

# SUZUKI OUTBOARD MOTORS 2011



Way of Life!



# WAY OF LIFE!



We know that for you, the water can be a way of life. For us, designing and creating the best outboard motors possible is our way of life. Whether it's leisure, sports or commercial, we've designed our entire range of outboards with our customers in mind.

It's because of this that we're constantly striving to deliver new innovative technologies like our Lean Burn Control and Precision Control systems, which not only deliver high performance, excitement and satisfaction to you, but help to reduce the impact on the environment as well.

This advanced technology has also helped us become the sole supplier of marine outboard motors to the London 2012 Olympic and Paralympic Games Sailing Regatta.

So start your Suzuki outboard and experience our way of life.  
Go further, faster, for less.

"With rising fuel costs and our own need to be better to the environment, there was no competition. Suzuki stood out from the four stroke crowd even to an untrained eye.

I am very pleased to say that since fitting Suzuki outboards, they have done nothing but surprise us! The acceleration is very smooth and they are so quiet it is difficult to tell when they're running!"

Matt King, Stoney Cove – The National Diving Centre  
Leicestershire





**“We chose twin Suzuki V6 outboards for our two large cabin RIBs as they supply the reliability, speed and versatility that is required for the more delicate manoeuvres when operating as a safety boat and for crew transfers between vessels.”**

Stewart Taylor, Calypso Marine Commercial Charter Boats, River Forth



**NEW**

**DF300**  
Lean Burn

Multi-Point Sequential Electronic Fuel Injection  
Variable Valve Timing  
Suzuki Precision Control  
O<sub>2</sub> Sensor Feedback Control  
Lean Burn Control System  
Maximum Output: 220.7 kW  
Cylinders: V6  
Displacement: 4028 cm<sup>3</sup> (245.6 cu in)  
(Counter Rotation Model available)



**DF250**

Multi-Point Sequential Electronic Fuel Injection  
Variable Valve Timing  
Maximum Output: 184 kW  
Cylinders: V6  
Displacement: 3614 cm<sup>3</sup> (220.5 cu in)  
(Counter Rotation Model available)

**DF225**

Multi-Point Sequential Electronic Fuel Injection  
Maximum Output: 165 kW  
Cylinders: V6  
Displacement: 3614 cm<sup>3</sup> (220.5 cu in)  
(Counter Rotation Model available)

**DF200**

Used to power the support boats at the London 2012 Olympic & Paralympic Games Sailing Regatta.  
Multi-Point Sequential Electronic Fuel Injection  
Maximum Output: 147 kW  
Cylinders: V6  
Displacement: 3614 cm<sup>3</sup> (220.5 cu in)  
(Counter Rotation Model available)

# big V6 power

## DF300-DF200

**Award-winning and exciting outboards, each one created with advanced Suzuki innovations and technologies, giving you the power and performance you need, when you need it.**



**Proven technology**

By using our advanced technologies these V6 outboards deliver superior performance. They have dual overhead cam (DOHC) powerheads with four valves per cylinder and multi-point electronic fuel injection. The 55° V-block design and offset driveshafts contribute to making them remarkably compact. The DF300 and DF250 deliver high performance with our Variable Valve Timing, by maximising torque in the low/mid-range. The DF250 and DF225 use a multi-stage induction system, which maximises airflow efficiency for ultimate top-end performance.

**When only the best is good enough**

Our flagship V6 range provides the perfect power for both leisure and commercial craft. As part of our sole supplier agreement with the London 2012 Olympic and Paralympic Games Sailing Regatta, the DF200 will be one of the models used, along with the DF140, DF90 and the all-new DF40.

**Main features of the new DF300**

The DF300 is the first of our outboards to utilise Suzuki Precision Control, an electronic throttle and shift system that offers smooth and positive gear operation.

We've combined this with our Lean Burn Control System to deliver remarkable fuel economy over a wide operating range and smooth power transitions, both of which contribute to the reduction of your running costs.

The new DF300 is also the first Suzuki outboard to feature Suzuki's O<sub>2</sub> Sensor Feedback Control System, which delivers cleaner and more stable emissions.





