

# Sea-Doo RXT-X 300 (2016-)

## Brief Summary

**\*Speed is limited as per agreement with coast guard.** The RXT-X 300 from Sea-Doo is the builder’s bridge between a purely high-performance two-rider machine, the RXP-X 300, and the longer, steadier, towing capable luxury ride — the GTX Limited 300. Given its longer and stepped hull, which sports a S3 rough water inspired deep-V bottom, the RXT-X will appeal to those who want to ramp up performance in open waters with the new Rotax 1630 ACE engine. And with its new Ergolock seating and three-rider capabilities, it will quickly get from point-A to point-B.

## Price

**Base Price**\$15399.00

*Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.*

## Key Features

- iControl
- S3 Hull
- Hinged seat
- Tilt steering
- Ski tow eye
- Handlebar with palm rest
- Large front storage compartment
- Watertight, removable storage bin
- Wide-angle adjustable mirrors
- Footwell carpets with Sea-Doo logo pattern

## Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1750	4.9	4.3	0.8	6.4	5.5	91	79.2	N/A

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
3500	10	8.7	2.5	4	3.5	57	49.8	N/A
3875	20	17.4	3.2	6.3	5.5	90	78	N/A
4480	30	26.1	4.4	6.8	5.9	97	84.1	N/A
5270	40	34.8	6.4	6.3	5.4	89	77.8	N/A
6080	50	43.5	9.8	5.1	4.4	73	63.4	N/A
6890	60	52.2	14.8	4.1	3.5	58	50.5	N/A
8000	67.5	58.7	25.1	2.7	2.3	38	33.5	N/A

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

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# Specifications

Length Overall	139.2" / 3.54 m
BEAM	48.2"   1.22 m
Dry Weight	914 lbs.   415 kg
Tested Weight	1,244 lbs.   564 kg
Draft	N/A
Draft Up	
Draft Down	

<b>Air Draft</b>	
<b>Deadrise/Transom</b>	N/A
<b>Max Headroom</b>	open
<b>Bridge Clearance</b>	N/A
<b>Weight Capacity</b>	600 lbs.   272 kg
<b>Person Capacity</b>	3
<b>Fuel Capacity</b>	15.9 gal.   60 L
<b>Water Capacity</b>	N/A
<b>Length on Trailer</b>	
<b>Height on Trailer</b>	
<b>Trailer Weight</b>	
<b>Total Weight</b>	1,244 lbs.   564 kg
<b>Aft Deck</b>	
<b>Salon Inside Width</b>	
<b>Salon Fore &amp; Aft</b>	
<b>Salon Height</b>	
<b>Salon Volume</b>	

Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

## Acceleration Times & Conditions

Time to Plane	N/A
0 to 20	
Ratio	N/A
Props	N/A
Load	1 person, full fuel, no water, 50 lbs. of gear
Climate	80 deg., 76 humid.; wind: 5-5 mph; seas: calm

### Sea-Doo RXT-X 300 running shot

Armed with the new 300-hp Rotax 1630 ACE engine, the RXT-X 300 has the performance to please from one to three riders.

### Sea-Doo RXT-X 300 profile shot

The RXT-X 300 measures 139.2” (3.54 m) long, 48.2” (1.22 m) wide, weighs 914 lbs. (386 kg) dry, and holds 15.9 gallons (60 L) of fuel. Colors available are new Lava Red & Monolith Black Satin (above), or new

White & Dayglow Yellow.

## Major Features

### Sea-Doo RXT-X 300 mirrors

Wide-angle rear view mirrors flank the Interactive Multifunction Digital Information Center.

**Adjustable Ergonomic Steering**, which Sea-Doo refers to as A.E.S., allows the rider to customize the X-handlebar width and grip angle. New palm rests for 2016 add more comfort at the grips, as well.

### Sea-Doo RXT-X 300 ergolock seat

Increased pressure from feet and knees lets the rider grip the Ergolock seat securely, giving the arms better steering control.

**Sea-Doo's Ergolock seating system, developed and perfected on the racing circuit**, is found as standard equipment on more models for 2016. The RXT-X 300 is one of them. Combining an adjustable handlebar with inward-angled footwells, and a narrow profile racing seat with hollows the rider can grip with his or her knees, helps reduce the effort to hold on with shoulders, arms and hands in turns. This all means less fatigue for the upper body, as well as faster turns when the rider leans into the turns with more confidence.

### Sea-Doo RXT-X 300 running shot

With the Intelligent Braking and Reverse system engaged, the RXT-X 300 drops down off plane and stops with the driver in complete control, safely aboard.

**Now in its second generation**, Sea-Doo's iBR is an advanced, electronically activated braking and reversing system that the company says can help stop forward motion 160' sooner than a model with no braking system. It's activated by a quick squeeze of the left-hand lever, and it also gives the rider better slow speed control, especially useful when maneuvering around the dock and it always starts in neutral for safety.

**An intelligent throttle control**, or iTC, provides the RXT-X 300 with three power delivery curves. Its selectable Touring/Sport mode offers throttle response settings that are optimal for two-up cruising, or more aggressive acceleration and mid-range power, respectively. And an Eco mode targets the most economical RPM setting for best economy. Finally, Sea-Doo incorporates Off throttle Assisted Steering, or O.T.A.S., that seamlessly provides additional steering effect when the throttle is released.

