

1720CC

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! For over 25 years, Key West Boats has continuously set new standards in safety, construction, and design. Our skilled team, from our laminators and riggers to our sales and engineering department, are 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 comes from the most the important people, our customers. We value your input and encourage you to share your thoughts with us as well as the memories you make aboard your 1720CC! Owning a boat is an amazing experience and we dedicate ourselves to making sure your 1720CC will be the best experience you have on the water.

Like all Key West Boats, the 1720CC was designed and built to provide owners with unmatched safety that includes but not limited to, its upright and level floatation that makes the 1720CC both unsinkable and guaranteed to remain upright if swamped. Although extremely safe by design, your 1720CC is only as safe as the manner in which 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 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, the 1720CC was designed to be low maintenance, ergonomic and an efficient boat to maintain and operate. Familiarizing yourself with the boats 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 1720CC 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 and discover the joy that owning a 1720CC brings!

Finally and most importantly, like all Key West Boats, your 1720CC 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. 25+ years and over 20,000 boats later, we still look at each boat we build as having its own unique character, story and as an important part of our family. Your 1720CC is not just another "unit" and becoming the owner of this 1720CC does not make you just another "customer." It makes you a part of our family, a family we have been dedicated to for over 25 years and is over 20,000 unique and personalized stories strong. We are honored to have you as part of our family so we can write another unique and personalized story. Safe passages and Tight Lines!

Sincerely,

The Key West Team



Fuel System

The 1720CC is equipped with a single, 31 Gallon, pressurized fuel tank. The tank is of polyethylene construction and is secured/insulated with foam during the construction of the boat. The tank is located on centerline between the livewell and aft end of the console. There is a sending unit installed in the tank. Inspection ports in the deck and head compartment provide access to tank fittings.

There is a fuel pickup installed in the tank. The pickup incorporates a shut off valve along with an anti-siphon valve 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.

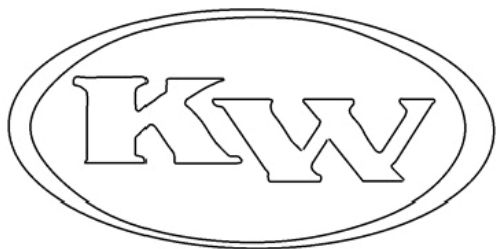
The 1720CC will come pre-rigged from the factory with an engine matched Fuel Water Separator. The fuel water separator is installed in the starboard dry storage compartment in the transom. The Fuel Water separator should be checked periodically to ensure the fuel is free of water. Fuel should be disposed of in an approved waste collection device when servicing/replacing. The filter must be filled with fuel after servicing it in order to prime the engine.

A primer bulb for the engine is located in the engine splash well. It is used to prime the engine and system before starting the engine. This should be done after service or after periods of downtime for the boat.

When refueling the 1720CC, whether on trailer or at a marina, the pressurized system will prevent overfilling. Any blockage of the vent, vent line and/or orifice line will prematurely trigger the shut off on the fuel nozzle and will prevent you from filling the tank completely. It is recommended to inspect your fuel system annually to ensure that all hose fittings are secured and the lines are free of any kinks. All components of the 1720CC 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.

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 (100 Gallons) accounts for this ullage when the tank is static and level. Therefore, it is important to make sure the boat is as level as possible when filling the tank. Any forward or aft tilt will cause fuel to collect in one end of the tank and prematurely reach either the forward or aft tank vent. When fuel reaches these vents, it triggers the shut off. When the boat is level, fuel will reach these vents at the same time and allow the maximum quantity of fuel into the tank. The tanks ullage will also affect your fuel gauge as the tanks sending unit will not reach the top of the tank, even when the tank is filled. This will cause the fuel gauge to not read full, even though it is. Do not rely on the fuel gauge exclusively as variations will occur.

The stated capacity of the 1720CC tank **DOES NOT** reflect the quantity of usable fuel in the tank. The tank and its pickup are designed to allow as much fuel to be used as possible when on plane or in the boat's level floating position, but it will not allow all fuel to be used. When using your boat, it is a good practice to keep a log and a running count of how much fuel you've used.

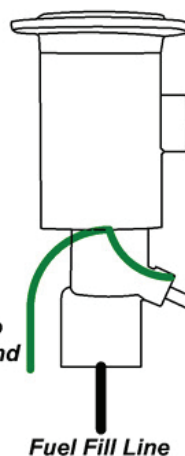


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Fuel System Schematic

- 1-1/2" Fuel Fill Line
- 5/8" Fuel Fill Vent Line
- 1/4" Fuel Fill Orifice Tube
- 3/8" Fuel Feed Line

