

THE  
**ULTIMATE**  
OUTBOARD MOTOR

# 2026

## OUTBOARD MOTORS

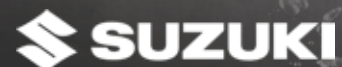
### GENERAL CATALOGUE



Please read your Owner's Manual carefully. Never operate the boat while under the influence of alcohol or other drugs. 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, colors, 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 colors might differ from the colors in this brochure.



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# SUZUKI CLEAN OCEAN PROJECT

Since 2020, Suzuki Clean Ocean Project has focused on reducing marine plastic waste through three key commitments: Clean-up the World Campaign, Reduce Plastic Packaging and Collect Marine Micro-plastic Waste.

Together, we can make a difference for cleaner, healthier oceans.

## REDUCE PLASTIC PACKAGING

As part of our commitment to environmental sustainability, we are progressively replacing plastic packaging used for outboard motors and genuine marine parts with eco-conscious, sustainable alternatives—aiming to reduce plastic waste and minimise our environmental footprint.

**REDUCED PLASTIC PACKAGING - as of June 2025**

■ Packing for Suzuki Outboard Motors **92.1 Ton**



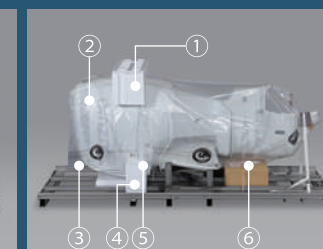
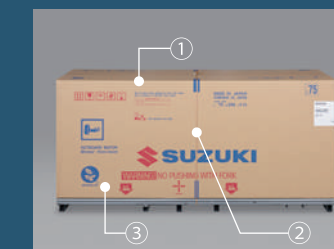
Plastic Packaging



Paper & Biodegradable Materials

**REDUCED PLASTIC PACKAGING - as of June 2025**

■ Packing for Suzuki Marine Genuine Parts **35.9 Ton**

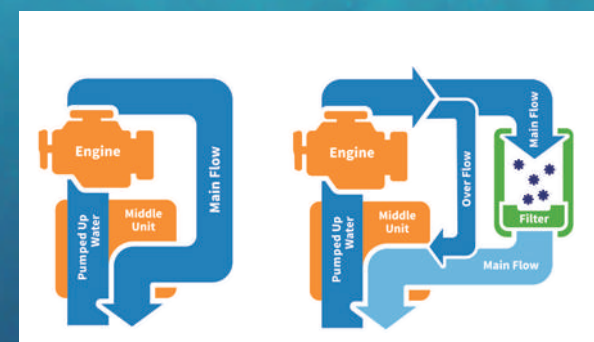


- ① **OPP Tape**  
Polypropylene → Paper
- ② **Outer Fixing Band**  
Polypropylene → Paper
- ③ **Ink (for all the ink on the carton)**  
Animal-derived ink → Botanical Ink
- ①, ④, ⑤ **Fixing Form**  
Polystyrene Foam → 100% biomass-derived polymers
- ② **Upper Engine Cover Sheet**  
Nylon → Rayon
- ③ **Engine Cover Sheet**  
Polyethylene → 100% biomass-derived polymers
- ⑥ **Inner Fixing Band**  
Polypropylene → Paper

**TOTAL REDUCTION 128.0 Ton**

## COLLECT MARINE MICRO-PLASTIC WASTE

In response to the growing issue of plastic pollution in our oceans, Suzuki has developed the world's first Micro-Plastic Collecting (MPC) device designed for integration with outboard motors.



### FEATURES

- Will not affect the performance of the engine even if the filter gets clogged since this device utilizes the used cooling water.
- Will not give negative effects on the environment.



**DF140BG**  
**DF115BG**  
DRIVE BY WIRE

**DF140B**  
**DF115B**  
**DF100C\***  
Black Color Model Only  
**MECHANICAL**



## CLEAN-UP THE WORLD CAMPAIGN

As of June 2025 More than 23,500 people from 95 groups participated in this activity.



USA



COLOMBIA



BRAZIL



CHINA



KUWAIT



PAKISTAN



THAILAND



POLAND



MEXICO

LEADING THE INDUSTRY WITH AWARD WINNING FEATURES AND TECNOLOGIES  
FOR THE ULTIMATE BOATING EXPERIENCE

THE  
ULTIMATE  
OUTBOARD MOTOR

Durability & Reliability

- Durable
- Notify user before engine trouble
- Easy to service, repair

DUAL LOUVER

WATER DETECTING SYSTEM

SELF-ADJUSTING TIMING CHAIN

TILT LIMIT

ANTI CORROSION

DUAL WATER INLET

KEYLESS START SYSTEM

SUB WATER INLET

SDSM+

Performance

- Smooth and quick acceleration at all operating ranges
- Powerful torque

OFFSET DRIVESHAFT

DUAL PROP

MULTI-STAGE INDUCTION

GEAR RATIO 2.50

HIGH ENERGY ROTATION

VVT VARIABLE VALVE TIMING

DIRECT INTAKE

Ease & Comfort

- Less vibration
- Quiet operation
- Light & Compact
- Easy to use
- Smooth and Decisive shifting

SELECTIVE ROTATION

NOISE REDUCTION

PRECISION CONTROL

THREE-WAY STORAGE

OVERHEAD TANK

TROLL MODE

GAS ASSIST

EASY START SYSTEM

AUTOMATIC TRIM

INTEGRATED STEERING SYSTEM

Ecology & Economy

- Good fuel efficiency / low-emission
- Low maintenance cost
- Environment protection activities

LEAN BURN

DUAL INJECTOR

LESS BATTERY-LESS FUEL INJECTION

MPC

NMMA Award

The Innovation Awards (recognizing technological innovation) granted each year by the NMMA (National Marine Manufacturers Association) are considered among the highest honors in marine technology. Of the new marine industry products in that year, they are awarded to “a product that shows technical leadership, is practical and cost-effective, and is truly beneficial to the consumer.” Starting with the DT200 Exanté in 1987 and extending to the DF350A in 2017, Suzuki outboard motors have received this Innovation Award a total of nine times. Eight of these awards are for 4-stroke outboard motors.



Awarded Prizes

1987: DT200 Exanté / 1997: DF70 & DF60 /  
1998: DF50 & DF40 / 2003: DF250 /  
2006: DF300 / 2011: DF50A & DF40A / 2012: DF300AP /  
2014: DF30A & DF25A / 2017: DF350A

Durability & Reliability



SUZUKI DUAL LOUVER SYSTEM

►DF350AMD/300BMD ►DF350A/325A/300B

Dog-leg shaped dual louver at the air intake remove water from the air taken into the cowl.

ADVANTAGE

- Prevents water intrusion.
- Allows a direct intake system, contributing to higher engine output.



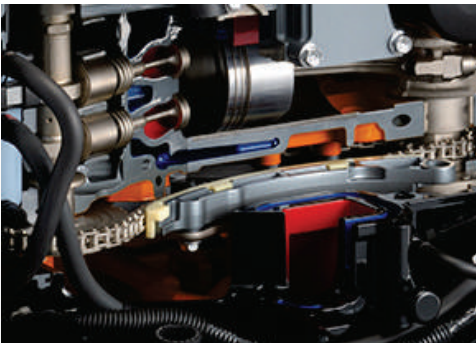
SELF-ADJUSTING TIMING CHAIN

►DF40A AND UP

The timing chain running in an oil-bath can be adjusted automatically by an automatic hydraulic tensioner.

ADVANTAGE

- More durable than the belt type.
- Maintenance-free.



DUAL WATER INLET

►DF350AMD/300BMD ►DF350A/325A/300B  
►DF300AP/250AP ►DF250W

The engine's cooling system relies on water supplied through two water inlets located on the lower unit.

ADVANTAGE

- Increases the water flow, providing better cooling performance.



DF350AMD



WATER DETECTING SYSTEM

►DF70A AND UP

A water detecting fuel filter prevents water intrusion. When water is detected, the system will alert the driver with visual and audio warnings.

ADVANTAGE

- Prevents lower power output and corrosion by avoiding water intrusion.



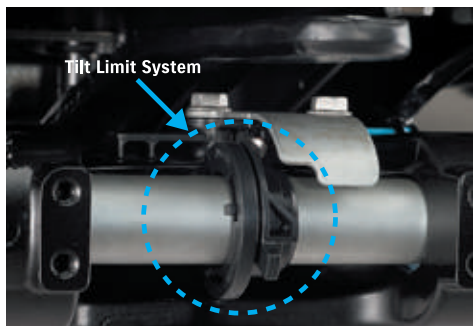
TILT LIMIT SYSTEM

►DF50AV AND UP  
(not including DF90AWQH, DF60AQH, DF50A/40A)

Tilt Limit System prevents the outboard from tilting beyond a selected angle.

ADVANTAGE

- Prevents damage to the boat or outboard due to excessive outboard tilting.



DF200A



SUB WATER INLET

OPTIONAL: ►DF140BG/115BG ►DF140B/115B/100C  
►DF100B/DF90A/DF80A/DF70A  
STANDARD: ►DF60A/50A/40A

Two water inlets in different directions ensure that the engine does not overheat due to the clogging of algae.





## KEYLESS START SYSTEM

OPTIONAL: ▶ DF70A AND UP

This system allows you to start multiple engines by placing key-fob nearby.

- One push Start & Stop for up to 6 outboard motors.
- Waterproof Float Key Fob.
- Security support with immobilizer.

### ADVANTAGE

- Provides high security.
- No ignition key is necessary.

\*Available with SMG4



## SUZUKI ANTI-CORROSION FINISH

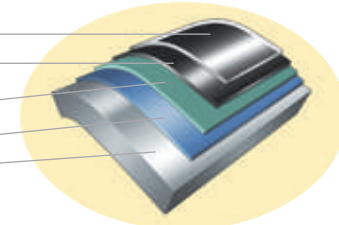
▶ ALL MODELS

Special protection is applied to the aluminum surface using high strength bonding to protect the aluminum made exterior parts.

### ADVANTAGE

- Protection against corrosion improves the overall outboard durability.

Resin Clear Topcoat  
Resin Black(or White) Basecoat  
Primer Undercoat  
Suzuki Anti-Corrosion Finish  
Suzuki Aluminium Alloy



## SDSM+ (SUZUKI DIAGNOSTIC SYSTEM MOBILE+)

▶ DF9.9B AND UP\*

This app enables you to make a plan for boating with the weather forecast and check the engine condition & operation tips for the next boating. All functions are available for free.\* Please check the details in P.29 or on our website.

\*SMG4 and a smartphone running Android/iOS are required.



### ADVANTAGE

- Possible to make a plan for boat trip with checking the weather forecast in advance.
- Check up on the engines before the departure based on the engine data.
- Acquire the engine data by scanning the QR code\*.
- Provide the engine data to dealer and ask for maintenance easily.

\*DENSO WAVE owns the rights of the name and the logo of QR code.

## Performance



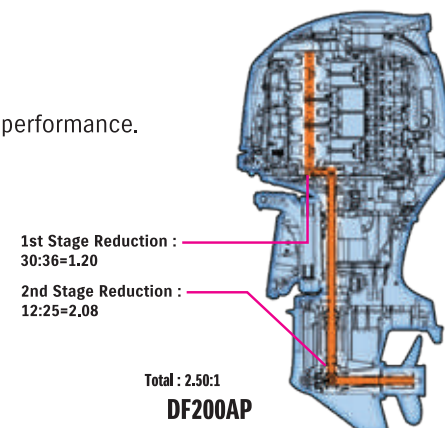
## OFFSET DRIVESHAFT

▶ DF70A AND UP

The engine powerhead is positioned closer to the front, moving the outboard's center of gravity forward.

### ADVANTAGE

- Less vibration.
- More compact.
- Stable steering performance.



## 2-STAGE GEAR REDUCTION

▶ DF70A AND UP

This design makes a larger gear ratio possible, allowing it to turn a large diameter propeller.

### ADVANTAGE

- Increased power to turn large diameter propellers, offering quick acceleration.
- High propulsive efficiency with large diameter propeller.
- Powerful navigation, maintaining propeller rotation even with a large load.

