



DANGER

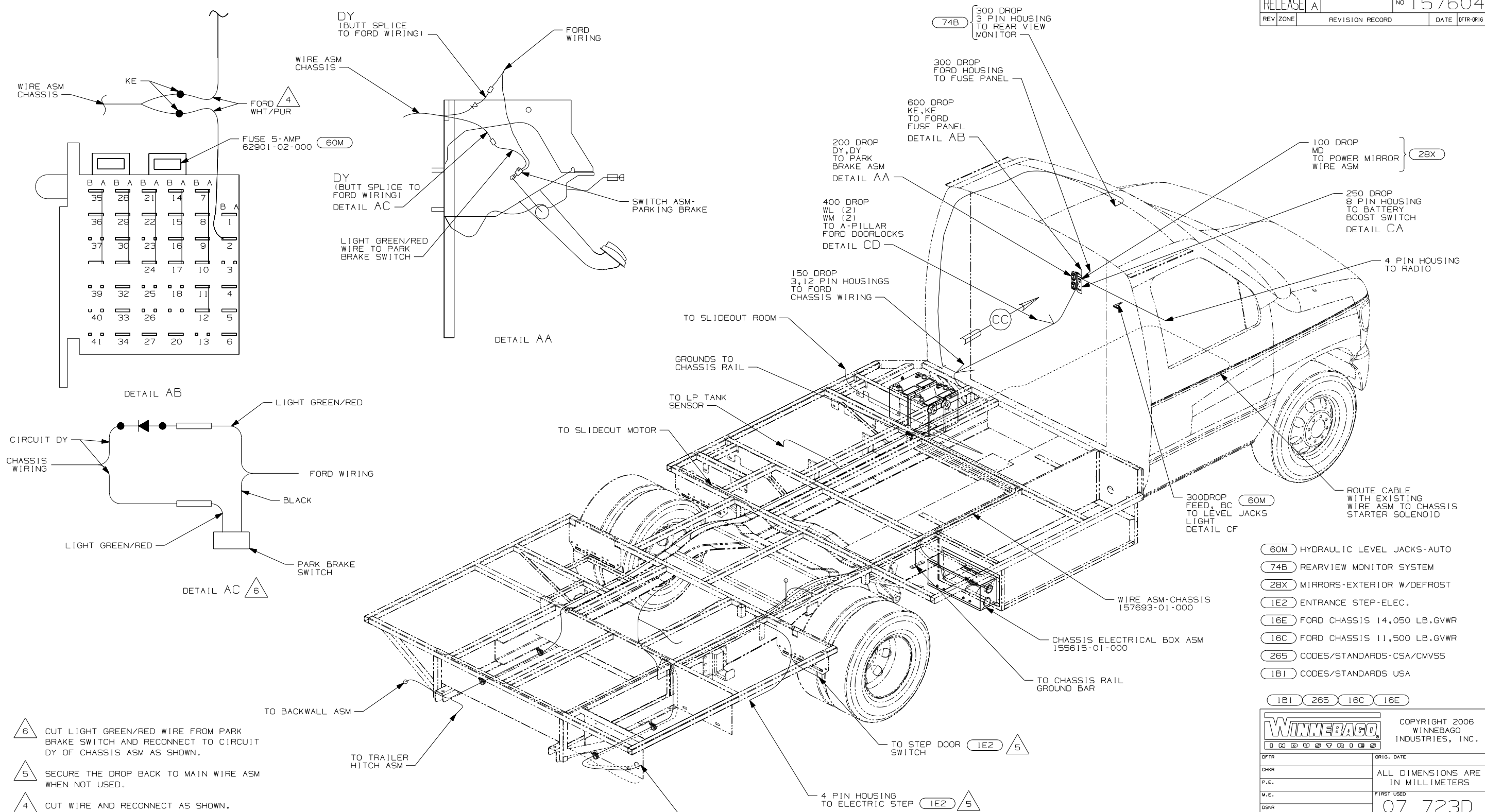
Danger of electrical shock, burns or death. Always remove all power sources before attempting any repair, service or diagnostic work. Power can be present from shore power, generator, inverter or battery. All power sources must be disabled and secured before performing any service.



