2005 Acura RSX at 150,000 mi

JH4DC53045S123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
RSX · DC5 RSX Type-S coupe (2.0L K20Z1, 6-speed manual)	Honda K20A 2.0L four (K20A2, K20A3, K20Z1)	150,000 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 '5' = 2005, 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	5
jobs recommended now	to plan in the next 30,000 miles	to watch or check at each service

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask an Acura 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 K20A watch list is due at this mileage. Worth a fresh look at about 160,000 mi.

Next 12 months up to about 157,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 180,000 mi

Nothing else enters its reported range in this window.

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

Manual gearbox grinds or pops out of 3rd gear — **No published price**
Any mileage (2002–2006 RSX 6-speed (Acura bulletin 08-018); owners of 5-speed RSX and Civic Si report the same grinding) · Inspect at each service; fix at the first sign

Timing chain and auto-tensioner wear — **No published price**
Any mileage (2002–2005 RSX (Acura tech line); same K20A chain in the 2002–2005 Civic Si) · Ask for this check at every service

VTC oil control solenoid sticks — **No published price**
Any mileage (2002 RSX (Acura bulletin 02-035); same VTC system on all K20A engines) · Inspect at each service; fix at the first sign

Intake manifold runner control (P1077) — **No published price**
Any mileage (2004–2006 RSX (Acura bulletin 05-039)) · Inspect at each service; fix at the first sign

Air/fuel ratio sensor damaged by moisture (2005–2006) — **$895–$1,345**
independent shop, installed
Any mileage (2005–2006 RSX (Acura bulletin 07-019)) · Inspect at each service; fix at the first sign

Recommended now

No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 180,000 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 150K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Manual gearbox grinds or pops out of 3rd gear	2002–2006 RSX 6-speed (Acura bulletin 08-018); owners of 5-speed RSX and Civic Si report the same grinding OFFICIAL	Any mileage
2	Timing chain and auto-tensioner wear	2002–2005 RSX (Acura tech line); same K20A chain in the 2002–2005 Civic Si OFFICIAL	Any mileage
3	VTC oil control solenoid sticks	2002 RSX (Acura bulletin 02-035); same VTC system on all K20A engines OFFICIAL	Any mileage
4	Intake manifold runner control (P1077)	2004–2006 RSX (Acura bulletin 05-039) OFFICIAL	Any mileage
5	Air/fuel ratio sensor damaged by moisture (2005–2006)	2005–2006 RSX (Acura bulletin 07-019) 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 2005 Acura RSX

Safety recall repairs are free at Acura 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 JH4DC53045S123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask an Acura dealer for a campaign printout; it also lists completed campaigns.

2.0L K20A RECALLS WE TRACK

Other 2.0L K20A recalls we track, not listed by NHTSA for this model and year: 13V-246 (brake booster may not hold vacuum (2006 RSX)).

EVERY RECALL NHTSA LISTS FOR THE 2005 ACURA RSX (0)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: RSX. 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 (RSX): 06E-023 and 06E-064 are equipment recalls on aftermarket replacement headlamps (no amber side reflectors), not on the car as built, and are left out of this sample; NHTSA lists no vehicle recall for the 2005 RSX.

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 5 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 (DC5).

1 Manual gearbox grinds or pops out of 3rd gear

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 39 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2002–2006 RSX 6-speed (Acura bulletin 08-018); owners of 5-speed RSX and Civic Si report the same grinding), so mileage doesn't say much here. Range: 2002–2006 RSX 6-speed (Acura bulletin 08-018); owners of 5-speed RSX and Civic Si report the same grinding OFFICIAL [2][3][1]

WHAT FAILS OFFICIAL [2][3]

The 3rd gear synchronizer or the 3-4 shift sleeve wears, so the gearbox grinds going into 3rd, is hard to shift into it or jumps out of gear. Acura's fix replaces the synchronizer parts; a gearbox that is driven on with the fault needs more work.

SYMPTOMS

- Grinding on the 2–3 shift, worse when the gearbox is cold or shifted fast
- Pops out of 3rd under load
- Hard to select 3rd

IF IT'S LEFT TOO LONG

Driving on it wears the gears and the shift sleeve; jumping out of gear at speed is a safety risk.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Test-drive with brisk 2–3 shifts before buying; budget for a synchro rebuild if it grinds.

