

MiTo Heater Resistor

It seems that the MiTo fan/heater failure is a relatively common fault as our cars start to get a bit older, so I thought a short summary of how to replace it could help the community. The symptoms of the failure are either that your heater stops blowing entirely, or sometimes that it will only blow on the first or last setting. Either way, the cause is most likely the Resistor which is a relatively easy job to replace.

The resistor is part number 77364061, and is the same resistor used on the Fiat 500 and other cars so your local Fiat or Alfa dealer should have one or two in stock for around £25. But there are alternatives available cheaper at your usual online auction sites. I tend to always buy original parts, but I suspect the quality in this case is not a big differentiator.

The resistor is under the glovebox, so easy to access (though you'll need a dry day as kneeling outside the passenger door is a pre-requisite). You'll also probably need a torch or your mobile to see what you're doing, but firstly disconnect the battery before doing anything.

The resistor itself is not visible, but the wiring loom attachment to the connector is, as you can see in the first picture.

Under the glovebox you will find the wiring loom attaching to the connector (pic. 1).

Firstly (having disconnected the battery), remove connector by pushing down the clip arrowed in pic. 2. This allows you to pull the connector off.

You will see to the right of the plug is a 5.5mm bolt – it's an odd size, so if you have a 5.5mm socket you'll be fine,

otherwise use small mole grips or maybe even pliers. It didn't seem terrifically tight on my MiTo.

Once the bolt is removed, there is a fiddly way of removing the actual resistor (pic. 3). There are two clips (one at each end) which need to be pushed (the left one down, the right one up) whilst simultaneously moving the whole unit to the left to release. It may take a little time but it does come out eventually.

Gently remove the resistor and compare it to your replacement. They should be identical. Fitting is the reverse of removal (slide in the new resistor pushing it to the right, screw the 5.5mm bolt in (do not over-tighten for next time!), then re-connect the wiring loom to the resistor and re-connect the battery).

So not a particularly difficult job, though slightly fiddly, but certainly one you can do yourself. Mine went just as my car hit four years old and around 25,000 miles, but I suspect luck plays a part with how long yours will last.

I plan to buy another one as a spare, just in case. I certainly don't want it failing in winter!

