

SPECIFICATIONS & FEATURES

SPECIFICATIONS

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

All propellers are the 3-blade type. please inquire at your local dealer for details of the propeller.

*1: Dry Weight: Including battery cable, not including propeller and engine oil. *2: RON: Research method (minimum octane rating) AKI: (R+M)/2 method(minimum pump octane rating), (Only North America)

*3: DF300AP/DF250AUN only *4: DF300AP/DF250AP only

FEATURES

| | 350AMD | 300BMD | 350A | 325A | 300B | 300AP | 250AP | 250AUN | 250 | 225 | 200 | | 200AP | 175AP | 150AP | 200A | 175A | 150A | 140BG | 115BG | 140B | 115B | 100C | |
|---|--------|--------|------|------|------|-------|-------|--------|-----|-----|-----|---|-------|-------|-------|------|------|------|-------|-------|------|------|------|---|
| BODY COLOR | Black | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | Black | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| | White | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | White | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| INTEGRATED STEERING | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| SUZUKI DUAL LOUVER SYSTEM | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| SELF-ADJUSTING TIMING CHAIN | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| SUZUKI ANTI-CORROSION SYSTEM | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| OVER-REV. LIMITER | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| TILT LIMIT SYSTEM | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| WATER DETECTING SYSTEM | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| FRESH WATER FLUSHING SYSTEM | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| DUAL WATER INLET | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| SUB WATER INLET | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| KEYLESS START SYSTEM | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| SDSM*1 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| OFFSET DRIVESHAFT | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| 2-STAGE GEAR REDUCTION | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| HIGH ENERGY ROTATION | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| SUZUKI DUAL PROP SYSTEM | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| VARIABLE VALVE TIMING | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| MULTI-STAGE INDUCTION | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| SUZUKI SELECTIVE ROTATION | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| SUZUKI PRECISION CONTROL | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| NOISE REDUCTION | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| OVERHEAD TANK | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| AUTOMATIC TRIM*3 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| GAS ASSIST SYSTEM | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| THREE-WAY STORAGE | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| SUZUKI TROLL MODE SYSTEM*2 | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| SUZUKI EASY START SYSTEM | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| LEAN BURN CONTROL SYSTEM | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| DUAL INJECTOR | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| O₂ SENSOR FEEDBACK CONTROL SYSTEM | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| SHALLOW WATER DRIVE | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |

*1: available by using with SMG4 *2: available by using with SMG4/Troll Mode Switch Panel *3: available by using with SMG4, and SPC *4: Mud Black

