

Alfa Romeo Giulia Quadrifoglio 952

2016-present · 2.9L V6 Bi-Turbo (510 hp) Ferrari-derived twin-turbo petrol

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Est. annual maintenance cost: €1,300-2,500

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Many routine gasket repairs require full engine removal (€5,000+). Check underneath for any oil seepage and confirm whether past leaks have been addressed.

BEFORE THE VIEWING

Recall status (fuel pump + others)

Contact an Alfa Romeo dealer with the VIN. The 2017-2019 fuel pump recall was only issued in late 2025, so many cars have not had it done yet. Five other recalls also apply.

Service records and oil changes

Full dealer or specialist history is essential. Oil changes should be at most every 15,000 km or annually, using 0W-40 fully synthetic. Ask if differential oil has been changed.

Build date and port injection

Cars built from mid-2018 onward have port injection alongside direct injection, which greatly reduces carbon buildup on intake valves. Check the door jamb sticker for the production date.

AT THE CAR

Tyres and exterior condition

Staggered setup: fronts 245/35R19, rears 285/30R19. Rear tyres wear significantly faster on this car. Check tread depth, age, and look for uneven wear across each axle.

Oil leaks under the engine

Look underneath with a torch for any oil drips or wet spots. Valve cover and timing cover leaks are common and require full engine removal to fix, so even minor seepage is worth noting.

Cold start and idle quality

The engine must be fully cold. Listen carefully for misfires or rough running in the first 30 to 60 seconds. Some roughness can point to carbon buildup, weak coils, or low battery voltage.

Battery and electrical systems

Check that stop/start works and no warning lights are on. Multiple warnings with no obvious cause can point to the Intelligent Battery Sensor (IBS) or parasitic drain issues common on pre-2019 cars.

DURING THE DRIVE

Differential noise while coasting

At 60 to 80 km/h, lift off the throttle completely and listen for howling, droning, or clicking from the rear. Repeat at different speeds. This can point to worn differential bearings.

Full-throttle turbo response

With the seller's permission, do one firm acceleration. Watch for hesitation, boost fluctuations, or the check engine light coming on. Inconsistent power delivery can point to wastegate wear.

Transmission shift quality

Pay attention to the 1st-to-2nd gear shift at low speed. Harsh engagement, delayed shifts, or RPM flares when cruising can point to valve body wear, especially if the fluid was never changed.

NOTES

THIS CAR AT A GLANCE

Ferrari-derived V6 sports sedan, built from 2016. Thrilling but costly when things go wrong. Engine-out repairs and electrical gremlins are the main concerns.

KNOWN WEAK POINTS

Oil leak (engine-out)

Valve cover or timing cover seals
€5,000-12,000

Battery drain / IBS

Parasitic drain, multiple warnings
€200-800

Rear differential bearing

Howling or droning from rear end
€3,000-5,000

Carbon buildup (pre-2018)

Rough idle, misfires on DI-only cars
€800-2,000

Turbo wastegate wear

Overboost or underboost, limp mode
€500-3,500

