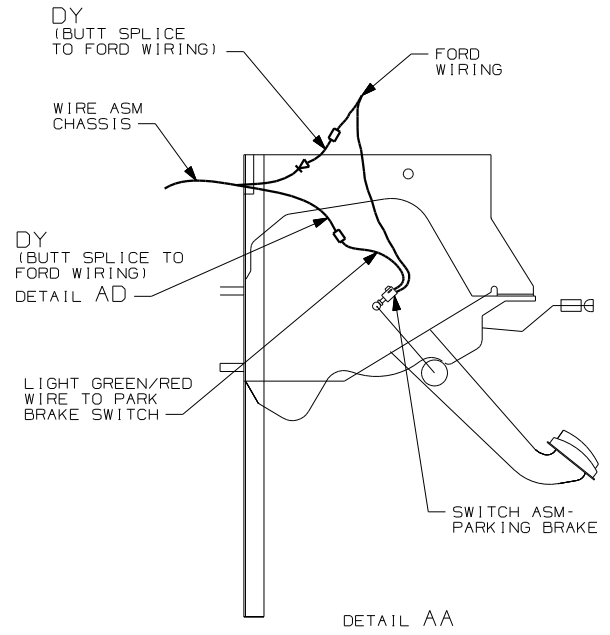
DETAIL AB



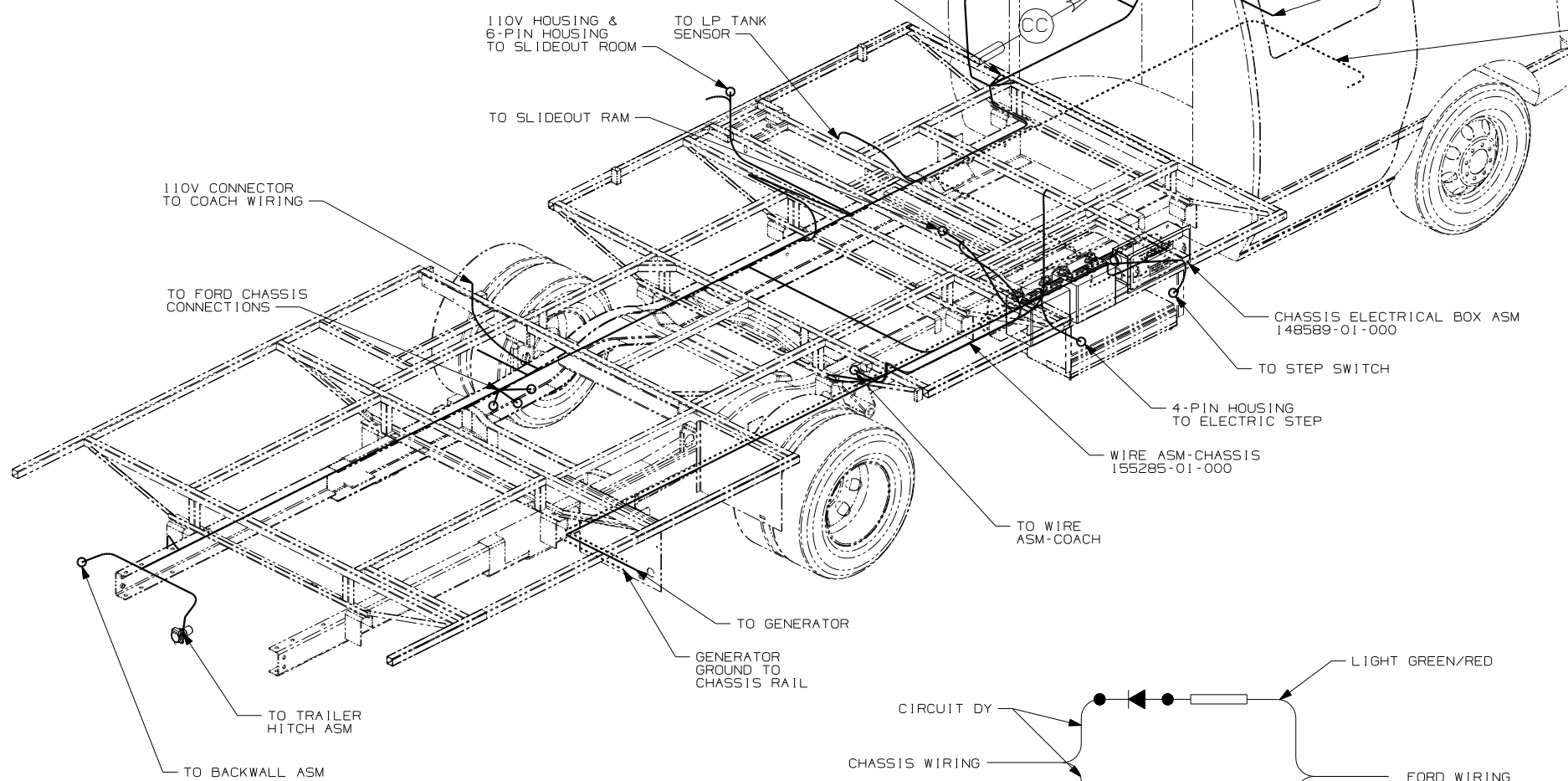
DETAIL AC

- 5 CUT LIGHT GREEN/RED WIRE FROM PARK BRAKE SWITCH AND RECONNECT TO CIRCUIT DY OF CHASSIS ASM AS SHOWN.
- 4 CUT WIRE AND RECONNECT AS SHOWN.
3. SECURE WIRE ASM AND CABLES WITH WIRE TIE 8343-01-000 OR 116673-01-000 AT NOT MORE THAN 600 MM CENTER ALONG ENTIRE ROUTED PATH.
2. SECURE CONDUIT 41953, TAB AS REQUIRED, OVER ALL WIRES IN CONTACT WITH SHARP EDGES.
1. LEGEND: — WINNEBAGO: CABLE: ----- CHASSIS SUPPLIED WIRING.

NOTES:



DETAIL AA



- (1PY) CHEVY CHASSIS 14,050 LB GVWR
- (74A) RR MONITOR SYS-SUNVISOR MNTR
- (28X) MIRRORS-EXTERIOR W/DEFROST
- (1E2) ENTRANCE STEP-ELEC.
- (16E) FORD CHASSIS 14,050 LB.GVWR
- (265) CODES/STANDARDS-CSA/CMVSS
- (1B1) CODES/STANDARDS USA

(1B1) (265) (16E)

WINNEBAGO COPYRIGHT 2004 WINNEBAGO INDUSTRIES, INC.

DFTR	ORIG. DATE
CHKR	ALL DIMENSIONS ARE IN MILLIMETERS
P.E.	FIRST USED
M.E.	06 326A
DSNR	

UNSPECIFIED TOLERANCES ARE: MATERIAL:

WHOLE DIM (X) :
ONE-PLACE (X.X) :
TWO-PLACE (X.XX) :
ANGLE :

