SUZUKI DF325A: A REVOLUTION IN INNOVATION

POWER WITH PASSION

THE NEW DF325A

We are proud to introduce our NEW DF325A – an outboard that perfectly balances awesome power and thrust, with outstanding fuel-efficiency and trusted reliability all within a lightweight and stylish design.

Built with the every-day use of larger boats in mind, this market-leading new outboard has been engineered to run on 91 RON fuel and, as a world-first, is the first four stroke outboard over 300 horsepower to do so.

The high-tech and innovative DF325A has been designed to be robust, easy to use and versatile, making it the ideal outboard for large boats whatever the task.

Whether you are using your boat for work or play, wherever you are in the world, this new outboard is the ultimate choice.

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GEKI: PARTING SEAS

A Force to Match the Power of Nature and the Sea
Representing Suzuki's Identity and Heritage.
A Symbol of Our Passion and Commitment
to the Ultimate in Marine Innovation.

KATSUHIRO FUKUDA

Chief Engineer

The latest high-spec, high-output outboards all require high-octane fuel. As far as we know, there is no outboard over 300 horsepower that runs on RON 91, which is regular fuel in some markets.

The reality is, not everyone in the world can easily obtain high-octane fuel. Despite this, we wanted all of our Suzuki fans to be able to experience and enjoy our newest technology, no matter where they are in the world. We wanted them to be able to try the engine with the same fuel as the DF2.5. That is how the DF325A came to be.

The DF325A is packed with the very latest outboard technologies. Among them, we are confident that the Dual Propeller System will provide the ultimate boating experience.

Slick acceleration delivers a straight and true response. The DF325A has the ability to trace the exact line that the driver imagined - as if it were running on a rail. It's also got brilliant deceleration with a total of 6 blades moving at the same time – yet another Suzuki innovation.

Suzuki's outboards are continually developed and evolved with our customer's needs in mind and they are still evolving as we speak.

Experience Suzuki's newest high-end model, the one worthy of being named the ULTIMATE four stroke outboard.

SUZUKI COMBINE HUGE POWER AND MAXIMUM EFFICIENCY

Our engineers set out to build a compact, lightweight outboard that combines the high power required, alongside the operating efficiencies that cannot be achieved by using technologies such as turbocharging or supercharging. Additionally, they set the goal of making the DF325A run on low octane, 91 RON fuel, which combined with legendary Suzuki reliability makes the outboard ideally suited for a wide variety of large boats around the world.

The traditional single propeller design creates forward thrust, but also produces a significant amount of rotational energy. Our engineers have captured this wasted energy and turned it into productive power by utilising our revolutionary dual-propeller technology.

They have solved the problem of the disruption of the water flow, caused by the larger gear case, typically needed by higher power engines.

Years of research and innovation have gone into developing the technologies that significantly improve the way an outboard converts engine power into underwater thrust.

The result is a revolution in innovation. We call it ‘GEKI’.

91 RON

A TRUE REVOLUTION IN PROPELLERS

DEVELOPMENT OF SUZUKI'S FIRST CONTRA-ROTATING PROPELLER

Our engineers know that the shape of the lower unit and the design of the propeller have a critical impact on performance. The innovative contra-rotating propeller design provides more grip underwater, and because contra-rotating propellers distribute the engine's torque evenly over two propellers, the torque per propeller decreases and gear diameter can be reduced. A reduction in gear diameter has allowed the design of a smaller, and far more hydrodynamic gear case.

GEAR CASE DESIGN

At high speeds cavitation can cause significant losses in speed and grip. The New DF325A overcomes this with a highly advanced gear case design. Computational fluid dynamics (CFD) and countless test drives, have resulted in a breakthrough design that not only minimises resistance but also provides a highly efficient flow of water to the propellers.

HIGH REVERSE THRUST

With six blades rotating, the contra-rotating propeller produces a strong reverse thrust. The materials of the new DF325A gears are ultra-strong to withstand the new high loads and feature special heat treatment to give additional strength and reliability.