# the Suzuki technology behind you

## Fuel Efficiency

### Fuel-efficient outboards

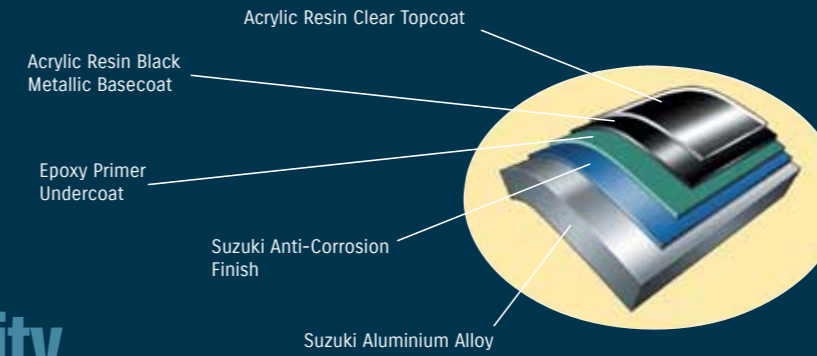
Fuel efficiency is paramount, that's why we've created our own Lean Burn Control Technology to maximise the engine efficiency. First introduced on the DF70, DF80 and DF90, it's now available on the new DF300, DF60, DF50 and DF40.

Our Lean Burn Control Technology delivers a leaner mixture of fuel to the engine by predicting fuel needs according to operating conditions, which improves fuel efficiency. This system is optimised to deliver its benefits over a wide operating range, providing greater fuel savings from low speeds up into the cruising range and greater cost savings to you.

## Quality

### Suzuki Anti-Corrosion Finish

Whether it's the sea, lakes or rivers, water is a tough environment. We use our own innovative Anti-Corrosion Finish to guard your Suzuki outboard against the possible effects of corrosion. It's applied directly to the aluminium to provide maximum bonding of the finish to the alloy surface. An epoxy primer undercoat is followed by the black metallic paint and topped off with a clear acrylic resin finish, which together forms a powerful treatment against corrosion.



## Standards

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



## Power & Engine Efficiency

### Hydrodynamic Gear Case

The sleek, Hydrodynamic Gear Case of the DF300, DF90, DF80 and DF70 is designed to reduce drag. The streamlined form contributes to faster acceleration, increased speed and better fuel economy.

### Multi-Point Sequential Electronic Fuel Injection

We pioneered Multi-Point Sequential Electronic Fuel Injection in four stroke outboards with the original and award winning DF70 and DF60. Now featured on all models from the DF40 to the DF300, the system utilises an ECM (Engine Control Module) that monitors data in real time, from a comprehensive network of strategically placed sensors. Using this data the ECM instantly calculates the optimum amount of fuel to be injected at high pressure into the cylinders by the Multi-Point Sequential Electronic Fuel Injection system. The system delivers lower fuel consumption, reduced exhaust emissions, easier starts, crisper acceleration, and smoother performance.

### Offset Driveshaft

We pioneered the use of the Offset Driveshaft with the original DF90. Effective at reducing the engine's size it also moves the outboard's centre of gravity forward for better weight distribution. Found on all models from the new generation DF70 to the DF300, it provides improvements in power, performance, balance and vibration reduction.

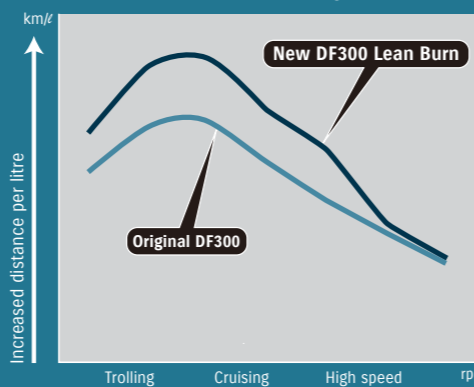
### Long Track Intake Manifold

Featured on all engines from the DF300 through to the DF40, our Long Track Intake Manifold utilises long intake pipes that are specially tuned to deliver smooth and efficient airflow to the engine. This maximises performance for greater power output from the engine.

### Multi-Stage Induction

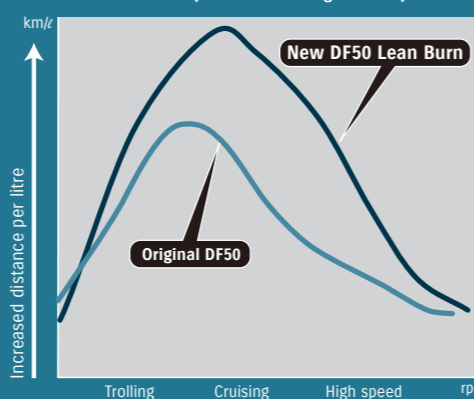
Our Multi-Stage Induction system increases engine performance on the DF250, DF225, DF175 and DF150. Each cylinder is equipped with short and long intake manifolds. At lower rpm the longer pipes deliver the optimum fresh air to the combustion chamber and boost low-end torque. At higher rpm, the valve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

### Comparison of fuel consumption per 1 litre of fuel (New DF300 vs. Original DF300)



Uses 14% less fuel compared to the previous model, mainly in the cruising range where the engine is used for the majority of the time.

