

# Press Info

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# 1.)

## **Ural rolls out the largest package of upgrades in more than ten years**

### **Introduction**

Ural motorcycles gained popularity and a loyal following among motorcycle enthusiasts around the world. Ural riders appreciate the bikes' on- and off-road capabilities, ease of maintenance and certainly love the bikes' classic appearance and feel. Our company is known for listening closely to customer feedback, and as such Ural has implemented a large number of changes and upgrades over the years.

We at Ural felt that the concept of a complete factory produced sidecar motorcycle has even bigger potential than what our previous models were able to deliver. So we began working on this project two years ago. The idea was to introduce a number of more advanced technical and functional features, while still maintaining Ural's classic look, ruggedness and unpretentious character.

The four main areas we focused on were:

- Engine performance
- Handling
- Braking
- Overall fit and finish

**Key differences at a glance (for 2wd models)**

	<b>2013 model year</b>	<b>2014 model year</b>
<b>Engine</b>		
Displacement	749 cc	749 cc
Fuel delivery	Carburation	EFI
Maximum HP	40 HP / 29,4 KW @ 5600 rpm	41 HP / 30,1 KW @ 5500 rpm
Maximum torque	51,5 Nm @ 4600 rpm	57 Nm @ 4300 rpm
<b>Brakes</b>		
Front	Four-piston fixed Brembo caliper with 295mm NG floating disc	Four-piston fixed Brembo caliper with 295mm NG floating disc
Rear	Mechanical drum	Single piston big bore HB integrated floating caliper with 256mm NG fixed disc
Sidecar	Mechanical drum	Two-piston fixed Brembo caliper with 245mm NG floating disc
Dry weight, kg	335	331
Fuel consumption, L/100km	7,1 - 9,0	6,4 – 7,6
Recommended maximum cruising speed, km/h	105	113

## Engine

### *What it was*

Prior to 2014 all models of Ural motorcycles had been manufactured with carburetors. Carburetion allowed the user to make adjustments and accommodate different riding styles when necessary. While this is considered to be an advantage by some motorcycle enthusiasts, the benefits of EFI system are undeniable. Even though Ural could have continued with carburetion for a few more years, we decided it's time to switch to EFI if we are to grow the brand and expand our customer base.

### *What it will be*

2014 Urals feature the new standalone fuel injection system. This system has been developed specifically for Ural by ElectroJet, Inc., a Michigan-based engineering company, using components by Bosch and Delphi.

It's a closed loop throttle body injection system utilizing individual ECU's for each of the cylinders. This system precisely manages fuel delivery and ignition timing while simultaneously allowing the cylinders to communicate with each other for better idling and balance.

The most unique feature of our system is the individual ECU's integrated with the throttle bodies. It's a compact and redundant system which allows the motorcycle to continue running with just one out of two ECU's operational. Our ECU also incorporates a PDS (pressure differential sensor) for more accurate and smooth fuel delivery, eliminating the need for additional TPS (throttle position sensor). The throttle bodies were specifically designed in a way to maximize performance while minimizing modification to existing engine components.

EFI is not the only piece of the puzzle. We completed the package with an all new air box and an improved cam profile.

The new airbox is almost two times larger in volume. This provides less restrictive airflow and better balance. The airbox inlet has been relocated to make the system more weather resistant and easier to service.

The profile of the camshaft was revised for shorter duration to increase the low to mid- rpm torque.

### *What it does*

The three main benefits of EFI are obvious: it is more user friendly, provides better fuel economy and reduces emissions.

While the deployment of EFI and redesign of other engine components increased the maximum horsepower of our 750 engine, the real story is **torque**.

For a motorcycle with the sidecar that weighs over 300 kg, you need a lot of torque to overcome the moment of inertia. And we achieved just that. The engine now produces 57 Nm of torque at 4300rpm compared to previous 51,5 Nm of torque at 4600 rpm - that's a 11% increase! What's even more impressive is that 90% of max torque is achieved below 2300 rpms - and that puts the power where you need it.

