



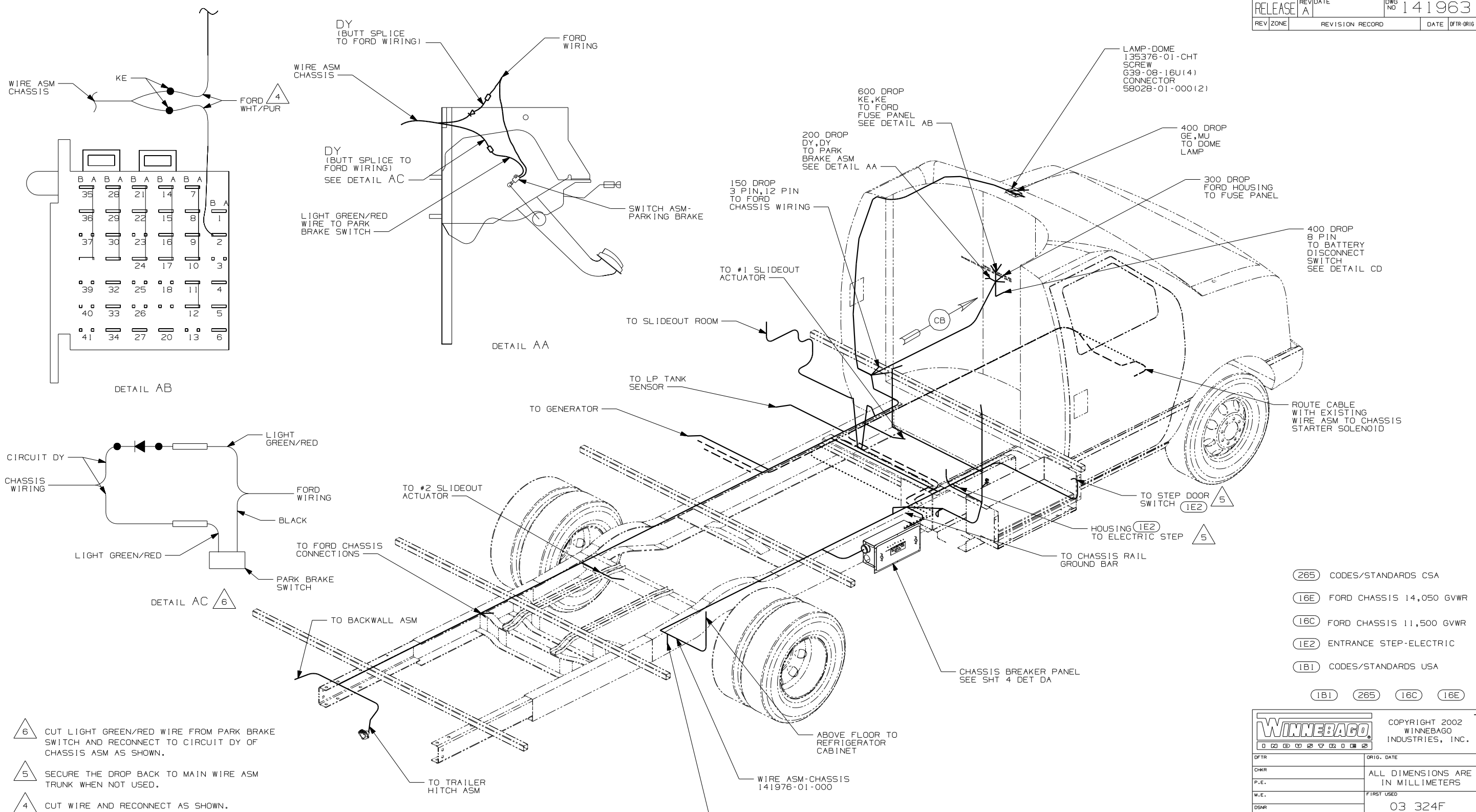
**DANGER**

**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.



- △ 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 TRUNK 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 600 MM CENTER ALONG ENTIRE ROUTED PATH.

2. SECURE CONDUIT 41953-01-000 OVER ALL WIRE IN CONTACT WITH ANY SHARP EDGE.

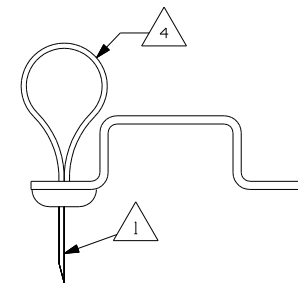
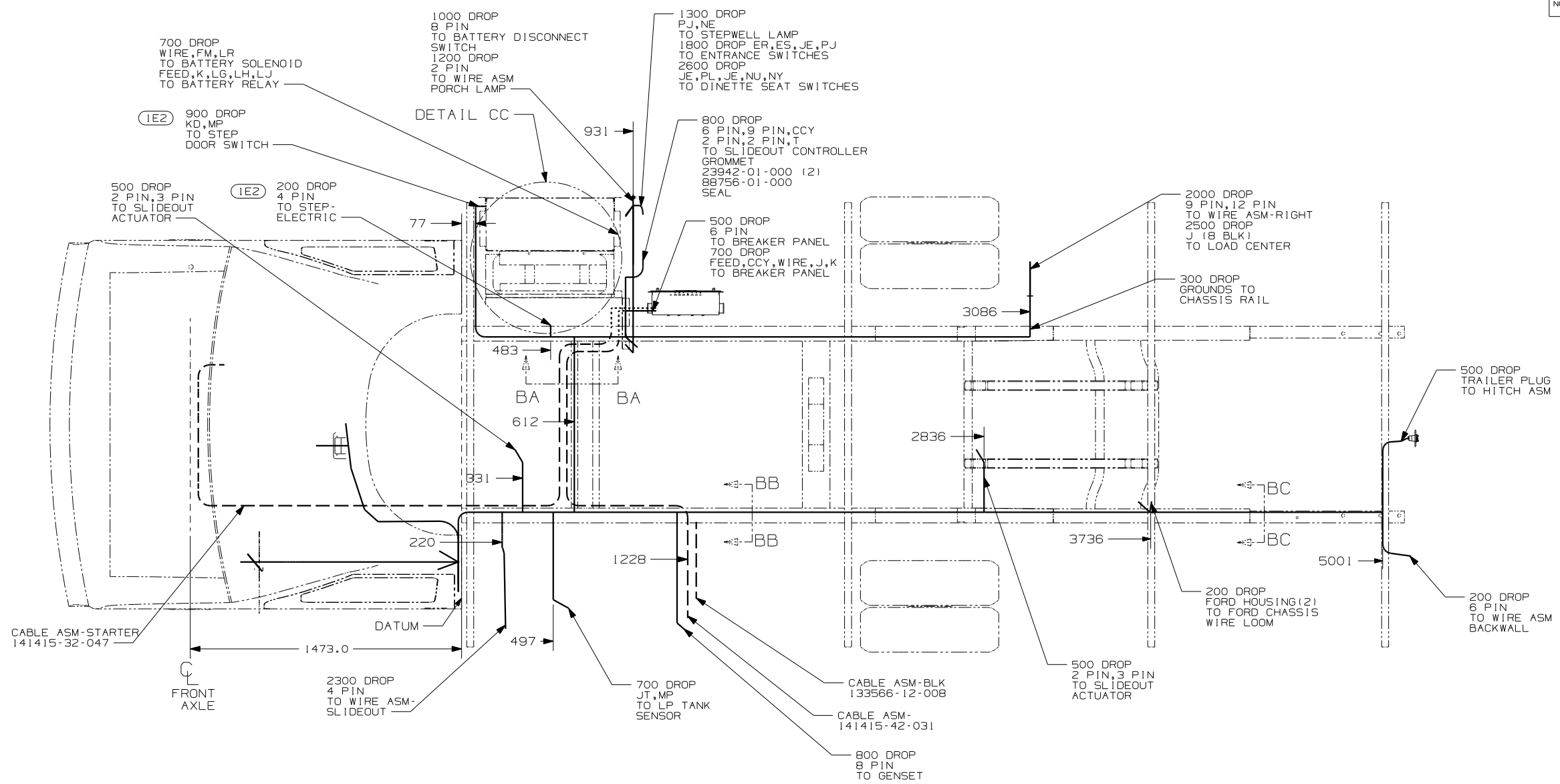
1. LEGEND: ——— WINNEBAGO: ..... CABLE: - - - - - CHASSIS SUPPLIED WIRING.

