

2021 Sea-Doo vs. Yamaha vs. Kawasaki

Wow, 2020 was such a crazy year for jet ski sales, and the way things are going, 2021 has a good chance of being crazy too!

In the past few years, I've created guides like this to help people buying new jet skis. I go through all 2021 jet ski models and compare and highlight each one.

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

I need to point out the wording of each manufacturer. Most people call these things jet skis, but they can also be called PWCs or Waverrunners.

The name depends on the manufacturer.

- Jet Ski = Kawasaki
- PWC = Sea-Doo
- Waverunner = Yamaha

Kind of like how everyone calls a tissue a Kleenex, everyone calls PWCs a jet ski.

There is no right way or wrong way to go about this, everyone will understand what you mean.

About Last Year

I need to note that 2020 was a crazy year for the jet ski and the boating world.

Due to current events, everyone was stuck at home. This caused many people to buy jet skis and most dealerships ran out very quickly.

It's hard to predict what 2021 will be like, but I would not wait around to buy.

Jet Ski Categories

Just like how we have categories for vehicles (car, truck, SUV) we also have them for jet skis.

These are the categories I'll be using as they're more neutral and fit all models.

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

2021 Jet Ski Prices

Make	Model	MSRP
Sea-Doo	SPARK 2up 60HP	\$5,499
Sea-Doo	SPARK 3up 90HP	\$6,799
Yamaha	EX	\$6,999
Sea-Doo	SPARK 2up 90HP iBR	\$7,199
Sea-Doo	SPARK TRIXX 2up	\$7,699
Sea-Doo	SPARK 3up 90HP iBR	\$7,799

Yamaha	EX Sport	\$7,999
Sea-Doo	SPARK TRIXX 3up	\$8,299
Yamaha	EX Deluxe	\$8,999
Sea-Doo	GTI 90	\$9,099
Yamaha	VX-C	\$9,149
Yamaha	EXR	\$9,499
Yamaha	SuperJet	\$9,499
Yamaha	EX Limited	\$9,599
Kawasaki	STX 160	\$9,799
Kawasaki	SX-R	\$9,999
Yamaha	VX	\$10,049
Sea-Doo	GTI 130	\$10,099
Kawasaki	STX 160X	\$10,199
Yamaha	VX Deluxe	\$10,849
Sea-Doo	GTI SE 130	\$10,899
Yamaha	VX Cruiser	\$11,149
Kawasaki	ULTRA LX	\$11,399
Sea-Doo	GTI SE 170	\$11,499
Kawasaki	STX 160LX	\$11,899
Yamaha	VX Cruiser HO	\$12,049
Sea-Doo	WAKE 170	\$12,299
Yamaha	VX Limited	\$12,449
Yamaha	GP1800R HO	\$12,549
Sea-Doo	GTR 230	\$12,599
Sea-Doo	GTX 170	\$13,099
Yamaha	VX Limited HO	\$13,549

Yamaha	FX HO	\$13,799
Sea-Doo	GTX 230	\$14,099
Yamaha	FX Cruiser HO	\$14,299
Yamaha	GP1800R SVHO	\$14,749
Kawasaki	ULTRA 310X	\$15,499
Sea-Doo	FISH PRO 170	\$15,599
Sea-Doo	GTX 300	\$15,799
Sea-Doo	RXP-X 300	\$15,799
Sea-Doo	WAKE 230	\$15,799
Yamaha	FX SVHO	\$15,799
Yamaha	FX Cruiser SVHO	\$16,499
Kawasaki	ULTRA 310R	\$16,499
Sea-Doo	RXT-X 300	\$16,799
Yamaha	FX Limited SVHO	\$17,699
Sea-Doo	GTX Limited 300	\$17,999
Kawasaki	ULTRA 310LX	\$18,199

Rec-Lite

The cheapest new option for a jet ski will be found in the Rec-Lite category.

It's only Sea-Doo and Yamaha in this category. Kawasaki has something that gets close at the higher-end of Rec-Lite, but I feel it's falls more in the Recreational category. This is not a bad thing, it's quite good as I'll explain later.

When it comes to seating capacity for the Rec-Lite category, it's a little tricky. While they will say it will seat 3 people, that doesn't necessarily mean 3 grown men.

I tell people that when it comes to the Rec-Lite category, a 3 seater is really a 2 seater and a 2 seater is really a 1 seater. You could get 3 people, but only if you do two adults and one child, not 3 grown men.

Before you panic, the Rec-Lite watercraft are more stable than the jet skis of the 90's and early 00's. I'm 240 pounds and can stand on the side of my 3up Spark and not flip it. But get two of me on there, and you can feel the jet ski become less stable, but it's fine. 3 of me and we're going in the water.

Sea-Doo Spark Vs. Yamaha EX

Sea-Doo has the Spark, and Yamaha has the EX for its Rec-Lite watercraft.

This category started in 2014 with the Sea-Doo Spark and with Yamaha following suit in 2017.

Sea-Doo 2up 60HP vs. Nothing

For 2021 Sea-Doo has dropped the 2up 90HP Spark from the lineup but kept the cheaper 60HP option.

Kind of a bummer as they had it last year, but understandable.

Both Kawasaki and Yamaha don't have anything that can compete at the \$5,499 price point, and clearly, the 60HP Spark is a price point machine.

	SPARK 2up 60HP
MSRP	\$5,499

Top Speed (MPH)	40
HP	60
Weight (lbs)	410
Storage Capacity (US Gal)	0.42
Seating Capacity	2
Transmission	Forward Only
Fuel Capacity	7.9
Length (Inches)	110
Width (Inches)	46
Height (Inches)	41
Hull	Polytec
Cooling	Closed Loop
Reboarding Step	No
Mirrors	No

The 2up 60HP Sea-Doo Spark is a bare-bones watercraft. With a top speed of 40MPH, which is fast for many people, it's more than enough to get you on the water and having fun.

Sea-Doo SPARK 3up 90HP vs. Yamaha EX vs. Sea-Doo SPARK 2up 90HP iBR

	SPARK 3up 90HP	EX	SPARK 2up 90HP iBR
MSRP	\$6,799	\$6,999	\$7,199
Top Speed (MPH)	49	50	49

HP	90	100	90
Weight (lbs)	425	578	444
Storage Capacity (US Gal)	0.42	7.7	7.42
Seating Capacity	3	3	2
Transmission	Forward Only	Forward Only	iBR
Fuel Capacity	7.9	13.2	7.9
Length (Inches)	120	123.2	110
Width (Inches)	46	44.5	46
Height (Inches)	41	45.3	41
Hull	Polytec	Fiberglass	Polytec
Cooling	Closed Loop	Open Loop	Closed Loop
Reboarding Step	No	No	Yes
Mirrors	No	No	No

Spark 3up 90HP Pros:

- Cheaper of the 3 options.
- Weighs the least.
- Driving modes (Touring and Sport)
- Wider than the Yamaha EX.
- Polytec hull.

Spark 3up 90HP Cons:

- Storage could always be bigger, only have the glove box. You can add front bucket storage for an extra charge.
- Only goes forward, no reverse.
- Seats 3 people.
- Smaller gas tank than the EX.
- No reboarding step. Can add one for an extra charge.

- Slightly slower than the EX but not by much. I'm 240 pounds and easily hit 48 on the gauge; lighter riders who ride my ski hit 49.

Yamaha EX Pros:

- More horsepower than a Spark.
- Slightly faster.
- Seats 3 people.
- Bigger fuel tank, always a plus!
- More storage, but I need to talk about this more in a few.
- A little longer, helps a little with the chop.

