

# SPECIFICATIONS

MODEL	DF300AP <sup>2</sup> / 250AP <sup>2</sup>	DF250 <sup>3</sup> / 225 <sup>3</sup> / 200 <sup>3</sup>	DF200AP <sup>2</sup> / DF200A <sup>3</sup>	DF175AP/ 150AP	DF175 <sup>3</sup> / 150 <sup>3</sup>	DF140A <sup>3</sup>	DF115A <sup>3</sup> / 100A	DF90A/ 80A/70A	DF60A/50A/ 40A	DF60AV/ 50AV	DF30A/25A	DF20A/15A/DF9.9B	DF9.9A/8A	DF6A/5A/4A	DF2.5				
RECOMMENDED TRANSOM HEIGHT mm	X: 635 XX: 762	L: 264 <sup>4</sup> X: 635 XX: 762	L: 508 X: 635	L: 508 X: 635	L: 508 X: 635	L: 508 X: 635	L: 508 X: 635	L: 508 X: 635	S: 381 L: 508 X: 635 <sup>5</sup>	L: 508 X: 635 <sup>5</sup>	S: 381 <sup>6</sup> L: 508	S: 381 L: 508	S: 381 L: 508	S: 381 L: 508	S: 381 L: 508				
STARTING SYSTEM	Electric	Electric	Electric	Electric	Electric	Electric	Electric	Electric	Electric	Electric	Electric/ Manual	Manual	Electric/ Manual	Manual	Manual				
WEIGHT <sup>kg</sup> <sup>4</sup>	X: 290 XX: 299	L: 264 <sup>4</sup> X: 275 XX: 284	L: 236 X: 241	L: 235 X: 240	L: 236 X: 241	L: 232 X: 237	L: 179 X: 184	L: 182 X: 187	L: 156 X: 160	S: 102 L: 104 X: 107 <sup>5</sup>	L: 115 X: 118 <sup>5</sup>	S: 65 <sup>6</sup> L: 63	S: 62 L: 63	S: 48 L: 49	S: 44 L: 45	S: 43,5 <sup>7</sup> L: 46	S: 39 L: 41,5	S: 24 L: 25	S: 13,5 L: 14
ENGINE TYPE	DOHC 24-Valve	DOHC 16-Valve	DOHC 16-Valve	DOHC 16-Valve	DOHC 16-Valve	DOHC 16-Valve	DOHC 16-Valve	DOHC 16-Valve	DOHC 12-Valve	OHC	OHC	OHC	OHC	OHC	OHC				
FUEL DELIVERY SYSTEM	Multi-Point Sequential Electronic Fuel Injection										Battery-Less Multi-Point Sequential Electronic Fuel Injection		Carburetor		Carburetor				
NO OF CYLINDERS	V6 (55-degree)		4	4	4	4	4	4	3	3	3	2	2	1	1				
PISTON DISPLACEMENT <sup>cm<sup>3</sup></sup>	4,028	3,614	2,867	2,867	2,867	2,044	1,502	941	490	327	208	138	68						
BORE X STROKE mm	98 x 89	95 x 85	97 x 97	97 x 97	86 x 88	75 x 85	72,5 x 76	60,4 x 57,0	60,4 x 57	51 x 51	60,4 x 48	48 x 38							
MAXIMUM OUTPUT <sup>kw</sup>	DF250AP:184,0 DF300AP:220,7	DF200: 147,0 DF225: 165,0 DF250: 184,0	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	DF25A: 18,4 DF30A: 22,1	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	1,8							
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	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	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	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	5,250-5,750							
STEERING	Remote	Remote	Remote	Remote	Remote	Remote	Remote	Remote	Tiller	Tiller	Tiller	Tiller	Tiller	Tiller					
CHOKE	-	-	-	-	-	-	-	-	-	-	Electric	Manual	Manual	Manual					
OIL PAN CAPACITY <sup>lit</sup>	8,0	8,0	8,0	8,0	5,5	4,0	2,7	1,5	1,0	0,8	0,7	0,38							
FUEL TANK CAPACITY <sup>lit</sup>	-										25 (op.)	25	12	Integral 1.0	Integral 1.0				
IGNITION SYSTEM	Fully-transistorized										Digital CDI	Digital CDI	Digital CDI	Digital CDI	Digital CDI				
ALTERNATOR	12V 54A	12V 54A	12V 44A	12V 44A	12V 40A	12V 27A	12V 19A	12V 14A	12V 12A	12V 6A	12V 10A	12V 6A	12V 5A (op.)	-					
ENGINE MOUNTING	Shear Mount										Bushing Type								
TRIM METHOD	Power Trim and Tilt										Manual Trim and Tilt								
GEAR RATIO	2,08:1	2,29:1	2,50:1	2,50:1	2,59:1	2,59:1	2,27:1	2,42:1	2,09:1	2,08:1	1,92:1	2,15:1							
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	F-N-R	F-N-R	F-N-R	F-N-R	F-N-R	F-N-R	F-N-R	F-N-R					
EXHAUST	Through Prop Hub Exhaust										Through Prop Hub Exhaust			Above Prop Exhaust					
PROPELLOR SELECTION (PITCH) <sup>*</sup>	15"-27,5"	15"-27,5"	17"-27,5"	15"-27,5"	15"-25"	13"-25"	9"-17"	9"-17"	9"-15"	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: DF25A only, \*7: DF8AE only

