



Way of Life!



DF25A/30A

Concept



Way of Life!

- **Lightest weight in its class**
- **Best fuel economy in its class**
- **High performance**
- **Easy starting and operation**



Positioning



Way of Life!

- The new DF25A/30A fits in the line between the DF15A/20A and the DF40A/50A/60A and replaces the DF25 (V-twin)
- Target boats include inflatables, small fibreglass and small aluminum



Specification Comparison



Way of Life!

- Compare the specifications of the new DF25A/30A to the DF25 (V-twin)

		DF25 V-Twin	DF25A	DF30A
Engine Type		4 Stroke		
Number of Cylinders		2	3	
Bore and Stroke (mm)		71.0 × 68.0	60.4 × 57.0	
Piston Displacement (cc)		538	490	
Full Throttle Operating Range (rpm)		4700 – 5300	5000 – 6000	5300 – 6300
Fuel Delivery System		Carburetor	Fuel Injection	
Overall length (mm)		640	696	
Overall width (mm)		415	394	
Overall height (mm)	S	1175	1230	
	L	1302	1357	
Weight (kg)		69	63	

Specification Comparison



Way of Life!

- Compare the specifications to other brands in this category
- The main advantages of the DF25A/30A over the other brands are the Fuel Delivery System and the Dry Weight

Brand	Suzuki	Yamaha	Mercury & Tohatsu	Honda
Model	DF25A/30A	F25/F30	25EFI/30EFI	BF25/30
Displacement (cc)	490	498/747	526	552
Cylinder Layout	L3	L2/L3	L3	L3
Valve Layout	OHC 2V	OHC 2V	OHC 2V	OHC 2V
Fuel Delivery	FI	Carb/FI	FI	Carb
Dry weight (kg) (tiller, long)	63	79/97	78	72.5
Gear ratio	2.09	2.08/2.10	1.92	2.08

Light Weight



Way of Life!

- Using some of Suzuki's best technologies, the DF25A and the 30A are the lightest outboards available in the 25 and 30 HP 4-stroke class
- The weight savings was achieved by concentrating on the design of each component part including a plastic intake manifold and plastic delivery pipe

Suzuki DF25A	Yamaha F25	Mercury 25EFI	Honda BF25
63 kg	79 kg	71 kg	72.5 kg
139 lb	174 lb	157 lb	160 lb

Suzuki DF30A	Yamaha F30	Mercury 30EFI	Honda BF30
63 kg	97 kg	78 kg	72.5 kg
139 lb	214 lb	172 lb	160 lb



Based on models with tiller handle for 20" transom

Fuel Economy



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- When designing the new DF25A/30A, Suzuki's goal was to achieve 10% or better fuel economy when compared to the other fuel injected brands in this category and to the previous generation DF25 (V-twin)
- Contributing to the good fuel economy are:
 - Roller rocker arms
 - Off-set crankshaft
 - Direct induction
 - Air ventilation
 - Lean burn control

LEAN BURN 



Fuel Economy

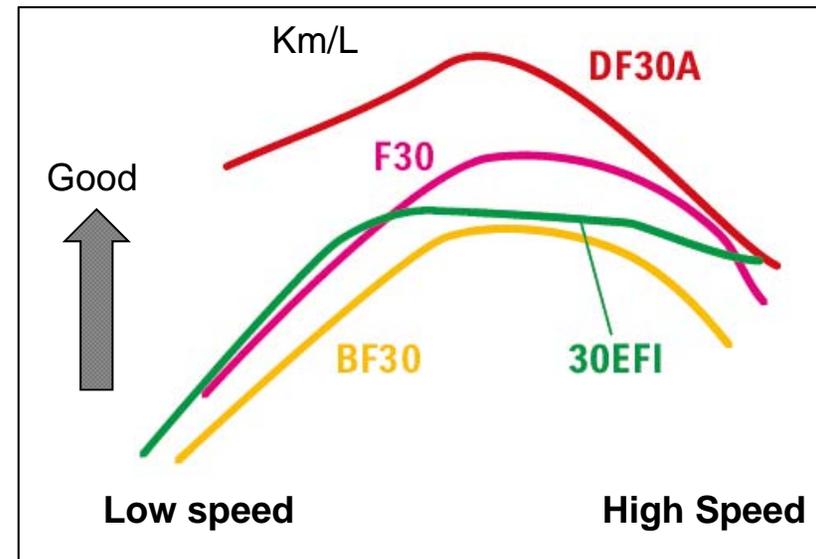
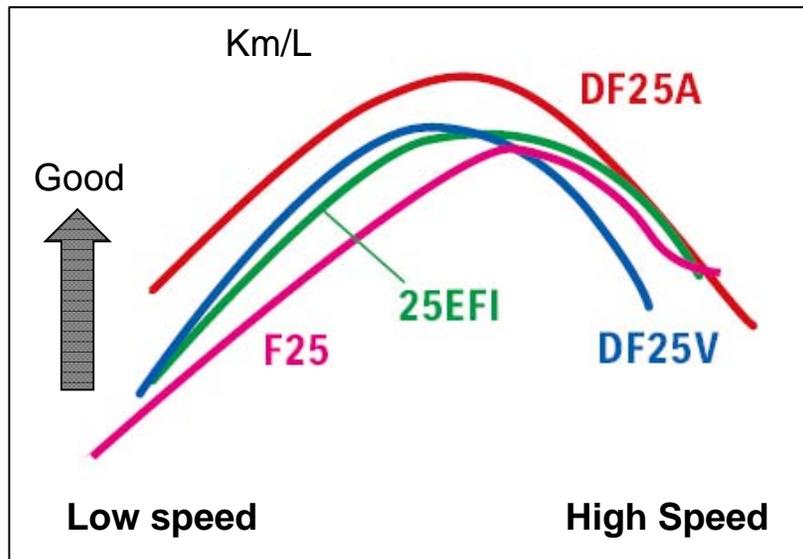


