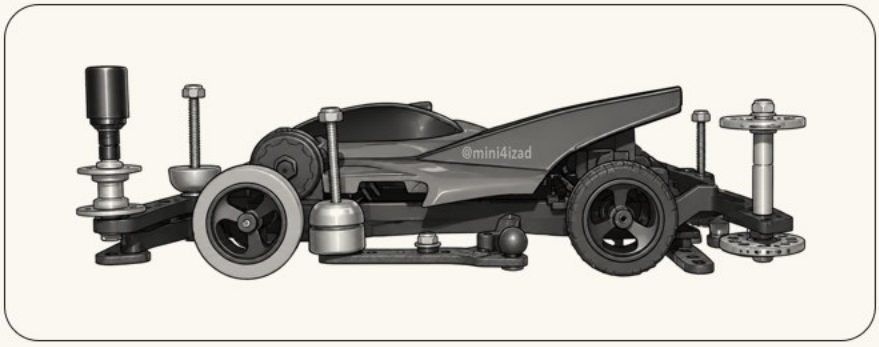


B-MAX SETUP BOOK

A World Cup Super FM, built part by part.

B-MAX セッティングガイド

DRAWINGS MADE WITH AI HELP, EACH CHECKED AGAINST THE REAL CAR

@MINI4IZAD · GARAGE NOTES · V1.0 · FIRST EDITION · NOV 2026

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A car with a record.

The first two books showed good cars. This one shows a car that has already proved itself.

WHOSE CAR THIS IS

This is **Hafiz Puteh**'s Super FM. It raced at the B-MAX GP World Cup 2025 in Yokohama, where his Malaysian team took second runner-up in the team competition. The trophy photo is on page 06. Thank you, Hafiz, for letting the rest of us look this closely.

WHAT'S NEW HERE

Section 07, Race Ready, is new. **Tuning by symptom** starts from what the car does wrong. **The race-morning check** is ten limits on one page. **Build in stages** splits the list into three buys, most important first. **Will it fit?** checks every part against Tamiya's own Super FM list, and every off-list part carries a † through the book.

COMING FROM THE FM-A

If you have the FM-A book, page 09 shows what's the same and what isn't. The dampers and front rollers carry over; the drivetrain and the rear rollers don't.

WHAT THIS BOOK DOESN'T COVER

Washers, bearings, motor tuning, oil and grease, and batteries. The Power page only lists the motors the rules allow.

ABOUT THE PICTURES

The top, side and underside views are redrawn from Hafiz's photos of the car in the Thunder Shot body it wears now: same chassis, same setup, different shell. The front view and the trophy photo show the blue Strato Vector body it raced in, turned greyscale. Every part drawing is redrawn by me (@mini4izad) with AI help, from my own parts and Tamiya's product photos as a reference, and checked against the car. None are Tamiya images. I leave logos and printed graphics off the drawings on purpose, and a drawing is only to scale where its caption says so.

BEFORE YOU GO

The last page is for you: where the other books are, how to get any part in here, and how to tell me what I got wrong. Page 45.

The rules take the saw away.

Under B-MAX nobody wins with a file or a drill. They win with the right part, in the right hole, and a clear head on race day.

Only Tamiya parts go on a B-MAX car: Mini 4WD, Radio 4WD and Dangun. Nothing may be cut, lightened or home-made, and almost nothing may change shape. What the rules do allow is precise: countersinking existing holes in plates and the chassis, and passing the shaft right through the wheel.

That leaves the choices. This book builds one complete car, a Super FM set up the way B-MAX racers set theirs up, one part at a time, in fitting order.

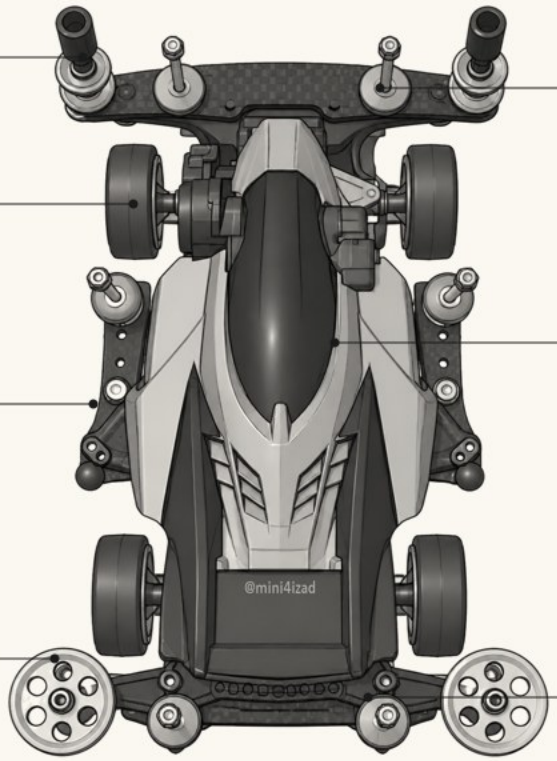
Nothing here is third-party: it's all Tamiya, and the regular catalogue part wherever one exists. The car is Hafiz Puteh's Super FM, raced at the B-MAX GP World Cup 2025 in Yokohama. Where it runs a limited colour or print, the page names the regular part to buy instead. Parts Tamiya doesn't list for the Super FM carry a † in the list.

For each part you get the reason it's on the car, the rule that covers it, and the usual alternatives. Prices are Tamiya Japan list prices with tax, checked on 25 October 2026.

> B-MAX GP, IN ONE LINE · REGULATION VER5.0, IN OUR WORDS
>
> Inside basically no-modification rules, on a course the organiser designed, every racer competes in the spirit of fair play, with their head and their technique.

Every section, on one car.

Sections 01 to 05, each pointed at the place on the car where its parts go. Hardware and Race Ready run through all of it.



02 · FRONT ROLLERS
15398 double · 15528 tube
page 15

05 · TYRES
15541, 24 mm narrow
page 29

04 · SIDES
cylinder + ball-link each side
page 26

03 · REAR ROLLERS
19 mm, upper + lower
page 34

02 · FRONT
15497 over 95433 · bowls ×2
page 14

01 · BASE
Super FM, motor up front
page 08

03 · REAR
15497 · 95600 · 15518
page 20

FRONT AT THE TOP · REAR AT THE BOTTOM

FIG. 1 · TOP VIEW · AFTER HAFIZ PUTEH'S SUPER FM, CURRENT BODY · DRAWING @MINI4IZAD

Raced in Yokohama. 横浜で走った車

This isn't a car built for a book. It went to the B-MAX GP World Cup 2025 in Japan and came home with a trophy.



FIG. 2 · B-MAX GP WORLD CUP 2025 · TEAM COMPETITION · SECOND RUNNER-UP · JAPAN / YOKOHAMA · HAFIZ PUTEH'S SUPER FM WITH THE TROPHY, JAPAN, NOVEMBER 2025 · PHOTO, GREYSCALE

The trophy carries the flags of eleven countries, and the Malaysian team behind it finished third in the team competition: second runner-up. Hafiz Puteh's Super FM sits in front of it here, in the blue Strato Vector body it raced in on that trip.

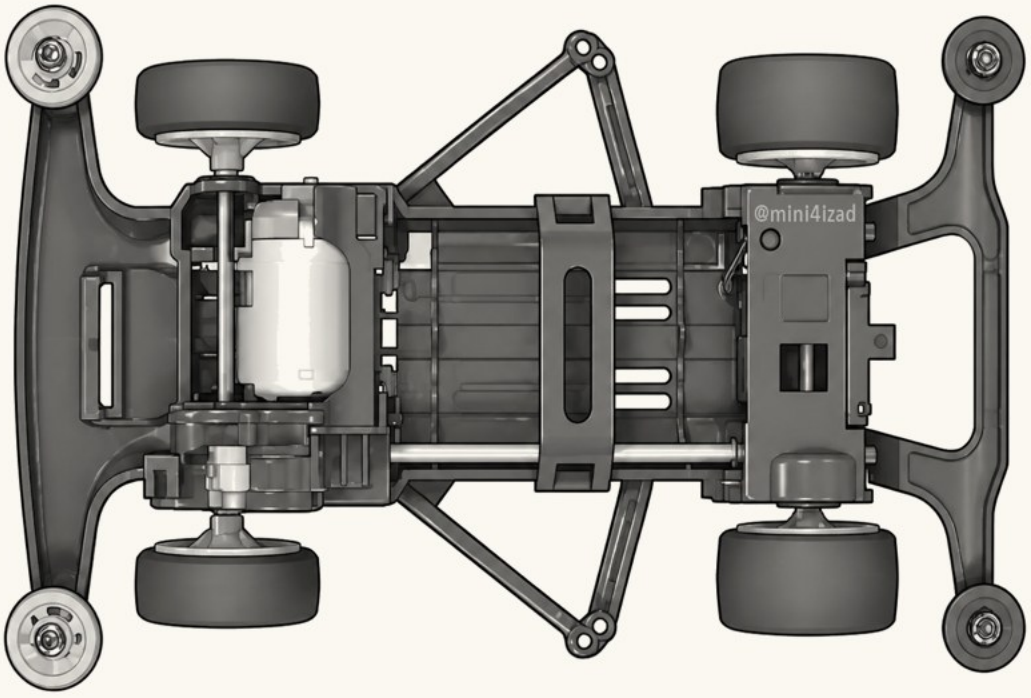
Everything in the next six sections is that car, part by part: what's on it, why it works, and what the rules allow. Where it runs a limited colour or print, the page tells you the regular part to buy.

