CAR PARTS
STORE IN USA

Case Study: How a Local Mechanic Saved 60% on Engine Replacement with Our Used Parts

Client Success Story – Car Parts Store In USA

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Client Overview

Daniel Perez a full time mechanic from Texas has plenty of experience in dealing faulty cars. His independent garage has been helping provide solutions for people for long time. Daniel handles everything from oil changes to engine overhauls. In early January, one of his long-time clients brought in a 2011 Dodge Charger R/T with a 5.7L HEMI that had developed low oil pressure and rod knock.

The customer was tight on budget but did not want to downgrade or go with a basic rebuild. He asked Daniel to find a better solution—something more durable, slightly more powerful, but still within a realistic budget.

Daniel’s task was clear: replace the failing engine with a used, performance-grade HEMI while staying under $5,000 including labor, parts, and installation. The dealerships quoted $11,000 for a remanufactured engine and install. The shop’s only option was to source a reliable used engine that could deliver better performance without cutting corners.

Engine Selection: Picking a Used HEMI That Delivers More

Daniel searched local junkyards and salvage auctions but could not find a clean engine with low miles. Then he tried us, i.e., carpartsstoreusa.com, a used auto parts supplier he had worked with before. After checking inventory, he located a 2015 5.7L HEMI pulled from a Dodge Durango with just 42,000 miles.

This engine had stronger internals than the early 2011 model, a cleaner oiling system revision, and slightly better tuning potential. It came with compression test results, verified engine code match, and a 6-month parts warranty. Price: $2,150 including freight.

Daniel reviewed the images, confirmed the block casting number, and checked accessory compatibility. He placed the order and the engine was delivered to his shop in four days, crated securely, with all mounts and sensors intact.

Tear-Down and Prep Work: Not Just a Swap

Once the original engine was pulled, he confirmed that cylinder 6 had secured walls and the crankshaft showed visible signs of wear. Rather than rebuild it, he salvaged usable components like the intake manifold and coil packs.

He spent the next two days prepping the replacement HEMI with performance in mind:

- Installed a new Melling high-volume oil pump
- Upgraded to billet timing chain tensioners
- Replaced valve cover gaskets and rear main seal
- Swapped in an aftermarket oil catch can
- Added new spark plugs and MSD 8.5mm wires
- Flushed radiator and oil cooler
- Deleted the factory active intake runner system for more consistent airflow

All parts used were from reputable brands. No experimental parts, no shortcuts. Daniel made sure everything he bolted on had a purpose—and would hold up long-term.

Installation and Initial Start-Up

- The HEMI dropped in without fitment issues. All mount points lined up, and wiring harnesses were identical. He reprogrammed the PCM using his handheld Diablo Sport tuner to adjust for the newer year engine calibration.

- Fuel trims were balanced, and throttle response improved noticeably even before final tuning. After filling fluids, priming oil, and letting the engine crank with injectors disabled, Daniel performed a careful startup. The engine fired smoothly on the second try.

- Idle stayed consistent, and after reaching temperature, there were no leaks, warning lights, or idle dips. A full scan showed no stored or pending codes.

Road Test and Tune Results

After 150 miles of city driving to let the engine break in and calibrate, strapped the Charger to a local dyno. With the bolt-ons and mild tuning, the HEMI produced:

- 336 wheel horsepower
- 374 lb-ft torque

That’s roughly a 9% gain over stock factory output at the wheels. And more importantly, throttle response and mid-range torque were sharper than what the vehicle had ever delivered with its original motor.

Daniel did not push for peak horsepower. His goal was to deliver reliability with noticeable daily-driving gains. The client drove the car two weeks later and called it “the strongest it has ever pulled since I bought it.”

