

SUZUKI CAVALCADE OWNERS GROUP NEWSLETTER

February, 2006

Here is the February 2006 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:

MID-TENNESSEE CADE RAID

This year's event will be held on April 14, 15, 16th. We will be based in Cookeville, TN. The web site dedicated to this event is: <http://www.uppercumberlandsccr.org/midtncade.html>.

Look forward to all who want to participate. ~"BigDaddy" Rick Moore, 86'Cav LXE Email: bigdaddy_ent@yahoo.com

20th Anniversary National Cavalcade Rally

“CADE RAID 2006”

September 11-15, 2006 ~ Golden, Colorado

Most of our Cavalcades officially turn 20 years old this year. To celebrate, we are hosting a gathering of Cades and Cade owners in the Rocky Mountain resort town of Golden, Colorado. We have a full schedule of events all week. There will be workshop classes by the best Cavalcade mechanics in the world. You will learn to repair, maintain and enhance your Cavalcade from these experts. There will be special activities for spouses & passengers too. We'll feature daily rides through the majestic Rocky Mountains. We will have an Advanced Rider Training Course to improve our skills riding heavy motorcycles. We've scheduled evening meals and entertainment. Wednesday we'll have a western barbecue and "Evening with Wild Bill Hickok". Our Friday Night Cade Raid Dinner will feature our own Cavalcade Prime-Time Entertainers, including Jay, Tracy, Nancy "Motherwind" and others.

Email jay@treefarmtapes.com for a registration form to attend Cade Raid 2006. Reserve the week of September 11-15, 2006 at the Holiday Inn in Golden, Colorado. When you call for reservations, (303-279-7611) be sure to identify yourself as with the Suzuki Cavalcade Owners attending "Cade Raid 2006" to receive our special room rate of \$70 per night.

CADE RAID 2006 ACTIVITIES

The schedule of events for our Cavalcade rally next September is complete. Here is part what we have planned for our big 20th anniversary celebration.

Monday through Friday Daytimes ~ Daily Classes, Rides and a Safety Training Course designed for Cavalcade riders. We'll also have special activities for spouses and passengers planned by Nancy Dilldine and Cathi Hughes for all the ladies attending. The Cavalcade Store will be open where you can buy and sell items and parts for your Cavalcades. Improve and update your Cavalcade with hands-on instruction by knowledgeable Cavalcade mechanics including Tracy Presnell.

Monday Evening ~ Dessert Bar-Welcome to Colorado! ~ We are going to have an evening get-together to allow everyone to mingle and get to know each other. I'm still working with the hotel to plan this event. I'll have the details soon, but for now let's just say it's going to be informal, fun and not particularly low calorie.

Wednesday Evening ~ Dinner & a Show... We are planning a dinner at the hotel followed by an evening with an authentic western cowboy legend, Wild Bill Hickok, in person. Actually in the person of a descendant of Wild Bill who portrays his famous ancestor scout, gambler and lawman. This remarkable re-enactment will bring alive the history of the old west.

Friday Evening ~ The Cade Raid Dinner ~ The chef at the Holiday Inn in Golden, CO is planning an outstanding meal. Plus, the usual Cade Raid performers; Jay, Tracy, Spike and Motherwind will entertain you with all new performances for 2006. Plus, we will have some new entertainment from the ranks of the Cavalcade owners. We will also present some awards and prizes. This is our traditional finale to wrap up a week of Cade Raid. It's our one last group gathering before that long ride home.

For your registration form, email jay@treefarmtapes.com Registration is \$65 for bike and rider, \$45 for a passenger. This includes all activities except the Wednesday and Friday dinners and the Rider's Training Course. Your registration also includes an event tee-shirt and pin. You can reserve your guest room by calling Holiday Inn-Denver West (303-279-7611). We have a special group rate of just \$70 per night. Be sure to identify yourself as attending the Suzuki Cavalcade Group's Cade Raid 2006. Be sure to reserve the week of September 11-15, 2006 for our Cavalcade Rally at Golden, Colorado. It's our 20-year celebration event!

