

Sea-Doo RXP-X 300 (2021-)

Brief Summary

The RXP-X 300 is Sea-Doo’s answer to the ultimate muscle machine. She’s pure adrenaline and racing performance enhanced to the limits. Every design tweak this model has received has been towards the goal of creating the best and fastest that Sea-Doo can put out.

Price

Base Price

Specifications

Length Overall	130.6" 331.8 cm
BEAM	
Dry Weight	
Tested Weight	
Draft	
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	

Weight Capacity	400 lbs. 182 kg
Person Capacity	2
Fuel Capacity	18.5 gallons 70 L
Water Capacity	
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	

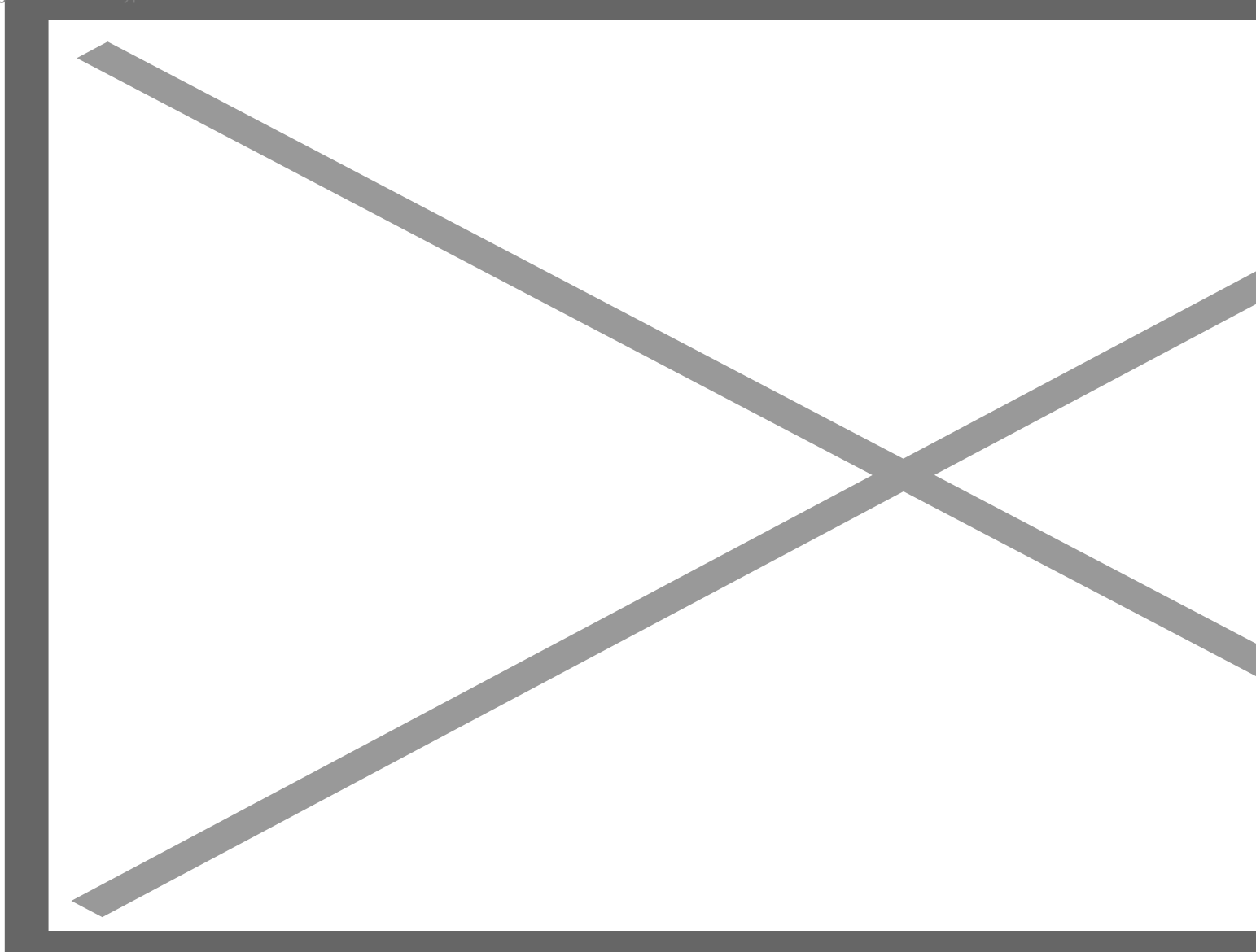
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	
0 to 20	
Ratio	
Props	
Load	
Climate	

By Capt. Steve

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A new angular design styling and choice of two colors are some of the many enhancements that Sea-Doo added to the RXP-X 300.

Mission

This model is not for everyone. For those looking for something to keep the kids amused or to tool around the lake or even as an onboard play toy... there are several other models in the Sea-Doo lineup to choose from. However, if you're looking to acquire the fastest machine on the lake, out-perform everything else on the water and generally have the baddest machine available, then the RXP-X 300 is for you.

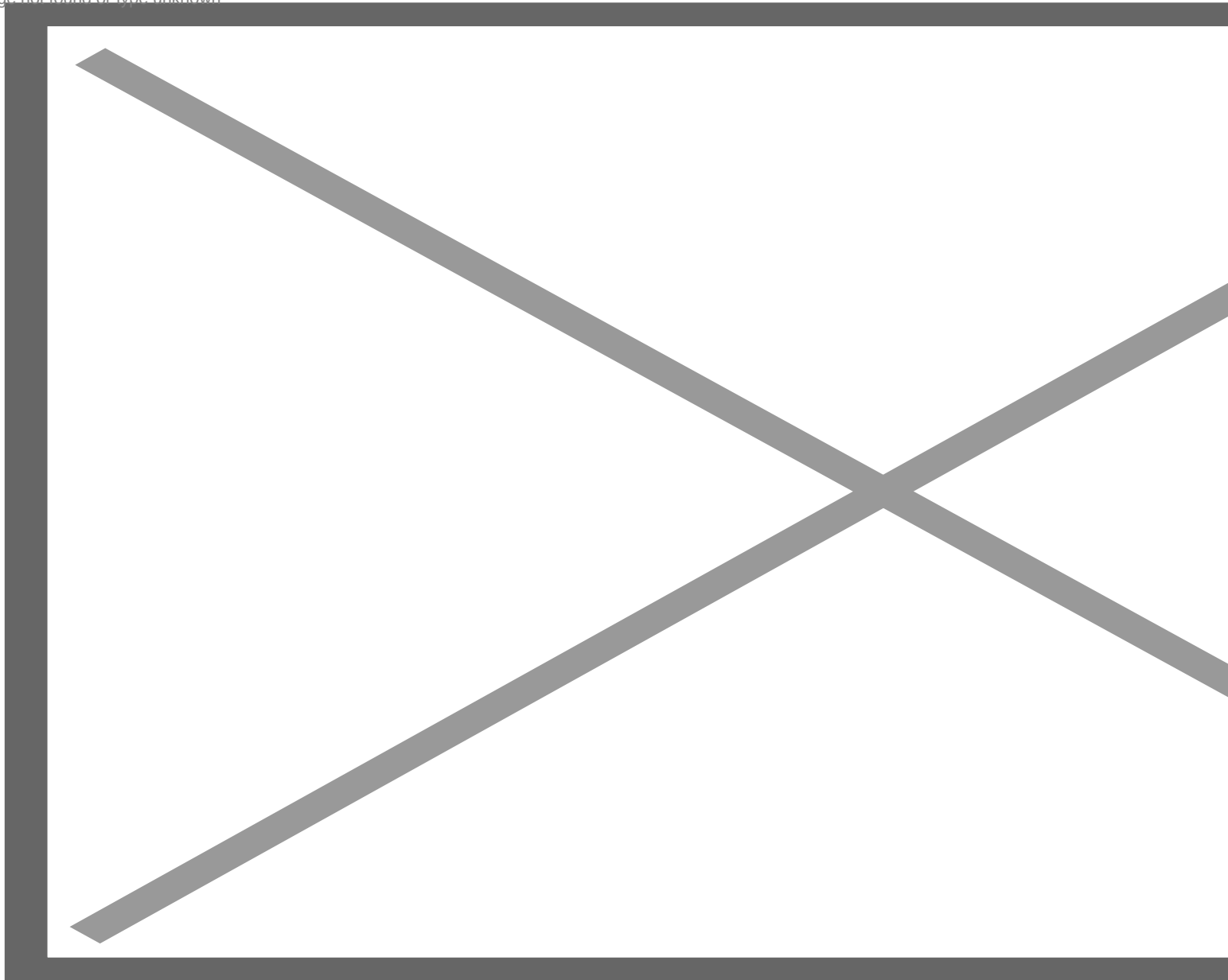
Major Features (Including Distinguishing Features)

- Ergolock-R Features: 1-up performance seat with adjustable rear saddle, low profile handlebars, double angled foot wedges, tacky zones, deep knee pockets.
- T3-R hull design.
- Polished high-performance impeller.
- BRP Audio – premium system (optional).
- Large swim platform with LinQ attachment system.
- Watertight phone compartment.
- Race-inspired X-sponsons.

