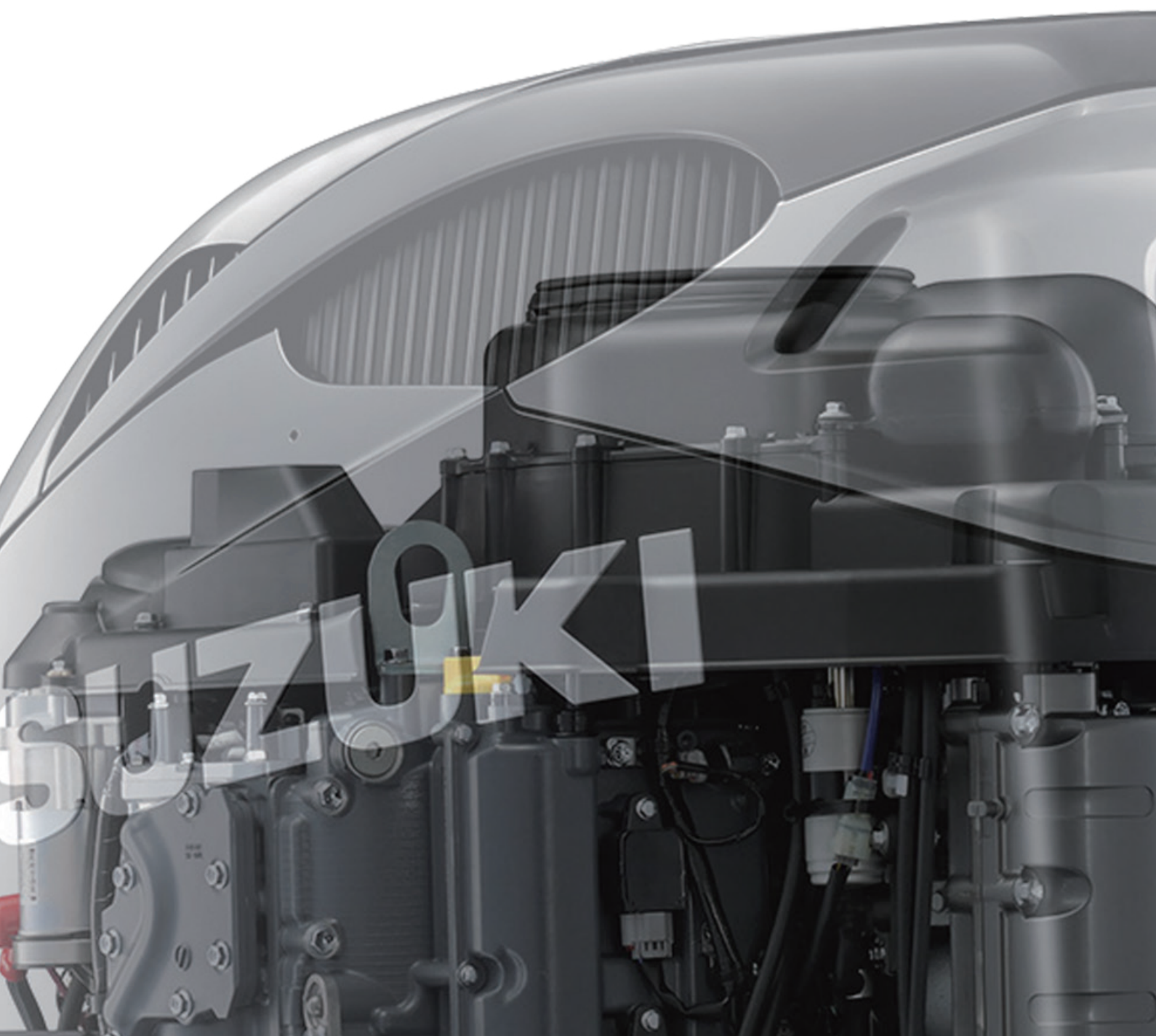


# **2018 SUZUKI GENUINE PARTS AND ACCESSORIES**



**QUALITY.  
RELIABILITY.  
INNOVATION.**







# PEACE OF MIND GUARANTEED

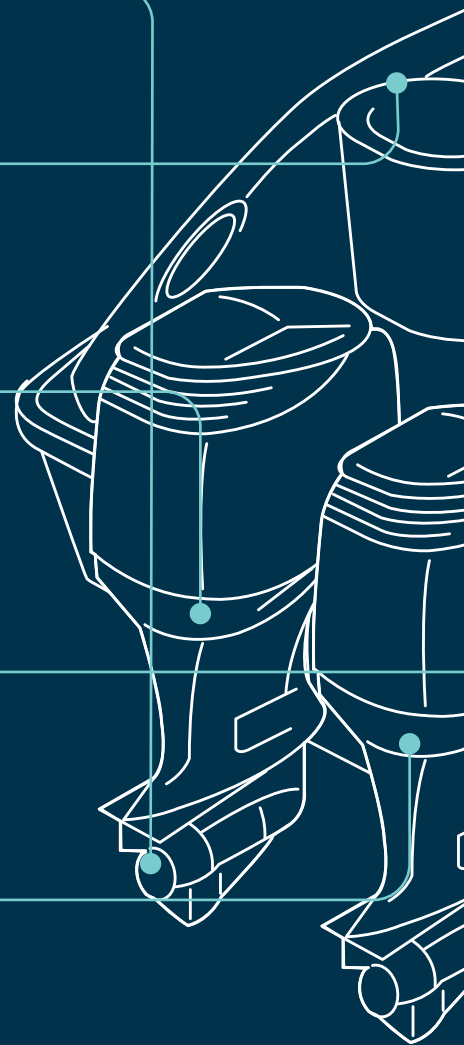
Our outboards are respected by boaters worldwide for their quality, dependability, innovative design and superb engineering. You'll find the same skill, excellence and attention to detail in our Suzuki Genuine Parts and Accessories.

From our classic line of instruments and gauges to custom-engineered propellers and rigging kit, you can depend on Suzuki Genuine Parts and Accessories for outstanding performance, durability and reliability. Whatever type and model of Suzuki outboard you own, you'll find accessories and options designed specifically to match it, and help you get the most from it.

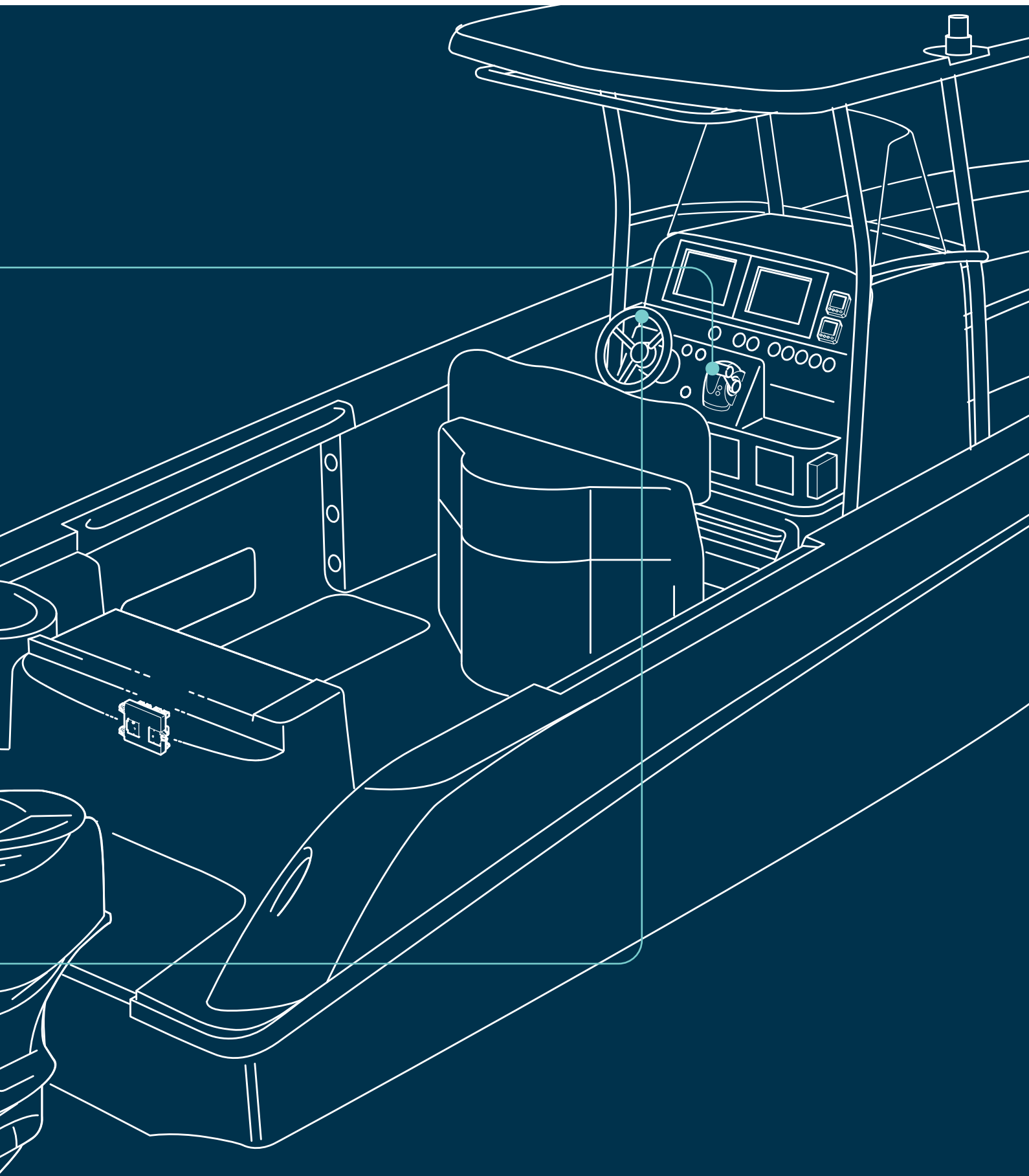
To discover the full range, and find out more about ordering, fitting and using the accessories in this brochure, please talk to your local Authorised Suzuki Dealer.

# TABLE OF CONTENTS

|          |                                    |           |
|----------|------------------------------------|-----------|
| <b>1</b> | <b>OPERATION SYSTEMS</b>           | <b>06</b> |
|          | Mechanical remote control          | 08        |
|          | Precision control                  | 12        |
|          | Gauges                             | 16        |
|          | Diagnostic mobile app              | 20        |
|          | Keyless start system               | 22        |
| <b>2</b> | <b>SUZUKI PROPELLERS</b>           | <b>24</b> |
|          | Options                            | 26        |
| <b>3</b> | <b>UTILITY EQUIPMENT</b>           | <b>30</b> |
|          | The Suzuki range                   | 32        |
| <b>4</b> | <b>MAINTAINING YOUR SUZUKI</b>     | <b>34</b> |
|          | For peace of mind                  | 36        |
|          | Genuine oil                        | 38        |
| <b>5</b> | <b>RECOMMENDED STEERING KITS</b>   | <b>40</b> |
|          | Steering systems                   | 42        |
| <b>6</b> | <b>SPECIFICATIONS AND FEATURES</b> | <b>46</b> |
|          | DF350A - DF150AP                   | 48-49     |
|          | DF140A - DF70A                     | 50-51     |
|          | DF60AV - DF25A                     | 52-53     |
|          | DF20A - DF2.5                      | 54-56     |







# 1 OPERATION SYSTEMS

CONTROL. ELEGANCE. WORLD-FIRST.











## **OPERATION SYSTEMS**

# **MECHANICAL REMOTE CONTROLS**

### **Binnacle and flush mounts**

Suzuki mechanical remote controls improve user-friendliness and give the driver even greater control and movement of the throttle through the optimum ergonomic design as well as a quality look to any boat console.



# NEW DESIGN

Our ever-popular Mechanical Remote Control Box has been completely reinvented by our finest engineers and most talented designers. With its ergonomic chamfer design, this new model not only makes your boating easier, smoother and more comfortable, it also looks fantastic on your console.