PROPELLER BLADE DESIGN

A new three-blade/three-blade propeller set up has been developed that provides incredible acceleration and increased performance. In testing, this configuration recorded the highest speeds, and delivered, even under heavy load and at high rotation speeds.

The propeller blade geometry has also been optimised to work in the new configuration resulting in incredible grip and acceleration across the range.

An added benefit is exceptional directional and transverse stability, achieved because each propeller rotates in a different direction, balancing the turning.

THE COMPRESSION RATIO SOLUTION

Designing the ultimate Suzuki outboard with more power is always done against the benchmarks of lighter weight and more power. The new DF325A features our proven 4.4 litre displacement block giving tremendous torque and making it the largest displacement V6 on the market today. Plus, with a compression ratio of 10.5:1 the DF325A also delivers impressive fuel economy and reliability.

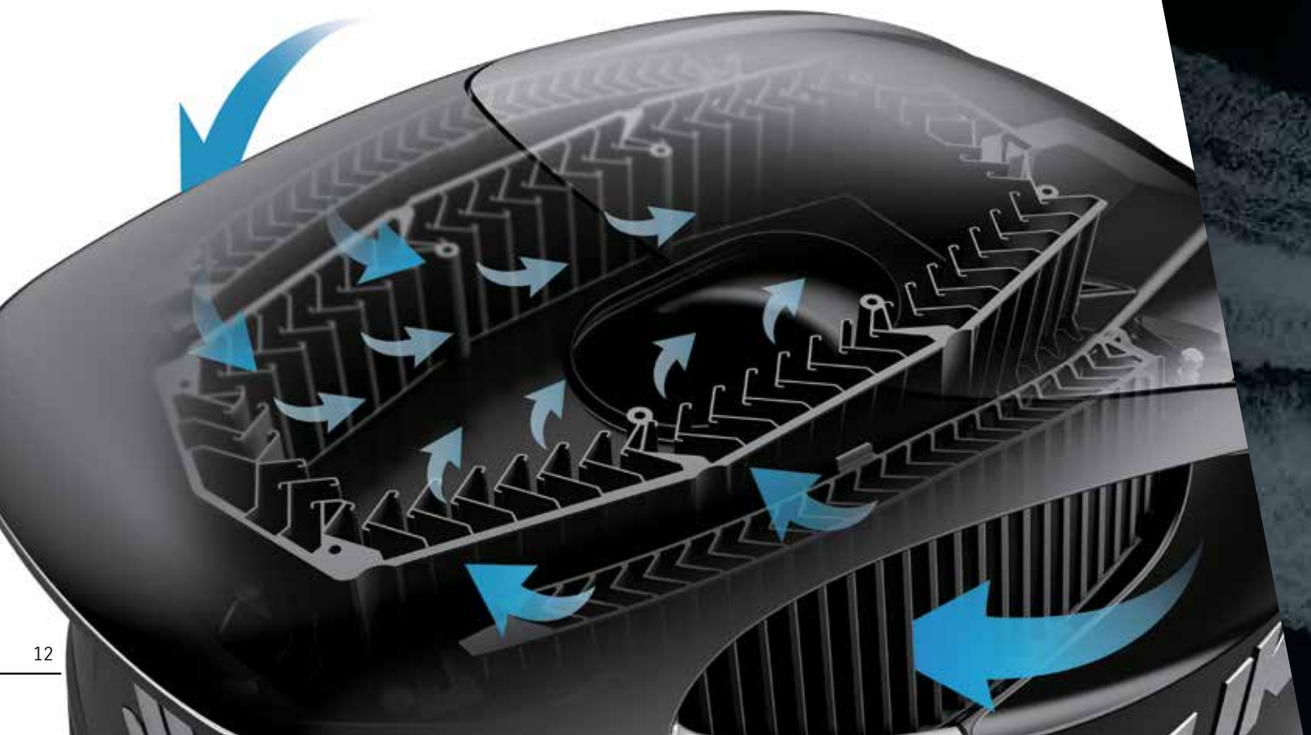
DUAL INJECTORS FOR BOTH COOLING AND POWER

Injecting fuel achieves two things, it atomises the fuel and it cools the cylinder.

