2002 Ford Focus at 115,000 mi

1FAFP34372W123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Focus · Focus SE sedan 2.0 Zetec automatic	Ford 2.0L SPI and 2.0L Zetec fours (Focus, Escort, ZX2, Escape and rebadges, 2000–2004)	115,000 mi	FWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 28, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code '2' = 2002, 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
jobs recommended now

0
to plan in the next 30,000 miles · plus 2 factory maintenance items

4
to watch or check at each service

Safety recalls NHTSA lists for this model year (1)

- **05V-030** · Doors · rear door latch: In road-salt states, corrosion at the rear door latch pawl can make a rear door hard to open or close and, in time, keep it from latching. An unlatched door could open while driving.

A model-year list, not a VIN check. Repairs are free at a Ford dealer if open. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. 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 2.0L SPI / Zetec watch list is due at this mileage. Worth a fresh look at about 125,000 mi.

Next 12 months up to about 127,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 145,000 mi

Nothing else enters its reported range in this window.

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

Ignition lock cylinder sticks (key will not turn or come out) — **$300–$400**
independent shop, installed

Long past the range (33,000–54,000 mi, the middle half of 103 owner reports) · may already be fixed at this mileage: we check the records first · Inspect at each service; fix at the first sign

Timing belt (2.0L SPI and Zetec) — **$710–$921**
independent shop, installed

Any mileage (2000–2004 Focus, 2000–2003 Escort/ZX2, 2000 Contour/Mystique, 2000–2002 Cougar and 2001–2004 Escape/Tribute with the belt-driven 2.0L (the 2.3L Duratec has a chain)) · Inspect at each service; fix at the first sign

Rough idle, misfire and lean codes (2.0L SPI / Zetec) — **No published price**

Any mileage (2000–2004 2.0L SPI and Zetec engines (Ford bulletins)) · Inspect at each service; fix at the first sign

Engine vibration at idle (engine mounts) — **$400–$800**
independent shop, installed

Long past the range (15,000–38,000 mi, the middle half of 28 owner reports) · may already be fixed at this mileage: we check the records first · Inspect at each service; fix at the first sign

Recommended now

No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 145,000 mi

No repairs planned

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 115,000 mi to 145,000 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 Guide normal schedule: replace spark plugs at 100,000 mi.	every 100,000 mi	**Was due at 100,000 mi (check records)** [M1][M2][M3][M4][M5]
Automatic transmission fluid 4F27E automatic: change fluid every 30,000 mi.	every 30,000 mi	**Was due at 90,000 mi, next 120,000 mi** [M1][M2][M3][M4][M5]

M1. 2000 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/00nmgmg3e.pdf

M2. 2001 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/01nmgmg5e.pdf

M3. 2002 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/02nmgmg3e.pdf

M4. 2003 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/03frdmg6e.pdf

M5. 2004 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/04frdmg2e.pdf

WHERE 115K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Ignition lock cylinder sticks (key will not turn or come out)	33,000–54,000 mi (middle half of 103 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Long past the range
2	Timing belt (2.0L SPI and Zetec)	2000–2004 Focus, 2000–2003 Escort/ZX2, 2000 Contour/Mystique, 2000–2002 Cougar and 2001–2004 Escape/Tribute with the belt-driven 2.0L (the 2.3L Duratec has a chain) OFFICIAL	Any mileage
3	Rough idle, misfire and lean codes (2.0L SPI / Zetec)	2000–2004 2.0L SPI and Zetec engines (Ford bulletins) OFFICIAL	Any mileage
4	Engine vibration at idle (engine mounts)	15,000–38,000 mi (middle half of 28 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Long 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 2002 Ford Focus

Safety recall repairs are free at Ford 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 1FAFP34372W123456.
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.

2.0L SPI / ZETEC RECALLS WE TRACK

Other 2.0L SPI / Zetec recalls we track, not listed by NHTSA for this model and year: 02V-288 (battery cables can chafe and short (2000–2001 Focus Zetec)), 99V-346 (speed control servo can corrode and hold the throttle (2000 Focus)), 00V-302 (speed control cable can catch at wide-open throttle (2000 Focus automatic)).

EVERY RECALL NHTSA LISTS FOR THE 2002 FORD FOCUS (1)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
05V-030	Doors · rear door latch	In road-salt states, corrosion at the rear door latch pawl can make a rear door hard to open or close and, in time, keep it from latching. An unlatched door could open while driving. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: FOCUS. 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

Left out of this list (FOCUS): Seven listings are left out of this sample because they cover aftermarket equipment only: 12E-007 (strut assemblies), 09E-025, 09E-012, 08E-050, 06E-049 and 06E-026 (replacement lamps) and 06E-056 (Purolator fuel filter). The 2000–2001 Focus campaigns (03V-482 fuel module, 02V-288 battery cables) do not cover 2002. A VIN check would show any recall that applies.

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 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 (C170). Left out because they apply to other models, years, engine sizes or body codes: Clogged fuel pump filter (stall, loss of power).

