

Chaparral 267 SSX OB (2020-)

Brief Summary

The Chaparral 267 SSX (formerly the 257 SSX OB) is the company's largest single-engine outboard-powered bowrider. It has versatile seating throughout and there's a private head compartment.

Price

Base Price \$119463.00

Key Features

- Chaparral's Extended Vee Plane bottom
- Spacious fore and aft lounges
- Available power from Mercury or Yamaha up to 350 hp
- Private head compartment
- Large swim platform
- Stainless-steel-framed wraparound windshield

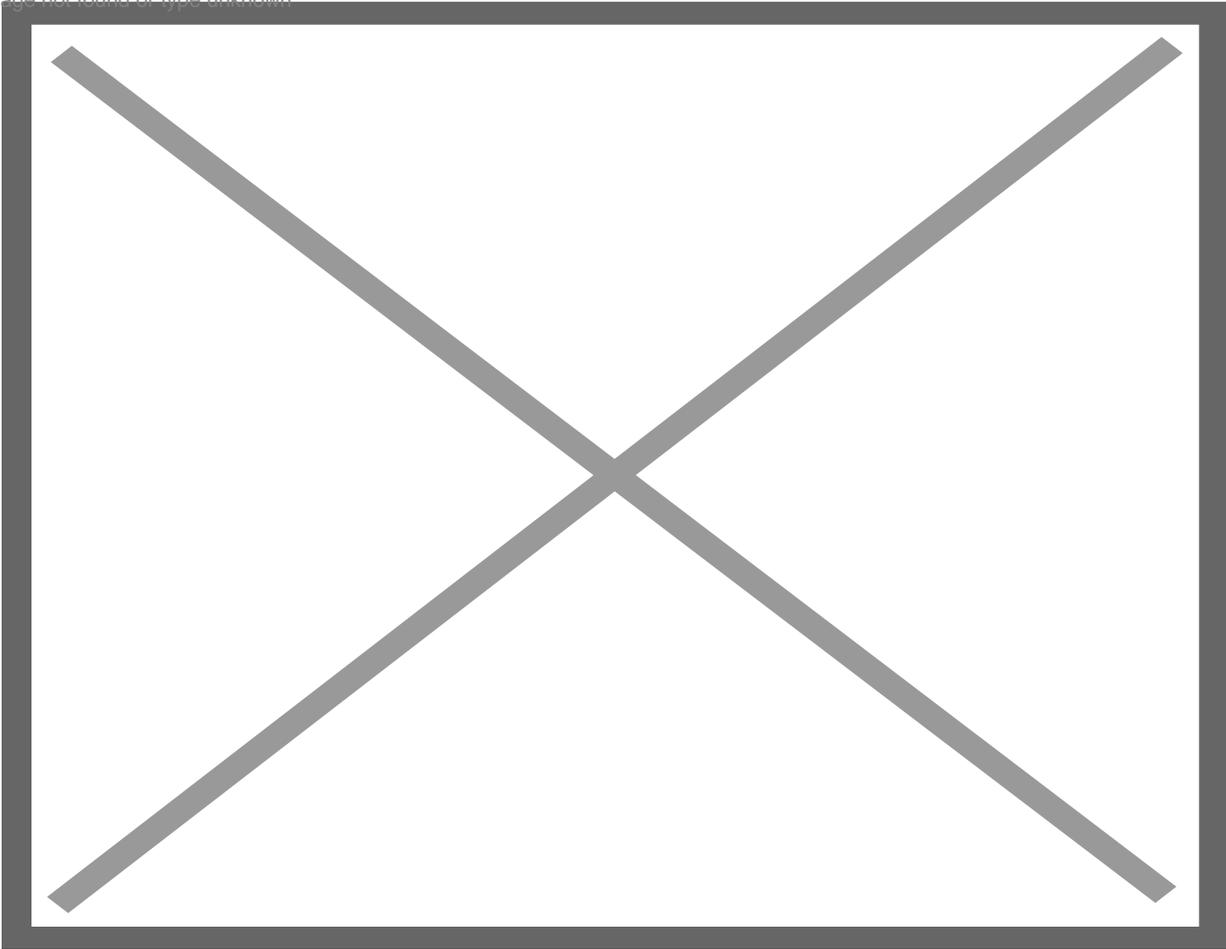
Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	3.6	3.1	0.6	6	5.2	351	305.2	56
1000	5.5	4.8	1.3	4.4	3.8	257	223.8	61
1500	7.6	6.6	2.3	3.3	2.9	192	167	64
2000	8.8	7.7	3.7	2.4	2.1	139	121	66
2500	10.3	9	5.8	1.8	1.6	105	91.1	68
3000	13.8	12	7.5	1.8	1.6	108	93.9	73

