



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.

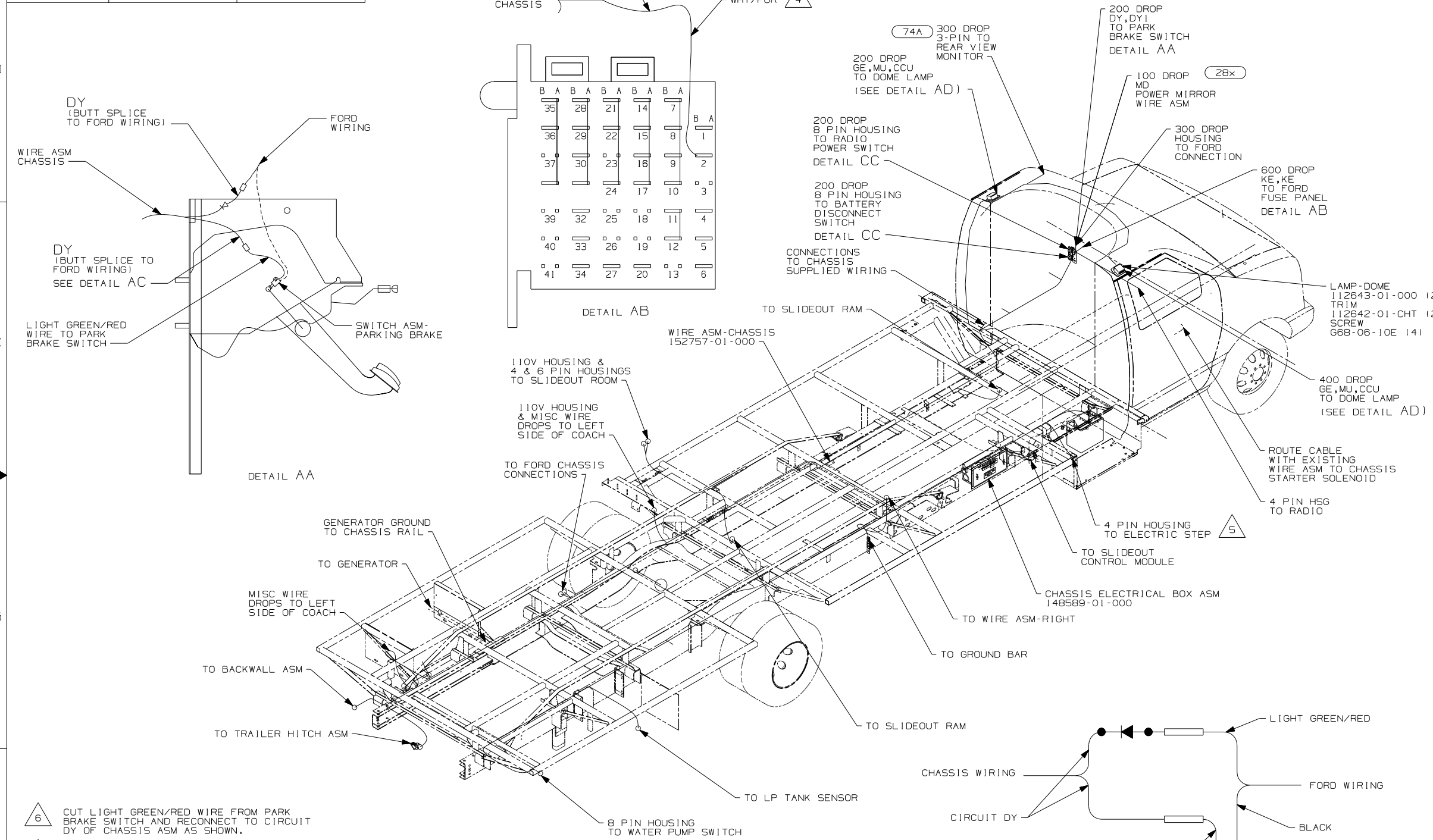


CAUTION

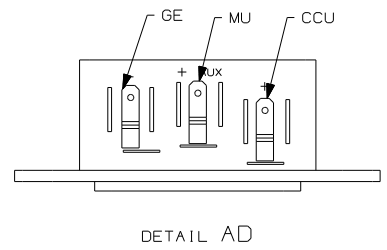
If you lack the skills, tools or equipment to perform diagnostic or repair work leave such work to an authorized Winnebago Industries dealer or other qualified shop.

