244CC

Quick Guide & Schematics

KEY WEST BOATS

Welcome to the Key West Family!

Dear New Boat Owner,
On behalf of every employee at Key West Boats, we are pleased to welcome you to the Key West Family! Since 1986, Key West Boats has continuously set new safety, construction, and design standards. Our skilled team, from our laminators and riggers to our sales and engineering department, is dedicated to every boat we build, and we are constantly working to improve our product. Our dedication to each boat and inspiration for new ideas come from the most important people: our customers. We value your input and encourage you to share your thoughts and the memories you make aboard your 244CC with us! Owning a boat is a fantastic experience, and we dedicate ourselves to making sure your 244CC will be the best experience you have on the water.

Like all Key West Boats, we designed and built the 244CC to ensure owners' safety. That safety includes but is not limited to its upright and level flotation that makes the 244CC both unsinkable and guaranteed to remain upright if swamped. Although incredibly safe by design, your 244CC is only as safe as how it is operated. Regardless of your experience, we encourage you to read the generic manual we have provided with your boat and other resources for information on the rules of the road and safe boating practices to ensure you are operating your boat safely and within the rules at all times. Like all Key West Boats, we designed 244CC to be low maintenance, ergonomic, and an efficient boat to maintain and operate. Familiarizing yourself with the boat systems and working closely with your dealer will go a long way in providing that. We are pleased to provide you with this guide and schematics of the systems in the 244CC to ensure you are confident before you step aboard for your first memorable trip! Following the information in this guide and your dealer's service plan will help to provide you with many years of reliable service so that you can consistently enjoy your time on the water, experience things only possible with a boat, and discover the joy that owning a 244CC brings!

Finally and most importantly, like all Key West Boats, your 244CC was built by a dedicated and experienced team who gave it a unique and personalized story that started when you and your dealer gave it a unique and one-of-a-kind character. Over 35 years and over 50,000 boats later, we still look at each boat we build as having a unique personality and story that is vital to our family. Your 244CC is not just another "unit," and becoming the owner of this 244CC does not make you just another "customer." It makes you a part of our family, which we have been dedicated to for over 35 years and has over 50,000 unique and personalized stories. We are honored to have you as part of our family so we can include you in our story. Safe passages and tight lines!

Sincerely,

The Key West Team

KEY WEST BOATS

Fuel System

244CC Tank

The 244CC is equipped with a single, 130 Gallon, pressurized fuel tank. The tank is of Aluminum construction and is insulated with foam during the construction of the boat. The tank is located under the center floor board of the boat There is a sending unit installed in the tank. Inspection ports in the deck and head compartment provide access to tank fittings.

Fuel Supply

There are two fuel pickups installed in the tank. If the boat is rigged for single engine, the port pickup will be plugged and only the starboard pickup will be used. The pickups incorporate shut off valves than can be accessed through the in deck inspection plate under the leaning post.

There is an on deck fuel fill located on the port side of the boat, just forward of the console. Access to the fill is provided through an inspection port. The tank vents through an EPA Carbon Canister, located in the anchor locker, which than vents overboard through a vent fitting on the starboard side of the hull. Access to the vent is provided through an inspection port. It is recommended that these connections be inspected annually.

The 244CC will come pre-rigged from the factory with Fuel Water Separator(s). The fuel water separators are installed in the bilge and accessed through the bilge access hatch located in the aft cockpit. Fuel Water separators should be checked often to ensure the fuel is free of water. Fuel should be disposed of in an approved waste collection device when servicing/ replacing. The filter(s) must be filled with fuel after servicing/replacing them in order to prime the engine.

A primer bulb for each engine is located adjacent to the Fuel Water Separator. It is used to prime the engine and system before starting the engines. This should be done after service or after long periods of downtime for the boat.

All components of the 244CC Fuel System are approved for use with ethanol blended fuels up to 10%. E85 fuel should never be used. Key West recommends using non ethanol fuels whenever possible to reduce the risk of moisture retention in the fuel system, especially in areas of high heat/humidity.

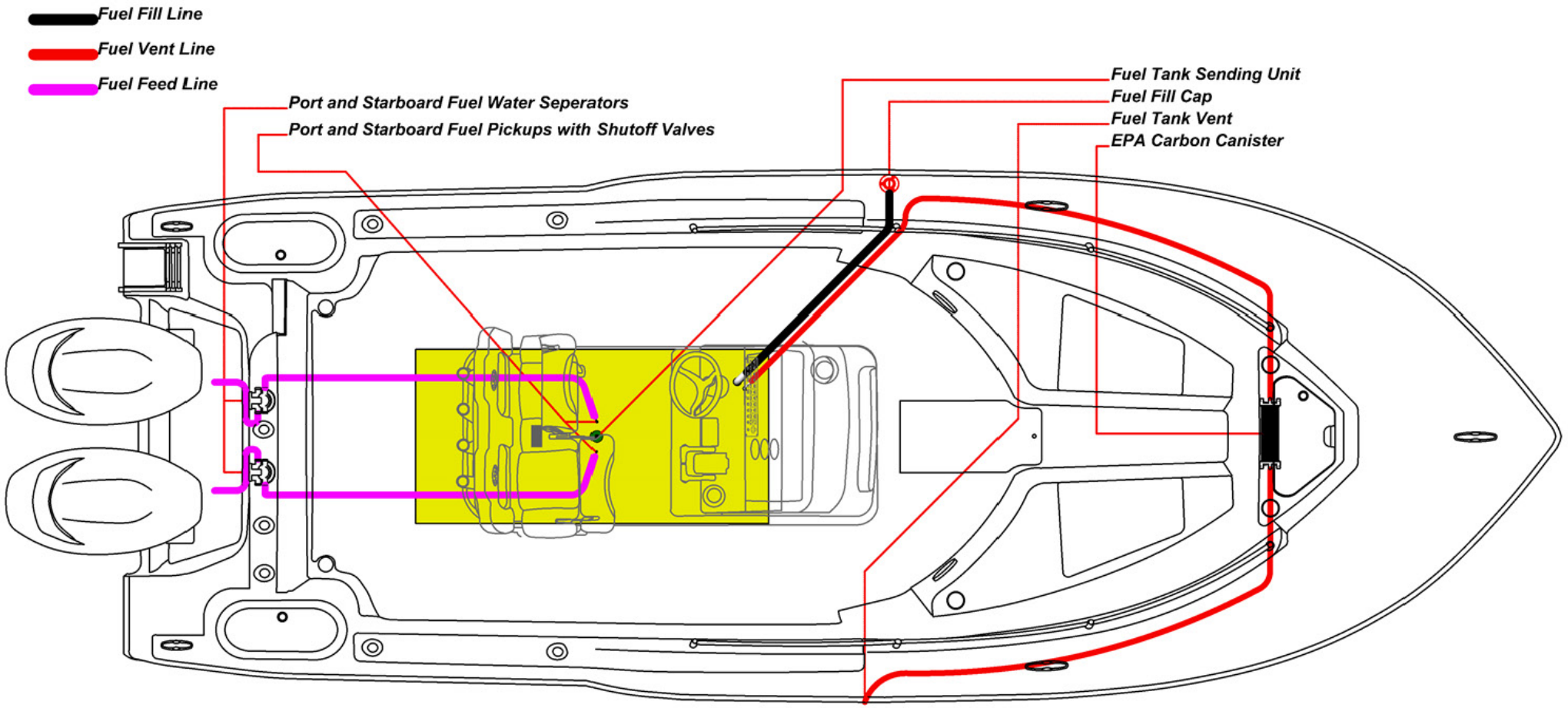
When refueling the 244CC, whether on trailer or at a marina, the pressurized system will prevent overfilling. During fueling, check to ensure air is escaping from the tank vent on the starboard side. Any blockage of the vent/ventline will prematurely trigger the shut off on the fuel nozzle and will prevent you from filling the tank completely.

