**CONGRATULATIONS** on your decision to purchase one of the most exciting boats in the industry. We at Key West Boats believe in a simple philosophy: design a product with the boater in mind, build it with the best materials using the latest in manufacturing technology, and offer it at a price the customer can afford. This philosophy has made Key West Boats one of the leading manufacturers of quality boats today.

This manual is another example of Key West Boats' commitment to customer satisfaction. We have carefully prepared this information to assist you in the proper care and operation of your new boat. Although this manual is written for the firsttime boater, we ask that even experienced boaters take the time to read this manual and become familiar with its contents.

Since this manual is written to cover several like models in our line, some areas may appear somewhat general in nature. Some items in this manual are optional, may not be available for your model or are available on Key West-packaged models only. The illustrations are intended as only representative reference views and may be a little different on your boat.

Along with this manual is information on major components such as the engine, trolling motor, fish finder, etc. The suppliers of these components provide their own care, operation and warranty information. Be sure to read these manuals and become familiar with them. We have made reference to the manufacturer's information where appropriate in this manual.

Thank you for choosing Key West Boats! With all the boats on the market today we assure you that you have made the right choice. We appreciate your business and will make every effort for your continued satisfaction.

We hope you have many years of boating enjoyment with your Key West Boat.

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# **1 INTRODUCTION**

Read this manual carefully before operating your boat. It will answer most of your questions about your new Key West boat. Your dealer is an excellent source of boating information and can help you with any additional information you may need.

#### **OWNER/OPERATOR'S RESPONSIBILITIES**

As the owner operator of a boat, you assume certain responsibilities each time you take to the water. You are legally required to be in compliance with all Federal, State, and local laws. In addition, you are responsible for the safety of your passengers and other boaters on the water.

#### Registration

The U.S. Coast Guard requires that all power boats operated on the navigable waters of the United States must be registered in the state of main use, also many states require registration in that state whenever boating on waters within their state boundary. In addition, the size, type, and location of registration numbers displayed on the boat are regulated by the state. Always contact your state boating authorities (and neighboring states) for registration information on boats and trailers.

#### Insurance

Obtain insurance for your new boat as soon as possible. Loss by fire, theft, or other causes and liability protection against accidents is a must for responsible boaters. Many states have laws detailing minimum insurance needs. Talk to your insurance agent or your dealer for more information.

#### Education

This manual is not intended to provide a comprehensive education on all aspects of boat operation. We strongly recommend that all operators of this boat seek additional training on boat handling and safety. Many states require operators under the age of 18 to be licensed in small boat operation. Contact your state boating authorities or local U.S. Coast Guard Auxiliary for information. The Boating Educational Hotline phone number is 800.336.2628.

#### **Boat Maintenance**

Proper maintenance is important to keep your boat in proper and safe operating condition. Periodic maintenance is not only a condition of the warranty, but will increase your boat's resale value at trade-in time. Maintenance guidelines are covered in the Maintenance/Care section of this manual; be sure to implement a routine for periodic maintenance including daily checks. Your dealer will assist you with products specifically formulated for marine use.

#### **Environmental Responsibilities**

Boating is a great way to enjoy our beautiful waterways from a perspective that many people do not have. Being on the water places not only a legal responsibility on you for impacting the environment but also a moral responsibility. Do not throw any trash from your boat while on the water. Take along a trash bag or other container for your trash and properly dispose of it when you return to shore. When filling your boat with fuel or oil, clean up any spills to avoid pollution to the environment, whether its land or water.

#### **Briefing Passengers**

Before each outing, instruct at least one passenger in the proper operation of the boat. It is also important to instruct all passengers in the location and use of safety and other equipment. Emergency situations are not the time to locate or learn how to use safety equipment.

#### Courtesy

Boaters are some of the most helpful and friendly people you will meet. Boaters don't pollute our land or water. Boaters respect others' rights. Know and use the rules of the water and be aware of the particular local patterns on all waterways. Give fishermen, sailors, and water skiers plenty of room. Slow to no-wake speed when traffic is heavy. You are responsible for spotting and avoiding swimmers, divers, and slower moving crafts. You are also responsible for any damage caused by your wake, so slow to no-wake speed in harbors, marinas, canals, etc. Look for personal water vehicles; they have the same rights and responsibilities as you.

Contact your dealer, local authorities or U.S. Coast Guard for information

#### Storage

Your boat must be properly stored during the off season to prevent damage to the prevent weathering and deterioration of the carpet, upholstery and instruments. The interior of your boat should be protected from the elements to prevent weathering and deterioration of upholstery and instruments. A few hours of careful preparation will save both time and money next season. Talk to your dealer about supplies or services.

#### **IMPORTANT NUMBERS**

The identification numbers of the hull, engine, trailer, and equipment are important. Record serial, model, and registration numbers immediately for future reference.

Keep a copy of these numbers stored in a safe place off the boat. In case of theft, damage, etc., report these numbers to the local authorities, your insurance agent, and your dealer.

#### Hull Identification Number (HIN)

The HIN is attached to the hull and is located at the top, outside, starboard corner of the transom. The HIN must be clearly visible and may not be removed, altered, or tampered with in any way.



## **2 SAFETY**

#### INTRODUCTION

Safety afloat is the concern of all who enjoy water sports. An injury or accident will ruin any outing on the water. Always obey all laws and regulations. Follow the guidelines in this section, and throughout the manual, for safe, enjoyable boating pleasure. Safety afloat begins with you. Regulations vary from federal and local waters and from state to state; learn and obey the proper regulations. This is especially important for boundary waters between states. This section covers general safety related boating information. Throughout this manual specific precautions and one of the following symbols:

#### 

Will appear above hazardous or unsafe practices information which WILL cause SEVERE injury, death, or substantial property damage if the warning is ignored.

#### 

Will appear above hazardous or unsafe practices information which CAN cause SEVERE injury, death, or substantial property damage if the warning is ignored.

#### CAUTION +

Will appear above hazardous or unsafe practices information which CAN cause SEVERE injury, death, or substantial property damage if the warning is ignored.

#### • NOTE •

## Will appear above installation, operation, or maintenance information which is important but not hazard-related.

#### **REQUIRED SAFETY EQUIPMENT**

To comply with U.S. Coast Guard requirements your boat should be equipped with the following:

- An approved type B fire extinguisher
- Proper inland lighting for operation after sunset

In addition, you must supply one Personal Flotation Device (PFD) for each person on board or water skiing as well as one throwable type IV PFD; and with boats 16 feet and over, an approved sound warning device. Whenever going on an outing, verify that safety equipment is aboard and ready to use.

#### PERSONAL FLOTATION DEVICES (PFD)

PFDs are intended to help you save your own life; you and your passengers should wear a PFD whenever boating. It is especially important that children or non-swimmers wear a PFD at all times. Make certain you know how to use PFDs. Try it on and make adjustments for a comfortable fit. Show children how to properly put on a PFD. There are three types of acceptable PFDs to wear and one type used for throwing in emergency situations.

#### • NOTE •

Special PFDs are available for skiing and other watersports, These PFDs are constructed with materials suitable for high impact falls into the water.

**Type 1, Life Preservers**, has more than 20lbs of buoyancy and will turn an unconscious person slightly backward or vertical in the water. This type is good for nonswimming adults and when far from



shore.

**Type II, Buoyant Vests**; has more than 15.5 lbs. of buoyancy and will turn an unconscious person slightly backward or vertical in the water. A type II PFD is more comfortable to wear than a type I and is good for



**Type III, Flotation Aids**, has more than 15.5 lbs. of buoyancy and will keep a conscious person slightly backward or vertical in the water.