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.

RELEASE	REV/DATE A	DWG NO 157604
REV ZONE	REVISION RECORD	DATE DFT-0R16



- △ 6 CUT LIGHT GREEN/RED WIRE FROM PARK BRAKE SWITCH AND RECONNECT TO CIRCUIT DY OF CHASSIS ASM AS SHOWN.
- △ 5 SECURE THE DROP BACK TO MAIN WIRE ASM WHEN NOT USED.
- △ 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 600MM 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.

- (60M) HYDRAULIC LEVEL JACKS-AUTO
- (74B) REARVIEW MONITOR SYSTEM
- (28X) MIRRORS-EXTERIOR W/DEFROST
- (1E2) ENTRANCE STEP-ELEC.
- (16E) FORD CHASSIS 14,050 LB.GVWR
- (16C) FORD CHASSIS 11,500 LB.GVWR
- (265) CODES/STANDARDS-CSA/CMVSS
- (1B1) CODES/STANDARDS USA

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DFT#	ORIG. DATE
CHK#	ALL DIMENSIONS ARE IN MILLIMETERS
P.E.	FIRST USED
M.E.	07 723D
DSNR	

UNSPECIFIED TOLERANCES ARE:
 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

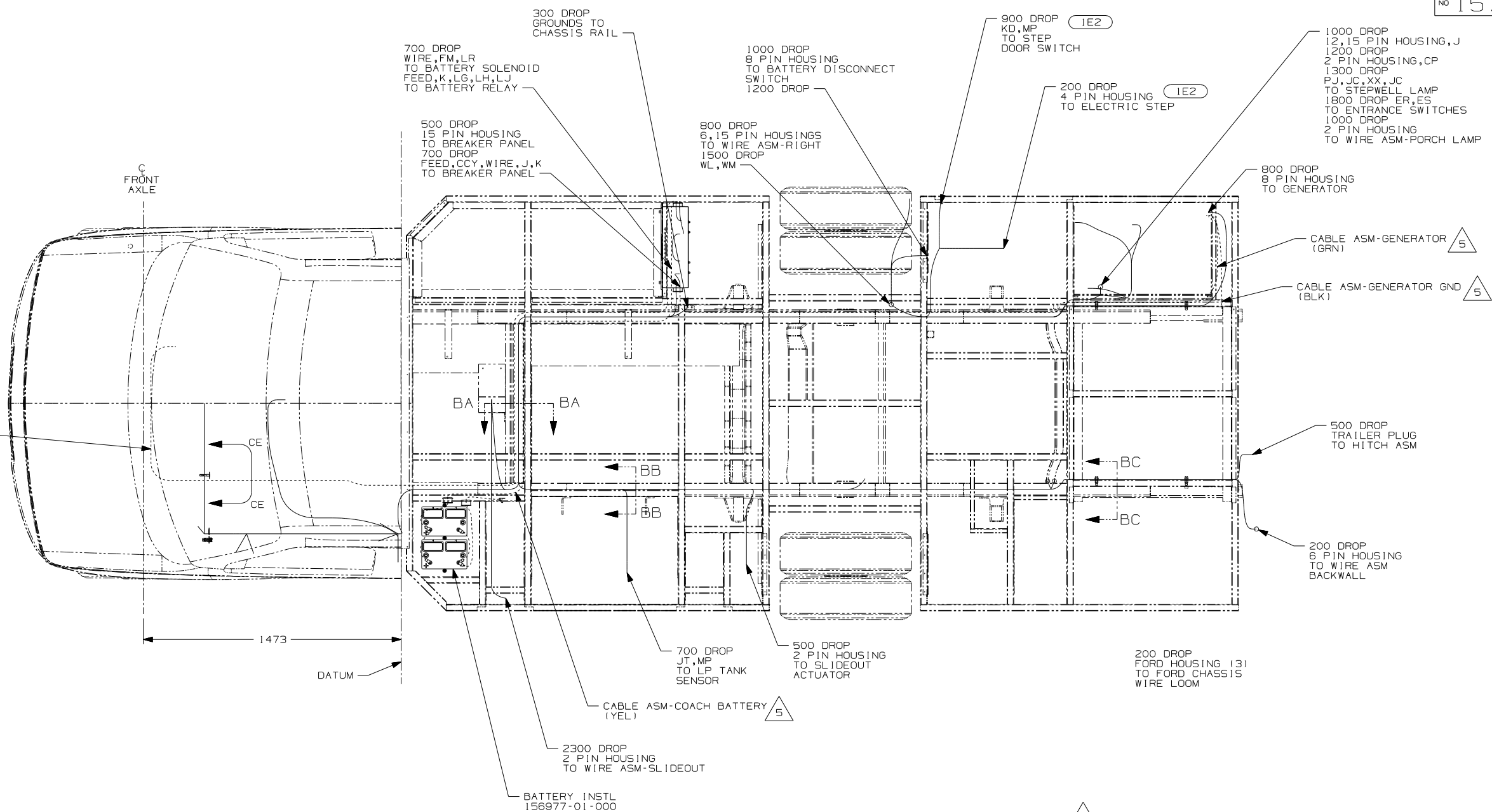
TITLE: WIRING INSTL-CHASSIS

SHEET 1 OF 5 PART NO 157604 REV

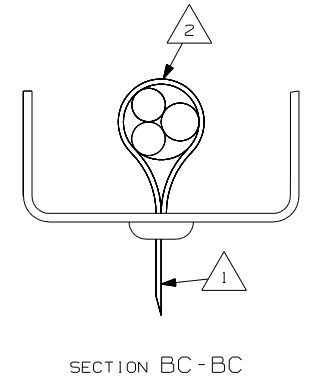
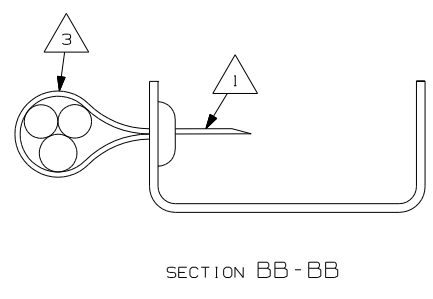
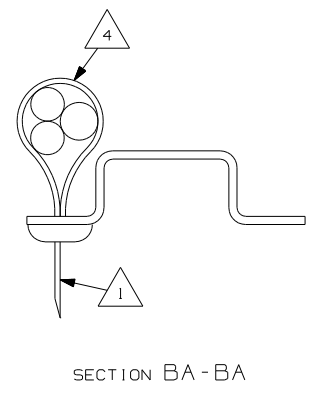
REF: 1 6/16/2006

