

An absolutely superb Ford Mondeo - rated 4 12 stars from 5 by the RAC FSH, MOT, ev



Location **East of England, Hertfordshire**
<https://www.freeadsz.co.uk/x-215621-z>

Ok, so you're looking for a new car – here's a couple of thoughts for you: 1) Why choose a Mk3 Mondeo?
 2) Why choose this particular one..?

1) So, why the Ford Mondeo Mk3? A very popular car but all cars have their fans and detractors so take a moment to see why the RAC (who know a thing or two about cars) rate it as 4 1/2 stars out of 5 as a used car purchase here: copy and paste this into your browser - <http://www.rac.co.uk/buying-a-car/car-reviews/ford/mondeo/207634>

The RAC reckoned that the Mk3 Mondeo was pretty much the best new car on the market at the time and if it was the best new car 12 years ago, then it's better than other 12 year old cars still. Makes sense to me.

Want another opinion? Try Parkers, the market leading car review and valuation company: copy and paste - <http://www.parkers.co.uk/cars/used-reviews/ford/mondeo/hatchback-2000/>
 Note that their only downside is 'Heavy Depreciation.' As a used car buyer that's exactly what YOU want though isn't it? A great car for little money! :)

2) Ok, so why THIS particular Mondeo in preference to others?

Well, for a start it has the earlier TDDi engine. The newer TDCi engine was smoother, more refined, a bit more powerful. BUT it was unreliable. The TDCi was a bit of a pain in the rear (and the front) for (and even more so for) issues with the pumps, the fuel injectors, the mass flywheel. The TDDi was a bit of a pain in the rear (and even more so for) issues with the pumps, the fuel injectors, the mass flywheel. The TDDi was a bit of a pain in the rear (and even more so for) issues with the pumps, the fuel injectors, the mass flywheel.

Check out:
<http://www.talkford.com/community/topic/98769-how-reliable-is-the-tddi-vs-the-tdc-engines/>
<http://passionford.com/forum/general-car-related-discussion/91150-ford-tddi-or-tdc.html>
<http://www.pistonheads.com/gassing/topic.asp?h=1&f=23&t=1232786&nm>

If you want reliability then buy an earlier TDDi like this or a 2006 onwards TDCi (which will be much more



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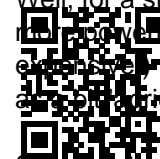
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expensive and STILL probably not as in good condition as this fine example!).

It's the 115 bhp version which is much better than the pedestrian 90bhp version that was also used in Transits, but it's not as powerful as the 130/140 bhp versions so it's unlikely that it's ever been owned by the boy racers either! It has a FULL SERVICE HISTORY too – very important if you want to increase your chances of buying a reliable vehicle but rare to find these days on used cars of this age.

Considering the average UK car mileage of 12,000 miles per year then this car has covered only 2/3 of that - it's averaged just over 8,000 miles a year, a reduction of 33% over a typical car!

Externally, it's almost perfect – a testament to whoever's owned it before me. Not a single rust spot anywhere! Almost perfect? It's had a small tap to the bumper which has cracked it (all repaired, but visible if you look and there's the slightest dink on the front right wing (paint unbroken – not even scratched). There's a wee bit of scratching on the rear bumper too, where something's been loaded into the boot. Very, very few cars of it's age are as unscathed as this! No scuffed paint off the wings, no rear dent where it's been reversed into something etc etc....

It's liveried in a very attractive British Racing Green (I think that it's 'Tourmalline'). Most green Fords of the time were 'Juice Green' which is brighter and since I've owned her I've looked for but seen very few in this colour. I've put three high quality tyres on it – pretty much brand new Pirelli and Continental and a fairly recent Hankook. The 4th is a budget tyre but is still ok – I'd have changes that too if it was worn or dodgy. The spare is full size, not the space-saver type. Even the original LX wheel trims are in good condition and still shiny.

Internally it's very, very good too – a small cigarette burn to the driver's seat but the rest is very good and all the switchgear and internal lights work.

Being the 'LX' variant it has lots of 'whistles and bells' too:

ABS, Air conditioning, Alarm, Audio remote, Body coloured bumpers, CD, Driver's AND passenger's air bag, electric driver's seat, electric mirrors, electric mirrors (heated), electric front windows (this one has electric rear windows too, which was an optional extra at the time – most LXs won't have this!), height adjustable driver's seat (this one also has that all important lumbar support too), power assisted steering, remote locking/unlocking (plus remote boot only unlocking), remote window opening/closing via the key, steering wheel adjustable for rake AS WELL as reach, side airbags, rear windscreen de-misting AND front screen de-misting too – another option at the time.

I needed an estate car for work and have just bought an Audi A4 Avant so she's reluctantly up for sale at a very fair £600 for which you get an honest, ready to go car which was one of the finest cars of it's generation in terrific condition with full service history and MOT til July next year, very good in and out, the reliable version of the engine, diesel economy, only four previous owners on the V5, very good tyres

and a towbar! This is the car that you deserve!

Photos up tomorrow when it'll be a much nicer day for taking!