

# 210BR

## 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 210BR! Owning a boat is an amazing experience and we dedicate ourselves to making sure your 210BR will be the best experience you have on the water.

Like all Key West Boats, the 210BR was designed and built to provide owners with unmatched safety that includes but not limited to, its upright and level floatation that makes the 210BR both unsinkable and guaranteed to remain upright if swamped. Although extremely safe by design, your 210BR 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 210BR 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 210BR 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 210BR brings!

Finally and most importantly, like all Key West Boats, your 210BR 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 210BR is not just another "unit" and becoming the owner of this 210BR 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

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The 210BR is equipped with a single, 60 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 aft 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 fuel fill also incorporates a vent that allows venting of the tank, It is recommended that these connections be inspected annually.

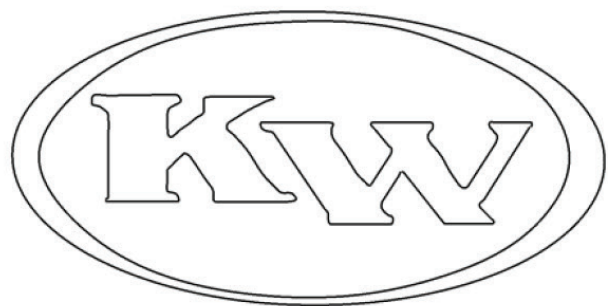
The 210BR will come pre-rigged from the factory with an engine matched Fuel Water Separator. The fuel water separator is installed in the bilge and accessed through the bilge access hatch located in the engine pod. The Fuel Water separator should be checked periodically to ensure the fuel is free of water. Fuel should be disposed of in an approved waste collection device when servicing/replacing. The filter must be filled with fuel after servicing/replacing them in order to prime the engine.

A primer bulb for the engine is located in the engine pod. 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 fueling your 210BR, whether on trailer or at a marina, the pressurized system will prevent overfilling. Any blockage of the vent and or vent 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 210BR 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 (80 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.

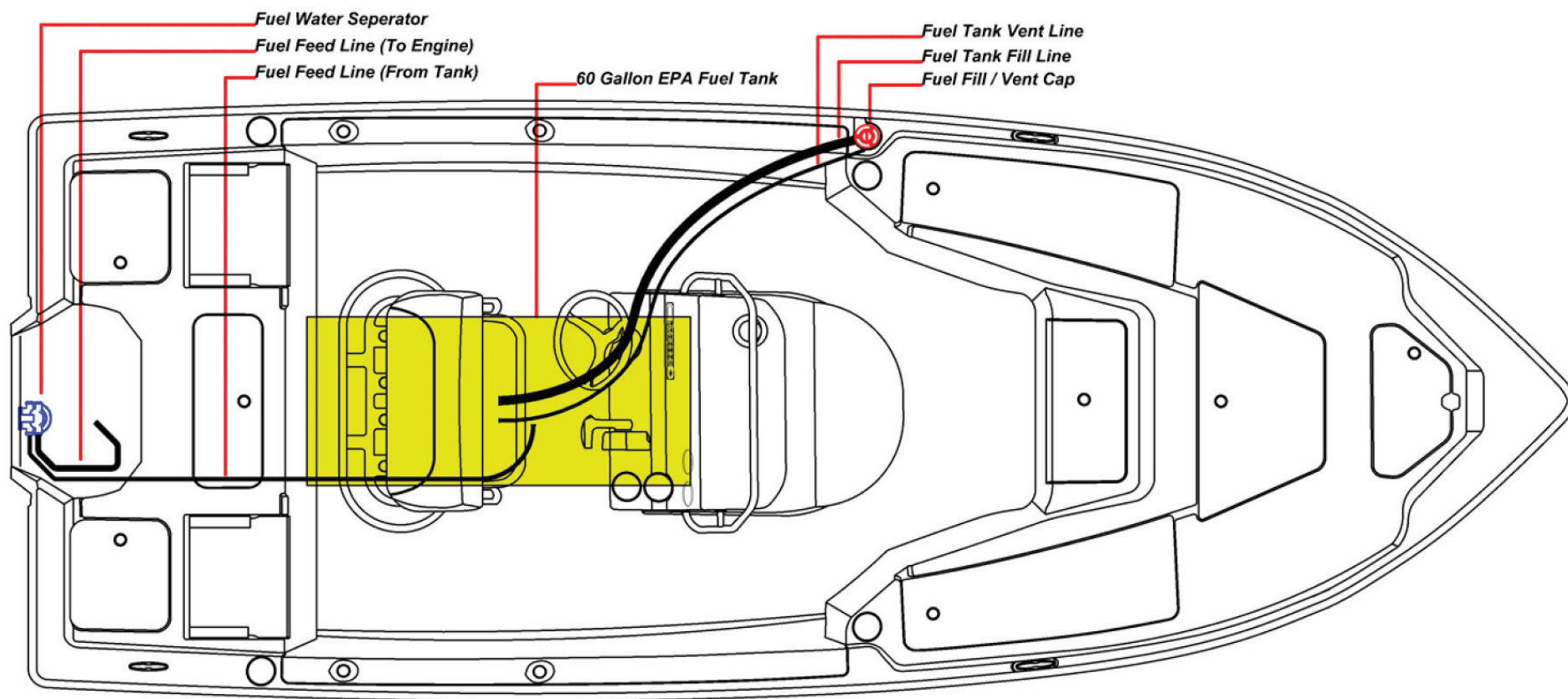
The stated capacity of the 210BR tank **DOES NOT** reflect the quantity of usable fuel in the tank. The tank and its pickup are designed to allow as much fuel to be used as possible when on plane or in the boat's level floating position, but it will not allow all fuel to be used. When using your boat, 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

