YANMAR
Solutioneering Together

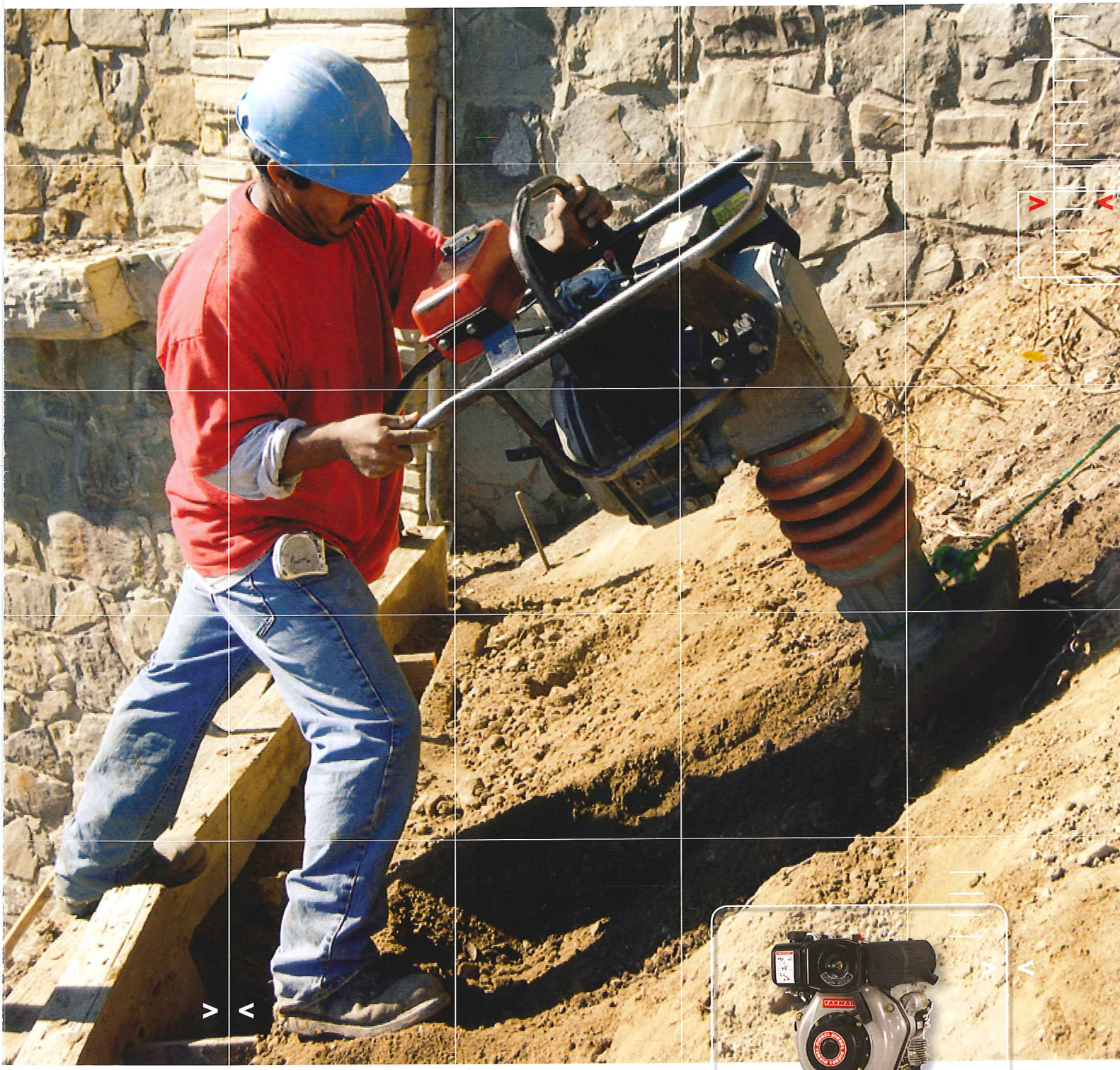
AIR-COOLED DIESEL ENGINES

L-N Series

L48N
Output : 3.5 kW (4.7 ps)

L70N
Output : 4.9 kW (6.7 ps)

L100N
Output : 7.4 kW (10.0 ps)



Call for Yanmar solutions



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.



L100N

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.