Yamaha EX Cons:

- Less wide, more of an issue at lower speeds or stopped.
- Cost more than the equivalent base model 3up 90HP Spark.
- No driving modes like touring or sport mode.
- No reboarding step.
- Has more storage, but the storage is fragmented, unlike the Spark, where it's one bucket (bucket cost extra on the base 3up Spark but comes on Sparks with iBR). Fragmented storage makes storing simple things like life jackets or covers harder.



Sea-Doo Spark Front Bucket Storage

SPARK 2up 90HP iBR Pros:

- iBR (Forward, neutral, reverse, and braking) This is nice if you're new to jet skis.
- Front bucket storage, it can fit a life jacket and jet ski cover just fine.
- Reboarding Step
- Polytech hull.
- Wider than the EX.
- Driving modes, Sport and Touring.

SPARK 2up 90HP iBR Cons:

- The most expensive option of the 3.
- A 2 seater.
- Shorter and more playful hull (could be a plus).

While you can't get a Spark 2up 90HP, you can still get one with iBR. iBR is the braking, neutral, and reverse. Along with this, you also get the Convenience

package, which comes with front bucket storage and a reboarding step.

I put the Sea-Doo Spark 2up 90HP iBR in the comparison of the other two because it's only \$200 more than the Yamaha EX. For \$200, you get brakes, neutral, and reverse while the other Spark and EX only go forward.

Unfortunately, you do give up the extra seat, which is a must if you do any pull sports required by law in many states.

If you mostly ride by yourself, the jump in price to the 2up 90HP Spark with iBR is the better value. If you plan on riding more people, the EX is the better deal. If you only care about price, you can be like me and get the base model 3up 90HP Spark. I did add a manual reverse and storage bucket later. If I had to do it again, I would go with the iBR over manual reverse as new riders understand it better, and I would have fewer dings on my Spark.

Sea-Doo SPARK 3up 90HP iBR vs. Yamaha EX Sport

	SPARK 3up 90HP iBR	EX Sport
MSRP	\$7,799	\$7,999
Top Speed (MPH)	49	50
HP	90	100
Weight (lbs)	446	584
Storage Capacity (US Gal)	7.42	7.7
Seating Capacity	3	3
Transmission	iBR	Manual Forward and Reverse
Fuel Capacity	7.9	13.2
Length (Inches)	120	123.2

Width (Inches)	46	44.5
Height (Inches)	41	45.3
Hull	Polytec	Fiberglass
Cooling	Closed Loop	Open Loop
Reboarding Step	Yes	Yes
Mirrors	No	Yes

Sea-Doo SPARK 3up 90HP iBR Pros:

- iBR (Forward, neutral, reverse, and braking) Makes docking easier.
- More useful front bucket storage.
- Driving modes.
- Cheaper.
- Wider.
- Polytec hull.
- Palm rests.
- Lower overall height and wider = more stable.

Sea-Doo SPARK 3up 90HP iBR Cons:

- Smaller fuel tank.
- Less HP.
- No mirrors - needed in many states for pull sports.
- Shorter

Yamaha EX Sport Pros:

- More HP.
- Longer, takes the chop better.
- Larger fuel tank so you can spend more time on the water.

Yamaha EX Sport Cons:

- Has a manual reverse, does not have Yamaha's electronic RIDE system similar to Sea-Doo iBR.
- Heavier.
- No driving modes.

- EX storage is larger, but more spread out and less useful.

The Sea-Doo SPARK 3up 90HP iBR is a real strong contender with the price and coming with iBR.

But the Yamaha EX Sport will be a little faster and has a larger fuel tank.

Sea-Doo SPARK TRIXX 2up vs. Sea-Doo SPARK TRIXX 3up

	SPARK TRIXX 2up	SPARK TRIXX 3up
MSRP	\$7,699	\$8,299
Top Speed (MPH)	49	49
HP	90	90
Weight (lbs)	428	439
Storage Capacity (US Gal)	0.42	0.42
Seating Capacity	2	3
Transmission	iBR	iBR
Fuel Capacity	7.9	7.9
Length (Inches)	110	120
Width (Inches)	46	46
Height (Inches)	42	42
Hull	Polytec	Polytec
Cooling	Closed Loop	Closed Loop
Reboarding Step	No	No
Mirrors	No	No

Since the TRIXX are in a league of their own, Yamaha or Kawasaki don't have anything similar, so I won't compare them to anything.

The TRIXX is the "cool" Spark. By that, I mean you'll have more fun on it because it has an extended VTS and other little features that make it do "tricks".

You can pop wheelies all day long and spin it out. Just check out this video.

I love the idea of the TRIXX because I've been on many jet skis, and many of those were built for racing. I've done the 80MPH+, but I can honestly say I've had more fun on the slower TRIXX than the faster, more expensive jetskis.

Recreation

The lines between Rec-Lite and Recreation are blurring, especially in the next few sections.

Generally, the Recreation category watercraft are larger and more comfortable than the Rec-Lite category.

Recreational watercraft make for a perfect family jet ski or to get you in the sport with more comfort than the Rec-Lite offers.

The Sea-Doo Sparks and Yamaha EX line up are in the Rec-Lite category. The Sea-Doo GTI, Yamaha VX, and Kawasaki STX are in the Recreational category. Since prices are so similar, the lines blur a bit.

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

	EX Deluxe	GTI 90	VX-C
MSRP	\$8,999	\$9,099	\$9,149
Top Speed (MPH)	50	43	53
HP	100	90	125
Weight (lbs)	600	668	701

Storage Capacity (US Gal)	7.7	40.3	30.1
Seating Capacity	3	3	3
Transmission	RIDE	iBR	Forward Only
Fuel Capacity	13.2	15.9	18.5
Length (Inches)	123.2	130	131.1
Width (Inches)	44.5	49.2	48.8
Height (Inches)	45.3	44.8	47.2
Hull	Fiberglass	Polytec Gen. 2	Fiberglass
Cooling	Open Loop	Closed Loop	Open Loop
Reboarding Step	Yes	No	No
Mirrors	Yes	Yes	Yes

Yamaha EX Deluxe Pros:

- Much faster than the GTI 90.
- RIDE - forward, neutral, reverse, and "braking".
- More HP than the GTI 90.
- More playful body compared to the GTI 90 or VX-C.

Yamaha EX Deluxe Cons:

- A lot less storage than the GTI 90 or VX-C.
- Smaller gas tank.
- No driving modes.
- No watertight dedicated phone storage.
- Not as stable as the larger GTI 90 or VX-C.

Sea-Doo GTI 90 Pros:

- More stable than the EX Deluxe.
- More storage.
- iBR - forward, neutral, reverse, and braking.

- More comfortable seats compared to the EX Deluxe or even the Sea-Doo Spark. It's a night and day difference.
- LinQ attachment options, can add extra fuel tank, cooler, and many more accessories.
- Palm grips.
- Super attractive price point for a recreational category jet ski.

Sea-Doo GTI 90 Cons:

- It's slow, the second slowest jet ski of 2021.
- Nowhere near as playful as the EX or Spark bodies.
- No reboarding step.
- Color option is very plain and boring compared to the EX Deluxe.

Yamaha VX-C Pros:

- More comfortable than the EX Deluxe.
- Multi-color display
- More storage than the EX Deluxe.