*Pressurized System*





# Raw Water System (Livewells)

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The Z10BR features a raw water system for the aft and forward livewell, optional raw water washdown system and optional aft livewell recirculating system.

## ***Raw Water Supply***

The Z10BR features two high speed venturi pickups for raw water intake. The pickups incorporate 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 problems are found, they should be addressed immediately by your dealer.

## ***Forward and Aft Livewell Fill Systems***

There are two 800GPH livewell pumps. They are directly mounted to the seacocks. The port pump provides raw water to the forward livewell. The starboard pump provides raw water to the aft livewell. The pumps have an independent switches and circuit breakers (See Electrical Schematics). To use the livewells, it is important to check and verify the seacocks are open. Failure to open the seacocks 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 livewells or standard washdown system (See next page). It is important to check the livewell pumps annually and periodically spray it/them with a corrosion inhibitor.

## ***Aft Livewell Recirculating Pump (Optional)***

The Z10BR can be equipped with a recirculating pump for the aft livewell. A recirculating pump is a pump that pulls water from the bottom of the livewell, aerates it and then returns it to the top of the livewell. The normal livewell system does this, however it is continuously replacing water by drawing it from the raw water intake. In deeper water, this is the best way to keep water fresh and cool. However, when operating in shallow water where the water is muddy/sandy, the recirculating pump allows you to recirculate and aerate clean water so that you are not drawing in dirty water that could harm your bait. In the Z10BR, the recirculating pump is mounted directly to the aft side of the livewell. The return from the pump is in the top aft corner of the livewell. The pump is an 800GPH pump and has an independent switch and circuit breaker (See Electrical Schematic). The pump will prime itself whenever water is above the intake screen of the pump. To use the pump, activate the switch. There are no valves to open. Water will begin circulating immediately provided there is enough water in the livewell. Never run the pump without a sufficient amount of water in the livewell. Running the pump dry for extended periods of time may damage the pump resulting in failure. Water should be above the inlet screen when using the pump. The recirculating pump can be run in conjunction with the aft livewell pump to provide increased circulation and aeration, however it is not necessary.

# Raw Water System (Washdown)

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## ***Standard Raw Water Wash System***

The Z10BR is equipped with a raw water wash system. The system uses the starboard livewell pump to provide raw water to the provided washdown hose. Please note though that using the system does not allow use of the aft livewell. To use the system, unscrew the livewell fill valve in the aft livewell and thread the hose onto the inlet. The livewell pump is not pressure regulated. Therefore, only engage the aft livewell pump when you are going to use the washdown. Do not leave the pump on when not using the washdown.

## ***Optional High Pressure Washdown system***

The Z10BR can be equipped with an optional high pressure, raw water washdown system. The system is fed by a pump that is located in the aft end of the port transom dry storage compartment. 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 livewell pump (lower hose connection on the livewell pump). Using the raw water washdown does not require the livewell pump to be on however the port seacock must be open. Failure to open the port seacock 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 port side side under the gunwale cap, adjacent to the port jump seat. 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 then 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 two/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 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 livewells or washdown frequently. Any loss of pressure or flow should be addressed immediately to prevent damage. If fishing and installed, use the aft livewell recirculating pump to circulate and aerate the water so that you can continue to fish with fresh bait without worry of damaging the raw water pumps.



# **Raw Water System Troubleshooting**

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

- Pickup(s) 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 raw water 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 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)

## ***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 (Optional)

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## ***Fresh Water Supply***

Fresh water is stored in a 6 gallon tank located under the console floor, directly below the console seat box. Access to the tank is achieved through a hatch inside the console. 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 side of the console seat. 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 on the front side of console seat. 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 adjacent to the water tank. 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 6 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 then 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 210BR 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 on to use the mister system. The pump is located adjacent to the fresh water pump in the console. 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 cause the pumps to run dry and may lead to failure/damage. Before 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**

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## ***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***

