

# **SUZUKI CAVALCADE OWNERS GROUP NEWSLETTER**

## **May, 2006**

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

### **RIDES AND EVENTS:**

## **20<sup>th</sup> 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](mailto: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 20<sup>th</sup> 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](mailto: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!

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## **BRITISH COLUMBIA CADE RAID ~ July 8-9<sup>th</sup> Weekend**

The July 8<sup>th</sup> & 9<sup>th</sup> 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.

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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](mailto:jay@treefarmtapes.com) so we will know you are coming and keep an eye out for your arrival. See you in Osoyoos!

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## **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](http://www.kouvola.fi), Tykkimäki [www.tykkimaki.fi](http://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/?deptid=8132>

<http://tourism.rovaniemi.fi/?deptid=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.tiehallinto.fi/servlet/page?_pageid=68&_dad=julia&_schema=PORTAL30&kieli=en&_pageid=68)

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Sincerely: Juha, SCCF president, Email: [cavalcade@suomi24.fi](mailto:cavalcade@suomi24.fi)

## WISCONSIN CADE RAID 2006

Saturday, June 24th - Rain Date June 25<sup>th</sup>. 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.

We'll have 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 a surrounding restaurant. After lunch we will ride 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 you are interested. We could then ride the scenic roads along the Wisconsin River. There are low and medium-cost motels close by. I can check on a room rate for groups. There are also campgrounds nearby. Motel Info: Pine Aire Motel \$78.00 per night, 2 floors with rooms available on ground floor at this time. You are able to park in front of your motel door. Call 608-254-2131 to make reservations.

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](mailto:jerrytenant@verizon.net)  
608-575-9802 ~Jerry

## TAIL OF THE DRAGON IN SEPTEMBER

Hello, I am planning a trip to Key West Florida, to arrive on Sept 30, 2006. I will be crossing into the US at Port Huron Mi. I read about the tail of the dragon (129) in TN & NC. ([www.tailofthedragon.com](http://www.tailofthedragon.com)) and think I'll include it on my way. Anyone interested in hooking up around Sept. 26/27?

Email: [pokher\\_ace@yahoo.ca](mailto:pokher_ace@yahoo.ca)

If you are going to do the Dragon, make sure you take the time and do the Cherahola Skyway. I think this road is better than the Dragon. The Dragon is 318 turns in 11 miles. The Cherahola Skyway is more long sweeping turns at nice speeds, so twisties also. It is located near the Dragon also, so it makes it nice.  
~Tom (1986 LXE in Alabama)

Don't forget to take in at least a portion of the Blue Ridge Parkway too. The Dragon was fun, but the BRP was the most scenic part of our trip last year. We'd love to do it again someday! ~Ed

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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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#### **RETURN TRIP ADVENTURE**

I live in Alabama and my parents live in Chicago. Last August I made my first motorcycle ride up there. I had wanted to do that for years, but time, life, etc. got in the way. After that trip I found out that Brian Sherman (one of our group Moderators) lived close to the route I traveled. I said I would contact him the next time I went up there to see if we could meet. I sent him an email before leaving last week, but did not hear from him. However, I did get a reply while I was in Chicago. I told him I would be leaving Chicago on Tuesday and is there any way to meet. He told me that he was going to be on a job Tuesday and Wednesday and could not do it. I understood that with the last minute request. I told him I would contact him again in the future when I was headed to visit my parents.

On Tuesday, I left my parents house to head home. After an hour and a half I was debating whether to stop at the McDonald's coming up. I did not really need to as I am not a coffee drinker, had breakfast before I left and did not have to go to the bathroom. I knew I was going to be stopping in another 50 miles or so for gas anyway. I saw some construction just across the intersection and decided to stop. I parked next to a new Buick Lucerne. I went to the bathroom while I was there and was in the process of putting on my protective gear when a man walked towards me. I assumed it was the Buick's owner and I was going to ask him if he liked it. Instead the man said that I had a rare motorcycle. I agreed with him and asked him how he knew. He said that he had one also. To make a long and wonderful story short, it was Brian Sherman. Is that amazing or what? What were the odds?

We talked for a little while and I asked about Cade Raid 2006. He said that he would not be able to make that but that he made Cade Raid 2004 as did I, but did not meet him. Afterwards I rode home with a smile in my heart. What a wonderful coincidence. ~Tom (1986 LXE in Alabama).

