

Heller

CITROËN MEHARI

80760



Français

La Citroën Méhari fut produite entre 1968 et 1987, toutefois toutes les pièces, carrosserie et châssis compris, sont toujours disponibles aujourd’hui. Cette voiture légère fut conçue par un ancien aviateur du célèbre Normandie Niemen, le comte Roland Paulze d’Ivoy de la Poype (décédé en 2012). Elle est constituée d’une coque en plastique ABS installée sur une tubulure accrochée au châssis-plateforme de la Dyane. Sa conception est fidèle à la doctrine appliquée à d’autres véhicules de la marque aux chevrons, basée sur la réutilisation d’ensembles complets : volant de la 2 cv, feux du fourgon HY, etc. C’est une voiture deux places qui peut néanmoins emporter quatre passagers. Elle fut commercialisée en différentes couleurs, le vert « Montana » étant la seule à avoir couvert toutes les années de production. Un modèle 4x4 fut développé en 1979, distinguable par sa roue de secours sur le capot avant et quelques changements mécaniques. Il n’est pas rare de la croiser çà et là, car une voiture parfaite pour les loisirs et les balades en plein air.

English

The Citroën Méhari was produced between 1968 and 1987, however all of its spare parts, including the body and chassis, are still available today. This light vehicle was designed by a former pilot from the famous Normandie Niemen Regiment, Count Roland Paulze d’Ivoy de la Poype (deceased in 2012). It is comprised of an ABS plastic shell installed on tubing attached to the chassis/platform of the Citroën Dyane. Its design is in keeping with the doctrine applied to the other vehicles of the chevron-patterned brand, based on the re-use of complete sets: the 2CV’s steering wheel, the HY van’s headlights, etc. It is a two-seat car that can nonetheless carry four passengers. It was sold in various colours, with «Montana» green being the only colour to span all years of production. A 4x4 model was developed in 1979, whose points of distinction were its spare tire on the front bonnet and a few mechanical changes. It is not uncommon to come across it here and there, since it is a car that is perfectly suited for leisure time and country drives.

Deutsch

Der Citroën Méhari wurde zwischen 1968 und 1987 produziert, doch alle seine Ersatzteile, einschließlich der Karosserie und des Fahrgestells, sind auch heute noch erhältlich. Dieses Leichtfahrzeug wurde von einem ehemaligen Piloten des berühmten Normandie-Niemen-Geschwader entworfen, dem Grafen Roland Paulze d’Ivoy de la Poype (verstorben 2012). Das Auto bestand aus einer ABS-Kunststoff-Karosserie, die auf einem Rahmen montiert war, das auf dem Fahrgestell eines Citroën-Dyane befestigt wurde. Sein Konzept ist im Einklang mit der Doktrin, die auch auf die anderen Fahrzeuge der Marke mit dem Doppelwinkel angewandt wurde. Diese Doktrin basiert auf der Wiederverwendung der kompletten Baugruppe: das Lenkrad des 2 CV, Scheinwerfer des HY-Kastenwagens usw. Er ist ein Zweisitzer, der jedoch vier Personen befördern kann. Der Citroën Méhari wurde in verschiedenen Farben verkauft, wobei der grüne „Montana“ das einzige Modell war, das während der gesamten Produktionszeit angeboten wurde. 1979 wurde ein Allradmodell entwickelt, das sich durch sein Reserverad auf der Fronthaube, sowie einige technische Änderungen unterschied. Man lief ihm recht häufig über den Weg, denn er war das perfekte Freizeitauto für Spazierfahrten an der frischen Luft.

Español

O Citroën Méhari foi produzido entre 1968 e 1987. No entanto, todas as peças, carroçaria e chassis incluídos, ainda hoje se encontram disponíveis. Este automóvel ligeiro foi criado por um antigo aviador do famoso Normandie Niemen, o Comandante Roland Paulze de Ivoy de la Poype (faleceu em 2012). Ele é constituído por uma estrutura de plástico ABS instalada numa tubuladura fixada ao chassis-plataforma da Dyane. A sua concepção é fiel à doutrina aplicada a outros veículos da marca dos galões, baseada na reutilização de conjuntos completos: Volante do 2 cv, faróis do furgão HY, etc. É um automóvel de dois lugares que, no entanto, pode levar quatro passageiros. Ele foi comercializado em diferentes cores, sendo o verde «Montana» a única a ter abrangido todos os anos de produção. Em 1979, foi desenvolvido um modelo 4x4, que se distinguia pela sua roda sobresselente sobre o capô e algumas mudanças mecânicas. Não é raro cruzarmo-nos com ele de vez em quando, pois é um automóvel perfeito para lazer e passeios ao ar livre.

Citroën Méhari	
Longueur	3,50 m
Largeur	1,53 m
Hauteur	1,54 m
Empattement	2,37m
Voie av/arr	1,26 m
Vitesse max	120 km/h
Moteur	bicylindre à plat de 602 cm³ refroidi par air
Masse à vide	525 kg
PTC	715 kg
Boîte de vitesse	4 rapports

Citroën Méhari	
Length	3.50 m
Width	1.53 m
Height	1.54 m
Wheelbase	2.37 m
Front/back axle track	1.26 m
Max. speed	120 km/h
Engine	602 cm³ air-cooled flat two-cylinder
Empty weight	525 kg
Gross vehicle weight rating	715 kg
Gearbox	4-speed gearbox

Citroën Méhari	
Länge	3,50 m
Breite	1,53 m
Höhe	1,54 m
Radstand	2,37 m
Spurweite vorne/hinten	1,26 m
Höchstgeschwindigkeit	120 km/h
Motor	luftgekühlter 602 cm³ Zweizylinderboxermotor
Leergewicht	525 kg
Gesamtgewicht	715 kg
Getriebe	4-Gang-Getriebe

Citroën Méhari	
Comprimento	3,50 m
Largura	1,53 m
Altura	1,54m
Distância entre eixos	2,37m
Eixo dianteiro/traseiro	1,26 m
Velocidade máxima	120 km/h
Motore	Cuscino d’aria 602 cm³ Motore boxer a due cilindri
Peso sem carga	525 kg
Peso total com carga	715 kg
Transmisión	Transmisión de 4 velocidades

Nederlands

De Citroën Méhari werd tussen 1968 en 1987 in productie genomen. Alle onderdelen, waaronder de carrosserie en het chassis, zijn echter vandaag de dag nog steeds beschikbaar. Dit lichte voertuig werd ontworpen door een ex-piloot van het vermaarde Normandier regiment, de graaf Roland Paulze d'Ivoy de la Poye (overleden in 2012). Het voertuig is opgebouwd uit een kunststof ABS-romp die is geïnstalleerd op een buizenstelsel dat op zijn beurt aan een chassisplatform is vastgemaakt. Het ontwerp is trouw aan de bestaande principes die tevens op de andere voertuigen van het merk met het zigzagmotief werden toegepast en is gebaseerd op het hergebruiken van volledige groepen: stuur van de 2PK, lichten van de HY bestelwagens, etc. Het voertuig werd in verschillende kleuren op de markt gebracht. De groene «Montana» is echter het enige model dat gedurende de volledige fabricageperiode werd gemaakt. Een 4x4 model werd in 1979 ontwikkeld en is te onderscheiden door zijn reservewiel op de motorkap aan de voorkant en enkele mechanische aanpassingen. Het is niet verwonderlijk als u deze auto hier en daar kruist, het is namelijk een perfecte wagen om leuke ritjes in de open lucht te maken.

Italiano

La Citroën Méhari fu prodotta tra il 1968 e il 1987; tuttavia, tutti i pezzi, carrozzeria e telaio compresi, sono sempre disponibili ancora oggi. Questa automobile leggera fu concepita da un ex aviatore del celebre Normandier-Niemen, il conte Roland Paulze d'Ivoy de la Poye (deceduto nel 2012). Era costituita da una scocca in plastica ABS installata su un tubo agganciato al telaio a pianale della Dyane. La sua ideazione è fedele alla dottrina applicata ad altri veicoli della casa automobilistica, basata sul riutilizzo di serie complete: volante della 2 cv, fari del furgone HY, ecc. È una vettura a due posti che può tuttavia trasportare quattro passeggeri. Fu commercializzata in diversi colori, ma solo il verde «Montana» ha coperto tutte le annate di produzione. Nel 1979 fu sviluppato un modello 4x4, contraddistinto dalla ruota di scorta sul cofano e qualche modifica meccanica. Non è raro incrociarla qua e là, perché è l'automobile perfetta per il tempo libero e le gite all'aria aperta.

Citroën Méhari	
Lengte	3,50 m
Breedte	1,53 m
Hoogte	1,54m
Wielbasis	2,37m
Spoorbreedte	
vooraan/achteraan	1,26 m
Max. snelheid	120 km/u
Motor	luchtgekoelde tweecilinder boxermotor van 602 cm ³
Tara gewicht	525 kg
PTT	715 kg
Transmissie	Transmissie met 4 versnellingen

Citroën Méhari	
Lunghezza	3,50 m
Larghezza	1,53 m
Altezza	1,54 m
Interasse	2,37 m
Carreggiata ant/post	1,26 m
Velocità max.	120 km/h
Motore	bicilindrico a cilindri contrapposti 602 cm ³ raffreddato ad aria
Massa a vuoto	525 kg
PTT	715 kg
Cambio	Cambio 4 rapporti

1/24

CITROËN MEHARI

80760

PEINTURES ESSENTIELLE/ESSENTIAL PAINTS



11

Argent métallique
Silver Metallic
Silber metallisch



14

Bleu de France brillant
French Blue Gloss
Französischblau glänzend



18

Orange brillant
Orange Gloss
Orange glänzend



21

Noir brillant
Black Gloss
Schwarz glänzend



22

Blanc brillant
White Gloss
Weiß glänzend



33

Noir mat
Black Matt
Schwarz matt



40

Gris pale brillant
Pale grey gloss
Blassgrau glänzend



41

Ivoire brillant
Ivory Gloss
Elfenbein glänzend



61

Chair mat
Flesh Matt
Hautfarbe matt



69

Jaune brillant
Yellow Gloss
Gelb glänzend



71

Chêne satiné
Oak Satin
Eichengrün seidenmatt



80

Vert pré mat
Grass Green Matt
Grasgrün matt



321

Rouge transparent
Red Transparent
Rot transparent



322

Orange transparent
Orange Transparent
Orange transparent



M1

Jaune ivoire brillant
Light ivory
Hell-Elfenbein



22
41

2

Numéro de phase
Step number
Schrittnummer
Número de fase

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Colour reference no
Farbangabe
Referencia de color

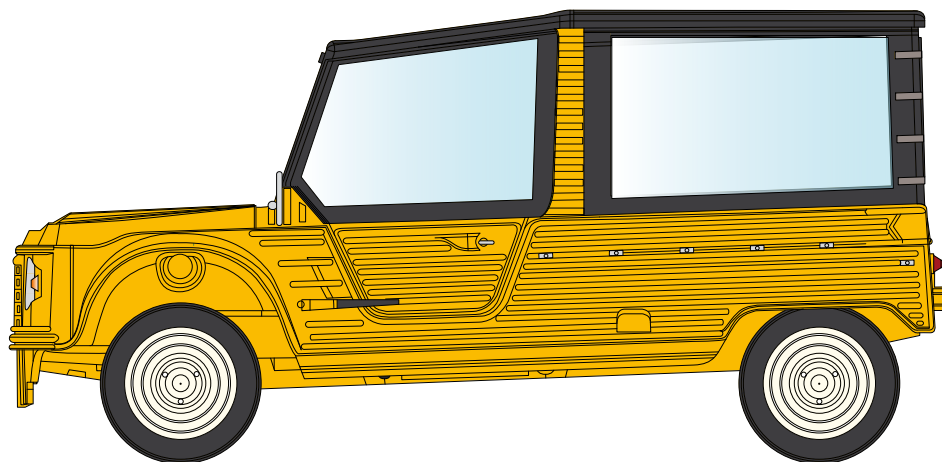
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Número de pieza

