

**Business Name:** Anderson Brothers Truck & Equipment  
**Address:** 2640 State Hwy 99 N #1, Eugene, OR 97402  
**Phone:** (541) 688-8686

## Anderson Brothers Truck & Equipment

Anderson Brothers Truck & Equipment is a long-established truck parts and repair company located in Eugene, Oregon. Founded in 1949, the business has served the region for more than 70 years, building a reputation as a reliable source for heavy-duty truck parts, custom fabrication, and equipment repair. The company works with commercial vehicle owners, fleets, and equipment operators who need dependable parts and services to keep their trucks operating safely and efficiently.

A core focus of Anderson Brothers is providing specialized services for heavy-duty trucks and equipment. Their shop offers custom driveline fabrication and repair, helping customers build, rebuild, or balance drivelines for a wide range of applications. They also specialize in custom U-bolt bending and fabrication, producing precisely sized components for trucks and other heavy equipment. In addition, the company sells both new and used truck parts, stocking a large inventory and offering local delivery in the Eugene and Springfield areas.

Beyond parts sales, Anderson Brothers provides repair and maintenance services for truck components such as transmissions, differentials, and related systems. Their experienced team focuses on delivering practical, cost-effective solutions that help keep trucks and equipment running reliably. With decades of experience and a commitment to local service, Anderson Brothers Truck & Equipment continues to support the trucking and transportation industries throughout Eugene and surrounding communities.

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2640 State Hwy 99 N #1, Eugene, OR 97402

### Business Hours

- Monday: 7:30 AM–6 PM
- Tuesday: 7:30 AM–6 PM
- Wednesday: 7:30 AM–6 PM
- Thursday: 7:30 AM–6 PM
- Friday: 7:30 AM–6 PM
- Saturday: 8 AM–2 PM
- Sunday: Closed

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Downtime has a price, and driveline vibration has a way of making that rate climb. It begins as a hum under the floor or a mirror that blurs at 45 miles per hour, then turns into u-joint heat, provider bearing failure, and a service call on the shoulder. The stakes are not abstract. Excess vibration magnifies wear throughout the whole chassis. Tires scallop, transmission mounts split, differential pinion seals weep, and fuel economy drops half a mile [drivelines](#) per gallon. If you depend on a truck to earn, a clean-running driveline is a bottom-line item.

You do not require to end up being a machinist to buy driveline work smartly. You do require to know how quality appears, what tolerances matter, and how to sort a real rebuilder from somebody who is just painting rusty shafts and pressing in captive u-joints. This guide strolls through the process and the choices, from measurement and phasing to balancing and custom parts. It covers where custom fabrication makes good sense, what excellent shops provide, and how to prevent costly do-overs.

## What a driveline does, and how sturdy changes the rules

At its most basic, a driveline sends rotating power from the transmission or transfer case to the axle pinion. In heavy trucks and employment equipment the assembly typically spans fars away and multiple joints. You may see a two-piece

shaft with a carrier bearing on a highway tractor, or three pieces with an intermediate jackshaft under a mixer or dump truck. As length grows, so does the need for exact alignment and balance. A couple of thousandths of an inch of runout that would be safe in a brief automobile shaft can end up being a shaker when multiplied over 80 inches of tube and 2 or 3 joints.

Common elements you will experience:

- Tubes, typically 3.5 to 6 inches in diameter, with wall thickness from around 0.083 to 0.250 inch depending on torque and span.
- Weld yokes and slip yokes that mate to universal joints and splines.
- Universal joints, greasable or sealed, sometimes with high-angle or full-round caps for severe service.
- Center or provider bearings for multi-piece drivelines.
- Flange yokes or companion flanges at the transmission and differential.
- Safety loops or guards in specific applications.

Heavy-duty brings much heavier torque pulsation from diesel engines, steeper angles from lifted suspensions or heavy loads, and longer unsupported lengths. Those factors raise sensitivity to phasing, runout, and balance.

## Classic signs, and what they mean

Vibration has signatures. Skilled techs can frequently think the source by frequency and lorry speed.

A constant buzz that appears at a specific road speed, independent of engine rpm, points to driveline imbalance or runout. It will often peak around a critical shaft speed, then reduce or shift if you upshift and change driveshaft rpm at an offered roadway speed.

