



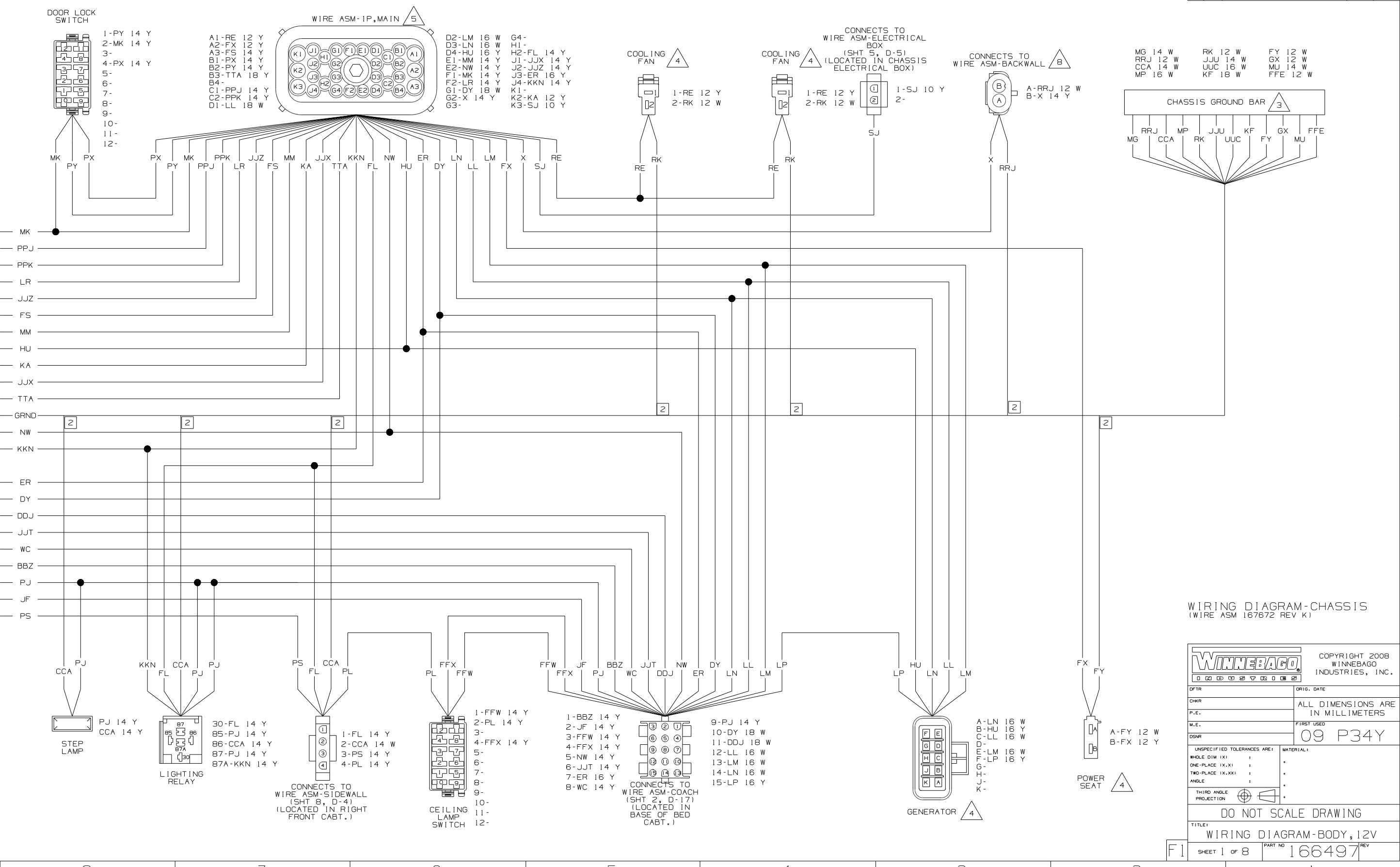
DANGER

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.



Winnebago

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DFTR

ORIG. DATE

CHNR

ALL DIMENSIONS ARE
IN MILLIMETERS

P.E.

M.E.

FIRST USED

09 P34Y

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 DIAGRAM-BODY, 12V

SHEET 1 of 8

PART NO

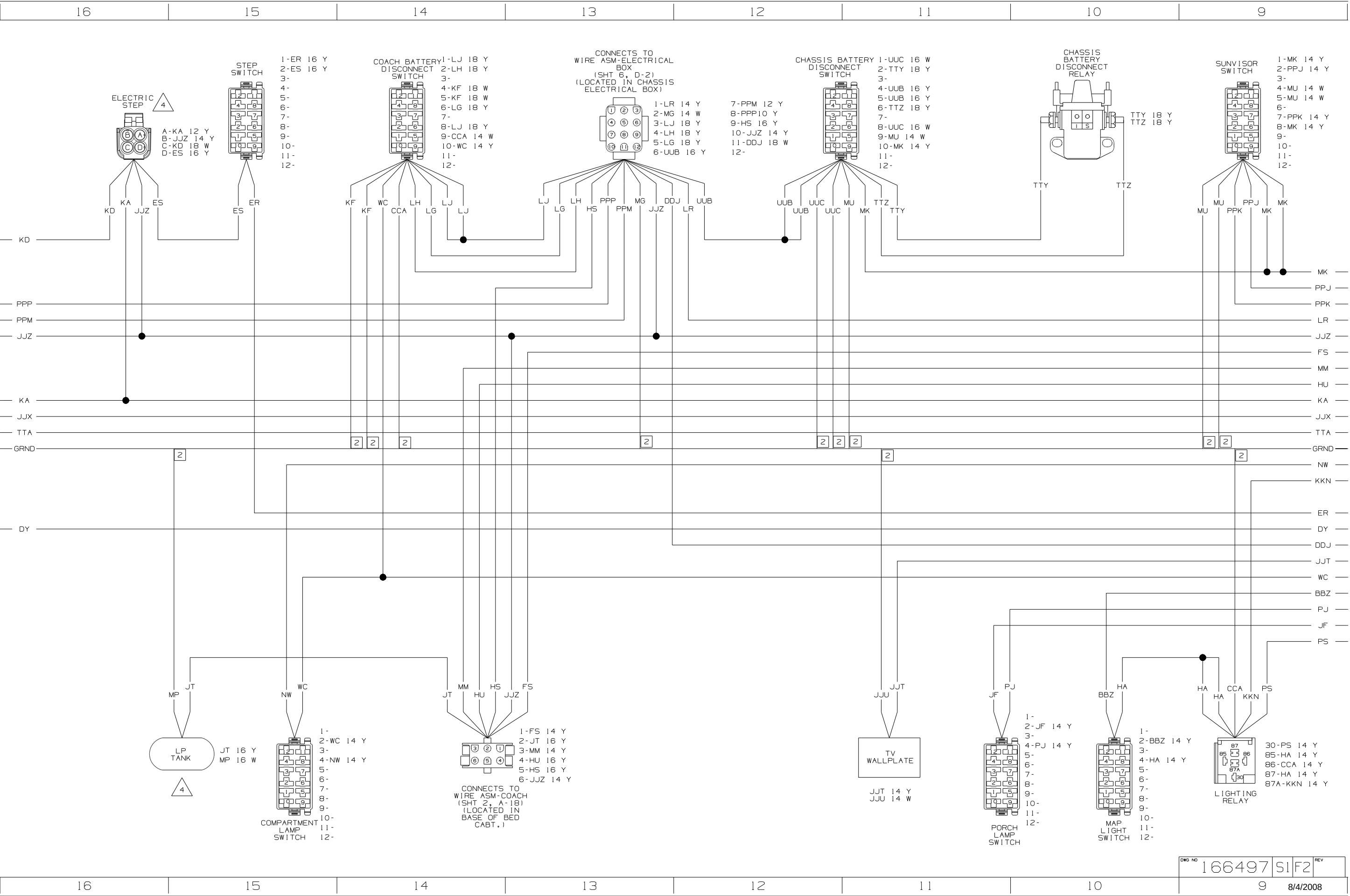
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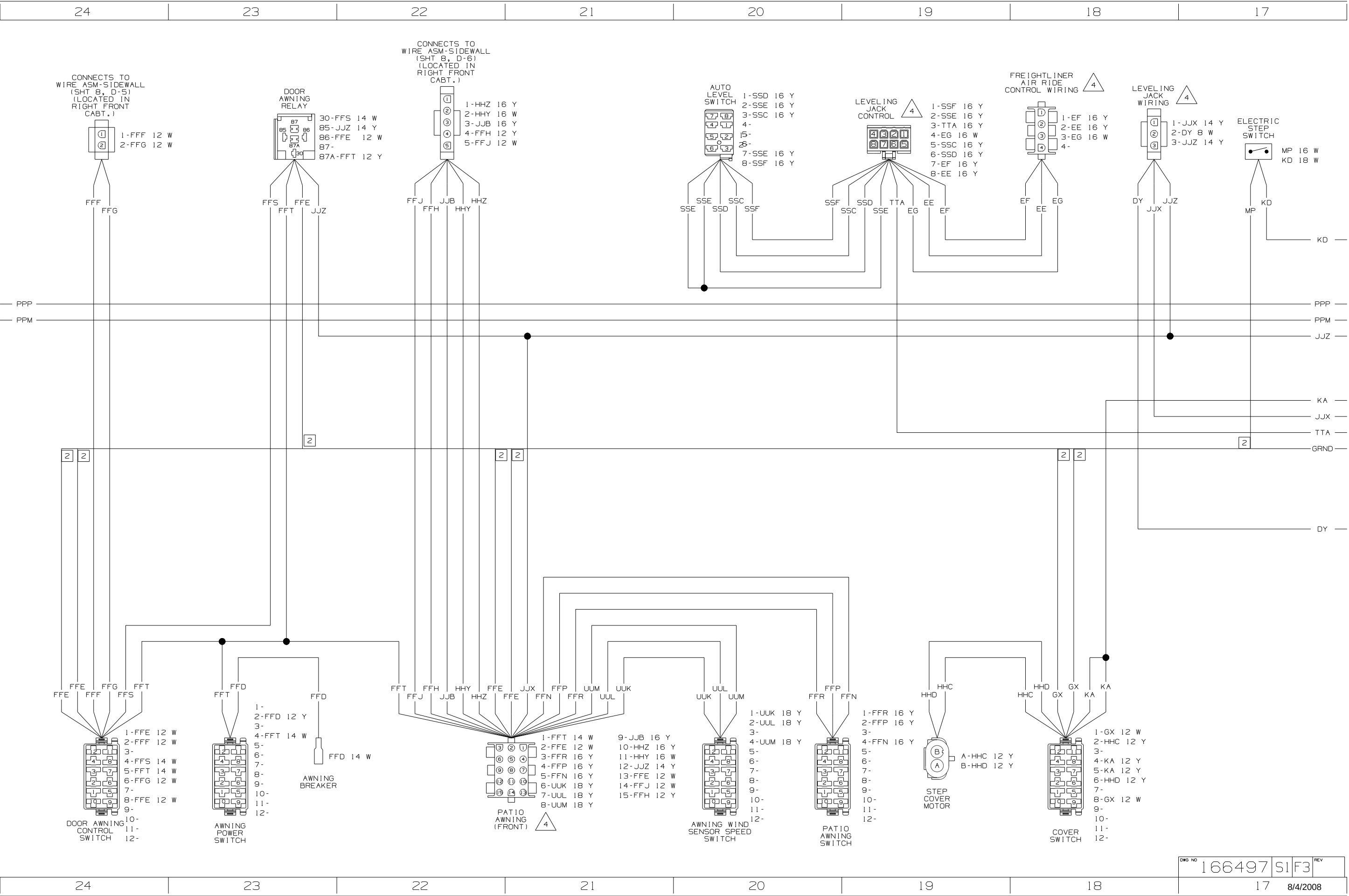
REV

