

# **SUZUKI CAVALCADE OWNERS GROUP NEWSLETTER**

## **June, 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!

~~~~~

### **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

~~~~~

### **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.

~~~~~

### **~ TRIPS AND TIPS ~**

~~~~~

## **SUZUKI COLLEDA TB 250, MODEL 1961 / 1962**

My name is Juan Pablo Valeiras, I am from Argentina, and I am restoring a motorcycle (Suzuki Colleda TB 250, model 1961 / 1962). When I bought it, many of its pieces were lost. For that reason I need all the information you can give me about this model in particular because this not appear in the web. Thank you for your help, ~Juan Pablo Valeiras, Email: [juanpablovaleiras@hotmail.com](mailto:juanpablovaleiras@hotmail.com)

## **NEW MEMBER CHECKS IN**

I just wanted to thank this group for the responses to my "rusty gas tank" post a few days ago. As a rookie Cavalcade owner, I was concerned about getting it back on the road. I figured that I'd have to go it alone since I had a 20 year-old bike that no dealer's parts or service department wants to mess with. I figured it would be me and my Clymer's manual. And then I found this group. I've found lots of helpful info and support here! In fact, two Cadars have emailed me with fuel tank info...one with a lead to a guy with a tank (Sorry Ed, he sold it) and another with an offer to sell me a tank! (Thanks Dick...check your email for a response!) Thanks again, and I look forward to being an active member of the group! ~Craig

## **CAVALCADE MANUAL**

For anyone who wants hard copies of the Cade manual, I can do them here with laser printing. I have one that I keep in the shop myself because it is so much easier for me to access the info that way since I'm usually all over the bike doing things at once. The manual takes up about a 3" binder. I'll make them and install them in a binder - shipped to your door for \$90. OR leave them as-is with no holes punched so you can put them in sheet protectors such as I keep mine for \$85, shipped. Allow a couple days working time since I won't run them off until an order is received. Contact me at [Wayne@santecoopercats.net](mailto:Wayne@santecoopercats.net) Wayne - 86 LX Teal Green "FatSuzi"

## **CLUTCH BLEED?**

I tell, ya - I've bled brakes on cars and stuff, but what a "biotch" the Cade is. Today, I emptied all the clutch fluid out of the system so I could replace it with uncontaminated, fresh fluid. Also I replaced the clutch switch with the hydraulic one and cleaned out the master clutch cylinder. Made sure all the air holes are not clogged, etc. Once all back together, I've so far gone through a pint of fluid trying to get the air out of that darn thing. I've gone back and forth bleeding between the clutch cylinder then the bleeder at the clutch and vice versa till I gave my self Popeye forearms. Believe it or not, I still can not get that thing pressurized. There's gotta be a big air bubble in there. I've tried everything posted in the past. Such as cracking the banjo bolt, bled it, etc. I get pressure at the clutch cylinder, and then I purge it at the bleeder. Then I loose the pressure again. I still don't have pressure and the clutch cylinder which was rebuilt just a year or so ago, was working fine prior to this maintenance. Anyone have any further methods or ideas to purge this bastard of all air? I even bought a vacuum bleeder... Still NG... Gotta be a bubble stuck in there somewhere mid way I'm guessing. ~John

Did you try back filling the system from the bottom up? ~Clarence, Nova Scotia

Nope, haven't tried that yet. Have to find a suitable device to do it with... Maybe take a ride to Home Depot and see if they have the old fashion oil cans or something... gotta me a big air bubble I think. ~John

John it's a personal choice (mine), do not use the speed bleeders on anything. They are not application specific. The taper of the cone varies depending on application and may not seal properly, it all depends on the above. Ed Brock

Thanks - I have the speed bleeders as well. I even tried a vacuum bleeder. Only thing I didn't do is elevate the hose. Because I was using the vacuum kit catch cup, didn't think I had too. But I will give it another try. ~John

John, I just did the same thing rebuilt the slave and put in a switch. I installed a speed bleeder (from Tracy). This worked for me: open the speed bleeder attach a clear hose, elevate the loose end of the hose above the slave and catch the fluid, pump slowly. When the bubbles are gone your good. Took me less than 5 minutes. ~pokher ace