#### **UNDER AGE RIDING**

(Editor's Note: Spike started off this string by commenting about his underage riding experiences)

Hey Spike, You bring back some old memories for me. I too was pulled over at the age of 15 on a Honda 250. I was given a ticket with eleven violations on it... ~Tom

Tom, The traffic laws in Florida in those days were so comically lax, it was the libertarians playground. Even now I am told one can get a Florida drivers' license renewed with little more than a recent memory of being able to actually see. No wonder the aged snow birds flock there in myopic droves. My old music teacher was still driving her '62 Nova until last year at the age of 91. Local folklore has it that the DMV will pass anyone willing to make an educated guess at the letters on the eye chart. {8-}

In those days (1970s), a learners' permit allowed one to operate a motorcycle of 100cc or less. At 15.5 yrs, one could legally operate any motorcycle. I struggle to imagine a 15.5 yr old on a cavalcade. {8^D

The bike on which I was pulled over was twice wrecked (not by me fortunately), and in such bad shape it was not sellable even as a parts bike. It was given to me, possibly in return for my fixing the guy's truck. He didn't know how to set ignition points. I did.

We see the term "chopper" used these days for a dressed-up bike, any custom motorcycle, anything with long forks. But the term as I understood it then, was derived from taking a stock bike and chopping off any useless part, defined as any part that did not in some very direct way contribute to forward motion. By chopping them off, the bike would be lighter, and thereby faster.

Florida law required a taillight with a working brake light. But it did not require headlights, speedometer, turn signals, fenders, or even front brakes. So the chopper crowd would take those off and toss them into the trash can. A chopper looked like an oddly-fashionable rolling skeleton of a motorcycle. Oddly enough, the law required one to have a rear brake (?) and did not allow ape hangers: the hands could not be above the shoulders. If the bike had no turn signals, the rider was required to use the left hand to signal a turn. Of course that took the hand away from the clutch. Truly bad consequences resulted, early and often, from this haphazard and clearly absurd body of legislation.

The written test for a motorcycle endorsement included the following question: Before every ride, the motorcyclist should check a) the headlight, b) the taillight, c) the brakes, d) the chain. The test offered no e) all of the above. The answer, according to the Florida DMV, was d) the chain. I was tempted to take the examiner out to (my brother's) Suzuki GS850 and have him show me this "chain" thing I was supposed to check before every ride. Since I had passed, missing only that one question, I decided to not be a smart ass, but rather take my fresh license and ride away.

Clearly the lawmakers responsible for these absurdities had never ridden a motorcycle, yet thought themselves qualified to pass laws on the subject. Perhaps that is how I came to have the attitudes I hold to this day. ~Spike

## **NEW DUTCH CADE OWNER**

Hi all! Though I live in the Netherlands, I read all cavalcade-mail coming in my inbox, and it really feels good to see so many people willing to provide any kind of advice/assistance. I hope not to be one asking for help fixing my Cade, but if something breaks down, I am thankful that you guys are willing to help.

As from today, I am the proud owner of a Suzuki GV 1400 LXE from 1986!!! Two tone blue, with all the stuff that could be on it. (Except that coin thing that could be put in it...) It has new tyres on it, new battery and it looks really shiny and very little scratches on it. Tested all I could think if it being on the

bike, and it all looked quite good. The engine runs like I would expect a 1400 cc engine to run, I have no comparison on that. But no strange clicks or anything, so I expect it to be fine. I made a test run and... Man! That bike glides on the road, and around corners. It was really nice =-D. With the bike comes a (what's the name in English) luggage-cart, single wheel, one light on it, oh, well, not big, attached with some kind of strange connation I have never seen before. But it looks quite nice, though I hope not to use it a lot, as you max speed here in Holland is 40 km/h less when pulling a cart. It's in the same colors as the bike, which I simply love! The bike has 81.000 miles on the clock, and I hope to put a lot more on.

With the bike comes an enormous amount of information, that much that I was not able to check into it. But it appears to be all possible technical information, together with a wiring diagram that could decorate the wall in the living room. As soon as I get an idea of what's all included in this information, I'll try to provide you with as much technical stuff as possible/needed. I put the photo of the bike on the photo spot at yahoo, I hope you all like it as much as I do. Too bad I won't be able to join most of you on the road, but maybe I'll see some Europeans in the Future. ~Swen Bos

Swen, It sounds like you have an excellent Cavalcade and trailer. Where did you find it? ~Jay

