

| Item           | Unit | Data          |               |
|----------------|------|---------------|---------------|
|                |      | DF140T/140WT  | DF140Z        |
| <b>PRE-FIX</b> |      | <b>14001F</b> | <b>14001Z</b> |

**DIMENSIONS & WEIGHT**

|                                |    |                   |             |
|--------------------------------|----|-------------------|-------------|
| Overall length (front to back) |    | mm (in)           | 779 (30.7)  |
| Overall width (side to side)   |    | mm (in)           | 481 (18.9)  |
| Overall height                 | L  | mm (in)           | 1611 (63.4) |
|                                | UL | mm (in)           | 1738 (68.4) |
| Weight<br>(without engine oil) | L  | kg (lbs)          | 186.0 (410) |
|                                | UL | kg (lbs)          | 191.0 (421) |
| Transom height                 | L  | mm<br>(inch type) | 539 (20)    |
|                                | UL | mm<br>(inch type) | 666 (25)    |

**PERFORMANCE**

|                             |  |         |                                 |
|-----------------------------|--|---------|---------------------------------|
| Maximum output              |  | kW (PS) | 103.0 (140)                     |
| Recommended operating range |  | r/min   | 5600 – 6200                     |
| Idle speed                  |  | r/min   | 700 ± 50 (in-gear: approx. 700) |

**POWERHEAD**

|                     |                         |  |
|---------------------|-------------------------|--|
| Engine type         |                         | 4-stroke DOHC                                    |
| Number of cylinders |                         | 4  |
| Bore                | mm (in)                 | 86.0 (3.39)                                      |
| Stroke              | mm (in)                 | 88.0 (3.46)                                      |
| Total displacement  | cm <sup>3</sup> (cu in) | 2044 (124.6)                                     |
| Compression ratio   | : 1                     | 9.7  |
| Spark plug          | NGK                     | BKR6E  |
| Ignition system     |                         | Full-transistorized ignition                     |
| Fuel supply system  |                         | Multi-point sequential electronic fuel injection |
| Exhaust system      |                         | Through prop exhaust                             |
| Cooling system      |                         | Water cooled                                     |
| Lubrication system  |                         | Wet sump by trochoid pump                        |
| Starting system     |                         | Electric   |
| Throttle control    |                         | Remote control                                   |

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### FUEL & OIL

|                      |                    |   |
|----------------------|--------------------|---|
| Fuel                 |                    | Suzuki highly recommends that you use alcohol-free unleaded gasoline with a minimum pump octane rating of 87 ((R + M)/2 method) or 91 (Research method). However, blends of unleaded gasoline and alcohol with equivalent octane content may be used. |
| Engine oil           |                    | API classification SE, SF, SG, SH, SJ<br>Viscosity rating SAE 10W-40  |
| Engine oil amounts   | L (US/Imp. qt)     | 5.5 (5.8/4.8): Oil change only<br>5.7 (6.0/5.0): Oil filter change  |
| Gear oil             |                    | SUZUKI Outboard Motor Gear Oil<br>(SAE #90 hypoid gear oil)   |
| Gearcase oil amounts | ml<br>(US/Imp. oz) | 1050 (35.5/37.0)  |

### BRACKET

|                         |         |            |
|-------------------------|---------|------------|
| Trim angle              |         | PTT system |
| Number of trim position |         | PTT system |
| Maximum tilt angle      | Degrees | 75         |

### LOWER UNIT

|  |                                 |                  |
|--|---------------------------------|------------------|
| Reversing system                                   | Gear                            |                  |
| Transmission                                       | Forward-Neutral-Reverse         |                  |
| Reduction system                                   | Bevel gear                      |                  |
| Gear ratio   | 12 : 23 (1.917)                 |                  |
| Drive line impact protection                       | Spline drive rubber hub         |                  |
| Propeller shaft rotation (when shift into forward) | clockwise                       | counterclockwise |
| Propeller  | Blade × Diam. (in) × Pitch (in) |                  |
|  | ☆ 3 × 13-1/2 × 15               |                  |
|  | ☆ 3 × 14 × 17                   |                  |
|  | ☆ 3 × 14 × 19                   |                  |
|  | ☆ 3 × 14 × 21                   |                  |
|  | ☆ 3 × 14 × 23                   |                  |
|  | ★ 3 × 14 × 18                   | ★ 3 × 14 × 18    |
|  | ★ 3 × 14 × 20                   | ★ 3 × 14 × 20    |
|  | ★ 3 × 14 × 22                   | ★ 3 × 14 × 22    |
| ★ 3 × 14 × 24                                      | ★ 3 × 14 × 24                   |                  |

☆: Aluminum propeller

★: Stainless steel propeller

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**REDUCTION SYSTEM**

|  |                       |
|--|-----------------------|
| 1st reduction gear ratio<br>(Crankshaft drive gear: Driven gear) | 29 : 36 (1.241)       |
| 2nd reduction gear ratio<br>(Lower unit gear)                    | 12 : 23 (1.917)       |
| Total reduction gear ratio                                       | 2.379 (36/29 × 23/12) |