

Heller

CITROËN 2CV AZU-B 250 FOURGONNETTE

82701



DÉCOUVREZ LE MONDE DES PEINTURES ACRYLIQUES HELLER !

DISCOVER THE WORLD OF HELLER ACRYLIC PAINTS!
ENTDECKEN SIE DIE WELT DER HELLER ACRYL-FARBEN!



- FACILE À UTILISER
- DILUABLE À L'EAU
- POTS DE PEINTURE STABLES
- BOUCHON À VIS SÉCURISÉ

- EASY TO USE
- DILUTABLE WITH WATER
- STABLE PAINT CANS
- SECURE SCREW CAP

- EINFACHE ANWENDUNG
- MIT WASSER VERDÜNNBAR
- STANDFESTE FARBDOSEN
- SICHERER SCHRAUBVERSCHLUSS

Français

La Citroën 2CV était un véhicule populaire du constructeur automobile Citroën doté d'une traction avant et d'un moteur boxer quatre temps à deux cylindres refroidis par air. Elle était généralement appelée Ente en Autriche et en Allemagne et Döschwo en Suisse. En tant que premier fourgon à traction avant, la 2CV AU, également appelée „Kasten-Ente“, est rapidement devenue culte. Le fourgon ne pouvait pas nier sa parenté directe avec la 2CV, sa fonctionnalité et les variantes de modèles ont toujours évolué avec le temps. Les 2CV AU, AZU, AK et AKS ont marqué le paysage routier français et européen pendant trois décennies à partir de 1951, jusqu'à ce que l'Acadiane la remplace en 1978. Lancées au printemps 1951, les fourgonnettes basées sur la 2CV se distinguaient de la berline à partir du montant B. A partir de là, un espace de chargement spacieux en forme de caisse était aménagé, qui pouvait être chargé par deux portes battantes à l'arrière. Chez Citroën, la camionnette portait le nom de „Fourgonnette“. En France et en Suisse, la 2CV „Fourgonnette“ était souvent utilisée par la Poste et les petites entreprises commerciales. Elle a également été utilisée comme véhicule d'intervention par les pompiers et comme véhicule de service par les garages Citroën. En Allemagne, en revanche, c'est plutôt la possibilité d'obtenir un véhicule bon marché, transformable en camping-car, qui a souvent été déterminante. Sur le plan technique, la fourgonnette a suivi presque les mêmes étapes de développement que la berline. La production de la fourgonnette a été arrêtée au milieu de l'année 1978.

Année de fabrication	1963
Quantité produite	1 246 335 (all)
Puissance	29 CV/PS
Empattement	2,37 m
Vitesse maximale	120 km/h
Longueur totale	3,80 m

Les versions courtes avec une charge utile de 250 kg :

AU (1951-1954)

AZU (AK-A) avec 425 cm³ et 12, 16 et 18 CV.

C'est le modèle qu'HELLER vous propose.

AZU-B / AK 250 (AK-B) avec 435 cm³ et 23/29 CV.

English

The Citroën 2CV (French: Deux chevaux) was a popular front-wheel drive car produced by Citroën, with an air-cooled two-cylinder four-stroke boxer engine. It was commonly called the Ente in Austria and Germany and the Döschwo in Switzerland. As the first front-wheel drive panel van, the 2CV AU, also known as the „Kastenente“, quickly became a cult car. The panel van could not deny its direct relationship to the 2CV, its functionality and the model variants that always kept up with the times. The 2CV AU, AZU, AK and AKS dominated the road scene in France and Europe for three decades from 1951 until they were replaced by the Acadiane in 1978. The vans based on the 2CV, which were introduced in the spring of 1951, differed from the saloon from the B-pillar onwards. From then on, a box-like, spacious luggage compartment was added, which could be loaded through two hinged doors at the rear. Citroën called the van „Fourgonnette“. In France and Switzerland, the 2CV „Fourgonnette“ was often found at the post office and in small businesses. The Box Duck was also used by the fire brigade as an emergency vehicle and was a useful service-vehicle for Citroën garages. In Germany, on the other hand, the possibility of getting an inexpensive vehicle that could be converted into a camper was often the deciding factor. Technically, the panel van went through almost the same stages of development as the saloon. Production of the van, also known as the „box duck“, was discontinued in mid-1978.

Construction year	1963
Number of units	1 246 335 (all)
Engine	29 CV/PS
Height	2,37 m
Maximum speed	120 km/h
Length	3,80 m

The short versions with 250 kg payload:

AU (1951-1954)

AZU (AK-A) with 425 cm³ and 12, 16 and 18 hp

This is the model that Heller presents to you.

AZU / AK 250 (AK-B) with 435 cm³ and 23/29 hp

Deutsch

Der Citroën 2CV (französisch Deux chevaux), war ein populäres Fahrzeug des Automobilherstellers Citroën mit Frontantrieb und einem luftgekühlten Zweizylinder-Viertakt-Boxermotor. Er wurde in Österreich und Deutschland meistens Ente und in der Schweiz Döschwo genannt. Als erster Kastenwagen mit Frontantrieb wurde der 2CV AU, auch „Kastenente“ genannt, schnell zu einem Kult. Seine direkte Verwandtschaft mit dem 2CV konnte der Kastenwagen nicht leugnen, seine Funktionalität und die Modellvarianten, gingen stets mit der Zeit. Der 2CV AU, AZU, AK und AKS prägten ab 1951 drei Jahrzehnte lang das Straßenbild in Frankreich und Europa, bis ihn 1978 der Acadiane ablöste. Die ab Frühjahr 1951 eingeführten Lieferwagen auf der Basis des 2CV unterschieden sich von der Limousine ab der B-Säule. Von dort an war ein kastenartiger, geräumiger Laderaum angesetzt, der durch zwei Flügeltüren am Heck beladen werden konnte. Der Lieferwagen hatte bei Citroën die Bezeichnung „Fourgonnette“. In Frankreich und der Schweiz war die 2CV „Fourgonnette“ häufig bei der Post und kleinen Gewerbebetrieben anzutreffen. Auch wurde die Kastenente bei der Feuerwehr als Einsatzfahrzeug genutzt und war ein hilfreiches Service-Fahrzeug für Citroën Autowerkstätten. In Deutschland hingegen war es

eher die Möglichkeit, ein günstiges, zum Wohnmobil umzubauendes Fahrzeug zu erlangen, das oft ausschlaggebend war. Technisch machte der Kastenwagen fast die gleichen Entwicklungsschritte wie die Limousine. Mitte 1978 wurde die Fertigung des auch als „Kasten-Ente“ bezeichneten Lieferwagens eingestellt.

Baujahr	1963
Stückzahl	1 246 335 (all)
Motor	29 CV/PS
Höhe	2,37 m
Höchstgeschwindigkeit	120 km/h
Länge	3,80 m

**Die kurzen Ausführungen mit 250 kg Nutzlast:
AU (1951-1954)
AZU (AK-A) mit 425 cm³ und 12, 16 und 18 PS
Das ist das Modell, das HELLER Ihnen vorstellt.
AZU / AK 250 (AK-B) mit 435 cm³ und 23/29 PS**

Español

El Citroën 2CV era un vehículo popular del fabricante de automóviles Citroën con tracción delantera y un motor bóxer de cuatro tiempos y dos cilindros refrigerado por aire. Generalmente era conocido como el «Ente» en Austria y Alemania y como «Döschwo» en Suiza. Como la primera furgoneta con tracción delantera, el 2CV AU, también conocido como «Kasten-Ente», se convirtió rápidamente en un vehículo de culto. La furgoneta no podía negar su parentesco directo con el 2CV. Su funcionalidad y las variantes de modelos siempre han evolucionado con el tiempo. Los 2CV AU, AZU, AK y AKS dejaron su huella en las carreteras francesas y europeas durante tres décadas, desde 1951, hasta que el Acadiane los sustituyó en 1978. Lanzadas en la primavera de 1951, las furgonetas basadas en el 2CV se distinguían del sedán a partir del montante B. Desde ese punto, se habilitó un amplio espacio de carga en forma de caja, que podía cargarse gracias a las dos puertas batientes en la parte trasera. En Citroën, la furgoneta se llamaba «Fourgonnette». En Francia y Suiza, el 2CV «Fourgonnette» era utilizado a menudo por el Servicio Postal y las pequeñas empresas comerciales. También ha sido utilizado como vehículo de intervención por los bomberos y como vehículo de servicio por los talleres de Citroën. En Alemania, por el contrario, la posibilidad de obtener un vehículo barato, transformable en autocaravana, ha sido a menudo determinante. A nivel técnico, la furgoneta ha seguido casi las mismas etapas de desarrollo que la berlina. La producción de la furgoneta se interrumpió a mediados de 1978.

Ano de construcción	1963
Número de piezas	1 246 335 (all)
Motor	29 CV/PS
Altura	2,37 m
Velocidad máxima	120 km/h
Longitud	3,80 m

**Las versiones cortas con una carga útil de 250 kg son:
AU (1951-1954)
Azu (AK-A) con 425 cm³ y 12, 16 y 18 CV.
Este es el modelo que propone HELLER.
AZU-B/AK 250 (AK-B) con 435 cm³ y 23/29 CV.**

Italiano

La Citroën 2CV era un veicolo molto diffuso della casa automobilistica Citroën e aveva trazione anteriore e un motore boxer a quattro tempi a due cilindri raffreddati ad aria. Era chiamata Ente in Austria e in Germania (anatra) e Döschwo in Svizzera. Come primo furgone a trazione anteriore, la 2CV AU, chiamata anche „Kasten-Ente“, è diventata presto un cult. La sua parentela diretta con la 2CV era palese, la sua funzionalità e le varianti di modello si sono evolute nel tempo. Le 2CV AU, AZU, AK e AKS hanno avuto un grande impatto sul panorama automobilistico francese ed europeo per tre decenni a partire dal 1951, fino a quando, nel 1978, sono state sostituite dall'Acadiane. Lanciati nella primavera del 1951, questi furgoncini riprendevano l'avantreno della 2CV e a partire dal montante B disponevano di un ampio vano di carico a forma di cassone che veniva caricato dalla parte posteriore ed era chiuso da due porte a battente. In Citroën, lo chiamavano „Fourgonette“. In Francia e in Svizzera, la 2CV „Fourgonette“ era spesso utilizzata dal servizio postale e da piccole imprese commerciali. Veniva utilizzata anche come veicolo di intervento dai vigili del fuoco e come veicolo di servizio dalle officine Citroën. In Germania, invece, ha avuto successo perché era un veicolo economico trasformabile in camper. Dal punto di vista tecnico, la fourgonette ha seguito quasi le stesse fasi di sviluppo della berlina. È andata fuori produzione a metà del 1978.

Anno di costruzione	1963
Numero di pezzi	1 246 335 (all)
Motore	29 CV/PS
Altezza	2,37 m
Velocità massima	120 km/h
Lunghezza	3,80 m

**Le versioni corte con carico massimo di 250 kg:
AU (1951-1954)
AZU (AK-A) con 425 cm³ e 12, 16 e 18 CV.
È il modello che HELLER vi propone.
AZU-B / AK 250 (AK-B) con 435 cm³ e 23/29 CV.**

Nederlands

De Citroën 2CV was een populaire auto van Citroën, met voorwielaandrijving en een luchtgekoelde tweecilinder viertakt boxermotor. Het werd over het algemeen Ente genoemd in Oostenrijk en Duitsland en Döschwo in Zwitserland. Als eerste voorwielaangedreven bestelwagen kreeg de 2CV AU, ook bekend als de „Kasten-Ente“, al snel een cultstatus. De bestelwagen kon zijn directe verwantschap met de 2CV niet ontkennen, en zijn functionaliteit en modelvarianten zijn in de loop der tijd altijd geëvolueerd. De 2CV AU, AZU, AK en AKS drukten vanaf 1951 drie decennia lang hun stempel op de Franse en Europese wegen, tot de Acadiane ze in 1978 verving. De bestelwagens op basis van de 2CV werden gelanceerd in het voorjaar van 1951 en onderscheidden zich van de berline door de B-stijl. Vanaf dit punt was er een ruime laadruimte in de vorm van een doos, die kon worden geladen via twee scharnierende deuren aan de achterkant. Bij Citroën werd het busje de „Fourgonnette“ genoemd. In Frankrijk en Zwitserland werd de 2CV „Fourgonnette“ vaak gebruikt door de posterijen en kleine commerciële bedrijven. Hij is ook gebruikt als een responsvoertuig door de brandweer en als servicevoertuig door Citroën-garages. In Duitsland daarentegen was het vaak de mogelijkheid om een goedkoop voertuig te kopen dat kon worden omgebouwd tot camper die de doorslag gaf. In technische termen volgde de fourgonnette bijna dezelfde ontwikkelingsfasen als de berline.

De productie van de bestelwagen werd medio 1978 stopgezet.

Bouwjaar	1963
Aantal stuks	1 246 335 (all)
Motor	29 CV/PS
Hoogte	2,37 m
Maximalsnelheid	120 km/h
Lengte	3,80 m

Korte versies met een laadvermogen van 250 kg:

AU (1951-1954)

AZU (AK-A) met 425 cc en 12, 16 en 18 pk.

Dit is het model dat HELLER u voorstelt.

AZU-B / AK 250 (AK-B) met 435 cc en 23/29 pk.

1/24
CITROËN 2CV AZU-B 250 FOURGONNETTE
82701



2
Vert emeraude brillant
Emerald Green Gloss
Smaragdgrün glänzend



11
Argent metallique
Silver Metallic
Silber metallisch



19
Rouge vif brillant
Bright Red Gloss
Hellrot glänzend



20
Bordeaux brillant
Crimson Gloss
Bordeuxrot glänzend



21
Noir brillant
Black Gloss
Schwarz glänzend



33
Noir mat
Matt black
Matt-Schwarz



40
Gris pale brillant
Pale grey gloss
Blassgrau glänzend



41
Ivoire brillant
Gloss ivory
Glänzend Elfenbein



53
Gris metallique
Gunmetal Metallic
Grau metallisch



63
Sable mat
Sand Matt
Sand matt



69
Jaune brillant
Yellow Gloss
Gelb glänzend



85
Noir de charbon satine
Coal Black Satin
Kohlenschwarz seidenmatt



113
Rouille mat
Rust Matt
Rost matt



321
Rouge transparent
Clear red
Durchsichtiges Rot



322
Orange transparent
Clear orange
Durchsichtiges Orange

• Si aucune teinte n'est spécifiée, peindre dans les couleurs de la version choisie. Se reporter aux pages 18 - 21 pour le détail du schéma de peinture.

• When no color is specified, paint the item with colors of chosen version. Refer to pages 18 - 21 for painting pattern.

• Wenn keine Farbe angegeben ist, Teile mit den Farben der gewählten Version bemalen. Beachten Sie die Seiten 18 - 21 für die Lackierung und Markierung.

• Cuando ningún color es especificado, pintarle con los colores del tema de la versión elegida. Vea las páginas 18 - 21 para obtener detalles de pintura.








• L'explication des pictogrammes se trouve sur les côtés de la boîte inférieure.

• The explanation of the pictograms can be found on the sides of the bottom box.

• Die Erklärungen der Piktogramme stehen auf den Seiten des Unterkartons.

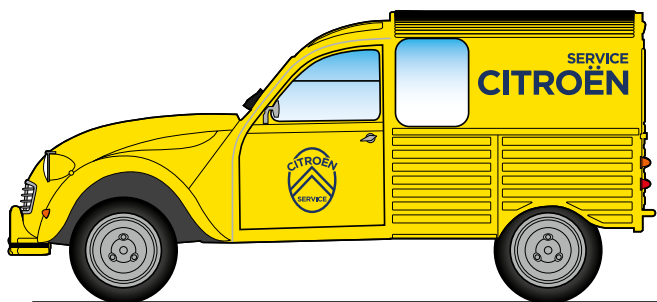
• La explicación de los pictogramas se puede encontrar en los laterales del recuadro inferior.