### GEAR RATIO IN EACH CLASS

| MODEL      | DF140BG/115BG<br>DF140B/115B/100C<br>DF100B/90A/80A/70A<br>DF90AWQH | DF200A(AP)/<br>175A(AP)/150A(AP) | DF250/<br>225/200 | DF300AP/<br>250AP<br>DF250W<br>DF250AUN | DF350AMD/<br>300BMD<br>DF350A/<br>325A/300B |
|------------|---------------------------------------------------------------------|----------------------------------|-------------------|-----------------------------------------|---------------------------------------------|
| GEAR RATIO | 2.59:1                                                              | 2.50:1                           | 2.29:1            | 2.08:1                                  | 2.29:1                                      |



## HIGH ENERGY ROTATION

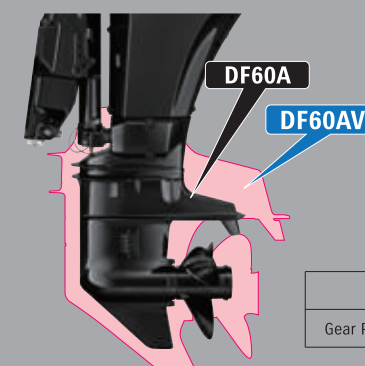
DF60AV/50AV

Larger lower units (2.42 gear ratio) make it possible to equip larger 36cm (14-inch) propeller than other models in this class. It owns good acceleration and large power.

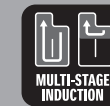
### ADVANTAGE

- Powerful torque to carry heavy loads.
- Quick acceleration with larger propellers.
- Quick and smooth planing.

### DF60AV vs. DF60A size comparison



|            | DF60AV | DF60A |
|------------|--------|-------|
| Gear Ratio | 2.42   | 2.27  |



## MULTI-STAGE INDUCTION

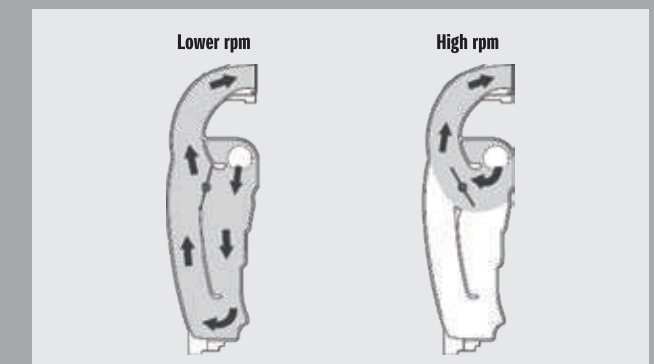
DF250/225 DF200AP/175AP/150AP  
DF200A/175A/150A DF250W

Manifold pipes are switched between short and long during low speed and high speed operation to ensure the right volume of air enters the engine.

### ADVANTAGE

- Increases output during high speed operation with greater volume of air input.
- Increases combustion efficiency and maximizes torque during low speed operation.

### AIR FLOW IN MULTI-STAGE INDUCTION MODULE



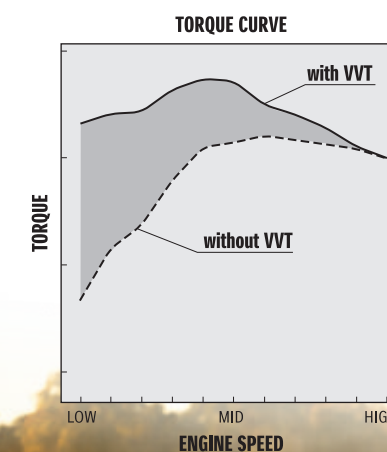
## VVT (Variable Valve Timing)

▶ DF350AMD/300BMD ▶ DF350A/325A/300B  
▶ DF300AP/250AP ▶ DF250AUN ▶ DF250 ▶ DF250W  
▶ DF200AP/175AP/150AP ▶ DF200A/175A

The Variable Valve Timing controls the opening and closing timing of the intake valve depending on the engine RPM.

### ADVANTAGE

- Offers smooth, powerful torque.
- Provide smooth acceleration over all speed ranges.



## DIRECT AIR INTAKE

▶ DF350AMD/300BMD ▶ DF350A/325A/300B

A direct airflow path from the intake port to the cylinder suppresses temperature rise of the air and improves combustion efficiency.

### ADVANTAGE

- Delivers higher power output from a small displacement.



## SUZUKI DUAL PROP SYSTEM

▶ DF350AMD/300BMD ▶ DF350A/325A/300B

The Suzuki Dual Prop System spins two propellers rotating in opposite directions on a single engine. With the 6 blades, it can make a good stroke efficiently.

### ADVANTAGE

- Achieve superior stability when driving straight.
- Powerful reverse thrust and braking force.
- Good water gripping performance and quick startup acceleration.

## Ease & Comfort



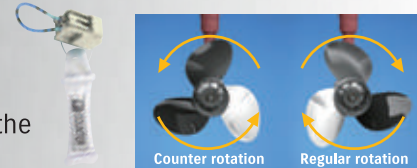
### SUZUKI SELECTIVE ROTATION

DF300AP/250AP DF200AP/175AP/150AP

Function for selecting regular or counter rotation on one outboard with an optional connector and a counter rotation propeller.

#### ADVANTAGE

- Either regular or counter rotation can be used on the same outboard.



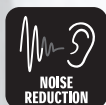
### SUZUKI PRECISION CONTROL (SPC) (Electronic Throttle and Shift Systems)

DF350AMD/300BMD DF350A/325A/300B DF300AP/250AP  
DF250AUN DF200AP/175AP/150AP DF140BG/115BG

Operation from the remote control is delivered to the outboard via an electric signal and it enables the 1 lever operation for up to 6 outboard motors (for dual mount only).

#### ADVANTAGE

- Less friction and resistance compared to the mechanical ones.
- Easy control for multiple outboard motors.
- Improved fuel economy with the combination of Lean Burn Control System.



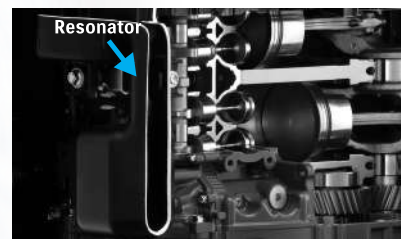
### NOISE REDUCTION

DF350AMD/300BMD DF350A/325A/300B  
DF200AP/175AP/150AP DF200A/175A/150A  
DF140BG/115BG DF140B/115B/100C

Intake noise is suppressed with silencer and resonator.

#### ADVANTAGE

- Less noise, making boating more pleasant.



DF200A



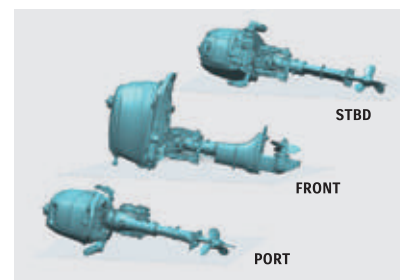
### THREE-WAY STORAGE

DF6A/5A/4A

The design allows the outboard to be removed from the boat and placed on any of its 3 sides for storage.

#### ADVANTAGE

- No need to worry about the loading space or method.



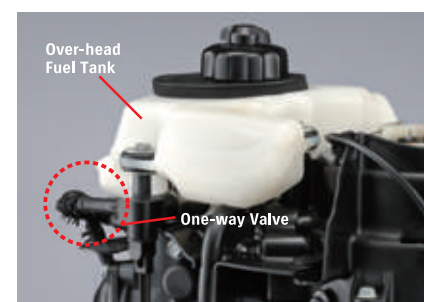
### OVERHEAD TANK

DF6A/5A/4A

The integral overhead fuel tank and one-way valve delivers fuel supply by using gravity.

#### ADVANTAGE

- Contributes to easy start.



### AUTOMATIC TRIM

OPTIONAL: DF100C AND UP

The Automatic Trim adjust trim angle automatically depending on the engine RPM without your control.

#### ADVANTAGE :

- Helps to keep the appropriate trim angle and contribute to achieve faster top speed and better fuel efficiency.

\*Available with SMG4



### SUZUKI TROLL MODE SYSTEM\*

DF40A AND UP  
Optional for Remote Control Models  
(not including DF90AQH)

This system helps the boat running at a certain speed range in low RPM.

#### ADVANTAGE

- Boat can keep running at a certain speed range in low revs without having to operate the throttle on the boat.
- Gives you highly precise control at low RPM.

\*Available with SMG4, or Troll Mode Switch Panel



### GAS ASSIST SYSTEM

DF90AQH DF60AQH/40AQH DF30AQH

Enables the outboard motor to be tilted up or down quickly with minimal force.

## Ecology & Economy



### BATTERY-LESS ELECTRONIC FUEL INJECTION

DF30A/25A DF20A/15A/9.9B

This technology delivers quicker start, smoother operation, and more acceleration without a battery.

#### ADVANTAGE :

- Operates without battery.
- Quick and easy start.
- Cleaner and economic fuel consumption.
- Higher and smoother performance in almost all operating ranges.



### DUAL INJECTOR

DF350AMD/300BMD DF350A/325A/300B

The dual injector delivers just the right amount of fuel at the right time into each cylinder.

#### ADVANTAGE :

- Contributes to higher output and better fuel efficiency.



### SUZUKI EASY START SYSTEM

DF40A AND UP

Simply turn the key and release, and the starter stays engaged until the engine starts. This system offers a smoother start of the engine.



### INTEGRATED STEERING SYSTEM

DF350AMD/300BMD

The conventional external hydraulic cylinder is built into the outboard motor.

#### ADVANTAGE

- Simple appearance of the motorwell when rigging.
- Allows rigging to various types of boats.
- Easy rigging.



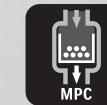
### LEAN BURN CONTROL SYSTEM

DF9.9B AND UP  
(not including DF250/225/200, DF250W, DF90AQH)

The Lean Burn Control System supplies the appropriate amount of fuel and air mixture depending on the navigation conditions.

#### ADVANTAGE :

- Significant improvement in fuel economy in all speed ranges especially at cruising speed.
- Fuel is saved and gasoline costs are cut.



### Micro-Plastic Collecting Device

DF140BG/115BG DF140B/115B/100C

As one of the actions in SUZUKI CLEAN OCEAN PROJECT, we developed the device to collect micro-plastics in the oceans just by running SUZUKI's outboard motors.

#### ADVANTAGE :

- Collect micro-plastics through your outboard motors.
- Not sacrificing the engine performance.



THE  
ULTIMATE  
OUTBOARD MOTOR



**NEW** DF350A  
DF350AMD

DF300AP

DF250AUN

STEALTH LINE™



**NEW** DF200AP  
DF200A

**NEW** DF150AP  
DF150A

**NEW** DF140BG  
DF140B

**NEW** DF115BG  
DF115B

**BOLD  
QUIET  
STYLISH**

**DRIVE BY WIRE**

DF350AMD DF350A DF300AP DF250AUN  
DF200AP DF150AP DF140BG DF115BG

**MECHANICAL**

DF200A DF150A DF140B DF115B

The bold Stealth Line from Suzuki Marine — a range of outboard motors defined by quiet power, exceptional endurance, and now, striking design. With a sleek matte black finish, chrome black graphics, and refined styling, the ONE blends renowned Suzuki performance with a commanding new look. Recognized with the 2024 Top Products Award by Boating Industry Magazine, the Stealth Line proves why Suzuki remains the ultimate choice in outboard motors.

