

## TRX-4 Traxx® Deep-Terrain Track Set Installation Instructions

Covers Part #8880

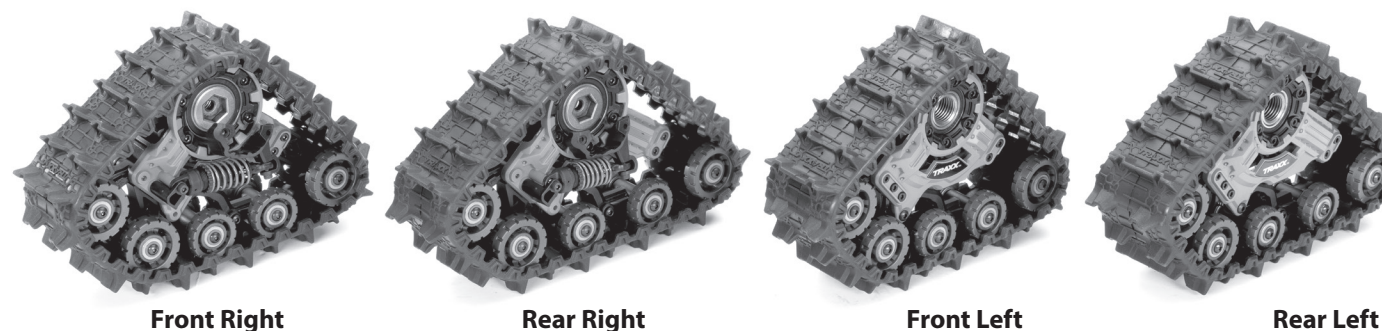
### Kit Contents:

- TRX-4 Traxx (2 front, 2 rear)
- 2.5x12mm cap-head screws (8)
- 17mm wheel wrench

