

SUZUKI OUTBOARD MOTORS 2015



Way of Life!



WELCOME TO THE 50TH ANNIVERSARY OF SUZUKI OUTBOARDS

We've been at the forefront of outboard technology since we created our first outboard D55 in 1965 and will be celebrating the 50th anniversary in 2015.

The engines used in our outboard motors have always been designed exclusively for marine use and we have continually brought original technologies to the market. We have lead the way with innovations such as the down thrust propeller system in 1965, developing the

first ever stainless steel water pump housing in 1973, launching oil injection outboards in 1980, inventing ceramic fibre reinforced metal pistons in 1990, introducing the world's first 220.7kW (300PS) V6 four stroke outboard in 2006 and, in another world first, launching a keyless ignition system on the DF200AP.

We have come a long way since 1965 and our current range of four stroke outboards is second to none

in the market place. Our engineers are passionate about boating and willing to spend all of their time perfecting our outboard motors so that our products enable you to maximise your time on the water. So, from the lightweight and portable DF2.5 to the award winning power of the DF300AP, we've got an outboard to suit your way of life.



1960s – D55



1970s – DT25



1980s – DT200 EXANTÉ

KEY MOMENTS IN OUR HISTORY:

1965

Our first outboard, the D55, launched..

1980

We first invented oil injection for outboards, and introduced oil injection series DT850I, DT1150I and DT1400I.

1987

DT200 Exanté wins the first "Most Innovative Products" award from the National Marine Manufacturer's association (NMMA).

1994

Introduction of DF9.9 and DF15, our first four stroke outboards.

1998

Introduction of DF40 and DF50, our first four stroke outboards with DOHC 4 valves for each cylinder. DF40 and DF50 win the "Innovation Award" from the International Marine Trades Exposition and Convention (IMTEC), and it makes Suzuki the first manufacturer to receive this award two years in a row.

1966

Export of Suzuki Outboard Motors begins.

1985

DT150 and DT200, our first V6 models launched.

1990

DT225 added to V6 series and new Electronic Fuel Injection System introduced.

1997

Introduction of DF60 and DF70, our first four stroke outboards with Electronic Fuel Injection System. DF60 and DF70 win the "Innovation Award" from the International Marine Trades Exposition and Convention (IMTEC).



1990s - DF70



2000s - DF300



2010s - DF200AP

2003

DF200/225/250, the first Suzuki four stroke V6 outboards launched. DF250 wins the "IMTEC Innovation Award".

2008

New generation four stroke DF70A/80A/90A debut. DF90A is the lightest, most compact outboard in 66.2kW (90PS) four stroke class and is the first outboard to utilise Suzuki Lean Burn Technology.

2011

New DF300AP is the world's first Selective Rotation outboard. DF300AP wins the "2012 NMMA Award for Innovation".

2015

Launch of new DF200A/AP with world-leading keyless ignition technology

2000

DF90 and DF115 marketed. These models are the first to utilise an offset drive shaft, making them the most compact outboards in their class.

2006

DF300 is the industry's first 220.7kW (300PS) V6 four stroke outboard, and the first outboard to utilise an electronic remote control. DF300 is the winner, the IBEX 2006 Innovation Award from The National Marine Manufacturer's Association (NMMA).

2010

New DF40A/50A win the "2011 NMMA Award for Innovation".

2012

Introduction of new generation DF15A/20A, the world's first outboards to feature battery-less Fuel Injection in the 11.0kW (15PS)/14.7kW (20PS) class. Suzuki was honored to be chosen as the sole supplier of outboard motors to the London 2012 Olympic and Paralympic Games Sailing Regatta.

NEW FOR 2015

DF200AP / DF200A



NEW

LEAN BURN

SUZUKI
SELECTIVE ROTATION

Suzuki Precision Control

DF200AP



NEW

LEAN BURN

DF200A

THE NEW DF200A DELIVERS A KIND OF IMPRESSIVE PERFORMANCE YOU WOULD EXPECT ONLY FROM A V6 ENGINE – BUT FROM JUST FOUR CYLINDERS, WHICH MEANS IT IS MUCH LIGHTER.



Important note: Always wear a lifejacket when boating and a kill cord when operating an outboard.

PHENOMENAL PERFORMANCE AND A WHOLE HOST OF HIGH SPECIFICATION FEATURES MEAN THAT THE NEW DF200A DELIVERS REAL CUSTOMER BENEFITS.

Market-leading power to weight ratio

With the DF200A L-shaft weighing just 226kg, boaters can choose a lighter, inline four cylinder engine without sacrificing power or performance. For those boaters in the market for a new boat and motor, or considering repowering from heavier V6 four stroke outboards (or even older two strokes), the new DF200A provides an attractive choice in terms of size, weight and fuel economy, not to mention cost of purchase.

Additional features on DF200AP

The DF200AP will be the first 14.7kW (200PS) outboard on the market available with Suzuki Precision Control drive-by-wire controls and Suzuki Selective Rotation. With Suzuki Selective Rotation, dealers can set up engines in either standard or counter rotation, thanks to specially-designed gearing in the lower unit and the engine's electronic shift controls.

Impressive figures

- 2,867 cm³ "Big Block" displacement
- 226kg is 13% lighter than its predecessor
- By increasing compression of the fuel/air mixture from 9.7:1 to a ratio of 10.2:1, the power output has been automatically increased.
- By utilising Lean Burn Control Technology, the DF200A delivers remarkable improvement in fuel economy over its predecessor.



V6 POWER

DF300AP / DF250AP / DF250 / DF225 / DF200



Find out more by watching our videos



LEAN BURN

SUZUKI
SELECTIVE ROTATION

Suzuki Precision Control

DF300AP
DF250AP



Winner of the
2003 NMMA
Innovation Award

DF250



DF225



Winner of the
2012 NMMA
Innovation Award



DF200



OUR MOST POWERFUL ENGINES ARE ENGINEERED FOR MAXIMUM PERFORMANCE.

Important note: Always wear a lifejacket when boating and a kill cord when operating an outboard.