I found it on a Dutch advertising site, [www.marktplaats.nl](http://www.marktplaats.nl). It was named 'Gold Wing Look alike', and while I was searching for a cheap/good Gold Wing on this website, I found this one. I had never seen a Cavalcade before on the internet, or in real life. So I had no idea about the bike at all. But then I started looking at the internet for information, and found out that this kind of motorcycle is much nicer than a Gold Wing (and for sure better looking). Then I contacted the guy that had her for sale, and I was the first who showed interest. So I went there yesterday, took a look, agreed on buying it and today I went again to pick it up. (Yesterday I was on another motorcycle, so I could not bring her home right away). The cart came with the bike, and I have no idea where it's from. It went quite well behind the Cade, only the speed limit on highways makes you drive between trucks all the time. But I had the cruise-control on and radio on... And it went great! Few Cades are to be found here in Holland, and I consider myself very lucky finding one, it has quite some miles on it, but still looks like a 5 year old bike. All together a lovely deal. Family was also very impressed. I hope this answers your question ;-) I could tell lots more, as I'm so enthusiastic about it. ~Swen, two-tone blue 86 LXE

## **REAR WHEEL LOCK-UP AND INFORMATION**

I have been reading with interest the recent LOCK up adventure and I only have one question did the person that this happened to read Heed and even know about the possibility of this happening. I have had several people e-mail me as NEW cavalcade owners and want advice on this bike from wanting to know WHERE the spark plugs are to how do you start it? I always refer them to the [SUZUKICavalcade.com](http://SUZUKICavalcade.com) website and mention the SECONDARY GEAR BOX. I can only say if they are not interested enough to SEE the warning and take the advice that is freely offered. They set their own destinations. I don't have a lot of different bike ownership but this bike is one of the ONLY ones that I have seen that has IT'S OWN gear box lubrication MOST are lubed with the engine lube system. (I'm speaking of integrated crank cases.)

I also warn them of the REAR Wheel LOCK-possibilities and hope they heed the advice. I also ask them to return the E-mail so I know they at least read it and NONE have, I don't know if I scared them away from the bike, or if they kept it, if they didn't heed the information I gave them I can only hope I scared them away.

There have been a lot of NEW owners and NEW members sign on since my sign up date and I am wondering now how many know of this possible problem. It is important that you read and be familiar with this. This bike is a great bike, a true interstate tourer and I surely wouldn't want a rear wheel lock up

at some of the speeds I have ridden this bike. I have TWO of them and they both have Tracy's plug new seals and a dip stick and a stubby wrench in their LEFT bag cover pocket, which are used any time I feel the need, it might be every 200 miles or every 500 miles but believe me it isn't neglected.

All I can say is ONCE again "CHECK DEM OIL LEVELS" and that's ALL of 'em and IFFIN ya don't know what a secondary is or where it's located DURN IT!! FIND OUT RIGHT NOW.

~OLD COOT from MARYLAND aka WALTER

I've always been a little curious about the lock-up problem. I've never had the problem and I did plug my bike, but if the secondary runs dry wouldn't you hear a whining noise or anything as the secondary starts to destroy itself from the heat before it gets bad enough to lock the wheel up? ~Rick

Rick, I'm not a mechanical engineer but about the time you would hear the whining sound from the second the bearings would be super hot and starting to weld to the rollers of housing. You might have a few seconds to react. However as you took the torque of the gears the force applied to the bearings would decrease and therefore would lock (weld) faster. As some of the e-mails have stated: "It would lock up and then free itself after it cooled down". It seems to be in the secondary that all of the lockups occur and the lack of lubricate effects the bearings and not the fusion of the gears themselves. By the way I had an old style plug come out and get into the gears. It chewed the plug up but did not cause a lockup. I've had the bearings weld itself to the spindle of the front wheel on a car and a bus before. There was no warning till the sparks started flying on the car and the wheel came off on the bus. Both were at highway speed. Best thing to do is make sure you have no leaks and check them levels. If you think the bearings are packed before you put them on...pack them again because air pockets are hidden under the grease.  
~Mac, '86 LX, Fallon, NV

Just thought I'd add another couple'a'cents to this conversation AS I haven't had the time to constantly keep up with the this groups posts I do visit from time to time and try to read the ones of particular interest. I have also noted many NEW names and much bragging as to how little miles their NEW cavalcade has on it.>>>> DON"T want to burst yer bubble but this is a bike that is 20 years old, seals don't have to have miles on them to go bad age is also a factor.

I also know how it is to buy a NEW BIKE and have to start repairing it. I can only say DO YOURSELF and YOUR RIDER a favor and AT LEAST keep an eye on that SECONDARY GEAR BOX OIL LEVEL>> God knows we've made it as simple as a dip stick, the plans are on suzukicavalcade.com and TRACY also sells them. After all the effort that has been put into this problem don't want to see anyone hurt or worse. By using this dip stick on a regular basis you can tell if the engine to gear box seal is bad. >>BY THE SECONDARY LEVEL GETTING HIGHER on the stick. OR the REAR SEAL HAS STARTED LEAKING BY LOOSING OIL or NO oil on the dipstick.

