A comprehensive guide to inspecting, test driving and owning the Nissan Figaro

FIGARO Buyers Guide

Thanks for buying this guide which we hope will assist you when buying the car.

The publication is divided into 3 colour coded sections and includes many helpful photos, tips and website links for further reading. The most important thing to remember is take your time, do not be rushed and walk away if you're not sure!

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ABOUT THIS GUIDE

The guide was written by **Kevin Fagan** who is the founder of **The Figaro Owners Club** which he started back in 2009 with his wife Sue. Kevin wrote the first edition of the guide back in 2004. Since release there has been 19 updates and over 1,000 copies sold.

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INTRODUCTION
POPULAR QUESTIONS IN A GLANCE

INTRODUCTION
We have listed below the most common everyday questions about the car

WHAT SHOULD I PAY?
This of course will very much depend on your budget but it's important to know what you wish to use the car for? If the Figaro is going to be your 'main' vehicle and used on a 'daily bases' we recommend spending over **£6,000 and if you can afford it £8,000 plus.** At this price you will get a car which should be below 100,000 kms – 62,000 miles. If you spend between **£8,000 – £10,000** you should expect a very tidy car with very good body work, roof and internal upholstery. If it's a weekend car then you can spend less and maybe spend money on the car over a few years to add value. We always advise to try to spend as much as you can afford and never buy the 1st one you look at as there are many for sale. See our 'Price Guide' on page 8 of this publication for further information on what you should be paying.

SHOULD I BUY THROUGH A GARAGE OR PRIVATELY?
There are lots of cars available for sale. To our knowledge most 'private sellers' tend to sell their cars directly as opposed to selling through the trade. These cars will be up to 25% cheaper than buying through a trade but the buyer is buying without any warranty or support.

If you are nervous about the purchase then we recommend buying through the trade who will provide the security of a warranty and ongoing support. You are also covered by Sale of Goods Act 1979. The car must be of satisfactory quality, taking into account how it was described for sale which is always reassuring.

FIGARO TRADER
There are some excellent deals out there and a good place to start looking is our sister

Website: www.figarotrader.co.uk

GARAGE LIST
Look at the Figaro Owners Club

Website:
www.figaroownersclub.com/garages

.Also look at Ebay, Gumtree and Auto Trader. There are three types of Garages that sell Figaros...

Garages that sell lots of brands of cars but maybe have one Figaro on their forecourt. In our experience they have little knowledge of the car so tread carefully, having said that you can get some bargains here because of that!

Garages that specialise in the Figaro and have a number for sale to choose from. These garages typically have good knowledge of the car and offer a warranty.

Garages that specialise in creating restoring cars in accordance with the buyers brief.

HOW SAFE IS THE FIGARO?
The Figaro was built in 1991 so does not enjoy modern safety measures such as air-bags. However the car was built by Nissan and in accordance with stringent safety laws and regulations and as such meets all safety laws.

IS IT BABY/CHILDREN FRIENDLY?
We know of a number of owners who have small children and babies and use baby seats to strap their baby into the car. We have an article about this subject on our

Website: **www.figaroownersclub.com/baby-seats-and-if-you-can-fit-them/**

If you join our club you can access our forum where there are many posts about the subject and you can get more help/advice from other owners

ROAD TAX COST (UK)?
Annual car tax is **£170** (January 2021 - UK)

INSURANCE COST ESTIMATE?
The car is relatively cheap to insure, allow between **£150 - £250***

*This depends on five things.
1 - Your age
2 - Where you live
3 - The *Agreed Value of your Figaro
4 - Your annual Mileage
5 - How you intend to store the car.

Insuring the Figaro is not like insuring a normal car as it is classed as a 'classic car/grey import' and as such will not appear on the usual online car insurance websites. You will need to contact a 'classic car insurance company' such as **'Classicline Insurance'** who work with us and provide over 90% of our members insurance. They understand the Figaro and will ask you your age, where you live, the agreed value of your car certificate* Note: We can provide this for you and your annual mileage.

Tip! If you choose to insure the car with Standard Policy Type high street Insurance Company you must ensure the policy has an 'Agreed Value' which means in a claim they will pay out 100% of this value. Classic insurance providers will offer this as standard.

SERVICE COSTS ESTIMATE?
This is dependent on mileage but shouldn't cost more than **£250/£300 a year.**

DO I NEED TO GARAGE THE CAR?
Ideally yes due mainly to the roof. Like any soft-top car we recommend the Figaro is not left for long periods in wet weather, especially without regular use. If you can, try to cover the car during prolonged wet weather. The top boot is also a 'wet boot' and designed to accept water which is then taken away through drainage pipes so this is another reason to try and cover the car. The Figaro Owners Club work with some good companies that manufacture covers designed specifically to fit the Figaro.

THE CAR IS A GREY IMPORT
The Figaro is a Grey Import. This means the Figaro has been legally imported from another country through channels other than the maker's 'official distribution system'(Nissan).

The synonymous term parallel import is sometimes substituted. So this means Nissan UK have never sold the car and technically do not support it.

However this is not a problem as you can get the car serviced pretty much anywhere, parts are available through some Nissan Dealers too.

DO I NEED TO TAKE IT TO A SPECIALIST FIGARO GARAGE TO SERVICE THE CAR?
In our experience the Figaro is a very simple car to service and in most cases can be supported by your 'local garage' (who support multiple car makes). The car's Engine is based on the **Nissan Micra K10 of which there are millions out there** and as such parts are easily available. The Figaro engine is bullet-proof, easy to work on and very reliable.

THE MILEAGE SEEMS HIGH, SHOULD THAT WORRY ME?
No, the car was manufactured back in 1991 so will have a lot of kms on the clock. In fact most cars will have in access of 70,000 kms (44,000 miles) and many will be over 100,000 kms (62,000 miles). As long as the car has been regularly serviced it will be good for another 200,000 kms.

CAN I STILL BUY PARTS?
Yes, most parts are still available from Nissan and after-market suppliers. New engines are not available but there are a few specialist dealers who rebuild used engine which once complete will be like new.

WHAT MPG SHOULD I EXPECT?
This very much depends on the way you drive and your average speed. On average you should get around 35 mpg urban. On the motorway you can get 50 mpg as long as you stick to 50 mph but they seem a bit slow!

HOW SECURE IS THE FIGARO?
In its original state when produced not very. However the good news is most Figaros have Immobilises fitted now. If the car you look at doesn't have an Immobiliser we highly recommend fitting one asap (allow £300).



CAN I USE IT EVERYDAY?
Many owners use their cars everyday so yes. Like all cars the more you use them the less problems you will get.

The Figaro is a very reliable and it has excellent heaters for such a small car to keep you warm in cold weather. Having said that it is a small car so if you spend long parts of your journey you may feel intimidated by the big trucks who will seem very much bigger than you! Also if you're going to use it every day and your commute is a long one you may try to buy a car with as lower mileage as you can afford.

WHAT SHOULD BE INCLUDED?
This is one of the biggest issues we get with the Figaro as many cars may have had items 'removed' by past owners and the prospective buyer is none the wiser as to what 'should be' included.

- *Figaro Key (Figaro Logo on it)*
- *Emergency Flare*
- *Tonneau Cover – Fits in gap*
- *Spare Wheel*
- *Tool Kit*
- *Wheel jack*
- *Service Record*
- *Owners Manual (Green)*

HOW MUCH LUGGAGE CAN I PUT IN THE CAR?
The car actually has two boots. The lower rear boot as wide but only 20 cm high and includes the boot tidy and spare wheel so in reality is only useful for small items.

The upper boot is 25 cm high x 500 cm deep x 100 cm wide but only when the roof is up! The rear seats are the best place to locate luggage if going away and also means you can have the roof down.

DO I NEED EMERGENCY BREAKDOWN COVER?
Yes, due to the age of the car we recommend taking out breakdown cover. If you take insurance out with our recommended insurer Classicline Insurance it includes breakdown cover.

RELIABILITY?
If the car is maintained and serviced in accordance Nissan schedules then the car will be very reliable. Having said that you have to accept the Figaro was by built in 1991 so we recommend buying some form of breakdown cover.

FUEL?
We recommend using unleaded 95 grade fuel (E5) which contains 5% ethanol or 97 grade which contains no ethanol present in super unleaded.

IMPORTANT - DO NOT USE E10 FUEL!
We do not recommend using the new E10 Fuel in the Figaro. This is because at the time of writing there is no data or long term information concerning the prolonged effects using 10% ethanol. If you have no choice you can use a stabiliser will have on your engine. We understand the continued use of this level of bioethanol's with its 'corrosive properties' may end up damaging parts of the engine such as seals, plastics, and metals including the fuel tank if the car is left for a long period with E10 Fuel in the tank.



PART 1
HOW THE FIGARO WAS BORN



The picture above was taken during the 28th Tokyo Motor Show (26th October – 6th November 1989) when the car was first revealed to an excited public!

The Figaro has been referred to as a 'retro fashion car,' and was born out of the Japanese 'boutique' movement in car design. Japanese designer Shoji Takahashi was inspired by Swatch watches – the notion that it was possible to give identical products different casings. Around 1988 the magpies of the Figaro design team took all the best and shiniest bits from a variety of European cars and fused them into an almost-cartoon whole. There's something there to remind you of just about every classic car you have ever seen. An Austin Healey specialist provided the grille, a Vauxhall one the chrome and some panels are Ford Popular, others vintage Roots. Owners will become used to pensioners approaching to say 'I had one of those in the sixties!' – no mean feat considering the car was introduced to the public at the 1989 Tokyo Motor Show under the slogan 'Back to the Future.'

