# 2010 Subaru Forester at 120,000 mi

JF2SH6BC9AH123456

| MODEL / CHASSIS | ENGINE | MILEAGE | DRIVETRAIN |
|---|---|---|---|
| Forester · SH Forester 2.5X (2.5L non-turbo) | Subaru EJ25 2.5L boxer four (non-turbo) | 120,000 mi | AWD |
| **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 'A' = 2010, 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.

**2**
jobs recommended now

**0**
to plan in the next 30,000 miles

**2**
to watch or check at each service

**Safety recalls NHTSA lists for this model year (14)**

- **22V-838** · Seat belts · front force limiters: The front seat belt force limiter may not work properly in a crash.
- **20V-003** · Air bags · passenger frontal inflator (earlier replacement): A replacement inflator fitted under an earlier recall can explode over time and throw metal fragments.
- **20V-002** · Air bags · passenger frontal inflator (earlier replacement): A replacement inflator fitted under an earlier recall can explode over time and throw metal fragments.
- **20V-001** · Air bags · passenger frontal inflator (earlier replacement): A replacement inflator fitted under an earlier recall can explode over time and throw metal fragments.
- **19V-009** · Air bags · passenger frontal inflator: The inflator can explode in a crash and throw metal fragments.
- **19V-008** · Air bags · passenger frontal inflator: The inflator can explode in a crash and throw metal fragments.
- **19V-007** · Air bags · passenger frontal inflator: The inflator can explode in a crash and throw metal fragments.
- **18V-013** · Air bags · passenger frontal inflator: The inflator can explode in a crash and throw metal fragments.
- **18V-012** · Air bags · passenger frontal inflator: The inflator can explode in a crash and throw metal fragments.
- **17V-014** · Air bags · passenger frontal inflator: The inflator can rupture in a crash and throw metal fragments.
- **16V-358** · Air bags · passenger frontal inflator: The inflator can rupture in a crash and throw metal fragments.
- **14V-830** · Brakes · brake lines (follow-up, salt states): Brake lines fixed before December 2014 can still corrode and leak, so stopping takes longer.
- **14V-311** · Brakes · brake lines (salt states): Salt water can corrode the brake lines and make them leak, so stopping takes longer.
- **12V-099** · Seat belts · rear center (child seat): The rear center belt may not lock to hold a child seat securely.

A model-year list, not a VIN check. Repairs are free at a Subaru 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 Subaru dealer for a campaign printout. Read the build month (MM/YY) on the driver's door-jamb label.

## Recommended now at the next service — $1,066–$1,234

### Timing belt and water pump (interference engine) — $966–$1,074

Past the range (Every 105,000 miles (Subaru 2.5L interval, trade article)) · if the records don't show it done

independent shop, installed

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

**Head gaskets (external coolant or oil leaks)**: Past the range (65,000–105,000 mi, the middle half of 95 owner reports) · if it fails: $1,500–$2,500

Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

about 1 h of shop labor, our estimate

## Next 12 months up to about 132,000 mi

Nothing scheduled here.

## Within the next 30,000 miles up to 150,000 mi

Nothing else enters its reported range in this window.

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

**White smoke and oil burning (valve guide machining), 2010–2011** — **$450–$1,060** labor only, parts extra

Any mileage (2010 Forester and 2011 Legacy, Outback and Impreza 2.5) · Inspect at each service; fix at the first sign

**Oil seepage at the oil filler tube O-ring** — **$20–$30** labor only, parts extra

Past the range (53,000–90,000 mi, the middle half of 16 owner reports) · Inspect at each service; fix at the first sign

Recommended now

**$1,066–$1,234**

Independent shop, installed. Dealers often charge more.

Planned through 150,000 mi

**$1,066–$1,234**

Nothing else on the list before 150,000 mi. 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 120K SITS FOR EACH WEAK POINT

| # | WEAK POINT | REPORTED RANGE | THIS CAR |
|---|---|---|---|
| 1 | Head gaskets (external coolant or oil leaks) | 65,000–105,000 mi (middle half of 95 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA | Past the range |
| 2 | White smoke and oil burning (valve guide machining), 2010–2011 | 2010 Forester and 2011 Legacy, Outback and Impreza 2.5 OFFICIAL | Any mileage |
| 3 | Oil seepage at the oil filler tube O-ring | 53,000–90,000 mi (middle half of 16 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA | Past the range |
| 4 | Timing belt and water pump (interference engine) | Every 105,000 miles (Subaru 2.5L interval, trade article) SHOP/RETAILER | 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 2010 Subaru Forester

Safety recall repairs are free at Subaru 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 JF2SH6BC9AH123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Subaru dealer for a campaign printout; it also lists completed campaigns.

