

# Opel Astra 1.4 Turbo K

Date \_\_\_\_\_ Mileage \_\_\_\_\_ Price \_\_\_\_\_ Seller \_\_\_\_\_

**What matters most:** Pre-2018 cars need a confirmed ECU update and correct oil (dexos1 Gen 2) to avoid LSPI engine damage. Post-2018 models with revised pistons are far less affected.

## BEFORE THE VIEWING

### ECU recall status

All 1.4 Turbo models were recalled in early 2018 for an ECU software update to reduce LSPI risk. Contact Opel with the VIN to confirm it was completed before visiting.

### Service records and oil spec

Ask for full service records upfront. Every oil change should show dexos1 Gen 2 or Gen 3 oil. Cars serviced with older dexos 2 oil have a higher risk of LSPI engine damage.

### MOT and vehicle history

Review MOT history for recurring faults or mileage gaps. Check if the car has had any engine or turbo replacements. A gap in records on a 2015-2017 car is a concern.

## AT THE CAR

### Tyres and exterior condition

Common tyre size is 205/55 R16. Check tread depth and sidewall date codes on all four corners. Look for uneven inner-edge wear, which can point to worn suspension bushings.

### Cold start and timing chain

Start the engine completely cold. Listen for a brief rattle in the first 10 to 30 seconds, which can point to timing chain stretch. The rattle typically appears after 80,000 km.

### Infotainment screen (Navi 900)

Switch on the screen and browse through several menus. On 2015-2018 cars, the LCD is known to develop flickering, colour patches, or partial blackouts. Later cars use an improved panel.

### Electrical systems and BCU

Test central locking, horn, wipers, and interior lights. Check the passenger footwell carpet for dampness. Intermittent electrical faults can point to water damage on the body control unit.

## DURING THE DRIVE

### Turbo response under load

Accelerate firmly from low speed in a higher gear. Unusual whistling from the intake side or noticeable power loss can point to turbo bearing wear, typically after 80,000 to 120,000 km.

### Clutch pedal on right turns

Pay attention to the clutch pedal during right-hand turns and roundabouts. If it dips or goes light, this can point to excessive crankshaft end float, a rare but serious engine issue.

### Steering and suspension feel

Listen for knocking over bumps and uneven roads. The Astra K is generally taut, so any looseness or clunking from the front can point to worn drop links or control arm bushings.

## NOTES

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## THIS CAR AT A GLANCE

Compact hatchback, built 2015-2021. Reliability depends heavily on model year and oil history. Post-2018 cars with correct servicing are solid.

### KNOWN WEAK POINTS

#### LSPI engine damage

Pre-2018 cars with wrong oil spec  
**€3,000-6,000**

#### Turbocharger wear

Typically after 80,000-120,000 km  
**€1,200-2,500**

#### BCU water ingress

Washer hose or AC condensation leak  
**€300-800**

#### Navi 900 screen failure

LCD faults on 2015-2018 production  
**€200-600**

#### Timing chain stretch

Cold-start rattle after 80,000+ km  
**€1,000-2,200**

