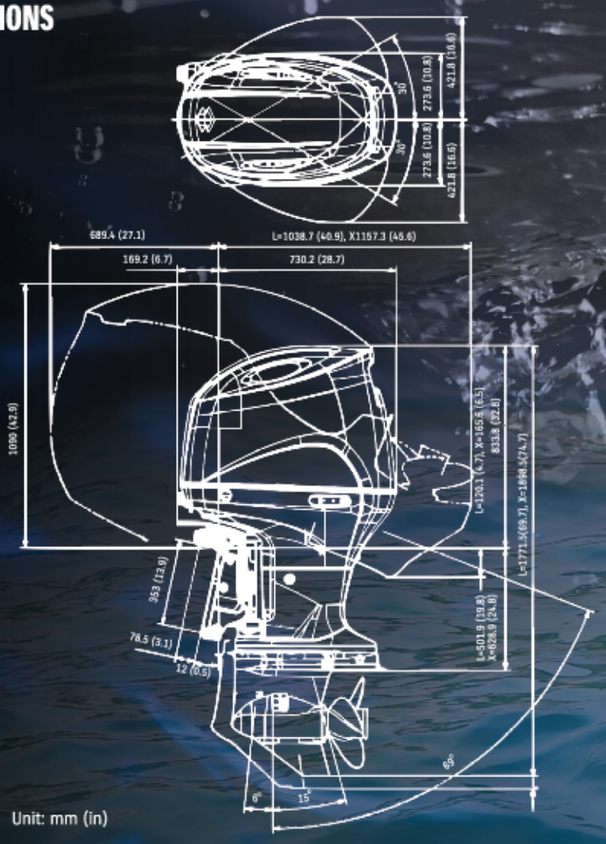
## DIMENSIONS




Unit: mm (in)

## BODY COLOUR

BLACK | WHITE

## FEATURES

- LEAN BURN
- VVT* VARIABLE VALVE TIMING
- EASY START SYSTEM
- 2.50 GEAR RATIO
- TILT LIMIT
- WATER DETECTING SYSTEM
- OFFSET DRIVESHAFT
- ANTI CORROSION
- SELF-ADJUSTING TIMING CHAIN

*Excluding the models DF150AT and DF150AZ

## OPTIONAL EXTRA'S

- AUTOMATIC TRIM
- SDSM+
- TROLL MODE
- KEYLESS START SYSTEM

## OPTIONAL EXTRA'S

DRIVE BY WIRE

- SELECTIVE ROTATION
- PRECISION CONTROL

## SPECIFICATIONS

| | DF200AP \| DF175AP \| DF150AP | DF200A \| DF175A \| DF150A |
|---|---|---|
| Starting System | Electric | Electric |
| Recommended Transom Height mm (in.) | L: 508 (20)<br>X: 635 (25) | L: 508 (20)<br>X: 635 (25) |
| Weight (kg) | L: 236<br>X: 241 | L: 235<br>X: 240 |
| ENGINE TYPE | DOHC 16 - Valve | DOHC 16 - Valve |
| Valve Train Drive | Chain | Chain |
| Displacement (cm³) | 2,867 | 2,867 |
| Maximum Output (kW) | 147.1 \| 128.7 \| 110.3 | 147.1 \| 128.7 \| 110.3 |
| Bore and Stroke (mm) | 97 x 97 | 97 x 97 |
| Operation Range (RPM) | 5,500 - 6,100 \| 5,000 - 6,000 | 5,500 - 6,100 \| 5,000 - 6,000 |
| Fuel Delivery System | Electrical Fuel Injection | Electrical Fuel Injection |
| Oil Pan Capacity (L) | 8.0 | 8.0 |
| Alternator | 12V 54A | 12V 54A |
| Gear Ratio | 2.50:1 | 2.50:1 |
| Control System | Drive-By-Wire | Mechanical |
| Recommended Fuel | RON91 / AKI87 | RON91 / AKI87 |
| Propeller Selection (pitch) | 15" - 27.5" (R/R)<br>17" - 27" (C/R) | 15" - 27.5" (R/R)<br>17" - 27" (C/R) |

SUZUKI
SUZUKI MOTOR CORPORATION
TAKATSUKA, CHUO, HAMAMATSU, JAPAN

SUZUKI

THE ULTIMATE OUTBOARD MOTOR


# DF200AP / DF175AP / DF150AP
# DF200A / DF175A / DF150A

# DURABLE
# RELIABLE
# POWERFUL

The Suzuki 150 to 200 horsepower four-stroke outboard motors offer versatility for both recreational and commercial vessels, with options for dual and single installations. Available in both drive-by-wire and mechanical models, these motors are renowned for their exceptional durability, reliability, and robust performance. They harness Suzuki's award-winning features and cutting-edge technologies to deliver unparalleled power on the water.

