

# ***Russian Motorcycle Signal Horns***

A circular, metallic signal horn with a slatted face. It has a central red-tinted lens or cap. The horn is mounted on a bracket with a long bolt. The background is a light-colored, textured surface.

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**01/11**

# ***Russian Motorcycle Signal Horns***

- ***Ural and Dnepr Horns Are Inexpensive Mechanical Devices***
- ***Replacement Horns Are Cheap and Plentiful***
  - ***Easily Find a Semi-Exact Replacement at Local Cycle/Scooter store or on Internet***
- ***My first car was a 1960 Renault Dauphine (“princess” in French). Back in those days it was pronounced Renawlt, but today it sounds more French. It had a city horn, eep, eeep! and a country horn, BEEP, BEEEEPP! I used to beep that thing every chance I could. The horn on my Ural sounds like that Renault Dauphine.***
- ***When your horn dies, use the metal mount strip that comes with the new horn, as it will allow the horn to vibrate better than the thicker original one, giving a louder honk. Mount the horn in the same spot as the stock one and adjust the metal mount strip to orient the horn so that the wires aren't stretched, and be prepared for a much louder sound.***

**Table I: IMZ (ИМЗ) - Ural (Урал) Electric Horn vs. Model/Year vs. (01/11)**

| <b>Model</b>                                                | <b>Year</b>         | <b>Engine Size</b> | <b>Voltage</b> | <b>Signal Horn</b>                                                      |
|-------------------------------------------------------------|---------------------|--------------------|----------------|-------------------------------------------------------------------------|
| <i>M-72</i>                                                 | <i>1942-56</i>      | <i>750cc</i>       | <i>6-Volt</i>  | <i>SM-01 or SM-02, C-35 (72186-A1)<br/>after 1950, C-37A (72186-A3)</i> |
| <i>M-72K</i>                                                | <i>1954-60</i>      | <i>750cc</i>       | <i>6-Volt</i>  | <i>C-37</i>                                                             |
| <i>M-72M</i>                                                | <i>1956-60</i>      | <i>750cc</i>       | <i>6-Volt</i>  | <i>C-37</i>                                                             |
| <i>M-61</i>                                                 | <i>1958-60</i>      | <i>650cc</i>       | <i>6-Volt</i>  | <i>C-37A (72186-A3)</i>                                                 |
| <i>M-62</i>                                                 | <i>1961-65</i>      | <i>650cc</i>       | <i>6-Volt</i>  | <i>C-37A (72186-A3)</i>                                                 |
| <i>M-63 (Ural-2)</i>                                        | <i>1965-68</i>      | <i>650cc</i>       | <i>6-Volt</i>  | <i>C-37A (72186-A3)</i>                                                 |
| <i>M-66 (Ural-3)</i>                                        | <i>1969-72</i>      | <i>650cc</i>       | <i>6-Volt</i>  | <i>C-37A (72186-A3)</i>                                                 |
| <i>M-67</i>                                                 | <i>1973-75</i>      | <i>650cc</i>       | <i>12-Volt</i> | <i>C-205B, C-38A</i>                                                    |
| <i>M-67.36</i>                                              | <i>1976-95</i>      | <i>650cc</i>       | <i>12-Volt</i> | <i>C-205B</i>                                                           |
| <i>8.103 and 8.107 Series "650"</i>                         | <i>1994-98</i>      | <i>650cc</i>       | <i>12-Volt</i> | <i>C-205B (IMZ 8.101-186006-20, 3721000), C-304</i>                     |
| <i>8.103, 8.103X, 8.123, 8.123X, "650 &amp; 750" Series</i> | <i>1999-2003</i>    | <i>750cc</i>       | <i>12-Volt</i> | <i>C-205B, C-304 (20.3721000-09)</i>                                    |
| <i>8.103,8.103X, 8.123,8.123X, "750"Series</i>              | <i>2004-2006</i>    | <i>750cc</i>       | <i>12-Volt</i> | <i>IMZ 8.101-18006-2, 8.101-18006-20</i>                                |
|                                                             | <i>2007-present</i> | <i>750cc</i>       | <i>12-Volt</i> | <i>LEBK91- White Zinc or Black</i>                                      |

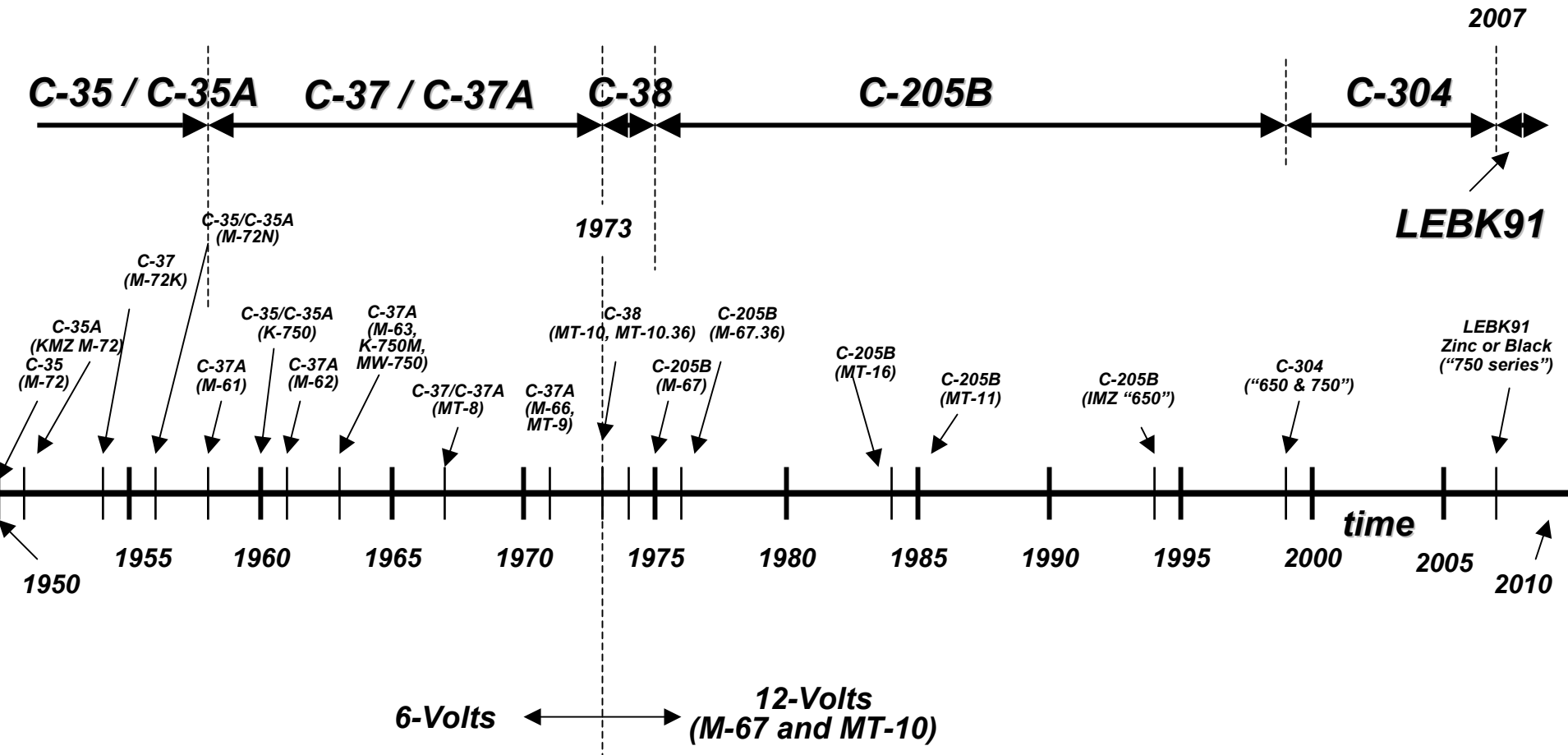
Notes: 1. Horn Button on left handlebar. 2. Adjusting screw on rear of horn.

