

PRODUCT INFORMATION

Suzuki Compact 4-Stroke Outboard Motors



DF2.5



DF4



DF6



DF9.9A



DF9.9 High Thrust



DF25



Way of Life!

SUZUKI DF2.5 / DF4 / DF6

Suzuki 4-Stroke Portables
Easy to Carry - Easy to Use



Suzuki designed the DF2.5, DF4 and DF6 to be compact and lightweight with added features that make their operation more user-friendly. These outboards are 4-stroke, so you can expect clean and economical operation. Not to mention, all three of these models meet the EPA 2010 and the CARB 3-Star Ultra Low emissions standards. And like all Suzuki's, they deliver excellent power, performance and durability.

LIGHT WEIGHT AND COMPACT DESIGNS

The DF2.5 HP, a single cylinder with 4.15 ci. in. displacement generates plenty of power yet weighs in at less than 30 lbs. And the DF4/6 weighs in at only 55 lbs. Their small compact stature makes them easy to store. Their light weight makes them easy to transport. Hence the category...Suzuki Portables.

USER FRIENDLY FEATURES

Tilt Up Handle

When you need to tilt these engines; there is an easy to grip integrated handle located on the back of the cowl. Tilting any one of these models is very simple and within convenient reach of the operator. The DF4 and DF6 also have 2 shallow water drive positions. All three of these engines have four tilt pin settings that can be tailored to match your individual boat and prevailing conditions.

Carrying Handle

Carrying these outboards is Simple Simon. All three of these engines incorporate a large ring shaped smooth edged carrying handle. These portables are balanced, lightweight and easy to manage.

Integral Fuel Tank

The fuel On/Off switch is located under the lower engine cowl for easy access whether you're starting or finishing engine operation. These 4-stroke, water cooled, portable outboard motors run quietly and smoothly. The DF2.5 is equipped with a 1 liter integral fuel tank, while the DF4 and DF6 have a 1.5 liter integral fuel tank. And for extended excursions, the DF6 is equipped with a remote fuel connector for use with an optional external tank.

Four Stroke Operation

The DF2.5/DF4/DF6 utilize an OHV, single cylinder 4-stroke engine. They offer a large displacement combined with a compact and efficient design to provide greater fuel efficiency, less vibration and quiet operation while eliminating the need for mixing oil with the fuel.



This keeps your boating experience clean, pleasant and user-friendly.

It is important to keep track of the engine crank case oil level. Suzuki engineers have designed these engines to incorporate an oil level sight glass for easy reference. Located on the engine's port side, checking the oil level is as easy as looking at your watch.

Tiller Handle

A tiller handle with a full-sized grip provides positive steering and throttle control. The tiller handle will fold up and out of the way for easy storage. Steering and throttle tension can be easily adjusted by the operator. The DF2.5 has F-N shifting with 360° steering. The DF4/DF6 has F-N-R shifting with 90° (left & right of center) steering. Steering is smooth due to the utilization of an upper bushing placed between the steering bracket and

the swivel bracket. The emergency lanyard and stop switch is conveniently located on the tiller handle.

Electronic Ignition

The DF2.5 and the DF4/DF6 incorporates Digital Capacitor Discharge Ignition. This system is compact, light weight and highly resistant to corrosion. Electronic ignition provides quick easy starts, smooth idle and quick throttle response.

The DF4/DF6 has an optional 12V 6A alternator. This system is designed to provide charging power from as low as 2,200 rpm.

While these engines are small in size, they are big on performance.

DF2.5/DF4/DF6 SPECIFICATIONS

Model	DF2.5	DF4	DF6
Engine Type	4-Stroke OHV		
Transom Height in	S:15		S:15, L:20
Weight lbs	S:29	S:55	S:55, L:57
Starting System	Manual		
Fuel Delivery System	Carburetor		
No. of Cylinders	1		
Displacement	4.15 cu. in. (68cc)	8.4 cu. in. (138 cc)	
Bore x Stroke in (mm)	1.89 x 1.5 (48 x 38)	2.44 x 1.81 (62 x 46)	
Max Output hp	2.5 hp/5500 rpm	4hp/4500 rpm	6hp / 5250 rpm
Full Throttle Operating Range	5250-5750 rpm	4000-5000 rpm	4750-5750 rpm
Steering/Degree	Tiller/360°	Tiller/180°	
Fuel Tank Capacity	.26 gal (1 ltr)	.4 gal (1.5 ltr)	
Oil Sump Capacity	.4 qt (.38 ltr)	.74 qt (.7 ltr)	
Ignition System	Digital CDI		
Alternator	N/A	12V 6A (Optional)	
Trim Method (positions)	Tilt Pin (4 Positions)	Tilt Pin (5 Positions)	
Gear Ratio	2.15:1	1.92:1	
Gear Shift	F-N	F-N-R	
Exhaust	Above Prop Exhaust		
Propeller Size (Standard)	3 x 7 1/2 x 5 1/2	○ 3 x 7 1/2 x 6 ● 3 x 7 1/2 x 6 1/2 ○ 3 x 7 1/2 x 7	

