McKEE

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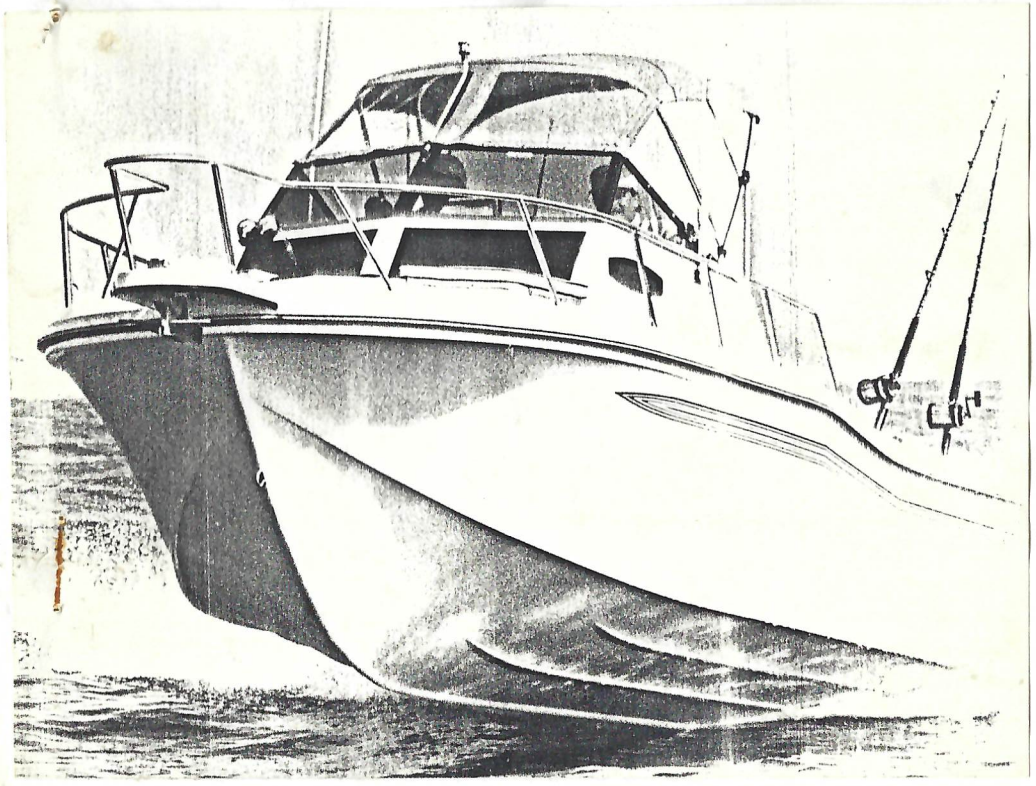
THE UNSINKABLES

OWNER'S MANUAL

14' to 22' Models



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BOAT CONSTRUCTION

I. 14', 16', 17' Models.

All 14', 16' and 17' models are designed and built to meet a broad range of consumer applications. Our design and construction therefore incorporates some features that you may find helpful in adapting your McKee Craft boat to a specific application.

Workboat Specification. All 14', 16' and 17' models come with standard workboat specifications. This standard feature adds an extra layer of fiberglass (24 oz./sq.yd.) and resin to the outer hull, water line and below. This standard feature adds additional strength and rigidity to the hull surface that is in the water and therefore more likely to come into contact with hidden or submerged objects which may cause damage to your boat.

Wood Reinforcement. All 14', 16' and 17' models come with wood reinforcement in many locations to facilitate installation of standard equipment as well as available options. Transoms in all models have 1" of plywood in the full transom - side to side and top to bottom - in addition to a heavy layer of fiberglass inside and outside. Also, 1/2" plywood is laminated to the interior flat floor area, the top flat gunwale area and to other areas where screws are used to secure hardware, rails, seats, consoles, etc. The 1/2" plywood acts as an anchor plate for securing screws. This allows for the easy installation of options such as seats, rails, etc. (See diagram showing wood locations.)

Foam Filled Hull. All 14', 16' and 17' models are completely filled with a closed cell, polyurethane foam core. It is very important to maintain the integrity of the foam core. We reccomend that, should you remove any item that is attached to the hull with screws, you maintain the integrity of the foam core by installing silicone and a screw with finishing washer back into the hole. It is NOT reccomended that you recess any accessory into the foam

core area because of the potential for water to contaminate the foam core. Your warranty may be voided if you recess accessories into the foam compartment. Your dealer can assist you in selecting the proper equipment for your boat.

