

2022 Sea-Doo vs. Yamaha vs. Kawasaki

The 2022 jet skis have arrived, and I've gone through all models and compared them to their closest competitor.

This will be a helpful guide to find what model best fits your needs. So if you're in the market for a new jet ski you have come to the right place.

No manufacturer or dealership paid me to write this post. I try to be unbiased as possible, but my background started in Sea-Doo. If anyone finds any errors, please leave a comment or email me, and I'll fix them.

2022 Jet Ski Prices

Make	Model	Price
Sea-Doo	Spark 2UP 60HP	\$5,699
Sea-Doo	Spark 3UP 90HP	\$6,999
Yamaha	EX	\$7,199
Sea-Doo	Spark 2UP 90HP iBR	\$7,399
Sea-Doo	Spark Trixx 2UP	\$7,899
Sea-Doo	Spark 3UP 90HP iBR	\$7,999
Yamaha	EX SPORT	\$8,299
Sea-Doo	Spark Trixx 3UP	\$8,499
Sea-Doo	GTI 90	\$9,299
Yamaha	EX DELUXE	\$9,299

Yamaha	VX-C	\$9,449
Yamaha	SUPERJET	\$9,799
Yamaha	EX LIMITED	\$9,899
Kawasaki	STX 160	\$9,899
Yamaha	JETBLASTER	\$9,999
Sea-Doo	GTI 130	\$10,299
Kawasaki	SX-R	\$10,299
Yamaha	VX	\$10,449
Kawasaki	STX 160X	\$10,499
Sea-Doo	GTI SE 130	\$11,099
Yamaha	VX DELUXE	\$11,249
Yamaha	VX CRUISER	\$11,549
Sea-Doo	GTI SE 170	\$11,699
Kawasaki	ULTRA LX	\$11,699
Kawasaki	STX 160LX	\$12,199
Yamaha	VX CRUISER HO	\$12,449
Sea-Doo	WAKE 170	\$12,499
Yamaha	VX LIMITED	\$12,849
Sea-Doo	GTR 230	\$12,899
Yamaha	GP1800R HO	\$13,149
Sea-Doo	GTX 170	\$13,399
Sea-Doo	FISH PRO SCOUT	\$13,899
Yamaha	VX LIMITED HO	\$14,049
Yamaha	FX HO	\$14,299
Sea-Doo	GTX 230	\$14,399
Yamaha	FX CRUISER HO	\$14,799

Yamaha	GP1800R SVHO	\$15,349
Sea-Doo	FISH PRO SPORT	\$15,899
Sea-Doo	GTX 300	\$16,099
Sea-Doo	RXP-X 300	\$16,099
Sea-Doo	WAKE PRO 230	\$16,499
Yamaha	FX SVHO	\$16,799
Kawasaki	ULTRA 310X	\$17,199
Sea-Doo	RXT-X 300	\$17,499
Yamaha	FX CRUISER SVHO	\$17,499
Sea-Doo	FISH PRO TROPHY	\$17,799
Kawasaki	ULTRA 310LX-S	\$18,199
Sea-Doo	GTX Limited 300	\$18,299
Yamaha	FX LIMITED SVHO	\$19,099
Kawasaki	ULTRA 310LX	\$19,199

What Changed For 2022

The jet ski and boating market is still coming out with great new features, even during current events.

2022 is when Kawasaki joins Sea-Doo and Yamaha with its version of brakes. Along with never before seen features like a backup camera on a jet ski!

Sea-Doo came out with a jet pontoon boat called the Switch that uses the same engine as their watercraft. It's sure to be a huge hit and perfect for anyone who

wants a jet ski that "sits more people."

Yamaha took us back to the good old days and gave us the Jetblaster to help rival Sea-Doo's TRIXX models. These models are perfect for anyone who likes to spin out, jump waves, and do tricks on the water.

Inventory Shortages

I can't predict the future, but if 2022 is going to be anything like 2020 and 2021, jet skis will be in high demand. Not only new ones but used ones too.

I know all manufacturers have stepped it up and trying their best to get units out to dealerships.

No matter what, the best suggestion is to figure out what model best fits your needs and get on a list at your local dealership if they don't already have the unit in stock.

Commodity And Logistics Surcharges

Manufacturers have added surcharges such as a commodity or logistics. These are real things, and the dealership is not making them up.

Due to current events, the making and shipping of goods have gone up and may continue to go up or (hopefully) down. With this instability, it's forcing manufacturers to add these surcharges.

How To Get A Jet Ski In 2022

If you find jet skis are in high demand in your area and want to make sure you get a new jet ski, here is what I suggest you do.

1. The first thing you want to do is find the model you like, and best fits your needs.
2. Then go to your dealership and get a quote and a time frame when they will get one.
3. When you agree on a price, have them write up a bill of sale and leave a deposit on it.

When units are in high demand doing this is what I found to be the best for everyone. We agree on a price, do a bill of sale (so we're on the same page), and the customer left a deposit.

It also doesn't hurt to email the dealership every so often to get an update and stay on top of their minds. They talk to many people, and you don't want to be lost in the noise.

Walking in with a wad of cash doesn't help much with most dealerships. The dealership doesn't have any hidden units, and taking a unit away from another deal is not worth the reputation destruction.

You may also have better luck at larger jet ski dealerships as they get more units in and carry stock, especially at the start of the season.

Overall, the best thing to do is get in early and wait with an agreement worked out with the dealership. Also, please be patient. Trust me; the dealership is just as mad as you when a shipment runs late or is wrong.

Jet Ski Terms

Jet skis have many different terms used to describe them.

For example, every manufacturer has its version of "brakes" and uses a different name.

