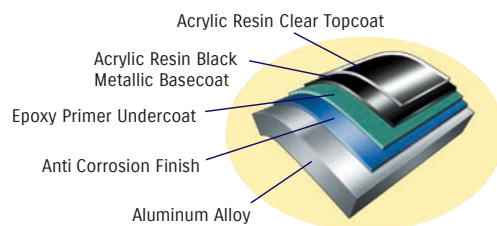




Suzuki's Anti Corrosion System

Suzuki protects its outboards with an anti-corrosion finish specially developed by Suzuki. Applied directly to the aluminum surface it maximizes the bond between the finish and the surface, increasing the protection and durability of parts that are constantly exposed to saltwater.



Cleaner, Efficient Operation

Suzuki's advanced four-stroke technologies deliver cleaner and efficient outboard operation that conforms to EURO 1 Emissions Standards (EU Directive 2003/44EC)—the EU emissions standards (exhaust gases and noise levels) set by the European Parliament and the Council, and have received three-star ratings from the California Air Resources Board (CARB).



SPECIFICATIONS

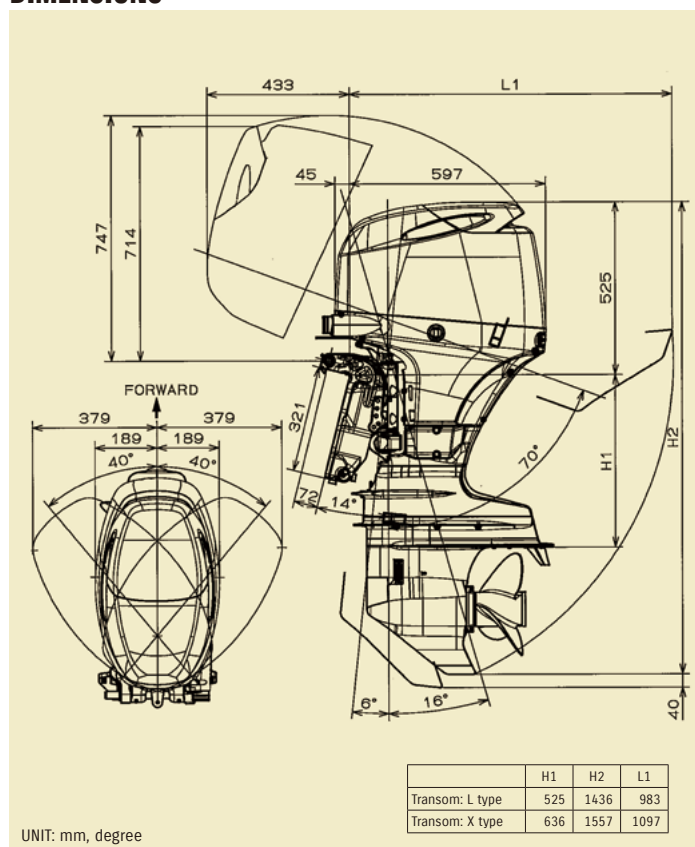
MODEL	DF60AV/50AV	DF60AVTH/50AVTH
ENGINE TYPE	4-STROKE DOHC 12-VALVE	
FUEL DELIVERY SYSTEM	Multi Point Sequential Electronic Fuel Injection	
TRANSOM HEIGHT mm (in.)	L: 525 (20) X: 636 (25) (DF60AV/AVTH only)	
STARTING SYSTEM	ELECTRIC	ELECTRIC
WEIGHT kg (lbs)*	L: 115 (254) X: 118 (260) DF60AV only	L: 121 (267) X: 124 (273) DF60AVTH only
NO. OF CYLINDERS	IN-LINE 3	
PISTON DISPLACEMENT cm ³ (cu. in.)	941 (57.4)	
BORE x STROKE m/m (in.)	72.5 x 76.0 (2.85 x 2.99)	
MAXIMUM OUTPUT kW (PS)/rpm	DF60AV: 44.1(60)/5800 DF50AV: 36.8(50)/5800	DF60AVTH: 44.1(60)/5800 DF50AVTH: 36.8(50)/5800
FULL THROTTLE OPERATING RANGE rpm	5,300-6,300	5,300-6,300
STEERING	REMOTE	TILLER
OIL PAN CAPACITY lit. (US/Imp. qt.)	2.7 (2.9/2.4)	
IGNITION SYSTEM	Fully-transistorized	
ALTERNATOR	12V 19A	
ENGINE MOUNTING	SHEAR MOUNT	
TRIM METHOD	POWER TRIM and TILT	
GEAR RATIO	2.42 : 1	
GEAR SHIFT	F-N-R	
EXHAUST	THROUGH PROP HUB EXHAUST	
DRIVE PROTECTION	RUBBER HUB	
PROPELLER SIZE (in.)	14 x 9	14 x 13
All propellers are the 3-blade type	14 x 11	13-7/8 x 15
*Please inquire at your local dealer for details of the propeller.	13-3/4 x 12	13-3/4 x 17

*With battery cable, without propeller & engine oil

Please read your owner's manual carefully. Remember, boating and alcohol or other drugs don't mix. Always use a personal flotation device. Please operate your outboard safely and responsibly. Suzuki encourages you to operate your boat safely and with respect for the marine environment.

