

Disclaimer

This checklist is intended solely as a general guide for purchasing. Despite careful compilation, the information may be incomplete or out of date. The user remains responsible for carrying out checks and making decisions. Use of this checklist is entirely at your own risk.

Generic

Bodywork and outside

- ☐ No damage history or repainted
 - Measure paint thickness and see if it is the same everywhere
 - No spray mist
 - Bodywork seems equally narrow throughout
- ☐ Scratches, dents and other optical damage
- ☐ Box beams / jacking points not badly dented. Damage that can cause rust
- ☐ Check windscreen wiper arm/motor; difficult movement due to non-lubrication mechanism
- ☐ All rubbers present and intact

(Electrical) systems

- ☐ No malfunction lights are on in the dashboard
- ☐ All electrical systems/buttons/switches are working
- ☐ Does the air conditioner still work well

Drive and suspension

- ☐ Does the ESP / ASR work
- ☐ Suspension is still good (put on the bridge)
- ☐ Brakes good front and rear
- ☐ Front and rear wheel bearings
- ☐ Rubbers drive shafts still intact
- ☐ Check front and rear shock absorbers for leaks.
- ☐ Tires
 - 4 similar types
 - Age (up to 6 years)
 - Profile (> 3mm)
 - Drought cracks
 - Uneven wear

Engine

- ☐ The engine still runs well.
 - Starts immediately at cold start
 - Speed stable
 - ...
- ☐ Oil pressure good
- ☐ Thermostat is working properly. Engine heats up and remains stable while driving
- ☐ Clutch still good
- ☐ Oil consumption ... difficult to control. In any case, pay attention to
 - No visible oil leakage in the gearbox and engine
 - No blue smoke exhaust (while driving), then chance of leakage via turbo, valves or pistons
- ☐ No sludge (cream-colored drap) on oil filler cap
- ☐ Exhaust gas tight and well mounted. Catalyst present

- ☐ Engine protection plate still present and intact. Sits underneath for protection and against dirt
- ☐ Liquids up to standard
 - Oil
 - Coolant
 - Brake fluid
- ☐ Are the hoses in the engine compartment still good. Weathering over time
 - Coolant
 - Vacuum
 - Crankcase venting
 - Turbo hose

Interior

- ☐ Interior upholstery intact and clean. Driver's seat WANG still intact
- ☐ Headliner not detaching

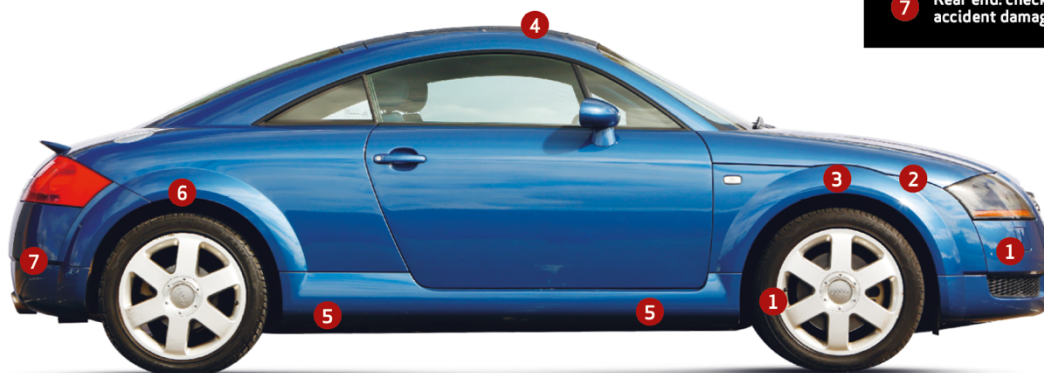
Maintenance

Check the maintenance history, everything is done by the book? For the TT 8N the diagram below applies, but also for many other cars from that period:

- ☐ Oil and oil filter according to regulations
 - Long Life 30,000 km or up to 2 years
 - Normally 15,000 km or maximum annual (advice)
- ☐ Haldex oil and filter (30,000 km) (at quattro)
- ☐ Timing belt (180,000 km or up to 5 years)
- ☐ Brake fluid (2 years)
- ☐ Gearbox oil
 - DSG in Tiptronic (60,000 km)
 - Manual gearbox (no formal declaration)
- ☐ Air filter (recommended 30,000 km or maximum 2 years)
- ☐ Fuel filter (recommended 60,000 km)
- ☐ Spark plugs (60,000 or up to 6 years)
- ☐ ...