Yamaha VX-C Cons:

- Built for rental companies.
- No reverse or brakes.
- If I had to pick the VX-C or the EX Deluxe, I would go with the EX Deluxe. I rather have RIDE, a better-looking and playful jet ski.

The value of the Sea-Doo GTI 90 is amazing at that price point. You get a bigger, more stable body with a small fuel-efficient engine. Not only that, but you get a lot of storage and features meant for larger, more expensive units.

But it being slower than most is a put off for many people, especially if you do a lot of pull sports.

If you want a good, simple jet ski that is easy to ride and the most comfortable at it's price point, the GTI 90 is a clear winner. If you do a lot of pull sports, the Yamaha EX Deluxe will be better for you. The lack of reverse and braking on the

VX-C is a turn-off, so I can't recommend it unless you have a rental jet ski company.

Yamaha EXR vs. Yamaha EX Limited vs. Kawasaki STX 160

	EXR	EX Limited	STX 160
MSRP	\$9,499	\$9,599	\$9,799
Top Speed (MPH)	51	50	57
HP	110	100	160
Weight (lbs)	540	602	864
Storage Capacity (US Gal)	7.7	7.7	35
Seating Capacity	3	3	3
Transmission	RIDE	RIDE	Manual Forward and Reverse
Fuel Capacity	13.2	13.2	20.6
Length (Inches)	123.2	123.2	124.1
Width (Inches)	44.5	44.5	46.5
Height (Inches)	45.3	45.3	45.4
Hull	NanoXcel 2 Fiberglass	Fiberglass	Fiberglass
Cooling	Open Loop	Open Loop	Open Loop
Reboarding Step	Yes	Yes	Yes
Mirrors	Yes	Yes	Yes

Yamaha EXR Pros:

- The cheapest option of the 3.

- Fast, I wish Sea-Doo would make a slightly faster Spark as the EXR is a great value.
- More HP than the EX Limited.
- RIDE system - forward, reverse, neutral, and "braking".
- NanoXcel 2 Fiberglass

Yamaha EXR Cons:

- Less HP than the Kawasaki STX 160.
- Doesn't have the extra accessories the EX Limited gets.
- Storage is a bit fragmented.
- Smaller fuel tank than the STX 160.

Yamaha EX Limited Pros:

- RIDE.
- Pull up cleats.
- Limited Accessories - color-matched towable tube, tube inflator, a 12-volt outlet, tow rope, matching cover, portable speakers, waterproof bow storage, tow rope bag, and two fenders. This is a fantastic value!

Yamaha EX Limited Cons:

- Smaller fuel tank than the STX 160.
- Less HP than the EXR.
- Does not have the NanoXcel 2 Fiberglass hull.
- Slower than the Kawasaki STX 160.

Kawasaki STX 160 Pros:

- Faster than the EXR or EX Limited by a fair bit.
- More HP.
- A little over 4X the storage of the EXR or EX Limited.
- Larger fuel tank.
- Reboarding Step.

Kawasaki STX 160 Cons:

- Manual reverse, Kawasaki does not have any electronic braking or reverse like Sea-Doo's iBR or Yamaha's RIDE.

- Heavy.
- Cost more than the EXR or EX Limited.

I find the EX Limited to be a good value if you're in the market for an EX Deluxe; you may as well spring for a little more to get the EX Limited as the extra Limited accessories it comes with are a great value.

The Kawasaki STX 160 does stand out and is an excellent value if you want pure power in this category. The STX 160 will be more stable and have more storage than the EX bodies that is for sure.

A great video of the Kawasaki STX160 2020 - 2021 changed very little.

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

	VX	GTI 130	STX 160X
MSRP	\$10,049	\$10,099	\$10,199
Top Speed (MPH)	53	52	57
HP	125	130	160
Weight (lbs)	719	739	864
Storage Capacity (US Gal)	30.1	40.3	35
Seating Capacity	3	3	3
Transmission	RIDE	iBR	Manual Forward and Reverse
Fuel Capacity	18.5	15.9	20.6
Length (Inches)	132.7	130	124.1
Width (Inches)	48.8	49.2	46.5
Height (Inches)	47.2	44.8	45.4
Hull	Fiberglass	Polytec Gen. 2	Fiberglass

Cooling	Open Loop	Closed Loop	Open Loop
Reboarding Step	Yes	No	Yes
Mirrors	Yes	Yes	Yes

Yamaha VX Pros:

- Cheaper of the 3.
- Has RIDE.
- Multi-color display.
- Weighs the least of the 3.
- Second largest fuel tank of the 3.
- Longer than the other 3, nice for choppy water.
- Reboarding ladder.
- Self-draining footwells.
- Dry under-seat storage.

Yamaha VX Cons:

- Has the least storage capacity of the 3.
- The least HP of the bunch.
- No driving modes.
- It's new body makes it harder to get to the engine compartment compared to the other 3.
- The VX and VX-C have the standard boring fiberglass hulls, unlike the NanoXcel on the higher-end VX models.

Sea-Doo GTI 130 Pros:

- Has the most storage of the 3.
- iBR (Forward, Neutral, Reverse, and Braking)
- Lower height, better stability.
- Palm grip.
- LinQ.
- Watertight phone storage in the glovebox.
- Wider than the other 3 for better stability.
- Driving modes like Sport, Touring, and ECO.

- RF DESS Key - the lanyard that starts your Sea-Doo is programmed for your machine only.
- Large swim platform.

Sea-Doo GTI 130 Cons:

- Slowest of the bunch.
- Smallest fuel tank of the 3.
- No reboarding step.
- No cruise control.

Kawasaki STX 160X Pros:

- The fastest of the 3.
- The most HP of the bunch.
- Cruise Control.
- Reboarding step.
- Largest fuel tank of the 3.

Kawasaki STX 160X Cons:

- Manual reverse and no brakes.
- Narrow, so more playful but less stable compared to the other 2.

The multi-colored screen on the VX is a huge win for it, it's **not** a touchscreen like the FX models. The screen on the Sea-Doo GTI is easier to read if you ask me, but a multi-colored screen demo's better and is a step in the right direction.

The upgradability and layout of the GTI with LinQ is the stand out feature for it compared to the other 2.

The STX having more power and higher top speed is it's stand out feature.

Video of the All New 2021 Yamaha VX Lineup

Yamaha VX Deluxe vs. Sea-Doo GTI SE 130 vs. Yamaha VX Cruiser

	VX Deluxe	GTI SE 130	VX Cruiser
MSRP	\$10,849	\$10,899	\$11,149

Top Speed (MPH)	53	52	53
HP	125	130	125
Weight (lbs)	692	739	697
Storage Capacity (US Gal)	30.1	40.3	30.1
Seating Capacity	3	3	3
Transmission	RIDE	iBR	RIDE
Fuel Capacity	18.5	15.9	18.5
Length (Inches)	132.7	130	132.7
Width (Inches)	48.8	49.2	48.8
Height (Inches)	47.2	44.8	47.2
Hull	NanoXcel Ultra-lightweight Hull	Polytec Gen. 2	NanoXcel Ultra-lightweight Hull
Cooling	Open Loop	Closed Loop	Open Loop
Reboarding Step	Yes	Yes	Yes
Mirrors	Yes	Yes	Yes

Yamaha VX Deluxe Pros:

- RIDE.
- Multi-colored screen.
- Driving modes.
- Low-RPM Mode / No Wake Mode.
- Fuel management info.
- Cruise control.
- Watertight under-seat storage.
- 12 volt and USB plug in the glovebox.
- Footwell drains.

