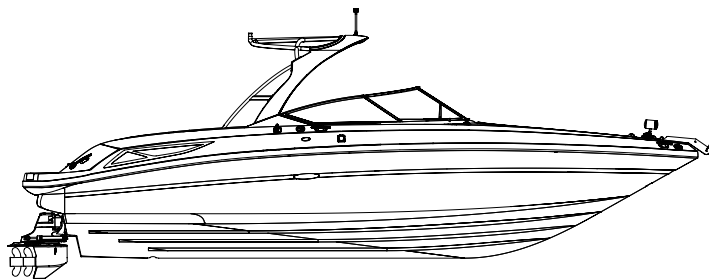


Sea Ray 

Specific
Information
Manual

300 Select Ex



300 SELECT EX INFORMATION MANUAL

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Information in this publication is based upon the latest product specifications available at printing. Sea Ray® Boats, Inc. reserves the right to make changes at any time, without notice, in the colors, equipment, specifications, materials and prices of all models, or to discontinue models. Should changes in production models be made, Sea Ray® is not obligated to make similar changes or modifications to models sold prior to the date of such changes.

Owner's Manual
300SLX

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Sea Ray Boats, Inc. 0 Sea Ray Blvd., Knoxville, TN 37914
For information call 1-800-SRBOATS or fax 1-314-213-7878
(International 1-314-216-3333)

Internet Address: <http://www.searay.com>

Note: Not all accessories shown in pictures or described herein are
standard equipment or even available as options.
Options and features are subject to change without notice.

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Sea Ray 



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1. LOAD CAPACITY

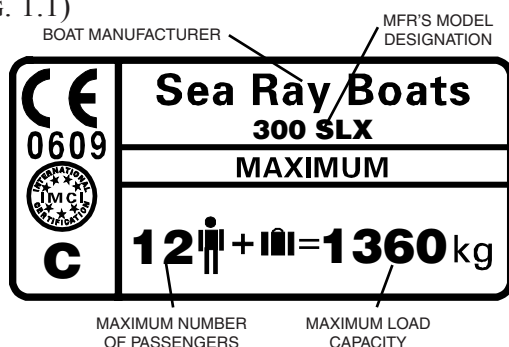
Refer to the General Information Manual for a detailed explanation of *Load Capacity*.

! DANGER

Never carry more weight or passengers than indicated on the certification plate, regardless of weather or water conditions.

The boat can capsize, swamp or sink.

BUILDER'S PLATE (INTERNATIONAL) (Fig. 1.1)



2. PASSENGER LOCATIONS

Refer to the General Information Manual for a detailed explanation of *Passenger Locations*.

! WARNING

Boat motion can be erratic.

You can fall overboard or be injured by hitting something in or on the boat.

All persons must be in cockpit area or cabin and be prepared for sudden boat movement.

Use front or bow deck area only during anchoring, mooring or emergencies.

! WARNING

Wet decks are slippery.

You can be seriously injured if you slip and fall.

Wear slip resistant footwear secured to your feet and hold on to rails or boat structure.

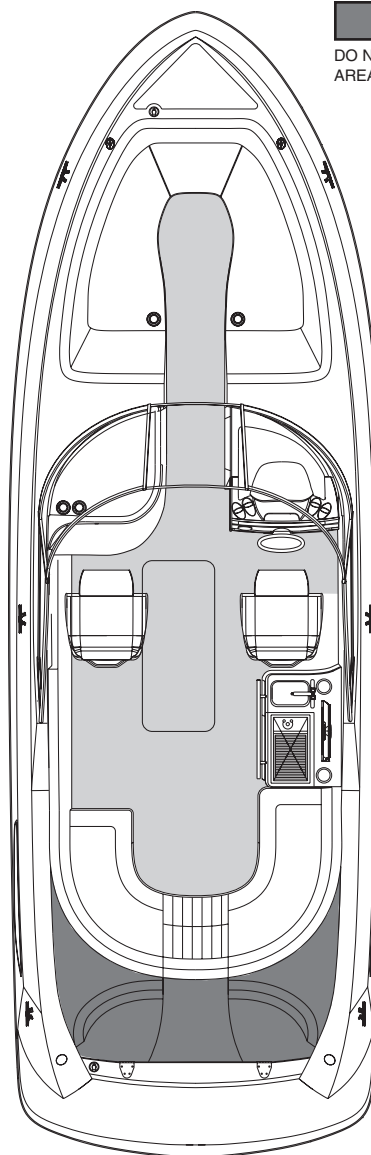
PASSENGER LOCATIONS (Fig. 1.2)



ACCOMMODATION DECK
(DECK AREA INTENDED FOR
OCCUPATION DURING NORMAL
OPERATION)



DO NOT STAND OR WALK ON THIS
AREA WHILE UNDERWAY.



! DANGER

Rotating propellers can injure or kill you.

Shut off engine when persons are in water near boat, or on swim platform or ladder.

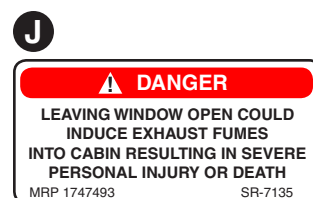
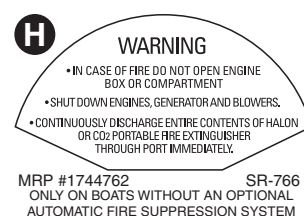
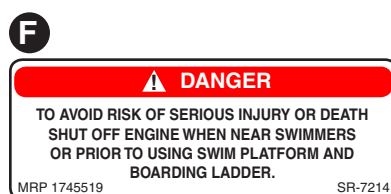
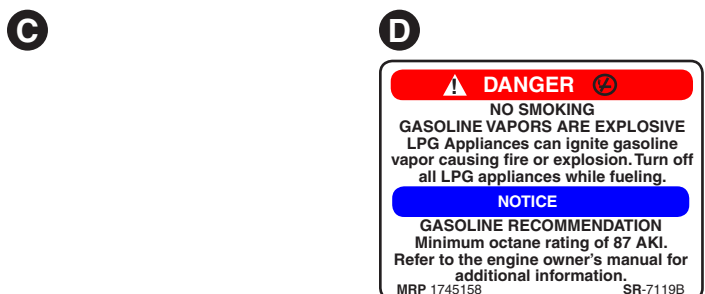
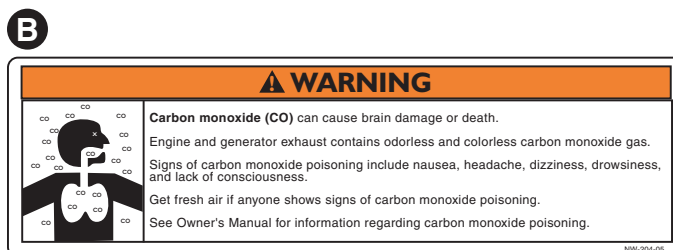
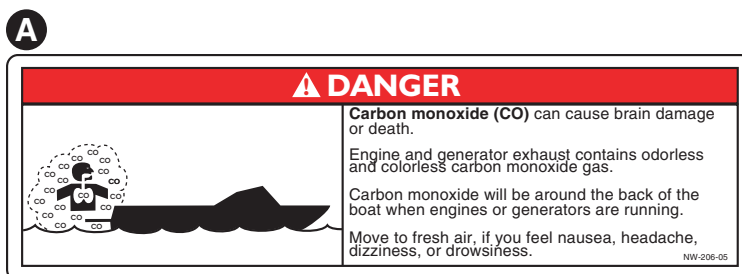
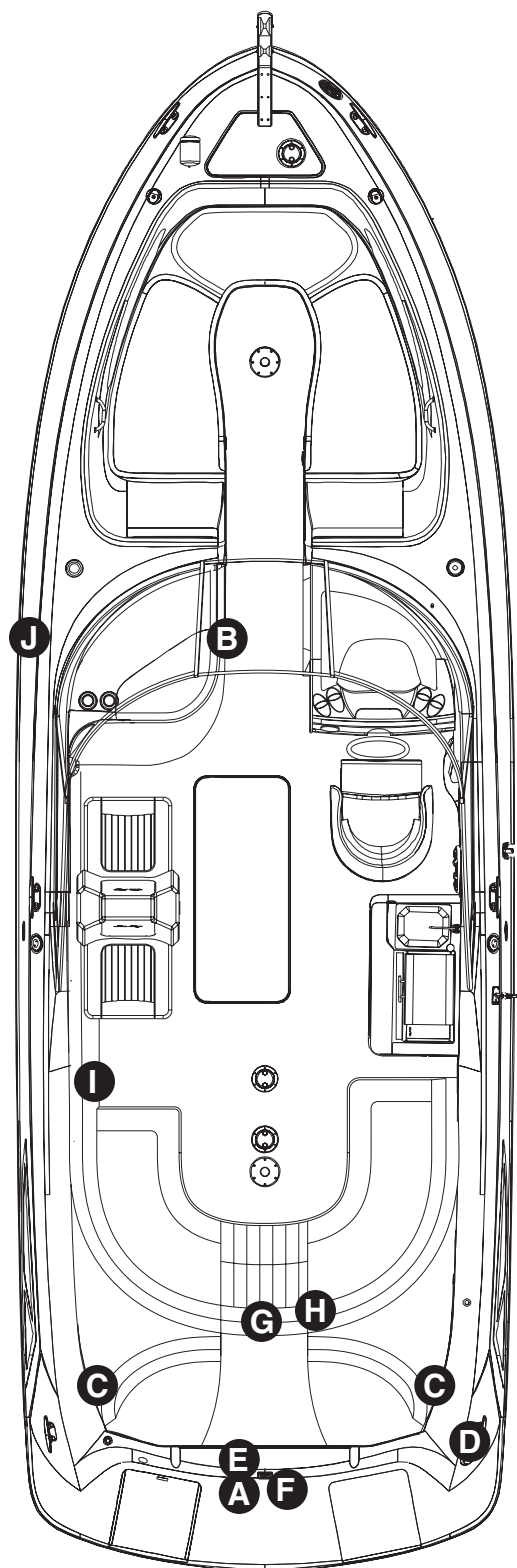
! WARNING

Rear facing transom seats **MUST NOT** be used while engine is running or boat is moving.



3. SAFETY LABEL LOCATIONS

SAFETY LABEL LOCATIONS
(FIG. 2.1)



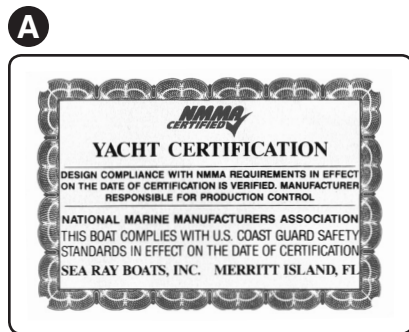
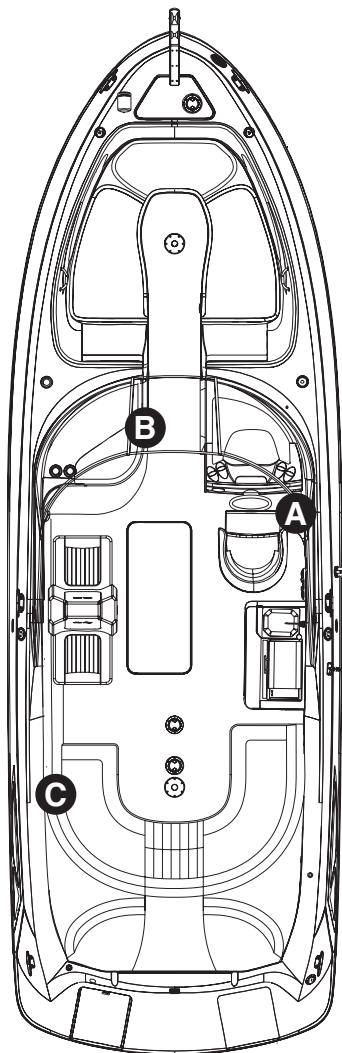
ON BATTERY SWITCH PANEL



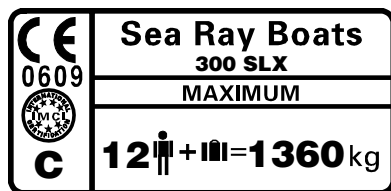
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SAFETY LABEL LOCATIONS (CONTINUED)

SAFETY LABEL LOCATIONS
(FIG. 3.1)



NMMA CERTIFICATION TAG



THIS TAG INSTALLED WHEN BOAT IS ORDERED WITH CE INTERNATIONAL OPTION

⚠ DANGER ⚠

AVOID COLLISIONS-

- Maintain lookout as required by "Rules of the Road".
- Visibility can be limited by high boat trim angles, persons, gear, weather and light conditions.
- At all times proceed at a Safe Speed so that you can take proper and effective action to avoid hazardous conditions. Such issues are considered under the control of the operator.

