

Sister of the

MAX 



The new Maxi

The Finish of the MAXI is
well, it shows NSU-quality:

1. Cylinder supported at the frame, safe from vibration;
2. Fully enclosed chain;
3. Chain supplied with oil - vapors from the circulating engine oil - therefore troublefree;
4. Wheels run on knock-out axles — can be removed and installed within seconds;
5. Deeply drawn fenders;
6. Highly effective, well-shaped exhaust pipe;
7. Really comfortable cantilever saddle with long spring;
8. Solid installation of the battery in separate container;
9. Good light (important!) from 45 watt equipment;
10. Safe center stand;
11. Handlebar-lock which remains on the motorcycle even when open;
12. First class chrome plating;

You'll be interested:

Engine: 175 cc air-cooled NSU single cylinder four stroke, compression ratio 1:2, ULTRAMAX valve gear with overhead camshaft, pressure lubrication with double plunger geared oil pump and special oil filter. Bosch battery ignition and light, 45 watts, quietened air with intake air silencer.

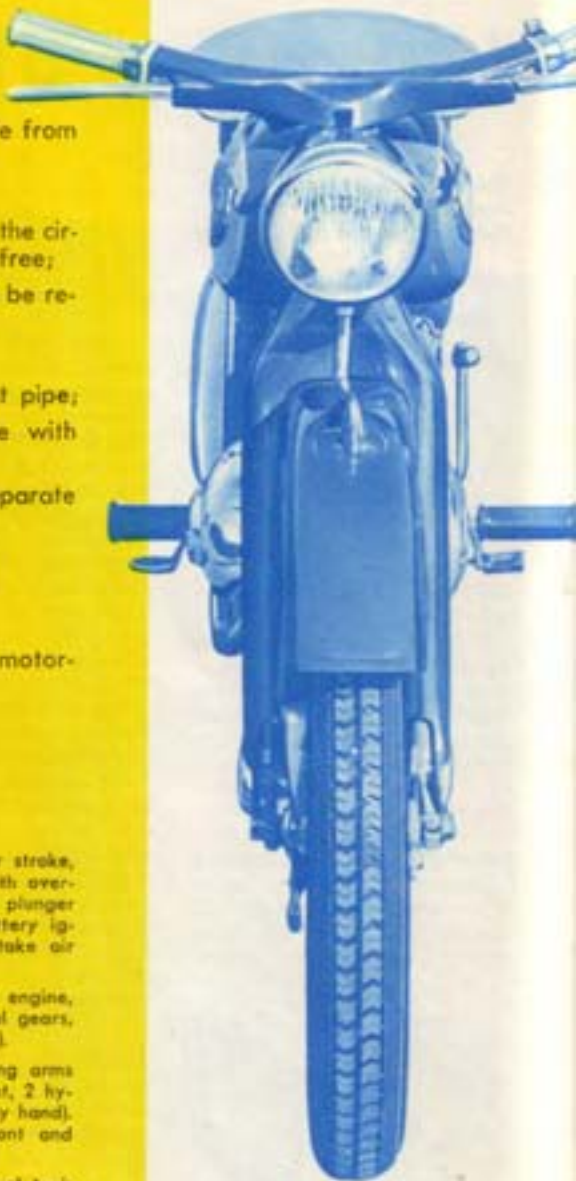
Transmission: NSU four-speed built-in unit with engine, foot shift, power transmission thru noiseless helical gears, multi-plate dry clutch (accessible from the outside).

Frame: Pressed steel central-beam frame, swinging arms front and rear, 2 hydraulic shock absorbers in front, 2 hydraulic spring suspension units in rear (adjustable by hand). Tires 3.25x18", Large diameter racing brakes, front and rear, drum diameter 5 1/2".

Dimensions: Length 89", Width 26", Height 39". Fuel tank capacity 2 Gallons (with 1 pint reserve), oil tank capacity 1.2 Quarts, Weight (fully tanked) 250 lbs.

Performance Data: 12.5 HP, maximum speed 65 mph (with two persons). Average fuel consumption 75 miles per gallon.

Equipment: Modern pressed steel handlebar, knock-out axles front and rear, speedometer built into the headlight, comfortable cantilever saddle with long spring action. There are two models of the MAXI: Christiania Blue with chrome plated tank and chrome plated rims and another, slightly less expensive version with painted tank and painted rims.



Conclusively: MAXI - a motorcycle for experts; a cycle for people with a sense of beauty and high-bred driving.

Are you playing Skat?