DRIVE BY WIRE

**DF200AP / DF175AP / DF150AP**

MECHANICAL

**DF200A / DF175A / DF150A**



**SINGLE** INSTALLATION

**DUAL** INSTALLATION


### BIG BLOCK - HIGH PERFORMANCE

These outboards are based on a big block inline four-cylinder four-stroke engine with a 2,867CM³ displacement. The compact and lightweight design is achieved despite the large displacement, and both models feature advanced technologies developed by Suzuki for high performance.

### HIGH COMPRESSION RATIO

Suzuki's compact outboard engines deliver exceptional performance with a 2,867CM³ displacement and a 10.2:1 compression ratio.

### SEMI - DIRECT AIR INTAKE SYSTEM

The Semi-Direct Air Intake System bring cooler air in and push warm air out for efficient engine operation.

### $O_2$ SENSOR CONTROL SYSTEM

The $O_2$ Sensor Feedback Control System adjusts fuel/air ratio in real-time, found in high-end Suzuki outboards.

### KNOCK SENSOR

The knock sensor monitors combustion for precise engine timing, maximising power output and increasing durability.

## Increased Alternator Output at Low Speed

**Ideal for today's power-hungry fishing boats that spend a lot of time trolling**

The Increased alternator output at idle and low speed allows for the use of more electric pumps, and equipment

| | |
|---|---|
| At 1,000rpm | 44A (12V) |

### TRUST MOUNT SYSTEM

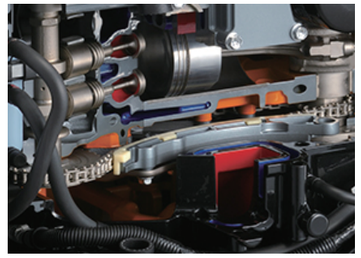
Soft and high thrust rubber mounts on both upper and lower parts of the engine. Soft mounts reduce vibrations at idle through 2,000 RPM, while high thrust mounts offer stable operation under high loads, improving power and performance.

# LIGHT IN WEIGHT
# HIGH IN PERFORMANCE

# DURABLE
# RELIABLE
# POWERFUL

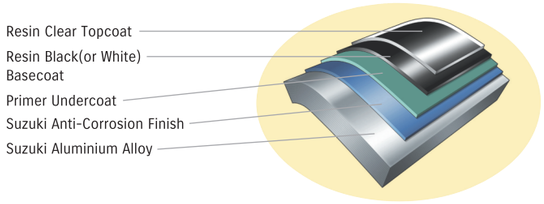

## SELF-ADJUSTING TIMING CHAIN

The timing chain that runs in an oil bath is completely maintenance-free and can be adjusted automatically by a highly reliable hydraulic tensioner. Compared to the belt-type chain, this type of chain is significantly more durable and long-lasting.



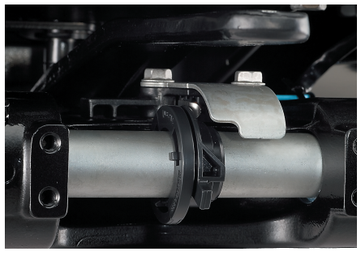
## SUZUKI ANTI-CORROSION FINISH

Suzuki's Anti-Corrosion finish is designed to provide the ultimate protection for your outboard. By applying a robust protective layer using high-strength bonding, the exterior parts made of aluminum are shielded against corrosion, ensuring unparalleled durability.




## TILT LIMIT

A Tilt Limit System prevents outboard from tilting beyond a certain angle, avoiding damage to the boat or outboard.



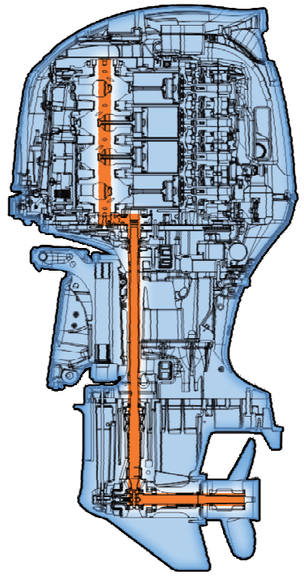


## WATER DETECTING SYSTEM

The fuel filter system detects any water intrusion that may result in reduced power output and corrosion. In case any water is detected, the driver will be alerted with audio and visual warnings.

## OFFSET DRIVESHAFT

The outboard's center of gravity is moved forward by positioning the engine powerhead closer to the front, resulting in less vibration, more compact size and stable steering performance.



## 2 STAGE GEAR RATIO REDUCTION

The Offset Driveshaft system has two stages of reduction, allowing it to turn large propellers with high efficiency, powerful navigation, and quick acceleration.