II. HAMMERHEAD 198 AND 220 MODELS.

All Hammerhead 198 and 220 models are designed and built incorporating a full fiberglass stringer system. Additional floatation is provided by filling the stringer system with polyurethane foam. Then the stringer system is glassed to the outer hull and provides support for the inner liner. The center section of the stringer system was designed for below the floor installation of the round aerated livewell as well as the foamed into place fuel tank.

Wood Reinforcement. All Hammerhead 20' and 22' models come with wood reinforcement in many locations to facilitate installation of standard equipment as well as available options. Transoms in all models have full wood cores - side to side and top to bottom - in addition to heavy layers of fiberglass inside and outside. Also, plywood is laminated to the interior flat floor area as well as certain other areas such as the flat top gunwale area to facilitate attaching consoles, seats, hardware, etc. (See diagram showing wood location)

Foam Filled Hull. All Hammerhead 20' and 22' models are completely foamed with a closed cell polyurethane foam except in the bilge area and livewell area. Foam fills all other areas between the inner and outer hulls, including the fiberglass stringer system and surrounding all below deck fish and storage boxes. We reccomend that you maintain the integrity of the foam core at all times. Should you have reason to remove and or replace equipment, it is reccomended that appropriate repairs be made to screw holes, etc. to insure the integrity of the foam core. Your dealer can assist you in selecting the proper equipment for your boat.

Wood Location - All Models.

ENGINE INSTALLATION

Engine installation and rigging is often done upon delivery of boat to the dealer. Should you decide to make the engine installation yourself, the following guide may be helpful.

All Models. For all models, the transom core is solid plywood with thick layers of fiberglass inside and out - side to side and top to bottom. On 14' models where the low horsepower engines are used, you may select to clamp the engine directly to the transom. If the engine will be removed frequently, you may elect to install an aluminum plate on the inside of the transom. We do not reccomend the use of rubber transom mats as they may allow the clamps to ride up the transom's gelcoat surface causing loss of engine. Engine clamps should be checked and retightened frequently.

All models with higher horsepower engines require the engine to be bolted onto the transom. Transoms on 14', 16' and 17' models come standard cut for single long shaft (20") engines. 17' Models may be special ordered for extra long shaft (25") engine. Transoms on 20' models are designed for single extra long (25") engine. 22' models are designed for single or dual extra long shaft (25") engines. For single engine installation on 22' models, the transom must be cut down to 25" in the center mounting location. This may be done by the dealer or by McKee Craft at the factory at the time the order is placed.

TILT PIN and POWER TILT & TRIM

Tilt pin adjustment will affect how your boat rides, handles and steers.

For boats not equipped with power tilt & trim, the tilt pin should be set so the bottom of the boat is parallel with the cavitation plate of the engine. To achieve the best tilt pin setting, you will have to experiment with your boat under normal load conditions. Moving the tilt pin closer to the transom will lower the bow while moving the tilt pin away from the transom will raise the bow.

On boats equipped with power tilt & trim, the power trim allows you to adjust the engine angle with a switch built into the engine control or a switch on the console panel. When properly used, power trim will permit the boat to plane faster and be more fuel efficient. Improperly used, power trim will cause hard steering or steering pull, cavitation and effect hull trim and riding characteristics. Experiment with power trim until you get a comfortable ride without steering pull. Most models need only minor trim adjustment.

TRIM TAB ADJUSTMENT

Larger outboard motors have a steering trim tab located on the bottom of the cavitation plate, directly aft of the propeller. This adjustable trim tab allows you to adjust for correct propeller torque.

Incorrect trim tab adjustment will cause steering pull to the left of right. After you have made the proper tilt pin adjustment, run the boat in a straight line with a normal load. If you have noticable left or right pull on the steering, you may need to adjust the trim tab.

To make a trim tab adjustment, loosen the securing bolt - per engine manufacturer's instruction manual - and move the trailing edge of the trim tab in the

direction the boat pulls. If the boat pulls to the left, move the trailing edge of the trim tab to the left. Make adjustments in small increments and test run the boat after each adjustment. When proper adjustment is accomplished, the boat will run in a straight line with very little steering effort. Also, remember that tilt adjustment may affect steering torque. For outboard engines equipped with power tilt, experiment with the trim setting when under way to neutralize steering pull.