Specifications, appearances, equipment, colors, materials and other items of "SUZUKI" products shown on this catalogue are subject to change by manufacturers at any time without notice and they may vary depending on local conditions or requirements. Some models are not available in some territories. Each model might be discontinued without notice. Please inquire at your local dealer for details of any such changes. Actual body color might differ from the colors in this brochure.

DIMENSIONS



SUZUKI MOTOR CORPORATION

300 TAKATUKA-CHO, MINAMI-KU, HAMAMATSU CITY, JAPAN 432-8611

OBM DF60AV/50AV Product Information 99999-C2050-011 © Printed in Japan 1702

PRODUCT INFORMATION

DF60AV/50AV

LEAN BURN



HIGH ENERGY ROTATION



Way of Life!

Take Control With A Suzuki High Thrust Out

Power needs vary according to boat and hull types. Pontoons and heavy boats have more resistance in the water making them harder to control with a standard outboard, especially at low speeds. Boats like these require an outboard that is right for the task, like the DF60AV/50AV. These are high thrust versions of Suzuki's DF60A/50A four-stroke outboards designed to deliver more thrust for greater low speed handling and control of heavy boats. Equipped with a special lower unit featuring Suzuki's High Energy Rotation System, they are capable of delivering up to 42% more forward thrust and 136% more thrust in reverse.* This offers more precise control and sophisticated low speed handling of heavy boats resulting in a more pleasurable boating experience.

Both outboards incorporate the same high performance, three-cylinder engine fitted with a DOHC (dual overhead cam) powerhead and four valves per cylinder. Their fuel systems feature Suzuki's Lean Burn Control System, an intelligent fuel system that delivers greater fuel efficiency while maintaining excellent power and performance.

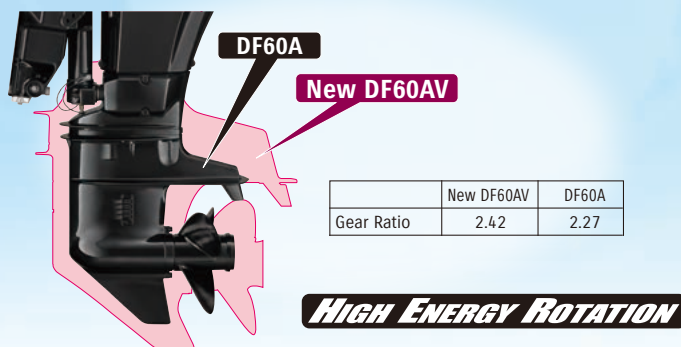
As you would expect, being from Suzuki, both of these outboards are designed from the ground up to be compact and lightweight. And when compared to other high thrust models in their respective power classes, each takes the title for being both the lightest and most compact.



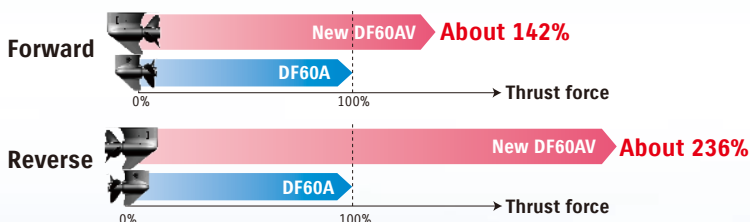
High Energy Rotation

The DF60AV/50AV are high thrust versions of the standard DF60A/50A featuring Suzuki's High Energy Rotation system. These outboards are equipped with lower units based on those found on the DF140A, specially engineered with a large 2.42 gear ratio that turns a bigger 14-inch prop. The system delivers a 42% increase in forward thrust and 136% in reverse providing the propulsion you need for moving heavy boats.* This design gives you more precise control when maneuvering, superior low speed handling, more hole shots, and plenty of power to move and maneuver with a heavy load. As you would expect, being from Suzuki, both of these outboards are designed from the ground up to be compact and lightweight. And when compared to other high thrust models in their respective power classes, each takes the title for being both the lightest and most compact.

New DF60AV vs. DF60A size comparison



Thrust force comparison*



● Thrust was statically measured using a stationary test boat running forward at 3,500rpm and reverse at 3,200rpm.

Acceleration force comparison (0-25m)*



● Acceleration was measured using a test boat with a 600kg load.

* Thrust was statically measured using a stationary test boat running forward at 3,500rpm and reverse at 3,200rpm.

