

UAZ-469B

Ryszard T. Kominek



UAZ-469B

The UAZ is one of the world's most popular and widespread off-road 4x4 vehicles. The UAZ-469 was the only Russian car able to compete with renowned western products in its class, like the US Jeep and the British Land Rover and has found the place in the history of 4x4 cars. The UAZ (Ulyanovskiy Avtomobilnyi Zavod – The Ulyanovsk Car Factory) was founded in the 1941 when the famous ZIS was evacuated from Moscow facing German assault. The first product of the factory were the ZIS-5 trucks. When the ZIS returned to the Soviet capital, the Ulyanovsk plant was renamed and was known as UIZIS and produced cars designed in Moscow and Gorkyi, including "Soviet Jeep" – GAZ-69. In the early sixties of the last century the project of a new lightweight 4x4 as the replacement of the ageing GAZ-69 was launched. After ten years of trials and tests, in the 1972, the first UAZ-469 left the assembly line. It became the standard light vehicle of Russian and most War-Pac forces, as well as almost all former or current socialist states around the world. In addition, it was widely sold as a civilian off-road vehicle. It is rather a simple vehicle, of conventional layout: seven-seat, four/five-door. The rear area may be open or covered by a canvas tilt; hard-bodied versions are also available. There may be a weapon mount behind the front seats. The engine of the „469” is a 2500 cc. 72 hp UMZ-

451M. The UAZ-469B is a version of the standard UAZ-469 with simplified suspension and lower ground clearance, which reduces its cost. The suspension based on longitudinal half elliptical leaf springs with shock absorber, which replaced the leaf springs of the older model.

A lot of specialized variants was developed in Soviet Union, other were introduced by end users. There were command vehicles, mobile radio-stations, field ambulances, NBC scout cars and even weapon carriers among them. Heavy machine guns and recoilless rifles of various types were installed and used with a considerable success.

The UAZ-469 was also a base for Chinese 4x4 car, produced by the Beijing Car Corporation as the BJ-212. Its external shape is different, but the construction is almost identical. The Beijing 212, like the UAZ-469, was unveiled in late sixties, and produced since mid seventies of the last century. The engine is a unlicensed copy of UMZ-451 (some 2500 cc., four cylinders), but even simpler than its Soviet counterpart – until the early nineties the gearbox had only three speeds. UAZ-469 still serves in many countries around the world: the states of the former Warsaw Pact, Finland, Croatia, Syria, Iran, Iraq, Egypt, Yemen, Afghanistan, Vietnam, Laos, Mongolia, Korea, Ethiopia, Angola, Mozambique, Cuba, Nicaragua, Cambodia etc.

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General view of the UAZ-469B (Polish Border Guard, Summer 2005) • Polski UAZ-469B (Straż Graniczna RP, lato 2005)



Ronald T. Kominek
UAZ-469B
(Polish Border Guard,
old style
license plates,
light
beacon and
siren horn,
canvas cover,
Summer
2005) •
Polski UAZ-
469B, stare
tablice rejestracyjne,
sygnal świetlny i dźwięko-
wy pojazdu uprzywilejo-
wanego, dach brezentowy
(Straż Graniczna RP,
lato 2005)







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Civilian UAZ-469B with folded canvas cover • Cywilny UAZ-469B ze złożonym dachem brezentowym

UAZ-469B



UAZ-469B of Slovak Army (International Defence Equipment Exhibition IDEE 1998, Trencin, Slovak Republic) • UAZ-469B Armii Słowackiej (IDEE 1998)



Polish WD-43, command version UAZ-469B (18th Air-assault Battalion, KFOR mission, June 1999) • Wozy dowodzenia WD-43 (18. batalion desantowo-szturmowy z Bielska-Białej, oznaczenia misji KFOR w Kosowie, czerwiec 1999 r.)



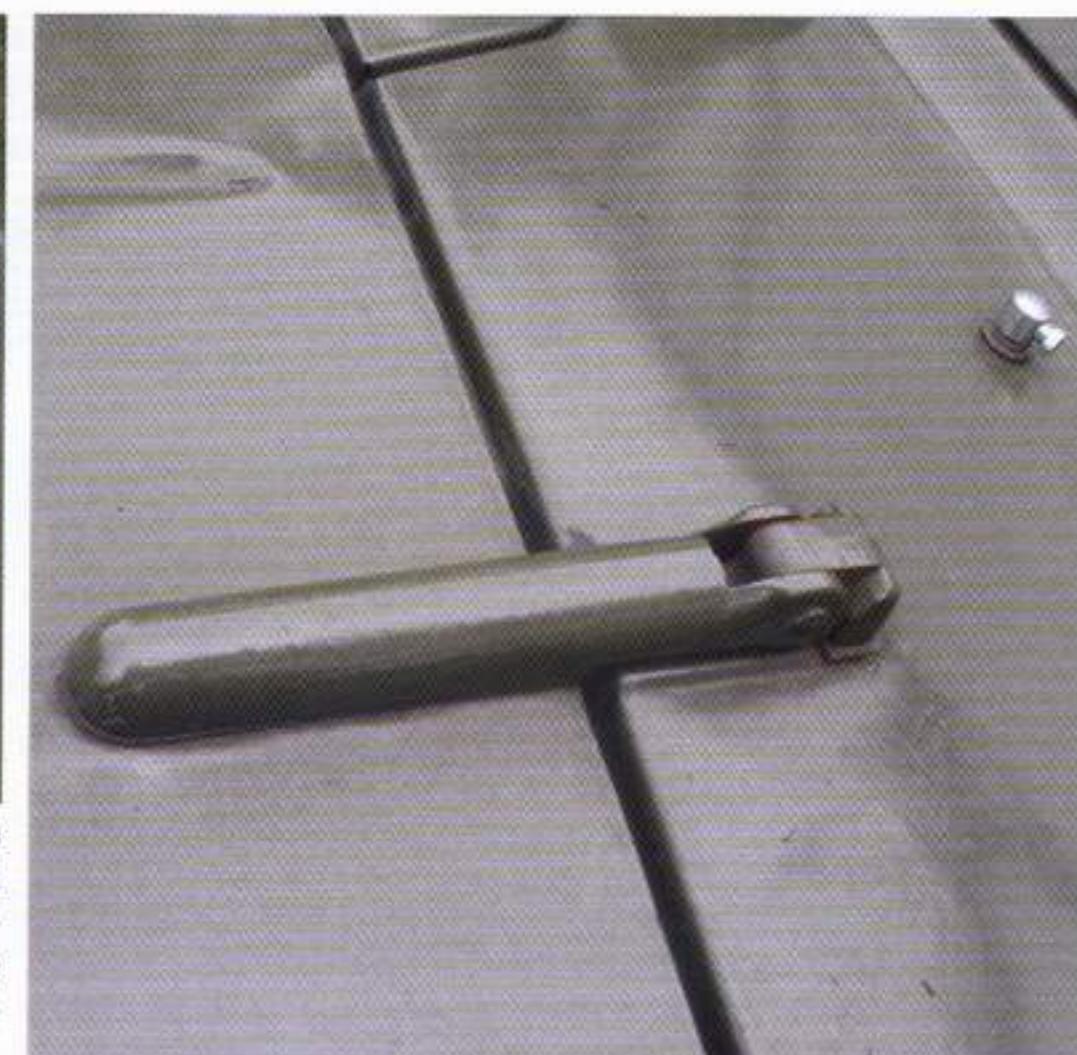
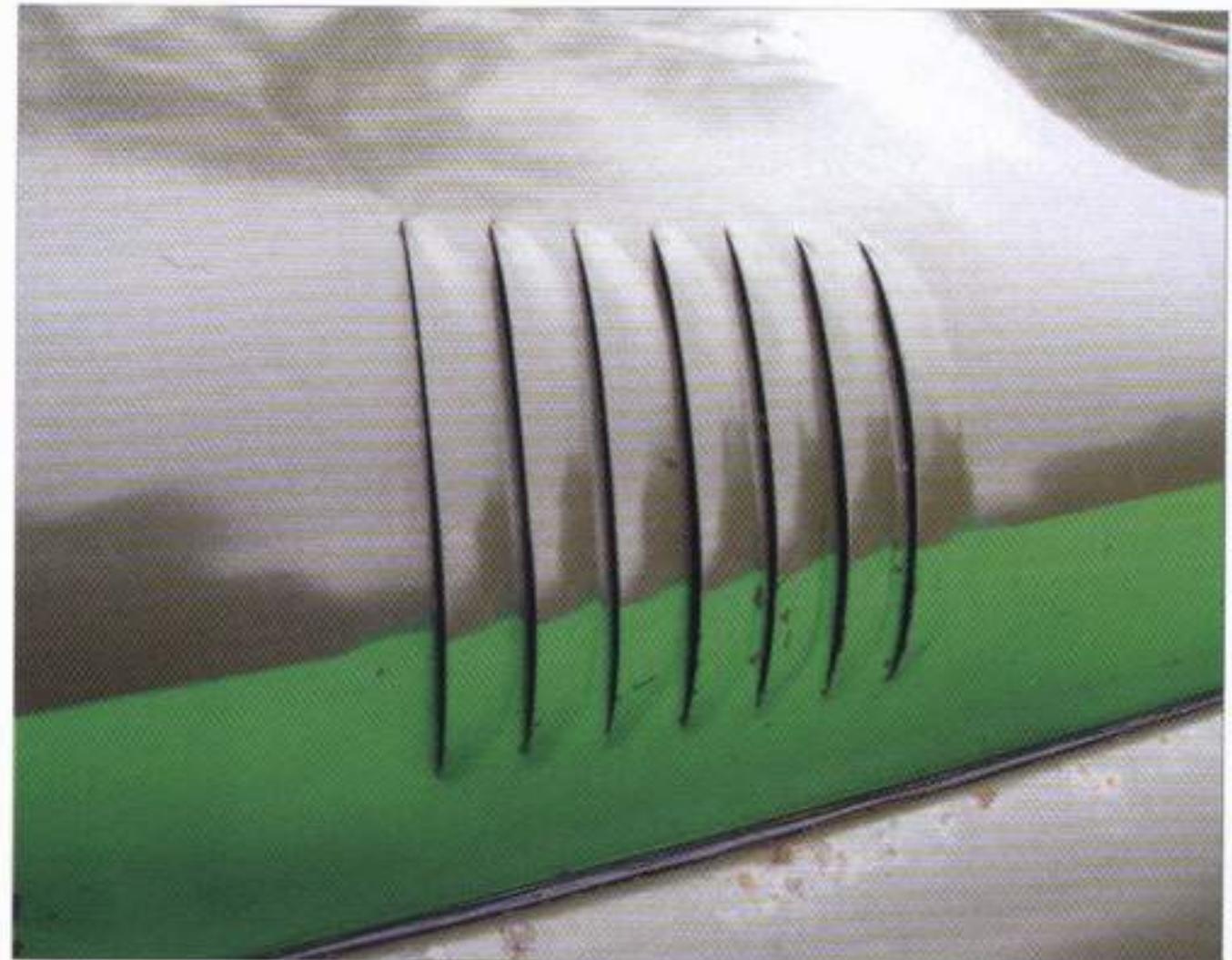
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Detailed view of WD-43, Polish command version of UAZ-469B. It is a cheaper alternative for BRDM-2 R-1A command post of tactical level. Radio equipment consists of: two R-123Z HF radio sets, R-107 HF/VHF transceiver, a secure voice interface, field phone and the plotting board. It is in service since 1981

- Wóz dowodzenia WD-43 montowany na samochodzie UAZ-469B







Details of engine hood, side vent holes, hooks for fastening of the front windscreen and hinge. Open vent hole • Detale maski silnika, boczne otwory wentylacyjne, strzemień do mocowania ramy okna przedniego i zawiąz maski. Otwarty otwór wentylacyjny





Mesh radiator cover. The emblem of the "UAZ" is clearly visible • Siatkowa osłona chłodnicy ze znakiem firmowym



Headlights (type FG122-BES) and indicator lights • Reflektory typu FG122-BES i kierunkowskazy