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
3500	26.1	22.7	9.1	2.9	2.5	168	145.9	77
4000	34.3	29.8	11.9	2.9	2.5	169	147	78
4500	38.9	33.8	15.2	2.6	2.215	130.4	81	N/A
5000	43	37.4	18.1	2.4	2.1	139	121.2	82
5500	47.8	41.5	22.4	2.1	1.9	125	108.7	84
6000	52	45.2	25.9	2	1.7	117	102.1	90

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

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Specifications

Length Overall	25' 6" (7.77 m)
BEAM	8' 6" (2.59 m)
Dry Weight	4,350 lbs. (1,973 kg)
Tested Weight	5,512 lbs. (2,500 kg)
Draft	
Draft Up	23" (58 cm)
Draft Down	35" (89 cm)
Air Draft	
Deadrise/Transom	22-deg.
Max Headroom	open
Bridge Clearance	5' 4" (1.63 m)
Weight Capacity	2,006 lbs. (910 kg)
Person Capacity	14
Fuel Capacity	65 gal. (246 L)
Water Capacity	10 gal. (38 L)
Length on Trailer	N/A

Height on Trailer	N/A
Trailer Weight	N/A
Total Weight	5,512 lbs. (2,500 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	

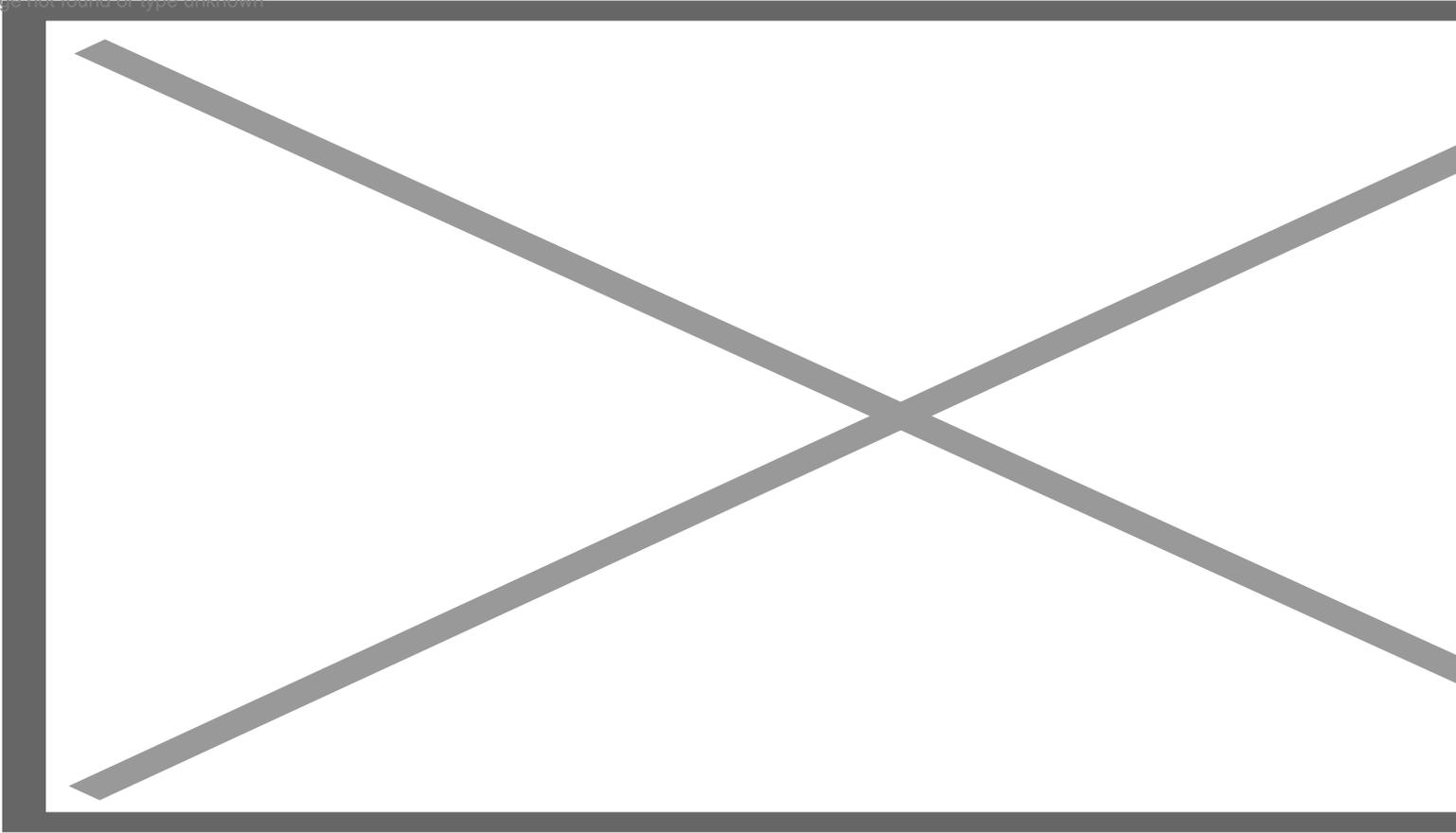
Acceleration Times & Conditions

Time to Plane	N/A
0 to 20	

Ratio	
Props	Stainless
Load	2 persons, 1/2 fuel, no water, 50 lbs. of gear
Climate	89 deg., 65 humid.; wind: 2.5-3 mph; seas: calm

By Capt. Martin Frobisher

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The 267 SSX OB is 25'6" long (7.77 m) with an 8'6" (2.59 m) beam and she can be powered by up to a single 350-hp outboard.

Mission Statement

Chaparral designed the 267 SSX OB to be the largest single-outboard-powered dayboat/bowrider in the manufacturer's fleet. The boat is a new model designed to consider the burgeoning demand for outboard-

powered luxury dayboats.

Major Features

- Pivoting helm and companion seats
- Aft lounge that converts into multiple positions
- Available fold-down watersports tower
- Twin Simrad multifunction displays come standard
- Extended V-plane bottom
- 8'6" (2.59 m) beam can be towed without permits

floorplan Image not found or type unknown

This image is of the sterndrive version of the boat, but the only difference is the shape of the swim platform, shown below.

swim platform Image not found or type unknown

We wouldn't mind seeing the swim platform extend farther past the motor on each side. It would reduce the chance of swimmers encountering the propeller when in the water.

