SHERCO

MANUEL D'ATELIER I WORKSHOP MANUAL I MANUAL DE TALLER

450 SE-R



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❱| Installing the engine in the frame

- Position the motor within the frame.
- Position the swing arm.
- Set the engine axes.
- **Tighten the motor axes to 40 Nm.**
- **Tighten the swing arm pivot to 100 Nm.**
- Set the frame guards and secure them with clamps.
- Put the right and left cylinder head supports. **Put red thread lock and tighten to 25 Nm.**
- Fit the left radiator and tighten to 10 Nm.
- Place the cooling hoses
- Make sure the engine is clean and place back the clutch receiver. **Tighten to 10 Nm.**
- Place the secondary chain and adjust the tension (see procedure on the user manual).
- Put the chain guard.
- Put the throttle body.
- Put the pencil coil.
- Put the exhaust pipe and secure it to the cylinder with its two springs.
- Reconnect the entire harness connected to the engine

(starter case, TPS, water temperature sensor, pencil coil and injector).

- Reinstall the tank along with its vents (refer to the user manual).
- Reconnect the battery (refer to the user manual).

WARNING

Before reconnecting, check that the ignition key (SEF 450 standard) or the switch (450 SEF / R racing) is in the «OFF» position.

- Place back the saddle.
- Fill coolant and engine oil (refer to the user manual).

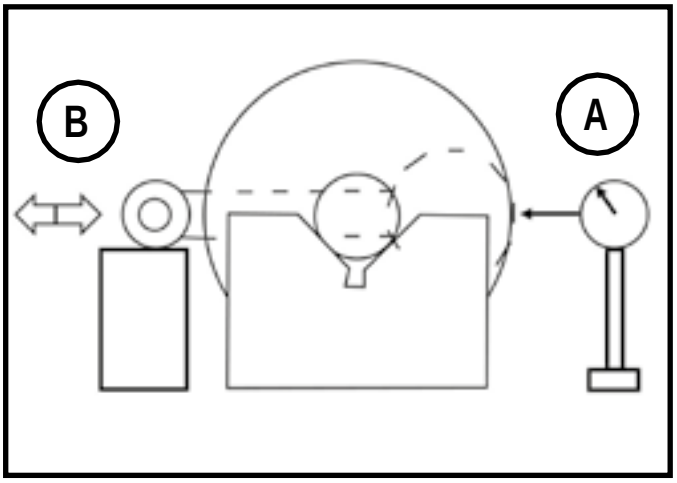
Checking the crankshaft

Radial clearance of the connecting rod :

- Place the crankshaft on V-blocks and place a dial gauge [A] against the connecting rod.
- Push [B] the connecting rod to the gauge and then in the opposite direction. The difference between those two measurements is the radialclearance.

Radial clearance of the connecting rod :
Standard : 0.008 mm – 0.012 mm
Tolerated limit : 0.05 mm

If the radial clearance exceeds the limit, the crankshaft must be replaced.

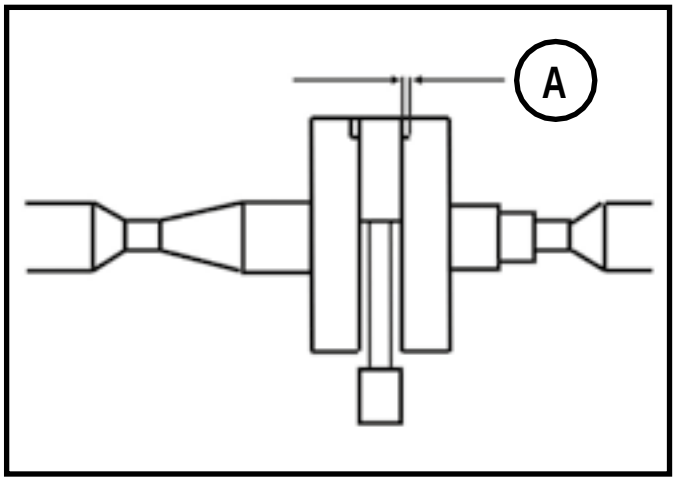


Lateral clearance of the connecting rod :

- Measure lateral clearance of the connecting rod [A].

