

Ford Focus ST Mk4

2019-2025 · 2.3 EcoBoost (280 hp) 4-cylinder turbocharged petrol

carchecker.pro

Est. annual maintenance cost: €950-1,650

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Wheel arch rust and carbon buildup are the two main concerns. Check every arch lip closely and ask whether walnut blasting has been done.

BEFORE THE VIEWING

- Recall status (critical for 2019-2022)**
Early cars had wiring loom, suspension knuckle, and seatbelt recalls. Contact a Ford dealer with the VIN to confirm all are completed before visiting.
- Service records and oil spec**
Look for complete records with oil changes every 12 months or 16,000 km using API SN Plus or higher spec oil. Missing records on a turbo car are a concern.
- MOT and previous ownership history**
Check for recurring advisories on suspension components or corrosion. Multiple short-term owners can point to unresolved rattles or rust problems.

AT THE CAR

- Tyres and exterior condition**
Size is 235/40 R18. Check inner edges of the front tyres for wear from spirited cornering. Uneven wear across the front axle can point to worn control arm bushings.
- Wheel arch rust (all four corners)**
Run your finger along every wheel arch lip, especially the rears. Look for paint bubbling, rough edges, or fresh touch-up paint hiding repairs. This is very common.
- Cold start and wastegate listen**
Start the engine fully cold. Listen at idle for a metallic rattle from the turbo area. A brief tick is normal, but a sustained rattle can point to worn wastegate bushings.
- Oil level and coolant check**
With the engine off, check the oil dipstick (right side of the engine bay). Oil should be amber to dark brown, not gritty. Coolant in the expansion tank should be at the max line.

DURING THE DRIVE

- Boost delivery and turbo response**
Under hard acceleration, boost should build smoothly without hesitation or surging. Any EPC warning light or sudden power loss can point to wastegate or boost control issues.
- Suspension clunks over bumps**
Drive over speed bumps and rough surfaces. Clunking from the front can point to worn anti-roll bar drop links, which typically need replacing between 40,000 and 80,000 km.
- Interior rattles and SYNC system**
Listen for buzzing from door panels and the dashboard at various speeds. Connect your phone via Bluetooth and test the touchscreen. SYNC 4 (2022+) can freeze during audio playback.

NOTES

THIS CAR AT A GLANCE

Ford's last hot hatch, built 2019-2025. The 2.3 EcoBoost is proven and strong, but wheel arch corrosion and carbon buildup need regular attention.

KNOWN WEAK POINTS

Wheel arch corrosion

Paint bubbling on arch lips, worst at rear
€400-2,000

Carbon buildup

Intake valve deposits, walnut blasting fix
€350-600

Turbo wastegate rattle

Worn bushings or sticking flap
€500-1,600

Suspension bushing wear

ARB links and control arm bushings
€200-700

Interior trim rattles

Door panels, dashboard, speaker areas
€0-300

