



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.

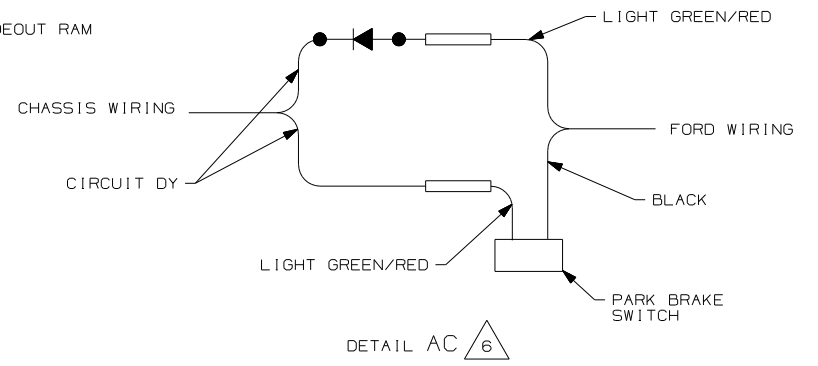
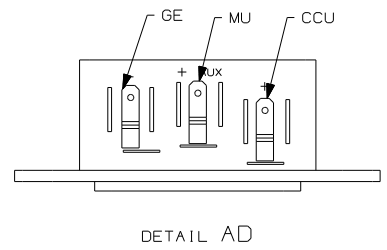
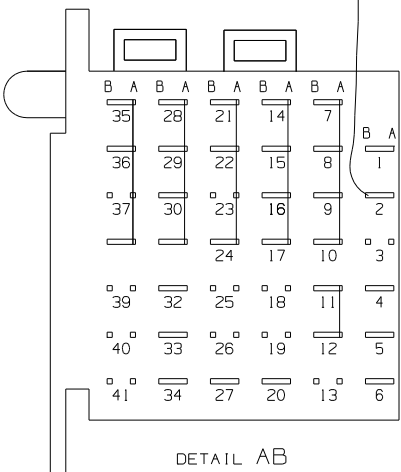
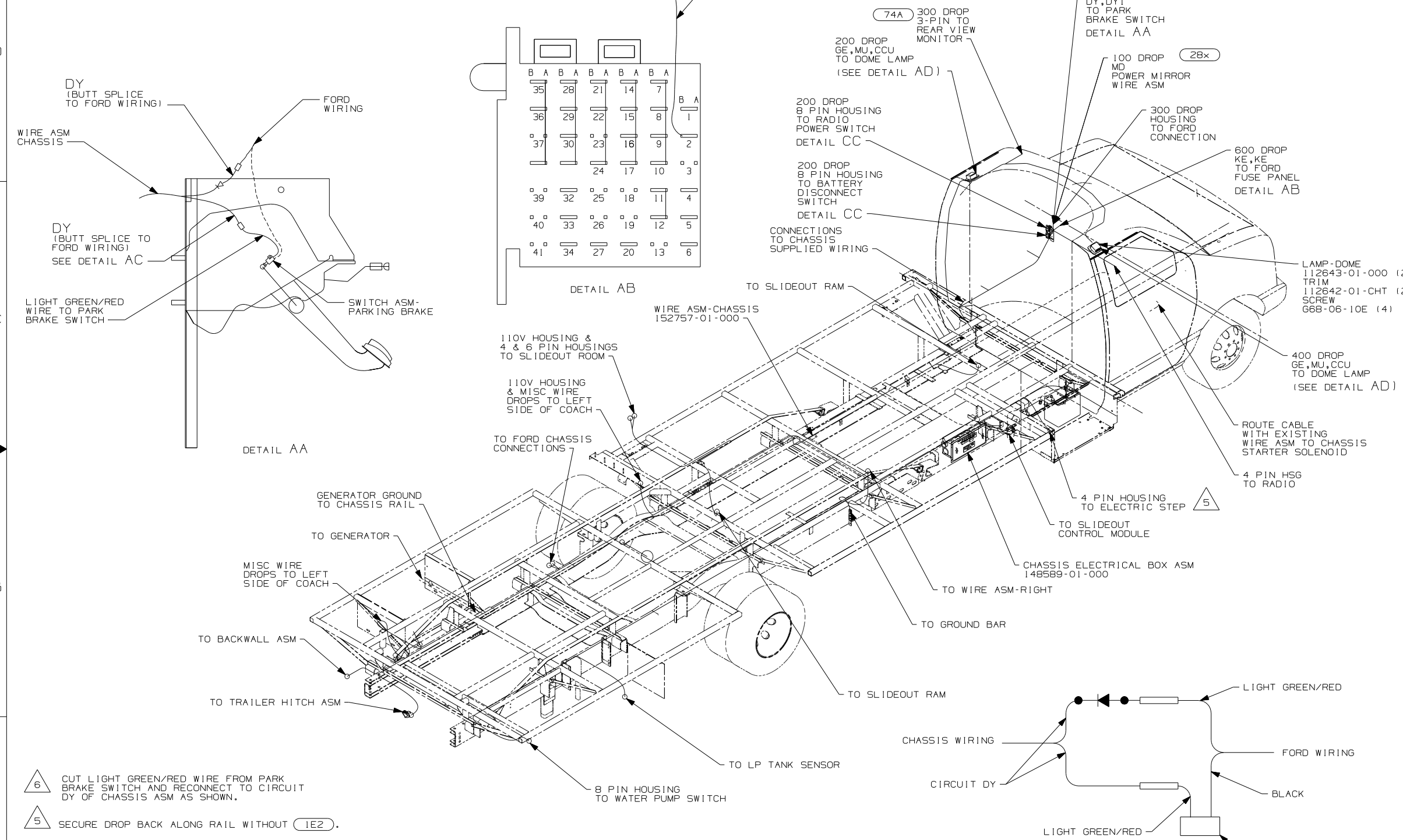