**Table II: KMZ (КМЗ) - Dnepr (Днепр) Electric Horn vs. Model/Year vs. (01/11)**

| <b>Model</b>            | <b>Year</b>                         | <b>Engine Size</b> | <b>Voltage</b> | <b>Signal Horn</b>                        |
|-------------------------|-------------------------------------|--------------------|----------------|-------------------------------------------|
| <i>M-72</i>             | <i>1952-56</i>                      | <i>750cc</i>       | <i>6-Volt</i>  | <i>C-35A (72186-A1)</i>                   |
| <i>M-72N (H)</i>        | <i>1956-59</i>                      | <i>750cc</i>       | <i>6-Volt</i>  | <i>C-35, C-35A</i>                        |
| <i>K-750</i>            | <i>Early 1956-60</i>                | <i>750cc</i>       | <i>6-Volt</i>  | <i>C-35A, C-37A (72186-A3)</i>            |
|                         | <i>Later 1960-63</i>                |                    |                | <i>C-35, C-35A, C-37 (72186), C-37A</i>   |
| <i>K-750M</i>           | <i>1963-77</i>                      | <i>750cc</i>       | <i>6-Volt</i>  | <i>C-37A (72186-A3)</i>                   |
| <i>MB-750</i>           | <i>1964 - 73</i>                    | <i>750cc</i>       | <i>6-Volt</i>  | <i>C-37A (72186-A3)</i>                   |
| <i>MB-750M</i>          | <i>1973 - 77</i>                    | <i>750cc</i>       | <i>6-Volt</i>  | <i>C-37A (72186-A3)</i>                   |
| <i>K-650/MT-8</i>       | <i>1967 - 70</i>                    | <i>650cc</i>       | <i>6-Volt</i>  | <i>C-37, C-37A (72186-A3)</i>             |
| <i>K-650/MT-9</i>       | <i>1971 - 74</i>                    | <i>650cc</i>       | <i>6-Volt</i>  | <i>C-37, C-37A (72186-A3)</i>             |
| <i>MB-650</i>           | <i>1968 - 91</i>                    | <i>650cc</i>       | <i>12-Volt</i> | <i>C-205B (3721000) / C-304 (3721000)</i> |
| <i>MB-650M</i>          | <i>1985-late 90's</i>               | <i>650cc</i>       | <i>12-Volt</i> | <i>C-304</i>                              |
| <i>MT-10</i>            | <i>1973 - 76</i>                    | <i>650cc</i>       | <i>12-Volt</i> | <i>C-38</i>                               |
| <i>MT-10-36</i>         | <i>1976 - 87</i>                    | <i>650cc</i>       | <i>12-Volt</i> | <i>C-38</i>                               |
| <i>MT-12</i>            | <i>1977 - 82 2WD, 1982 - 85 1WD</i> | <i>750cc</i>       | <i>6-Volt</i>  | <i>C-204B</i>                             |
| <i>MT-11 (Dnepr-11)</i> | <i>1987 - 2005</i>                  | <i>650cc</i>       | <i>12-Volt</i> | <i>C-205B (3721000) / C-304 (3721000)</i> |
| <i>MT-16 (Dnepr-16)</i> | <i>1985 - 2005</i>                  | <i>650cc</i>       | <i>12-Volt</i> | <i>C-205B (3721000) / C-304 (3721000)</i> |

# Ural (Урал) - Днепр (Днепр) Signal Horn Time-Line (11/09)

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**The evolution of Russian horns has been slow and very unexciting, mostly C-37/C-37A for 6-Volt bikes and C-205B/C304 for 12-Volt bikes.**

# Signal Horn (Русские сигнала мотоциклов) Model C-35/C-35A

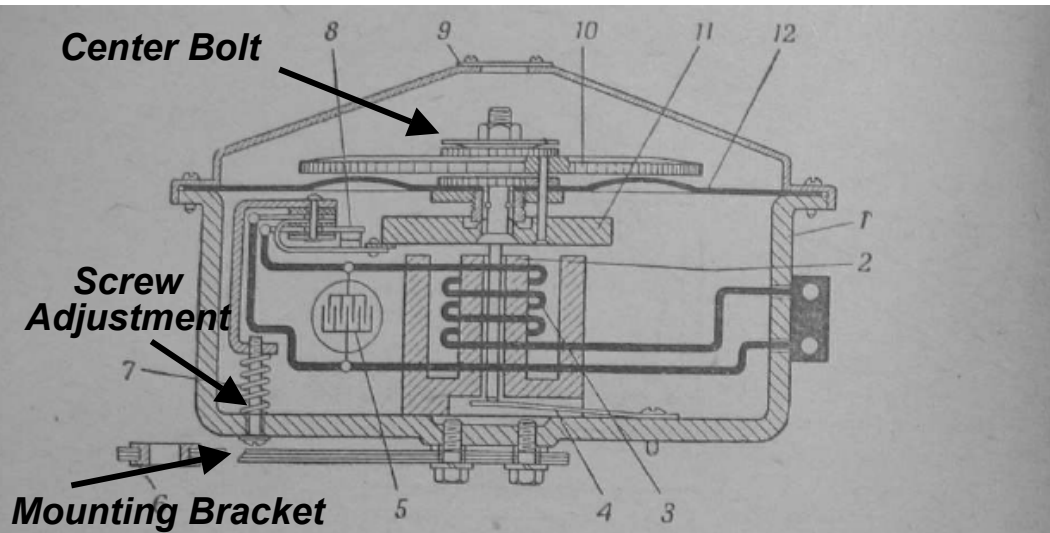
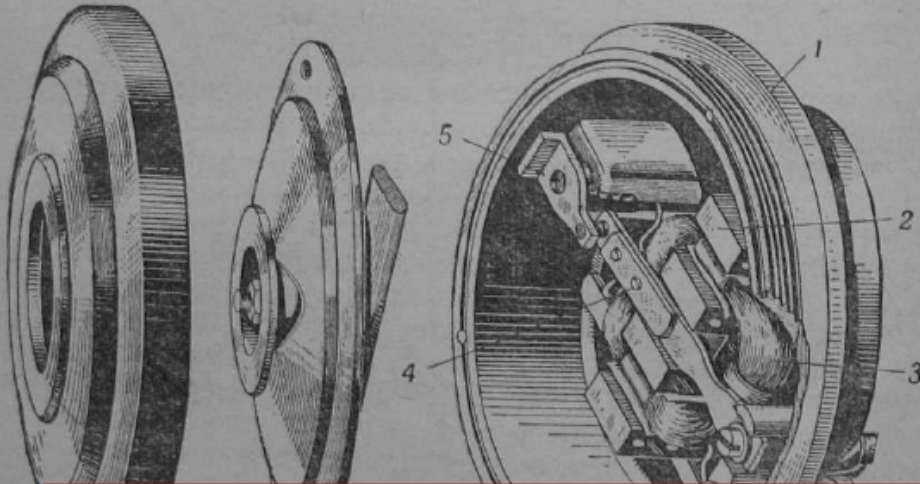


Рис. 187. Схема вибрационного электросигнала:

1 — корпус; 2 — сердечник; 3 — обмотка электромагнита; 4 — пружина якоря; 5 — конденсатор; 6 — кронштейн крепления сигнала; 7 — регулировочный винт; 8 — контакты; 9 — крышка; 10 — мембрана низкого тона; 11 — якорь; 12 — мембрана высокого тона



**Ural: M-72**  
**Dnepr: M-72, M-72N, K-750**

**The M-72 bike started the tradition of the “tinny horn.”**

# Various 6-Volt Signal Horns

C-35

Ural: M-72

Dnepr: M-72N, K-750

C-35A

Ural:

