2013 Subaru BRZ at 75,000 mi

JF1ZCAC10D1123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
BRZ · ZC6 (2013–2020 BRZ)	Subaru FA20 / FA24 boxer four, non-turbo (BRZ, FR-S, 86, GR86)	75,000 mi	RWD
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 'D' = 2013, 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 job 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 (2)

- **18V-772** · Engine · valve springs: A valve spring can break, causing an engine malfunction or a stall.
- **12V-254** · Owner's manual · air bag description: The owner's manual describes the passenger air bag occupant sensing wrongly, which could lead to an unsafe seating choice.

A model-year list, not a VIN check. 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 18V-772. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

Valve springs (recall 18V-772) and engine damage after the repair — Free if open

Recall 18V-772 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 87,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 105,000 mi

Nothing else enters its reported range in this window.

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

Oil seepage (cam carriers, cam caps, timing cover, upper oil pan) — **$70–$1,170** labor only, parts extra

Any mileage (2013–2020 BRZ, FR-S and 86) · Inspect at each service; fix at the first sign

High-pressure fuel pump chirp — **$170–$300** labor only, parts extra

Any mileage (2013–2019 BRZ, FR-S and 86) · Optional upgrade; not in the totals

Recommended now

Free recall check

Independent shop, installed. Dealers often charge more.

Planned through 105,000 mi

Free recall check

Nothing else on the list before 105,000 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 75K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Valve springs (recall 18V-772) and engine damage after the repair	11,000–82,000 mi (middle half of 42 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
2	Oil seepage (cam carriers, cam caps, timing cover, upper oil pan)	2013–2020 BRZ, FR-S and 86 OFFICIAL	Any mileage
3	High-pressure fuel pump chirp	2013–2019 BRZ, FR-S and 86 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 2013 Subaru BRZ

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 JF1ZCAC10D1123456.
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.

2.0L FA20 / 2.4L FA24 (non-turbo) recalls we track

18V-772 · Valve springs may fracture (2013 BRZ, Scion FR-S) NHTSA lists this model and year: check by VIN

Certain 2013 BRZ and Scion FR-S (plus some Impreza and XV Crosstrek): the engine valve springs may fracture, causing an engine malfunction or stall. Free valve spring replacement. OFFICIAL [2]

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

Other 2.0L FA20 / 2.4L FA24 (non-turbo) recalls we track, not listed by NHTSA for this model and year: 21V-587 (low-pressure fuel pump may fail (2018–2019 BRZ, Toyota 86)).

Every recall NHTSA lists for the 2013 Subaru BRZ (2)

Recall	Component	What can happen (NHTSA, shortened)
18V-772 2.0L FA20 / 2.4L FA24 (non-turbo) tracked	Engine · valve springs	A valve spring can break, causing an engine malfunction or a stall. Details
12V-254	Owner's manual · air bag description	The owner's manual describes the passenger air bag occupant sensing wrongly, which could lead to an unsafe seating choice. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: BRZ. 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 (BRZ): None.

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 3 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 (ZC6). Left out because they apply to other models, years, engine sizes or body codes: Oil starvation (sealant in the oil pickup, hard cornering).

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1 Valve springs (recall 18V-772) and engine damage after the repair

Inside the range

Severity: Critical: rare, but can badly damage the engine · 199 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 75,000 mi this car is inside the reported range (11,000–82,000 mi (middle half of 42 owner complaints that state a mileage)), 64,000 miles past where reports start. Range: 11,000–82,000 mi (middle half of 42 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2013 BRZ and Scion FR-S under recall 18V-772

WHAT FAILS OFFICIAL [2][3][1]

On 2013 cars the engine valve springs may fracture, causing an engine malfunction or a stall. The recall replaces the springs; Subaru says all sixteen are replaced as a set. Many NHTSA complaints describe knocking, bearing failure or oil leaks soon after the recall work, so check how the job went.

SYMPTOMS

- Ticking or knocking from the top of the engine
- Misfire or rough running
- Stall
- Knocking or oil leak after the recall work

IF IT'S LEFT TOO LONG

A broken spring can drop a valve and damage the engine; the car can stall in traffic.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Make sure the recall is done; after it, listen for any new noise and check for oil leaks.

ESTIMATED REPAIR COST

Free under recall 18V-772	**Free if covered** OFFICIAL [2] independent shop, installed
No published bill outside the recall	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR ZC6

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

WHAT TO ASK YOUR SHOP

- Was recall 18V-772 done, and when?
- Any noise, leak or warning light since?

2 Oil seepage (cam carriers, cam caps, timing cover, upper oil pan)

Any mileage

Severity: Medium: leaks and wear · 9 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2013–2020 BRZ, FR-S and 86), so mileage doesn't say much here. Range: 2013–2020 BRZ, FR-S and 86 OFFICIAL [6]

WHAT FAILS OFFICIAL [6]

Oil can seep from six areas: a tapped boss in the left cam cap, the cam carrier to head joints, the block to upper oil pan joint, the front timing chain cover, and the cam cap and carrier joints. Subaru reseals the leaking joint; cam carrier jobs need the engine out.

SYMPTOMS

- Oil wetness on the sides or front of the engine
- Burning-oil smell
- Oil spots under the car

IF IT'S LEFT TOO LONG

A growing leak lowers the oil level and can drip on the exhaust.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Find the exact source first; the cam cap boss is a small job, cam carriers are large.