A type III PFD can be used for waterskiing or fishing.



**Type IV, Throwable Devices**; has more than 16.5 lbs. of buoyancy. Throwables must always be kept handy for emergency situations.



#### RECOMMENDED EQUIPMENT

In addition to required equipment it is important to store some additional items on the boat as a precaution. Here is a suggested list of recommended gear.

- Anchor and line
- Bucket or hand pump for bailing water
- Day and night visual distress signals, such as a flare gun (check local restrictions)
- Flashlight and extra batteries
- First aid kit
- Basic tool kit
- AM/FM radio with weather band
- Extra propeller
- Paddle

#### ALCOHOL, DRUGS, AND WATER SAFETY

Research shows that four hours of exposure to noise, vibration, sun, wind, and glare produces a kind of boater's hypnosis" which can slow reaction time as if you were drunk. Adding alcohol intensifies this effect, increasing the chances of an accident.

#### 

Never operate or allow another person to operate the boat while under the influence of alcohol or other drugs. 50% of all boating fatalities involve alcohol.

#### **RULES OF THE ROAD**

Just as there are rules of the road you must obey when operating a car, there are rules you must obey when operating a boat. You must be familiar with all rules before you operate your boat. The navigation aids (traffic signals) of the waterways are buoys, horns, signal lights, etc. The Coast Guard has prepared many pamphlets for your information. For more information contact a local U.S. Coast Guard station, write to U.S. Coast Guard Headquarters, 1300 NW Washington, D.C. 20226 or call the U.S. Coast Guard Boating Safety Hotline at 1.800.368.5647. Your local authorities can give you information on boat handling courses in your area.

#### MINORS

Boats are not toys. Minors must be closely supervised by a competent adult whenever operating a boat. The state in which you operate may have laws regarding the minimum age and licensing requirements of minors. Be sure to contact your state boating authorities for information

#### PASSENGER SAFETY

Make sure your passengers understand their responsibilities, such as wearing PFDs and remaining seated when moving. Show them how to operate the boat in case you are unable to continue operation, or fall overboard. Do not let them sit on the gunwale or over the bow. Do not allow them to drag their feet or hands in the water when the boat is moving. Instruct them to stay with the boat in case it capsizes.

#### 

The operator of the boat is responsible by law to "maintain a proper lookout by sight (and hearing)." He must insist that he has an unobstructed view particularly to the front. No passengers, load, or fishing seats should block his view when operating the boat above idle speed.

#### WATER SKIING

#### 

- SKIERS MUST WEAR A U.S. COAST GUARD APPROVED PFD SUITABLE FOR WATER SPORTS.
- KEEP WELL AWAY FROM ALL OTHER OBJECTS.
- HAVE AN OBSERVER IN THE BOAT WATCH THE SKIER AT ALL TIMES. DO NOT SKI IN SHALLOW WATER.
- ALWAYS KEEP A DOWNED SKIER IN SIGHT AND

CHECK FOR THE SKIER'S OK SIGNAL IMMEDIATELY.

- TURN OFF MOTOR BEFORE GETTING CLOSE TO A DOWNED SKIER.
- DO NOT SKI AT NIGHT OR IN CROWDED WATERS.
- NEVER BACK UP TO THE SKIER OR ANYONE IN THE WATER.

To connect the water ski tow rope, use a bridle (available at your dealer) which connects to both rear tie-down eyes on the transom or connect to the ski eye if your boat is equipped with one. The bridle should be long enough to not hinder engine tilt ability, but not so long that it could get caught in the propeller.

The boat should start at slow speed until the tow rope is taut. Check that the way ahead is clear and apply enough power to raise the skier. When the skier is up and signals the OK, adjust speed according to the skiers hand signals. A boat operator should never drive his boat directly behind a water skier. At 25 mph the boat will overtake a fallen skier who was 200 feet in front in five seconds.



WATER SPORT HAND SIGNALS

When a skier falls, watch for the OK signal. Circle around to get the tow line to the skier for getting up again or boarding the boat. Approach the skier with the right side of the boat and help the skier board from the stern. Pull in the tow line and retrieve the skis.

For more information on water skiing contact; American Water Ski Association, P.O. Box 191, Winter Haven, FL 33880, 813.324.4341.

#### SWIMMING

When driving the boat, slow down and watch for swimmers outside of marked

swimming areas. Be alert for divers and be familiar with the divers down flag. Keep the boat well away from marked swimming areas and divers.

Never swim alone from the boat. Swim near the shore and away from boating traffic. Anchor the boat before swimming and stow the keys and valuables on board.

#### HAZARDOUS WEATHER

When dangerous wind or sea conditions exist, stay home! Getting caught in severe weather is hazardous. Check with local weather stations, the U.S. Coast Guard, or Weather Service broadcasts (162.55 or 162.40 Megahertz) for the latest conditions. It is recommended to check the weather not only before but periodically while you are boating.

When you are on the water watch for these signs of hazardous weather:

- Dark threatening clouds
- Increasing wind strength and wave action
- Static on AM radio indicating thunderstorms
- Fog
- Lightning

If you get caught in hazardous weather.

- Put on PFDs
- Head for shore
- Secure loose items in the boat
- Seat passengers on the floor of the boat, near the centerline.

#### HAZARDOUS CONDITIONS

Every waterway poses hazards that need to be avoided; shallow water, tree stumps, sand bars, etc. Prevent damage to your boat, or harm to yourself and passengers by becoming familiar with the body of water you are boating on. Ask other boaters for information and consult a Boats chart when boating on unfamiliar waters.

#### ACCIDENTS

Sometimes accidents happen. Be prepared to deal with accidents before they happen. Here are some guidelines to follow in case of an accident.

#### **Distress Signals**

It is a good idea, and in some cases legally required, to carry visual distress signals on the boat. There are three types of U.S. Coast guard approved visual distress signal devices; day use, night use and day and night use. Read and follow the instructions included with the type of visual distress signal you purchase. Check local restrictions on pyrotechnic devices.

#### Accident Reporting

Accidents include capsizing, collision, flooding, fire, explosion, loss of life, or equipment. The operator of the boat is responsible for filing a report with the appropriate authorities. In general reports are necessary for accidents involving loss of life, injury, or damage more than \$200. Ask your insurance agent for more detailed information.

#### **Giving Assistance**

If you see a distress signal, you should act immediately. Notify the nearest Coast Guard station or state authority by radio. Channel 9 on CB and channel 16 on VHF Boats radio (156.8 MHz) are recognized distress channels. If you can assist a stricken boat without endangering yourself, you should.

It is an unwritten law of the sea that a boater comes to the aid of another boater in trouble. The Federal Boat Safety Act of 1971 grants "Good Samaritan" to a boater offering good faith assistance in case of an accident or casualty.

#### Fire on Board

Most fires are the result of accumulated gasoline and oil in the bilge from fueling practices combined with the thoughtless use of smoking materials.

Deciding on whether to fight the fire or abandon the boat is difficult and depends on many factors. Try to formulate a plan in advance to make that decision quickly and without hesitation.

#### Capsizing

Certain conditions can arise where a boat may be capsized or swamped. Most often, these conditions happen when least expected. Like fires, try to formulate a plan in advance on what to do if it should happen.

#### Towing and Being Towed

Use caution when towing or being towed. Use high quality rope capable of the load. Keep at least two boat lengths between boats. Never tie onto cleats, handrails, windshields, or attempt to hold on to the tow line; use the bow eye on the boat being towed and both stern eyes on the tow boat to distribute the load. Proceed slowly and don't try to tow a much larger boat. Always ask yourself if it would be easier to anchor the distressed boat and bring back help: i.e., running out of fuel.

