



DF115A

Specifications & Advantages

Engine Type	4 – Stroke DOHC 16 - Valve
Fuel Delivery System	Multi Point Sequential Electronic Fuel Injection
Transom Height mm (in.)	L: 508 (20) X: 635 (25)
Starting System	Electric
Dry Weight kg (lbs.)	L: 182.0 (401) X: 187.0 (412)
No. Of Cylinders	In line - 4
Piston Displacement cc (cu. in.)	2,044 (124.7)
Bore X Stroke mm (inches)	86 x 88 (3.40 x 3.50)
Maximum Output Kw (HP) / RPM	84.6 (115)
Operating Range (RPM)	5000 - 6000
Steering	Remote (Tiller Kit Optional)
Oil Pan Capacity liters (U.S.qts.)	5.8 (5.5)
Ignition System	Solid State Electronic Ignition
Alternator	12V 40A
Trim Method	Power Trim and Tilt
Gear Ratio	2.59:1
Gear Shift	F-N-R (Electronic)
Exhaust	Through Prop Hub Exhaust
Propeller Selection (in.)	15 - 26

Specifications, appearances, equipment, colors, materials and other items of “SUZUKI” products are subject to change by manufacturer at any time without previous 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.

FOR YOUR SAFETY:

- Read your owner’s manual carefully.
- Operate your outboard safely and responsibly.
- Follow all scheduled maintenance as recommended.
- Use only SUZUKI Genuine Parts



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Model Name:	DF115	Honda 115	Mercury 115	Yamaha 115
Manufacturer:	Suzuki	Honda	Mercury	Yamaha
Horsepower:	115	115	115	115
Shaft Length (Inches):	L (20), X (25)	L (20), X (25)	L (20), X (25)	L (20), X (25)
Weight (Lbs):	L (416), X (427)	L (496), X (505)	L (399)	L (401), X (412)
Cylinders:	In-line 4	In-line 4	In-line 4	In-line 4
Valves Per Cylinder:	DOHC 4 Valves Per Cyl.	SOHC 4 Valves Per Cyl.	DOHC 4 Valves Per Cyl.	DOHC 4 Valves Per Cyl.
Valve Train Drive:	Self-adjusting oil bathed timing chain	Belt	Belt	Belt
Displacement:	118.9 cu. in. (1950 cc)	137 cu. in. (2254 cc)	105.7 cu. in. (1732 cc)	106.2 cu. in. (1741 cc)
Bore and Stroke (Inches/mm):	3.30 x 3.46 in. (84 x 88 mm)	3.38 x 3.81 in. (86 x 97 mm)	3.23 x 3.23 in. (82x82 mm)	3.11 x 3.49 in. (79 x 88.8 mm)
Operating Range (RPM):	5000-6000	5000 - 6000	5800 - 6400	5000 - 6000
Induction System:	Sequential EFI	EFI	EFI	EFI
Starting System:	Electric w/ Suzuki EFI	Electric	Electric	Electric
Lubrication:	Wet sump	Wet sump	Wet sump	Wet sump
Oil Tank Capacity:	5.8 qt. (5.5 lit.)	6.9 qt. (6.5 lit)	Unknown	4.5 qt. (4.3 lit.)
Ignition:	Solid State Electronic	Micro Computer	Digital Inductive	TCI Micro Computer
Alternator:	12V 40A	40 A	50 A	25 A
Trim Type:	Power Trim and Tilt	Power Tim and Tilt	Power Trim and Tilt	Power Trim and Tilt
Gear Ratio:	2.59:1	2.00:1	2.07:1	2.15:1/13:28
CARB Emissions Rating:	3-Star Ultra-Low	3-Star Ultra Low	3-Star Ultra Low	2-Star Very Low
Standard Propeller	Optional - See Dealer	Unknown	9-26 pitch	Unknown
Counter Rotation:	Available	Not Available	Not Available	Available
Range of Avail. Optional Propeller Pitches:	15-28	Unknown	Unknown	Unknown
Steering:	Remote (Tiller Kit optional)	Unknown	Unknown	Unknown

DF115A - Advantages

Over Honda

- Lighter weight: 416 lbs. vs. 496 lbs.
- Lower gear ratio: 2.59:1 vs. 2.00:1
- Within ABYC standards vs. not
- Self-adjusting oil-bathed timing chain vs. belt. No belt maintenance or adjustment necessary.
- Offset driveshaft = better balance
- Counter rotation available vs. None
- Lean Burn Control System vs. None

Over Mercury

- Larger displacement: 1950cc (118.9 c.i.) vs. 1732cc (105.7 c.i.). No replacement for displacement.
- Self-adjusting oil-bathed timing chain vs. belt. No belt maintenance or adjustment necessary.
- Offset Drive shaft = Better balance
- Lower gear ratio to swing a larger prop for improved acceleration
- 2.59:1 vs. 2.07:1
- Counter rotation available vs. None

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- Lean Burn Control System vs. None

Over Yamaha

- Larger displacement: 1950cc (118.9 c.i.) vs. 1741cc (106.2 c.i.) No replacement for displacement.
- Self-adjusting oil-bathed timing chain vs. belt. No belt maintenance or adjustment necessary.
- Offset driveshaft = better balance
- Lower gear ratio to swing a larger prop for improved acceleration
- 2.59:1 vs. 2.15:1
- 40 A charging vs. 25 A
- Within ABYC standards vs. not within.
- Lean Burn Control System vs. None