

NERACAR

*Instructions
and Care*



NER-A-CAR CORPORATION
SYRACUSE NEW YORK

February 1923

IMPORTANT

The motor is lubricated entirely by oil mixed with gas. The oil must be mixed thoroughly with the gasoline in a separate container before it is put into the Neracar fuel tank.

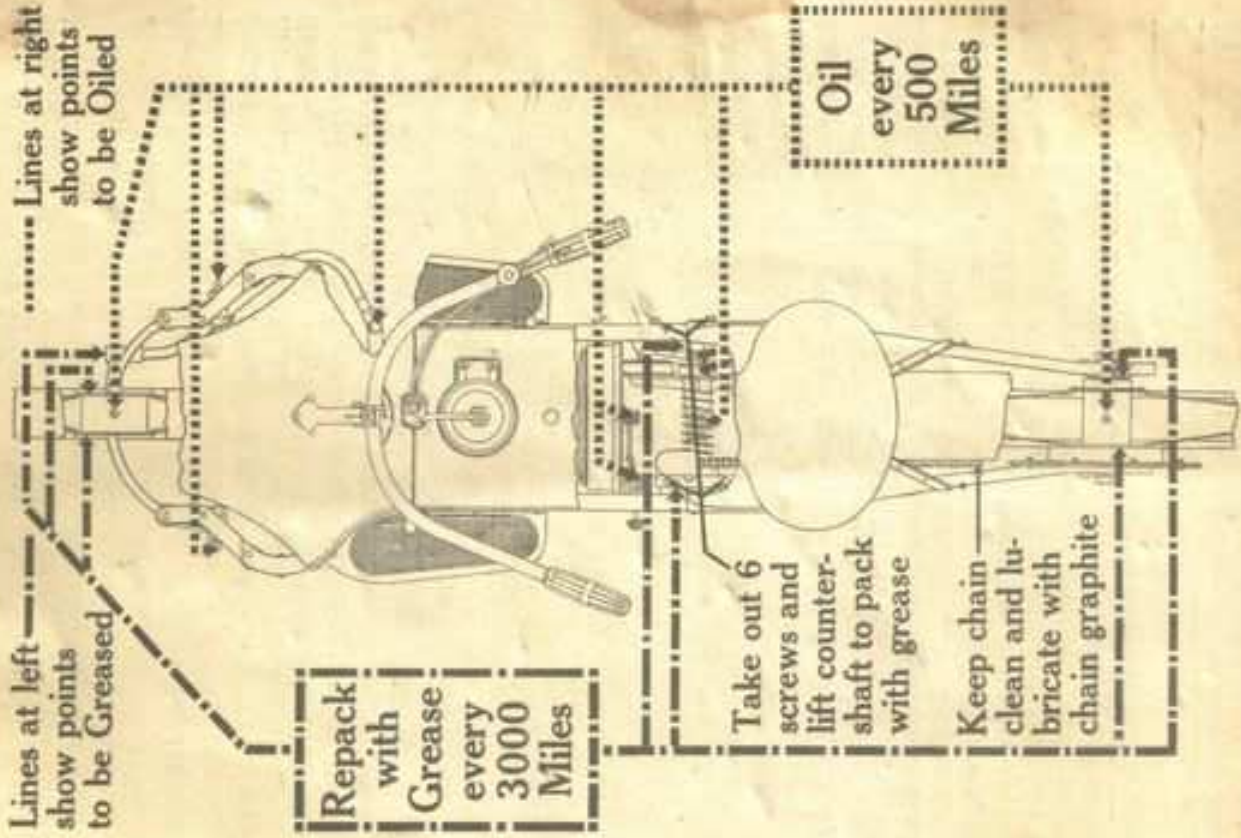
As most oils will not **STAY MIXED** with the gasoline, this and other reasons proven by test makes it essential to use **ONLY Mobiloil "B"**, Quaker State Medium, Oilzum Heavy or Crew Levick Perfection Motorcycle Oil for fuel mixture.

Mix oil and gasoline in following proportions:
For 1st 1000 miles, 8 parts gas to 1 part oil.
After 1st 1000 miles, 12 parts gas to 1 part oil.

If the above instructions are not followed, oil will settle in the tank and fill the carburetor.