CAUTION

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	1PY	3,4,5

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



- 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

- 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.
- NOTES:

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

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

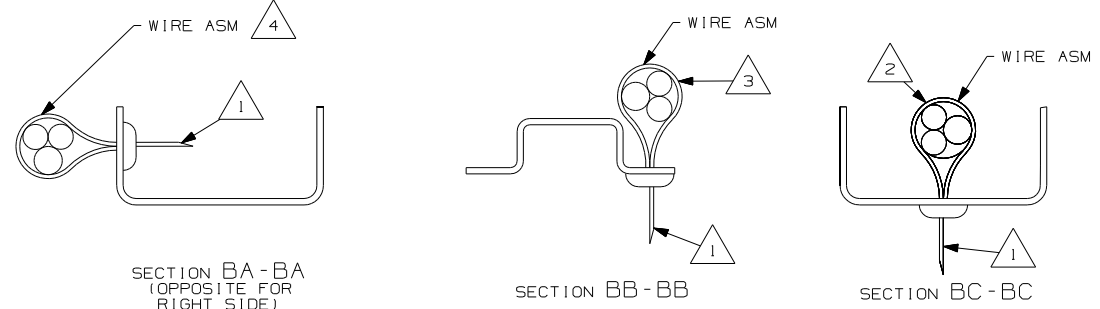
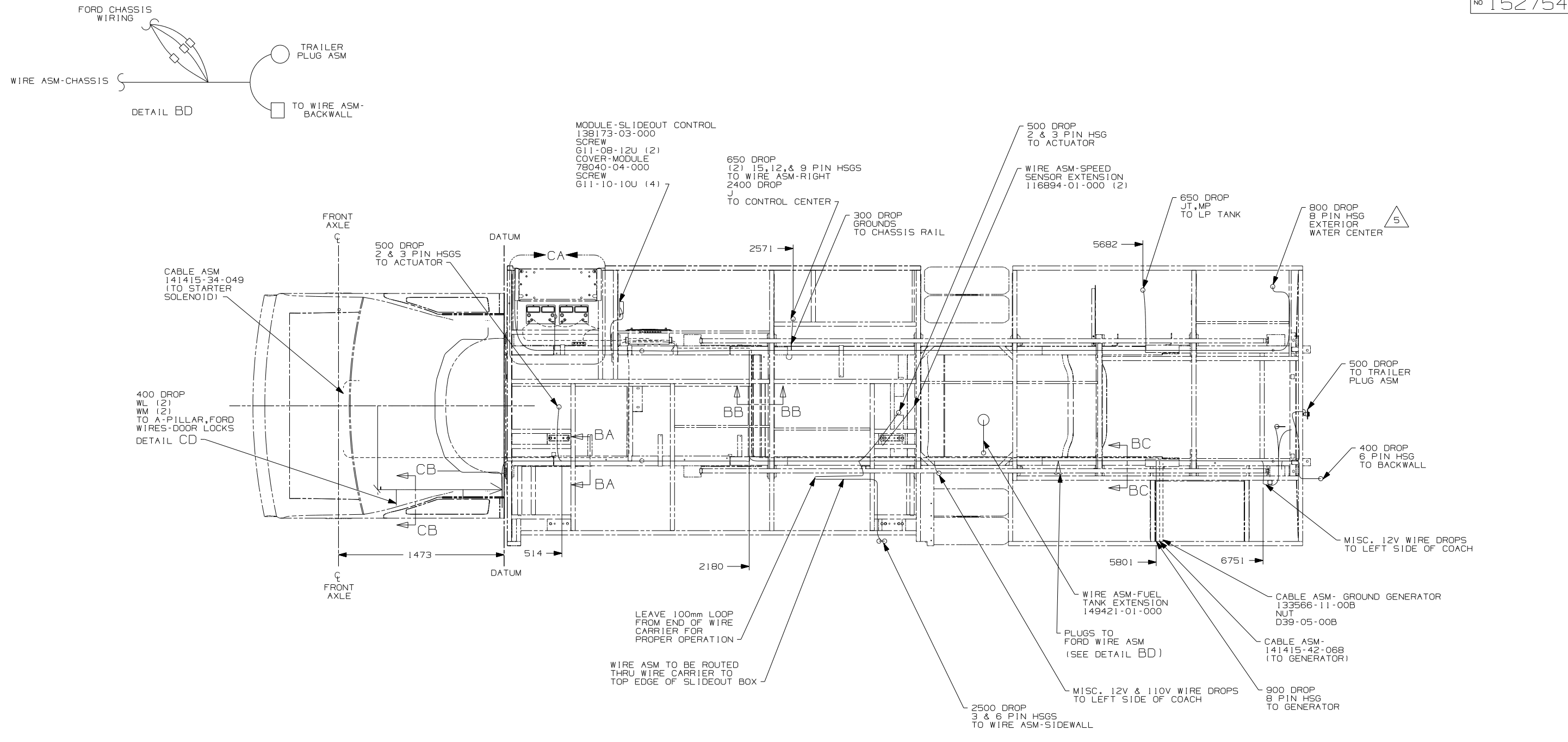
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DO NOT SCALE DRAWING