2 Numéro de phase
Step number
Schrittnummer
Número de fase

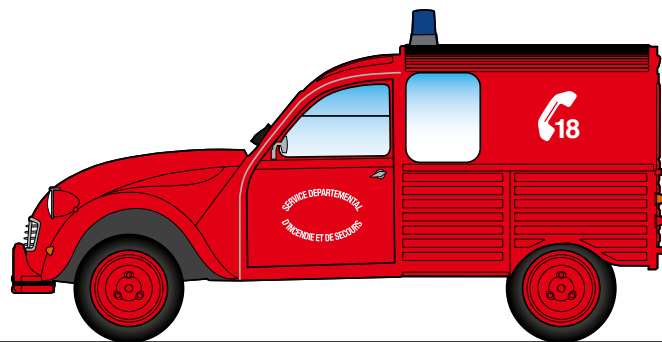
56 Référence de couleur
Colour reference no
Farbangabe
Referencia de color

37 Numéro de pièce
Part number
Teilenummer
Número de pieza

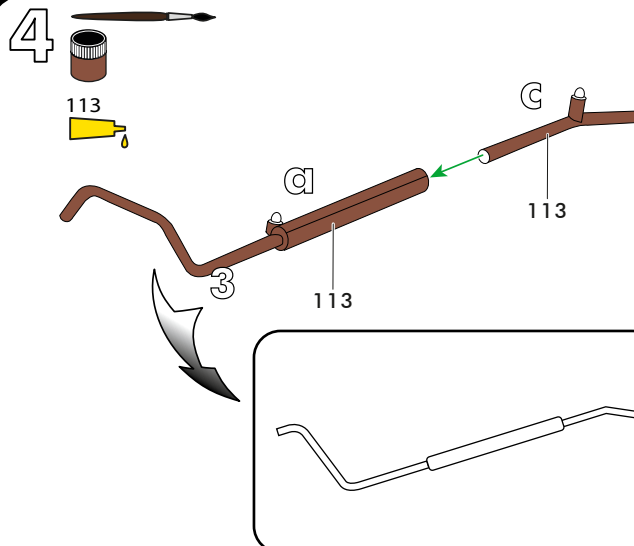
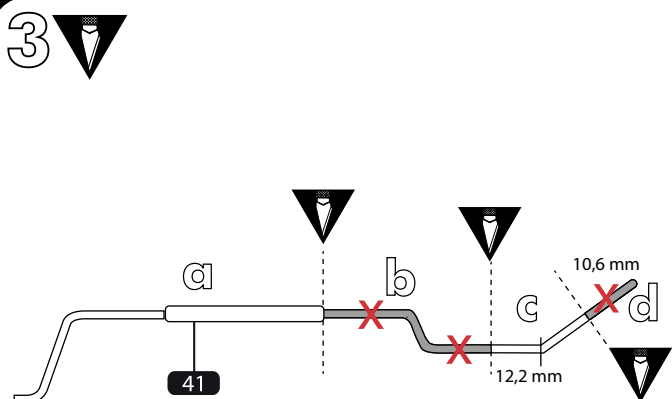
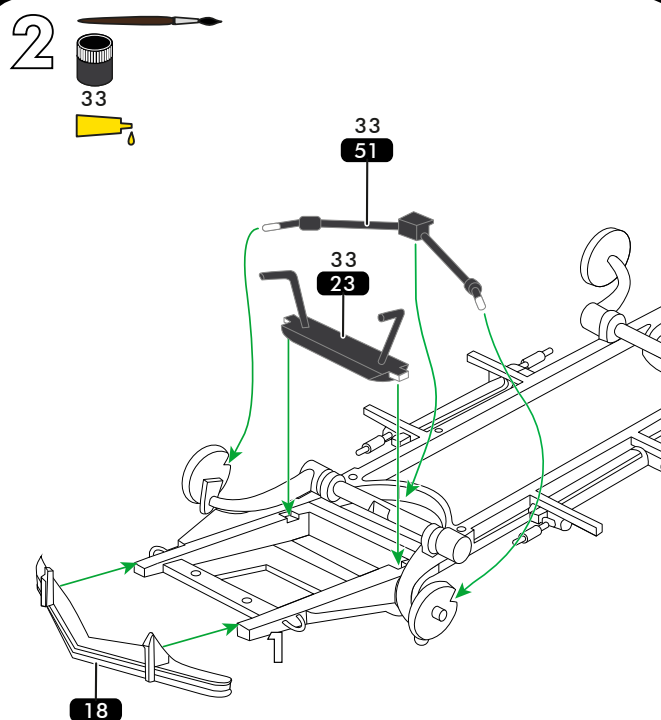
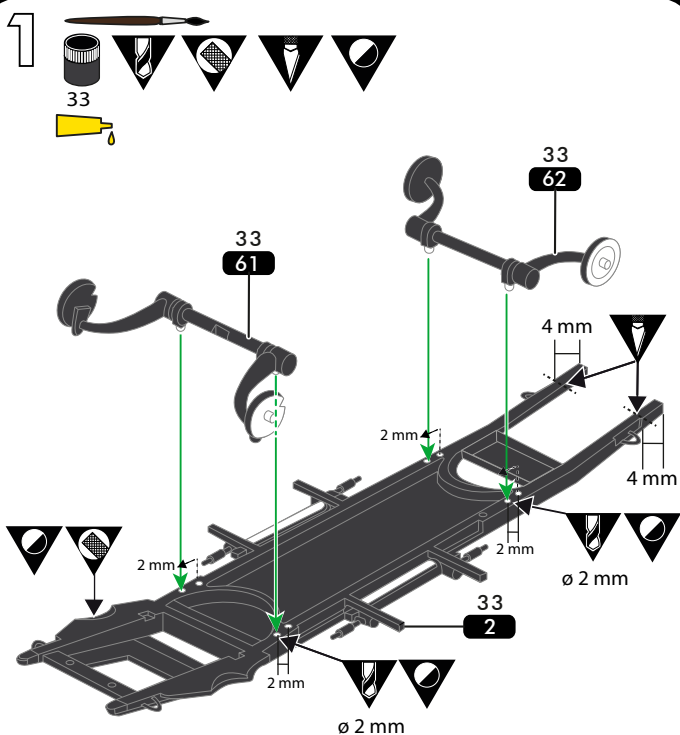
6 Numéro de decal
Decal number
Abziehbildnummer
Número de calcomanía



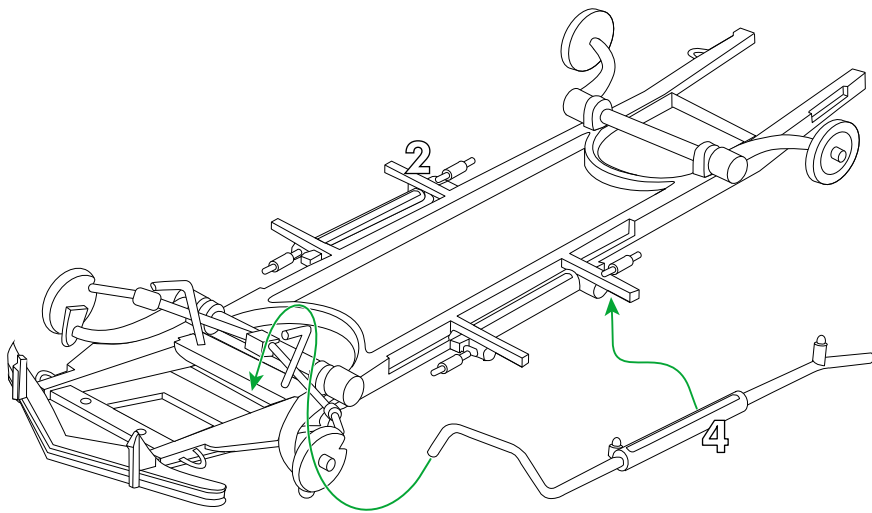
a • SERVICE CITROËN



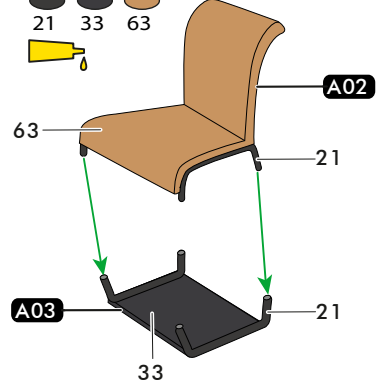
b • SAPEURS POMPIERS



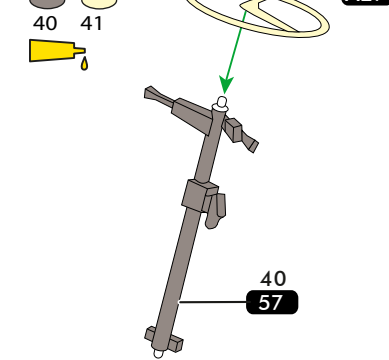
5



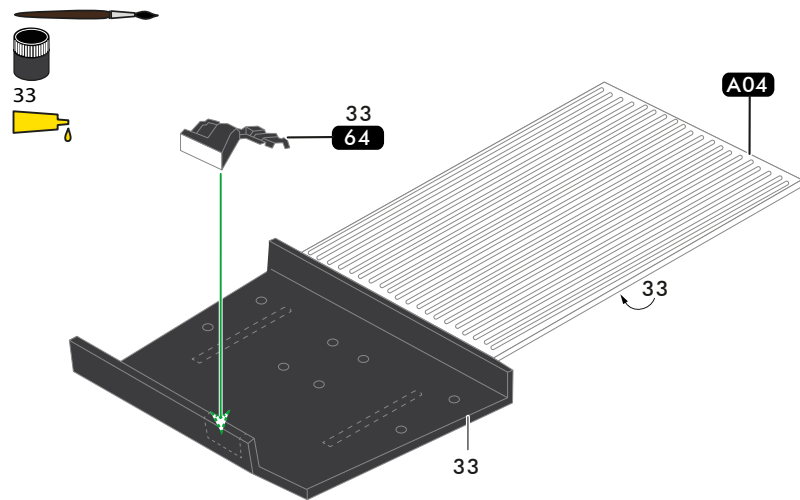
6 x2



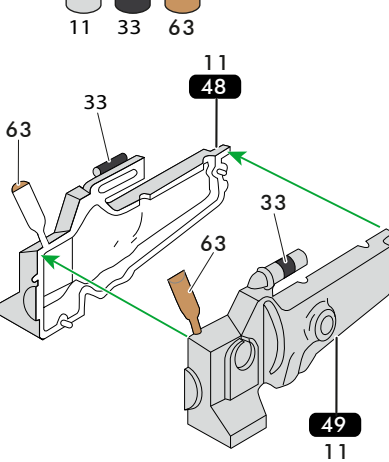
7



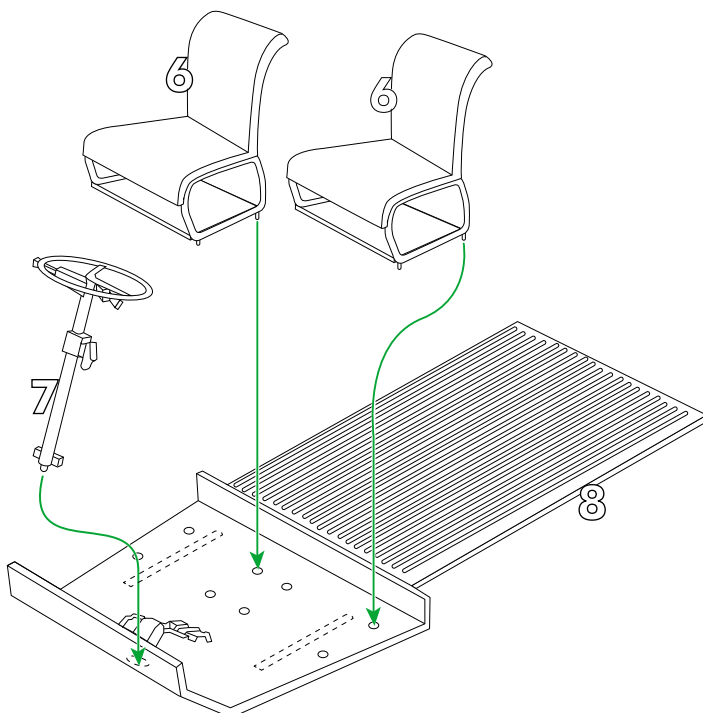
8



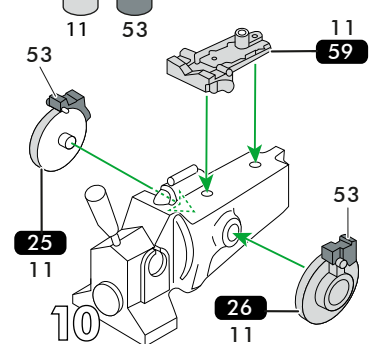
10

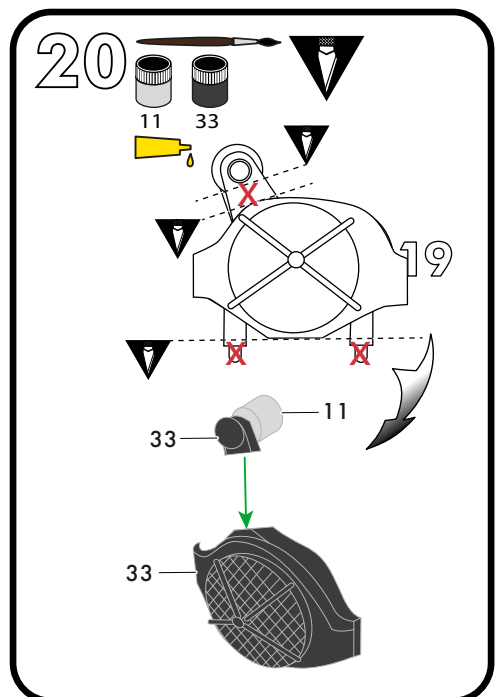
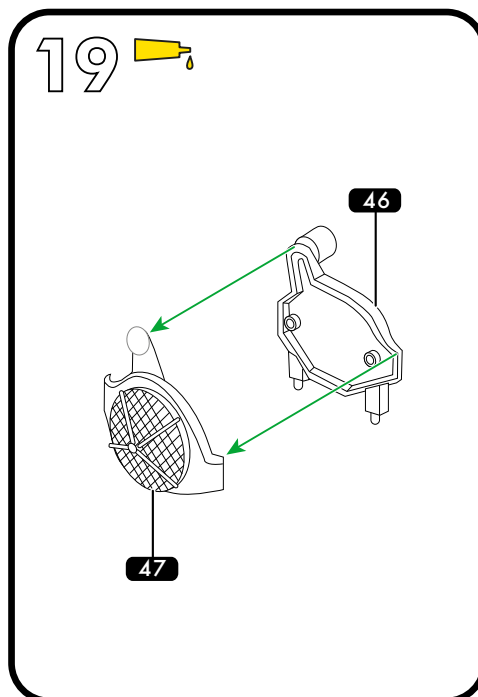
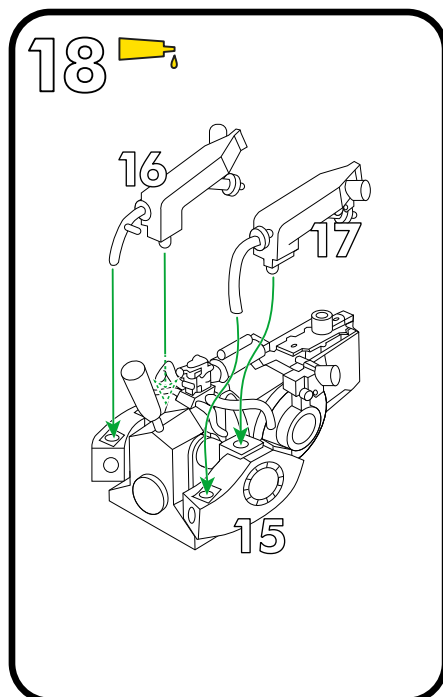
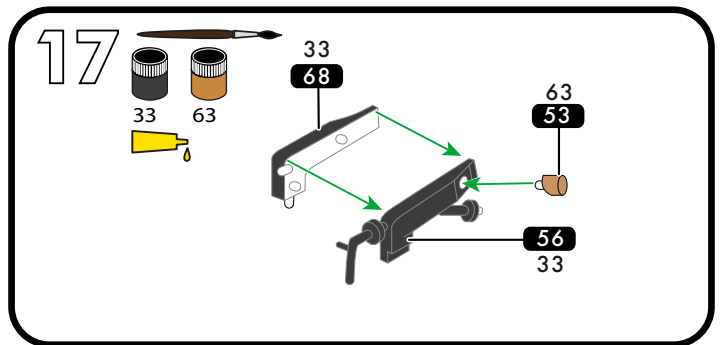
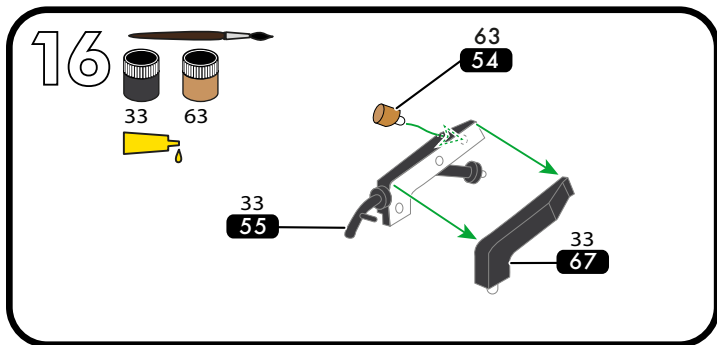
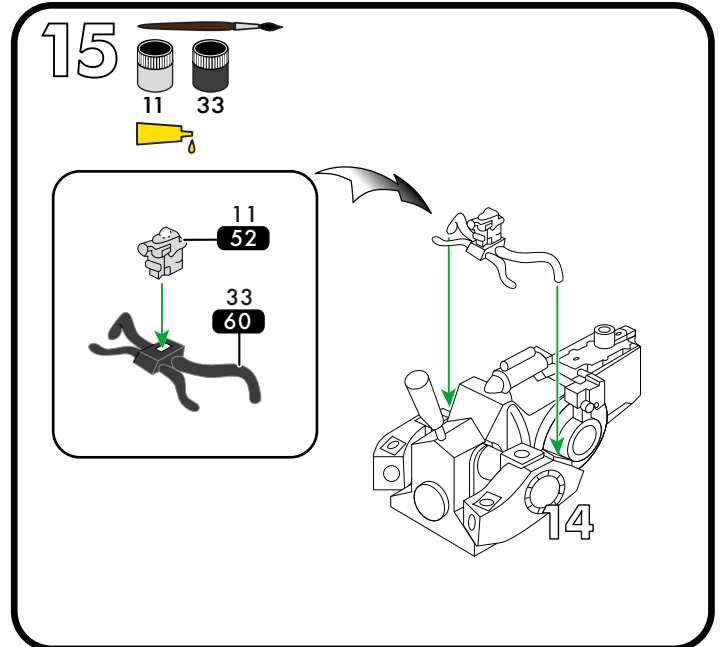
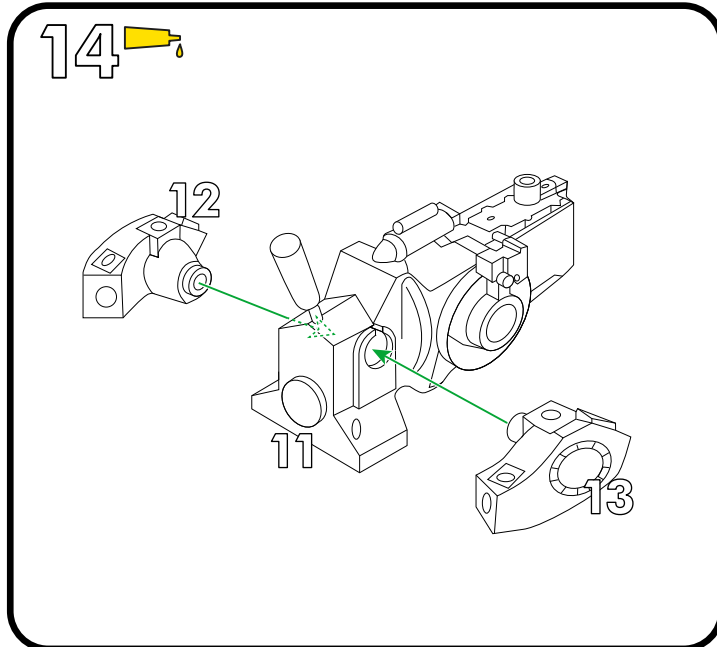
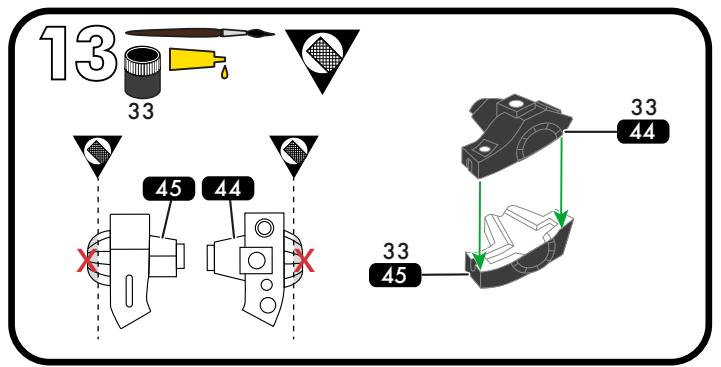
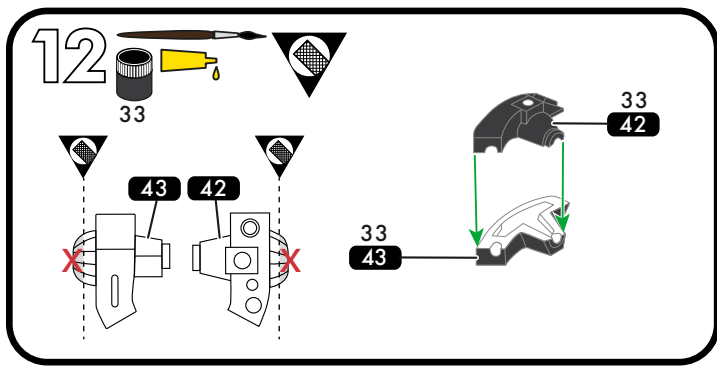