#### Durability & Reliability



ANTI CORROSION

ALL MODELS



DUAL LOUVER

DF350AMD  
DF350A



DUAL WATER INLET

DF350AMD  
DF350A  
DF300AP



SELF-ADJUSTING  
TIMING CHAIN

ALL MODELS



WATER DETECTING  
SYSTEM

ALL MODELS



TILT LIMIT

ALL MODELS



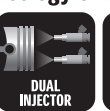
KEYLESS START  
SYSTEM

(OPTIONAL\*)



SDSM+

(OPTIONAL\*)



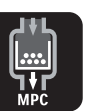
DUAL INJECTOR

DF350AMD



LEAN BURN

ALL MODELS



MPC

DF140B  
DF140BG  
DF115B  
DF115BG

#### Ecology & Economy

#### Performance



2.29  
GEAR RATIO

DF350AMD  
DF350A



2.08  
GEAR RATIO

DF300AP  
DF250AUN



OFFSET  
DRIVESHAFT

ALL MODELS



VVT  
VARIABLE VALVE  
TIMING

DF350AMD  
DF350A  
DF300AP  
DF250AUN  
DF200A  
DF200AP



DUAL PROP

DF350AMD  
DF350A

#### Ease & Comfort



SELECTIVE  
ROTATION

DF300AP  
DF200AP  
DF150AP



PRECISION  
CONTROL

DF350AMD  
DF350A  
DF300AP  
DF250AUN  
DF150AP  
DF140BG  
DF115BG



TROLL MODE

(OPTIONAL\*)



EASY START  
SYSTEM

ALL MODELS



NOISE  
REDUCTION

DF350AMD  
DF350A  
DF200AP  
DF250AUN  
DF150AP  
DF140B  
DF140BG  
DF115B  
DF115BG



INTEGRATED  
STEERING SYSTEM

DF350AMD  
DF350A



AUTOMATIC  
TRIM

(OPTIONAL\*)

\*1 Available with SMG4

\*2 Available with SMG4, or Troll Mode Switch Panel



### SUZUKI DUAL LOUVER SYSTEM P7

Dual Louver system is equipped at the air intake to remove water from the air taken into the cowl. Incorporating a direct intake system makes the highest compression ratio of 12.0:1(DF350AMD,DF350A),10.5:1 (DF300BMD,DF325A/300B) possible, ultimately leading to a higher engine output.



### SUZUKI DUAL PROP SYSTEM P9

The dual prop system efficiently transmits the horsepower output into propulsion under water. As an added benefit, because each propeller rotates in a different direction, exceptional stability is achieved. In addition, the contra-rotating propellers produce a strong reverse thrust.



### DUAL WATER INLET P7

The engine's cooling system relies on water supplied through low water intakes located on the lower unit. This dual water inlet configuration increases water flow into the lower unit, delivering greater cooling efficiency.



### DUAL INJECTOR P11

Dual injectors deliver just the right amount of fuel at just the right time into the cylinder. This dual injector contributes to higher output and better fuel efficiency.

### DRIVE BY WIRE

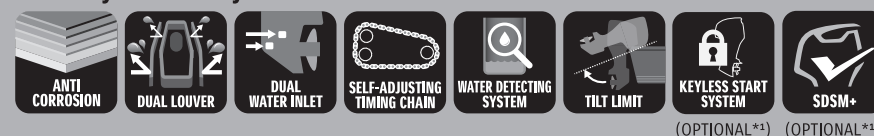
DF350A/DF325A/DF300B

THE  
ULTIMATE  
OUTBOARD MOTOR

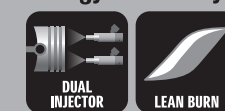


# DF350AMD/ DF300BMD

#### Durability & Reliability



#### Ecology & Economy



#### Performance



#### Ease & Comfort



## PARTING SEAS

A Force to Match the Power of Nature and the Sea Representing Suzuki's Identity and Heritage. A Symbol of Our Passion and Commitment to the Ultimate in Marine Innovation

\* "GEKI: PARTING SEAS" is the logo that represents the DF350AMD/DF300BMD, DF350A/DF325A/DF300B

\*1 Available with SMG4

\*2 Available with SMG4, or Troll Mode Switch Panel

\*3 DF350AMD/300BMD

SPECIFICATIONS / FEATURES P34



NEW

DF300AP

DF250AP

DRIVE BY WIRE



DF250AUN

DRIVE BY WIRE



NEW

DF250

DF225/DF200

MECHANICAL

STANDARD FEATURES

Durability & Reliability



ANTI CORROSION

ALL MODELS



SELF-ADJUSTING TIMING CHAIN

ALL MODELS



WATER DETECTING SYSTEM

ALL MODELS



TILT LIMIT

ALL MODELS



SDSM+

(OPTIONAL\*1)

ALL MODELS

Performance



2.29

GEAR RATIO

DF250

DF225

DF200



2.08

GEAR RATIO

DF300AP

DF250AP

DF250AUN



OFFSET DRIVESHAFT

ALL MODELS



VVT

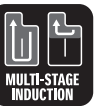
VARIABLE VALVE TIMING

DF300AP

DF250AP

DF250

DF250AUN



MULTI-STAGE INDUCTION

DF250

DF225

ADDITIONAL FEATURES FOR DRIVE BY WIRE MODEL

Durability & Reliability



DUAL WATER INLET

DF300AP

DF250AP



KEYLESS START SYSTEM

(OPTIONAL\*1)

ALL MODELS

Ease & Comfort



SELECTIVE ROTATION

DF300AP

DF250AP



PRECISION CONTROL

DF300AP

DF250AP

DF250AUN



TROLL MODE

(OPTIONAL\*2)

ALL MODELS



EASY START SYSTEM

ALL MODELS



AUTOMATIC TRIM

(OPTIONAL\*2)

ALL MODELS

Ecology & Economy



LEAN BURN

DF300AP

DF250AP

DF250AUN

\*1 Available with SMG4

\*2 Available with SMG4, or Troll Mode Switch Panel

SPECIFICATIONS / FEATURES P34

Flagship-GENI SERIES

VG 300-200HP

IN-LINE 4 200-150HP

IN-LINE 4 140-70HP

IN-LINE 3 60-25HP

PORTABLE 20-2.5HP

CARGO SERIES



THE  
**ULTIMATE**  
OUTBOARD MOTOR



# DF200AP

DF175AP / DF150AP

**DRIVE BY WIRE**

# DF200A

DF175A / DF150A

**MECHANICAL**

STANDARD FEATURES

Durability & Reliability



ANTI  
CORROSION

ALL MODELS



SELF-ADJUSTING  
TIMING CHAIN

ALL MODELS



WATER DETECTING  
SYSTEM

ALL MODELS



TILT LIMIT

ALL MODELS



SDSM+

(OPTIONAL\*<sup>1</sup>)  
ALL MODELS



KEYLESS START  
SYSTEM

(OPTIONAL\*<sup>1</sup>)  
ALL MODELS

Ease & Comfort



NOISE  
REDUCTION

ALL MODELS



TROLL MODE

(OPTIONAL\*<sup>2</sup>)  
ALL MODELS



EASY START  
SYSTEM

ALL MODELS



AUTOMATIC  
TRIM

(OPTIONAL\*<sup>2</sup>)  
ALL MODELS

Ecology & Economy



LEAN BURN

ALL MODELS

Performance



OFFSET  
DRIVESHAFT

ALL MODELS



2.50  
GEAR RATIO

ALL MODELS



MULTI-STAGE  
INDUCTION

ALL MODELS



VVT  
VARIABLE VALVE  
TIMING

Not including  
DF150A

ADDITIONAL FEATURES FOR DRIVE BY WIRE MODEL

Ease & Comfort



SELECTIVE  
ROTATION

DF200AP  
DF175AP  
DF150AP



PRECISION  
CONTROL

DF200AP  
DF175AP  
DF150AP

\*1 Available with SMG4      \*2 Available with SMG4, or Troll Mode Switch Panel

SPECIFICATIONS / FEATURES **P35**

Flagship-GEKI SERIES

V6 300-200HP

IN-LINE 4 200-150HP

IN-LINE 4 140-70HP

IN-LINE 3 60-25HP

PORTABLE 20-2.5HP

CARGO SERIES



# DF140BG

DF115BG  
**DRIVE BY WIRE**  
with MPC

# DF140B

DF115B / DF100C  
**MECHANICAL**  
with MPC  
Black Color Model Only



# DF100B

DF90A / DF80A / DF70A  
**MECHANICAL**

Tiller handle Available in for 90hp & 70hp



## STANDARD FEATURES

### Durability & Reliability

|                |                             |                        |            |                        |                       |                        |
|----------------|-----------------------------|------------------------|------------|------------------------|-----------------------|------------------------|
|                |                             |                        |            |                        |                       |                        |
| ANTI CORROSION | SELF-ADJUSTING TIMING CHAIN | WATER DETECTING SYSTEM | TYLT LIMIT | SDSM+                  | SUB WATER INLET       | KEYLESS START SYSTEM   |
| ALL MODELS     | ALL MODELS                  | ALL MODELS             | ALL MODELS | (OPTIONAL*) ALL MODELS | (OPTIONAL) ALL MODELS | (OPTIONAL*) ALL MODELS |

### Ease & Comfort

|                                                                   |                   |                                        |                                             |
|-------------------------------------------------------------------|-------------------|----------------------------------------|---------------------------------------------|
|                                                                   |                   |                                        |                                             |
| TROLL MODE                                                        | EASY START SYSTEM | NOISE REDUCTION                        | AUTOMATIC TRIM                              |
| (OPTIONAL*) REMOTE CONTROL MODELS (STANDARD) TILLER HANDLE MODELS | ALL MODELS        | DF140BG/DF115BG, DF140B/DF115B, DF100C | (OPTIONAL*) DF140BG/115BG, DF140B/115B/100C |

### Performance

|                   |            |
|-------------------|------------|
|                   |            |
| OFFSET DRIVESHAFT | GEAR RATIO |
| ALL MODELS        | ALL MODELS |

### Ecology & Economy

|            |                                        |
|------------|----------------------------------------|
|            |                                        |
| LEAN BUR   | MPC                                    |
| ALL MODELS | DF140BG/DF115BG, DF140B/DF115B, DF100C |

## ADDITIONAL FEATURES FOR DRIVE BY WIRE MODEL

### Ease & Comfort

|                   |
|-------------------|
|                   |
| PRECISION CONTROL |
| DF140BG, DF115BG  |

\*1 Available with SMG4

\*2 Available with SMG4, or Troll Mode Switch Panel

SPECIFICATIONS / FEATURES **P35 P36**



# DF60AV

DF50AV

HIGH ENERGY ROTATION

Tiller Handle Model Available

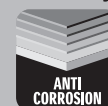
# DF60A

DF50A / DF40A

Tiller Handle Model & Gas Assist Model Available

## STANDARD FEATURES

### Durability & Reliability



ANTI CORROSION

ALL MODELS



TILT LIMIT

ALL MODELS

(not including Gas Assist models & DF50A/40A)



SELF-ADJUSTING TIMING CHAIN

ALL MODELS



SDSM+

(OPTIONAL \*1)

ALL MODELS



SUB WATER INLET

DF60A

DF50A

DF40A

### Performance



HIGH ENERGY ROTATION

DF60AV

DF50AV

### Ease & Comfort



TROLL MODE

(OPTIONAL \*2)

REMOTE CONTROL MODELS

(STANDARD)

TILLER HANDLE MODELS



EASY START SYSTEM

ALL MODELS

### Ecology & Economy



LEAN BURN

ALL MODELS

\*1 Available with SMG4

\*2 Available with SMG4, or Troll Mode Switch Panel



THE  
ULTIMATE  
OUTBOARD MOTOR

# DF30A

DF25A

BATTERY-LESS EFI

Gas Assist Model Available  
Remote Control Model Available

## STANDARD FEATURES

### Durability & Reliability



ANTI CORROSION



SDSM+

(OPTIONAL \*1)

ALL MODELS

### Ecology & Economy



LEAN BURN



BATTERY-LESS FUEL INJECTION

\*1 Available with SMG4

SPECIFICATIONS / FEATURES **P37**

Flagship-GEKI SERIES

VG 300-200HP

IN-LINE 4, 200-150HP

IN-LINE 4, 140-70HP

IN-LINE 3 60-25HP

PORTABLE 20-2.5HP

CARGO SERIES

THE  
**ULTIMATE**  
OUTBOARD MOTOR



# DF20A

DF15A / DF9.9B

BATTERY-LESS EFI



# DF9.9A

DF8A



# DF6A

DF5A / DF4A

THREE WAY STORAGE



# DF2.5

## STANDARD FEATURES

### Durability & Reliability

- ANTI CORROSION**  
ALL MODELS
- SDSM\***  
(OPTIONAL \*1)  
DF20A  
DF15A  
DF9.9B

### Ease & Comfort

- THREE-WAY STORAGE**  
DF6A  
DF5A  
DF4A
- OVERHEAD TANK**  
DF6A  
DF5A  
DF4A

### Ecology & Economy

- LEAN BURN**  
DF20A  
DF15A  
DF9.9B
- BATTERY-LESS FUEL INJECTION**  
DF20A  
DF15A  
DF9.9B

\*1 Available with SMG4

SPECIFICATIONS / FEATURES **P38**

Flagship-GEKI SERIES

V6 300-200HP

IN-LINE 4 200-150HP

IN-LINE 4 140-70HP

IN-LINE 3 60-25HP

PORTABLE 20-2.5HP

CARGO SERIES

# DURABLE RELIABLE POWERFUL

THE  
ULTIMATE  
OUTBOARD MOTOR



**Cargo**

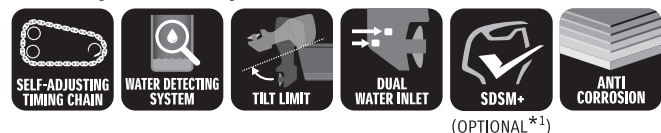
The Cargo Series is engineered to meet the demands of the commercial market, delivering high torque and advanced technologies that enhance durability and reliability—resulting in a strong, dependable outboard motors built for the job.