Lateral clearance of the connecting rod :
Standard : 0.6 mm - 0.85mm
Tolerated limit : 1.1 mm

If the radial clearance exceeds the tolerated limit, replace the crankshaft.

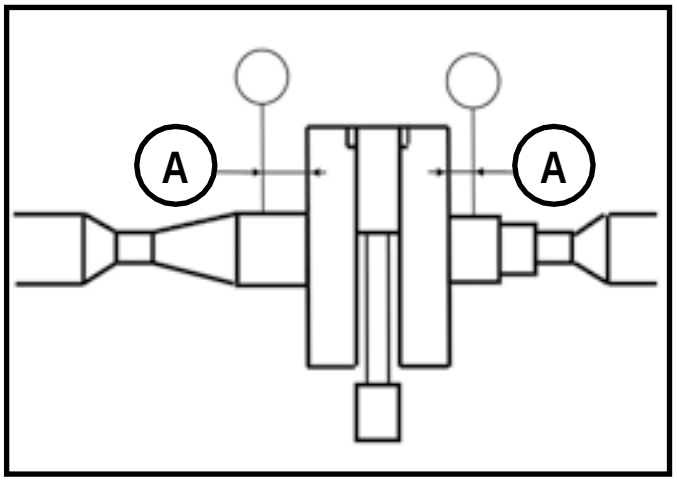


Checking the runout :

- Place the crankshaft on alignment devices or Vblocks, and place a gauge as shown in the image.
- Then slowly turn the crankshaft. The maximum difference between the measurements corresponds with the offset of the crankshaft.

Runout :
Standard : 0.02 mm maxi
Tolerated limit : 0.08 mm

If the offset is not correct, replace the crankshaft and align it so to be within tolerated limits.



Installing the cylinder

- Seal the joint between the left and right casing with sealing dough.
- Set the guide pins and a socket joint.
- Lubricate the piston skirt.
- Oil the cylinder.
- Fit the cylinder paying attention to the rings.
- Place the piston at TDC and the 1819 tool.

Installing the cylinder head

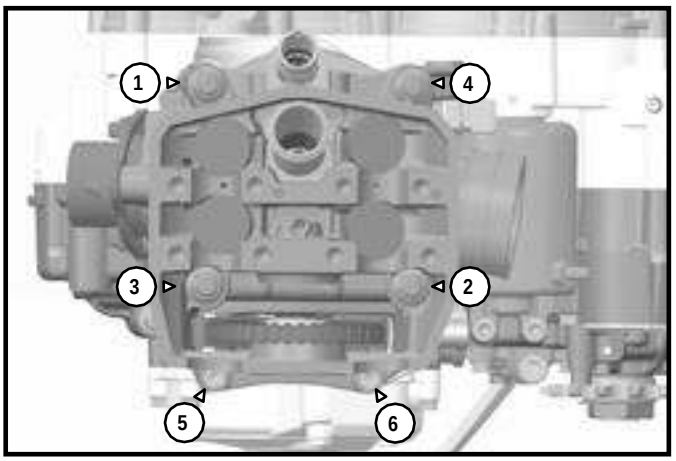
- Set the guide pins and the cylinder head gasket.
- Set the washers and nuts.
- Screw the cylinder head in the order shown in the picture.

