

# 2022 MODEL INFORMATION

**Kawasaki**  
Let the good times roll



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MODEL NAME **JET SKI ULTRA 310LX/310LX-S/310X**

MARKETING CODE **JT1500V/W/X**

Version: 5 OCT 2021

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Intended as a general reference for the preparation of sales promotion and marketing material, some of the material contained herein may not apply to your market.

Photos used in this Model Information generally depict the USA model.



## CONCEPT

# KAWASAKI'S MOST POWERFUL JET SKI SERIES GETS MORE COMFORT, MORE EQUIPMENT

As personal watercraft innovators, it is not surprising that Kawasaki JET SKI models are known for their dominant performance and industry-leading innovations. With supercharged engines boasting 310 PS\*, and race-developed hulls offering a balance of smooth performance and precise handling in both calm and rough water,

the ULTRA 310 Series models have very few rivals who can match their phenomenal acceleration across a range of conditions.

\*Output measured at the crankshaft under controlled conditions. Actual performance may vary.

However, the Kawasaki engineers' main goal for 2022 was to offer significantly more comfort and equipment. And the changes they implemented were not half-measures: everything from the deck up was completely redesigned. Newly added Launch Control Mode and power mode selection offer more options for enhanced manageability. New seats and foot well designs contribute to more comfortable ergonomics, while taller bumpers offer increased splash protection. All-new instrumentation features a 7" TFT display. Kawasaki Smart Reverse with Deceleration (KSRD) enables one-handed thrust control. Class-leading storage space has been completely rethought. Multi-Mount Bars are conveniently located on the handle and aft of the rear seat. The ULTRA deck, an extended rear deck available on the 310LX-S and 310LX, offers water fans a broader platform for fun and carrying gear. On the 310LX, an all-new adjustable ERGO-FIT LXury Seat allows riders to tailor their riding position.

Included among the host of new equipment are numerous PWC industry-firsts: Easy-Access Storage, the first side-access storage space; rearview camera; and the new JETSOUND 4s, the first four-speaker PWC audio system.

Complementing the increased comfort and convenience of these flagship runabouts, all-new dynamic luxury styling creates distinctive images for each of the three series models. Accent lights, another industry first, enhance the head-turning styling, while the Kawasaki River Mark – its first appearance on a JET SKI model – proudly hints at the performance and excitement that awaits.

## Model Variations

**ULTRA 310X: FUN:** The “Standard” model of the Series – if any model with a 310 PS output can be called “standard” – is loaded with flagship features including the 7” TFT display, KSRD, a slim new seat, Easy-Access Storage, Easy-Access Rear Pocket, Easy-Access Cleats, Multi-Mount Bars and cup holders. Its vivid colouring gives it an active image.



**ULTRA 310LX: LUXURY:** All the great equipment of the 310LX-S, plus JETSOUND 4s, the ERGO-FIT LXury Seat, and a stylish meter visor. With gold and brown wood tones, the 310LX offers a luxurious image unlike any JET SKI before.



**ULTRA 310LX-S: LUXURY SPORT:** All the great equipment of the 310X, plus accent lights, a rearview camera and the ULTRA deck, with built-in Multi-Mount Rails. Sportily clad in Lime Green with luxury highlights, it exudes an unmistakable Kawasaki image.



## POINTS TO PUSH

### 01 SUPERCHARGED ACCELERATION

With a supercharged engine recognised as one of the most powerful in the PWC industry and a race-developed hull acclaimed for its handling and precision in both calm and rough water, ULTRA 310 Series models deliver an unmatched level of performance and excitement.

#### 7" TFT Display – P.14 NEW

Large, easy-to-read 7" full-colour TFT instrumentation offers multiple display modes, jog-dial control, Bluetooth connectivity, and even infotainment features.

#### Functional Storage – P.17 NEW

Completely rethought storage system offers a total storage capacity of 168.5 litres. The 124-litre sealed front compartment is complemented by the new 40-litre Easy-Access Storage (behind the handle, accessible from either the left or the right), a 1.7-litre waterproof compartment (inside the Easy-Access Storage), and 2.8-litre Easy-Access Rear Pocket (aft of the rear seat).

#### River Mark – P.14 NEW

These are the first JET SKI models to be adorned with the Kawasaki River Mark. A symbol of Kawasaki's collective technological prowess, it is a fitting mark for this new flagship series with their supercharged engine and class-leading performance.

#### Easy-Access Cleats – P.19 NEW

Built-in cleats provide convenient cinch points when mooring at a dock. Their clever design helps redirect water overboard.