TITLE: **WIRING INSTL-CHASSIS**

SHEET 1 of 5 PART NO. **152754** REV

REF: 1 6/15/2006



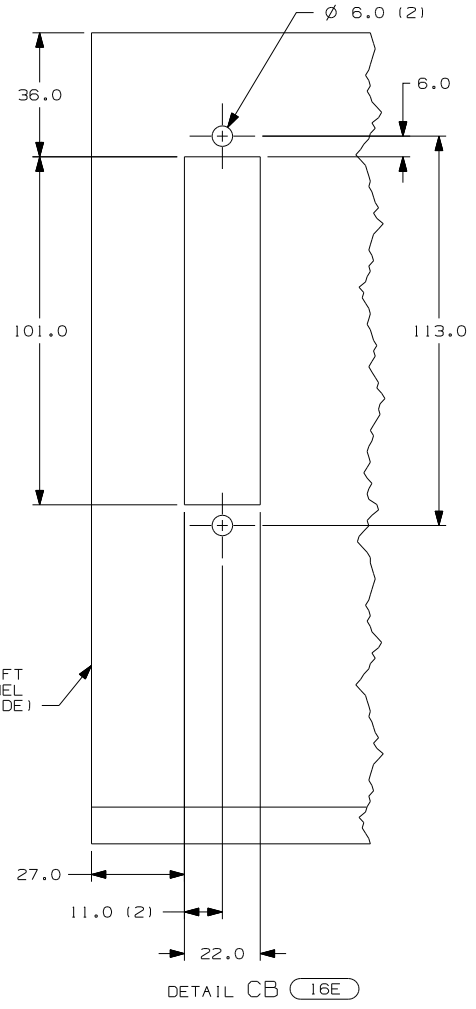
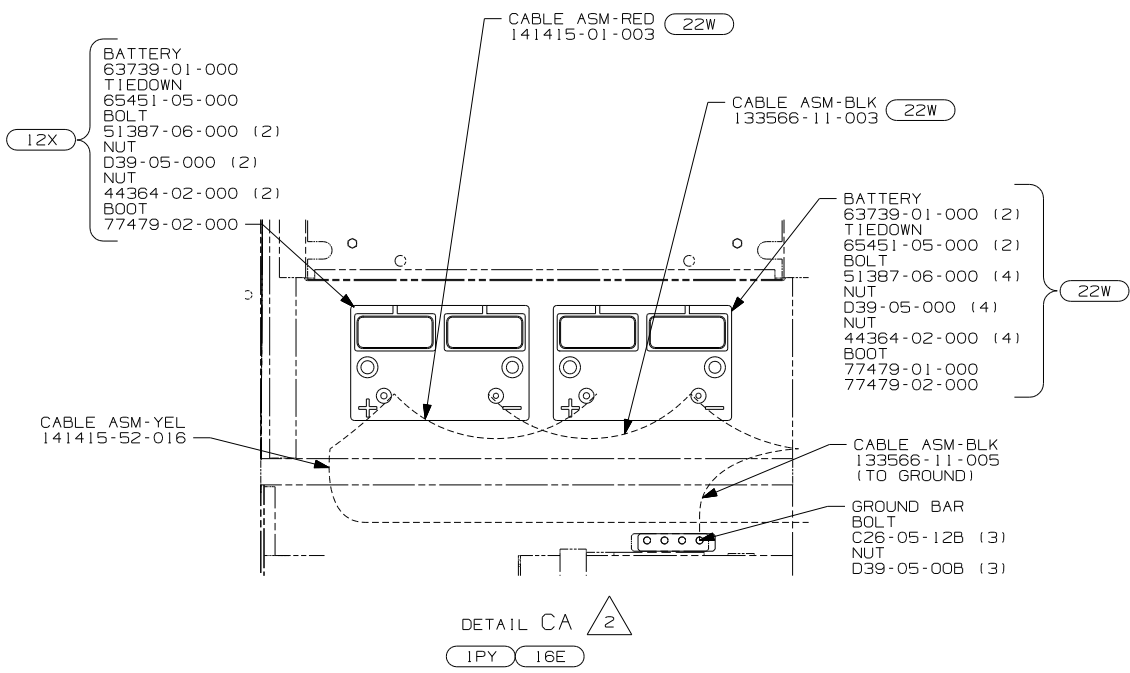
- NOTES:
- 5 SECURE THE DROP BACK TO MAIN WIRE ASM TRUNK WHEN NOT USED.
 - 4 WIRES TO BE TIED TO CROSS MEMBER USING EXISTING HOLES.
 - 3 WIRES TO BE TIED TO TOP OF RAIL USING EXISTING HOLES.
 - 2 WIRES TO BE TIED TO INSIDE OF RAIL USING EXISTING HOLES.
 - 1 CUT OFF EXCESS END OF WIRE TIE.