## **3 OPERATIONAL HINTS**

#### FUELING THE BOAT

Your Key West boat is equipped with a built-in fuel tank. Fuel fill location will differ depending on the model you have purchase.

#### 

Gasoline is very flammable. Never smoke or allow flames or sparks near the fuel tank, filler, or vent. Shut the engine OFF before refueling. Use extreme care when filling fuel tanks in hot weather. Do not fill the tanks completely. Gasoline expands during warm days, causing pressure to build in the tank. This expansion can lead to fuel leakage, which is a potential fire hazard.

#### **Filling the Tank**

- If filling from a dock fueling point, secure the boat to the dock and turn off all equipment and shut off the engine.
- Remove the cap and insert the fuel supply nozzle, keeping the nozzle in contact with the fittings to reduce the danger of static sparking.
- Add fuel.
- Replace the fuel cap and wipe up any spillage.
- Check oil injection tank, if equipped, for proper level. Refer to the engine operator's manual.

#### CAPACITY

Your boat has a maximum weight and horsepower capacity plate located inside the boat near the console. Know your boat's maximum ratings and don't overload the boat. Remember, the load capacity rating includes passengers and equipment. If you should replace the engine, never exceed the recommended maximum horsepower.

#### 

#### Failure to observe the maximum weight and horsepower capacity could lead to conditions resulting in an accident and severe injury.

#### BOARDING

Always step, not jump into the boat when boarding. Board one person at a time. Get in the boat and then lift equipment aboard. Do not carry heavy or cumbersome equipment while you are boarding. Follow the same procedure when getting off the boat. Always stow equipment in the storage compartments.

#### 

To help prevent passengers from being thrown overboard resulting in severe personal injury or drowning, all passengers should be carefully seated and not be riding on the deck, gunwale, rear sun deck, or elevated pedestal fishing seats while underway. Passengers riding in the bow rider seats should exercise extreme caution. During rough water operation, passengers in the bow rider seats should relocate to the aft passenger seats.

If your boat is equipped with non-adjustable pedestal seats, the pedestal pole should be removed and stowed in a compartment when the boat is moving faster than trolling speeds.

#### **Boat Weight Distribution**

Weight distribution affects the performance of your boat. Keep weight in the boat low and distributed evenly. To get the boat on plane faster and performing at its best, avoid having too much weight in the bow or stern.

#### • NOTE •

The maximum capacity rating is based on normal boating conditions; in bad weather reduce the load to improve the boat's trim.

# **4** Basic Operation

#### INTRODUCTION

This section will briefly cover the basics of operating your boat. The controls are explained in more detail in the Control, Engine, and Steering systems operator's manuals included in the owner's information packet furnished with your boat.

#### SHIFT/THROTTLE

The shift/throttle is the unit that controls the neutral, forward, and reverse direction of the engine. The shift throttle also acts as the "gas pedal" and controls the speed of the boat.

#### 

Do not shift too quickly from forward to reverse. Stay in neutral, or idle position until the boat has lost most of its headway before completing the shift to reverse.

Moving the control forward increases speed, neutral is the center position and moving the control to the rear puts the boat in reverse. Consult the engine and shift/throttle operator's manuals for more detailed information concerning operation of this unit in conjunction with the engine.

#### SAFETY STOP SWITCH AND LANYARD

#### 

Attach the Safety Stop Switch lanyard to your clothing before starting the engine. This will prevent the boat from becoming a runaway if you are accidentally thrown from the boat.

The Safety Stop Switch can only be effective when it is in good working condition. Observe the following:

Never remove or modify the Safety Stop Switch and/or lanyard.

The lanyard must always be free of entanglements that could hinder its operation.

Once a month: Check Switch for proper operation. With engine running, pull the lanyard. If the engine does not stop, see your DEALER for replacement of the switch.

Your boat may be equipped with a safety stop switch and lanyard. This is a device designed to tum off the engine ignition whenever the operator, when attached to the switch lanyard, moves far enough away from the operator's

position to activate the switch. It is strongly recommended that the operator make use of the safety stop switch. The lanyard should be of sufficient length to avoid inadvertent activation. Accidental loss of power can be hazardous particularly when docking or in heavy seas, strong current or high winds. There are practical limitations to what the lanyard stop switch can do. It can take several seconds for the engine and propeller to stop turning and the boat can continue to coast for several hundred



feet depending on the velocity at shut down, and the degree of any tum. However, it will not complete a full circle. While the boat is coasting, it can cause injury to anyone in the boat's path as seriously as the boat would when under power.

#### Steering

All models are equipped with a steering wheel that operates like a car. Most are mechanical and use a single push-pull cable. Others are hydraulic and use fluid under pressure to tum the engine.

#### GETTING UNDERWAY

Always prepare the boat before each outing. Is the safety equipment in place and ready to use? Is other equipment (seats, gear, etc.) stored properly? Are the fuel and oil tanks filled? Have you checked the weather? Preparation is the key to an enjoyable outing.

Know the "Rules of the Road" when boating. There are right and wrong ways to overtake, meet, cross, etc. with other boats. The U.S. Coast Guard, state boating authorities and many agencies have information and courses covering the rules of the road, safety, navigation, and many other topics.

For operation after sunset, boats are equipped with navigation lights to give information about direction. A green light is on the starboard side of the boat, a red light on the port side, and a white light at the stem. If a red light is visible, that boat is privileged and has the right of way. If a red and green light are visible, the other boat is heading toward you and both boats must move. Sighting a white light indicates the other boat is moving away from you, or is anchored, and if you are overtaking, the boat ahead is privileged.

#### MANEUVERING

When underway for the first time, practice making turns in both directions. Become familiar with the way your boat handles, especially with stick steer models. Boat handling is affected by the load, wind, and water current. These conditions vary on every outing, so always use caution when maneuvering your boat.

Boats handle differently than cars. All boats steer from the stern. The stern of the boat will swing out in the opposite direction of the bow when turning. This is important when making fine maneuver's like docking.

A boat has no brakes. To stop a boat, slow down to no wake speed, pause in neutral, and put the engine in reverse. Gently increase reverse power

to stop at a short distance. Keep in mind that boats do not steer well in reverse. Go slow to cir prevent taking water in over the transom.

Know your position and know where you are going. There are several forces that can affect your boat's direction when underway. Besides driving the boat forward, a clockwise rotating propeller can cause the boat to move to the right as it goes forward and to the left when going in reverse. This effect is not noticeable when you are going fast but becomes apparent at slower speeds.



#### DOCKING/DEPARTURE

Practice docking before attempting it for the first time. Use a float, like a plastic milk jug with a line and small weight, as your docking target.

#### **Docking Guidelines**

Follow these guidelines when docking:

#### 

Never use your hand, arm, or other part of your body to fend the boat off the dock. The boat could push against the dock, causing an injury.

- Come to a stop a short distance from the dock.
- Have fenders and mooring lines ready.
- If there is no wind or current, approach the dock at a 10 to 20 degree angle.
- Observe how the wind and current are moving your boat. Approach the dock with the boat pointed into the wind, if possible. If the wind or current is pushing you away from the dock, use a sharper angle of approach. If the boat is being pushed toward the dock, approach parallel to the dock and allow the wind and current to push you to the dock. If you must approach the dock downwind or down current, use a slow speed and shallow angle. Be ready to reverse to stop and maintain position. In this case secure the stern line first.
- If possible, throw a line to a person on the dock and have that person secure a bow line.
- With the bow secure, swing the stern in with the engine or pull it in with a boat hook.
- Tie mooring lines to the bow and stern of the boat. To protect your boat, keep fenders between the boat and the dock.



