

PRODUCT INFORMATION



DF250SS

DF200SS

DF150SS

DF115SS



In A Word: **EXCITEMENT**

Suzuki is bringing a new level of excitement to the water with its SS-Series 4-stroke outboards. 115, 150, 200 and 250 horsepower SS series models all take advantage of Suzuki's "Big Block" displacement, offset driveshaft layout with 2-stage gear reduction, and multi-point sequential electronic fuel injection.

These Suzuki innovations deliver a powerful hole shot, exhilarating mid-range punch and great fuel economy. The exclusive SS Trim Package, matte black paint job and striking cowling graphics are a perfect match to the performance of these proven engines.

There's no reason to buy another quart of 2-stroke oil when you can get performance and power like this from a Suzuki 4-stroke.





Suzuki Powers Dean Rojas to First Place Championship Win

**Major League Fishing (MLF) - Bass Pro Tour -
Stage Five on Smith Lake, Alabama.**

May 5, 2019

This was Rojas' first MLF victory and Suzuki Marine's first sponsored-angler win in a major professional bass fishing competition. Dean Rojas fishes out of a 21' Blazer bass boat powered by a Suzuki DF250SS. This combination of speed, power and reliability keeps Dean out in front of the competition and fully focused on what matters most – catching fish.





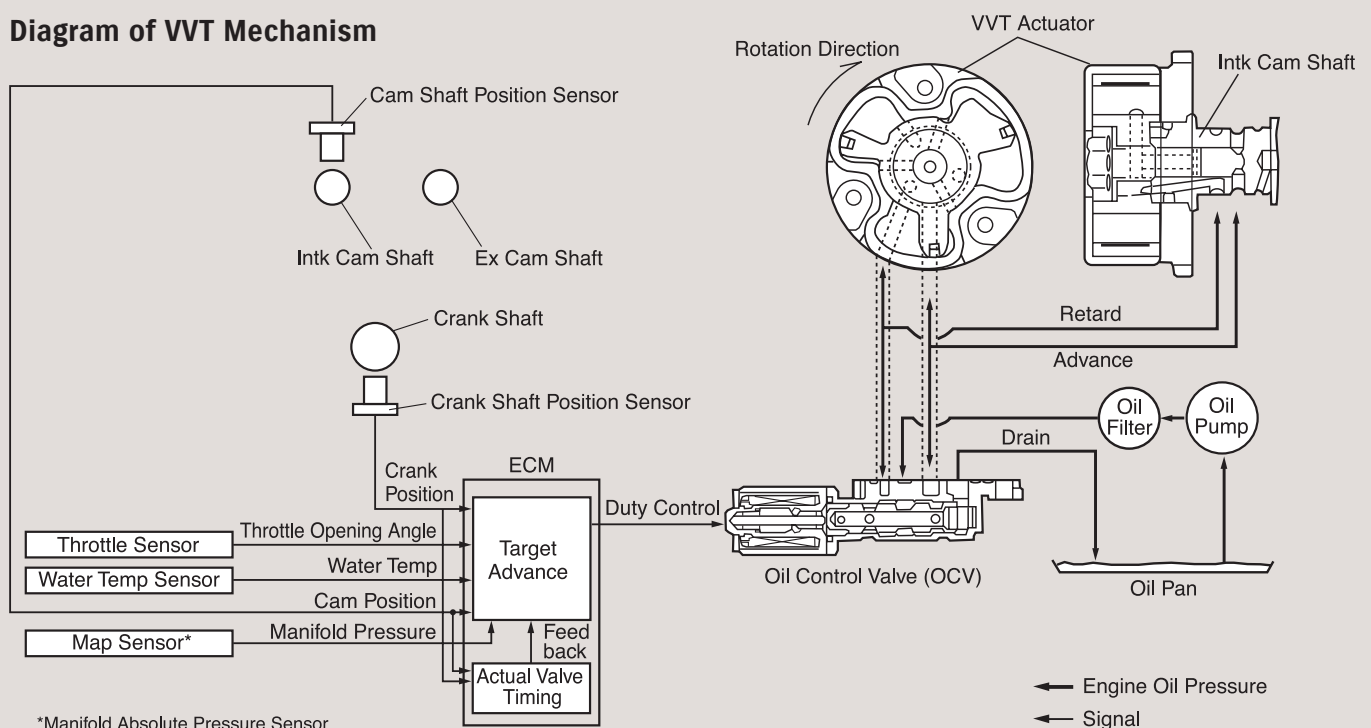
THE 250SS - THE PRO'S CHOICE

- The DF250SS is designed to deliver performance and reliability that today's pro and amateur tournament fishermen demand..
- 4.0-liter Big Block engine—combined with Suzuki's proven Multi-Point Sequential Fuel Injection, Variable Valve Timing (VVT) and Multi Stage Induction delivers superior acceleration throughout the entire power-band.
- The 250SS features a 12V 54A alternator to power a full array of onboard electronics. Suzuki's design allows the alternator to produce a majority of it's output at low rpm, producing 38A at 1000 rpm..