AS I stated before this is ONE OF the ONLY BIKES to have this individually lubricated gear box and MOST SERVICE personnel DO NOT KNOW HOW to properly fill it, or to EVEN CHECK it. The mechanics that were sent to Suzuki service school on this bike NO LONGER work there, and the newer bikes use crankcase oil in the drive mechanism. Make sure you understand the explanation at the billy dump website. ANY questions ASK..... That's why we're still here. NUFF cents ~Old COOT n Maryland

Here's a kick for you guys. We have talked about the secondary case failure making noise before it fails. Lately I have been entertaining the possibility that the noise I heard before my secondary failed wasn't coming from the secondary. It wasn't tire noise because when I heard it, I changed the tire, noise was still there afterwards. It is possible it was coming from the final drive. At the time, it sounded like it was coming from the final. I took the final drive apart first, found nothing wrong. Then I discovered the secondary case was nearly empty of oil afterwards. I have always assumed it was the secondary that was

making the noise, but Tracy has placed a slight doubt in my mind now. Perhaps something in that final drive was making the noise all along, and the reassembly somehow pulled it back into alignment when I put it back together? Perhaps I found the secondary plug problem by sheer fortunate coincidence? ~spike

## **SECONDARY ISSUES**

I was concerned about the secondary and the plug. I then found two small drips about the size of a little smaller than a dime. It's definitely gear lube. I checked the level and found that it was about a 1.25" up on the dipstick. It's higher than advised to be. I don't know what the shop put in it when I bought it in December, so I don't know if the level grew or not. I pulled her down and the plug seemed to be in & solid, as best as I can tell. The drips came from somewhere. I am just unable to locate where. The secondary edge of the boot is oily. Are there other common spots the leak may be coming from? I am inclined at this point to put her back together, fill it correctly and keep a close eye on it. According to the information of the dipstick it was overfilled. Gears looked good and I didn't find any shavings. Gear lube smelled like gear lube, not burnt. Of course I don't know if the shop had pulled it down or not. Any thoughts on this matter gentlemen? ~Bill Tedford

Bill, Either it was overfilled and it is coming out the overflow or the seal between the engine and the secondary is gone and thereby leaking engine oil into the secondary. Empty it, fill it correctly and check it. If it gains, then it's the seal. If not, it was probably overfilled. ~Red

The leak is coming from the rear seal. Pretty common! Put it back together and watch the level. You will have to repair it eventually but as long as you're watching it you'll be okay. Check it every 500 miles or less. ~Tracy

I would like to hear from someone that has done it. Just how difficult of a job is it? Is there anything else a man should do while in there? How long did it take you? ~Pat 86 brn lx in MO.

The Tracy plug job isn't too bad of a job if you're halfway mechanically inclined. It took me a few hours, but BE VERY CAREFUL when reinstalling the secondary. I, just like it seems most people here, end up screwing up the oil seal, then the secondary fills with oil and you have to do it all over again. Heed Tracy's warning and grease the crap out the seal before installing it, and have the front removed so you can see how you're putting it back together. I did have the front off, and I thought I was real careful, and I thought I put enough grease on it. I put 300 miles on the bike and had NO problem. Well, there was a problem but I didn't find out until I was halfway from Ohio to Wisconsin and that's NOT the time you want to find out. Just take your time and you'll be fine. ~Rick

You have to be pretty skilled to do this. This is not a simple project. You have to be mechanically inclined to do this. This is probably the biggest job on the Cavalcade other than rebuilding the engine. You essentially have to disassemble the entire rear of the motorcycle. I know there are shortcuts that others will tell you about, but for a novice there are no short cuts. I would say this project is a level 8 of 10 on the difficulty scale with 10 being the most difficult. If you are not mechanically inclined, I would take a pass. On the other hand, there may be some of us that live near you and would be willing to offer a hand. There is a database on the Cavalcade site that lists those of us willing to help. Check it out. I don't want to burst your bubble, but I want you to understand the degree of involvement you are going to need if you decide to do the work yourself. And I want you to ride your Cavalcade afterwards and not let it sit on the floor in a pile of pieces. Good luck on which ever way you go. ~Tom (1986 LXE in Alabama)

## **FALSE TANK REMOVAL**

If you are trying to remove the false tank cover, you will need to remove the Ignition cover on the handle bar. You will need to carefully pry out the little vent and then you will access to two screws. Also, rotate the plastic circle ring near the key ignition switch to remove it. Under all this you will find a screw holding the false tank cover in place. Once you remove this screw, the false tank cover should easily be removed. ~Joe, '87 LXE in TN

