2016 Ford Mustang GT at 82,000 mi

1FA6P8CFXG5123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Mustang GT · Mustang GT Fastback 5.0	Ford 5.0L Coyote V8	82,000 mi	RWD
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 'G' = 2016, 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.

0	0	3
jobs recommended now	to plan in the next 30,000 miles	to watch or check at each service

Safety recalls NHTSA lists for this model year (3 of 5)

- **25V-614** · Seat belts · front pretensioner cable corrosion: A corroded cable can break, preventing the seat belt from properly restraining an occupant, and increasing the risk of injury during a crash.
- **16V-779** · Engine · oil cooler hose: A hose can come off the engine oil cooler tube and dump the oil; a sudden oil loss can make the engine fail while driving.
- **15V-707** · Seat belts · belts and child seat anchors damaged in shipping: If the restraint components do not function as intended, the occupants may not be properly restrained in the event of a crash, increasing their risk of injury.

A model-year list, not a VIN check. The full report lists the others. Repairs are free at a Ford dealer if open. Check this VIN at nhtsa.gov/recalls.

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

Recommended now at the next service

Good news: nothing on the 5.0L Coyote watch list is due at this mileage. Worth a fresh look at about 92,000 mi.

Next 12 months up to about 94,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 112,000 mi

Nothing else enters its reported range in this window.

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

Cam timing codes and secondary timing chain tensioners — **No published price**
Any mileage (2015–2021 (VCT solenoid debris); 2011–2020 (secondary tensioners)) · Inspect at each service; fix at the first sign

Tick or light knock at idle — **No published price**
Past the range (7,000–54,000 mi, the middle half of 15 owner reports) · Ask for this check at every service

Valve cover gasket oil leaks (2015–2017 Mustang) — **No published price**
Any mileage (2015–2017 Mustang 5.0L) · Inspect at each service; fix at the first sign

Recommended now

No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 112,000 mi

No repairs planned

Now + next 12 months + next 30,000 miles. Excludes “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

The maker's maintenance schedule isn't on this report

This report doesn't include the maker's scheduled maintenance for this car yet, so brake fluid, spark plugs, coolant and transmission fluid aren't listed even when they're due. Check the service records and the maker's schedule for this car.

WHERE 82K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Cam timing codes and secondary timing chain tensioners	2015–2021 (VCT solenoid debris); 2011–2020 (secondary tensioners) OFFICIAL	Any mileage
2	Tick or light knock at idle	7,000–54,000 mi (middle half of 15 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
3	Valve cover gasket oil leaks (2015–2017 Mustang)	2015–2017 Mustang 5.0L OFFICIAL	Any mileage

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 2016 Ford Mustang GT

Safety recall repairs are free at Ford dealers. 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 1FA6P8CFXG5123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Ford dealer for a campaign printout; it also lists completed campaigns.

5.0L COYOTE RECALLS WE TRACK

Other 5.0L Coyote recalls we track, not listed by NHTSA for this model and year: 25V-455 (low-pressure fuel pump may fail (2021–2022 Mustang and F-150)).

EVERY RECALL NHTSA LISTS FOR THE 2016 FORD MUSTANG GT (5)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
25V-614	Seat belts · front pretensioner cable corrosion	A corroded cable can break, preventing the seat belt from properly restraining an occupant, and increasing the risk of injury during a crash. Details
16V-779	Engine · oil cooler hose	A hose can come off the engine oil cooler tube and dump the oil; a sudden oil loss can make the engine fail while driving. Details
15V-707	Seat belts · belts and child seat anchors damaged in shipping	If the restraint components do not function as intended, the occupants may not be properly restrained in the event of a crash, increasing their risk of injury. Details
25V-572	Rearview camera · distorted or blank image	A rearview camera that displays an inverted, distorted, or blank image can reduce the driver’s view behind the vehicle, increasing the risk of a crash. Details
22V-082	Rearview camera · wiring	A rearview camera that displays a blank or distorted image can reduce the driver's rear view, increasing the risk of a crash. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: MUSTANG. 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

Manufacturer bulletins and warranty programs for this engine are cited on each weak point in section 4, where they apply.

