

# MiTo Gearbox Guide

There is often discussion amongst MiTo owners about which gearbox each model is fitted with, typically in relation to the M32 gearbox which has a reputation for failure. We have also published an M32 Gearbox Guide in the Useful Info section of our website.

So this is a very quick guide to provide a reference for every MiTo variant and model.

4. Vehicle details

A. Registration number: F4 FUL 2 (A.1) Validation character: G 3

B. Date of first registration: 16 03 2018  
 (B.1) Date of first registration in the UK: 16 03 2018

D.1 Make: ALFA ROMEO  
 D.2 Type: 955AXN119D

Variant: AXN11  
 Version: 19D

D.3 Model: MITO VELOCE TB MULTI AIR S-A  
 D.5 Body type: 3 DOOR HATCHBACK  
 (X) Taxation class: PETROL CAR

Remember, if you are not certain which model your MiTo is, you can use the Variant code which is in Section 4 of your V5 document from the DVLA. This is specific to your MiTo and I have validated this for our guides such as the Oil Guide.

In summary, if you have a 5-

speed gearbox you probably have the C510.5, unless you have the 8V MiTo. If you have a 6-speed petrol (excluding the 155/170bhp models) you will have the C514.6. All 155bhp MiTos were fitted with the M32.

Very early 1.3 90bhp diesels were initially fitted with the M20 gearbox (very similar to the M32), but then all 1.3 diesels (85/95bhp) from 2010 were fitted with the 5-speed C510.5.

All manual 170bhp MiTos were fitted with the C635 gearbox, but it is the 1.6 diesel that is a little problematic.

The early 1.6 diesels (manufactured up to approximately the first quarter of 2013) were fitted with the M32, but later cars from 2013 were then fitted with the C635 as used in the 170bhp petrol MiTos.

For 1.6 diesel owners, there are two issues with knowing which gearbox you have: firstly, you know what date your car was registered but not necessarily the date of manufacture, and secondly there seems to be no de-



finite cut-off date - Alfa simply stopped fitting the M32 when stocks ran out in the factory.

The 5-speed C510.5 and the 6-speed C514.6 and C635 gearboxes are pretty reliable, though like all gearboxes and clutches their life varies greatly based on the driving style; if you're always red-lining the MiTo and dropping the clutch then expect the life of your gearbox to shorten. The difficulty is,

unless you were lucky enough to buy a brand new MiTo, most of us don't know how our MiTo was driven before we bought it.

So although there are certainly reliability issues with the M32 gearbox, the 155 and early 1.6 diesels had a lot of power and torque, and often encouraged 'spirited' driving, so the gearbox is not always as much to blame as the previous owners.

Variant	Model	From	To	Gears	Gearbox	Max Torque
AXW1B	0.9 TwinAir (85) Petrol	2012	2014	6	C514.6	300 Nm
AXY1B	0.9 TwinAir (105) Petrol	2013	⇒	6	C514.6	300 Nm
AXU1A	1.4 8V (78) Petrol	2011	⇒	5	C514.5	300 Nm
AXB1B	1.4 16V (78) Petrol	2009	2011	6	C514.6	300 Nm
AXF1B	1.4 16V (95) Petrol	2009	2014	6	C514.6	300 Nm
AXL1B	1.4 TB (105) MultiAir Petrol	2010	2013	6	C514.6	300 Nm
AXG1A	1.4 TB (120) Petrol	2009	2010	5	C510.5	300 Nm
AXM1A	1.4 TB (135) MultiAir Petrol	2010	2014	5	C510.5	300 Nm
AXA1B	1.4 TB (155) Petrol	2008	2011	6	M32	320 Nm
AXN1B	1.4 TB (170) MultiAir Petrol	2010	2014	6	C635	350 Nm
AXR11	1.4 TB (135) MultiAir Petrol TCT	2010	2014	6	C635 DDCT	350 Nm
AYB11	1.4 TB (140) MultiAir Petrol TCT	2014	⇒	6	C635 DDCT	350 Nm
AXN11	1.4 TB (170) MultiAir Petrol TCT	2014	⇒	6	C635 DDCT	350 Nm
AXH1B	1.3 JTDM (90) Diesel	2009	2010	6	M20	200 Nm
AXP1A	1.3 JTDM-2 (95) Diesel	2010	2016	5	C510.5	300 Nm
AXT1A	1.3 JTDM-2 (85) Diesel	2011	2016	5	C510.5	300 Nm
AYC1A	1.3 JTDM-2 (95) Diesel	2016	⇒	5	C510.5	300 Nm
AXC1B	1.6 JTDM (120) Diesel	2008	2016	6	⇒2013 M32 2013⇒ C635	320 Nm 350 Nm