

1996-2000 ProStar 205/205V/Maristar205/X-star/X-2/X-1: A History

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PREAMBLE

This is the second such historic overview I have prepared (the first was 1995-1997 ProStar 190 and her sisters) and as with the first I loosely based this summary on the excellent example put forward by NSXBill on the ProStar 205. However, as all of these models are based on the same hull, this summary is not as technical – it is more of a descriptive overview. I have noted all the sources I used for my research at the bottom.

This summary is not meant to be a duplication of the detailed changed by year written for the 205/205V by NSXBill, but rather as a descriptive overview of the X-Star, X-2 and X-1 models produced from 1998 onward.

My hope is that this information (as with the first historic summary) is helpful to others in understanding the 1996-2000 ProStar 205 and her sisters. As this summary is almost entirely based on secondary sources, I would again welcome suggested corrections, deletions, or additions (when you post, please reference the source of your information, if is something other than first hand knowledge – thank you).

And most importantly, if you now own (or have owned) one of these boats, please post a picture or a storey about it.

Thanks!

INRODUCTION

When first generation ProStar 205 was introduced in the summer of 1991, it was hailed as the first inboard to successfully combine a world-record-capable hull with a family-friendly bow-rider design.

In 1996, MasterCraft introduced the second generation ProStar 205. By 1999 the ProStar 205 was MasterCraft's best seller and the world's most popular ski boat.

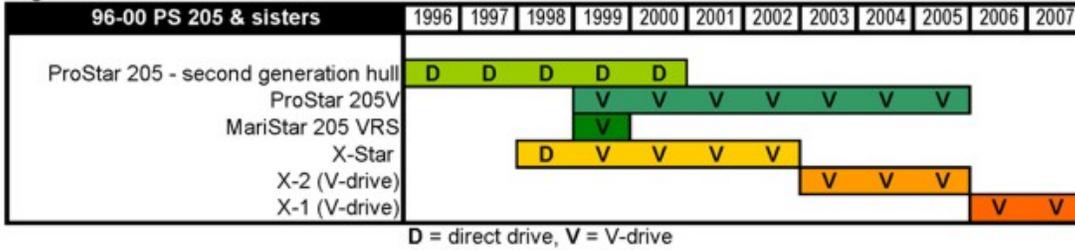
But the 1996 ProStar 205 hull showed so much range in its performance that it has been in production for twelve years (as of 2007) under six different model names, ProStar 205, ProStar 205V, MariStar 205, X-Star, X-2, and X-1, and two configurations (direct-drive and V-drive).

The second wind for the this hull was as the best-selling, most decorated wakeboard boat in history - the same boat that pulled the ESPN's X Games for seven years as of 2005 and Pro Tour for six years as of 2005 (since day one); the boat Parks Bonifay rode to multiple MasterCraft Pro Wakeboard Tour and X Games titles.

What's in a name? The X-Star has been MasterCraft's headlining wakeboard boat since its introduction in 1998. Although the 1996-2000 ProStar 205 hull served as the X-Star (the first hull to do so) it did so for five years of the twelve years it was in production. The 205V was relabelled as the X-2 in 2003 when MasterCraft introduced the revolutionary new pickle fork X-Star – a wakeboard specific model. The 205V was relabelled again, as the X-1, in 2006 when MasterCraft introduced the pickle fork X-2.

Figure 1 details the specific years that this hull was produced under each of these model names: 205 (1996-2000), 205V (1999-2005), MartiStar 205 VRS (1999), X-Star (1998-2002), X-2 (2003-2005) and X-1 (2006-present).