Due to the emission requirements of the EPA, certified fuel tanks and systems will not fill to the top of the tank. Instead, there will be a ullage in the top 10% of the tank. The specified capacity of the tank (130 Gallons) accounts for this ullage, however it is important to note that fuel senders do not account for this. Therefore, filling the tank to 130 Gallons will not indicate “Full” on the gauge. When using your boat, it is a good practice to keep a log and a running count of how much fuel you’ve used. Do not rely on the fuel gauge exclusively as variations will occur.

244 CC BLUEWATER

Fuel System Schematic

Shown for Twin Engine Application



Raw Water System

The 244CC features a raw water system for the two transom livewells and the raw water washdown system.

Raw Water Supply

The 244CC features two high speed venturi pickups for raw water intake. Each pickup incorporates a seacock. Before using the boat, it is important to note the location of the seacocks and the means to achieve access to them. In the event of a rupture in a raw water line or pump that allows unrestricted flow of water into the bilge, shutting the seacock will be critical. Seacocks should be checked periodically and the valves moved to verify operation and unrestricted movement. If pro bl ems are found, they should be addressed immediately by your dealer.

Livewell System

There are two 800GPH livewell pumps. They are directly mounted to the seacocks. The port pump provides raw water to the port live well. The starboard pump provides raw water to the starboard live well. Each pump features an independent switch and circuit breaker (See Electrical Schematics). To use the livewell(s), it is important to check and verify the seacock(s) are open. Failure to open the seacock(s) may result in pump failure if the pump is run dry for an extended period of time. The livewell pumps are centrifugal pumps and do not have a pressure regulator. Therefore, only use the pumps when you are going to use the live wells. It is important to check the livewell pumps annually and periodically spray it/them with a corrosion inhibitor.

Raw Water Washdown System

The 244CC features a standard raw water washdown system. The system is fed by a pump that is located in the aft bilge on top of the starboard stringer. The pump is controlled by a switch and circuit breaker (See Electrical Schematics). Water is supplied to the pump off of the accessory port on the port live well pump(lower hose connection on the livewell pump). Using the raw water washdown does not require the port livewell pump to be on however the port seacock must be open. Failure to open the port sea cock may result in pump failure/damage if the pump is run dry for an extended period of time. The raw water pump features an in-line strainer for collecting any debris that could damage the pump. The strainer should be checked before using the pump. The strainer features a clear cap for easy inspection. If any debris is found, remove the strainer screen by untwisting the clear cap and clean the screen. The pump features a built in pressure regulator that will shut the pump off when pressure is achieved in the system. The raw water washdown faucet is located on the starboard side under the gunwale cap, just forward of the console. If trailering the boat or using the boat after an extended period of downtime, it will be necessary to prime the washdown pump. Before activating the pump, open the washdown faucet and than switch on the pump. When the system is free of air,you can either close the faucet or shut off the pump. It is important to check the washdown pump annually and periodically spray it with a corrosion inhibitor.

System Operation and Maintenance

When using any of the three raw water pumps, it is important to pay attention to the water you are operating the boat in. Operating the pumps in shallow /muddy water or water with high amounts of floating debris such as grass or trash may result in ingestion and damage the pumps. Loss of pressure in pumps may be the result of containments blocking the thru hulls, binding of the pumps impeller, clogged strainer basket and/or blockage in lines. When operating in the contaminated water, check the supply of and quality of water to the live wells or washdown frequently. Any loss of pressure or flow should be addressed immediately to prevent damage.

Raw Water System Troubleshooting

Baitwell and/or Raw Water Pumps Run, but do not pump water

- Pickup is blocked and is preventing water from reaching the pumps. Put boat in reverse to clear the intake. If problem persists, do not continue to operate pumps. Clean intake when boat is out of water to remove debris.
- There is air in the raw water washdown system. Prime the system as described on previous page.
- Seacock is not open. Open Valve.
- Raw Water Pump Strainer is clogged. Clean Strainer.

Baitwell and/or Raw Water pumps run but water flow is reduced

- Seacock is not fully open. Open seacock valve fully.
- Debris is partially blocking intake. Clear debris.
- Raw Water Pump Strainer is partially clogged. Clean Strainer.
- Baitwell sprayer head Valve is not fully open. Open Valve fully.
- Raw Water Faucet is not fully open. Open Valve Full.
- Hose(s) are damaged and are either leaking and or sucking air. Check hoses.
- Low Voltage to Pump(s). Check connections for loose or corroded wiring. Check battery voltage.
- Pump(s) are damaged or defective. Replace Pump(s).

The Raw Water washdown pump continues to run, even after faucet is closed

- The intake hose going to the pump is damaged and is sucking air. Replace hose.
- Intake hose is loose causing a leak and loss of pressure to the pump. Inspect connections at both the livewell pump and washdown pump to ensure they are tight.
- Discharge hose from pump to faucet is loose causing a leak and drop of pressure. Inspect connections and fittings at both the pump and faucet to ensure they are tight and not damaged. Replace if damaged.
- Strainer is clogged. Clean Strainer.
- Pressure switch on pump is defective. Replace pump or pressure switch.
- Voltage to the pump is low. Check connections for loose or corroded wiring. Check battery voltage.
- Pump is damaged or defective. Replace Pump.

Fresh Water System

The 244CC features a fresh water system for the standard fresh water washdown and an optional hard top misting system.

Fresh Water Supply

Fresh water is stored in a 15 gallon tank located in the aft bilge directly behind the aft fuel tank bulkhead. Access to the tank is achieved through the aft bilge access hatch. The tank features a fill line, vent line and supply line. These fittings should be checked annually. It is critical that only potable water be used in the tank Failure to do so will require overhaul of the entire freshwater system.

Fresh Water Fill and Vent

The fresh water tank is filled from a fill deck plate marked “WATER”. It is located on the starboard swim platform, inboard of the starboard livewell. Use a Deck Plate Key to open the fill. Before filling the tank, verify the quality of the water and make sure area around the fill is free of containments that could enter the tank While filling, verify the tank is venting through the tank vent which is located directly above the fill. An absence of air escaping from the vent may indicate a blockage or kink in the vent line. This will result in the tank failing to fill all the way which will show in water flowing out of the fill well before coming out of the vent. It will also diminish the performance of the fresh water system as a blocked vent will create a vacuum in the tank as water is used, thereby resulting in less water to the pump, continuous cycling of the pump and loss of water pressure. This could ultimately result in damage to the pump. Check the vent line periodically to ensure there are no kinks or blocks.