### 2.5L EJ25 RECALLS WE TRACK

Other 2.5L EJ25 recalls we track, not listed by NHTSA for this model and year: 02V-240 (water pump pulley improperly machined (2003 models)), 04V-473 (oil control valve cover bolts loose (2004 models)).

### EVERY RECALL NHTSA LISTS FOR THE 2010 SUBARU FORESTER (14)

| RECALL | COMPONENT | WHAT CAN HAPPEN (NHTSA, SHORTENED) |
|---|---|---|
| **22V-838** | Seat belts · front force limiters | The front seat belt force limiter may not work properly in a crash. Details |
| **20V-003** | Air bags · passenger frontal inflator (earlier replacement) | A replacement inflator fitted under an earlier recall can explode over time and throw metal fragments. Details |
| **20V-002** | Air bags · passenger frontal inflator (earlier replacement) | A replacement inflator fitted under an earlier recall can explode over time and throw metal fragments. Details |
| **20V-001** | Air bags · passenger frontal inflator (earlier replacement) | A replacement inflator fitted under an earlier recall can explode over time and throw metal fragments. Details |
| **19V-009** | Air bags · passenger frontal inflator | The inflator can explode in a crash and throw metal fragments. Details |
| **19V-008** | Air bags · passenger frontal inflator | The inflator can explode in a crash and throw metal fragments. Details |
| **19V-007** | Air bags · passenger frontal inflator | The inflator can explode in a crash and throw metal fragments. Details |
| **18V-013** | Air bags · passenger frontal inflator | The inflator can explode in a crash and throw metal fragments. Details |
| **18V-012** | Air bags · passenger frontal inflator | The inflator can explode in a crash and throw metal fragments. Details |
| **17V-014** | Air bags · passenger frontal inflator | The inflator can rupture in a crash and throw metal fragments. Details |
| **16V-358** | Air bags · passenger frontal inflator | The inflator can rupture in a crash and throw metal fragments. Details |

| RECALL | COMPONENT | WHAT CAN HAPPEN (NHTSA, SHORTENED) |
|---|---|---|
| **14V-830** | Brakes · brake lines (follow-up, salt states) | Brake lines fixed before December 2014 can still corrode and leak, so stopping takes longer. Details |
| **14V-311** | Brakes · brake lines (salt states) | Salt water can corrode the brake lines and make them leak, so stopping takes longer. Details |
| **12V-099** | Seat belts · rear center (child seat) | The rear center belt may not lock to hold a child seat securely. Details |

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: FORESTER. 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 (FORESTER): Three listings are left out of this 2.5X sample: 16V-738 (air pump relay, turbo models only), 19V-297 (replacement ignition switches sold as service parts) and 12V-602 (dealer-installed accessory puddle lights). A VIN check would show them if they applied.

### 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 (SH).

## 1 Head gaskets (external coolant or oil leaks)

Past the range

Severity: Critical: rare, but can badly damage the engine · 270 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 120,000 mi this car is past the reported range (65,000–105,000 mi (middle half of 95 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 65,000–105,000 mi (middle half of 95 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]




Applies to: Most often around 100,000 miles, per the trade article

### WHAT FAILS SHOP/RETAILER [2]

The EJ25 is known for head gasket failure. Early (SOHC) engines usually leak coolant on the outside, often from the left side; later engines more often leak oil. Shops replace both gaskets with multi-layer steel ones and machine the heads flat.

### SYMPTOMS

- Coolant level dropping
- Oily residue in the coolant overflow bottle
- Overheating on long highway drives
- Oil or coolant crust at the head-to-block seam

### IF IT'S LEFT TOO LONG

Driving while overheating can warp the heads and ruin the engine.

### IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix at the first seep; pair it with the timing belt and water pump while the engine is apart.

### ESTIMATED REPAIR COST

| | |
|---|---|
| Owner-reported repair bills in NHTSA complaints (n=19) | **$1,500–$2,500** COMPUTED FROM NHTSA DATA [1] independent shop, installed |
| Owner-reported repair bills in NHTSA complaints (n=19) | **$1,500–$2,500** 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 ($2,000) is about 1.0× the early-fix midpoint ($2,000). A cost ratio, not a probability.

Where the numbers come from: Computed from 19 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $2,000). Examples: ODI 10212011, 10254368, 10176336, 11172994. Owner-reported, often dealer prices; not shop quotes.

### PARTS FOR SH

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

WHAT TO ASK YOUR SHOP

- Any coolant top-ups or overheating?
- Head gaskets ever replaced (with MLS gaskets)?