Figure 1

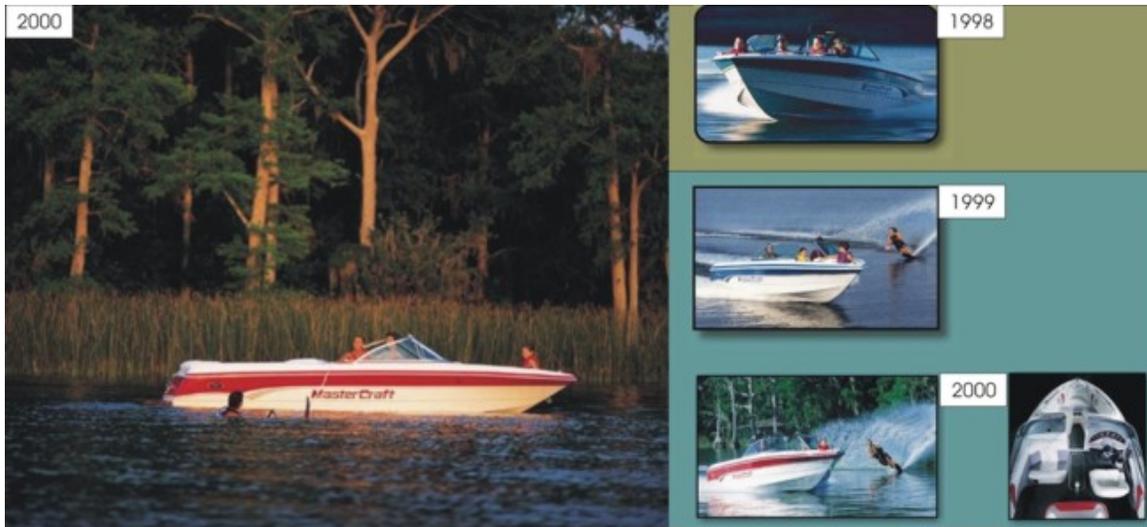


ProStar 205 (1996-2000)

In 1996 MasterCraft launched this, the second generation ProStar 205 hull. According to the hull history written by NSXBill, this update involved changing the entire hull and deck for the ProStar 205 to closely mirror the changes made to the 1995 ProStar 190 the previous year - the beam was increased to 87" (a gain of 2") and the weight increased to 2660/2690* pounds (an increase of over 100 lbs). Side height (freeboard) was also significantly increased. The increased size and weight of the boat, coupled with the hull changes produced what is generally considered to be a better ride in rough water with more room, at the expense of some slalom-wake quality. Better wake-board characteristics would also soon become apparent.

The 1996-2000 ProStar 205 hull was American Waster Ski Association (AWSA) approved from 1996 to 1998 inclusive, and again in 2000.

According to the hull history written by NSXBill, 1999 saw the first major changes in the 205 direct-drive in three years. While the hull was identical, the deck and interior saw significant changes. The deck was now higher with the sides becoming thinner and more rounded. Changes to the interior included a smaller, two-part motor box, addition of a rear ski locker, larger walk-through to the bow, and a larger bow interior.



For **more detail on the ProStar 205** see the write-up by NSXBill located here:
<http://www.tmcowners.com/teamtalk/showthread.php?t=5337&highlight=ProStar+hull+year>

To view **archived MasterCraft Website pages** for these models click on them below:

1998

<http://web.archive.org/web/20000119134108/mastercraft.com/showroom/1998/prostar205.html>

1999

<http://web.archive.org/web/20011108132044/www.mastercraft.com/showroom/1999/mastercraft/prostar205.html>

2000

<http://web.archive.org/web/20010215151322/www.mastercraft.com/showroom/2000/mastercraft/prostar205.html>

To view a **Waterski Magazine review** for these models click on them below:

1997

<http://www.waterskimag.com/article.jsp?ID=12790&typeID=107&categoryID=113>

1998

<http://www.waterskimag.com/article.jsp?ID=12158&typeID=103&categoryID=109>

1999

<http://www.waterskimag.com/article.jsp?ID=12404>

ProStar 205V (1999-2005)

In 1999 MasterCraft introduced the ProStar 205V, a Vector-drive (V-drive) version of the 205. The general benefits this brought to the 205 hull are described in the X-Star section below. The 205V remained in production for seven years, including 2005.



