



Way of Life!



FOUR STROKE OUTBOARDS DF SERIES

The Right Choice For Your Business

If you're looking for an outboard for your business, Suzuki offers some of the most advanced outboards loaded with technologies designed to help you keep your business running efficiently.

At the top end of our lineup, our new flagship DF300AP and DF250AP feature Suzuki Selective Rotation—an ingenious system that allows the same outboard to operate in standard or counter-rotation by installing a coupler and counter-rotation propeller (both optional) on the outboard.

Outboards featuring the Suzuki Lean Burn Control system include the newly updated DF140A/115A, the DF300AP and DF250AP, and the DF20A/15A, which are also the first battery-less fuel injection models in the 14.7kW (20ps) and 11.0kW (15ps) class. The Suzuki Lean Burn Control System is receiving great acclaim from boaters and the media for its ability to deliver remarkable fuel efficiency while maintaining an exceptional level of power and performance. Combine that with low exhaust emissions, low noise, and outstanding reliability and we think you'll agree that a Suzuki outboard is the right choice for our business.

FUEL SAVINGS

Suzuki Lean Burn Control System

First introduced on the DF90A/70A, our Suzuki Lean Burn Control System analyzes operating conditions to accurately predict fuel needs, allowing the engine to operate on a leaner, more efficient fuel/air mixture. Implemented on a majority of our four-stroke lineup, the system delivers significant improvements in fuel economy from low-speed operation up into the cruising range. Outboards like our DF140A show improvements of as much as 14% over the previous model without sacrificing any of the original DF140's power.

LEAN BURN

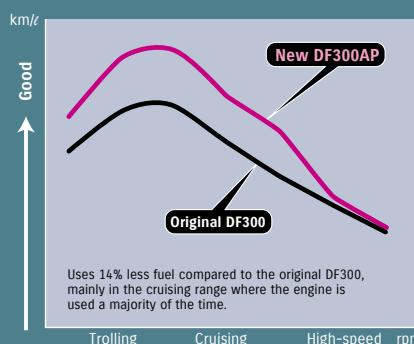
O₂ Sensor Feedback Control System

Featured on the DF300AP, 250AP, 140A, and 115A four-stroke outboards, the O₂ Sensor Feedback Control System optimizes fuel delivery by controlling the air to fuel ratio across each of the outboard's operating ranges keeping running conditions and emissions more stable and cleaner.

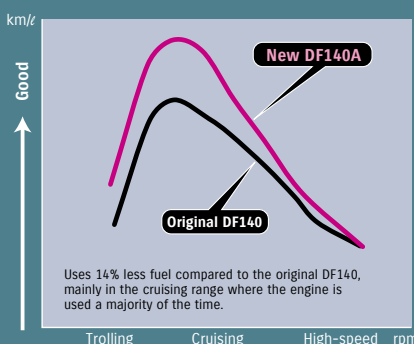
Multi-Point Sequential Electronic Fuel Injection

Multi-Point Sequential Fuel Injection saves fuel and lowers exhaust emissions. The system uses an ECM (Engine Control Module) for real-time monitoring of engine data gathered from a network of strategically placed sensors. By instantly calculating this data it delivers an optimum amount of fuel to the engine through high-pressure injectors. Pioneered by Suzuki on our original award winning DF60/70, this system provides all models from the DF15A to DF300AP with easier starts, crisper acceleration, and smoother performance.