### Comparison of fuel consumption per 1 litre of fuel (New DF50 vs. Original DF50)

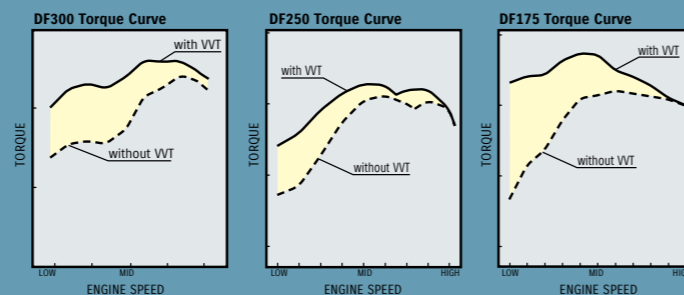


Uses 23% less fuel compared to the previous model, mainly in the cruising range where the engine is used for the majority of the time.

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

### Variable Valve Timing (VVT)

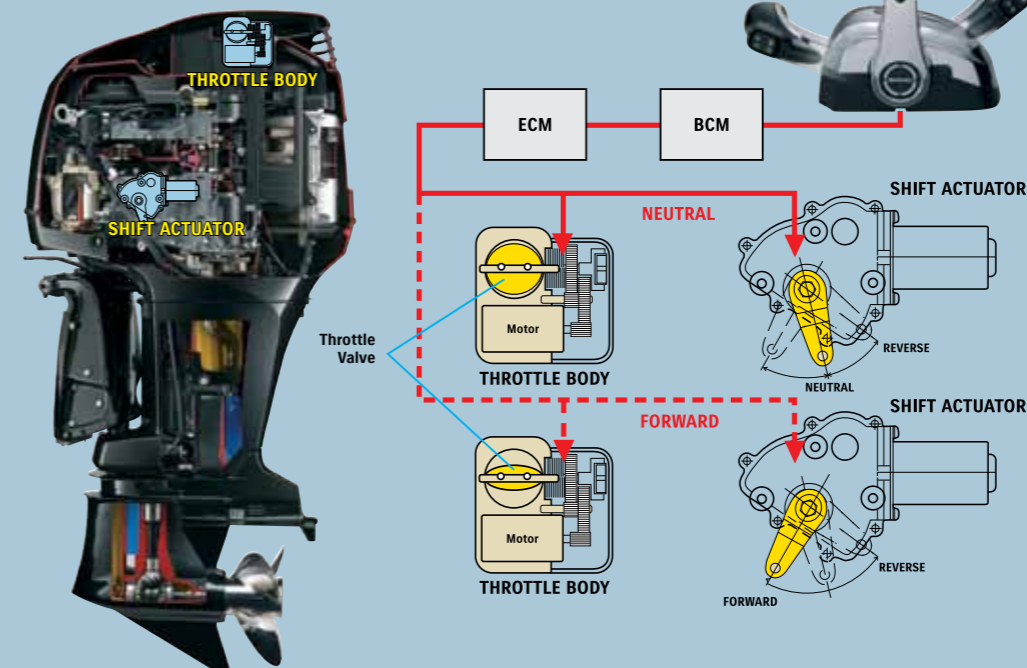
VVT is used on the DF300, DF250 and DF175 to alter intake timing with the camshaft to optimise camshaft timing for low to mid-range operation. VVT delivers greater low to mid-range torque for powerful acceleration.



## Engine Control

### Suzuki Precision Control

Computer-based drive-by-wire control system.



### Suzuki Precision Control - DF300 Lean Burn

Our sophisticated computer-based drive-by-wire control system offers smooth, precise control with instantaneous, decisive shifting, especially at low rpm and when manoeuvring. Since it is computer-based, it provides control without the friction and resistance that you get with mechanical control cables. The control panel provides easy access to motor control functions, while built-in systems help protect the engine and drive against damage due to mishandling. The system can be configured with single, twin or triple installations, as well as for dual stations. When combined with Suzuki's Lean Burn Control System it allows control of fuel and air flow to boost the limit of the controllable revolution range improving fuel economy over a wide operating range.

## Multi-Function Gauges

### Suzuki Modular Instrument System (SMIS)

SMIS uses an easy to connect and expandable cable system to transmit graphic and numerical data to Multi-Function Gauges. Easy to set up and install, the system can be used with nearly any boat and any of our Electronic Fuel Injection models. Connected to the NMEA2000® compatible system, the gauges can display real-time readings from compatible electronic probes and the exclusive SMIS engine interface to monitor engine functions. (Engine Monitor with 4" gauge only).