Engine

That 300 in the name stands for horsepower and if you think that 300-hp isn't a lot, you'd be sorely mistaken. It's more than most cars have so with something as light as a PWC – 780 lbs. (354 kg) in this case – it's pure adrenaline. And that's exactly what is packed into the Rotax 1630cc ACE engine. It includes a supercharger with an external intercooler, a closed-loop cooling system, an electronic IBR (intelligent braking and reverse), an intelligent throttle control system (ICS), a D-Sea Bel exhaust system and probably a partridge in a pear tree.

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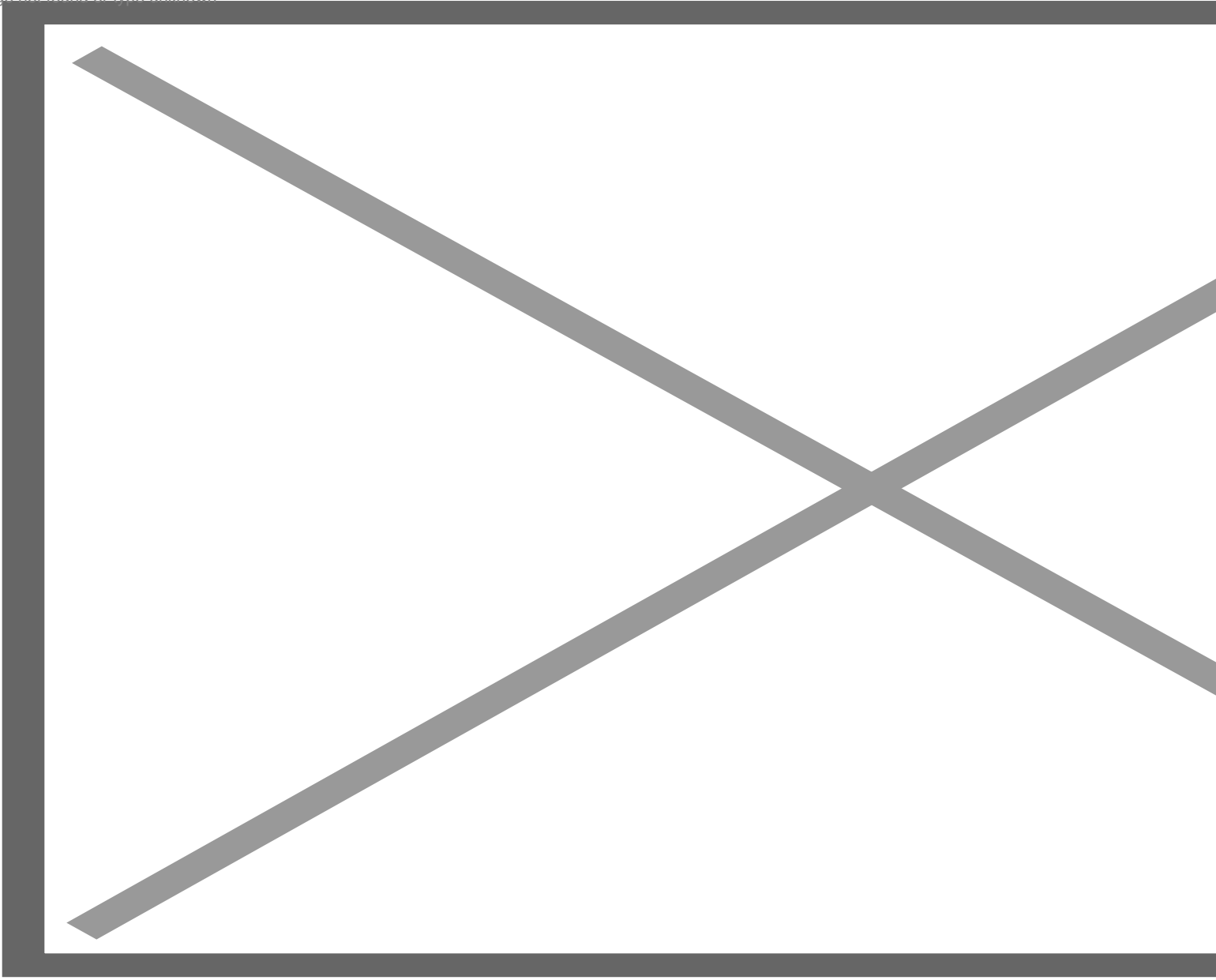
For riders who feel the need for speed, Sea-Doo has that covered with the 300 horses powering the RXP-X 300.

Ergolock

I've always been a big fan of Sea-Doo's Ergolock system that helps lock a rider's body into the ride, but now it's been improved upon. There's a padded flare that is just above the knee that allows the rider to use the strongest muscles in the body and the legs to lock into the ride. For this model year, that has been improved upon with an even wider flare. When going into turns, the knee comes up a bit to create that solid

hold in the ride.

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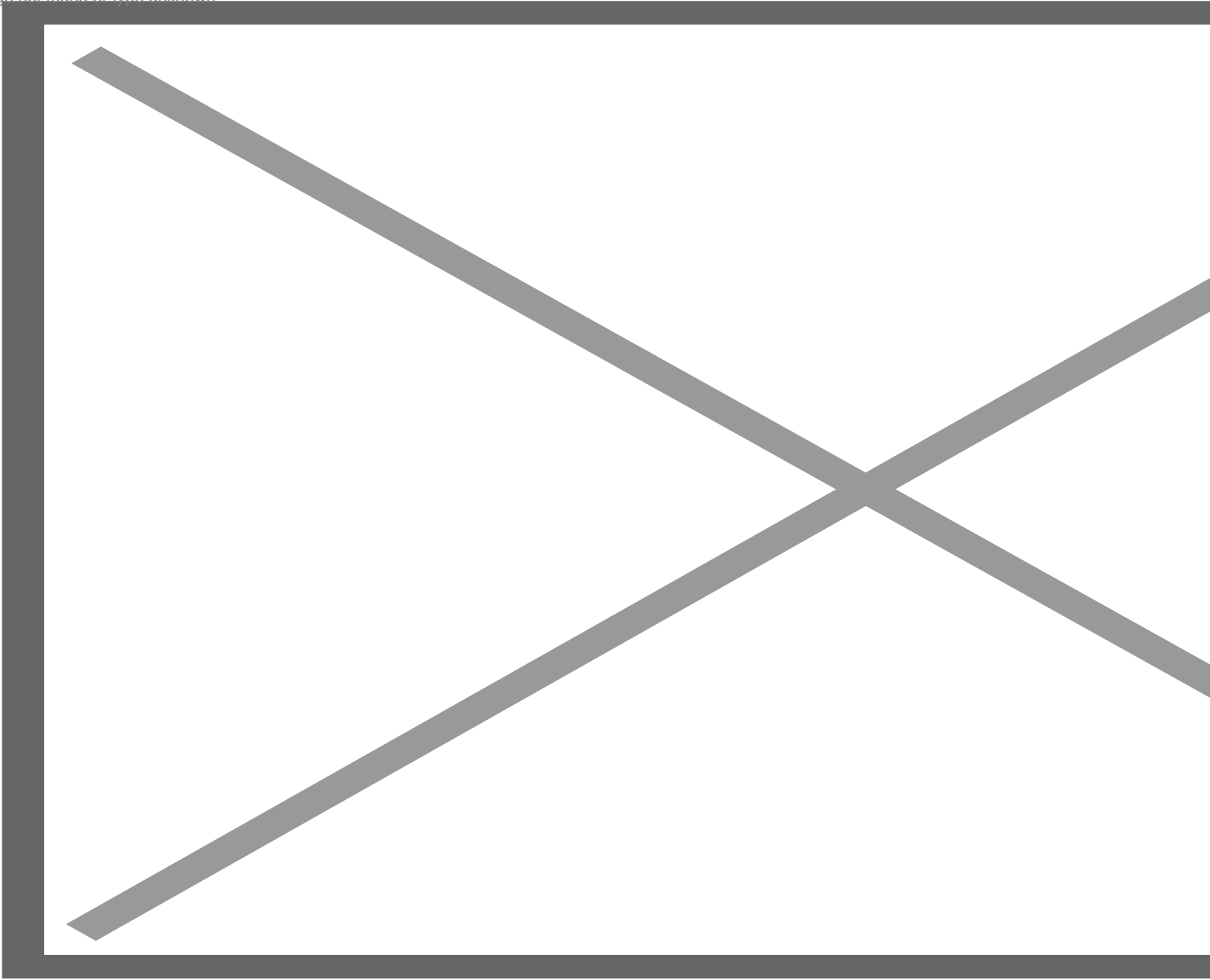


More flare has been added to the RXP-X Ergolock System, making it even easier to lock the knees into the ride.