CARBON MONOXIDE CAN BE FATAL-

In all gasoline powered boats, engine and generator exhaust systems produce colorless and odorless carbon monoxide gas ("CO"). Direct prolonged exposure can result in CO poisoning which may be harmful or FATAL. To prevent excess exposure and reduce the possibility of accumulations of CO in the cabin and cockpit of the boat, the operator should insure adequate ventilation in each the cabin and cockpit areas, through utilization of cabin hatches, cabin doors, cabin windows, cockpit windshield windows and side windshield vents to increase air movement through the cabin areas. The following conditions tend to increase the accumulation of CO in and about the boat and require the operator's particular attention:

1. Operation at slow speeds or dead in water.
2. Operation with a high bow angle attitude.
3. Utilization of canvas tops, side curtains and back curtains.
4. Contributing climatic conditions, such as a head wind.
5. Operation of engines and/or generator in confined spaces or a dockside.
6. Any blockage of hull exhaust outlets.

Indications of excessive exposure to CO concentrations may include nausea, dizziness, and drowsiness.

AVOID RISK OF INJURY OR DEATH, SHUTOFF ENGINE NEAR SWIMMERS OR PRIOR TO USING SWIM PLATFORM AND BOARDING LADDER.

MRP# 1749696

⚠ WARNING

LEAKING FUEL IS A FIRE AND EXPLOSION HAZARD. INSPECT SYSTEM REGULARLY. EXAMINE FUEL TANKS FOR LEAKS OR CORROSION AT LEAST ANNUALLY.

MRP 1745513 SR-7151

NOTICE

CHECK BATTERY CELL FLUID LEVEL APPROXIMATELY EVERY 4 WEEKS, AND MORE OFTEN IN SUMMER AND HOT ZONES.

MRP # 1746895 SR-7139

⚠ DANGER

STAY CLEAR OF MOVING PARTS WHILE ENGINE IS RUNNING.

MRP 1745512 SR-7149

DISCHARGE OF OIL PROHIBITED

THE FEDERAL WATER POLLUTION CONTROL ACT PROHIBITS THE DISCHARGE OF OIL OR OILY WASTE INTO OR UPON THE NAVIGABLE WATERS OF THE UNITED STATES OR THE WATERS OF THE CONTIGUOUS

IF SUCH DISCHARGE CAUSES A FILM OR SHEEN UPON OR A DISCOLORATION OF THE SURFACE OF THE WATER OR CAUSES A SLUDGE OR EMULSION BENEATH THE SURFACE OF THE WATER.

VIOLATORS ARE SUBJECT TO A PENALTY OF \$5,000.

MRP 1744737 SR-744



SAFETY LABEL LOCATIONS (CONTINUED)

SAFETY LABEL LOCATIONS
(FIG. 4.1)

Save Our Seas

It is *illegal* to dump plastic trash anywhere into the ocean or navigable waters of the United States. Violation of these requirements may result in civil penalty up to \$25,000, a fine of \$50,000 and imprisonment for up to five years.

PLASTIC - Includes but is not limited to: plastic bags, styrofoam cups and lids, six-pack holders, stirrers, straws, milk jugs, egg cartons, synthetic fishing nets, ropes, lines, and bio or photo degradable plastics.

GARBAGE - Means paper, rags, glass, metal, crockery (generated in living spaces aboard the vessel-what we normally call trash), and all kinds of food, maintenance and cargo-associated waste. "Garbage" does not include fresh fish or fish parts, dishwater, and gray water.

INSIDE 3 MILES

(and in U.S. Lakes, Rivers, Bays and Sounds)

PLASTICS
DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT
ANY GARBAGE EXCEPT DISHWATER/GRAYWATER/FRESH FISH PARTS

3 TO 12 MILES

PLASTICS
DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT
ANY GARBAGE NOT GROUND TO LESS THAN ONE SQUARE INCH

12 TO 25 MILES

PLASTICS
DUNNAGE, LINING AND PACKING MATERIALS THAT FLOAT

12 TO 25 MILES

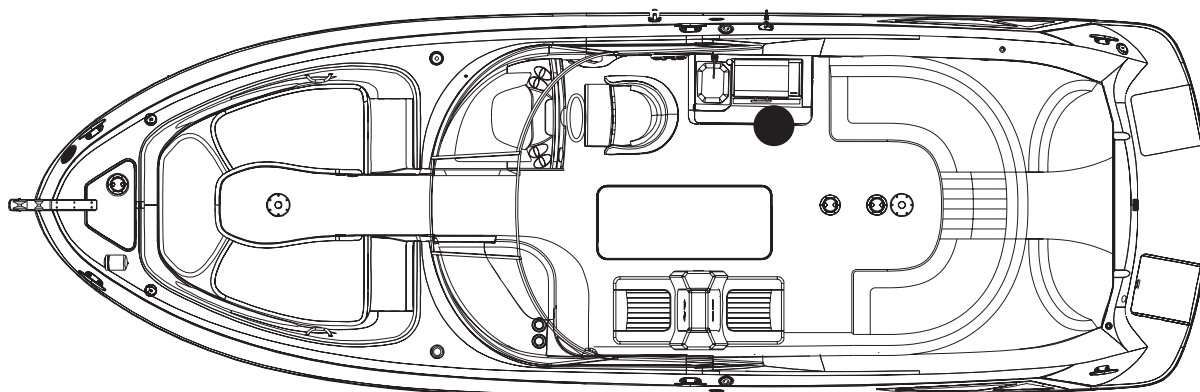
PLASTICS

LOCATED ON INSIDE OF WET BAR CABINET DOOR

DUNNAGE- Material used to block and brace cargo, and is considered a cargo associated waste.

DISHWATER- Means the liquid residue from the manual or automatic washing of dishes and cooking utensils which, have been pre-cleaned to the extent that any food particles adhering to them would not normally interfere with the operation of automatic dishwashers.

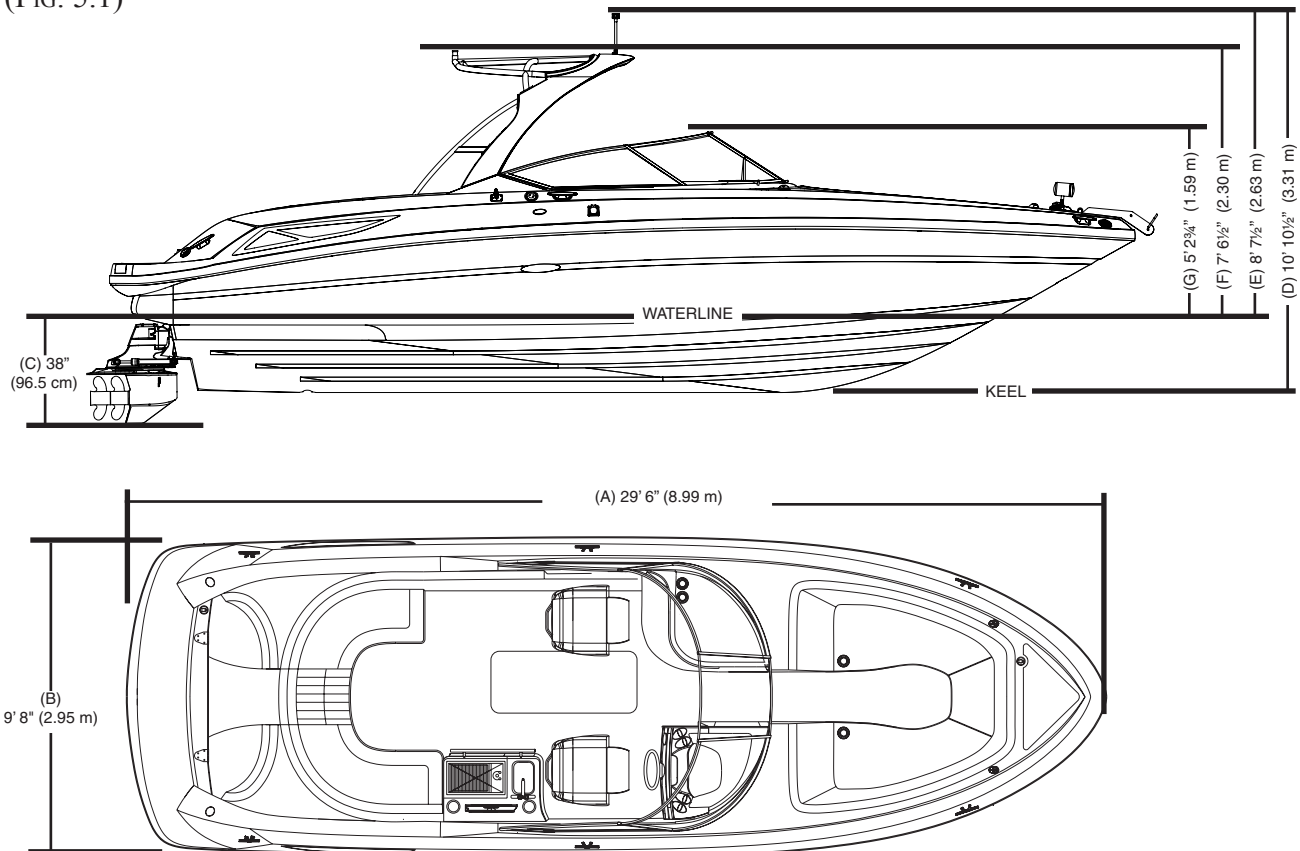
GRAYWATER - Means drainage from a dishwasher, shower, laundry, bath, and washbasin, and does not include drainage from toilets, urinals, hospitals, and cargo spaces.