Jet Ski Categories

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

Here is the list of jet ski categories, and we go over each one in the sections.

- Rec-Lite
- Rec-Mid (new, explained later)
- Recreational
- Tow Sports
- Sport Fishing
- Performance
- Touring

Rec-Lite

The Rec-Lite category of watercraft is your entry-level and where you find the most affordable jet skis.

It's only Sea-Doo and Yamaha that have models in this category.

The Rec-Lite jet skis are smaller and more playful than the other models. They also tend to have better gas mileage and a rougher ride than other models.

The honest truth about the Rec-Lite category, especially in 2022, is that a 2 seater is really a 1 seater, and a 3 seater is more of a 2 seater for "normal" size adults.

Spark Vs. EX

In the Rec-Lite category are the Sea-Doo Spark's and Yamaha EX's.

Spark 2up 60HP Vs. Nothing

The Sea-Doo Spark 2up 60HP is the cheapest new jet ski you can buy in 2022 at \$5,699.

This is a 2 seater watercraft with a top speed around 40MPH. I know 40MPH may sound slow, but most new riders never go past that speed. 40MPH in a car is not the same as in a jet ski; along with the light body and quick take-off speed, it will surprise most new riders.

	Spark 2up 60HP
Manufacturer	Sea-Doo
MSRP	\$5,699
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

[View Spark 2up 60HP](#)

Spark 3up 90HP Vs. EX Vs. Spark 2up 90HP iBR

	Spark 3UP 90HP	EX	Spark 2UP 90HP iBR
Manufacturer	Sea-Doo	Yamaha	Sea-Doo
MSRP	\$6,999	\$7,199	\$7,399
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:

- Cheapest of the 3.
- Weighs the least.
- Driving modes (Touring and Sport)

- Wider than the Yamaha EX.
- 3 seater.
- 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.
- 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.

EX Pros:

- More horsepower than a Spark.
- Slightly faster.
- 3 seater.
- Bigger fuel tank.
- More storage, but fragmented.
- A little longer, helps a little with the chop.

EX Cons:

- Less wide, more of an issue at lower speeds.
- 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.

Spark 2up 90HP iBR Pros:

- iBR.
- 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.

Spark 2up 90HP iBR Cons:

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

I'll have to say if you can get a jet ski with iBR or RIDE (brakes and reverse), for sure, go with that one. This would make the Spark 2up 90HP iBR the one to go with, but it is \$200 more than the EX, and it's only a 2 seater too.

If you're going to be doing a lot of pull sports, the EX or the Spark 3up 90HP would be a better fit at this price range but not having reverse is a bummer.

Spark 3up 90HP iBR Vs. EX Sport

	Spark 3UP 90HP iBR	EX SPORT
Manufacturer	Sea-Doo	Yamaha
MSRP	\$7,999	\$8,299
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.
- More useful front bucket storage.
- Driving modes.
- Cheaper.
- Wider.
- Polytec hull.
- Palm rests.

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's iBR.
- Heavier.
- No driving modes.
- EX storage is larger but more spread out and less useful.

The Sea-Doo Spark 3UP 90HP iBR comes in at \$7,999, and it comes with iBR, which is a huge advantage over the Yamaha EX Sport. The EX Sport will have manual reverse, which is fine, but it will not have brakes which give you better control.

Along with the Spark being lighter, more playful, cheaper, and having brakes, I have to say the Spark 3UP 90HP iBR is an excellent value at this price point.

TRIXX Vs. Jetblaster

The Yamaha Jetblaster is new for 2022 and has replaced the EXR.

This is a smart move by Yamaha as the Sea-Doo TRIXX models have been selling like crazy.

Rec-Mid

When I create these comparisons, I like going off price as that is often the number one thing customers care about.

The problem is that this can create awkward comparisons, and it's not always the best way to do it. This is one of those awkward times as many models are technically what the manufacturers would call recreational category watercraft, but their prices put them close to the prices of Rec-Lite jet skis.

It might be time for a new category name, like Rec-Mid, as they fall in the middle of Rec-Lite and Recreational jet skis. The name Rec-Lite comes from Recreational, and a Rec-Mid seems like a good representation of the already spliced name.

I have a good feeling this Rec-Mid category will only grow with more models in the future.

GTI 90 Vs. EX Deluxe Vs. VX-C

	GTI 90	EX DELUXE	VX-C
Manufacturer	Sea-Doo	Yamaha	Yamaha
MSRP	\$9,299	\$9,299	\$9,449
Top Speed (MPH)	43	50	53
HP	90	100	125
Weight (lbs)	668	600	701
Storage Capacity (US Gal)	40.3	7.7	30.1
Seating Capacity	3	3	3
Transmission	iBR	RIDE	Forward Only
Fuel Capacity	15.9	13.2	18.5
Length (Inches)	130	123.2	131.1
Width (Inches)	49.2	44.5	48.8
Height (Inches)	44.8	45.3	47.2
Hull	Polytec Gen. 2	Fiberglass	Fiberglass
Cooling	Closed Loop	Open Loop	Open Loop
Reboarding Step	No	Yes	No
Mirrors	Yes	Yes	Yes

Sea-Doo GTI 90 Pros:

- iBR.
- Larger and more stable than the EX Deluxe.
- A lot more storage capacity, especially against the EX Deluxe.
- More comfortable seats compared to the EX Deluxe or even the Sea-Doo Spark. It's a night and day difference.
- LinQ attachment options.
- Palm grips.

Sea-Doo GTI 90 Cons:

- It's slow.
- Nowhere near as playful as the EX.
- No reboarding step, but you can add one for an extra charge.

Yamaha EX Deluxe Pros:

- RIDE.
- Much faster than the GTI 90.
- 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.