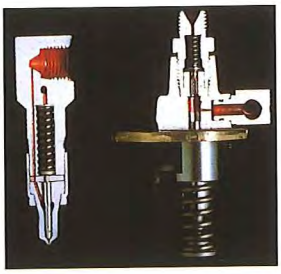
AIR COOLED DIESEL ENGINE

L-N series

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

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.





L70N



L48N

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.









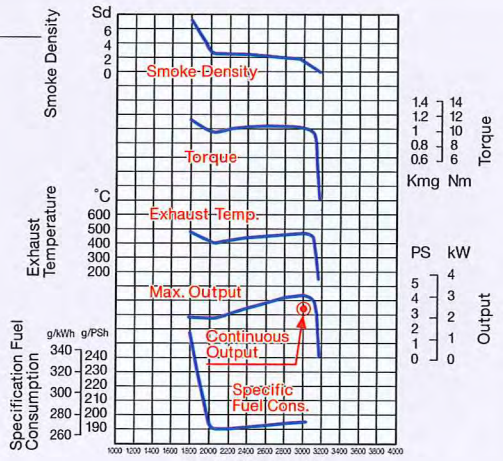




Performance

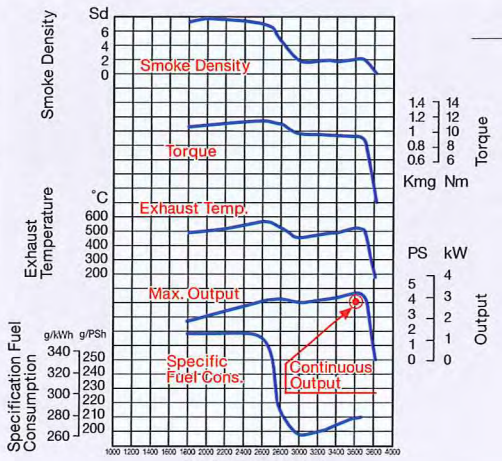
Curves

L48N5



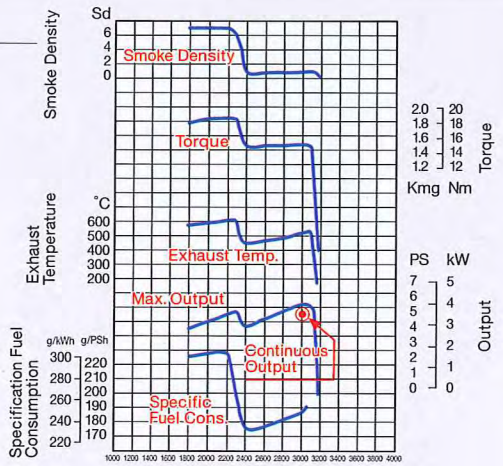
Notes: This performance is under the following condition.
After 30 hrs. initial running
Atmospheric conditions: Temperature 298 K (25°C)
Pressure 100 kPa (750 mmHg)
Humidity 30%

L48N6



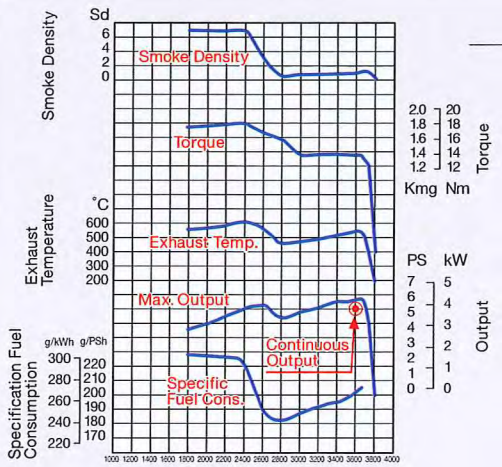
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After 30 hrs. initial running
Atmospheric conditions: Temperature 298 K (25°C)
Pressure 100 kPa (750 mmHg)
Humidity 30%

L70N5



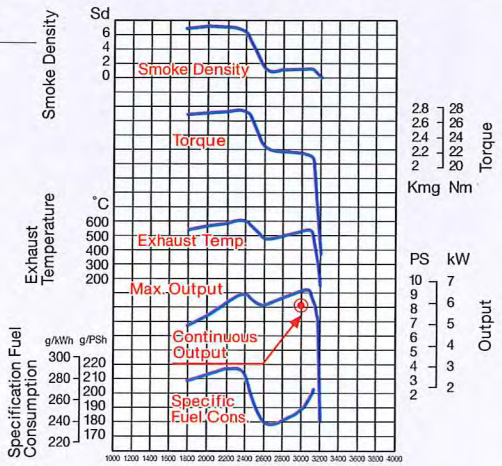
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Pressure 100 kPa (750 mmHg)
Humidity 30%

