

2020 Sea-Doo vs. Yamaha vs. Kawasaki

To make the jet ski buying process easy I've gone through and compared every 2020 Sea-Doo, Yamaha, and Kawasaki.

I'll try to be **unbiased** as possible, but my background is more Sea-Doo. If anyone or any manufacturer finds any errors, please leave a comment at the bottom, and I'll correct it.

Jet Ski vs. PWC vs. Waverunner

Before I go too deep, I need to clear up the wording that is used to describe these things.

The most common way to describe them is by calling them Jet Skis. This is what I use most often and what most everyone uses.

But Jet Skis can also be called PWC or Waverunner.

This is just marketing names for each manufacturer.

- Jet Ski = Kawasaki
- Waverunner = Yamaha
- PWC or Personal Watercraft = Sea-Doo

Throughout this post, I'll try to use all variations where they best fit. But I'll mostly stick to using "Jet Ski".

Categories of Jet Skis

Just like how we have cars, trucks, and SUVs for categories, we also have categories for jet skis.

Here Is the Jet Ski Categories.

- Rec-Lite
- Recreation
- Tow Sports
- Touring
- Performance
- Sport Fishing

2020 Jet Ski Prices

Make	Model	MSRP
Sea-Doo	SPARK 2up 60HP	\$5,499
Sea-Doo	SPARK 2up 90HP	\$6,099
Sea-Doo	SPARK 3up 90HP	\$6,699
Yamaha	EX	\$6,899
Sea-Doo	SPARK 2up 90HP iBR	\$7,099
Sea-Doo	SPARK TRIXX 2up	\$7,599
Sea-Doo	SPARK 3up 90HP iBR	\$7,699
Yamaha	EX Sport	\$7,899
Sea-Doo	SPARK TRIXX 3up	\$8,199

Yamaha	SUPERJET	\$8,699
Yamaha	EX Deluxe	\$8,899
Sea-Doo	GTI 90	\$8,999
Yamaha	VX-C	\$8,999
Yamaha	EXR	\$9,399
Kawasaki	STX 160	\$9,599
Yamaha	VX	\$9,899
Sea-Doo	GTI 130	\$9,999
Kawasaki	SX-R	\$9,999
Kawasaki	STX 160X	\$9,999
Yamaha	VX Deluxe	\$10,699
Sea-Doo	GTI SE 130	\$10,799
Yamaha	VX Cruiser	\$10,999
Kawasaki	ULTRA LX	\$11,199
Sea-Doo	GTI SE 170	\$11,399
Yamaha	VX Limited	\$11,399
Kawasaki	STX 160LX	\$11,699
Yamaha	VX Cruiser HO	\$11,799
Sea-Doo	WAKE 170	\$12,199
Yamaha	GP1800R HO	\$12,299
Sea-Doo	GTR 230	\$12,399
Sea-Doo	GTX 170	\$12,999
Yamaha	FX HO	\$13,699
Sea-Doo	GTX 230	\$13,999
Yamaha	FX Cruiser HO	\$14,199
Yamaha	GP1800R SVHO	\$14,399
Sea-Doo	WAKE PRO 230	\$14,899

Sea-Doo	FISH PRO 170	\$14,999
Kawasaki	ULTRA 310X	\$15,299
Sea-Doo	RXP-X 300	\$15,399
Yamaha	FX SVHO	\$15,699
Sea-Doo	GTX Limited 230	\$16,199
Sea-Doo	RXT-X 300	\$16,199
Kawasaki	ULTRA 310R	\$16,299
Yamaha	FX Cruiser SVHO	\$16,399
Sea-Doo	GTX Limited 300	\$17,199
Yamaha	FX Limited SVHO	\$17,599
Kawasaki	ULTRA 310LX	\$17,999

Jet Ski Terms

When you research all 3 manufacturers, you'll learn that they all have there own ways of describing the same thing. This section will be me making since and combining these terms to keep confusion down.

iBR or RIDE: This is the transmission of your watercraft. This is how you go forward, reverse, neutral, and brake. iBR is for Sea-Doo, and RIDE is for Yamaha. While both do necessarily the same thing, each one works slightly different than the other.

Trim: Often called VTS or Electronic Trimming System. This is the same thing you see on boats where it allows you to adjust the angle of the nose of the watercraft. It's a nice feature for rough water and racing.

Learning Mode: Often called a Learning Key or Slo-Mode. The goal of this setting is to give new riders a setting that slows down the jet ski top speed and often the take-off power. Sea-Doo does take this one step further and allows the ski to be programmed to different speed settings so you can work your way up.

Note: 2020 Sea-Doo does not come with a learning key. Most people did not use them and the few who did would reprogram as fast keys anyway. You can order one if you want one though.

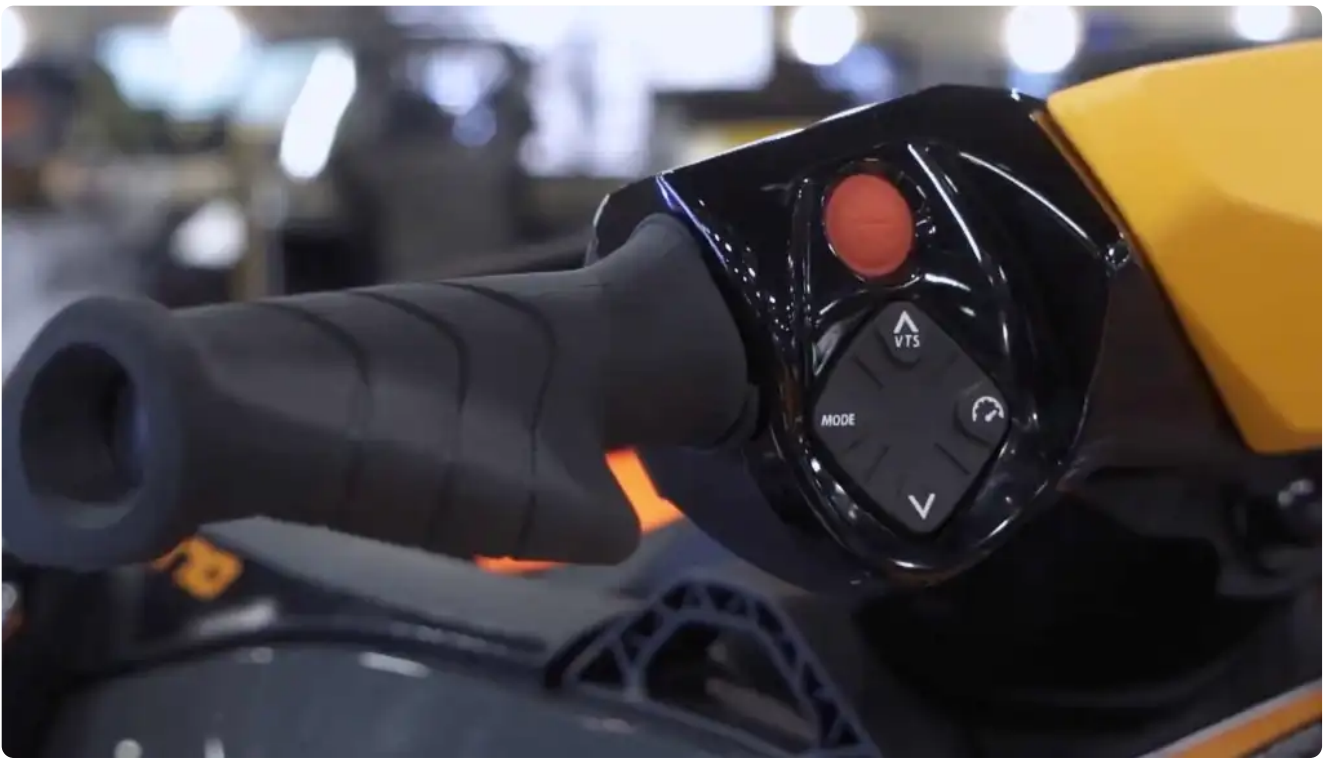
Touring Mode: This is the normal mode your PWCs start in. You still go to top speed, but it's a sluggish take-off. Mostly Sea-Doo does this mode.