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4. BASIC BOAT DIMENSIONS AND CLEARANCES

BOAT DIMENSIONS AND CLEARANCES
(FIG. 5.1)



300 SELECT EX SPECIFICATIONS

(A) Overall Length		
With Std. Swim Platform.....	29ft. 6in.	8.99 m
(B) Beam (Width).....	9ft. 8in.	2.95 m
(C) Draft (Stern Drive Down)	38in.*	96.5 cm*
Draft (Stern Drive Up).....	27in.*	68.5 cm*

* MINIMUM WATER DEPTH TO PREVENT RUNNING AGROUND

Dry Weight.....	7,700 lbs.	3,493 kg.
Fuel Capacity.....	130 gal.	492 liters
Usable Fuel	117 gal.	442 liters
Fresh Water Capacity	24 gal.	90.8 liters
Holding Tank.....	20 gal.	75.7 liters
Dead Rise.....	21°	

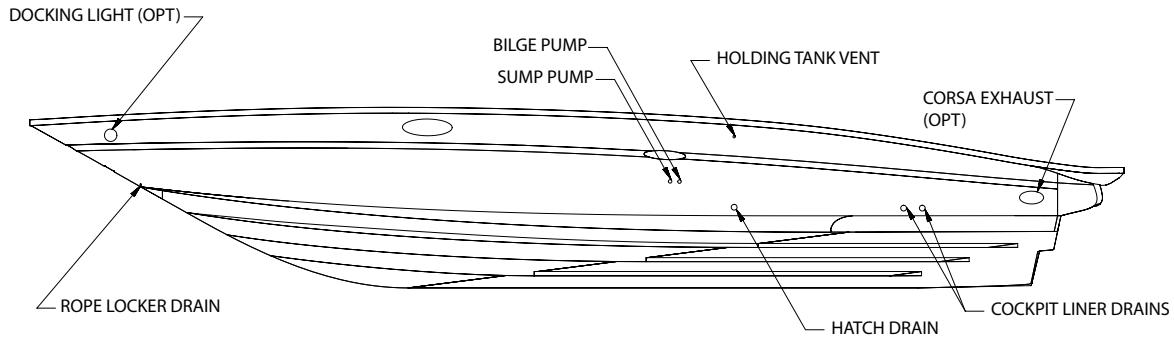
HEIGHT DIMENSIONS

(D) Keel to Top of Mast Light	10ft. 10 1/2in.	3.31 m
(E) Waterline to Top of Mast Light.....	8ft. 7 1/2in.	2.63 m
(F) Waterline to Top of Spoiler	7ft. 6 1/2in.	2.30 m
(G) Waterline to Top of Windshield	5ft. 2 3/4in.	1.59 m

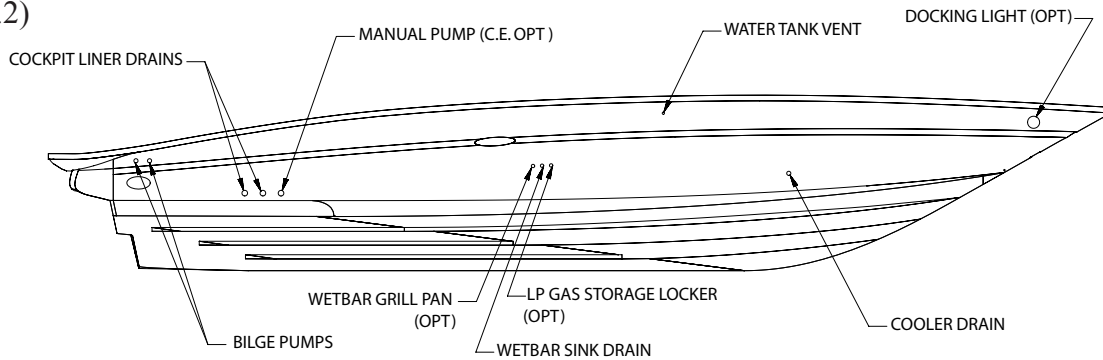


5. FUNCTION AND LOCATION OF THROUGH-HULL CUTOUTS

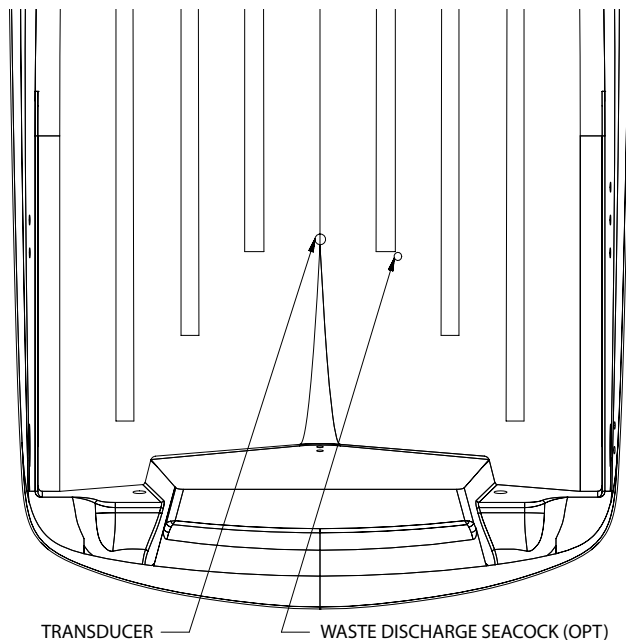
**PORT THROUGH-HULL CUTOUTS
(FIG. 6.1)**



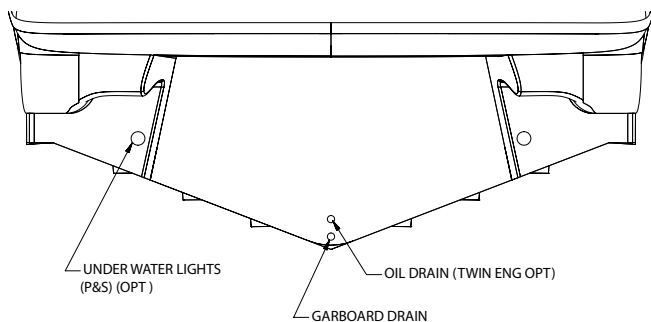
**STARBOARD THROUGH-HULL CUTOUTS
(FIG. 6.2)**



**BILGE THROUGH-HULL CUTOUTS
(FIG. 6.3)**



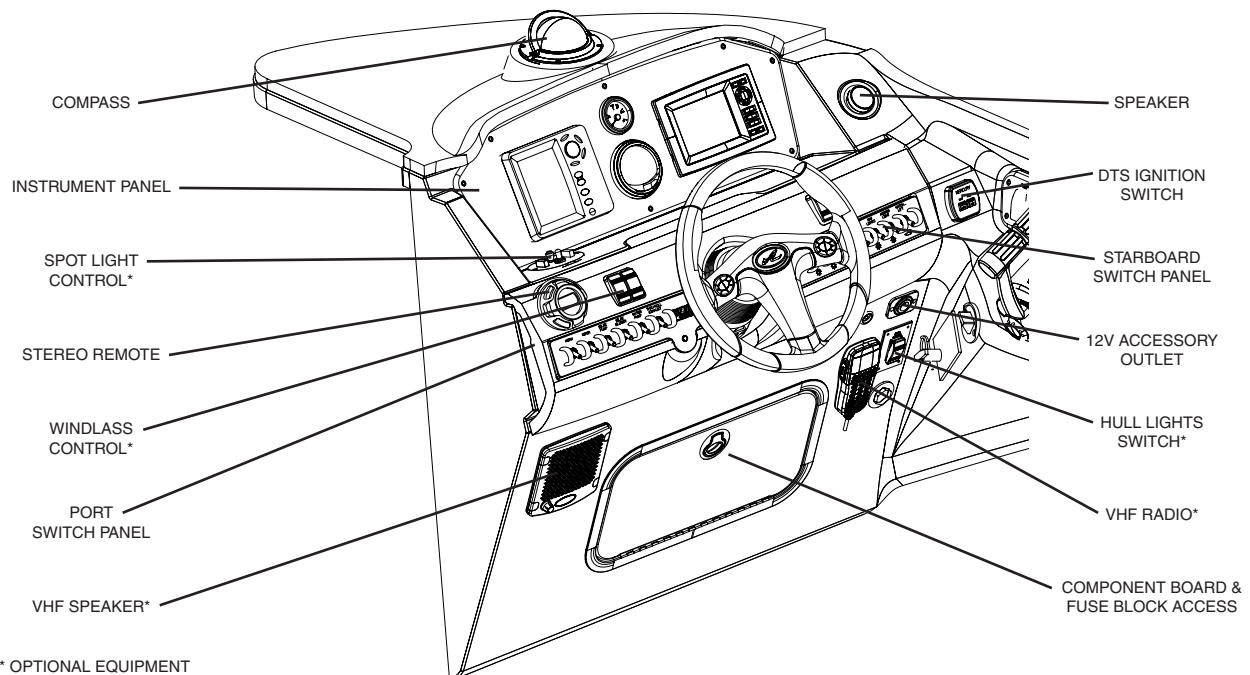
**TRANSOM THROUGH-HULL CUTOUTS
(FIG. 6.4)**



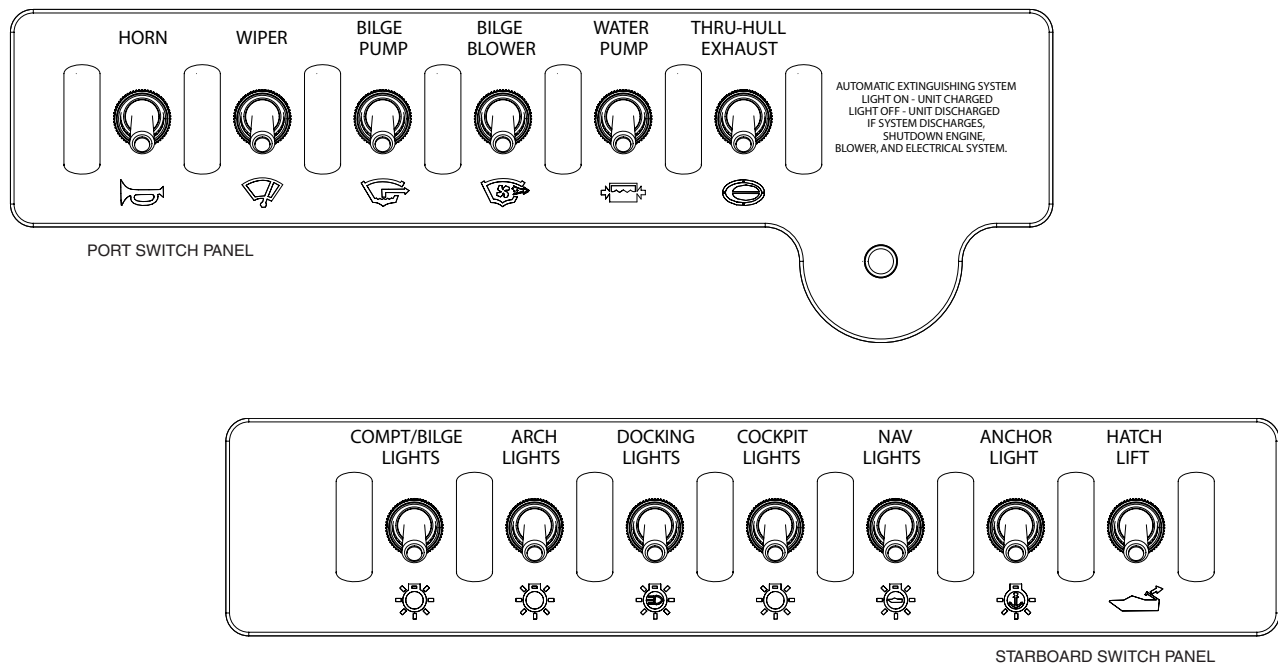
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6. HELM, GAUGE & SWITCH LAYOUT

HELM
(FIG. 7.1)



