



MTÖ

Buyers Guide

Alfa Romeo
Owners Club
MiTo Register



What you need to know

What to look out for when buying

Reference guide to take when viewing

MiTo Buyers Guide



This buyers guide is aimed at existing and potential MiTo owners to help understand the different MiTos available and what to look for when buying.

A well-maintained and cherished MiTo can be a fabulous car, but choose one based on your needs, your driving use and the condition of the car.

There are several tips to look out for in this guide, along with some easy to use pictures for you to print and take with you when looking at a used MiTo. And don't forget there is a wealth of other information in the Useful Info section of our website, mitoregister.com.

Trims

The launch-MiTo trim levels were Turismo, Lusso and Veloce. The entry-level Turismo featured grey or red Turismo cloth seats, manual air-conditioning, electrically adjustable mirrors, the Alfa Romeo DNA system, radio/CD and 16" wheels. The Lusso trim added carbon-effect dashboard (initially available in black, red or blue), Lusso cloth seats in black, red or blue, leather steering wheel and gear knob, chrome window trim, front fog lights and remote audio controls on the steering wheel. Veloce trim featured seats in black or red sports cloth, 17" wheels, red painted brake calipers, rear spoiler, integrated Blue&Me, a front armrest,

sports rear bumper diffuser and sports dials with white illumination on a black background.

The 2010 launch of the Cloverleaf model included 17" Cloverleaf alloy wheels and Cloverleaf badging, dark headlining and steering wheel, 305mm Brembo front brakes as standard (with all calipers painted red) along with chrome, twin tailpipes and sports dials with white illumination from the early Veloce.

Revisions in 2011 resulted in the introduction of the Sprint trim which broadly aligned to the original Turismo but with added Blue&Me, cruise control, remote audio controls on the steering wheel and front fog lights. The same year, the revised line-up became Progression, Distinctive and Quadrifoglio Verde. The entry-level Progression was effectively a down-graded Sprint with



15" steel wheels, no Blue&Me or cruise control and no Alfa Romeo DNA on the new 8v 78bhp petrol engine. The Distinctive was similar to the original Lusso but included 17" wheels, red painted brake calipers, sports rear bumper diffuser, aluminium sports pedals, rear spoiler and sport



seat upholstery (from the previous Veloce). The Quadrifoglio Verde trim mirrored the Cloverleaf specification but with 18" Exclusive QV alloy wheels, active suspension, rear parking sensors and new alcantara black upholstery with green stitching.

In 2012, the new Sportiva trim was introduced which, in simple terms, was the Quadrifoglio Verde trim but without the more powerful 170bhp engine and active suspension. The Sportiva featured the same darkened interior, 18" QV wheels, green-stitched alcantara interior and other features, coupled with Sportiva badging.

The MiTo line-up was refreshed in October 2013 for the 2014 model year cars in Sprint, Distinctive, Sportiva (renamed QV Line during 2014) and Quadrifoglio Verde trim. The refresh included new technology with the new Uconnect system and the inclusion of cruise control, rear parking sensors and other small features (e.g. lumbar support) as standard on all trims, though the re-introduction of the Progression entry-level trim in 2015 along with the special edition Junior model down-graded those aspects to options (though the Junior edition included some