ECO Mode: Also called Low-RPM Mode. This is a slow take-off, and a top speed around 45MPH, plus you also get the best gas mileage in this mode. Yamaha kind of treats this as there Learning Mode for new riders.

Sport Mode: Full power and fast take-off. Nothing is holding you back.

Slow Mode: Also called No-Wake Mode and used for around docks and no-wake areas. It keeps you under 5mph and from making a too big of a wake.

Drive Mode: It's Yamaha's version of combining ECO and Slow mode along with an Extra-Low Speed Mode for more effortless docking. Not to be confused with "Driving Modes" which I describe as the many modes that each jet ski has. Driving Mode can include Sport, ECO, Slow and the many other modes depending on the PWC.



Cruise Control button, Driving Mode Button, and Palm Grip.

Cruise Control: Also called Cruise Assist, Speed Regulator, and Speed Control Mode. This allows you to set a speed and stay at that speed.

Works great for long rides, but what sets a jet ski cruise control apart from a car's is that you have to hold the trigger all the way in just in case you fall off the jet ski doesn't run away.

Footwell: This is where your feet sit when you ride on a jet ski. What is excellent is that Yamaha is the only one with a drain on their FX models to keep sitting water from building up.

Polytec: Most jet skis and boats are made out of fiberglass and have been for a long time. Sea-Doo has created a plastic material that they use on some of their watercraft. The great thing about Polytec is that it's light and holds up very well. Sea-Doo is now going on Generation 2 of Polytec and is the future of hulls. Think of it as the transition from glass soda bottles to now plastic soda bottles.

Closed-Loop Cooling VS Open Loop Cooling: Both Yamaha and Kawasaki use Open Loop Cooling, and Sea-Doo uses Closed-Loop Cooling.

DESS: This is the security that Sea-Doo uses. They use a key with a chip in it that is only programmed to your PWC. Kawasaki uses something similar, but it's not a key but something you insert to unlock it and control Fast and Slo-Mode. For specific model Yamaha, you get a Fob that can lock or unlock your Waverunner, and some models have an option to enter a PIN.

Palm Grips: These are oversized grips that have a greater comfort than the regular grips you see on motorcycles or other jet skis. These grips cradle your palm and help remove the stress of riding. Only Sea-Doo has these, and they're on every model they sell in 2020.

Rec-Lite

The Rec-Lite category of watercraft is the cheapest option you have for buying a new jet ski.

As of right now, there is only Sea-Doo and Yamaha in this category. Kawasaki did release a new model in 2020 that does put up a good fight with some of the more expensive Rec-Lite models. The Kawasaki STX 160 models don't feel fully Rec-Lite but do have the price points that put it in that category. If anything it's creating a new category if you ask me, something like a "Rec-Lite+" category.

Sea-Doo Spark Vs. Yamaha EX

When the Yamaha EX came out, I thought it would put the Sea-Doo Spark in its place, but after digging more into it, I found it's not perfect.

Sea-Doo Spark 2up 60HP vs. Sea-Doo Spark 3up 90HP

Sea-Doo has everyone beat when it comes to the lowest price, and the next one in line after that one is still a Sea-Doo Spark.

	SPARK 2up 60HP	SPARK 2up 90HP
Price	\$5,499	\$6,099
Top Speed (MPH)	42	48
Horsepower	60	90
Weight (lbs)	410	410
Storage Capacity (US Gal)	0.42	0.42
Seating Capacity	2	2
Reverse		
Brakes or RIDE		
Fuel Capacity (US Gal)	7.9	7.9
Length (Inches)	110	110
Width (Inches)	46	46
Height (Inches)	41	41
Reboarding Step		
Mirrors		
Trim		
Palm Grip	x	x
Driving Modes		Touring and Sport
Cruise Control		

As you can see, the cheapest jet skis of 2020 don't have a lot of features, but they sure are a blast to ride.

The 60HP Sea-Doo Spark tops out at 42mph, but for many new riders, that "feels like" doing 80 in your car.

Spending a little more not only gets you a more powerful engine but 2 different driving modes too.

With the lack of a reboarding step and mirrors for both, this is not the best option for pulling tubes or skiers. In fact, it's illegal to do so on the 2up in many states.

Sea-Doo Spark 3up 90HP Vs. Yamaha EX

	SPARK 3up 90HP	EX
Price	\$6,699	\$6,899
Top Speed (MPH)	48	50
Horsepower	90	100
Weight (lbs)	425	578
Storage Capacity (US Gal)	0.42	7.7
Seating Capacity	3	3
Reverse		
Brakes or RIDE		
Fuel Capacity (US Gal)	7.9	13.2

Length (Inches)	120	123.2
Width (Inches)	46	44.5
Height (Inches)	41	45.3
Reboarding Step		
Mirrors		
Trim		
Palm Grip	x	
Driving Modes	Touring and Sport	

Sea-Doo Spark 3up 90HP Pros:

- Cheaper.
- Weighs Less.
- Driving modes.
- Noticeably wider. This is huge for getting on and off the craft and overall stability.
- Polytec hull.

Sea-Doo Spark 3up 90HP Cons:

- Not enough storage, just enough room to put your phone and keys.
- Smaller gas tank compared to the EX but a less hungry engine.
- Slower than the EX.

Yamaha EX Pros:

- Longer, which is nice for rougher water.
- More horsepower.
- Faster.
- Larger fuel tank.
- More storage capacity.

Yamaha EX Cons:

- Narrower than the Spark.
- Lacking driving modes.

- Cost more.



