



## 2008 Model Information

MODEL CODE: **JT1500B8F**

MODEL NAME: ***Ultra 250X***



### **ULTRA PERFORMANCE FOR THE ULTIMATE RIDE**

The king on the water. The ultra-high performance Ultra 250X JET SKI pumps out an incredible 250 horsepower\* from its massive supercharged and intercooled engine. Key technologies stem from Kawasaki's numerous IJSBA racing championships, which ensure its impressive acceleration and excellent hook-up – even when conditions are not calm. Its precise handling and superb stability are equally impressive, thanks to a brand-new hull designed specifically to allow riders to fully explore the engine's awesome performance.

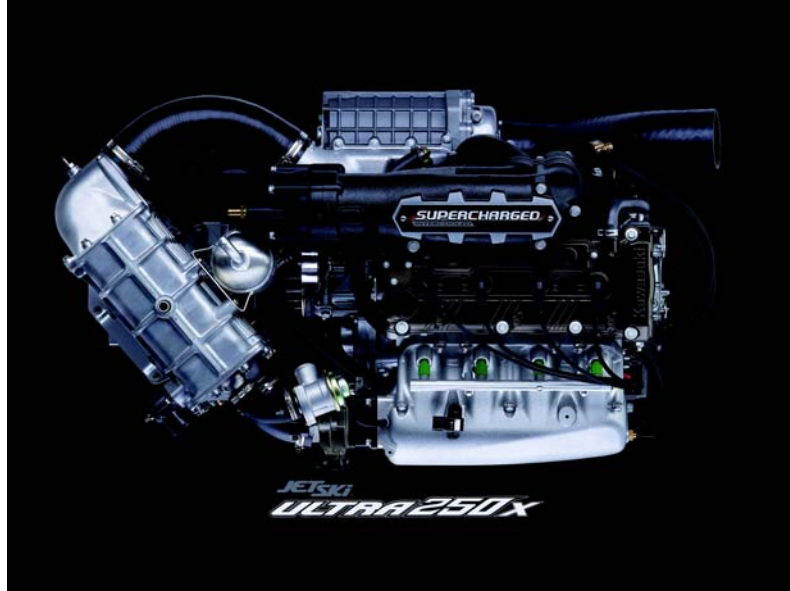
Kawasaki's mighty flagship serves notice that "ULTRA" defines the pinnacle of PWC performance and firmly re-establishes Kawasaki's reputation as the high-performance industry leader. With mind-blowing power, unmistakable presence and superb handling, the Ultra 250X simply leaves everything else in its wake.

(\* Engine performance may vary depending on operating conditions.)

## The new leader in ultra-high performance engineering

The 1,498 cc marine engine is derived from Kawasaki's astounding JET SKI STX-15F, and thanks to its Roots-type high-volume supercharger, it kicks out power equivalent to normally aspirated high-performance engines with a much larger displacement. Unlike centrifugal superchargers or turbochargers though, the direct drive supercharger delivers boost virtually instantly at any engine speed from idle to redline.

The resultant torque curve is just what was needed for a personal watercraft designed to accelerate hard from a standstill – and then keep right on going.



The heat build-up that occurs in supercharged engines when the intake air is compressed is completely overcome through the use of a large-capacity intercooler.

The supercharger produces a maximum boost pressure of 0.8 kg/cm<sup>2</sup> [11.4 psi], the highest of any PWC.

At this pressure, ambient air can be heated to extremely high temperatures, limiting the engine's power output.

But the large capacity intercooler, which is nearly as large as the engine block, cools the air right back down to ambient temperature or even less – ideal for producing maximum power.

Besides its mammoth power output, the grin-inducing acceleration is due to a huge 155 mm jet pump equipped with Kawasaki's largest impeller and jet nozzle, which are designed to provide maximum thrust and superb rough water hook-up.

## Race-derived hull matches the powerful new engine

Hull technology on the Ultra 250X is equally impressive. Specifically designed to handle the enormous output from the supercharged engine, this race-developed hull handles with precision and stability with a high level of seaworthiness – and at speeds from idle to its rather astounding top end.

For starters, the fibreglass reinforced plastic (FRP) hull is loaded with DNA from Kawasaki's championship winning machines.