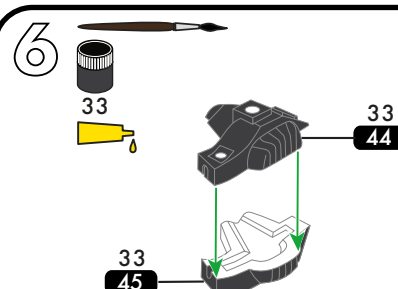
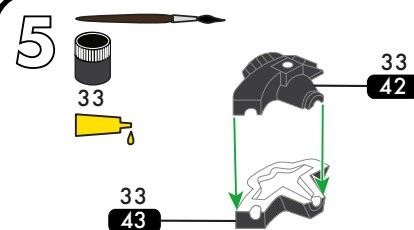
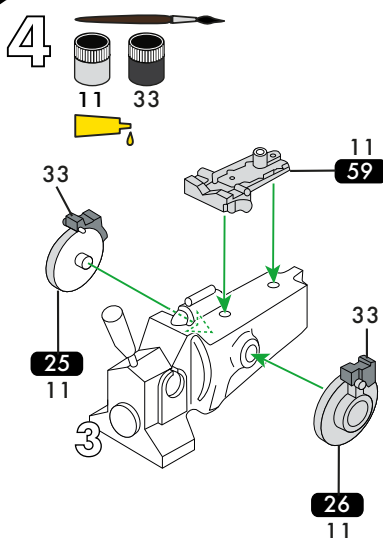
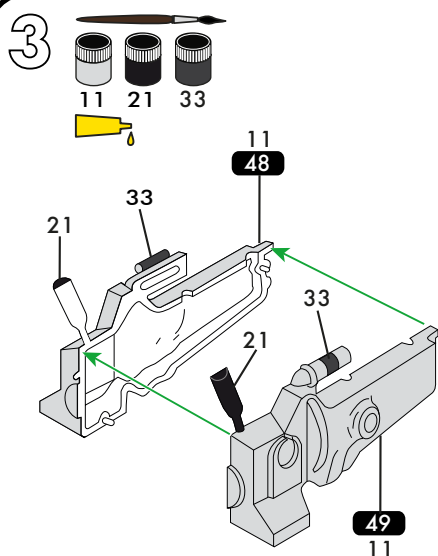
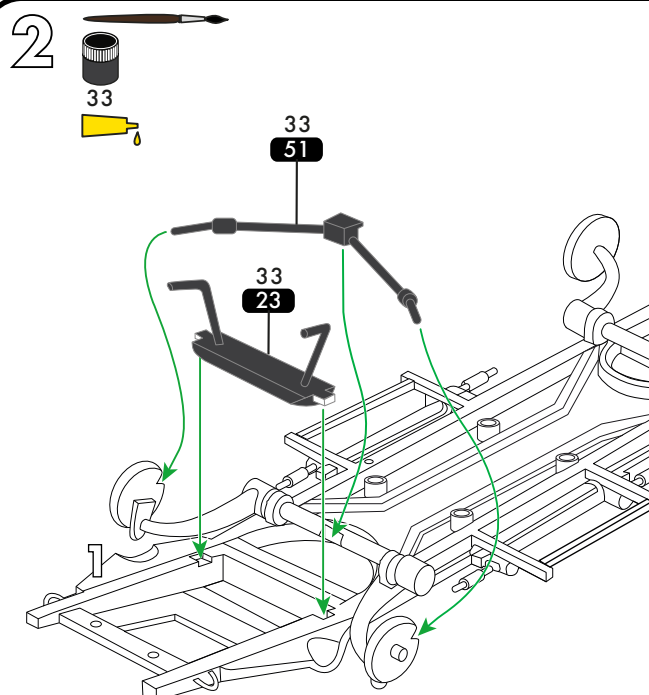
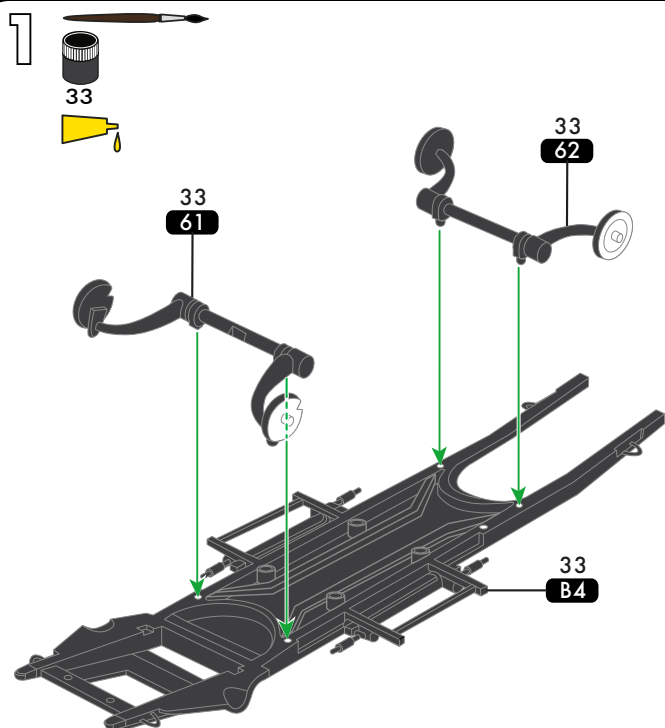
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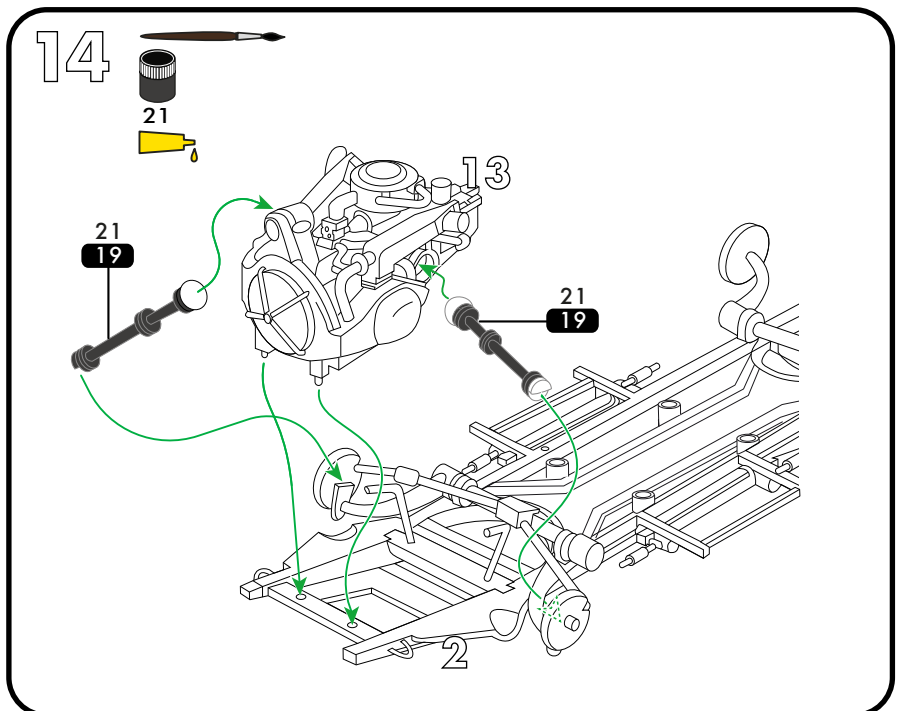
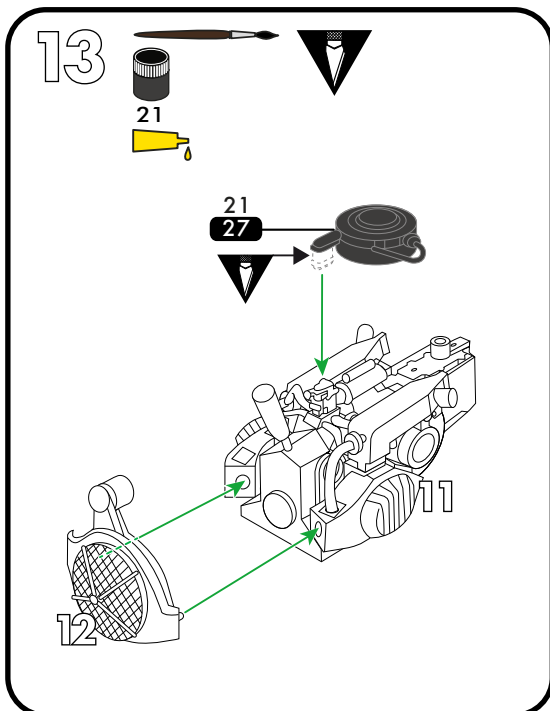
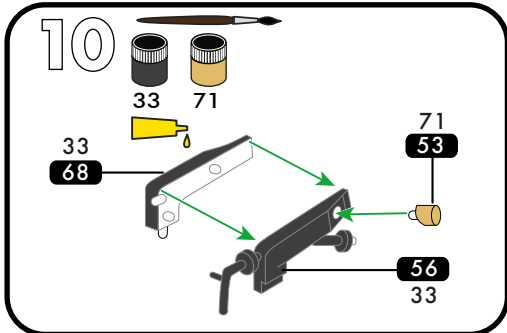
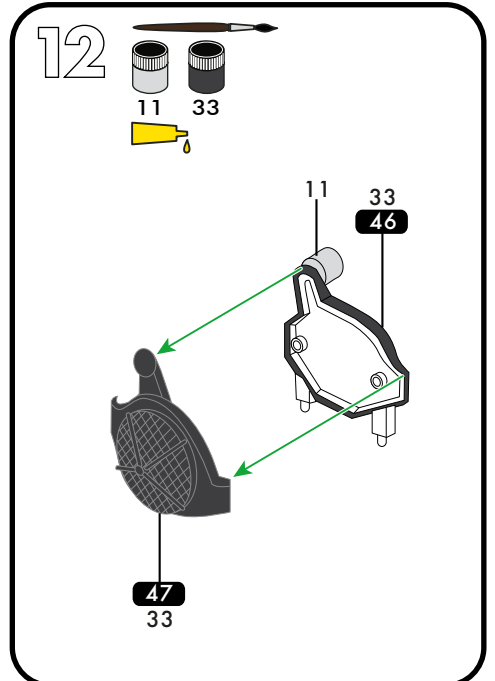
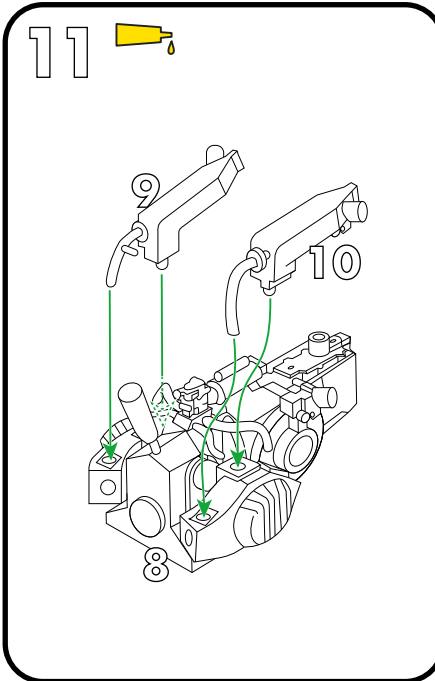
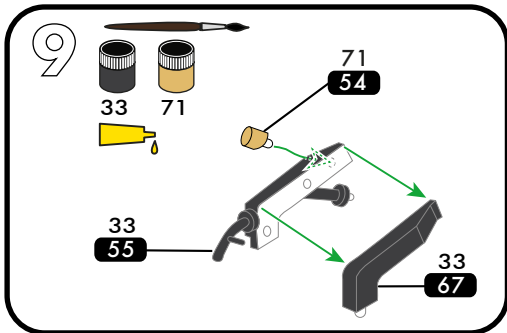
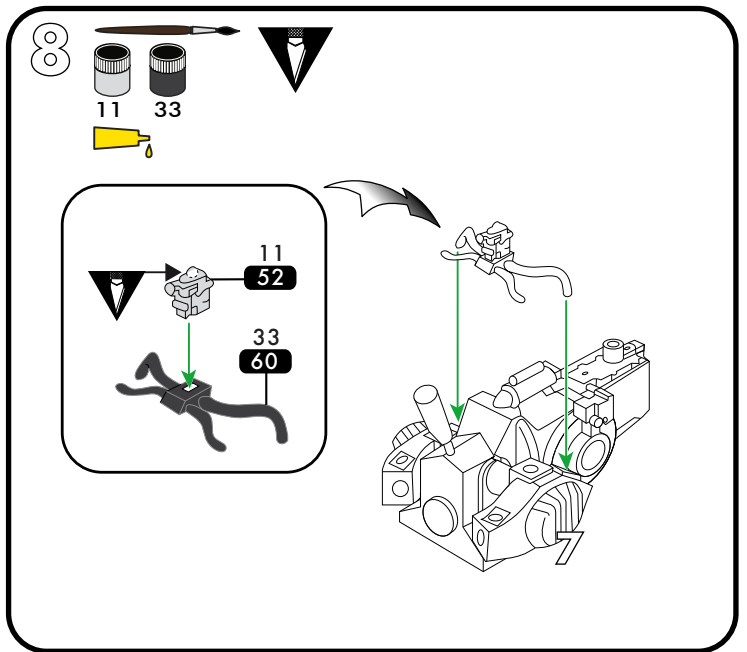
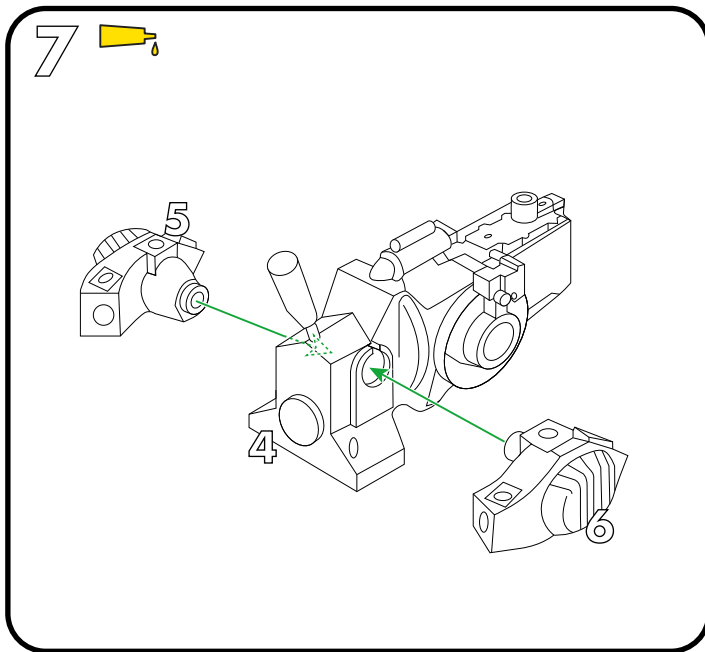
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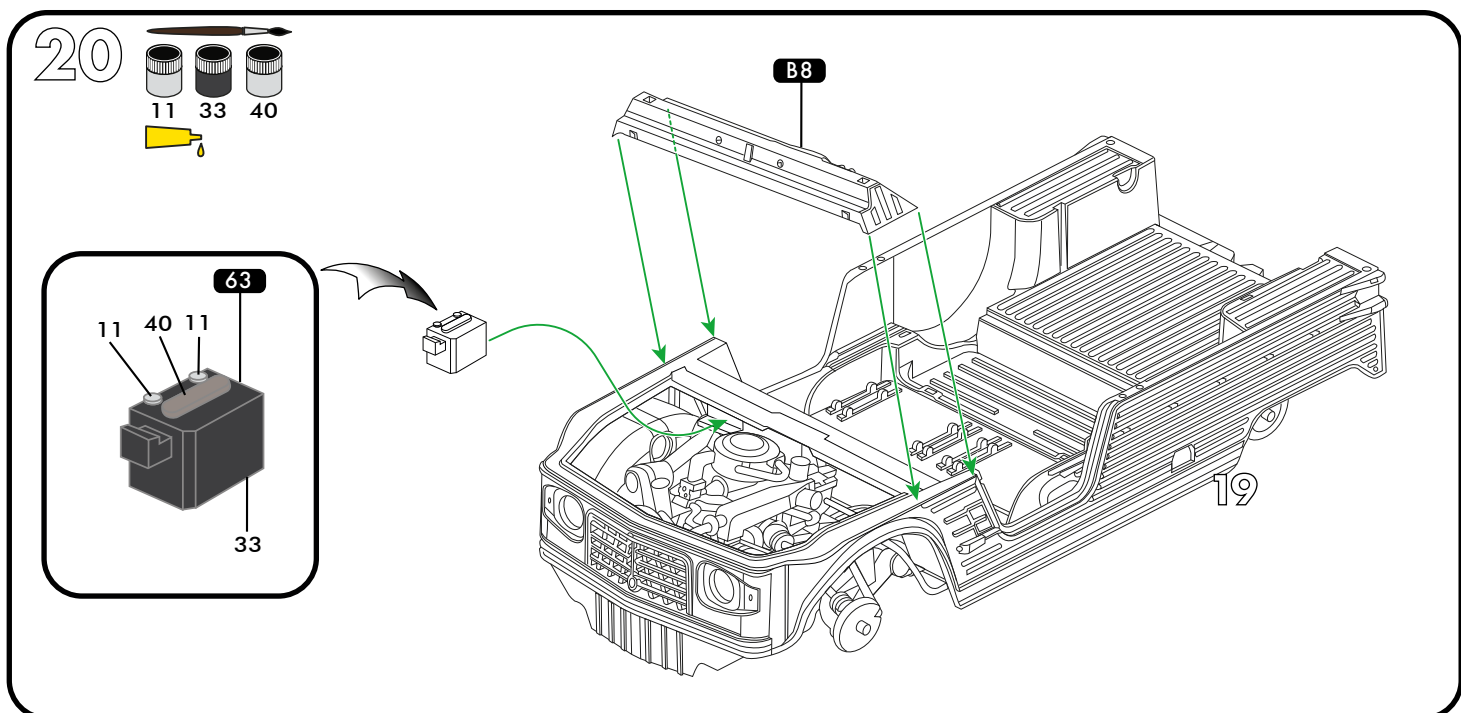
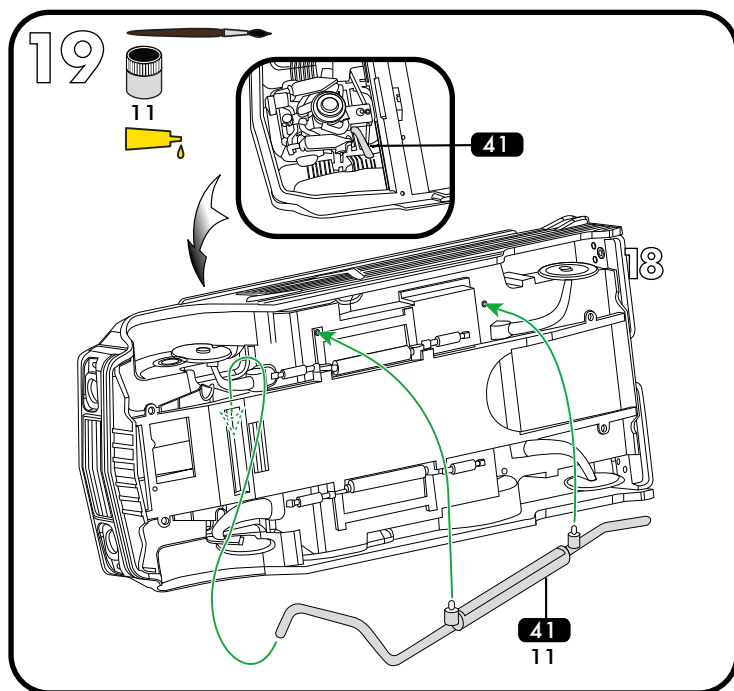
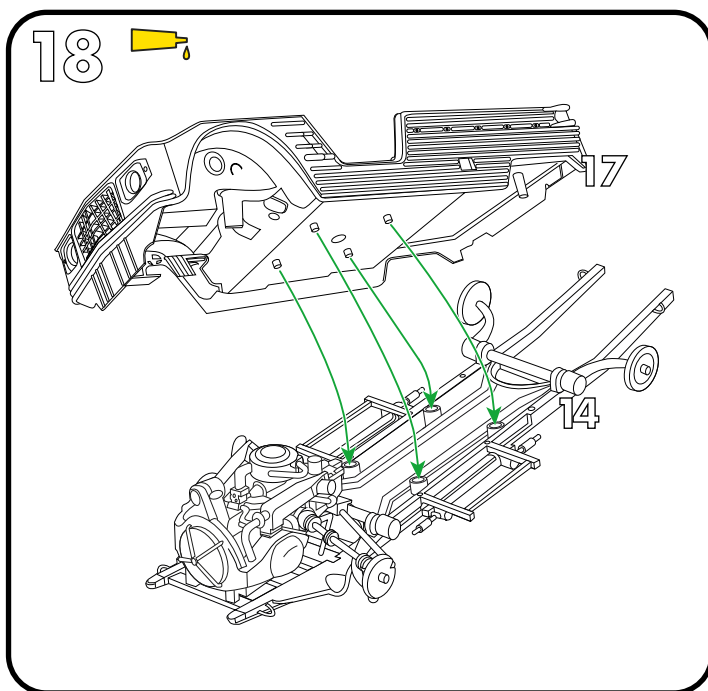
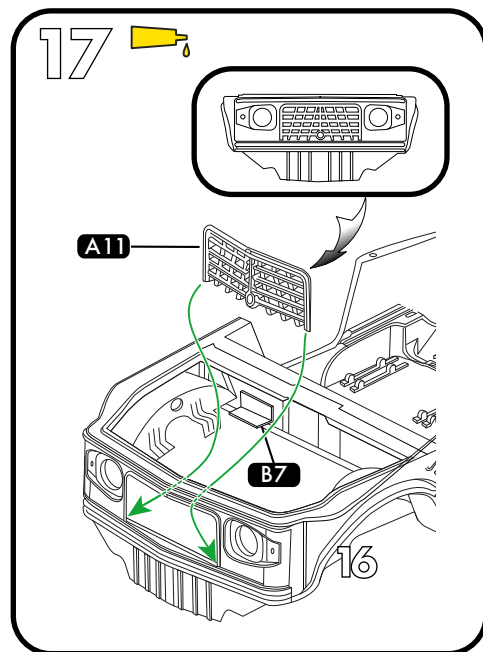
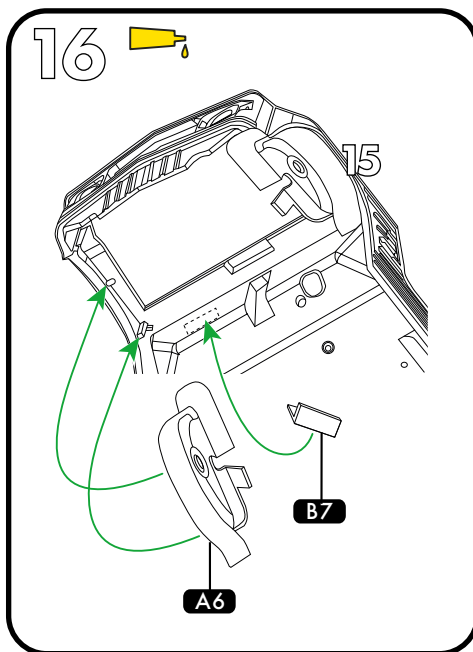
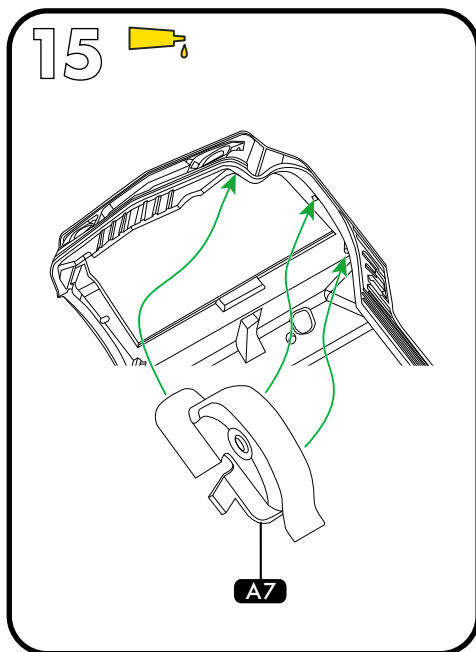
- Si aucune teinte n'est spécifiée, peindre dans les couleurs de la version choisie. Se reporter aux pages 11- 14 pour le détail du schéma de peinture.
- When no color is specified, paint the item with colors of chosen version. Refer to pages 11 - 14 for painting pattern.
- Wenn keine Farbe angegeben ist, Teile mit den Farben der gewählten Version bemalen. Beachten Sie die Seiten 11 - 14 für die Lackierung und Markierung.
- Cuando ningún color es especificado, pintarle con los colores del tema de la versión elegida. Vea las páginas 11 - 14 para obtener detalles de pintura.

