

SUZUKI CAVALCADE OWNERS GROUP NEWSLETTER

April, 2006

Here is the April 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

NEW THIS ISSUE:

At the bottom of this issue is a new section...
A list of those who have parts bikes with available parts for sale.

RIDES AND EVENTS:

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 Midnight Cade Ride of Finland is June 29 -July 2, 2006 (29.6.2006/2.7.2006). We will ride 1000ml in four days around Finland. It starts from Kouvola, Tykkimäki June 29.. klo 12 and ends July 2.at Jyväskylä. The attending price is 20€/person. We will spend the night in hotels in Finland. Fairway is Kouvola www.kouvola.fi, Tykkimäki www.tykkimaki.fi, -Hamina www.hamina.fi, - Vaalimaa www.vaalimaa.fi - Lappeenranta www.lappeenranta.fi - Savonlinna www.savonlinna.fi -Kuopio www.kuopio.fi -Kuusamo www.ruka.fi -Rovaniemi www.rovaniemi.fi (Santaclaus Center)-Tornio www.tornio.fi -Oulu www.oulu.fi -Jyväskylä www.jyvaskyla.fi.

Hotels links <https://www.sokotel.fi/english/index.cfm> , <http://www.ruka.fi/kesa> Hotels price is 74-154 rooms/night

Other links:

<http://www.santaclaus.fi/?depid=8132>

<http://tourism.rovaniemi.fi/?depid=6335>

<http://www.operafestival.fi/en/index.html>

<http://www.viamichelin.com/viamichelin/gbr/tpl/hme/MaHomePage.htm>

http://www.tiehallinto.fi/servlet/page?_pageid=68&_dad=julia&_schema=PORTAL30&kieli=en&_pageid=68

[http://www.viamichelin.com/viamichelin/gbr/dyn/controller/mapPerformPage?pim=true&act=R
efineToMap&rnd=1146374432884&E_mg=210506121jS4J50612007201671626MAPB2C1910
3gbr542000130t1103eur000aa291dm9sYQ00001100&stat=ambiguous_map&google=1&strCho
ice=0](http://www.viamichelin.com/viamichelin/gbr/dyn/controller/mapPerformPage?pim=true&act=RefineToMap&rnd=1146374432884&E_mg=210506121jS4J50612007201671626MAPB2C19103gbr542000130t1103eur000aa291dm9sYQ00001100&stat=ambiguous_map&google=1&strChoice=0)

Sincerely: Juha, SCCF president, Email: cavalcade@suomi24.fi

WISCONSIN CADE RAID 2006

Saturday, June 24th - Rain Date June 25th

Meet around 10:00 am to 11:00 am at Denny's Classic Restaurant, 1090 S Wisconsin Dells Parkway (Hwy 12). This is 2 blocks north of Interstate 90/94 (exit 92) on the West Frontage Road. I am planning an open time window for those who are riding in from some distance. We will have time for a gab session between everyone and have lunch at Denny's or surrounding restaurants if you like.

We will ride, after lunch, around the Baraboo Bluffs and through Devils lake State park. I am planning a shorter ride than in the past to allow everyone some time to get to know each other. I am all for over-nighting and riding on Sunday if anyone is interested. We could then ride the scenic roads along the Wisconsin River. There are low and medium-cost motels close by and I can check on a room rate for groups. There are also campgrounds nearby is interested. Email me if you want more information.

Bring your friends, everybody is invited, no matter whether they ride a Cade or not. Any other ideas are welcome, please let me know. I hope to see many of you there. jerrytenant@verizon.net
608-575-9802 ~Jerry

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/>

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### 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](mailto:jay@treefarmtapes.com) and it will be posted in the next issue of this newsletter.

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~ TRIPS AND TIPS ~

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### ROAD TRIP TURNED BAD

On Monday the 13th of March I started a hard ride to Abilene Texas for the funeral of my Step-Mother on Wednesday. This was not a surprise, we just did not know when.

The bike just had a new stator installed and switch to Amsoil the day before. Beside some cross winds the ride was good and I must have put it back together correct because there was no leaks. Not the best way to test your work. I arrived Tuesday night...really a hard 1500 mile ride.

On Thursday I made the trip on to Ft Worth to help my brother with his 1990 vintage computer. How that is a separate story that only Geeks would understand. Bottom line...he got a 2006 computer.

On Saturday I left for home with no pressure to get there. Beautiful ride, temp in the 80's and no wind. That is no winds till I got to the Panhandle of Texas. Cross winds were 20 to 30 with gust to 50 all the way to Santa Rose, New Mexico. Then there was nothing but headwinds all the way to Albuquerque, New Mexico. I spent the night in Albuquerque and woke up the next day with snow on the bike.

After checking the road conditions and weather, I left around one in the afternoon. The roads were dry and open, weather cold in the upper 30's and lower 40's. I was riding along with traffic at a nice pace of 70 mph. There were light winds head-on. Slowing or passing big trucks and avoiding large groups of vehicles. No report of ice on the highway.

