2008 Volkswagen GTI at 110,000 mi

WVWHV71K18W123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
GTI · Mk5 GTI 2.0T 4-door	Volkswagen/Audi EA113 2.0T FSI four-cylinder	110,000 mi	FWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 27, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code '8' = 2008, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

1
job recommended now

0
to plan in the next 30,000 miles · plus 3 factory maintenance items

3
to watch or check at each service

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Volkswagen dealer for a campaign printout. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $240–$440

Cam follower wear (high-pressure fuel pump drive) — $240–$440
Past the range (Typical onset 50,000–80,000 miles on stock engines (retailer guide))
independent shop, installed

`If it fails: $700–$1,900 · 3.8×`

Next 12 months up to about 122,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 140,000 mi

Nothing else enters its reported range in this window.

Watch inspect at each service, fix on condition, or optional

PCV valve and intake runner motor — **No published price**

Any mileage (2006–2009 2.0T; the 10-year / 120,000-mile warranty extension has ended) · Inspect at each service; fix at the first sign

Intake valve carbon build-up — **$300–$950**

independent shop, installed

Any mileage (Direct-injection engines with higher mileage) · Optional upgrade; not in the totals

Ignition coil failure — **No published price**

Past the range (32,000–65,000 mi, the middle half of 11 owner reports) · Inspect at each service; fix at the first sign

Recommended now

$240–$440

Independent shop, installed. Dealers often charge more.

Planned through 140,000 mi

$240–$440

No other repairs on the list before 140,000 mi. Now + next 12 months + next 30,000 miles. Excludes factory maintenance (listed separately), “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (oil, brakes, tires) isn't included; factory fluid and spark plug intervals are listed below.

FACTORY MAINTENANCE

Scheduled maintenance from 110,000 mi to 140,000 mi

The maker's normal schedule for this car. Service history isn't known here, so an item is shown at its next interval mark; skip it if the records show it was done.

ITEM	INTERVAL	THIS CAR
Spark plugs VW lists the 2.0T FSI at 60,000 miles or 6 years.	every 60,000 mi or 6 years	**Was due at 60,000 mi and by age (check records)** [M1][M2][M3]
Dual-clutch transmission fluid DSG only: fluid and filter every 40,000 miles.	every 40,000 mi	**Was due at 80,000 mi, next 120,000 mi** [M1][M2][M3]
Brake fluid VW's 2008 schedule: every 3 years regardless of mileage.	every 3 years	**By time: check the records** [M2]

M1. Bentley Publishers: VW 2006 Jetta, Rabbit, GTI factory maintenance schedule SHOP/RETAILER
https://bentleypubs.atlassian.net/wiki/spaces/tech/pages/437453575

M2. Bentley Publishers: VW 2008 Jetta, Rabbit, GTI, R32 factory maintenance schedule SHOP/RETAILER
https://bentleypubs.atlassian.net/wiki/spaces/tech/pages/437454653

M3. Volkswagen Service: Maintenance Schedule, 2010 models (VW owner's literature) OFFICIAL
https://ownersliterature.vw.com/owners-literature-service/v1/document/de8b259f-8d11-4511-8754-d2a1cda75fc1

M4. Volkswagen Service: Maintenance Schedule, 2013 models (VW owner's literature) OFFICIAL
https://ownersliterature.vw.com/owners-literature-service/v1/document/8db4252c-5991-4f79-a654-5c725d09bdf8

M5. Volkswagen Service: Maintenance Schedule, 2014 models (VW owner's literature) OFFICIAL
https://ownersliterature.vw.com/owners-literature-service/v1/document/033ff2d5-58e3-4663-97cf-1bbdb864258d

M6. Bentley Publishers: Audi 2005 A4/S4 factory maintenance schedule SHOP/RETAILER
https://bentleypubs.atlassian.net/wiki/spaces/tech/pages/437453654

M7. Bentley Publishers: Audi 2007 A4/S4/RS4 factory maintenance schedule SHOP/RETAILER
https://bentleypubs.atlassian.net/wiki/spaces/tech/pages/437453629

M8. Bentley Publishers: Audi 2009 A5/S5/A4 factory maintenance schedule SHOP/RETAILER
https://bentleypubs.atlassian.net/wiki/spaces/tech/pages/437454629

M9. 2016 Audi Maintenance Schedule - All Models, USA (NHTSA) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2017/MC-10153109-9999.pdf

M10. Bentley Publishers: VW 2010 all-models factory maintenance schedule (Jetta page) SHOP/RETAILER
https://bentleypubs.atlassian.net/wiki/spaces/tech/pages/437454665

WHERE 110K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Cam follower wear (high-pressure fuel pump drive)	Typical onset 50,000–80,000 miles on stock engines (retailer guide) SHOP/RETAILER	Past the range
2	PCV valve and intake runner motor	2006–2009 2.0T; the 10-year / 120,000-mile warranty extension has ended OFFICIAL	Any mileage
3	Intake valve carbon build-up	Direct-injection engines with higher mileage OFFICIAL	Any mileage
4	Ignition coil failure	32,000–65,000 mi (middle half of 11 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2008 Volkswagen GTI

Safety recall repairs are free at Volkswagen dealers. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter WVWHV71K18W123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Volkswagen dealer for a campaign printout; it also lists completed campaigns.

