

2300 Tournament Owner's Manual

Model Year 2027



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2300 Tournament Specifications

L.O.A.....23' 06"

BEAM.....8' 04"

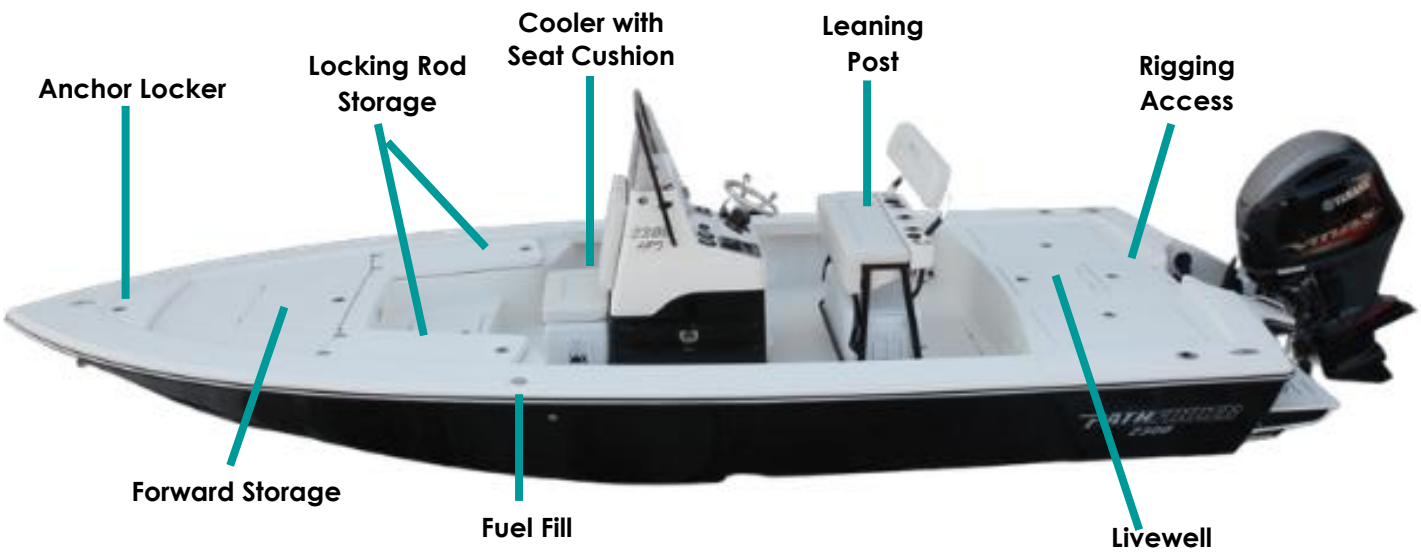
DRAFT.....12"

WEIGHT W/ ENGINE.....3,075 LBS.

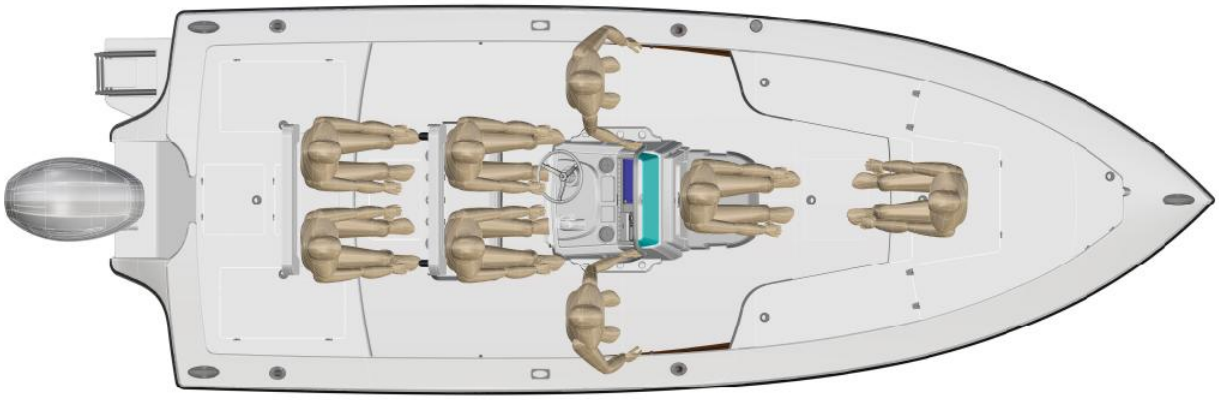
FUEL CAPACITY.....61 GAL.

MAXIMUM H.P.....300

MAX CAPACITIES.....8 PERSONS OR 1,500 LBS.



DESIGNATED OCCUPANT POSITIONS



Pre-Operation Checklist

We recommend you print this document and store it at the helm station.

Boating Safety Checklist

MUST HAVE ITEMS
As Required By Regulation

Personal Flotation Devices (Life Jackets)

- ☐ Type I, II, III, or V for **each person onboard** (Wearable)
- ☐ One Type IV (Throwable)
  Not Required on Non-Powered boats under 16'

Fire Extinguishers

Choose One	Boats w/out Fixed System		Boats w/ Fixed System
☐ Boats <26'	1 Size BI	- OR -	Fixed System
☐ Boats 26 - <40'	2 Size BI*	- OR -	Fixed System + 1 Size BI
☐ Boats 40 - 65'	3 Size BI*	- OR -	Fixed system + 2 Size BI*

* One Size BII may be substituted for Two Size BI Extinguishers

Visual Distress Signals (VDS)

Choose One

- ☐ Combination Day/Night VDS (Flares or Flare Gun)
- ☐ Daytime VDS (Flags, Smoke Signal)
  AND
  Nighttime VDS (Automated SOS Light)

Sound Signals

- ☐ Horn or Whistle
- ☐ Bell (Not required for vessels under 12m)

Ventilation (Boats with Gasoline Systems)

- ☐ Natural Ventilation
- ☐ Powered Ventilation

Backfire Flame Control

- ☐ Backfire Flame Arrestor (Gasoline Engines except outboards)

- The above represents minimum USCG Safety Requirements on-board vessels.
- Other Requirements may be necessary to comply with state laws.
- This is not intended to be an all-inclusive list but rather a baseline of items to make your boating adventure safe and fun.
- For Vessels over 65' refer to 33CFR 25.30-20 or ABYC A-4.

YOUR BOATING DOLLARS AT WORK

Produced under a grant from the Sport Fish Restoration and Boating Trust Fund, administered by the U.S. Coast Guard.

ABYC Boating Safety, Built In

Boating Safety Checklist

Recommended Items

Items in Red May be Required in Some States

Boats on Inland Waters
Everything on Required List PLUS:

- ☐ First Aid Kit
- ☐ Anchor with Sufficient Line
- ☐ Bailing Device
- ☐ Sun Protection
- ☐ Alternate Propulsion (Paddles, Oars)
- ☐ Boating Safety Education/ Certificate
- ☐ Watersports Flag (Skier Down/Diver Down Flag)

Boats on Nearshore Waters
Everything Above PLUS:

- ☐ Extra Food & Water
- ☐ Float Plan
- ☐ Compass
- ☐ VHF Radio
- ☐ GPS/Chartplotter
- ☐ Depth Finder
- ☐ Charts
- ☐ Spare Tool Kit

Boats on Offshore Waters
Everything Above PLUS:

- ☐ EPIRB
- ☐ Life Raft
- ☐ Searchlight
- ☐ List of CPR Instruction
- ☐ Radar
- ☐ Radar Reflector
- ☐ Shore Landing Craft (Tender)
- ☐ Man-Overboard Recovery Gear
- ☐ AIS
- ☐ Sea Drogue
- ☐ Safety Knife
- ☐ Weather Information System
- ☐ Radio Direction Finder
- ☐ Long Range Communications Gear

Boats on River Waters
Everything on Required List Plus:

- ☐ Throw Bag
- ☐ Helmet

Miscellaneous Items
Other Items That May be Recommended:

- ☐ Heaving Line
- ☐ Spare Keys
- ☐ Boat Hook/Pole
- ☐ Spare Propeller
- ☐ Extra Engine Oil
- ☐ Handheld Lead-line
- ☐ Strobe Light
- ☐ Carbon Monoxide Detector
- ☐ Extra Clothing
- ☐ Marine Hardware
- ☐ Masks & Fins (For Clearing Props)
- ☐ Storm Sails

Maintenance & Cleaning

Maintenance

Pathfinder advises owners that maintenance and repairs should be performed at an authorized Pathfinder Dealer. The following information is general in nature and should not be considered a repair manual or guidelines set forth by Maverick Boat Group.

