

FROM COAST TO COAST: HELPING A CAR COLLECTOR RESTORE A RARE IMPORT MODEL

Client Success Story – Beelines Automotive



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Introduction

This case follows the journey of a rare import restoration, not a showroom project, but a real, hands-on swap handled with precision and urgency. The client had his eyes on one specific goal: bringing life back into a 1993 Nissan Silvia K's imported legally under the 25-year rule. The job wasn't just about finding a compatible engine. It was about locating a healthy, original Japanese drivetrain that could pass inspection, run reliably, and do justice to the car's legacy. That's where



Client's Background

Brian Mathers, based in Eugene, Oregon, is a lifelong car enthusiast and part-time collector. He focuses specifically on Japanese import coupes from the '90s era. His garage includes a Toyota Soarer, a Mitsubishi GTO, and his latest addition, the 1993 Nissan Silvia K's S13. Brian sources his own projects but turns to trusted suppliers when he needs parts that demand reliability. This was his first attempt at reviving a full Japanese import from the ground up with OEM-spec parts sourced domestically.

Key Factors To Consider While Buying Recycled Car Parts



Problem Faced by the Client

The Silvia arrived in poor shape. The body was clean, but the original SR20DET engine was seized beyond repair due to oil starvation during transit. Multiple local yards in Oregon and nearby states had SR20s, but most were front-wheel-drive variants or automatic trims pulled from U.S.-spec Sentras.

Brian needed a clean, RWD-spec, red-top SR20DET , with factory turbo intact and wiring harness included. Worse, shipping delays and engine fraud from previous sellers left him cautious and weeks behind schedule. Local options were either incompatible or undocumented. He needed a verified engine fast.

Engine Health That Is Being Used for the Swap

a. Mileage

The SR20DET sourced through beelinesautomotive.com had 61,300 verified miles. The mileage was confirmed via import documentation from a Japanese exporter and a digital odometer reading printed prior to dismantling. Brian was provided photos of the donor vehicle's dash, engine bay, and block stamp for full transparency.

b. History of the Vehicle

The donor vehicle was a 1994 Nissan Silvia S13 driven in Aichi Prefecture, Japan. It had a single-owner history. Service records revealed consistent maintenance intervals, including recent timing chain replacement and turbo gasket updates. The car was part of an export batch bound for the U.S. as part of a JDM importer's bulk lot. It had not been involved in any structural accident. The engine was pulled professionally, compression tested, and the turbocharger was bench tested before sale. All readings were shared with Brian pre-purchase.

What Made This Restoration Different

Unlike typical restorations where time is secondary, Brian had a hard timeline. He had already registered the car with the Oregon DMV under a bonded title process. The state inspection was booked for 45 days out, and the Silvia had to be road-ready, not on jacks.

What made this job unique wasn't the rarity of the car but the logistics and precision required to make the swap seamless. The harness had to match factory specs without splicing. Mount points had to remain stock. The transmission alignment, ECU compatibility, and emissions compliance (as per Oregon standards) added complexity. beelinesautomotive.com didn't just ship a pallet. The engine came with a pre-installed transmission, ECU, full harness, and a matching MAF sensor , all from the same donor car.

Every component came labeled, cleaned, and bagged. The delivery arrived in under 6 business days. Brian was able to slot the engine in using stock mounts and had the car running within 9 days of delivery, thanks to the complete plug-and-play setup.

Customer Testimonial



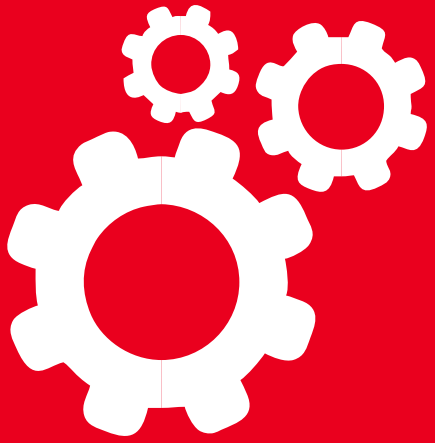
"I've built a lot of cars, but this one was different. When your project depends on a rare engine that almost no one stocks in good shape, it can be a nightmare. I dealt with two other vendors before Beelines Automotive, both times burned, one sent a misrepresented engine, the other ghosted after payment. beelinesautomotive.com, changed the game. The engine was exactly as promised, compression numbers matched, and the wiring wasn't cut like you usually see. Shipping was fast, the packaging was serious, and their support walked me through a few small install details when I had questions. This was the cleanest, easiest swap I've ever done on an import. I'd use them again in a second."

Brian Mathers, Eugene, Oregon

Conclusion

This project was not just a win for the customer but also proof that reliable rare-engine sourcing is still possible in the U.S. market, if done right. beelinesautomotive.com doesn't cut corners, and this case shows it clearly. When a collector with strict specs, a tight deadline, and zero margins for error needed a verified, plug-and-play JDM engine, we made it happen.

We handle more than just transactions, we handle trust. From verifying compression stats to matching ECU harnesses, every part we send is built to be installed, not just sold. Whether you are working on a restoration like Brian's or a daily driver, beelinesautomotive.com is committed to getting the right part, not just first time but every time.



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Thank You!

For Choosing Our Products

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