## FEATURES

- Unique chamfer grip is elegant and eye-catching
- Design matches our Multi-Function Gauge to give your console a harmonious, integrated look
- Lever has been fully ergonomically tested to optimise it for most hand sizes
- Shifting is smooth and positive

### **BINNACLE-MOUNT REMOTE CONTROL BOX (FOR SINGLE-ENGINE)**



With its elegant design, smooth movement and the ergonomic chamfer grip, the Single Remote Control Box adds new levels of precision, comfort and control.

### **BINNACLE-MOUNT REMOTE CONTROL BOX (FOR DUAL-ENGINE)**



The Dual Remote Control Box is a masterpiece of ergonomic design, with its chamfer grips, and power trim and tilt switches in easy reach to make boating easier and more relaxing.



### **FLUSH-MOUNT REMOTE CONTROL BOX (FOR SINGLE-ENGINE)**

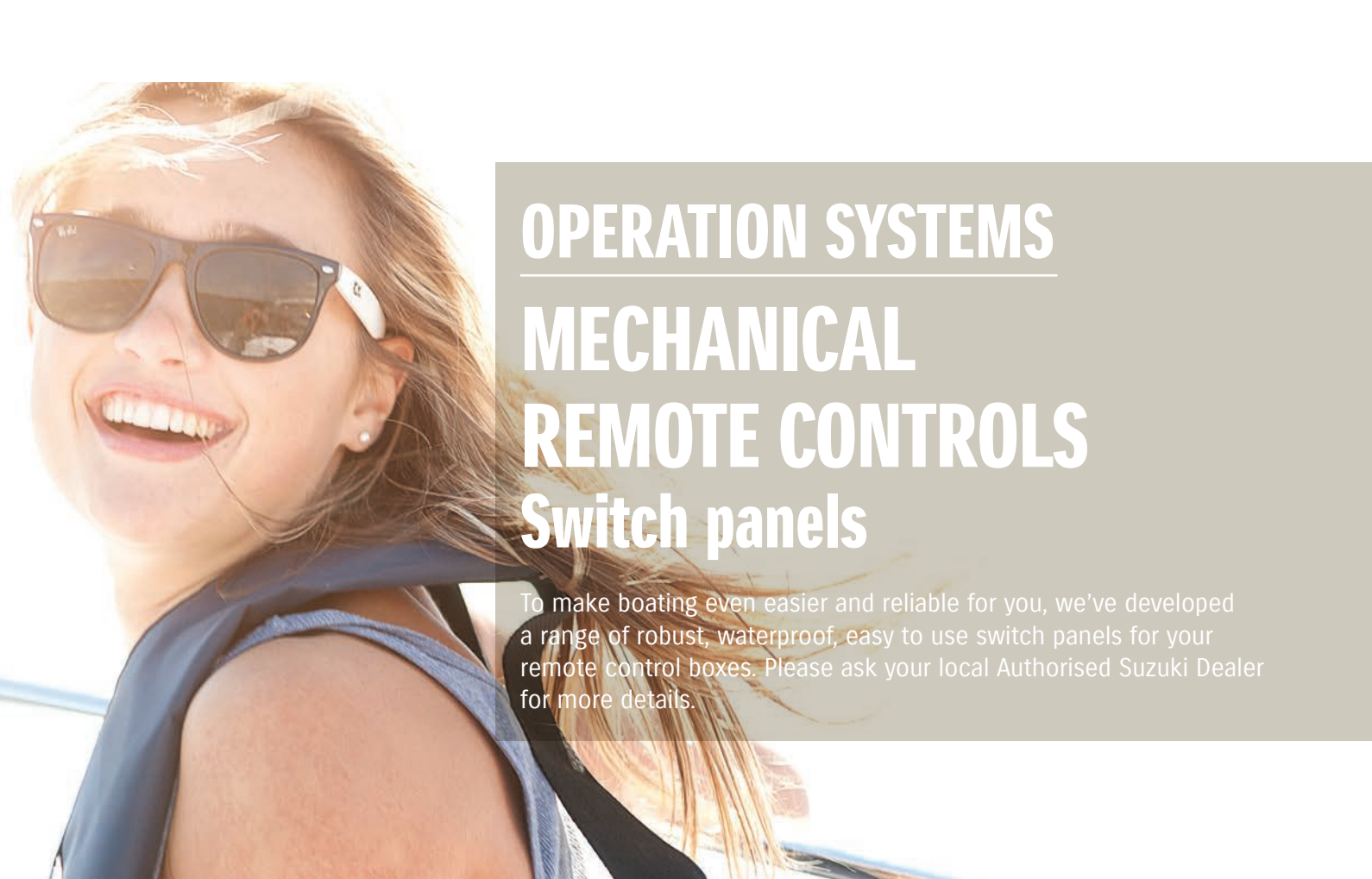


### **SIDE-MOUNT REMOTE CONTROL BOX (FOR SINGLE-ENGINE)**



For reliable, relaxing boating, you need controls you can count on, whatever the conditions. So, through clever engineering and design, we've made our Flush-Mount and Side-Mount Remote Control Boxes as simple and robust as possible. That way, you can be confident you've got all the functions and control you need, and that they'll keep working flawlessly for years to come.





## OPERATION SYSTEMS

# MECHANICAL REMOTE CONTROLS Switch panels

To make boating even easier and reliable for you, we've developed a range of robust, waterproof, easy to use switch panels for your remote control boxes. Please ask your local Authorised Suzuki Dealer for more details.

### EMERGENCY SWITCH PANEL



### PTT SWITCH PANEL



### IGNITION SWITCH PANEL SINGLE IGNITION



### LIGHTING SWITCH PANEL



### IGNITION SWITCH PANEL (SINGLE IGNITION WITH EMERGENCY-STOP SWITCH)



### IGNITION SWITCH PANEL (DUAL IGNITION WITH EMERGENCY-STOP SWITCH)



\*Also available for  
SUZUKI Precision Control

### TROLL MODE SWITCH PANEL

Available as an option on all remote control models from DF40A upwards, this easy-to-use system lets you adjust your engine speed in 50rpm increments for precision control at low revs. It has its own tachometer and control switch, and works alongside our Multi-Function and analogue gauges.

## OPERATION SYSTEMS

# SUZUKI PRECISION CONTROL

## Our drive-by-wire system

Suzuki Precision Control uses our most advanced technology to give you precise, effortless control for truly relaxing and enjoyable boating.

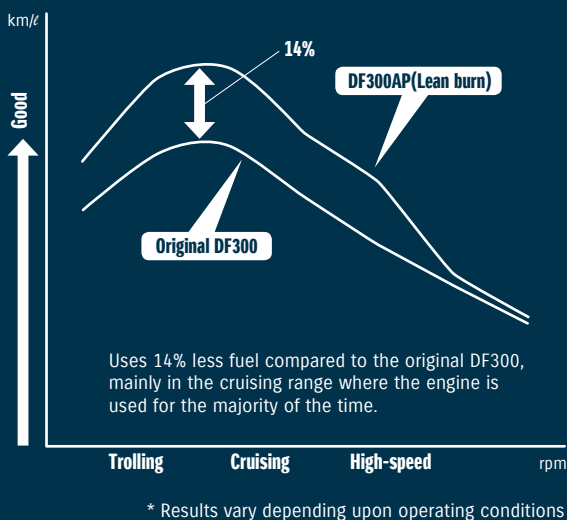
Conventional control systems use mechanical cables to activate the throttle. With Suzuki Precision Control, a computer sends signals to the engine electronically by wire, eliminating friction and making shifting easier and smoother. Plus, the system processes and transmits commands in real time to actuators in the engine, delivering precise, instant throttle responses for greater control and accuracy. It also has built-in features to help protect the engine and drive from damage, so you can enjoy your boating life to the full.





# LEAN BURN TECHNOLOGY

Fuel efficiency matters whether you're boating for pleasure or profit. Our Lean Burn Fuel Control Technology combined with Suzuki Precision Control, delivers the optimum fuel/air mixture to the engine. The system is designed to save fuel both at low speeds and up into the cruising range.



## FEATURES

- Drive-by-wire technology delivers smoother, more positive control
- Power is transmitted smoothly, instantly and precisely when required
- Works seamlessly with Suzuki's Lean Burn Control system to deliver remarkable fuel economy over a wide operating range

### BINNACLE-MOUNT REMOTE CONTROL BOX (FOR SINGLE ENGINE)



### BINNACLE-MOUNT REMOTE CONTROL BOX (FOR DUAL ENGINE)



### FLUSH-MOUNT REMOTE CONTROL BOX (FOR SINGLE ENGINE)



Our sophisticated drive-by-wire system eliminates the friction and resistance of mechanical control cables. This gives smooth, precise control with crisp, immediate shifting, particularly at low revs and when manoeuvring. The system can be configured with single, twin, triple or even quadruple installations, and for dual stations.

# OPERATION SYSTEMS

## SUZUKI PRECISION CONTROL

### Switch panels

In our constant pursuit of easier handling and improved safety functions, we've created a range of panels and options for your Suzuki Precision Controls.

**MAIN SWITCH PANEL  
(SINGLE IGNITION WITH  
EMERGENCY-STOP SWITCH)**



**CONTROL PANEL  
(FOR SINGLE-ENGINE)**



**CONTROL PANEL  
(FOR DUAL-ENGINE  
FOR QUADRUPLE)**



**CONTROL PANEL  
(FOR TRIPLE-ENGINE)**

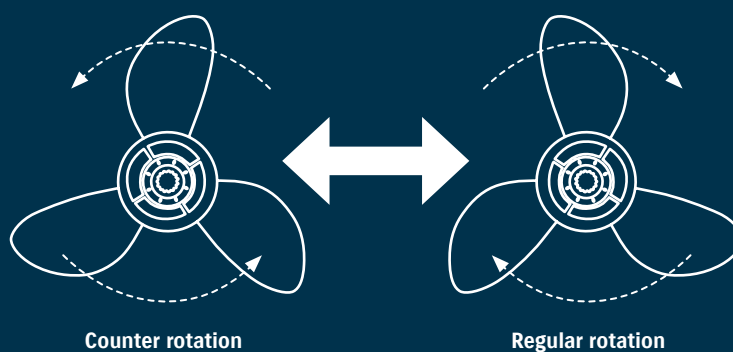


These panels are designed to bring all the controls for your outboards together whether you have a single rig or multiple outboards. Ergonomic buttons make it easy to start and stop your engine at the push of a button and control trim and tilt with ease. Multiple outboards can simply be synchronised for control from one set of buttons.





## SUZUKI SELECTIVE ROTATION



### SELECTIVE ROTATION CONNECTOR

If you have a large boat with two engines, you generally need to pair a standard rotation outboard with a counter rotation model. Our Suzuki Selective Rotation system allows you to select the rotation direction on any Suzuki outboard. So instead of buying a dedicated counter rotation model, all you need is a standard outboard, a suitable propeller, and our simple Selective Rotation Connector.



# OPERATION SYSTEMS

## GAUGES

### Analogue gauges

At Suzuki, we understand that everyone enjoys boating in their own unique way. For some of us, that means having a console equipped with all the latest digital gadgets and displays. But if you still prefer analogue gauges, we have a complete range of instruments designed to give your console that classic old-school look and feel.



## NEW TECHNOLOGY, OLD-SCHOOL LOOK

All our analogue gauges are simple and elegant, with crisp, clear dials that are intuitive and easy to read for confidence and peace of mind on the water.

### TACHOMETER

Our full-scale tachometers indicate engine revs up to 7000 RPM, with options including caution lamp and troll mode.



White



Black



### TRIM GAUGE

Magnetic-type gauge shows trim angle for optimum performance and efficiency.



White



Black

### HOUR METER

Powered by a 12-volt electric motor, this meter shows how many hours' operation your outboard has completed, so you can tell precisely when routine maintenance and servicing is required.



White



Black

### WATER-PRESSURE GAUGE

Bourdon-tube type gauge measures cooling-water pressure.



White



Black

### FUEL GAUGE

Simple and easy to read for peace of mind on the water.



White



Black

### VOLT METER

Monitors the charging system to help keep your outboard motor running at its best.



White



Black

### SPEEDOMETER

Bourdon-tube type speedometer with readings in km/h and knots. Includes vinyl tube, hardware and installation manual.



