

A green ignition coil with a metal bracket and a brass terminal. The coil is cylindrical and has a textured green surface. A metal bracket is attached to the left side, and a brass terminal is visible on the right side. The background is white.

Ignition Systems ***for*** ***Russian Motorcycles*** ***(Part V: Ignition Coils)***

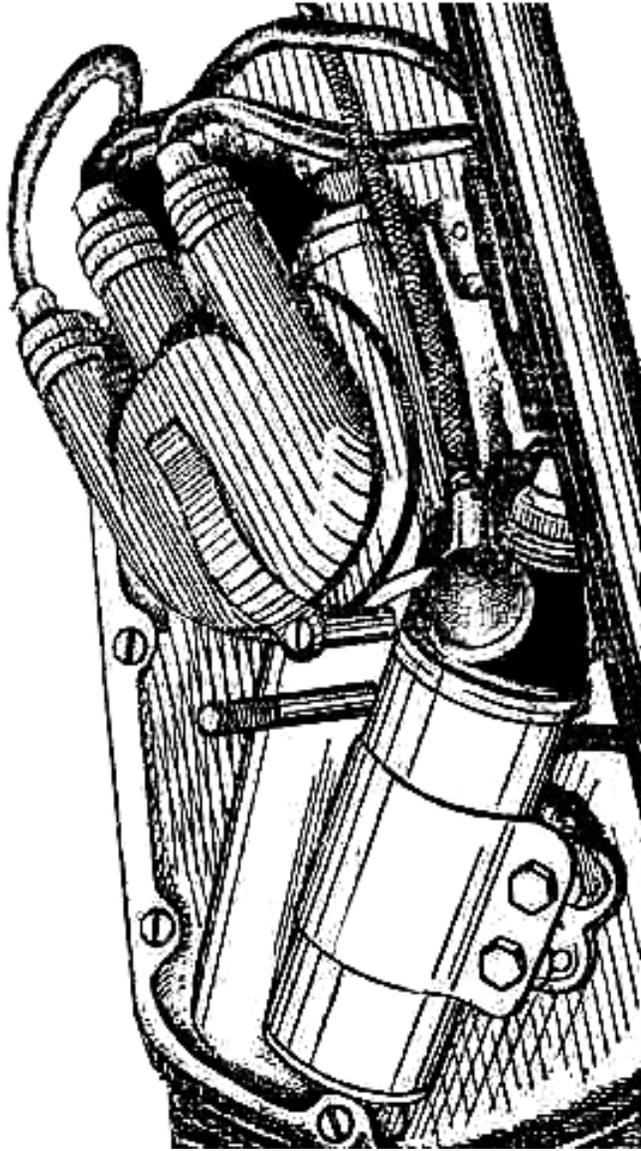
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(01/2011)

