

SUZUKI CAVALCADE OWNERS GROUP NEWSLETTER  
July, 2003

After a one-year hiatus the Cavalcade Owner's monthly newsletter returns. We are making it much shorter than our earlier version. This should make it easier to read. It will certainly make it easier to produce. The down-side is that if you want to review all the topics transmitted through our e-mail exchange system each month, you will have to go to the [www.yahoo.com](http://www.yahoo.com) archives.

IF YOU DO NOT WISH TO RECEIVE FUTURE MONTHLY ISSUES OF THIS NEWSLETTER, send me an e-mail with the subject field phrase "No Future Issues". My e-mail address is [jay@treefarmtapes.com](mailto:jay@treefarmtapes.com)

~~~~~  
RIDES AND EVENTS:

WISCONSIN CADE RAID 2003

For the weekend of Saturday July 26th & Sunday July 27th.

This year we will meet again at Nora's Tavern on highway 12&18 east of Madison between 8:00 and 9:00am. Have breakfast and coffee. We'll leave for the ride by 9:30am. We will be taking some nice roads heading towards Monticello and New Glarus. From there we will ride towards the Muscoda area, along the Wisconsin River. I am trying to keep the trip less than 200 miles, as we stop to chat along the way and don't want to push that hard. After the ride we will gather at my house for a cookout again, unless we have a lot larger turnout. Then I will look into have dinner set up at Nora's for a reasonable rate.

Sunday will be an optional ride day, as some may want to head home early. We will ride the local roads from here. Please let me know if you need motel accommodations, as I can see if I can block some rooms for a reasonable rate. Friday afternoon is also an option for anyone coming in early. I should have the afternoon open to do a ride if interested. ~ Jerry 86LX Wisc. e-mail: ([jerr\\_52@yahoo.com](mailto:jerr_52@yahoo.com))

~~~~~  
ONTARIO CHARITY RIDE

Check out [www.rideforsight.org](http://www.rideforsight.org)

Every year Ontario riders get together for a ride from Toronto to Collingwood and spend a day or a weekend enjoying fellowship, vendors, events, music, demo rides and games any Cade owners planning to attend e-mail: ([rogard2002@yahoo.ca](mailto:rogard2002@yahoo.ca))

~~~~~  
CADE RAID 2004 ~ BRANSON, MISSOURI

100 Cavalcades in one location. That's our goal for next year's big Cavalcade rally. Mark the dates now August 16-20, 2004. Our location will be the Grand Plaza Hotel. We have a special guest room rate of only \$55. per night for up to 4 people in a room. This rate is also good for days before and after CADE RAID 2004. We will feature rides, classes, workshops, entertainment packages to top-rated shows, a Thursday night awards dinner, group photo and lots of other surprises. Mark your calendar now for August 16-20, 2004. We want to see you in Branson.

~~~~~  
NORTHWEST CADE RAID, Labor Day Weekend August 30 – September 1, 2003

~~~~~  
NORTHERN CALIFORNIA RAID, October 4-5, 2003

~~~~~  
If you are planning a ride or motorcycle event and would like it posted in next month's Suzuki Cavalcade Newsletter, send it to ([jay@treefarmtapes.com](mailto:jay@treefarmtapes.com))

~~~~~  
RADIO PROBLEMS

I know everyone is getting tired of seeing questions about the radio, but I have one that is different from the others. I send my radio into a repair shop near me and they were unable to repair it. I will let you know what my problem is. When I place the radio on the Cade, it will not turn on. I have tried using a different face plate which makes it work just fine. I do have two radios, but they are different styles, both the white face and red face. They have different wiring, so I can not change the two around. I do not know if anyone has ever had this problem before, so it might be a new one. When I turn the radio on, the display does not turn on. The wiring on the bike is good, and the radio itself is good. The problem is somewhere inside the face. Let me know if anyone can help me know please. ~ Sean from Michigan.

~~~~~  
Hi Sean, if you don't get the radio working, send it to me and I will repair it for you. I have a test harness to allow me to work on. I don't know where in Michigan you live but if you are close to the border go

across and mail it. If you elect to do that, drop me a line or give a call. I have repaired 3 or 4 of them now, including my own. ~ Clarence ([eandc@ns.sympatico.ca](mailto:eandc@ns.sympatico.ca)) (Canada)

---

#### MP3 IN YOUR CADE

A while back there was a discussion of the MP3 player that looked like a standard cassette. The unit could be played by either dropping it into our radio/cassette player, listening through our headsets or speakers, or by attaching a normal set of earphones and carrying it around. The device had been listed through Heartland America, but is no longer carried.