To provide the power and cooling needed, the fuel must be completely injected at precisely the right time and angle. The all new Dual Injector System uses two smaller injectors giving immense precision, improved atomisation and increased fuel efficiency.

DUAL INJECTOR

SUZUKI DUAL LOUVER SYSTEM



ATTENTION TO DETAIL - TECHNOLOGICALLY ADVANCED PISTONS

With the higher compression ratio, more is being asked of the piston than ever before. Not only does the surface have to withstand greater forces, but the connecting rod and hardware do too. To help the piston withstand the added lateral pressure, a switch has been made from the standard surface texture treatment to shot peening. Shot peening creates fine dimples on the surface that evenly distribute the pressure created during combustion. It's a more expensive, and a far more involved manufacturing process, but one that makes it possible to create a piston worthy of the "ULTIMATE" title.

DIRECT INTAKE SYSTEM AND DUAL LOUVER SYSTEM FOR COOL AND DRY AIR

Achieving a flow of cooler, dry air directly into the engine is made possible by the unique combination of the Direct Intake System and the Dual Louver System. This revolutionary approach ensures a direct flow of air whilst eliminating water intake, even in the face of the most severe on-water testing.

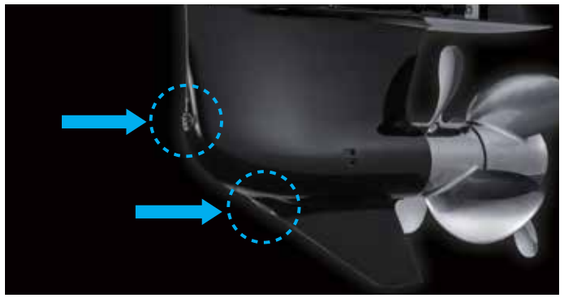
The Dual Louver System incorporates a double shield of blades, each one designed in a dog-leg shape. The outer row of blades removes the spray from the boat and the inner louvers capture and drain the remaining mist. As a result, intake air is free of moisture and kept close to ambient temperature.

THE NEW DF325A IS ANOTHER SIGNIFICANT ADVANCE IN OUTBOARD TECHNOLOGY AND POWER, GIVING YOU THE ULTIMATE FOUR STROKE OUTBOARD.

EFFICIENCY AND BALANCE USING MULTIPLE OUTBOARDS

Normally, when using multiple outboards, a combination of standard and counter rotating engines are mounted. Suzuki Selective Rotation, available on our AP series outboards, eliminates the need for different models, as any model can be easily programmed to run in either direction. The DF325A's contra-rotating propeller technology takes this process one step further by enabling mounting either side at the same time as eliminating steering torque and maximising true and straight propulsion forces.

DUAL WATER INLET



Dual water inlet is a technology developed to cool the engine with minimal friction loss, using a combination of a small water pump and dynamic water pressure.

Conventional outboards have water inlets on the side of the strut of the gear case. However, at very high speed, the water pressure at the strut surface is reduced, making it difficult to maintain stable water suction. The DF325A has water inlets on the tip of the gear case, taking advantage of the dynamic pressure caused by the movement of the gear case through the water.