CAUTION! BE CAREFUL WHEN TESTING YOUR BOAT. IMPROPER TRIM TAB POSITION MAY CAUSE THE BOAT TO TURN VIOLENTLY.

PROPELLER SELECTION

Choosing the correct propeller for your boat and engine package will assure good performance, provide economical operation and will reduce engine wear.

Correct propeller diameter and pitch should permit the engine to attain maximum rated R.P.M. with anticipated load. To help your dealer determine the correct propeller, tell him how you will be using your boat and what load you will be carrying.

Your engine owners manual will give you maximum rated R.P.M. as well as reccomended minimum and maximum operating R.P.M. range. A tachometer is needed to evaluate your boat and engine package. Most dealers have portable tachometers or you may choose to purchase and have your dealer install one in your boat. Dealers should "tach-out" a new engine installation to make sure performance is satisfactory.

STEERING SYSTEM - MECHANICAL

With the exception of the 14' Bare Hull model which does not include a steering system, all other 14', 16' and 17' models come standard with Mechanical Steering. Normally, your dealer will have connected the steering to the engine in accordance with the steering manufacturer's installation instructions. A

copy of the manufacturer's instructions are included with your owner's package.

Mechanical steering cables contain a steel core material covered by a vinyl jacket for protection. Refer to the steering manufacturer's instructions and perform the reccomended periodic inspection and maintainence. Your steering system is critical to the safe operation of your boat at all speeds. Therefore, it is important to perform the reccomended periodic inspections and replace any defective parts immediately. Your dealer should be able to provide replacement parts. CAUTION! Be careful of excessive power trim adjustment as this causes excessive and unusually rapid wear on steering gears and cable.

STERRING SYSTEM - HYDRAULIC

All Hammerhead 198 and 220 models come standard with hydraulic steering systems. Refer to installation booklet enclosed with your owner's package for reccomended maintenance which is required a minimum of two times a year by a qualified hydraulic marine mechanic. CAUTION! Use only hydraulic oil that is reccomended by the system manufacturer. Remember, the safe operation of your boat requires inspections be performed and that worn and damaged parts be replacaed as needed. Consult installation manual for periodic greasing of rotating mounting hardware and checking hydraulic oil.

ENGINE CONTROLS

All 14' models are designed to use the engine manufacturer's standard side mount controls. For side console models, a block of wood is provided inside the hull at the mounting location on the vertical side wall of the boat. For center console models, the side mount control is bolted thru the side of the center console.

On center console models 16' CC Fisher and 16' Cape Fear, space is provided on the face of the console

for mounting a binnacle control. The standard side mount control may also be used on these center console models as well as all other 16' models.

On the 17' Offshoreman and 17' Offshore Fisherman, a binnacle control is reccomended and space is provided on the face of the console for mounting the binnacle control. The side mount control can also be used on these models. The 17' Southporter uses the engine manufacturer's standard side mount control.

The Hammerhead 198 WT uses the engine manufacturer's standard side mount control. The Hammerhead 198 CC requires a single binnacle control.

The Hammerhead 220 WT with single engine installation can use either the engine manufacturer's standard side mount control or a binnacle control. Dual engine installation requires dual binnacle controls. The Hammerhead 220 CC and Hammerhead 220 WA require a single or dual binnacle controls for single or dual engine installation.

BATTERY INSTALLATION

McKee Craft supplies a battery box with each boat. Each battery box is supplied with hold down clamps and heavy duty securing strap. Battery boxes are normally located in the rear of the boat for best weight distribution. To prevent damage, acid spills or movement of the battery, the hold down clamps should be secured to the flat floor surface which has wood molded under the fiberglass to accept the screw fastenings. The securing strap should be in place at all times. Batteries should always be in the battery box and the battery box kept closed at all times.

VRO (variable ratio oiling) TANK INSTALLATION

VRO tanks are normally mounted in the rear of the boat. The flat floor surface has wood molded under the fiberglass floor to accept the screw fasteners

used for securing the VRO tanks to the floor. Some VRO tanks will fit inside a battery box. When using a battery box for VRO installation, it is important that the hold down clamps and securing strap be used to prevent movement of the battery box.

For the Hammerhead 198 and 220 models, storage compartments are provided at the rear of the boat for installation of both VRO tanks as well as battery boxes.