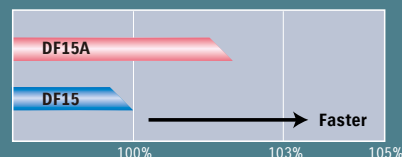
Comparison of Fuel Consumption per 1 Liter of Fuel (New DF300AP vs. Original DF300)



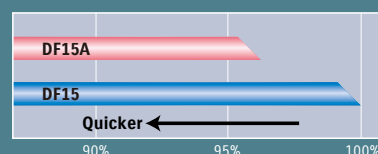
Comparison of Fuel Consumption per 1 Liter of Fuel (New DF140A vs. Original DF140)



Top Speed Comparison (Current DF15 Max. Speed = 100%)



Acceleration Time Comparison (0-50m) (Current DF15 Acceleration Time = 100%)



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

OUTSTANDING DURABILITY AND RELIABILITY

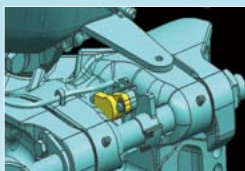
Self-Adjusting Timing Chain

Featured on all models from the DF60A and above, this automatic tensioning system keeps the oil-bathed timing chains in optimum adjustment and provides durable, maintenance-free operation.



Tilt Limit System

Incorporating both the functions of a tilt limit and trim sender, Suzuki's tilt limit system uses a continuous, step-free design to help protect the boat from damage when tilting the outboard. Featured on the DF90A, 70A, and 60A, it also allows installation of these outboards on nearly any type of boat.



Other Features That Keep Your Outboard Running Strong

Suzuki four-strokes are equipped with a number of features that help keep your outboard running strong. Monitor and diagnostic systems on the DF60A through DF300AP provide warnings with lamps in the multi-function tachometer on remote control models and a buzzer. Once trouble is detected, they reduce engine speed to keep problems from becoming serious. All models feature over-rev limiters for extra engine protection. Freshwater flushing ports are also found on all models except for the DF2.5. Low oil pressure warning systems are standard on the DF9.9A and up.



Multi-Function Tachometer

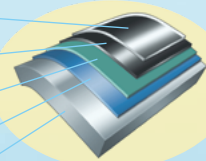
Awards

Our outboards have received a total of six Innovation Awards for our leading edge technologies, with the latest coming in 2012 for the DF300AP. These achievements are due in part to the company's vast experience and long history in the development and manufacture of motorcycles, ATVs, automobiles, outboards and, we believe, really understanding our customers' needs.

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

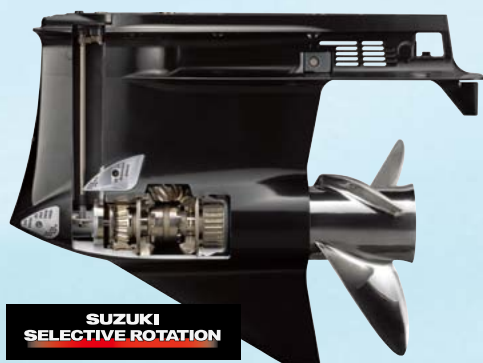




SUPERIOR PERFORMANCE

Suzuki Selective Rotation

The DF300AP/250AP are the world's first outboards to incorporate special counter rotation gearing that allows operating in either clockwise or counter-clockwise rotation, eliminating the need to purchase a dedicated counter-rotation unit. Using an optional coupler to change the gear-shift mode, and adding an optional counter rotational propeller allows the same outboard to operate in counter-rotation mode. This makes outboards that incorporate this feature more versatile.



Light Weight & Compact

Our engineers are well known for their ability to reduce the size and weight of the outboard while delivering outstanding performance. Models like the DF20A/15A are designed from the ground up with a heavy focus on size and weight reduction. Each part and component was designed as small and light as possible without compromising integrity. The result is an outboard that is about 5% lighter than the closest competitor in the 14.7kW (20PS) 4-stroke class.

Suzuki Troll Mode System

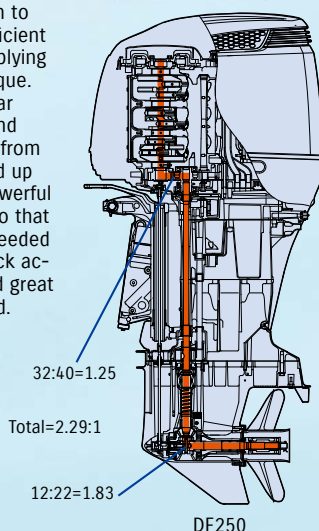
Available as an option, this easy to use system provides fine control over engine speed at low rpm. An independent control switch allows adjustment in increments of 50 rpm over a range from idle to 1,200 rpm. The system includes a specified tachometer and is also compatible with Suzuki's SMIS* digital gauges and "dual scale" analog gauges. (DF300AP, DF250AP, DF140A, DF115A, DF90A, DF70A, and DF60A)



