



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.

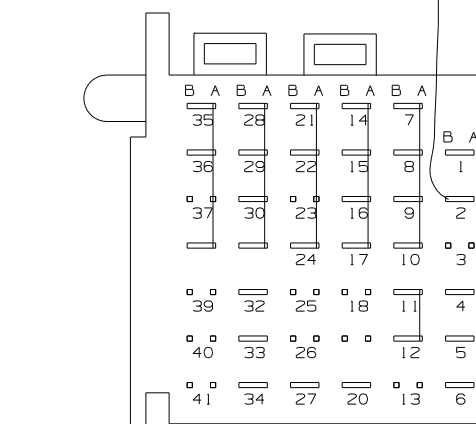
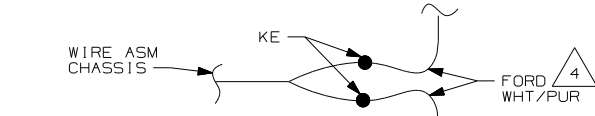
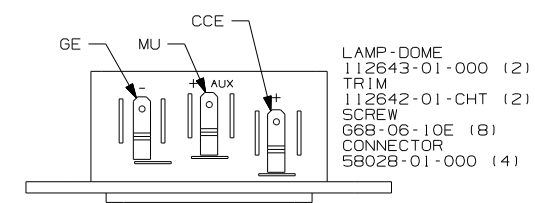


CAUTION

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.

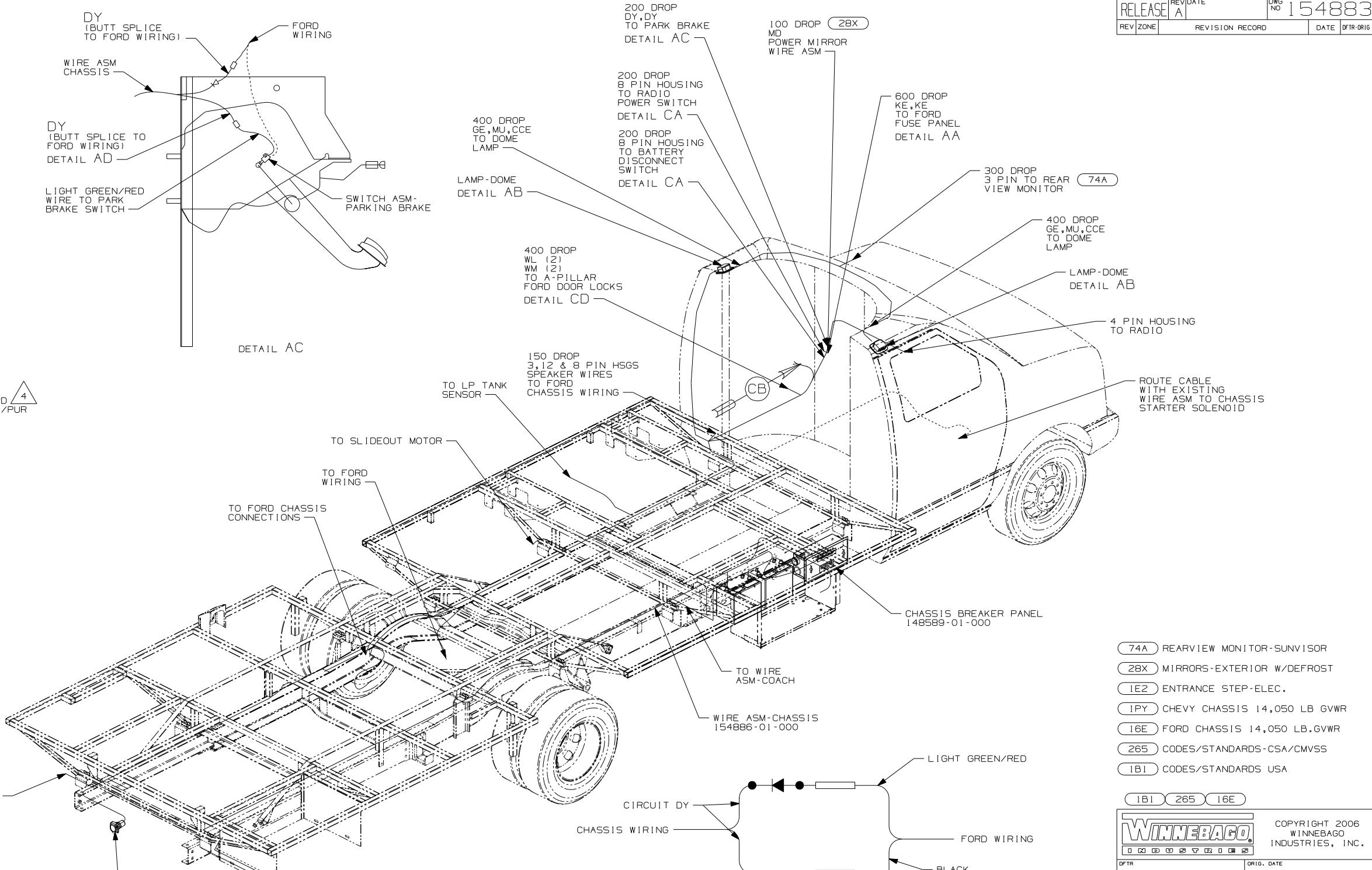
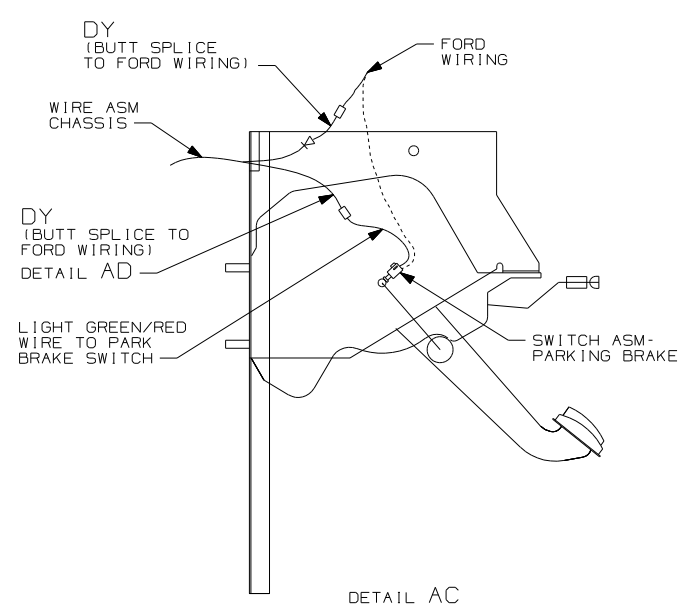
DRAWING NO.	FEATURE	SHEETS
154883-01	16E	1, 2, 3
154883-02	1PY	3, 4, 5