2.0T FSI EA113 RECALLS WE TRACK

Other 2.0T FSI EA113 recalls we track, not listed by NHTSA for this model and year: 08V-235 (idle control software (2008 Passat 2.0T FSI)), 09V-377 (fuel tank (2006–2010 Audi A3 and TT)).

EVERY RECALL NHTSA LISTS FOR THE 2008 VOLKSWAGEN GTI (1)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
07V-442	Headlights · aim caps	A missing or wrong cap on the headlight aiming screw can let the headlights be mis-aimed, reducing visibility. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: GTI. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

CAMPAIGN	WHAT IT SAYS	THIS CAR
PCV valve and intake runner motor warranty extension	10 years / 120,000 miles from in-service for 2006–2009 2.0T cars. Ended. OFFICIAL [6]	Expired

4 · THE 4 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (Mk5).

1 Cam follower wear (high-pressure fuel pump drive)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 167 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 110,000 mi this car is past the reported range (Typical onset 50,000–80,000 miles on stock engines (retailer guide)). If the original parts are still fitted, have them checked and plan for them. Range: Typical onset 50,000–80,000 miles on stock engines (retailer guide) SHOP/RETAILER [3]



WHAT FAILS FORUM/BLOG [2][3]

A small follower sits between the intake cam lobe and the high-pressure fuel pump. It wears through, then the cam lobe and the pump wear. Volkswagen tells technicians to check the cam lobe for excessive wear when replacing the pump.

SYMPTOMS

- Loss of power
- Low fuel pressure codes
- Stalling or long crank

IF IT'S LEFT TOO LONG

A worn-through follower damages the camshaft lobe and the pump, which turns a small job into a large one.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Inspect or replace the follower every oil change or two; it is a cheap part.

ESTIMATED REPAIR COST

Follower part ($34.95) plus $200–$400 shop labor	**$240–$440** OUR ESTIMATE [4][5] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=7)	**$700–$1,900** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

3.8× The failure-bill midpoint ($1,300) is about 3.8× the early-fix midpoint ($340). A cost ratio, not a probability.

Where the numbers come from: Estimate: retailer part price [4] plus the retailer guide's $200–$400 shop labor for the pump-area job [5]. The failure figure is owner-reported bills for fuel-pump repairs; Computed from 7 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $1,500). Examples: ODI 10661514, 10380038, 11129923, 11112393. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR MK5

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- When was the cam follower last checked or replaced?
- Any low fuel pressure codes?

2 PCV valve and intake runner motor

Any mileage

Severity: Medium: leaks and wear · 23 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2006–2009 2.0T; the 10-year / 120,000-mile warranty extension has ended), so mileage doesn't say much here. Range: 2006–2009 2.0T; the 10-year / 120,000-mile warranty extension has ended OFFICIAL [6][7]

WHAT FAILS OFFICIAL [6][7][8]

The PCV valve and the intake manifold runner control motor can lose performance and set the check-engine light. Volkswagen and Audi extended their warranty. A failed PCV can also cause a whistle or oil leak at the filler cap.

SYMPTOMS

- Whistle or rushing noise from the engine
- Oil cap leak
- Check-engine light
- Rough idle

IF IT'S LEFT TOO LONG

Crankcase pressure pushes oil out of seals and raises oil use.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace at the first whistle or code.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
No published price	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR MK5

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- PCV valve or intake runner motor replaced?
- Any whistle at idle?

3 Intake valve carbon build-up

Any mileage

Severity: Medium: leaks and wear · 4 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Direct-injection engines with higher mileage), so mileage doesn't say much here. Range: Direct-injection engines with higher mileage OFFICIAL [9]

WHAT FAILS OFFICIAL [9]

Fuel never washes the intake valves on this direct-injection engine, so carbon builds up. Audi links heavy deposits to rough running after a cold start and long cranking.

ESTIMATED REPAIR COST

Walnut blasting at an independent	**$300–$950** FORUM/BLOG [10] independent shop, installed

SYMPTOMS

- Rough cold idle
- Misfire codes
- Loss of power

IF IT'S LEFT TOO LONG

Heavy deposits cause misfires and poor running.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Clean the valves when misfires point to deposits.

shop (forum quotes)	
Same job	**$300–$950** FORUM/BLOG [10] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($625) is about 1.0× the early-fix midpoint ($625). A cost ratio, not a probability.

PARTS FOR MK5

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Intake valves ever cleaned?

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4 Ignition coil failure

Past the range

Severity: Medium: leaks and wear · 52 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 110,000 mi this car is past the reported range (32,000–65,000 mi (middle half of 11 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 32,000–65,000 mi (middle half of 11 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Covered by a 2009 Volkswagen campaign on certain cars

WHAT FAILS OFFICIAL [11]

Volkswagen ran a campaign because some ignition coils could fail and turn on the check-engine light.