#### Deep-V Hull: Superb Calm- & Rough-Water Handling – P.10

Loaded with technology from Kawasaki's championship-winning machines, the race-developed hull handles with precision and control, with a high level of seaworthiness – and at speeds from idle to its impressive top end.

### 02 ENHANCED EQUIPMENT FOR INCREASED COMFORT & CONVENIENCE

Befitting Kawasaki's flagship JET SKI models, a host of new equipment and features offer significantly increased comfort and convenience. The new Easy-Access Storage, rearview camera, and four-speaker audio system are all PWC World firsts.



ULTRA 310X

#### Spacious Foot Wells – P.16 NEW

The deck is flatter and 35 mm lower at the rider's feet, offering more leg room for increased comfort.

#### Slim Seat (X/LX-S) – P.17 NEW

Two-piece, three-person seat features a redesigned front portion that is 80 mm slimmer at the knees, greatly facilitating stand-up riding.

### 03 DYNAMIC LUXURY DESIGN

All-new from the deck up, the 2022 ULTRA 310 Series models were completely restyled to give them a fresh image. Their "dynamic luxury" design maintains the dynamism of their predecessors while adding a three-dimension feel, and a high attention to detail ensures a luxurious, high-grade finish for each of the three distinctive, head-turning designs.

#### KSRD – P.9 NEW

Kawasaki Smart Reverse with Deceleration electrically deploys the reverse bucket. Activated with a thumb switch on the right handle, it enables thrust to be controlled with one hand. When deployed, the reverse bucket contributes to deceleration.

#### Supercharged Engine: Class-Leading Performance – P.6

Fitted with a supercharger and intercooler, the liquid-cooled 1,498 cm<sup>3</sup>, In-line 4-cylinder marine engine propels the ULTRA 310 Series models forward with an exhilarating rush of acceleration.

#### Launch Control Mode – P.8 NEW

When accelerating with the system engaged, the trim is automatically optimised. Two modes allow either single or repeated launches.

#### Power Mode Selection – P.8 NEW

Riders can select from Full, Middle and Low Power Operation, as well as Smart Learning Operation (SLO)-Mode.

ADVANTAGE  
01

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### 3D Deck Design – P.12 NEW

Designers carefully crafted parts with a three-dimensional feel to complement the dynamic styling, expertly weaving these pieces together to create a high-grade, bespoke design.

### Accent Lights (LX-S/LX) – P.22 NEW

Stylish LED lights built into the bumper contribute to the fierce expression, and create a unique image, visually setting the ULTRA 310LX and 310LX-S apart from the PWC of other brands.

### JETSOUND 4s (LX) – P.23 NEW

An improved version of Kawasaki's original PWC audio system, JETSOUND 4s features four speakers, jog-dial control and Bluetooth connectivity.



ULTRA 310LX

### Rearview Camera (LX-S/LX) – P.21 NEW

Rearview camera mounted aft of the rear seat offers riders a supplemental rearward view behind the JET SKI. Convenient when towing a waterski or wakeboarder, or when docking.

### ULTRA Deck (LX-S/LX) – P.21 NEW

Extended rear deck offers a broader staging platform for water play, and more room for stowing gear. The Multi-Mount Rails built into the deck accommodates accessory slide mounts to provide convenient tie-down points.

### Distinct Colouring for Each Variation – P.13 NEW

Highly distinct images were created for each model. Design concepts ranging from "fun" to "luxury sport" to "luxury" were reinforced with unique colourways.

### 3-Position ERGO-FIT LXury Seat (LX) – P.23 NEW

Adjustable seat offers three positions spanning 70 mm. Completely redesigned, the two-piece, three-person ERGO-FIT LXury Seat is slimmer at the knees, and provides deeper hip support for all three passengers.

## TECHNICAL DETAILS

# ENGINE

## Marine 1,498 cm<sup>3</sup> 4-Stroke In-Line Four Engine

Fitted with a supercharger and intercooler, the liquid-cooled 1,498 cm<sup>3</sup>, In-line 4-cylinder marine engine that propels the ULTRA 310 Series models forward with an exhilarating rush of acceleration produces an output much greater than a normally aspirated engine of the same displacement. This is due in large part to the use of a roots type TVS supercharger, which generates boost even at low rpm to ensure powerful acceleration, right from idle. Maximum output is a lofty 228 kW (310 PS)\*.

\*Output measured at the crankshaft under controlled conditions. Actual performance may vary.