Gas Fill/Vent Layout



Grounding Wire to
Sending Unit Ground

To Carbon Canister

From Fuel Fill Vent on Tank

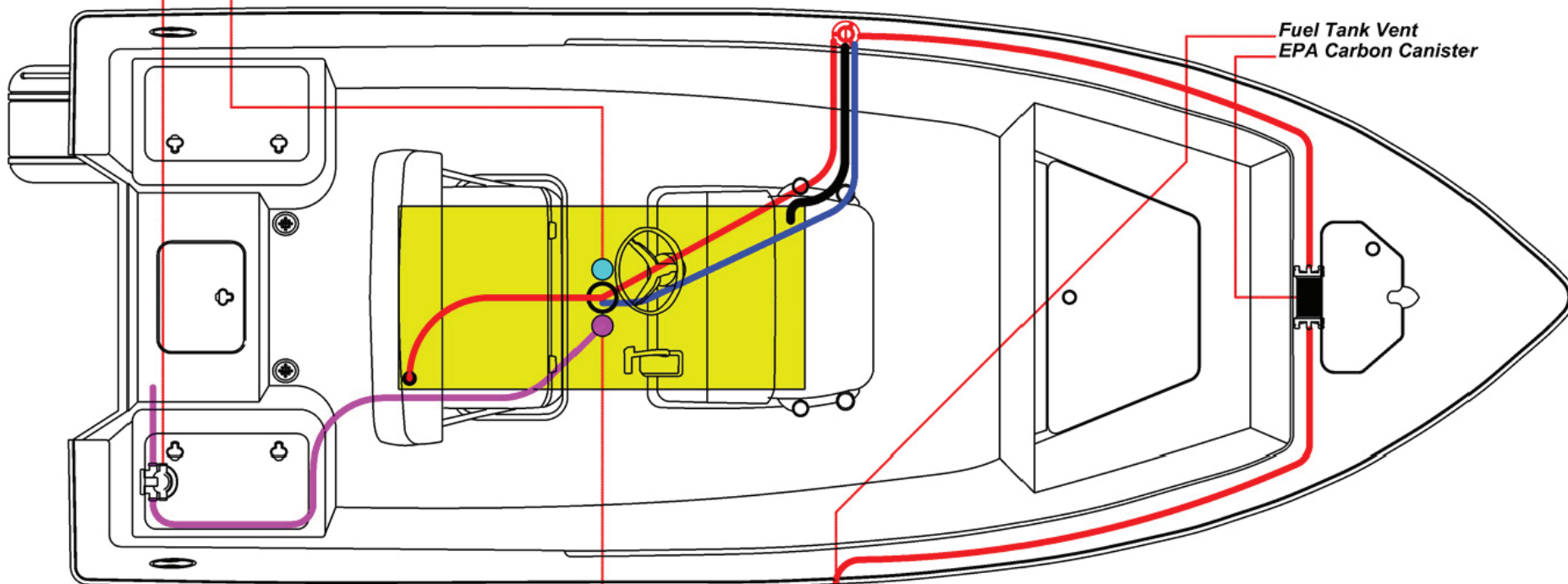
From Fuel Fill Vent on Tank

Fuel Fill Line

Fuel Water Separator
5-1/2" Fuel Sending Unit

Fuel Tank Vent
EPA Carbon Canister

Fuel Tank Pickup with Anti-Siphon Valve



Raw Water System

Raw Water Supply

The 1720CC features a single thru hull scoop pickup on the transom for raw water intake.

Livewell System

There is one 800GPH livewell pump. It is mounted directly to the thru hull pickup. The pump provides raw water to the transom livewell. The pump has an independent switch and fuse(See Electrical Schematics). The livewell pump is a centrifugal pump that is not pressure regulated. Therefore, it is recommended that the pump only be used when using the livewell. The pump is self-priming. Before activating the pump, make sure the livewell fill valve is open and than switch on the pump. It is important to check the livewell pump annually and periodically spray it with a corrosion inhibitor.

Raw Water Wash System

The 1720CC is equipped with a raw water wash system. The system uses the livewell pump to provide raw water to the provided washdown hose. Please note though that using the system does not allow use of the livewell. To use the system, unscrew the livewell fill valve on the livewell and thread the hose onto the inlet. The livewell pump is not pressure regulated. Therefore, only engage the livewell pump when you are going to use the washdown. Do not leave the pump on when not using the washdown.

System Operation and Maintenance

When using the livewell pump, whether as a washdown or aerating your livewell, 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 contaminants blocking the thru hulls, binding of the pumps impellor, clogged strainer basket and/or blockage in lines. When operating in the contaminated water, check the supply of and quality of water to the livewell and/or washdown frequently. Any loss of pressure or flow should be addressed immediately to prevent damage.

