SUZUKI OUTBOARD MOTORS 2015

SUZUKI

Way of Life!

THE ULTIMATE 4-STROKE OUTBOARD

50th 1965-2015 Anniversary

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 1991, 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 marketplace. 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

1990s – DF70

2000s - DF300

2010s – DF200AP

KEY MOMENTS IN OUR HISTORY:

1965
Our first outboard, the D55, launched.

1966
Export of Suzuki Outboard Motors begins.

1980
We first invented oil injection for outboards, and introduced oil injection series DT85OI, DT115OI and DT140OI.

1985
DT150 and DT200, our first V6 models launched.

1987
DT200 Exanté wins the first "Most Innovative Products" award from the National Marine Manufacturers association (NMMA).

1990
DT225 added to V6 series and new Electronic Fuel Injection System introduced.

1994
Introduction of DF9.9 and DF15, our first four stroke outboards.

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).

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.

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.

2003
DF200/225/250, the first Suzuki four stroke V6 outboards launched. DF250 wins the "IMTEC Innovation Award".

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 of the IBEX 2006 Innovation Award from The National Marine Manufacturers Association (NMMA).

2008
New generation four stroke DF70/80/90A 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.

2010
New DF40/50A win the "2011 NMMA Award for Innovation".

2011
New DF300AP is the world's first Selective Rotation outboard that combines regular and counter rotation operation into the same outboard. DF300AP wins the "2012 NMMA Award for Innovation".

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

2015
Launch of new DF200A/AP with world-leading keyless ignition technology.

NEW FOR 2015

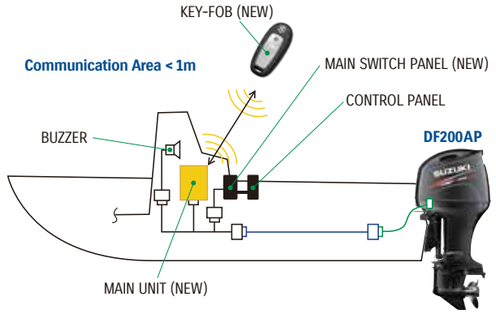
DF200AP / DF200A

Key Competitive Advantages (DF200AP/ DF200A):

- Quicker acceleration, higher top end speed and increased torque from the largest reduction gear ratio in its class
- Incredible fuel efficiency from unrivalled Lean Burn Technology

World first – keyless ignition for extra security

The DF200AP model features a keyless ignition system. This system uses a coded key-fob to transmit an access code to the engine's starting system. When the key-fob is within one metre of the main unit, the user simply turns on the ignition system switch, inserts the kill cord and starts the engine with the push of a button. When it's time to leave, the user can turn off the engine, switch the ignition system off and head for home.



Why Choose Suzuki – see page 14 for more

Exclusive theft deterrant	Market-leading fuel efficiency	Super smooth control	Market-leading versatility

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 is the first 147kW (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 2012 NMMA Innovation Award

Winner of the 2003 NMMA Innovation Award

DF250

DF225

DF200

Key Competitive Advantages (V6 Range):

- Easy twin rig installation with our unique and compact 55° V6 engine block
- Quicker acceleration, higher top end speed and increased torque from the largest reduction gear ratio in its class
- Reliability and easy maintenance at its best with our self adjusting oil bathed timing chain

Why Choose Suzuki – see page 14 for more

Exclusive theft deterrant

Market-leading fuel efficiency

Super smooth control

Market-leading versatility

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

Key Competitive Advantages (DF175TG, DF150TG, DF175 & DF150):

- Quicker acceleration, higher top-end speed and increased torque from the largest reduction gear ratio in its class
- Proven class leading reliability and fuel efficiency

DF175TG
DF150TG

DF175
DF150

Key Competitive Advantages (DF140A, DF115A & DF100A):

- Improved weight distribution, more power and smooth operating with our offset driveshaft
- Increased torque from the largest reduction gear ratio in its class
- Incredible fuel efficiency from unrivalled Lean Burn Technology

LEAN BURN

DF140A
DF115A
DF100A

Why Choose Suzuki – see page 14 for more

Exclusive theft deterrant

Market-leading fuel efficiency

Super smooth control

Market-leading versatility

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 2867cm^3 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 O_2 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 & VERSATILE

