

THE
ULTIMATE
OUTBOARD MOTOR



SUZUKI

Way of Life!

SUZUKI DF300B: A REVOLUTION IN INNOVATION



POWER WITH PASSION

THE NEW DF300B

We are proud to introduce our NEW DF300B – an outboard that perfectly balances awesome power and thrust, with outstanding fuel-efficiency and trusted reliability all in a lightweight and stylish design.

Built for every-day use of larger boats, this market-leading new outboard has been engineered to run on 91 RON fuel and, is the world's first four stroke outboard of 300 horsepower with a dual propeller (Suzuki Internal Research).

This high-tech and innovative DF300B 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 for leisure, 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 Marine Innovation.

KATSUHIRO FUKUDA

Chief Engineer

We are so glad to hear that we have received a lot of good words for Suzuki Dual Propeller System after our launch of DF350A and DF325A. This time we utilized this technology on 300 horsepower to meet the requests from customers who couldn't experience our Dual Propeller System due to the horsepower regulation of their boat rating. The combination of our Suzuki Dual Propeller System and our Suzuki 2-Stage Gear Reduction successfully made better torque which is suitable especially for pontoon boats and heavy boats.

The DF300B is packed with the very latest outboard technologies. Among them, we are confident that the Dual Propeller System will provide the ultimate boating experience.

In addition, slick acceleration delivers a straight and true response. The DF300B has the ability to trace the exact line that the driver imagined - as if it was 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 continuously being developed and evolving with our customer's needs in mind.

Experience Suzuki's newest high-end model, the one worthy of being named the "ULTIMATE OUTBOARD MOTOR".

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 DF300B 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.





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, even under heavy load and at high rotation speeds.

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

An added benefit is exceptional stability, achieved because each propeller rotates in a different direction, balancing the turn.

HIGH REVERSE THRUST

With six blades rotating, the contra-rotating propeller produces a strong reverse thrust. The materials of the new DF300B gears are ultra-strong to withstand high loads and feature special heat treatment to give additional strength and reliability.