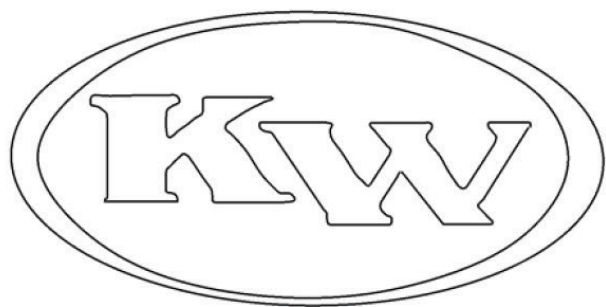
- Intake hose from the tank to the pump is damaged causing the pump to suck air. Check Hose
- Water Tank vent line is kinked or blocked creating a vacuum in the tank. Check Vent Line
- Strainer is partially clogged. Clean Strainer
- Fresh Water Faucet is not fully open. Open Valve fully
- Partial block 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 washdown 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

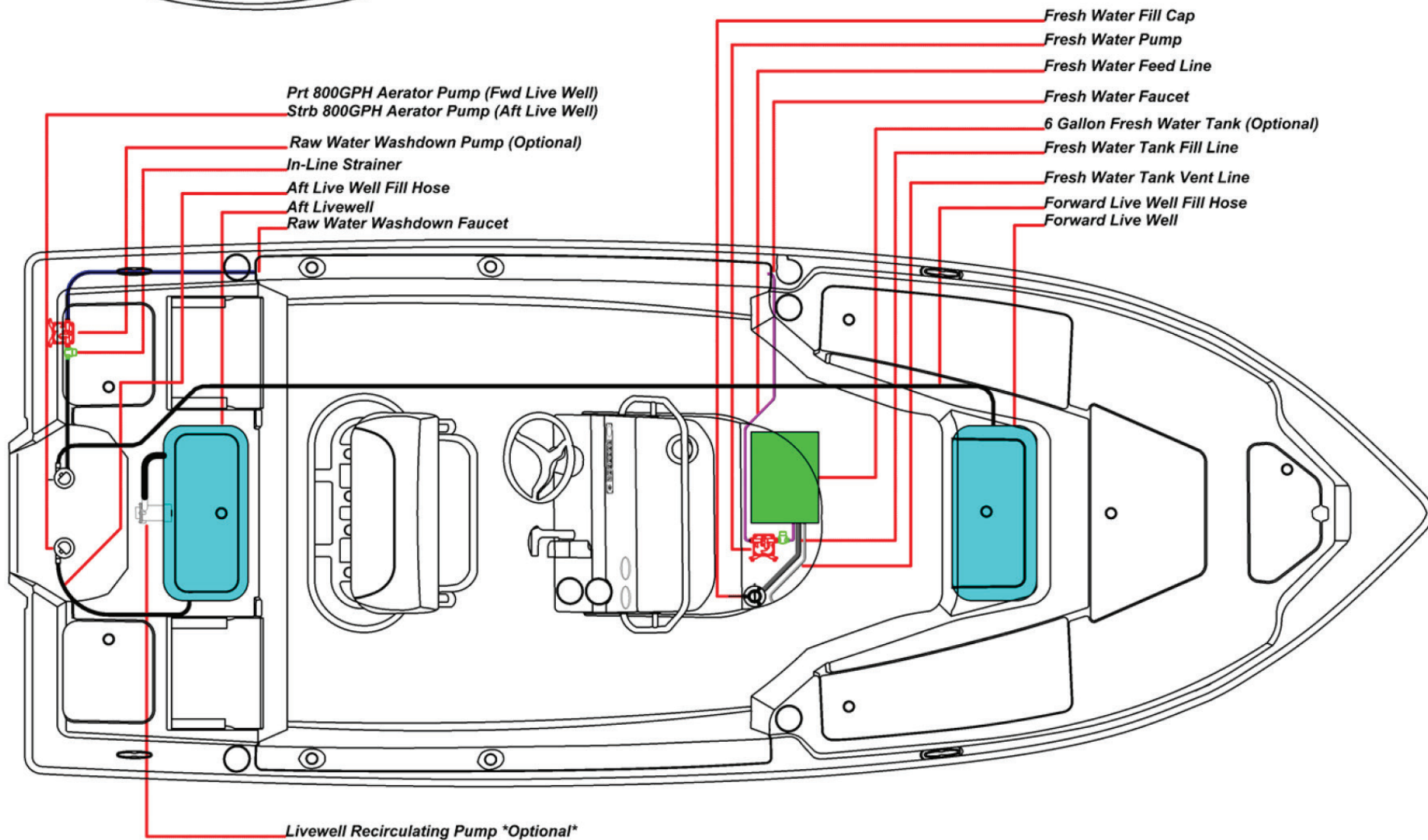
## ***Fresh Water Tank runs out of water excessively fast***

- 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.