#### Leaving the Dock

The procedure for leaving the dock is similar to the docking maneuver. If the wind or current is pushing toward the dock:

- Cast off the stem line but keep the bow secure. Turn the engine to move the stem away from the dock.
- Very slowly shift into forward at idle speed. When the stern moves away from the dock, turn the engine away from the dock. Cast off bow line and back away.
- When clear of the area, shift into forward and leave. If the wind or current is pushing away from the dock:
- Cast off all lines.
- Drift off and when clear of the dock, shift to forward and leave.

#### **TRIM/PROPELLER SELECTION**

#### Trim

Boat trim while underway greatly affects boat performance and efficiency. For best results, the boat should be on plane and trimmed to reduce the wetted surface. With less boat in the water, both speed and fuel mileage increases. Engines with manual trim must be adjusted for best overall operation for the load and conditions. Engines with power trim should be adjusted continuously for best results:

• Trim the engine in. As you speed up, your boat will increase its angle of trim, causing the bow to rise. You can limit this effect by adjusting the angle of the engine. The propeller needs to be trimmed in to force the bow down and force the stern up at the start of a run.

#### 

Keep one hand on the steering wheel and the other on the throttle at all times. If the boat begins to operate in an unsafe way pull back on the throttle and trim the engine in at the same time.

• Increase speed. The bow will start to come down.

#### • NOTE •

Do not trim the engine out too far or the boat may begin to "porpoise" (bounce up and down). Porpoising lowers top speed and fuel efficiency and also reduces control and visibility.  Once on plane, the engine should be trimmed out a little to avoid a bow down condition called "plowing." Plowing can cause "bow-steering" or "oversteering" and inefficiently consume horsepower. In this condition, if attempting a turn or encountering a diagonal moderate wake, a more abrupt turn than intended may result.

#### 

To avoid possible serious injury or death, adjust the engine to an intermediate position as soon as the boat is on plane to avoid possible ejection due to boat spinout Do not attempt to turn the boat when the engine is trimmed extremely under or in.

High speed operation in rough water requires quick reactions and adjustments to maintain control. Know your limits and stay within them. Always keep one hand on the steering wheel and the other on the throttle; constant adjustments are necessary for rapidly changing conditions. Small inputs of throttle and steering are exaggerated at high speed.

Watch the tachometer to keep the engine within the full throttle operating range. See the engine Operator's manual for the proper tachometer reading at full throttle.

#### Propellers

The propeller converts the engine's power into the thrust needed to propel the boat. Care and selection of your propeller is very important. Check the engine operator's manual for the horsepower rating and operating range of the engine to determine the proper propeller for desired performance.

Propellers are identified by two numbers such as  $14 \times 21$ , and a material identification, such as aluminum or stainless steel. In the number sequence the first number is the diameter of the propeller and the second is the pitch.

Pitch is the angle of the blades expressed in the theoretical distance a propeller travels in each revolution. In the above example, the pitch is 21,

or each revolution pushes the propeller 21" through the water.

A 21" propeller is considered "higher" pitched and a 15" propeller is considered "lower" pitched.

Keep these guidelines in mind



when selecting a propeller:

- Engine RPM must be within the recommended operating range. Refer to the engine operator's manual.
- Higher propeller pitch reduces: RPM, acceleration, engine noise, and usually improves fuel economy and top speed.
- Lower propeller pitch increases: RPM, acceleration, engine noise, reduces fuel economy and top speed.
- There are many different propeller designs for specific characteristics. Do not attempt to change propellers until after you have a chance to determine your average load and individual requirements. Your dealer is best suited to help you select a propeller.
- A smaller pitch propeller should be selected for water skiing or for heavy loads. A smaller pitch propeller will develop more thrust for raising skiers quickly. When a skier has fallen, or a skier is not being towed, it is important that the operator watch the tachometer to make sure engine RPM does not continuously exceed the maximum full throttle RPM range.

#### Anchoring

When anchoring, it is helpful to keep a few guidelines in mind.

- Make sure the line is tied to the anchor.
- Tie the other end of the line to the forward cleat or bow eye.
- Head the boat into the wind or current over the spot where you want to lower the anchor.
- Stop the boat before lowering the anchor.
- When the anchor hits bottom, slowly back up the boat, keeping tension on the line. Let out an anchor line that is 4 to 6 times the depth of the water. For example, if you are in 10 feet of water, let out 40 to 60 feet of line.
- Check your position against
   the shoreline. If you are
   drifting, reset the anchor.
- Do not anchor from the bow and stem at the same time.



# **5 System/Components**

#### **INSTRUMENT/SWITCH PANELS**

All gauges are illuminated for operation after sunset. An explanation of the instruments, switches, and controls follows. Their

number and location vary by model; some may not appear on your model.

#### Tachometer

Registers engine speed in revolutions per minute. Use this gauge to keep the engine within the proper operating range. Consult the engine manual for the proper RPM operating range for your engine.

#### Speedometer

Registers forward boat speed in miles per hour. Use this gauge to monitor fuel consumption and propeller performance.

#### • NOTE •

## Boats speedometers, which operate with water pressure, may not be accurate.

#### Fuel Gauge

Registers approximate fuel level in the gas tank. The Ignition switch must be in the RUN position to activate the gauge.







#### • NOTE •

Varying conditions such as flow of the tide, roughness of the water or wind can make differences in fuel consumption. Allow for these conditions when using your boat to avoid running out of fuel.

#### Water Pressure Gauge

Registers the water circulated by the water pump in pounds per square inch

(PSI). Use this gauge to observe that the engine cooling system is operating properly. Consult the engine manual for the normal operating PSI range.

#### Trim Gauge

Measures engine tilt and indicates the relative position of the bow, up or down when boat is on plane. Use this gauge to monitor boat trim.

#### Voltmeter

Indicates the condition of the main or cranking battery in volts DC. Normal operating range is 12+ volts.

#### ELECTRICAL SYSTEM

Your boat is equipped with a 12-volt negative ground DC system. Battery location will vary from model to model. A single 12-volt battery supplies all electrical power. With the addition of an optional trolling battery one battery is

used for engine cranking and systems power, and the other exclusively for the trolling motor.

The cranking battery is recharged by the alternator when the engine is operating. The batteries supply power to the electrical system through the fuse block. The trolling motor batteries are not connected in any way to the cranking battery. Trolling motor batteries must be recharged with a battery charger on shore.

#### Fuses

All Key West boats are equipped with circuits protected from an overload. In the event of an overload or short circuit, the fuse will blow out or a circuit breaker will trip. If a circuit continuously overloads under normal operating conditions, have your boat inspected by the dealer immediately.

Each individual circuit is protected with a fuse located under the console





(if equipped), at the switch panel, or at the cranking battery. Trolling motors are protected with an in-line fuse located in the positive (red) lead at the trolling motor battery. Fuse sizes vary depending on model, check with your Key West dealer for correct size.

#### CAUTION +

Do not exceed the recommended fuse sizes. Always install the proper (type and rating) fuses whenever replacing or changing fuses. Continuous fuse failures indicate a severe problem and requires immediate attention. Failure to install the correct fuse may result in damage to the electrical system or severe personal injury.

On models equipped with a stereo, an in-line fuse is located in the positive lead at the rear of the stereo. If equipped with a depth finder, the in-line fuse is located under the console (if equipped) or near the unit.

#### SWITCHES AND CONTROLS

All switches used are either two or three-position rocker types. Many switches have red LED indicators for positive ON/OFF identification.

#### Lights (Navigation and Anchor) Switch

Three-position switch that controls the running lights.

