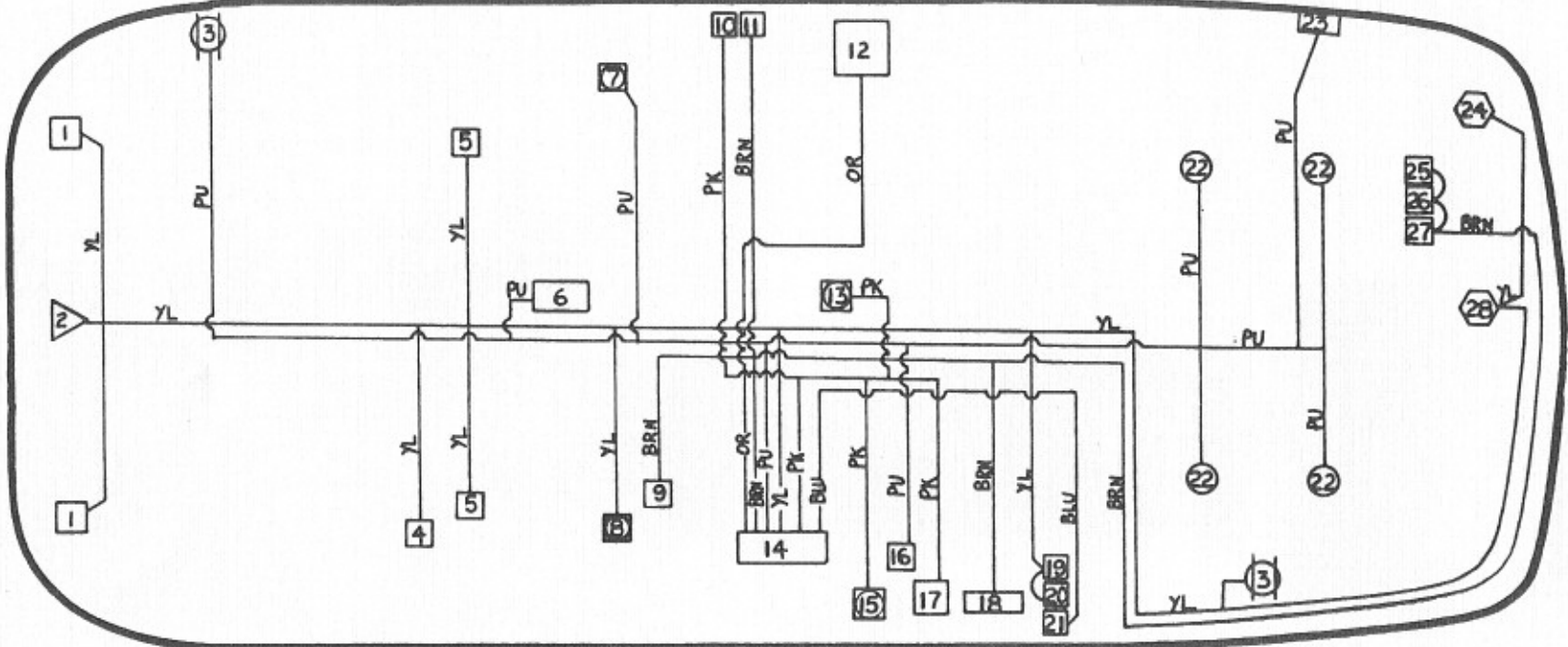


290 SERIES - 12 VOLT WIRING DIAGRAM

Wiring shown from 12 volt distribution panel to switch or appliance.



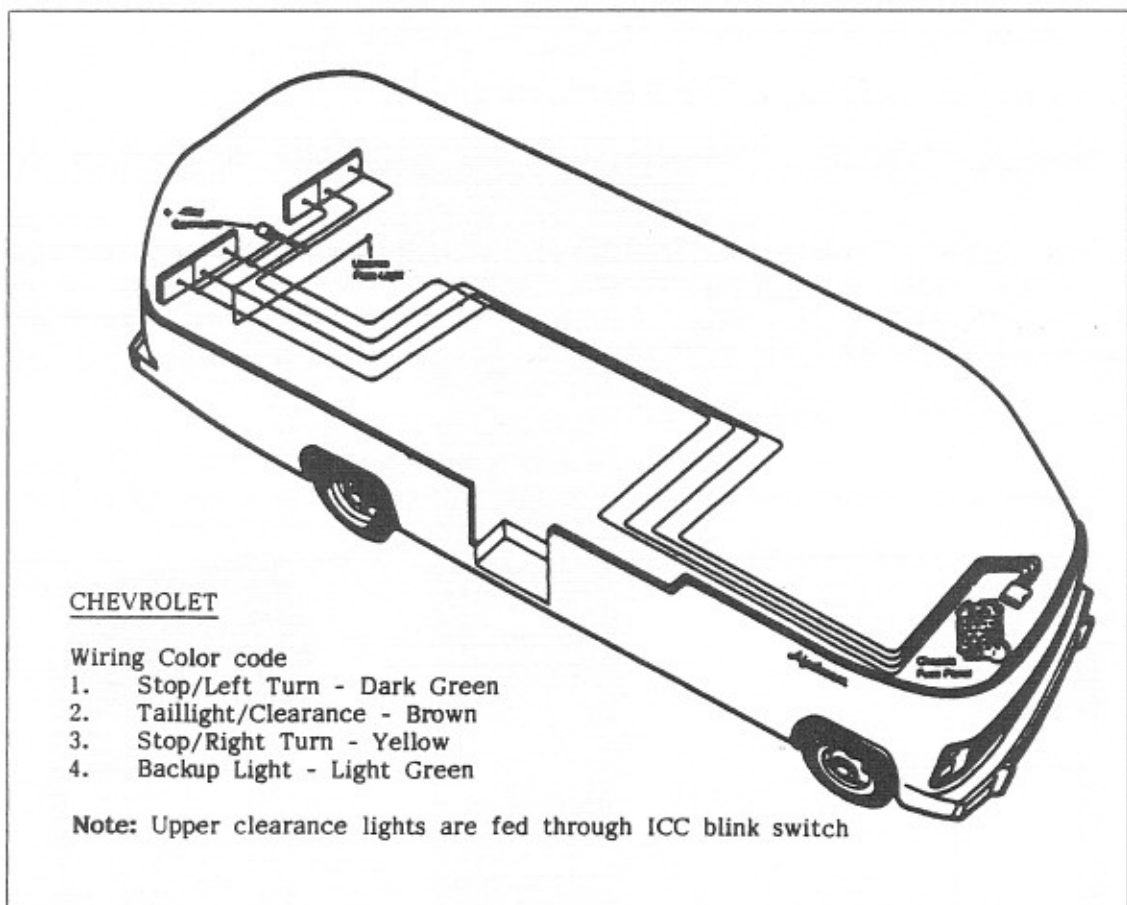
1. Reading lights, rear
2. Clock
3. 12V outlet (shaver socket)
4. Switch, bedroom lighting
5. Wardrobe lights
6. Ceiling light
7. Exhaust fan, lavatory
8. Exhaust fan, shower
9. Light, shower

10. Switch, lavatory light
11. Switch, water heater
12. Refrigerator
13. Fan, ceiling
14. 12V distribution panel
15. Range exhaust fan
16. Switch, galley lights
17. Furnace
18. Monitor Panel

20. Switch, living room lights
22. Reading lights, front
23. Door Bell
24. CB radio
25. Switch, compartment lights
26. Switch, map lights
27. Switch, aisle lights
28. Radio/Tape player

NOTES

TYPICAL 12 VOLT EXTERIOR WIRING



The exterior lights of the Airstream motorhome are fed current from the Chevrolet chassis wiring harness. The wiring harness to the taillights plugs into the back of the automotive fuse block on the front of the fire wall. The lower front clearance lights and turn signals also pick power up from this location. The upper clearance lights are fed through the ICC blink switch which picks up power from the head light switch.

The wiring harness for the taillights run past the left side of the engine, back the left frame rail, then up into the body.

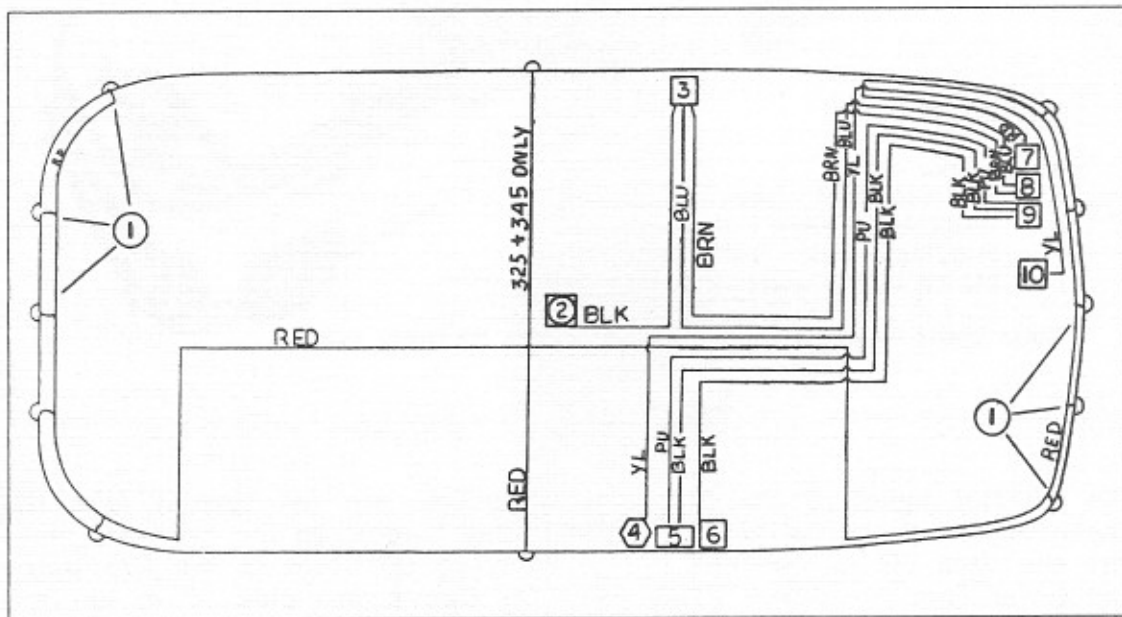
The most common failure in the exterior electrical system is an open circuit. An open circuit is an interruption in the current flow which may be in either the wire to the component or in the ground return. Check the following areas for open circuits.

1. Light bulb (filament open)
2. Loose or corroded connections at lighting device.
3. Loose or corroded connections at 7-way connectors.
4. Improper grounding at the lighting device.

A continuity light or an ohmmeter will help you isolate the point of the "open" on the circuit.