THE BIRTH
In 1988 the magpies of the Figaro design team took all the best and shiniest bits from a variety of European cars and fused them into an almost-cartoon whole. There's something there to remind you of just about every classic car you have ever seen. An Austin Healey specialist provided the grille, a Vauxhall one the chrome and some panels are Ford Popular, others vintage Routes. Owners may become used to pensioners approaching to say 'I had one of those in the sixties!'

WHO MANUFACTURED THE FIGARO?
The Figaro was actually manufactured under licence by a company named *Takata Kogyo*, who was an approved manufacturing partner of the Nissan Motor Company. We assume the main reason that Nissan choose Takata to produce the Figaro was due to their knowledge of building convertible cars. The company was also commissioned to produce the Be-1 & PAO. Looking on the Web we found this rather interesting mission statement from the president *'Do not give up, do not despair, do not retreat, we aim to be a company trusted by everyone as a corporate philosophy*'.

LOCATION OF MANUFACTURE
The car was manufactured at Izumisaki Factory which was located at Fukushima near Izumizaki Village, Oyama, Japan.

Production Schedule in 1991

Feb 14 – March 14 – April 6. 8,000
March 15 – June 16 – June 29. 6,000
June 17 – August 31 – Sept 6,000

The Figaro was introduced at the 1989 Tokyo Motor Show under the slogan "*Back to the Future*". It was built by a Nissan special projects group called Pike Factory, who also produced other niche automobiles such as the Be-1, Pao and S-Cargo.

The car was based on the K10 Nissan Micra. Only four colours were available: Topaz Mist, Emerald Green, Pale Aqua and Lapis Grey.

THE DESIGNERS
The Figaro was designed by two Nissan Engineers who won a design competition.

Shoji Takahashi
Shoji also designed the Nissan Pao which like the Figaro had a low volume production run of just 10,000. Also like the Figaro, the Nissan Pao was an instant hit. Nissan had to run a lottery to decide who the lucky buyers of the cars would be. It was manufactured between 1989 and 1991. The Japanese are very good at spotting classic design signatures and incorporating them into their own modern cars. The Figaro is a combination of classic cars like the 60's Mini, the Renault 4, the Citroen 2CV and the Austin A40.

Naoki Sakai
Naoki is a designer whose revolutionary ideas have made him an industry powerhouse. After designing Nissan's Be-1, the vehicle that in the late 1980s started the round-and-cute car boom, Sakai came up with concepts for three



more popular cars from Nissan — the Pao, Figaro and Rasheen — as well as the SW-1 motorbike for Suzuki and the model for Toyota's Will concept car.

SEASONAL COLOURS
Each colour symbolised a season of the year. When the car was launched, Topaz Mist was the least popular colour. There were only 2,000 produced in Topaz Mist hence they have become increasingly rare.

LOTTERY TICKETS
When the Figaro was first launched only 8,000 were originally available with an additional 12,000 added to production numbers to meet demand.

Demand was so high with over 100,000 customers wanting to buy the car, Nissan decided to run a Lottery. Only 1 in 5 customers were lucky enough to get win the car!

PART 2
SPECIFICATION

VEHICLE INFO
- Model: Nissan Figaro
- Model Number: E-FK10
- Chassis Number: FK10-00XXXX
- Manufacturing Date: Between March – September 1991
- Vehicle Type: Passenger Vehicle
- Model Type: 2-Door Coupe
- Maximum Speed: 160km/h (estimated)

DIMENSIONS
- Length (mm): 3740
- Width (mm): 1630
- Interior Width (mm): 1310 mm
- Interior Height (mm): 1130 mm
- Height (mm): 1365
- Wheelbase (mm): 2300
- Axle Track (mm): Front 1350 – Rear 1335

WEIGHT
- Gross (kg): Front 600 – Rear 430 – Total 1030
- Max laden weight : 1235 kg (2723 lb)
- Max rolling weight : 1835 kg (4045 lb)
- Max load (front axle) : 620 kg (1367 lb)
- Max load (rear axle) : 625 kg (1378 lb)
- Max trailer weight (with brakes) : 310 kg (683 lb)
- Max trailer weight (without brakes) : 600 kg (1323 lb)

PERFORMANCE
- Turning Circle (Kerb-to-Kerb): 4.7 m (15 ft 5 in)
- Fuel Economy: 7.3 L/100 km (39 mpg)
- Fuel consumption rate: 60 km/h (37 mph) running, on level ground: 4.1 L/100 km (69 mpg)

ENGINE
- Bore and Stroke: 68.0 mm (2.68 in) x 68.0 mm (2.68 in)
- Compression Ratio: 8.0:1
- Max Power: 76 PS (56 kW; 75 hp) at 6000 rpm
- Max Torque: 10.8 kg·m (106 N·m; 78 ft·lbf) at 4400 rpm
- Fuel Delivery: ECCS
- Fuel Type/Capacity: Regular Unleaded/40L

OTHER ITEMS
- Steering: Rack and Pinion
- Suspension: Four-wheel independent
- Front: Strut-type
- Rear: 4-link, with stabilizer bar (anti-sway bar)
- Front Wheel Drive
- Brakes: Ventilated front discs
- Tyre size: 165/70R12 77H / Cold spec: 155SR12

EXTERNAL BODY COLOURS
- Emerald Green (6K8) 6,000 produced
- Pale Aqua (6K9) 6,000 produced
- Lapis Gray (7K0) 6,000 produced
- Topaz Mist (7K1) 2,000 produced

INTERIOR COLOURS
- Main Colour: White (Q)
- Note: The following parts come the same colour as the exterior body: Top of dashboard, steering wheel horn button, seat piping and carpet

FEATURES
- High-mount stop lamp
- Air Conditioning
- Genuine leather seats standard equipment
- Low mount head rest for classic appearance
- Safety equipment and front seat restraints
- Leather piping is used for the prevention of leather fatigue
- High quality paint on interior and exterior
- Three point seat belts
- Rear seat: Three point seat belts
- Driver's seat belt not fastened warning (buzzer)

MECHANISM
- Retractable top
- External design completely hidden in trunk.
- Equipped with a double lock and warning buzzer as a safety feature.
- Secondary hood latch designed so the hood should not open while driving or by accidental activation.
- Rear window defroster on glass.

BODY
Flush mount apron and flush mount fender. Fibre glass resin material is used with an outer gel coat. Resulting in durable low maintenance body components.

The 'Retractable Roof' is simple but very well engineered






PART 3
WHERE CAN I FIND OUT MORE?

The Figaro Owners Club is a great place to start. You can also join before you buy for just £2 Month by visiting the website

Join our club here: www.figaroownersclub.com

ASK QUESTIONS ON OUR OWNER FORUM
With over 30,000 posts there is a mass of information on the site along with links to forums and other documents.
For Technical and Ownership help you can join our vibrant forum by visiting the website.

Here you can post questions about the Figaro you may have seen before you buy. The group are very friendly and will go out of there way to help you. And you can make some future friends in the process!



PART 4
SHOULD I BUY PRIVATELY OR FROM A GARAGE?

This is a personal decision and tends to be based on a number of factors, including knowledge, price and location of the car. As with all purchases of large values it must be approached with extreme caution.

BUYING PRIVATELY
If you buy from a private seller it will be typically cheaper than buying from a Garage. There are many very good cars for sale privately which can be found on the internet.

One advantage of buying privately is you can meet the seller and ascertain how the car has been kept (has it been garaged) and also the level of maintenance. Within this publication is extensive do's and don'ts but the key one are:

1. Never meet the seller at a location away from their home, always go to their house.
2. Never pay anything up-front and by bank.
3. Take your time and do not be rushed and check and double check the paperwork.
4. Always test drive the car if your unsure walk away, there will always be another car!

BUYING THROUGH A GARAGE
Figaro Garages/Dealers have great knowledge of the car and most offer a comprehensive 'multipoint check' of all the important areas in addition to a warranty which provides piece of mind.

You can find a list of Garages/Dealers on The Figaro Owners Club website. Simply pop your Post Code into the page and it will provide a list of the closest.

Website: www.figaroownersclub.com/garages



PART 5
WHERE CAN I BUY?

There are a number of Internet Websites that owners advertise in and Specialist Figaro Garages

BUYING PRIVATELY
We recommend visiting Figaro Trader. This site provides extensive choice of both Trade and Private cars currently for sale and will provide an excellent starting point.

Website: www.figarotrader.co.uk

BUYING THROUGH A GARAGE
Some of the garages offer a customisation service and will import a car from Japan especially for a client. Once the car is in the UK they will customise it to the clients specification including paintwork and internal recovering of seats and other items.

Website: www.figaroownersclub.com/garages

PART 6
HOW TO SPOT AN ILLEGAL FIGARO?

If you're buying a Figaro there's a risk it could have a hidden past! Find out how to avoid buying a stolen or illegal car.

STOLEN FIGAROS

The onus is on you to ensure Figaro isn't a stolen one. Even if one is bought in good faith, the police can seize it and if it has been bought on finance, the lender can still demand payment. Stolen Figaro's are usually passed on with their identity changed, but there are some golden rules to help reduce the risk of buying a 'hot' car.

1. Always invest in a car history check – it'll immediately reveal if a car is stolen or written-off. There are many on the internet such as this

   Website: www.mycarcheck.com
2. Check the original copy of the V5C registration document (UK) – also known as the logbook – and check it carries its DVLA watermark.
3. Stolen Figaro's are often sold without the log-book, with the seller claiming it has been sent to the DVLA for updating – it may be the case, but there's no way of checking. DO NOT PROCEED!
4. Ensure the seller's address on the logbook matches that of their driving license, passport or utility bill
5. Check the number plate and Vehicle Identification Number (VIN) match those recorded on the logbook
6. Clocking
   A clocked Figaro is one where an unscrupulous seller has 'wound back' the mileage recorded on the milometer. That means cars with high mileage could be passed-off as having a low mileage to an unwitting buyer. But spotting a clocked car can be straight-forward with little more than a bit of detective work
7. Check the mileage appearing on the milometer in the instrument cluster tallies with its service history and old MOT certificates.
8. Check the mileage recorded on the service history documents doesn't contradict the mileage displayed in the car.
9. Check the general condition matches its age and mileage – worn seats and steering wheel or lots of stone chips can point to high mileage.
10. Vehicle ringing
    A 'Ringer' is a stolen car with its identification numbers replaced by a set from another written-off car and will be supplied with bogus documentation. Ringers have their VIN replaced, so look for evidence of tampering around the VIN plates and etchings. The VIN is on a small plate riveted under the bonnet and stamped on the car's chassis.