- Gear case features a hydrodynamic design, introduced first on the flagship DF300, that reduces drag resistance for fast acceleration and increased top speed.
- The DF250SS complies with the California Air Resources Board's (CARB) 3-Star Ultra Low Emission Rating.

VVT (Variable Valve Timing)

Suzuki engineers started off in a big way by designing the DF250SS based on a big block 4.0-liter engine. This V6 engine features an aggressive camprofile, delivering maximum output and performance at high rpm, and Suzuki's advanced Variable Valve Timing (VVT), provides the DF250SS with the torque needed to boost low- to mid-range acceleration. VVT provides this boost by adjusting the intake valve timing, allowing intake valves to open before the exhaust valves are fully closed. This process creates a momentary overlap in the timing where both sets of valves are open. With VVT, this overlap can be increased or decreased by altering intake timing with the camshafts to optimize timing for low- and mid-range operation.

Diagram of VVT Mechanism





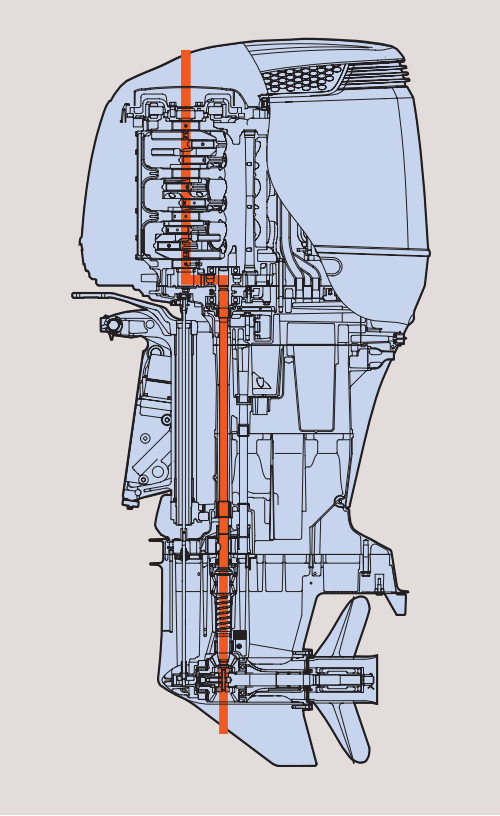
Big Block Displacement

The 250SS features a powerful V6 engine. It fits nicely on the transom of about any boat, thanks to a compact 55° V block. With 245.6 cu.in. displacement and 24 valves with dual overhead cams, this engine delivers exceptional power and torque.

Offset Driveshaft

Suzuki's utilization of an offset driveshaft in the DF140, 115 and 90 proved to be successful in reducing the size of the outboard. The DF250T and DF225T benefit from this same design which positions the crankshaft in front of the drive shaft, simultaneously moving the outboard's center of gravity forward. This system adds to the compactness of the outboard and provides an improvement in power performance. It also places the engine's axis of inertia, the point where vibrations produced by the engine are at a minimum, up over the upper engine mount thus greatly reducing vibration.