- NAV position will turn on the red and green bow lights, white stern light and gauge illumination lights for night operation.
- ANC turns on stern light only for night anchoring (do not operate the boat with switch in ANC position).
- OFF is center position.

#### **Bilge Switch**

Two-position ON/OFF switch that activates the bilge pump to remove excess water in the bilge.

#### Aerator Switch

Two or three-position switch that activates the aerator pump to add water to the live well.

- MANUAL (or "ON") position is used to continuously add water to the live well.
- AUTO position (if equipped) is used when fishing and cycles the pump one minute ON and three minutes OFF to conserve battery power.
- OFF is center position {three position switch only).

#### Accessory Switch

Two-position ON/OFF switch used for optional equipment (be sure to fuse any accessories you add). May control power to the depth sounder on some models.

#### **Ignition Switch**

Four-position switch for starting and stopping the engine.

- START operates the engine electric starting motor; tum key to start engine and release when the engine starts.
- RUN when key is released after starting the switch returns to this position. The fuel gauge is also energized in this position.
- OFF stops engine.
- Push key in to choke when starting a cold engine.

#### • NOTE •

A warning horn is located in the ignition wiring harness that will alert you to possible engine problems. This warning horn has a self-testing feature and will emit a short tone whenever the engine is started. For more information about the warning horn, consult the engine operator's manual.

#### Safety Stop Switch and Lanyard

Stops the engine when engaged. Attach the lanyard to the boat operator whenever the motor is running. If the operator moves far enough away from the operator's position the lanyard will engage the switch and shut off the engine. For more information about the stop switch, see the Operational Hints section and the engine operator's manual.

#### Shift/Throttle

A side-mounted control unit that regulates speed and allows you to select forward or reverse gear. For more information about the shift/throttle, see the Operational Hints section or consult the operator's manual that came with the unit.

#### **Fuel System**

Models equipped with a built-in fuel system meet current federal regulations. The fuel level of the gas tank can be monitored by the fuel gauge located on the instrument panel with the ignition switch in the RUN position.

A vent allows air to move in and out of the tank as the fuel level changes.

If the fuel tank is overfilled, some fuel may come out of the vent.

Check all fuel system components before each season and inspect regularly during the season for any leaks, bad hose connections or blockages. It is important that the fuel system is leak free. See the Maintenance/Care section for more information.

#### Bilge

The lowest part of the boat where incidental water drains is called the bilge. Water drains into the bilge during rainy weather or heavy storms. Some models are equipped with a bilge pump to remove this water through the hull. The bilge pump is located in the bottom, aft of the boat, near the drain plug.

To operate the bilge pump, engage the bilge switch; the pump will operate as long as the switch is engaged. If there is any water in the bilge, it will shoot out from the bilge drain opening. Be sure to turn off the bilge switch to avoid damaging the pump after the water is drained.

Occasionally check that debris is not jamming the pump impeller. Periodically inspect the electrical connections to make sure that they are waterproof. All plumbing must be secure because most of the pump is below water level and a leak will allow water into the boat. See the Maintenance/Care section for more information.

#### Lights

Most models are equipped with stowaway navigation lights for operation after sunset. When not in use, the running lights are secured to the light holders.

To mount the navigation lights:

- 1. Open the base lid cover.
- 2. Align the screw head on the light pole with the slot in the fight base and push pole in.
- 3. Lock the pole in place by turning the eccentric connector down on the pole over base.
- 4. Press Light switch to NAV position to turn on lights for running; press Light switch to ANC to turn on the stern light only for anchoring.

#### • NOTE •

Key West boats are equipped with removable navigation lights to allow for more fishing convenience and to prevent damage from docking lines, etc. It is best to

## remove the lights when not in use and keep them in the light holders.

#### Aerated Live well System

Aeration systems have a single pump that circulates water to the live well through the spray nozzle. An overflow tube is used in the live well to prevent overfilling. When the water level reaches the top of the overflow tube, it is drained overboard. The overfill tube also acts as the drain tube when removed from the drain hole.

Some models may be equipped with a live well drain plug and a built-in overflow. Water will drain overboard when the level reaches the overflow opening in the live well. To drain the live well, remove the drain plug from the drain hole.

#### CAUTION +

To avoid damage to the live well system, never operate in freezing weather. Operating the pump in freezing weather could damage or break the pump. Water that freezes in hoses will expand and could burst the hose.

Aeration systems can only be used when the boat is in the water. To operate:

- 1. Push the overflow tube (or the drain plug) into the drain hole.
- Operate the aeration pump in MANUAL (or "ON" position) mode until the tank is filled. Using MANUAL mode will recirculate live well water with freshwater continuously.
- Place fish in the tank and switch the aeration pump to AUTO mode (if equipped). Using AUTO mode will recirculate live well water with freshwater in one-minute ON and three-minute OFF cycles.
- 4. To drain the live well tank, turn aeration pump OFF and remove the overflow tube (or the drain plug) from the drain hole.

#### Depth Gauge

Some models are equipped with a factory installed depth gauges. The depth gauge will provide you with a reading of the depth of the water in which the boat is navigating.

#### **Fishing Seats**

Your boat may be equipped with non-adjustable pedestal fishing seats. Nonadjustable pedestal poles slide into the pedestal. The seat is then installed into the pedestal pole.

#### 

Passengers using raised seats on high platform locations while running more than trolling speed could be thrown overboard, resulting in injury or drowning.

#### **Bimini Top and Curtains**

Some models are equipped with a Bimini top. The curtains may be rolled and stowed in one of the available storage compartments. The top can be removed from the boat or left on board for convenience.

# 6 MAINTENANCE/CARE

Your new boat is manufactured of quality materials and components. With proper care and maintenance, your boat should provide you with many years of enjoyment. We suggest the following procedures for maintaining your boat. Always consult your Key West dealer for care and repair products and services.

#### **Gelcoat Care**

Use cleaners and waxes specifically formulated for use on fiberglass boats. This is extremely important to maintain the factory finish of your Key West boat. Always clean your boat after use especially when used in salt water. Consult your dealer for recommended products.

#### 

If the boat is to be left in the water for any period of time, the use of a bottom sealing paint, professionally applied, is strongly recommended to avoid blistering of the hull.

#### **Stainless Steel Rails and Fittings**

Stainless steel goes through a chemical treatment call passivation. This will not prevent corrosion in crevices, within flanges, and under fastener heads. Stainless steel will darken with time losing its original luster. The affect of salt water accelerates the breakdown of passivation. Key West uses reputable vendors who provide us with high quality stainless steel parts. It is very important that as part of the overall maintenance of your boat that attention be given to the stainless steel. Use a high quality, stainless steel polish on all stainless steel fitting to prolong the . appearance of your boat. Consult your dealer for recommended products.

#### Fuel System

It is important to prevent leaks to the fuel system. Once a year, inspect the fuel hoses, hose connections, and fittings for wear or leaks. Stains around joijnts could indicate a leak. Check connections and firrings for tightness usings a wrench. Do not over tighten. Replace hoses that have surface cracking. Clean fuel filters and vent screens. Avoid sparks or open flames when servicing.

#### **Plumbing System**

Over time, the bilge may accumulate oil, which is a fire hazard. If oil is detected in the bilge and the source is not known, check the engine oil lines and reservoir tank (if equipped) for leaks.

To clean the bilge, pump the bilge dry and remove all loose dirt. Use a car wash, liquid household detergent or a commercial bilge cleaner to clean out the bilge. Do not use flammable solvents. After cleaning, rinse the bilge thoroughly with freshwater to remove any remaining cleaning solution. Periodically check that debris is not jamming the bilge, the live well, or the aerator pump screen.