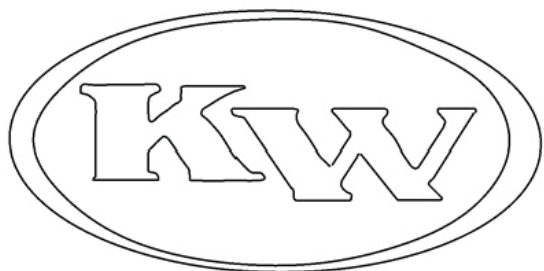
Raw Water System Troubleshooting

Livewell Pump Runs, 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

Livewell pump runs but water flow is reduced

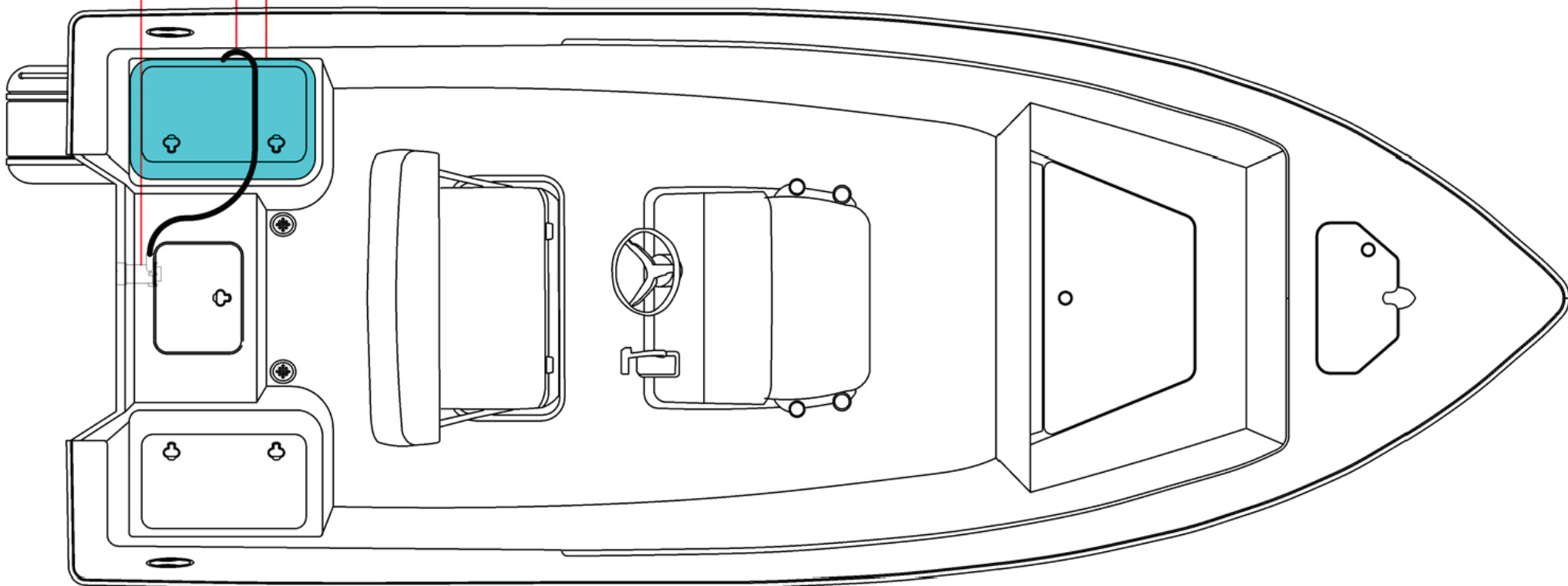
- Debris is partially blocking pickup. Clear debris
- Baitwell sprayer head Valve is not fully open. Open Valve fully
- Hose(s) are damaged and are either leaking and or sucking air. Check hoses
- Low Voltage to Pump(s). Check connections for loose or corroded wiring. Check battery voltage
- Pump(s) are damaged or defective. Replace Pump(s)



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Raw Water Schematic

800GPH Aerator Pump with Thru Hull Scoop
Livewell Fill Hose
Livewell



Drainage System

General Overview

All water in the 1720CC 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 aft bilge

Forward Bow Locker – Gravity drain connects via T-Connector to Anchor Locker Drain. To Aft Bilge

Console Seat Drain – Gravity drain to cockpit

Console Recess Drain – Drains directly to cockpit

Port Cockpit Drain – Gravity drain to port transom 1-1/2" Thru Hull

Starboard Cockpit Drain – Gravity drain to starboard transom 1-1/2" Thru Hull

Port Transom Storage lockers– Gravity drain directly to aft bilge

Transom Livewell Standpipe(Overflow) and Drain– Gravity drain to transom 1-1/8" Thru Hull

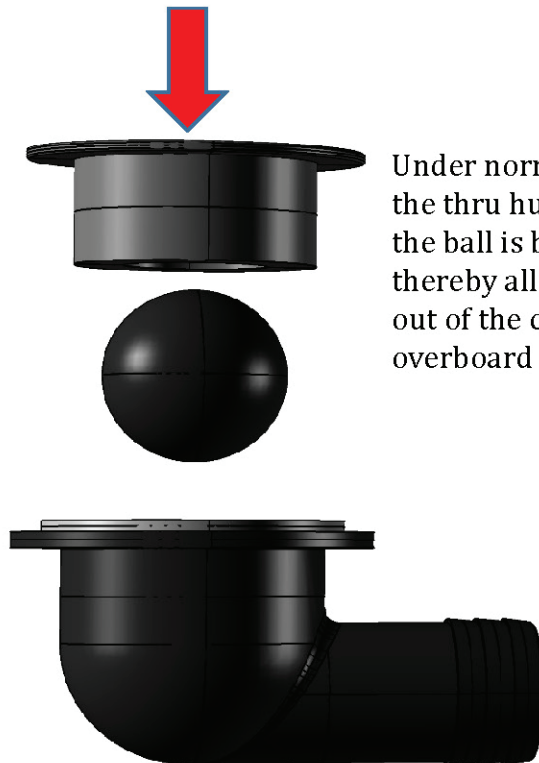
Aft Bilge Pump – Located in aft bilge, discharges to aft port thru hull near transom

Floor Drain Overview

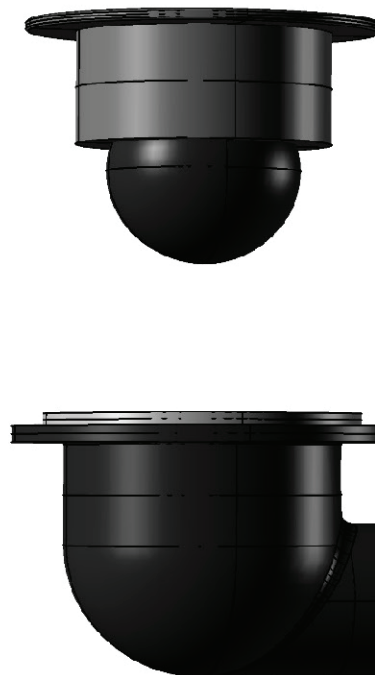
Two of the most important pieces of equipment on your 1720CC are the cockpit floor drains as their operation is integral to your safety on the water. At 1-1/2" in diameter, they are designed to allow massive quantities of water to leave the cockpit of your boat in a very short period of time in the event of a swamping or extreme down flooding event. All the drains in your 1720CC 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 backflow 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.