Cleaning

Each Pathfinder boat is constructed using the finest materials and components available. However, no material is immune to the ravages of the saltwater environment. After each use, your boat should be thoroughly washed using fresh water. To avoid water spots, dry your vessel using a soft cloth. A fiberglass wax may be used to preserve the luster of the hull.

Thorough and routine cleanings of your stainless fittings are required to maintain their appearance. After each use of your boat, clean stainless fittings using fresh water and a mild soap. Dry fittings completely. A wax or polish may be applied after cleaning. Any rust must be removed as soon as possible to prevent irreversible damage to your vessel and/or its components. A light coat of lubricant on metal railing, screws and electrical connections will help prevent electrolysis. The same holds true for your trailer. Refer to page 29 for upholstery care and cleaning instructions.



Aquatic Invasive Species (AIS)

Aquatic invasive species (AIS) are plants and animals that occur in waters in which they are not native and whose introduction causes or is likely to cause economic or environmental damage or harm to human health. AIS have a negative impact on the waterway, its native species, and recreational and commercial uses of the waterway.

As responsible boaters and citizens, each boat owner should do their part to prevent the spread of these aquatic hitchhikers. In many cases, it is also required by law. Check local regulations for any waterway where you will boat.

After each boating trip, follow these three simple steps before you leave the water access to stop the spread of AIS: Clean, Drain, and Dry. This is the boater's way to help protect the environment from the damage that AIS can cause.



Clean

Inspect and remove all aquatic plants, animals, mud, and debris from the boat, engine, trailer, anchor, and any watersports equipment.

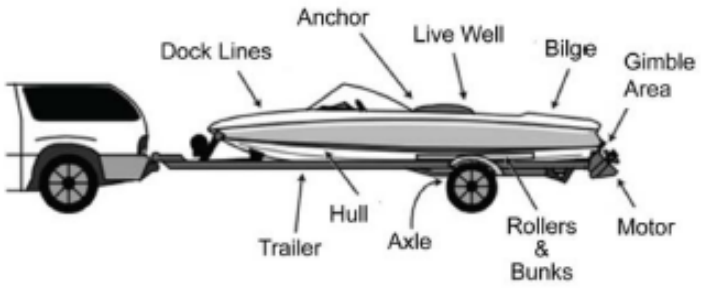
Rinse, scrub or wash, as appropriate, away from storm drains, ditches, or waterways.
Rinse watercraft, trailer, and equipment with hot water, when possible.
Flush motor according to owner's manual.

Drain

Completely drain all water from the boat and its compartments, including but not limited to the bilge, wells, lockers, ballast tanks or bags, bait containers, engines, and outdrives.

Dry

Allow the boat to completely dry before visiting any other bodies of water.



NOTE: Some localities may require inspection or decontamination before and/or after launching. Check state and local laws and regulations for requirements prior to traveling to go boating.

Engine Break-In Period

Engine Break-In Period

New engines require a period of break-in to allow the surfaces of the moving parts to mate evenly. Different engines require different break-in periods and methods. For instructions on break-in methods, refer to your Yamaha Engine Owner's Manual for the correct break-in procedures and times for your model engines.

Engine Stop Switch

If activated, the spring-loaded engine stop switch will automatically shut down the engine during emergency situations to prevent uncontrolled or unattended operation. Certain emergency conditions (e.g., turbulent water, wakes, unanticipated movement) may impair a person's ability to operate the craft safely. The switch, located on the helm, must have the safety lanyard attached at its base. This activates the protective shutdown circuitry.



Yamaha Engine Stop Switch

Securely attach the other end of the lanyard to the operator of the boat. If the operator moves, falls or is at an unsafe distance from the steering wheel, tension on the lanyard will pull it from the switch. When the lanyard is removed, the engine stop switch is released and automatic engine shutdown occurs.

DANGER:

An engine stop switch system that is not used or does not function properly can cause death or serious injury. DO NOT operate the boat if the engine stop switch system does not function properly. Go to a Pathfinder Dealer to have this resolved immediately.

The lanyard should be securely attached to the boat operator at all times that the engine is on.

Switch Panel & Helm

Switch Panel & Helm



Helm & Switch Panel

At the helm of your Pathfinder, you have a main switch panel, which is located above the steering wheel. This panel controls your lights, horn, accessories, livewell, and your bilge. The bilge switch is an on-demand switch to run your bilge pump and is used as a backup in case the float indicator in your bilge pump becomes clogged.

To the right of the steering wheel, you have your two trim tab switches, which are standard on the 2300 Tournament. The boat also comes standard with a compass mounted on top of the console.

Gauges

The instrument panel on your Pathfinder 2300 Tournament is composed of one Yamaha digital gauge and a series of dual activation switches. The switches come with accessory plug-ins for wiring additional electronics, pumps or electrical circuits.

Yamaha's CL5 gauge comes standard on your new Pathfinder with the selection of a Yamaha motor. The Yamaha CL5's main screen is equipped to read out the vessel's speed, RPM, GPH, MPG, and a variety of vessel health items. The CL5 also has a multitude of features and information that can be accessed through the gauge's menu. For more information on the specifics of your Yamaha gauges, see your Yamaha owner's manual.



Yamaha CL5 Gauge

Navigation Lights

Your Pathfinder 2300Tournament is equipped with port and starboard navigation lights and an anchor light. Navigation and anchor lights should not be modified, and additional lights should not be added such that they diminish the visibility of navigation lights or could be confused with navigation lights. Both navigation and anchor lights come labeled with an expiration year in which the lights need to be replaced by. Reach out to your local dealer or the manufacturer to replace lights.

- Navigation Lights
    - Part number: 43010100
    - Expiration Year: 2043
- Anchor Light
    - Part number: 43029010 standard; 43029610 with Hardtop, T-Top, or Second Station
    - Expiration Year: 2043

Pathfinder Duffel Bag

Along with your boat, you received a Duffel Bag with your new Pathfinder. Inside the Duffel Bag are the following items:

- Large Livewell Standpipe
- Short Livewell Standpipe
- 1.5” Livewell Pacifier Plug
- 2 Glove Box Keys
- Various Accessories Manuals

Fuel-Water Separator & Drain

Fuel-Water Separator



Fuel-Water Separator

Each Pathfinder 2300 Tournament is equipped with a fuel water separator to ensure maximum performance and protect the outboard engine from contaminated gasoline. The fuel separator is a metal, cylindrical unit secured to the transom section of your starboard aft rigging box.

The fuel separator can be checked by removing it from the mounting bracket in the rigging locker and dumping it into an approved waste collection device. If there appears to be an excessive amount of water, the filter component should be changed. See your authorized Pathfinder dealer for replacement parts.

Maintenance Note: Yamaha recommends replacing the 10-micron fuel filter on new boats after the first 10 hours or 1 month of operation and every 50 hours or every 6 months thereafter. In areas of high humidity where water in fuel supplies is a problem or extensive engine operation occurs, more frequent replacement may be necessary.