If you buy a Figaro that's a ringer, in legal terms it doesn't belong to you, and will be returned to the owner or insurance company if and when it is traced back to you.

HOW TO AVOID BUYING A RINGER

1. Ensure the V5 registration document (logbook) is genuine with a DVLA watermark running through it.
2. Check for tampering around the VIN numbers.
3. Make sure there is a satisfactory amount of paperwork.

CUTS & SHUTS

A cut and shut (although very rare) is where the remains of two or more cars have been welded together to create a 'new' car. The structural integrity of such 'cars' is seriously compromised, and can lead to serious injuries in a crash. We have never heard of this on a Figaro, but felt it was good to mention anyway

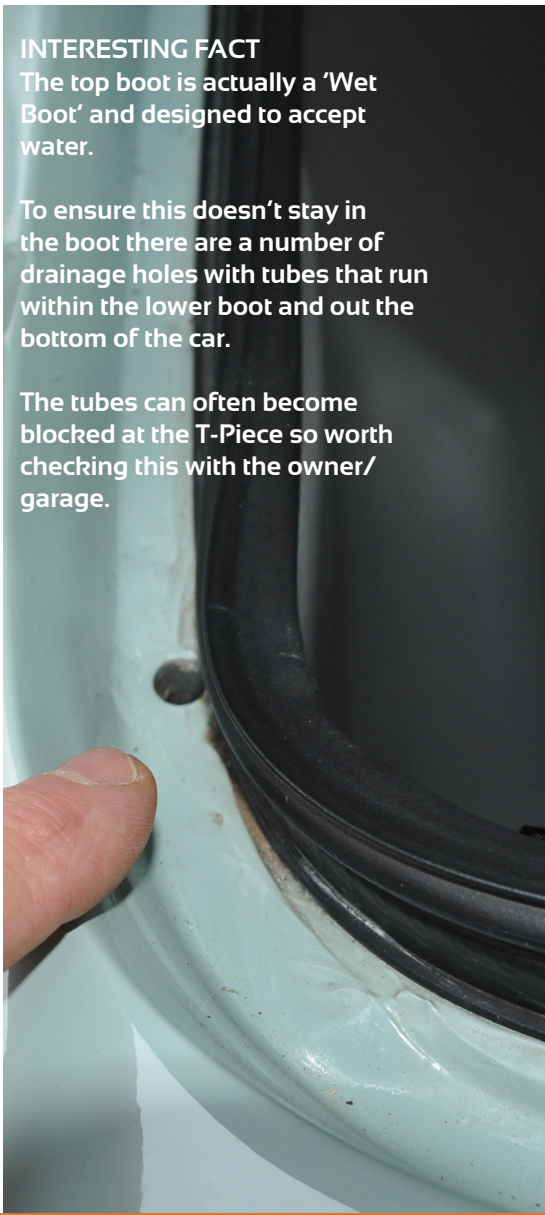
1. Examine the windscreen pillars and the middle section of the car for signs of welding and pull away carpets and trims for signs of hidden welds.
2. Look for poor paintwork or colours that don't match properly and check for over-spray on glass seals and trim.
3. Watch out for badly fitting or mismatched trim.
4. A car history check will highlight if it has been stolen or written-off – a cut and shut could be both

CLONED FIGAROS

A vehicle which wears the stolen number plates from an identical model is known as a clone.

Clones are not necessarily stolen vehicles, with some criminals using stolen number plates to avoid parking or speeding fines, leaving the owner of the genuine vehicle to pick up the bill.

1. Always check the number plate and Vehicle Identification Number (VIN) matches those appearing on the logbook.
2. Check for signs of damaged number plates, or evidence they have been recently removed or replaced



INTERESTING FACT
The top boot is actually a 'Wet Boot' and designed to accept water.

To ensure this doesn't stay in the boot there are a number of drainage holes with tubes that run within the lower boot and out the bottom of the car.

The tubes can often become blocked at the T-Piece so worth checking this with the owner/ garage.

PART 7
WHAT SHOULD I PAY?

The price guide below is compiled by The Figaro Owners Club and based on a 'Sample' of Prices during 2022.

NOTE: The prices below does not take into account any customising or special colours.

Tip! If you are buying a none-standard colour (such as pink) please remember these are harder to sell on. These cars do not retain their values as well as the classic colours and as such the price paid may not be achieved when re-sold.

BUYER BEWARE OF CLOCKING
Please Note: Mileage cannot be considered correct as clocking of cars is rife in Japan as there are no laws against it. The Figaro can be clocked so when viewing try to compare the state of the vehicle with the mileage. As an example if the car is showing low mileage look at the seats & accelerator peddle for signs of wear and tear and the state of the cabin.

Tip! Basically, the condition of the car must be considered and must complement mileage.

MILEAGE	SHOWROOM	A1	VERY GOOD	STANDARD	DRIVABLE
Below 10,000 Miles/16,000 Kms	£24,000	£20,000	£16,000	N/A	NA
20,000 Miles/32,000 Kms	£20,000	£18,000	£14,000	N/A	NA
30,000 Miles/48,000 Kms	£18,000	£16,000	£12,000	N/A	NA
40,000 Miles/64,000 Kms	£16,000	£14,000	£10,000	£8,000	NA
50,000 Miles/80,000 Kms	£14,000	£12,000	£8,000	£5,250	£4,250
60,000 Miles/96,000 Kms	N/A	£10,000	£7,000	£5,000	£4,000
70,000 Miles/112,000 Kms	N/A	N/A	£6,000	£4,750	£3,750
80,000 Miles/128,000 Kms	N/A	N/A	£5,500	£4,500	£3,500
90,000 Miles/144,000 Kms	N/A	N/A	£5,250	£4,250	£3,250
100,000 Miles/160,000 Kms	N/A	N/A	£5,000	£4,000	£3,000

TYPE	DESCRIPTION
SHOWROOM	*Showroom Condition. Perfectly restored or immaculately preserved in its original condition with no further work necessary. Complete with full history and service record.*
A1	*Genuinely excellent condition under very close inspection. Perfect paintwork, interior and roof. Full history and service record. Fully Serviced with current MOT.*
VERY GOOD	*Very good condition with perfect paintwork but at closer inspection does not meet A1 Condition. Full history and service record. Fully Serviced with current MOT.*
STANDARD	*Standard condition. Some bodywork marks and interior scuffs. Fully Serviced with current MOT.*
DRIVABLE	*Usable but in needs work up to Standard Quality.*

IMPORTANT NOTE

THIS IS JUST A ROUGH GUIDE AND CANNOT BE REPRESENTATIVE OF CAR PRICES AS THEY ARE BY THEIR VERY NATURE SUBJECT TO MARKET CONDITIONS AND OR DELIVERY/AVAILABILITY CRITERIA.

PART 8
SETTING THE BUDGET

This of course will very much depend on how much you have to spend but it's important to think about what you wish to use the car for?

If the Figaro is going to be your 'main vehicle' and used on a 'daily bases' we recommend spending over £6,000 and if you can afford it £8,000+. At this price you will get a car which should be below 100,000 Kms – 62,000 miles. If you spend between £8,000 – £10,000 you should expect a very tidy car with very good body work, roof and internal upholstery. If it's a weekend car then you can spend less and maybe upgrade the car over a few years to add value. We always say try to spend as much as you can afford and never buy the first one you look at as there are many for sale.

DON'T WORRY ABOUT HIGH MILEAGE!
And this is why: Cosmetic repairs, particularly involving large amounts of welding is 'extremely costly' and the car will never be original. So many people seem obsessed with low mileage so may reject a 150,000 kms car with a perfect body over an 80,000 kms with rusty wheel arches and sills etc.

Tip! Rebuilt engine can be less cost than expensive bodywork repairs.

Mechanically the cars are very cheap to maintain and even an engine and gearbox rebuild will work out cheaper than a major body restoration! As an example you can have total engine re-build (every moving part is replaced) for around £1,800.

EXPENSIVE BODYWORK REPAIRS
So often you see cars advertised *'just a bit of rust on the arches'* and quoted *'£150-200 to put right'* well until you start digging around there can be a whole world of trouble lurking beneath requiring £1,000's to put right!

RESTORATION
In the Figaro world the term 'restoration' is often over used and misunderstood by a many people. Many Figaro dealers only 'tart-up' the cars to look 'presentable' and give them a minimal mechanical look over. People often assume that this is a 'total restoration'

TAKE EXTRA CARE WHEN BUYING CUSTOM COLOUR FIGAROS
The club suggests a 'Health Warning' when looking at custom colour's (the pinks and blacks etc (unless you could inspect the car before the work) and also way be worth pointing out that some Topaz Mist cars are not original (for rarity value) easy to tell as a specialist but a member of the public may find it difficult. Easiest way would be to check under the bonnet to see if it is in original colour.

Tip! Look in the engine bay and see if you can establish the original colour of the car. Ask also when the car was painted and if they have the colour. This is incase in needs touching up or re-spraying?

PART 9
CONTACTING THE SELLER

The all-important first phone call to a seller can reveal lots about the car for sale, but only if you ask the right questions!

Don't be afraid of asking plenty of questions – a few minutes on the phone is better than driving miles and wasting a morning viewing a car that's not right for you.