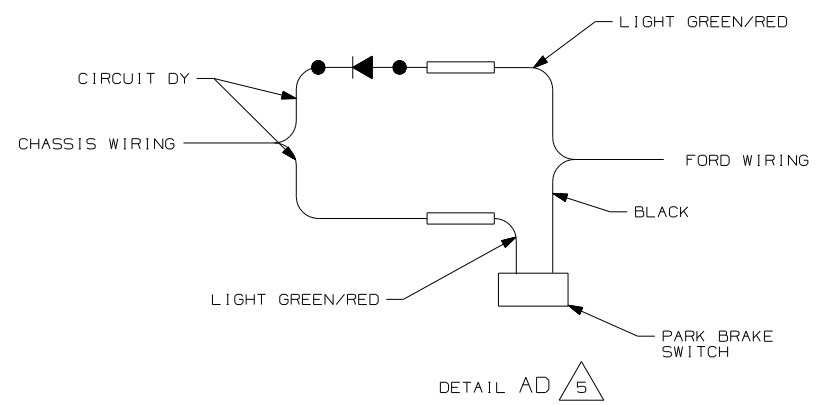
THIRD ANGLE PROJECTION

DO NOT SCALE DRAWING

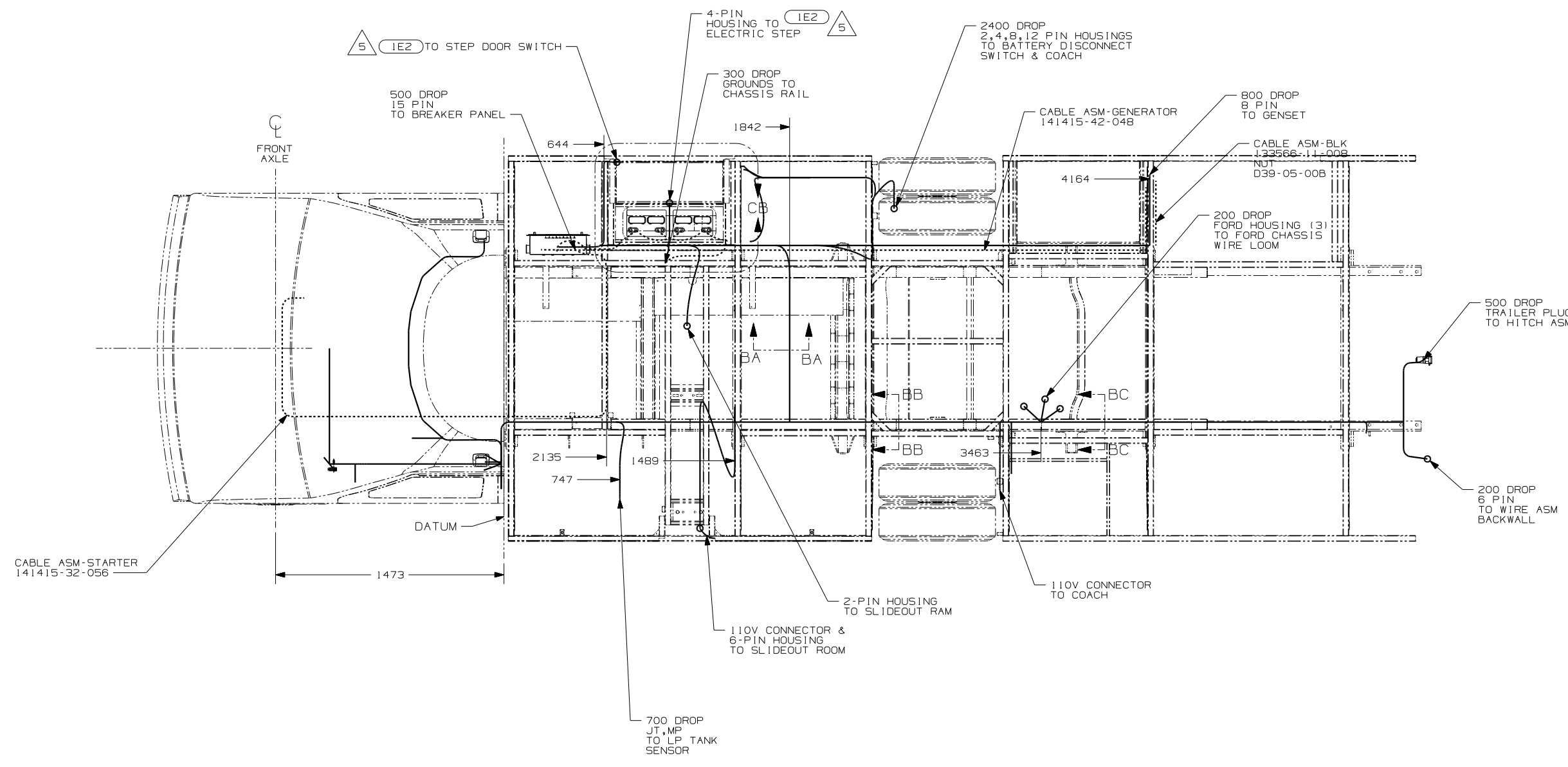
TITLE: **WIRING INSTL-CHASSIS**

SHEET 1 of 5 PART NO **155282**

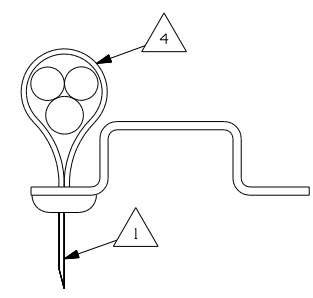
REF: **1 9/28/2005**



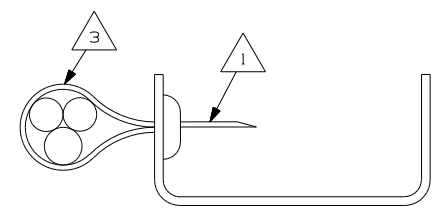
DETAIL AD 5



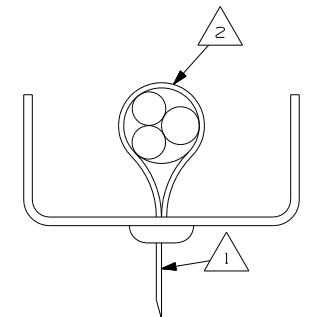
- NOTES:
- 5 SECURE THE DROP BACK TO MAIN WIRE ASM TRUNK WHEN NOT USED.
 - 4 WIRES TO BE TIED TO CROSS MEMBER USING EXISTING HOLES.
 - 3 WIRES TO BE TIED TO TOP OF RAIL USING EXISTING HOLES.
 - 2 WIRES TO BE TIED TO INSIDE OF RAIL USING EXISTING HOLES.
 - 1 CUT OFF EXCESS END OF WIRE TIE.