Sea-Doo Spark Trixx doing "wheelie"

Sea-Doo Spark 2up 90HP iBR VS. Sea-Doo Spark Trixx 2up VS. Sea-Doo Spark Trixx 3up

There is not a model from Yamaha or Kawasaki that best compete with these three, so I'll have a Sea-Doo vs. Sea-Doo.

	SPARK 2up 90HP w/ iBR	SPARK TRIXX 2up	SPARK TRIXX 3up
Price	\$7,099	\$7,599	\$8,199
Top Speed (MPH)	48	48	48
Horsepower	90	90	90
Weight (lbs)	426	428	439
Storage Capacity (US Gal)	7.42	0.42	0.42
Seating Capacity	2	2	3

Reverse	x	x	x
Brakes or RIDE	x	x	x
Fuel Capacity (US Gal)	7.9	7.9	7.9
Length (Inches)	110	110	120
Width (Inches)	46	46	46
Height (Inches)	41	41	41
Reboarding Step	x		
Mirrors			
Trim		x	x
Palm Grip	x	x	x
Driving Modes	Touring and Sport	Touring and Sport	Touring and Sport

The most significant difference between these is that the Sea-Doo Trixx will have an elongated VTS. This allows you to do wheelies on your jet ski.

Along with a better color scheme and adjustable handlebars, the Trixx is for someone who wants to have the most fun possible on a jet ski while the regular Spark is for someone who wants to get on the water.

Sea-Doo Spark 3up iBR VS. Yamaha EX Sport

	SPARK 3up 90HP iBR	EX Sport
Price	\$7,699	\$7,899
Top Speed (MPH)	48	50
Horsepower	90	100
Weight (lbs)	442	584

Storage Capacity (US Gal)	7.42	7.7
Seating Capacity	3	3
Reverse	x	x
Brakes or RIDE	x	
Fuel Capacity (US Gal)	7.9	13.2
Length (Inches)	120	123.2
Width (Inches)	46	44.5
Height (Inches)	41	45.3
Reboarding Step	x	x
Mirrors		
Trim		
Palm Grip	x	
Driving Modes	Touring and Sport	
Cruise Control		

Sea-Doo Spark 3up iBR Pros:

- Has iBR, this is forward, neutral, reverse, and brakes. It makes docking and controlling the jet ski so much easier.
- More useful storage.
- Different driving modes.
- Wider.
- Cheaper.
- Polytec hull.
- DESS, Digital keys programmed to your jet ski.
- More color options.

- Better add-on options.

Sea-Doo Spark 3up iBR Cons:

- Less power.
- Smaller gas tank.

Yamaha EX Pros:

- More HP.
- Larger gas tank.
- Longer, this is a big deal for Rec-Lite skis, especially in rough water.

Yamaha EX Cons:

- No RIDE, it's a manual reverse and NO brakes.
- Heavier.
- The storage is more but less useful.
- No driving modes.

Ever since the Yamaha EX Sport came out, I've always considered it not worth it in comparison to the Sea-Doo 3up 90HP iBR.

The Sea-Doo comes with iBR, which is Brakes, Neutral, Reverse, and Forward. The EX Sport doesn't have brakes and relies on a manual reverse lever.

The storage on the EX is not that great, it's divided into 3 smaller sections, which makes it hard to store large items like covers or life jackets. The Spark has one large storage bucket and can store large items more easily.

Then the icing on the cake is the EX Sport cost more!

In my opinion, it's not worth buying an EX Sport over a Spark 3up iBR unless you're getting an excellent deal. The Spark is an overall better buy.

Yamaha EX Deluxe VS. Sea-Doo GTI 90 VS. Yamaha VX-C

	EX Deluxe	GTI 90	VX-C
Price	\$8,899	\$8,999	\$8,999

Top Speed (MPH)	50	42	53
Horsepower	100	90	125
Weight (lbs)	600	668	692
Storage Capacity (US Gal)	7.7	42.5	24.6
Seating Capacity	3	3	3
Reverse	x	x	
Brakes or RIDE	x	x	
Fuel Capacity (US Gal)	13.2	15.9	18.5
Length (Inches)	123.2	130.6	131.9
Width (Inches)	44.5	49.2	48
Height (Inches)	45.3	44.8	46.9
Reboarding Step	x		
Mirrors	x	x	x
Trim			
Palm Grip		x	
Driving Modes		x	
Cruise Control			

To be fair, the Sea-Doo GTI 90 and Yamaha VX-C are not in the Rec-Lite category, but both are priced very similarly to the Yamaha EX Deluxe.

Both the Sea-Doo GTI 90 and the Yamaha EX Deluxe will have forward, neutral, reverse, and brakes. The Yamaha VX-C will not and is meant more for the rental market.

For \$100 more, the Sea-Doo GTI 90 is a better deal, but it is slower than the Yamaha EX Deluxe. If you want something more playful, go with the EX, but if you want more of a family jet ski go with the GTI 90.

EX Deluxe Pros:

- Faster than the GTI 90.
- More HP than the GTI 90.
- More playful body than both the GTI 90 and VX-C.
- Has a reboarding step.
- Better color options.

EX Deluxe Cons:

- Much less comfortable seat than the GTI 90 or the VX-C.
- Less storage capacity and a lot more awkward too as it's split over 3 different locations.
- Smaller gas tank.
- No driving modes.
- No dedicated watertight phone box.
- Less stable than the GTI 90 or VX-C, especially around the docks.

GTI 90 Pros:



Watertight phone storage in the glovebox that is on all Sea-Doo GTI Models

- A lot more comfortable than the EX Deluxe, the seat is night and day better in comfort.
- More storage, can fit a cover and many life jackets and still have room left over.
- More stable, especially when boarding the watercraft in the water.
- Watertight phone box built into the glove box. Example picture above.
- LinQ attachments. It allows you to add a cooler, gas can, and many other accessories easily to the GTI. And it's easy to install and not an afterthought.
- Far better jet ski for beginners as it's more stable, easy-going engine, and more comfortable than any Rec-Lite watercraft.
- It can fit 3 people a lot better.
- Palm grips. Great for longer rides.

GTI 90 Cons:

- Slower, big ski with a small engine. Makes for great gas mileage but won't win any races.
- Not as playful of a hull as the EX Deluxe.
- No reboarding step.
- Only one color option.

VX-C Pros:

- More comfortable than the EX Deluxe.
- More storage than the EX Deluxe.

VX-C Cons:

- Meant for the rental and commercial market, regular people may have a harder time finding one.
- Forward only, the GTI 90 and EX Deluxe at least have forward, neutral, and reverse with braking.
- Compared to the EX Deluxe or GTI 90, you're better off going with those instead unless you want to start a rental jet ski company.