REF:

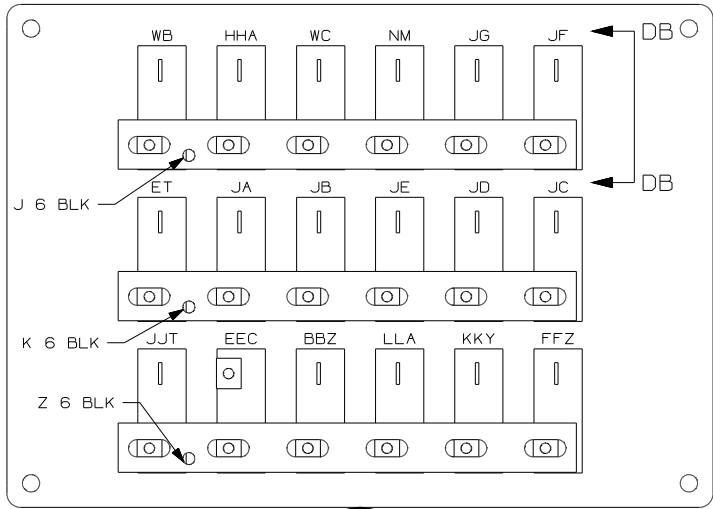
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8/4/2008

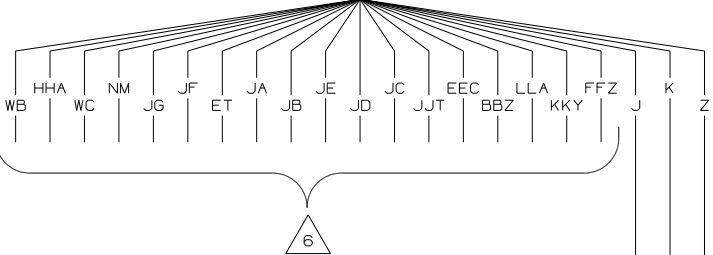




COACH BREAKER PANEL



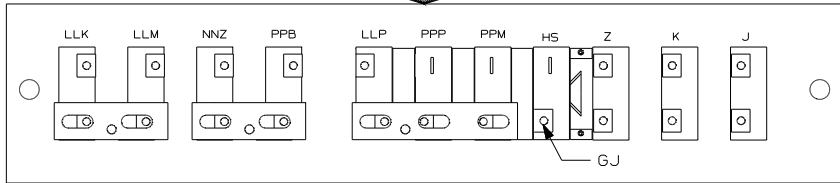
Z 6 B
K 6 B
J 6 B



- 8 SEE WIRING DIAGRAM-AUTO LAMPS FOR ADDITIONAL INFORMATION
- 7 SEE WIRING DIAGRAM-ELECTRICAL BOX FOR ADDITIONAL INFORMATION
- 6 SEE WIRING DIAGRAM-COACH FOR ADDITIONAL INFORMATION
- 5 SEE WIRING DIAGRAM-AUTO FOR ADDITIONAL INFORMATION.
- 4 SEE MANUFACTURERS DIAGRAM FOR ADDITIONAL INFORMATION.
- 3 GROUNDS ARE SHOWN AS A SINGLE LINE FOR EASE IN TRACING. EACH GROUND CIRCUIT IS SEPERATE IN THE HARNESS.
- 2 NOT A SPLICE POINT. INDICATES ENTRY INTO WIRING HARNESS.
1. SPLICES ARE THEORETICAL AND MAY DIFFER IN THE HARNESS.

NOTES:

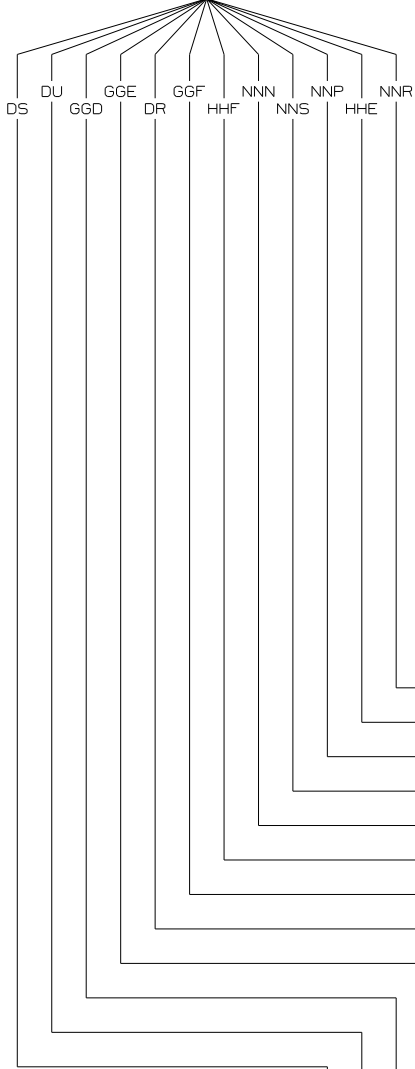
CHASSIS ELECTRICAL BOX



Z 6 B
K 6 B
J 6 B

CONNECTS TO
WIRE ASM-COACH
(SHT 2, A-34)
(LOCATED IN
BASE OF BED
CABT.)