RELEASE	REV DATE	DWG NO
A		154883
REV ZONE	REVISION RECORD	DATE
		DFTR-016



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:



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

WINNEBAGO COPYRIGHT 2006 WINNEBAGO INDUSTRIES, INC.

DFTR	ORIG. DATE
CHKR	ALL DIMENSIONS ARE IN MILLIMETERS
P.E.	FIRST USED
M.E.	06 327L
DSNR	

UNSPECIFIED TOLERANCES ARE: MATERIAL:

WHOLE DIM (X)	: 3
ONE-PLACE (X.X)	: 1.5
TWO-PLACE (X.XX)	: 0.50
ANGLE	: 1°

THIRD ANGLE PROJECTION

DO NOT SCALE DRAWING

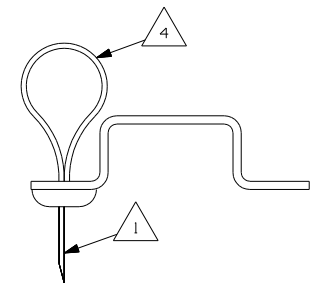
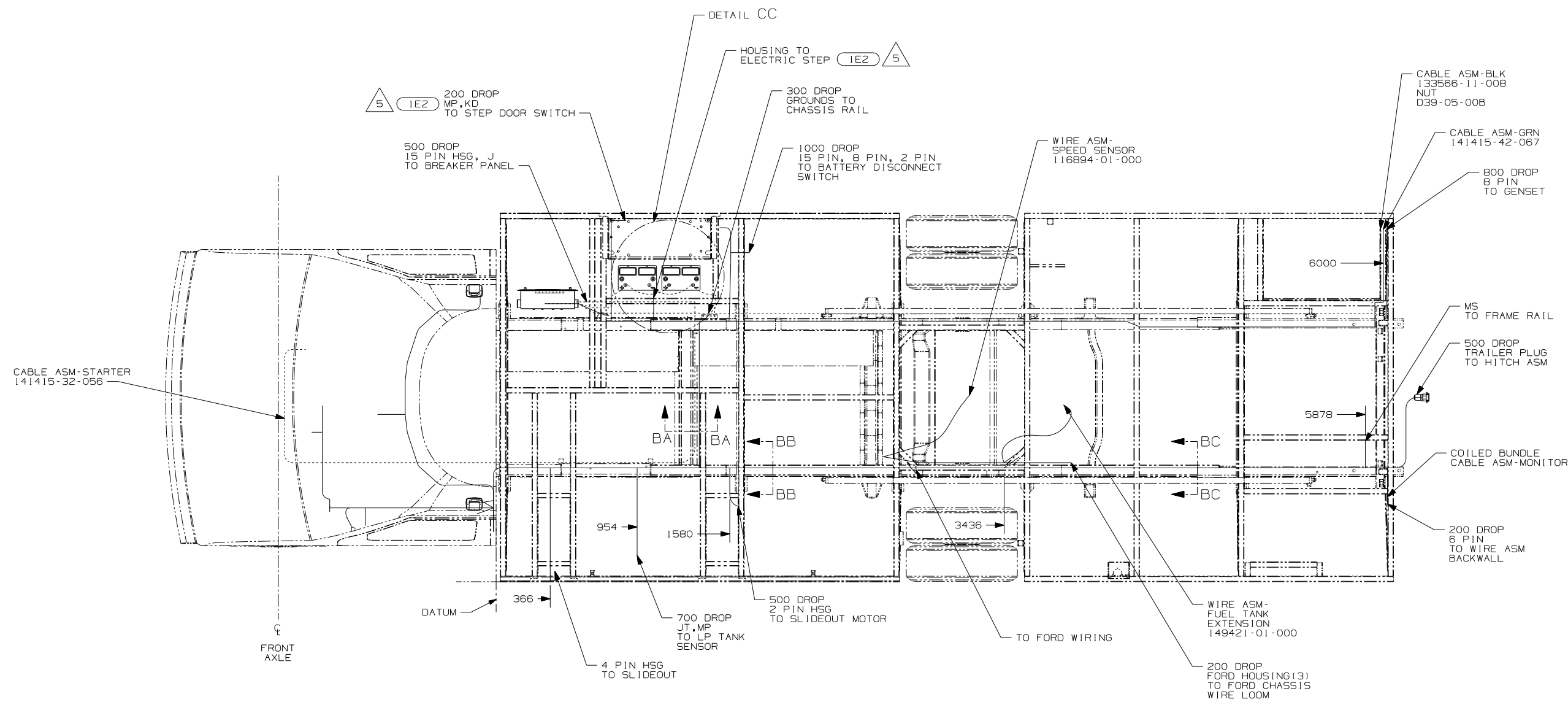
TITLE: WIRING INSTL-CHASSIS

SHEET 1 OF 5 PART NO 154883 REV

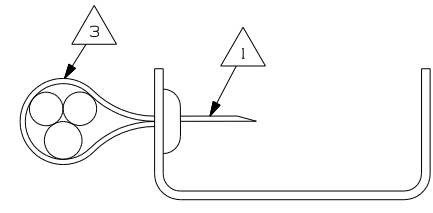
REF: 1 6/15/2006

FOR ELECTRICAL TORQUE SPECIFICATIONS SEE DWG NO. 128783-01-000

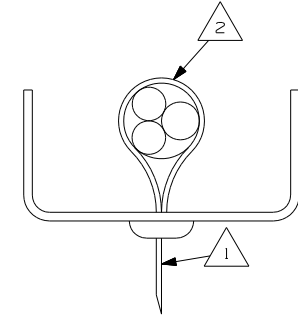
X-X FOR ELECTRICAL CALLOUTS SEE DWG NO. 121339-01-000