#### Live Well System

Use only freshwater when cleaning the live well. Any residual amounts of soap, detergents, bilge cleaners, etc., may kill your catch.

#### **Electrical System**

Make sure the batteries are secure. Check that battery connections are clean and tight. If not used frequently, trickle charge th ebattery to keep it ready from use. Follow the instructions included with the battery charger.

#### 

When charging, batteries produce hydrogen gas which is extremely flammable. Never smoke or allow flames or sparks near batteries. Failure to adhere to these instructions may produce an explosion and cause serious injury or death.

• Keep the battery terminals free of corrosion. Clean the terminals regularly with a baking soda and water solution and a plastic bristle brush. Coat the cable end lightly with petroleum jelly.

#### + CAUTION +

#### Do not allow th ebaking soda and water solution to enter the battery vents. The solution will damage the battery if allowed to enter.

Check the electrolyte level on non-maintenance free batteries at least once a month and fill with distilled water. Do not overfill the batteries. Overfilling may cause terminal corrosion and short battery life.

#### 

#### Wiring that is damaged or not properly supported may cause a serious short circuit hazard if not immediately corrected.

Check all the wiring to make sure it is property supported and the insulation is intact. Consult the engine operator's manual for care and maintenance of the engine's electrical system.

#### **Hydraulic Steering**

If your boat is equipped with hydraulic steering, check hydraulic steering system for leaks and fluid level. If necessary, tighten hose connections. Replace defective hoses. Refer to the manufacturer's manual for fill and maintenante instructions.

#### Carpet and Vinyl Upholstery

If equipped, the carpet should be vacuumed to keep it looking its finest. Wash the carpet regularly with a mild soap and water solution. Apply the cleaning solution with a scrub brush, then rinse the carpet thoroughly with clean water.

On vinyl upholstery use a vinyl preservative wax to keep it clean and soft. Harsh detergents such as bleach and solvents can cause permanent damage.

#### CAUTION +

Some popular fish scents that are sprayed on lures contain chemicals that may cause deterioration of the carpet and upholstery. Spray these formulas away from the boat.

Consider using a mooring cover to protect the interior of the boat from the effects of sun and weather, and to keep debris out.

#### + CAUTION +

If the carpet or upholstery should be damaged by mildew, special cleaners are available that may help. Be sure to test the cleaner in a hidden area first.

#### Windshield

Windshields are made of tough acrylic plastic or tempered glass, depending on the model. Even though the windshield is made to withstand minor impact, it is susceptible to scratches. Never clean it with a dry towel; or use strong cleaners or abrasives. Use only a mild soap and water solution with damp towels.

#### Storage

Proper care in preparing your boat for storage will help protect your investment and make getting ready again for next season easier.

#### CAUTION +

#### If improperly stored, the boat could take on water which can accumulate and cause damage to on board systems

Proper care includes preparation of the engine, boat, and components for storage. For information regarding proper storage procedure for the engine, see the engine operator's manual.

When preparing your boat for storage follow these guidelines:

Fill the fuel tanks to minimize condensation. Use a gasoline stabilizer, following the instructions on the container. Run some stabilized gas through the engine before storing the boat.

#### • NOTE •

## Do not overfill fuel tanks. Allow room in the tanks for expansion.

- Prepare engine for storage. Refer to engine operator's manual for prdper procedure.
- Thoroughly clean the boat. Clean the hull, deck, and storage areas as soon as the boat is removed from the water.
- Remove the drain plug and raise the bow of the boat to allow any water to drain. Remove any water from the live well and other compartments.
- Wax the boat and apply a rust inhibitor to all metal parts.
- Remove the batteries from the boat. Clean, charge, and store the batteries

where they will not freeze.

- Lubricate steering mechanism and throttle control.
- Store the boat under a cover. The cover should keep the weather off the boat but still provide adequate ventilation to avoid mildew damage. If the boat is stored outside, additional supports under the cover may be necessary to prevent pockets that will collect snow or rain. This can add extra load to the hull and trailer; also stress to the cover, possibly tearing it.
- Loosen the stern tie downs to reduce stress on the hull.
- If stored on the trailer, block the trailer wheels off the ground to avoid tire deterioration.
- Inspect the hull bottom contours. Deflections may indicate overloading or improper trailer support. Boats should be supported without an excessive overhang off the back of the trailer.
- Follow these guidelines when reactivating the boat:
- Perform annual maintenance if it was not done before storage.
- Inspect storage areas for nesting animals.
- Prepare the engine for a new season. See engine operator's manual.
- Install charged batteries into the boat.
- Check all hose damps for tightness.

## **7 TROUBLESHOOTING**

PROBLEM	POSSIBLE CAUSES	SOLUTION
Engine will not crank.	<ul> <li>Throttle/shift control in gear.</li> <li>Weak or worn out battery.</li> <li>Loose or corroded battery wiring connections.</li> <li>Engine problem.</li> </ul>	<ul> <li>Shift to neutral.</li> <li>Charge or replace battery.</li> <li>Clean and tighten battery wiring connections.</li> <li>See dealer</li> </ul>
Engine cranks but will not start.	<ul> <li>No fuel in tank.</li> <li>Fuel line improperly connected</li> <li>Fuel system not primed.</li> <li>Fuel line kinked.</li> <li>Fuel filter clogged</li> <li>Contaminated fuel Safety switch tether not connected.</li> </ul>	<ul> <li>Fill fuel tank</li> <li>Properly connect fuel line.</li> <li>Squeeze primer bulb.</li> <li>Remove kinks from fuel line</li> <li>Replace fuel filter.</li> <li>Replace fuel and filter.</li> <li>Connect safety switch tether.</li> </ul>
Engine hard to start.	<ul> <li>Flooded engine.</li> <li>Improper fuel/oil mixture.</li> </ul>	<ul> <li>Disconnect fuel line at engine and crank until cleared</li> <li>Fill fuel tank with proper mixture.</li> </ul>
Engine vibrates excessively at idle or low speed.	<ul> <li>Bent or broken propeller.</li> <li>Weeds on propeller.</li> </ul>	<ul><li>Replace propeller.</li><li>Remove weeds.</li></ul>

PROBLEM	POSSIBLE CAUSES	SOLUTION
Poor engine performance.	<ul> <li>Contaminated fuel.</li> <li>Overheating.</li> </ul>	<ul> <li>Replace a fuel and fuel filter</li> <li>Remove debris from a water intake.</li> </ul>
Poor boat performance.	<ul> <li>Boat overloaded. • Boat trim.</li> <li>Incorrect fuel.</li> <li>Excessive water in bilge</li> <li>Propeller damage.</li> <li>Improper propeller selection.</li> <li>Marine growth on a hull or power unit.</li> </ul>	<ul> <li>Reduce boat load.</li> <li>Distribute boat load evenly</li> <li>Adjust trim.</li> <li>Fill tank with correct fuel.</li> <li>Pump out bilge.</li> <li>Check and replace if necessary.</li> <li>Select proper propeller pitch and diameter.</li> <li>Clean boat bottom or lower unit</li> </ul>
Boat porpoises.	<ul> <li>Engine trimmed out too far.</li> <li>Overloaded in stern.</li> </ul>	<ul><li>Trim in engine.</li><li>Rearrange load.</li></ul>
Poor gas mileage.	<ul> <li>Inefficient driving habits.</li> <li>Engine problem.</li> </ul>	<ul> <li>Plane boat quickly, then slow to desired speed.</li> <li>See dealer.</li> </ul>
Throttle/shifting problems.	<ul> <li>Corroded cables.</li> <li>Sticking shifting mechanism.</li> <li>Kink in cable.</li> </ul>	<ul> <li>Clean and lubricate cables</li> <li>Clean and lubricate shifting mechanism</li> <li>Replace cable</li> <li>See your dealer.</li> </ul>
Intruments not working.	<ul><li>Battery dead</li><li>Wiring failure</li></ul>	<ul><li>Charge battery.</li><li>See dealer.</li></ul>
Tachometer reading low.	<ul> <li>Incorrect pole setting.</li> <li>Propeller pitch too large.</li> </ul>	<ul> <li>Move pole selector to proper setting.</li> <li>(Consult dealer</li> <li>Select larger pitch propeller.</li> </ul>
Aerator pump runs but will not pump water.	<ul> <li>Pump clogged.</li> <li>Pump needs to be primed.</li> </ul>	<ul> <li>Clean debris from pump.</li> <li>Clean screen and flush with garden hose.</li> <li>Back up boat with pump on.</li> </ul>