Way of Life!

- The new DF25A/30A can travel more kilometers on a litre of fuel than any other motor in the 25 or 30 class

Suzuki DF25A	Yamaha F25	Mercury 25EFI	Suzuki DF25 (V2)
6.3 km/L	5.6 km/L	5.9 km/L	5.9 km/L

Suzuki DF30A	Yamaha F30	Mercury 30EFI	Honda BF30
6.3 km/L	5.4 km/L	4.9 km/L	4.8 km/L



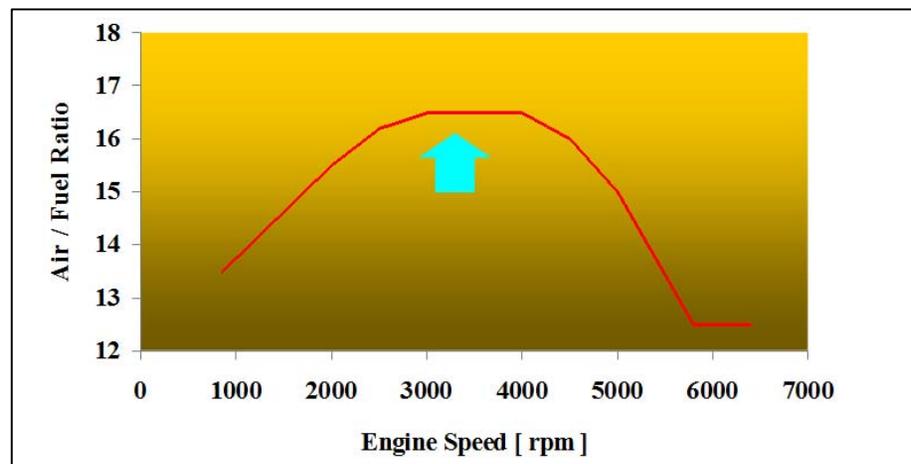
Based upon testing on the same boat and under uniform conditions. Actual fuel economy will vary according to boat design, size weight, weather, etc.

Fuel Economy



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- Suzuki's Lean Burn Control System improves fuel economy and reduces exhaust emissions
- Most outboard motors have an air/fuel ratio of 13.0 to 14.7 to 1 at partial throttle openings
- The DF25A/30A can achieve a ratio of 16.5 to 1 at partial throttle settings
- The transition between normal fuel injection and lean burn is designed to be undetectable on the DF25A/30A

