

Suzuki Outboard Motors – Sold by Goodwick Marine  
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### **Suzuki Outboard Range**

For over 40 years, Suzuki has been at the cutting edge of outboard motor design and performance. So today, Suzuki stands as a world leader in electronic fuel injected 4-strokes.

From 2.5 to 300hp, for dinghy or big off-shore powerboats, Suzuki has the Ultimate in 4-stroke outboards.

Suzuki's exciting 2007 outboard range has now been expanded to include the new 300hp, the world's most powerful 4-stroke outboard in the world. The new 300hp shows Suzuki's commitment to building innovative and revolutionary outboards, making the 300hp the ideal choice for boats and RIBs that demand power and performance.

## **DF300**

Suzuki Marine's new 300hp is the largest and most powerful 4-stroke outboard in the world.

At 4.0 litres, this new 24-valve engine offers the largest displacement of any V6 outboards ever made at an amazing 274kg. The low-end torque provides the ultimate in acceleration and power and the aggressively designed new lower unit reduces drag by an amazing 18 percent.

The new DF300 is also the first Suzuki to feature Suzuki Precision Control — an advanced fly-by-wire shift/throttle control box designed for single, dual helm installation, with single, twin or triple engine rigging. This new electronic control provides many performance advantages over conventional systems, including smoother, more decisive shifting and quicker throttle response.

This innovative new outboard boasts other design features popularised on other advanced Suzuki 4-strokes, including computer controlled multi-point electronic fuel injection for optimum performance and a self-adjusting, oil bathed timing chain.

## **DF250**

The new Suzuki DF250 is the World's first production 250hp V6 4-stroke.

With a 3614cc displacement and 69hp per litre power to displacement ratio, the greatest ever seen in the 4-stroke category, the DF250 is also the most compact, lightest and technically advanced. Already the winner of the prestigious NMMA (National Marine Manufacturers Association) Innovation Award in America, the Suzuki DF250 is a custom built marine 4-stroke.

Features include a completely new 55-degree V6 configuration giving a slim more compact design; dual overhead cam 24-valve powerhead; electronic fuel injection; a tuned multi stage intake manifold to enhance engine performance by changing the way the engine breathes at different speeds; Suzuki's exclusive variable valve timing which continually adjusts intake timing for more low and mid range torque, improved fuel efficiency and reduced emissions; offset drive shaft providing a big 2.26:1 gear ratio to drive a 16inch prop giving fast acceleration and top speed and 54amp alternator with a 32amp output at 1000rpm to keep radar and other electronics operating even at trolling speed.

### **Specifications**

- 4 Stroke - Multi Point Sequential Electronic Fuel Injection
- Maximum Output – 184 kW (250 PS)
- Cylinders – V6
- Displacement – 3614 cm<sup>3</sup> (220.5 cu. in.)
- Shaft Length – X: 635 mm (25 in.) XX: 762 mm (30 in.)
- Counter Rotation Model Available

## **DF225 and DF200**

The DF225 and 200 have the same highly advanced V6 4-stroke engine as the DF250. At 3614cc, that's the largest displacement in their respective categories. Both models are also the lightest and most compact in their class.

Features include the all new 55 degree V cylinder block- an industry first; DOHC 24-valve powerhead and digital sequential fuel injection with high performance plate type injectors providing superior fuel atomisation and cleaner combustion. A powerful 32-bit on board computer ensures that the motor is running at optimum efficiency throughout the power band in and in all operating conditions. The offset drive shaft providing a big 2.26:1 gear ratio which drives a 16inch prop giving fast acceleration and top speed whilst a 54 amp alternator producing 32 amps at only 1000rpm keeps electrics running even at trolling speeds.

The DF225 also incorporates multi stage intake manifold to enhance engine performance by changing the way the engine breaths at different speeds.

### **Specifications**

- 4 Stroke - Multi Point Sequential Electronic Fuel Injection
- Maximum Output – 165 kW / 147 kW (225PS / 200 PS)
- Cylinders – V6
- Displacement – 3614 cm<sup>3</sup> (220.5 cu. in.)
- Shaft Length – X: 635 mm (25 in.) XX: 762 mm (30 in.)
- Counter Rotation Model Available

## **D175 and DF150**

With the launch of its new 150 and 175 horsepower 4-stroke outboards for 2006, Suzuki Marine has proved once again that bigger isn't only better - it's lighter, stronger and faster, as well. This proof comes in the form of a new big-block in-line four cylinder design with the largest displacement (2867cc) of any 4-stroke, four-cylinder motor in this horsepower class, for low-end torque that powers heavy loads out of the hole and acceleration that keeps pulling right through wide-open throttle.

