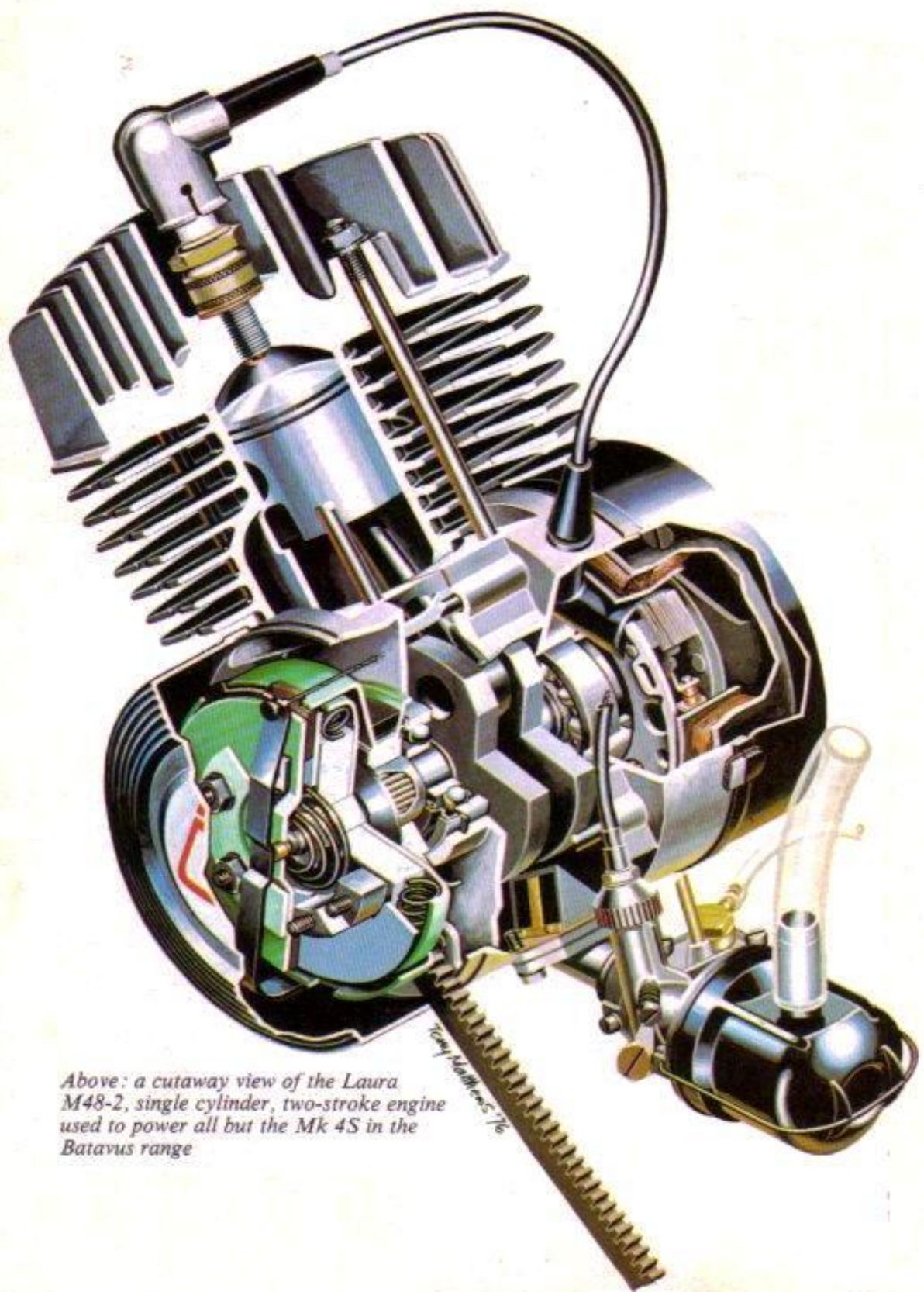


TOMOS LAURA podatki



Above: a cutaway view of the Laura M48-2, single cylinder, two-stroke engine used to power all but the Mk 4S in the Batavus range