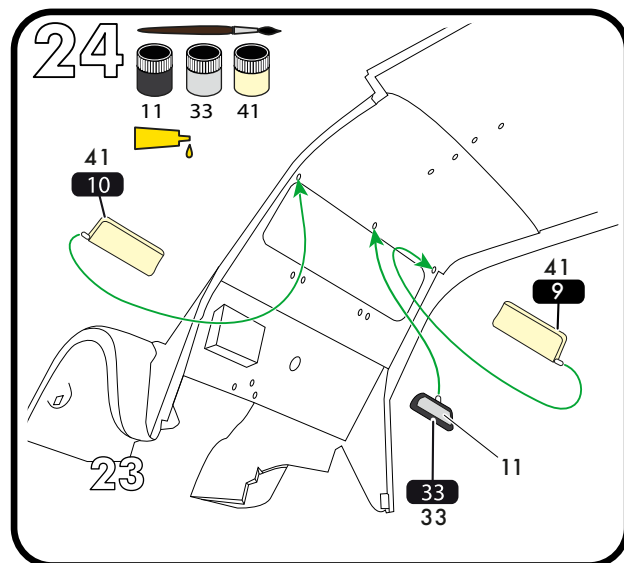
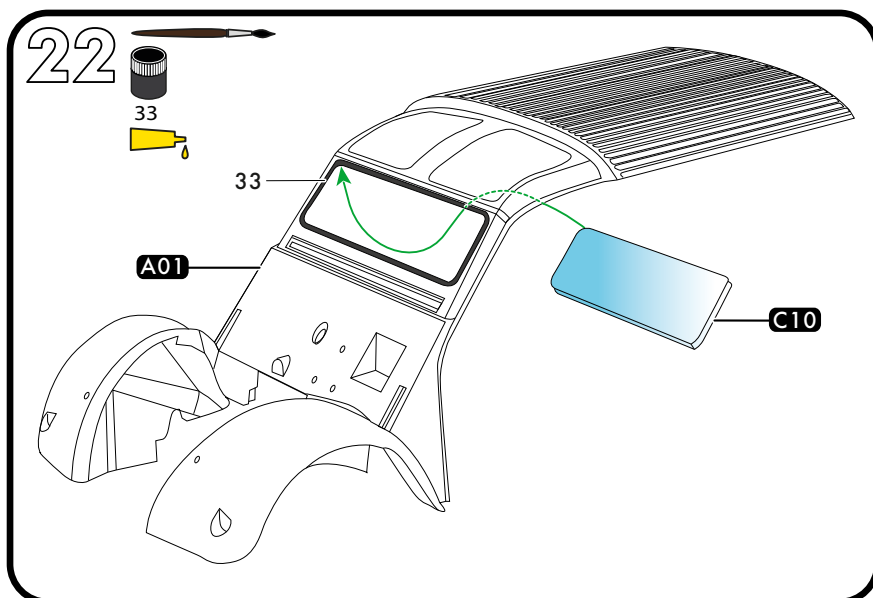
9



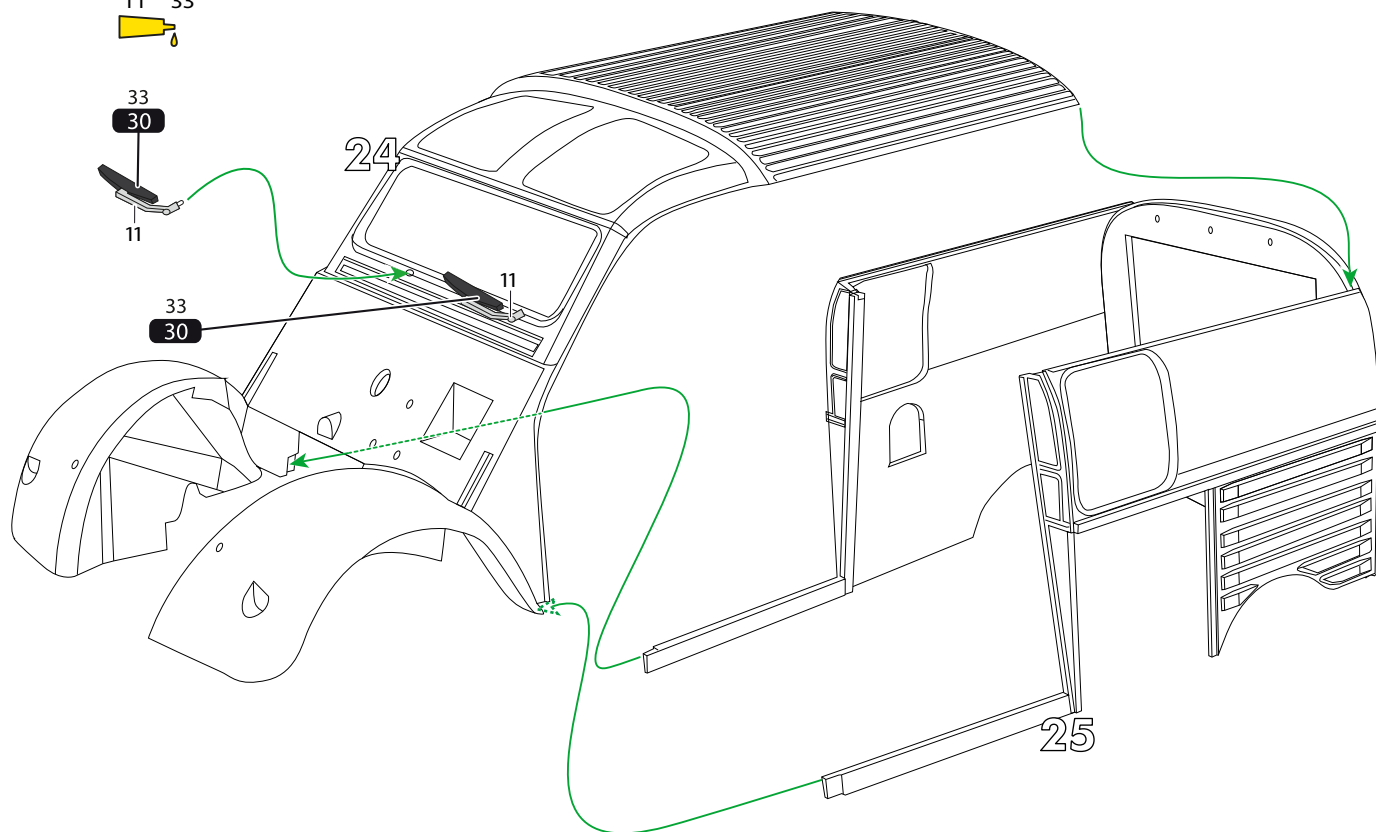
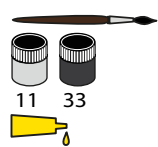
11



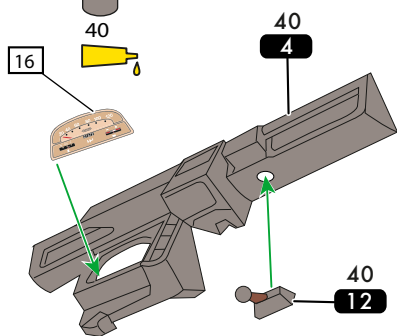
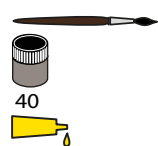




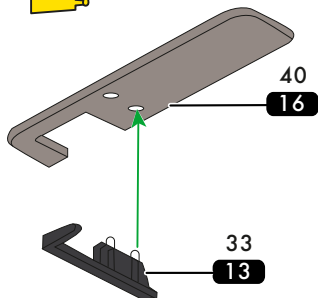
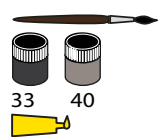
26