FUEL TANKS

All 14' models, the 16' Bare Hull and 16' CC Fisher models and the 17' Bare Hull model require the use of portable fuel tanks. All other 16', 17', 20' and 22' models come with standard built-in fuel tanks.

On 14' models with rear fiberglass bench seat, portable fuel tank(s) should be mounted behind the bench seat. The fiberglass bench seat serves as a retainer to prevent the tank(s) from moving while boat is operated. On 14' models that are open in the rear (no bench seat), a stainless retainer rod is available to secure tank(s) in rear section of boat. On the 14' Angler model, the fuel tank(s) are stored under the rear deck which is ventilated. Rubber mats may be used under portable tanks to prevent damage to gelcoat finish by rubbing and rust bleeding from metal tanks.

On other models that require the use of portable fuel tanks or if a portable fuel tank is to be used as an auxiliary tank, it is reccomended that the portable fuel tank be chocked or secured so as to prevent movement of the tank.

Permanent fuel tanks are installed standard in the 16' Santee Deluxe, 16' Cape Fear, 16' Waccamaw, 17' Offshoremen, 17' Offshore Fisherman and 17' Southporter models.

On the center console models 16' Cape Fear, 17' Offshoreman and 17' Offshore Fisherman, the fuel tanks

are located in the lower area of the center console and the fill access is located on top of the console in a recessed area. The recessed area also contains a drain which is connected to a hose and thru hull fitting in the transom to provide overboard drainage of fuel feed-back when filling the tank. The recessed area also contains the tank vent.

On the side console 16' Santee Deluxe, the fuel tank is located in the lower section of the driver console. In dual console walk-thru models 16' Waccamaw and 17' Southporter, the fuel tank is located in the lower area of the port console. The fuel fill is located on the outside of the console and is designed to allow any fuel feed-back to flow overboard. On 16' Waccamaw and 17' Southporter models, optional fuel tanks are available. When so equipped, the optional fuel tanks are located in the lower section of the starboard console and occupy the space normally provided as storage. The optional fuel tank fill is located on the outside of the starboard console and is designed to allow any fuel feed-back to flow overboard.

CAUTION! LEAKING FUEL IS A FIRE AND EXPLOSION HAZZARD. INSPECT FUEL SYSTEM AT LEAST ANNUALLY. DO NOT DRILL OR INSTALL SCREWS INTO FUEL TANK COMPARTMENT AS THIS MAY PUNCTURE OR RUPTURE FUEL TANK OR HOSES.

On Hammerhead 198 and 220 models, the standard fuel tank has its own compartment below deck. These tanks are foamed into place. Access hatches for the fuel tank compartment are provided (forward and aft) to allow access to and inspection of fuel fill and vent hoses as well as pick-up hoses and sending unit. On the Hammerhead 198 models, the fuel fill and vent are located on the port transom. On the Hammerhead 220 models, the fuel fill and vent are located on the starboard side amidship. CAUTION! LEAKING FUEL IS A FIRE AND EXPLOSION HAZZARD. INSPECT SYSTEM AT LEAST ANNUALLY. DO NOT DRILL OR INSTALL SCREWS INTO FUEL TANK COMPARTMENT AS THIS MAY PUNCTURE OR RUPTURE FUEL TANK OR HOSES.

ELECTRICAL AND WIRING

Navigation lights are provided as standard equipment on each model offered by McKee Craft.

On all 14' models, PVC pipe is installed in the foam core compartment during manufacturing for running wiring to lights and driver console. The wiring harness for all 14' models includes an in-line fuse and light switch.

On all 16' and 17' models, copper tube is provided in the foam core compartment from the bulkhead below the center console floor panel to the bow light for running wires to the bow light. Other wires in the wiring harness are normally run below the floor panel into the console and to the stern of the boat. The 16' Santee Deluxe comes standard with fuel gauge, on/off switch to read gauge and switch for lights and in-line fuse. Other 16' and 17' models with standard fuel tank come standard with panel that includes fuel gauge, switch to read fuel gauge, light switch plus 2 accessory switches. An in-line main fuse is included plus each switch has a seperate in-panel fuse. Toggle switches are protected by a rubber boot to reduce the possibility of water entry into switch.