### Recommended for optimal performance (sold separately):

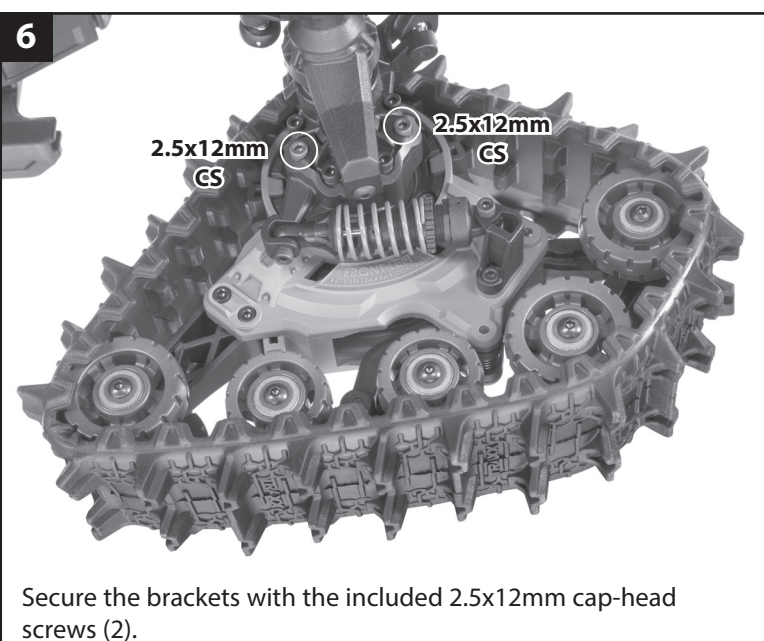
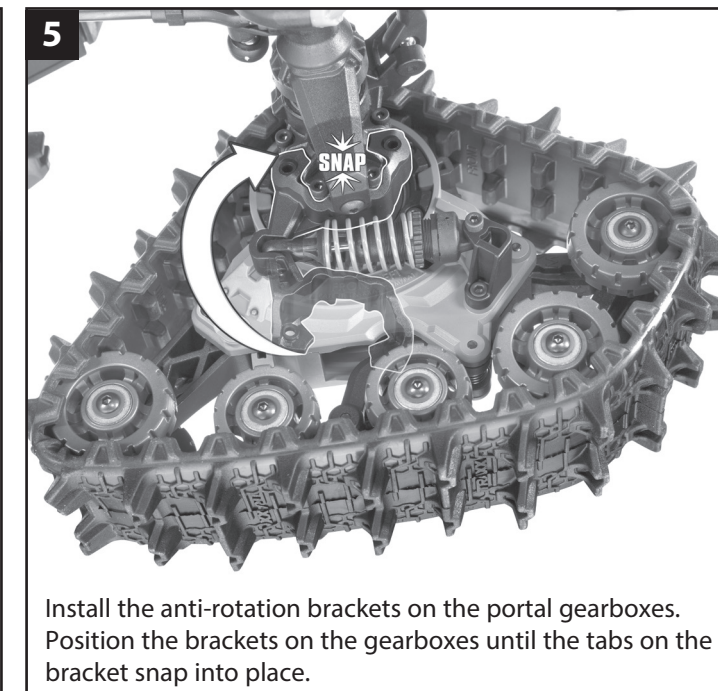
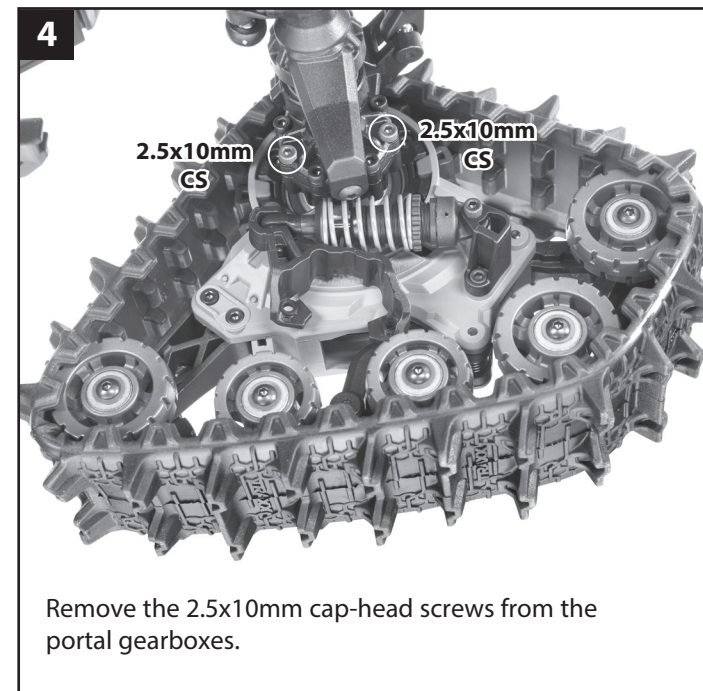
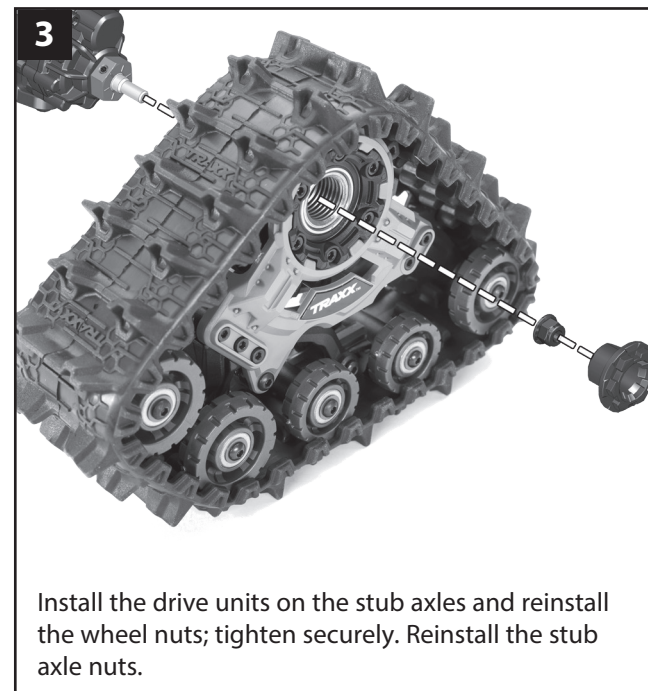
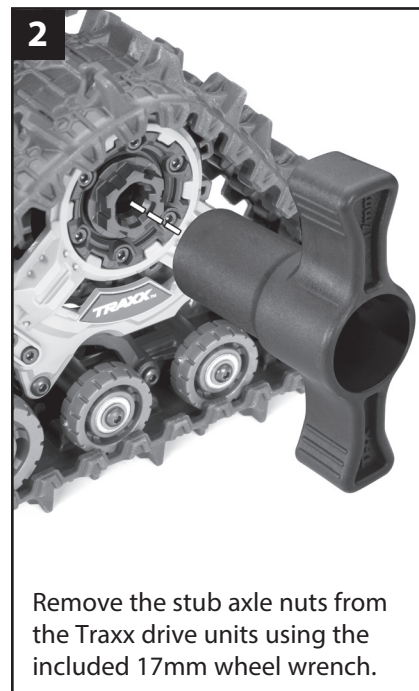
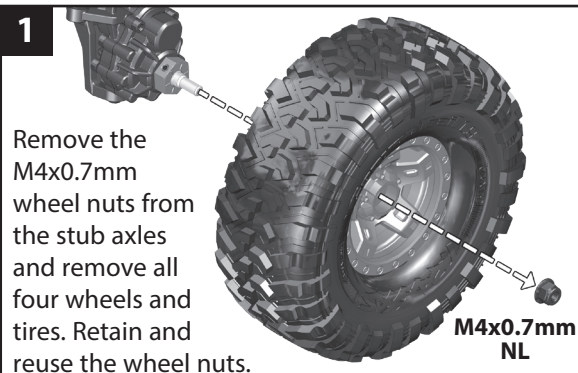
Part No.	Description
2250	Servo, digital high-torque 330 coreless, metal gear (ball bearing), waterproof
2255	Servo, digital high-torque 400 brushless, metal gear (ball bearing), waterproof
8247X	Servo horn, steering, metal/ 3x14 BCS (1)
2262	BEC, complete (includes receiver box cover and seals)