Ignition Coils

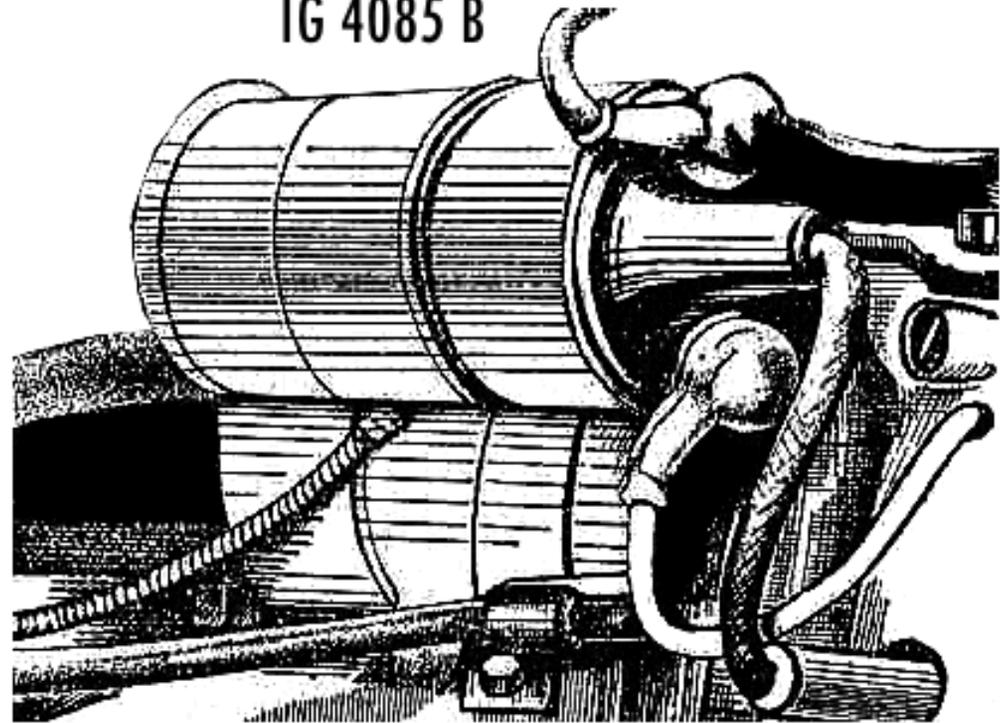
- **Ignition Coils for Contact (Breaker) Systems**
 - **KM-01 Coil** ↔ **PM-05 Breaker/ Distributor**
 - **IG-4048 Coil** ↔ **PM-05 Breaker/ Distributor**
 - **B11 Coil** ↔ **PM-05 Breaker/ Distributor**
 - **B2B Coil** ↔ **PM-05 or PM-11 Breaker/ Distributor**
 - **B201 Coil** ↔ **PM-302 Breaker/ Distributor**
 - **B204 Coil** ↔ **PM-302/302A Breaker/ Distributor**
 - **Primary Winding Resistance of 5-Ohms**
- **Ignition Coils for Contact-Less (Electronic) Systems**
 - **Type I –to- Type V Ignition Systems**
 - **Most Electronic Ignition Coils Have 1 -to- 2-Ohms**
 - **Type I Ignition Coil: 5-Ohms**
 - **Types II, III, IV and V Ignition Coils: 1 -to- 2-Ohms**
 - **Ducati Ignition System**
 - **Ural Power Arc Ignition System**

Each ignition coil is associated (paired) with a distinctive, corresponding ignition system.

KM-01

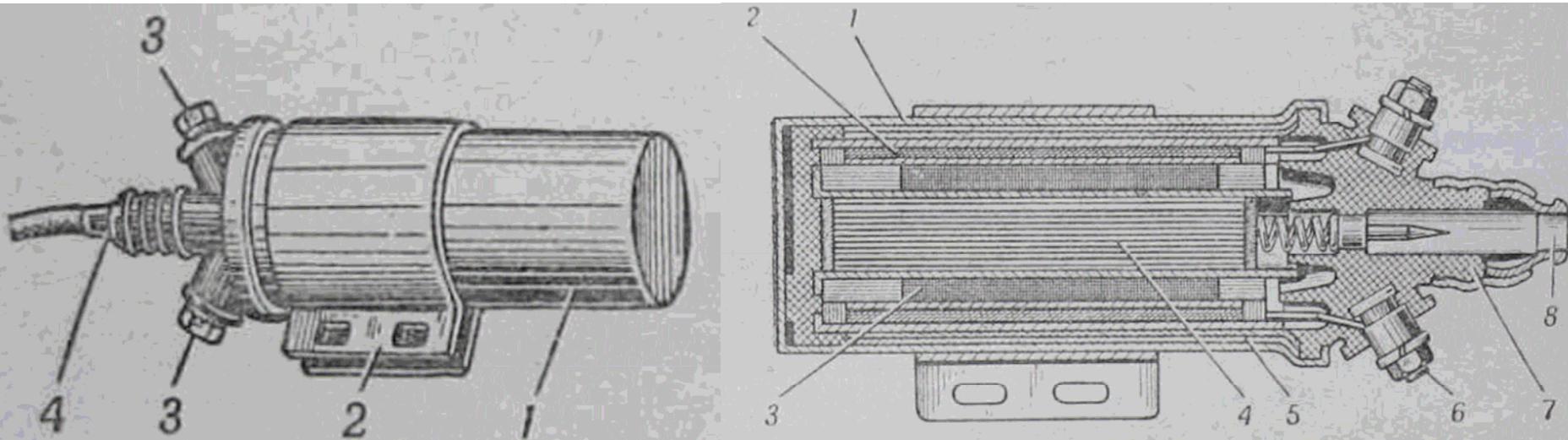


IG 4085 B



The first ignition coil used on a heavy Russian motorcycle (M-72) was the KM-01, which was replaced with the IG-4085B.