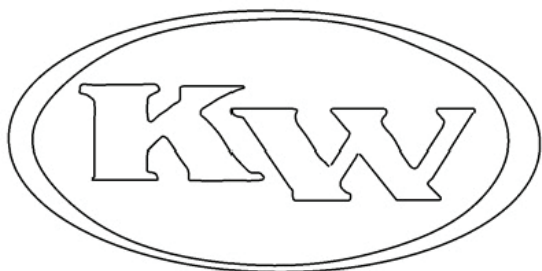
The seal ring needs to be kept free of debris so that foam ball will seal flush. The drain features a grate so that debris cannot flow into the drain. In the event that a sufficient amount of debris collects around the seal, the grate and top of the drain assembly can be removed. Use a spanner wrench 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.



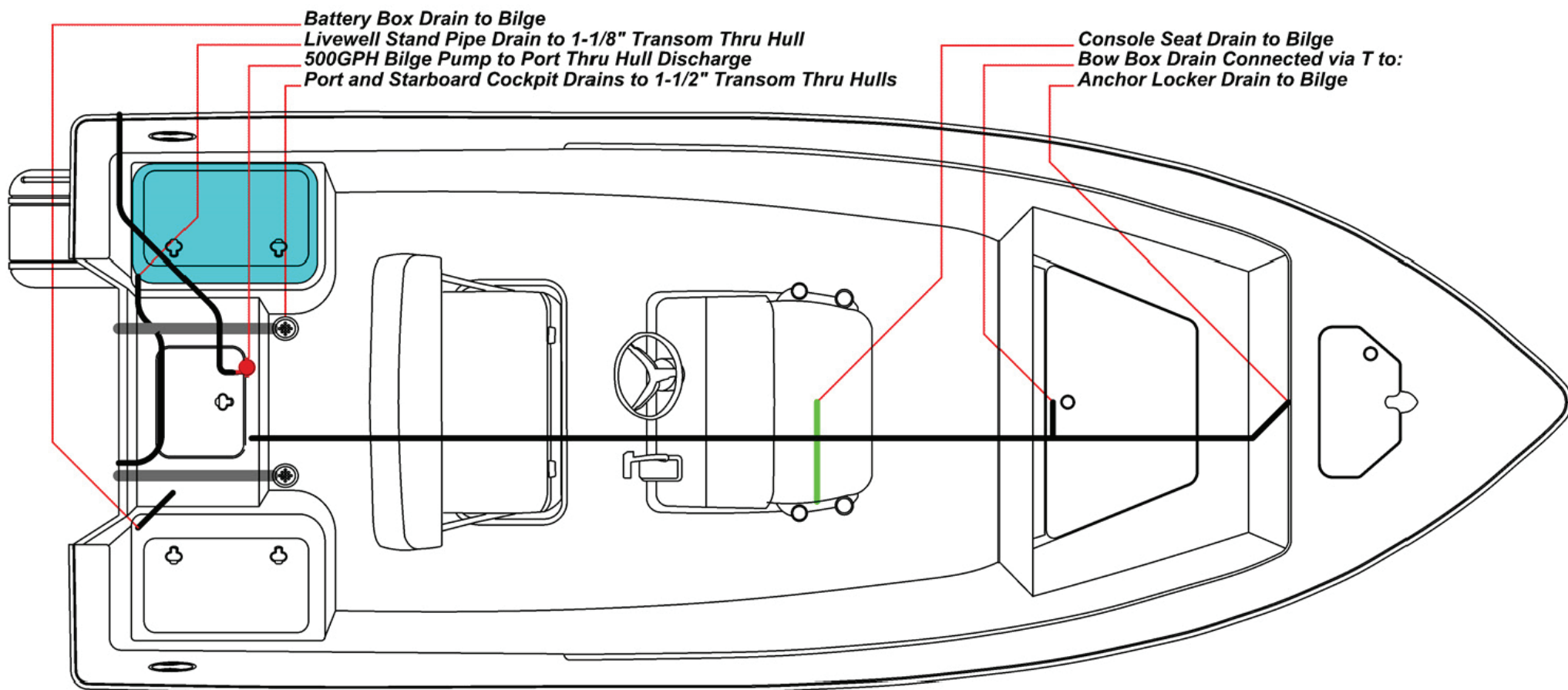
Under normal conditions when the thru hulls are above water, the ball is below the seal ring thereby allowing water to flow out of the cockpit and overboard



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



Drainage Schematic



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

Electrical System

General Overview

The 1720CC is equipped with a 12V DC Electrical system. The 1720CC can only be rigged for a single motor. If the boat is rigged without an optional battery selector switch, the boat will be rigged for x1 Group 24 battery. If the battery selector switch is installed, the boat will be rigged for x2 Group 24 batteries. The battery(s) will provide power to the engine and house systems.

12V power is distributed to the 12V factory installed systems through ATC fuses located on a fuse block inside the console. All 12V systems are grounded via a single 10GA black wire attached directly to the negative post on the battery. A 30amp main circuit breaker is installed in the console to protect the house systems from overload and is connected either directly to the batteries or the optional battery selector switch. Additional circuit breakers for the auto bilge pump and stereo memory are wired directly to either the battery or battery selector switch.

The system is designed so that turning the battery switch off will still allow the bilge pump 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 pump.

Battery Selector Switch (Optional)

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.