## DF250W

Durability & Reliability Strengthened Gear  
High Torque

### STANDARD FEATURES

#### Durability & Reliability



#### Performance



#### Ease & Comfort

\*1 Available with SMG4

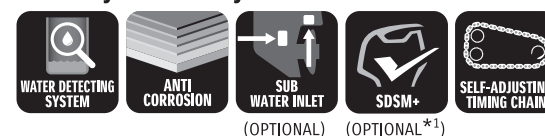


## DF90AWQH

Durability & Reliability  
High Torque  
Easy Handling  
Battery Chargeable at Idle Speed

### STANDARD FEATURES

#### Durability & Reliability



#### Performance



#### Ease & Comfort



\*1 Available with SMG4

SPECIFICATIONS / FEATURES P39

## Exclusive Option

FURUNO

# FishHunter™ Drive

FishHunter™ Drive delivers all-new control features for boaters utilizing Suzuki outboard models driven by the Furuno NAVpilot-300 Autopilot. These new features offer enhanced autopilot controls for precision navigation of routes and advanced fishing features for anglers while jigging, or trolling.

Applicable Models : All SPC models\*1 (DF350AMD/300BMD\*, DF350A/325A/300B, DF300AP/250AP, DF250AUN, DF200AP/175AP/DF150AP, DF140BG/115BG)

\*1 Gateway is required.

\*2 Point Lock™ function is not available.



NAVpilot  
NAVpilot-300



## Speed Control

The boat will maintain a preset speed by adjusting engine RPM.



## Route Smoothing™

Automatically controls the speed at waypoints for smooth turns while navigating a designated route. On approach to the final waypoint, the boat will slow down and activate Point Lock™ automatically to hold on the destination.



## Point Lock™\*3

Allows the vessel to easily keep a fixed position by controlling the steering and shift, canceling the effects of wind and current.

\*3 Rudder Angle Sensor is required.



## SABIKI™ Lock

Expands upon the NAVpilot-300's SABIKI™ function by controlling both the steering and throttle to maintain stern direction, freeing the angler to focus 100% on jigging and other vertical fishing.

# Integrated Control System



## Suzuki's Technology Vision



"SYNCRE-EYE" is a comprehensive system Suzuki has developed which "connects" various devices so that they may work together in synchronization. This innovative system will also improve the control technology of the boat by "sensing" various situations surrounding the boat and be compatible with future technologies.

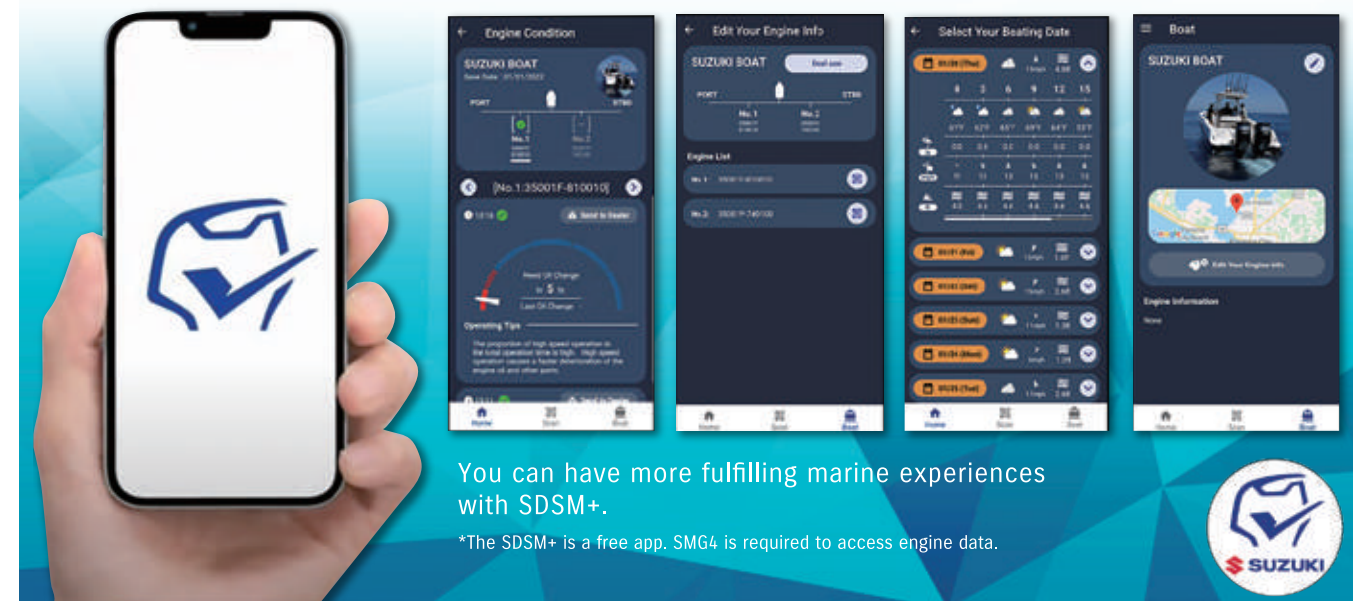
# ACCESSORIES

THE  
ULTIMATE  
OUTBOARD MOTOR

## SUZUKI DIAGNOSTIC SYSTEM MOBILE PLUS (SDSM+)

► DF9.9B AND UP\*

\*Available with SMG4



You can have more fulfilling marine experiences with SDSM+.

\*The SDSM+ is a free app. SMG4 is required to access engine data.

### 3 Features of the SDSM+

#### 1. Plan a boat trip with the forecast\*

- + You can make a boating plan along with referring to the weather, wind, and wave condition of a designated point.
- + The app also shows the weekly weather forecast, which will be constantly updated.

\*You need to input your boat information.

#### 2. Inspect boat and outboard motor in advance

- + Outboard motor can be checked based on the engine data.
- + You can inspect boat and engine in advance based on the check list.

#### 3. Acquire engine data

- + You can check the engine condition and your driving tendencies.
- + You can share engine data with your dealer, which can shorten the service time.



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Google Play and the Google Play logo are trademarks of Google LLC.

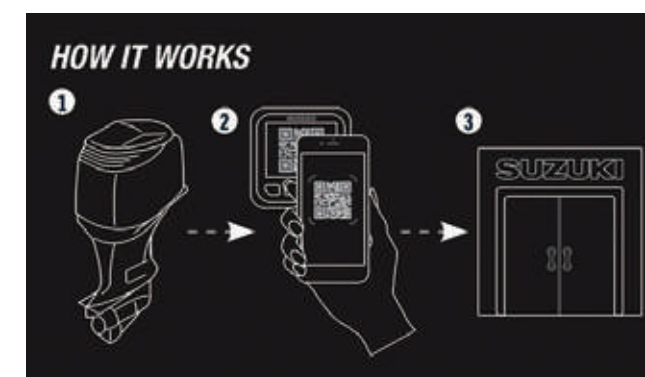
### How to Get The Engine Data

1. The outboard will convert engine data into a QR code\* displayed on the SMG4.
2. Open the app and scan the QR code. The app will receive the engine data and automatically attach it to an e-mail.
3. You can then send the e-mail to your nearby dealer to shorten the maintenance time.

\*DENSO WAVE owns the rights of the name and the logo of QR code.



Find out more at our Global Website



ACCESSORIES



SUZUKI PRECISION CONTROL (SPC)  
(Electronic Throttle and Shift Systems)

►DF350AMD/300BMD ►DF350A/325A/300B ►DF300AP/250AP ►DF250AUN ►DF200AP/175AP/150AP ►DF140BG/115BG

Suzuki's best technology lies in the SUZUKI PRECISION CONTROL (SPC) (Electronic Throttle and Shift Systems). SPC enables instant, precise throttle response for greater control and accuracy.

FEATURES

- Controls up to 6 outboard motors.
- 1-action start for multi-motor boats: Motors start in order from port to starboard.
- Automatic Trim is available with SMG4.
- 1 Lever Operation : This switch allows multiple motor operation with just 1 lever.(Dual top mount only)
- Integrated Emergency Switch (Flush Mount only)

Remote Control Box

Integrated “Select” and “Throttle Only” switch (All)

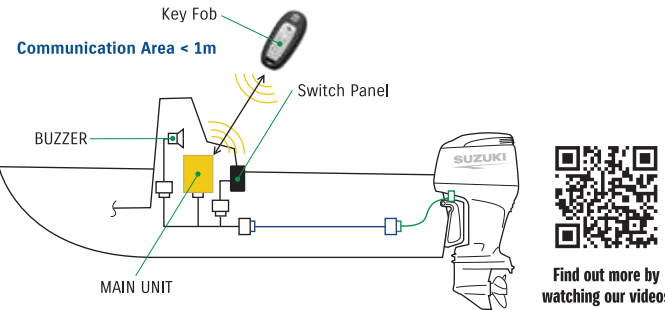


KEYLESS START SYSTEM\* ►DF70A AND UP

DESIGN

How to use

1. Stand nearby the console with the key fob.
2. Push START/STOP button to start engine.
3. To turn off the engine, push the button again.



\*Please check applicability with your local Suzuki dealer.



Find out more by watching our videos



Find out more from our video

Control Panel



Switch Panel for regular key



FEATURES

- 3 types of panels are available: Horizontal, Vertical and Separate.
- 1-push Start/Stop, and controls up to 6 engines. No ignition key necessary.



SUZUKI MULTI-FUNCTION GAUGE (SMG4)

Suzuki Multi-Function Gauge provides all performance information in one gauge. Individual elements can also be emphasized to further enhance user friendliness.

SMG4



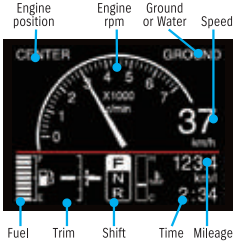
►DF9.9B AND UP

SPECIFICATIONS

- 3.5 Color Display
- Size: 105mm(W)x105mm(H)x16mm(D)
- NMEA2000 output
- Shows both digital and analogue readouts, as well as day/night mode
- Displays the QR code\* for SDSM+
- Troll Mode Function: Allows user to control troll mode (only for 2019MY ~ models adapted to troll mode)

\*DENSO WAVE owns the rights of the name and the logo of QR code.

ANALOG TACHO & SPEED MODE



Troll Mode



FEATURES

Multilingual Menu

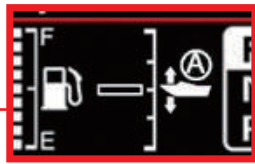


English, French, Italian, German, Spanish, Swedish, Norwegian, Finnish, Dutch, Portuguese, Danish, Russian, Japanese Chinese version is also available.

