

# Scarab 255 ID

## Brief Summary

The Scarab 255 ID with twin 250-HP Rotax 4-TEC supercharged water-jet engines is a 25' (7.62 m) long boat that can carry 13 people. Don't confuse this boat with Scarab's 255 Open ID, which is a center console. Our Scarab ID has a dual console, split-window layout with four distinct social areas: a swim platform conducive to in-water activities, an aft cockpit lounge, the dual console helm area, and up forward, a bowrider area that can convert to a sun pad.

The twin Rotax 4-TEC engines that power this ski and wakeboarding boat are not only powerful but they are the same reliable water jets found on Rotax's parent company BRP's Sea-Doo PWCs.

## Price

Base Price

## Key Features

- Dual console – split-window walkthrough bowrider
- Twin Rotax 250-hp water jet gas-powered engines with speed control
- 13 person capacity
- Wake-producing water ballast bladders
- Enclosed change room/head

## Specifications

Length Overall	
BEAM	
Dry Weight	
Tested Weight	

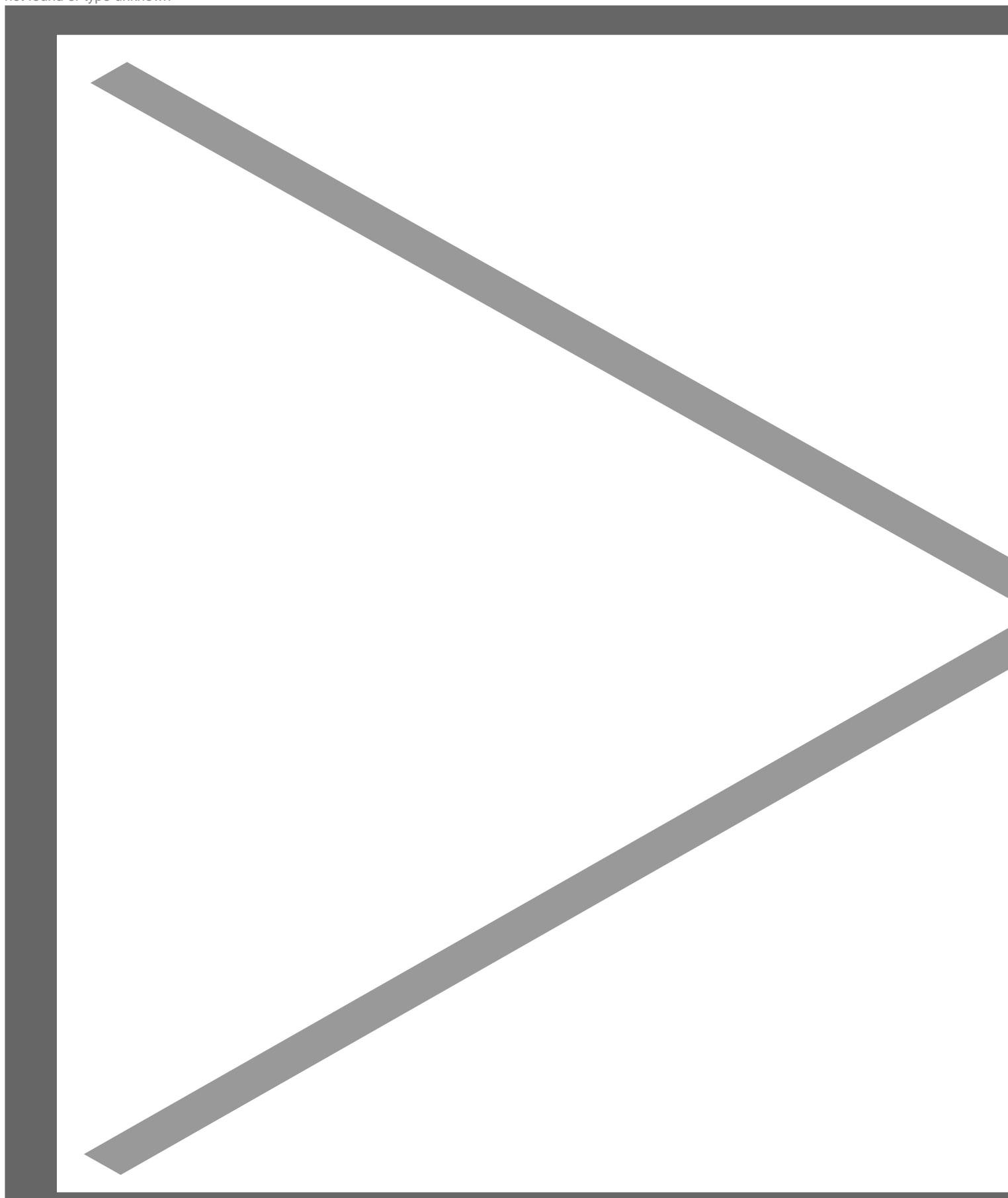
<b>Draft</b>	
<b>Draft Up</b>	
<b>Draft Down</b>	
<b>Air Draft</b>	
<b>Deadrise/Transom</b>	
<b>Max Headroom</b>	
<b>Bridge Clearance</b>	
<b>Weight Capacity</b>	
<b>Person Capacity</b>	
<b>Fuel Capacity</b>	
<b>Water Capacity</b>	
<b>Length on Trailer</b>	
<b>Height on Trailer</b>	
<b>Trailer Weight</b>	
<b>Total Weight</b>	
<b>Aft Deck</b>	
<b>Salon Inside Width</b>	