SECTION BA-BA



SECTION BB-BB

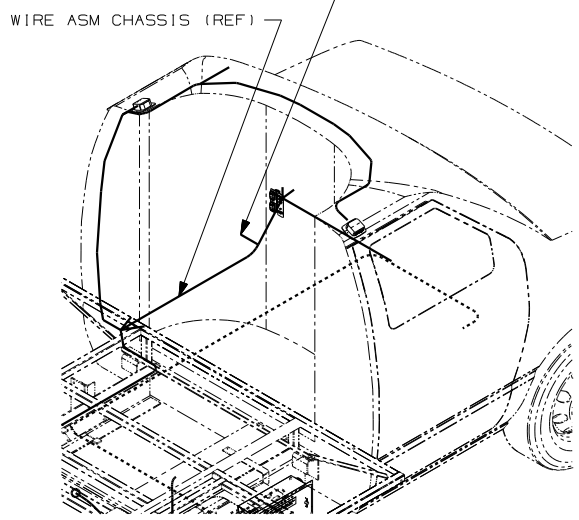


SECTION BC-BC

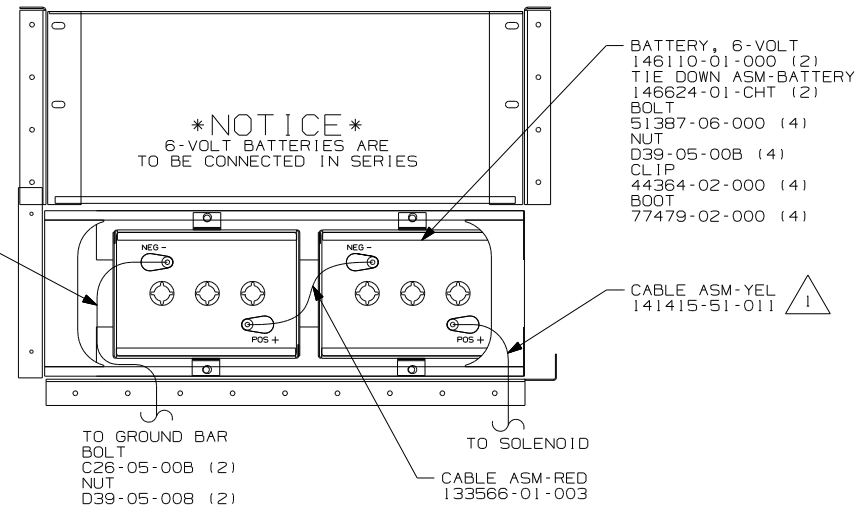
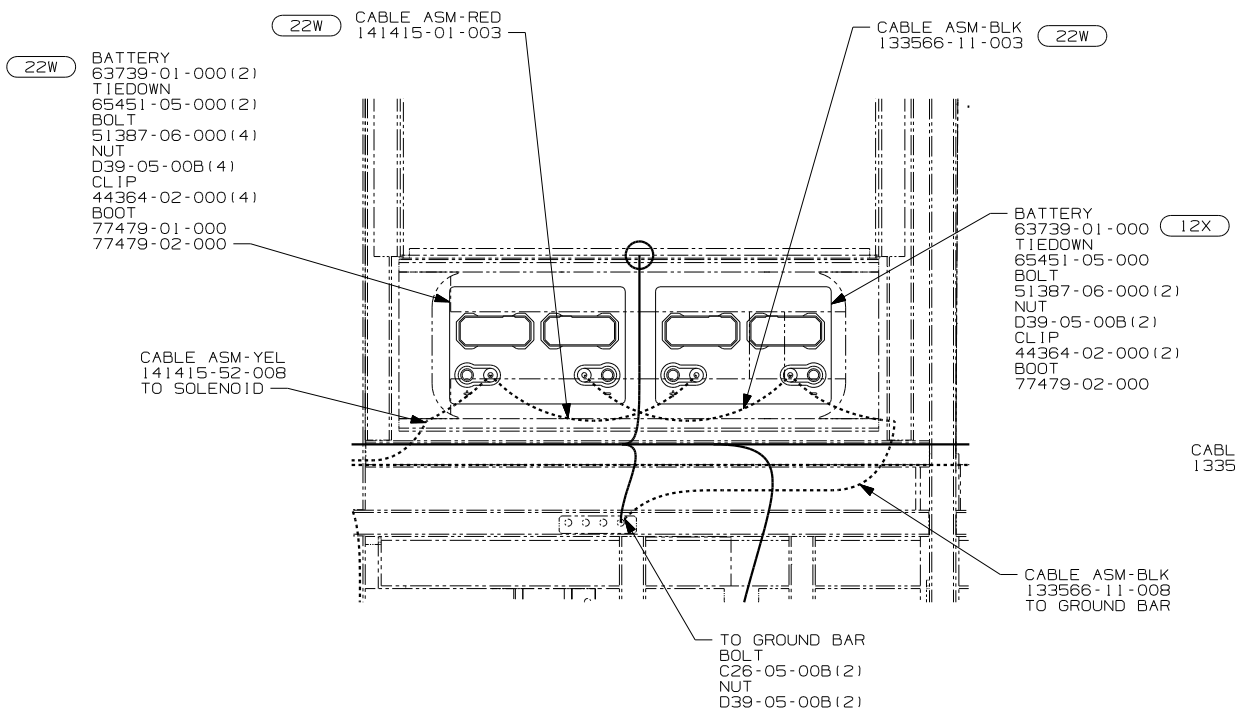
- 1E2 ENTRANCE STEP-ELEC.
- 16E FORD CHASSIS 14,050 LB.GVWR
- 265 CODES/STANDARDS-CSA/CMVSS
- 1B1 CODES/STANDARDS USA

