

ALTA

PERFORMANCE

R53 Tensioner Stop

06/08/10

Thank you for purchasing the ALTA Performance Tensioner Stop. Persons experienced in the proper operation of MINI engine systems and components should perform this installation. Please read through all instructions before performing installation.

WARNING: This part is designed, manufactured, and sold solely for use on off-road and racing vehicles not controlled by federal and or local emissions laws. It is not intended for use on vehicles that operate on public streets and highways. Use of this part on emissions controlled vehicles may be in violation of federal or local law! ASMC, LTD. is not responsible for any damages as a result of misuse of this part. Check your local laws prior to use or installation.

SPECIAL NOTES:

- Use of the factory service manual can be very helpful during the installation. These can be purchased at the dealership or online. <http://www.realoem.com> has diagrams for the entire car, which can also be helpful.
- The engine needs to be jacked up to install part. A high quality floor jack is needed in order to do this.
- Installation of this part can be done with with out jacking the engine completely up, but we recommend going the extra step to make installation easier.

Parts included with your Tensioner Stop

- ALTA Tensioner Stop

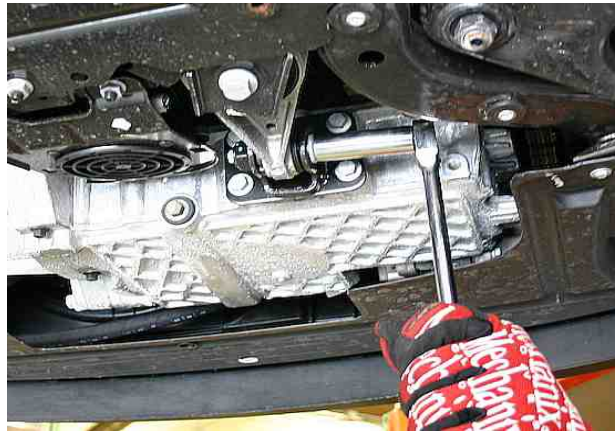
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Installation of ALTA Tensioner Stop:

- 1) Remove 10mm bolt securing top radiator hose to intake manifold. (Shown in left pic below)
- 2) Remove (4) 10mm bolts holding coil pack to top engine. (Shown in right pic below) This is done to allow engine to be raised up.



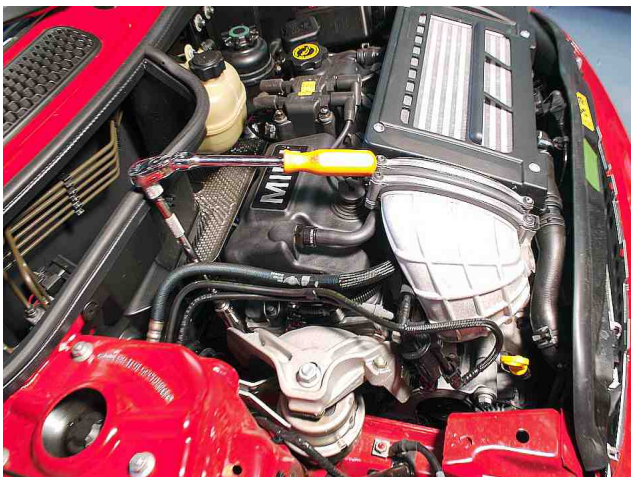
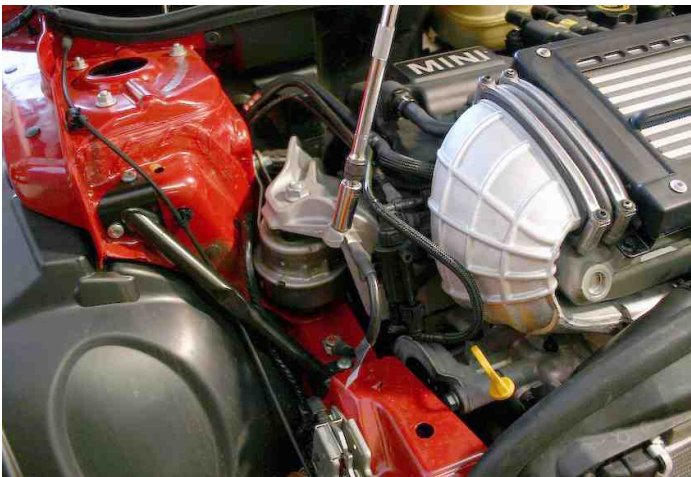
- 3) Remove lower motor mount bolt. Use 16mm wrench to remove bolt. (Shown in pic below)
- 4) Place suitable jack under engine oil pan, making sure to put a small piece of wood between jack and pan. Lift Jack to bottom of pan and lift engine up approximately .25"