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

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



- NOTES:
- 5 SEE BATTERY INSTL FOR ADDITIONAL INFORMATION.
 - 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

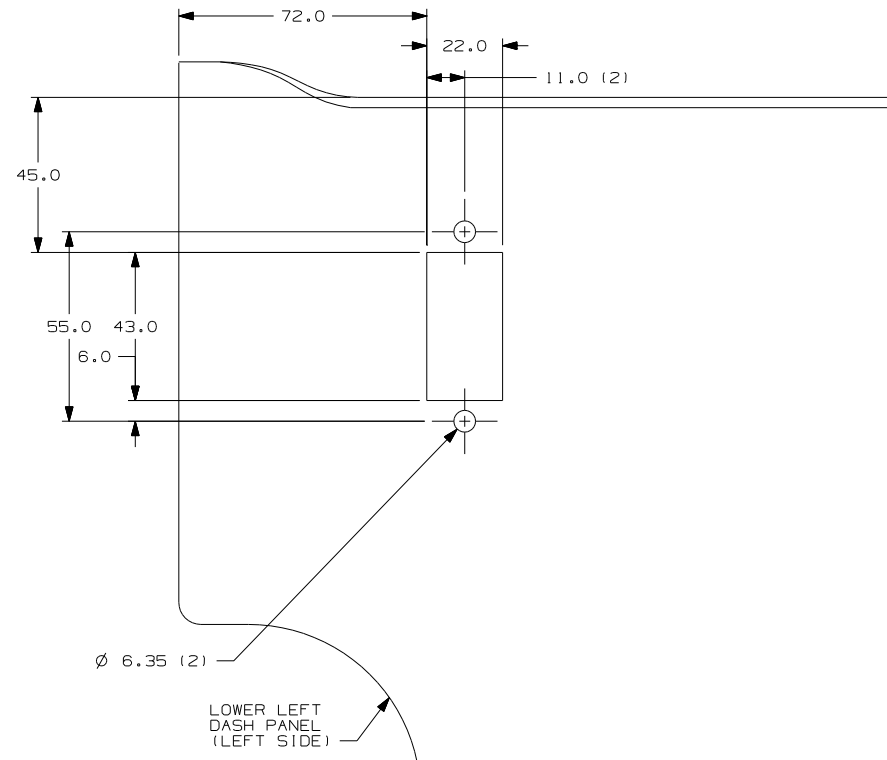
- 1E2 ENTRANCE STEP-ELEC.
- 16E FORD CHASSIS 14,050 LB.GVWR
- 16C FORD CHASSIS 11,500 LB.GVWR
- 265 CODES/STANDARDS-CSA/CMVSS
- 1B1 CODES/STANDARDS USA

FIRST USED	07 723D
TITLE	DO NOT SCALE DRAWING
WIRING INSTL-CHASSIS	
SHEET 2	PART NO 157604 REV

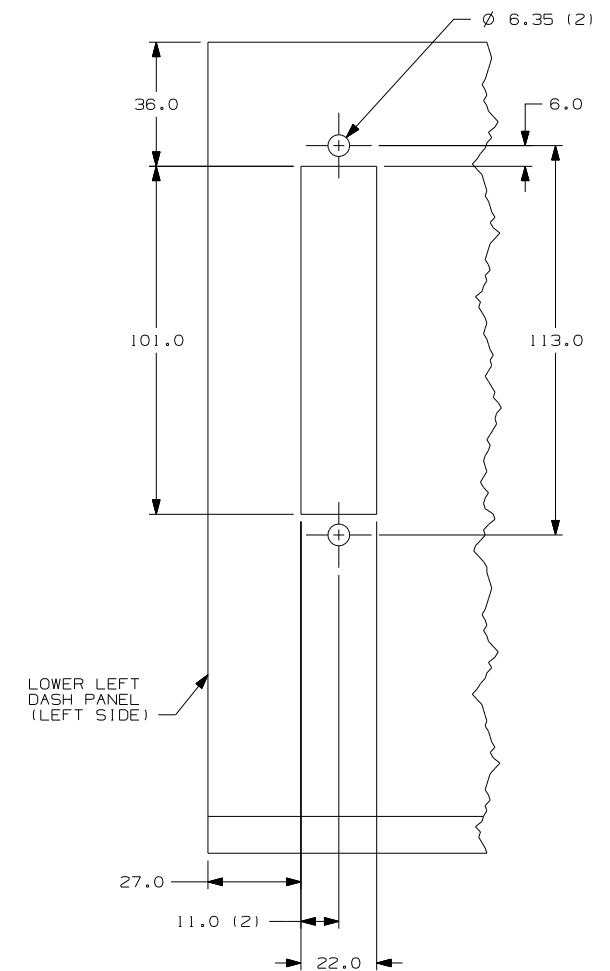
REMOVE A-PILLAR LOWER COVER TO ACCESS FORD CONNECTIONS TO DOOR ASM
 CONNECT RED/ORG TO WL (2 PLACES)
 CONNECT PK/BLK TO WM (2 PLACES)
 FOR POWER DOOR LOCK ACTUATOR