A FORCE TO MATCH THE POWER OF NATURE AND THE SEA

OUR PROVEN TECHNOLOGIES ARE BACK IN THE DF325A

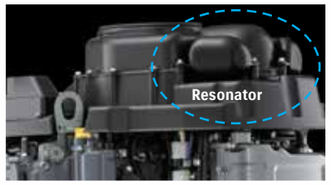
SUZUKI'S LEAN BURN CONTROL SYSTEM

Our innovative Lean Burn Control System was first introduced on the DF90A/80A/70A to great acclaim. The system predicts fuel needs according to operating conditions, allowing the engine to run on a leaner, more efficient air-fuel ratio. It delivers its benefits over a wide operating range, providing significant improvements in fuel economy from low-speed operation into the cruising range. In combination with Suzuki Precision Control electronic throttle and shift system, the operator can precisely, and smoothly, increase or decrease engine RPM for significantly improved fuel economy.

LEAN BURN

QUIET OPERATION

Suzuki outboards have long been noted for their quiet operation. In fact, they run so quietly that some users have thought the engine was switched off. To ensure this same level of quiet operation, The DF325A is fitted with a resonator on the intake manifold. Often overlooked as a noise source, air drawn into the intake manifold at high velocities can generate a harsh noise. Adding the resonator reduces such noise, keeping the engine operation exceptionally quiet. We have taken sound quality into consideration over the entire speed range and both skipper and passengers alike will be impressed with both the quietness and engine sound, especially when idling or trolling.

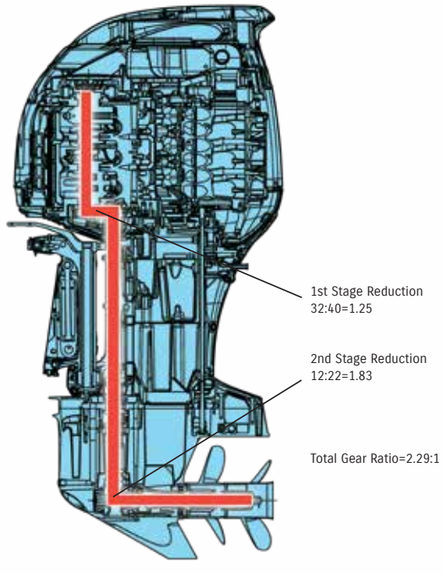


LARGE REDUCTION GEAR RATIO (Powerful Propulsion)

Suzuki's sophisticated technologies deliver a large reduction gear ratio.

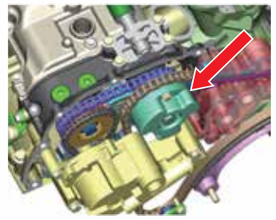
OFFSET DRIVESHAFT

Suzuki outboards are among the most compact outboards in their respective classes. That's due in part to our proven offset driveshaft system. This design places the crankshaft in front of the driveshaft through the use of intermediate gear reduction. In addition to providing an increase in power performance and adding to the compactness of the outboard, this system moves the outboard's centre of gravity forward, resulting in better weight distribution and balance, more directional stability, and less vibration.



2-STAGE GEAR REDUCTION

The DF325A outboard also incorporates a 2-Stage Gear Reduction which results in a large reduction gear ratio. It delivers powerful torque for quick acceleration and great top-end speed.

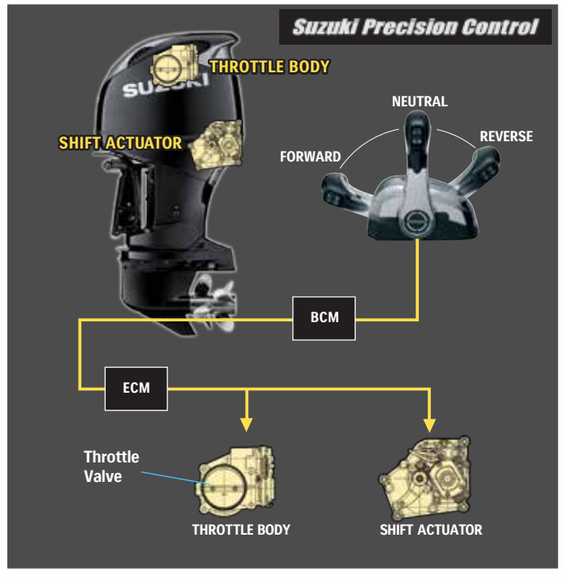


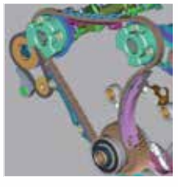
ADVANCED TECHNOLOGY THAT DELIVERS THE UTMOST IN PERFORMANCE VVT (VARIABLE VALVE TIMING)

