

**X4<sup>3</sup>**  
**MK II**



**PRODUCT CATALOGUE**  
**X-YACHTS X4.3MKII**

## A STYLISH HYBRID OF PURE PERFORMANCE AND ULTIMATE FAMILY CRUISING

The X range is designed to meet the demands of sailors who want to enjoy sailing in a wide variety of conditions, as well as have all the luxury you would expect from the clean, timeless Danish style that is synonymous with X-Yachts.

The first X4<sup>3</sup> was launched in the summer of 2016, representing exceptional sailing abilities and spacious airy interior in a luxury style. It was popular from the very beginning with its functional design, working both at sea as well as in harbours. With the success of the X4<sup>3</sup>, it made perfect sense to continue with the X4<sup>9</sup> and the X4<sup>6</sup>, both launched in 2018. The X4<sup>0</sup> – Boat Of The Year award winner 2020 – was developed and launched in 2019, and in 2021 came the flagship X5<sup>6</sup>, selling three times the expected numbers already in the first year. In 2022 X4<sup>3</sup> MkII was introduced and by 2025 already 70+ units sold.

In the spring of 2024, the successful X4<sup>9</sup> MkII was launched in an updated version with many functional, design and comfort feature improvements.



X4<sup>0</sup>

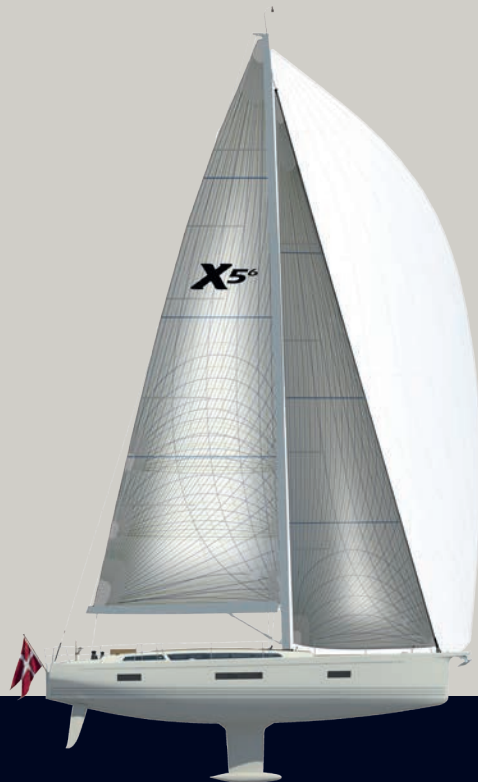
X4<sup>3</sup> MKII

X4<sup>6</sup>

WHAT IS PURE X?  
THE BEST OF BOTH WORLDS



X4<sup>9</sup> MKII

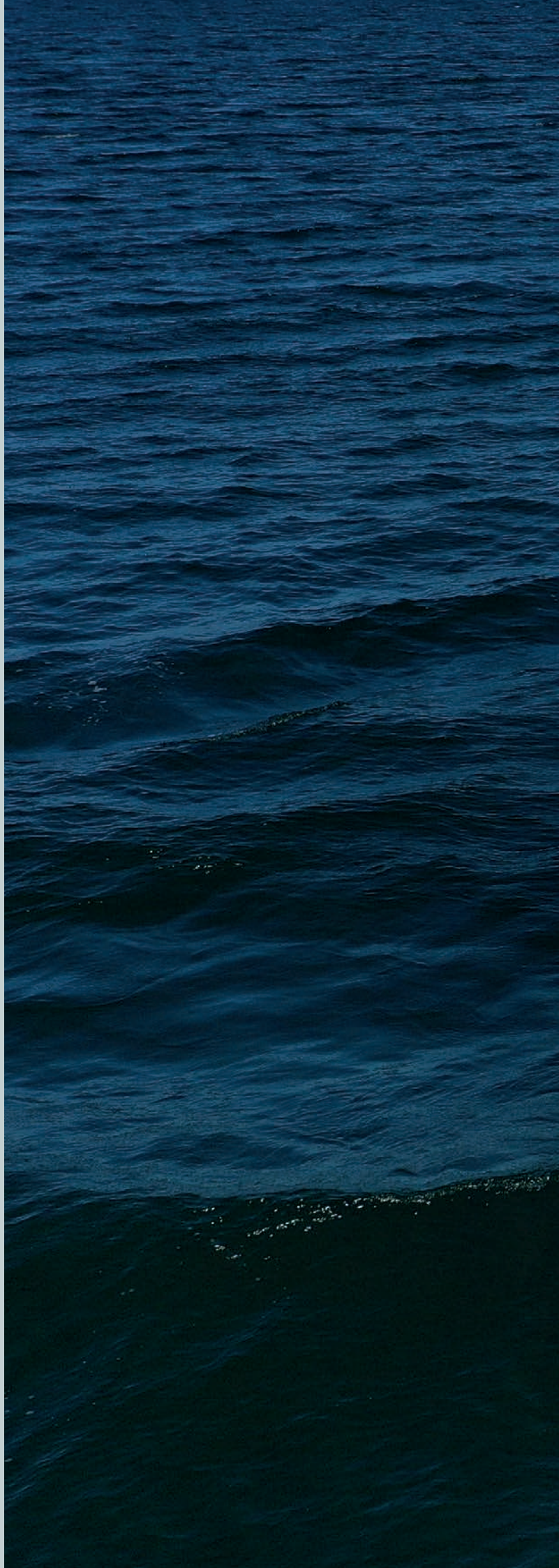