Yamaha EXR VS. Kawasaki STX 160

	EXR	STX 160
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Price	\$9,399	\$9,599
Top Speed (MPH)	50	62
Horsepower	110	160
Weight (lbs)	540	864
Storage Capacity (US Gal)	7.7	35
Seating Capacity	3	3
Reverse	x	x
Brakes or RIDE	x	
Fuel Capacity (US Gal)	13.2	20.6
Length (Inches)	123.2	124.1
Width (Inches)	44.5	46.5
Height (Inches)	45.3	45.4
Reboarding Step	x	x
Mirrors	x	x
Trim		
Palm Grip		
Driving Modes		x
Cruise Control		x

It's a shame to me that Sea-Doo doesn't have anything that can compete with the EXR. Luckily Kawasaki has something, and it shines!

Yamaha EXR Pros:

- Cheaper.
- Weighs less than the STX 160.

- RIDE (Forward, Neutral, Reverse and "Braking")
- More playful hull compared to the STX 160.
- Better color scheme.

Yamaha EXR Cons:

- Less HP.
- Slower than the Kawasaki STX 160.
- Less storage capacity.
- Not as wide.
- Smaller fuel tank.

Kawasaki STX 160 Pros:

- FAST! What an excellent bargain for the amount of top speed you get!
- More HP!
- More storage capacity.
- Larger fuel tank.
- Driving modes.
- Cruise Control.
- Better seat comfort compared to the EXR.

Kawasaki STX 160 Cons:

- Lacks RIDE but does have manual reverse.
- Cost more than the EXR.

To be honest, the Kawasaki STX 160 is a great deal! The lack of electronic brakes is a turn off since both Sea-Doo and Yamaha have it, but the STX 160 makes up for it. This is going to be a massive hit for Kawasaki!

Recreation

Yamaha VX VS. Sea-Doo GTI 130 VS. Kawasaki STX 160X

	VX	GTI 130	STX 160X
Price	\$9,899	\$9,999	\$9,999
Top Speed (MPH)	53	52	62

Horsepower	125	130	160
Weight (lbs)	708	739	864
Storage Capacity (US Gal)	24.6	42.5	35
Seating Capacity	3	3	3
Reverse	x	x	x
Brakes or RIDE	x	x	
Fuel Capacity (US Gal)	18.5	15.9	20.6
Length (Inches)	131.9	130.6	124.1
Width (Inches)	48	49.2	46.5
Height (Inches)	46.9	44.8	45.4
Reboarding Step	x		x
Mirrors	x	x	x
Trim			
Palm Grip		x	
Driving Modes		x	x
Cruise Control			x

Yamaha VX Pros:

- Cheapest of the 3.
- Weighs the lightest of the 3.
- RIDE (Forward, Neutral, Reverse and "Braking")
- Large fuel tank.
- Longest of the bunch, helps with rough water.
- Reboarding step - Makes it easier to get back on if you fall off.

Yamaha VX Cons:

- The smallest storage capacity of the bunch.

- Worst seating height. The lower, the more stable the craft will be, especially with multiple riders.
- No driving modes.
- No cruise control.
- Slower than the Kawasaki STX 160X.

Sea-Doo GTI 130 Pros:

- The most storage capacity of the 3.
- iBR (Forward, Neutral, Reverse, and Braking)
- Palm Grip.
- Lowest height, great stability.
- LinQ connections, makes it easy to add accessories.
- Watertight phone box in the glovebox.
- Widest of the bunch, great for boarding the PWC.

Sea-Doo GTI 130 Cons:

- Slowest of the bunch.
- The smallest gas tank but does have ECO mode to save on gas.
- No cruise control.
- No reboarding step.
- The color scheme is more boring compared to the VX and STX 160X.

Kawasaki STX 160X Pros:

- Stupid fast for its price.
- The most HP of the bunch.
- More storage than the Yamaha VX but less than the Sea-Doo GTI 130.
- Cruise Control.
- Reboarding step.
- Largest fuel tank of the group.
- Smaller width, it's a pro if you like a playful jet ski.

Kawasaki STX 160X Cons:

- Manual reverse, and lacks braking.
- The smallest width of the group.

Kawasaki STX 160 models are flexing their horsepower in these last two segments. But horsepower can't make up for the lack of tech and addons that Sea-Doo and Yamaha are doing these days.

Yamaha VX Deluxe VS. Sea-Doo GTI SE 130

	VX Deluxe	GTI SE 130
Price	\$10,699	\$10,799
Top Speed (MPH)	53	52
Horsepower	125	130
Weight (lbs)	664	739
Storage Capacity (US Gal)	24.6	42.5
Seating Capacity	3	3
Reverse	x	x
Brakes or RIDE	x	x
Fuel Capacity (US Gal)	18.5	15.9
Length (Inches)	131.9	130.6
Width (Inches)	48	49.2
Height (Inches)	46.9	44.8
Reboarding Step	x	x
Mirrors	x	x
Trim		x
Palm Grip		x
Driving Modes	x	x

Cruise Control	x	
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Yamaha VX Deluxe Pros:

- Cheaper.
- Weighs less.
- Bigger fuel tank.
- Cup holder in the glovebox.

Yamaha VX Deluxe Cons:

- Less storage capacity.
- Not as wide.
- No trim.
- No comfort seat.
- No built-in dry box for your phone.
- Height is notably higher; this is more of an issue when you have multiple people riding.
- Fiberglass, the Sea-Doo GTI SE 130, uses Polytec 2, which is more scratch-resistant.

Sea-Doo GTI SE 130 Pros:

- More storage capacity.
- Driving modes.
- Wider, noticeably more stable when riding multiple riders.
- LinQ attachments. Super easy to add accessories.
- Watertight phone box storage in the glove box.
- Trim. You can adjust the angle of the nose of the PWC for different water conditions or tow sports.
- Larger swim platform. Ideal for tow sports and relaxing.

Sea-Doo GTI SE 130 Cons:

- Cost more.
- Smaller gas tank.
- Heavier.
- No cup holders.

With Sea-Doo releasing the new GTI body in 2020, it's giving the Recreational category for Sea-Doo a nice bump in value. It's even bumping against the Luxury category. A 2020 GTI SE 130 is a great value all around, especially if you don't want to spend a lot of money.

Yamaha VX Cruiser VS. Kawasaki Ultra LX VS. Sea-Doo GTI SE 170

	VX Cruiser	ULTRA LX	GTI SE 170
Price	\$10,999	\$11,199	\$11,399
Top Speed (MPH)	53	55	55
Horsepower	125	160	170
Weight (lbs)	668	932	739
Storage Capacity (US Gal)	24.6	60	42.5
Seating Capacity	3	3	3
Reverse	x	x	x
Brakes or RIDE	x		x
Fuel Capacity (US Gal)	18.5	20.6	15.9
Length (Inches)	131.9	132.7	130.6
Width (Inches)	48	47	49.2
Height (Inches)	46.9	45.3	44.8
Reboarding Step	x	x	x
Mirrors	x	x	x
Trim			x
Palm Grip			x

Driving Modes	x	x	x
Cruise Control	x		

Yamaha VX Cruiser Pros:

- Cheapest
- Weighs the least.
- RIDE (Forward, Neutral, Reverse and "Braking")
- Reboarding step.
- Comfort seat.
- Learning Mode.

