

## TRX-4 All-Terrain Track Set Installation Instructions

Covers Part #8880

### Kit Contents:

- TRX-4 Tracks (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: Tracks are included for each corner of the truck and are marked for correct installation: front left, front right, rear left, rear right. The tracks must be installed in the correct locations for proper operation.



Front Right



Rear Right



Front Left



Rear Left

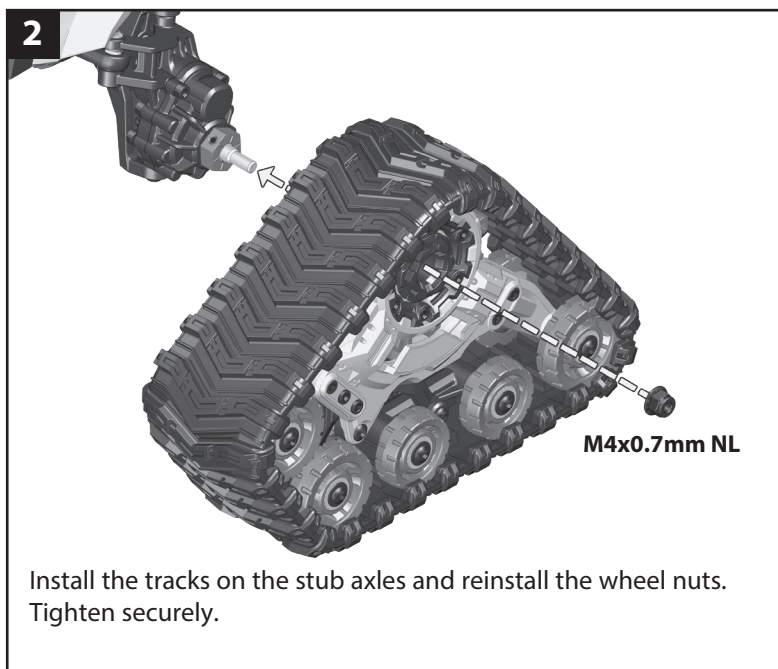
Note: The vehicle body, front/rear bumpers, or the rock sliders may require minor trimming for proper clearance after installation of the tracks. A travel limiter has been pre-installed in the rear shocks on the tracks to minimize the amount of trimming needed on the body. For more track articulation 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**  
 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.



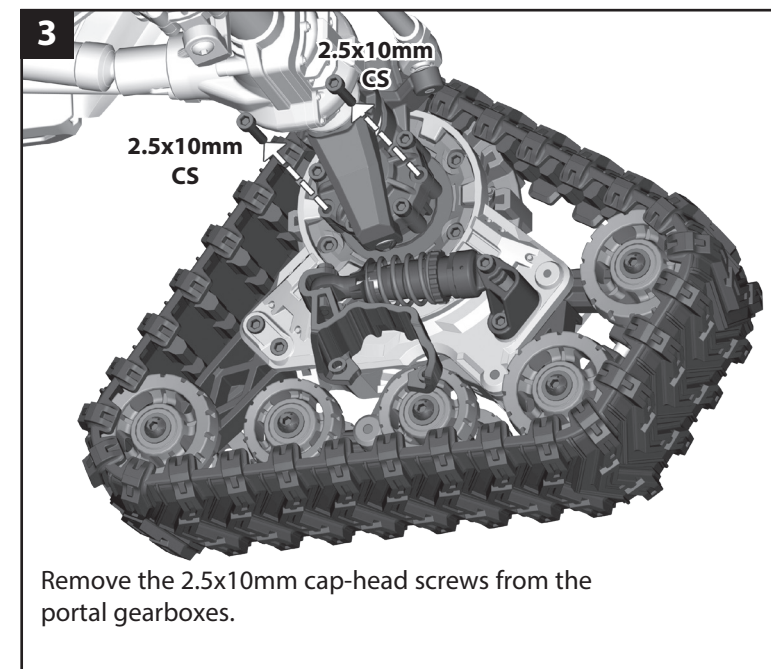
Remove the M4x0.7mm wheel nuts from the stub axles and remove all four wheels and tires. Retain and reuse the wheel nuts.

M4x0.7mm NL



Install the tracks on the stub axles and reinstall the wheel nuts. Tighten securely.