# FEATURES

MODEL	DF300AP	DF250AP	DF250	DF225	DF200	DF200AP	DF200A	DF175AP	DF175	DF150AP	DF150	DF140A/ 115A/100A	DF90A/ 80A/70A	DF60A	60AV/ 50AV	DF50A/ 40A	DF30A/ 25A	DF20A/15A/ 9.9B	DF9.9A/ 8A	DF6A/5A/ 4A	DF2.5	
BODY COLOR	BLACK	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	WHITE	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
SUZUKI SELECTIVE ROTATION	•	•				•																
SUZUKI PRECISION CONTROL SYSTEM	•	•				•																
2-STAGE GEAR REDUCTION SYSTEM	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
VARIABLE VALVE TIMING SYSTEM	•	•				•																
MULTI-STAGE INDUCTION SYSTEM	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
HYDRODYNAMIC GEAR CASE	•	•																				
OFFSET DRIVESHAFT	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
DIRECT IGNITION	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
SELF-ADJUSTING TIMING CHAIN	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
SUZUKI LEAN BURN CONTROL SYSTEM	•	•				•																
O <sub>2</sub> SENSOR FEEDBACK CONTROL SYSTEM	•	•				•																
SUZUKI EASY START SYSTEM	•	•				•																
OVER-REV. LIMITER	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
LOW OIL PRESSURE CAUTION	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
ENGINE FLUSH PORT	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
SUZUKI TROLL MODE SYSTEM	○	○				○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
HIGH ENERGY ROTATION																						
TILT LIMIT SYSTEM	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
THREE-WAY STORAGE																						
SHALLOW WATER DRIVE																						
DUAL WATER INTAKES	•	•										○	○	○	○	○	○	○	○	○	○	○
SUZUKI ANTI-CORROSION SYSTEM	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•

\*1: DF140A/DF115A only \*2: DF90A/70A only

# THE CHOICE OF PROFESSIONALS

## COMMERCIAL BROCHURE SUZUKI OUTBOARD MOTORS

THE  
**ULTIMATE**  
4-STROKE OUTBOARD



FOUR STROKE OUTBOARDS | DF SERIES

Specifications, appearances, equipment, colors, materials and other items of "SUZUKI" products shown on 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 inquire at your local dealer for details of any such changes. Actual body color might differ from the colors in this brochure.



SUZUKI MOTOR CORPORATION

300 TAKATUKA-CHO, MINAMI-KU, HAMAMATSU CITY, JAPAN 432-8611

# WHY CHOOSE SUZUKI?

Suzuki four stroke outboard motors are all technologically advanced, compact and fuel-efficient. With a range of engine sizes from the lightweight and portable DF2.5 to the award winning power of the V6 DF300, Suzuki has an outboard for every application whether it is leisure or commercial use. There are many compelling reasons why more and more boat operators are turning to Suzuki outboards to power their commercial craft. Here are just a few of them:

## FUEL SAVINGS

Improvement of fuel efficiency brings you great profit.

## LOW MAINTENANCE

SUZUKI outboards save maintenance cost.

## OUTSTANDING DURABILITY AND RELIABILITY

These merits contribute to your successful business.

## POWERFUL & PERFORMANCE

It provides full of the performance of your requirement.

## SUZUKI TECHNOLOGY

Suzuki outboard has a lot of advanced features.

### LINE UP



DRIVE BY WIRE SERIES

DF175AP / DF150AP

DF200AP

DF300AP / DF250AP



MECHANICAL SERIES

DF2.5 DF6A DF9.9A DF20A DF30A DF60A DF90A DF140A DF175 DF200A DF250  
DF5A DF8A DF15A DF25A DF50A DF80A DF115A DF150 DF225 DF200  
DF4A DF9.9B DF40A DF70A DF100A

# FUEL SAVINGS

PLEASE COMPARE WITH YOUR OUTBOARD!  
SUZUKI ADVANCED TECHNOLOGY SAVES FUEL.

