

IsThisCarOK

A briefing before you meet the seller

Know what to verify before you offer

2004 Ford F-150 SuperCab 4x4 · Nanaimo, BC · 198,826 km · Asking \$7,000 CAD

Inspect at a hoist shop first. \$7,000 is the top, not the opening bid.

This does not look like a fake listing or a classic scam. It also is not an automatic yes at \$7,000. It is a 22-year-old Ford pickup with a well-known expensive engine family. The kilometres are a genuine plus: 198,826 km — about 9,000 km a year, well below average for the age. The rest of the listing is still thin: no engine size, no underside photos, no service history. The only maintenance mentioned is a new battery. “Don’t use it enough” plus low kilometres plus a new battery usually means a truck that has been sitting, not a truck that has been gently highway-driven.

Do not hand over money until an independent Nanaimo shop inspects it. That inspection should cost about \$150–\$280. If the shop gives it a clean bill of health, a fair price is likely \$5,500–\$6,500. \$7,000 is the top of the market for a verified-nice Island example, not the opening bid. If the frame, engine, or transmission is unhappy, walk away. A lemon in this generation can eat \$3,000–\$8,000 in a hurry — more than the truck is worth.

1. The decision in two minutes

Inspect at a hoist shop first. \$7,000 is the top, not the opening bid.

Confidence: LOW. This is listing research, not proof of mechanical condition. Unknown means unknown until the vehicle or shop confirms it.

Vehicle	2004 Ford F-150
Asking	\$7,000 CAD
Odometer	198,826 km
Engine	unknown
Transmission	Unknown
VIN	Not supplied

What we know — and what still needs checking

Item	Current value	Evidence status
Odometer	Unknown	Unknown
Engine	Unknown	Unknown
Transmission	Unknown	Unknown

2. What the 5 photos actually show

Photos help, but they never show the whole vehicle. Here is what is clearly visible, what may need attention, and what the photos do not show.

5 of 5 listing photos did not print. The files were too large to embed; look at the listing for the rest.

What you still cannot see — and must not skip

- engine size
- odometer photo
- engine bay
- underside/frame
- 4x4 function
- rear seats
- service records

3. The expensive jobs — in plain English

None of this means the vehicle in the driveway is doomed. It means you inspect for these items on purpose, because they are expensive and common. Think of it like buying an old house: the things that ruin the budget are the ones you check first.

Walk-away items

- Frame / cab mount rust — Flaking steel, holes, bed and cab not lining up (Often not worth repairing)

Known failure	Risk	How you may notice	Typical shop cost
Cam phasers / timing chains	MED	Diesel-like rattle on cold start from the front/top of the engine; rough idle; check-engine light (160,000–240,000 km window)	\$2,500–\$5,000 CAD
Two-piece spark plugs	MED	Misfire; expensive “tune-up”; shop says a plug broke in the head	\$400–\$2,000 CAD
Exhaust manifold bolts	MED	Tick that may sound like the engine; exhaust smell	\$800–\$2,000 CAD
Automatic transmission 4R75E	MED	Delay into gear, slip, shudder, burnt-red smell	\$3,000–\$5,500 rebuild CAD
IWE / 4x4 vacuum hubs	MED	Front grinding in 2WD that changes in 4x4; 4x4 does nothing	\$150–\$1,200 CAD
Power window regulators	MED	A window drops into the door with no warning. 2004 is infamous for this.	\$250–\$450 per door CAD
HVAC blend door	MED	Heat or A/C stuck on the wrong setting; clicking behind the dash	\$400–\$1,200 CAD
Fuel pump / module on frame	MED	Hard starts, stalling, pump module rusty on the frame rail	\$600–\$1,200 CAD
Front end	MED	Wander, clunks, uneven tire wear — worse with big AT tires	\$400–\$1,500 ball joints, tie rods CAD
Rear axle / pinion seal	MED	Whine at speed; gear oil on the belly; clunk taking off	\$300–\$1,800 CAD
Frame / cab mount rust	HIGH	Flaking steel, holes, bed and cab not lining up	Often not worth repairing
A/C evaporator	MED	A/C blows warm; must pull the dashboard to fix	\$1,200–\$2,000 CAD

Costs are independent-shop ballparks, parts and labour, before tax. A dealer is usually higher. Any one of the expensive items can exceed the vehicle's value.

4. Is the asking price fair?

Short version: \$7,000 CAD is a ceiling, not an opening bid. Pay that number only after a shop finds no major problems — not in the driveway because the photos look pretty.

