

# Suzuki Swift Sport ZC33S

2017-2024 · 1.4 Boosterjet K14C (140 hp) / K14D MHEV (129 hp from 2020) turbocharged petrol

Est. annual maintenance cost: €550-1,150

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

**What matters most:** One of the most reliable hot hatches you can buy. Focus on recall status (vacuum pump affects braking) and listen for turbo wastegate rattle at 2,000-3,000 rpm.

## BEFORE THE VIEWING

### Recall status (vacuum pump + airbag)

Contact Suzuki with the VIN before visiting. The vacuum pump recall affects brake booster pressure, which is safety-critical. Also check the airbag software recall (Feb 2017 to Feb 2019 builds).

### Service records and oil intervals

Ask for full service history. The 1.4 Boosterjet turbo needs oil changes every 10,000-15,000 km with 0W-20 or 5W-30 synthetic oil. Longer gaps can increase turbo bearing wear.

### Modification check

The Swift Sport is popular for aftermarket tuning. Ask the seller directly about intake, exhaust, or ECU remap changes. Modified cars can have increased turbo stress and faster clutch wear.

## AT THE CAR

### Tyres and exterior condition

Check tread depth and sidewall date codes on the 195/45R17 tyres. Fronts wear faster on this lightweight front-wheel-drive car. Look for kerb damage on the 17-inch alloys.

### Rear brake disc corrosion

Look through the rear wheels at the brake discs. Light surface rust is normal, but deep pitting or a raised lip around the edge can point to seized caliper sliders, which is a known weak spot.

### Cold engine startup

Start the engine completely cold and stand near the exhaust. Listen for buzzing or rattling in the first 30-60 seconds. Some turbo whistle is normal, but a metallic rattle can point to wastegate wear.

### Infotainment screen response

Tap different areas of the touchscreen and try connecting a phone via USB for Apple CarPlay. On 2018-2019 cars especially, the screen can register touches in wrong spots or freeze during use.

## DURING THE DRIVE

### Wastegate buzz at low rpm

In 3rd or 4th gear, hold a steady 2,000-3,000 rpm under light throttle. A distinct buzzing or rattling noise from the engine bay is the well-known wastegate rattle. Cosmetic but can worsen over time.

### Clutch feel and gear changes

Work through all six gears and pay attention to clutch bite point and smoothness. Cold-weather judder on first engagement can be normal, but slipping under hard acceleration can point to a worn disc.

### Boost delivery and throttle response

Accelerate firmly from low rpm in a higher gear. The turbo should build boost smoothly without hesitation or sudden surges. Any check engine light or loss of power can point to a wastegate valve issue.

## NOTES

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## THIS CAR AT A GLANCE

Lightweight turbo hot hatch, 2017-2024. Very reliable. Main niggles: wastegate rattle and rear brake corrosion.

### KNOWN WEAK POINTS

#### Turbo wastegate rattle

Buzzing at 2,000-3,000 rpm, cosmetic  
€100-600

#### Rear brake corrosion

Front-biased brakes leave rears idle  
€150-400

#### Infotainment freezing

Touchscreen glitches on 2018-2019 cars  
€0-500

#### Turbocharger failure

Rare, mostly with skipped oil changes  
€1,200-2,000

#### Clutch wear

Faster wear if driven hard or tracked  
€500-900

