

SUZUKI CAVALCADE OWNERS GROUP NEWSLETTER

April, 2004

Here is the April 2004 issue of the Cavalcade Owner's monthly newsletter. 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

RIDES AND EVENTS:

CADE RAID 2004 ~ BRANSON, MISSIOURI ~ August 16-21, 2004

The reviews were tremendous for the IMAX film "NASCAR: The IMAX Experience". We assumed that everyone coming to our IMAX dinner & show Monday evening would want to see it. But NOOO! ~ So far, at least half of those who have registered have selected to see the **Live Bluegrass Show** instead. THAT'S NOT A PROBLEM. IMAX says that those who want to see the NASCAR film can do so and those who want to see the live Bluegrass Show can do that.

The great thing about attending CADE RAID 2004 is that you can do as much or as little as you care to do. The main idea is to have fun and get to know a lot of really neat people.

Our home base will be the **Grand Plaza Hotel**. We have a special group rate of just \$55.00 per night for up to 4 people in a room. And if you want to come early or stay longer you can reserve nights before and after Cade Raid 2004 at the same rate. www.bransongrandplaza.com 1-800-850-6646. For you campers, contact "America's Best Campground" 499 Buena Vista Road, Branson, MO 65616 (417) 336-4399 Their web site is: <http://www.abc-branson.com>

Be sure to send your registration for Cade Raid 2004. The \$50 registration fee for rider and bike and \$25 for a passenger covers the expenses for holding this event, including the Monday evening pizza party. Also included is a tee-shirt, pin and coffee mug. For a registration form and current program schedule email the event planner: jay@treefarmtapes.com

~ TRIPS AND TIPS ~

There's No Fuel Filter like an old ...

Some time back I believe someone used a Napa fuel filter to replace the Suzuki one. I'm looking for the number of it. I usually print those out for future reference, but can't seem to find this one.
~Steve 871xe

When in doubt take your old filter down to Kragens. Match the O-ring diameter and the threads, and you are there. There are several different brands that make oil filters that will fit the Cade, all

of 'em work. The frequency at which you change 'em out is more important than getting any particular brand. ~Spike

RIDING THE CLYDESDALE OF MOTORCYCLES

I flew up to Oakland Friday and met up with Bill and Martha at the motel that evening. I did the walk thru and then went for a putt around town for about an hour. I was impressed with the bike right from the start. I have owned bikes all my life and was a little nervous about the Cade because I had never ridden a bike that heavy before. Well it definitely was heavy, felt like a Clydesdale. Went down a few blocks to a school parking lot and did low speed turns for about an half hour then went out on the local streets and ran it for a while.

The more I rode the more I liked it. Finally decided it was time to give it some open road so it could do its thing and headed for the freeway. I was stunned within the first mile. I didn't know a bike could ride that smooth and vibration free. It was so enjoyable I didn't want to stop but had to get an early start back down to San Diego so I took it back to the motel and packed my gear on board and covered it for the night. Got up and left at 2:30 the next morning. Had the GPSS navigation unit turned on and the radio down low and switched to the head set and set the cruise control to the posted speed limit and off I went. The bike has led rope lights on the back and it looks like Las Vegas going down the highway. Heard many truckers commenting on the lights as I cruised along and chatted with a few of them. To make a long story short I covered the 570 miles in nine hours flat and enjoyed every mile. On the seventh day god created Cavalcades.

I sold my 1400 intruder and was seriously considering giving up bikes for good because of my bad back. A hundred miles on the intruder and I would be hurting for two days. My wife suggested getting a touring bike to see if it would keep from hurting my back and to tell you the truth it had never accrued to me till she said it. I was looking for a wing when somebody suggested looking into a Cade. I had never even heard of one till then. Did some research on the net and found this site and decided it would be a Cade. Well, when I got home Saturday my back felt as good or better than when I started the trip. I'm sold. Thanks for all the help, info and encouragement along the way from all the members. This is one happy slightly seasoned citizen. Ps I am posting a couple of picks in the photos section. SEE YA

Is There Any Greater JOY?