Yamaha VX Cruiser Cons:

- Slowest of the 3.
- The least amount of storage of the 3.
- Kind of an awkward model, it's just the VX Deluxe with a nicer seat.

Kawasaki Ultra LX Pros:

- The size of a Luxury watercraft but at a Recreational price.
- The most storage out of any watercraft in the market.
- Large fuel tank.
- Cruise control.
- Learning mode.

Kawasaki Ultra LX Cons:

- Heaviest jet ski of the 3.
- Lacks iBR or RIDE.
- It's large but doesn't have the same width, still stable though due to its large size.
- Needs more HP, that engine has a lot of weight to carry.

Sea-Doo GTI SE 170 Pros:

- iBR (Forward, Neutral, Reverse, and Braking).
- Palm Grips.
- Driving modes.

- Watertight phone storage.
- LinQ.
- Lowest center of gravity for better stability in the water.
- Widest of the 3, helps with stability at the docks, boarding, and riding multiple people.
- Polytec hull.
- More storage than the VX Cruiser.
- The most horsepower of the 3.
- The most ergonomic seat of the 3.

Sea-Doo GTI SE 170 Cons:

- The smallest gas tank of the 3.
- Less storage than the Kawasaki ULTRA LX.
- Cost the most of the 3

If you ask me the VX Cruiser should not exist, it's just the VX Deluxe with a nicer seat.

The Ultra LX is an excellent option if you want a jet ski for the ocean and other rough water conditions. That extra weight is needed, and the hull of the Ultra keeps it planted.

The GTI SE 170 is the goldilocks of the jet ski world for 2020. It has the right amount of power, features, and comfort. If you're in doubt about what to buy, you need to give the GTI SE 170 a solid look.

The only thing that can give the Sea-Doo GTI SE 170 a run for its money is the Yamaha VX Limited below.

Yamaha VX Limited VS. Nothing

	VX Limited
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Price	\$11,399
Top Speed (MPH)	53
Horsepower	125
Weight (lbs)	668
Storage Capacity (US Gal)	24.6
Seating Capacity	3
Reverse	x
Brakes or RIDE	x
Fuel Capacity (US Gal)	18.5
Length (Inches)	131.9
Width (Inches)	48
Height (Inches)	46.9
Reboarding Step	x
Mirrors	x
Trim	
Palm Grip	
Driving Modes	x
Cruise Control	x

Yamaha VX Limited:

- Single rider towable tube.
- Pull up cleats.
- Storage bag.
- Tow rope.
- 2 fenders.

- Two rop bag.
- Tube inflator.
- 12-volt plug.
- Tube Holder.
- Cover.
- Cruiser Seat.

For the price, the Yamaha VX Limited is a great value with all its extra accessories.

VX Limited VS Wake 170 or GTI SE 170?

I've decided to have the Yamaha VX Limited stand by itself.

I know what Yamaha is doing, they want to compete with the Sea-Doo WAKE 170 and the GTI SE 170.

While the VX Limited has them beat on accessories, it lacks one super important thing - horsepower.

Don't get me wrong, the VX Limited is an excellent Waverunner and probably has one of the best value out of all the jet skis here. This is why I'm having it stand by itself this year - it's a stupid good value.

But that **little 125HP engine** is holding it back.

The Sea-Doo WAKE 170 and GTI SE 170 both have a 170HP engine. That is 45 more HP over the VX Limited. The GTI 90 and Sparks have a 90 HP engine; that is a whole half of a Spark engine more in power than the VX Limited.

This matters because the extra accessories the VX Limited gives you are things like a towable tube.

While yes, the VX Limited can pull that tube, it will never have the gusto like a bigger engine can deliver.

If only Yamaha gave the VX Limited the engine that the VX Cruiser HO has. If they had done that, it would be a more even comparison to the Sea-Doo WAKE 170.

Kawasaki STX 160LX VS. Yamaha VX Cruiser HO

	STX 160LX	VX Cruiser HO
Price	\$11,699	\$11,799
Top Speed (MPH)	62	63
Horsepower	160	180
Weight (lbs)	864	767
Storage Capacity (US Gal)	35	24.6
Seating Capacity	3	3
Reverse	x	x
Brakes or RIDE		x
Fuel Capacity (US Gal)	20.6	18.5
Length (Inches)	124.1	131.9
Width (Inches)	46.5	48
Height (Inches)	45.4	46.9
Reboarding Step	x	x
Mirrors	x	x
Trim		
Palm Grip		
Driving Modes	x	x

Cruise Control	x	x
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Kawasaki STX 160LX Pros:

- Cheaper.
- Greater storage capacity.
- Larger fuel tank.
- Lower center of gravity.
- Cruise control (Adjustable)
- Driving modes.
- Reboarding step.
- Audio System.
- Luxury seat.

Kawasaki STX 160LX Cons:

- Heavier than the VX Cruiser HO.
- Slower.
- Less HP.
- No RIDE (Forward, Neutral, Reverse, and "Braking"). It does have a manual reverse.
- Not as wide.

Yamaha VX Cruiser HO Pros:

- Faster than the Kawasaki STX 160LX.
- More HP.
- Wider.
- Cruiser Seat.
- Cup Holders.
- RIDE (Forward, Neutral, Reverse and "Braking")

Yamaha VX Cruiser HO Cons:

- More expensive.
- No Audio system, it's extra.

Tow Sports

Sea-Doo WAKE 170 VS. Sea-Doo WAKE PRO 230

	WAKE 170	WAKE PRO 230
Price	\$12,199	\$14,899
Top Speed (MPH)	57	65
Horsepower	170	230
Weight (lbs)	747	809
Storage Capacity (US Gal)	42.5	26.1
Seating Capacity	3	3
Reverse	x	x
Brakes or RIDE	x	x
Fuel Capacity (US Gal)	15.9	18.5
Length (Inches)	130.6	135.9
Width (Inches)	49.2	49.4
Height (Inches)	44.8	44.8
Reboarding Step	x	x
Mirrors	x	x
Trim	x	x
Palm Grip	x	x
Driving Modes	x	x
Cruise Control	x	x

Sea-Doo is the only manufacturer to produce the Tow Sports Category of watercraft.

While these two are meant for pulling tubes, wakeboarders, and skiers, it's still an excellent option for others.

The WAKE 170 and the WAKE PRO 230 share a lot of features. What sets them apart is that the WAKE 170 is based on the smaller GTI hull with the less horsepower engine. The WAKE PRO 230 is based on the larger GTX hull and the more horsepower engine.

