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10G-6 ELECTRICAL LAYOUT**EAGLE INTERNATIONAL INC. —**

14. With the relay closed as in Step 12 and power supplied to the relay in step 13, power is applied to wire 3. Power runs through wire 3 to terminal 12 of terminal board 2 of the front electrical panel.
 15. Wire 3 exits terminal 12 and runs out of the front electrical panel through Connector 9 of the auxiliary dash harness to the "B" post powering the high-low beam switch.
 16. Two wires exit the high-low beam switch:
 - A. One wire, Number 4 runs into the front electrical panel to a bus bar on the third and fourth circuit breakers in the first row on the left side of the panel.
 - B. The second wire, Number 5 runs into the front electrical panel to a bus bar on the first and second circuit breakers in the first row on the left side of the panel.
 17. Wire 4 bus bar powers two circuit breakers:
 - A. Wire 13 exits the third circuit breaker and goes through Connector 7 of the interior harness to the "high" beam contact of the left headlight.
 - B. One wire 14 exits the fourth circuit breaker through Connector 7 of the interior harness to the "high" beam contact of the right headlight. The second wire 14 exits the front panel through Connectors 1 and 27 of the dash harness to power the high beam indicator on the dash.
 18. Wire 5 bus bar powers two circuit breakers:
 - A. Wire 11 exits the first circuit breaker, through Connector 7 of the interior harness to the "low" beam contact on the left headlight.
 - B. Wire 12 exits the second circuit breaker, through Connector 7 of the interior harness to the "low" beam contact on the right headlight.
- 8. Turn Signal and Hazard Lights**
1. Power from the battery goes to the bus bar in the rear electrical panel. Power then flows through wire 177 to a 20 amp circuit breaker to wire 176. Wire 176 exits the rear panel through connector 10 of the front to rear main harness, then through connector 6 into the front electrical panel to terminal 6 of terminal board 2.
 2. Two wires exit terminal 6:
 - A. One wire 176 exits the front panel through connector 2 of the dash harness. Wire 176 splits, with one wire supplying power to the steering column mounted turn signal switch and the other supplying power to the dash mounted hazard flasher switch.
 - B. The second wire 176 carries power to the variable load flasher.
 3. With power supplied to the turn signal switch by wire 176, the coach operator moves the switch to the right turn position, power is applied to wire 28.
 4. Wire 28 carries power through connector 2 of the dash harness to the right turn relay to power the coil.

NOTE: Wire 28 splits internally in the dash harness and one wire runs to the hazard flasher switch, which will be covered later in this text.
 5. In step 2(A) power was provided to the flasher, the power is converted to intermittent and is carried out of the flasher by wire 86. Wire 86 runs to terminal 5 of terminal board 2.
 6. Two wires 86 exit terminal 5.
 - A. One wire 86 carries power to the contact terminal on the right turn relay.
 - B. The second wire 86 carries power to the contact terminal on the left turn relay.
 7. In Step 4 the coil was closed on the right turn relay. With intermittent power applied to the contact in Step 6(A), the other side of the contact now is intermittently powered to wire 84.
 8. Wire 84 carries intermittent power to terminal 2 of terminal board 2. Four wires exit terminal 2.
 - A. One wire 84 exits the terminal and exits the front electrical panel through connectors 1 and 27 to the dash mounted right turn signal indicator light, causing the light to flash.

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