

Engine Specifications

| Engine Model | | | L48N | | L70N | | L100N | | |
|-------------------------|------------------------|-------------------------|---|-----------|-----------|-----------|------------|-----------|---------|
| Type | | | 4 stroke, vertical cylinder, air cooled diesel engine | | | | | | |
| No. of Cylinders | | | 1 | | | | | | |
| Bore x Stroke | | mm | Φ70 x 57 | | Φ78 x 67 | | Φ86 x 75 | | |
| Displacement | | | 0.219 | | 0.320 | | 0.435 | | |
| Continuous Rated Output | Engine Speed | rpm(min ⁻¹) | 3600 | 3000 | 3600 | 3000 | 3600 | 3000 | |
| | Output | kW [PS] | 3.1 [4.2] | 2.8 [3.8] | 4.4 [6.0] | 4.1 [5.5] | 6.6 [9.0] | 5.7 [7.7] | |
| Maximum Rated Output | Engine Speed | rpm(min ⁻¹) | 3600 | 3000 | 3600 | 3000 | 3600 | 3000 | |
| | Output / Eng. Speed | kW [PS] | 3.5 [4.7] | 3.1 [4.2] | 4.9 [6.7] | 4.5 [6.1] | 7.4 [10.0] | 6.5 [8.8] | |
| High Idling | | | rpm(min ⁻¹) | 3800±30 | 3175±30 | 3800±30 | 3175±30 | 3800±30 | 3175±30 |
| Engine Weight (Dry) | Electric Starter | kg | 32.0 | | 41.0 | | 53.5 | | |
| | Recoil Start | kg | 27.0 | | 36.0 | | 48.5 | | |
| Cooling System | | | Forced Air by Flywheel Fan | | | | | | |
| Lubricating System | | | Forced lubrication with Trochoid Pump | | | | | | |
| Starting System | | | Electric start / Recoil start | | | | | | |
| Dimension | Overall Length (L) | mm | 332 | | 378 | | 412 | | |
| | Overall Width (W) | mm | 384 | | 422 | | 471 | | |
| | Overall Height (H) | mm | 417 | | 453 | | 494 | | |
| Lubricating System | Dispsstick Upper Limit | liter | 0.80 | | 1.05 | | 1.6 | | |
| | Dispsstick Lower Limit | liter | 0.55 | | 0.65 | | 1.0 | | |
| Fuel oil tank capacity | | | 2.4 | | 3.3 | | 5.4 | | |

Accessories

| Engine Model | | L48N | | | L70N | | | L100N | | |
|----------------------|-----------------------------------|---------|-----------|------|---------|-----------|------|---------|-----------|------|
| | | General | Generator | Pump | General | Generator | Pump | General | Generator | Pump |
| Fuel system | Fuel tank (2.4 liter) | ○ | ○ | ○ | | | | | | |
| | Fuel tank (3.3 liter) | | | | ○ | ○ | ○ | | | |
| | Fuel tank (5.4 liter) | | | | | | | ○ | ○ | ○ |
| | w/o Fuel tank | △ | △ | △ | △ | △ | △ | △ | △ | △ |
| Starting system | Starting motor (w/Recoil starter) | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| | Recoil starter | △ | △ | △ | △ | △ | △ | △ | △ | △ |
| | Key switch | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| | w/o Key switch | △ | △ | △ | △ | △ | △ | △ | △ | △ |
| Electric system | Charging dynamo (12V-15A) | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| | Charging dynamo (12V-1A) | △ | △ | △ | △ | △ | △ | △ | △ | △ |
| | w/o Charging dynamo | △ | △ | △ | △ | △ | △ | △ | △ | △ |
| PTO system | Straight (E-D) | ○ | | | ○ | | | ○ | | |
| | Straight (D) | △ | | | △ | | | △ | | |
| | Taper (E-DG) | | ○ | | | ○ | | | ○ | |
| | Taper (DG) | | △ | | | △ | | | △ | |
| | Taper (E-DI) | | △ | | | △ | | | △ | |
| | Thread (E-DP) | | | ○ | | | ○ | | | ○ |
| Speed control device | Thread (DP) | | | △ | | | △ | | | △ |
| | General use (by remote & hand) | ○ | △ | △ | ○ | △ | △ | ○ | △ | △ |
| | Constant speed type (by hand) | △ | ○ | △ | △ | ○ | △ | △ | ○ | △ |
| Maintenance tools | Friction plate type (by hand) | △ | △ | ○ | △ | △ | ○ | △ | △ | ○ |
| | | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |

Note : All data subject to alteration without notice.