Drain Plug

The garboard drain plug is the small metal plug located at the lowest point on the hull, at the bottom of the transom right above the keel. The drain has been designed so that it can be loosened by hand while the hull is out of the water for draining. This allows the plug to stay in contact with the surrounding frame so you'll never misplace or lose it. You can completely remove the insert by pulling back and continue turning in a counter-clockwise motion. It is manufactured with a rubber seal in place to ensure your bilge is watertight. Always make sure before putting the boat in the water that this plug is hand tightened firmly. Excess water in the bilge may be an indication of a problem with this plug or the automatic bilge pump.

Bilge

Bilge

The bilge of your Pathfinder should always be checked before and after a launch. While checking the bilge, note that a small amount of water in the bilge is normal. However, a large amount of water or any signs of fuel or oil requires immediate attention. **If such a situation exists, the boat should be taken to a certified marine technician immediately. Never pump fuel or oil overboard while your boat is in the water.**



Bilge Pump is Mounted to ABS Plastic

Large quantities of water in the bilge may be an indication of a leak or that the bilge pump and/or automatic float switch is not functioning properly due to a jam, clog or electrical issue. The automatic float switch is wired to the 24-hour side of the battery switch through the "BILGE" breaker on the battery switch panel. When functioning properly, the float switch activates the bilge pump to pump water overboard once water in the bilge reaches a level that submerges the switch.

If the bilge pump does not come on when the float switch is submerged, attempt to manually turn it on through your switch panel. If the bilge pump comes on and evacuates the water, it is clear that the float switch is not functioning properly. If the bilge pump does not come on via the switch panel, check the breaker on the battery switch panel to see if a breaker has been tripped. If the breaker has been tripped, reset it and turn the switch on again, listening for the bilge pump to turn on. Additionally, the automatic float switch has an independent fuse located by the batteries.

If the bilge pump fails to turn on, turn the battery switch to the OFF position, then unhook the bilge pump from its cradle by pressing down on the blue tabs on the cradle

and gently turning the top of the pump. You will feel the pump release from the cradle. The entire bilge pump and wiring should release from the cradle. After removing the pump, check the underside and impeller areas for miscellaneous items that might clog the pump. If any obstructions are present remove the debris and set the pump back into the cradle. Once set back in the cradle, press the blue tab down and rotate the pump until you feel it snap back in place. Once this is completed you can try to turn the pump on again.

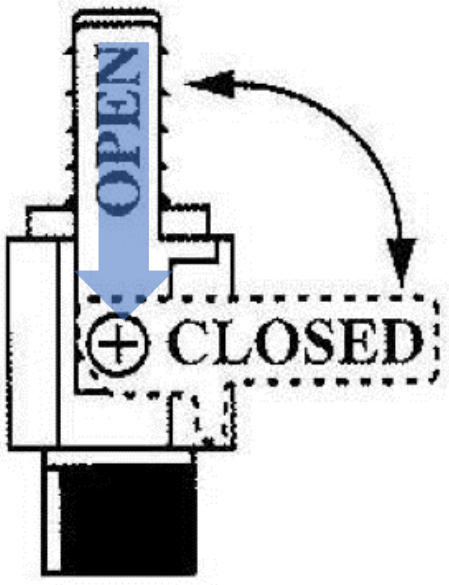
If the bilge pump still does not turn on, it likely needs to be replaced. It is not recommended to use your boat if the bilge pump and/or float switch are not functioning properly.

Note: Your bilge pump is equipped with an anti-airlock nozzle that exhausts any air that may cause the pump to air lock. It is normal to see mist or spray escaping while the pump is running as it is still functioning properly.

Systems

Ball Valves

Ball valves can be used to serve several purposes. They allow seawater to enter the boat, in the case of livewells, and they also act as a safeguard to stop water from entering. To tell which position a ball valve is in, open or closed, look at the valve and determine the direction of flow. When the ball valve handle is in the same position as the direction of flow, the valve is in the "OPEN" position. When the ball valve handle appears to cross the direction of flow, the valve is in the "CLOSED" position.



2300 Deck Drain System

The deck drain system is equipped with 1 1/2" thru hull fittings through the aft port and starboard hull sides. These fittings have to be installed lower than the drains in the cockpit floor so that gravity will allow the cockpit to drain free of water. This puts these fittings very close to the water line of the hull. These drains are rigged with ball valves

that can be opened and closed to control the flow of water. The ball valves can be accessed through the pie eyes on the port starboard side of the transom. In the open position, these ball valves will allow water to flow freely from the cockpit, thus making the boat "self-bailing". When closed, no water will be allowed to travel to or from the cockpit.

2300 Livewell Pump Assembly

The livewell pump assembly is composed of a scoop strainer mounted to the bottom of the hull, a thru hull fitting, ball valve assembly, and the pump. As you can see, the ball valve assembly is in the "OPEN" position. This is the correct position for the operation of the livewell.



Livewell Pump Assembly in the "OPEN" Position

Backing Plates & Trolling Motor Wiring

Backing Plates

The diagram on page 26 shows all the screw-retention backing plates (trolling motor, T-Top, Leaning Post) originally placed in the deck of a Pathfinder 2300 Tournament during the construction process.

Trolling Motor/Wiring System

Your Pathfinder 2300 Tournament comes standard with a 36V trolling motor wiring system. A trolling motor mounting plate was built into the bow of your Pathfinder during the manufacturing process. To attach a trolling motor, please go to your nearest Pathfinder dealer. All trolling motors should be attached by drilling through the mounting plate with a 13/64" drill bit and 1/4" tap and using 1/4" #20 machine screws. The plate is designed to accommodate the mounting patterns of all trolling motor brands on the market currently. See page 25 for optional trolling motor system with battery charger and wire routing.

Battery Switch and Breaker Panel

Battery Switch and Breaker Panel

The battery switch and main breaker panel is located in the glove box. The top 50-amp breaker is the main power for the boat, which feeds the switch panel on the helm and its associated accessories along with engine power. The 7-amp breaker below that is for the bilge and the remaining two 15-amp breakers are for adding additional accessories. Between each breaker and its label there is a small LED light which will be illuminated if that breaker and its corresponding system is receiving power. When the battery switch is on the “off” position, only the light for the bilge should be on, as the bilge pump and float switch are wired directly to the batteries so that they remain operational at all times. (refer to page 10 for bilge pump instructions). When the boat is not in use, it is recommended to leave the battery switch in the off, “0’, position to ensure that the main battery is not drained over the long term by minor current flows.



Battery Switch

Your Pathfinder is rigged at the factory so that the primary battery or "house battery" is tied to setting “1” on the battery switch. When the switch is in this position, your main breaker LED light should be illuminated. If that is not the case, determine if the breaker has been tripped by pressing in the right side of 50-amp switch labeled with the “I”. This will close the circuit and should result in the LED light coming on. In the event there is

still no main power, this could be an indication of a dead battery, loose connection from this battery to the battery switch, or the need for a new 50-amp breaker.

All Pathfinders are rigged standard with a 36 volt trolling motor wiring system. The battery switch allows for pulling from one of the trolling motor batteries or a secondary battery to supplement or totally replace the house battery. In the event that there is not enough power to crank the engine from battery "1", turning the battery switch to the "1+2" position will allow you to pull power from both batteries simultaneously. If this is required to start the engine, it is recommended to change the switch back to the "1" position once the engine is running so that the engine's alternator can recharge the primary battery.

Ladder & Props

Stainless Boarding Ladder

The 2300 Tournament comes with the Swim/Dive Platform mounted in the stern of the boat. This provides a stepping area while the ladder is in the up position. Once the ladder is down and in the extended position, close the lid cover for safe and secure entry and exit via the ladder. The ladder is the designed method for unassisted reboarding should the situation arise where it is necessary. When washing off your boat at the end of the day make sure to extend the ladder and wash it off as well, making sure to dry it completely before stowing. Leaving saltwater in the telescoping tubes may lead to corrosion and affect the useful life of your ladder.



DANGER:

No passenger should attempt to enter or exit the boat by the ladder or by any other means while the engine is on.