NOTES:

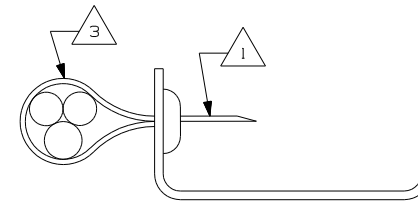
FOR ELECTRICAL TORQUE SPECIFICATIONS SEE DWG NO. 128783-01-000	(X-X)	FOR ELECTRICAL CALLOUTS SEE DWG NO. 21339-01-000
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- (265) CODES/STANDARDS CSA
- (16E) FORD CHASSIS 14,050 GVWR
- (16C) FORD CHASSIS 11,500 GVWR
- (1E2) ENTRANCE STEP-ELECTRIC
- (1B1) CODES/STANDARDS USA

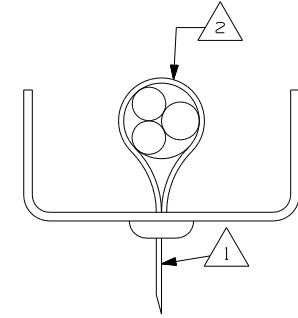
<b>WINNEBAGO</b>		COPYRIGHT 2002 WINNEBAGO INDUSTRIES, INC.	
DTR	ORIG. DATE	ALL DIMENSIONS ARE IN MILLIMETERS	
CHKR		FIRST USED	
P.E.		03 324F	
M.E.		UNSPECIFIED TOLERANCES ARE:	
DSNR		MATERIAL:	
		WHOLE DIM (X)	:
		ONE-PLACE (X.X)	: 1.5
		TWO-PLACE (X.XX)	: 0.50
		ANGLE	:
THIRD ANGLE PROJECTION		FORD	
DO NOT SCALE DRAWING			
TITLE: WIRING INSTL-CHASSIS			
SHEET 1 OF 8	PART NO	141963	



SECTION BA-BA



SECTION BB-BB



SECTION BC-BC

- (265) CODES/STANDARDS CSA
- (16E) FORD CHASSIS 14,050 GVWR
- (16C) FORD CHASSIS 11,500 GVWR
- (1E2) ENTRANCE STEP-ELECTRIC
- (1B1) CODES/STANDARDS USA

- 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.

NOTES:

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

(X-X) FOR ELECTRICAL CALLOUTS SEE DWG NO. 21339-01-000

FIRST USED	03 324F	FORD
DO NOT SCALE DRAWING		
TITLE:	WIRING INSTL-CHASSIS	
SHEET 2	PART NO	141963

(22W)

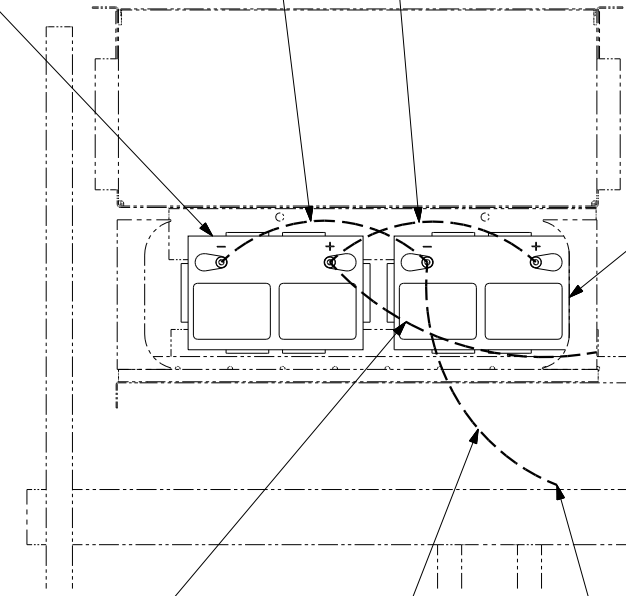
- BATTERY 63739-01-000 (2)
- TIEDOWN 65451-05-000 (2)
- BOLT 51387-06-000 (4)
- NUT D39-05-00B (4)
- CLIP 44364-02-000 (4)
- BOOT 77479-01-000
- 77479-02-000

(22W)

- CABLE ASM-BLK 133566-11-004

(22W)

- CABLE ASM-RED 133566-01-004



(12X)

- BATTERY 63739-01-000
- TIEDOWN 65451-05-000
- BOLT 51387-06-000 (2)
- NUT D39-05-00B (2)
- CLIP 44364-02-000 (2)
- BOOT 77479-02-000