- | | | | | | | | | | | | |
|-----------|-----------|------------|------------|-----------|------------|------------|------------|------------|-------------|-------------|-------------|
| 1-DS 18 W | 2-DU 18 Y | 3-GGD 18 Y | 4-GGE 18 Y | 5-DR 18 Y | 6-GGF 18 Y | 7-HHF 18 Y | 8-NNN 18 Y | 9-NNP 18 Y | 10-HHE 18 Y | 11-NNR 18 Y | 12-NNS 18 W |
|-----------|-----------|------------|------------|-----------|------------|------------|------------|------------|-------------|-------------|-------------|



- | | | | | | | | | |
|----|----|-----|-----|----|-----|-----|-----|-----|
| DS | DU | GGD | GGE | DR | GGF | HHF | NNN | NNS |
|----|----|-----|-----|----|-----|-----|-----|-----|

- | | | | | | | | | |
|-----------|-----------|------------|------------|-----------|------------|------------|------------|------------|
| 1-DS 18 W | 2-DU 18 Y | 3-GGD 18 Y | 4-GGE 18 Y | 5-DR 18 Y | 6-GGF 18 Y | 7-NNS 18 W | 8-HHF 18 Y | 9-NNN 18 Y |
|-----------|-----------|------------|------------|-----------|------------|------------|------------|------------|

CONNECTS TO
WIRE ASM-ELECTRICAL
BOX
(SHT 6, A-6)
(LOCATED IN
CHASSIS ELECTRICAL
BOX)

CONNECTS TO
WIRE ASM-COACH
(SHT 2, D-33)
(LOCATED IN
BASE OF BED
CABT.)

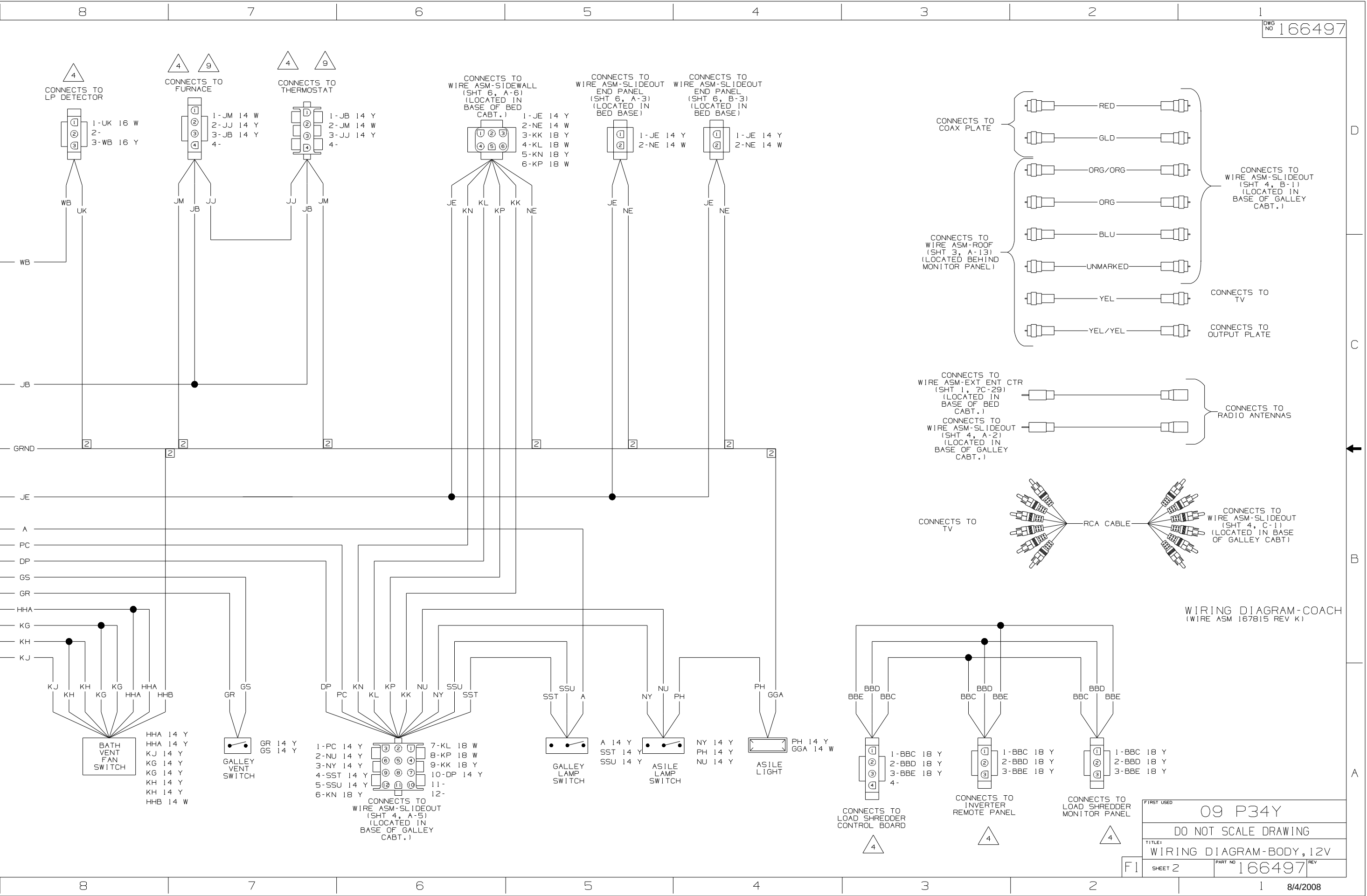
- | | | | | | | | | |
|------------|------------|------------|------------|------------|------------|------------|------------|----|
| 1-LLZ 18 Y | 2-MMA 18 Y | 3-MMB 18 Y | 4-MMC 18 Y | 5-MMD 18 Y | 6-PPM 10 Y | 7-PPP 10 Y | 8-LLY 18 W | 9- |
|------------|------------|------------|------------|------------|------------|------------|------------|----|