- Cheapest of the 3.
- Weighs less than the Sea-Doo.
- NanoXcel Ultra-lightweight Hull
- Large fuel tank.
- Reboarding step.
- Slightly faster than the Sea-Doo.

Yamaha VX Deluxe Cons:

- Less storage capacity.
- No Trim like what the GTI SE has.
- Not as wide as the Sea-Doo.
- Taller and thus not as stable as the Sea-Doo.
- No comfort seat (I'll have to talk about this more in a few).
- PIN code security system - it works but not as easy as what Sea-Doo does or even Kawasaki with the key.

Sea-Doo GTI SE 130 Pros:

- Greater storage capacity.
- VTS - Trimming system, raise and lower the nose of the PWC for tow sports and other activities.
- Driving modes - Touring, ECO, and Sport.
- Slow speed mode - aka no-wake mode.
- Speed Limiter Modes - aka cruise control.
- Wider, more stable.
- More HP - this is a huge deal for pull sports as you need the bottom end power and the 130 is a workhorse for this.
- Not as tall, lower center of gravity, helps be more stable, especially with more people riding.
- LinQ attachment system.
- Bigger swim platform.
- A more dedicated dry phone storage in the glovebox.
- RF DESS key, easier, and quicker to use than a PIN.

- Palm grips.
- Ergolock seat - curved to fit your legs better and give you a better grip when sitting. Nice for shorter riders, taller riders won't notice this.
- Reboarding step.

Here are the different modes for the GTI models.

	GTI	GTI SE	GTR	WAKE
Default riding mode	X	X	X	X
Sport mode	X	X	X	X
ECO mode	X	X	X	X
Speed Limiter mode	N/A	X	X	X
Slow speed mode	N/A	X	X	X
Ski mode	N/A	-	-	X
Learning key modes	X	X	X	X
X = Indicates a standard feature - = See your Sea-Doo dealer for availability. N.A. = Not Applicable				

Sea-Doo GTI SE 130 Cons:

- Slower than the 2 Yamahas.
- Heavier than the other two.
- Smaller fuel tank.

Yamaha VX Cruiser:

The Yamaha VX Cruiser has all the same pros and cons as the Yamaha VX Deluxe, except the Cruiser has a better seat, and two pull up cleats. The VX Cruiser also cost more and comes in a different color than the VX Deluxe too.

Kawasaki ULTRA LX vs. Sea-Doo GTI SE 170

	ULTRA LX	GTI SE 170
MSRP	\$11,399	\$11,499
Top Speed (MPH)	55	56
HP	160	170

Weight (lbs)	932	739
Storage Capacity (US Gal)	60	40.3
Seating Capacity	3	3
Transmission	Manual Forward and Reverse	iBR
Fuel Capacity	20.6	15.9
Length (Inches)	132.7	130
Width (Inches)	47	49.2
Height (Inches)	45.3	44.8
Hull	Fiberglass	Polytec Gen. 2
Cooling	Open Loop	Closed Loop
Reboarding Step	Yes	Yes
Mirrors	Yes	Yes

Kawasaki ULTRA LX Pros:

- Touring size jet ski at a recreational price.
- The most storage capacity of any watercraft on the market.
- One of the biggest fuel tanks in the industry.
- Cruise control.
- Learning mode.

Kawasaki ULTRA LX Cons:

- It's a heavy watercraft. Keep in mind the weight for Kawasaki is the wet weight while the others are dry. Even then, it's still a heavy PWC.
- Manual reverse and no brakes.
- More narrow than the Sea-Doo GTI SE 170.

Sea-Doo GTI SE 170 Pros:

Note: The GTI SE 170 will have all the same features as the GTI SE 130, it's just the engine HP that makes them different.

- VTS - Trimming system, raise and lower the nose of the PWC for tow sports and other activities.
- Slightly faster than the ULTRA LX.
- Weighs far less than the ULTRA LX.
- Driving modes - Touring, ECO, and Sport.
- Slow speed mode - aka no-wake mode.
- Speed Limiter Modes - aka cruise control.
- Wider, more stable.
- More HP.
- Not as tall, lower center of gravity, helps be more stable, especially with more people riding.
- LinQ attachment system.
- Bigger swim platform.
- A more dedicated dry phone storage in the glovebox.
- RF DESS key, easier, and quicker to use than a PIN.
- Palm grips.
- Ergolock seat - curved to fit your legs better and give you a better grip when sitting.
- Reboarding step.

Sea-Doo GTI SE 170 Cons:

- A lot less storage capacity than the ULTRA LX.
- Smaller fuel tank.
- Not as long.
- Doesn't take the chop as well as the ULTRA LX. The ULTRA is like a tank in the water and one of the best hulls for ocean riding.

Overall, the Sea-Doo GTI SE 170 is the better deal if you ask me. It's faster, has more horsepower, and a lot more must-have features like iBR.

If you do a lot of ocean riding, that ULTRA LX hull is one of the best. The ULTRA LX will be better in rough waters.

Kawasaki STX 160LX vs. Yamaha VX Cruiser HO

	STX 160LX	VX Cruiser HO
MSRP	\$11,899	\$12,049
Top Speed (MPH)	57	58
HP	160	180
Weight (lbs)	877	794
Storage Capacity (US Gal)	35	30.1
Seating Capacity	3	3
Transmission	Manual Forward and Reverse	RIDE
Fuel Capacity	20.6	18.5
Length (Inches)	124.1	132.7
Width (Inches)	46.5	48.8
Height (Inches)	45.4	47.2
Hull	Fiberglass	NanoXcel Ultra-lightweight Hull
Cooling	Open Loop	Open Loop
Reboarding Step	Yes	Yes
Mirrors	Yes	Yes

Kawasaki STX 160LX Pros:

- Cheaper than the VX Cruiser HO.
- More 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.
- Manual reverse and no braking.
- Not as wide.

Yamaha VX Cruiser HO Pros:

- More HP.
- Faster Than the STX 160LX.
- Lighter.
- NanoXcel Ultra-lightweight Hull
- RIDE.
- Cruiser Seat.
- Wider.

Yamaha VX Cruiser HO Cons:

- More expensive.
- Does not come with an audio system, but you can add one.
- Smaller fuel tank.

Sea-Doo WAKE 170 vs. Yamaha VX Limited

	WAKE 170	VX Limited
MSRP	\$12,299	\$12,449

Top Speed (MPH)	55	53
HP	170	125
Weight (lbs)	747	697
Storage Capacity (US Gal)	40.3	30.1
Seating Capacity	3	3
Transmission	iBR	RIDE
Fuel Capacity	15.9	18.5
Length (Inches)	130.6	132.7
Width (Inches)	49.2	48.8
Height (Inches)	44.8	47.2
Hull	Polytec Gen. 2	NanoXcel Ultra-lightweight Hull
Cooling	Closed Loop	Open Loop
Reboarding Step	Yes	Yes
Mirrors	Yes	Yes

Sea-Doo WAKE 170 Pros:

- Ski Pylon - gets the tow point up higher.
- Wake Mode - allows the driver to set top speed and take-off power for the perfect pull every time.
- WAKE Board Rack.
- VTS - Trimming system, raise and lower the nose of the PWC for tow sports and other activities.
- Driving modes - Touring, ECO, and Sport.
- Slow speed mode - aka no-wake mode.
- Speed Limiter Modes - aka cruise control.