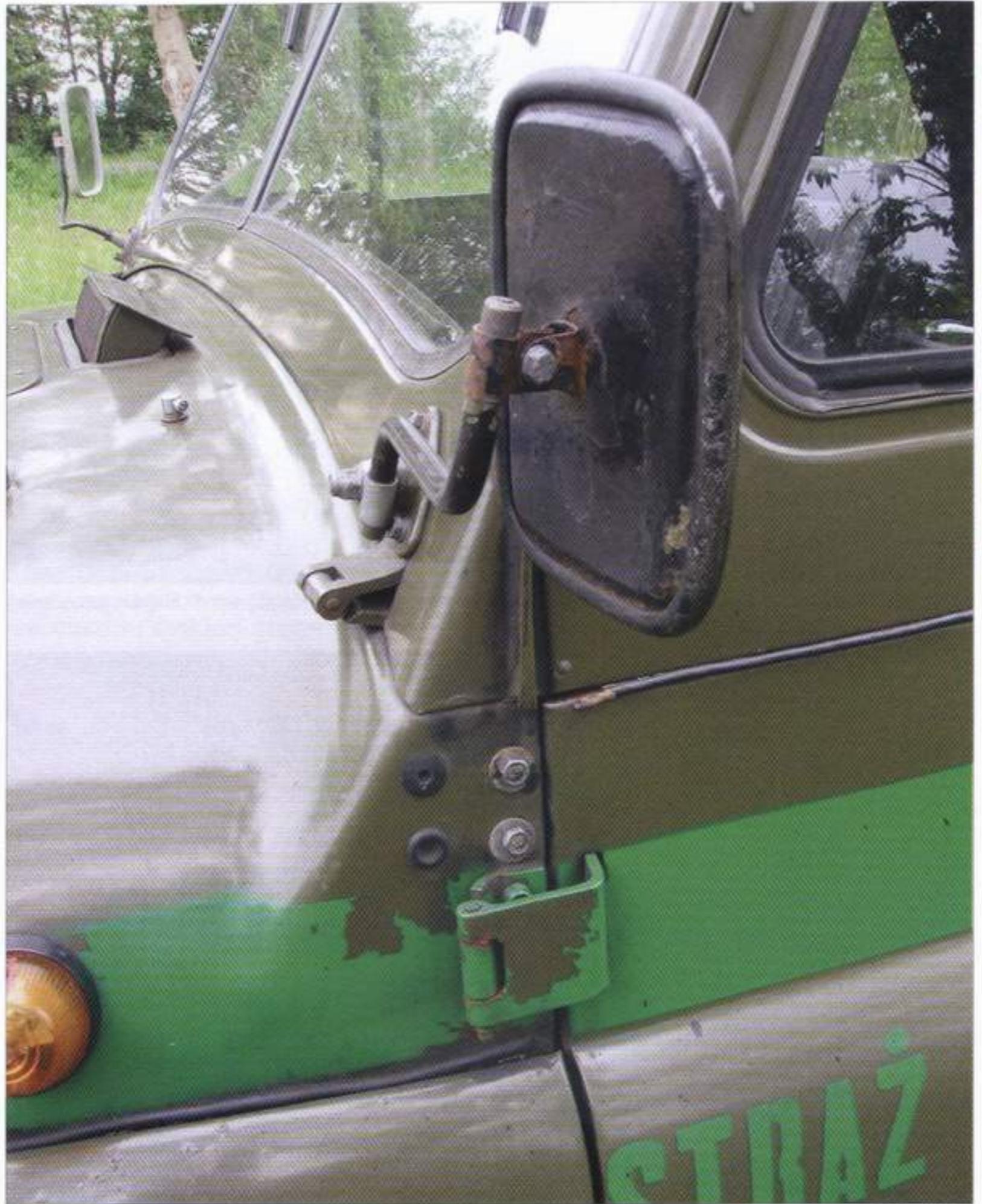


Towing hook on the front bumper • Haki holownicze na przednim zderzaku



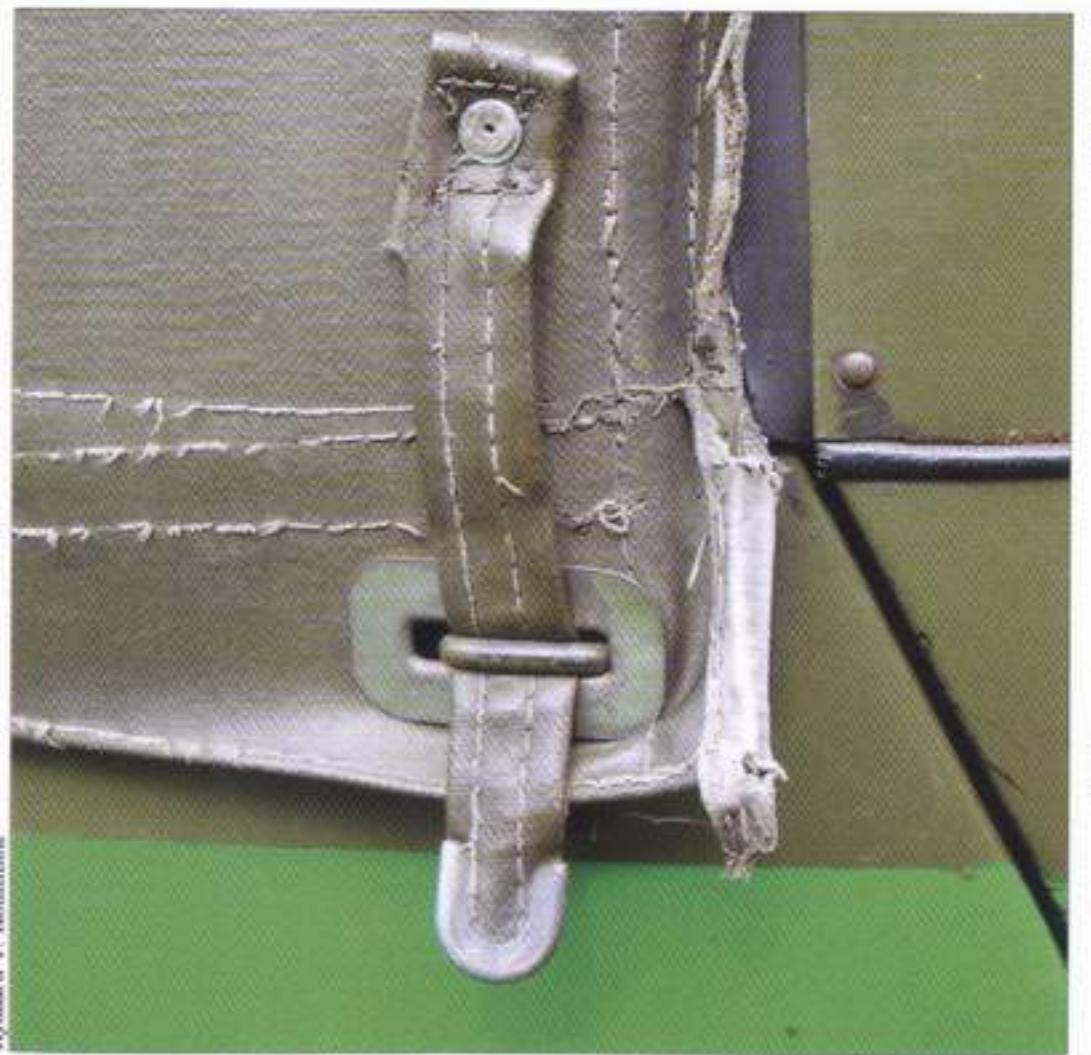
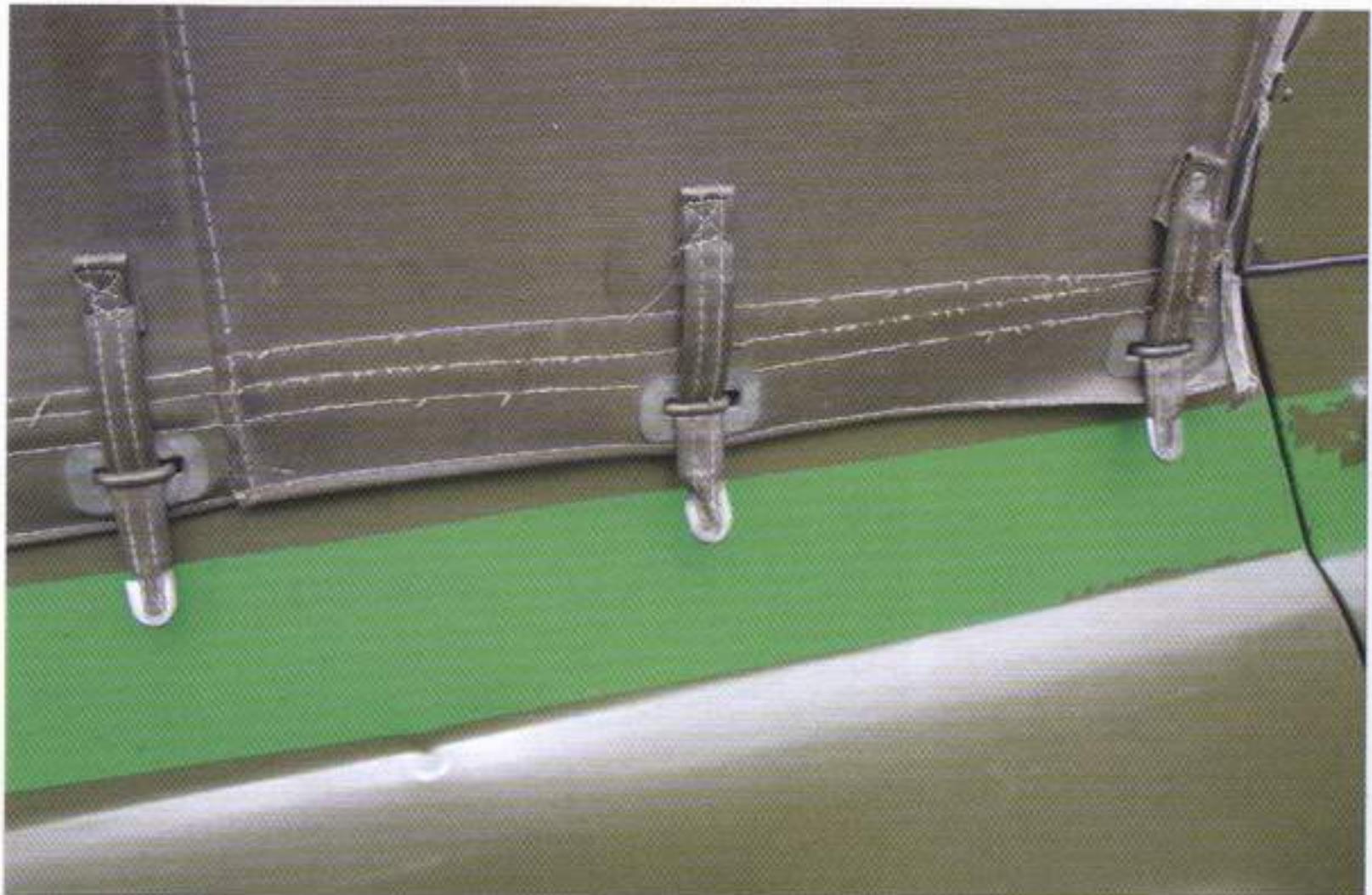
Front windscreen and details of the windscreen wiper, rubber bumper • Szyba przednia, detale wycieraczek i zderzaka gumowego





Close-up of rearview mirrors, door hinges and indicator light. The right side mirror is not the original one • Lusterka wsteczne, zawiasy drzwi oraz kierunkowskaz. Prawe lusterko nie jest oryginalne



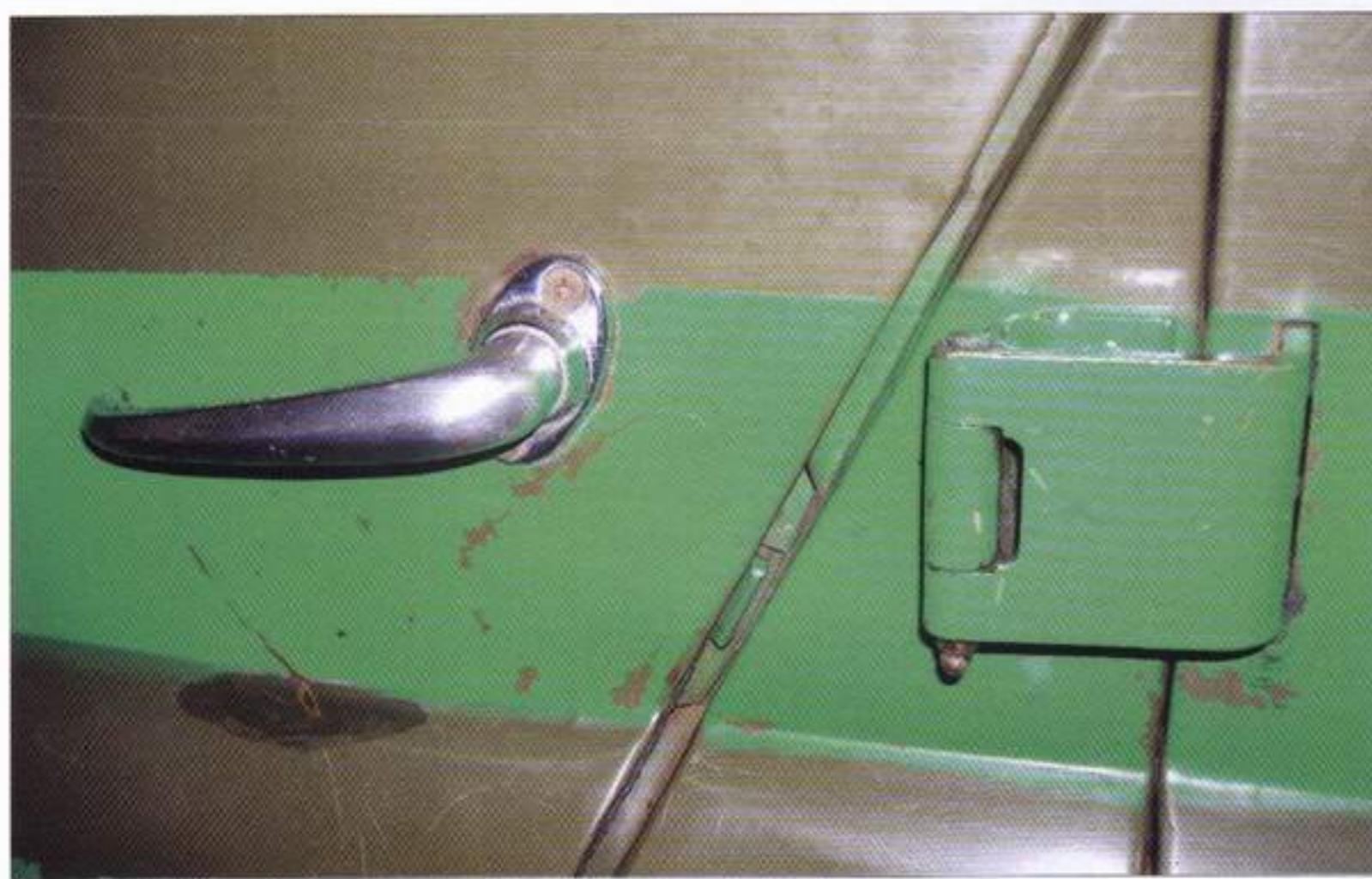


The side hook used to fasten the canvas • Strzemiąna służące do mocowania bieżącej plandeki

Rymanek T. Kominiak

Two fuel tanks with separate filler points are located on the left and right side of vehicle. Note opened and closed filler point cover • Dwa zbiorniki paliwa – po lewej i prawej stronie pojazdu. Otwarte i zamknięte osłony wlewu paliwa





The door hinges and handles • Zawiasy i klamki drzwi



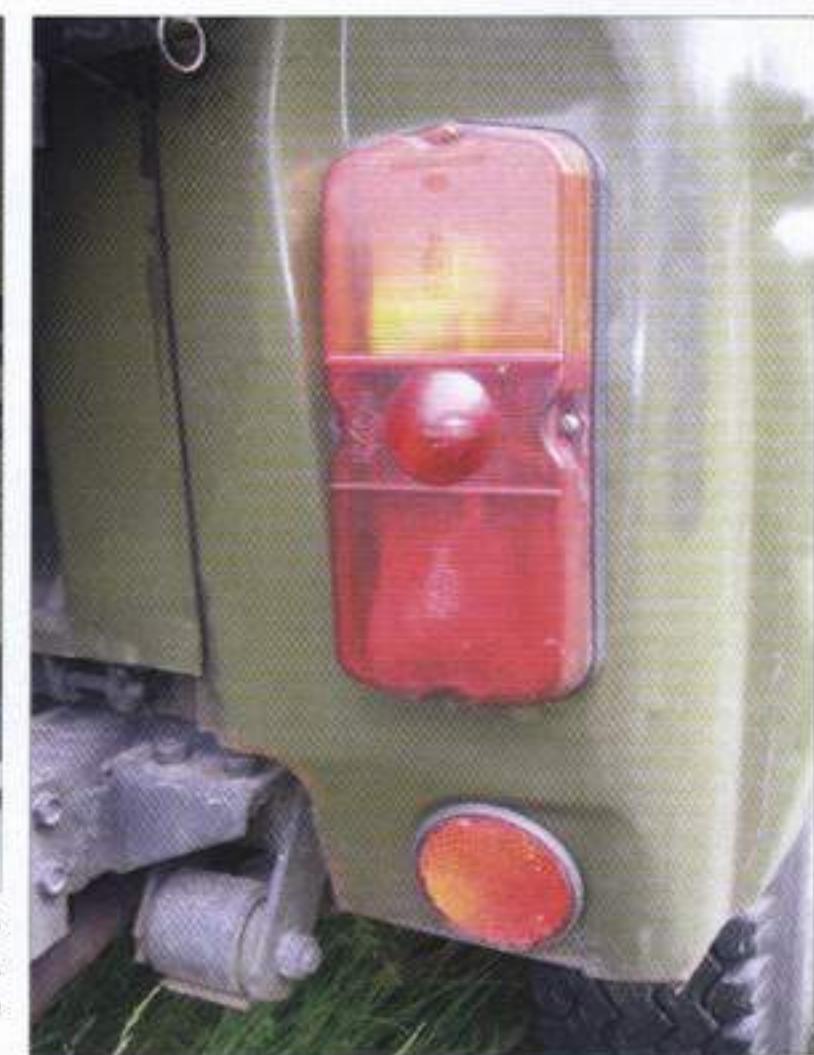
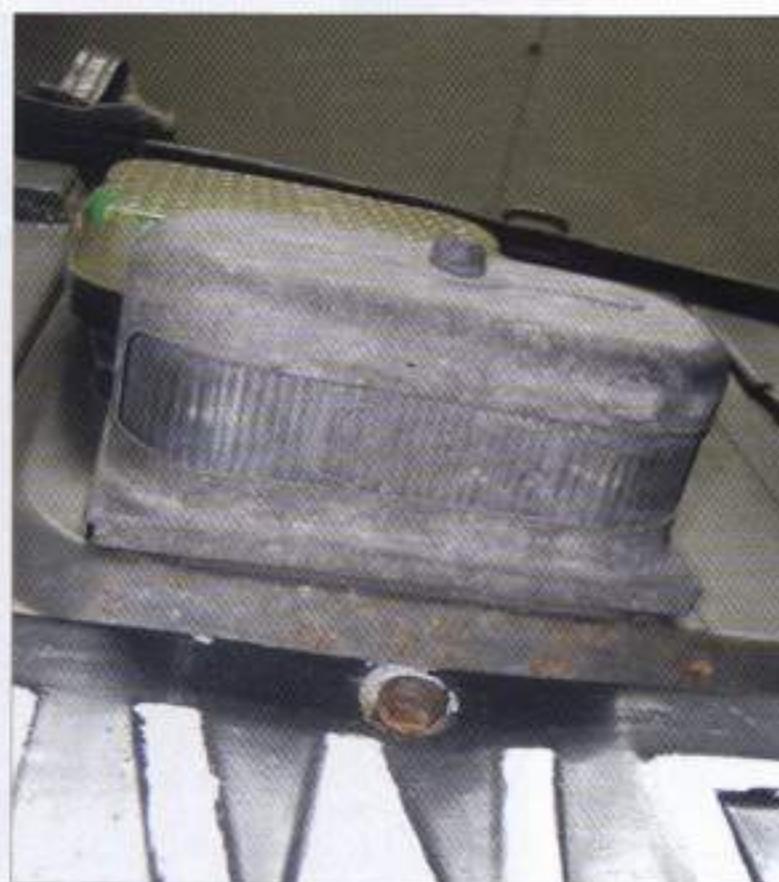
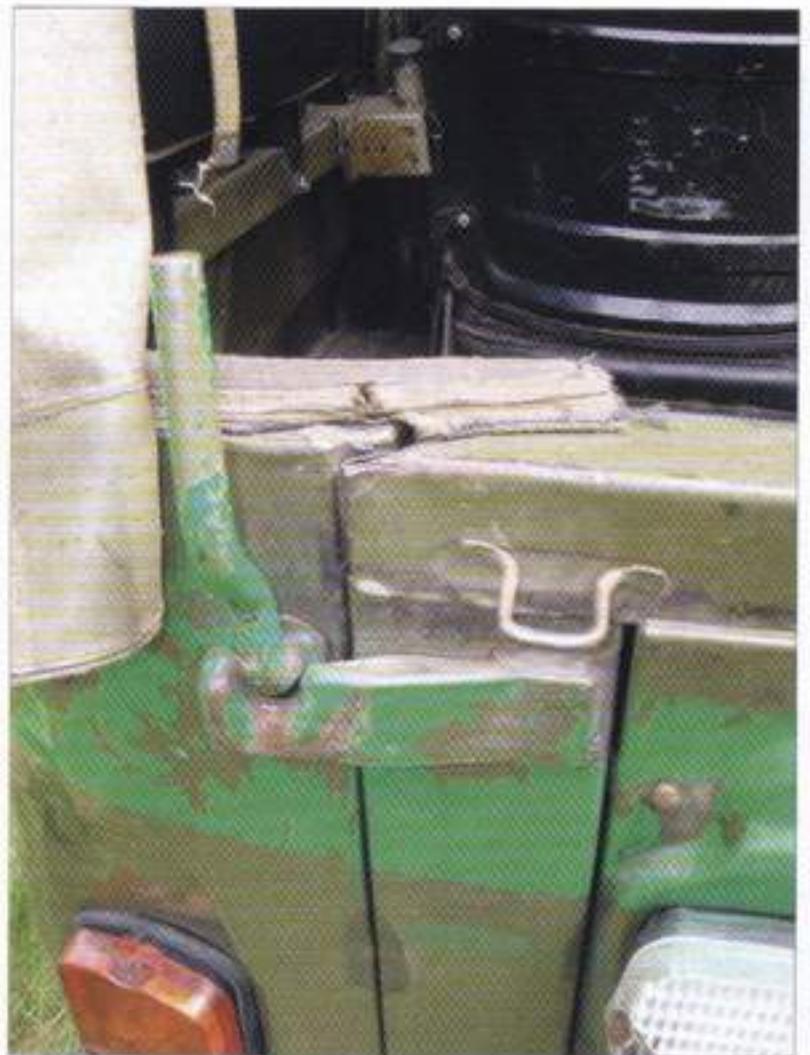
Rear wind-screen. Open and closed rear door • Tylna szyba. Otwarte i zamknięte tylne drzwi części bagażowej