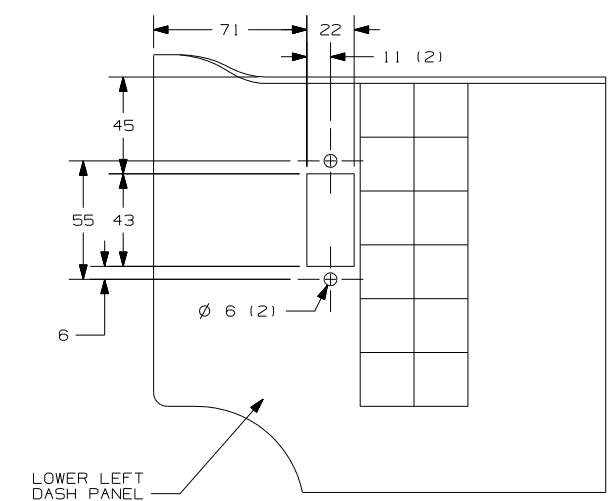
MODULE-SLIDEOUT CONTROL

- 138173-03-000
- SCREW G11-08-12U (2)
- COVER-MODULE 80530-01-CHT
- SCREW G11-10-10U (2)

CABLE ASM-141415-51-014 TO SOLENOID

CABLE ASM-BLK 133566-12-010 TO GROUND BAR

TO GROUND BAR BOLT C26-05-00B (2) NUT D39-05-00B (2)

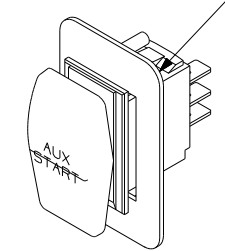


VIEW CE

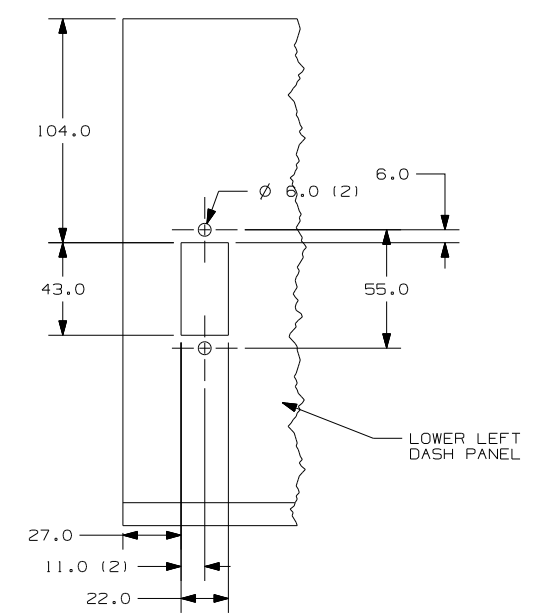
(1CW) (519)

DETAIL CC

- SWITCH-AUX START 108357-09-000
- ACTUATOR 108356-07-CHT
- PLATE-SWITCH 81994-07-000
- NUT 112722-01-000 (2)



DETAIL CD



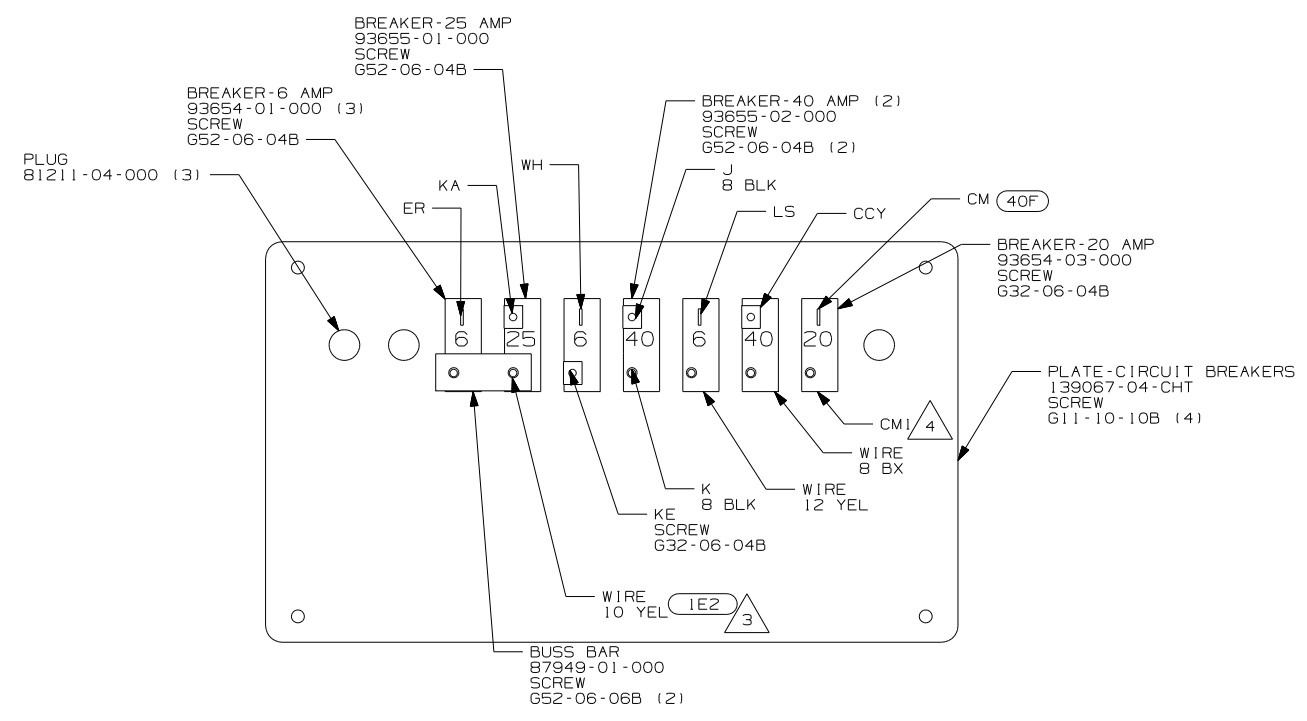
VIEW CB

(16C) (16E)

