

Ford Fiesta ST Mk7

2013-2017 · 1.6 EcoBoost (182 hp / 200 hp ST200) 4-cylinder turbocharged petrol

Est. annual maintenance cost: €800-1,500

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Pre-2015 cars need the cylinder head recall completed. Without it, overheating can cause head cracking and fire. Verify with Ford using the VIN before visiting.

BEFORE THE VIEWING

- Cylinder head recall (pre-2015)**
Cars built before December 2014 are covered by a critical recall for cylinder head overheating. Contact Ford with the VIN to confirm the coolant level sensor was fitted. Do not view a pre-2015 car without this confirmation.
- Service records and oil spec**
Look for consistent annual services using 5W-20 or 5W-30 fully synthetic oil. The 1.6 EcoBoost is sensitive to oil quality. Gaps in history after 80,000 km are worth questioning.
- MOT history and paint warranty**
Check the online MOT history for any suspension or emissions advisories. Ford's 12-year rust perforation warranty may still cover 2014+ cars, and paint issues on door edges are common on this model.

AT THE CAR

- Tyres and exterior condition**
The Fiesta ST runs 205/40R17 tyres. Check tread depth and look for uneven inner-edge wear, which can point to alignment or worn suspension bushes. Open all doors and inspect the shut lines and bonnet lip for paint bubbling.
- Motor mount bolt**
On the passenger side, look under the coolant reservoir for the upper engine mount bolt. The factory bolt is a known weak point and can snap. Any looseness or visible movement of the engine at idle can point to a broken or missing bolt.
- Coolant level and condition**
Check the coolant expansion tank on the passenger side. The level should sit between the min and max marks. Coolant that drops without a visible leak is a serious concern on the 1.6 EcoBoost, especially on pre-2015 cars.
- Climate control clicking**
Turn on the climate system and cycle through temperature and airflow settings. Listen for a repetitive clicking or tapping from behind the dashboard. This points to a worn blend door actuator, a very common issue on the Mk7 platform.

DURING THE DRIVE

- Gearbox whine in every gear**
Drive through all six gears at various engine speeds. A whine that rises with RPM but disappears when you press the clutch can point to a worn input shaft bearing. This is most common on 2013-2015 builds between 60,000-100,000 km.
- Clutch feel and engine response**
The clutch should bite cleanly without slipping, even under hard acceleration in third gear. Hesitation or rough idle after refuelling can point to a sticking EVAP purge valve, a known nuisance on this engine.
- Rear suspension over bumps**
Drive over speed bumps or uneven road surfaces and listen for clunking from the rear. The rear beam axle bushings wear faster on the ST due to its stiffer setup, particularly on cars driven hard or past 80,000 km.

NOTES

THIS CAR AT A GLANCE

Turbocharged hot hatch, built 2013-2017. Generally one of the more reliable performance cars of its era. The cylinder head recall on pre-2015 cars is the key concern.

KNOWN WEAK POINTS

Cylinder head overheating

Pre-2015 recall, risk of cracking

€200-3,500

Gearbox input bearing

Whining noise, 60k-100k km

€800-2,000

Motor mount bolt failure

Factory bolt snaps under torque

€100-400

Blend door actuator

Clicking behind dashboard

€100-400

Paint bubbling

Door edges, bonnet lip, antenna

€300-1,500

