

POWERFUL V6 & IN-LINE 4 [MECHANICAL SERIES]

DF250 / DF225 / DF200 / DF200A / DF175 / DF150



Important note: Always wear a lifejacket when boating and an emergency stop switch cord when operating an outboard.

**FEEL THE ULTIMATE FORCE ONLY
POSSIBLE WITH SUZUKI'S POWERFUL
ENGINE AND GEAR.**



DF250

DF225

DF200

POWERFUL		RELIABLE	INNOVATIVE	
OFFSET DRIVESHAFT	2.29 GEAR RATIO	SELF-ADJUSTING TIMING CHAIN	TILT LIMIT	
MULTI-STAGE INDUCTION	VVT VARIABLE VALVE TIMING	WATER DETECTING SYSTEM	KEYLESS START SYSTEM	
DF250 DF225				



DF200A

DF175

DF150

POWERFUL		FUEL EFFICIENT	RELIABLE	INNOVATIVE	
OFFSET DRIVESHAFT	2.50 GEAR RATIO	LEAN BURN	SELF-ADJUSTING TIMING CHAIN	TILT LIMIT	KEYLESS START SYSTEM
MULTI-STAGE INDUCTION	VVT VARIABLE VALVE TIMING	DF200A	WATER DETECTING SYSTEM	QUIET OPERATION	TROLL MODE
DF200A DF175				DF200A	(OPTIONAL) DF200A

POWERFUL V6 & IN-LINE 4
【DRIVE BY WIRE SERIES】

POWERFUL V6 & IN-LINE 4
【MECHANICAL SERIES】

HIGH PERFORMANCE MIDDLE
【MECHANICAL SERIES】

HIGH PERFORMANCE COMPACT
【MECHANICAL SERIES】

PORTABLE
【MECHANICAL SERIES】

POWERFUL V6 & IN-LINE 4 DF250 / DF225 / DF200 / DF200A / DF175 / DF150

This mechanical series delivers power like no other with its high gear ratio. Whether you're using these engines for work or for leisure, this series will never let you down and will always get the job done.



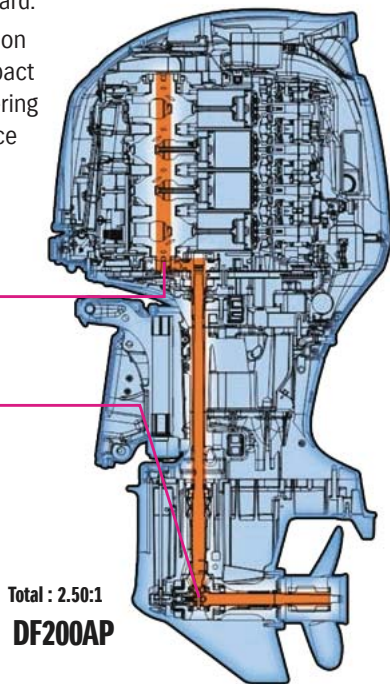
OFFSET DRIVESHAFT

EXPLANATION : 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

1st Stage Reduction :
30:36=1.20

2nd Stage Reduction :
12:25=2.08



Total : 2.50:1
DF200AP



2-STAGE GEAR REDUCTION

EXPLANATION : This system which incorporates the Offset Driveshaft features a first stage reduction between the crankshaft and drive shaft, and a second stage reduction inside the gear case. This design makes a larger gear ratio possible, allowing it to turn a large diameter propeller.

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

APPLICABLE MODELS

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

MODEL	DF150 (AP)/ 175 (AP)/200A(P)	DF200/225/250
GEAR RATIO	2.50:1	2.29:1

FEATURES

MODEL		250	225	200	200A	175	150
BODY COLOR	PEARL NEBULAR BLACK	●	●	●	●	●	●
	COOL WHITE	●	●	●	●	●	●
COUNTER ROTATION MODEL		●	●	●	●	●	●
2-STAGE GEAR REDUCTION SYSTEM		●	●	●	●	●	●
VARIABLE VALVE TIMING SYSTEM		●			●	●	
MULTI-STAGE INDUCTION SYSTEM		●	●		●	●	●
OFFSET DRIVESHAFT		●	●	●	●	●	●
DIRECT IGNITION		●	●	●	●	●	●
SELF-ADJUSTING TIMING CHAIN		●	●	●	●	●	●
SUZUKI LEAN BURN CONTROL SYSTEM					●		
O ₂ SENSOR FEEDBACK CONTROL SYSTEM					●		
SUZUKI EASY START SYSTEM					●		
OVER-REV. LIMITER		●	●	●	●	●	●
LOW OIL PRESSURE CAUTION		●	●	●	●	●	●
FRESH WATER FLUSHING SYSTEM		●	●	●	●	●	●
SUZUKI TROLL MODE SYSTEM					○		
TILT LIMIT SYSTEM		●	●	●	●	●	●

●=Standard Equip.