Additionally, two significant improvements to the seat have now been made. Firstly, the material is now a bit tacky so there's no sliding on this seat and there's a better grip in the saddle. Secondly, the seatback is adjustable. Simply release a hook in the back and it comes right out and can be re-installed in any of six positions up to 5" (12.7 cm). Now it can really be dialed to individual body sizes, whether that body is 5'2"

(1.57 m) or 6'2" (1.87 m) and with no tools.

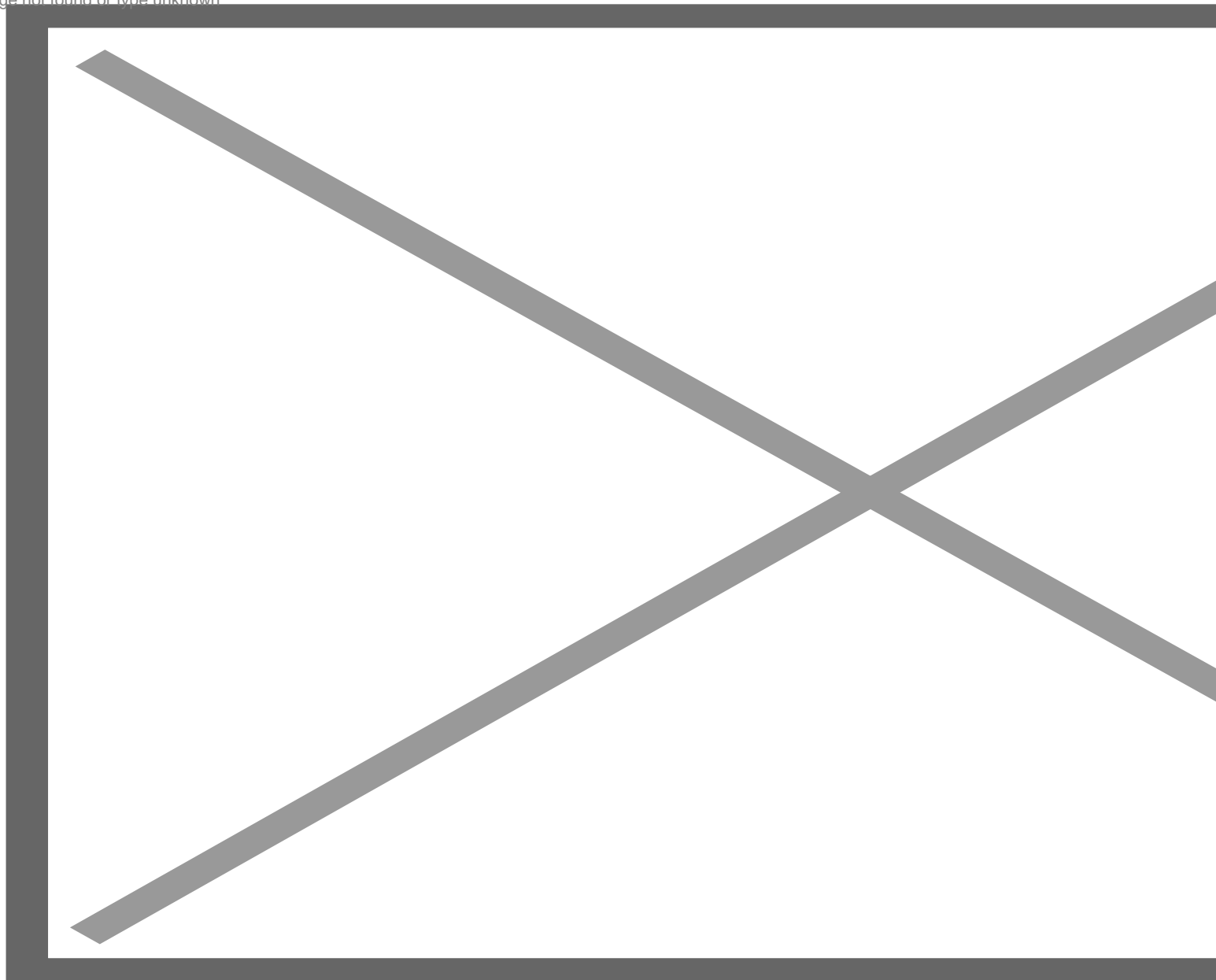
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The seatback is now adjustable into one of six different positions over 5" (12.7 cm) of space.

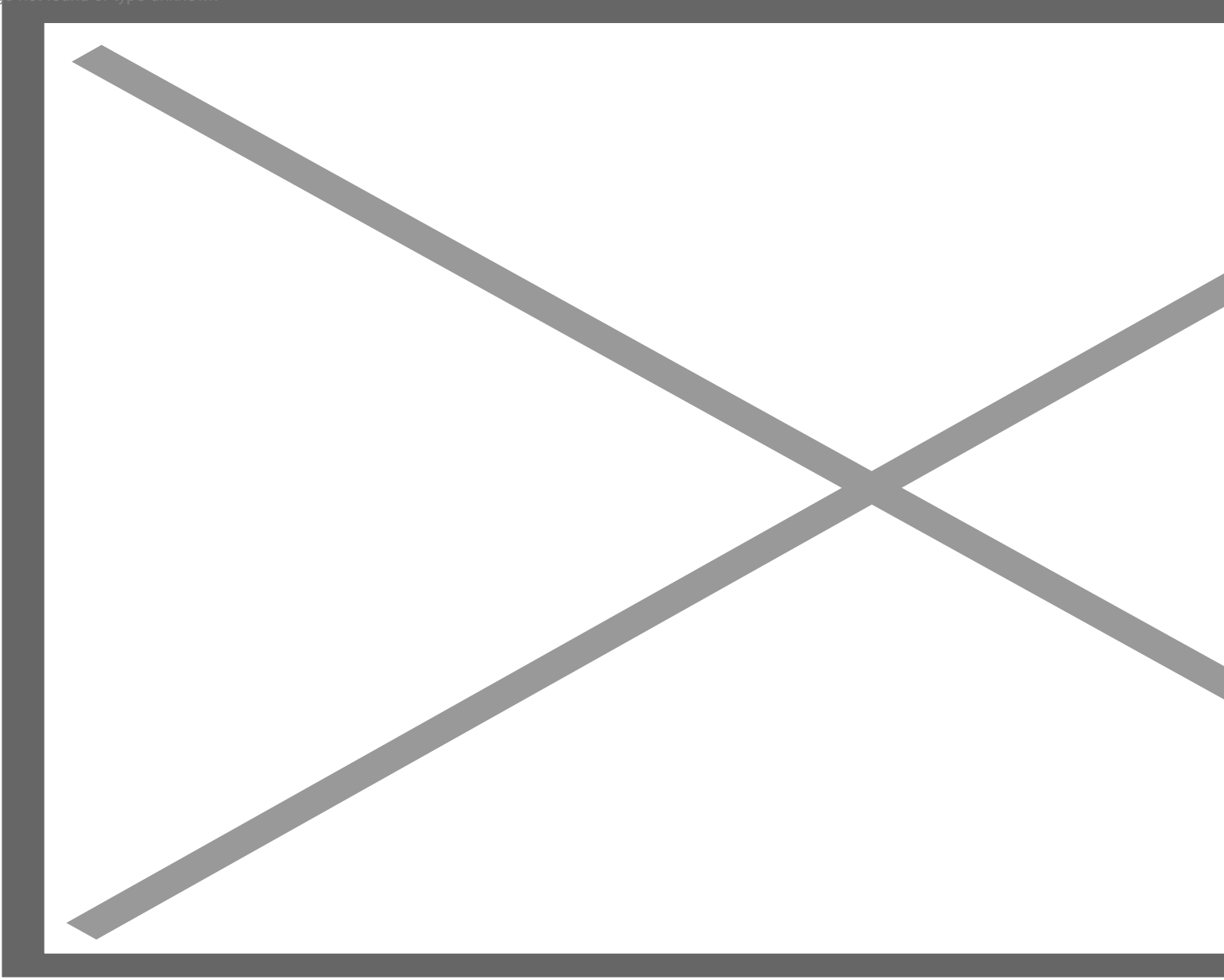
For this model year, Sea-Doo went with a low-profile handlebar so riders can really lean over it to dig into the turns. And it's fully adjustable for stand-up riding. Even the handgrips have been modified for racing. There was previously a palm rest on the handgrips, much like the rec and touring models have. They are more rounded on the RXP-X 300, which makes it easier to continually grab hold and really change the grip with the ride when leaning into the turns.

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A simple latch at the front of the handlebars is released to raise or lower the whole steering unit.