X5<sup>6</sup>

# X4<sup>3</sup> MK II

“The X4<sup>3</sup> can, to some extent be described as a smaller version of the X5<sup>6</sup>. The development of the model is considered to be a natural evolution incorporating the lessons learned and the visual appearance of especially the X4<sup>6</sup> and X4<sup>0</sup>, and after launching the X5<sup>6</sup>, we saw opportunities to lift the X4<sup>3</sup> to an even higher level”.

Thomas Mielec  
External consultant,  
Mielec Engineering & Naval Architecture







## REDESIGNED HULL AND S-BOW DESIGN

The redesigned hull shape features wider stern sections above the waterline with the widest point brought further aft and with soft chines. This increases the downwind performance and allows for a much wider cockpit aft. Furthermore, the S-bow design and integrated standard bow sprit introduced on the X5<sup>6</sup> have been incorporated.

The mast height and hence the sail plan have been increased compared to the previous model to add to the performance and utilize the added hull stability. The longer bow sprit allows for bigger and freer flying gennakers.

# X4<sup>3</sup> MK II



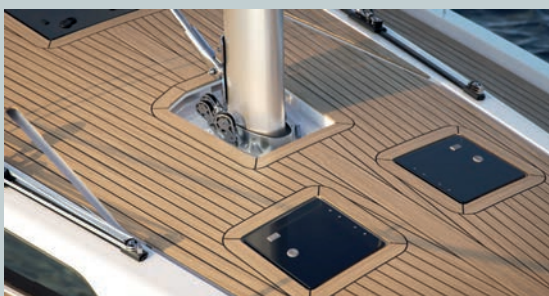
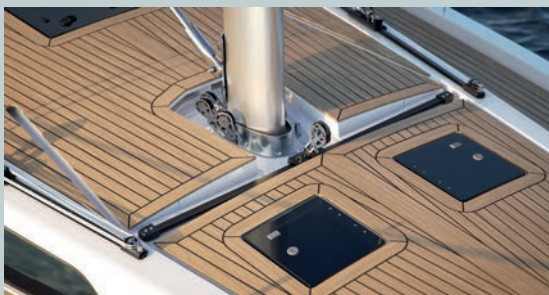
## DECK & SPRAYHOOD

The deck and deck liner have been completely redesigned. The appearance of coachroof and coamings is brought to the more modern styling of the other Pure X models – and beyond.