Washdown Pump

The fresh water washdown system is fed by a pump that is located in the aft bilge on top of the port stringer. The pump is controlled by a switch and circuit breaker (See Electrical Schematics). Water is supplied to the pump from the tank outlet located on the bottom of the tank and is gravity fed from the weight of the water in the tank This allows all 1 S gallons to be used. The fresh water pump features an in-line strainer for collecting any debris that could damage the pump. The strainer should be checked periodically and features a clear cap for easy inspection. If any debris is found, remove the strainer screen by untwisting the clear cap and clean the screen. The pump features a built in pressure regulator that will shut the pump off when pressure is achieved in the system. The fresh water washdown faucet is located on the port side under the gunwale cap, just forward of the console. If the system has not been used for a period of time, it may be necessary to prime/bleed the system of any air. Before activating the pump, open the fresh water washdown faucet and than switch on the pump. When the system is free of air, you can either close the faucet or shut off the pump. It is important to check the washdown pump annually and periodically spray it with a corrosion inhibitor.

Hardtop Mister Pump (Optional)

As an optional upgrade for boats with hardtops, the 244 can be equipped with a mister system. The Mister system uses its own pump, separate from the freshwater washdown pump. The freshwater pump does not need to be to use the mister system. The pump is located adjacent to the fresh water pump on the side of the port stringer. The pump is controlled by a switch and circuit breaker (See Electrical Schematic). Fresh water is supplied to the mister pump from a T-Connector in the main supply line from the tank The mister pump features an in-line strainer for collecting any debris that could damage the pump. The strainer should be checked periodically and features a clear cap for easy inspection. If any debris is found, remove the strainer screen by untwisting the clear cap and clean the screen. The pump does not feature a pressure regulator and will run continuously when switched on.

System Operation and Maintenance

Only use potable fresh water in the system. Always verify there is sufficient quantity of water in the tank before activating either the washdown or mister system. Insufficient water quantity will ca use the pumps to run dry and may lead to failure/damage. Be fore using the freshwater system for the first time on the water, fill the tank and cycle all the water out to ensure the tank is clean and free of contaminants. Afterwards check strainer(s) for debris and clean if necessary.

Fresh Water System Troubleshooting

Fresh Water Pump Runs, but does not pump water

- Water Tank is empty. Fill the Tank
- Intake hose from the tank to the pump is damaged causing the pump to suck air. Check Hose
- Strainer is clogged. Clean Strainer

Fresh Water Pump Runs, but flow is reduced

- Intake hose from the tank to the pump is damaged causing the pump to suck air. Check Hose
- Water Tank vent line is kinked or blocked creating a vacuum in the tank. Check Vent Line
- Strainer is partially clogged. Clean Strainer
- Fresh Water Faucet is not fully open. Open Valve fully
- Partial block or kink in hoses between pump and faucet. Check hoses
- Low Voltage to Pump. Check connections for loose or corroded wiring. Check battery voltage
- Damaged or defective pump. Replace pump

The Fresh Water wash down pump continues to run, even after faucet is closed

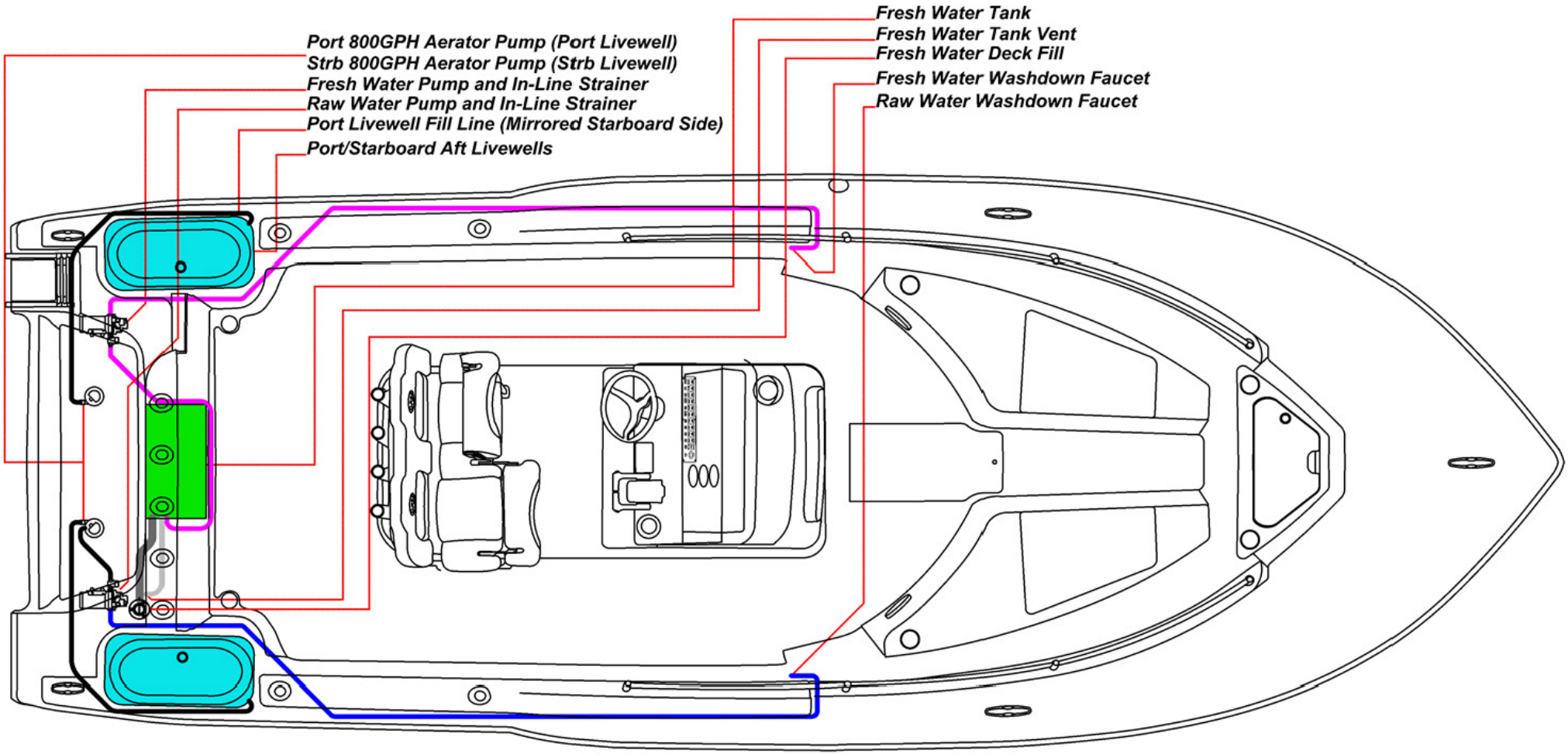
- Intake hose from the tank to the pump is damaged causing the pump to suck air. Check Hose
- Water Tank vent line is kinked creating a vacuum in the tank. Check Vent Line
- Strainer is clogged. Clean Strainer
- Pressure Regulator in pump is defective. Replace pump or pump regulator

Fresh Water Tank runs out of water excessively fast

- Leak in the tank or leak in intake hose going to the pump. Check tank integrity by filling all the way and inspect for leaks. If Leak is found, consult dealer regarding repair /replacement. Check connections on intake hose to the pump for leaks.
- A kink/block in the Water tank vent line can cause the tank to fill up prematurely, even though it isn’t full due to lack of air escaping. Check tank vent line and ensure it is not blocked or kinked.