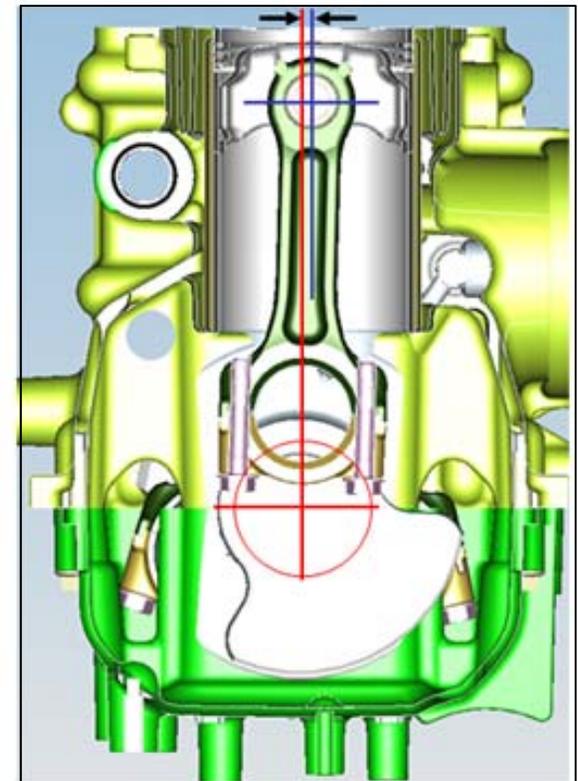
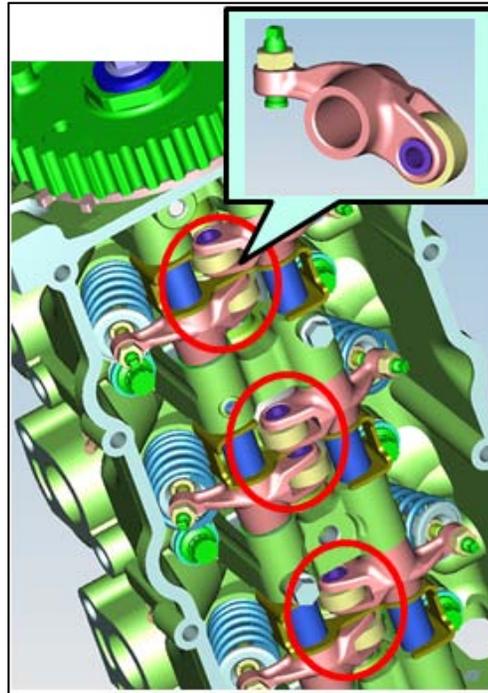


Rocker Arms & Crankshaft



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- The roller rocker arms reduce the friction resulting from the operation of valve train
- The off-set crankshaft reduces lateral pressure on the piston
- Both of these design features improve performance and fuel economy

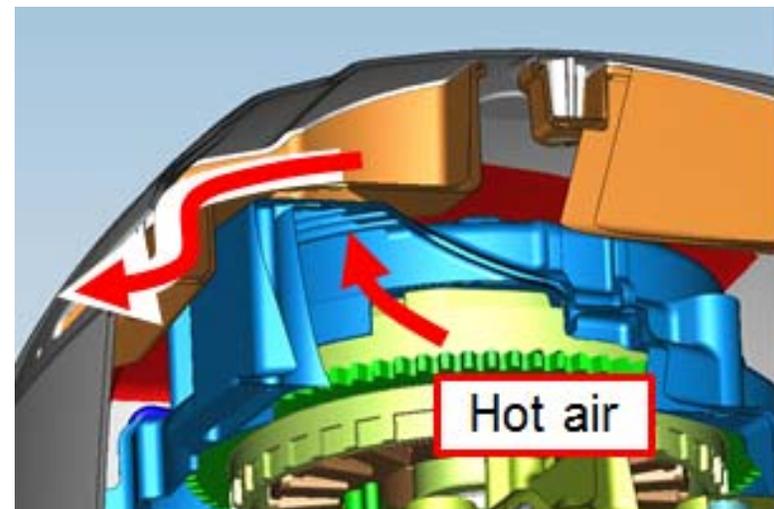
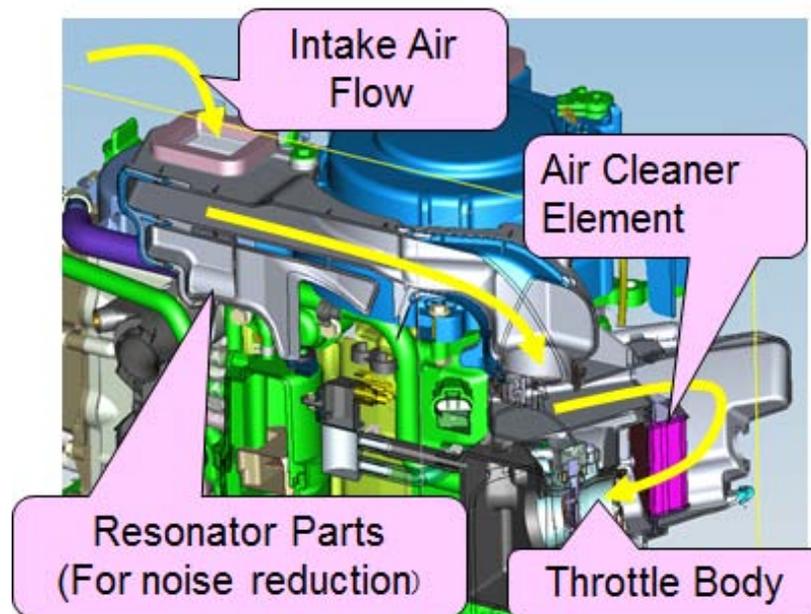