4 · THE 3 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 (S550). Left out because they apply to other models, years, engine sizes or body codes: High oil consumption (2018–2020 F-150); Oil leak at the oil filter adapter (block porosity, 2022–2025 F-150).

1 Cam timing codes and secondary timing chain tensioners

Any mileage

Severity: Medium: leaks and wear · 11 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2015–2021 (VCT solenoid debris); 2011–2020 (secondary tensioners)), so mileage doesn't say much here. Range: 2015–2021 (VCT solenoid debris); 2011–2020 (secondary tensioners) OFFICIAL [4][5]

WHAT FAILS OFFICIAL [4][5]

The check engine light can come on with cam timing codes (P0011 to P0025) when small debris makes a VCT solenoid stick; Ford first cycles the solenoid to clear it. When a secondary timing chain tensioner or guide is replaced, Ford says to replace both as a pair.

SYMPTOMS

- Check engine light
- Rough idle
- Rattle at start-up

IF IT'S LEFT TOO LONG

A stuck solenoid or worn tensioner can cause poor running and timing chain wear.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Use the right oil and change it on time; fix cam timing codes promptly.

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 S550

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

WHAT TO ASK YOUR SHOP

- Any cam timing codes?
- Timing parts replaced?

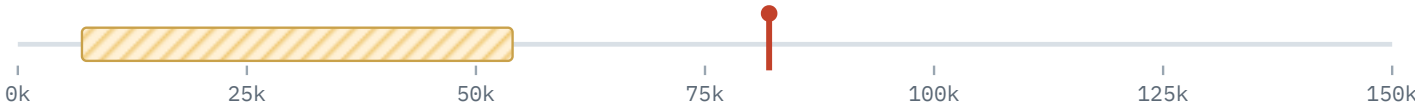
2 Tick or light knock at idle

Past the range

Severity: Medium: leaks and wear · 35 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 82,000 mi this car is past the reported range (7,000–54,000 mi (middle half of 15 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 7,000–54,000 mi (middle half of 15 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2011–2024 (typewriter tick); 2018–2019 (idle knock)

WHAT FAILS OFFICIAL [6][7]

Many 5.0L engines make a tick or typewriter noise at warm idle after an oil change. Ford says this is normal and no repair should be tried. Some 2018–2019 engines make a light knock at idle, which Ford also says does no harm.

SYMPTOMS

- Ticking at warm idle
- Light diesel-like knock at idle

IF IT'S LEFT TOO LONG

Ford says these noises do not harm the engine; a loud or new knock needs a check.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Learn the normal tick; have a mechanic check any loud knock or noise under load.

ESTIMATED REPAIR COST

No repair needed per Ford	**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 S550

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

WHAT TO ASK YOUR SHOP

- Any noise under load, not just idle?

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3 Valve cover gasket oil leaks (2015–2017 Mustang)

Any mileage

Severity: Medium: leaks and wear · 0 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2015–2017 Mustang 5.0L), so mileage doesn't say much here. Range: 2015–2017 Mustang 5.0L OFFICIAL [8]

WHAT FAILS OFFICIAL [8]

On 2015–2017 Mustangs the valve covers can warp from heat and leak oil at the gaskets. Ford adds fasteners to both covers.

SYMPTOMS

- Oil on the valve covers
- Burning oil smell

IF IT'S LEFT TOO LONG

Oil can drip onto hot exhaust parts and smoke.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix the leak when found.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
Labor only, 3.8 h Ford warranty time plus valve cover fasteners and gaskets	**$380–$610** OUR ESTIMATE [8][10] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Estimate: Ford warranty labor time of 3.8 h (bulletin [8]) × $100–$160/h

independent-shop labor rate [10]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR S550

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

WHAT TO ASK YOUR SHOP

- Valve cover leak fixed?