- Wider, more stable.
- More HP.
- Not as tall, lower center of gravity, helps be more stable, especially with more people riding.
- LinQ attachment system.
- Bigger swim platform.
- A more dedicated dry phone storage in the glovebox.
- RF DESS key, easier, and quicker to use than a PIN.
- Palm grips.
- Ergolock seat - curved to fit your legs better and give you a better grip when sitting.
- Reboarding step.
- Polytech Hull.

Sea-Doo WAKE 170 Cons:

- Doesn't include a towable tube, rope, inflator, and other VX Limited Accessories.
- Heavier than the VX Limited.
- Lacks a multi-color screen.
- Lacks Factory Installed Integrated Audio System.
- No footwell drains.

Yamaha VX Limited Pros:

- RIDE.
- Limited Accessories Package - Towable tube, cover, inflator, rope, fenders, and more.
- Factory Installed Integrated Audio System.
- Multi-colored screen.
- 4 Pull-up Cleats.
- Driving modes.
- Low-RPM Mode / No Wake Mode.
- Fuel management info.

- Cruise control.
- Watertight under seat storage.
- 12 volt and USB plug in the glovebox.
- Footwell drains.
- Weighs less than the Sea-Doo.
- NanoXcel Ultra-lightweight Hull
- Large fuel tank.
- Reboarding step.

Yamaha VX Limited Cons:

- No Ski Pylon
- No Wake Mode, but it does have something similar but lacking extra ramp settings.
- No Trim system - very helpful for pull sports to angle the nose of the craft.
- Slower.
- Less HP, which is a concern for pull sports. The WAKE has 170HP, while the VX Limited has 125HP.
- Cost more.
- Less storage.
- Not as wide.

For the past few years, I've refused to compare the Sea-Doo WAKE 170 to the Yamaha VX Limited, as they did not seem to be in the same game.

This year I wanted to compare the two as the Yamaha VX Limited is very similar to the Sea-Doo WAKE 170, especially since the VX comes with pull sports accessories.

To be perfectly honest, both machines are great, and you can't go wrong with either one.

I need to note that the WAKE has a 170HP engine, while the VX Limited only has 125HP. That 125HP engine will pull a tube just fine, but the pure grunt power of the 170 can't be ignored, especially if you do more than just pull tubes.

Sport Fishing

The Sport Fishing category is jet skis that come from the factory built for fishing.

You can make any jet ski into a fishing style jet ski but having one come from the factory ready to go is a huge help.

Sea-Doo FISH PRO 170 vs. Nothing

	FISH PRO 170
MSRP	\$15,599
Top Speed (MPH)	52
HP	170
Weight (lbs)	858
Storage Capacity (US Gal)	39.6
Seating Capacity	3
Transmission	iBR
Fuel Capacity	18.5
Length (Inches)	146.8
Width (Inches)	49.4
Height (Inches)	45.3
Hull	Fiberglass
Cooling	Closed Loop
Reboarding Step	Yes
Mirrors	Yes

Sea-Doo FISH PRO 170 Features:

- GARMIN ECHOMAP PLUS 62CV FISH FINDER
- iDF - Unclogs weeds and trash that gets caught in the intake so you can fish in those hard to reach spots.
- 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.
- Super stable hull, the longest, and does well in the chop.
- LinQ accessories options for fishing.
- Speed regulator.
- Tilt steering.
- Trim.
- 5X fishing rod holders.

Tow Sports

The Tow Sport jet ski category is your watercraft made to fill the tubing, wakeboarding, and skiing needs.

The WAKE 170 would be in this category too. The Yamaha VX Limited dances around this category too along with the Recreation category.

I find this category to hold it's value the best in the used market because of all the features you get with it.

Great video on the features of the Sea-Doo WAKE - Video is of 2020 WAKE 170 but WAKE 230 shares very similar features and 2021 did not change.

Sea-Doo WAKE PRO 230 vs. Nothing

	WAKE PRO 230
MSRP	\$15,799
Top Speed (MPH)	65
HP	230
Weight (lbs)	829
Storage Capacity (US Gal)	26.1
Seating Capacity	3
Transmission	iBR
Fuel Capacity	18.5
Length (Inches)	135.9
Width (Inches)	49.4
Height (Inches)	45.2
Hull	Fiberglass
Cooling	Closed Loop
Reboarding Step	Yes
Mirrors	Yes

Sea-Doo WAKE PRO 230 Features:

- The WAKE 230 is very similar to the WAKE 170. The WAKE 170 is based on the smaller GTI body, and the WAKE 230 is based on the bigger GTX body. Also, the WAKE 230 has a bigger 230HP engine. Other than the body and engine, they're pretty much the same machine.
- Ski Pylon - gets the tow point up higher.
- Wake Mode - allows the driver to set top speed and take-off power for the perfect pull every time.
- WAKE Board Rack.

- VTS - Trimming system, raise and lower the nose of the PWC for tow sports and other activities.
- Driving modes - Touring, ECO, and Sport.
- Slow speed mode - aka no-wake mode.
- Speed Limiter Modes - aka cruise control.
- LinQ attachment system.
- Large swim platform - excellent for putting on a wakeboard.
- A dedicated dry phone storage in the glovebox.
- RF DESS key, easier, and quicker to use than a PIN.
- Palm grips.
- Ergolock seat - curved to fit your legs better and give you a better grip when sitting.
- Fiberglass hull (The WAKE 170 uses the Polytec hull).

The WAKE series of watercraft is still mostly dominated by Sea-Doo. This year I did compare the smaller WAKE 170 to the Yamaha VX Limited.

Sea-Doo WAKE 170 vs. Sea-Doo WAKE 230

Besides the engine and the hull, the WAKE models are pretty much the same. But those differences do make a world of differences.

Even though these are wake models, don't expect the same effects as you do from a wake boat. Jet skis don't have the weight to create massive wakes.

A wake jet ski is more for quickly getting on the water and doing watersports. Wake boats require time and a lot more energy to get going. Where a wake jet ski, you can hop on after work and get right to it.

While the WAKE 170 has less HP, it's still more than powerful enough to get people up. I've pulled 280-pound dudes on the older 155HP version without issues. But the 230 will for sure have more confidence and more weight to balance out for bigger riders.

The WAKE 170 will feel more cramped compared to the WAKE 230, so if you're tall, go for the 230.

Performance

The performance category of watercraft has the fastest and most powerful PWCs on the market.

These models are built for going fast, so if you're new to the sport, be careful in this category.

Yamaha SuperJet vs. Kawasaki SX-R

	SuperJet	SX-R
MSRP	\$9,499	\$9,999
Top Speed (MPH)	53	59
HP	100	150
Weight (lbs)	375	551
Storage Capacity (US Gal)	0	0
Seating Capacity	1	1
Transmission	Forward Only	Forward Only
Fuel Capacity	5	6.1
Length (Inches)	95.7	104.5
Width (Inches)	30	30.1
Height (Inches)	31.1	33.1

Hull	VaRTM Fiberglass	Fiberglass
Cooling	Open Loop	Open Loop
Reboarding Step	No	No
Mirrors	No	No

Yamaha has finally upgraded their SuperJet away from 2-stroke and now has a 4-stroke engine. With this change, the SuperJet is bigger and heavier than it was in the past.

These are the only stand-up jet skis you can buy, and the people buying them are the people who race them. So if you're new to jet skis, you'll find it easier to buy a sit-down jet ski, especially this year as both are still new and in high demand.