Financial Breakdown

Daniel charged $1,800 in labor for the full job, which included:

- Engine removal
- Prepping and transferring accessories
- Engine install
- ECU flash and post-install scan
- Fluid replacement and test drive

Total Breakdown:

- $2,150 for used engine from carpartsstoreusa.com
- $600 in performance upgrades (pump, gaskets, tune, wires)
- $1,800 labor
- $150 for fluids and small parts

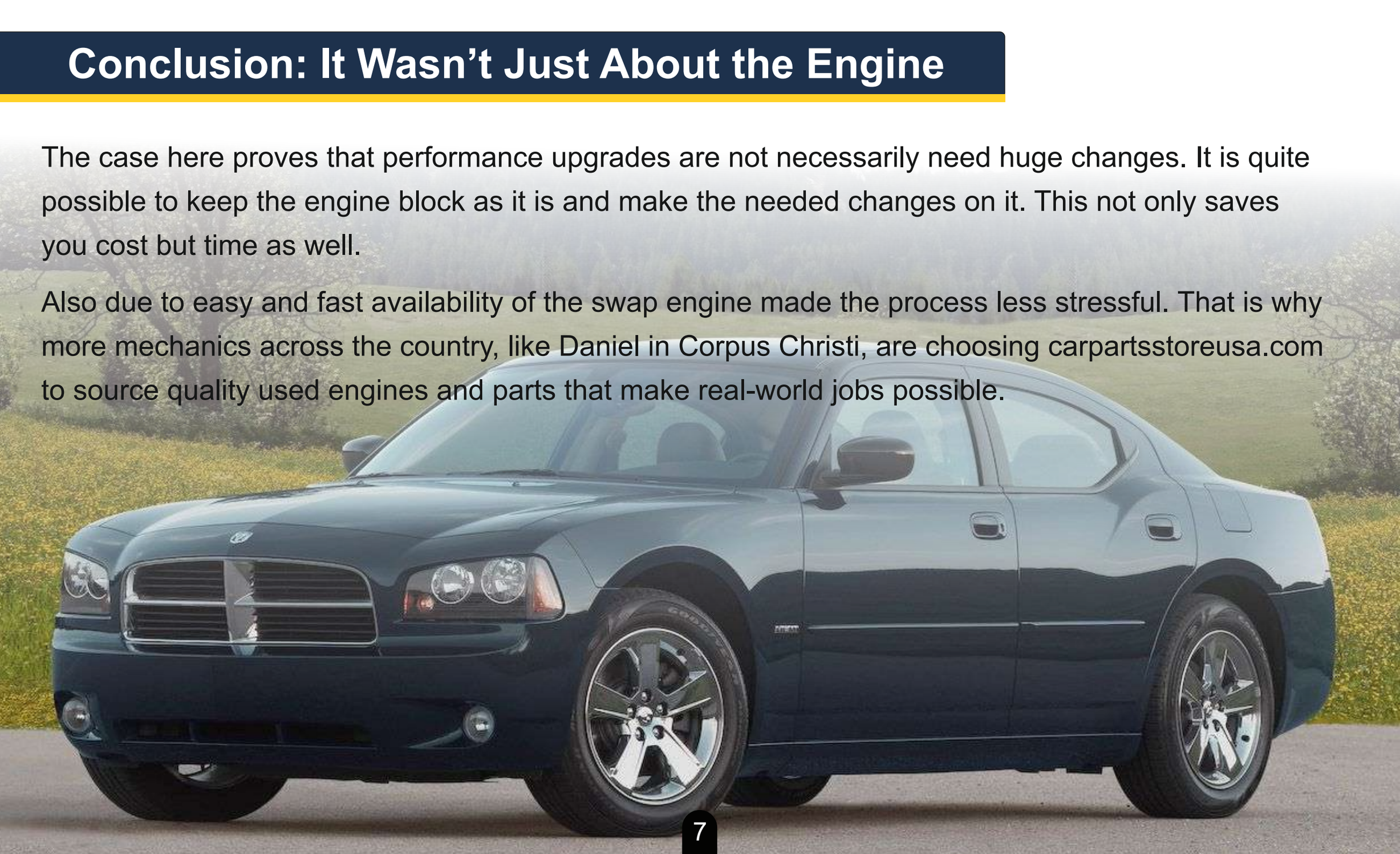
Grand Total: $4,700

Compared to the dealership’s $11,000 estimate, Daniel saved the client 60% on the full engine replacement, with better performance and a stronger long-term setup.

Conclusion: It Wasn’t Just About the Engine

The case here proves that performance upgrades are not necessarily need huge changes. It is quite possible to keep the engine block as it is and make the needed changes on it. This not only saves you cost but time as well.

Also due to easy and fast availability of the swap engine made the process less stressful. That is why more mechanics across the country, like Daniel in Corpus Christi, are choosing carpartsstoreusa.com to source quality used engines and parts that make real-world jobs possible.



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Thank You

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