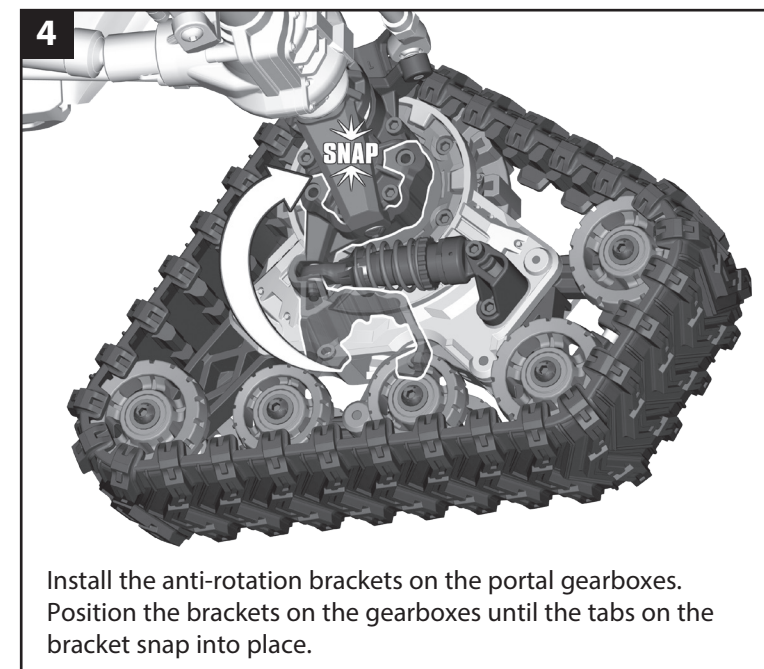
M4x0.7mm NL



Remove the 2.5x10mm cap-head screws from the portal gearboxes.

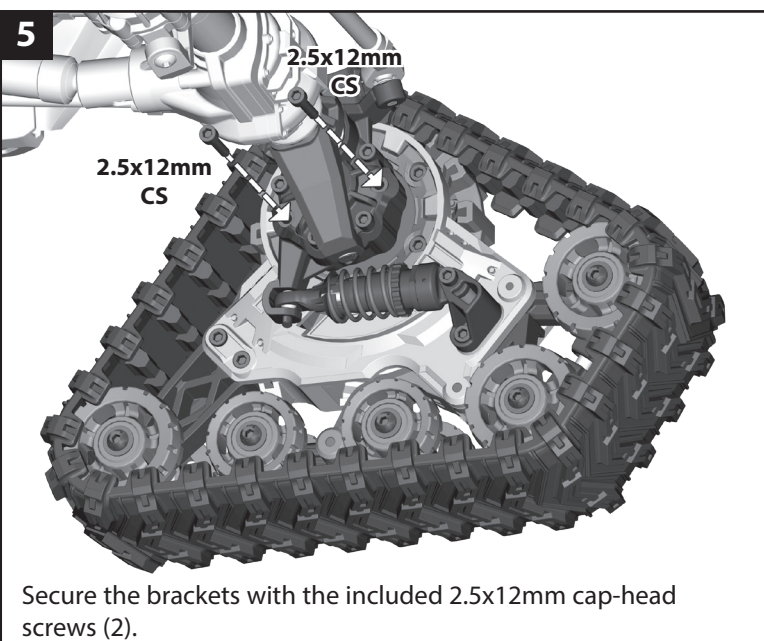
2.5x10mm CS

2.5x10mm CS



Install the anti-rotation brackets on the portal gearboxes. Position the brackets on the gearboxes until the tabs on the bracket snap into place.

SNAP



Secure the brackets with the included 2.5x12mm cap-head screws (2).