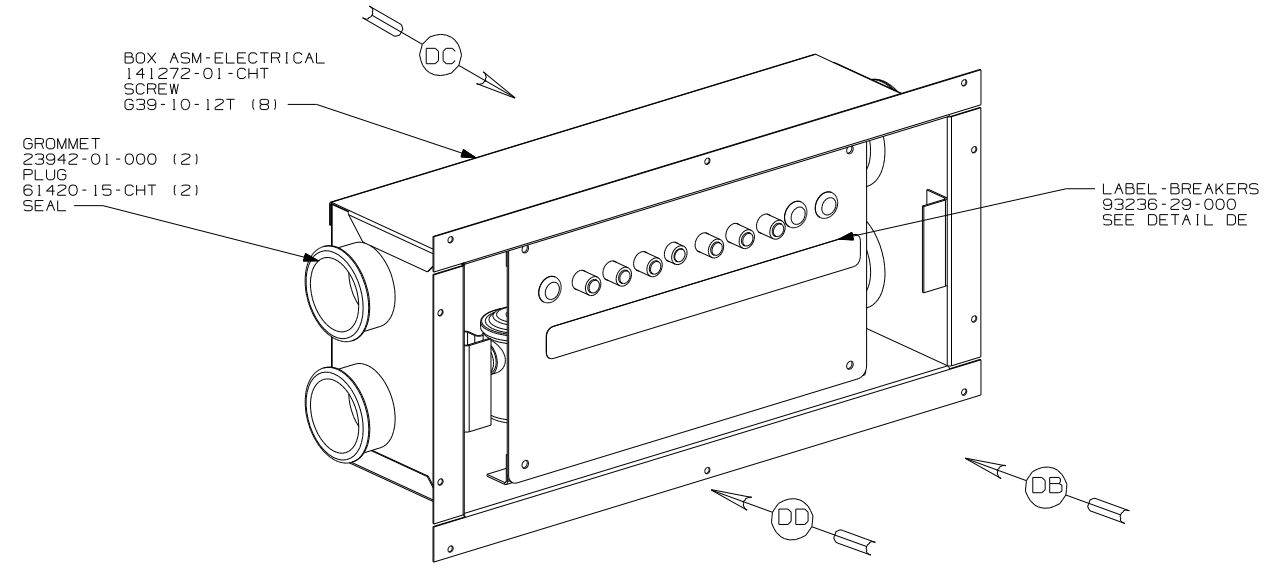
- (1CW) CHEVY CHASSIS-12,300 LB GVWR
- (519) CAL EMISSION-CHEVY
- (22W) BATTERY-SECOND
- (12X) BATTERY-ONE
- (265) CODES/STANDARDS CSA
- (16E) FORD CHASSIS 14,050 GVWR
- (16C) FORD CHASSIS 11,500 GVWR
- (1B1) CODES/STANDARDS USA

(1B1) (265)

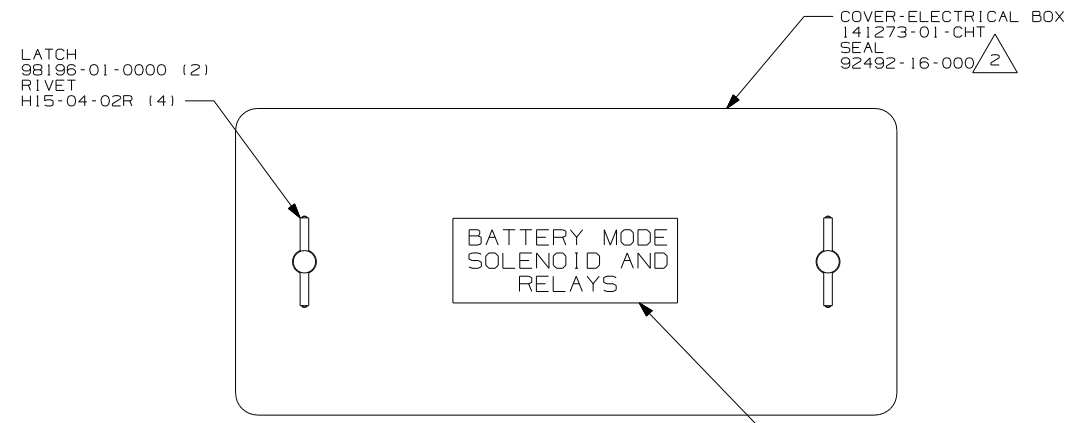
FIRST USED	03 324F	
TITLE	DO NOT SCALE DRAWING	
	WIRING INSTL-CHASSIS	
SHEET 3	PART NO	141963