I actually tried it with the original bleeders as well. But before I bought them, (direct from Speedbleeder), they sent exact replacements. Side by side, they are the same... Seem to work great. Just cannot get the master clutch cylinder to keep pressurized long enough to get the bubbles out. Another friend of mind said let it sit awhile and then try it again. Use very small movements of the clutch handle to build the pressure. I'm going to try that as well. He said when he rebuilt the cylinder. He had the same, lengthy problem. ugh!. ~John

John, You can buy from Snap-On or Mac tool Company a brake syringe, fill it with DOT 4 fluid, inject the fluid into the bleeder at the slave cylinder (NOT THE MASTER CYLINDER) until fluid comes out the master cylinder. Also, in Rider Magazine there was an article about this procedure I believe it was 3-4 months ago. ~Ed Brock

I use a clean (new for that purpose) oil feeder that has a pump in it. I washed it out with naphtha gas to get rid of all oil so as to not ruin the seals in the system. Then I fit a piece of neoprene tubing over the tip and slip it on the bleeder. Fill the can with brake fluid, open the bleeder and start slowly pumping ... make sure you have something to catch and absorb the fluid that overflows the master cylinder. Of course you need the cap off it. I just keep pumping slowly until I do not see any bubbles at all in the fluid coming into the master cylinder. Been using this method for years and it has never failed yet. I am sure the unit mentioned below would do the same thing and likely with less fiddling around. ~Clarence

## **AFTER MARKET FORK LIGHTS**

Found something interesting today. Got my JC Whitney MC catalog. Was looking closely at the pictures on this page. Really cannot see them online because their pictures are small. But they look almost exactly like the OEM Cade fork lights... -John

[http://www.jcwhitney.com/autoparts/ItemBrowse/c-10111/s-10101/p-100000146662/mediaCode-ZX/appId-100000146662/Pr-p\\_CATENTRY\\_ID:100000146662](http://www.jcwhitney.com/autoparts/ItemBrowse/c-10111/s-10101/p-100000146662/mediaCode-ZX/appId-100000146662/Pr-p_CATENTRY_ID:100000146662)

## **CADE KEY BLANK**

I read a month or so ago about what type of key blank will work to make a Cavalcade key. Anyone remember what it was? ~Ted

They are available from Suzuki. You just need the letter code at the beginning of the number stamped on the metal shank. About \$5 ea. ~Tracy

I have a dealer buy for me that still has the Cade blanks no plastic around the end but they work fine. If anybody needs one call or Email me at Warlocks@yahoo.com or call 440-437-6623.~Gary

## **COOLING SYSTEM QUESTION**

Hi All. I'm having a strange problem this morning. I just changed my water pump seals and obviously lost quite a bit of coolant. I'm buttoning things up today so I started the bike for a couple minutes to get the water circulating and then shut it off and let it sit to cool. I took the radiator cap off and the radiator is full. I filled the upper container and it didn't take much so I'm assuming that the lower tank is the one that emptied out along with the engine. I started the bike up again so I could heat it up enough for the thermostat to open and it still won't take anymore antifreeze. The strange part is, is the radiator is still cool to the touch after running the bike for about 15 minutes which always meant to me that the radiator was empty. Any clue as to what's going on? I'm going to check the radiator again to make sure it IS full at this point. ~Rick

Fill the radiator with the engine running...then top off after replacing the cap....check again after cool and ran a couple of times. ~Jim

## **AMSOIL OIL FILTER FOR '86 CADE**

This is for anyone who uses Amsoil oil filters. For the '86 Cade the Amsoil SMF 108 filter has been discontinued and Amsoil recommends a SMF 134. I put on a new SMF 134 when I changed the oil and I cannot stop it from dripping. When I put it on it looked like the rubber gasket was too large in diameter. I will replace with a NAPA filter tomorrow. I'll report what I found when I removed the Amsoil filter. ~Harry Lord

## **FOAM AIR FILTER**

I'm just getting ready to make my foam air filter. I have all the paper removed and all cleaned up, now what do you use to glue it into place. Would a hot glue gun (Stanley, extra strength glue sticks) be OK, and do

you glue inside and out. Next do you spray it with a K&N oil spray, and how often do you wash it and re-spray? ~Dan Reighard in PA.