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

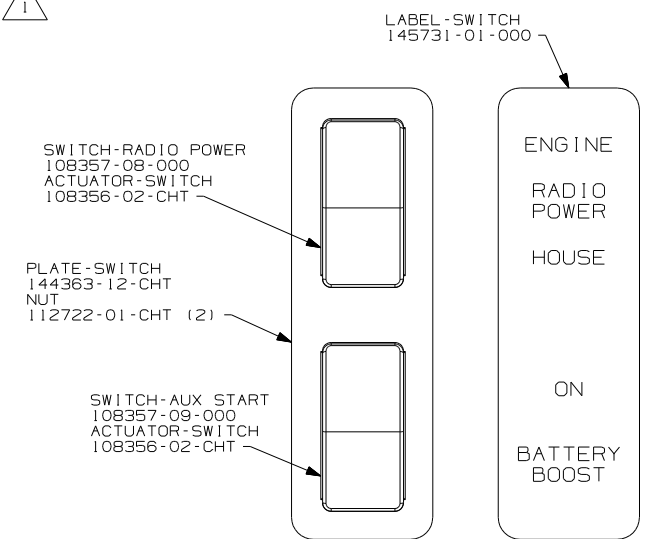
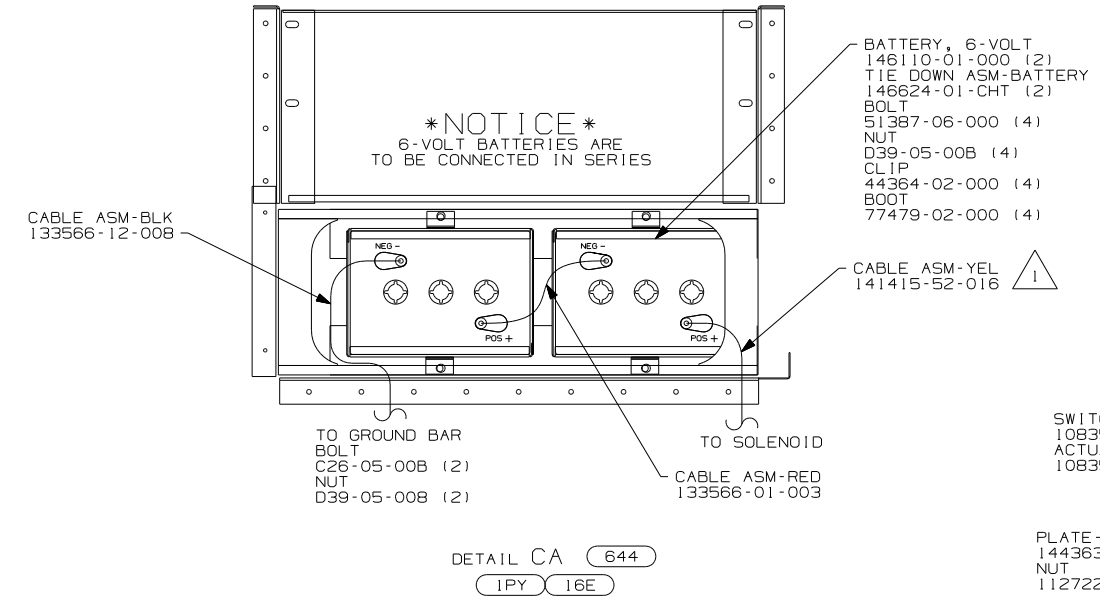
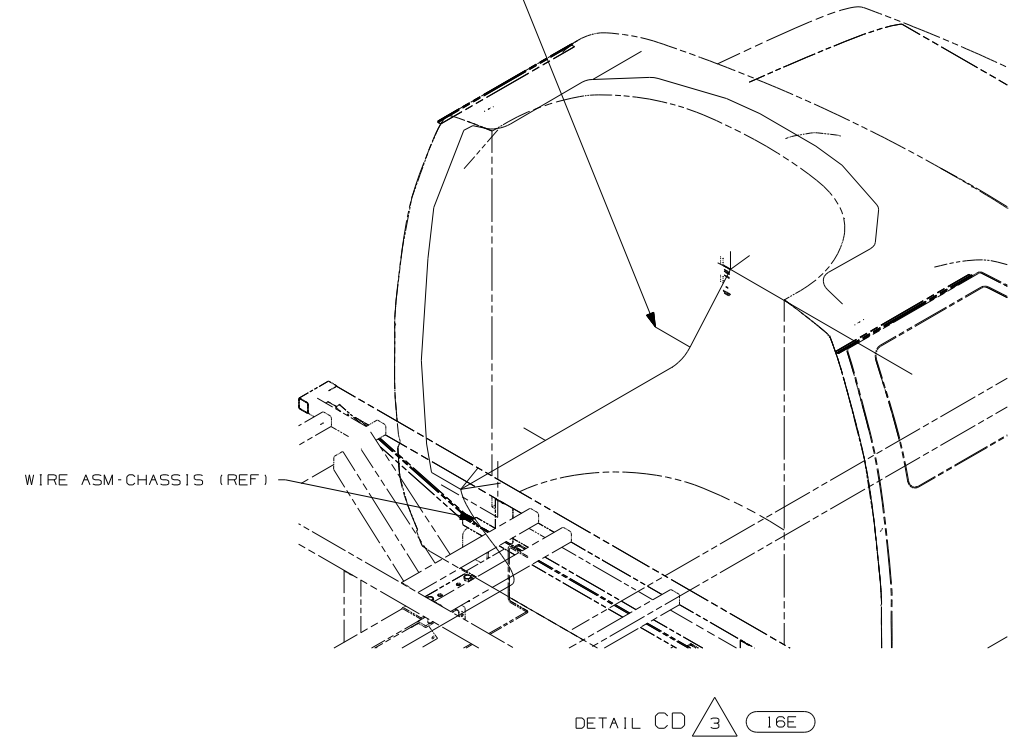
FOR
ELECTRICAL
CALLOUTS
SEE DWG NO.
121339-01-000

