



TRIGLAV MODEL TB1004: OKLEPNI  
TRANSPORTER M-60PB, MERILO 1:35  
TRIGLAV MODEL TB1004: ARMOURED  
PERSONNEL CARRIER M-60PB, SCALE 1:35





»Triglav model« je zaščitni znak serije maket izdelanih v različnih merilih in iz različnih materialov, ki bodo predstavljali izdelke vojaške in ostalih industrij bivše Jugoslavije. Triglav model je začel nastajati kot »garažna firma« z željo in načrti da se razvije v svetovno znano podjetje na tem področju.

Prvi izdelek firme je maketa oklepnega transporterja M-60P, ki je proizvod vojaške industrije bivše Jugoslavije iz začetka 60-ih let. Maketa je nastala iz prototipa, ki je bil izdelan v samogradnji in kljub temu, da je narejen v zelo natančnem merilu, ima tudi nekaj manjših in manj pomembnih pomanjkljivosti. Vse naslednje makete, ki so že v pripravi, pa bodo izdelane računalniško s 3D tehnologijo.

Če ugotovite da so v paketu manjkajoči ali slabo odliti deli, nam prosim sporočite in poslali vam bomo nove.

@: [triglavmodel@gmail.com](mailto:triglavmodel@gmail.com)

Izdeluje in distribuira: PROTOMOLD, Črnomelj, Slovenija



'Triglav model' is a trademark of series of model kits which will represent various products of Yugoslav military industry and will vary in scale and materials. 'Triglav model' was established as a garage company with a vision to become world-wide know brand.

Our very first product is the M-60P armored personnel carrier. The M-60P was manufactured in early sixties in Yugoslavia. The model kit of M-60P was born out of a self-built prototype. Although it was built meticulously and with great care and attention to detail, there are some minor inaccuracies, we plan to fix in the future, as all future models will be built with use of 3D technology.

If in the box are some missing, or unwell cast resin parts, please let us know and we will send you the new one.

@: [triglavmodel@gmail.com](mailto:triglavmodel@gmail.com)

Produced and distributed by: PROTOMOLD, Crnomelj, Slovenia

#### **OPOZORILO!**

Model je namenjen izkušenim modelarjem, starejšim od 14 let!

Model hraniti izven dosega majhnih otrok. Lepilo in barve uporabljajte samo v dobro zračenem prostoru in nikakor ne poleg odprtega ognja. Pred sestavljanjem natančno preberite navodila. Dele odstranite z nosilcev z ostrim nožem. Odstranite tudi ves odvečni material. S kovinskimi jedkanimi deli ravnajte pazljivo saj so zelo ostri. Majhne dele pobarvajte, ko so še na okvirjih.

#### **ATTENTION!**

This model is for adult and experienced modelers of 14 years of age and older!

Keep the model away from small children to avoid choking hazard. Glue and paint should be used in well ventilated room and away from the open flame. Study the instructions carefully prior to assembly. Remove parts from frame using a sharp knife and cut away all excess material. Photoetched parts are sharp so be careful when working with them. Small parts should be colored before cutting them away from the frame.

## M-60PB, POSODOBITEV PRVEGA JUGOSLOVANSKI OKLEPNEGA TRANSPORTERJA M-60

M-60 je prvi oklepni transporter (OT), ki ga je proizvedla vojaška industrija bivše Jugoslavije. Odločitev za izdelavo so prinesli leta 1957, prvi prototip so izdelali leta 1958, prvo preizkusno serijo leta 1961, v serijsko proizvodnjo pa so ga spustili šele leta 1964. Do leta 1979 so proizvedli vsega 790 vozil, od tega pa jih je 190 prodano v tujino (v glavnem v Irak). Vozilo je bilo konceptualno podobno amerškemu OT M-113 (zaprt oklepni gosenični transporter za prevoz pehotnega oddelka) in je bilo za tiste čase kar sodobno, vendar pa je bilo tehnično slabo izdelano, imelo je slabe zmogljivosti in veliko pomanjkljivosti. M-60 je bil namenjen za prevoz oddelka pehote v oklepno-mehaniziranih enotah, torej bi moral po terenu slediti tankom, toda kmalu so videli, da ima za to dosti prešibak motor.

Na konstrukciji OT M-60 se jasno vidi nedvomen vpliv sovjetskega samovoznega topa SU-76M, saj so z njega enostavno prekopirali celoten vozni del, s tem da so ga skrajšali za eno nosilno kolo in spremenili pogonsko kolo spredaj. Načrtovali so tudi da bo amfibija, torej da bo sposoben plovbe skupaj z vkrcanim pehotnim oddelkom, vendar so to uspeli le z nekaj prototipnimi primerki, kajti kasneje, ko so dodali nanj še ostalo opremo se vozilo ni uspelo niti prazno obdržati na vodi. Prve serije so imele probleme tudi s sistemom za krmiljenje, s hlajenjem, z zavorami, tako da so takoj začeli tudi s posodobitvami. V začetku 70-ih so ugradili nov dvostopenjski (planetarni) sistem za krmiljenje, mu poboljšali motor, vozni del in izvedli še nekoliko manjših posodobitev, vozilu pa so dali novo oznako M-60P (Črka P je pomenila "planetarni", ker je bilo vgrajeno planetarno krmiljenje).

***Med velikim manevrom JLA "Svoboda 71", ki so ga izvajali predvsem na območju Slovenije in Hrvaške in ga je opazoval tudi J.B.Tito so mu posebno predstavili OT M-60P ter pokazali kako se lahko hitro giblje po terenu in ga nahvalili kot zelo dobro (predvsem pa doma izdelano) oklepno vozilo. Tito je dodal, da je vozilo v redu, le da bi moralo biti veliko boljše oboroženo, kar pa je takoj "odprlo pot" za nova vlaganja v OT M-60P.***

Že nekaj let kasneje, leta 1973 so predstavili novo različico, ki je bila opremljena z dvema netrajnima topoma 82 mm M60 (na zadnjem levem delu vozila) in ki so ga imenovali M-60PB (Dodatna črka B je pomenila "bojni"). Topa sta bila namenjena predvsem za uničevanje oklepnih ciljev, teoretično pa sta lahko izstrelila do 5 granat (na top) v eni minuti. Rešitev že v izhodišču ni bila posrečena, saj je bil namerilec na topovih, ki je sedel med cevni na navadnem širokem usnjenem pasu, popolnoma nezaščiten pred nasprotnikovim ognjem. Desno od strelca je bil pod pokrovom nameščen polnilec topov. V tej izvedenki je imel OT samo 12 članov posadke (5+7).

V bivši JLA so OT M-60 popularno imenovali „peglica“ (majhna „pegla“ oziroma majhen likalnik), kar že samo po sebi dovolj govori, da vozilo med tankisti ni bilo ravno cenjeno. V stalni posadki vozila so bili voznik (spredaj levo), strellec/radist (spredaj desno), poveljnik (levo, izza voznika) in desno izza strelca/radista je bil strellec na protiletalskem mitraljezu (PAM) Browning. Vkrani del posadke je štel še 9 pehotnikov (poveljnik OT je bil 10 član oddelka in je šel z oddelkom ven iz vozila). Osnovni model in izvedenka M-60P sta bila oborožena z sprednjim puškomitraljezom kalibra 7,92 mm M-53 (jugoslovanska proizvodnja znamenitega nemškega puškomitraljeza M-42, ki so ga imenovali v Jugoslaviji tudi „Šarac“) in s katerim je streljal strellec/radist skozi odprtino v prednji, zgornji poševni plošči OT (in skozi odprtino, ki je narejena tudi v valobranski plošči). Z mitraljezom 12,7 mm M2 Browning, ki je bil na vrtljivem obroču je „pamist“ (strellec na PAM-u) lahko streljal v krogu 360°. Kot je že rečeno pa je izvedenka M-60PB imela zadaj levo še dva netrajna topa 82 mm M60.

Oklep je bil izdelan iz medsebojno varjenih navpičnih oklepnih plošč debeline do 15 mm, le sprednja plošča in delno zgornje bočne plošče so imele manjši nagib. Spredaj je bila tudi večja valobrankska plošča, ki pa so jo le redko uporabljali. Na prednji zgornji plošči sta bili dve kvadratni odprtini (s pokrovi) za voznika in sprednjega strelca, na katerih so bili tudi periskopi za vožnjo v bojni situaciji. Poveljnik in strellec na PAM-u sta imela svoja pokrova na zgornji plošči, poveljnikov pokrov pa je bil opremljen tudi s periskopi. Na zgornji oklepni plošči so bili; v sredini rešetka iznad hladilnika motorja, trije okrogli pokrovi za opazovanje, streljanje in pomožni izhod pehotnega oddelka (na M-60PB sta bila samo dva, en za strelca in en za polnilca). Na bočnih straneh so bile na vsaki strani po tri strelske line s pokrovi, ki so se odpirali od znotraj, in po ena na vsakem krilu dvojnih vrat na zadnjem delu vozila.

ZNAČILNOSTI/ VOZILO	OKLEPNI TRANSPORTER M-60PB
oborožitev	2 x BsT M60A 82 mm, PM 7, 92 M-53, PAM 12,7 mm M2 Browning
debelina oklepa	do 15 mm
posadka	5 članov + 7 vkrcnih
razsežnosti	d=5,02 m, š=2,776 m, v=1,86 m
masa	10,7 t
motor	6-valjni, dizelski FFTR, 104,4 kW pri 2.000 obr/min
največja hitrost	43 km/h
doseg	400 km

Za pogon OT M-60P so v sredini vozila vgradili 6-valjni dizelski motor FAMOS FFTR z močjo 104,4 kW pri 2.000 obratih na minuto, kar pa je bilo daleč premalo, da bi imelo vozilo ustrezno izvencestno gibljivost. Prenos z motorja na planetarne prenose in dalje na pogonska kolesa (spredaj) je zagotavljal 6-stopenjski nesinhronizirani menjalnik. Vozni del so sestavljali; dve gosenici, dvoje pogonskih koles spredaj, po pet nosilnih koles na vsaki strani vozila, dve zatezni kolesi zadaj in po tri nosilci gosenic z vsake strani. Vozilo je lahko obvladalo 2 m širok rov, 0,6 m visoko oviro, vzpon 28°, nagib 25° in do 1,35 m globoko vodno oviro.