NERACAR OIL AND GREASE CHART

Lines at left show points to be Greased
Lines at right show points to be Oiled



2. **Spark Plug.** Gap should be 20 thousandths of an inch—less than thickness of a worn dime. Keep plug clean. Scrape off corrosion. If motor starts hard, watch your setting on the spark plug as the spark eats away the points. The so-called "overheating" of two-cycle motors is usually caused by the use of unsuitable spark plugs, or the failure of the lubrication.

Be sure that the electrodes of the plug are heavy and insulated nearly to the end and designed to conduct the heat away from the points which are not cooled by the incoming charge as in the case of the four-stroke engine. The best plugs obtainable are the type on which the insulation on the center electrode extends to the bottom of skirt or shell of the plug.

After exhaustive experiments we have found the plug furnished by us to be the most satisfactory plug for use with the Neracar.

3. **Carburetor.** No adjustments. If car is used in very cold weather, a different size jet may be required. Have change made by an expert. If clogged by dirty gasoline, remove and clean screen in the gas line coupling on top of the carburetor.



Fig. 4

Fig. 5

4. **Proper Operation for Economy.** Run with air throttle open as wide as possible without having motor pop back in carburetor. For maximum horse-power at low speed, retard air.

5. **Spark.** This adjustment is fixed at factory.

6. **Breaker Contacts.** Remove cap 920 (Fig. 4). Contacts are adjustable for wear and pitting. Maintain a gap of 12 thousandths of an inch. If contacts are pitted, smooth with fine file or emery cloth, keeping faces parallel.

7. **Hood.** To remove hood, slip rubber nipple away from spark plug along ignition wire and disconnect wire. Remove nut. Use both hands to squeeze sides of hood toward each other at middle bottom, thus unhooking holddown clips on inside.

8. **Clutch Cable** can be adjusted at points "a" (Fig. 2) and "b" (Fig. 5). To tighten, ease off locknut and back off screw at "a". When limit of adjustment at "a" is reached, turn the screw back to its original position and take up stretch at point "b" by turning screw in. Adjustment is correct when a quarter turn of left grip will engage or disengage the friction wheel.



Fig. 6



Fig. 7

Driving Disk | Alignment (Fig. 6). Turn left grip till friction ring in high speed position just clears the disk. Without changing grip, shift friction ring to low-speed position. Loosen bolts M-1157 and turn screw M-1108 until friction ring moves from low to high speed position at same distance from friction plate. Tighten bolts M-1157. Readjust cable as paragraph 8.

Never run the Neracar over 30 miles per hour for the first 500 miles

Never run the Neracar over 30 miles per hour for the first 500 miles

10. Chain is properly adjusted when it takes up all slack but does not bind in a complete revolution of rear wheel. To tighten, loosen stay-bolt M-1160 and nut 348 (Fig. 7). Loosen lock-nuts and draw up nuts M-1004-A on both drag-bolts to keep wheel centered with frame. In tightening nuts, tighten lock-nuts on drag-bolts last. When chain adjustment has reached its limit, remove a link of chain and readjust as above. (See Brake.)

11. Brake is properly adjusted when it brakes firmly before foot-pedal is pushed down to limit and releases cleanly with foot-pedal up. Take up slack by adjusting rod 427 (Fig. 7). Re-adjust brake after adjusting chain.

When coasting down a hill it will be found that the machine travels faster if the throttle be closed right off, and the clutch is disengaged with gas off, air open, clutch in tight and lever in low speed position, this becomes a very powerful brake for emergencies.

12. Wheel Bearings. Wheels should rotate freely without side play.

Front Wheel. With a punch, remove the Left-hand Threaded Nut 2367 (Fig. 13) by turning to right. To tighten bearing, turn the left-hand threaded cone to left till play is taken out and a notch checks with the notch in the wheel mounting. Replace nut with key in notch. Tighten nut by turning it to left.

Rear Wheel. To adjust rear wheel bearing, loosen nut 348 and lock nut 342 (Fig. 8). Set wrench on flats of part 352, turn to right to tighten or opposite to remove for greasing. After adjusting, tighten lock nut 342, then nut 348.

13. Condenser. If there is excessive sparking at Breaker Contact Points even when they are properly adjusted as in paragraph 1, replace Condenser with a new one.