Yamaha VX-C Pros:

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

Yamaha VX-C Cons:

- Built for rental companies.
- Lacks the nicer color screen.
- No reverse or brakes.

For most customers, the VX-C should not be considered as its primary market is for rental companies. But some dealers may have some, so we add it to the comparisons.

What's interesting about this comparison is that the EX Deluxe used to be cheaper than the GTI 90, but this year they both have the same MSRP. We must keep the commodity surcharge in mind, though, but the GTI 90 is such a great value even then.

But if you want to go faster, the EX Deluxe is the one to have.

EX Limited Vs. STX 160

	EX LIMITED	STX 160
Manufacturer	Yamaha	Kawasaki
MSRP	\$9,899	\$9,899
Top Speed (MPH)	50	57
HP	100	160
Weight (lbs)	602	864
Storage Capacity (US Gal)	7.7	35
Seating Capacity	3	3
Transmission	RIDE	Manual Forward and Reverse
Fuel Capacity	13.2	20.6
Length (Inches)	123.2	124.1
Width (Inches)	44.5	46.5
Height (Inches)	45.3	45.4

Hull	Fiberglass	Fiberglass
Cooling	Open Loop	Open Loop
Reboarding Step	Yes	Yes
Mirrors	Yes	Yes

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.
- Slower than the STX 160.
- The seat is not as comfy as the STX 160.
- I would feel more comfortable with 2 or more people on the STX 160 than the EX Limited.

Kawasaki STX 160 Pros:

- Faster than the EX Limited by a fair bit.
- More HP.
- More comfortable seat.
- More stable.
- A little over 4X the storage of the EX Limited.
- Larger fuel tank.

Kawasaki STX 160 Cons:

- Manual reverse, Kawasaki only has their new braking system on the high-end Ultra models.

- Heavier.

If you're looking for a jet ski at this price point, you have a really tough one.

The EX Limited has a special place in my heart as it's just simply a great value with all that you get. But Kawasaki has delivered in power and top speed with the STX 160.

The STX 160 has the engine and body, while the EX Limited has the tech, features, plus accessories.

So if you want a PWC that is a little more comfortable and want to go fast, then the STX 160 is the one you want.

If you want tech, features, accessories, and a more playful PWC, then the EX Limited is the one for you.

Recreation

The Recreation category of watercraft are larger than the Rec-Lite and has middle-of-the-road engine horsepower.

Before Rec-Lite, this used to be entry-level, and as time has gone on, the Recreation watercraft have also gotten bigger. To put things in perspective, the recreation watercraft of today are about the same size as the luxury watercraft around 2008!

If you're looking for the best value and don't want to be the fastest, then the Recreation category of jet skis is where you want to be.

GTI 130 Vs. VX Vs. STX 160X

	GTI 130	VX	STX 160X
Manufacturer	Sea-Doo	Yamaha	Kawasaki

MSRP	\$10,299	\$10,449	\$10,499
Top Speed (MPH)	52	53	57
HP	130	125	160
Weight (lbs)	739	719	864
Storage Capacity (US Gal)	40.3	30.1	35
Seating Capacity	3	3	3
Transmission	iBR	RIDE	Manual Forward and Reverse
Fuel Capacity	15.9	18.5	20.6
Length (Inches)	130	132.7	124.1
Width (Inches)	49.2	48.8	46.5
Height (Inches)	44.8	47.2	45.4
Hull	Polytec Gen. 2	Fiberglass	Fiberglass
Cooling	Closed Loop	Open Loop	Open Loop
Reboarding Step	No	Yes	Yes
Mirrors	Yes	Yes	Yes

Sea-Doo GTI 130 Pros:

- iBR.
- Has the most storage of the 3.
- Lower height, better stability.
- Palm grips.
- 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.

Sea-Doo GTI 130 Cons:

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

Yamaha VX Pros:

- RIDE.
- Watertight glove box.
- Weighs the least 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.
- Doesn't have the nicer multi-color screen like the other higher VX models.
- The least HP of the bunch.
- No driving modes.

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.
- Narrower, so more playful but less stable than the other 2.
- Heavier than the other 3.

GTI SE 130 Vs. VX Deluxe Vs. VX Cruiser

	GTI SE 130	VX DELUXE	VX CRUISER
Manufacturer	Sea-Doo	Yamaha	Yamaha
MSRP	\$11,099	\$11,249	\$11,549
Top Speed (MPH)	52	53	53
HP	130	125	125
Weight (lbs)	739	692	697
Storage Capacity (US Gal)	40.3	30.1	30.1
Seating Capacity	3	3	3
Transmission	iBR	RIDE	RIDE
Fuel Capacity	15.9	18.5	18.5
Length (Inches)	130	132.7	132.7
Width (Inches)	49.2	48.8	48.8
Height (Inches)	44.8	47.2	47.2
Hull	Polytec Gen. 2	Fiberglass	Fiberglass
Cooling	Closed Loop	Open Loop	Open Loop
Reboarding Step	Yes	Yes	Yes
Mirrors	Yes	Yes	Yes

Sea-Doo GTI SE 130 Pros:

- iBR
- Greater storage capacity.
- VTS - Trimming system, raise and lower the nose of the PWC for tow sports and other activities.
- iDF can be added as a factory-installed option for an extra charge. iDF can't be added later, but it must be done from the factory.
- Driving modes - Touring, ECO, and Sport.
- Slow speed mode - aka no-wake mode.
- Speed Limiter Modes - aka cruise control.
- Wider, more stable.
- More HP which is important for pull sports.
- Not as tall, lower center of gravity, helps it be more stable, especially with more people riding.
- LinQ attachment system.
- A more dedicated dry phone storage in the glovebox.
- RF DESS key, security system, and doubles as the lanyard.
- 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.