I passed under many underpasses with no problem till exit 81 on US 40. As I approached I could see water on the road and water tracks on the other side. Vehicles in front of me showed spray under their tires. I position myself for one of the inside tracks and started under the pass. It was not just water but black ice hidden under the water.

The rear end came around even with my seat on the left side. I pulled the clutch and the bike came onto dry pavement. It tried to correct itself and before I knew it the bike throw me. I landed on my left shoulder and rolled onto my back. Feet first going down the freeway and the head following I watched the bike skid down the road as I followed. Some 300 feet later the bike came to rest on the left side and I stopped about to feet short of the bike. My trip was fully on my ass. Somewhere along the slid I must

have taken inventory and found I had no broken bones. When I stopped, I jumped to my feet and started waving traffic to a stop as I made my way to the bike. One car came up and the driver helped me get the bike back on it legs. Pushed the bike to the side of the road and put it on the side stand. Got the large pieces of the left fairing out of the road and waved the traffic on.

The guy that helped me asked if I needed medical help. Again I took inventory. Ten fingers and ten toes and all parts in between were still connected and working. About five minutes later the Police showed up and the first question was about medical help. That was the first funny moment of the whole mess. I turned my rear to the officer and said, "I can't see my ass but it's not showing is it?" With a "No", she asked if I need a police report for insurance reasons. I guess if I said no then there would be no record that it ever happened.

Now I have to say I was wearing protective gear: helmet, rain gear (to cut the cold, leather jacket and chaps, Levis and long johns and boots. After the slide was over the ass of the rain suit was melted. But there were no marks on the helmet or boots. You got the picture...the whole slide was on my buns.

After the police were done and I was on my own...I rode the bike to the nearest motel and stayed for the rest of the day. Just to make sure...I took inventory again. No road rash, no bruises and over the next two days there were no sore spots. I also inspected the bike and the left side took a beating but no frame, motor, tire, or windshield damage. Ten pounds of duct tape and the bike was sealed against the elements. Test ride (several times) and could feel no damage. If needed I could have ridden it home...but to be on the safe side I tailored it home. I had a guardian Angel that was riding with me and I count my blessing more then once each day. I'm just waiting for the insurance to make a determination.

Lesson I learned from this. 1) Black ice can not be seen and can hide under standing water. 2) Take cruise control off before crossing puddles of water to avoid a "Power-on hydroplane". 3) Pull all limbs into the body and don't fight the fall. 4) Always wear protective gear. 5) Be aware of the traffic around you.

## **LONG DISTANCE MOTORCYCLE PURCHASE**

I am currently in the process of purchasing a motorcycle in a distant state. The bike will have to be shipped to me. I have gone through e-bay for the purchase. The seller would prefer that I send a cashier's check for the entire amount. (He doesn't want to have to "set up" as a merchant to receive a payment from Pay Pal). This leaves me (I believe) without protection if he decides to not ship the bike. Has anyone had any experience with a situation such as this? Is there a better way to complete the transaction without leaving myself open to a possible problem? Any thoughts appreciated. ~George in IL

George, As the Sergeant in charge of the Auto Theft Unit with Topeka Police Department we run across these now and then where it is a scam. Recently had a guy send a check for \$8,000 from Florida to Topeka for a 2001 HD Heritage Softail and never got the bike. He found the deal on e-bay but contacted him personally and went around e-bay which was another mistake. I told him the price should have been his first clue but we rarely investigate the case very far on anything to do with e-bay. It's "buyer beware" and our DA's Office normally won't touch it, they always say they have civil remedies. I told him he had to file a report with his local police department and have them fax it to me but never heard from him again. I checked the other guys record out and didn't find anything that made me think he was somebody to look at so maybe they worked it out. Since Kansas is one state that doesn't require the back of the title to be notarized anymore this has caused a lot of problems with fraud but that is another story. I personally wouldn't buy a vehicle on e-bay without going in person. I have bought a lot of other less expensive items off of e-bay with no problems but something for a few thousand would make me nervous. There are a lot

of legitimate deals on e-bay out there but my job makes me a little paranoid about these things. ~Kirby, 86 LX, Topeka, Ks.

If it was me, and I didn't know the person, I would only give a deposit. The remainder can be delivered when the bike is picked up by the freight company. I see no reason why you can't send the remaining amount to the freight company in an envelope to be delivered when the bike is picked up. In fact, you might want to contact the freight company to see what they have in place to handle such things. You might want to do a short contract that you both sign before the purchase outlining the details of the transaction. That way, if you send a deposit and there's no bike, you at least have something to take him to court with. ~Tracy

## **AIR COMPRESSOR**

Is the compressor capable of airing up a tire in an emergency? How do you turn it on in that situation? Mine only runs when I do the load leveling or the passenger seat. ~Phillip, 86 'Cade LX TX

That was an add-on accessory... Needs an umbilical hose and switch, otherwise yes... You might be able to find one on EBay if you keep searching. Or contact Allen King... he may have one if no one else does... ~John