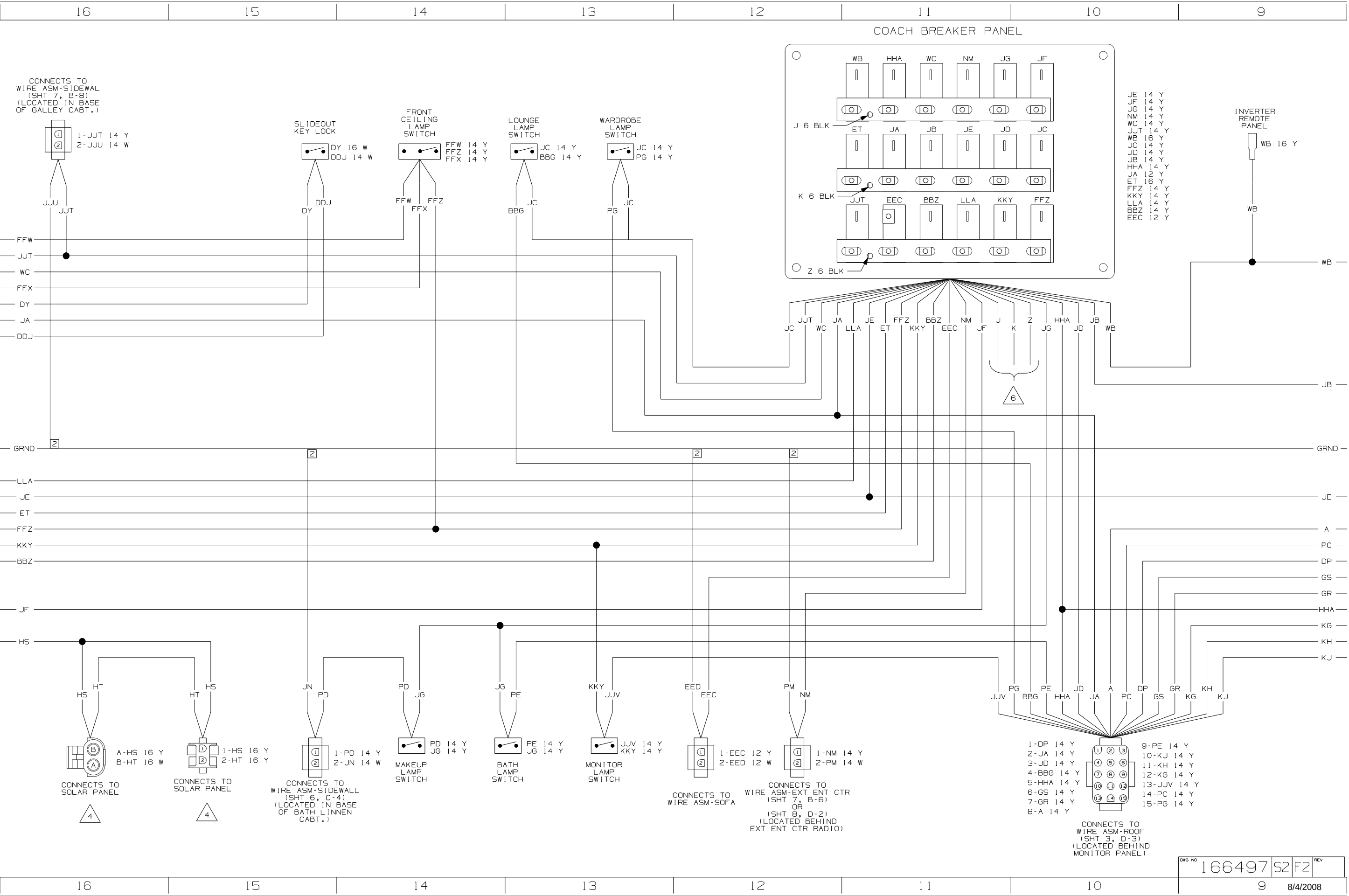
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|-----|-----|-----|-----|-----|-----|-----|-----|
| LLY | MMD | MMC | MMB | MMA | LLZ | PPM | PPP |
|-----|-----|-----|-----|-----|-----|-----|-----|

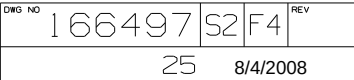
- | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| NNP | HHE | NNR | LLY | MMD | MMC | MMB | MMA | LLZ |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|

- | | | | | | | | | |
|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 1-NNP 18 Y | 2-HHE 18 Y | 3-NNR 18 Y | 4-LLY 18 W | 5-LLZ 18 Y | 6-MMA 18 Y | 7-MMB 18 Y | 8-MMC 18 Y | 9-MMD 18 Y |
|------------|------------|------------|------------|------------|------------|------------|------------|------------|

CONNECTS TO
WIRE ASM-ELECTRICAL
BOX
(SHT 6, B-8)
(LOCATED IN
CHASSIS ELECTRICAL
BOX)







D

C

B

A

- 9

SEE WIRING DIAGRAM AC/HEAT/EMS FOR ADDITIONAL INFORMATION.
- 8

SEE WIRING DIAGRAM-HOLDING TANKS FOR ADDITIONAL INFORMATION
- 7

GL AND GL-1 ARE TO BE SPLICED 100 MM AWAY FROM THE MONITOR PANEL HOUSING
- 6

SEE SHEET 1 FOR ADDITIONAL INFORMATION.
- 5

SEE WIRING DIAGRAM-AUTO LAMPS FOR ADDITIONAL INFORMATION.
- 4

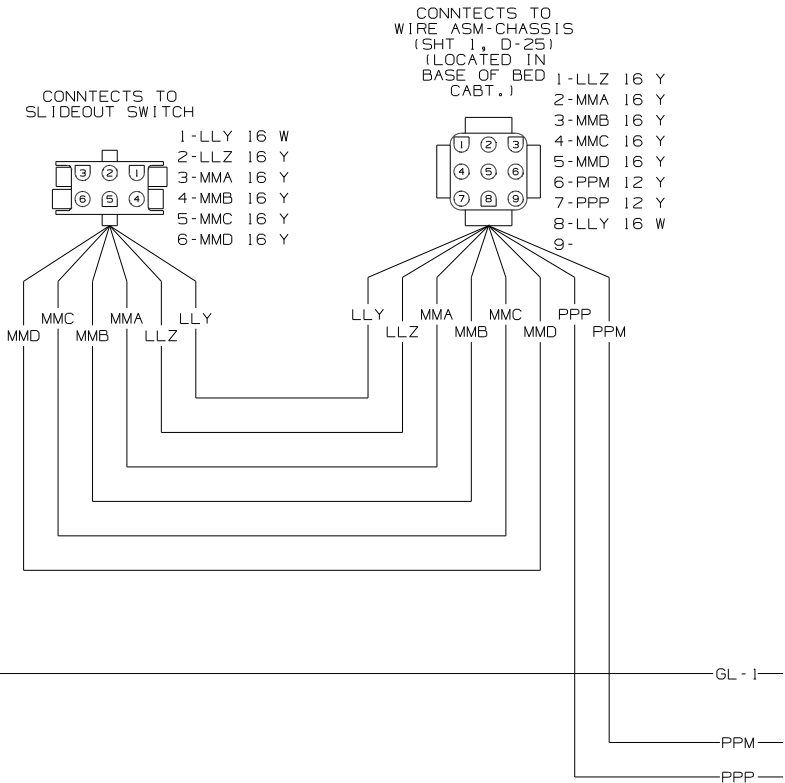
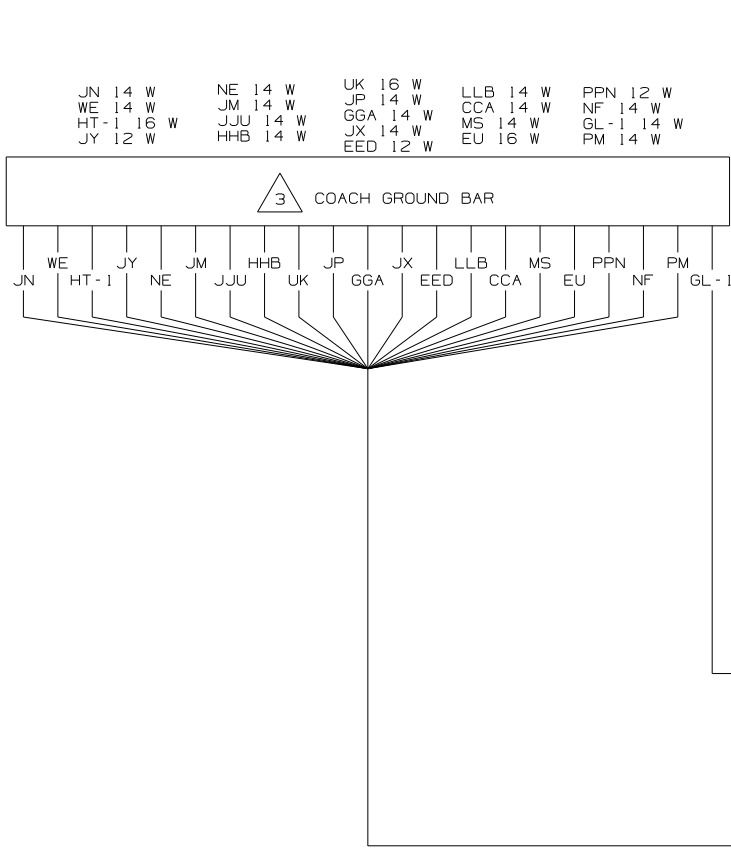
SEE MANUFACTURERS DIAGRAM FOR ADDITIONAL INFORMATION.
- 3