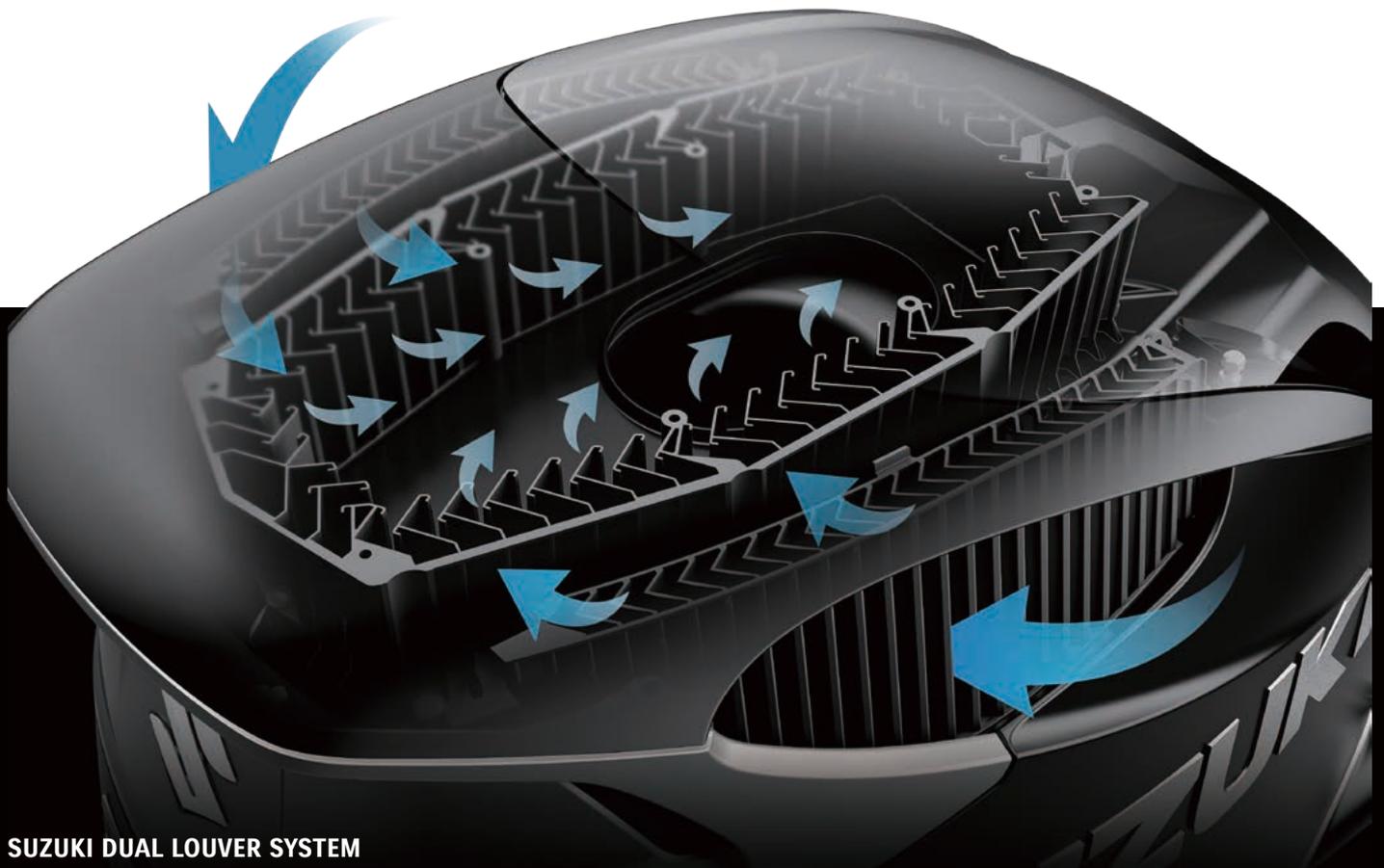
THE COMPRESSION RATIO

The ultimate Suzuki outboard is always aiming to be lighter and more powerful. The new DF300B 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 DF300B also delivers impressive fuel economy and reliability.

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

Achieving a flow of cooler, drier 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. This system helps remove water from the air and prevents water to be taken into the cowl. As a result, intake air is free of moisture and kept close to ambient temperature.



SUZUKI DUAL LOUVER SYSTEM

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

ATTENTION TO DETAIL - TECHNOLOGICALLY ADVANCED PISTONS

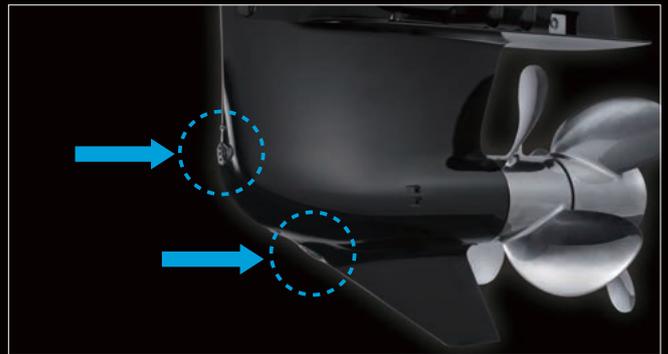
With the higher compression ratio, more is being asked of the piston than ever before. Not only does the surface have to withstand greater forces, but the connecting rod and hardware do too. To help the piston withstand the added lateral pressure, the change to shot peening from the standard surface treatment was conducted. Shot peening creates fine dimples on the surface that evenly distribute the pressure created during combustion. We are proud to say that we were able to create a piston worthy of the "ULTIMATE" title.



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 DF300B has water inlets on the tip of the gear case, which helps with water suction even when there is dynamic pressure caused by the movement of the gear case through the water.



SUZUKI COMBINES 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 DF300B 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 FORCE TO MATCH THE POWER OF NATURE AND THE SEA



**THE NEW DF300B IS ANOTHER SIGNIFICANT ADVANCE
IN OUTBOARD TECHNOLOGY AND POWER, GIVING YOU
THE ULTIMATE OUTBOARD MOTOR.**

OUR PROVEN TECHNOLOGIES ARE BACK IN THE DF300B



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 DF300B 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.



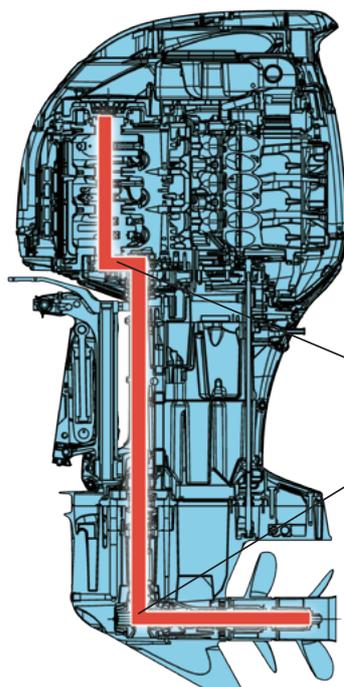
LARGE REDUCTION GEAR RATIO (Powerful Propulsion)

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, better directional stability, and less vibration.



1st Stage Reduction
32:40=1.25

2nd Stage Reduction
12:22=1.83

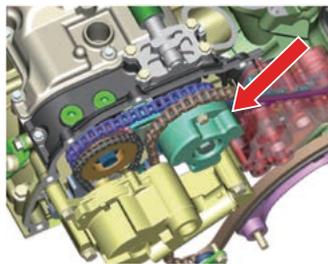
Total Gear Ratio=2.29:1



2-STAGE GEAR REDUCTION

The DF300B 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.