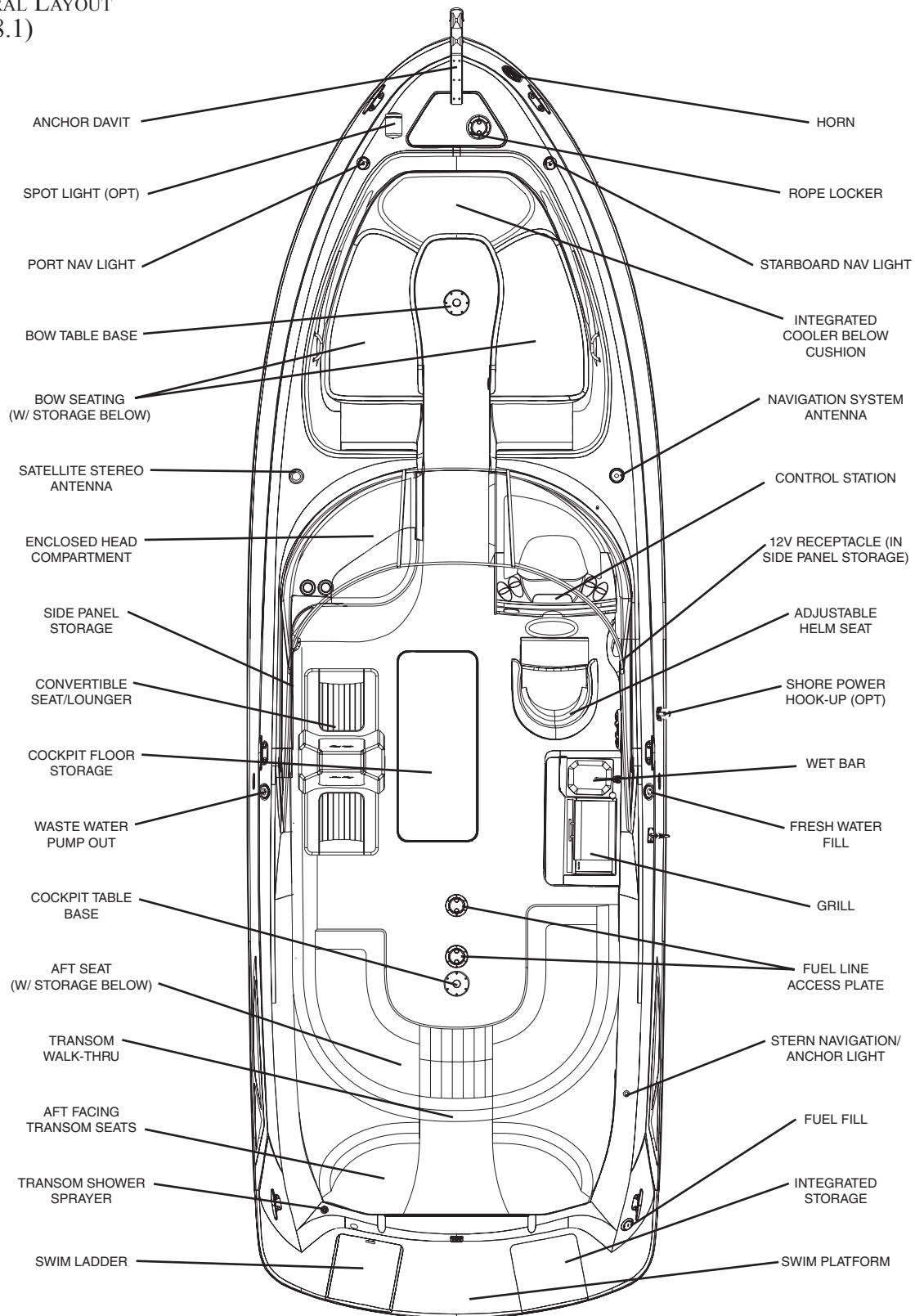
CONTROL STATION SWITCH PANELS
(FIG. 7.2)



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7. DECK LAYOUT

GENERAL LAYOUT
(FIG. 8.1)

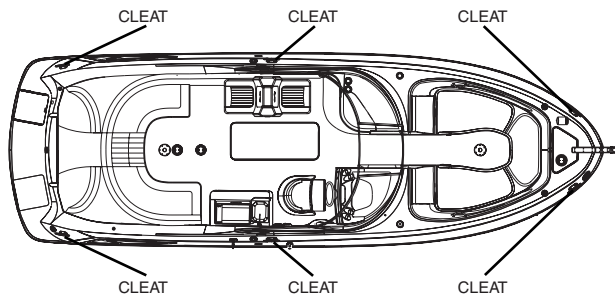


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8. CLEATS

Cleats must not be used for lifting the boat; they are intended for docking or mooring use only.

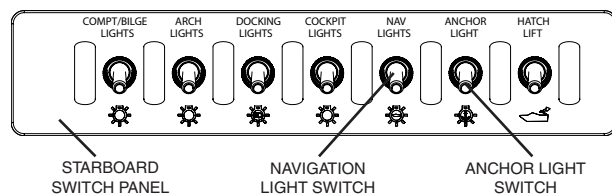
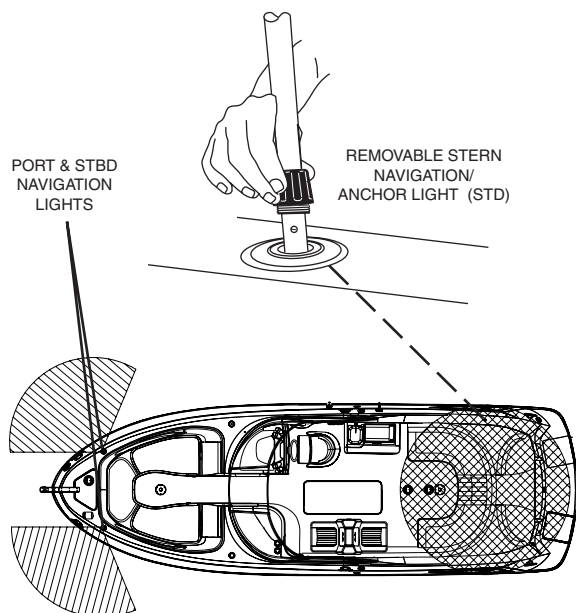
CLEAT LOCATIONS
(FIG. 9.1)



9. NAVIGATION AND ANCHOR LIGHTS

See General Information Manual for a detailed explanation of the anchor lights.

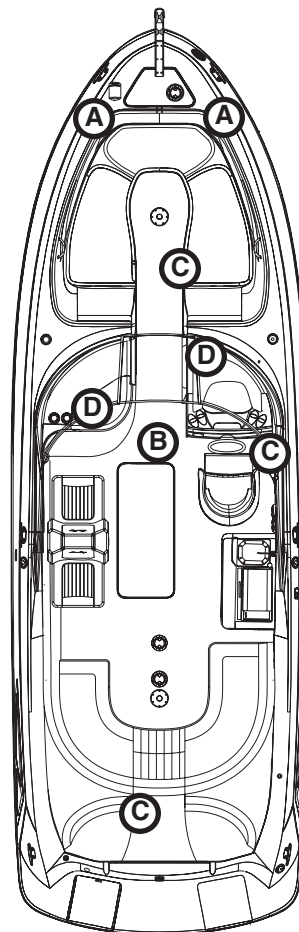
NAVIGATION AND ANCHOR LIGHTS
(FIG. 9.2)



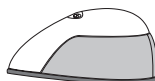
10. LIGHTING

See General Information Manual for a detailed explanation of the lighting.

LIGHTS
(FIG. 9.3)



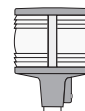
PORT & STBD NAV. LIGHTS



BULB REPLACEMENT
BULB# GE2641L
12V R 10W

A

STERN NAV. / ANCHOR LIGHT



BULB REPLACEMENT
FUSE TYPE BULB
#12V10WPERKO

B

COCKPIT LIGHT



BULB REPLACEMENT
FUSE TYPE BULB
#12V10WPERKO #70-0

C

RECTANGLE LIGHT



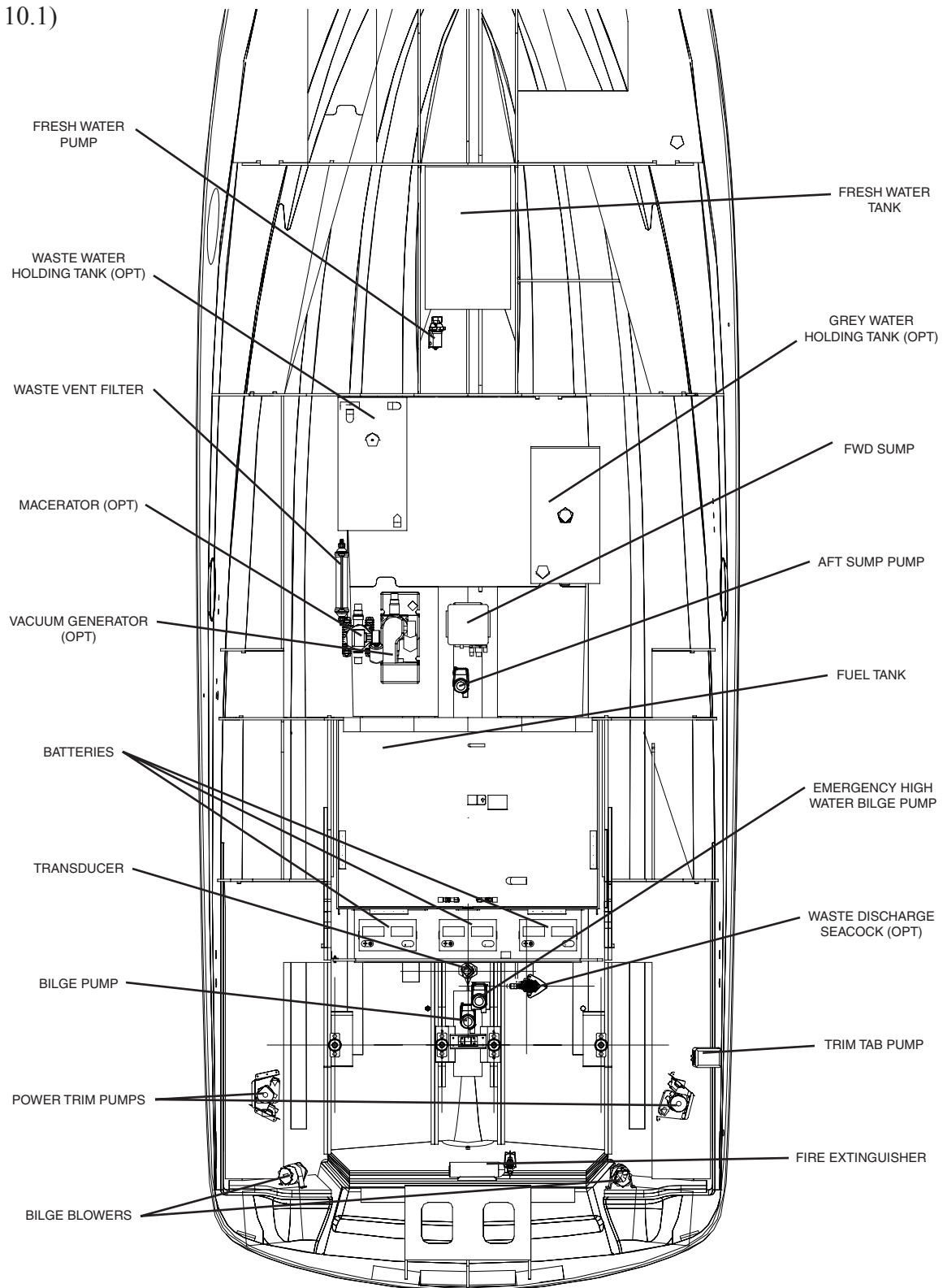
BULB REPLACEMENT
BULB#CEC1141

D



11. BILGE LAYOUT

BILGE LAYOUT
(FIG. 10.1)



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12. FIRE EXTINGUISHING SYSTEM

Your 300SLX has an automatic fire extinguisher system installed standard. Refer to the General Information Manual for a detailed explanation of the automatic fire extinguisher system.