WIRE ASM-CHASSIS (REF)

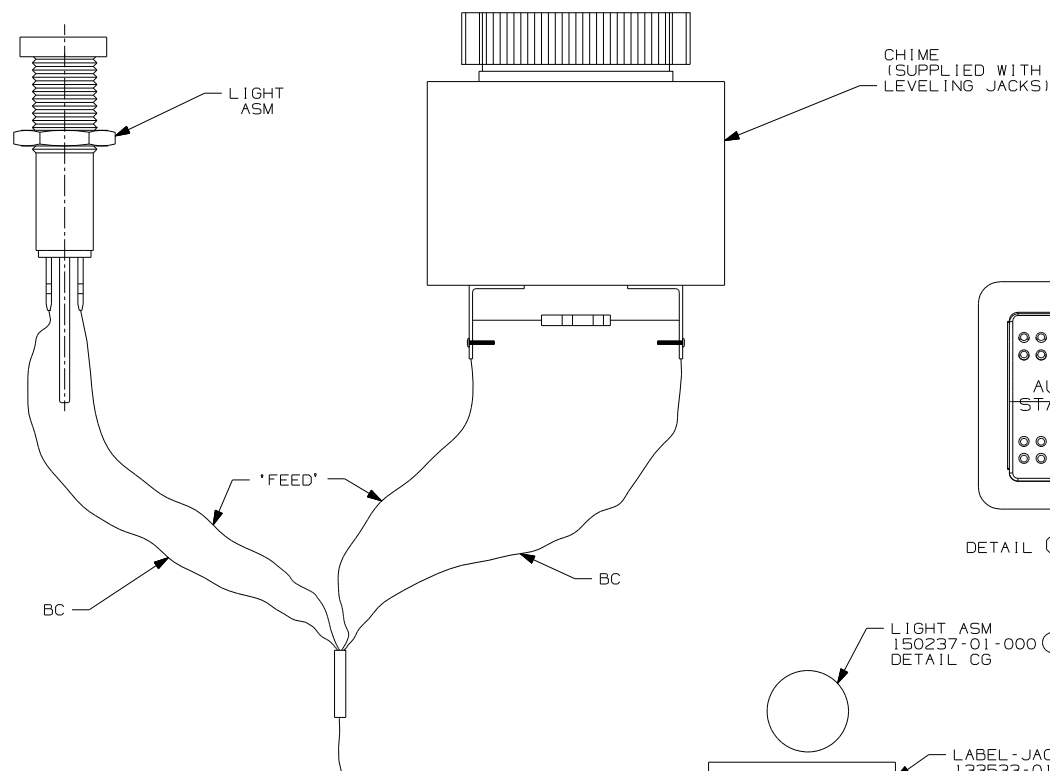
DETAIL CD 16C 16E



VIEW CC (IPY)

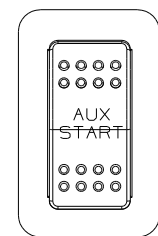


VIEW CC (16C 16E)



WIRE ASM-CHASSIS
 DETAIL CG 60M

CHIME (SUPPLIED WITH LEVELING JACKS)



DETAIL CB (IPY)

SWITCH-RADIO POWER 108357-08-000
 ACTUATOR-SWITCH 108356-02-CHT

PLATE-SWITCH 144363-12-CHT
 NUT 112722-01-CHT (2)