EVENT	B-MAX GP World Cup
YEAR	2025
PLACE	Yokohama, Japan
CLASS	Team Competition
RESULT	2nd runner-up
CAR	Super FM
BODY	Strato Vector · 19508

SECTION 01

THE BASE

シャーシと駆動系



The front-motor original: narrow, sure-footed, and still at home on a B-MAX layout.

CHASSIS 08 COMING FROM THE FM-A 09 DRIVETRAIN 10 GEAR OPTIONS 11 POWER 12

Super FM chassis スーパーFMシャーシ

Motor at the front, batteries behind it, and a propeller shaft running back to the rear axle.

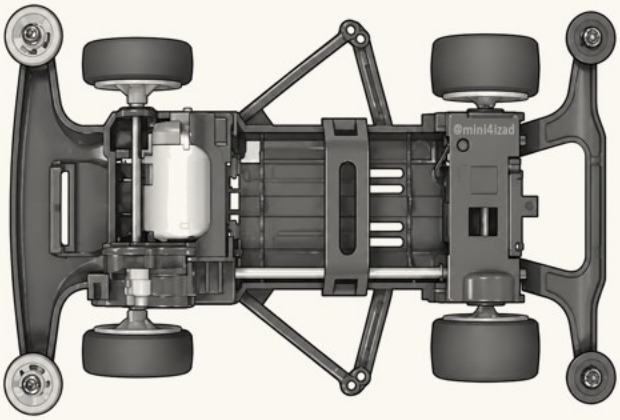


FIG. 3 · SUPER FM CHASSIS, PLAN VIEW · DRAWING @MINI4IZAD

The Super FM puts the motor ahead of the batteries, so the weight sits forward. A front-heavy car lands nose-first and settles, where a rear-motor car tends to bounce. That's why front-motor chassis keep showing up on layouts full of jumps and drops.

It's 144 mm long and 90 mm wide by Tamiya's figures, narrower than the FM-A, with the same 83 mm wheelbase. The rules allow 105 mm, so the plates and rollers have 15 mm to work with. This car uses nearly all of it: its 19 mm rear rollers are the widest point.

LAYOUT	Front motor
SHAFT	Single
LENGTH	144 mm
WIDTH	90 mm
WHEELBASE	83 mm
KIT GEARS	5:1 and 4:1

B-MAX RULING · §6 · Q&A CHASSIS

Not allowed: lightening holes, cutting, a home-made chassis, or new screw holes.

Allowed: countersinking existing holes, and drilling a screw hole through or opening it to 2 mm.

RULES CHECK · BODIES

This car carries a full livery, painted and stickered. Under Tamiya's rules a clear body has to carry stickers or paint, or it doesn't count as a body. Finish yours before race day.

Coming from the FM-A FM-Aとのちがい

Both put the motor up front. The Super FM is the older, narrower one, and three of its drivetrain parts are its own.

PART	FM-A	CHANGE	SUPER FM
Layout	Front motor, single shaft	Same	Front motor, single shaft
Size	150 × 97 mm · WB 83	**Narrower**	144 × 90 mm · WB 83
Propeller shaft	15234 (Super X hollow)	**Different**	15206 hollow, purple
Terminal	15237 (Super X gold)	**Different**	15046 gold terminal B
Top-speed gear	15516 setting set	**Different**	15187 drilled 3.5:1 set
4 · 4.2:1 gears	15236	Same	15236
Stock axles	60 mm	Same	60 mm
Rear rollers, in these books	13 mm, 15437	**Different**	19 mm, 15464

The Super FM came first. Tamiya later built the FM-A on what it learned from it and from the AR, and made the FM-A wider and lighter. If you've built an FM-A, the habits carry over: weight forward, a long propeller shaft to the rear, and the motor out of the way of the batteries.

What doesn't carry over is the small print. The propeller shaft, the gold terminal and the drilled top-speed gear set are Super FM parts, and this car's tail runs big 19 mm rollers where the FM-A book's car ran 13s. The fit check on page 41 lists every part Tamiya doesn't list for the Super FM.

SUPER FM	144 × 90 mm
FM-A	150 × 97 mm
WHEELBASE	83 mm, both
SUPER FM WEIGHT	117.2 g, Tamiya

> GARAGE NOTE · TWO FRONT-MOTOR CARS
>
> The FM-A book covers the same layout part by part. If you run both chassis, the 15459 damper sets, the 15398 doubles and the 15528 tubes are shared; buy them once.

Drivetrain 駆動系

The gearbox doesn't show in the photos, so this page gives the Super FM's own parts as the suggestion.



COUNTER · BLACK
4:1, FROM 15236

COUNTER · RED
4.2:1, FROM 15236

CROWN · ORANGE
94773 · AO-1019

FIG. 4 · THE 15236 COUNTER GEARS AND THE G-2 CROWN GEAR · DRAWINGS @MINI4IZAD

15236, the high-speed counter gear set, names the Super FM in Tamiya's own description: 4:1 and 4.2:1, a 28T spur, two counter shafts and ball bearings. The 4:1 is also one of the two ratios in the Super FM kit, so you may already have it; 15236 adds the 4.2:1 for when a layout gets hilly.

The drive goes front to back down a propeller shaft. 15206 is the 2 mm hollow lightweight one made for Type 5 and Super FM, in purple, with two plastic pinions in the bag. The crown gear is 94773, the orange G-2 spare, ten to a bag, on Tamiya's Super FM list.

COUNTER SET	15236 · ¥330
CROWN GEAR	94773 · ¥176
PROP SHAFT	15206 · ¥176
3.5:1 SET	15187 · ¥330

B-MAX RULING · §6 · Q&A BEARINGS, GEARS

Required: drive gears only in their specified combinations; the pinion is set by the chassis.

Allowed: ball bearings, and gluing a gear to its shaft. **Not allowed:** anything that can throw grease onto the track.

Gear options ギヤ比の選択肢

Four gear ratios are listed for the Super FM. Go lower for speed on fast layouts, higher for pull on twisty ones; the colour of each gear gives it away.

RATIO	COUNTER	SPUR	SET · WHEN TO USE IT
3.5:1 SUPER SPEED	 LIGHT BLUE	 YELLOW	15187 · DRILLED SPUR Flat, fast layouts. Tamiya's own Super FM top-speed set.
4:1 HIGH SPEED	 BLACK	 LIGHT BROWN	15236 · IN THE KIT The all-rounder, and one of the two ratios in the box. Start here.
4.2:1 HIGH SPEED	 RED	 LIGHT BROWN	15236 A touch more pull for climbs and corner exits.
5:1 POWER	 BLUE	 YELLOW-GREEN	IN THE KIT Maximum pull for twisty, hilly layouts. The other ratio in the box.

Four ratios here, not five: no 3.7:1 set is on Tamiya's Super FM list. 15187 (¥330) has a drilled lightweight spur, counter gear, shaft, 620 bearings and two gear covers. This car's ratio isn't visible in the photos, so none is marked. The ratio is how many times the motor turns for one turn of the tyre. B-MAX: gears only in their specified counter-and-spur pairs. Drawings @mini4izad from 15456; the Super FM sets use the same colour pairs.

Power モーターと電池

The motor list is Tamiya's own, and a Super FM takes single-shaft motors from it.

FAMILY	MOTORS YOU CAN RUN	NOTE
Kit	Normal motor	In the box
Tune	Torque-Tuned 2 · Rev-Tuned 2 · Atomic-Tuned 2	Also the original Tuned versions
Dash	Light-Dash · Hyper-Dash 3 · Power-Dash · Sprint-Dash	Also Hyper-Dash 2
Other	Hyper-Mini	Allowed
PRO	Not for Super FM	PRO motors are for ME, MA and MS

Dash motors are allowed, and B-MAX says so. What's banned is opening a motor up: parts from a disassembled motor can't be used, and Tamiya counts rewinding, or marks on the end-cap tabs, as tampering.

15046, the gold-plated terminal B, is the one Tamiya names for the Super FM, Super TZ and TZ-X. Gold resists oxidising, so the contacts keep their low resistance race after race.