SECTION BA-BA



SECTION BB-BB



SECTION BC-BC

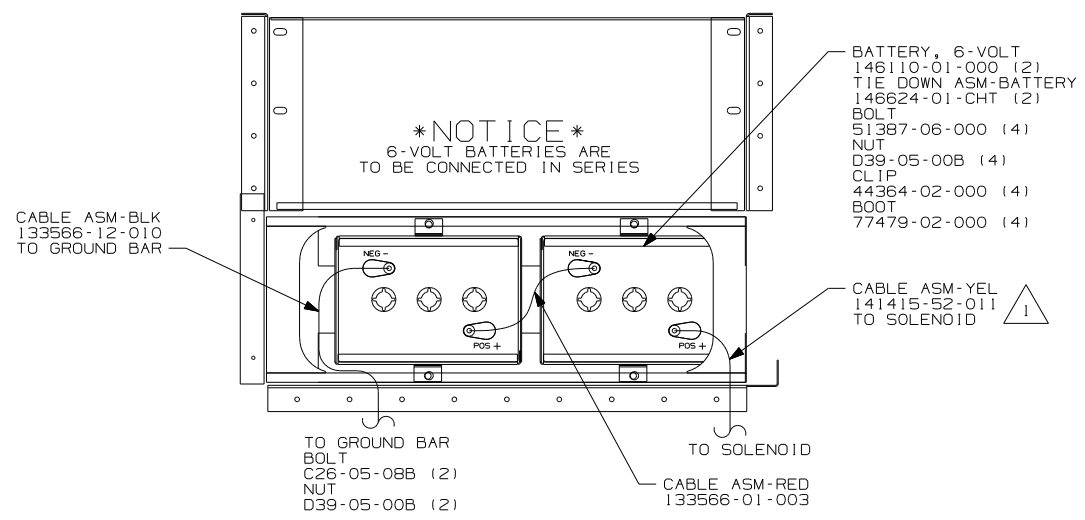
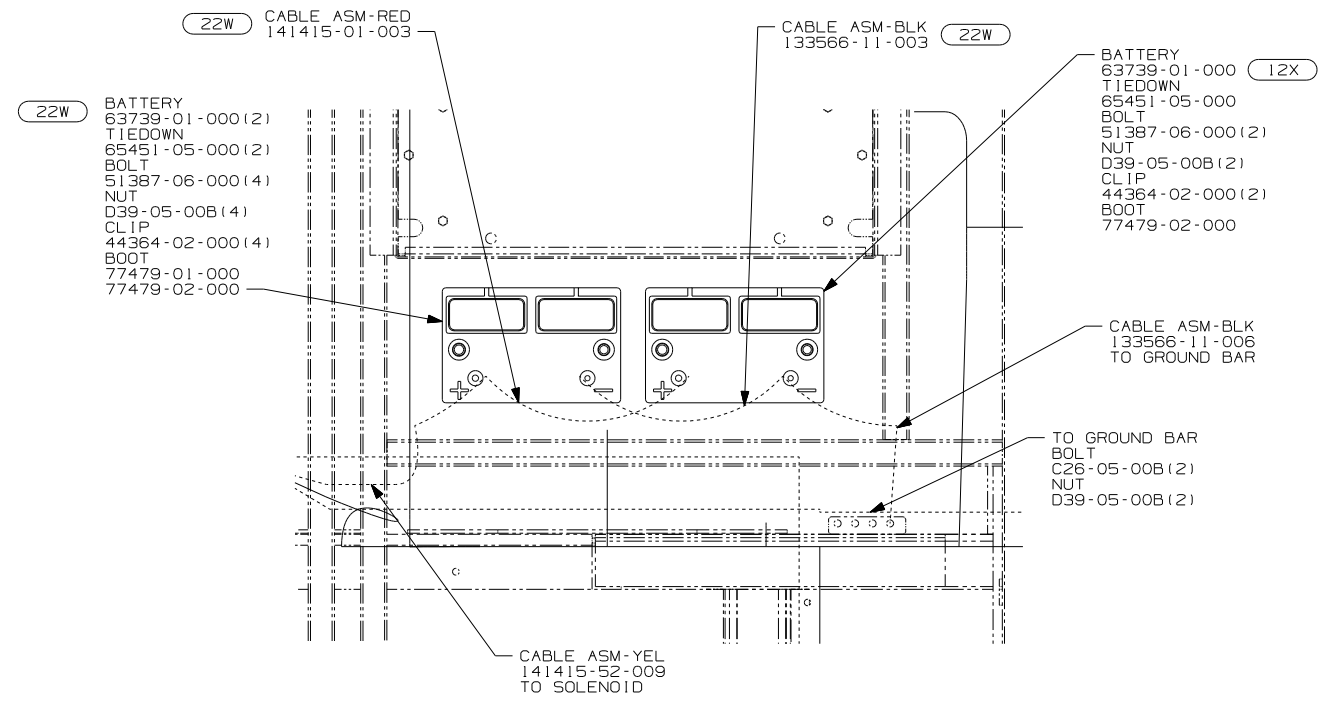
- NOTES:
- 5 SECURE THE DROP BACK TO MAIN WIRE ASM TRUNK WHEN NOT USED.
 - 4 WIRES TO BE TIED TO CROSS MEMBER USING EXISTING HOLES.
 - 3 WIRES TO BE TIED TO TOP OF RAIL USING EXISTING HOLES.
 - 2 WIRES TO BE TIED TO INSIDE OF RAIL USING EXISTING HOLES.
 - 1 CUT OFF EXCESS END OF WIRE TIE.

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

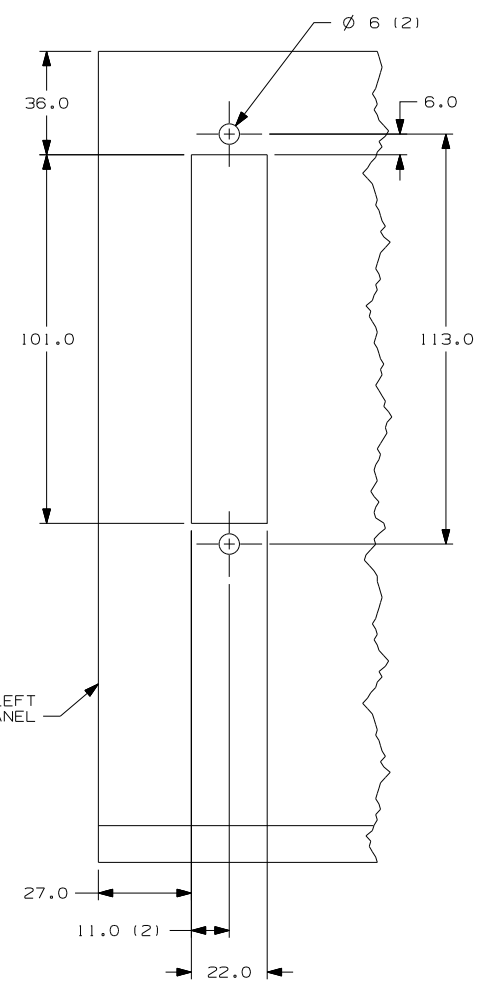
FIRST USED	
06 327L	
DO NOT SCALE DRAWING	
TITLE: WIRING INSTL-CHASSIS	
SHEET 2	PART NO 154883