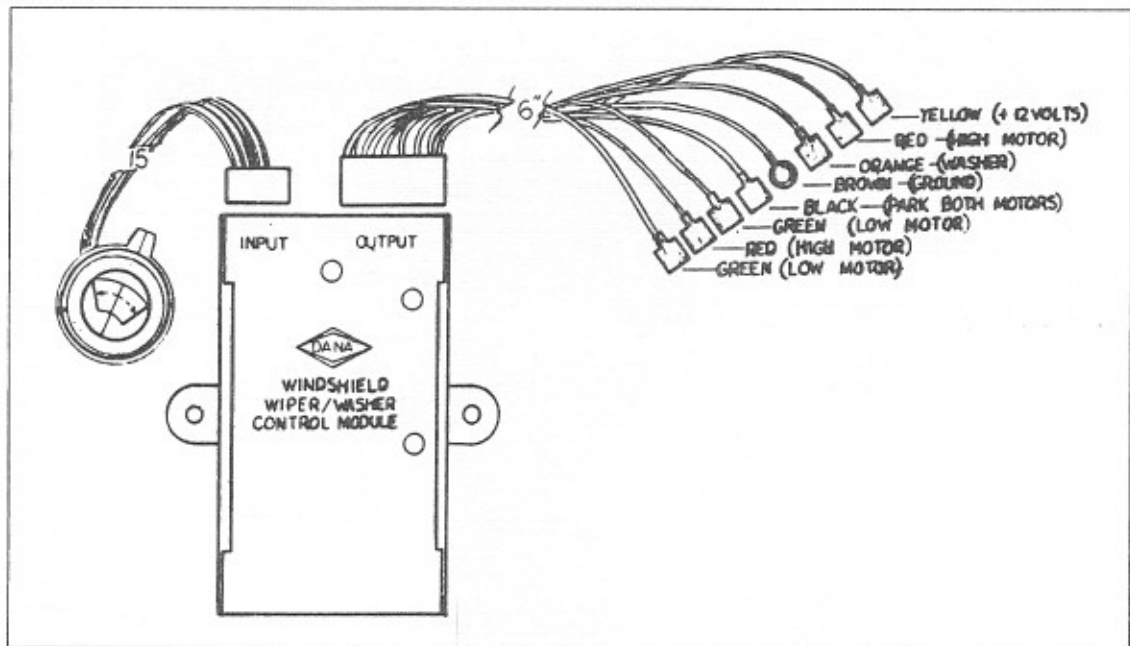
Another cause of failure is a short circuit usually resulting in a blown fuse or cycling circuit breaker at the power source. A short is usually caused by the wire coming in contact with a sharp edge. The sharp edge wears the wire's insulation away until the "hot" wire shorts to ground.

DASH TO BODY LIGHTS AND ACCESSORIES



- | | |
|-----------------------|-------------------------------|
| 1. Clearance Lights | 6. Switch, Mercury, dead bolt |
| 2. Ceiling Fan | 7. Switch, I.C.C. Blink |
| 3. Auxiliary heater | 8. Switch, Auxiliary heater |
| 4. Refrigerator | 9. Switch, dead bolt |
| 5. Electric dead bolt | 10. Fuse block, 12 V Chassis |

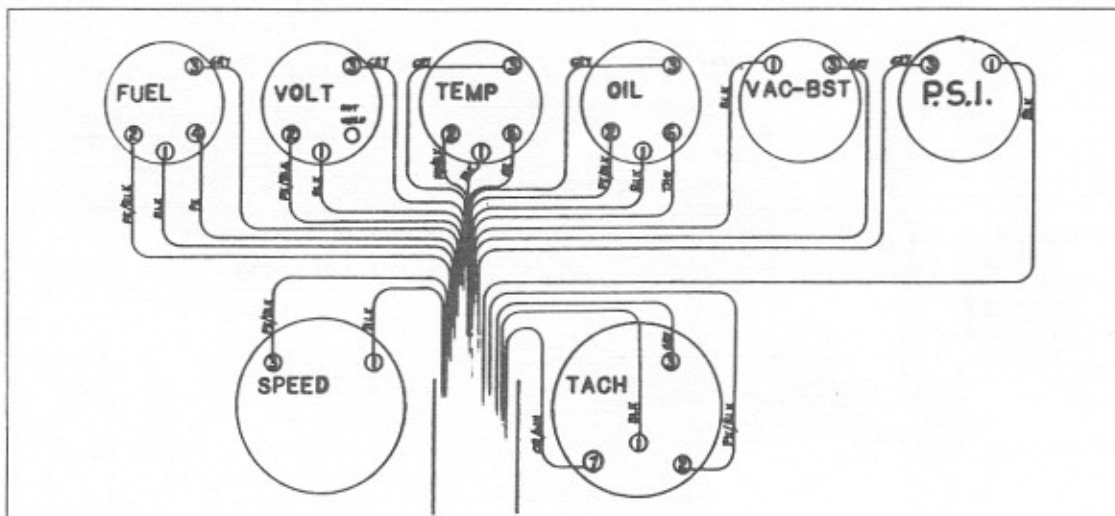
WINDSHIELD WIPER



The windshield wiper/washer module is attached to the back of the dash. Steady pressure will break the adhesive.

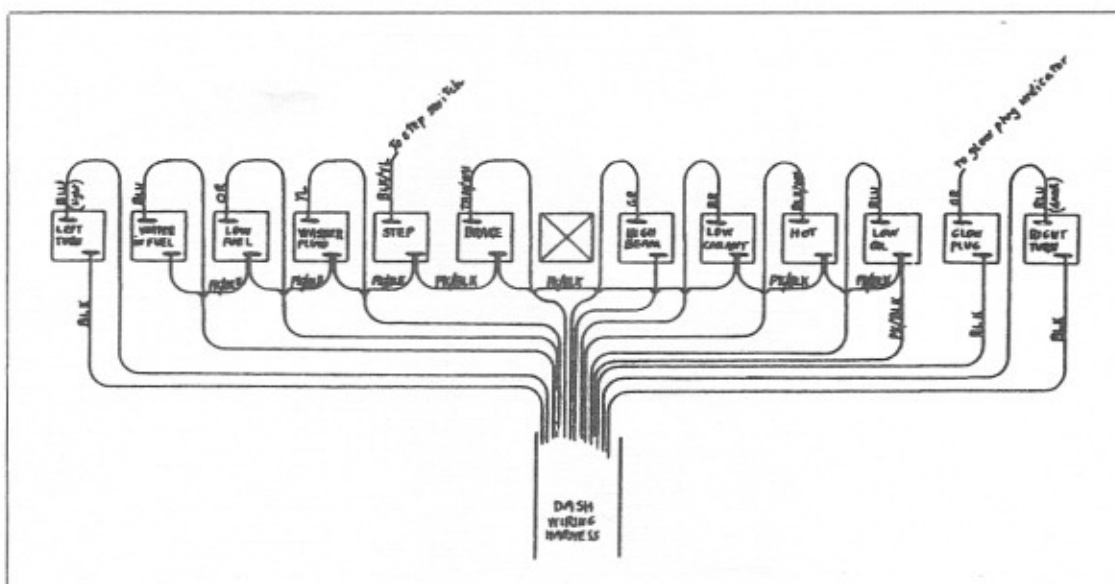
Power is supplied from the Chevrolet or Gillig fuse panel. Each wiper motor has its own green (low speed) and red (high speed) wire from the control module. The "park" circuit is shared by both wiper motors.