#### *What it comes with*

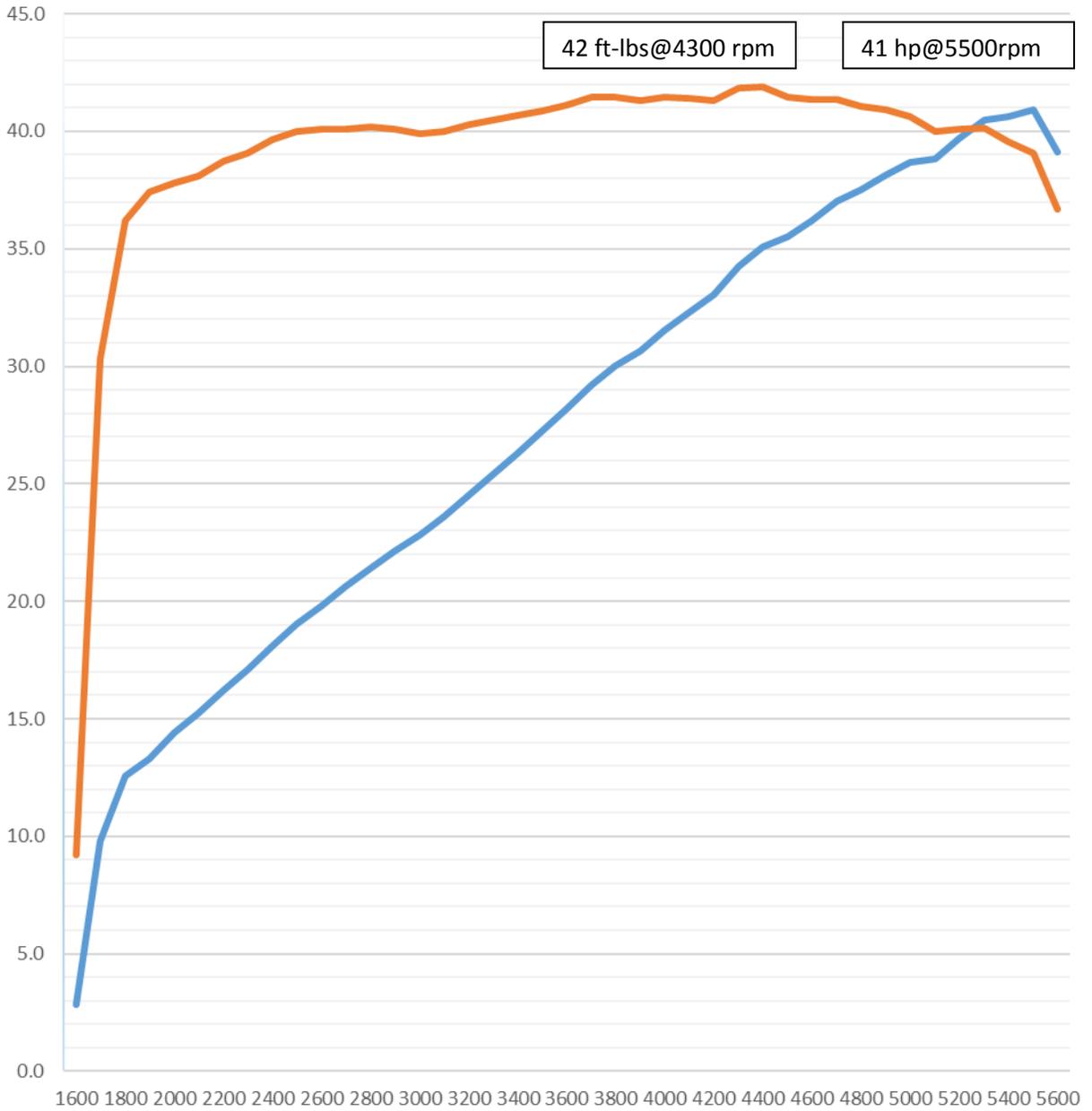
The engine now comes with redesigned front cover integrating a standard spin-on oil filter.

A new wire harness incorporates all new requirements for EFI utilizing high quality weather tight connectors.

The dashboard was redesigned to include fuel level warning and engine management indicator lamps.

# Engine output and torque

— Hp (Hp) — Torque (ft-lb)



## **Brakes**

### *What it was*

Since 2005 Ural motorcycles have utilized for European market Brembo hydraulic disc brakes on the front wheel, and drum brakes for both the rear and sidecar wheels. The drum brakes required the rider to apply more force to the brake pedal. Also this configuration required more frequent maintenance and adjustment.

### *What it will be*

Beginning in 2014 Urals will feature disc brakes on all three wheels.

The rear wheel utilizes a big bore integrated floating caliper by HB (Hayes Brakes) and a 256 mm solid NG rotor. The caliper also incorporates the mechanical parking brake feature.

The sidecar wheel is equipped with a two-piston Brembo caliper and a 245 mm NG floating rotor.

Both rear calipers are operated by their own Brembo master cylinders.

### *What it does*

The new system provides dramatically increased stopping power while requiring less rider effort. Having three individual braking systems provides for the highest level of redundancy and the ability to precisely tune the entire system.

### *What it comes with*

During the development of the rear disc brakes we completely redesigned all wheel hubs. They now utilize standard sealed bearings with additional protective dust seals.

The rear hubs no longer utilize cast-in drive splines. They are now equipped with replaceable hardened bolt-on spline flanges. The rear wheel hubs will no longer need to be replaced due to worn drive splines.