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## 2 White smoke and oil burning (valve guide machining), 2010–2011

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 32 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2010 Forester and 2011 Legacy, Outback and Impreza 2.5), so mileage doesn't say much here. Range: 2010 Forester and 2011 Legacy, Outback and Impreza 2.5 OFFICIAL [4]

### WHAT FAILS OFFICIAL [4]

On some engines the #1 and/or #4 intake valve guide hole was machined wrong, so oil gets into the cylinder. The car smokes white and burns oil. Subaru repairs the cylinder head.

### SYMPTOMS

- White smoke from the tailpipe
- High oil consumption

### IF IT'S LEFT TOO LONG

Burning oil fouls plugs and can damage the catalytic converter.

### IS IT WORTH DOING EARLY? OUR ESTIMATE

Have the heads checked if a 2010–2011 car smokes or burns oil.

### ESTIMATED REPAIR COST

| | |
|---|---|
| Labor only, 4.5–6.6 h Subaru warranty time plus cylinder head machining or parts | **$450–$1,060** OUR ESTIMATE [4][6]<br>labor only, parts extra |
| Labor only, 4.5–6.6 h Subaru warranty time plus cylinder head machining or parts | **$450–$1,060** OUR ESTIMATE [4][6]<br>labor only, parts extra |
| Dealer | **Often 1.5–2× the independent-shop price** OUR ESTIMATE |

**1.0×** The failure-bill midpoint ($755) is about 1.0× the early-fix midpoint ($755). A cost ratio, not a probability.

Where the numbers come from: Estimate: Subaru warranty labor time of 4.5–6.6 h (bulletin [4]) × $100–$160/h independent-shop labor rate [6]. Parts are extra unless stated; check the VIN for open warranty coverage first.

### PARTS FOR SH

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

WHAT TO ASK YOUR SHOP

- Any smoke or oil burning?

## 3 Oil seepage at the oil filler tube O-ring

Past the range

Severity: Medium: leaks and wear · 52 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 120,000 mi this car is past the reported range (53,000–90,000 mi (middle half of 16 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 53,000–90,000 mi (middle half of 16 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]




Applies to: 2002–2013 EJ engines (Forester, Impreza, Legacy/Outback)

### WHAT FAILS OFFICIAL [3]

Oil can seep from the oil filler tube O-ring and collect along the bottom of the valve (rocker) cover, so it looks like a valve cover leak. Subaru fits a new, more heat-resistant O-ring.

### SYMPTOMS

- Oil along the bottom of the valve cover
- Burning-oil smell

### IF IT'S LEFT TOO LONG

Small leak; oil can drip on the exhaust.

### IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the O-ring before replacing valve cover gaskets.

### ESTIMATED REPAIR COST

| | |
|---|---|
| Labor only, 0.2 h Subaru warranty time plus the O-ring | **$20–$30** OUR ESTIMATE [3][6] labor only, parts extra |
| Labor only, 0.2 h Subaru warranty time plus the O-ring | **$20–$30** OUR ESTIMATE [3][6] labor only, parts extra |
| Dealer | **Often 1.5–2× the independent-shop price** OUR ESTIMATE |

**1.0×** The failure-bill midpoint ($25) is about 1.0× the early-fix midpoint ($25). A cost ratio, not a probability.

Where the numbers come from: Estimate: Subaru warranty labor time of 0.2 h (bulletin [3]) × $100–$160/h independent-shop labor rate [6]. Parts are extra unless stated; check the VIN for open warranty coverage first.

### PARTS FOR SH

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

### WHAT TO ASK YOUR SHOP

- Any oil smell?

## 4 Timing belt and water pump (interference engine)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 0 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 120,000 mi this car is past the reported range (Every 105,000 miles (Subaru 2.5L interval, trade article)). If the original parts are still fitted, have them checked and plan for them. Range: Every 105,000 miles (Subaru 2.5L interval, trade

article) SHOP/RETAILER [8]




### WHAT FAILS SHOP/RETAILER [8]

The EJ25 uses a rubber timing belt with its tensioner and idlers, and it is an interference engine, so a broken belt lets the valves hit the pistons. Shops replace the water pump, tensioner and idlers with the belt, and often the cam and crank seals while the covers are off.

#### SYMPTOMS

- No warning before a break
- Whine or rattle from a worn tensioner or idler
- Coolant seep at the water pump

#### IF IT'S LEFT TOO LONG

A broken belt stops the engine at once and can bend valves.

#### IS IT WORTH DOING EARLY? OUR ESTIMATE

Yes, if there is no record of it in the last 105,000 miles. Doing the water pump, tensioner and idlers with it avoids paying for the same labor twice.