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## Raw/Fresh Water Schematic





# Drainage System

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## *General Overview*

All water in the 210BR 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 directly to bilge

Center Bow Box – Gravity drain directly to bilge

Forward Livewell Overflow Drain – Gravity drain connects via T-Connector to Forward Livewell Drain

Forward Livewell Drain – Gravity drain to starboard transom 1-1/8" Thru Hull

Port Rod Locker – Gravity drain directly to bilge

Starboard Bow Locker – Gravity drain runs through starboard stringer and connects via T-Connector to Transom cooler box drain

Console Recess Drain – Gravity drain directly to the bilge

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

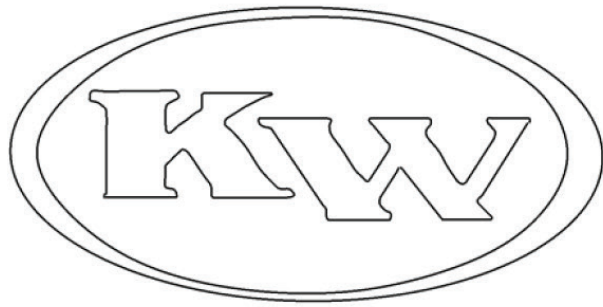
Starboard Cockpit Drain – Gravity drain to starboard inboard 1-1/2" Thru Hull

Port/Starboard Transom Storage lockers– Gravity drain directly to aft bilge

Transom Livewell Overflow Drain – Gravity drain connects via T-Connector to Transom Livewell Drain

Transom Livewell Drain – Gravity drain to port transom 1-1/8" Thru Hull

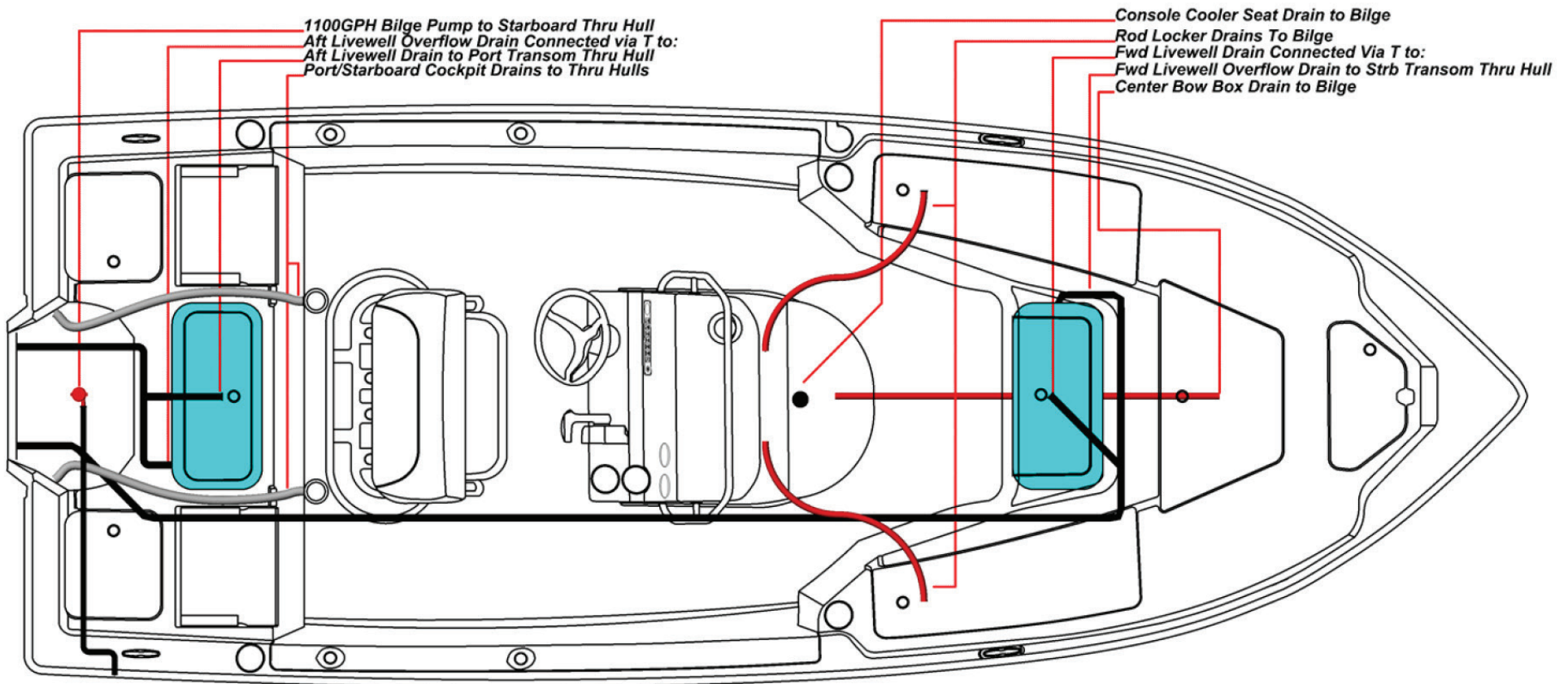
Aft Bilge Pump – Located in aft bilge, discharges to starboard 1-1/8" Thru Hull near transom