DF90A / DF80A / DF70A / DF60A / DF50A / DF40A

Find out more by watching our videos

LEAN BURN

DF90A
DF80A
DF70A

Key Competitive Advantages (DF90A, DF80A, DF70A):

- Improved weight distribution, more power and smooth operating with our offset driveshaft
- Proven class leading reliability and fuel efficiency
- Quicker acceleration, higher top-end speed and increased torque from the largest reduction gear ratio in its class
- Reliability and easy maintenance at its best with our self adjusting oil bathed timing chain

Find out more by watching our videos

LEAN BURN

DF60A
DF50A
DF40A

Key Competitive Advantages (DF60A, DF50A, DF40A):

- High tech advanced performance and fuel efficiency from a Double Overhead Cam (DOHC) engine
- Quicker acceleration, higher top-end speed and increased torque from the largest reduction gear ratio in its class
- Reliability and easy maintenance at its best with our self adjusting oil bathed timing chain

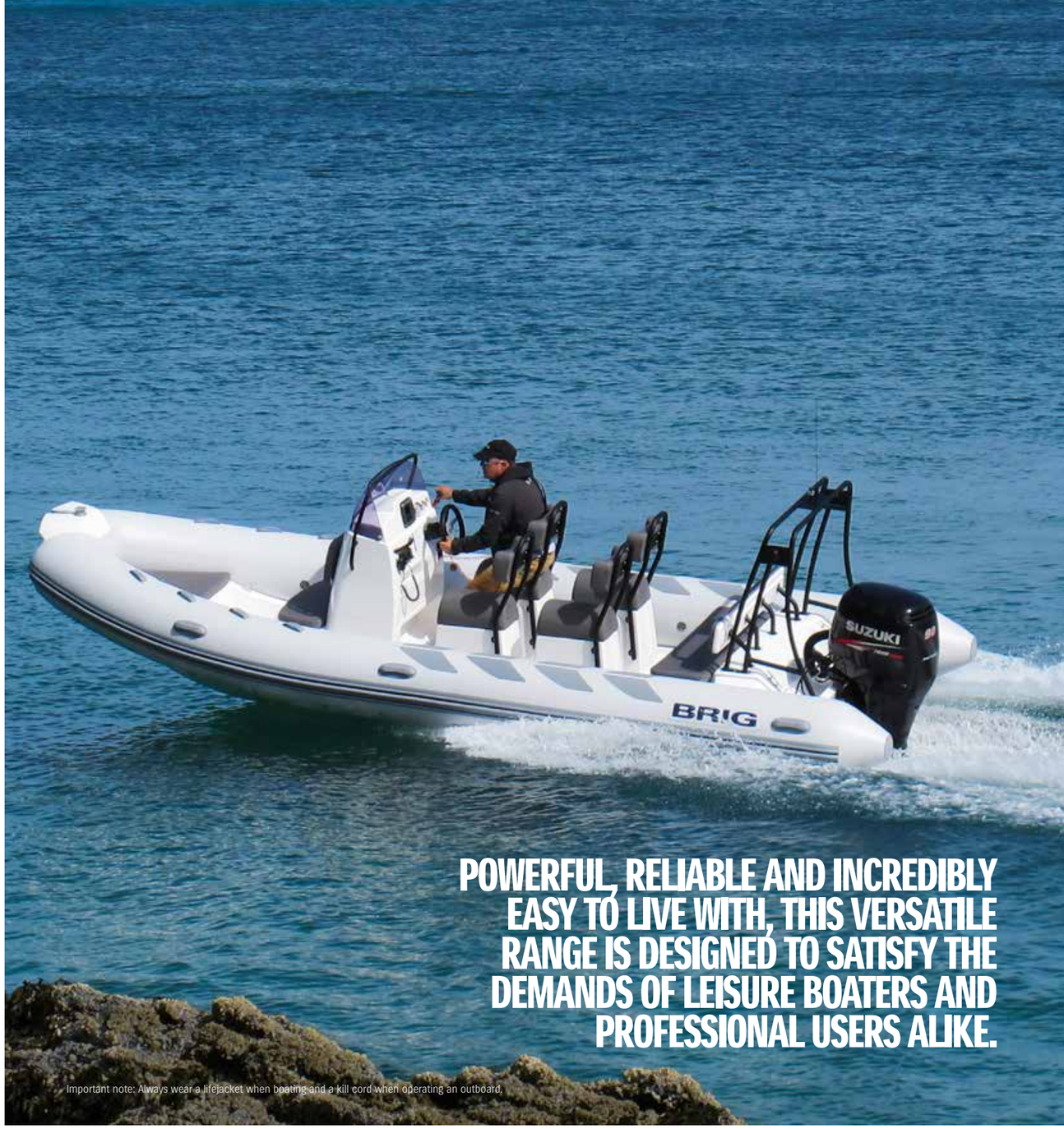
Why Choose Suzuki – see page 14 for more

Exclusive theft deterrant

Market-leading fuel efficiency

Super smooth control

Market-leading versatility



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.