*Suzuki Modular Instrument System

Two-Stage Gear Reduction

Turning a larger propeller with a suitable pitch delivers maximum propulsion. But turning a larger prop requires more torque, which in turn requires larger gears or a large gearbox adding weight and resistance that do not always produce effective results. Suzuki has long utilized two-stage gear reduction to provide an efficient means of supplying maximum torque. Two-stage gear reduction found on outboards from the DF70A and up achieves a powerful final drive ratio that delivers the needed power for quick acceleration and great top-end speed.



High Energy Rotation

The new DF60AV benefits from High Energy Rotation, courtesy of a newly designed lower unit with a 2.42:1 gear ratio, which enables this new model to use a bigger 35.6cm(14-inch) propeller - perfect for powering large, heavy craft. (DF60AV)

HIGH ENERGY ROTATION



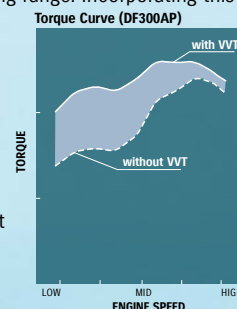
Multi-Function Tiller Handle

Suzuki's Multi-Function Tiller Handle's ergonomic design is the result of computer modeling used to simulate body, arm, and eye movement of the operator to optimize shift lever, switch, and indicator placement providing easier, more comfortable outboard operation. Also designed with computer modeling, the shift lever feels comfortable in either hand. On the handle is a Suzuki Troll Mode System switch and on the handle grip is a power trim and tilt switch that allows simultaneous operation of the throttle and trim. The Multi-Function Tiller Handle is standard on the DF90ATH, 70ATH, 60ATH and 60AQH, and offered as an option on the DF115A.

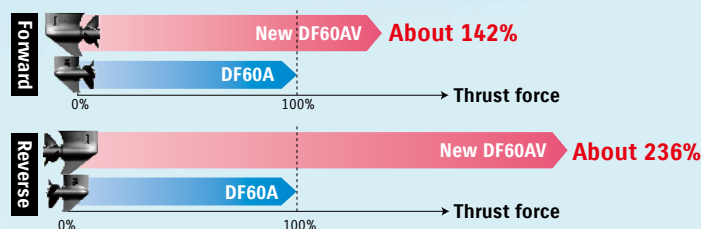


Variable Valve Timing (VVT)

Suzuki's Variable Valve Timing (VVT) is used to adjust the cam profile during operation to deliver greater efficiency, power output, and torque to the mid to low operating range. Incorporating this technology on high-performance engines that utilize aggressive cam profiles designed to maximize power output at high rpm allows outboards like the DF300AP, DF250AP, DF250, and DF175 to deliver optimum output and performance across the outboard's entire operating range.



Thrust force comparison



*Thrust was statically measured using a stationary test boat running forward at 3,500rpm and reverse at 3,200rpm.