FIRST USED	06 326A
TITLE	DO NOT SCALE DRAWING
	WIRING INSTL-CHASSIS
SHEET 2	PART NO 155282

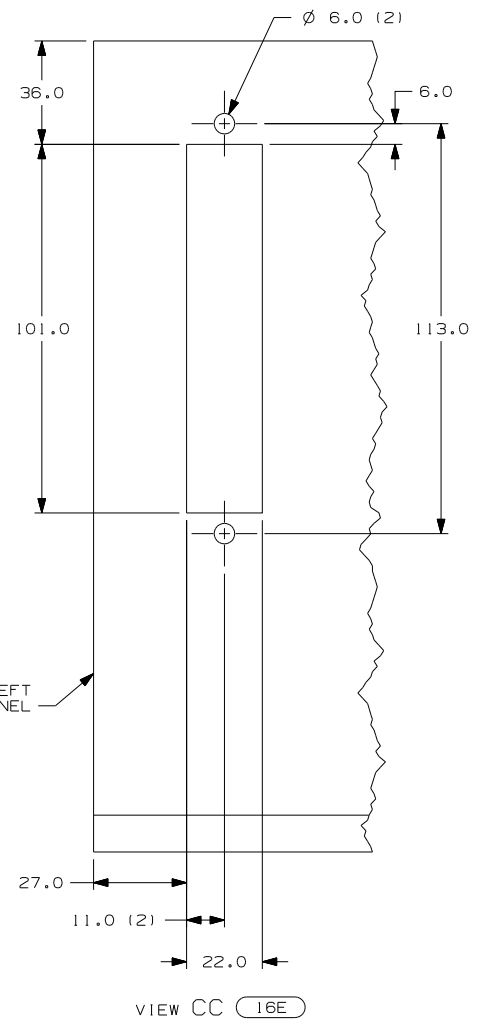
REMOVE A-PILLAR LOWER COVER TO ACCESS FORD CONNECTORS TO DOR ASM
 CONNECT RED/ORG TO WL (2 PLACES)
 CONNECT PK/BLK TO WM (2 PLACES)
 FOR COOR LOCK ACTUATOR



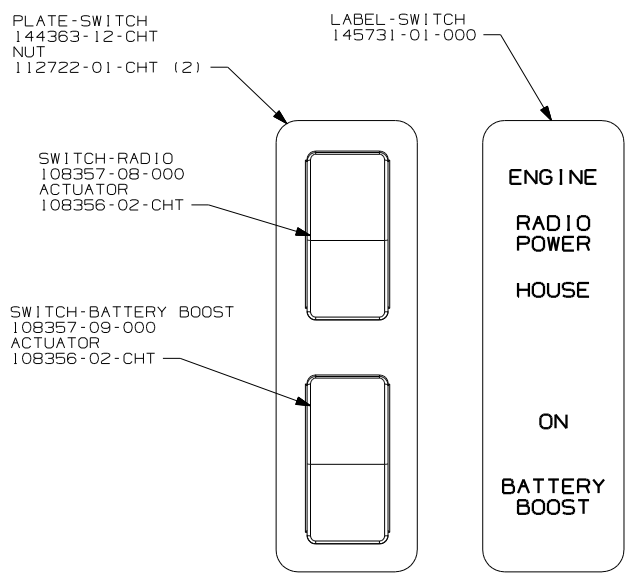
DETAIL CA 16E



DETAIL CB 644 16E 1PY



DETAIL CB 2 16E 1PY

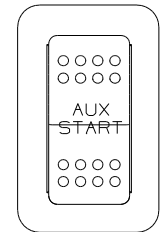
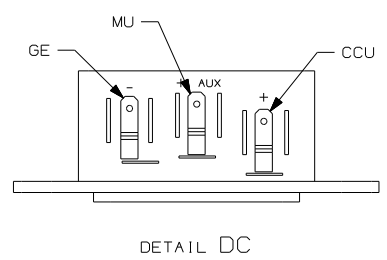


