

RIDER'S MANUAL

Code Nr. 87-047

GoGo

BATAVUS





With your decision to buy a Batavus moped you have placed great confidence in our company. We wish to thank you therefore. Batavus mopeds are constructed most carefully. All stages of the production process are continuously checked and no vehicle leaves our factory without being carefully tested by an experienced control officer during a test ride.

This manual contains the required information for a proper operation and maintenance of your moped. We advise you to read it carefully. Only then you will be able to keep your moped in the best possible condition and to experience a maximum riding pleasure.

Your Batavus dealer will be gladly prepared to help you to put your moped into operation. He also will perform all necessary maintenance and repair services.

We wish you many pleasant riding hours!

Technical data LAURA M48 engine.

Stroke	38 mm.
Bore	40 mm.
Cylinder capacity	48 ccm.
Electric unit	flywheel magneto with Bosch lighting, coil 6 V - 17 W.
Breaker gap	0.4 - 0.45 mm.
Ignition	2.0 - 2.20 mm before TDC.
Rupture distance	7 - 11 mm.
Spark plug	Bosch W240T1
Carburettor	Encarwi S22
Jetsize	58, after running in period eventually 56.
Fuel	mixture of normal petrol (not super!) and a good quality of corrosion resistant two- stroke oil SAE 40.
Mixture proportion	during running in period 1 : 20, thereafter 1 : 25.
Fuel tank capacity	4 Liters.


OPERATION OF GO-GO.

Operating these mopeds is very simple, as you will see. With its clutch system starting away only means twisting the throttle towards you; to slow down you only have to twist the throttle the other way.

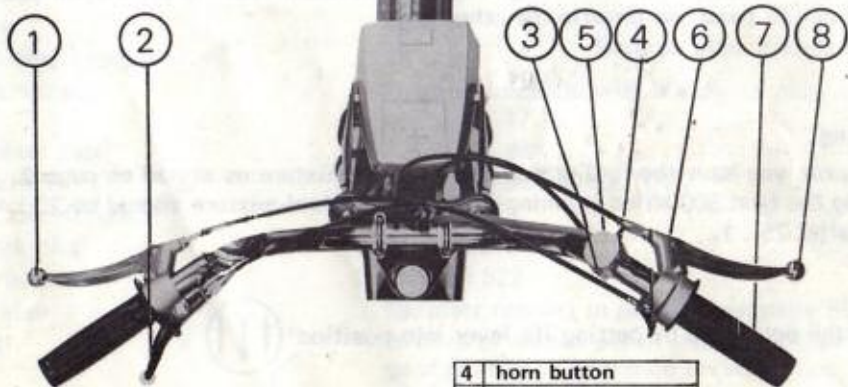
It's just as simple as that!

Starting.

Of course you have the fuel tank filled with the mixture as stated on page 2. During the first 500 Miles (running-in period) the fuel-mixture should be 20 : 1, thereafter 25 : 1.

Open the petrol tap by putting its lever into position .

As you will notice, the petrol tap also has a reserve position; should the engine stop, due to a lack of fuel, just turn the lever 90o to position "R" (reserve). Now you will have enough fuel to reach the next petrol station.



1	rear brake lever
2	start lever
3	short-circuiting button

4	horn button
5	headlamp switch
6	choke lever
7	throttle twist grip
8	front brake lever

Picture 1

After having opened the petrol tap you can start as follows:

a) with cold engine.

Pedal a few yards and then pull the start lever. At the same time press the small choke lever. As soon as the engine starts, release the start lever and twist the throttle. Keep the choke lever pressed during the first 20 - 30 seconds. If necessary, that is if the engine tends to cut out, re-choke once or twice.

b) with warm engine.

When the engine is still warm from use it is not necessary to use the choke. Only pedal a few yards, pull the start lever and twist the throttle as soon as the engine starts. At the same time release the start lever.

Driving.

You will notice that your moped accelerates quite quickly, which, particularly in town traffic, benefits your safety when overtaking.