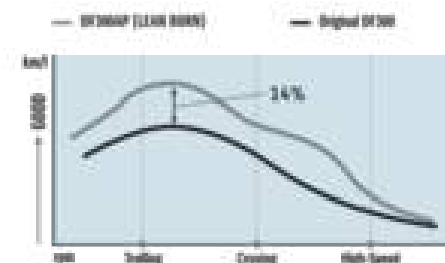


# 14% BETTER



## Suzuki Lean Burn Control System

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.



## O<sub>2</sub> Sensor Feedback Control System

Delivers cleaner, more stable emissions by controlling the air to fuel ratio across each of the engine's operating ranges optimizing fuel delivery regardless of rpm.(DF300AP/250AP, DF200AP, 200A, DF175AP/150AP, DF140A/115A/100A)

## Multi-Point Sequential Electronic Fuel Injection

This computer-controlled fuel system continuously monitors engine conditions and delivers the precise amount of fuel for the correct mixture to each injector individually in sequence, ensuring instant, crisp acceleration, smooth performance and maximum efficiency under a wide variety of boating demands.

### ● Comparison of the 4stroke and 2stroke.\*

COMPARISON		
Accumulative fuel consumption over a year <small>Simulation of the total fuel consumption over a year Total fuel consumption over a year (lit.) = lit./h x 5 hours x 25 days x 12 month</small>	Running Distance per 1 liter of fuel (Cruising at 4,500 rpm)	Fuel Consumption under different running conditions (Make the 2 stroke's fuel consumption equals "100")
<p>2-st DT200 vs. 4-st DF200</p>	<p>2-st DT200 vs. 4-st DF200</p>	<p>2-st DT200 vs. 4-st DF200</p>

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

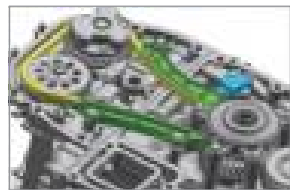
# LOW MAINTENANCE

WELL-CRAFTED EXCELLENT IDEAS AND DESIGN IN CONSIDERATION OF THE DETAIL, TO ACHIEVE EXCEPTIONAL LOW MAINTENANCE, IT WILL BENEFIT YOUR BUSINESS.



## Self-Adjusting Timing Chain

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.



MAINTENANCE  
COST  
SAVING

## Dual Engine Flush Ports

Over time, salt, sand, and dirt buildup can restrict flow in the cooling system causing damage. To help prevent such buildup, SUZUKI outboards\* are equipped with two freshwater flush ports that make flushing the cooling system as easy as possible. With one port located on the port side of the down housing and a second on the front panel, you'll always have easy access to the flushing system whether the boat is in or out of the water.



\*(DF300AP/250AP, DF250/225/200, DF200AP, 200A, DF175AP/150AP, DF175/150, DF90A/80A/90A)

## Maintenance Kit

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.\*

\*Includes parts that require exchange at the dealer.



About  
**10%**  
deals

# OUTSTANDING DURABILITY AND RELIABILITY

## EXPERT'S CHOICE

SUZUKI OUTBOARDS, SELECTED AND TRUSTED BY EXPERTS ALL OVER THE WORLD. THE RELIABILITY CONTRIBUTES GREATLY TO THEIR LIVES.

Since 1980, I am Suzuki user, having 2 barges (fishing boat) equipped with 2 Suzuki DF300, and 1 Suzuki DF175. We had 2 x DF250 which were replaced by 2 x DF300 recently (in 2015), after more than 3000 hours of usage. The arrival of 4 strokes brought us big advantages, non-negligible! The life time is 3 times more than 2 strokes, the fuel consumption is 2 times less, more quiet, less smoke!

This type of engine in our industry is necessary, because we move several tons of oysters for the long distance. It has to be profitable, reliable, and lasting.

That's why we have been using Suzuki V6 since 12 years consecutively. We used other brands in the past, now Suzuki is our recommended brand : the most reliable in the market.

Oyster farmer DF300AP Nicolas Mureau , Mathieu Mureau

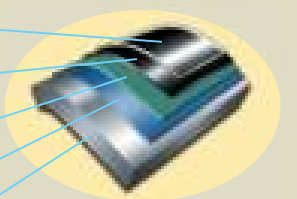
from FRANCE



## Suzuki's Anti Corrosion Finish

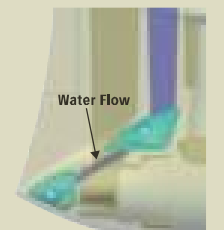
Bonding the finish to the outboard's alloy surface our specially formulated anti-corrosion finish has long been used as an effective treatment against corrosion and is found on all of our outboards.

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



## Two-Way Water Inlet

The engine's cooling system relies on water supplied through low water intakes located on the lower unit. Utilizing this dual low water inlet configuration increases water flow into the lower unit, which delivers greater cooling efficiency. Positioning the forward inlet at the front of the gear case delivers a greater water supply especially at high speeds. The second inlet is also positioned lower allowing the DF300AP/250AP to operate in shallow water conditions.