DRAWING NO.	FEATURE	SHEETS
152754-01	16E	1,2,3
152754-02	IPY	3,4,5

RELEASE	REV/DATE	DWG NO
	A	152754
REV ZONE	REVISION RECORD	DATE
		DFTR-016



- 6 CUT LIGHT GREEN/RED WIRE FROM PARK BRAKE SWITCH AND RECONNECT TO CIRCUIT DY OF CHASSIS ASM AS SHOWN.
- 5 SECURE DROP BACK ALONG RAIL WITHOUT 1E2.
- 4 CUT WIRE AND RECONNECT AS SHOWN.
3. USE WIRE TIES 8343-04-000 AND 116673-01-000 APPROXIMATELY 600mm ON CENTER UNLESS OTHERWISE SPECIFIED.
2. SECURE CONDUIT 41953, TAB AS REQUIRED, OVER ALL WIRES IN CONTACT WITH SHARP EDGES.
1. LEGEND: _____ WINNEBAGO: _____ CABLE: _____ CHASSIS SUPPLIED WIRING.

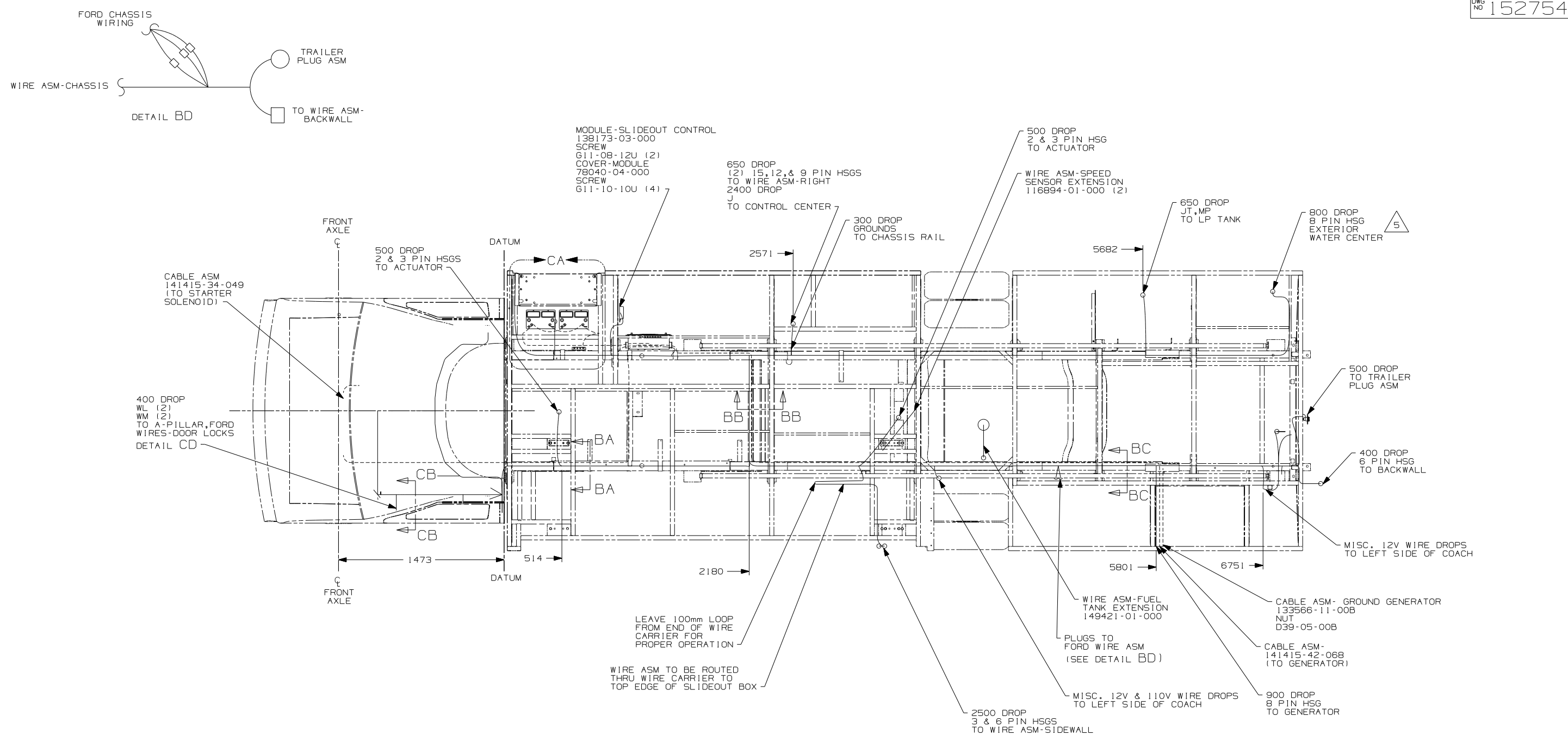


- 74A RR MONITOR SYS-SUNVISOR MNTR
- 28X MIRRORS-EXTERIOR W/DEFROST
- 265 CODES/STANDARDS-CSA/CMVSS
- 16E FORD CHASSIS 14,050 LB.GVWR
- 1E2 ENTRANCE STEP-ELEC.
- 1B1 CODES/STANDARDS USA