SWITCH-BATTERY BOOST 108357-09-000
 ACTUATOR 108356-02-CHT

LABEL-SWITCH 145731-01-000

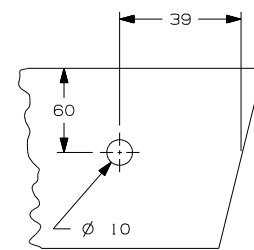
ENGINE
 RADIO POWER
 HOUSE
 ON
 BATTERY BOOST

DETAIL CA 16C 16E

LIGHT ASM 150237-01-000 60M
 DETAIL CG

LABEL-JACKS DOWN 133533-01-CHT 60M

DETAIL CF 60M



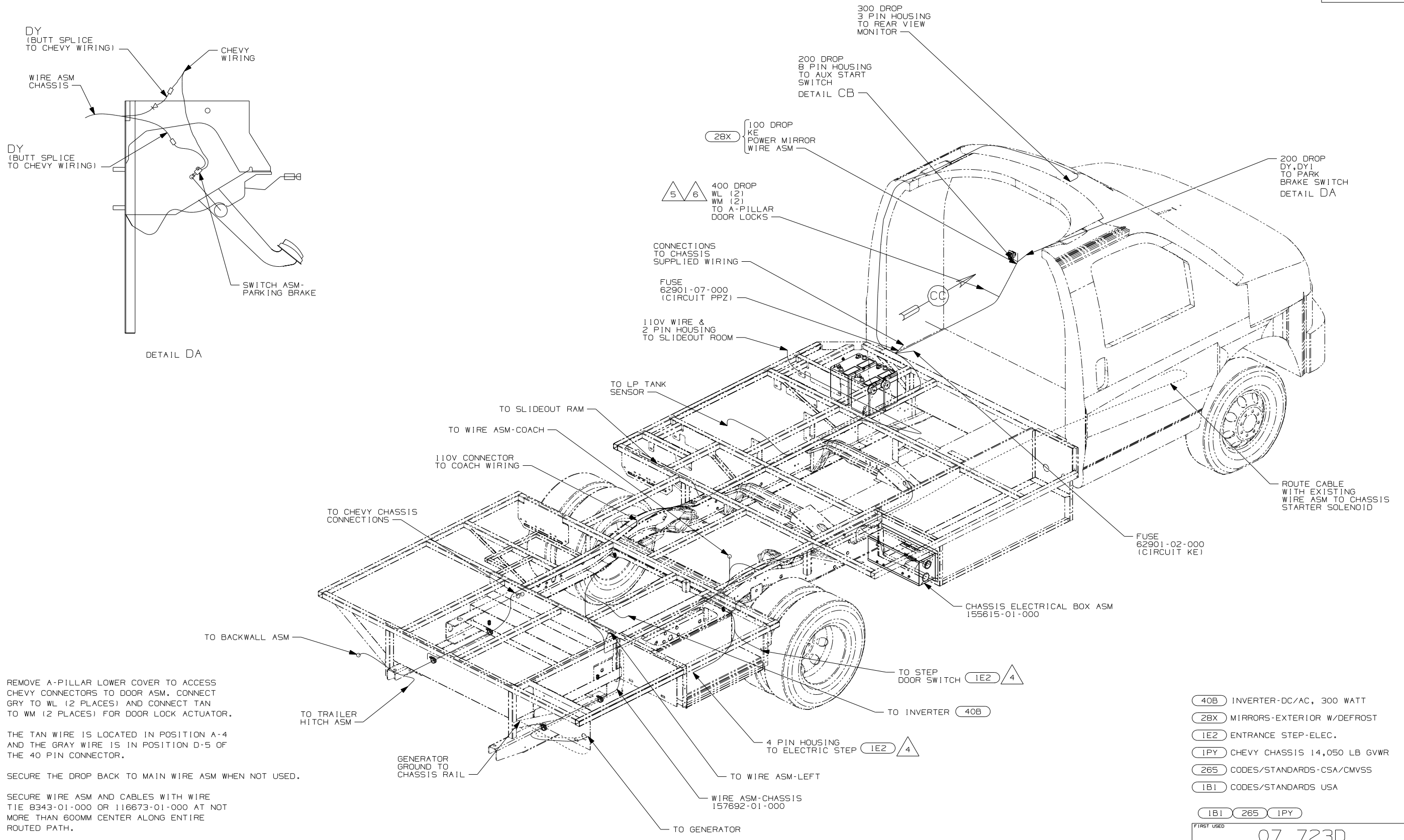
VIEW CE (60M)