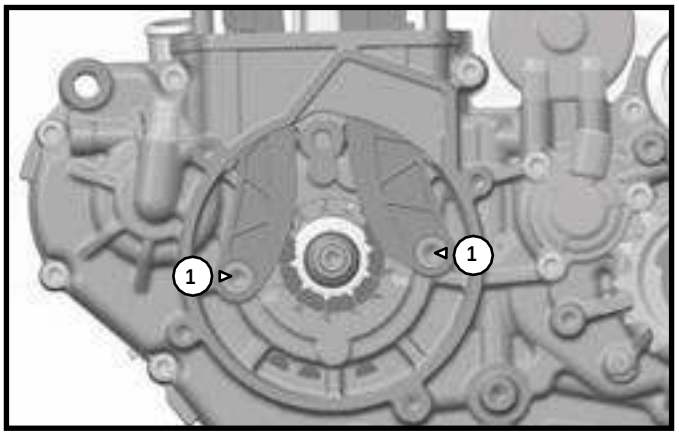
Pass 1

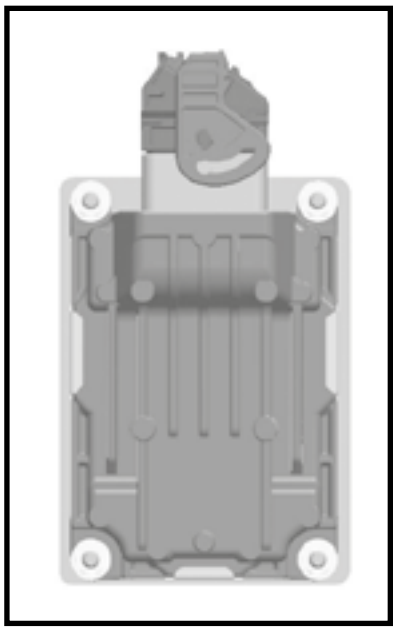
Tightening torque of nuts 1/2/3/4 : 30 Nm.

Pass 2

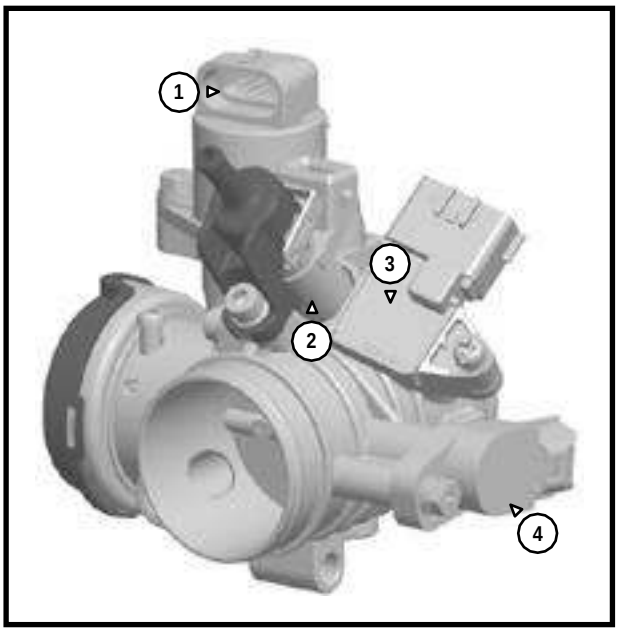
Tightening torque of nuts 1/2/3/4 : 50 Nm.
Tightening torque of screws 5/6 : 10 Nm.







Synerject M3C Calculator



Synerject Ø42mm Throttle Body

N°	Description
1	Stepper motor (idle control and engine brake)
2	Injector
3	Temperature / pressure sensor (TMAP)
4	TPS : throttle position sensor

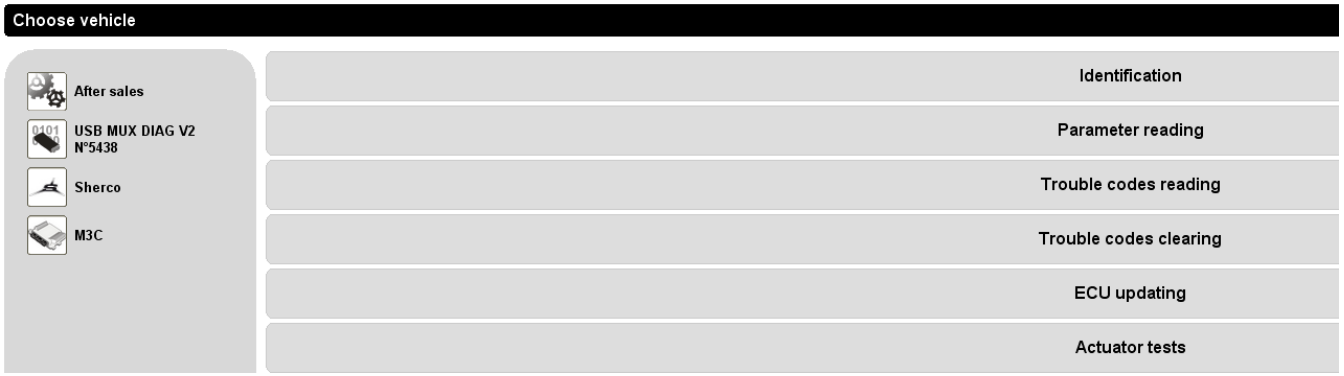
1.2- Exxodiag diagnostic description tool reference 4967

The diagnostic tool allows you to perform diagnostic operations, to update injection mapping and to verify certain information (serial number, operating hours, etc.).