Automatic Trim Function



Automatically adjusts trim angle



The Suzuki Ultimate Rigging Selector is a new website that Suzuki Motor Corporation released. The website is designed to assist users in choosing which Part Number they will need for their desired application.

| Required Items |                 |                                              |     |                             |                                                             |
|----------------|-----------------|----------------------------------------------|-----|-----------------------------|-------------------------------------------------------------|
|                | PART NUMBER     | NAME                                         | QTY | NOTES                       | REMARKS                                                     |
| KIT            | 67000-98L03-000 | KIT, SINGLE ENGINE, 1st station              | 1   | <a href="#">KIT Details</a> | <a href="#">Click here to check kit components.</a>         |
| A              | 37100-98L00-000 | MAIN SWITCH PANEL                            | 1   |                             |                                                             |
| B              | 37803-98L00-000 | EMERGENCY SWITCH PANEL                       | 1   |                             |                                                             |
| C              | 38420-98L00-000 | MAIN WIRING HARNESS(6.5m / 21.3ft)           | 1   |                             |                                                             |
| D              | 38420-98L20-000 | MAIN WIRING HARNESS Extension (2m / 6.5ft)   | 1   | Optional                    |                                                             |
| E              | 37800-98L00-000 | TROLL MODE SWITCH PANEL                      | 1   | Optional                    |                                                             |
| GAUGE          | 34011-98L44-000 | SUZUKI MULTI-FUNCTION GAUGE (SMG4)           | 1   |                             |                                                             |
| GAUGE          | 36001-98L00-000 | CABLE KIT for SMG4                           | 1   | <a href="#">KIT Details</a> | MSC Single-source: Check kit details in Parts List Section. |
| Optional 1-1   | 34190-98L00-000 | SENSOR ASSY, PADDLE WHEEL (Speed Over Water) | 1   | Optional                    | MSC Single-source: 990C0-88317-000                          |
| Optional 1-2   | 39950-98L02-000 | GPS RECEIVER MODULE (Speed Over Ground)      | 1   | Optional                    |                                                             |

[Click here to see the current selection.](#)

| Item         | Qty | Unit Price | Total Price |
|--------------|-----|------------|-------------|
| Kit          | 1   | 1,100.00   | 1,100.00    |
| A            | 1   | 1,100.00   | 1,100.00    |
| B            | 1   | 1,100.00   | 1,100.00    |
| C            | 1   | 1,100.00   | 1,100.00    |
| D            | 1   | 1,100.00   | 1,100.00    |
| E            | 1   | 1,100.00   | 1,100.00    |
| GAUGE        | 1   | 1,100.00   | 1,100.00    |
| GAUGE        | 1   | 1,100.00   | 1,100.00    |
| Optional 1-1 | 1   | 1,100.00   | 1,100.00    |
| Optional 1-2 | 1   | 1,100.00   | 1,100.00    |
| Total        |     |            | 11,000.00   |

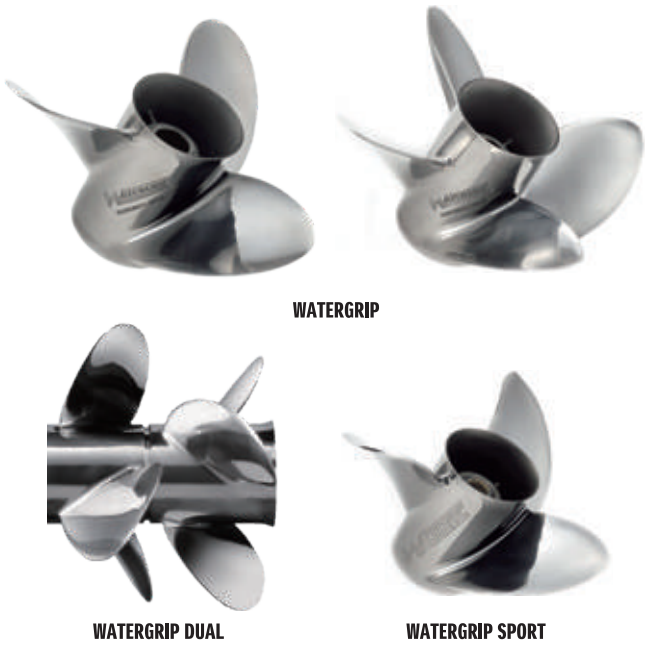
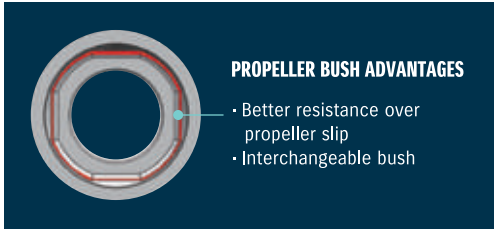


# ACCESSORIES

## WATERGRIP PROPELLER

WATERGRIP is a stainless-steel propeller series offering accurate response to your operation. With efficient conversion of engine power into propulsion, this propeller series meets our customers' demand for bigger, faster, more powerful outboards.

The WATERGRIP propeller series employs a new interchangeable and square shaped propeller bush that minimizes power loss in delivery.



## MULTI-FUNCTION TILLER HANDLE

►DF115B/100C ►DF100B/90A/80A/70A ►DF60A/60AV/50AV ►DF50A/40A



### Main features



Tachometer\* with warning indicators



Three-position angle adjustable bracket



Power trim & tilt switch\* and throttle grip friction adjuster

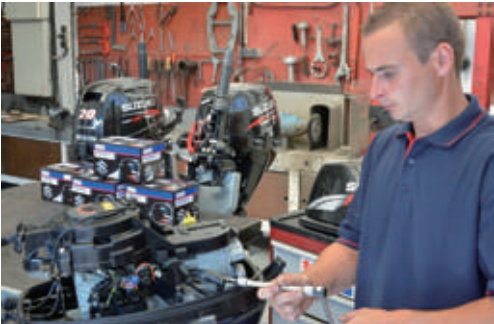


Troll mode switch\*  
• Activates SUZUKI Troll Mode System and controls RPM from idling engine speed up to 1200rpm at every 50rpm.

\*Tachometer, Power trim & tilt switch and Troll mode switch are not available for 90AWQH.

## MAINTENANCE KITS

Suzuki provides Maintenance Kits for speedy and reliable service. Each Kit comes with all the periodic maintenance parts necessary for each model. Please ask your local Suzuki dealer for the contents of each kit and applicable models.



# ECSTAR

GENUINE OIL & CHEMICAL

## What is ECSTAR

ECSTAR is a global brand name of SUZUKI Genuine Oil & Chemicals.

## The ULTIMATE Formulation

Suzuki Approved Genuine engine oils have all been rigorously tested and certified by Suzuki engineers. You can be confident that they'll help keep your Suzuki outboard in perfect condition, giving you maximum performance and reliability over its lifetime.

## Replacement Guideline (Engine Oil & Gear Oil)

| Interval | 1st time      | 20 hours or 1 month* |
|----------|---------------|----------------------|
|          | From 2nd time | 100 hours or 1 year* |

\*whichever comes first

This guideline may vary by outboard motor model, condition of use, region, etc. Please refer to the owner's manual or ask an authorized Suzuki dealer for more information.

## ECSTAR Line up for OUTBOARD MOTOR



Availability may differ in some regions. Please contact your Suzuki local dealer.

SPECIFICATIONS & FEATURES



SPECIFICATIONS

|                                 | 350AMD                    | 300BMD      | 350A                      | 325A        | 300B  | 300AP                         | 250AP       | 250AUN      | 250                         | 225               | 200                         |                                 | 200AP                       | 175AP | 150AP | 200A                        | 175A  | 150A                       | 140BG                     | 115BG            | 140B             | 115B                      | 100C        |  |
|---------------------------------|---------------------------|-------------|---------------------------|-------------|-------|-------------------------------|-------------|-------------|-----------------------------|-------------------|-----------------------------|---------------------------------|-----------------------------|-------|-------|-----------------------------|-------|----------------------------|---------------------------|------------------|------------------|---------------------------|-------------|--|
| Starting System                 | Electric                  |             | Electric                  |             |       | Electric                      |             |             | Electric                    |                   |                             | Starting System                 | Electric                    |       |       | Electric                    |       |                            | Electric                  |                  |                  | Electric                  |             |  |
| Recommended Transom Height (mm) | L:508<br>X:635<br>XX:762  |             | X: 635<br>XX: 762         |             |       | L: 508<br>X: 635<br>XX: 762*3 |             |             | X: 635<br>XX: 762           | X: 635<br>XX: 762 | L: 508<br>X: 635<br>XX: 762 | Recommended Transom Height (mm) | L: 508<br>X: 635            |       |       | L:508<br>X:635              |       |                            | L: 508<br>X: 635          |                  |                  | L:508<br>X:635            |             |  |
| Weight (kg)*1                   | L:345<br>X:352<br>XX:360  |             | X: 330<br>XX: 338         |             |       | L: 284<br>X: 290<br>XX: 299*3 |             |             | X: 275<br>XX: 284           | X: 275<br>XX: 284 | L: 264<br>X: 275<br>XX: 284 | Weight (kg)*1                   | L: 236<br>X: 241            |       |       | L: 235<br>X: 240            |       |                            | L: 188<br>X: 192          | L: 190<br>X: 194 | L: 186<br>X: 190 | L: 188<br>X: 192          |             |  |
| Valve Train                     | DOHC 24-Valve             |             | DOHC 24-Valve             |             |       | DOHC 24-Valve                 |             |             | DOHC 24-Valve               |                   |                             | Valve Train                     | DOHC 16-Valve               |       |       | DOHC 16-Valve               |       |                            | DOHC 16-Valve             |                  |                  | DOHC 16-Valve             |             |  |
| Valve Train Drive               | Chain                     |             | Chain                     |             |       | Chain                         |             |             | Chain                       |                   |                             | Valve Train Drive               | Chain                       |       |       | Chain                       |       |                            | Chain                     |                  |                  | Chain                     |             |  |
| Displacement (cm³)              | 4,390                     |             | 4,390                     |             |       | 4,028                         |             |             | 3,614                       |                   |                             | Displacement (cm³)              | 2,867                       |       |       | 2,867                       |       |                            | 2,045                     |                  |                  | 2,045                     |             |  |
| Maximum Output (kW)             | 257.4                     | 220.7       | 257.4                     | 239.0       | 220.7 | 220.7                         | 183.9       |             | 183.9                       | 165.5             | 147.1                       | Maximum Output (kW)             | 147.1                       | 128.7 | 110.3 | 147.1                       | 128.7 | 110.3                      | 103.0                     | 84.6             | 103.0            | 84.6                      | 73.6        |  |
| Bore and Stroke (mm)            | 98 × 97                   |             | 98 × 97                   |             |       | 98 × 89                       |             |             | 95 × 85                     |                   |                             | Bore and Stroke (mm)            | 97 × 97                     |       |       | 97 × 97                     |       |                            | 86 × 88                   |                  |                  | 86 × 88                   |             |  |
| Operation Range (rpm)           | 5,700-6,300               | 5,300-6,300 | 5,700-6,300               | 5,300-6,300 |       | 5,700-6,300                   | 5,500-6,100 | 5,700-6,300 | 5,500-6,100                 | 5,000-6,000       |                             | Operation Range (rpm)           | 5,500-6,100<br>5,000-6,000  |       |       | 5,500-6,100<br>5,000-6,000  |       | 5,700-6,300<br>5,000-6,000 |                           | 5,700-6,300      | 5,000-6,000      | 5,700-6,300               | 5,000-6,000 |  |
| Fuel Delivery System            | Electronic Fuel Injection |             | Electronic Fuel Injection |             |       | Electronic Fuel Injection     |             |             | Electronic Fuel Injection   |                   |                             | Fuel Delivery System            | Electronic Fuel Injection   |       |       | Electronic Fuel Injection   |       |                            | Electronic Fuel Injection |                  |                  | Electronic Fuel Injection |             |  |
| Oil Pan Capacity (L)            | 8.0                       |             | 8.0                       |             |       | 8.0                           |             |             | 8.0                         |                   |                             | Oil Pan Capacity (L)            | 8.0                         |       |       | 8.0                         |       |                            | 5.5                       |                  |                  | 5.5                       |             |  |
| Alternator                      | 12V 54A                   |             | 12V 54A                   |             |       | 12V 54A                       |             |             | 12V 54A                     |                   |                             | Alternator                      | 12V 44A                     |       |       | 12V 44A                     |       |                            | 12V 40A                   |                  |                  | 12V 40A                   |             |  |
| Trim Type                       | Power Trim and Tilt       |             | Power Trim and Tilt       |             |       | Power Trim and Tilt           |             |             | Power Trim and Tilt         |                   |                             | Trim Type                       | Power Trim and Tilt         |       |       | Power Trim and Tilt         |       |                            | Power Trim and Tilt       |                  |                  | Power Trim and Tilt       |             |  |
| Gear Ratio                      | 2.29:1                    |             | 2.29:1                    |             |       | 2.08:1                        |             |             | 2.29:1                      |                   |                             | Gear Ratio                      | 2.50:1                      |       |       | 2.50:1                      |       |                            | 2.59:1                    |                  |                  | 2.59:1                    |             |  |
| Control System                  | Drive By Wire             |             | Drive By Wire             |             |       | Drive By Wire                 |             |             | Mechanical                  |                   |                             | Control System                  | Drive By Wire               |       |       | Mechanical                  |       |                            | Drive By Wire             |                  |                  | Mechanical                |             |  |
| Recommended Fuel*2              | RON94/AKI89               | RON91/AKI87 | RON94/AKI89               | RON91/AKI87 |       | RON91/AKI87                   |             |             | RON91/AKI87                 |                   |                             | Recommended Fuel*2              | RON91/AKI87                 |       |       | RON91/AKI87                 |       |                            | RON91/AKI87               |                  |                  | RON91/AKI87               |             |  |
| Propeller Selection (pitch)     | 12"-31.5"                 |             | 12"-31.5"                 |             |       | 15"-27.5"(R/R) 17"-26"(C/R)*3 |             |             | 15"-27.5"(R/R) 17"-26"(C/R) |                   |                             | Propeller Selection (pitch)     | 15"-27.5"(R/R) 17"-26"(C/R) |       |       | 15"-27.5"(R/R) 17"-26"(C/R) |       |                            | 15"-25"(R/R) 17"-23"(C/R) |                  |                  | 15"-25"(R/R) 17"-23"(C/R) |             |  |