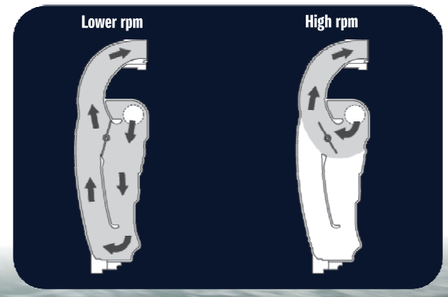
## VARIABLE VALVE TIMING

Suzuki's 2.8-liter IN-LINE 4 engine has an aggressive cam profile that delivers maximum output at high rpm. Coupled with Suzuki's advanced Variable Valve Timing (VVT), it offers extra torque for accelerating in the low to mid-range. VVT adjusts the timing of the intake valves and alters intake timing with the camshaft to achieve optimum timing for low and mid-range operation.

## MULTI STAGE INDUCTION

During low-speed and high-speed operation, manifold pipes are switched between short and long to ensure that the right volume of air enters the outboard. This technique increases output during high-speed operation by allowing a greater volume of air input, which, in turn, enhances combustion efficiency and maximizes torque during low-speed operation, thus improving the overall performance of the outboard.

### AIR FLOW IN MULTI - STAGE INDUCTION MODULE




# LIGHT ON FUEL
# BIG
## ON PERFORAMANCE

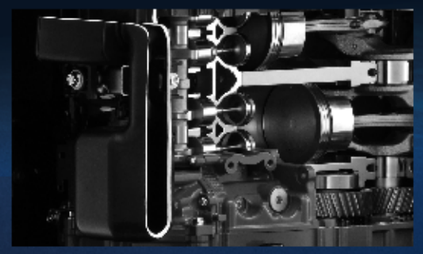

LEAN BURN

### LEAN BURN CONTROL SYSTEM

Suzuki's Lean Burn Control System predicts fuel consumption based on operating conditions, allowing the engine to run more efficiently with a lean air-fuel ratio. When combined with the Suzuki Precision Control electronic throttle and shift system, it offers precise control over engine RPM for improved fuel economy and smooth power transitions.

### NOISE REDUCTION

Intake noise is reduced with a resonator, ensuring a quieter boating experience.



### EASY START SYSTEM

Simply turn the key and release, and the starter stays engaged until the engine starts. This system offers a smoother start of the engine.


## OPTIONAL EXTRA'S

DRIVE BY WIRE
DF200AP / DF175AP / DF150AP

MECHANICAL
DF200A / DF175A / DF150A

### AUTOMATIC TRIM

The Automatic Trim adjusts the trim angle automatically based on the engine RPM, without the need for manual control. This helps to maintain the trim angle and improve the top speed and fuel efficiency.

### TROLL MODE

Suzuki's Troll Mode system provides precise control over engine speed at low rpms for constant trolling. The system uses an independent control switch to adjust revs in 50rpm increments from idle to 1,200rpm. It comes with a convenient control switch and tachometer.


### SUZUKI DIAGNOSTIC SYSTEM MOBILE PLUS (SDSM+)

SDSM+ is an advanced app for boats attached to SMG4/SMD that provides a unique and satisfying boating experience. It allows you to plan your boat trip, check the condition of your boat and engines, inspect them before departure, and provide engine data to the dealer for maintenance.

### KEYLESS START SYSTEM

Start your car without inserting the key by simply having the key-fob nearby. This system helps deter theft more effectively than a traditional key system.

## OPTIONAL EXTRA'S

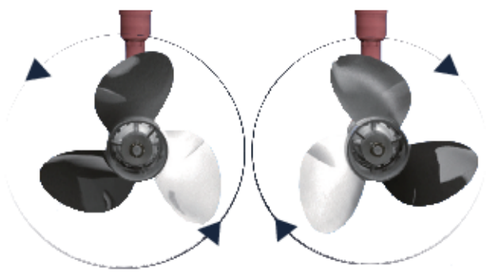
DRIVE BY WIRE
DF200AP / DF175AP / DF150AP

### SUZUKI PRECISION CONTROL

Suzuki Precision Control is an advanced computer-based control system that replaces mechanical control cables with electronic wiring for smooth throttle and shift operation. The system offers precise control for single, twin, or triple installation, as well as dual station operation. It also features built-in systems to prevent engine and drive damage, with easy installation thanks to its simple wiring design.

### SUZUKI SELECTIVE ROTATION

In the standard mode, the outboard motor rotates clockwise using the forward gear. But, with a gear-shift change and a counter-rotational propeller, it can operate in counter rotation (anti-clockwise). In counter rotation, the power runs through the reverse gear, which has been altered to match the forward gears. This technology is a world-first for outboard motors.



Counter-rotation　　Regular-rotation