

Interior

- Interior dash back lights - No dashboard warning lights remain illuminated
- A/C display will bleed / blackout
- Door Panels upper and lower tend to crack and are a major pain to repair and expensive to replace. Additionally the lower panels are extremely fragile and if yours don't show signs of cracking I would recommend taking off and reinforcing to prevent in future.
- Doors open and close freely
- Power Drivers seat and memory function works – Check Power Passenger seat.
- Check ALL controls and switches – Ten Times
- Locks / actuators. Actuators go bad and have to be replaced. See if when click lock button they both actually lock and unlock
- Window regulators see how windows roll up / down
- Front middle a/c vents crack at corners but almost every one I've seen is this way.
- Plugged sunroof drain tubes. Pull sunroof back and there are front drains in the corner and back drains in the back. Take a bottle of water and pour in track and see if drains out behind front wheels and behind back wheels
- Steering wheel is supposed to automatically tilt up and go in when car turned off
- Check Spare Tire and wheel well.
- Trunk opens and closes freely – Does it stay open – if not need new hydraulic shocks
- Lacks a heavy scent of air freshener (may indicate something is being concealed)
- All gauges work
- Car manual located in the glove compartment
- Glove Box open and closes smoothly
- Stereo works – Check each speaker
- Heater works
- Air conditioner works
- Windshield wipers work
- Windshield wiper fluid dispenses properly
- Trunk and driver-side door lock and unlock with key
- Hazard lights function properly
- Headlights, including high beams, work properly

Exterior

- Windshield for any chips or cracks
- Lights and indicators all working
- Tires Tread Depth (~1/4" Depth)
- All Tires the same make and model
- Exhaust pipe emissions are neither blue (indicates engine burns oil) or black (indicate excessive oil consumption)
- When bouncing the vehicle's corners, no creaking noises are made (all corners)

Powertrain / Suspension

- While the car is off the ground check for control arm and tie rod issues by applying force at 9 and 3 o-clocks on the tire and 12 and 6 o'clock, if there is excessive play then the ball joints are going bad.
- Check for leaks on the power steering pump, power steering lines, and from the dust boots on the steering rack over the inner tie rods.
- Black greasy tail pipe – burning oil
- Transmission Fluid – Should be pinkish not burnt dark brown
- Brake fluid
- Radiator Coolant – Green or Orange
- Battery terminals free of corrosion
- Engine Oil – Level and color
- AC been converted to R-134A?

Test Drive

- Check for clunks from the suspension when coming to a complete stop from reverse and drive.
 - This is to make sure the ball joints on the suspension are in good shape, if it clunks from the front it could be lower control arms, or sway bar end link ball joints going bad. If the rear also the same parts could be bad.
- Especially bouncy and noisy suspension could also be blown shocks. Struts or loose connections/blown ball joints.
- Take it above 40-50mph if you may hear a woo-woo-woo-woo noise, which means the wheel bearings are going bad.
- Check for noises that only happen when breaking, or only happen when not on the brakes.
- Transmission Shifts smooth with no odd behavior
- Tracks straight – no wandering, drifting, vibrations
- Run AC – Test that it is COLD
- Test Heater on HIGH
- Wheels do not lock when applying antilock brakes