It's now on EBay; I found it with a search for "cassette MP3" (lots of returns, including players w/cassette and MP3 capability, and also cassette adaptors), and "Duo MP3" (specific Duo devices) There are apparently several different models, some w/voice recording capability (one even has Windows Media Audio capability):

Digisetete Duo-MP3, 32 meg memory, 96 meg expandable

Digisetete Duo-64, 34 meg memory, 128 meg expandable

Digisetete Duo-64, 34 meg memory, 192 meg expandable

Digisetete Duo-Aria 264, 64 meg memory, 192 meg expandable

Digisetete Duo-96, 96 meg memory, 168 meg expandable

Digisetete Duo-DX, 96 meg memory, 160 meg expandable

Check the Digisetete web site (<http://www.digisetete.com>) for specifics, as each is a little different, and some are older models, too. Read the descriptions on EBay to be sure of what you've ordered. ~ Andy

---

I recently did some research on MP3 Players. I wanted to get one for myself. Now you need to understand there are 2 different types available. One will play CD's and MP3's burned onto CD's, and the other has a memory card in it a lot like a digital camera. The ones with the memory card are virtually shock proof, meaning they won't skip at all. While the Cd/MP3 player has a limit of shock resistance, like 45 seconds or so. But the thing that made up my mind is the amount of songs that can be played before you need to change the CD or Memory card. The memory cards go up to 192 mb and are \$30 for a 128mb card. The CD has a capacity of 650-700 mb, which is about 10-12 hours worth of music and only cost .50 to \$1.00 each. Of course you need to have a CD writer in order to make a MP3 CD, which I did. So I opted for the CD/MP3 player and found a RCA at Wal-Mart that included the cig lighter adaptor to power it and the cassette adaptor to play it thru any cassette deck, all for the low price of \$62.95. I figure I can Velcro it to the Cade somewhere that I will have easy access to it so I can push the buttons for power and change songs etc. And if it rains, I can stick it in the trunk to stay dry. I hope you all find this informative, and can make a better choice now. ~ Brian in IN 87 tt Gray LX ([brian@shermanpool.com](mailto:brian@shermanpool.com))

---

#### FROM TRACY'S BENCH

I was doing a little parts searching and have the following to share. The radiator cap on the Cade is the same one that's used by a whole slew of small cars. The NAPA/Baldkamp equivalent is 703-1443. It is actually a Stant brand cap. Same size and rating as OEM Cade (13 lbs).

I had previously reported that you could use a standard 52mm thermostat with the exception that you need to drill 1 or 2 - 1/8" holes in the face of it for bypass. The NAPA part number of stats that are 52mm are #242, #285 and #533090 (this is a heavy duty one). One of the others (#242 or #285) has a quasi check valve in the face of the stat. If you simply snip the end off the brass valve part, you are left with a 1/8" hole in the face of the stat.

Also, I was looking at Radio Shack and they have a 66" stainless steel CB antenna for \$19 and a threaded mount for \$5. It doesn't have any provision for folding it down but once the mount is cinched on, it looks like you can thread the antenna off. ~ Tracy ([adnet@mpks.net](mailto:adnet@mpks.net))

~

QUESTION, Could you advise me what may be wrong with my Cade? I had a tune done. They just put in new plugs. Now it's using way too much gas. I went from 38 mpg to 24. I get some popping sound from the carbs (back fire sound). The exhaust fumes are very strong (you can't stand around the bike). I only have 40,000 km (25,000 miles) on it. HELP. ~ TOM 86 GOLD

There have been several questions regarding gas mileage lately. I wouldn't think that a simple plug change would cause what you're experiencing. However, someone made a comment about the wrong

plugs being installed and, maybe, if they're too cold, then you might see some change in mileage. Or, maybe one of them is fouled and you have a cylinder that's not even firing. Stranger things have happened and you'd be surprised at how well the motor will run on only 3 cylinders. Most of the time, substantial changes in mileage are due to either carb issues or air (like a filthy air cleaner or a rag that got sucked into the intake hole to the air cleaner box (or a rag that got left laying below the air cleaner and in the carb throats). Yeah, you know who you are.

The less obvious issues with changes in mileage have to do with the float needles, the enrichment plungers (choke circuit), float height and the slide diaphragms. Normally, one wouldn't expect the float level to change drastically but wear on the needle could drive the float level up and richen the mixture slightly.

Micky Farrington had a rather unusual circumstance with (I think) an enrichment plunger that all of a sudden refused to seal when in the off position. This allowed extra fuel in a single carb and drove his mileage down pretty drastically. Also, even though you might think that pin-holed slide diaphragms would cause the slide to rise less than it should and lean the mixture, I think that the opposite could also be true. If the slides don't rise enough for a given throttle plate opening, the differential pressure produced across the main jet (notwithstanding the fact that the needle jet is sitting further down) is higher (increased velocity) and could actually pull more fuel into the stream than if the slides were operating properly. These carbs are CV (or constant velocity) and the main jetting is designed around a particular differential pressure and substantial changes will alter fuel delivery. I hope some of this is helpful. ~ Tracy ([adnet@mpks.net](mailto:adnet@mpks.net))

---

#### CADE DINING

Since my definition of camping has changed somewhat over the years, I've also changed my opinion of roadside eating. While I may carry camping gear, it's usually relegated to back-up status, as I instead seek out a comfortable bed and a warm shower. The same goes for nourishment. A good hamburger served medium-well goes much better than fireside anything. But I always carry some fixin's for an emergency, and they most always come from a little notebook wherein I've listed various Roadside Recipes. Since a lot of us travel a lot while riding our Cavalcades, I thought I'd start a discussion of the various meals we use/are prepared to use when we're out away from more suitable lodging and eating facilities.