Check J.C. Whitney web site. I think they sell one. ~Bob

You can install a simple push/push switch found in any hardware store and run the wires to the solenoid. There's a short hose already there to attach an extension hose to and make the hose any length you wish in case someone else needs to be aired up also. ~Woody

Phillip, I had the same idea, even made a hose up with a pressure gage in line, but it took so long to air the tire that I was afraid that it would burn up the compressor so I scuttled the idea since new compressors are very expensive. Maybe someone else out there knows if it would actually damage the compressor. I've run the compressor for a couple of minutes before and it became pretty hot. ~George in IL

I carry a can of compressed air in my saddlebag. I think they are available at any auto parts store. I'm not sure how long they are good or how long I've had this one in my bike. So, it's probably time to get a fresh can. ~Jay

All of the LX/LXE wiring harnesses had provisions for an add-on switch for the compressor to run such as for airing a tire. There are only a few of the actual switches left (mostly used) but it was nothing more than a locking pushbutton switch that mounted on the left inner fairing. Any toggle or other switch capable of doing 5 or so amps will work. The connector comes out of the wiring harness just aft of the compressor. You can tap into the wires with t-taps or similar or cut off the connector and put on your own. The color of the wires is red/yellow stripe, red/green stripe coming into a 2 conductor plug.

The compressor has a thermal overload in the motor so if it runs too long and the motor gets too hot it will stop until it cools back down some. The compressor itself will get fairly warm airing an empty tire as that is the nature of compressing air. It raises the temp as the air is compressed. But, as a last resort airing a repaired tire in the middle of nowhere it will probably get the job done. Unless the compressor is worn out (won't pump up the suspension), it will build more than enough pressure to air the tire fully. ~Tracy

Phillip, Yes it can air a tire, but as others have said it might not be the best way. Your bike may already have the short hose from the top of the compressor. Mine all do, although none have the switch. If there's

no hose, you'll need that for sure. It can probably be made fairly easily. If you do have the hose but no switch, there's an unused wire terminal for it. It's tough to find, though. That terminal is on the L side, near the upper corner of the inner fairing but on the INSIDE of the frame tube, tucked into the main harness. It's a real joy to access with Red/ Green & Red/ Yellow wires. Find it & connect any single-pole momentary switch, & you're done. It's that simple. OR, since you'll only use this in an emergency, here's a down-&-dirty way to make it work IF the hose is there. Remove the panel or coin box, whichever you have, to access the compressor. Disconnect the blue/white stripe wire from the front solenoid on top of the compressor, which serves the seats. Press any seat switch, the comp will run & pressurize the line but the seat valve will not open. When finished, reconnect the wire. Try it, and while you're in there do the maintenance on the compressor as shown in owner's manual, p54. I went through all this for our trike, on which I've converted the rear suspension to a manual increase/decrease with gauge. Had to work out all compressor functions & create my own wiring two years ago. I also had a switch for the air line, but I've since removed it because it's really not needed if you know how to do the above. ~Ed

I bought the \$10 special compressor that you see on sale at Wal-Mart etc. After you take the large plastic cover you have a small unit that you can put in a zip lock bag along with a tubeless repair kit. It doesn't take up much room and it is great for a flat on the road. ~Jerry, VA Beach

Actually, the original owner of all Cavalcades (including me) got a tire pressure gauge and a length of air hose with fittings on it, one end for the compressor, and the other for the tire. On the compressor there is a valve cover which unscrews, to make the hose connection. The fitting is accessible through the coin - gizmo - storage - box. Please notice that I did not mention anything about reaching it being easy.

If I were replacing my stock compressor, I would probably fit a Hadley ([www.hadley-products.com](http://www.hadley-products.com)) 850 pump. It's small, re-buildable, and US made. ~Chuck

## **DEAD BATTERY**

I started troubleshooting the electrical problem. I took the battery out and charged it. It charged fine. I started the bike and the voltage fluctuates between 10 and 12 volts at 3,000 RPMs. So I am now trying to locate the RR. Started taking the fairings out and to my surprise almost every piece of plastic in this bike has been broken and glued back together. Many fairing screws are missing. Almost every cable has been spliced. There are many modifications. It looks like this bike was in an accident and they put it back together with superglue. Man, I am furious. I guess now I have a new project. I want to restore it as much as possible to original condition. ~Ricky

Hi Ricky, I had the same problem; you never know what you buy until you start to look inside. I am repairing most of my fairings also. Some cracks, some pieces broken off, so I'll have to pattern the replacement piece from the other side of the bike. Tracy has posted ABS repair methods quite recently if you search back through the messages. I was also given the following site which explains the different plastics and repair process. I found it to be very helpful in understanding the differences between plastics and their repair processes. <http://www.urethanesupply.com/howtorepair.html>

You can sometimes find Suzuki Fairings on E-Bay and there are some sites where new plastic parts can be purchased such as Mr. Cycle...  
[http://www.mrcycles.com/fiche\\_section\\_detail.asp?category=Motorcycles&make=Suzuki&year=1986&veh=1883](http://www.mrcycles.com/fiche_section_detail.asp?category=Motorcycles&make=Suzuki&year=1986&veh=1883)

Good Luck and welcome to this fantastic group. ~John S.