***Iračani so kupili približno 190 OT M-60P, na katerega so namesto mitraljeza Browning postavili ruski mitraljez DŠK kalibra 12,7 mm. OT so med ostalim tudi uporabljali v iraško-iranski vojni. Vozila so se v puščavi posebno slabo izkazala, saj so imela preslab motor, ki se je močno pregreval, tako da so ga pogosto vozili le v prvi stopnji prenosa z visokimi obrati (s tem so zagotavljali veliko hitrost ventilatorja in hlajenje motorja). Tudi oklepna zaščita je komajda ščitila od manjših drobcev granat in pred pehotnimi izstrelki. M-60P so imeli velike izgube saj jih je praktično uničilo vsako proti-oklepno orožje na katerega so naleteli. Ko so iz Jugoslavije vprašali Irčane, naj jim povedo, kako se OT obnaša na bojnem polju, so jim Irčani diplomatsko odgovorili: „Če hočete da ostanemo prijatelji, nas raje ne sprašujte!”***

Poleg navedenih izvedenk so v FAMOS-u izdelali še nekaj primerkov vozila z vgrajenim minometom 82 mm, poveljniško vozilo, sanitetno vozilo, vozilo za policijo in transportno vozilo, vendar vse to v manjšem številu, saj so njegovo proizvodnjo kmalu opustili, ker je bilo v načrtih že novo bojno vozilo pehote M-80.

V slovenski osamosvojitveni vojni je sodelovala četa OT M-60, ki so prišli iz garnizona Jastrebarsko in je nekaj vozil bilo v Sloveniji tudi uničenih, vendar je JLA pobrala vse za seboj, tako da žal Vojaški muzej tudi nima nobenega primerka.



## M-60PB, THE UPGRADE OF FIRST YUGOSLAV ARMoured PERSONNEL CARRIER M-60P

The APC M-60 is the first armoured personnel carrier, developed by the defence industry of the former Yugoslavia. The decision to produce the M-60 was made in 1957, followed by the first prototype in 1958 and the first pilots in 1961, while serial production was launched in 1964. By 1979 a total of 790 vehicles were produced, 190 of which were exported (most of them to Iraq). The vehicle conceptually resembled the US vehicle APC M-113 (closed and fully tracked armoured carrier used for carrying infantry) and was rather up-to-date at the time, but it was technically badly made and characterised by poor performance with many deficiencies. M-60 was designed to carry infantry in armoured mechanised units, which means it should have been able to follow tanks across the terrain but it was soon discovered that its engine was much too weak for that.

The construction of the APC M-60 shows undeniable influence of the Soviet self-propelled gun SU-76M, as the entire chassis was simply copied and then shortened by one road wheel at each side and the front drive sprocket wheel was also changed. It was initially planned to make it an amphibian which could transport its entire infantry crew on water, yet they only succeeded that with a couple of prototypes. Further on, as they loaded all the equipment, the vehicle was unable to float on water even without its crew. In the initial series already several problems emerged related to the steering gear, cooling system, and brakes, so modifications were introduced from early on. In the early 1970s they integrated a new two-stage (planetary) steering gear, improved the engine and the chassis as well as incorporated a number of minor improvements, changing the vehicle's name to M-60P (the letter P stands for 'planetary', as in planetary steering gear).

*During the great military manoeuvre of the Yugoslav People's Army "Freedom 71" which took place mostly on the territories of Slovenia and Croatia and was attended, among others, also by EX-YU president Josip Broz Tito. The APC M-60P was present to the president and praised for its ease of movement across any terrain and for being over all a very good (and above all locally manufactured) armoured vehicle. Tito said that the vehicle was ok but was not armed enough, which immediately "paved the way" for new investments into the APC M-60P.*

A few years later, in 1973 to be more precise, a new version of the vehicle was launched, equipped with two 82 mm recoilless guns M60 (on the left rear end of the vehicle), which was now called M-60PB (the letters PB stand for 'planetary' and 'battle'). The two guns were intended for the destruction of armoured targets, and theoretically, each could fire up to 5 shells per minute. This solution was not the best to start with, as the aiming device for the two guns, which was mounted on a plain wide leather belt between the gun barrels, was completely unprotected against the opponents' fire. To the right of the gunner, a gun loader was located under the hatch cover. In this version, the APC could accommodate only 12 crew members (5+7).

In the former Yugoslav People's Army, the APC M-60 was frequently referred to as „peglica" (a very small clothes iron), which is a clear indication that the vehicle was not really valued by tankmen. Regular crew comprised a driver (front left), a gunner/radiographer (front right), commander (left, behind the driver) and an AA MG operator on the Browning AA MG, positioned on the right side behind the gunner/radiographer. The embarked section of the crew included 9 infantrymen (the commander of the APC was the 10th member of the section and left the vehicle together with his section). The basic model and version of the M-60P was equipped with a 7.92 mm front machine gun M-53 (Yugoslav version of the famous German machine gun M-42). The gunner/radiographer operated the machine gun through a hatch in the front upper plate of the APC (as well as through the hatch in the wave plate). The 12.7 mm

MG M2 Browning, mounted on a rotating mount allowed the machine gunner to fire in a full 360°.

The hull was made of all-welded vertical steel plates which were up to 15 mm thick, while the front plate and certain upper side plates were slightly less sloped. It had a large wave plate in the front, which was rarely ever used. On the front upper panel there were two square hatches (with covers) – for the driver and the front gunner – with an integral periscope for driving in battle conditions. The commander and the AA MG operator each had their own hatch cover on the upper panel, the one of the commander having an integral periscope as well. The upper hull plate comprised of a grill over the engine cooler, three round firing/observation hatches which served also as emergency exit for the infantry. There are three firing ports with covers, provided in each side of the hull and one in each of the twin doors in the hull rear.

CHARACTERISTICS/ VEHICLE	ARMoured PERSONNEL CARRIER M-60PB
Armament	2 x RIG M60A 82 mm, MG 7, 92 M-53, AAMG 12,7 mm M2 Browning
Hull thickness	up to 15 mm
Crew	5 permanent + 7 embarked
Dimensions	L=5.02 m, W=2.776 m, H=1.86 m
Mass	10.7 t
Engine	6-cylinder, diesel FFTR, 104.4 kW at 2,000 RPM
Maximum speed	43 km/h
Range	400 km

The APC M-60P was powered by a 6-cylinder diesel engine FAMOS FFTR with an output of 104.4 KW at 2,000 RPM, which was located at the centre of the vehicle. The power of the engine was far too low to provide adequate off-road mobility. The transmission from the engine to the planetary gears and further to the drive sprocket wheels (at the front) was enabled by a 6-stage non-synchronous transmission. The chassis comprised two crawler tracks, two drive sprocket wheels at the front, five single road wheels on either side of the hull, two idlers at the back, and three track-return rollers on either side. The vehicle could negotiate a 2 m trench, a 0.6 m high obstruction, a 28° gradient, a 25° side slope and up to 1.35 m deep water obstacle.

*The Iraqis purchased about 190 vehicles APC M-60P, substituting the integral Browning MG with the Russian 12.7 mm DShK MG. The APC was used, among other things, also in the Iran-Iraq War. The vehicles performed extremely poorly in the desert, as the engine was too weak, which frequently resulted in overheating, so the vehicles were often driven in first gear, hitting a high RPM (thus allowing high fan speed which helped to cool the engine). The hull barely protected the crew from shell fragments and infantry projectiles. The M-60P fleet suffered great losses as the vehicles kept getting destroyed by any anti-tank weapon they encountered. When Yugoslav spokespeople inquired the Iraqis after the performance of the APCs on the battlefield, the Iraqis replied diplomatically: „If you wish for us to remain friends, you better not ask us about!"*

Along with the already mentioned version, FAMOS made several other versions, including a vehicle with an 82 mm mortar, a command vehicle, an ambulance, a police vehicle, and a transport vehicle, all of which were produced in small numbers, the reason being that the production of the M-60 ceased, as a new infantry fighting vehicle M-80 was already in the pipeline.

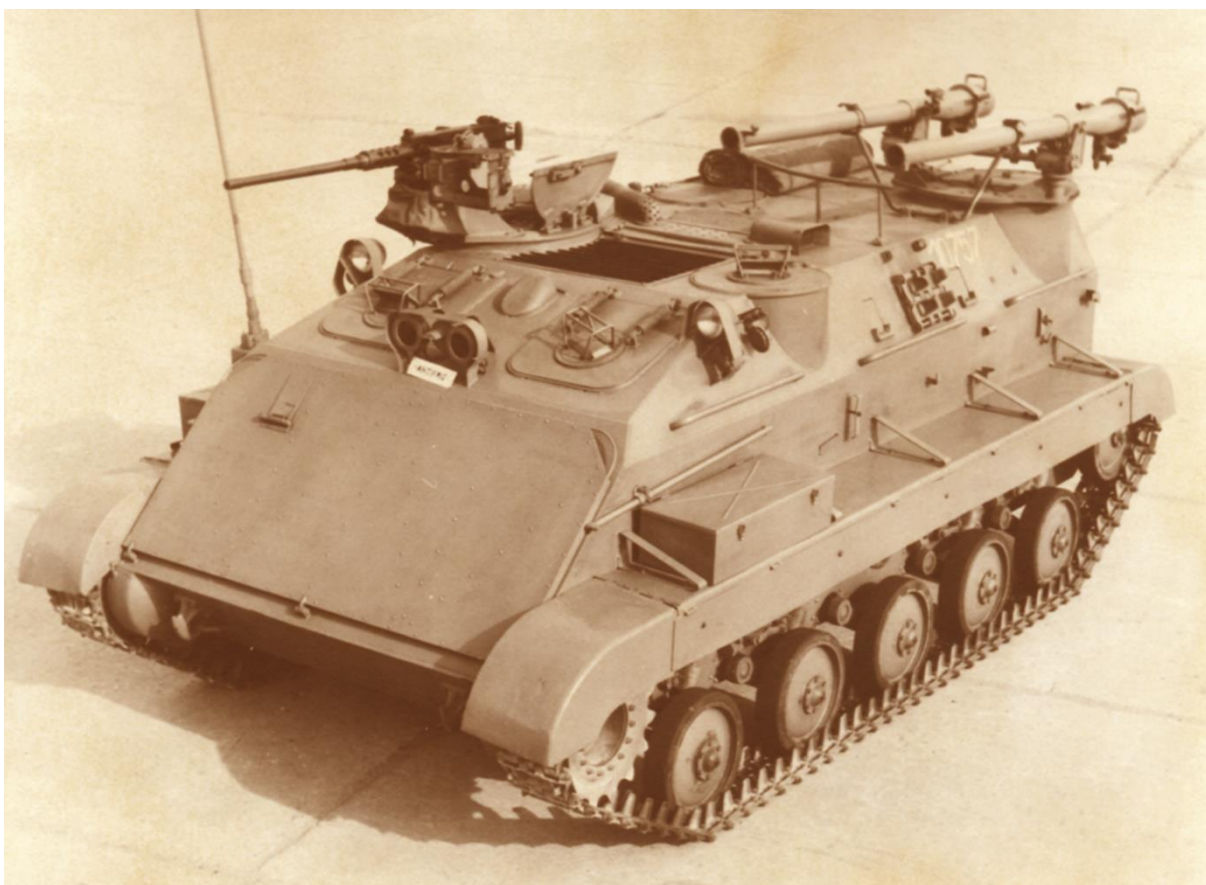
A unit of the APC M-60 vehicles from the Jastrebarsko garrison took part in the Slovenian Independence War. Several vehicles got ruined in Slovenia, yet the Yugoslav Peoples's Army took all of them with them, so unfortunately not even the Slovenian War Museum holds a specimen of the APC M-60.