KM-01 6-Volt Ignition Coil for M-72

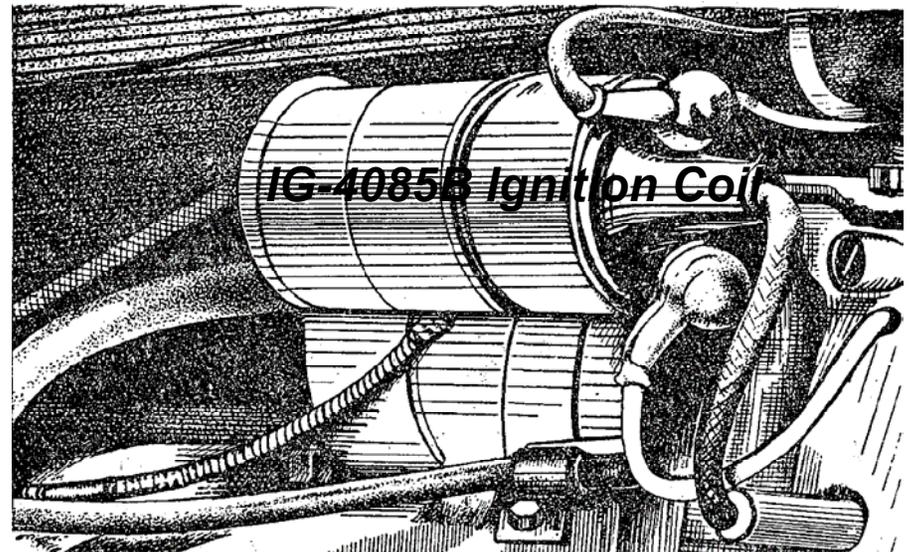


- 1. Case**
- 2. Mounting Bracket**
- 3. Primary Interrupted Winding**
- 4. Hi-Voltage Secondary Output**

- 5. Mounting Bracket**
- 6. Primary Interrupted Winding**
- 7. Insulator**
- 8. Hi-Voltage Output to Distributor and Spark Plugs**

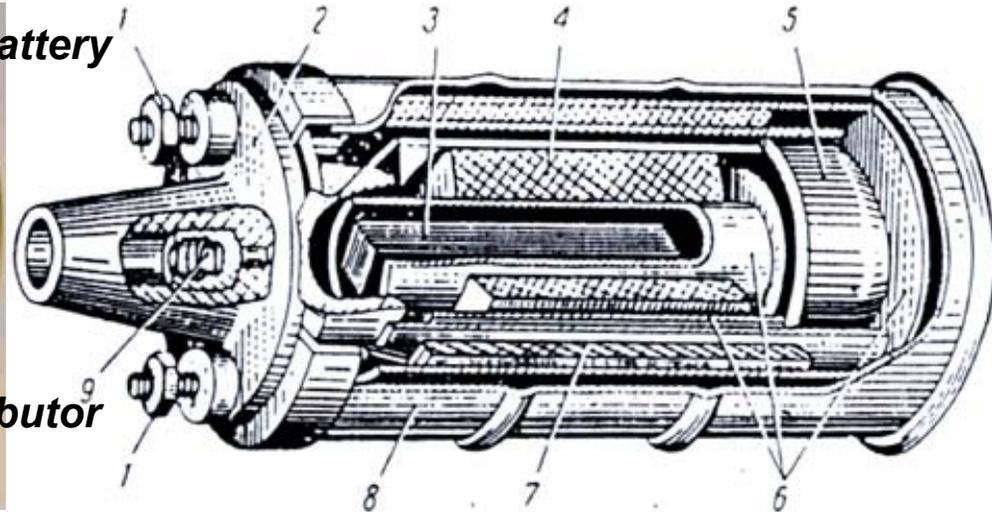
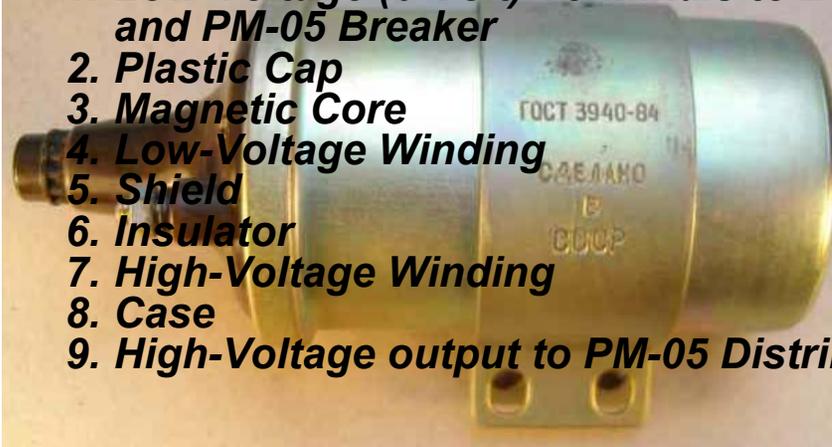
The ignition coil is nothing more than a transformer. One end of the primary (low-voltage) winding is common to the secondary (high-voltage) winding. The beginning of the primary winding is connected through the ignition switch connected to the battery, and ends where the contact breaker is closed to ground (mass).