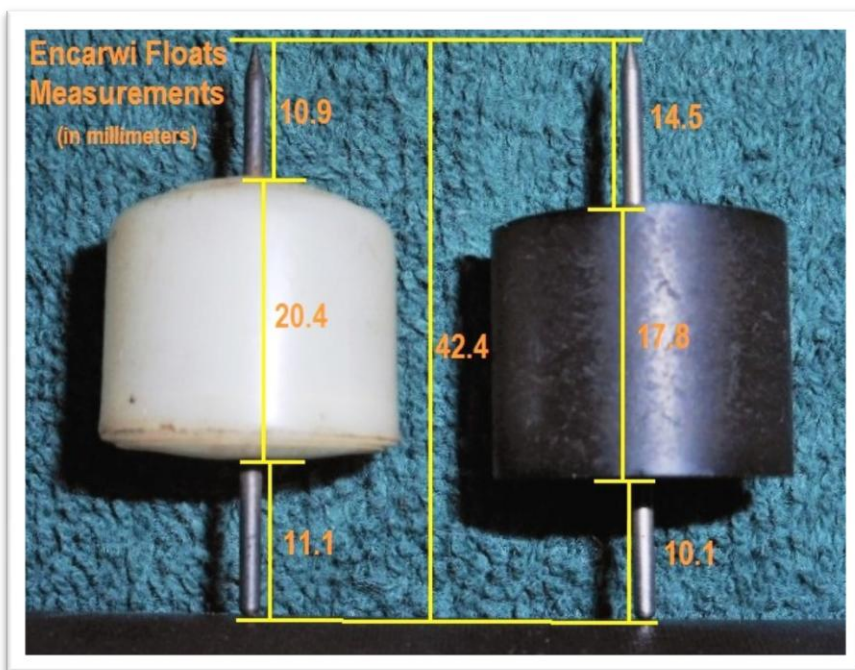
Šifra 206.817 klinasti jermen ročno pripisane dimenzije:
13 x 8 dolžina 762 (800?)
Napetost jermena- 0,5cm

Semering gl. gred pri sklopki: 20x42x7
Semering gl. gred pri vžigu: 14x30x7
Semering pri sklopki: 15x21x4

Platine razmik: 0,35- 0,45mm
Predvžig: 1,8- 2,2mm
Svečka : NGK B5HS
Bosch W8AC

Sklopka debelina oblog: 3,8mm (min. 3,6mm)
Nastavitev štartne vzmeti sklopke: cca 1,5 do 2mm od potisne plošče sklopke

Plovec:



Beli: od vrha plovka do konice igle- 10,9mm
Črni: : od vrha plovka do konice igle- 14,5mm

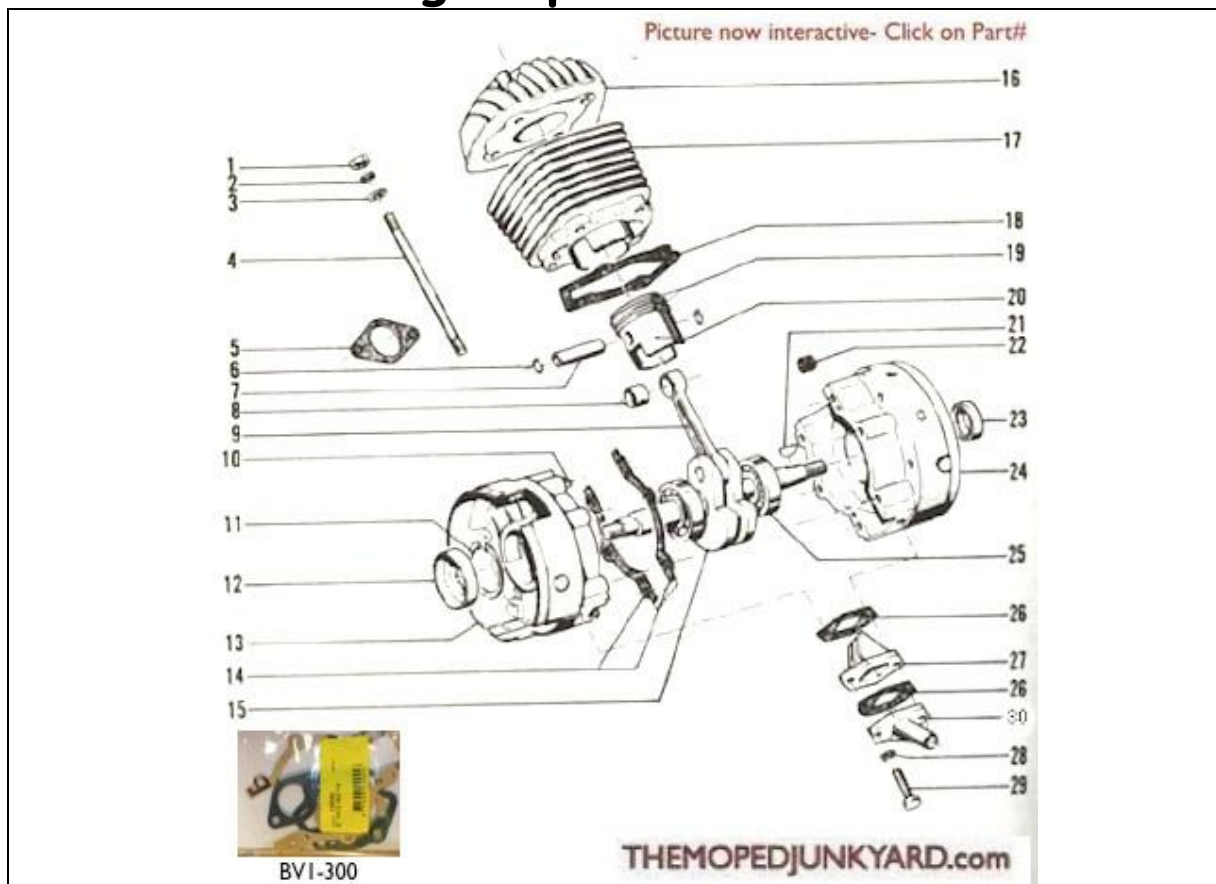
Clutch Washers:

The Batavus crank goes from 12mm to 15mm right at the edge of the needle bearing. The clutch needle bearing is lubed by the gasoline and oil mist in the crankcase. The three special steel washers, one cupped, seal the crankcase pressure on the spinning crankshaft, along with the rubber crank seals.



First the felt ring #23 goes into a recess in the housing-pulley #71. Then the large 15mm washer #41 goes on, just over the 12-15 step in the crankshaft. Then the 12mm saucer spring #22 goes on with the dish side up (outward). Then on 25 and 30 mph versions with the brick red pulley, the 12mm small washer #79 goes on, into the dish of the saucer spring. Then the aluminum clutch hub with large steel saucer in back goes onto the flat sided part of the crank, and rests against the #41. When the outer nut is tightened, the saucer spring is compressed slightly, so that the crankcase is sealed by the metal-to-metal contact ring between #79 and #22. When the engine is running, but the rear wheel is stopped, #79 spins, but #41 is stationary. Once the bike gets over 10mph, #41 and #79 are both spinning in sync, so the metal-to-metal pressure seal gets better.

batavus M48 engine parts



PART#/ DESCRIPTION	PART#/ DESCRIPTION
BV1-201 (1) cylinder stud nut 6mm	BV1-216 (16) Cylinder head
BV1-202 (2) lock washer	BV1-217 17) piston /cylinder complete-- N/A
BV1-203 (3) flat washer	BV1-218 (18) base gasket
BV1-204 (4) cylinder studs (120mm x 6) ends threaded 22mm and 18mm	PR-026 (19) rings for factory stock piston 39.95 x 1.5 FG style
BV1-205 (5) exhaust gasket	PN-501 (20) piston complete, rings, pin,clips
BV1-206 (6) piston clip	BV1-221 (21) woodruff
BV1-207 (7) wrist pin	BV1-222 (22) rubber grommet
BV1-208 (8) Connectiong rod bearing N/A	BV1-223 (23) bearing seal OEM bearing seal 816181 OD 30mm ID 14mm W 7mm
BV1-209 (9) (15)Connecting rod/crankshaft See BV1-215	BV1-225 (25) crank bearings #6302
BV1-210 (10) Alignment Cowel N/A	BV1-226 (26) Intake gasket
BV1-211 (11) Circlip	BV1-227 (27) reed valve
BV1-212 (12) Bearing seal- clutch side OEM Seal 816480 OD 42mm ID 21mm W 7mm- AVAILABLE AGAIN	BV1-228 (28) lock washer
BV1-213 (13) (24) Case complete- R & L matching case halves only	BV1-229 (29) bolt 6mm
BV1-214 (14) crank case gasket	BV1-230 (30) intake manifold
BV1-215 (15) (9) Crankshaft/connecting rod	BV-231 (31) (not pictured) case bolt set
	BV1-300 Complete gasket kit