PORTABLE POWER

DF30A / DF25A / DF20A / DF15A / DF9.9A
DF8A / DF6 / DF5 / DF4 / DF2.5

Key Competitive Advantages (DF30A, DF25A, DF20A, DF15A):

- Quicker starts, smoother operation and faster acceleration courtesy of our exclusive battery-less fuel injection
- Incredible fuel efficiency from unrivalled Lean Burn Technology
- Lightest in class (DF30A, DF25AL, DF20AS, DF15AL)
- Smoother and more efficient operation from an offset crankshaft (DF30A, DF25A)

Find out more by watching our videos

LEAN BURN

DF30A
DF25A

Find out more by watching our videos

LEAN BURN

DF20A
DF15A

DF9.9A
DF8A

DF6
DF5
DF4

NEW **DF2.5**
DF2.5
LONG SHAFT

Why Choose Suzuki – see page 14 for more

distinctive
Exclusive theft deterrant

LEAN BURN
Market-leading fuel efficiency

Key Competitive Advantages (DF2.5):

- Easy to control, with forward & neutral gears plus 180° rotation for reverse
- Easy to transport due to light weight and convenient carry handle
- Quiet and fuel-efficient operation courtesy of water cooling

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.

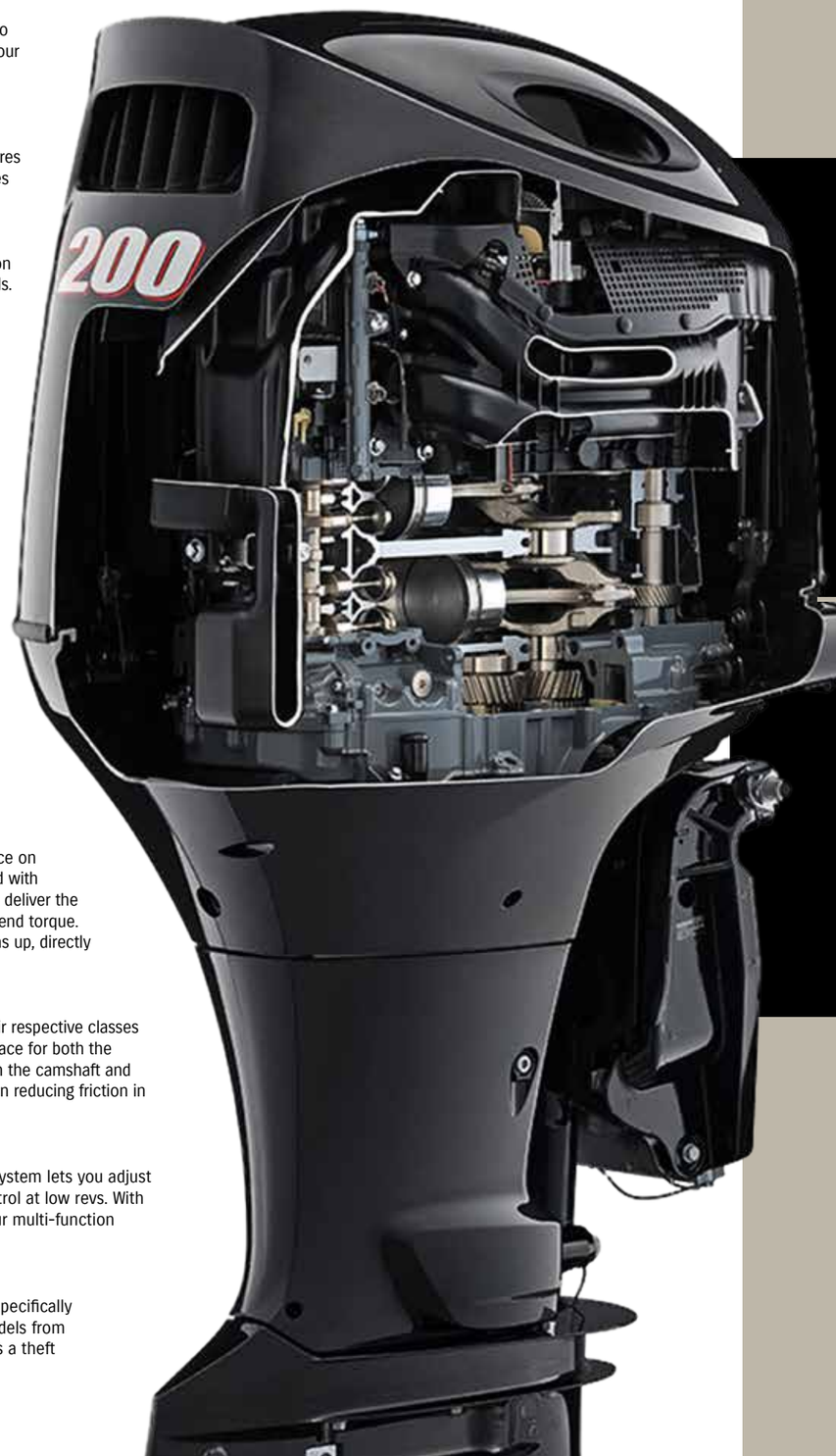
LONG TRACK INTAKE MANIFOLD
All engines from the DF300AP through to the DF40A have long intake pipes specially tuned to deliver smooth, efficient airflow to the engine, producing increased power and performance.