## **SUPERBRACE**

I must have missed some information. Please help me. What is the SuperBrace? It sounds like something worth investigating. ~Don with an 86 Cade

Hi Don, Here is an excerpt from the previous string relating to the SuperBrace by Tracy Presnell: ~Joe

The brace provides the front end with more stability and you are less prone to have the OEM brace possibly crack and break and with the potential of devastating results. The stock fork brace is a joke. It's not only thin it's made from a cheap material. All stock braces are suspect for cracks and breakage and should be replaced with a machined billet brace. Installation of a billet brace will always result in an improved feel in the front end. You can buy one from SuperBrace for about \$130 but I make them for the Cade for \$75. You can see them at <http://www.billydump.com/cav/instruct/braces.htm>

## **DRIVESHAFT**

Has anyone had any luck rebuilding the u-joints on the shaft? I don't like to spend \$200 on a new one.

Don't quote me on this, but I do not believe the u joints are rebuild able on the driveshaft as they are welded/braded into the driveshaft and there is no way to get them apart. But I wait for the experts to answer for sure. I also know that Tracy can get you a driveshaft cheaper than what they want new. However, I think it is still going to be around the price you have below. ~Tom (1986 LXE in Alabama)

When you see a new drive shaft, you won't want to rebuild the old one. The U-joints are larger and heavier duty, as is the entire assembly. As far as I know, the old shafts are not rebuildable; the u-joint would have to be replaced perfectly after grinding out the pressed notches. The u-joints are stamped in place. You would have to be very good or very lucky to get it centered good enough that it wouldn't vibrate. ~George in IL.

The new drive shafts are definitely a step up from the original small version. Can you rebuild the early style? Yes. But, it will require precise placement of the u-joint as George has indicated. That's possible only with the right equipment. I know that one person has done this and I have a couple of roasted shafts and some new u-joints to try it myself. I think I can get you a new shaft for about \$185 (big joint). ~Tracy

I have successfully replaced the u-joint in a driveshaft, and it's been in my bike for over a year now. You have to get pretty creative when you have primitive tools like I do. The replacement u-joint that I got was from NAPA, #220-0002, and was \$23.00. It was a pain in the butt kinda job, but I have more time than money, so I decided to try it. The hardest part is getting the old joint out, that is when you don't have a cutting torch. My advice, cut the old joint out with whatever means you have, but don't cut into the shaft yokes. Once you have the joint cut out, press or drive the joint ends out of the yokes, inward, as they are "staked" from the outside. Once removed, a Dremel works nicely to remove the stakes, which allows you to install the new joint. Once the new joint is in and centered, I used a center punch to "re-stake" it in. So now you know how to do it. ~Brian in IN, '87 LX

I just checked the NAPA WEB site and found it under non-NAPA part number. It list for \$25.99 and is special order. ~nodman74

## **REPLACING THE WINDSHIELD**

I'm looking to replace my yellowing windshield. I have been watching the posts on cleaning windshields. I'm just not sure the yellowing/fuzzy look would go away. It is like looking through a dirty windshield. I have used glass cleaner, but had no improvement. I'm looking at Slip Streamer #150 and wanted to get some feed back from the group. How is the quality, appearance, and functionality of that windshield? Or is there a better (cost effective) replacement, or way to fix mine? ~Phillip, '86 Cade LX TX

The slip streamer is a very good replacement. But before you do replace your shield you might want to try a plastic polish such as Novvus, or any microfinish rubbing compound for paint. They both will work well for the plastic. As to the yellowing, it happens from age and the use of the wrong cleaners on plastic. Ford had a similar plastic that they used for their headlights and it did the same thing. The newer replacement windshields are made of a different type of plastic so they resist the yellowing caused by age and use of cleaners. The first thing I would try is to use a fine grit or micro finish rubbing compound and see if that clears it up any. But when you do that you might notice very light checking in the plastic (looks like hairline cracks going every which way and you won't be able to get that out). Then to replace it the slip streamer is a very good shield (the one my dad replaced his with) it looks like the factory one but a much clearer plastic. Then to make that one last longer don't use harsh cleaners. Use a vinegar water mix or Windex with vinegar as they won't deteriorate the plastic. ~Mike

Phillip, Using glass cleaner will only make it worse. Use a product designed for cleaning plastic, such as Meguiar's Mirror Glaze Plastic Polish or Eagle One. I believe most auto parts places carry them. ~Jay

Try using Mequire's they make a plastic cleaner and a plastic polish. Use one after the other. I think it works great. ~Clair in PA

You may want to check out this replacement windshield. It is taller and has wider sides. I have one on my Cade. Depends on how tall you are. The Slip Streamer is a nice windshield, but the top of it was right in my line of vision. If you do decide to get this one, you will need to paint the bottom prior to installation.