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: RON: Research method (minimum octane rating) AKI: (R+M)/2 method(minimum pump octane rating ), (Only North America) \*3: DF300AP/DF250AP only

FEATURES

●=Standard Equip. ○=Optional Equip.

|                                               | 350AMD | 300BMD | 350A | 325A | 300B | 300AP | 250AP | 250AUN | 250 | 225 | 200 |                                               | 200AP | 175AP | 150AP | 200A | 175A | 150A | 140BG | 115BG | 140B | 115B | 100C |
|-----------------------------------------------|--------|--------|------|------|------|-------|-------|--------|-----|-----|-----|-----------------------------------------------|-------|-------|-------|------|------|------|-------|-------|------|------|------|
| BODY COLOR                                    | Black  | ●      | ●    | ●    | ●    | ●     | ●     | ●      | ●   | ●   | ●   | BODY COLOR                                    | Black | ●     | ●     | ●    | ●    | ●    | ●     | ●     | ●    | ●    | ●    |
|                                               | White  | ●      | ●    | ●    | ●    | ●     | ●     | ●      | ●   | ●   | ●   |                                               | White | ●     | ●     | ●    | ●    | ●    | ●     | ●     | ●    | ●    | ●    |
| INTEGRATED STEERING                           | ●      | ●      |      |      |      |       |       |        |     |     |     | INTEGRATED STEERING                           |       |       |       |      |      |      |       |       |      |      |      |
| SUZUKI DUAL LOUVER SYSTEM                     | ●      | ●      | ●    | ●    | ●    |       | ●     | ●      | ●   | ●   | ●   | SUZUKI DUAL LOUVER SYSTEM                     |       |       |       |      |      |      |       |       |      |      |      |
| SELF-ADJUSTING TIMING CHAIN                   | ●      | ●      | ●    | ●    | ●    | ●     | ●     | ●      | ●   | ●   | ●   | SELF-ADJUSTING TIMING CHAIN                   | ●     | ●     | ●     | ●    | ●    | ●    | ●     | ●     | ●    | ●    | ●    |
| SUZUKI ANTI-CORROSION SYSTEM                  | ●      | ●      | ●    | ●    | ●    | ●     | ●     | ●      | ●   | ●   | ●   | SUZUKI ANTI-CORROSION SYSTEM                  | ●     | ●     | ●     | ●    | ●    | ●    | ●     | ●     | ●    | ●    | ●    |
| OVER-REV. LIMITER                             | ●      | ●      | ●    | ●    | ●    | ●     | ●     | ●      | ●   | ●   | ●   | OVER-REV. LIMITER                             | ●     | ●     | ●     | ●    | ●    | ●    | ●     | ●     | ●    | ●    | ●    |
| TILT LIMIT SYSTEM                             | ●      | ●      | ●    | ●    | ●    | ●     | ●     | ●      | ●   | ●   | ●   | TILT LIMIT SYSTEM                             | ●     | ●     | ●     | ●    | ●    | ●    | ●     | ●     | ●    | ●    | ●    |
| WATER DETECTING SYSTEM                        | ●      | ●      | ●    | ●    | ●    | ●     | ●     | ●      | ●   | ●   | ●   | WATER DETECTING SYSTEM                        | ●     | ●     | ●     | ●    | ●    | ●    | ●     | ●     | ●    | ●    | ●    |
| FRESH WATER FLUSHING SYSTEM                   | ●      | ●      | ●    | ●    | ●    | ●     | ●     | ●      | ●   | ●   | ●   | FRESH WATER FLUSHING SYSTEM                   | ●     | ●     | ●     | ●    | ●    | ●    | ●     | ●     | ●    | ●    | ●    |
| DUAL WATER INLET                              | ●      | ●      | ●    | ●    | ●    | ●     | ●     |        |     |     |     | DUAL WATER INLET                              |       |       |       |      |      |      |       |       |      |      |      |
| SUB WATER INLET                               |        |        |      |      |      |       |       |        |     |     |     | SUB WATER INLET                               |       |       |       |      |      |      | ○     | ○     | ○    | ○    | ○    |
| KEYLESS START SYSTEM                          | ○      | ○      | ○    | ○    | ○    | ○     | ○     | ○      | ○   | ○   | ○   | KEYLESS START SYSTEM                          | ○     | ○     | ○     | ○    | ○    | ○    | ○     | ○     | ○    | ○    | ○    |
| SDSM+*1                                       | ○      | ○      | ○    | ○    | ○    | ○     | ○     | ○      | ○   | ○   | ○   | SDSM+*1                                       | ○     | ○     | ○     | ○    | ○    | ○    | ○     | ○     | ○    | ○    | ○    |
| OFFSET DRIVESHAFT                             | ●      | ●      | ●    | ●    | ●    | ●     | ●     | ●      | ●   | ●   | ●   | OFFSET DRIVESHAFT                             | ●     | ●     | ●     | ●    | ●    | ●    | ●     | ●     | ●    | ●    | ●    |
| 2-STAGE GEAR REDUCTION                        | ●      | ●      | ●    | ●    | ●    | ●     | ●     | ●      | ●   | ●   | ●   | 2-STAGE GEAR REDUCTION                        | ●     | ●     | ●     | ●    | ●    | ●    | ●     | ●     | ●    | ●    | ●    |
| HIGH ENERGY ROTATION                          |        |        |      |      |      |       |       |        |     |     |     | HIGH ENERGY ROTATION                          |       |       |       |      |      |      |       |       |      |      |      |
| SUZUKI DUAL PROP SYSTEM                       | ●      | ●      | ●    | ●    | ●    |       | ●     |        |     |     |     | SUZUKI DUAL PROP SYSTEM                       |       |       |       |      |      |      |       |       |      |      |      |
| VARIABLE VALVE TIMING                         | ●      | ●      | ●    | ●    | ●    | ●     | ●     | ●      | ●   |     |     | VARIABLE VALVE TIMING SYSTEM                  | ●     | ●     | ●     | ●    | ●    |      |       |       |      |      |      |
| MULTI-STAGE INDUCTION                         |        |        |      |      |      |       |       |        | ●   | ●   |     | MULTI-STAGE INDUCTION                         | ●     | ●     | ●     | ●    | ●    | ●    |       |       |      |      |      |
| SUZUKI SELECTIVE ROTATION                     |        |        |      |      |      | ●     | ●     |        |     |     |     | SUZUKI SELECTIVE ROTATION                     | ●     | ●     | ●     |      |      |      |       |       |      |      |      |
| SUZUKI PRECISION CONTROL                      | ●      | ●      | ●    | ●    | ●    | ●     | ●     | ●      |     |     |     | SUZUKI PRECISION CONTROL                      | ●     | ●     | ●     |      |      |      | ●     | ●     |      |      |      |
| NOISE REDUCTION                               | ●      | ●      | ●    | ●    | ●    |       |       |        |     |     |     | NOISE REDUCTION                               | ●     | ●     | ●     | ●    | ●    | ●    | ●     | ●     | ●    | ●    | ●    |
| OVERHEAD TANK                                 |        |        |      |      |      |       |       |        |     |     |     | OVERHEAD TANK                                 |       |       |       |      |      |      |       |       |      |      |      |
| AUTOMATIC TRIM*3                              | ○      | ○      | ○    | ○    | ○    | ○     | ○     | ○      | ○   | ○   | ○   | AUTOMATIC TRIM*3                              | ○     | ○     | ○     | ○    | ○    | ○    | ○     | ○     | ○    | ○    | ○    |
| GAS ASSIST SYSTEM                             |        |        |      |      |      |       |       |        |     |     |     | GAS ASSIST SYSTEM                             |       |       |       |      |      |      |       |       |      |      |      |
| THREE-WAY STORAGE                             |        |        |      |      |      |       |       |        |     |     |     | THREE-WAY STORAGE                             |       |       |       |      |      |      |       |       |      |      |      |
| SUZUKI TROLL MODE SYSTEM*2                    | ○      | ○      | ○    | ○    | ○    | ○     | ○     | ○      | ○   | ○   | ○   | SUZUKI TROLL MODE SYSTEM*2                    | ○     | ○     | ○     | ○    | ○    | ○    | ○     | ○     | ○    | ○    | ○    |
| SUZUKI EASY START SYSTEM                      | ●      | ●      | ●    | ●    | ●    | ●     | ●     | ●      | ○   | ○   | ○   | SUZUKI EASY START SYSTEM                      | ●     | ●     | ●     | ●    | ●    | ●    | ●     | ●     | ●    | ●    | ●    |
| LEAN BURN CONTROL SYSTEM                      | ●      | ●      | ●    | ●    | ●    | ●     | ●     | ●      |     |     |     | LEAN BURN CONTROL SYSTEM                      | ●     | ●     | ●     | ●    | ●    | ●    | ●     | ●     | ●    | ●    | ●    |
| DUAL INJECTOR                                 | ●      | ●      | ●    | ●    | ●    |       |       |        |     |     |     | DUAL INJECTOR                                 |       |       |       |      |      |      |       |       |      |      |      |
| O <sub>2</sub> SENSOR FEEDBACK CONTROL SYSTEM |        |        |      |      |      | ●     | ●     | ●      |     |     |     | O <sub>2</sub> SENSOR FEEDBACK CONTROL SYSTEM | ●     | ●     | ●     | ●    | ●    | ●    | ●     | ●     | ●    | ●    | ●    |
| SHALLOW WATER DRIVE                           |        |        |      |      |      |       |       |        |     |     |     | SHALLOW WATER DRIVE                           |       |       |       |      |      |      |       |       |      |      |      |

\*1: available by using with SMG4 \*2: available by using with SMG4/Troll Mode Switch Panel \*3: available by using with SMG4, and SPC