The deck layout features longitudinal jib tracks as standard, but a self tacking track recessed into the cabin top is available as option. However, when this option is not chosen, the recess will be covered so that the aesthetic flush appearance of the cabin top is maintained.

The cabin side portlights feature the same type of openable sections as on the X4<sup>0</sup> and X4<sup>6</sup>, providing improved ventilation and a cleaner aesthetic.

The cruising sailor can look forward to a redesigned sprayhood layout – and apart from protecting the family from rough weather at sea, the shape of the sprayhood will be offering a sleeker visual appearance and a better forward view for the helmsman than on previous designs.





## SPACIOUS COCKPIT

The X4<sup>3</sup> MkII cockpit area is wide and spacious and at the companionway, the hinged acrylic doors and integrated rope storage at the sides – provide good rope storage and comfortable access to the cabins.

## THE INTERIOR

The wide aft section of the hull and slightly raised cockpit floor allow for spacious aft cabins and berths.

# X4<sup>3</sup> MK II



## SPACIOUS LIVING

Danish design and architecture are famous for their clean, timeless style. It showcases luxury whilst also being functionally designed to work out on the open seas or moored up in harbour. Superior quality, detailed interior carpentry and selected materials set the boat apart from mass produced boats, delivering an exquisite, natural interior. Numerous deck and hull portlights allow for ample natural light to flood in, gifting the interior with a bright and roomy ambiance.

Plentiful storage space throughout allows for an uncluttered, 'live on board' lifestyle, giving you a place one can retreat to when the weather outside is less forgiving.





## EXTERIOR

The hull is made using vacuum infused epoxy sandwich lamination technology to ensure maximum strength and safety. The combination of high keel weight and powerful sail plan makes the X4<sup>3</sup> MkII a dream to sail into wind and waves.

Plenty of fixed hull and deck port lights as well as openable deck hatches and portlights ensure maximum interior ventilation and light. Six well-sized, self-tailing winches for halyards, genoa and main sheet.

All X-Yachts quality features including encapsulated lead keel, hydraulic backstay adjuster, discontinuous rod rigging, and Spectra halyards are standard.



OPTIONAL LAYOUT 1



OPTIONAL LAYOUT 2

Contact X-Yachts or your local dealer to hear more about layout options.



Configure your own X4<sup>3</sup> MkII now

# X4<sup>3</sup> MK II



## X4<sup>3</sup> DIMENSIONS

|                                  |         |           |
|----------------------------------|---------|-----------|
| LOA (including bowsprit)         | 13.24 m | 43'5"     |
| Hull Length                      | 12.67 m | 41'7"     |
| Waterline Length                 | 11.33 m | 37'2"     |
| Beam (max)                       | 3.99 m  | 13'1"     |
| Draft - Shallow                  | 1.85 m  | 6'1"      |
| Draft - Std                      | 2.2 m   | 7'3"      |
| Draft - Deep                     | 2.5 m   | 8'2"      |
| Air Draft (not including Windex) | 20.26 m | 66'6"     |
| Ballast - Std                    | 3700 kg | 8157 lbs  |
| Displacement - Light             | 9400 kg | 20723 lbs |

## ENGINE/TANKS

|                  |         |            |
|------------------|---------|------------|
| Engine Diesel    | 33 kW   | 45 hp      |
| Fuel Tank - Std  | 200 ltr | 53 gal(US) |
| Water Tank - Std | 340 ltr | 90 gal(US) |

## SAIL AREAS

|  |                     |                        |
|--|---------------------|------------------------|
| P = 16.76 m, E = 5.695 m, IG = 1760 m ISP MH = 18.57 m, J = 4.77 m |                     |                        |
| Mainsail (aluminium mast)  | 54.8 m <sup>2</sup> | 590.0 ft <sup>2</sup>  |
| Genoa (106%)   | 45.1 m <sup>2</sup> | 485.0 ft <sup>2</sup>  |
| Asymmetric spinnaker   | 178 m <sup>2</sup>  | 1915.9 ft <sup>2</sup> |





# THE HIDDEN X-YACHTS QUALITIES

Our competitors claim we care too much about things yacht owners don't see, and yes, we do care - and so do X-Yachts owners. We call it The X-Yachts Qualities.