- \* DOHC, 16-valve, fuel-injected, 4-stroke In-Line Four engine displaces 1,498 cm<sup>3</sup> and has a bore/stroke ratio of 83.0 x 69.2 mm. Compression is 8.2:1.
- \* A single throttle body is used with a bore diameter of ø60 mm.
- \* High-flow fuel injectors with 4 orifices complement the engine's substantial output and contribute to combustion efficiency.
- \* For efficient piston cooling, each piston is cooled by two oil jets with 0.5 mm jet nozzles.
- \* Water jacket distributes water evenly around the cylinder for efficient cooling performance. To help prevent dilution due to over-cooling, a check-valve opens to release the water from the jacket when the engine is idling or turned off; it closes when running to allow the jacket to fill.
- \* Oil cooler features a second water-cooling layer to ensure adequate cooling at higher rpm.

- \* Baffle plates (2 longitudinal, 1 cross) in the oil pan act as partitions, helping to keep oil from collecting on one side of the pan during tight turns, or sudden acceleration/deceleration.
- \* The ULTRA 310 Series models feature 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.
- \* Dual water muffler arrangement provides greater volume, which reduces exhaust back pressure, and in turn contributes to performance. The large muffler volume also contributes to a quiet ride.

## Supercharger and Intercooler

- \* 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 (theoretical volume is 2,019.3 cm<sup>3</sup> per engine revolution), 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.
- \* Twin Vortices Series (TVS) Roots supercharger, featuring twin 4-lobe rotors, is highly efficient and quite compact. Boost pressure is 16.8 psi.
- \* Where some superchargers deliver compressed air in waves, the TVS unit offers continuous delivery, contributing to smooth throttle response.
- \* Internal planetary gearing increases supercharger speed 2.1 times, to ensure the necessary speed to deliver the high-power output. An external pulley has a 0.9 reduction ratio. The combination delivers the required rotational speed while ensuring a low belt load.

- \* To ensure ideal intake air pressure, not one, but two air bypass valves are used. A vacuum air bypass valve is used to balance air pressure upstream and downstream of the throttle body. It works mostly at low and medium rpm. A second, regulatory air bypass valve aids the vacuum air bypass valve in preventing over-boosting when the throttle is shut (or opened) suddenly. Should the system's specified maximum pressure be exceeded, the regulatory air bypass valve is activated, allowing air to escape.
- \* 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.

## Electronic Throttle Valve

Electronic throttle valves efficiently manage the engine's massive power output. They also make minute engine control possible, enabling easy switching between riding modes.

- \* Accelerator Position Sensor (APS) converts throttle lever input to an electronic signal. This signal is then used by the ECU to control the throttle valve via electric motor. A Throttle Position Sensor (TPS) on the throttle body provides feedback to the ECU.
- \* Redundancy in the system (APS and TPS each send two sets of signals to the ECU) ensures some control is maintained in case of failure.

## Propulsion (Jet Pump / Impeller)

- \* To efficiently convert the ULTRA 310 Series engine's massive power into thrust, a large-diameter ø160 mm jet pump is used.

- \* Developed based on feedback from Kawasaki's race machines, this pump was specially designed to deliver breathtaking acceleration, stable output and good "bite," even when riding in rough water.
- \* A large impeller, featuring a sophisticated 3-blade design, delivers both high performance and quiet operation. A revised impeller blade angle contributes to increased acceleration performance off the line.
- \* 8-vane guide smooths and regulates the flow of water from the impeller for efficient and powerful propulsion.
- \* Horizontal guide vanes on the grate "grip" the water, keeping the bow from rising on acceleration for improved stability. The improved hook-up enables a more efficient transfer of power to thrust.
- \* ø88 mm steering nozzle, designed to be short and slim, ensures a light steering load. Handling feels light despite the high-power output.

## Electric Trim-Control System

**NEW**

- \* This convenient system allows the angle of the jet pump nozzle to be controlled electrically (seven positions: STD +/- three positions), making it easier for riders to adjust the attitude of the hull to suit water surface conditions and riding style.
- \* In rough water, angling the jet pump upwards raises the bow for rough water handling. Conversely, when conditions are smooth, angling the jet pump downwards lowers the bow for turning performance.

## Launch Control Mode

When accelerating with the system engaged, the trim is automatically adjusted to suit vehicle speed.

- NEW** \* Two modes allow either single or repeated launches.
  - Single mode: once set, Launch Control Mode is only active for the first acceleration period.
  - Repeat mode: once set, Launch Control Mode is active each time the rider accelerates from a slow speed.

## Electronic Cruise Control

This mode fixes speed (rpm) at the level specified. It is a convenient feature for long-distance cruising.

