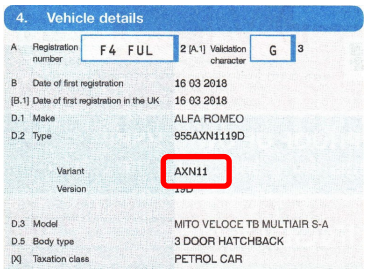
MiTo Spark Plug Guide

It goes without saying that spark plugs in your MiTo are very important. But if you have a diesel MiTo, skip this guide as your MiTo doesn't have spark plugs. For owners of a petrol MiTo, 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	955AXN1119D	
	Variant	AXN11	
	Version	19D	
D.3	Model	MITO VELOCE TB MULTIAIR 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.

Firstly, a reminder of how your engine works. Or more precisely, your *combustion* engine.

Petrol and air gets sucked into the combustion chamber by the pistons moving down the cylinder. The piston then pushes *up* the cylinder squeezing the petrol and air mixture. At the top of the cylinder, the spark plug ignites the petrol and air mixture causing an explosion inside the combustion champer. And the force of this explosion pushes the piston back down the cylinder. Finally, the spent gasses from the explosion are forced *out* of the combustion chamber by the piston.

This process, pretty obviously, repeats and happens at extremely high speeds thousands of times every minute, so you can see that the spark plugs are working extremely hard and extremely frequently.

A four cylinder MiTo (1.4) has four spark plugs (one per cylinder) and the TwinAir has two.

But the spark plugs also do another important job as well as causing ignition, and that is to help dissipate heat.

Most spark plugs have a copper centre electrode surrounded by a nickel alloy and encased in porcelain which helps transfer heat from the combustion chamber into the engine casing and into the cooling system which surrounds the engine.

Better spark plugs use precious metals like platinum or iridium in place of the nickel alloy because they have higher melting points.

Most MiTos (TwinAir, 1.4 8V and 1.4 16V Turbo engines) use Iridium plugs, with only the 78/95bhp 1.4 16V and 105 MultiAir engines using nickel.

The table below lists the current recommended NGK spark plugs for your MiTo but be aware the identifiers may differ from your manual if your MiTo is several years old as the spark plugs become replaced with new versions over time. This guide is correct as at May 2019.

The NGK Stock Number can be used online to validate the correct choice of spark plug, and many online sites allow searching by NGK Stock Number. But always check the NGK code *and* the Stock Number.

All MiTo spark plugs should be replaced every 18,000 miles regardless of condition.

Variant	Model	Alfa Part No.	Recommended	NGK Stock No.	Also Fits
AXW1B	0.9 TwinAir (85) Petrol	55242187 or 55233997	NGK ILKR9G8	97168	Ypsilon, 500, Panda, Punto
AXY1B	0.9 TwinAir (105) Petrol				
AXU1A	1.4 8V (78) Petrol	55232360	NGK ZKR7AI-8	92402	Punto
AXB1B	1.4 16V (78) Petrol	55190788	NGK ZKR7A-10	1691	Ypsilon, 500, Doblo, Idea, Panda, Punto
AXF1B	1.4 16V (95) Petrol				
AXL1B	1.4 TB (105) MultiAir Petrol	55188857	NGK DCPR7E-N-10	4983	500, Bravo, Doblo, Idea, Panda, Punto, Stilo
AXG1A	1.4 TB (120) Petrol	55210685 or 55249868	NGK IKR9J8	93311	Giulietta, Abarth 500, Bravo, Punto
AXM1A	1.4 TB (135) MultiAir Petrol				
AXA1B	1.4 TB (155) Petrol				
AXN1B	1.4 TB (170) MultiAir Petrol				
AXR11	1.4 TB (135) MultiAir Petrol TCT				
AYB11	1.4 TB (140) MultiAir Petrol TCT	55249868			
AXN11	1.4 TB (170) MultiAir Petrol TCT				