Offset Drive Shaft

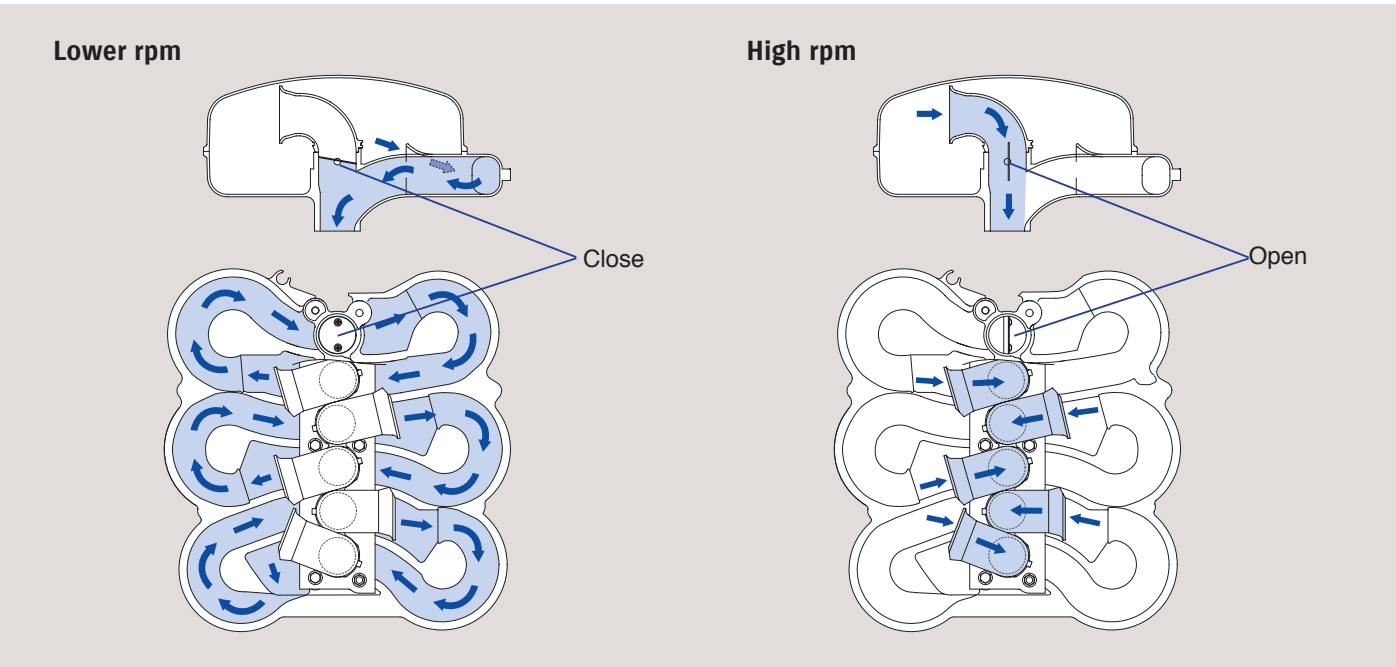


Multi Stage Induction

Suzuki engineers also utilized Suzuki's Multi-Stage Induction, which changes intake manifold pipe length according to engine rpm to enhance engine performance. The DF250SS utilizes two intake manifold pipes per cylinder; one operates at low engine rpm and the other takes over at higher rpm.

As engine rpm increases, a valve on the intake manifold opens, letting air enter directly into the combustion chamber through the short, straight intake pipe. This allows a greater volume of air into the chamber, increasing the engine's ability to breathe at high rpm, thus improving high-end power output.

Air Flow in Multi-Stage Induction Module



THE 200SS AND 150SS - HIGH TECH POWER



- Suzuki's 200SS and 150SS bring you the best of brains and brawn, combining high tech features with Suzuki's proven Big Block displacement.
- Redesigned Inline 4-Cylinder engine features Dual Overhead Cams and powerful 10.2-to-1 compression ratio for superior throttle response.
- Suzuki's Multi-Stage Sequential Fuel Injection and Variable Valve Timing (200SS Only) take full advantage of these engine's Big Block 175.0 cu.in. displacement to provide power and torque for hole shot and top end speed..
- Lean Burn Control Technology provides improved fuel efficiency so you can stay out longer between fuel stops.
- The 200SS and 150SS features a 12V 44A alternator to power a full array of onboard electronics. Suzuki's design allows the alternator to produce a majority of its output at low rpm.
- Knock and O₂ sensors contribute to superior reliability.
- The 200SS and 150SS both comply with the California Air Resources Board's (CARB) 3-Star Ultra Low Emission Rating.