Tip! If you're buying from a private seller, a helpful trick is to ask the seller if "the car is for sale". If they ask which car you're referring too, the chances are you're dealing with a trader in disguise – they could be trying to off-load a car without taking the responsibilities required of them by law.

If buying privately always try and get the seller's landline number as well as their mobile and their address if you're going to view the car – it's helpful to know who you're dealing with if anything is amiss with the car or the deal.

IMPORTANT QUESTIONS TO ASK

- How many owners has the Figaro had and how long have they owned it?
- How many miles has it covered
- How would they describe the condition, and ask them to describe any damage or mechanical problems?
- How long does the MOT and road tax have to run
- Does it have its V5C registration document (logbook), service history, old MOT certificates and any bills or receipts? (UK Only)
- Has it been ever been involved in any accidents or stolen?
- Does it have any outstanding finance?
- Has any maintenance recently been carried out on the car?
- Does it need any maintenance in the near future? For example, are the tyres almost worn out, or is the engine's Cambelt due to be replaced?

Tip - Always view a car at the seller's address – a trader's place of business, or a private seller's home – and check private sellers' addresses correspond with the details on the logbook.

REMEMBER WHEN VIEWING

- Always view the car in daylight and when its dry – darkness and raindrops can hide damage
- Tell the seller if you want to arrange a professional inspection after seeing the car yourself
- Don't be pressured into paying a deposit before seeing the car
- Tell the seller you want to take a test drive, and make sure you arrange suitable insurance cover. The Figaro must be driven to ensure there is nothing wrong with it!

Ebay/Gumtree Scam! Beware of scams! We know of many sellers who request money up-front to hold the car, only to find out that it does not even exist!

PART 10
DO YOUR HOMEWORK BEFORE YOU LEAVE HOME

You are more likely to get a good deal if you offer reasons to ask for a discount. Before you haggle, so before you leave to view the car spend a little bit of time doing some research.

Before you leave:

- Set your budget limit!
- Get a rough car valuation (look at other cars on say Figaro Trader)
- Get a car history check

Website: www.mycarcheck.com

- Check the MOT History and status online:

Website: www.gov.uk/check-mot-history

- Know the specification of the car (read what should be included and not optional extras).
- Know the deals and discounts around.
- If any of this isn't what you would expect, it's good grounds to open negotiations. Knowledge is power.
- Take a few print off's of other cars with the same valuation seller know how much the car is worth if the seller is asking too much, showing them the valuation may encourage them to drop the price.
- If a car history check shows the car was in an accident, stolen or has outstanding finance against it, It could represent a riskier purchase.
- Areas of the car which require maintenance are good reasons to ask for a discount.

PART 11
HOW TO AVOID FRAUDULENT SELLERS (UK)

Fraudulent adverts are placed by thieves posing as sellers, often involving a hoax car at a bargain price, a faulty phone number and demands to transfer money.

TYPICAL SCENARIO

- The phone number is either faulty or diverting to voice mail.
- During email correspondence, the seller will say they are unable to use the phone due to illness or because they are away on business.
- The seller will ask you to send via BACS a large deposit or the full price of the car to them before creating an excuse to avoid releasing the vehicle, telling you to transfer more money or becoming impossible to contact.

BE CAUTIOUS IF...

- A Figaro is much cheaper than its market value.
- If a seller cannot give you a landline telephone
- If the advert or subsequent emails are full of spelling mistakes and poor grammar.

Top tips to avoid fraudulent sellers:

1. PAYMENT

Never BACS money or pay a large deposit and never hand over money until you've seen the car and are satisfied it and the seller are genuine. If you can take cash on the day and pay with this, it's still the best way!

2. PRICE

It might be worth checking the vehicle's value by comparing the price on our sister website. Figaro Trader. There are normally a good number of cars for sale.

Website: www.figarotrader.co.uk

3. VISIT THE SELLER

Never buy a Figaro without viewing and driving it first and always view the car at the seller's home, checking the address matches the one on the V5C registration document (logbook).

4. CHECK ONLINE

A Figaro history check can confirm registration de-tails, the Vehicle Identification Number (VIN) and tell you if a car is recorded as stolen or is subject to outstanding finance.

5. PAPERWORK

Ask to see the logbook, service history and MOT certificates and examine them thoroughly before handing over any money – make sure all documents are the originals and not photocopies.



INTERESTING FACT
The Figaro was even supplied with a breakdown flare. Check it's included in the passenger foot well

PART 12
CHECK LIST - PRINT OFF AND TAKE WITH YOU

BEFORE YOU BUY

( ) Print this guide off and read before you go

( ) Take a torch to look under the car

( ) Remember to take a CD to test the CD Player

( ) Look on www.figarotrader.co.uk to check the price of the car you are going to look at so you can compare

( ) Decide the maximum you are going to pay for the car before you leave. Remember if you lose this one there will always be another car around-the-corner - Don't get carried away and pay over the value!

( ) Establish the Registration Number to check any outstanding finance. If your worried and or not sure, pop the registration number into www.bimta.org or mycarcheck.com

WHEN YOU ARE VIEWING

( ) Inspect the bodywork for rust - Page 12

( ) Check the roof works correctly - Page 13

( ) Open bonnet and inspect the Engine - Page 14/15

( ) Check Clutch, Battery, Steering, Suspension, Brakes & Tyres - Page 16

( ) Check the following work: Lights, Aerial, CD, Windows - 16/17

( ) Take your time to look at the Seats, Dashboard, Seat Belts & Key - Page 17

( ) Look in the top and lower boots and check all is in order - Page 18

( ) Go through all the Accessories as many should be supplied as standard with the car - Page 19

( ) Test Drive the car. This is the most important part of the process and must include checking all the areas discussed on Pages 20/21

( ) Thoroughly check all the sellers paperwork matches the car - Page 21

( ) Check the car is free of finance - Page 21

( ) Check the VIN Plate matches the V5 Log Book (UK)

( ) Take your time when checking all the paperwork and don't be rushed - Page 22

( ) When collecting the car make sure you look at all the areas discussed in Page 22

WHEN YOU GET HOME

( ) Assuming you have insured your car (see page 23) ensure you have the correct Agreed Value on the policy. An Agreed Value is a fixed value that the car is insured for and means in the event of a claim, you will receive 100% of the claim.

( ) Buy a cover or try and garage the car. Again (see page 24) about the importance of keeping continued 'wet weather' off the car.

( ) Apply an under seal protective finish if required. (See page 24) about the importance of applying a protective finish under the car.

( ) If you have an original Figaro key it will have a 4 digit number stamped on it. Ensure you make a note of this and keep safe. If you ever lose your key (or lock it inside the car) you will need to get another key and they will require this number to produce it.

( ) If it has no immobiliser ensure you fit one. Website www.figaroownersclub.com/page/ownership-help/general/security

( ) Join The Figaro Owners Club for £2 month. This will save you money on your insurance and provide extensive discounts, invitations to events and more. Website: www.figaroownersclub.com

( ) Remember you now own a very special car so be prepared for lots of attention!

NOTES

PART 13
HOW TO INSPECT THE BODYWORK

Check the bodywork is free from dents, scratches or other marks? Squat down on your haunches and look along the sides of the car to check for dents. Ripples, small craters or swirly scratches in the paintwork indicate it has been given a quick top coat re-spray.

IMPORTANT! Check for rust. Main areas are the sills, rear arches, rear window surround lower edge - under rubber edge and the rear light chrome reflector.

Tip! Check the rear plastic light chrome reflectors. These can collect water due to its design. Check for pealing of chrome plating. These can be rechromed at extra cost.



RUBBER SEALS
Pull back rubber seals around the doors. Are the colours the same (but less faded)? If the colour under the rubber looks older than the rest or if there is a build up of paint where there has been an over-spray it has been repaired. This tells you the car has been involved in some kind of accident, but it may be minor.

Tip! Below shows the sill being squeezed to ensure it is solid and not rusted. Squeeze the sill all the way along from the front to the back





BUMPERS
Check all bumpers and corner sections for rust. They rust from the rear so feel the backs, if they are rusty then they probably won't last long before it comes through.



SHUT LINES
Check all the gaps between panels (known as shut lines) consistent and evenly spaced? Any big gaps may mean the car has had a poor quality repair after a fairly major accident.

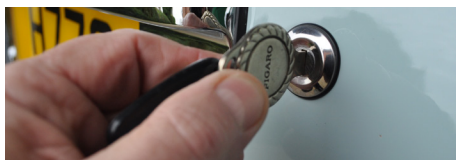
NUMBER PLATES
Look at the number plates do they all match for age?

PAINT
Does all the metal look the same colour? Different colours tell you there have been major bodywork repairs. Is the windscreen free from major cracks or chips.

Tip! Open the upper roof boot and pull back the rubber seal between the window and the upper rear boot. Ensure there is no sign of rust.



LOCKS
Ensure all the three locks are the same? If not, ask why not. Changed locks can mean the car was stolen.



REAR WHEEL ARCHES
By far the worst area for rust on the Figaro is the rear wheel arches. This area is very prone to rusting! If the arches are just filled and painted then the rust will come back.

Be very wary of new paintwork in the rear wheel arch areas!



Tip! Serious rust in the arches can mean new rear wings which is very expensive for 2 new wings fitted and painted. If there is rust in the wheel arches. This could cost a lot to repair properly.

Below shows the extent of the repair required. New Wheel Arch Plates will need to be welded in place which can be very expensive (£1,500-£2,000!)



CHROME
Check all chrome parts. Check that all the trim elements are present and correct. All the chrome, headlight glass, hub caps and other bodywork trims need to be present. Rust on chrome work is very common. Rust comes through from the back so by the time rust appears on the surface - the damage is done.

