

MasterCraft X24 (2020-)

Brief Summary

The X24 evolved from the X23, which was MasterCraft’s first dedicated wake surfing boat. It has updates to the bottom design and the GEN2 Surf System for surfing and wake sports. MasterCraft has also upgraded the interior with more amenities and cruising-oriented features.

Price

Base Price\$160630.00

Key Features

- Horseshoe-shaped cockpit seating
- Picklefork bow design for more passenger space
- Choice of towers
- Ilmor Marine 6.2-liter, fuel-injected inboard engine
- Aft-facing stern seats

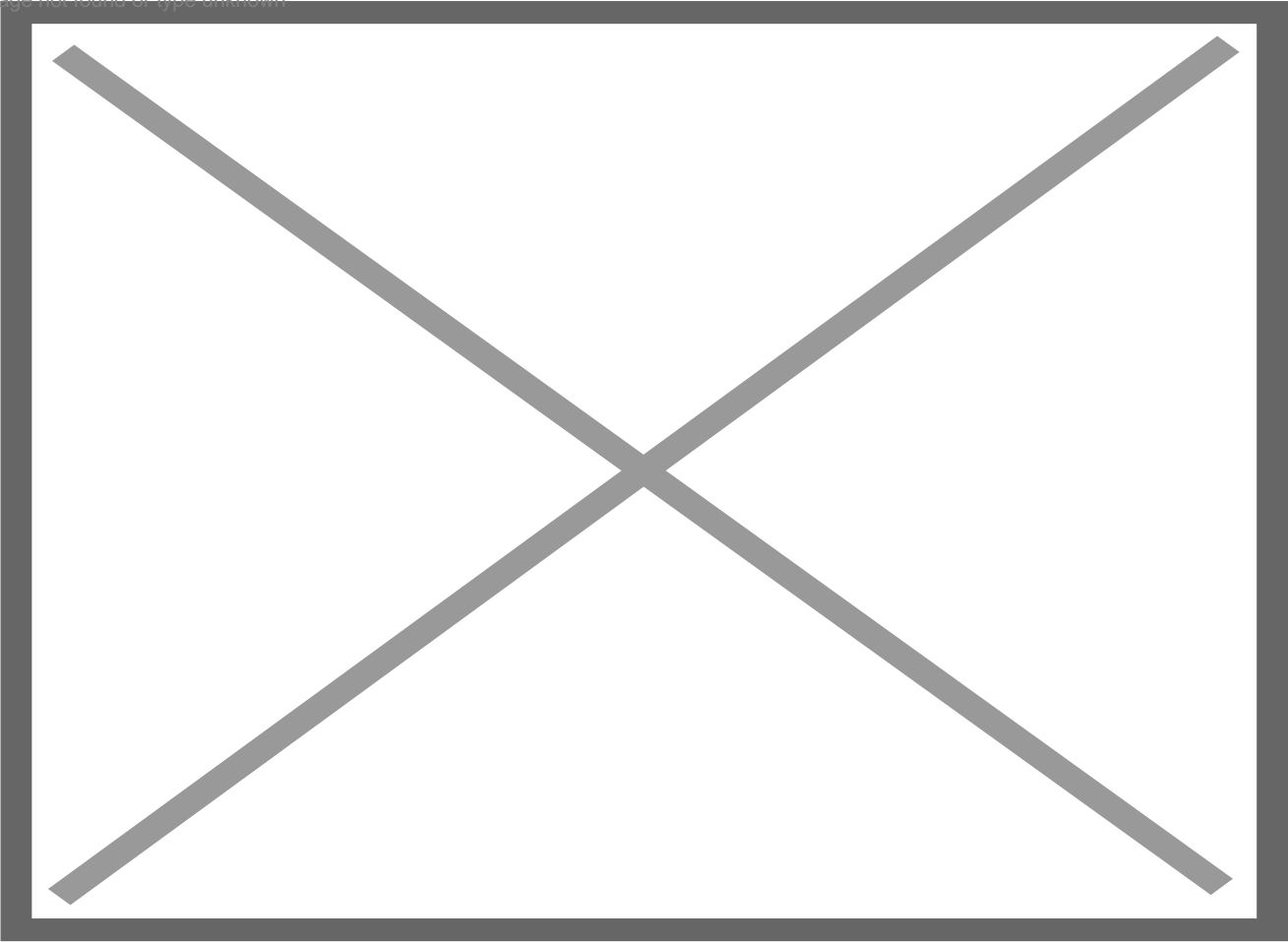
Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
650	3	2.6	1.2	2.5	2.2	191	166.3	71
1000	5.2	4.5	1.6	3.3	2.8	249	216.2	72
1500	7.1	6.2	2.2	3.3	2.9	253	219.7	74
2000	8.8	7.6	3.6	2.4	2.1	186	161.7	81
2500	10.6	9.2	5.8	1.8	1.6	140	121.6	83
3000	15	13	8.6	1.7	1.5	133	115.6	84