○=Optional Equip.

SPECIFICATIONS

MODEL	DF250/225/ 200	DF200A	DF175/150
RECOMMENDED TRANSOM HEIGHT MM	L: 508* ² X: 635 XX: 762	L: 508 X: 635	L: 508 X: 635
STARTING SYSTEM	Electric		
WEIGHT KG *1	L: 264* ² X: 275 XX: 284	L: 235 X: 240	L: 232 X: 237
ENGINE TYPE	DOHC 24-Valve	DOHC 16-Valve	DOHC 16-Valve
FUEL DELIVERY SYSTEM	Multi-Point Sequential Electronic Fuel Injection		
NO. OF CYLINDERS	V6 (55-degree)	4	4
PISTON DISPLACEMENT CM ³	3,614	2,867	2,867
BORE X STROKE MM	95 x 85	97 x 97	97 x 97
MAXIMUM OUTPUT KW	DF200: 147.0 DF225: 165.0 DF250: 184.0	147.0	DF150: 110.0 DF175: 129.0
FULL THROTTLE OPERATING RANGE RPM	DF200: 5,000-6,000 DF225: 5,000-6,000 DF250: 5,500-6,100	5,500-6,100	DF150: 5,000-6,000 DF175: 5,500-6,100
STEERING	Remote		
CHOKE	-	-	-
OIL PAN CAPACITY LIT.	8.0	8.0	8.0
FUEL TANK CAPACITY LIT.	-		
IGNITION SYSTEM	Fully-transistorized		
ALTERNATOR	12V 54A	12V 44A	12V 44A
ENGINE MOUNTING	Shear Mount		
TRIM METHOD	Power Trim and Tilt		
GEAR RATIO	2.29:1	2.50:1	2.50:1
GEAR SHIFT	F-N-R		
EXHAUST	Through Prop Hub Exhaust		
PROPELLER SELECTION (PITCH)	15"-27.5"	17"-27.5"	15"-27.5"

*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: DF200 only,

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SUZUKI TECHNOLOGY

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

POWERFUL

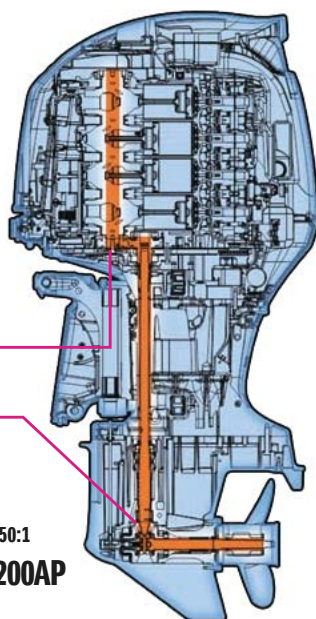


OFFSET DRIVESHAFT

DF70A AND UP

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

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2-STAGE GEAR REDUCTION

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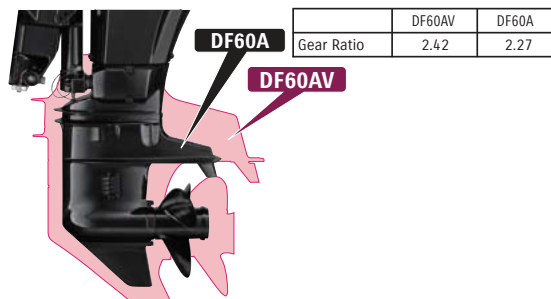
HIGH ENERGY ROTATION

DF50AV, DF60AV

EXPLANATION : These outboards are equipped with gears designed with a 2.42 gear ratio, which is larger than the standard model, in their lower units. When combined with a large 14-inch (36cm) propeller, the powerful system can deliver an explosive forward thrust.

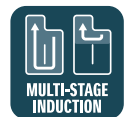
- ADVANTAGE :**
- Powerful navigation and precise maneuvering even with big loads.
 - Tremendous power to turn large diameter propellers, offering quick acceleration.