Comparable asking prices we found:

Where	What it is	Odo	Ask
Penticton, BC	Lariat, 4x4, “\$8,000 recent work,” canopy Hand-collected Canadian asking price, summer 2026 (Kijiji / AutoTrader / Craigslist / dealer). Not fetched by our servers.	329,000 km	\$6,400 CAD
Richmond, BC	Dealer SuperCrew 4WD, leather, moonroof Hand-collected Canadian asking price, summer 2026 (Kijiji / AutoTrader / Craigslist / dealer). Not fetched by our servers.	324,123 km	\$5,888 CAD
Dawson Creek, BC	XLT 4x4, lifted on 35s Hand-collected Canadian asking price, summer 2026 (Kijiji / AutoTrader / Craigslist / dealer). Not fetched by our servers.	228,229 km	\$8,000 CAD
Abbotsford, BC	2005 SuperCrew XLT 4WD Hand-collected Canadian asking price, summer 2026 (Kijiji / AutoTrader / Craigslist / dealer). Not fetched by our servers.	374,111 km	\$4,995 CAD
Vancouver, BC	2005 FX4 SuperCrew 4WD Hand-collected Canadian asking price, summer 2026 (Kijiji / AutoTrader / Craigslist / dealer). Not fetched by our servers.	251,990 km	\$9,890 CAD
Grande Prairie, AB	Lariat SuperCab 4x4, 5.4 Hand-collected Canadian asking price, summer 2026 (Kijiji / AutoTrader / Craigslist / dealer). Not fetched by our servers.	235,000 km	\$4,500 CAD
Calgary, AB	5.4, “runs great,” newer tires Hand-collected Canadian asking price, summer 2026 (Kijiji / AutoTrader / Craigslist / dealer). Not fetched by our servers.	262,000 km	\$4,000 CAD
Burnaby, BC	Ex-cab 4x4, private, “runs like new” Hand-collected Canadian asking price, summer 2026 (Kijiji / AutoTrader / Craigslist / dealer). Not fetched by our servers.	410,000 km	\$2,500 CAD

What a fair number looks like for this specific vehicle

If the inspection finds...	Then it is worth about	What to do
Solid frame, no engine rattle, transmission shifts cleanly, 4x4 works, Island truck with little rust. 198,826 km is real (odometer matches, no cluster swap)	\$6,000–\$6,750 CAD	This is the only case where \$7,000 is even in the neighbourhood. Offer \$5,750–\$6,250 and let them come up.
Mostly healthy, but no records, small leaks, worn front end, or the riskier 5.4 engine with original phasers still in it	\$4,750–\$5,750 CAD	Low km helps. Original 5.4 internals at 123,500 miles is still a timing-job risk. Offer \$4,500–\$5,500.
Sitting issues (rusty rotors, leaks after start-up, old tires, mice) but the bones are good	\$4,000–\$5,250 CAD	Subtract the shop's repair list from ~\$6,000. Low km does not cancel sitting damage.
Frame rust-through, cam-phaser rattle, slipping transmission, dead 4x4, salvage title, or a seller who refuses a shop visit	Parts / walk away	Do not "get a deal." The next bill will be the deal.

5. What it may cost before repairs

A \$7,000 vehicle is not \$7,000. Tax, transfer, a history report, and a shop inspection are added to the seller's price. Figures below are planning slots, not quotes and not Canadian Black Book.

Item	Low	High	Caveat
BC PST (private sale) on asking price only — not official (12% on asking — not official)	\$840 CAD	\$840 CAD	We cannot see Black Book. ICBC taxes the greater of purchase price or Canadian Black Book average wholesale. If the Autoplan broker uses wholesale and it is higher than your price, tax will be higher. Confirm at an Autoplan broker with APV9T.
Transfer / plates	\$30 CAD	\$60 CAD	Planning figure at Autoplan, not a quote.
Carfax Canada + lien (BC/ICBC option)	\$50 CAD	\$70 CAD	Buy your own history report. Do this before you fall in love.
Pre-purchase inspection	\$150 CAD	\$280 CAD	BCAA 199-point is \$249.95 + tax. Planning figure, not a quote.

The real out-the-door number is not \$7,000

Seller's price \$7,000 plus the items above is roughly \$8,070–\$8,250 before insurance, fuel, or a single repair. That is the number to compare against a cleaner vehicle.

6. A simple decision guide

You do not need to become a car expert. You need a yes, a maybe, or a no.