FOR ELECTRICAL TORQUE SPECIFICATIONS SEE DWG NO. 128783-01-000

FOR ELECTRICAL CALLOUTS SEE DWG NO. 121339-01-000



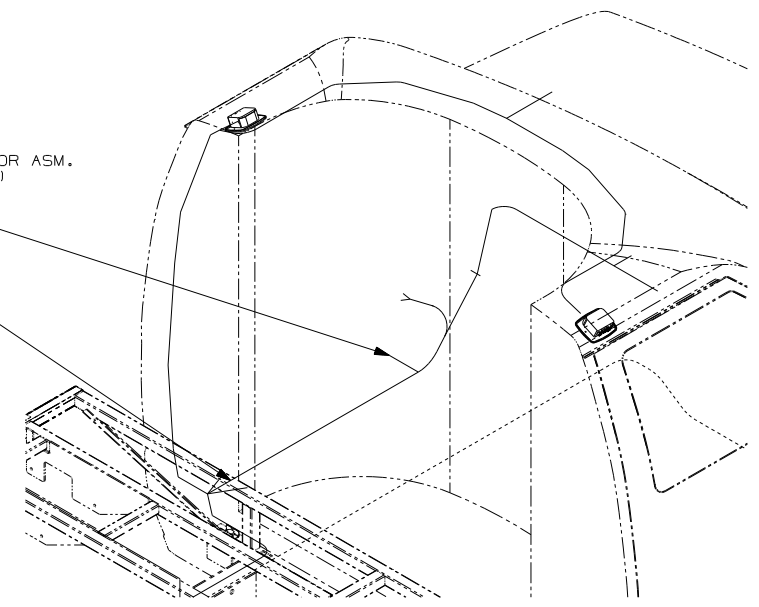
DETAIL CC 2 16E IPY



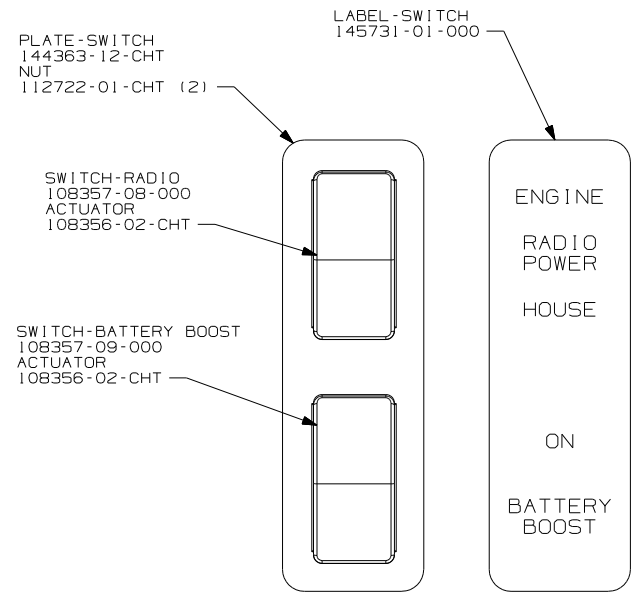
VIEW CB 16E

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

WIRE ASM-CHASSIS (REF)



