

# Suzuki Swift 1.2 Mk4

2010-2017 · 1.2 K12B (94 hp) 4-cylinder naturally aspirated petrol

carchecker.pro

Est. annual maintenance cost: €450-900

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

**What matters most:** One of the most reliable superminis around. The main concern is hidden sill corrosion, so check behind the rear wheel arches before anything else.

## BEFORE THE VIEWING

- Recall status**  
Contact Suzuki with the VIN to check if the brake line recall (2013-2015 production) and rear caliper recall have been done. Both affect braking safety.
- Service records**  
Ask for full service history showing oil changes every 12 months or 15,000 km. The K12B engine is tough, but skipped services accelerate timing chain wear.
- MOT / inspection history**  
Look up past MOT results online. Repeated advisories for corrosion or uneven brake wear can point to the two main weak spots on this car.

## AT THE CAR

- Tyres and exterior condition**  
Tyre size is 175/65 R15. Front tyres can wear faster on this model due to suspension geometry. Check tread depth and sidewall date codes on all four.
- Sill corrosion behind rear arches**  
Foam inside the sills traps moisture and rusts from the inside out. Look behind the rear wheel arch liners for paint bubbling or soft spots. Use a torch.
- Underbody and chassis rust**  
If you can get underneath, check the rear axle and front crossmember for heavy corrosion. These areas suffer on cars from salted road regions.
- Cold engine start**  
Start the engine fully cold. Listen for rattling from the front of the engine in the first 10 to 15 seconds. The K12B uses a timing chain, and rattle can point to chain stretch.

## DURING THE DRIVE

- Braking and tracking straight**  
Brake firmly from speed and check the car pulls straight. Pulling to one side or a grinding feel can point to seized caliper slider pins, a known issue on this model.
- Steering feel at low speed**  
Turn the steering fully lock to lock at parking speed. It should feel smooth and consistent. Any sudden heaviness or an EPS warning light can point to a steering fault.
- Suspension noise over bumps**  
Drive slowly over speed bumps and uneven surfaces. Listen for squeaking from the front. Worn suspension arm bushes are common and cost around 250 to 400 to replace.

## NOTES

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### THIS CAR AT A GLANCE

Small petrol hatchback, built 2010-2017. One of the most reliable superminis of its era. Main concern is hidden sill corrosion.

#### KNOWN WEAK POINTS

##### Sill corrosion

Hidden rust behind rear wheel arches  
€300-1,200

##### Brake caliper seizure

Slider pins corrode and stick  
€50-400

##### Suspension bush wear

Front bushes dry out and squeak  
€100-400

##### Electric power steering

EPS can deactivate from sensor fault  
€150-1,000

##### Ignition coil failure

Coil packs fail after 80,000+ km  
€100-300