13. FUEL SYSTEM

A. GASOLINE FUEL SYSTEM

The standard gasoline fuel system on your 290SXL consists of a 130 gal. (492 liter) fuel tank, fuel tank vent, electronic fuel sender, anti-siphon valve, engine fuel supply line and fuel fill.

The optional twin engine gasoline fuel system uses a single tank with two electronic fuel senders, anti-siphon valves and engine fuel supply lines.

B. DIESEL FUEL SYSTEM (OPTIONAL)

The optional diesel fuel system consists of a 130 gal. (492 liter) fuel tank, fuel tank vents, engine fuel supply and return lines, fuel filter and fuel fill.

14. WATER SYSTEM

The fresh water system on the 300SLX consists of a 24 gal. (90.8 liter) tank, 12v water pump, faucet (head compartment), sprayer (wet bar) and 2 pullout sprayers (bow and stern). Refer to the General Information Manual for a detailed explanation of the water system.

15. AFT FACING TRANSOM SEATS

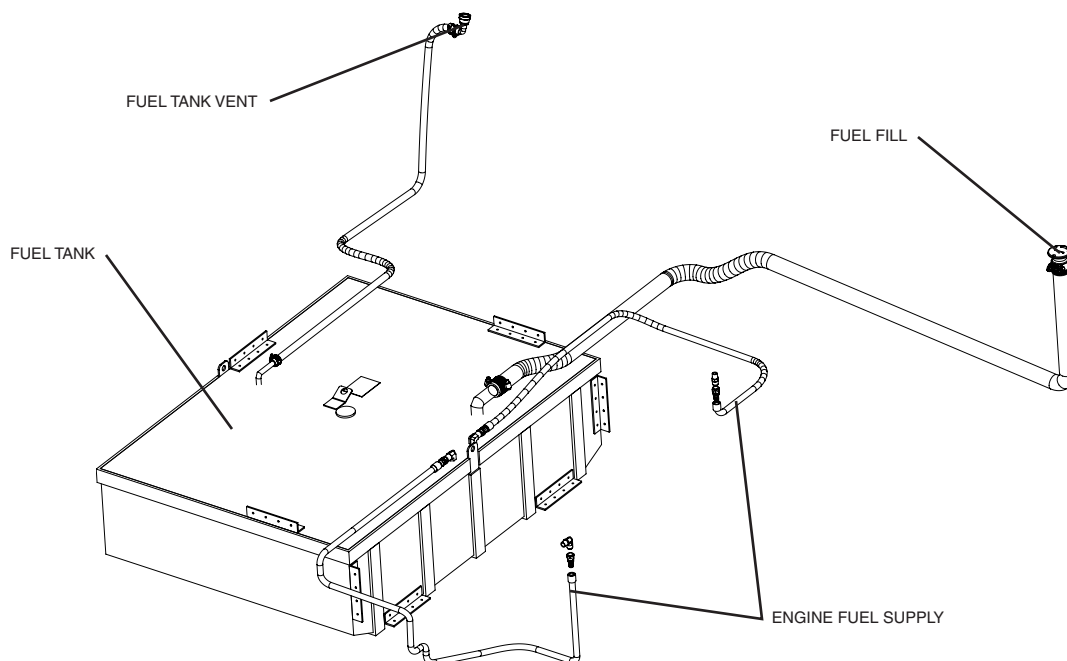
The aft facing transom seats are intended for use only when the engine is not running and the boat is not underway.

! WARNING

You can die or be seriously injured by breathing carbon monoxide or by the propeller if you fall overboard.

Rear facing transom seats must not be used while engine is running or boat is moving.

GASOLINE FUEL SYSTEM (TWIN ENGINE SHOWN)
(FIG. 11.1)

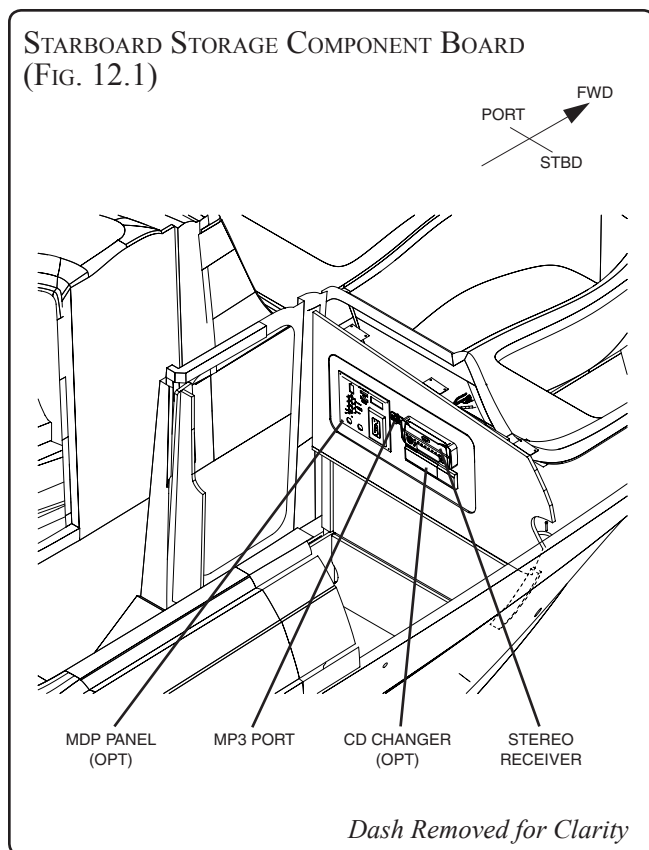


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16. ENTERTAINMENT SYSTEM

The standard entertainment system on your 300SLX consists of a 12V AM/FM single CD & satellite radio receiver, a remote MP3 port, amplifier, 6 waterproof speakers and digital cockpit remote control. An optional 6-disc CD changer is available.

An optional Premium Cockpit Sound System is available. It includes a 6-disc CD changer, upgraded speakers, subwoofer, amplifier and transom stereo remote.



17. CANVAS

The standard canvas on the 300SLX consists of:
Cockpit Cover w/ Tonneau

The optional canvas package consists of:
Aft Curtain Front Curtains
Side Curtains

DANGER

Exhaust fumes from engines contain deadly carbon monoxide gas (CO). Boats enclosed with canvas or with poor ventilation are most likely to collect fumes.

CO sickness symptoms include headache, nausea and dizziness. Do not mistake these symptoms for sea sickness.

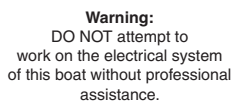
Ventilate boat. See Section 1.4, Carbon Monoxide, for more details.

Do not use the rear (aft) curtain while engine is running or boat is moving.

18. ELECTRICAL SCHEMATICS

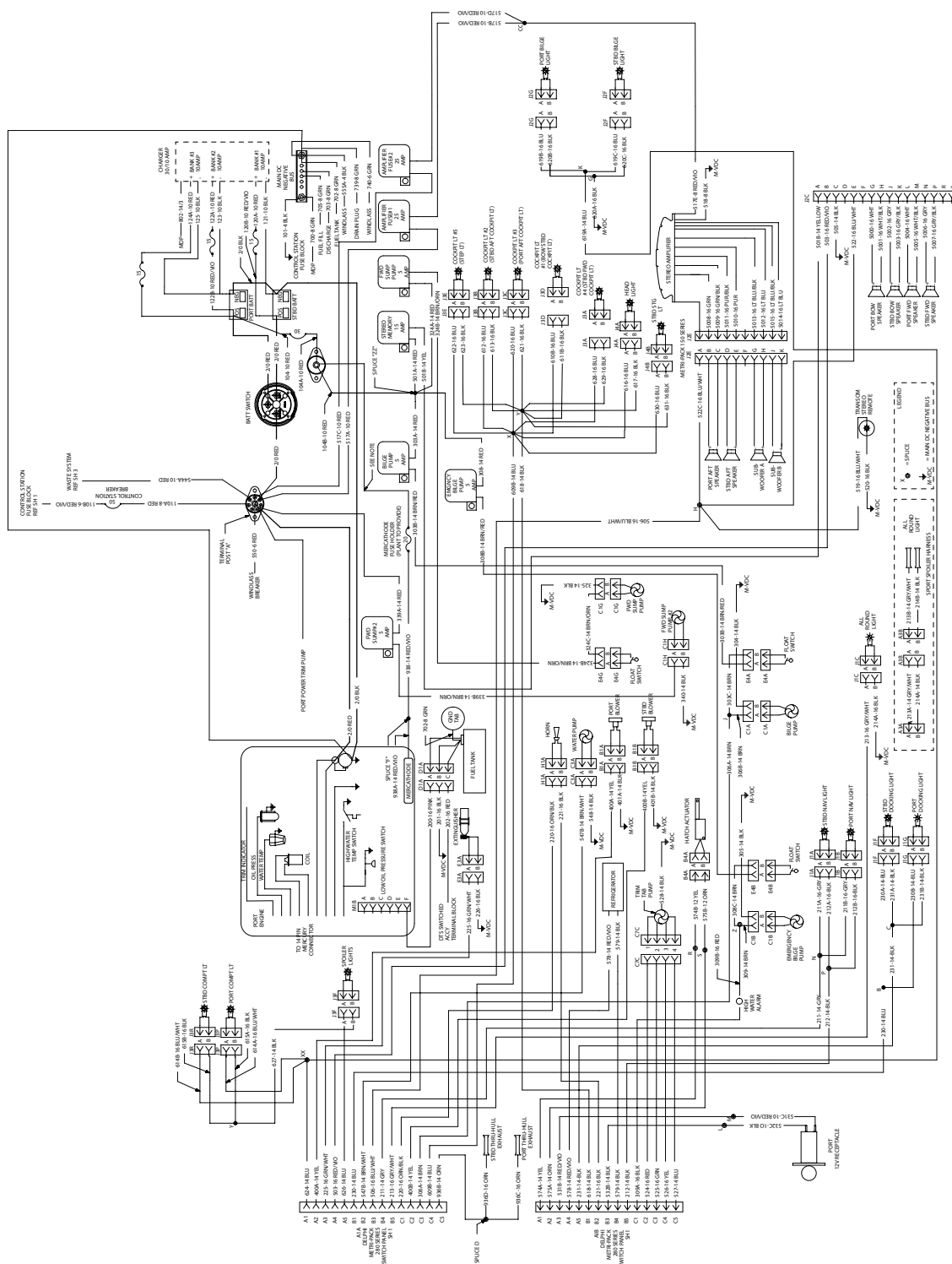
This owner's manual contains electrical schematics and wiring harness illustrations for your boat. These electrical schematics were generated by electrical CAD designers at the engineering division for technical reference and service technicians. Sea Ray® does not recommend that you attempt to work on the boat's electrical system yourself. Instead, we recommend that you take your boat to your authorized Sea Ray® dealer for service. Sea Ray® reserves the right to change or update the electrical system on any model at any time without notice to the consumer and is NOT obligated to make any updates to units built prior to changes.