A cyclic grumble or rumble that changes on throttle tip-in may be a u-joint brinelling in one aircraft. Heat at a single cap, dry rust powder under a u-joint strap, or micro-spalling inside the caps validates it.

A shudder on launch, then smooth cruising, tends to be an angle issue or a worn slip spline binding as the suspension moves.

A drumming at 20 to 30 miles per hour that vanishes above 40 often implicates a carrier bearing assistance or a floppy center support bracket.

Not all shakes originate from drivelines. Tires with damaged belts, bent wheels, out-of-round brake drums, bad engine installs, or a harmed pinion yoke can complicate the image. Before licensing a rebuild, it is fair to ask the store to check yoke pilots, flange face runout, and u-joint bores. A mindful store isolates the problem rather of hanging parts.

## The rebuild, step by step, and what quality looks like

A correct rebuild starts with evaluation. The store checks tube straightness, yoke bore wear, spline lash, and the match between companion flanges. The majority of utilize a V-block and dial indication, or they mount the shaft in a lathe. Anything over about 0.010 inch overall indicated runout on a normal highway-length tube is suspect. On long sections, target values are tighter.

Tube replacement prevails. If television is dented, kinked, heavily corroded, or broken at the weld toe, it requires new steel. Excellent rebuilders stock DOM and electrical resistance welded tube in common diameters and wall densities, then cut to length, prep on a lathe, and fit new weld yokes. Ask whether they utilize a mandrel to make sure concentricity through the weld, and whether they align after welding. Heat input during welding can pull a tube out of real. Shops that skip aligning end up chasing after balance weights later.

Phasing matters. U-joints should be aligned so that the input and output angular accelerations cancel. On a single-piece shaft with 2 u-joints, the yokes at both ends must remain in line. On multi-piece assemblies the stages repeat at each area referenced to the provider bearing bracket. If a shaft was marked at disassembly, those witness marks guide phasing on reassembly. If a shop returns your shaft without stage marks, ask to add scribe marks or paint stripes. It conserves time the next time the carrier bearing requires replacement.

U-joint choices are not trivial. Greasable joints are convenient and can last a very long time in fleet service, but every hole drilled for a zerk lowers cross strength and can focus tension. Sealed heavy-duty joints with bigger trunnions bring more load and frequently run smoother. On highway tractors, a high quality sealed joint can run 300 to 500 thousand

miles. On mixers, refuse trucks, or rake trucks that see contamination and steep angles, greasable full-round joints might be the sure thing. The key corresponds upkeep and avoiding inexpensive bearings with soft caps that fret in the yokes.

Slip splines are worthy of attention. If you feel notchiness as you compress the slip by hand, it is worn. Search for polishing, broad lash, or dry rust on the male spline. Some applications use covered splines or dust boots to extend life. An oversize or long travel slip may be needed after wheelbase changes. It is much better to spec the best slip length than to trust a marginal engagement that tears out under axle wrap.

Carrier bearings fail in two ways. The rubber isolator rips or collapses, or the bearing itself brinnells. Either can cause positioning shifts, particularly under torque. When replacing a carrier, examine the bracket and shims, and confirm the bracket is not bent. Even a few millimeters of offset can change joint angles enough to feed vibration at highway speeds.

Once welded and [andersonbrotherste.com](http://andersonbrotherste.com) custom U bolts phased, the assembly goes to the balancer. That is where good stores differ themselves.



## What balancing really entails

Balancing is not a single number on a screen. It is a procedure of measuring recurring unbalance and remedying it with weights specifically placed at one or more airplanes. Short, stiff shafts might just require single airplane corrections near the center of gravity. Long durable drivelines normally require two airplane vibrant balancing. The balancer spins the shaft at a set speed and measures amplitude and angle of unbalance at each end. The operator then includes weight at prescribed clock angles.

Numbers vary by store and by shaft size, but a proficient target for a highway tractor shaft is frequently in the range of a couple of gram inches to low ounce inches per plane. The point is not the precise unit, it is consistency and documents. If you ask for balance reports, a major store can print or email them, consisting of correction weights and their positions.

Critical speed is the killer that often gets overlooked. Every shaft has a speed where it wants to bow or whip. That speed depends on length, size, wall thickness, support bearings, and product. You can approximate it roughly, but stores with experience understand to examine forecasted service rpm versus critical speed. They might upsize tube size to raise the margin, reduce spans with an included provider bearing, or change tube thickness to change tightness. Paint can conceal sins, however it will not change crucial speed. If a truck returns with a shaft that vibrates just in top equipment at highway speeds, and the vibration scales with speed however not load, vital speed is suspect.