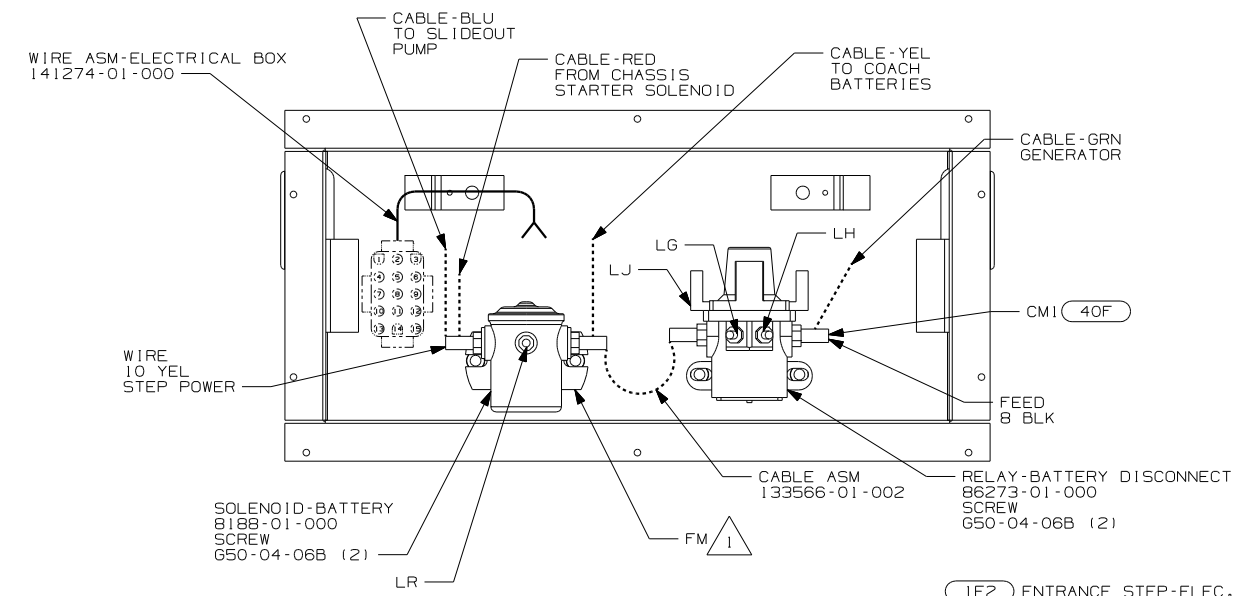
DETAIL DC



DETAIL DA



DETAIL DB



DETAIL DD

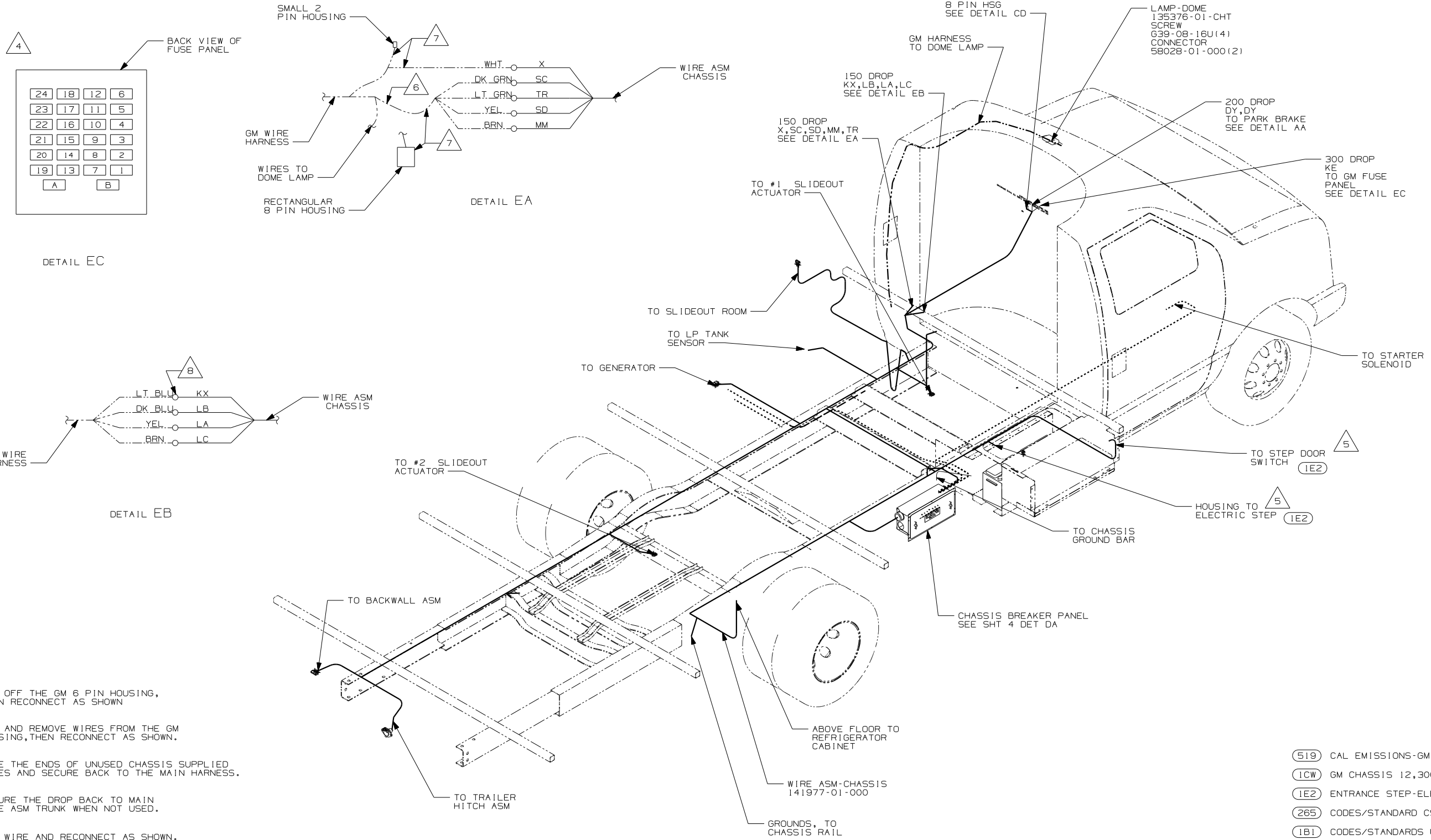
- NOTES:
- 4 LEAD ONLY USED WITH (40F).
  - 3 LEAD ONLY USED WITH (1E2).
  - 2 PLACE AROUND ENTIRE PERIMETER OF DOOR WITH SEAM AT TOP.
  - 1 SECURE WITH SOLENOID MOUNTING SCREW.

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

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

- (1E2) ENTRANCE STEP-ELEC.
- (290) SOLAR PANEL
- (40F) INVERTER-DC/AC-130 WATT

FIRST USED	03 324F	
TITLE	DO NOT SCALE DRAWING	
	WIRING INSTL-CHASSIS	
SHEET	4	PART NO 141963



- 8 CUT OFF THE GM 6 PIN HOUSING, THEN RECONNECT AS SHOWN
  - 7 CUT AND REMOVE WIRES FROM THE GM HOUSING, THEN RECONNECT AS SHOWN.
  - 6 TAPE THE ENDS OF UNUSED CHASSIS SUPPLIED WIRES AND SECURE BACK TO THE MAIN HARNESS.
  - 5 SECURE THE DROP BACK TO MAIN WIRE ASM TRUNK 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 600 MM CENTER ALONG ENTIRE ROUTED PATH.
  - 2 SECURE TUBING 41953-09-000 OVER ALL WIRE IN CONTACT WITH ANY SHARP EDGE.
  - 1 LEGEND: - - - - - FORD WIRING  
 \_\_\_\_\_ WINNEBAGO WIRING    ..... CABLE