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
3500	21.8	19	11.1	2	1.7	151	131.2	85
4000	27	23.5	13.1	2.1	1.8	158	137.1	87
4500	31.5	27.3	16.3	1.9	1.7	148	128.7	89
5000	35.1	30.5	20.9	1.7	1.5	128	111.7	93
5600	38.2	33.2	27.3	1.4	1.2	107	93.1	95

[View the test results in metric units](#)

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Specifications

Length Overall	24' 2" 7.37 m
BEAM	102" 2.59 m
Dry Weight	6,100 lbs. 2,767 kg
Tested Weight	7,215 lbs. 3,273 kg
Draft	30" 0.76 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	
Weight Capacity	2,550 lbs. 1,157 kg
Person Capacity	18
Fuel Capacity	85 gal. 322 L
Water Capacity	
Length on Trailer	
Height on Trailer	

Trailer Weight	
Total Weight	7,215 lbs. 3,273 kg
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	3.2 sec.
0 to 20	
Ratio	2:1

Props	17.5 x 16.5
Load	3 persons, full fuel load, no water, 50 lbs. of gear
Climate	61 deg., wind: 10-15 mph; seas: >1

By Eric Colby

Mission Statement

As the sport of wakesurfing and wake sports, in general, have evolved, the boats used to tow them have as well. The X24 is designed with upgrades to the bottom and the available GEN2 Surf System and a new ballast system, but MasterCraft has also enhanced the features and cruising amenities to make the boat more appealing for entertaining.

MasterCraft X24 Major Features

- Seating for 18 passengers
- New 4,300-pound ballast system
- Available GEN2 surf system
- Touchscreen at helm for wake system
- Available aft-facing bench seat in cockpit
- Choice of trailer options

MasterCraft X24 Features Inspection

MasterCraft X24 Overhead

The X24 has a passenger capacity rating of 18 people and there’s plenty of storage as well.

Performance

The Wakes. MasterCraft says it has designed the X24’s bottom to be able to produce wakes to satisfy a variety of surfers and boarders. The ability to produce those wakes is enhanced when the boat is equipped with the GEN2 Surf System that is controlled by a 7” (17.78 cm) touchscreen at the helm or the optional premium audio and dual-screen package. There are four primary modes, Drive, Surf, Wake and Ski. Within the profile manager, additional adjustments can be made to more specific settings such as Surf Left, Surf Right.

The GEN2 system is made up of electrically-actuated Lenco surf devices mounted on the boat's transom. The center tab controls bow rise and attitude while the outer ones help shape the waves on each side. MasterCraft's Fast Fill ballast system consists of four hard tanks below decks, one forward, one midship, and two aft, plus removable soft bags in compartments on each side of the engine. The midship reservoir is called a Switchback tank and allows for the water to shift from side to side when a right or left riding position is chosen. The system consists of seven 30-gpm (113.56-liter) pumps and MasterCraft says the overall fill time is about 4 minutes.