Note: Traxx drive units are included for each corner of the truck and are marked for correct installation: front left, front right, rear left, rear right. The drive units must be installed in the correct locations for proper operation.



Note: The vehicle body, front/rear bumpers, or the rock sliders may require minor trimming for proper clearance after installation of the Traxx drive units. A travel limiter has been pre-installed in the rear shocks on the drive units to minimize the amount of trimming needed on the body. For more track articulation on uneven terrain, remove the travel limiter; additional body trimming may be required. Install the TRX-4 Long Arm Lift Kit (part #8140, 8140R, or 8140X, sold separately) for additional height and clearance with the body.

**CAUTION: USE LOW GEAR**  
 On models equipped with two-speed transmissions, drive with the transmission in low gear to prevent overheating and permanent motor damage. On models equipped with single-speed transmissions, the stock gearing (17-T pinion and 39-T spur gear) is suitable for general use in most terrain with NiMH or 2s LiPo batteries; for mud or snow use, or when using a 3s LiPo battery, you must replace the stock gearing with an 11-T pinion and 45-T spur gear prior to driving.

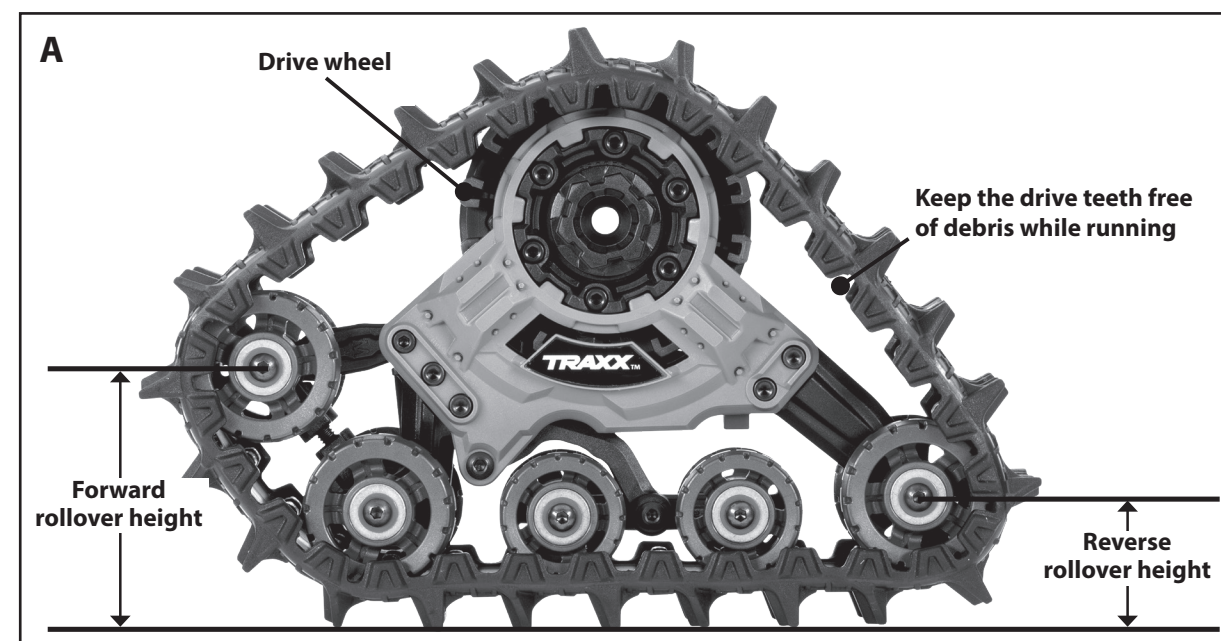


### Driving Tips

- Keep the drive teeth on the interior of each rubber track clear of debris to prevent the track from shifting out of position or derailing during operation.
- Occasionally, the drive wheel may skip on the drive teeth of the track. This is normal and will not cause damage to your truck. Check for any obstructions and/or reposition the truck before continuing.
- Observe the rollover height when driving over tall obstacles. Do not attempt to climb obstacles that are taller than the rollover height of the Traxx (Fig. A). Be careful when reversing. The trailing wheel has a much lower rollover height than the leading wheels; some obstacles will be too tall for the trailing wheel.
- Increased traction from the rubber tracks may cause your truck body to lean to one side while driving through deep snow or thick mud. This is called torque twist. Installing stiffer suspension springs can reduce torque twist in the chassis and provide additional stability.

### Maintenance

- Always clean debris from the Traxx drive units after running, including snow buildup, mud, etc. Spray all metal components, screws, bearings, and bushings with WD-40® or similar water displacing light oil. It is best to remove the rubber tracks to gain access to all areas and to allow for complete cleaning of the assemblies.
- Clean the drive units using a garden hose with a spray nozzle. If a garden hose is not accessible, running the Traxx in clear water, such as a stream or shallow pond, will remove much of the accumulated mud. Blow all remaining water from the track assemblies with compressed air.
- DO NOT allow mud to dry on the drive units, as this will cause the assemblies to seize up and require full disassembly and thorough cleaning.
- Refill the anti-rotation shocks (oil dampers) with 40wt silicone shock oil as necessary.



## Parts List

### Axle Components

8887	Stub axle (1)
8886	Stub axle nut (4)
8886X	Stub axle nut, aluminum (blue-anodized) (4)
8886A	Stub axle nut, aluminum (gray-anodized) (4)
8886G	Stub axle nut, aluminum (green-anodized) (4)
8886R	Stub axle nut, aluminum (red-anodized) (4)