For **more detail on the ProStar 205V** see the write-up by NSXBill located here:

<http://www.tmcowners.com/teamtalk/showthread.php?t=5337&highlight=ProStar+hull+year>

To view **archived MasterCraft Website pages** for these models click on them below:

1999

<http://web.archive.org/web/20011108132239/www.mastercraft.com/showroom/1999/mastercraft/prostar205v.html>

2000

<http://web.archive.org/web/20001005233827/www.mastercraft.com/showroom/2000/mastercraft/prostar205v.html>

2001

<http://web.archive.org/web/20001017163826/www.mastercraft.com/showroom/2001/prostar/prostar205v.html>

2002

http://web.archive.org/web/20021001190852/www.mastercraft.com/showroom/2002/prostar/205_V/index.htm

2003

http://web.archive.org/web/20030807094319/www.mastercraft.com/html/prostar_boats.asp?pmid=25754&contentid=0

2004

http://web.archive.org/web/20040408170851/www.mastercraft.com/html2004/prostar_boats.asp?pmid=35359&contentid=0

2005

http://web.archive.org/web/20050305155552/www.mastercraft.com/html2005/prostar_boats.asp?pmid=43803&contentid=0

To view a **Waterski Magazine review** for these models click on them below:

1999

<http://www.waterskimag.com/article.jsp?ID=12414&typeID=103&categoryID=110>

<http://www.waterskimag.com/article.jsp?ID=12415&typeID=100&categoryID=101>

2001

<http://www.waterskimag.com/article.jsp?ID=13623&typeID=121&categoryID=113>

2002

<http://www.waterskimag.com/article.jsp?ID=3006&typeID=121&categoryID=366>

2004

<http://www.waterskimag.com/article.jsp?ID=9743&typeID=121&categoryID=165>

MariStar 205 VRS (1999)

MasterCraft introduce the MariStar 205 VRS in 1999 to appeal to buyers looking for luxury combined with uncompromising ski performance. Based on the new 1999 205V, the MariStar 205 VRS featured textured multicoloured vinyl and was the smallest model in the MariStar line that year. This model was one of the few MariStars to be a direct application of a tournament ski boat hull (including tracking fins). However, the 205 V in MariStar livery was short lived, as it was not offered again in 2000.



To view a **Waterski Magazine review** for these models click on them below:

1999

<http://www.waterskimag.com/article.jsp?ID=12406>

X-Star (1998-2002)

MasterCraft introduced the "X-Star" in 1998 as the, "...most rambunctious member of the MasterCraft family. Radical boat. Refined comfort." This new model looked to offer both glass-smooth slalom wakes AND radical wakeboard performance in one model.

Load capacity for the 2,690-pound 1998 X-Star is ten people or 1,380 pounds with a fuel capacity of 32 gallons.

The 1998 X-Star came standard with an EFI 310 horsepower (MX Plus) engine, 1:1 transmission and a 13 x 13 four blade OJ propeller. The EFI 330 horsepower (LT-1) engine and 1.5:1 Power Slot transmission with a 14 x 18 four blade propeller were offered as options.

The 1998 X-Star was based on the direct drive 205 – every other model year to follow would be based on the 205 V-drive. This model used an electric pump to fill a 580 pound (70 gallon) ballast bag located under the sun pad (while the rear seat was in the elevated position) to boost the size of the wake. It also featured a seven-foot extended pylon, with additional structural reinforcement and bracing. The sound system featured a high output, 4-channel Kenwood CD system. The 1998 X-Star also featured the new MasterCraft Oscillation Dampening System (M.O.D.S.) vibration and noise reduction system, SilentMaster exhaust system, a roomy open-bow design, and a rear seat that could be lifted to turn into a sunpad. Exterior graphics on the 1998 X-Star were limited to a white deck with the choice of a solid green or a solid blue hull, featuring large white "X-Star" lettering on both sides of the hull.