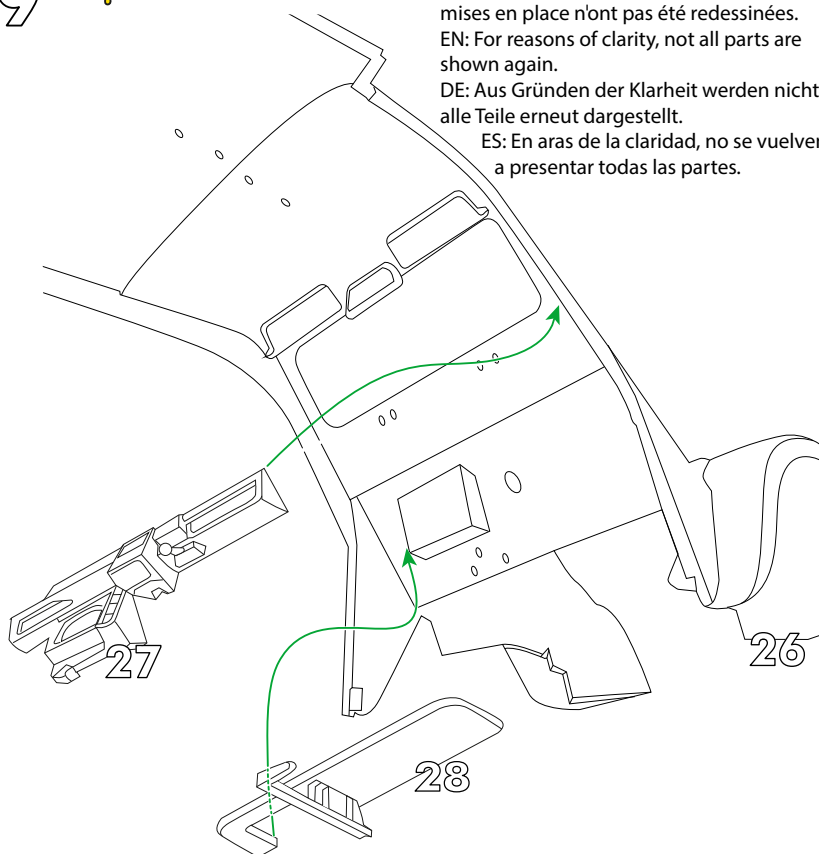
27



28

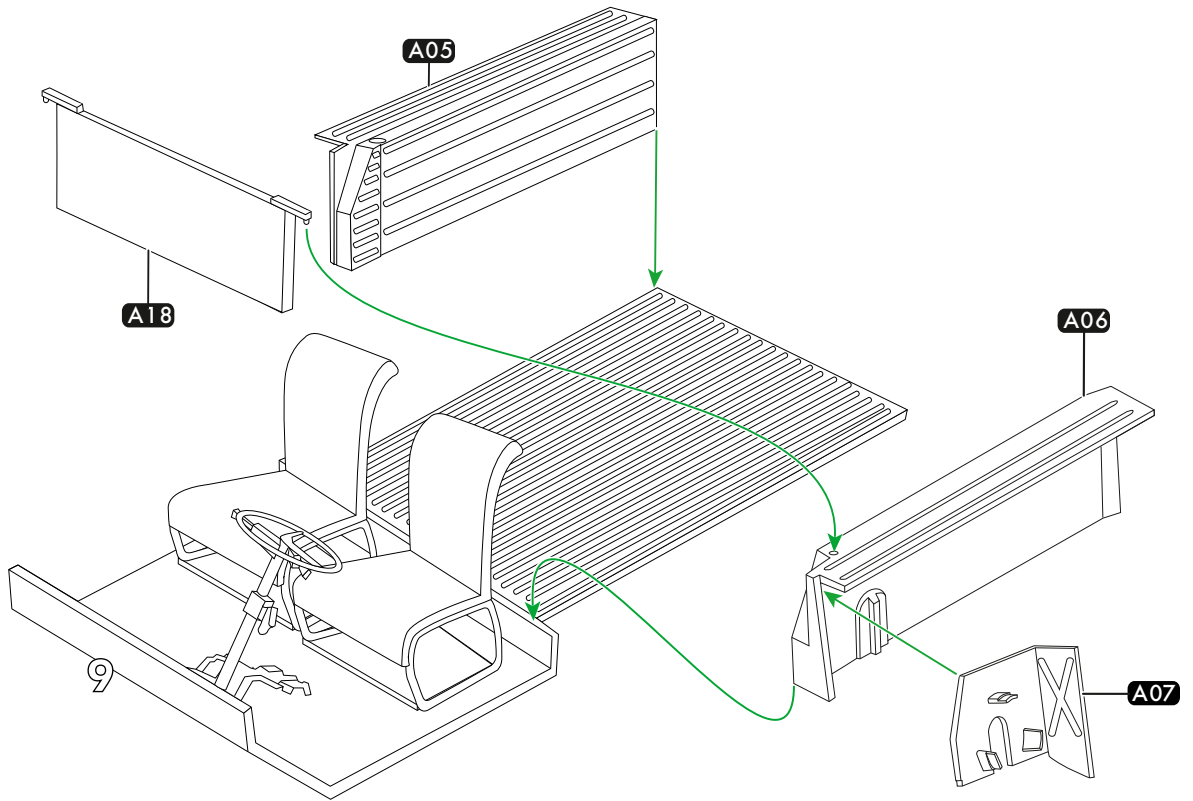


29

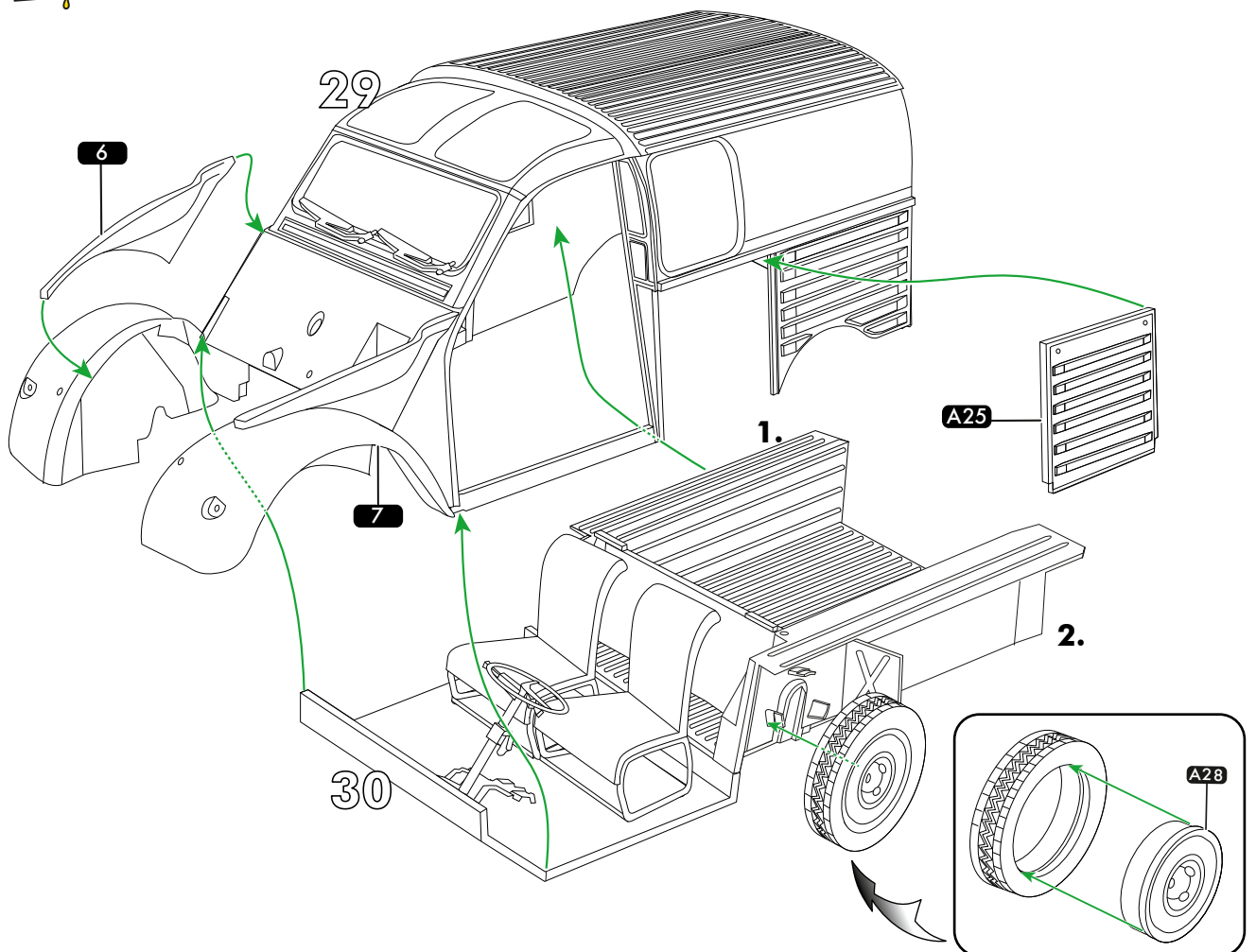


FR: Dans un souci de clarté, toutes les pièces mises en place n'ont pas été redessinées.
 EN: For reasons of clarity, not all parts are shown again.
 DE: Aus Gründen der Klarheit werden nicht alle Teile erneut dargestellt.
 ES: En aras de la claridad, no se vuelven a presentar todas las partes.

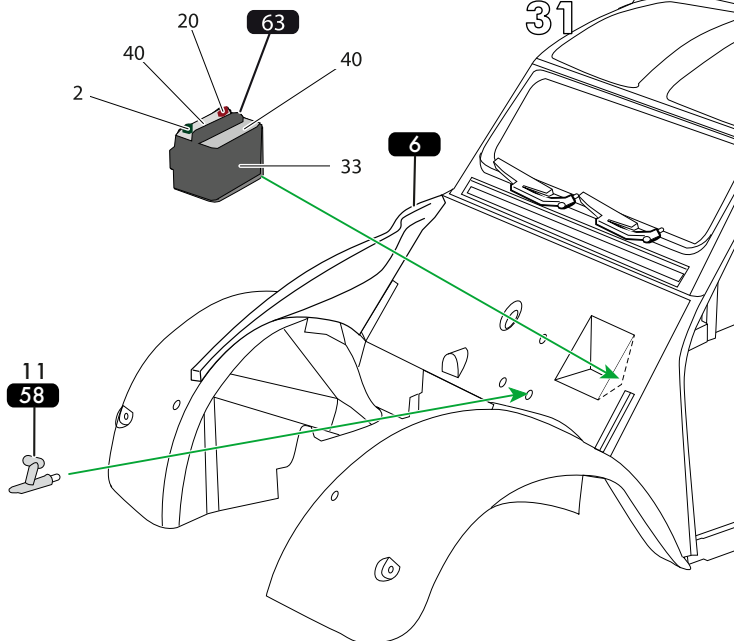
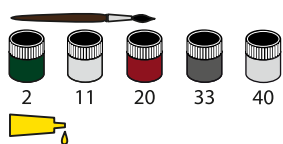
30 



31 

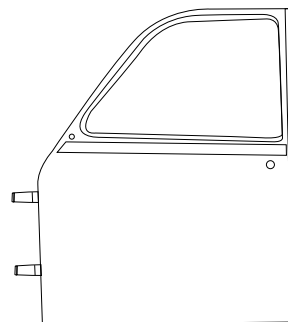


32

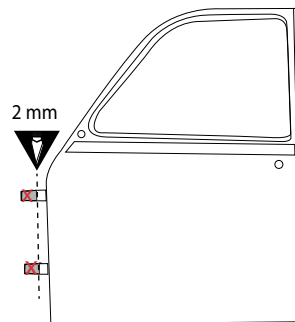


33 ▼?

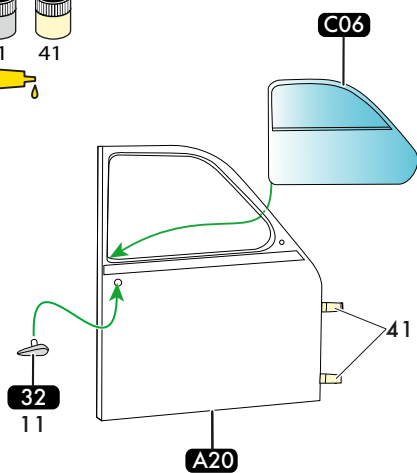
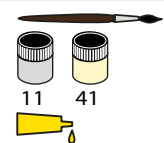
ouvert
geöffnet
open
abierto



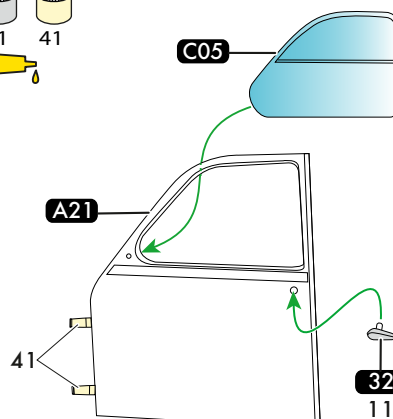
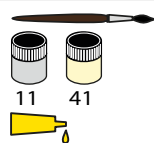
fermé
geschlossen
closed
cerrado



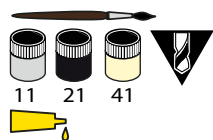
34



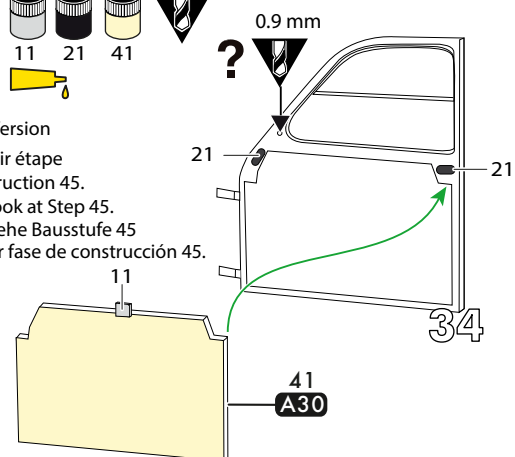
35



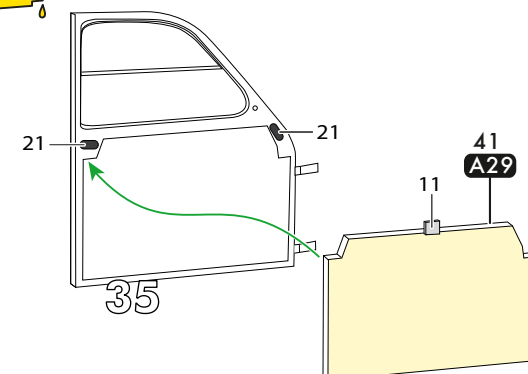
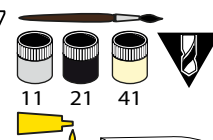
36



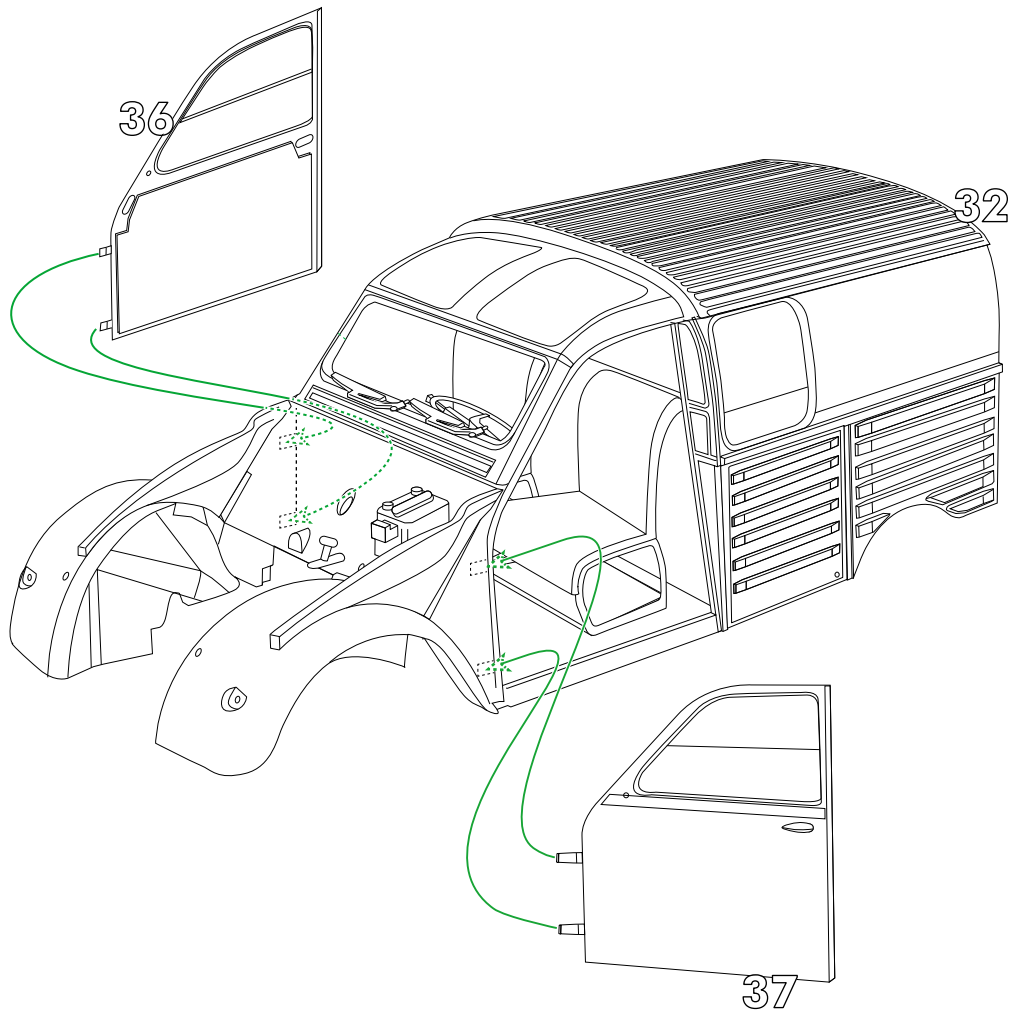
Late Version
FR: Voir étape
construction 45.
GB: Look at Step 45.
DE: Siehe Bausstufe 45.
ES: Ver fase de construcción 45.



