E-Z-GO Serial Number Guide

Locating your serial number and manufacturer's code

- Prior to 1976 the number is under the driver's seat on the fender skirt, but will not help you determine the exact year.
- After 1976 until 1993 the number is under the passenger side dash board. The year of manufacture for these carts is found in the manufacture's code but in no specific order. It appears that the earlier carts used the first two numbers.
- Here are examples from three actual carts, 78O516-155671, 79A12-161603 and 79J01-188254. It appears to me from other numbers I have seen that sometime in the early eighties they went to the last two number scheme which they still use. Here is an example: 4104-1585E.
- From 1994 and newer the manufacturer's code is found on a plate inside the glove box on the passenger side. The arrangement of the Manufacturer's Code begins with a letter and the last 2 digits are the year. Example: J0195 is a 1995.

Helpful hints to identify your car:

- First car was made in 1954.
- In 1980 the top was extended from 48 inches to 54 inches, and the supports were changed from round to square. The X leg top was discontinued.
- E-Z-GO Spirit was first built in 1986, a 2 seater, wrap around windshield and front bumper, with recessed head and tail lights.
- E-Z-GO Liberty was first built in 1986, the same as the Spirit, but a 4 seater.
- E-Z-GO Fleet was first built in 1986 and is the common golf course model.
- E-Z-GO Freedom was first built in 1988 and included the lights.
- From 1988 to 1994-1/2 the carts had two separate seat backs and no hand hold on the top. It had a plastic front bumper and a metal body. This is a Marathon Model
- From 1994 to 1999 the steel bodied carts were the Medalist model. They had a single seat back with a hand hold in the top and a medal body.
- From 1996 and newer they made the plastic body cart named the TXT Model. This cart also had a single seat back.

Additional hints to identify early gas carts:

From 1971 to 1975 E-Z-GO used a 175cc 2-cycle 17-CES 1PG Robin engine. This engine had four head bolts. It was painted blue. It had an internal starter generator. In 1976 they came out with the model EC25-DS 244c Robin engine made by Fugi Heavy Industries. This engine had six head bolts. It was painted black. It still had an internal starter/generator that was kept until mid 1980. In mid 1980 they came out with a Hitachi brand external starter/generator with modifications to the engine and clutch. This model EC25-2PG engine was used until 1988. In 1981 they came out with electronic ignition. 1983 was a single year model easily identified by having the muffler lying down behind the engine rather than standing up. In 1984 they went back to the stand up muffler near the drivers side of the cart.
Additional hints to identify early electric carts:

- Prior to 1971 electric E-Z-GOs used solenoid switching for speed control using five solenoids. Some of the very earliest carts from the early fifties used seven solenoids, four for forward and reverse and three for speed control. From 1971 to early 1982 they used a combination of a rectangular shaped speed control board with a single solenoid mounted on top in conjunction with a group of three resistors. In late 1982 they changed the board to one with a corner cut off with the resistors attached to the trailing edge of the board. This was a one year only. In 1983 they moved the resistors to the rear. The resistors were mounted on a board with leads setting the resistors off to the side. They kept this design until 1985 when the came out with resistors mounted down the center of the board. They kept this design until 1994 when they changed over to electronic motor speed control.

If you can provide us the GE serial number from your electric motor we can tell you the year. The serial number is three letters ending in an N. From 1965 until June of 1971 E-Z-GO used a G.E. motor with a spiral cut output gear which was part of the armature. The differential had a large square flange where the motor bolted up. The opposite end of the motor had a male keyed output shaft where the single band drum brake attached. These carts had tapered keyed axles. In July of 1971 to October of 1975 they used a ten spline internal hub output shaft motor with an external shaft on the other end for the single band brake drum. These motors were either GE of Prestolite. The differential had a small square motor mounting flange from July of 1971 to May of 1975. This differential used equal length tapered keyed axles. From June of 1972 until October of 1975 the axles had ten spline hubs.