Electrical System

Trolling Motor Packages

The 1720CC comes from the factory pre-rigged with a trolling motor harness so you can add a trolling motor at any time. If you choose to, a 12V trolling motor can be installed at the factory. 12V trolling motors will be rigged with one battery that is located inside the console. A circuit breaker is installed in the console that allows you to disconnect the battery from the trolling motor harness whenever the boat is stored or the trolling motor is not being used. The trolling motor harness features a plug and receptacle located in the bow. To use your trolling motor, insert the plug into the receptacle and make sure the trolling motor circuit breaker is closed. The trolling motor's electrical system is completely isolated from the 12V house and engine systems. The charging system on the engine is not designed to charge the trolling motor battery. The trolling motor battery can only be charged via the battery charger that comes with the trolling motor package. If you anticipate using your trolling motor, fully charge the battery before each use. Low voltage in the battery will cause the motor to not function properly. Please see "Dealer Installed Equipment" section for further information regarding battery installation.

Battery Charger

As an option, a battery charger can be installed that will charge one or both 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 110V outlet. Please consult the battery charger's manual before using your charger for the first time. If the optional Battery selector switch is installed, it does not need to be on to direct the charge from the battery charger.

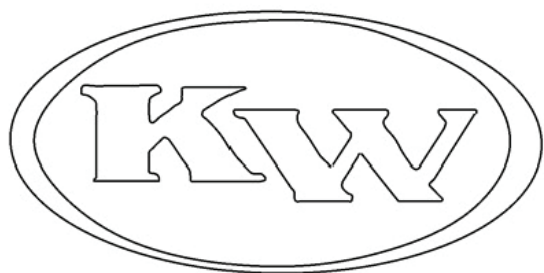
Electrical System Maintenance

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

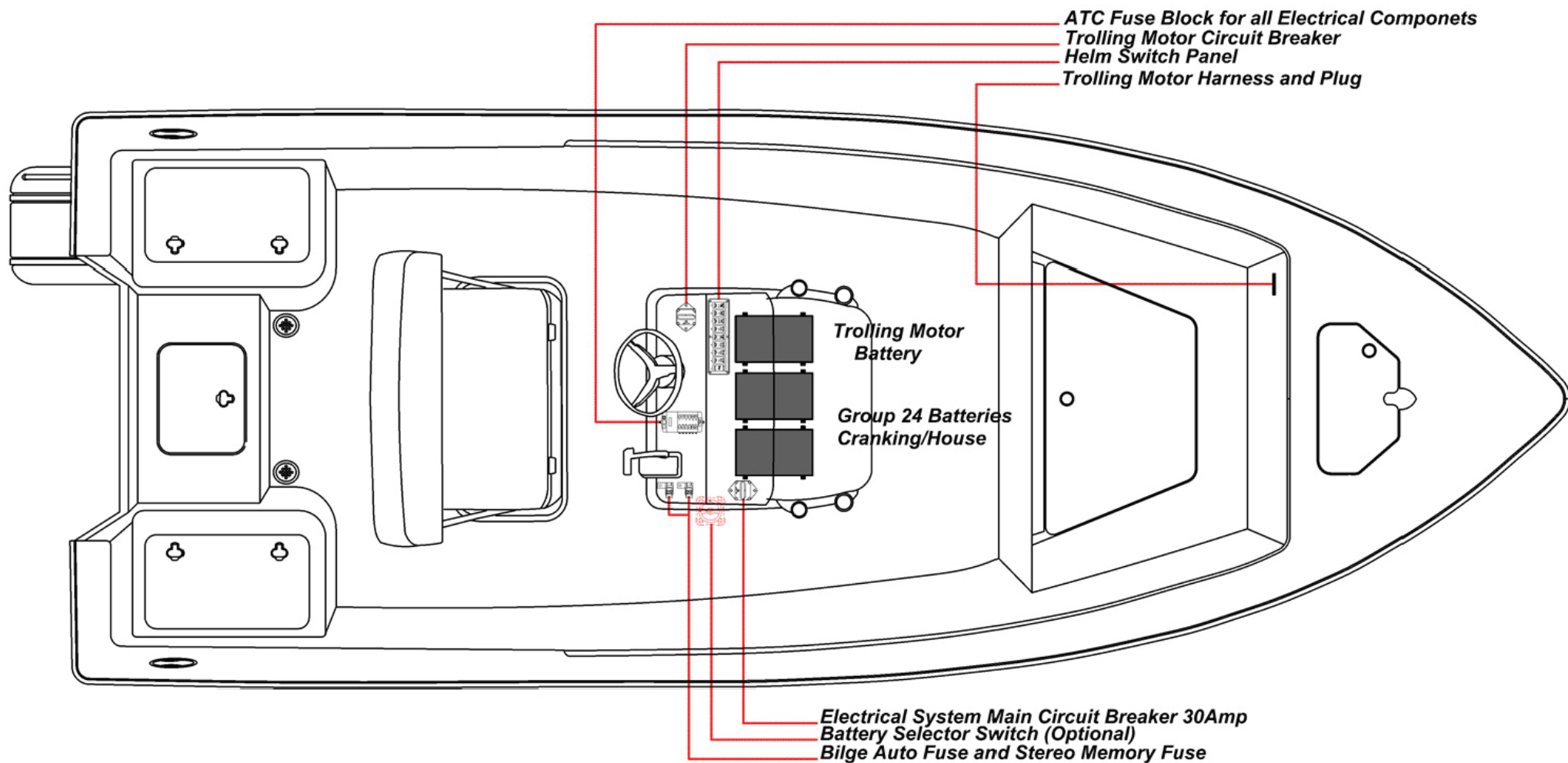
When your 1720CC arrives at your dealer, the dealer will install batteries and may install additional equipment. It is important to check with your dealer regarding the batteries installed in your boat. The three common types of batteries are Wet Cell, Gel Cell and AGM Batteries. Gel Cell and AGM batteries 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 DISTILLED 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 ok to install a larger or smaller battery provided it is the same type (Wet, Gel, or AGM) as the other battery in the boat.