- 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		



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 POWER DOOR LOCK ACTUATOR



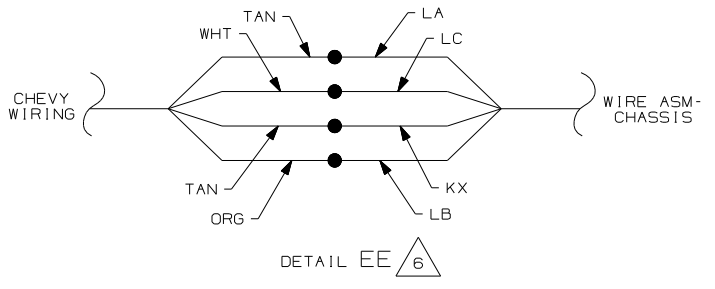
- $\triangle 3$ WITH OPTION 644, DO NOT CONNECT POWER DOOR LOCK WIRES. TIE WL & WM BACK TO MAIN HARNESS.
- $\triangle 2$ WITHOUT 644.
- $\triangle 1$ LEAD IS MARKED WITH YELLOW TAPE.
- NOTES:

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

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



DETAIL EE 6

MODULE-SLIDEOUT CONTROL
 138173-03-000
 SCREW
 611-08-12U (2)
 COVER-MODULE
 78040-04-000
 SCREW
 611-10-10U (4)

650 DROP
 (2) 15, 12, & 9 PIN HSGS
 TO WIRE ASM-RIGHT
 2400 DROP
 TO CONTROL CENTER

500 DROP
 2 & 3 PIN HSG
 TO ACTUATOR

650 DROP
 JT, MP
 TO LP TANK

800 DROP
 8 PIN HSG
 EXTERIOR
 WATER CENTER

CABLE ASM
 141415-34-032
 (TO STARTER
 SOLENOID)