Motor

Motor selection on your Pathfinder is determined when optioning out your boat. Motor selection for the Pathfinder 2300 Tournament includes single Yamaha VF250 and F300XSB. MBG and the motor manufacturers determine the best mounting location for each motor configuration. For the VF250, the motor is mounted in the 2nd hole and on the F300 it is mounted in the 2nd and 4th hole.

Props



Engine Prop

Prop selection on your 2300 Tournament is determined by your local Pathfinder Dealer, but all props are based on recommendations from Pathfinder Boat Company and Yamaha Marine in order to give your boat maximum overall performance. The needs of your prop will determine the prop design and size that best fits your performance requirements.

For instance, a prop with a smaller pitch will increase speed out of the hole (jumping onto plane) but will produce a decreased overall speed compared to a prop with a larger pitch. Four bladed props may increase overall speed or allow the boat to run shallower, and some props can decrease cavitation at high speeds. Your individual prop needs will determine the prop design and size that best fits your performance requirements.

Always inspect the engine and prop prior to launching your boat with the engine off. Key prop issues include tangled fishing line or other types of debris, cracked blades or fluid leaking out of the seal. Look for fishing line tangled around the prop or lower unit seal. **Consult your Yamaha Owner's Manual to address these issues.**

Fuel System

Fuel System



Fuel Fill Receptacle

Your Pathfinder 2300 Tournament comes with a 61-gallon aluminum fuel cell stationed midship between the stringers just below and in front of the console. The fuel fill receptacle is on the port gunwale forward of the console. There's also a recessed fuel overflow vent on the port side of the boat just below the fuel receptacle.

We regularly pressure test each fuel system when it is initially received at the factory and until it leaves the factory as a component on a new boat. Should you experience any fuel related problems or suspect problems with the fuel system, immediately take your boat to your local Pathfinder dealer.

DANGER:

Do not smoke while filling the tank. Be sure to turn off the engines and all electrical equipment when fueling the boat to prevent accidental discharges of static electricity. Use only the recommended gasoline (see Yamaha Owner's Manual). Do not use fuels with alcohol or alcohol related derivatives that can cause marine fuel system hoses to deteriorate.

Self-Bailing Cockpit & Livewell

Self-Bailing Cockpit

The cockpit on the Pathfinder 2300 Tournament is designed to be self-bailing, meaning that all the water that comes into the cockpit will be directly drained overboard. This keeps the boat from acquiring standing water and allows the boat to drain at all times, including while the boat is docked.

Water drains out of the cockpit through the two aft cockpit drains located at each of the back corners of the cockpit. The drains run water via hoses out of the sides of the hull. None of this water is drained into the bilge. Refer to page 12 for operation of the ball valve associated with this system.

The bilge is designed to drain any water entering the inside of the hull. Livewell and cockpit drains are closed systems that flush water out the drain scuppers in the stern. All hoses are sealed and double clamped during construction. Continuous or periodic running of the automatic bilge pump may be an indication of a hose leak or break in a seal and should be investigated by a Pathfinder Dealer immediately. Refer to page 10 for further information regarding bilge pump operation and maintenance.

Livewell System

The new and improved livewell system on the 2300 Tournament keeps bait alive longer than any other system on the market. It has a dual inflow system and a unique drain system that prevents dead zones and quickly expels any harmful chemicals (such as ammonia) from the water.

The boat is shipped with the shut-off valve turned to the "off" position (at a 90-degree angle). To start using your livewell, turn the shut-off valve counterclockwise so that it is in line with the pipe to open the system to water flow. This shut-off valve is also in place in case of the unlikely event of a leak while out on the water.

Your Pathfinder 2300 Tournament comes with two standpipes and a pacifier-style drain plug to control water levels inside the livewell. The smaller standpipe is for use with crustaceans like shrimp and crabs that prefer a lower water level. The taller standpipe is for baitfish, and the drain plug is to hold water or seal the compartment. The standpipes should be placed in the hole located in the starboard aft section of the livewell. Make sure that the standpipe is firmly secured before covering the area with the plexiglass cover. Make sure that the bigger holes in the plexiglass cover are at the bottom before it is secured. Secure the cover by twisting the tabs located on both sides. On rare occasions, the livewell will not pump water even though the switch is turned on, the system is open and the livewell pump is running. If that occurs shift the throttle into reverse and back the boat several feet to purge a possible air pocket in the system. If there appears to be a clog in the drain, remove the grate and clear the top of the standpipe of any detritus.

Your boat might come with an optional recirculation system. This is a closed system that recycles the water already within the well. This system is also controlled by a switch on the switch panel and allows the boat operator to operate the livewell without an outside feed. This is ideal if you are transporting bait from different water extremes.

Note: Be sure to turn the shut-off valve to the 90-degree off position BEFORE doing any work on the livewell pump or plumbing that could potentially allow the inflow of water. Failure to do so will result in outside water entering the bilge area.

Wiring

The main breaker panel is located in the glovebox on the console. All the grounds lead to the ground terminal and then to the battery via a heavy gauge black wire.

Always use the recommended breaker/fuse amp sizes. Oversizing or using larger breakers/fuses than required can lead to electrical shorting and possible damage or destruction of the entire electrical system.

There are open slots on both the ground block and the breaker panel for additional electrical hook-ups. The accessory switches should be used for any additional hook-ups to protect the entire electrical system. All additional electrical hook-ups should be performed by a qualified marine electrician.

For your convenience and ease we have included nylon rigging strings that run through the rigging tubes and terminate in the bow. The nylon strings will allow you to easily run any additional wiring through the rigging tubes, thus protecting them from outside elements. We also run a string aft to the rigging box.

Standard Features

Trim Tabs



Trim Tab

Trim tabs are standard on the Pathfinder 2300 Tournament. We use integrated 9 X 12-inch Bennett electric trim tabs which can enhance the boat's performance. Because the tabs are electric, there is no hydraulic trim tab pump, thus eliminating the possibility for fluid leaks as with other trim tab manufacturers.

Trim tabs allow the boat operator to get the maximum performance from the boat and are also great for balancing weight in the boat and for lifting or lowering the hull to accommodate for different running situations.

Your port trim tab switch will affect the port side of the boat, and the starboard switch will affect the starboard side, although they are operating tabs on the opposite sides. For instance, lowering the port trim tab creates stern lift on the port side, thus lowering the starboard bow. Raising the starboard trim tab lowers the stern on the starboard side and lifts the port bow. Use the tabs to adjust the attitude of the boat so that it sits evenly and to raise or lower the bow to control running performance.

Lightly tap the tabs with your fingers to allow the boat to adjust in response to the tabs without a dramatic change. Once the bow has been lowered or raised to the point that the ride has been adjusted for comfort and safety, tapping individual tabs can even improve the overall effects.

Pushing on the top of the switch (Down) will lower the trim tab and force the bow down, which is important for running through heavy seas or a stiff chop. In most instances, both tabs should be lowered for an even bow down ride.

Pushing the bottom of the switch (Up) will raise the tabs and lift the bow out of the water for better running performance. To achieve the best running performance with your Pathfinder 2300 Tournament, use the engine trim in conjunction with your trim tabs to find the perfect amount of lift and a safe, comfortable ride.

In cases of severe weather or high winds, it is possible to use your trim tabs to lift the windward side of the boat to avoid spray blowing back onto the passengers. Do this in conjunction with lowering the bow to improve the overall ride.

Saltwater Wash-Down

Salt-water washdown is standard on the 2300 Tournament. The pump is located in the bilge forward of the livewell pump and is accessible through the splashwell hatch or the aft port hatch. To operate, hook a hose to the raw water receptacle in the aft section of the rod locker. Flip the switch labeled “Saltwater”. The pump will pressurize the system with raw water. Once the system is pressurized, the pump will shut itself off with an internal pressure switch and will switch itself back on as you demand water. Be careful to only spray gel coated fiberglass surfaces with saltwater and avoid all other areas. Always rinse your boat with freshwater as soon as you return to the dock or home if the boat is being trailered.