Details of
spare wheel
on its holder,
hinge and
fastener •
Koło zapa-
sowe, jego
mocowanie,
wspornik
odchylny
i zamek
wspornika





Details of the rear body, rear door fastener, hook used to fasten the canvas, equipment holder, taillights, license plate light • Detale tylnej części karoserii, zamknięcie tylnych drzwi, mocowanie plandeki, zaczep na wyposażenie dodatkowe, światła tylne, oświetlenie tablicy rejestracyjnej



Details of the rear semi-bumpers/footrests. Towing hook. Towing device was destined for maximum load of 850 kg. Electric socket of trailer • Detaile tyłu UAZa: tylny zderzak, hak holowniczy przeznaczony do ciągnięcia przyczepy o maksymalnej masie 850 kg. Gniazdo stykowe przyczepy



Left front and rear door. The pockets on inner side of the door. The door is not upholstered • Lewe przednie i tylne drzwi. Skrytki na wewnętrznych ściankach drzwi. Drzwi nie były obite tapicerką





Right rear and front door • Prawe tylne i przednie drzwi



Close-up of the inner side of the door, hinges and handles.
Bottom:
A detail of the floor and footrest on the driver's and passenger's side •
Zbliżenia zawiasów i klamek wewnętrznej strony drzwi.
Detale progów i podłoga po stronie kierowcy oraz pasażerów





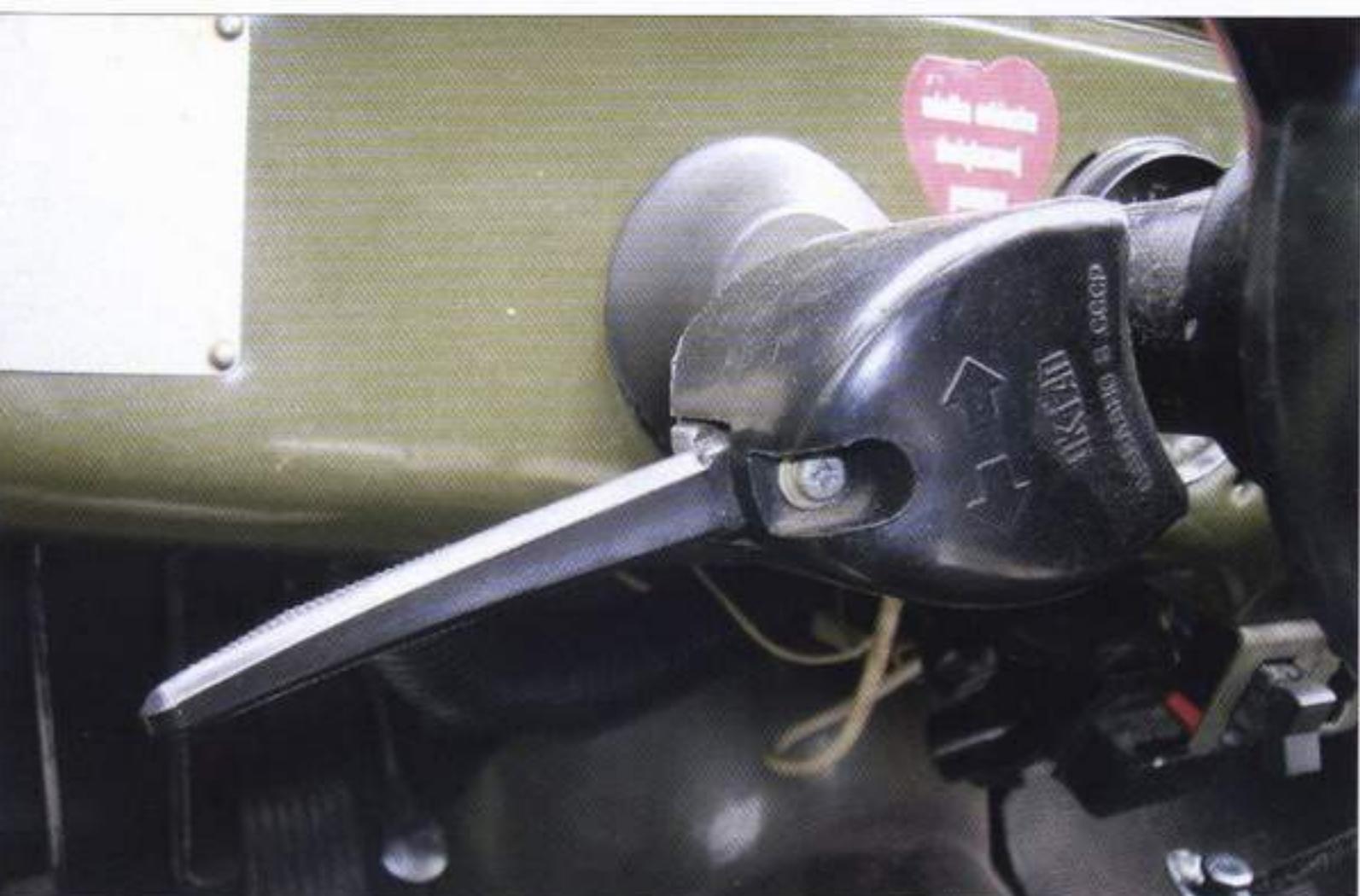
Vehicle's interior from the driver's side. The UAZ-469B has only the basic equipment
Wnętrze pojazdu od strony kierowcy. UAZ jest bardzo skromnie wyposażony

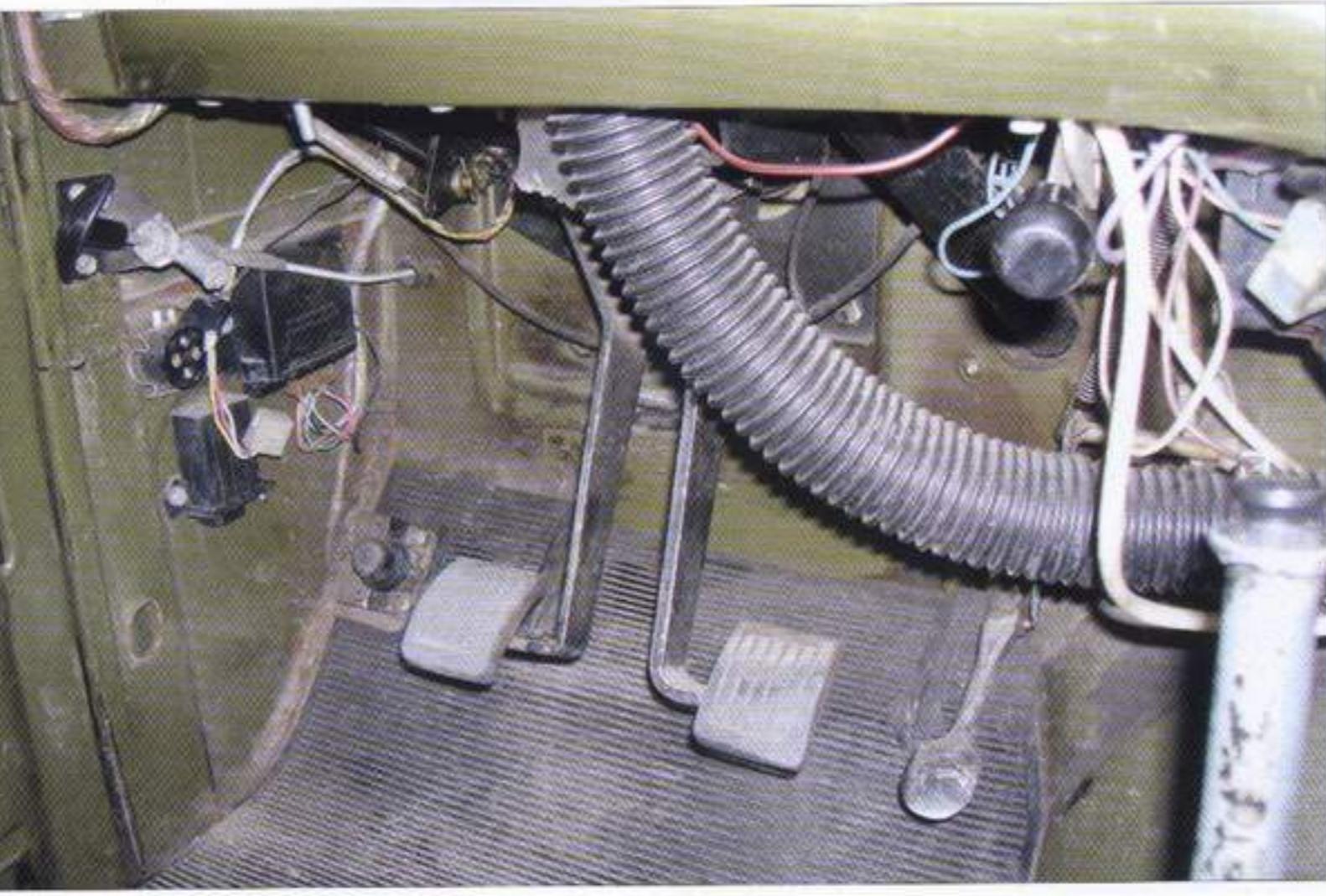
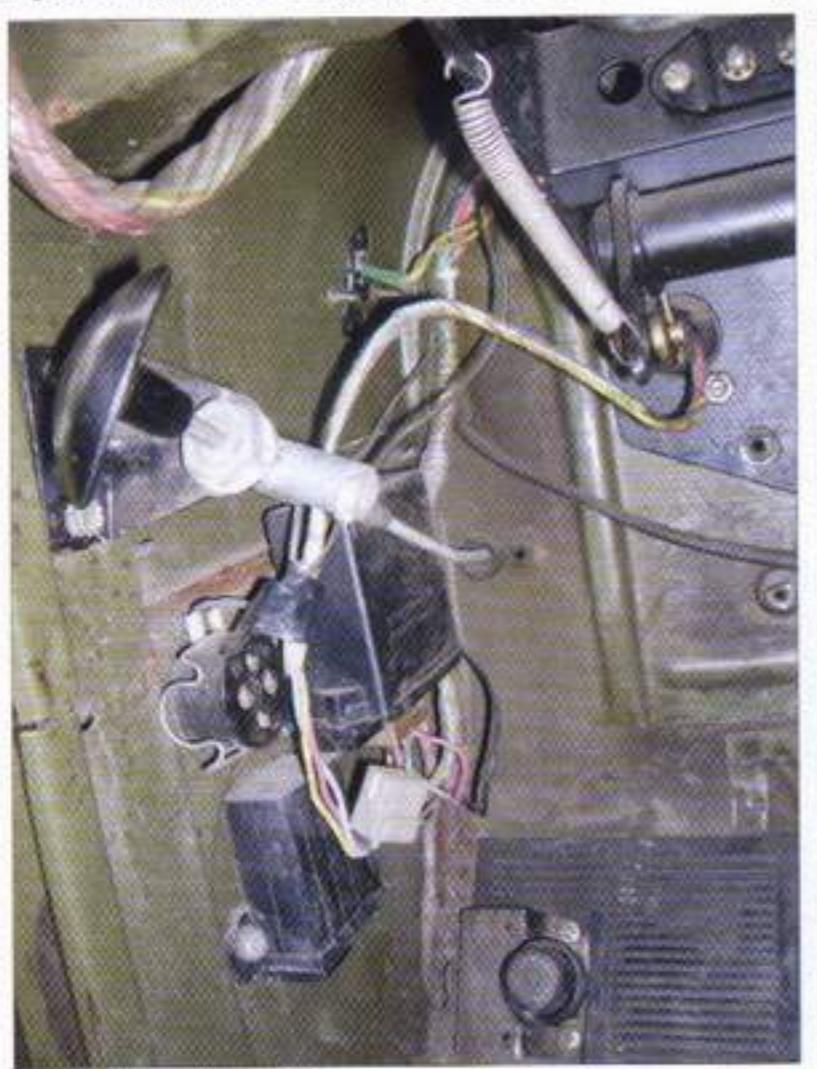




Details of driver's seat, the standard three-spoke steering wheel and column. Metal made dashboard with instrument panel. The vehicle controls are similar to the civil vehicle with manual gearbox, but include some military features like standard light and ignition switches. The direction indicators switch

- Detaile siedziska kierowcy, kierownicy i metalowej deski rozdzielczej z tablicą wskaźników. Przełącznik kierunkowskazów