On Hammerhead 198 and 220 Center Console models, PVC tubes are provided in the top of the fiberglass stringers for running wires as well as controls. On Hammerhead 198 & 220 WT and 220 WA model, wiring is run under the starboard gunwale. The switch panel on all models contain switches for standard features as well as switches for available accessories. Each switch is individually fused on the panel. A master switch is also provided in the panel.

DEPTH GAUGE/FISH FINDER INSTALLATION

Depth gauges may be installed on any model and will assist in navigation as well as fish finding.

Installation on all 14', 16' and 17' models requires

a transom mounted transducer. Through the hull transducers will not perform because of the foam core construction.

The transducer must be mounted flush with the bottom of the boat and in an area where a clear and even flow of water comes off the transom. Be sure to locate the transducer in an area that will not be affected by water flow from a spray strake. Good results require a smooth flow of water over the transducer face. If there is a space between the transom and transducer it may be necessary to fill this space with something such as marine compound. Consult the manufacturer's instructions.

Place a straight edge along the bottom of the hull. Position the face of the transducer down, allowing it to touch the top of the straight edge. Secure the transducer bracket to the transom with stainless sheet metal screws. There is wood in the full transom for securing screws. The use of a marine sealing compound to bed the transducer bracket and screws will strengthen the installation.

Location on the console for the depth gauge will be influenced by the size of the depth gauge and the limited amount of space available on the console as well as other equipment you may have. Before making the permanent installation, choose a temporary location and turn the unit on. Operation of the depth gauge can influence compass readings. If possible, try to locate the depth gauge so that it does not influence compass reading. If console space does not permit adequate seperation of the depth gauge and compass to prevent interference, make note of the deviation for future reference.

RADIO INSTALLATION

Marine radios - C.B. or V.H.S. - should be installed in a location that provides protection from the weather and spray. On some models this will require special shelves or brackets inside the console. Brackets may be hung from the interior of the con-

sole or a custom shelf made for the console interior. Many models come with built-in console compartments for radio and other electronic installation.

Location of antennas will depend on your model. Antennas may be mounted on the console but can interfere with the use of canvas unless the short type antenna is used. Use of the short antenna will reduce range. Antennas may be mounted on the transom, on the top of the gunwale or on rails with the use of rail mounting bases. Antennas mounted to the console should use a backing plate and thru bolts and locking washers with aircraft locking nuts. A secure mounting is required because the antenna is subject to a constant whipping motion. Check with your electronics supplier for additional information.

HULL ATTACHMENTS

When adding accessories to your boat, particularly custom accessories, you should check with your dealer or the factory before installation.

CAUTION! DO NOT INSTALL PLUG-IN STYLE PEDESTALS OR THRU GUNWALE ROD HOLDERS.

For your safety and that of your passengers, it is important that accessories subject to stress, such as seats, rails, consoles, etc. should be attached only in areas that have wood reinforcement. Consult the wood location diagram.

BOW EYE/LIFTING EYE and SKI EYES

All McKee Craft boats except Hammerhead 220 WA are equipped with Bow Eye/ Lifting Eye which is through bolted. The bow eye should be used for towing and securing the boat to the trailer. The inside lifting eye is suited for tying up. The lifting eye may also be used with the ski eyes in the transom for lifting the boat or when the use of a davit or other lifting devise is desired. When lifting the bow of

Hammerhead 220 WA, the use of a belly strap is required. When you have questions, always check with your dealer, the factory or your supplier.

CAUTION! WHEN LIFTING YOUR BOAT, USE SHACKLES IF NECESSARY TO ALLOW LIFTING HOOKS TO MOVE FREELY IN THE LIFTING EYES. AVOID HOOKS THAT ARE TOO LARGE FOR THE EYES TO ACCOMMODATE. WHEN USING A SINGLE POINT LIFT SYSTEM, ALLOW ADEQUATE HEIGHT CLEARANCE ABOVE THE GUNWALE TO PREVENT DISTORTION AND DAMAGE TO THE LIFTING EYE AND SKI EYES.

CLEATS and HARDWARE

Cleats, rails and rail fittings, fasteners and much of the hardware are stainless steel. Cleats are designed for securing light loads and are not to be used for towing or as a long term tie up. If mooring, the bow eye and ski eyes should be used.

TRAILERING

In choosing a trailer for your McKee Craft, several factors should be considered.