# POWERFUL & PERFORMANCE

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

## LARGE REDUCTION GEAR RATIO (POWERFUL PROPULSION)



### Offset Driveshaft

This design feature moves the powerhead forward over the transom for better balance, as well as allowing for a much more compact profile than the competition. (DF70A and up)

### 2-Stage Gear Reduction

Provides torque needed to turn a large diameter propeller without adding unwanted bulk and weight to the outboard. Results in quicker acceleration and great top-end speed. (DF70A and up)



**APPLICABLE MODELS** These reduction gear ratios are the largest in each class.

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



### Variable Valve Timing System (VVT)

Using Suzuki's advanced Variable Valve Timing to vary the timing of the intake valves by optimizing camshaft timing, Suzuki engineers have gained greater low and mid range torque from the engine, optimizing power output across the entire operating range of the outboard. The system is controlled by hydraulic pressure from the oil pump and the process happens automatically so all you have to do is enjoying the power and performance. (DF300AP/250AP, DF250, DF200AP, DF200A, DF175AP/150AP, DF175)

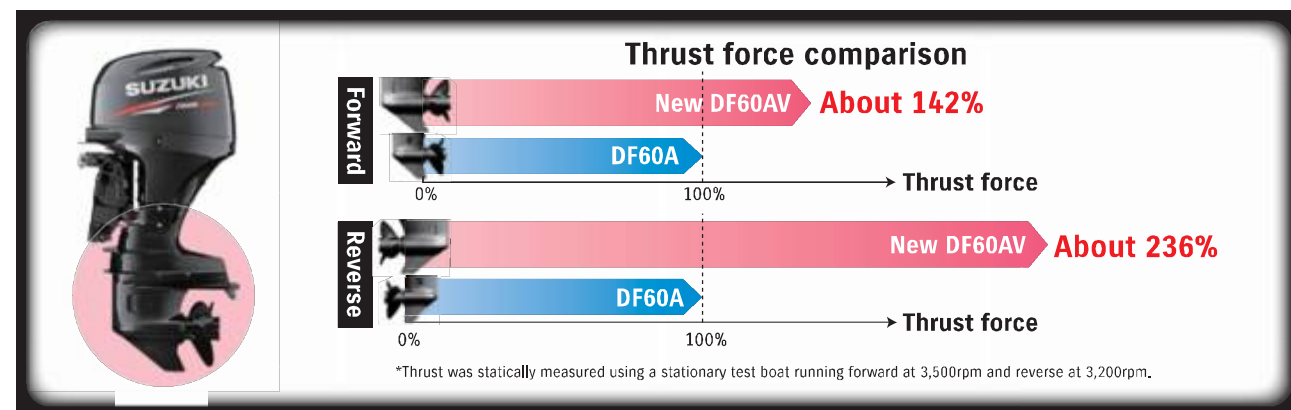
GEAR REDUCTION Maximum  
**2.59:1**



### High Energy Rotation

The DF60AV/50AV are high thrust versions of the standard DF60A/50A featuring Suzuki's High Energy Rotation system. These outboards are equipped with lower units based on those found on the DF140A, specially engineered with a large 2.42 gear ratio that turns a bigger 14-inch prop. This design gives you more precise control when maneuvering, superior low speed handling, better hole shots, and plenty of power to move and maneuver with a heavy load.

#### High Energy Rotation



# SUZUKI TECHNOLOGY

LEADING THE INDUSTRY WITH AWARD WINNING TECHNOLOGY AND DESIGNS, SUZUKI OUTBOARDS PROVIDE FEATURES AND BENEFITS THAT MAKE BOATING MORE ENJOYABLE



### Battery-Less Electronic Fuel Injection

#### Advantages

1. Quick and Easier Start ! (No Choke! One action start!)
2. Cleaner and Economical Fuel Consumption !
3. High Performance dependable in nearly all conditions !

A remarkably compact and lightweight fuel injection system is designed to fit into SUZUKI outboards without adding unneeded bulk or weight. What's more, it operates without a battery and still delivers quicker starts, smoother operation, and more acceleration in all conditions. (DF300A/250A, DF200A/150A/9.9B)



### 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, triple, quad 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/175AP/150AP)



# Advanced Technology



### Suzuki Selective Rotation

This revolutionary design integrates both standard and counter-rotation gears in a single lower unit eliminating the need to purchase a dedicated counter-rotation outboard. Models equipped with this feature can operate in standard clockwise rotation, or in counterclockwise rotation by activating a special connector to a circuit inside the engine and installing a counter rotation propeller.

\*The special connector & propeller need to be purchased separately to change the rotation. (DF300AP/250AP, DF200AP/175AP/150AP)