244 CC BLUEWATER

Raw/Fresh Water Schematic



Drainage System

General Overview

All water in the 244CC is drained either via gravity or pump. It is either drained directly overboard or to the aft bilge where it can be drained out either via the garboard drain plug or the bilge pump. It is important to check the drainage system frequently to verify water flows freely, hoses are secure and there are no leaks. The drains and discharge pumps are as follows starting at the bow:

Anchor Locker: Gravity drain along centerline of hull to 1-1 /8" centerline transom Thru Hull

Port Bow Locker: Gravity drain connects via T-Connector to Anchor Locker drain

Starboard Bow Locker: Gravity drain connects via T-Connector to Anchor Locker drain

Fish box Lip Drain: Gravity drain connects via T-Connector to Port Bow Locker Drain

Fishbox Drain: Feeds directly to Fishbox Macerator Pump

Forward Bilge Pump: Located in console bilge access hatch, discharges to port thru hull located directly under Fuel Fill Cap (See Note A below)

Fishbox Macerator Pump: Located in console bilge access hatch, discharges to port thru hull near transom (See Note B below)

Console Recess Drain: Gravity drain, drains directly to the bilge

Port Cockpit Drain: Gravity drain to inboard port 1-1 /2" Thru Hull

Starboard Cockpit Drain: Gravity drain to inboard starboard 1-1/2" Thru Hull

Starboard Livewell Overflow Drain: Gravity drain connects via T-Connector to Starboard Livewell Drain

Starboard Livewell Drain: Gravity drain to outboard starboard transom 1-1/2" Thru Hull

Port Livewell Overflow Drain: Gravity drain connects via T-Connector to Port Livewell Drain

Port Livewell Drain: Gravity drain to outboard port transom 1-1/2" Thru Hull

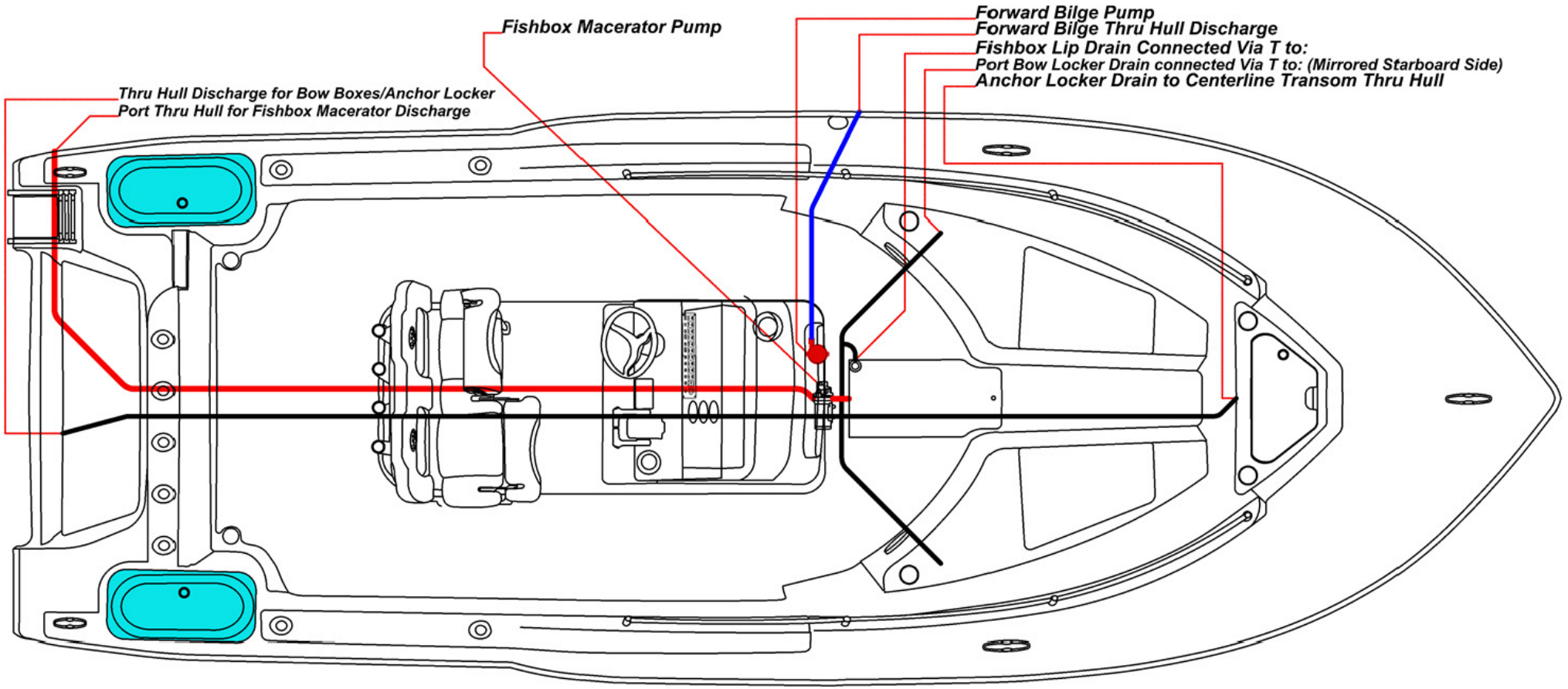
Aft Bilge Pump: Located in aft bilge, discharges to starboard thru hull near transom. (See Note A below)

Note A: The forward and aft bilge pump are activated manually by individual switches. When in the off position, the pumps activate automatically via built in Float switches. The automatic float switches remain activated when the battery switches are turned off. (See Electrical Schematics)

Note B: The fish box macerator pump is controlled by a switch and circuit breaker (See Electrical Schematics). Never run the pump dry as it will damage the pump. The fishbox should be cleaned after every use and pumped out before storing the boat.