AHEAD OF YOU, OPEN WATER: BEHIND YOU, EVERYONE ELSE. OUR V6 OUTBOARDS HAVE ALWAYS SET THE BAR FOR POWER AND PERFORMANCE – AND OUR NEW TECHNOLOGY HAS RAISED IT AGAIN.

Proven technology

Our V6, 24-valve outboards are packed with technology, including Dual Overhead Cam (DOHC) powerheads and electronic fuel injection. The DF300AP, DF250AP and DF250 have Variable Valve Timing (VVT) for greater low/mid-range torque, while the DF250 and DF225 use a multi-stage induction system to achieve maximum

top-end performance. Yet thanks to their 55-degree V-block design and offset driveshafts, they're all remarkably compact.

Suzuki Selective Rotation

A world first, introduced on the DF300AP and DF250AP, this innovative technology allows the same engine to operate in either regular (clockwise) or counter-rotation (anti-clockwise) modes, simply by using an optional connector and changing the propeller for each rotation, making it even more versatile.

Suzuki Precision Control

The DF300AP and DF250AP also both benefit from our electronic drive-by-wire control system, which offers smooth, precise control with instantaneous, crisp shifting.



HIGH PERFORMANCE

DF175TG / DF175 / DF150TG / DF150 / DF140A / DF115A / DF100A



LEAN BURN

Suzuki Precision Control

DF175TG
DF150TG



DF175
DF150



LEAN BURN

DF140A
DF115A
DF100A

**OUTSTANDING BUILD QUALITY, TECHNOLOGY,
RELIABILITY AND PERFORMANCE – OUR
IN-LINE FOURS HAVE IT ALL, WHICH MEANS
YOU CAN TOO.**



Important note: Always wear a lifejacket when boating and a kill cord when operating an outboard.

**WHETHER YOU'RE BOATING
FOR LEISURE OR TO MAKE A
LIVING, OUR BIG-BLOCK RANGE
DELIVERS THE POWER AND
PERFORMANCE YOU DEMAND.**

Maximising fuel economy and performance

Through our advanced Lean Burn Fuel Control System, these outboards all offer superb fuel efficiency, without sacrificing performance. Just one more example of Suzuki engineering in action.

Big on displacement, low on weight

The DF175 and DF150 demonstrate our engineers' talent for delivering high-end power from compact designs. But while their 2867cm³ powerheads give true big block

acceleration and performance, these engines remain amazingly compact and lightweight.

Turning power into speed

With their combination of a large prop and lower gear ratios, our in-line four-cylinder engines are engineered to deliver plenty of torque, acceleration and top-end speed.

Innovative technology

The DF140A, DF115A and DF100A models feature an O₂ Sensor Feedback System for cleaner, more stable emissions. The DF140A and DF115A also benefit from a knock sensor that detects and controls abnormal combustion for smoother, more efficient running. The new DF175TG and DF150TG models can now be rigged with Suzuki Precision Control, our drive-by-wire throttle and shift system.



LIGHTWEIGHT SPORTS

DF90A / DF80A / DF70A / DF60A / DF60AV / DF50A / DF50AV / DF40A

Find out more by watching our videos



LEAN BURN

DF90A
DF80A
DF70A



LEAN BURN

HIGH ENERGY ROTATION

DF60AV
DF50AV

Find out more by watching our videos



LEAN BURN

DF60A
DF50A
DF40A





POWERFUL, RELIABLE AND INCREDIBLY EASY TO LIVE WITH, THIS VERSATILE RANGE IS DESIGNED TO SATISFY THE DEMANDS OF LEISURE BOATERS AND PROFESSIONAL USERS ALIKE.

Important note: Always wear a lifejacket when boating and a kill cord when operating an outboard.

PACKED WITH INNOVATIVE ENGINEERING, INCLUDING OUR PIONEERING LEAN BURN CONTROL TECHNOLOGY, OUR LIGHTWEIGHT SPORTS ENGINES ARE SMALL IN SIZE, BUT BIG ON PERFORMANCE.

Suzuki Lean Burn Control technology

For these mid-range engines, Suzuki engineers developed the Lean Burn Fuel Control System, which adjusts the air/fuel mixture according to operating conditions. The system significantly improves fuel efficiency across the operating range, from low speeds well up into the cruising range.

Self-Adjusting Timing Chain

On every model in this range, the timing chain runs in an oil-bath, so it never needs lubricating, and is equipped with an automatic hydraulic tensioner, so it remains properly adjusted at all times. Simple, effective and maintenance-free.

High Energy Rotation

The DF60AV and DF50AV both benefit from High Energy Rotation, courtesy of a re-designed lower unit with a 2.42:1 gear ratio, which enables this new model to use a bigger 35.6cm propeller - perfect for powering large, heavy craft.



PORTABLE FUN

DF30A / DF25A / DF20A / DF15A / DF9.9B / DF9.9A

DF8A / DF6 / DF5 / DF4 / DF2.5



Find out more by watching our videos



LEAN BURN

NEW DF30A
DF25A



Find out more by watching our videos



LEAN BURN

DF20A
DF15A
DF9.9B



DF9.9A
DF8A



DF6
DF5
DF4



NEW DF2.5
DF2.5
LONG SHAFT



WORLD-LEADING TECHNOLOGY THAT'S EASY TO HANDLE AND EFFORTLESS TO USE. PROOF THAT, HOWEVER SMALL THE ENGINE, SUZUKI ENGINEERS ALWAYS THINK BIG.

Important note: Always wear a lifejacket when boating and a kill cord when operating an outboard.

LIGHT, COMPACT AND POWERFUL, OUR PORTABLE OUTBOARDS ARE ALWAYS READY FOR ACTION.

Battery-less Fuel-Injection System

The new DF30A and DF25A plus the existing DF20A, DF15A and DF9.9B models are the outboards to feature battery-less fuel injection. The fuel injection system offers quick, easy starts and, combined with our Lean Burn Control technology, remarkable fuel economy and reduced emissions across the operating range.