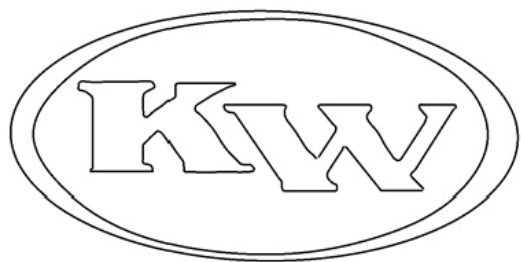
Consult with your dealer regarding wiring and installation of electronics installed by your dealer. If equipment is connected to available accessory switches on the dash panel, your dealer's service department should verify the capacity of the equipment being installed and install the appropriately sized ATC Fuse. Verify that installed equipment does not overload the capacity of the 30amp main breaker installed inside the console when all 12V accessories are running.



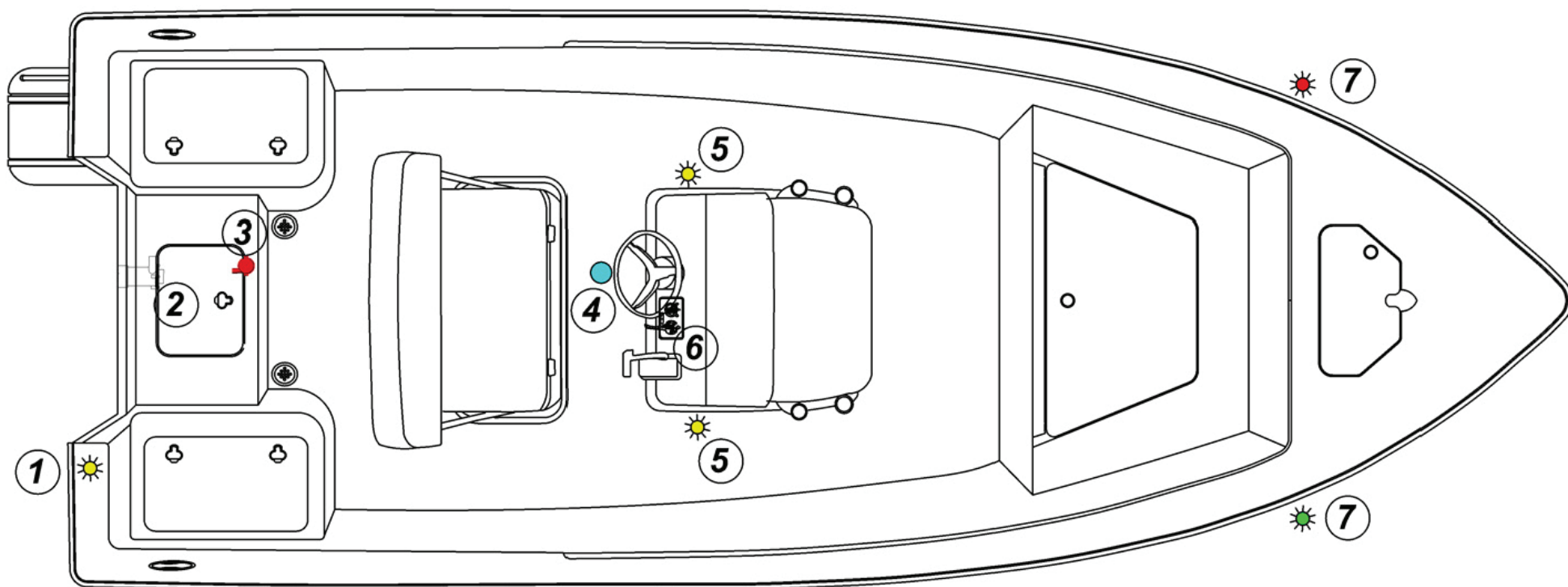
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12V Electrical Schematic





