

Honda CR-V 2.0 RD

2002-2006 · 2.0 i-VTEC K20A4 (150 hp) 4-cylinder naturally aspirated petrol

carchecker.pro

Est. annual maintenance cost: €600-1,200

Date _____ Mileage _____ Price _____ Seller _____

What matters most: The 2005-2006 facelift uses an updated AC compressor and avoids the worst 'black death' AC failures. On 2002-2004 models, verify the AC works before visiting.

BEFORE THE VIEWING

Recall status (fire + airbag)

Check Honda's recall lookup with the VIN. Two critical recalls: the power window switch (P9D) can overheat and cause a fire, and the Takata airbag inflators need replacing on all model years.

Service records and oil history

Look for regular oil changes using 5W-30 or 0W-20 oil. The K20A4 is durable but needs consistent servicing. Independent garage records are fine, but gaps are a concern on a 20-year-old car.

AC system history

Ask whether the AC compressor has been replaced, especially on 2002-2004 models. If the seller says the AC 'just needs a regas,' that can point to the much more expensive black death compressor failure.

AT THE CAR

Tyres and exterior condition

OEM sizes are 205/70R15 or 215/65R16. Check tread depth and sidewall cracking, as old tyres are common on low-mileage examples. Look for rust around the rear wheel arches and tailgate edges.

AC blowing cold

Turn the AC to maximum cold and let it run for at least 10 minutes. It should blow consistently cold air. Warm air, clicking, or any grinding noise can point to compressor problems. Budget up to 2,000 euros if it needs a full AC system replacement.

Engine oil level and condition

The dipstick is on the left side of the engine bay (yellow handle). Check that the oil level is between the marks and the oil is not excessively dark or gritty. Low oil on high-mileage examples can point to piston ring wear.

Underbody corrosion

If possible, look underneath the car for rust on the rear subframe, trailing arms, and exhaust. These cars are 20+ years old, so corrosion is common in salt-climate regions. Structural rust is a walk-away issue.

DURING THE DRIVE

Rear differential noise (AWD only)

Drive slowly in a tight circle in both directions, like in a car park. A groaning or moaning sound from the rear points to degraded differential fluid. A fluid change (around 100-150 euros) often fixes it, but a neglected diff can cost 500-700 euros.

Power steering feel and sound

Listen for whining or groaning when turning the wheel, especially at low speed and when cold. This can point to a leaking power steering pump. Also check the power steering fluid reservoir for low level or dark fluid.

Engine mount vibration

At a standstill with the engine running and AC on, put the transmission in Drive with your foot on the brake. Noticeable vibration through the steering wheel or cabin, or a clunk when shifting into Drive, can point to worn engine mounts.

NOTES

THIS CAR AT A GLANCE

Compact petrol SUV, built 2002-2006. The K20A4 engine is very durable, but AC compressor failures on pre-2005 models and general age-related wear are the main concerns.

KNOWN WEAK POINTS

AC compressor (black death)

Full system replacement on 2002-2004

€800-2,000

Rear differential noise

Fluid neglect, AWD models only

€100-700

Power steering pump leak

Seal degradation, whining noise

€300-700

Engine mount wear

Vibration and shift clunk

€200-500

Window switch overheat

Recall P9D, fire risk

€100-300