L70N6



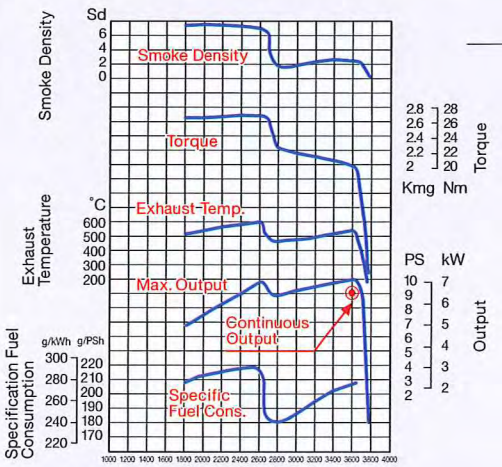
Notes: This performance is under the following condition.
After 30 hrs. initial running
Atmospheric conditions: Temperature 298 K (25°C)
Pressure 100 kPa (750 mmHg)
Humidity 30%

L100N5



Notes: This performance is under the following condition.
After 30 hrs. initial running
Atmospheric conditions: Temperature 298 K (25°C)
Pressure 100 kPa (750 mmHg)
Humidity 30%

L100N6

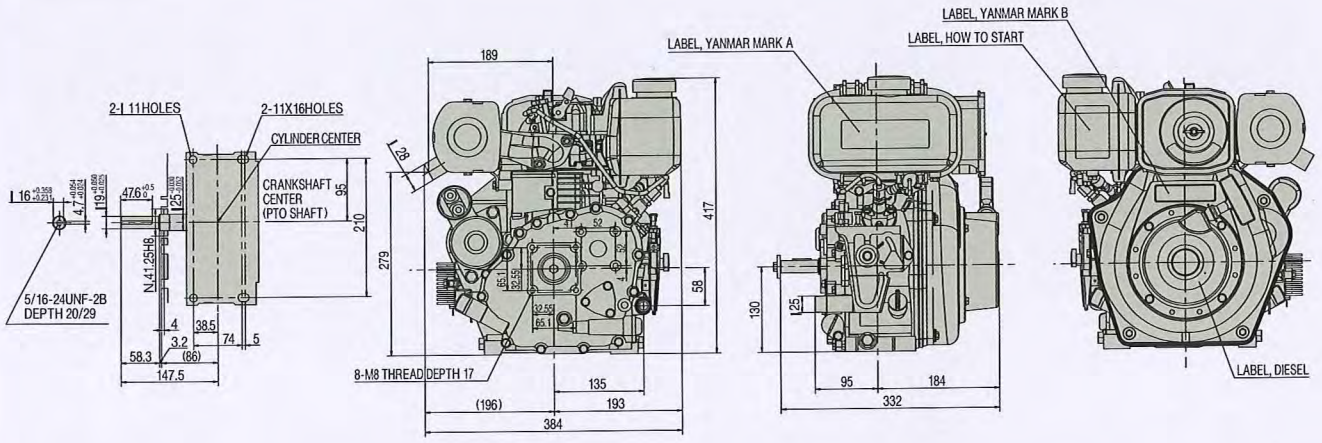


Notes: This performance is under the following condition.
After 30 hrs. initial running
Atmospheric conditions: Temperature 298 K (25°C)
Pressure 100 kPa (750 mmHg)
Humidity 30%