White



Black

Line Up: 80-130km/h  
50-80 mph  
45-60 knots

# OPERATION SYSTEMS

## GAUGES

### Multi-Function Gauges

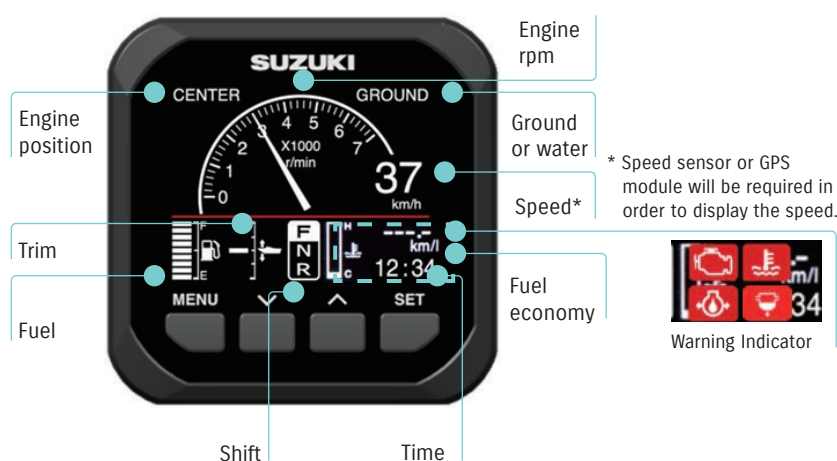
When you're on the water, it's vital that you can get the information about your engine's condition and performance you need, whenever you need it. That's exactly the thinking behind our Suzuki Multi-Function Gauge.

## ALL THE INFORMATION IN ONE PLACE

This brilliantly simple technology gives you the right information, at the right time, all on one user friendly, highly intuitive read screen. You can view a wide range of important information, including engine rpm, speed and trim angle, as well as engine temp and fuel economy in 13 different measurement units, and total fuel flow for multiple engine installations. You'll also receive alerts from the engine's sensors and warning systems.

All you need for reliable, simple and relaxing boating, all in one simple, reassuring and reliable device.

#### ANALOGUE TACHO & SPEED MODE



#### TACHO MODE





# DISPLAY MODES

You can operate your Multi-Function Gauge in either digital or analogue display mode, depending on which you prefer; day and night settings mean

you can use it at literally any time. You can also zoom in on individual elements of the display, making it even easier to use.

## ANALOGUE TACHO & SPEED MODE



## ANALOGUE SPEED MODE (NIGHT)



## ANALOGUE TACHO MODE



## DIGITAL TACHO & SPEED MODE

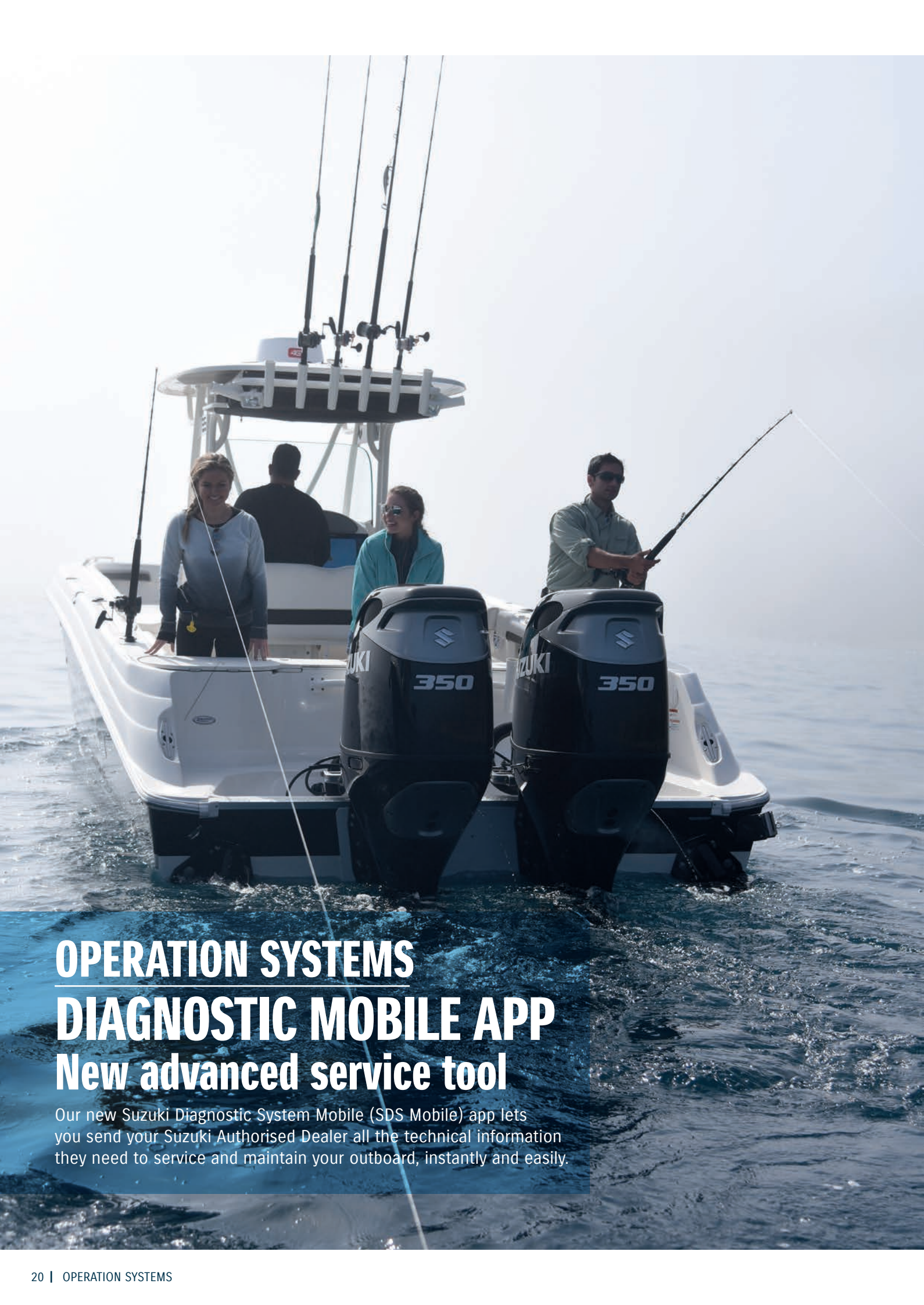


## DIGITAL TACHO MODE (NIGHT)



## FUEL MODE





# **OPERATION SYSTEMS**

## **DIAGNOSTIC MOBILE APP**

### **New advanced service tool**

Our new Suzuki Diagnostic System Mobile (SDS Mobile) app lets you send your Suzuki Authorised Dealer all the technical information they need to service and maintain your outboard, instantly and easily.



SDS Mobile works in tandem with our new Multi-Function Gauge. Simply download the app, which is available on iOS and Android, to your smartphone: you don't need a separate device.

Output the data from the diagnosis menu on the gauge, and you'll see three QR codes appear.

Scan them with your phone, and you instantly upload data including the engine number, number of hours since the last oil

change, total engine hours and hours of operation at different rpm.

The data is stored in your phone in a file that you can email straight to your dealer from the app.

The SDS Mobile app and email service is entirely free of charge.

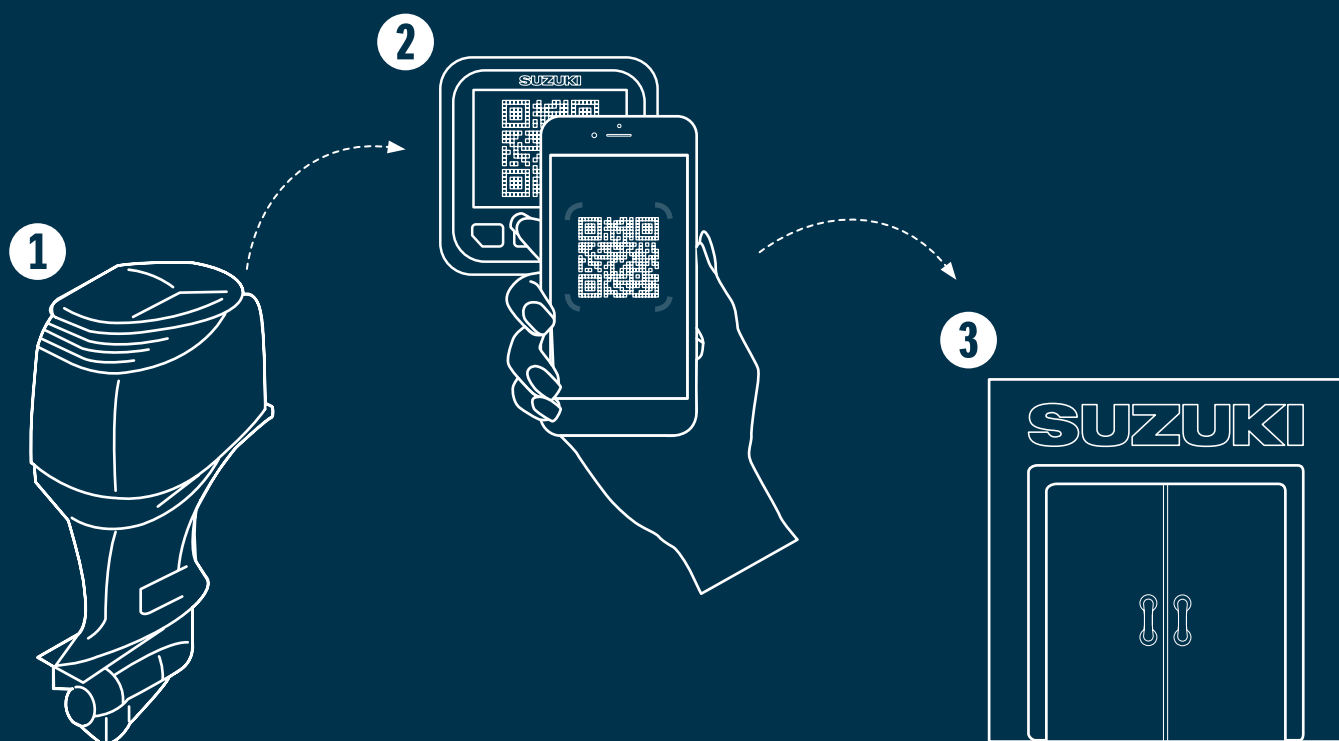
#### DOWNLOAD THE APP FROM:



Apple and the Apple logo are trademarks of Apple Inc., registered in the U.S. and other countries. App Store is a service mark of Apple Inc., registered in the U.S. and other countries.



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



## HOW IT WORKS

1. The Outboard sends engine data and converts it into a QR code displayed on the Multi-Function Gauge
2. With the SDS Mobile app, you can then scan the QR code on the Multi-Function Gauge with your phone. The engine data will be stored on your smart phone
3. You can then send the engine data via email to your Suzuki Dealer



## OPERATION SYSTEMS

# KEYLESS START SYSTEM

### World-first outboard technology

Our industry-first Keyless Start System lets you start your outboard without inserting a key. It means you'll never risk losing a key overboard again. With the key-fob in your pocket, just stand within a metre of the console, turn on the main switch, press the start button and you're ready to go.