I was entering the freeway the other evening when this jazzed up mustang decided he wanted my share of the on ramp trying to pass me in a single lane. The young man driving was quite surprised to see a grey haired old guy on this old bike out accelerate him up the ramp (old self preservation technique, throttle before brakes). It was most gratifying to see the police officer, who was following us up the ramp, pull him over as we entered the freeway! ~Vaughn in AZ '87

LED RUNNING LIGHTS

I removed the colored lens from the reflector backing, so I could keep the unit removable (aside from the wiring) from the bike by just unscrewing the nut from inside. It was a bit difficult, but a heat gun really helped (just be sure not to get it too hot or you will distort the backing plate). I then fabricated aluminum plates (so I wouldn't have a problem with rust) & drilled 2 holes in each plate (1 for the wires & 1 for a locator pin that is on the back of the light. If I was to do it again, I probably would not drill the holes all the way through until the aluminum plate was attached to

the reflector backing plate (I had to put a little tape over the back side of the hole so the JB Weld wouldn't come through & plug the hole up). The plate acts as a spacer because the black trim around the light made it just a hair too big to fit into the reflector housing on the bag and the lower fairing & the plate allowed the light to sit flat against the housing. I asked the dealer I bought the lights from about trimming that plastic off and he said that would allow water to get into the circuit board and ruin the light.

After the spacer plates were ready, I used JB Weld to attach them to the reflector backing plates. I then attached the light to the spacer plate (the lights have a very good double-faced tape already on them). If you didn't want to destroy your reflector to get the backing plate off, you could just get a thicker aluminum plate (thick enough to be flush with the outer surface when sitting in the reflector housing) and either put double faced tape to hold the plate to the bike or possibly drill a hole in the center of the plate, JB Weld a bolt into it and grind the head off the bolt.

As far as the wiring, mine are set up to come when I turn on my aux lights. Also, when the aux light are on, these new lights flash alternately with my turn signals. If you just want to have them burn steady, just connect the red wire on the light to the pos (+) from your power source and run the black wire on the light to ground (-). To have them flash alternately with the turn signals, connect the red wire on the light to the pos (+) from your power source and the black wire on the light to the Pos (+) for your turn signal. The way this works is that any power source for a light that does not have power going through it is automatically a ground. So, when the turn signal is dark, it allows the reflector replacement light to light by grounding through the turn signal. When you turn on your turn signal, power goes to the turn signal, disrupting the ground and causing the reflector replacement light to go dark, and so-on and so-forth.

The only other thing required is to drill a small hole in the bike for the wires to come through.

Here are the P/N's for the lights I bought:

16-107R (Red LED marker light 2 pack- fits the new 1800 Gold Wing)
16-107A (Amber LED marker light 2 pack- fits the new 1800 Gold Wing)

The lights are made by Big Bike Parts, Inc in Rice Lake, WI (705/234-3336). I think they are a division of Show Chrome Accessories. I bought the lights at the Wing Ding this year from a company called "Just 4 Wings". They can be reached at 866/842-9221. I paid \$37.95/pr but I think that was a special Wing Ding price. Normally, they are about \$40.00/pr. The lights are also avail with an incandescent bulb (vs. LED's) and are about 1/2 the cost, but I do not know the P/N's for them. I went with LED's because they draw a lot less power and look more modern.
~Mark Musial

SEEING THROUGH THE GLASS DARKLY

I need to know if anyone has a good trick to make the front brake and the clutch master cylinders view glass windows with something new, or do I just have to replace both of the assembly units?
~ Glen Earl

You can use Pyroil brake cleaner. I don't know what this stuff is, but it really cuts thru that orange crud that forms on brake and clutch parts. Don't spray it directly into the master cylinder reservoir, but put some on a Q-tip and rub that sight glass. I found it at Kragens Auto Parts.
~Spike

LAW AND ORDER

A couple guys tried to break into my house today. They didn't get in, but I knew it was two guys because the handprints on my back windows are two different sizes. I was lucky as all get-out: I had been rearranging and had left my guns unlocked, sitting out in plain view, and I had stupidly left the keys in the ignition of both cavalcades. {8-[

Fortunately they caught a couple guys coming out of a neighbor's back yard. I expect they will become real cooperative and contrite once they see the prints the cops took off my house. Now go take your keys outta your bike. Do it now. ~spike

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## **~ TRACY'S BENCH ~**

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NEW BATTERY

I went to start bike today to go for a ride & had to jump the battery. After running for 5 -10 minutes it was popping and the battery light was on. I shut it off and checked with volt meter (6 volts) so I guess it's shot. What's the best battery to use and where to get it? I recall last summer a discussion on the wrong battery and instrument problems so defiantly want the right one and the best. I'm too old and out of shape to push start it. Is a sealed battery better? ~frank w

It really depends on what you want to spend. Sealed type (absorbed mat) are about \$75 (shipping included) and you will end up tying the sensor wire to the positive battery post (with a 33K resistor if you wish). The reports are that they last longer and, of course, you don't have to do any water level maintenance. Or, you can get a cheapie like I did for \$35. Gotta maintain it but 1 1/2 years and everything is fine so far. ~Tracy

The link to completely sealed, no water required batteries for \$74 (that price includes shipping). The link is: <http://www.batterystuff.com/battery/suzuki-motorcycle-batteries.htm>.