Direct Induction



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- Direct induction reduces intake air temperature and the air ventilation system reduces temperature within the engine cover for higher output and improved fuel economy
- An air cleaner element reduces noise, prevents the entry of dust and protects from seawater mist and water intrusion

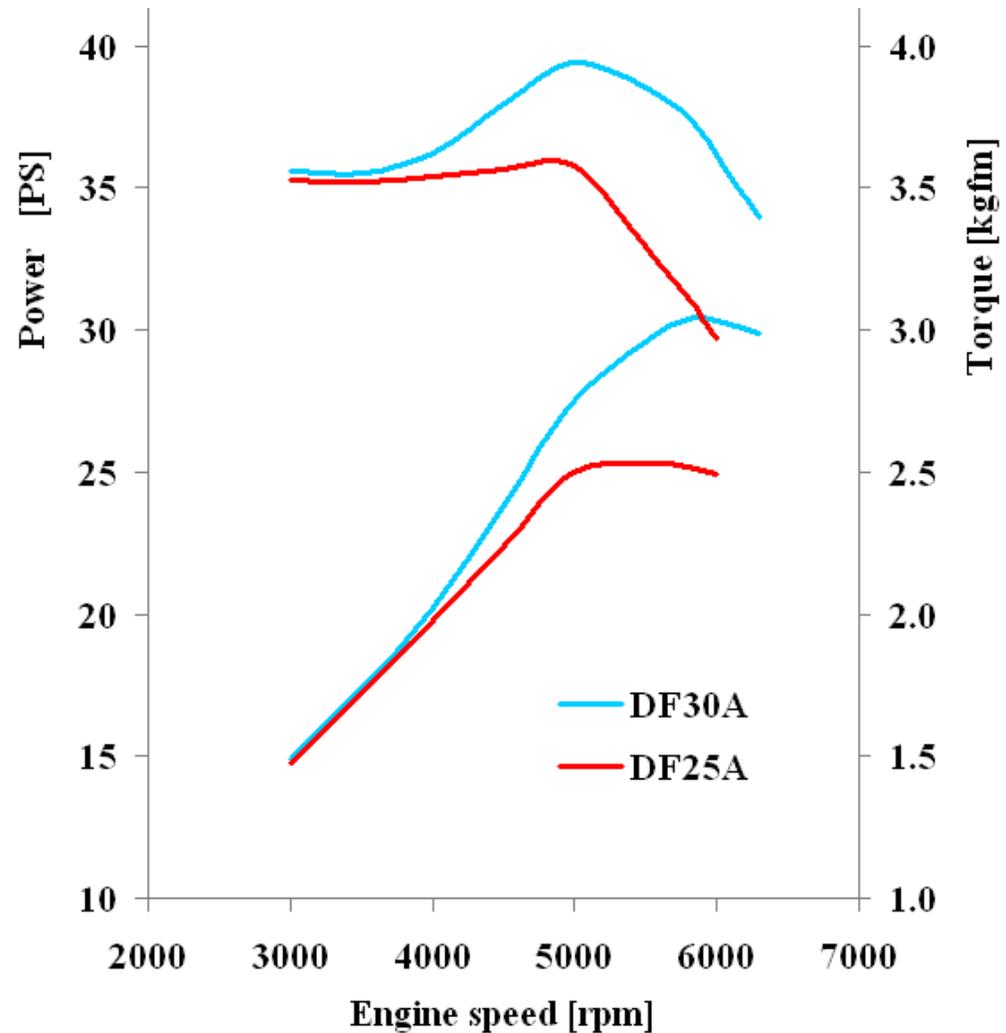


Performance