This is also important to note that no manufacturer makes a 2-stroke jet ski anymore. 2-strokes pollute more and are banned on many lakes because of this. It's an end to an era - it's kind of a big deal, and I'm surprised no one is talking about it.

Great video on the Yamaha Superjet

Yamaha GP1800R HO vs. Sea-Doo GTR 230

	GP1800R HO	GTR 230
MSRP	\$12,549	\$12,599
Top Speed (MPH)	65	63
HP	180	230
Weight (lbs)	734	774
Storage Capacity (US	28.4	42.5

Gal)		
Seating Capacity	3	3
Transmission	RIDE	iBR
Fuel Capacity	18.5	15.9
Length (Inches)	131.9	130.6
Width (Inches)	48.8	49.2
Height (Inches)	47.2	44.8
Hull	NanoXcel Ultra-lightweight Hull	Polytec Gen. 2
Cooling	Open Loop	Closed Loop
Reboarding Step	Yes	No
Mirrors	Yes	Yes

Yamaha GP1800R HO Pros:

- Faster than the GTR.
- Weighs less.
- Not supercharged.
- Bigger fuel tank.
- NanoXcel Ultra-lightweight Hull
- Reboarding step.
- RIDE.
- Cheaper.
- Driving modes.
- Multi-color screen.
- Trim.
- Cruise Assist/No Wake Mode
- Auto Trim - Super sweet option!
- Steering Adjustment.
- Water Resistant Under Seat Storage.
- Footwell drains.

- Based on the GP1800R SVHO body - a real racing body.

Yamaha GP1800R HO Cons:

- I'm still not a fan of the name; I preferred the old VXR name.
- Not as wide as the GTR.
- Much less storage capacity.
- No LinQ attachments like the GTR.

Sea-Doo GTR 230 Pros:

- More HP.
- More storage capacity.
- iBR.
- Speed limiter mode - aka cruise control.
- Eroglock seat.
- Driving modes.
- Slow speed mode.
- Supercharger.
- Palm grips.

Sea-Doo GTR 230 Cons:

- Supercharger - this is a con because the GP1800R HO is faster without needing a supercharger. The fewer moving parts, the better.
- Heavier.
- Smaller gas tank.
- No reboarding step.

The Yamaha GP1800R HO and Sea-Doo GTR 230 are your entry-level sit-down muscle craft.

What Yamaha has done with the GP1800R HO is outstanding! It uses the same style hull as it's bigger and speedier brother GP1800R SVHO which is made for racing. And you get a lot of the creature comforts that come on many of the VX models.

I wish Sea-Doo would take the new 2021 RXP-X T3-R hull and put a 230HP ACE engine in and call that the GTR 230 (or RXP 230???). They did this back in 2007 with the RXP 215 as they had an RXP 155, and the only difference was the engine.

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

	GP1800R SVHO	ULTRA 310X	RXP-X 300
MSRP	\$14,749	\$15,499	\$15,799
Top Speed (MPH)	70	70	70
HP	250	310	300
Weight (lbs)	772	1051	780
Storage Capacity (US Gal)	28.4	56	40.6
Seating Capacity	3	3	1
Transmission	RIDE	Manual Forward and Reverse	iBR
Fuel Capacity	18.5	20.6	18.5
Length (Inches)	131.9	132.7	130.6
Width (Inches)	48.8	47	49.2
Height (Inches)	47.2	45.3	44
Hull	NanoXcel Ultra-lightweight Hull	Fiberglass	Fiberglass
Cooling	Open Loop	Open Loop	Closed Loop
Reboarding Step	Yes	Yes	No
Mirrors	Yes	Yes	Yes

Yamaha GP1800R SVHO Pros:

- Weighs the least.
- Cheapest of the bunch.
- RIDE.
- Driving modes.
- Cruise control.
- Trim.
- Auto Trim - super smart!
- Steering adjustment.
- Racing seat.
- 3 seater, unlike the RXP-X.
- Water-resistant under seat storage.
- Footwell drains.
- Multi-color display.
- New hull design gives you greater control.

Yamaha GP1800R SVHO Cons:

- The least horsepower of the 3.
- The least storage of the 3.

Kawasaki ULTRA 310X Pros:

- The most HP of any of the competition.
- The most storage of the 3.
- Shorter height than the Yamaha GP1800R SVHO.
- Largest fuel tank of the 3.
- Cruise Control.
- Trim.
- 3 seater, unlike the RXP-X.

Kawasaki ULTRA 310X Cons:

- The heaviest of the 3, but Kawasaki does use wet weight, but it still heavy.
- Doesn't have brakes, only has a manual forward and reverse.

Sea-Doo RXP-X 300 Pros:

- More HP than the Yamaha.
- iBR - forward, neutral, reverse.
- Lower total height - allows the driver to better position themselves when launching.
- Truly built for the racer in mind.
- Adjustable seat that better locks you in so you stay planted in the seat.
- Shark Gills - Keeps you planted in the turns.
- Weighs less than last year model RXP-X 300.
- 0 to 50MPH in 2.7 seconds. The old RXP-X did this in 2.9 seconds.
- Low profile handlebars built for racers in mind.
- Trim.
- Ergolock R system seat.
- Launch mode.
- Speed regulator.
- LinQ attachment options.

Sea-Doo RXP-X 300 Cons:

- The most expensive of the 3.
- 1 seater from the factory with an option to get a 2up seat installed.
- No reboarding step.

These 3 models are the sit-down racing watercraft, so if all you care about is speed, then this is what you want.

I must warn you if you've never driven a jet ski before, do NOT start at these watercraft. Not only are they fast, but the hulls are very nimble.

These PWC are built for racers in mind and not meant to be the everyday family jet ski.

I love what Sea-Doo has done for the RXP-X 300, the 0 to 50 times are freaking impressive, but Yamaha has come in strong with the GP1800R SVHO.

You honestly can't go wrong with either one; the customers are the real winners in this one as both sides have come out swinging in significant ways.

Kawasaki ULTRA 310R vs. Sea-Doo RXT-X 300

	ULTRA 310R	RXT-X 300
MSRP	\$16,499	\$16,799
Top Speed (MPH)	70	70
HP	310	300
Weight (lbs)	1047	829
Storage Capacity (US Gal)	56	26.1
Seating Capacity	3	3
Transmission	Manual Forward and Reverse	iBR
Fuel Capacity	20.6	18.5
Length (Inches)	132.7	135.9
Width (Inches)	47	49.4
Height (Inches)	45.3	45.2
Hull	Fiberglass	Fiberglass
Cooling	Open Loop	Closed Loop
Reboarding Step	Yes	No
Mirrors	Yes	Yes

Kawasaki ULTRA 310R Pros:

- Cheaper.
- More HP.

- More storage.
- Cruise control.
- Driving modes.
- Racing style handlebars.

Kawasaki ULTRA 310R Cons:

- Heavier.
- Manual forward and reverse.
- Not as wide - could be a good thing if racing.
- Not as long.

Sea-Doo RXT-X 300 Pros:

- 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.
- Integrated Cleats.
- Watertight phone box in the glove box.
- Narrow racing seat.
- Trim.
- Speed Limiter Mode - aka cruise control.

Sea-Doo RXT-X 300 Cons:

- Less HP.
- Less storage.

The Kawasaki ULTRA 310R and the Sea-Doo RXT-X 300 are for the people who want a racing-style jet ski but with a bigger hull.

Touring Category

The Touring or also called Luxury category is your bigger and better riding watercraft.

Not only are they bigger, but this is where you find the top of the line and most expensive jet skis.