Every sailing vessel has hidden features, and here are a few you don't normally see. They are central features, making X-Yachts the premium brand it is. When your eyes fall upon an X-Yachts, you will probably feel good about what you see. Especially if the boat is yours. One of the most profound pleasures of owning a yacht is looking at it and enjoying its beauty.

The same goes for the sailing performance: An X-Yacht moves faster, smoother and with less heeling than most other boats, and you don't have to be an expert to experience it. And you don't necessarily have to know much about how it was achieved. But it's well known that we don't build the cheapest boats on the market. And we would like to tell you, that a lot of the extra value is hidden in upgraded materials, advanced building techniques and special features, that are unique for an X-Yacht. So, if you're curious – here's a few of the elements that make our boats stand out the way they do.







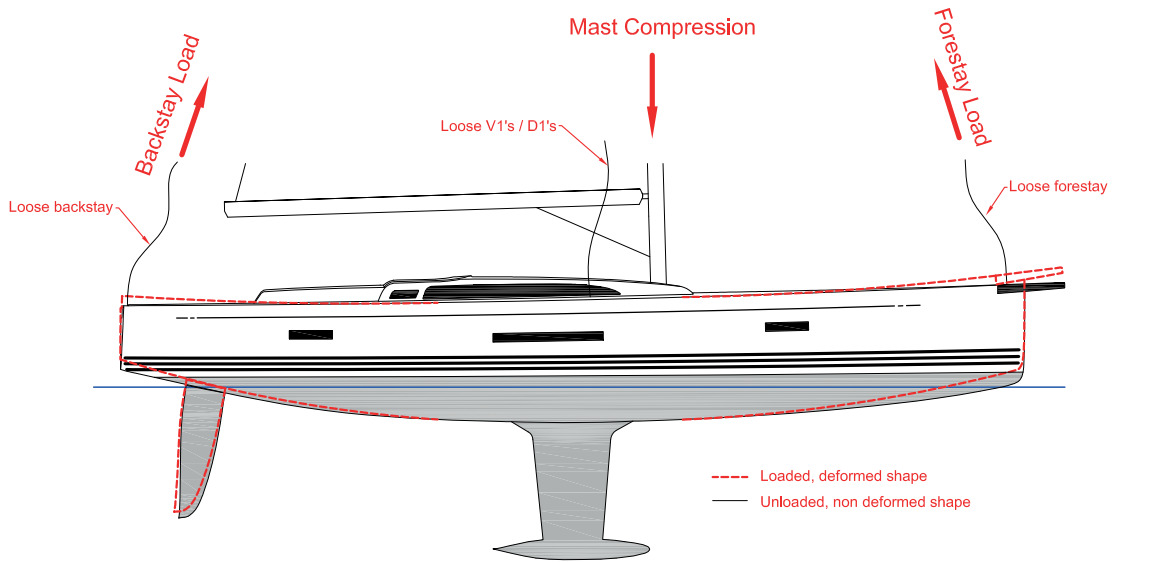
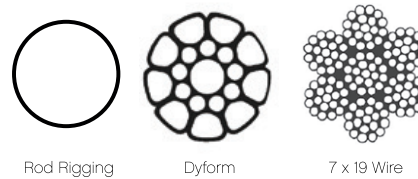
The mast has uncontrolled deflection due to lack of leeward rig tension.

This is called forestay pumping, and deforms the foresail in a critical moment, which affects performance negatively. An X-Yacht is a precisely engineered structure with enhanced hull stiffness. Forces from wind and water are absorbed by ocean proof, solidly dimensioned parts, all the way from the bottom of the keel to the top of the mast, and from the bow to the transom. This stiffness prevents forestay pumping, and ensures that even minor tuning adjustments of sails or rig are precisely translated to the change you aim for. Being able to adapt easily to changing conditions makes the boat perform well, and makes the boat a safer and more enjoyable place to be.