SPECIFICATIONS

Models	NEW DF300AP*/250AP*	DF250**/225**	DF200**	DF175**/150**	NEW DF140A**	NEW DF115A**	DF90A/70A	DF90ATH/70ATH
SHAFT LENGTH mm	X:635, XX:762	X:635, XX:762	L:508, X:635	L:508, X:635	L:508, X:635	L:508, X:635	L:508, X:635	
STARTING SYSTEM	Electric	Electric	Electric	Electric	Electric	Electric	Electric	
WEIGHT kg***	X:274.0, XX:279.0	X:263.0, XX:268.0	L:257.0, X:263.0	L:215.0, X:220.0	L:179.0, X:184.0	L:182.0, X:187.0	L:155.0, X:158.0	L:161.0, X:164.0
ENGINE TYPE	DOHC 24-Valve	DOHC 24-Valve	DOHC 24-Valve	DOHC 16-Valve	DOHC 16-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)	V6 (55-degree)	4	4	4	4	
PISTON DISPLACEMENT cm³	4,028	3,614	3,614	2,867	2,044	2,044	1,502	
BORE X STROKE m/m	98 X 89	95 X 85	95 X 85	97 X 97	86 X 88	86 X 88	75 X 85	
MAXIMUM OUTPUT kW (PS)	DF300AP:220.7 (300) DF250AP:184.0 (250)	DF250:184.0 (250) DF225:165.0 (225)	147.0 (200)	DF175:129.0 (175) DF150:110.0 (150)	103.0 (140)	84.6 (115)	DF90A/90ATH:66.2 (90) DF70A/70ATH:51.5 (70)	
FULL THROTTLE OPERATING RANGE rpm	DF300AP:5,700-6,300 DF250AP:5,500-6,100	DF250:5,500-6,100 DF225:5,000-6,000	5,000-6,000	DF175:5,500-6,100 DF150:5,000-6,000	5,600-6,200	5,000-6,000	DF90A/90ATH:5,300-6,300 DF70A/70ATH:5,000-6,000	
STEERING	Remote	Remote	Remote	Remote	Remote	Remote	Remote	Tiller
OIL PAN CAPACITY Lit.	8.0	8.0	8.0	8.0	5.5	5.5	4.0	
FUEL TANK CAPACITY Lit.	—	—	—	—	—	—	—	
IGNITION SYSTEM	Fully-transistorized							
ALTERNATOR	12V 54A	12V 54A	12V 54A	12V 44A	12V 40A	12V 40A	12V 27A	
ENGINE MOUNTING	Shear Mount							
TRIM METHOD	Power Trim and Tilt							
GEAR RATIO	2.08:1	2.29:1	2.29:1	2.50:1	2.59:1	2.59:1	2.59:1	
GEAR SHIFT	F-N-R							
EXHAUST	Through Prop Hub Exhaust							
DRIVE PROTECTION	Rubber Hub							
PROPELLER SELECTION (Pitch) All propellers are the 3-blade type	15" — 27.5"	15" — 27.5"	15" — 27.5"	15" — 27.5"	15" — 25"	15" — 25"	13" — 25"	