DETAIL CD 16E



DETAIL CA 16E

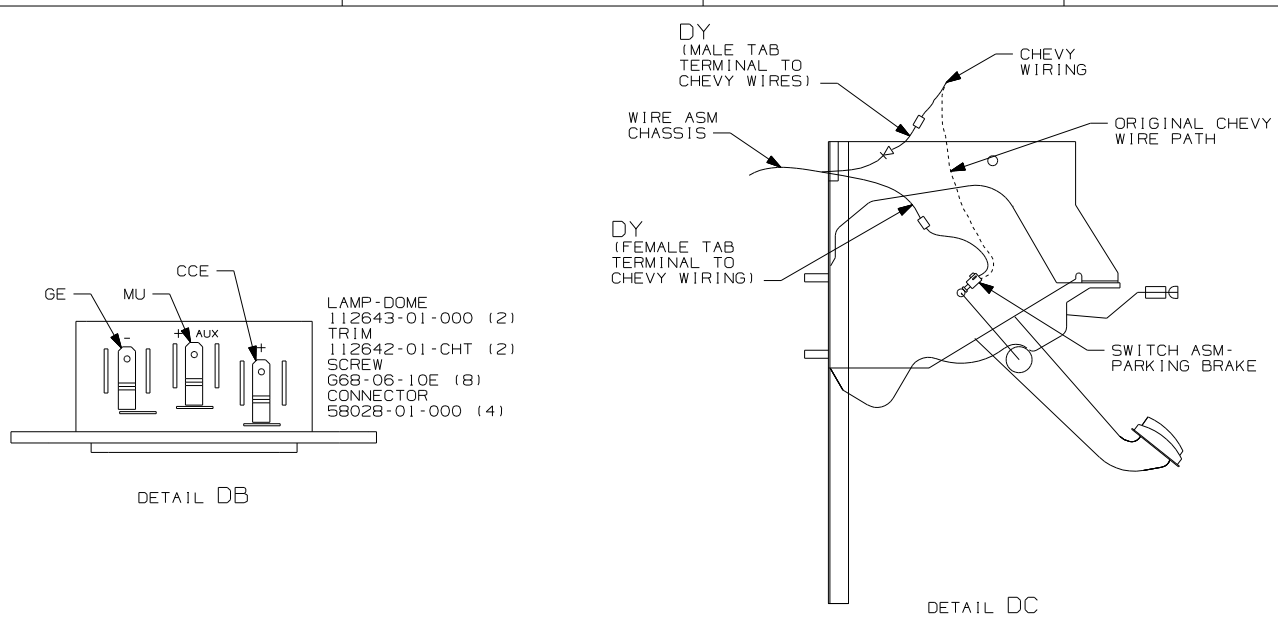
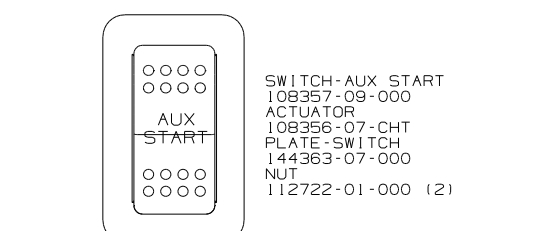