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| | 100B | 90A | 80A | 70A | 90ATH | 70ATH | | 60A/50A/40A | 60ATH | 50ATH/40ATH | 60AQH/40AQH | 60AV/50AV | 60AVTH/50AVTH | 30AT/25AT | 30ATH/25ATH | 30AR | 30AQH | 30A/25A | |
|---------------------------------|---------------------------|------------------|------|-------------|---------------------------|-------------|---------------------------------|---|--|---------------------------------|--|--|----------------------------|--|--|----------------------|--------|----------------|------------------|
| Starting System | Electric | | | | Electric | | Starting System | Electric | | | | | | | Electric/Manual | | | Electric*5 | Manual |
| Recommended Transom Height (mm) | L: 508 X: 635 | | | | L: 508 X: 635 | | Recommended Transom Height (mm) | S: 381 L: 508 X: 635*3 | L: 508 X: 635*3 | | | | S: 381 L: 508 | S: 381*4 L: 508 | S: 381 L: 508 | L: 508 | S: 381 | L: 508 | S: 381 L: 508 |
| Weight (kg)*1 | L: 157 X: 161 | L: 156 X: 160 | | | L: 162 X: 166 | | Weight (kg)*1 | S: 102 L: 104 X: 107*3 | L: 110 X: 113*3 | L: 108 X: 111*3 | L: 115 X: 118*3 | L: 121 X: 124*3 | S: 71 L: 72 | S: 73*4 L: 74 | S: 63 L: 64 | L: 70 | S: 65 | S: 62 L: 63 | |
| Valve Train | DOHC 16-Valve | | | | DOHC 16-Valve | | Valve Train | DOHC 12-Valve | | | | | | | OHC | | | | |
| Valve Train Drive | Chain | | | | Chain | | Valve Train Drive | Chain | | | | | | | Belt | | | | |
| Displacement (cm ³) | 1,502 | | | | 1,502 | | Displacement (cm ³) | 941 | | | | | | | 490 | | | | |
| Maximum Output (kW) | 73.6 | 66.2 | 58.8 | 51.5 | 66.2 | 51.5 | Maximum Output (kW) | DF60A: 44.1 DF50A: 36.8 DF40A: 29.4 | 44.1 | DF50A: 36.8 DF40A: 29.4 | DF60A: 44.1 DF50A: 36.8 DF40A: 29.4 | | DF30A: 22.1 DF25A: 18.4 | | | | | | |
| Bore and Stroke (mm) | 75 × 85 | | | | 75 × 85 | | Bore and Stroke (mm) | 72.5 × 76 | | | | | | | 60.4 × 57 | | | | |
| Operation Range (rpm) | 5,700-6,300 | | | 5,000-6,000 | | 5,300-6,300 | 5,000-6,000 | Operation Range (rpm) | DF60A/50A: 5,300-6,300 DF40A: 5,000-6,000 | 5,300- 6,300 | DF50A: 5,300-6,300 DF40A: 5,000-6,000 | DF60A/50A: 5,300-6,300 DF40A: 5,000-6,000 | | DF30A: 5,300-6,300 DF25A: 5,000-6,000 | | | | | |
| Fuel Delivery System | Electronic Fuel Injection | | | | Electronic Fuel Injection | | Fuel Delivery System | Electronic Fuel Injection | | | | | | | Battery-less Electronic Fuel Injection | | | | |
| Oil Pan Capacity (L) | 4.3 | | | | 4.3 | | Oil Pan Capacity (L) | 2.7 | | | | | | | 1.5 | | | | |
| Alternator | 12V 27A | | | | 12V 27A | | Alternator | 12V 19A | | | | | | | 12V 14A | | | | |
| Trim Type | Power Trim and Tilt | | | | Power Trim and Tilt | | Trim Type | Power Trim and Tilt | | Manual Trim & Gas Assisted Tilt | Power Trim and Tilt | | Power Trim and Tilt | Manual Trim and Tilt | Gas Assisted Tilt | Manual Trim and Tilt | | | |
| Gear Ratio | 2.59:1 | | | | 2.59:1 | | Gear Ratio | 2.27:1 | | | | 2.42:1 | | 2.09:1 | | | | | |
| Control System | Mechanical | | | | Mechanical | | Control System | Mechanical | | | | | | | Mechanical | | | | |
| Recommended Fuel*2 | RON91/AK187 | | | | RON91/AK187 | | Recommended Fuel*2 | RON91/AK187 | | | | | | | RON91/AK187 | | | | |
| Propeller Selection(pitch) | 13"-25"(R/R) | | | | 13"-25"(R/R) | | Propeller Selection(pitch) | 9"-17" | | | | | | | 9"-15" | | | | |

All propellers are the 3-blade type. please inquire at your local dealer for details of the propeller.

*1: Dry Weight: Including battery cable, not including propeller and engine oil. *2: RON: Research method (minimum octane rating) AKI: (R+M)/2 method(minimum pump octane rating), (Only North America)

*3: DF60A only. *4: DF25ATH only. *5: DF25AE only.