Our engineers designed the 4.4-litre V6 engine with an aggressive cam profile that delivers maximum output and performance at high rpm. In coupling this cam profile with our advanced Variable Valve Timing (VVT), the DF325A delivers the additional torque that outboards need for accelerating in the low to midrange. VVT achieves this by adjusting the timing of the intake valves, allowing them to open before the exhaust valves are fully closed, creating a momentary overlap in the timing where both sets of valves are open. Using VVT, this overlap can be increased or decreased by altering intake timing with the camshaft resulting in optimum timing for low and mid-range operation.

SUZUKI PRECISION CONTROL (Electronic Throttle and Shift Systems)

This technologically advanced system is a computer-based drive-by-wire control system that eliminates the friction and resistance of mechanical control cables. Operation is smooth and precise with crisp, immediate shifting that is most evident in the low rpm range and when manoeuvring around the marina and in close quarters. The system is configurable for single, twin, triple, or quad installations, and for dual stations.





SELF-ADJUSTING TIMING CHAIN

The timing chain runs in an oil-bath, so it never needs lubricating, and is equipped with an automatic hydraulic tensioner, so it remains properly adjusted at all times. Simple, effective and maintenance-free.

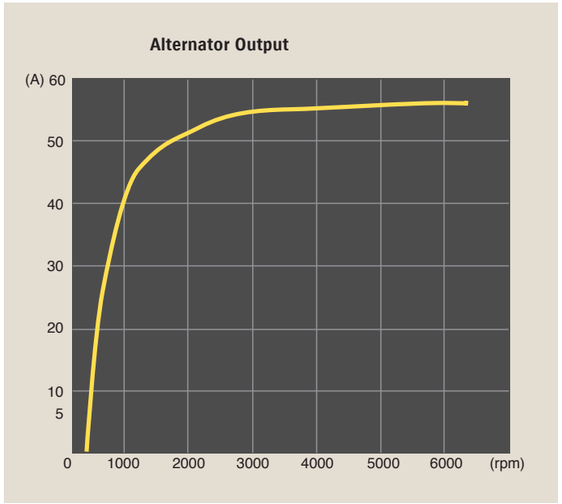
SUZUKI TROLL MODE SYSTEM

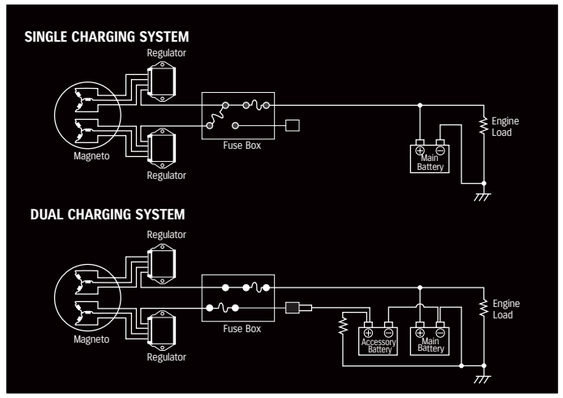
The Troll Mode System provides finer control over engine speed at low rpms to keep your boat moving at a constant speed while trolling. When the system is engaged, revs are controlled with an independent control switch that adjusts engine revs in 50rpm increments over a range spanning from idle to 1,200rpm. The system includes a control switch, which can be mounted nearly anywhere on the console, and a tachometer, and is compatible with our SMIS digital gauges or the dual scale analogue gauges.