\*Registered trademark of National Marine Electronics Association.

### SMIS Multi-Function Gauges

The 4" Multi-Function Gauge uses a state-of-the-art high-contrast, dot matrix display to monitor real-time graphic and numerical digital data. When connected into the SMIS system, it can monitor engine functions, act as a speedometer, tachometer, GPS\*, and many more.

\*GPS requires additional hardware.

The 2" Multi-Function Gauge is capable of all functions of the 4" gauge except engine monitoring functions. When connected to the SMIS system, it can be programmed to monitor other functions.



4" SMIS Multi-Function Gauge



2" SMIS Multi-Function Gauge



## Awards

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



# high performance

## DF175-DF100

When an engine with performance is an essential part of your boating life, then you need our combination of quality, reliability and choice.

### Large displacement yet remarkably light in weight

Our talent for delivering high-end power from compact designs is clearly evident in the DF175 and DF150. Turning the key unleashes big block performance from their 2867cm<sup>3</sup> powerheads – the largest in the in-line four cylinder category. But while their large displacement contributes greatly to producing exceptional acceleration, it doesn't mean they are comparatively larger and heavier in size. On the contrary, we have designed these big block motors to be compact and lightweight.

### Performance increasing features

These in-line four cylinder outboards are powerful, responsive and reliable thanks to some of our finest high-performance technologies. These models are equipped with multi-point electronic fuel injection, double overhead cam (DOHC) powerheads with four valves per cylinder, as well as our proven offset driveshaft and two-stage cam. The DF150 and DF175 offer further performance enhancement with multi-stage induction on both models and Variable Valve Timing (VVT) on the DF175.

### A boatload of features

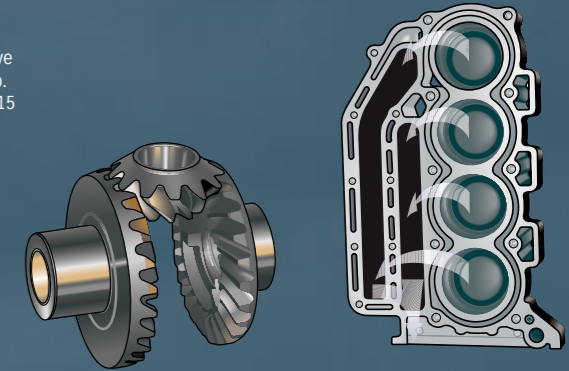
Exceptional features such as a forged one piece crankshaft, race-proven 4-into-2-into-1 exhaust system, computer controlled fuel injection and painstaking attention to detail ensure that your Suzuki DF140, DF115, or DF100 outboard will continue to deliver optimum performance at almost any throttle setting, temperature or altitude. We make propulsion hassle-free so you can concentrate on having fun.

### Transferring power into speed

Our in-line four cylinder outboards utilise aggressive gear ratios that enable them to swing a larger prop. The 2.59:1 final drive gear ratio on the DF140, DF115 and DF100 allows the use of a larger prop for the perfect combination of acceleration and top-end speed. You can also rely on plenty of torque with a powerful final gear ratio plus once you're up and running, all three engines give you jet-smooth performance for hours on end.

### All torque

With acceleration and manoeuvrability high on the list of priorities it is no surprise that the DF140, with its excellent power to weight ratio, is one of the models that has been selected for use at the London 2012 Olympic & Paralympic Games Sailing Regatta.



#### DF175

Multi-Point Sequential Electronic Fuel Injection  
Variable Valve Timing  
Maximum Output: 129 kW  
Cylinders: In-line 4  
Displacement: 2867 cm<sup>3</sup> (174.9 cu in)  
(Counter Rotation Model available)



#### DF150

Multi-Point Sequential Electronic Fuel Injection  
Maximum Output: 110 kW  
Cylinders: In-line 4  
Displacement: 2867 cm<sup>3</sup> (174.9 cu in)  
(Counter Rotation Model available)



#### DF140

Used to power the support boats at the London 2012 Olympic & Paralympic Games Sailing Regatta.

Multi-Point Sequential Electronic Fuel Injection  
Maximum Output: 103 kW  
Cylinders: In-line 4  
Displacement: 2044 cm<sup>3</sup> (124.7 cu in)  
(Counter Rotation Model available)



#### DF115

Multi-Point Sequential Electronic Fuel Injection  
Maximum Output: 84.6 kW  
Cylinders: In-line 4  
Displacement: 1950 cm<sup>3</sup> (118.9 cu in)



#### DF100

Multi-Point Sequential Electronic Fuel Injection  
Maximum Output: 73.5 kW  
Cylinders: In-line 4  
Displacement: 1950 cm<sup>3</sup> (118.9 cu in)



“Our Suzuki DF175 has never missed a beat. Lightweight, quiet, fuel-efficient and responsive it gives us all the power and manoeuvrability that we need for our marina support boat.”