Packed with features

A single-cylinder four-stroke OHV engine displacing 138cm³ powers our DF6, DF5 and DF4 models. Generous mid-range torque combined with light weight produces excellent acceleration: Digital Capacitor Discharge Ignition (CDI) provides precise ignition timing. The Tiller Handle creates a comfortable operating position, with F-N-R shifting, 180° steering and a built in rev limiter ensuring effortless control. And with a 1.5-litre integral fuel tank and a large carrying handle, these engines are always ready when you are.

Light weight

At just 13.5kg, the DF2.5 is the smallest, lightest four stroke we've ever built. The 1.8kW (2.5PS) single cylinder OHV engine delivers plenty of power for small tenders and inflatables and now we've added a long shaft model to the range to provide boaters with even more choice.



SUZUKI TECHNOLOGY IS RIGHT BEHIND YOU

FEATURES & BENEFITS: POWER & ENGINE EFFICIENCY

HYDRODYNAMIC GEAR CASE

A streamlined gear case designed to reduce drag contributes to quicker acceleration, more speed and better fuel economy in our DF300AP, DF250AP, DF90A, DF80A and DF70A engines.

MULTI-POINT SEQUENTIAL ELECTRONIC FUEL INJECTION

We were the first manufacturer to use Multi-Point Sequential Electronic Fuel Injection in four stroke outboards. Now, it features on all our models from the DF9.9B to the DF300AP and provides quicker starts and smoother acceleration.

BATTERY-LESS ELECTRONIC FUEL INJECTION

Suzuki engineers have designed a completely new fuel injection system for the DF30A, DF25A, DF20A, DF15A and DF9.9B models. The inline high-pressure fuel pump, throttle body, fuel cooler, vapour separator and fuel injector are based on components used in our larger fuel injected engines, but scaled down to reduce weight.

ENGINE CONTROL MODULE (ECM)

The ECM uses real-time data from a network of sensors to calculate precisely how much fuel to inject into the cylinders. The result is greater fuel efficiency, reduced emissions, easier starts, crisper acceleration and smoother performance.

OFFSET CRANKSHAFT (DF30A & DF25A)

By positioning the crankshaft slightly off centre of the cylinder it reduces lateral pressure against the cylinder wall as the piston moves up and down in the cylinder. The result is smoother piston movement, which improves operating efficiency.

LONG TRACK INTAKE MANIFOLD

All engines from the DF300AP through to the DF40A have long intake pipes specially tuned to deliver smooth, efficient airflow to the engine, producing increased power and performance.

MULTI-STAGE INDUCTION

Our Multi-Stage Induction system increases engine performance on the DF250, DF225, DF175 and DF150. Each cylinder is equipped with short and long intake manifolds. At lower rpm the longer pipes deliver the optimum fresh air to the combustion chamber and boost low-end torque. At higher rpm, the valve on the shorter, direct intake pipe opens up, directly boosting high-speed power output.

HIGH ENERGY ROTATION

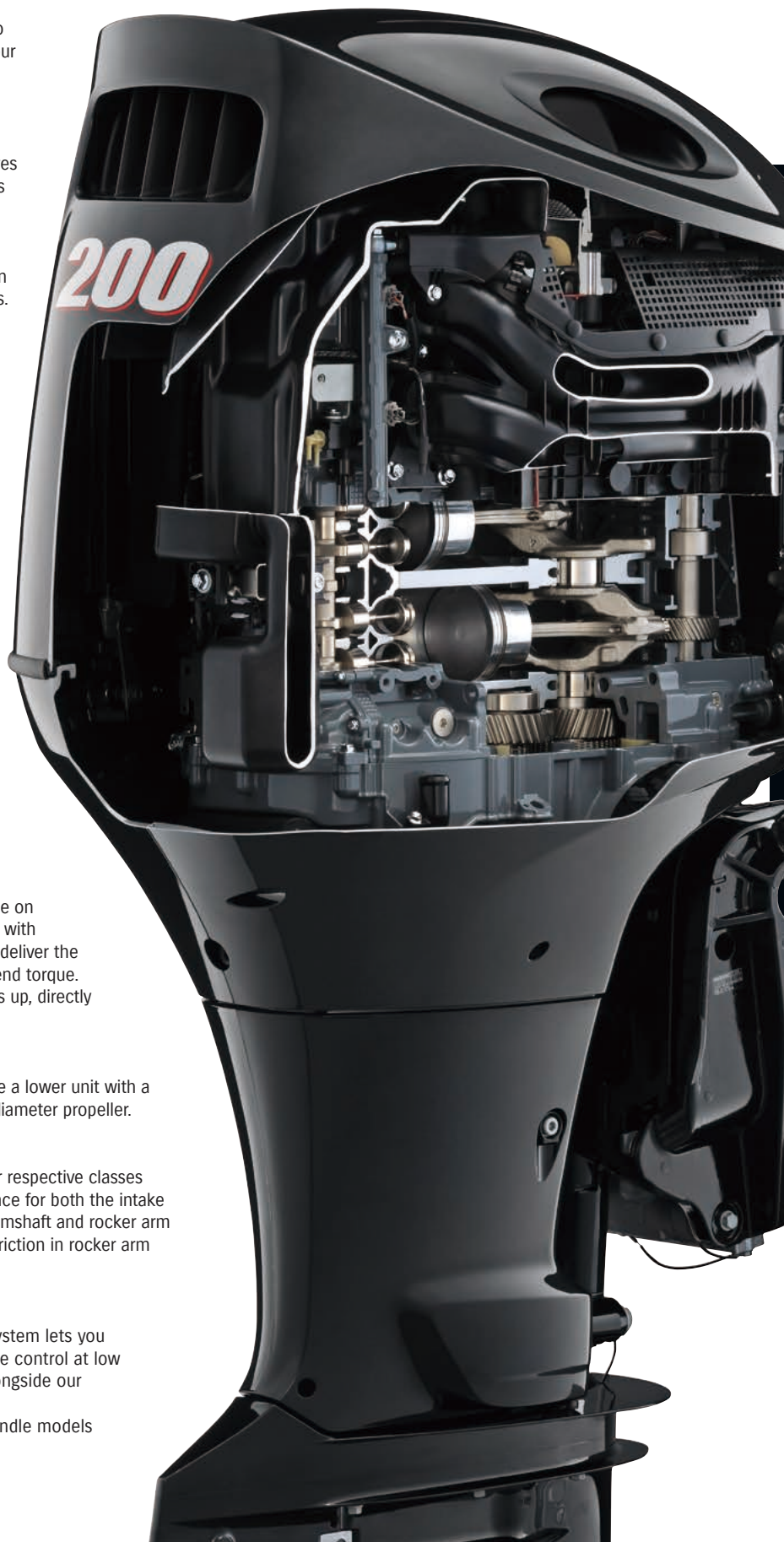
Our 'High Energy Rotation' models (DF60AV and DF50AV) feature a lower unit with a 2.42:1 gear ratio, enabling them to use a larger 35.6cm (14in) diameter propeller.