While this sort of performance won't surprise boaters who have driven Suzuki 4-stroke outboards, they might be surprised that these new big-block 4-strokes are lighter than any competitive 4-stroke. In fact, at 211 Kg (465 pounds), these high-tech motors weigh about the same as Suzuki's previous 2-stroke 150-horsepower outboards.

### **Specifications**

- 4 Stroke - Multi Point Sequential Electronic Fuel Injection
- Maximum Output – 129 kW / 110 kW (175 PS / 150 PS)
- Cylinders – I-4
- Displacement – 2867 cm<sup>3</sup> (174.9 cu. in.)
- Shaft Length – X: 508 mm (20 in.) XX: 635 mm (25 in.)
- Counter Rotation Model Available

## **DF140**

The new lightweight and compact Suzuki DF140 offers blistering performance due to the best power-to-weight ratio of any production 4-stroke in its class.

Weighing only 186kg it produces 140 hp fully rigged. That is considerably more than competitive less powerful 4-strokes and even better than a leading direct fuel injection 2-stroke. Features like a two-stage cam drive and offset driveshaft also make the Suzuki 140 the most compact 4-stroke around so it is the ideal power unit for a wide variety of boats and applications. The in-line 4 cylinder DOHC engine has a displacement of 2044cc which is 68.5 hp per litre far more than any competitive 4-stroke. This has been achieved in part by the introduction of a new design enhanced engine air intake system.

Like Suzuki's other EFI 4-strokes an ECM (Engine Control Module) and Suzuki's Multipoint Sequential Fuel Injection system greatly reduce exhaust emissions surpassing CARB 2008 regulations whilst providing lower fuel consumption, smooth starts, crisp acceleration, smooth performance and maximum efficiency.

### **Specifications**

- 4 Stroke - Multi Point Sequential Electronic Fuel Injection
- Maximum Output – 103 kW (140 PS)
- Cylinders – I-4
- Displacement – 2044 cm<sup>3</sup> (124.7 cu. in.)
- Shaft Length – X: 508 mm (20 in.) XX: 635 mm (25 in.)
- Counter Rotation Available

## **DF115 and DF90**

These 1950cc 4-stroke EFI motors are powerful, responsive and incorporate the latest outboard technology. The utilisation of innovative designs like offset drive shaft and two stage mixed cam drive system make these the most compact motors in their class. Reducing the engine profile on the transom and improving weight distribution, balance and directional stability. Add a 16 valve double overhead cam design and Suzuki Multipoint Sequential Electronic Fuel Injection and you have the high performance that boat owners demand linked with low running costs, low noise and low vibration.

A big two stage gear reduction of 2:59 produces a good spread of torque across the power band and where low speed is equally important the 629rpm idle is a real bonus.

The Suzuki 90/115 4-strokes are also some of the cleanest outboards ever produced exceeding the world's toughest emissions regulations - CARB 2008, and the proposed EU2004 standard.

### **Specifications**

- 4 Stroke - Multi Point Sequential Electronic Fuel Injection
- Maximum Output – 84.6 kW / 66.2 kW (115 PS / 90 PS)
- Cylinders – I-4
- Displacement – 1950 cm<sup>3</sup> (118.9 cu. in.)
- Shaft Length – X: 508 mm (20 in.) XX: 635 mm (25 in.)

## **DF70 and DF60**

The DF60/70 was the first of the new generation of 4-strokes to win Suzuki the coveted IMTEC Award for Innovation presented in the USA by the world's marine trade and top boating journalists.

High output, performance and reliability are what these four cylinder, 1298cc electronic fuel injected motors are all about. Since their introduction they have been firm favourites with harbour authorities, rescue services and similar operators as well as the well informed motor boating enthusiast.

Loaded with Suzuki's advanced technology, they deliver low fuel consumption, quick starts, quiet operation, smooth acceleration and excellent throttle response time after time whilst also meeting the world's toughest emissions regulations CARB 2008 and EU2004.

### **Specifications**

- 4 Stroke - Multi Point Sequential Electronic Fuel Injection
- Maximum Output – 51.5 kW / 44.1 kW (70 PS / 60 PS)
- Cylinders – I-4
- Displacement – 1298 cm<sup>3</sup> (79.2 cu. in.)
- Shaft Length – X: 508 mm (20 in.) XX: 635 mm (25 in.)

## **DF50 and DF40**

The award winning Suzuki 40 and 50hp 4-stroke outboards deliver outstanding power, excellent fuel economy, low vibration and noise - whilst meeting the world's toughest emissions requirement CARB 2008.