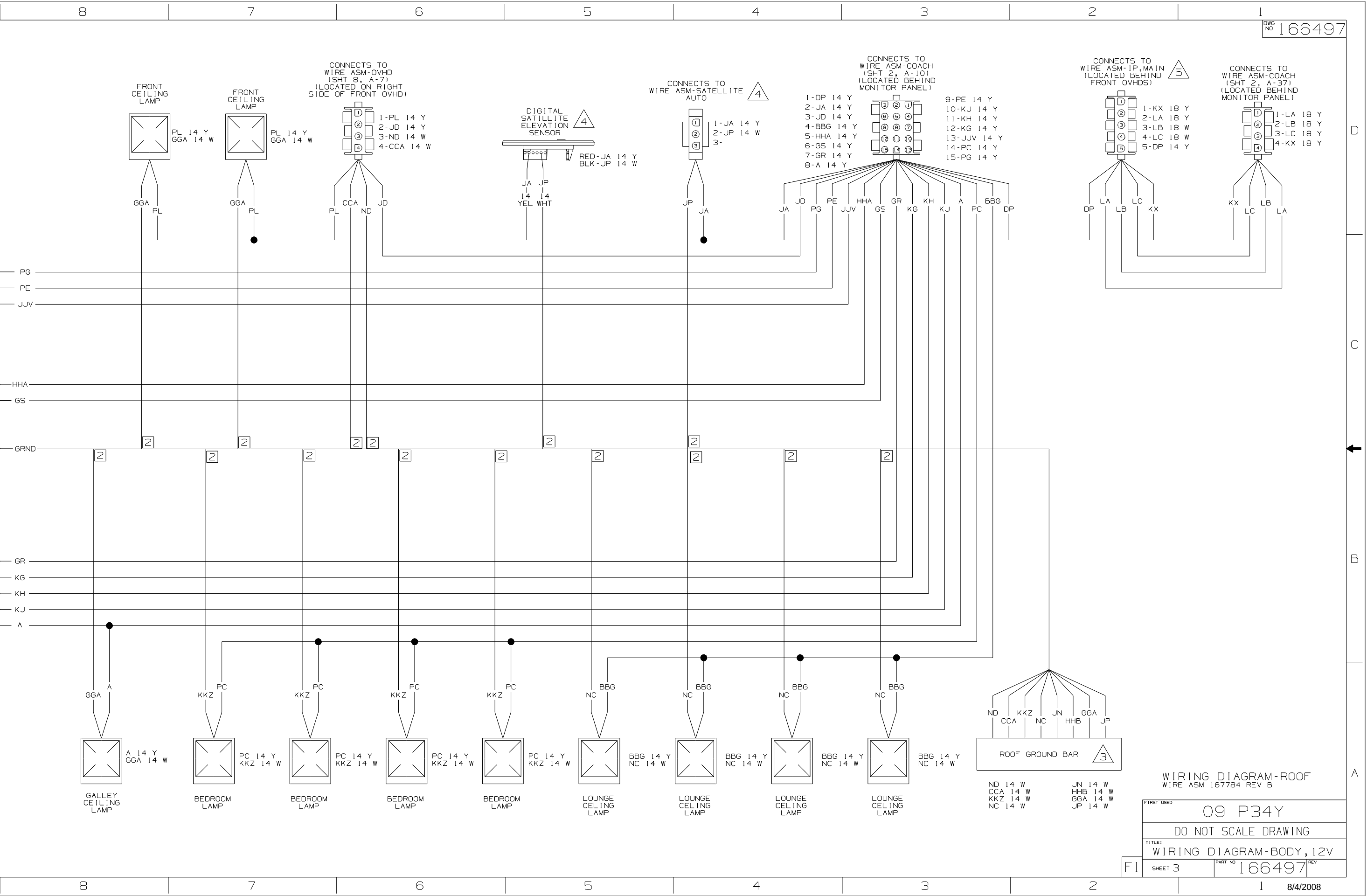
GROUNDS ARE SHOWN AS A SINGLE LINE FOR EASE IN TRACING. EACH GROUND CIRCUIT IS SEPERATE IN THE HARNESS.
- 2

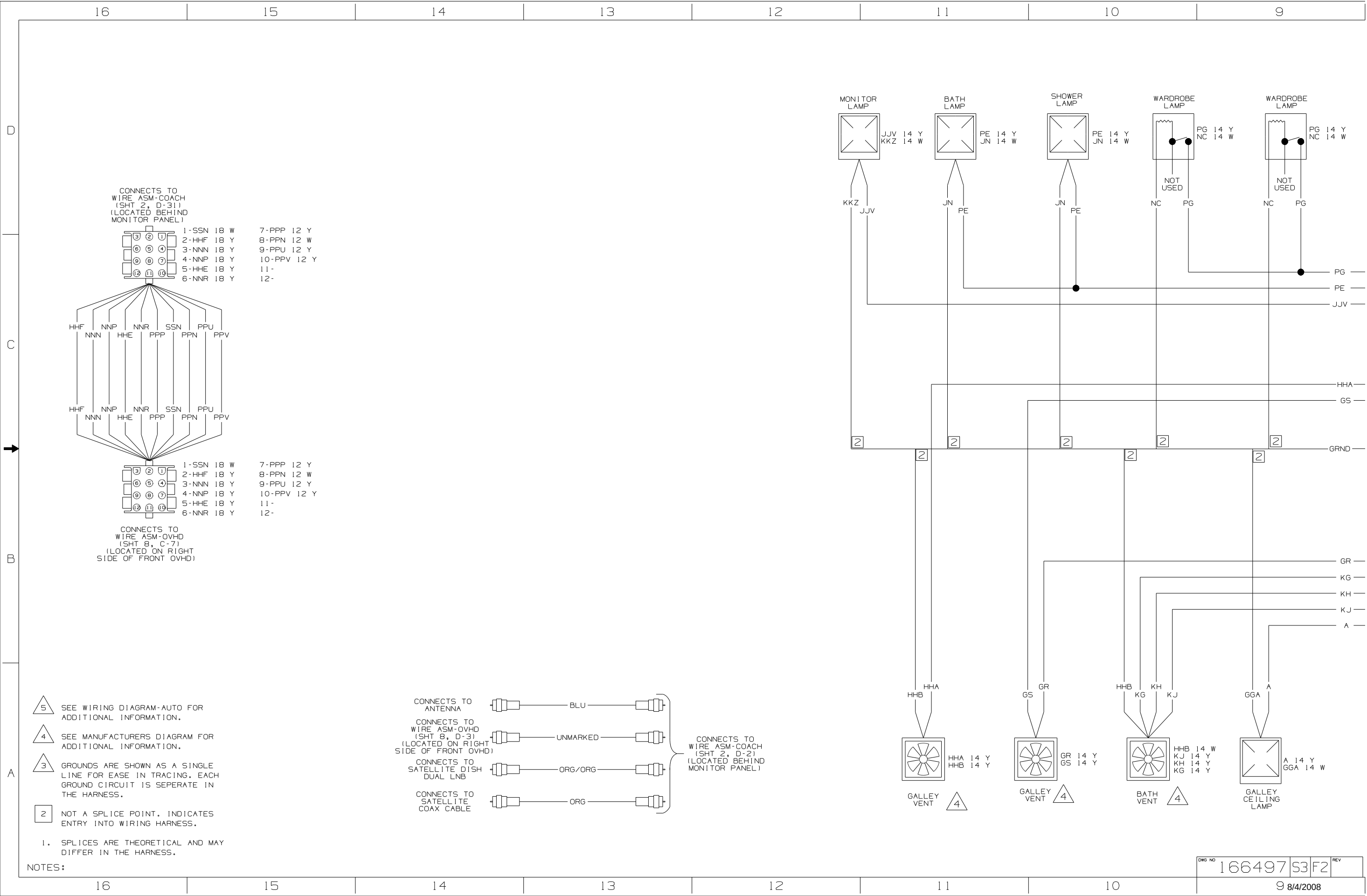
NOT A SPLICE POINT. INDICATES ENTRY INTO WIRING HARNESS.
1.

