

2011 JET SKI® ULTRA® 300LX

Introduction

You hear the words ultimate, luxury and performance bandied about all the time in the watercraft business. But in the case of Kawasaki's new Jet Ski® Ultra® 300LX watercraft, the terms are absolutely appropriate.

Details & Features

New for 2011

- Jet Ski 300LX now boasts 300ps for amazing performance
- Redesigned fiberglass-reinforced hull is lighter, stronger and more maneuverable
- New Electronic Trim Control system allows the rider to adjust nozzle's angle and the hull attitude
- New cruise control smoothly holds the 300LX at a set speed from 5 mph up to top speed
- New Eco Mode reduces and smooths engine performance while conserving fuel
- New Eco Indicator shows when the 300LX's speed and throttle opening is in its most efficient range
- New instrument panel with bigger speed numerals is easier to see
- New Eaton Twin Vortices Series (TVS) roots supercharger offers a significant performance increase

Key Features

- Supercharged, intercooled 1,498cc engine puts out incredible power but is still designed for durability and reliability
- GPS mounting area is built into handlebar pad for convenient placement of navigation devices
- Stylish upper deck enhanced by rich metallic titanium color with luminous vintage red graphics
- Massive, industry-leading storage capacity lets you bring your gear with you
- Largest fuel tank in class keeps the fun going longer
- Five-position adjustable handlebars accommodates a range of riders
- Separate keys for full power operation and Smart Learning Operation

Supercharged Engine

- Supercharged and intercooled 1,498cc, liquid-cooled inline four-cylinder engine
- Cast pistons with machine finishing for excellent durability
- Revised, high-lift exhaust cam lobes act upon new valves and offer increased durability
- Stronger hardened nickel valves offer superior heat resistance and enhanced reliability
- 33.4mm intake and 28.3mm exhaust valves
- Oil cooler features an additional layer for more efficient cooling
- Larger and stronger cam chain handles increased engine power
- Stronger, reinforced crankcase for added durability and reliability
- Coupling and damper revised to suit increased power
- Heat-resistant plastic intake manifold for decreased engine weight
- Optimum cylinder wall temperature is maintained by a check valve between the cylinder jacket and water muffler that shuts water flow off above 2,000 rpm, keeping the cooling water inside the cylinder jacket
- Precise power adjustments are easy with a throttle lever designed to prevent finger fatigue on longer rides

Eaton Twin Vortices Series (TVS) Roots-type Supercharger

- Four-lobe design offers significant performance increase over standard roots-type unit
- System force-feeds the engine two liters of air with every revolution, providing a stable supply of high-pressure intake air at all rpm
- Planetary gearing increases supercharger speed by a factor of 2 for better response
- Delivers compressed air continuously, not in waves, for smoother power delivery
- Produces large amounts of boost even at low rpm for instant and powerful acceleration right off idle
- Provides a very flat and meaty torque curve with step-free power across the entire rev range without any of the lag associated with turbochargers
- Produces more low rpm boost than competitive or aftermarket systems, with a maximum of 17 psi of boost pressure
- Two different air bypass valves are used to prevent overboosting at low and medium rpm

Air-to-Water Intercooler

- Efficiently cools high-pressure intake air, as cooler air is denser and makes more power
- Cooler air results in higher combustion efficiency and high engine output
- Liquid cooling allows the intercooler to maintain consistent thermal performance

Digital Fuel Injection System

- High-flow fuel injectors with four orifices are fitted to complement the increased power output and improve combustion efficiency
- Single throttle body per cylinder features a large, 60mm bore diameter

Exhaust

- 4-into-2-into-1 powerboat-style exhaust system routes the exhaust pipe upward
- Allows the smoothest path for exhaust gases, maximizing exhaust efficiency

160mm Jet Propulsion

- Efficiently converts the Ultra 300LX's massive horsepower output into thrust using a larger-diameter 160mm jet pump
- Developed from Kawasaki's racing machines, this new pump was specially designed to deliver stable output and good "bite" even when riding on rough water
- Revised impeller featuring a 3-blade design translates the 300LX's increased engine output into increased acceleration performance and quieter operation
- An eight-vane intake guide is used to smooth and regulate the flow of water from the impeller for efficient and powerful propulsion
- Redesigned, left-side reverse lever for easy operation

Ride Plate

- Features a groove from the center to the rear of the plate to enhance straight-line stability

Electronic Trim Control System

- New system allows the angle of the jet pump nozzle to be controlled to adjust the attitude of the hull to suit water surface conditions and riding styles
- Adjustment range is plus or minus 8 degrees from standard

Electronic Throttle Valve (ETV) with Cruise Control

- Accelerator Position Sensor (APS) converts throttle lever input to an electronic signal that's used to control the throttle valve via an electric motor for optimum throttle response and smoothness
- Redundancy in the system helps ensure control is maintained in case of failure
- One-touch 5 mph mode allows push button no-wake zone riding
- Fuel Economy Assistance mode allows maximum fuel efficiency when going slow
- Economical Riding Indicator mode can be viewed on a graph on the new LCD info screen