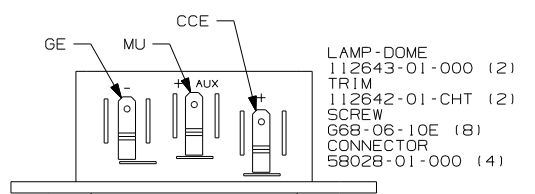
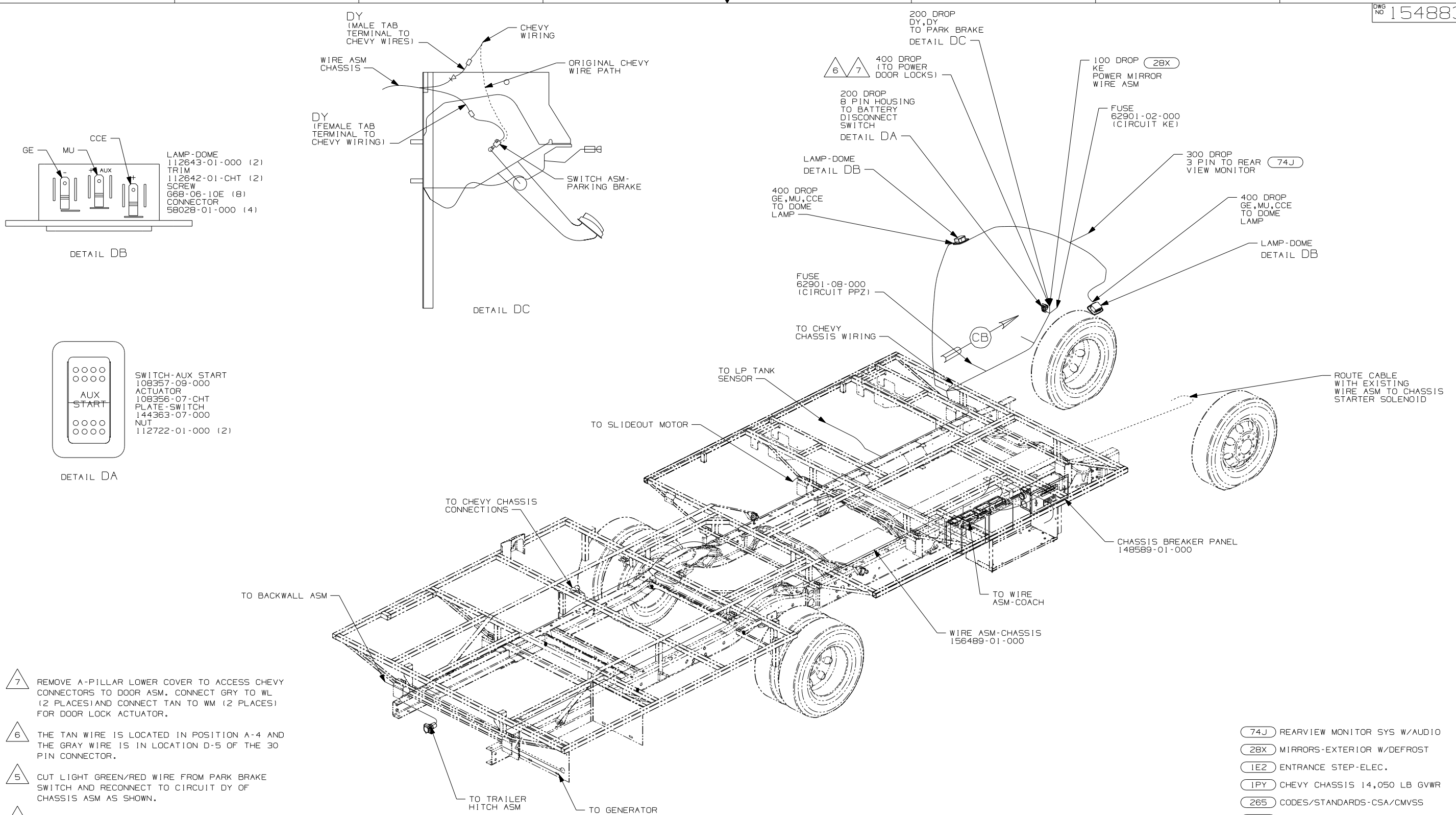
NOTES:
2 WITHOUT 644
1 LEAD IS MARKED WITH YELLOW TAPE.