Tip! Below shows the details to look for. These little end caps should be on the end of the trim which runs around the car. They can be brought but again its additional cost.



LOOK UNDER THE CAR
Get down and with a torch and look under the car for a black seal. The seal is like a tar covering and is a protective wax seal. This should have been completed when the car was imported from Japan (rust is a bigger problem in the UK than in Japan). If there is no seal, the car may be suffering from corrosion. An expert needs to be consulted and provided the car is still relatively free of corrosion a new seal needs to be applied.

PART 14
CHECKING THE ROOF & REAR WINDOW

The Figaro has a folding roof that can shrink and be a problem if very old or poorly maintained!



Ask the seller to retract the roof and check that all is working correctly. The roof should move easily and smoothly back into the boot. Reverse the procedure and close the roof ensuring the brackets lock in place.

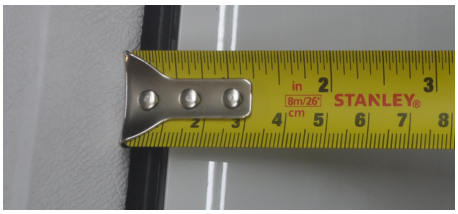
Check that the upper roof boot has the plastic liner and includes two black straps to hold the roof in place when in the boot. Also ensure that the rubber buffers on the floor and spring clips on the inside of the boot are in place.



The upper boot is a Wet Boot, which means it's designed to allow water to drain away through these holes.



With the roof look at the top of the car around the edge of the roof. In most cases the PVC hood will have started to pull back revealing the black seal. You should not be able to see more than 1 cm of black rubber and there certainly shouldn't be any gaps. If you can see more than 1cm of rubber, the roof may be about to start leaking. If there are any gaps then it will definitely leak as soon as it rains and needs replacing.



Now open the rood and inspect the rubber seal running around the inside. This item is no longer available from Nissan to check its condition and its free from perishing.



Tip! Pullback the lining and check that the two retaining plastic clips are in place. Inspect the lining for damp and wet. If you suspect it has been leaking look underneath the car for any signs of rust.



Check the rear boot switch is working OK. The button below activates a solenoid located in the boot. When pressed you should hear it operate. This will release the boot lid and you should now be able to lift it after released.



Check the two Gas Struts have enough power to keep the boot open.



With the top boot shut, now check the gap between is the same all the way along. If it's wider in the middle, it means the boot straps have been left in there and the boot shut!



ROOF REPLACEMENT

The roof can be replaced if you take it to a specialist garage (see Garage List). Or you can also do this yourself.



REAR WINDOW

Inspect the rear window vinyl area for rust. This suffers from bubbling and rust and repair can be expensive so ensure all is okay. Again this can be repaired/ recovered if you take it to a specialist garage (see Garage List). Or you can also do this yourself.



PART 15
ENGINE BAY INSPECTION

Before buying a Figaro - try and get to drive one first. This will give some idea of how Figaro's perform and handle. It is important to experience what the performance should be like.

Tip! Check the acceleration. Basically if you put your foot down at 30 MPH the car should accelerate very quickly.

START ENGINE
Ask the seller to start the engine and check for smoke free at start up. A small amount of white smoke if it's a cold damp day is fine. Any blue smoke or excessive smoke means there is a problem with the Turbo or Engine. The engine must be smoke free when warm



RUBBER HOSES
Visually inspect all the rubber hoses below above for cracks and damage. The rubber should feel bouncy not rock hard or very soft. If in any doubt we recommend fitting or getting fitted a new set of Silicone Hoses. Around £350.



CHECK OIL ON DIPSTICK
Locate the dipstick below and check the oil is golden brown rather then black which means it needs changing. Also check the level is correct.



CHECK OIL INSIDE OIL CAP
Unscrew the main oil cap from the top of the engine. Look inside the cap and check for oil. If there is white creamy residue you may have a problem.



RADIATOR
Check the radiator below is in good condition and ensure all the fins are clean, strong and complete.



CHECK HOSE CONNECTION
Check the hose connection below between the turbo is tight and not leaking as this will effect the turbo performance.



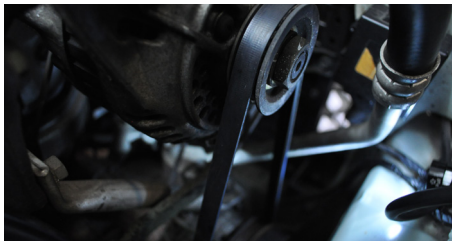
BRAKE FLUID
Check brake fluid level (see item 'C' on adjacent page) is at correct level. This can be topped up later.



LISTEN
Whilst the engine is warm, leave it running and open the bonnet. The Figaro does have noisy tappets but any loud tapping from the top of the engine can be piston slap - a very common problem. If the noise appears excessive walk away.

LOOK UNDER AFTER RUNNING
Inspect under the front of the car and look for oil clinging to the underside of the car. This will indicate that the oil seal around the crank requires changing. Negotiate a discount or have the repair completed. Check Steering pinion seal for any leaks.

CAMBELT/TIMING BELT - IMPORTANT!
Ask the seller when the timing belt (Cam Belt) was last changed? **On the Figaro the cam belt must be changed every 50,000 Km OR 4 years**. If the Cambelt and associated parts (such as the Water Pump and Tensioner have not been changed), and the mileage is over these boundaries, the Cambelt is likely to fail soon! Usually the engine has to be replaced or at least re-built after a cambelt failure! Ensure that the cambelt is changed before the car is driven anywhere if it is coming close to its interval. YOU HAVE BEEN WARNED!!!



Tip! Make sure you see evidence of the last date the Cambelt was changed? If the seller cannot show this then this will need to be done straight away at a cost of £300-£400!

GEARBOX
The three-speed gearbox is automatic and tends to be very reliable. Whilst the car is running check that the gears are smooth as selected and especially when the car is in the park position. Try starting the car whilst in Park. If you cannot start the car the gear selector cable needs adjusting.

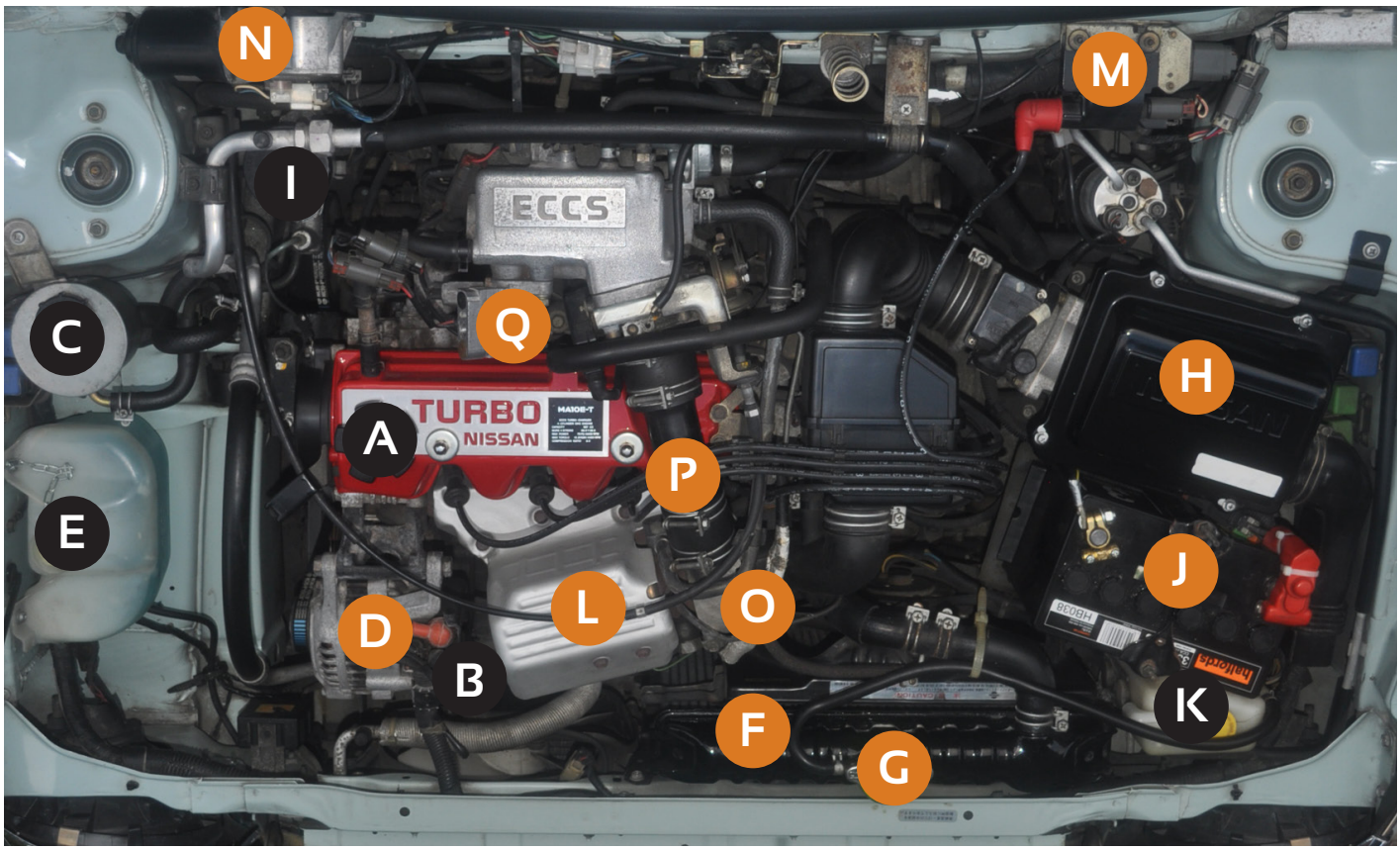
OVERHEATING
Overheating can be problem on Figaro's. The cooling system can be checked by leaving the car running for 15 - 20 minutes whilst you look at other things. You should hear the electric fan clicking on and off - if the temperature goes over three quarters scale there's a problem - this is how the AA check cooling systems during inspections.

