2012 Subaru WRX at 95,000 mi

JF1GV7E6XCG123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
WRX · GV (2011–2014 WRX sedan)	Subaru EJ25 2.5L turbo boxer four (EJ255 / EJ257)	95,000 mi	AWD
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 '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.

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 (12 of 13)

- **16V-738** · Engine · secondary air pump relay: The secondary air pump can keep running, overheat and melt, which can start a fire.
- **20V-003** · Air bags · passenger frontal inflator: The passenger frontal air bag inflator can explode in a crash and throw metal fragments at the occupants.
- **20V-002** · Air bags · passenger frontal inflator: The passenger frontal air bag inflator can explode in a crash and throw metal fragments at the occupants.
- **20V-001** · Air bags · passenger frontal inflator: The passenger frontal air bag inflator can explode in a crash and throw metal fragments at the occupants.
- **19V-297** · Ignition switch · replacement part: A replacement mechanical-key ignition switch can turn the engine off while driving.
- **19V-009** · Air bags · passenger frontal inflator: The passenger frontal air bag inflator can explode in a crash and throw metal fragments at the occupants.
- **19V-008** · Air bags · passenger frontal inflator: The passenger frontal air bag inflator can explode in a crash and throw metal fragments at the occupants.
- **19V-007** · Air bags · passenger frontal inflator: The passenger frontal air bag inflator can explode in a crash and throw metal fragments at the occupants.
- **18V-012** · Air bags · passenger frontal inflator: The passenger frontal air bag inflator can explode in a crash and throw metal fragments at the occupants.
- **17V-014** · Air bags · passenger frontal inflator: The passenger frontal air bag inflator can explode in a crash and throw metal fragments at the occupants.
- **14V-830** · Brakes · brake lines (salt states): Brake lines can corrode and leak fluid, so the car takes longer to stop.
- **14V-311** · Brakes · brake lines (salt states): Brake lines can corrode and leak fluid, so the car takes longer to stop.

A model-year list, not a VIN check. The full report lists the others. Repairs are free at a Subaru dealer if open. 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, including 16V-738. 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

Rod and main bearing failure (engine knock): Past the range (7,000–55,000 mi, the middle half of 19 owner reports) · if it fails: $5,000–$12,000

Oil supply filters and lines (AVCS and turbo): Past the range (38,000–91,000 mi, the middle half of 18 owner reports) · if it fails: $2,300–$5,000

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

Secondary air pump and valves — Free if open

Recall 16V-738 is listed for this model year. Check the VIN; the repair is free at a Subaru dealer if it is open.

Next 12 months up to about 107,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 125,000 mi

Nothing else enters its reported range in this window.

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

Cracked piston ring lands — **No published price**

Any mileage (Subaru reprogrammed the 2008 WRX STI ECM for this) · Inspect at each service; fix at the first sign

Clutch and release bearing (manual) — **$1,200–$2,500** independent shop, installed

Past the range (22,000–85,000 mi, the middle half of 28 owner reports) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 125,000 mi

$100–$160

Nothing else on the list before 125,000 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 95K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Rod and main bearing failure (engine knock)	7,000–55,000 mi (middle half of 19 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Cracked piston ring lands	Any mileage; Subaru reprogrammed the 2008 WRX STI ECM for this OFFICIAL	Any mileage
3	Oil supply filters and lines (AVCS and turbo)	38,000–91,000 mi (middle half of 18 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
4	Secondary air pump and valves	Turbo models 2006–2014; relay recall 16V-738 for 2007–2009 Legacy/Outback, 2008–2014 Impreza/WRX/STI and 2009–2013 Forester turbo OFFICIAL	Any mileage
5	Clutch and release bearing (manual)	22,000–85,000 mi (middle half of 28 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 Subaru WRX

Safety recall repairs are free at Subaru 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 JF1GV7E6XCG123456.
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 EJ255/EJ257 TURBO RECALLS WE TRACK

16V-738 · Secondary air pump relay may fail and overheat the pump

NHTSA lists this model and year: check by VIN

Certain 2007–2009 Legacy and Outback, 2008–2014 Impreza (WRX/STI) and 2009–2013 Forester turbo models: the relay for the secondary air pump may fail, so the pump runs continuously and overheats. Free relay replacement. OFFICIAL [5]

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

08V-460 · Turbo oil supply pipes may be assembled wrong

Not listed for MY2012

Certain 2007–2008 Legacy, 2008 Impreza and 2009 Forester turbo models: the cylinder-head-side and turbo-side oil supply pipes may be improperly assembled. Free inspection and repair. OFFICIAL [5]

Other 2.5L EJ255/EJ257 turbo recalls we track, not listed by NHTSA for this model and year: 04V-473 (oil control valve cover bolts loose (2004 models)), 09V-277 (fuel pump outlet hose may crack (2005–2006 Baja)), 21V-587 (low-pressure fuel pump may fail (2018–2019 WRX)).