<http://www.plastic-man.com/windshieldprice.htm>

Take care, ~Joe, '87 LXE in TN

Plexus is another great product for windshields. I carry a can of it along with a small towel when we take trips. ~Phil

I just installed a new slipstream on my '86 and it looks great. I am surprised that I could see through the old one. It cost me \$135 from [www.chrometoys.com](http://www.chrometoys.com) ~Doug

## **RAIN-X ANYONE?**

Has anyone ever treated their Cades windshield with Rain-X or does anyone know if it can be used on it. ~Willie, 88 LX

When I bought my Cade the previous owner paid for a new one for me because using Rain-x had caused the coating to peel. I would like to use it as well but I think I'll hold off for now until, like you; I get some positive feedback. ~Dwayne

Willy, I did and had to buy a new windshield. In the sun it was like a rainbow, beautiful colors but couldn't see a damn thing out of it. I wouldn't recommend it. ~Dan in Pa.

Rain-x removed about half the factory coating on my original windshield about 18 years ago, and I had to buy a new one. End of my story. ~Chuck

I similar thoughts and thankfully I did research before I did it. There are lots of precautions in the teeny tiny print on the back of the Rain-X and Rain-X type of products. I searched till I found one that indicated it was safe and gave it a try. Did not harm my windshield but also did not help, in fact it was worse because instead of moving off the windshield it beaded up and just stayed there which made it even harder to see through all those tiny droplets. ~Randy

I tried it when it came out all it did was make the water rush to the top of the windshield and blow back into my face. I had a hell of a time getting it off. ~Tim

Rain-X is good for glass, (cars) it is petroleum based and will eventually ruin your shield. I use Lemon Pledge; it works great, is sprayable, and smells good. This will also shed water as it is a wax and doesn't distort your view at night. Been doing so for many years with good luck. ~William

I still have the original windshield and have used Rain-X. It's still there and hasn't gotten any worse from it. I don't know what it will do to any of the replacement shields. ~Jerry VA Beach

I've have not used Rain-x on my bike windshields but have on my cars. I use a spray can cleaner called PLEXICLEAN (I'll check the name next trip to the shop), It's a bit pricy but seems to do about the same as Rain-x, does a great job cleaning up everything too. ~Al, '86 LX Ontario, Canada

There are several plastic windscreen cleaners available for smaller aircraft as well. Drop by your local airport and check with someone there who operates small aircraft and find out what product name and where they purchase it. Unlike most things for aircraft it is not terribly priced. It cleans, polishes and actually removes microscopic scratches. I have used it on my windshield ever since the bike was new. Works great. ~Clarence ... 1986 Cavalcade ... Nova Scotia

Permatex makes a cleaner for aircraft Plexiglas ~Frank

I used Rain-x on my Cade and, like others, the coating was removed. On car windshields, it works great if you are doing over 60 with the wipers off. If you have the wipers on, especially going slow, it is like you sprayed motor oil on your windshield. The one use I have found for Rain-x is to clear up cloudy plastic. I had a Suzuki GT550, 3-cylinder, 2-cycle that the window on the speedometer was so cloudy you could not see the needle. I happened to (for some unknown reason) put some Rain-x on it one day and it cleared up almost like new. ~Hitekrednek

## **REVITALIZING PLASTIC SCRATCHES**

A few years ago I had a Swatch wrist watch, it was all plastic. The manual suggested using Brasso (metal polish) to remove scratches from the plastic crystal. I did this several times and it worked well. Right now my Cade is in the shop getting worked on for the new season. As soon as I get it back I will try this method in a small area on my map case cover. If it works I will let you know. However, even if it works I don't think I would try using it on my windshield. ~Peter, '86 LX in NJ

## **REPLACING REAR SPEAKERS**

I have embarked on the job of replacing my rears speakers (originals and one is blown). Getting the seat off and at the speakers hasn't been all that bad. My problem is the damn backrest. Anyone know how to release it so it comes completely off the seat back? ~Tony

If you are talking about the headrest, through the back of the seatback, is or should be a hole you can see the bar through. It has to be raised to a certain height and you'll see an Allen Head bolt. You have to remove that and remove the plastic trim under the head rest and it should lift right out. At least that's what I had to do. ~John

Yeah, me too. And, if you have pneumatics, you'll want to take great care to disconnect everything as you are removing speaker wires. Be sure and mark what connects to what. Were I embarking on this project, I would connect a sound source inboard of the final speaker wiring connections inside the trunk; to be sure the speakers were actually bad, as opposed to a circuit failure. I'm sure it happens, but in 20 years of "Cavalcading" I've never heard of both rear speakers being blown. (That's kind of a question/amazement/bewilderment statement) ~C

## **REPLACING TAIL LIGHTS WITH LEDs**

I was at an Auto Zone store and saw some 1157 light bulbs that were LEDs. Does anyone know if these will work in the tail lights, or will they cause any trouble? ~David