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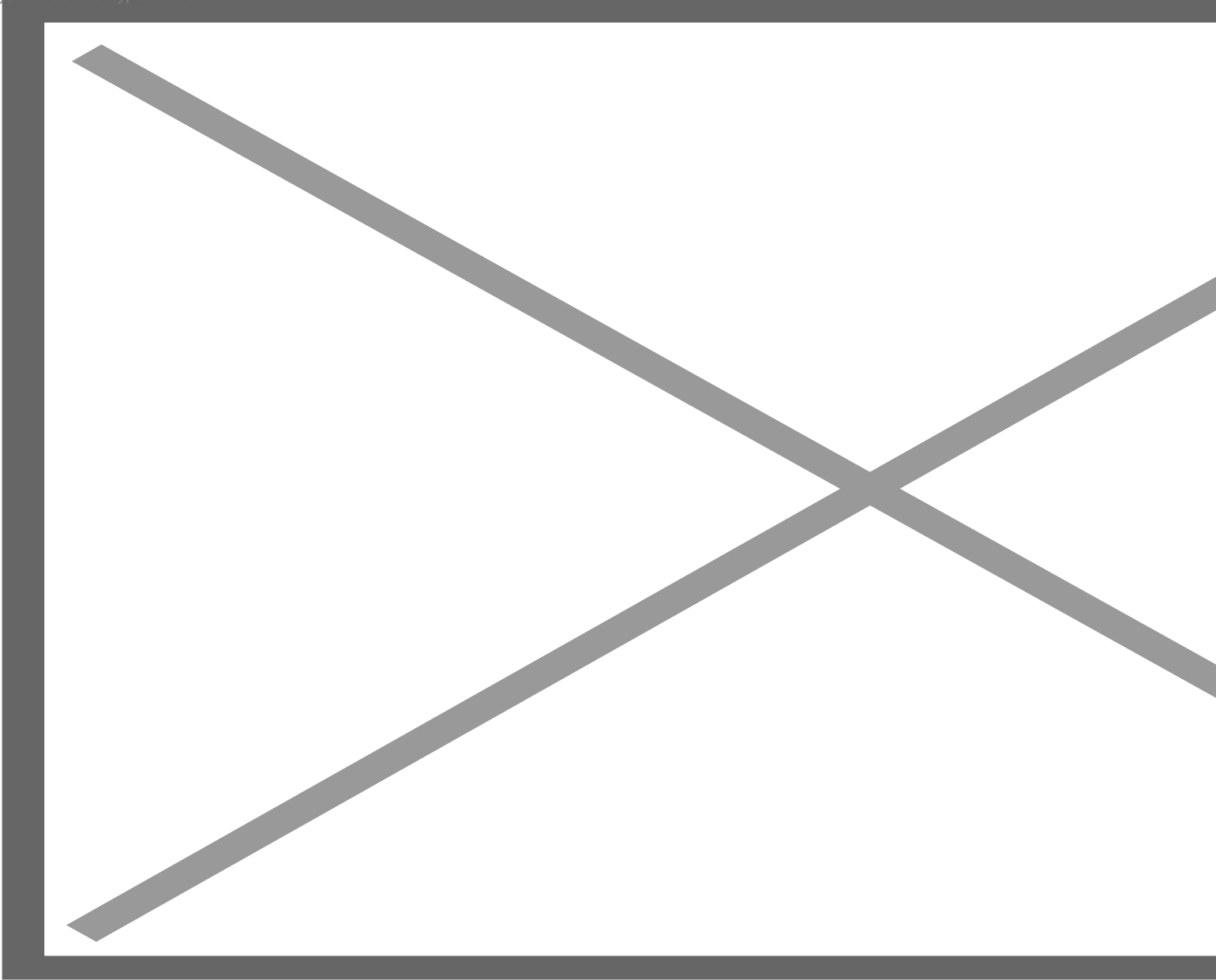
The handlebar grips are now rounded. A version that has the palm rests is still offered as an option.

And let's not forget the pivotal role the feet take. The Erogolock system has been further enhanced by clues taken from the racing circuit, and now there's a double-angled footwell. This allows for locking the foot in two different positions and that makes locking the knees in more natural. So in effect, there are three locking points between the ride and rider. The feet, the knees and the hands.

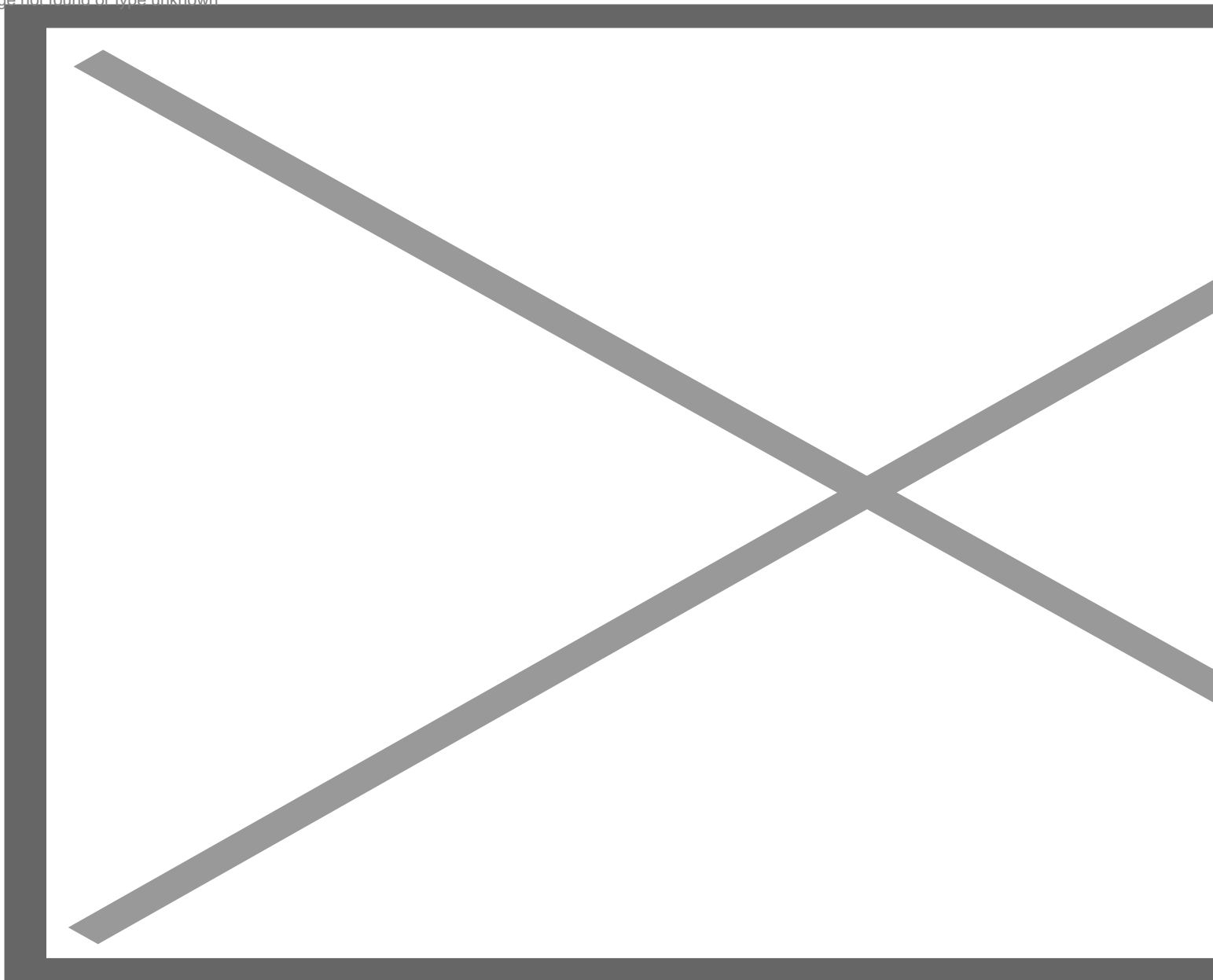
T3-R Hull Design

The T3-R hull is directly targeting the turning capabilities. It consists of a T-shape to the hull resulting in a deeper keel for better tracking and grip in the turns. There are now grooves molded into the bottom directed towards the keel. When the RXP-X is put into a hard turn and is really hooked up in that turn, those grooves will allow air to get in and break the surface tension between the hull and the surface of the water, kind of making it into a relief valve resulting, again, in more speed and controllability in the turn.