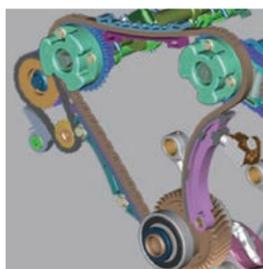
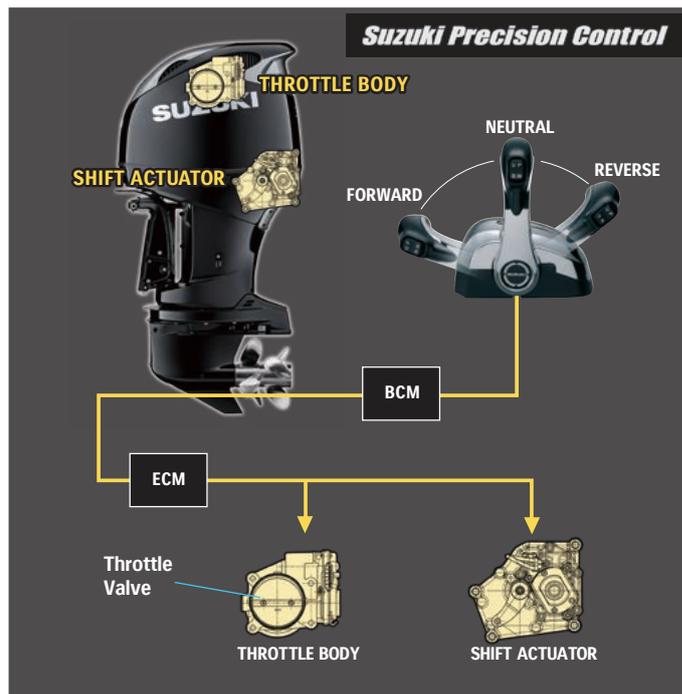
ADVANCED TECHNOLOGY THAT DELIVERS THE UTMOST IN PERFORMANCE VVT (VARIABLE VALVE TIMING)

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 DF300B 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 maneuvering 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 DF300B

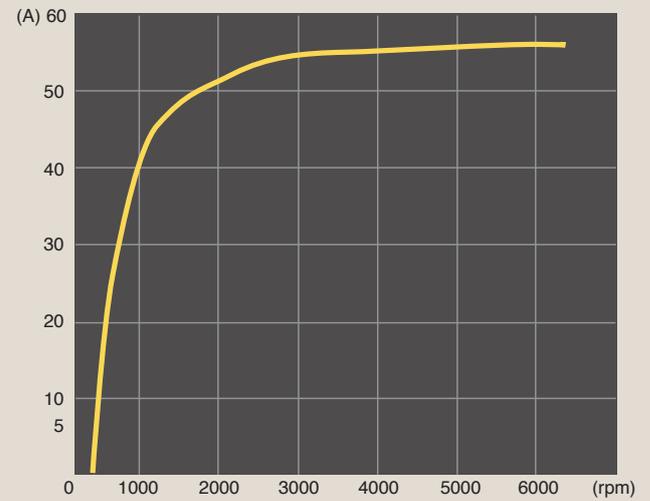
HIGH OUTPUT ALTERNATORS

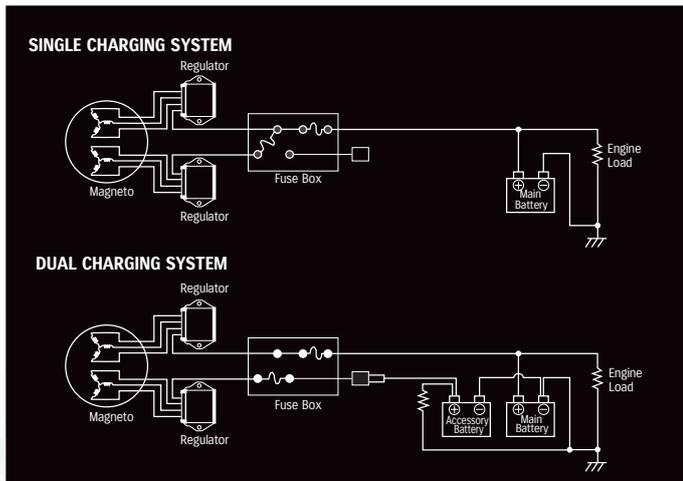
Today's boats are equipped with a wide array of electronics that demand an ample flow of power to keep them running. With that in mind, our engineers have equipped the DF300B with an alternator that produces a majority of its maximum 54A (12V) output with the motor running at a low 1,000 rpm—enough power for most circumstances.

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.

Alternator Output





CONVENIENT DUAL CIRCUIT CHARGING SYSTEM

The DF300B 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.

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

CLEANER, MORE EFFICIENT OPERATION

Our advanced four-stroke engines conform to the emissions standards set forth by the Recreational Craft Directive (RCD II)-Directive 2013/53/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).



Directive 2013/53/EU



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

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, colours, 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 colour might differ from the colours in this brochure.



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THE
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