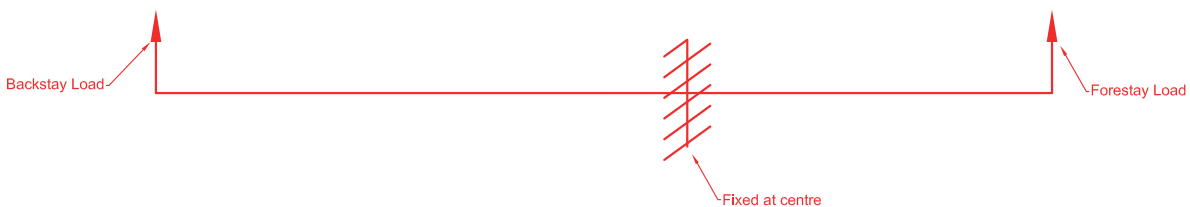
## STIFFNESS AND RIG TENSION

On any yacht, the forestay and backstay will pull the hull upwards, while the mast will push it downwards. If the hull isn't stiff enough, the boat will flex – especially when sailing upwind in waves. This can cause the forestay to lose tension momentarily every time the boat hits a wave.

Every X-Yacht is delivered with rod rigging, and chainplates are integrated in a way that distributes and absorbs forces evenly through the hull. When an X-Yacht hits a wave, nothing gives in.



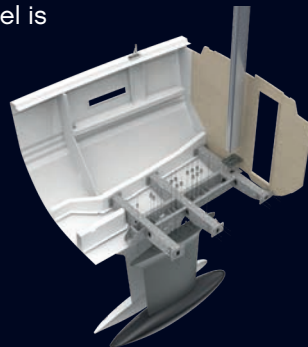
Idealized Loading condition diagram





## STEEL FRAME

The galvanized steel frame is probably our most famous signature feature. It has been a core principle in the construction of an X-Yacht since 1981. In some models, the steel frame has been replaced by a carbon fiber version, to save weight – but the function remains the same: To provide a safe and strong attachment between the keel and the hull. The steel frame makes it possible to use heavier keels, an important part of the inherent stability that X-Yachts are so famous for. The keel is bolted directly to the steel frame, and any force working on the keel – even sudden shocks from grounding or hitting debris in the water – will be absorbed and distributed evenly throughout the structure.



## STABILITY/WEIGHT DISTRIBUTION

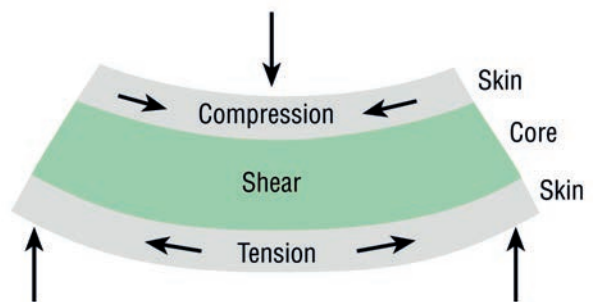
(VERTICAL AND LONGITUDINAL)

X-Yachts has always prioritized high stability through providing a low center of gravity. The keel is heavy, and the weight distribution in the boat is centered way down, near the water line. But longitudinal weight distribution is also hugely important in a sailing yacht. Excessive weight in the stern and transom will cause pitching and slamming. This is not only uncomfortable, but also transmits massive loads through the boat and slows it down. X-Yachts has tanks and other heavy items mounted as close to midships as possible. Moving mass close to the centre of gravity reduces inertia, and increases speed and comfort when going through waves.