IG-4085B and B2B (Б2Б) Ignition Coils (6-Volt) for Ural M-72 and Dnepr K-750, MB-750, MB-650, Dnepr 650, M-72



KM-01 Ignition Coil

- 1. Low-Voltage (6-Volt) Terminals to Battery and PM-05 Breaker**
- 2. Plastic Cap**
- 3. Magnetic Core**
- 4. Low-Voltage Winding**
- 5. Shield**
- 6. Insulator**
- 7. High-Voltage Winding**
- 8. Case**
- 9. High-Voltage output to PM-05 Distributor**

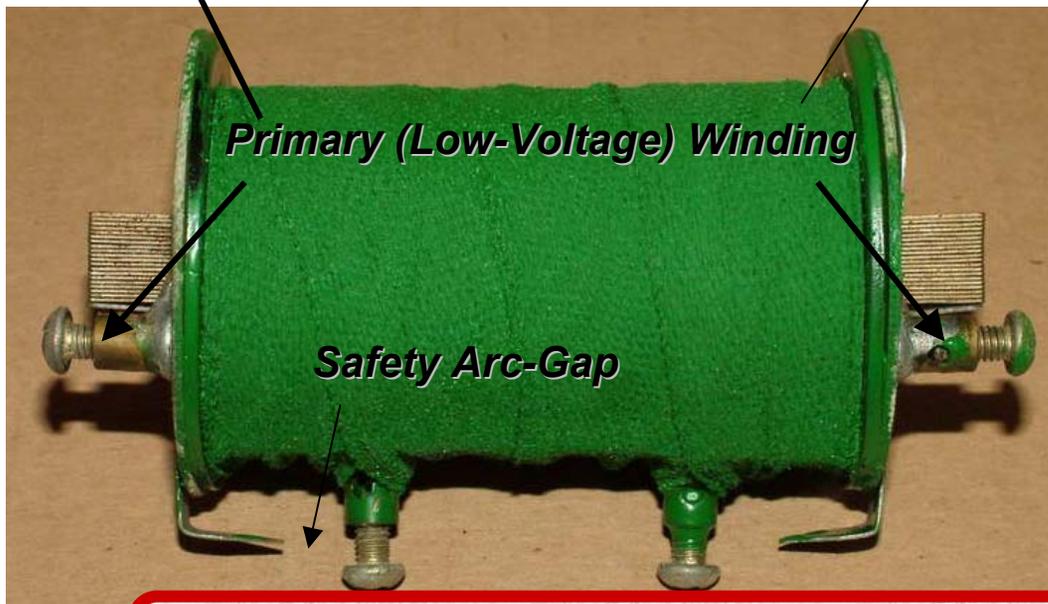
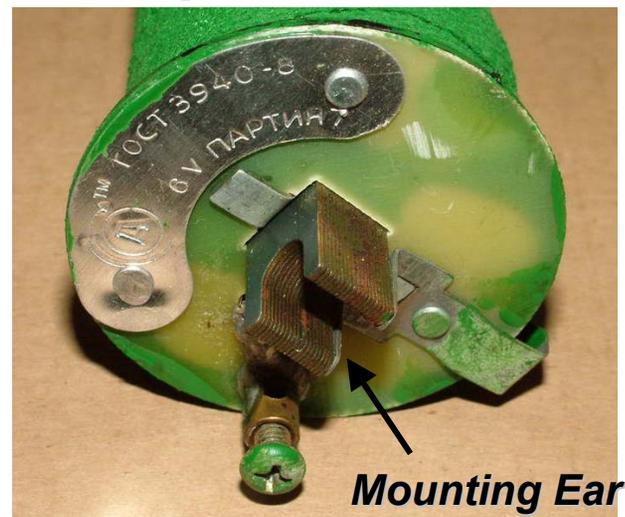
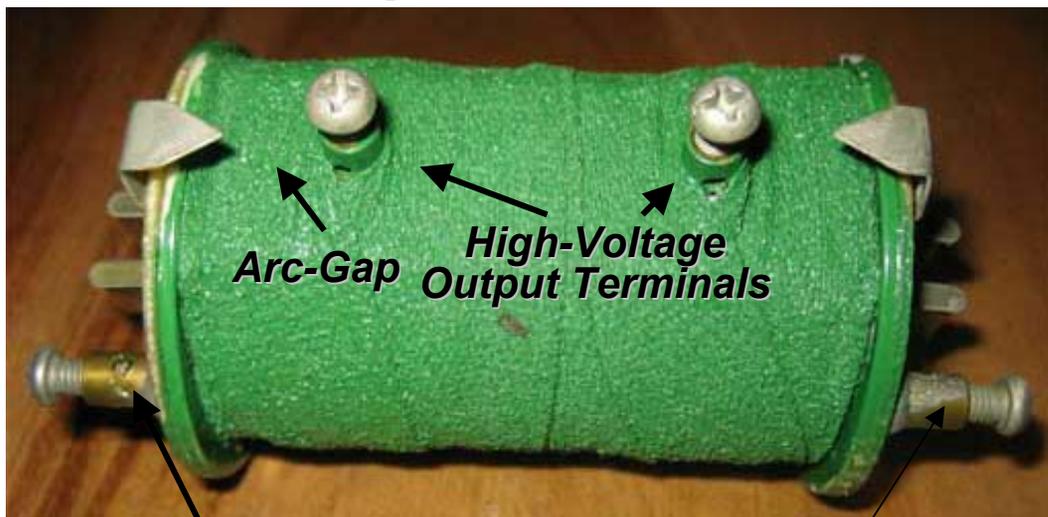


