



Ultimate Unit Bearing

General Description

Built ground up with Ultra4 rock racers in mind, the Spidertrax Ultimate Unit Bearing is truly the reinvention of the unit bearing itself. Genuine Timken bearings, full chromoly heat treated construction, left & right hand threaded spindle nuts, and a fully integrated drive slug makes the Ultimate Unit Bearing the only racing unit bearing of its kind. Proudly designed & manufactured in Colorado.

When installing the Ultimate Unit Bearing, please note these following tips:

1. When assembling on a rear Spidertrax 1 Ton Full Floater End Cup Kit (Model No: UEC001, UEC002) purchased prior to 1-Aug-2012, the Lock Ring Retainer Bolts (Fig. 1) will contact the bottom of the Full Floater End Cup, preventing the Ultimate Unit Bearing from mounting flush. To remedy this interference, simply sand down the heads of the Lock Ring Retainer Bolts approximately 1/16" so as to prevent interference.
2. Ultimate Unit Bearings are manufactured using both left and right hand threaded spindle nuts. When the Drive Plate Cover is removed (blue cover with Spidertrax logo), engraved markings will be visible, clearly identifying whether the unit bearing is left or right hand thread. Left hand thread Ultimate Unit Bearings install on the left side of the vehicle (USA driver side). Right hand threaded Ultimate Unit Bearings install on the right side of the vehicle (USA passenger side).
3. Because splines in Ultimate Unit Bearing often run dry (non lubricated), it is CRITICAL the spline contact area has anti-seize applied liberally prior to installation of axle shaft. While many anti-seize brands will work, we recommend an ARP Ultra-Torque Assembly Lubricant (#100-9910). If you don't have a container of this in your workshop, treat yourself; it's well worth the investment.