- \* The mode is activated by pushing the button on the right handle when riding.
- \* Cruising speed can be adjusted using the UP and DOWN buttons.
- \* During operation, the speed displayed on instrument panel will flash slowly.
- \* After activation, the throttle is pulled all the way in to maintain speed. (This position is more relaxing than keeping the lever at partial throttle.) Releasing the throttle lever disengages the system.

## One-Touch 5 mph Mode

This handy mode is used in “No Wake” zones. It regulates engine speed to maintain a forward speed of 5 mph (8 km/h).

- \* The mode is activated by pushing the button on the right handle when idling.

- NEW** \* When activated, the drive mode indicator will read “5mph.”
- NEW** \* When riding into a headwind or with a load, pushing the cruise control UP button offers three levels of increased rpm. Speed range is 5 mph (8 km/h) to 6.2 mph (10 km/h).
  - \* To disengage, press the button again, or pull the throttle lever.

## Power Mode Selection / SLO-Mode

Riders can select from Full, Middle and Low Power Operation, as well as Smart Learning Operation (SLO)-Mode.

- NEW** \* When using the standard (Full Power Operation) key, riders can easily switch between power modes to suit conditions, skill level, or preference using the mode button on the left handle.
- NEW** \* With Full Power Operation (FPO), engine output is unrestricted, allowing riders to experience the unbridled potential of the supercharged engine.
- NEW** \* Middle Power Operation (MPO) and Low Power Operation (LPO) offer progressively more restricted engine output. MPO limits output to approximately 80% of FPO; LPO sets output to approximately 60% of FPO.
- NEW** \* Default setting when first starting the engine is MPO, which is manageable for beginners.
  - \* Smart Learning Operation (SLO)-Mode function allows newer riders to become familiar with the handling and response of the JET SKI watercraft at a more relaxed pace before unleashing the full power of the supercharged engine.
  - \* A separate SLO-Mode key that restricts operation to SLO-Mode is coloured bright yellow, making it easy to distinguish from the FPO key.

## Kawasaki Smart Steering

- \* The KSS (Kawasaki Smart Steering) supplementary steering system is designed to assist new riders as they learn turning and manoeuvring of a personal watercraft.

## KSRD (Kawasaki Smart Reverse with Deceleration)

- NEW** \* Kawasaki Smart Reverse with Deceleration electrically deploys the reverse bucket. Activated with a thumb switch on the right handle, it enables thrust to be controlled with one hand. When fully deployed, the reverse bucket contributes to deceleration. (Illustration A, Photo 1)



- NEW** \* To reverse the JET SKI, simply push the thumb switch. This will fully deploy the reverse bucket and apply thrust. Pushing the thumb switch farther increases the thrust.

- NEW** \* In addition to “Forward” and “Reverse” modes, a “Neutral” drive mode, where the reverse bucket is partially deployed, helps keep the JET SKI in place when idling. To engage “Neutral” from “Forward” mode, release the throttle lever and gently push and release the thumb switch. From “Reverse” mode, simply releasing the thumb switch will engage “Neutral.”

## Reverse Assist

- NEW** \* With the reverse thumb switch fully depressed, the Trim control buttons (UP/DOWN) can be used to increase/decrease engine rpm to adjust thrust. This feature is handy when backing the JET SKI out of trailer into the water.
- NEW** \* When the reverse thumb switch is released, drive mode switches to Neutral and the engine returns to idling.

# HULL

## Lightweight Hull

Loaded with technology from Kawasaki's championship winning machines, the race-developed hull handles with precision and control, with a high level of seaworthiness – and at speeds from idle to its impressive top end. Specifically designed to handle the enormous output from the supercharged engine, the hull achieves a balance of strength and light weight.

- \* Deep-V hull design enables banked turning performance. This reduces the lateral G-loads imposed on riders during turns, allowing them to better concentrate on riding. Measuring 22.5°, the idealised V-angle at the bottom of the hull helps prevent spinouts during sharp turns. As a result, the ULTRA 310 Series models deliver the neutral handling and turning characteristics for which Kawasaki JET SKI watercraft are famous.
- \* Feedback from Kawasaki's numerous IJSBA championship winning racing machines contributed to a hull specially designed to cope with the engine's massive output while offering precise performance and responsive handling in both calm and choppy-water conditions.
- \* The bottom of the hull slants upwards steeply from the centre section to the bow, allowing the ULTRA 310 Series models to penetrate swells and waves with less shock. At low speeds the result is great composure; at higher speeds the massive thrust enables the hull to push through most waves rather than bounce over top of them.
- \* The lower hull is specially designed to distribute the engine and power delivery loads over a wide area.
- \* With hull thickness determined based on a detailed strength analysis, the hull offers an idealised strength balance matched to the engine's high output, and a lightweight package.