FOR ELECTRICAL TORQUE SPECIFICATIONS SEE DWG NO. 128783-01-000

X-X FOR ELECTRICAL CALLOUTS SEE DWG NO. 121339-01-000

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

FIRST USED	06 327L
TITLE	DO NOT SCALE DRAWING
WIRING INSTL-CHASSIS	
SHEET 3	PART NO 154883 REV



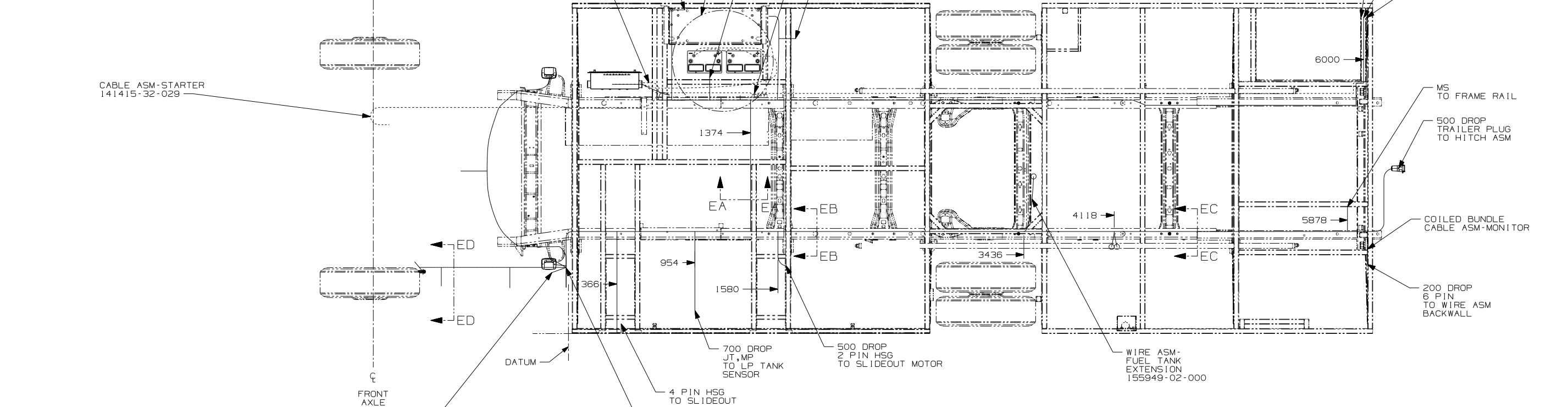
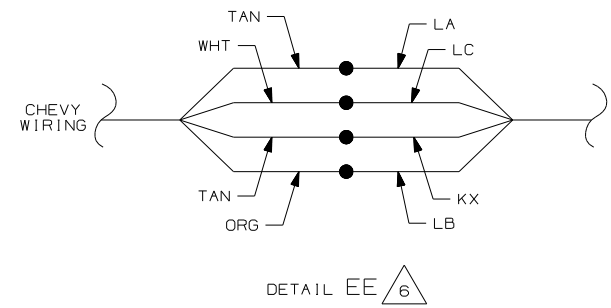
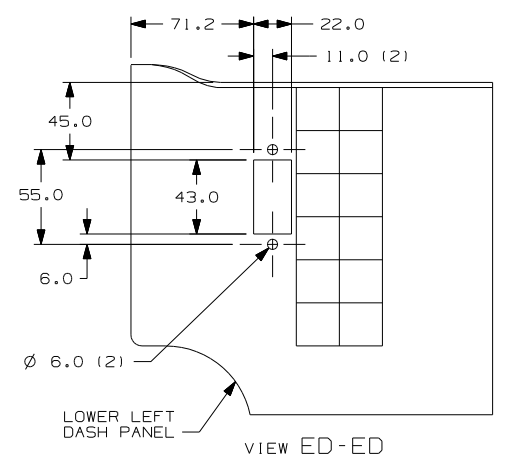
- NOTES:**
- LEGEND: — WINNEBAGO; CABLE; ----- CHASSIS SUPPLIED WIRING.
 - SECURE CONDUIT 41953, TAB AS REQUIRED, OVER ALL WIRES IN CONTACT WITH SHARP EDGES.
 - SECURE WIRE ASM AND CABLES WITH WIRE TIE 8343-01-000 OR 116673-01-000 AT NOT MORE THAN 600 MM CENTER ALONG ENTIRE ROUTED PATH.
 - CUT WIRE AND RECONNECT AS SHOWN.
 - CUT LIGHT GREEN/RED WIRE FROM PARK BRAKE SWITCH AND RECONNECT TO CIRCUIT DY OF CHASSIS ASM AS SHOWN.
 - THE TAN WIRE IS LOCATED IN POSITION A-4 AND THE GRAY WIRE IS IN LOCATION D-5 OF THE 30 PIN CONNECTOR.
 - REMOVE A-PILLAR LOWER COVER TO ACCESS CHEVY CONNECTORS TO DOOR ASM. CONNECT GRAY TO WL (2 PLACES) AND CONNECT TAN TO WM (2 PLACES) FOR DOOR LOCK ACTUATOR.