Tip! Check inside the bonnet lid for any oil splashes. It should be clean



CAR WON'T START IN PARK
One silly little issue with the car as it gets older is it won't start when in park. This is due to the wearing out of a gearbox plastic bush which only cost a few quid and can be fitted in minutes.

Sit in the car and give the gear stick a wiggle and then put in park. If the car starts okay then the bush is good. If however you need to wiggle the gear stick to start it, the bush needs replacing. This is an easy job and the part is only a few pounds. However it is fiddly to fit and you would need to take it to garage or you can buy the part and fit it yourself.



A	ENGINE OIL FILLER CAP
B	ENGINE OIL DIPSTICK
C	POWER STEERING RESERVOIR
D	ALTERNATOR
E	SCREEN WASH RESERVOIR
F	RADIATOR
G	RADIATOR PRESSURE CAP
H	AIR FILTER
I	BRAKE FLUID RESERVOIR
J	BATTERY
K	RADIATOR EXPANSION BOTTLE
L	TURBOCHARGER SHIELD
M	IGNITION COIL
N	WINDSCREEN WIPER
O	RADIATOR TOP COOLANT HOSE
P	TURBOCHARGER HEAT GUARD
Q	IDLE SPEED ADJUSTER

BLACK - ROUTINE LEVEL CHECK/TOP UP

PART 16
CHECKING THE GEARS, BATTERY, STEERING, SUSPENSION, BRAKES & TYRES

GEAR SHIFT
When you release the gearshift the gear engages at the top or bottom of the pedal's travel? If it releases near the top – and feels heavy in the process – the car may need gearbox.

BATTERY
Check the condition and fitting of the Battery. Ensure that the Battery is fixed securely and all connections are tight. Ask the seller when the Battery was replaced?

Tip! The Battery should have a minimum of 40Ah Cold Cranking Amp: (CCA): 205/330. Cost to replace would be around £70)



STEERING
Power steering is standard, so before you leave try turning the steering wheel and listen for any noises.

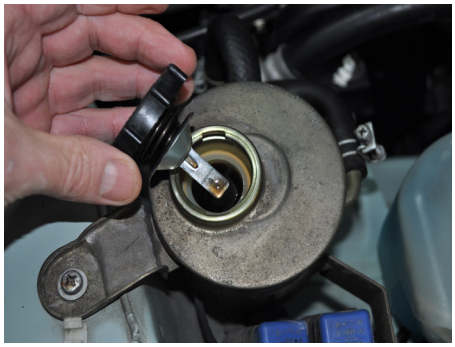
Tip! Whilst on the test drive make sure its working okay in both slow and quicker gears.

SUSPENSION
Suspension is 'Macpherson Strut' on the front and 'Four-Link Coil Spring' on the rear. This is the same set up as the 'Nissan Micra' and very reliable.

Tip! Lean on the front wings, if the car rises and settles then all is okay. If the car bounces then chances are the dampers need replacing.

On the test drive try and drive the car over rough surfaces or bumps speed bumps. Listen for any knocking noise coming from the suspension.

BRAKES
Check the brake fluid level in the engine compartment is below the MIN line. On the test drive check the brakes are working correctly. If the car pulls to one side then it means that a calliper is probably seized and will need replacing.



TYRES
Check the tyres and look for small cracks. Original wheels and tyres 165/70/12. *A new tyre will be around £70.* Also check the 'Polo' wheel trims if they are fitted. Whilst in the parked position pull up the hand brake and ensure that the car cannot be moved.

Tip! Check the condition of the spare wheel (which should be located in the bottom rear boot). This can often be forgotten!



PART 17
CHECKING THE LIGHTS, AERIAL, SPEEDO, CD, AC & WINDOWS

LIGHTS/FOG LIGHTS
Test all lights are working, including the indicators. Ensure that the car is fitted with a fog lights as this is an 'addition' and fitted after manufacture. This was is required to ensure the car passes an MOT. (UK only check other countries) Ensure the fog lights work.

The fog light switch (below) must have a light and will be located to the right of the aerial switch or near this area. Switch on and check the light works.



The fog lights will fitted in one of the following ways...

1 - An additional fog light will be fixed to the Bumper

2 - One of the existing reversing lights would have been removed and replaced with a red bulb (as below) or the existing reversing lights would have been removed and replaced with a red lens.



ELECTRIC AERIAL
The car is fitted with an Electric Aerial which is controlled by a separate switch. Ensure the Aerial extends and retracts fully.



SPEEDO CARD
Check the speedometer has been converted to MPH. This is usually achieved by inserting this card within the gauge (UK/ USA)



CD/RADIO
Check the CD/Stereo is the original Clarion Unit and it works correctly. Ask the seller if the unit has been upgraded? You can tell as the unit will allow you to play FM channels. You may have Bluetooth and mobile phone too.

TESTING THE CD - Before you go to



view the car take a few CD's and play them whilst you test drive the car. It is common for the lasers to fail, which means the CD won't play. The CD player will need replacing.

Tip! Ask the seller if the unit has been upgraded to DAB? This can be done by sending the unit back to the manufacturer.



KEY
Check that the key (below) can only be removed when the car is in the Park position. This is a safety feature and ensures the car is never left in Gear.



AC REFRIGERANT
Air conditioning is fitted as standard. Check its working correctly. Check the light comes on which is situated within the air controls. If the air conditioning unit does not produce cold air within a minute it may need re-gassing.

The Figaro uses the now '**Banned' Freon 12 (UK)** There are still many cars in the UK using Freon 12 and a specialist air conditioning company can top up the system using what's known as a drop-in refrigerant - this is compatible with Freon 12.

You switch to normal R134a OK, as long as you put 75% less in

Tip! Check all the controls such as the lights, heating controls, radio, wipers, electric windows, electric aerial work okay.

ELECTRIC WINDOWS
Check both the electric windows work (from both door controllers).



PART 18
CHECKING THE SEATS,CARPET,DASH, SEAT BELTS & KEY

SEATS
Inspect the two front seats and the rear bench seat for signs that the leather is wearing. It may look cracked or have marks but this is normal and expected on cars of this age. You may also notice some 'yellowing' this has happened because the leather has been exposed to high heat and sun (UV). This can be restored using a restoration kit which allows re-painting of the leather, bring the seats back to almost new condition.

Check that the seats slide forward and backwards correctly and fold forward to allow passages to gain entry to the rear seats. Inspect the condition of the seat adjuster.





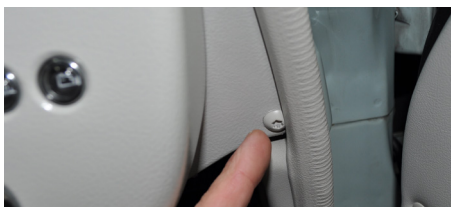
CARPET
Inspect the carpet for wet or mould (especially on the passenger side). If it is wet or you suspect has been wet then there may be issues with the heating matrix leaking or worse the leak may have crept from the wet boot under the car to this location. This can be a complex fix as it's a case of elimination to find. We would suggest walking away unless the owner has another reason.

The carpet can be re-dyed if its in a very poor condition by using a DIY kit or a specialist companies.

DASH TOP
Check the condition of the dashboard top as this can sometimes crack due to the sun (UV). If there is a crack then this will need to be recovered (unless you can live with it) and this is not an easy job and will need to be removed to gain access which is a long and fiddly job.



Tip! Check the fixing lugs holding the dash are okay. The weight of the dash can sometimes cause cracks to appear in this area which will require some localised repair



SEAT BELT & FIXINGS
Check the condition of the seat belts. There are two in the front and two in the back.



CIGARETTE SOCKET/12V SUPPLY
In the centre console check the cigarette socket is in place and the lighter is included. This socket can be used to power GPS or Phones



FIGARO KEY
Check you have the original key. In some cases this may have been lost and replaced with a standard car key as the Figaro key is no longer available.

Tip! If you look on the key you will see a 3 or 4 digit number, if you buy the car, ensure you note the number as this will allow you to order a replacement key.



PART 19
CHECKING THE UPPER & LOWER BOOTS INSPECTION

UPPER BOOT
Press the upper boot 'release catch' located in the centre console on the drivers side and the boot should spring open. Go to the rear of the car and lift the boot lid. It should hold in place when up, if not the rear gas struts will need to be replaced. Inspect the boot area which should include the roof straps.

The release solenoid should open the top of the boot and allow you to pull the boot up.

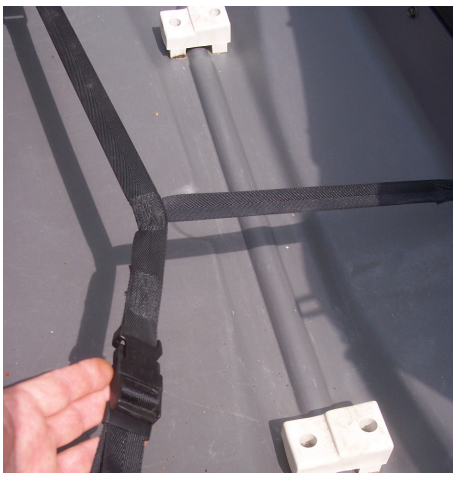


Check the following items are included within the boot...

RETAINING STRAPS X 1



RUBBER FEET X 2



ROOF HOLDING SPRINGS X 2



CHECK THE 2 x DRAINING HOLES
The rear top boot is a "Wet Boot" and allows water to enter and exit via two small holes within the gully. Make sure these holes are clear of any obstructions of dirt and ask the seller the last time the checked the pipes?