BRITISH COLUMBIA CADE RAID ~ July 8-9th Weekend

The July 8th & 9th weekend at Osoyoos, BC; that is the date and location for our BC Cade Raid. This is a resort town with many motels and good restaurants. There are scenic motorcycle roads there and it's always sunny in July. We'll probably visit a hot springs so bring your bathing suit. Come for the weekend or a day-ride. There is no fee to attend. We will have daytime rides and evenings to socialize and compare bikes.

Many hotels, resorts and motels in the Okanogan Valley are already booked up through July and August, Osoyoos is particularly busy. Even the Super 8 Motel there is sold out. The ones that are not sold out tend to be quite expensive. But, one quality motel still has rooms available and is willing to offer us a group rate which is not bad. It is the Econolodge in Osoyoos and they have offered us a group rate of \$119 (Canadian) per night for July 8th and 9th weekend. But, we must make our reservations soon. These rooms will only be available to reserve for a very short time. The telephone number for the Econolodge in Osoyoos is 1-250-495-2633. You need to call them to reserve your room and ask for the group rate of \$119.

If you plan to attend, please contact jay@treefarmtapes.com so we will know you are coming and keep an eye out for your arrival. See you in Osoyoos!

CADE RAID IN FINLAND

Our first Cade Ride of Finland is next summer 2006. We ride 1000 ml inside Finland three days. What days, I don't know yet. But it apparently will be soon after Midsummer Day, maybe about the 29th of June 2006. CadeRaide of Finland will depart Tykkimäki of the Kouvola and circulate around of Finland 1000 ml / three days.

AMERICADE 2006

This is the country's biggest motorcycle rally at Lake George, NY. We normally get about 30 Cavalcades in attendance among the 50-60 thousand motorcycles at this huge event. Cavalcade headquarters at Americade is Mrs. B's Sub Shop in Lake George. Check in there to connect with your fellow Cavalcaders. Lodging and scheduled events fill up early, so make your plans now. For complete information go to this web site: <http://www.tourexpo.com/data/>

IF YOU ARE PLANNING A RIDE, RALLY, OR OTHER MOTORCYCLE EVENT

of interest to the membership of the Suzuki Cavalcade Owners Group, send the information to jay@treefarmtapes.com and it will be posted in the next issue of this newsletter.

~ TRIPS AND TIPS ~

GPS

I am planning to add intercom and GPS to my 86LX for a ride from Ontario, Canada to Key West Florida. A large screen, weather proof and lots of memory are important. Are there any suggestions, or experiences? ~

Garmin makes 2 that are water resistant. The 2600 and the 2700 line Streetpilot series. I've owned 2 of them and they are great. You can find them at: <http://www.garmin.com> I have the 2720: <http://www.garmin.com/products/sp2720/>

The new 2700 lines have not only voice, but also tell you where to turn by name. For instance, "Turn right onto Main St. to arrive at Joe's house" and in a nice female voice. With the 2610, I had, she spoke nice, but never told the streets by name, etc. They were pretty much just real digitized voices. The new ones

now are robotic voices and as a result, pronounce what's there. But they have gotten better over the years and she still sounds pretty good considering. The 2720 can be had for \$800 or less if you shop hard.
~John.

If you don't want to spend a lot of money, but still want a good GPS, buy the Garmin GPS V. Sure, it's not colored and there's no voice, but I paid \$260.00 a year or so ago and I love it. They're even less expensive now because they're discontinued. I thought the screen was going to be too small to see while riding a bike but it's perfect. It's also hand held for hiking if you're into that. It runs either off of 12vdc or 4AA batteries. Now that I'm used to it I was thinking about upgrading, because if I have one fault with it, it doesn't have a removable memory card for maps and only has 19mgs of memory so you're a little limited with what you can download. I went from Ohio to North Carolina and didn't have a problem but I had to be careful about how many maps I loaded. Other than that I didn't want to make the big jump in price for the added features. Hope this helps. Email me if you want anymore details. I found good prices at www.thegpsstore.com or www.gpsnow.com ~Rick

I have the Garmin 2610 GPS. I have it mounted on the handlebars. I used it last year going to Montana & back in the car. You will need at least 2.5 to 3mh card for it to load the complete us map. Go to wetfeet.com. They gave me a 2 year warranty after the 1 year warranty from Garmin ran out. Wetfeet was the best price I could find. ~Bob Williams, 86LX Trike, 04 Honda Wing