Models	DF60A	DF60ATH	NEW DF60AV	NEW DF60AVTH	DF60AQH	NEW DF20A/15A	DF9.9A	DF6/5	DF2.5
SHAFT LENGTH mm	L:508, X:635	L:508, X:635	L:508, X:635	L:508, X:635	L:508, X:635	S:381, L:508	S:381, L:508	S:381, L:508	S:381
STARTING SYSTEM	Electric	Electric	Electric	Electric	Electric	Electric Manual	Manual	Manual	Manual
WEIGHT kg***	L:104.0, X:107.0	L:108.0, X:111.0	L:114.0, X:117.0	L:120.0, X:123.0	L:106.0, X:109.0	S:48.0, L:49.0	S:44.0, L:45.0	S:39.5, L:42.0	S:25.0, L:26.0
ENGINE TYPE	DOHC 12-Valve	DOHC 12-Valve	DOHC 12-Valve	DOHC 12-Valve	DOHC 12-Valve	OHC	OHC	OHC	OHC
FUEL DELIVERY SYSTEM	Multi Point Sequential Electronic Fuel Injection						Carburetor		
NO. OF CYLINDERS	3	3	3	3	3	2	2	1	1
PISTON DISPLACEMENT cm ³	941	941	941	941	941	327	208	138	68
BORE X STROKE m/m	72.5 X 76	72.5 X 76	72.5 X 76	72.5 X 76	72.5 X 76	60.4 X 57	51 X 51	62 X 46	48 X 38
MAXIMUM OUTPUT kW (PS)	44.1 (60)	44.1 (60)	44.1 (60)	44.1 (60)	44.1 (60)	DF20A:14.7 (20) DF15A:11.0 (15)	7.3 (9.9)	DF6:4.4 (6) DF5:3.7 (5)	1.8 (2.5)
FULL THROTTLE OPERATING RANGE rpm	5,300-6,300	5,300-6,300	5,300-6,300	5,300-6,300	5,300-6,300	DF20A:5,300-6,300 DF15A:5,000-6,000	5,200-6,200	DF6:4,750-5,750 DF5:4,500-5,500	5,250-5,750
STEERING	Remote	Tiller	Remote	Tiller	Tiller	Tiller	Tiller	Tiller	Tiller
CHOKE	—	—	—	—	—	—	Manual	Manual	Manual
OIL PAN CAPACITY Lit.	2.7	2.7	2.7	2.7	2.7	1.0	0.8	0.7	0.3
FUEL TANK CAPACITY Lit.	—	—	—	—	—	12	12	Integral 1.5	Integral 1.0
IGNITION SYSTEM	Fully-transistorized					Digital CDI			
ALTERNATOR	12V 19A	12V 19A	12V 19A	12V 19A	12V 19A	12V 12A	12V 6A	12V 6A	12V 6A (OP)
ENGINE MOUNTING	Shear Mount								Bushing Type
TRIM METHOD	Power Trim and Tilt				Manual Trim and Gas Assisted Tilt	Manual Trim and Tilt			
GEAR RATIO	2.27:1	2.42:1	2.27:1	2.27:1	2.27:1	2.08:1	2.08:1	1.92:1	2.15:1
GEAR SHIFT	F-N-R								F-N
EXHAUST	Through Prop Hub Exhaust							Above Prop Exhaust	
DRIVE PROTECTION	Rubber Hub							Shear Pin	
PROPELLER SELECTION (Pitch) All propellers are the 3-blade type	9" — 17"	9" — 17"	9" — 17"	9" — 17"	9" — 17"	7" — 11"	7" — 11"	6" — 7"	5.3/8"

*Suzuki Selective Rotation Available **Counter Rotation Model Available *** Dry weight: Including battery cable, not including propeller and engine oil.

FEATURES

Models	300AP	250AP	250	225	200	175	150	140A	115A	90A	90ATH	70A	70ATH	60A	60AV	60ATH	60AVTH	60AQH	20A/15A	9.9A	6/5	2.5
Start System	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	M	M	M
Multi Point Sequential Electronic Fuel Injection	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Variable Valve Timing System	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Multi-Stage Induction	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Off set Driveshaft	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Two-Stage Gear Reduction System	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Spherical Bore Throttle Body	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Thrust Mount System	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
High Energy Rotation	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Suzuki Lean Burn Control System	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Suzuki Selective Rotation System	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Over-Rev. Limiter	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Oil Change Reminder System	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Low Oil Pressure Caution	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Emergency Stop Switch	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Fully Transistorized Ignition	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Digital CDI	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Direct Ignition	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Suzuki Precision Control System	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Remote Control	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Manual Recoil Starter	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Suzuki Easy Start System	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Oil-Bathed Timing Chain	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Start-in-Gear Protection	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Power Trim and Tilt	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Gas Assisted Tilt	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Shallow Water Drive	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Streamed Gear Case	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
O ₂ Sensor Feedback Control System	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Speedometer Pickup on Gear Case	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Anti-abrasion Water Pump Sleeve	◎	◎	◎	◎	◎	◎	◎	◎	◎	◎	◎	◎	◎	◎	◎	◎	◎	◎	◎	◎	◎	◎
Dual Freshwater Flushing Ports	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Freshwater Flushing Port	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Stainless Steel Propeller	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Aluminum Propeller	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Anti-Corrosion System	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

Code: E=Electric Start, M=Manual Start, ●=Standard Equip, ○=Optional Equip, ◎=Varies according to region.

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

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