Also the tractive power will surprise you; head-winds and normal road hills don't bother the Laura M48 engine at all.

Please take this advise: if you are making a long distance trip, it is better not to drive with fully opened throttle continuously. Throttling down from time to time will considerably increase the life of the engine.

Stopping.

When you have to stop due to traffic lights etc., you just close the throttle, by turning it away from you. The engine will continue to run satisfactorily. To drive away again, you only have to open the throttle steadily. However, avoid running the engine for long periods when your moped is stationary. To stop the engine push the short circuiting button on the handlebar switch.

Lock the petrol tap by turning the lever to position



RUNNING-IN PERIOD.

During the first 500 miles it is necessary to follow special instructions, which will help to extend the life of your moped's engine.

1. Start with a petrol: oil mixture of 20 : 1. After the running-in period this can be changed to 25 : 1 (use normal petrol, not super!, mixed with oil SAE 40 of a good quality).

2. Avoid, especially during the first 100 miles, driving with fully opened throttle (speed limit during this period should not exceed about 20 M.p.h.). After these first 100 miles it is advised to "play the throttle" now and then, that is throttle down occasionally when driving at full speed for long periods.
3. Also avoid riding with a pillion-rider or with heavy luggage during the running-in period.
4. Don't change the jet during the running-in period. The so called "four-stroking", which may occur, may seem a little bit troublesome, but does not harm the engine at all; on the contrary, it gains extra lubrication in this way.

Only when this "four-stroking" still occurs frequently after the first 500 miles, a smaller jet should be fitted.

However, it is better to leave this decision to your dealer. A too small jet will be harmful to the engine.

LUBRICATION AND MAINTENANCE SCHEDULE

MAINTENANCE OR LUBRICATION POINT	WHAT TO DO	100 mls	500 mls	1500 mls	2500 mls
Carburettor	clean and adjust (also see TECHNICAL SUPPLEMENTS-page 12), every				X
Air filter	depending on the degree of pollution to be washed out in petrol and than plunged into oil SAE 40 or 50, every		X		

		100 mls	500 mls	1500 mls	2500 mls
Engine and exhaust system	decarbonize, every			X	
Spark plug	check, clean and adjust, every (electrode gap has to be 0.5 mm.)		X		
Chain	grease and check tension, every (lubricant: thin engine oil; also see TECHNICAL SUPPLEMENTS-page 12)		X		
Cables	grease, every			X	
Hubs	apply some oildrops to brake levers, every pack bearings with new grease, every		X		X

		100 mls	500 mls	1500 mls	2500 mls
Frontfork	normally no need for maintenance; only in case of "creaking" new grease should be applied.				
Ballhead, pedals	dismount and provide with new grease, every				X
Speedometer drive	provide with a little oil SAE 20 via greasing nipple, every			X	
Bolts, nuts	check if properly tightened, every		X		

		100 mls	500 mls	1500 mls	2500 mls
Pulley	provide with grease via greasing nipple (remove superfluous grease), every		X		
Crank axle bearings	these bearings are self-greasing; no maintenance is required.				
Swing axle bearings	these bearings are so called "silent blocs"; no maintenance is required.				
General remarks	clean all greasing points before lubrication to prevent forcing in dust.				

TECHNICAL SUPPLEMENTS.

Carburettor.

Only a properly adjusted carburettor guarantees a real fuel economy.

1. Intake muffler
2. Air filter
3. Slow running adjusting screw
4. Jet holder
5. Jet



Picture 2

Should the main jet suddenly be blocked (which can hardly ever happen, as fuel tap and carburettor are equipped with a filter), the jet holder can be dismantled by means of a screwdriver. Screw-out the jet and blow it through thoroughly. Use a handpump if necessary, but never an iron wire, needle or anything similar! Having cleaned and oiled the air filter (also every 500 miles), take care that the intake muffler is fixed in such a way, that the plastic tube points upwards. If pointed downwards dust will be sucked into the carburettor, causing needless wear and tear.

Diaphragm.