500 DROP
 2 & 3 PIN HSGS
 TO ACTUATOR

300 DROP
 GROUNDS
 TO CHASSIS RAIL

650 DROP
 JT, MP
 TO LP TANK

800 DROP
 8 PIN HSG
 EXTERIOR
 WATER CENTER

500 DROP
 TO TRAILER
 PLUG ASM

400 DROP
 6 PIN HSG
 TO BACKWALL

MISC. 12V WIRE DROPS
 TO LEFT SIDE OF COACH

CABLE ASM- GROUND GENERATOR
 133566-11-008
 NUT
 D39-05-00B

CABLE ASM-
 141415-42-068
 (TO GENERATOR)

900 DROP
 8 PIN HSG
 TO GENERATOR

WIRE ASM-FUEL
 TANK EXTENSION
 155949-02-000

PLUGS TO
 CHEVY WIRE ASM

MISC. 12V & 110V WIRE DROPS
 TO LEFT SIDE OF COACH

2500 DROP
 3 & 6 PIN HSGS
 TO WIRE ASM-SLIDEOUT

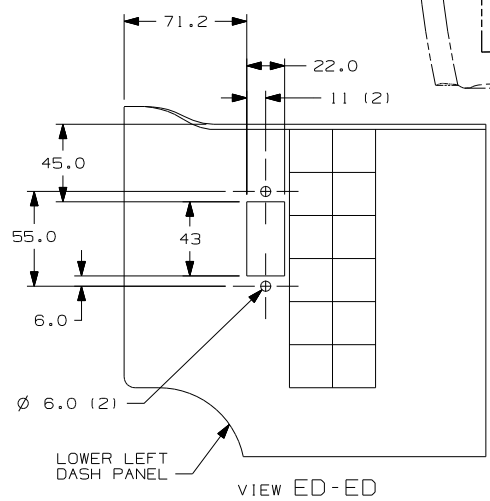
LEAVE 100mm LOOP
 FROM END OF WIRE
 CARRIER FOR
 PROPER OPERATION

WIRE ASM TO BE ROUTED
 THRU WIRE CARRIER TO
 TOP EDGE OF SLIDEOUT BOX

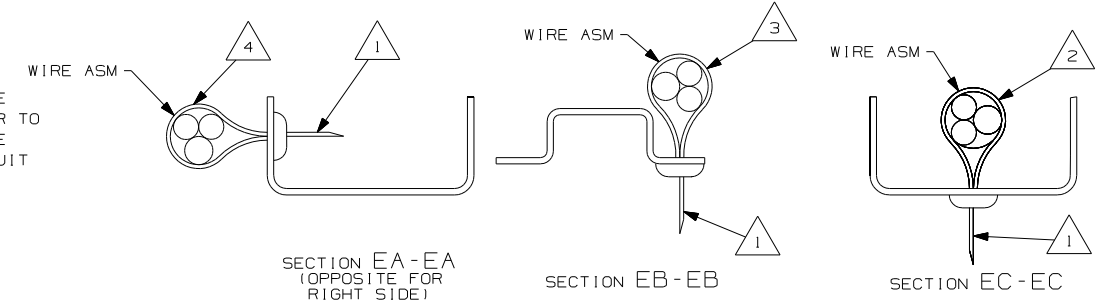
SPEAKER WIRE
 CONNECTIONS
 DETAIL EE

FRONT
 AXLE

FRONT
 AXLE



VIEW ED-ED



SECTION EA-EA (OPPOSITE FOR RIGHT SIDE)

SECTION EB-EB

SECTION EC-EC

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. WHICH EVER 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.
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- 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.

NOTES:

- 265 CODES/STANDARDS-CSA/CMVSS
- IPY CHEVY CHASSIS 14,050 LB GVWR
- 1B1 CODES/STANDARDS USA

FIRST USED	
06 331C/T	
DO NOT SCALE DRAWING	
TITLE: WIRING INSTL-CHASSIS	
SHEET 5	PART NO 152754