CHROMING RESOURCE

Within the last year I have had several items re-chromed at a business in Oklahoma City. I don't know if they are the cheapest or the best but I have been pleased with the finished product. The turnaround time on my last order was one week. The business is: Ramos Plating Co., 1320 S. Walker, Oklahoma City, Oklahoma. Phone (405) 232-4300. ~Tom Fitzgerald

Ramo's has been in business for many years and has a good reputation for Quality work. They are not cheap but are good. I have several items on my 87 LXE that they chromed. ~Melvin

ELECTRICAL QUESTION - DIODE TO EARTH OR CHASSIS

It is common in electronics to have a diode across a solenoid (the fuel pump electric) as it helps in turning off the solenoid. Without it, the solenoid can continue to "click", or operate, and in this case pump. As the coil in a solenoid opposes any change in circuit current, it will generate a field of its own, equal to but opposite to the original applied voltage, especially when the power is removed. It is important for the coil to turn off as quick as possible. Thus, the diode shorts out the field generated by the coil and prevents it "chattering". The diode is not required for relays that operate lights etc. Hope this is not too deep for those of you that are not electronically minded. ~Richard, 86 LX, N.Z.

POWER SOURCE FOR THE LCD

I bought a 86 cavalcade last year and when you first start it up the LCD display shows like it should then after about 3-5 minutes it will go out and not come back on till the next time you start it up. Well last week I had to replace the battery and now the display will not come on at all. Could some one tell me where the LCD gets its power from? also the bike has 64K on it, it don't smoke or use oil but there is a slightly loud tapping coming from motor is this normal for a Cade to make this noise at idle?

The easy question first. Yes, there is a tapping in the motor which is fairly common. A lot of people use synthetic oil which helps to quiet it down. What do you mean the LCD does not work? Is there anything at all showing, an icon of some type, or nothing at all? ~Tom (1986 LXE in Alabama)

The LCD probably gets its power from one of the plug-ins behind the dash. There could be some corrosion is one of them as moisture can get in there. You can access the plug-ins by either taking off the dash cover or you might be able to get to them by taking out the headlight assembly.

Some ticking is normal for some engines. It's most likely a hydraulic lifter that's not pumping up properly due to a clogged orifice in it or some galling between the inner and out parts of it. Synthetic oil can quiet down lifters some of the time. If it's clogged, then it might be able to clean it out and it will start working again. If it's galled, you may have to have it replaced.

I've seen the inside of many motors and I can tell you that the ones running certain types of dino oil are filthy inside and I can see why lifters get stuck. But, I've seen the inside of motors running synthetic for their entire life and they are as clean as can be and the lifters are perfectly quiet, even after 125-145,000 miles.

My personal choice for oil is Amsoil 10W40. I put in my bike when it had 107,000 miles on it (when I got it) and it quieted the motor down drastically. I only change it once a year or every 12,000 miles whichever comes first and I change the filter at 6,000 and at each oil change. ~Tracy

WALMART BATTERY

Several months ago I was reading about the use of a Wal-Mart battery for a Honda working for our machines. What are the particulars? ~smarcus53

The battery in my Cade is from Wal-Mart. It was put in by the owner shortly before I purchased the bike. The number on it is ES50-N18L-A2. The battery receipt states ES50. ~Peter

ONLY THREE CYLINDERS!

I'm new to the group and just bought my first touring bike. Black/Silver '87 LXE Atlanta, GA. Took the bike on a 500 mile trip and found a problem. I'm only running on three cylinders. I have checked fuel supply and flow. All are good. I've checked the spark plugs and they are good. I've checked for a good spark and from what I can tell I'm getting it. I don't know how to check how strong the spark is once the load is applied. The compression is very good. A spray bottle and water tells me that the right rear cylinder is hot firing hot. Anyone have any ideas before spending loads of cash to fix this? ~Dwayne

Sometimes this can be a major problem, but my experience is to start with the simplest, most overlooked stuff. It might just be an old cracked spark plug boot and insulator end. When bike is idling, and not excessively hot! place your ear near the cylinder which is not firing and listen for a 'tic, tic, tic' when the plug should fire. The spark may be arcing from the wire to the head inside the cavity where the plug goes. Solution is to change the wire end and insulator. ~Richard