37

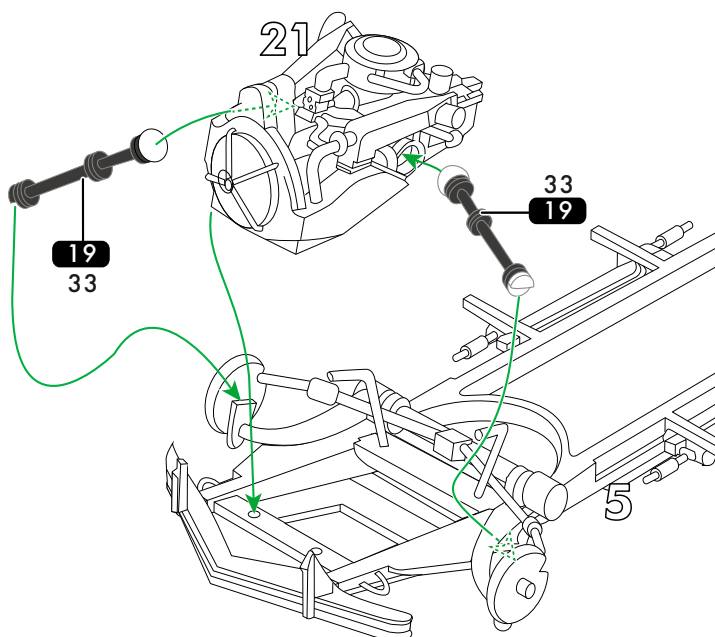


38 



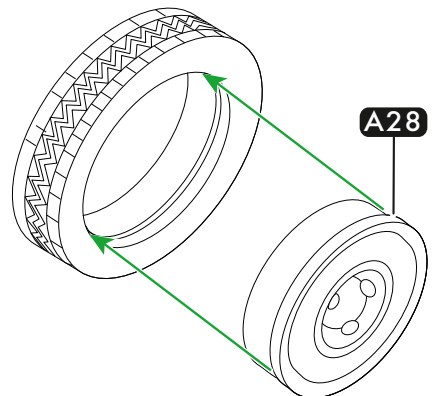
39 

 33 

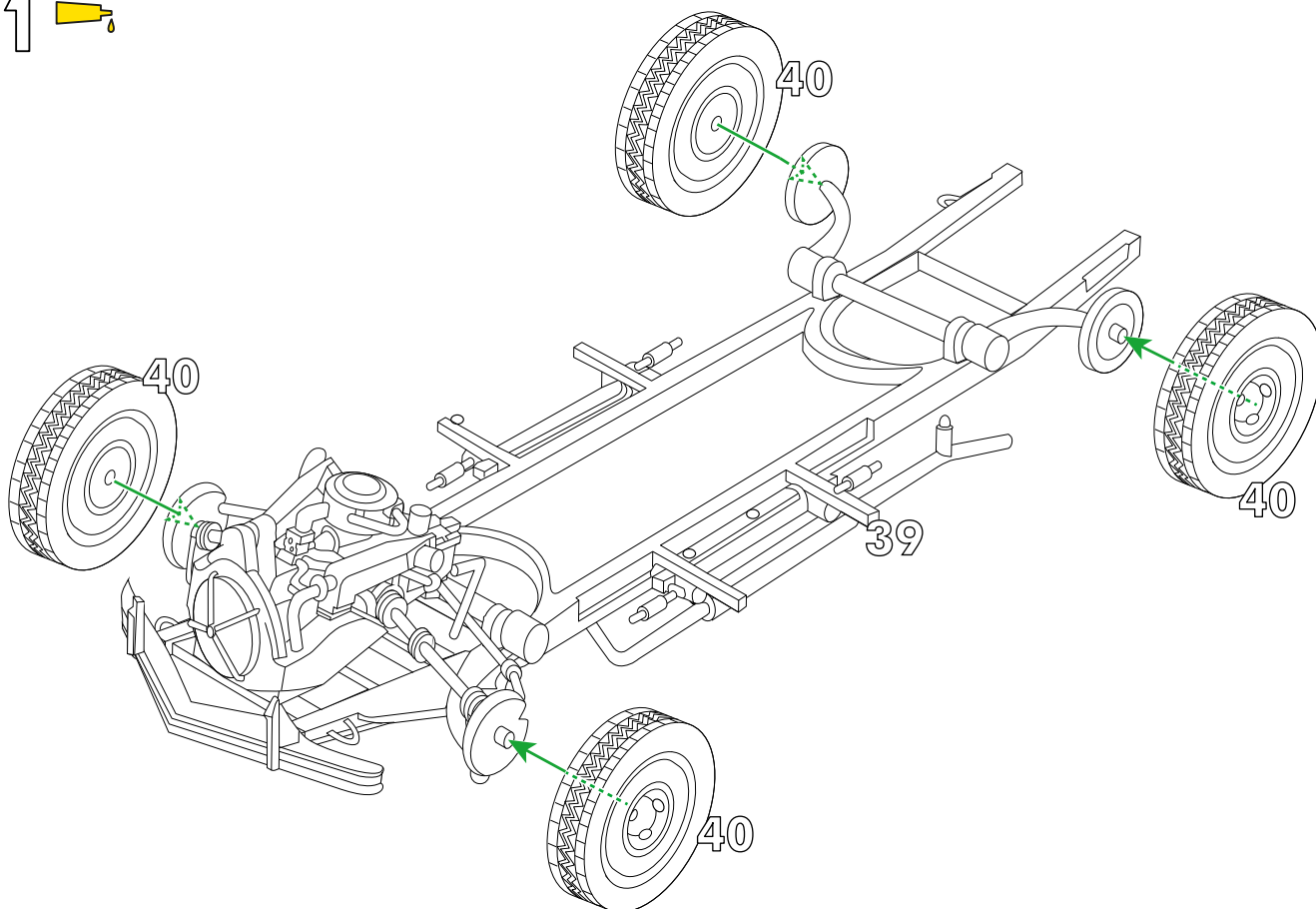


40 

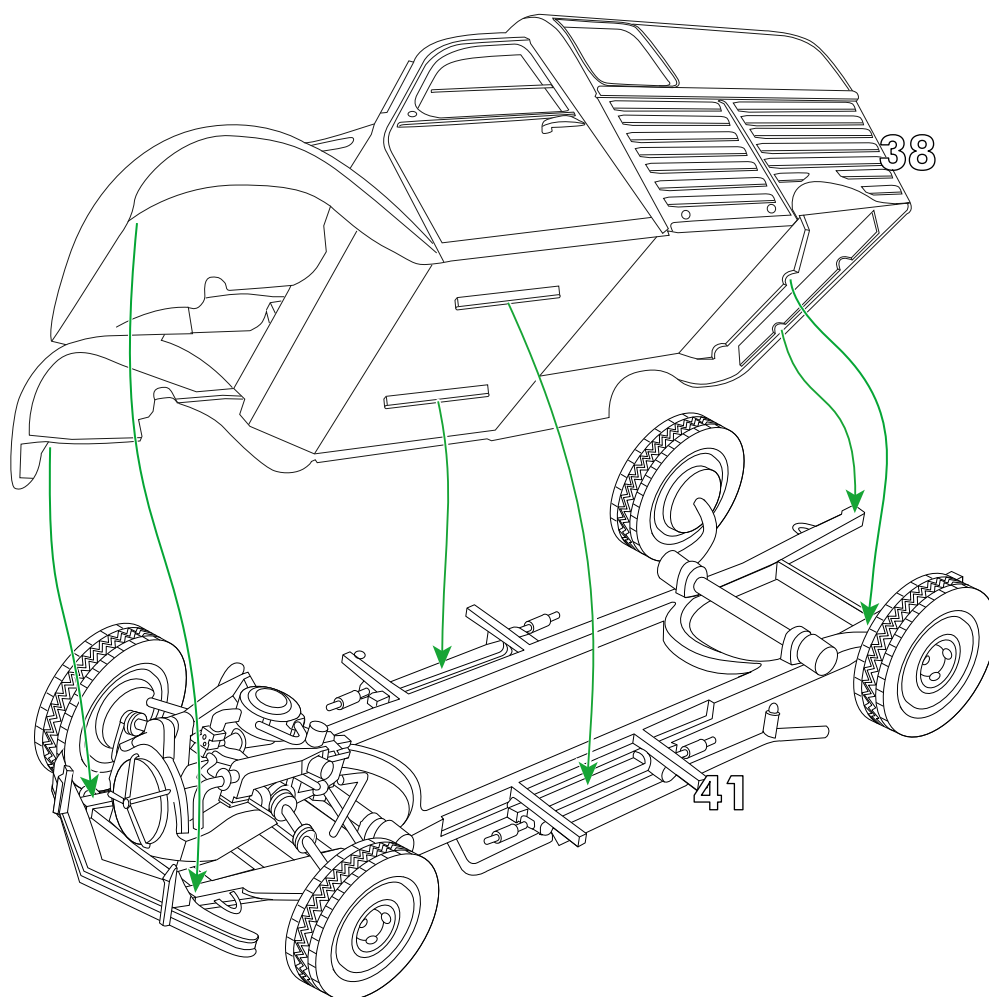
x4

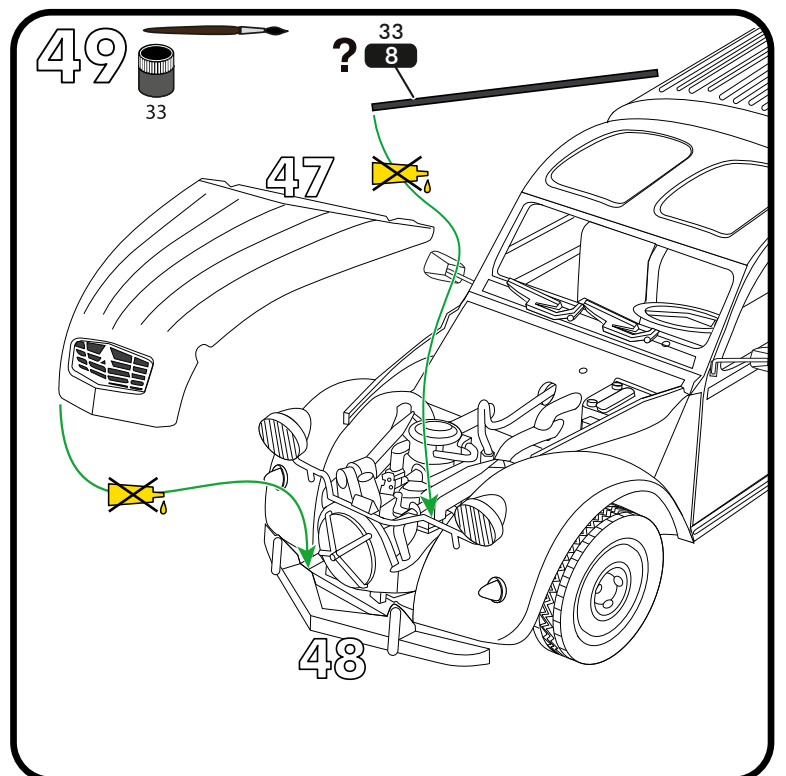
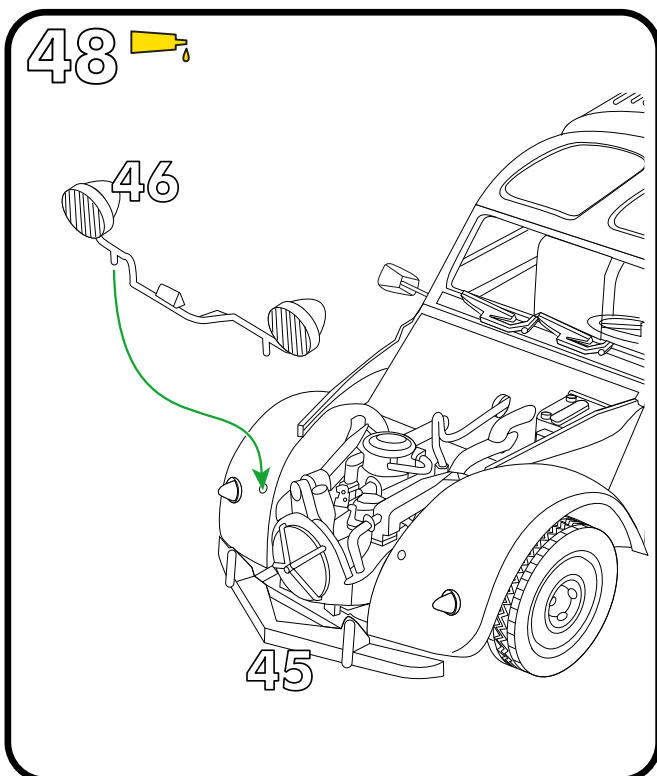
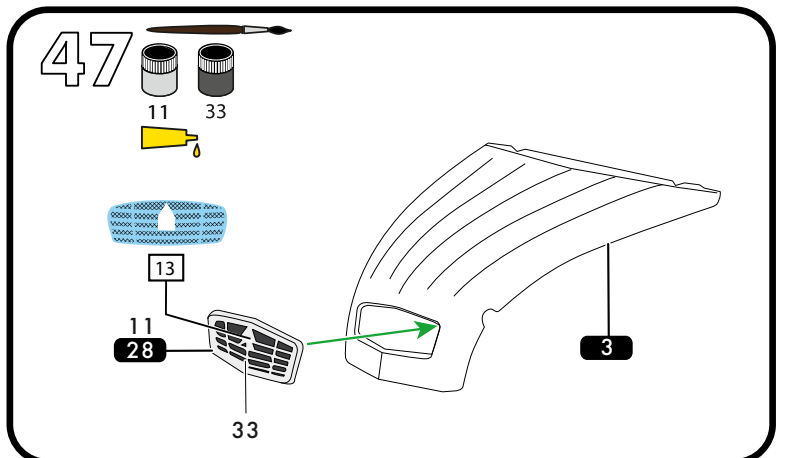
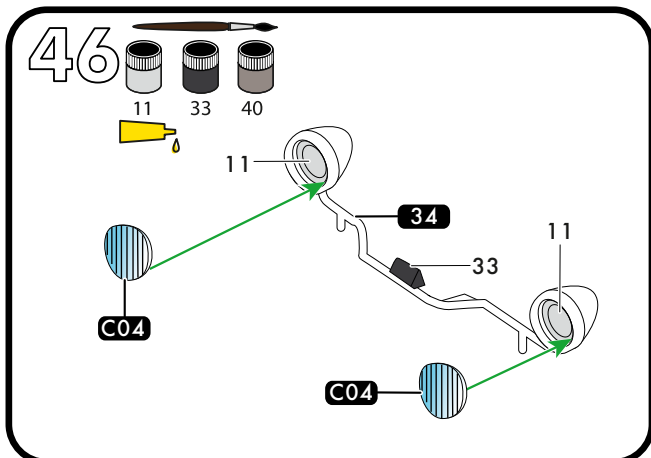
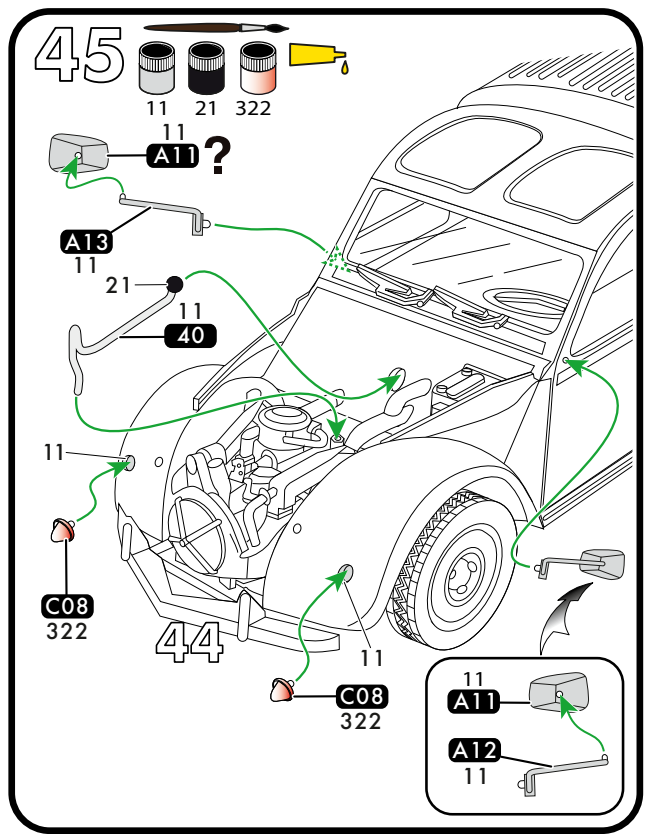
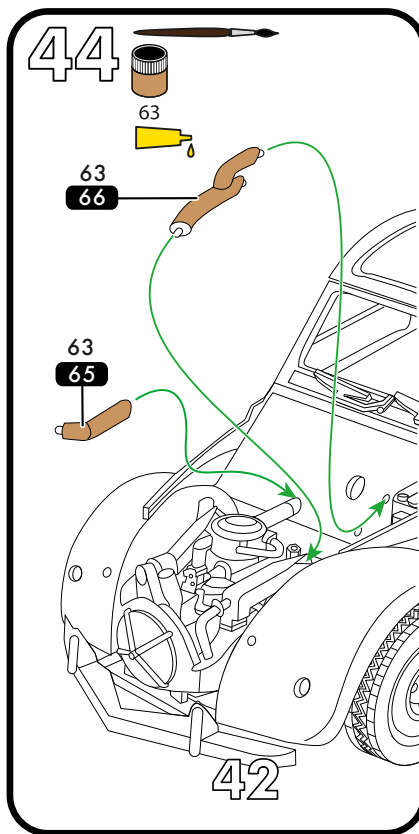
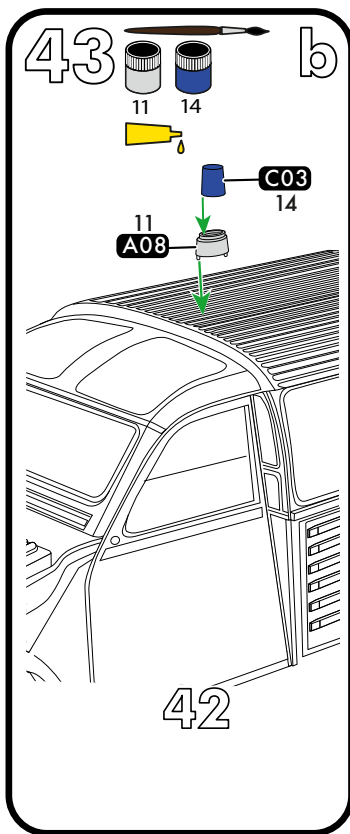