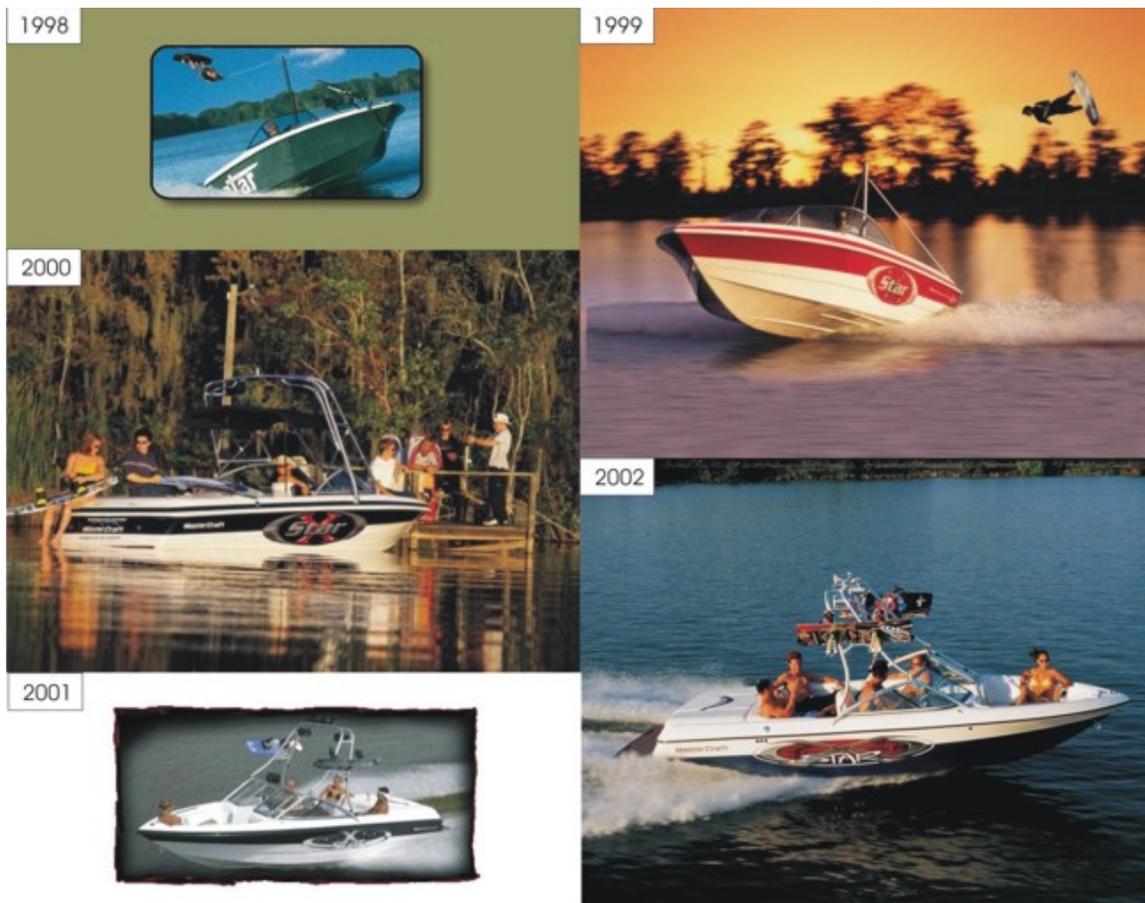
The hull changes introduced on the PS 205 in 1999 appear to have increased the width of the hull at the deck from 87" to 90" (a gain of 3") and the weight increased from 2690 lbs to 2730 lbs (a gain of 40 lbs). The 1999 X-Star was now a V-drive (for the first time) and an EFI 310 horsepower (MX Max) with a 1.5:1 gear reduction on the transmission (promoted as reducing engine wear and delivering better speed control at wakeboard speeds) with a 14" four blade propeller, were all standard. With the engine moved to the back of the boat the hull now sat deeper in the water at wakeboarding speeds - even without ballast. This new engine position also opened up the cockpit and added two huge trunks with room for boards and gear on either side of the engine. Standard equipment on the 1999 X-Star included the first generation ZeroFlex Flyer tower (for the first time) and the KGB (Keeline Gravity Ballast System). The KGB system used an internal electric water ballast system to fill more than 400 pounds of wake-enhancing weight in a low centre of gravity position (fat sac in the ski locker) which resulted in better handling and manoeuvrability (compared to side tanks). The 1999 X-Star introduced new gelcoat lines with the amount of colour on the hull reduced. A white hull was used with a large band of colour travelling right around the boat from just above the waterline up to just above the rub rail. Gelcoat accent colours were expanded to include black, cabernet, blue, red, and green. Reverse gelcoat was available as an option. The X-Star decals were changed to the now-familiar oval "X" graphics (some of which were colour keyed to the gelcoat colour). In 1999 Parks Bonifay is the first wakeboard rider in the world to land a 1080 behind his MasterCraft X-Star.