Dnepr: M-72, M-72N

C-37

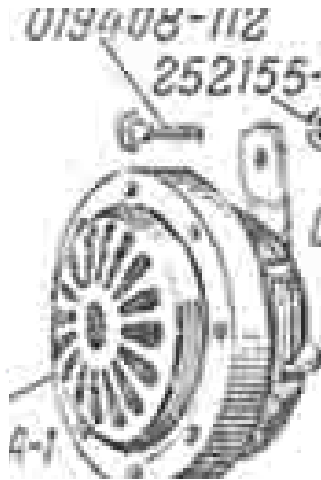
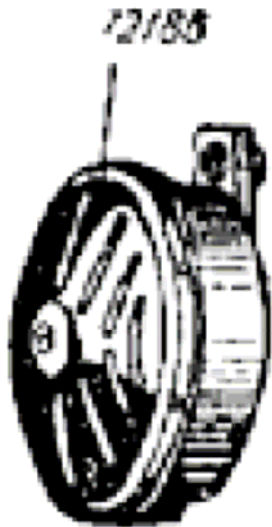
Ural: M-72, M-72K

Dnepr: K-750, MT-8, MT-9

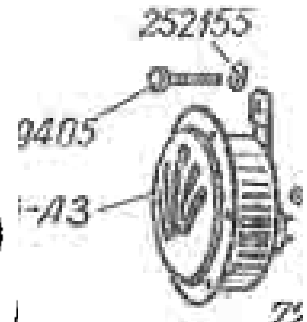
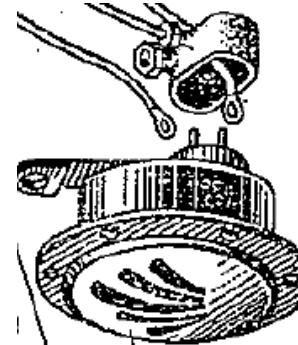
C-37A

Ural: M-61, M-62, M-63, M-66

Dnepr: K-750, K-750M, MT-8, MT-9



72186-A3



201474-П8  
252155-П2  
C37  
65017101A  
3MT-12





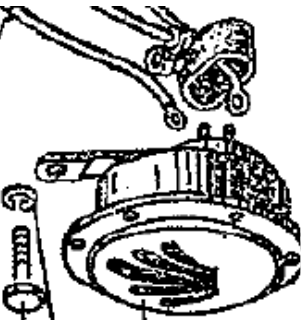
# Various 12-Volt Signal Horns

**C-38**  
**Ural:**  
**Dnepr:** MT-10, MT-10.36

**C-205B**  
**Ural:** M-67, M-67.36, MT-11,  
 8.103 & 8.107 "650" Series  
**Dnepr:** K-750M, MT-9

**C-205B / C-304**  
**Ural:**  
**Dnepr:** MW-650, MT-11, MT-16

**C-304**  
**Ural:**  
**Dnepr:** MT-11, MT-16

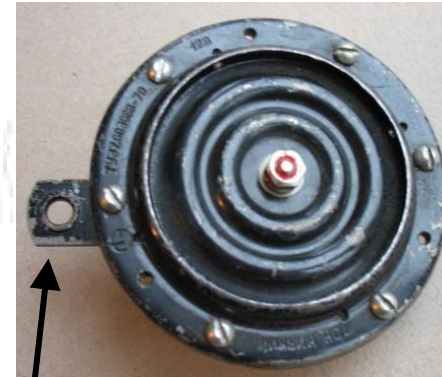


KM3-B.15518089



C304-3721000

C205B-3721000



**Voltage:** 11-to-15-Volts  
**Current at Rated Voltage:** 3-A @12V  
**Loudness:** 105-to-125 dB  
**Frequency:** 350-to-450 Hz @12-V



**Universal  
 Mounting Bracket**

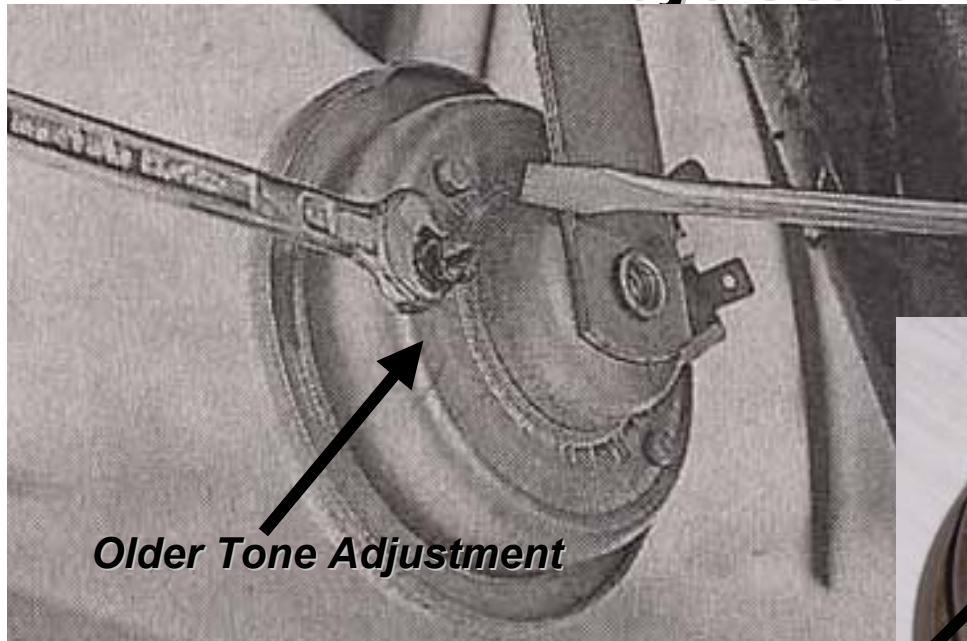
201474-П8  
 252155-П2  
 C38

# ***Russian Horn Specifications***

| <b><i>Horn</i></b>                | <b><i>C-35</i></b> | <b><i>C-35A</i></b>    | <b><i>C-37</i></b>     | <b><i>C-37A</i></b>              | <b><i>C-38</i></b>                                | <b><i>C-38A</i></b>                               | <b><i>C-205B</i></b>              | <b><i>C-304</i></b>      |
|-----------------------------------|--------------------|------------------------|------------------------|----------------------------------|---------------------------------------------------|---------------------------------------------------|-----------------------------------|--------------------------|
| <b><i>Part Number</i></b>         |                    | <b><i>72186-A1</i></b> | <b><i>72186-A3</i></b> | <b><i>72186-A3</i></b>           |                                                   |                                                   | <b><i>20.3721000</i></b>          | <b><i>20.3721000</i></b> |
| <b><i>Acoustic Volume</i></b>     |                    |                        |                        | <b><i>95 dB</i></b>              | <b><i>95 dB min<br/>(@10.5V, 1<br/>metre)</i></b> | <b><i>95 dB min<br/>(@10.5V, 1<br/>metre)</i></b> |                                   |                          |
| <b><i>Rated Voltage</i></b>       | <b><i>6 V</i></b>  | <b><i>6 V</i></b>      | <b><i>6 V</i></b>      | <b><i>6 V</i></b>                | <b><i>12 V</i></b>                                | <b><i>12 V</i></b>                                | <b><i>12 V</i></b>                | <b><i>12 V</i></b>       |
| <b><i>Operating Voltage</i></b>   |                    |                        |                        | <b><i>5.2 to 7.4</i></b>         | <b><i>10.5 to 14-V</i></b>                        | <b><i>10.5 to 14-V</i></b>                        |                                   |                          |
| <b><i>Current Consumption</i></b> |                    |                        |                        | <b><i>3 A max</i></b>            | <b><i>2 A max</i></b>                             | <b><i>2 A max</i></b>                             | <b><i>1.1-1.5A</i></b>            |                          |
| <b><i>Frequency</i></b>           |                    |                        |                        | <b><i>330-400 Hz<br/>@6V</i></b> | <b><i>330-400 Hz<br/>@12V</i></b>                 | <b><i>330-400 Hz<br/>@12V</i></b>                 | <b><i>350-450 Hz<br/>@12V</i></b> |                          |



