

# SPECIFICATIONS

**Engine Type** - 6 CYLINDER 24 VALVE DOHC

**Weight** - L : 20" 624 LBS, X : 25" 637 LBS

**Gear Ratio** - 2.08:1

**Propeller selection** - 17" - 30" Maximum Output -250

**Full Throttle Operating Range** - 5300-6300RPM DEPENDING ON PROP

**Recommended Transom Height** - L : 20", X : 25"

**Starting System** - FULLY TRANSISTORIZED ELECTRIC IGNITION

**Fuel Delivery System** - ELECTRIC FUEL INJECTION

**Piston Displacement** - 245.8 CU IN

**Compression Ratio** - 9.5:1

**Bore x Stroke** - 98 X 89 MM

**Steering** - REMOTE

**Oil Pan Capacity** - 8L

**Recommended Fuel** - 89 OCTANE

**Alternator** - 12V 54A

# CONFIDENCE TO WIN

# SSS

## DF250ATSS



Please read your owner's manual carefully. Remember, boating and alcohol or other drugs don't mix. Always wear a personal flotation device when boating. 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.



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99953-1ATSS-023 US DF250ATSSW PRODUCT INFORMATION

# DF250ATSS

CONFIDENCE TO WIN

- Fly-By-Wire Digital Technology utilizing our new SPC 2.0 controls
- Auto-Trim feature that automatically raises or lowers trim angle
- Keyless Start System (optional)
- New Digital Pedal Throttle to integrate with the digital controls
- Ability to use Fish Hunter Drive auto pilot features
- New cowling design featuring new intake louvers, upper cover grips to assist with cowling removal
- New SS graphics including raised black Suzuki lettering and revised SS logo color and design
- New Lower unit design to improve cruising performance and prevent cavitation
- The skeg is also has a specially designed “left-right asymmetry” with a curve in it to assist in vessel maneuvering
- Revised upper clamp brackets with stiffer bushings to increase stability at speed
- Relocated oil drain plug and anode, inside the water filter