DETAIL CD 16E

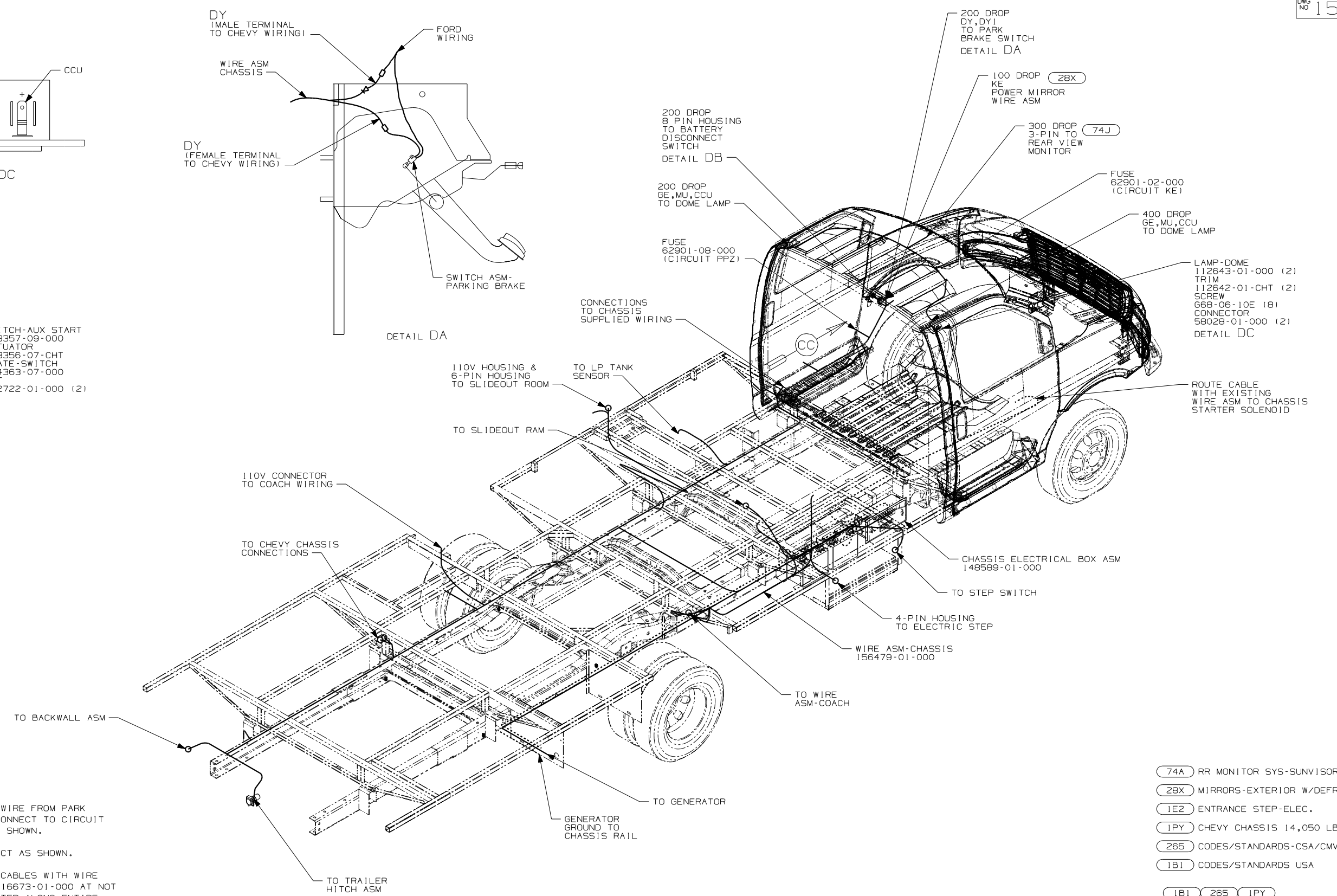
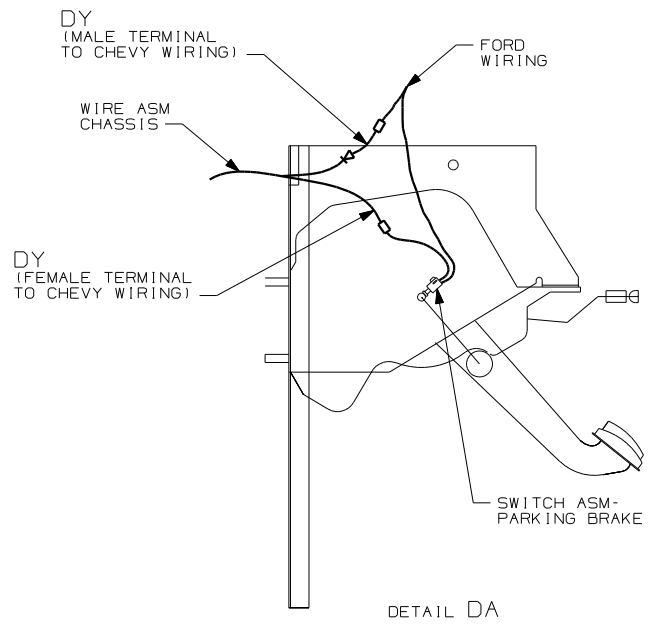
NOTES:
 2 WITHOUT 644
 1 LEAD IS MARKED WITH YELLOW TAPE.