The 2000 X-Star model (still with the first generation ZeroFlex tower) included the introduction of wrap-around couch-style seating, raising of the driver's seat (for better visibility at slower wakeboarding speeds), raised the swim platform height (to decrease wake interference), and the introduction of a transom saver (to keep boards from chipping the gelcoat). In 2000 the weight

again seems to have increased from 2730 lbs to 3050 lbs (a gain of 270 lbs) – this new 3,050 lb weight now appears to have remained stable up to including the 2007 X-1.

In 2001, three engine options were offered – EFI 320 hp (NorthStar 4.6 L), EFI 330 horsepower (LTR 5.7 L), and EFI 425 horsepower (L18 HO 8.1L), with the latter only available on a limited basis. 2001 also saw the introduction of the triple KGB system using two rear automatic fill tanks, one on either side of the engine (200 lbs each), in addition to the keeline ballast (at 400 lbs) for a total of over 800 pounds and a second generation two-piece ZeroFlex tower (folded frontward and backward). 2001 also appears to have been the year that reverse gelcoat colours were available on the X-Star (a coloured hull in the water and a white band of gelcoat from the waterline to the rubrail).

In 2002 one optional engine was offered - EFI 330 horsepower (LTR 5.7 L). New for 2002, the X-Star now included integrated board racks, upgraded high-volume ballast pumps (to fill and empty quicker), enlarged the swim platform, and Perfect Pass (wakeboard edition) all as standard features. Yellow as a gelcoat colour option and solid hull colours (from the rubrail all the way down) were both introduced in 2002.



To view **archived MasterCraft Website pages** for these models click on them below:

1998 X-Star

<http://web.archive.org/web/19980112141451/www.mastercraft.com/showroom/98models/xstar.html>

1999 X-Star

<http://web.archive.org/web/19990422121339/www.mastercraft.com/showroom/xstar.html>

2000 X-Star

<http://web.archive.org/web/20001018214948/www.mastercraft.com/showroom/2000/mastercraft/xstar.html>

2001 X-Star

http://web.archive.org/web/20001019030457/www.mastercraft.com/showroom/2001/xseries/2001_xstar.html

2002 X-Star

http://web.archive.org/web/20020803195526/www.mastercraft.com/showroom/2002/xseries/x_star/index.htm

To view a **Waterski Magazine review** for these models click on them below:

1999

<http://www.waterskimag.com/article.jsp?ID=12419&typeID=100&categoryID=101>

2001

<http://www.waterskimag.com/article.jsp?ID=13630>

2002

<http://www.waterskimag.com/article.jsp?ID=3000&typeID=121&categoryID=366>

X-2 (2003-2005)

The 205V X-Star was relabelled as the X-2 in 2003 when MasterCraft introduced the revolutionary new pickle fork X-Star – a wakeboard specific model with a length of 22' 3" and a massive 100-inch beam. Although little changed with the X-2 (other than the name), other wakeboarding boats had since exploded in sheer size. By 2005 it was difficult to find a direct-drive that came with a 90-inch beam, let alone a V-drive like the X-2. This meant that relative to other V-drive tow boats, the X-2 now seemed to be a relatively compact hull by comparison to other models now on the market. The 205 V (now in X-2 clothing) continued to make the most of its width, wake shape, tight turning radius, very responsive handling, plush L-shaped passenger seating, open bow, and storage compartments to continue to deliver high performance wakeboarding sessions, even when compared to the other larger boats available at this time.