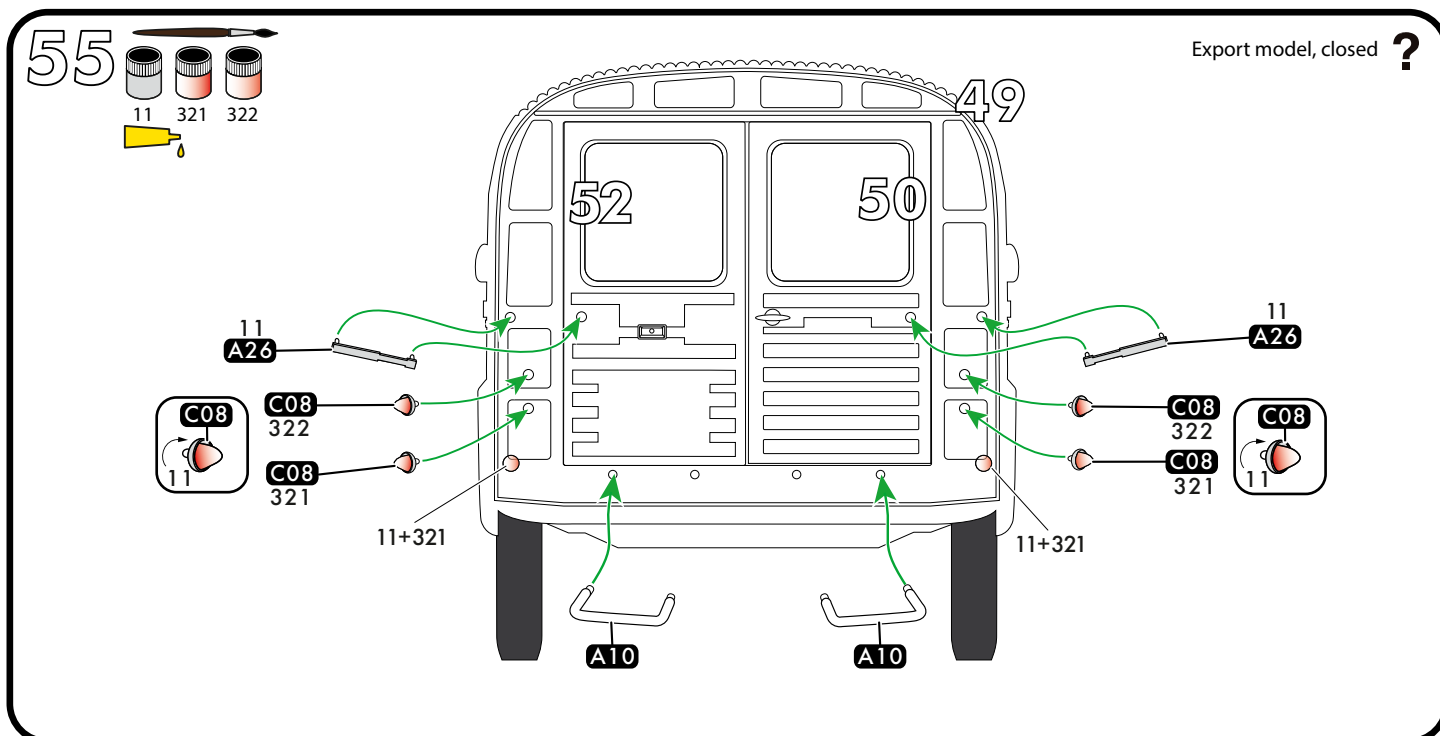
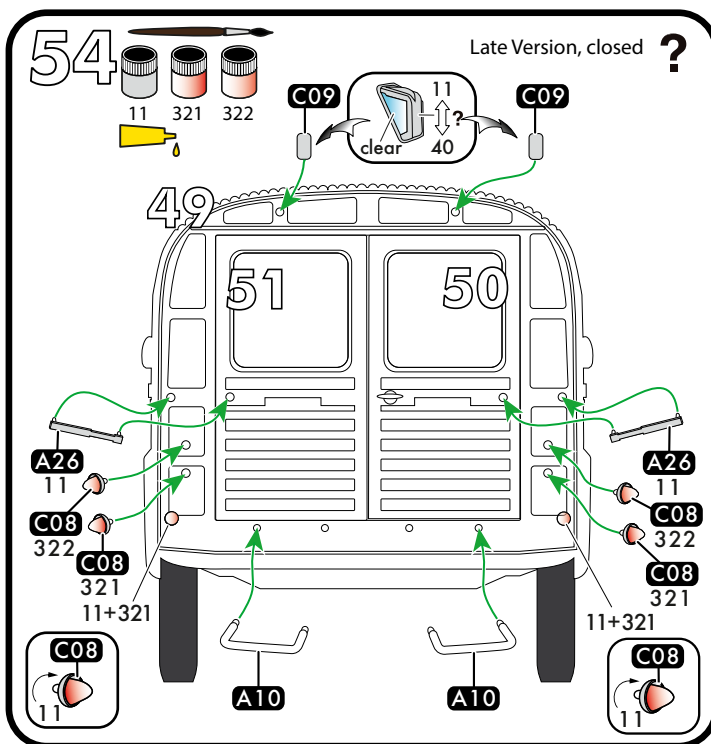
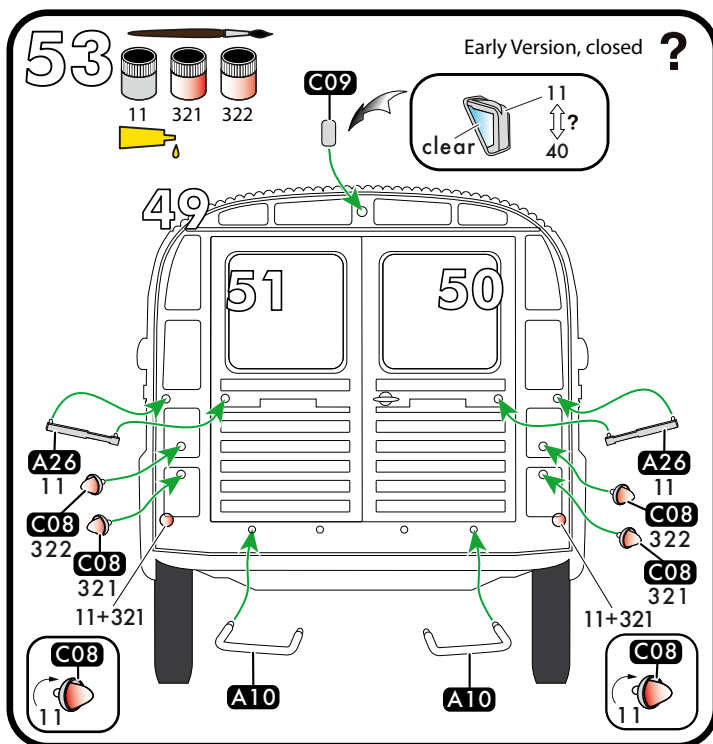
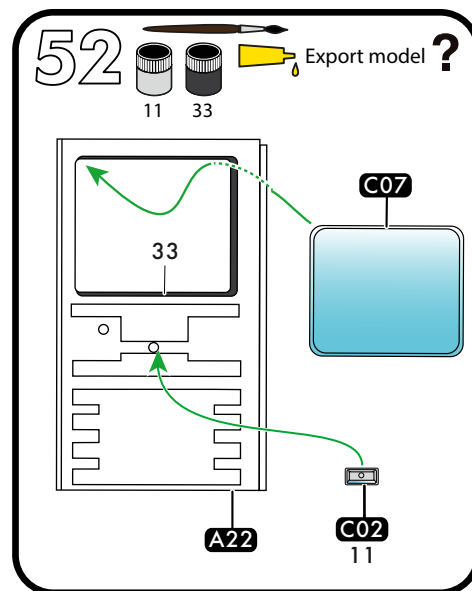
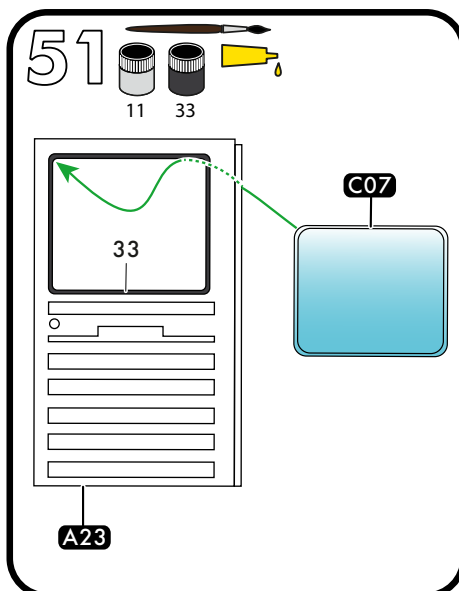
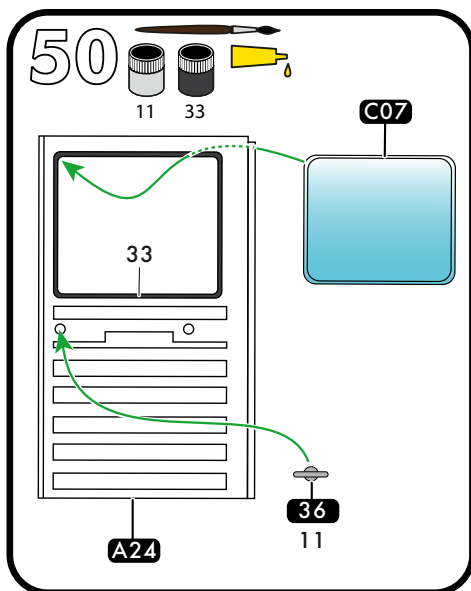
41 

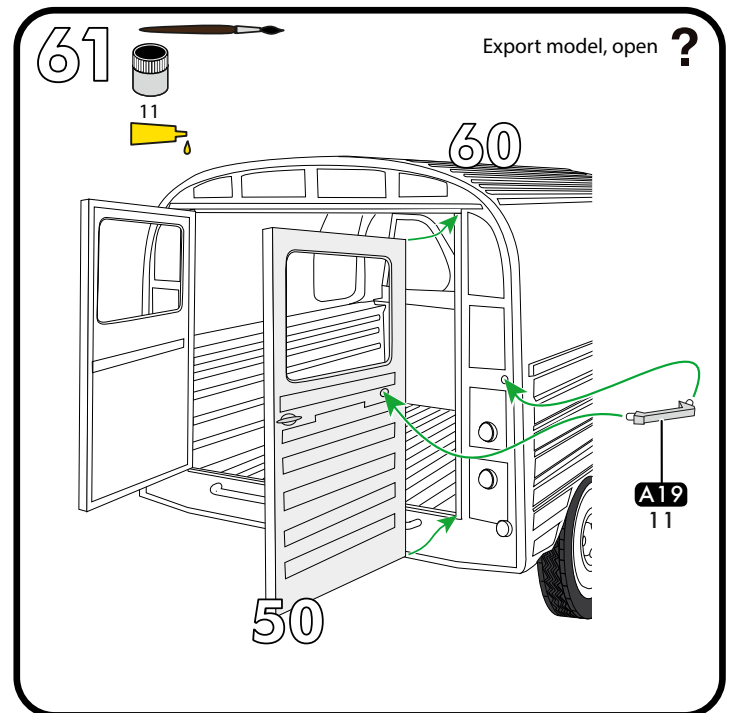
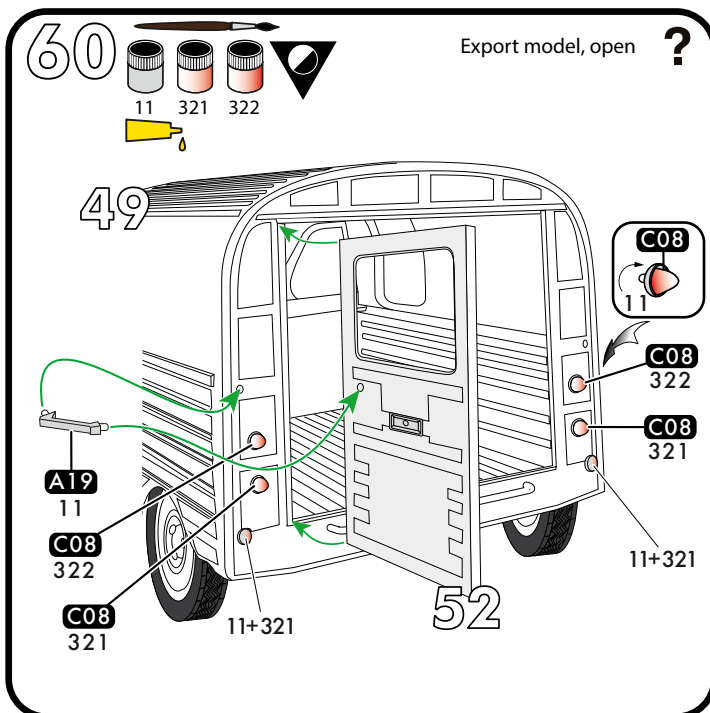
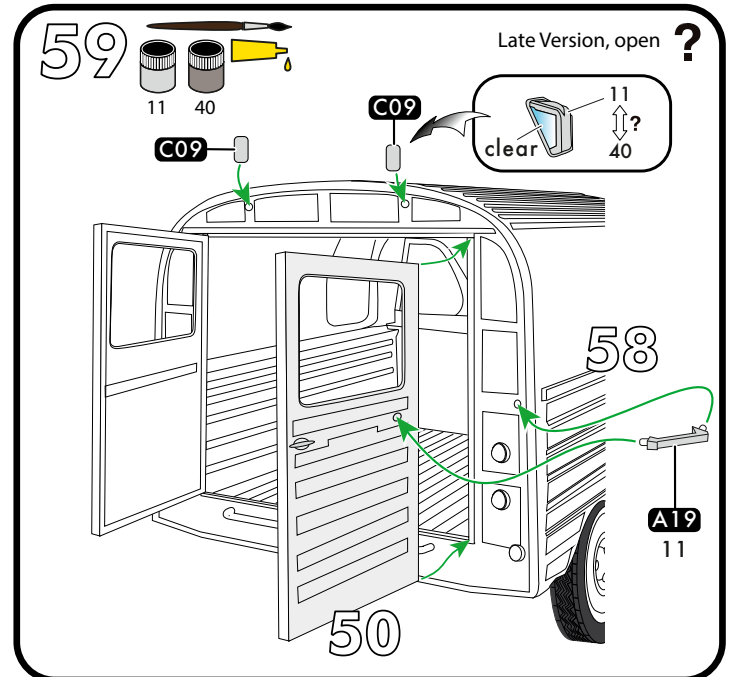
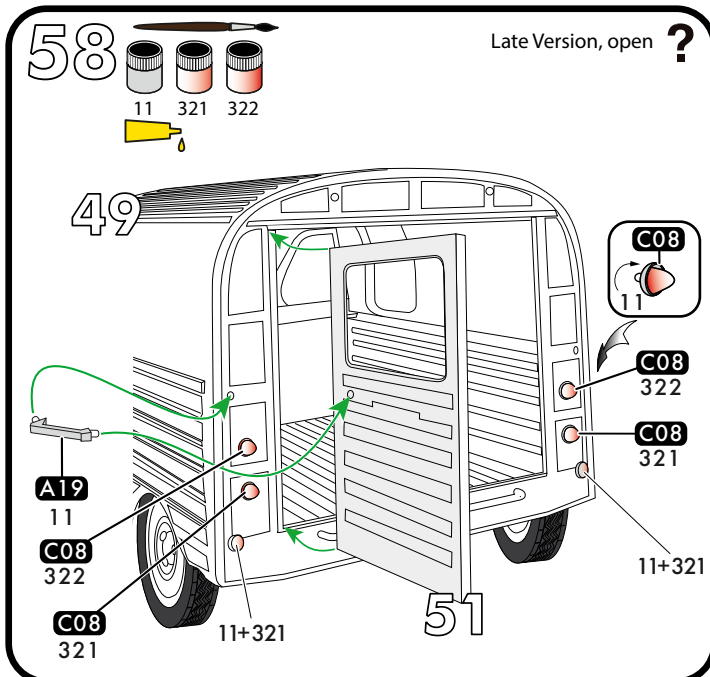
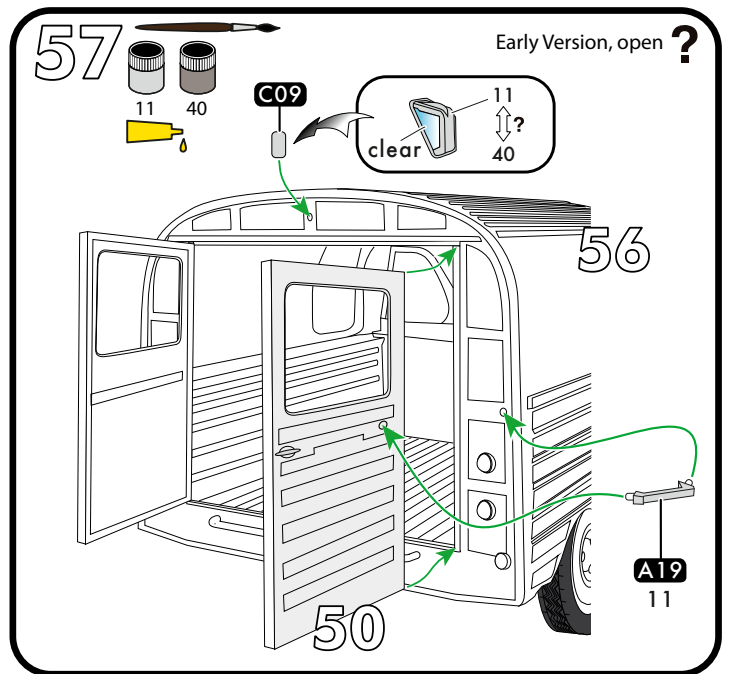
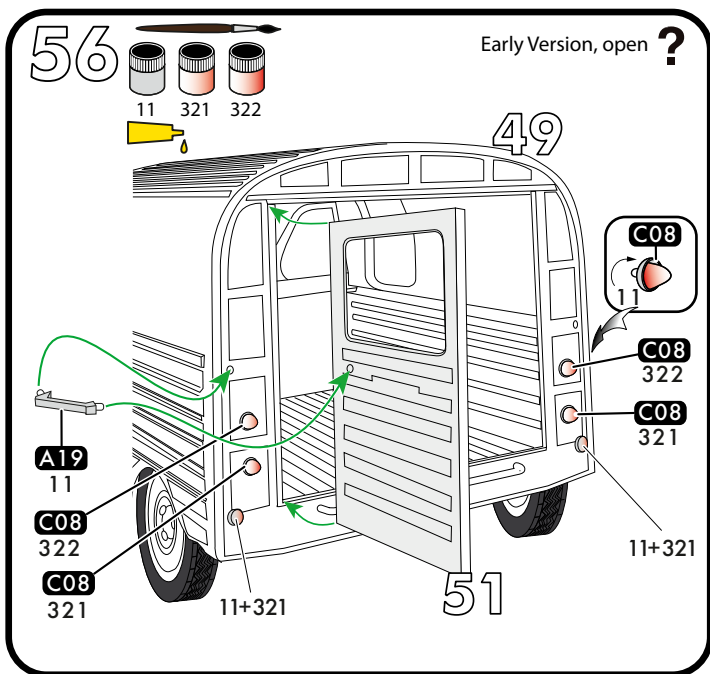


