



THE
ULTIMATE
OUTBOARD MOTOR

PRODUCT INFORMATION
DF140BG/115BG
DF140B/115B/100C



High Performance & User Friendly 140/115/100PS* Model

*140PS(103kw), 115PS(84.6kw), 100PS(73.6kw)

Easy Maintenance

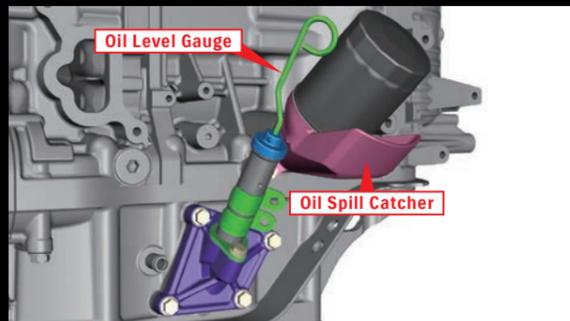
- Designed for customers to maintain easily

Advantage

- Easy access oil filter:
Can be replaced simply by removing the top cover
- Oil Spill Catcher:
A tray is added around the oil filter to catch oil which comes out when exchanging the oil filter
- Oil Level Gauge:
Able to use $\Phi 15\text{mm}$ oil changer hose



Easy access Oil Filter



Oil Spill Catcher & Oil Level Gauge



DF140BG



DF100C

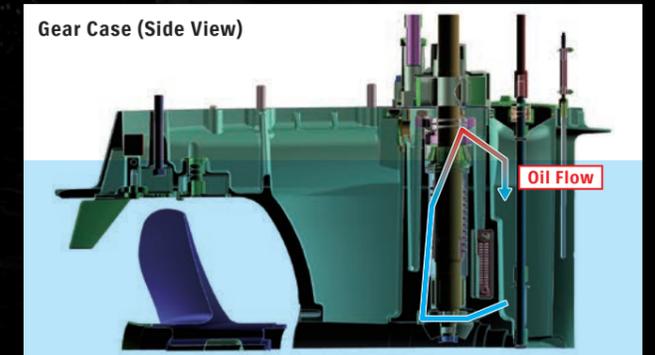
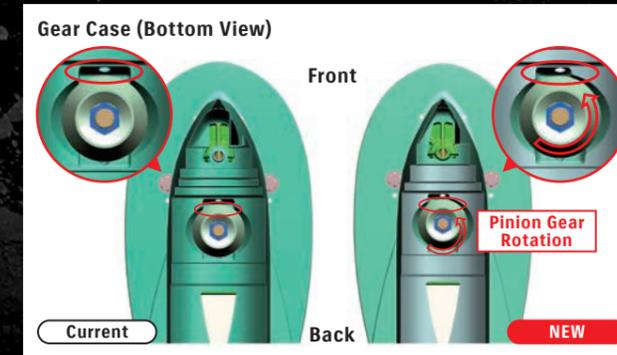
High Durability

Improved Gear Case

- By optimizing the gear oil passage, the spinning pinion gear generates negative pressure and it helps the gear oil circulate more efficiently.

Advantage

- It lowers gear oil temperature and cools the gear. So this gear case contributes to increasing the durability of pinion gear.



Additional Features for DF140BG/115BG

- Drive by Wire
- Good fuel efficiency
- New S.P.C.*1

New Keyless start system & Automatic Trim are available (optional*2)

*1 Suzuki Precision Control is a digital remote controller.

*2 Available with SMD (Suzuki Multi-Function Display) or SMG4 (Suzuki Multi-Function Gauge).



Dynamic & Smooth Design

Special Features For DF140BG/115BG

NEW Suzuki Precision Control (S.P.C.)

- Operation from the remote control is delivered to outboard via an electric signal and not by the traditional mechanical control cables.

New Features

- New design
- Available to control up to 6 engines.
- Easy start for multi-engine boats
Users can start and stop multiple engines with one button push. Outboards start in order from port to starboard.
- 1 Lever Operation
This switch allows multiple motor operation with only 1 lever (Dual top mount only).
- Automatic Trim can be used with the equipment of SMG4/SMD.

Remote Control Box



Single Top Mount

Dual Top Mount

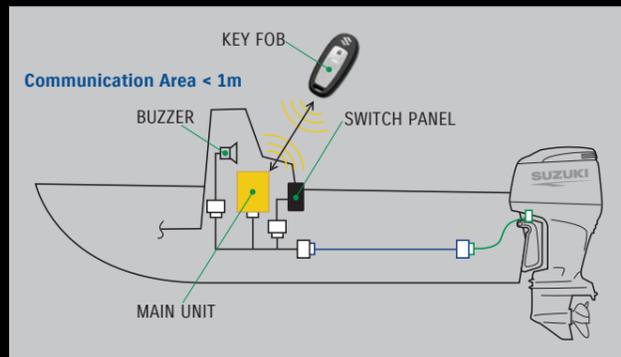


Ultimate Boating Experience is Here with DF140BG/115BG



NEW Suzuki Keyless Start System

- Start engine with access code transmitted from keyless fob
- No ignition key necessary.
- How to use
 1. Stand nearby the console with the key fob.
 2. Press the start button and you are ready to go!