# SPISEK DELOV – LIST OF PARTS

RESIN DELI			RESIN PARTS		
ŠT.	DEL	KOS.	NO.	PART	PCS
A	Navodilo za sestavlj.	1	A	Assembly instruction	1
B	Jedkani deli	2	B	Photoetched parts	2
C	Nalepke	1	C	Decals	1
1	Telo OT	1	1	APC hull	1
2	PL Mitraljez (PAM)	1	2	AA machine gun	1
3	Nosilna kolesa	13	3	Road wheels	13
4	Osi nosilnih koles	10	4	Road wheels axles	10
5	Gosenični članki z žico	2 kpl.	5	Tracks with wire	2 cpl.
6	Kolesa-nosilci gosenic	6	6	Track return rollers	6
7	Vrvica	1	7	String	1
8	Železni drog	1	8	Steel rod	1
9	Kladivo	1	9	Hammer	1
10	Kramp & sekira	1	10	Pick & Axe	1
11	Škatla s strelivom	1	11	Ammo box	1
12	Prednje glavne luči	2	12	Front lamps	2
13	Obeležujoče luči	2	13	Mark lamps	2
14	Infra-rdeče luči	2	14	Infra-red lamps	2
15	Prednja zatemnjena luč	1	15	Front mask lamp	1
16	Valobranska plošča	1	16	Wave plate	1
17	Turela BsT	1	17	RIG turret	1
18	Nosilec antene	1	18	Antenna holder	1
19	BsT levi	1	19	ReclG left	1
20	BsT desni	1	20	ReclG right	1
21	Lopata	1	21	Shovel	1
22	Posoda za gorivo	1	22	Fuel can	1
23	Sirena	1	23	Hooter	1
24	3-delno podnožje PAM	1	24	AA MG tripod (3-parts)	1
25	Periskop gornji del	3	25	Periscope upper parts	3
26	Periskop spodnji del	3	26	Periscope lower parts	3
27	Ventilator za posadko	1	27	Crew fan	1
28	Izpušna cev	1	28	Exhaust	1
29	Pokrov PL mitraljezca	1	29	AA Gunner hatch	1
30	Ventilator za zadnji del	1	30	Rear room fan	1
31	Os pogonskih koles	2	31	Sprocket wheels axles	2
32	Pod vozila	1	32	Bottom plate	1
33	Zanke jeklene vrvi	2	33	Snares	2
34	Hladilnik motorja	1	34	Engine radiator	1
35	Strelec na BsT	1	35	RclG gunner	1
36	Nosilec BsT desni	1	36	RclG left	1
37	Nosilec BsT levi	1	37	RclG right	1
38	Cerada	1	38	Vehicle cover	1
39	Orodje	1	39	Tool	1
40	Optika za BsT	1	40	RclG optic	1
41	Debelejša žica	1	41	Thick wire	1
42	Tanjša žica	1	42	Thinn wire	1
43	Bucika	2	43	Pins	2
44	Škatla za opremo	2	44	Tool box	2

45	Vlečne kljuge	4	45	Towing hooks	4
46	Obročki	2	46	Rings	2
JEDKANI DELI			PHOTOETCHED PARTS		
J1	Ležišče PL mitraljeza	1	J1	AA MG bed	1
J2	Nosilec PL mitraljeza	1	J2	AA MG holder	1
J3	Osi blažilcev	8	J3	Shock absorbers axles	8
J4	Blatniki	2	J4	Mudguards	2
J5	Pokrov škatle za strelivo	1	J5	Ammo box cover	1
J6	Varovalka vlečne kljuge	4	J6	Hauling hooks protectors	4
J7	Vodilo osi valobrana	2	J7	Wave plate axis holders	2
J8	Nosilci blatnikov	10	J8	Mudguards holders	10
J9	Naslon za orožje	6	J9	Weapons sills	6
J10	Varovalna obloga glavnih luči	2	J10	Main lamps guards	2
J11	Varovalna obloga IR luči	1	J11	IR lamps guard	1
J12	Pokrov voznika in sovoznika	2	J12	Driver and coodriver hatches	2
J13	Pokrov poveljnika	1	J13	Commanders hatch	1
J14	Zaščitniki periskopov	3	J14	Periscopes guards	3
J15	Obloga izpušne cevi	1	J15	Exhaust cover	1
J16	Rešetka nad motorjem	1	J16	Engine grille	1
J17	Ročka za odpiranje pokrova	2	J17	Hatch open handles	2
J18	Nosilci glavnih luči	2	J18	Main lamps holders	2
J19	Zobniki pogonskih koles	4	J19	Drive wheels sprockets	4
J20	Tečajji pokrovov	4	J20	Hatches hinges	4
J21	Utrjevalo pokrova	2	J21	Hatches holders	2
J22	Tečaj pokrova poveljnika	1	J22	Commanders hatch hinge	1
J23	Obroči pogonskih koles	4	J23	Drive wheel sprockets rings	4
J24	Podloga izpuha	1	J24	Exhaust base	1
J25	Prečka varovalne obloge luči	2	J25	Main lamps guard spokes	2
J26	Zadnji nosilci vzmeti pokrova	4	J26	Back hatch springs holders	4
J27	Ojačitve blatnika	4	J27	Mudguards strenghts	4
J28	Plošča nad rešetko	1	J28	Grille plate	1
J29	Podloga ventilatorja	1	J29	Fan base	1
J30	Nosilec škatle za strelivo	1	J30	Ammo box holder	1
J31	Kljuge za pokrove	4	J31	Hatch hooks	4
J32	Ročica kante za gorivo	1	J32	Gas Can handle	1
J33	Žaga	1	J33	Saw	1
J34	Ročici žage	2	J34	Saw handles	2
J35	Nosilec žage	1	J35	Saw holder	1
J36	Pokrov strelca na BsT	1	J36	Recoilless gunner hatch	1
J37	Nosilci za dvig vozila	4	J37	Vehicle lifting holders	4





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***OPOZORILO: Model je namenjen modelarjem starejšim od 14 let- WARNING: Model for adult collector age 14 and over***





# SESTAVLJANJE MODELA OKLEPNEGA TRANSPORTERJA M-60PB

## ARMOURED PERSONNEL CARRIER M- 60PB MODEL ASSEMBLY INSTRUCTION



**PRED SESTAVLJANJEM MODELA, NATANČNO PREŠTUDIRAJ TO NAVODILO  
PRECISELY STUDY THIS INSTRUCTION BEFORE ASSEMBLY**

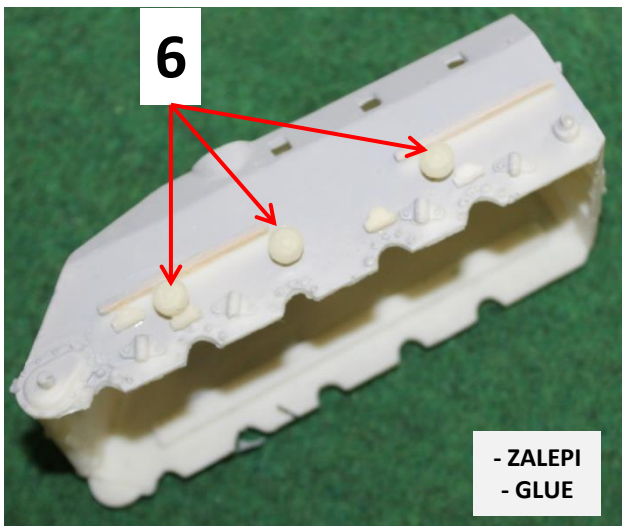
- ODREŽI ODVEČNE DELE
- CUT OFF SURPLUS PARTS



- IZBRUSI NERAVNINE
- GRIND TO A SMOOTH

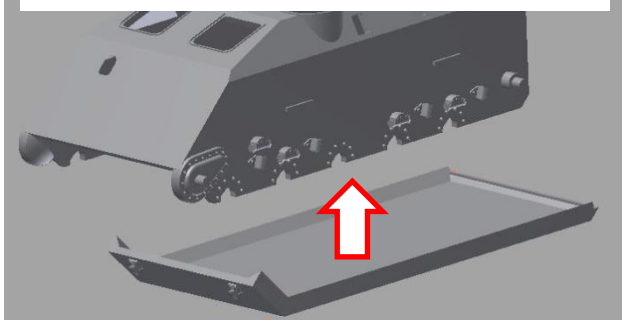


6



- ZALEPI
- GLUE

- VSTAVI POD VOZILA (32) V TELO (1)
- INSERT BOTTOM PLATE (32) INSIDE THE APC HULL (1)



- ČE ŽELIŠ IMETI ZAPRTE STRELNE LINE, JIH ZAPOLNI S KITOM
- FOR CLOSED SHOOTHOLES, FILL IT WITH PUTTY



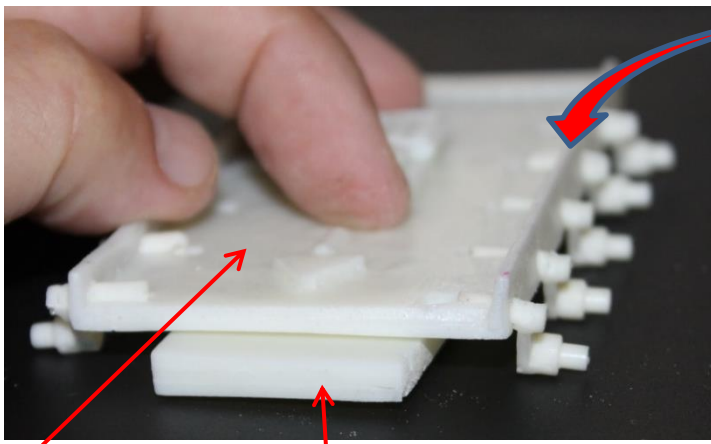
- IZVRTAJ LUKNJE NA PODU
- DRILL THE HOLES IN THE BOTTOM PLATE



- NA PODU VOZILA OZNAČI POLOŽAJE LUKENJ
- ON THE BOTTOM PLATE MARK THE HOLES POSITIONS







32

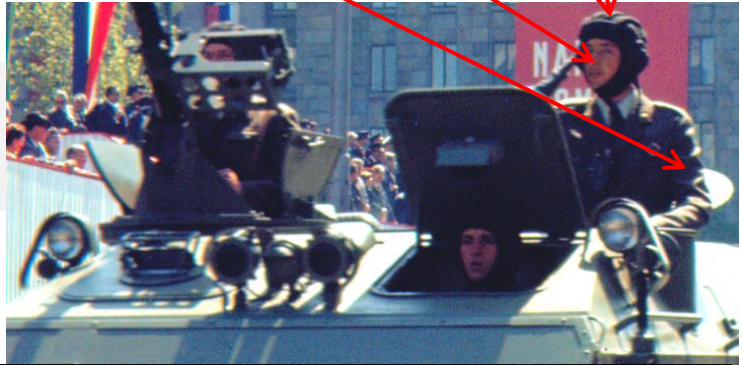
- ZALEPI OSI (4)  
- GLUE THE AXLES (4)