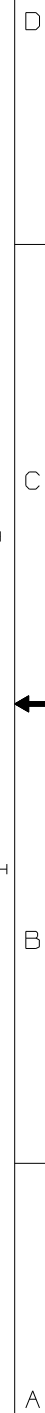
SPLICES ARE THEORETICAL AND MAY DIFFER IN THE HARNESS.

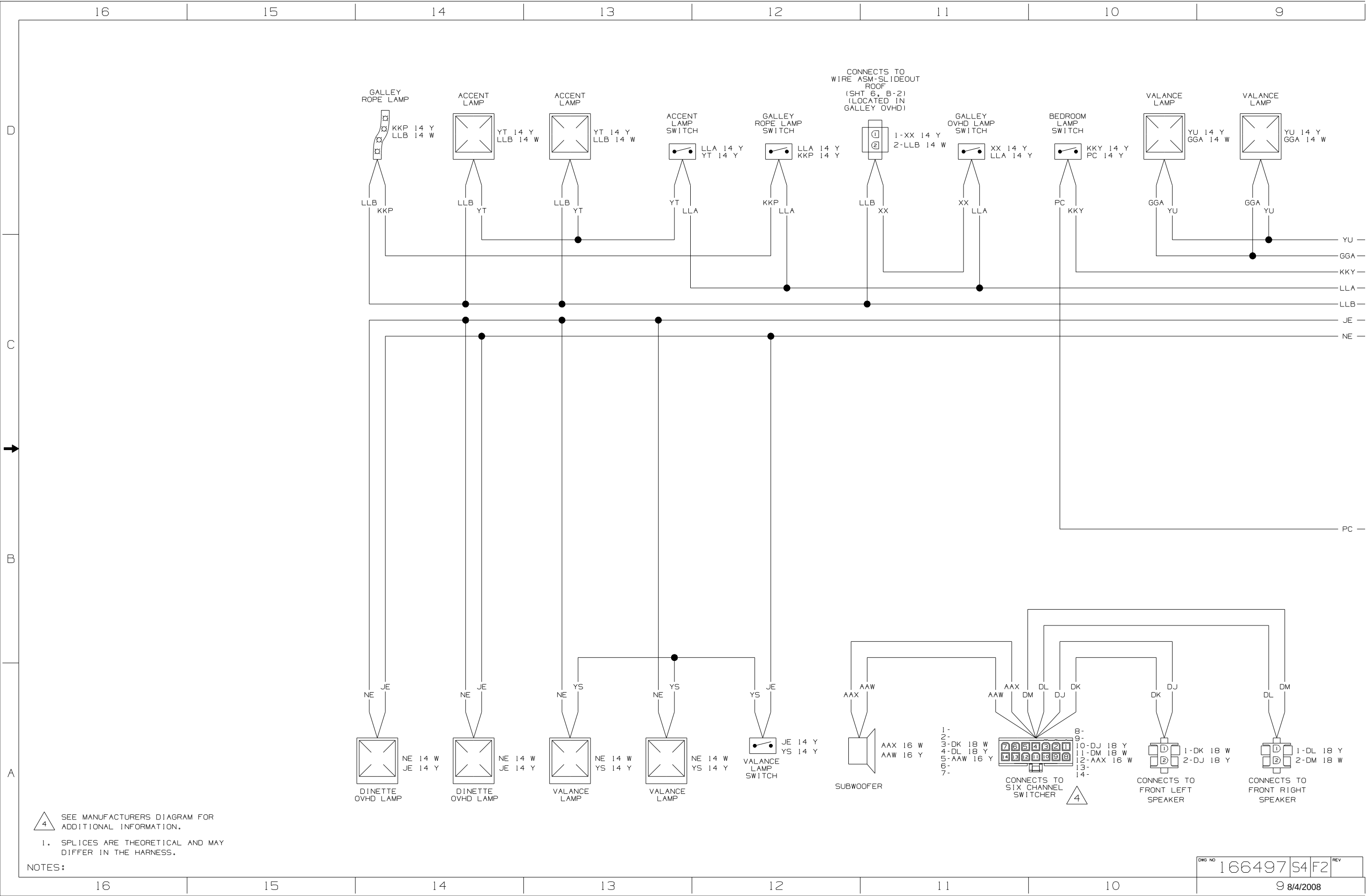
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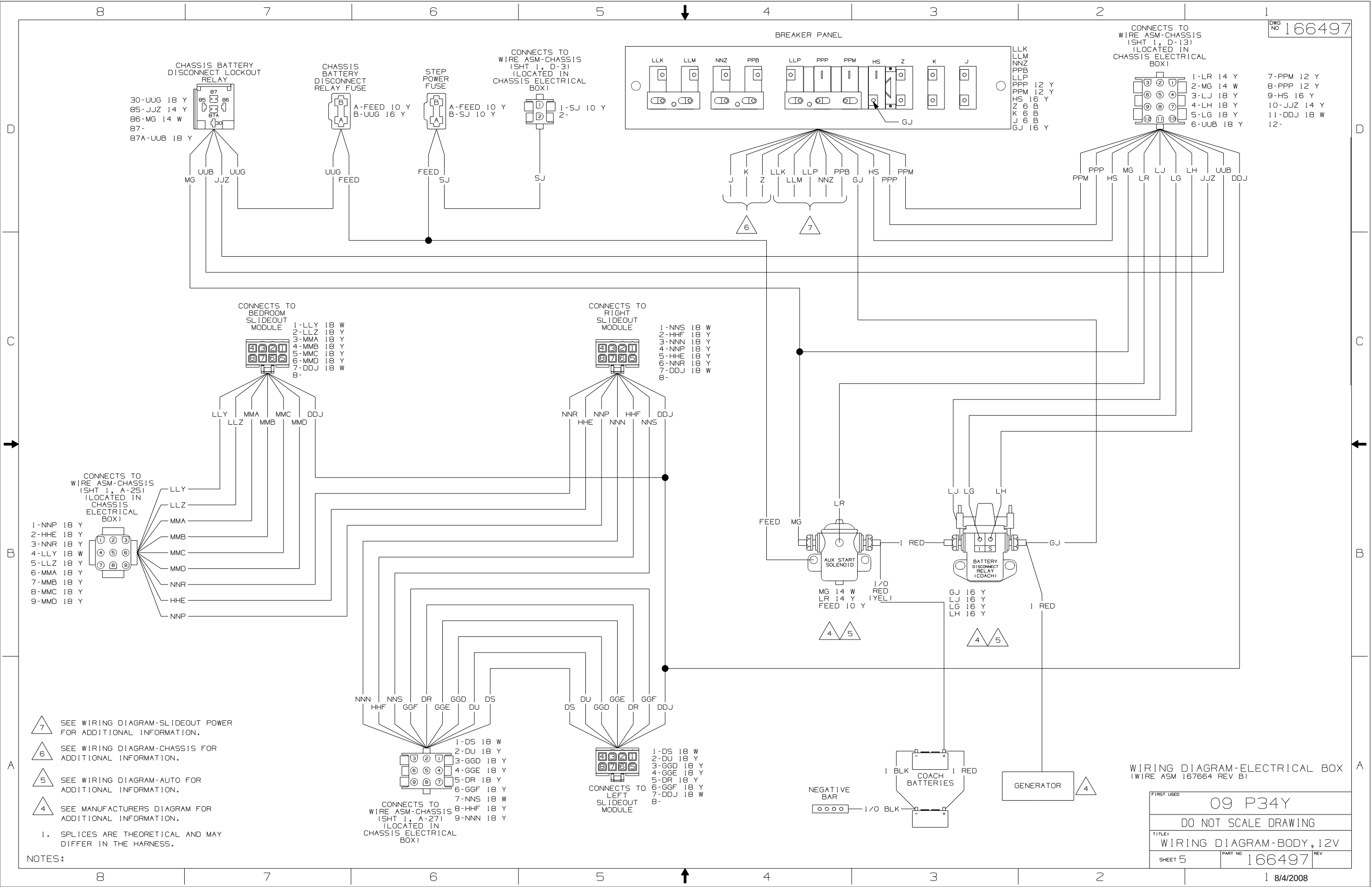