## Quattro KSD

- \* Ridges across the bottom of the bow, Kawasaki Splash Deflectors deflect water splashing forward from under the hull. A fourth splash deflector mounted at the top reduces spray during high-speed turns. Whether turning or blasting straight ahead, at high speeds or low, the Quattro KSD minimises spray, allowing greater rider concentration.

## Ride Plate

- \* A groove running from the centre to the rear of the ride plate makes it easier to hold a straight course when running straight ahead.

## Sponsons

- \* Sponsons extend from the hull to provide stable straight-line performance (e.g. porpoising from start is minimised, etc) while helping to retain the machine's narrow overall design. They also contribute significantly to the superb manoeuvrability when changing direction (particularly at higher speeds).

## Extensive Cruising Range

**NEW**

- \* Offering more fuel capacity than any machine in its class, the fuel tank holds 80 litres of fuel.

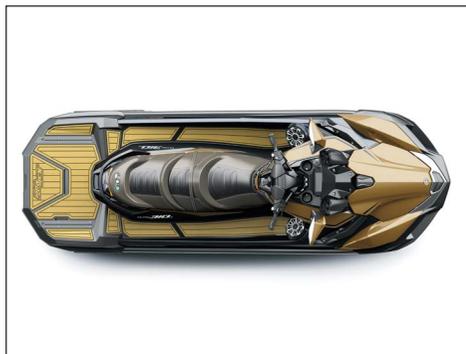
## Built-in Cleaning System

\* The ULTRA 310 Series models feature a built-in cleaning system to purge seawater used to cool the engine and intercooler. There are two separate circuits (one for the engine, one for the intercooler), each with a dedicated flushing port on the transom. Fitting a separate connecting tube is quick and easy. (Flushing the engine requires the engine to be running; flushing the intercooler requires the engine to be off.)

# DECK

## Dynamic Luxury Styling

All-new from the deck up, the 2022 ULTRA 310 Series models were completely restyled to give them a fresh image. Their “dynamic luxury” design maintains the dynamism of their predecessors while adding a three-dimension feel, and a high attention to detail ensures a luxurious, high-grade finish for each of the three distinctive, head-turning designs.



\* Sleek, dynamic styling, headed by an aggressive intake-style design at the bow, conveys their sporty prowess and ensures that these JET SKIs stand out on the water.

**NEW**

\* Designers carefully crafted parts with a three-dimensional feel to complement the dynamic styling, expertly weaving these pieces together to create a high-grade, bespoke design. (Photo 2)



**NEW** \* Highly distinct images were created for each model. Design concepts ranging from “fun” to “luxury sport” to “luxury” were reinforced with unique colourways.

- **FUN (ULTRA 310X):** Vivid turquoise colouring with bright yellow accents give the ULTRA 310X an active image. (Photos 3-4)
- **LUXURY SPORT (ULTRA 310LX-S):** Sportily clad in Lime Green with luxury highlights, the ULTRA 310LX-S exudes an unmistakable Kawasaki image. (Photos 5-6)
- **LUXURY (ULTRA 310LX):** With gold and brown wood tones, the ULTRA 310LX offers a luxurious image unlike any JET SKI before. (Photos 7-8)



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**NEW** \* Distinct deck mat designs and patterns further distinguish the three models. (Photos 9-11)



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**NEW** \* The Kawasaki River Mark proudly adorns the bonnet. These are the first JET SKI models to feature this prestigious emblem. A symbol of Kawasaki's collective technological prowess, it is a fitting mark for this new flagship series with their supercharged engine and class-leading performance. (Photo 12)



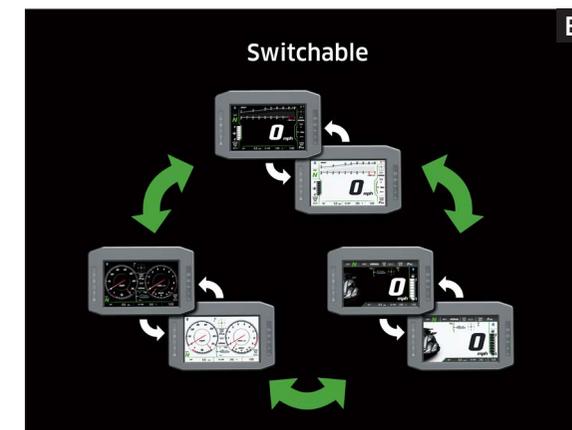
**NEW** \* Gullwing design of the Easy-Access Storage covers give the ULTRA 310 Series models the air of a supercar when they are open – just one example of the high attention to detail that makes these flagship runabouts the envy of the marina.