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# Drainage Schematic

Standard 210 Configuration



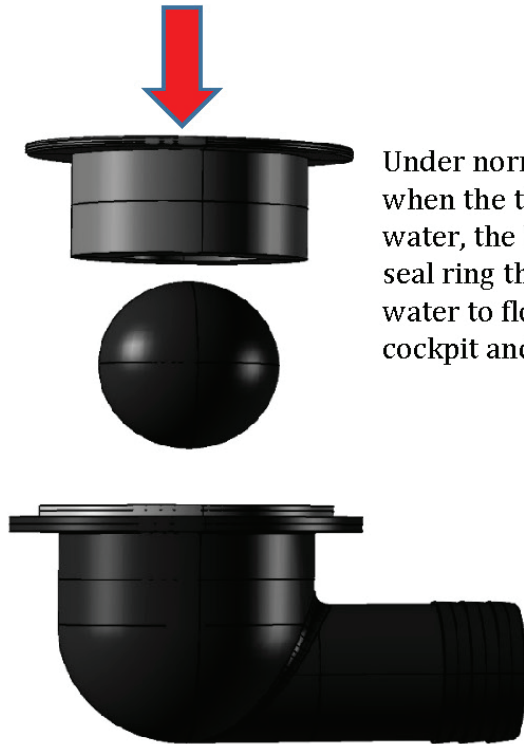


# Floor Drain Overview

Two of the most important pieces of equipment on your 211CC 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 211CC 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 System Troubleshooting

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## ***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

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## ***General Overview***

The 210BR is equipped with a 12V DC Electrical system that can be equipped with an optional AC battery charger. The 210BR 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 27 battery. If the battery selector switch is installed, the boat will be rigged for x2 Group 27 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 pumps 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. Trim Tabs are connected directly to the battery and feature overcurrent protection. They do not energize until the engine ignition switch is turned to the "On" position.

## ***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 engines 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.

# Electrical System

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## ***Optional T-Top/Hardtop***

If your 210BR is installed with an optional canvas T-Top or Fiberglass Hardtop, 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 then 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 which is connected to the ground post on the main fuse block inside the console.

## ***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.

## ***Trolling Motor Packages***

The 210BR 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 24V trolling motor can be installed at the factory. 24V trolling motors will be rigged with two batteries, rigged in series, that are located inside the console. A circuit breaker is installed in the console that allows you to disconnect the batteries 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 batteries. The trolling motor batteries 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 batteries before each use. Low voltage in any of the two or three batteries will cause the motor to not function properly. Please see "Dealer Installed Equipment" section on next page for further information regarding battery installation.



# Electrical System

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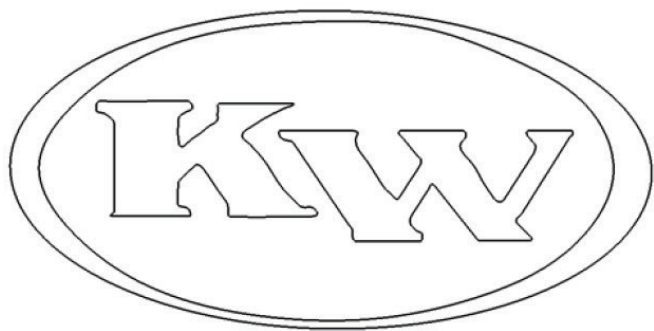
## ***Electrical System Maintenance***

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 210BR 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.

