

Used Mitsubishi ASX inspection checklist

What to check on a used ASX, what a problem looks like, and when to walk away.

COVERS 1st gen 2010–2024



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☐ **Tick** it if it's fine. **Cross** it if it isn't, and note what you found so you can price it into your offer.

! **Safety critical:** affects how safely it drives or protects you in a crash. Best to have a mechanic check it before you buy.

\$ **Negotiate:** costs money to fix, from wear to major repairs. Get a quote and take it off the price.

0 Before you go

- ☐ **Get the VIN and rego** before you travel. A seller who won't share them is a red flag on its own.
- ☐ **Know what you're looking at:** petrol or diesel; 2WD or AWD; manual or CVT automatic. Diesel and AWD checks below are marked.
- ☐ **Ask how it was used:** private, ex-rental, fleet or a first car? The ASX sold for 15 years; many are budget buys with patchy servicing.
- ☐ **Ask for the engine to be cold,** go in daylight, and bring a torch, paper towel and a friend.

1 Exterior

- ☐ **Panels and paint.** Uneven gaps, mismatched colour or overspray on seals and trim mean crash repair. **\$**
- ☐ **Hail and dents.** Look along the roof, bonnet and tailgate at a low angle to the light. **\$**
- ☐ **Bumpers and wheels.** Parking scrapes, cracked bumper tabs and kerbed alloys. **\$**
- ☐ **Rust** on older cars: wheel arches, sills, door bottoms and the tailgate. **\$**
- ☐ **Paint on the roof and bonnet.** Faded or peeling clear coat is common on older cars left in the sun. **\$**
- ☐ **Lights and glass.** All lights work; windscreen free of chips. Hazy, yellowed headlight lenses cut light output. **\$**
- ☐ **VIN plate** (in a door frame or under the bonnet) is there, untouched, and matches the papers.

2 Under the bonnet

- ☐ **Engine oil** between the dipstick marks, brown not black. Diesel: a rising level can mean diesel getting into the oil. **\$**
- ☐ **Coolant** at the mark and brightly coloured. Rusty or oily coolant, or regular top-ups, needs a mechanic. **\$**
- ☐ **Brake fluid** (small tank at the back of the engine bay) is clear to light amber, not dark. **\$**
- ☐ **Belts, hoses and battery.** No cracked belts or swollen hoses; clean battery terminals and a date sticker. **\$**
- ☐ **Leaks.** Wet oil on the engine is a leak. A freshly degreased engine on an older car can be hiding one. **\$**
- ☐ **Cold start.** Starts easily and settles to a smooth idle, with no rattle, knock or smoke. **\$**

3 Underbody and wheels

- ☐ **Tyres** above the wear bars, worn evenly and under ~6 years old. AWD models need four matching tyres. **\$**
- ☐ **AWD:** no oil leaking from the rear axle or drive parts underneath. **\$**
- ☐ **Rust and crash repairs.** Rust on the floor or around the suspension; bent metal, fresh welds or new black coating in one spot. **!**
- ☐ **Drips** under the car, and oil stains where it's normally parked. **\$**
- ☐ **Suspension.** Push down on each corner: it should bounce back once and settle. Oily shock absorbers leak. **\$**
- ☐ **Brakes.** Deep grooves or a raised edge on the discs mean they're due. **\$**
- ☐ **Exhaust.** Heavy rust, holes or loose heat shields. Diesel: heavy soot can mean a damaged or removed exhaust filter (DPF). **\$**

! **Stay safe.** Never go under a car held up only by a jack, and never open the radiator or coolant cap on a hot engine. Keep hands, hair and loose clothing clear of fans and belts when the engine is running, and do checks under the bonnet with it switched off where you can. On the test drive, hold a current licence, confirm the car is registered and insured, obey road rules, and only brake hard when the road behind is clear. Meet in a safe, public-facing place, take someone with you, and don't carry large amounts of cash to a viewing.

4 Interior and electrics

- ☐ **Warning lights.** Key to "on": every dash light comes on, then goes out once running. An airbag, brake or engine light that stays on needs explaining.

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- ☐ **Wear matches the kilometres.** Steering wheel, gear knob, pedals and driver's seat bolster.

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- ☐ **Seatbelts** pull out fully, retract and latch, with no fraying.

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- ☐ **Water leaks.** Damp carpet or a stained headlining. On cars with a glass roof, check around its edges.

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- ☐ **Air con** blows cold within a minute or two, without a musty smell; heater gets hot.

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- ☐ **Electrics.** Screen, Bluetooth, reversing camera, windows and mirrors all work. Count the keys.

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- ☐ **Cargo area.** Spare wheel and jack present; lift the floor for water.

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5 Test drive

- ☐ **CVT automatic.** Smooth, steady pull with no judder, surging, slipping or loud whine. Ask when its fluid was changed.

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- ☐ **Manual.** In 4th at 50 km/h, floor it: if revs rise faster than speed, the clutch is slipping.

\$

- ☐ **Engine.** Pulls smoothly with no stutter, hesitation or smoke.

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- ☐ **Brakes.** Firm pedal; stops straight with no pulling, pulsing or grinding.

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- ☐ **Steering and suspension.** Drives straight; no knocks over bumps or clunks through the wheel.

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- ☐ **Noises at speed.** A hum that grows with speed is often a worn wheel bearing.

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- ☐ **Afterwards,** check for new drips, a steady temperature gauge and no hot smells.

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6 Documentation

- ☐ **Seller's ID** matches the rego papers, and the VIN matches on the papers and VIN plate.
- ☐ **Service history.** Logbook stamped on time, with receipts. Ask when the CVT fluid was last changed, if ever.

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- ☐ **Fleet or rental records.** Ex-fleet cars are often well maintained; ask for the log.

\$
- ☐ **Warranty.** A late ASX may still be under Mitsubishi's new-car warranty. Check the start date and that servicing kept it valid.
- ☐ **Rego and roadworthy.** Rego checked online; roadworthy supplied if your state requires one on sale.

\$

What this guide can't tell you about the ASX you're looking at

12+

recalls on ASXs built since 2010*

10

common faults reported on ASXs built since 2010*

730

owner complaints on ASXs (also sold as the Outlander Sport) built since 2011*

Money owing, stolen or a write-off?

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What's each fault worth?

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* Shufti analysis, September 2026, of official recall notices, complaints lodged by vehicle owners with vehicle safety regulators, and independent reviews and owner forums. Faults are counted when two or more independent sources report them.

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Page 2 of 2