EVERY RECALL NHTSA LISTS FOR THE 2012 SUBARU WRX (13)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
16V-738 2.5L EJ255/EJ257 turbo tracked	Engine · secondary air pump relay	The secondary air pump can keep running, overheat and melt, which can start a fire. Details
20V-003	Air bags · passenger frontal inflator	The passenger frontal air bag inflator can explode in a crash and throw metal fragments at the occupants. Details
20V-002	Air bags · passenger frontal inflator	The passenger frontal air bag inflator can explode in a crash and throw metal fragments at the occupants. Details
20V-001	Air bags · passenger frontal inflator	The passenger frontal air bag inflator can explode in a crash and throw metal fragments at the occupants. Details
19V-297	Ignition switch · replacement part	A replacement mechanical-key ignition switch can turn the engine off while driving. Details

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
19V-009	Air bags · passenger frontal inflator	The passenger frontal air bag inflator can explode in a crash and throw metal fragments at the occupants. Details
19V-008	Air bags · passenger frontal inflator	The passenger frontal air bag inflator can explode in a crash and throw metal fragments at the occupants. Details
19V-007	Air bags · passenger frontal inflator	The passenger frontal air bag inflator can explode in a crash and throw metal fragments at the occupants. Details
18V-012	Air bags · passenger frontal inflator	The passenger frontal air bag inflator can explode in a crash and throw metal fragments at the occupants. Details
17V-014	Air bags · passenger frontal inflator	The passenger frontal air bag inflator can explode in a crash and throw metal fragments at the occupants. Details
14V-830	Brakes · brake lines (salt states)	Brake lines can corrode and leak fluid, so the car takes longer to stop. Details
14V-311	Brakes · brake lines (salt states)	Brake lines can corrode and leak fluid, so the car takes longer to stop. Details
19V-149	Brake lights · switch	The brake lights may not come on, so drivers behind are not warned you are slowing. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: WRX, IMPREZA. 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 (WRX): 18V-772 (valve springs) covers non-turbo 2012–2014 Impreza FB engines; 15V-419 (occupant detection) and 11V-562 (brake master cylinder) exclude WRX/STI models; 13V-061 (remote starter) covers CVT Imprezas only. All are left out of this WRX sample; a VIN check would show any that 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 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 (GV).

1 Rod and main bearing failure (engine knock)

Past the range

Severity: Critical: rare, but can badly damage the engine · 37 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 95,000 mi this car is past the reported range (7,000–55,000 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: 7,000–55,000 mi (middle half of 19 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Any mileage; Subaru extended short-block coverage on 2012–2014 WRX and 2012–2017 STI (now ended)

WHAT FAILS OFFICIAL [2]

Subaru found a condition that can lead to crankshaft bearing (main or connecting rod) failures on the turbocharged 2.5L EJ. It extended the short-block warranty to 8 years or 100,000 miles on 2012–2014 WRX and 2012–2017 STI. Tuned or modified engines were excluded.

SYMPTOMS

- Knock from the bottom of the engine that rises with rpm
- Oil pressure light
- Metal flakes in the oil

IF IT'S LEFT TOO LONG

A spun bearing ruins the engine; a short block or engine is the usual fix.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Keep the oil full and changed on time; stop driving at the first knock.

ESTIMATED REPAIR COST

Oil and bearing-noise check (no published price)	**No published price** independent shop, installed
Spun rod bearing repair (engine or short block)	**$5,000–$12,000** FORUM/BLOG [7] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR GV

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

WHAT TO ASK YOUR SHOP

- Any knock or oil pressure light?
- Has the engine been tuned?
- Short block ever replaced?

2 Cracked piston ring lands

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 20 mentions in counted NHTSA complaints
COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; Subaru reprogrammed the 2008 WRX STI ECM for this), so mileage doesn't say much here. Range: Any mileage; Subaru reprogrammed the 2008 WRX STI ECM for this OFFICIAL [3]

WHAT FAILS OFFICIAL [3][1]

Under harsh driving, especially repeatedly above the red line, abnormal combustion can break the piston ring lands. Subaru reprogrammed the engine computer on the 2008 WRX STI. Owners report white smoke, power loss and oil burning after a ring land cracks.