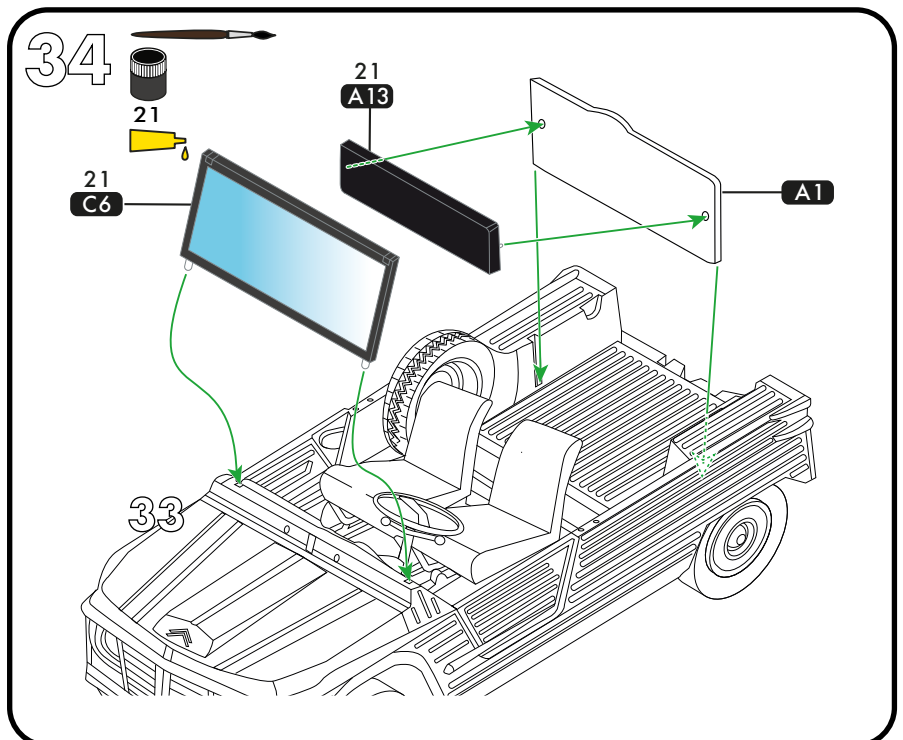
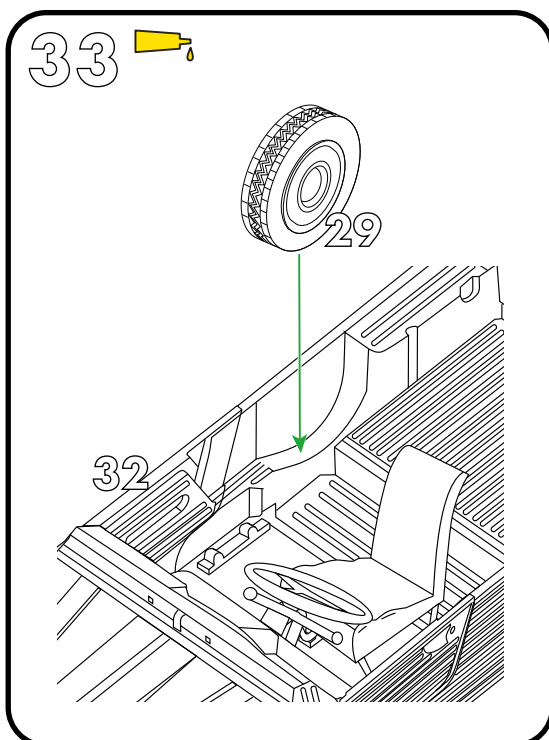
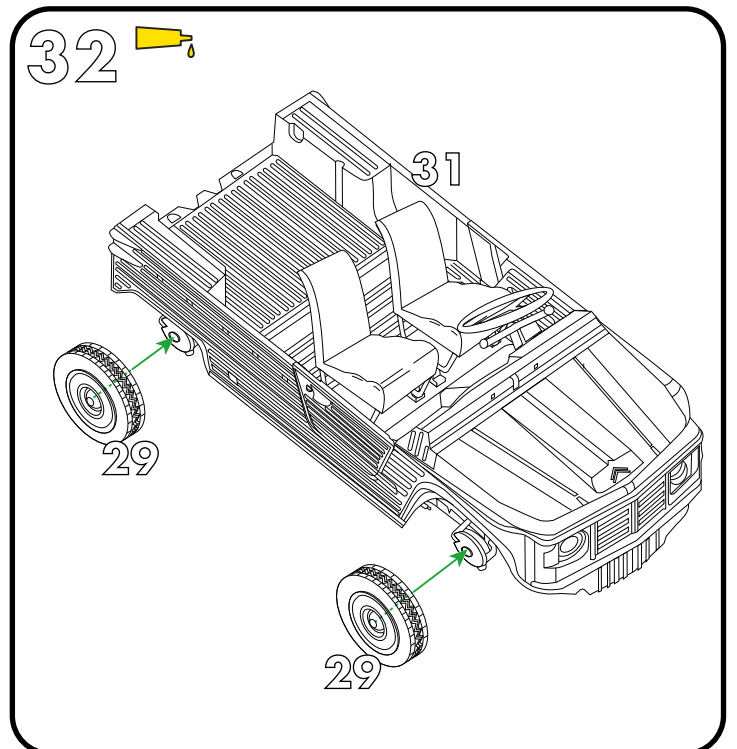
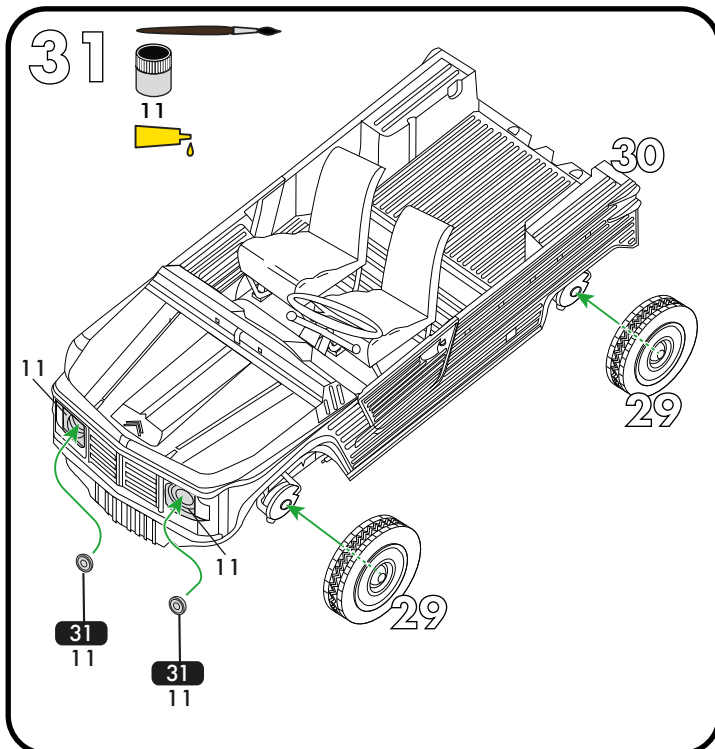
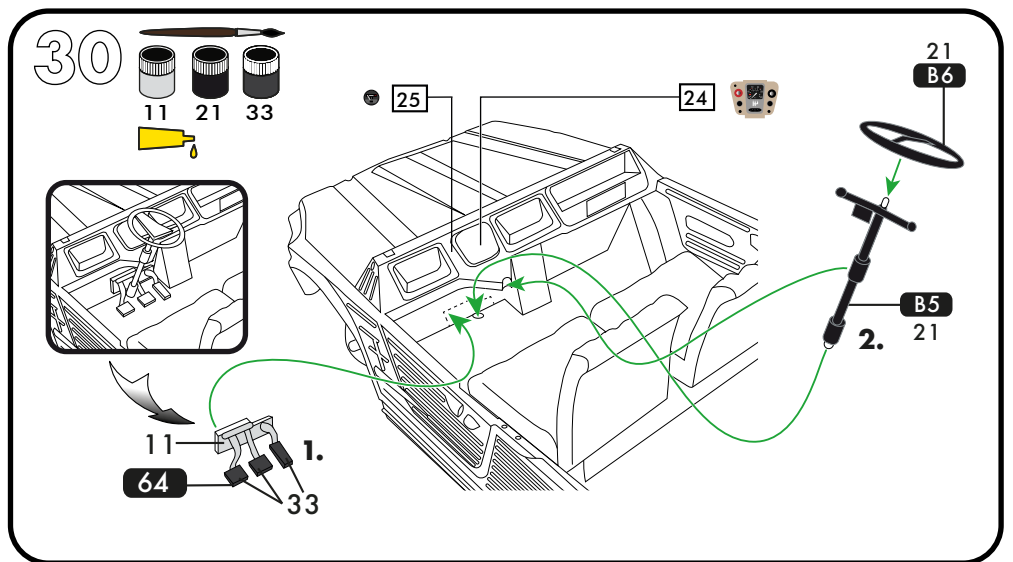
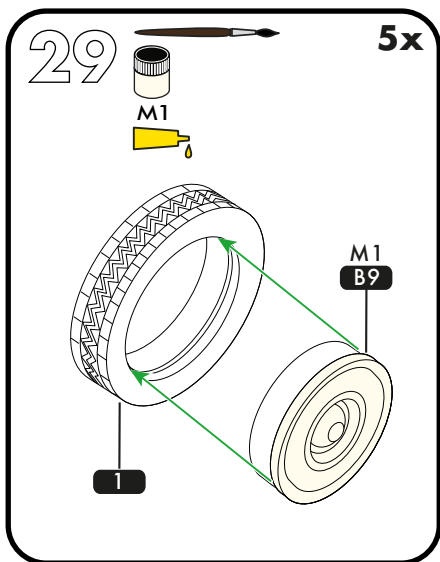