- 1PY CHEVY CHASSIS 14,050 LB GVWR
- 644 GREAT ALASKAN RENTAL PACKAGE
- 22W BATTERY-SECOND
- 12X BATTERY-ONE
- 16E FORD CHASSIS 14,050 LB.GVWR
- 265 CODES/STANDARDS-CSA/CMVSS
- 1B1 CODES/STANDARDS USA

FIRST USED	06 326A
TITLE	DO NOT SCALE DRAWING
	WIRING INSTL-CHASSIS
SHEET 3	PART NO 155282



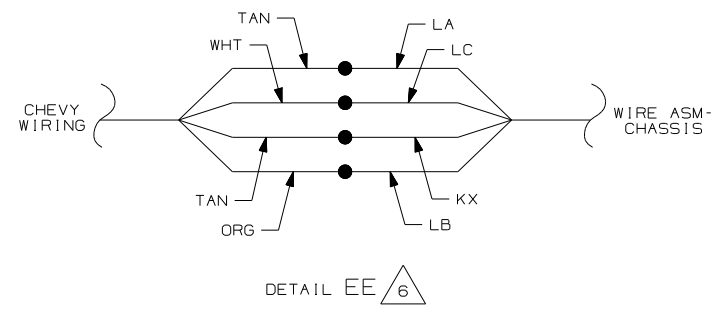
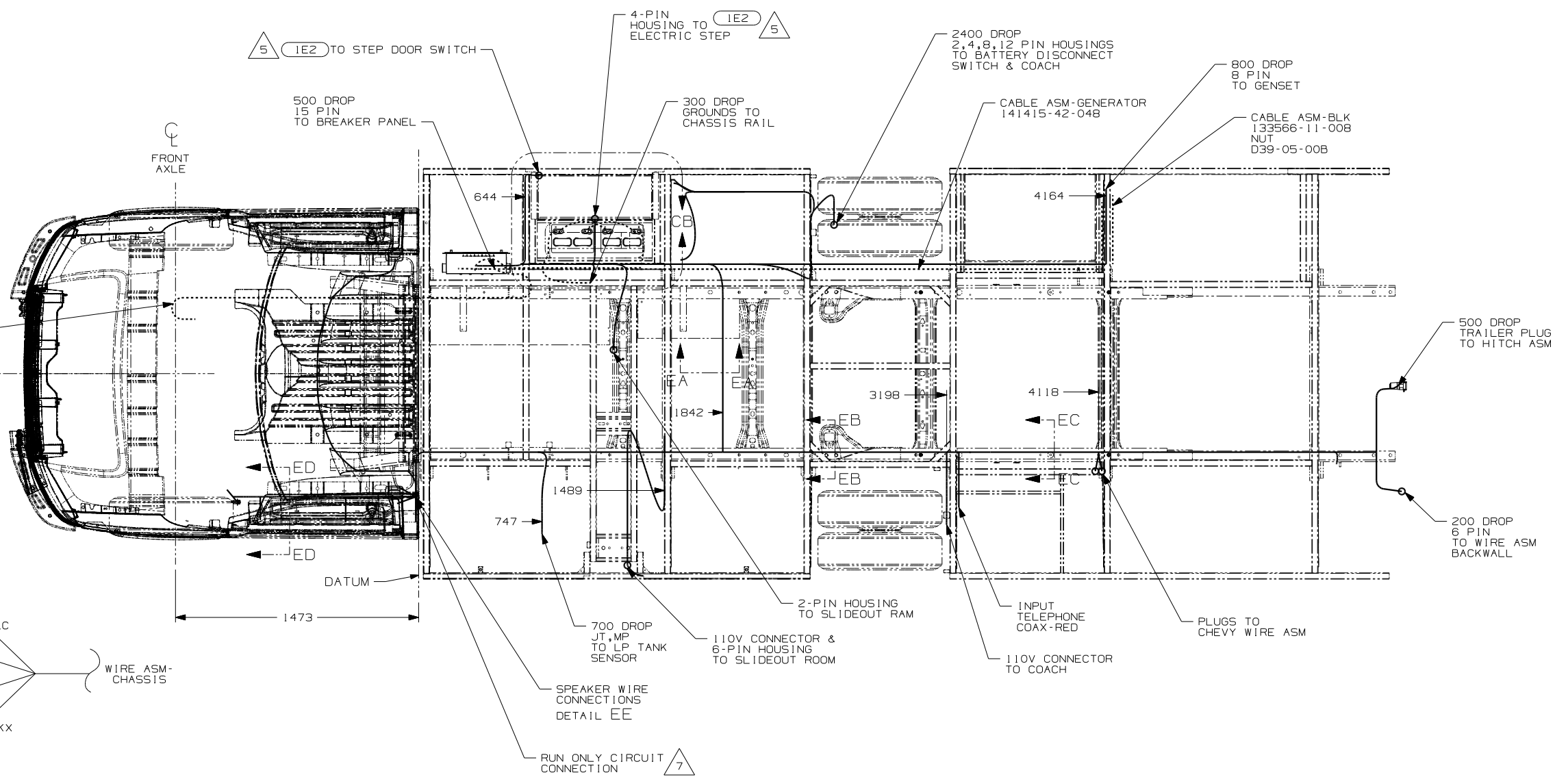
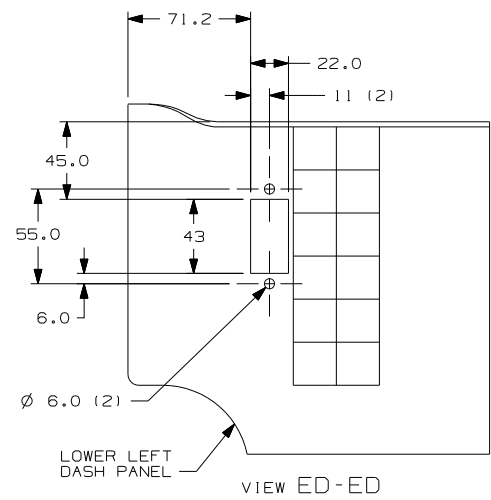
SWITCH-AUX START
108357-09-000
ACTUATOR
108356-07-CHT
PLATE-SWITCH
144363-07-000
NUT
112722-01-000 (2)