I agree with Richard, start with the easy stuff. I don't know how you checked for spark plug operation, but one sure way is to remove the spark plug from an operating cylinder and put it in the cylinder you suspect. Then you will have a definitive answer to the spark plug side of the equation. ~Tom

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**~ TRACY'S BENCH ~**

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SITE GLASS INCONSISTENCY

Awhile back I stated that the master cylinder site glasses could be replaced with a 16.9 mm watch crystal. Well, I ran into one that the 16.9 would not fit and it measures up 16.2 mm. So, if you go and get some 16.9 mm and they don't fit you'll know why. ~Tracy

I just reviewed your message about replacing the plastic lenses with watch crystal in the brake and clutch cylinders. How is yours holding up? I just have to do it. I can't see a damn thing. These are worse than the ones on the wrecked bike. So, if yours are holding up, I'll try to find the crystals and do it. If it doesn't work, I'll switch to the old ones. ~Red

The one I changed on my bike (all I had time to do then) was done before Yellowstone and it still looks fine. The glass will probably never go bad (real glass instead of plastic) and the black Permatex silicone appears to have the resistance to brake fluid that the information and the tech rep suggested. I don't have any reason to believe that there will be any long term problems. Even if the silicone goes bad years from now, it will be an easy task to redo it using the same glass again. Just make sure it's squeaky clean (I use spray brake cleaner) and let the silicone cure completely (let it sit at least a day or longer) before you put any fluid in it. ~Tracy

NEW OWNER QUESTION

I purchased an '86 LX Memorial Day Weekend last year and have been racking up the miles ever since. The bike seems to have just about every option available and is great fun to ride as I am sure you all already know. I do have a couple questions; I am seeking a rebuild kit for the clutch slave cylinder (if one is even available) because mine is leaking. Does anyone know of a source? Also, if any of you have replaced the cylinder and have any info that you think is something I should know before starting the job, please let me know. I have worked as a professional mechanic long enough to know that even the simplest job can turn into a fiasco without the proper preparation and info. As far as I can tell so far, the only parts I should need are the cylinder (or kit) and a secondary cover gasket. Am I missing anything? ~Mike

The slave rebuild is nothing but a single cup seal that is still available. However, the secondary drive must come off to do the repair. So, you might as well do all of the seals while you're in there and do the plug as well. Read article at www.billydump.com/cav/instruct/disclaim.htm

I have the complete seal/gasket kit for the RR on the secondary drive that includes the slave seal for \$56. I have the replacement machined plug for \$17. ~Tracy

AIR COMPRESSOR PROBLEM

Hi Tracy! My problem is that I have not been able to fully pump up my air shocks. I have gone through numerous cycles and still the auto level comes on. I am assuming that either a) the air compressor is not able to create enough pressure to pump them all of the way up or b) I have a leak in the system somewhere. Seat bladders work fine. I have not taken the time to look into whether or not the banjo bolt is plugged, although the fact that the seats work and the auto level works makes me inclined to think it is not clogged. Like I said, I have not taken the time to look as yet. Do you want to steer me in any other directions when I get into it? ~Tom, 1986 LXE in Alabama

Well, if you haven't cleaned the fittings then I wouldn't make any guesses. It takes a fair amount of flow to air the shocks and the fittings I've seen that are plugged are really plugged. Clean the fittings first. If it still doesn't work right then get back to us. ~Tracy

BATTERY LEVEL SENSOR

I have been listening to the massive amounts of info come across for a few weeks now since the purchase of my '86 Cade. I am very happy to have found this site. The sharing of info is great and now I am in need of it myself. I don't have a schematic for the sensor connection so. The new sensor I am about to install has a green wire, diode etc. Where is it supposed to connect? ~Bill

There is a green wire with a mating connection on it that comes out of the wiring harness at the front corner of the battery. Plug it in there. ~Tracy

PLASTIC REPAIR

I wrecked my '86 this summer. I hit a 3' high post with the front left side. Didn't damage anything that was metal but, I certainly need all of the plastic parts. The bike just turned 16K. ~Gary