PULLS LEFT

..No break downs but the bike developed this desire to pull to the right and I was constantly adjusting to the left. Not a big thing but irritating. The back tire is quite worn and might be the cause.>>

Might be bent fork tubes. That was my problem. It doesn't have to be much to cause a pull. Also, make sure you bags are equally loaded. If you put too much in one side, it will tend to pull that direction. ~Tracy

STUCK IN FOURTH GEAR

I have an '88 Cade that until recently, I would hop on it and go just about anywhere. On my last trip, when I pulled off the interstate and tried to downshift, my bike got stuck in 4th gear and the shifter would not come back up off the floor board. I pulled over and discovered that I had lost the nut off of the back of the shifter and the only thing holding the heel/toe shifter in place was the floorboard. I went and got the nut this weekend, removed the floorboard, replaced it and snugged it and it appeared to be as good as new. When I left for a ride to the city this morning, I only got a mile away before the shifter was stuck when I was downshifting to stop. I turned

around and came back and got the truck - a shame on such a sunny day. My question: is there a seal, grommet, or some other part that stabilizes the shifter in place that I might have lost or is there a known problem that I should be looking for. The bike only has 34,000 miles on it and I'm just itching to get back out there on the country roads. ~Rick

LIGHT CONFUSION

I tried to hook up some generic tail lights, directional signals and a stop light on my trunk to brighten things up. Problem is, for example, when my directional signal blinks, there is a popping coming over the speakers as they blink. Also when I'm trying the brake, a hissing comes over the speakers when on. After disconnecting the lights I hooked up, all was normal with no speaker involvement. I tied everything to the harness under the seat where the license plate juice comes out of. Got me? Maybe I have the wrong bulbs? They are not the larger round ones found on the bike but small plug-in ones. I got the lights at a car store. I can't figure it out. Lastly, when all hooked up together, everything blinks for example when turning the directional signal on. I even tried separating the circuit out by only attaching, say, one blinker directly to the saddle bag harness with nothing else, and still the speakers got involved with each blink. Oh well, there it is, maybe I should just change them all to reflectors?? ~John

Sounds like you have a bad ground. Try connecting the grounds of the new lights directly to a bolt that goes to the frame. ~Tracy

RIGHT SIDE EXHAUST FELT COOLER

Hi all. I have just a general question. I started up my Cavalcade and it sounded strange like maybe I had a plug fouled out. I put my hand near the exhaust and sure enough, the right side wasn't coming out as strong and the right side exhaust felt cooler. Ends up that both plugs on the right side were fouled out, I'm thinking from just starting it over the winter because I did check the spark and it was fine. Anyway, I put two new plugs in and it sounds great again. Only thing I was curious about is that when I held my hand over the exhaust again, the right side still felt cooler than the left side and I think the left side felt stronger. Should I be checking anything as preventative maintenance, or does the Cavalcade always run like this and I just noticed it after 16 years? Am I just being paranoid? Just curious, now I can almost see everyone running out to their bikes and feeling the exhaust. ~Rick

BATTERY SYMBOL STAYS ON

Got my 86lx out today after a long winter. On the display is a battery symbol and the owner's book indicates that the battery level is low. I added water and the display is the same. The battery has been on a battery tender since October. The bike started the first time and the turn signals are not slow and the headlight is bright. ~Dan 86LX

The battery sensor can get shorter over time and may not be long enough to reach the water even though the level is correct. New ones are available for about \$18 or so. ~Tracy

<<I'll bet that it's quite a job to take the wires all the way to the RR, if it was a road trip fix splicing would work ok huh??>>

When you're on the road, you do what you have to do to complete the journey.

<<Is there any kind of life expectancy theory on how long these stock stators last or do they just go when they are ready or what??>>

Spike's list says about 40K is what a stator is worth, give or take 10K or 20K miles. I've seen them go longer (as much as 90K).