Sea-Doo GTI SE 130 Cons:

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

Yamaha VX Deluxe Pros:

- RIDE.
- Multi-colored screen.
- Driving modes.
- Low-RPM Mode / No Wake Mode.
- Cruise control.

- Watertight under-seat storage.
- 12 volt and USB plug-in the glovebox.
- Footwell drains.
- Weighs less than the Sea-Doo.
- Large fuel tank.
- Reboarding step.
- Slightly faster than the Sea-Doo.
- PIN code security system.

Yamaha VX Deluxe Cons:

- Less storage capacity.
- No Trim like what the GTI SE has.
- No iDF option.
- Not as wide as the Sea-Doo.
- Taller and thus not as stable as the Sea-Doo.

VX Cruiser Pros and Cons:

The VX Cruiser has everything the Deluxe has, but it comes with a better seat, pull-up cleats, and a different color.

This is one of the odd models that I don't know why Yamaha keeps around as paying more for a slightly better seat, cleats, and color doesn't seem worth it to me.

The Deluxe is the better value, but the way the market has been since 2020, if you can get your hands on either one, then go for it.

GTI SE 170 Vs. ULTRA LX

	GTI SE 170	ULTRA LX
Manufacturer	Sea-Doo	Kawasaki
MSRP	\$11,699	\$11,699

Top Speed (MPH)	56	55
HP	170	160
Weight (lbs)	739	932
Storage Capacity (US Gal)	40.3	60
Seating Capacity	3	3
Transmission	iBR	Manual Forward and Reverse
Fuel Capacity	15.9	20.6
Length (Inches)	130	132.7
Width (Inches)	49.2	47
Height (Inches)	44.8	45.3
Hull	Polytec Gen. 2	Fiberglass
Cooling	Closed Loop	Open Loop
Reboarding Step	Yes	Yes
Mirrors	Yes	Yes

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.

- iBR.
- VTS - Trimming system, raise and lower the nose of the PWC for tow sports and other activities.

- iDF can be added as a factory-installed option for an extra charge. iDF can't be added later; it must be done from the factory.
- Slightly faster than the ULTRA LX.
- Weighs 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 security key and lanyard.
- 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:

- Way less storage 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.

Kawasaki ULTRA LX Pros:

- Touring size jet ski at a recreational price.
- A lot of storage capacity.
- One of the biggest fuel tanks in the industry.
- Cruise control.

- Learning mode.
- Kawasaki ULTRA LX Cons:
- It's a heavy watercraft.
- Manual reverse and no brakes.
- More narrow than the Sea-Doo GTI SE 170.

It's a real bummer that the ULTRA LX didn't get the upgrades its more expensive brothers did in 2022. If Kawasaki did that, it would have really given Sea-Doo a perfect fight in this comparison.

If you do a lot of ocean riding, the ULTRA LX would be better for you, but overall the GTI SE 170 is simply a better value.

Hopefully, Kawasaki will give the ULTRA LX the same love like it did for the more expensive ULTRA's next, as that would put the GTI SE 170 in its place.

The GTI SE 170 is such a good value that in the next section where I compare the STX 160LX Vs. VX Cruiser HO I would still strongly consider looking at the GTI SE 170 too.

STX 160LX Vs. VX Cruiser HO

	STX 160LX	VX Cruiser HO
Manufacturer	Kawasaki	Yamaha
MSRP	\$12,199	\$12,449
Top Speed (MPH)	57	58
HP	160	180
Weight (lbs)	877	794
Storage Capacity (US	35	30.1

Gal)		
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	Fiberglass
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.
- Fiberglass.
- 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.

These two models are the battle of the biggest engine in the recreation category along with the most luxury too. So if you want power and luxury without the price tag of the Luxury models, these jet skis are where you want to be.

Tow Sports

The Tow Sports category has jet skis that focus on pulling tubes, wakeboards, and skiers.

For a while, it's been mostly Sea-Doo with their WAKE models, but ever since Yamaha gave the VX Limited with so many tow sports accessories, I've got to add it to this category.

While any jet ski can pull tubes, wakeboards, and skiers, the Tow Sports section has features and accessories that make it easier. So if you plan on doing a lot of pull sports, this category is for you.

This section is often the "goldie-locks" of watercraft where they come with a lot of features at a great price and often hold their resell value better than the rest.

WAKE 170 Vs. VX Limited

	WAKE 170	VX Limited
Manufacturer	Sea-Doo	Yamaha
MSRP	\$12,499	\$12,849
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	Fiberglass
Cooling	Closed Loop	Open Loop
Reboarding Step	Yes	Yes
Mirrors	Yes	Yes

Sea-Doo WAKE 170 Pros:

- iBR
- 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 or 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.
- VX 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.
- Large fuel tank.
- Reboarding step.

Yamaha VX Limited Cons:

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

WAKE PRO 230 Vs. VX Limited HO

	WAKE PRO 230	VX Limited HO
Manufacturer	Sea-Doo	Yamaha
MSRP	\$16,499	\$14,049

Top Speed (MPH)	65	58
HP	230	180
Weight (lbs)	829	794
Storage Capacity (US Gal)	26.1	28.4
Seating Capacity	3	3
Transmission	iBR	RIDE
Fuel Capacity	18.5	18.5
Length (Inches)	135.9	132.7
Width (Inches)	49.4	48.8
Height (Inches)	45.2	47.2
Hull	Fiberglass	Fiberglass
Cooling	Closed Loop	Open Loop
Reboarding Step	Yes	Yes
Mirrors	Yes	Yes

The WAKE PRO 230 is basically the WAKE 170 with a bigger engine (230HP) and the bigger GTX body. So you get all the same features as the WAKE 170 but in a nicer ride and with more power but you do have less storage overall in the GTX body but it's easier to get to.