DASH INSTRUMENTS

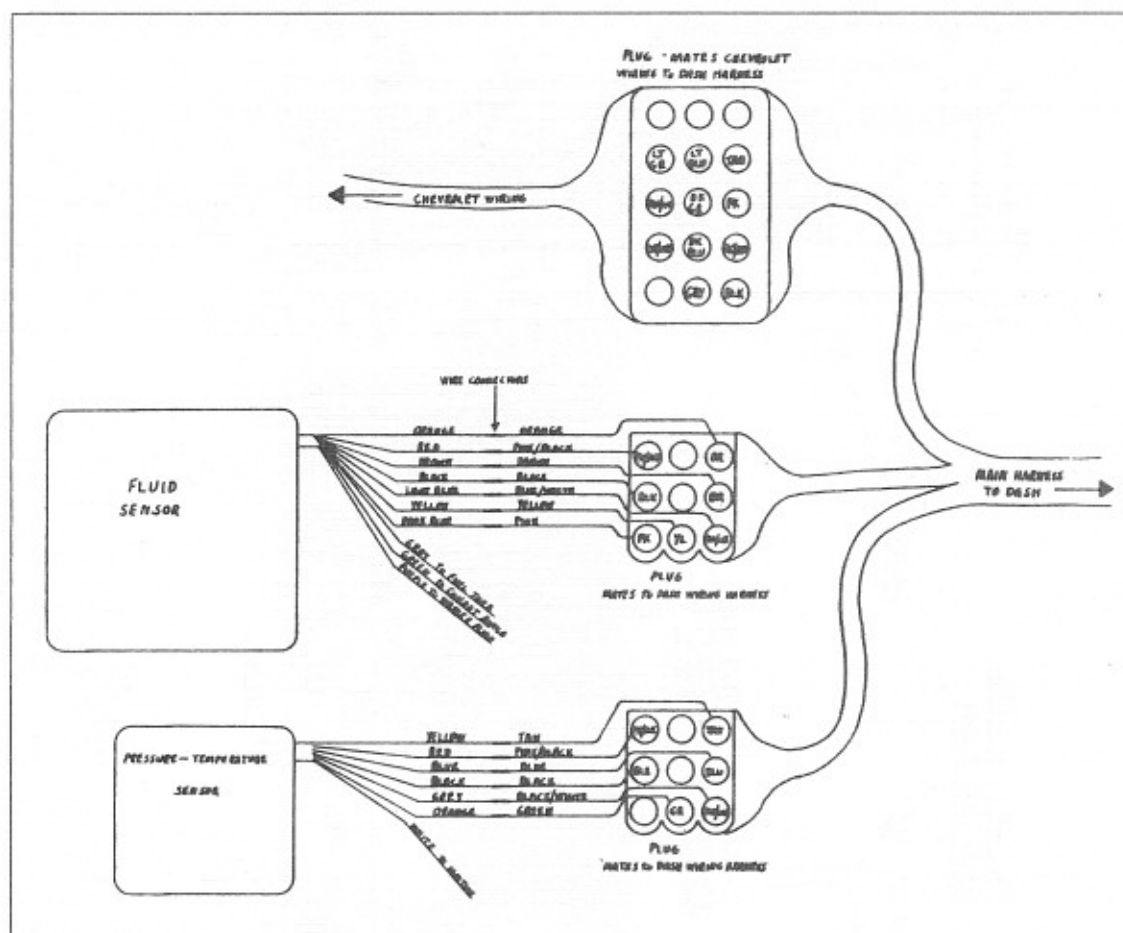


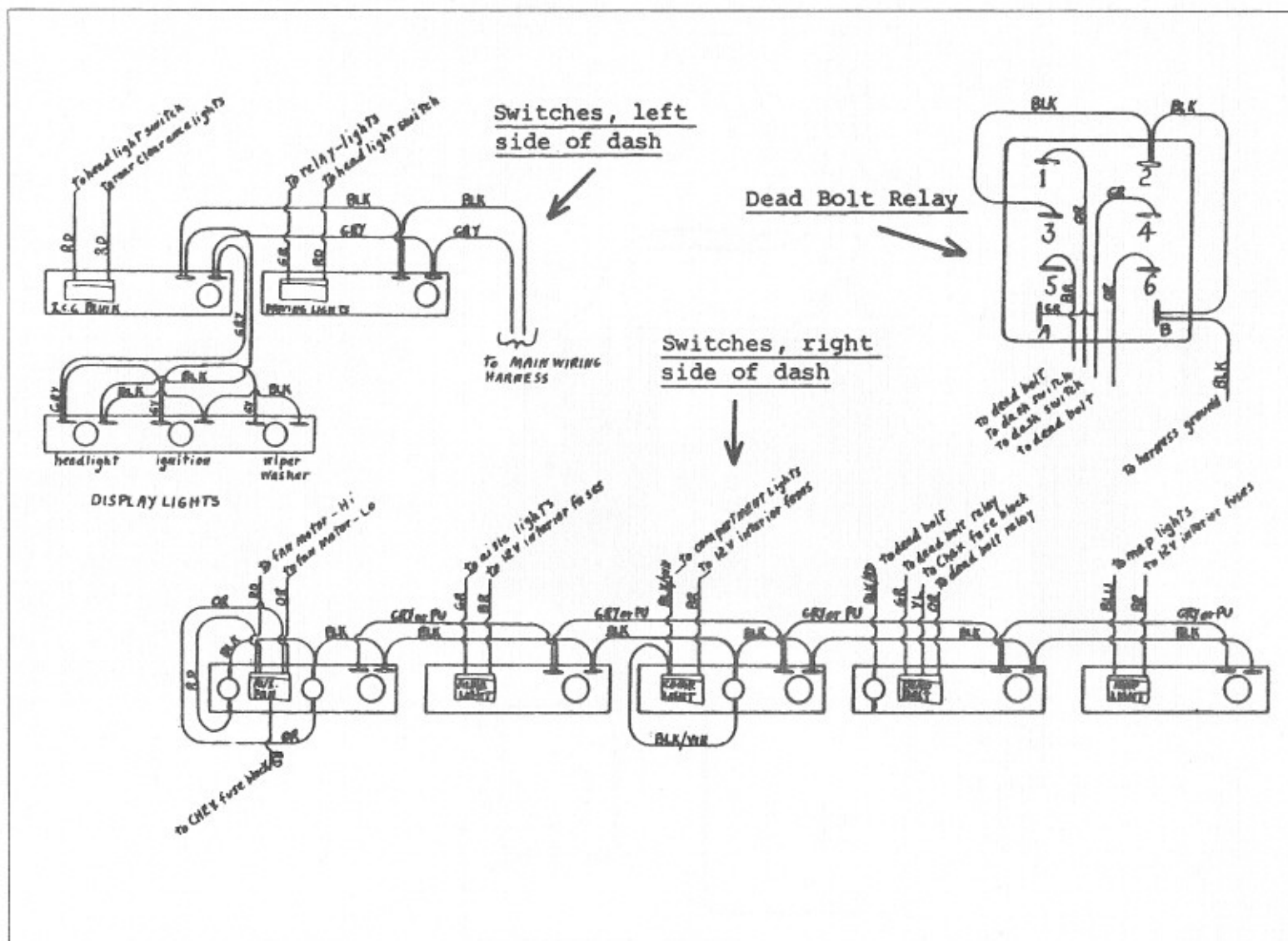
1. Black Wire - ground
2. Pink w/ black tracer - hot ignition
3. Grey - display lights - tied into head light switch
4. Pink - to Chevrolet harness - fuel tank sender
5. Green - to Chevrolet harness - temperature sender
6. Tan - to Chevrolet Harness - oil pressure sender
7. Orange w/ white tracer - to Chevrolet harness - electronic distributor

DASH BAR LIGHT



DASH HARNESS PLUGS, CHEVROLET





SWITCHES

At Monitor Panel

At Dash

RED

3 1 5

4 2 6

Spliced in Harness Above Monitor Panel

RED

BRN

BLK

YEL

* To Automotive Battery Check

ORN

Splice in Loom close to Generator Plug

YEL #3

BLK #1

BRN #2

RED #6

Plug at Generator

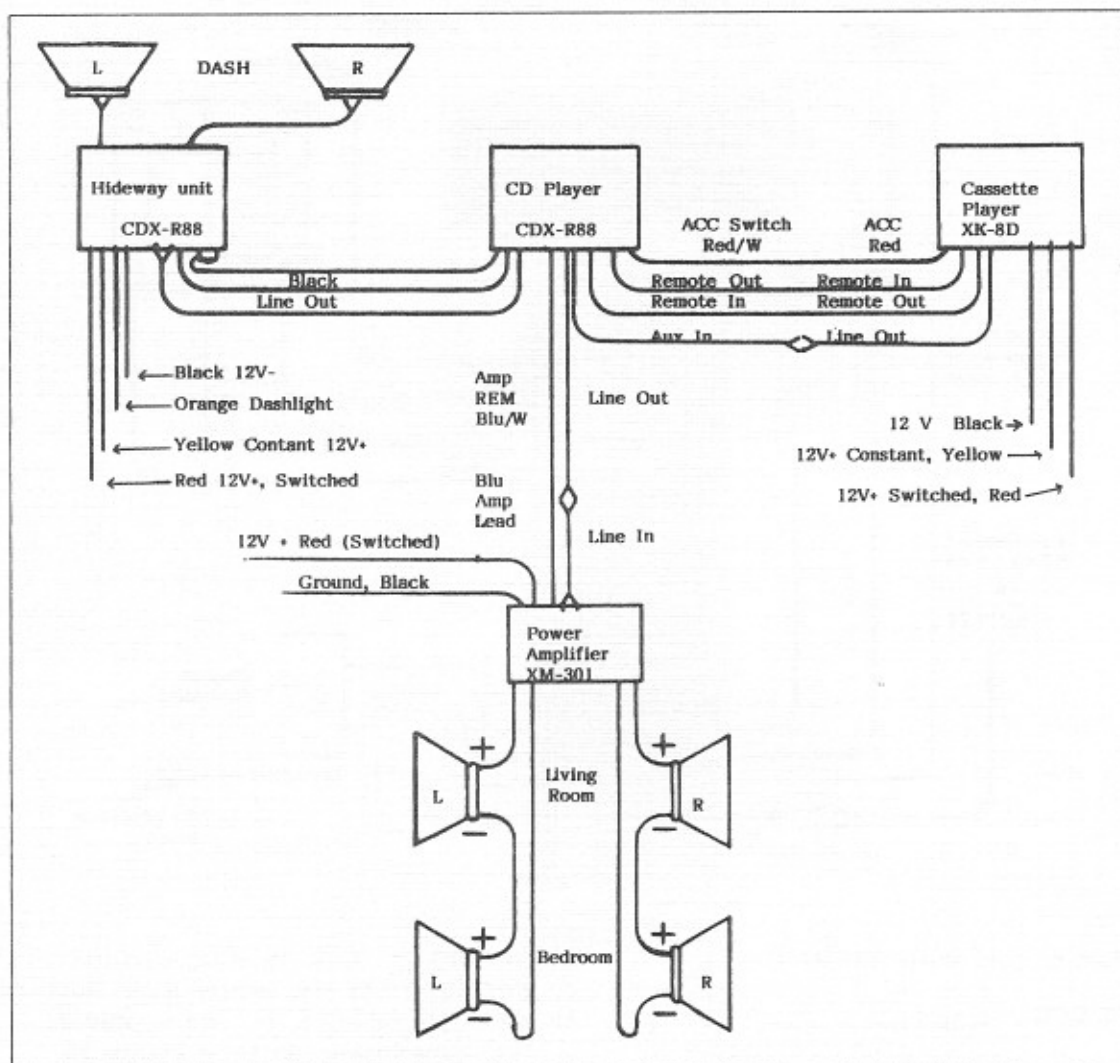
In-Line Fuse

To Generator Starter

RED - Run Light

H-45

ENTERTAINMENT CENTER

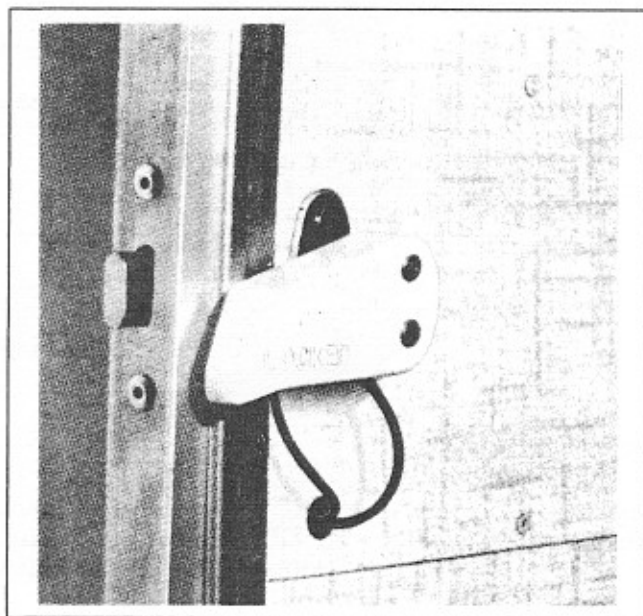


Main Door Latch

For your security the Main Door Latch has been designed as a dead bolt. For this reason never try to shut the door when it is locked. The door is properly closed when the handle is firm. If the door is difficult to open push in to release the latch.

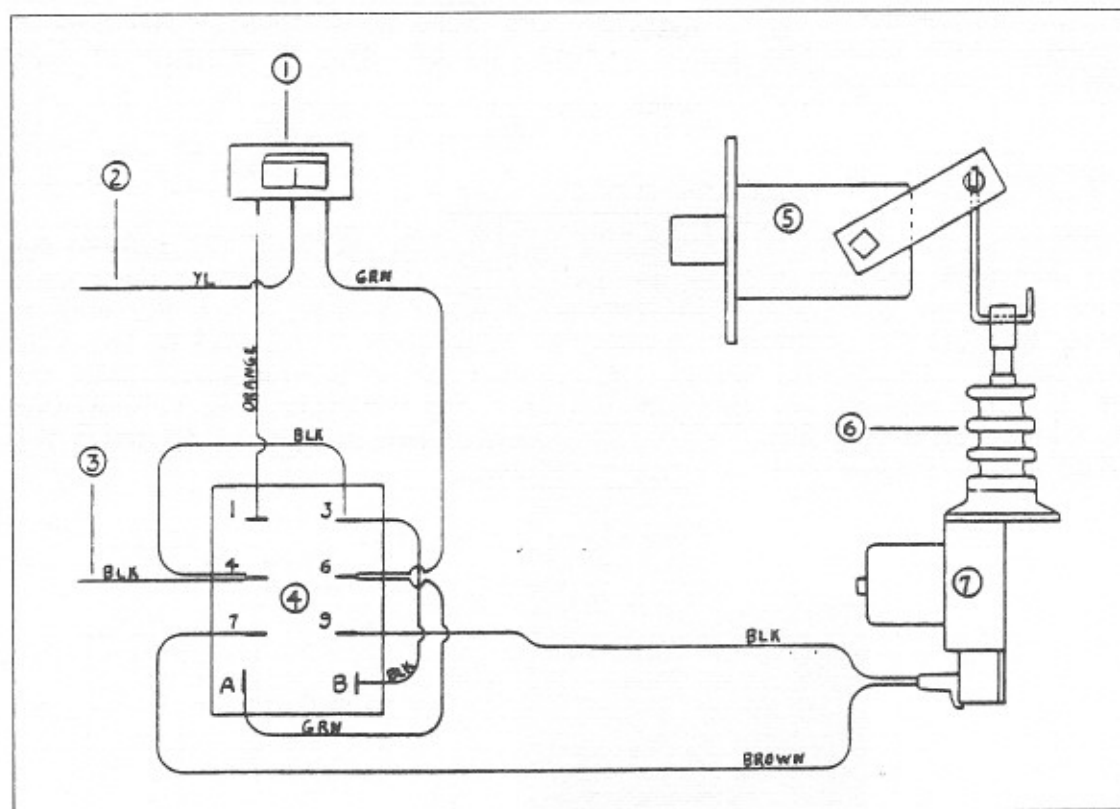
Dead Bolt Lock

A separate Dead Bolt Lock operates only from the inside of the vehicle for your additional security. It is equipped with a 12 volt switch in the handle which activates a warning light on the instrument panel when the lock is disengaged and the ignition is turned on. This lock is installed in the main door frame. To operate, simply turn the handle counterclockwise until the bolt is fully engaged in the door striker. The lock can also be operated electrically from the dash. Once engaged the door cannot be opened. You should always engage this lock when traveling.