Engine
Dimensions

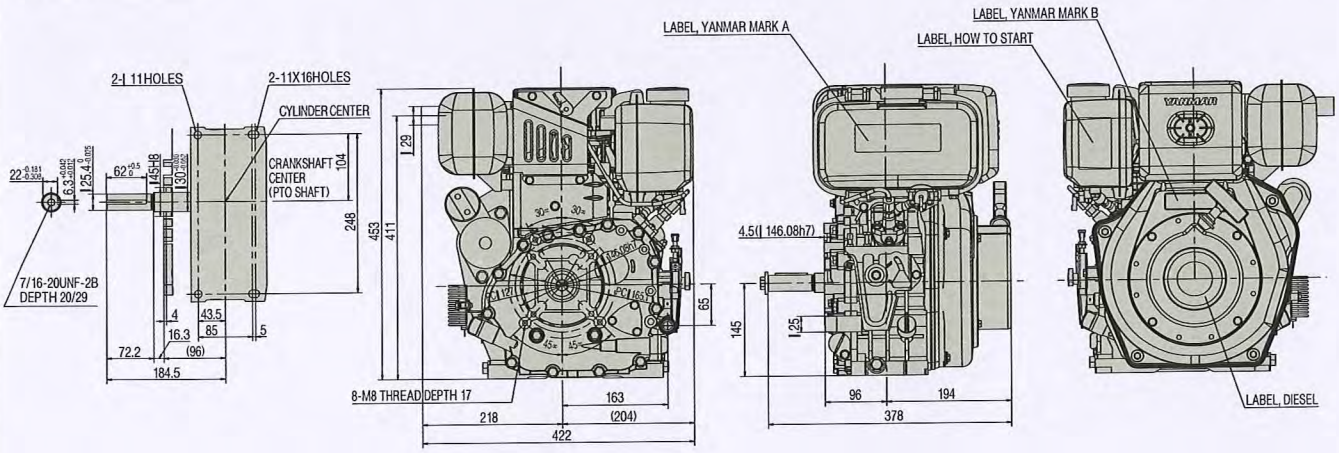
L48N

ENGINE MOUNTING PLATE AND PTO SHAFT
SEEN THROUGH FROM THE TOP OF THIS ENGINE



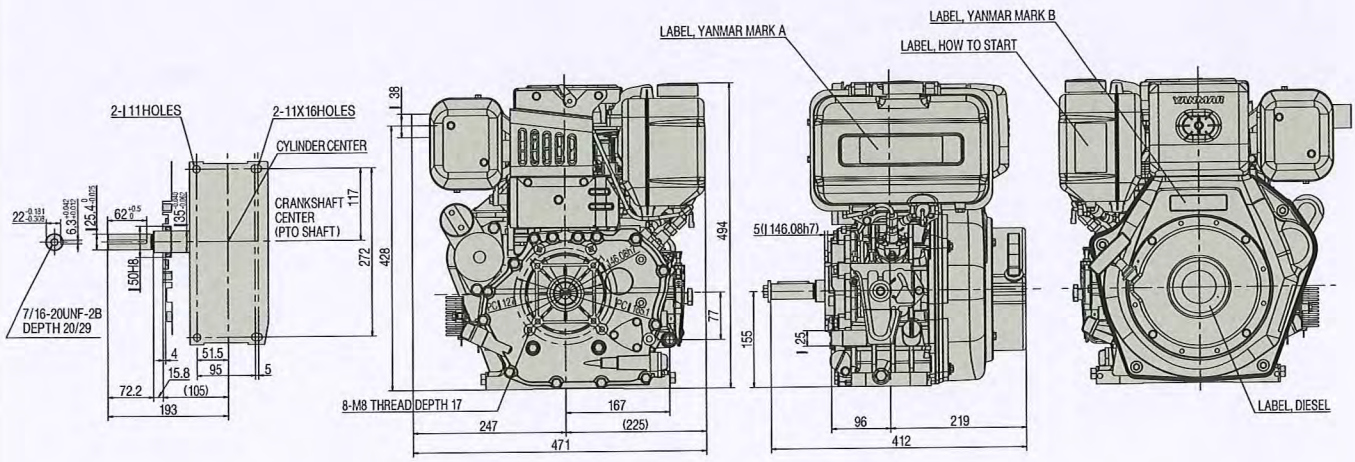
L70N

ENGINE MOUNTING PLATE AND PTO SHAFT
SEEN THROUGH FROM THE TOP OF THIS ENGINE



L100N

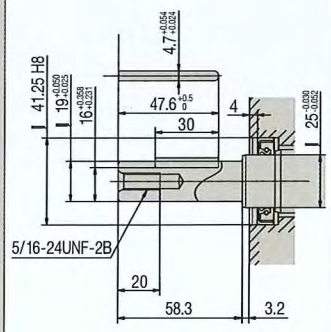
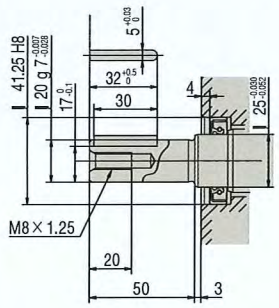
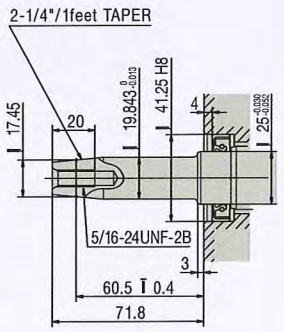
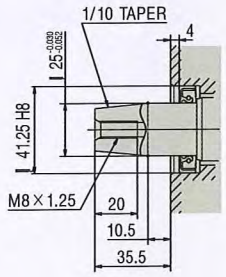