TERMINAL	15046 · ¥330
SHAFT TYPE	Single
MOTOR	Front
BATTERIES	Tamiya AA ×2

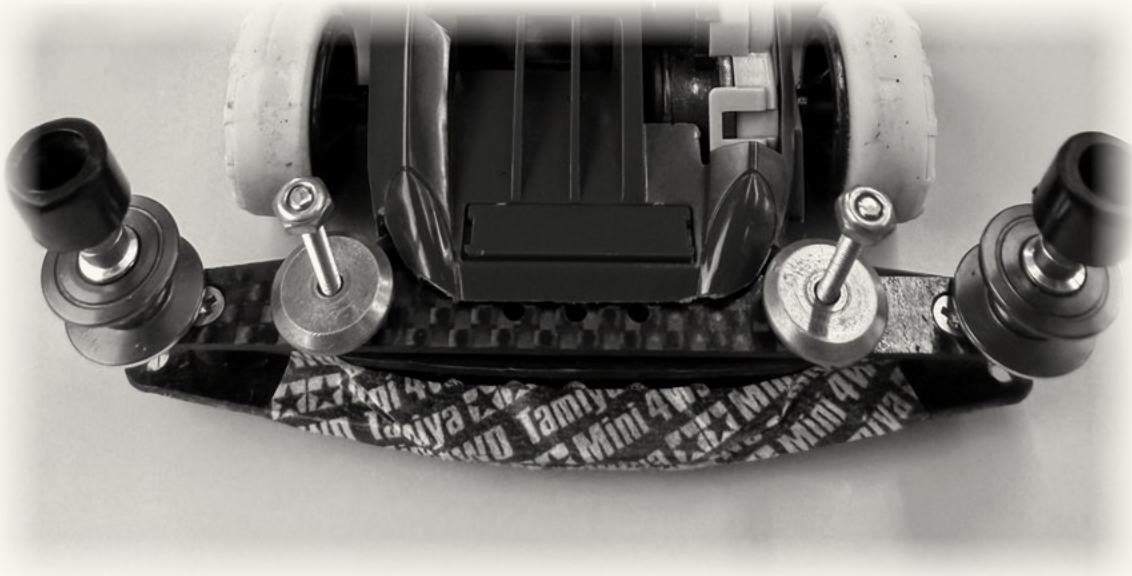
> B-MAX RULING · §6 · Q&A MOTOR
>
> Terminals: kit or grade-up part, fitted as the instructions show. No soldering, no doubled plates. Batteries only in the specified direction.

> EVENT NOTE · TAMIYA MINI 4WD BOOK, 2026
>
> Events can be stricter than B-MAX. Japan Cup 2026 limits its Junior and Trial classes to the Normal and Tune motors. Read your event's rules before race day.

SECTION 02

THE FRONT

フロント



One carbon bar, a double roller under a tall black tube, a weight on each long screw, and a brake tucked underneath.

FRONT PLATES 14 ROLLERS 15 MASS DAMPERS 16 FRONT BRAKE 17 PLATE OPTIONS 18

Front plates フロントステー

A carbon roller bar on top, and a curved carbon stay under the bumper to carry the brake.



ON TOP · 15497 HG CARBON BAR FOR 13/19 MM



UNDER THE BUMPER · 95433 HG CARBON FULL-COWL STAY

FIG. 5 · THE FRONT PLATES, TOP TO BOTTOM · DRAWINGS @MINI4IZAD, PRINT LEFT OFF

The rollers and the front weights stand on 15497, Tamiya's 1.5 mm HG carbon bar made for 13 and 19 mm rollers. The car's bar is a printed edition, 'TAMIYA MINI 4WD HIGH GRADE CARBON' across it and '19' at the roller holes; 15497 is the regular part with the same outline. The same bar goes on top at the rear, so one design does both ends.

Under the bumper sits a curved carbon stay, read here as 95433, the HG carbon full-cowl front stay. Its job on this car isn't rollers: it carries the front brake sponge, low and flat under the nose.

TOP BAR	15497 · ¥1,320
LOWER STAY	95433 · ¥1,034
THICKNESS	1.5 mm, both
ON THE BAR	rollers + bowls

> B-MAX RULING · §6 · Q&A PLATES
>
> Plates must be fixed solid; no wobble. Glued stacks and glue-soaked plates are allowed; tapered edges are not.

> GARAGE NOTE · PRINTED PLATES
>
> Printed carbon is the same carbon. If you find the printed bar, it fits and races exactly like 15497; if you don't, buy the plain one.

Rollers ローラーとスタビ

One double roller per corner, with a tall black tube stabiliser standing over it.



DOUBLE · 13-12 MM
15398 (RED ON THIS CAR)



ON TOP · TUBE
15528 BLACK STABILISER

FIG. 6 · A FRONT CORNER, PART BY PART · DRAWINGS @MINI4IZAD

The double roller does two jobs: the 13 mm tier runs the fence, and when the car leans the 12 mm tier takes over before it can roll. The car's are red, a limited colour; 15398 is the regular silver one, the same roller, and it's on Tamiya's Super FM list.

Above it, on a black spacer, stands 15528, a hi-mount tube stabiliser: an 8 × 10 mm ABS tube that rides the fence higher up and stops the nose climbing it. There's no roller under the plate. Fewer parts on the nose means less weight at the end that hits first.

DOUBLE	15398 · ¥1,210
TUBE STABI	15528 · ¥264
TUBES	8 × 10 mm ×3
PER CORNER	1 roller + 1 tube

VARIATION	ITEM	¥	WHAT CHANGES
Rubber-ring double 13-12	15418	1,210	Grips the fence when it leans
Plastic double 13-12	15457	286	Low friction, cheapest
9-8 mm double	15403	1,210	Smaller and much lighter

B-MAX RULING · §6 · Q&A ROLLERS

Rollers only as sold: no adding or swapping rings, no mixing diameters, no new bearing. A roller worn 1 mm or more in diameter counts as modified.

SEE ALSO

The whole front corner on one screw, drawn to scale: page 35.

Mass dampers マスダンパー

Brass bowls at the front, cylinders at the back and sides: every weight on the car comes from one set, 15459.



FRONT · BOWL ×2
3.4 G EACH



REAR + SIDES · CYLINDER ×4
4.2 G EACH

FIG. 7 · THE TWO WEIGHTS ON THIS CAR, BOTH FROM 15459 · DRAWINGS @MINI4IZAD

15459, the AR chassis side mass damper set, holds two brass bowls (3.4 g) and two cylinders (4.2 g). Each sits loose on a long screw: when the car lifts off a jump it trails behind, then drops onto the plate and soaks up the bounce.

The two bowls stand on the front bar, either side of the nose. The four cylinders go two on the rear brake stay and one on each side plate. That's two bowls and four cylinders, so two sets. Every damper screw is topped with a red aluminium lock nut, 15493, so the weight can lift but never leave.

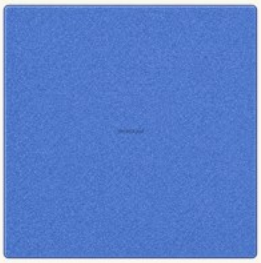
SET	15459 · ¥682 †
BOWL	3.4 g
CYLINDER	4.2 g
IN A SET	2 + 2
ON THIS CAR	2 sets
LOCK NUTS	15493 · red

TYPE	ITEM	WEIGHT	USE
Bowl	15459	3.4 g	Front, on the bar
Cylinder	15459	4.2 g	Rear and sides
Standard dome	15392	4.7 g	A step heavier, one piece
Heavy	15401	8.8 g	The heaviest round weight

> B-MAX RULING · §6 · Q&A MASS DAMPERS
>
> No enlarging a damper's hole; a hole worn 3 mm or more counts as modified. A ball-link damper falling off mid-run isn't a disqualification.

Front brake フロントブレーキ

A strip of blue sponge under the nose, wrapped in Tamiya's logo tape.



SPONGE · MILD BLUE
15512



TAPE
15463 MULTIPURPOSE

FIG. 8 · THE FRONT BRAKE: SPONGE AND TAPE · DRAWINGS @MINI4IZAD

Under the lower stay, a blue brake sponge sits wrapped in Tamiya's blue logo tape. Read here as 15512, the mild blue sponge set, it's the gentle one: enough to check the nose on a drop without slowing the car on the flat.

The tape does two jobs. It holds the sponge on, and its smooth face changes how the brake meets the track, so the nose skims rather than grabs. The logo pattern is the giveaway that it's Tamiya's own tape, 15463.

SPONGE	15512 · ¥484
TAPE	15463 · ¥396
WHERE	Under the front stay
STRENGTH	Mild

B-MAX RULING · Q&A BRAKE · TAMIYA REGULATION

You may cut brake sponge. Don't heat-form it: B-MAX calls that dangerous. With brakes fitted, the car still needs 1 mm of ground clearance.

GARAGE NOTE · A FRONT BRAKE

Brakes at both ends is a front-motor habit: the heavy nose lands first, so it's the nose that needs checking. The rear stay carries the same mild sponge, plus two weights; page 22 covers it.

Front plate options プレートの選択肢

Other ways to build the nose. The Super FM takes most bars and wide stays; check the fit tags.

ROLLER BARS



15497 · IN THIS BUILD
HG carbon bar for 13/19 mm
On top at both ends here. ¥1,320.



15530
FRP bar for 13/19 mm
Its FRP twin: double them for stiffness. ¥264.



15495 †
HG carbon multi plate 1.5 mm
The carbon popsicle stick. ¥1,210.



15193
FRP reinforcing plate
The FRP popsicle stick. ¥220.

WIDE STAYS



95433 · IN THIS BUILD
HG carbon full-cowl stay
Under the bumper here. ¥1,034.