DF60AV vs. DF60A size comparison



LARGEST GEAR RATIO IN ALL CLASS

MODEL	DF70A/80A/90A/100B	DF100A/115A/140A	DF150 (AP)/175 (AP)/200A(P)	DF200/225/250	DF250AP/300AP	DF350A
GEAR RATIO	2.59:1	2.59:1	2.50:1	2.29:1	2.08:1	2.29:1



MULTI-STAGE INDUCTION

DF150, DF150AP, DF175, DF175AP, DF200A, DF200AP, DF225, DF250

EXPLANATION : Manifold pipes are switched between short and long ones 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 by increasing the density in the air intake during low speed operation.



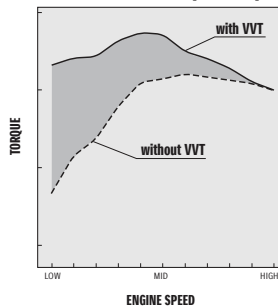
VVT (VARIABLE VALVE TIMING)

DF150AP, DF175, DF175AP, DF200A, DF200AP, DF250, DF250AP, DF300AP, DF350A

EXPLANATION : The Variable Valve Timing is used to control the open and close timing on the intake valve depending on the engine operation.

- ADVANTAGE :**
- Offers smooth, powerful torque.
 - Provides tremendous acceleration during operation for all speed ranges.

TORQUE CURVE (DF175)

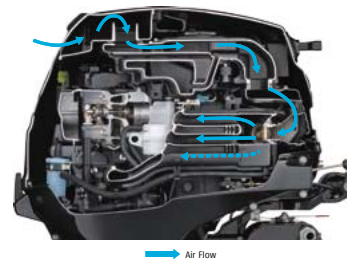


DIRECT AIR INTAKE

DF25/30A, DF350A

EXPLANATION : Designing a direct airflow path from the intake port to the cylinder suppresses any increase in the intake temperature and improves combustion efficiency.

- ADVANTAGE :**
- Delivers higher power output from a small displacement with improved combustion efficiency.



FUEL EFFICIENT



LEAN BURN

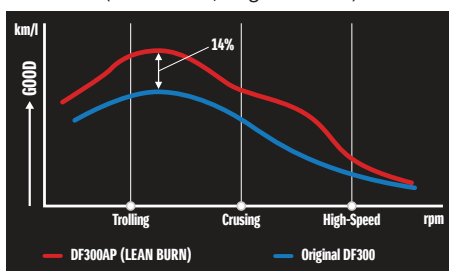
LEAN BURN

DF9.9B and up (Not including DF150, DF175, DF200, DF225, DF250)

EXPLANATION : The Lean Burn Control System supplies the right 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 thanks to improved fuel economy.

COMPARISON OF FUEL ECONOMY
(DF300AP vs, Original DF300)



Uses 14% less fuel compared to the original DF300, mainly in the cruising range where the engine is used a majority of the time. Data used in this graph was obtained through in-house testing under uniformed conditions. Results will vary depending on operating conditions(boat design, size, weight, weather, etc).



BATTERY-LESS ELECTRONIC FUEL INJECTION

DF9.9B, DF15A, DF20A, DF25A, DF30A

EXPLANATION : Parts used in the larger models have been redesigned into a more compact design and mounted onto smaller size models.

- ADVANTAGE :**
- Quick and easy start.
 - Cleaner and economic fuel consumption.
 - Higher performance in almost all operating ranges.



DUAL INJECTOR

DF350A

EXPLANATION : 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.



RELIABLE



SELF-ADJUSTING TIMING CHAIN

DF40A AND UP

EXPLANATION : The timing chain runs in an oil-bath so it never needs lubricating, and is equipped with an automatic hydraulic tensioner so it remains properly adjusted at all times.

- ADVANTAGE** :
- More durability compared to belt types of same class.
 - Maintenance-free.

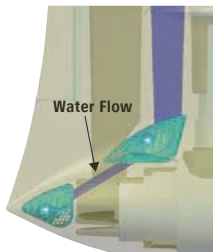


TWO-WAY WATER INLET

DF250AP, DF300AP

EXPLANATION : The engine's cooling system relies on water supplied through low water inlets located on the lower unit, featuring two water inlets where usually there is only one.

- ADVANTAGE** :
- Increases the water flow, providing better cooling performance.
 - Positioning an inlet at the front of the gear case delivers a greater water supply not only at high speeds but also during shallow drive.