The diaphragm has to be taken care of by occasional cleaning in petrol with a soft brush. This ensures that dust does not prevent the diaphragm springs lying perfectly flat against their respective surfaces on the housing.

Saddle.

The square saddle post of the GO-GO must be tightened by 4 fastening bolts at all times. The slot in the saddle post should not stick out of the saddle lug more than 3 cm/abt. 1¼ inches (see picture).



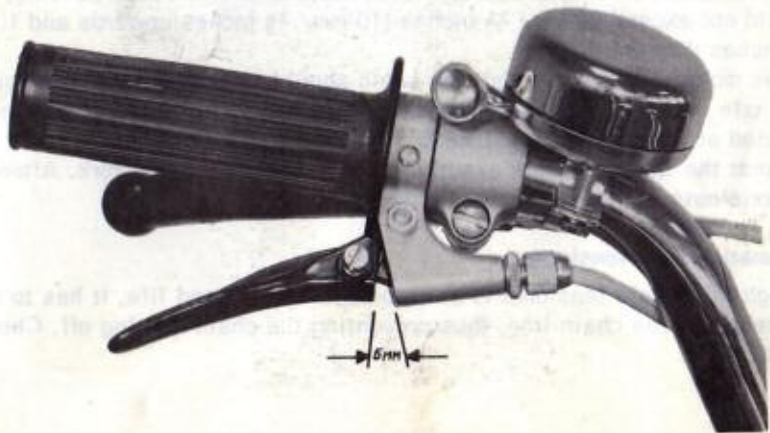
Picture 3

Adjustment of start cable.

This cable should have a movement of 5 mm, measured from the start lever to the body (see picture).

To be completely on the safe side it is advised to remove the left side engine cover in order to check if the clutch lever is entirely free from the thrust piece of the automatic clutch, when the start lever is not pressed.

If not adjusted correctly, extra wear and tear of the clutch mechanism will be caused.



Picture 4

Adjustment of brakes.

The brake levers on the handlebar are equipped with adjusters, with which the cables can be adjusted for maximum efficiency.

Chain tensioning.

The right side (pedal-) chain is kept to the right tension by means of an automatic tensioner. Total up and down movement of the left side (driving) chain should not exceed 20 mm/ $\frac{3}{4}$ inches (10 mm/ $\frac{3}{8}$ inches upwards and 10 mm/ $\frac{3}{8}$ inches downwards).

If this movement is exceeded, the chain should be tightened by releasing the rear axle nuts and pulling the rearwheel backwards by means of both nut-keys situated at the end of the rearfork.

See that the wheel remains exactly in the centre of the rear fork. Afterwards the axle nuts must be securely tightened again.

Automatic chain tensioner.

Though this chain tensioner is able to cope with a hand life, it has to run in the centre of the chain-line, thus preventing the chain running off. Check from time to time.

V-belt.

Also the tension of the V-belt has to be checked from time to time. With the right tension the belt can be moved upwards and downwards 5 mm/ $\frac{3}{16}$ inches and prevents it slipping in the pulley (belt too slack) or causing needless wear and tear (belt too taut).

Adjustment of V-belt tension.

First release the nuts of the engine support bolts. By turning on the adjusting bolt at the left, the engine can be moved forward. Do not forget to tighten the lock-nut of the adjusting bolt and the nuts of the engine support bolts afterwards! See picture 5.



V-belt tensioning.

Picture 5

Stationary running.