Don't worry as the 170HP engine of the WAKE 170 will pull anyone just fine. It's the stronger take-off power that the WAKE PRO 230 has that more advanced skiers look for.

To be clear, don't expect jet skis to create any wakes as a Wake Boat would. The great thing about a jet ski over a Wake boat is it's easier to get it going and far cheaper on gas.

Wake Model Features



Wake Board Rack

- **Ski Pylon** – This gets the tow rope higher for the person being pulled for better leverage. It also gives grab handles to the spotter.

- **Ski Mode** – You program how hard you want to take off and how fast you want to go, and the computer does the rest. Once Ski Mode is set, all the driver does is hold the trigger in and steer the watercraft. The machine will ramp up to the desired takeoff speed and cruise at the speed set. The driver can also bump up or down the speed with the up and down buttons on the handlebar.
- **Wake Board Rack** – You get a place to store your wakeboard so that it's not in the footwells of the watercraft bouncing around.
- **Trim** – You can raise and lower the nose of the watercraft. Both are not heavy enough for any huge wake, but it's better than having to drag out the big Wake Boat.
- **iBR** – (Forward, Neutral, Reverse, and Braking)
- **Reboarding Ladder.**
- **Driving modes**
- **Palm Grips.**
- **Cruise Control.**
- **Watertight phone box in glovebox.**



Example of Ski Pylon. Pictured on the GTI SE but the Wake is the same setup.

Wake 170 Only Features

- A lot more storage than the WAKE PRO 230.
- Less HP.
- Cheaper.
- Smaller body.

Wake Pro 230 Only Features

- Tilt Steering.
- Bigger, more stable hull.
- Direct Access Front Storage.
- Integrated Cleats.
- Larger Swim Platform.
- Supercharged.

Sea-Doo FISH PRO 170 VS. Nothing



2020 Fish Pro

	FISH PRO 170
Price	\$14,999
Top Speed (MPH)	57
Horsepower	170

Weight (lbs)	858
Storage Capacity (US Gal)	39.6
Seating Capacity	3
Reverse	x
Brakes or RIDE	x
Fuel Capacity (US Gal)	18.5
Length (Inches)	146.8
Width (Inches)	49.4
Height (Inches)	45.3
Reboarding Step	x
Mirrors	x
Trim	x
Palm Grip	x
Driving Modes	x
Cruise Control	x

Sea-Doo is also the only one to have a Sport Fishing category too.

The most significant change from the 2019 FISH PRO is that the 2020 FISH PRO now has the 170HP engine instead of the 155HP.

FISH PRO 170 Features:

- GARMIN ECHOMAP PLUS 62CV FISH FINDER
- 13.5 Gal. Cooler with recessed work area and tackle and bait storage.
- Fishing Rod Holders.
- Gunwale Footrest.
- Trolling Mode.
- Fishing Bench Seat.

- Extended Rear Platform.
- Watertight phone box in the glovebox.

Performance

Yamaha SUPERJET VS. Kawasaki SX-R

	SUPERJET	SX-R
Price	\$8,699	\$9,999
Top Speed (MPH)	45	45
Horsepower	73	150
Weight (lbs)	306	551
Storage Capacity (US Gal)	0	0
Seating Capacity	1	1
Reverse		
Brakes or RIDE		
Fuel Capacity (US Gal)	4.8	6.1
Length (Inches)	88.2	104.5
Width (Inches)	26.8	30.1
Height (Inches)	26	33.1

These models are mostly bought by the people who race them.

I feel there is no need to go over these models because the people buying them already know what they need to know.

Yamaha GP1800R HO VS. Sea-Doo GTR 230

	GP1800R HO	GTR 230
Price	\$12,299	\$12,399
Top Speed (MPH)	65	65
Horsepower	180	230
Weight (lbs)	739	774
Storage Capacity (US Gal)	24.6	42.5
Seating Capacity	3	3
Reverse	x	x
Brakes or RIDE	x	x
Fuel Capacity (US Gal)	18.5	15.9
Length (Inches)	131.9	130.6
Width (Inches)	48	49.2
Height (Inches)	46.9	44.8
Reboarding Step	x	
Mirrors	x	x
Trim	x	x
Palm Grip		x
Driving Modes	x	x
Cruise Control		x

Yamaha GP1800R HO Pros:

- Less weight than the GTR 230.
- RIDE (Forward, Neutral, Reverse and "Braking")
- Cheaper.
- Reboarding Step.

- Larger gas tank.
- More narrow than the GTR, more playful.
- Non-supercharged engine. Fewer things to go wrong.
- Cup Holders in the glove box.
- Driving Modes.
- Trim.
- Runs on regular.
- Longer than the GTR.

Yamaha GP1800R HO Cons:

- The name. It used to be called the VXR, now it's something longer and harder to say.
- No cruise control.
- Less width than the GTR.

Sea-Doo GTR 230 Pros:

- More horsepower.
- Larger storage capacity.
- iBR (Forward, Neutral, Reverse, and Braking)
- Wider, more stable when standing still.
- Cruise control.
- Ergonomic seat.
- Trim.
- Driving modes.
- Supercharged.
- Palm grips.
- Based on the GTI Hull.

Sea-Doo GTR 230 Cons:

- Supercharged. I know it's a positive, but the negative is that you now have more moving parts while Yamaha was able to do it with fewer.
- Heavier.
- Shorter, the longer the hull, the better it takes the chop.

- Smaller gas tank.
- No reboarding step for when you fall off and have to get back on.

Yamaha GP1800R SVHO VS. Kawasaki ULTRA 310X VS. Sea-Doo RXP-X 300

	GP1800R SVHO	ULTRA 310X	RXP-X 300
Price	\$14,399	\$15,299	\$15,399
Top Speed (MPH)	70	70	70
Horsepower	250	310	300
Weight (lbs)	769	1051	847
Storage Capacity (US Gal)	24.6	56	30.7
Seating Capacity	3	3	2
Reverse	x	x	x
Brakes or RIDE	x		x
Fuel Capacity (US Gal)	18.5	20.6	15.9
Length (Inches)	131.9	132.7	130.6
Width (Inches)	48	47	48.3
Height (Inches)	46.9	45.3	45.3
Reboarding Step	x	x	
Mirrors	x	x	x
Trim	x	x	x
Palm Grip			x
Driving Modes	x	x	x
Cruise Control		x	

Yamaha GP1800R SVHO Pros:

- Cheaper, by a lot.
- Lightest.
- RIDE (Forward, Neutral, Reverse, and "Braking").
- Reboarding step.
- Driving modes.
- Large gas tank.
- Trim.
- 3 Seater.

Yamaha GP1800R SVHO Cons:

- Less horsepower by a lot.
- No cruise control.

Kawasaki ULTRA 310X Pros:

- Most horsepower of the 3.
- Most storage of the 3.
- Most fuel capacity of the 3.
- Longest of the 3.
- Cruise control.
- Trim.
- Reboarding Step.
- 3 Seater.

