

## Exterior

<b>Bodywork</b>	General paintwork and lacquer condition, dents, dings, evidence of respray etc.	
	Check for rust (1) inside door shuts (2) door sills (3) bottom of B pillar and along dogleg seam (4) bonnet front lip (5) boot lid lip	
	Look for stress cracks in the doors under the mirror mountings.	
	Stone chips on front end - if none, has it been repaired/re-painted, possibly following an accident - look carefully around bumper joins and number plate?	
	Condition of wing mirror casing – cracked? loose? matching colours each side?	
	Check black sills around jacking points for damage	
	Panel gaps all correct particularly bonnet to front wings, doors to chassis, boot to body and bumpers to body	
	Condition of wiper arms - faded or flaking?	
	Petrol flap condition and filler cap present	
<b>Bumpers</b>	Bumpers condition/cracks. Front bumper is expensive to replace	
	Front black splitter present and securely attached to bumper	
	headlight washer jet covers present	
<b>Wheels</b>	Alloy wheel condition [including spare wheel in the boot]	
	Tyre condition. Matching tread pattern on same axle. Check tyre manufacture date code on the sidewall	
	Wheel centre nut covers - all present?	
<b>Lights</b>	Condition of all light lenses, including moisture intrusion. Front fog lights especially can mist up.	
<b>Trim</b>	Check presence of bonnet badge, boot badges and Pininfarina side badges	
	<b>Trim:</b> Boot badge condition	
	<b>Trim:</b> presence of and secure fitting of door rub strips	
	<b>Trim:</b> Towing eye covers present, front and rear	

## Interior - Cabin

<b>Doors</b>	Test the door check straps which weaken/loosen over time - listen for creaks or cracks when moving the doors. Straps are replaceable.	
	Wiggle door cards around the edges – if loose, it has been removed. Clips are easily replaced.	
<b>Seats</b>	Leather condition particularly wear on the driver's seat bolster	
	Lumbar support operation	
	Test rear-access seat tilt releases work	
	Headrest adjustment	
<b>Floors</b>	Check for damp in footwells - water ingress can be from the wings, bulkhead, blocked aircon drain in the centre tunnel or via door seals.	
	Floor mats present - front and rear	
<b>Headlining</b>	Check condition including signs of poor alignment around A pillar	
	Check if the rear has dropped down - due to failure of a glued bracket – difficult to repair	
<b>Dashboard</b>	Trim can lift above central vents - heat melts the glue. Easy to re-fix	
	Condition of steering wheel leather	
	Test steering wheel reach/rake adjust operation	
<b>Lighting</b>	Door puddle lights (both sides)	
	Map light working	
	Vanity mirror lights working?	
	Front + rear cabin light works when doors open	
<b>Rear cabin</b>	Quarterlight windows - operation and seal	
	Rear headrests present	
	Coat hooks present	
	Armrest and ski hatch - condition and operation	
	Operation of the rear seat release – both sides	
	Check the plugs under the rear armrests – has there been work inside the panel?	
<b>Other</b>	Check storage spaces and glovebox condition	
	Test petrol flap release mechanism operation	

## Interior - Boot

<b>Condition</b>	Boot lid operation and effectiveness of boot struts – easy to replace if defective	
	Check for damage to the black power cable running into the boot (top left corner) - it bends and cracks over time and can get trapped in the boot closure, but not difficult to replace	
	Look for missing boot liner and/or carpet fasteners - a sign of them having been removed	
	Condition of rubber seal around boot	
	Presence of boot lid interior panel	
	Boot light working	
	Check for evidence of water leaks (1) spare wheel well (2) inside side panels (3) near CD changer. Can be due to failing seals on rear light clusters.	
<b>Wheel and tools</b>	Condition of spare wheel alloy	
	Condition of spare wheel tyre	
	Are all wheel jack and tools present, including T-shaped wheel nut cover removal tool	
	Remove wheel nut covers – if locking wheel nuts are fitted, is a locking wheel nut adaptor present?	
<b>Audio / ICE</b>	CD changer present in the left compartment	

## Electrics

<b>Seats</b>	<b>Seats:</b> Seat memory working (both seats) and linked wing mirror settings for driver seat [1, 2 & M]	
	<b>Seats:</b> Electric seats - check auto-seat slide when you tilt the seat forwards	
	<b>Seats:</b> Heated seats working on both sides - wires in the seat pad often break	
<b>Mirrors</b>	Electric wing mirrors – check folding operation (6 o'clock switch position) and adjustment. Power cable can become damaged over time	
	Auto-dim rear view mirror can fail (cover front sensor on mirror to test dimming)	