15472
FRP full-cowl front stay
95433 in FRP. ¥286.



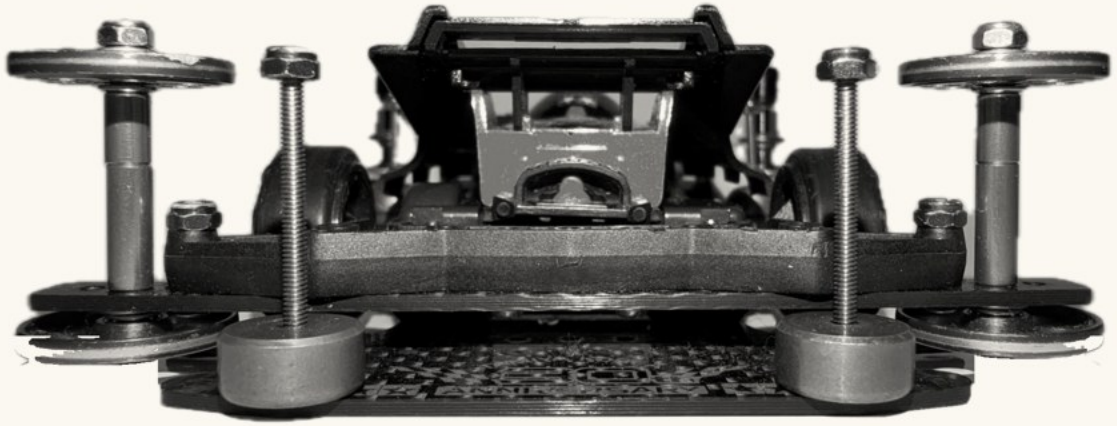
15394
FRP multi wide stay
Budget FRP; works at either end. ¥286.

† not on Tamiya's Super FM list. Off-list doesn't mean illegal: it means Tamiya hasn't tested it there. Fit it through existing holes only.

SECTION 03

THE REAR

リヤ



Big 19 mm rollers on tall spacers, a carbon bar, and a wide brake stay that carries the weight and the sponge.

REAR PLATES 20 ROLLERS 21 BRAKES 22 BRAKE OPTIONS 23 ROLLER OPTIONS 24

Rear plates リヤステー

The same carbon bar as the front, a drilled carbon plate under it on the current setup, and a wide brake stay below.



ON TOP · 15497 HG CARBON BAR



UNDER IT · 95600 HG CARBON SUPER X PLATE



UNDERNEATH · HG CARBON REAR BRAKE STAY (LIMITED; REGULAR 15518 FRP)



BUDGET TWIN · 15242, 95600 IN FRP

FIG. 9 · THE REAR PLATES · DRAWINGS @MINI4IZAD, PRINT LEFT OFF

The rollers hang on the same carbon bar as the front, 15497 in its regular form. In Yokohama the bar ran alone, to keep the tail light. The car now carries a drilled carbon plate with the Super X outline under it, read as 95600 (the carbon version of 15242). Doubled, the pair barely flexes at the fence. Start with one; add the second if the tail wanders.

Below both hangs a wide carbon rear brake stay, the older pattern with flared ears at the back corners, not the newer 15550. The car's is printed '50th ANNIVERSARY'. Tamiya has only ever sold this stay in carbon as limited editions (the J-Cup 2020 to 2023 prints, 95133 to 95156, and 95675); the regular part with the same outline is 15518, in FRP. On this car the stay carries two brass cylinders as well as being the place for sponge.

TOP BAR	15497 · ¥1,320
UNDER IT	95600 · ¥924 †
BRAKE STAY	15518 · ¥418 †
BUDGET	15242 · ¥220

> B-MAX RULING · §6 · Q&A PLATES
>
> **Allowed:** carbon plates; glue soaked in to toughen them; plates glued together; countersinking existing holes.
>
> **Not allowed:** tapered edges, or any plate that wobbles.

Rear rollers リヤローラー

Four 19 mm aluminium rollers, one above and one below the plates on each corner, held apart by tall tube spacers.



HG 19 MM · ALL-ALUMINIUM
15464, THE REGULAR PART

FIG. 10 · 15464 HG 19 MM ALL-ALUMINIUM BALL-RACE ROLLER · DRAWING @MINI4IZAD

The car runs drilled 19 mm aluminium rollers in red: lightweight, limited-colour ones. 15464, Tamiya's HG 19 mm all-aluminium roller, is the regular part, on the Super FM list. Two sets give four, an upper and a lower on each rear corner.

Big rollers at the back hold a line on fast sweepers and ride over joints in the fence. Between the plate and the upper roller stands a gold aluminium tube, about 16 mm long, so the upper roller meets a leaning car high on the fence. The 15473 set builds the same height from 12 + 3 + 1.5 mm.

ITEM	15464
SIZE	19 mm
PRICE	¥880 a set
SETS	2
SPACER	about 16 mm
SCREW	30 mm cap

VARIATION	ITEM	¥	WHAT CHANGES
19 mm with plastic ring	15251	814	Softer on the fence
19 mm, 5-spoke	15404	726	Cheaper, a little heavier
13 mm all-aluminium	15437	770	Much lighter, less steady

B-MAX RULING · §6 · Q&A ROLLERS

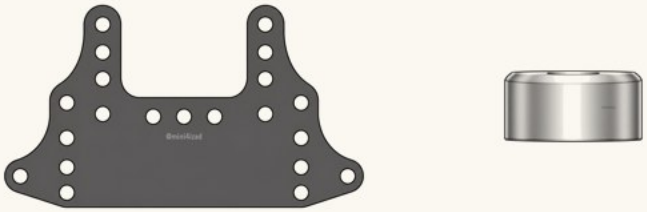
Same roller rule as the front: only as sold, no new bearing, no mixed diameters.

SEE ALSO

Both rollers, the plates and the spacer on one screw, to scale: page 34.

Brakes ブレーキ

A wide stay that carries two weights and a strip of the same mild blue sponge as the nose.



BRAKE STAY
15518 FRP, THE REGULAR PART

ON IT
15459 CYLINDER ×2

FIG. 11 · 15518 FRP REAR BRAKE STAY AND ITS WEIGHTS · DRAWINGS @MINI4IZAD

15518 gives a wide flat pad under the tail, low enough to touch the track on a drop and clear of the rear rollers. On this car it does a second job: two brass cylinders stand on it, so the weight sits low and right at the back, where it holds the tail down after a jump.

As raced in Yokohama, a full-width strip of mild blue sponge ran across the stay, so the car braked gently at both ends. One 15512 set has enough sheet for the nose and the tail. If the tail still kicks up on a drop, go one step stronger here before you touch the front. The next page sets out the range.

STAY	15518 · ¥418 †
CARBON	limited only
ON IT	2 cylinders
REAR SPONGE	15512 mild blue

B-MAX RULING · Q&A BRAKE · TAMIYA REGULATION

You may cut brake sponge. Don't heat-form it: B-MAX calls that dangerous. With brakes fitted, the car still needs 1 mm of ground clearance.

RACER LORE · THE PINK BRAKE

15492 used to be red, and racers still call it the pink brake. Tamiya switched it to white in January 2023 and says the material is unchanged.

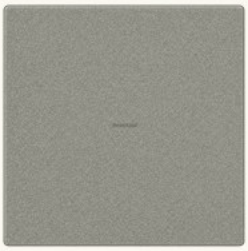
Brake options ブレーキの選択肢

Sponge by strength, strongest first. Cut a strip, try it, change one thing at a time.

STRONG



15492
Brake sponge set, white
1 · 2 · 3 mm. High friction, for steep drops. ¥484.



15441
Grey, from the 3-type set
About 2 mm. The strongest of the three. ¥550 the set.



15492 (OLD) · 95566
The pink brake (red)
Out of production; same material as white, says Tamiya.

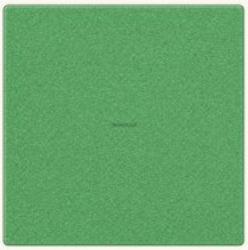
MEDIUM AND MILD



15441
Black, from the 3-type set
About 2 mm. Medium braking.



15512 · IN THIS BUILD
Brake sponge set, mild blue
1 · 2 · 3 mm. Both ends of this car. ¥484.



15441
Green, from the 3-type set
About 2 mm. The weakest of the three.

Colour is only half of it: a thick sponge, or one mounted low, meets the track earlier than a thin or high one. B-MAX: cut sponge if you like, never heat-form it, and keep 1 mm of ground clearance.

Roller options ローラーの選択肢

The tail's rollers by size. Bigger rides the fence steadier; smaller is lighter. All of these are on the Super FM list.

19 MM



15464 · IN THIS BUILD
HG 19 mm all-aluminium
The regular part for this car. ¥880.



15404
19 mm aluminium, 5-spoke
The budget 19. ¥726.

17 AND 13 MM



15161
17 mm aluminium, 3-spoke
A step down in size and weight. ¥814.



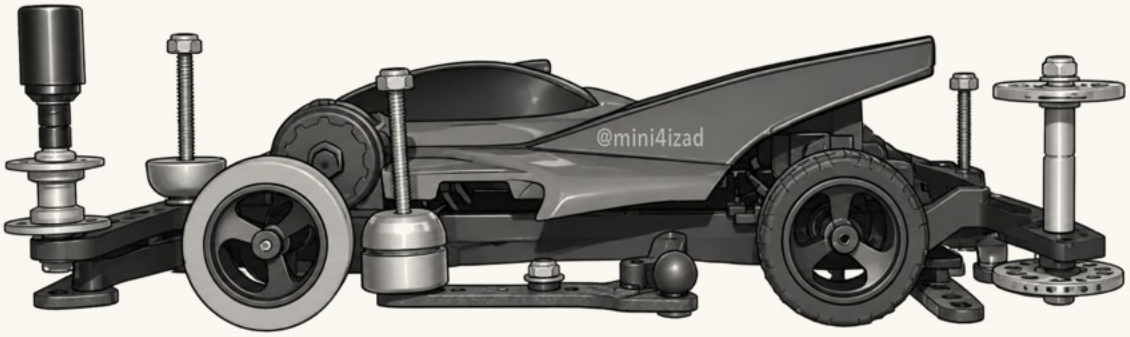
15437
13 mm all-aluminium
Light; what the FM-A book's car runs. ¥770.