The IG-4085B and B2B coils later replaced the KM-01.

Ignition Coil (6-Volt B2B)

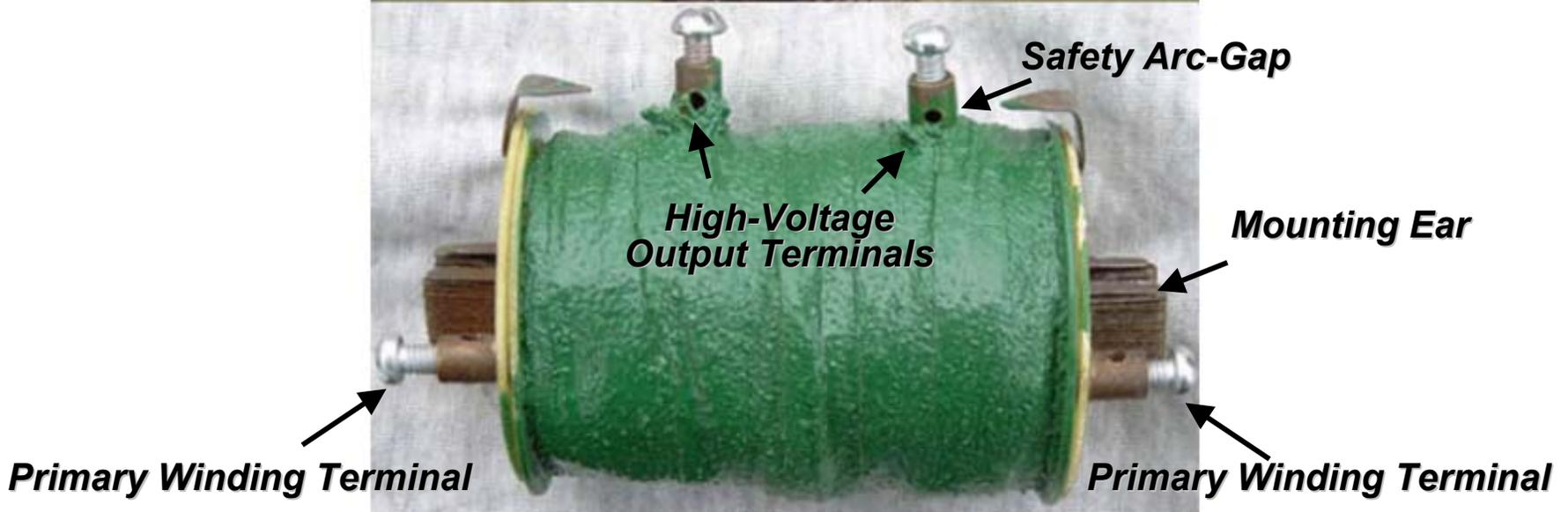


B201 (Б201, 6-Volt) Ignition Coil (катушка