ESTIMATED REPAIR COST

Gear oil check: no published price	**No published price** independent shop, installed
Synchro rebuild: 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 DC5

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

WHAT TO ASK YOUR SHOP

- Any grinding into 3rd?
- Gearbox ever rebuilt?

2 Timing chain and auto-tensioner wear

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 1 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2002–2005 RSX (Acura tech line); same K20A chain in the 2002–2005 Civic Si), so mileage doesn't say much here. Range: 2002–2005 RSX (Acura tech line); same K20A chain in the 2002–2005 Civic Si OFFICIAL [4]

WHAT FAILS OFFICIAL [4]

The K20A has a timing chain with a hydraulic auto-tensioner. Acura's tech line names a loose chain or a worn tensioner among the causes of intermittent camshaft or crankshaft position codes. Low or old oil makes it worse. We found few owner complaints about it on NHTSA, so this rests on the Acura note.

SYMPTOMS

- Rattle for a second or two at cold start
- Intermittent check-engine light with cam/crank position codes

IF IT'S LEFT TOO LONG

A chain that jumps a tooth on this interference engine can bend valves.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Listen at a cold start and keep the oil full and fresh; replace the tensioner if the rattle is regular.

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 DC5

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

WHAT TO ASK YOUR SHOP

- Any rattle at start-up?
- Oil change history?

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3 VTC oil control solenoid sticks

Any mileage

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

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2002 RSX (Acura bulletin 02-035); same VTC system on all K20A engines), so mileage doesn't say much here. Range: 2002 RSX (Acura bulletin 02-035); same VTC system on all K20A engines OFFICIAL [5]

WHAT FAILS OFFICIAL [5]

The variable valve timing (VTC) oil control solenoid can be contaminated by dirty oil or stick, which turns on the check-engine light with a VTC phase-gap code. Cleaning or replacing the solenoid and its screen fixes it.

SYMPTOMS

- Check-engine light with a VTC code
- Rough idle or flat power at low rpm

IF IT'S LEFT TOO LONG

Mostly a drivability problem; the underlying cause is often old oil.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Change the oil, then clean or replace the solenoid if the code returns.

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 DC5

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

WHAT TO ASK YOUR SHOP

- Any VTC codes?

4 Intake manifold runner control (P1077)

Any mileage

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

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2004–2006 RSX (Acura bulletin 05-039)), so mileage doesn't say much here.

Range: 2004–2006 RSX (Acura bulletin 05-039) OFFICIAL [6]

WHAT FAILS OFFICIAL [6]

The intake manifold runner control (IMRC / IMT) system can set P1077 at low rpm. The bulletin gives the diagnosis and parts.

SYMPTOMS

- Check-engine light with P1077

IF IT'S LEFT TOO LONG

Little effect on driving, but the car fails an emissions check with the light on.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose when the code appears.

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 DC5

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

WHAT TO ASK YOUR SHOP

- Check-engine light history?

5 Air/fuel ratio sensor damaged by moisture (2005–2006)

Any mileage

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

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2005–2006 RSX (Acura bulletin 07-019)), so mileage doesn't say much here.

Range: 2005–2006 RSX (Acura bulletin 07-019) OFFICIAL [7]

WHAT FAILS OFFICIAL [7]

On 2005–2006 RSXs, moisture in the exhaust can damage the front air/fuel ratio sensor, turning on the check-engine light. The fix is a new sensor.

SYMPTOMS

- Check-engine light with an A/F sensor code

IF IT'S LEFT TOO LONG

Fuel economy and emissions suffer; the car fails inspection.

IS IT WORTH DOING EARLY? OUR ESTIMATE

ESTIMATED REPAIR COST

Front A/F sensor replacement, 2005–2006 RSX (YourMechanic shop/dealer range)	**$895–$1,345** SHOP/RETAILER [8] independent shop, installed
Front A/F sensor replacement, 2005–2006 RSX	**$895–$1,345** SHOP/RETAILER [8] reported range for the bill after a failure

Replace the sensor when the code sets.