They don't draw sufficient amperage to satisfy the monitor thus giving you the lamp outage symbol. ~Woody

I understand that BUT will it hurt to have the lamp outage light on? In other words can I put LED lights on the bike without hurting anything? ~Earl

If your lamp outage is displayed, as I recall, you won't get a proper display such as gear selection. ~Woody

OH, o.k. I understand I guess you can not use LEDs. ~Earl

Not without adding a resistor to compensate for the amperage draw. ~Woody

Earl, You can use them for marker lights, or other applications which do not affect the OK monitor. I have replaced my fork light bulbs with LEDs. The regular bulbs kept failing because of the vibration of the front wheel. I also have replaced all the lights in my bike's trailer with LEDs. And I added a bar of extra bright red LEDs just behind the passenger head rest (LXE) as a third brake light. ~Jay

Not counting the headlight of course... I have every bulb replaced as an LED. Still have to do the license plate light, but just been too engulfed in other projects to worry about that one at the moment. Next project is working on a remedy for the monitor. Today was a beautiful day and installed the fork lights which I also replaced the bulbs with LED packs. Also installed a bunch of chrome and replaced the speedo box, cable and some other stuff along with my new Venomx tire..... Bike is like a blooming Christmas tree! ~John

## **CLUTCH**

Hey folks, had a beautiful ride today about 88 degrees, a little windy. I have a problem that I have noticed for the second time. I ride for 40 or so miles, and I lose about a 1/4 to 1/2 of my clutch. It's not always the same and doesn't always happen. Fluid level is full, fluid is clean. Suggestions before I work on it? ~Bill

You might want to look into a rebuild kit for the m/c, o-rings and hoses. It could have started to dry rot causing your problem (real similar problem on braking system of a different bike but hydraulic systems are all very similar) ~Mike

When did you last replace your clutch fluid? It could have air or old dirty fluid or poor quality Dot 3 instead of the needed Dot 4. ~Red

Hey Bill, IMHO, you may not have a clutch problem. Sounds like you have weak a pressure line somewhere between the lever, and the clutch release mechanism. Engine heat is going to make the rubber softer and hence more stretch under pressure. Eventually blow. Now, you may find something completely different, but that's the first thing I'd check. ~C

Bill, check to make sure vent in M/c is not plugged. There is a small vent hole in the cover under the rubber seal and this gets plugged and will cause the problem you describe. ~Dave

Bill, Take off the cap and remove the thin flat piece and clean the vent in the cap (it's in one corner). It's plugged and the reservoir is going into vacuum. ~Tracy

## **MAIN CIRCUIT BREAKER**

Has anyone had trouble with their main circuit breaker, located near the battery? Mine tripped and won't reset with the little red button. Are they hard to replace and are they still available? ~Art in CO. 86 LX

Art, it's still available. Part # 36750-05A00 crotchrocket.com shows \$13.31. No idea why it won't reset, I haven't had that one happen - yet. ~Ed Siler

## **90-DEGREE VALVE STEM**

Last summer when I had a new front tire put on I asked for and the bike shop was happy to put on a 90 degree valve stem on the front tire. The one they installed was all metal -chromed. Happened to be made for a 900 Ducati, but it fit and after years of struggling with the straight one I'll be happy to do the same for the back tire when its time for a new one. Metal valve stem is put on before the tire is balanced so weight shouldn't matter I think. Valve stem is passed through the rim from the inside and has a nut holding it on the outside. ~Al from Mass

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~ TRACY'S BENCH ~

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TWO NEW ON-LINE ARTICLES

Please review the 2 new articles at: http://www.billydump.com/cav/instruct/rear_bear_1.htm for replacing the rear wheel needle bearing and spacer. AND: http://www.billydump.com/cav/instruct/wheel_bear.htm for greasing the front wheel bearings.

My goal is to have a complete library of illustrated web articles that are indexed by the issue. I want to have all of the common issues that we've all discussed many times posted as well. They would be a "read this first" type of thing for new owners and a refresher for the rest of us as we forget. ~Tracy

HEADSET LEAD JUNCTION CABLES

I have contacted J&M and they have 2 of the SK-51 lead junction kits for the Cavalcade on the shelf. They indicated that if those were purchased they would continue to make them. The SK-51 is the kit that extends the wires from the radio box to the front and rear positions so that you can plug in helmet headsets. I dunno what the price is. You will have to contact them directly at 800-358-0881.