SYMPTOMS

- White smoke at start-up
- Loss of power or misfire
- Rising oil consumption

IF IT'S LEFT TOO LONG

Low compression and blow-by get worse; the engine needs pistons or a short block.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Do a compression or leak-down test on any WRX/STI that smokes or misfires.

ESTIMATED REPAIR COST

Compression or leak-down test (no published price)	**No published price** independent shop, installed
Ringland failure repair	**$3,000–$7,000** FORUM/BLOG [7] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR GV

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

WHAT TO ASK YOUR SHOP

- Any smoke or misfire?
- Tuned, raced or tracked?

3 Oil supply filters and lines (AVCS and turbo)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 36 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 95,000 mi this car is past the reported range (38,000–91,000 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: 38,000–91,000 mi (middle half of 18 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Any mileage; recall 08V-460 covered some 2007–2009 turbo cars

WHAT FAILS OFFICIAL [4][5][1]

Small filters in the union (banjo) screws feed oil to the valve-timing (AVCS) oil control valves. Subaru says a damaged filter can upset the oil control valve, causing a rough idle or slow rpm rise. Recall 08V-460 fixed turbo oil

ESTIMATED REPAIR COST

Screen inspection (no published price)	**No published price** independent shop, installed

supply pipes that were assembled wrong on some 2007–2009 cars. Owners report turbo failures when oil flow is cut.

SYMPTOMS

- Rough idle
- Rpm does not rise smoothly
- Cam timing codes
- Turbo whine or blue smoke

IF IT'S LEFT TOO LONG

Starving the turbo or AVCS of oil can ruin the turbo and set cam timing faults.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the AVCS screens if cam timing codes appear; confirm recall 08V-460 if it applies.

Owner-reported repair bills in NHTSA complaints (n=9)	**$2,300–$5,000** 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: Computed from 9 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $3,300). Examples: ODI 10579242, 10592747, 10315294, 11354992. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR GV

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

WHAT TO ASK YOUR SHOP

- Turbo ever replaced?
- Any cam timing codes?

---

4 Secondary air pump and valves

Any mileage

Severity: Medium: leaks and wear · 16 mentions in counted NHTSA complaints
COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Turbo models 2006–2014; relay recall 16V-738 for 2007–2009 Legacy/Outback, 2008–2014 Impreza/WRX/STI and 2009–2013 Forester turbo), so mileage doesn't say much here. Range: Turbo models 2006–2014; relay recall 16V-738 for 2007–2009 Legacy/Outback, 2008–2014 Impreza/WRX/STI and 2009–2013 Forester turbo OFFICIAL [5]

WHAT FAILS OFFICIAL [5][1]

The secondary air system pumps air into the exhaust on cold starts. Its relay can fail and leave the pump running until it overheats; Subaru recalled the relay (16V-738). Owners also report stuck switching valves that set P0411 or P1410 codes.

SYMPTOMS

- Check-engine light with P0411, P1410 or P2440
- Pump keeps humming after shut-off
- Hot or burnt smell near the pump

IF IT'S LEFT TOO LONG

A pump that runs non-stop can overheat; a failed system fails emissions tests.

IS IT WORTH DOING EARLY? OUR ESTIMATE

ESTIMATED REPAIR COST

Air pump replacement (YourMechanic averages, STI to WRX)	**$768–$961** SHOP/RETAILER [8] independent shop, installed
Same job	**$768–$961** SHOP/RETAILER [8] 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 ($865) is about 1.0× the early-fix midpoint ($865). A cost ratio, not a probability.

Make sure recall 16V-738 is done; replace the pump or valves when codes return.

PARTS FOR GV

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

WHAT TO ASK YOUR SHOP

- Was recall 16V-738 done?
- Any secondary air codes?

---

5 Clutch and release bearing (manual)

Past the range

Severity: Medium: leaks and wear · 185 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 95,000 mi this car is past the reported range (22,000–85,000 mi (middle half of 28 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 22,000–85,000 mi (middle half of 28 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Any mileage; Subaru changed the release bearing grease

WHAT FAILS OFFICIAL [6][1]

Holding the clutch pedal down for long periods heats the release (throw-out) bearing and breaks down its grease; the bearing can seize and damage other parts. Subaru changed to a more heat-resistant grease. Clutch complaints are the largest single group for these cars.

SYMPTOMS

- Squeal or chirp when the pedal is pressed
- Pedal vibration
- Clutch slips or will not release

IF IT'S LEFT TOO LONG

A seized bearing can damage the clutch fork and pressure plate; a slipping clutch strands the car.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace the clutch kit and bearing together when the clutch is worn.