• CITROËN MEHARI, 1969

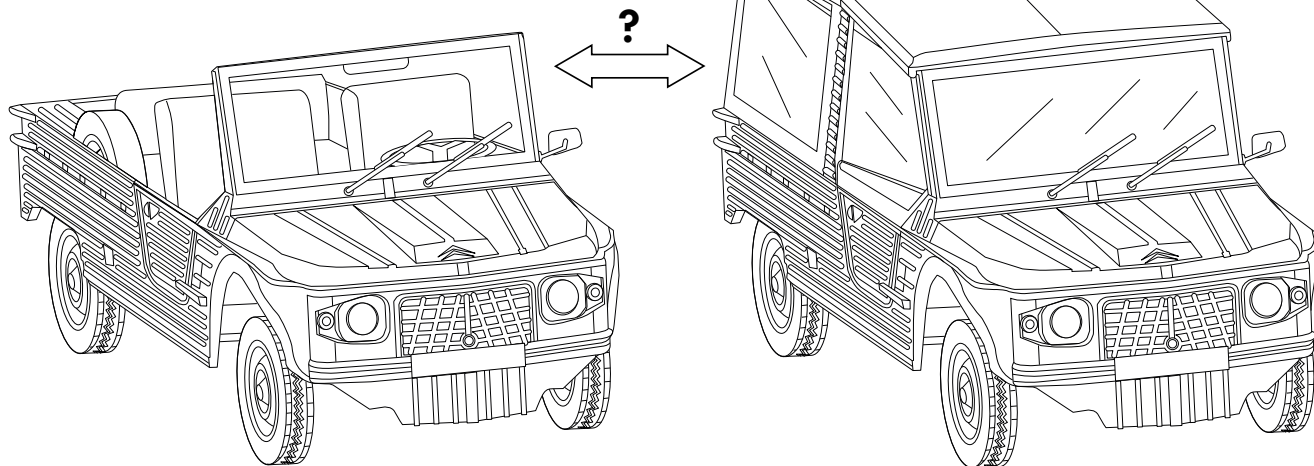




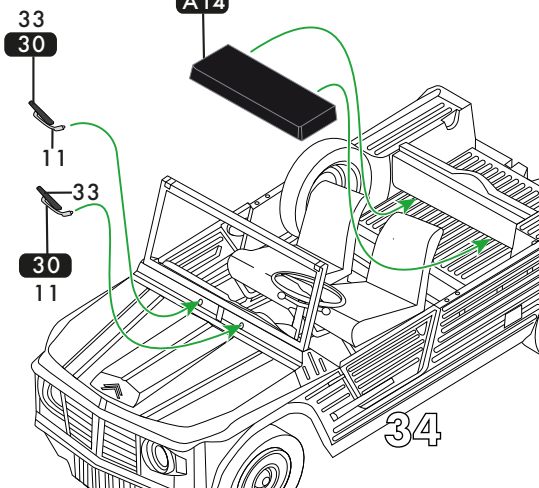
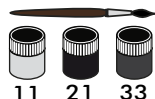