- POBARVAJ FIGURO - PAINT THE FIGURE

XF-1 OR XF-10

RAL 6011

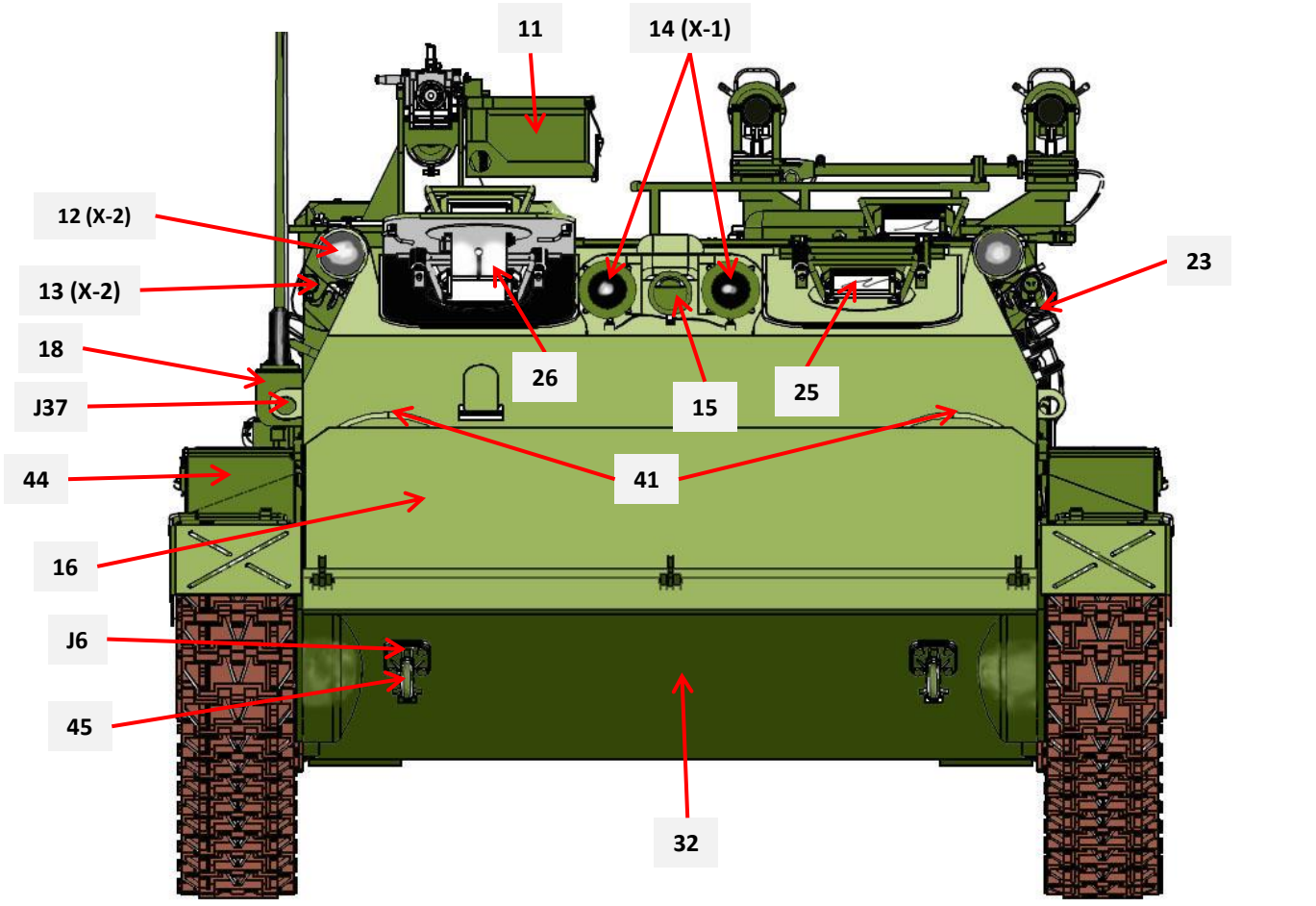
XF-15



- UPORABI ORODJE (39) ZA NASTAVITEV VIŠINE  
PODA VOZILA  
- TO ADJUST BOTTOM PLATE HIGH, USE THE TOOL  
(39)

\* BARVE USTREZAJO AKRILNIM BARVAM FIRME TAMIYA,  
RAZEN OSNOVNE BARVE, KI JE BLEDO ZELENA (RAL6011)  
\* FOR COLORS ARE USED TAMIYA ACRYLIC PAINT SCALE  
EXCEPT MAIN „PALE GREEN“ COLOR (RAL6011)

ZALEPI IN POBARVAJ DELE : GLUE AND COLOR THE PARTS



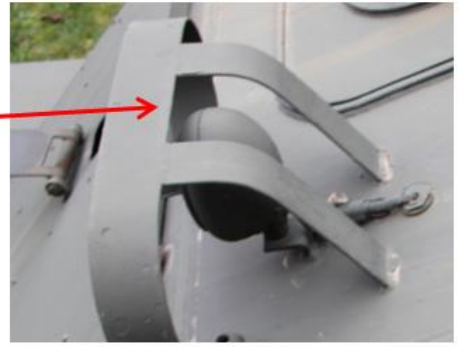
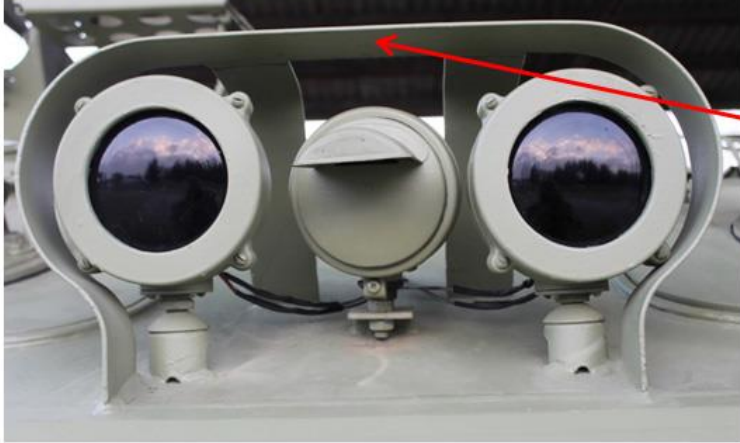