B-MAX: rollers only as sold, no mixed diameters on one roller, no new bearings. Upper and lower may be different sizes.

SECTION 04

THE SIDES

サイド



Carbon plates low on each side, a brass cylinder on each, and a green-ball ball-link damper that swings.

SIDE PLATES AND WEIGHTS **26** BALL-LINK DAMPERS **27**

Side plates サイドステー

Low carbon plates on each side, shaped like the AR's arms, each carrying a brass cylinder.



SIDE ARM · 15459 SHAPE
ONE OF A PAIR



AT THE TIP
15459 CYLINDER

FIG. 12 · THE SIDE PLATE AND ITS WEIGHT · DRAWINGS @MINI4IZAD, PRINT LEFT OFF

Under each side of the car sits a carbon plate shaped like the arm in 15459, the AR chassis side mass damper set, screwed to the chassis's side frame. The book lists 15459, which brings FRP arms and the brass weights in one bag; a carbon arm of the same shape does the same job, a little stiffer.

Each plate carries one brass cylinder, about 4.2 g, low and out to the side, where it does the most to calm a car that lands crooked. Tamiya lists 15459 for the AR, FM-A, MA, ME, VZ and Super XX, not the Super FM: fit it only through holes the chassis already has.

ARMS	15459 · ¥682 †
WEIGHT	1 cylinder a side
EACH	about 4.2 g
MOUNTING	existing holes

> B-MAX RULING · §6 · NO-GO ZONE
>
> No parts except the body inside the wheel zones beside the tyres. Anything that can touch a wall must be fixed to the car or a fixed plate; only dampers and slide dampers may move.

> RULES CHECK · FITTING OFF-LIST ARMS
>
> B-MAX bans new screw holes in the chassis (§6). A part off Tamiya's list is fine if it bolts on through holes the Super FM already has. If yours needs a new hole, it's out. Check before you drill anything.

Ball-link dampers ボールリンクマスダンパー

A short black arm with a green ball on the end, hinged so it can swing. It's the one moving part on this car that isn't a weight on a screw.

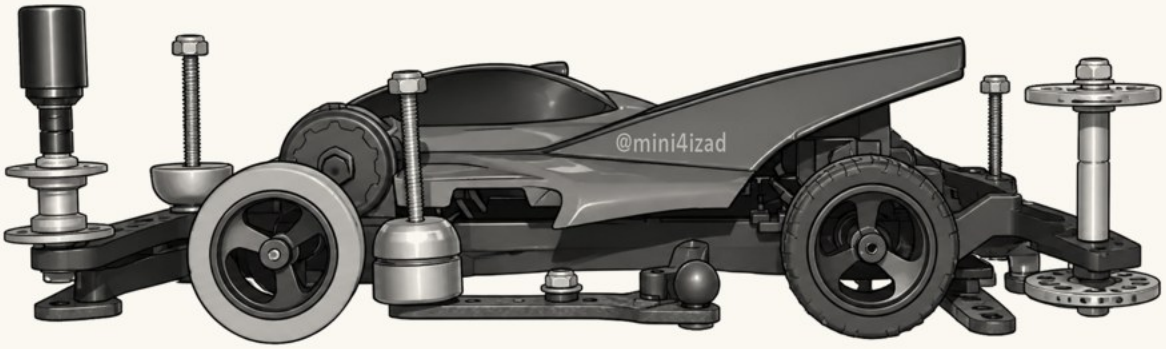


FIG. 13 · THE CAR FROM THE SIDE, FRONT TO THE LEFT · THE BALL-LINK DAMPER HANGS FROM THE SIDE PLATE, BETWEEN THE WHEELS · DRAWING @MINI4IZAD

A ball-link damper is a weight on a hinge instead of on a screw. When the car lands, the ball swings and takes the shock out over a longer moment than a weight that drops straight down. On this car one hangs from each side plate, between the wheels, next to the brass cylinder.

It isn't a numbered Tamiya part: several makers sell ball-link sets, and any one that bolts through the plate's existing holes does the job. The B-MAX Q&A names them directly: if one comes off during a run, that alone isn't a disqualification. The arm still has to stay inside the car's width and out of the wheel zones.

WHERE	Each side plate
MOVES	Swings on a ball link
ITEM	any ball-link set
COUNT	2

> B-MAX RULING · §6 · Q&A MASS DAMPERS
>
> No enlarging a damper's hole; a hole worn 3 mm or more counts as modified. A ball-link damper falling off mid-run isn't a disqualification.

SECTION 05

WHEELS & TYRES

タイヤとホイール



Small 24 mm tyres on 3-spoke wheels: yellow at the front, black at the back.

TYRES **29** WHEEL OPTIONS **30** SHAFTS **31**

Tyres タイヤ

Tamiya's 24 mm narrow tyre on a carbon-reinforced 3-spoke wheel, all round; the front pair is a yellow edition.



FIG. 14 · TYRE HARDNESS, TAMIYA'S SCALE · WHERE THE REGULAR TYRE SITS

15541 pairs a small-diameter low-friction narrow tyre, 24 mm, with a black carbon-reinforced 3-spoke wheel, and it's on Tamiya's Super FM list. Low friction slides at the fence rather than grabbing it, so the car turns in cleanly.

The car's front tyres are yellow, a limited colour, and their hardness isn't known from a photo. The rear pair is the regular black. A 24 mm tyre sits the car low, which keeps a front-heavy chassis steady on climbs.

TYRE	15541 · ¥440
SETS	2 (all four)
SIZE	24 mm narrow
WHEEL	Carbon 3-spoke
HARDER REAR	15543 · ¥396

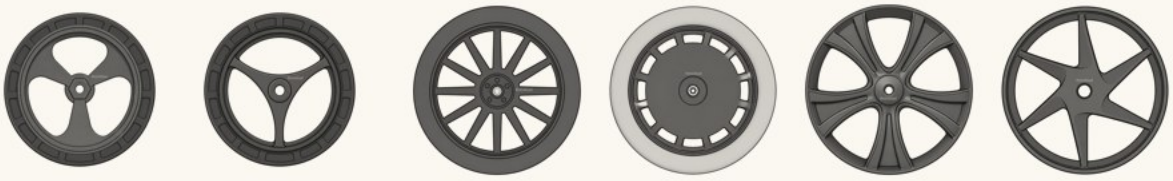
B-MAX RULING · Q&A TYRES · TAMIYA REGULATION

Not allowed: cutting or sanding tyres. **Allowed:** mixing tyre and wheel sizes. Tyres stay 22 to 35 mm across and 8 to 26 mm wide.

Wheel options ホイールの選択肢

Diameter matters most. A smaller wheel sits lower and climbs better; a larger one is quicker down long straights.

SMALL · **ABOUT 24 MM** MEDIUM · **ABOUT 26 MM**



3-SPOKE SWEPT + LUG TYRE | 15543 · SUPER HARD | 12-SPOKE + DARK TYRE | DISH 12-SLOT + WHITE TYRE | 5 SPLIT-SPOKE WHEEL | 6-SPOKE STAR WHEEL

FIG. 15 · WHEELS AND TYRES, BY SIZE · DRAWINGS @MINI4IZAD

ITEM	SIZE	TYRE	WHEEL	WHEN TO USE IT	¥
15541	24 mm	Low friction, narrow	Carbon 3-spoke	All four on this build	440
15543	24 mm	Super hard, narrow	Carbon 3-spoke	A harder rear, holds speed	396
15534	26 mm	Low friction, low-profile	Carbon fin	Taller all-rounder, front	440
15542	26 mm	Super hard, low-profile	Carbon Y-spoke	Taller all-rounder, rear	396
15544	31 mm	Low friction, low-profile	Carbon dish	Big wheels for flat, fast layouts	440

15541, 15534, 15542 and 15544 are on Tamiya's Super FM list; 15543 isn't. The 31 mm 15544 is a large wheel, not drawn here. Tyre size range under the rules: 22 to 35 mm across, 8 to 26 mm wide.

60 mm shafts 60mmシャフト

The Super FM's stock length, in Tamiya's black reinforced steel.



FIG. 16 · THE 60 MM BLACK REINFORCED SHAFT · DRAWING @MINI4IZAD

The Super FM runs 60 mm axles. 15416 is the black reinforced 60 mm shaft, four to a pack, with more carbon in the steel than a kit shaft so it resists bending after a crash, and it's on the Super FM list along with the hollow stainless 15440 and the HG 15348.

A bent shaft is the quiet speed thief: the wheel wobbles, the tyre scrubs, and the car feels slow for no reason you can see. Roll each shaft on a flat table before a race; if it rocks, replace it.

ITEM	15416 ×4
LENGTH	60 mm
PRICE	¥220
ALSO LISTED	15440 · 15348

> B-MAX RULING · §6
>
> The shaft may pass through the wheel. Nothing else about the wheel may change shape.

SECTION 06

HARDWARE

ビス・ナット



Screws, nuts and spacers: cheap, easy to forget, and the first thing to let go on race day.