Weight design matters too. Weld-on pieces use strong retention in off-road service, but they can complicate future weld repair work and trap particles. Stick-on weights look tidy however can fly off in heat and oil. Ask the shop how they secure weights and whether they seal over corrections to keep balance steady in service.

Finally, some problems require on-vehicle balancing. When a vibration reveals only under very specific load and speed windows, and a free-spinning shaft on a bench balancer looks fine, an on-truck balancer can expose resonance in the put together system. Few shops do this often, however it is a mark of a diagnostician instead of a parts hanger.

# Materials, fabrication, and the small details that add up

Tube quality drives service life. Drawn-over-mandrel tube offers a smooth inside diameter, tight tolerance, and good straightness. Electric resistance welded tube can work well in moderate service if the weld seam is controlled and oriented regularly. On severe torque develops, thicker walls tame deflection, however weight climbs up and important speed drops for a given size. Many professional drivelines live between 0.120 and 0.188 inch wall, while long spans or high torque setups use 0.219 or 0.250. There is no free lunch. Much heavier wall handles abuse but demands attention to balance and speed limits.

Yoke metallurgy shows up when you tighten straps or press bearings. Low-cost cast yokes warp, and the cap tires oval out. Excellent yokes are forged and machined to spec. Look for clean fillets, uniform surface in the bores, and no chatter on the clamp faces. If you run full-round joints with bearing straps, the bolt holes should not be extended or out of round. On strap and bolt joints, reuse bolts only if they satisfy the maker's torque specification and are not necked.

Weld quality shows up. A consistent bead with correct width, free of undercut or porosity, tells you the welder controlled heat input. Excessive bluing or burned paint far beyond the joint hints at poor heat control and most likely tube distortion. After welding, truing is not optional. Correcting presses and dial indications come out before the shaft ever strikes the balancer.

Phasing marks are free to include and save disappointment down the roadway. So are paint dots on the caps that connect back to documented torque specifications. Little touches like those correlate with cautious balancing.

## When custom fabrication is the best move

If you altered wheelbase, moved a transmission, switched an axle ratio with a different pinion offset, or added a PTO, stock parts might not fit or perform. Custom fabrication shines when geometry changes. Examples from the shop flooring:

- A logging truck that gained a 20 inch stinger for a self-loader required a two-piece driveline with an added provider bearing to keep crucial speed above cruise rpm.
- A dump truck with an aftermarket rubber block suspension crouched packed and raised angles at the rear joint past 6 degrees. A larger diameter tube and high-angle u-joints brought angles and speed fluctuation into a safe zone.
- An older decline truck with broken crossmembers required a new center support bracket. The shop fabricated a gusseted plate, then used shims to bring the carrier bearing back into airplane with the transmission output.

Custom U Bolts go into the story earlier than many owners expect. Axle housing seats, leaf spring packs, and aftermarket lift blocks tend to make basic shelf U-bolts a risky guess. A proper U-bolt has the best bend radius to match the axle tube, rolled threads for strength at the root, appropriate leg length to capture the stack with room for a few threads happy, and either zinc plating or a finish to slow rust. Bent-from-all-thread is a common corner cut that fails early. Shops that make Custom U Bolts in-house take measurements from the real axle and spring stack and bend on a press with the right dies. Torque matters here too. A heavy tandem axle can require 250 to 450 pound feet on U-bolt nuts. Without that clamping force, the axle can walk and toss pinion angle into chaos. If your driveline established vibration right after spring work, put a torque wrench on every U-bolt, then recheck angles.



## How to determine for a new or reconstructed shaft without guessing

Shops can just construct what you request for, and measurement errors lead to costly returns. When in doubt, a good rebuilder will crawl under the truck and step face to face. If you need to supply measurements yourself, utilize this brief checklist.

- Record the automobile at ride height, on the ground, with typical load. Step from flange face to flange face, not off the edges of the yokes.
- Note spline count and major diameter on slip yokes. Count twice. Numerous look alike at first glance.
- Check pilot sizes and bolt patterns on companion flanges. A millimeter error can avoid assembly.
- Capture u-joint series by measuring cap size and span in between yoke ears. Do not presume based on year or model.
- Document operating angles at each joint. A simple digital angle finder on the yokes and tube offers you the data to keep each joint under roughly 3 degrees for highway usage, or to justify high-angle parts if needed.