For Beginning surfers, the surf devices can be adjusted to produce a longer, mellower wave that's more forgiving. Hit the Left Steep profile and the system adjusts to produce a wave with a steeper barrel-like profile. For wakeboarders, the X24 has an advanced setting that riders say produces a "thick rampy wake" with a consistent top lip. The more ballast the driver adds, the bigger the wakes get. The X24 wakeboard wake can also be toned down for those just getting started by selecting the beginner wakeboard profile.

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The sharp bow entry and hard chines that run forward as spray rails come in handy when the boat's running in chop.

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Custom-made stainless-steel plates are used to shape the X24's surf waves. Below are the conventional rudder and four-blade Nibral propeller.

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There are soft ballast bags or sacs on each side of the motor, and the four bronze pumps abaft the engine fill the ballast tanks.

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A screen to the right of the steering wheel at the X24's helm puts wake control at the driver's fingertips.

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Surfers can grow with the X24, starting with mellower waves and moving up with bigger swells.

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A quick push of a button at the dash creates a wake that should excite experienced surfers.

The Numbers. The X24 measured 24'2" (7.37 m) long with a beam of 8'6" (2.59 m) and a draft of 30" (76.2 cm). Empty weight is listed at 6,100 lbs. (2,767 kgs). With 85 gallons (322 L) of fuel, three people and test equipment onboard, we had an estimated test weight of 7,215 lbs. (3,272.67 kg).

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The X24's freeboard remains consistent from bow to stern, which should help keep passengers dry when the boat is running in chop.

Speed and Range. Our test boat was powered by a 430-hp Ilmor Marine 6.2-liter V-8 inboard engine and V-drive transmission turning a 17.5" x 16.5" (44.45 cm x 41.91 cm) four-blade Nibral propeller through a 2:1 reduction. Top speed was 38.2 mph at 5600 rpm. Best cruise came at 4000 rpm where the X24 ran 27.0 mph and burned 13.1 gph, which translated to 2.1 mpg and a range of 158 miles. In acceleration tests, the boat reached plane in 3.2 seconds. Then she ran through 20 mph in 4.8 seconds and through 30 mph in 7.2 seconds.

Endurance. A typical wakesurfing speed is around 10.6-11.4 mph, and at 2500 rpm, the X24 ran 10.6 mph and burned 2.6 mph, giving the boat an endurance range of 13.2 hours. At 3500 rpm and 21.8 mph, we recorded 6.9 hours.

MasterCraft X24 unknown

When she's not laden down with ballast, the X24 gets up and rides slightly like a conventional bowrider.

MasterCraft X24 unknown

Our test boat was powered by an Ilmor Marine 6.2 GDI inboard engine coupled to a V-drive transmission.

Handling. At the helm, we counted 3½ turns of the steering wheel from lock to lock. Test day brought calm conditions and the X24's sharp entry cut through wind chop and photo-boat wakes with ease. The 16" (40.64 cm) rudder is a good fit for overall maneuverability. Even when fully loaded with ballast, the boat tracked straight and responded as expected to steering input.

MasterCraft X24 unknown

The X24 carves cleanly through turns and notice that she doesn't lean in too aggressively, which should help keep passengers comfortable.

MasterCraft X24 Interior

The Helm. Staying at the helm, the X24 has a four-spoke rubber and brushed-aluminum steering wheel mounted on a tilt base. Just ahead are the analog tachometer, speedometer, and cluster-style gauges and to port is the 7" (17.78 cm) touchscreen for the optional GEN2 Surf System. A premium audio and dual-screen package is also available for those looking for the most refined helm experience. Adjacent to the screen are redundant switches for the ballast system, a smart backup plan. Alongside the ignition key switch are a cell phone holder plus 12-volt and USB plug-ins. Controls are on the starboard gunwale with a padded armrest for the driver's throttling hand. Two beverage holders are down low to starboard with the activation for the fire suppression system just aft. The driver does his work from a high-backed bucket seat with a fold-

up bolster.