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	





A supercharged Jet Propulsion System (JPS) powers the colorful new wake and ski sportboat from Scarab – the 255 ID.

## Mission Statement

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The Scarab 255 ID (short for Identity) will appeal to active watersports enthusiasts.

The 255 ID is the largest boat in the Scarab jet boat lineup. She is known for extreme wakeboard sports and lively parties, yet reserves herself for comfortable cruising. Her dynamic versatility and shaped surfs serve up an infinite stream of adrenaline rushes.

## Distinguishing Rotax Engine Features

- Speed control - Intelligent Neutral and Reverse (iNR), fly-by-wire control
- Patented lateral thrust control
- iControl Modes - touch screen computer-aided controls

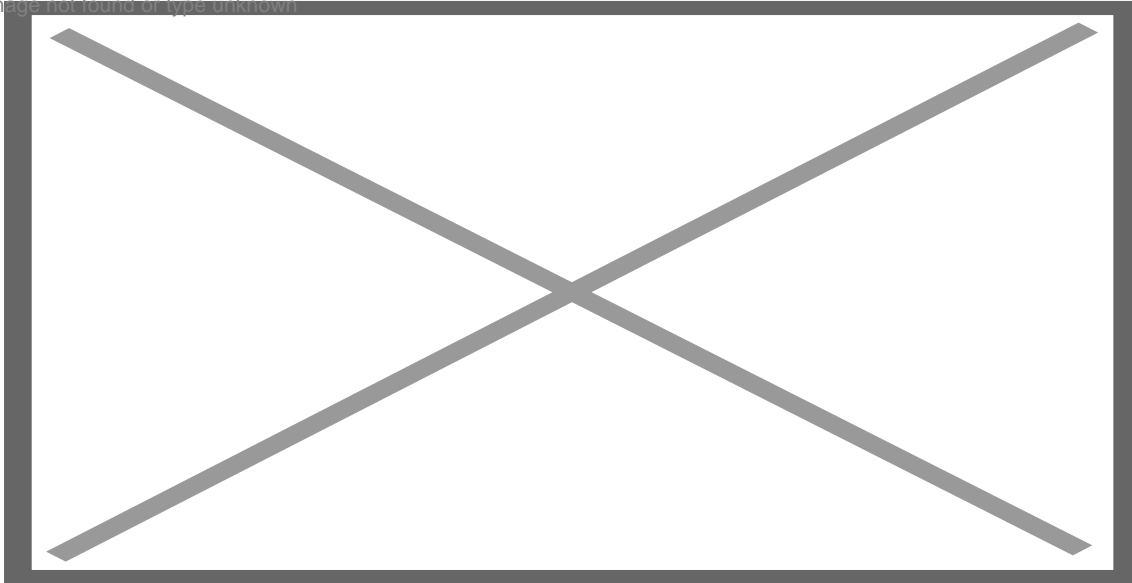
- Closed-loop cooling system

## Major Features

- Twin Rotax 250-hp waterjet gas-powered engines with speed control