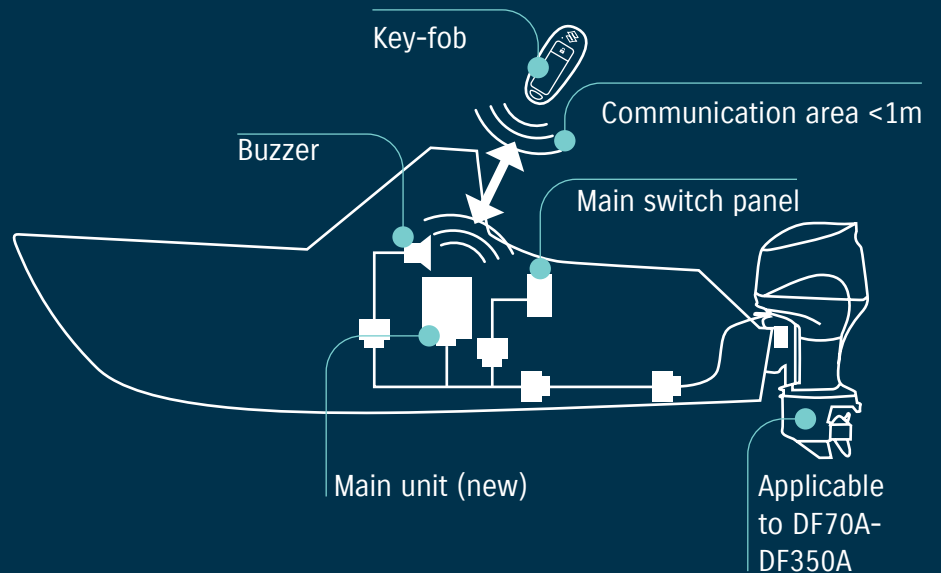


The system works by transmitting a unique access code from the key-fob to the engine's starting system. Without the key-fob, the engine won't start, making it a completely effective theft



Find out more by watching our videos

deterrent. And for total peace of mind, we've even designed to key-fob to float, so if you're unlucky enough to drop it overboard, you can easily retrieve it.



# 2 SUZUKI PROPELLERS

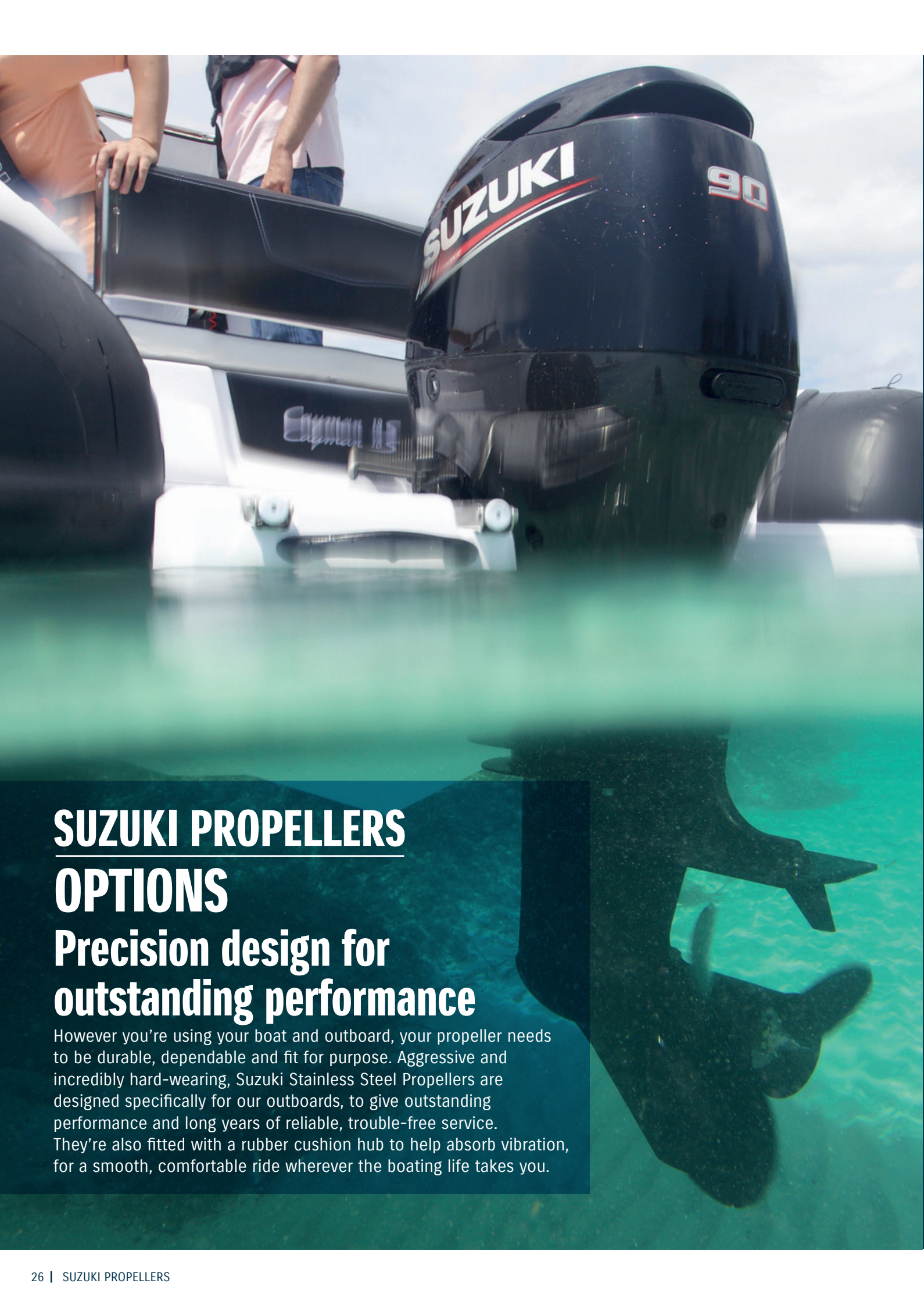
**TOUGH. DURABLE. DEPENDABLE.**











## **SUZUKI PROPELLERS OPTIONS**

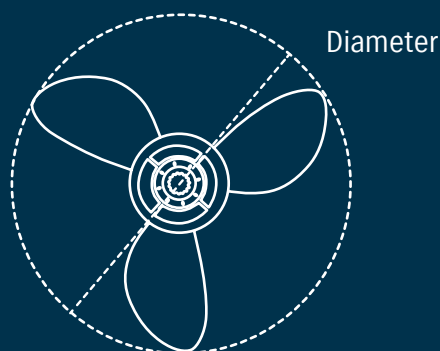
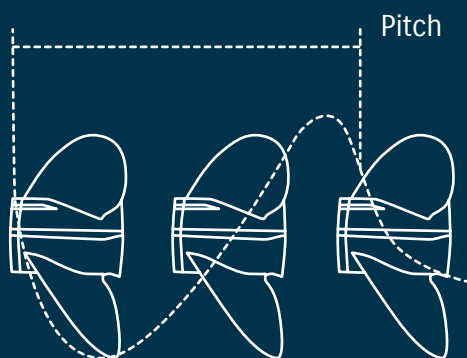
### **Precision design for outstanding performance**

However you're using your boat and outboard, your propeller needs to be durable, dependable and fit for purpose. Aggressive and incredibly hard-wearing, Suzuki Stainless Steel Propellers are designed specifically for our outboards, to give outstanding performance and long years of reliable, trouble-free service. They're also fitted with a rubber cushion hub to help absorb vibration, for a smooth, comfortable ride wherever the boating life takes you.



# THE PERFECT SOLUTION FOR EVERY SITUATION

To get the best from your outboard, and your boat, you need to pick the right propeller. We offer a range of options to suit different types of boats and boating activities: please ask your Suzuki Dealer for more information, suggestions and advice.



## PROPELLER SIZE RANGE

- Diameter: 7 <sup>3</sup>/<sub>8</sub>" to 15 <sup>1</sup>/<sub>4</sub>"
- Pitch: 5 <sup>3</sup>/<sub>8</sub>" to 27"
- Blade: 3" to 4"
- Material: Aluminium/Stainless



### BASS, BAY, AND FLAT BOAT (AND STANDARD)

Diameter: 13 <sup>7</sup>/<sub>8</sub> "

Pitch: 15" to 25"

Performance prop for high-speed planing hulls. High-rake cupped blade design increases bite and reduces slip for excellent bow lift, acceleration and top speed.



### FAMILY, OFFSHORE AND BIG BOAT

Diameter: 14 <sup>1</sup>/<sub>2</sub>" to 15 <sup>1</sup>/<sub>2</sub>"

Pitch: 17" to 27"

Large diameter and blade area gives high speed and midrange performance in big boats, and excellent fuel economy for offshore boats.



### FAMILY, WATER SPORTS AND MEDIUM BOATS

Diameter: 15 <sup>1</sup>/<sub>4</sub> "

Pitch: 18" to 26"

Superb speed and smooth performance. High rake and cupped blade design produces great stern lift and acceleration.



# **SUZUKI PROPELLERS**

## **OPTIONS**

### **Suzuki Dual Prop System**

While contra-rotating propellers are not a new technology, they have never been successfully used on outboard motors until now. The DF350A's dual propellers provide three key benefits, compact size, increased stability and greater "traction."

By distributing the power of the engine over six blades, instead of just three, the size of the gears and gearcase could be kept to a minimum, which in turn allowed for the design of sleeker, more hydrodynamic gearcase. Contra-rotating propellers also provide added surface area, for stability and increased "traction" or grip underwater giving exceptional acceleration and top speed as well as incredible reverse thrust.



# BENEFITS

## HIGH PROPULSION POWER

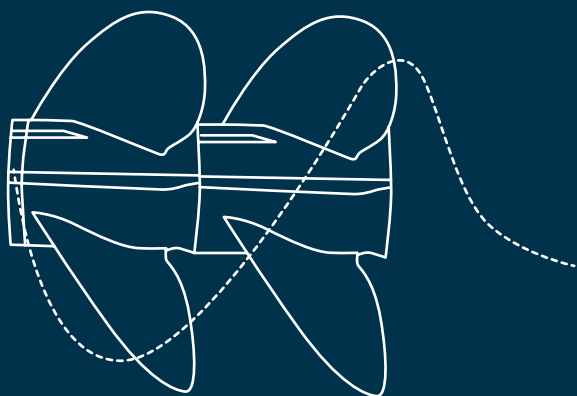
The Suzuki Dual Prop System spreads the propeller load, for more efficiency at low speeds when docking or trolling, while improving handling and turning at high speeds.

## HIGH REVERSE THRUST

It enables a boat to reduce the speed and stop quicker due to twin counter rotating propellers.

## HIGH STABILITY

The Suzuki Dual Prop System enables a boat to run straight and track true eliminating the lateral forces associated with a single propeller.



## PROPELLER SIZE RANGE

Diameter: 15 1/2"

Pitch: 19 1/2" to 31 1/2"

Unique dual prop system gives high thrust and propulsion in both forward and reverse gears as well as a reduction in torque steer, meaning greater stability. Both propellers must have the same pitch when fitted.



## HIGH SPEED GEAR CASE

This is achieved because the gear diameter can be reduced since the counter rotation propellers can disperse torque. It cuts down water resistance, and increases speed.

# 3 UTILITY EQUIPMENT

EASY. FLEXIBLE. ESSENTIAL.











## **UTILITY EQUIPMENT**

# **THE SUZUKI RANGE**

### **Customising your outboard**

Our utility equipment range makes it easy to customise your outboard to suit your individual boating needs and preferences. You have a huge choice of options, from integrated tiller handles, steering extension and extra fuel line systems to flush hose attachments, engine covers and rigging tube – all designed and manufactured by Suzuki specifically for our outboards and to our exacting engineering standards. For more information about the full range, please ask your local Authorised Suzuki Dealer.



### FUEL TANK



### WATER SEPARATOR / FUEL FILTER



### ENGINE COVER



### FUEL HOSE



### ELEMENT SET



### RIGGING TUBE



## INTEGRATED MULTI-FUNCTION TILLER HANDLE KIT



Integrated Multi-Function Tiller Handle Kit utilises the functions that are essential for your drive. Tachometer, warning indicator, Troll Mode switch, power trim and grip friction adjuster together with normal tiller handle function.