# ***Adjustable Beep***



***2003 Horn***



***Newer Tone Adjustment***

***Adjust: Probably get horn to work by just giving a light tap or two with a hammer and then fiddling with the adjuster bolt/nut on the back which will get the device to more or less squawk. Loosen the locknut (7 mm) on the adjustment screw locknut and hold the horn button. Back it off and it will probably work. Turn adjusting screw to achieve a clean and loud sound signal, and then lock down the jam-nut. The adjuster is pretty touchy and can be combined with loosening or tightening the center bolt on the horn can (older models). If not, the horn should be replaced.***

***Truck, Clown, Single and Dual Trumpet Air, Classic-Style, Locomotive Whistle, Steady-Blast or European Emergency Vehicle, High/Low Sound, General Lee, Fog and aaoogah Horns: The Selection is Endless!***

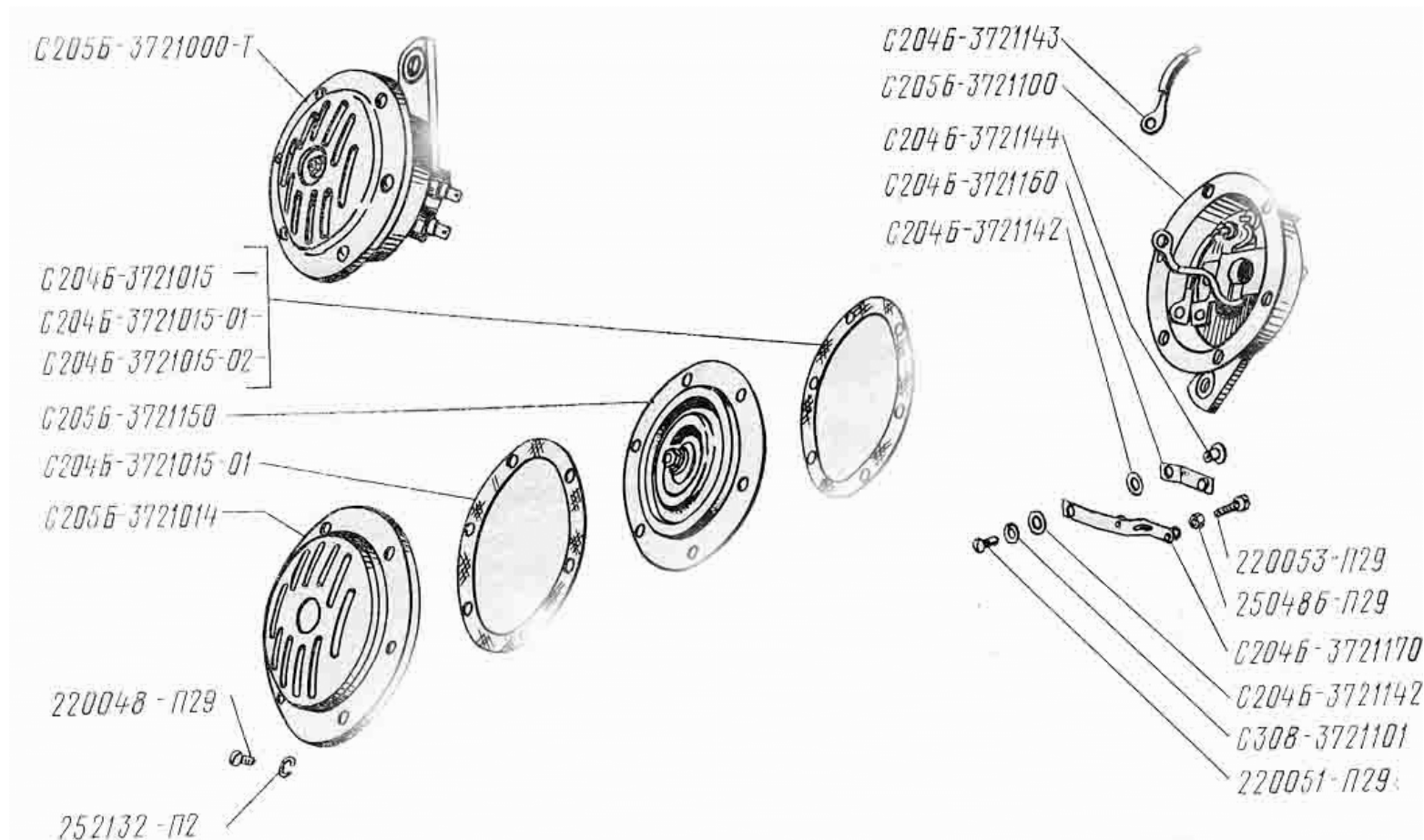


***Raceway Services  
:Ural/Universal Ooogah Horn***

***There are hundreds of horns to choose from your local bike-shop or off the internet, most with a mounting bracket similar to that of the Ural/Dnepr.***



# Ural 8.103 and 8.107 “650 cc” series



***Unless you have a desire to tinker, it's best to simply replace a broken or cantankerous horn.***

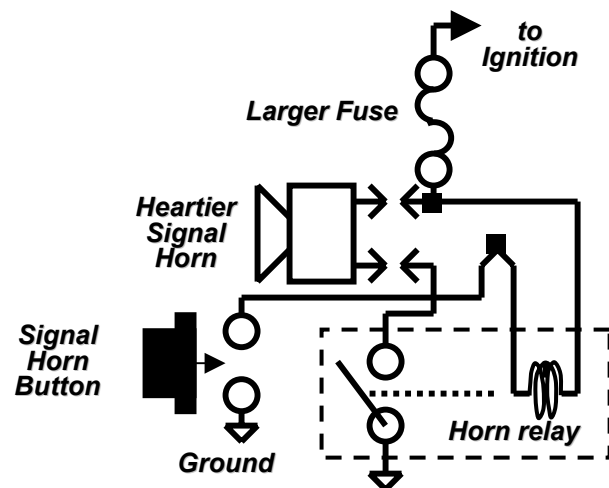
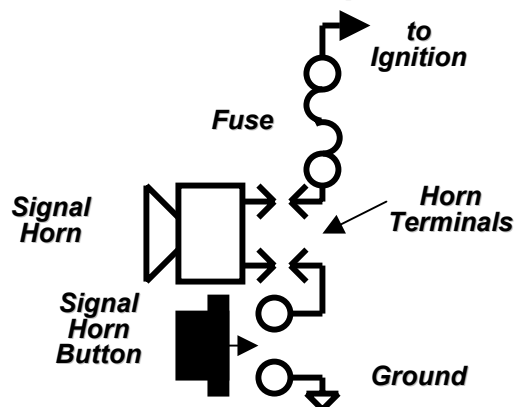
# Trouble-Shooting Signal Horn Problems

## Check

- **Horn Switch (left handlebar) takes care of the ground connection for the horn. A fused hot / positive wire goes to the horn, another wire from-horn-to-handlebar switch, and then - via the switch - to ground.**
- **Corrosion, especially at the ground point. Check "frame ground" return path. Remove bolt holding the horn in place. Touch horn body to engine, and hit horn switch.**
- **Check Voltage at Horn Terminals: must see either 6 or 12-Volts**
- **Connect test lamp across two horn wires, press the button. If light comes on, horn is the problem. If the light does NOT come on, the switch is not working properly or broken wire. If it's the switch (no light) remove the screws on the left handlebar control box. Lightly sand or clean with an emery board.**
- **Check the Fuse (if brake-lights work then fuse is OK)**

## Replace

- **Purchase Authentic Replacement Horn: Local Ural/Dnepr Dealer or Internet**
- **Purchase Generic Motorcycle Horn: Classic**
- **Purchase Special-Purpose Horn: Truck, Clown, Single and Dual Trumpet Air, Classic-Style, Locomotive Whistle, Fog and aaoogah Horns: The Selection is Endless!**
- **If you decide to use a heavy draw horn (such as an air horn) it would be a good idea to run a separate fused line to it to prevent blowing the present fuses in the bike, and relieve.**