## Sea-Doo RXT-X 300 sponsons

To improve lateral stability, the X-Package includes three-position adjustable sponsons to customize turning characteristics from freestyle to aggressive.

**To support the high-performance mission** and style of this model, Sea-Doo includes what it calls its X-Package, a range of features that start with a race-inspired seat, adjustable ergonomic steering, adjustable rear sponsons, and additional interactive digital gauge functions, including a boost indicator, time/distance to empty, top/average speed/rpm, lap timer and engine temperature.

## Engine

### Sea-Doo RXT-X 300 engine

The new Rotax 1630 produces 300-hp from its 1.6L, aluminum block with increased efficiencies in friction reduction and engine cooling.

**The new Rotax 1630 ACE** (Advanced Combustion Efficiency) engine is 9% bigger than the venerable Rotax 1503 and creates 15% more power with a boosted 300-hp, according to Sea-Doo. The new engine has a longer stroke compared to the Rotax 1503, raising displacement to 1.6L and increases efficiency in two areas; friction reduction and better cooling. A new protective plasma coating on engine cylinder liners creates a metallic layer that provides a hard and durable surface to withstand piston friction forces, improves surface durability, and produces better heat transfer and superior performance. A re-engineered cooling system includes an additional heat exchanger and larger, more efficient engine oil cooler.

### Sea-Doo RXT-X 300 supercharger

This cutaway shows the new, redesigned supercharger that helps the new Rotax 1630 ACE produce 30% more intake boost, according to Sea-Doo.

**A new, re-designed supercharger** with a faster spinning 32-blade wheel (double the blades of the previous version) produces 30% more intake boost and requires no maintenance, according to the builder. A new larger intercooler provides a more dense air charge, aids in increased airflow and features a new air fin design for improved heat transfer. New ignition curves have been developed to efficiently match the increased air boost with the output of the larger fuel injectors, leading to the 15% increase in horsepower,

according to Sea-Doo.

## Performance

High performance is just one of the Sea-Doo RXT-X 300's missions, and it delivers with gusto. The RXT-X 300 measures 139.2" (3.54 m) long, 48.2" (1.22 m) wide, weighs 914 lbs. (386 kg) dry, and holds 15.9 gallons (60 L) of fuel. At 8020 rpm, we recorded a wide open throttle speed of 60 mph. The most economical cruising speed proved to be 30 mph at 4480 rpm, burning 4.4 gph and achieving a theoretical range of 97 statute miles, with a 10% fuel reserve.

## Handling

### Sea-Doo RXT-X 300 running shot

The new RXT-X is designed for large bodies of water and moderate offshore conditions.

**An innovative hull Sea-Doo calls the S3 adds to the rider's confidence** and comfort in rough water. It has a deep-V center section to knife cleanly through chop, and has stepped sections on the wide outer surfaces to help break suction on the hull bottom. It is capable of satisfying performance, but also adds to the comfort of predictable running characteristics for longer rides.

### Sea-Doo RXT-X 300 hull

The S3 hull, or Stepped, Stable and Strong Hull as Sea-Doo calls it, has narrow deep-V inner surfaces, and steps to help break suction for better speed.

## Standard Equipment

### Sea-Doo RXT-X 300 information center

Sea-Doo's Interactive Multifunction Digital Information Center, flanked by the speedometer and the tachometer, indicates VTS preset, fuel consumption instant and average, fuel level, hour meter, compass, clock, touring mode, sport mode, ECO mode, F-N-R indicator and more.

**A three-gauge cluster on the handlebars** — speedo, customizable multifunction digital screen, and tachometer — makes it easy for the driver to evaluate performance and engine conditions, among many

other data points, at a glance. There's an elevated fuel filter, dual drain plugs and a freshwater flush kit to help keep the exhaust and intake system operating reliably throughout the season as the engine features an exclusive closed-loop cooling system. Wide-angle mirrors give a great view behind and to both stern quarters. In addition to the handling and control advantages of the Ergolock seat, Sea-Doo added wet storage under the exclusive removable watertight storage bin, creating over three times more storage capacity than the previous generation — 42.8 gallons (162 L) of total storage and a larger glove box.

## Options to Consider

### Sea-Doo RXT-X 300 speed tie

Sea-Doo offers a speed tie for the PWC as an accessory.

**On the optional equipment list**, there are several must-have items, including a snap-in fenders installation kit to protect the boat from dock rash, a fold-down reboarding step to make getting back aboard much easier, a bilge pump kit for those days when the waves are tall, and a fire extinguisher — just common sense there. For towing sports, there's a three-position retractable ski pylon. And Sea-Doo offers its own line of Move trailers for single and double unit hauling that offer proper support and sensible security for PWCs. We think the depth finder gauge would be a good addition, particularly if visiting unfamiliar waters is part of the game plan.

## Price

Sea-Doo offers the RXT-X 300 starting at \$15,399 with the X-Package added features and the powerful 300-hp Rotax 1630 ACE engine, and it's covered by a one-year warranty from the parent company, Bombardier Recreational Products.

## Observations

Sea-Doo has given riders of longer, more comfortable platforms performance possibilities that were lacking with lower output engines. The RXT-X 300 is quick enough to satisfy the rider or couple who want a spirited ride, yet still powerful enough and equipped to tow a third rider safely. The choice no longer is between a sizzling high-performance platform or a comfortable, predictable towing machine. The RXT-X 300 offers both.