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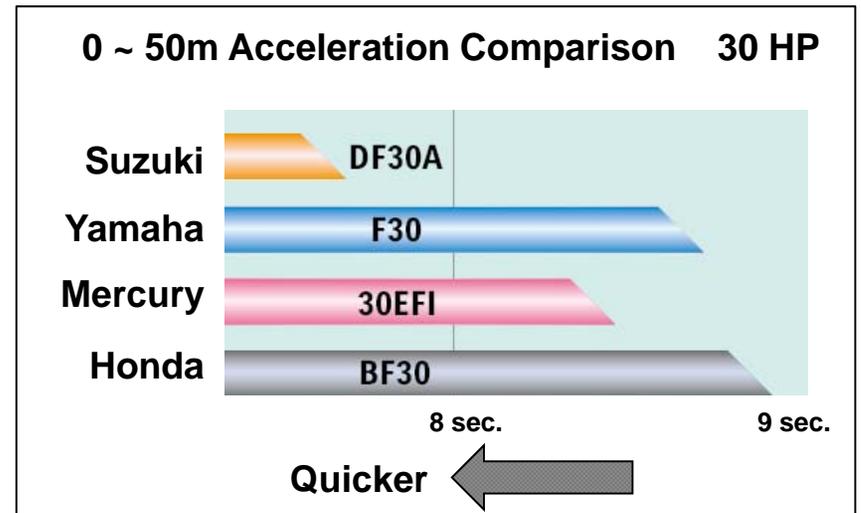
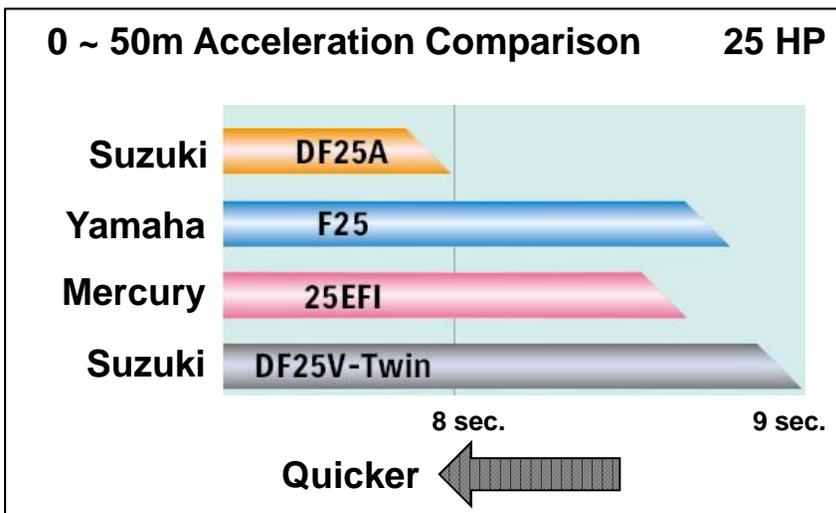
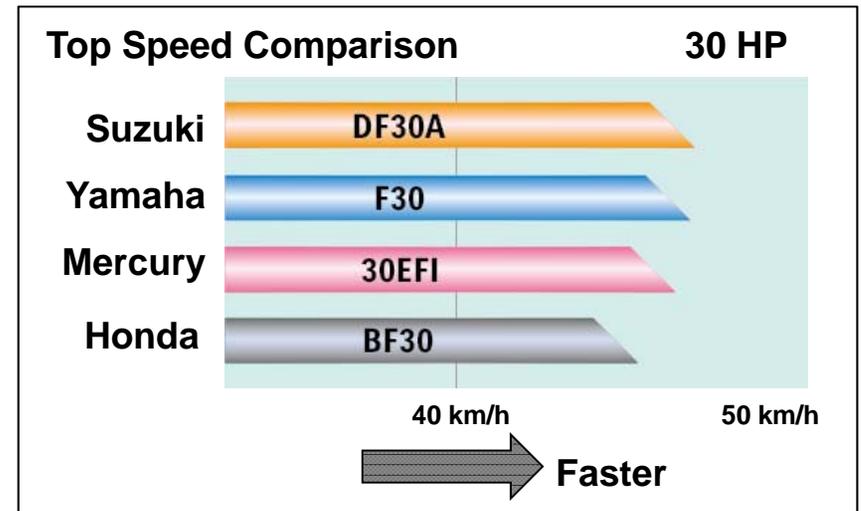
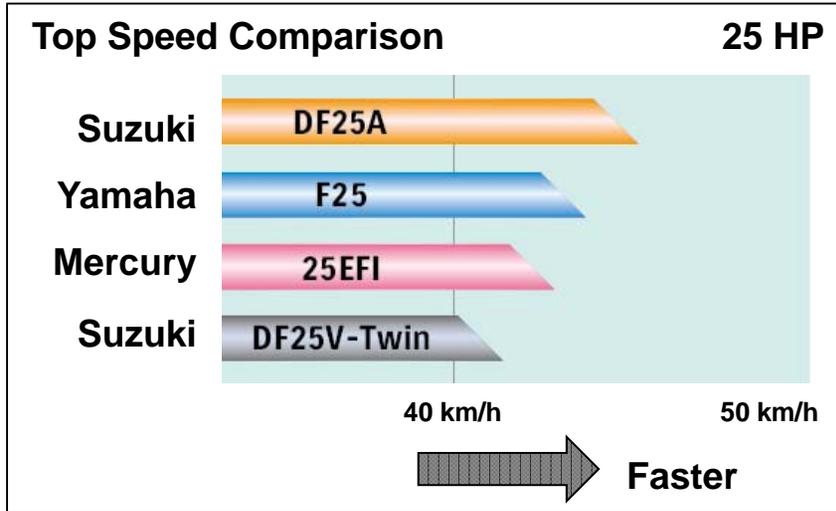
- The DF25A has a maximum power of 25 HP at 5,500 rpm and a maximum torque of 35.3 N-m at 5,000 rpm (rev limit 6,200 rpm)
- The DF30A has a maximum power of 30 HP at 5,800 rpm and a maximum torque of 38.3 N-m at 5,000 rpm (rev limit 6,400 rpm)