D

C

B

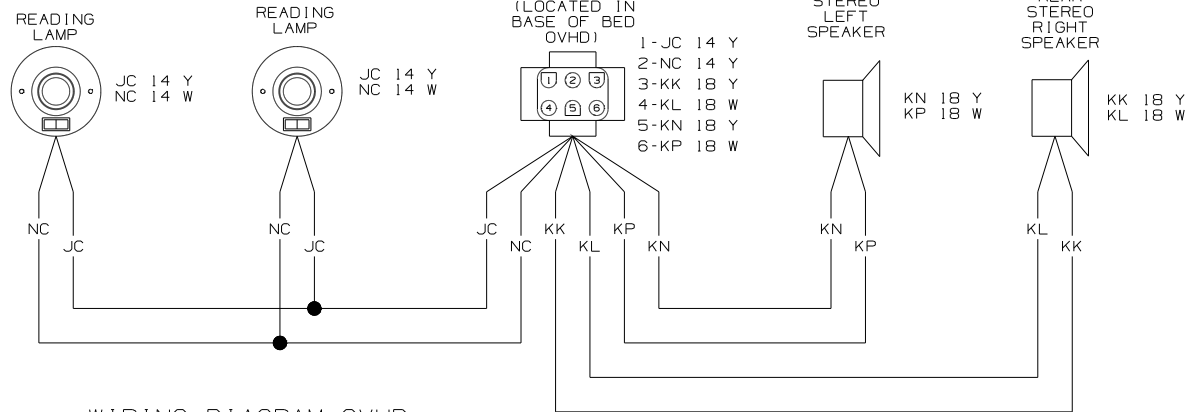
A

D

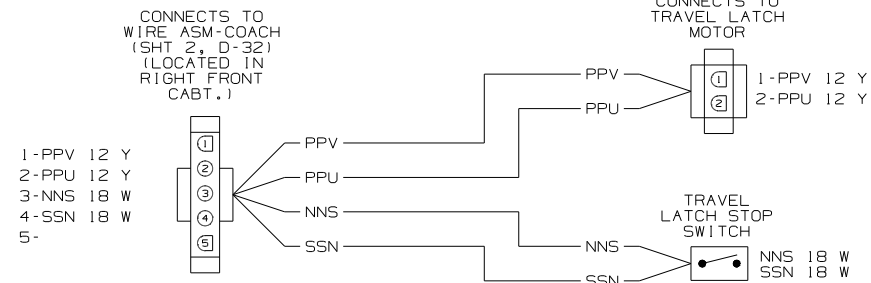
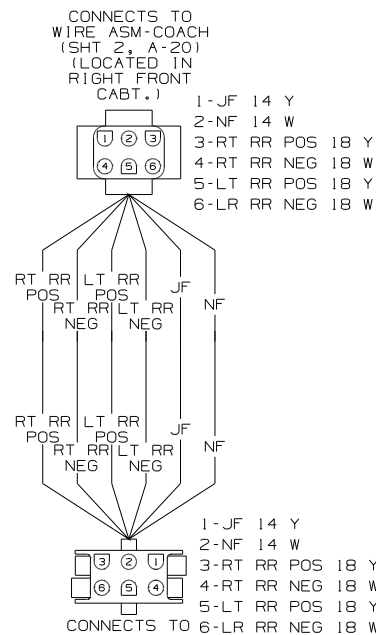
C

B

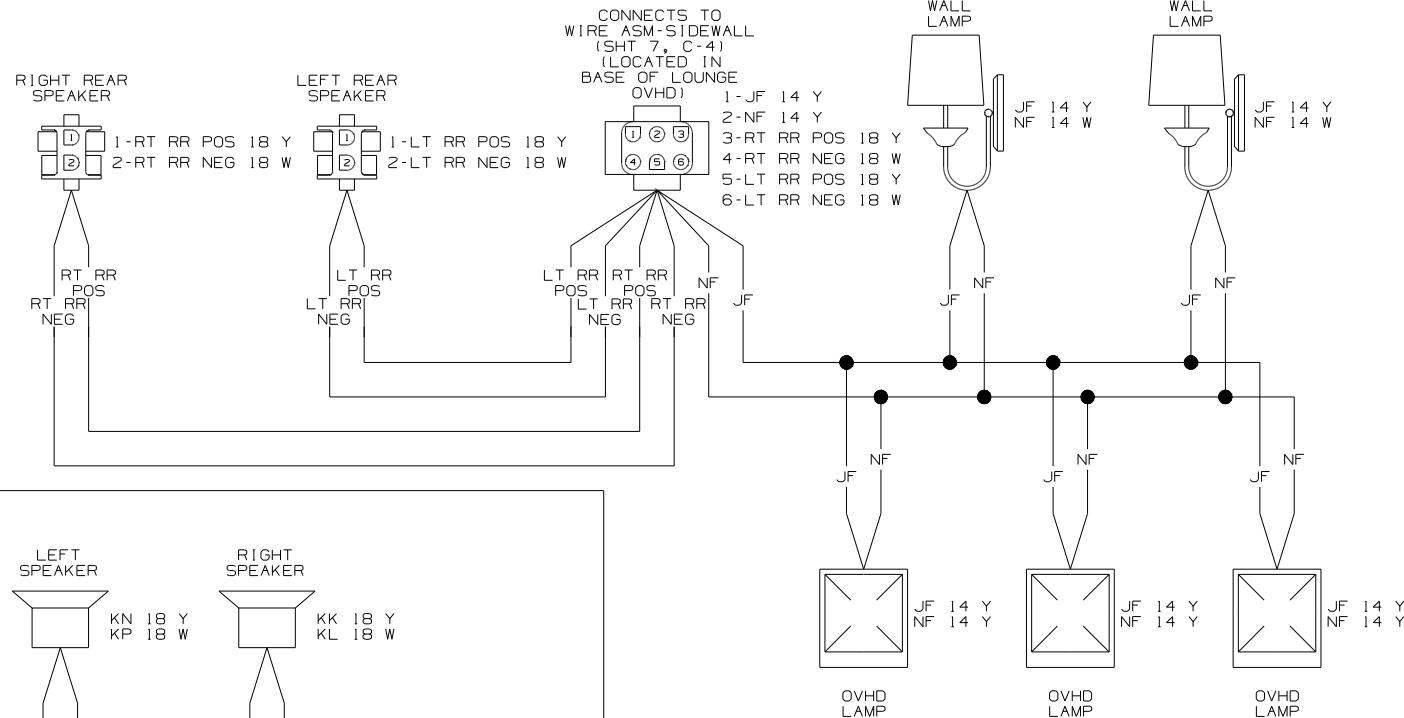
A



WIRING DIAGRAM-OVHD
(WIRE ASM 157942 REV A)



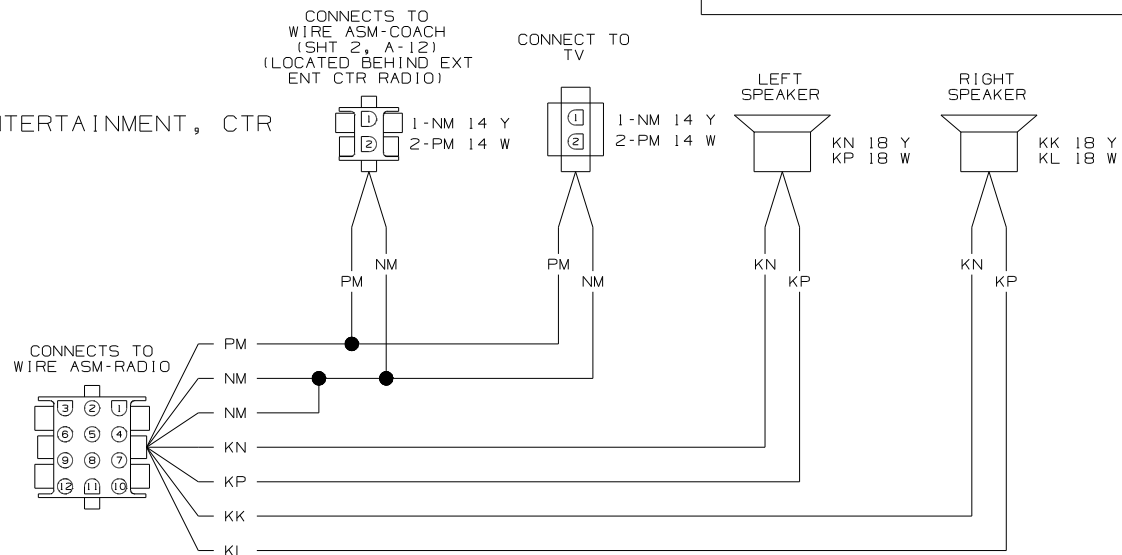
WIRING DIAGRAM-SIDEWALL
(WIRE ASM 167803 REV A)