DC WIRING DIAGRAM (1 OF 3)
(FIG. 13.1) DRAWING NO. 09-601 (1 OF 3)



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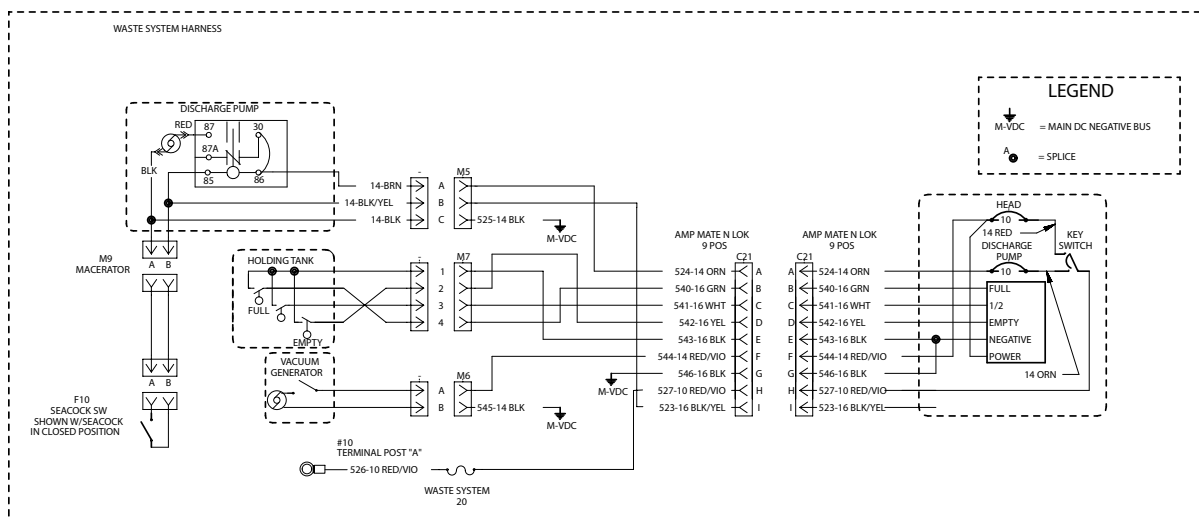
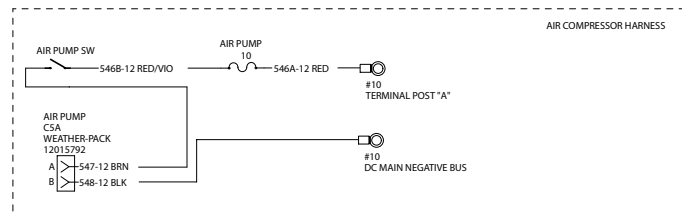
DC WIRING DIAGRAM (2 OF 3)
(FIG. 14.1) DRAWING NO. 09-601 (2 OF 3)



Warning:
DO NOT attempt to
work on the electrical system
of this boat without professional
assistance.



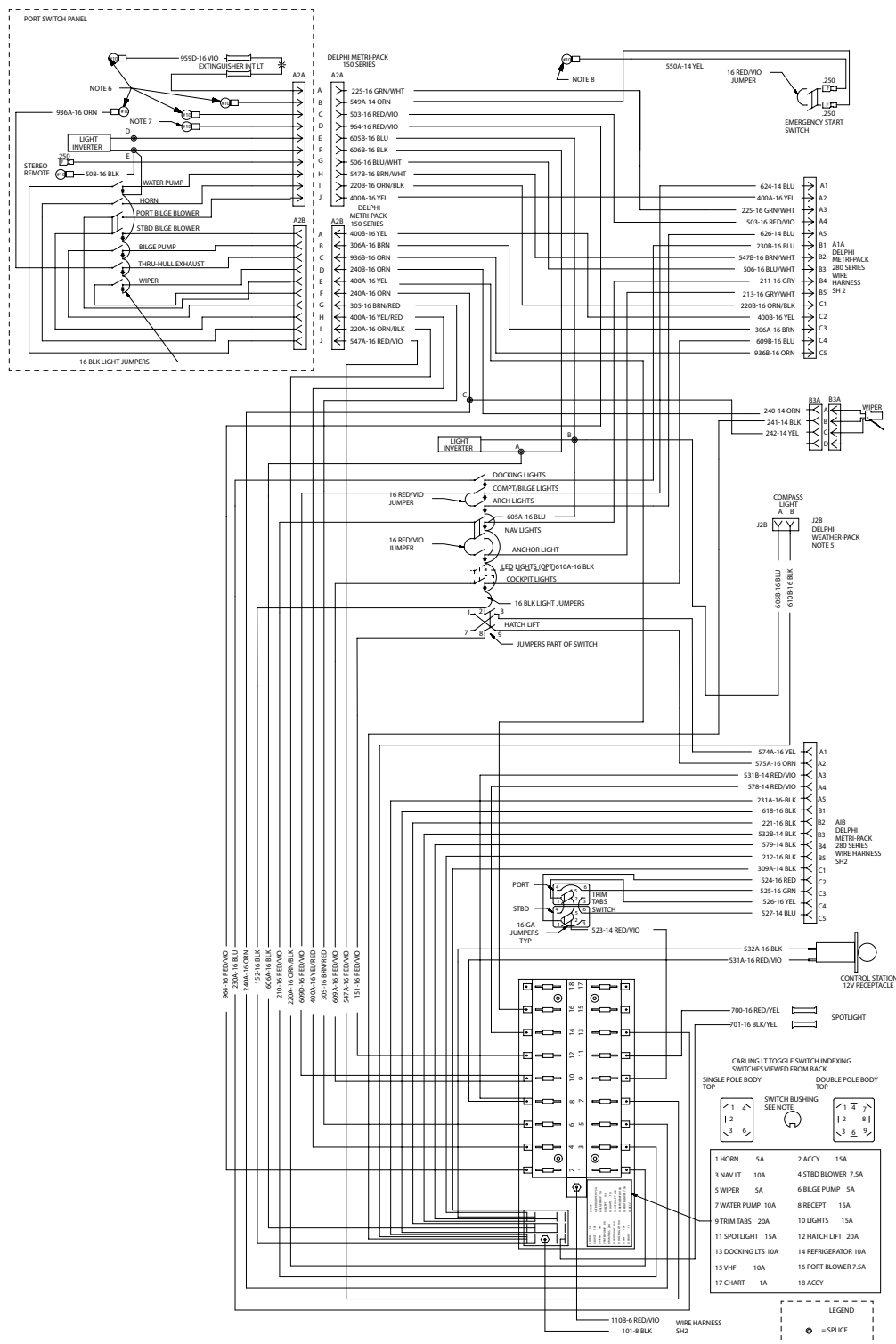
DC WIRING DIAGRAM (3 OF 3)
(FIG. 15.1) DRAWING NO. 09-601 (3 OF 3)



15

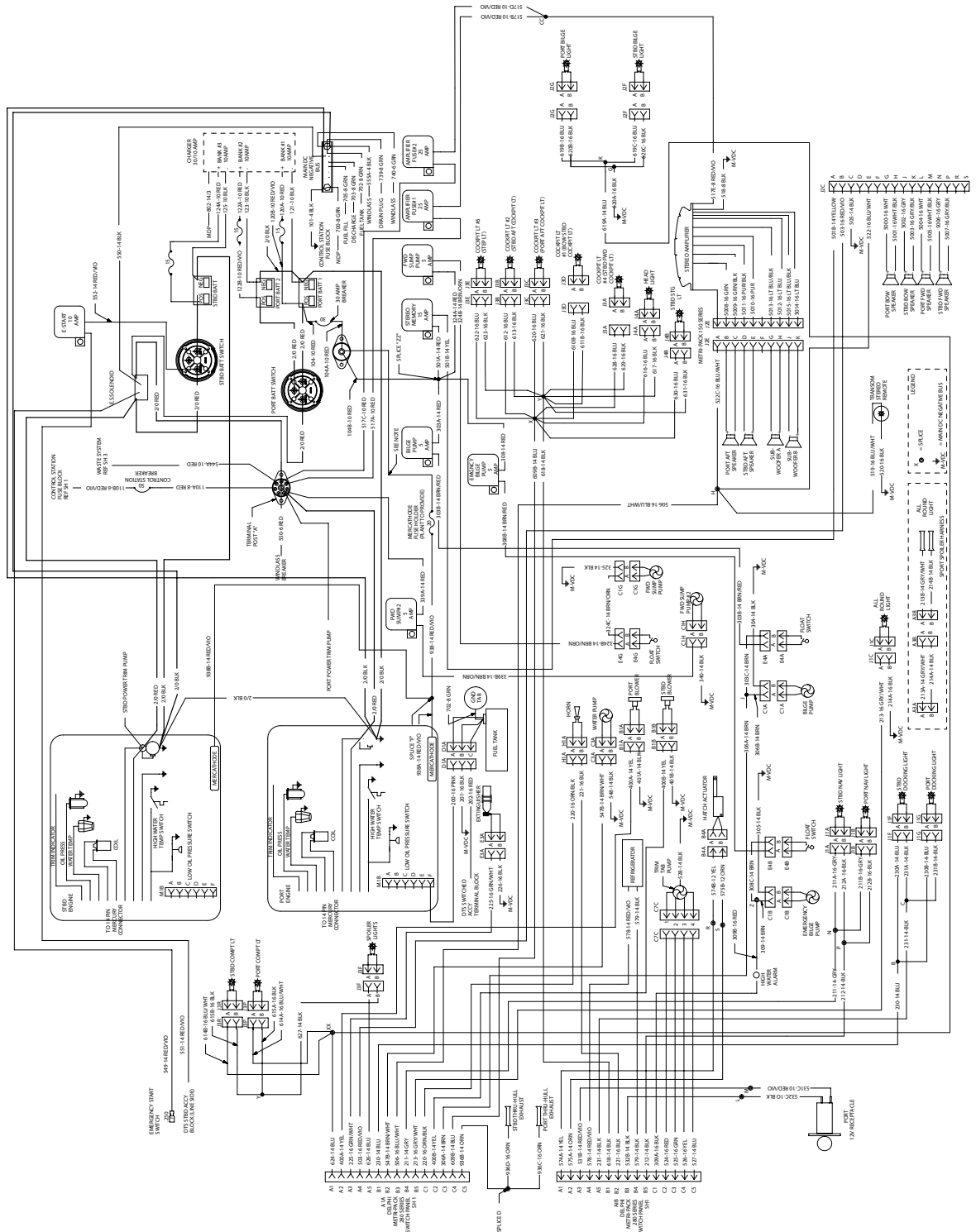
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DC WIRING DIAGRAM (TWIN ENGINE) (1 OF 3)
(FIG. 16.1) DRAWING NO. 09-602 (1 OF 3)



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DC WIRING DIAGRAM (TWIN ENGINE) (2 OF 3)
(FIG. 17.1) DRAWING NO. 09-602 (2 OF 3)

