2012 MINI Cooper S at 96,000 mi

WMWSV3C55CT123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Cooper S · R56 Cooper S hardtop	MINI 1.6L Prince four (N12, N14, N16, N18)	96,000 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 'C' = 2012, 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
inspection recommended now

1
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)

- **18V-248** · Engine cooling · electric auxiliary water pump: The auxiliary water pump's circuit board can overheat, which can cause a fire.
- **23V-337** · Electrical system · footwell control module: Water and road salt can corrode the control module in the driver footwell and short it, which can cause a fire. Applies to cars registered in salt-belt states.

A model-year list, not a VIN check. Repairs are free at a MINI dealer if open. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a MINI dealer for a campaign printout, including 18V-248. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $100–$160

Inspection: check now, while it's cheaper to fix — $100–$160

about 1 h of shop labor, our estimate

Timing chain, guides and tensioner: Past the range (33,000–78,000 mi, the middle half of 85 owner reports) · if it fails: $1,650–$2,590

Thermostat housing and water pump leaks: Past the range (30,000–64,000 mi, the middle half of 33 owner reports) · if it fails: $1,250–$3,850

Known weak points for this engine, not findings on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 108,000 mi — $350–$900

Carbon build-up on intake valves and injectors — $350–$900

Any mileage (Direct-injection N14 and N18 engines)

independent shop, installed

Within the next 30,000 miles up to 126,000 mi

Nothing else enters its reported range in this window.

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

High-pressure fuel pump (HDP) — No published price

Any mileage (N14 Cooper S/JCW and N18 Cooper S (2011–2012)) · Inspect at each service; fix at the first sign

Oil leaks: oil pump solenoid, head plug, gaskets — $50–$80

labor only, parts extra

Past the range (34,000–55,000 mi, the middle half of 19 owner reports) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 126,000 mi

$450–$1,060

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 96,000 mi to 126,000 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
Brake fluid MINI confirms a 24-month brake fluid interval for these models.	every 2 years	**By time: check the records** [M1]

M1. MINI Service Information SI M34 03 13: Brake fluid maintenance service interval (NHTSA) OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2015/MC-10152335-9999.pdf

WHERE 96K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Timing chain, guides and tensioner	33,000–78,000 mi (middle half of 85 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	High-pressure fuel pump (HDP)	N14 Cooper S/JCW and N18 Cooper S (2011–2012) OFFICIAL	Any mileage
3	Thermostat housing and water pump leaks	30,000–64,000 mi (middle half of 33 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
4	Carbon build-up on intake valves and injectors	Direct-injection N14 and N18 engines OFFICIAL	Any mileage
5	Oil leaks: oil pump solenoid, head plug, gaskets	34,000–55,000 mi (middle half of 19 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 2012 MINI Cooper S

Safety recall repairs are free at MINI 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 WMWSV3C55CT123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a MINI dealer for a campaign printout; it also lists completed campaigns.

1.6L N12/N14/N16/N18 ("PRINCE") RECALLS WE TRACK

18V-248 · Electric auxiliary water pump can overheat (2011–2012 Cooper S/JCW)

NHTSA lists this model and year: check by VIN

Certain 2011–2012 Cooper S, JCW, Clubman, Countryman, Coupe, Roadster and Convertible turbo models: the electric auxiliary water pump may fail and its circuit board overheat, a fire risk. Free repair. OFFICIAL [14]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

Other 1.6L N12/N14/N16/N18 ("Prince") recalls we track, not listed by NHTSA for this model and year: 12V-008 (electric auxiliary water pump can overheat (2007–2011 Cooper S/JCW)).

EVERY RECALL NHTSA LISTS FOR THE 2012 MINI COOPER S (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
18V-248 1.6L N12/N14/N16/N18 ("Prince") tracked	Engine cooling · electric auxiliary water pump	The auxiliary water pump's circuit board can overheat, which can cause a fire. Details
23V-337	Electrical system · footwell control module	Water and road salt can corrode the control module in the driver footwell and short it, which can cause a fire. Applies to cars registered in salt-belt states. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: COOPER S. 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 5 WEAK POINTS

Each weak point, one card each

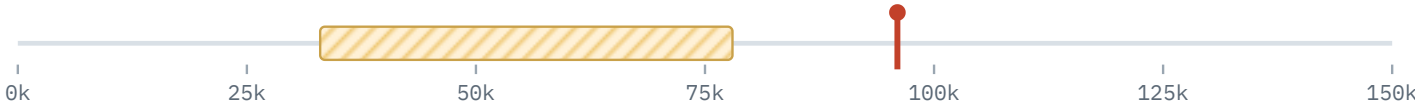
Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (R56). Left out because they apply to other models, years, engine sizes or body codes: Timing chain, guides and tensioner (N14, 2007–2010).