### Bearings & Bushings

8892	Ball bearing set, TRX-4® Traxx™, black rubber sealed, stainless (contains 5x11x4 (40), 20x32x7 (2), & 17x26x5 (2) bearings/ 5x11x.5mm PTFE-coated washers (40)) (for 1 pair of front or rear tracks)
5116A	Ball bearing, black rubber sealed (5x11x4mm) (2)
5107A	Ball bearing, black rubber sealed (17x26x5mm) (2)
5196A	Ball bearing, black rubber sealed (20x32x7mm) (2)
5107X	Ball bearing, black rubber sealed, stainless (17x26x5) (2)
5196X	Ball bearing, black rubber sealed, stainless (20x32x7mm) (2)
8889	Bearing retainers, inner (2), outer (2)
1675	Bushings, self-lubricating (5x11x4mm) (14)

### Hardware

5150	E-clips, 1.5mm (24)
8894	Hardware kit, black stainless steel, TRX-4® Traxx™ (contains all stainless steel hardware used on #8880 TRX-4® Traxx™)
1985	PTFE-coated washers, 5x8x0.5mm (20) (use with ball bearings)
3236	Screws, 2.5x12mm cap-head machine (6)
2620	Screws, 2.5x23mm cap-head machine (6)
3215	Screws, 2.5x6mm cap-head machine (hex drive) (6)
3965	Screws, 2.5x8mm cap-head machine (6)
2576	Screws, 3x8mm button-head machine (hex drive) (6)
8886	Stub axle nut (4)
5480X	Wheel wrench, splined, 17mm

### Rubber Tracks

8895	Treads, All-Terrain, TRX-4® Traxx™ (front, left or right) (rubber) (1)
8896	Treads, All-Terrain, TRX-4® Traxx™ (rear, left or right) (rubber) (1)
8877	Treads, Deep-Terrain, TRX-4® Traxx™ (complete set, front & rear) (rubber) (4)
8878	Treads, Deep-Terrain, TRX-4® Traxx™ (front, left or right) (rubber) (1)
8879	Treads, Deep-Terrain, TRX-4® Traxx™ (rear, left or right) (rubber) (1)

### Shocks (GTR)

7066X	Body, GTR shock (hard-anodized, PTFE-coated aluminum) (1)
7066	Body, GTR shock (molded composite) (2)
7065	Caps and spring retainers, GTR shock (upper cap (2)/ hollow balls (4)/ bottom cap (2)/ upper retainer (2)/ lower retainer (2))
7028	Hollow balls (20)
7067	Piston, damper (2x0.5mm hole, red) (4)/ travel limiters (4)
7062	Rebuild kit, GTR composite shocks (x-rings, bladders, pistons, e-clips, shock rod ends, hollow balls) (renews 2 shocks)
7063	Shaft, GTR shock (2)
7063T	Shaft, GTR shock (TIN-coated) (4)
8885	Shock mounts (frame, left (2), frame, right (2))/ portal mounts (1 each, front (left & right), rear (left & right))
7061	Shocks, GTR composite (assembled, without springs) (2)
7061X	Shocks, GTR hard anodized, PTFE-coated bodies with TIN shafts (fully assembled, without springs) (4)
7145	Spring, shock (GTR) (1.76 rate, orange) (1 pair)
7146	Spring, shock (GTR) (1.92 rate, green) (1 pair)
7147	Spring, shock (GTR) (2.06 rate, tan) (1 pair)
7148	Spring, shock (GTR) (2.22 rate, black) (1 pair)