SUZUKI DF9.9A / DF9.9 High Thrust / DF15



These outboards may be small in size, but they're big on advanced design ideas, innovative features and big engine performance. The DF9.9A launches a new generation of small outboard design. Less weight and more compact make this outboard easier to carry and transport. The DF9.9 High Thrust has all the features you are looking for in a trolling or auxiliary power kicker unit. Power tilt and a 4-blade high thrust prop turn this unit into a real work horse. So load up your duck boat or small fishing boat with family, friends, and gear and get out on the water for a day filled with fun and memories. And just like all of Suzuki's outboard motors, these three all meet the EPA 2010 and the CARB 3-Star Ultra Low emissions standards. Don't stop short of getting the power and performance you need. Suzuki's compact 4-strokes deliver.

LIGHT WEIGHT AND COMPACT DESIGNS

The DF9.9A is very compact. The result is less weight, better portability and economical operation. The manual start, short shaft model weighs in at 87 lbs. With a SOHC design and 12.7 cu. in. displacement, this combination results in excellent fuel efficiency. Smaller and lighter makes this outboard easier to carry, transport and store,

USER FRIENDLY FEATURES

Power Tilt

The DF9.9 High Thrust is the first Suzuki Outboard in this class to feature a power tilt system. The system is controlled by a single button conveniently located on the tiller handle for quick and easy tilting of the outboard motor. A 4-blade high-thrust propeller is standard equipment, while delivering an efficient and reliable low trolling speed, even on heavy boats. Whether fishing for kings in the Pacific Northwest, or back-trolling for trophy walleye in the Great Lakes, a strong, reliable and quiet kicker motor is as important to your success as having the right bait. Not to mention, a Suzuki DF9.9 High Thrust outboard also makes an excellent choice as the main power for use on 10 hp regulated lakes and waterways.

Four Stroke Operation

Suzuki's 4-stroke technology delivers clean and efficient operation that has met the EPA 2010 Emission Standard and the California Air Resource Board Ultra Low Emission standard. Suzuki engineers have been able to comply with these standards while providing lower fuel consumption. Smooth starts crisp acceleration and maximum efficiency.

Suzuki 4-Stroke Outboards - Small, Compact & Ready for Action



Tiller Handle

The DF9.9A has a new tiller handle design. The Suzuki Function Tiller Handle was designed by Suzuki engineers to provide greater operating convenience through its innovative multi-function design. Gear shift and throttle operation are all incorporated into the multi-function handle, where they are easy to access and operate without having to remove your hand from the handle grip. Also, the emergency lanyard and stop switch is conveniently located on the tiller handle.

The DF9.9 High Thrust tiller handle is mounted on the engine center line. This creates a "more rigid" steering system that provides increased performance through ease of use. The tiller handle will fold up and out of the way for easy storage. Steering and throttle tension can be easily adjusted by the operator. The emergency lanyard and stop switch is conveniently located on the tiller handle. While controls such as the LED warning light, shift lever and start switch are located on the handle's bracket.

Electronic Ignition

These engines are equipped with a specially developed Digital Capacitor Discharge Ignition system which automatically adjusts the ignition timing in accordance with the current engine speed (rpm). In doing so, these engines are able to achieve a high state of balance between torque, responsiveness and exhaust gas emission control. These systems are compact, light weight and highly resistant to corrosion. Electronic ignition provides quick easy starts, smooth idle and quick throttle response.

Alternator

The manual start models have a 12V 6A alternator. The DF9.9A electric start has a 12V 10A alternator. The DF9.9 High Thrust electric start models have a 12V 12A alternator. These systems are designed to provide your battery with enough power to maintain a charge.

Whichever Suzuki 4-stroke you choose, you'll have a boating partner you can count on.

DF9.9A/DF9.9 High Thrust SPECIFICATIONS

Model	DF9.9A	DF9.9 High Thrust	DF15A/DF20A with battery-less EFI
Engine Type	4-Stroke OHV		
Transom Height in	S:15, L:20	L:20, X:25	
Weight lbs	Manual	Electric	Refer to Product Information 99999-C2042-003
	S: 87	S: 95	
	L: 93	L: 100	
No. of Cylinders	2		
Displacement	12.7 cu. in. (208 cc)	18.4 cu. in (302 cc)	
Bore x Stroke in (mm)	2.01 x 2.01 (51 x 51)	2.28 x 2.24 (58 x 57)	
Max Output rpm	9.9 hp/5500 rpm	9.9hp/4500 rpm	
Full Throttle Operating Range	4500-5500 rpm	4500-5500 rpm	
Steering	Tiller	Tiller / Remote	
Oil Sump Capacity	.84 qt (.8 ltr)	1.1 qt (1.0 ltr)	
Ignition System	Digital CDI		
Alternator	12V 6A Man. 10A/elec.	12V 12A	
Trim Method (positions)	Tilt Pin (5 Positions)	Power Tilt	
Gear Ratio	2.08:1		
Gear Shift	F-N-R		
Exhaust	Through Prop Exhaust		
Propeller Size (Standard)	S: 3 x 7 1/2 x 7	4 x 10 x 5	
	L: 3 x 9 1/4 x 8		