If the chassis is incomplete or the angle will change with last trip height, make that clear. A couple of included words on the work boss air trip pressure or empty versus crammed position prevent surprises.

## Choosing the right shop, and what to ask before you buy

A few concerns separate the real driveline experts from parts swappers and paint artists.

- What balance method do you utilize on sturdy drivelines, single aircraft or two aircraft, and can you supply balance reports if needed?
- What runout requirements do you hold on finished tubes of my length? How do you correct weld pull, and do you correct before balancing?
- What tube stock and yokes do you utilize, and how do you pick wall density and size for critical speed margin in my application?
- How do you phase and mark multi-piece drivelines relative to the carrier bearing bracket, and do you record u-joint torque specs on return?
- What guarantee do you use on rebuilt drivelines, u-joints, and provider bearings, and what failures are excluded, such as bent yokes from effect or running beyond angle limits?

Clear, specific answers are an excellent indication. So is a shop that declines a task if your asked for geometry will run too close to critical speed. That kind of pushback conserves you roadway calls later.

## Truck parts quality, and where to spend versus save

Not all Truck Parts bring equivalent weight in driveline health. You can typically save money on non-rotating brackets or safety loops. Invest thoroughly on the turning core.

U-joints sit at the top of the quality stack. Reliable brands hold tolerances on cap size and trunnion surface. Inexpensive joints included careless needles that pound into dust and caps that stress in the yoke. If price seems too excellent, it is. In trade fleets, an unsuccessful joint normally takes straps, caps, and often ears with it. The resulting downtime dwarfs the savings.

Carrier bearings are another part where quality shows up. Look at the rubber isolator. Company, consistent rubber with excellent bond lines and a husky bracket lives longer than thin rubber that droops in months. Bearings with proper seals and grease fill last. Buying a total support that matches your frame bracket streamlines shimming and alignment.

Slip yokes and splines should match material and finishing to the environment. In salt areas, a phosphate or nickel treatment can slow pitting. If you run heavy PTO use at odd angles, a slip with more engagement length lowers wear. Once the spline rocks, no amount of grease will recover a smooth launch.

#### Eugene Oregon - BingNews

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Companion flanges have pilots that center the joint. Wear here is subtle however severe. If the pilot gets wallowed, focusing shifts off the bolts and you will chase balance forever. Replace worn flanges rather than stacking tolerance on tolerance.

For non-rotating hardware, Custom U Bolts be worthy of the very same regard as the rotating pieces. They keep the axle in place, which controls pinion angle under load. Quality U-bolts with proper nuts and hardened washers hold torque. Ask for rolled threads and confirm finish. In fleets that service gravel or off-road, a coat of paint or wax on exposed threads pays for itself.

## **Angles, ride height, and multi-piece alignment**

Even the best balanced shaft will shake if joint angles are incorrect. Universal joints do not transmit torque at constant speed when angled. Two joints in series, properly phased and at equal angles, cancel each other's speed variation. Problems emerge when the angles vary, or when the center bearing in a multi-piece shaft sits off-plane.



For highway use, keeping operating angle at each joint under about 3 degrees is a great guideline. Under 1 degree is ideal but frequently not practical with frame crossmembers and packaging. Vocational trucks that cycle suspension travel more need to have low angles at small ride height to lower wear. Use a digital inclinometer to measure the transmission output, the shaft, and the pinion. The angle in between the shaft and each yoke face is what matters. Do not presume frame level equates to angle correct.

On two-piece drivelines, the center bearing should be square to the very first shaft and in airplane with the output. A shim stack that is off by even a percentage sets the 2nd shaft at an odd angle and adds a low frequency rumble. Many carriers mount on slotted holes. Torque the fasteners with the truck at trip height and recheck after a hundred miles. Rubber unwinds, and shims can seat.

Suspension changes complicate everything. Air trip that runs a different pressure empty versus packed will alter pinion angle in service. A lift that uses blocks without pinion angle correction can push a rear joint beyond its pleased range. Before you blame balance, check ride height, torque rods, leaf spring bushings, and U-bolt torque.