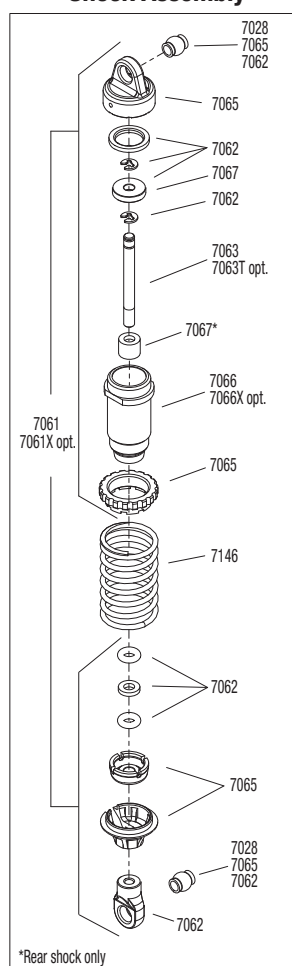
### Tracks

8890	Drive wheel (1)
8888	Spring (4)
8891	Tension wheels (6)/ road wheels (4)
8881	Traxx™, front, left (assembled) (requires #8886 stub axle, #7061 GTR shock, & #8895 rubber track)
8882	Traxx™, front, right (assembled) (requires #8886 stub axle, #7061 GTR shock, & #8895 rubber track)
8883	Traxx™, rear, left (assembled) (requires #8886 stub axle, #7061 GTR shock, & #8896 rubber track)
8884	Traxx™, rear, right (assembled) (requires #8886 stub axle, #7061 GTR shock, & #8896 rubber track)

### Wheels

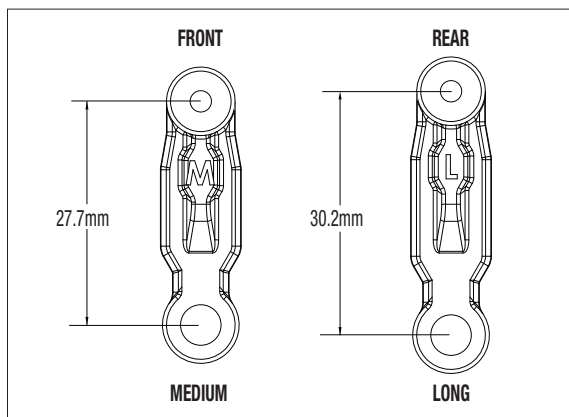
8890	Drive wheel (1)
8891	Tension wheels (6)/ road wheels (4)