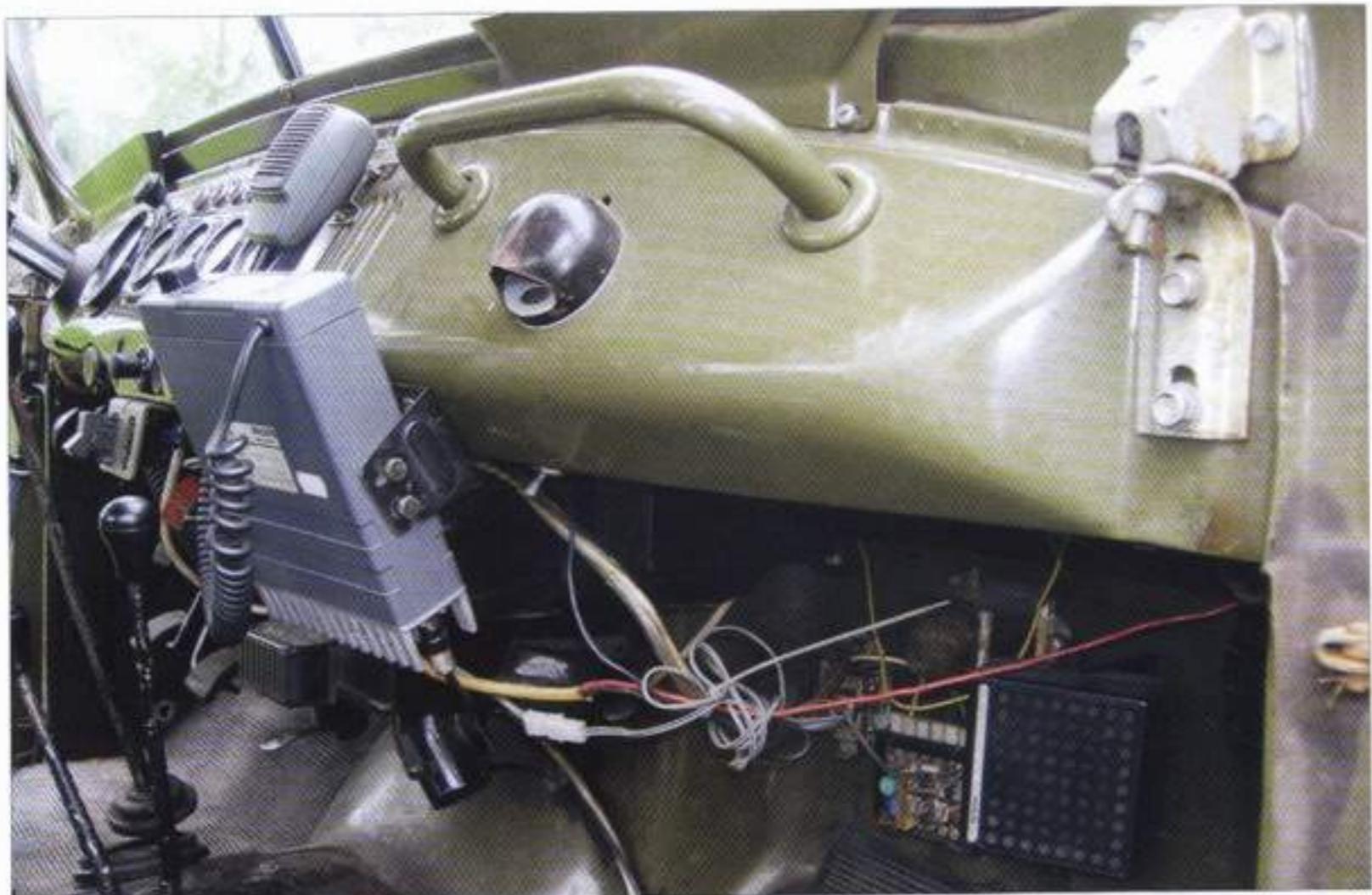




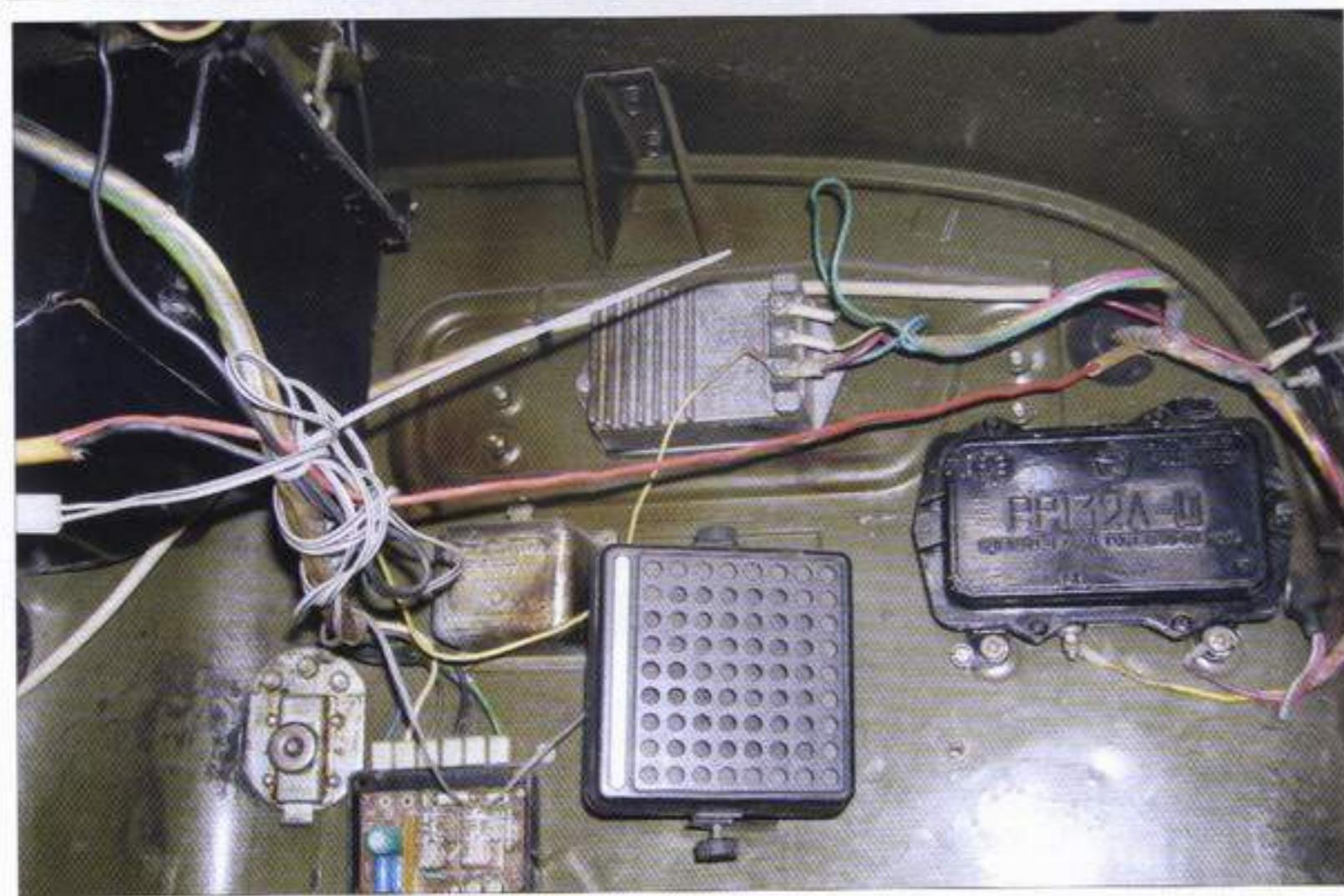
UAZ-469B



The instrument panel includes: tachometer with odometer, accu-control, oil pressure indicator, engine temperature indicator, fuel gauge and warning lights. Shifting handles - from left: hand brake, shifting gear, reduction gear and handles for switching of front wheel drive • Tablica wskaźników: prędkościomierz z licznikiem kilometrów, ampermierz, wskaźnik ciśnienia oleju, wskaźnik temperatury silnika, wskaźnik paliwa i lampki kontrolne. Dźwignie od lewej: hamulca ręcznego, zmiany biegów, sterowania skrzynią rozdzielczą, włączania przedniego mostu



The metal dashboard with the installation of Philips radio station, passenger's handle, interior lights. A detail of the floor and footrest on the passenger's side. The rear view of seats and seat construction • Deska rozdzielcza z radiostacją Philips, uchwytem pasażera i lampką oświetlenia. Tył siedzisk i ich konstrukcja



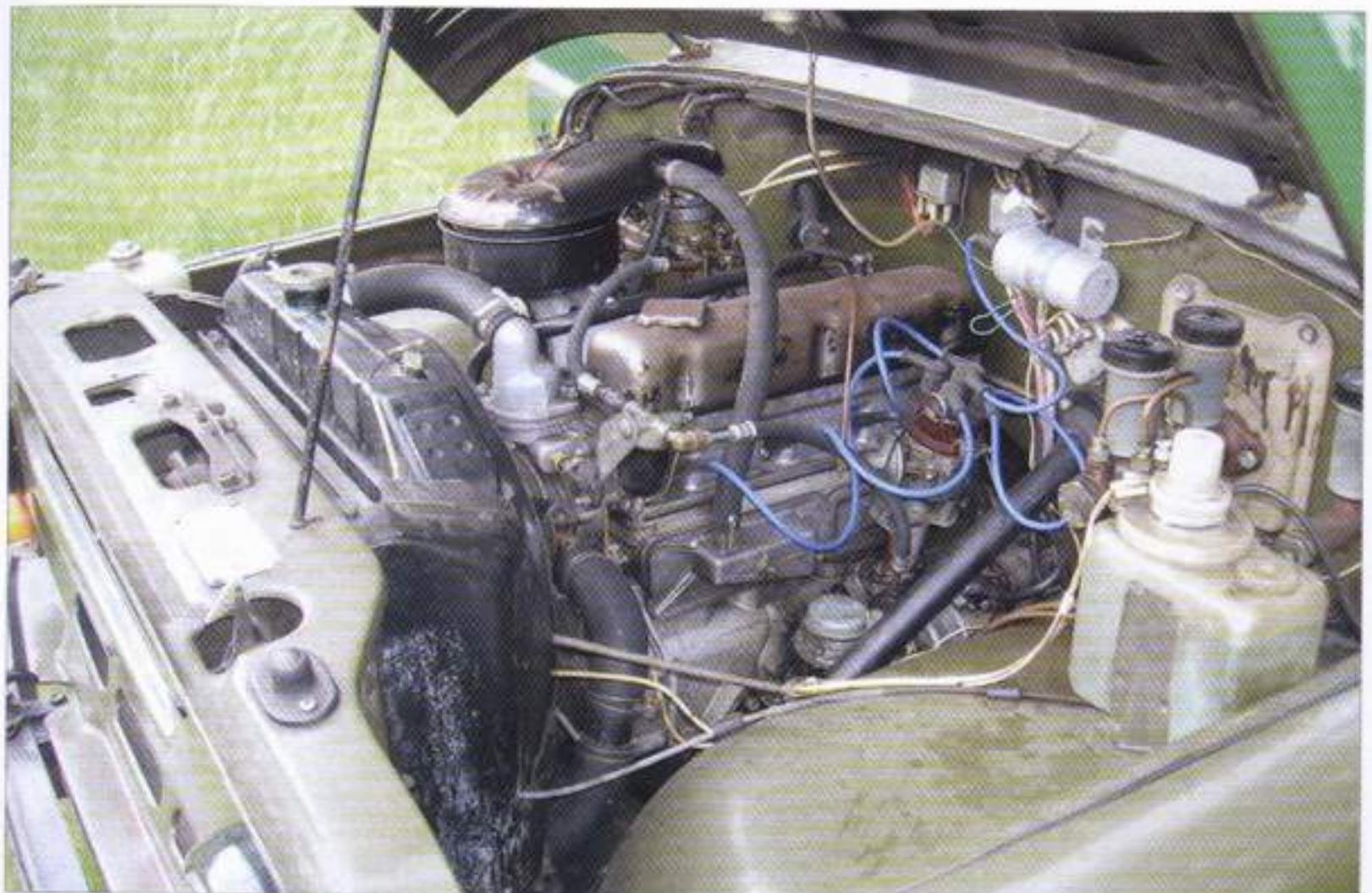
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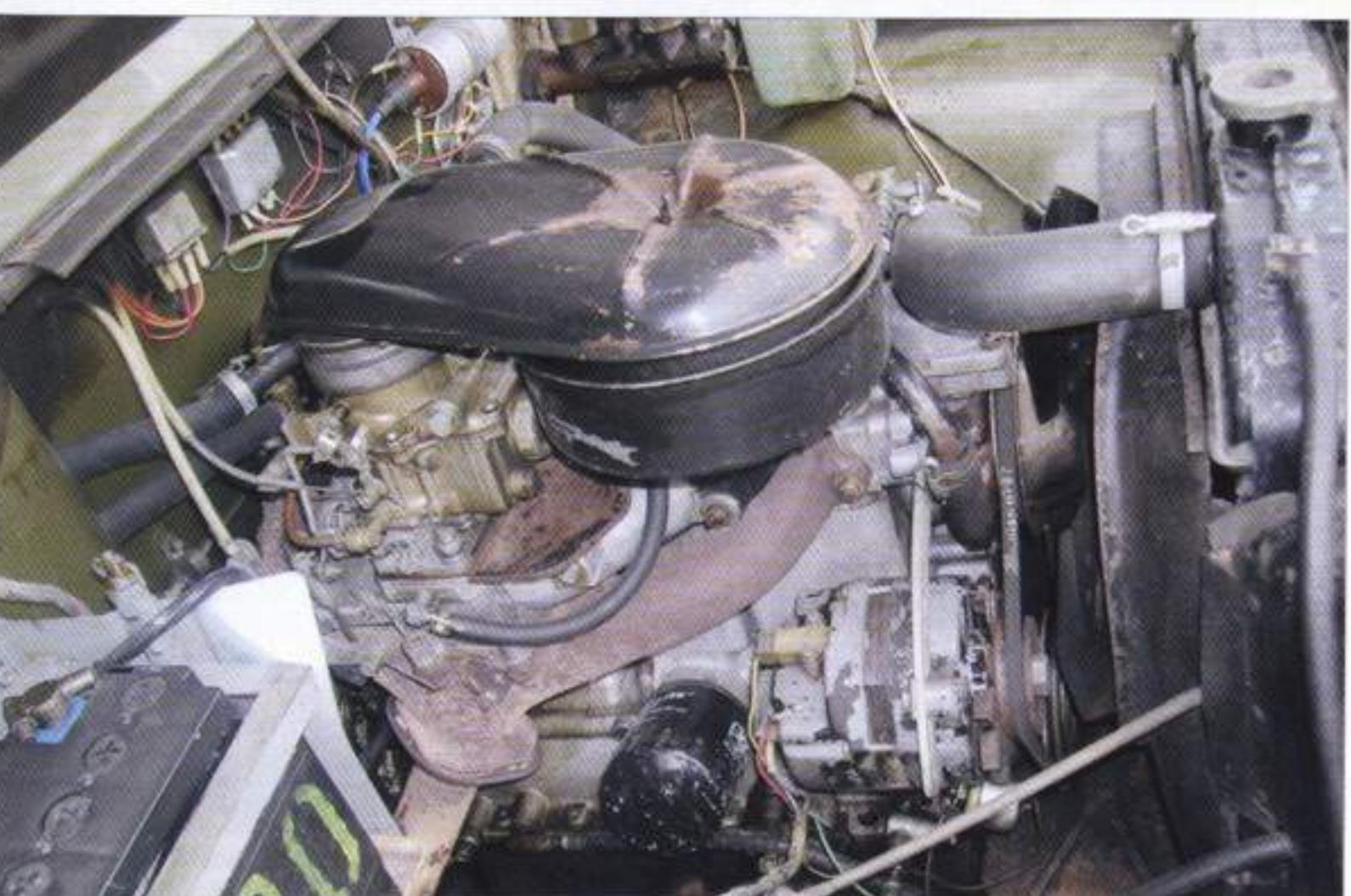
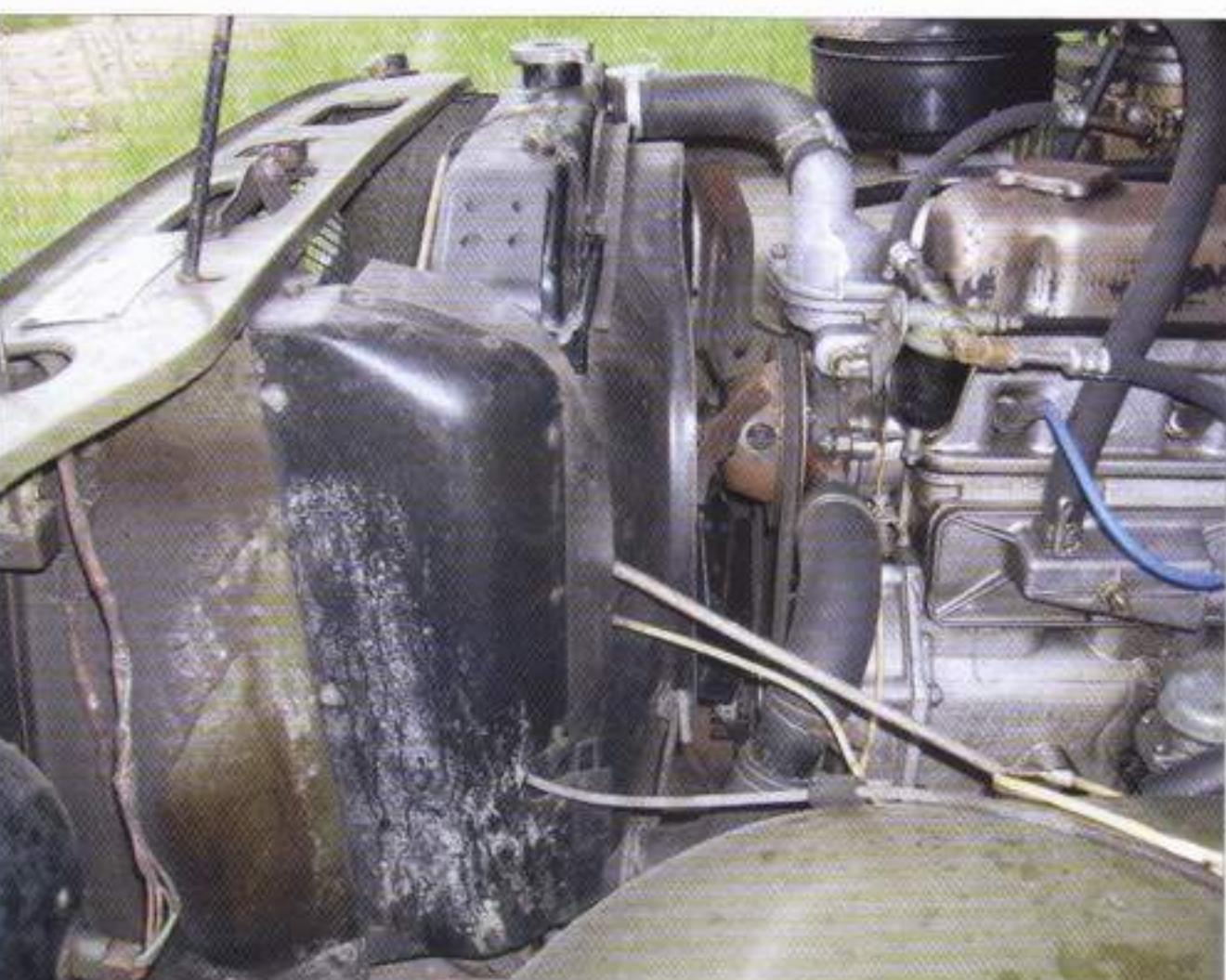
The rear interior. Rear seat. Details of the canvas supporting bars and folding canvas frame • Składane siedzisko trójmiejsowe. Zdejmowana breszentowa plandeka, naciągana na metalowy stelaż



