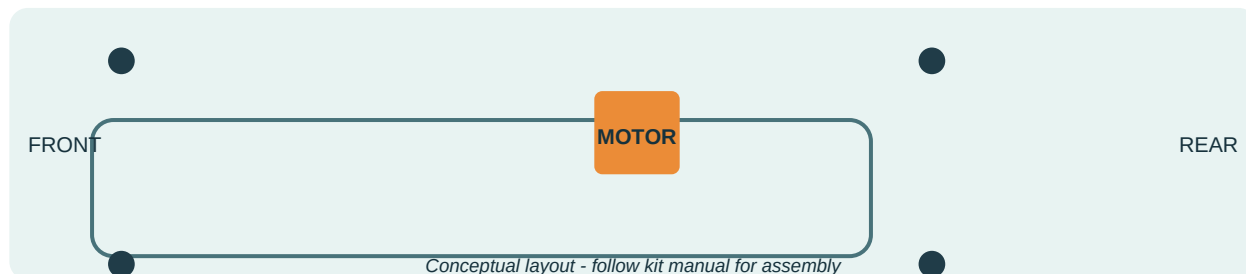


MA CHASSIS

Pro-Stock Malaysia build guide

An experienced racer's starting recipe, assembly sequence and track-test worksheet. Use the exact kit manual and the event's latest rule notice at inspection.



01 Platform and race premise

Reference kit: God Burning Sun 18644. **Layout:** midship dual-shaft; **wheelbase:** 80 mm; **reference-kit gearing:** 4:1. Distinctive hardware: one-piece monocoque and integrated side mounts. Other kits using this chassis may ship with different gears, wheels or tyres.

02 Exact starting bill of materials

Base kit	God Burning Sun 18644; retain its matched kit gears, wheels, tyres, body and mounting hardware.
Motor	15487 Torque-Tuned 2 PRO . Start here for a controlled baseline; choose another permitted motor only after repeatable runs.
Rollers	15408 13 mm plastic roller/stabilizer set on factory positions. Retain plastic rollers only; reject metal ball-race rollers.
Axle support	15523 low-friction plastic bearings, if the kit's axle seat accepts them without processing.
Plate / dampers	None required for the first inspected build. Add only measured 1.5 mm FRP/HG positions that satisfy the three-position limit; do not stack.

Purchase check: Tamiya compatibility listings do not guarantee body clearance or local class approval. Confirm the exact package and all fasteners before racing.

03 Assembly order

1. Seat the drivetrain in the monocoque before tightening accessories; a cover that bows can load the gears.
2. Fit the kit's matching 4:1 gears as supplied. Spin both axles before and after closing the motor/gear covers, and correct a cover seating issue before installing rollers.
3. Install the kit wheels and uncut tyres in equal front/rear size. Verify every wheel is fully seated, then measure ground clearance with race batteries installed.
4. Fit plastic bearings and rollers on original mounting points. Tighten each screw until secure without bending a stay; spin the rollers by hand and remeasure width.
5. The one-piece tub is the baseline: keep it untouched. For a first inspected car, use 15408 plastic rollers on existing positions and avoid stacking the 15476 plates; measure any plate before adding it.

6. Run several full laps on the intended course. Record lap completion, ejection point, jump attitude and motor/battery combination before changing one variable.

04 Track tuning and fault isolation

If the car hops at a slope exit, compare tyre grip and front/rear damper mass in separate runs. The rigid monocoque makes poor wheel seating easy to mistake for a chassis problem.

Failure clue: A tight spot that appears only when the cover closes points to gear or motor seating, not a need for a faster motor.

Baseline	Record 3-5 clean runs, course layout, motor, batteries, kit ratio, tyres and roller holes.
Corner / lane change	Move or change one permitted roller variable; recheck width, free rotation and body/track clearance.
Slope / jump	Compare motor speed first, then one permitted brake or damper setting. Preserve the required ground clearance.
Drivetrain	If speed fades or noise rises, stop and inspect axle seating, gear pair and cover fit before using a faster ratio.

05 Inspection gate

1. Confirm the event uses the 11 August 2026 Pro-Stock Malaysia sheet and read its current exceptions, motor and battery notice.
2. Check Tuned-series motor type; plastic rollers and bearings throughout; genuine Tamiya chassis and matched original gear pair, with no floating gear or metal pinion.
3. Count at most three 1.5 mm FRP/HG plate positions, left/right pair counted together; no stacks. Leave chassis, tyres and wheel mounting unprocessed.
4. Measure at least 1 mm ground clearance with batteries fitted; use equal front/rear wheel-set sizes, uncut non-sponge tyres, secure body and no loose parts.

06 Sources and limits

[Tamiya chassis catalogue](#) | [God Burning Sun 18644](#) | [Tamiya competition rules](#) | [Tamiya gear matching chart](#) | [Tamiya setup guide](#)

[Pro-Stock Malaysia rulebook](#). Rules and product availability can change. This guide is an editorial build hypothesis, not an official rule interpretation or a certified parts list. Event scrutineers make the final decision.