Features Inspection

The Cockpit. The cockpit is the centerpiece of any dayboat and the 267 SSX OB offers myriad seating options, including the manufacturer's versatile aft lounge that can be set up with angled backrests for forward- or aft-facing positioning or laid flat to create a huge sun pad. A J-shaped seat wraps around from abaft the companion's bucket seat. To starboard, just abaft the helmsman's bucket seat is a small bench seat. An optional table clips in place in a support that's on the seat base rather than in the deck. Chaparral was one of the first manufacturers to use this style of table mount. It's better because it means one less hole in the deck that can gather crud. In the gunwales on each side are cubbies with beverage holders, speakers, and grabrails. There drains in each aft corner that empty directly overboard and our test boat's walking surfaces were covered in optional SeaDek snap-in decking.

Cockpitover Image not found or type unknown

Check out the upscale 36-ounce vinyl upholstery with naugahyde accents. The seats have a UV top coat, and two types of foam — mold-inhibiting and draining — inside.

Aft bench seat Image not found or type unknown

The aft bench seat can be set up for conventional forward-facing travel.

Aft facing lounge Image not found or type unknown

When it's time to relax in a quiet cove while the kids swim, set up the lounge chaise-style. It can be set up with aft backrest raised at the same angle.

Figure not shown or type unknown
Aft-facing lounge

Lay the lounge flat and there's space for at least two or three people to catch some rays.

Figure not shown or type unknown
Cockpit table

The optional table is designed so that it adds versatility for entertaining but still leaves enough space for passage to starboard.

Figure not shown or type unknown
Cockpit deck drains

Drains in the aft corners empty overboard and our test boat had the optional SeaDek flooring.

Wakesports Tower. Our test boat was outfitted with the optional EFX electrically lowering tower. It was equipped with another option, twin JL audio speakers. Lowering the tower reduced bridge clearance from 8'1" (2.46 m) to 6' (1.83 m). The tower has an anchor light on top as well as a towrope attachment point. Optional racks can be ordered as well.