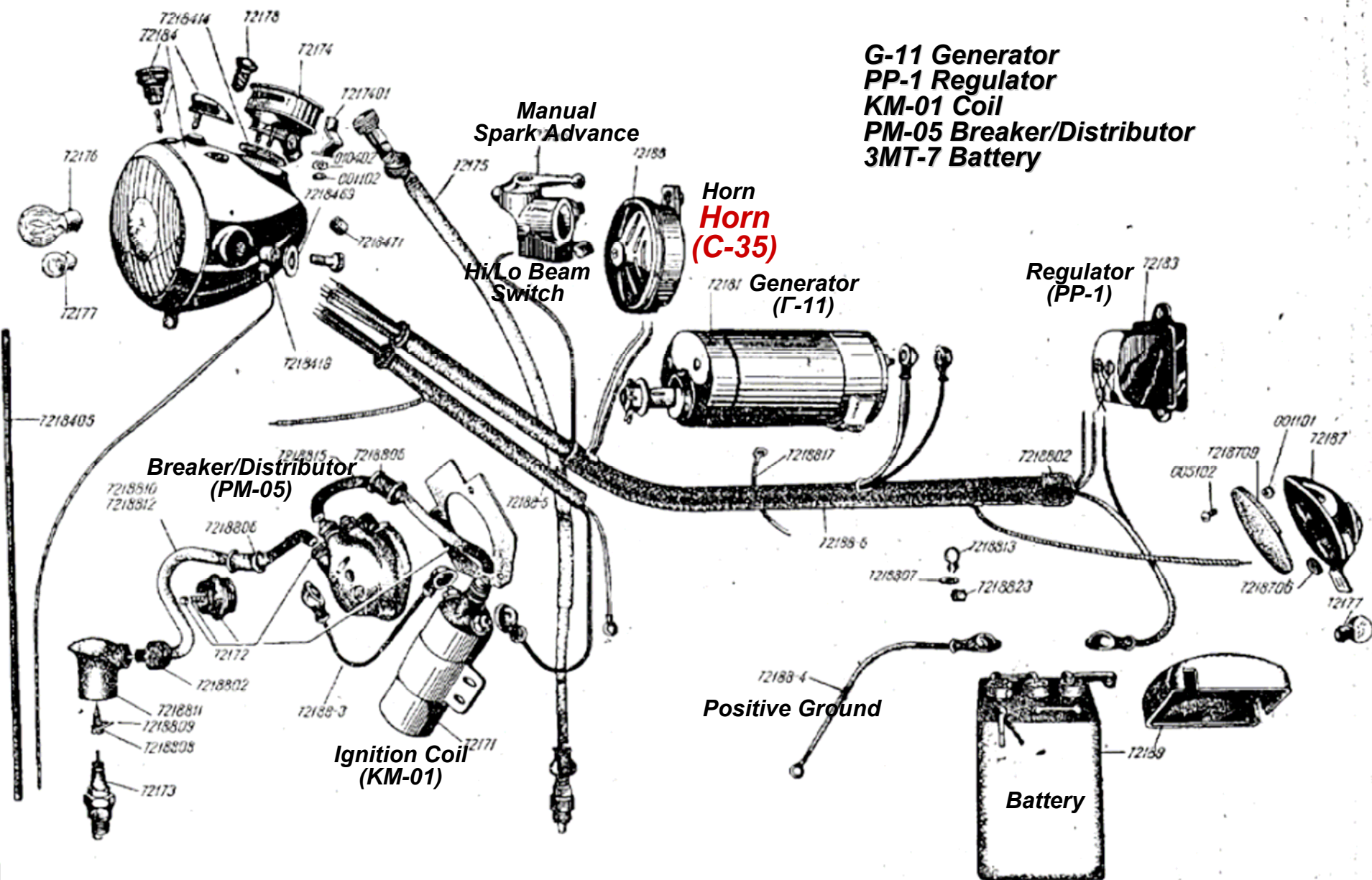


**For all the Urals and Dnepr, the horn is fed from the ignition switch, thru a fuse to the horn. The horn button merely completes the circuit to chassis ground.**

72(7/18

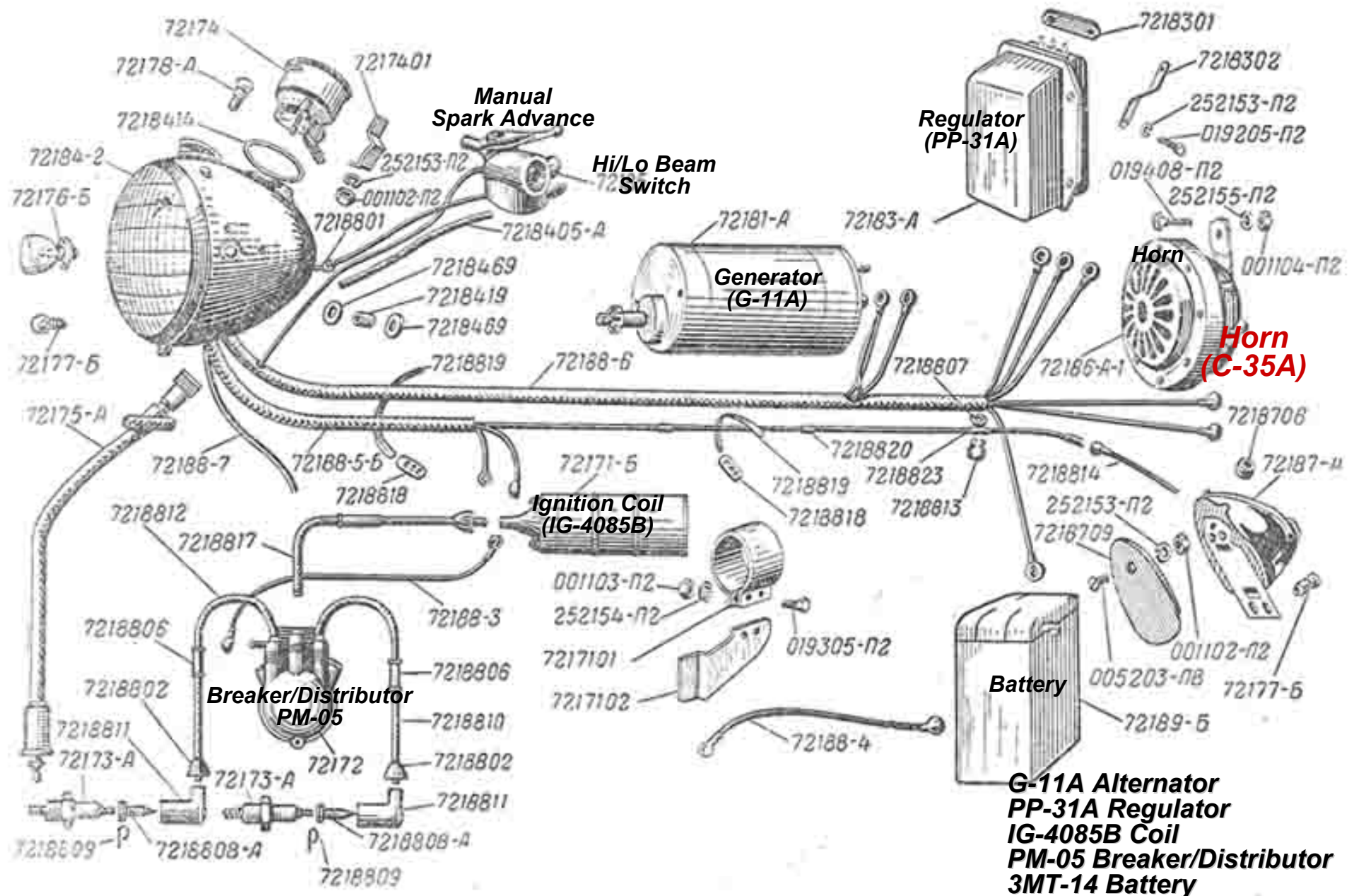
# Ural (Урал) Early M-72 (1942)