The VX Limited HO is the VX Limited but with a bigger engine and different colors; you go from 125HP to 180HP, which is very noticeable.

The VX Limited HO is noticeably cheaper than the WAKE PRO 230, but it also uses a smaller body and has less horsepower.

Something to keep in mind, the VX Limited HO is only 10 more horsepower than the WAKE 170 and roughly the same body size.

Sport Fishing

The Sport Fishing category is still a new category, and it's mostly Sea-Doo that dominates it.

In 2022, Yamaha has released fishing accessory add-ons to their FX lineup to better compete with Sea-Doo's Fish Pro models. However, since Yamaha's add-ons don't come from the factory like Sea-Doo does with its Fish Pro's, I don't compare them as it would get unfair quickly due to the labor costs to install such things.

I wish Yamaha would have a Sport Fishing model from the factory as they do have some great add-ons, especially that extension platform with a full-sized reboarding ladder.

Fish Pro Scout Vs. Fish Pro Sport Vs. Fish Pro Trophy

	FISH PRO SCOUT	FISH PRO SPORT	FISH PRO TROPHY
Manufacturer	Sea-Doo	Sea-Doo	Sea-Doo
MSRP	\$13,899	\$15,899	\$17,799
Top Speed (MPH)	50	52	52
HP	130	170	170
Weight (lbs)	783	858	898
Storage Capacity (US	43.8	39.6	39.6

Gal)			
Seating Capacity	3	3	3
Transmission	iBR	iBR	iBR
Fuel Capacity	15.9	18.5	18.5
Length (Inches)	130.6	146.8	146.8
Width (Inches)	49.2	49.4	49.4
Height (Inches)	46.1	45.3	45.3
Hull	Polytec Gen. 2	Fiberglass	Fiberglass
Cooling	Closed Loop	Closed Loop	Closed Loop
Reboarding Step	Yes	Yes	Yes
Mirrors	Yes	Yes	Yes

The Fish Pro Sport is the Fish Pro everyone knows from years past and shares the same bigger "GTX" body with the Fish Pro Trophy.

The Fish Pro Scout is built on the smaller GTI body and has fewer gear options but is at a lot more attractive price point.

The Fish Pro Scout will have many of the same features found on the GTI SE 130, and the Sport and Trophy will have a lot of the same features found on the GTX 170. Since there are many similarities, let's focus more on what makes this a "fishing boat."

Fish Pro Scout Features

- iDF - To unclog debris that gets stuck in the pump.
- Ergolock fishing seat.
- 130HP.
- 3 Fishing rod holders.

- 6 inch Garmin GPS and fish finder.
- 13.5 Gallon LinQ cooler.
- Trolling Mode.
- Front storage lid organizer.
- 2 LinQ front supports.
- Cup holder.

Fish Pro Sport Features

- 170HP.
- Bigger, more stable body.
- iDF.
- Extended rear platform with more LinQ attachments.
- 6 inch Garmin GPS and fish finder.
- 13.5 Gallon LinQ cooler.
- Trolling Mode.
- 5 fishing rod holders.
- Angled gunwale footrests.
- Bin organizer.
- Has the direct-access front storage like the GTX and RXT models.
- An option to add a sound system but does not come with it.
- Cup holder.
- A more bench-style fishing seat.
- Fiberglass hull.
- USB Port.
- Tilt Steering.

Fish Pro Trophy Features

- Everything you get in the Fish Pro Sport plus...
- Modular swivel seat.
- Advanced battery system (2 batteries and more powerful generator).
- Livewell.
- Upgraded to the 7-inch touchscreen Garmin GPS and fish finder.

- Anchoring system.
- An option to upgrade to the Tech Package, which gives you a full-color 7.8 dual-screen and sound system.

Things to note about all 2022 Fish Pros is that they have the older LCD screen, and only the Trophy has an **option** to pay for an upgrade to get the nicer dual full-color display seen on the GTX Limited 300.

Here's a great video to go over more details about the new Fish Pros'.

Performance

We have come to the section that's all about power.

This section is not the best for new riders and anyone who's never been on a performance machine before. I don't say this to upsell you; I've seen people get hurt when they don't fully understand the power this category of watercraft have.

Superjet Vs. SX-R

	SuperJet	SX-R
Manufacturer	Yamaha	Kawasaki
MSRP	\$9,799	\$10,299
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

Standup jet skis are quite rare these days, with the market wanting sit-down jet skis.

The people buying the standups are mostly racers, and they don't need any guidance from me.

I only include this section to make others aware that standups exist if you want one, but it's primarily racers or diehard fans who buy them.

GTR 230 Vs. GP1800R HO

	GTR 230	GP1800R HO
Manufacturer	Sea-Doo	Yamaha
MSRP	\$12,899	\$13,149
Top Speed (MPH)	63	65
HP	230	180

Weight (lbs)	774	734
Storage Capacity (US Gal)	42.5	28.4
Seating Capacity	3	3
Transmission	iBR	RIDE
Fuel Capacity	15.9	18.5
Length (Inches)	130.6	131.9
Width (Inches)	49.2	48.8
Height (Inches)	44.8	47.2
Hull	Polytec Gen. 2	Fiberglass
Cooling	Closed Loop	Open Loop
Reboarding Step	No	Yes
Mirrors	Yes	Yes

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.

Yamaha GP1800R HO Pros:

- Faster than the GTR.
- Weighs less.
- Not supercharged.
- Bigger fuel tank.
- Reboarding step.
- RIDE.
- 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:

- Not as wide as the GTR.
- Much less storage capacity.
- No LinQ attachments like the GTR.