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YANMAR®

AIR COOLED DIESEL ENGINE

L-Nseries

L48N L70N L100N
 3.5kW(4.7hp) 4.9kW(6.7hp) 7.4kW(10.0hp)

Environmental
 Expectations



Easy Installation
 & Low Fuel Consumption

Exceeding Power and Environmental Expectations.

Designed with Yanmar's proprietary direct injection technology, maximum combustion efficiency is realized through the ideal match between the combustion chamber and injection system. This means a powerful, but environmentally friendly engine.

Compact, Direct injection Engine = Easy installation & Low Fuel Consumption

Keeping with the tradition of compact design, the new L-N series are simple to install. It fits in cramped spaces without sacrificing power and performance. Yanmar's proprietary direct injection technology allows the engine to sip rather than gorge on fuel. This means lower running cost in the world of rising fuel prices.

Low Vibration and Low Noise

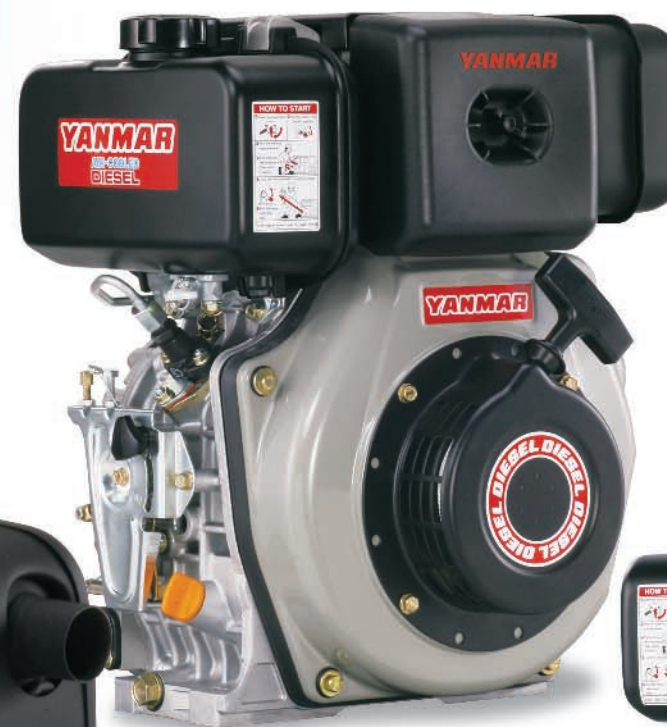
Superior vibration and noise reduction is achieved through the use of precision balancers. This leads to operating comfort even under long work hours.

Quick and Easy Start

Starting is a breeze with the standard recoil starter. Starter motor and switch are also available as an option.



L100N



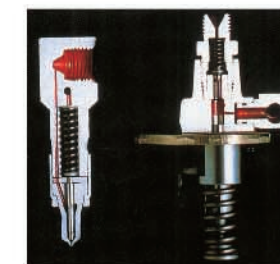
L70N



L48N

The total FIE expertise only a complete diesel maker can provide.

Yanmar developed the miniaturized fuel injection system, one of the world's smallest. We have since raised it to a level of efficiency that ensures you maximum power from every drop of diesel. Its extraordinarily low fuel consumption is a result of this super-precise FIE and its direct injection system — the first ever to go into this type of engine.



A little engine built to stand up to hard work.

The design, structure and materials of the L-N combine to form a rugged, hard working machine. With tough but lightweight alloys used for main engine parts, an extra tough crankshaft and an overall simplified structure the L-N is a compact package of power.

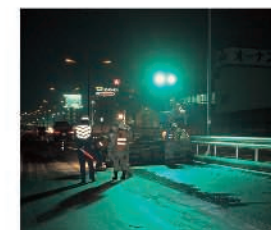
Fast, effortless starts from a one-pull recoil starter.

A short and smooth pull of the toggle kicks off the engine, as simple as a gasoline model. It is made easy by a special auto-return decompressor and Yanmar's own efficient combustion system. Electric starting is also a useful option.



AIR COOLED DIESEL ENGINE

L-N series L48N L70N L100N
3.5kW(4.7hp) 4.9kW(6.7hp) 7.4kW(10.0hp)



PTO

Dimensions

| | Keyway shaft | | Taper shaft | | | Thread shaft | | PTO Flanges |
|------------------|--------------|---|-------------|----|------|--------------|----|-------------|
| Application code | E-D | D | E-DG | DG | E-DI | E-DP | DP | |
| L48N | | | | | | | | |
| L70N | | | | | | | | |
| L100N | | | | | | | | |