If this happens	Your decision
Seller will not allow an independent hoist inspection, or the dash km does not match 198,826	No. You are done. Be polite and leave.
Carfax / ICBC shows salvage, rebuilt, or a lien they cannot clear	No.
Cold start rattles like a diesel; transmission slips or bangs; 4x4 inoperative; shop finds frame holes or unsafe brake lines	No. Do not “think about it.” Those jobs cost more than the truck.
Shop says it is a usable truck with a list of ordinary age-related work (brakes, bushings, small leaks, tires)	Maybe. Subtract that list from ~\$6,000–\$6,500 and offer that. Keep \$2,000–\$3,000 in reserve.
Shop is genuinely positive: clean frame, quiet cold start, clean shifts, 4x4 works, 198,826 km confirmed	Yes, at the right price. Fair is likely \$5,750–\$6,500. \$7,000 only if it is clearly above average (records, 4.6 or already-done timing job, Island rust-free).
You like it but cannot afford the inspection plus a repair cushion plus Island-priced fuel	No. That is a valid no. A cheap truck with no cushion becomes an expensive truck.

Recommended offer math (only after a decent inspection)

Start at \$6,000 for a solid, rust-honest Island example with 198,826 km confirmed on the dash. Add up to \$500 if it is the 4.6, or if there are receipts for phasers/plugs/timing work already done. Subtract the shop’s “do this year” estimate, dollar for dollar. Subtract \$400–\$800 if there are no records and the 5.4 is still original inside — this km is exactly when that job shows up. Do not start from \$7,000 and “talk them down \$200.” \$7,000 is the ceiling for a verified-nice one, not the opening. If they will not move off \$7,000 after a report that is only “okay,” let this one go. Another F-150 will appear next week.

7. What you can check (no wrench required)

Do this even if you already booked the shop. You are trying to decide whether the vehicle is worth spending inspection money on — and whether the seller is someone you want to buy from.

At the viewing

- Hear the cold start. Walk up to a quiet engine. Do not let them warm it first. You want the first five seconds.
- Photograph the dash odometer. The listing says 198,826 km. If the dash does not match, stop and ask why.
- Dashboard. Photograph the odometer and every warning light. Lights should come on with the key and then go out.
- Leaks, rust, tires. Fresh puddles, flaking steel, cracked sidewalls, and tire date codes (four digits on the sidewall).

- Test drive 15–20 minutes if you can: a hill, a merge, a few bumps. Shifts should not bang. Brakes should not pull.
- After the drive, look under the hood again for new drips.
- Try 4x4 in an empty dirt/gravel lot — not on dry pavement for long.

Still hidden on paper — ask to see

- engine size
- odometer photo
- engine bay
- underside/frame
- 4x4 function
- rear seats
- service records

Five seller questions that matter

- May I photograph the VIN and dash odometer?
- How long have you owned it, why are you selling, and has it sat unused?
- May I see service and repair receipts — not just hear a summary?
- Any accidents, title brands, liens, rust repair, or structural welding?
- Will you allow a first-morning inspection at an independent shop I choose, on a hoist?

FOR THE MECHANIC / SPECIALIST — hand these pages to the shop

Buyer is not a car person. They need a written hoist PPI on this 2004 Ford F-150, with findings and rough 12-month repair numbers. Prioritize the model-specific list and the known failures table. Buyer pages (photos, price, hustles, driveway checklist) are earlier in this PDF.

8. Vehicle identity — confirm before you start

Year / make / model	2004 Ford F-150
Generation	11th (2004-2008 redesigned, not Heritage)
Drivetrain / cab / trim	4x4 · SuperCab · XLT
Engine (confirm on vehicle)	unknown
Engine candidates	4.6 2V Triton, 5.4 3V Triton
Odometer (listing)	198,826 km
VIN	Not on file — photograph door sticker / dash before work
Listing city	Nanaimo
Asking	Ask \$7,000 CAD
Still unknown on paper	engine size; odometer photo; engine bay; underside/frame; 4x4 function; rear seats

If the VIN, odometer, or engine family does not match what the buyer brought you, stop and tell them before you spend inspection time.

9. Pay extra attention — known failures for this YMM

Buyer-facing language is in the front of the PDF. This table is for the bay: what fails on this generation, how it shows up, and typical independent-shop money.