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Analog gauges are still easy to read and provide beneath the soft vinyl eyebrow.

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The GEN2 screen and backup switches for the ballast system and lights are to starboard. Notice the red horn button - it's set apart for quick identification.

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The cellphone holder is positioned alongside 12-volt and USB plugs for easy charging and connectivity if the phone is used as a music source.

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To the left of the steering wheel is an under-rated accessory on a boat, a small secure storage cubby.

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Notice that the shift-throttle lever has hand-grips down low on the shaft where a driver can wrap his fingers around for more-precise control.

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The driver's seat swivels and adjusts fore and aft. Plus, it has a folding bolster.

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Just ahead of the helm in the starboard console are the circuit breakers and battery switch.

The Port Console and Windshield. In the port console, there's a locking glove. Inside, there's a courtesy light plus 12-volt and USB plugs. Our test boat had the optional BTS windshield that has shorter sides than the wraparound version. The biggest benefit of this design is that the driver can pull up alongside an athlete in the water and have a conversation, instead of having to stand up and yell over the top of the full windshield. The windshield does have an opening center section to provide access to the bow and the passageway closes with an air dam. The driver also has his/her choice of mirrors that clamp to the windshield frame.

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The glove box in the port dash has a locking brushed aluminum hatch.

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The interior is quite spacious and has courtesy lighting to make it easier to retrieve the contents.

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Drivers favor the shorter frame of the BTS windshield for the ease of communication with riders when they are in the water.

MasterCraft X24 unknown

The center section of the windshield opens to provide passage to the X24's bow.

MasterCraft X24 unknown

Below, an air dam can be closed to keep cold breezes from rushing into the cockpit.

MasterCraft X24 unknown

MasterCraft offers a choice of rearview mirrors that clamp to the windshield frame.

The Tower. For the X24, buyers can choose among three different towers. According to the MasterCraft website, they select the ZFT 4 tower, a \$4,670 upgrade, 82.2 percent of the time. Our test boat had this tower, which includes a bimini top that folds down manually. It has two board racks, each of which holds two boards.

MasterCraft X24 unknown

The ZFT 4 tower is the most popular of three choices and comes with Klipsch Audio speakers and board racks that fold in.

MasterCraft X24 unknown

The tower installs on a heavy-duty aluminum base and folds down easily after a single lever is pulled on each side.

MasterCraft X24 unknown

A bimini top that comes in a choice of colors is integrated into the ZFT 4 tower.

The Cockpit. In the X24's cockpit, seating extends from abaft the driver's seat all the way around to the port console that has a backrest on it for an observer to travel facing aft. To port, the midship bottom cushion can be raised on a ratchet to create a backrest for another aft-facing seat. In the aft corners, the backrests are contoured for passengers to lean back into a sideways position to watch the action behind the boat or recline into when traveling facing forward. There are cutouts in the gunwales with grab handles, cupholders, USB ports, stereo speakers and courtesy lights.

MasterCraft X24 unknown

The X24's cockpit is all about versatile seating with lounges that can be set up for passengers to stretch out or sit facing inward with plenty of space to keep knees from knocking.

MasterCraft X24 unknown

Underfoot, the X24's decks are covered in Decadence weather-resistant rugs. SeaDek is also an interior flooring option.

MasterCraft X24 unknown

Across from the helm, the port seat is set up for an observer to face aft for improved communication with the driver.

MasterCraft X24 unknown

MasterCraft pays extra attention to the comfort of passengers in the aft seats, contouring the corners and providing thick, wraparound padding.

MasterCraft X24 unknown

Courtesy lights in the gunwales help illuminate the beverage holders and USB plugs that are just aft.