- 13 person capacity
- Wake-producing water ballast bladders
- Enclosed change room/head

## Overview

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The distinctive square bow of the Scarab 255 ID provides more room for loungers forward or a sun pad. Since the BRP subsidiary Rotax exited the boat building industry in 2012 to concentrate on just the engine side of the marine industry, builders from many companies have adopted the Rotax jet propulsion system, including Scarab, Chaparral, and Williams Jet tenders.

**Scarab makes four 25'** (7.62 m) models: the 255 G dual console, the 255 ID dual console, the 255 Open G center console, and the 255 Open ID center console.

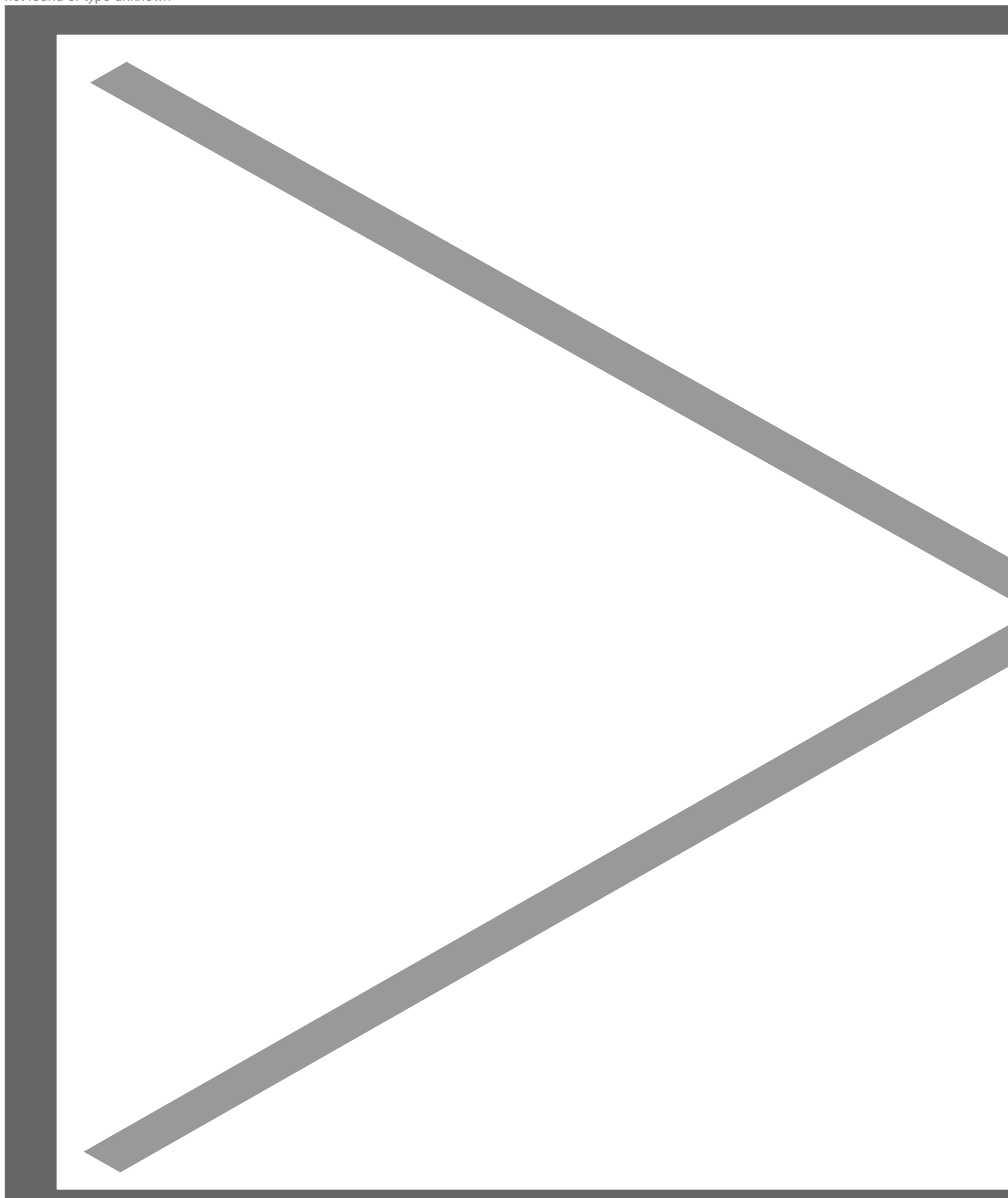
Pairing these twin jet 4-stroke Rotax engines on a sportboat makes sense from a safety standpoint alone – given that there are no props. And the boat has a draft of just 15" (38.1 cm) of water, making her ideal for

