

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Is it a pre-August 2019 or later build? Earlier cars have a cylinder block design that can allow coolant into the engine. Check the build date on the door sill sticker.

BEFORE THE VIEWING

- Recall status (check VIN with Ford)**
The oil separator recall (22S21) covers Aug 2019 to Mar 2022 builds and addresses a fire risk. Contact Ford with the VIN to confirm all recalls are completed before visiting.
- Service records and build date**
Ask for the full service history and the exact build date (not registration date). Cars built before August 2019 have the older block design prone to coolant intrusion.
- Modification history**
The Fiesta ST is one of the most modified hot hatches on the market. Ask whether the car has had a remap, exhaust swap, or hard parts fitted. These increase engine and gearbox stress.

AT THE CAR

- Tyres and exterior condition**
Check the 205/40 R18 tyres for tread depth and age. This is an expensive size to replace. Uneven front wear can point to alignment issues or hard use on track days.
- Cold start and engine sounds**
Start the engine completely cold. Listen for rattling from the turbo area in the first 30 seconds, which can point to wastegate wear. A brief rattle on startup that fades is less concerning.
- Coolant level in expansion tank**
Check the expansion tank is at the correct level. On pre-August 2019 builds, any unexplained coolant loss without visible external leaks can point to internal coolant intrusion into the cylinders.
- Oil leaks around engine top**
Look at the top of the engine for oil seepage around the cam cover and timing cover area. A burning oil smell from the engine bay can point to oil dripping onto the exhaust manifold.

DURING THE DRIVE

- Steering column clicking**
Turn the steering wheel fully at low speed and while stationary. A clicking or knocking sound from the column is the most common Mk8 ST complaint. Not a safety issue, but costs around €1,600 to fix.
- Turbo boost response**
Accelerate firmly from around 2,000 RPM in 3rd gear. Boost should build smoothly without hesitation. Sluggish response, rattling, or a limp mode warning can point to wastegate problems.
- Gearbox feel (1st and 2nd gear)**
Shift quickly between 1st and 2nd. A crunchy or resistant feel when selecting 2nd can point to synchro wear, especially on cars driven hard or used on track. Worth testing several times.

NOTES

THIS CAR AT A GLANCE

Three-cylinder hot hatch, built 2018-2023. Generally reliable, but the build date matters: post-August 2019 cars avoid the coolant intrusion risk.

KNOWN WEAK POINTS

Coolant intrusion

Pre-Aug 2019 block design flaw
€3,000-6,000

Steering column click

Worn bushings, clicking at low speed
€400-1,800

Oil separator recall

Fire risk, free under recall
€0-200

Turbo wastegate rattle

Rattle at idle, can cause limp mode
€500-1,500

Cam cover oil leak

Oil seepage from gasket or cover
€300-800