2.5x12mm CS

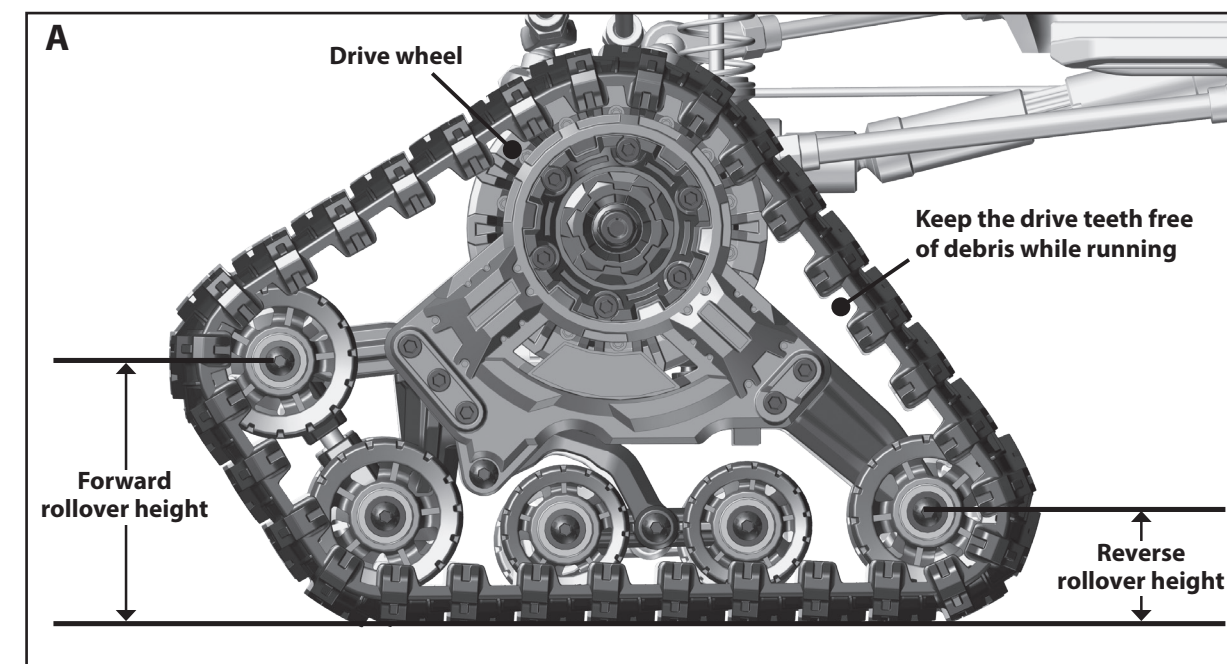
2.5x12mm CS

### 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 tracks (Fig. A). Be careful when reversing with tracks. 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 tracks 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 tracks using a garden hose with a spray nozzle. If a garden hose is not accessible, running the tracks in clear water, such as a stream or shallow pond, will remove much of the accumulated mud from the tracks. Blow all remaining water from the track assemblies with compressed air.
- DO NOT allow mud to dry on the tracks 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.



A

Drive wheel

Keep the drive teeth free of debris while running

Forward rollover height

Reverse rollover height



## Parts List

### Axle Components

- 8887 Stub axle (1)
- 8886 Stub axle nut (4)

### Bearings & Bushings

- 5107A Ball bearing, black rubber sealed (17x26x5mm) (2)
- 5196A Ball bearing, black rubber sealed (20x32x7mm) (2)
- 8889 Bearing retainers, inner (2), outer (2)
- 1675 Bushings, self-lubricating (5x11x4mm) (14)

### Hardware

- 5150 E-clips, 1.5mm (24)
- 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 Rubber track, All-Terrain, front (left or right) (rubber) (1)
- 8896 Rubber track, All-Terrain, 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)
- 8895 Rubber track, All-Terrain, front (left or right) (rubber) (1)
- 8896 Rubber track, All-Terrain, rear (left or right) (rubber) (1)
- 8888 Spring (4)
- 8891 Tension wheels (6)/ road wheels (4)
- 8881 Track, front, left (assembled) (requires #8886 stub axle, #7061 GTR shock, & #8895 rubber track)
- 8882 Track, front, right (assembled) (requires #8886 stub axle, #7061 GTR shock, & #8895 rubber track)
- 8883 Track, rear, left (assembled) (requires #8886 stub axle, #7061 GTR shock, & #8896 rubber track)
- 8884 Track, 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)