This includes carefully designed sponsons and chines for straight-line stability and exact cornering, and a deep 22.5° bottom angle for a smooth ride even in rough conditions. In recognition of the tremendous power on tap, we designed the hull to lean into corners – motorcycle style – to help the passengers stay centred and the rider in control at peak cornering G forces.

## Flagship features becoming the new PWC king

True to its racing roots, the Ultra 250X includes a 5-step adjustable handle that allows either stand-up or sit-down riding, and, befitting a Kawasaki flagship watercraft, it comes with thoughtful standard features like an enormous 200-litre front storage compartment and a 78-litre fuel tank (one of the largest in the industry) that provides a substantial cruising range.

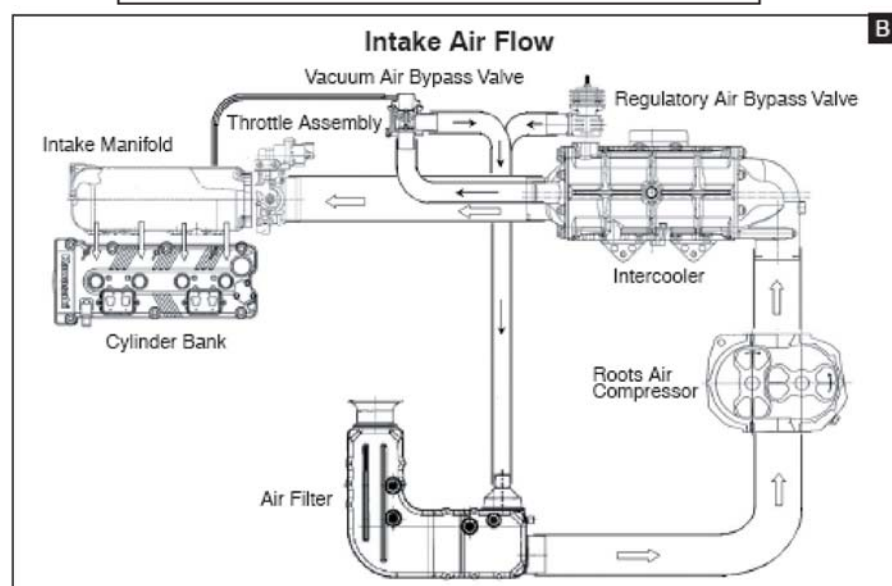
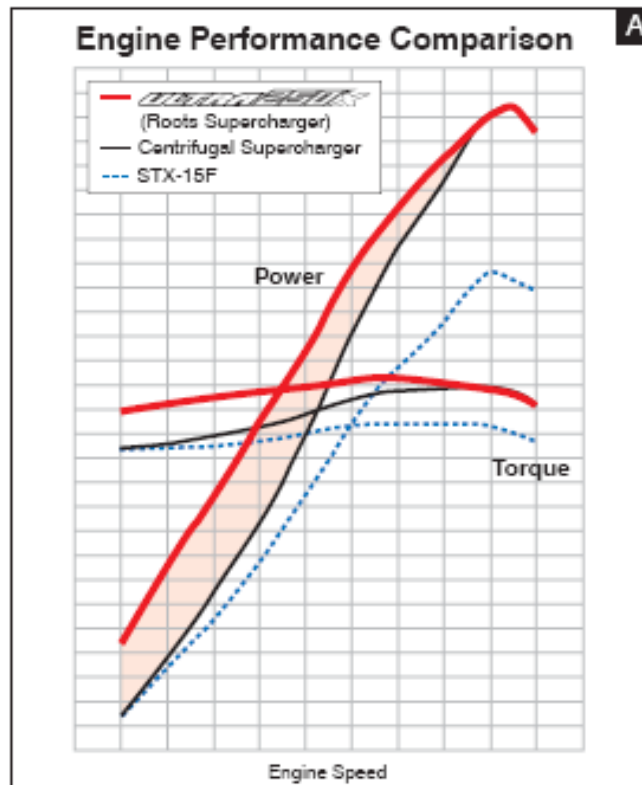
*From horsepower to handling and everything in between, when the spray settles after your first ride on the Ultra 250X one thing will be certain. Designed to be the most powerful PWC in the world, this “ultra” new JET SKI offers new levels of performance and excitement.*