244 CC BLUEWATER

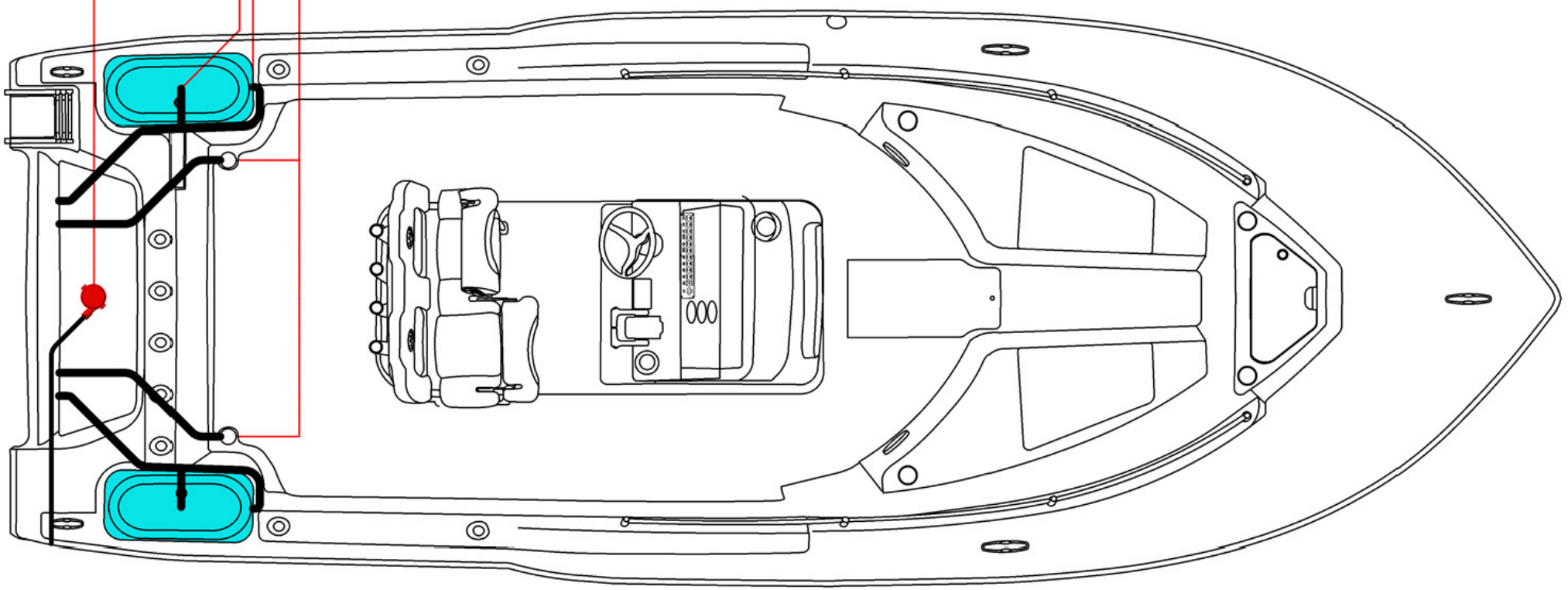
Drainage (Bow) Schematic



244 CC BLUEWATER

Drainage (Stern) Schematic

1100GPH Bilge Pump to Starboard Thru Hull
Port Livewell Drain Connected via T to: (Mirrored Starboard Side)
Port Livewell Overflow Drain to Outboard Transom Thru Hulls (Mirrored Starboard Side)
Port/Starboard Floor Drains to Inboard Transom Thru Hulls



Floor Drain Overview

Two of the most important pieces of equipment on your boat are the cockpit floor drains as their operation is integral to your safety on the water. At 1-1/2” in diameter, they are designed to allow massive quantities of water to leave the cockpit of your boat in a very short period of time in the event of a swamping or extreme down flooding event. All the drains in your boat operate this way, however, the floor drains are designed so that water can only flow in one direction; out of your boat. The drain features a unique design that acts like a check valve thereby preventing back flow of water into the cockpit of your boat.

The design of the drain and its operation is solely dependent on the foam ball and seal ring. Any degradation in the foam will compromise the balls ability to seal against the seal ring. Therefore, do not apply power washers or any cleaning chemicals directly to the drain area as this will compromise the foam in the ball. When using chemical cleaners in your boats interior, use a sufficient quantity of water to dilute the chemical(s) when spraying off so that they do not affect the foam ball when draining out.

The seal ring needs to be kept free of debris so that foam ball will seal flush. The drain features a grate so that debris cannot flow into the drain. In the event that a sufficient amount of debris collects around the seal, the grate and top of the drain assembly can be removed. Use a spanner wrench to unscrew the top of the drain and clean the drain assembly. This will also provide access to the foam ball which can than be removed and replaced if necessary. Only do this if it becomes evident that ball is not sealing properly. This will be manifested by small amounts of water coming through the drain when the boat is sitting at rest in the water. DO NOT remove the drain while the boat is in the water.

Under normal conditions when the thru hulls are above water, the ball is below the seal ring thereby allowing water to flow out of the cockpit and overboard

Whenever the thru hulls are submerged below water, back pressure seals ball against seal ring, creating a watertight seal and prevents back flow of water from the thru hulls.

Drainage System Troubleshooting

Reduction in water flow from bilge pump

- Blue Intake screen on bottom of pump is clogged with debris. Clean Intake Screen.
- Voltage to the pump is low. Check for corrosion and loose connections. Check battery Voltage.
- Discharge hose is blocked or kink. Check discharge hose and clean/repair.
- Pump is defective. Replace Pump.

Bilge Pump continues to run even though bilge is dry

- Float switch on pump is stuck due to debris or build up on switch. Ensure float switch is clean and free of debris.

Bilge is full of water and pump is not running

- The Inline Fuse for the automatic bilge pump is blown. Replace the Fuse.
- The battery is dead. Check voltage and charge if necessary.
- The pumps impeller is clogged by debris. Clean pump impeller.
- The connections/wires to the pump are corroded. Check and replace connections/wires.
- The Built-In float switch is defective. Replace Pump.
- The Pump is defective. Replace Pump.

Bilge pump will not run when the manual switch on the helm is engaged

- ATC Fuse on fuse block is blown. Replace Fuse.
- The battery switch is off or the battery is disconnected. Turn on battery switch/reconnect battery.
- The pumps impeller is clogged by debris. Clean pump impeller.
- Switch is defective. Replace the switch.
- The connections/wires to the pump are corroded. Check and replace connections/wires.
- Pump is defective. Replace Pump.

Macerator Pump for Fishbox runs, but does not pump out Fishbox

- Intake line from the fishbox to the pump is clogged/kinked. Inspect and clean/repair intake line.
- Pump discharge line is clogged/kinked. Inspect and clean/repair discharge line.
- Airlock in the pump. Fill fishbox with water and than engage/disengage pump several times to clear air and prime pump.

Macerator Pump for fishbox does not run

- Circuit breaker below the pump’s switch is tripped reset circuit breaker.
- Battery Switch is off or battery is disconnected. Reset Circuit breaker.
- Pump is defective. Replace Pump.

Electrical System

General Overview

The 244CC is equipped with a 12V DC Electrical system that can be equipped with an optional AC battery charger.

Boats rigged for single engine installation and do not have battery selector switches installed will be rigged to use x1 Group 27 battery for both the engine, house and windlass systems.

Boats rigged for single engine installation and have the battery selector switch installed will be rigged to use x2 Group 27 batteries for both the engine, house and windlass systems. Key West recommends this option for single engine boats getting a windlass system due to the high power demand of the windlass

Boats rigged for twin engine installations, and do not have battery selector switches installed, will be rigged for x2 Group 27 batteries. (1) battery for starboard engine and (1) battery for port engine, house and windlass systems.

Boats rigged for twin engine installation with battery selector switches installed will be rigged with x3 Group 27 Batteries. (1) battery for starboard engine, (1) battery for port engine and (1) battery for house systems that can be used to parallel start one or both engines.

12V power is distributed to the 12V factory installed systems through individual circuit breakers located beneath their respective switches on the main switch panels. All 12V systems are grounded individually to a grounding block located inside the console. The grounding block is than grounded directly to a battery. A S0amp main circuit breaker is installed in the console to protect the house systems from an overload and is connected either directly to the batteries or the optional battery selector switch. Additional circuit breakers for the auto bilge pumps and stereo memory are wired directly to either the battery /batteries or battery selector switch.

The system is designed so that turning the battery switch/switches off will still allow the bilge pumps to function in an automatic mode. Key West recommends that boats that are going to be left in the water or in a boat lift, where access to the drain plug is not feasible, be installed with a battery charger to prevent discharge by the bilge pumps. Trim Tabs and optional power steering are connected directly to the battery and feature overcurrent protection. They do not energize until the engine ignition switch(s) is turned to the “On” position.

Electrical System

Battery Selector Switch (Optional)-Single Engine 244CC

As an option, a battery selector switch can be installed. The battery selector switch is installed on the starboard side of the console. The battery switch provides power to the engine and 12V accessories. The switch is a dual circuit switch and has 4 positions (OFF, 1, 2, Both). This allows power to be supplied by either battery 1, battery 2, or both simultaneously. The switch also directs the charging current from the engine's alternator.