Tachometer with  
warning indicators



Three-position angle  
adjustable bracket



Troll mode switch  
activates Suzuki Troll  
Mode System and  
controls RPM from  
idling engine speed  
up to 1200rpm at  
every 50rpm



Power trim and tilt  
switch and throttle grip  
friction adjuster



# 4 MAINTAINING YOUR SUZUKI

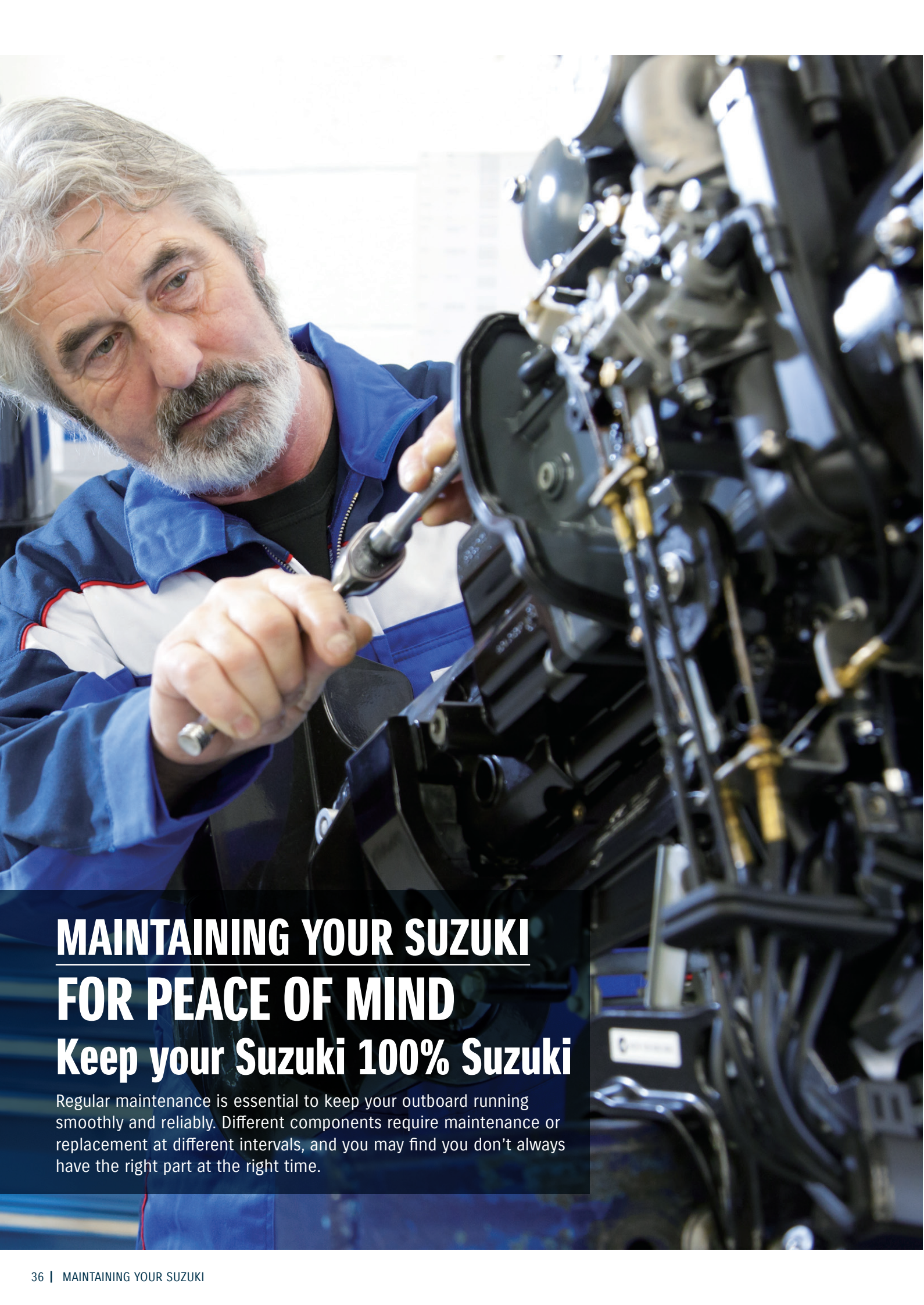
PROTECT. MAINTAIN. SECURE.











# **MAINTAINING YOUR SUZUKI FOR PEACE OF MIND**

## **Keep your Suzuki 100% Suzuki**

Regular maintenance is essential to keep your outboard running smoothly and reliably. Different components require maintenance or replacement at different intervals, and you may find you don't always have the right part at the right time.



# CHEMICALS

Like our engine oils, our Suzuki Approved Genuine chemicals are fully factory tested, and specifically engineered to ensure your Suzuki outboard runs smoothly and reliably.



# ANODES

Anodes protect your outboard from corrosion, extending its service life. We have a complete range of anodes to protect your outboard from the effects of fresh, salt and brackish water. Please ask your Suzuki Dealer for further information.



**MAGNESIUM ANODE**  
for freshwater



**ALUMINUM ANODE**  
for brackish water



**ZINC ANODE**  
for saltwater

# MAINTENANCE KITS



Suzuki Maintenance Kits are designed to make life easier for you and your Authorised Suzuki Dealer as they contain all the Suzuki Genuine Parts your dealer needs to keep your engine fully serviced.

All our parts are rigorously tested for performance, quality, durability and safety. Best of all, it works out around 10% cheaper than buying all the parts individually.

Maintenance Kits are available for all Suzuki outboards from portable to high-horsepower models. Ask your Authorised Suzuki Dealer to use the appropriate Maintenance Kit every time your outboard goes in for servicing – and enjoy the peace of mind that comes with keeping your engine 100% Suzuki.

# MAINTAINING YOUR SUZUKI

## GENUINE OIL

### Suzuki approved

Suzuki approved top quality oils that have been rigorously tested and are specifically designed to help keep your Suzuki outboard in tip top condition.



#### 2-STROKE ENGINE OIL (PREMIUM)

MINERAL: 1 LITRE



#### 4-STROKE ENGINE OIL (PREMIUM)

SAE VISCOSITY GRADE: 10W-40

- Specially designed oil for Suzuki 2 and 4-stroke outboard motor
- High quality 2-stroke motor oil provides proper viscosity and stability when temperatures change and keep excellent oxidation
- This 4-stroke outboard oil is formulated with special additives and high quality base oil
- Outstanding performance for wear protection, viscosity stability, low volatility and excellent rust protection and corrosion



#### 2-STROKE ENGINE OIL (TC-W3)

SAE VISCOSITY GRADE: 10W-40

This high-quality 2-stroke motor oil maintains the correct viscosity at a wide range of temperatures for maximum corrosion protection and engine performance.



#### 4-STROKE ENGINE OIL (FC-W)

SAE VISCOSITY GRADE: 10W-30



#### 4-STROKE ENGINE OIL (FC-W)

SAE VISCOSITY GRADE: 10W-40



#### 4-STROKE ENGINE OIL

SAE VISCOSITY GRADE: 10W-40

This 4-stroke outboard oil is a unique blend of top-quality oil and special additives, giving outstanding wear protection, viscosity stability, low volatility and excellent protection from corrosion.





## RECOMMENDED

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

| API Classification | SAE Viscosity Grade  |
|--------------------|--|
| SG                 | 10W-40   |
| SH                 |  |
| SL                 | 10W-30   |
| SJ                 |  |
| SM                 |  |
| Temp. ●            | <div> <div>C</div> <div>-20 -10 0 10 20 30 40</div> <div>F</div> <div>-4 14 32 50 68 86 104</div> </div> |

### SUZUKI APPROVED GENUINE OIL BY MOTUL

We've been in partnership with MOTUL in MotoGP motorcycle racing since 1988.

Building on this trusted relationship, we've worked together to develop our new Suzuki Marine Oils, which provide outstanding rust protection under the toughest operating conditions.



# 5 RECOMMENDED STEERING KITS

TRUSTED. EFFICIENT. SOPHISTICATED.









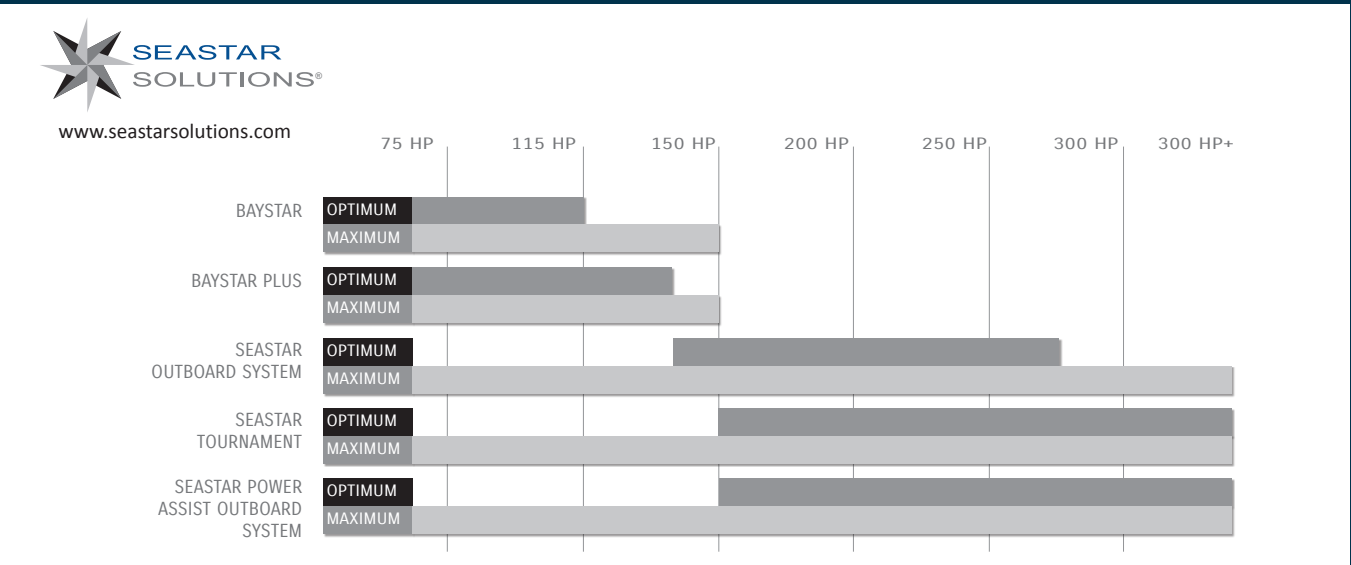
# RECOMMENDED STEERING KITS

## STEERING SYSTEMS

### Hydraulic wheel steering

Order taking, delivery, technical support and warranty for these products are handled by SeaStar Solutions. Please consult to your local SeaStar Solutions distributor or dealer if you need more detail for product information, price, availability and all business terms.

# RECOMMENDED STEERING SYSTEM SUPPLIED BY SEASTAR SOLOUTIONS



As specialists in the art of steering, SeaStar Solutions take the recommendation of steering systems very seriously especially as modern outboard engines become more powerful. Unlike other steering manufacturers we prefer to make systems recommendations based on “optimum comfort”

**\*For further application information please refer to [www.seastarsolutions.com](http://www.seastarsolutions.com)**



# STEERING KIT

## BAYSTAR™



### BAYSTAR

#### BAYSTAR OUTBOARD SYSTEM - HK4200A-3

|                                 |          |
|---------------------------------|----------|
| System comprises:               |          |
| BayStar Helm 1.4cu" (22.94cc)   | HH4314-3 |
| BayStar Compact Cylinder        | HC4645H* |
| 20ft "cut to length" tubing kit | HT4420H  |
| 2 x litre SeaStar hydraulic oil | HA5430   |

\*Note: 115-140hp four stroke 2001 to current model require HC4658H.

## BAYSTAR PLUS™



### BAYSTAR PLUS

#### BAYSTAR OUTBOARD SYSTEM - HK4500A-3

|  |          |
|--|----------|
| System comprises:                                      |          |
| BayStar Plus Helm 1.4cu" (22.94cc)                     | HH4514-3 |
| BayStar Compact Cylinder                               | HC4645H* |
| 2 x litre SeaStar hydraulic oil                        | HA5430   |
| Note: 1 x SeaStar hose kits must be ordered separately |          |

\*Note: 115-140hp four stroke 2001 to current model require HC4658H.

## SEASTAR™



### SEASTAR

#### SEASTAR OUTBOARD SYSTEM - HK6400-3

|  |           |
|--|-----------|
| System comprises:                                      |           |
| SeaStar Helm 1.7cu" (27.80cc)                          | HH5271-3  |
| SeaStar Pivot Cylinder                                 | HC5345-3* |
| 2 x litre SeaStar hydraulic oil                        | HA5430    |
| Note: 1 x SeaStar hose kits must be ordered separately |           |

\*Note: 115-140hp 1996 only requires HC5348, 40-140hp four stroke 1998 to current model and 90hp four stroke 2003 to current model require HC5358.

