

## Audi A4 1.8T B6

2001-2004 · 1.8T 20V (150-190 hp) AVJ/BFB/AMB inline-4 turbocharged petrol

carchecker.pro

Est. annual maintenance cost: €650-1,350

Date \_\_\_\_\_ Mileage \_\_\_\_\_ Price \_\_\_\_\_ Seller \_\_\_\_\_

**What matters most:** Oil sludge is the biggest threat to the 1.8T engine. Remove the oil filler cap and inspect with a flashlight before anything else.

### BEFORE THE VIEWING

- Service records and oil history**  
Ask for proof of oil changes before visiting. The 1.8T needs full synthetic 5W-40 on intervals under 10,000 km. No records on a 20+ year old car is a serious warning sign.
- Timing belt replacement proof**  
The interval is roughly 120,000 km or 5 years, so it should have been done multiple times by now. No proof means budgeting around 500 to 800 euros for immediate replacement with water pump.
- Takata airbag recall status**  
Some 2001-2003 models were affected by the Takata airbag recall. Contact an Audi dealer with the VIN to confirm all recall work has been completed. Unrepaired inflators can be dangerous.

### AT THE CAR

- Tyres and exterior condition**  
Check tread depth and sidewall date codes on the 205/55 R16 tyres. Inner edge wear on the front tyres can point to worn control arm bushings, which is a common and costly issue on this platform.
- Oil filler cap sludge check**  
Remove the oil filler cap and look inside with a flashlight. Clean, honey-coloured oil is good. Black, tar-like deposits point to oil sludge, which is the most damaging problem on the 1.8T engine.
- Cold engine startup**  
The engine must be fully cold when you arrive. Listen for turbo whine, tapping, or rattling in the first 30 seconds. Watch the exhaust for blue smoke, which can point to worn turbo seals or valve stem seals.
- Coolant level and leak signs**  
Open the bonnet and check the coolant expansion tank level. Look for white crusty residue around hoses and the plastic flange at the rear of the cylinder head. These flanges become brittle with age and crack.

### DURING THE DRIVE

- Front suspension over bumps**  
Drive slowly over speed bumps and rough surfaces. Clunking or creaking sounds point to worn control arm bushings. There are 8 control arms in the front suspension, and a full replacement kit runs 600 to 1,200 euros.
- Boost and throttle response**  
Accelerate firmly from low RPM in 3rd or 4th gear. Hesitation or a fluttering sound on throttle lift can point to a torn diverter valve diaphragm. The car should pull smoothly without stumbling or misfires.
- Gearbox behaviour**  
If the car is a front-wheel-drive automatic, it has the Multitronic CVT. Check for juddering from standstill and shuddering during acceleration. Quattro models use a more reliable Tiptronic. Manual is safest.

### NOTES

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### THIS CAR AT A GLANCE

Turbocharged Audi sedan, built 2001-2004. The 1.8T engine is proven and well-supported, but oil sludge from poor maintenance is the key risk on every example.

#### KNOWN WEAK POINTS

##### Oil sludge buildup

Blocks oil passages, starves turbo

€500-3,000

##### Front suspension arms

8 control arms, bushings wear out

€400-1,200

##### Multitronic CVT failure

FWD auto only, chain and clutch wear

€2,000-4,500

##### Turbocharger failure

K03 turbo, oil starvation risk

€800-2,000

##### Ignition coil packs

Crack from heat, cause misfires

€100-400