**NEW** \* Attractive and functional, the stylish new mirrors feature larger mirror surfaces offering greater fields of vision while contributing to the luxurious design. Mirror covers on the ULTRA 310LX-S (black) and 310LX (painted) are another high-class touch.

## 7" TFT Display

Large, easy-to-read 7" full-colour TFT instrumentation offers multiple display modes, jog-dial control, Bluetooth connectivity, and even infotainment features.

**NEW** \* Riders can use the jog-dial to select from three display modes (Digital Speedometer, Analogue Tachometer, Digital Speedometer + JET SKI image) depending how they want their information presented. The screen background can also be set to black or white to suit preference. (Photo 13, Illustration B)



**NEW** \* Screen brightness adjusts automatically to suit available light, contributing to the instrument's high legibility. Brightness can also be set manually to suit driver preference. LCD bonding technology allows the screen to be positioned close to its glass covering, helping to minimise glare for high clarity.

**NEW** \* Screen display functions include:

- speedometer (GPS-based)
- tachometer
- fuel gauge
- drive mode (F, N, R)
- boost pressure
- clock
- Power Mode (FPO, MPO, LPO, SLO)
- compass
- trim
- selectable display that includes: digital tachometer, trip meter, total time, trip time, oil temperature, engine coolant temperature, battery voltage, intake air temperature, diagnostic code, external air temperature, external water temperature
- Bluetooth indicator
- telephone call indicator<sup>†</sup>
- mail indicator<sup>†</sup>
- Economical Riding Indicator
- Cruise

<sup>†</sup>Compatibility limited to iOS-type smartphones

\* The Economical Riding Indicator appears on the display to indicate favourable fuel consumption (i.e. at planing speed, when hull resistance is minimal). Paying attention to this indicator can help riders maximise their fuel efficiency.

**NEW** \* Surrounding the screen, a number of indicator lamps provide at-a-glance information:

- GPS
- low fuel
- engine
- oil
- battery
- engine coolant temperature
- immobiliser
- master warning
- trim
- reverse

**NEW** \* When linked to a smartphone<sup>†</sup> via Bluetooth, notification of calls and messages received will be indicated on the instrument display.

<sup>†</sup>Compatibility limited to iOS-type smartphones

**NEW** \* The instrument's large screen size makes it ideal for infotainment functions. Features like the programmable way point indicator (GPS-based), vehicle information (including trim condition and preferred trim settings), rearview camera monitor, and audio track display<sup>†</sup> offer both information and entertainment value.

<sup>†</sup>When linked to an iOS-type smartphone.

**NEW** \* Highly convenient waypoint function displays the distance and direction to a destination programmed by the rider. Up to three points can be programmed: start point, destination 1, destination 2. Riders can choose between north-up (map is fixed, with north always at the top) and track-up (map rotates to match the direction of travel) display options.

## Keys & Immobiliser

**NEW** \* Key slot is now located in the centre of the handle (previously on centre console). The ignition switch is at the left handle. (Photo 14)

- NEW** \* Adding a high-class touch, the FPO key is emblazoned with the River Mark. The SLO key is plain yellow, as before. (Photo 15)



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- \* Immobiliser function incorporated into the key slot helps prevent theft. Works with both keys (FPO and SLO-mode versions).

## 5-Way Adjustable Handle

- \* The models of the ULTRA 310 Series feature a 5-way adjustable handle that suits a wide range of riders and riding styles, allowing either stand-up or sit-down riding.

## Riding Position and Ergonomics

Ergonomics on the ULTRA 310 Series models were designed to comfortably accommodate three people, as well as facilitate both stand-up and sit-down riding.

- NEW** \* Handle grips are positioned at a fairly wide stance, contributing to rider-friendly control. The grips are 10 mm lower to match the new deck design. (Photo 16)



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- NEW** \* Revised throttle lever offers lighter operation. Riders require less effort to maintain the throttle, contributing to increased comfort.
- \* Ergonomic deck design gives plenty of legroom without necessitating a high seat, for rider-friendly seating accommodations.
- NEW** \* The deck is flatter and 35 mm lower at the rider's feet, offering more leg room for increased comfort.

