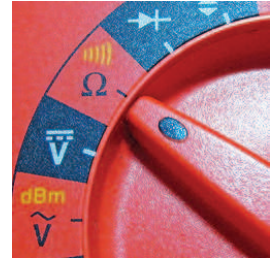


# How To Test Your Golf Cart Motor For A Short

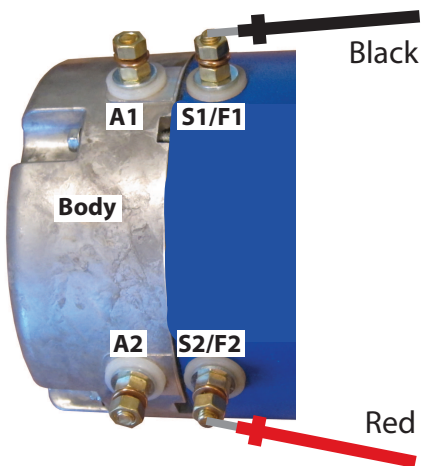
It's a good idea to test your motor before installing a new controller. A motor with a short could have damaged the original controller and the new one. **IMPORTANT:** These tests will not show if there is a short in the armature. Only motor repair facilities can conduct that full test with special equipment. Your motor could test OK with the methods below and still have a short. These tests are just simple indicators of a possible problem.

You will be testing for continuity, which basically means you are testing for an electric connection between two points. Note that continuity is non-directional. It does not matter which color leads from your multimeter are on which post of the motor. Also, keep your fingers from touching the metal leads on the meter.

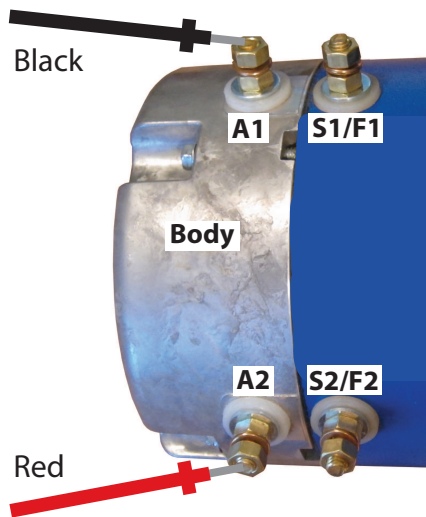
Set your multimeter to the continuity check setting if it has one, or to the ohms setting. The continuity setting is normally a little wave symbol (like a wifi symbol). The Ohms setting (Omega) looks like a little horseshoe. Sometimes they are on the same setting. In the continuity check mode most meters will beep when there is continuity. You can cross your leads tips to check. When crossing your leads in the ohms setting mode it will likely show a tiny amount of resistance inherent in the tester, but should be close to zero.



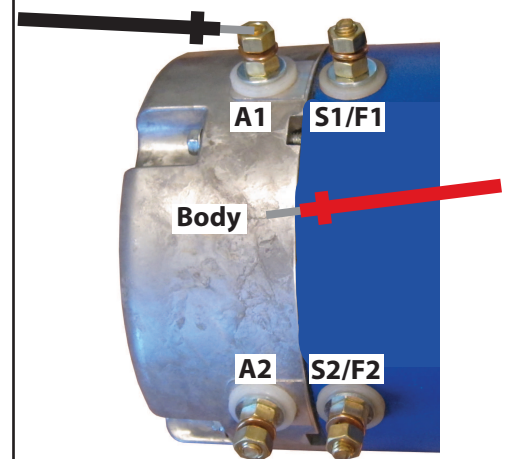
**Test S1 to S2 (F1/F2 On Regen Motors)**  
Should have continuity  
(Regen motors should show a slight resistance of 0.8 to 1.2 Ohms.)



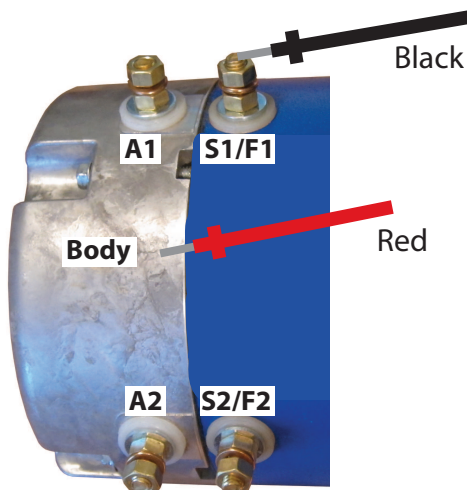
**Test A1 to A2 - Should have continuity**



**Test A1 or A2 to Motor Body**  
Should have **no** continuity



**Test S1 or S2 to Motor Body**  
(F1 or F2 on Regen Motors)  
Should have **no** continuity



**Test A1 to S1 - Should have no continuity**