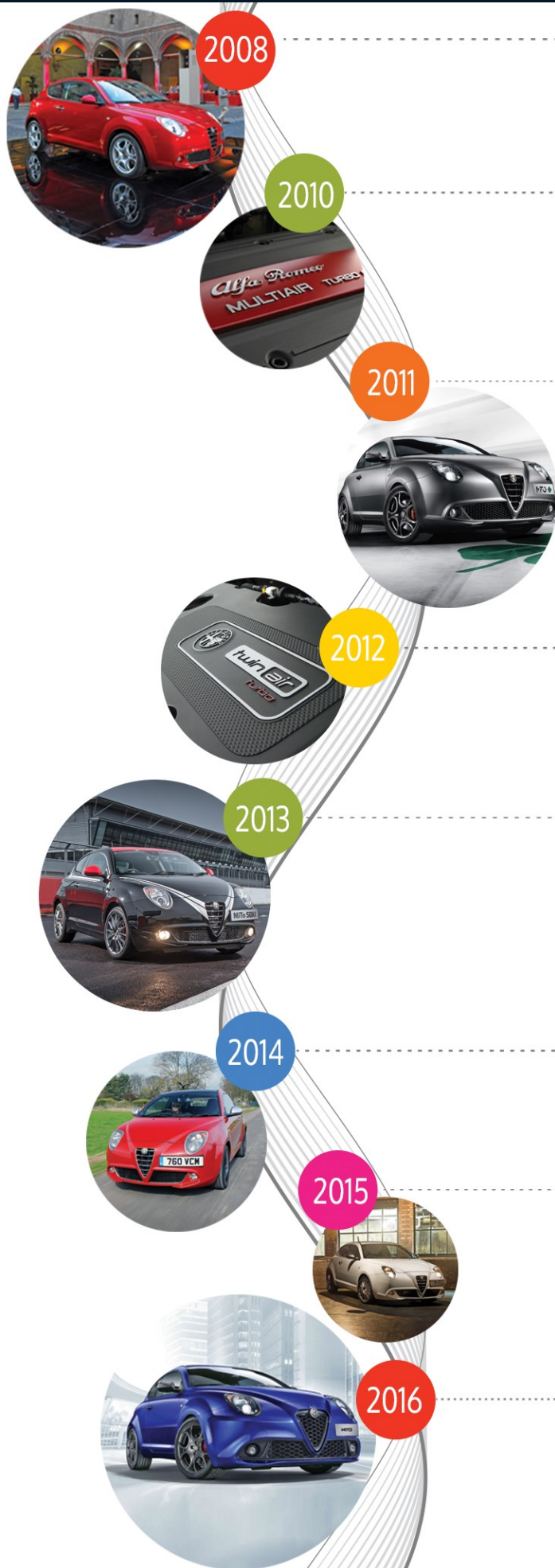
unique upholstery).

The 2016 facelift of the entire MiTo range created four trim levels: MiTo, Super, Speciale and Veloce. The entry-level MiTo featured 16" alloy wheels, Alfa DNA, Uconnect 5" colour touchscreen, audio controls on the steering wheel and black Tecnosilk fabric upholstery. The Super was upgraded with new 17" Turbine alloy wheels, rear parking sensors, front fog lights, cruise control, front armrest and anthracite fabric upholstery. Speciale featured 17" darkened 5



hole alloy wheels, a flat-bottomed steering wheel, carbon-fibre finish headlights, red painted brake calipers, a new sports rear diffuser, sports dials with white illumination and fabric and alcantara upholstery with red stitching. The new Veloce mirrored the Speciale with the addition of new 18" darkened 5-hole alloy wheels, active suspension, Uconnect NAV, twin tailpipes and Veloce badging, and was only available with the 170bhp petrol engine with TCT transmission.





MITO LAUNCH

Introduced in 2008 in Europe and the 24th January 2009 in the UK, the Early MiTos were available in Turismo, Lusso and Veloce trims.

There were three petrol engines (1.4 16v 95bhp, 1.4 TB 120bhp Turbo and 1.4 TB 155bhp Turbo).

Two diesel engines were available as a 1.3 JTDM 90bhp or 1.6 JTDM 120bhp.

MULTIAIR & JTDM-II

From March 2010, the MiTo was available with the new 1.4 MultiAir TB engine (135bhp and 170bhp versions) featuring start/stop. The 170bhp Cloverleaf version is released.

For diesel, the new MultiJet II was introduced as a 1.3 JTDM-2 95bhp engine, available in Turismo, Lusso and Veloce trims.

The revised entry-level Turismo became the Junior (only available with 1.4 16v 95bhp petrol or 1.3 JTDM-2 95bhp engines) alongside variants of Lusso and Veloce. For a short period, a special edition Turismo Sport was available.