## SEASTAR P/A™



### SEASTAR POWER ASSIST

#### SEASTAR OUTBOARD POWER ASSIST SYSTEM

|  |           |
|--|-----------|
| System comprises:                                      |           |
| SeaStar Helm 1.7cu" (27.80cc)                          | HH5271-3  |
| SeaStar Pivot Cylinder                                 | HC5345-3* |
| 2 x litre SeaStar hydraulic oil                        | HA5430    |
| SeaStar 12v Power Assist Unit                          | PA1200-2  |
| Note: 2 x SeaStar hose kits must be ordered separately |           |

\*Note: 115-140hp 1996 only requires HC5348, 40-140hp four stroke 1998 to current model and 90hp four stroke 2003 to current model require HC5358.

## SEASTAR™



### TOURNAMENT CYLINDER AND ADJUSTABLE TIE BAR

| CONFIGURATION                        | CYLINDER |      | HARDWARE KIT |      |          |      | TIE BAR                        |                                |
|--------------------------------------|----------|------|--------------|------|----------|------|--------------------------------|--------------------------------|
|                                      | PART NO. | QTY. | PART NO.     | QTY. | PART NO. | QTY. | CENTER TO CENTER DISTANCE (IN) | CENTER TO CENTER DISTANCE (MM) |
| Twin Engine - Single Cylinder (STBD) | HC6845   | 1    | HA6802       | 1    | H06821   | 1    | 25.0 - 25.6                    | 635 - 650                      |
|                                      |          |      |              |      | H06822   |      | 25.7 - 30.6                    | 653 - 777                      |
|                                      |          |      |              |      | H06823   |      | 30.7 - 39.0                    | 780 - 991                      |
| Twin Engine - Dual Cylinder          | HC6845   | 2    | HA6804       | 1    | H06820   | 1    | 25.0 - 26.5                    | 635 - 673                      |
|                                      |          |      |              |      | H06821   |      | 26.6 - 29.3                    | 676 - 744                      |
|                                      |          |      |              |      | H06822   |      | 29.4 - 34.2                    | 747 - 869                      |
|                                      |          |      |              |      | H06823   |      | 34.3 - 43.0                    | 871 - 1092                     |

# RECOMMENDED STEERING KITS

## STEERING SYSTEMS

### Joy stick

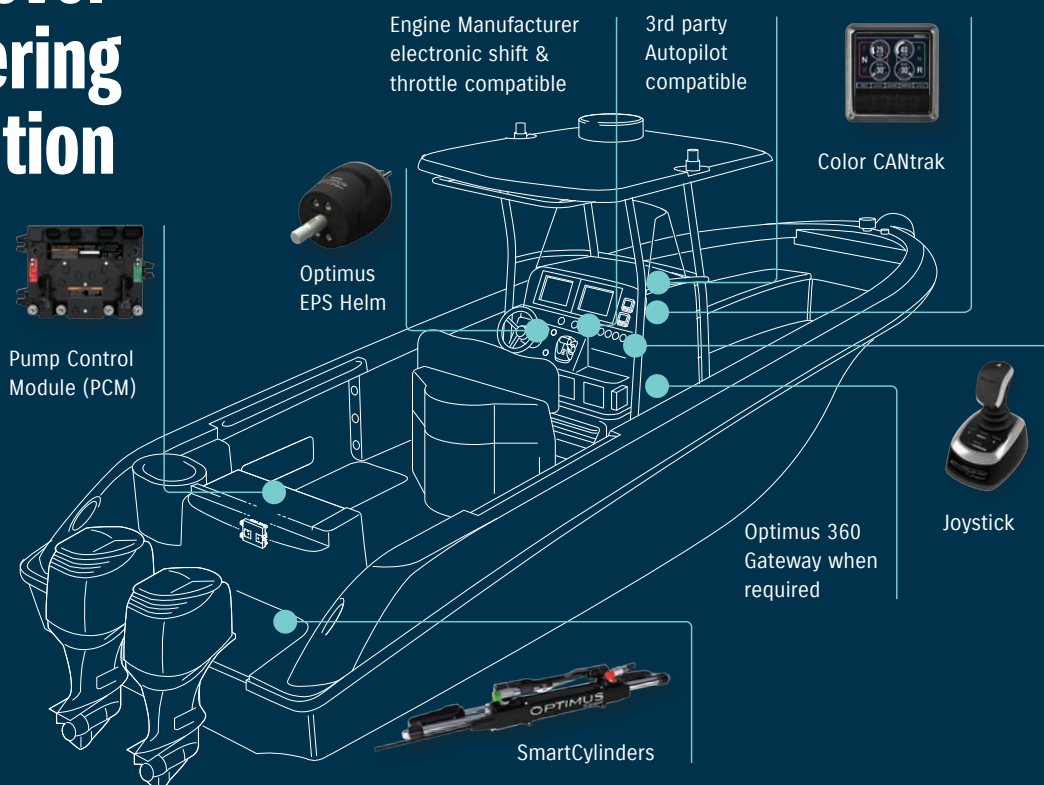
Order taking, delivery, technical support and warranty for these products are handled by SeaStar Solutions. Please consult your local SeaStar Solutions distributor or dealer if you need more detail for product information, price, availability and all business terms.

RECOMMENDED STEERING SYSTEM SUPPLIED BY

OPTIMUS<sup>EPS</sup>  
SEASTAR

OPTIMUS<sup>360</sup>  
SEASTAR

## A higher level of engineering sophistication



OPTIMUS EPS + JOYSTICK = OPTIMUS 360 JOYSTICK CONTROL





## OPTIMUS EPS

The Optimus EPS system replaces the traditional hydraulic steering system. For single, twin, triple and quad engine applications.

### **Advantages of Optimus EPS:**

- No oil at helm
- Boat that steers like a sports car
- Plug and play autopilot compatibility
- No auto pilot pump or rudder feedback unit
- Auto adjusting speed sensitive wheel effort
- Auto adjusting speed sensitive turns lock to lock
- Can be retrofitted to existing mechanical and electronic controlled engines. You do not have to buy new engines
- No tie-bars (twin configuration)
- No liquid tie-bar (CAT)
- On demand pumps which extend battery life
- Components based on existing SeaStar reliability and quality
- NMEA 2000 Certified

## OPTIMUS 360

The patented Optimus 360 system builds on the Optimus EPS. Optimus 360 steering/shift/throttle control system is engineered for powerboats with electronic shift and throttle engines, allowing you to use the existing electronic controls. Optimus 360 connects to the existing control head with closed loop processing, providing a very seamless integration.

### **Advantages of Optimus 360:**

- Intuitive high precision Joystick docking with confidence
- Seamless integration with electronic controlled engines
- Autopilot ready - just a simple connection
- Dual station compatible
- Tiebar engines (triple) – less components, simple installation, less cost
- Available as a retrofit or for new engine installation
- All the benefits of Optimus EPS, including auto adjusting steering effort and steering turns lock to lock
- Supports Twin and Triple Suzuki Precision Control Engines



# 6 SPECIFICATIONS AND FEATURES

TRUSTED. EFFICIENT. SOPHISTICATED.









# DF350A / DF300AP / DF250AP / DF200AP / DF175AP / DF150AP



## SUZUKI SELECTIVE ROTATION

**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.



## SUZUKI PRECISION CONTROL (ELECTRONIC THROTTLE AND SHIFT SYSTEMS)

**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 control cables.
- Quick and reliable operation.
- Lean Burn integration offers improved fuel efficiency.

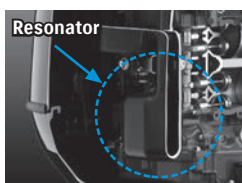


## QUIET OPERATION

**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.



Single Type

Dual Type

| MODEL   |                     | 350A | 300AP | 250AP | 200AP | 175AP | 150AP |
|---|---------------------|------|-------|-------|-------|-------|-------|
| BODY COLOR                                    | PEARL NEBULAR BLACK | ●    | ●     | ●     | ●     | ●     | ●     |
|   | COOL WHITE          | ●    | ●     | ●     | ●     | ●     | ●     |
| SUZUKI SELECTIVE ROTATION                     |                     |      | ●     | ●     | ●     | ●     | ●     |
| SUZUKI PRECISION CONTROL SYSTEM               |                     | ●    | ●     | ●     | ●     | ●     | ●     |
| 2-STAGE GEAR REDUCTION SYSTEM                 |                     | ●    | ●     | ●     | ●     | ●     | ●     |
| VARIABLE VALVE TIMING SYSTEM                  |                     | ●    | ●     | ●     | ●     | ●     | ●     |
| MULTI-STAGE INDUCTION SYSTEM                  |                     |      |       |       | ●     | ●     | ●     |
| HYDRODYNAMIC GEAR CASE                        |                     |      | ●     | ●     |       |       |       |
| OFFSET DRIVESHAFT                             |                     | ●    | ●     | ●     | ●     | ●     | ●     |
| DIRECT IGNITION                               |                     | ●    | ●     | ●     | ●     | ●     | ●     |
| SELF-ADJUSTING TIMING CHAIN                   |                     | ●    | ●     | ●     | ●     | ●     | ●     |
| SUZUKI LEAN BURN CONTROL SYSTEM               |                     | ●    | ●     | ●     | ●     | ●     | ●     |
| O <sub>2</sub> 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                             |                     | ●    | ●     | ●     | ●     | ●     | ●     |
| DUAL WATER INTAKES                            |                     | ●    | ●     | ●     |       |       |       |



| MODEL                                | NEW DF350A                                       | DF300AP/<br>250AP                                  | DF200AP                | DF175AP/<br>150AP                                  |
|--------------------------------------|--|--|------------------------|--|
| RECOMMENDED<br>TRANSOM HEIGHT MM     | X: 635<br>XX: 762                                | X: 635<br>XX: 762                                  | L: 508<br>X: 635       | L: 508<br>X: 635                                   |
| STARTING SYSTEM                      | Electric   |  |                        |  |
| WEIGHT KG *1                         | X: 330<br>XX: 339                                | X: 290<br>XX: 299                                  | L: 236<br>X: 241       | L: 236<br>X: 241                                   |
| ENGINE TYPE                          | DOHC 24-Valve                                    | DOHC 24-Valve                                      | DOHC 16-Valve          | DOHC 16-Valve                                      |
| FUEL DELIVERY SYSTEM                 | Multi-Point Sequential Electronic Fuel Injection |  |                        |  |
| NO. OF CYLINDERS                     | V6 (55°)   | V6 (55°)   | 4                      | 4  |
| PISTON DISPLACEMENT CM <sup>3</sup>  | 4,390  | 4,028  | 2,867                  | 2,867  |
| BORE X STROKE MM                     | 98 x 97  | 98 x 89  | 97 x 97                | 97 x 97  |
| MAXIMUM OUTPUT KW                    | 257.4  | DF250AP:184.0<br>DF300AP:220.7                     | 147.0                  | DF150AP: 110.0<br>DF175AP: 129.0                   |
| FULL THROTTLE<br>OPERATING RANGE RPM | 5,700-6,300                                      | DF250AP:<br>5,500-6,100<br>DF300AP:<br>5,700-6,300 | 5,500-6,100            | DF150AP:<br>5,000-6,000<br>DF175AP:<br>5,500-6,100 |
| STEERING                             | Remote   | Remote   | Remote                 | Remote   |
| CHOKE                                | -  | -  | -                      | -  |
| OIL PAN CAPACITY LIT.                | 8.0  | 8.0  | 8.0                    | 8.0  |
| FUEL TANK CAPACITY LIT.              | -  |  |                        |  |
| IGNITION SYSTEM                      | Fully-transistorized                             |  |                        |  |
| ALTERNATOR                           | 12V 54A  | 12V 54A  | 12V 44A                | 12V 44A  |
| ENGINE MOUNTING                      | Shear Mount                                      |  |                        |  |
| TRIM METHOD                          | Power Trim and Tilt                              |  |                        |  |
| GEAR RATIO                           | 2.29:1   | 2.08:1   | 2.50:1                 | 2.50:1   |
| GEAR SHIFT                           | F-N-R<br>Drive-by-wire                           | F-N-R<br>Drive-by-wire                             | F-N-R<br>Drive-by-wire | F-N-R<br>Drive-by-wire                             |
| EXHAUST                              | Through Prop Hub Exhaust                         |  |                        |  |
| PROPELLER SELECTION (PITCH)          | 19.5"-31.5"                                      | 15"-27.5"  | 17"-27.5"              | 15"-27.5"  |

\*1: Dry Weight: Including battery cable, not including propeller and engine oil.