Dead Bolt Type Lock

Power Door Lock



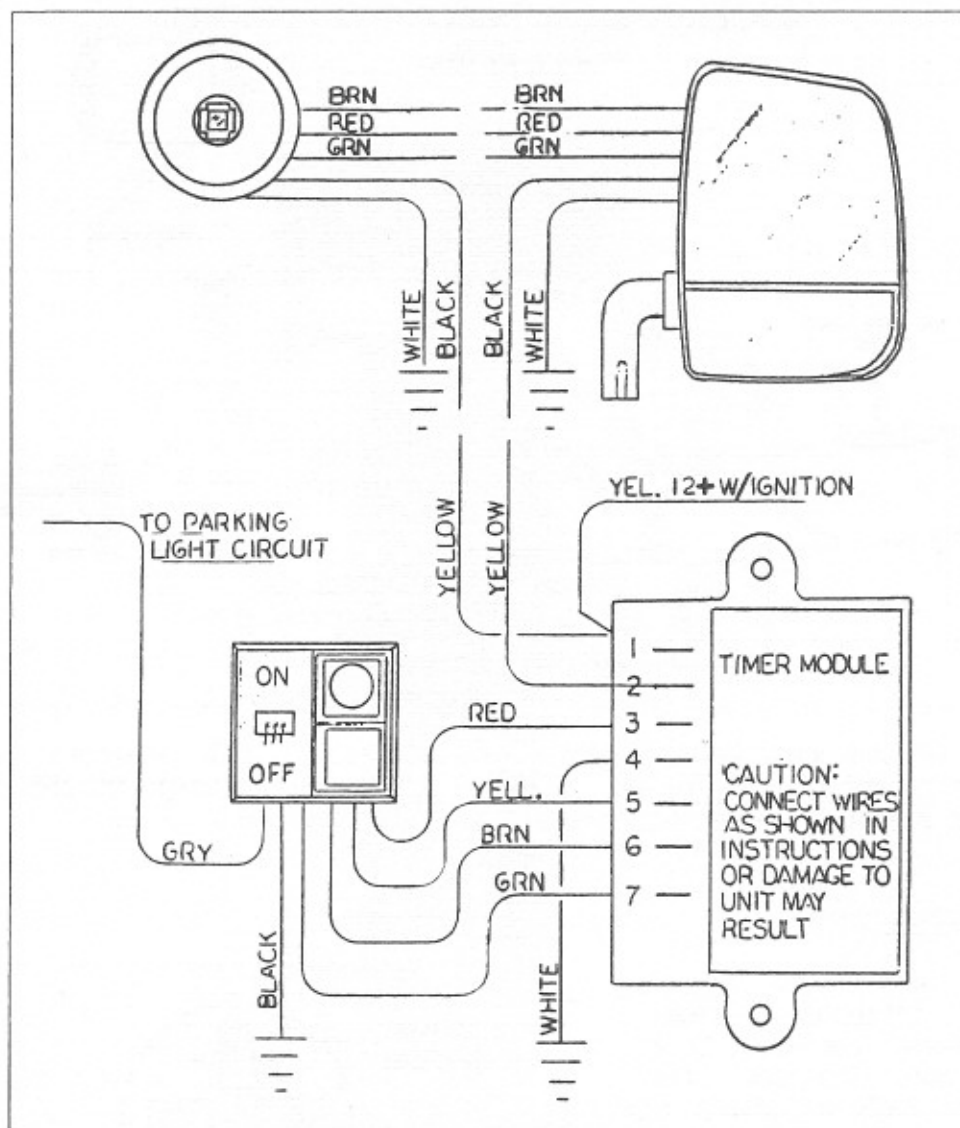
1. Dash Switch
2. Positive wire to Chevy fuse block
3. Ground wire to vacuum gauge
4. Relay
5. Dead Bolt
6. Plunger
7. Motor and gear assembly

Theory of Operation

The key to the operation of the door lock is the fact the motor is polarity sensitive. In other words, if the positive and negative wires providing current to the motor are reversed it will run in the opposite direction.

Power to the system comes from the automotive fuse block via the yellow wire. Ground is usually picked up from the vacuum gauge. When the left side of the dash switch is depressed the relay provides positive current on the black wire to the motor and negative ground on the brown. The motor runs and extends the plunger, locking the dead bolt. When the right side of the switch is depressed the relay provides positive current on the brown wire and negative on the black. The motor runs in the opposite direction, retracting the plunger and unlocking the door.

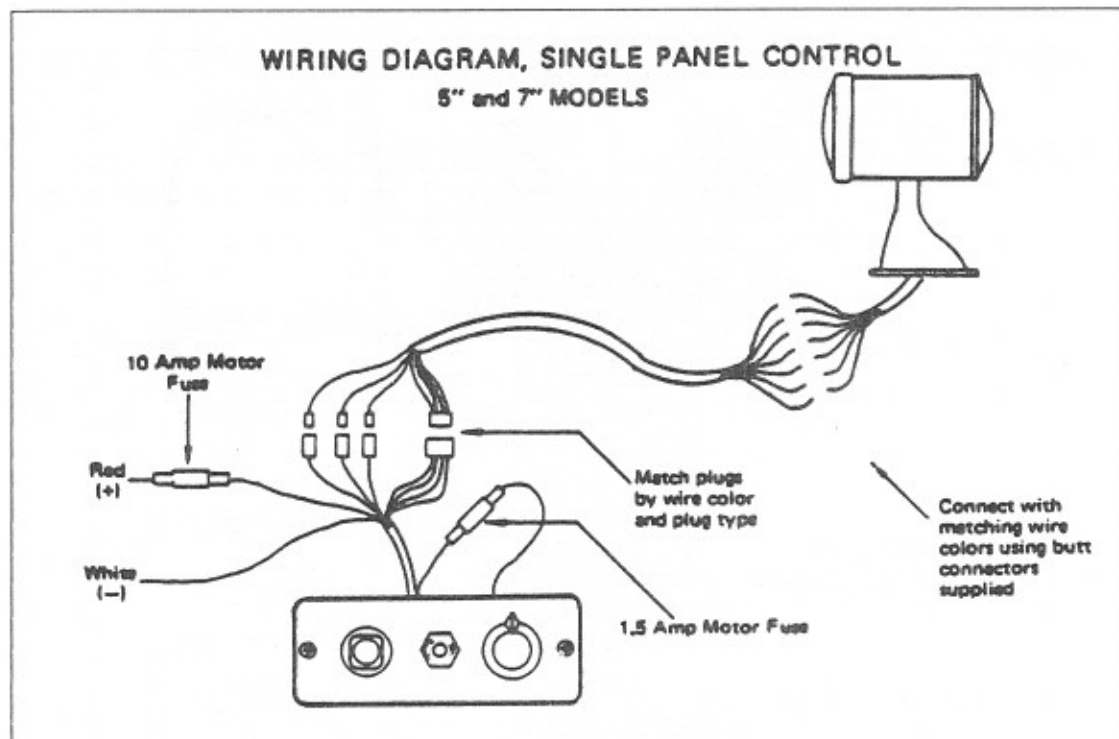
Remote Control Mirrors



The remote control mirrors are easy to operate. Just move the joy stick in the direction you need to tilt the mirror. The timer module, that is mounted on the back of the dash, automatically shuts off the mirror heater after a nine minute interval.

Power to the module is supplied from Airstream's automotive circuit breakers.

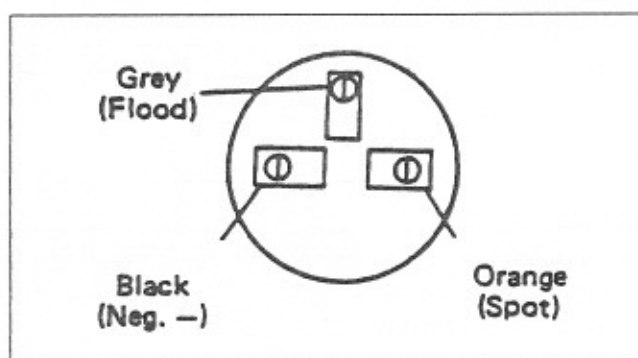
Spot light



Power to the spot light is supplied from the 25 amp automatic circuit breaker mounted next to the isolator. The fuses shown in the above diagram are both accessible by removing the switch panel.

Bulb Replacement

Loosen screw and remove bulb retaining ring. Disconnect wires from faulty bulb. Connect wires to new bulb as shown in diagram. Install bulb and fasten with bulb retaining ring.



Trouble Shooting

All lights are thoroughly inspected before shipping and are warranted to operate within specifications. If light does not operate correctly, check fuses, wire harness connections and color matching of wires before proceeding with this trouble shooting.

PROBLEM: Dual filament bulb works in reverse (up is spot, down is flood).

REMEDY: Disconnect orange and gray wires. Reconnect as follows:
(Orange from light) to (Gray from switch)
(Grey from light) to (Orange from switch)

PROBLEM: Control lever works in reverse in all directions. (Left is right, down is up, etc.)

REMEDY: Reverse Red and white battery connections.

PROBLEM: Control lever works in reverse in horizontal direction only.
(left is right and right is left)

REMEDY: Disconnect Yellow and Blue wires. Reconnect as follows:
(Yellow from light) to (Blue from Switch)
(Blue from light) to (Yellow from switch)

PROBLEM: Control lever works in reverse in vertical direction only.
(Up is down, and down is up)

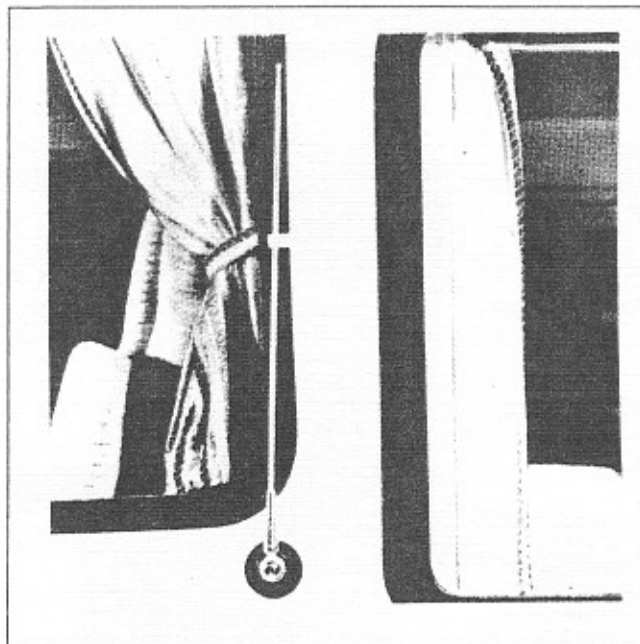
REMEDY: Disconnect Green and Violet wires. Reconnect as follows:
(Green from light) to (Violet from switch)
Violet from light) to (Green from switch)

PROBLEM: Light moves in only three of the four possible directions.

REMEDY: A. One horizontal direction is inoperative. Reverse connections as in Step 3. If opposite horizontal motion becomes inoperative, replace the switch. If problem persists, return light for service.

NOTES

Radio Antenna



The aluminum and steel construction of your motorhome creates a radio shield, and you will need outside antennas for perfect reception.