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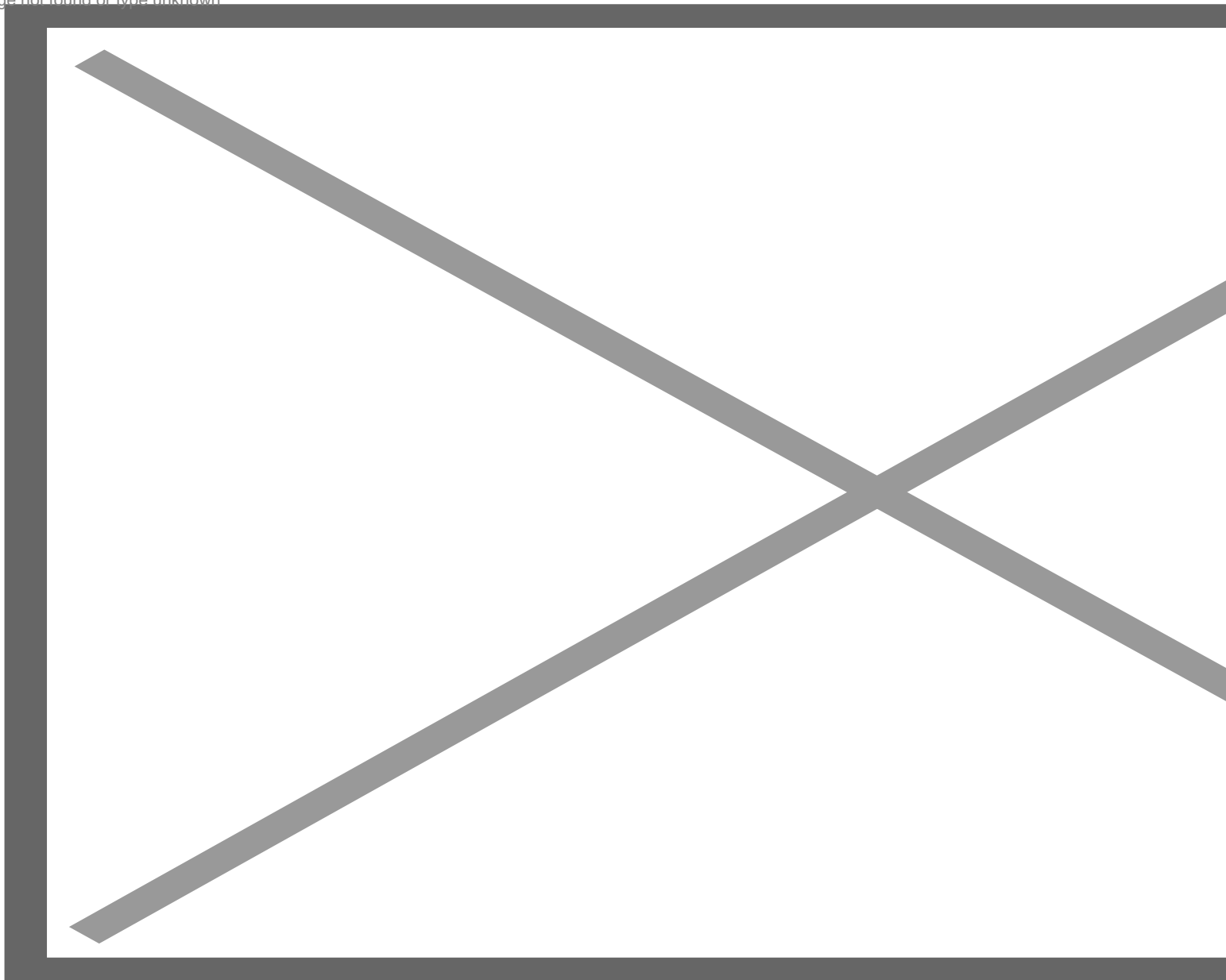
Grooves have been added to the keel to allow air to break the surface tension of the water.



Turning capability is greatly enhanced, making buoy racing more competitive than recreational.

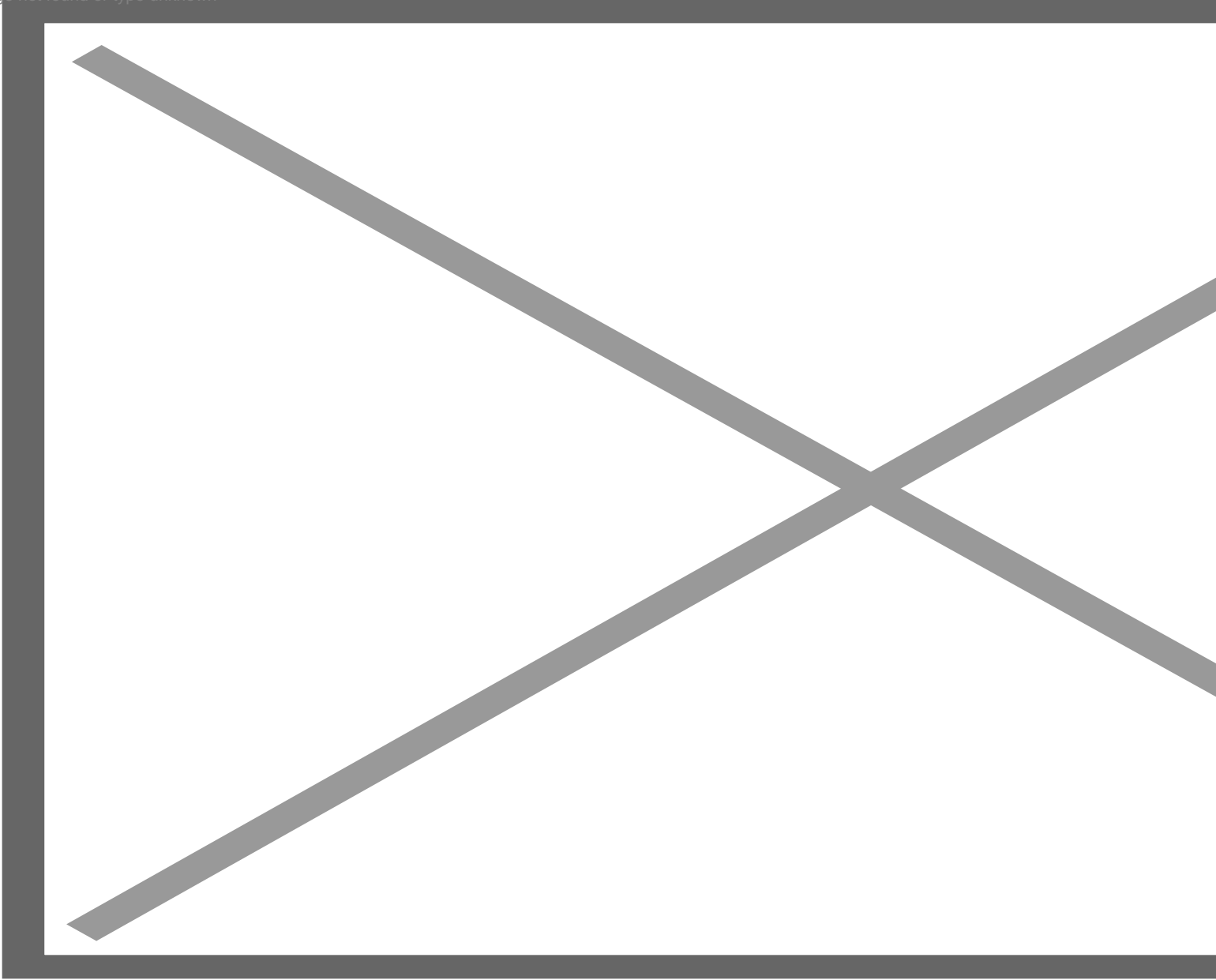
Further, Sea-Doo took a page from the racing circuit and augmented the chine. Now it's actually rounded. Most, if not all, racing PWCs have a hard chine so the rider can only lean so far into the turns and that's it. By rounding the chine, the rider can lean further into the turn, allowing for more controllability.

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The chines are now rounded allowing for more lean into the turns. Notice the sponson at the rear that still allows for gripping the turns.

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The area from the intake grate back to the transom benefitted from over 30 modifications to keep that intake grate and the pump engaged.

New Technology

Because this is such a performance-based machine, it's important to note that the whole machine was fabricated from CM-TEC that's exclusive to Sea-Doo. It's a Thermoformed Acrylic Finish Technology that's lighter and stronger. Instead of having separate pieces of mounting points for the stringers, the engine, the fuel tank... etc, it's now all one piece. The result is a unit that is one cohesive component that is 67 lbs. (

30.39 kg) lighter, and that allowed Sea-Doo to improve on the zero to 60 speed from 3.9 seconds to 3.6 seconds.

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The hole shot times have been significantly enhanced. We don't recommend testing this with a passenger onboard.

New Rider Experience

One of the biggest improvements to the rider experience is the addition of a Bluetooth sound system. It connects to any Bluetooth device and plays through a 100-watt system of two speakers, 50-watts per channel. The devices can be stored in a dry pouch right inside the centralized glove compartment that is just ahead of the driver and is easy to access. This compartment also has been made much deeper than previous models so it can hold a lot more now.