*But what else did you expect from Kawasaki?*

## PERFORMANCE & ACCELERATION FROM ANOTHER DIMENSION

### Supercharger and Intercooler-equipped Engine

The Ultra 250X's liquid-cooled 1,498 cc, In-line 4-cylinder engine is fitted with a supercharger and intercooler, giving it an output of 250 PS and making it the most powerful production PWC in the world. The roots type supercharger ensures powerful and instant acceleration even from a standing start. (Illustrations A,B)



- ★ The roots type supercharger is known as a fixed displacement supercharger. This design produces large amounts of boost even at low rpm, for instant and powerful acceleration right off of idle. With every revolution it force-feeds the engine 2 litres of air, ensuring a stable supply of high pressure intake air at all rpm. The result is a very flat and meaty torque curve and step-free power across the rev range, with none of the time lag associated with turbochargers. This arrangement delivers idealised intake pressure the instant the throttle is opened, for astonishing acceleration.

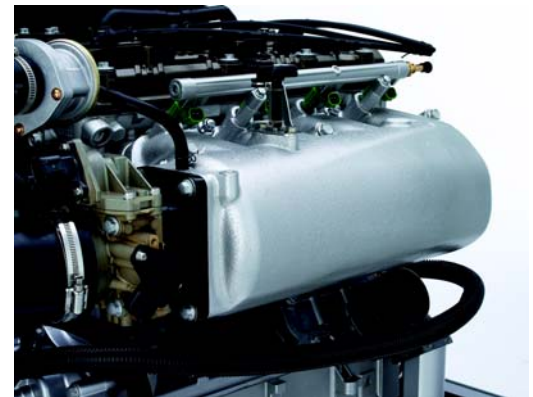
- ★ Efficiently cooling the high-pressure intake air is a liquid-cooled intercooler. Friction between the air molecules heats the intake air to extremely high (power robbing) temperatures, but the intercooler cools the air back down to ambient temperature. Cooler air results in high engine output.

- ★ Inconel exhaust valves with superior heat resistance are fitted for high reliability. (Valve sizes are: 33.4 mm intake / 28.3 mm exhaust.)



## Fuel Injection

- ★ New, high-flow fuel injectors with 4 orifices are fitted to complement the increased power output and to improve combustion efficiency.
- ★ A single throttle body is used with a bore diameter of 60 mm.



## Jet Pump

- ★ To efficiently convert the Ultra 250X's massive 250 horsepower into thrust, an all-new, large-diameter 155 mm jet pump was designed.

## Impeller

- ★ To suit the 155 mm jet pump a new, larger impeller was designed, offering improved thrust in the higher speed ranges. The sophisticated 3-blade unit delivers both high performance and quiet operation.

## Guide Vanes

- ★ To suit the new jet pump, a new 8-vane guide replaces the earlier 6-vane unit. These guide vanes smooth and regulate the flow of water from the impeller for efficient and powerful propulsion.

## Exhaust

- ★ The Ultra 250X features a 4-into-2-into-1 powerboat-style exhaust system, which routes the exhaust pipe upwards. This allows the smoothest flow for exhaust gases, maximising exhaust efficiency.

## SEAWORTHY HULL

Conditions on the temperamental sea are varied. Befitting a flagship machine, the ability of the Ultra 250X's race-derived hull to handle waves means that its performance is not compromised when conditions are not calm. The combination of unearthly power coupled with the latest in hull technology allows Kawasaki's flagship to cleave through waves rather than bounce over them, enabling the most consistent handling and acceleration performance of any Kawasaki hull to date.



### Hull

- ★ The 250X hull was designed based on feedback from Kawasaki's IJSBA championship winning racing machines. The hull was specially designed to cope with the Ultra 250X's 250 horsepower engine output and offers both high stability and responsive handling in both calm and choppy-water conditions.
- ★ To ensure stable handling performance from the larger, more powerful supercharged engine, the new super-strong hull is 250 mm longer.
- ★ The lower hull is specially designed to distribute the engine and power delivery loads over a wide area.