skinny water without worrying about prop damage.

## Performance







Five-hundred horses under the hood and a WOT of 54.6 mph (87.7 kpm) make this nimble Scarab a bladeless performer.

The twin Rotax 4-TEC engines that power this multi-use sportboat are the most powerful jets in class with their superchargers and intercoolers stepping up horsepower from 150 to 300-hp.

Our Scarab 255 ID test boat has a LOA of 25' (7.62 m) and a beam of 8'4" (2.54 m). With an empty weight of 3,660 lbs. (1,660 kg), 2-gallons (8 L) of water in the 12-gallon (45 L) tank, plus 56 gallons (212 L) of fuel, and two people with test gear onboard, it had an estimated test weight 4,432 lbs. (2,010 kg).

**Top Speed.** With the twin Rotax 250-hp supercharged JPS gas engines powering our 255 ID test boat, it reached a top speed of 54.5 mph (87.7 kph) at 7950 rpm.

**Best economic cruise** came in at 5000 rpm and 21.5 mph (34.6 kph). It was at that speed that the 4.5 gph (17.0 lph) fuel burn translated into 4.8 mpg (2.03 kpl) and a range of 241 statute miles (388 km).

With the hammer down, the Scarab 255 ID got on plane in under 2 seconds. At 3.5 seconds the bow comes down and it hit 30 mph (48 kph) in 4.2 seconds.

## Acceleration

Time to plane: 1.9 seconds

0 to 20 mph: 2.8 seconds

0 to 30 mph: 4.2 seconds

## Power Options

Five different engine configurations are available.

- Twin Rotax 4-Tec ECT 1.5 L Supercharged HOINR (\$79,900)
- Twin Rotax 300 PT/ST 1.6L \*Limited Availability (\$82,567)
- Twin Rotax 4-Tec 150 ECT 1.5 L Injected iNR (\$68,733)
- Twin Rotax 4-Tec 150 Non-Cat 1.5 L Injected iNR (not available in CA and CE) (\$68,733)
- Twin Rotax 4-Tec 200 ECT 1.5 L Supercharged iNR (\$74,433)

# Engine Features

Closed-loop engine cooling protects the engine from harmful salt, gunk, and corrosion by cooling it with clean coolant like a car. Every Scarab has a thermostat to ensure optimal engine temperature for reliability. A driveshaft sleeve helps prevent the problem of wrapping debris, such as tow rope weeds, around drive shafts. Unlike other boats, which feature a small, plastic reverse gate, Scarab's aluminum reverse gate offers unmatched low-speed maneuverability to make docking easy.