Trailer capacity should take into consideration the weight of the boat, engine, fuel, battery and accessories. The trailer should be of sufficient width to allow your boat to fit between the fenders. This will lower the center of gravity as well as allow for easier unloading and loading.

The drive-on or padded bunk style trailer works best for most applications. This style has center keel rollers to support the boat weight on the keel and padded bunks to stabilize the boat on the trailer. The all-roller type trailers may be used with your McKee. Your McKee has a heavy glass laminate in the bottom hull to support the rollers. If you select an all roller trailer, it is important that the rollers be properly adjusted to allow even weight distribution on all rollers. Keep all rollers lubricated with a waterproof grease. This will make loading and unloading much easier.

Other things to consider for your trailer may include bearing buddies or grease fittings for your wheel hubs. A cat walk on your trailer chassis will add greatly to the convenience of loading and unloading your boat. If not equipped with a cat walk, one can easily be added using two-by twelve plank. Always avoid submerging the wheel bearings when loading and unloading your boat. When securing tie down straps, it is important to prevent contact of metal hooks and clamps with the surface of the boat. Be sure to provide padding to prevent chafing of the gelcoat.

Selecting the proper trailer for your boat will add to your boating pleasure. The trailer should be adjusted to your boat. The winch stand should be adjusted to allow the bow stop to be positioned just above the bow eye and the winch cable just below the bow eye. This arrangement will provide additional security in the event you have to make a panic stop.

CARE AND MAINTENANCE

Your boat and its equipment and accessories require periodic care and maintenance to insure safe operation and enjoyable use. With proper care and maintenance, your boat will provide you with many years of dependable use.

GELCOAT. Gelcoat is the durable outer cosmetic skin of the boat and consist of a durable layer of pigmented resin. It makes routine maintenance relatively simple and easy. Gelcoat should be cleaned with mild household detergent or boat soap and rinsed thoroughly. Always rinse the boat with fresh water after use. Using a boat wax or good automotive wax at least two or three times a year will protect the boats surface and maintain the smooth glossy surface. Do not apply wax to surfaces that are walked on such as the non-skid areas because they will become very slippery when wet. Use of a scrub brush will help in cleaning the non skid areas.

With time and use, gelcoat can scratch, chip, crack or blister. Usually these are cosmetic conditions that can be easily repaired and do not affect the structure. Gelcoat may be obtained from your dealer or McKee Craft.

BOTTOM PAINT. When any boat is left in fresh or salt water for more than a few days, it should have the gelcoat surface protected by antifouling paint. This will protect the gelcoat from possible blistering and retard marine growth.

CAUTION! NEVER LEAVE YOUR BOAT IN THE WATER FOR EXTENDED PERIODS WITHOUT BOTTOM PAINT.

Your dealer can assist you in selecting the type of bottom paint that is most effective in your area. Apply the bottom paint in accordance with the paint manufacturers specific instructions. Most suppliers of bottom paint reccomend etching or other special surface preparation before painting.

Because of the variety of engine combinations and individual equipment available on each model, the best method of determining the water line on your boat is to launch the boat and mark the water line at the stern and the bow. Bottom painting an extra two to three inches above the actual water line will prevent water scum marks from appearing on the gelcoat.

TEAK CARE. Because of its natural beauty and durability, McKee Craft uses teak appointments on most models. With repeated or continuous exposure, teak will turn gray. You can return the teak to its natural color by cleaning with detergent or special teak cleaner and re-oil with teak oil.

STAINLESS STEEL. Most of the metal components on your boat such as rails, cleats, ski eyes, bow eye and fasteners are made of stainless steel. Stainless steel is strong, durable and corrosion resistant, but it does require periodic maintenance. Keep all stainless items clean of surface dirt and

grit. A brownish corrosion may occur in crevices from build-up of dirt where the fastener attached the stainless component or from a surface scratch in the stainless. Use a metal polish or wax compound with soft bristle brush or cloth and remove the corrossion. Apply a metal protectant or wax to the surface of the stainless and wipe with soft cloth. This will leave a protecting film on the surface and make future maintenance easier. Repeat this step frequently to prevent corrosion from forming.

CAUTION! WAXED OR POLISHED METAL SURFACES CAN BECOME VERY SLIPPERY WHEN WET.

CANVAS CARE. Use the following list as a guide in maintaining your canvas:

1. Occasionally wash your canvas with warm water and mild detergent such as dish washing detergent to remove dirt. Scrubb stains with soft brush.