Dan Jehan, Gunwharf Quays Marina Support Boat, Portsmouth





# lightweight & versatile

DF90-DF40

Fuel-efficient and exciting outboards, each one created with advanced Suzuki innovations and Lean Burn Control technology, giving you the power and performance you need.

### Suzuki Lean Burn Control Technology

To get the most out of every drop of fuel, Suzuki engineers developed the Lean Burn Control System which enables the engine to operate on a lean air-fuel ratio or a thinner mixture of fuel. The system controls the air to fuel mixture by predicting fuel needs according to operating conditions. It delivers its benefits over a wide operating range providing significant improvements in fuel economy from low speed operation well up into the cruising range, which all helps to reduce your fuel bills.



### Self-Adjusting Timing Chain

A Self-Adjusting Timing Chain is featured on all models in this range with the new DF40 and DF50 being the only models in their respective horsepower classes to feature this technology. The chain is oil-bathed and features an automatic hydraulic tensioner that keeps the chain properly adjusted at all times for maintenance-free operation.



### Tilt Limit System

The DF90, DF80, DF70, and DF60 are equipped with a Tilt Limit System that is designed to protect the boat from damage that can occur when tilting the outboard. The system incorporates a tilt angle sensor that functions as both a tilt limit and trim sender and uses a step-free, continuous type limiter that makes installation of the outboard possible on almost any type of boat.

### An outboard for every application

Whether it's work or play, our outboards can be used for both commercial or leisure boating.

We are therefore proud to be the sole supplier of marine outboard motors to the London 2012 Olympic & Paralympic Games Sailing Regatta, with the DF90 and the all-new DF40 being two of the models used for this prestigious event.



**DF50**  
Lean Burn

Multi-Point Sequential Electronic Fuel Injection  
Lean Burn Control System  
Maximum Output: 36.8 kW  
Cylinders: In-line 3  
Displacement: 941 cm<sup>3</sup>  
(57.4 cu in)

**NEW**

**DF40**  
Lean Burn

Used to power the support boats at the London 2012 Olympic & Paralympic Games Sailing Regatta.

Multi-Point Sequential Electronic Fuel Injection  
Lean Burn Control System  
Maximum Output: 29.4 kW  
Cylinders: In-line 3  
Displacement: 941 cm<sup>3</sup>  
(57.4 cu in)



**DF90**  
Lean Burn

Used to power the support boats at the London 2012 Olympic & Paralympic Games Sailing Regatta.

Multi-Point Sequential Electronic Fuel Injection  
Lean Burn Control System  
Maximum Output: 66.2 kW  
Cylinders: In-line 4  
Displacement: 1502 cm<sup>3</sup>  
(91.7 cu in)



**DF80**  
Lean Burn

Multi-Point Sequential Electronic Fuel Injection  
Lean Burn Control System  
Maximum Output: 58.8 kW  
Cylinders: In-line 4  
Displacement: 1502 cm<sup>3</sup>  
(91.7 cu in)



**DF70**  
Lean Burn

Multi-Point Sequential Electronic Fuel Injection  
Lean Burn Control System  
Maximum Output: 51.5 kW  
Cylinders: In-line 4  
Displacement: 1502 cm<sup>3</sup>  
(91.7 cu in)



**DF60**  
Lean Burn

Multi-Point Sequential Electronic Fuel Injection  
Lean Burn Control System  
Maximum Output: 44.1 kW  
Cylinders: In-line 3  
Displacement: 941 cm<sup>3</sup>  
(57.4 cu in)



"We did a lot of research into the range of four stroke outboards available and it soon became clear that Suzuki was the brand to go for. We are really pleased with the DF80 and the performance that it delivers."

Frank Fletcher, Ellen MacArthur Trust Support RIB, Isle of Wight







**“The DF2.5 is lightweight, portable and starts first time every time which makes it ideal for small tenders and our new rowing boat the Trinity 500.”**

Tye Shuttleworth, RYA Training Officer, The Marine Society & Sea Cadets

Important Note: Always wear a personal flotation device when boating.