Electrics continued >

## Electrics

<b>Windows</b>	Electric windows working (both sides)	
	Auto-dip of windows when opening/closing doors (both sides)	
	Sunroof operation	
<b>Dashboard, lights and controls</b>	Error messages/warning light. Ensure the airbag light goes off on the ignition, and there is no flicker on the brake light due to pads being on way out). Other common warning lights/messages are for ABS (often the reluctor rings) and Antipollution fault (many causes but often O2 sensors or aging cats)	
	Test all lights including front and rear foglights, hazard, reversing light and rear license plate light	
	Test headlight beam adjust	
	Test heating controls and fan level setting	
	Test the aircon. Does it blow cold? Does the engine fan kick-in once aircon is switched on?	
	Test cabin air recirculation control – there should be no continuous clicking due faulty/broken actuator behind the glovebox.	
	Trip computer (operation - using right hand stalk end button)	
	Wipers ok including auto mode	
	Screen washers work and headlight washer if fitted	
<b>Audio / ICE</b>	CD changer operation - take some CDs!	
	If satnav is fitted there should be a CD present in boot CD player, plus presence of a remote control	
	Radio/cassette and stalk controls	
	Speaker crackling/rumbling - oxidised connectors, speaker damage or interference from the headlining.	
	Look for dead lines in the multi-function display - in some cases repairable	
<b>Security</b>	Test lock and deadlock from key fob	
	Total closure (see threads for varying operation)	
	Alarm (lock using plip, unlock using key and get in the car to trigger the alarm)	
	Follow me home function (if specified)	
	Warning bleeps if keys left in ignition/lights on when door is opened	

## Under the bonnet

<b>Bonnet</b>	Bonnet release mechanism - smooth operation?	
	Bonnet struts can fail and the coupe bonnet is heavy! Once open the struts should hold it firmly. Not difficult/expensive to replace	
<b>Condition</b>	General engine condition - leaks anywhere they shouldn't be?	
	Radiator - condition, signs of leaks, rusty or worn hoses	
	Coolant/fuel pipes - not perished/split	
	Power steering reservoir ok?	
	Strut brace on V6 cars - is it present? Check the condition of paint and metal	
	Wing mounting bolts ok? Accident damage?	
	Wiring and ECU visual check	
	Battery cover (right) and ECU cover (left) present	
	Condition of airbox, airfilter and intake 'sock'. The intake 'sock' running down into the nearside deteriorates with age.	
<b>Levels</b>	Coolant and brake fluid levels - normal?	

## Under the car

<b>Leaks</b>	Oil leaks around sump gasket and nut. Reseal with O2-sensor friendly sealant. Replace sump nut and washer	
	Oil leaks around oil filter and housing	
	Exhaust condition	
<b>Suspension</b>	Front wishbones	
	Drop links	
	Rear trailing arms	
	Springs	
<b>Trays</b>	2 front 'triangle' plastic panels and 1x centre front undertray	

## Road test

<b>Engine and drive</b>	<b>Start-up</b> ok? And from cold - check the car has not been warmed up beforehand.	
	<b>Idling</b> smooth? Any mistiming or lumpiness at idle or under load could be a pencil coil or coil pack failing (depending on engine). Rear bank pencil coil replacement on V6s requires removing the manifold.	
	<b>Throttle:</b> Check for slow throttle pick-up - the cable to TPS can be stretched and need simple adjustment, or even replacing	
	<b>Throttle:</b> Check for 'lumpy' acceleration - often due to an ageing or dirty throttle position sensor (TPS). Not difficult to replace	
	Power steering operation	
	Suspension and engine mounts - listen for knocks or jerking on cornering and start/stop on accelerator in 1st gear (especially V6 engines)	
	Front end noise - clonking noise is often anti-roll bar. Rumbling noise may be drop links	
	<b>Clutch</b> operation ok?	
	<b>Gearchange</b> ok?	
	<b>Auto transmission</b> mode buttons working, selector lights on and not flashing	
	<b>Brakes</b> noise and feel? Brembo brake squeal is notoriously loud and difficult to resolve	
	ABS functional and stops in a straight line	
<b>Controls</b>	<b>Handbrake</b> operation good? Weak operation can be due to cable/shroud deterioration or stretching cable which can often can be tightened.	
	<b>Handbrake</b> operation beep with "low brake fluid" warning message – faulty/oxidised handbrake switch – easy to replace	
	<b>Handbrake</b> on warning works if trying to drive with it partially on	
	Cruise control functional?	
	ESP functional and on/off switch works	
<b>Other</b>	Fan/s working when up to temp?	
	Rapid misting of windows probably due to a faulty/broken cabin air intake flap actuator. Pushing the recirculation button might result in a clicking noise. It is replaceable with removal of the glovebox	

## General vehicle history and documentation

<b>Documentation</b>	VIN number in 3 places (1) steel plate on engine bay front sill (2) engraved plate rear engine bay sill (3) engraved plastic plate inside base of windscreen	
	Last service date, including full service history (FSH) and stamps	
	Mileage on MOT and service records tally with display in car and car age	
	Owner's manual	
	V5 logbook	
	Road tax	
	Current MOT - look up 'MOT status check' on <a href="http://direct.gov.uk">direct.gov.uk</a>	
	Spare key present. Also test its operation	
	Sat Nav: CD present in boot Satnav CD player, plus presence of remote control	
<b>History</b>	Receipts for services and/or repair work carried out	
	MOT history - look up 'MOT history request' on <a href="http://direct.gov.uk">direct.gov.uk</a>	
	Cambelt changed? Due around 10 years or 80,000 miles - an expensive job on V6 engines	
	Radiator replaced?	
	Engine mounts changed?	
	Coils / coil packs changed?	
	Suspension components changed including top mounts?	
	Oil used - semi/fully synthetic?	
	Automatic transmission fluid changed?	
	Exhaust replaced?	