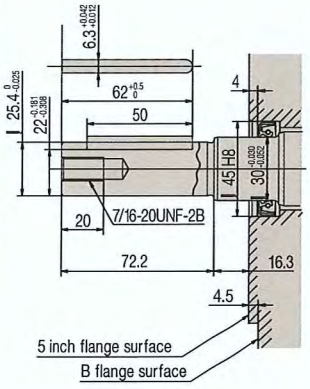
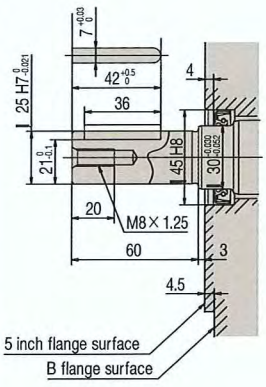
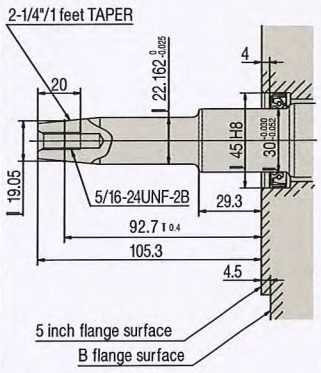
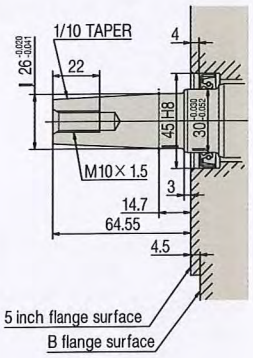
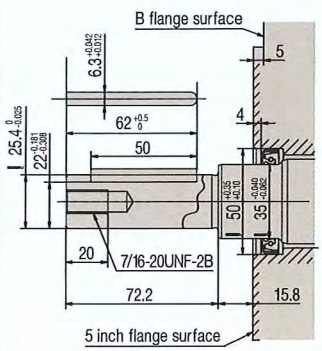
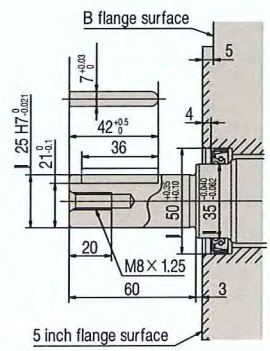
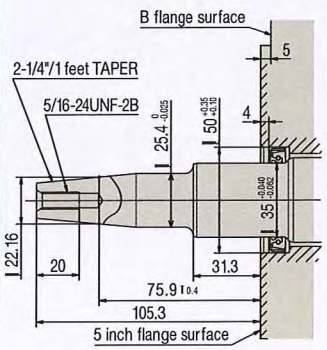
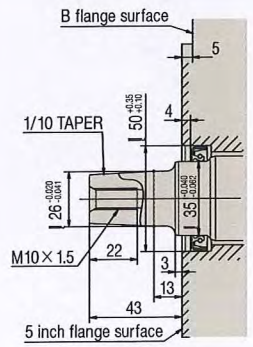
ENGINE MOUNTING PLATE AND PTO SHAFT
SEEN THROUGH FROM THE TOP OF THIS ENGINE