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

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

- 60M HYDRAULIC LEVEL JACKS-AUTO
- IPY CHEVY CHASSIS 14,050 LB GVWR
- 16E FORD CHASSIS 14,050 LB.GVWR
- 16C FORD CHASSIS 11,500 LB.GVWR
- 265 CODES/STANDARDS-CSA/CMVSS
- 1B1 CODES/STANDARDS USA

1B1 265	
FIRST USED 07 723D	
DO NOT SCALE DRAWING	
TITLE: WIRING INSTL-CHASSIS	
SHEET 3	PART NO 157604 REV



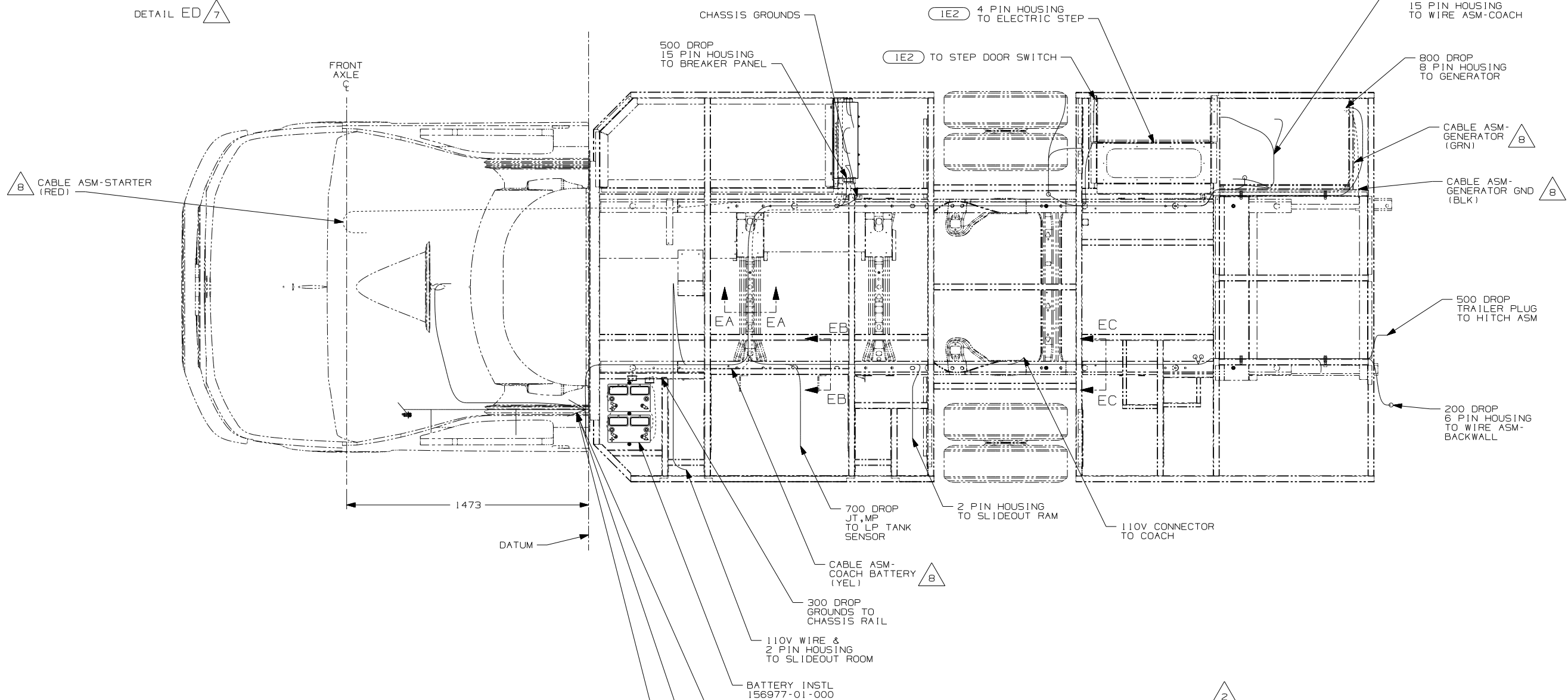
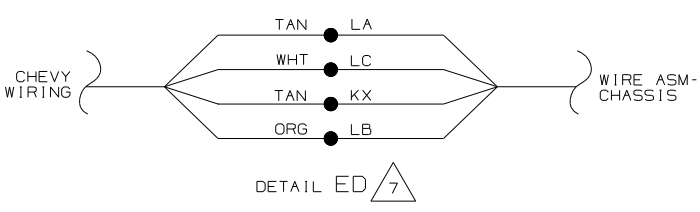
- 6 REMOVE A-PILLAR LOWER COVER TO ACCESS CHEVY CONNECTORS TO DOOR ASM. CONNECT GRAY TO WL (2 PLACES) AND CONNECT TAN TO WM (2 PLACES) FOR DOOR LOCK ACTUATOR.
- 5 THE TAN WIRE IS LOCATED IN POSITION A-4 AND THE GRAY WIRE IS IN POSITION D-5 OF THE 40 PIN CONNECTOR.
- 4 SECURE THE DROP BACK TO MAIN WIRE ASM WHEN NOT USED.
- 3. SECURE WIRE ASM AND CABLES WITH WIRE TIE 8343-01-000 OR 116673-01-000 AT NOT MORE THAN 600MM 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.