SPEAKER PROBLEMS

I have a few Q's about the rear speakers mounted in the backrest. My speakers need replacement. I thought this would be easy. I got the cover plate off only to see the speakers are integrated with the molded plastic backrest support. I then figured I'd remove the backrest to do bench work on it. The mounting hardware came off easily but I can't seem to find any handy connection splices to sever the speaker and air lines going from the trunk to the backrest. So, do I just cut them and add my own splices or is there a connection splice somewhere I can't see? Do I have to take the leather cover off the backrest to get at the speakers? Where do I find replacement speakers that will fit? ~Tomy

The speakers are rather difficult to replace. The backrest can be completely unplugged with connections that under the mat in the trunk. You do not have to cut anything. The vinyl cover will have to come off to a degree to get to the speakers. Just proceed slowly and take off only what you need. I have a backrest with the same issue and have started on it but not gotten it down completely to replace the speakers.
~Tracy

COOLING SYSTEM

Tracy, You recommend that a 50/50 solution of antifreeze and water plus Barsleak and water wetter. As the heat transfer coefficient of glycol and water is 50% lower than pure water (percentage rate proportional etc), why would we put a 50/50 percent rather than the minimum 80/20 water/glycol plus the additives and get a better heat transfer rate, i.e. lower cylinder head temperatures etc. While I live in Ottawa (minus 10 F last night), I usually do not ride in weather below 28 F. Does the 50/50 solution offer better corrosion resistance---even if I use the extended Dexcool as a start? Just looking to add a little better cooling to the system as an 86, the cooling vents on the fairing are the smaller variant. ~Roger

Antifreeze isn't just for freeze-protection; it's also for boil-over protection as well. If you have the stock fan switch, the fan doesn't kick on till 221° F but that doesn't mean that it won't go higher before the fan brings it down. Yes, the system is under pressure and that raises the boil point some but the antifreeze at 50/50 under pressure takes it up to about 260°. And, if you have a fan switch or noise suppressor failure and don't have a means to turn the fan on manually you will appreciate the extra temp that the antifreeze provides.

Also, I would never protect only to what temp I might ride in. You have to consider wind chill as the air through the radiator at 40 MPH with a 32° ambient temp is -35° F. Damn cold and if things aren't completely warmed up before you start then you can have a freeze-up. Also, my bike doesn't get to be stored in a heated environment so I have to protect for whatever temp we might encounter which, lately, has been near 0° with wind chills well below that if it had to sit outside. You do what you wish but regardless of how much better the heat transfer of plain water is I'm running a 50/50 mix. ~Tracy

LEAKING FRONT FORK

I have a front fork that is leaking air. Is there a place to order new seals or a rebuild for the front forks? I also need a parts manual and I believe someone has this available on the CD. ~Robert "Hutch" Hutchens

New seals can be ordered from any dealer and several online sources for OEM and aftermarket seals. However, I always use Suzuki brand the part # is 51153-27C20. I keep OEM seals in stock along with the

inner and outer bushings. Most of the time, by the time the seals are leaking the bushings need to be replaced also. I also have the manual on CD. ~Tracy

MOBEL 1 USERS

I can't find 15W50 or 5W40. The only thing I can now find is 0W40. It scares the hell out of me to say 0W anything. ~R.H.

Please don't use 0W40. Use 10W40 or 15W40. Mobil 1 made for motorcycles is available in 10W40 but I don't think the car oil is. Amsoil makes a 10W40 for cycles as well. My personal choice. ~Tracy

GAS IN THE OIL

Any ideas why my Cade would have gas in the oil? My mechanic (who I trust) told me that there's gas in my oil. He's going to change the oil & run some carb cleaner in the fuel to see if that may un-stick something. He'll then ride the bike for a few days & see if the oil level has increased. He/I'm hoping it will be a minor issue. FYI, this bike sat for many years not touched until I came along. It has not yet been on the road other than some riding around the parking lot at work & it really seemed to run fairly smoothly. I would like to hear your thoughts, I'm somewhat panicked over this. ~Peter, '86 LX in NJ

You have a carb that is leaking fuel into a cylinder. That's really the only thing that can cause it. Since the gas tank is below the carbs and it has to go through the fuel pump I'm surprised that it would leak very much. When the motor is off and the pump's not running the only fuel is what's in the carb bowls. That is normally only a problem with standard bikes (tank above carbs) and a bad petcock. I suppose you could have a cylinder that is getting a really rich mixture due to a carb issue and may not even be firing because it's so rich. That might help explain it a little. ~Tracy

REAR END LOCK-UP

Tracy, I haven't seen this discussed so I'm wondering what happens when the rear wheel locks up? Can it be controlled at all or is it so quick that you just go down with no chance of maintaining control? I unknowingly hit a patch of ice at Bald Knob in the Smokey Mountains. a few years ago. There was no opportunity to recover I just went down, but it was easy. That 850 Suzuki was built to slide. ~George in IL

What is happening is one of 2 things from what I have witnessed.

The locked up secondaries that I have seen had 2 distinct failure modes. One method is a shedding of super-hard skin of the rollers in the bearing. Since the rollers are casehardened, the skin is rich in extra carbon from the heat-treating process and will shed off like skin when the bearing becomes overheated. This skin breaks up into little bits and they become hundreds (possibly thousands) of little doorstops floating around in there. Once enough of these doorstops get forced between the rollers and the inner/outer bearing races the bearing fails to rotate and the unit locks. But, once you stop the bike and take the pressure off the doorstops, they can fall out and the unit will rotate again.