SUZUKI ANTI-CORROSION FINISH

ALL MODELS

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

- ADVANTAGE** :
- Protection against corrosion helps increase the overall engine durability.



SUZUKI DUAL LOUVER SYSTEM

DF350A

EXPLANATION : The new DF350A is equipped with a dog-leg shaped dual louver at the air intake to completely remove water from the air taken into the cowl.

- ADVANTAGE** :
- Allows a direct intake system, contributing to higher engine output.



SUZUKI WATER DETECTING SYSTEM

DF100A/B AND UP

EXPLANATION : It helps protect the engine from water in the fuel using a water detecting fuel filter to alert the operator with both visual and audio warnings when water is present in the fuel.

- ADVANTAGE** :
- Can avoid water in fuel, which can lead to issues like poor combustion, lower power output and corrosion.

INNOVATIVE



SUZUKI DUAL PROP SYSTEM

DF350A

EXPLANATION : The Suzuki Dual Prop System spins two propellers rotating in opposite directions on a single engine.

- ADVANTAGE** :
- More stability when driving straight by eliminating the lateral forces associated with a single propeller.
 - Engine power is transferred to the water more efficiently.
 - Powerful backing and breaking force.
 - Less water resistance due to small size of gear case.
 - Good water gripping performance and quick startup acceleration.

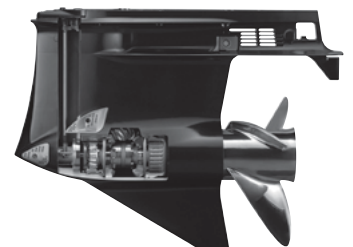


SUZUKI SELECTIVE ROTATION

DF150AP, DF175AP, DF200AP, DF250AP, DF300AP

EXPLANATION : Function for selecting regular or counter rotation on one outboard with an optional connector.

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



INNOVATIVE



SUZUKI PRECISION CONTROL (ELECTRONIC THROTTLE AND SHIFT SYSTEMS)

DF150AP, DF175AP, DF200AP, DF250AP, DF300AP, DF350A

EXPLANATION : Operation from the remote control is delivered to outboard via an electric signal and not by the traditional mechanical control cables.

- ADVANTAGE** :
- Less friction and resistance compared to mechanical type that uses actual control cables.
 - Quick and reliable operation.
 - Lean Burn integration offers improved fuel economy for a wide range of speed.



TILT LIMIT SYSTEM

DF50AV, DF60A and up (not including DF60AQH)

EXPLANATION : A Tilt Limit System that prevents the outboard from tilting beyond a certain angle.

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



SUZUKI TROLL MODE SYSTEM (OPTIONAL EQUIPMENT)

DF40A and up (not including DF150/175/225/250)

EXPLANATION : A system that keeps the boat running at a certain speed in low revs. Equipped in all tiller handle models DF40A and up.

- ADVANTAGE** :
- Boat can keep running at a certain speed in low revs without having to operate the throttle on the boat.

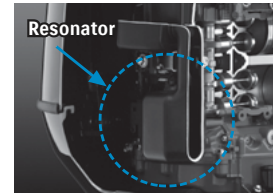


QUIET OPERATION

DF150AP, DF175AP, DF200A, DF200AP, DF350A

EXPLANATION : Intake noise is suppressed with a resonator, which makes the noise from the outboard quieter.

- ADVANTAGE** :
- Quiet operation.
 - Less noise, making boating more pleasant.

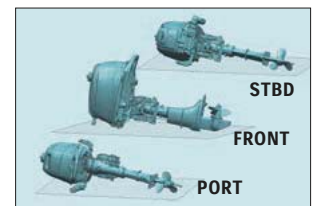


THREE-WAY STORAGE

DF4/5/6A

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

- ADVANTAGE** :
- Can be stored anywhere.
 - No need to worry about the loading space or method.



KEYLESS START SYSTEM

DF70A and above (not including DF150/175/200/225/250)

EXPLANATION : System that allows you to start the engine by have the key-fob nearby.

- ADVANTAGE** :
- Helps deter theft more than a normal key system.
 - Key does not need to be inserted.

SUZUKI LEADS IN AWARD WINNING INNOVATION

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 DF30A/DF25A in 2014. Suzuki outboard motors has received this Innovation Award a total of eight times. Seven of these awards have been for four-stroke outboard motors, which is the largest number of awards in the engine category in the industry.



AWARDED PRIZES

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