The GTR 230 and GP1800R HO will be your entry to the sit-down performance watercraft.

I've always liked the GTR 230 since it came out in 2012 but what Yamaha is doing with the GP1800R HO is just simply impressive!

If only Sea-Doo would take the RXP-X T3-R hull and maybe put the 170HP or 230HP engine in it and call that the GTR, that would be amazing! Until then, the GP1800R HO is just simply a winner, in my personal opinion.

GP1800R SVHO Vs. RXP-X 300

Note: The GP1800R SVHO and RXP-X 300 are the top of the top for performance. These are the machines racers buy. Both watercraft are no joke and should be treated like driving a supercar.

	GP1800R SVHO	RXP-X 300
Manufacturer	Yamaha	Sea-Doo
MSRP	\$15,349	\$16,099
Top Speed (MPH)	70	70
HP	250	300
Weight (lbs)	772	780
Storage Capacity (US Gal)	28.4	40.6
Seating Capacity	3	1
Transmission	RIDE	iBR
Fuel Capacity	18.5	18.5
Length (Inches)	131.9	130.6
Width (Inches)	48.8	49.2
Height (Inches)	47.2	44
Hull	Fiberglass	Fiberglass
Cooling	Open Loop	Closed Loop

Reboarding Step	Yes	No
Mirrors	Yes	Yes

Yamaha GP1800R SVHO Pros:

- RIDE.
- Weighs less.
- Driving modes.
- Cruise control.
- Trim.
- Auto Trim.
- Steering adjustment.
- Racing seat.
- 3 seater, unlike the RXP-X.
- Water-resistant under-seat storage.
- Footwell drains.
- Multi-color display.

Yamaha GP1800R SVHO Cons:

- Less horsepower.
- Less storage.

Sea-Doo RXP-X 300 Pros:

- iBR.
- More HP.
- Lower total height - allows the driver to better position themselves when launching.
- Adjustable seat that helps lock you in.
- Shark Gills - Keeps you planted in the turns.
- 0 to 50MPH in 2.7 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:

- 2 seater max. - Ships as a 1 seater, must buy extra seat.
- No reboarding step.
- More expensive.

I must stress these two watercraft are beasts and not built for cruising or an afternoon with the family. **They're muscle craft that want to always play.**

If you want the bigger engine but in a more tame body, the following sections are where you want to be.

FX SVHO Vs. Ultra 310X Vs. RXT-X 300

	FX SVHO	ULTRA 310X	RXT-X 300
Manufacturer	Yamaha	Kawasaki	Sea-Doo
MSRP	\$16,799	\$17,199	\$17,499
Top Speed (MPH)	68	70	70
HP	250	310	300
Weight (lbs)	858	1032	829
Storage Capacity (US Gal)	44	44.5	26.1
Seating Capacity	3	3	3
Transmission	RIDE	KSRD	iBR
Fuel Capacity	18.5	21.1	18.5

Length (Inches)	140.9	135.4	135.9
Width (Inches)	50	47	49.4
Height (Inches)	48.4	46.5	45.2
Hull	Fiberglass	Fiberglass	Fiberglass
Cooling	Open Loop	Open Loop	Closed Loop
Reboarding Step	Yes	Yes	No
Mirrors	Yes	Yes	Yes

Yamaha FX SVHO Pros:

- RIDE.
- 7-inch multi-color touchscreen.
- Bluetooth - Make and receive calls.
- GPS Map-Capable with Geofencing Capabilities.
- Wider.
- Longer - will take the chop better.
- Driving modes.
- Cruise control.
- Footwell drains.
- Cup holders.
- Tilt steering.
- Reboarding ladder.
- Trim and Auto Trim.
- USB and 12V plug, in glovebox.
- Watertight under-seat storage.
- Stereo System option - must be installed by the factory.
- Can add RecDeck but not included.

Yamaha FX SVHO Cons:

- The least horsepower.
- Slowest of the bunch.
- Stereo system must be done by the factory.
- No palm grips.
- No racing foot wedges.

ULTRA 310X Pros:

- KSRD - Kawasaki's first braking and reverse system.
- The most horsepower of the bunch.
- The most storage capacity.
- Huge 10.5 gal. dual glovebox.
- Watertight phone storage.
- 7-inch full-color screen.
- Cup holders.
- Bluetooth connectivity.
- Phone call & mail indicator on the screen.
- Cruise control.
- Economical riding indicator (It's like an ECO mode).
- Reboarding ladder.
- Driving modes.
- Launch Control Mode (KLCM)
- 5mph Mode (No-Wake Mode)
- Multi-Mount System for GPS and Phones.

ULTRA 310X Cons:

- Doesn't have the Kawasaki's Ultra Deck to add more gear, only for the higher-end Ultra 310's.
- No racing seat or footwell wedges.
- Doesn't come with the LED headlights like the Ultra 310LX-S and Ultra 310LX but can be added as an option. (The headlights are for design, you can't drive jet skis at night).
- No palm grips.

- No footwell drains.

Sea-Doo RXT-X 300 Pros:

- iBR
- Easier access to the front storage.
- LinQ system.
- 300HP.
- Angled, extended Footwell Wedges.
- Launch Control with Auto-Trim.
- Race-inspired Sponsons for better cornering.
- Modular seats and lounge area.
- Palm grips.
- Integrated Cleats.
- Watertight phone box in the glove box.
- Narrow racing seat.
- Trim.
- Driving Modes.
- Slow Mode.
- Speed Limiter Mode – aka cruise control.
- Optional Tech Package (7.8-inch full-color gauge with weather and navigation, Bluetooth, and USB stereo).