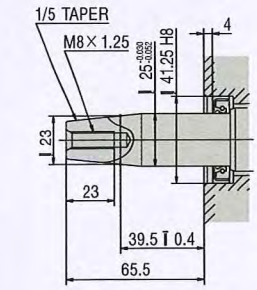
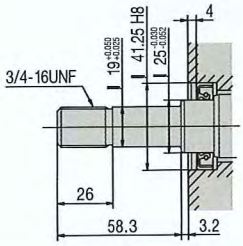
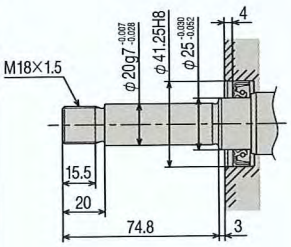
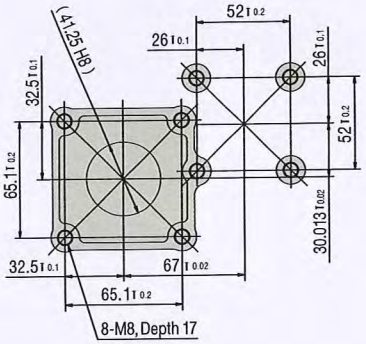
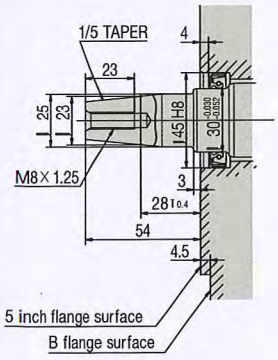
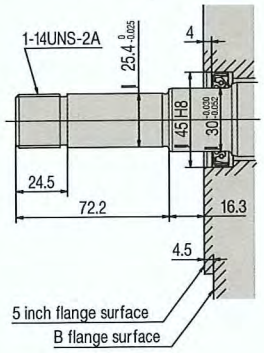
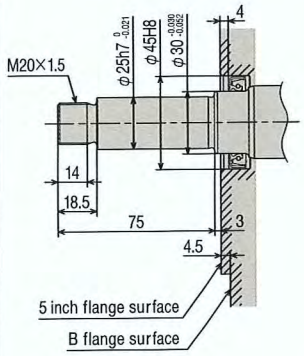
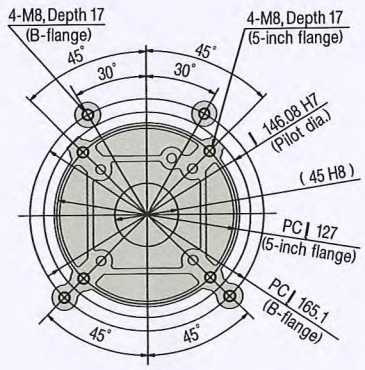
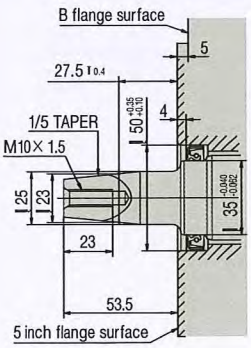
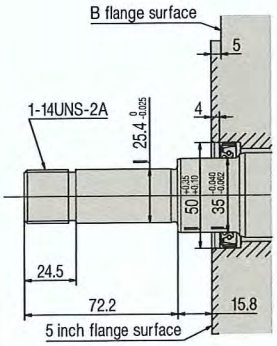
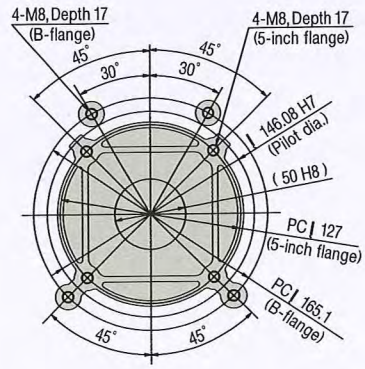


Note:When specification varies,the above performance curve and engine dimensions will vary accordingly.

PTO

Dimensions

	Keyway shaft		Taper shaft	
Application code	E-D	D	E-DG	DG
L48N				
L70N				
L100N				

E-DI	Thread shaft		PTO Flanges
	E-DP	DP	
			
			
			

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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		liter	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	Dispstick Upper Limit	liter	0.80		1.1		1.6	
	Dispstick Lower Limit	liter	0.55		0.7		1.0	
Fuel oil tank capacity		liter	2.4		3.3		5.4	

Note:When specification varies,the above engine speed and rated output will vary accordingly.

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)			○			○			○
	Thread (DP)			△			△			
Speed control device	General use (by remote & hand)	○	△	△	○	△	△	○	△	△
	Constant speed type (by hand)	△	○	△	△	○	△	△	○	△
	Friction plate type (by hand)	△	△	○	△	△	○	△	△	○
Maintenance tools		○	○	○	○	○	○	○	○	○

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