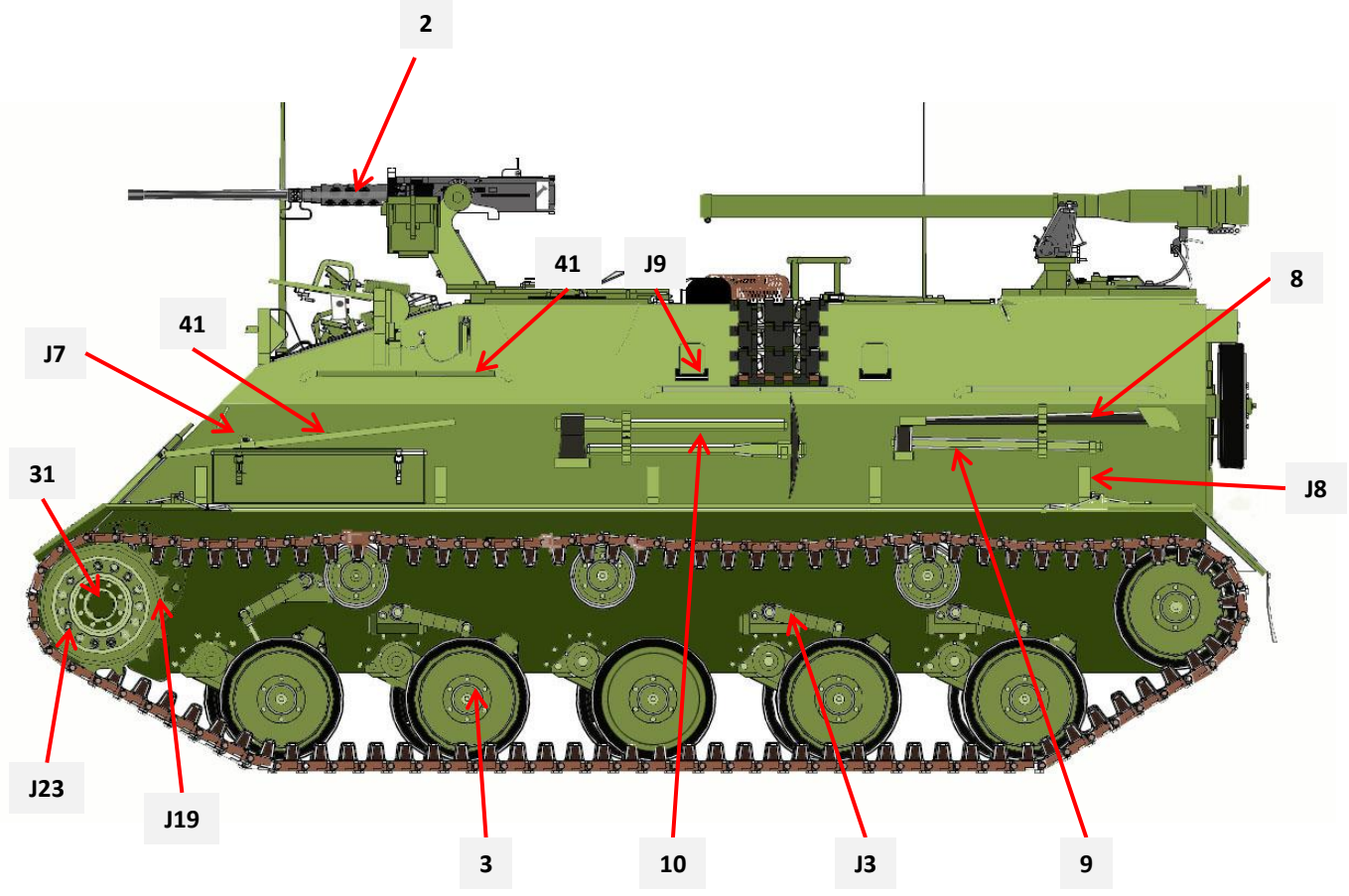
J10

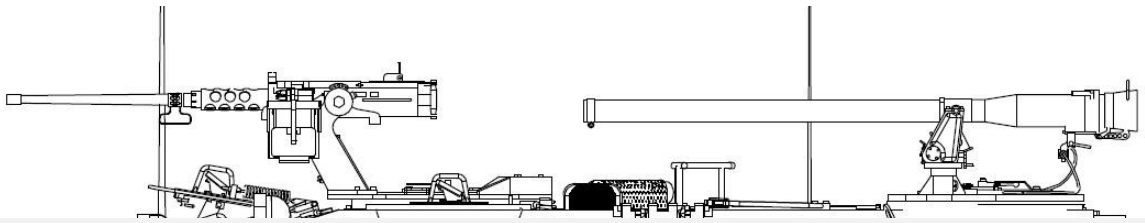
J25

J18

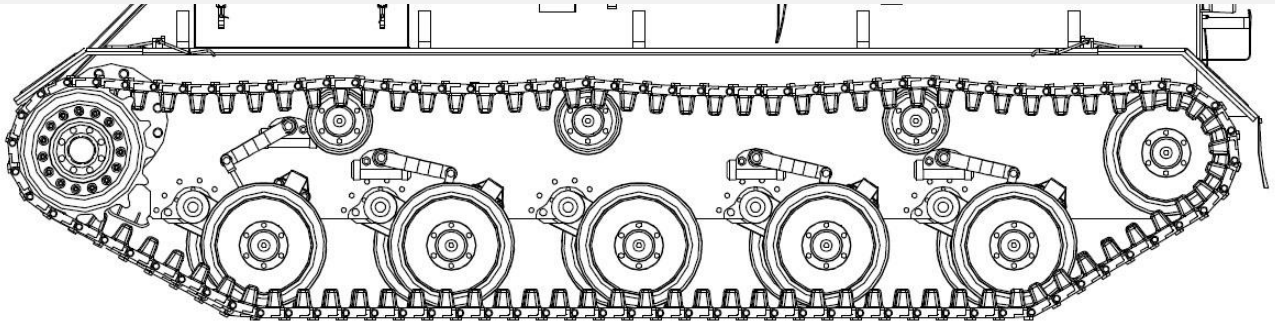


J11





- OSI OBEH PREDNIH BLAŽILCEV STA DRUGAČNI OD OSTALIH TREH. OSI NA LEVI STRANI IMAJO OZNAKO J3a, NA DESNI PA J3b!
- BOTH SIDE FRONT SHOCK ABSORBER AXLES ARE DIFFERENT THEN OTHER THREE. THE RIGHT SIDE AXLES ARE J3a, AND THE LEFT SIDES J3b)!



J17

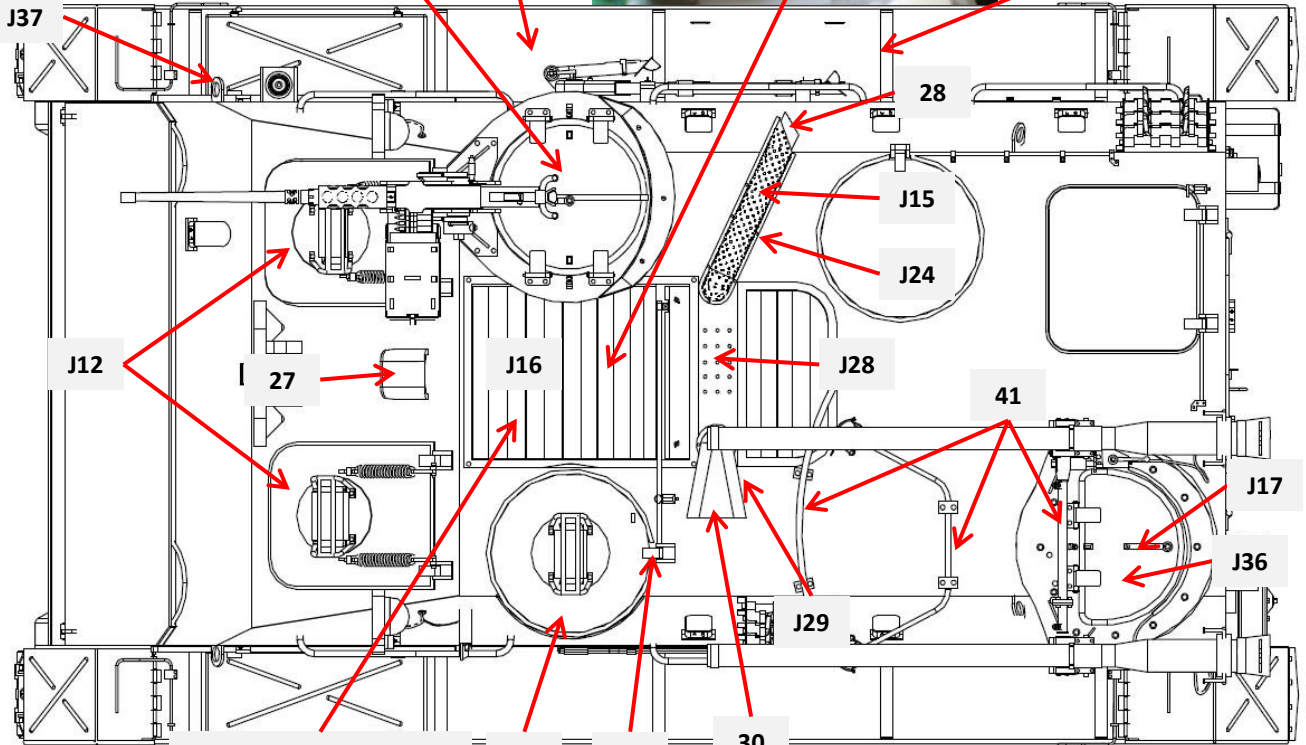
29

J4

- REŠETKA JE LAHKO ZAPRTA ALI ODPRTA
- THE GRILLE CAN BE CLOSED OR OPEN



J8



J37

28

J15

J24

J12

27

J16

J28

41

J17

J36

J29

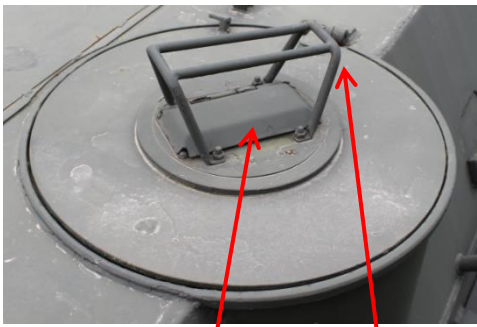
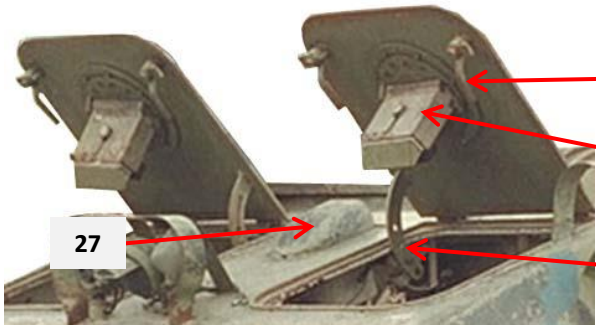
34 (POD REŠETKO)  
34 (UNDER GRILLE)