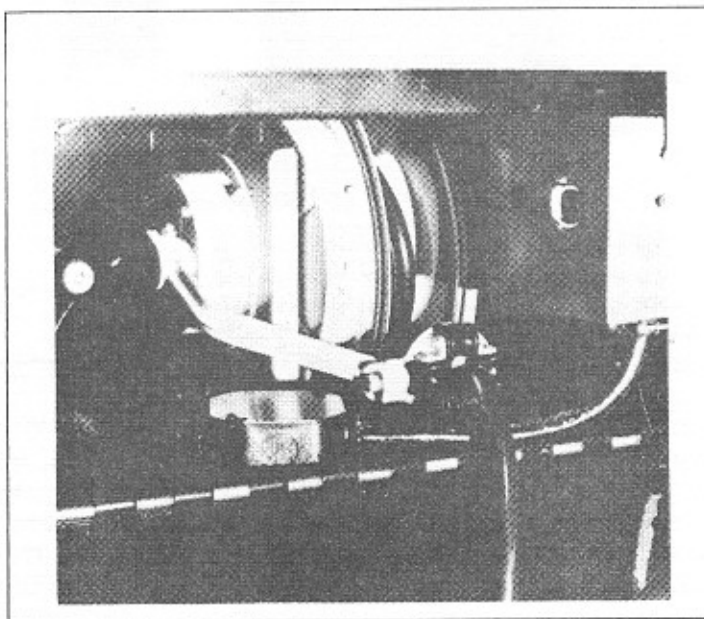
The radio antenna installed provides signal not only to the AM-FM radio, but also incorporates a CB antenna lead. This lead can be found at the splitter located under the dash behind the entertainment center. CB radios should only be professionally installed since it is necessary to match the antenna to the transmitter, and this requires a Standing Wave Meter. To adjust for CB operation the antenna should be fully extended, then the splitter adjusted with a non-metallic screw driver. Additional adjustment is available by turning the tip of the antenna.

110 VOLT POWER

The Airstream motorhome can use two different sources of 110 volt power. One is obtained by plugging the power cord into a receptacle at the campsite. The other is by starting the generator. Plugging into an outside source is preferable. The generator is normally for use when other sources aren't available.

The power cord is stored on a reel on the roadside rear of the vehicle. The 290 series has the power cord located in a small access compartment similar to the fuel filler.

Care should be taken to not pull the cord out further than a foot or two past the white band around the cord. Pulling the cord out further will make it difficult or impossible to operate the retracting mechanism.



Three Pronged Plug

When the three pronged plug can be used there will be no problem with proper polarity or grounding. In some older parks and other locations where three pronged outlets are not available, certain precautions to insure proper grounding and polarity must be taken.

1. Attach the three pronged plug to a two prong adapter. The third conductor line of this adapter has a short wire lead which must be grounded.
2. For proper grounding connect the ground lead to a grounded outlet box or to a cold water pipe. When no water pipe is available, drive a metal rod two feet into the ground and attach the ground lug to it, thus providing the unit with proper grounding.

When your motorhome is hooked up to 110 volt city power, or the generator is running, the univolt system charges the univolt battery. The speed and degree of charge depends on how much power is used for lights and appliances, as only the surplus goes to charging the batteries. If you are making an extended stay or storing your motorhome, then you should (if it is available) KEEP YOUR MOTORHOME HOOKED UP TO 110 VOLT CITY POWER.

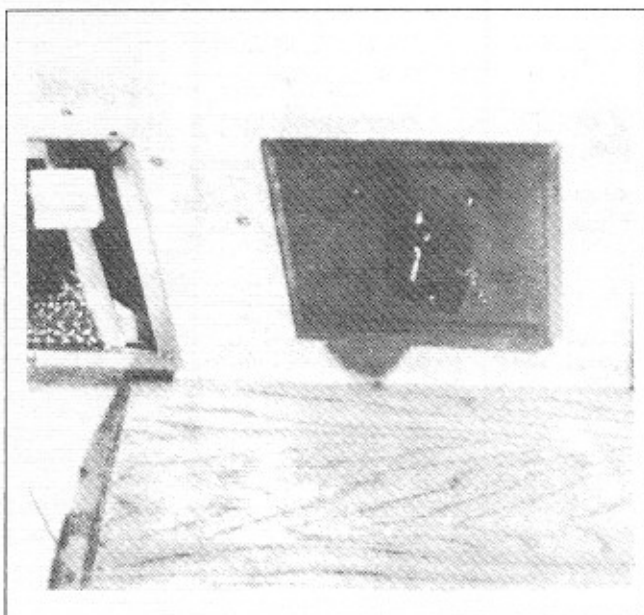
Generator Operation

To operate the generator simply start the generator at the control panel or dash switch. After the generator has run a couple of minutes an automatic relay will close and current from the generator will be supplied to the 120 volt circuit breaker. This is indicated by the AC power light on the control panel starting to glow. Operating the generator for about one hour each day will normally keep the battery charged.

A separate operating manual has been provided that covers the generator operation in more detail.

Selector Switch

On all models except the 370 a six position appliance selector switch is located in the rooflocker above the range. When plugged into city power only one of the appliances noted on the switch may be used at a time. When operating the generator, power is automatically fed to the rear air and the selector switch may be set on any one of the other appliances.

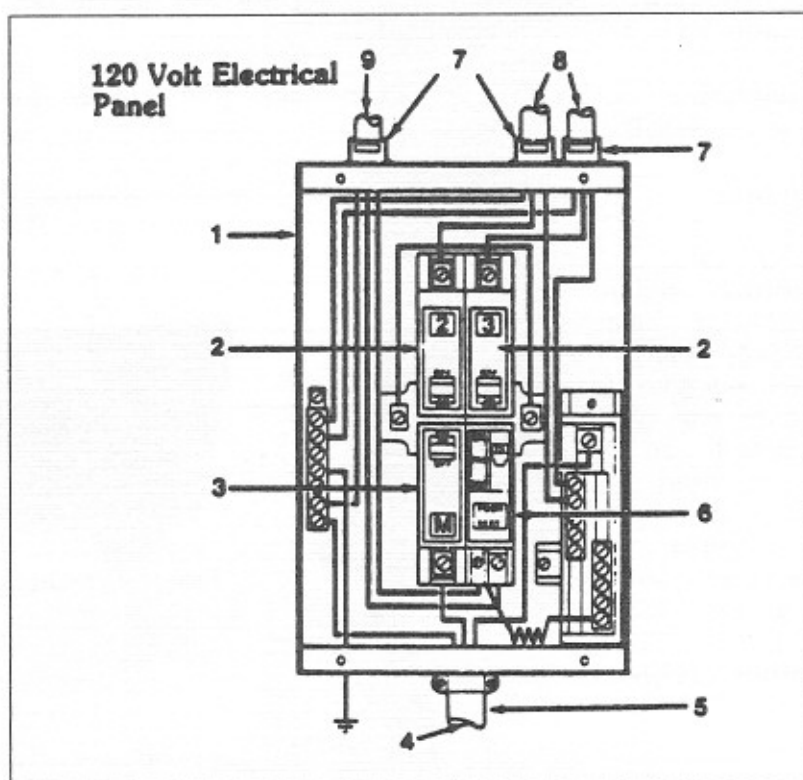


To obtain the fastest cooling from the air conditioners you must run the generator and set the selector switch on "front air". This allows you to operate both air conditioners at the same time. Once the motorhome has cooled, operating one air conditioner will hold the temperature unless the temperatures are extreme.

The 370 has a single selector switch in the cabinet beside the microwave. This switch provides current to either the microwave or the food center. On the 370 the front air conditioner can only be operated by starting the generator.

Circuit Breakers 290, 325 & 345 Series *

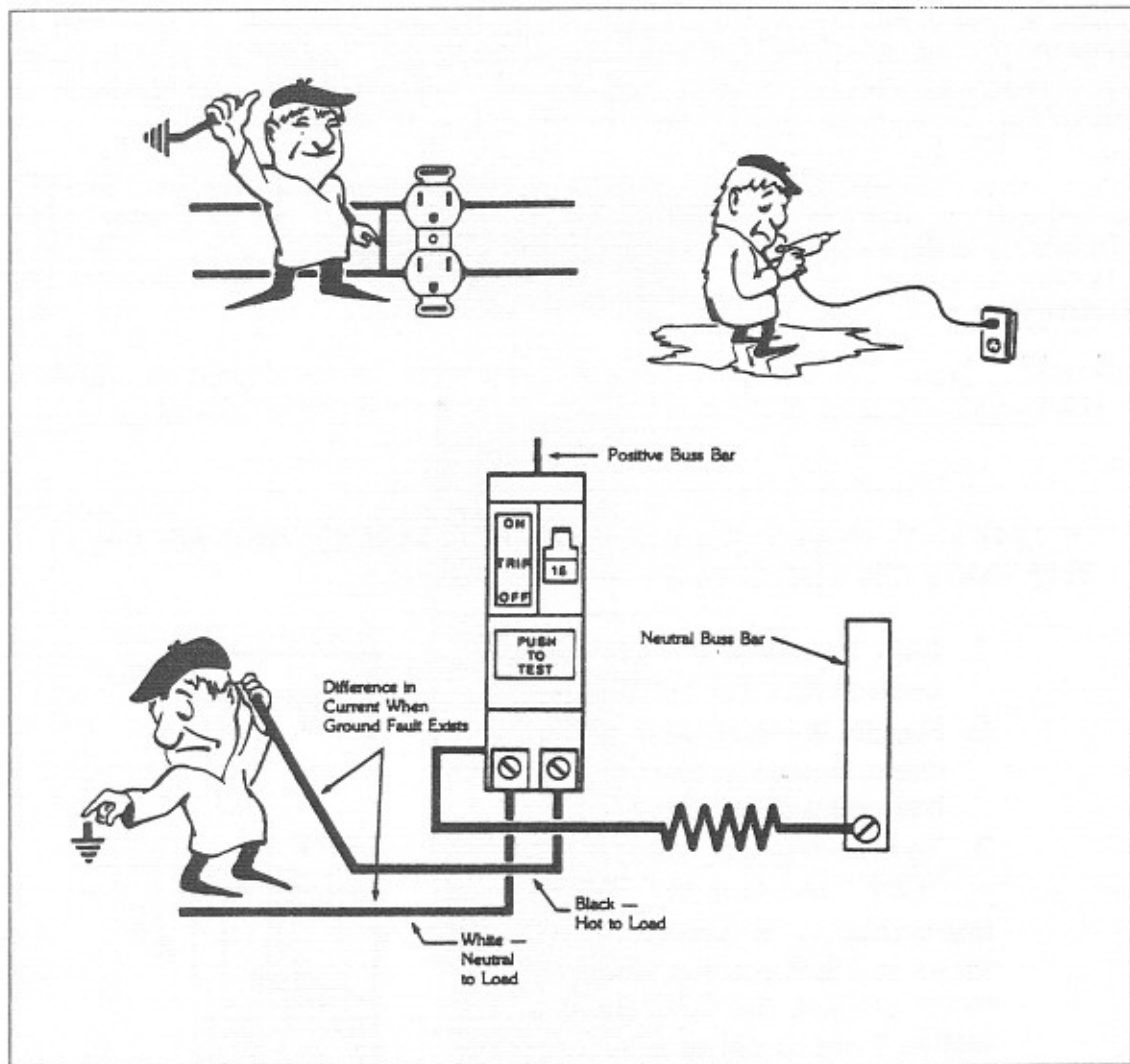
The 120 volt circuit breaker panel is located in the upper rear rooflocker. A second breaker box with only one breaker is mounted on the interior cover of the generator compartment. This may be found under the dinette seat or the wardrobe, depending on the floor plan of your motorhome. In the event of a failure of a 120 V circuit, check your circuit breaker first. While you are connected to the 120V receptacle or 120V generator the wiring is protected by circuit breakers in the breaker panel. If a breaker continues to trip after you have reset it several times, your circuit may be overloaded with appliances, or there may be a short in the circuit. If lessening the load does not solve the problem consult an Airstream Service Center or the factory.



1. Breaker box G.E. TL410ST
2. Breaker TQL 1120 20 amp
3. Breaker TQL 1130 30 amp main
4. Power supply cord
5. Clamp Romex 3/4"
6. Ground fault breaker THOL 1115 GF
7. Romex clamp T&B 3300
8. Romex
9. Romex

* See "ENERGENIUS" for 370 Series

Ground Fault Circuit Interrupter (GFCI)



Many states require RV's which are sold in their state, and which have exterior 120 volt receptacles, to have a ground fault circuit interrupter. Units manufactured for sale in these states have type THQL 15 amp GFCI breakers installed on the general circuit, since the exterior breaker is on this circuit. This breaker replaced the standard TQL-15 amp breaker.