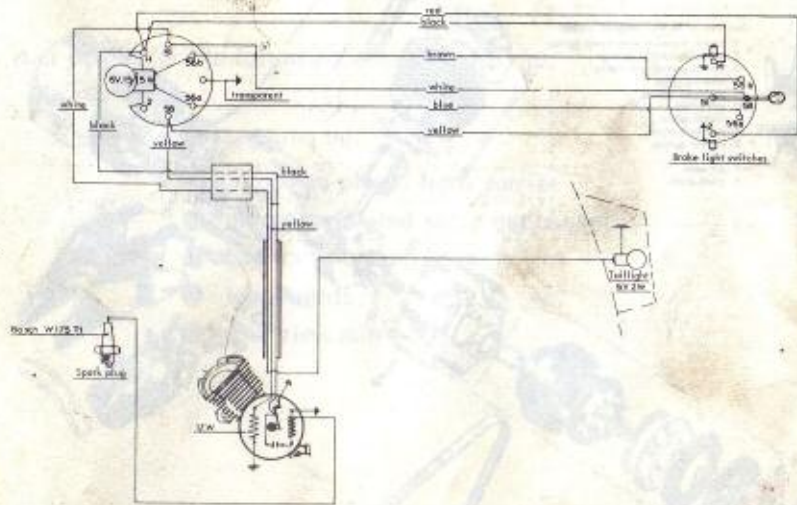
Take care that the engine speed is not too high when the moped is stationary. If it is, the automatic clutch can start to engage and drive your moped, even when the throttle is closed.

The right carburettor slow-running adjustment avoids trouble.

Adjustment is as follows: one of the holes in the pulley must be turned in such a way that the adjustment screw of the carburettor becomes visible. By turning this screw to the right or to the left, the exact adjustment can be found.

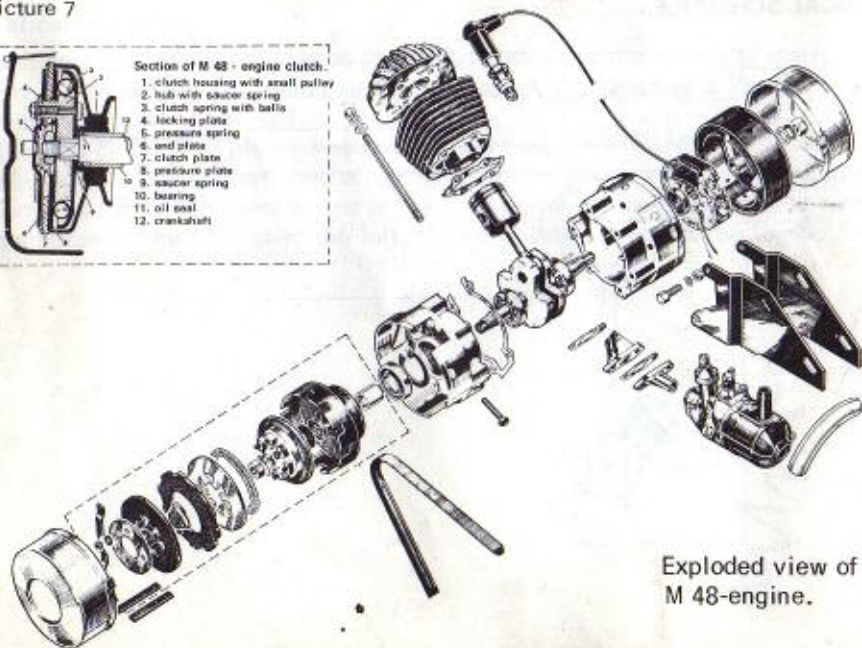
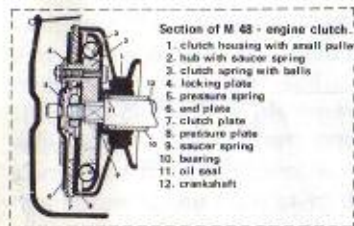


ELECTRICAL SCHEDULE.



Picture 6

Picture 7



Exploded view of Laura M 48-engine.

Ask your dealer for the following accessories:

- chromium plated front carrier
- chromium plated shopping basket
- bag for shopping basket.
- leg shields
- rear view mirror.

STANDARD GUARANTEE CONDITIONS FOR THE FIRST OWNERS OF BATAVUS MOPEDS.

Harglo Ltd, Knowle, guarantees the moped, described on page 2 of this manual, to be free of faults of material and craftsmanship to the first owner.

The guarantee period is 6 months for all parts, excluding those mentioned hereafter.

The guarantee period starts from the date of purchase.