TCT & REVISED LINE-UP

January 2011 sees the introduction of the Alfa TCT transmission, available only with the 1.4 MultiAir TB 135bhp petrol engine.

In February, a new special edition MiTo Sprint is introduced, available with 1.4 16v 95bhp or 1.4 MultiAir TB 135 TCT petrol models or 1.3 JTDM-2 95bhp diesel engine.

April 2011 marks the first model refresh, alongside the introduction of the 1.4 8v 78bhp petrol engine (replacing the 1.4 16v 95bhp engine), a new 1.4 MultiAir TB 105bhp petrol and the 1.3 JTDM-2 85bhp diesel (replacing the 95bhp) and 1.6 JTDM-2 120bhp diesel.

The revised model line-up was named Progression (previously Lusso), Distinctive (previously Veloce) and the Quadrifoglio Verde (previously Cloverleaf), also retaining the Sprint special edition. The Junior and Turismo Sport trims were dropped, and the Giulietta Red and Azurro Blue colours replaced with Metal Bronze and Tornado Blue.

TWINAIR & SPORTIVA

In July 2012, Alfa Romeo launched the MiTo with the 875cc TB TwinAir 85bhp petrol engine available in either the Sprint or Distinctive trims.

In August, the new MiTo Sportiva is launched (based on the Distinctive version) featuring 18" wheels and interior trim from the Quadrifoglio Verde. The Sportiva was available with the 875cc TB TwinAir 85bhp, the 1.4 MultiAir TB 135bhp or the 1.6 JTDM-2 120bhp diesel.

SBK & REVISED LINE-UP

In January 2013, the Quadrifoglio Verde SBK limited edition is launched.

April marked the release of a limited edition MiTo LIVE, available only in red with the 875cc TB TwinAir 85bhp petrol engine.

October 2013 saw the revised line-up for the 2014 model-year MiTos featuring the Uconnect touch-screen technology along with several other changes. The model line-up is streamlined to Sprint, Distinctive, Sportiva and QV. Corsa Yellow, Metal Bronze, Graffiti Grey, Gardenia White, Metallic Red and Ametista are dropped from the colour range.

The revised model line-up includes the new 875cc TB TwinAir 105bhp petrol engine (replacing the 85bhp version).

140BHP, QV TCT & QV Line

In March 2014, the 1.4 MultiAir TB 140bhp petrol engine replaces the 135bhp, only available with TCT transmission.

June 2014 sees the launch of the Quadrifoglio Verde now with only TCT transmission, shortly followed by the renaming of the Sportiva trim level to the QV Line.

PROGRESSION, JUNIOR & COLLEZIONE

February 2015 sees the launch of the new entry-level Progression available with 1.4 8v 78bhp petrol, 875cc TB TwinAir 105bhp petrol or the 1.3 JTDM-2 85bhp diesel.

Alongside the Progression, the new limited edition Junior is (re)introduced with either the 875cc TB TwinAir 105bhp petrol engine or the 1.3 JTDM-2 85bhp diesel.

October 2015 sees the introduction of MiTo Collezione (MiTo Racer in Europe) with unique leather interiors and a paint option of Ardesia Grey (not available in other variants). The Collezione is available with either the 875cc TB TwinAir 105bhp or the 1.4 MultiAir TB 140bhp with TCT transmission and Brembo front brakes.

FACELIFT

September 2016 marks the launch of the facelift MiTo range, with variants named MiTo (previously Progression), Super (previously Distinctive), Speciale (previously QV Line) and Veloce (previously the Quadrifoglio Verde, with Alfa Romeo reserving the Quadrifoglio name for high-powered versions of their cars).

Engines are standardised to the 1.4 8v 78bhp petrol, 875cc TB TwinAir 105bhp petrol, 1.4 MultiAir TB 140bhp and 170bhp petrols with TCT only alongside the 1.3 JTDM-2 95bhp diesel (manual only). Biancospino White is replaced with Alfa White.

Engines

Depending on the year and trim level, fourteen engine and gearbox combinations were available during the production of the MiTo.