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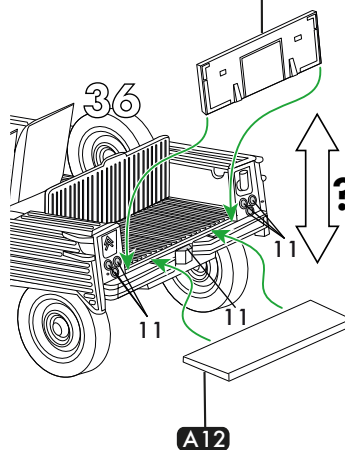
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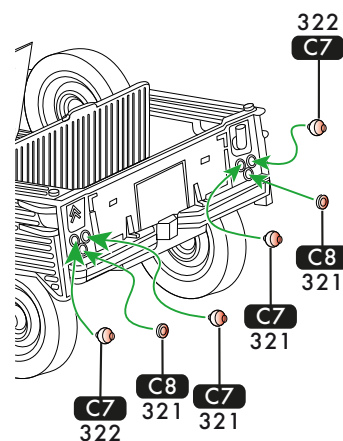
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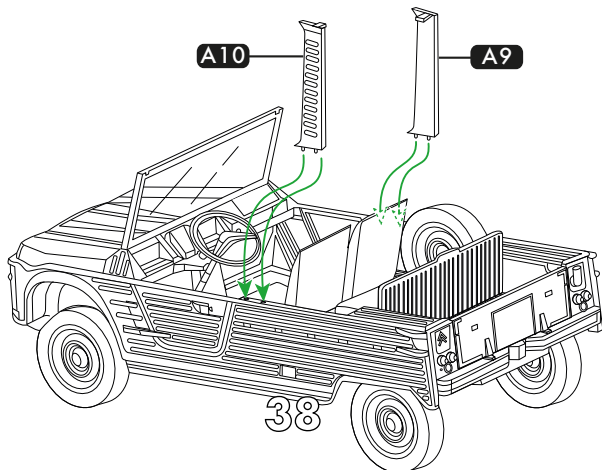
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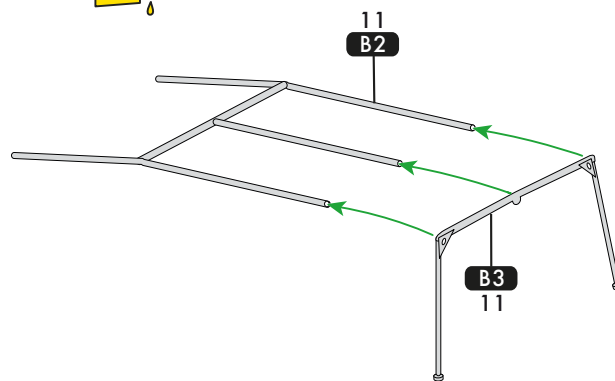
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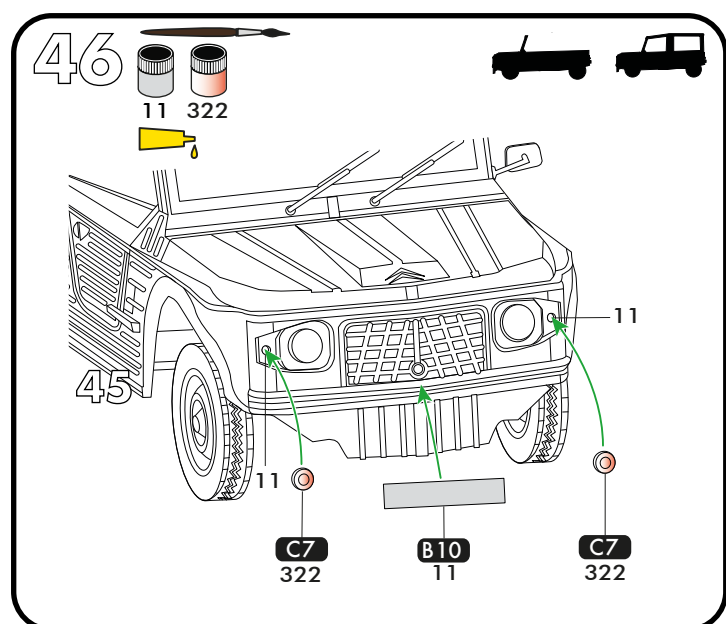
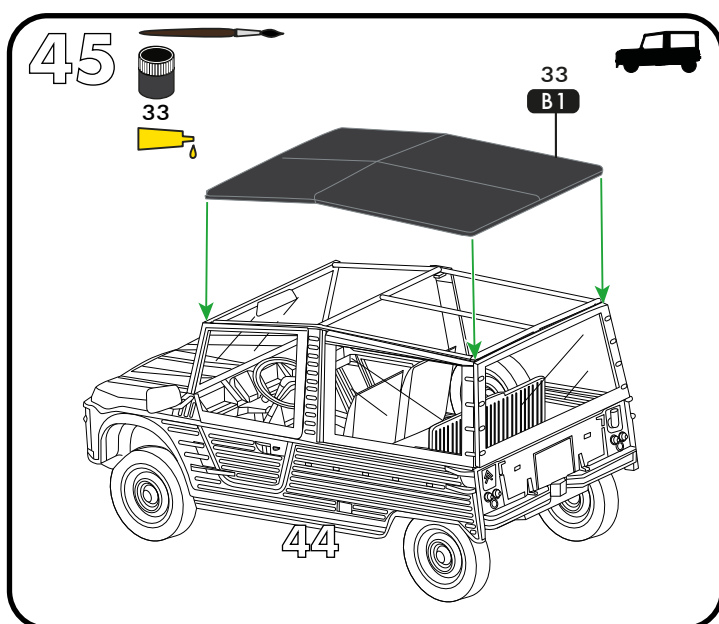
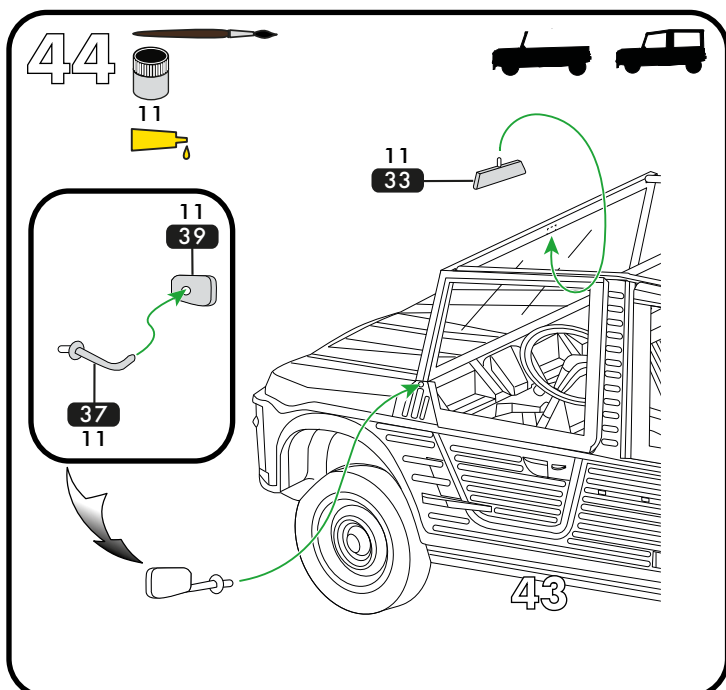
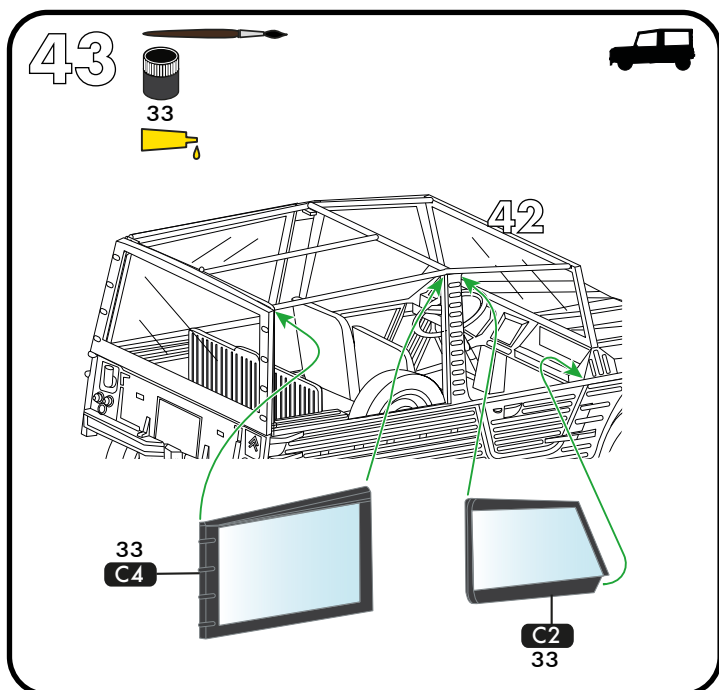
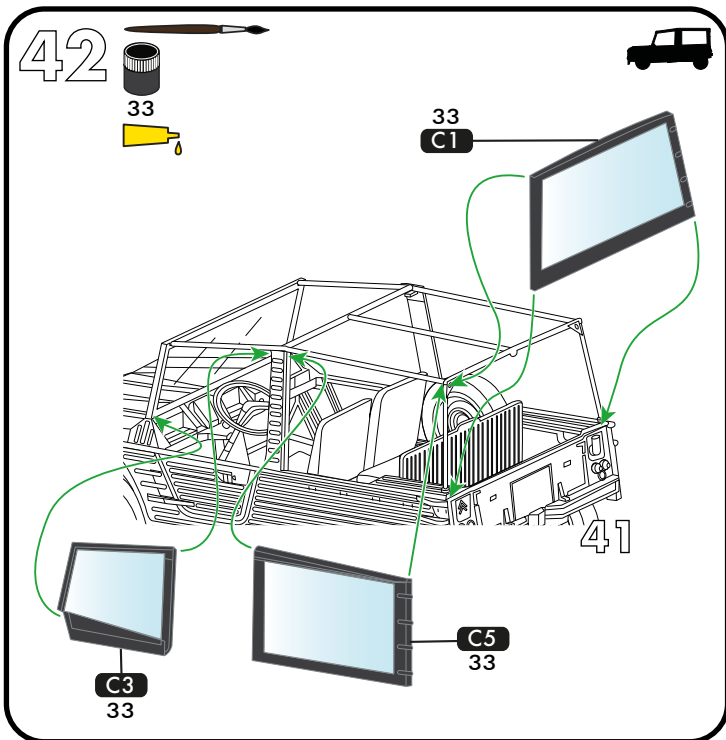
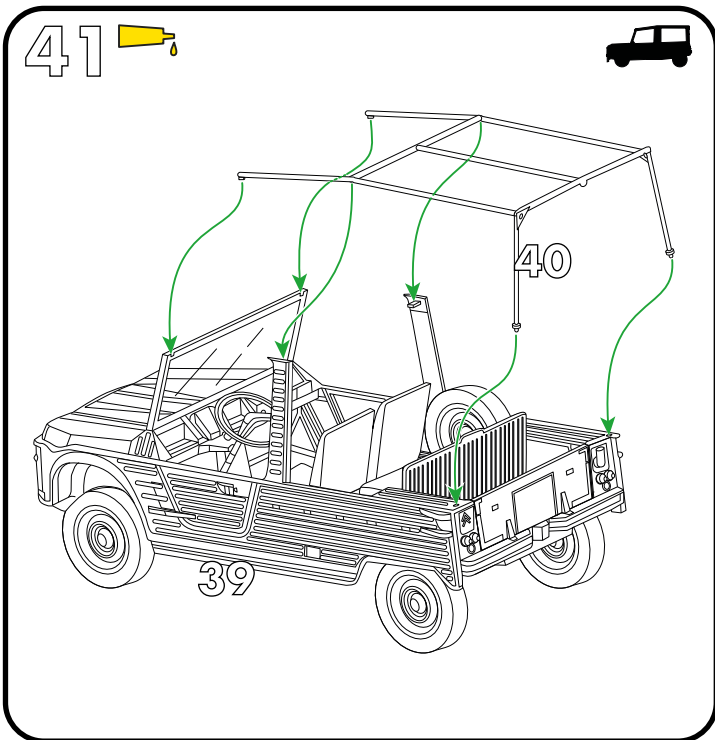


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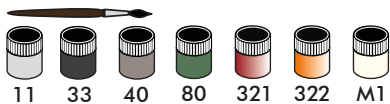