### Bond Flange & Bumper

- ★ The bottom of the hull slants upwards steeply from the centre section to the bow, allowing the hull to penetrate swells and waves with less shock. At low speeds the result is great stability; at higher speeds the Ultra 250X's massive thrust enables the hull to push through waves rather than bounce over top of them.



## HANDLING & TURNING PERFORMANCE

### Hull

- ★ Although it has a similar V-shape to the JET SKI STX-15F, the Ultra 250X's hull enables a high bank angle, motorcycle-like turning performance. This reduces the side G-loads imposed on riders during turns, allowing them to better concentrate on riding. The V-angle at the bottom of the hull has been changed from the 20° of the 15F to 22.5°. This idealised V-angle helps prevent spinouts during sharp turns. As a result, the Ultra 250X delivers the neutral handling and turning characteristics for which Kawasaki JET SKI are famous.

### Stand-up sports riding is easy thanks to adjustable handle and riding position

- ★ The handlebars are 5-way adjustable and suit a wide range of riders and riding styles. The relatively narrow seat is very comfortable for either stand-up or seated riding, as well as for passengers.
- ★ Ergonomic deck design gives plenty of leg room without necessitating a high seat, for rider-friendly seating accommodations.



### Quattro KSD

- ★ Ridges across the bottom of the bow, Kawasaki Splash Deflectors deflect water splashing forward from under the hull. To reduce spray during high-speed turns, the earlier triple splash deflector now has one more deflector mounted at the top. Whether turning or blasting straight ahead, at high speeds or low, the Quattro KSD minimises spray, allowing greater rider concentration.

## FLAGSHIP FEATURES

- ★ The large-capacity, fully sealed 200-litre storage area has plenty of room for recreational equipment. A detachable storage compartment is also fitted.
- ★ Mounted on the centre console is a detachable drink holder with space for two drink bottles.
- ★ Integral with the under-seat rear grip is a compact storage area which is ideal for tools and other small items.

### Extended Cruising Range

- ★ Offering more fuel capacity than any machine in its class, the Ultra 250X's 78-litre fuel tank holds 14 litres more than the JET SKI STX-15F.

### Kawasaki Smart Learning Operation (SLO Mode)

- ★ The smart learning operation (SLO) mode is designed to help new riders learn to operate a Kawasaki Jet Ski watercraft at a more relaxed pace. In SLO mode, engine RPM is electronically restricted by the ECU to restrict engine power and maximum speed by using the special SLO key. Once the new rider is confident in riding they can return to full power mode by using the normal key.



## ADDITIONAL FEATURES

- ★ The reverse lever has been moved from the right side to the left side for easier operation.
- ★ Small power adjustments are easy with the well-designed throttle lever. Even during extended operation the rider's finger does not get tired.
- ★ Mirrors are mounted to the upper deck to facilitate opening of the hatch cover.
- ★ A long rear boarding step makes it easy to climb on board, and the step retracts inside the bumper to prevent damage.
- ★ The Ultra 250X features a silent cleaning system to purge sea water used to cool the engine. Mounted on the right side cover it is easily accessed when the hatch is opened. Because operation can be done with the seat still fitted, it is virtually noiseless. Fitting a separate connecting tube is quick and easy.
- ★ To avoid concentrating heavy components towards the rear, the battery is located inside the front storage area near the centre of the machine. This remote location also frees up space inside the engine bay.



# SPECIFICATIONS

## ENGINE

Engine type	4-stroke, in-line four
Displacement	1,498 cc
Bore & stroke	83.0 x 69.2 mm
Compression ratio	7.8:1
Valve system	DOHC 16 valves
Fuel system	Fuel Injection; 60 mm throttle body
Intake system	Supercharger and intercooler
Ignition	Digital
Lubrication	Forced lubrication, semi-dry sump

## DRIVE SYSTEM

Propulsion System	Jet pump, axial flow, single stage
Thrust	6,780 N

## DIMENSIONS

Length	3,370 mm
Width	1,190 mm
Height	1,150 mm
Dry weight	410 kg
Fuel Capacity	78 litres
Seating Capacity	3 Person

## PERFORMANCE

Maximum power	184 kW (250 PS) / 7,750 rpm
Maximum torque	237 N·m (24.2 kgf·m) / 6,500 rpm