LEAN BURN



Hydrodynamic Gear Case

Designed with a smoother more hydrodynamic shape that allows it to move through the water with less drag and greater efficiency.

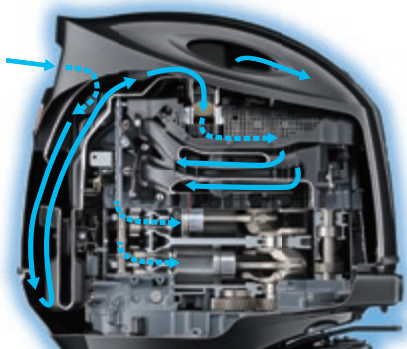
For 2020, the DF200SS and DF150SS received a new powerful gear reduction ratio of 2.0:1.

This helps provide a strong hole shot to push today's bass boats, bay boats, and flat skiffs onto plane in less time.

Semi-Direct Air Intake System

The cover on the new 200SS and 150SS has a modern upswept design giving it an innovative look. Underneath the looks though, the design is all about function. Incorporated into the cowl is a semi-direct air intake system that delivers cooler air directly to the engine's tuned multi-stage induction module. Engines breathing cooler air are able to increase operating efficiency resulting in greater acceleration and top-end speed.

The cover's design also helps reduce the temperature inside the engine with ports that allow the rotating flywheel to push warm air from inside of the cover to the outside.

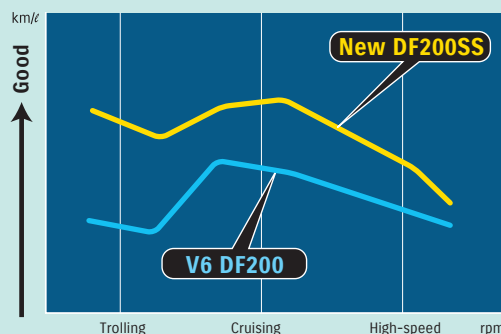


→ Air Flow

Suzuki Lean Burn Control System

Monitoring engine performance and operating conditions in real time, the system uses the 32-bit onboard ECM to predict fuel needs and deliver a leaner, more precise fuel mixture across the outboard's operating range. The results show significant improvements in fuel economy across the entire powerband, including the cruising range where the engine is used a majority of the time.

Comparison of Fuel Efficiency per Liter (New DF200SS vs. V6 DF200)



Compared to the original V6 DF200, the new DF200SS delivers up to a 19% increase in fuel efficiency mainly in the cruising range (around 70% of its maximum speed).

* Data used in the graphs were obtained through "In-House Suzuki Testing" under uniform conditions. Results will vary depending upon operating conditions (boat design, size, weight, weather, etc.)

THE 115SS - POWER TO THE PEOPLE

- The 115SS brings high performance excitement to smaller bass boats, bay boats and skiffs.
- The Inline-4 124.7 cu.in. DOHC 16-valve High Performance Engine delivers Big Block torque and crisp acceleration.
- Suzuki Lean Burn Control System provides added improvements in fuel economy.
- Knock Sensor and O₂ Sensor Feedback Control System add to this engine's reputation for reliability.
- Suzuki Water Detecting System helps protect against the damaging effects of bad gas.
- Suzuki's proven Multi-Point Sequential Electronic Fuel Injection provides top performance throughout the rpm range.
- Use Suzuki Troll Mode System (Optional) to easily set engine speed and catch more fish. (Also available on 150SS and 200SS)
- Optional Multi Function Tiller Handle makes the 115SS the perfect choice for a wide variety of fishing boats.

Suzuki Water Detecting System

Water in the fuel can lead to problems that include poor combustion, lower power output, and corrosion. The Suzuki Water Detecting System is designed to help protect the engine from moisture in the fuel utilizing a water detecting fuel filter to alert the operator with both visual and audio warnings when water is present in the fuel. The filter also designed to let you check for water visually.