OUR PROVEN TECHNOLOGIES ARE BACK IN THE DF325A

HIGH OUTPUT ALTERNATORS

Today's boats are equipped with a wide array of electronics that demand an ample flow of power to keep them running. With that in mind, our engineers have equipped the DF325A with an alternator that produces a majority of its maximum 54A (12V) output with the motor running at a low 1,000 rpm–enough power for most circumstances.





CONVENIENT DUAL CIRCUIT CHARGING SYSTEM

The DF325A incorporates a dual circuit charging system that can be adapted* to accommodate the dual-battery configurations often used on large boats. When used in this configuration the system is designed to charge both the main and auxiliary batteries simultaneously but on independent circuits. This means that you can drain down the accessory battery powering your electronics and still have a fully charged main battery for starting the motor.

*Utilisation of this system requires the purchase of an optional wiring harness.

KNOCK SENSOR

The knock sensor monitors combustion to provide the ECM with information needed for precise management of engine timing for optimum performance. In addition to maximising power output, the system also helps increase engine durability.

FUEL COOLER

Lower temperature fuel is denser, and dense fuel delivers more performance. A fuel cooler in the DF325A's fuel delivery system cools the fuel before it enters the engine, resulting in better combustion and improved performance.

SUZUKI'S ANTI CORROSION FINISH

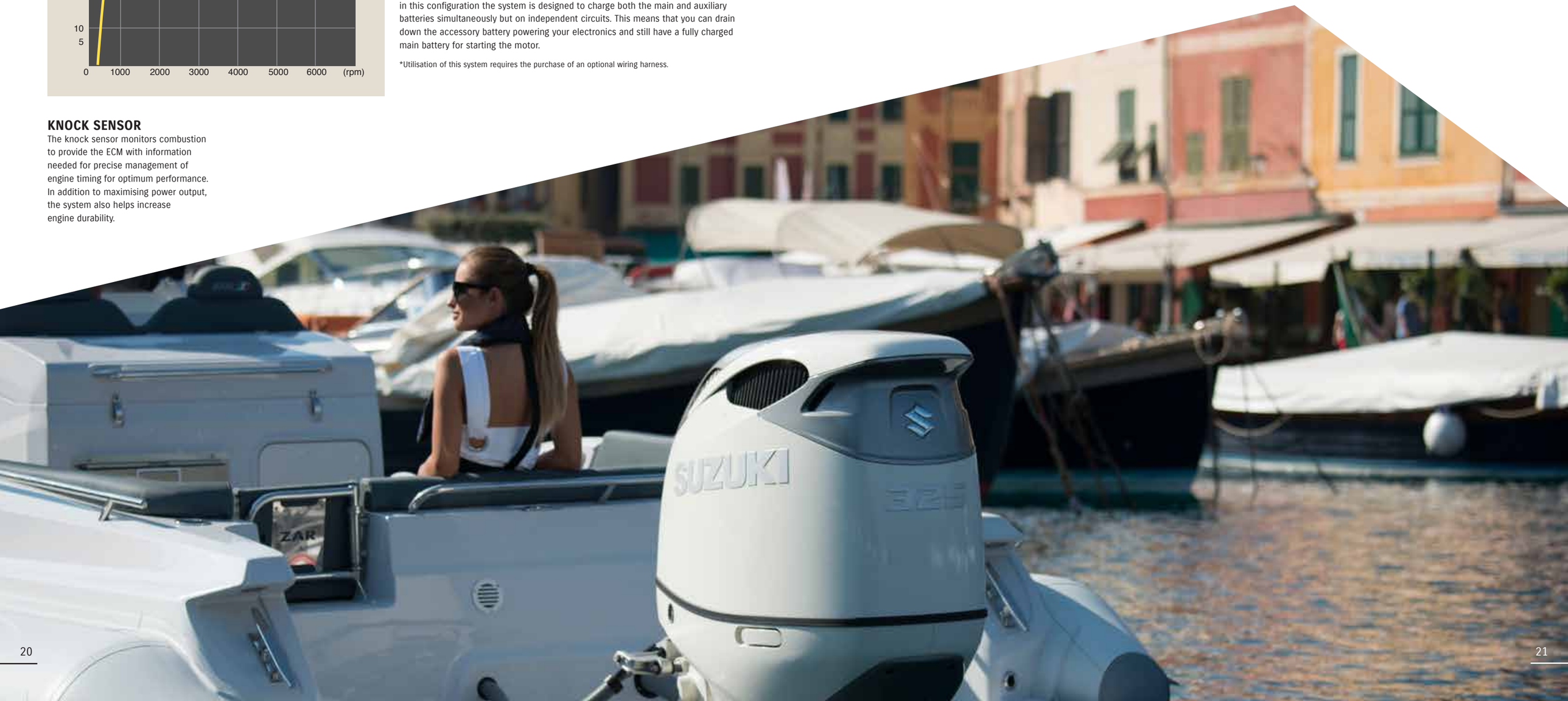
Our Anti-Corrosion Finish is specially formulated to increase the durability of the engine and help protect parts of the aluminium exterior that are constantly exposed to fresh and saltwater. This advanced finish offers maximum bonding to the outboard's aluminium surface, creating an effective treatment against corrosion