J13

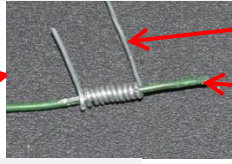
J22

30

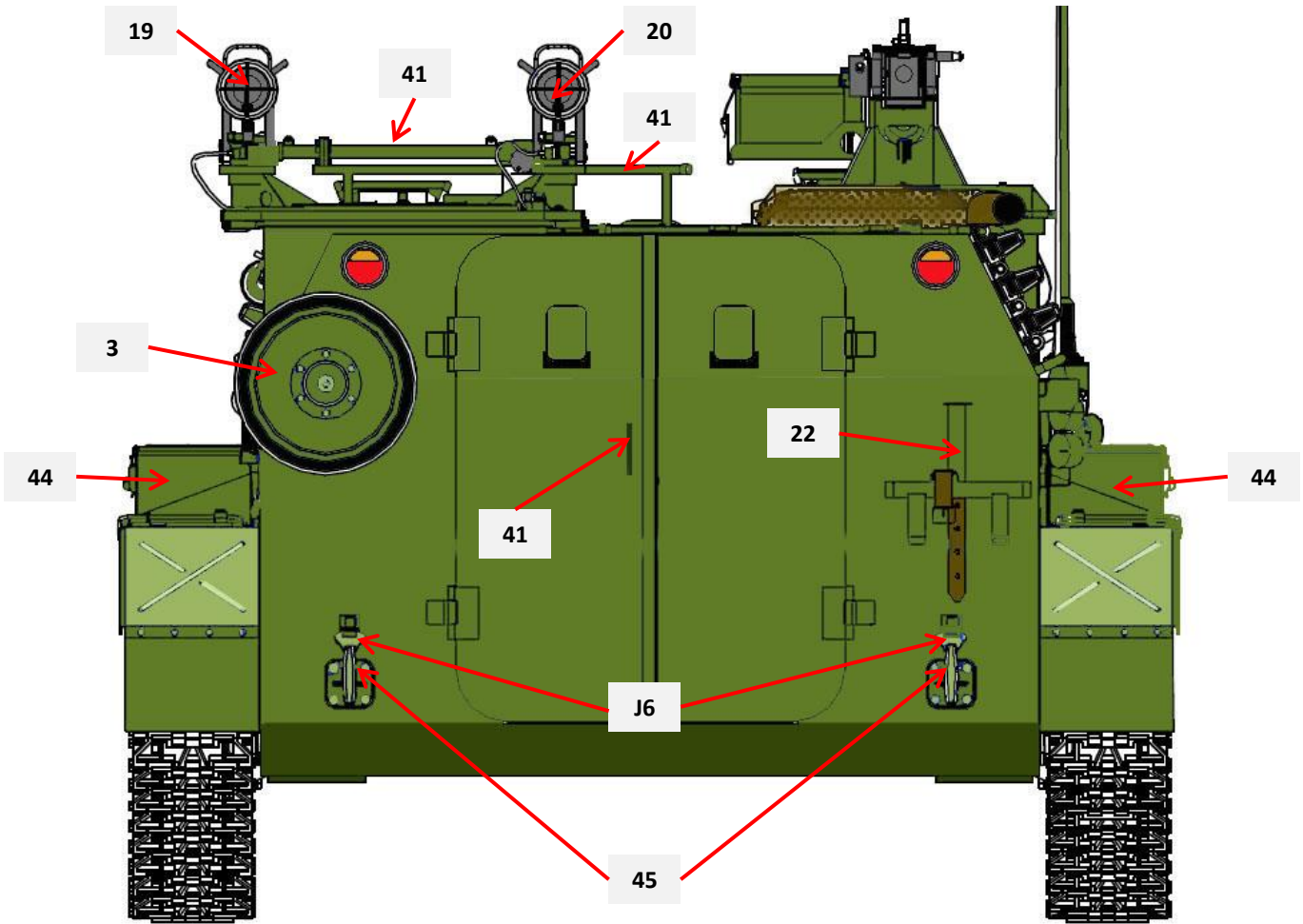




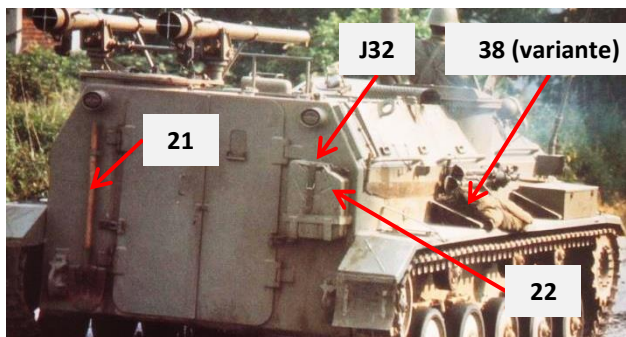
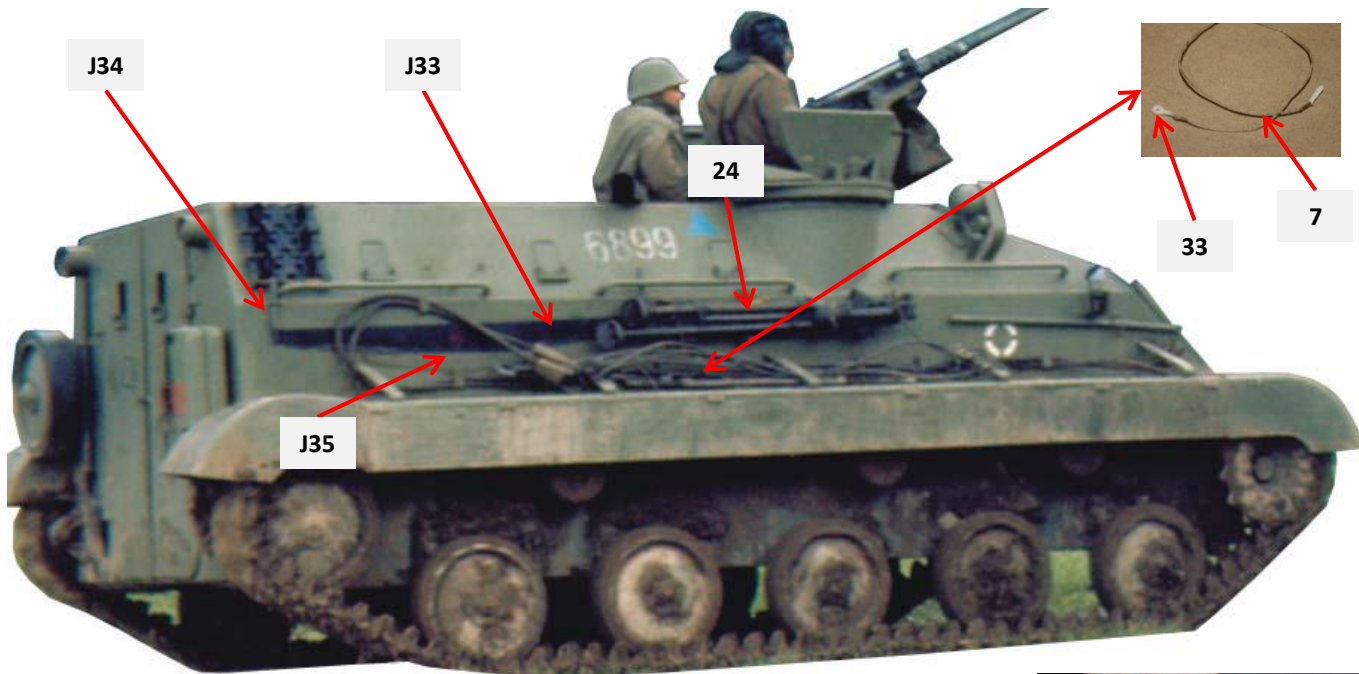
- IZDELAJ IZ ŽICE  
- MAKE FROM WIRE



- IZDELAJ V SAMOGRADNJI  
- SCRATCHBUILD

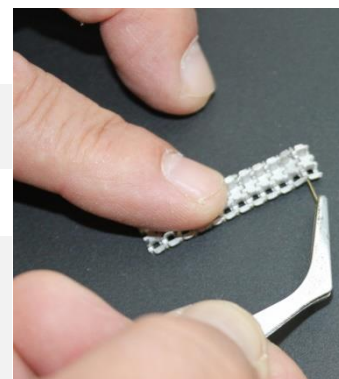




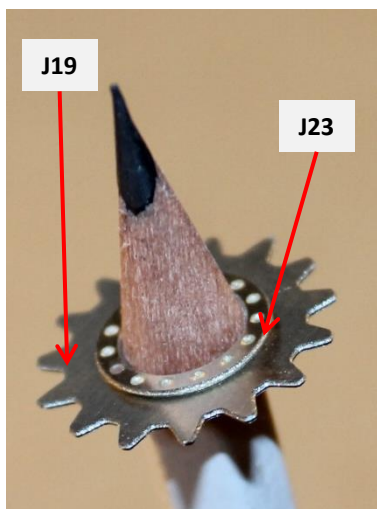


**-SESTAVLJANJE GOSENICE  
-TRACK ASSEMBLY**

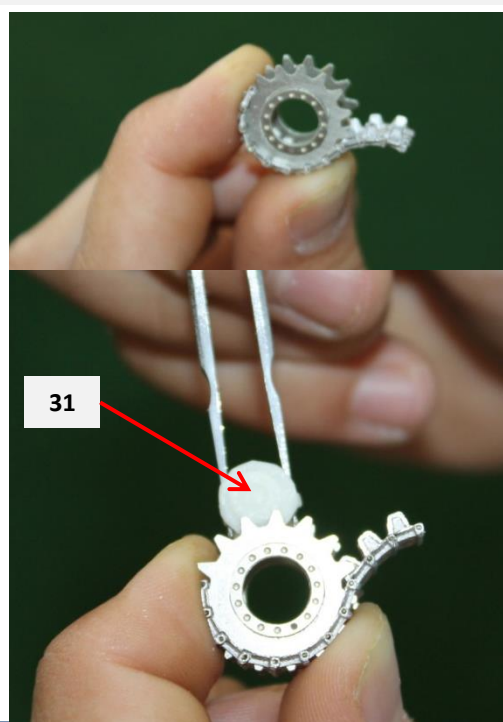
- POTISNI ŽIČKO SKOZI LUKNJIČE
- PUSH THE WIRE TRUE THE HOLES



**SESTAVLJANJE POGONSKIH KOLES – SPROCKET WHEELS ASSEMBLY**

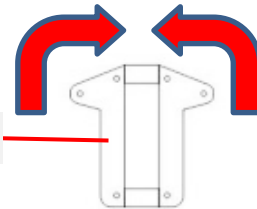
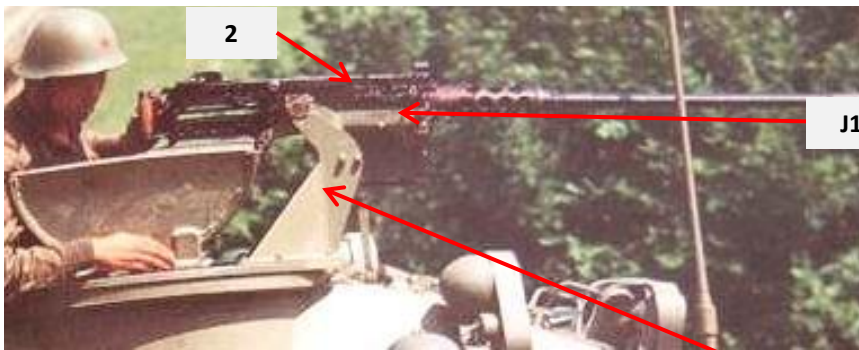
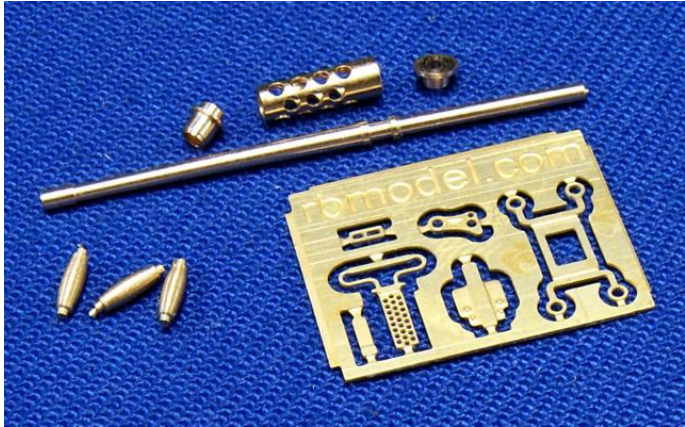


- UPORABI SVINČNIK ZA TOČNO NAMESTITEV OBROČA (J23) NA ZOBNIK (J19) IN GA ZALEPI
- USE THE PENCIL FOR ADJUSTING THE RING (J23) AND GLUE IT ON THE SPROCKET WHEEL (J19)
- VSTAVI OBA ZOBNIKA V GOSENICO DA NASTAVIŠ POLOŽAJ
- INSERT BOTH SPROCKET WHEELS INTO TRACK TU ADJUST POSITION
- VSTAVI IN ZALEPI OS POGONSKEGA KOLES
- INSERT AND GLUE SPROCKET WHEEL AXLE