When properly installed the GFCI circuit breaker provides reliable overload and short circuit protection, plus protection from Ground Faults that might result from contact with a "hot" load wire and ground.

Note: The GFCI Circuit breaker will not reduce shock hazard if contact is made between a "hot" load wire and a neutral wire, or two "hot" load wires.

Each GFCI circuit breaker is calibrated to trip with a ground current of 5 milliamperes or more. Since most persons can feel as little as 2 milliamperes, a distinct shock may be felt if the need for protection exists. However, the shock should be of such short duration that the effects will be reduced to less than the normally dangerous level. However, persons with acute heart problems or other conditions that can make a person particularly susceptible to electric shock, may still be seriously injured.

While the GFCI circuit breaker affords a high degree of protection, there is no substitute for the knowledge that electricity can be dangerous when carelessly handled or used without reasonable caution.

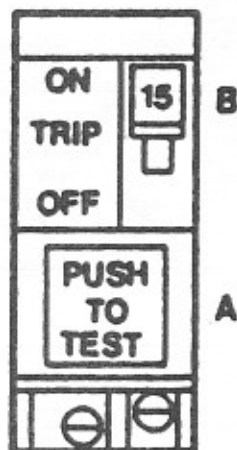
WARNING:

The GFCI circuit breaker provides protection only to the circuit to which it is connected. It does NOT provide protection to any other circuit.

OCCUPANT: MAKE THIS TEST EACH MONTH AND RECORD THE DATE ON THE CHART

1. With handle B in "ON" position, press PUSH TO TEST button A.
2. Handle B should move to TRIP position, indicating that GFCI Breaker has opened the circuit.
3. To restore power, move handle B to "OFF" and then to "ON".

Important — If handle B does not move to TRIP position when test button is pressed, the GFCI Breaker Protection is not complete. If this happens, replace GFCI Breaker.



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1988												
1989												
1990												

Locating Shorts and Opens

The key in locating shorts and opens is isolation. The first step is to isolate the circuit with the short or open. The second step is to then isolate the section of the circuit with the fault. Once the section is identified, the specific problem can be located. The cause may be a loose or corroded connection, cut wire, worn insulation, defective component, etc. The following procedure is one method for isolating shorts and opens.

SHORTS

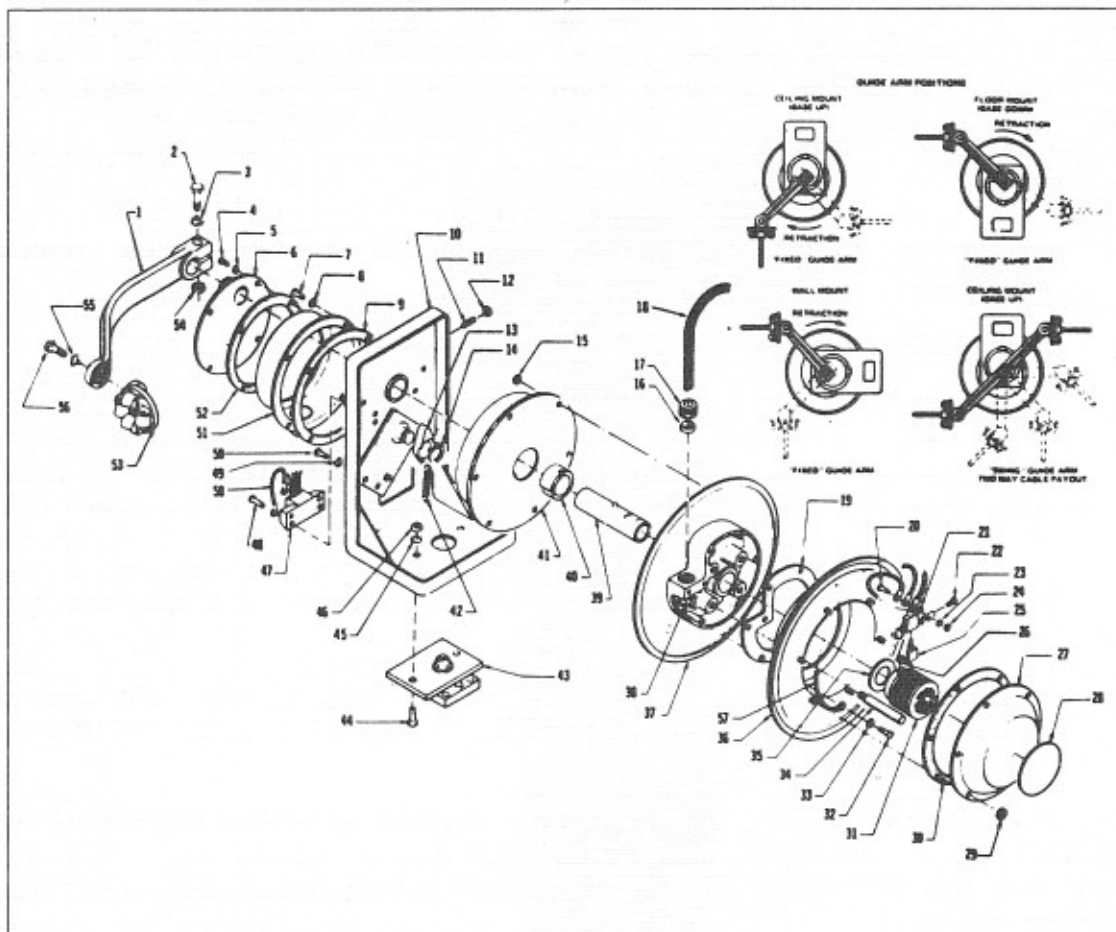
1. Isolate the circuit which has the short by noting which circuit breaker has tripped.
2. Disconnect the power inlet cord from the power source.
3. Using the 120V schematic as a reference, disconnect outlet boxes one at a time starting at the box furthest from the distribution panel. After disconnecting each box check for continuity between the black wire and ground or common (white) wire, on the distribution panel side of the circuit. When a continuity light or OHM meter indicates no continuity the short is either in the receptacle just removed or the section of Romex wire between this receptacle and the previous receptacle removed.
4. Examples of a short are: A) The black wire of the 120V system contacting the white wire, bare wire or grounded surface. B) An internal short in a 120V appliance.

Any damaged wire must be replaced. The National Electrical Code does not permit splicing 120V wiring outside an outlet box or junction box. Also, the wire must not be exposed to an area such as a sharp metal edge which may damage the wire.

OPENS

1. Check all receptacles and components for voltage on the circuit which has the open.
2. If all receptacles and components of the circuit are without power, begin to look for open in the distribution panel.
3. Inspect for loose or corroded connections and a faulty circuit breaker.
4. Check for power on both ends of circuit breaker. If there is no power on the inlet side of the circuit breaker, the open is between the power cord's male connector and the distribution panel.
5. The open can be isolated by noting the outlets which do not have power. Example: If the bath outlet in the rear bath model has power, and the converter has no power, the open is between the bath outlet and converter outlet.
6. Examples of an open are: A) Loose or corroded connections. B) A wire disconnected from a terminal. C) Contacts in the circuit breaker which do not make contact. D) A broken wire.

110 Volt City Power Cord Reel Assembly



- | | | |
|-----------------------|------------------------|---------------------------|
| 1. Guide Arm | 21. Brush holder | 41. Mainspring & cup assy |
| 2. Screw | 22. Screw | 42. Ratchet spring |
| 3. Lockwasher | 23. Washer | 43. Pivot base |
| 4. Screw | 24. Nut | 44. Screw |
| 5. Lockwasher | 25. Brush | 45. Lockwasher |
| 6. Junction box cover | 26. Set screw | 46. Nut |
| 7. Screw | 27. Slip ring cover | 47. Terminal board |
| 8. Lockwasher | 28. Name plate | 48. Screw |
| 9. Gasket | 29. Lock nut | 49. Lockwasher |
| 10. Stand Assembly | 30. Gasket | 50. Screw |
| 11. Set screw | 31. Slip ring | 51. Junction box |
| 12. Nut | 32. Screw | 52. Gasket |
| 13. Ratchet lever | 33. Lockwasher | 53. Cable guide |
| 14. Retainer ring | 34. Mounting stud | 54. Nut |
| 15. Lock nut | 35. Washer | 55. Lockwasher |
| 16. Cable packing | 36. Drum & flange assy | 56. Screw |
| 17. Cable nut | 37. Flange & drum assy | 57. Ground wire |
| 18. Cable | 38. Clamp | 58. Ground wire |
| 19. Gasket | 39. Main shaft | |
| 20. Screw | 40. Hub | |

Power Cord Reel Adjustment

1. **Ratchet Lock:** All models are supplied with ratchet lock which works in any position. If ratchet lock is not required (constant tension) place lock adjustment plate in position shown in diagram. For ratchet lock action, move plate to position shown with phantom lines.
2. **Cable Guide:** The cable guide arm may be set at any fixed position around the cable drum. The guide must be set so the cable pays off reel in a straight line without bends. If guide arm is to be free-swinging (self-aligning) loosen screw on back of guide arm.
3. **Spring Tension:** Before making final connections of cable, pretension reel by pulling cable out far enough to allow one full wrap of cable to be thrown back over spool, hold spool from turning, and place cable back on reel. Repeat until desired cable tension is set. After tension is set, pull cable out completely to insure enough spring travel remains for operating. Failure to test in this manner can lead to spring damage.

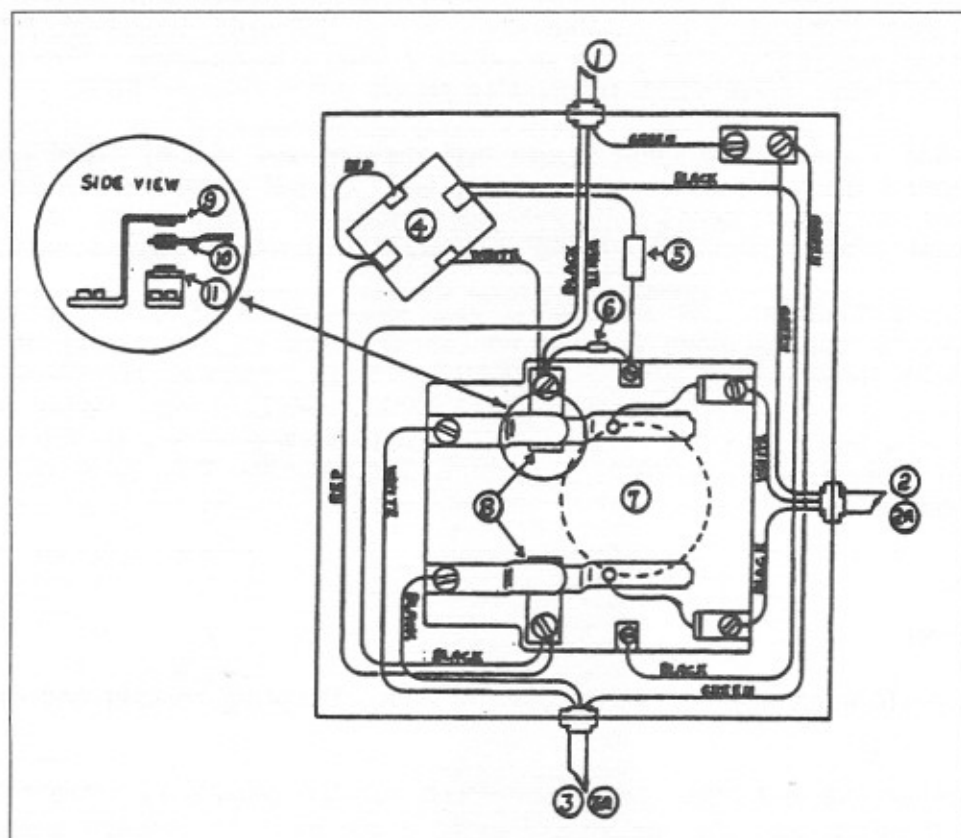
Service

CAUTION:

Before performing any service to reel, remove all spring tension and electric power.