●=Standard Equip. ○=Optional Equip

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

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

SPECIFICATIONS & FEATURES

SPECIFICATIONS

| | 20AT/ 15AT/9.9BT | 20ATH/ 15ATH/9.9BTH | 20AR/ 15AR/9.9BR | 20A/15A/ 9.9B | 8AR | 9.9A/8A | 6A/5A/4A | 2.5 | | 250 (Cargo) | 225 (Cargo) | 200 (Cargo) | 250W (Cargo) | 90AWQH (Cargo) | |
|---------------------------------|---|---|---|---|--|------------------|---|----------------------|---------------------------------|-----------------------------|-------------------|-----------------------------|--------------------------------|-------------------|------------------|
| Starting System | Electric/Manual | | Electric/Manual | | Electric/Manual | Manual | Manual | Manual | Starting System | Electric | | | Electric | | |
| Recommended Transom Height (mm) | S: 381*3 L: 508 X: 635**4 | S: 381*5 L: 508 X: 635**5 | S: 381 L: 508 | | L: 508 | S: 381 L: 508 | S: 381 L: 508 | S: 381 L: 508 | Recommended Transom Height (mm) | X: 635 XX: 762 | X: 635 XX: 762 | L: 508 X: 635 XX: 762 | X: 635 XX: 762 | L: 508 X: 635 | |
| Weight (kg)*1 | S: 52.5*3 L: 54.5 X: 57**4 | S: 53.5*5 L: 55.5 X: 58**5 | S: 47 L: 48 | S: 48 L: 49 | S: 44 L: 45 | L: 43.5 | S: 39 L: 41.5 | S: 24 L: 25 | S: 13.5 L: 14 | Weight (kg)*1 | X: 275 XX: 284 | X: 275 XX: 284 | L: 264 X: 275 XX: 284 | X: 279 XX: 288 | L: 158 X: 162 |
| Valve Train | OHC | | OHC | | OHC | | OHV | OHV | Valve Train | DOHC 24-Valve | | | DOHC 24-Valve | DOHC 16-Valve | |
| Valve Train Drive | Belt | | Belt | | Belt | | Pushrod | Pushrod | Valve Train Drive | Chain | | | Chain | | |
| Displacement (cm³) | 327 | | 327 | | 208 | | 138 | 68 | Displacement (cm³) | 3,614 | | | 3,614 | 1,502 | |
| Maximum Output (kW) | DF20A: 14.7 DF15A: 11.0 DF9.9B: 7.3 | DF20A: 14.7 DF15A: 11.0 DF9.9B: 7.3 | DF20A: 14.7 DF15A: 11.0 DF9.9B: 7.3 | DF20A: 14.7 DF15A: 11.0 DF9.9B: 7.3 | DF9.9A: 7.3 DF8A: 5.9 | | DF6A: 4.4 DF5A: 3.7 DF4A: 2.9 | 1.8 | Maximum Output (kW) | 183.9 | 165.5 | 147.1 | 183.9 | 66.2 | |
| Bore and Stroke (mm) | 60.4 × 57 | | 60.4 × 57 | | 51 × 51 | | 60.4 × 48 | 48 × 38 | Bore and Stroke (mm) | 95 × 85 | | | 95 × 85 | 75 × 85 | |
| Operation Range (rpm) | DF20A: 5,300-6,300 DF15A: 5,000-6,000 DF9.9B: 4,700-5,700 | DF20A: 5,300-6,300 DF15A: 5,000-6,000 DF9.9B: 4,700-5,700 | DF20A: 5,300-6,300 DF15A: 5,000-6,000 DF9.9B: 4,700-5,700 | DF20A: 5,300-6,300 DF15A: 5,000-6,000 DF9.9B: 4,700-5,700 | DF9.9A: 5,200-6,200 DF8A: 4,700-5,700 | | DF6A: 4,750-5,750 DF5A: 4,500-5,500 DF4A: 4,000-5,000 | 5,250-5,750 | Operation Range (rpm) | 5,500-6,100 | 5,000-6,000 | | 5,500-6,100 | 5,300-6,300 | |
| Fuel Delivery System | Battery-less Electronic Fuel Injection | | Battery-less Electronic Fuel Injection | | Carburetor | | Carburetor | Carburetor | Fuel Delivery System | Electronic Fuel Injection | | | Electronic Fuel Injection | | |
| Oil Pan Capacity (L) | 1.0 | | 1.0 | | 0.8 | | 0.7 | 0.38 | Oil Pan Capacity (L) | 8.0 | | | 8.0 | 4.3 | |
| Alternator | 12V 12A | | 12V 12A | 12V 6A | 12V 10A | 12V 6A | 12V 5A (op.) | - | Alternator | 12V 54A | | | 12V 54A | 12V 27A | |
| Trim Type | Power Tilt | | Manual Trim and Tilt | | Manual Trim and Tilt | | Manual Trim and Tilt | Manual Trim and Tilt | Trim Type | Power Trim and Tilt | | | Power Trim and Tilt | Gas Assisted Tilt | |
| Gear Ratio | 2.08:1 | | 2.08:1 | | 2.08:1 | | 1.92:1 | 2.15:1 | Gear Ratio | 2.29:1 | | | 2.08:1 | 2.59:1 | |
| Control System | Mechanical | | Mechanical | | Mechanical | | Mechanical | Mechanical | Control System | Mechanical | | | Mechanical | | |
| Recommended Fuel**2 | RON91/AKI87 | | RON91/AKI87 | | RON91/AKI87 | | RON91/AKI87 | RON91/AKI87 | Recommended Fuel**2 | RON91/AKI87 | | | RON91/AKI87 | | |
| Propeller Selection(pitch) | 7"-12" | | 7"-12" | | 7"-11" | | 6"-7" | 5.3/8" | Propeller Selection(pitch) | 15"-27.5"(R/R) 17"-26"(C/R) | | | 15"-27.5"(R/R) 17"-26"(C/R) | 13"-25"(R/R) | |

All propellers are the 3-blade type. please inquire at your local dealer for details of the propeller.

*1: Dry Weight: Including battery cable, not including propeller and engine oil. *2: RON: Research method (minimum octane rating) AKI: (R+M)/2 method(minimum pump octane rating), (Only North America)

*3: DF20AT/DF9.9BT only. *4: DF9.9BT only. *5: DF9.9BTH only.