### ESTIMATED REPAIR COST

| | |
|---|---|
| Timing belt replacement, 2009 Forester (KBB fair range, dealer tier, one ZIP) | **$966–$1,074** SHOP/RETAILER [9]<br>independent shop, installed |
| Broken belt: valve and head repair (no published price) | **No published price**<br>reported range for the bill after a failure |
| Dealer | **Often 1.5–2× the independent-shop price** OUR ESTIMATE |

### PARTS FOR SH

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

#### WHAT TO ASK YOUR SHOP

- When was the timing belt done, with the water pump, tensioner and idlers?

5 · ALSO REPORTED, NOT RANKED

## Other themes in 2.5L EJ25 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** | 726 | Counts every transmission complaint (4-speed automatic, 2010–2012 CVT); not an engine fault. The CVT extension 16-107-17R covered 2010–2015 Legacy/Outback. |
| **Catalytic converter** | 44 | Subaru ran software and catalytic converter service programs (WVM-23, WQD-40, WVH-18) on some 2005–2009 PZEV models; check the VIN. |
| **Timing belt** | 27 | A timing belt engine; we did not find a Subaru document with the interval in the NHTSA files. Follow the owner's maintenance schedule. |

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

- Head-to-block seams for coolant or oil
- Coolant overflow bottle for oil
- White smoke at start-up (2010–2011)
- Valve cover and filler tube seepage

## Ask the seller

- Head gaskets replaced? With MLS gaskets?
- Timing belt and water pump history?

## Documents to request

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

WHAT A BUYER MAY DEDUCT

| | FINDING | ESTIMATED ADJUSTMENT |
|---|---|---|
| | Head gaskets (external coolant or oil leaks): seeping or leaking | $1,500–$2,500 |
| | White smoke and oil burning (valve guide machining), 2010–2011: symptoms or fault codes present | $450–$1,060 + parts |
| | Oil seepage at the oil filler tube O-ring: seeping or leaking | $20–$30 + parts |
| ● | Timing belt and water pump (interference engine): original, no replacement invoice | $966–$1,074 |
| | **Pre-ticked rows (●), if no records clear them** | **$966–$1,074** |

● = 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/Subaru 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 Forester, Impreza, Legacy, Outback and Baja complaints for the listed years that do not mention a turbo, WRX/STI, XT/GT or six-cylinder, plus 2005–2006 Saab 9-2X complaints that name the Linear or 2.5 and no turbo: 6,147 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 | 726 | Also reported |
| Head gasket / coolant loss | 270 | Item 1 |
| Oil leak | 52 | Item 3 |
| Catalytic converter | 44 | Also reported |
| Oil consumption / smoke | 32 | Item 2 |
| Timing belt | 27 | Also reported |

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 2000–2010 Forester, 2000–2011 Impreza, 2000–2012 Legacy/Outback and 2003–2006 Baja (non-turbo) and 2005–2006 Saab 9-2X Linear, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Underhood Service: Properly replacing Subaru EJ25 head gaskets takes patience, quality parts SHOP/RETAILER
https://www.underhoodservice.com/?p=191080

3. Subaru Service Bulletin 02-172-18R: Oil seepage: new oil filler tube O-ring (EJ engines) (2018-02-06), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10140479-9999.pdf

4. Subaru Service Bulletin 02-115-11R: White smoke from tailpipe and/or high oil consumption (intake valve guide hole), 2010 Forester, 2011 Legacy/Outback/Impreza 2.5 (2013-02-07), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2013/SB-10067846-0699.pdf

5. NHTSA recall records: 02V-240 (water pump pulley) and 04V-473 (oil control valve cover bolts), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=02V240000

6. 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

7. fueleconomy.gov: Saab 9-2X engines (2005: 2.0L turbo Aero, 2.5L Linear; 2006: 2.5L turbo Aero, 2.5L), checked Oct 28, 2026 OFFICIAL
https://www.fueleconomy.gov/feg/bymodel/2005_Saab_9-2x.shtml

8. AutomotiveTechInfo (Underhood Service): T-Belt Time: All About Subaru OHC Timing Belts ("since 1996 Subaru has said you can go 105,000 miles before replacing the belt on a 2.5L"; the 2.5L is an interference engine), checked Nov 6, 2026 SHOP/RETAILER
https://automotivetechinfo.com/2005/02/t-belt-time-all-about-subaru-ohc-timing-belts

9. Kelley Blue Book: 2009 Subaru Forester timing belt replacement, fair repair range $966-$1,074 (ZIP 51501, dealer tier), checked Nov 6, 2026 SHOP/RETAILER
https://www.kbb.com/subaru/forester/2009/timing-belt-replacement

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

### Trademarks and independence

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-SUBEJ-123456-20261027 and we'll correct and reissue it.

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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.