<b>DF25</b> Maximum Output: 18.4 kW Cylinders: V2 Displacement: 538 cm <sup>3</sup> (32.8 cu in)	<b>DF15</b> Maximum Output: 11.0 kW Cylinders: In-line 2 Displacement: 302 cm <sup>3</sup> (18.4 cu in)	<b>DF9.9</b> Maximum Output: 7.3 kW Cylinders: In-line 2 Displacement: 208 cm <sup>3</sup> (12.7 cu in)
<b>DF8</b> Maximum Output: 5.9 kW Cylinders: In-line 2 Displacement: 208 cm <sup>3</sup> (12.7 cu in)	<b>DF6</b> Maximum Output: 4.4 kW Cylinders: 1 Displacement: 138 cm <sup>3</sup> (8.4 cu in)	<b>DF5</b> Maximum Output: 3.7 kW Cylinders: 1 Displacement: 138 cm <sup>3</sup> (8.4 cu in)
<b>DF4</b> Maximum Output: 2.9 kW Cylinders: 1 Displacement: 138 cm <sup>3</sup> (8.4 cu in)	<b>DF2.5</b> Maximum Output: 1.8 kW Cylinders: 1 Displacement: 68 cm <sup>3</sup> (4.15 cu in)	

# portable fun

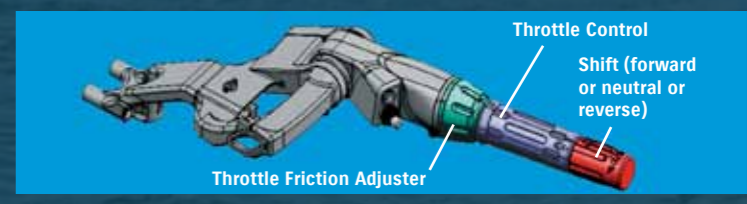
## DF25-DF2.5

When you want to get up and go you should be able to. With the Suzuki portable outboard range you can. Lightweight and compact – let’s go!



**Compact, lightweight V-Twin design is big on power**  
 The DF25 is compact thanks to a 70° V-angle design that also keeps operation smooth with little vibration. Two cylinders, each displacing 269 cm<sup>3</sup> (538 cm<sup>3</sup> total displacement) utilise two overhead valves per cylinder to deliver maximum power output at 5000 rpm. The V-Twin layout also moves the center of gravity forward which allows for better balance on the transom and makes the engine easier to tilt by hand.

**Suzuki Function Tiller Handle**  
 Featured on the DF9.9 and DF8, the Suzuki Function Tiller Handle has been designed by our engineers to provide boaters with greater operating convenience through an intuitive multi-function design. Gearshift, throttle operation and throttle friction adjustment functions are all incorporated into the multi-function handle where they are easy to access and operate without having to remove your hand from the handle.



**Fuel efficiency**  
 Suzuki four strokes are known for their fuel-efficient operation. Greater fuel efficiency enables these outboards to go further for less.

**Lightweight**  
 At just 13 kg, the DF2.5 is the smallest and lightest 2.5 hp four stroke on the market. The 1.8 kW (2.5 PS) single cylinder OHV engine with 68 cm<sup>3</sup> displacement delivers plenty of power for small tenders and inflatables.

**Packed with features**  
 Powering our DF6, DF5, and DF4 is a single cylinder four stroke OHV engine with a large displacement of 138 cm<sup>3</sup>. Its powerful mid-range torque combined with its light weight results in excellent acceleration. Digital Capacitor Discharge Ignition (CDI) offers precise ignition timing and has a built-in rev limiter. The tiller handle is designed to provide a comfortable operating position and better weight distribution. Other features include F-N-R shifting and 180° steering for great manoeuvrability, a 1.5-litre integral fuel tank and a large carrying handle.