CARB Three-Star Label

Directive 2013/53/EU

CLEANER, MORE EFFICIENT OPERATION

Our advanced four-stroke engines conform to the emissions standards set forth by the Recreational Craft Directive (RCD II)-Directive2013/53/EU of the European Parliament and of the Council, and have received three-star Ultra Low Emissions ratings from the California Air Resources Board (CARB).

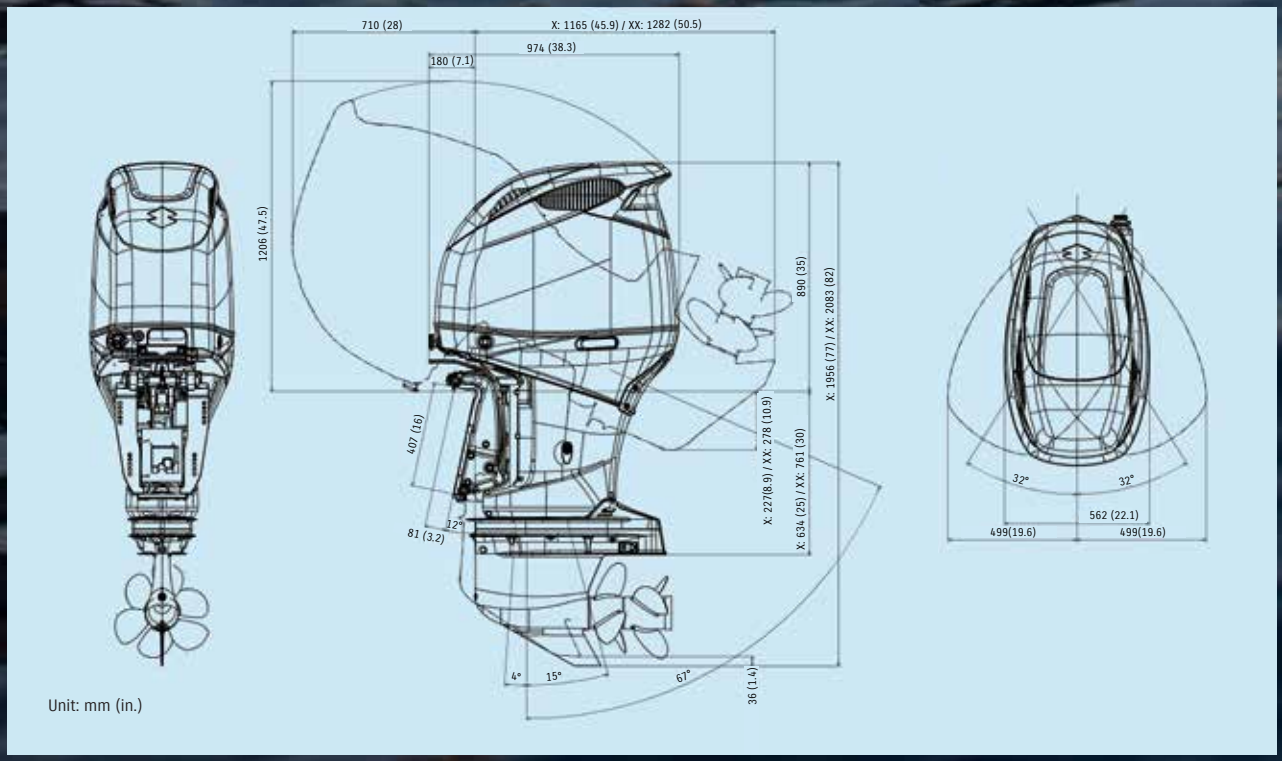


SPECIFICATIONS

MODEL	DF325A	
RECOMMENDED TRANSOM HEIGHT mm (in.)	X : 635 (25)	XX : 762 (30)
STARTING SYSTEM	Electric	
WEIGHT kg[*1]	X : 330	XX : 339
ENGINE TYPE	V6 - 55° DOHC 24-Valve	
Valve Train Drive	Chain with Variable Valve Timing	
FUEL DELIVERY SYSTEM	Electronic Fuel Injection	
NO. OF CYLINDERS	6	
PISTON DISPLACEMENT cm^3 (cu.in.)	4,390 (267.9)	
BORE × STROKE mm (in.)	98 (3.74) x 97 (3.82)	
MAXIMUM OUTPUT kW (PS)	239.0 (325)	
STEERING	Remote	
FULL THROTTLE OPERATING RANGE rpm	5,300 - 6,300	
OIL PAN CAPACITY ℓ	8.0	
IGNITION SYSTEM	Fully-transistorised	
ALTERNATOR	12V 54A	
ENGINE MOUNTING	Shear Mount	
TRIM METHOD	Power Trim and Tilt	
GEAR RATIO	2.29:1	
GEAR SHIFT	F-N-R (Drive-by-Wire)	
EXHAUST	Through Prop Hub Exhaust	
PROPELLER SELECTION (Pitch)[*2] All propellers are the 3-blade type	FRONT: 3×15 1/2×15.0-31.5 REAR: 3×15 1/2×15.0-31.5	