LOWER BOOT TRAY
Using the same key as the door/ignition open the lower boot and hold in place with the support. Some cars may have the 'optional' lower boot liner in place (see below). This allows you to organise better the space within the boot.



PART 20
CHECKING YOU HAVE ALL THE ACCESSORIES

The car was supplied with a number of **'standard and optional accessories'** so check these are included when you view as these are expensive to buy after.

CLARION COMPACT DISC/RADIO/ TAPE PLAYER (OPTIONAL EXTRA)
This item was an optional extra and the original unit was specifically designed for the Figaro. In its original state the radio is almost unusable due to the frequency of the FM channels, most of which are for Japanese use only. MW is okay but low quality. The CD jumps (it was the first car to have a CD fitted). The cassette player works okay and most people use an MP3 converter which allows you to listen to your Smart Phone. Use a Tape adapter with a lead to connect to Phone\ MP3 Toolbag and Jack socket.

Tip! Check to see if this has been upgraded. Today the radio can have upgrades including DAB and MP3 direct connection.

The unit below has been upgraded



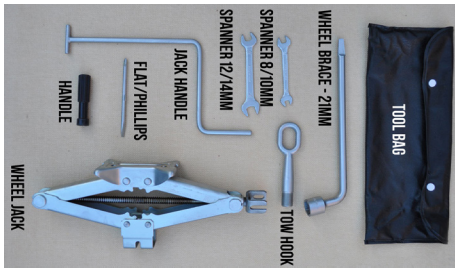
BREAKDOWN FLARE
Another quirky Figaro accessory this (nonworking) flare should be located on the left hand side of the passenger foot well. It makes for a great taking point and is for show only. The flare was included incase you breakdown you were supposed to pull the cap off to light it and wave it to tell everyone you have broken down (yes honest!)



SPARE WHEEL
Check the car includes the 'emergency spare wheel' This should be locate in the lower boot. The wheel is retained with a clamp. Ensure this is included and not flat!



TOOL BAG/TOOLS (BELOW)
Check you have the Figaro Tool Bag as this will be required should you brake down. Included in the bag should be the following tools...



TONNEAU COVER
This is required to fill the gap between the roof and upper boot



OPTIONAL ACCESSORIES
You can 'personalise' your Figaro with lot's of goodies to make it feel unique to you. Many of the items are practical additions too, making the car more fun to own and drive.

BOOT RACK - OPTIONAL
Ideal for holidaying or day trips. The FOC works with Autolink UK who supply a purpose made boot rack for the Figaro. This luggage rack has marine varnished hardwood slats to put the luggage on,



giving a more classic look. Easy to fit and remove, comes complete with fitting kit. Aftermarket item, made in England, easy to fit and remove.

NOUVELLE PLAQUES - OPTIONAL
Only 1500 Cars were built with these plaques which are fitted behind the doors by the rear wheel arch. These are very sort after now so if you have them that's good!



MUD FLAPS - OPTIONAL
These custom designed Mud Flaps are manufactured by club partner supplier Performance Creations and are identical to the originals (no longer available from Nissan) with the 'FIGARO' text available in 5 colours!



For a full list of optional accessories visit The Figaro Owners Club. Members can also enjoy up to 15% discount of many items.

Website: www.figaroownersclub.com/category/accessories-upgrades

PART 21
TEST DRIVING



The test drive of a Figaro is crucial in helping you decide whether to buy the car and is an expected part of the buying process, it needn't be nerve-wracking.

Tip! If you can, try and take someone with you. Even if they are not mechanically minded, two pairs of eyes are better than one!

GOLDEN RULES

BEFORE YOU LEAVE!

1. Make sure you're insured – and check you're sufficiently covered as you may only get third party cover to drive other vehicles. Temporary car insurance can protect you for the day of the test drive if your insurer is unwilling or unable to offer you good, cheap cover.
2. Take proof of insurance with you to show the seller, or the police if you are stopped or involved in an accident.
3. Print out this **Figaro Buyers Guide** as a useful document to check the car.

WHEN YOU ARRIVE

4. Only meet a private seller at their **'home address' or a 'trader at their premises'**, as it's your guarantee they are the documented owner of the car.

Tip! Never meet the seller half-way, or in a remote location

5. When you arrive, try to establish if the Figaro has been garaged or kept undercover, or is covered at night? If it has, this will mean the car could be a better condition than one that is left outside all year long. The reality is the Figaro does not like bad weather and rain and will deteriorate rapidly in these conditions.
6. **Check Starting** - Try and insist on starting the car when the engine is cold as this is when starting problems, excessive exhaust smoke and unusual noises are most apparent – you may need to arrange this with the owner before you visit. If the car struggles to start it may need maintenance or replacement parts. **Make sure in starts in P**



7. **Check Emissions** - Ask the seller to start the car when warm. It must be smoke free at the exhaust. Blue, excessive white or black smoke can indicate internal oil leaks, head gasket failure or a poorly-tuned engine or worse a problem with the turbo – work will be required in these circumstances!
8. **Check Windows** - Whilst sat in the drivers seat, check you can raise and lower both windows.



9. **Check Lights -** Whilst sat in the drivers seat, check all lights and indicators work. get out the car and check both beam and normal. Switch on hazard lights and make sure all 4 indicators work. Don't forget to test the cabin light too!
10. **Check Heating/AC/Rear Window & Demister** - Whilst sat in the drivers seat, check the heating works okay. Press the A/C switch and you should hear a slight reduction in engine RPM as this kicks in. Cold Air should appear in the cabin within a minute. Ask the seller to confirm that the rear window demister is working okay (as you cannot check this unless its very cold).



11. **Check Exhaust** - Listen for excessive exhaust noise, which could indicate a hole in the exhaust and that it will need replacing. Rattles may be caused by a worn bracket and are usually cheap and easy to replace.



12. **Check Tick-over**. It's normal for the engine speed to rise to just over 1,000rpm for a few minutes, and then settle to less than 1,000rpm when starting from cold. If the engine speed refuses to stay consistent, it will need attention. Air conditioning systems affect some cars' engine speed when stationary, so turn it off for an accurate test.
13. **Check Power Steering** - Without moving off, turn the steering wheel from one side to the other; cars with power steering often produce a slight whining sound, but it shouldn't be excessive. There should be no bumps, screeching or knocking and it should require consistent effort to turn the wheel
14. **Check Handbrake** - Whilst in drive test the handbrake by gently

releasing the clutch in a manual car to feel the handbrake resisting forward.

15. **Check Gearbox** - The gearbox should offer smooth gear selection, and shouldn't be noisy. Check it 'kicks down' by accelerating hard when cruising – this should force the gearbox to change gear and produce a burst of acceleration. It should have smooth gear changes.

16. **Check Performance** - If possible try and take the car on at least one stretch of dual carriageway or motorway and try to get the car up to 60/70 mph. **Check Suspension** - Whilst driving If you can turn the steering wheel a few degrees without anything happening, it could point to worn suspension and steering parts. Check the steering feels the same in left and right-hand corners; if not, the suspension could need attention, or the car could have crash damage. Ensure the suspension soaks up bumps quietly and effectively, without juddering or shaking the cabin – noisy, bouncy or shaky suspension probably needs replacing. Whilst driving, accelerate briefly while keeping an eye on the rear-view mirror to check for excessive smoke from the exhaust.

17. **Check Brakes** - Brake sharply to see if the car pulls to the left or right. Vibrations or noises from the brakes and suspension could indicate worn or damaged parts which need fixing.

18. **Check for Leaks** - After the test drive check the car for water and oil leaks. Open the bonnet and look under the car. Known problem areas include the steering rack pinion and CV joints sump, rocker cover, gearbox and radiator

19. **Do not get rushed** - Spend between 15 and 30 minutes behind the wheel



– any less makes it hard to get an idea of the car, while a longer drive could inconvenience the seller. Make sure you use every gear in a auto gearbox and ensure each one engages smoothly.

20. **Test drive more than one Figaro** - If you can then test drive a number of Figaros. This may not be practically possible but all we are saying is the more cars you drive the better knowledge you will have of how the car should preform.

Tip! Remember this was a car manufactured in 1991 and is often bought by the heart rather than the head. There are some lovely examples of Figaro's for sale - equally there are others which will be a sink for money. If you are at all not sure, just walk away!

PART 22
CHECK THE SELLERS PAPERWORK (UK)

A Figaro's paperwork is essential and provides information on the history and ownership of the car, so you should check it thoroughly. Check all paperwork looks and feels genuine – photocopies and print outs could be fake.

■ **Vehicle Identification Number** (VIN) Check the number recorded in the logbook matches the one engraved in the panel located in the engine bay. Also make sure the address and recorded keeper's information tallies with the person selling the car.

■ **Service History** - The Figaro is an old car so the seller should have extensive invoices and evidence of service history. Make sure the recorded mileage is in line with the mileage displayed in the car, and that regular maintenance has been carried out.

■ **Check a valid MOT** – Check the existing MOT Certificate for any observations.

■ **Get a Receipt -** Make sure the seller writes a receipt for you and completes the new keeper parts of the V5C (logbook) and ensure it's sent to the DVLA.

■ **Mileage**
This can be very confusing as the log will always only show Kms (unless a Miles to Km converter has been fitted between the speedo gauge). If this is the case you would need proof of the fitting date. The speedo will show Miles (UK ONLY) by the fitting of a card within the gauge which shows the speed in miles as you drive.

PART 23
CHECK OUTSTANDING FINANCE & MILEAGE/KMS (UK)

OUTSTANDING FINANCE
Before parting with any money get the car HPI Checked. If buying from a Garage they will usually have had this check done.

The check will reveal any outstanding finance on the car, whether the car has been reported stolen or previously written off.

Remember - you could well lose your car and money if the car was stolen or subject to unpaid finance.