If all you care about is comfort, this is the category you need to be in.

Sea-Doo GTX 170 vs. Yamaha VX Limited HO vs. Yamaha FX HO

	GTX 170	VX Limited HO	FX HO
MSRP	\$13,099	\$13,549	\$13,799
Top Speed (MPH)	58	58	58
HP	170	180	180
Weight (lbs)	776	794	836
Storage Capacity (US Gal)	26.1	28.4	44
Seating Capacity	3	3	3
Transmission	iBR	RIDE	RIDE
Fuel Capacity	18.5	18.5	18.5
Length (Inches)	135.9	132.7	140.9
Width (Inches)	49.4	48.8	50
Height (Inches)	44.8	47.2	48.4
Hull	Fiberglass	NanoXcel Ultra- lightweight Hull	NanoXcel Ultra- lightweight Hull
Cooling	Closed Loop	Open Loop	Open Loop
Reboarding Step	Yes	Yes	Yes

Mirrors	Yes	Yes	Yes
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Sea-Doo GTX 170 Pros:

- Weighs less.
- Cheapest of the 3.
- iBR.
- Lower total height, a better center of gravity, better stability.
- LinQ.
- Can get iDF from the factory.
- Watertight phone storage.
- Driving modes.
- Cruise control.
- Trim.
- Tilt Steering.
- Integrated Cleats.
- ErgoLock seat.
- Lounge seating.
- Palm grips.
- Same top speed as the other 3 but with less HP.
- I call it the goldilocks jet ski, it's just right.

Sea-Doo GTX 170 Cons:

- The least storage capacity.
- 10 Less HP.
- No cup holders.
- No touchscreen or multi-colored screen.
- No footwell drain.

Yamaha VX Limited HO Pros:

- Limited accessories package - color matched towable tube, tube inflator, 12 volt outlet, tow rope, matching cover, portable speakers, two fenders and more.
- More HP.

- More playful hull compared to the GTX or FX.
- NanoXcel Ultra-lightweight Hull
- More storage than the Sea-Doo GTX 170.
- RIDE.
- LED lighting in the glove box.
- Phone holder, not watertight itself.
- USB charging port.
- 12-volt power outlet.
- Underseat dry storage.
- Sound system installed from the factory.
- Driving modes.
- Cruise control.
- Cruiser Seat.
- Pull up cleats.
- Multi-mount system.

Yamaha VX Limited HO Cons:

- Shorter - won't take the chop as well as the GTX or FX.
- It's technically a recreational unit, but it's priced so high I had to put it with the luxury units.
- Not as wide as the GTX or FX.
- No trim system - nice to have for pull sports and rough water conditions.
- It's a recreational unit, so it will ride like one where the GTX and FX are a better ride.
- No cup holders.
- Getting into the front storage is much harder compared to how the GTX is set up.
- Doesn't have an ErgoLock seat that the GTX has.
- Engine compartment in all VX line up is harder to get to.

Yamaha FX HO Pros:

- More HP.

- Colored Touchscreen.
- More storage than the other 3.
- RIDE.
- Widest of the 3.
- Longer - will take the chop a little better.
- Driving modes.
- Cruise control.
- Cup holders.
- Tilt steering.
- Trim system.

Yamaha FX HO Cons:

- The most expensive of the 3.
- Heaviest of the 3.
- Harder to get to the front storage compared to the Sea-Doo GTX.
- Touch screen can't be used at speed and hard to use if fingers are wet.

Yamaha VX Limited HO vs. Yamaha FX HO

If it were me picking between the VX Limited HO or the FX HO, I would for sure go with the VX Limited HO. The lower price and all the Limited accessories you get is well worth it if you ask me.

The FX will ride a little better especially if you're taller, but I rather have the accessories in this instance.

Sea-Doo GTX 170 vs. Yamaha VX Limited HO

If it were Sea-Doo GTX 170 vs. Yamaha VX Limited HO, that would be a hard one.

The VX Limited HO has the accessories I think are a nice touch, but the lack of a simple trim system is a bit of a letdown. The GTX is cheaper, and as a taller guy, the comfort of the GTX is more ideal.

For sure, this will come down to sitting on each one to see how it fits you as you can't go wrong with either one. Find a dealership that will allow you to sit on each one for 15 minutes each and see which one feels more right.

Sea-Doo GTX 230 vs. Yamaha FX Cruiser HO

	GTX 230	FX Cruiser HO
MSRP	\$14,099	\$14,299
Top Speed (MPH)	66	58
HP	230	180
Weight (lbs)	805	838
Storage Capacity (US Gal)	26.1	44
Seating Capacity	3	3
Transmission	iBR	RIDE
Fuel Capacity	18.5	18.5
Length (Inches)	135.9	140.9
Width (Inches)	49.4	50
Height (Inches)	44.8	48.4
Hull	Fiberglass	NanoXcel Ultra-lightweight Hull
Cooling	Closed Loop	Open Loop
Reboarding Step	Yes	Yes
Mirrors	Yes	Yes

Sea-Doo GTX 230 Pros:

- The GTX 170 and GTX 230 are the same except for the engine and color.
- Weighs less.

- Much faster.
- Cheaper
- iBR.
- Lower total height, better center of gravity, better stability.
- LinQ.
- Can get iDF from the factory.
- Watertight phone storage.
- Driving modes.
- Cruise control.
- Integrated Cleats.
- Trim.
- Tilt Steering.
- ErgoLock seat.
- Lounge seating.
- Palm grips.

Sea-Doo GTX 230 Cons:

- The least storage capacity.
- No cup holders.
- No touchscreen or multi-colored screen.
- No footwell drain.

Yamaha FX Cruiser HO Pros:

- The Yamaha FX HO and Yamaha FX Cruiser HO are the same except for the seat and pull-up cleats. Both have the same engine but different color options.
- Touchscreen.
- More storage.
- RIDE.
- Wider.
- Longer - will take the chop a little better.
- Driving modes.

- Cruise control.
- Footwell drains.
- Cup holders.
- Tilt steering.
- Trim system.

Yamaha FX Cruiser HO Cons:

- More expensive.
- Heavier.
- Harder to get to the front storage compared to the Sea-Doo GTX.
- Touch screen is cool but has the same problem as the FX HO above.

If you care more about top speed and power, the Sea-Doo GTX 230 is the one to go with.

If you need more storage and a slightly wider hull, the Yamaha FX Cruiser HO is the one to go with.

I love the color the Sea-Doo GTX 230 and 300 come in this year. It's a lot better than the dull GTX 170 blue color if you ask me.

Sea-Doo GTX 300 vs. Yamaha FX SVHO

	GTX 300	FX SVHO
MSRP	\$15,799	\$15,799
Top Speed (MPH)	70	68
HP	300	250
Weight (lbs)	819	818
Storage Capacity (US Gal)	26.1	44

Seating Capacity	3	3
Transmission	iBR	RIDE
Fuel Capacity	18.5	18.5
Length (Inches)	135.9	140.9
Width (Inches)	49.4	50
Height (Inches)	44.8	48.4
Hull	Fiberglass	NanoXcel Ultra-lightweight Hull
Cooling	Closed Loop	Open Loop
Reboarding Step	Yes	Yes
Mirrors	Yes	Yes

Sea-Doo GTX 300 Pros:

- It's the same as GTX 230 except for the engine.
- Same engine that is in the RXP-X 300.
- Faster.
- iBR.
- Lower total height, better center of gravity, better stability.
- LinQ.
- Watertight phone storage.
- Driving modes.
- Cruise control.
- Trim.
- Tilt Steering.
- ErgoLock seat.
- Easier to get to front storage from sitting in the driver seat.
- Lounge seating.
- Palm grips.
- The best color scheme of any 2021 if you ask me.