Switch Panel

Horizontal



Vertical



Separate



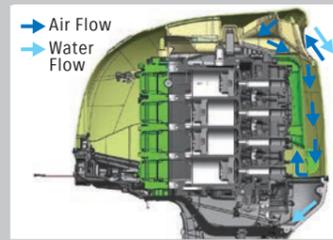
DURABILITY & RELIABILITY

New Air Intake System

- Newly designed air intake system separate water from air twice before the air is taken into cowl

Advantage

- The special structure of air intake can increase the ability to remove water from air taken into cowl
- Lower the temperature of the air intake
- Delivers higher power output

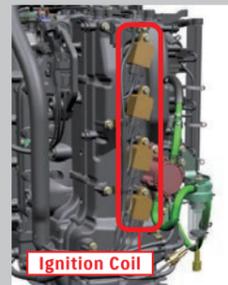


Direct Ignition

- Integrates the ignition coils into the spark plug caps

Advantage

- Reduces the number of parts and simplifies the wiring system
- Removing the high tension cord enables the ignition to generate spark efficiently which leads to the improvement of combustion efficiency



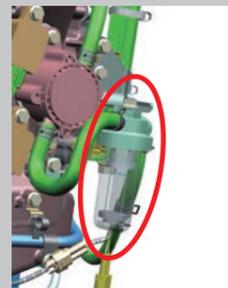
Water Detecting System



- It helps to protect the engine from water in the fuel
- Using bigger fuel filter than DF140A/DF115A/DF100A
- Optimized Fuel Filter position

Advantage

- Can avoid water getting into the fuel
- Increased Durability & Reliability
- Easy replacement of fuel filter



Bigger Fuel Filter

More Features to contribute to Durability

- Large capacity Fuel Pump : Capable to rig on various kinds of boats
- Optimized O₂ Sensor mounting position : Increased Durability
- Using Zinc-containing Rustproof Coating bolt : Increased Durability

EASE & COMFORT

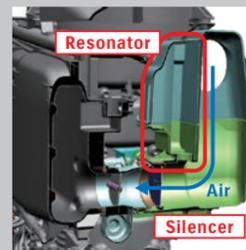
Quiet Operation



- Intake noise is suppressed with a resonator, which makes the noise from the outboard quieter.

Advantage

- Less noise, making boating more pleasant.

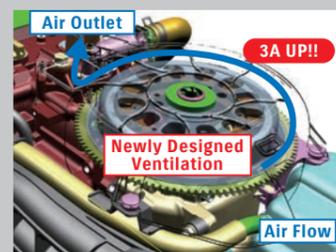


Alternator Output

- Newly designed ventilation which cools the coils better

Advantage

- 3Amp better alternator output at idle speed range that is roughly equivalent to the necessary output to operate SMD12/SMD16.



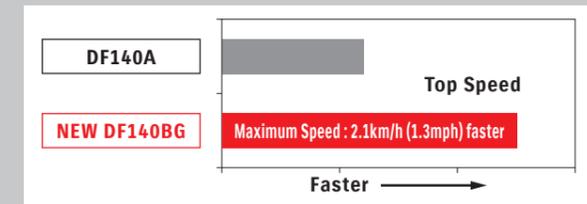
PERFORMANCE

High Compression Ratio

- To achieve the optimized shape of parts, we simulated over 1,000 combinations and tested thoroughly with carefully selected parts.

Advantage

- Achieved 10.6 Compression Ratio which contributes to high torque.



*Data in the graph is based on "In-House Suzuki Testing" under uniformed conditions. Results will vary depending upon operating conditions (boat design, size, weight, weather, etc.).

Offset Drive Shaft



- The engine powerhead is positioned closer to the front, moving the outboard's center of gravity forward.

Advantage

- Less vibration
- More compact
- Stable steering performance

2-Stage Gear Reduction



- This system which incorporates the Offset Driveshaft features a first stage reduction between the crankshaft and drive shaft, and a second stage reduction inside the gear case.

Advantage

- High Torque even with big loads.
- Powerful enough to rotate larger propeller

ECOLOGY & ECONOMY

Lean Burn Control System



- The Lean Burn Control System supplies the appropriate amount of fuel and air mixture depending on the navigation conditions.