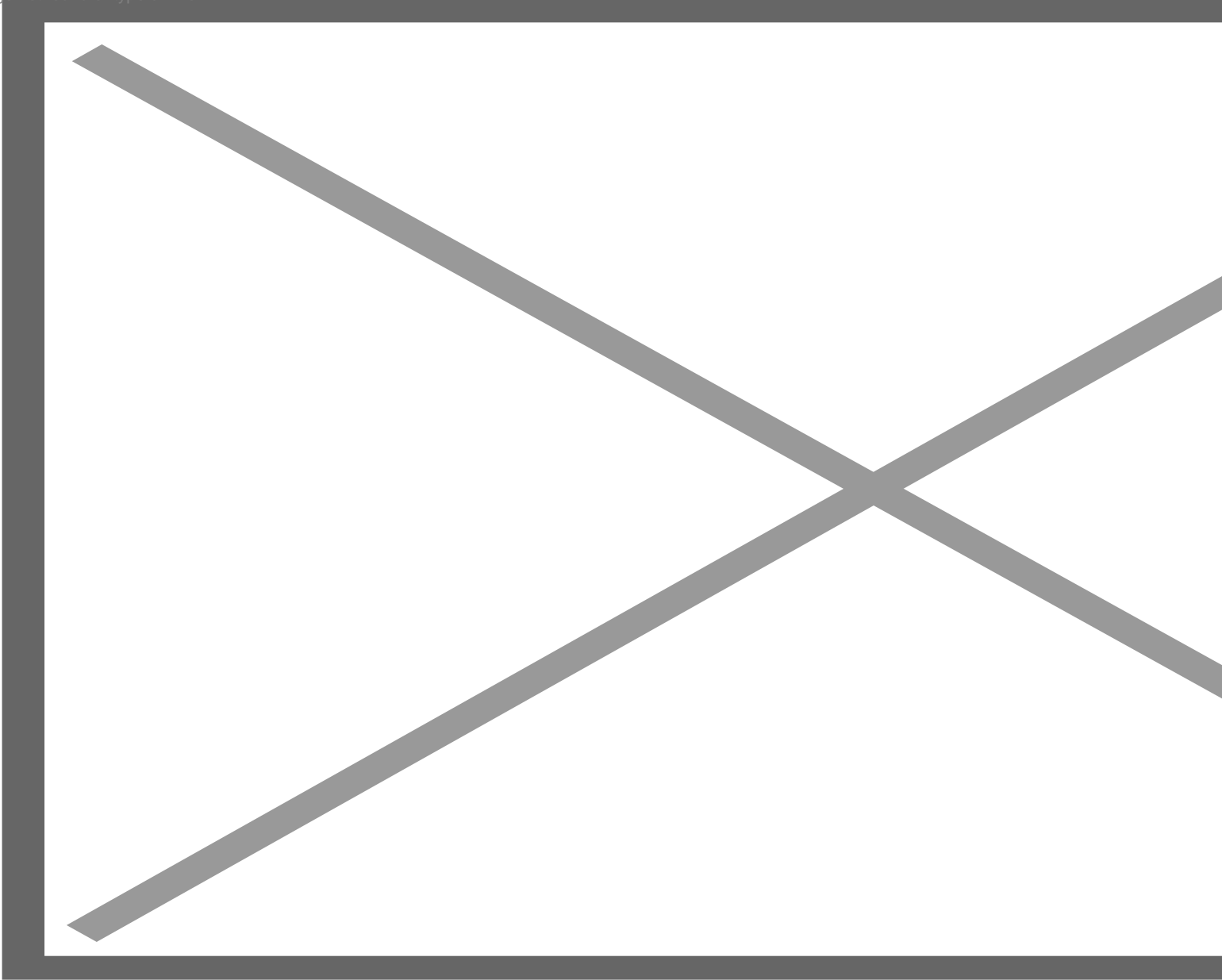
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In this case, the Bluetooth device is a cellphone and it is placed in a foam holder and slipped into a watertight compartment nestled into the glove box.

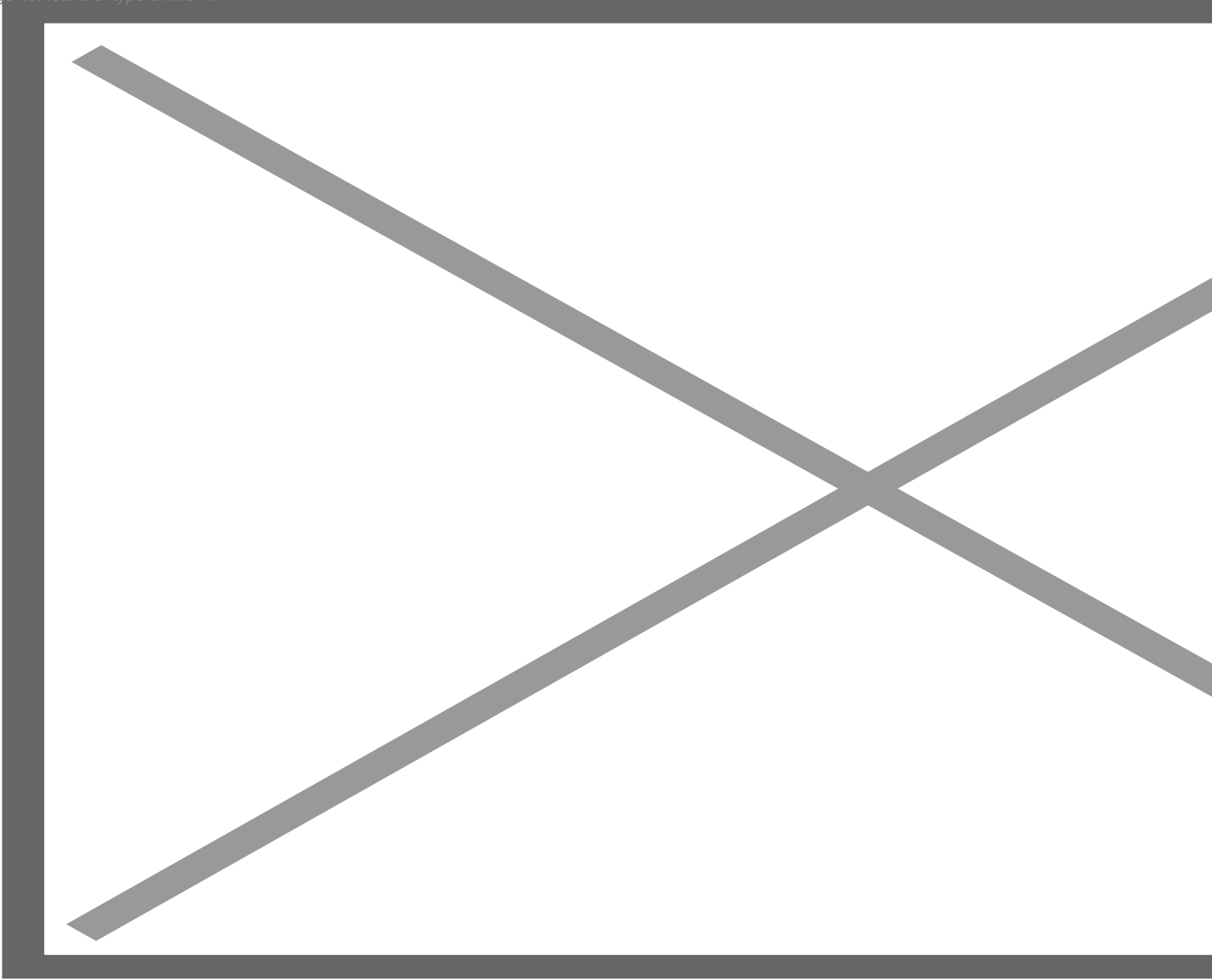
Ahead of the handlebars is the forward storage compartment. This has been expanded by an additional 10 gallons (37.85 L), bringing the total to more than 40 gallons (40.6 gallons | 153.7 L) throughout the unit. Under the lid, what used to be dead space is now transformed with the addition of an optional bag so there's even more storage. The inside is yellow so we can actually see inside, and there's even a smaller zippered compartment in front that makes a convenient space to put the registration in.

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An optional under-lid storage bag adds significantly to the already massive storage space on the RXP-X.