Data was obtained through in-house testing under uniformed conditions. Results will vary depending upon operating conditions (boat design, size, weight, propeller size, weather, etc.)

FEATURES

- **High performance 12-valve DOHC engine**
- **High Energy Rotation delivers power to move heavy boats**
- **Superior maneuverability, especially at low speeds**
- **Suzuki's Lean Burn technology delivers top level fuel efficiency**
- **Lightest and most compact outboards in the 44.1kW (60PS) and 36.8kW (50PS) high thrust classes**

Most Compact, Lightest Designs

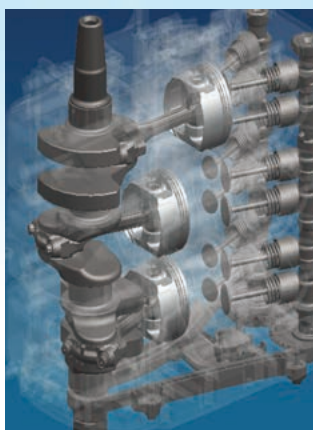
When it comes to building the lightest, most compact four-stroke outboards, Suzuki is clearly the industry leader. Following in that tradition, the DF60AV/50AV are engineered from the ground up using parts and components that are designed to be as compact and lightweight as possible while maintaining their functional integrity. This makes the DF60AV and DF50AV the lightest and most compact high thrust outboards available in their respective classes.

Multi-Point Sequential Electronic Fuel Injection

Suzuki pioneered the use of multi-point sequential electronic fuel injection in four-stroke outboards. This advanced, time-tested system gathers operating data from a series of sensors located in key areas on the engine, processes the data and calculates the optimum amount of fuel and air needed for the engine—all in real time. Boaters benefit with smooth starts, maximum operating efficiency, excellent fuel economy, and reduced emissions.

Mechanically Efficient DOHC 12-Valve Engine

Based on Suzuki's DF60A, the DF60AV/50AV uses the same in-line three-cylinder engine with a 941cm³ displacement. This high-performance engine features a 12-valve DOHC powerhead with four valves per cylinder, and an air intake system optimized for maximum efficiency in the high rpm range. When Suzuki engineers designed this engine, they focused on improving mechanical efficiency by reducing mechanical loss. Each part and component was redesigned with this in mind, resulting in components like an oil pump that allows oil to flow through the lubrication system with less resistance, keeping moving parts better lubricated. All the reductions in mechanical loss combined add up to greater fuel economy.



Self-Adjusting Timing Chain

The original DF50 was the first four-stroke to feature a timing chain and the DF60A was first in the 44.1kW (60PS) class, so it's only natural that the DF60AV/50AV are equipped with the same. The chain is oil bathed and is equipped with an automatic hydraulic tensioner that maintains proper chain adjustment for maintenance free operation.



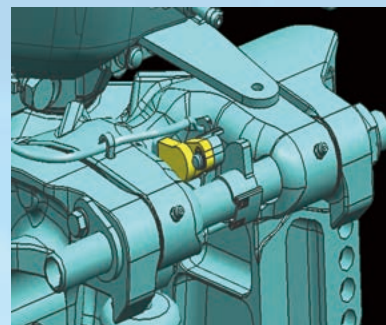
Suzuki's Lean Burn Control System

Suzuki's Lean Burn Control System was first introduced on the DF90A/80A/70A four-strokes as an intelligent fuel delivery system that achieves remarkable improvements in fuel consumption. By monitoring engine performance and operating conditions in real time, the system predicts fuel needs to deliver a leaner fuel mixture to the engine producing benefits from low speed operation up into the cruising range, where the engine is used a majority of the time. In-house testing shows that at medium speeds, both outboards show remarkable improvements in fuel consumption over their non-lean burn equipped predecessors.

LEAN BURN


Tilt Limit System

The DF60AV/50AV feature a tilt limit system that helps protect the boat from damage that can occur when tilting the outboard. The design incorporates both the functions of a tilt limit and trim sender, and uses a step-free, continuous type tilt limiter that allows installation of the outboard on nearly any type of boat.



Suzuki Easy Start System

Starts are quick and easy with Suzuki's Easy Start System. No need to hold the key, just turn it once and the starter system stays engaged until the engine starts. The system delivers smoother and improved starts to get you up and running quicker.

Suzuki Troll Mode System

Providing fine control over engine speed at low rpm, this easy to use system is standard on tiller handle models and available as an option on remote control versions. An independent control switch allows adjustment in increments of 50 rpm over a range from idle to 1,200 rpm. The system includes a specified tachometer and is also compatible with Suzuki's SMIS* digital gauges and "dual scale" analog gauges.



*Suzuki Modular Instrument System

Large capacity 19A Alternator

A powerful 19-amp alternator is designed to generate a minimum of 11.5 amps of power even with the engine running at a low 1,000rpm. Under normal circumstances that's enough power to keep an assortment of marine electronics operating in most situations.