- NEW** \* Two-piece, three-person seat offers roomy accommodation for three people. Its redesigned front portion is 80 mm slimmer at the knees, greatly facilitating stand-up riding. (Photo 17)



## Increased Splash Protection

- NEW** \* Front bumper is 50 mm taller, offering increased splash protection for improved comfort. Channels in the bumper allow water that sprays up onto the bonnet to be redirected overboard. (Photo 18)



- NEW** \* At its tallest, the rear bumper is 100 mm higher, making it harder for water to wash on deck during tight, banked turns.

## Functional Storage

Completely rethought storage system offers a total storage capacity of 168.5 litres.

- NEW** \* Under the bonnet, the large-capacity, fully sealed 124-litre front storage area has plenty of room for recreational equipment.

- NEW** \* With the elimination of the reverse lever freeing up space, the new Easy-Access Storage offers 40 litres of space behind the handle. The PWC industry's first side-access storage space, it is accessible from either the left or the right, offering a highly convenient place to keep high-use items. (Photo 19)



- NEW** \* Inside the Easy-Access Storage (on the right side), a 1.7-litre waterproof compartment complete with USB outlet is ideal for mobile phones and other items that you do not want to get wet. (Photo 20)



- NEW** \* Dual cup holders are built into the centre console between the TFT display and handle. (Photo 21)



- NEW** \* Aft of the rear seat, the Easy-Access Rear Pocket offers an additional 2.8 litres of space for rope, tools and other small items.

## Large Rear Deck and Re-Boarding Step

- \* Wide deck space behind the seat offers plenty of room to set up gear for water sports, and facilitates getting back on board from the water. (Photo 22)



- \* A long re-boarding step makes it easier to climb on board, and the step retracts inside the bumper to help prevent damage. (Photo 23)



## Multi-Mount System

Multi-Mount Bars (and Multi-Mount Rails) contribute to the increased convenience.

- NEW** \* Two Multi-Mount Bars (ø22.2 mm pipes) are built into the front of the handle (one on each side). (Photo 24)



- NEW** \* A third Multi-Mount Bar is located below the Easy-Access Rear Pocket. (Photo 25)



- NEW** \* Multi-Mount Rails are a feature of the ULTRA Deck (please see below), standard equipment on the ULTRA 310LX-S and 310LX.

## Easy-Access Cleats

- NEW** \* Built-in cleats (one on each side) provide convenient cinch points when mooring at a dock. Their clever design helps redirect water overboard. (Photo 26)



## Accessories

A wide complement of accessories offer customers many options for customisation, vehicle protection and convenience.

- NEW** \* In addition to existing accessories, new accessories include a stern bag, soft cooler, dry duffle bag, easy-access storage bag, dry bag, vacu-hold JET SKI cover, rear rack and tie down. (Photos 27-33)



**NEW** \* Special equipment for the ULTRA 310LX-S and 310LX (please see below) are also all available as accessories, enabling customers to upgrade their JET SKI to include all the features of the top-of-the-line ULTRA 310LX. Available accessories include the ULTRA Deck, rearview camera, accent lights, JETSOUND 4s audio system, ERGO-FIT LXury Seat (different from the standard part, the accessory ERGO-FIT LXury Seat features black and gray colouring to better match all colourways), and meter visor. (Photos 34-35)



# LX-S/LX ADDITIONAL FEATURES

## ULTRA Deck

Extended rear deck offers a broader staging platform for water play, and more room for stowing gear.

**NEW** \* The ULTRA Deck is 200 mm longer than the standard rear deck. (Photos 36-37)



**NEW** \* Like the standard rear deck, a retractable re-boarding step facilitates climbing on board from in the water. (Photo 38)



**NEW** \* Two Multi-Mount Rails built into the deck accommodate accessory slide mounts to provide convenient tie-down points. (Photo 39)



## Rearview Camera

Rearview camera mounted aft of the rear seat offers riders a supplemental rearward view behind the JET SKI.



**NEW** \* Camera can be monitored via the instrument panel.

**NEW** \* Convenient when towing a waterskier or wakeboarder, or when docking, the camera's rear view covers a horizontal range of  $155^\circ \pm 5^\circ$ , and a vertical range of  $115^\circ \pm 5^\circ$ .

## Accent Lights

Stylish LED lights built into the bumper contribute to the fierce expression, and create a unique image, visually setting the ULTRA 310LX and 310LX-S apart from the PWC of other brands.

