2009 Mazda Mazda3 at 112,000 mi

JM1BK32F291123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Mazda3 · BK Mazda3 i 2.0 sedan	Mazda MZR L-series four-cylinders (2.0L, 2.3L, 2.5L and 2.3L DISI turbo), including Ford's 2.0/2.3L Duratec versions	112,000 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 '9' = 2009, 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 1 factory maintenance item

2
to watch or check at each service

Safety recalls NHTSA lists for this model year (2 of 3)

- **11V-329** · Wipers · motor ground terminal: A bent ground terminal can make the wiper motor fail.
- **10V-374** · Steering · electric-hydraulic power assist: Power steering assist can be lost suddenly, making the car hard to steer.

A model-year list, not a VIN check. The full report lists the others. Repairs are free at a Mazda 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 Mazda 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 2.0 / 2.3 / 2.5L MZR (incl. 2.3 DISI turbo) watch list is due at this mileage. Worth a fresh look at about 122,000 mi.

Next 12 months up to about 124,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 142,000 mi

Nothing else enters its reported range in this window.

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

Engine mounts (No. 3 / No. 4): knock, clunk, squeak — **$60–$110** labor only, parts extra

Past the range (16,000–55,000 mi, the middle half of 18 owner reports) · Inspect at each service; fix at the first sign

Intake tumble valve code P2004 (2.0 / 2.3) — **No published price**

Any mileage (2004–2009 Mazda3 and Mazda5) · Inspect at each service; fix at the first sign

Recommended now

No repairs due now

Independent shop, installed. Dealers often charge more.

Planned through 142,000 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 112,000 mi to 142,000 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	every 75,000 mi	**Was due at 75,000 mi (check records)** [M1][M2]
Engine coolant Depends on coolant type: if the radiator cap area reads "FL22", first change at 120,000 mi or 10 years then every 60,000 mi or 5 years; otherwise first at 60,000 mi or 4 years, then every 2 years.	no fixed interval	— [M1][M2][M3][M4]

M1. 2005 Mazda3 Owner's Manual - Scheduled Maintenance (manualsdir copy) OFFICIAL
https://manualsdir.com/manuals/115307/mazda-2005-3-4-door.html?page=235

M2. 2007 Mazda3 Owner's Manual - Scheduled Maintenance, Schedule 1 (manualsdir copy) OFFICIAL
https://manualsdir.com/manuals/116215/mazda-2007-3-4-door.html?page=279

M3. 2009 Mazda6 Owner's Manual p.8-4 - Scheduled Maintenance, Schedule 1 (manualsdir copy) OFFICIAL
https://manualsdir.com/manuals/121079/mazda-2009-6.html?page=346

M4. 2008 Mazdaspeed3 Owner's Manual - Scheduled Maintenance, Schedule 1 (manualsdir copy) OFFICIAL
https://manualsdir.com/manuals/113838/mazda-2008-speed3.html?page=272

WHERE 112K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Engine mounts (No. 3 / No. 4): knock, clunk, squeak	16,000–55,000 mi (middle half of 18 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Intake tumble valve code P2004 (2.0 / 2.3)	2004–2009 Mazda3 and Mazda5 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 2009 Mazda Mazda3

Safety recall repairs are free at Mazda 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 JM1BK32F291123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Mazda dealer for a campaign printout; it also lists completed campaigns.

2.0 / 2.3 / 2.5L MZR (INCL. 2.3 DISI TURBO) RECALLS WE TRACK

07V-295 · No. 4 engine mount bolt may loosen (2007 Mazdaspeed3) Not listed for MY2009

Repeated hard acceleration can loosen the No. 4 left engine mount bolt. Free bolt replacement. OFFICIAL [8]

EVERY RECALL NHTSA LISTS FOR THE 2009 MAZDA MAZDA3 (3)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
11V-329	Wipers · motor ground terminal	A bent ground terminal can make the wiper motor fail. Details
10V-374	Steering · electric-hydraulic power assist	Power steering assist can be lost suddenly, making the car hard to steer. Details
09V-187	Stability control	The stability control may not meet the federal test, so it may not correct a skid as well as required. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: MAZDA3. 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 (MAZDA3): 09E-011 is an aftermarket Thule roof-rack fit kit, not a Mazda part, and is left out of this sample.