PROBLEM	POSSIBLE CAUSES	SOLUTION
Aerator pump will not run.	<ul> <li>Aerator switch is on automatic.</li> <li>In-line fuse blown or circuit breaker tripped.</li> <li>Pump burned up.</li> </ul>	<ul> <li>Check switch for position and adjust.</li> <li>Check for cause and replace fuse or reset circuit breaker.</li> <li>Replace pump.</li> <li>See dealer.</li> </ul>
Bilge pump runs but will not pump water.	<ul> <li>Pump needs to be primed.</li> <li>Pump clogged.</li> </ul>	<ul> <li>Turn pump on and off several times to prime</li> <li>Clean debris from pump, clean, and flush with water.</li> </ul>
Bilge pump will not run.	<ul> <li>In-line fuse blown or circuit breaker tripped.</li> <li>Pump burned up.</li> </ul>	<ul> <li>Check for cause and replace fuse or reset circuit breaker.</li> <li>Replace pump.</li> <li>See dealer.</li> </ul>
Navigation lights not working.	<ul> <li>Lights not plugged into socket properly</li> <li>Light switch not in proper position {NAV/ANC).</li> <li>In-line fuse blown or circuit breaker tripped.</li> <li>Blown bulb.</li> </ul>	<ul> <li>Align the light with the base properly and plug into socket</li> <li>Turn switch to proper position.</li> <li>Check for cause and replace fuse or reset circuit breaker.</li> <li>Replace bulbs.</li> </ul>
Steering spongy/ unresponsive.	Air in hydraulic steering assembly.	• Bleed air, Consult manual.

## **8 WARRANTY AND SERVICE**

#### **OWNER'S RESPONSIBILITIES**

Under the terms of the Key West warranty you are responsible for the proper registration of your new boat by signing the warranty registration forms delivered to you at time of purchase. Other obligations include the proper operation, care, and maintenance as set forth in this owner's/ operator's manual.

Read the warranty information included in the packet with this manual for Key West and major component suppliers.

#### DEALER'S RESPONSIBILITIES

Your Key West Servicing Dealer has been carefully chosen to help you with service when needed. He is knowledgeable of Key West construction methods and has the tools and abilities for competent and courteous routine maintenance and service. He will be glad to assist you in any way possible.

#### **Dealer Assistance**

Your Key West Dealer from whom you purchased your boat has a vital interest in your complete satisfaction and he knows that satisfied customers will come back for service and when it's time to trade-up. Your dealer has the full support and assistance of Key West Boats and is in the best position to help you with your boating needs. If for any reason you are dissatisfied with services performed by the dealer, we urge you to allow him to make-good by doing the following:

Discuss the matter with the dealership Service Manager. The Service Manager is responsible for the quality of service being preformed and has an interest in getting you back on the water quickly.

If the matter is complicated and cannot be solved with the Service Manager to your satisfaction, talk to the Owner or General Manager; in most cases a compromise can be reached. Do not take to non Key West dealer.

If the matter cannot be solved with the dealership to your satisfaction, the last resort is to contact the Key West Boats Customer Service Department by:

#### Phone:

843.832.3999

#### Email:

contact@keywestboats.com

#### Mail:

Key West Boats Customer Service Department P.O. Box 399 Ridgeville, SC 29472

For quick assistance, please have the following information available:

- HIN (Hull Identification Number)
- Selling Dealer name and location
- Date of purchase
- Date of delivery
- Servicing Dealer name and location (if different from above)
- Nature of the problem including any specific conditions
- Names of the dealership personnel involved with the problem
- A record of all services performed to the boat and approximate dates

When contacting Key West Boats, please remember that your problem will most likely be resolved at the dealership, using the dealership's facilities, equipment, and personnel.

#### KEY WEST BOATS, INC. WARRANTY POLICY FOR 2020 MODEL BOATS

#### WHAT IS COVERED:

KEY WEST BOATS, INC. ("MANUFACTURER") warrants to the retail purchase of its new and later model year products, which are purchased from a factory authorized dealer, ("Buyer"), that should the hull be structurally defective in material or workmanship under normal operating conditions, Manufacturer will make the structural repairs (or, at its sole discretion), replace the affected part(s) necessitated thereby for a period of ten (10) years from the date of purchase by original Buyer. Manufacturer also warrants to Buyer to repair (or replace at its sole discretion) nonstructural defects in material and workmanship under normal operating conditions, subject to the exclusions set forth below, for a period of one (1) year. All warranties run concurrently.

Manufacturer hereby demands that the Buyer examine the product to discover all defects in material or workmanship and notify Manufacturer or the authorized selling dealer of same. During the warranty period, warranty repairs will be made without charge by the authorized selling dealer, at the dealers store or service facility, or, at Manufacturer's election, by Manufacturer at its facility in Ridgeville, S.C. Transportation to and from Manufacturer's factory or to the dealer's store or service facility, shall be at the buyer's expense.

The obligation of Key West Boats, Inc., under this warranty shall be limited to the repair or replacement of any part WHICH IS JUDGED DEFECTIVE BY KEY WEST BOATS, INC. Key West Boats, Inc. will not be liable for haulout, launch, towing or storage charges, inconvenience or loss of time or income or any other special or consequential damages of any kind.

Buyer must validate this warranty by completing and returning the boat registration card within fifteen (15) days after original purchase. The failure of Buyer to completely fill-out and return the boat registration card may make it impossible for Key West to give required notice to Buyer in the event any defect is discovered "which creates a substantial risk of personal injury to the public" or any noncompliance by manufacturer.

This warranty may be transferred to second owner for any remaining warranty term. Such a transfer REQUIRES second owner to contact Key West Boats, Inc. IN WRITING within fifteen (15) days of transfer, requesting a warranty transfer form.

#### WHAT IS NOT COVERED:

The following is not warranted:

- A product which has been repaired or altered without authorization of Manufacturer or altered in any way so as to affect its use and operation. Key West Boats, Inc. reserves the right to improve or change the design or manufacture of Key West Boat Models without any obligation to modify previous boats;
- (2) Engines, outdrives, controls, propellers, engine brackets, stereos, depth finders, GPS units, trolling motors, batteries, outrigger bases or other equipment or accessories which are not manufactured by Manufacturer whether or not warranted by such other manufacturer;
- (3) Blistering or Discoloring, Gelcoat or powder coat finish, Gelcoat or powder coat cracking or crazing;
- (4) Windshield breakage;

- (5) Leakage around windshields, hatches or other apertures;
- (6) Canvas, zippers, vinyl, upholstery, plastic, fabric, trim, or wood;
- Discoloration, oxidation, "bleeding", or corrosion of Stainless Steel or other metal products including powder coated parts;
- (8) A product which has been subjected to unreasonable use, tampering Abuse, mishandling, improper maintenance, negligence, improper trailering, alterations, accidents, or used for racing or commercial purposes, or which has been operated contrary to any printed instruction furnished by manufacturer;
- (9) A product which has been overpowered according to the maximum recommended engine horsepower specified on the attached capacity plate;
- (10) Machinery, equipment and accessories not factory installed;
- (11) Condensation in Gauges;
- (12) Any representations of storage to be "dry";
- (13) Any representation relating to the speed or weight of a product;
- Dealer preparation, cleaning, and final adjustments and alignments in preparing the boat for delivery or commissioning;
- (15) A boat used for commercial purposes (commercial purposes, as used herein, means a vessel with more than 50% usage for business or revenue-producing purposes);
- (16) Boats declared a total loss, constructive total loss, or salvaged;
- (17) Any act of God.