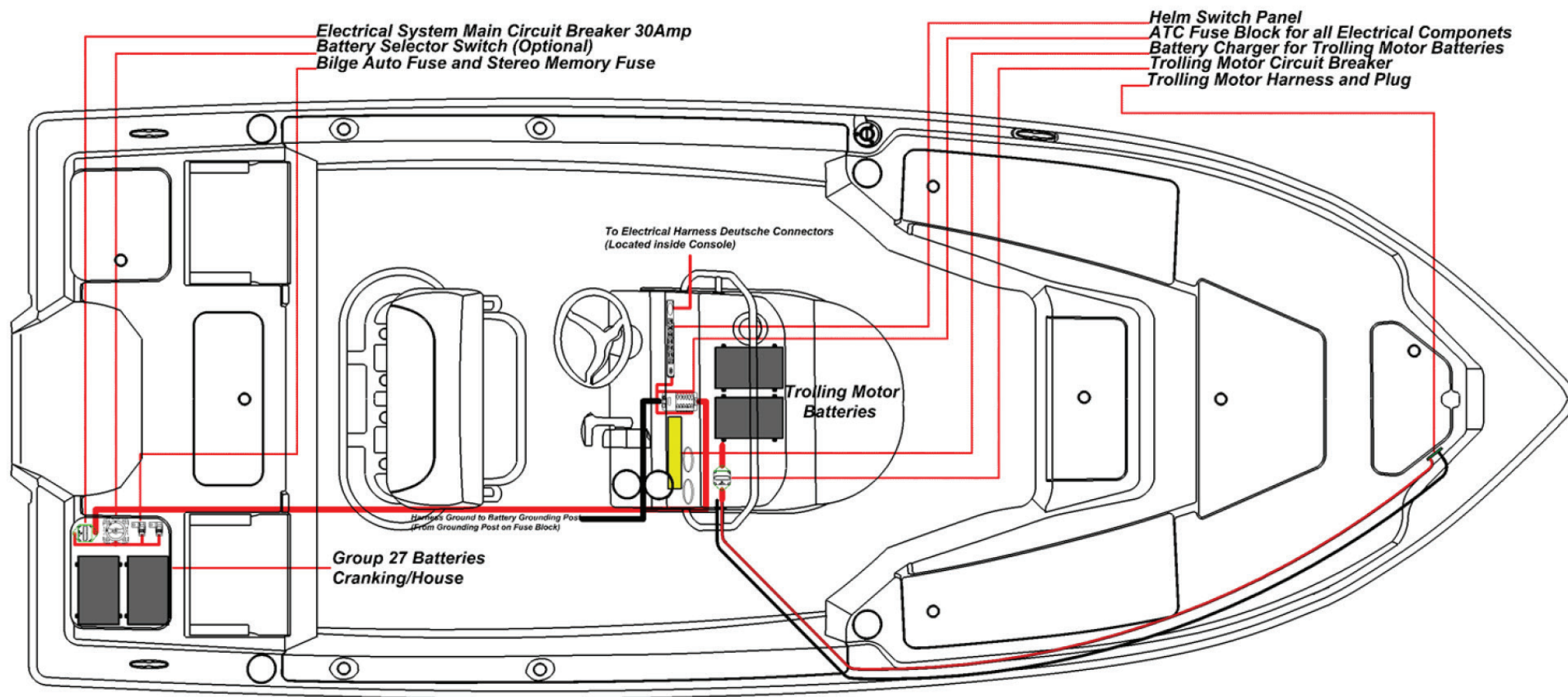
Consult with your dealer regarding wiring and installation of electronics installed at the factory. If equipment is connected to available accessory switches on the dash panel, your dealer's service department should install the appropriate ATC fuse. Verify that installed equipment does not overload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