Chains, chainwheels, electric bulbs, spark plugs, ballbearings, stands, bowden cables and normal wear and tear, are excluded from this guarantee.

All parts manufactured by Bosch, Stuttgart, W.-Germany are guaranteed by Bosch in accordance with this company's own guarantee conditions.

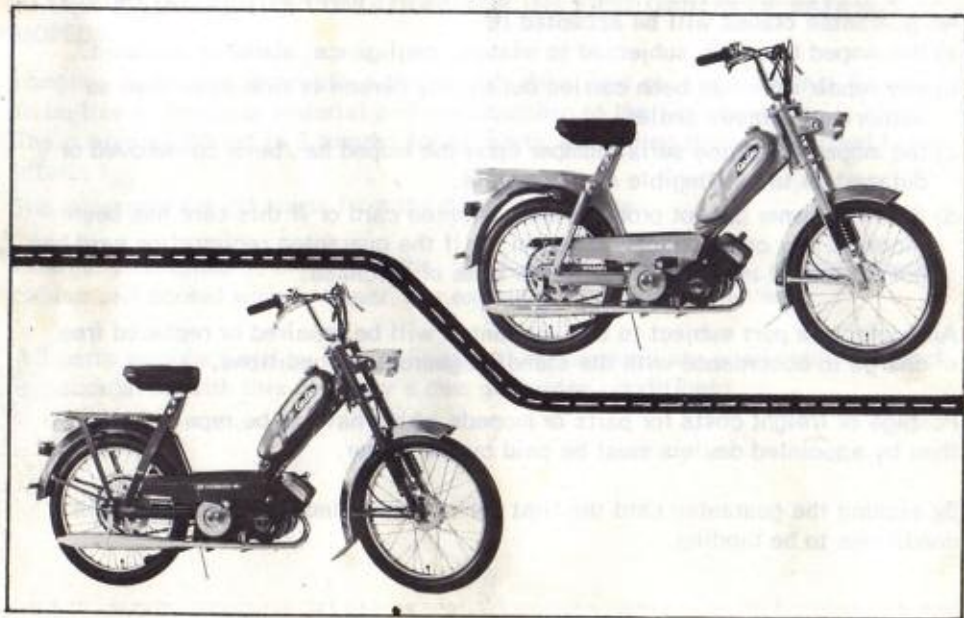
No guarantee claims will be accepted if:

- a) the moped has been subjected to misuse, negligence, abuse or accident.
- b) any repair work has been carried out by any person or firm other than an authorised Batavus dealer.
- c) the moped or engine serial number upon the moped has been so removed or defaced as to be illegible or incomplete.
- d) the first owner cannot produce the guarantee card or if this card has been incompletely or incorrectly filled in, or if the guarantee registration card has not been sent in within 8 days after date of purchase.

Any defective part subject to this guarantee will be repaired or replaced free of charge in accordance with the standard guarantee conditions.

Postage or freight costs for parts or mopeds which have to be repaired other than by appointed dealers must be paid by the owner.

By signing the guarantee card the first owner acknowledges these guarantee conditions to be binding.





28 back
26 front

GUARANTEE-CARD.

N^o 101442

The subjoined vehicle is only guaranteed on the ground of this guarantee card and in accordance with the standard guarantee conditions stated on page 24 of this manual for the period mentioned therein.

PLEASE NOTE!

Guarantee claims will only be accepted if this card and the attached guarantee registration form have been completed.

Genevieve Haseley.

62309

56 Parkside Rd.

Rhusston

Name and initials

Residence:

Address:

Moped type:

Frame No.: 445357

Engine No.: 445357.

Date of purchase:

This guarantee card has to be kept carefully. In case of guarantee claim send to:

HARGLO LTD.
177 Station Road.
KNOWLE, Solihull.
Warwickshire.

THE SCOTER HOUSE
433 COMBRIDGE RD. EAST
CARDIFF CF21 196

Dealer's stamp and
signature:

8-13
8 25

7588613

IceniCAM Information Service