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1 Ignition lock cylinder sticks (key will not turn or come out)

Long past the range

Severity: Medium: leaks and wear · 1529 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 115,000 mi this car is long past the reported range (33,000–54,000 mi (middle half of 103 owner complaints that state a mileage)). Many cars at this mileage have already had this repaired, and some never had the fault. Check the records and the part itself before planning it. Range: 33,000–54,000 mi (middle half of 103 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2000–2005 Focus (Ford bulletins)

WHAT FAILS OFFICIAL [4][5][6]

The ignition lock cylinder can become hard to turn, and the key can stick or not come out. The car may then not start. Ford issued several bulletins with service tips and a lock cylinder removal procedure.

SYMPTOMS

- Key hard to turn or stuck in the ignition
- Key will not come out
- Car will not start because the key will not turn

IF IT'S LEFT TOO LONG

The owner can be stranded with a car that will not start.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the lock cylinder at the first sign of sticking; a locksmith or shop can do it.

ESTIMATED REPAIR COST

Owner-reported repair bills in NHTSA complaints (n=90)	**$300–$400** COMPUTED FROM NHTSA DATA [1] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=90)	**$300–$400** COMPUTED FROM NHTSA DATA [1] 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 ($350) is about 1.0× the early-fix midpoint ($350). A cost ratio, not a probability.

Where the numbers come from: Computed from 90 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $350). Examples: ODI 10297682, 10253989, 10225877, 10225820. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR C170

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

WHAT TO ASK YOUR SHOP

- Ignition lock cylinder replaced?
- Does the key ever stick?

2 Timing belt (2.0L SPI and Zetec)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 13 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2000–2004 Focus, 2000–2003 Escort/ZX2, 2000 Contour/Mystique, 2000–2002 Cougar and 2001–2004 Escape/Tribute with the belt-driven 2.0L (the 2.3L Duratec has a chain)), so mileage doesn't say much here. Range: 2000–2004 Focus, 2000–2003 Escort/ZX2, 2000 Contour/Mystique, 2000–2002 Cougar and 2001–2004 Escape/Tribute with the belt-driven 2.0L (the 2.3L Duratec has a chain) OFFICIAL [7][8]

WHAT FAILS OFFICIAL [7][8]

The 2.0L SPI and Zetec engines use a timing belt. Ford issued a bulletin for belts shredding or striking the front cover on early 2.0L engines, and tells technicians to replace the belt idler pulley during head work.

SYMPTOMS

- Squeal or slapping noise from the timing cover
- Shredded belt material
- Engine will not start after the belt breaks

IF IT'S LEFT TOO LONG

A broken belt stops the engine at once and can damage it.

IS IT WORTH DOING EARLY? OUR ESTIMATE

If the belt history is unknown, inspect the belt and pulleys and replace them on schedule.

ESTIMATED REPAIR COST

Timing belt replacement, 2001 Focus (RepairPal)	**$710–$921** SHOP/RETAILER [15] 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 C170

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

WHAT TO ASK YOUR SHOP

- When was the timing belt last replaced?

3 Rough idle, misfire and lean codes (2.0L SPI / Zetec)

Any mileage

Severity: Medium: leaks and wear · 47 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2000–2004 2.0L SPI and Zetec engines (Ford bulletins)), so mileage doesn't say much here. Range: 2000–2004 2.0L SPI and Zetec engines (Ford bulletins) OFFICIAL [9][10][11]

WHAT FAILS OFFICIAL [9][10][11]

Ford issued bulletins for check-engine lights with misfire codes P0300–P0304 on the 2.0L SPI, for high and rough idle with lean code P0171, and for rough running with EGR codes P0402/P0403 in wet weather or after a car wash.

SYMPTOMS

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed

- Rough or high idle
- Check-engine light with P0300–P0304, P0171, P0402 or P0403
- Stumble after a car wash or in rain

IF IT'S LEFT TOO LONG

A steady misfire can damage the catalytic converter.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose by code with the bulletin steps; look for vacuum leaks first on P0171.

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 C170

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

WHAT TO ASK YOUR SHOP

- Any check-engine light?

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4 Engine vibration at idle (engine mounts)

Long past the range

Severity: Medium: leaks and wear · 218 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 115,000 mi this car is long past the reported range (15,000–38,000 mi (middle half of 28 owner complaints that state a mileage)). Many cars at this mileage have already had this repaired, and some never had the fault. Check the records and the part itself before planning it. Range: 15,000–38,000 mi (middle half of 28 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2000–2005 Focus (Ford bulletins)

WHAT FAILS OFFICIAL [12][13]

Ford issued several bulletins for engine vibration at idle on the Focus, most noticeable in Drive or Reverse.

SYMPTOMS

- Shaking felt in the seat or steering wheel at idle
- Worse in Drive or Reverse
- Clunk when shifting

IF IT'S LEFT TOO LONG

Mostly a comfort problem; a broken mount lets the engine move and can strain hoses and wiring.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the engine and transmission mounts when vibration appears.