# DF140A / DF115A / DF100A / DF100B / DF90A / DF80A / DF70A

## INTRODUCING THE DF100B

By combining both the lightest weight engine and the greatest reduction ratio in its class, the DF100B makes possible a drive with high torque unlike any other in its class.

(L: 157 kg, as the lightest weight in its class. 2.59:1, as the greatest reduction ratio in its class.)



### SUZUKI WATER DETECTING SYSTEM

**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.



### 2.59 GEAR RATIO

#### 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      | DF70A/80A/90A/100B |
|------------|--------------------|
| GEAR RATIO | 2.59:1             |



**NEW**

**DF100B**

AVAILABLE IN  
BLACK & WHITE

| MODEL   |                     | 140A/115A/100A | NEW 100B | 90A/80A/70A | 90ATH/70ATH |
|---|---------------------|----------------|----------|-------------|-------------|
| BODY COLOR                                    | PEARL NEBULAR BLACK | ●              | ●        | ●           | ●           |
|   | COOL WHITE          | ● *1           | ●        | ● *2        |             |
| 2-STAGE GEAR REDUCTION SYSTEM                 |                     | ●              | ●        | ●           | ●           |
| HYDRODYNAMIC GEAR CASE                        |                     |                | ●        | ●           | ●           |
| OFFSET DRIVESHAFT                             |                     | ●              | ●        | ●           | ●           |
| DIRECT IGNITION                               |                     |                | ●        | ●           | ●           |
| SELF-ADJUSTING TIMING CHAIN                   |                     | ●              | ●        | ●           | ●           |
| SUZUKI LEAN BURN CONTROL SYSTEM               |                     | ●              | ●        | ●           | ●           |
| O <sub>2</sub> 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                             |                     | ●              | ●        | ●           | ●           |
| DUAL WATER INTAKES                            |                     | ○              |          |             |             |
| WATER DETECTING SYSTEM                        |                     | ●              | ●        |             |             |



| MODEL                                | DF140A*2  | DF115A*2<br>/100A | NEW DF100B       | DF90A/80A/70A  | DF90ATH/70ATH    |
|--------------------------------------|---|-------------------|------------------|--|------------------|
| RECOMMENDED<br>TRANSOM HEIGHT MM     | L: 508<br>X: 635  |                   | L: 508<br>X: 635 | L: 508<br>X: 635   |                  |
| STARTING SYSTEM                      | Electric  |                   |                  |  |                  |
| WEIGHT KG *1                         | L: 179<br>X: 184  | L: 182<br>X: 187  | L: 157<br>X: 161 | L: 156<br>X: 160   | L: 162<br>X: 166 |
| ENGINE TYPE                          | DOHC 16-Valve   |                   |                  |  |                  |
| FUEL DELIVERY SYSTEM                 | Multi-Point Sequential Electronic Fuel Injection                  |                   |                  |  |                  |
| NO. OF CYLINDERS                     | 4   |                   |                  |  |                  |
| PISTON DISPLACEMENT CM <sup>3</sup>  | 2,044   |                   | 1,502            | 1,502  |                  |
| BORE X STROKE MM                     | 86 x 88   |                   | 75 x 85          | 75 x 85  |                  |
| MAXIMUM OUTPUT KW                    | DF100A: 73.6<br>DF115A: 84.6<br>DF140A: 103.0                     |                   | 73.6             | DF70A: 51.5<br>DF80A: 58.8<br>DF90A: 66.2                      |                  |
| FULL THROTTLE<br>OPERATING RANGE RPM | DF100A: 5,000-6,000<br>DF115A: 5,000-6,000<br>DF140A: 5,600-6,200 |                   | 5,700-6,300      | DF70A: 5,000-6,000<br>DF80A: 5,000-6,000<br>DF90A: 5,300-6,300 |                  |
| STEERING                             | Remote  |                   |                  |  | Tiller           |
| CHOKE                                | -   | -                 | -                | -  | -                |
| OIL PAN CAPACITY LIT.                | 5.5   |                   | 4.0              | 4.0  |                  |
| FUEL TANK CAPACITY LIT.              | -   |                   | 25 (Optional)    | 25 (Optional)  |                  |
| IGNITION SYSTEM                      | Fully-transistorized  |                   |                  |  |                  |
| ALTERNATOR                           | 12V 40A   |                   | 12V 27A          | 12V 27A  |                  |
| ENGINE MOUNTING                      | Shear Mount   |                   |                  |  |                  |
| TRIM METHOD                          | Power Trim and Tilt   |                   |                  |  |                  |
| GEAR RATIO                           | 2.59:1  |                   | 2.59:1           | 2.59:1   |                  |
| GEAR SHIFT                           | F-N-R   |                   |                  |  |                  |
| EXHAUST                              | Through Prop Hub Exhaust  |                   |                  |  |                  |
| PROPELLER SELECTION (PITCH)          | 15"-25"   |                   | 13"-23"          | 13"-25"  |                  |

\*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: Counter Rotation Model Available,

# DF60AV / DF50AV / DF60A / DF50A / DF40A / DF30A / DF25A



## LEAN BURN



## HIGH ENERGY ROTATION

**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.



## SELF-ADJUSTING TIMING CHAIN

**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:

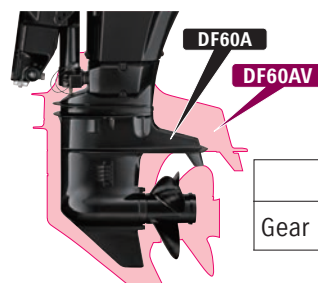
- More durability compared to belt types of same class.
- Maintenance-free.

**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 manoeuvring even with big loads.
- Tremendous power to turn large diameter propellers, offering quick acceleration.

## DF60AV VS. DF60A SIZE COMPARISON



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

| MODEL                           |                     | 60A | 60ATH | 60AV/<br>50AV | 60AVTH/<br>50AVTH | 60AQH/<br>40AQH | 50A/<br>40A | 50ATH/<br>40ATH | 30AT/<br>25AT | 30ATH/<br>25ATH | 30AR/<br>25AR | 30AQH/<br>25AQH | 30A/<br>25A |
|---------------------------------|---------------------|-----|-------|---------------|-------------------|-----------------|-------------|-----------------|---------------|-----------------|---------------|-----------------|-------------|
| BODY<br>COLOR                   | PEARL NEBULAR BLACK | ●   | ●     | ●             | ●                 | ●               | ●           | ●               | ●             | ●               | ●             | ●               | ●           |
|                                 | COOL WHITE          | ●   |       |               |                   |                 | ●           |                 | ●             | ●               |               |                 | ● *         |
| 2-STAGE GEAR REDUCTION SYSTEM   |                     |     |       |               |                   |                 |             |                 |               |                 |               |                 |             |
| HYDRODYNAMIC GEAR CASE          |                     |     |       |               |                   |                 |             |                 |               |                 |               |                 |             |
| OFFSET DRIVESHAFT               |                     |     |       |               |                   |                 |             |                 |               |                 |               |                 |             |
| DIRECT IGNITION                 |                     | ●   | ●     | ●             | ●                 | ●               | ●           | ●               |               |                 |               |                 |             |
| SELF-ADJUSTING TIMING CHAIN     |                     | ●   | ●     | ●             | ●                 | ●               | ●           | ●               |               |                 |               |                 |             |
| SUZUKI LEAN BURN CONTROL SYSTEM |                     | ●   | ●     | ●             | ●                 | ●               | ●           | ●               | ●             | ●               | ●             | ●               | ●           |
| SUZUKI EASY START SYSTEM        |                     | ●   | ●     | ●             | ●                 | ●               | ●           | ●               |               |                 |               |                 |             |
| OVER-REV. LIMITER               |                     | ●   | ●     | ●             | ●                 | ●               | ●           | ●               | ●             | ●               | ●             | ●               | ●           |
| LOW OIL PRESSURE CAUTION        |                     | ●   | ●     | ●             | ●                 | ●               | ●           | ●               | ●             | ●               | ●             | ●               | ●           |
| FRESH WATER FLUSHING SYSTEM     |                     | ●   | ●     | ●             | ●                 | ●               | ●           | ●               | ●             | ●               | ●             | ●               | ●           |
| SUZUKI TROLL MODE SYSTEM        |                     | ○   | ●     | ○             | ●                 | ●               | ○           | ●               |               |                 |               |                 |             |
| HIGH ENERGY ROTATION            |                     |     |       | ●             | ●                 |                 |             |                 |               |                 |               |                 |             |
| TILT LIMIT SYSTEM               |                     | ●   | ●     | ●             | ●                 |                 |             |                 |               |                 |               |                 |             |
| SHALLOW WATER DRIVE             |                     |     |       |               |                   |                 |             |                 |               |                 | ●             |                 | ●           |
| DUAL WATER INTAKES              |                     | ●   | ●     | ●             | ●                 | ●               | ●           | ●               |               |                 |               |                 |             |



| MODEL                             | DF60A/50A /40A   | DF60ATH/ DF50ATH/40ATH | DF60AV/50AV     | DF60AVTH /50AVTH | DF60AQH /40AGH                  |
|-----------------------------------|--|------------------------|-----------------|------------------|---------------------------------|
| RECOMMENDED TRANSOM HEIGHT MM     | S: 381 L: 508 X: 635*2                                   | L: 508 X: 635*2        |                 |                  |                                 |
| STARTING SYSTEM                   | Electric   |                        |                 |                  |                                 |
| WEIGHT KG *1                      | S: 102 L: 104 X: 107*2                                   | L: 110 X: 113*2        | L: 115 X: 118*2 | L: 121 X: 124*2  | L: 108 X: 111*2                 |
| ENGINE TYPE                       | DOHC 12-Valve  |                        |                 |                  |                                 |
| FUEL DELIVERY SYSTEM              | Multi-Point Sequential Electronic Fuel Injection         |                        |                 |                  |                                 |
| NO. OF CYLINDERS                  | 3  |                        |                 |                  |                                 |
| PISTON DISPLACEMENT CM³           | 941  |                        |                 |                  |                                 |
| BORE X STROKE MM                  | 72.5 x 76  |                        |                 |                  |                                 |
| MAXIMUM OUTPUT KW                 | DF40A: 29.4 DF50A: 36.8 DF60A: 44.1                      |                        |                 |                  |                                 |
| FULL THROTTLE OPERATING RANGE RPM | DF40A: 5,000-6,000 DF50A: 5,300-6,300 DF60A: 5,300-6,300 |                        |                 |                  |                                 |
| STEERING                          | Remote   | Tiller                 | Remote          | Tiller           | Tiller                          |
| CHOKE                             | -  |                        |                 |                  |                                 |
| OIL PAN CAPACITY LIT.             | 2.7  |                        |                 |                  |                                 |
| FUEL TANK CAPACITY LIT.           | 25 (Optional)  |                        |                 |                  |                                 |
| IGNITION SYSTEM                   | Fully-transistorized                                     |                        |                 |                  |                                 |
| ALTERNATOR                        | 12V 19A  |                        |                 |                  |                                 |
| ENGINE MOUNTING                   | Shear Mount  |                        |                 |                  |                                 |
| TRIM METHOD                       | Power Trim and Tilt                                      |                        |                 |                  | Manual Trim & Gas Assisted Tilt |
| GEAR RATIO                        | 2.27:1   |                        | 2.42:1          |                  | 2.27:1                          |
| GEAR SHIFT                        | F-N-R  |                        |                 |                  |                                 |
| EXHAUST                           | Through Prop Hub Exhaust                                 |                        |                 |                  |                                 |
| PROPELLER SELECTION (PITCH)       | 9"-17"   |                        |                 |                  |                                 |