1 Timing chain, guides and tensioner

Past the range

Severity: Critical: rare, but can badly damage the engine · 381 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 96,000 mi this car is past the reported range (33,000–78,000 mi (middle half of 85 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 33,000–78,000 mi (middle half of 85 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Mostly N14 Cooper S (2007–2010) and N12 Cooper

WHAT FAILS OFFICIAL [3][2]

The timing chain tensioner can have too little spring force, so the chain rattles at cold start or idle and the guides wear. MINI ran a service action to check the tensioner and chain on N14 engines built 11/2006–5/2009, and a class action extended N14 chain coverage to 7 years/100,000 miles (now ended).

SYMPTOMS

- Rattle for a few seconds at cold start
- Rattle at idle
- Camshaft timing codes

IF IT'S LEFT TOO LONG

A stretched chain can jump and bend the valves.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix the rattle early; check whether service action code 61 is done.

ESTIMATED REPAIR COST

Chain, guides and tensioner at an independent shop (forum-reported quotes)	**$1,200–$2,100** FORUM/BLOG [17] [18] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=32)	**$1,650–$2,590** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.3× The failure-bill midpoint ($2,120) is about 1.3× the early-fix midpoint ($1,650). A cost ratio, not a probability.

Where the numbers come from: Fix early: quotes owners reported on North American Motoring, $1,200–$1,400 at independent shops in older threads [17] and about $2,100 for a Countryman in 2023 [18]; dealers quoted $1,400–$4,000. RepairPal's all-years Mini Cooper estimate is higher, $2,491–$3,426 [19]. If it fails: computed from 32 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $2,120).

Examples: ODI 11114985, 10766294, 10523361, 10512949. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR R56

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

WHAT TO ASK YOUR SHOP

- Timing chain or tensioner replaced?
- Service action 61 done?
- Any cold-start rattle?

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2 High-pressure fuel pump (HDP)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 51 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (N14 Cooper S/JCW and N18 Cooper S (2011–2012)), so mileage doesn't say much here. Range: N14 Cooper S/JCW and N18 Cooper S (2011–2012) OFFICIAL [4][5]

WHAT FAILS OFFICIAL [4][5]

The high-pressure fuel pump can fail and cause sudden loss of power or a no-start with a check-engine light. MINI extended HDP coverage to 10 years/120,000 miles on N14 cars (class action) and on early N18 cars; most of that coverage has now ended.

SYMPTOMS

- Loss of power while driving
- Long crank or no start
- Check-engine light with fuel pressure codes (P0087/P0089)

IF IT'S LEFT TOO LONG

The car can lose power suddenly in traffic.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for remaining coverage; replace a failing pump promptly.

ESTIMATED REPAIR COST

Check remaining coverage first	**No published price** independent shop, installed
Pump and labor at an independent shop	**$930–$1,780** SHOP/RETAILER [11] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Retailer repair guide: parts $350–$700 plus shop labor $575–$1,075.

PARTS FOR R56

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

WHAT TO ASK YOUR SHOP

- HPFP replaced?
- Any loss-of-power events?

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3 Thermostat housing and water pump leaks

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 166 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 96,000 mi this car is past the reported range (30,000–64,000 mi (middle half of 33 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 30,000–64,000 mi (middle half of 33 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: N12/N14/N16/N18 engines

WHAT FAILS OFFICIAL [6][7]

The plastic thermostat housing (N18) and the mechanical water pump leak coolant. MINI extended thermostat coverage to 10 years/120,000 miles on 2014–2016 N18 cars and water pump coverage to 7 years/84,000 miles; most windows have ended.

SYMPTOMS

- Coolant smell or drips
- Low coolant warning
- Overheating

IF IT'S LEFT TOO LONG

Overheating can warp the cylinder head.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace leaking parts early; check the VIN for any remaining coverage.

ESTIMATED REPAIR COST

Thermostat replacement (average estimate)	**$645** SHOP/RETAILER [12] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=12)	**$1,250–$3,850** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

4.0× The failure-bill midpoint ($2,550) is about 4.0× the early-fix midpoint ($645). A cost ratio, not a probability.

Where the numbers come from: Computed from 12 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $2,410). Examples: ODI 10767526, 10606333, 10481465, 10441031. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR R56

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

WHAT TO ASK YOUR SHOP

- Thermostat or water pump replaced?
- Any coolant loss?