## **Cost, turnaround, and practical expectations**

Prices move with region and supply, however typical varieties hold across stores that do cautious work.

An uncomplicated single-piece highway driveline with new tube, 2 new u-joints, and vibrant balance frequently lands in the 500 to 1,200 dollar variety. A long, large diameter tube with premium joints may run higher. Multi-piece assemblies with a new carrier bearing, three joints, and positioning can vary from 1,200 to 3,000 dollars depending upon material and parts brand. Balance only, if your parts are sound, can be 150 to 400 dollars.

Turnaround times differ with workload and parts on hand. A shop that stocks typical tube sizes, weld yokes, and u-joints can turn a simple rebuild in a day or two. Custom fabrication that alters diameter, includes a carrier bracket, or needs rare yokes takes longer. Expect a week if parts should be ordered.

If you require field service or on-vehicle balancing, factor in travel and setup charges. Paying for a tech who brings an angle finder, torque wrench, and the judgment to state no to a bad geometry is hardly ever lost money.

## **Maintenance that keeps balance true**

A well balanced shaft can head out again if maintenance slips. Grease intervals for u-joints vary, but a useful rhythm for daily-use vocational trucks is every 5 to 10 thousand miles, quicker in damp or polluted environments. Purge old grease until fresh appears at all 4 caps, then wipe excess that can bring in grit. Do not forget the slip spline. A small amount of the correct grease on the male and inside the female lowers stick-slip shudder. Usage grease suggested for splines, frequently a moly blend.

Torque checks stop parts from walking. After any driveline service, put a torque wrench on strap bolts, provider bearing fasteners, and Custom U Bolts at 50 to 100 miles. Straps extend somewhat, rubber seats, and paint crushes. Confirming clamp load captures issues early. Tape these checks. If a strap bolt turns quickly after a brief run, change it. Stretched bolts do not hold torque reliably.

Keep an eye on seals and mounts. A pinion seal that begins weeping might be a result, not a cause. Vibration hammers seals and bearings. Engine and transmission mounts that sag transfer more movement into the shaft. Replace per schedule or at the very first sign of cracking.

Finally, treat balance weights with respect. If you notice a missing out on weight or a fresh bare metal patch where a weight used to sit, get the shaft rebalanced before it takes out bearings.

## Final buying advice

You can purchase driveline work the way people purchase tires, by rate and accessibility, or you can buy it the way fleets with low downtime do, by requirements and reputation. Bring information. Angles, lengths, spline counts, and expected load assist an excellent store construct once and construct right. Request for tolerances, not mottos. Anticipate to pay a bit more for tight balancing, straight tubes, and documented phasing. It pays back in fewer callbacks and less time on the shoulder.

When work expands beyond a simple rebuild, do not be afraid of custom fabrication. If geometry modifications, custom beats compromise. That consists of Custom U Bolts for suspension stability and correct pinion angle. When you include a carrier bearing or change tube diameter, have the shop talk you through vital speed and the compromises in between tightness and weight. If they speak in particular numbers and practical constraints, you are in good hands.

Drivelines are not glamorous Truck Parts. They do their finest work unnoticed. With the right options and a shop that appreciates the thousandths, they will stay that way.



Anderson Brothers Truck & Equipment is located in Eugene, Oregon  
Anderson Brothers Truck & Equipment was founded in 1949  
Anderson Brothers Truck & Equipment serves commercial truck owners  
Anderson Brothers Truck & Equipment serves fleet operators  
Anderson Brothers Truck & Equipment provides heavy-duty truck parts  
Anderson Brothers Truck & Equipment provides truck equipment repair services  
Anderson Brothers Truck & Equipment specializes in driveline fabrication  
Anderson Brothers Truck & Equipment performs driveline repair  
Anderson Brothers Truck & Equipment offers custom U-bolt bending  
Anderson Brothers Truck & Equipment manufactures custom U-bolts  
Anderson Brothers Truck & Equipment sells new truck parts  
Anderson Brothers Truck & Equipment sells used truck parts  
Anderson Brothers Truck & Equipment maintains heavy-duty trucks