Early models offered a 95bhp 16v petrol alongside 120bhp and 155bhp turbo engines (often referred to as the 'TB' or 'T-Jet' engines). The first diesel engines were available as a 90bhp 1.3 JTDM or 120bhp 1.6 JTDM. The turbo petrol and 1.6 diesel engines are noticeable quickly than the normally-aspirated 1.4 or the 1.3 JTDM, but none of the engines are particularly slow and all deliver a fun drive.

In 2010, the TB petrol engines were replaced with the new MultiAir engines which featured electro-hydraulic control of inlet valves, giving improved efficiency and performance. The MultiAir engines were initially in 135bhp and 170bhp versions, but ultimately were available in 105bhp, 140bhp and 170bhp variants.

From 2012, the 875cc, two-cylinder TwinAir engine became available offering lower insurance groups and greater efficiency, though actual fuel consumption was considerably worse than the claimed figures as drivers tend to rev the engine harder to keep up the pace resulting in more fuel being used.

The diesel engines evolved in line with emissions regulations, with the JTDM-2 engines from 2010 featuring diesel particulate filtration for emission controls. This does mean that diesels should not be used exclusively for town/city driving or only short trips: they need good, fast runs to keep the diesel particulate filter clear which is not possible with short drives or city driving.

Transmissions are generally robust, but the early 155 TB petrol and 1.6 diesel versions were fitted with the M32 gear-

Engine	Power	Fuel Consumption	Top Speed	0-62 mph	CO2	Euro Emis. Std
0.9 (85) TwinAir Petrol	83 bhp	67 mpg	108 mph	12.1 sec	98 g/km	5
0.9 (105) TwinAir Petrol	103 bhp	67 mpg	114 mph	11.0 sec	99 g/km	6
1.4 16v (95) Petrol	93 bhp	47 mpg	112 mph	10.8 sec	138 g/km	5
1.4 8v (78) Petrol	76 bhp	50 mpg	103 mph	13.0 sec	130 g/km	5
1.4 TB (120) Petrol	120 bhp	46 mpg	123 mph	8.5 sec	145 g/km	4
1.4 TB (155) Petrol	155 bhp	43 mpg	134 mph	7.7 sec	153 g/km	4
1.4 (105) MultiAir Petrol	103 bhp	49 mpg	116 mph	10.7 sec	134 g/km	5
1.4 TB (135) MultiAir Petrol	133 bhp	50 mpg	129 mph	8.4 sec	129 g/km	5
1.4 TB (135) MultiAir Petrol TCT	133 bhp	51 mpg	129 mph	8.2 sec	126 g/km	5
1.4 TB (140) MultiAir Petrol TCT	138 bhp	52 mpg	130 mph	7.8 sec	124 g/km	6
1.4 TB (170) MultiAir Petrol	167 bhp	47 mpg	136 mph	7.3 sec	139 g/km	5
1.4 TB (170) MultiAir Petrol TCT	167 bhp	52 mpg	136 mph	7.1 sec	124 g/km	6
1.3 JTDM (85) Diesel	83 bhp	80 mpg	108 mph	12.9 sec	90 g/km	5
1.3 JTDM (95) Diesel	93 bhp	65 mpg	112 mph	11.2 sec	112 g/km	5
1.3 JTDM (95) Diesel	93 bhp	83 mpg	112 mph	12.1 sec	89 g/km	6
1.6 JTDM (120) Diesel	118 bhp	64 mpg	123 mph	9.6 sec	114 g/km	5
1.6 JTDM (120) Diesel (Start/Stop)	118 bhp	65 mpg	123 mph	9.6 sec	112 g/km	6

box which can suffer from bearing wear at higher mileage, typically resulting in whining, difficult gear selection or gear-lever moving of its own accord.

What to Check

The MiTo is generally a reliable car. But there are some key things to check when considering purchasing one.