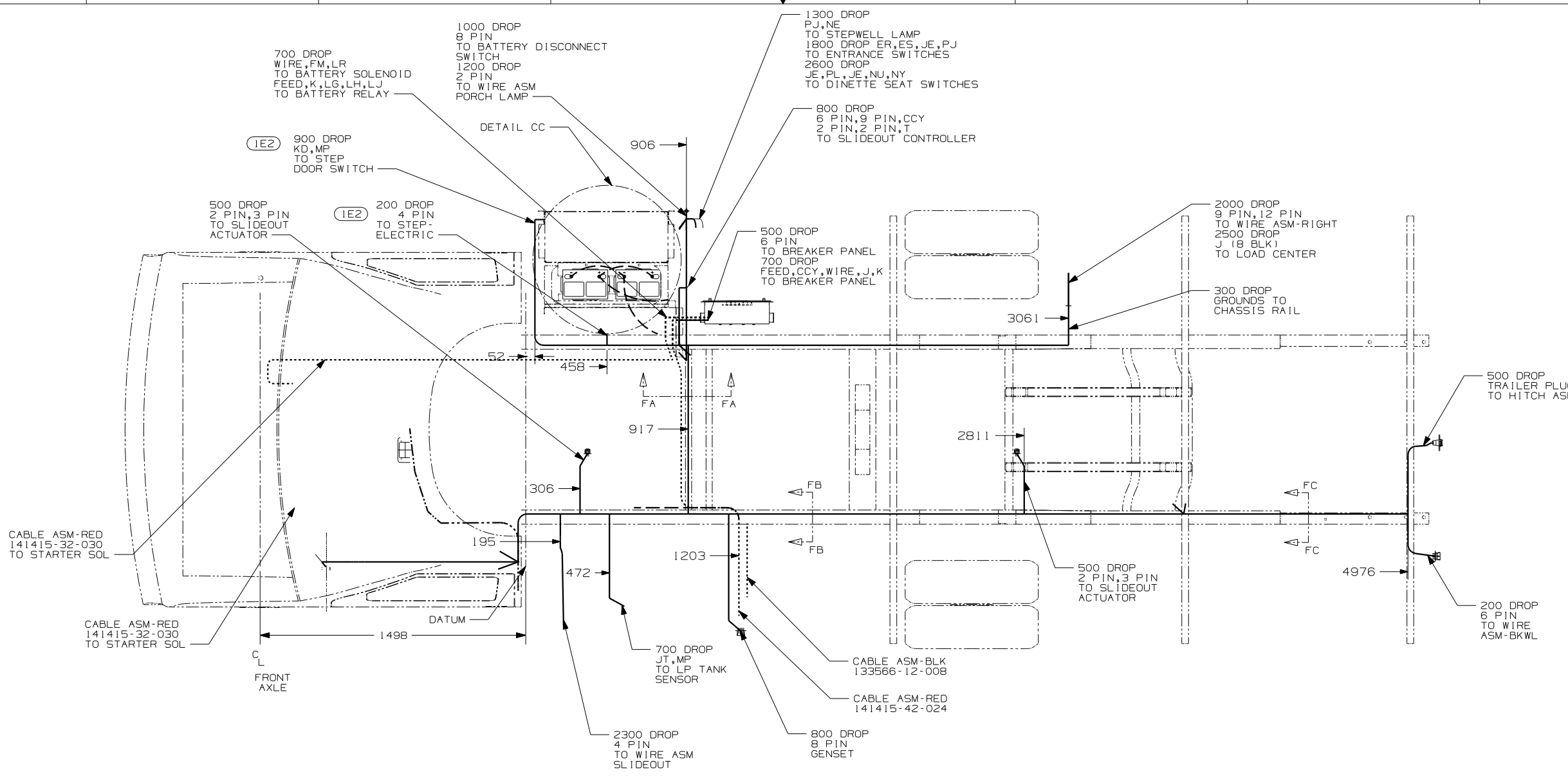
- (519) CAL EMISSIONS-GM
- (1CW) GM CHASSIS 12,300 LB GVWR
- (1E2) ENTRANCE STEP-ELECTRIC
- (265) CODES/STANDARD CSA
- (1B1) CODES/STANDARDS USA

(1B1) (265) (519) (1CW)  
02 CHEVY CHASSIS

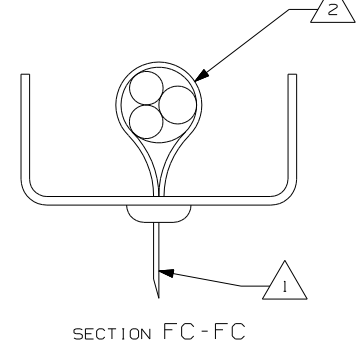
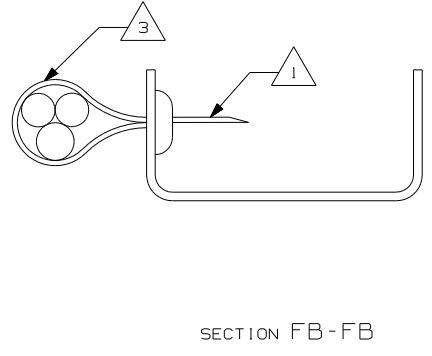
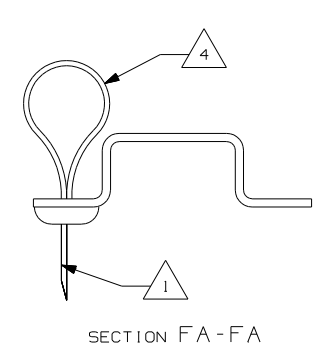
FOR ELECTRICAL TORQUE SPECIFICATIONS SEE DWG NO. 128783-01-000

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

FIRST USED	03 324F GM
TITLE	DO NOT SCALE DRAWING
	WIRING INSTL-CHASSIS
SHEET 5	PART NO 141963



- NOTES:
- 4 WIRES TO BE TIED TO CROSSMEMBER 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.



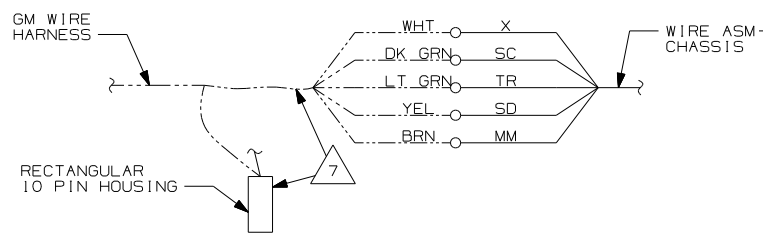
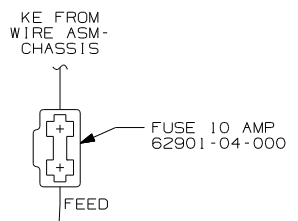
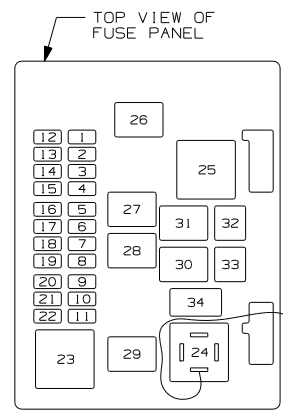
- (519) CAL EMISSIONS-GM
- (1CW) GM CHASSIS 12,300 LB GVWR
- (1E2) ENTRANCE STEP-ELECTRIC
- (265) CODES/STANDARDS CSA
- (1B1) CODES/STANDARDS USA