## **DRIVE SHAFT SPLINES**

OK, all of you Cade gurus. What's the secret to lining up the drive shaft splines back into the secondary? I've been a couple of hours trying. I have the splines close enough to "feel" but they won't go in. Last year they just went together. Help!! ~Harry

Harry, This job is actually not too bad if you don't rush it. First (assuming engine is off), put the bike in gear. This will keep the front parts in the secondary gear box from turning with the shaft as you rotate it to put in. If that is not enough-pop off one end of the drive shaft boot and hold the front end of the driveshaft up with a long thin screwdriver, or equivalent, and it (shaft) will most likely slip right in there. ~Richard

Harry, it's actually quite simple. It requires a long screwdriver (maybe a foot long). Stick the screwdriver between the boot and the back of the secondary on the bottom. This will be used to lift the end of the driveshaft up. Force your fingers between the top of the secondary and the boot so that you can just touch the end of the driven gear where the driveshaft has to go in. Grab the other end of the shaft (I assume you have the final out of the way) and push it in until it touches the end of the driven gear (and hopefully you'll be able to feel it with your fingers). Use the screwdriver to lift the end of the shaft up while you guide it with your fingers to get at least up to the hole. Using the screwdriver, move the end of the shaft around until it gets level so that the splines will start going in. Once that happens, you can reach back and grab the other end of the shaft and give it a wiggle or two to get it to go on in.

It really isn't that bad. It usually takes me a couple of minutes to stab it in there. But, I've only done about 25 of them so it's gotten a lot easier. The hardest part for me is the pain of forcing my big old hand in between the boot and the secondary. ~Tracy

I didn't know this was \*the\* right way to do it, but it was the way I independently derived all four times I have reinstalled a shaft. I did glop a lot of grease on both the hole and the shaft splines beforehand. I held the long screwdriver with one hand, gently turned the shaft with the other, holding the mouth right, and didn't force anything for fear of wrecking the new aft secondary seal I had just installed. Each time it went in without too much fuss. ~spike

Spike, I believe the mechanics are considering how axle grease hardens over time, where as Anti-Seize will not. Also, grease can break down, again over time, from heat generated at the splines from sustained road use. Just a thought! ~?

Oh ok. I pull that shaft for inspection and re-lube about every other time I change a rear tire, since it is fairly easy to get to once you have the tire off. Three bolts hold the final drive on there, pull those and out comes the shaft. Every other tire is about every three years or so, if I push my luck a little. I haven't seen the grease harden or break down, but if you went a long time without changing it I see the issue.

You need to pull that shaft out occasionally anyway, to check on your universal joint. I have heard those can go bad. I'm glad you mentioned it though, because next time I will use some of that high-pressure high-temperature grease I see down at Kragens. They say it is good. ~spike

Modern greases don't break down like that. They stay in good form for a long time. The wheel bearing/extreme pressure greases are many times better than the good old axle greases of the past. Also, what holds anti-seize together is oil/grease based. The only real difference is that it has metal added to it. Some use aluminum, some use copper. Hey, if you want to use it then go ahead. I just said that I don't.  
~Tracy

Here's a trick that is used in the hoist industry to put the drive shaft back in Yale hoists (I have not used it on my bike). With the drive shaft on a work bench, align the yoke with the shaft and wrap a wrap of masking tape around the yoke to hold it in place. This keeps the yoke straight and allows for easy placement of the shaft on the spline. As I said, I have not tried it on a bike - haven't had the need - but it works great on Yale hoist and does not hurt a thing. The tape is destroyed with the first turn of the shaft.  
~Randy H.

You should use high pressure grease on all splines. It's not there because the splines slide during operation but because it cushions them with torque application. Anti-seize is great for what it's intended and I use it all the time for fasteners but I personally would not use it for splines. ~Tracy

## **BATTERY COVER**

Tracy, Do you have the plastic cover for over the battery? Mine is broke in two. Also, has anyone tried the polish kit that is used for those plastic head lights, on a Cade windshield? Mine seems to be very cloudy. ~Shawn, '86LX, Nova Scotia

I'm not sure what that plastic cover even does. It's only been on one bike that has come through my shop (and I've seen a lot of them). It was busted too, but I put it back in there because it was there before. Personally, I wouldn't sweat it. But, you might check CrotchRocket or BikeBandit to see if it's still available if you want to have one.