14. To Change Tire. Front Wheel. Remove the two front axle pins 129 (Fig. 10) and left spring. Tube or shoe can be removed through the left side.



Fig. 10

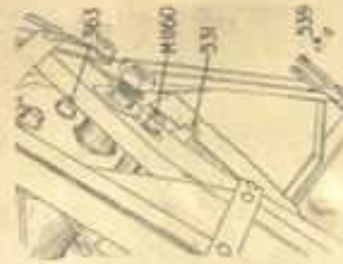


Fig. 11

Rear Wheel. Take off chain by the removable pin in one of the links. Unscrew stay-bolt M-1160 (Fig. 11); unhook drag-bolt 363 from brake drum and remove nuts and washers from axle on one side. Steady the wheel with one hand and pull the hollow axle out with the other.

15. To Install Kick Starter Return Spring. Remove engine. Remove cotter pin and shaft on Kick Starter Assembly. Replace spring and assemble.



Fig. 12

16. Carbon Removal. Due to oil used in fuel mixture, in a new motor it is advisable to remove cylinder and clean out carbon in both cylinder and piston at the end of the first 500 miles, after which use less oil as recommended on inside front cover. Thereafter, cleaning every 1000 miles will be sufficient. To remove cylinder, disconnect exhaust manifold and ignition wire and carburetor, then take off four nuts from studs which fasten cylinder to crank case. Use care not to damage gasket.

Carbon deposit is very apt to collect in the exhaust port of two-stroke engines, and it is as well to remember that this has a marked effect upon the running by causing the exhaust port to open late. It is usually possible to clear this away without dismantling anything more than the exhaust manifold.

If the engine has to be taken down for the removal of Carbon Deposit or any other cause, care must be taken that all joints are well made again or "popping back" will occur in the carburetor through air leakage.

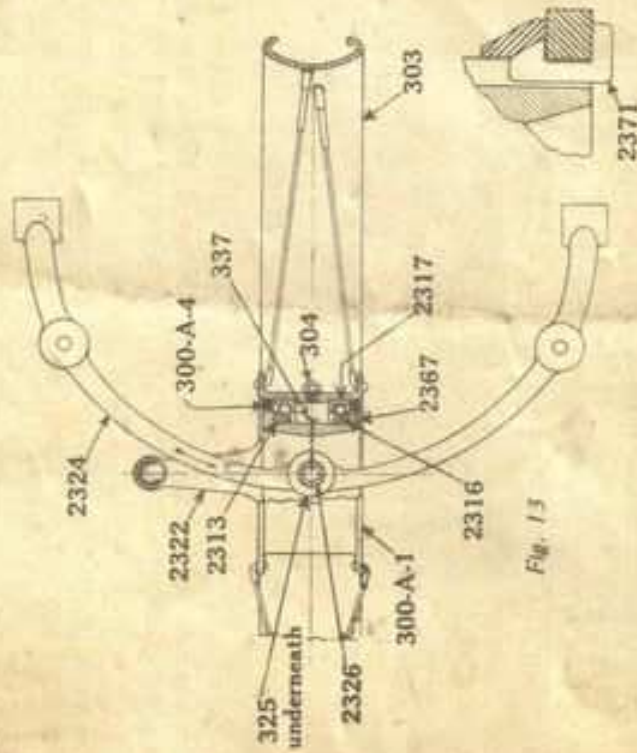


Fig. 13

Fig. 14

J. A. CSBECK & SON
 1 CLINTON AVE.
 COBLESKILL, N. Y.

GENERAL OVERHAULING AND REPAIRS

Unless you are a mechanic, see your dealer or a professional repair man.

HOW TO ORDER SPARE PARTS

When ordering for a specific Neracar, be sure to give motor number (on leg of motor next to flywheel) and chassis number (on right frame member next to rear wheel lock nut).

In all cases where parts for machines are sent to us, transportation charges must be prepaid, and a letter of advise stating just what is required should be mailed to us at once.

Be sure to put name and address on package or crate. It frequently happens that parts are sent to us which do not bear sender's name and address. Where this occurs no notice will be taken or attention given the goods and such articles will be held at factory for a reasonable time at owner's risk. Proper marking of packages or crates prevents delay and annoyance.

Important

When shipping machines for repairs, accessories such as lamps, horns, tools, etc., should be removed from machine, otherwise we cannot be responsible.