(1B1) (265) (1CW) (519)  
02 CHEVY CHASSIS

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

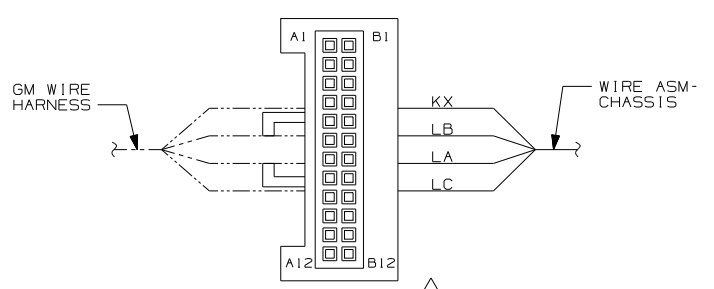
FOR ELECTRICAL CALLOUTS SEE DWG NO. 121339-01-000

FIRST USED	03 324F GM
TITLE	DO NOT SCALE DRAWING
	WIRING INSTL-CHASSIS
SHEET 6	PART NO 141963



DETAIL GA

DETAIL GC 4



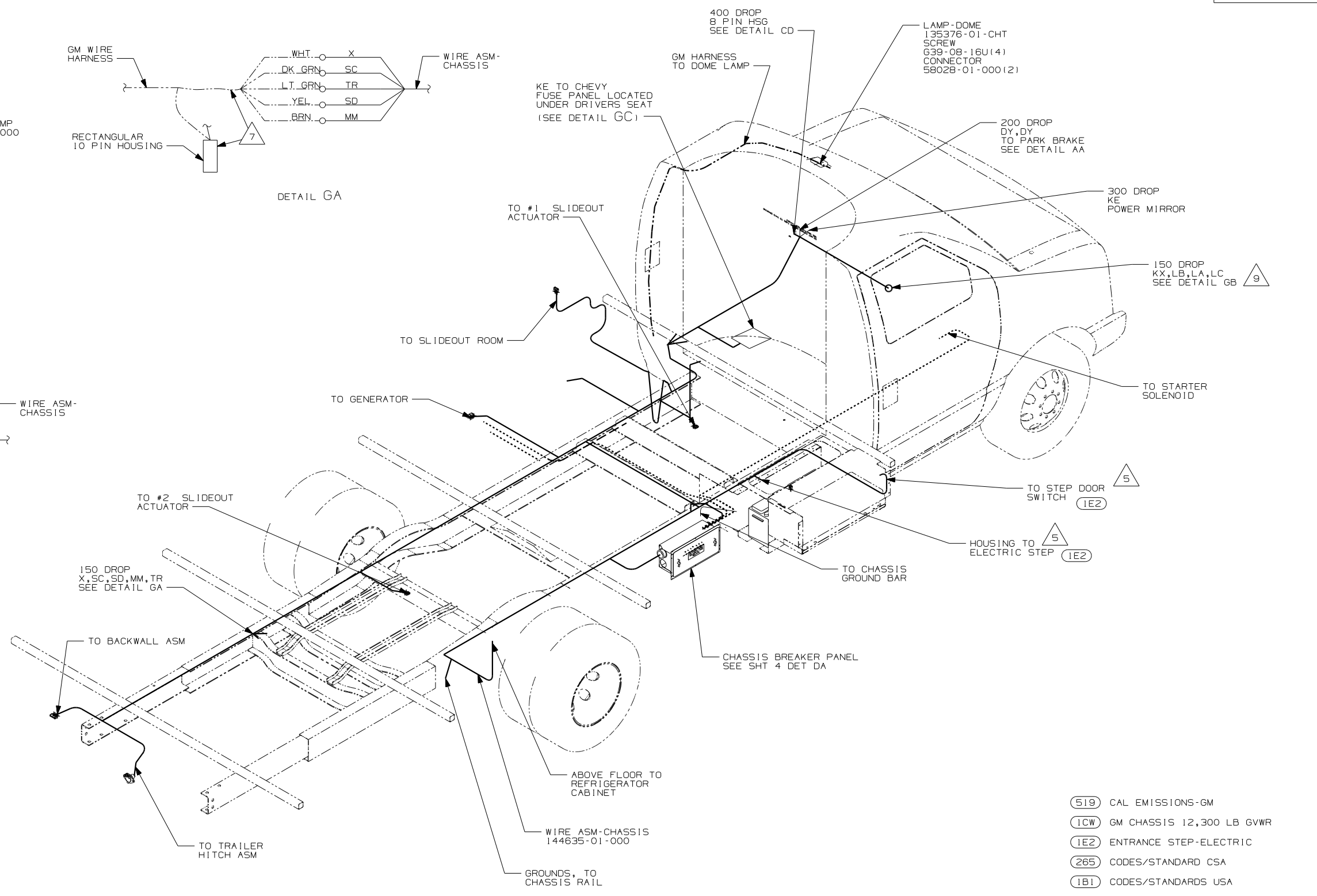
DETAIL GB 8

- A1-ORG (REF)
- A2-
- A3-
- A4-
- A5-
- A6-
- A7-
- A8-DK BLU (REF)
- A9-LT BLU (REF)
- A10-LB
- A11-KX
- A12-BLK/WHT (REF)
- B1-RED/WHT (REF)
- B2-
- B3-
- B4-
- B5-
- B6-
- B7-
- B8-LA
- B9-LC
- B10-DK GRN (REF)
- B11-ORG (REF)
- B12-

- 9 REMOVE RADIO FROM DASH TO EXPOSE HOUSING.
- 8 INSERT TERMINALS INTO HOUSING AS SHOWN.
- 7 CUT AND REMOVE WIRES FROM THE GM HOUSING, THEN RECONNECT AS SHOWN.
- 6 TAPE THE ENDS OF UNUSED CHASSIS SUPPLIED WIRES AND SECURE BACK TO THE MAIN HARNESS.
- 5 SECURE THE DROP BACK TO MAIN WIRE ASM TRUNK WHEN NOT USED.
- 4 INSERT FEED WIRE 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 TUBING 41953-09-000 OVER ALL WIRE IN CONTACT WITH ANY SHARP EDGE.