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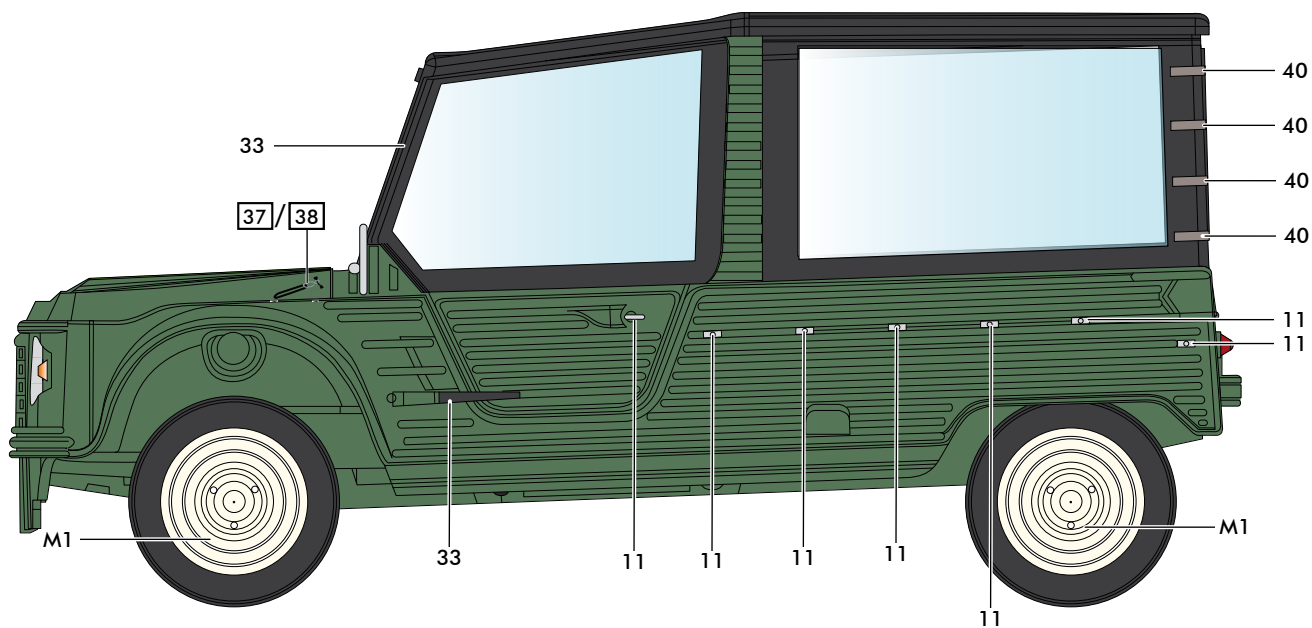
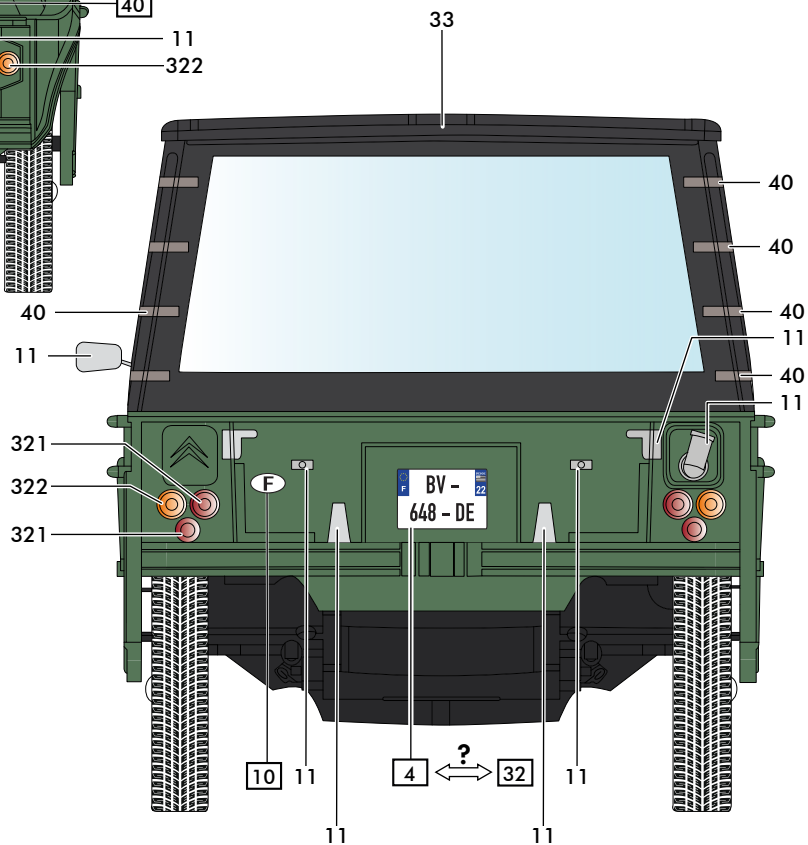
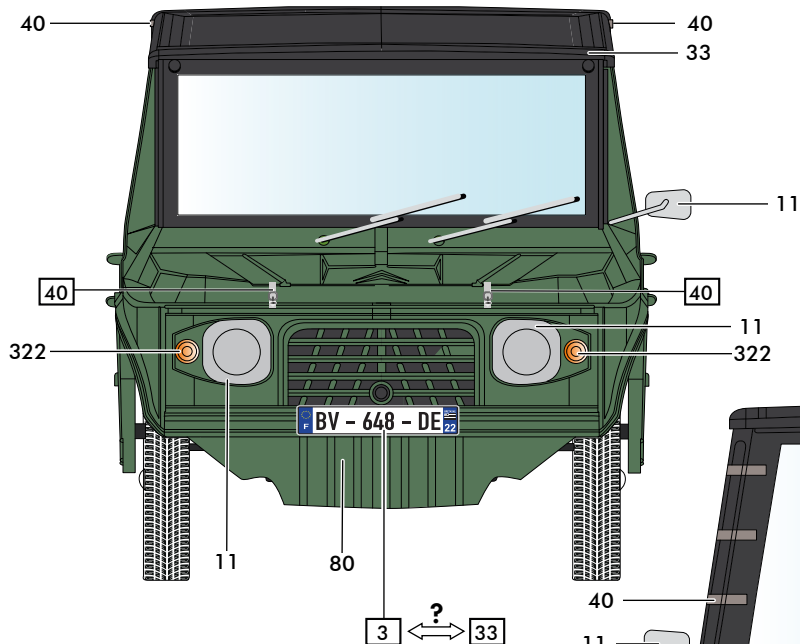


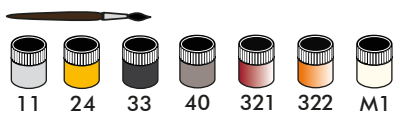


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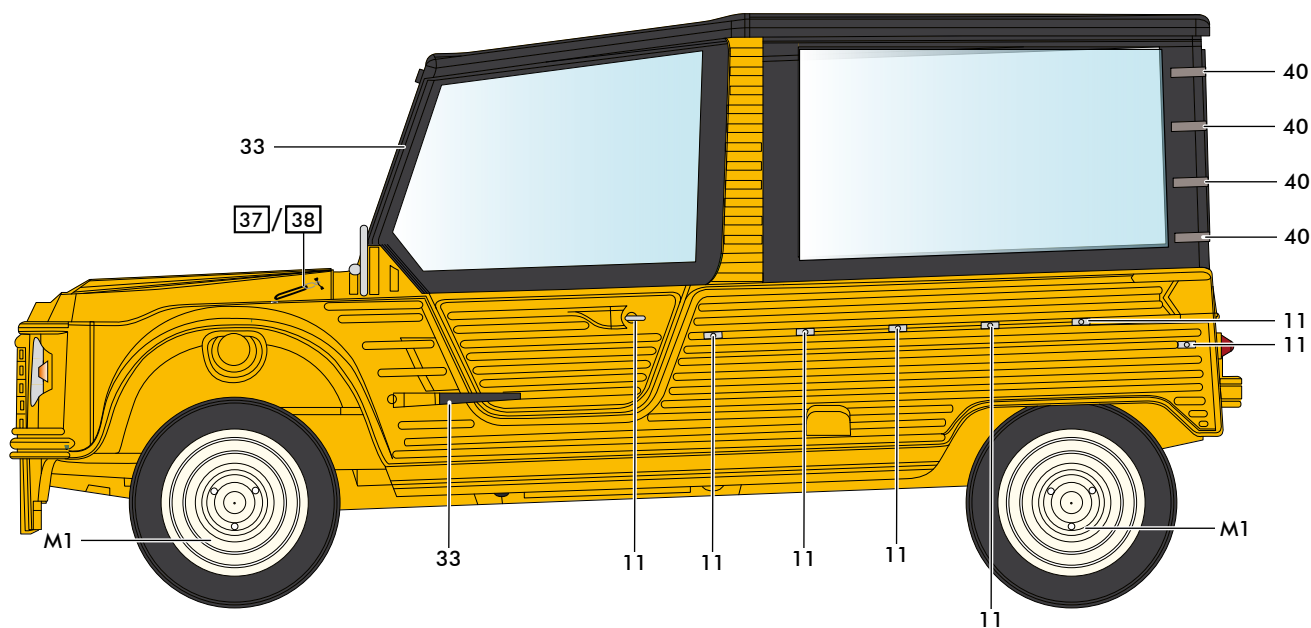
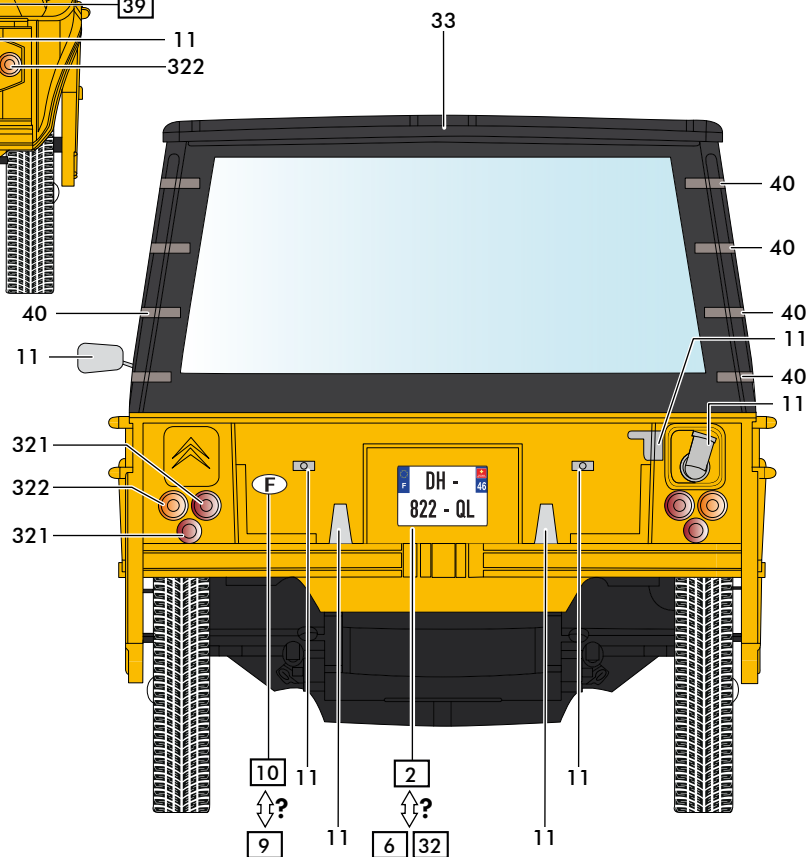
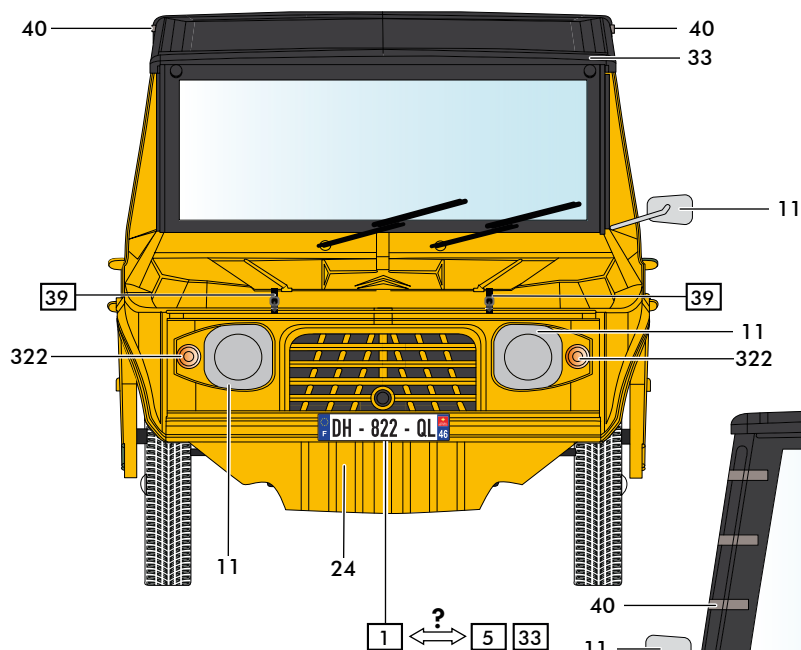