Kawasaki ULTRA 310X Cons:

- The heaviest of the 3.
- Doesn't have brakes, only manual reverse.

Sea-Doo RXP-X 300 Pros:

- 300HP.
- Trim.
- An ergonomic seat that allows you to lock your legs in for sharp turns.
- X-Package – Racing sponsons (the fins on the side of the craft, they help with better cornering), and specially angled footwells.

- Launch Control.

Sea-Doo RXP-X 300 Cons:

- 2 Seater.
- No reboarding step.
- The smallest gas tank of the bunch.

The Yamaha GP1800R SVHO is the winner here. You can't beat the price, and it's the latest of the bunch too. It does have less HP, but it still keeps up.

The Sea-Doo RXP-X 300 is due for a change either 2021 or the 2022. It's been the same body since 2012, and with the GTI's getting a new body, the RXP-X update is around the corner.

Yamaha FX SVHO VS. Sea-Doo RXT-X 300 VS. Kawasaki ULTRA 310R

	FX SVHO	RXT-X 300	ULTRA 310R
Price	\$15,699	\$16,199	\$16,299
Top Speed (MPH)	70	70	70
Horsepower	250	300	310
Weight (lbs)	818	829	1047
Storage Capacity (US Gal)	44	26.1	56
Seating Capacity	3	3	3
Reverse	x	x	x
Brakes or RIDE	x	x	
Fuel Capacity (US Gal)	18.5	18.5	20.6
Length (Inches)	140.9	135.9	132.7

Width (Inches)	50	49.4	47
Height (Inches)	48.4	45.2	45.3
Reboarding Step	x		x
Mirrors	x	x	x
Trim	x	x	x
Palm Grip		x	
Driving Modes	x	x	x
Cruise Control	x		x

Yamaha FX SVHO Pros:

- Cheaper.
- Weighs less.
- More storage capacity.
- RIDE (Forward, Neutral, Reverse, and "Braking").
- Colored Touch Screen.
- Longer.
- Wider.
- Reboarding Step.
- Trim.
- Driving modes.
- Cruise control.
- Best looking of all 2020 models!
- Footwell drain.
- Tilt steering.
- Cup holders.

Yamaha FX SVHO Cons:

- Touch screen, it's cool but hard to use with wet fingers and can't use it when bouncing around while you ride. Still cool, and the other manufacturers need to catch up.
- Less horsepower.

- No ergonomic seat.

Sea-Doo RXT-X 300 Pros:

- 0 to 60 in 3.6 seconds.
- Easier access to the front storage.
- LinQ system.
- Angled, extended Footwell Wedges.
- Launch Control with Auto-Trim.
- Race-inspired Sponsons for better cornering.
- 18.5 Gal gas tank, it's bigger than the 2019 models.
- Modular seats and lounge area.
- Palm grips.
- Watertight phone box in the glove box.
- Narrow racing seat.
- Trim.
- Extended VTS.
- Speed Limiter Mode.

Sea-Doo RXT-X 300 Cons:

- No colored touch screen.
- Less overall storage.
- The color scheme is not as nice as what Yamaha has done this year.
- Less horsepower than the Kawasaki ULTRA 310R.

Kawasaki ULTRA 310R Pros:

- Most horsepower of the 3 (310HP).
- Most storage of the 3.
- The largest gas tank of the 3.
- Cruise Control.
- Driving Modes.
- Racing style handlebars.

Kawasaki ULTRA 310R Cons:

- Cost the Most of the 3.

- The heaviest of the 3.
- No brakes, only manual reverse.
- The most narrow, could be a good thing if you're more into racing.

Touring

Sea-Doo GTX 170 VS. Yamaha FX HO

	GTX 170	FX HO
Price	\$12,999	\$13,699
Top Speed (MPH)	57	58
Horsepower	170	180
Weight (lbs)	776	836
Storage Capacity (US Gal)	26.1	44
Seating Capacity	3	3
Reverse	x	x
Brakes or RIDE	x	x
Fuel Capacity (US Gal)	18.5	18.5
Length (Inches)	135.9	140.9
Width (Inches)	49.4	50
Height (Inches)	44.8	48.4
Reboarding Step	x	x
Mirrors	x	x
Trim	x	x
Palm Grip	x	
Driving Modes	x	x

Cruise Control	x	x
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Sea-Doo GTX 170 Pros:

- Cheaper.
- Weighs less.
- iBR (Forward, Neutral, Reverse, and Braking).
- Lower height means a lower center of gravity, making it more stable, especially with multiple people on it.
- Easier to access front storage.
- Watertight phone storage in the glove box.
- LinQ system.
- Larger gas tank than last year's model.
- More HP than last year's model.
- Trim.
- Cruise control.
- Driving modes.
- Tilt steering.
- Touring seats.
- Lounge seating.
- Palm grips.

Sea-Doo GTX 170 Pros:

- Less overall storage than the FX HO.
- Slower.
- No colored touch screen like the FX HO.
- No cup holders.
- No footwell drains like the FX HO.

Yamaha FX HO Pros:

- Faster.
- More Horsepower.
- Colored touchscreen.
- More storage capacity.

- RIDE (Forward, Neutral, Reverse, and "Braking").
- Wider.
- Longer.
- Cruise control.
- Driving modes.

Yamaha FX HO Cons:

- Cost More.
- Heavier.
- A little harder to access the front storage compared to the Sea-Doo GTX.
- You can't use the touchscreen at speed, but I guess that is a Pro, so you keep focus and drive.

Sea-Doo GTX 230 VS. FX Cruiser HO

	GTX 230	FX Cruiser HO
Price	\$13,999	\$14,199
Top Speed (MPH)	65	58
Horsepower	230	180
Weight (lbs)	805	838
Storage Capacity (US Gal)	26.1	44
Seating Capacity	3	3
Reverse	x	x
Brakes or RIDE	x	x
Fuel Capacity (US Gal)	18.5	18.5
Length (Inches)	135.9	140.9
Width (Inches)	49.4	50

Height (Inches)	44.8	48.4
Reboarding Step	x	x
Mirrors	x	x
Trim	x	x
Palm Grip	x	
Driving Modes	x	x
Cruise Control	x	x

Here's the thing...

The Sea-Doo GTX 230 is the same as the Sea-Doo GTX 170, except the 230 has a 230HP engine, which makes it faster at the top end and a whole lot faster on take off.

The Yamaha FX Cruiser HO is just like the FX HO but has the comfort seat and pull up cleats. The Cruiser HO keeps the same engine, which makes the Sea-Doo GTX 230 faster.

Other than that, all the pros and cons for the Sea-Doo GTX 170 and the Yamaha FX HO will be the same for these as well.