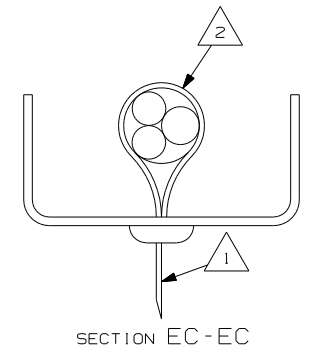
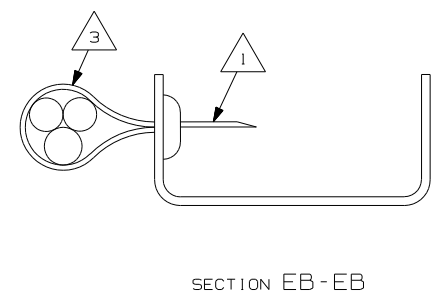
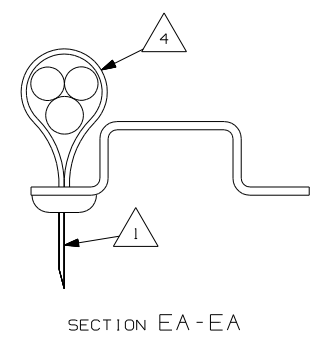
5. CUT LIGHT GREEN/RED WIRE FROM PARK BRAKE SWITCH AND RECONNECT TO CIRCUIT DY OF CHASSIS ASM AS SHOWN.
4. CUT WIRE AND RECONNECT AS SHOWN.
3. SECURE WIRE ASM AND CABLES WITH WIRE TIE 8343-01-000 OR 116673-01-000 AT NOT MORE THAN 600 MM CENTER ALONG ENTIRE ROUTED PATH.
2. SECURE CONDUIT 41953, TAB AS REQUIRED, OVER ALL WIRES IN CONTACT WITH SHARP EDGES.
1. LEGEND: — WINNEBAGO: CABLE: - - - - - CHASSIS SUPPLIED WIRING.

- (74A) RR MONITOR SYS-SUNVISOR MNTR
- (28X) MIRRORS-EXTERIOR W/DEFROST
- (1E2) ENTRANCE STEP-ELEC.
- (1PY) CHEVY CHASSIS 14,050 LB GVWR
- (265) CODES/STANDARDS-CSA/CMVSS
- (1B1) CODES/STANDARDS USA

FIRST USED	06 326A
TITLE	DO NOT SCALE DRAWING
	WIRING INSTL-CHASSIS
SHEET 4	PART NO 155282



- NOTES:
- 7 CONNECT "FEED" CIRCUIT TO CHEVY BROWN WIRE AT B-POST.
 - 6 BOTH POSITIVE WIRES ARE TAN. TO TEST, TURN THE RADIO FADE ALL THE WAY TO THE LEFT. CONNECT THE NEGATIVE TERMINAL OF A TEST SPEAKER TO THE WHITE WIRE. THEN ALTERNATE THE TWO TAN WIRES TO THE POSITIVE TERMINAL. WHICHEVER IS LOUDER IS THE ONE THAT CONNECTS TO CIRCUIT LA. THE OTHER TAN WIRE CONNECTS TO CIRCUIT KX.
 - 5 SECURE THE DROP BACK TO MAIN WIRE ASM TRUNK WHEN NOT USED.
 - 4 WIRES TO BE TIED TO CROSS MEMBER USING EXISTING HOLES.
 - 3 WIRES TO BE TIED TO TOP OF RAIL USING EXISTING HOLES.
 - 2 WIRES TO BE TIED TO INSIDE OF RAIL USING EXISTING HOLES.
 - 1 CUT OFF EXCESS END OF WIRE TIE.



- IE2 ENTRANCE STEP-ELEC.
- IPY CHEVY CHASSIS 14,050 LB GVWR
- 265 CODES/STANDARDS-CSA/CMVSS
- 1B1 CODES/STANDARDS USA

FIRST USED	06 326A
TITLE	DO NOT SCALE DRAWING
WIRING INSTL-CHASSIS	
SHEET 5	PART NO 155282