Таблица 14



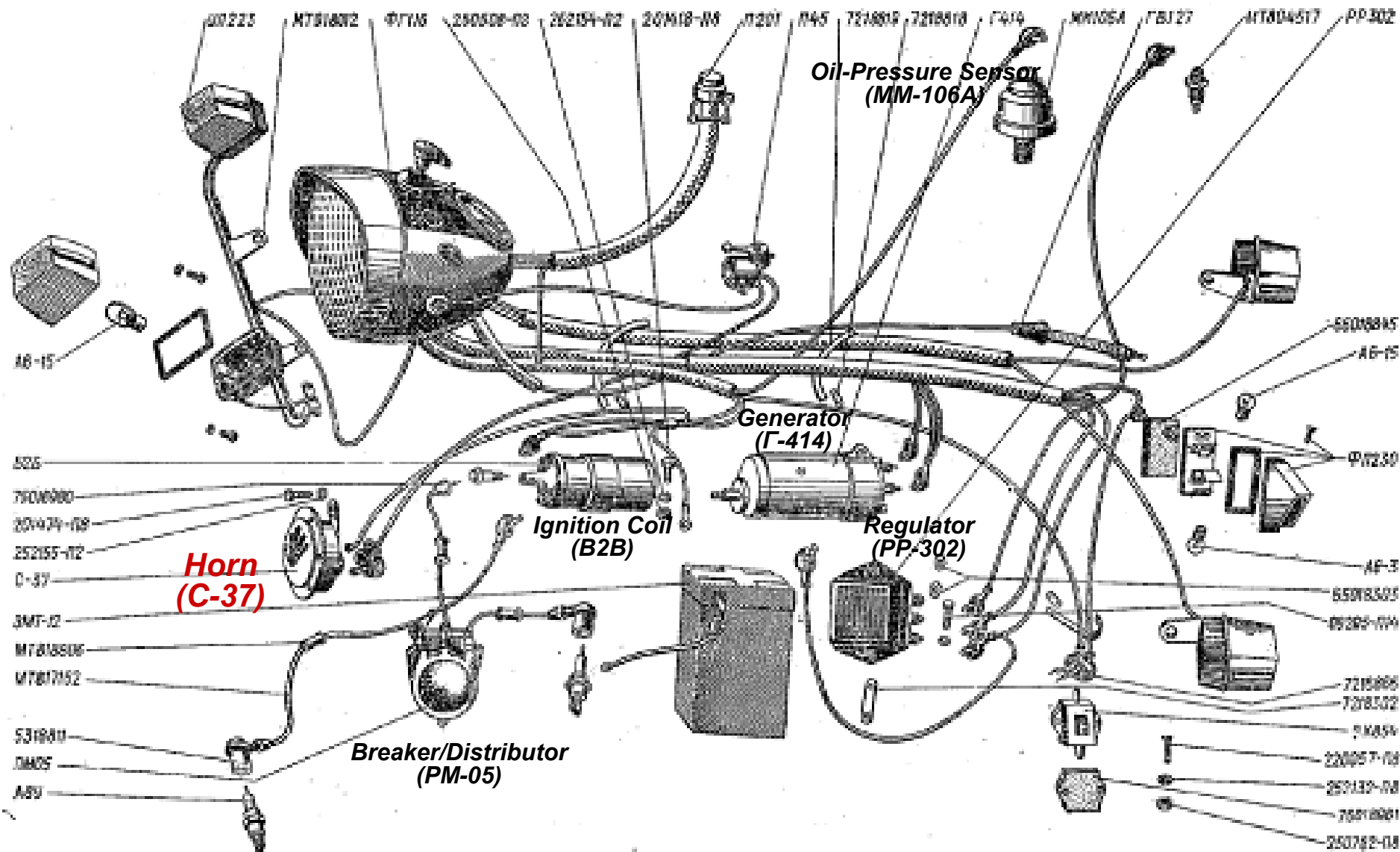


# Dnepr (Днепр) Later M-72 (1955)

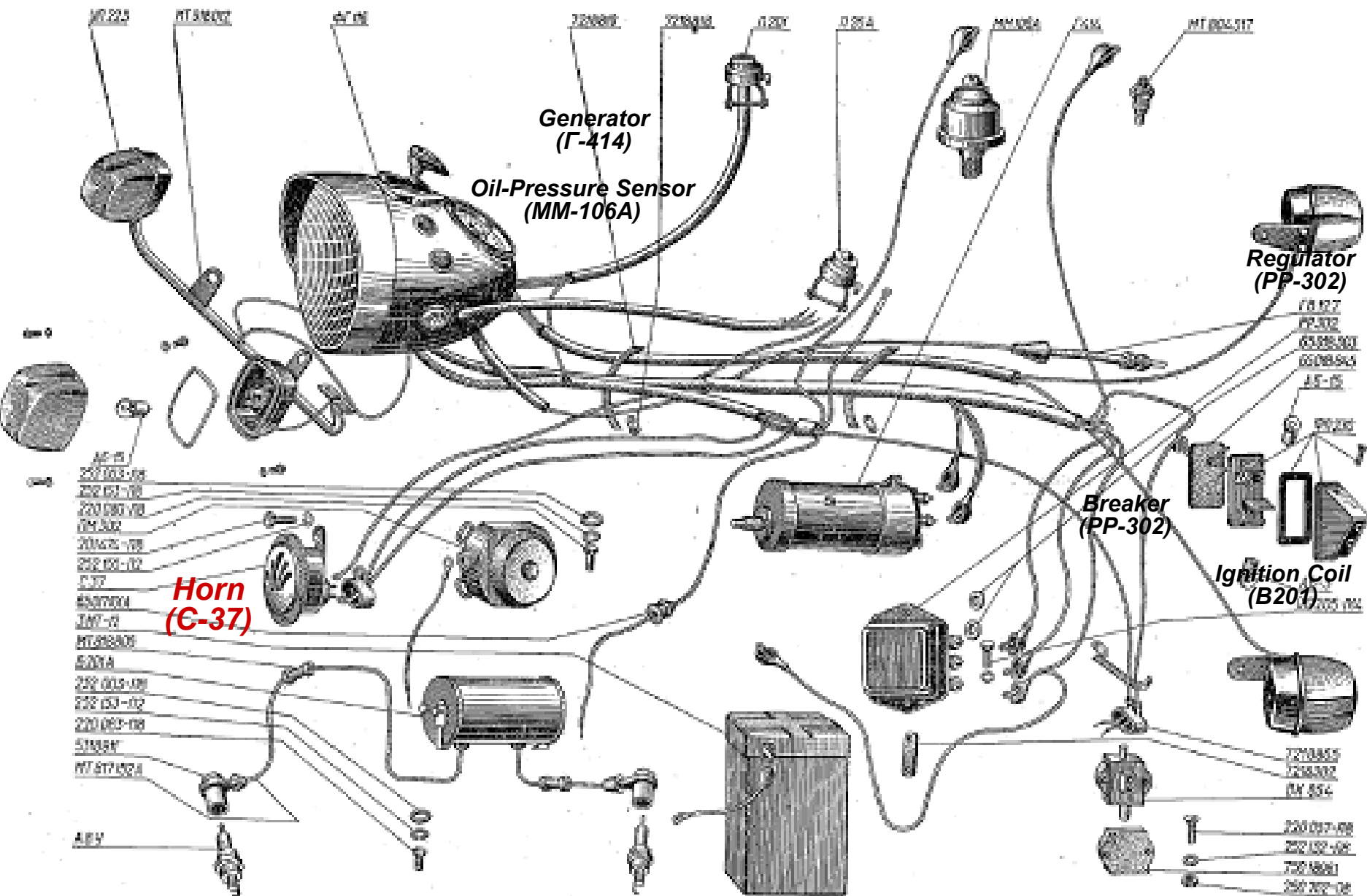




# ***Dnepr (Днепр) MT-9*** with Manual Control of Firing Angle



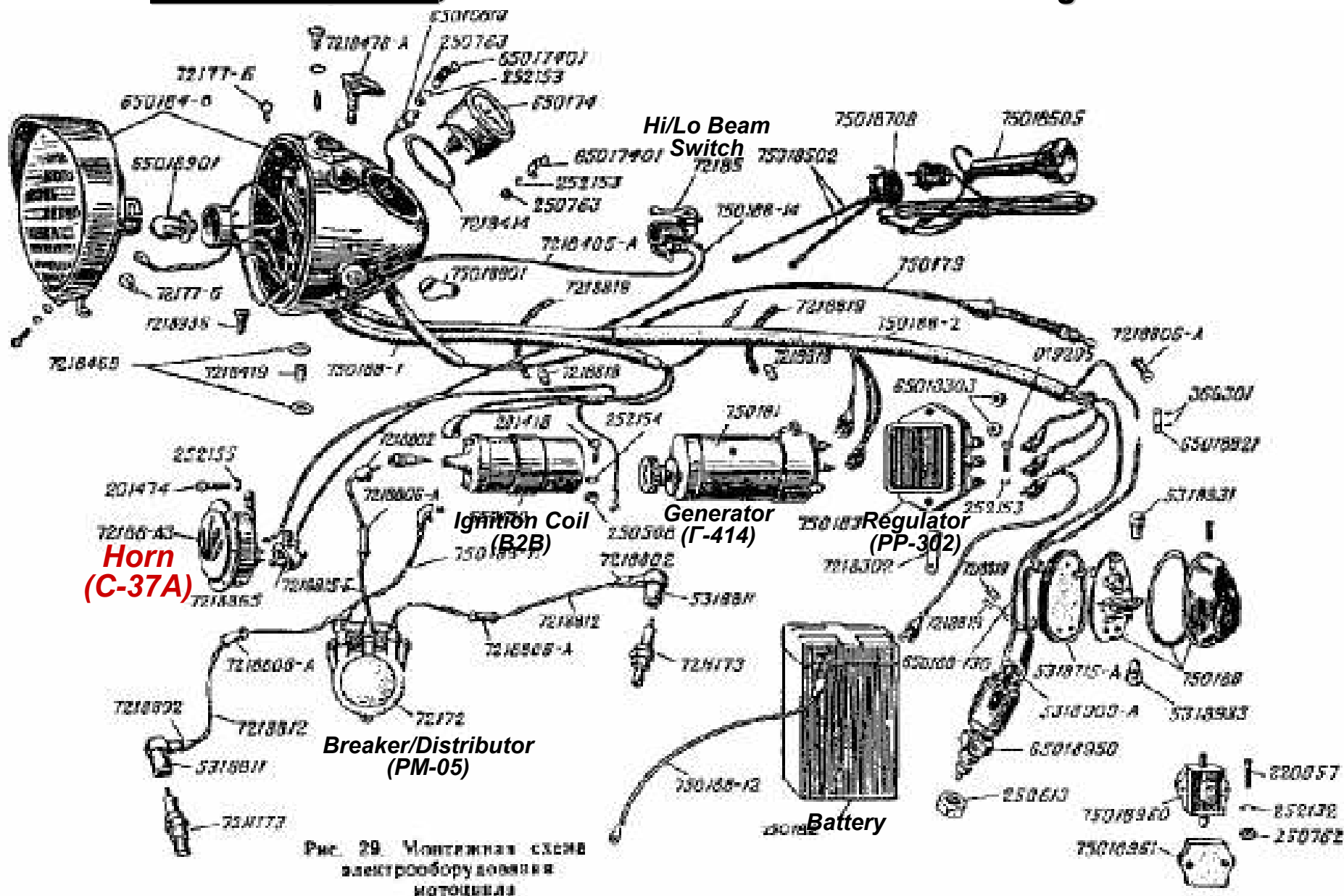
# ***Днепр (Днепр) MT-9 with Automatic Control of Firing Angle***



***with PP-31 Voltage Regulator, PM-05 Breaker/Distributor and B2B Ignition Coil***

[illegible]