The parking brake actuation lever was redesigned and conveniently located to simplify rider operation.

The introduction of disc brakes allowed us to develop a new final drive housing, which is lighter and universal across the entire model line.

The front brake reaction link on leading link forks is now made by FRAP (Italy) and utilizes higher quality ball joints of increased strength.

## **Steering**

### *What it was*

The current Urals utilize a mechanical friction type steering damper. This simple design, while adjustable, doesn't provide consistent handling under different riding situations. Thus the motorcycle requires constant rider input.

### *What it will be*

The new system incorporates an 18-position adjustable hydraulic damper. This damper specifications were carefully selected for use on our sidecar motorcycles and confirmed after extensive on- and off-road testing.

### *What it does*

Riding the bike, equipped with new damper, requires less rider input while feeling more "planted" and connected to the road surface. As an added benefit, the hydraulic damper reduces the amount of sidecar specific yaw (pull to the right or left when accelerating or decelerating). For newbies to sidecars, it eases the transition from two wheels to three wheels.

### *What it comes with*

In conjunction with the development of the steering damper we also incorporated newly designed upper and lower triple clamps (bridges). These yokes are now made from forged aluminum alloy which is both stronger and lighter. Additionally the upper yoke incorporates handlebar mounts. Fork legs are now secured with pinch bolts in place of the original factory tapered upper mount.

## Appearance

In addition to all the performance improvement the motorcycle has undergone substantial makeover.

The classic look of the Ural has been preserved but well refined. Some of the improvements include new kneepads and badges on the gas tank, improved preformed hoses for fuel lines, breather and reservoirs.

The new dashboard with modern indicator lamps is more aesthetically pleasing and at the same time better follows the contour of the headlight and the upper triple clamp.

The new front engine cover is slimmer and cleaner in appearance and incorporates the IMZ logo.

Some other small details also add to the overall appearance

## 2.)

### Prices 2014 EFI Models in Europe

	<b>Retail price in EUR without VAT, without transport costs</b>
Tourist	10.700,00
Tourist Cross	10.700,00
Sportsman	11.100,00
Sportsman Cross	11.350,00
Ranger	11.350,00
Retro	11.100,00
Ural T	9.500,00
Ural T TWD	10.000,00

## Ural Motorcycles models 2013

### Solo models

Since 2011 only two solo models are offered by Ural:

Solo ST and Retro Solo.

Both solo models are equipped with disc brake on front and rear wheel.

Both solo models have telescopic front fork made by Marzocchi.

The Solo ST is a pure motorcycle with only basic equipment, available only in matt black. The Retro Solo is much better equipped and is delivered in black (with white lines). The solo model Wolf is not made anymore.

Ural Factory will always concentrate on their main skill, motorcycles with sidecar. But from time to time we receive inquiries for Ural motorcycles without the sidecar.

Due to lack of significant sales of solo models the European Ural importer did not update the European Type Approval for Solo models to emission standard EURO3.

The few solo versions that are sold must be singly approved to be able to be registered, which is easy when the Type Approval for the sidecar versions is used as base. The sidecar versions do have EURO3 approval.

### Sidecar models

**Tourist**      Black with white stripes, Cherry red, Russian Racing green

New: Azur

**Sportsman**    Black with white stripes, Cherry red, Russian Racing green

New: Azur (= very light green)

**Ranger**        Gobi: Camouflage desert (beige, light brown)

Tundra: Very dark green, almost black

Frog: Very light green

**Retro**            Black with white stripes, Cherry red,

**Ural T**            Black matt without stripes

**Ural T TWD**    Black matt without stripes

Brief characteristics of the models:

### **Tourist**

The Classic among the Ural sidecars is still enjoying great popularity. A simple and affordable combination in a classic style. Good ground clearance guaranties great riding off-road and in the snow. Reverse gear, as on all Ural models.

### **Sportsman**

The progression to the Tourist. An engageable sidecar drive allures to big off-road adventures . In normal operation only the rear wheel drive is used, when the sidecar drive is activated, the rear and sidecar wheel moves the motorcycle without differential through the most difficult countryside and also steep inclines.

### **Ranger**

This is the Sportsman in military look, without chrome, in camouflage painting, with standard accessories such as searchlight, spade... Although camouflage it cannot be overlooked!

In 2014 Ranger will be offered in following schemes:

Ranger Gobi: Camouflage brown beige

Ranger Tundra: A very dark green, almost black

Ranger Frog: A very light matt green

The "Froggy" Ranger is new for 2014

### **Retro**

The most beautiful Ural-model combines optical charm of the first Ural models from the 1950s with the technique of modern day. The beautiful form of the drop fuel tank is reminiscent of the M72, the first Ural sidecar. Speedometer and control lamps are integrated in the head light, the horizontal shock absorbers in the rear swinging arm remind one of the earlier straight suspension (vertical shock absorbers).