| MODEL                                | DF30AT<br>/25AT   | DF30TH<br>/25ATH   | DF30AR<br>/25AR       | DF30AQH<br>/25AQH        |          | DF30A<br>/25A      |                  |
|--------------------------------------|---|--------------------|-----------------------|--------------------------|----------|--------------------|------------------|
| RECOMMENDED<br>TRANSOM HEIGHT MM     | S: 381<br>L: 508  | S: 381*4<br>L: 508 | S: 381<br>L: 508      | L: 508                   | L: 508*3 | S: 381*5           | S: 381<br>L: 508 |
| STARTING SYSTEM                      | Electric/Manual   |                    |                       |                          | Manual   | Electric/Manual    | Manual           |
| WEIGHT KG *1                         | S: 71<br>L: 72  | S: 73*4<br>L: 74   | S: 63<br>L: 64        | L: 73                    | L: 70*3  | S: 65*5            | S: 62<br>L: 63   |
| ENGINE TYPE                          | OHC   |                    |                       |                          |          |                    |                  |
| FUEL DELIVERY SYSTEM                 | Battery-Less Multi-Point Sequential Electronic Fuel Injection |                    |                       |                          |          |                    |                  |
| NO. OF CYLINDERS                     | 3   |                    |                       |                          |          |                    |                  |
| PISTON DISPLACEMENT CM³              | 490   |                    |                       |                          |          |                    |                  |
| BORE X STROKE MM                     | 60.4 x 57.0   |                    |                       |                          |          |                    |                  |
| MAXIMUM OUTPUT KW                    | DF25A: 18.4<br>DF30A: 22.1                                    |                    |                       |                          |          |                    |                  |
| FULL THROTTLE<br>OPERATING RANGE RPM | DF25A: 5,000-6,000<br>DF30A: 5,300-6,300                      |                    |                       |                          |          |                    |                  |
| STEERING                             | Remote  | Tiller             | Remote                | Tiller                   |          |                    |                  |
| CHOKE                                | -   |                    |                       |                          |          |                    |                  |
| OIL PAN CAPACITY LIT.                | 1.5   |                    |                       |                          |          |                    |                  |
| FUEL TANK CAPACITY LIT.              | 25  |                    |                       |                          |          |                    |                  |
| IGNITION SYSTEM                      | Digital CDI   |                    |                       |                          |          |                    |                  |
| ALTERNATOR                           | 12V 14A   |                    |                       |                          |          |                    |                  |
| ENGINE MOUNTING                      | Shear Mount   |                    |                       |                          |          |                    |                  |
| TRIM METHOD                          | Power Trim & Tilt   |                    | Manual Trim<br>& Tilt | Gas Assisted Trim & Tilt |          | Manual Trim & Tilt |                  |
| GEAR RATIO                           | 2.09:1  |                    |                       |                          |          |                    |                  |
| GEAR SHIFT                           | F-N-R   |                    |                       |                          |          |                    |                  |
| EXHAUST                              | Through Prop Hub Exhaust                                      |                    |                       |                          |          |                    |                  |
| PROPELLER SELECTION (PITCH)          | 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: DF60A only, \*3: DF30AQH only, \*4: DF25ATH only, \*5: DF25A only,

# DF20A / DF15A / DF9.9B / DF9.9A / DF8A / DF6A / DF5A / DF4A / DF2.5

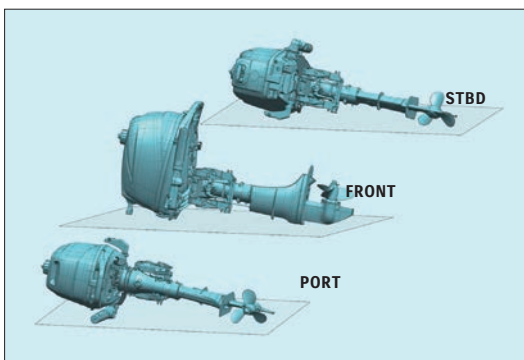


## THREE-WAY STORAGE

**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.
- There is no need to worry about the loading space or method.



## BATTERY-LESS ELECTRONIC FUEL INJECTION

**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.

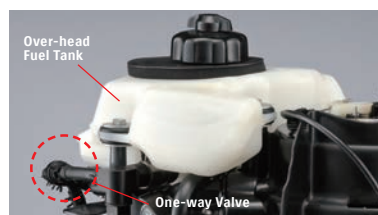


## OVERHEAD TANK

**EXPLANATION:** The integral overhead fuel tank and one-way valve delivers fuel supply using gravity.

### ADVANTAGE:

- Engine can start without having to open the engine cover, even after long-term storage.



| MODEL                           |                     | 20AT/<br>15AT/9.9BT | 20ATH/<br>15ATH<br>/9.9BTH | 20AR/<br>15AR/9.9BR | 20A/15A/<br>9.9B | 9.9AR/<br>8AR | 9.9A/8A | 6A/5A/4A | 2.5 |
|---------------------------------|---------------------|---------------------|----------------------------|---------------------|------------------|---------------|---------|----------|-----|
| BODY COLOR                      | PEARL NEBULAR BLACK | ●                   | ●                          | ●                   | ●                | ●             | ●       | ●        | ●   |
|                                 | COOL WHITE          |                     |                            |                     |                  |               |         |          |     |
| SUZUKI LEAN BURN CONTROL SYSTEM |                     | ●                   | ●                          | ●                   | ●                |               |         |          |     |
| OVER-REV. LIMITER               |                     | ●                   | ●                          | ●                   | ●                | ●             | ●       | ●        | ●   |
| LOW OIL PRESSURE CAUTION        |                     | ●                   | ●                          | ●                   | ●                | ●             | ●       |          |     |
| FRESH WATER FLUSHING SYSTEM     |                     | ●                   | ●                          | ●                   | ●                | ●             | ●       | ●        |     |
| THREE-WAY STORAGE               |                     |                     |                            |                     |                  |               |         | ●        |     |
| SHALLOW WATER DRIVE             |                     |                     |                            | ●                   | ●                | ●             | ●       | ●        |     |
| SUZUKI ANTI-CORROSION SYSTEM    |                     | ●                   | ●                          | ●                   | ●                | ●             | ●       | ●        | ●   |



| MODEL                                | DF20AT/<br>15AT/<br>9.9BT                                       | DF20ATH/<br>15ATH/<br>9.9BTH                            | DF20AR/<br>15AR/<br>9.9BR | DF20A/15A/9.9B   |                  | DF9.9AR/<br>8AR                          | DF9.9A/8A            |   | DF6A/<br>5A/4A     | DF2.5            |  |
|--------------------------------------|---|---|---------------------------|------------------|------------------|--|----------------------|---|--------------------|------------------|--|
| RECOMMENDED<br>TRANSOM HEIGHT MM     | S: 381* <sup>2</sup><br>L: 508<br>X: 635* <sup>3</sup>          | S: 381* <sup>4</sup><br>L: 508<br>X: 635* <sup>4</sup>  | S: 381<br>L: 508          | S: 381<br>L: 508 | S: 381<br>L: 508 | S: 381* <sup>5</sup><br>L: 508           | L: 508* <sup>6</sup> | S: 381<br>L: 508  | S: 381<br>L: 508   | S: 381<br>L: 508 |  |
| STARTING SYSTEM                      | Electric/Manual   |   |                           |                  | Manual           | Electric/Manual                          |                      | Manual  | Manual             | Manual           |  |
| WEIGHT KG *1                         | S: 52.5* <sup>2</sup><br>L: 54.5<br>X: 57* <sup>3</sup>         | S: 53.5* <sup>4</sup><br>L: 55.5<br>X: 58* <sup>4</sup> | S: 47<br>L: 48            | S: 48<br>L: 49   | S: 44<br>L: 45   | S: 41* <sup>5</sup><br>L: 43.5           | L: 46* <sup>6</sup>  | S: 39<br>L: 41.5  | S: 24<br>L: 25     | S: 13.5<br>L: 14 |  |
| ENGINE TYPE                          | OHC   |   |                           |                  |                  | OHC                                      |                      | OHV   |                    |                  |  |
| FUEL DELIVERY SYSTEM                 | Battery-Less Multi-Point Sequential Electronic Fuel Injection   |   |                           |                  |                  | Carburetor                               |                      | Carburetor  |                    |                  |  |
| NO. OF CYLINDERS                     | 2   |   |                           |                  |                  | 2  |                      | 1   | 1                  |                  |  |
| PISTON DISPLACEMENT CM <sup>3</sup>  | 327   |   |                           |                  |                  | 208                                      |                      | 138   | 68                 |                  |  |
| BORE X STROKE MM                     | 60.4 x 57   |   |                           |                  |                  | 51 x 51                                  |                      | 60.4 x 48   | 48 x 38            |                  |  |
| MAXIMUM OUTPUT KW                    | DF9.9B: 7.3<br>DF15A: 11.0<br>DF20A: 14.7                       |   |                           |                  |                  | DF8A: 5.9<br>DF9.9A: 7.3                 |                      | DF4: 2.9<br>DF5: 3.7<br>DF6: 4.4  | 1.8                |                  |  |
| FULL THROTTLE<br>OPERATING RANGE RPM | DF9.9B: 4,700-5,700<br>DF15A: 5,000-6,000<br>DF20A: 5,300-6,300 |   |                           |                  |                  | DF8A: 4,700-5,700<br>DF9.9A: 5,200-6,200 |                      | DF4:<br>4,000-<br>5,000<br>DF5:<br>4,500-<br>5,500<br>DF6:<br>4,750-<br>5,750 | 5,250-<br>5,750    |                  |  |
| STEERING                             | Remote  | Tiller  | Remote                    | Tiller           |                  | Remote                                   | Tiller               |   | Tiller             | Tiller           |  |
| CHOKE                                | -   |   |                           |                  |                  | Electric                                 |                      | Manual  | Manual             | Manual           |  |
| OIL PAN CAPACITY LIT.                | 1.0   |   |                           |                  |                  | 0.8                                      |                      | 0.7   | 0.38               |                  |  |
| FUEL TANK CAPACITY LIT.              | 12  |   |                           |                  |                  |  |                      |   | Integral 1.0       |                  |  |
| IGNITION SYSTEM                      | Digital CDI   |   |                           |                  |                  |  |                      |   |                    |                  |  |
| ALTERNATOR                           | 12V 12A   |   |                           |                  | 12V 6A           | 12V 10A                                  |                      | 12V 6A  | 12V 5A (op.)       | -                |  |
| ENGINE MOUNTING                      | Shear Mount   |   |                           |                  |                  |  |                      |   | Bushing Type       |                  |  |
| TRIM METHOD                          | Power Tilt  |   | Manual Trim & Tilt        |                  |                  |  |                      |   |                    |                  |  |
| GEAR RATIO                           | 2.08:1  |   |                           |                  |                  |  |                      |   | 1.92:1             | 2.15:1           |  |
| GEAR SHIFT                           | F-N-R   |   |                           |                  |                  |  |                      |   |                    | F-N              |  |
| EXHAUST                              | Through Prop Hub Exhaust  |   |                           |                  |                  |  |                      |   | Above Prop Exhaust |                  |  |
| PROPELLER SELECTION (PITCH)          | 7"-12"  |   |                           |                  |                  | 7"-11"                                   |                      | 6"-7"   | 5.3/8"             |                  |  |

\*All propellers are the 3-blade type. Please enquire at your local dealer for details of the propeller.

\*1: Dry Weight: Including battery cable, not including propeller and engine oil, \*2: DF20AT/DF9.9BT only, \*3: DF9.9BT only, \*4: DF9.9BTH only,

\*5: DF9.9AR only, \*6: DF8AE only

Suzuki's "Way of Life!" is the heart of our brand - every Suzuki vehicle, motorcycle and outboard motor is built to create excitement so customers can enjoy everyday life.



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.

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2018 OBM P&A CATALOG (RETAIL)  
99000-79N12-367  
Printed in Japan 201711