Details of the internal structure of the rear body, the body floor and rear seats. Side seats in open and closed position • Detale tyłu pojazdu, tylne siedziska. Boczne siedziska rozłożone i złożone

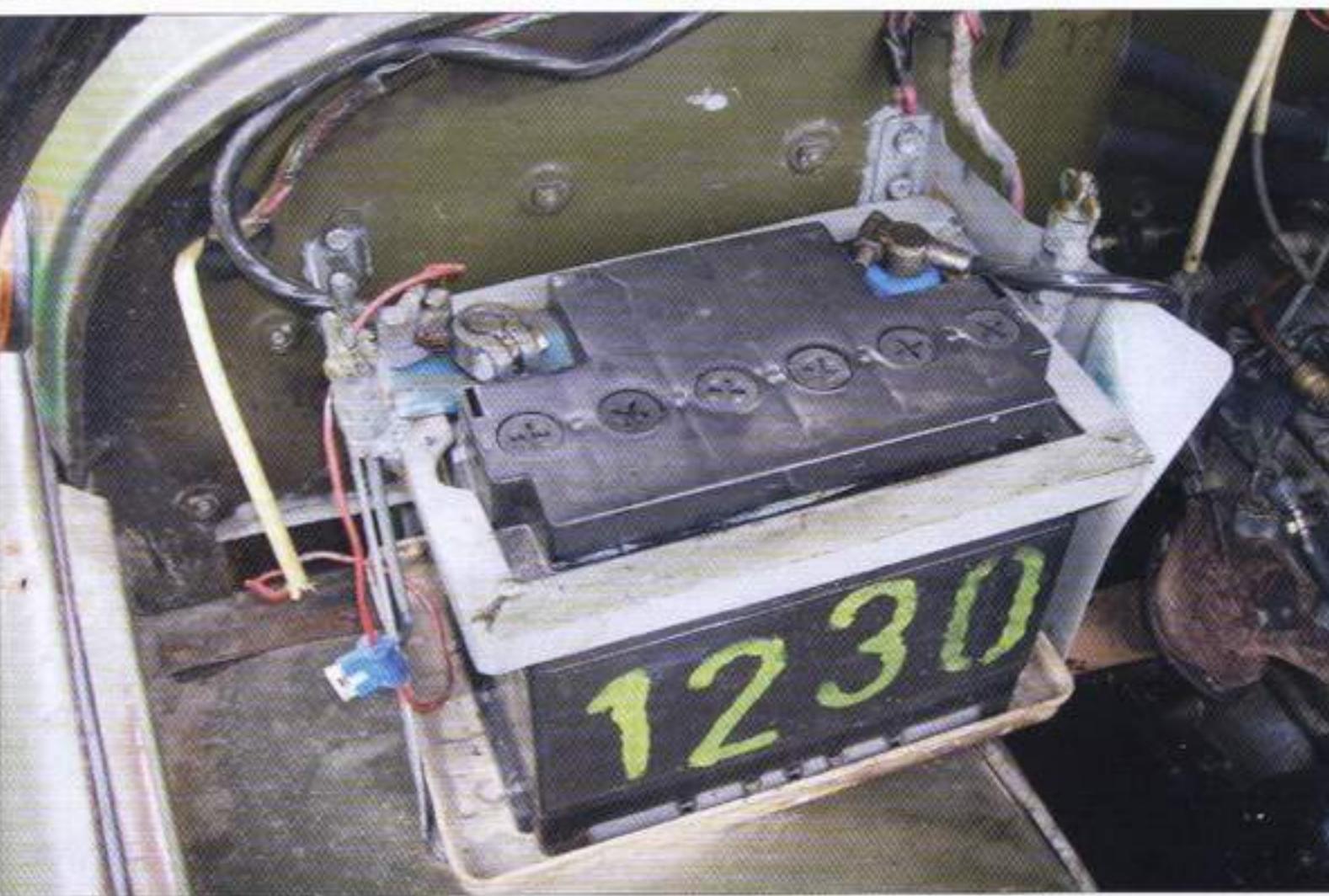
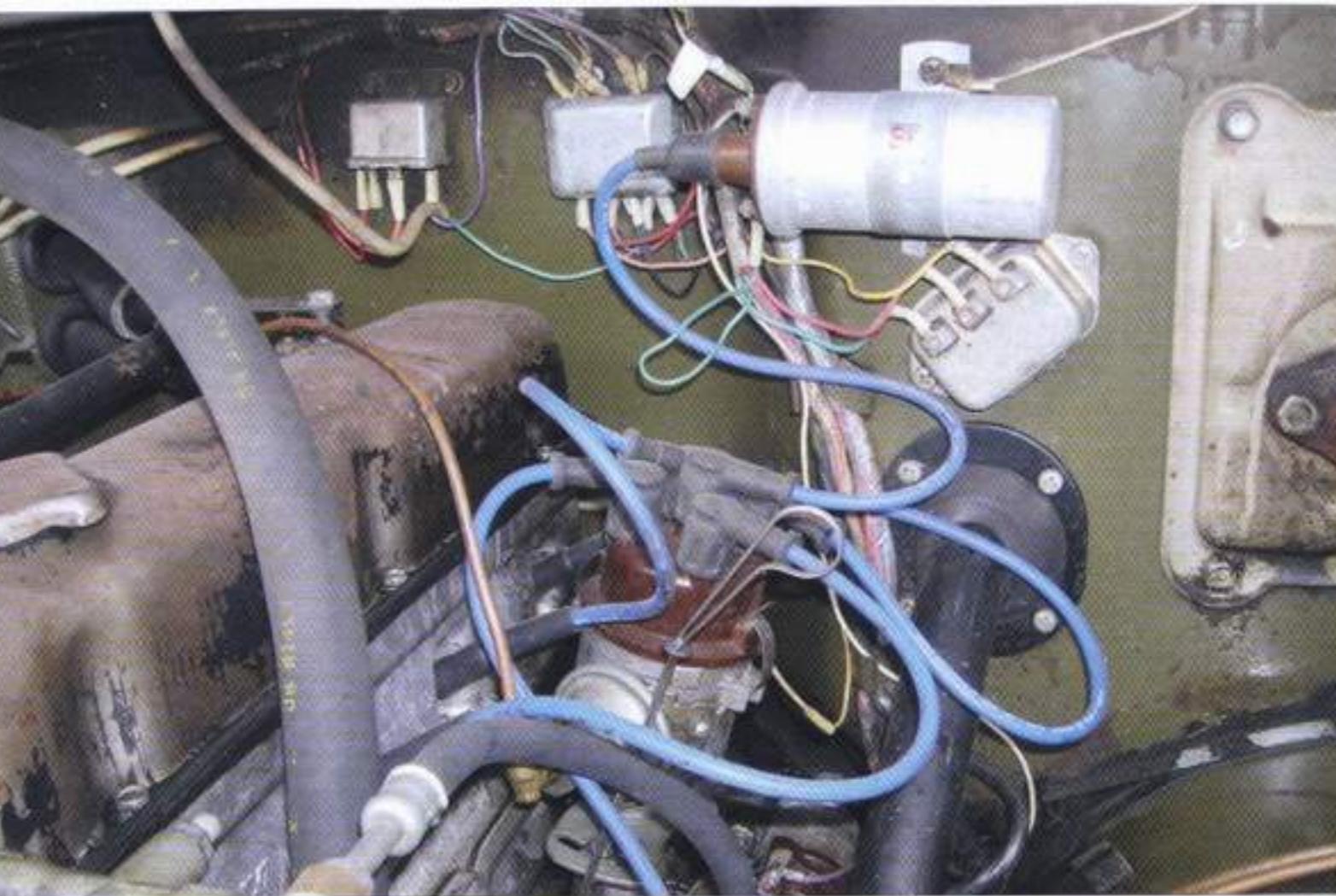


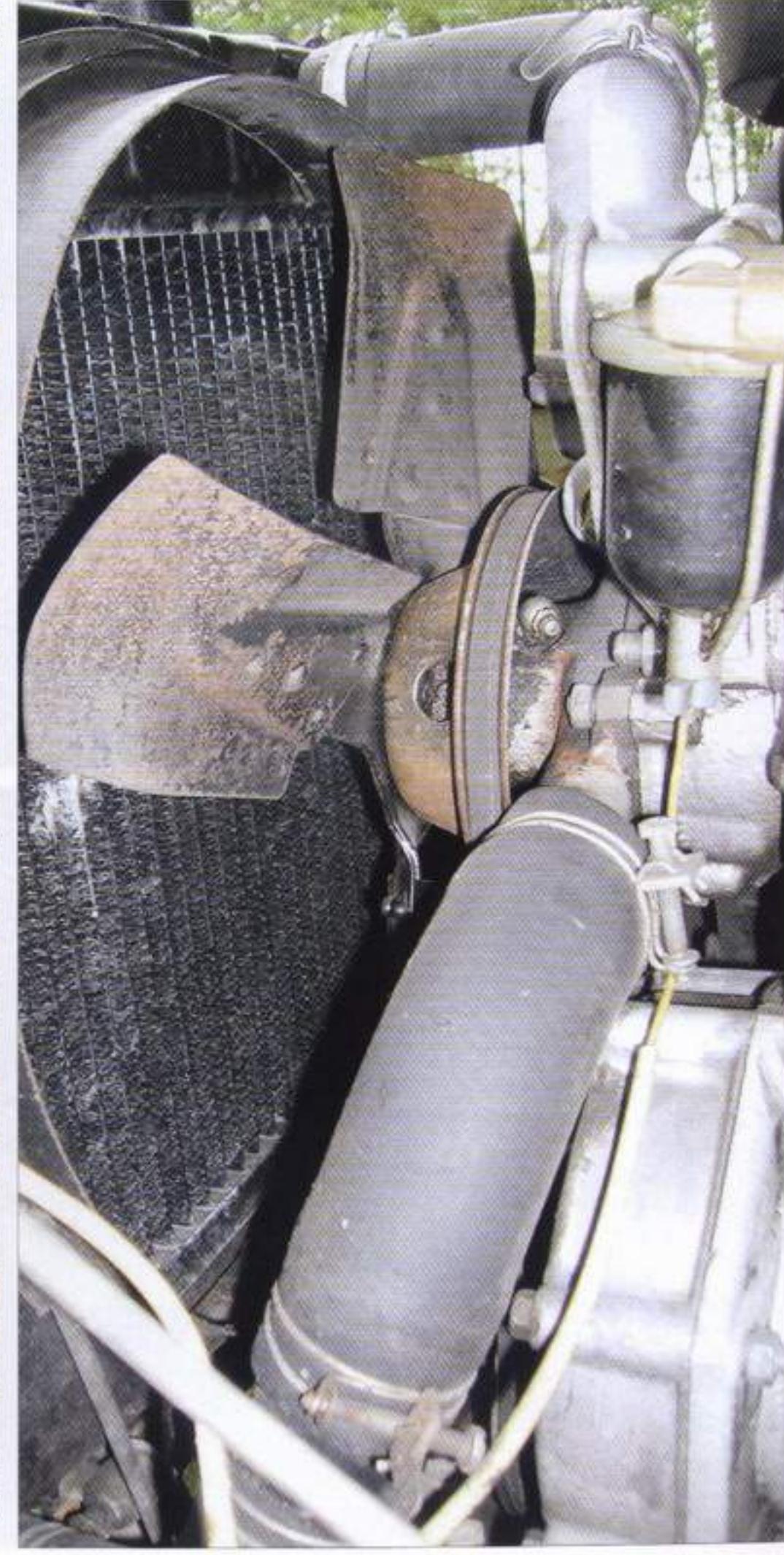
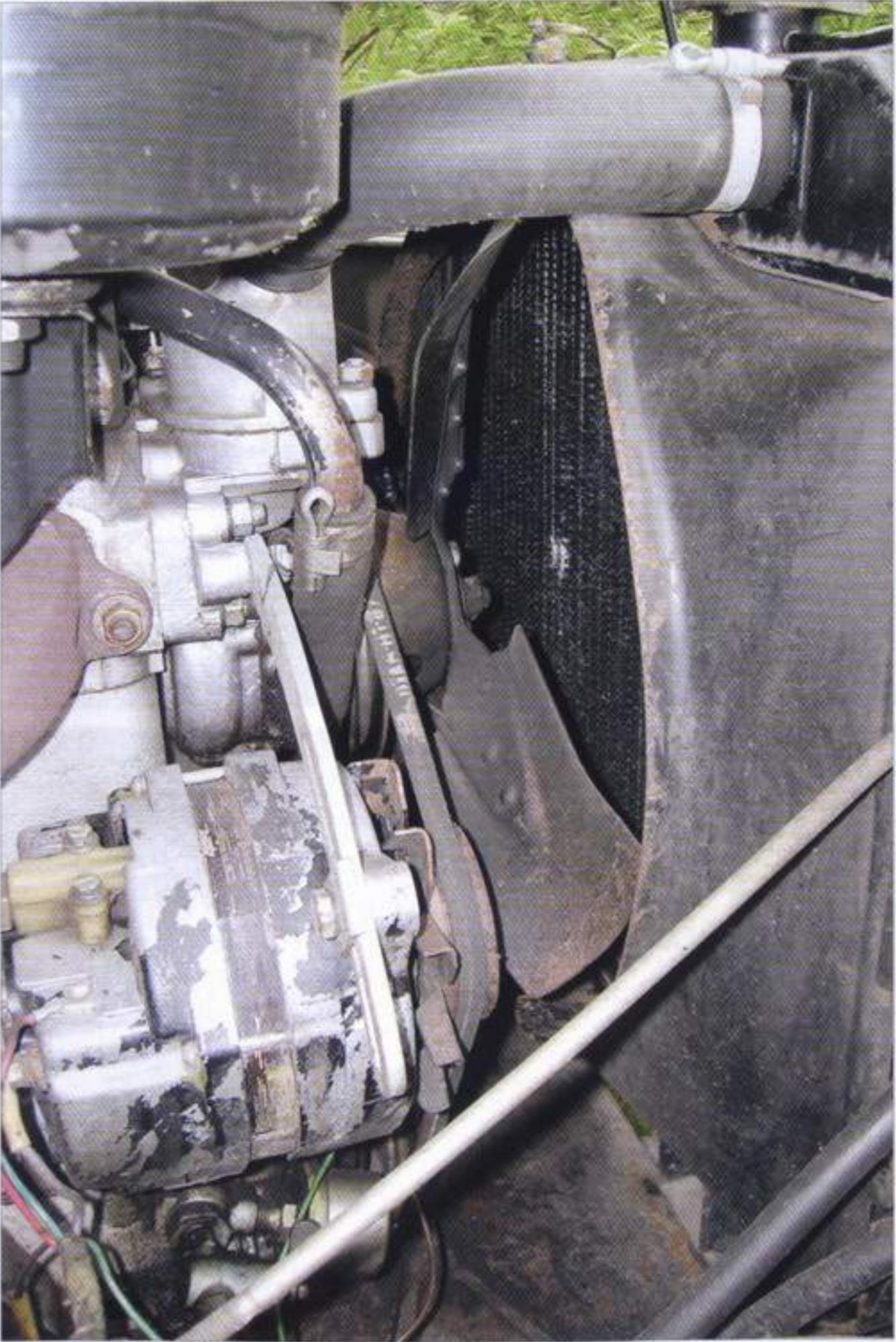
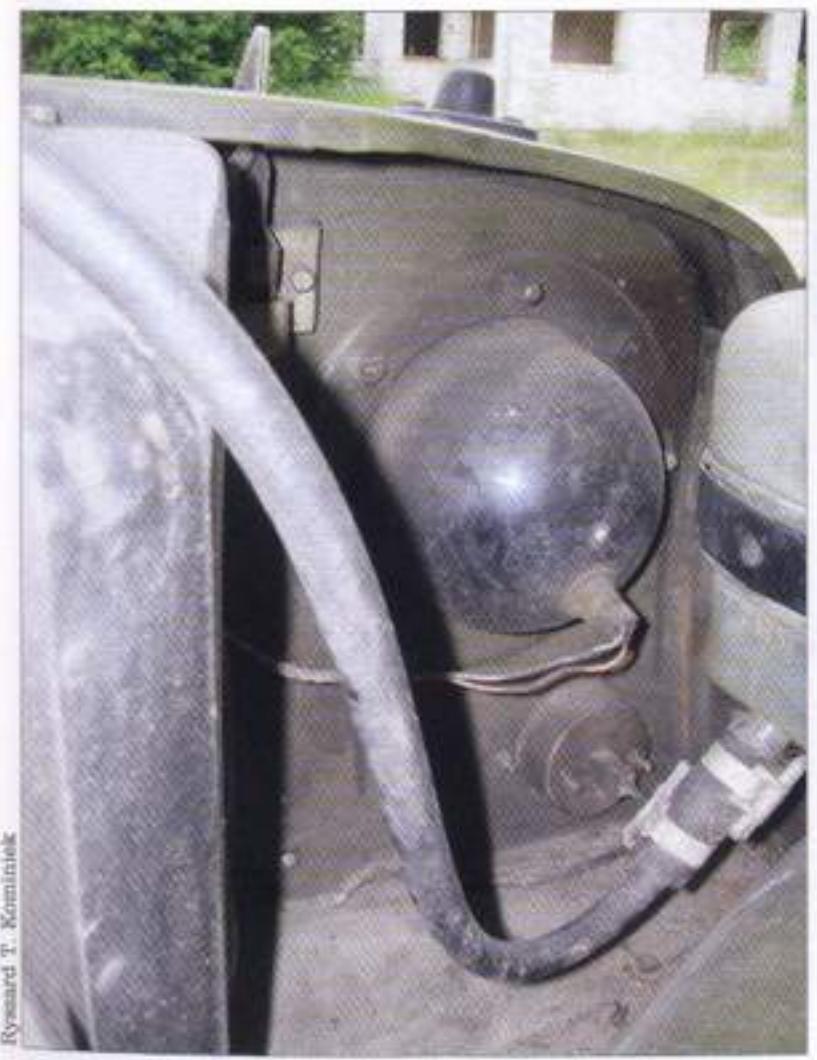
Opened engine compartment cover. Four-stroke, four-cylinder, petrol engine, water cooled: type UMZ-451M
• Silnik typu UMZ-451M, 4-suwowy, 4-cylindrowy, gaźnikowy, benzynowy chłodzony wodą





