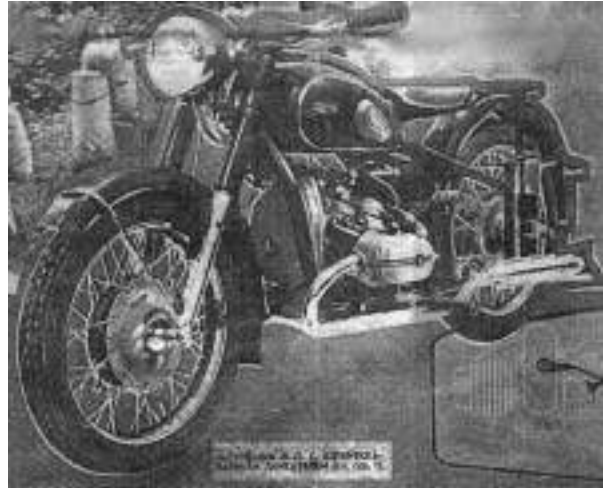


Ural 500cc and 650cc Models



1949 Urals (believed 500cc) and riders.



500cc Ural M52 (photo supplied courtesy of Chris Smith)



Ural M61, note plunger frame and front mudguard



Ural M63, the first Ural to be imported commercially into England. Also note front mudguard as per M62 and introduction of the rear swinging arm.

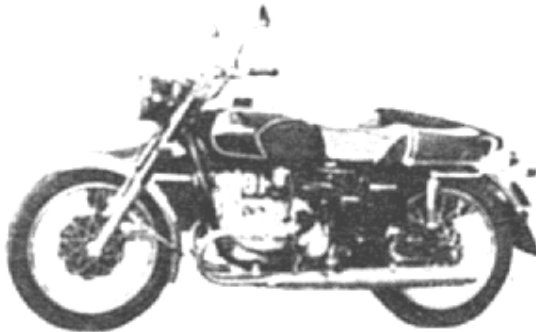
Right - Ural M66, fitted with the optional dual seat. Note the new front mudguard, why did they change it? Engine gained increased compression and an oil filter! Also the addition of indicators for the first time. Note this picture from UK Cossack brochure, hence the Cossack sticker on tank.



Ural Utilitarian Sidecars



Photos from original Russian M63 and M66 Brochures.



Ural M67 1974 – Please excuse quality of this reproduction from a Russian chart. Note the Dnieper fuel tank, sidepanels. Also featured TLS front brake, 12 volt electrics, nice dual seat. Gearboxes were very weak in the dog clutch and sliding member departments. Two were imported into UK by Satra, one still exists. Note dates, M66 Urals were still being imported and sold as Cossacks with 6 volt electrics and SLS front brakes whilst the M67 and of course the MT10-36 Dniepers were available! Nevals tried some, but preferred the Dnieper for reliability.

Soon Ural factory rejuvenated with new series named IMZ 8.xxx series that were much more reliable.

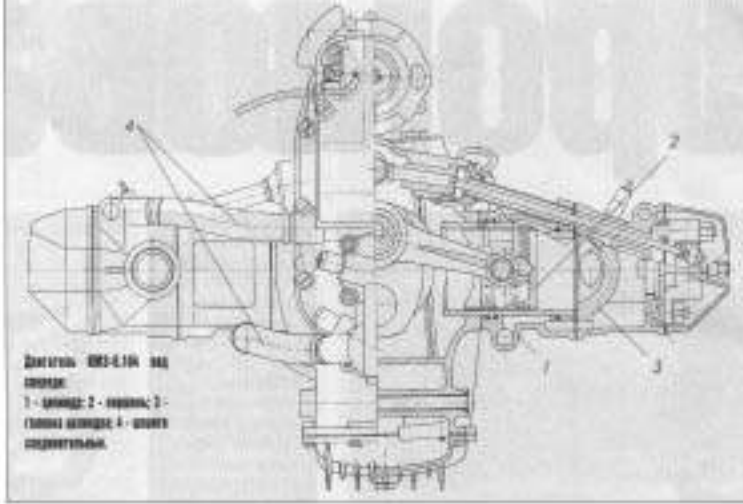
**Мотоцикл М—67
«Урал—5»
(1974—5)**

Ural IMZ 8.123 solo specification 1988 from Russian brochure.
(Note neat pressed steel screen still available new)

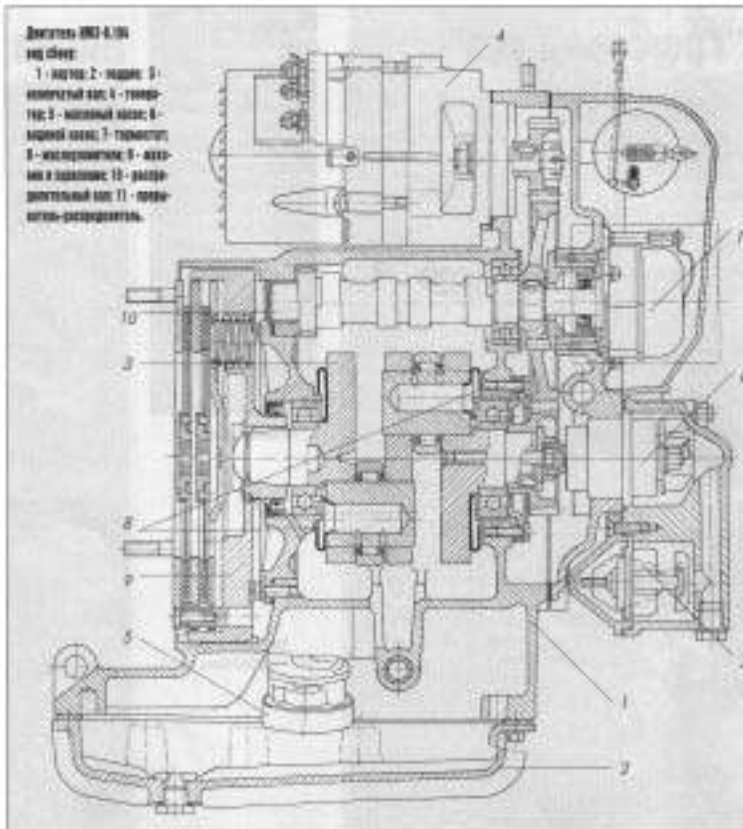
URAL IMZ-8.123
(no sidecar)



Water Cooled Urals



A water cooled Ural photographed in the ice and snow – brilliant piece of location shooting!



Water cooled Ural outfit out in the Russian Steppes, that is better use for it. Note the later cylinder head design.

It can be observed that there is a water pump on the front of the engine that then feeds water to the cylinder heads and then a radiator mounted on the left hand side behind a protection bar. Besides the obvious advantages of keeping the engine cool in hot weather and maybe helping the engine warm up to full temperature quicker, the additional quietening effect must be beneficial.