1800 RPM reliability, a bigger engine and it takes less space than a 3600 rpm competitor.

Compare the 1800 rpm M673 against the 3600 rpm competitor. Even in a sound shield it takes up 21% less space. It gives you a 40% bigger displacement diesel. And it weighs only 23 lbs more, the same as a case of pop.

You save more than just space. Over 2000 hours of operation the M673 will turn over 216 million less revolutions. A M673 piston will travel 38,522 fewer miles. Its cylinders will withstand 108 million less detonations. Now which engine do you think will last longer? So do we.

Plus instead of a rough, two cylinder diesel, the M673 has a balanced, quiet Longer three. The utilized fresh water cooling system and rear driven water pump reduce troublesome belts, hoses and gaskets. And to defeat corrosion, the manifold is cast iron instead of aluminum.

Strong but gentle. The AC generator has an automatic voltage regulator that protects your electronics with "clean" closely regulated power. Special AC windings power the AVR so it can respond faster. This helps start larger electric motors and air conditioners.

To all this add single side service. LOP-HWT safety shutdowns, a control panel with a 30-foot harness, a fuel system that vents itself, and a coat of sporing white polyurethane paint. Now that's a quality set. That's a Northern Lights M673.

The M673 features single side service. All maintenance points are within easy reach. No hoses, oil, fuel filters, air filters, fuel pumps, mechanical fuel lift pump, dipstick, control panel plugs or two oil fills, all venting fuel system, injection pump and diesel fuel lines.
**M673 PARTICULARS**

**AC Output**
- 6 kW, 1800 RPM, 1 Ph, 3.4 PF, 196-549 VAC A, 1000 VDC A

**Lugger Diesel Engine**
- Cylinders: Vertical inline 3
- Displacement: 43.1 ci (700 cc)
- Bore/Stroke: 2.64/2.52 in (67.64 cm)
- RPM: 2000 RPM
- Power (gross): 10.8 hp (7.1 kW)
- A/C: 0.6 gph (2.41 l/h)
- Fuel: 0.4 gph (1.4 l/h)

**Installation Data**
- Wet exhaust elbow: 1.5" (38 mm) OD
- Raw water intake: 0.75" (20 mm) OD
- Fuel tank and return: 0.16" (4 mm) ID

**Weight**
- Approx. dry weight: 302 lbs (162 kg)

**M673 FEATURES AND BENEFITS**

- **Engine Block**
  - Lugger, four cycle, 3 cylinder, liquid cooled, naturally aspirated, overhead valve marine diesel.
  - Swirl combustion chambers improve fuel efficiency and reduce smoke.
  - Clever plugs for quick cold starting.

- **Cooling System**
  - Freshwater cooling system.
  - One piece heat exchanger, expansion tank and exhaust manifold.
  - Fewer hoses and gaskets.

- **Fuel System**
  - Fuel system is self venting.
  - Injection pump with 8% mechanical governor for class AC frequency control.
  - Electric injectors with replaceable tips.
  - Mechanical lift pump with bend plate.

- **Intake and Exhaust**
  - Cleanable air cleaner in cast intake manifold reduces intake noise.

- **Lubrication System**
  - Full flow, spin-on oil filter with bypass.

- **DC Electrical System**
  - 12 volt starter motor and 14 amp battery charging alternator with integrated regulator and belt guard.

- **Special Equipment**
  - Steel bumper frame with ditch pole. Easy to mount. Keeps engine room clean.
  - Plate-form mount isolates vibration.
  - White polyurethane paint for long-life finish and service visibility.
  - Operator’s manual and parts manual standard.

**DEALER:**

Nothern Lights sound difference. Establish your coiled cord comfort. Powder coated marine aluminum panels and trim with black rubber trim. Nono yet allow easy service access.

M673 exhaust weight: 42 lbs (19 kg) & is L 29.25 (738) x W 18.64 (473) & H 21.26 (540)