12V Electrical Schematic



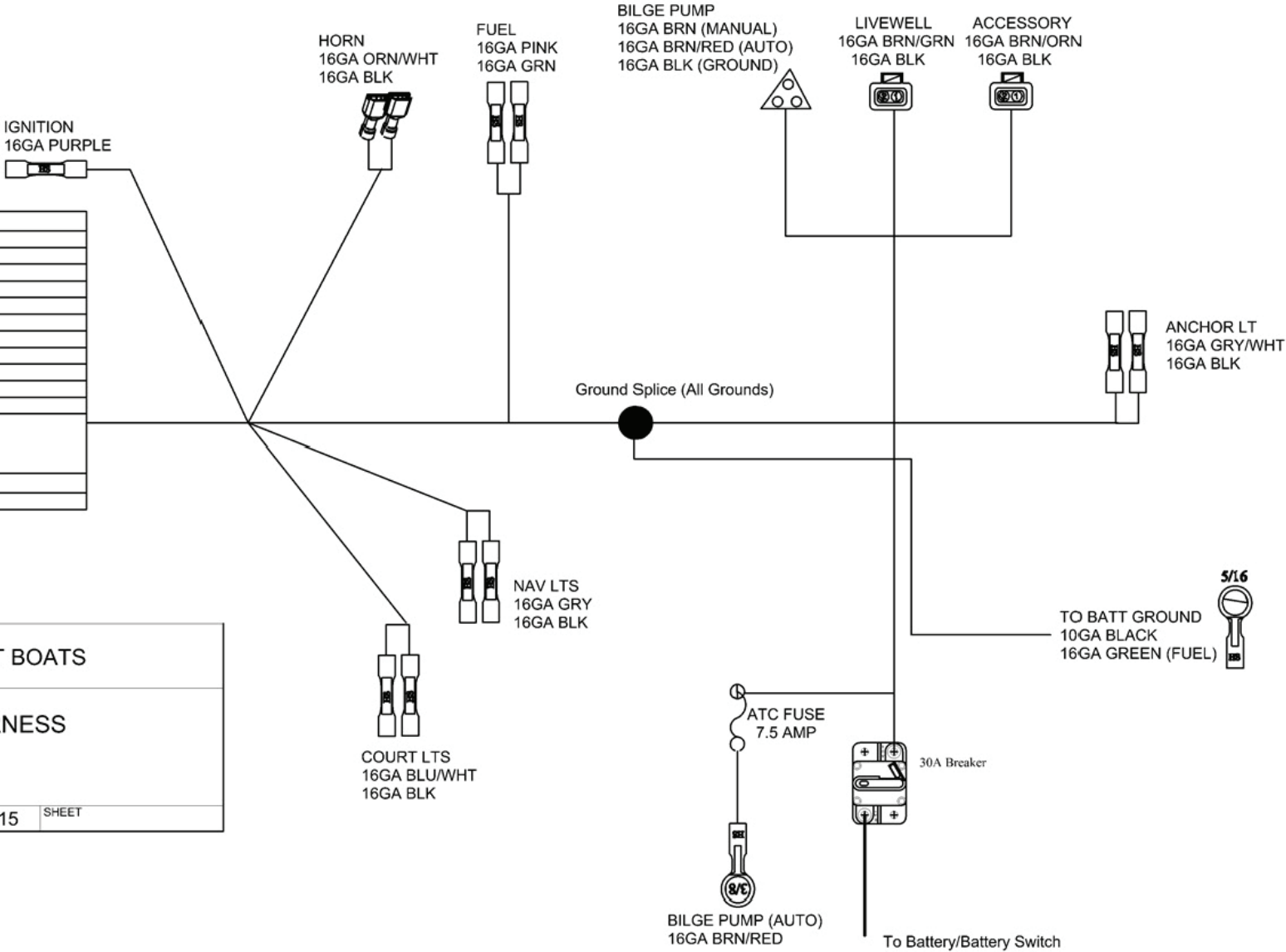
- 1) Anchor Light - 14GA Grey/White**
- 2) Livewell Pump - 16GA Brown/Green**
- 3) Bilge Pump Manual - 14GA Brown**
- 4) Fuel - 16GA Pink**

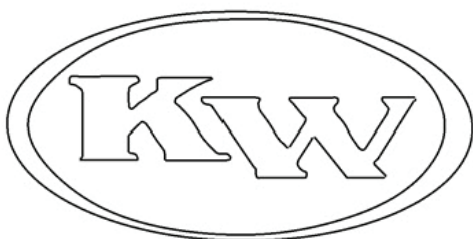
- 5) Courtesy Lights - 16GA Blue/White**
- 6) Ignition - 14GA Purple**
- 7) Navigation Lights - 14GA Grey**

1)	16GA	GRAY (NAV LTS)
2)	16GA	GRAY/WHITE (ANCHOR LT)
3)	16GA	ORANGE/WHITE (HORN)
4)	16GA	BLUE/WHITE (COURT LTS)
5)	14GA	BROWN/ORANGE (AFT LIVEWELL)
6)	14GA	BROWN/GREEN (FWD LIVEWELL)
7)	14GA	BROWN (BILGE MANUAL)
8)	16GA	PINK (FUEL)
9)	16GA	PURPLE (IGNITION)
10)	16GA	CAVITY PLUG
11)	14GA	CAVITY PLUG
12)	16GA	CAVITY PLUG

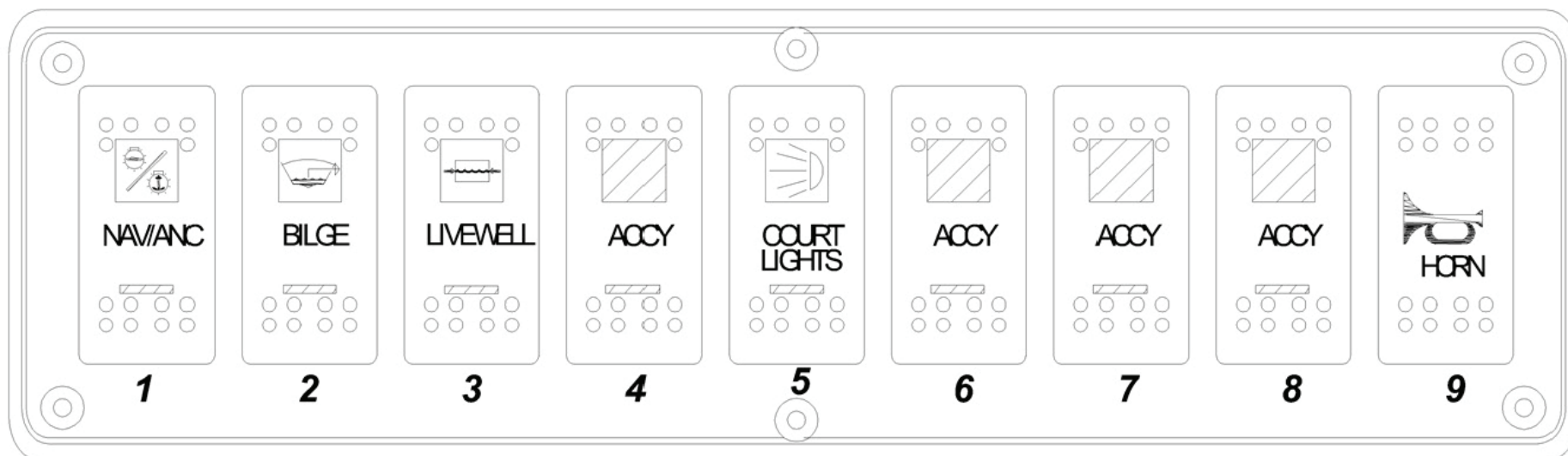
1)	10GA	RED (PANEL POWER)
2)	10GA	BLACK (PANEL GROUND)