#### **GENERAL PROVISIONS:**

This warranty gives you specific rights, and you may also have other rights which vary from state to state. This warranty is governed by the Laws of the State of South Carolina. This document contains the entire warranty given by Manufacturer and there are no terms, promises, conditions, or warranties other than those contained herein. No oral or written information or advice given by Manufacturer, its dealers, representatives, agents or employees shall create a warranty by Manufacturer or in any way increase the scope of this warranty. Manufacturer does not authorize any person to alter or amend this warranty or to create or assume for it any other obligation or liability with respect to its product. Manufacturer reserves the right to improve its products through such changes in products previously manufactured..

THIS EXPRESS WARRANTY IS IN LIEU OF, AND MANUFACTURER DISCLAIMS, ANY OR ALL OTHER WARRANTIES, EXPRESS, IMPLIED OR STATUTORY, WHATSOEVER INCLUDING, WITHOUT LIMITATION, ANY IMPLIED WARRANTIES UNDER THE UNIFORM COMMERCIAL CODE, ANY IMPLIED WARRANTY OF MERCHANTABILITY AND ANY IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE. THIS WARRANTY SHALL BE THE SOLE AND EXCLUSIVE REMEDY OF ANY PERSON WHETHER IN CONTACT, TORT OR OTHERWISE AND MANUFACTURER SHALL NOT BE LIABLE FOR CONSEQUENTIAL, SPECIAL OR INCIDENTAL DAMAGE, LOST PROFITS, INCONVENIENCE, OR DAMAGE RESULTING FROM A BREACH OF THE EXPRESS OR ANY IMPLIED WARRANTY WHICH IS NOT DISCLAIMED HEREIN NOR FOR ANY LOSS OR DAMAGE, EXPECT AS SET FORTH ABOVE.

In the event that the above disclaimed and exclusion of warranties and damages are inconsistent with applicable law, those disclaimers and exclusions are limited to the maximum permitted by applicable law, and all remaining implied obligations and warranties are limited in duration to a period of one (1) year or such shorter period as permitted by applicable law. Some states do not allow limitations on implied warranties or the exclusion or limitation of incidental or consequential damages, so the above limitations or exclusions may not apply to you.

For the most up to date warranty information, use your phone's camera to scan the following QR code and follow the link.



# **9 GLOSSARY OF TERMS**

The following terms are commonly-used boating terms presented in this manual and are provided for convenient reference.

Aboard	on or in the boat.
Afloat	on the water.
Aft	Toward the rear or stern of the boat.
Aground	Touching bottom.
Amidship	Center or middle of the boat.
Anchor	<ol> <li>An iron casting shaped to grip the bottom to hold the boat</li> </ol>
	2. The act of setting the anchor.
Astern	Toward the stern.
Bail	To remove water from the bottom of the boat with a pump, bucket, sponge, etc.
Beam	The widest point on the boat.
Bearing	Relative position or direction of an object from the boat.
Bilge	The lowest interior section of the boat hull.
Boarding	To enter the boat.
Boundary waters	A body of water between two areas of jurisdiction; i.e., a river between two states.
Bow	The front of the boat.
Bulkhead	Vertical partition (wall) in a boat.
Bunks	Carpeted trailer hull supports.
Burdened boat	Term for the boat that must "give-way" to boats with the right-of-way.
Capacity plate	A plate that provides maximum weight capacity and engine horsepower rating information. It is located in full view of the helm.
Capsize	To turn over.

Cast-off	To unfasten mooring lines in preparation for departure.
Center line	A lengthwise imaginary line which runs fore and aft with the boat's keel.
Chine	The point on a boat where the side intersects (meets) the bottom.
Cleat	A deck fitting with ears, to which lines are fastened.
Cranking battery	The main battery used for engine starting and electrical circuits.
Current	Water moving in a horizontal direction.
Deck	The open surface on the boat where the passengers walk.
Deep cycle batteries	Special long-running batteries which can be repeatedly discharged and recharged without significant loss of power.
Dolly wheel	A rolling jack assembly at the front of the trailer used for positioning the coupler during trailer hookup.
Draft	The depth of the boat below the Waler line, measured vertically to the lowest part of the hull.
Fathom	Unit of depth or measure; 1 fathom equals 6 feet.
Fenders	Objects placed alongside the boat for cushioning.
Fore	Toward the front or bow of the boat. Opposite of aft.
Give-way boat	<ol> <li>Term for the boat that must take whatever action necessary to keep well clear of the boat with the right-of-way in meeting or crossing situations.</li> </ol>
	2. The burdened boat.
Gunwale	The rail or upper edge of a boat's side.
Head	A boat's toilet.
Helm	The steering wheel or command area.

Hull	The body of the boat.
Hypothermia	A physical condition where the body loses heat faster than it can produce it.
Inline fuse	A type of protective fuse located in the power wire of a direct current (DC) circuit usually near the battery.
Keel	The lowest portion of the boat; extends fore and aft along the boats bottom.
List	Leaning or tilt of a boat toward the side.
Making way	Making progress through the water.
Marine chart	Seagoing maps showing depths, buoys, navigation aids, etc.
Mooring	An anchor, chain, or similar device that holds a boat in one location.
Navigation aid	Recognizable objects on land or sea such as buoys, towers, or lights which are used to fix position to identify safe and unsafe waters.
No-wake speed	The speed at which a boat travels to produce an imperceptible wake usually less than 5mph.
PFD	Personnel flotation device.
Planing hull	A hull designed to lift off the water thereby reducing friction and increasing efficiency.
Porpoise	A condition in which the bow bounces up and down caused by trimming the engine too far out.
Port	1. The left side of a boat when facing the bow.
	2. A destination or harbor.
Privileged boat	Term used for the boat with the right-of-way.
Right-of-way	Term for the boat that has priority in meeting or crossing situations. The stand on or privileged boat.
Rules of the road	Regulations for preventing collisions on the water.
Stand on boat	Term for the boat that must maintain course and

	speed in meeting or crossing situations. The privileged boat.
Starboard	The right side of the boat when looking toward the bow.
Stern	The back of the boat.
Stow	To pack the cargo.
Surge brakes	A type of trailer braking system designed to automatically actuate when the tow vehicle's brakes are applied.
Transducer	The unit that sends/receives signals for the depth sounder.
Transom	The transverse beam across the stem.
Trim	Fore to aft and side to side balance of the boat when loaded.
Underway	Boat in motion; i.e., not moored or anchored.
Wake	The moving waves that a boat leaves behind when moving through the water.
Waterway	A navigable body of water.
V-pad	A modified 'V' hull design with a small, flat area in the keel aft.
Visual distress signal	A device used to signal the need for assistance such as flags, lights, and flares.

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## 244CC



# 189FS

203FS



219FS



### 239FS







## 188BR



## **210BR**



## 230BR



# 250BR





## **239DFS**

