

Audi RS4 Avant B9

2018-2025 · 2.9 TFSI V6 Bi-Turbo EA839 (450 hp) with ZF 8-speed tiptronic and quattro

Est. annual maintenance cost: €1,400-2,500

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Count the water pump pulley bolts: 4 bolts means the original defective pump, 6 bolts means the revised one. This is the single easiest way to gauge how much risk remains.

BEFORE THE VIEWING

- Recall status (check with VIN)**
Contact Audi with the VIN to confirm completion of the rear axle clamping nut recalls (42L1, 42L5) and the shock absorber recall (40O6). These are safety-critical.
- Service records and oil intervals**
Ask for full service history. Oil changes should be every 15,000 km or less with 0W-40 synthetic. Check if gearbox and differential fluids have ever been changed.
- Rocker arm revision (pre-facelift)**
Cars built before roughly June 2018 had undersized rocker arm bearings that can fail and damage camshafts. Ask the seller if updated parts were fitted, or check the records.

AT THE CAR

- Tyres and exterior condition**
Check all four 275/30 R20 tyres for tread depth, age (date code on sidewall), and even wear. Quattro spreads wear fairly evenly, but mismatched sets can stress the drivetrain.
- Water pump pulley bolt count**
Look at the water pump pulley at the front of the engine. Count the bolts holding the pulley on: 4 bolts is the original defective pump, 6 bolts is the revised replacement.
- Coolant level and vacuum lines**
Check the coolant reservoir. Low coolant with no visible external leak can point to internal water pump failure. Look at vacuum lines near the engine for dried coolant residue.
- Oil leaks at engine-gearbox junction**
Look underneath the car at the bell housing area where engine meets gearbox. Oil seepage here can point to a rear main seal leak, which requires gearbox removal to fix (around €1,000).

DURING THE DRIVE

- DRC suspension (if equipped)**
Drive slowly over rough surfaces and listen for knocking from any corner. Check if the car feels uneven or leans to one side. Ask if the DRC fluid has been serviced in the last 6 years.
- Full-throttle turbo response**
If the owner allows it, test a full-throttle pull in Sport mode. Hesitation, surging, or the car entering limp mode can point to wastegate wear or a vacuum system issue from the water pump.
- Engine warm-up and temperature gauge**
Note how long the engine takes to reach normal temperature. If it stays cold after 10-15 minutes of driving, the thermostat may be stuck open, a known issue on this engine.

NOTES

THIS CAR AT A GLANCE

Fast estate with Porsche-shared V6 and quattro, built 2018-2025. Fundamentally solid, but the water pump is a known design flaw on all cars with the original part.

KNOWN WEAK POINTS

Water pump failure

Internal seal fails, coolant enters vacuum
€1,500-5,000

Rocker arm bearings

Pre-mid-2018 cars, can damage cams
€3,500-8,000

DRC damper leaks

Hydraulic system seals degrade
€1,500-5,500

Carbon buildup

Direct injection, needs walnut blast
€900-1,800

Rear main seal leak

Oil seepage, gearbox removal needed
€800-1,500