These lightweight aluminium 815cc, 12 valve, double overhead camshaft motors with multi point sequential electronic fuel injection have been developed from Suzuki's high performance, durable automotive engines.

The 40/50 are fitted with an integral timing chain which is maintenance free and enables the size of the engine package to be reduced considerably. Other features include the latest direct ignition system with integral spark plug caps/ignition coils reducing the number of parts and simplifying wiring. An intake manifold which incorporates a high capacity surge tank reduces noise and emission output across the entire power range whilst a silencer on the throttle body reduces engine noise at top speed even further.

### **Specifications**

- 4 Stroke - Multi Point Sequential Electronic Fuel Injection
- Maximum Output – 36.8 kW / 29.4 kW (50 PS / 40 PS)
- Cylinders – I-4
- Displacement – 814 cm<sup>3</sup> (49.7 cu. in.)
- Shaft Length – X: 381 mm (15 in.) XX: 508 mm (20 in.)

## **DF25**

This new 25 hp (18.4kW) model is the first Suzuki 4-stroke outboard to feature a V-Twin powerhead. The 70° v-bank angle is wide enough to minimize vibration without the use of a counterbalance system, and narrow enough to provide a compact profile on the transom.

The V-twin layout also moves the centre of gravity forward, compared to an inline powerhead. This allows for better balance on the transom, and makes the engine easier to tilt. Since engines in this category typically are tilted by hand, a little bit of help is a big advantage.

### **Specifications**

- 4 Stroke
- Maximum Output – 18.4 kW (25 PS)
- Cylinders – V2
- Displacement – 538 cm<sup>3</sup> (32.8 cu. in.)
- Shaft Length – S: 381 mm (15 in.) L: 508 mm (20 in.)

## **DF15 and DF9.9**

Suzuki placed a high priority on ergonomics and ease of operation when designing these 4-strokes. The engines have a slim, clean appearance with no awkward protrusions on which to catch lines or clothing. The tiller and controls are centrally positioned with the emergency stop switch incorporated into the handle itself and the clutch, start switch and LED displays located on the tiller support bracket. The decompression release makes for easy manual starting.

Engine vibration is minimised by the use of thick anti-vibration mounts and other features include rev limiter to prevent over revving when the engine is started in neutral and a delayed advance function which keeps the engine running evenly when decelerating quickly.

Fuel consumption is approximately 50% of that used by an equivalent 2-stroke and engine emissions are extremely low. A choice of electric and manual start and remote control is offered.

### **Specifications**

- 4 Stroke
- Maximum Output – 11.0 kW / 7.3 kW (15 PS / 9.9 PS)
- Cylinders – I-2
- Displacement – 302 cm<sup>3</sup> (18.4 cu. in.)
- Shaft Length – S: 381 mm (15 in.) L: 508 mm (20 in.)

## **DF6, DF5 and DF4**

The Suzuki DF4, 5 and new 6 HP outboards are a completely new design and demonstrate the Company's determination to make the advantages of advanced clean burning, fuel saving 4-stroke technology available to the portable engine user. Ease of operation and handling ranked very highly in the design criteria.

Power is provided by a single cylinder OHV engine with a displacement of 138cc - the largest in the class. Combined with the lightweight this produces excellent low to mid range torque and fast acceleration. An industry first is the digital capacitor discharge ignition system. This combines the ignition coil and control processor into a corrosion resistant single unit which produces precise control of the ignition timing, gives stable idling and has a built in rev limiter. The tiller handle is mounted on the steering bracket allowing the operator to sit well forward improving weight distribution. Other features include 180 degree steering providing good manoeuvrability even in shallow water drive; a 1.5 litre integral fuel tank and a large carrying handle

### **Specifications**

- 4 Stroke
- Maximum Output – 4.4 kW / 3.7 kW / 2.9 kW (6 PS / 5 PS / 4 PS)
- Cylinders – 1
- Displacement – 138 cm<sup>3</sup> (8.4 cu. in.)
- Shaft Length – S: 381 mm (15 in.) L: 508 mm (20 in.)

## **DF2.5**

Weighing only 13kg, this 4-stroke engine is so light that you'll forget that it's a 4-stroke!

There are a range of features that you wouldn't expect on such a small outboard, including F-N Gear shift, water-cooling and a 1 litre fuel tank that will last you for hours.

With a big carrying handle, the engine is easily lifted on and off a tender or pontoon while the 4 tilt positions ensure that you can set the engine to your boat's requirements.

### **Specifications**

- 4 Stroke
- Maximum Output – 1.8 kW
- Cylinders – 1
- Displacement – 68 cm<sup>3</sup> (4.15 cu. in.)
- Shaft Length – S: 381 mm (15 in.)