Figure not shown or type unknown
Tower speakers

The optional JL audio speakers keep wake surfers inspired while they're tackling the waves.

Figure not shown or type unknown
Tower lowered

The tower is designed intelligently. It can be lowered without bothering the captain while he guides the boat under a bridge.

Cockpit Storage. The stainless-steel rail on the front of the aft bench seat is not for passenger security. It's for lifting the entire structure with the help of stainless-steel gas-assist struts to access a large storage space underneath. An expandable net can be used to secure gear and it can be removed so owners or technicians can remove a hatch in the center deck or loosen two barrel bolts to gain access to mechanical equipment including the fuel-water separator, trim pump and batteries. Forward to port, there's open storage beneath the bottom cushion and to starboard, there's a carry-on Igloo cooler.

Figure not shown or type unknown
Aft cockpit

Remove the elasticized net and the center hatch in the deck can be opened to access bilge pumps. Pull the barrel-style latches and the vertical panel folds forward to make it easy to access more equipment.

Figure not shown or type unknown
Cockpit storage

Notice that the bottom cushion for the starboard cockpit lounge (red arrow) is held up by a tension hinge, but the port cushion (green arrow) is removable to make it easier to grab the cooler and pick it up.

The Stern. Aft to starboard, a passageway leads to the 267 SSX OB's stern. We ascended two 8"-tall (20.32 cm) steps and headed aft through the 15" (30.81 cm)-wide passageway. Along the way to starboard

we saw a locker that housed the switches for emergency parallel, batteries, helm main, stereo and windlass. There are fills for the 65-gallon (246 L) fuel tank on each side of the transom. Down low on the angled section of the transom are 6" (15.24 cm) cleats. Between the transom and the motor, the swim platform is 8'1" (2.46 m) wide with 5 ½" (13.97 cm) of space fore to aft. To port are the switch for the optional pump-out head, Clarion audio controls, and a washdown hose. The reboarding ladder is under a hatch in the starboard platform.

Stern passage

Passage to the stern is to starboard and this locker houses the circuit breakers for primary on board systems.

motor

There's plenty of space for passage between the motor and the aft lounge.

Platform ladder

The stern boarding ladder is in a dedicated locker on the starboard swim platform.

Transom controls

The stereo remote and transom shower are all conveniently located to port.

The Bow. It's easy to head forward to the 267 SSX OB's bow. The opening between the consoles is 1'6" (.46 m) wide. An air dam closes the lower section while the center section of the windshield opens in the usual fashion. There are forward-facing lounges on each side and they have flip-up armrests with a locking mechanism. We measured legroom at 1'7" (.048 m) and 4'8" (1.42 m) stainless-steel rails ran the length of the bow on each side. The same table that we deployed in the cockpit can be installed in the bow. Gunwale cutouts on each side contain a beverage holder and a JL audio speaker that is part of an upgrade package. The fill for the boat's 10-gallon (37.85-L) water tank is just aft of the starboard bow lounge in the deck. Bottom cushions in the bow lift up to access storage. In the foredeck, the anchor locker hatch opens to reveal the optional Lewmar windlass and accompanying equipment, including a wrench to manually operate it, a cleat for securing the rode, and a chain stopper.

Bow air dam

Boaters who live in northern climates and want to head out to check out the changing leaf colors can close the air dam to keep wind from rushing into the cockpit.

Windshield walk thru

Close the center section of the windshield to complete the process.

Bow seating

The bow is deep and wide with seats designed for comfortable forward-facing travel.

Bow seating

Our 5'10" (1.78 m) test captain fit comfortably in the port bow lounge.

Bow table

Install the optional table and the bow could be a great place for the kids to enjoy lunch.

Bow boarding ladder

The bottom cushions on each side open on locking hinges while the forward cushion covering the cooler pulls out of the way. This photo shows the beach boarding ladder without the optional windlass.

Windlass

Our test boat had the optional Lewmar windlass and anchor that passes through a stainless-steel chute in the 267 SSX OB's bow.

Windlass switches

Alongside the anchor locker are the control switches for the windlass.

The Port Console. Working our way aft, to port, the console opens to reveal the private head compartment. Overall headroom was 3'6" (1.07 m) and the width was 2'6" (.76 m). Our test boat had the optional electric pumpout unit, plus a solid surface countertop, a pressure-water sink, and vanity mirror. The controls for the pumpout system were on the bulkhead just to the left of the sink.