# SUZUKI OUTBOARDS – SPECIFICATIONS & FEATURES

MODEL	New DF300*	DF250*	DF225*	DF200*	DF175/150*	DF140*	DF115/100	DF90/80/70	DF60	New DF50/40	DF25R	DF25	DF15R	DF15	DF9.9R/8R	DF9.9/8	DF6/5/4	DF2.5	
RECOMMENDED TRANSOM HEIGHT mm	X:635 XX:762	X:635 XX:762	X:635	L:508 X:635	L:508 X:635	L:508 X:635	L:508 X:635	L:508 DF90: X:635	L:508	L:508	L:508	S:381 L:508	L:508	S:381 L:508	9.9R S:381 L:508	S:381 L:508	S:381 L:508	S:381	
STARTING SYSTEM	Electric	Electric	Electric	Electric	Electric	Electric	Electric	Electric	Electric	Electric	Electric	Manual	Electric	Manual	Electric	DF8: Electric Manual	Manual	Manual	
WEIGHT kg**	X:274.0 XX:279.0	X:263.0 XX:268.0	X:263.0	L:257.0 X:263.0	L:215.0 X:220.0	L:186.0 X:191.0	L:189.0 X:194.0	L:155.0 X:158.0	L:104.0	L:104.0	L:73.0	S:69.0 L:72.0	S:46.5 L:47.5	S:44.0 L:45.0	9.9R S:41.0 L:43.5	L:45.5	S:39.5 L:42.0	S:25.0 L:26.0	S:13.0
ENGINE TYPE	DOHC 24-Valve	DOHC 24-Valve	DOHC 24-Valve	DOHC 24-Valve	DOHC 16-Valve	DOHC 16-Valve	DOHC 16-Valve	DOHC 16-Valve	DOHC 12-Valve	DOHC 12-Valve	OHV		OHC		OHC			OHV	OHV
FUEL DELIVERY SYSTEM	Multi-Point Sequential Electronic Fuel Injection										Carburetor		Carburetor		Carburetor			Carburetor	Carburetor
NO. OF CYLINDERS	V6 (55 degree)				4	4	4	4	3	3	V2 (70-degree)		2		2			1	1
PISTON DISPLACEMENT cm³	4,028	3,614	3,614	3,614	2,867	2,044	1,950	1,502	941	941	538		302		208			138	68
BORE X STROKE m/m	98 X 89	95 X 85	95 X 85	95 X 85	97 X 97	86 X 88	84 X 88	75 X 85	72.5 X 76	72.5 X 76	71 X 68		58 X 57		51 X 51			62 X 46	48 X 38
MAXIMUM OUTPUT kW	220.7	184.0	165.0	147.0	DF150:110.0 DF175:129.0	103.0	DF100:73.5 DF115:84.6	DF70:51.5 DF80:58.8 DF90:66.2	44.1	DF40:29.4 DF50:36.8	18.4		11.0		DF8R:5.9 DF9.9R:7.3	DF8:5.9 DF9.9:7.3	DF4:2.9 DF5: 3.7 DF6:4.4	1.8	
FULL THROTTLE OPERATING RANGE rpm	5,700-6,300	5,500-6,100	5,000-6,000	5,000-6,000	DF150: 5,000-6,000 DF175: 5,500-6,100	5,600-6,200	5,000-6,000	DF70/DF80: 5,000-6,000 DF90: 5,300-6,300	5,300-6,300	DF40: 5,000-6,000 DF50: 5,300-6,300	4,700-5,300		5,400-6,000		DF8R: 4,700-5,700 DF9.9R: 5,200-6,200	DF8: 4,700-5,700 DF9.9: 5,200-6,200	DF4:4,000-5,000 DF5:4,500-5,500 DF6:4,750-5,750	5,250-5,750	
STEERING	Remote	Remote			Remote	Remote	Remote	Remote	Remote	Remote	Remote	Tiller	Remote	Tiller	Remote	Tiller		Tiller	Tiller
CHOKE	-	-			-	-	-	-	25	-	Electric	Manual	Electric	Manual	Electric	Electric	Manual	Manual	Manual
OIL PAN CAPACITY Lit.	8.0	8.0	8.0	8.0	8.0	5.5	5.5	4.0	2.7	2.7	1.5		1.0		0.8			0.7	0.3
FUEL TANK CAPACITY Lit.	-	-			-	-	-	-	25	25	25		12		12			Integral 1.5	Integral 1.0
IGNITION SYSTEM	Fully-transistorised	Fully-transistorised			Fully-transistorised	Fully-transistorised		Fully-transistorised	Fully-transistorised	Fully-transistorised	Digital CDI		Digital CDI		Digital CDI			Digital CDI	P.E.I.
ALTERNATOR	12V 54A	12V 54A			12V 44A	12V 40A	12V 40A	12V 27A	12V 19A	12V 19A	12V 15A	12V 6A	12V 12A	12V 6A	12V 10A	12V 10A	12V 6A	12V 6A (OP)	-
ENGINE MOUNTING	Shear Mount	Shear Mount			Shear Mount	Shear Mount		Shear Mount	Shear Mount	Shear Mount	Shear Mount		Shear Mount		Shear Mount			Bushing Type	Bushing Type
TRIM METHOD	Power Trim and Tilt	Power Trim and Tilt			Power Trim and Tilt	Power Trim and Tilt		Power Trim and Tilt	Power Trim and Tilt	Power Trim and Tilt	Manual Trim and Tilt		Manual Trim and Tilt		Manual Trim and Tilt			Manual Trim and Tilt	Manual Trim and Tilt
GEAR RATIO	2.08:1	2.29:1	2.29:1	2.29:1	2.50:1	2.59:1	2.59:1	2.59:1	2.27:1	2.27:1	2.09:1		2.08:1		2.08:1			1.92:1	2.15:1
GEAR SHIFT	F-N-R	F-N-R			F-N-R	F-N-R		F-N-R	F-N-R	F-N-R	F-N-R		F-N-R		F-N-R			F-N-R	F-N
EXHAUST	Through Prop Hub Exhaust	Through Prop Hub Exhaust			Through Prop Hub Exhaust	Through Prop Hub Exhaust		Through Prop Hub Exhaust	Through Prop Hub Exhaust	Through Prop Hub Exhaust	Through Prop Hub Exhaust		Through Prop Hub Exhaust		Through Prop Hub Exhaust			Above Prop Exhaust	Above Prop Exhaust
PROPELLER SELECTION (Pitch)	17" - 27.5"	17" - 27.5"	17" - 27.5"	17" - 27.5"	17" - 27.5"	17" - 27.5"	17" - 27.5"	13" - 23"	9" - 17"	9" - 17"	10" - 15"		7" - 11"		7" - 11"			6" - 7"	5.3/8"