Cockpit Storage. The backrest and bottom cushion for the observer's seat at the port console pick up to provide access to a 5'2" (1.58 m) locker inside which we found dual batteries, a tow pylon in a rack and a portable fire extinguisher, plus tons of open storage and a trash receptacle with a hinged flap in the passageway. Opposite, there's dedicated storage for a 36-quart (34.07-liter) cooler under the center starboard seat with another locker forward.

MasterCraft X24 unknown

Hinged bottom cushions open on pneumatic-assist struts so they stay up on their own.

MasterCraft X24 unknown

Inside the port storage compartment, there's more than 5' (1.52 m) of length for storing larger wakesurfers and wakeboards.

MasterCraft X24 unknown

The twin batteries, fire extinguisher, and removable tow pylon are all secured in their own brackets or boxes.

MasterCraft X24 unknown

Our test boat had the optional convertible bench seat that can be set up aft-facing and it has storage and four beverage holders under the bottom cushion.

The Stern. Aft the cockpit, a center passageway covered in SeaDek decking is flanked by aft-facing single-lounge seats that have extendable backrests. A hatch in the walkway opens and underneath is a heated locker for life vests. The full hatch also opens to provide access to the engine compartment. On the transom, there's a small upper area for sitting down with beverage holders and angled grab handles on each side. Below, the swim platform measures 5'10" x 2'1" (1.78 m x 0.63 m) and is finished in SeaDek. The trailing edge of the platform has built-in grab handles and on the underside is a 22" (55.88 cm) retractable swim ladder.

MasterCraft X24 unknown

Jump seats on each side of the stern have grab handles on each side.

MasterCraft X24 unknown

For added comfort, the hinged backrests can be raised.

MasterCraft X24 unknown

The passageway between the seats has two latches. The forward one opens access to the engine compartment.

MasterCraft X24 unknown

The aft latch opens a locker that has internal heating to keep lifejackets warm on cold mornings.

MasterCraft X24 unknown

The stern has a small upper step where a rider or skier can sit to put on equipment that has bindings.

MasterCraft X24 unknown

The swim platform can be finished in SeaDek, as shown here, or in traditional teak.

MasterCraft X24 unknown

The remote control for the stereo is on the transom to starboard.

The Bow. At the opposite end of the X24, the picklefork hull design creates more spacious bow seating. The area is set up with angled backrests on the console fronts. Outboard lounges measure 3'8" (1.12 m) long and the median width of the bow seating area is 4'9" (1.45 m). Matching gunwale cutouts have a single speaker and dual beverage holders with twin USB plugs to port. For storage, the side lounges are hinged at the top of the headrests and lift up while the forward-center bottom cushion is removable.

MasterCraft X24 unknown

At 4'9" (1.45 m) long, the bow lounges can accommodate an adult sitting facing forward.

MasterCraft X24 unknown

Folding armrests make it easier to get in and out of the bow seats.

MasterCraft X24 unknown

MasterCraft lets buyers customize the upholstery, including the stitching pattern and thread color in addition to the vinyl colors.

MasterCraft X24 unknown

The bow lounges are built on rotocast plastic bases so there's no chance of them rotting. There is also dedicated anchor storage, which many in class do not have.

Pricing

Base Price

- \$160,630 with 430-hp Ilmor Marine 6.2-liter V8 inboard.

Observations

Replacing a successful model like the X23 is never easy, but MasterCraft has refined things with the X24, adding subtle comfort refinements throughout that make the boat more comfortable for cruising.

In a market where small details make a big difference, items like a ballast system that fills in 4 minutes and the switchback tank that positions the water weight where it has the greatest impact could sway a buyer to make a purchase.

At 6,100 lbs. (2,767 kg) dry, the X24 is not a light 24'2" (7.37 m) boat. Add a couple thousand pounds that an appropriate trailer would weigh and then the weight of the typical gear on board, and it would probably take a vehicle with a towing capacity of around 10,000 lbs. (4,535.92 kg) to be up for the job.