Locking Rod Storage

The Pathfinder 2300 Tournament comes standard with both forward port and starboard lockable rod lockers. These lockers allow you to safely leave your rods in the boat if you ever have the occasion to leave them unattended. They also have large openings with gas shock assisted lids that open from the back allowing for quick and safe storage and retrieval of rods.



Locking Rod Storage

Under Gunwale Rod Storage

The 2300 Tournament comes standard with under gunwale rod racks on both the port and starboard sides. These give you space to safely store an additional 4 rods for your fishing needs.

Leaning Post

The leaning post comes standard with the Pathfinder 2300 Tournament and includes a folding footrest, four rod holders, two drink holders, and cushions. A storage tray is located beneath the cushion.





Leaning Post

Cockpit Courtesy Lights

The cockpit comes equipped with four L.E.D. courtesy lights installed at the factory. On the switch panel located to the left of the steering helm, the second switch to the right operates the cockpit courtesy lights. The courtesy lights are mounted on the port and starboard sides of the console, as well as at the front of the cockpit. These lights illuminate the entire cockpit.

Jackplates

A standard jackplate has been installed on your Pathfinder 2300 Tournament to improve shallow water performance. A jackplate allows the motor to be trimmed straight up as opposed to the angled trimming of the stock engine trim motor, thus allowing more prop to remain in the water while running.

Jackplates have very specific applications and performance requirements. Before operating your boat, you should carefully review your jackplate owner's manual and your Yamaha engine manual.



Jackplate

Note: The installation of a hydraulic jackplate greatly increases the amount of stress on the back of the boat. For this reason, we recommend all boats rigged with jackplates should also have a transom saver or other transom supporting device to minimize the stress on the entire transom area. Transom supporting devices can be purchased from your local Pathfinder dealer or boating and trailer supply stores.

Optional Features

Optional JL Stereo System

If you chose the stereo option, your 2300 Tournament came with a JL Audio Stereo system Media Master 50 with four matching speakers. Please refer to the JL Audio Owner's Manual in your duffel bag for operation. Even if your boat didn't come with the stereo, it is pre-wired for four speakers in the cockpit and two speakers in the hardtop.

Power Poles

Power Poles come as an option with the Pathfinder 2300 Tournament and give the boat operator the ability to quickly and quietly stop the boat while in shallow water. Whether you want to enjoy a view, or you've stumbled upon a group of tailing redfish, the power pole will stop the boat quickly and easily. Please refer to the Power Pole owner's manual for operational and mechanical information. The 2300 Tournament comes with 6" aluminum backing plates on the transom of the boat which are built into the boat at the factory and allow for the secure installation of a power pole. Refer to the reinforcements diagram for aluminum plate locations. If you want to install a Power Pole after your boat has left the factory, please take your boat to your nearest Pathfinder dealer.



Power Pole

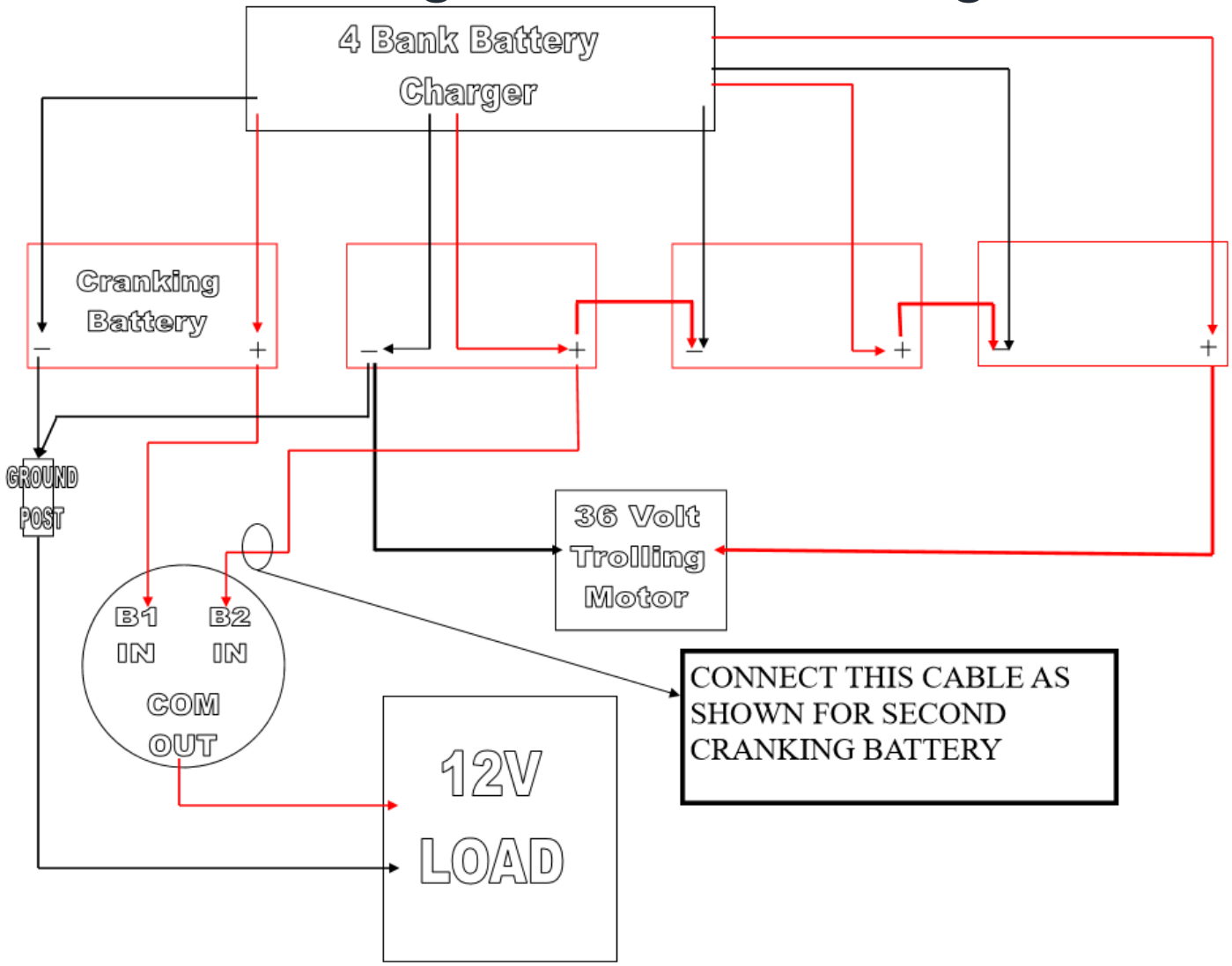
Seakeeper Ride

Seakeeper Ride is an optional trim tab system on the Pathfinder 2800 Hybrid. Seakeeper Ride is a one-of-a-kind automated Vessel Attitude Control System (VACS) that automatically adjusts the pitch and roll of the boat while underway to create a smooth ride. Like traditional trim tabs, the user can also manually lift and lower the bow of the boat and adjust roll based on sea conditions and running situations.