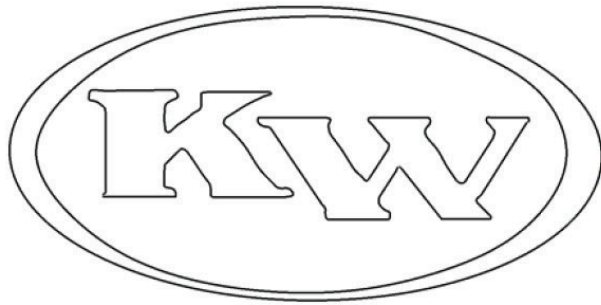
71210  
BAY REEF

# 12V Electrical Schematic

Shown with Optional 24V Trolling Motor

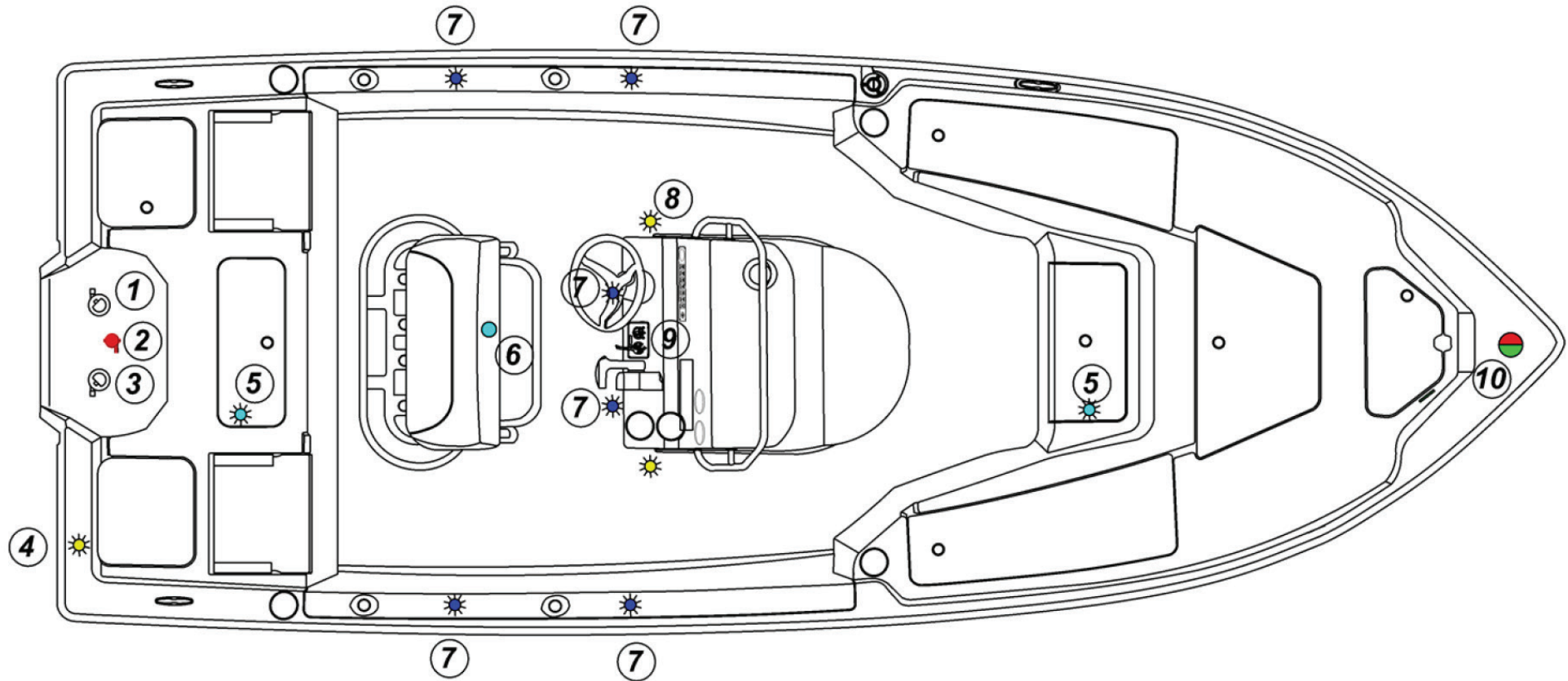






71210  
BAY REEF

## 12V Electrical Schematic



- 1) FWD Livewell Pump - 16GA Brown/Green
- 3) Bilge Pump Manual - 14GA Brown
- 3) Aft Livewell Pump - 16GA Brown/Orange
- 4) Anchor Light - 14GA Grey/White
- 5) Livewell Light - 16GA Brown/Orange

- 6) Fuel - 16GA Pink
- 7) Blue Interior LED Lights (Option) - 16GA Blue/White
- 8) Console Courtesy Lights - 16GA Blue/White
- 9) Ignition - 14GA Purple
- 10) Navigation Light - 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)

	KEY WEST BOATS	
	TITLE	
	210BR HARNESS	
SCALE	07/06/2015	SHEET

IGNITION  
16GA PURPLE

HORN  
16GA ORN/WHT  
16GA BLK

FUEL  
16GA PINK  
16GA GRN

BILGE PUMP  
16GA BRN (MANUAL)  
16GA BRN/RED (AUTO)  
16GA BLK (GROUND)

LIVEWELL  
16GA BRN/GRN  
16GA BLK

LIVEWELL  
16GA BRN/ORN  
16GA BLK

Ground Splice (All Grounds)

ANCHOR LT  
16GA GRY/WHT  
16GA BLK

NAV LTS  
16GA GRY  
16GA BLK

COURT LTS  
16GA BLU/WHT  
16GA BLK

TO BATT GROUND  
10GA BLACK  
16GA GREEN (FUEL)