*1: Dry Weight: Including battery cable, not including propeller and engine oil.
*2: Please enquire at your local dealer for details of the propeller.

DIMENSIONS



Unit: mm (in.)

Suzuki's "Way of Life!" is the heart of our brand - every Suzuki vehicle, motorcycle and outboard motor is built to create excitement so customers can enjoy everyday life.

SUZUKI LEADS IN AWARD WINNING INNOVATION

The Innovation Awards (recognising technological innovation) granted each year by the NMMA (National Marine Manufacturers Association) are considered among the highest honours in marine technology. Of the new marine industry products in that year, they are awarded to "a product that shows technical leadership, is practical and cost-effective, and is truly beneficial to the consumer." Starting with the DT200 Exanté in 1987 and extending to the DF350A in 2017, Suzuki outboard motors have received this Innovation Award a total of nine times. Eight of these awards have been for four stroke outboard motors, which is the largest number of awards in the engine category of this industry.

AWARDED PRIZES

1987: DT200 Exanté / 1997: DF70 & DF60 / 1998: DF50 & DF40 / 2003: DF250 / 2006: DF300 / 2011: DF50A & DF40A / 2012: DF300AP / 2014: DF30A & DF25A / 2017: DF350A

SUZUKI

SUZUKI MOTOR CORPORATION

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