In 2003 eight different gelcoat accent colours were offered.

In 2004 nine different gelcoat colour options were offered and colour gelcoat decks appeared allowing for a solid colour 205 V (the same colour top to bottom) for the first time.

In 2005 colour options became really complex with the number of different colour bands and stripes on the hull being offered. The third generation ZeroFlex tower was also introduced in 2005.

To view **archived MasterCraft Website pages** for these models click on them below:

2003

http://web.archive.org/web/20030713215910/www.mastercraft.com/html/xseries_boats.asp?pmid=29934&contentid=0

2004

http://web.archive.org/web/20040617104451/www.mastercraft.com/html2004/xseries_boats.asp?pmid=35361&contentid=0

2005

http://web.archive.org/web/20050408082556/www.mastercraft.com/html2005/xseries_boats.asp?pmid=43806&contentid=0

To view a **Waterski Magazine review** for these models click on them below:

2004

<http://www.waterskimag.com/article.jsp?ID=9732&typeID=121&categoryID=165>

<http://www.waterskimag.com/product.jsp?ID=1558&product=boat>

2005

<http://www.waterskimag.com/article.jsp?ID=35341&typeID=121&categoryID=165>



X-1 (2006-present)

The 205V X-2 was relabelled as the X-1 in 2006, when MasterCraft introduced the pickle fork X-2 (offering more space) as the new 20' wakeboarding boat. Introduced by MasterCraft in 2006, the X-1 was over ten years in the making. In 2006 MasterCraft decided to once again repackage the best-selling, most decorated wakeboard boat in history now priced more aggressively for the masses.

At nearly 21 feet in length, the X-1 remained nimble enough for tight double-ups but large enough to seat 11 people. The X-1 continued to be offered with an open bow, wraparound seating and a three-piece rear sundeck, and integrated under seat storage. A 90-inch beam and smooth running surface continued to combine to provide thick, clean wakes with a crisp lip. Standard KGB ballast system, third generation Zero Flex Flyer tower design (2 ½-inch aluminium tubing) with board racks, patented nylon WearGuard insert with USCG-approved tower running light, thru-bolted to the industry-leading integrated aluminium backing plates right inside the fibreglass, 310 hp GM Vortec RTP-1 engine MasterCraft Cruise, the latest in Delphi ECM software were all offered as standard features.

The 2006 X-1 introduced simplified exterior graphics (solid colours both below and above the rubrail – although not necessarily the same colour), new black-faced gauges, new hammered metal vinyl textures, and gelcoat colors.

In 2007 the lightening bolt billets were added to the ZeroFlex tower.

To view a **Waterski Magazine review** for these models click on them below:

2006 <http://www.waterskimag.com/article.jsp?ID=40502&typeID=103&categoryID=122>



Sources:

- http://web.archive.org/web/*/www.mastercraft.com
- <http://www.nadaguides.com/>
- <http://www.tmcowners.com>
- <http://usawaterski.org/graphics/down...story83-06.pdf>
- <http://www.waterskimag.com>

- 1996 Waterski Magazine Boat Buyer's Guide
- 1998 Waterski Magazine Boat Buyer's Guide
- 1999 Waterski Magazine Boat Buyer's Guide
- 2000 Waterski Magazine Boat Buyer's Guide
- 2001 Waterski Magazine Boat Buyer's Guide
- 2004 Waterski Magazine Boat Buyer's Guide
- 2006 Waterski Magazine Boat Buyer's Guide
- 2007 Waterski Magazine Boat Buyer's Guide