ROLLER ROCKER ARMS (DF30A & DF25A)

The new DF30A & DF25A models are the first outboards in their respective classes to utilise a roller with internal bearings on the cam slipper surface for both the intake and exhaust valves. The roller changes contact between the camshaft and rocker arm from a conventional sliding action to a rolling action reducing friction in rocker arm operation.

SUZUKI TROLL MODE SYSTEM

An optional extra on a number of engines, this easy-to-use system lets you adjust engine speed in 50rpm increments, giving highly precise control at low revs. With its own tachometer and control switch, it works alongside our multi-function gauges and new 'dual scale' analogue gauges. (Suzuki Troll Mode System is originally equipped with Tiller Handle models from over DF40A.)



LEAN BURN

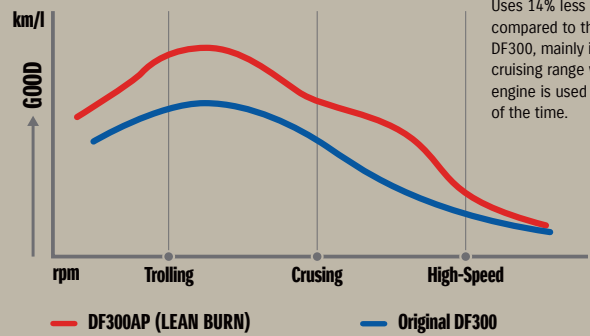
FUEL EFFICIENCY

Fuel efficiency matters whether you're boating for pleasure or profit. Our Lean Burn Fuel Control Technology predicts fuel needs according to operating conditions, then delivers the optimum fuel/air mixture to the engine. The system is designed to save fuel both at low speeds and up into the cruising range.

Data used in the graphs was obtained through in-house testing under uniformed conditions. Results will vary depending upon operating conditions (boat design, size, weight, weather, etc.)

COMPARISON OF FUEL CONSUMPTION PER 1 LITRE OF FUEL

(DF300AP vs, Original DF300)



POWERFUL PROPULSION

OFFSET DRIVESHAFT

Another Suzuki innovation, the Offset Driveshaft allows us to make our engines smaller by moving the outboard's centre of gravity forward, while improving weight distribution, power output, balance and reducing vibration.

2-STAGE GEAR REDUCTION

These outboards also incorporate 2-Stage Gear Reduction designed to acquire a large reduction gear ratio - it delivers powerful torque for quick acceleration and great top-end speed.

DF200A

1ST STAGE REDUCTION : 30:36=1.20

2ND STAGE REDUCTION : 12:25=2.08

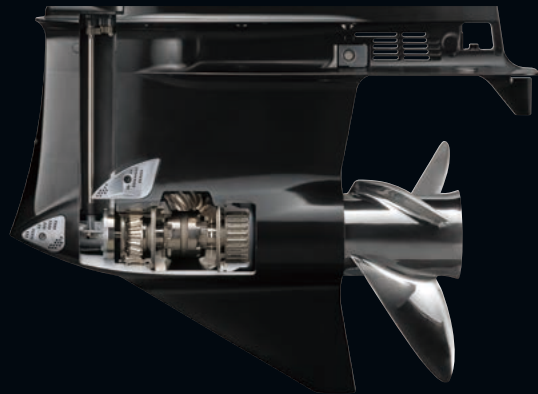
TOTAL : 2.50:1

APPLICABLE MODELS

MODEL	DF70A/80A/90A	DF100A/115A/140A	DF150 (TG)/175 (TG)/200A	DF200/225/250	DF250AP/300AP
GEAR RATIO	2.59:1	2.59:1	2.50:1	2.29:1	2.08:1

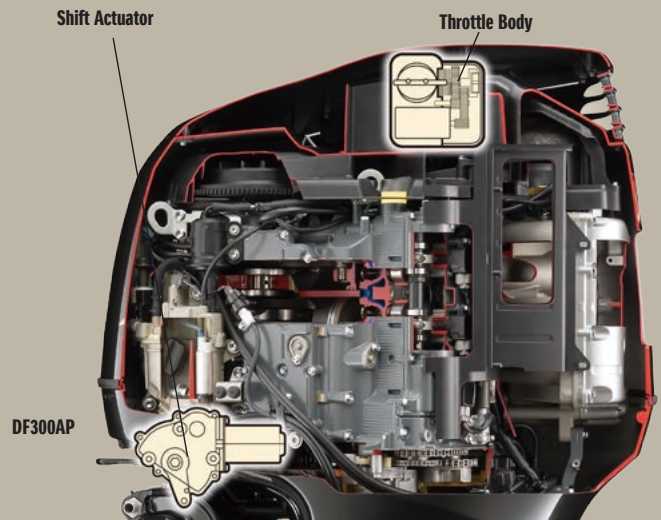
SUZUKI SELECTIVE ROTATION

This ground-breaking technology means that one outboard model can operate in either regular or counter rotation modes. Introduced on the DF300AP, DF250AP and DF200AP this model can operate in regular clockwise rotation, using the forward gear, or by changing the gear-shift mode and an optional connector and adding a counter rotational propeller, the same outboard can operate in counter rotation mode (anti-clockwise). This world first means that the DF300AP, DF250AP and DF200AP are now even more versatile.