FOR ELECTRICAL TORQUE SPECIFICATIONS SEE DWG NO. 128783-01-000

FOR ELECTRICAL CALLOUTS SEE DWG NO. 121339-01-000

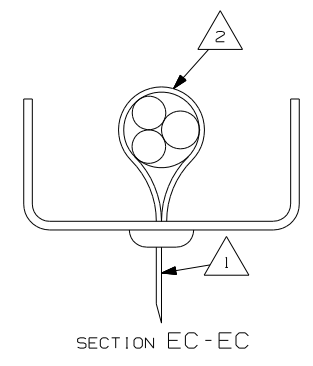
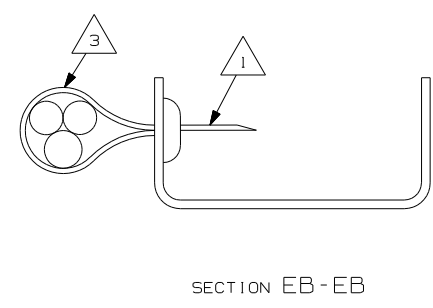
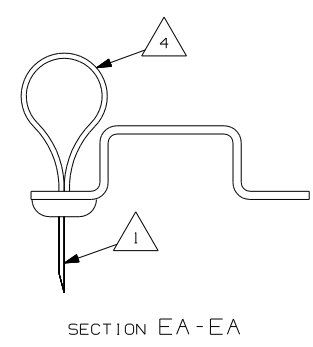
- (74J) REARVIEW MONITOR SYS W/AUDIO
- (28X) MIRRORS-EXTERIOR W/DEFROST
- (1E2) ENTRANCE STEP-ELEC.
- (1PY) CHEVY CHASSIS 14,050 LB GVWR
- (265) CODES/STANDARDS-CSA/CMVSS
- (1B1) CODES/STANDARDS USA

FIRST USED	06 327L
TITLE	DO NOT SCALE DRAWING
TITLE	WIRING INSTL-CHASSIS
SHEET 4	PART NO 154883 REV



△ 7 RUN ONLY CIRCUIT CONNECTION

- △ 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 THE LOUDER IS THE ONE THAT CONNECTS TO CIRCUIT LA. THE OTHER 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 327L
TITLE	DO NOT SCALE DRAWING
WIRING INSTL-CHASSIS	
SHEET 5	PART NO 154883 REV

FOR ELECTRICAL TORQUE SPECIFICATIONS SEE DWG NO. 128783-01-000

FOR ELECTRICAL CALLOUTS SEE DWG NO. 121339-01-000