\*Counter Rotation Model available \*\*Dry weight: Including battery cable, not including propeller and engine oil.

MODEL	300	250	225	200	175	150	140	115	100	90	80	70	60	50	40	25R	25	15R	15	9.9R/8R	9.9	8	6	5	4	2.5
START SYSTEM	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	M	E	M	E	M	E/M	M	M	M	M
MULTI POINT SEQUENTIAL ELECTRONIC FUEL INJECTION	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
VARIABLE VALVE TIMING SYSTEM	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
MULTI-STAGE INDUCTION SYSTEM	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
TWO-STAGE GEAR REDUCTION SYSTEM	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
OFFSET DRIVESHAFT	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
DIRECT IGNITION	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
SPHERICAL BORE THROTTLE BODY	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
THRUST MOUNT SYSTEM	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
SUZUKI LEAN BURN CONTROL SYSTEM	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
SUZUKI EASY START SYSTEM	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
OVER-REV. LIMITER	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
LOW OIL PRESSURE CAUTION	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
FULLY TRANSISTORISED IGNITION	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
TIMING CHAIN	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
DIGITAL CDI	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
POINTLESS ELECTRONIC IGNITION	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
FRESH WATER FLUSHING SYSTEM	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
REMOTE CONTROL	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
TILLER HANDLE	●	●	●	●	●	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SUZUKI PRECISION CONTROL SYSTEM	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
POWER TRIM AND TILT	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
SHALLOW WATER DRIVE	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
STREAMLINED GEAR CASE	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
SPEEDOMETER PICKUP ON GEAR CASE	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
DUAL WATER INTAKES	●	●	●	●	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SUZUKI ANTI-CORROSION SYSTEM	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

Code: E=Electric Start, M=Manual Start, ●=Standard Equip., ○=Optional Equip.



# SUZUKI GENUINE RIGGING PARTS AND ACCESSORIES

Whether you're looking for optional parts to enhance your boating experience or spare parts for maintenance, we offer a wide selection of parts and accessories designed to complement your Suzuki outboard motor.

## Instruments

Electronic instruments

Suzuki Modular Instrument System (SMIS)



Analogue instruments



## Propellers



## Control Systems

Electronic Throttle and Shift Systems  
(Suzuki Precision Control)



Mechanical Remote Control Systems



## Fuel Systems



**WE ARE  
SUZUKI  
2011**



Our history began with the founding of the Suzuki Loom Works by Michio Suzuki in 1909. He was committed to innovative engineering and focused on creating products that offered new lifestyle possibilities.

Over 100 years on we continue to honour our founder's commitment to innovative engineering. His philosophy lives on in our "Way of Life!" brand

slogan and our dedication to providing customers with value-packed products that bring you excitement and satisfaction, whilst meeting your everyday needs.

Within the Marine Division it is our goal to build outboards that are highly efficient, deliver low fuel consumption and high power output whilst being easy to operate and kinder to the environment.

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

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

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



\*All Suzuki outboards sold in Europe carry a 3 year pan-European warranty (commercial - 1 year). In addition Suzuki outboards imported by Suzuki GB PLC and retailed during 2011 are eligible for an additional 2 year warranty when they are registered for leisure use in the UK and Ireland. Outboards registered for commercial use in the UK and Ireland carry a warranty to a total of 2 years or 1,000 hours\* use, whichever occurs first. This is subject to regular servicing by an Authorised Suzuki Dealer in accordance with the schedule published in the Owner's Manual. This warranty does not affect your statutory rights.



**Way of Life!**

Suzuki GB PLC,  
Steinbeck Crescent,  
Snelshall West,  
Milton Keynes,  
Buck MK4 4AE

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