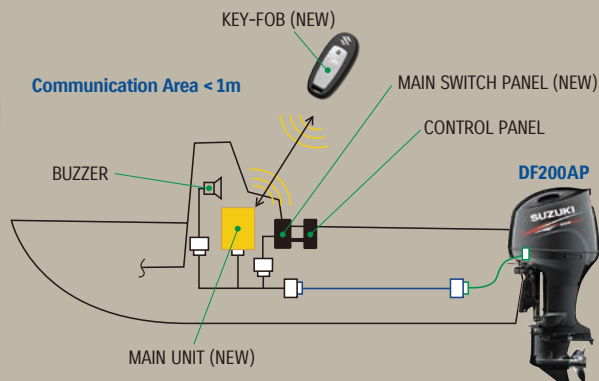
Suzuki Precision Control

Our sophisticated drive-by-wire system eliminates the friction and resistance of mechanical control cables. This gives smooth, precise control with crisp, immediate shifting, particularly at low revs and when maneuvering. The system can be configured with single, twin or triple installations, and for dual stations. Combined with our Lean Burn Control System, it helps improve fuel efficiency over a wide operating range. (DF300AP/250AP, DF200AP, DF175TG/150TG)



NEW SUZUKI KEYLESS START SYSTEM*

Suzuki's new Keyless Start system utilizes a proximity key-fob that transmits an access code to the engine's starting system. As long as you have the key-fob on your person, all you need to do is stand within one meter of the console, connect the emergency switch code, turn on the main switch, then start the outboard with a push of a button. With the key remaining safely in your pocket, the system offers simple, stress-free operation while reducing the risk of a lost key. The system also makes for an excellent theft deterrent since the outboard will not start without the proper access code. The key-fob also floats so should it ever go overboard you can retrieve it.



*Availability may differ in some regions. Please contact your local Suzuki dealer for more information.

NEW MULTI-FUNCTION GAUGE

Our new generation gauge is the first in the class with a genuine color display as standard, as well as enabling you to check all the performance information with just one gauge at a glance.

The easy to read digital gauge can also be changed from analogue mode to digital mode. In addition it also incorporates a feature to show day and night mode.

Also with each element of information, you can enlarge the display to further enhance the user friendliness, functionality, and reliability.



DAYTIME



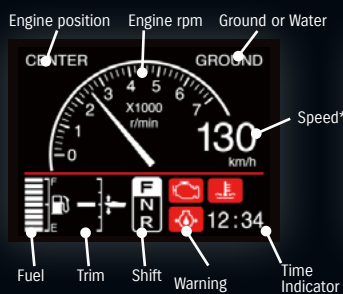
NIGHTTIME

PERFORMANCE

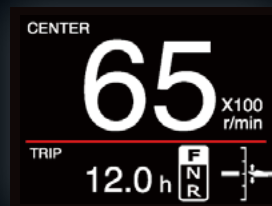
- 3.5 Colour Display
- Size: 105mm(W)x105mm(H)x16mm(D)
- Display the Diagnosis
- Easy installation and setup 85 HOLE & Large resin nut
- Include protective cover
- NMEA2000 output (planned)
- Applicable model: DF9.9B - DF300AP

* Speed sensor or GPS module will be required in order to display the speed

TACHO ANALOG & SPEEDO MODE



TACHO MODE

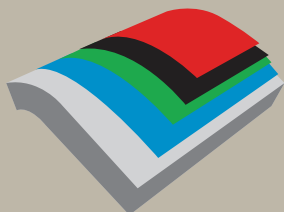


- Fuel flow [l/h, gph] (instantaneous and average)
- Mileage {km/l, mpg} (instantaneous and average)
- Trip time [h], Trip distance [km, M, NM]
- Engine hour, Voltage, Water temp and more...

QUALITY

Suzuki Anti-Corrosion Finish

Salt or fresh, water is tough on engines, so we protect yours using our own innovative Anti-Corrosion Finish. An epoxy primer undercoat, applied directly to aluminium to provide maximum bonding, is followed by black metallic paint, topped off with a clear acrylic resin layer.



- Acrylic Resin Clear Topcoat
- Acrylic Resin Black Metallic Basecoat
- Epoxy Primer Undercoat
- Suzuki Anti-Corrosion Finish
- Suzuki Aluminium Alloy

LOWER EMISSIONS, EFFICIENT OPERATION

Suzuki's highly efficient four-stroke technologies produce lower emissions which allow outboards to conform to some of the world's strictest emissions standards^{*1} including the EURO 1 emissions Standards (EU Directive 2003/44EC)^{*2}, and receive a three-star rating from the California Air Resources Board (CARB).



*1 Emission standards compliancy is region specific.

*2 The EU emissions standards (exhaust gases and noise levels) set by the European Parliament and Council.

SMALL CHANGES. BIG DIFFERENCE.



Find out more by watching our videos



FUEL FILTER - EXTERNAL

Fuel filters prevent any debris or water in the fuel from getting into the engine. They should be checked and drained/cleaned as necessary.



FUEL FILTER - INTERNAL

Fuel filters prevent any debris or water in the fuel from getting into the engine. They will need to be replaced according to the schedule in your Owner's Manual.