FEATURES

●=Standard Equip. ○=Optional Equip.

| | 20AT/ 15AT/9.9BT | 20ATH/ 15ATH/9.9BTH | 20AR/ 15AR/9.9BR | 20A/15A/ 9.9B | 8AR | 9.9A/8A | 6A/5A/4A | 2.5 | | 250 (Cargo) | 225 (Cargo) | 200 (Cargo) | 250W (Cargo) | 90AWQH (Cargo) |
|---|---------------------|------------------------|---------------------|------------------|--------|---------|----------|--------|---|----------------|----------------|----------------|-----------------|-------------------|
| BODY COLOR | Black White | ● ●*3 | ● ●*4 | ● ● | ● ● | ● ● | ● ●*5 | ● ● | BODY COLOR | Black White | ● ● | ● ● | ● ● | ● ● |
| SUZUKI DUAL LOUVER SYSTEM | | | | | | | | | SUZUKI DUAL LOUVER SYSTEM | | | | | |
| SELF-ADJUSTING TIMING CHAIN | | | | | | | | | SELF-ADJUSTING TIMING CHAIN | ● | ● | ● | ● | ● |
| SUZUKI ANTI-CORROSION SYSTEM | | | | | | | | | SUZUKI ANTI-CORROSION SYSTEM | ● | ● | ● | ● | ● |
| OVER-REV. LIMITER | | | | | | | | | OVER-REV. LIMITER | ● | ● | ● | ● | ● |
| TILT LIMIT SYSTEM | | | | | | | | | TILT LIMIT SYSTEM | ● | ● | ● | ● | ● |
| WATER DETECTING SYSTEM | | | | | | | | | WATER DETECTING SYSTEM | ● | ● | ● | ● | ● |
| FRESH WATER FLUSHING SYSTEM | | | | | | | | | FRESH WATER FLUSHING SYSTEM | ● | ● | ● | ● | ● |
| DUAL WATER INLET | | | | | | | | | DUAL WATER INLET | | | | ● | |
| SUB WATER INLET | | | | | | | | | SUB WATER INLET | | | | | ○ |
| KEYLESS START SYSTEM | | | | | | | | | KEYLESS START SYSTEM | | | | | |
| SDSM**1 | | ○ | ○ | ○ | | | | | SDSM**1 | ○ | ○ | ○ | ○ | ○ |
| OFFSET DRIVESHAFT | | | | | | | | | OFFSET DRIVESHAFT | ● | ● | ● | ● | ● |
| 2-STAGE GEAR REDUCTION | | | | | | | | | 2-STAGE GEAR REDUCTION | ● | ● | ● | ● | ● |
| HIGH ENERGY ROTATION | | | | | | | | | HIGH ENERGY ROTATION | | | | | |
| SUZUKI DUAL PROP SYSTEM | | | | | | | | | SUZUKI DUAL PROP SYSTEM | | | | | |
| VARIABLE VALVE TIMING SYSTEM | | | | | | | | | VARIABLE VALVE TIMING SYSTEM | ● | | | ● | |
| MULTI-STAGE INDUCTION | | | | | | | | | MULTI-STAGE INDUCTION | ● | ● | | ● | |
| SUZUKI SELECTIVE ROTATION | | | | | | | | | SUZUKI SELECTIVE ROTATION | | | | | |
| SUZUKI PRECISION CONTROL | | | | | | | | | SUZUKI PRECISION CONTROL | | | | | |
| NOISE REDUCTION | | | | | | | | | NOISE REDUCTION | | | | | |
| OVERHEAD TANK | | | | | | | | | OVERHEAD TANK | | | | | |
| AUTOMATIC TRIM**6 | | | | | | | | | AUTOMATIC TRIM**6 | | | | | |
| GAS ASSIST SYSTEM | | | | | | | | | GAS ASSIST SYSTEM | | | | | ● |
| THREE-WAY STORAGE | | | | | | | | | THREE-WAY STORAGE | | | | | |
| SUZUKI TROLL MODE SYSTEM**2 | | | | | | | | | SUZUKI TROLL MODE SYSTEM**2 | | | | | ○ |
| SUZUKI EASY START SYSTEM | | | | | | | | | SUZUKI EASY START SYSTEM | | | | | ● |
| LEAN BURN CONTROL SYSTEM | | | | | | | | | LEAN BURN CONTROL SYSTEM | | | | | |
| DUAL INJECTOR | | | | | | | | | DUAL INJECTOR | | | | | |
| O ₂ SENSOR FEEDBACK CONTROL SYSTEM | | | | | | | | | O ₂ SENSOR FEEDBACK CONTROL SYSTEM | | | | | |
| SHALLOW WATER DRIVE | | | | | | | | | SHALLOW WATER DRIVE | | | | | |

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