2300 Tournament Optional Trolling Motor with Battery Charger and Wire Routing



2300 Tournament Reinforcements

PATHFINDER ANGLER DRIVEN

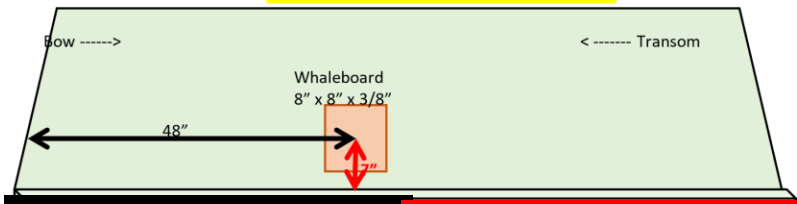
PV REINFORCEMENTS

*reference only

2300 HPS

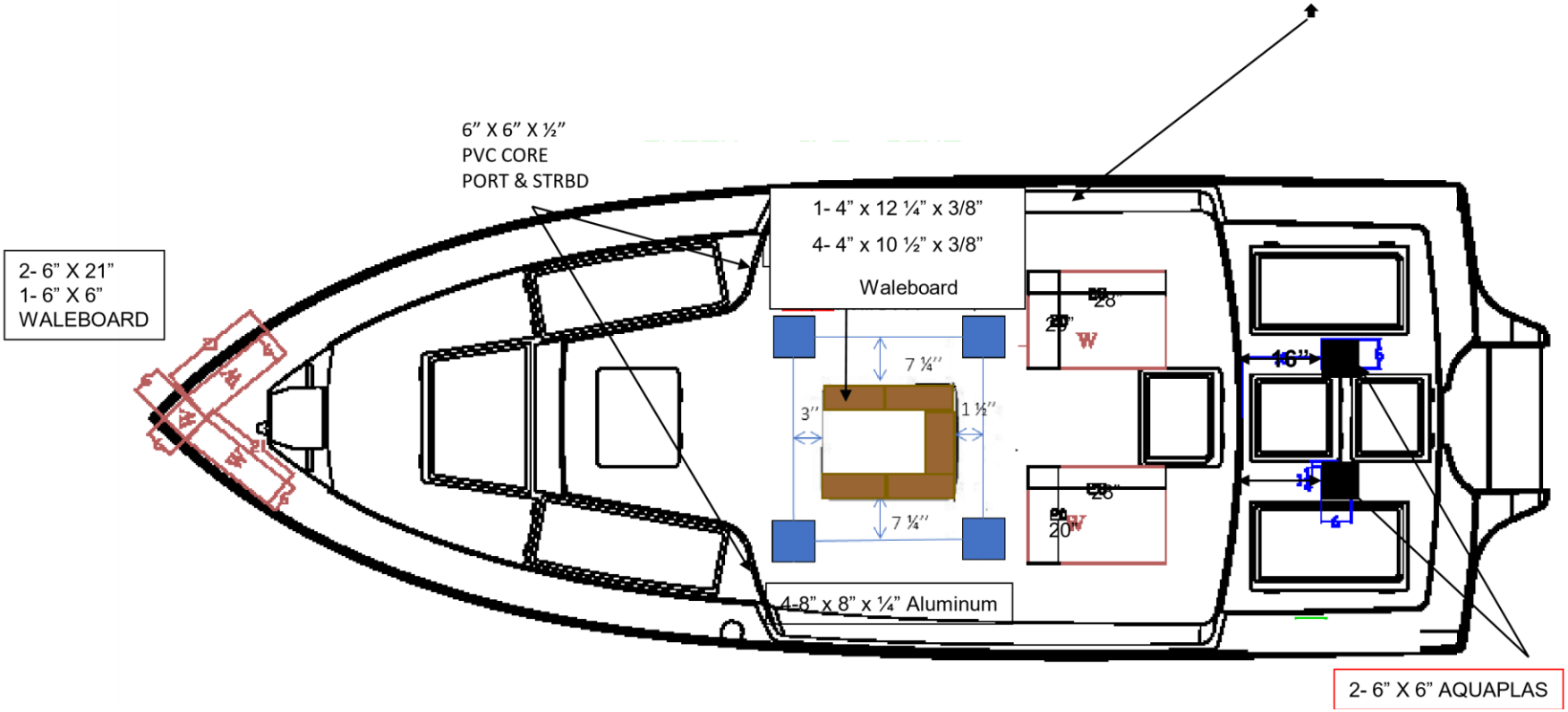
PV Spring Line Cleat Backing Board

Port and Starboard Side

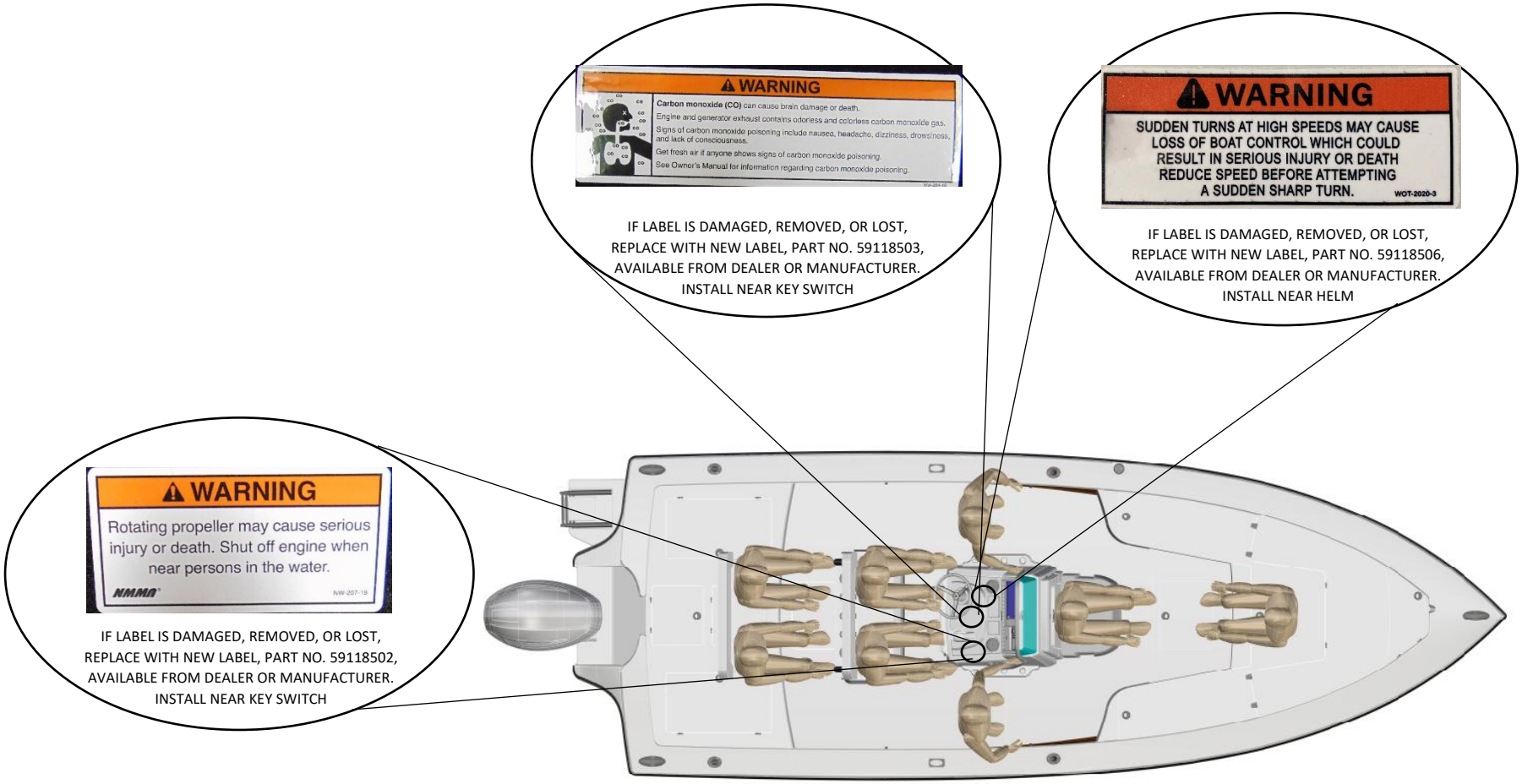


48" to center of the board measured from the front cockpit wall

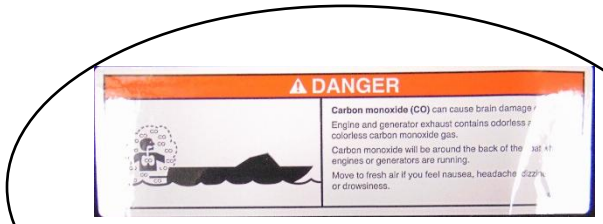
7" to center of the board measured from the gunwale board landing