Sea-Doo RXT-X 300 Cons:

- Can't make and receive calls.
- Have to pay to upgrade to the nicer display.
- No cruise control.
- No reboarding ladder.
- No cup holders.
- No footwell drains.

What's interesting to me about this section is that it's Yamaha and Kawasaki leading the way in tech. It's always been Sea-Doo pushing new tech, but it's nice to see things that Sea-Doo doesn't have that both Yamaha and Kawasaki do.

I don't know if I'm sold on the idea of making and receiving phone calls on my jet skis, I ride to get away from such things, but it's a thing we have today with the FX lineup from Yamaha.

Kawasaki has done a fantastic job with their new release of Ultra 310s and packed them full of features. The dual glove box is impressive, and they jam-packed them with great tech in that display. It's not a touchscreen but instead uses a jog wheel which I like the idea of as bouncing around and having wet fingers makes reaching for a touchscreen annoying.

The one leg-up the Sea-Doo RXT-X has over the other two is that it's more racing-inspired. The RXT-X is a bigger version of the RXP-X with a more predictable and comfortable hull.

Touring

This section is where you'll find the "best of the best in luxury, tech, and power" from each manufacturer, which also means the most expensive.

The good news is that there are a few affordable touring models that offer great value.

GTX 170 Vs. FX HO

	GTX 170	FX HO
Manufacturer	Sea-Doo	Yamaha
MSRP	\$13,399	\$14,299
Top Speed (MPH)	58	58
HP	170	180
Weight (lbs)	776	840

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	Fiberglass
Cooling	Closed Loop	Open Loop
Reboarding Step	Yes	Yes
Mirrors	Yes	Yes

Sea-Doo GTX 170 Pros:

- iBR.
- Weighs less.
- 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.
- Optional Bluetooth sound system - does not come with it, but you can order it.

Sea-Doo GTX 170 Cons:

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

Yamaha FX HO Pros:

- RIDE.
- More HP.
- 5-inch Multi-Color Touchscreen.
- More storage.
- USB and 12V Outlet
- Bluetooth Capable - Text and call notifications.
- Longer - will take the chop a little better.
- Driving modes.
- Cruise control.
- Cup holders.
- Tilt steering.
- Trim system.
- Can add a sound system from the factory.
- GPS Map-Capable - Need to pay more for GPS Map Card to get the full benefits.
- Moved to SMC fiberglass for all FX models; it weighs more but is still a huge pro if you ask me.

Yamaha FX HO Cons:

- Harder to get to the front storage compared to the Sea-Doo GTX.

- Sound system must be installed by the factory.
- Have to pay extra for the GPS Map Card.
- Stuck with the older and smaller 5-inch screen where other FX models get the new 7-inch screen.

GTX 230 Vs. FX Cruiser HO

	GTX 230	FX Cruiser HO
Manufacturer	Sea-Doo	Yamaha
MSRP	\$14,399	\$14,799
Top Speed (MPH)	66	58
HP	230	180
Weight (lbs)	805	842
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	Fiberglass
Cooling	Closed Loop	Open Loop
Reboarding Step	Yes	Yes
Mirrors	Yes	Yes

Sea-Doo GTX 230 Pros:

- iBR.
- The GTX 170 and GTX 230 are the same except for the engine.
- Weighs less.
- Noticeably faster.
- iDF - Factory installed only, so if your dealership didn't order it that way it can't be added later.
- 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.
- Optional Bluetooth sound system, does not come with it, but you can order it.

Sea-Doo GTX 230 Cons:

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

Yamaha FX Cruiser HO Pros:

- RIDE.
- 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.

- 5-inch Multi-color Touchscreen.
- USB and 12V Outlet
- More storage.
- Wider.
- Bluetooth Capable - Text and Call Notifications.
- Longer - will take the chop a little better.
- Driving modes.
- Cruise control.
- Footwell drains.
- Cup holders.
- Tilt steering.
- Trim system.
- GPS Map-Capable - Need to pay more for GPS Map Card to get the full benefits.
- Moved to SMC fiberglass for all FX models; it weighs more but is still a huge pro if you ask me.

Yamaha FX Cruiser HO Cons:

- Harder to get to the front storage compared to the Sea-Doo GTX.
- Sound system must be installed by the factory.
- Have to pay extra for the GPS Map Card.
- Stuck with the older and smaller 5-inch screen where other FX models get the new 7-inch screen.

GTX 300 Vs. FX Cruiser SVHO

	GTX 300	FX Cruiser SVHO
Manufacturer	Sea-Doo	Yamaha
MSRP	\$16,099	\$17,499
Top Speed (MPH)	70	68

HP	300	250
Weight (lbs)	819	860
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	Fiberglass
Cooling	Closed Loop	Open Loop
Reboarding Step	Yes	Yes
Mirrors	Yes	Yes

Sea-Doo GTX 300 Pros:

- iBR.
- It's the same as GTX 230 except for the engine, and you can't add iDF.
- 300HP.
- Faster.
- 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's seat.
- Palm grips.

Sea-Doo GTX 300 Cons:

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

Yamaha FX Cruiser SVHO Pros:

- RIDE.
- 7-inch Multi-color Touchscreen.
- USB and 12V Outlet
- More storage.
- Wider.
- Bluetooth Capable - Text and Call Notifications. You can make and take phone calls if you get the optional sound system.
- Longer - will take the chop a little better.
- Driving modes.
- Cruise control.
- Footwell drains.
- Cup holders.
- Tilt steering.
- Trim system.
- GPS Map-Capable - Need to pay more for GPS Map Card to get the full benefits. You can do Geofencing when you have the Map Card, which is super cool!
- Moved to SMC fiberglass for all FX models; it weighs more but is still a huge pro if you ask me.