The other thing I have seen is the bearing cage (what keeps the bearing rollers in place) getting so hot that it welds itself to the outer race. In that case, the wheel may lock and then release because the weld is not a perfect one (case-hardened is really hard to weld to). That's what happened to Larry Dilldine's unit. The wheel locked, then released and then locked and released again. Again, Spike, the plug cannot lock the gears. You have to look at the way that hypoid gears mesh. They do not mesh straight on; they do so at a helical angle (that's why they are so quiet as compare to straight bevel gears). It's not like you can just through something between the gears and it will stop them as they are meshing at such a complex angle

(the reason that hypoid style gear oils had to be developed is because of the extremely high shear that goes on with hypoid gears).

The unit will not lock unless there is a catastrophic bearing or gear failure. The OEM plug cannot lock the gears. ~Tracy

So what happens to cause the rear end lock-ups we have seen in the Cavalcade?

I have talked to numerous riders that had a lock-up and the reports are quite different. Some have had the rear end bounce up and down like a bucking bronco. Others have just had it start to slide around. Some guys got spit off. Some guys were able to control it. One woman in the UK died when she was spit off and the bike ended up landing on her (she was the passenger). The speed is usually high (70+) but I talked with one guy that had one lock at 90. No helmet and he was able to get it hauled down without incident (lucky).

This is an EXTREMELY important issue that everyone who owns or is contemplating buying a Cade needs to know about. I have a bike in here right now from Nevada that locked up about 3000 miles after he bought it from another individual. The shop had supposedly given it a clean bill of health before it was sold.

Other stories are similar. Took the bike in for service and then 1000 miles later the guy is on his ass. That's happened a couple of times. The best advice comes from the Old Coot himself, Walter. Check them levels, all of 'em. Even though my bike was the first one plugged with my machined plug, I still check the level every 500 miles or so. In the event a seal failed, the gear-lube loss would be just as disastrous. ~Tracy

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**CADES FOR SALE**  
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New Jersey

FOR SALE: 1986 (1985 1/2 First Edition) Suzuki Cavalcade LX VIN # JS1VX71A2G2103270 with 39.5k. Brown and Beige, this luxury touring dream looks and runs great. New Battery and only 2k on Dunlop tires. Always garage kept. Features included, 2 full face, 1 open face Shoei Helmets w/ J&M Headsets and Cords, AM/FM Cassette, Radio, Intercom, CB, Cruise Control, On Board Compressor w/air hose, Markland Backrest and Trunk Rack, Fork Brace, OEM Cavalcade Cover, OEM Cavalcade Trunk and Side Bags Luggage, OEM Tool Kit, OEM Shop Manual (binder), Oil Filters, CD Shop Manual w/special features. For more info on exact spec's go to: www.suzukicavalcade.com/specifications.htm

As with anything 20 years old, it is not perfect. The trunk lid is cracked where the rack leg attaches and the backrest adjuster frozen although can still be operated with under the trunk mechanism. No rust and but some signs of aging. \$3,900!! Located in New Jersey. Buyer must arrange for delivery. Pictures and answers to questions provided by sending to pba76delegate@patmedia.net

IUKA, MISSISSIPPI 38852

'87 Cade, 45000 miles, really nice maroon and silver LXE. new maintenance-free battery, Tracy's trailer hitch, new windshield, small trailer goes with it, all for 4500.00 firm! Call Freddie Dobbs @ 662 423 2781 fdobbs@bellsouth.net

LEWISTOWN, PA

1986 LXE \$2,500.00. There is 101,238 miles. The stator was replaced, the plug, drive shaft, 2nd Derry bearings, radio switches, water pump, clutch slave, I have an extra hitch I got a good deal on a bike I wanted so I need the room I live in Lewistown Pa About 60 miles N West of Harrisburg Pa
Skip [717]-994-4551 www.touringfriends.com Email: RICHARD ROYER <skiproyer@verizon.net>

PORT HURON, MI

Well folks, I've made the decision and going to sell the bike. I've listed it on EBay with a reserve (shhh!) price of \$3750. (See link below) The bike runs good. I had just installed Tracy's brace, but the plug upgrade has not been done. I just don't have the time up here in Michigan to ride both the Cade and the wing (my other bike's a 2001 Gold Wing) with Michigan's short riding season. I'm finishing my basement also and can use the cash for some WALLS! Here's a link with a bunch of photos to the EBay listing. If you wish to arrange something outside of EBay...write me at abester34@yahoo.com and we'll chat. <http://cgi.ebay.com/ebaymotors/ws/eBayISAPI.dll?>

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## **CADE PARTS BIKE LIST**

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I have an 86 LX parts bike. My name is Willie and my email is sassys10_82001@yahoo.com ~Willie

I'm no longer able to drive due to health problems so I have numerous parts. I had started a complete overhaul about 3 or 4 years ago and had to quit after getting it torn down. There are new parts that were purchased that are now NLA such as the throttle cable assy. Also have map case and coin box. Also had new valve springs made which are NLA. ~ "Woody Graetz"
woodygr8s@yahoo.com