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 2 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 (BK). Left out because they apply to other models, years, engine sizes or body codes: VVT actuator ticking and timing chain stretch (2.3 turbo); Turbo oil leak and heavy white smoke (2.3 turbo); Crankshaft pulley slips or comes apart (2.3L Duratec, unkeyed timing sprocket).

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1 Engine mounts (No. 3 / No. 4): knock, clunk, squeak

Past the range

Severity: Medium: leaks and wear · 97 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 112,000 mi this car is past the reported range (16,000–55,000 mi (middle half of 18 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 16,000–55,000 mi (middle half of 18 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Mazda3 and Mazda5 (broken No. 3 mount rubber; No. 4 mount squeak 2010–2013), 2007–2012 CX-7 No. 3 mount clunk

WHAT FAILS OFFICIAL [4][5][6][8]

The No. 3 engine mount rubber can break, causing vibration and a knock (Mazda3, Mazda5). On 2010–2013 Mazda3 and Mazda5 the No. 4 mount can squeak as the car pulls away. On CX-7s heat can dry the lubricant inside the No. 3 mount and cause a clunk. Mazda replaces the mount with a revised part. On 2007 Mazdaspeed3s a No. 4 mount bolt could loosen (recall 07V-295).

SYMPTOMS

- Vibration at idle
- Clunk or knock on bumps or when shifting
- Squeak pulling away

IF IT'S LEFT TOO LONG

A failed mount lets the engine rock and strains hoses and axles.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace a broken mount when it clunks; check the VIN for 07V-295 on 2007 Mazdaspeed3.

ESTIMATED REPAIR COST

Labor only, 0.6–0.7 h Mazda warranty time plus the mount	**$60–$110** OUR ESTIMATE [5][9] labor only, parts extra
Labor only, 0.6–0.7 h Mazda warranty time plus the mount	**$60–$110** OUR ESTIMATE [5][9] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($85) is about 1.0× the early-fix midpoint ($85). A cost ratio, not a probability.

Where the numbers come from: Estimate: Mazda warranty labor time of 0.6–0.7 h (bulletin [5]) × $100–$160/h independent-shop labor rate [9]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR BK

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

WHAT TO ASK YOUR SHOP

- Any clunks or vibration?

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2 Intake tumble valve code P2004 (2.0 / 2.3)

Any mileage

Severity: Medium: leaks and wear · 18 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2004–2009 Mazda3 and Mazda5), so mileage doesn't say much here. Range: 2004–2009 Mazda3 and Mazda5 OFFICIAL [7]

WHAT FAILS OFFICIAL [7]

The check-engine light can come on with P2004 (variable tumble shutter valve stuck open). Mazda says the cause may be the check valve in the intake manifold vacuum chamber being stuck open, and the check valve was updated.

SYMPTOMS

- Check-engine light with P2004
- Ticking from the intake
- Slightly rough idle

IF IT'S LEFT TOO LONG

Mostly an emissions code; the car fails inspection.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the vacuum check valve before replacing the intake manifold.

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 BK

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

WHAT TO ASK YOUR SHOP

- Any P2004?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.0 / 2.3 / 2.5L MZR (incl. 2.3 DISI turbo) 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 / steering	2,344	Air bag and power-steering complaints; not engine faults.
Transmission	580	Mixed automatic transmission complaints; not tied to an engine bulletin.
Stalling	491	Mixed causes across many model years; no single engine fault in the bulletins found.
A/C compressor	234	A/C compressor complaints; not an engine fault.
Ignition lock / key (2005–2008 Focus)	73	Focus ignition lock cylinder and key complaints; a lock and electrical fault, not the engine.