If position "1", is selected on the switch, the engine and 12V accessories will receive power from Battery 1 and the engine's alternator will charge Battery 1. Battery 2 will be isolated and in reserve. If position "2", is selected on the switch, the engine and 12V accessories will receive power from Battery 2 and the engine's alternator will charge Battery 2. Battery 1 will be isolated and in reserve. If position "Both" is selected, the switch connects the batteries in parallel and the engine and 12V accessories will receive power from both batteries. The engine's alternator will charge both batteries simultaneously as well. When the boat is underway, placing the switch in the "Both" position is recommended so that both batteries charge. When the boat is moored (Engine Off) and 12V accessories are being used, it is recommended to select position "1" or "2" so that one battery is isolated and can be used to crank the engine. When using the windlass, it is recommended to place the battery switch in the "Both" position due to the high power demand.

Battery Selector Switch (Optional) - Twin Engine 244CC

As an option,244CC that are rigged with two engines, two dual battery selector switches can be installed. A third battery will be rigged with this installation that will serve as a house battery and additional starting battery for both engines. The battery selector switches are installed on the starboard side of the console. The switches are dual circuit switches and have 4 positions (OFF, 1, 2, Both).

Lower Battery Switch - The lower battery switch provides power to the starboard engine. If position "1" is selected on the switch, the starboard engine will receive power from Battery 3 (Starboard Engine Battery). The Starboard engine's alternator will charge Battery 3. Battery 2 (House Battery) will be isolated and in reserve. If position "2", is selected on the switch, the engine will receive power from Battery 2 and the engine's alternator will charge Battery 2. Battery 3 will be isolated and in reserve. If position "Both" is selected, the switch connects the batteries in parallel and the engine will receive power from both batteries. The engine's alternator will charge both batteries simultaneously as well. When the boat is underway, placing the switch in the "Both" position is recommended so that both batteries charge. When the boat is moored (Engines Off) and 12V accessories are being used, it is recommended to turn the switch to "Off" or "1" so that battery 3 is isolated from battery 2 and can be used to crank the starboard engine.

Electrical System

Optional T-Top/Hardtop

If your 244CC is installed with an optional canvas T-Top or Fiberglass Hard top, it will be rigged with spreader lights and additional courtesy lights. These lights are controlled by switches located on the port side of the electronics box. A Fuse block with ATC fuses is installed inside the electronics box to provide overcurrent protection. Power is supplied to T-Top/Hardtop accessories via a single red wire that is connected to the 50amp house breaker inside the console. It connects to the fuse block where power is than distributed to the T-Top/Hardtop accessories through their respective fuses. All T-Top /Hardtop accessories are grounded to a grounding post on the fuse block that is connected directly to a ground on one of the two batteries via a single black wire.

Battery Charger

As an option, a battery charger can be installed that will charge one, two or three batteries depending on the battery installation. The battery charger converts AC power into DC power that is used to charge the batteries. The charger is powered by a plug on the console that receives a standard 110V plug from the female end of a 110V extension chord. It allows you to plug the boat into a regular 11 0V outlet. Please consult the battery charger's manual before using your charger for the first time. If the optional Battery selector switch (Single Engine) or Switches (Twin Engine) is/are installed, it/they do not need to be on to direct the charge from the battery charger. The output from the charger goes directly to the (+) terminals on the battery(s)

Electrical System Maintenance

All connections in the electrical harness feature deutsche connectors and heat shrink butt connectors to minimize corrosion. Key West recommends that all connections and terminals be checked at least twice a year and sprayed with a corrosion inhibiting spray at least once a year to protect and maintain the integrity of electrical connections.

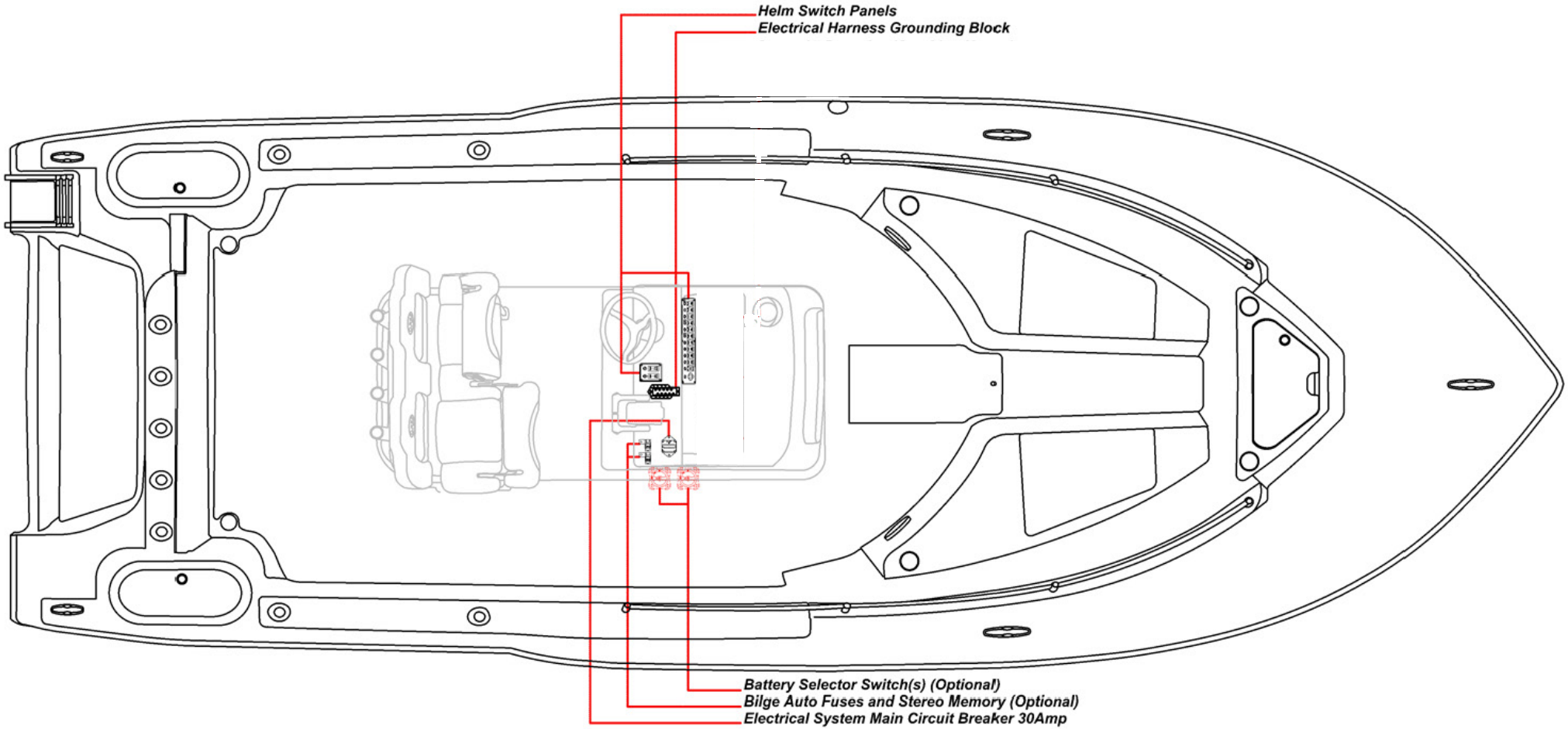
Dealer Installed Equipment

When your 244CC arrives at your dealer, the dealer will install batteries and may install additional equipment. It is important to check with your dealer regarding the batteries installed in your boat. The three common types of batteries are Wet Cell, Gel Cell and AGM Batteries. Gel Cell and AGM batteries are sealed and maintenance free. If your boat is equipped with Wet Cell batteries, they will require the following inspections and service. Regularly check the electrolyte levels in the batteries and add D 1ST I LL ED WATER if needed. If a battery charger is used regularly, the electrolyte levels will need to be replenished more often. Fluid level should be just above the plates in the battery. Do not overfill. Only use distilled water. If your boat is installed with a battery charger, before using the charger; make sure the charge mode is set to the battery type (Wet, Gel, or AGM) installed on your boat. If a battery needs to be replaced, make sure it is the same type as the other battery. It is okay to install a larger or smaller battery provided it is the same type (Wet, Gel, or AGM) as the other battery in the boat.