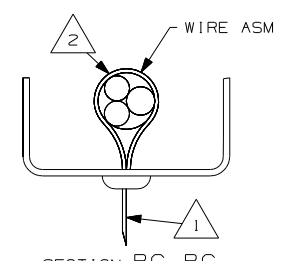
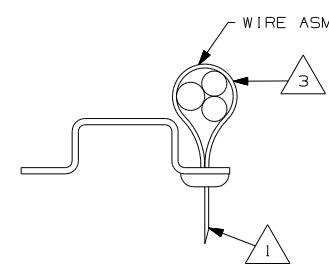
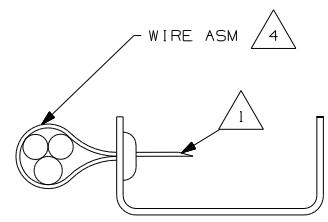
WINNEBAGO		COPYRIGHT 2006 WINNEBAGO INDUSTRIES, INC.
DFTR	ORIG. DATE	
CHKR	ALL DIMENSIONS ARE IN MILLIMETERS	
P.E.	FIRST USED	06 331C/T
M.E.		
DSNR		
UNSPECIFIED TOLERANCES ARE:	MATERIAL:	
HOLE DIM (X)	: 3	
ONE-PLACE (X.X)	: 1.5	
TWO-PLACE (X.XX)	: 0.50	
ANGLE	: 1°	
THIRD ANGLE PROJECTION		
DO NOT SCALE DRAWING		
TITLE: WIRING INSTL-CHASSIS		
SHEET 1 of 5	PART NO	152754
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



- 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.