1. **Mainspring and Cup:** If reel will not develop tension or retract cable, mainspring and cup may need to be replaced. To replace mainspring remove junction box, disconnect wires on terminal board which enters junction box through mainshaft, remove set screw, and remove spool from stand. Remove mainspring and cup assembly from spool and replace with new part if necessary. Reverse above to reassemble.
2. **Slip Ring:** Remove cover and drum exposing slip ring. Brush and brush holder may be removed from mounting studs by loosening screw and lifting brush holder from mounting studs. Slip ring may be removed by removing all brush holders, set screw and wires on terminal board. Slip ring will now slide off mainshaft. To reassemble reverse above procedure.

Generator Switch-Over Relays (Main and Rear Air Conditioner Circuit)



- | | |
|--|---------------------------------|
| 1. Power from generator | 5. Capacitor |
| 2. Power to main 110V breakers | 6. Diode |
| *2a. Power to rear air conditioner | 7. Electro-magnet |
| 3. Power from 110V city power cord | 8. Point assembly |
| *3a. Power from 110V rotary selectro sw. | 9. Points, city power, incoming |
| 4. Time delay device | 10. Points, outgoing power |
| | 11. Points, generator incoming |

*2a and 3a describe the wiring for the second relay for the area air conditioner circuit.

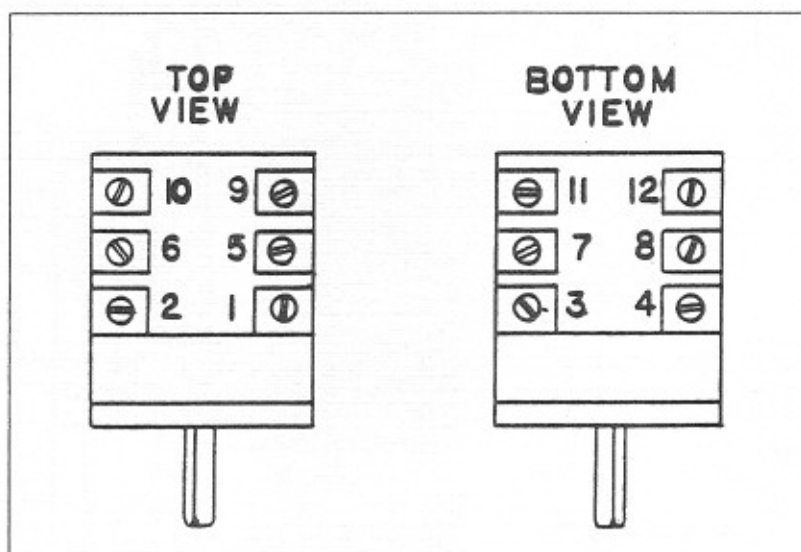
All motorhomes have a generator switch-over relay mounted near the junction of the 110V power cord to the vehicle. Motorhomes with two roof air conditioners will have a second relay mounted on the interior of the generator closeout. The relays are identical, but of course are wired differently according to the function being performed.

Let's look at the main switch-over relay first. Points #9 and #10 are normally closed. The power cord #3 provides current to point #9. The current is passed through to point #10 and on out of the relay through wire #2 feeding the main 110V breaker box.

When the generator is started, power coming in #1 is fed to Point #11 and to the time delay #4. When the time delay is satisfied (about 45 seconds) the circuit to the electro-magnet #7 is completed and the magnet pulls Point #10 down to point #11 completing the circuit between the generator wire coming in and the 110V wire #2 going to the main circuit breaker box.

When the switch-over relay is used on the rear air conditioner circuit, point #9 is fed from the rotary selector switch via wire #3a. Point #10 is connected to the rear air conditioner via wire #2a.

Rotary Selector Switch, 110 Volt (All models except 370)



The rotary selector switch is used to allow many 110V appliances to be permanently wired into the motorhome circuit, yet overloading is avoided since only one appliance may be used at a time.

Power comes into the switch on terminal #1. External jumpers on the switch ties terminal #1 together with terminals 5, 9, 3, 7, and 11.

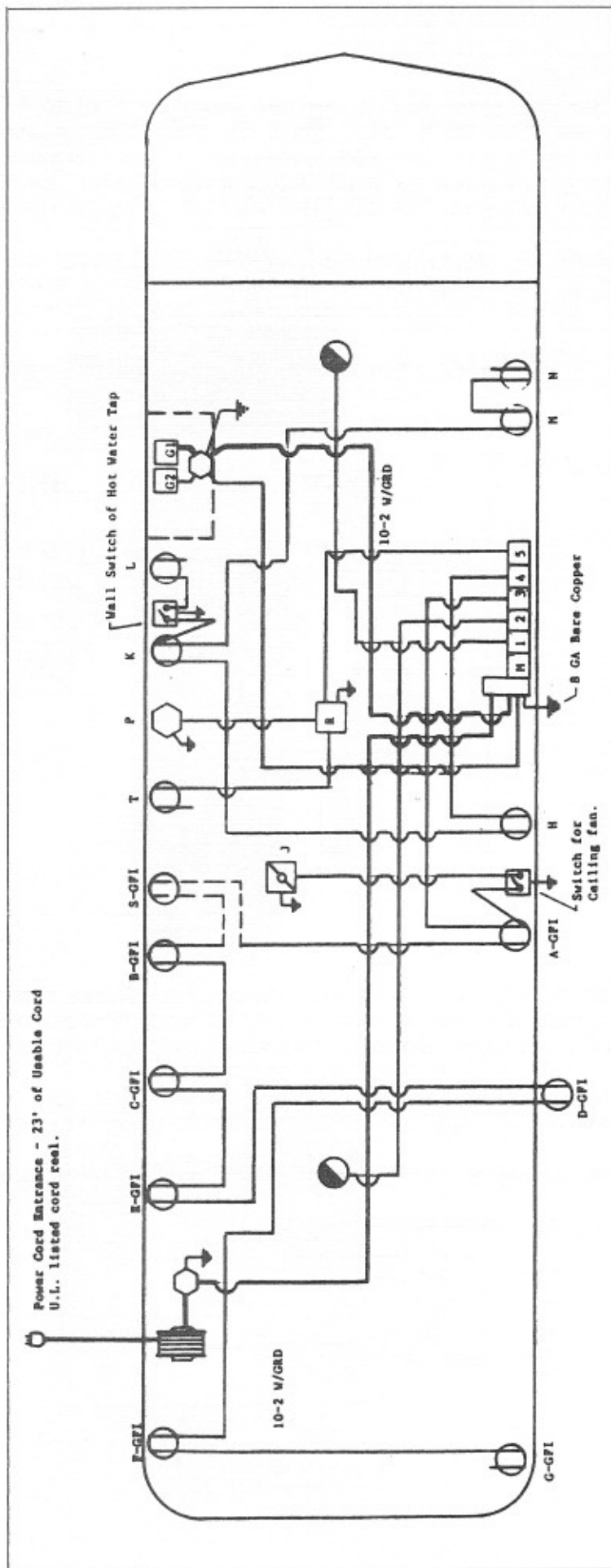
The wiring on the remaining six terminals is as follows:

- #2 Microwave
- #6 Open. This circuit is not currently being used.
- #10 Trash compactor
- #4 Front air conditioner
- #8 Blender
- #12 Rear Air conditioner

110V WIRING

DIAGRAM

370 SERIES



Wiring Description for Preceding Page (370 Series)

Circuit 1, (Front Air Conditioner)

12-2 with ground. Breaker 20 amp HACR

Circuit #2 (Rear Air Conditioner)

12-2 with ground. Breaker 20 amp HARC. 16 amp.

Circuit #3 12-2 with Ground, Breaker 20 Amp GFI

- A. Refer
- B. Bar
- C. Bath
- D. Exterior
- E. Bedroom
- F. Bedroom
- G. Bedroom
- J. Ceiling Fan
- S. Opt. Ice Maker

Circuit #4, 12-2 with ground. Breaker 20 amp.

- H. Dinette
- K. Coffee Maker
- L. Hot Water tap
- M. VCR
- N. TV

Circuit #5, 12-2 with ground Breaker 20 amp.

- T. Microwave
- P. Blender (wired direct)
- R. Single pole, double throw, 20 amp rated switch. This switch operates either the blender or the microwave oven, but not at the same time.

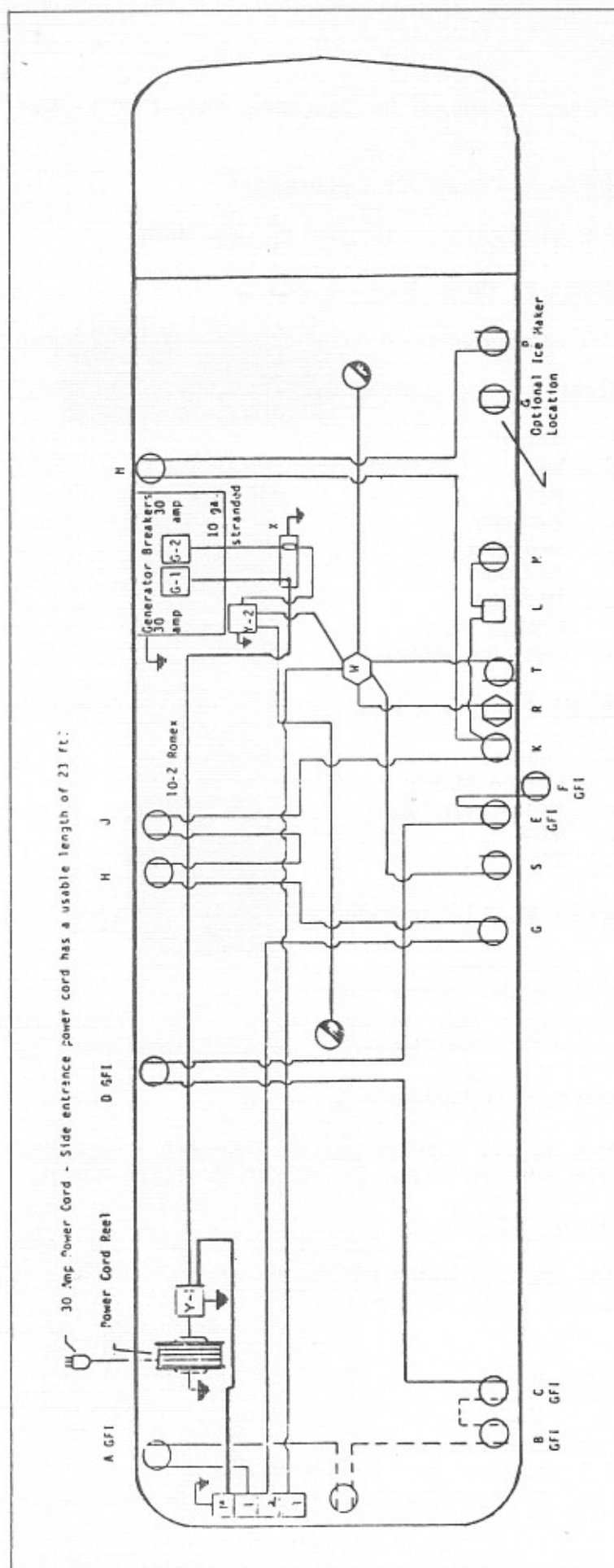
Circuit #G-1 (Generator)

From 30 amp breaker (supplied integral w/generator set) to J-box in flexible metal conduit. From J-Box wire is 10 GA Romex.