**Engine Warranty.** Rotax engines feature a standard warranty of 3 years/480 hours.

## Handling

Scarab 255 id running3

Speed and handling are two strong points (among many) of the Scarab 255 ID.

The supercharged 3-cylinder, 4-stroke engines on this boat provide excellent acceleration as evidenced by the time to plane numbers and a top end speed. Time to plane is important for skiers and wakeboarders, making it easier for them to get up on top of the water.

running4  
Image not found or type unknown

From a stationary position, the patented water jets' lateral thrust allows the boat to spin on its own axis. Underway at speed, the water intake for the jets increases with power, causing the Scarab to hug into turns. Because this boat is sucking in water, the faster it goes the more suction it has, and the better it sticks to the water, giving the boat the ability to grab the surface and carve into turns at WOT.

gates  
Image not found or type unknown

With the Scarab 255 ID sitting on her trailer, there is a good view of the patented gates (red arrows), shown here in the up position. The nozzles direct thrust in sync, thanks to the tie bar connecting them.

Gates2  
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Here the gates are lowered into the neutral position, evenly distributing thrust. The fly-by-wire controls allow minute adjustments to hold position.

Gates3  
Image not found or type unknown

The gates are all the way down in the reverse position re-directing the thrust forward. And because the nozzles act independently of the gates, one can literally steer backwards.

**The Rotax propulsion system** is demonstrably different from the competition in several ways.

- **First**, the jet nozzles are not stationary, they move from side to side. That provides much more maneuverability at all speeds.
- **Second**, because of the shape of the bucket when it is down, it can direct thrust forward or from side to side.
- **Third**, Rotax has intelligent neutral and reverse for which it won an NMMA innovation award. From the helm, the operator can adjust the bucket slightly up or down because the system is all digital, not cable, and make minute adjustments to keep the boat in absolute neutral. In this way, there is no creep, as there is with other brands.

wake

Look at the water to the right of the boat. Notice the wake thrust as the boat turns in its own length. This combination of propulsion attributes provides positive low-speed handling control around a dock or when maneuvering to pick up boarders in the water.

## Boat Inspection

running

Zig-zagging at speed will make a lot of water enthusiasts happy in this boat.

The builder has told us that what makes the 255 ID popular is her interior, seating capacity, versatility, and speed.

helmseats

Ergonomic helm seating swivels the captain in the chair to the center of conversation, bow or stern. This jet boat is 25' (7.62 m) long and can carry 13 people, or a total of 2,100 lbs. (953 kg) of people and gear, whichever is less – in the U.S. However, in Europe and countries following CE standards, the capacity rating is for 11 people.

## Anchor

All the way forward, the hatch to the anchor locker opens to the side with a preventer strap to keep it upright. A bow ladder and Danforth-style anchor are inside – we'd like to see anchor keepers on the bracket to hold the anchor in place.

ladder

It is somewhat unusual to find boarding ladders on both ends of a boat and this bow ladder can't really be considered a reboarding ladder, as those require that the swimmer in the water is able to deploy it.

# Bow

**bow** not found or type unknown

The bow has a squared flare on the topside, providing more space for loungers to either side and a wrap-around bench and bolster forward.

The bulwarks forward are high enough that the wrap-around bolster is also a seatback. Speakers, cupholders, and grab handles accent the space.

**storage** not found or type unknown

In-deck storage forward is large enough to hold a couple of coolers.

**bowtable** not found or type unknown

There is a bracket up front so the same oval table used aft can be moved. A wood top table is optional.

**sunpad** not found or type unknown

With slideboards in the passageway connecting the consoles and filler cushions in place, the entire bow area can be converted to a sun pad/playpen.

The builder has told us that what makes the 255 ID popular is her interior, seating capacity, versatility, and speed.

# The Helm

**windshield** not found or type unknown

Real safety glass in the Scarab 255 ID's windshield provides a distortion-free view from the helm.

The wrap-around windshield is tempered-glass. Each console has a flat dash pad and supports for the windshield. The center windshield panel has a 22" (55.88 cm) wide opening between the consoles.