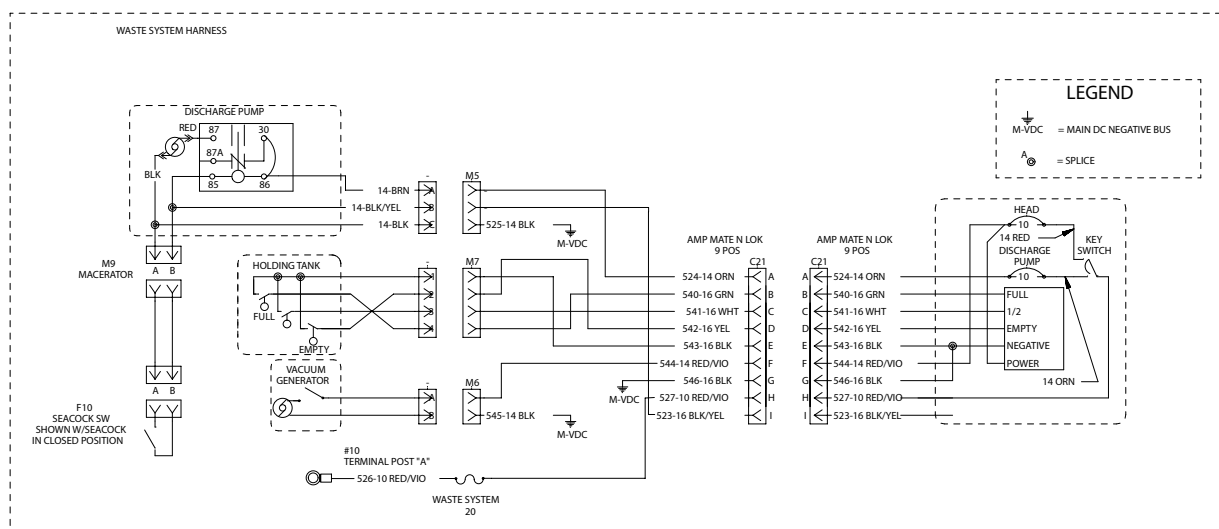
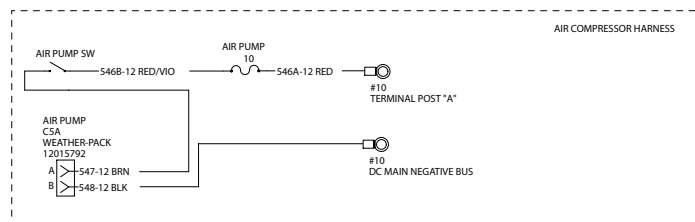
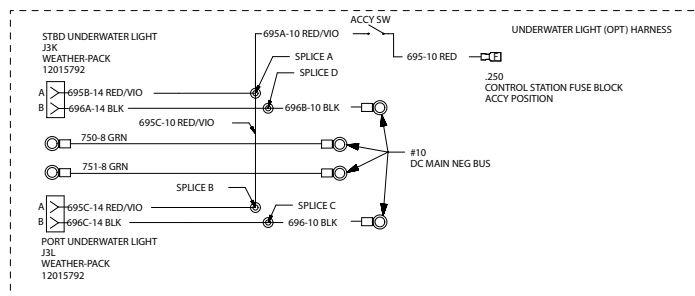
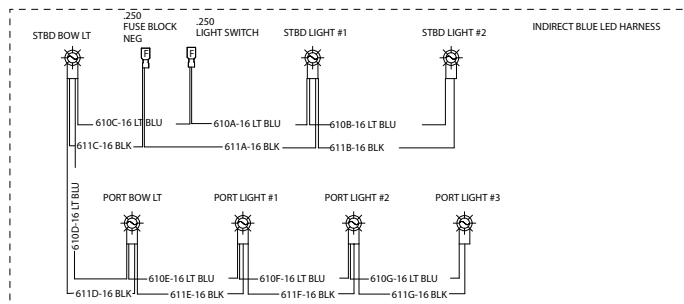


Warning:
DO NOT attempt to
work on the electrical system
of this boat without professional
assistance.



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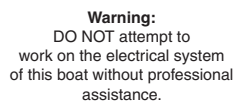
DC WIRING DIAGRAM (TWIN ENGINE) (3 OF 3)
(FIG. 18.1) DRAWING NO. 09-602 (3 OF 3)



Warning:
DO NOT attempt to
work on the electrical system
of this boat without professional
assistance.

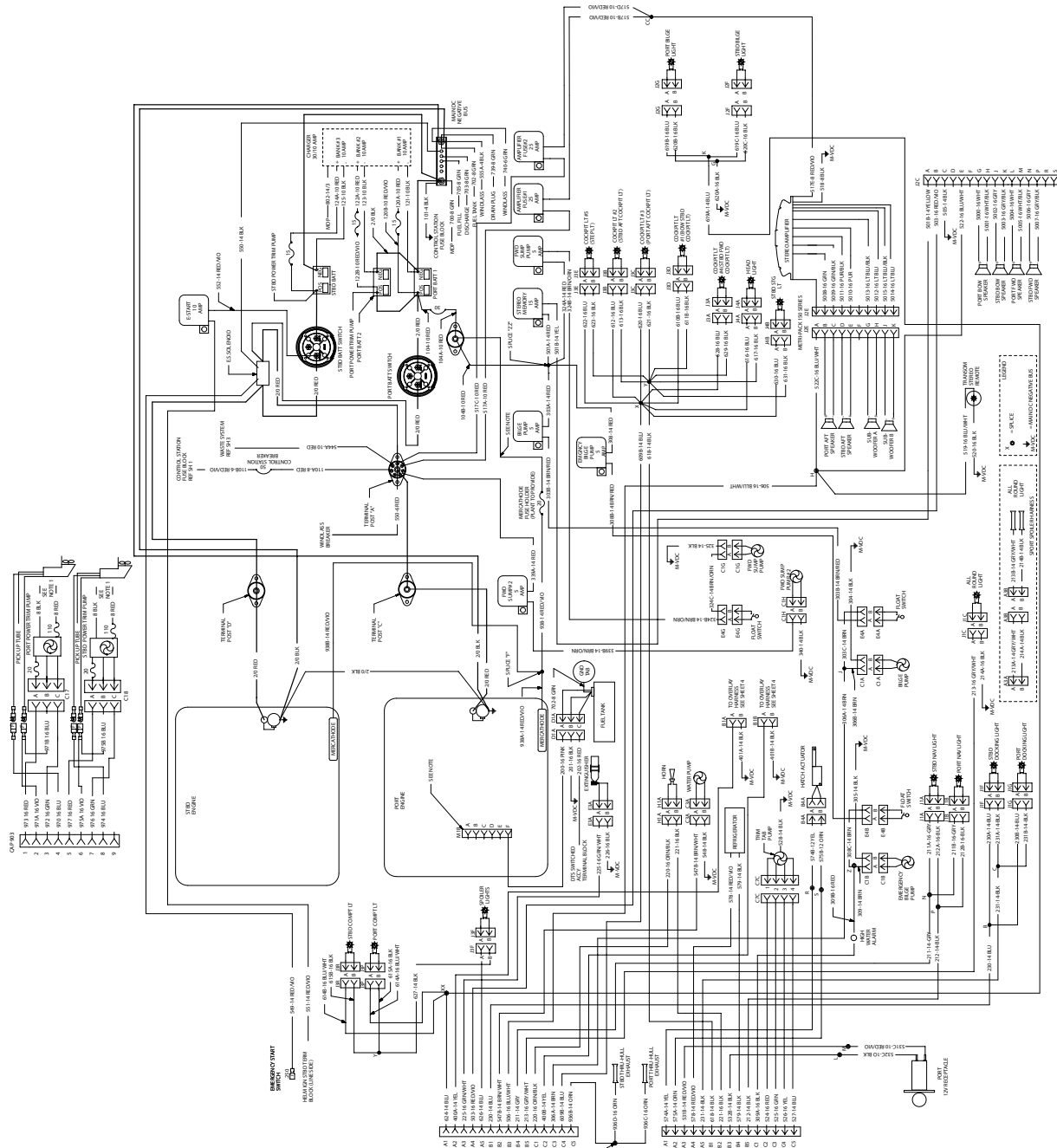


DC WIRING DIAGRAM (DIESEL) (1 OF 4)
(FIG. 19.1) DRAWING NO. 09-603 (1 OF 4)



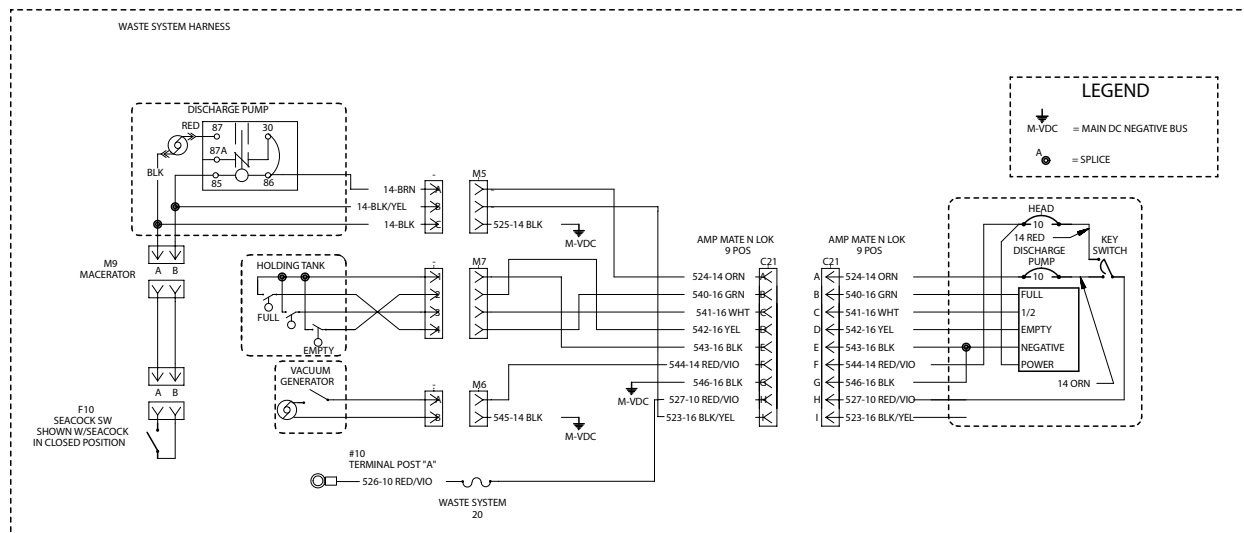
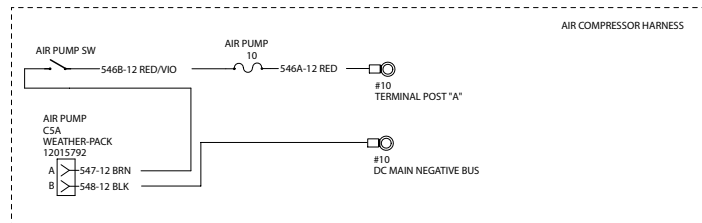
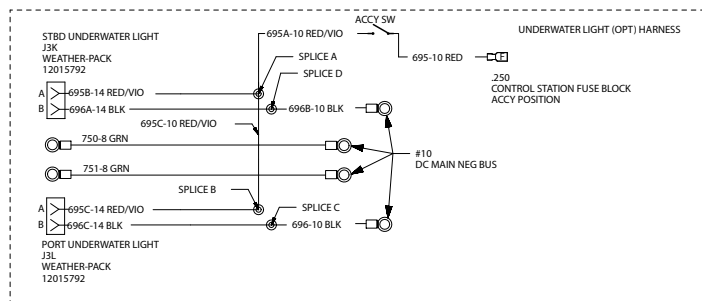
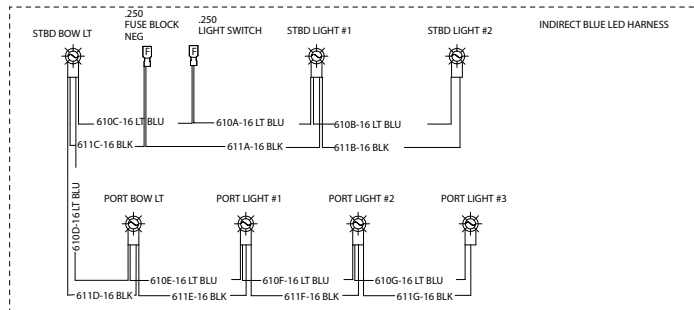
300 SELECT EX OWNERS MANUAL

DC WIRING DIAGRAM (DIESEL) (2 OF 4)
(FIG. 20.1) DRAWING NO. 09-603 (2 OF 4)