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.

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.

DATATAG SECURITY SYSTEM
Datatag is a brand new security marking product developed specifically for outboard motors and is offered exclusively free on all models from DF25A – 300AP. Once installed this unique 'fingerprint' acts as a theft deterrent and a powerful tool for recovery.



LEAN BURN

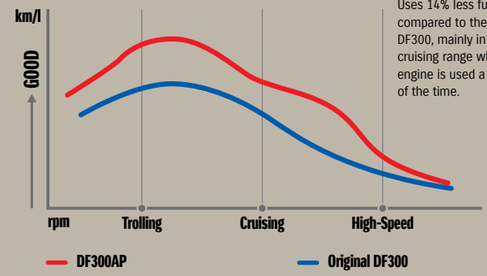
FUEL EFFICIENCY

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)



Uses 14% less fuel compared to the original DF300, mainly in the cruising range where the engine is used a majority of the time.

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.

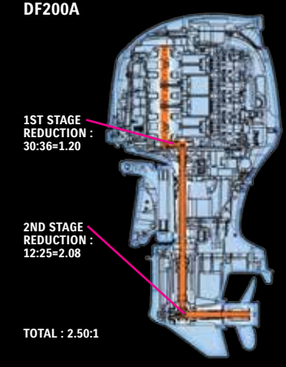
2-STAGE GEAR REDUCTION

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.

APPLICABLE MODELS

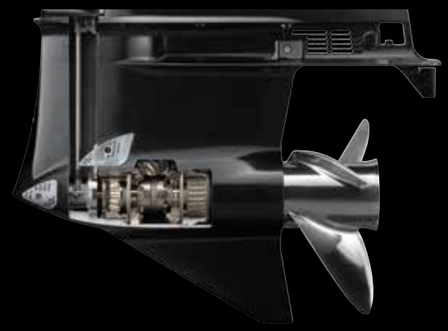
MODEL	DF70A/ 80A/90A	DF100A/ 115A/140A	DF150/ 175/200A	DF200/ 225/250	DF250A/300A
GEAR RATIO	2.59:1	2.59:1	2.50:1	2.29:1	2.08:1

DF200A



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 and DF250AP 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 and DF250AP are now even more versatile.

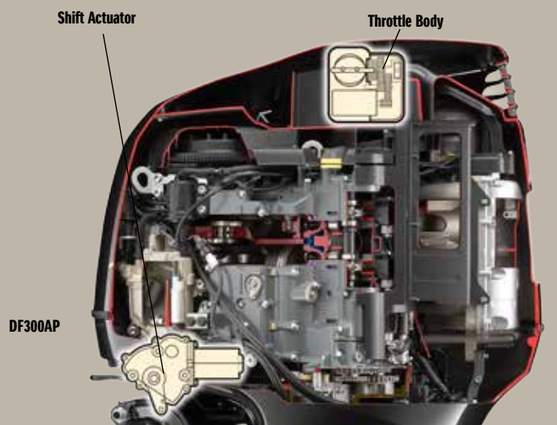


Suzuki Precision Control

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.