**windshield** not found or type unknown

The closed center panel of the windshield provides more protection for the helm area. When open, the 22" (55.88 cm) walkthrough makes moving forward easy.

**wheel** not found or type unknown

The padded wheel has tilt control and along with the adjustable helm chair puts the helmsman in the best position to captain the ship.

The helm has a three-spoke tilt wheel, and the 12" (30.38-cm) touchscreen frames the top of the helm dash. This digital combo gauge has water temperature, speed, fuel, charge level, tach and all of the usual engine and boat diagnostics, including GPS and chartplotter.

touchscreen not found or type unknown

The touchscreen speed control options on the dash provide repeatable control of the Scarab 255 ID. **Its mode setting** offers four computer-controlled modes to match activity:

- **Cruise mode** is like setting cruise control in a car, keeping a constant speed.
- **In dock mode**, the throttle has 20-percent of thrust of WOT (Wide Open Throttle) in the same throw distance of the throttle, giving better feel and maneuverability.
- **In eco mode**, the boat automatically finds the best fuel efficiency for the maximum on plane range.
- **In ski mode**, 5-speed preference settings can be set to individual skiers so that exact speeds can be repeated regardless of driver ability. These speeds can be tweaked incrementally to get the setting just right.

dash not found or type unknown

The simple dash has switches that light when activated, including the two engine start buttons to the right of the key.

To the left of wheel is a horn button. Toggle switches with indicator lights are to the right of the wheel, with key and ignition buttons for each engine just below. The safety lanyard and kill switch are on the bulwark in front of throttle. To the far right of the console is a wake blast ballast system used for filling the ballast tanks for wakeboarding. There is a cup holder behind, which will be a good place for a cell phone.

helm not found or type unknown

The throttle is on the side bulwark, and is noteworthy because one digital throttle and shift control activates both engines.

**The single throttle** simplifies control, taking the confusion of twin levers out of the picture. Beginning boaters will like this feature. Below the throttle and shift is a storage net.

helm chair not found or type unknown

The helm chair wraps around the rib cage, keeping the driver secure.

**Helm Seat.** The Scarab has a contoured helm seat which sits on a pedestal base with built-in headrest. It slides fore and aft, swivels, and has a flip-up bolster. There is an open back for ventilation, and a padded armrest on the bulwark behind the throttle.

slide not found or type unknown

A starboard slide under the cooler makes access from the helm console a breeze.

The helm console has a side access door with a 36-quart (34 L) cooler on a slide and dedicated storage for the table and bracket behind the cooler.

#### helm console

Inside the helm console is dedicated storage for the table support. It is easier to remove the cooler from the slide when placing or retrieving the support.

#### upholstery

Upholstery can be color-matched to the hull.

#### companion seat

The companion helm chair, shown here with the bolster up, has its own footrest and stereo controls (red arrow).

#### interior

Scarab interiors are stitched with the highest quality textured materials.

**The companion seat** has the same adjustments and bolster as the helm chair along with a footrest, audio input jack, USB and 12V charging ports and speaker toggle switch on the bulwark, along with a cargo net. The bulwark is padded next to the seat and there's a grab handle just in front. A padded armrest runs along the gunwale, ending in a cupholder by the passenger console. The console opens into the optional head compartment. An enclosed changing room is standard.

#### porta potti

The spring-loaded slide latch opens to reveal the optional Dometic Porta-Potti and sink in our test boat, which is also available with a transom shower.

#### head

The head compartment has room to double as an enclosed changing area for children.

The head compartment has a light over a vanity sink, and our test boat had a Dometic toilet. The compartment has 3'10" (1.17 m) clearance from deck to overhead. There is seated clearance of 29" (73.66 cm).

#### in-deck storage

In-deck storage is on the centerline between the seats and another just forward of the helm consoles. Looking between the seats, we can see the Scarab logo on the seatbacks and the in-deck storage.

