

SUZUKI Steps Back Into The Ring: *(‘Cheap As Chips’)* 40hp 2-Stroke

This is interesting . . . this is an engine that takes us back 20 years! It’s a classic reminder about just how far we’ve come in the last couple of decades, and the difference between a 2-stroke of yesteryear and one of today’s silky, smooth 4-strokes. Last month, at the request of many readers who’ve spotted these engines at the various Boat Shows around Australia, we made arrangements to put it into our Stacer 429 Engine Test program. As you’ll read, the results are . . . well, read on and discover!

When the Haines Group people first floated the idea that we test one of the reincarnated 2-strokes they’d brought into Australia after several years of pushing the 4-stroke philosophy, eyebrows were raised, to say the least.

“Why on earth would they bring back such a basic, 2-stroke engine, especially after the industry has done so much hard work promoting all the advantages of 4-stroke technology?” we asked ourselves, and the factory.

The answer is not blowing in the wind; it’s to be found on the floor of most dealers’ showrooms across Australia. Two-strokes are still very popular with many people, and especially retirees watching their dollars, young blokes starting out - anyone who’s ever been ‘financially challenged’ has shown a marked preference for 2-strokes over 4-strokes despite the advantages of the latter.

The Suzuki people found they were losing business hand over fist to the low cost 2-strokes from Yamaha, Mercury and Tohatsu, and especially the new arrival from China in the



Parsun livery. Instead of being left high and dry without competitive product, the Suzuki team sought to back-in behind the Suzuki 4-stroke dealer network, with the lower cost (older) 2-stroke Suzukis.

Yes, it’s quite true these have all been on sale in Australia before, and it’s also quite true that they were for

the most part, withdrawn from sale as Suzuki in Australia made the commitment to 4-strokes, believing that was where the industry was headed.

Unlike Honda, who now only make 4-stroke engines, Suzuki still make quite a range of 2-strokes sold in many Third World countries, the sub continent (India, etc) and many parts of Asia where the 2-stroke configuration is quite acceptable to this day.

Last year, Suzuki imported their first load of 2-strokes, costed them effectively (“cheap as chips!”) and started selling them by the truckload to their hungry dealer network across Australia.

And that’s what started the whole process. Thousands of boatowners then saw the Suzuki 2-strokes displayed in the 2008 capital city boat shows - and boy, weren’t some of them cheap!

Reader Demand

After our twentieth call about the 2-stroke Suzukis from anxious readers, (“Are they any good?” “How come they are so cheap!”) we decided the

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