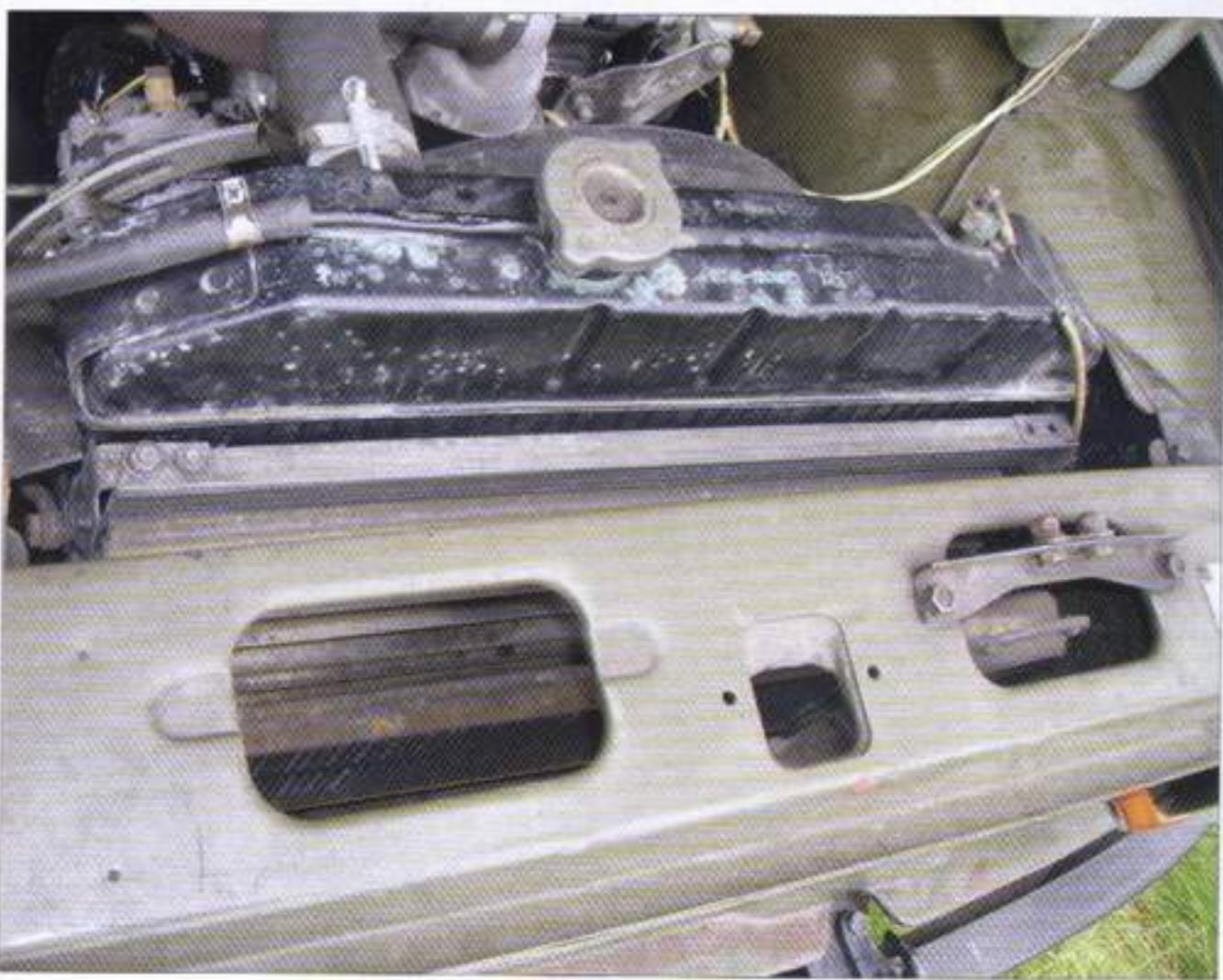
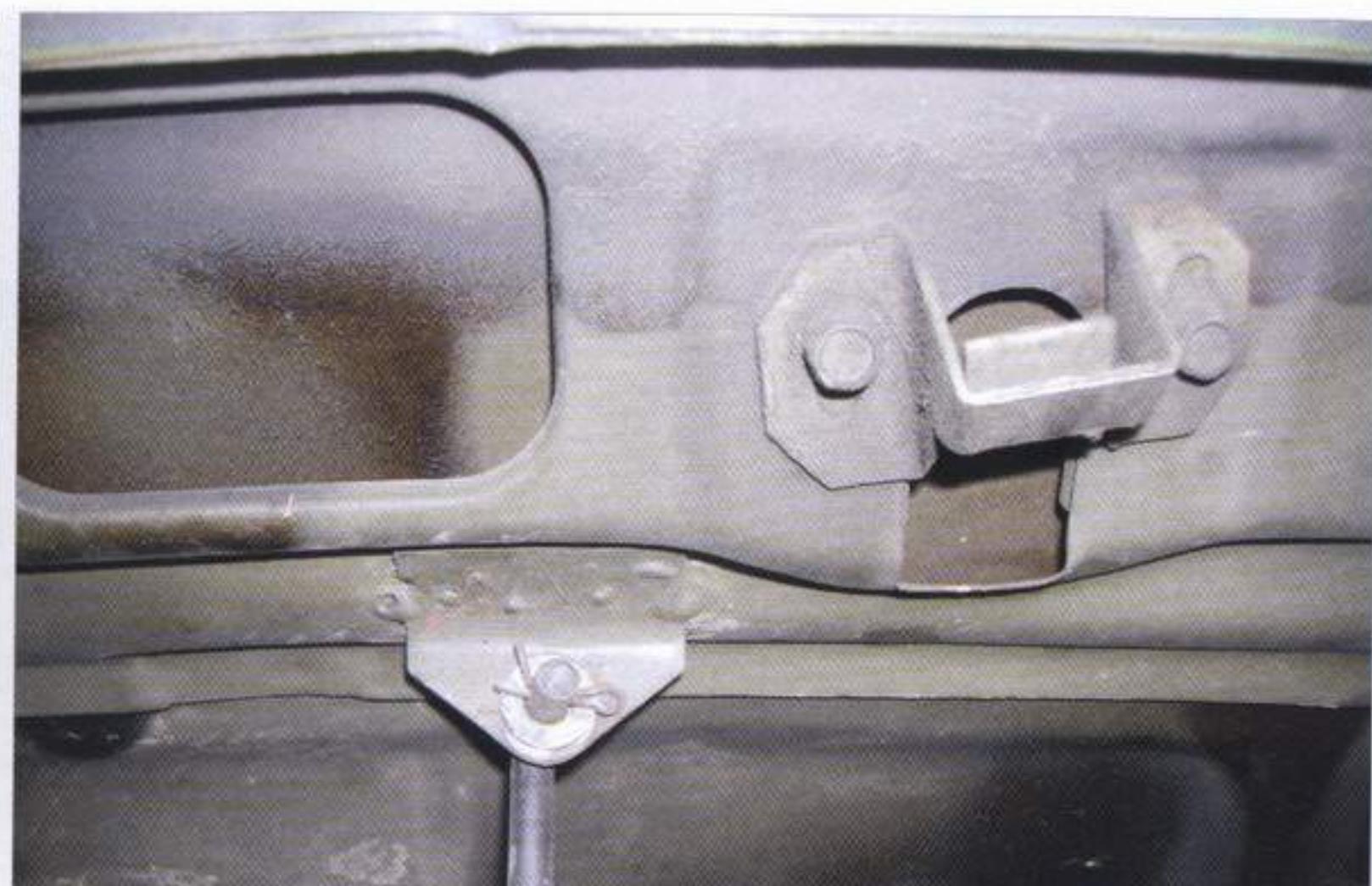
Air filter, radiator and accumulator 6-ST-54EM, 12V, 54Ah • Silnik, filtr powietrza, chłodnica i akumulator





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Engine radiator, alternator. The internal structure of engine compartment, inner side of the headlight • Detaile silnika, chłodnica, alternator. Wnętrze przedziału silnikowego i wewnętrzna strona reflektorów

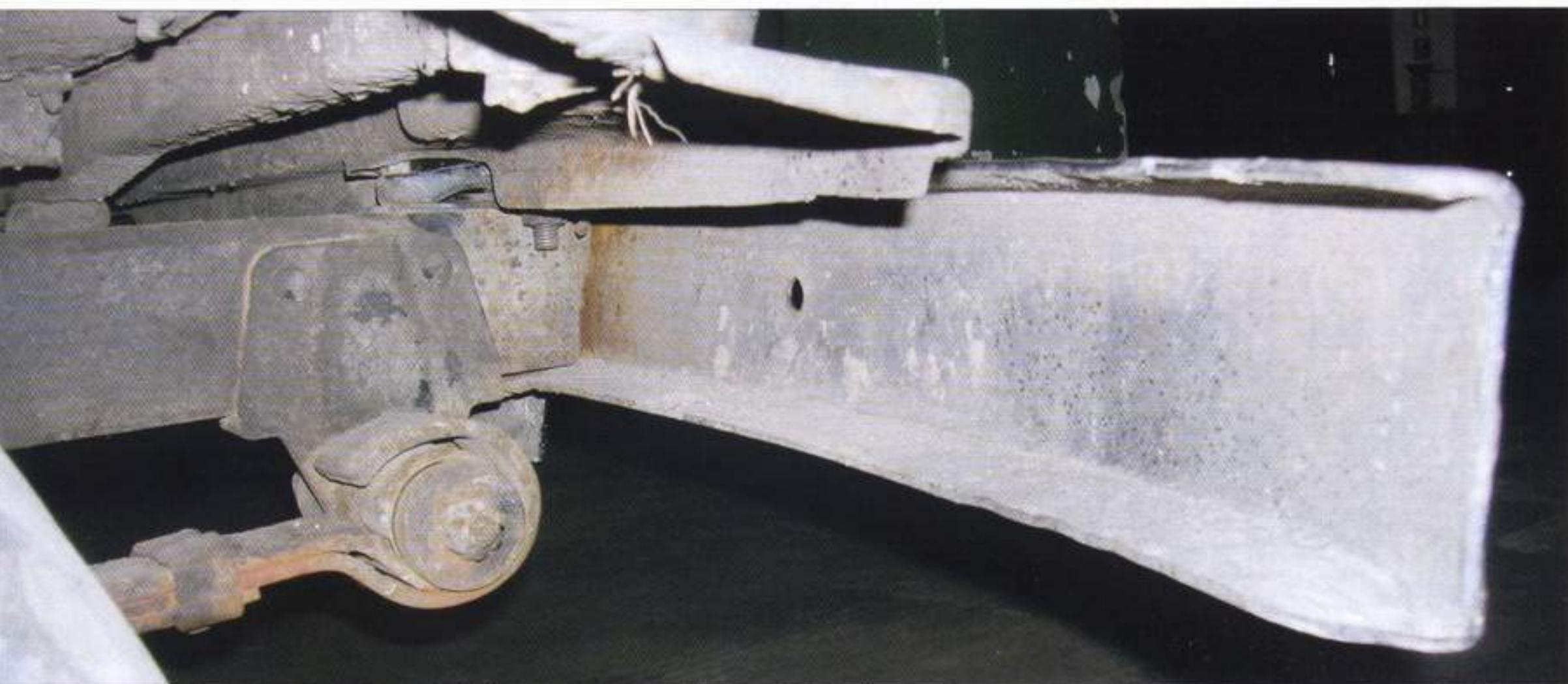
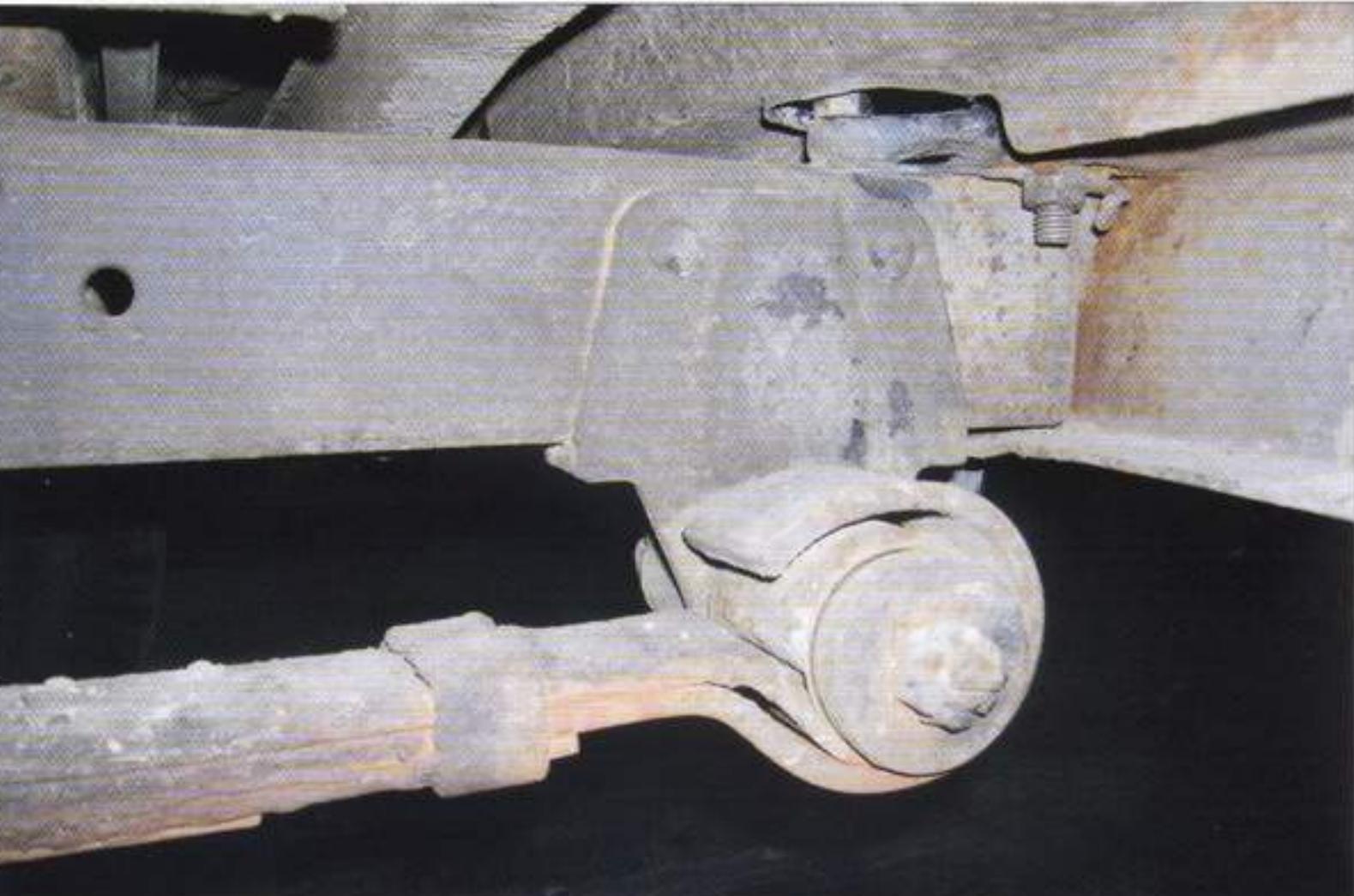