<< The one I bought looks very clean and not any burned looking windings on it at all so I wonder if this one is any better shape than the stock one that is in it now?>>

Looks can sometimes be deceiving. Even a good looking set of windings can short under some sets of circumstances. However, from what I've personally seen, the burning and charring in the upper quadrant is pretty indicative of a failed stator or one that will fail soon and unexpectedly. The amount of charring that leads to shorting is different in each case. When the insulation between 2 windings or between the windings and core finally gives up, the stator will become some level of useless. It may still charge, but won't carry a very big load and the output voltage to the system may be below normal. It might still keep a battery charged enough to get you down the road for awhile but I wouldn't want to try and go too far.

If I had a stator with near 40K on it, I would probably start carrying an extra on long trips.
~Tracy

ENCYCLOPEDIA?

Tracy, Your knowledge of this stuff is encyclopedic!!! How many people on the planet would know that they use something called a "broach" to get the splines inside the gear of a motorcycle design that's 18 years old?? If you ever publish a book detailing the in, outs, and arounds of the care and feeding of these beasts, I will buy multiple copies. Thanks. ~Gary, '86 Blue on Blue LXE in Boca Raton

I don't know that much, but they've been broaching splines for hundreds of years. It's really about the only way to mass produce them. About 25 years in manufacturing/engineering tends to deposit something in the old noggin. ~Tracy

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## **CADES FOR SALE**

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Gowanda, NY

I'm selling my 86 Cade. I can't seem to find time to ride much anymore. It has all the bells and whistles except intercoms. 36,000 miles on her, not even broken in yet. She is in excellent shape, never been down. I guess the color is burgundy, and have a new back tire to go with it. I live in Gowanda N.Y. 30 mi. south of Buffalo. Asking \$3600. email at don@offhaus.com

Kingston, Ontario, CANADA

For Sale – 1986 Suzuki Cavalcade LX in Beautiful Condition

Well looked after and cared for. Semi-synthetic oil only. Approx 105,000 km (about 66,000 miles). 2-tone Brown/Gold.

Many Extras of an LXE including:

Full Faring and Lowers with operating wind vents and bug/wind deflectors.

Chrome (Lots of it) including:

- Disc Brake covers (with Cavalcade logo)

- Front Disc Covers
- Fender rails
- Saddle bag rails
- Side cover rails
- Saddle bag protection bars (Crash bars)
- Chrome Speaker Grilles

Extra lighting including:

- Optional Suzuki Factory tail lights,
- Trunk lights,
- Side lights,
- Amber fork lights (Markland)

Chrome Grab-Ons

Polished fluid reservoirs

Fork Brace (Billet, after market)

Cornering Lamps

Recent stereo tune up by Clarion Radio (lamp replacement, clean and overhaul)

Chrome carrier rack on trunk Lid

Twin antennas (AM/FM) CB

CB/Intercom Hookup (No CB/Intercom unit with this machine however)

All other Cavalcade equipment including:

- Load leveling system (on-board compressor)
- AM/FM Cassette Stereo with Auto Volume Control
- Cruise Control
- Rear Passenger Floor Boards
- Passenger seat adjustment system (air bladders)
- Passenger Stereo Controls
- Adjustable passenger backrest

Bike is in beautiful condition (for an almost 20 year old machine) and has won numerous Show'n Shines. Still a competitor.

Extras include:

Spare seat, Trailer hitch, Driver's backrest, Shop and owners manuals. Asking \$3500 US

Digitally scanned photos available. Please contact me to view.

Contact: Douglas J. Fear (613) 389-8402

Kingston, Ontario, CANADA

dd40x@sympatico.ca or deejayfear@yahoo.ca

PARTS FOR SALE

I have a chrome trunk rail for sale. If you are interested contact me. I have pictures. ~Dick Carter, 3417 Lanarkshire, Bay City, TX dmcavalcade@hotmail.com

I have a riders backrest for sale. Call 904-669-3116 days or 386-437-7253 eves/weekends. It's an original Suzuki item in nice shape. I don't need it. \$80.00 plus shipping or trade for heel-toe shift kit.

PARTS WANTED

Anybody out there got a trunk rack they might be willing to part with, maybe one off an old parts bike? If so, post or e-mail and I'll get back with you on it. Thanks, Ed Ritchison.

eritch1@vasap.asapp.com