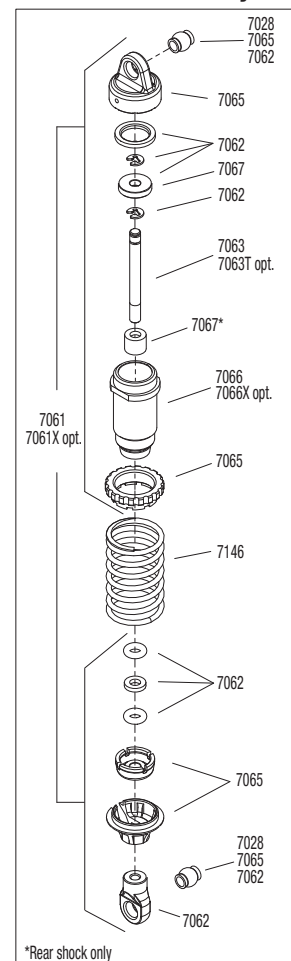
## Exploded View

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

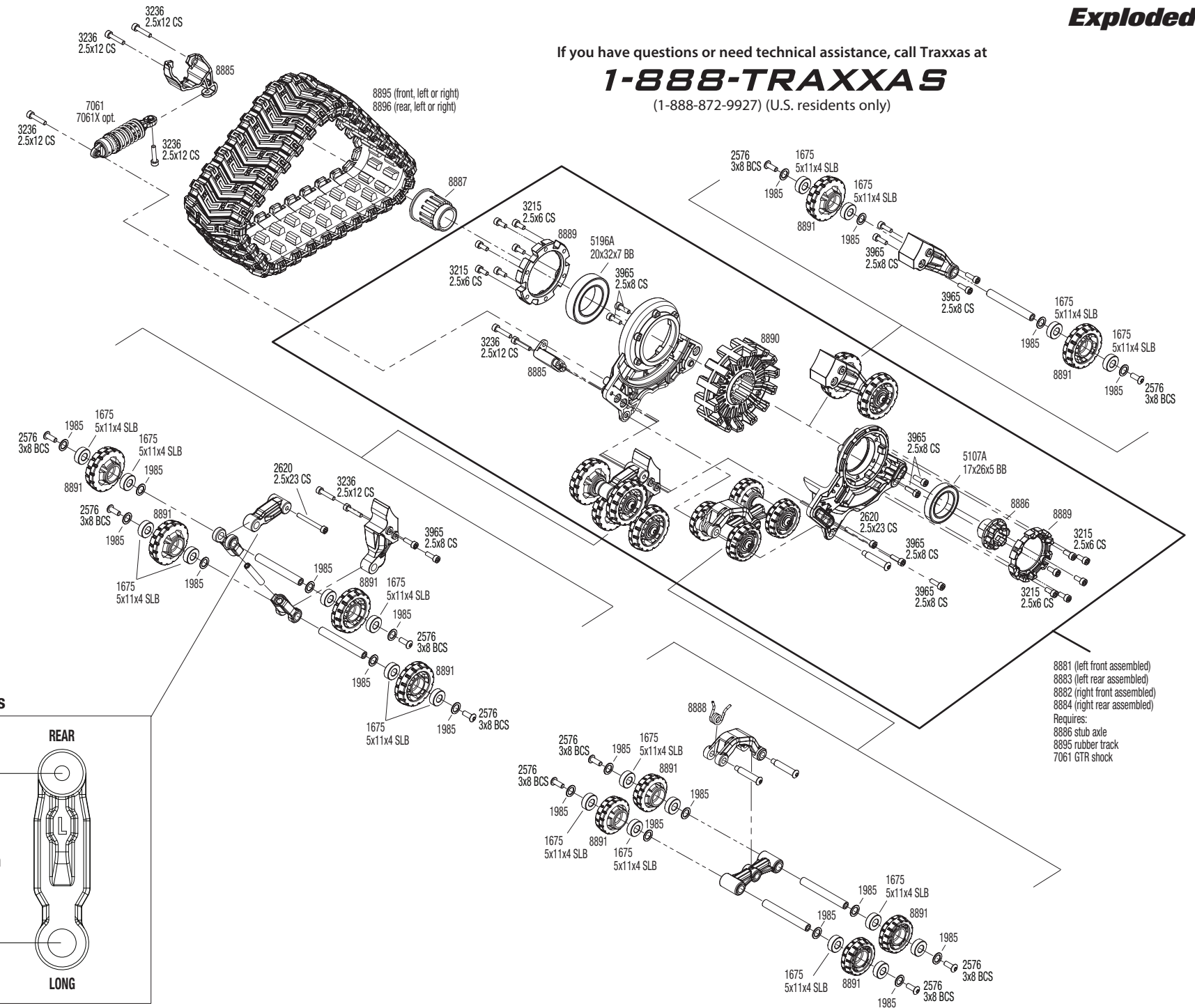
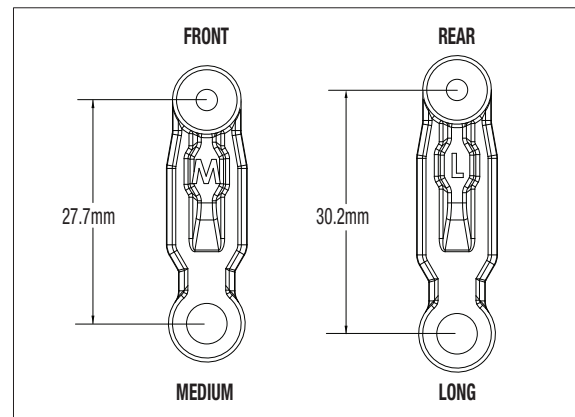
# 1-888-TRAXXAS