You can be at the top and you can be at the bottom — but only when you are inbetween, then you have found the happy medium for which you have waited all the time. With the NSU four-strokers it's been the same way: first there were only two — the SUPERFOX and the SUPERMAX. Now comes the third: Very fittingly it's called "MAXI". The missing link has been found, the link between the 125 cc and the 250 cc class. With its 175 cc four-stroke engine MAXI has all the opportunity to find innumerable friends. 175 cc is the desire for highest performance on one side and greatest economy on the other — the happy medium.



Performance: 12,5 HP has the MAXI engine, honest 12,5 HP naturally, not just tested on one selected special sample, but on each engine as it comes from the production line. Twelve and a half horses just a few years ago was the performance of a good 250 cc engine. With the MAXI you'll get 65 mph — with pillion passenger of course.

Economy: First you'll ask for the fuel consumption — won't you? MAXI's average consumption is around 1 Gallon for 65 miles. That's little enough. But then: The contents of the engine oil tank - it holds 1,2 quarts - must only be changed every 2000 miles. That's approximately twice the time of operation customary with motorcycle four stroke engines.

You'll see right away how this is possible; meanwhile we'll just say the magic word „Micro-nic Special filter“.

Now, say for yourself: is the MAXI efficient and is she economical?



MAXI

The engine works - as we've said already - on the four-stroke principle. You may have your opinion about the problem "two-strokes or four" but one thing is clear: The slightly more expensive four-stroke engine has the immeasurable advantage of a clearly defined idle and a pleasant sound at all ramps. The four-stroke engine does not make noise, it "sounds"; thanks to the fuel-intake thru valves it is economical and even long stretches at full throttle won't hurt it. Conclusively it can be said: the four-stroker is a high-bred engine.

The MAXI engine is a smaller brother of the MAX engine with all the features which



have made the MAX during the last two years the most-bought motorcycle in all classes in Germany.

The ULTRAMAX valve gear. This type of valve gear - a special NSU invention - can't be found on any other motorcycle in the world. Its advantages: it works without power loss and without play and is

- further details:

therefore extremely quiet. Further there is the air filter. The MAXI na-



turally also has the system of the "Quieted Air": Fresh air which is sucked in from the outside, often is not quite as fresh as can be desired. It first passes thru the cavities of the frame, where it is free of dust and disturbances and only then it gets to the carburetor and into the combustion chamber. This results in appreciable gain of performance, (whirling air at the carburetor intake uses energy) and above all in-



creases the life-span of the engine. (Dust in the gasair mixture works like an abrasive on pistons and cylinders).

The Lubrication system of the MAXI is a surprise: for the first time in the history of the motorcycle an oil filter, called MICRONIC has been used. This is an extremely fine filter which holds back even microscopic particles. The engine oil which is being circulated by means of a pump, must pass this filter station again and again; not only this one, but also the others which have been installed in NSU four-stroke engines before, and which are still being employed. That's why you only have to change the engine oil after 2000 miles. This, as well as the protection on bearings, pistons and cylinders can be felt to advantage at your billfold.

The Frame of the MAXI reminds in all details of the large SUPERMAX. Small wonder, the MAXI is just a small MAXI. First there's

the Pressed-Steel Central-Beam-Frame: solid, free of vibrations, torsion resistant and still light - these are the characteristics of this world famous NSU design.

The Springing consists of one front and one rear swinging arm, both supplemented by two hydraulic shock absorbers each.



Springs and shock absorbers are matched in such a manner as to assure excellent road holding qualities.



The Brakes are the part of the vehicle to which NSU designers have given their best attention. That's where NSU's racing experience pays off! In fact the brakes of the MAXI can be considered "racing brakes"; with their effective area of about 36 square inches you can stop the MAXI at high speed within a few feet. Small wonder: the brakes come from the same shelves as the ones for the SUPERMAX.

The Handlebar can be considered a little jewel. We have called it "Profile-Bar", because it is not just a simply bent tube, but a well-designed, practical birds wing profile. The nicest part: all cables and wires disappear into the interior. That way they are also well protected against breakage.



As owner of a MAXI
you will have the whole
tribe of NSU shops at your
disposition —
in foreign countries too.
The NSU rider has no worries
about spare parts,
just as he does not have
to worry whether
a mechanic anywhere or
anytime does not know his
motorcycle inside out
and can take care of it.
The one who rides MAXI
is always well taken
care of.

Your NSU Dealer:

PROVIDENCE MOTORCYCLE OUTLET
314 BROAD STREET
PROVIDENCE 7, R. I.
DExter 1-7818



NSU WERKE AKTIENGESELLSCHAFT NECKARSULM

DW 2028 300 10633