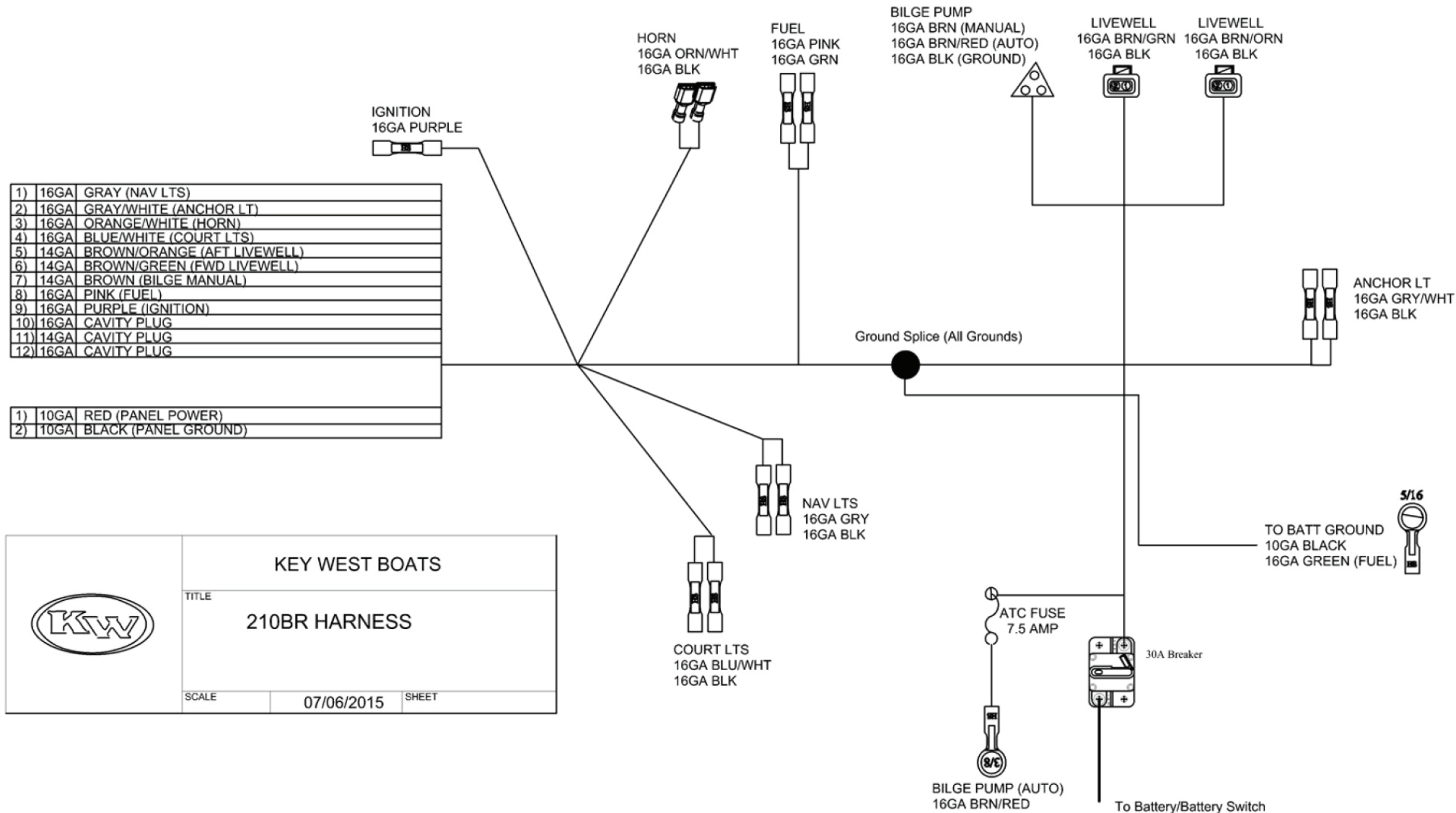
5/16

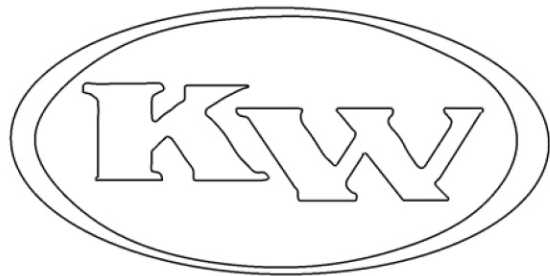
ATC FUSE  
7.5 AMP

30A Breaker

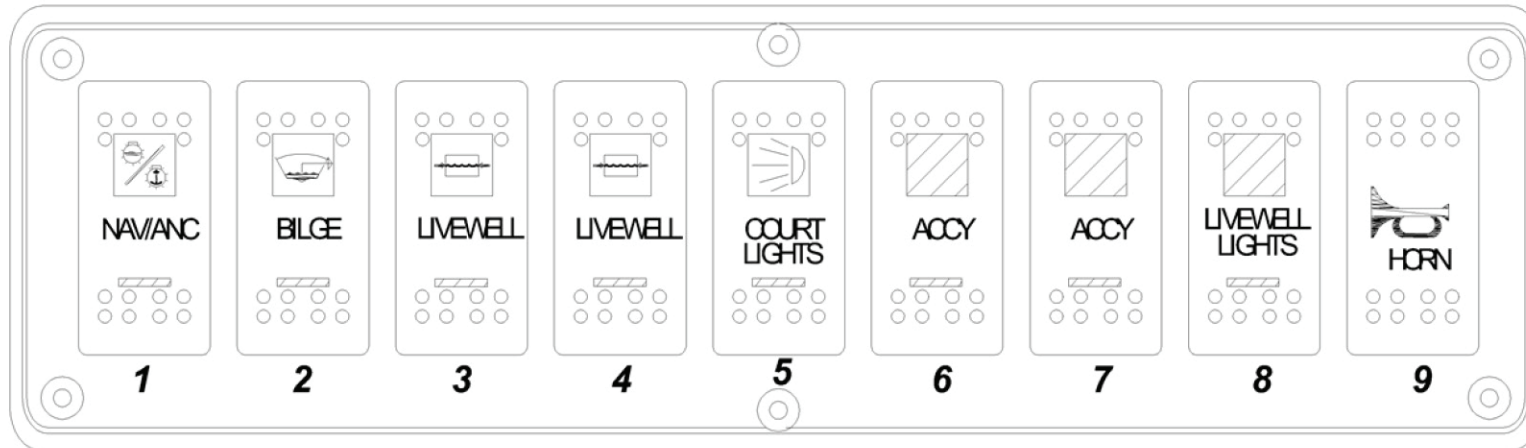
BILGE PUMP (AUTO)  
16GA BRN/RED

To Battery/Battery Switch





## 12V Switch Panel



**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 Port Aerator pump for Forward livewell**

**4) Off/On - Activates Strb Aerator pump for Aft livewell**

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

**6) Off/On - Activates Accessory or Raw Water Washdown Pump if Installed**

**7) Off/On - Activates Accessory or Fresh Water Washdown Pump if Installed**

**8) Off/On - Activates Fwd and Aft Livewell Lights**

**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.