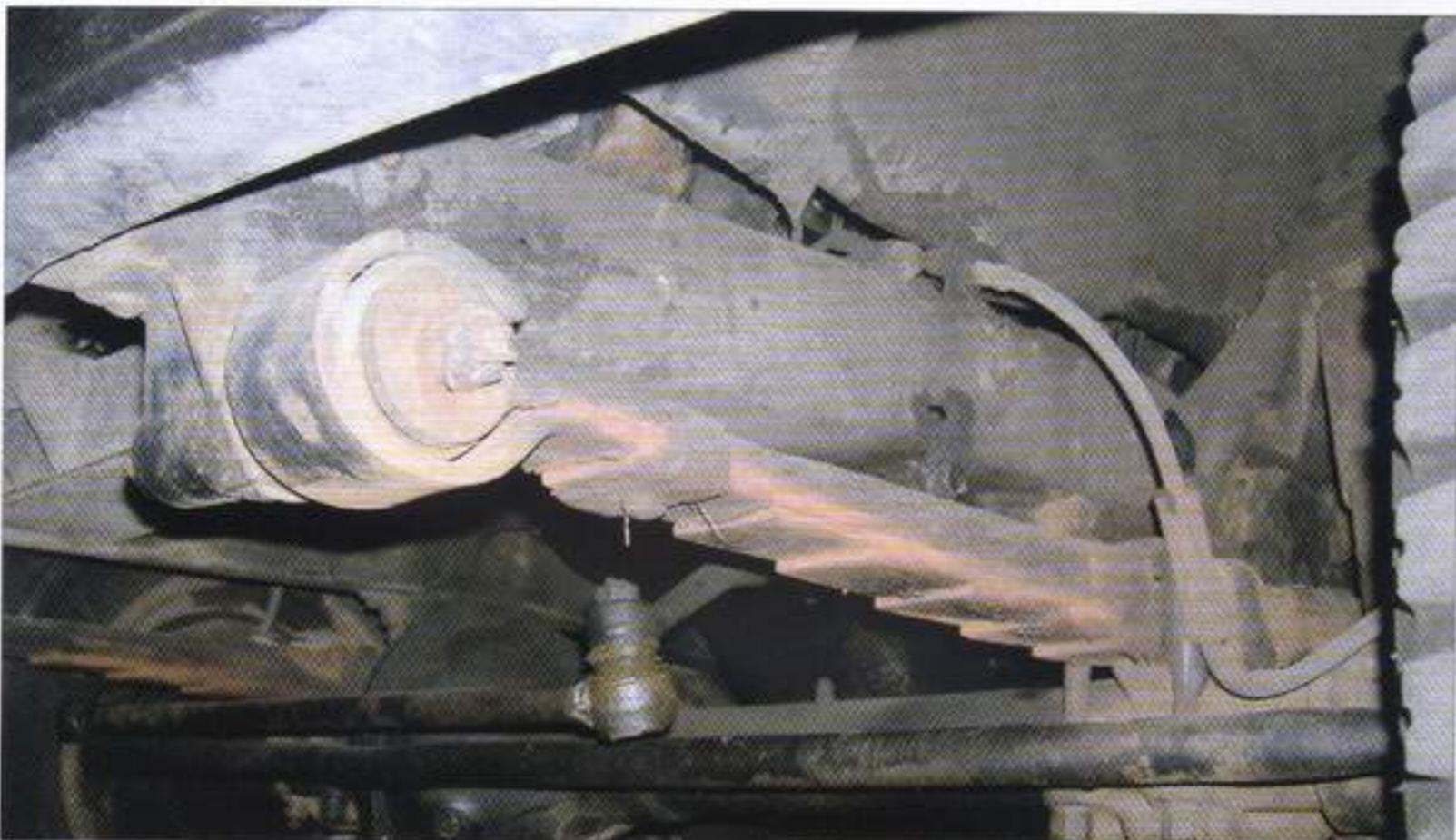
The inner side of engine cover with its reinforcement • Wewnętrzna strona pokrywy silnika z zaczepem



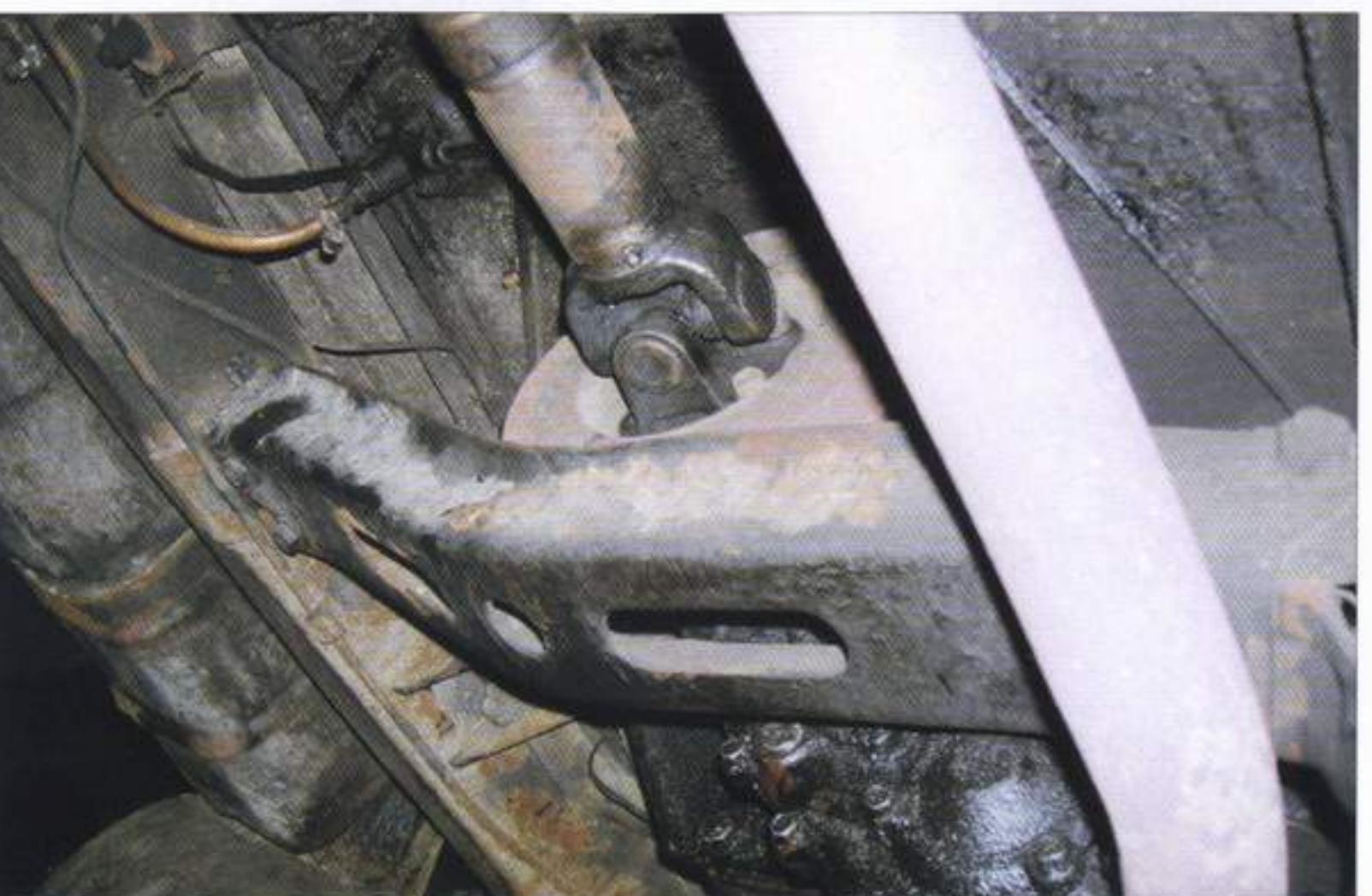
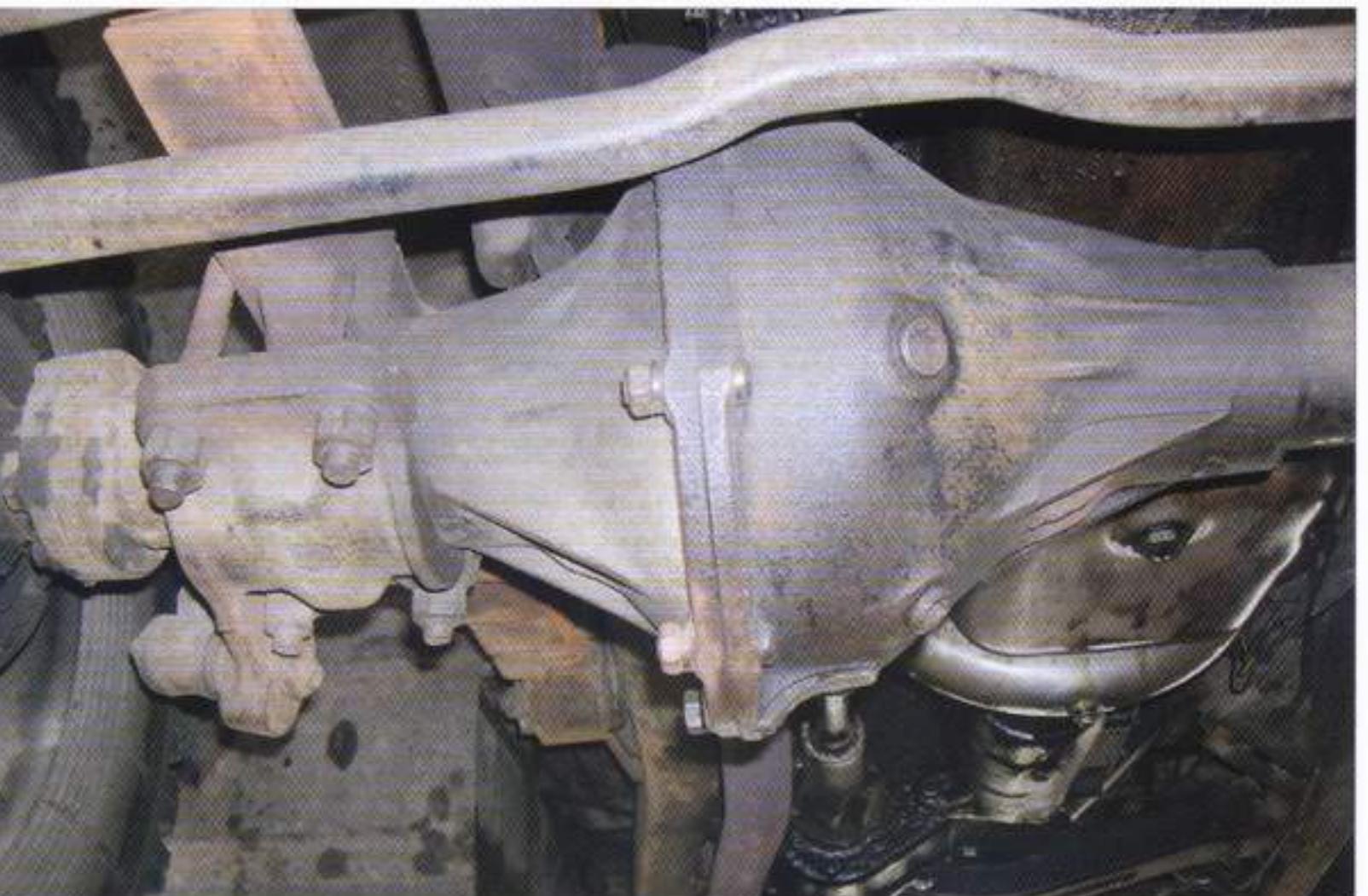


Detail of left front wheel.
The inner side of front bumper and longitudinal half elliptical leaf spring
• Zbliżenie lewego przedniego koła. Wewnętrzna strona przedniego zderzaka i wzdużny, półeliptyczny resor piórowy





Suspension; longitudinal half elliptical leaf spring, front axle with torque transmission to the front pair of driven wheels • Zawieszenie, wzdłużny, półeliptyczny resor piórowy, przednia oś z przeniesieniem napędu na przednie koła



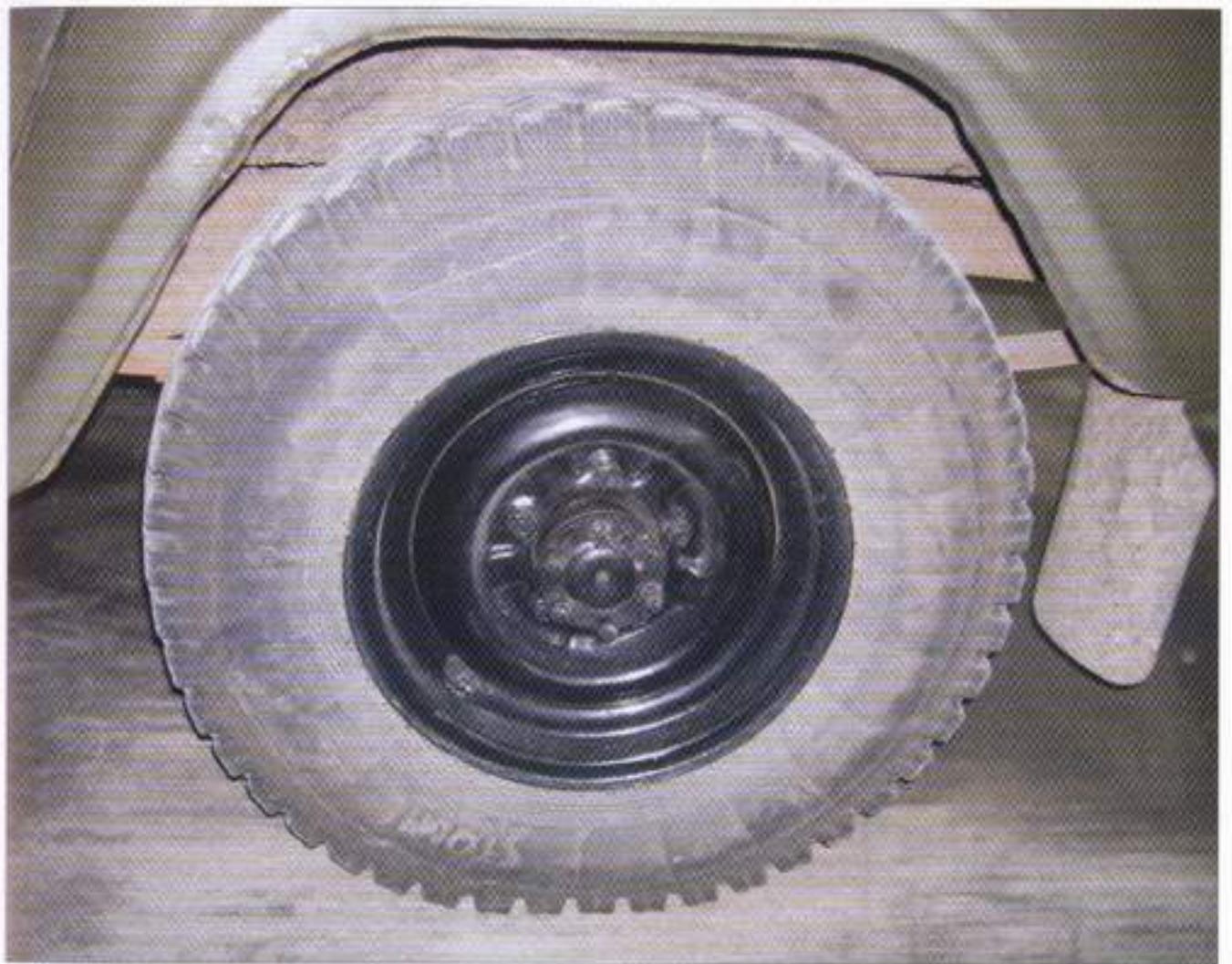
Ryśiaw T. Konarzynski

The front vehicle frame and transmission. Differential mechanism with Cardan shaft and longitudinal half elliptical leaf springs • Przednia rama pojazdu z układem napędowym. Przedni most z wałem napędowym oraz wzdłużny, półeliptyczny resor piórowy