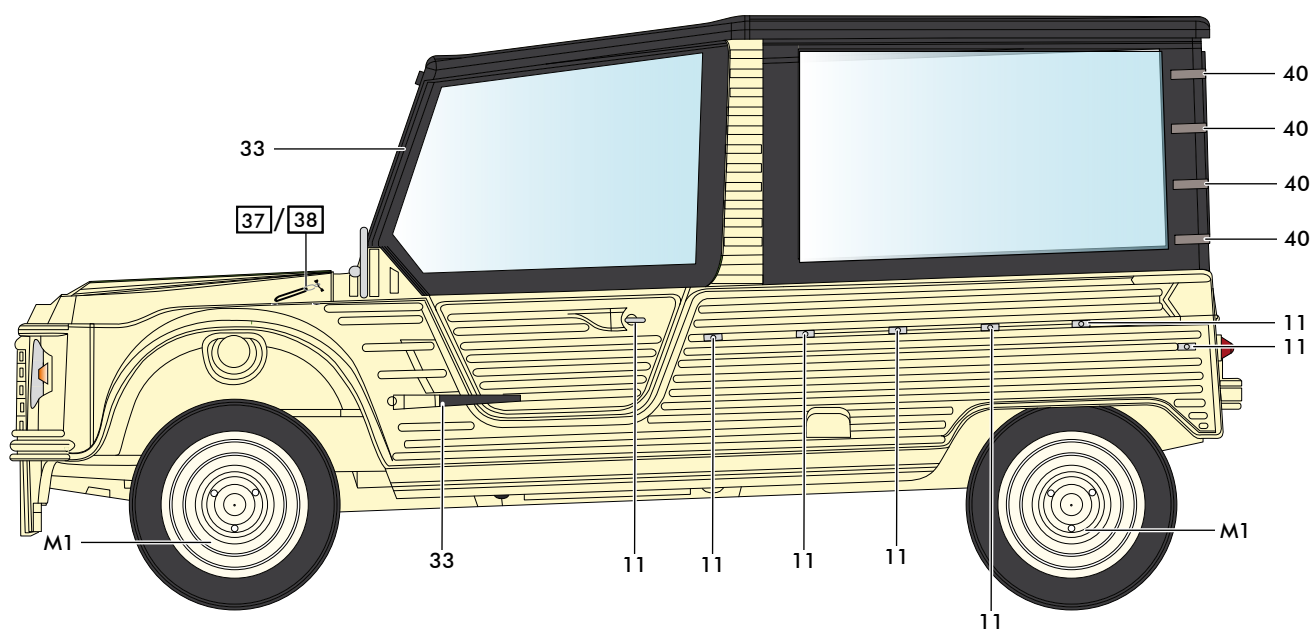
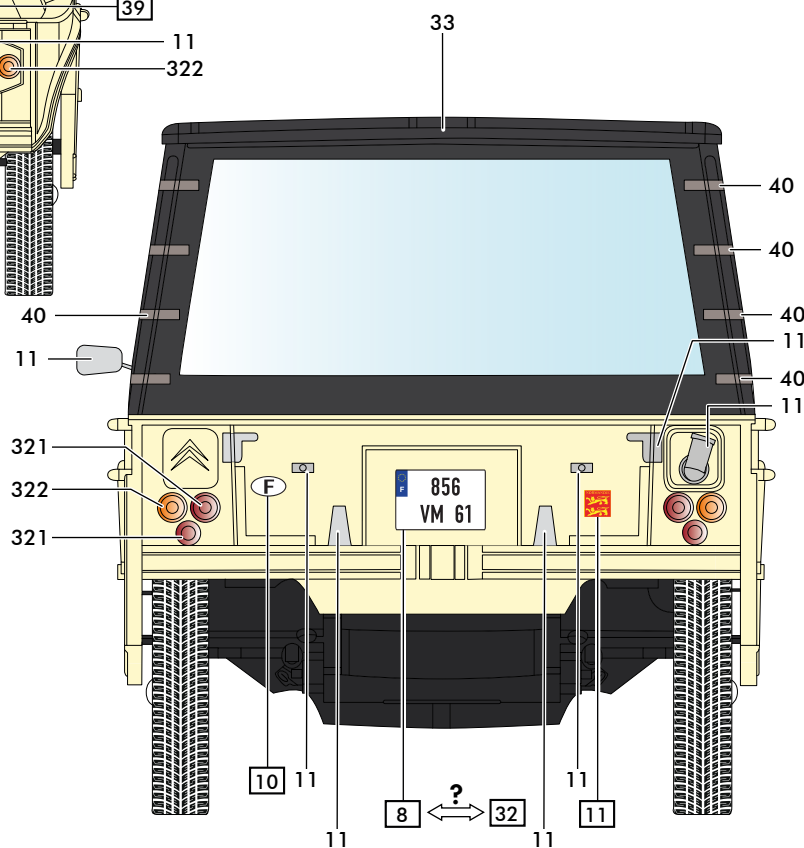
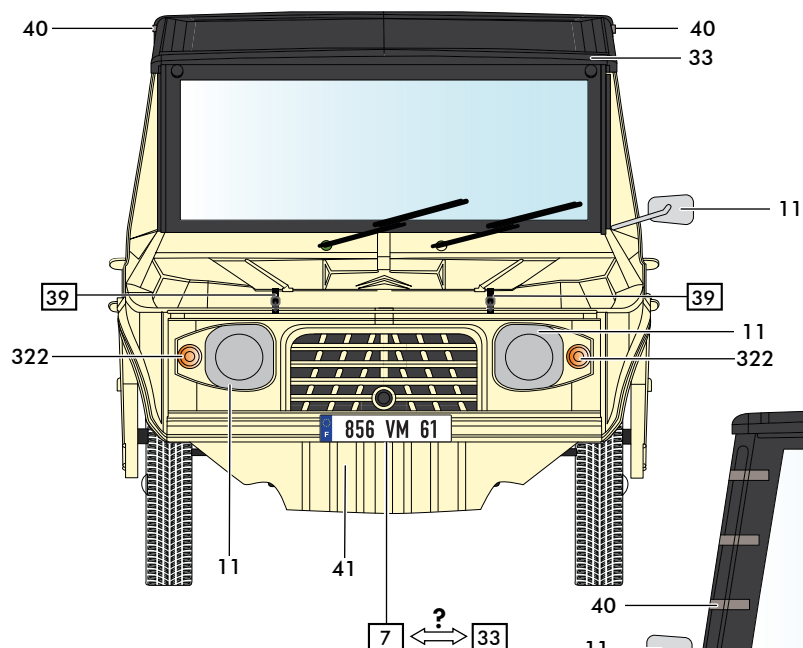
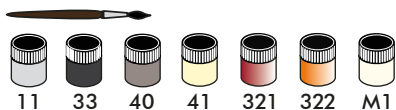
CITROËN MEHARI vert «Montana» 1968 - 1987

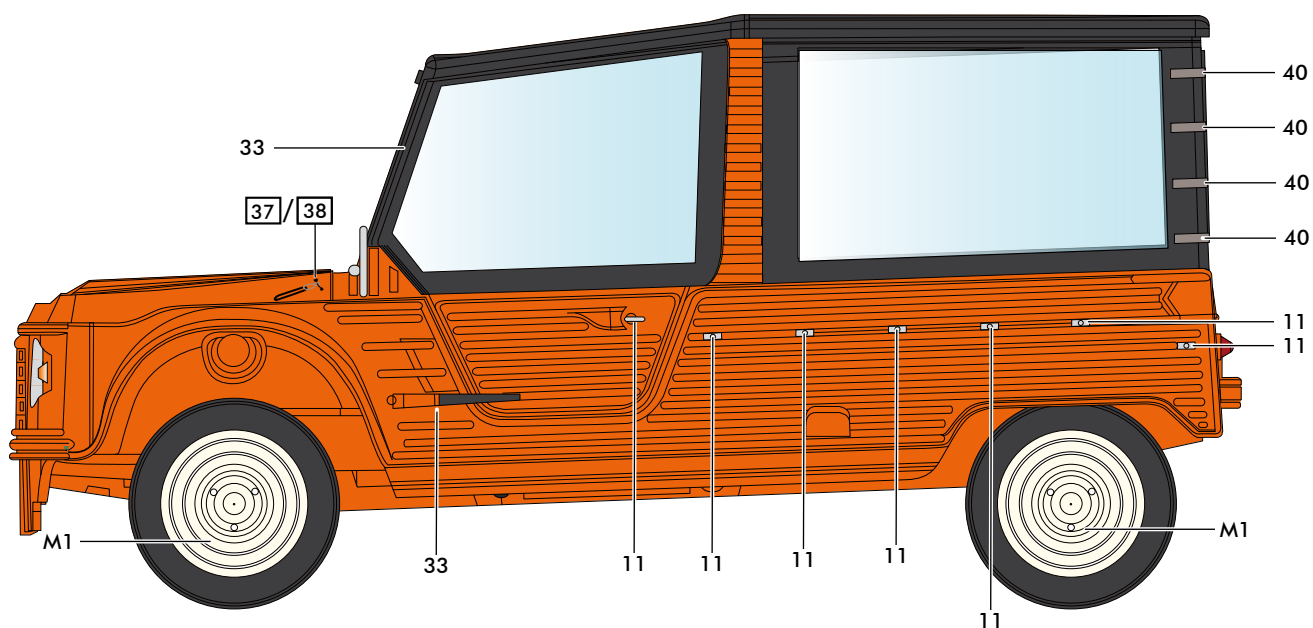
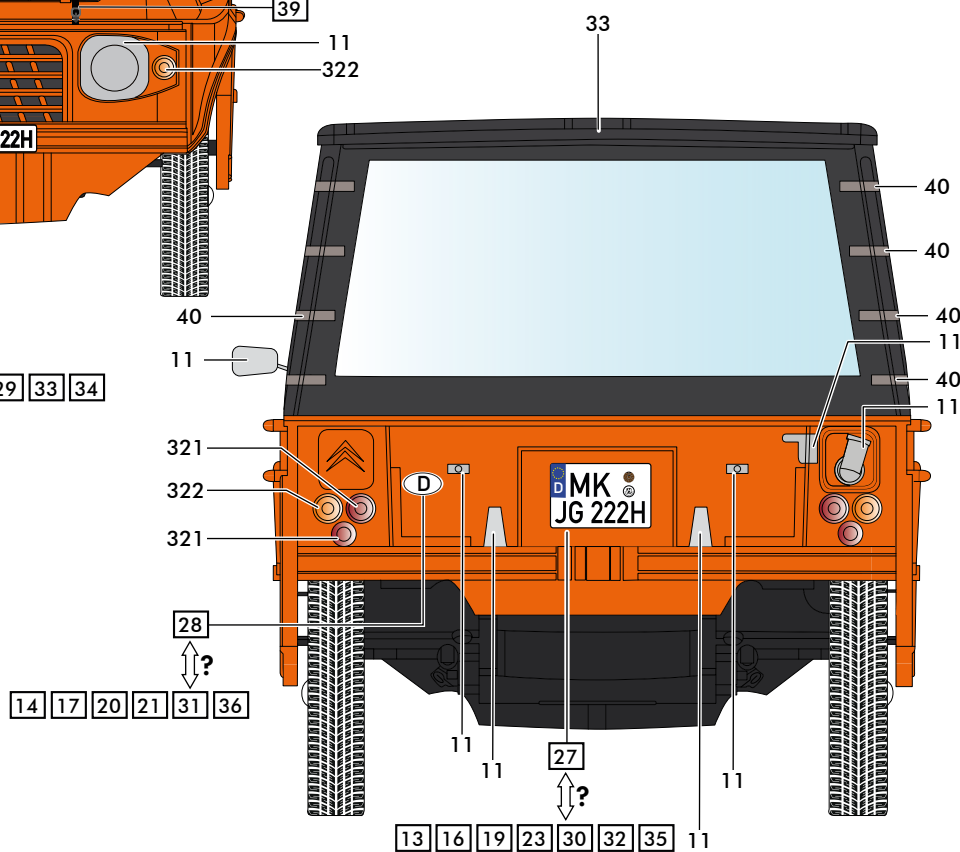
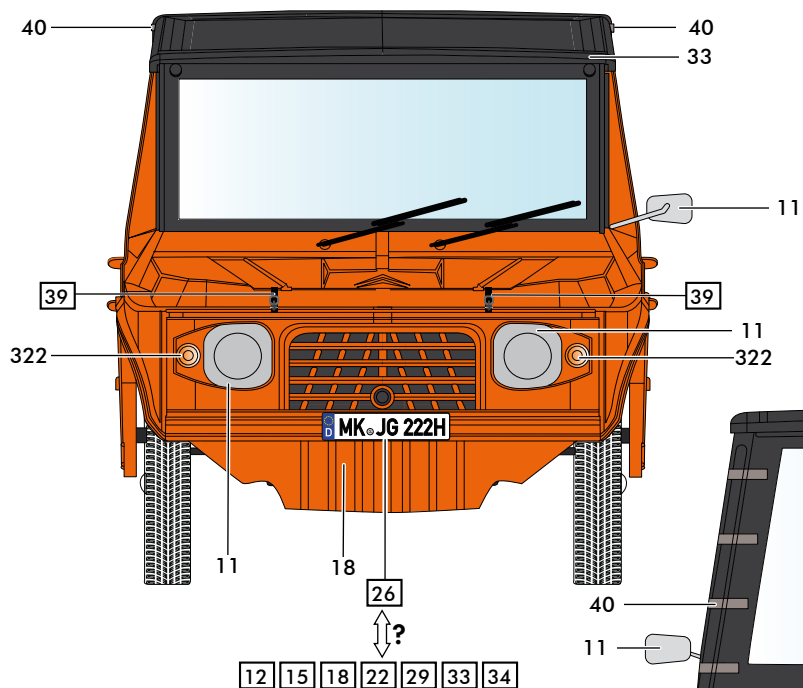
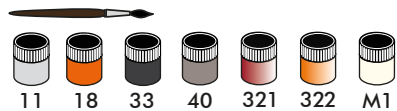