SYMPTOMS

- Misfire, shaking at idle
- Flashing check-engine light

IF IT'S LEFT TOO LONG

A misfire can overheat the catalytic converter.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the failed coil; check the campaign was done.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
No published price	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR MK5

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Was campaign 28F3 done?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.0T FSI EA113 owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Stalling / loss of power	244	Mixed causes; often fuel pressure from a worn cam follower.
Turbo / boost	78	Turbo and boost-leak complaints are mixed (diverter valve, hoses, turbo); no single bulletin covers them.

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- Cam follower condition
- Idle whistle or oil cap leak (PCV)
- Misfire counters

Ask the seller

- Cam follower checked at each oil change?
- PCV or runner motor replaced?

Documents to request

- Dealer service-history printout for the VIN
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
●	Cam follower wear (high-pressure fuel pump drive): original, no replacement invoice	$240–$440
	PCV valve and intake runner motor: symptoms or fault codes present	No published price
	Intake valve carbon build-up: original part still fitted (optional upgrade)	$300–$950
	Ignition coil failure: symptoms or fault codes present	No published price
	Pre-ticked rows (●), if no records clear them	**$240–$440**

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

How this report is built

Inputs. VIN, model year, model, mileage and build month (if entered). Model and engine are checked with NHTSA's vPIC decoder.

Mileage positions. Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

The plan. Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

Costs. Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. OFFICIAL NHTSA/Volkswagen documents · SHOP/RETAILER parts prices and shop articles · FORUM/BLOG owner forums and blogs · COMPUTED FROM NHTSA DATA our analysis of NHTSA data · OUR ESTIMATE ours.

NHTSA complaint data. Pulled Oct 27, 2026 from NHTSA's complaints API for Complaints for the listed nameplates and years; Jetta complaints only when they name the 2.0T or GLI, and others leaving out V6, TDI and 2.5L mentions: 2,406 complaints. Some of these nameplates were sold with other engines too. For some we kept only complaints whose text names this engine (which under-counts); for others we left out complaints that name another engine or a hybrid (so a few about other engines can remain). Themes are keyword matches on the complaint text.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Stalling / loss of power	244	Also reported
Fuel pump / cam follower	167	Item 1
Turbo / boost	78	Also reported
Ignition coil / misfire	52	Item 4
PCV / intake runner	23	Item 2
Carbon build-up	4	Item 3

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about oil seeps, so leaks look rarer than they are.

SOURCES

1. NHTSA owner complaints for 2006–2009 GTI, 2008–2009 Jetta GLI, 2006–2009 Jetta 2.0T, 2006–2008 Passat 2.0T, 2007–2008 Eos 2.0T, 2006–2008 Audi A3 and A4 2.0T, 2008 Audi TT 2.0T, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Volkswagen TB-15-07-05: Fuel pump replacement clarification: excessive wear of the intake camshaft lobe that drives the high-pressure fuel pump (2007-10-14), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10032252

3. Euro Premium Parts: Audi EA113 engine guide, reliability and common problems (parts retailer blog) SHOP/RETAILER
https://europremiumparts.com/it/blogs/audi-buying-guides/audi-ea113-engine-guide-reliability-common-problems-tuning-potential

4. Parts Place: VW 2.0T FSI high-pressure fuel pump cam follower, listed $34.95, via search extract Oct 27, 2026 SHOP/RETAILER
https://www.partsplaceinc.com/products/vw-2-0t-fsi-high-pressure-fuel-pump-cam-follower-23622

5. Go-Parts: high-pressure fuel pump guide for Audi A4, TT and VW Eos (shop labor $200–$400), via search extract Oct 27, 2026 SHOP/RETAILER
https://www.go-parts.com/garage/fuel-pump-audi-a4-audi-tt-volkswagen-eos-2002-2018

6. Volkswagen Owner letter (CSC): Warranty extension for intake manifold runner control motor and PCV valve, 2006–2008 VW with BPY 2.0T (10 yr / 120k) (2011-12-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2011/CSC-10043024-5110.pdf

7. Audi Owner letter (SB): Warranty extension for intake manifold runner control motor and PCV valve, 2006–2009 Audi A3, A4, TT 2.0T (10 yr / 120k) (2011-12-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2011/CSC-10043026-6562.pdf

8. Volkswagen TB-01-11-24: Oil filler cap leak, rushing or whistling noise from the crankcase ventilation (2011-12-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10043282

9. Audi TSB 2014753: Deposits on intake valves, intake manifold, injectors and combustion chambers (2015-03-09), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2015/MC-10119940-9999.pdf

10. Bob Is The Oil Guy forum: walnut blasting intake valves, shop quotes, via search extract Oct 27, 2026 FORUM/BLOG
https://bobistheoilguy.com/forums/threads/walnut-blasting-valves.308338/

11. Volkswagen SB-28F3: Ignition coils may malfunction and set the check-engine light (campaign) (2009-10-28), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10033207

12. NHTSA recall records: 08V-235 (2008 Passat 2.0T FSI idle software) and 09V-377 (2006–2010 Audi A3 and TT fuel tank), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=08V235000

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Volkswagen dealer or qualified shop. Safety recall repairs are free at Volkswagen dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-EA113-123456-20261027 and we'll correct and reissue it.

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.