Website: https://hpicheck.com

CHECK THE MILEAGE
If you're suspicious about mileage get it confirmed by BIMTA for a small fee. (UK Only)

Website: www.bimta.org

There are two ways in which the mileage is recorded so check the Odometer reading as below.

KPH TO MPH Card Fitted
The fitting of a small card into the Speedo dial allows the needle to display Miles Per hour. This is by far the cheapest and most common solution and can be achieved by purchasing the card. If a card is fitted it means the Odometer reading is in Kms.



MPH Sticker applied to speedo
If you have an MPH Sticker on your Speedo it means you have a Transducer fitted. **It means that the odometer reading is now shown as miles. (See above).** Double check that the mileage shown matches the MOT's and Service Book.

PART 24
LEGAL CHECKS (UK)

Thoroughly check the Log Book and Service History. Check that the seller's name and address is the same as the name and address in the 'V5' log book? If not, ask why not and decide if you trust the answer? Check everything on the log book is spelt correctly and there have been no alterations made to the document. If you are in doubt about whether a log book is genuine you can call the **DVLA help line on 0870 241 1878.** Check that the vehicle identification number (VIN) plate on the car matches the number on the V5? The VIN plate is located under the bonnet. Check the service book, however if the car has been imported and due to the age you may find that there is no service book.



Tip! If the car has been privately owned then there should be MOT certificates and old service receipts. Are key service details listed? Check MOT dates match with the services?

IMPORTANT
Open the bonnet and check that the VIN Number in the log book matches both the etched number in the middle of the bulkhead bodywork and also the VIN Plate.

Website: www.figaroownersclub.com/how-to-find-your-nissan-figaro-vehicle-identification-number-vin-video

PART 25
CLOSING THE DEAL

Assuming you are happy to proceed, you can now continue onto the purchasing!

Car sellers expect buyers to haggle on price, and factor this in when they set their price. It can save you hundreds of pounds so it's important you know how to haggle success-fully. A successful haggle should mean the buyer and seller both walk away thinking they've got a good deal.
Know the maximum you want to pay and stick to it. Work out how much you expect repairs or maintenance to cost – call a garage for a rough estimate if you're unsure.

SOME KEY TIPS

- Start your bidding low and let the seller work up to the acceptable middle ground – if you start too high you can't go back
- Haggling isn't just about the price – a tank of fuel or a service can be a good negotiating tool
- Stay calm, never be confrontational and show commitment to the deal
- If you can't come to an agreement, remember there are plenty of other Figaros available!

PART 26
COLLECTING THE CAR

Before you drive away enjoying your Figaro...

- Ensure that the new owner's section of the **V5C** is filled out correctly, and that you take the relevant sections with you.
- Do get an invoice and sales contract showing that the balance has been paid.
- Check you have all the ownership paperwork and servicing evidence.
- Have you both keys?
- If you have an **Original Figaro Key** it will have a **3/4 digit number stamped on it**. Ensure you make a note of this and keep safe. If you ever lose your key (or lock it inside the car) you will need to get another key and they will require this number to produce it!
- If it has no **Immobiliser** ensure you fit one as soon as you can as the car is very easy to open! We have more information on how to secure your car here
- Make sure you have or purchase BREAKDOWN COVER before you leave the sellers address.

What to do if there is a problem after the purchase
Suppose that your careful checklist unearths a problem? What happens next depends on the seriousness of the problem and whether you consider it to be a deal breaker or not. Basically you have two choices, either accept or reject the car. Remember that the Sale of Goods Act is on your side. If you buy through a garage and find a problem with your car, good dealers will fall over themselves to sort it out.

- If you believe the problems can be rectified by the dealer, then only accept the car if it is clearly stated on the sales invoice what the problems are, when they will be fixed and what costs will be involved.
- Negotiate a settlement. Look at these carefully and decide whether they are fair compensation.
- Keep all records and paperwork.
- If you feel that the car's faults are too serious, then you have the right to reject the car. Do this formally, in writing, as soon as possible.

PART 27
HOW TO INSURE YOUR FIGARO, SECURITY & PARTS PRICE LIST

HOW TO INSURE YOUR FIGARO

INSURING YOUR FIGARO. PLEASE READ THIS IF YOU DON'T READ ANYTHING ELSE IN THIS GUIDE!



Due to the age of the car and the fact that the vehicle is a 'grey import' the Figaro is classified as a Classic Car. This means you should be very cautious and careful insuring the car and we strongly recommend taking our advice. Over the years we have seen members lose thousands of pounds on claims because they used the wrong insurance provider.

In today's world we understand it is quite normal when insuring a car to shop around and use 'compare websites' to get the cheapest price. But be warned unless you understand exactly what it is you are buying it could all end in tears.

HOW TO INSURE YOUR FIGARO (UK ONLY)
Simply visit our website and follow the links

Website: **www.figaroownersclub.com/insurance**

HOW TO GET AN AGREED VALUE
We urge you to ensure your car has an **Agreed Insurance Valuation Certificate**. This can be provide by The Figaro Owners Club for £24 to Non-member's or £16 for Members. Once you have this you can then proceed to get the car insured.

Website: **www.figaroownersclub.com/insurance-valuations**

REVIEWING THE SECURITY



As a minimum we recommend:

1. Fit an Immobiliser. The Figaro is one of the easiest cars to open, so as a minimum we strongly recommend having a Immobiliser fitted. This car has an indicator showing the alarm is set >>>

2. Use a THATCHAM approved alarm (UK) We would always recommend fitting an alarm which is THATCHAM APPROVED ALARM and use a THATCHAM RECOGNISED INSTALLER which means the product and company have been independently accessed and meet stringent security measures.

3. Read our Security Guide. In association with **Autodynamics** our 10 page guide covers the most basic to the most sophisticated to suit all budgets. Go to our

Website: www.figaroownersclub.com/security

PARTS PRICE LIST

Sample of common parts, search for more visit Website: https://www.figaroownersclub.com/parts

ENGINE PARTS	EXTERIOR PARTS	SERVICE PARTS
£140 - TURBO/BOOST HOSE SET	£1200 SS BUMPER SET	£25 E10 FUEL STABILISER
£190 - ALTERNATOR	£120 - BOOT RACK	£6 AIR FILTER
£80 - BATTERY	£40 - WHEEL CENTRE CAP	£32 SERVICE KIT
£105 - CAMBELT KIT	£90 - OUTER SILL REPAIR PANEL	£75 IGNITION OVERHAUL KIT
£140 - COLD IDLE VALVE	£60 - BONNET EMBLEM	£27 ROCKER COVER GASKET
£120 - ENGINE MOUNT	£185 - HEADLIGHT SURROUND	£21 BRAKE PAD SET
£380 - FULL STAINLESS ST EXHAUST	£65 - POLO WHEEL TRIM	£240 BRAKE MASTER CYLINDER
£200 - GEARBOX OVERHAUL KIT	£475 - REAR WINDOW FRAME	£132 REAR TRAILING ARM KIT
£115 - HEAD GASKET	£75 - MUD FLAPS	£185 FULL SET SHOCK ABSORBERS
£78 - IGNITION LEADS	£470 - FRONT WINDSCREEN	£72 STEERING COLUMN
£220 - SILICONE COOLANT HOSE	£185 - VINYL ROOF KIT	£50 165/70/R12 TYRE

PART 28
BUY A COVER & APPLY UNDER SEAL FINISH

BUY A COVER - The Nissan Figaro is a car that doesn't like to be left in the wet for too long. We understand that not everyone has access to a Garage or Carport. Also, if the car is going to be left in the street, then it may not be practical to put a car cover on every night. But if you wish to extend the life of the car then try and keep it out of wet weather for long periods.

EXTERNAL CAR COVERS

Car Covers is the UK's largest range of fully tailored, waterproof, breathable indoor and outdoor car covers. The company manufactures three types of car cover that fits the Figaro.



WARNING - When using an external cover we highly recommend removing it on a weekly bases to allow the car to dry out especially when the weather is damp and there is a lot of dew in the air. The reason for this is moisture will build up between the car and the cover which in extreme cases can effect the paint work.

Website: www.figaroownersclub.com/car-covers



APPLY UNDER SEAL - If you look under your car and it a black tar like substance applied this is a protective finish. This is Waxoyl or an equivalent and you need to take no action. If you can see no black and only metal and are planning to drive your Figaro all-year-round we recommend you get it treated. The original design of the car with its deep cavities is an ideal breeding ground for rust especially in areas along the under door seals and the wheel arches.

Website: www.figaroownersclub.com/rust-protection

PART 29
GET THE CAR SERVICED AND CHECKED - NOW!

Okay we know what you are thinking, you have only just bought the car and now you need to get it serviced! But if you've bought privately we recommend the following checks be done within a month or so (if you did not clarify this at the time of buying car).

1. **Replace the timing belt & water pump, unless you see proof in writing that this has been done within the last 3 years**
2. **Get someone to check the condition of the water hoses and replace with the latest Silicon type if needed**
3. **Check the rocker shaft bolts are secure (ask a garage to do if you cannot)**
4. **Check and clear the drain holes on the rear boot is clear. Use a watering can to make sure water flows out the pipes**
5. **Make a note of the key number and keep it safe**

PART 30
JOIN THE FIGARO OWNERS CLUB

The Figaro Owners Club was launched in March 2009 to serve the growing needs of Nissan Figaro car owners and enthusiasts.

There are many benefits to joining The Figaro Owners Club – practical, social and financial.

Cost to join is £24 for the first 12 months reducing to just £15 thereafter

Website: www.figaroownersclub.com


THE CLUB CELEBRATES THE CARS 30TH BIRTHDAY

Amendments and Errors

Please report these to: sales@figaroownersclub.com

Disclaimer: This guide is designed to help you, but whatever you do is ultimately your choice and decision. The Prices indicated are a guide only. The Figaro Owners Club will not take any responsibility for any purchase you may make.