SUZUKI DF25

Suzuki 4-Stroke Outboard Powerful V-Twin - Lightweight & Economical



DF25 V-TWIN SPECIFICATIONS

Model	DF25		
Engine Type	4-Stroke OHV		
Transom Height in	S:15, L:20		
Weight lbs	Manual S:152 L:159	Electric S:161 L:168	Remote S:N/A L:161
Starting System	Manual/Electric		
Fuel Delivery System	Carburetor		
No. of Cylinders	2 cylinder 70° V-Twin		
Displacement	32.8 cu. in (538cc)		
Bore x Stroke in (mm)	2.80 x 2.68 (71 x 68)		
Max Output rpm	25 hp / 5300 rpm		
Full Throttle Operating Range	4700-5300 rpm		
Steering	Tiller/Remote		
Oil Sump Capacity	1.6 qt (1.5 ltr)		
Ignition System	Digital CDI		
Alternator	12V 6A/man. 12V 15A/elec.		
Trim Method (positions)	Tilt Pin (5 Positions)		
Gear Ratio	2.09:1		
Gear Shift	F-N-R		
Exhaust	Above Prop Exhaust		
Propeller Size	3 x 10 1/4 x 10	3 x 10 1/4 x 13	
* Standard Propeller	3 x 10 1/4 x 11*	3 x 10 1/4 x 14	
	3 x 10 1/4 x 12	3 x 10 1/4 x 15	

Boats and motors come in a large variety of combinations. See your authorized dealer for correct propeller selection to meet recommended RPM range at W.O.T. Models limited to stock on hand. Colors, models and options may change or deleted without notice.

Please enjoy boating safely. Don't drink and drive. Always wear a USCG-approved life jacket and read your owner's manual.

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Suzuki engineers have designed a lightweight V-Twin 25 hp 4-stroke outboard motor for boaters and fishermen who need a powerful, compact outboard motor. In addition, this Suzuki outboard fully complies with the 2010 EPA (Environmental Protection Agency) Emission Standard and the CARB (California Air Resource Board) Ultra Low Emission Standard.

LIGHT WEIGHT AND COMPACT V-TWIN DESIGN

This 25-hp model is the first Suzuki 4-stroke outboard to feature a V-Twin powerhead. The 70° V-Bank angle is wide enough to minimize vibration without the use of a counterbalance system, and narrow enough to provide a compact profile on the transom.

The V-Twin layout also moves the center of gravity forward compared to an inline powerhead. This allows for better balance on the transom and makes the engine easier to tilt. Since engines in this category typically are tilted by hand, a little bit of help is a big advantage.

Twin cylinders, each displacing 269cc (total displacement is 538 cc) combined with two overhead valves per cylinder, produce maximum power at 5,000 rpm. The engine uses a single carburetor for simplicity and reliability. Aluminum block and aluminum connecting rods contribute to the lightweight design.

USER FRIENDLY FEATURES

Electronic Ignition

The DF25 incorporates a Digital Capacitor Discharge Ignition system. Sensors monitor engine temperature and rpm and the onboard CPU instantly sets optimal ignition timing. A hotter spark makes recoil starting easier and more reliable.

This CDI system is less than half the weight and half the size of a conventional points and moving stator plate ignition system. Marine-grade connectors in the wiring harness and the solid state system all add to improved reliability and dependability you can count on.

Ease of Operation

The shift lever is located in front of the engine, so there's no awkward reaching around the side to shift into F-N-R. Steering friction is easily set with a simple, easy to access, adjusting lever. The emergency lanyard and stop switch is conveniently located on the tiller handle as well.

Easy Maintenance

Suzuki makes it easy to take good care of your outboard. Checking and changing the oil is simple, since both oil dipstick and oil filter are accessible without having to remove the side covers. A water/fuel separator is built into the fuel line to reduce the chance of contaminants reaching the carburetor. This built-in feature stays with the engine, and is not bolted to the boat, as are most water/fuel separators.

The two-piece side covers can be removed for easy access to engine components and are built with high-rigidity material to support the engine when it is carefully laid on its side.

Suzuki leads the world with its line of 4-stroke outboard motors from 2.5 – 300 horsepower. For more information on the DF25, or any of Suzuki's world class 4-stroke outboard motors, check us out on the web.



CARB THREE-STAR LABEL

The three-star label identifies engines that meet the California Air Resources Board's most stringent exhaust emission standards.



EPA 2010 LABEL

Suzuki's four-stroke technology is compliant with EPA's stringent 2010 exhaust emission standards and 2010-later evaporative emission standards set by the U.S. Environmental Protection Agency.