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

- Cold-start tick and warm rattle (turbo)
- Smoke after idling (turbo)
- Engine mount rubbers
- Scan for P2004
- Crankshaft pulley rubber and pulse wheel (Ford 2.3L)

Ask the seller

- Oil grade and change interval?
- VVT actuator, chain or turbo replaced?
- Mounts replaced?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Engine mounts (No. 3 / No. 4): knock, clunk, squeak: symptoms or fault codes present	$60–$110 + parts
Intake tumble valve code P2004 (2.0 / 2.3): symptoms or fault codes present	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/Mazda 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 2004–2013 Mazda3 complaints that do not mention Skyactiv, 2003–2013 Mazda6 complaints that do not mention a V6, all Mazdaspeed3, CX-7, Mazda5 and 2006–2015 MX-5 complaints, all 2005–2008 Focus complaints except SVT, 2005–2008 Escape, Mariner and Tribute and 2006–2009 Fusion and Milan complaints that name the 2.3L or four-cylinder (not the V6 or hybrid), and 2001–2011 Ranger and 2001–2009 B-Series complaints that name the 2.3L or four-cylinder (filtered nameplates under-count): 7,117 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
Air bags / steering	2,344	Also reported
Transmission	580	Also reported
Stalling	491	Also reported
A/C compressor	234	Also reported
Turbo / smoke	165	Other years or engine sizes
Timing chain / VVT noise	158	Other years or engine sizes
Engine mounts	97	Item 1
Ignition lock / key (2005–2008 Focus)	73	Also reported
Intake manifold / P2004	18	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 2004–2013 Mazda3 (not Skyactiv), 2003–2013 Mazda6 four-cylinder, 2007–2013 Mazdaspeed3, 2007–2012 CX-7, 2006–2015 Mazda5, 2006–2015 MX-5, 2005–2008 Focus, four-cylinder complaints for 2005–2008 Escape, Mariner and Tribute and 2006–2009 Fusion and Milan, and 2.3L complaints for 2001–2011 Ranger and 2001–2009 B-Series, pulled Oct 27–28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Mazda SSP 87: Warranty extension to 7 years / 70,000 miles for VVT noise and timing chain noise, 2007–2010 CX-7, 2007–2010 Mazdaspeed3, 2006–2007 Mazdaspeed6 L3T (VVT actuator 2.9–3.2 h; with timing chain 4.3–4.5 h) (2012-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2012/CSC-10043875-4853.pdf

3. Mazda SSP 86: Heavy white exhaust smoke warranty extension to 7 years / 70,000 miles, 2007–2009 CX-7, 2007–2008 Mazdaspeed3, 2006–2007 Mazdaspeed6 (ventilation set 1.3 h; turbocharger 3.3–4.5 h) (2012-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2012/CSC-10043874-2940.pdf

4. Mazda 01-011/14: Clunking noise from No. 3 engine mount, 2007–2012 CX-7 (0.6 h) (2014-04-15), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/SB-10098201-2532.pdf

5. Mazda 01-013/13: Squeak noise from engine compartment (No. 4 engine mount), 2010–2013 Mazda3 and 2012–2013 Mazda5 (0.7 h 2.0L/2.5L) (2013-05-28), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2013/SB-10097382-2532.pdf

6. Mazda 0102105: Engine vibration / knocking noise / No. 3 engine mount rubber broken (Mazda3, Mazda5) (2007-08-08), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10015945

7. Mazda SB-01-012-09: MIL on with P2004 (variable tumble shutter valve stuck open): check valve in the intake manifold vacuum chamber stuck open; check valve updated (2004–2009 Mazda3, Mazda5) (2009-04-09), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10030349

8. NHTSA recall records: 07V-295 (2007 Mazdaspeed3 No. 4 left engine mount bolt may loosen), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=07V295000

9. 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

10. Engine Builder Magazine: Ford 2.3/2.0L Duratec requires special tools to service the crankshaft pulley (reprint of Ford TSB 06-21-4, 10/30/06: 2003–2007 Focus, 2006–2007 Fusion/Milan, 2001–2007 Ranger, 2005–2007 Escape/Mariner; symptoms, inspection, pulley service kit; 1.5–1.6 h) SHOP/RETAILER
https://www.enginebuildermag.com/2013/01/ford-2-32-0l-duratec-requires-special-tools-to-service-crankshaft-pulley/

11. Ford bulletin 06-16-6: Possible engine damage: install special service tools before removing the crankshaft pulley bolt (2.0L/2.3L Duratec), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10021051

12. Ford bulletin 19355: Driveability concerns and/or DTC P0340: inspect crankshaft pulley (2005–2007 Escape and Focus), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10021046

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 Mazda dealer or qualified shop. Safety recall repairs are free at Mazda 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-MZR-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.