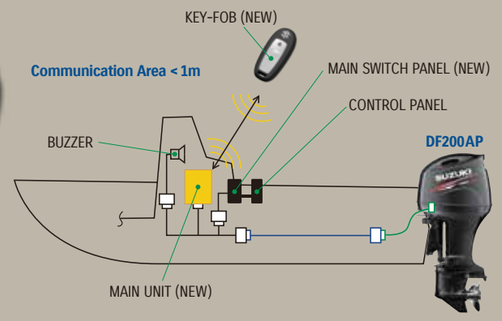
We recommend Seastar and Baystar hydraulic steering packages for 115hp – 225hp. Special deals available at authorised Suzuki dealers and boat builders.

SEASTAR SOLUTIONS®



NEW SUZUKI KEYLESS START SYSTEM

Our new Keyless Start system utilises 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 metre 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.



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.

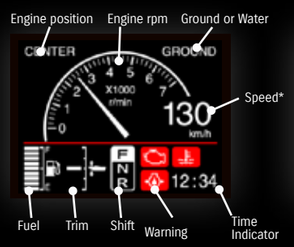
The easy to read digital gauge can also be changed from analogue mode to digital mode. In addition it also incorporates a feature to show day and night mode.

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

DAYTIME

NIGHTTIME

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...

PERFORMANCE

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

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

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

STANDARDS

Suzuki's advanced four stroke technologies deliver cleaner, more efficient operation that conforms to the Recreational Craft Directive (RCD) Standards and has received a three star rating from the California Air Resources Board (CARB).

SMALL CHANGES. BIG DIFFERENCE.

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.

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.

Find out more by watching our videos

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.

SPECIFICATIONS

MODEL	DF300AP*2/ 250AP*2	DF250*3/ 225*3/200*3	NEW DF200AP*2	NEW DF200A*3	DF175TG*3/ 150TG*3	DF140A*3	DF115A/ 100A	DF90A/ 80A/70A	DF60A/ 50A/40A
RECOMMENDED TRANSOM HEIGHT mm	X : 635 XX : 762	L : 508*4 X : 635 XX : 762	L : 508 X : 635		L : 508 X : 635	L : 508 X : 635		L : 508 X : 635	L : 508 X : 635*5
STARTING SYSTEM	Electric	Electric	Electric		Electric	Electric		Electric	Electric
WEIGHT kg *1	X : 274.0 XX : 279.0	L : 257.0*4 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 : 179.0 X : 184.0	L : 182.0 X : 187.0	L : 155.0 X : 158.0	S : 102.0 L : 104.0 X : 107.0*5
ENGINE TYPE	DOHC 24-Valve		DOHC 16-Valve						DOHC 12-Valve
FUEL DELIVERY SYSTEM	Multi-Point Sequential Electronic Fuel Injection							Multi-Point Sequential Electronic Fuel Injection	
NO OF CYLINDERS	V6 (55-degree)	V6 (55-degree)	4		4	4		4	3
PISTON DISPLACEMENT cm³	4,028	3,614	2,867		2,867	2,044		1,502	941
BORE X STROKE m/m	98 x 89	95 x 85	97 x 97		97 x 97	86 x 88		75 x 85	72.5 x 76
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		DF70A: 51.5 DF80A: 58.8 DF90A: 66.2	DF40A: 29.4 DF50A: 36.8 DF60A: 44.1
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		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
STEERING	Remote	Remote	Remote		Remote	Remote		Remote	Remote
CHOKE	-	-	-		-	-		-	-
OIL PAN CAPACITY lit	8.0	8.0	8.0		8.0	5.5		4.0	2.7
IGNITION SYSTEM	Fully-transistorized							Fully-transistorized	
ALTERNATOR	12V 54A	12V 54A	12V 44A		12V 44A	12V 40A		12V 27A	12V 19A
ENGINE MOUNTING	Shear Mount								
TRIM METHOD	Power Trim & Tilt								
GEAR RATIO	2.08:1	2.29:1	2.50:1		2.50:1	2.59:1		2.59:1	2.27:1
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"		13"-25"	9"-17"