Flamin' Spam 'n Taters:

Spam, new potatoes, onions, fresh jalapenos (optional).

Slice potatoes and Spam into one-half to one inch cubes. Thin-slice onions and jalapenos. WARSH YER HANDS! Boil (or nuke) 'taters for 5 minutes or until soft.

Dip Spam briefly into hot water to remove excess fat (optional). Pan-fry Spam, potatoes, onions, and jalapenos, stirring carefully. Black pepper is decent substitute for jalapenos for non-Texans.

Eat defensively: Do not take a big whiff of frying jalapenos, unless you like CS gas. Do not consume before kissing your honey, unless she has some too. As a gesture towards good manners, ensure that your camping/sleeping quarters are not near those of your friends. ~ Andy ([hfanderson@sbcglobal.net](mailto:hfanderson@sbcglobal.net))

---

#### BIKE WASHING

There really is no reason to wash a street bike with soap and water. You are only asking for problems. There are too many nooks and crannies for water to penetrate and rust, short out, and otherwise just cause havoc. Honda makes a good spray on and wipe off aerosol cleaner and I know that there are others out there. If anybody knows a Shaklee dealer, they make the perfect degreaser/cleaner called Basic H. It too can be sprayed on and wiped off. It is highly concentrated (so a little goes a long way), will not harm paint, chrome, plastic, or anything else you can think of. There are detailing sprays to use between overall cleanings that work great and are available from your auto parts stores. You know you love your bike so put your hands on her and give her a good rub down. Rub her down with soft 100% cotton towels to remove the cleaners and she will reward you with a beautiful shine and you won't have to worry about whether she will start when you are all finished. It doesn't really take all that long to do. In fact, you will probably spend less time than you do chasing down all the water spots you get on your paint and chrome when you wash her with water. ~ Brad in Kansas; Blue 86 ([clarks@netks.net](mailto:clarks@netks.net))

I agree. There are times when I use a bucket and hose on my Cavalcade, but never do I squirt the water into anything, only use it to rinse the plastic. Most of the time I use a product from "Protect All" called "Wash" or something like that. Mix it with water and use a sponge and some rags for drying. Does a superb job and you get to go over every part of your motorcycle. Check it out on their website.

~ Tom, 1986 LXE in Alabama ([tsmall@knology.net](mailto:tsmall@knology.net))

-----  
CABLE STICKING

In a maintenance article on the Suzi Cavalcade site, it was mentioned about the difficulty of getting dry graphite into long cables. What you need to use for this is "graphited lock oil" such as "Lock Eez". If you can't find that, go to a car parts store, and look for "speedometer cable lube". Same stuff. Basically, it's graphite suspended in a solvent. You make a sort of funnel with masking tape, or similar, and dribble the fluid into the top of the cable until it runs out the bottom. The solvent evaporates, and leaves the distributed graphite, which will basically last the rest of the cable's life. An old hand taught me that one to slick out the cables of my '59 Bonneville. It also works well on rear chains. If you can resist the urge to ride for a few hours, it doesn't sling a black stripe up the back of your shirt. ~ Tom ([stech@onr.com](mailto:stech@onr.com))

-----  
CADES FOR SALE

If you have a Cavalcade for sale you can list it here in next month's issue for free. Just be sure to include the bike's location (City & State) year, model, mileage, price and your e-mail address)  
Send in e-mail to: [jay@treefarmtapes.com](mailto:jay@treefarmtapes.com)

-----  
1986 Cavalcade LX. Meticulously maintained and cared for. Garaged and in mint condition. Extras include CB Radio, Tow Package, Running Lights, Original weather cover and Original owner's portfolio, manual and patches. 40, 480 miles. \$4250. [Mark Theophilis, Clifton Park, NY. mtheoph1@nycap.rr.com](mailto:mtheoph1@nycap.rr.com)

-----  
861xe for sale, looks great, runs great. have two of them; have to get rid of one. I'm asking \$3,000, only needs minor cosmetic repairs, ie...seat tear, coaxial for radio. If interested, call 615-446-6992, or email me. Must sell. [eritch@vasap.asapp.com](mailto:eritch@vasap.asapp.com)

-----  
This wraps up the July, 2003 issue of the Suzuki Cavalcade Newsletter. I'd appreciate your comments. Is the shorter version complete enough? Any features you'd like to see added or changed? Let me hear from you. ~ Your Editor, Jay D. Johnson  
([jay@treefarmtapes.com](mailto:jay@treefarmtapes.com))