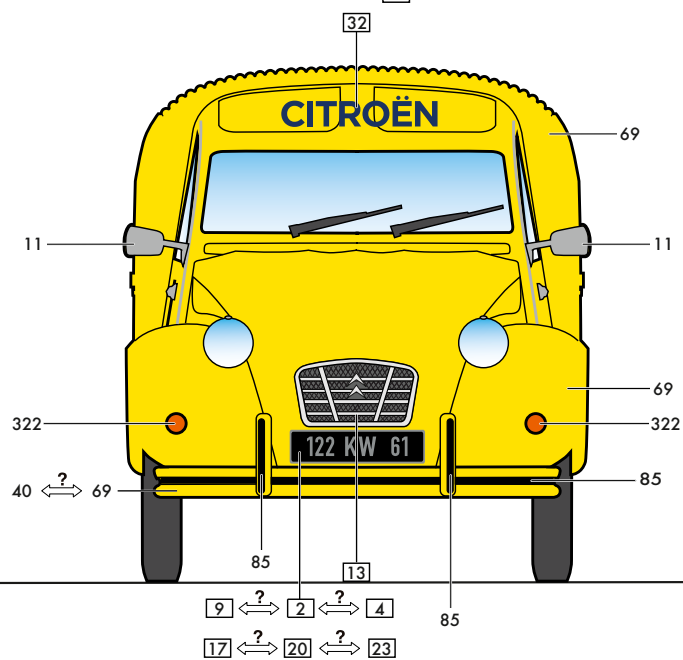
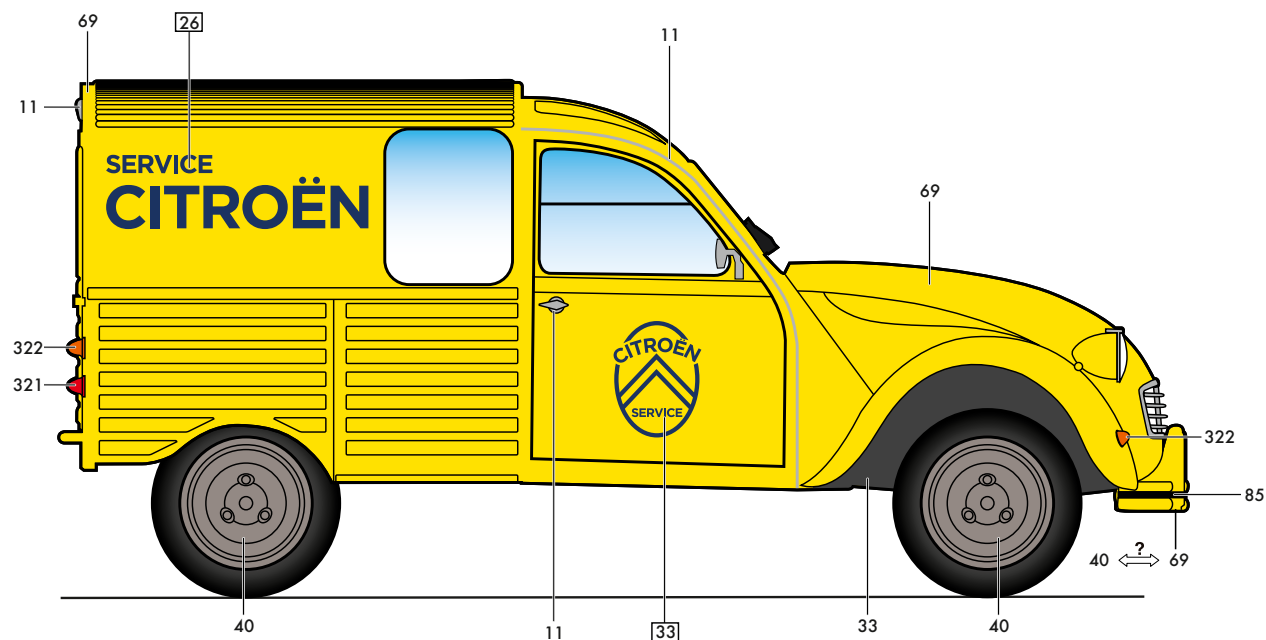
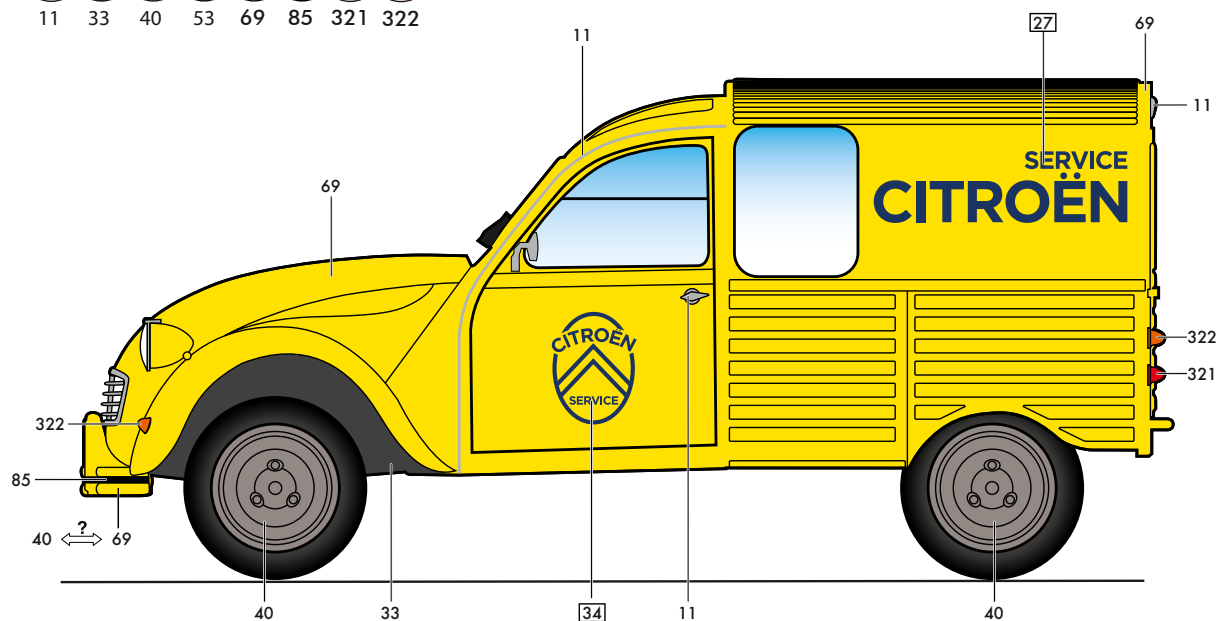
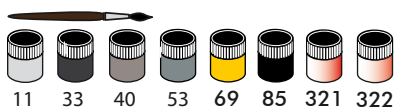
42 

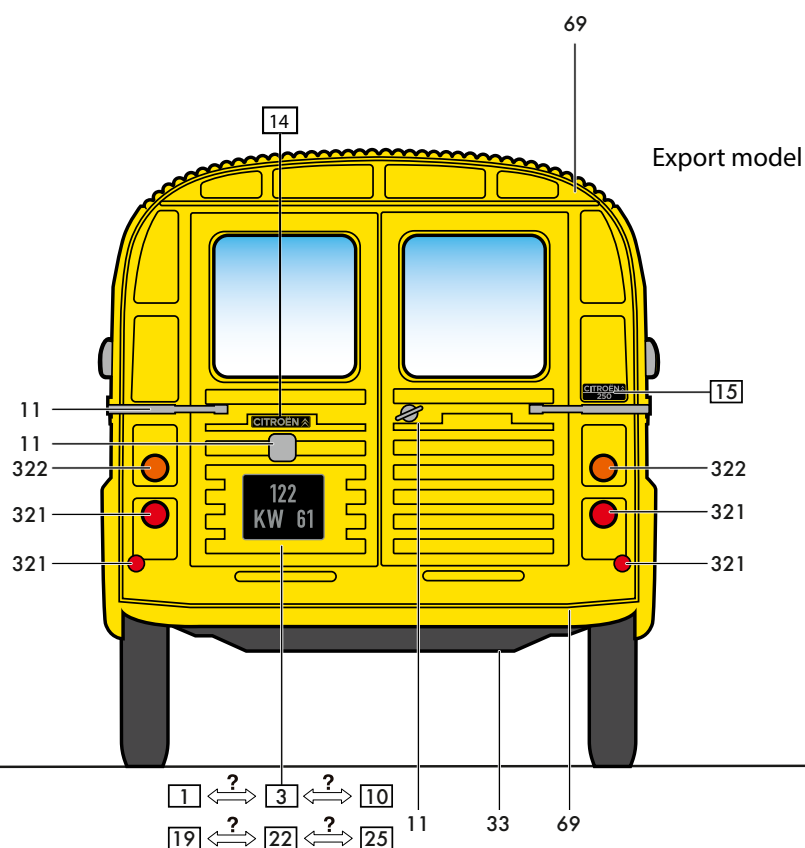
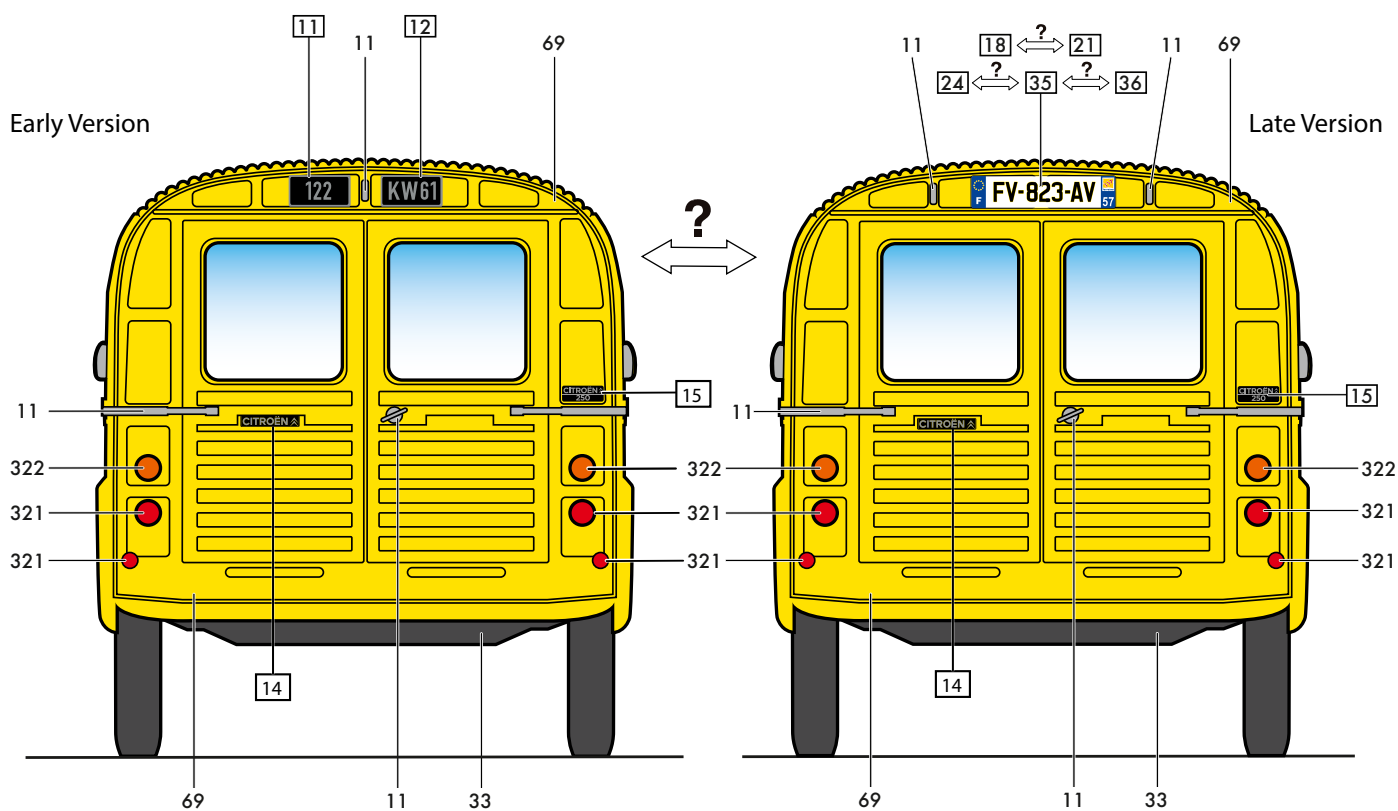
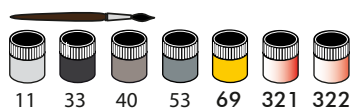




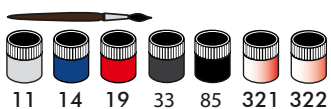




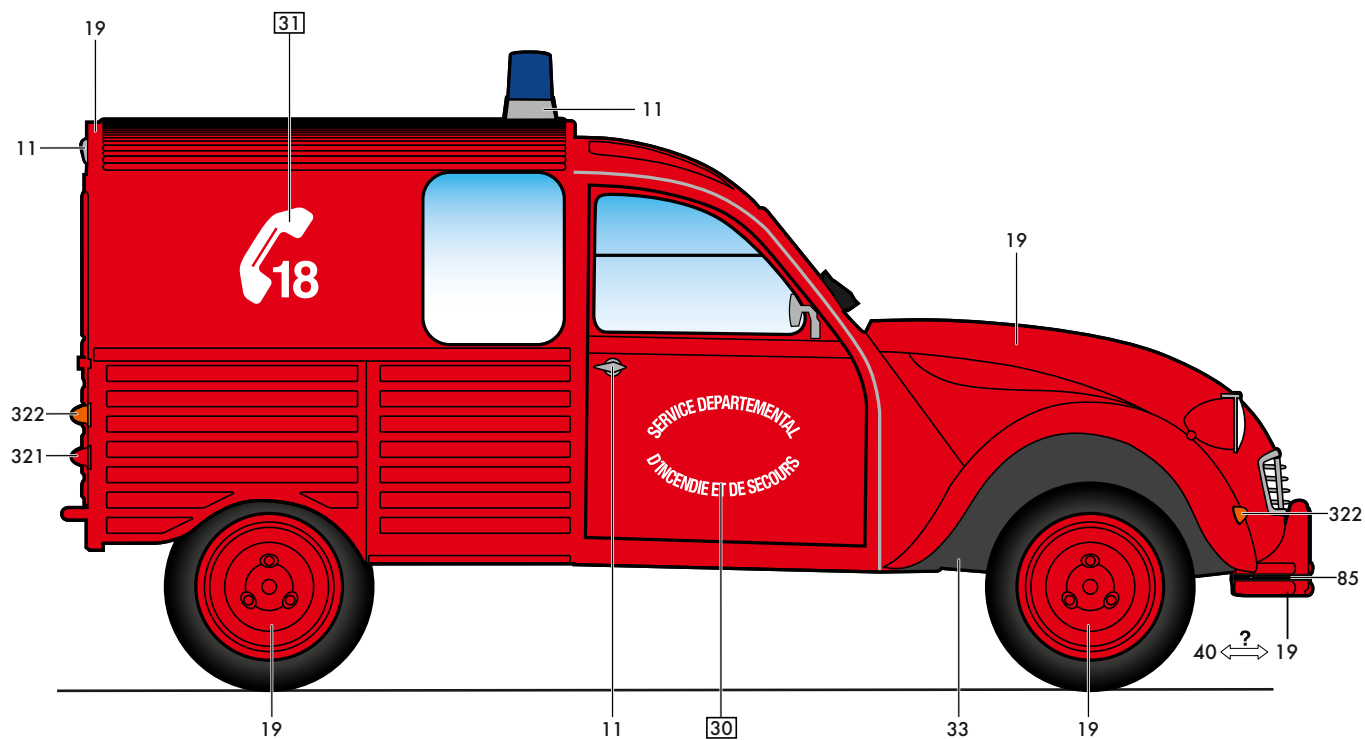
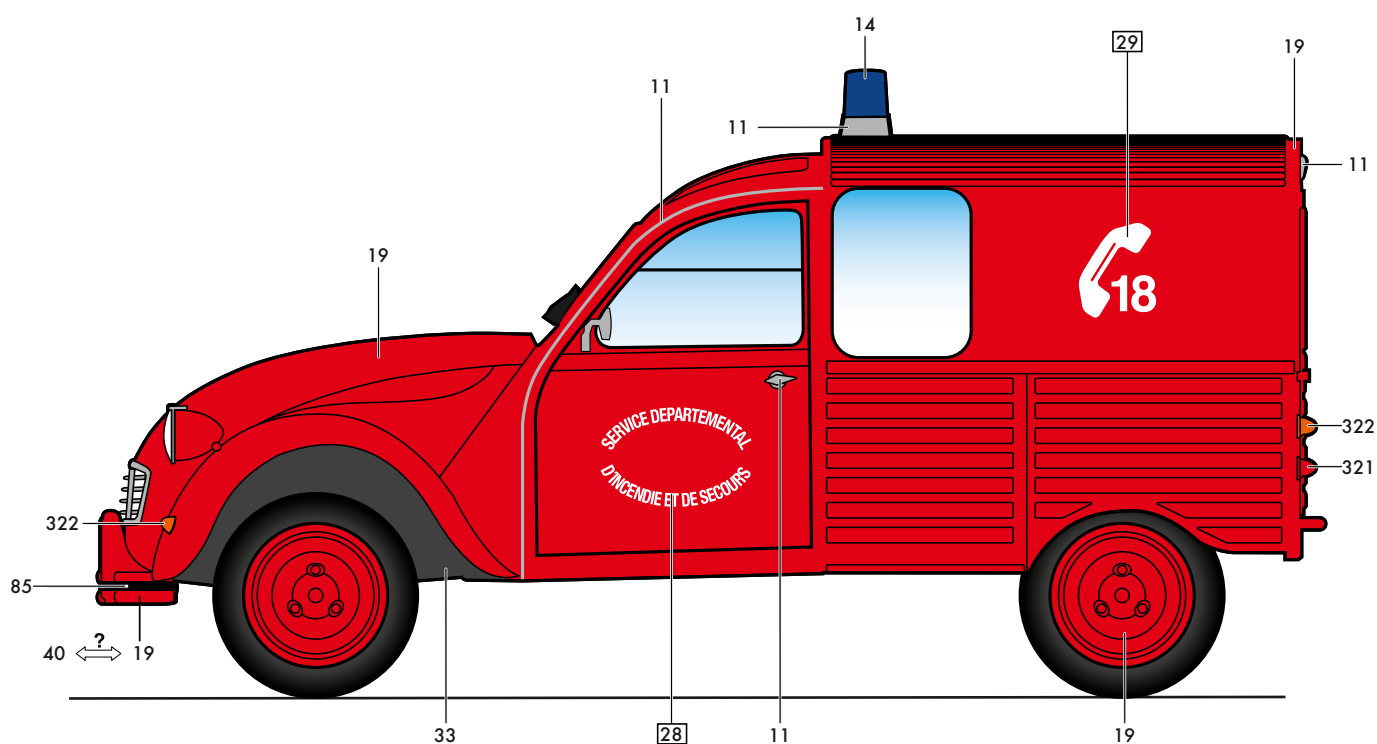