Kawasaki Smart Steering®/SLO Mode

- Kawasaki Smart Steering® (KSS®) monitors steering input and engine speed and, when certain conditions are met, raises rpm to help initiate a turn
- Smart Learning Operation (SLO) allows newer riders to become familiar with the handling and response of this JET SKI watercraft at a more relaxed pace
- Two separate keys, one for SLO mode and one for full-power operation help prevent confusion over which setting is in use

Stronger, Lighter Hull Design

- Feedback from Kawasaki's IJSBA championship-winning racing machines integrated into design enables it to cope with the engine's increased horsepower
- Complete re-evaluation of hull thickness resulted in optimum strength balance and a significant weight reduction
- Specially reinforced inner bow is better suited to engine's increased power output
- Hull offers a combination of high stability and responsive handling in both calm and rough-water conditions
- The lower hull is specially designed to distribute the engine and power delivery loads over a wide area
- The 300LX's deep-V hull enables a high bank angle and motorcycle-like turning performance. This reduces the lateral G-loads imposed on riders during turns, allowing them to better concentrate on riding
- The idealized 22.5-degree V-angle at the bottom of the hull helps reduce unwanted spinouts during sharp turns
- Delivers the neutral handling and turning characteristics for which Kawasaki JET SKI watercraft are famous
- The bottom of the hull slants upward steeply from the center section to the bow, so the Ultra 300LX can penetrate swells and waves with less shock, delivering extreme stability at low speeds and pushing through waves rather than bouncing over them at high speeds
- Battery located inside the front storage area near the center of the machine, avoiding concentrating heavy components at the rear and freeing up space inside the engine bay
- Integrated sponsons extend from the hull, providing stable wallow-free straight-line performance and contributing significantly to the 300LX's excellent high-speed maneuverability while helping to retain the narrow hull design

Quattro KSD

- The Ultra 300LX's Kawasaki Splash Deflector uses three bottom mounted ridges and an additional deflector mounted at the top to deflect water splashing forward from under the hull
- Whether turning or rocketing forward, at high speeds or low, the Quattro KSD minimizes spray, allowing greater rider concentration

Luxury, Comfort and Convenience

- Five-way adjustable handlebars allow operation while standing or sitting and suit a wide range of riders
- Ergonomic deck design gives plenty of legroom
- GPS-mountable handlebar pad accommodates a variety of GPS devices
- A long rear boarding step and dual grab handles makes it easy to climb onboard, and the step retracts inside the bumper to prevent damage
- A quick and easy hose connection allows an easy method to flush sea water out of the engine
- Mirrors are mounted to the upper deck to facilitate opening of the hatch cover

Capacious Storage

- The Ultra 300LX offers 56 gallons of total storage capacity
- The large-capacity, fully sealed storage area with a detachable storage tray has plenty of room for recreational equipment
- A detachable drink holder with space for two drink bottles is mounted on the center console
- Ideal for small items like a ski rope, a compact storage area is integrated with the under-seat rear grip

Extra-large Fuel Capacity

- 20.6-gallon fuel tank has more fuel capacity than any machine in its class

All-new Digital Instrumentation

- A single, highly legible LCD screen replaces the dual meter setup of the 260X
- New instrumentation includes the new riding modes, as well as external water and air temperature, clock, time, trip and hour meters, tachometer (in digital or graph displays), speedometer and max speed functions
- Cockpit visor repositioned higher for increased visibility

Specifications

Engine	Supercharged and intercooled, four-stroke, DOHC, four valves per cylinder, inline-four
Displacement	1,498 cc
Bore x Stroke	83 x 69.2 mm
Compression Ratio	8.4:1
Induction	Eaton Twin Vortices Roots-type supercharger with air-to-water intercooler
Maximum boost	17.0 psi
Maximum horsepower	300PS @ 7,750rpm * * Horsepower measured in PS at the crankshaft under controlled conditions. Actual performance may vary.
Cooling system	Inducted water
Fuel System	Digital Fuel Injection
Ignition	TCBI with Digital Advance
Starting System	Electric
Lubrication	Semi-Dry Sump system
Coupling	Direct drive from engine
Propulsion system	160mm jet pump, axial-flow, single stage
Impeller	Three-blade, oval-edge stainless steel
Thrust	1,769 lbs.
Overall Length	132.7 in.
Overall Width	47.0 in.
Overall Height	45.3 in.
Curb Weight	1,040.8 lbs.** Includes all necessary materials and fluids to operate correctly, full tank of fuel (more than 90% of capacity) and tool kit (if supplied)
Load Capacity	TBD
Storage Capacity	56 gal.
Fuel Capacity	20.6 gal.
Oil Capacity	5.3 qt.
Color Choices	Metallic Titanium / Luminous Vintage Red
Warranty	12 months
Good Times™ Protection Plan	12, 24, 36 or 48 months