## Shock Assembly



\*Rear shock only

## Tension Bars

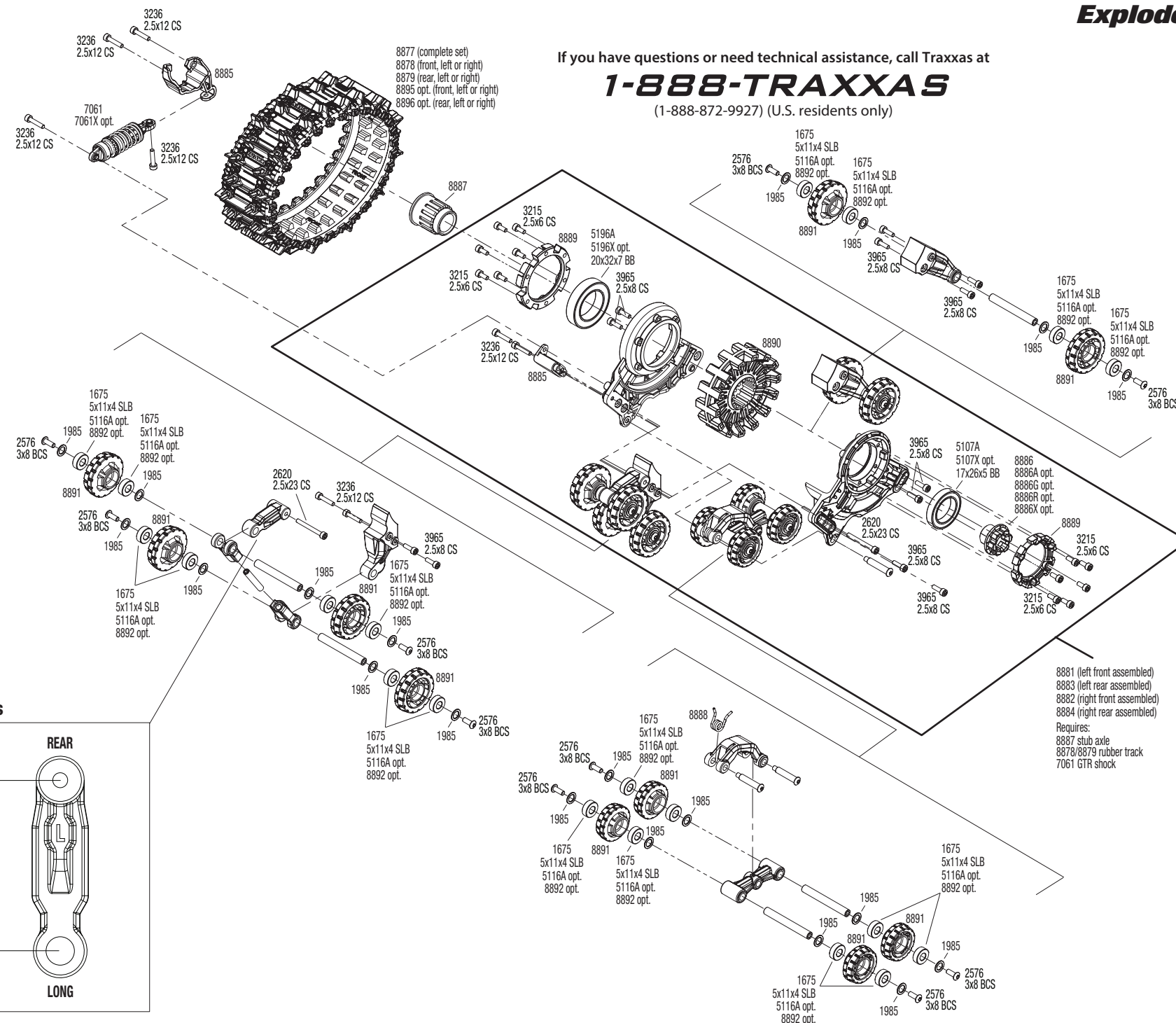


## Exploded View

If you have questions or need technical assistance, call Traxxas at

**1-888-TRAXXAS**

(1-888-872-9927) (U.S. residents only)



8881 (left front assembled)  
8883 (left rear assembled)  
8882 (right front assembled)  
8884 (right rear assembled)  
Requires:  
8887 stub axle  
8878/8879 rubber track  
7061 GTR shock

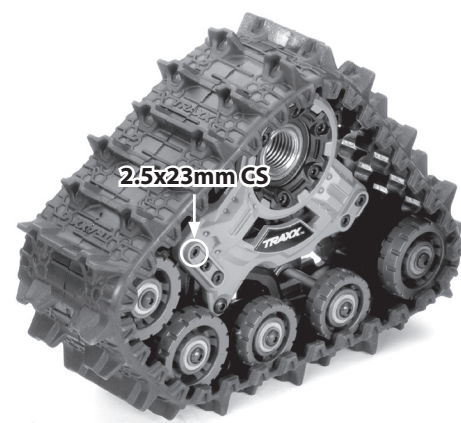
## Track Tension Adjustment

**Note:** The track tension has been preset at the factory and should not require adjustment. If more tension is desired, remove the tension bar and adjust the tension.

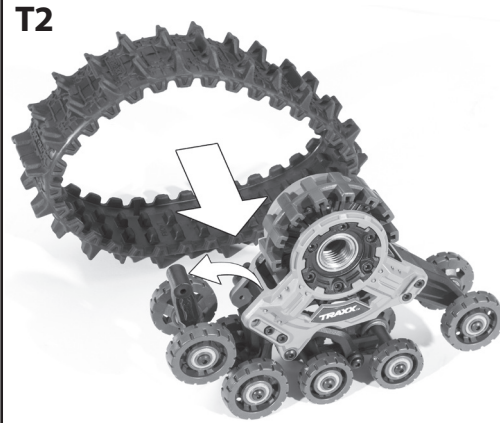
1. Remove the 2.5x23mm cap screw from the track tension bar (T1).
2. Dislodge the tension bar and fold it onto the chassis; remove the chassis from the track (T2).
3. Unscrew the tensioner (T3) to the desired track tension (2.5mm is the factory setting) (T4).
4. Reinstall the components in reverse order.

**CAUTION!** Be cautious when adjusting tension; too much tension will result in very high drivetrain loads, motor failure, and/or premature wear on track components.

T1



T2



T3



T4