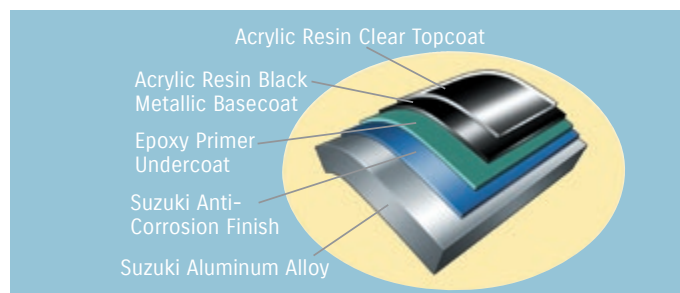
Suzuki Troll Mode System (Optional)

The Suzuki Troll Mode System is optionally available on all three outboards. This system provides finer control over engine speed at low rpms keeping the boat moving at a steady speed while trolling. When the system is engaged, engine speed is controlled with an independent control switch that adjusts engine revs in 50rpm increments over a range that spans from idle to 1,200rpm. In addition to the controls switch, which can be mounted nearly anywhere on the console, the system includes a tachometer and is compatible with Suzuki's digital gauges or the dual scale analog gauges. (Available on 115SS, 150SS and 200SS models.)




Suzuki Anti Corrosion Finish

Suzuki's Anti Corrosion Finish is specially formulated to increase the durability of the engine and help protect parts of the outboard's aluminum exterior. This advanced finish is designed for maximum bonding of the finish to the outboard's aluminum surface, creating an effective treatment against corrosion.



SPECIFICATIONS

MODEL 	DF250SS	DF200SS	DF150SS	DF115SS
RECOMMENDED TRANSOM HEIGHT IN	L: 20 X: 25	L: 20 X: 25	L: 20 X: 25	L: 20 X: 25
STARTING SYSTEM	Electric			
WEIGHT LBS *1	L: 578 X: 606	L: 518 X: 529	L: 511 X: 522	L: 394 X: 405
ENGINE TYPE	DOHC 24-Valve	DOHC 16-Valve		
FUEL DELIVERY SYSTEM	Multi-Point Sequential Fuel Injection			
NO. OF CYLINDERS	V6 (55-degree)	4	4	4
PISTON DISPLACEMENT IN³	245.6	175.0	175.0	124.7
BORE X STROKE IN	3.81 x 3.46	3.81 x 3.81	3.81 x 3.81	3.40 x 3.50
MAXIMUM OUTPUT HP (PS)	250	200	150	115
FULL THROTTLE OPERATING RANGE RPM	5,300-6,300	5,500-6,100	5,000-6,000	5,600-6,000
STEERING	Remote			
OIL PAN CAPACITY QT	8.5	8.5	8.5	5.8
IGNITION SYSTEM	Fully-transistorized			
ALTERNATOR	12V/54A	12V 44A	12V 44A	12V 40A
ENGINE MOUNTING	Shear Mount			
TRIM METHOD	Power Trim and Tilt			
GEAR RATIO	2.08:1	2.0:1	2.0:1	2.59:1
GEAR SHIFT	F-N-R			
EXHAUST	Through Prop Hub			
COLOR	Matte Black Pearl Nebular Black	Matte Black		
PROPELLER SELECTION (PITCH)	17"-30"	17"-30"	17"-30"	9"-26"

* Dry weight, including battery cable, not including propeller and engine oil.

**Boats and motors come in a large variety of combinations. See your authorized dealer for correct prop. selection to meet recommended RPM range at W.O.T.

Please read your owners manual carefully. Remember, boating and alcohol or other drugs don't mix. Please operate your outboard safely and responsibly.

Suzuki encourages you to operate your boat safely and with respect for the marine environment.

SUZUKI MOTOR CORPORATION reserves the right to change, without notice, equipment, specifications, colors, materials and other items to apply to local conditions.

Each model may be discontinued without notice. Please inquire at your local dealer for details of any such changes. Actual body colors may differ slightly from the colors in this brochure.