SCREWS 33 REAR STACK 34 FRONT STACK 35 NUTS, SPACERS, CAPS 36

Screws ビス

Long screws for the weights, black cap screws for the rollers, red lock nuts on top.



COUNTERSUNK · 30 MM
15510

CAP SCREW · 30 MM
15454

FIG. 17 · THE TWO 30 MM SCREWS, TO THE SAME SCALE · DRAWINGS @MINI4IZAD

Each weight stands on a long screw from under the plate. A 30 mm countersunk screw from 15510 sits flush once the hole is countersunk with Tamiya's 2 mm bit (74130), so nothing hangs below to catch the track. On top of every damper screw is a red aluminium lock nut, 15493: the weight lifts and drops, but the nut never shakes off.

The rollers hang on 15454 black cap screws: stiffer in bending than stainless, by Tamiya's figure, with a hex socket head. They're threaded only near the tip, which is why the spacer count on the next two pages matters.

COUNTERSUNK	15510 · ¥330
CAP SCREWS	15454 · ¥594
LOCK NUTS	15493 · ¥550
BIT	74130

> B-MAX RULING · §6 · Q&A
>
> Countersinking existing holes in FRP or carbon plates and the chassis is allowed. New holes are not.

The roller stack: rear

One rear 30 mm cap screw, floated apart and put back together.

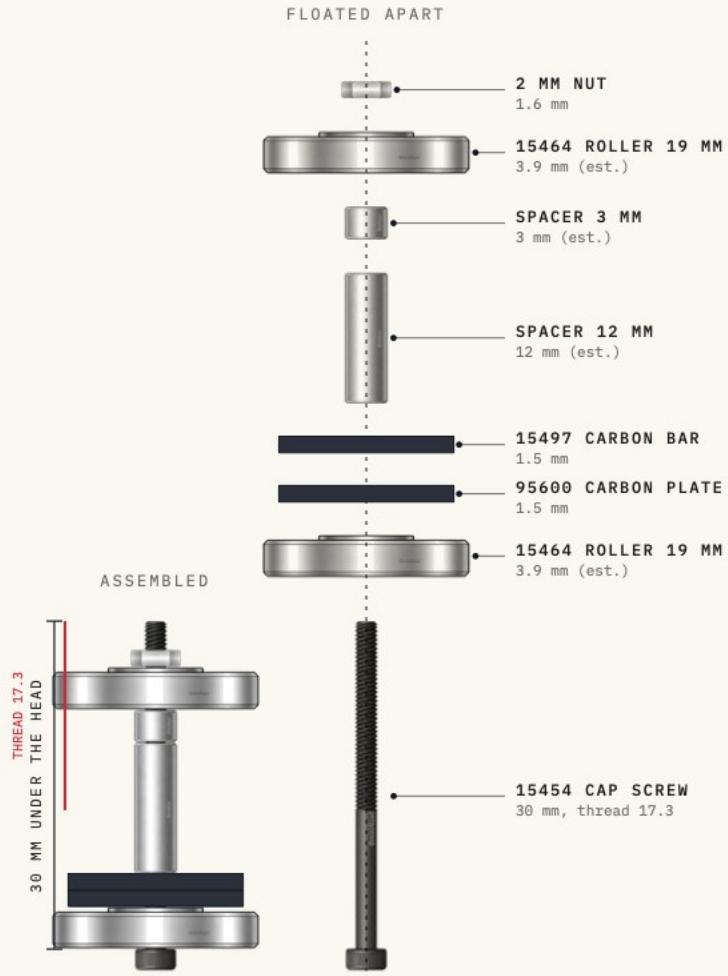


FIG. 18 · REAR CORNER, SIDE VIEW, TO SCALE · EST. = ESTIMATED · DRAWINGS @MINI4IZAD

From the head up: the lower 19 mm roller, the 95600 carbon plate with the 15497 bar on top of it (in Yokohama the bar ran alone), then the spacer, the upper 19 mm roller, and a nut.

The car uses one gold aluminium tube about 16 mm long. Drawn here as 12 + 3 mm from the 15473 set; add the 1.5 to match it exactly. The taller the spacer, the higher the upper roller meets a leaning car.

About 27.4 mm in all. The 19 mm roller's thickness (about 3.9 mm) comes from its drawing's proportion, not calipers, and the spacer is read from photos. Measure your own car.

SCREW	15454 · 30 mm cap
STACK	about 27.4 mm
SPACER	about 16 mm
ROLLERS	15464 ×2
TOP	2 mm nut

The roller stack: front

One front 30 mm cap screw: one plate, a double roller, and the tube on top.

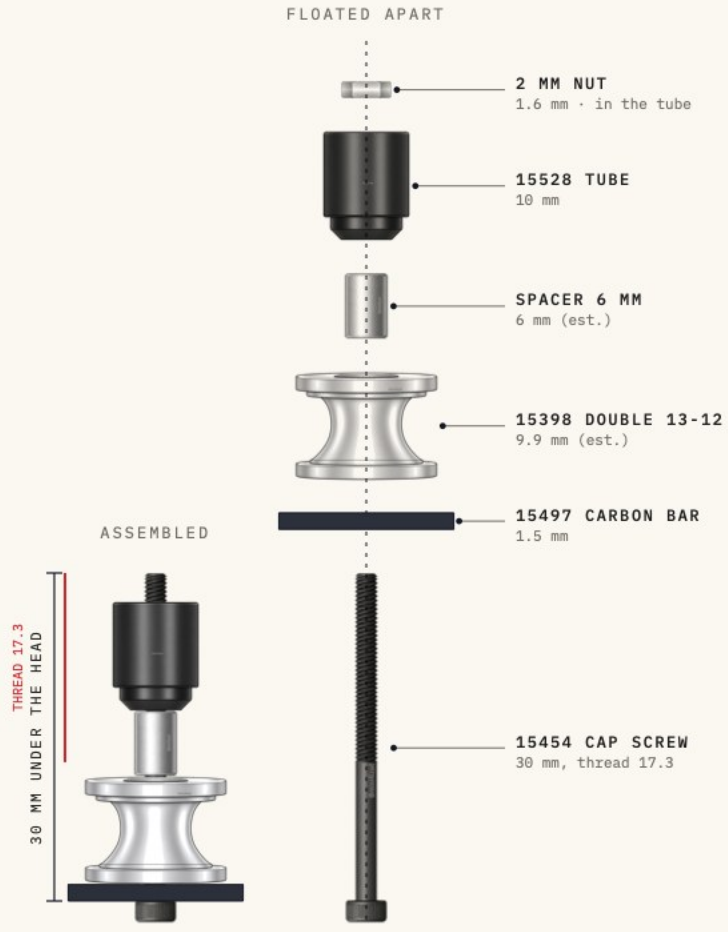


FIG. 19 · FRONT CORNER, SIDE VIEW, TO SCALE · EST. = ESTIMATED · DRAWINGS @MINI4IZAD

From the head up: the 15497 bar, then the 15398 double roller straight on top of it, a 6 mm spacer, and the 15528 tube. A plain 2 mm nut locks everything from inside the tube. The lower stay, 95433, sits further in and isn't on this screw.

There's no roller under the plate at the front of this car. That keeps the screw short of the track and the nose light.

About 27.4 mm in all. The double roller's height and the spacer (black on the car) are estimates: check yours.

SCREW	15454 · 30 mm cap
STACK	about 27.4 mm
ROLLER	15398
SPACER	6 mm
TUBE	15528, nut inside

Nuts, spacers, caps ナット・スペーサー

Small finishing parts, two of which the rules require.

PART	ITEM	¥	JOB
Aluminium spacer set	15473	286	12 · 6.7 · 6 · 3 · 1.5 mm
2 mm aluminium lock nuts, red	15493	550	Top of every damper screw
Ball stabi caps, monochrome	15385	220	Cover any bare thread
Quick-release body catch	15406	198	Holds the body on

A red aluminium lock nut tops every long screw on this car, and aluminium spacers decide each roller's height. Ball caps thread onto bare screws, and on long screws they work as stabiliser poles.

The rules make two of these mandatory: an exposed thread must be covered (ball cap or rubber pipe), and the body must be held on with a body catch.

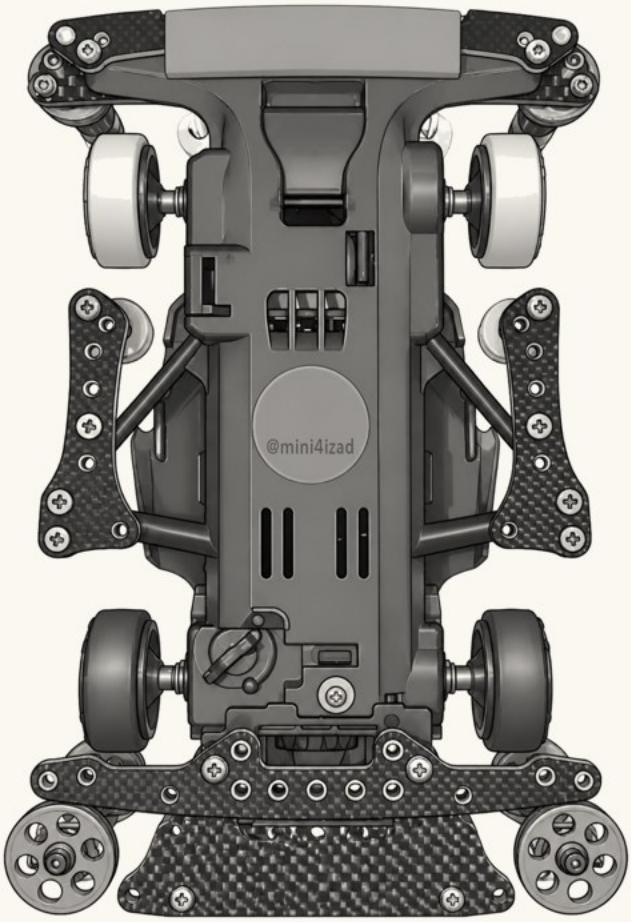
SPACERS	15473 · ¥286
LOCK NUTS	15493 · ¥550
CAPS	15385 · ¥220
CATCH	15406 · ¥198

> B-MAX RULING · §6 · TAMIYA REGULATION
>
> The body must be mounted with a body catch. No shapes that could damage the track or hands; cover any exposed screw thread.

