

Engine Specifications

Engine Model			L48V		L70V		L100V	
Type			Vertical cylinder, 4-cycle, air cooled diesel engine					
No. of Cylinders			1					
Bore x Stroke			Φ 70 x 57		Φ 78 x 67		Φ 86 x 75	
Displacement			0.219		0.320		0.435	
Continuous Rated Output	Engine Speed	min ⁻¹ (rpm)	3600	3000	3600	3000	3600	3000
	Output	kW [hp]	3.0 [4.1]	2.6 [3.6]	4.3 [5.9]	4.0 [5.4]	6.2 [8.4]	5.7 [7.7]
Maximum Rated Output	Engine Speed	min ⁻¹ (rpm)	3600	3000	3600	3000	3600	3000
	Output	kW [hp]	3.3 [4.5]	2.9 [4.0]	4.8 [6.5]	4.4 [6.0]	6.8 [9.3]	6.3 [8.5]
High Idling			min ⁻¹ (rpm)		3800±30	3175±30	3800±30	3175±30
Engine Weight (Dry)	Electric Start	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 Oil	Dipstick Upper Limit	liter	0.80		1.05		1.60	
	Dipstick Lower Limit	liter	0.55		0.65		1.00	
Fuel Oil Tank Capacity			liter		2.4	3.3	5.4	

Accessories

Engine Model		L48V					L70V				L100V			
		General	Generator	Pump	V-machine	Stamper	General	Generator	Pump	V-machine	General	Generator	Pump	V-machine
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)	△	○	△	△	△	△	○	△	△	○	△	△	
	Friction plate type (by hand)	△	△	○	△	△	△	○	△	△	△	○	△	
Maintenance tools		△	△	△	○	△	△	△	○	△	△	△	○	

Note: All data subject to alteration without notice.

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YANMAR®

AIR COOLED DIESEL ENGINE

L-V series

L48V L70V L100V
 3.3kW(4.5hp) 4.8kW(6.5hp) 6.8kW(9.3hp)



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.

AIR COOLED DIESEL ENGINE

L-V series

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It corresponds to exhaust emissions regulations.

It is a new air cooling diesel engine corresponding to nonload exhaust emissions regulations of China executed in 2008. In addition, it adjusts to the Tier 2 of EPA (United States Environment Protection Agency) exhaust emissions regulations. We will firmly answer the request in the age by the design that considers the environment.



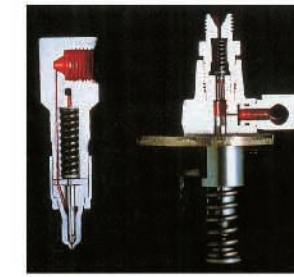
L100V

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

Keeping with the tradition of compact design, the new L-V 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.



L70V

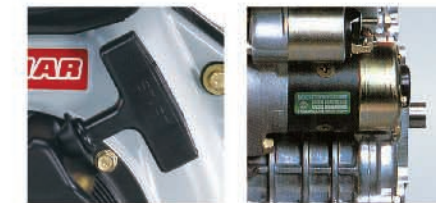


The total FIE expertise only a complete diesel maker can provide.

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.

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.



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.

A little engine built to stand up to hard work.

The design, structure and materials of the L-V 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.

Quick and Easy Start

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

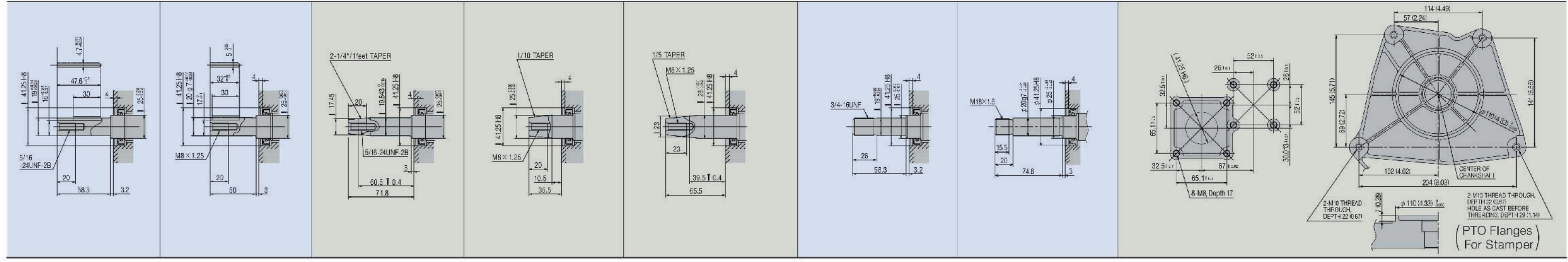
Sales area	L-V		L-N (Reference)	
	3600	3000	3600	3000
China	○	○	-	-
Japan	○	○	-	-
North America	○	-	-	-
Others	○	○	○	○

[Note] Please consult with Yanmar about details.

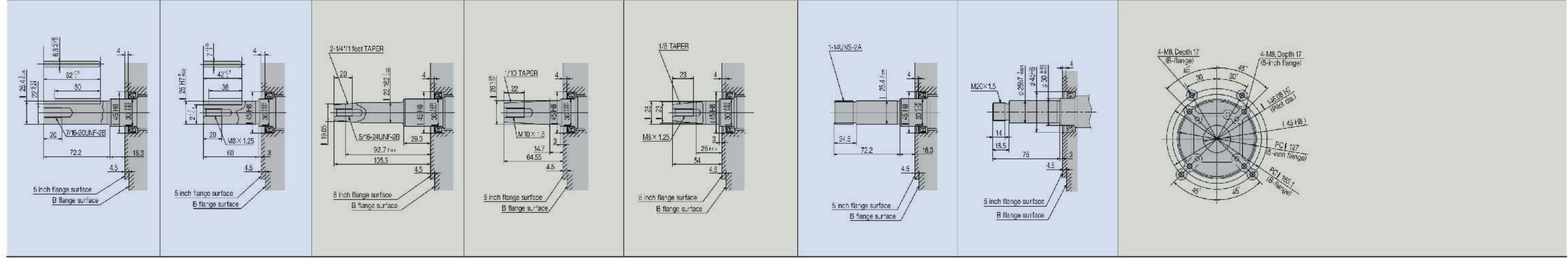


Keyway shaft		Taper shaft			Thread shaft		PTO Flanges
E-D	D	E-DG	DG	E-DI	E-DP	DP	
Application code							

L48V



L70V



L100V