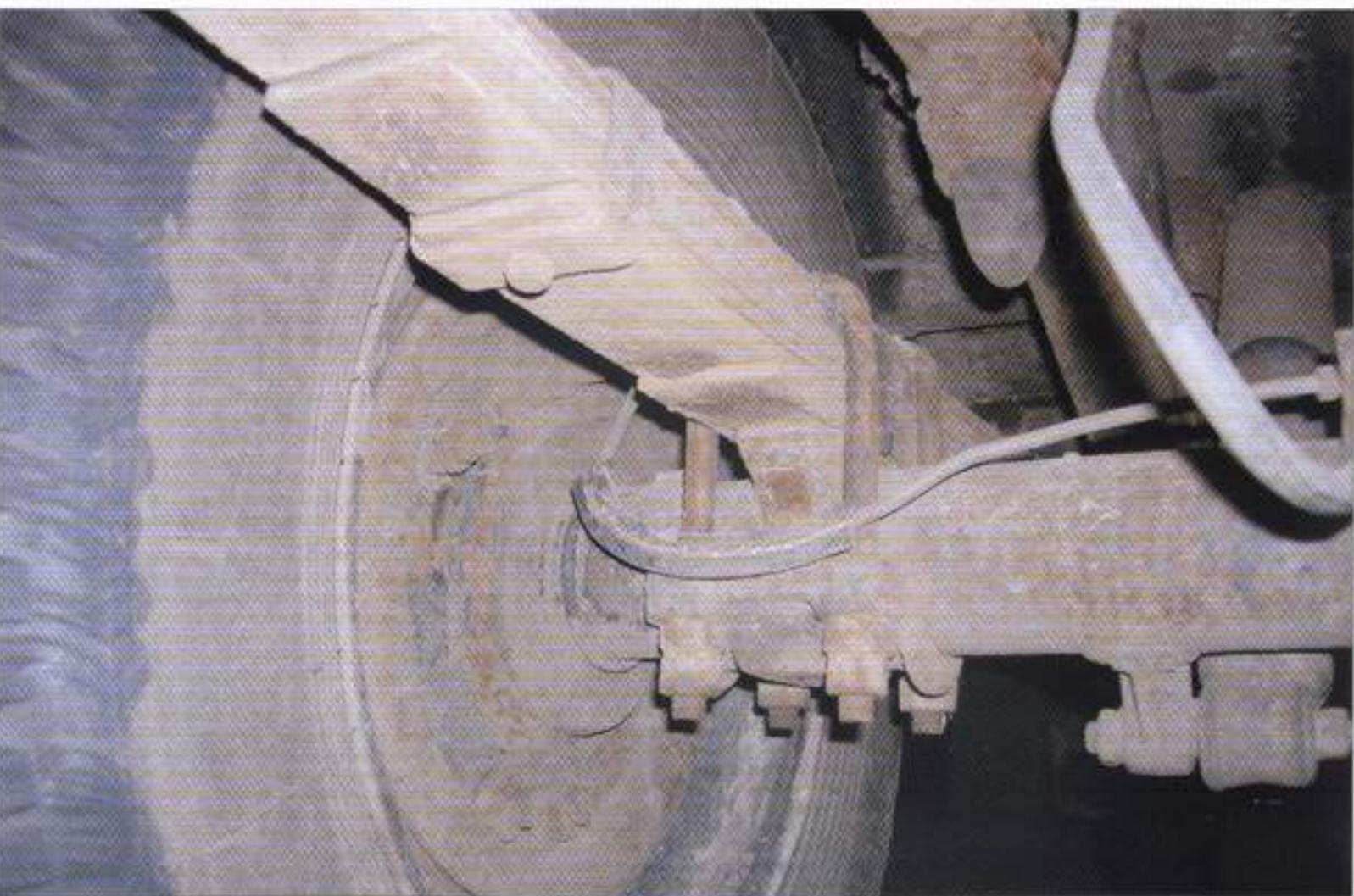


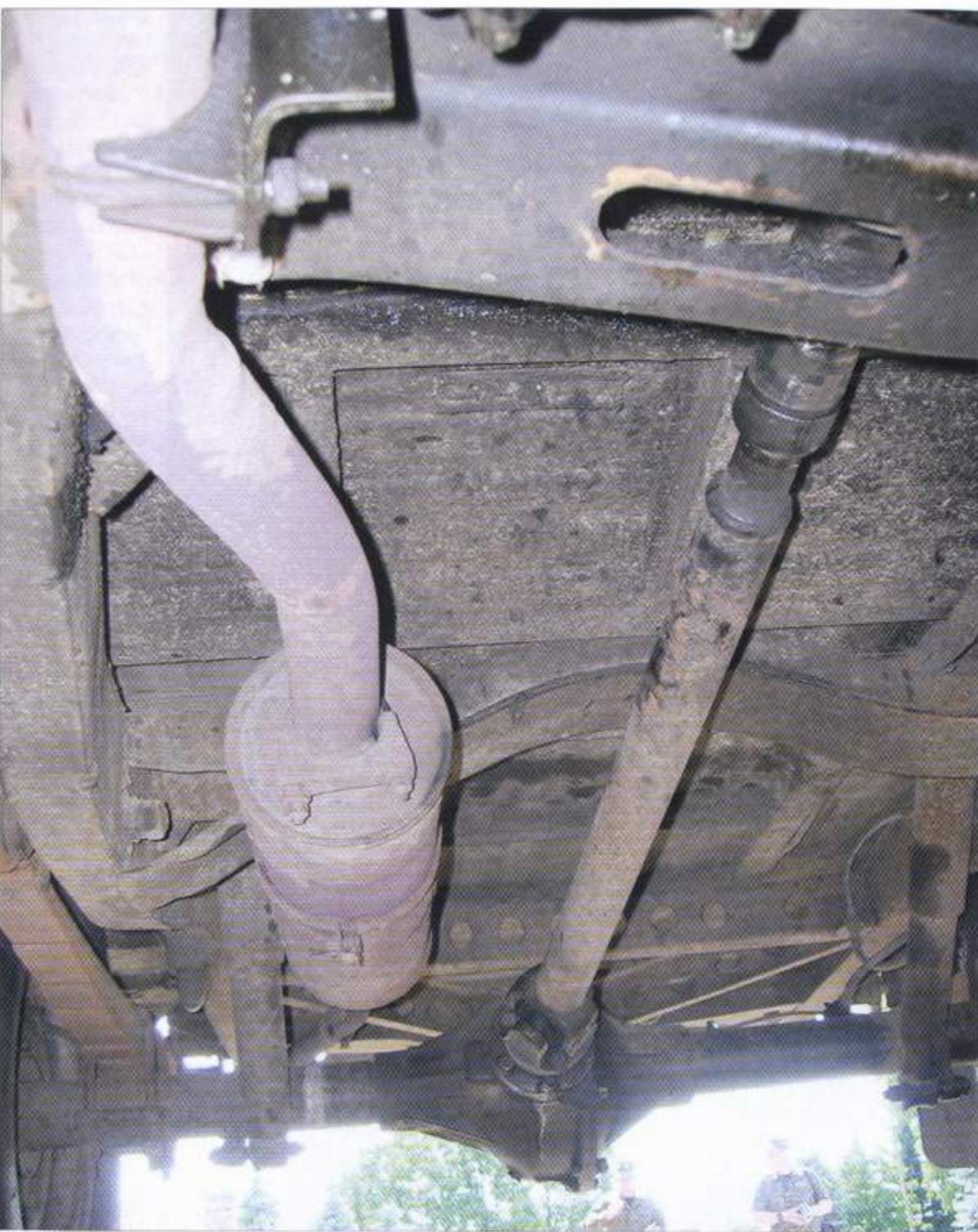
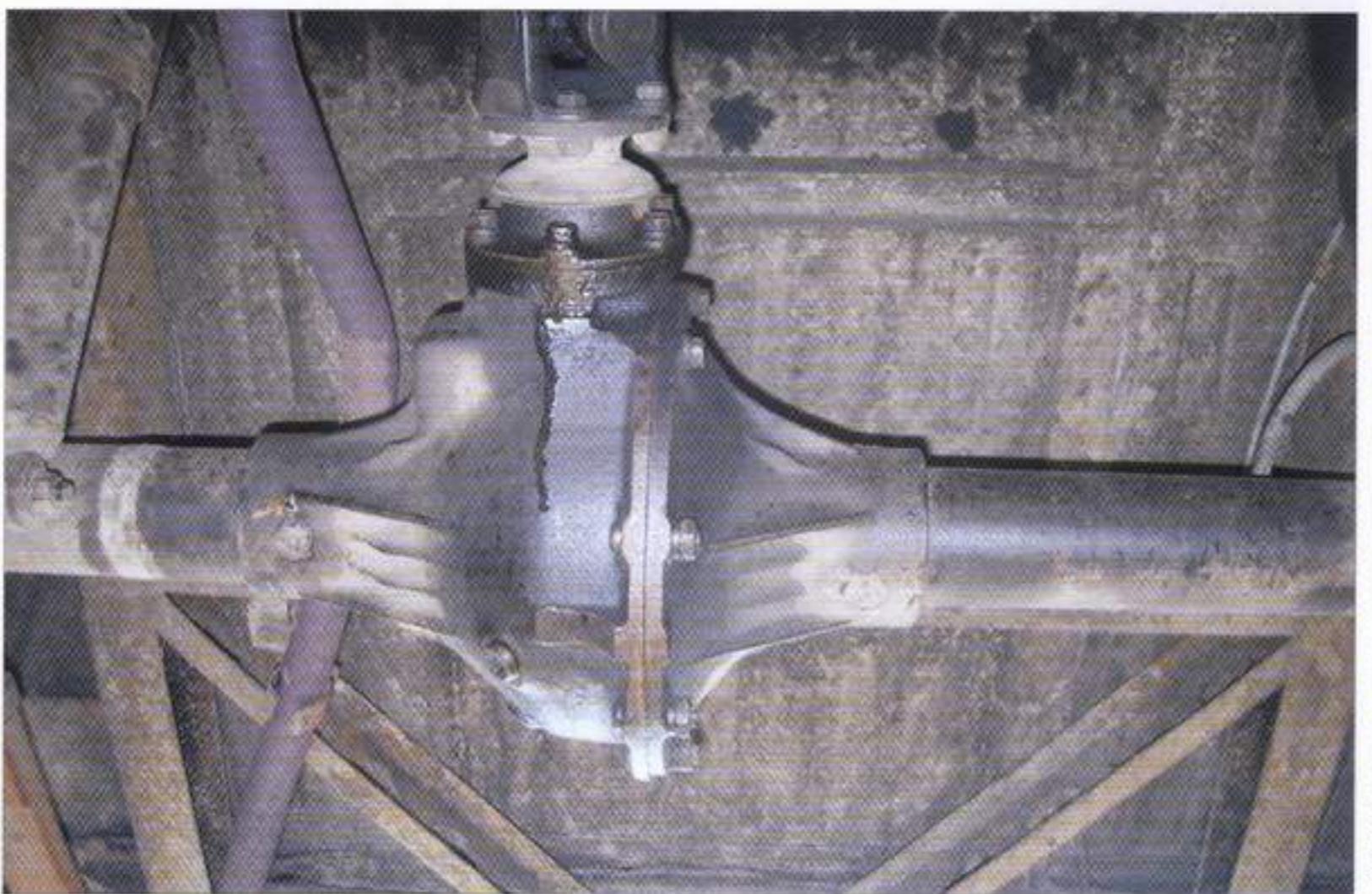
Front differential gear casing and drive shaft. Lower part of the engine and gear-box •
Przedni most z wałem napędowym. Dolna część silnika i skrzyni biegów





Details of left rear wheel. The rear vehicle frame and transmission. Differential with Cardan shaft and longitudinal half elliptical leaf springs with shock absorber • Lewe tylne koło. Tylny most z wałem napędowym oraz resor piórowy z amortyzatorem

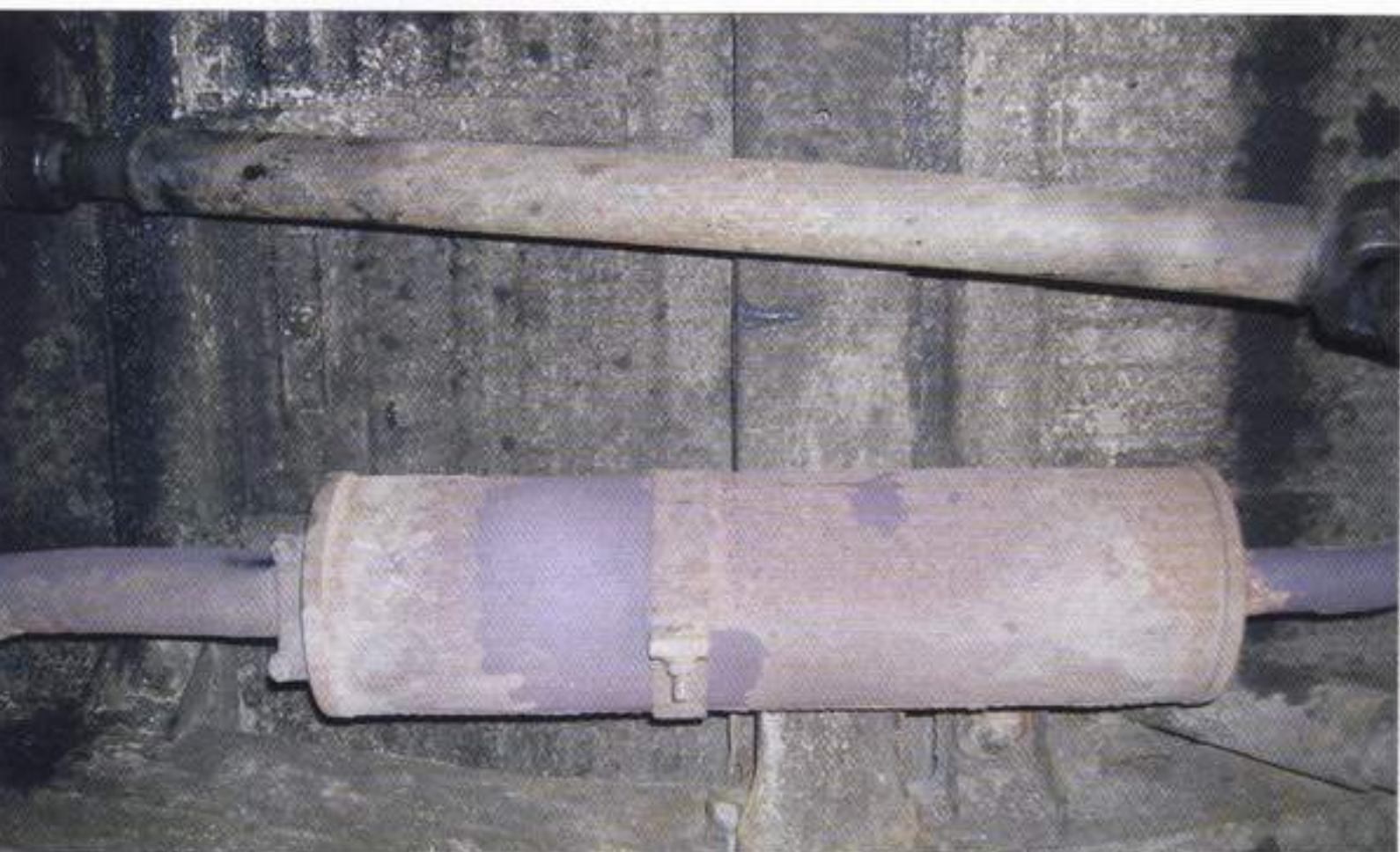




Rear differential gear casing and drive shaft. The exhaust pipe extension and pipe support • Tylny most z wałem napędowym. Elementy układu wydechowego i jego mocowania



UAZ-469B



The details of exhaust pipe and lower part of the rear semi-bumpers/footrests • Detale układu wydechowego i jego mocowania



Technical data on UAZ 469-B

Length	4025 mm
Width	1785 mm
Height	2015 mm
Wheel base	2380 mm
Track width	1442 mm
Weight	1550 kg
Payload	7 seats + 100 kg or 2 seats + 600 kg
Engine	UMZ-451M, in line four cylinder, four-stroke, overhead valves
Petrol engine capacity	2,445 cm ³
Power	75 HP (55 kW)
Bore/stroke	92/92 mm
Compression ratio	6,7
Gearbox	four forward gears with reduction, one reverse
Fuel tanks capacity	2 x 39 liters
Fuel consumption	12.1 l per 100 km
Brakes	hydraulic on all wheels
Max. speed	120 km/h
Fording depth	700 mm
Max. slope climbing	62°

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