Advantage

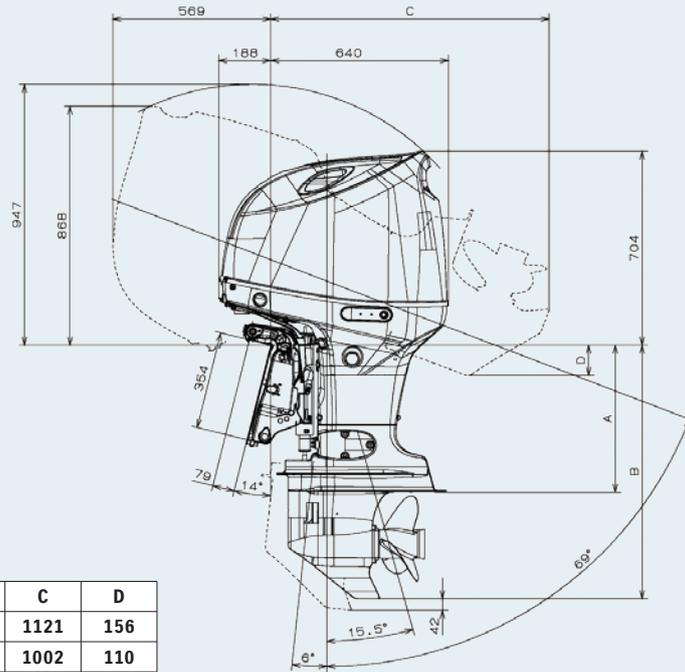
- Significant improvement in fuel economy in all speed ranges especially at cruising speed.
- Fuel is saved and gasoline costs are cut thanks to improved fuel economy.



DIMENSIONS

DF140BG/DF115BG DF140B/DF115B/DF100C

Unit: mm



Dimension	A	B	C	D
TRANSOM:X	661	1047	1121	156
TRANSOM:L	534	920	1002	110

FEATURE & SPEC SHEET

FEATURES	DF140BG DF115BG	DF140B DF115B	DF100C
BODY COLOR	BLACK	●	●
	WHITE	●	●
NEW SUZUKI PRECISION CONTROL (S.P.C.)	●	●	●
NEW DYNAMIC & SMOOTH DESIGN	●	●	●
RESONATOR INTEGRATED WITH THE SILENSER	●	●	●
OFFSET DRIVE SHAFT	●	●	●
2-STAGE GEAR REDUCTION SYSTEM	●	●	●
NEW DESIGNED AIR INTAKE SYSTEM	●	●	●
SUZUKI WATER DETECTING SYSTEM	●	●	●
SUZUKI LEAN BURN CONTROL SYSTEM	●	●	●
UPGRADED COMPRESSION RATIO	●	●	●
UPGRADED VENTILATION FUNCTION	●	●	●
EASY ACCESS OIL FILTER	●	●	●
EASY ACCESS FUEL FILTER	●	●	●
OIL SPILL CATCHER	●	●	●
USABLE OIL LEVEL GAUGE	●	●	●
DUAL ENGINE FLUSH PORT	●	●	●
DIRECT IGNITION	●	●	●
SELF-ADJUSTING TIMING CHAIN	●	●	●
OPTIMIZED O ₂ SENSOR MOUNTING POSITION	●	●	●
LARGE CAPACITY FUEL PUMP	●	●	●
ZINC-CONTAINING RUSTPROOF COATING BOLT	●	●	●
NEW AUTOMATIC TRIM	○	○	○
SUZUKI TROLL MODE SYSTEM*1	○	○	○
TILT LIMIT SYSTEM	●	●	●
SUZUKI ANTI-CORROSION SYSTEM	●	●	●
SDSM*2	○	○	○
KEYLESS START SYSTEM*2	○	○	○
SUZUKI EASY START SYSTEM	●	●	●
OVER REV LIMITER	●	●	●
LOW OIL PRESSURE CAUTION	●	●	●

● : Standard ○ : Optional

*1: Available with SMD, SMG4, or Troll Mode Switch Panel

*2: Available with SMD or SMG4. SDSM=SUZUKI DIAGNOSTIC SYSTEM MOBILE

SPECIFICATIONS	DF140BG DF115BG	DF140B DF115B	DF100C
STARTING SYSTEM	Electric		
RECOMMENDED TRANSOM HEIGHT (mm)	L:508 / X:635		
WEIGHT (kg)	DF140BG: L 188 / X 192 DF115BG: L 190 / X 194	DF140B: L 186 / X 190 DF115B/DF100C: L 188 / X 192	
VALVE TRAIN	DOHC 16-Valve		
FUEL DELIVERY SYSTEM	Multi-Point Sequential Electric Fuel Injection		
NO. OF CYLINDERS	4		
DISPLACEMENT (cm ³)	2,045		
MAXIMUM OUTPUT (kw)	DF140BG&B: 103 DF115BG&B: 84.6 DF100C: 73.6		
COMPRESSION RATIO	10.6		
BORE x STROKE (mm)	86 X 88		
OPERATION RANGE (rpm)	DF140BG&B: 5,700-6,300 DF115BG&B: 5,000-6,000 DF100C: 5,000-6,000		
STEERING	Remote		
OIL PAN CAPACITY (L)	5.5		
ALTERNATOR	12V 40A*		
TRIM TYPE	Power Trim and Tilt		
ENGINE MOUNTING	Shear Mount		
GEAR RATIO	2.59 : 1		
CONTROL SYSTEM	Digital	Mechanical	
RECOMMENDED FUEL	RON91,AKI87		
PROPELLER SELECTION (PITCH)	15"-25"(RR) 17"-23"(CR)		

*3Amp up at idle



SUZUKI MOTOR CORPORATION
300 TAKATSUKA, MINAMI, HAMAMATSU, JAPAN