Consult with your dealer regarding wiring and installation of electronics/equipment installed by your dealership. If equipment is connected to available accessory switches on the dash panel, your dealer's service department should verify the capacity of the circuit breaker and current demands of the equipment being installed so that proper overcurrent protection is provided. Verify that installed equipment does not overload the capacity of the S0amp main breaker installed inside the console when all 12V accessories are running.

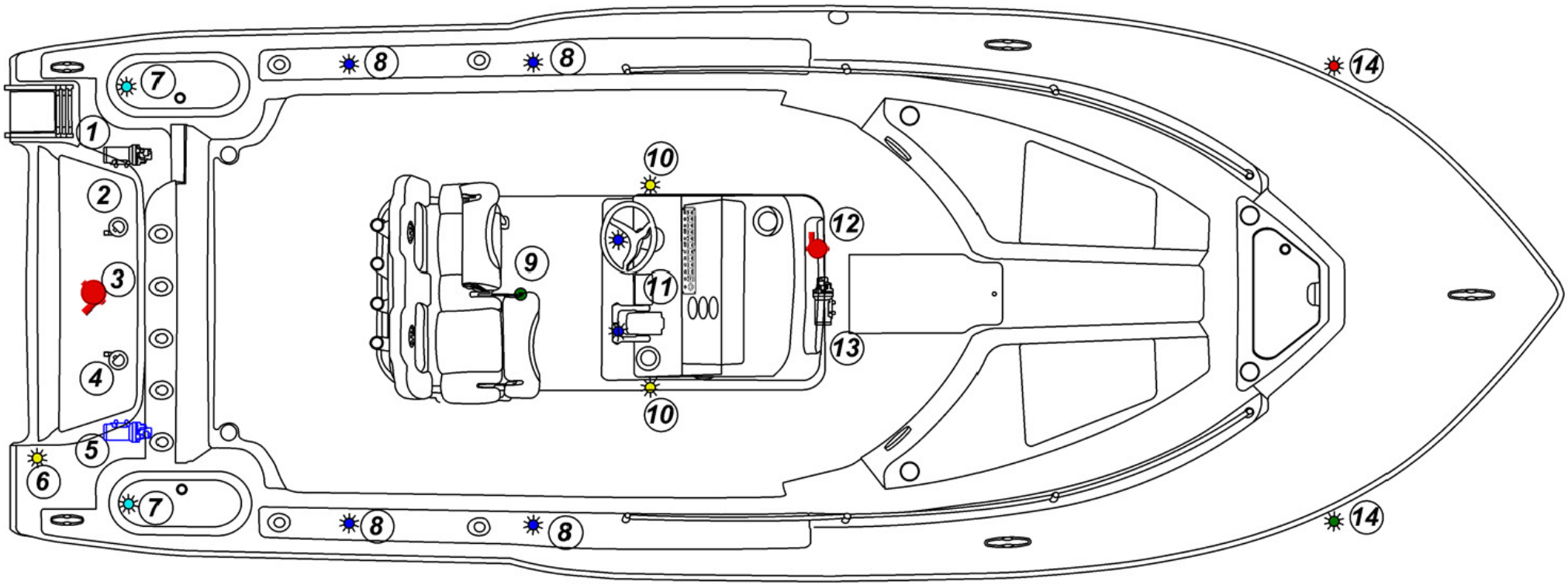
244 CC BLUEWATER

12V Electrical Schematic

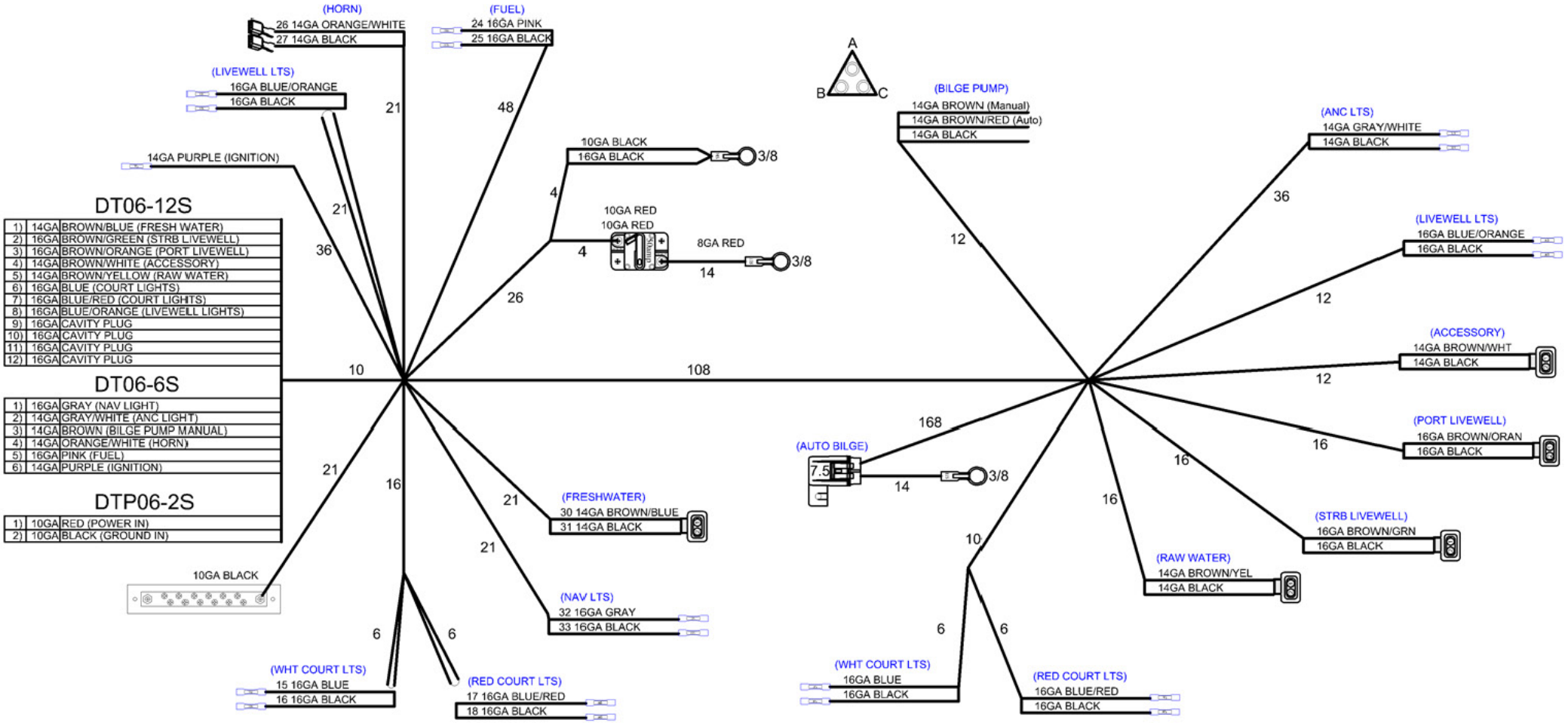


244 CC BLUEWATER

12V Electrical Schematic



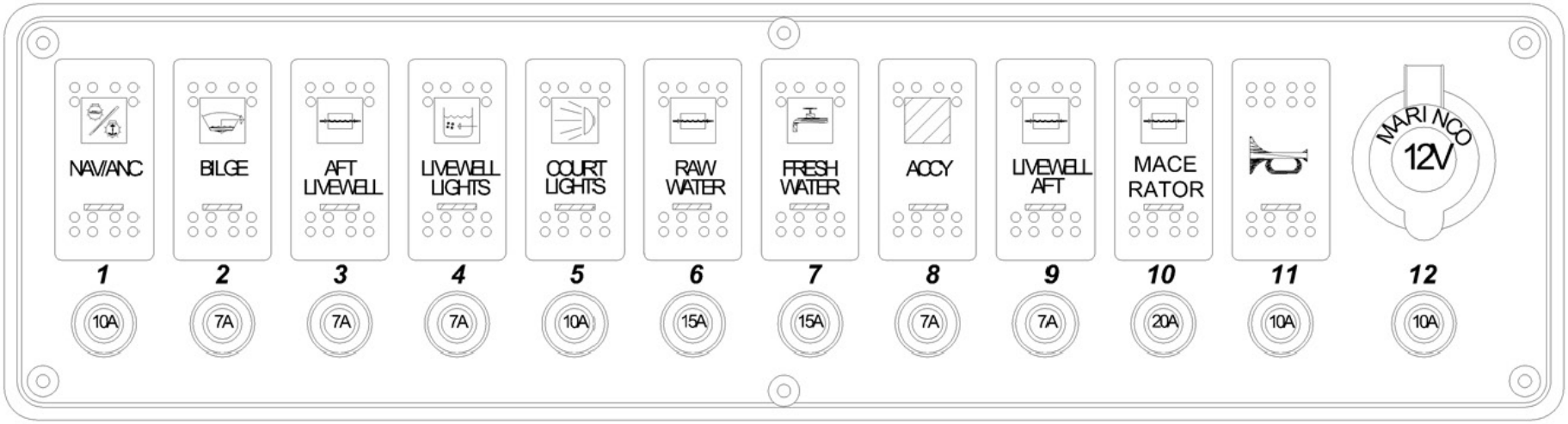
1) Fresh Water Pump - 14GA Brown/Blue
2) Port Livewell Pump - 16GA Brown/Orange
3) Bilge Pump Manual - 14GA Brown
4) Starboard Livewell Pump - 16GA Brown/Green
5) Raw Water Washdown - 14GA Brown/Yellow
6) Anchor Light - 14GA Grey/White
7) Livewell Light - 16GA Blue/Orange
8) Blue Interior LED Lights (OPTION) - 16GA Blue
9) Fuel - 16GA Pink
10) Console Courtesy Lights - 16GA Blue/Red
11) Ignition - 14GA Purple
12) FWD Bilge Pump Manaul - 15GA Brown/Red
13) Macerator - 14GA
14) Navigation Lights - 14GA Grey

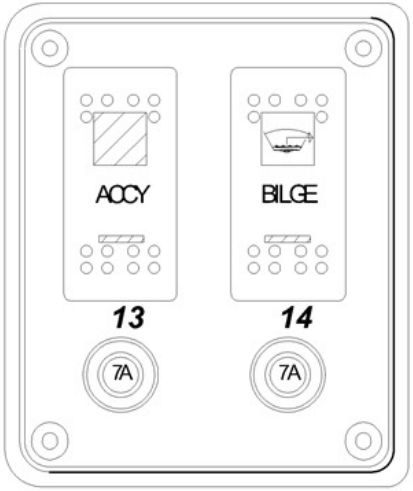


KW	KEY WEST BOATS	
	TITLE: 244CC HARNESS	
	SCALE	07/06/2015 SHEET

244 CC BLUEWATER

12V Switch/CB Panel Schematic





1) Navigation(Top) / Off(Middle) / Anchor(Bottom)

2) Off(Automatic)/ON - Activates Aft Bilge Pump in manual mode. Return to off position for Auto mode.

3) Off/On - Activates Aerator pump for Port Livewell

4) Off/On - Activates Port and Starboard Livewell Light

5) Off/On - Activates Interior Courtesy Lights including Optional Interior LED Package