300 SELECT EX OWNERS MANUAL

DC WIRING DIAGRAM (DIESEL) (3 OF 4)
(FIG. 21.1) DRAWING NO. 09-603 (3 OF 4)

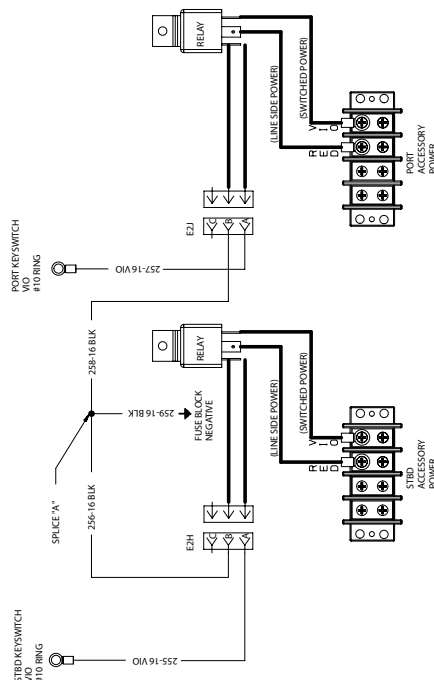
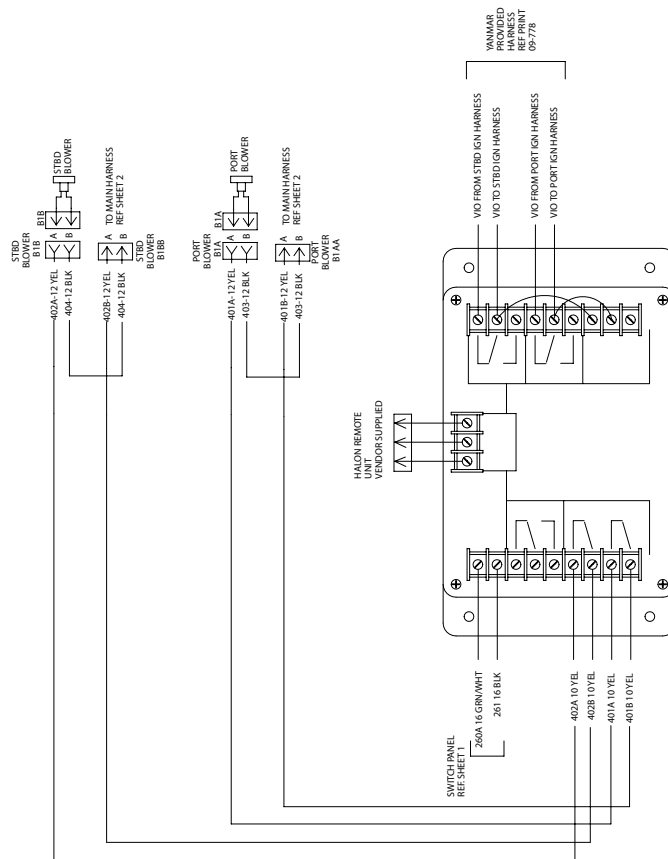


Warning:
DO NOT attempt to
work on the electrical system
of this boat without professional
assistance.



300 SELECT EX OWNERS MANUAL

DC WIRING DIAGRAM (DIESEL) (4 OF 4)
(FIG. 22.1) DRAWING NO. 09-603 (4 OF 4)

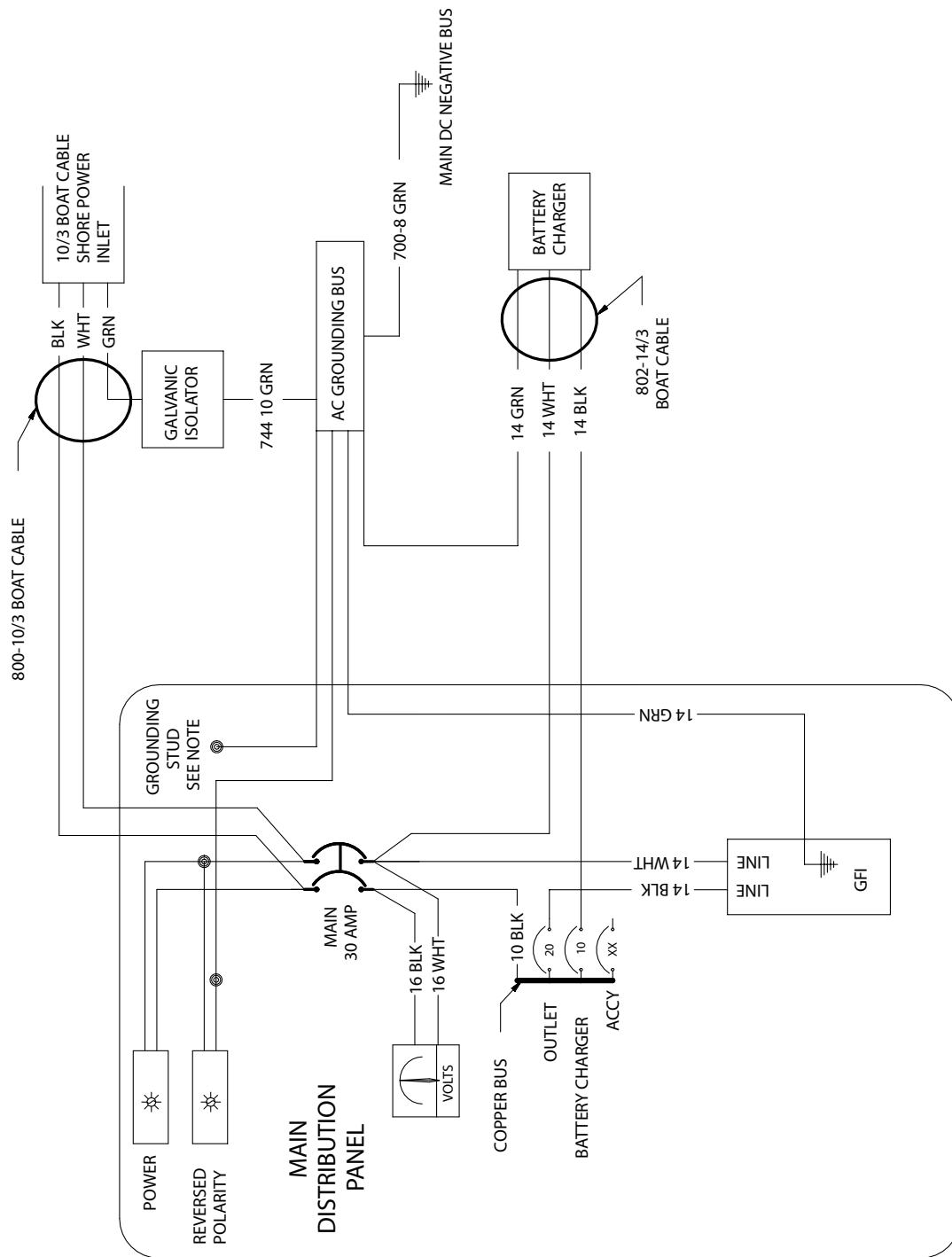


Warning:
DO NOT attempt to
work on the electrical system
of this boat without professional
assistance.



300 SELECT EX OWNERS MANUAL

AC WIRING DIAGRAM (120V/60Hz)
(FIG. 23.1) DRAWING NO. 09-630

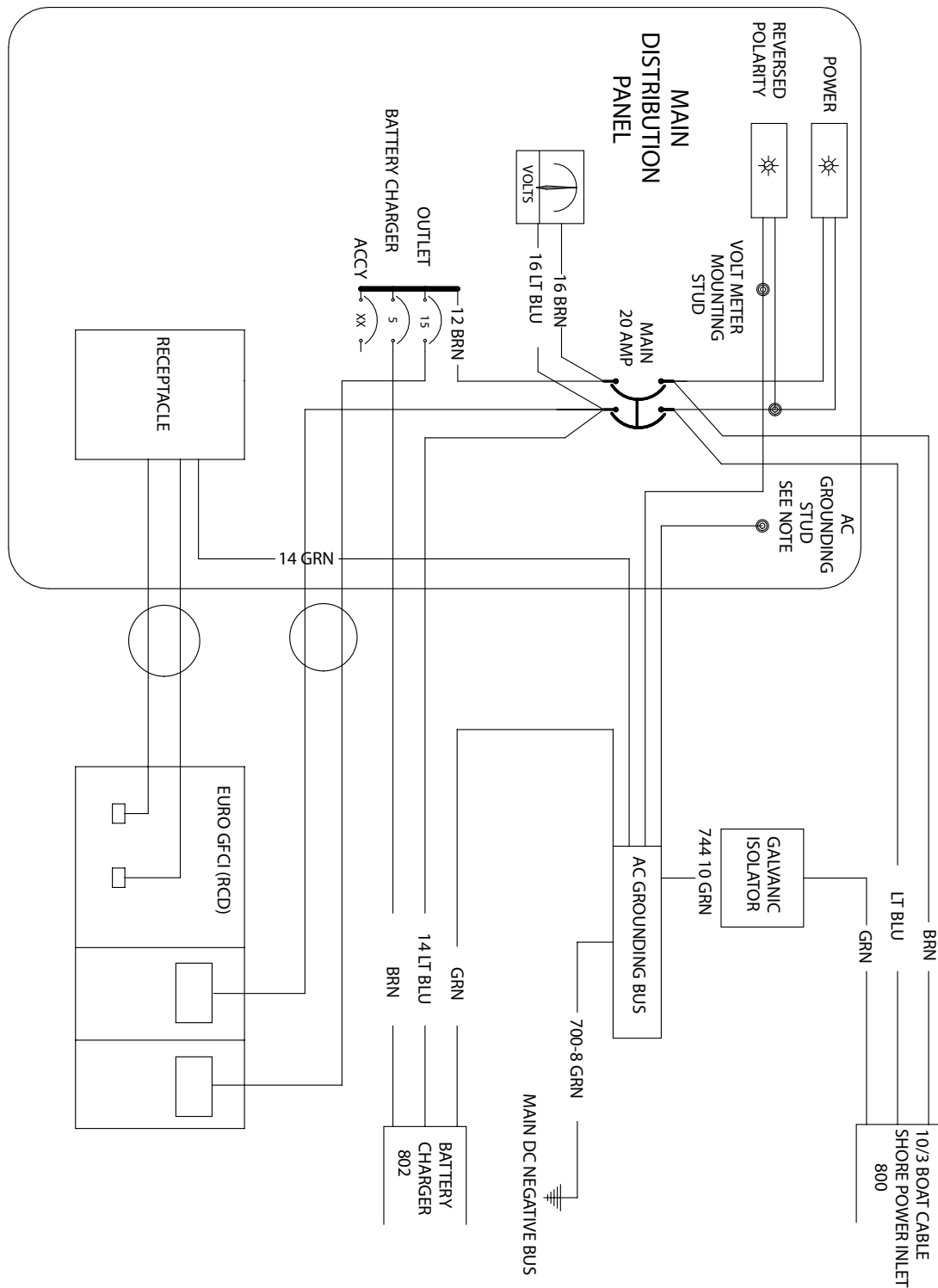


Warning:
DO NOT attempt to
work on the electrical system
of this boat without professional
assistance.



300 SELECT EX OWNERS MANUAL

AC WIRING DIAGRAM (220V/50Hz)
(FIG. 24.1) DRAWING NO. 09-632



Warning:
DO NOT attempt to
work on the electrical system
of this boat without professional
assistance.



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