5 · ALSO REPORTED, NOT RANKED

Other themes in 5.0L Coyote 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
Transmission	149	Most complaints in this pool are about the 6- and 10-speed automatics, not the engine.
Stalling / loss of power	54	Mixed causes; includes the low-pressure fuel pump recall 25V-455 on 2021–2022 models.
Engine seized / failed	14	No Ford bulletin ties these complaints to one cause.

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

- Oil level and oil use between changes
- Oil filter adapter area for leaks (2022–2025 F-150)
- Valve covers for leaks (2015–2017 Mustang)
- Scan for cam timing codes
- Recall status

Ask the seller

- 2018–2020 F-150: TSB 19-2365 update done?
- 2022–2025 F-150: short block replaced?
- How much oil between changes?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Cam timing codes and secondary timing chain tensioners: symptoms or fault codes present	No published price
Tick or light knock at idle: fault found on inspection	No published price
Valve cover gasket oil leaks (2015–2017 Mustang): seeping or leaking	No published price
Pre-ticked rows (●), if no records clear them	**None at this mileage**

● = 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/Ford 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 F-150 gas complaints (not Raptor, 6.2L, EcoBoost, hybrid or Lightning) that mention the 5.0L, Coyote or V8; Mustang coupe and convertible complaints that mention the 5.0L, GT, V8, Mach 1 or Bullitt (not Shelby, 5.2L or EcoBoost): 350 complaints. Some of these nameplates were sold with other engines too; for those we left out complaints whose text names another engine or a hybrid, so a few complaints about other engines can remain. Themes are keyword matches on the complaint text. `COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Transmission	149	Also reported
Stalling / loss of power	54	Also reported
Tick / knock at idle	35	Item 2
Oil consumption	29	Other years or engine sizes
Engine seized / failed	14	Also reported
Cam timing / timing chain	11	Item 1
Oil leak	6	Other years or engine sizes

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 2011–2025 F-150 gas complaints that mention the 5.0L, Coyote or V8 (not Raptor, 6.2L or EcoBoost) and 2011–2025 Mustang complaints that mention the 5.0L, GT, V8, Mach 1 or Bullitt (not Shelby GT350/GT500), pulled Oct 27, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Ford TSB 19-2365: 2018–2020 F-150 5.0L: excessive oil consumption (over 1 qt in 3,000 mi) from high intake vacuum during deceleration fuel shut-off (2019-12-06), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2019/MC-10169811-0001.pdf

3. Ford TSB 26-2233: 2022–2025 F-150 5.0L built Aug 23, 2022–May 20, 2025: oil leak at the oil filter adapter from block porosity or a block crack (2026-05-14), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2026/MC-11032747-0001.pdf

4. Ford SSM 50067: 2015–2021 Ford and Lincoln: check engine light with cam timing (VCT) codes from debris sticking the VCT solenoid (2021-08-27), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2021/MC-10201050-0001.pdf

5. Ford SSM 49318: 2011–2020 F-150/Mustang 5.0L: replace the secondary timing chain tensioner and guide as a pair (2020-11-09), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10183567-0001.pdf

6. Ford SSM 52334: 2011–2024 Mustang/F-150 5.0L: tick or typewriter noise at idle after an oil change (2024-03-06), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-10251951-0001.pdf

7. Ford TSB 19-2144: 2018–2019 F-150/Mustang 5.0L: light knocking noise at idle (2019-05-10), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10160810-0001.pdf

8. Ford TSB 19-2309: 2015–2017 Mustang 5.0L: oil leaks from the valve cover gaskets (2019-10-16), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10167184-0001.pdf

9. NHTSA recall records: 25V-455 (2021–2022 Mustang and F-150 low-pressure fuel pump; PCM update), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=25V455000

10. Tekmetric: average auto repair labor rates by state, 2026 (national average $132/h; state averages $85–$197/h). We use $100–$160/h for labor-time estimates. SHOP/RETAILER
https://tours.tekmetric.com/answers/average-auto-repair-labor-rates-by-state-2026

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 Ford dealer or qualified shop. Safety recall repairs are free at Ford 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-FDCO-123456-20261027 and we'll correct and reissue it.