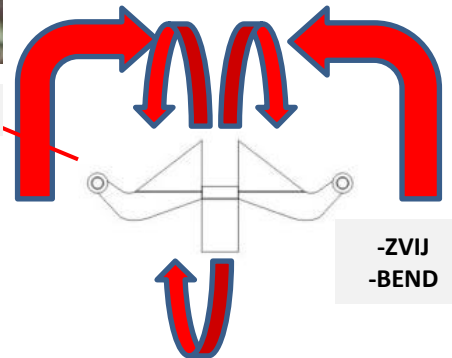




SESTAVLJANJE MITRALJEZA BROWNING M2 - MG BROWNING M2 ASSEMBLY



-ZVIJ  
-BEND



-ZVIJ  
-BEND

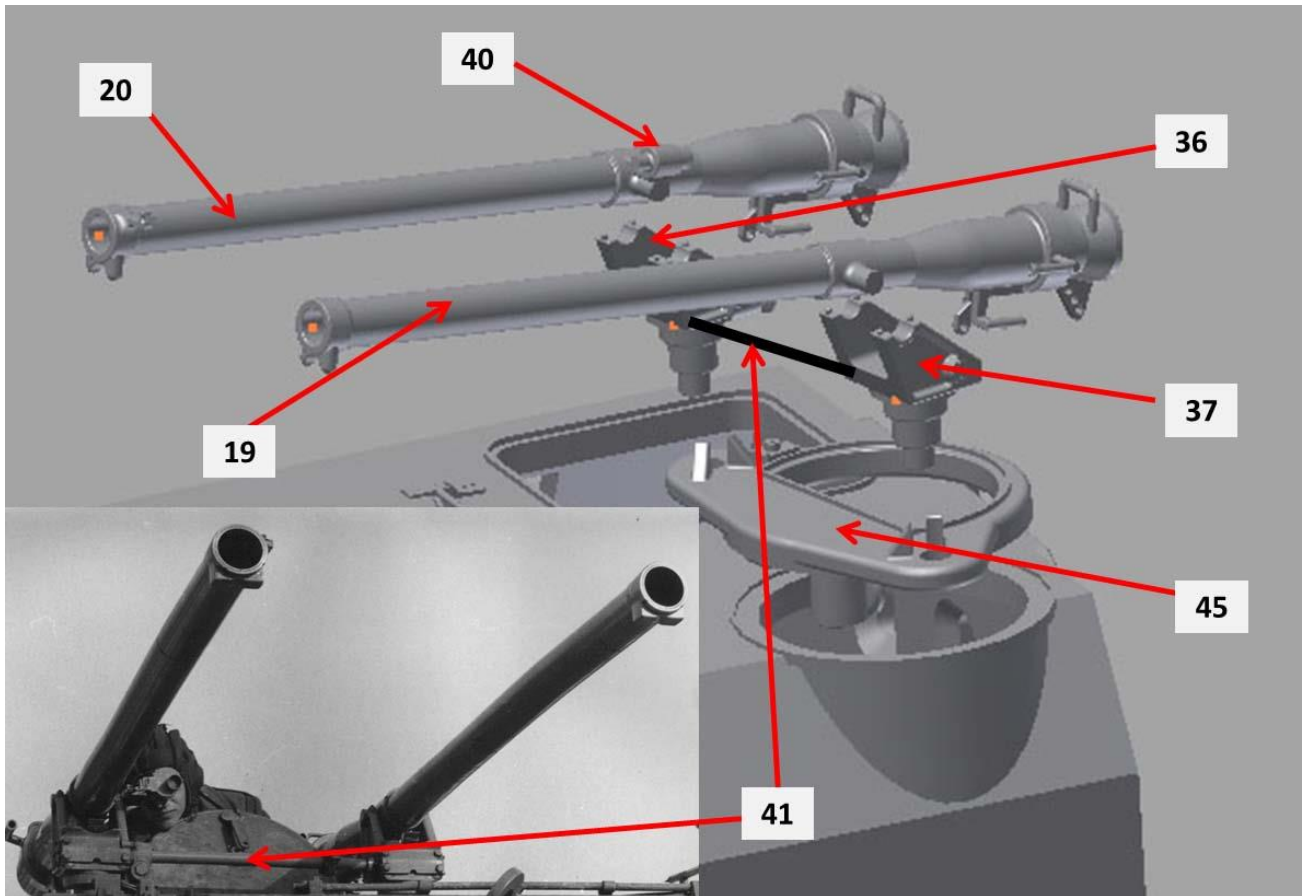
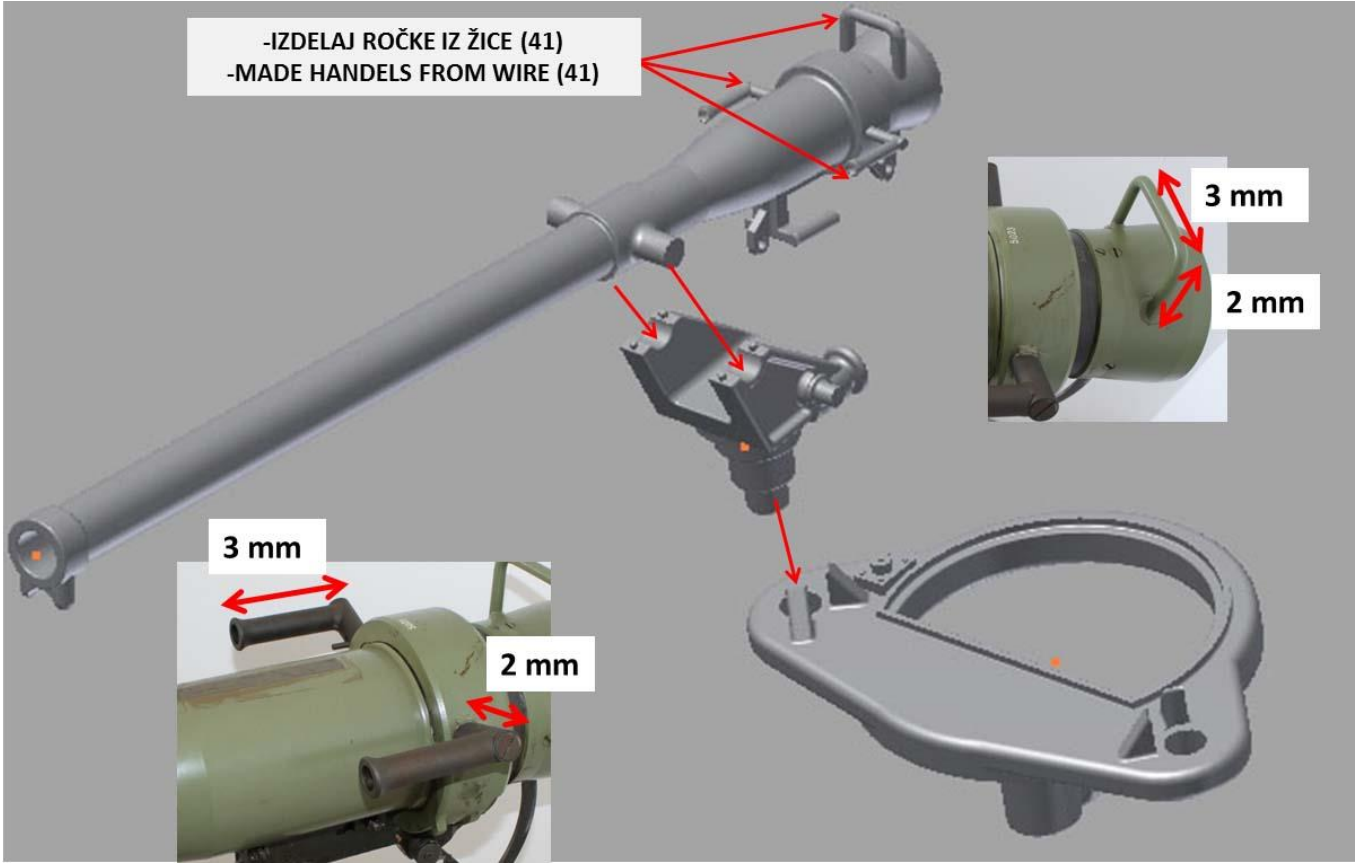


- V LEŽIŠČE VSTAVI ŠKATLO Z  
STRELIVOM (11)  
- INSERT AMMO BOX (11)

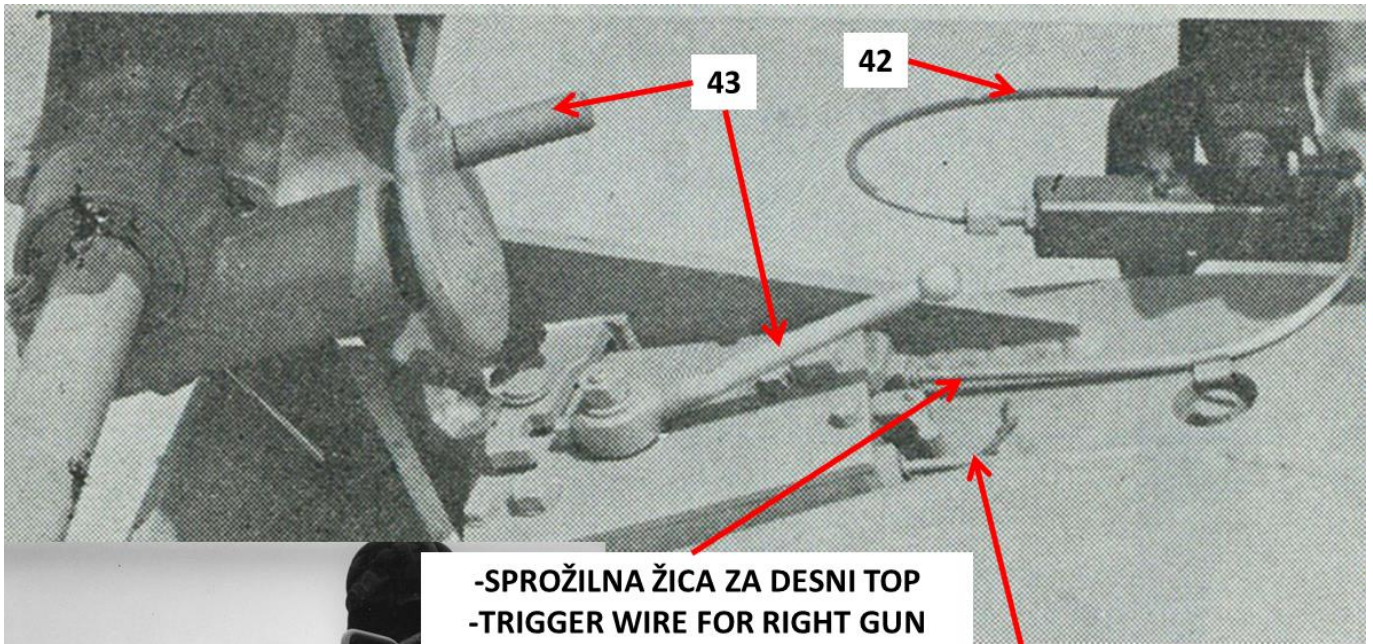
-ZVIJ  
-BEND

# SESTAVLJANJE BST - RLG ASSEMBLY

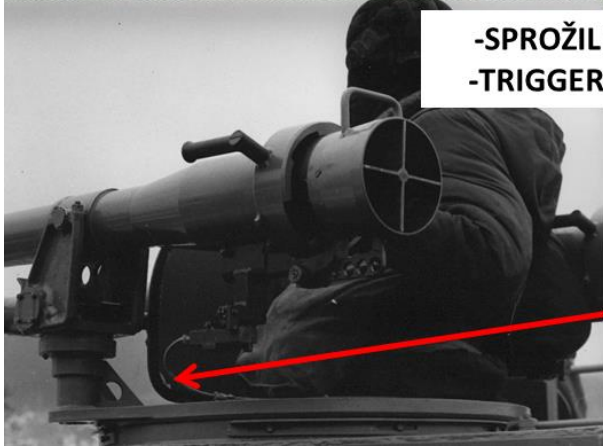
-IZDELAJ ROČKE IZ ŽICE (41)  
-MADE HANDELS FROM WIRE (41)