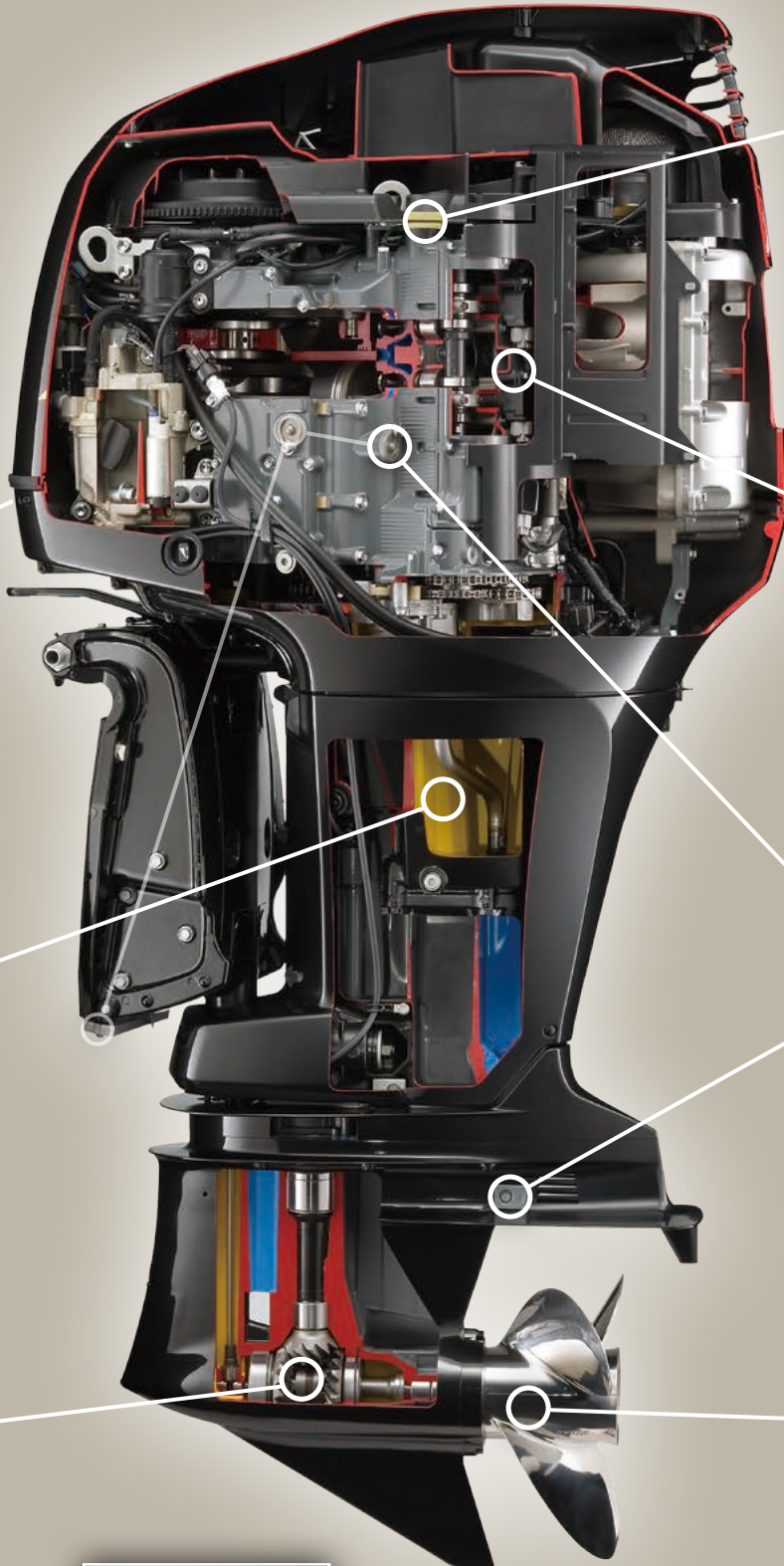
ENGINE OIL

Regular oil changes keeps your engine clean, reduces wear and prevents internal corrosion.



GEAR BOX OIL

Regular replacement of the gear oil is important. Your outboard's lower unit works hard and eventually the gear oil's lubricating effectiveness will be broken down.



OIL & FILTER CHANGE

A contaminated oil filter can no longer filter impurities, which may lead to engine damage and increased bearing wear.



SPARK PLUGS

Spark plug deterioration can cause engine malfunction, poor starting and performance as well as an increase in emissions.



ANODES

Anodes help protect your outboard from corrosion. If they are not maintained or replaced regularly, galvanic corrosion will damage underwater aluminium components.



PROPELLER MAINTENANCE

It is important to maintain your propeller for optimal efficiency and performance. Simply remove it, check it for any damage, replace if necessary and re-apply grease to the spline before re-installing.



MAINTENANCE KITS

We're now offering complete maintenance kits on a range of Suzuki outboards. Each kit has the complete range of Suzuki Genuine Parts required for servicing Suzuki outboards according to the periodical maintenance schedule as detailed in the owner's manual.

SPECIFICATIONS

MODEL	NEW		NEW		DF175TG*/150TG*	DF175*/150*	DF140*	DF115A*/100A
	DF300AP**/250AP**	DF250*/225*/200**	DF200AP**	DF200A*				
RECOMMENDED TRANSOM HEIGHT mm	X : 635 XX : 762	L : 508** X : 635 XX : 762	L : 508 X : 635		L : 508 X : 635		L : 508 X : 635	
STARTING SYSTEM	Electric	Electric	Electric		Electric		Electric	
WEIGHT kg *1	X : 274.0 XX : 279.0	L : 257.0** X : 263.0 XX : 268.0	L : 228.0 X : 233.0	L : 226.0 X : 231.0	L : 223.0 X : 228.0	L : 215.0 X : 220.0	L : 179.0 X : 184.0	L : 182.0 X : 187.0
ENGINE TYPE	DOHC 24-Valve		DOHC 16-Valve		DOHC 16-Valve			
FUEL DELIVERY SYSTEM	Multi-Point Sequential Electronic Fuel Injection							
NO OF CYLINDERS	V6 (55-degree)	V6 (55-degree)	4		4		4	
PISTON DISPLACEMENT cm ³	4,028	3,614	2,867		2,867		2,044	
BORE X STROKE m/m	98 x 89	95 x 85	97 x 97		97 x 97		86 x 88	
MAXIMUM OUTPUT kw	DF250AP: 184.0 DF300AP: 220.7	DF200: 147.0 DF225: 165.0 DF250: 184.0	DF200A: 147.0		DF150: 110.0 DF175: 129.0		DF100A: 73.6 DF115A: 84.6 DF140A: 103.0	
FULL THROTTLE OPERATING RANGE rpm	DF250AP: 5,500-6,100 DF300AP: 5,700-6,300	DF200: 5,000-6,000 DF225: 5,000-6,000 DF250: 5,500-6,100	DF200A: 5,500-6,100		DF150: 5,000-6,000 DF175: 5,500-6,100		DF100A: 5,000-6,000 DF115A: 5,000-6,000 DF140A: 5,600-6,200	
STEERING	Remote	Remote	Remote		Remote		Remote	
CHOKE	-	-	-		-		-	
OIL PAN CAPACITY lit	8.0	8.0	8.0		8.0		5.5	
IGNITION SYSTEM	Fully-transistorized							
ALTERNATOR	12V 54A	12V 54A	12V 44A		12V 44A		12V 40A	
ENGINE MOUNTING	Shear Mount							
TRIM METHOD	Power Trim and Tilt							
GEAR RATIO	2.08:1	2.29:1	2.50:1		2.50:1		2.59:1	
GEAR SHIFT	F-N-R Drive-by-wire	F-N-R	F-N-R Drive-by-wire	F-N-R	F-N-R Drive-by-wire	F-N-R		
EXHAUST	Through Prop Hub Exhaust							
PROPELLOR SELECTION (PITCH)*	15"-27.5"	15"-27.5"	17"-27.5"		15"-27.5"		15"-25"	