1 LEGEND: - - - - - FORD WIRING  
 \_\_\_\_\_ WINNEBAGO WIRING  
 ..... CABLE



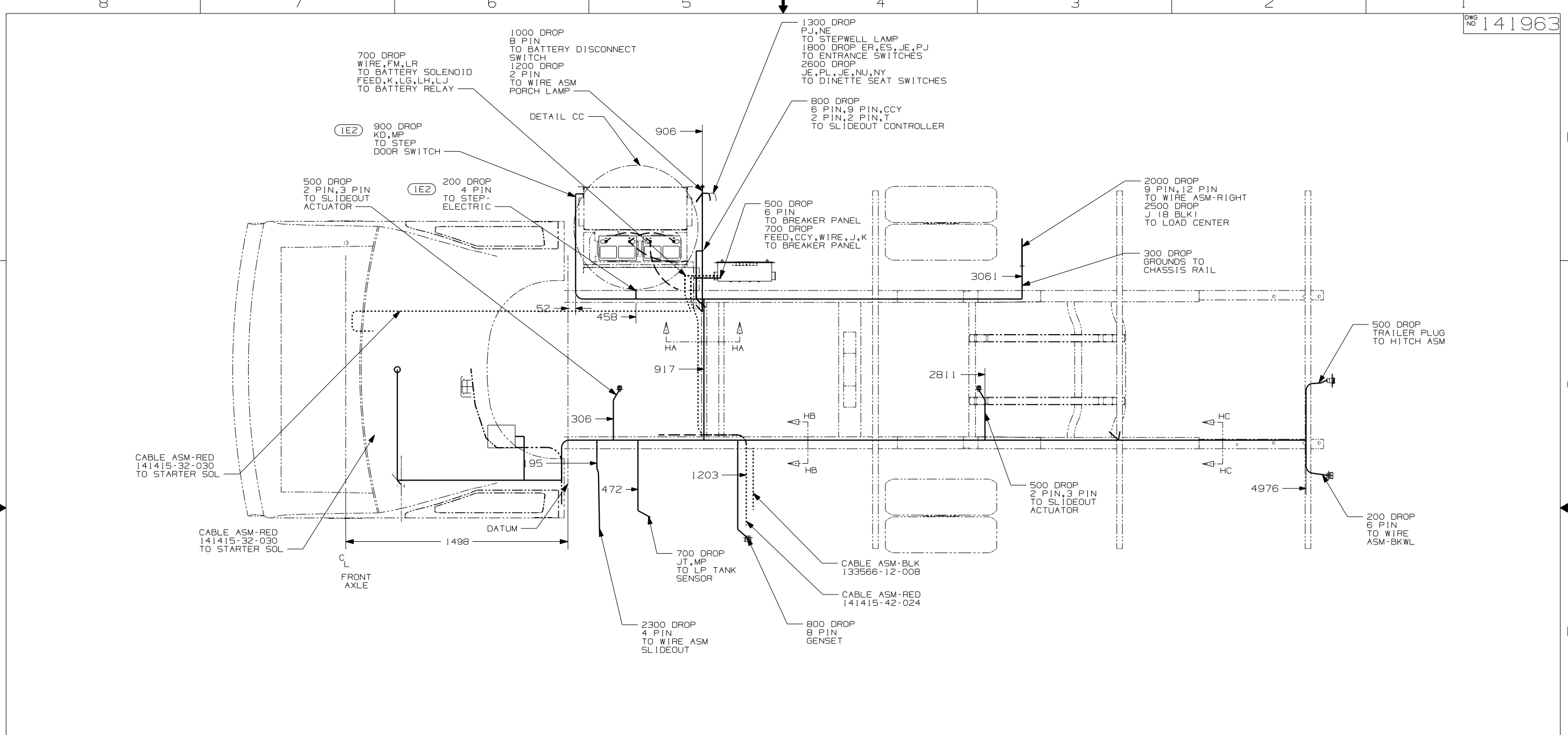
FOR ELECTRICAL TORQUE SPECIFICATIONS SEE DWG NO. 128783-01-000

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

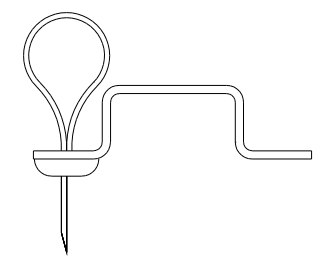
- (519) CAL EMISSIONS-GM
- (1CW) GM CHASSIS 12,300 LB GVWR
- (1E2) ENTRANCE STEP-ELECTRIC
- (265) CODES/STANDARD CSA
- (1B1) CODES/STANDARDS USA

FIRST USED		03 324F GM	
DO NOT SCALE DRAWING			
TITLE: WIRING INSTL-CHASSIS			
SHEET 7	PART NO	141963	

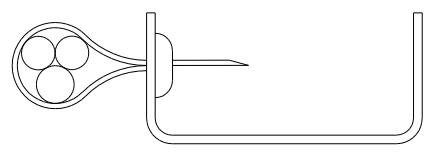




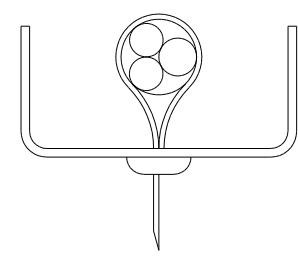
- NOTES:
- 4 WIRES TO BE TIED TO CROSSMEMBER USING EXISTING HOLES.
  - 3 WIRES TO BE TIED TO TOP OF RAIL USING EXISTING HOLES.
  - 2 WIRES TO BE TIED TO INSIDE OF RAIL USING EXISTING HOLES.
  - 1 CUT OFF EXCESS END OF WIRE TIE.



SECTION HA-HA



SECTION HB-HB



SECTION HC-HC

- (519) CAL EMISSIONS-GM
- (1CW) GM CHASSIS 12,300 LB GVWR
- (1E2) ENTRANCE STEP-ELECTRIC
- (265) CODES/STANDARDS CSA
- (1B1) CODES/STANDARDS USA

(1B1) (265) (1CW) (519)  
03 CHEVY CHASSIS

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

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

FIRST USED	03 324F GM
TITLE	DO NOT SCALE DRAWING
	WIRING INSTL-CHASSIS
SHEET 8	PART NO 141963