2. Before storing canvas, dry thoroughly to prevent mildew.

3. Use petroleum jelly frequently to lubricate metal snaps and studs. Use a paraffin wax to lubricate zippers as needed.

BOAT STORAGE

For winter storage or extended periods when you will not be using your boat, the following should be performed:

1. Perform the proceedures outlined in your engine owners manual for winterizing and storage. Follow these instructions to insure your engine is properly prepared to survive winter conditions.

2. Wash and wax your boat before storing. Remember, removing any marine growth from the bottom is much easier to do as soon as the boat is removed from the water.

3. Store on a trailer or cradle with the bow elevated and remove all drain plugs to allow proper drainage and ventilation.

4. Fuel tanks should be filled. Add dry gas to prevent moisture build-up.

5. If you will be covering your boat with a custom mooring cover, be sure to properly support the cover with bow and stern poles in the pockets provided in the covers.

OPERATION OF STANDARD EQUIPMENT and ACCESSORIES

LIGHTS. All models come standard with running lights which include Bow and Stern Light with control switch. The control switch will be a three position switch, either push pull or toggle type. The three positions are as follows:

1. OFF POSITION. Lights do not burn.
2. RUNNING POSITION. Bow AND Stern lights burn.
3. ANCHOR POSITION. Only Anchor light burns.

FUEL GAUGE. Models that come with standard built-in fuel tanks also come with a fuel gauge and On/Off Switch as standard equipment. Moving the switch from Off to On permits a reading on the fuel gauge of the approximate fuel level in the tank.

Models that are equipped with an optional second tank are also equipped with a single fuel gauge and a three position toggle switch. The center position is Off. Moving the toggle switch to the left will permit a reading on the gauge of the approximate fuel level of the Port (left) fuel tank. Moving the toggle switch to the right will permit a reading on the gauge of the approximate fuel level of the Starboard (right) fuel tank.

CAUTION! TO PREVENT DISCHARGE OF BATTERY, ALWAYS RETURN THE FUEL SWITCH TO OFF POSITION.

BILGE PUMP. A bilge pump with automatic float switch

is standard on the Hammerhead 198 and Hammerhead 220 Models and an available option on all other models. Models that come factory equipped with a bilge pump also are equipped with an automatic float switch and a three position toggle switch. The three positions of the toggle switch are:

1. Off. Pump stopped.
2. Run. When switched to the Run position, the pump motor operates continuous.
3. Auto. When switch is in Auto position, operation of the pump motor is controlled by the automatic float switch. The automatic float switch is located near the bilge pump. When the water in the bilge reaches a certain level, this causes the float switch to rise and thus activates the bilge pump. Once the water level in the bilge area has been pumped down, the auto float switch shuts the pump off.

CAUTION! CLEAN BILGE COMPARTMENT OFTEN TO PREVENT DEBRIS BUILD-UP WHICH CAN PREVENT FLOAT SWITCH FROM SHUTTING PUMP OFF AND THUS DRAINING BATTERY.

AERATED LIVEWELL - 14', 16', 17' Models. Aerated livewells are standard on some models and an available option on others. On 14', 16' and 17' models equipped with a livewell, the following is a guide tor its use and operation:

1. To fill livewell, boat must be in water at a stopped position. Insert drain plug in livewell drain and activate livewell pump switch which is located in console panel. The livewell outlet has an adjustable spray head to allow control of the volume of water entering the livewell.

CAUTION! LIVEWELL PICK-UP IS LOCATED ON TRANSOM AND DOES NOT ALLOW WATER PICK-UP WHILE BOAT IS ON PLANE.

2. To drain the livewell, move the livewell pump switch to the OFF position and remove the livewell drain plug.

CAUTION! ALWAYS CLEAN LIVEWELL AFTER USE TO PREVENT ODOR.

AERATED LIVEWELLS - HAMMERHEAD 198 and 220 MODELS. Below deck livewells are standard equipment on all Hammerhead 198 and Hammerhead 220 models. Operating proceedures for the Hammerhead models are as follows:

1. Livewell may be filled with boat at stopped position or while boat is under way since these models have a "positive" water pick-up on the bottom of the hull. Install drain plug in livewell and open adjustable livewell outlet. Move livewell switch, which is located in console panel, to ON position. Once the livewell has filled, adjust the spray head to the desired volume.