MODEL	NEW		NEW		NEW		NEW		NEW		
	DF30AT/25AT	DF30ATH/25ATH	DF30AR/25AR	DF30AQH/25AQH		DF30A/25A		DF20AT/9.9BT	DF20ATH/15ATH/9.9BTH		
RECOMMENDED TRANSOM HEIGHT mm	S : 381 L : 508	S : 381** L : 508	S : 381 L : 508**	L : 508	L : 508	S : 381**	S : 381 L : 508	S : 381** L : 508	L : 508 x : 635**		
STARTING SYSTEM	Electric/Manual				Manual	Elec/Man	Manual	Electric/Manual			
WEIGHT kg *1	S : 71.0 L : 72.0	S : 73.0 L : 74.0	S : 63.0 L : 64.0**	L : 73.0	S : 70.0	S : 65.0	S : 62.0 L : 63.0	S : 52.5** L : 54.5	L : 55.5 x : 57.5**		
ENGINE TYPE	OHC						OHC				
FUEL DELIVERY SYSTEM	Battery-Less Multi-Point Sequential Electronic Fuel Injection										
NO OF CYLINDERS	3						2				
PISTON DISPLACEMENT cm ³	490						327				
BORE X STROKE m/m	60.4 x 57.0						60.4 x 57				
MAXIMUM OUTPUT kw	DF25A: 18.4 DF30A: 22.1						DF9.9B: 7.3 DF15A: 11.0 DF20A: 14.7				
FULL THROTTLE OPERATING RANGE RPM	DF25A: 5,000-6,000 DF30A: 5,300-6,300						DF9.9B: 4,700-5,700 DF15A : 5,000-6,000 DF20A : 5,300-6,300				
STEERING	Remote	Tiller	Remote	Tiller						Remote	Tiller
CHOKE	-										
OIL PAN CAPACITY lit	1.5						1.0				
IGNITION SYSTEM	Digital CDI						Digital CDI				
ALTERNATOR	12V 14A						12V 12A				
ENGINE MOUNTING	Shear Mount										
TRIM METHOD	Power Trim and Tilt		Manual Trim & Tilt		Manual Trim and Gas Assisted Tilt		Manual Trim and Tilt		Power Tilt		
GEAR RATIO	2.09:1						2.08:1				
GEAR SHIFT	F-N-R										
EXHAUST	Through Prop Hub Exhaust										
PROPELLOR SELECTION (PITCH)*	9"-14"						7"-12"				

DF90A/ 80A/70A	DF90ATH/ 70ATH	DF60A/ 50A/40A	DF60ATH/ 50ATH/40ATH	DF60AV/ 50AV	DF60AVTH/ 50AVTH	DF60AQH/ 40AQH
L : 508 X : 635	L : 508 X : 635	S : 381 L : 508 X : 635*5	L : 508 X : 635*5	L : 508 X : 635*5	L : 508 X : 635*5	L : 508 X : 635*5
Electric	Electric	Electric				
L : 155.0 X : 158.0	L : 161.0 X : 164.0	S : 102.0 L : 104.0 X : 107.0*5	L : 108.0 X : 111.0*5	L : 114.0 X : 117.0*5	L : 120.0 X : 123.0*5	L : 106.0 X : 109.0*5
DOHC 16-Valve		DOHC 12-Valve				
Multi-Point Sequential Electronic Fuel Injection						
4		3				
1,502		941				
75 x 85		72.5 x 76				
DF70A: 51.5 DF80A: 58.8 DF90A: 66.2		DF40A: 29.4 DF50A: 36.8 DF60A: 44.1				
DF70A: 5,000-6,000 DF80A: 5,000-6,000 DF90A: 5,300-6,300		DF40A: 5,000-6,000 DF50A: 5,300-6,300 DF60A: 5,300-6,300				
Remote	Tiller	Remote	Tiller	Remote	Tiller	Tiller
-		-				
4.0		2.7				
Fully-transistorized						
12V 27A		12V 19A				
Shear Mount						
Power Trim and Tilt						Manual Trim & Gas Assisted Tilt
2.59:1		2.27:1		2.42:1		2.27:1
F-N-R						
Through Prop Hub Exhaust						
13"-25"		9"-17"				