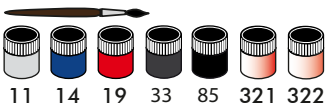
63



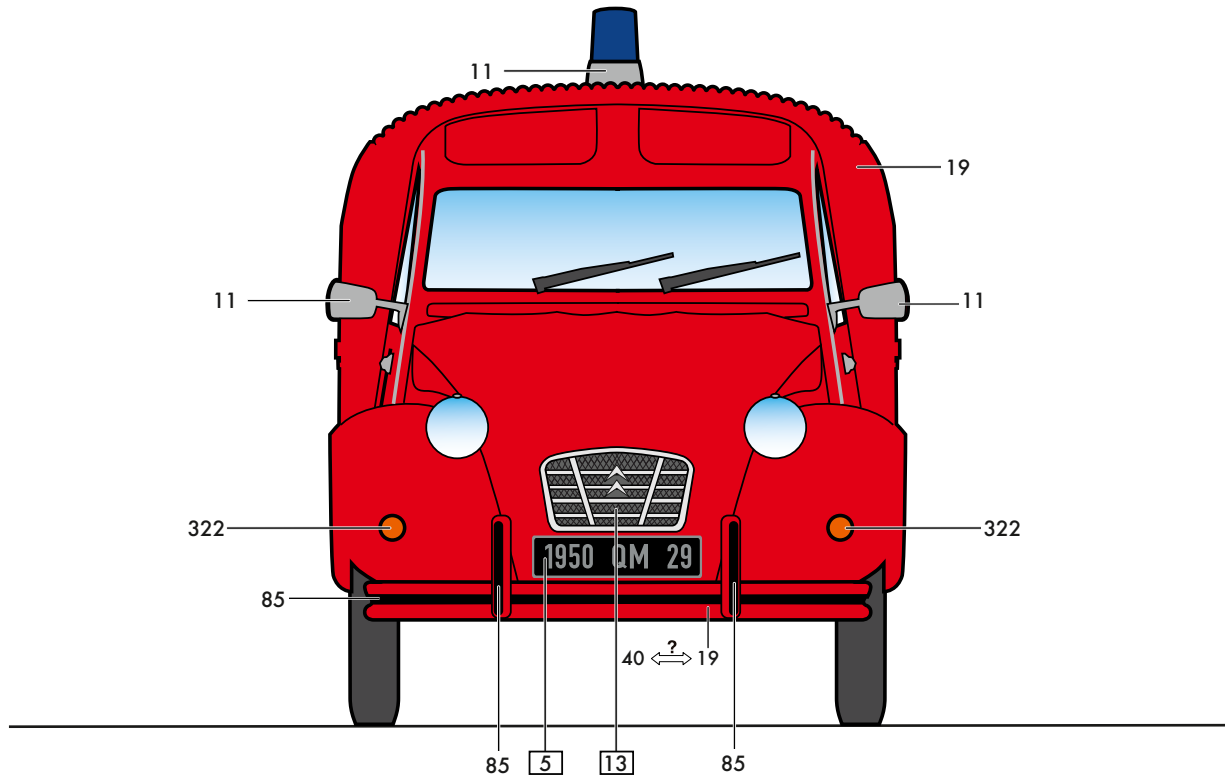
b CITROËN 2CV AZU-B 250 FOURGONNETTE • SAPEURS POMPIERS



63

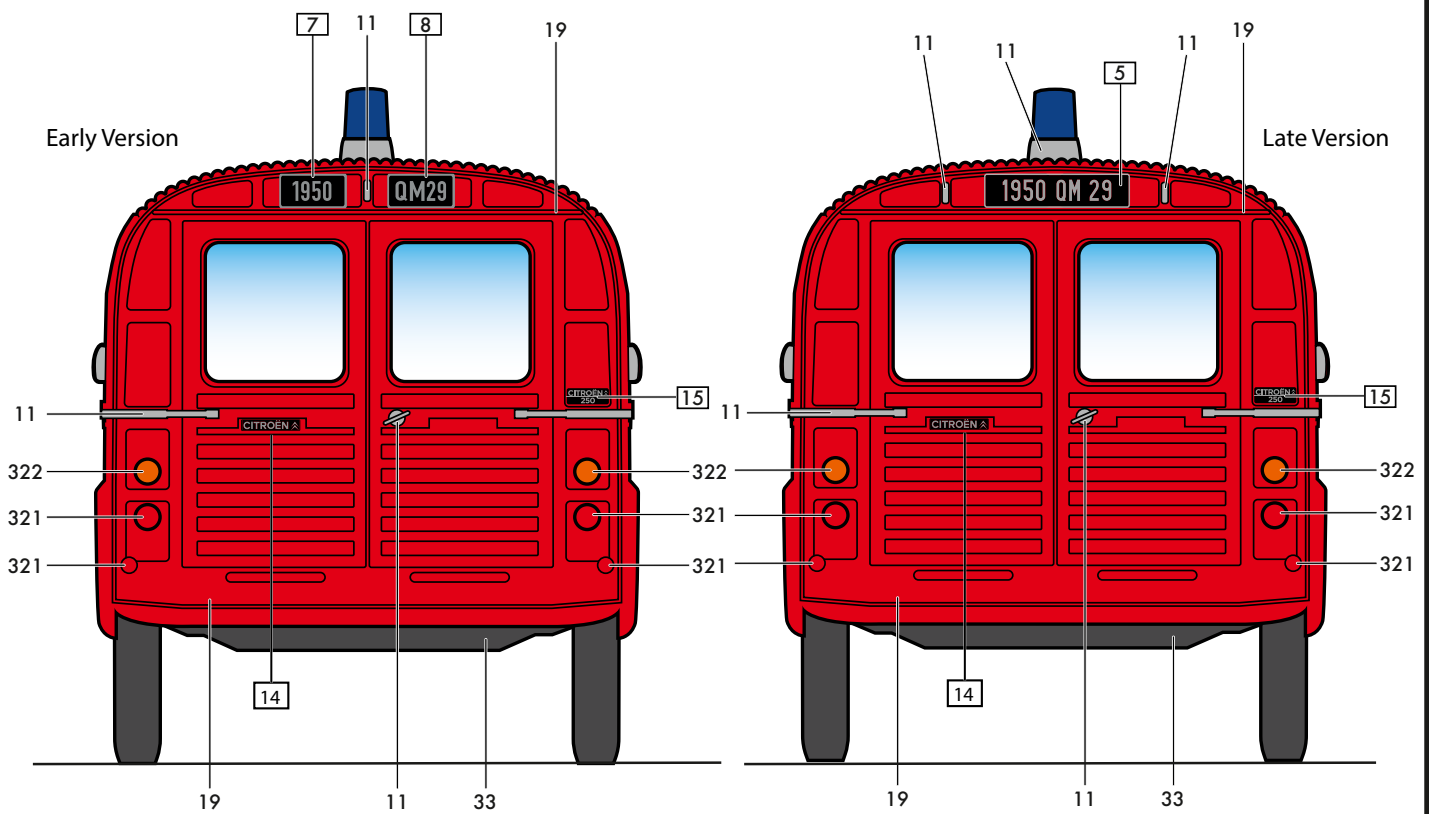


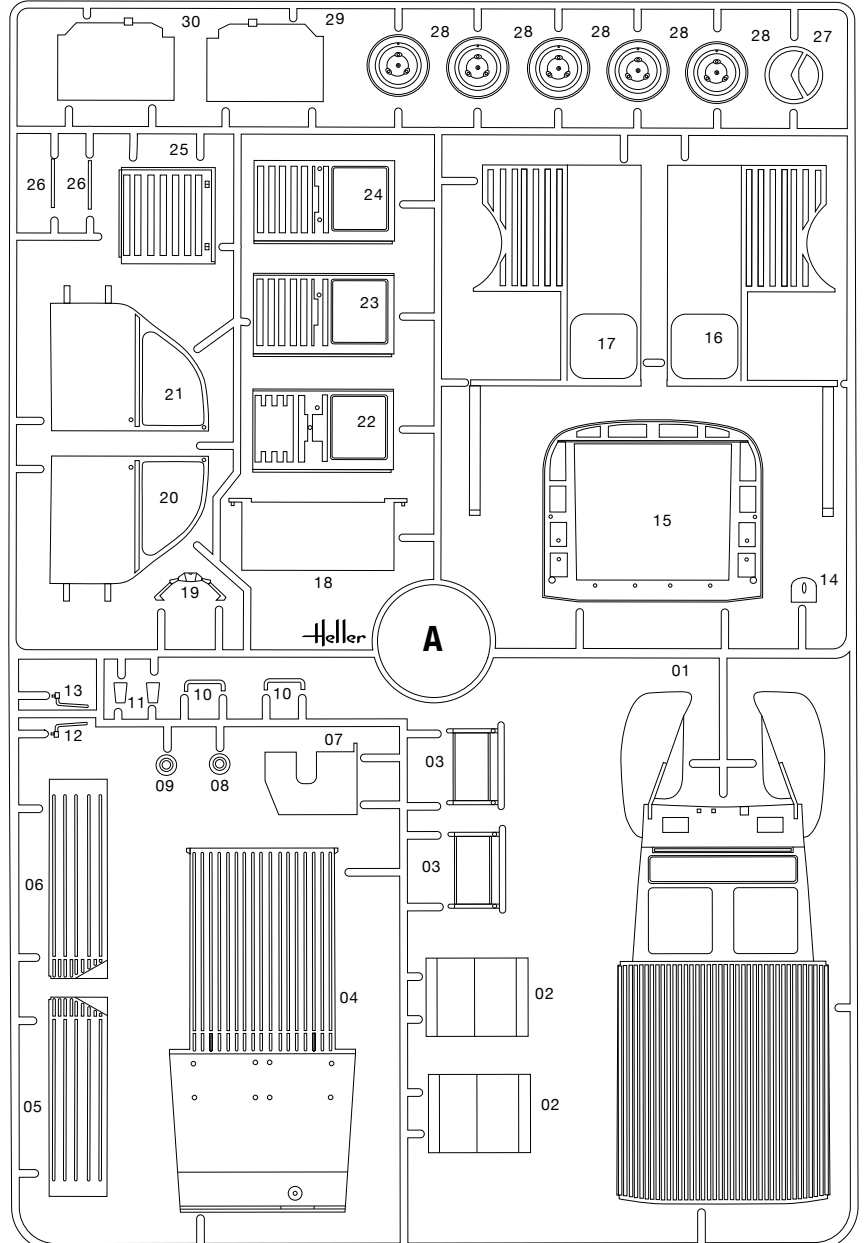
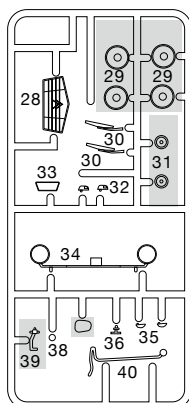
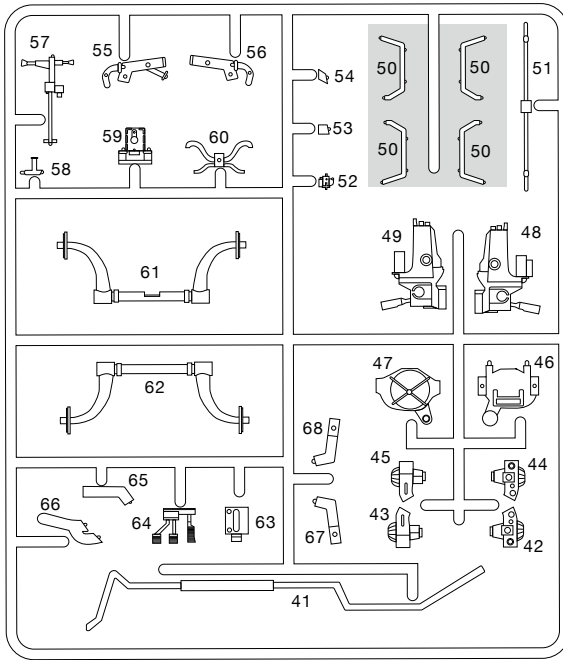
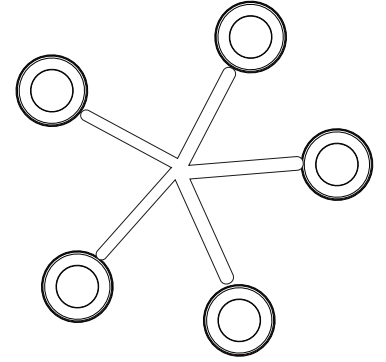
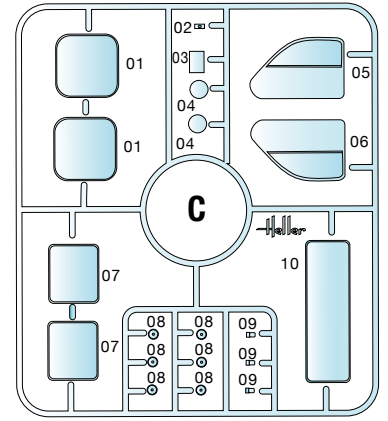
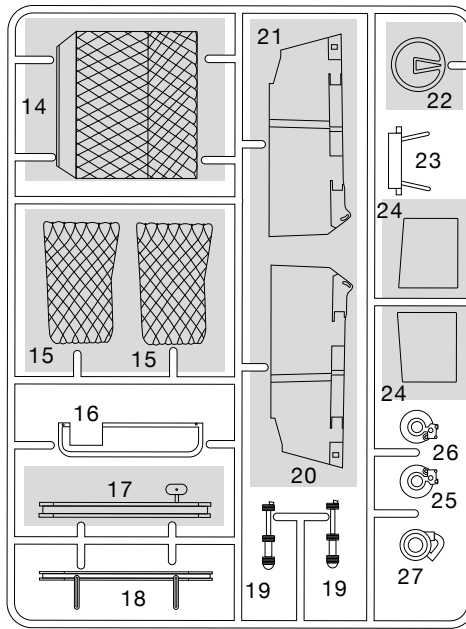
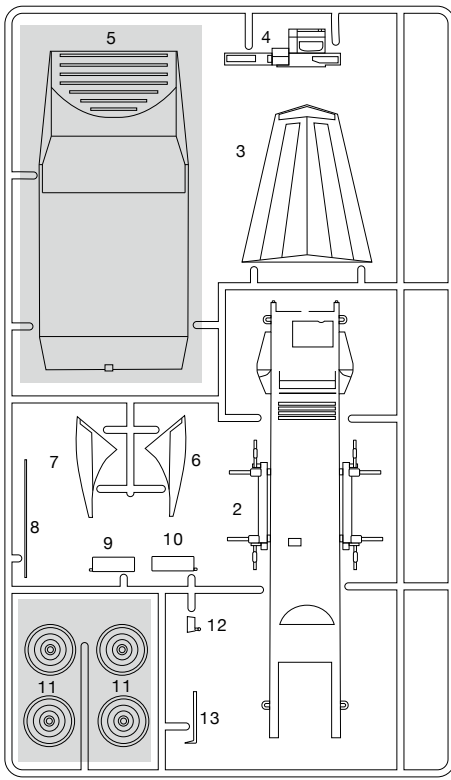
b CITROËN 2CV AZU-B 250 FOURGONNETTE • SAPEURS POMPIERS



Early Version

Late Version





VISITEZ-NOUS SUR LES RÉSEAUX SOCIAUX

VISIT US ON SOCIAL MEDIA!
BESUCHE UNS AUF SOCIAL MEDIA!



[instagram.com/heller.fr](https://www.instagram.com/heller.fr)



VISITEZ NOTRE SITE WEB ET NOTRE BOUTIQUE EN LIGNE !

VISIT OUR WEBSITE AND ONLINESHOP!

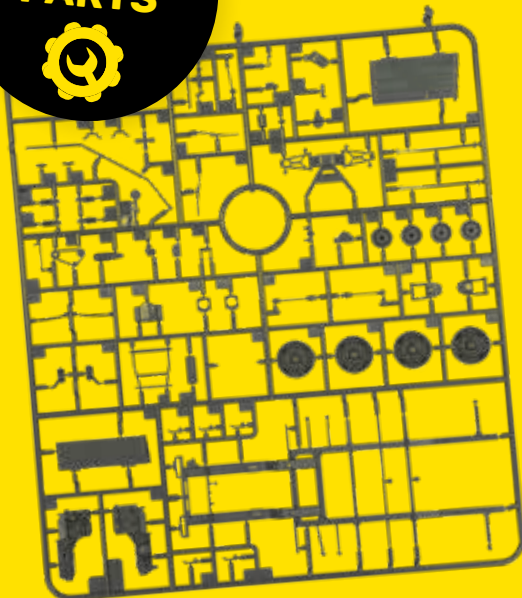
BESUCHE UNSERE WEBSITE UND ONLINESHOP!



**DOWNLOAD
INSTRUCTIONS**



**ORDER
SPARE
PARTS**



**SHOP
ONLINE**



V-050226

Heller Hobby GmbH | Erlenbacher Str. 3 | 42477 Radevormwald | Germany

☎ +49 (0) 2195-92773-0 | 🌐 www.heller.fr | ✉ info@heller.fr

@ [instagram.com/heller.fr](https://www.instagram.com/heller.fr) | 📘 [facebook.com/heller.fr](https://www.facebook.com/heller.fr)