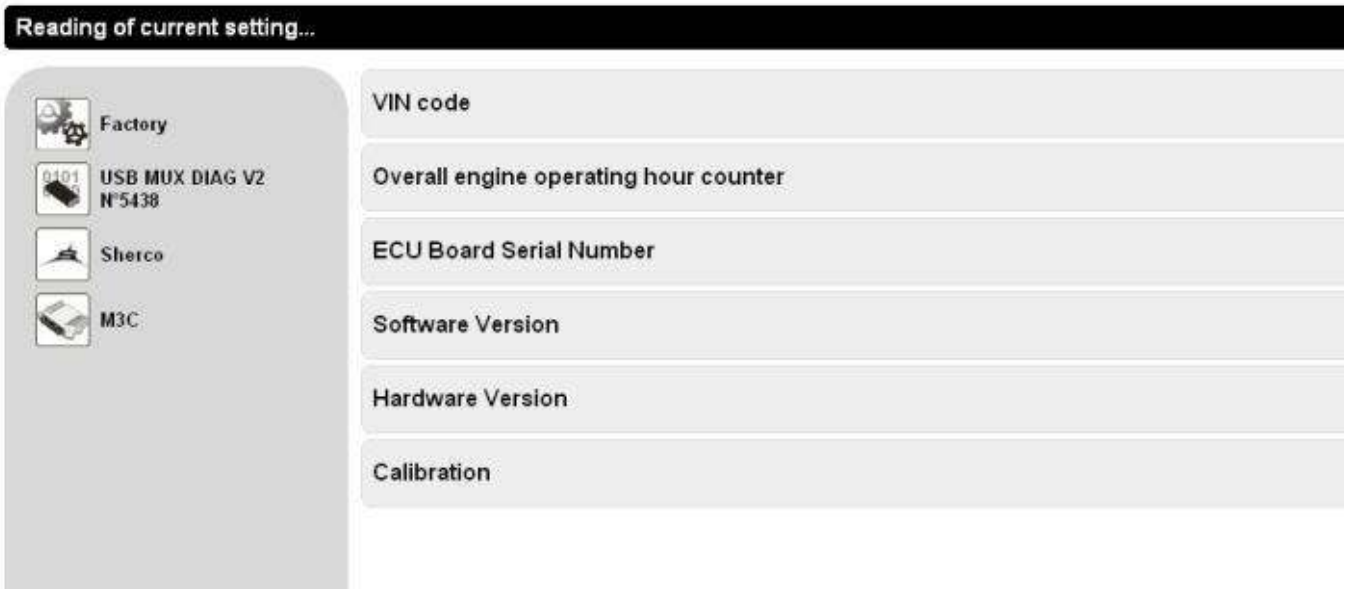
1.3- Composition of the diagnostic tool

The case consists of a cable with a USB connector to MUX, a MUX device, a MUX cable to the motorcycle diagnostic connector, an installation CD, and a user manual.

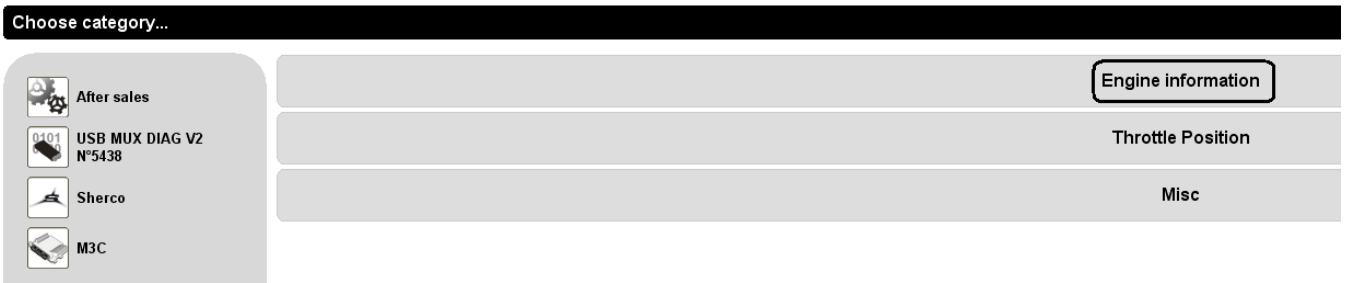
- You reach the following menu :



3.1- Identification : checking identification (serial number, vehicles operating hours calibration number).