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4 Carbon build-up on intake valves and injectors

Any mileage

Severity: Medium: leaks and wear · 13 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Direct-injection N14 and N18 engines), so mileage doesn't say much here. Range: Direct-injection N14 and N18 engines OFFICIAL [8]

WHAT FAILS OFFICIAL [8]

ESTIMATED REPAIR COST

Carbon deposits build up on the intake valves and injector tips of these direct-injection engines. MINI says this is linked to fuel quality and is not a defect; it recommends Top Tier fuel and its fuel additive. Heavy deposits need a walnut-blast cleaning.

SYMPTOMS

- Hesitation or stumble on acceleration
- Misfire codes
- Poor fuel economy

IF IT'S LEFT TOO LONG

Misfires and rough running get worse over time.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Use Top Tier fuel; clean the intake valves when misfires start.

Walnut-shell blasting (forum-reported: about $350 at independent shops, $800–$900 at dealers)	**$350–$900** FORUM/BLOG [16] independent shop, installed
Same job	**$350–$900** FORUM/BLOG [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 ($625) is about 1.0× the early-fix midpoint ($625). A cost ratio, not a probability.

Where the numbers come from: Owners on North American Motoring [16] put walnut-shell blasting near $350 at independent MINI shops and $800–$900 or more at dealers. The posts are several years old, so today's quotes may be higher.

PARTS FOR R56

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

WHAT TO ASK YOUR SHOP

- Intake valves ever cleaned?
- Fuel used?

5 Oil leaks: oil pump solenoid, head plug, gaskets

Past the range

Severity: Medium: leaks and wear · 89 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 96,000 mi this car is past the reported range (34,000–55,000 mi (middle half of 19 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 34,000–55,000 mi (middle half of 19 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: N16 and N18 engines (built to 1/2013)

WHAT FAILS OFFICIAL [9][10]

Oil can leak from the oil pump volume control solenoid valve; oil can travel along the harness toward the engine computer. On N16 engines a cylinder-head sealing plug

ESTIMATED REPAIR COST

Labor only, 0.5 h MINI warranty time	**$50–$80** OUR ESTIMATE [10][13] labor only, parts extra

below the vacuum pump was not tightened enough at the factory.

SYMPTOMS

- Oil drips under the engine
- Burning-oil smell
- Oil in electrical connectors

IF IT'S LEFT TOO LONG

Oil in the harness can damage the engine computer.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix leaks early; check the solenoid connector for oil.

Owner-reported repair bills in NHTSA complaints (n=8)	**$980–$3,600** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Estimate: MINI warranty labor time of 0.5 h (bulletin [10]) × $100–$160/h independent-shop labor rate [13]. Parts are extra unless stated; check the VIN for open warranty coverage first. (Retorquing the head sealing plug.) Computed from 8 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $2,220). Examples: ODI 10481465, 10469543, 10552767, 10515850. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR R56

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

WHAT TO ASK YOUR SHOP

- Any oil leaks?
- Oil found in connectors?

5 · ALSO REPORTED, NOT RANKED

Other themes in 1.6L N12/N14/N16/N18 ("Prince") 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
Electric auxiliary water pump / fire	205	Covered by recalls 12V-008 / 18V-248 (auxiliary water pump circuit board can overheat); check they are done.
Stalling / loss of power	197	Mixed causes; often the high-pressure fuel pump or timing chain.
Turbo	109	Turbo failures on N14/N18 Cooper S; MINI bulletins point to oil supply restriction. Not one of the five items above.

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 chain rattle
- Coolant leaks at thermostat housing and water pump
- Oil leaks under the engine and at the oil pump solenoid
- Misfire counters (carbon)

Ask the seller

- Timing chain replaced (when, which parts)?
- HPFP replaced?
- Thermostat/water pump replaced?
- Auxiliary water pump recall done?

Documents to request

- Dealer service-history printout for the VIN (shows campaigns and extended-warranty repairs)
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Timing chain, guides and tensioner: symptoms or fault codes present	$1,200–$2,100
High-pressure fuel pump (HDP): symptoms or fault codes present	No published price
Thermostat housing and water pump leaks: seeping or leaking	$645
Carbon build-up on intake valves and injectors: original, no replacement invoice	$350–$900
Oil leaks: oil pump solenoid, head plug, gaskets: seeping or leaking	$50–$80 + parts
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/BMW 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 complaints for R55–R61 nameplates in the listed years (2014-on hardtops use a different engine and are excluded): 1,980 complaints. We pooled every complaint NHTSA files under these model names and years; where a nameplate also came with another engine or powertrain, a few complaints may be about it. Themes are keyword matches on the complaint text.

COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Timing chain rattle	381	Item 1
Electric auxiliary water pump / fire	205	Also reported
Stalling / loss of power	197	Also reported
Coolant / thermostat / water pump	166	Item 3
Turbo	109	Also reported
Oil leak	89	Item 5
High-pressure fuel pump	51	Item 2
Carbon / intake valves	13	Item 4

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 2007–2013 Cooper / Cooper S / JCW hardtop, 2008–2014 Clubman, 2009–2015 Convertible, 2011–2016 Countryman, 2013–2016 Paceman, 2012–2015 Coupe and Roadster, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. MINI USA / BMW NA SI M01 07 16: N14 engine timing chain and tensioner: limited warranty extension to 7 years/100,000 miles (class action) (2016-08-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2016/MC-10147574-9999.pdf

3. MINI USA / BMW NA SI M11 04 13: Service Action: N14 engine check timing chain tensioner and timing chain (built 11/2006–5/2009) (2014-01-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/MC-10147957-9999.pdf

4. MINI USA / BMW NA SI M01 04 19: Class action settlement: N14 high-pressure fuel pump (HDP) service benefit, 10 years/120,000 miles (2020-01-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2020/MC-10171506-9999.pdf

5. MINI USA / BMW NA SI M01 01 16: N18 engine high-pressure fuel pump (HDP): limited warranty extension to 10 years/120,000 miles (built to 2/29/2012) (2016-07-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2017/MC-10146720-9999.pdf

6. MINI USA / BMW NA SI M01 02 18: N18 thermostat with thermostat housing: limited warranty extension to 10 years/120,000 miles (2014–2016 models) (2019-04-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10160229-9999.pdf

7. MINI USA / BMW NA SI M01 12 16: Engine mechanical water (coolant) pump: limited warranty extension to 7 years/84,000 miles (2016-12-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2016/MC-10146799-9999.pdf

8. MINI USA / BMW NA SI M13 01 15: N18: MINI fuel additive (carbon deposits on intake valves and injectors) (2015-03-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2015/MC-10147699-9999.pdf

9. MINI USA / BMW NA SI M11 01 12: N16 and N18 engine: engine oil leak (oil pump volume control solenoid valve) (2015-02-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2015/MC-10147108-9999.pdf

10. MINI USA / BMW NA SI M11 04 14: N16 engine: oil leak from cylinder head sealing plug (5 FRU labor allowance) (2014-11-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2014/MC-10148441-9999.pdf

11. Go-Parts: P0089 fuel pressure regulator / HPFP guide, MINI Cooper S 2007–2013 1.6L N14 (parts $350–$700, shop labor $575–$1,075) (via search extract Oct 27, 2026) SHOP/RETAILER
https://www.go-parts.com/garage/obd-p0089-mini-cooper-s-2007-2013-1-6l-n14

12. YourMechanic: MINI Cooper Paceman thermostat replacement estimate (average $645: $239 parts, $406 labor) (via search extract Oct 27, 2026) SHOP/RETAILER
https://yourmechanic.com/estimates/mini/cooper-paceman/thermostat-replacement

13. 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

14. NHTSA recall records: 12V-008 and 18V-248 (electric auxiliary water pump), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=12V008000

16. North American Motoring forum: walnut-blasting threads (owner-reported prices: about $350 at independent shops, $800–$900 or more at dealers), via search extract Nov 9, 2026 FORUM/BLOG
https://www.northamericanmotoring.com/forums/stock-problems-issues/305666-do-you-walnut-blast-how-often.html

17. North American Motoring forum: "Timing Chain Replacement - Expected Cost" and related threads (owner-reported quotes: $1,200–$1,400 at independent shops, $1,400–$2,400 at dealers), via search extract Nov 9, 2026 FORUM/BLOG
https://www.northamericanmotoring.com/forums/stock-problems-issues/326098-timing-chain-replacement-expected-cost.html

18. North American Motoring forum: "Current pricing on Timing Chain replacement" (R60 Countryman, 2023: about $2,100 at an independent shop, $3,400–$4,000 at dealers), via search extract Nov 9, 2026 FORUM/BLOG
https://www.northamericanmotoring.com/forums/1st-gen-countryman-r60-talk-2010-2015/366346-current-pricing-on-timing-chain-replacement.html

19. RepairPal estimator: Mini Cooper timing chain replacement (all years, $2,491–$3,426), via search extract Nov 9, 2026 SHOP/RETAILER
https://repairpal.com/estimator/mini/cooper/timing-chain-replacement-cost

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 MINI dealer or qualified shop. Safety recall repairs are free at MINI 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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