Performance Comparison



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Easy Starting



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- **Battery-less fuel injection makes starting easy in any weather conditions**
- **Fuel injection also contributes to smooth operation and better acceleration in any conditions**
- **The decompression system makes the recoil starter easy to pull**



Easy Operation



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- For ease of operation:
 - Easily accessible front mounted shift lever and steering friction adjuster
 - 90° steering angle (lock to lock)
 - Triple LED Caution Lamp
 - Easy to access fresh water flush port



Suzuki Advantage



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	25 HP	30 HP
Yamaha	<p>The Yamaha does not have fuel injection or lean burn technology. These features reduce fuel consumption, improve starting and provide smooth running.</p> <p>The Suzuki gear ratio is 2.09 while the Yamaha ratio is 2.08. The larger ratio improves acceleration and running under heavy loads.</p> <p>The Yamaha is 16 kg (35 lb) heavier. Light weight improves overall boat performance.</p>	<p>The Yamaha does not have lean burn technology. This features reduces fuel consumption.</p> <p>The Suzuki gear ratio is 2.09 while the Yamaha ratio is 2.00. The larger ratio improves acceleration and running under heavy loads.</p> <p>The Yamaha is 34 kg (75 lb) heavier. Light weight improves overall boat performance.</p>
Mercury	<p>The Mercury does not have lean burn technology. This features reduces fuel consumption.</p> <p>The Suzuki gear ratio is 2.09 while the Mercury ratio is 1.92. The larger ratio improves acceleration and running under heavy loads.</p> <p>The Mercury is 8 kg (18 lb) heavier. Light weight improves overall boat performance.</p>	<p>The Mercury does not have lean burn technology. This features reduces fuel consumption.</p> <p>The Suzuki gear ratio is 2.09 while the Mercury ratio is 1.92. The larger ratio improves acceleration and running under heavy loads.</p> <p>The Mercury is 15 kg (33 lb) heavier. Light weight improves overall boat performance.</p>
Honda	<p>The Honda does not have fuel injection or lean burn technology. These features reduce fuel consumption, improve starting and provide smooth running.</p> <p>The Suzuki gear ratio is 2.09 while the Honda ratio is 2.08. The larger ratio improves acceleration and running under heavy loads.</p> <p>The 14A alternator on the Suzuki produces more power for accessories than the 10A alternator on the Honda.</p> <p>The Honds is 9.5 kg (21 lb) heavier. Light weight improves overall boat performance.</p>	<p>The Honda does not have fuel injection or lean burn technology. These features reduce fuel consumption, improve starting and provide smooth running.</p> <p>The Suzuki gear ratio is 2.09 while the Honda ratio is 2.08. The larger ratio improves acceleration and running under heavy loads.</p> <p>The 14A alternator on the Suzuki produces more power for accessories than the 10A alternator on the Honda.</p> <p>The Honds is 9.5 kg (21 lb) heavier. Light weight improves overall boat performance.</p>



Way of Life!



END