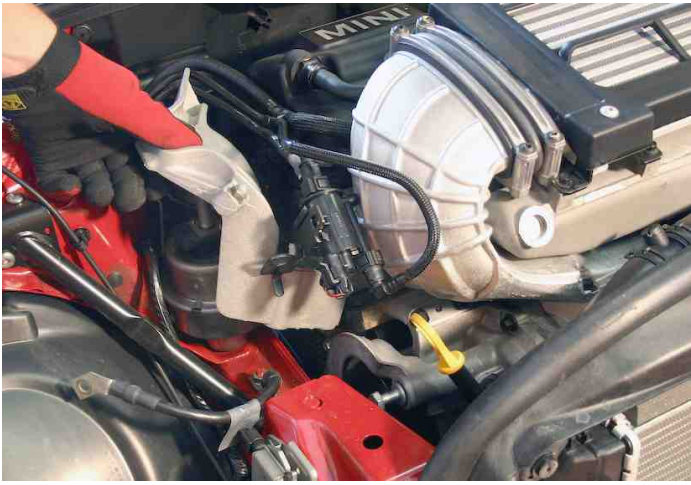
- 5) Remove intake system from car to allow access to drivers side motor mount. This step will vary greatly depending on intake system installed. Removing ECU plugs, and harnesses is a necessary step for all intakes. Remove ECU cover (to small tabs on each side), using suitable tool, pull-tabs on front and back of ECU plugs. This will eject plug off of ECU. (Shown in left pic below)



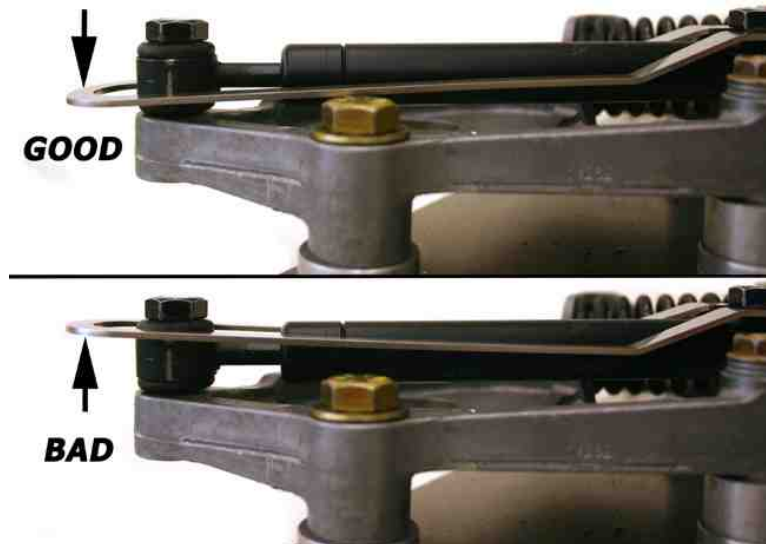
- 6) Once intake system is removed, remove (2) 10mm bolts holding fuse block to chassis. Move fuse block toward center of car to expose (3) 16mm motor mount bolts. (Shown in right pic above)
 7) Remove (3) long 16mm bolts from motor mount on driver's side. (Shown in right pic above) Once removed, put towel between cast aluminum mount and chassis. This will protect chassis from getting scratched by the motor mount when raising engine up.
 8) Remove grounding strap on passenger side connecting chassis to motor mount. (Shown in left pic below)
 9) Remove passenger side motor mount nut located on chassis motor mount. 02-04 cars will need to remove pitch control bracket. This requires the removal of a vertical 16mm bolt and a horizontal 16mm bolt. (Shown in right pic below)
 10) Remove (4) 16mm bolts from passenger side engine mount bracket. (Shown in right pic below)



- 11) Unclip purge solenoid valve from bracket and remove mounting bracket from car. (Shown in left pic below)
 12) Using jack, raise engine up until pulley puller can be installed onto OEM supercharger pulley. Some wiggling of engine may be necessary as engine is raised up.



- 13) With OEM tensioner now exposed, located black 13mm headed bolt closest to tensioner pulley (seen in above right pic). Unscrew bolt roughly 3-4 turns.
- 14) With bolt loosened, slip ALTA tensioner stop underneath head of screw. Sliding it at angle underneath head of bolt makes it go on easier. Slide bigger end over end of Tensioner Dampener as shown below.
- 15) The clearance of tensioner to rear of motor WILL be tight. Also do to the nature of the SS part and how it is installed it is possible that the bracket could get bent slightly. Take special care that end is pushed toward engine, below center of tensioner, not away as shown below.



- 16) When installing tensioner, make sure the rubber trim piece is placed between the tensioner body and ALTA tensioner stop. The rubber trim is there to keep the tensioner from rattling. (NOTE: It comes installed this way from the from factory, but be sure it didn't come off)
- 17) With tensioner installed and aligned properly, tighten down 13mm bolt to tensioner.
- 18) Once tensioner stop is installed, reinstall motor mounts, intake system and other parts removed earlier, in reverse order starting from step 12.
- 19) Start engine to test for any strange noises.

For questions & comments please contact
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