ESTIMATED REPAIR COST

Clutch replacement	**$1,200–$2,500** SHOP/RETAILER [9] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=5)	**$1,200–$1,500** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

0.7× The failure-bill midpoint ($1,350) is about 0.7× the early-fix midpoint ($1,850). A cost ratio, not a probability.

Where the numbers come from: Computed from 5 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $1,500). Examples: ODI 10652870, 10597713, 10577290, 11044036. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR GV

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

WHAT TO ASK YOUR SHOP

- Clutch ever replaced?
- Any bearing noise with the pedal down?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.5L EJ255/EJ257 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
Fuel smell / fuel leak	39	Mostly 2004–2005 STI owners reporting cold-weather fuel line seepage; Baja hoses were recalled (09V-277). Check for fuel smell at cold start.
Oil consumption	34	Some owners report it, usually alongside ring land or turbo seal damage; covered by those weak points.

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

- Bottom-end knock and oil pressure
- Compression or leak-down test
- Cam timing codes and turbo shaft play
- Secondary air codes
- Clutch slip and bearing noise

Ask the seller

- Tuned, tracked or modified?
- Oil change records?
- Recalls 16V-738 and 08V-460 done if they apply?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Rod and main bearing failure (engine knock): fault found on inspection	$5,000–$12,000
Cracked piston ring lands: symptoms or fault codes present	No published price
Oil supply filters and lines (AVCS and turbo): fault found on inspection	$2,300–$5,000
Secondary air pump and valves: symptoms or fault codes present	$768–$961
Clutch and release bearing (manual): symptoms or fault codes present	$1,200–$2,500
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/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 All 2006–2014 WRX and 2008–2018 WRX STI complaints; 2012–2014 Impreza WRX; earlier WRX/Impreza complaints naming the STI; 2015–2021 WRX complaints naming the STI; Forester, Legacy, Outback and Baja complaints naming the turbo, XT or GT; 2006 Saab 9-2X complaints naming the Aero or a turbo: 1,014 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. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Clutch	185	Item 5
Fuel smell / fuel leak	39	Also reported
Engine knock / bearing failure	37	Item 1
Turbo / oil feed	36	Item 3
Oil consumption	34	Also reported
Piston / ring land	20	Item 2
Secondary air pump	16	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 2004–2021 WRX STI, 2006–2014 WRX, 2004–2013 Forester XT, 2005–2012 Legacy GT, 2005–2009 Outback XT and 2004–2006 Baja Turbo and 2006 Saab 9-2X Aero, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Subaru Service Bulletin 02-181-19: Crankshaft bearing warranty extension, turbocharged 2.5L EJ short block (2012–2014 WRX, 2012–2017 STI) (2019-03-11), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10160492-9999.pdf

3. Subaru Service Campaign WVE-15: ECM reprogramming: running above the red line can cause abnormal combustion and broken piston ring lands (Impreza WRX STI) (2008-08-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2008/CSC-10027464-2707.pdf

4. Subaru Service Bulletin 02-97-05: Active Valve Control System (AVCS) union screw filter can be damaged: rough idle, rpm does not rise smoothly (2005-10-06), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10017968

5. NHTSA recall records: 08V-460 (turbo oil supply pipes), 16V-738 (secondary air pump relay), 04V-473, 09V-277 and 21V-587, checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=16V738000

6. Subaru Service Bulletin 03-82-18R: Clutch release (throw-out) bearing design change: heat-resistant grease (2021-01-12), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2021/MC-10186364-0001.pdf

7. Au7o: 2004–2021 Subaru WRX STI problems (spun rod bearings $5,000–$12,000; ringland failure $3,000–$7,000), via search extract Oct 28, 2026. AI-assisted site, not independently verified FORUM/BLOG
https://www.au7o.io/known-issues/subaru-wrx-sti

8. YourMechanic: Subaru WRX air pump replacement (average $961) and WRX STI air pump replacement (average $768), via search extract Oct 28, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/subaru/wrx/air-pump-replacement

9. Jerry: Subaru WRX clutch replacement cost (about $1,200–$2,500), read Oct 28, 2026; the page is no longer online (checked Nov 2, 2026) SHOP/RETAILER

10. 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

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

Not affiliated with Subaru Corporation or Subaru of America, Inc. Subaru and model names are trademarks of Subaru Corporation, used only to identify vehicles.

Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-EJ25T-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.