зажигания) for Ural/Dнепр K-750, МВ-750, МВ-650, Днепр 650, М -72



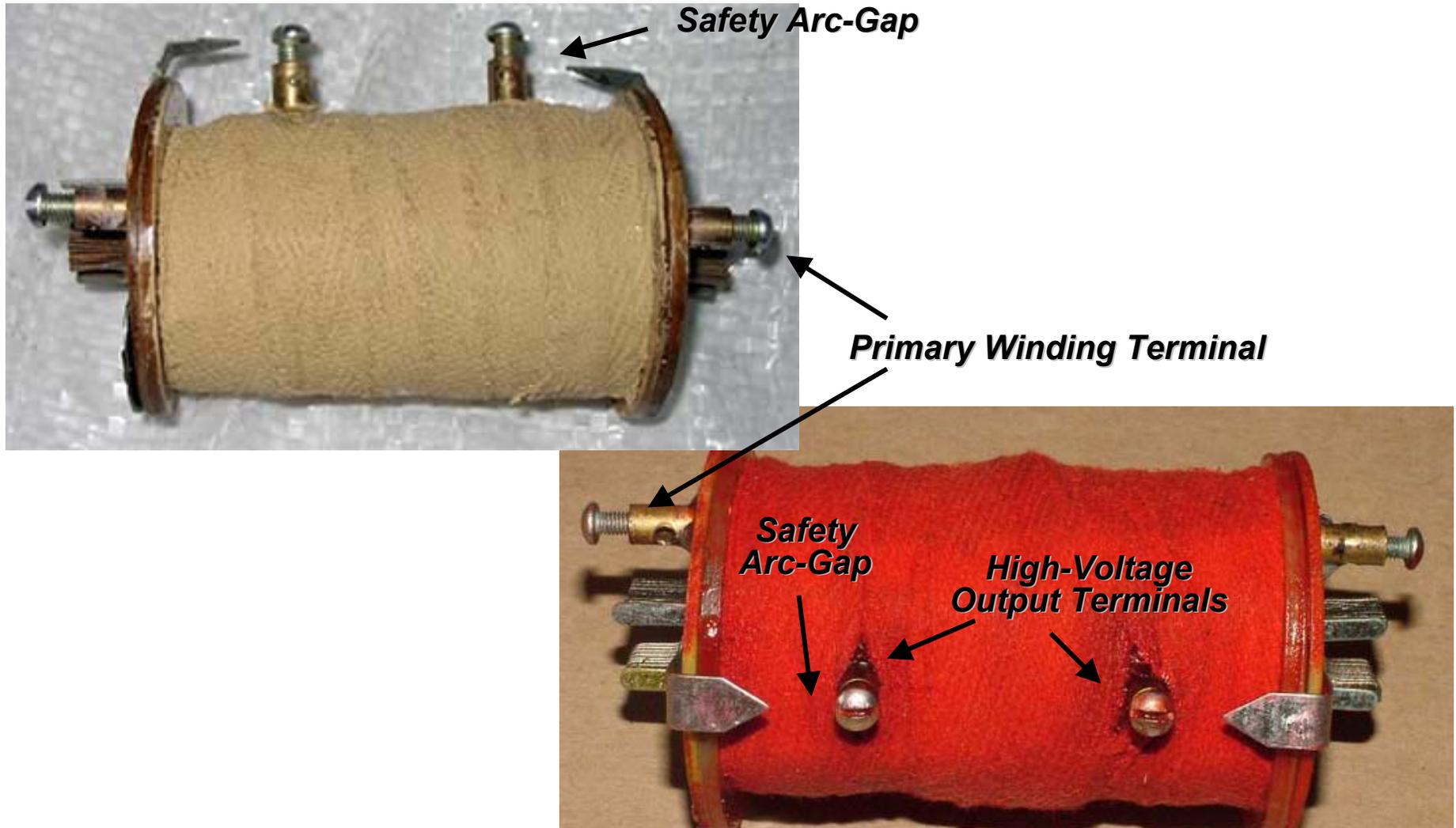
The B201 became the standard ignition coil for 6-Volt Urals and Dneprs.