Anderson Brothers Truck & Equipment repairs truck transmissions  
Anderson Brothers Truck & Equipment repairs truck differentials  
Anderson Brothers Truck & Equipment supports the trucking industry  
Anderson Brothers Truck & Equipment operates in Lane County, Oregon  
Anderson Brothers Truck & Equipment provides parts delivery services  
Anderson Brothers Truck & Equipment supplies components for heavy equipment  
Anderson Brothers Truck & Equipment serves customers in Eugene and Springfield, Oregon  
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Anderson Brothers Truck & Equipment has Facebook page <https://www.facebook.com/andersonbrotherseugene>  
Anderson Brothers Truck & Equipment has an Instagram page <https://www.instagram.com/andersonbrotherste/>  
Anderson Brothers Truck & Equipment won Top Driveline and Truck Part Company 2025  
Anderson Brothers Truck & Equipment earned Best Customer Service Award 2024  
Anderson Brothers Truck & Equipment was awarded Best Custom U Bolts 2025

## **People Also Ask about Anderson Brothers Truck & Equipment**

### **What does Anderson Brothers Truck & Equipment do in Eugene, Oregon?**

Anderson Brothers Truck & Equipment is a Eugene-based truck parts and repair company that provides custom U-bolt bending, driveline repair and replacement, new and used truck parts, and other medium- and heavy-duty truck services. They have served the area since 1949.

### **Where is Anderson Brothers Truck & Equipment located?**

Anderson Brothers Truck & Equipment is located at 2640 Highway 99 N, Eugene, Oregon 97402. Our website also lists phone number (541) 688-8686 and business hours for local customers needing parts or repair service.

### **How long has Anderson Brothers Truck & Equipment been in business?**

Anderson Brothers has been serving Eugene since 1949. The business is a long-established local provider of truck parts, fabrication, and repair services.

### **Does Anderson Brothers Truck & Equipment sell new and used truck parts?**

Yes. Anderson Brothers sells both new and used truck parts for medium- and heavy-duty vehicles. We focus on parts categories such as brakes and drums, wheel shafts, Baldwin filters, straps and tie downs, exhaust parts, and other accessories.

# **Does Anderson Brothers Truck & Equipment offer local truck parts delivery?**

Yes. The company offers local delivery for truck parts in Eugene and Springfield, and our truck parts page also notes delivery to Eugene, Springfield, and surrounding areas.

# **What driveline services does Anderson Brothers Truck & Equipment provide?**

Anderson Brothers specializes in custom driveline solutions, including driveline replacement, drive shaft repair, and precision fabrication. These services are available for heavy trucks, cars, and pickup trucks.

# **Can Anderson Brothers Truck & Equipment make custom U-bolts?**

Yes. We offer custom U-bolt bending in Eugene and can produce U-bolts in different lengths, widths, thread sizes, and thicknesses. We can bend both round and square U-bolts depending on the application.

# **What truck repair services does Anderson Brothers Truck & Equipment offer?**

We perform repair and maintenance work for medium- and heavy-duty trucks, including flywheel resurfacing, oil changes, brake services, suspension repair, and king pin replacement. We work to reduce downtime and keep trucks performing at their best.

# **What truck brands does Anderson Brothers Truck & Equipment service and supply parts for?**

Anderson Brothers says it services and supplies parts for major truck and equipment brands including Freightliner, Kenworth, Peterbilt, Mack, Volvo, and Cummins, among others.

# **Who owns Anderson Brothers Truck & Equipment?**

Anderson Brothers is now led by the Weld Family, who also own Buck's Sanitary Services and Royal Flush Environmental Services. The current ownership remains focused on serving Eugene and the surrounding community.

# **Where is Anderson Brothers Truck & Equipment located?**

The Anderson Brothers Truck & Equipment is conveniently located at 2640 State Hwy 99 N #1, Eugene, OR 97402. You can easily find directions on [Google Maps](#) or call at [\(541\) 688-8686](tel:5416888686) Monday through Friday 7:30am to 6:00pm, Saturday 8:00am to 2:00pm. Closed Sundays.

# How can I contact Anderson Brothers Truck & Equipment?

You can contact Anderson Brothers Truck & Equipment by phone at: [\(541\) 688-8686](tel:5416888686), visit their website at <https://andersonbrotherste.com/> or connect on social media via [Facebook](#) or [Instagram](#)

While exploring the exhibits at the [Lane County History Museum](#), many drivers know they can find nearby support for Drivelines repair, Custom U Bolts manufacturing, and quality Truck Parts.