		
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TITLE		
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SCALE		
07/06/2015		
SHEET		





12V Switch Panel Schematic



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

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

3) Off/On - Activates Aerator pump for Livewell

4) Off/On - Activates Accessory

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

6) Off/On - Activates Accessory

7) Off/On - Activates Accessory

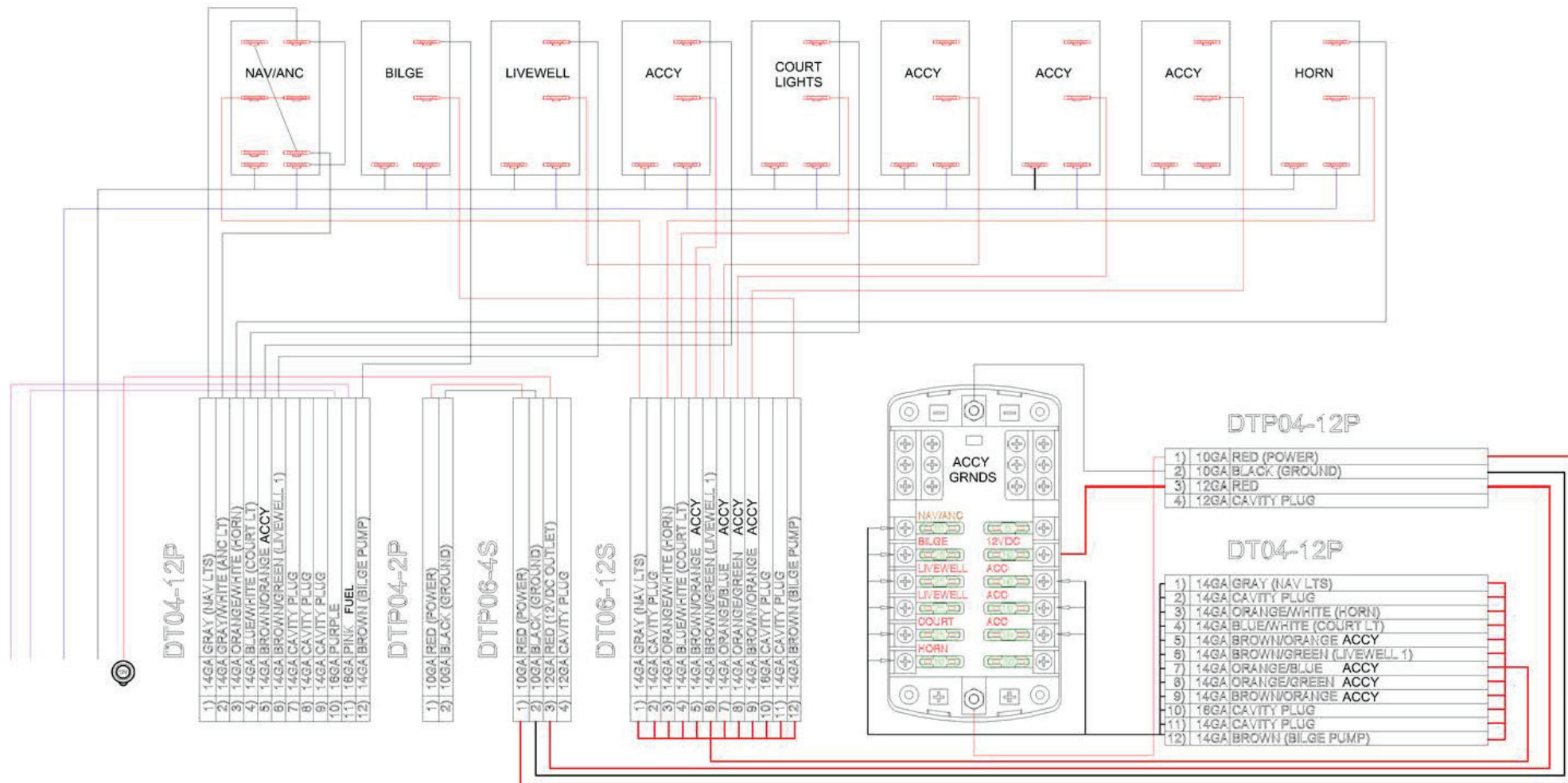
8) Off/On - Activates Accessory

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

Note A: If optional equipment is installed at the Factory, Accessory Switches will be used and labeled according to their function and will therefore, no longer be available as accessory switches. (Underwater Lights, Recirculating Livewell Pump)

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 Fuse.



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TITLE

1720CC HARNESS
SWITCH HARNESS

SCALE

07/06/2015

SHEET