B201A (Бобина 6В Б201А) 6-Volt Ignition Coil for Ural, Dnepr Motorcycles



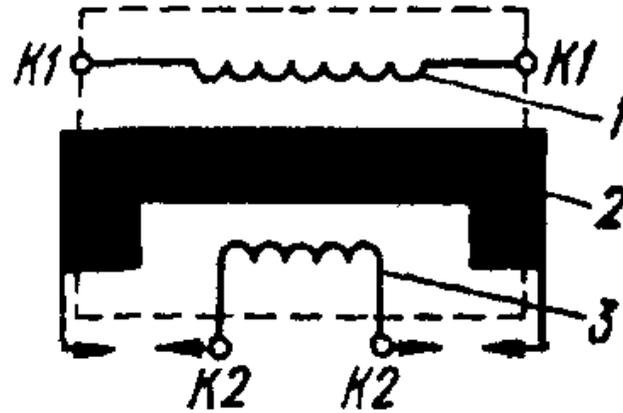
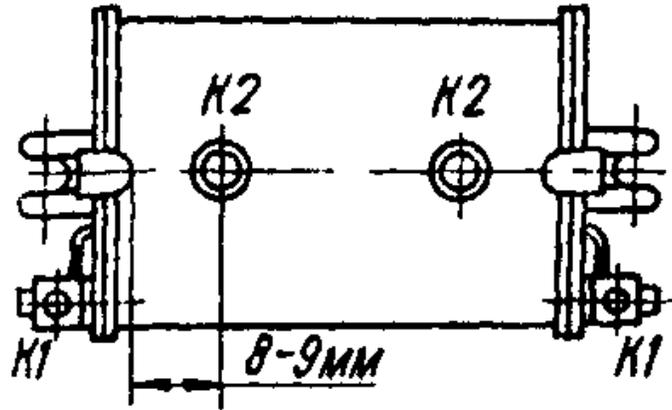
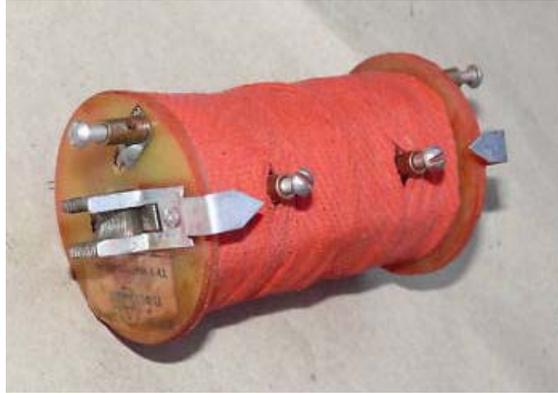
The B201A became the replacement ignition coil for the B201 on Ural/Dnepr motorcycles.