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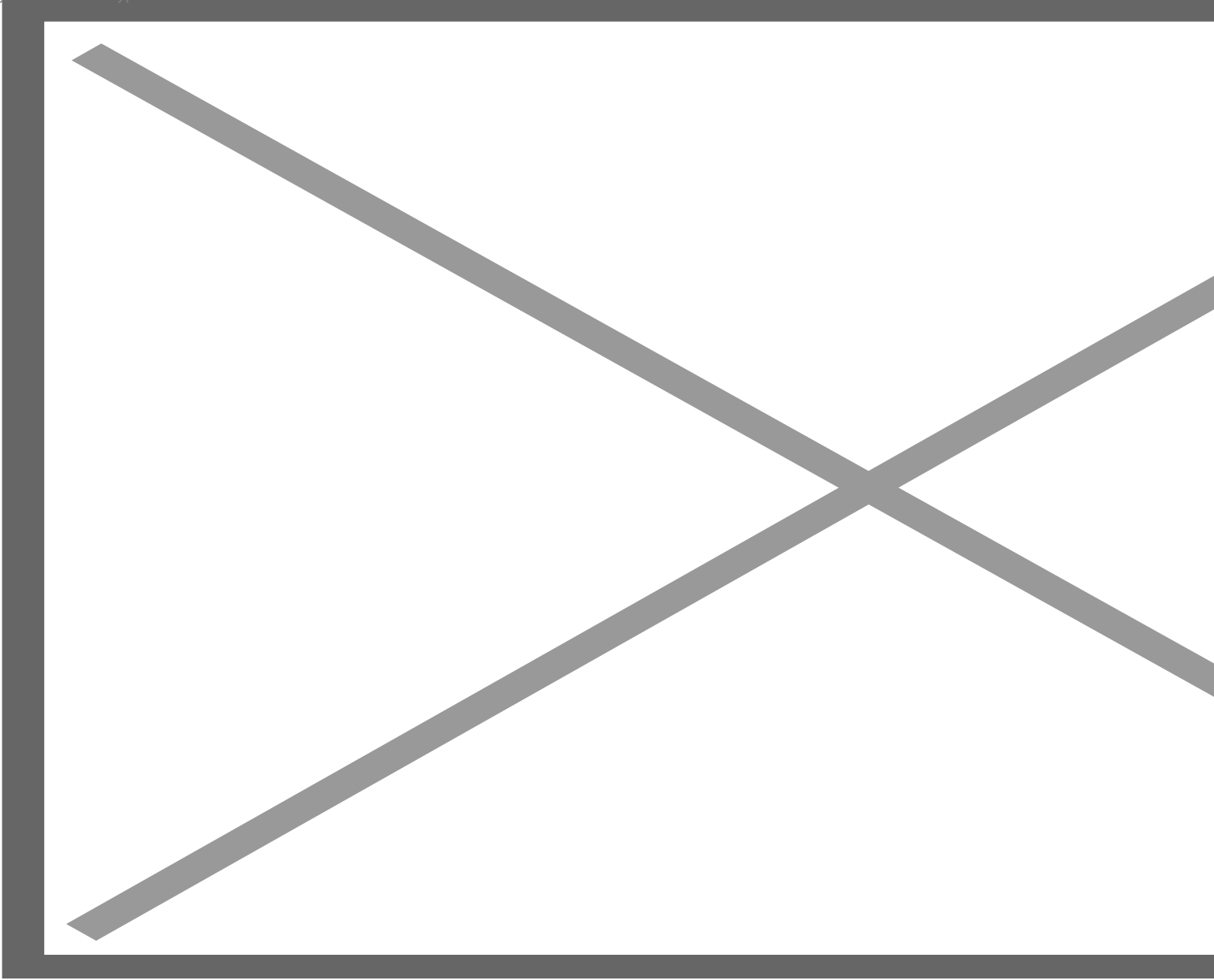
The forward storage compartment has been made deeper and wider and now holds a lot more gear.

LinQ Storage

We can take the storage capacity even further by activating the LinQ system at the aft deck. This is a place where others will add small hooks to secure gear with bungees and maybe it'll hold whatever you have back there in place. LinQ is much more clever. Just pop up the integrated attachment points and secure your optional components to those. One is a dry bag that latches in place. Another is a spare fuel tank. That tank also has LinQ attachments to the top so we can add a dry bag onto the tank. And there's also a cooler

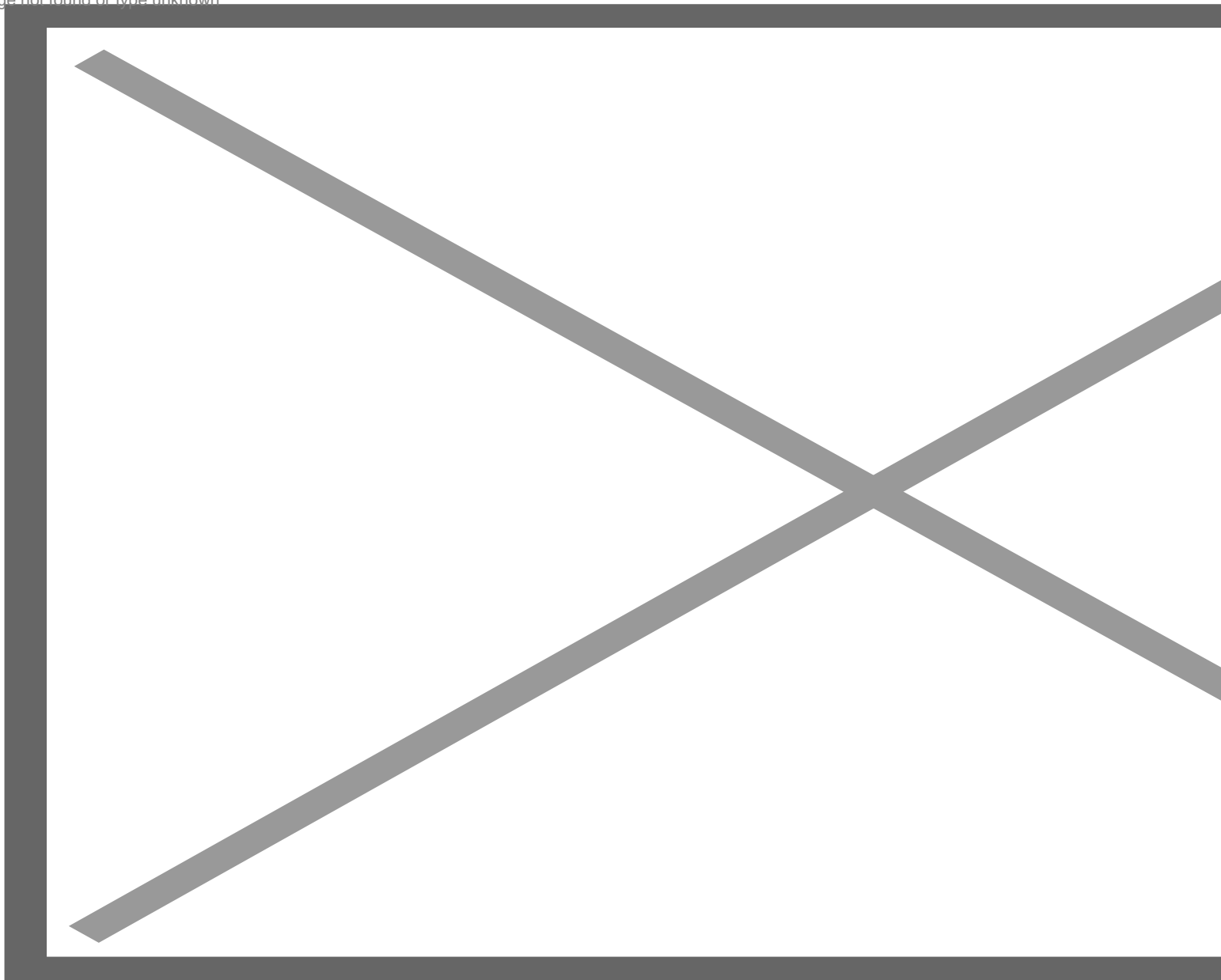
with the LinQ attachments.

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Two latches are raised at the aft deck to attach optional components.

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Here, a fuel tank has been added to the LinQ storage latches. A storage bag is added to the top in this case.