TT Specific

- ☐ Display fully working, no streaks in it
- ☐ Windows work properly and automatically lower/raise when you open/close the door
- ☐ Does the tailgate work on the remote control
- ☐ Oil pick-up pipe (1.8T). Contamination of sieve causes low oil pressure
- ☐ No rust with:
 - Front wings inside underside
 - Wheel arch edges front and rear
 - Around the rear spoiler and specific bottom connection trunk lid
- ☐ Does the seat heating work
- ☐ Auto dry on the inside and footwell.
Check the floor covering on both sides to see if it is damp. Heater unit may leak
- ☐ Trunk and lid dry. Possible leakage at spoiler
- ☐ Gear lever cuff still intact
- ☐ Rear shock absorbers often the sheath rots.
- ☐ Is the alarm still working. If not, usually battery is broken and circuit board (due to battery leaks)
- ☐ Are all the engine compartment covers still present?



Coupe specific

- ☐ Roof rail still rust-free. Rusting / corrosion quite often ailment of Audi TT Coupé

Roadster specific

- ☐ Trunk dry
- ☐ Storage compartment of convertible roof still intact
- ☐ Condition of the convertible roof
- ☐ With hydraulic roof ... close it relatively silently or you can hear the pump working hard
- ☐ Convertible, the roof may be leaking (for example around sealings), and water will get into the collector in the back.
- ☐ Convertible roof window fixed all around. Inside & outside. Window can sometimes come loose. Result of leakage

- ☐ Glass wind deflector straight and flowing up & down. Otherwise drive belt worn out and/or spindles

Finally

- ☐ View and drive several cars of the same type for comparison
- ☐ Take notes and photos to look back on
- ☐ Check if mileage in registration and maintenance history make sense
- ☐ Validity of MOT. Preferably fresh when purchased, even if this is not a replacement for warranty. Also look at the MOT history. What has been observed in the past
- ☐ Reading by a specialist / dealer for error codes
- ☐ Have it inspected before purchasing. If they don't want to, then drive away (cycle or walk 😊)

And I would roughly divide the candidates into 3 categories

1. Bargains

Used a lot and the clock has already gone around several times. Regularly new owners and went up and down between traders. A lot of attention is desired. NAP and maintenance booklet give food for thought. Nice and beautiful for those who can do a lot themselves and see it as a hobby. Probably the previous owner was already getting bored with this hobby or already made a big hole in his (non-existent) budget.

2. The daily car

Simply used it and made the annual km's. Neatly had its service according to the regulations that are also in the booklet. Even just before the sale. Number of owners is manageable and have enjoyed it for several years. NAP is just in order and in line with the maintenance booklet. So, history is ok. Consider maintenance of the normal wear and tear parts. And with a bit of luck, it really belonged to an old lady. The price of this beauty will be a bit firmer.

3. Pampered garage queens

They are and span. Few km's that do match the maintenance and the NAP. Owner is very caring and has had regular extra maintenance done. Unfortunately, the price is already high, especially in the more powerful versions (225 and 3.2). Because sought after and wanted. But here too, you can expect regular maintenance after at least 20 years.

Remarks

- *This is a checklist to help you identify and recognise the points that need attention. Depending on the severity and the resources available (money, tools and knowledge), this does not necessarily have to be a barrier to purchase. However, it does make it a more conscious purchase, with an understanding of the 1st points that need to be done. Or perhaps it is rational to give the car a wide berth.*
- *A 2nd hand car remains and is always a certain risk. Everything is older and subject to maintenance. So, take maintenance costs into account. So don't spend the last pennies on the purchase but keep a reserve for unexpected costs.*