

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Is it a BKC or BXE/BLS engine? Check the sticker on the timing belt cover. The BKC (2005-2006) avoids the conrod bearing risk that affects later variants.

BEFORE THE VIEWING

- Recall status (ABS + airbag)**
Ask the seller for the VIN and call a Volkswagen dealer to check recall status. The ABS module recall (45F2) and Takata airbag recall are both safety-critical.
- Service records and oil intervals**
Ask for the full service book or receipts. Oil should have been changed every 10,000-15,000 km, not the VW longlife 30,000 km interval that harms this engine.
- Timing belt proof**
The timing belt needs replacing every 120,000 km or 5 years. Ask for a dated invoice. If there is no proof, budget around €400-650 for immediate replacement.

AT THE CAR

- Tyres and exterior condition**
Check tread depth and sidewall date codes (DOT number). Uneven inner-edge wear on the fronts can point to worn lower wishbone bushes, a common issue on PQ35 cars.
- Front wings for rust**
Look for paint bubbling on both front wings near the wheel arch. Peel back the arch liner if possible. A foam pad traps moisture inside, causing rust from within.
- Cold start and engine code**
Start the engine cold and listen for deep knocking from below. Also check the sticker on the timing belt cover for the engine code (BKC, BXE, or BLS).
- Footwells and boot for dampness**
Lift the carpet in all four footwells and the spare wheel well. Dampness or a musty smell can point to water ingress through degraded door seals or blocked drains.

DURING THE DRIVE

- Clutch and flywheel feel**
Pull away in first gear and feel for judder or vibration through the pedal. At idle in neutral, press the clutch and listen for a change in rattling from the flywheel.
- Turbo boost response**
Accelerate firmly from low revs on a fast road. The turbo should spool smoothly without hesitation. Any sudden power loss or EPC light can point to sticky vanes.
- ABS and ESP warning lights**
After starting, the ABS and ESP lights should go out within a few seconds. If the ESP light stays on permanently, the ABS pump module has likely failed (recall 45F2).

NOTES

THIS CAR AT A GLANCE

Tall-body Golf Mk5 variant, built 2005-2009. Durable 1.9 TDI diesel, but the engine code matters and age-related rust and leaks need checking.

KNOWN WEAK POINTS

Conrod bearing (BXE/BLS)

Rare but catastrophic engine failure
€3,000-6,000

Front wing rust

Foam pad traps moisture, rusts from inside
€200-600

EGR valve clogging

Carbon buildup, rough idle, power loss
€200-800

Dual mass flywheel

Judder on take-off, rattle at idle
€800-1,500

Water ingress

Degraded door seals, wet footwells
€100-400