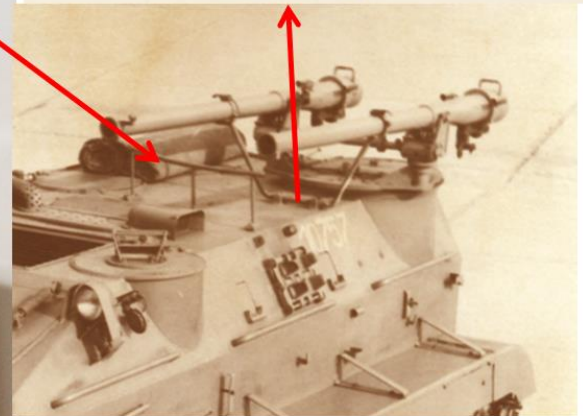
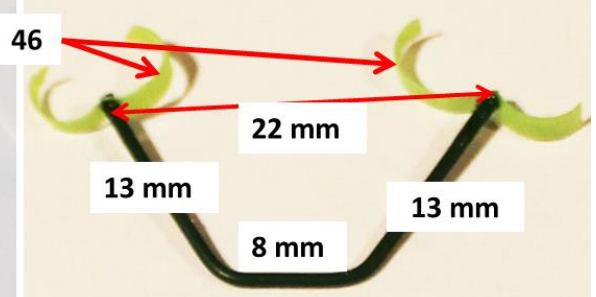
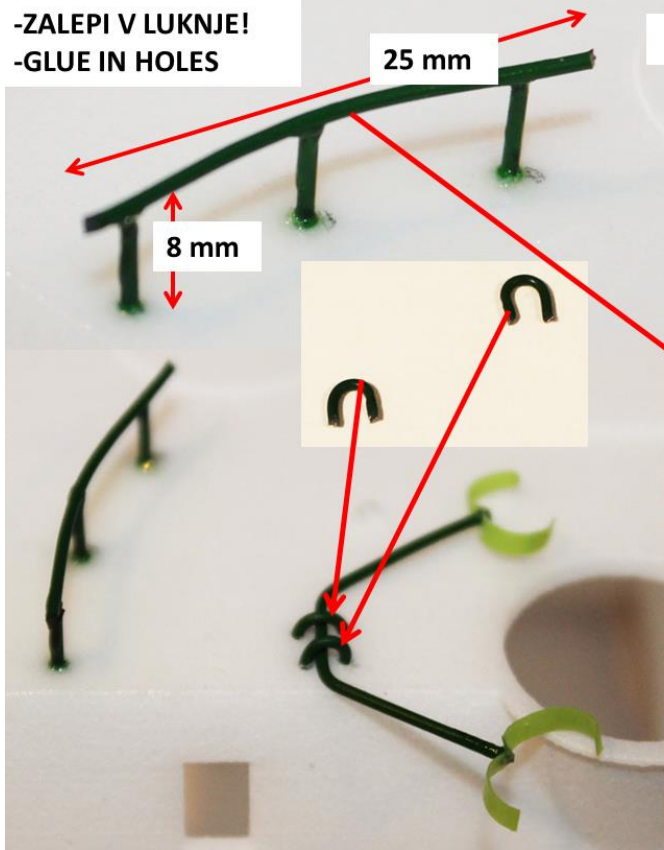


-SPROŽILNA ŽICA ZA DESNI TOP  
-TRIGGER WIRE FOR RIGHT GUN



-SPROŽILNA ŽICA ZA LEVI TOP  
-TRIGGER WIRE FOR LEFT GUN

-ZALEPI V LUKNJE!  
-GLUE IN HOLES



SAMOGRADNJA: naredi iz žice (41)  
SCRATCHBUILD: make from wire (41)

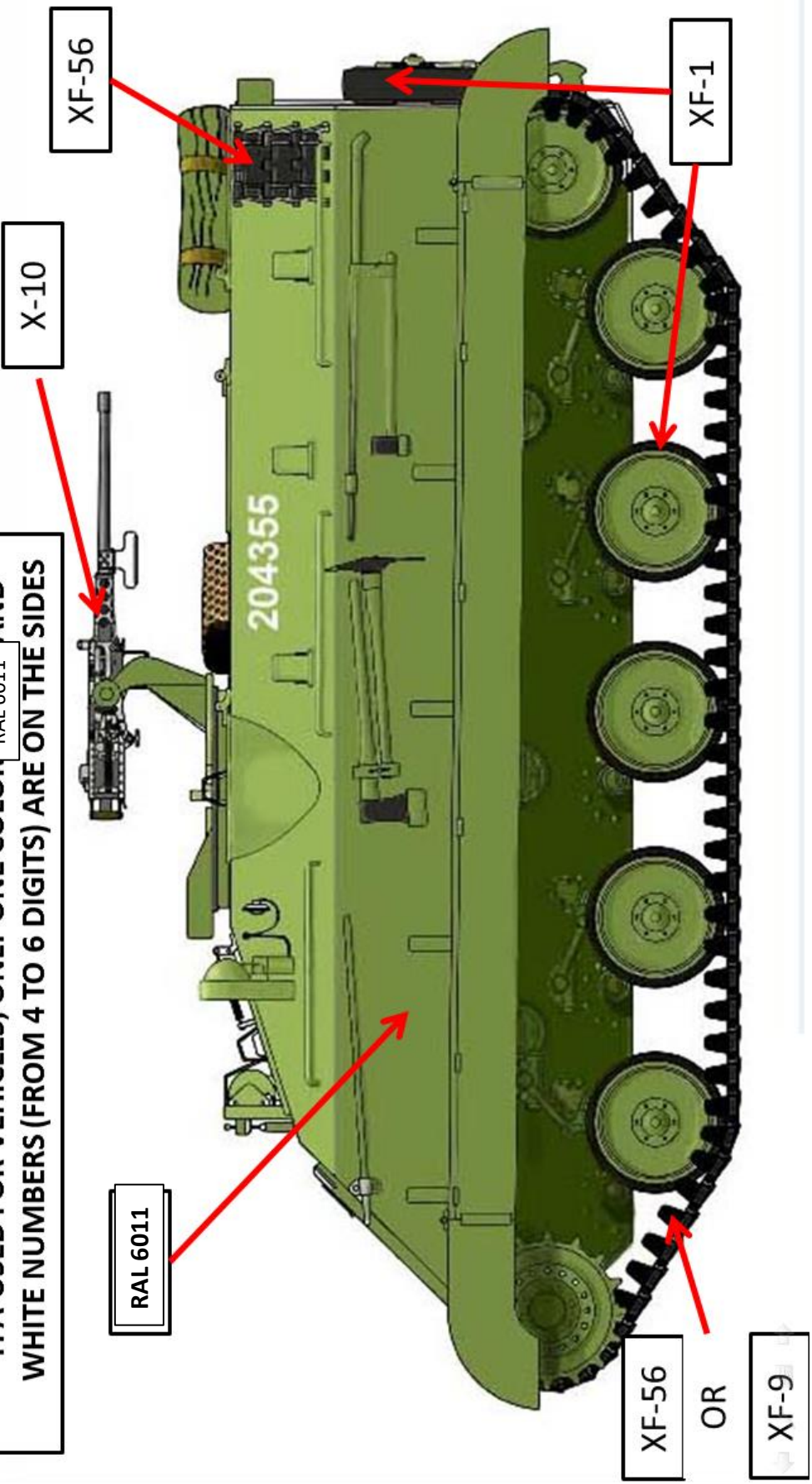


# SHEMA BARVANJA (JLA) – PAINTING SCHEME (YPA)

- OZNAKE ZA BARVE USTREZAJO AKRILNIM BARVAM FIRME TAMIYA
- FOR COLORS ARE USED TAMIYA ACRYLIC PAINT SCALE



- JLA JE BARVALA VOZILA ENOBRVNO RAL 6011 NA BOKIH SO BILE BELE ŠTEVILKE (OD 4 DO 6 ŠTEVILK)
- YPA USED FOR VEHICLES, ONLY ONE COLOR RAL 6011 AND WHITE NUMBERS (FROM 4 TO 6 DIGITS) ARE ON THE SIDES



NEKATERE DRUGE IDEJE ZA IZDELAVO RAZLIČNIH MAKET DRUŽINE OKLEPNIH TRANSPORTERJEV M-60 (makete in nalepke izdeluje TRIGLAVMODEL)

SOME OTHER IDEAS FOR M-60 ARMoured PERSONNEL CARRIERS FAMILY DESIGN (models and decals are made by TRIGLAVMODEL)

**TRIGLAV MODEL**

**TB 1301 - 1:35 DECALS FOR APC M-60P, MEDEVAC AND M-60PB**

**TRIGLAV MODEL**

**1:35 DECALS FOR APC M-60P, MEDEVAC AND M-60PB**

APC M-60P on „SVOBODA-71“ YPA manoeuvres

OPTION - opposite sides

- XP-1
- XP-5B
- X-10
- MUST
- XP-5B

Croatian APC M-60P MedEvac

Serbian APC M-60P from „Republika Srbska“

- XP-1
- XP-5B
- X-10
- MUST
- XP-5B
- XP52

**TRIGLAV MODEL**

**1:35 DECALS FOR APC M-60P, MEDEVAC AND M-60PB**

Bosnian Army APC M-60PB

- XP-1
- XP-5B
- X-10
- MUST
- XP-5B
- XP-73

Knin Serbs APC M-60PB

\* MAIN COLORS LIKE YPA APC

**TRIGLAV MODEL**

**1:35 DECALS FOR APC M-60P, MEDEVAC AND M-60PB**

- XP-1
- X-2
- X-10
- X-4
- XP-5B

„Republic of Srbska“ Police APC M-60PB

Serbian APC M-60P used and colored like Police vehicle

П-613  
П-620  
П-609

**TRIGLAV MODEL**

**1:35 DECALS FOR APC M-60P, MEDEVAC AND M-60PB**

Bosnia and Herzegovina civil Police APC M-60PB

- XP-1
- X-2
- X-10
- X-4
- XP-5B

**TRIGLAV MODEL**

**1:35 DECALS FOR APC M-60P, MEDEVAC AND M-60PB**

Croatian „Zbor Narodne Garde“ M-60PB

- XP-1
- XP-5B
- X-10
- MUST
- XP-5B
- XP-73
- XP52