WIRING DIAGRAM-SIDEWALL
(WIRE ASM 167811 REV: B)

WIRING DIAGRAM-OVHD
(WIRING ASM 167804 REV A)

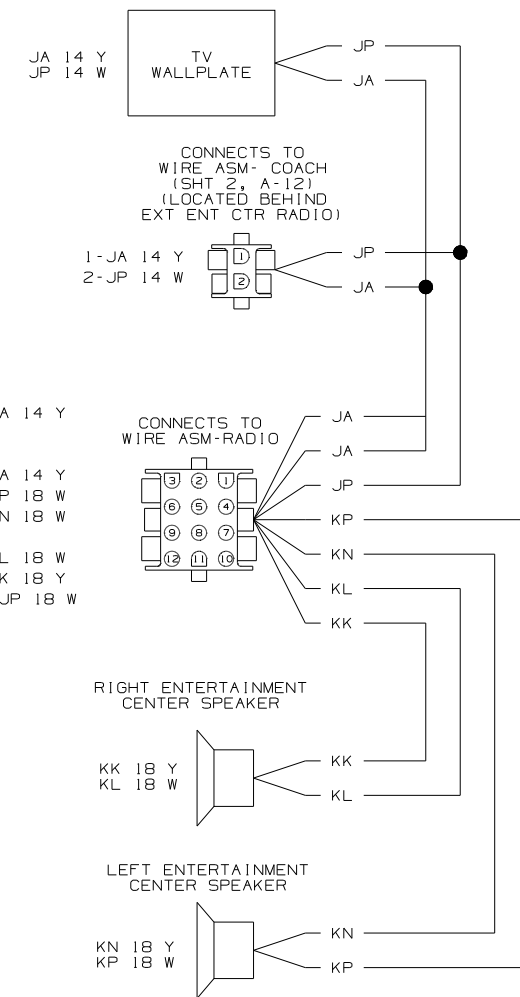
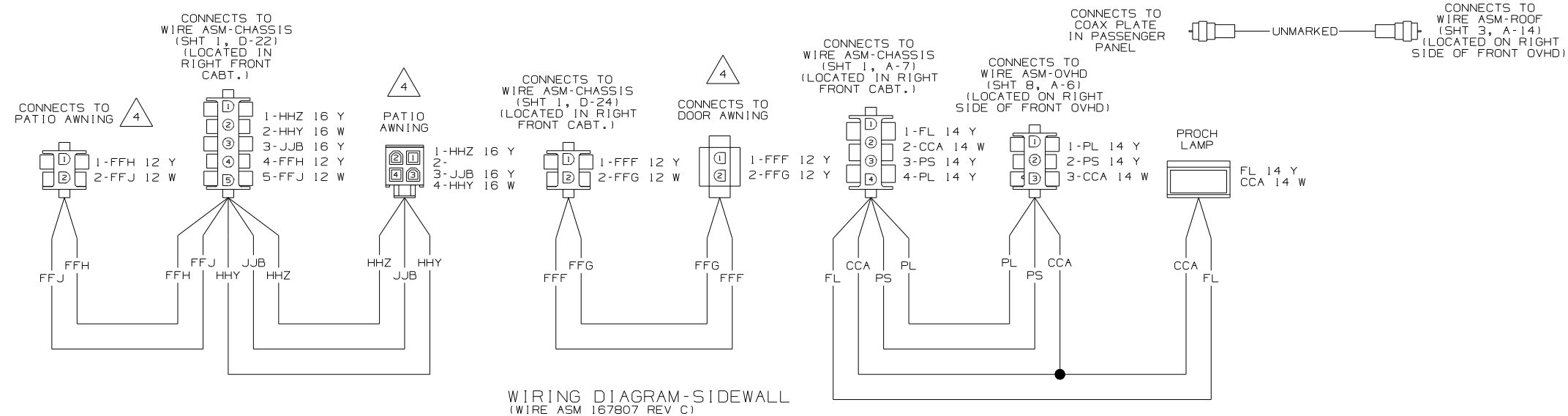
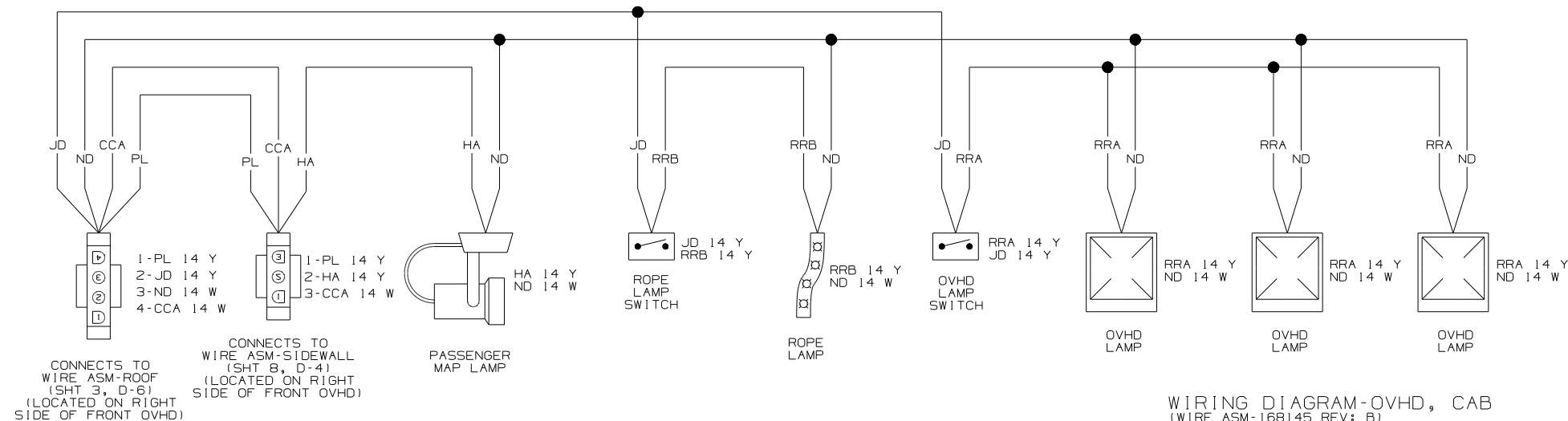
WIRING DIAGRAM-ENTERTAINMENT, CTR
(WIRE ASM 167854 REV: A)



- 5 SEE WIRING DIAGRAM-AUTO FOR ADDITIONAL INFORMATION.
- 4 SEE MANUFACTURERS DIAGRAM FOR ADDITIONAL INFORMATION.
- 3 GROUNDS ARE SHOWN AS A SINGLE LINE FOR EASE IN TRACING. EACH GROUND CIRCUIT IS SEPERATE IN THE HARNESS.
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1. SPLICES ARE THEORETICAL AND MAY DIFFER IN THE HARNESS.

NOTES:

FIRST USED		09 P34Y	
		DO NOT SCALE DRAWING	
TITLE:		WIRING DIAGRAM-BODY, 12V	
SHEET 7	PART NO	166497	REV

WIRING DIAGRAM-ENTERTAINMENT CTR
(WIRE ASM 125853 REV: M)

WIRING DIAGRAM-OVHD, CAB
(WIRE ASM-168145 REV: B)

- 5 SEE WIRING DIAGRAM-AUTO FOR ADDITIONAL INFORMATION.
 - 4 SEE MANUFACTURERS DIAGRAM FOR ADDITIONAL INFORMATION.
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NOTES:

FIRST USED		09 P34Y	
DO NOT SCALE DRAWING			
TITLE:			
WIRING DIAGRAM-BODY, 12V			
SHEET 8		PART NO	REV
		166497	