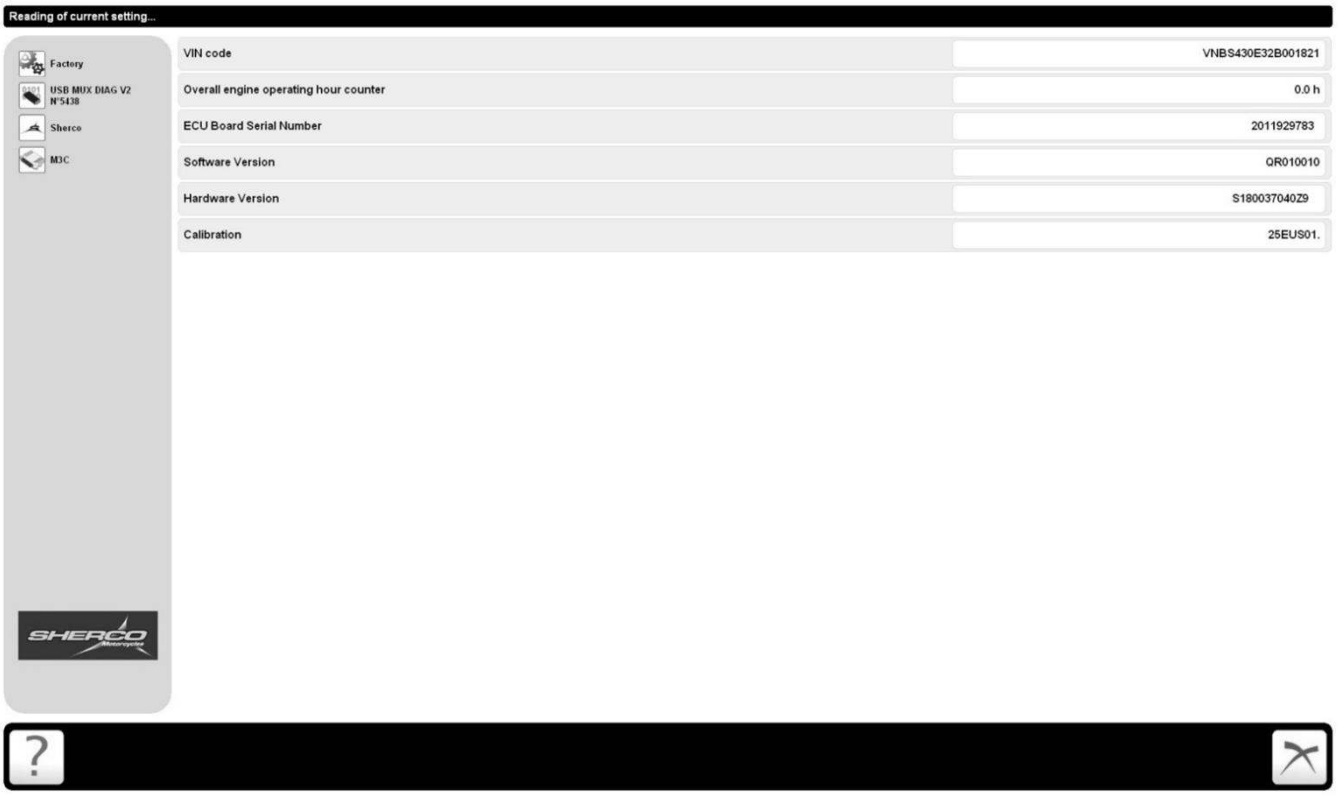
3.2- Measuring the parameters : general parameters (speed, pressure, stepper, etc).



3.7- Print screen function

When liaising with technical support, and in order to allow rapid identification of potential problems, you can attach to your message screen print files with the F10 key of your keyboard.

The «Identification» tab is definitely important for good communication (serial number of the bike, engine hours, calibration, etc.).



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