SECTION 07

RACE READY

レース準備



What to change when it goes wrong, what to check before it races, and what to buy first.

TUNING BY SYMPTOM 38 RACE-MORNING CHECK 39 BUILD IN STAGES 40 WILL IT FIT? 41

Tuning by symptom 症状から調整

What the car is telling you. This build is a starting point, not an answer. Run it, watch where it goes wrong, and start here.

WHAT YOU SEE	USUALLY	TRY FIRST
Flies off at a jump or a drop	Too light at the ends, or the brake is too mild.	Go one step stronger on the front sponge (page 22); check every weight lifts freely.
Bounces after landing	Weights can't move freely.	Check each weight lifts and drops on its screw, and each ball-link swings; clear burrs.
Climbs the fence in a lane change	Nose rides up the wall.	Check the tube stabilisers stand tall (page 15); a rubber-ring double grips more.
Slow on climbs	Gearing too tall.	Go from 3.5 or 4:1 to 4.2 or 5:1 (page 11).
Slow everywhere, no obvious reason	Friction somewhere.	Spin each wheel by hand; roll the shafts on a table; check the brake isn't touching on the flat.
Rolls over in a fast corner	Leans too far before the top roller works.	Raise the upper rear roller with a taller spacer (page 34).
Tail kicks up on a drop	Not enough slowing the rear.	Go one step stronger on the rear sponge (page 22); keep the two cylinders on the stay.

> GARAGE NOTE · ONE AT A TIME
>
> Change one thing per run. Two changes at once and you won't know which one worked.

Before scrutineering 車検の前に

Ten checks, five minutes, on the kitchen table. Screenshot this page and tick it off.

	CHECK	LIMIT	HOW
☐	**Width**	105 mm or less	Across the widest rollers: the 19s at the rear.
☐	**Length**	165 mm or less	Roller to roller, front to rear, including the brake stay.
☐	**Height**	70 mm or less	The tube stabilisers stand tallest; measure their tops.
☐	**Ground clearance**	1 mm or more	Lowest screw head, plate or sponge, on a flat table. Check the front brake.
☐	**Weight**	90 g or more	With motor and batteries in.
☐	**Tyres**	22 to 35 mm, 8 to 26 mm wide	Uncut, unsanded.
☐	**Rollers**	No limit on the count in 2026	As sold: no swapped rings, no new bearing, not worn 1 mm.
☐	**Body**	Fixed, stickered or painted	A bare clear body doesn't count. Body catch fitted.
☐	**Threads**	Covered	Every bare screw end capped or locked.
☐	**Batteries**	Tamiya AA ×2, labels intact	A torn label is refused for safety.

B-MAX RULING · TAMIYA REGULATION §3

Limits from Tamiya's official competition regulations, which B-MAX races run under, as of 5 January 2026. The roller count is Tamiya's special rule, extended through 2026.

Build it in stages 段階的に

You don't have to buy it all at once. The full list comes to ¥15,334. Here's the order that gets the most race out of each yen.

STAGE 1 · ON THE FENCE

¥9,350

RUNNING ¥9,350

Plates, rollers, stabilisers and the screws to hold them. The car can race, legally, from here.

15497 ×2 · 95433 · 15398 · 15528 · 95600 · 15464 ×2 · 15416 · 15454 · 15473 · 15385 · 15406

STAGE 2 · SETTLE THE LANDINGS

¥4,092

RUNNING ¥13,442

The weights, side arms, brake stay and the sponge for both ends. This is what keeps a front-motor car on the track after a jump.

15512 · 15463 · 15518 · 15459 ×2 · 15510 · 15493 ×2

STAGE 3 · SPEED

¥1,892

RUNNING ¥15,334

Gears, the hollow propeller shaft, gold terminal and the 24 mm tyres. Speed last: a fast car that flies off finishes nothing.

15236 · 94773 · 15206 · 15046 · 15541 ×2

> GARAGE NOTE · SPEND IN THIS ORDER
>
> Stage 1 is the one that wins races on a B-MAX layout: a car that stays on the fence beats a faster one that doesn't. If money's tight, stop there and race it. The ball-link dampers aren't counted: they aren't a Tamiya-numbered part, so the price depends on the set you pick.

Will it fit? 適合チェック

Every part on this car, checked against Tamiya's own list of 306 parts for the Super FM.

ON TAMIYA'S LIST · 18

15236	High Speed Counter Gear Set (4:1 / 4.2:1) · suggested
94773	AO-1019 G-2 Crown Gear (orange ×10) · suggested
15206	2.0 mm Hollow Lightweight Propeller Shaft · suggested
15046	Gold-Plated Terminal B · suggested
15497	HG Carbon Multi Reinforcing Plate for 13/19 mm Rollers 1.5 mm, front + rear
95433	HG Carbon Front Stay 1.5 mm (Full-Cowl Type)
15398	Double Aluminium Rollers 13-12 mm
15528	Hi-Mount Tube Stabilizer Set (Black)
15463	Mini 4WD Multipurpose Tape (10 mm, Blue)
15464	HG 19 mm All-Aluminium Ball-Race Rollers
15541	Low Friction 24 mm Narrow + 3-Spoke Wheel, all four
15416	60 mm Black Reinforced Shafts ×4
15510	Stainless Countersunk Screws 10-30 mm
15454	2 mm Cap Screw Set (25 / 30 mm)
15493	2 mm Aluminium Lock Nut (Red ×5)
15473	Aluminium Spacer Set
15385	Ball Stabi Cap (Monochrome)
15406	Quick-Release Body Catch Set

BUILDER'S CHOICE † · 4

15512	Brake Sponge Set, Mild 1/2/3 mm (Blue), front + rear
95600	HG Carbon Super X Multi Reinforcing Plate
15518	FRP Rear Brake Stay Set (car: HG carbon limited edition)
15459	AR Chassis Side Mass Damper Set (arms + bowl/cylinder weights)

Off the list doesn't mean illegal. It means Tamiya hasn't listed it for this chassis, so the fit is on you: it must bolt on through holes that already exist, stay out of the wheel zones, and keep the car inside 105 mm. Brake sponge isn't listed per chassis at all. Check each † part on your own car before race day.

> B-MAX RULING · §6 · Q&A CHASSIS
>
> **Not allowed:** lightening holes, cutting, a home-made chassis, or new screw holes.
>
> **Allowed:** countersinking existing holes, and drilling a screw hole through or opening it to 2 mm.