Circuit G-2

From 20 amp HARC breaker (supplied integral w/generator) to J-box also in flexible metal conduit. From J-box wire is 12 GA Romex.

110V WIRING
 DIAGRAM
 345 SERIES



Wiring Description for Preceding Page (345 Series)

Circuit 1, 20 amps, 12-2 Romex w/Ground GFI Protected

- A. Roadside Bedroom Recept
- B. Curbside Bedroom Recept
- C. Curbside Bedroom Recept
- D. Bath Recept
- E. Converter Recept
- F. Outside Recept

Circuit 2, 20 amps, 12-2 Romex w/Ground

- G. Ice Maker
- H. Refrigerator
- J. Dinette Area Recept
- K. Galley recept
- L. Switch, Hot Water Tap
- M. Hot Water tap
- N. Lounge Area Recept
- P. Credenza Recept

Circuit 3, 20 amps, 12-2 Romex w/Ground

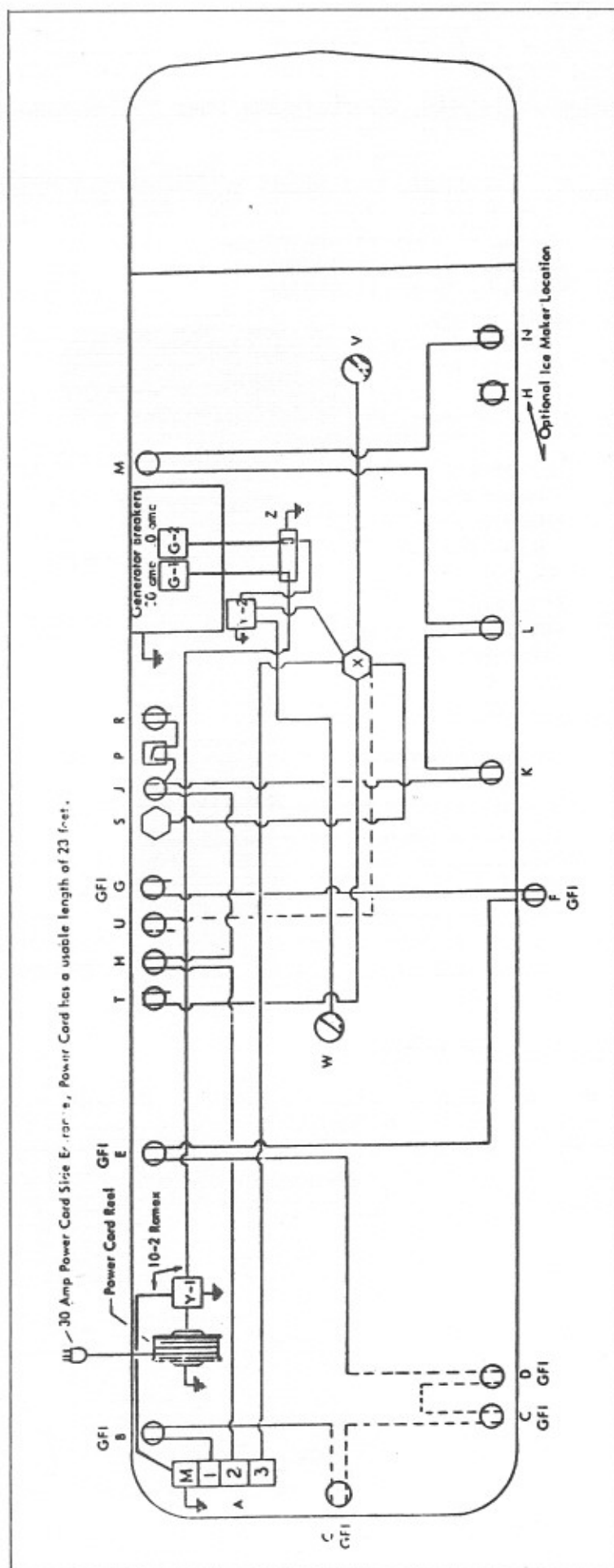
20 amp breaker is a HCAR type as required by the air conditioner data plate.

- R. Blender (wired direct)
- S. Microwave Oven
- T. Trash Compactor
- U. Front Air Conditioner
- V. Rear Air Conditioner
- W. Switch, 6 pole, 6 position, 20 amp rated, UL/CSA rotary switch. The switch will power any of the above appliances, but only one at any given time.

Circuit G1 (Generator)

From the 30 amp breaker (supplied integral with the generator) 10 ga. standard wire is run in flexible metal conduit to breaker box "X". 12-2 Romex is then run from the 20 amp breaker to automatic switchover relay box "Y-2". "Y-2" prevents Circuit G-2 from backfeeding the 6 position switch "W". From "Y-2" 12-2 Romex is run to the rear air conditioner.

110V WIRING
 DIAGRAM
 325 SERIES



Wiring description for Preceding Page (325 Series)

Circuit 1, 20 Amps, 12-2 Romex w/Ground, GFI Protected

- A. Breaker Box
- B. Roadside Bedroom Recept
- c. Curbside Bedroom Recept
- D. Curbside Bedroom Recept
- E. Bath Recept
- F. Outside Recept
- G. Converter Recept

Circuit 2, 20 Amp, 12-2 Romex w/Ground

- H. Ice Maker
- J. Galley Recept
- K. Refrigerator
- L. TV c/o
- M. Galley Area Recept
- N. Credenza Recept
- P. Switch for Hot Water Dispenser
- R. Hot Water Dispenser

Circuit 3, 20 Amps, 12-2 Romex w/Ground

- S. Blender (wired Direct)
- T. Microwave
- U. Trash Compactor
- V. Front Air Conditioner
- W. Rear Air conditioner
- X. Switch, 6 pole, 6 position, 20 amp rated UL/CSA rotary switch. The switch will power any of the above appliances, but only one at any given time.

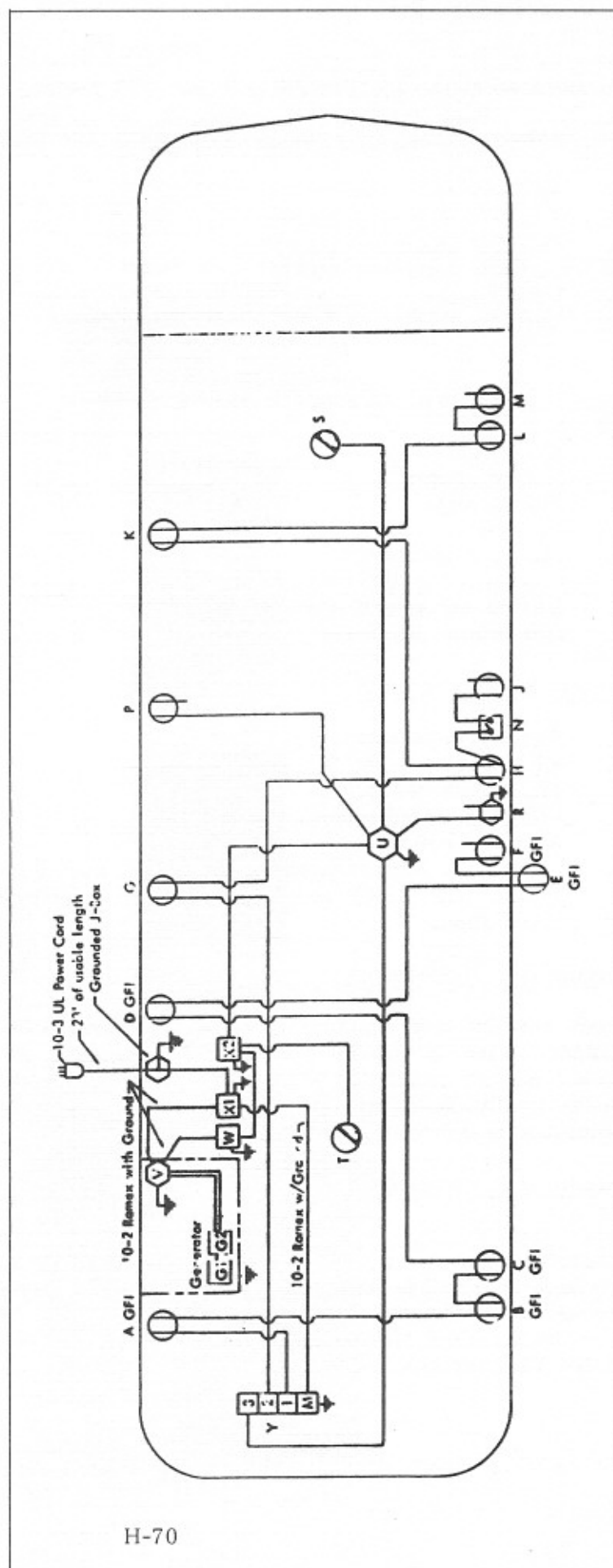
Circuit G-1 (Generator)

From the 30 amp breaker (supplied integral with the generator) 10 ga. stranded wire is run in flexible metal conduit to breaker box "Z". 10-2 Romex is then run from "Z" to automatic switchover relay box "Y-1". "Y-1" automatically switches coach from shore power to generator power when generator is operating.

Circuit G-2 (Generator)

From the 30 amp breaker (supplied integral with the generator) 10 ga. stranded wire is run in flexible metal conduit to a 20 amp HACR type breaker in breaker box "Z". 12-2 Romex is then run from the 20 amp breaker to automatic switchover relay box "Y-2". "Y-2" prevents Circuit G-2 from backfeeding the 6 position switch "X". From "Y-2" 12-2 Romex is run to the rear air conditioner.

110V WIRING
DIAGRAM
290 SERIES



Wiring Description for Preceding Page (290 Series)

Circuit 1, 20 amps, 12-2 Romex w/Ground GFI Protected

- A. Roadside bedroom recept
- B. Curbside bedroom recept
- C. Curbside bedroom recept
- D. Bath recept
- E. Outside Recept
- F. Converter recept

Circuit 2, 20 amps, 12-2 Romex w/Ground

- G. Refrigerator recept
- H. Kitchen recept
- J. Instant hot water tap recept
- K. Roadside dining area recept
- L. Optional ice maker recept
- M. Curbside dining area recept
- N. Single pole, single throw, 20 amp rated UL/CSA switch. Used to power the instant hot water tap.

Circuit 3, 20 amps, 12-2 Romex w/Ground

- P. Microwave oven recept
- R. Blender (wired direct)
- S. Front air conditioner
- T. Rear air conditioner
- U. Switch, 6 pole, 6 position, 20 amp rated UL/CSA rotary switch. The switch will power any of the above appliances, but only one at any given time.

Circuit G-1 (Generator)

From the 30 amp breaker (supplied integral with the generator) 10 ga. stranded wire is run in flexible metal conduit to junction box "V" located in the generator compartment. 10-2 Romex is then run from "V" to automatic switchover relay box "X1". "X-1" automatically switches the coach from shore power to generator power when generator is operating. From "X-1" 10-2 Romex with ground is run to coach breaker box "Y".

Circuit G-2 (Generator)

From the 30 amp breaker (supplied integral with the generator) 10 ga. stranded wire is run in flexible metal conduit to junction box "V" located in the generator compartment. 10-2 Romex with ground is then run from "V" to a 20 amp HACR breaker in breaker box "W". 12-2 Romex is then run from the 20 amp breaker to automatic switchover relay box "X-2". "X-2" prevent Circuit G-2 from back feeding the 6 position switch "U". From "X-2" 12-2 Romex is run to the rear air conditioner.

NOTES