Plastic windshields, eventually, have to be replaced. You can make some headway on an old shield by polishing it but once you put a new one on you'll wonder why you ever put any effort into trying to fix the old one. ~Tracy

## **PLASTIC WELDING**

I have just had 6 fairing pieces repaired by a local guy in Holland Landing, about 45 miles north of Toronto, Ontario, Canada. The repairs ranged from major (black "Z" pieces between tank cover and side fairings) that were just about un-repairable to major cracks in upper and lower fairings (also pieces missing which he re-built by copying the opposite side fairing). When I bought the bike last year I found several (approx 8) pieces of fairing broken off and saved in a plastic bag in the trunk. He re-welded all and even made a new vertical securing pin for one of the small engine covers. Everything else he just made up and welded it into place. What a good job he did! He charged me C\$100 for the lot. Why would I try to do it myself? I am now in the process of finding paint (I have the codes thanks to some pretty nice people on this site) and preparing to paint them. ~John S.

## **CARB QUESTIONS**

Here are a couple of questions I haven't seen asked yet. Are the air screws adjustable? If so can they be done with out removing any of the fairing? Also, what should the idle speed be? I know it says around 1000 in the book but that seems a little high to me. What is the normal temp for the bike? Mine is only running about 1/16 to 1/8 off the first white line. ~Shawn '86 LX, Nova Scotia

Shawn, Soon after I purchased my LX in '86 I had the jets in my carbs changed to a larger size because it was very hard starting in the colder climate of Northern Michigan. I then balanced all four carbs with a mercury tube balancer. It worked great. My idle is set at 900 which seems fine. The larger jets have increased the performance but dropped the gas mileage to about 38 MPG. ~Paul

Yes the air screws can be adjusted on your bike. On some machines the screws are behind plugs which you have to remove first. The balance screws on the throttle system have to be balanced using the mercury gauges. Then there is the controversy as to if they are all set the same or as some of the books show, the two front different than the two back. I idle my bike around 800 rpm. It seems happy with that. The temp runs kinda low on the white part of the arc, if you sit at idle in town on a warm day it does go up kinda quick. But before reaching the top of the white arc the fan will cut in and cool it down or at the very least keep it from going any farther. ~Clarence ... Nova Scotia ... 1986 Cavalcade...

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## ~ TRACY'S BENCH ~

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### **STORE IS BACK UP AGAIN**

It's been awhile and a huge challenge but my online store is back up and running again. The new address is <http://secure.billydump.com/store/>

It's based on CubeCart which is a widely used and heavily supported program written in PHP and running on an Apache server. From what I was able to ascertain, it's one of the better open-source programs and whenever a security hole pops up there are numerous programmers and advanced users that work diligently to close them up. No shopping cart is perfectly safe as hackers are always finding new ways to get in but the CubeCart developer base is quite large and capable.

The credit card script module I bought uses a fairly unique encryption method that is in addition to the 128 bit SSL encryption used for information transmission. It encrypts the credit card information as it's transferred into the database with a 23 character code. After I print the order, the CC info is deleted from the database so that no electronic file containing the CC info exists anywhere. It's a really good and safe feature. Your credit card is not charged when you place the order; I will only charge it when I'm ready to ship.

It does require you to create a login which isn't really what I wanted but there is a script that I can buy that gives the option of creating a login or bypassing it and using an express method. I will let the users of the site tell me whether I should make the small investment in it to make it more user friendly.

I have yet to add a few things but there are now 46 Cade items that are listed. As always, I'm trying to keep up with orders but I will endeavor to fill them as quickly and complete as I can to keep backorders to a minimum. Of course, I will always attend to the safety items first and let the pretty stuff ride until I can get to it. You will see a few downward price adjustments and there will be a few more coming as I turn over my stock to my new supplier.

Thanks for all your support and I welcome any feedback on the site. Please e-mail me directly [tpres@mpks.net](mailto:tpres@mpks.net) with comments or suggestions to make it better. ~Tracy

## **REAR SHOCKS LEAKING**

There are times when a shock seal can be revived, albeit temporary, by cleaning the seal (spray brake cleaner or similar) and then forcing some grease under the outer lip (using tip of small zip tie to get in there). I'm not aware of any cases where the seal "gave out" in some sort of catastrophic event that caused total loss of air. In most cases it just means that it will lose air in a fairly short period of time and require frequent re-leveling.