Sea-Doo GTX 300 Cons:

- Can't get iDF from the factory. Only the GTX 170 and GTX 230 have that option.
- Less storage capacity.
- No cup holders.
- No touchscreen or multi-colored screen.
- No footwell drain.

Yamaha FX SVHO Pros:

- RIDE.
- It's basically the FX HO with a supercharger and different color.
- Touchscreen.
- More storage.
- Wider.
- Longer - will take the chop better.
- Driving modes.
- Cruise control.
- Footwell drains.
- Cup holders.
- Tilt steering.
- Trim system.

Yamaha FX SVHO Cons:

- Less HP.
- Harder to get to the front storage compared to the Sea-Doo GTX.
- Touch screen is cool but has the same problem as the FX HO above.

The Sea-Doo GTX 300 is an oddball this year. It seems Sea-Doo has done away with the GTX Limited 230 and went with the GTX 300. It's a bummer the GTX 300 doesn't have the option for iDF while you can order it on the GTX 170 and GTX 230.

The GTX 300 has the best color scheme of any 2021 models if you ask me. Plus, you're getting the same engine that is in the RXP-X 300 at the same price too.

RXP-X 300 vs. GTX 300 is easy to decide; go with the RXP-X if you race and want a super nimble machine. Go with the GTX 300 if you want comfort and more of an everyday machine. The hull of the GTX will feel a lot better, and being able to ride 3 people stock is nice too. I would personally go with the GTX 300 over the RXP-X as it's a better value, especially if you're not a racer.

As for GTX 300 vs. FX SVHO, I got to give it to the GTX 300. Bigger, more powerful engine at the same price. Add the color, and you have a real winner. The FX SVHO is nice, the little details like footwell drains, and the touchscreen are nice, but give me that 300HP in a nice color any day. But that is just me.

Yamaha FX Cruiser SVHO vs. Nothing

	FX Cruiser SVHO
MSRP	\$16,499
Top Speed (MPH)	68
HP	250
Weight (lbs)	820
Storage Capacity (US Gal)	44
Seating Capacity	3
Transmission	RIDE
Fuel Capacity	18.5
Length (Inches)	140.9

Width (Inches)	50
Height (Inches)	48.4
Hull	NanoXcel Ultra-lightweight Hull
Cooling	Open Loop
Reboarding Step	Yes
Mirrors	Yes

Yamaha FX Cruiser SVHO Features:

- It's basically the FX SVHO with a nicer seat and pull-up cleats in a different color.
- RIDE.
- Touchscreen.
- Widest.
- Longer - will take the chop better.
- Driving modes.
- Cruise control.
- Footwell drains.
- Cup holders.
- Tilt steering.
- Trim system.

Sea-Doo used to have a GTX Limited 230 that compared to the FX Cruiser SVHO. Since Sea-Doo does not make the 230 Limited anymore, the Yamaha FX Cruiser SVHO stands by itself.

Yamaha FX Limited SVHO vs. Sea-Doo GTX Limited 300 vs. Kawasaki ULTRA 310LX

	FX Limited SVHO	GTX Limited 300	ULTRA 310LX
MSRP	\$17,699	\$17,999	\$18,199

Top Speed (MPH)	68	70	70
HP	250	300	310
Weight (lbs)	822	849	1073
Storage Capacity (US Gal)	44	26.1	56
Seating Capacity	3	3	3
Transmission	RIDE	iBR	Manual Forward and Reverse
Fuel Capacity	18.5	18.5	20.6
Length (Inches)	140.9	135.9	132.7
Width (Inches)	50	49.4	47
Height (Inches)	48.4	44.8	49.4
Hull	NanoXcel Ultra-lightweight Hull	Fiberglass	Fiberglass
Cooling	Open Loop	Closed Loop	Open Loop
Reboarding Step	Yes	Yes	Yes
Mirrors	Yes	Yes	Yes

Yamaha FX Limited SVHO Pros:

- Cheapest of the 3.
- Industry-first Touchscreen.
- Waterproof Bluetooth Wireless Speakers.
- RIDE (Forward, Neutral, Reverse, and "Braking").
- Single rider towable tube.
- Tube inflator.
- Soft-sided Cooler – This is nice that Yamaha gives you this!
- Matching JetSki 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.

Yamaha FX Limited SVHO Cons:

- No ergonomic seats.
- No lounge seating like the Sea-Doo GTX Limited 300.
- No iDF like the Sea-Doo GTX Limited 300.
- No Speed sensitive volume.
- No "dual screen" like the Sea-Doo GTX Limited 300.

Sea-Doo GTX Limited 300 Pros:

- 300 HP.
- 7.8 Inch long Multi-Color Screen with a split view, one for watercraft stats and the other for a map and your phone. (NOT a touchscreen)
- iDF
- iBR (Forward, Neutral, Reverse, and Braking).
- Driving Modes.
- Trim.
- Direct Access Front Storage.
- Integrated Cleats.
- Ergolock Seat, Stepped.
- Watertight phone storage in the glove box.
- Tilt Steering.
- LinQ Attachments.

- Palm Grips.
- Audio System.
- Speed sensitive volume - the faster you go, the louder the Sea-Doo outputs the music.
- Jet Ski Cover.
- With a smartphone and the correct app, you can have a Map always showing on the display.
- Dry bag.
- Water temperature gauge.
- Cruise control.
- Driving Modes.
- USB Plug.
- Depth finder.
- Storage Bin Organizer.
- 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.
- It doesn't come with a tube like the Yamaha.
- Doesn't come with the bumpers like the Yamaha.
- No touch screen.

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.
- 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 3.
- The most expensive jet ski on the market for 2020.
- No speed-sensitive volume.
- Lacks extras like what Yamaha and Sea-Doo give. Things like a safety kit, towable tube, dry bag, etc.

You've reached the best of the best from each manufacturer. These 3 models are the top of the line with the most feature that each manufacturer offers.

So if you're looking for the best of the best, you will find it with these 3 options.

The Yamaha and the Sea-Doo both come with a ton of accessories. The Yamaha comes with a bit more like, for example, the towable tube. But the Sea-Doo comes with the new iDF system to help unclog the intake.

The Yamaha FX Limited SVHO will have a multi-color touchscreen, which is nice. The Sea-Doo GTX Limited 300 will have a wider and bigger multi-color screen but is **NOT** a touchscreen. The way Sea-Doo has done the screen is quite clever. When you plug in your phone, the left side of the widescreen is for your jet ski stats, and the right side is your phone stats like GPS, Radio, and other features. This way, you see all the jet ski data while the right side is for the extras, I like that idea a lot.

While the touchscreen is cool, I find the larger "dual screen" to be more useful. The touchscreen on the FX can't be used when the jet ski is underway. This Sea-Doo GTX Limited 300 screen is the same screen that BRP, Sea-Doo parent

company, uses on the Can-Am Spyder RT line up, so it's been around for a bit too.

The best part of the "dual-screen" display on the GTX Limited 300 is the ability to show a map of the water on the right side of the screen. Yes, GPS on a jet ski that is showed on display. With the WAVE app, only in the US, you basically get "turn by turn directions" for the water. The app is not free, but it would be worth it if you like to explore the water.