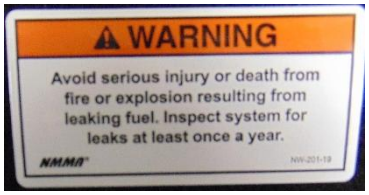
Location and Reordering of Warning Labels



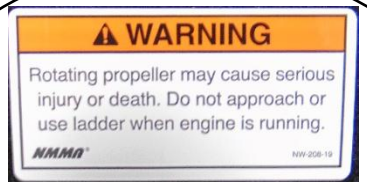
Location and Reordering of Warning Labels



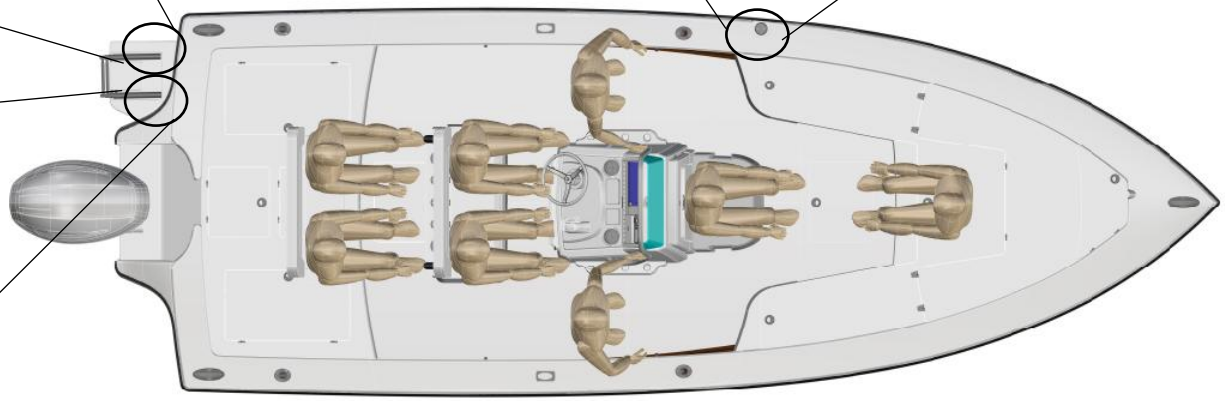
IF LABEL IS DAMAGED, REMOVED, OR LOST, REPLACE WITH NEW LABEL, PART NO. 59118502, AVAILABLE FROM DEALER OR MANUFACTURER. INSTALL ON TRANSOM



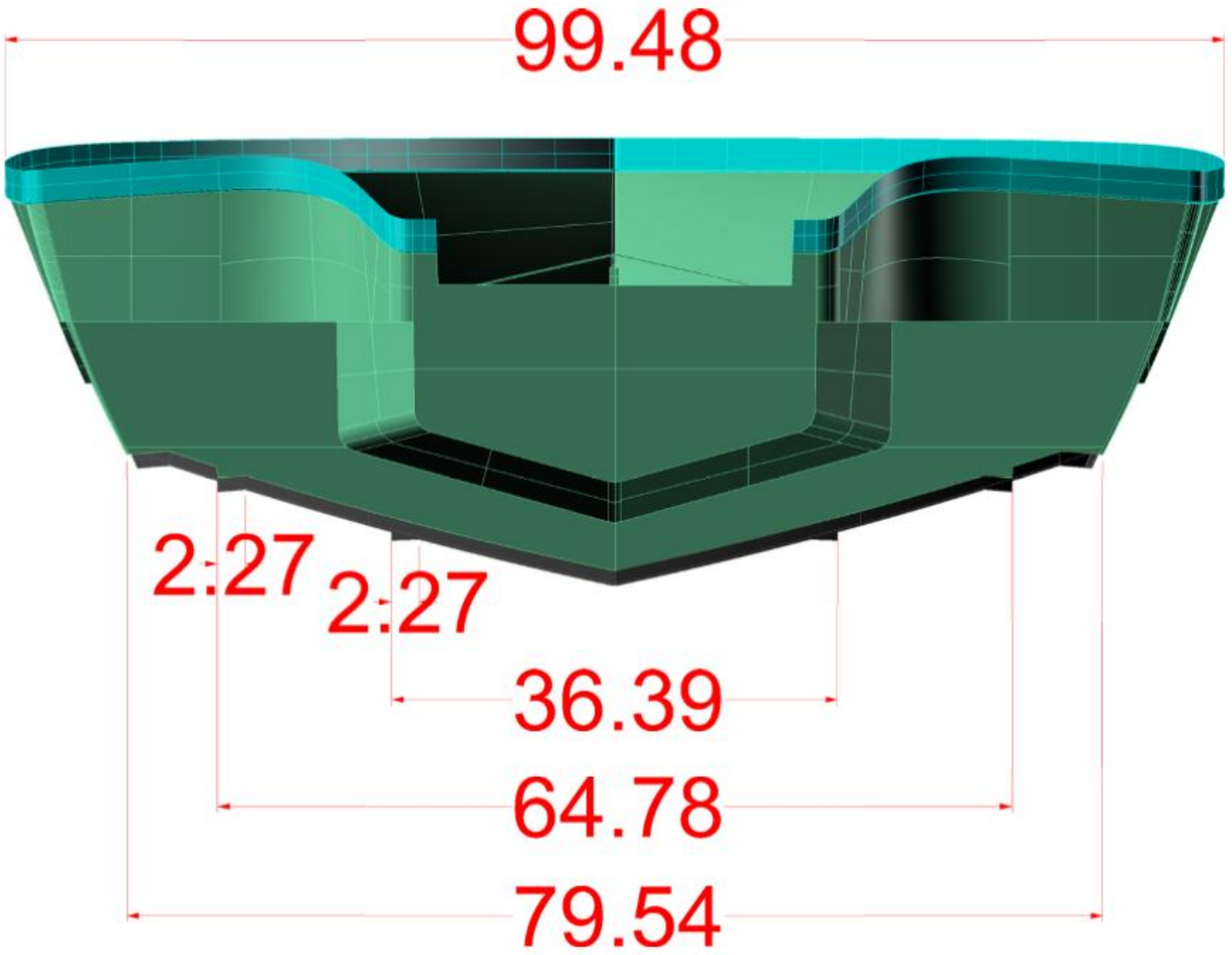
IF LABEL IS DAMAGED, REMOVED, OR LOST, REPLACE WITH NEW LABEL, PART NO. 59110900, AVAILABLE FROM DEALER OR MANUFACTURER. INSTALL NEAR FUEL FILL



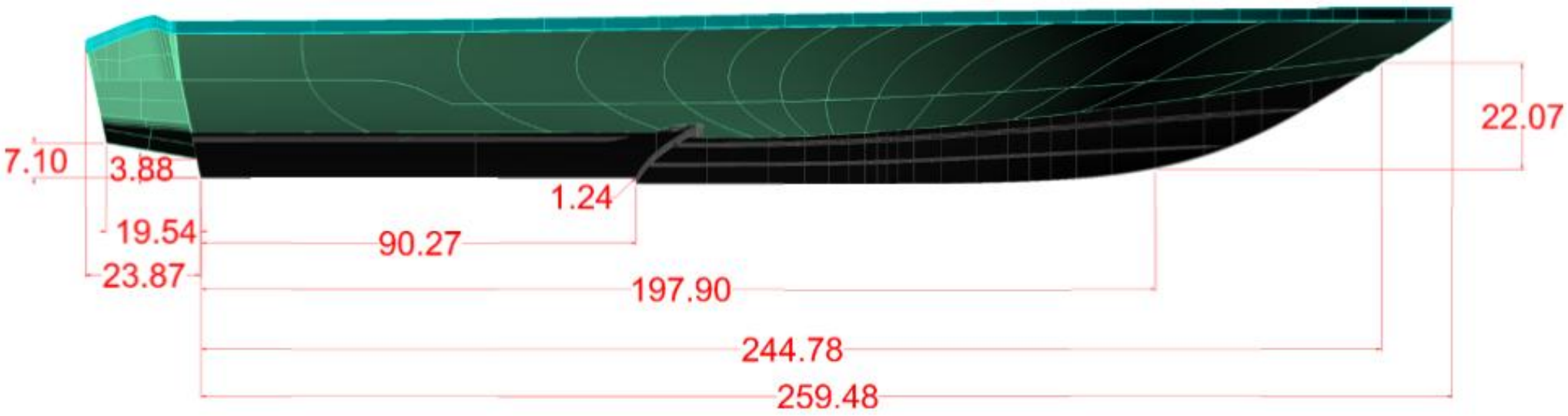
IF LABEL IS DAMAGED, REMOVED, OR LOST, REPLACE WITH NEW LABEL, PART NO. 59118502, AVAILABLE FROM DEALER OR MANUFACTURER. INSTALL ON TRANSOM