Sea-Doo GTX Limited 230 VS. Yamaha FX Cruiser SVHO

	GTX Limited 230	FX Cruiser SVHO
Price	\$16,199	\$16,399
Top Speed (MPH)	65	70
Horsepower	230	250
Weight (lbs)	825	820

Storage Capacity (US Gal)	26.1	44
Seating Capacity	3	3
Reverse	x	x
Brakes or RIDE	x	x
Fuel Capacity (US Gal)	18.5	18.5
Length (Inches)	135.9	140.9
Width (Inches)	49.4	50
Height (Inches)	44.8	48.4
Reboarding Step	x	x
Mirrors	x	x
Trim	x	x
Palm Grip	x	
Driving Modes	x	x
Cruise Control	x	x

Sea-Doo GTX Limited 230 Pros:

- Cheaper.
- iBR (Forward, Neutral, Reverse, and Braking).
- Bluetooth Audio System.
- USB Charger.
- Comes with a Cover.
- Safety Equipment Kit.
- Dry Bag.
- Storage Bin organizer.
- Driving Modes.
- Water temperature gauge.

- Reboarding Ladder.
- Water-tight phone storage in the glove box.
- Integrated Cleats.
- Palm Grips.
- Direct Access Front Storage – Super easy to get into the front storage of the watercraft from the driver's seat.
- Tilt Steering.
- LinQ attachments options – Can add gas cans, Ski Pylon, and so many more accessories to the watercraft. Sold separately.
- Soft Knee Pad for Ergolock Seat area.
- Supercharged.
- Cruise Control and slow speed mode.
- Depth Finder.
- Wide Angle mirrors.
- Trim
- Touring Seat.
- Lounge Seating – You can move the seats around and have a picnic or relax on the back.
- Lowest seating height, less weight at the top, the more stable it sits in the water.
- 18.5 Gallon gas tank, this is bigger than last year's model and puts it on the same level as the Yamaha.

Sea-Doo GTX Limited 230 Cons:

- Slightly heavier than the FX Cruiser SVHO.
- No Color Touchscreen like the FX models have.
- NO footwell drain like the FX models have. This is small but nice to have.
- Less overall storage.

Yamaha FX Cruiser SVHO Pros:

- Color Touch Screen
- RIDE (Forward, Neutral, Reverse, and "Braking").

- Reboarding step.
- Multi-Mount System.
- Storage in the rear for tow ropes and such.
- Mirrors.
- Driving Modes.
- Cruise control.
- Footwell drains
- Tilt Steering.
- Pull up Cleats.
- More storage than the Sea-Doo GTX 230 Limited.
- Trim.

Yamaha FX Cruiser SVHO Cons:

- Lacks all the extra accessories that the GTX Limited 230 gets like a cover, depth finder, dry bag, safety kit, and so on.
- The front storage is harder to get to from a seated position at the driver's seat.
- Cost more.

The Sea-Doo GTX Limited 230 wins this one. With it, at a lower price along with extra accessories standard, you can't beat it.

Sea-Doo GTX Limited 300 VS. Yamaha FX Limited SVHO VS.

Kawasaki ULTRA 310LX

	GTX Limited 300	FX Limited SVHO	ULTRA 310LX
Price	\$17,199	\$17,599	\$17,999
Top Speed (MPH)	70	70	70
Horsepower	300	250	310
Weight (lbs)	849	822	1073

Storage Capacity (US Gal)	26.1	44	56
Seating Capacity	3	3	3
Reverse	x	x	x
Brakes or RIDE	x	x	
Fuel Capacity (US Gal)	18.5	18.5	20.6
Length (Inches)	135.9	140.9	132.7
Width (Inches)	49.4	50	47
Height (Inches)	44.8	48.4	49.4
Reboarding Step	x	x	x
Mirrors	x	x	x
Trim	x	x	x
Palm Grip	x		
Driving Modes	x	x	x
Cruise Control	x	x	x

Sea-Doo GTX Limited 300 Pros:

- 300 HP, it's the same engine that's in Sea-Doo racing watercraft.
- iBR (Forward, Neutral, Reverse, and Braking).
- Driving Modes.
- Reboarding step.
- Trim.
- Direct Access Front Storage.
- Integrated Cleats.
- Ergolock Seat, Stepped.
- Water-tight phone storage in the glove box.
- Tilt Steering.

- LinQ Attachments.
- Palm Grips.
- Largest Swim Platform in the Industry.
- Audio System.
- Jet Ski Cover.
- Dry bag.
- Water temperature gauge.
- Safety Kit.
- Cruise control with Slow mode.
- USB Charger.
- Depth finder.
- Storage Bin Organizer.
- Cheapest of the 3.
- Lowest height - Less weight high up the more stable you'll be.
- Lounge Seating - You can move the seats around and have a picnic or relax on the back.

Sea-Doo GTX Limited 300 Cons:

- The least overall storage amount of the 3. The focus is the one big bucket, which is easy to get to. Since it's one big bucket, you can fit bigger items like fenders and covers better.
- It doesn't come with a tube like the Yamaha.
- Doesn't come with the bumpers like the Yamaha.
- No colored touch screen.
- No pull up cleats.

Yamaha FX Limited SVHO Pros:

- Industry-first Colored Touchscreen.
- Waterproof Bluetooth Wireless Speakers (2).
- RIDE (Forward, Neutral, Reverse, and "Braking").
- Single rider towable tube.
- Tube inflator.

- Soft-sided Cooler – This is nice that Yamaha gives you this!
- Matching Cover.
- 12-volt outlet to power the inflator.
- 2 Fenders.
- Weighs the least among the 3.
- Supercharged.
- Tilt Steering.
- Cruise control.
- Driving Modes.
- Cruiser Seat.
- Trim.
- Pull Up Cleats.
- Reboarding Step.

Yamaha FX Limited SVHO Cons:

- The audio system is not as impressive as what Sea-Doo and Kawasaki have done. But to be fair, the Yamaha option is portable.
- No ergonomic seats.
- No lounge seating like the Sea-Doo GTX Limited 300.

Kawasaki ULTRA 310LX Pros:

- The largest gas tank of the 3.
- Most stock horsepower of the 3.
- Largest total storage of the 3.
- Audio System.
- Reboarding step.
- Driving modes.
- Tilt Steering.
- Cruise Control.
- Cruiser Seat.
- Trim.

Kawasaki ULTRA 310LX Cons:

- Manual reverse, Kawasaki still doesn't have brakes like what Sea-Doo and Yamaha are doing.
- Heaviest of the watercraft.
- The most expensive jet ski on the market for 2020.
- Lacks extras like what Yamaha and Sea-Doo give. Things like a safety kit, towable tube, dry bag, etc.

Yamaha is doing a great job with including many accessories, but it has made the price a bit higher.

Not everyone wants or needs a tube, and if you do, you can find affordable options and come out ahead with the Sea-Doo GTX Limited 300.

Plus, the GTX Limited 300 comes with more expansion options like the ability to add a Ski-Pylon, which helps with tow sports.