Service History

Everyone will always tell you to look for a full service history with any car. But with the MiTo, this is particularly important as some versions require very specific maintenance and oil qualities. If the MiTo has its original service book, check for stamps at genuine Alfa Romeo dealers or Alfa Romeo Specialists. Of equal importance are the receipts for those services, as that is where any advisories or recommended repairs will be listed (and hopefully proven as carried out). If there is no service history, walk away, whatever the discount being offered or however good the MiTo seems.

General Maintenance

Unlike many cars from Alfa Romeo, the MiTo is often owned

by people unfamiliar with the brand. The MiTo is frequently somebody's first car and historically is owned by the younger generation, helped by cheap finance deals. Alfa Romeo specifically targeted the cool, young generation with the MiTo and it helped sales in later years, but it can also result in a general lack of care and maintenance.

Look out for poorly maintained brakes, paintwork and budget tyres which could, though not always, indicate a lack of investment in proper servicing and maintenance. It is possible that somebody who is unwilling to invest in general upkeep may also be less willing to invest in the correct oil or OEM parts.



Battery

The electronics and electrics in the MiTo are relatively ro-

bust, but many aspects require a strong battery voltage. A weak or old battery can lead to various errors or warnings and even serious failures such as the Electric Power Steering. So check the battery is new or recent, or plan to fit a new battery within the first weeks of ownership to avoid any spurious (or worse) issues.

MultiAir Engines

The MultiAir engine, despite its improved efficiency, requires very specific oil quality and also



features a little-known (and quite well hidden) MultiAir filter which is separate from the usual oil filter. Many owners, garages and even some dealers do not understand the importance of this which contributes to MultiAir unit failures (approximately £500 to replace, plus labour). Symptoms are misfires and rough-running, so only buy a MiTo with a comprehensive service history

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from an Alfa Romeo dealer or Alfa Romeo Specialist, and check that the owner knows which oil is used and has a general awareness of (and has followed) the maintenance schedules of the MiTo.

Steering

The MiTo has a unique Electric Power Steering unit that uses sensors to monitor the steering torque, vehicle speed and rotation to determine the amount of assistance needed. But it is a sealed unit, so any failures need a complete refurbishment or replacement. Whilst there are specialists who will refurbish the unit for around £350, ensure you check the steering at standstill, at slow speed and on the move for anything out of the ordinary.



Gears

The M32 gearbox is fitted to early 155 TB petrol and 1.6 diesel cars and can suffer from bearing wear. This tends to show up as a whining in 5th/6th gears, a constant whine from 20mph, crunching of gears or difficulty selecting gears and a 'haunted gearstick' (the gearstick moving of its own accord, typically in 1st or 5th gears). Check the full gearbox operation at all speeds to ensure it operates correctly. All MiTo manual gearboxes should be light and easy to engage all gears.

Suspension

The majority of MiTos have relatively standard suspension, though they do have a tendency to snap springs at higher mileage so always check for this. The 170bhp Clover-

leaf/QV models have adaptive suspension which features Koni shock absorbers which are very expensive to replace. So check all shock absorbers for any leaks or misting and check the last few MOT certificates for any advisories about shock absorbers misting.

Alternator

Early models suffered from a poorly designed drainage route from the scuttle whereby water from the windscreen dripped directly onto the alternator causing premature failure. This is particularly evident in winter where the water freezes on the alternator. Most cars were modified with a revised scuttle drain pipe but check the condition of the alternator for rust or moisture on pre-2011 cars.

Tailgate Electrics

The MiTo has a wiring loom from the car to tailgate with a single point of failure. Whilst there are wiring loom repair kits available, always check that the rear wiper, the heated rear screen and the boot release button (the Alfa Romeo badge on the tailgate) all operate without issue. Any odd behaviour with any of these could mean the wiring loom needs fixing.



Door Handles

Both exterior and interior door handles can suffer with wear on higher-mileage MiTos, so check the operation and for any looseness in the door handles as whilst not very expensive are a pain to change. Being a frameless door, the MiTo windows drop a centimetre on opening the door, so check this operates correctly too.