The springs inside are not strong enough to hold the bike up themselves and if the air is all out you will be riding pretty low and it will be a rough one as it will be constantly bottoming. Sometimes you can get a used one that will work for awhile but eventually the shocks are simply going to be worn out and must be replaced. I don't have my shock rebuilding program going yet (to rebuild the stock shocks with Progressive cartridges and springs) but I do have the Progressive replacements for \$345 for the pair which includes the adapter kit to connect directly up to the existing hose connection. ~Tracy

## **A FEW MORE COMMENTS ON THE SECONDARY**

I know we've written a lot about this lately and I don't want to belabor the point but this is an important issue. I had sent out a plug and gasket kit to a NY Cader and he took it to the shop to have it installed. He e-mailed with the following statement: "Just a note, when my shop went to install the new plug in the secondary, the original was half out and starting to leak."

Also, I have a Cade in here from Nevada that locked up 3000 miles after he bought the bike. Last owner had taken it to the shop to be checked out and they gave it a clean bill of health. We can never assume that the shop knows as much as we do about the Cade. I am contemplating sending a letter with a service bulletin to Suzuki America since I have a direct line with the national service manager. It's hard to say whether they will send it out to the dealers as that might be admitting something they don't want to admit. However, there's nothing to be lost by sending it. This is important. Let's make sure we get the message out. ~Tracy

## **SECONDARY OIL**

I just checked the oil in the secondary using the new dipstick and the oil is about 1/2" above the end. Is that too much? Is too much a bad thing? ~eralflinn

It depends on what the last person who filled it did. If they were sloppy and overfilled it, then that's fine and you just need to make sure it doesn't get any higher. You can also take out the level plug and let it drain down to the proper level but 1/2" high isn't too big a deal. But, if the level was correct when it was filled, then you have motor oil transferring into the drive due to a leaking seal between the drive and the motor. If you don't know the history, I would drain it all out and refill to the correct level. Then watch it. If it starts climbing then you are due for a seal replacement. ~Tracy

## **OIL FILTERS**

I use Purolator L10241 filters on my early 86. Some one did a study on a lot of these oil filters and he had several good explanations on why he thought one brand of filter was better than another. ~George

Here is some info on filters.

<http://minimopar.knizefamily.net/oilfilters.html>

<http://minimopar.knizefamily.net/oilfilterstudy.html>

<http://www.shoclub.com/lubrication-oil/lubrication-oilpart1.htm>

<http://motorecycleinfo.calsci.com/FilterStudy.html>

From one of them (even though they all said the same basic thing about Fram's normal filter):  
"Fram PH6018 - Normal filter paper, and a decent amount of it. Cardboard end caps, Little prongy plastic bypass valve. Un-convincing anti-drain-back valve. A study in how to make a filter on the cheap." ~Tracy

The Fram site calls for a 6016 for the '86 and 6018 for '87. The 6018 has a wider gasket ring on it, and the filter body is smaller in diameter. The gasket area on the 6018 hung over the area it sealed and I was uncomfortable using it. I had trouble finding a 6016 in my area, but Advance store ordered it for me.  
~Ron (SC)

The 6016 is a standard 3/4" thread filter. The 6018 is a 20mm thread filter. They are not interchangeable. However, and I've not tried this myself so please don't take this as a recommendation; the threaded stud that the oil filter mounts to is still available from Suzuki. To allow a much broader range of filter selection for the 87 up motors, one might be able to order the old filter stud and thread it into the later motor. I have an 87 here (the group bike) so maybe I'll try that and see if the gasket base dimensions are the same so that it could be switched over to the early style filter. The metric thread filters on the 87 up only fit but a few applications. Cannot be bought in the extended length version for more capacity and is almost twice the price as the early model filter (WIX pricing). ~Tracy

## **COOLANTS**

Have you used engine ice instead of antifreeze? Also, do you still use Bars Leak? Does antifreeze have to be silicate free? ~Dave, Ohio bn, '86.

Barsleak is used because the factory specs it and it keeps little seeps from popping up. Virtually every new car made gets a dose of Barsleak (or similar) when the cooling system is first filled. It saves a lot of comebacks due to little seeps in components. I would suggest that you still use the Barsleak even if you change to a propylene glycol antifreeze unless the manufacturer of either states that it shouldn't be done. The factory specs silicate free. It's a lot easier on the water pump seal. ~Tracy

## **WATER PUMP SEALS**

Do you have any idea how long water pump seals usually last after replacement? I replaced mine about three years ago and have had no problem. I replaced the clutch springs this winter and now I noticed a tiny drop of antifreeze on the right side, sometimes not even enough to drip on the ground; it just hangs from the frame. Not even exactly sure where it's coming from yet, but I'm assuming the weep hole since I don't think changing the clutch springs and having to remove the side cover had anything to do with it. Just curious! ~Rick

Rick, sometimes water (antifreeze) drops can be very misleading as to the source. Remember that water is always trying to escape! Take a good look at the plastic overflow and fill containers for the antifreeze to be sure that you have not developed a crack in one of them, usually at the seams. I removed mine a bunch of years ago and placed an expansion container with hoses under the left side of fairing-no more leak.  
~Richard