DF20AR/ 15AR/9.9BR	DF20A/15A		DF9.9B	DF9.9AR/ 8AR	DF9.9A/ 8A		DF6/5/4	DF2.5	
S : 381 L : 508	S : 381 L : 508	S : 381 L : 508	S : 381 L : 508	S : 381*11 L : 508	S : 381*12 L : 508	S : 381 L : 508	S : 381 L : 508	S : 381 L : 508	
Electric/Manual		Manual	Manual	Electric/Manual		Manual	Manual	Manual	
S : 47.0 L : 48.0	S : 48.0 L : 49.0	S : 44.0 L : 45.0	S : 44.0 L : 45.0	S : 41.0*11 L : 43.5	S : 43.5*12 L : 46.0	S : 39.0 L : 41.5	S : 25.0 L : 26.0	S : 13.5 L : 14.0	
OHC			OHC			OHV			
Battery-Less Multi-Point Sequential Electronic Fuel Injection				Carburetor			Carburetor		
2			2			1	1		
327			208			138	68		
60.4 x 57			51 x 51			62 x 46	48 x 38		
DF9.9B: 7.3 DF15A: 11.0 DF20A: 14.7			DF8A: 5.9 DF9.9A: 7.3			DF4: 2.9 DF5: 3.7 DF6: 4.4	DF2.5: 1.8		
DF9.9B: 4,700-5,700 DF15A : 5,000-6,000 DF20A : 5,300-6,300			DF8A: 4,700-5,700 DF9.9A: 5,200-6,200			DF4: 4,000-5,000 DF5: 4,500-5,500 DF6: 4,750-5,750	DF2.5: 5,250-5,750		
Remote	Tiller	Tiller	Tiller	Remote	Tiller	Tiller	Tiller	Tiller	
-				Electric	Electric	Manual	Manual	Manual	
1.0			0.8			0.7	0.38		
Digital CDI			Digital CDI			Digital CDI	Digital CDI		
12V 12A		12V 6A		12V 10A		12V 6A	(op.) -		
Shear Mount						Bushing Type			
Manual Trim and Tilt									
2.08:1			2.08:1			1.92:1	2.15:1		
F-N-R						F-N			
Through Prop Hub Exhaust						Above Prop Exhaust			
7"-12"			7"-11"			6"-7"	5.3/8"		

*All propellers are the 3-blade type *Please inquire at your local dealer for details of the propeller.

*1: Dry Weight: Including battery cable, not including propeller and engine oil, *2: Suzuki Selective Rotation, *3: Counter Rotation Model Available, *4: DF200 only, *5: DF60A only, *6: DF25ATH only, *7: DF25AR only, *8: DF25A only, *9: DF20AT only, *10: DF9.9BTH only, *11: DF9.9AR only, *12: DF9.9AE only

FEATURES

NEW

NEW

MODEL	300AP	250AP	250	225	200	200AP	200A	175TG	175	150TG	150	140A/115A /100A	90A/80A /70A	90ATH/ 70ATH	60A	60ATH	60AV/ 50AV	60AVTH/ 50AVTH
VARIABLE VALVE TIMING SYSTEM	●	●	●			●	●	●	●									
MULTI-STAGE INDUCTION SYSTEM			●	●		●	●	●	●	●	●							
TWO-STAGE GEAR REDUCTION SYSTEM	●	●	●	●	●	●	●	●	●	●	●	●	●	●				
OFFSET DRIVESHAFT	●	●	●	●	●	●	●	●	●	●	●	●	●	●				
DIRECT IGNITION	●	●	●	●	●	●	●	●	●	●	●		●	●	●	●	●	●
SUZUKI LEAN BURN CONTROL SYSTEM	●	●				●	●	●		●		●	●	●	●	●	●	●
SUZUKI EASY START SYSTEM	●	●				●	●	●		●		●	●	●	●	●	●	●
OVER-REV. LIMITER	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
LOW OIL PRESSURE CAUTION	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
TIMING CHAIN	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
FRESH WATER FLUSHING SYSTEM	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
SUZUKI PRECISION CONTROL SYSTEM	●	●				●		●		●								
SUZUKI TROLL MODE SYSTEM	○	○				○	○	○		○		○	○	●	○	●	○	●
SHALLOW WATER DRIVE																		
HIGH ENERGY ROTATION																	●	●
TILT LIMIT SYSTEM	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
DUAL WATER INTAKES	●	●										○			●	●	●	●
SUZUKI ANTI-CORROSION SYSTEM	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
SUZUKI SELECTIVE ROTATION	●	●				●												

NEW **NEW** **NEW** **NEW** **NEW**

60AQH/ 40AQH	50A/ 40A	50ATH/40ATH	30AT/25AT	30ATH /25ATH	30AR/25AR	30AQH/ 25AQH	30A/ 25A	20AT/9.9BT	20ATH/15ATH/ 9.9BTH	20AR/15AR/ 9.9BR	20A/15A/9.9B	9.9AR/8AR	9.9A/8A	6/5/4	2.5
●	●	●													
●	●	●	●	●	●	●	●	●	●	●	●				
●	●	●													
●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
●	●	●	●	●	●	●	●	●	●	●	●	●	●		
●	●	●													
●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
●	○	●													
					●		●			●	●	●	●	●	
●	●	●													
●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

●=Standard Equip. ○=Optional Equip.

CELEBRATING 50 YEARS OF SUZUKI OUTBOARDS - SNAPSHOTS OF OUR SUCCESS







AWARDS

Our outboards have received numerous awards for innovation. This success recognises our vast experience in developing technology (for motorcycles, ATVs and automobiles, as well as outboards) and precise understanding of our customers' needs.

WE ARE SUZUKI

Our history began with the founding of Suzuki Loom Works by Michio Suzuki in 1909. He was committed to innovative engineering and focused on creating products that offered new lifestyle possibilities. Over 100 years on we continue to honour our founder's commitment to innovative engineering.

His philosophy lives on in our "Way of Life!" brand slogan and our dedication to providing customers with value-packed products that bring you excitement and satisfaction, whilst meeting your everyday needs.



Please read your Owner's Manual carefully. Remember, boating and alcohol or other drugs don't mix. Always wear a personal flotation device when boating. Please operate your outboard safely and responsibly.

Suzuki encourages you to operate your boat safely and with respect for the marine environment.

Specifications, appearances, equipment, colours, materials and other items of "SUZUKI" products shown in this catalogue are subject to change by manufacturers at any time without notice and they may vary depending on local conditions or requirements. Some models are not available in some territories. Each model might be discontinued without notice. Please enquire at your local dealer for details of any such changes. Actual body colour might differ from the colours in this brochure.



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YOUR AUTHORISED SUZUKI DEALER