- Can add RecDeck, but it does not come with it.

Yamaha FX Cruiser SVHO Cons:

- Harder to get to the front storage compared to the Sea-Doo GTX.
- More expensive.
- Sound system must be installed by the factory.
- Have to pay extra for the GPS Map Card, but it might be worth it for the geofencing features.

ULTRA 310LX-S Vs. Nothing

	ULTRA 310LX-S
Manufacturer	Kawasaki
MSRP	\$18,199
Top Speed (MPH)	70
HP	310
Weight (lbs)	1065
Storage Capacity (US Gal)	44.5
Seating Capacity	3
Transmission	KSRD (Electronic forward, neutral, and thumb reverse/braking)
Fuel Capacity	21.1
Length (Inches)	140.9
Width (Inches)	47
Height (Inches)	46.5
Hull	Fiberglass

Cooling	Open Loop
Reboarding Step	Yes
Mirrors	Yes

ULTRA 310LX-S Pros:

- KSRD - Kawasaki's first braking and reverse system.
- Backup Camera - for pull sports and launching.
- Ultra Deck - Longer and able to add more accessories to the rear.
- Tons of overall storage.
- Huge 10.5 gal. dual glovebox.
- Watertight phone storage.
- 7-inch full-color screen.
- Cup holders.
- Bluetooth connectivity.
- Phone call & mail indicator on the screen.
- Cruise control.
- Economical riding indicator (It's like an ECO mode).
- Reboarding ladder.
- Driving modes.
- Launch Control Mode (KLCM)
- 5mph Mode (No-Wake Mode)
- Multi-Mount System for GPS and Phones.
- Has LED headlights, but they're only for show; you cannot drive a jet ski at night!

The most notable feature I must point out is that the ULTRA 310LX-S has a backup camera. I explain why I love this, and I hope this feature catches on with the other manufacturers.

Also, I must stress that the ULTRA 310LX-S does have headlights, but that does **not** mean you can drive it at night. The headlights are for show and make other

boaters more aware of you.

GTX Limited 300 Vs. FX Limited SVHO Vs. ULTRA 310LX

We have come to the section where we have the very best from each manufacturer and the most expensive jet skis.

If you want the best of the best, this is your section.

	GTX Limited 300	FX Limited SVHO	ULTRA 310LX
Manufacturer	Sea-Doo	Yamaha	Kawasaki
MSRP	\$18,299	\$19,099	\$19,199
Top Speed (MPH)	70	68	70
HP	300	250	310
Weight (lbs)	849	877	1065
Storage Capacity (US Gal)	26.1	44	44.5
Seating Capacity	3	3	3
Transmission	iBR	RIDE	KSRD
Fuel Capacity	18.5	18.5	21.1
Length (Inches)	135.9	140.9	140.9
Width (Inches)	49.4	50	47
Height (Inches)	44.8	48.4	46.5
Hull	Fiberglass	Fiberglass	Fiberglass
Cooling	Closed Loop	Open Loop	Open Loop
Reboarding Step	Yes	Yes	Yes
Mirrors	Yes	Yes	Yes

Sea-Doo GTX Limited 300 Pros:

- iBR.
- 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.
- Trim.
- Direct Access Front Storage.
- Integrated Cleats.
- Ergolock Seat.
- Watertight phone storage in the glove box.
- Tilt Steering.
- LinQ - Easily add a large cooler.
- Palm Grips.
- Sound 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 display.
- Dry bag.
- Water temperature gauge.
- Cruise control.
- Driving Modes.
- USB Plug.
- Depth finder.
- Storage Bin Organizer.
- Knee pads.

- 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.
- Glovebox is tiny compared to the Ultra.
- No Fish Finder like the FX Limited SVHO.

Yamaha FX Limited SVHO Pros:

- RIDE
- 7-inch Multi-Color Touchscreen.
- FX Limited Accessory Package (Single-rider tube, Tube inflator, Tube holder, Tow rope, Soft-sided cooler, Matching jet ski cover, 2 fenders).
- Garmin Striker GPS Fish Finder.
- RAM mount hardware.
- Sound system with Bluetooth. (Can talk to voice assistant when connected to your phone)
- Can make and receive phone calls.
- GPS Map-Capable - Geofencing Capabilities.
- Tilt Steering.
- Cruise control.
- Driving Modes.
- Cruiser Seat.
- Comfort Auto Trim.
- Performance Auto Trim.
- Pull Up Cleats.

Yamaha FX Limited SVHO Cons:

- 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.
- Glovebox is tiny compared to the Ultra.
- Needs to get Map Card separately.

Kawasaki ULTRA 310LX Pros:

- KSRD - Kawasaki's first braking and reverse system.
- Backup Camera - for pull sports and launching.
- Ultra Deck - Longer and able to add more accessories to the rear.
- Adjustable seat - it can slide back and forwards for different rider heights.
- Tons of overall storage.
- Huge 10.5 gal. dual glovebox.
- Watertight phone storage.
- 7-inch full-color screen.
- Cup holders.
- Bluetooth connectivity.
- Phone call & mail indicator on the screen.
- Cruise control.
- Economical riding indicator (It's like an ECO mode).
- Reboarding ladder.
- Driving modes.
- Launch Control Mode (KLCM)
- 5mph Mode (No-Wake Mode)
- Multi-Mount System for GPS and Phones.
- Has LED headlights, but they're only for show; you cannot drive a jet ski at night!

Kawasaki ULTRA 310LX Cons:

- No Dual Screen like the Sea-Doo.
- No extra accessories like what the FX Limited SVHO gives.
- The most expensive jet ski on our list.