6) Off/On - Activates Raw Water Washdown Pump

7) Off/On - Activates Fresh Water Washdown Pump

8) Off/On - Activates Accessory Equipment

9) Off/On - Activates Aerator Pump for Starboard Livewell

10) Off/On - Activates Fishbox Macerator Pump

11) Spring Loaded Off/On - Press to engage horn. Release to Disengage

12) 12V Outlet

13) Off/On - Activates Accessory Equipment

14) Off(Automatic)/ON - FWD Bilge Pump in manual mode. Return to off position for Auto mode.

Note A: If optional equipment is installed at the Factory, Accesory Switches will be used and labeled according to their function and will therefore, no longer be available as accesory switches. (Mister System Pump, Underwater Lights)
Please consult your dealer regarding installation of additional equipment requiring the use of an accessory switch to verify amperage requirements.
Do not "piggy back" off labeled switches as it may overload the rated amperage of the circuit breaker.

KEY WEST BOATS

TITLE

244CC HARNESS
SWITCH PANEL

SCALE | 07/06/2015 | SHEET

DTP06-2S

1)	12GA	RED(POWER IN)
2)	12GA	BLACK (GROUND IN)

24"

DT04-12P

1)	14GA	BROWN/BLUE (FRESH WATER)
2)	16GA	BROWN/GREEN (STRB LIVEWELL)
3)	16GA	BROWN/ORANGE (PORT LIVEWELL)
4)	14GA	BROWN/WHITE (ACCESSORY)
5)	14GA	BROWN/YELLOW (RAW WATER)
6)	16GA	BLUE (COURT LIGHTS)
7)	16GA	BLUE/RED (COURT LIGHTS)
8)	16GA	BLUE/ORANGE (LIVEWELL LIGHTS)
9)	16GA	CAVITY PLUG
10)	16GA	CAVITY PLUG
11)	16GA	CAVITY PLUG
12)	16GA	CAVITY PLUG

DT04-6P

1)	16GA	GRAY (NAV LIGHT)
2)	14GA	GRAY/WHITE (ANC LIGHT)
3)	14GA	BROWN (BILGE PUMP MANUAL)
4)	14GA	ORANGE/WHITE (HORN)
5)	16GA	PINK (FUEL)
6)	14GA	PURPLE (IGNITION)

DTP04-2P

1)	10GA	RED (POWER IN TRIM TABS)
2)	10GA	BLACK (GROUND IN TRIM TABS)

12"

6) 14GA PURPLE (IGNITION)
5) 16GA PINK (FUEL)

27"