2. To drain the livewell, turn the console switch to the OFF position, close the livewell outlet and remove the livewell drain plug. Because the livewell drain plug is below the water level, the water which is drained from the livewell is picked up by the bilge pump and discharged overboard.

CAUTION! AFTER DRAINING THE LIVEWELL, BE SURE TO REINSTALL DRAIN PLUG IN LIVEWELL DRAIN. ALWAYS CLEAN LIVEWELL AFTER USE TO PREVENT ODOR.

RAW WATER WASH DOWN SYSTEM. Standard on the Hammerhead 220 models, a raw water wash down system is an available option on the Hammerhead 198 models. The system comes with a flat 25' water hose and spray nozzle. The wash down system is integrated with the aerated livewell system in that a single pump feeds both systems. The control switch is located on the console panel and must be in the ON position to operate. The water outlet location for connecting the wash down hose is at the rear port side. To attach the wash down hose, move switch to OFF position and remove the outlet cover and make connection. NOTE! BECAUSE THE WATER PICK-UP IS LOCATED ON THE BOTTOM, THERE WILL BE PRESSURE IN THE LIVEWELL/WASH DOWN SYSTEM WHEN THE BOAT IS ON A PLANE AND SWITCH IN OFF POSITION.

OWNER INFORMATION

OWNERS NAME _____

ADDRESS _____

_____

BOAT MODEL _____

SERIAL NO. _____

DEALER NAME _____

ADDRESS _____

_____

PHONE NO. _____

ENGINE MAKE _____ HORSEPOWER _____

SERIAL NO. _____

TRAILER MFG _____ MODEL _____

SERIAL NO. _____ CAPACITY _____

	L.O.A.	Beam	Draft(1)	Boat Wt. (Std.)	Max Wt. (2) Persons & Gear	Swamped Capacity (3) Person Capacity	Max. H.P. (4)	Min. H.P. (5)	Transom Height
14' Bare Hull	14'0"	67"	7"	605	940	1800	5	40	25	20"
14' CC Fisher	14'0"	67"	7"	665	870	1750	4	65	25	20"
14' Custom Deluxe	14'0"	67"	7"	665	870	1750	4	65	25	20"
14' Angler	14'0"	67"	7"	665	870	1750	4	65	25	20"
14' Aruba	14'0"	67"	7"	665	870	1750	4	65	25	20"
16' Bare Hull	16'0"	77"	9"	1075	1600	2650	6	115	60	20"
16' CC Fisher	16'0"	77"	9"	1100	1600	2650	6	115	60	20"
16' Santee Deluxe	16'0"	77"	9"	1100	1600	2650	6	115	60	20"
16' Cape Fear	16'0"	77"	9"	1170	1600	2650	6	115	60	20"
16' Waccamaw	16'0"	77"	9"	1170	1600	2650	6	115	60	20"
17' Bare Hull	17'4"	86"	10"	1300	1770	3300	8	160	75	20", 25"*
17' Offshoreman	17'4"	86"	10"	1480	1770	3300	8	160	75	20", 25"*
17' Offshore Fisherman	17'4"	86"	10"	1480	1770	3300	8	160	75	20", 25"*
17' Southporter	17'4"	86"	10"	1480	1770	3300	8	160	75	20", 25"*
20' Hammerhead 198 CC	19'8"	96"	12"	2400	2200	4000	10	225	150	25"
20' Hammerhead 198 WT	19'8"	96"	12"	2400	2200	4000	10	225	150	25"
22' Hammerhead 220 CC	23'11"	96"	12"	2865	3295	5000	12	300	175	25"S, D**
22' Hammerhead 220 WT	23'11"	96"	12"	2865	3295	5000	12	300	175	25"S, D**
22' Hammerhead 220 WA	23'11"	96"	12"	3100	3295	5000	12	300	175	25"S, D**

SPECIFICATIONS

(1) Draft w/engine tilted. May vary slightly, depending on engine size and load.

(2) BIA & Coast Guard Standards.

(3) Total weight (Persons, Motor & Gear) boat will support if filled with water

(4) 14' Bare Hull rated 40 HP without steering.

(5) Minimum HP to plane boat with light load.

* 17' Models may be ordered with 25" transom for X-long shaft engine.

**22' Models come standard with transom cut for dual 25" X-long engines. Single engine requires transom to be cut.

McKEE Craft

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Fairmont, NC 28340