**NEW** \* Making their first appearance on a personal watercraft, in most markets, the accent lights are white in colour. For the Japanese market, the lights are blue. (Photo 40)



## LX-ONLY ADDITIONAL FEATURES

### JETSOUND 4s: PWC Industry's First Standard-Equipment 4-Speaker Audio System

An improved version of Kawasaki's original PWC audio system, JETSOUND 4s features four speakers, jog-dial control and Bluetooth connectivity.



**NEW** \* Standard equipment on the ULTRA 310LX, the JETSOUND 4s audio system includes an amp and jog-dial audio controller (separate from the 7" TFT display jog dial; built into in centre console, in front of the TFT display on the left side), and four speakers (two positioned below the mirrors, two beside the TFT display).

**NEW** \* Amp is rated at max 200 W x2 channels.

**NEW** \* Speakers are rated at 60 W x2, and 35 W x2.

**NEW** \* System is compatible with iPhones, other smartphones, and other audio players that have Bluetooth capability.

**NEW** \* Audio control can be viewed on the 7" TFT display<sup>†</sup>. The jog-dial audio controller can be used to control all functions.

<sup>†</sup> When linked to an iOS-type smartphone

### ERGO-FIT LXury Seat

The ULTRA 310LX is equipped with Kawasaki's first adjustable PWC seat. The ERGO-FIT LXury Seat, a contoured seat designed for enhanced cruising comfort offers ultra-comfortable accommodation for three.



**NEW** \* Using a pin-style mounting system, the ERGO-FIT LXury Seat offers three positions spanning 70 mm – each 35 mm apart. (Illustration C)



**NEW** \* Completely redesigned, with a new shape and revised urethane, the two-piece seat is slimmer at the knees (like the standard seat), and provides deeper hip support for all three passengers. Wadding (first use on a JET SKI model) contributes the seat's high-quality, luxurious feel.

**NEW** \* Black and brown leather with white stitching contributes to a high-quality, premium image previously unseen on a JET SKI model. An ERGO-FIT tag is a visual reminder of the comfortable ride offered by the new seat.

## Meter Visor

**NEW** \* Stylish meter visor gives the ULTRA 310LX an additional touch of class while further distinguishing it from the other models in the ULTRA 310 Series. (Photo 41)



**COLOUR(S)****JT1500X (ULTRA 310X):**

\* Ebony / Metallic Electric Turquoise

**JT1500W (ULTRA 310LX-S):**

\* Ebony / Lime Green



## JT1500V (ULTRA 310LX):

\* Ebony / Metallic Shadow Gold



**Note for Distributors: Sales release timing may vary by market. Please do not post specs from markets other than your own on web sites and in brochures.**

## SPECIFICATIONS

### JT1500VNF/WNF/XNF

DIMENSIONS		
Overall length	JT1500V/W	3,580 mm
	JT1500X	3,440 mm
Overall width		1,195 mm
Overall height	JT1500V	1,240 mm
	JT1500W/X	1,180 mm
Curb mass	JT1500V	494 kg
	JT1500W	483 kg
	JT1500X	468 kg
Fuel capacity		80 litres
PERFORMANCE		
Maximum power		228 kW {310 PS} / 8,000 rpm (USA/CAN/AUS)
		221 kW {300 PS} / 8,000 rpm (EUR/JPN)
Maximum torque		286 N·m {29.2 kgf·m} / 6,000 rpm (USA/CAN/AUS)
		277 N·m {28.2 kgf·m} / 6,000 rpm (EUR/JPN)

ENGINE		
Type	4-stroke In-Line Four	
Valve system	DOHC, 16 valves	
Bore x Stroke	83 x 69.2 mm	
Displacement	1,498 cm <sup>3</sup>	
Compression ratio	8.2:1	
Fuel supply	Fuel injection: ø60 mm x 1	
Intake system	Supercharger and intercooler	
Cooling system	Inducted water	
Lubrication system	Forced lubrication, semi-dry sump	
Starting system	Electric	
Ignition system	Digital	
DRIVE SYSTEM		
Coupling		Direct drive from engine
	Type	Axial flow, single stage
Thrust		8,407 N {857.3 kgf} (USA/CAN/AUS)
		8,133 N {829.3 kgf} (EUR/JPN)
Impeller diameter		ø160 mm
	Steering	Steerable nozzle

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## KAWASAKI TECHNOLOGY

**TBA**

The specifications mentioned here apply to and have been achieved by production models under standard operating conditions. We intend only to give a fair description of the vehicle and its performance capabilities but these specifications may not apply to every machine supplied for sale. Kawasaki Heavy Industries, Ltd. reserves the right to alter specifications without prior notice. Equipment illustrated and specifications may vary to meet individual markets. Available colours may vary by market.