**with PP-302 Regulator, PM-05 Breaker/Distributor and B2B Ignition Coil**





# Днепр (Днепр) К-750М

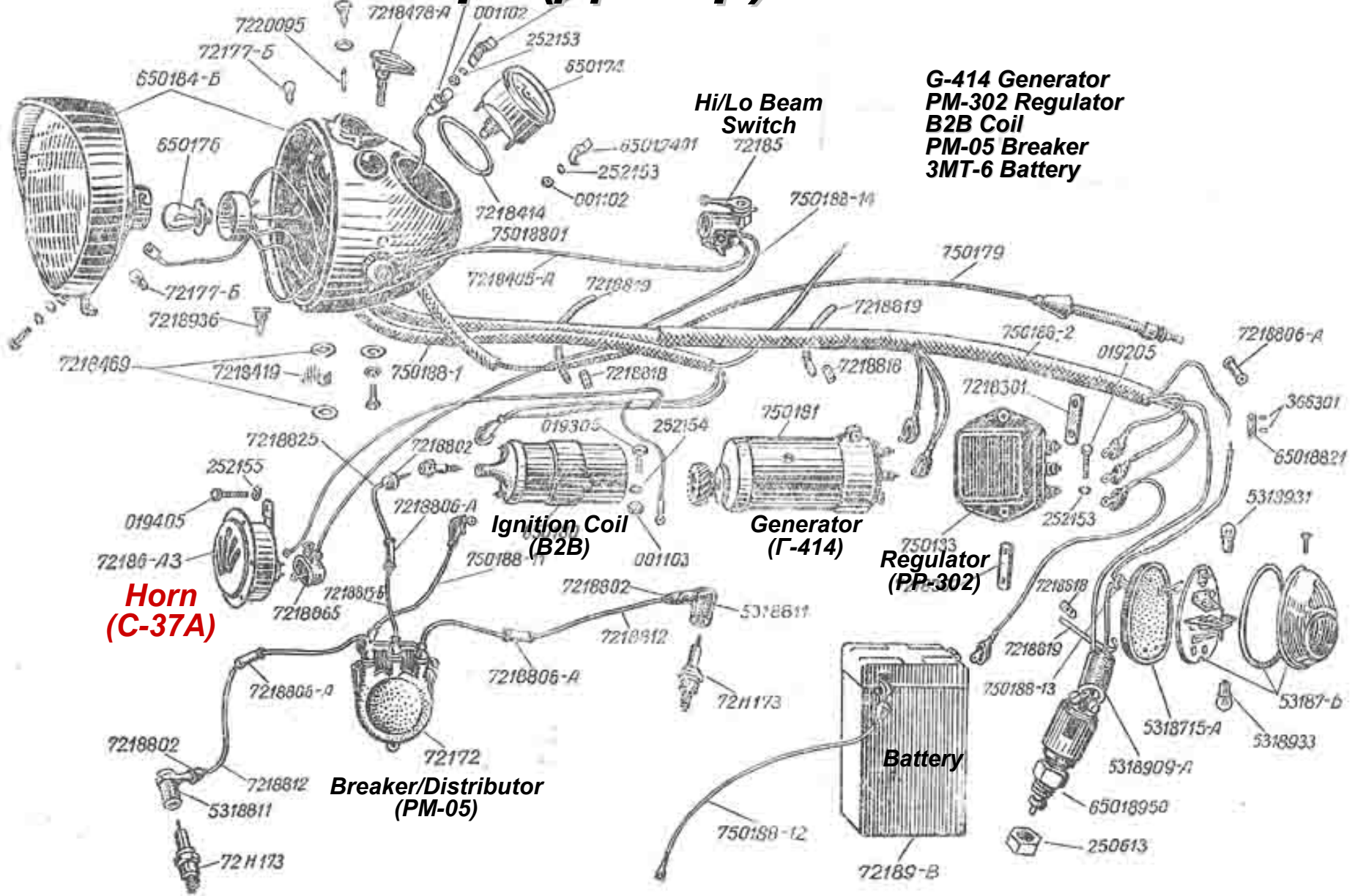


Рис. 34. Монтажная схема электрооборудования мотоцикла

# ***Днепр (Днепр) МВ-750, МТ-12 (1961)***

**G-414 Generator**  
**PP-302 Regulator**  
**B2B Coil**  
**PM-05 Breaker**  