Б204 (B204) Ignition Coil 12-Volt for Ural/Dnepr



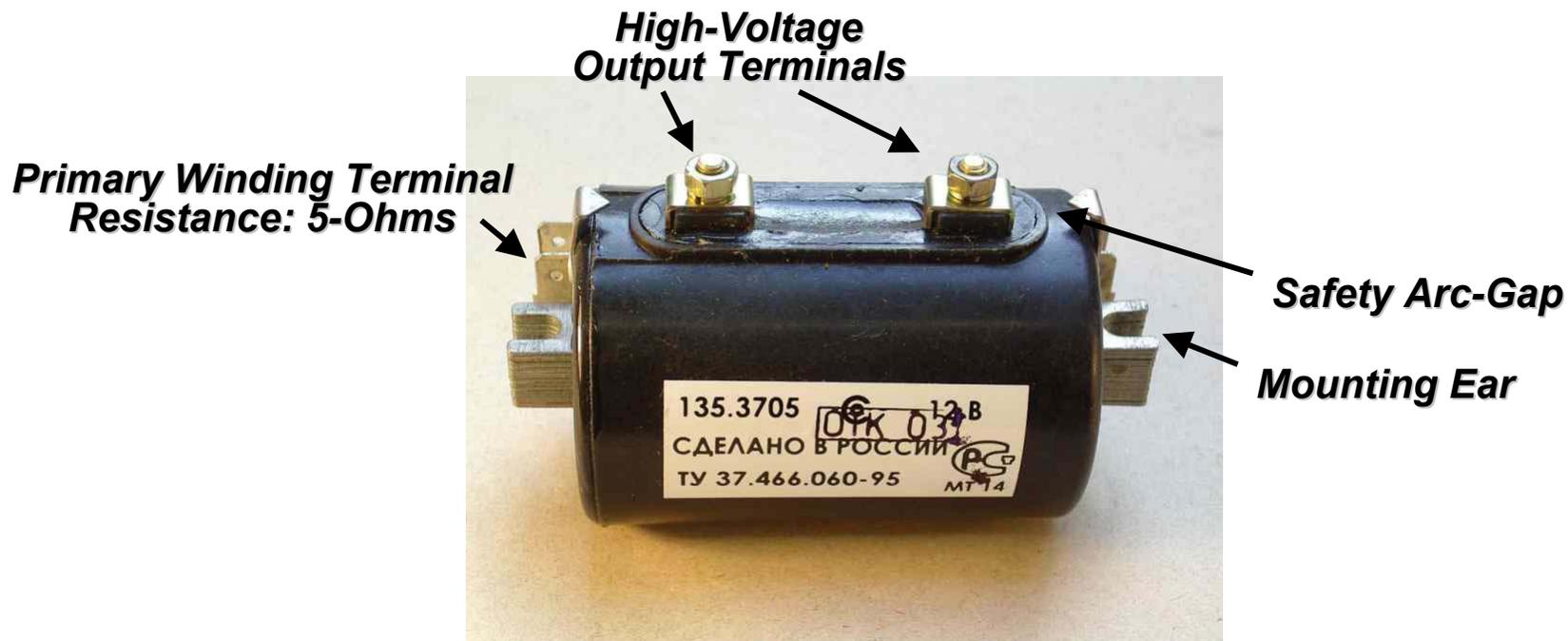
Both plugs fire simultaneously on the left and right cylinders, one spark being formed when the compression stroke terminates in one cylinder and the other during the exhaust stroke.

Б204 (B204) Ignition Coil 12-Volt for Ural/Dnepr



**Двухвывод-
ная катушка зажигания
Б204**

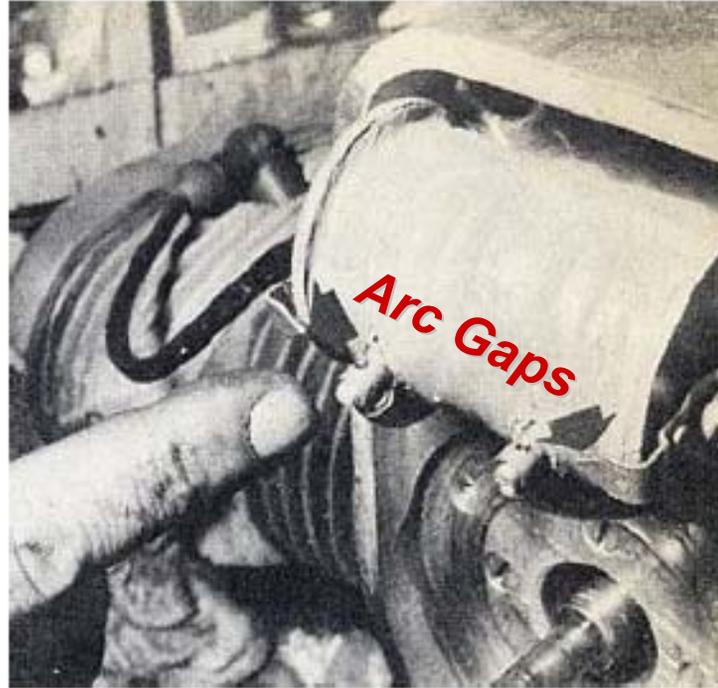
Ignition Coil 12-Volt 135.3705 for Type II thru Type V Ignition Systems



The 135.3705 later replaced the B204 as more contact-less (electronic) ignition systems were developed.

Arc Gaps on B201 and B204 Ignition Coils

***Be careful not to bend
or alter the gaps!***



The ignition coil is double-ended with two spark safety gaps, which were set at 9 mm (0.355").