ESTIMATED REPAIR COST

Engine mount replacement, Focus (RepairPal)	**$400–$800** SHOP/RETAILER [16] independent shop, installed
Same job	**$400–$800** SHOP/RETAILER [16] 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 ($600) is about 1.0× the early-fix midpoint ($600). A cost ratio, not a probability.

PARTS FOR C170

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

WHAT TO ASK YOUR SHOP

- Any vibration at idle?
- Engine mounts replaced?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.0L SPI / Zetec 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
Steering / suspension / brakes	2,575	Chassis complaints and recalls; not engine faults.
Stall (other causes)	1,247	Mixed causes; many cite the 03V-482 fuel module campaign or the ignition switch.
Transmission	333	Counts every transmission complaint (4-speed automatic and manual); not an engine fault.

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

- Fuel module campaign status (2000–2001)
- Ignition lock feel
- Timing belt age (2000–2004)
- Idle quality and check-engine codes
- Engine mounts

Ask the seller

- Campaign 03V-482 done?
- Timing belt replaced? When?
- Ignition lock replaced?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Ignition lock cylinder sticks (key will not turn or come out): symptoms or fault codes present	$300–$400
Timing belt (2.0L SPI and Zetec): symptoms or fault codes present	$710–$921
Rough idle, misfire and lean codes (2.0L SPI / Zetec): symptoms or fault codes present	No published price
Engine vibration at idle (engine mounts): symptoms or fault codes present	$400–$800
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 All 2000–2004 Focus complaints except SVT, plus all 2000–2002 Escort and 2000–2003 Escort ZX2 / ZX2 complaints; 2001–2004 Escape and Tribute complaints that name the 2.0L or four-cylinder and not the V6 or hybrid; 2000 Contour/Mystique and 2000–2002 Cougar complaints that name the 2.0L or four-cylinder. On shared nameplates, complaints that do not name the engine are left out, so counts under-count. Most of the pool is 2000–2004 Focus: 8,183 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
Steering / suspension / brakes	2,575	Also reported
Ignition lock / key	1,529	Item 1
Stall (other causes)	1,247	Also reported
Fuel pump / stall	606	Other years or engine sizes
Transmission	333	Also reported
Vibration / mounts	218	Item 4
Rough idle / misfire / EGR	47	Item 3
Timing belt	13	Item 2

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 2000–2004 Focus (not SVT), 2000–2002 Escort and 2000–2003 Escort ZX2 / ZX2, and four-cylinder complaints for 2001–2004 Escape and Tribute, 2000 Contour/Mystique and 2000–2002 Cougar, pulled Oct 27–28, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. NHTSA recall records: 03V-482 (2000–2001 Focus fuel delivery module filter can clog and stall the engine), checked Oct 27, 2026 `OFFICIAL`
https://www.nhtsa.gov/recalls?nhtsaId=03V482000

3. Ford Extended Coverage Program 03N01: Stalling, hesitation, loss of power and surging from contaminated fuel pump filters; fuel delivery module of new design (2004-01-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10006752

4. Ford bulletin 15421: Some vehicles may exhibit a difficult to turn, unable to remove or sticking ignition key (2001-11-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=630440

5. Ford bulletin 02182: Ignition lock cylinder difficult to turn, unable to remove sticking ignition key: lock cylinder removal procedure (2002-09-16), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10008591

6. Ford bulletin 18413: Unable to remove ignition key: service tip (2000–2005 Focus) (2005-02-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10012971

7. Ford bulletin 13468: Some vehicles with the 2.0L engine may exhibit timing belt shredding or the timing belt striking the front cover (1999-11-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=6092221

8. Ford bulletin 19016: Replace the timing belt idler pulley during 2.0L Zetec cylinder head replacement: service tip (2006-01-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10019076

9. Ford bulletin 0291: Some vehicles with the 2.0L SPI engine may show a MIL with DTCs P0300 through P0304 (2002-05-13), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=636089

10. Ford bulletin 16746: Higher than normal idle speed, runs rough at idle and/or DTC P0171 (2003-04-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10002649

11. Ford bulletin 17505: Runs rough and/or MIL with DTCs P0402/P0403 (EGR) in wet weather or in a car wash (2000–2004 Focus) (2004-01-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10007338

12. Ford bulletin 042410: Engine vibration at idle (2000–2005 Focus) (2004-12-13), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10014082

13. Ford bulletin 15419: Some vehicles may exhibit an engine vibration at idle, most noticeable in reverse (2001-11-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=630436

14. NHTSA recall records: 02V-288 (2000–2001 Focus Zetec battery cables), 99V-346 and 00V-302 (2000 Focus speed control cable), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=02V288000

15. RepairPal: 2001 Ford Focus repair costs, timing belt replacement $710–$921, via search extract Oct 28, 2026 SHOP/RETAILER
https://www.repairpal.com/cars/ford/focus/2001

16. RepairPal: Ford Focus motor mounts replacement ($400–$800 total; average about $467), via search extract Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/motor-mounts-210909155536

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

Provided “as is”, without warranties of any kind, under the Terms of Use at repairahead.com/terms.

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-FDZT-123456-20261028 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.