Putting it together. 組み立て

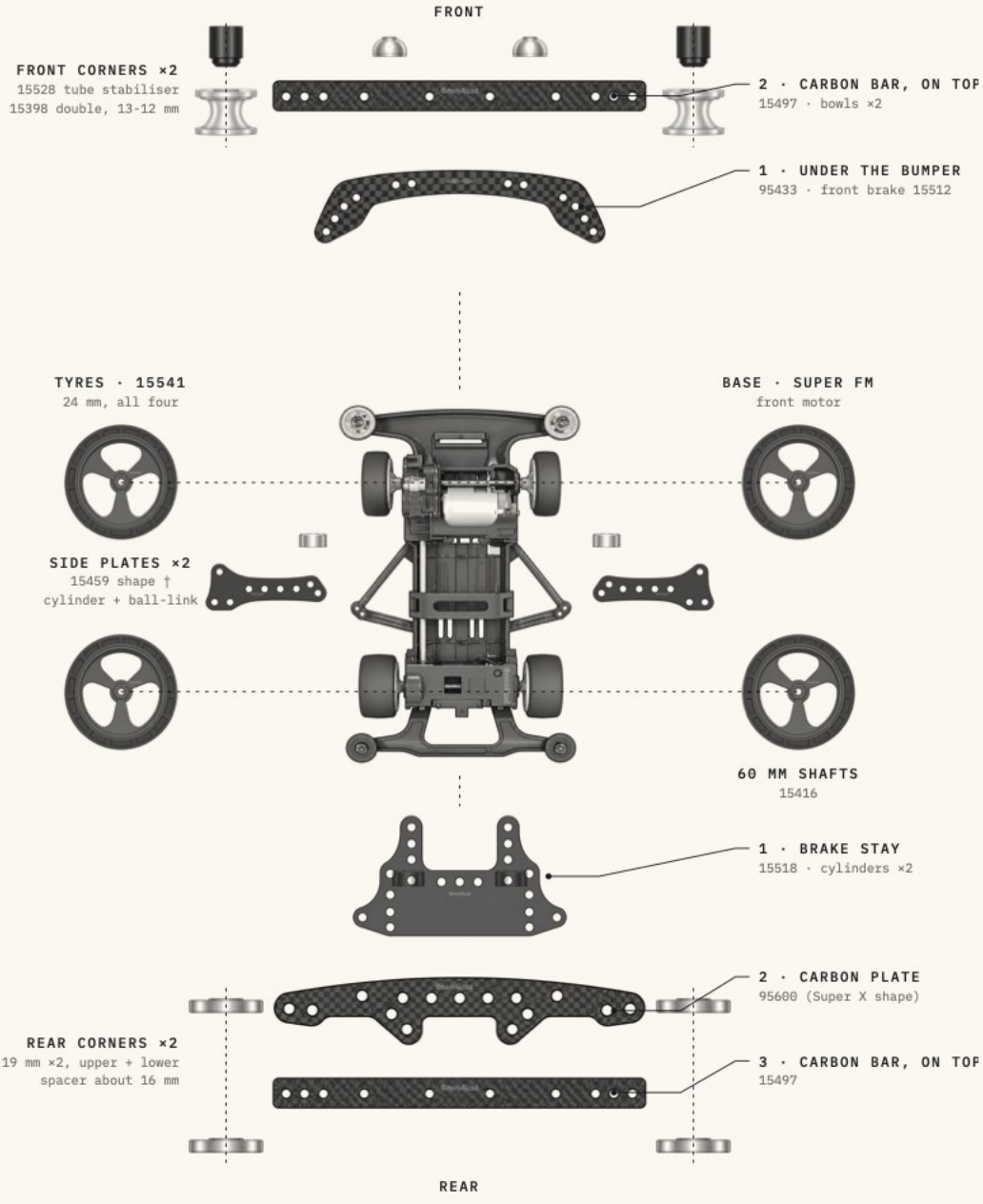


FIG. 20 · THE WHOLE CAR, FLOATED APART · TOP DOWN, FRONT UP · NUMBERS ARE FITTING ORDER · NOT TO SCALE · DRAWINGS @MINI4IZAD

The full parts list.

Tamiya Japan list prices, tax included, as of 25 October 2026. Shop prices vary.

ITEM	PART	SECTION	¥
Super FM kit	Any Super FM kit	Base	kit
15236	High Speed Counter Gear Set (4:1 / 4.2:1) · suggested	Base	330
94773	AO-1019 G-2 Crown Gear (orange ×10) · suggested	Base	176
15206	2.0 mm Hollow Lightweight Propeller Shaft · suggested	Base	176
15046	Gold-Plated Terminal B · suggested	Base	330
15497	HG Carbon Multi Reinforcing Plate for 13/19 mm Rollers 1.5 mm, front + rear	Front · Rear	2,640 (2×)
95433	HG Carbon Front Stay 1.5 mm (Full-Cowl Type)	Front	1,034
15398	Double Aluminium Rollers 13-12 mm	Front	1,210
15528	Hi-Mount Tube Stabilizer Set (Black)	Front	264
15512	Brake Sponge Set, Mild 1/2/3 mm (Blue), front + rear †	Front · Rear	484
15463	Mini 4WD Multipurpose Tape (10 mm, Blue)	Front	396
95600	HG Carbon Super X Multi Reinforcing Plate †	Rear	924
15464	HG 19 mm All-Aluminium Ball-Race Rollers	Rear	1,760 (2×)
15518	FRP Rear Brake Stay Set (car: HG carbon limited edition) †	Rear	418
15459	AR Chassis Side Mass Damper Set (arms + bowl/cylinder weights) †	Front · Rear · Sides	1,364 (2×)
Ball-link	Ball-link mass dampers ×2 (not a Tamiya-numbered part; any set)	Sides	varies
15541	Low Friction 24 mm Narrow + 3-Spoke Wheel, all four	Wheels	880 (2×)
15416	60 mm Black Reinforced Shafts ×4	Wheels	220
15510	Stainless Countersunk Screws 10-30 mm	Hardware	330
15454	2 mm Cap Screw Set (25 / 30 mm)	Hardware	594
15493	2 mm Aluminium Lock Nut (Red ×5)	Hardware	1,100 (2×)
15473	Aluminium Spacer Set	Hardware	286
15385	Ball Stabi Cap (Monochrome)	Hardware	220
15406	Quick-Release Body Catch Set	Hardware	198
	Grade-up parts, before the kit		**15,334**

Tap any underlined item number to open that part on mini4izad.com: photos, prices and what it fits. Free, no sign-up.

THE TOTAL IN OTHER CURRENCIES

JPY	USD	EUR	MYR	PHP	IDR
¥15,334	98	87	399	6,200	1,765,000

About, at European Central Bank rates, 22 Oct 2026. A rough guide: shop prices and rates move. These are Japan list prices: the same parts usually cost more elsewhere once import, shipping and local shop margins are added.

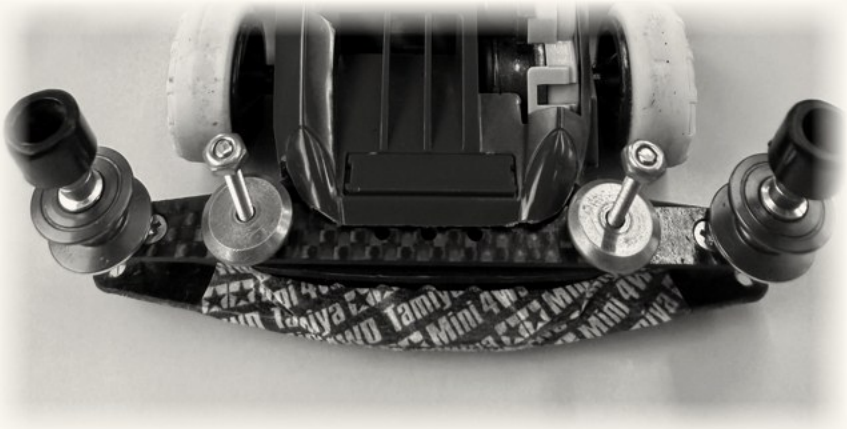
Sources.

Rules. Basic-MAX GP Competition Regulations ver5.0 and the official Q&A, basic-max.com, published 13 May 2026, in force 1 June 2026. Tamiya Mini 4WD Official Competition Regulations, tamiya.com, as of 5 January 2026 (the race-morning limits). Every rule is covered in the companion book, *B-MAX GP Rules v5.0 Illustrated*.

Parts. Tamiya Japan product pages and its Super FM chassis parts list (306 items), read 23 October 2026: names, specifications, fit and prices. † marks a part not on that list. Super FM dimensions from Tamiya's chassis page.

The car. Hafiz Puteh's Super FM. It raced on the B-MAX GP World Cup 2025 trip to Japan under a blue Strato Vector body (19508), which the photos show; the top, side and underside drawings were made from the same chassis in the Thunder Shot body it wears now (@mini4izad). Parts are identified from Hafiz's photos of both; the roller-stack spacers are read from them, not measured. Where a part on the car is a limited colour or print, the book names the regular part.

Unofficial. This book has no link to TAMIYA Inc. or the Basic-MAX GP Committee. Rules change, so check basic-max.com and your event's own rules before you race.



V1.0 · FIRST EDITION · NOV 2026

Now build one. さあ、組もう

You've seen one Super FM that finishes. The rest is your bench, your track and your own notes.

IF THIS BOOK HELPED

It's pay what you want, and zero is fine. If it saved you a wrong purchase or a flight off the track, you can put something towards the next book at ko-fi.com/mini4izad/shop. Every edition so far was paid for that way.

THE OTHER BOOKS

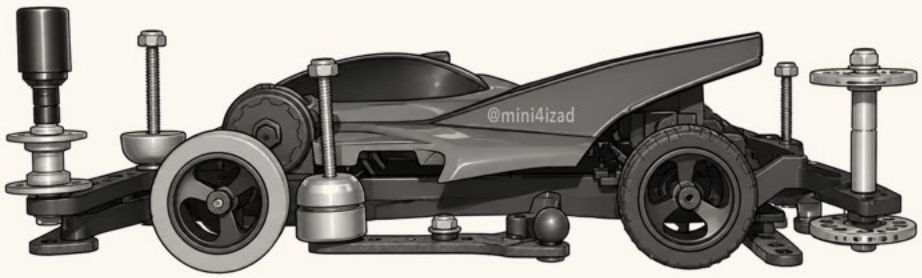
The **Super-II** Setup Book (ko-fi.com/s/29bd23b7ec) and the **FM-A** Setup Book (ko-fi.com/s/ee1a9b886a), each a real racer's car, part by part, in the same format as this one. The MA book is next.

EVERY PART IN HERE, ONE TAP AWAY

Any underlined item number in this book opens that part on mini4izad.com: photos, Japan price, and what it fits. The Parts Finder there covers 780 items; the Kit Finder tells you which kit a part came in. Free, no sign-up.

TELL ME WHAT I GOT WRONG

A book read off photos will have a mistake in it somewhere. If you spot one, or your Super FM runs something better, send it to @mini4izad on Instagram. Corrections go into the next version, with your name on the line if you want it. And send a photo of your build: a car that finishes is the whole point.



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B-MAX SETUP BOOK · SUPER FM · V1.0