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Fisherman & Boatowner FIELD TEST

Suzuki's 70° V-Twin 4-Stroke Outboard

Continuing our program of independent “hands-on” tests of F&B’s hard working Stacer 429 Nomad, the “mule” we’re using as the basic, standard platform to test a wide variety of engines between 20-40hp. By using the one boat constantly throughout the program, with identical crews and equipment, we are producing a growing file of statistics and data that makes very interesting reading. This month’s Suzuki 25hp test was no exception.

The Suzuki 25hp 4-stroke is one of the most unusual and interesting engines we’ve tested in this program. It was only released late last year (2007) and has been in limited supply in Australia – so much so, we agreed to prepare this report on a so-called “pre-production” model, ahead of the regular production version.

This is becoming par for the course from many of the bigger manufacturers today – it’s not unlike the giant multi-national computer software packagers releasing their “Beta” models for the industries to test (and pick out any obvious flaws) before the product is bedded down into full production.

Nothing wrong with that – but it does mean there can be a difference between the products tested by the media – and that purchased by the consumer some months later.

In this case, we believe Suzuki has made a number of changes to the bevel gears off the flywheel, and fined tuned some of the engine’s



“computer mapping” but the overall outcome and performance, for all intents and purposes, should be close to identical.

Weighing in at 73kg for a long shaft outboard, the Suzy 25 is available as a rope start manual, an electric start tiller steer and both versions are available with remote control configuration. It’s a very useful and flexible set-up and can be tailored by the Suzuki dealer network to meet a wide variety of applications, be they tiller steered or with remote controls.

But our interest was more about the engine than the optional controls,

because most engines in this class are similarly produced, and for the purpose of this test program, we’ve standardized wherever possible on the tiller steered rope start models, as these are the basic outboard engines, the vast majority of people work with and purchase.

Design

The Suzy 25 is unusual in that it has a 70 degree V-angle engine design that was created to keep the operation smooth, with little vibration and no need for counterbalances on the crankshaft that are so often used in these small 4-stroke applications.

By using the V-twin configuration, commonly seen in the motorbike world, Suzuki’s engineers have been able to use the inherent natural balance in the V-twin configuration (that is to say, where the pistons oppose each others’ actions around a common crankshaft) without having to worry about dynamic balances and weights.

Two cylinders, each displacing