Exhaust

The exhaust back-box on all models tends to rust prematurely on the outer metal skin. Whilst this is not necessarily a problem, if left untreated will lead to further corrosion of the silencer itself, so be sure to check underneath and, at the very least, use rust to negotiate a discount.

Heater

The standard MiTo heater is a three-dial unit and can suffer from failed heater resistors. This is a cheap and easy fix, but check the heater works on all settings and if not expect to be replacing the heater resistor (under the glovebox). An optional dual-zone climate control unit suffers less with the resistor (and has a different type, albeit still under the glovebox)



but check the controls all work and the display operates as it should as replacing these units is very expensive.

DNA

The Alfa DNA system has three settings: Dynamic, Normal (later called Natural) and All Weather. Setting the different modes changes the dynamics of the MiTo (steering, suspension, throttle response) so



be sure to try all modes when test driving a MiTo. Simply press and hold the switch up/down for a few seconds to change the mode. Note, the 78bhp petrol engine models do not have DNA.

USB/AUX

Most, but not all, MiTos have a USB and Aux-in socket (just below the gearstick on early



models or under the armrest on later models). Some entry-level trims and special editions did not have these fitted as standard, but be aware that on the majority of pre-2016 models, smartphones only connect via Bluetooth for calls and texts, *not* music. So the USB or Aux-in is the only simple way to connect your smartphone to the MiTo, and their absence may prove important to you.

Early (pre-60 registration) MiTos with a USB socket also need a special Blue&Me Apple USB adaptor to connect an iPhone. These typically cost around £70 but are *not* required for 60-registration onwards cars.

Summary

The MiTo is a fabulous car if the previous owners have taken care of it. Do not let this short list of potential issues put you off a MiTo: drive one and see for yourself what a great car the MiTo really is.

But do your homework, do your checks, and take this guide with you when you view a used Alfa Romeo MiTo.

And remember there are plenty of MiTos currently in the UK, so take your time and ensure you choose the best you can afford.

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Battery

The battery needs to be relatively new and hold a strong charge. Old batteries may lead to errors and warnings.



Brakes

Check condition of discs and pads - poor condition might indicate a lack of maintenance elsewhere on the car. 305mm Brembo front calipers were optional on some models (and standard on higher models). Check handbrake operation at a standstill and gently at a slow speed to ensure it functions.



Gears/Clutch

Ensure every gear engages well at a standstill and on the test drive. There should be no whining or difference in noise with the clutch pedal depressed or released. Pay particular attention to 1.6 diesel and early 155TB models with the M32 gearbox.



Keys/Door Handles

All MiTos have two remote keys. If there is only one, they are very expensive to replace. Check higher mileage cars which may have loose door handles.



Paintwork

Stonechips are common at the front and on the rear wheel arch flares - check for any bad chips and any resulting paint lacquer peel which is not a simple fix.



Exhaust

Rust is common on the outer skin of the rear exhaust, but check for any blowing noises or obvious holes. But use rust to reduce price.



Engine

Check the coolant level looks correct and clean. Check the underside of the oil cap for white mayonnaise (could indicate head gasket issue). Check for any strange noises or rattling from the engine when running. Check alternator for rust or moisture. Cambelt should be changed every 4 years so check for written records of this (excl. 0.9 TwinAir and 1.3 JTD which both have chains).



Engine Oil

Ask the seller which oil is in the car. If they do not know (particularly MultiAir models) this shows a lack of understanding. Check the dipstick to ensure the oil looks new and at the correct level.



Temperature

Check the car starts well from cold and when warm, and ensure the temperature rises correctly (to the half way point) after seven or eight minutes.



Steering

Check lock-to-lock at a standstill, at low speed and during the test drive. Any noise or change in behaviour may indicate an Electric Power Steering issue which needs the entire steering unit to be replaced or rebuilt.



Tyres

Ensure tyres have plenty of tread. Premium tyres are a good indication of general maintenance investment. Unbranded/budget tyres may indicate cheap maintenance elsewhere so are a bad sign.