ESTIMATED REPAIR COST

Labor only, 0.7–7.3 h Subaru warranty time plus sealer	**$70–$1,170** OUR ESTIMATE [6][8] labor only, parts extra
Labor only, 0.7–7.3 h Subaru warranty time plus sealer	**$70–$1,170** OUR ESTIMATE [6][8] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($620) is about 1.0× the early-fix midpoint ($620). A cost ratio, not a probability.

Where the numbers come from: Estimate: Subaru warranty labor time of 0.7–7.3 h (bulletin [6]) × $100–$160/h independent-shop labor rate [8]. Parts are extra unless stated; check the VIN for open warranty coverage first. The low end is the left cam cap boss reseal plus leak test; the high end is a cam carrier reseal with engine removal.

PARTS FOR ZC6

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

WHAT TO ASK YOUR SHOP

- Any oil spots or smell?

3 High-pressure fuel pump chirp

Any mileage

Severity: Medium: leaks and wear · 8 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2013–2019 BRZ, FR-S and 86), so mileage doesn't say much here. Range: 2013–2019 BRZ, FR-S and 86 OFFICIAL [7]

WHAT FAILS OFFICIAL [7]

The direct-injection high-pressure fuel pump can make a high-pitched chirp, squeak or cricket sound when fuel

ESTIMATED REPAIR COST

aerates inside the pump. Subaru says it does no harm and replaces the pump (and a seal set) if the owner wants it fixed. A normal ticking from the pump is not a fault.

SYMPTOMS

- High-pitched chirp or squeak from the engine, often when coasting

IF IT'S LEFT TOO LONG

Noise only; Subaru calls it non-detrimental.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix only if the noise bothers the owner.

Labor only, 1.7–1.9 h Subaru warranty time plus the high-pressure pump	**$170–$300** OUR ESTIMATE [7][8] labor only, parts extra
Labor only, 1.7–1.9 h Subaru warranty time plus the high-pressure pump	**$170–$300** OUR ESTIMATE [7][8] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($235) is about 1.0× the early-fix midpoint ($235). A cost ratio, not a probability.

Where the numbers come from: Estimate: Subaru warranty labor time of 1.7–1.9 h (bulletin [7]) × $100–$160/h independent-shop labor rate [8]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR ZC6

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

WHAT TO ASK YOUR SHOP

- Any chirp or squeak from the engine?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.0L FA20 / 2.4L FA24 (non-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
Stalling / loss of power	99	Mostly the 2013 valve-spring recall (18V-772) and low-pressure fuel pump recall 21V-587 on 2018–2019 cars; check they are done.

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

- Recall 18V-772 status on 2013 cars
- Engine noise and oil level
- Oil seepage at cam carriers and oil pan
- Drained oil for sealant debris (2.4L)

Ask the seller

- Tracked or autocrossed?
- Valve-spring recall done, and any trouble since?
- Fuel pump recall 21V-587 done (2018–2019)?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Valve springs (recall 18V-772) and engine damage after the repair: fault found on inspection	No published price
Oil seepage (cam carriers, cam caps, timing cover, upper oil pan): seeping or leaking	$70–$1,170 + parts
High-pressure fuel pump chirp: original part still fitted (optional upgrade)	$170–$300 + 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/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 BRZ, Scion FR-S, Toyota 86 and GR86 complaints for the listed years: 376 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
Valve springs / recall	199	Item 1
Engine failure / knock	159	Other years or engine sizes
Stalling / loss of power	99	Also reported
Oil leak	9	Item 2
Fuel pump noise	8	Item 3
Turn signals / lighting	8	—

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 2013–2024 Subaru BRZ, 2013–2016 Scion FR-S, 2017–2020 Toyota 86 and 2022–2025 Toyota GR86, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. NHTSA recall records: 18V-772 (valve springs) and 21V-587 (low-pressure fuel pump), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=18V772000

3. Subaru Service Bulletin 02-133-12R: Valve spring information: install direction; replace all sixteen as a set (FA engine) (2019-01-31), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2019/MC-10154424-9999.pdf

4. Hagerty Media: FA24 engine failures don't daunt the BRZ and GR86 faithful (trade article), via search extract Oct 28, 2026 SHOP/RETAILER
https://www.hagerty.com/media/?p=334658

5. The Drive: 2022 Subaru BRZ owner's instrumented testing shows big oil pressure drops on track, via search extract Oct 28, 2026 SHOP/RETAILER
https://www.thedrive.com/news/2022-subaru-brz-owners-instrumented-testing-shows-big-oil-pressure-drops-on-track

6. Subaru Service Bulletin 02-136-12R: Oil seepage diagnosis and repair procedures, 2013–2020 BRZ (2023-06-29), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2023/MC-10238464-0001.pdf

7. Subaru Service Bulletin 09-54-12R: High-pitched chirp, squeak or cricket sound from the direct-injection high-pressure fuel pump, 2013–2019 BRZ (2018-12-10), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10153614-9999.pdf

8. 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

9. Open Labor Project: 2022 Subaru BRZ 2.4L (short-block replacement after oil starvation, estimated $8,000–$12,000, 18–25 h) — repair-estimate site, not independently verified, via search extract Oct 28, 2026 FORUM/BLOG
https://openlaborproject.com/portal/subaru/brz/2022/2.4l-h4/

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

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-FA20-123456-20261028 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.