You would be surprised at how well you can repair the plastic with a regular pencil tip soldering iron (about 25 watts) with the tip ground to a chisel point. ~Tracy

REAR SHOCK BOOTS

I have the secondary out again. I can't find were the oil leak is coming from for sure. I think maybe I had too much torque on the secondary bolts. The old gasket seemed ok. Can I use a small amount of good gasket dope on both sides of new secondary gasket? Also do you have the rubber boots for the rear shocks? If so please send them to me. ~Terry, Cola, SC

I always put a layer of gasket sealer on both sides of the gasket around the large center hole (the only area that is sealing). No boots for the shocks. I am trying to talk with Suzuki and I'll see if I can just buy the boots. ~Tracy

REAR SHOCKS

I have an oil leak in the right rear shock on my '87 LXE. Are these shocks rebuildable? If the shocks are not rebuildable do you have a suggestion on replacement shocks and what their cost might be? ~Melvin

The stock shocks are not rebuildable. However, at some time in the future (hopefully not too far in the future) I will be rebuilding them with Progressive components and springs. New OEM shocks are available but they are expensive (about \$400 ea). But, Progressive has a replacement air shock that has superior damping and springs that can be had for \$345/pair which includes the air fitting adapter kit. I'm not sure what other places are selling them for but \$345 is what I get for a pair. Sometimes you can revive the seal with a cleaning and greasing and it will last a little while longer. ~Tracy

Even if you could drain out the old oil you would need to know how much to put back in. I have never heard anyone say how much oil or what weight of oil is in the shock. Be interesting to know. ~Melvin

The amount is about 6-8 ounces. The type is either Dexron ATF or 20 weight shock oil. Maybe 90W if they're really worn out. That last part was a joke. Don't put 90W in your shocks. I had a pair of forks come in here (attached to a Cade) that had 90W in them. I couldn't believe it. The one fork had a big ole scar on the inner tube and was leaking like a sieve. I guess the 90W was supposed to seal it up. It didn't! If, with the air disconnected from the shocks, they squirt oil out the fittings when you bottom it, then that's too much oil. ~Tracy

TAILLIGHT OK MONITOR

Is there some way you can fool the sensor for the tail light monitor? I am one of those freaks that if I know it should work then it drives me nuts when it doesn't. At this point though, I may just have to let it go. ~Maury

To date, we have not found a solution to the taillight out monitor issue other than to add some load to the taillight circuit (add a 30 watt or so bulb or possibly a resistor) or disable the reporting of the monitor to the display by simply unplugging the brown connector (disables all monitor functions) or finding/cutting the wire from the brown connector that tells the display to show a taillight out.

Some monitor boxes have the problem, others don't. Suzuki may have made a change somewhere along the line to fix the problem. It appears that the early 86's are most prone to it (GT and LX) but some '86 LXE's also suffer.

I have some Schottky diodes to replace the standard diodes in the monitor box on my bike as an experiment for a fix (mine works about 50% of the time). Since all of the circuits in the monitor box go through diodes, the output is dropped by about 1.4 volts. The Schottky diodes only drop about .7 volts so the wattage through each circuit will be slightly higher and that may be enough to satisfy the circuit and get rid of the taillight out warning. I'm not terribly hopeful, though, as the current increase with a .7 volt change is pretty small. I will report the findings whether it works or not. ~Tracy

Thanks T. I found your old message on this subject but this one is more involved, so better. I have my monitor from my wrecked 86 LX; will it swap with the 87LXE monitor that is giving me trouble? ~Red

Well, it might or might not work. Again, Suzuki may have made change, or, it may be specific to each bike. There may be something in the grounding of the taillights that is lowering the amperage through the circuit. It might be in the wiring going back there. (hidden connections within the harness).

I have tried an extra ground wire in the back (under the seat) and that didn't appear to help. There may be a difference in the components within each monitor box that is causing it. It might be a tolerance issue on an electronic component or two. It's hard to say with any certainty at this point.

It's interesting that it only happens on the taillights (as far as I know) and not the stops or headlight.