Suspension

Check for any noise or looseness from the suspension when on the test drive. Common issues with front top-mounts will make the suspension/steering feel loose. 170bhp versions have adaptive suspension (expensive to replace) so check the shock absorbers for moisture/leaks or any advisories of shocks 'misting' on MOT. Check all springs which have a tendency to snap on the MiTo.



Tailgate

Check the rear wiper works and the tailgate release button (the Alfa Romeo badge) opens the tailgate. Any issues could suggest a break in the wiring loom between the car and the tailgate.



Radio (Older Models)

The original CD/radio is reliable, but check all buttons work and the display lights up correctly.



Hazard/Lock Buttons

The hazard warning/door lock buttons can, on occasion, become pushed into the dash. This is a relatively easy fix but worth checking.



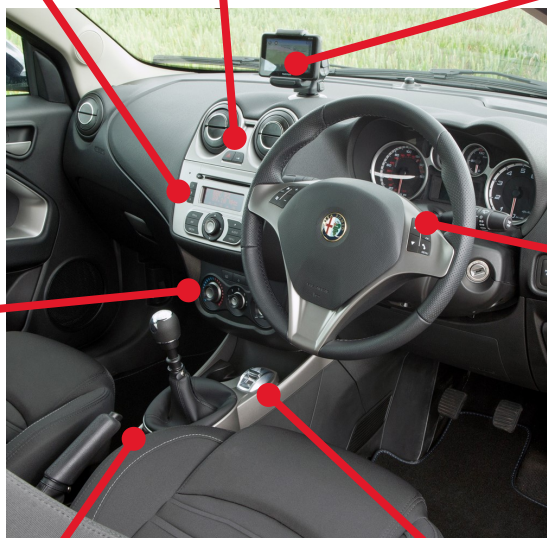
Sat Nav

Early MiTos had an optional built-in sat-nav/radio though maps are no longer available. There was an optional dash-port with a plug-in TomTom unit but overwhelmingly there was no Sat-nav on early cars.



Heater

On the standard three-dial heater, check the fans operate on all settings and check both heat and air conditioned air flows correct. If the fan only works on one setting (e.g. the lowest or the highest setting) it is likely a cheap fix of the heater resistor.



Steering Buttons

If the MiTo has buttons on the steering wheel, ensure they work and check for damage or scratches as they are tricky to replace.



USB/Aux (Early Models)

Some early models had either a USB or Aux-in (or both) socket below the gearstick. If the version does not include these, it makes it difficult to connect your smartphone to play music.



DNA

Most versions of the MiTo are fitted with the DNA system. Check it operates in all modes by pressing and holding the switch up or down for three or four seconds until the mode changes. The DNA modes change throttle response, steering lightness and (on 170bhp models) the adaptive suspension firmness.



Door Handles

Check the door handles operate the doors and are not damaged as they are difficult to replace without removing the whole interior door card.



USB/Aux (Later Models)

Later models with the Uconnect system will have the USB and Aux-in sockets below the armrest.



Uconnect (Newer Models)

Later models had the Uconnect touch-screen installed, but many models only had Sat-nav as an option. Check if the MiTo has a "Nav" button if you need Sat-nav, and check all touch-screen functions of the unit. Only the newest MiTos enable music to be played via Bluetooth. Most versions have calls and texts via the Bluetooth Blue&Me system.



Upholstery and Seating

The driver's seat bolster can wear on higher mileage cars and on leather interiors. The split rear seat with third seatbelt was an option and not standard on any MiTo. Almost all MiTos only have two rear seatbelts unless this option was selected (relatively rare). Sa-belt carbon sports seats were an expensive option and are very rare, though typically only add approximately £500 to the value of a complete car, though fetch more if sold separately to be retro-fitted.



Dual-Zone Climate

The standard three-dial heater unit could be upgraded to a dual-zone climate system as an option. If the MiTo has this fitted, ensure it operates in all modes and ensure the fan operates correctly on all settings. Dual-zone means different temperatures are possible for the passenger and the driver, so check that functions correctly.



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