## VACUUM INFUSED EPOXY SANDWICH

Vacuum infusion is a building process where dry fibres are placed in the hull mould, and covered in an airtight plastic membrane. Vacuum is applied, and resin added through tubes into the laminate. This process makes it possible to control the amount and distribution of resin very precisely in all areas and provide a uniform, strong hull with an approximate 15% weight reduction. We use Gurit Corecell M foam between the two layers of laminate, a sandwich material with excellent impact resistance, high strength and low resin uptake. This build process provides a very light, stiff and strong hull.





## TRANSPARENT BOTTOM LAMINATE/GELCOAT QUALITY

The strength and integrity of a composite structure relies on a complete saturation of the fibres. Resin (polyester or epoxy) has to be distributed and immersed completely throughout the whole fibre laminate, without dry spots or air bubbles. To make it easier to detect potential flaws during production, X-Yachts applies clear gelcoat on the bottom section of every hull. We use high grade gelcoat and epoxy treatment to prevent water ingress.



## CENTER LIFT

X-Yachts are designed to be lifted using a single lift point integrated in the steel frame. This means that you can avoid using straps at the crane, thereby eliminating the risk of damage to propellers and rudders. Also, there will be no scratching of topsides or removing freshly painted antifouling. The single lift point simply makes things easier when lifting or launching the boat – and it proves just how strong and well balanced the yacht really is.



## ENCAPSULATED KEEL

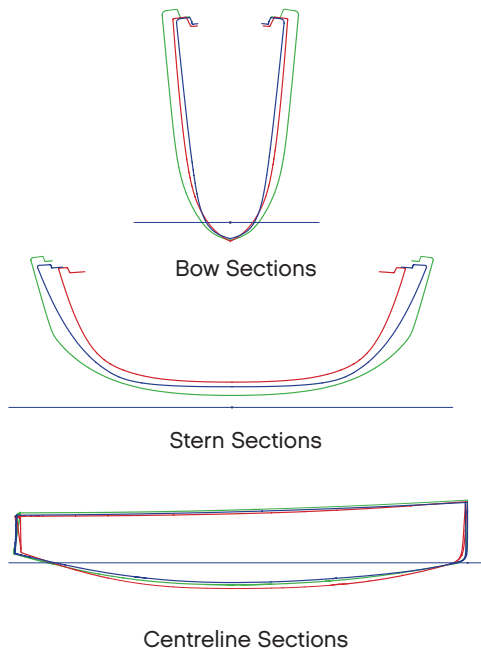
X-Yachts' cast iron and lead keels are encapsulated in a reinforced epoxy e-glass shell, to guarantee a hydrodynamic and fair finish. The shell also protects the keel from corrosion. We use female moulded shells to make sure every keel stays accurate and faithful to the designed, original profile.



## LEAD KEEL BULBS

Lead keel bulbs have a smaller volume than iron bulbs of the same weight. The use of lead in our bulbs means a 30% reduction of volume. Less wetted surface means less resistance and more speed.





## DESIGN, HULL LINES

A well-designed hull defines a yacht that sails fast and provides a comfortable base for the crew in all conditions and on all points of wind. Our design office has a more than 40 year long track record designing yachts that are known all over the world for their efficient lines and fast hulls. We have always taken pride in doing our design work in house, and continue to do so today.

- Pure X
- Xc
- Xp

## COMPONENT MATERIAL QUALITY

The loads in an X-Yacht are considerable – even more so because of the large sail plan. We build a strong hull and keel structure, but the rigging components handling the loads also have to be top of the line – and dimensioned correctly. We only use the best suppliers: Andersen, Harken, Reckman, Ronstan and Spinlock provide reliable rig components that are easy to use and maintain, and correctly sized for the loads involved. Lower-specification items of lesser quality or strength would be cheaper, but would compromise the high safety and easy handling of an X-Yacht.