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

### Shock Assembly



### Tension Bars



8881 (left front assembled)  
8883 (left rear assembled)  
8882 (right front assembled)  
8884 (right rear assembled)  
Requires:  
8886 stub axle  
8895 rubber track  
7061 GTR shock

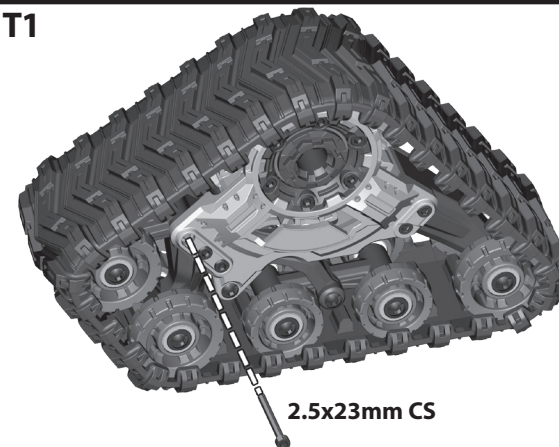
### Track Tension Adjustment

**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.

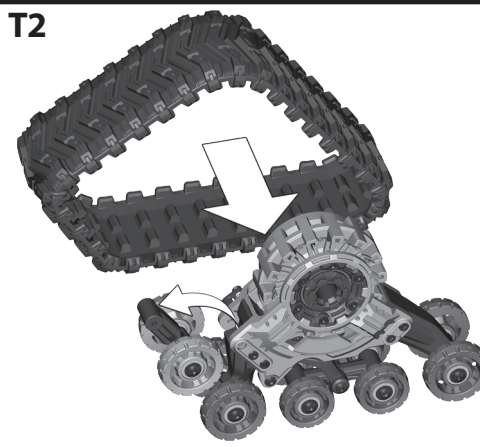
1. Remove the 2.5x23mm cap screw from the track tension bar (T1).
2. Dislodge the tension bar and fold it onto the chassis; remove the chassis from the track (T2).
3. Unscrew the tensioner (T3) to the desired track tension (2.5mm is the factory setting) (T4).
4. Reinstall the components in reverse order.

**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.

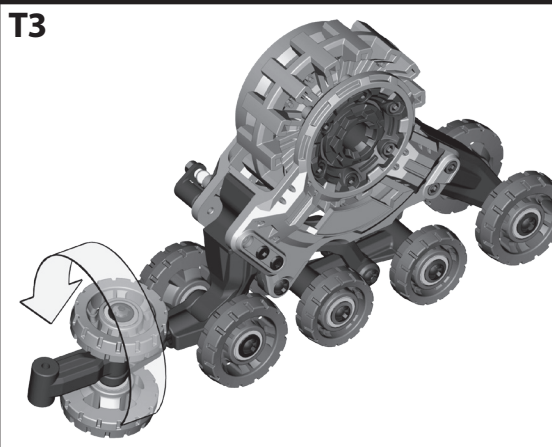
T1



T2



T3



T4

