

# NITRO 929 CDX SC

Mar 1, 2004

Bass boats are fast by nature. Most of them, anyway. The Nitro 929 CDX, mated with Mercury's Optimax 250 XS racing engine, is really fast. But unlike many high-speed bass boats we drive, this one is also easy to handle at wide-open throttle. On a cooler day with less humidity, we think this boat would have exceeded the 71 mph top speed we reached by two or three miles per hour – at least.

"Performance lifting strakes" are part of the reason for the baby-smooth handling, say Nitro's engineers. A reverse chine also keeps the ride dry and, we think, adds maybe just a touch to its top-speed stability. The reverse chine adds even more handling stability at its low minimum planning speed of 23 mph. The entire hull is fiberglass, including the foam-filled stringer system and transom.

Like any boat and motor mated for speed, this rig didn't jump on plane like a ski boat, but performance numbers reflect quick response when compared to other bass boats we've tested. (You can do a comparison of your own at [boatinglifemag.com](http://boatinglifemag.com).) As it stepped past planning speed and those lifting strakes began their work, the boat accelerated significantly at each rpm stop, showing the prop, engine and boat were set up nicely.

Our first test included a driver and two passengers and reached 70.3 mph. After dropping one passenger at the dock for a load closer to tournament conditions, we gained another mile per hour. While many super-fast bass boats we've driven take considerable practice and constant minute steering corrections to maintain speed, this boat held its course with minimal corrections. Nice work went into the bottom of this boat.

The direct fuel injection Mercury XS motor is powerful, as its racing designation indicates. But it's a green engine, too, meeting the California Air Resources Board (CARB) 2-star standards, which are 50 percent tougher than the federal Environmental Protection Agency's toughest 2006 standards. The 3.0-liter block features a special racing cylinder liner with hand-honed ports. The sleek bullet has lower water pick-ups for high-speed cooling reliability and less drag for more of that

magic word – speed. The only downside to this engine is the louder-than-average sound levels, but we don't expect that to deter speed addicts.

Nitro's interior design is all angler, with a touch of comfort in the firm upholstered seats and the carpet that bassers demand. The helm keeps gauges easily accessible, and trim controls are so handy the process is second nature.

Livewells are large and well aerated, and the walk-around stability of this boat at rest is as good as it gets. Two anglers will love it all day long, and three or four buddies will stay friendly – even at the end of the day.

### **Stats:**

Length Overall: 20'9"

Beam: 8'

Dry Weight: 1,949 lb.

Seating/Weight Capacity: 4/2,000 lb.

Fuel Capacity: 57 gal.

Max hp: 300

MSRP (Test Boat): \$38,995

### **Test Drive:**

Test Engine: Mercury Optimax 250 XS

Test Prop: Tempest 14.625x26

Gear Ratio: 1.75:1

Test Load: People (340 lb.); Fuel (45 gal.)

Top Speed: 71.3 mph @ 5,700 rpm

Time to Plane: 5.4 sec.

Time to 30 mph: 9.5 sec.

Time to 50 mph: 17.7 sec.

Minimum Planing Speed: 23.0 mph @ 2,500 rpm

### **RPM.....MPH.....Sound Level**

700.....3.2.....77db

1000.....5.4.....70db

1500.....	6.7.....	76db
2000.....	7.4.....	82db
2500.....	22.5.....	93db
3000.....	30.7.....	93db
3500.....	28.6.....	96db
4000.....	44.8.....	94db
4500.....	49.4.....	95db
5000.....	58.0.....	100db
5500.....	66.8.....	104db
5700.....	71.3.....	106db

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[boatinglifemag.com/boats/nitro929cdx](http://boatinglifemag.com/boats/nitro929cdx)

**Notable Features**

\*A 2,000-gallon-per-hour bilge pump shows a strong commitment to safety in this reliable boat.

\*Tackle management system keeps rods and gear nested safely on bumpy rides. Recessed trolling motor pedal adds ergonomic comfort.

\*Floor mats, not carpet, under consoles allow for easy cleaning. Tracker custom-builds each trailer for a perfect fit and easy loading.