

The best way to find a short is: Disconnect the fuse.

With the fuse out, use a meter (set on volts) to see which side of the fuse is hot with the key on.

Turn the key back off, then plug the meter (set on ohms) <+> lead into the NON-hot side of the fuse (the side that wasn't hot with the key on; the downstream side).

Connect the meter <-> lead to any good ground, I prefer the battery<-> terminal.

You should be reading 0 ohms or real close at this point.

Start disconnecting things until the reading sharply increases - start with the bulbs, because they look like false shorts and can easily fool you.

Eventually, you should find a connection where the ohms reading goes way up when you disconnect it - the short is downstream of there somewhere.

Start at that connector and head downstream, looking for other connections to take off, chafed/pinched/broken-off wires, etc.

While doing all this, go ahead and leave all the other connections taken apart, and after you isolate the branch where the short is, re-connect the other stuff while making sure another short doesn't magically appear.

Put the bulbs back in last.

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I might have mentioned that if you don't initially read 0 ohms with the bulbs out, then the short is intermittent.

In that case, don't take any connectors off, but instead manipulate the wiring until you find out what tugged wire causes the short to come and go, and investigate that one 'most closely'...

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