- (40B) INVERTER-DC/AC, 300 WATT
- (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

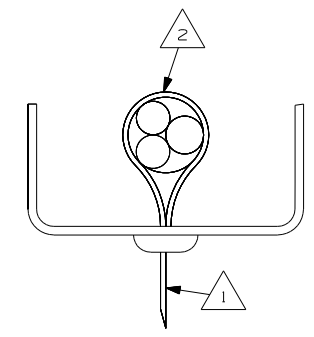
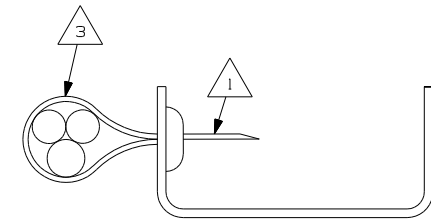
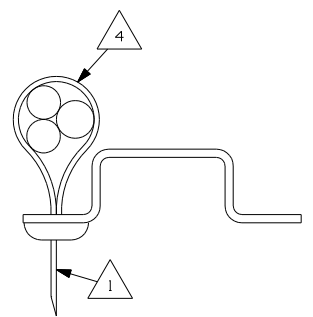
FIRST USED		07 723D	
DO NOT SCALE DRAWING			
TITLE: WIRING INSTL-CHASSIS			
SHEET 4	PART NO	157604	REV

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



- 8 SEE BATTERY INSTL FOR ADDITIONAL INFORMATION.
- 7 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.
- 6 CONNECT "FEED" CIRCUIT TO CHEVY BROWN WIRE AT B-POST.
- 5 FIND THE GRAY 6-PIN HSG BEHIND DRIVER'S SEAT, CUT BROWN WIRE FROM POSITION E AND SPLICE TO CIRCUIT LD FROM WIRE ASM-CHASSIS.
- 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	07 723D
DO NOT SCALE DRAWING	
TITLE:	WIRING INSTL-CHASSIS
SHEET 5	PART NO 157604 REV

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

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