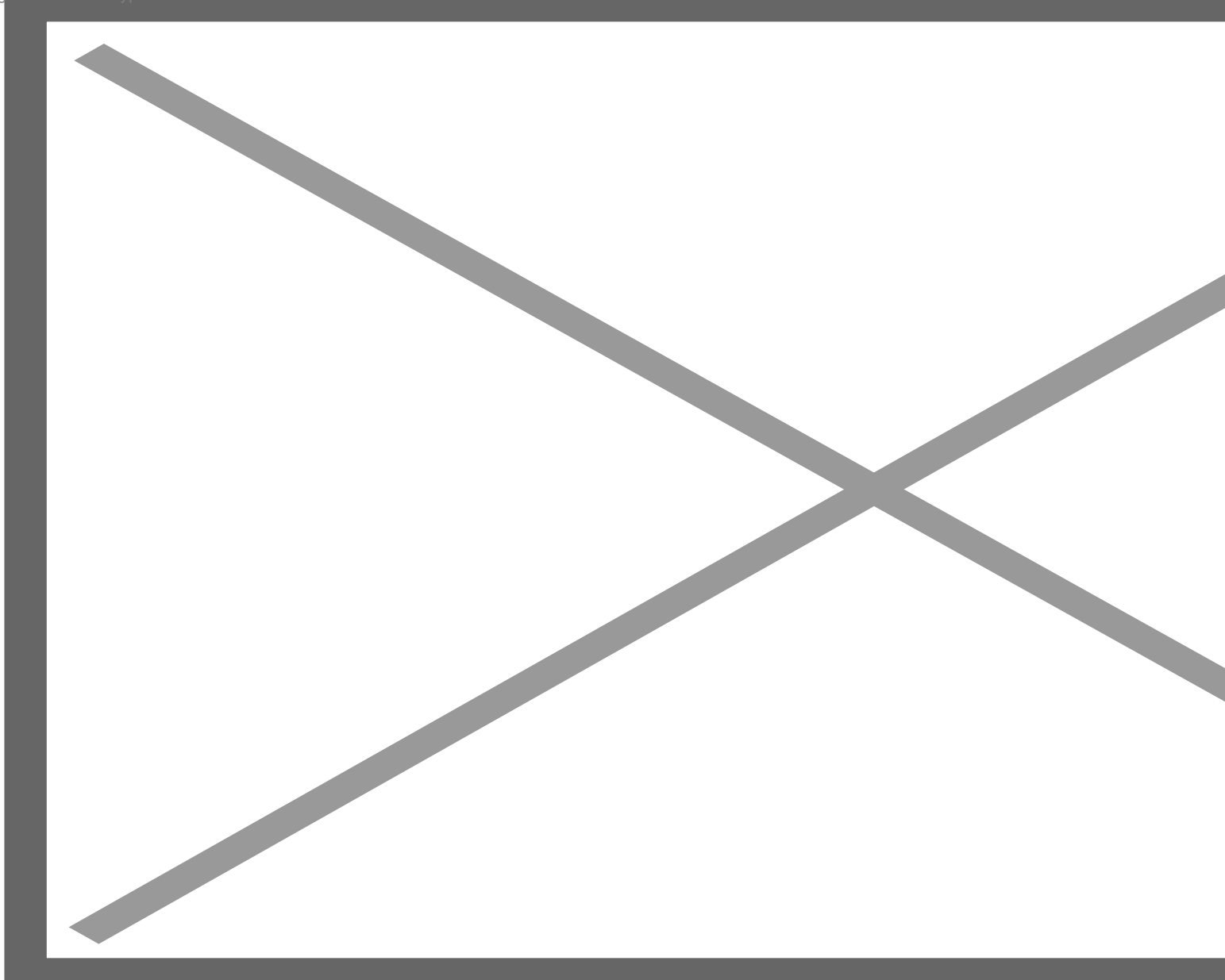
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The same LinQ storage system can also hold a dedicated cooler.

Can I come for a ride?

Just because this machine is all about performance, that doesn't mean it has to be enjoyed alone. To bring a passenger along, just swap out the standard seat with an optional rear seat. And like the rest of the adjustments on the RXP-X 300, it's done with no tools. Not only does the passenger seat add side grab handles, but there's also a remarkably beefy handle right in the middle. This really makes it feel like riding a mechanical bull. Just hang on and don't let go.



With no tools needed, the existing seatback can be removed and replaced with a passenger seat.

Rider Interface Enhancements

Being digitally controlled means being able to bring some significant technology to how the rider interacts and interfaces with the machine. The center-mounted gauge cluster allows for controlling various electronic features to the RXP-X 300.

- ECO mode will allow for running at optimum economy.

- iControl gives more precise control of throttle speeds.
- An RF key fob prevents unauthorized usage.
- Slow mode limits the speed to no-wake outputs.
- Sport Mode limits the power output if a less experienced rider is aboard.
- Launch control allows for more output and trim control on holeshot.
- Variable Trim allows for fine-tuning the trim angle.

The gauges also allow for selectable information.

- Speedometer
- RPM
- Clock
- VTS display
- Fuel autonomy - distance & time to empty
- Top speed & average speed
- Vehicle hour display

Price Range and Options to Consider

The Sea-Doo RXP-X 300 has a starting price of \$15,799.

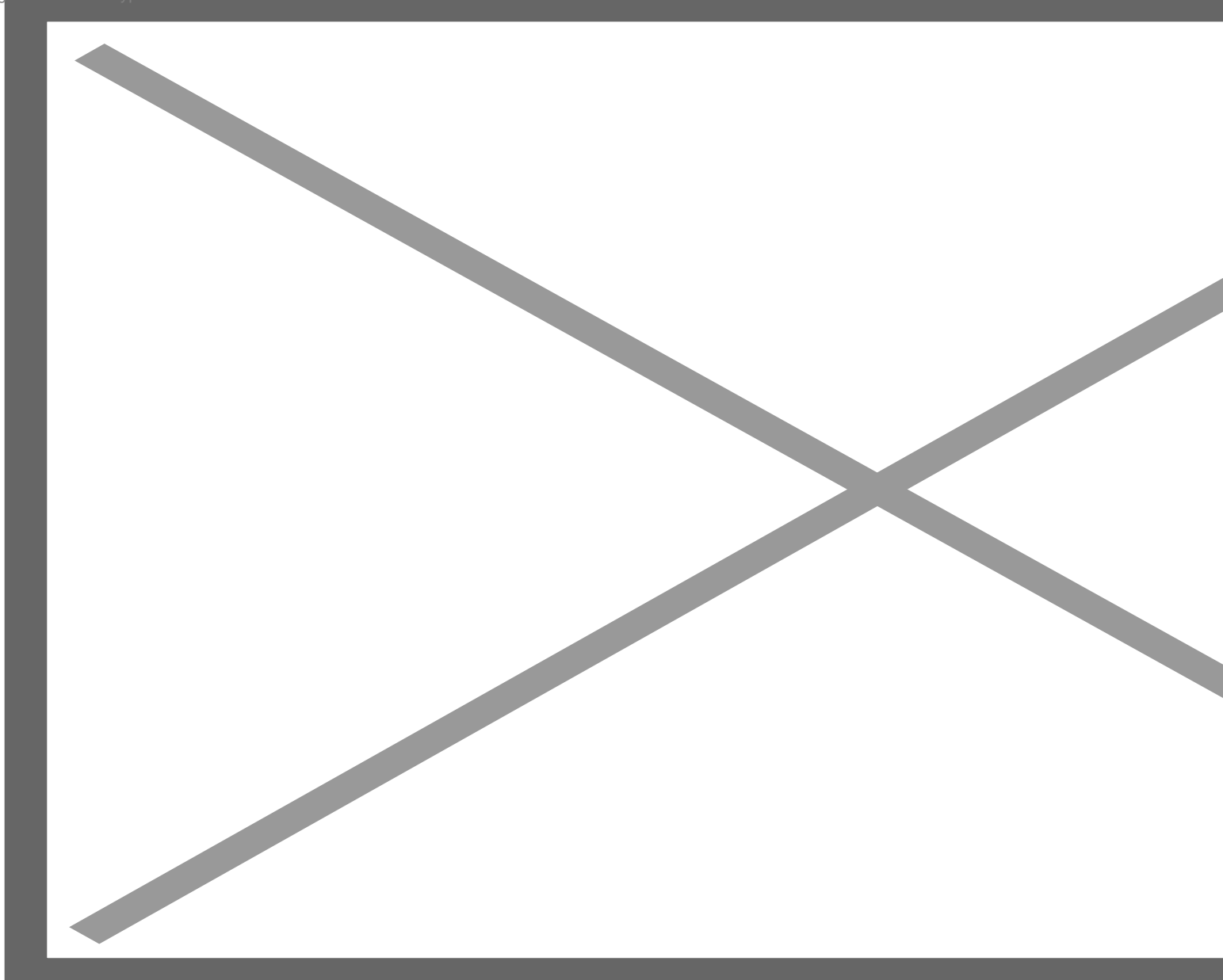
Available options include:

- Removable storage bin organizer – \$61.99
- Lid organizer – \$59.99
- Dry bag – 2.64 gallons (10 L) – \$32.99
- Dry bag dash – 6.6 gallons (25 L) – \$51.99
- LinkQ 13.5-gallon (51.1 L) cooler – \$689.99
- Quick attach rod holder – \$25.99
- LinkQ 13.47-gallon (51 L) cooler extension 244 – \$224.99
- Cover – \$279.99
- Wind deflector for handlebar – \$109.99
- Handle grip with palm rest for the left side – \$16.99
- Heated grips – \$209.99
- Passenger seat – \$399.99
- Adjustable riser – \$174.99
- Bilge pump kit – \$159.99

- Depthfinder – \$384.99
- Garmin ECHOMAP plus 62cv GPS – \$619.99
- 12 Volt outlet an installation kit – \$51.99
- USB port – \$119.99
- Folding anchor – \$51.99
- Sandbag anchor – \$30.99
- Fender – \$36.99
- Snap-in fenders – \$104.99
- Snapping fenders installation kit – \$24.99
- Dark tie – \$30.99
- Speed tie for dock – \$129.99
- Fire extinguisher – \$30.99
- boarding ladder – \$214.99
- registration kit – \$30.99
- safety equipment kit – \$18.99
- Trailer packages ranging from – \$939.99 - \$2109.99
- Upgraded graphic kit – \$699.80

Total price with all options (less trailer) - \$22,876.50

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The Sea-Doo RXP-X 300 is now available in two colors... Midnight Purple and Millennium Yellow.

Observations

Because this is such a performance-based machine, it's going to appeal to the person that's into muscle cars and high-performance autos. Everything about it... its ergonomics, its construction and its design just enhances that adrenaline rush. And at the risk of sounding like a broken record, this thrill ride isn't for everyone. Un-tested riders need not apply.