You might check that it's not coming from the upper tank overflow tube. It terminates right at the frame rail. Or, maybe your lower tank has a leak and it's running down there. The seal should last about 40K. However, high silicate antifreeze or water with high solids content can wear it out faster. Using distilled, reverse-osmosis, or de-ionized water is best. Using silicate free antifreeze is also best. Normally, when it

starts to weep from the weep hole, it doesn't look like antifreeze anymore but a brown gunky looking stuff that smells like antifreeze. ~Tracy

## **ENGINE OIL LEVEL**

I have a question about the engine oil level after an oil & filter change. I just changed the oil and filter and with the bike on the center stand put the 3.8 quarts of oil in that the service manual said was correct amount. After about an hour of cleaning, polishing and some other things, the level showed low in the sight glass. I added oil to bring the level up to the full mark on the glass, took the bike for a 20 mile ride, and when I got home and put it back on the center stand, the level is above the full line on the sight glass. I checked all other fluid levels and they are okay. I dipped a screw driver into the fill to get a sample to make sure it was not diluted with gas or something and it is not. Is this Normal? I really don't want to mess anything up. ~Dan--silver881x in IN

Does not make a lot of sense. 3.8 quarts with a filter change is about right. I thought the book said 3.9 and most put the full 4.0 quarts in. My first thought was an uneven floor when the motorcycle was on the center stand but I am going to assume that you checked it after the ride in the same spot. When you put the right amount of oil in, it will not be at the upper level mark. It will be somewhere between the two marks. Another question: Did you start the motorcycle after you added the oil? If not, I was wondering how the level changed while you were polishing it. Bottom line is depending on the amount of oil added, if it is between the two marks, leave it alone. If it is above the high level mark, then drain some and be on your way. Good riding. ~Tom (1986 LXE in Alabama)

The level window is very sensitive to how level the spot is where it's parked when you check it. Also, the hot oil level and the cold oil level will be different. Even the forks being extended a little more or less will throw it off some. Always pick the same spot to park it for a level check if you want an absolute accurate reading. The oil level does not have to be exact. Most of the oil sits low in the motor and the oil pump pickup is about 1/4" off the bottom of the pan so a little variation at the site glass is fine. If you want to watch for an increase over time then make sure to park it in the same spot, extend the forks fully and let it sit back down on them (so that the front height is the same). Make sure the engine is the same temp (hot or cold) and that should give you the best reading. ~Tracy

Tom & Tracy, The floor is fairly level except for the area of the drain in the center, I will move it and see what happens. As far as the oil level changing, I put the oil in, looked at the sight glass, knew it was filling, thought it might take a while to level out, so I just did the other things to wait and check to see where it was after the initial fill. The change I noticed in level did not take place until I checked it after the ride. I just turned the bike around and checked it again and the oil level is just at the upper line on the glass. Guess my garage floor is not as level as it looks! My 850 is not that sensitive, so I guess that I have a new set of rules to learn to live by. Thanks for the advice; I really appreciate the help, now if we only had some warm weather!! ~Dan

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## **CADES FOR SALE**

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I have an 86 LXE with 47,394 miles on it. Over the winter of 2005-06 put in new clutch, stator, voltage regulator, new choke cable and had the carbs synced. Seat and seat back recovered. Has new inner fairing's new map pocket (not installed, the part the map pocket slides in is missing. New odometer worm gear. Fixed vent cables so they now work. Have new radio switches not installed. Put this thing back together and the auto level doesn't work (did before). Just developed an oil leak, looks like it is coming for a rubber hose just behind the stator cover. I love the way this bike rides, just tired of working on it, ordered a new Gold Wing. "Stan" stanwolkins@yahoo.com

### **Dracut, Mass.**

I have a Cade 87LX for sale. Grey on Grey with 63000 + miles. Paint faded a little and small cracks on plastic. Runs great. Had full tune up in May 05 with 62767 miles and now has 63180 + miles. All fluids changed. Had Tracy's S.S. brake line installed. New handle grip. New Battery as of Feb 04. Seat has gel pads installed. Radio works and Tracy changed all the buttons. It comes with Hard Cover manual and Tracy's CD manual. Plus extra parts. Looking for \$3500. Email me at [SiggyDR@AOL.Com](mailto:SiggyDR@AOL.Com) and please put Cade in subject line as I don't open Email unless I know who it's from. ~Don Sigman

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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](mailto: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](mailto:woodygr8s@yahoo.com)