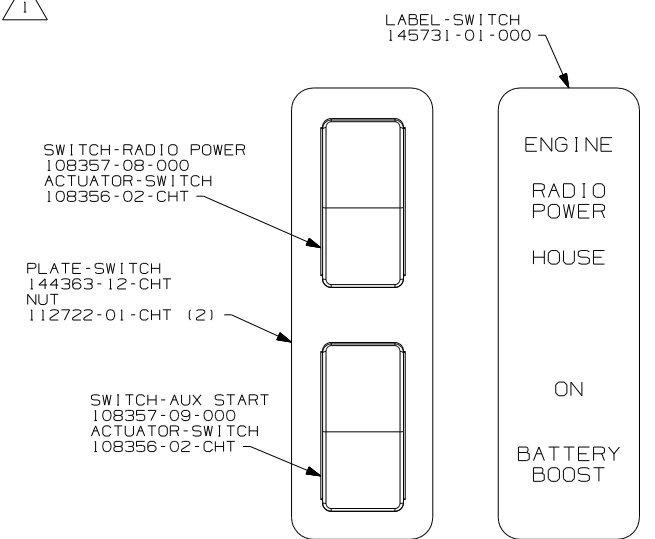
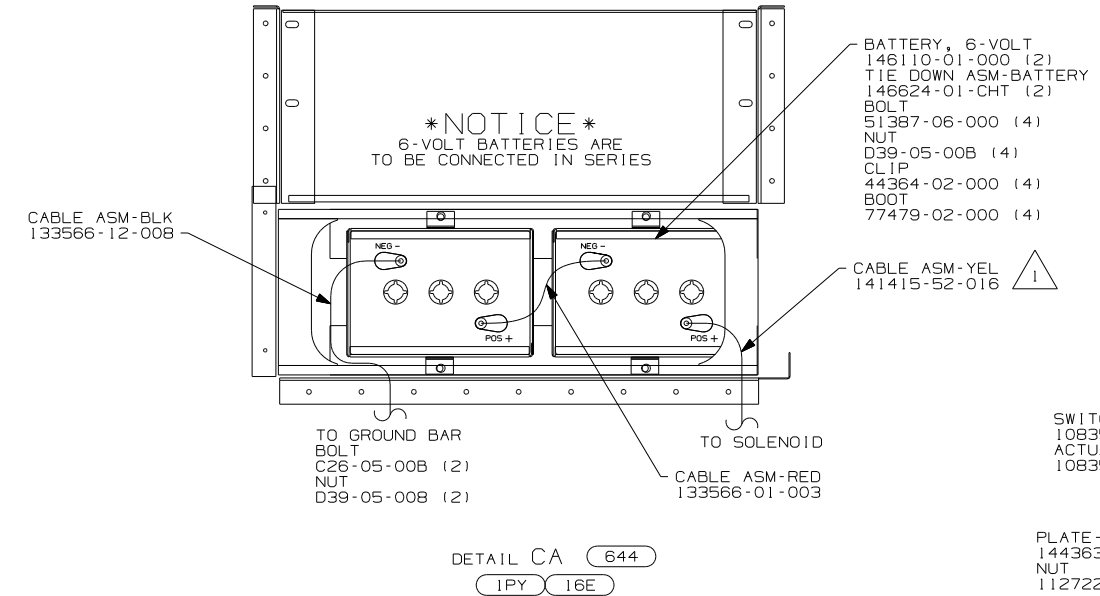
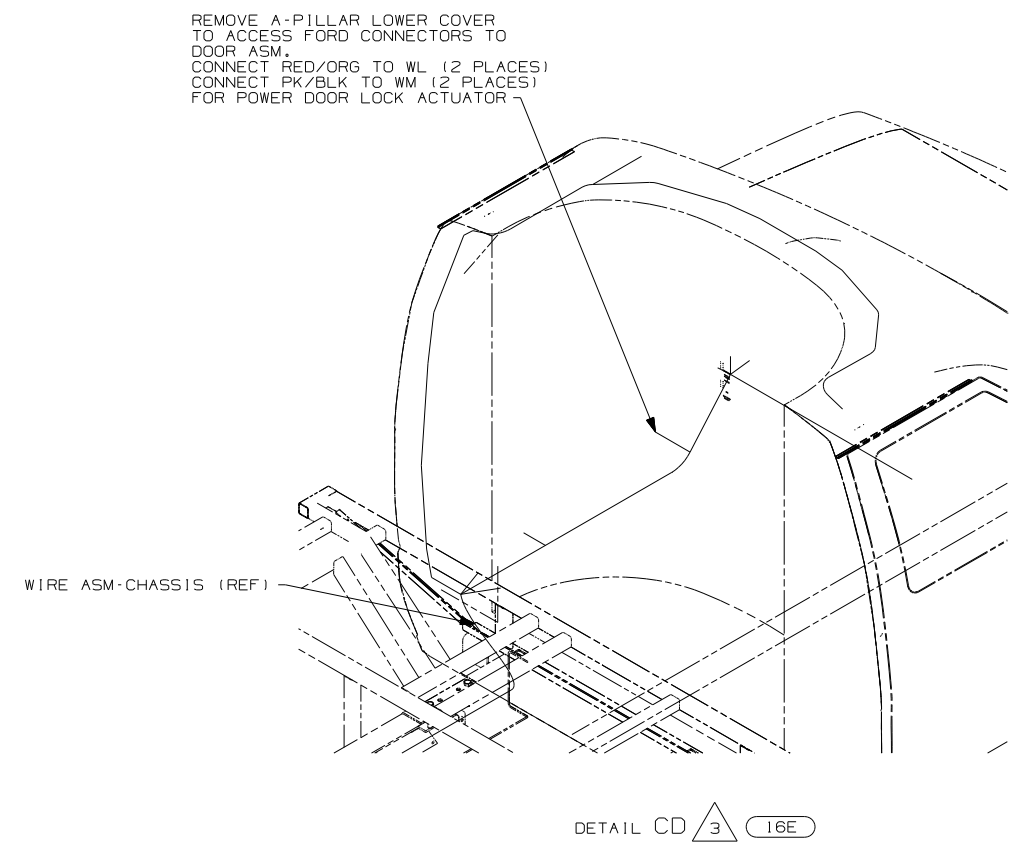
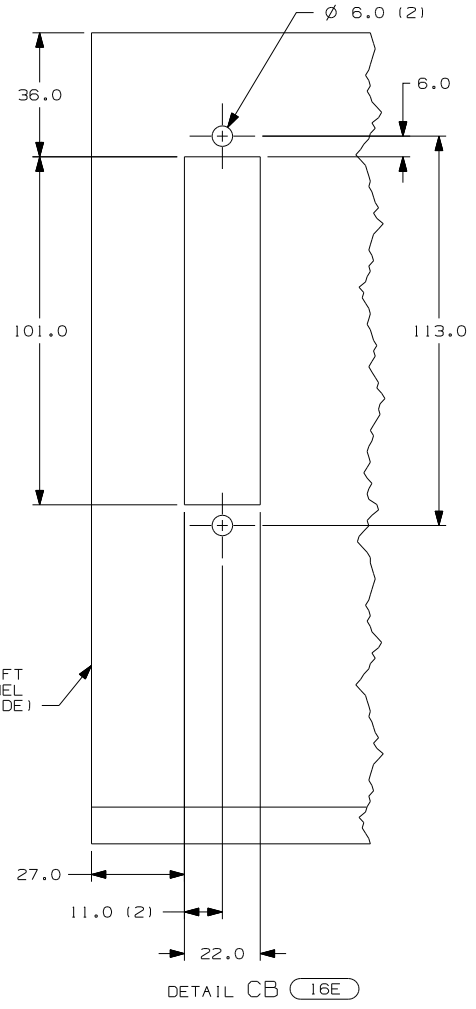
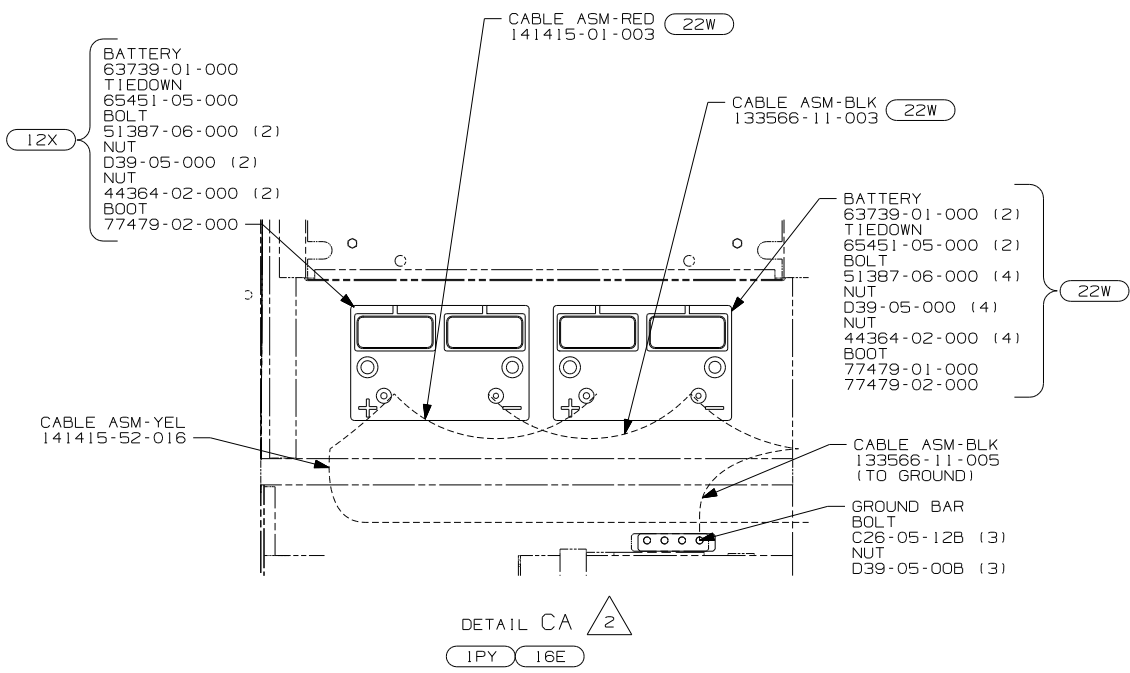


- 265 CODES/STANDARDS-CSA/CMVSS
- 16E FORD CHASSIS 14,050 LB. GVWR
- 1B1 CODES/STANDARDS USA

FIRST USED	06 331C/T
TITLE	DO NOT SCALE DRAWING
TITLE	WIRING INSTL-CHASSIS
SHEET 2	PART NO 152754 REV

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

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



- \triangle 3 WITH OPTION 644, DO NOT CONNECT POWER DOOR LOCK WIRES. TIE WL & WM BACK TO MAIN HARNESS.
- \triangle 2 WITHOUT 644.
- \triangle 1 LEAD IS MARKED WITH YELLOW TAPE.
- NOTES:

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

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

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

FIRST USED	06 331C/T
TITLE	DO NOT SCALE DRAWING
WIRING INSTL-CHASSIS	
SHEET 3	PART NO 152754 REV