SPECIFICATIONS & FEATURES



SPECIFICATIONS

|                                 | 100B                      | 90A              | 80A  | 70A         | 90ATH                     | 70ATH       |                                 | 60A/50A/<br>40A                              | 60ATH              | 50ATH/<br>40ATH                          | 60AQH/<br>40AQH                              | 60AV/<br>50AV       | 60AVTH/<br>50AVTH                        | 30AT/<br>25AT                          | 30ATH/<br>25ATH      | 30AR              | 30AQH                | 30A/25A          |                |
|---------------------------------|---------------------------|------------------|------|-------------|---------------------------|-------------|---------------------------------|----------------------------------------------|--------------------|------------------------------------------|----------------------------------------------|---------------------|------------------------------------------|----------------------------------------|----------------------|-------------------|----------------------|------------------|----------------|
| Starting System                 | Electric                  |                  |      |             | Electric                  |             | Starting System                 | Electric                                     |                    |                                          |                                              |                     |                                          | Electric/Manual                        |                      |                   |                      | Electric*        | Manual         |
| Recommended Transom Height (mm) | L: 508<br>X: 635          |                  |      |             | L: 508<br>X: 635          |             | Recommended Transom Height (mm) | S: 381<br>L: 508<br>X: 635*3                 | L: 508<br>X: 635*3 |                                          |                                              |                     | S: 381<br>L: 508                         | S: 381*4<br>L: 508                     | S: 381<br>L: 508     | L: 508            | S: 381               | S: 381<br>L: 508 |                |
| Weight (kg)*1                   | L: 157<br>X: 161          | L: 156<br>X: 160 |      |             | L: 162<br>X: 166          |             | Weight (kg)*1                   | S: 102<br>L: 104<br>X: 107*3                 | L: 110<br>X: 113*3 |                                          | L: 108<br>X: 111*3                           | L: 115<br>X: 118*3  | L: 121<br>X: 124*3                       | S: 71<br>L: 72                         | S: 73*4<br>L: 74     | S: 63<br>L: 64    | L: 70                | S: 65            | S: 62<br>L: 63 |
| Valve Train                     | DOHC 16-Valve             |                  |      |             | DOHC 16-Valve             |             | Valve Train                     | DOHC 12-Valve                                |                    |                                          |                                              |                     |                                          | OHC                                    |                      |                   |                      |                  |                |
| Valve Train Drive               | Chain                     |                  |      |             | Chain                     |             | Valve Train Drive               | Chain                                        |                    |                                          |                                              |                     |                                          | Belt                                   |                      |                   |                      |                  |                |
| Displacement (cm³)              | 1,502                     |                  |      |             | 1,502                     |             | Displacement (cm³)              | 941                                          |                    |                                          |                                              |                     |                                          | 490                                    |                      |                   |                      |                  |                |
| Maximum Output (kW)             | 73.6                      | 66.2             | 58.8 | 51.5        | 66.2                      | 51.5        | Maximum Output (kW)             | DF60A: 44.1<br>DF50A: 36.8<br>DF40A: 29.4    | 44.1               | DF50A: 36.8<br>DF40A: 29.4               | DF60A: 44.1<br>DF50A: 36.8<br>DF40A: 29.4    |                     | DF30A: 22.1<br>DF25A: 18.4               |                                        |                      |                   |                      |                  |                |
| Bore and Stroke (mm)            | 75 × 85                   |                  |      |             | 75 × 85                   |             | Bore and Stroke (mm)            | 72.5 × 76                                    |                    |                                          |                                              |                     |                                          | 60.4 × 57                              |                      |                   |                      |                  |                |
| Operation Range (rpm)           | 5,700-6,300               |                  |      | 5,000-6,000 | 5,300-6,300               | 5,000-6,000 | Operation Range (rpm)           | DF60A/50A: 5,300-6,300<br>DF40A: 5,000-6,000 | 5,300-6,300        | DF50A: 5,300-6,300<br>DF40A: 5,000-6,000 | DF60A/50A: 5,300-6,300<br>DF40A: 5,000-6,000 |                     | DF30A: 5,300-6,300<br>DF25A: 5,000-6,000 |                                        |                      |                   |                      |                  |                |
| Fuel Delivery System            | Electronic Fuel Injection |                  |      |             | Electronic Fuel Injection |             | Fuel Delivery System            | Electronic Fuel Injection                    |                    |                                          |                                              |                     |                                          | Battery-less Electronic Fuel Injection |                      |                   |                      |                  |                |
| Oil Pan Capacity (L)            | 4.3                       |                  |      |             | 4.3                       |             | Oil Pan Capacity (L)            | 2.7                                          |                    |                                          |                                              |                     |                                          | 1.5                                    |                      |                   |                      |                  |                |
| Alternator                      | 12V 27A                   |                  |      |             | 12V 27A                   |             | Alternator                      | 12V 19A                                      |                    |                                          |                                              |                     |                                          | 12V 14A                                |                      |                   |                      |                  |                |
| Trim Type                       | Power Trim and Tilt       |                  |      |             | Power Trim and Tilt       |             | Trim Type                       | Power Trim and Tilt                          |                    |                                          | Manual Trim & Gas Assisted Tilt              | Power Trim and Tilt |                                          | Power Trim and Tilt                    | Manual Trim and Tilt | Gas Assisted Tilt | Manual Trim and Tilt |                  |                |
| Gear Ratio                      | 2.59:1                    |                  |      |             | 2.59:1                    |             | Gear Ratio                      | 2.27:1                                       |                    |                                          |                                              | 2.42:1              |                                          | 2.09:1                                 |                      |                   |                      |                  |                |
| Control System                  | Mechanical                |                  |      |             | Mechanical                |             | Control System                  | Mechanical                                   |                    |                                          |                                              |                     |                                          | Mechanical                             |                      |                   |                      |                  |                |
| Recommended Fuel*2              | RON91/AKI87               |                  |      |             | RON91/AKI87               |             | Recommended Fuel*2              | RON91/AKI87                                  |                    |                                          |                                              |                     |                                          | RON91/AKI87                            |                      |                   |                      |                  |                |
| Propeller Selection(pitch)      | 13"-25"(R/R)              |                  |      |             | 13"-25"(R/R)              |             | Propeller Selection(pitch)      | 9"-17"                                       |                    |                                          |                                              |                     |                                          | 9"-15"                                 |                      |                   |                      |                  |                |

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: RON: Research method (minimum octane rating) AKI: (R+M)/2 method(minimum pump octane rating ), (Only North America) \*3: DF60A only. \*4: DF25ATH only. \*5: DF25AE only.

FEATURES

●=Standard Equip. ○=Optional Equip

|                                               | 100B  | 90A | 80A | 70A | 90ATH | 70ATH |                                               | 60A/50A/<br>40A | 60ATH | 50ATH/<br>40ATH | 60AQH/<br>40AQH | 60AV/<br>50AV | 60AVTH/<br>50AVTH | 30AT/<br>25AT | 30ATH/<br>25ATH | 30AR | 30AQH | 30A/25A |
|-----------------------------------------------|-------|-----|-----|-----|-------|-------|-----------------------------------------------|-----------------|-------|-----------------|-----------------|---------------|-------------------|---------------|-----------------|------|-------|---------|
| BODY COLOR                                    | Black | ●   | ●   | ●   | ●     | ●     | BODY COLOR                                    | Black           | ●     | ●               | ●               | ●             | ●                 | ●             | ●               | ●    | ●     | ●       |
|                                               | White | ●   | ●   |     | ●     |       |                                               | White           | ●     |                 |                 |               |                   | ●             | ●               |      |       |         |
| SUZUKI DUAL LOUVER SYSTEM                     |       |     |     |     |       |       | SUZUKI DUAL LOUVER SYSTEM                     |                 |       |                 |                 |               |                   |               |                 |      |       |         |
| SELF-ADJUSTING TIMING CHAIN                   | ●     | ●   | ●   | ●   | ●     | ●     | SELF-ADJUSTING TIMING CHAIN                   | ●               | ●     | ●               | ●               | ●             | ●                 |               |                 |      |       |         |
| SUZUKI ANTI-CORROSION SYSTEM                  | ●     | ●   | ●   | ●   | ●     | ●     | SUZUKI ANTI-CORROSION SYSTEM                  | ●               | ●     | ●               | ●               | ●             | ●                 | ●             | ●               | ●    | ●     | ●       |
| OVER-REV. LIMITER                             | ●     | ●   | ●   | ●   | ●     | ●     | OVER-REV. LIMITER                             | ●               | ●     | ●               | ●               | ●             | ●                 | ●             | ●               | ●    | ●     | ●       |
| TILT LIMIT SYSTEM                             | ●     | ●   | ●   | ●   | ●     | ●     | TILT LIMIT SYSTEM                             | ●*3             | ●     | ●               |                 | ●             | ●                 |               |                 |      |       |         |
| WATER DETECTING SYSTEM                        | ●     | ●   | ●   | ●   | ●     | ●     | WATER DETECTING SYSTEM                        |                 |       |                 |                 |               |                   |               |                 |      |       |         |
| FRESH WATER FLUSHING SYSTEM                   | ●     | ●   | ●   | ●   | ●     | ●     | FRESH WATER FLUSHING SYSTEM                   | ●               | ●     | ●               | ●               | ●             | ●                 | ●             | ●               | ●    | ●     | ●       |
| DUAL WATER INLET                              |       |     |     |     |       |       | DUAL WATER INLET                              |                 |       |                 |                 |               |                   |               |                 |      |       |         |
| SUB WATER INLET                               | ○     | ○   | ○   | ○   | ○     | ○     | SUB WATER INLET                               | ●               | ●     | ●               | ●               |               |                   |               |                 |      |       |         |
| KEYLESS START SYSTEM                          | ○     | ○   | ○   | ○   |       |       | KEYLESS START SYSTEM                          |                 |       |                 |                 |               |                   |               |                 |      |       |         |
| SDSM*1                                        | ○     | ○   | ○   | ○   | ○     | ○     | SDSM*1                                        | ○               | ○     | ○               | ○               | ○             | ○                 | ○             | ○               | ○    | ○     | ○       |
| OFFSET DRIVESHAFT                             | ●     | ●   | ●   | ●   | ●     | ●     | OFFSET DRIVESHAFT                             |                 |       |                 |                 |               |                   |               |                 |      |       |         |
| 2-STAGE GEAR REDUCTION                        | ●     | ●   | ●   | ●   | ●     | ●     | 2-STAGE GEAR REDUCTION                        |                 |       |                 |                 |               |                   |               |                 |      |       |         |
| HIGH ENERGY ROTATION                          |       |     |     |     |       |       | HIGH ENERGY ROTATION                          |                 |       |                 |                 | ●             | ●                 |               |                 |      |       |         |
| SUZUKI DUAL PROP SYSTEM                       |       |     |     |     |       |       | SUZUKI DUAL PROP SYSTEM                       |                 |       |                 |                 |               |                   |               |                 |      |       |         |
| VARIABLE VALVE TIMING SYSTEM                  |       |     |     |     |       |       | VARIABLE VALVE TIMING SYSTEM                  |                 |       |                 |                 |               |                   |               |                 |      |       |         |
| MULTI-STAGE INDUCTION                         |       |     |     |     |       |       | MULTI-STAGE INDUCTION                         |                 |       |                 |                 |               |                   |               |                 |      |       |         |
| SUZUKI SELECTIVE ROTATION                     |       |     |     |     |       |       | SUZUKI SELECTIVE ROTATION                     |                 |       |                 |                 |               |                   |               |                 |      |       |         |
| SUZUKI PRECISION CONTROL                      |       |     |     |     |       |       | SUZUKI PRECISION CONTROL                      |                 |       |                 |                 |               |                   |               |                 |      |       |         |
| NOISE REDUCTION                               |       |     |     |     |       |       | NOISE REDUCTION                               |                 |       |                 |                 |               |                   |               |                 |      |       |         |
| OVERHEAD TANK                                 |       |     |     |     |       |       | OVERHEAD TANK                                 |                 |       |                 |                 |               |                   |               |                 |      |       |         |
| AUTOMATIC TRIM*4                              |       |     |     |     |       |       | AUTOMATIC TRIM*4                              |                 |       |                 |                 |               |                   |               |                 |      |       |         |
| GAS ASSIST SYSTEM                             |       |     |     |     |       |       | GAS ASSIST SYSTEM                             |                 |       |                 | ●               |               |                   |               |                 |      | ●     |         |
| THREE-WAY STORAGE                             |       |     |     |     |       |       | THREE-WAY STORAGE                             |                 |       |                 |                 |               |                   |               |                 |      |       |         |
| SUZUKI TROLL MODE SYSTEM*2                    | ○     | ○   | ○   | ○   | ●     | ●     | SUZUKI TROLL MODE SYSTEM*2                    | ○               | ●     | ●               | ●               | ○             | ●                 |               |                 |      |       |         |
| SUZUKI EASY START SYSTEM                      | ●     | ●   | ●   | ●   | ●     | ●     | SUZUKI EASY START SYSTEM                      | ●               | ●     | ●               | ●               | ●             | ●                 | ●             | ●               | ●    | ●     | ●       |
| LEAN BURN CONTROL SYSTEM                      | ●     | ●   | ●   | ●   | ●     | ●     | LEAN BURN CONTROL SYSTEM                      | ●               | ●     | ●               | ●               | ●             | ●                 | ●             | ●               | ●    | ●     | ●       |
| DUAL INJECTOR                                 |       |     |     |     |       |       | DUAL INJECTOR                                 |                 |       |                 |                 |               |                   |               |                 |      |       |         |
| O <sub>2</sub> SENSOR FEEDBACK CONTROL SYSTEM |       |     |     |     |       |       | O <sub>2</sub> SENSOR FEEDBACK CONTROL SYSTEM |                 |       |                 |                 |               |                   |               |                 |      |       |         |
| SHALLOW WATER DRIVE                           |       |     |     |     |       |       | SHALLOW WATER DRIVE                           |                 |       |                 |                 |               |                   |               |                 | ●    |       | ●       |