Port console

The entire port console swings open to provide as much access as possible to the private compartment.

Inside head

The compartment includes an opening port to let in fresh air and a mirror so passengers can check their look before heading to dinner.

Glovebox

Even on the 267 SSX's glovebox, Chaparral paid attention to the details finishing the area in high-end upholstery and triple French stitching.

The Helm

At the port and starboard consoles, our test boat had the upgraded bucket seats that swivel and adjust fore and aft with power switches. The steering wheel is on a tilt base and forward, beneath a luxuriously upholstered deep eyebrow are twin 7" (17.78 cm) Simrad mfds that come standard on the 267 SSX OB. Push-button style accessory switches that illuminated when activated are on each side of the panel. To starboard in the gunwale are the stereo control, a 12-volt plug and a beverage holder with the controls just aft. Ahead of the driver's knees, the popout circuit breakers are on the underside of the panel. Forward, a

hatch in the console opens to access a large compartment and between the bucket seats, the ski locker hatch opens on a stainless-steel strut.

Helm screens

Not something we always expect on a 25' (7.62 m) bowrider, the 267 SSX OB comes standard with twin 7" Simrad MFDs.

Accessory switches

Accessory switches wrap around the sides of the dash panel on each side and they are clearly labeled with names and icons.

Helm bolster

Fold up the bolster for the bucket seat to drive from a standing position.

Bolster down

Fold down the bolster for seated driving and notice the cutouts in the lower backrest that let the driver turn to the side with the seat in the forward position.

Backrest

The bucket seats are part of the upgraded Premium Package and feature an open lower section to let air through and check out the custom upholstery and stitching.

Performance

The Numbers. Our test boat measured 25'6" (7.8 m) long with a beam of 8'6" (2.62 m) and a draft of 2'9" (.88 m). Dry weight is listed at 5,040 pounds (2,286.11 kgs) and with two people, test gear and 30 gallons of fuel aboard, we had an estimated test weight of 5,512 lbs. (2,500.20 kg). The single 300-hp Yamaha 4.2-liter V6 Four Stroke outboard turned a SWS II 15 ¼" x 18" (38.74 cm x 45.72 cm) three-blade stainless-steel prop.

Running starboard

The outboard version of the 267 SSX has a dry weight of 4,350 lbs. (1,973.13 kg) while the sterndrive version tips the scales at 4,700 lbs. (2,132 kg).

Speed and Range

With the throttle fully advanced, the 267 SSX OB ran a top speed of 52.0 mph at 6000 rpm. Best economical cruise came at 3500 rpm, where we ran 26.1 mph and burned 9.1 gph, which translated into 2.9 mpg and a range of 168 statute miles. This was calculated while holding back a 10-percent reserve of the boat's 65-gallon (246 L) fuel capacity. At 600 rpm, we saw 3.6 mph and 6.0 mpg. In acceleration tests, the boat

planned in 4.04 seconds. We ran through 20 mph in 6.9 seconds and continued to 30 in 9.4 seconds and 40 in 13.2 seconds.

Top speed Image not found or type unknown

With the 300-hp outboard, our test boat hit a top speed of 52 mph.

Handling

With minimal chop and a light breeze, the 267 SSX OB was not challenged by the conditions. The deep-V design with 22-degrees of deadrise at the transom carved cleanly through the wakes of our photo boat and held her line steadily in turns.

S turns Image not found or type unknown

The 267 SSX OB transitioned smoothly through S turns and held her line through arcing maneuvers.

Price

The retail price with a single 300-hp Yamaha F300XCA outboard is \$252,332.

Options to Consider

- Underwater lights (\$875)
- Bow and cockpit covers (\$2,065)
- Dual battery setup with crossover switch (\$515)
- Head cabinet (\$1,162)
- Biscayne Blue hullsides (no charge)
- Painted Metallic hull stripe in yellow (\$1,425)

Observations

The Chaparral 267 SSX OB should get plenty of interest from families who want a large-feeling dayboat. She feels big and having an outboard that can be trimmed all the way out of the water when not in use should make the appeal to owners who live and boat in a saltwater environment.

Her 8'6" (2.59 m) beam and as tested weight of 5,500 lbs. (2,495 kg) means that the boat should be able to be towed by a vehicle rated to haul around 7,500 lbs. (3,402 kg). That means a full sized pickup or SUV.