The lamp holders have a conical form.

This motorcycle has a telescopic fork, since 2009 from Marzocchi.

Differences between the Retro and the Tourist/Sportsman/Ranger models:

Different chassis construction on the Retro: a wider and longer swinging arm for the rear wheel suspension meets the requirements for a stiffer chassis. 18-inch wheels reduce the ground clearance. The frame is longer, the engine is located further in front, and the motorcycle is heavier in the front, which significantly increases the driving comfort of the sidecar version . The Retro is a reasonable alternative to a restored historical old-timer sidecar at a reasonable price.

In 2014 the Retro will come in Black with white lines and in Cherry red

### **Since 2011 Ural offers a low priced basic sidecar model – The Ural T**

The basic version of Ural is available as Ural T (without Two Wheel Drive) and it is available as Ural T TWD (with Two Wheel Drive)

Both versions come in 2014 in unicolour black matt.

## **3.) URAL dealer list**

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4.)

## Webshop

From the 1<sup>st</sup> of December our new webshop will go online: <http://www.ural-shop.com>

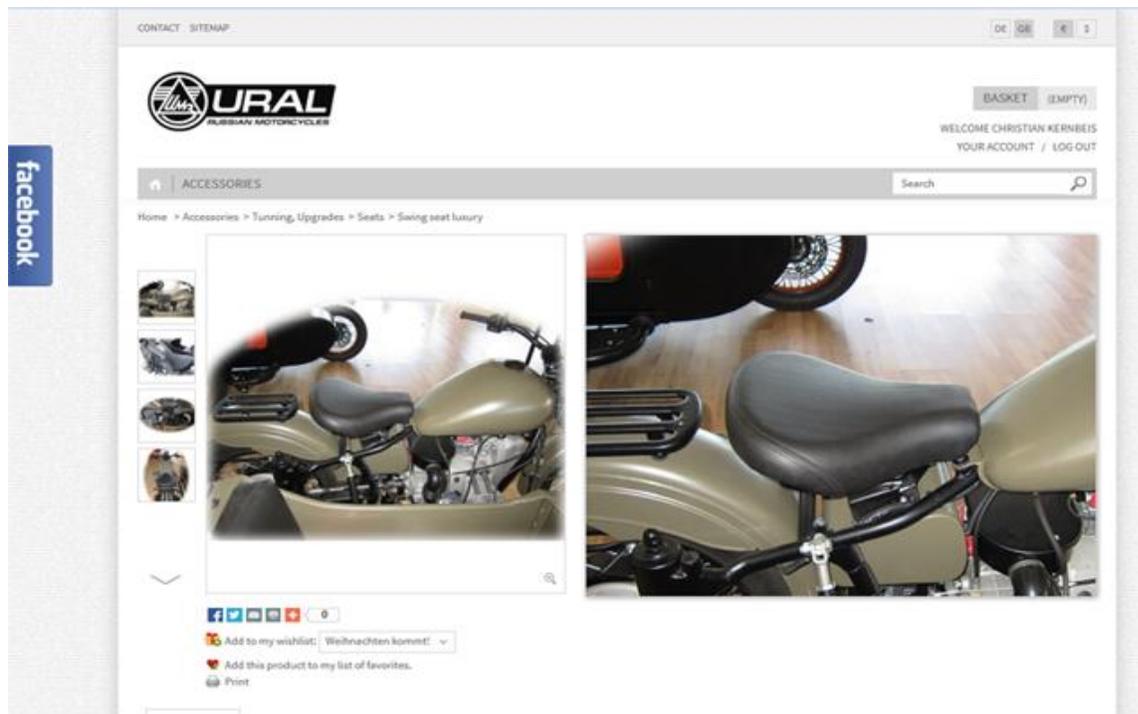
Our main goal is to present our high-quality accessories round the globe.

A modern design, away from usual shops ensure that our customers are able to view and order parts using various devices ranging from PC powered by the still very popular WindowsXP up to Smartphones and Tablets (Iphone/Ipad/Android) using high optimized responsive techniques.

Customers have the choice to order online at the shop or find a URAL dealer nearby using the store-locator.

Product filters will guide our customers to find the right part fitting their motorcycles.

Features like wish lists, favorite products, connect to social networks and customer reviews will ensure a pleasant experience.





BASKET (EMPTY)

WELCOME CHRISTIAN KERNEIS  
YOUR ACCOUNT / LOG OUT

facebook

ACCESSORIES

Search



Accessories of high quality  
from selected suppliers

reflecting  
20 years of experience

[www.ural-shop.com](http://www.ural-shop.com)

.. will go online on the 1st of December 2013

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FEATURED PRODUCTS