Walk-away if confirmed

- Frame / cab mount rust — Flaking steel, holes, bed and cab not lining up (Often not worth repairing)

Failure / system	Priority	Test / inspection requested	Typical shop \$
Cam phasers / timing chains	Watch	Diesel-like rattle on cold start from the front/top of the engine; rough idle; check-engine light (160,000–240,000 km window)	\$2,500–\$5,000 CAD
Two-piece spark plugs	Watch	Misfire; expensive “tune-up”; shop says a plug broke in the head	\$400–\$2,000 CAD
Exhaust manifold bolts	Watch	Tick that may sound like the engine; exhaust smell	\$800–\$2,000 CAD

Failure / system	Priority	Test / inspection requested	Typical shop \$
Automatic transmission 4R75E	Watch	Delay into gear, slip, shudder, burnt-red smell	\$3,000–\$5,500 rebuild CAD
IWE / 4x4 vacuum hubs	Watch	Front grinding in 2WD that changes in 4x4; 4x4 does nothing	\$150–\$1,200 CAD
Power window regulators	Watch	A window drops into the door with no warning. 2004 is infamous for this.	\$250–\$450 per door CAD
HVAC blend door	Watch	Heat or A/C stuck on the wrong setting; clicking behind the dash	\$400–\$1,200 CAD
Fuel pump / module on frame	Watch	Hard starts, stalling, pump module rusty on the frame rail	\$600–\$1,200 CAD
Front end	Watch	Wander, clunks, uneven tire wear — worse with big AT tires	\$400–\$1,500 ball joints, tie rods CAD
Rear axle / pinion seal	Watch	Whine at speed; gear oil on the belly; clunk taking off	\$300–\$1,800 CAD
Frame / cab mount rust	Walk-away	Flaking steel, holes, bed and cab not lining up	Often not worth repairing
A/C evaporator	Watch	A/C blows warm; must pull the dashboard to fix	\$1,200–\$2,000 CAD

10. Shop inspection request

Please use your normal inspection process and your normal printed or digital report. This page only highlights the vehicle-specific questions the buyer needs answered; it is not a substitute for your checklist. Please include repair-now items, likely work within 12 months, measured results, rough repair prices, and whether you would keep shopping.

Type	Please include
Identity	Photograph VIN Confirm dash odometer Confirm engine and transmission
Test	Cold-start it. Listen for a diesel-like rattle from the top/front of the engine that lasts more than a couple of seconds (cam phasers / timing chains / guides). Note whether it is actually an exhaust-manifold tick.
Test	Identify engine (4.6 vs 5.4). Confirm the odometer reads about 198,826 km and look for signs of a replaced cluster. Scan all modules for stored and pending codes.
Test	Hoist: frame rails (especially cab-to-bed area and rear spring mounts), cab mounts, bed mounts, brake lines, fuel tank straps, fuel-pump driver module on the frame, exhaust leaks, oil/coolant/transmission leaks.

Type	Please include
Test	Transmission: delayed engagement, slip, overdrive shudder, fluid colour and smell. Road test including highway if possible.
Test	4x4: engage 4-high. Listen for IWE grinding in 2WD. Check vacuum lines at the front hubs.
Test	Front end: ball joints, control-arm bushings, tie rods, wheel bearings — this truck has aftermarket AT tires.
Test	Brakes, tires (including tire date codes), and whether the wheels are bent.
Test	Cooling system, belts, hoses, radiator, and any sign it overheats.
Test	Windows, heat/A/C, and whether the aftermarket stereo is causing a parasitic battery drain.
Test	Please list anything likely to cost money in the next 12 months, with rough numbers. We are non-mechanics buying a daily driver.

11. Buyer driveway sheet — take this page with you

Print this last section. Fill it in standing beside the vehicle. If too many boxes stay empty, you are not ready to buy.

Fact	Write it here
VIN (17 characters, door sticker)	
Kilometres on the dash (photograph it)	Should be about 198,826 km
Engine (4.6 or 5.4) — from under the hood or door sticker	
Cold start: quiet / light tick / diesel rattle	
Warning lights after start	
Seller has owned it for... / it has sat for...	
4x4 engaged and worked? Front grind in 2WD?	
Transmission: smooth / delayed / slip / shudder	
Visible leaks, exhaust tick, overheating smell	
Tire date codes and remaining tread	
Frame / underbody (only after the shop)	
Carfax / lien result	
Seller will allow BCAA or shop of our choice? Y/N	
Shop estimate of work needed in 12 months	\$
Our offer, if we make one	\$

Phone numbers

- BCAA Auto Service Centre: 250-390-7380 · 6581 Aulds Rd Unit 600, Nanaimo
- Precise Mechanical Repairs: 250-739-5659 · 227 S Terminal Ave, Nanaimo
- Auto Check Automotive: 250-714-1997 · 605 Bowen Rd, Nanaimo