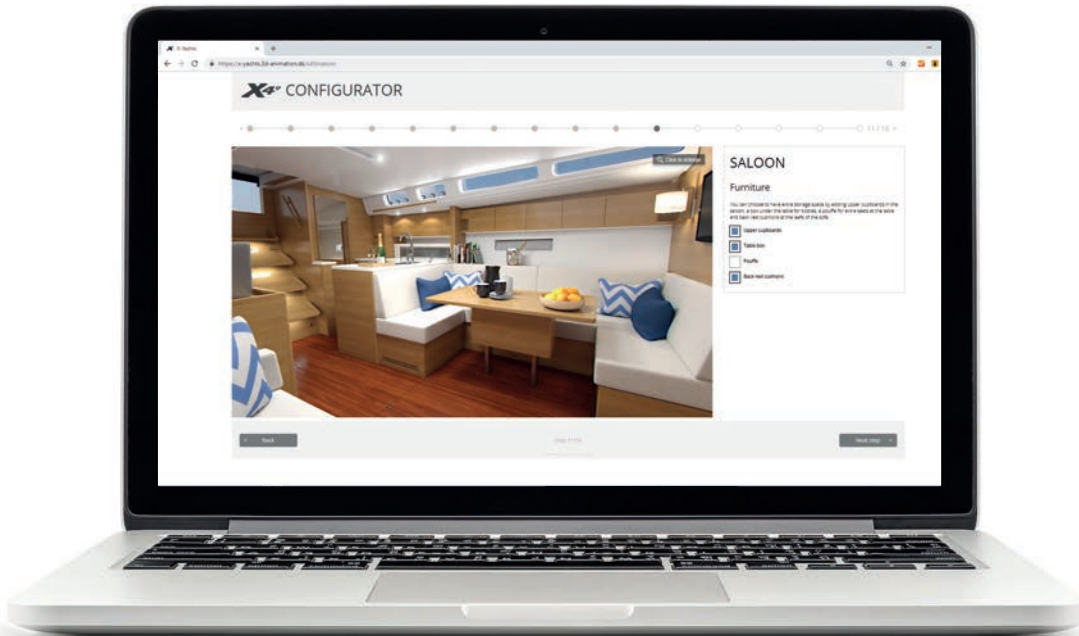
## ERGONOMICS, COCKPIT, EASY HANDLING

Behind the natural, free flowing experience of easy sail handling in a cockpit lies an extensive attention to detail, when it comes to ergonomics and work positions. Creating a cockpit that works equally well for an active racing crew and for relaxed family cruising is no small task. X-Yachts are well known for easy handling, and our racing heritage means that we know where every little thing needs to sit to make things work as effortlessly as possible.





# CONFIGURE YOUR DREAM TODAY



## DESIGN YOUR DREAM BOAT... ON OUR WEBSITE X-YACHTS.COM

You can easily create a beautiful visualization of your dream yacht at X-Yachts.com.

Many of the standard options are described here such as the colour of the hull and waterlines, hull treatment, mast, interior, cushion fabrics etc.

It is even possible to get a visualization of the boat with its own name and port.

The configurator is intuitive and fun to use - so go ahead, play and dream.



Scan QR code

# *X-Yachts*<sup>®</sup>

WORLD CLASS SINCE 1979



ARGENTINA, AUSTRALIA, AUSTRIA, BRAZIL, BELGIUM, BOSNIA HERZEGOVINA, BULGARIA, CANADA, CHILE,  
CHINA, CROATIA, CYPRUS, DENMARK, DUBAI (UAE), FINLAND, FRANCE, GERMANY, GREAT BRITAIN,  
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SERBIA, SLOVENIA, SPAIN, SWEDEN, SWITZERLAND, TAIWAN, TURKEY, UKRAINE, USA

X-YACHTS.COM



X-YACHTS PROUDLY PRESENT  
THE OFFICIAL PARTNERS

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- PANTAENIUS
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- ELVSTRØM SAILS
- GARMIN
- HEMPEL
- PROFURL
- RAYMARINE
- SPINLOCK
- B&G
- WICHARD
- LIROS
- FURLERBOOM
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- ANDERSEN WINCHES
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- JOHN MAST
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