Anyway, swap it out and see what happens. The worse that could happen is that it isn't any better. You should be able to test it without taking off anything but the left side pocket. I think you can reach in there and unplug it and plug in the other one. It might help to take out the left speaker or the left turn signal. OEM CB will make it harder to get to. ~Tracy

REGULATOR GROUNDING

While digging through the archives, I found this old message from 2002:

http://autos.groups.yahoo.com/group/Cavalcade_USA/message/23082

In it, Tracy said: "The RR must be well and completely grounded to battery negative. That's how it rids itself of additional juice, by shorting it to ground and making heat. Many have run a big wire (10 to 12 gauge) directly from the RR to the battery to make sure it has a good ground."

I've found nothing referring to this since - did it prove to be a bad idea for some reason? What brought me to search was that I was considering adding a wire from the RR ground circuit directly to nearby chassis ground. Since it connects to chassis via battery ground strap anyway, it seems to me that an additional connection would increase the path to ground and decrease the heat of the wire, thus decrease the chance of a repeat failure at the "bad connector" point, which has failed twice on this bike & still gets HOT. Is there any potential harm in doing this? ~Ed

Running larger/more grounds is never a bad idea. In some cases for the stock system the frame is used for a ground, in others wires run back to a common wire and then to the frame or to the battery. Anything you do to make it a more direct path will be of value. There is no harm in good grounds. Your electrical system will like it very much. ~Tracy

PASSENGER BACK REST ADJUSTMENT

I've noticed that the lever used to adjust the passenger back rest seems stuck, I removed the wire from the frame connection and tried "liquid wrench" to release it but it seems I'll have to take the compressor control box (passenger armrest) apart to remove the cable from that end, I hope those controls aren't flimsy because they are in working order now. ~Patrick

Sometimes you can get that cable unstuck but most of the time you just have to replace it. It's pretty cheap. I think I get \$14 for them. For some reason, maybe because it lies almost flat, that cable seems to get rusted up more than the others. ~Tracy

REGULATOR GROUNDING CASE SEALS

I'm up to my second 12oz can of brake fluid trying to pump up the clutch line. This is my fourth time and it always takes a couple of hours. Something's not right. Anyway you told me last year you used a pick or something to make sure the oil seals did not turn under when installing gear box. I took my time and very carefully installed case. I would still like to make sure I don't have a bad seal, and get motor oil in gear box. What did you say to use to make sure seal is seated? ~Terry

You have to bleed the master cylinder first or it will never bleed. Use the banjo bolt at the master cylinder as a bleeder. You must have only fluid at the banjo bolt before you proceed. If there's any air there it simply will not bleed. I have also turned the handlebars to the right (on center stand) and pulled in the lever and then let it snap back out numerous times. That seems to draw the air back into the cylinder and you should see bubbles coming from the little hole in the bottom of the MC. That seems to help.

Putting the gear box back on is best done with the drive gear housing (the heavy cast iron part) off of the drive. That way you can look up the center hole and make sure that it's lined up as you put it on the shaft. I haven't used anything other than that when I put the box on. I only use a small screwdriver or pick when I put the rear seal in (where driveshaft goes). To date (about 15 + secondaries later), I have yet to have one come back with a leak in either seal. ~Tracy

STARTER ISSUES

My battery is charged but a get a little clicking when the button is pushed then I get nothing including 'no clicking.' The bike is an '86 with 40,000 miles. I replaced the stator last year. If it is a relay does the one for this bike also fit other models? Ideas appreciated. ~smarcus53

If the clicking is coming from under the seat when you push the start button that is normal. However, if you have the clutch pulled in there will not be any clicking from under the seat as the motor should be turning over. Leaving the clutch out and hitting the start button is how you prime the carbs after it's been sitting a day or more. If, when you pull in the clutch you hear clicks from under the seat but the motor does not turn over, I would first suspect the clutch safety switch. It's mounted under the lever and has a little plastic cover over it held on with 2 small Phillips screws.