\*1: available by using with SMG4 \*2: available by using with SMG4/Troll Mode Switch Panel \*3: DF60A only. \*4: available by using with SMG4, and SPC

SPECIFICATIONS & FEATURES

SPECIFICATIONS

|                                 | 20AT/<br>15AT/9.9BT                                             | 20ATH<br>15ATH<br>9.9BTH        | 20AR/<br>15AR/9.9BR                                             | 20A/15A/<br>9.9B | 8AR                                      | 9.9A/8A          | 6A/5A/4A                                                    | 2.5                  | 250W<br>(Cargo)                       | 90AWQH<br>(Cargo) |
|---------------------------------|-----------------------------------------------------------------|---------------------------------|-----------------------------------------------------------------|------------------|------------------------------------------|------------------|-------------------------------------------------------------|----------------------|---------------------------------------|-------------------|
| Starting System                 | Electric/Manual                                                 |                                 | Electric/Manual                                                 |                  | Electric/Manual                          | Manual           | Manual                                                      | Manual               | Electric                              |                   |
| Recommended Transom Height (mm) | S: 381*3<br>L: 508<br>X: 635*4                                  | S: 381*5<br>L: 508<br>X: 635*5  | S: 381<br>L: 508                                                |                  | L: 508                                   | S: 381<br>L: 508 | S: 381<br>L: 508                                            | S: 381<br>L: 508     | X: 635<br>XX: 762                     | L: 508<br>X: 635  |
| Weight (kg)*1                   | S: 52.5*3<br>L: 54.5<br>X: 57*4                                 | S: 53.5*5<br>L: 55.5<br>X: 58*5 | S: 47<br>L: 48                                                  | S: 48<br>L: 49   | S: 44<br>L: 45                           | L: 43.5          | S: 39<br>L: 41.5                                            | S: 24<br>L: 25       | S: 13.5<br>L: 14<br>X: 279<br>XX: 288 | L: 158<br>X: 162  |
| Valve Train                     | OHC                                                             |                                 | OHC                                                             |                  | OHC                                      |                  | OHV                                                         | OHV                  | DOHC 24-Valve                         | DOHC 16-Valve     |
| Valve Train Drive               | Belt                                                            |                                 | Belt                                                            |                  | Belt                                     |                  | Pushrod                                                     | Pushrod              | Chain                                 |                   |
| Displacement (cm³)              | 327                                                             |                                 | 327                                                             |                  | 208                                      |                  | 138                                                         | 68                   | 3,614                                 | 1,502             |
| Maximum Output (kW)             | DF20A: 14.7<br>DF15A: 11.0<br>DF9.9B: 7.3                       |                                 | DF20A: 14.7<br>DF15A: 11.0<br>DF9.9B: 7.3                       |                  | DF9.9A: 7.3<br>DF8A: 5.9                 |                  | DF6A: 4.4<br>DF5A: 3.7<br>DF4A: 2.9                         | 1.8                  | 183.9                                 | 66.2              |
| Bore and Stroke (mm)            | 60.4 × 57                                                       |                                 | 60.4 × 57                                                       |                  | 51 × 51                                  |                  | 60.4 × 48                                                   | 48 × 38              | 95 × 85                               | 75 × 85           |
| Operation Range (rpm)           | DF20A: 5,300-6,300<br>DF15A: 5,000-6,000<br>DF9.9B: 4,700-5,700 |                                 | DF20A: 5,300-6,300<br>DF15A: 5,000-6,000<br>DF9.9B: 4,700-5,700 |                  | DF9.9A: 5,200-6,200<br>DF8A: 4,700-5,700 |                  | DF6A: 4,750-5,750<br>DF5A: 4,500-5,500<br>DF4A: 4,000-5,000 | 5,250-5,750          | 5,500-6,100                           | 5,300-6,300       |
| Fuel Delivery System            | Battery-less Electronic Fuel Injection                          |                                 | Battery-less Electronic Fuel Injection                          |                  | Carburetor                               |                  | Carburetor                                                  | Carburetor           | Electronic Fuel Injection             |                   |
| Oil Pan Capacity (L)            | 1.0                                                             |                                 | 1.0                                                             |                  | 0.8                                      |                  | 0.7                                                         | 0.38                 | 8.0                                   | 4.3               |
| Alternator                      | 12V 12A                                                         |                                 | 12V 12A                                                         | 12V 6A           | 12V 10A                                  | 12V 6A           | 12V 5A (op.)                                                | -                    | 12V 54A                               | 12V 27A           |
| Trim Type                       | ower Tilt                                                       |                                 | Manual Trim and Tilt<br>Power Tilt                              |                  | Manual Trim and Tilt                     |                  | Manual Trim and Tilt                                        | Manual Trim and Tilt | Power Trim and Tilt                   | Gas Assisted Tilt |
| Gear Ratio                      | 2.08:1                                                          |                                 | 2.08:1                                                          |                  | 2.08:1                                   |                  | 1.92:1                                                      | 2.15:1               | 2.08:1                                | 2.59:1            |
| Control System                  | Mechanical                                                      |                                 | Mechanical                                                      |                  | Mechanical                               |                  | Mechanical                                                  | Mechanical           | Mechanical                            |                   |
| Recommended Fuel*2              | RON91/AKI87                                                     |                                 | RON91/AKI87                                                     |                  | RON91/AKI87                              |                  | RON91/AKI87                                                 | RON91/AKI87          | RON91/AKI87                           |                   |
| Propeller Selection(pitch)      | 7"-12"                                                          |                                 | 7"-12"                                                          |                  | 7"-11"                                   |                  | 6"-7"                                                       | 5.3/8"               | 15"-27.5"(R/R)<br>17"-26"(C/R)        | 13"-25"(R/R)      |

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: RON: Research method (minimum octane rating) AKI: (R+M)/2 method(minimum pump octane rating ), (Only North America)  
\*3: DF20AT/DF9.9BT only. \*4: DF9.9BT only. \*5: DF9.9BTH only.

FEATURES

|                                               |       | 20AT/<br>15AT/9.9BT | 20ATH<br>15ATH<br>9.9BTH | 20AR/<br>15AR/9.9BR | 20A/15A/<br>9.9B | 8AR | 9.9A/8A | 6A/5A/4A | 2.5 | 250W<br>(Cargo) | 90AWQH<br>(Cargo) |
|-----------------------------------------------|-------|---------------------|--------------------------|---------------------|------------------|-----|---------|----------|-----|-----------------|-------------------|
| BODY COLOR                                    | Black | ●                   | ●                        | ●                   | ●                | ●   | ●       | ●        | ●   |                 |                   |
|                                               | White | ●*3                 | ●*4                      |                     | ●                |     |         | ●*5      |     | ●               | ●                 |
| INTEGRATED STEERING                           |       |                     |                          |                     |                  |     |         |          |     |                 |                   |
| SUZUKI DUAL LOUVER SYSTEM                     |       |                     |                          |                     |                  |     |         |          |     |                 |                   |
| SELF-ADJUSTING TIMING CHAIN                   |       |                     |                          |                     |                  |     |         |          |     | ●               | ●                 |
| SUZUKI ANTI-CORROSION SYSTEM                  |       | ●                   | ●                        | ●                   | ●                | ●   | ●       | ●        | ●   | ●               | ●                 |
| OVER-REV. LIMITER                             |       | ●                   | ●                        | ●                   | ●                | ●   | ●       | ●        | ●   | ●               | ●                 |
| TILT LIMIT SYSTEM                             |       |                     |                          |                     |                  |     |         |          |     | ●               |                   |
| WATER DETECTING SYSTEM                        |       |                     |                          |                     |                  |     |         |          |     | ●               | ●                 |
| FRESH WATER FLUSHING SYSTEM                   |       | ●                   | ●                        | ●                   | ●                | ●   | ●       | ●        |     | ●               | ●                 |
| DUAL WATER INLET                              |       |                     |                          |                     |                  |     |         |          |     | ●               |                   |
| SUB WATER INLET                               |       |                     |                          |                     |                  |     |         |          |     |                 | ○                 |
| KEYLESS START SYSTEM                          |       |                     |                          |                     |                  |     |         |          |     | ○               | ○                 |
| SDSM*1                                        |       | ○                   | ○                        | ○                   | ○                |     |         |          |     | ○               | ○                 |
| OFFSET DRIVESHAFT                             |       |                     |                          |                     |                  |     |         |          |     | ●               | ●                 |
| 2-STAGE GEAR REDUCTION                        |       |                     |                          |                     |                  |     |         |          |     | ●               | ●                 |
| HIGH ENERGY ROTATION                          |       |                     |                          |                     |                  |     |         |          |     |                 |                   |
| SUZUKI DUAL PROP SYSTEM                       |       |                     |                          |                     |                  |     |         |          |     |                 |                   |
| VARIABLE VALVE TIMING                         |       |                     |                          |                     |                  |     |         |          |     | ●               |                   |
| MULTI-STAGE INDUCTION                         |       |                     |                          |                     |                  |     |         |          |     | ●               |                   |
| SUZUKI SELECTIVE ROTATION                     |       |                     |                          |                     |                  |     |         |          |     |                 |                   |
| SUZUKI PRECISION CONTROL                      |       |                     |                          |                     |                  |     |         |          |     |                 |                   |
| NOISE REDUCTION                               |       |                     |                          |                     |                  |     |         |          |     |                 |                   |
| OVERHEAD TANK                                 |       |                     |                          |                     |                  |     |         | ●        |     |                 |                   |
| AUTOMATIC TRIM*6                              |       |                     |                          |                     |                  |     |         |          |     |                 |                   |
| GAS ASSIST SYSTEM                             |       |                     |                          |                     |                  |     |         |          |     |                 | ●                 |
| THREE-WAY STORAGE                             |       |                     |                          |                     |                  |     |         | ●        |     |                 |                   |
| SUZUKI TROLL MODE SYSTEM*2                    |       |                     |                          |                     |                  |     |         |          |     | ○               | ○                 |
| SUZUKI EASY START SYSTEM                      |       |                     |                          |                     |                  |     |         |          |     | ●               | ●                 |
| LEAN BURN CONTROL SYSTEM                      |       | ●                   | ●                        | ●                   | ●                |     |         |          |     |                 |                   |
| DUAL INJECTOR                                 |       |                     |                          |                     |                  |     |         |          |     |                 |                   |
| O <sub>2</sub> SENSOR FEEDBACK CONTROL SYSTEM |       |                     |                          |                     |                  |     |         |          |     |                 |                   |
| SHALLOW WATER DRIVE                           |       |                     |                          | ●                   | ●                | ●   | ●       | ●        |     |                 |                   |

\*1: available by using with SMG4 \*2: available by using with SMG4/Troll Mode Switch Panel \*3: DF20AT/9.9BT only. \*4: DF20ATH/9.9BTH only. \*5: DF6A only. \*6: available by using with SMG4, and SPC

THE  
ULTIMATE  
OUTBOARD MOTOR