#### ballast



The empty FATSAC ballast bladder on the centerline is complemented by two more wing tanks in the aft cockpit, below the rear-facing seats.

speaker not found or type unknown

On the bulwark beside the seats is a padded bolster with a speaker above.

cockpit not found or type unknown

Pack a picnic, ice the cooler, and the Scarab 255 ID's cockpit seating invites a party.

The rear-facing seat on the starboard side has a table mount attached to its base. There is optional Marine Mat decking in the cockpit. Also, note the grab handles on each seat base as required by ABYC standards. This boat is NMMA certified.

Let's remove the center filler cushion in the cockpit bench seat and check out the engine space below.

## Engines

engine hatch not found or type unknown

The molded engine hatch has three gas shocks to assist in holding up the cover.

There are separate battery compartments to either side. The right contains batteries and the battery switch, the left side has batteries and the 12-gallon (45 L) water tank. All the batteries have proper tie-down straps.

caps not found or type unknown

The yellow caps are oil fills and dip sticks. The blue arrow in the middle is the air intake. Green arrows point to catalytic converters and red arrows indicate the tucked-in location of the intercoolers.

The 4-stroke, 3-cylinder in-line engines were designed for the marine environment, so all the regular maintenance points are on top.

cooling plates not found or type unknown

Below the boat are cooling plates, similar in function to keel coolers, for the closed loop cooling system. A main reason why the Rotax engines have a 1-year anti-corrosion warranty, and a 3-year overall limited warranty is the closed loop cooling system which eliminates salt and sediment. The closed loop cooling system is essential for shallow water operation.

## Aft Cockpit

walkthrough not found or type unknown

A pad on the walkthrough to the platform transforms the cockpit's rear seats into a bench.

The aft cockpit has two forward-facing seats that have a filler cushion that can form a bench across the back. The handle below the filler cushion is for opening the engine compartment. Deck drains are just below the handle.

cockpit seats type unknown

The cockpit seats convert into full-length loungers.

**Aft facing bucket seats**, one on each side of the boat, have molded bases with seats that open and have fold-out leg supports to make 61" (154.94 m) long chaise loungers. Here is where the spotters sit, and in fact the whole cockpit can be configured to maximize seating for spectators watching the show behind the boat.

## Swim Platform

swim platform type unknown

The swim platform layout, shown with the boat on her trailer, highlights the recessed handholds on either side of the boarding ladder.

When entering the boat via the platform, the first thing you notice is the decking. The gray swim platform mat is an option, but makes moving around in bare feet comfortable with good traction.

shower found or type unknown

The pull-out shower head on the swim platform stows just below the fresh water fill for the 12-gallon (45 L) tank.

Features on the swim platform include the tow ring, stereo controls, speakers, waterfill, and a pull-out shower head.

emissions found or type unknown

The low emissions sticker reminds us that the Rotax engines have a CARB 4, Ultra-Low Emissions rating, meaning it can be used anywhere in the world.

ladder2 found or type unknown

The collapsible four-step reboarding ladder projects 41" (104.14 cm) below the waterline with two grab handles built right into the transom. This is one of the deepest sportboat ladders we have ever measured.

swim platform pad type unknown

The laser-cut padding on the swim platform outlines the in-deck storage lockers.

in-deck storage found or type unknown

The in-deck storage covers on the swim platform hinge out. Note the drains in the outboard corners.

There is a large in-deck storage compartment extending across the aft section of the swim platform that can stow tow lines, mooring lines, small fenders, wet bathing suits, and other gear. There are port and starboard overboard drains.

 or type unknown

The swim platform seats share a seatback with the aft cockpit bench seats.

Two rear-facing seats are positioned for launching watersports, and when anchored, watching kids swimming behind the boat. They are not to be used as spotters' seats. These share seatbacks with the aft cockpit bench seats, so simply flip the seatback into the desired position. A cup holder flanks each seat.

 or type unknown


Moving forward, there is a 6" (1.82 m) step up from the swim platform to the 15" (4.57 m) wide pass-through to the cockpit.