2300 Tournament Bunk Placement



2300 Tournament Bunk Placement



PERMAGUARD®
SUPERIOR STAIN RESISTANCE

Spradling International MARINE

PERMAGUARD® is a newly developed topcoat protective finish that permits frequent cleaning of Spradling's coated fabrics for upholstery. Spradling's proprietary barrier coating makes maintenance easy. Not only do stains disappear in seconds, but *PERMA**GUARD*** provides unequaled resistance to scratches, scuffs, and abrasion. No other marine vinyl surpasses *PERMA**GUARD**'s* stain resistance and long-term, trouble-free performance.

Care & Cleaning Guide

For use on the white or the primary seating vinyls only!
For cleaning and care of accents and colors, please refer the back of this card.

Remove most stains with one of the following steps:	
Step 1	baby oil, ketchup, chocolate, motor oil, olive oil, tea, coffee
Steps 2 & 3	eye shadow, crayon, grease, permanent felt tip marker, mustard, lipstick, ball point pen

Step 1: If cleaned immediately, use a clean dry cotton fabric. Wipe once, careful to remove most of the stain without spreading to surrounding area. Wipe more vigorously a second time if residue remains and proceed to step 2.

Step 2: If residue remains use a straight application of the following concentrated cleaners:

- *Formula 409®*
- *Fantastik®*

Wipe with a clean cloth, rinse with water and dry. If residue remains, proceed to step 3.

Step 3: More stubborn soiling may be eliminated using a cotton fabric soaked in 91% isopropyl (rubbing) alcohol. Wipe without spreading stain to surrounding area. A second application should be applied with vigorous rubbing in a circular motion. For highly textured material, a soft toothbrush is recommended to clean valleys and crevices. Wipe with a clean cloth, rinse with water and dry.

Certain clothing and accessory dyes (such as those used on denim jeans) may migrate to lighter colors. This phenomenon is increased by humidity and temperature and is irreversible.

Please check compatibility when using this product in combination with painted or varnished

Always remove stains immediately. Upholstery must be kept CLEAN!

Certain household cleaners, powdered abrasives, steel wool, and industrial cleaners can cause damage and discoloration and are not recommended. Dry cleaning fluids and lacquer solvents should not be used as they will remove printed pattern and gloss. Waxes should be used with caution as many contain dyes or solvents that can permanently damage the protective coating.

Suntan lotion, tree pollen, wet leaves, and some other products can contain dyes that stain permanently.

Do not clean with power washers, as they can generate 3500 PSI and could damage the surface of your interior. Do not use kerosene, gasoline, or acetone, as they will remove the protective marine top coat. Do not use any silicone-based protectants. They will extract the plasticizer, leaving vinyl hard and brittle, and eventually cracking will occur.

Failure to care for your vinyl properly, or use of improper cleaners, may void your warranty & damage your vinyl!

The information published in this care guide refers to the performance of *PERMAGUARD®* products in specific tests conducted under laboratory conditions. Results may vary under actual conditions.

This information is not a guarantee and does not relieve the user from the responsibility of the proper and safe use of the product and all cleaning agents. The use of certain agents can be harmful to the surface appearance and lifespan of vinyl. Spradling, its agents, and assigns assume no responsibility resulting from the use of such cleaning agents to the vinyl. Spradling's coated fabrics treated with *PERMAGUARD®* protective finish are resistant to most common stains. However existing dyes and pigments in some staining agents have the ability to create a permanent stain if not treated properly.

PERMAGUARD® is a trademark of Spradling International, Inc.

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Find more vinyl cleaning & care information at:
www.spradlingvinyl.com/sim or call the cleaning hotline at 1-800-247-9901

Side A

America's leading source for vinyl-coated fabrics

Vinyl Coated Fabrics (Acrylic or Napa Topcoat)

Cleaning and Care: Colors and Accent Vinyls

Step 1: For light soiling, a solution of 10% household liquid dish soap in warm water, applied with a soft damp cloth. Rub gently and rinse with a water-dampened cloth.

Step 2: For heavy soiling, dampen a soft white cloth with a one-to-one(1:1) solution of *Formula 409® and water or *Fantastik® and water. Rub gently and rinse with a water-dampened cloth.

Step 3: For more difficult stains, dampen a soft white cloth with a solution of household bleach (10% bleach and 90% water). Rub gently and rinse with a water-dampened cloth to remove bleach concentration.
Do not use with alcohol-based cleaning agents!

All cleaning methods must be followed by a thorough rinse with clean warm water.

Failure to care for your vinyl properly, or use of improper cleaners, may void your warranty & damage your vinyl!

Certain household cleaners, powdered abrasives, steel wool, and industrial cleaners can cause damage and discoloration and are not recommended. Dry cleaning fluids and lacquer solvents should not be used as they will remove printed pattern and gloss. Waxes should be used with caution as many contain dyes or solvents that can permanently damage the protective coating.

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**Always remove stains immediately.
Upholstery must be kept CLEAN!**

**Please contact our cleaning hotline at 1-800-247-9901
or online at www.spradlingvinyl.com/sim.**

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This information is not a guarantee and does not relieve the user from the responsibility of the proper and safe use of the product and all cleaning agents. The use of certain agents can be harmful to the surface appearance and lifespan of vinyl. Spradling, its agents, and assigns assume no responsibility resulting from the use of such cleaning agents to the vinyl. Certain clothing and accessory dyes(such as those used on denim jeans) may migrate to lighter colors. This phenomenon is increased by humidity and temperature and is irreversible.

Formula 409® is a registered trademark of the Clorox Company.®
Fantastik® is a trademark of DowBrands, Inc.® Trademark of the Dow Chemical Co.®
***Fantastik & Formula 409 are safe to use if cleaner is diluted (1:1), then throughly rinsed and used following manufacturers' instructions.**

©1997 Spradling International, Inc.®

Please check compatibility when using this product in combination with painted or varnished surfaces.

Spradling International MARINE

Find more vinyl cleaning & care information at:
www.spradlingvinyl.com/sim or call the cleaning hotline at 1-800-247-9901

Side B

3/1/2014

Warranty

Your relationship with your local Pathfinder dealer should never end with the delivery of your new boat. Your local Pathfinder dealership is where you will take your boat for service and repair, as well as to address any warranty issues. Pathfinder is fortunate to have an outstanding dealer network selling and servicing our boats. Our dealers are knowledgeable in service and repairs for all our boat models and have extensive expertise troubleshooting a wide range of boat related issues.

All warranty claims and repair issues should be addressed to your local Pathfinder dealer. Through our dealer network, we should be able to address and fix repair issues and have you back on the water in a timely manner. A continued relationship with your local Pathfinder dealer will assure the best service and parts available and will create a direct link from the boat owner to the factory.

PATHFINDER

ANGLER DRIVEN