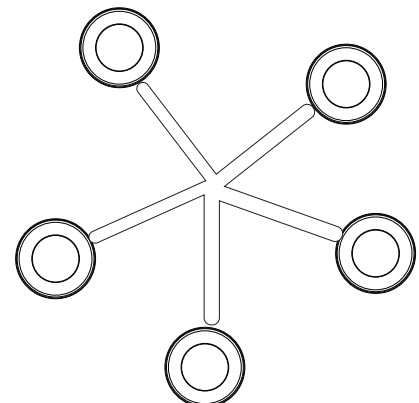
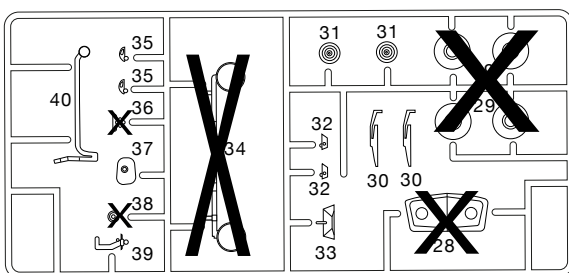
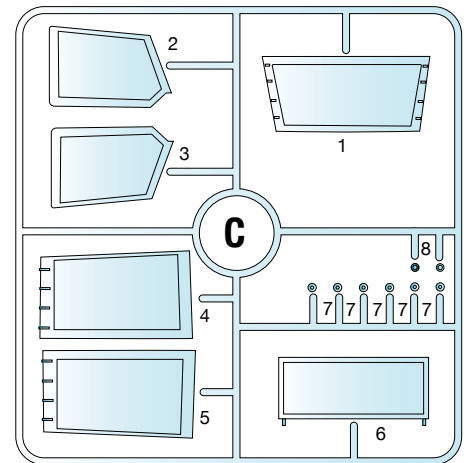
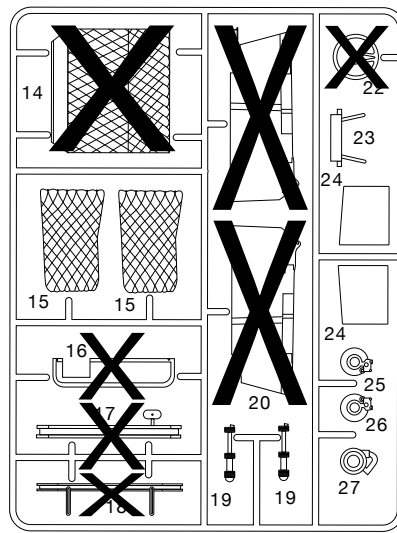
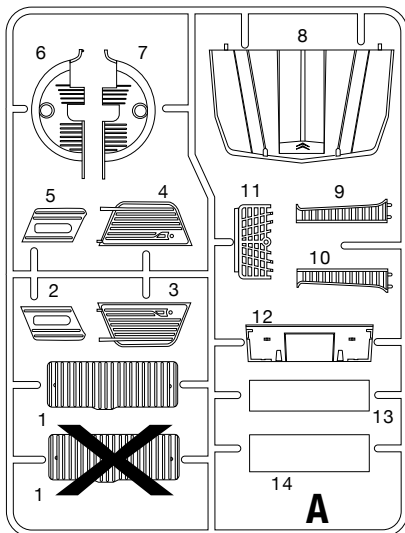
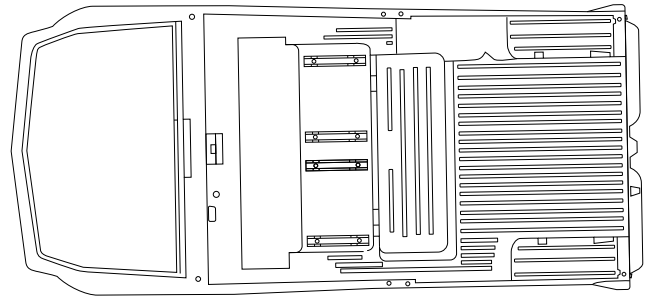
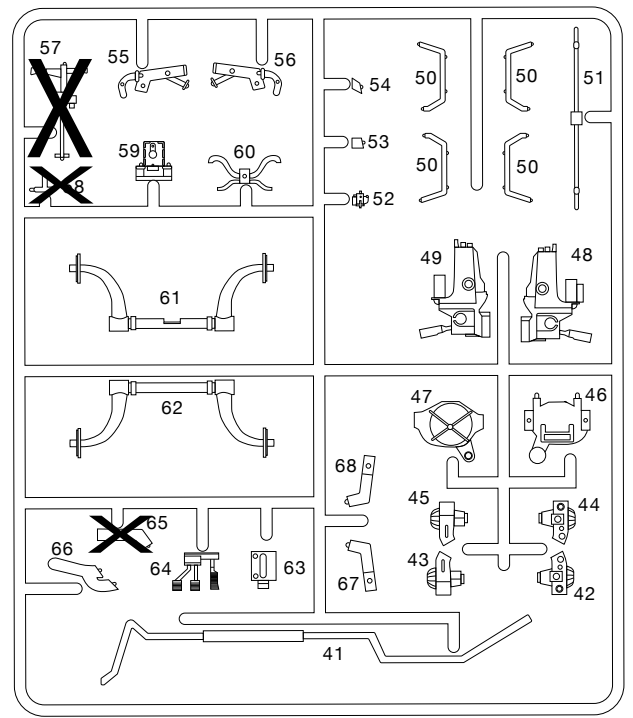
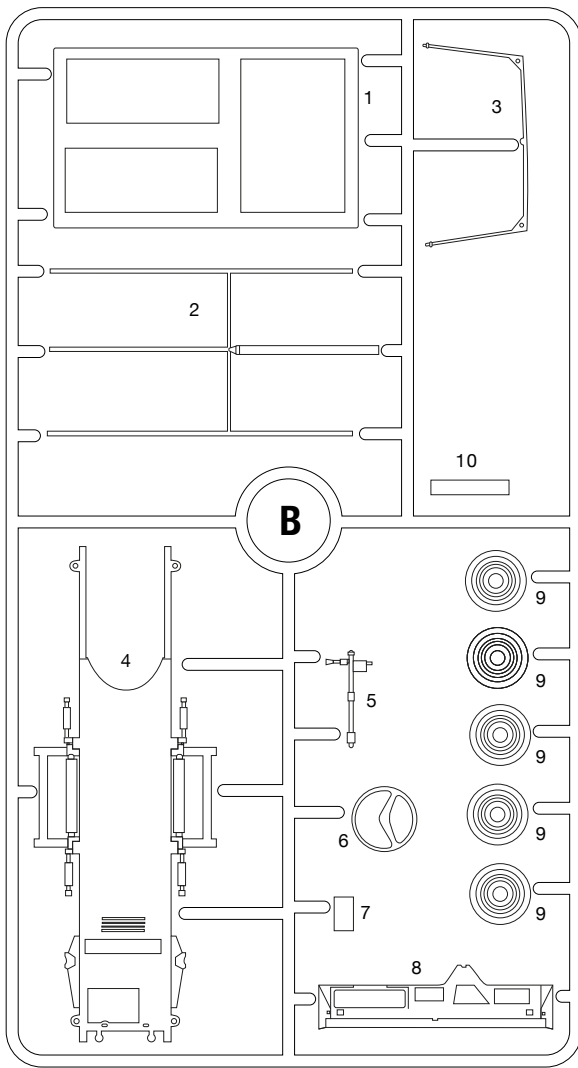


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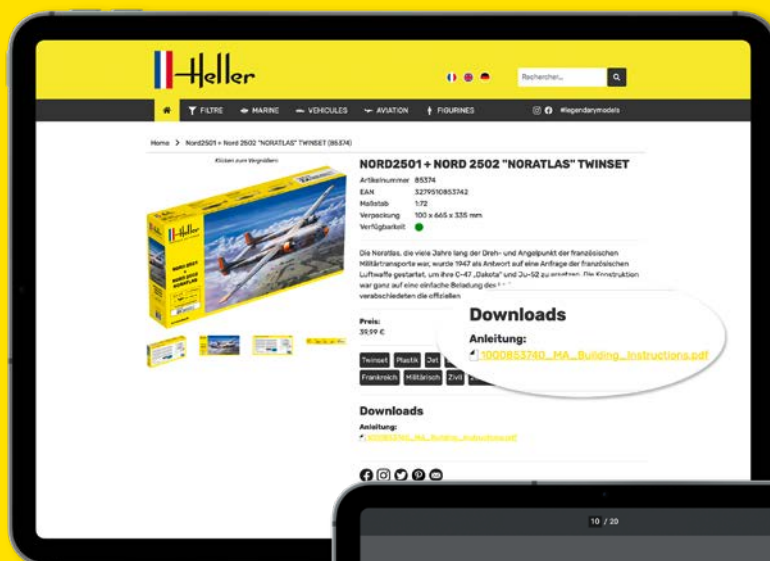




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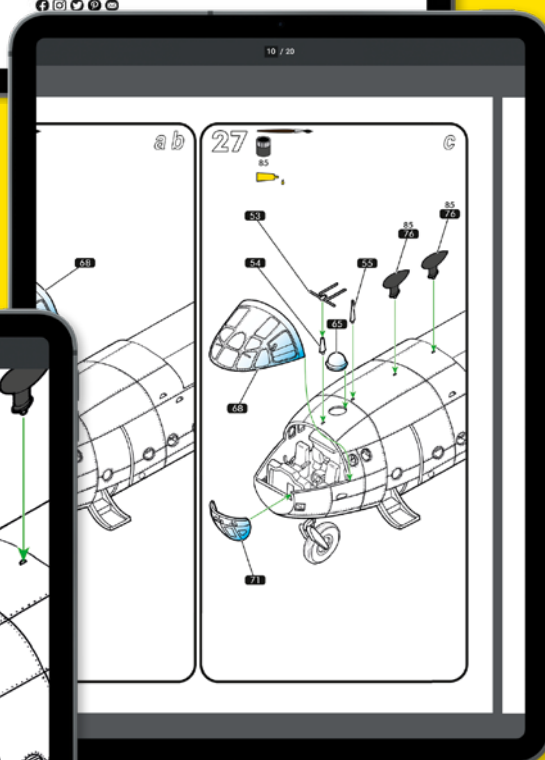
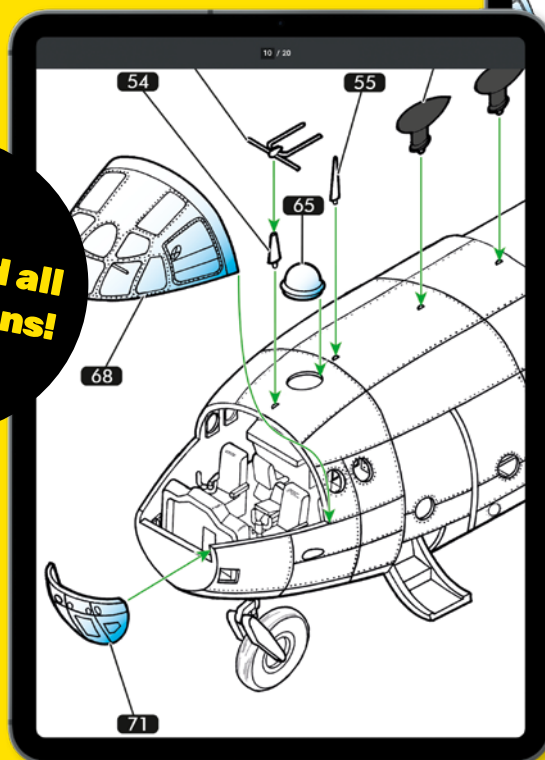


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