(YourMechanic shop/dealer range)	
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($1,120) is about 1.0× the early-fix midpoint ($1,120). A cost ratio, not a probability.

PARTS FOR DC5

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

WHAT TO ASK YOUR SHOP

- Check-engine light history?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.0L K20A 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
Air bags / SRS light	49	SRS light (occupant position sensor extension 06-008, now ended) and Takata inflator recalls; not an engine fault.
Suspension / clunks	23	Rear strut and suspension noises; not an engine fault.
Stalling / loss of power	13	Few reports with mixed causes (throttle position sensor, fuel pump); no pattern found.

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

- 2–3 shift on a road test (manual)
- Cold-start rattle
- Check-engine light and stored codes

Ask the seller

- Gearbox ever rebuilt?
- Timing chain tensioner replaced?
- Oil change history?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Manual gearbox grinds or pops out of 3rd gear: symptoms or fault codes present	No published price
Timing chain and auto-tensioner wear: fault found on inspection	No published price
VTC oil control solenoid sticks: symptoms or fault codes present	No published price
Intake manifold runner control (P1077): symptoms or fault codes present	No published price
Air/fuel ratio sensor damaged by moisture (2005–2006): symptoms or fault codes present	$895–$1,345
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

7 · METHOD AND SOURCES

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/Honda 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 28, 2026 from NHTSA's complaints API for All 2002–2006 RSX complaints plus 2002–2005 Civic complaints that mention the Si, K20 or 2.0L (Civic Si owners who do not say so are missed, so counts under-count): 225 complaints. Some of these nameplates were sold with other engines too; for those we kept only complaints whose text names this engine, which under-counts. Themes are keyword matches on the complaint text. About 225 complaints in all; most weak points rest on Acura bulletins, cited from NHTSA summaries because the documents are not posted. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Air bags / SRS light	49	Also reported
Manual gearbox grinding / pops out of gear	39	Item 1
Suspension / clunks	23	Also reported
Stalling / loss of power	13	Also reported
Timing chain / tensioner	1	Item 2
VTC / check-engine light	0	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 2002–2006 Acura RSX and 2002–2005 Civic Si (Civic complaints only when they mention the Si, K20 or 2.0L), pulled Oct 28, 2026 (ODI numbers in the text) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Acura Service Bulletin 08-018: 6-speed manual transmission grinds into 3rd, pops out of 3rd or is hard to shift into 3rd; faulty 3rd gear synchronizer or 3-4 shift sleeve, 2002–2006 RSX (2008-07-18), filed with NHTSA (summary only) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10026204

3. Acura Service Bulletin 02-016 and parts bulletin B02-0017: gears grind when shifting; synchronizer sleeve sets, 2002 RSX (2002-07), filed with NHTSA (summary only) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=633386

4. Acura Tech Line summary (Sept 2005): loose timing chain, defective auto-tensioner, loose sprocket, low oil pressure or a sticking camshaft can set intermittent cam/crank DTCs, 2002–2005 RSX (2005-09-16), filed with NHTSA (summary only) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10018108

5. Acura Service Bulletin 02-035: MIL on with VTC phase-gap code; VTC oil control solenoid valve contaminated or stuck, 2002 RSX, filed with NHTSA (summary only) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10041770

6. Acura Service Bulletin 05-039: MIL on with DTC P1077 (intake manifold runner control / IMT malfunction, low rpm), 2004–2006 RSX (2005-11-02), filed with NHTSA (summary only) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10017990

7. Acura Service Bulletin 07-019: MIL on; air/fuel ratio sensor damaged by moisture in the exhaust, 2005–2006 RSX, filed with NHTSA (summary only) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10039535

8. YourMechanic: Acura RSX oxygen sensor replacement cost (shop/dealer price range by model year and sensor), checked Oct 28, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/acura/rsx/oxygen-sensor-replacement

9. NHTSA recall record 13V-246: brake booster may not hold vacuum, 2006 Acura RSX and 2006–2007 S2000, checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=13V246000

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 an Acura dealer or qualified shop. Safety recall repairs are free at Acura 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-ACUK20A-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.