When you take the cover off, be careful as there is a spring inside. Once off, take the pc board with the 2 copper contacts on it and touch those contacts against the handlebars and push the start button (key on and in neutral), if the motor turns over then that's your problem. Stock switches can be cleaned, greased and adjusted and they may continue to work okay or you can get a new one at the dealer for about \$20. If you want something that has proved to be much more reliable and requires no ongoing maintenance I have a hydraulic version that does away with the sliding contacts of the stocker. It replaces the banjo bolt at the master cylinder and uses pressure in the system to operate. They are \$17.50 each and will also work as a front brake light switch. Can be ordered at

<https://secure.billydump.com/billydump/commerce/default.asp>

~Tracy

CADES FOR SALE

Richmond, Indiana

My bike has a little over 26,000 miles, I am the second owner. The original owner bought the bike in Oklahoma while he was in the service. The bike runs and rides great, I had the clutch slave cylinder replaced and put new tires on it last season. My phone number is 765-977-5569 Email: gregcon@insightbb.com asking \$3500. ~Greg Conley

Dallas, Oregon

Brown/brown LX. 61,000 miles. Tires at 50%, Trailer hitch. Driving lights. Large trunk, rack. Its been corked. Has new clutch springs. Radio buttons replaced. Backrest and seat recovered. New r/r in 05. New stator in 04 New speakers...good ones. No CB. Left inner faring needs to be replaced. He is asking \$1750, yeah, you heard right, only 1750. Here is a buy for you guys in the northwest. The gentleman who owns the bike is Larry Meink and he can be reached at larrymeink@peoplepc.com .

Jacksonville, Florida

VIN# JS1VX71A9G2101127 Gold/Brown-Good Chrome-front & rear marker lights-new spark plugs-fresh oil change-secondary grease change-rear-end grease change-new tires-flushed all brake lines & clutch with DOT4 brake fluid-brakes work great & pads r about 80%-Marvel mystery Oil used in oil & gas since I purchased from private owner who lived in Daytona last Feb.(2005) aftermarket fork stabilizer brace-Seat re-done-lots of good chrome-air compressor

works for the seat-all turn signals/headlights/flashers work- cruise control works-passenger seat adjust works-passenger footrest adjust works-NO RADIO; BUT radio & CB speakers & connections tested 2-16-2006 & worked fine-Plug-ins 4 driver & passenger radio/CB R on bike but have not been tested-battery checked good at shop April 2005 & has not been any problem-Battery Tender Plus used when put in shed-never ridden in rain or rained on-56,800 miles-I've asked fellow Cade owner, gandalf2@comcast.net, to look at this bike & give me his opinion about an asking price. He told me that I could get \$3000 for this. E-mail me for some pics or if you have any questions. I'll try 2 get them 2 you. Make an offer! I might be able to deliver (ride) to your location for a fee; but not too far. That's the reason that I have to sell the bike. In Jacksonville, Florida 32208 Email: ednamsch@yahoo.com

CHOPPER'S '86 LX

I will be selling my 86 cavalcade LX, It has CB Radio, cornering lights, OEM mud flap (Front), New windshield not installed yet, Large Luggage Rack, saddle bag lid trim rails, saddle bag trim rails W Lights, Fork lights, Rotor covers caliper covers OEM lights in rear bumper and sides trunk trim rail with lights, LED third brake light, Lighted rear Mud flap with chrome trim, trailer hitch with wiring front fender rail. I also replaced clutch plates last October along with springs. this bike is ready to go with all the eye candy every one is paying top dollar for. this bike has 52 k on her I am the 2nd owner. bought new in Wallingford ct in 96 all accessories were dealer installed. Only one dealer has ever worked on this bike. I will include any and all parts I have here for a cavalcade including bolts from parts bikes in the past 7 years and a half cover, and a Tracy CD-ROM. please e mail Me @ chopperonly@excite.com. I will include a picture with side car it does not have sidecar any longer. if any one is interested I will send pictures of this bike. I had it out for a 100 mile ride in January up to see frank w in ct. Thanks to a hell of a group of friends I have made here who helped me keep my not so good cades going. then I bought this one and now something different like a Honda VTX 1800 thanks once I sell this monster CHOPPER as most of you know me will ride a chopper again. ~Chopper

Harrisburg PA

I have 86 Cade with 64000 miles for sale. Floor boards, corked, everything works, (I don't know about the cassette player, haven't had one of those in about 20 years) Clean, I am 2nd owner. My wife won't ride, so I had to pick a different toy. Very clean. New battery and windshield in last 2 years. \$3,500.00, Cell Phone: 717-648-4495 ~Kevin