## Wake Edition Package

 or type unknown

Our test boat was equipped with the "Wake Edition Package" which includes three ballast bags (\$2,373 alone), plus other features. The ballast bag seen here is under the starboard aft-facing seat.

As we put the leg back under the seat, note the additional storage in the seat base. These hold the wing tank FATSAC ballast bladders for the wakeboarding system.

 or type unknown

Lift the handle indicated by the arrow and we find the JPS located under the back seats. Significantly more compact than sterndrives, they provide more cockpit space.

It is important to remember that this is a 25' (7.6 m) boat and note how large the cockpit is. The reason for this is the jet engines and drives have a low profile and seats can be put on top of them. Sterndrive engines are high and seats must be put forward of them, reducing cockpit space.

## Wakeboard Arch

 or type unknown

The bridge clearance with Bimini and wake tower deployed is 7'4" (2.23 m).

 or type unknown

The wakeboard tower, with kicker speakers is a \$3,432 option. The Bimini is extra.

Scarab integrated the arch with the Bimini. The arch has an overhead clearance of 79" (200.66 m), and has speakers and places to carry wakeboards and skis.

board rack not found or type unknown

An optional \$623 board rack mounts easily to the arch.

## Wake System

wake blast not found or type unknown

The right side of the helm console has the Wakeblast controls for filling the three water ballast bags.

ballast not found or type unknown

The FATSAC ballast bladders were filled to test the wake-forming capability of the Scarab 255 ID for wake surfing.

wake surf not found or type unknown

## Trailer

trailer not found or type unknown

The custom dual-axle painted trailer is standard equipment for the Scarab 255 ID. Galvanized trailers with Gator-hyde coating are an option, as is the trailering cover (\$1,000).

Scarab's custom trailer features:

- Tandem axle
- Brakes with chrome wheels
- Swing away tongue

## Other Optional Equipment to Consider

- Cockpit marine mat (\$1,000)
- Swim platform mat gray (\$433)
- Trailering cover (\$973)
- Wakeboard tower (\$3,432)
- Wakeboard tower Bimini top (canvas only) (\$1207.75)

- Wakeboard racks (\$627)
- Bow and cockpit cover (\$693)
- Digital speed control package (\$880)
- Head Porta-Potti (\$247)
- Impact graphics (\$513)
- Galvanized trailer (\$913)

## Tow Sports Options

The 255 ID comes with surf/wakeboard racks and wakeboard tower speakers (requires premium sound package and tower/arch). Three optional packages are available.

- Surf Stream Wake Enhancement System (\$860)
- Wake Ballast System (\$2373)
- Wakeboard tower, hinging with gas-assist and Bimini top (\$3,700)

## Color Options

A variety of colors are available.

## Exterior

image not found or type unknown

Black/Atomic with atomic graphics.

image not found or type unknown

Black/Crimson Red with crimson red graphics.

image not found or type unknown

Black/Denim Blue with denim blue graphics.

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Black/Phantom Gray with cognac graphics.

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Crimson Red.  
color6 not found or type unknown

Denim Blue.  
color8 not found or type unknown

J

et Black.  
color9 not found or type unknown

Liquid Blue.  
seafoam green not found or type unknown

Seafoam Green.

# Interior Colors

interior colors not found or type unknown

running6 not found or type unknown

# Price

Starting at \$62,866 (U.S. and Canada only).

# Observations

Overall, the Scarab 255 ID provides a platform for friends and family to enjoy boarding, skiing, and other water activities without worry about propeller accidents. The new generation of control systems of the jets is more user-friendly and easier than ever before. And with reliable, powerful, and highly maneuverable jet drives. The jet nozzles on the Rotax swivel from side to side, which gives this system some advantages over others.

A customized Scarab 255 ID built-to-order takes six to eight weeks from the factory. We recommend the digital speed control package. The other options, depending on one’s use of the boat are obvious.