MODEL	NEW DF30AT/ 25AT	NEW DF25AR	NEW DF30A/25A		DF20AT	DF20ATH/ /15ATH	DF20AR/ 15AR	DF20A/15A	DF9.9AR/ 8AR	DF9.9A/ 8A		DF6/5/4	DF2.5
RECOMMENDED TRANSOM HEIGHT mm	S : 381 L : 508*6	S : 381 L : 508	S : 381*7	S : 381 L : 508	S : 381 L : 508	L : 508	S : 381 L : 508	S : 381 L : 508	S : 381*8 L : 508*9	L : 508*10	S : 381 L : 508	S : 381 L : 508	S : 381 L : 508
STARTING SYSTEM	Electric/Manual		Elec/Man	Manual	Electric/Manual			Manual	Electric/Manual		Manual	Manual	Manual
WEIGHT kg *1	S : 71.0 L : 72.0	S : 63.0 L : 64.0	S : 65.0	S : 62.0 L : 63.0	S : 52.5 L : 54.5	L : 55.5	S : 47.0 L : 48.0	S : 44.0 L : 45.0	S : 41.0*8 L : 43.5*9	L : 46.0*10	S : 39.0 L : 41.5	S : 25.0 L : 26.0	S : 13.5 L : 14.0
ENGINE TYPE	OHC				OHC				OHC			OHV	
FUEL DELIVERY SYSTEM	Battery-Less Multi-Point Sequential Electronic Fuel Injection								Carburetor			Carburetor	
NO OF CYLINDERS	3				2				2			1	1
PISTON DISPLACEMENT cm³	490				327				208			138	68
BORE X STROKE m/m	60.4 x 57.0				60.4 x 57				51 x 51			62 x 46	48 x 38
MAXIMUM OUTPUT kw	DF25A: 18.4 DF30A: 22.1				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
FULL THROTTLE OPERATING RANGE RPM	DF25A: 5,000-6,000 DF30A: 5,300-6,300				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
STEERING	Remote	Remote	Tiller		Remote	Tiller	Remote	TIller	Remote	Tiller		Tiller	Tiller
CHOKE	-				-				Electric	Electric	Manual	Manual	Manual
OIL PAN CAPACITY lit	1.5				1.0				0.8			0.7	0.38
IGNITION SYSTEM	Digital CDI												
ALTERNATOR	12V 14A				12V 12A			12V 6A	12V 10A		12V 6A	12V 6A (op.)	-
ENGINE MOUNTING	Shear Mount											Bushing Type	
TRIM METHOD	Power Trim and Tilt	Manual Trim and Tilt			Power Tilt		Manual Trim and Tilt						
GEAR RATIO	2.09:1				2.08:1				2.08:1			1.92:1	2.15:1
GEAR SHIFT	F-N-R							F-N-R					F-N
EXHAUST	Through Prop Hub Exhaust							Through Prop Hub Exhaust				Above Prop Exhaust	
PROPELLOR SELECTION (PITCH)*	9"-14"				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: DF30AT only, *7: DF25A only, *8: DF9.9AR only, *9 DF8AR only, *10: DF8AEL only,

FEATURES

MODEL	300AP	250AP	250	225	NEW 200	NEW 200AP	200A	175TG	150TG	140A/115A /100A	90A/80A /70A	60A	50A/ 40A	NEW 30AT/25AT	NEW 30AR/25AR	NEW 30A/ 25A	20AT	20ATH/15ATH	20AR/15AR	20A/15A	9.9AR/8AR	9.9A/8A	6/5/4	2.5
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	●	●				●																		

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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.

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THE ULTIMATE 4-STROKE OUTBOARD

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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.

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*All Suzuki outboards sold in Europe carry a 3 year pan-European warranty (commercial – 1 year). In addition Suzuki outboards imported by Suzuki GB PLC and retailed during 2015-16 are eligible for an additional 2 year warranty when they are registered for leisure use in the UK and Ireland. Outboards registered for commercial use in the UK and Ireland carry a warranty to a total of 2 years or 1,000 hours' use, whichever occurs first. This is subject to regular servicing by an Authorised Suzuki Dealer in accordance with the schedule published in the Owner's Manual. This warranty does not affect your statutory rights.

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5 YEAR WARRANTY

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Snelshall West, Milton Keynes,
Buck MK4 4AE,
0500 011959

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