**3MT-12 Battery**

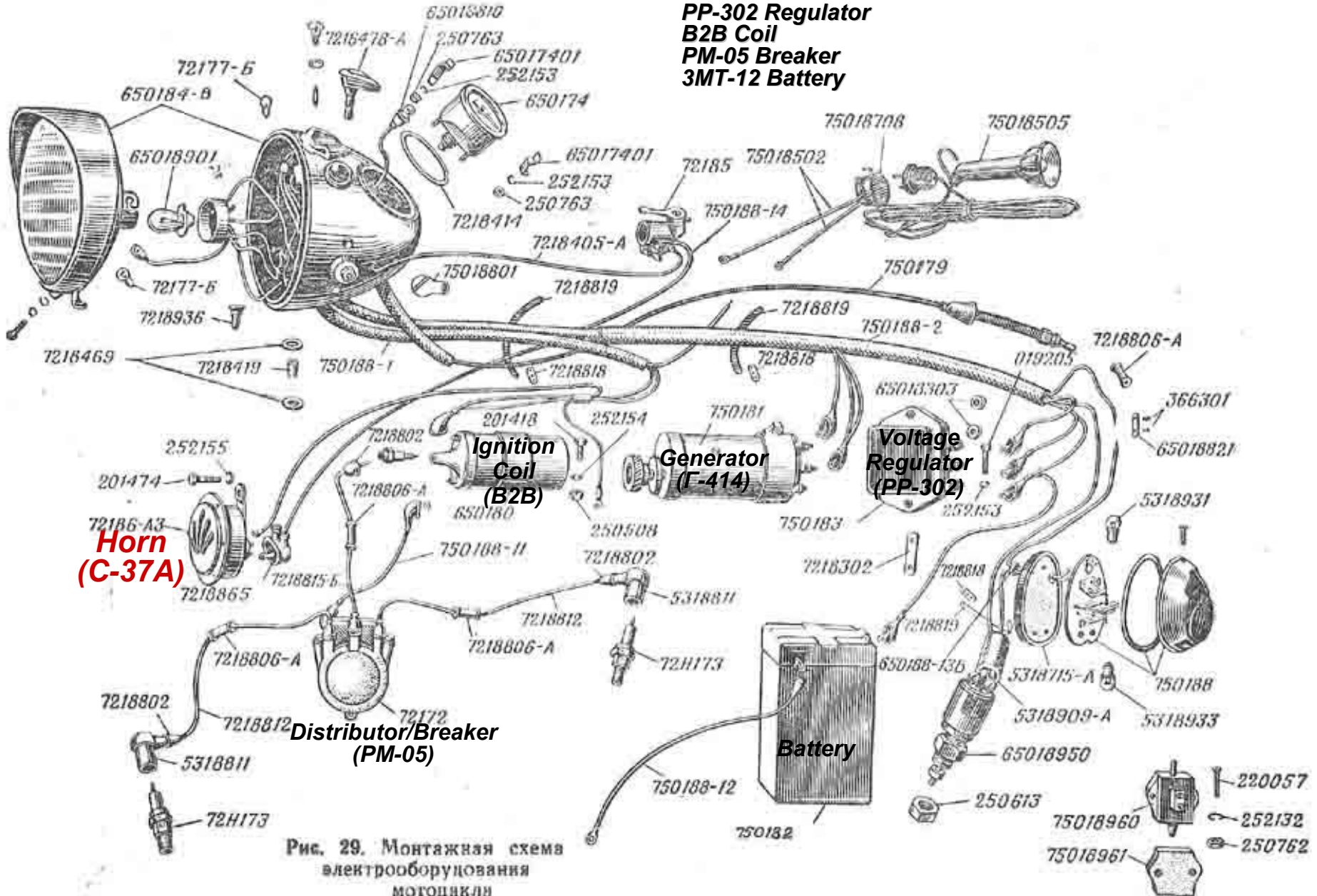
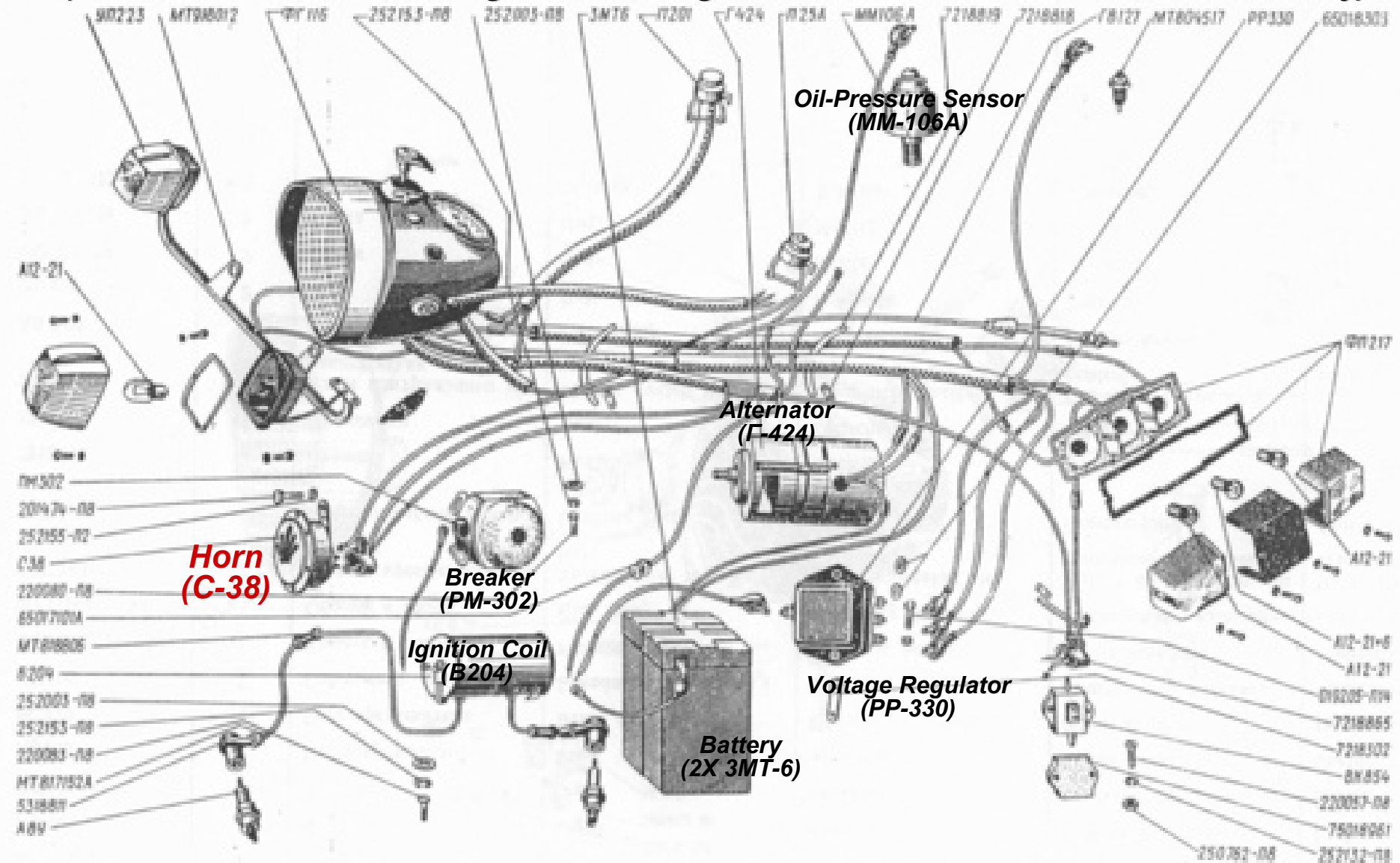


Рис. 29. Монтажная схема электрооборудования мотоцикла

# Днепр (Днепр) МТ-10

(Г-424 Alternator, PP-330 Regulator, B204 Ignition Coil, PM-302 Breaker, 3MT-6 Battery)





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