**From a previous post from Tracy:** Instructions? Not yet. You basically cut the paper out of the frame (with a fine hacksaw blade) leaving the epoxy and corner posts alone then just use silicone to bond the

foam to the lower/upper plates. Let it dry for a day and oil it up and it's ready to go. I can also modify it for you if you want to ship me an old filter.

## **LOW GAS MILEAGE**

Can anyone tell me what kind of gas mileage I can expect to get from my 86 Cade? Right now it's usually around 36 mpg but I really think it could do better than that if set up right (different jets). The reason I say this is because to me it seems to be running rich, so rich that it takes very little choke in cold weather to start, and once started can be ridden off almost immediately with little to no bucking or lurching. I looked for a history of this question but could find none. ~Louie

Guy's...before you start hunting for the mechanical gremlins. I am service manager at a large GM dealer and, I've gotta tell ya, right now fuel economy is a real issue everywhere. I receive several concerns a day that my customer's fuel economy has dropped 10% to 15%. In almost every case the problem is not mechanical. Right now the fuel we are buying is pure junk. Since hurricane Katrina hit, the refineries are not getting the quality crude oil from the gulf. Most is foreign or eastern crude with high sulfate content. This is causing a myriad of problems including carb clogging and fuel injector failures here in Wisconsin. There isn't much you can do about it. I do recommend you buy Top Tier fuel such as Phillips 66, Shell or any others. If you want to contact me by Email I can give you the list. There has also been much said in this group about Seafoam. This stuff is a wonder cure for all kinds of problems. A can in the tank now and then is highly recommended. Kinda like downin' a shot every now and then between beers to keep the pipes clean. ~Jeff '86 Sweet LXE in Packerland

~~~~~

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

~~~~~

~~~~~

## **VOLTAGE STABILITY**

When I rev up the bike, it goes from 14 volts to 13.4. I could be wrong but shouldn't it increase? My other one does. This drops to 13.4 at 4-5000 rpm is this OK, or do I have a problem?

One thing we have to realize is that voltage regulation using the method that these systems do does not yield a really steady voltage. Also, as you rev the motor up, the voltage can actually go down. This is because the SCRs in the regulator are firing more often as you make more juice and the excess has to be taken to ground. That's the job of the SCRs, to turn on and off shorting the stator leads to ground to bleed off some of the juice. Voltage at idle can be higher because the stator is making less juice and the SCRs are not firing as often to ground so the system voltage can rise.

What the actual system voltage will be is dependent on several things. The regulator, the wellness of the grounds, the wellness of the voltage feed from the ignition switch to the regulator, the load, motor RPM, regulator temperature, charge level of the battery etc. So maintaining a steady voltage is not something we

expect. For the most part, voltages of 14 up to 15 are pretty normal. Below 14 and you might not keep the battery completely charged but that probably wouldn't prevent it from starting unless it went below 12 for a time. The normal voltage of a 12 V battery is 13.8 volts so keeping the system voltage above that will ensure that it's kept fully charged. ~Tracy

## **LOW VOLTAGE**

I have the battery light on the dash and the voltage at 3000 RPM is 13.5. I have never changed the stator so I suspect that is the problem. Is there a definitive test to be sure? Also I have misplaced your phone info. If it is the stator, price and availability please. ~Roy

I don't know that 13.5 at 3K is bad, but normally you need it to be above 13.8 to keep the battery fully charged. There is a complete diagnostic for the charging system on the CD. You can sort out whether you have a bad stator or regulator from it. If you don't have the CD I will e-mail you the section on it. You also need to confirm that your battery is good also as a bad cell can mimic a charging system problem. If the battery goes below 10 volts while starting, there is a chance that it has a bad cell. The price of a rewind stator is \$125 and it can be ordered from <http://secure.billydump.com/store/>  
~Tracy

## **BARNETT SPRINGS**

After I put the new Barnett springs in, will I start having problems with the slave cylinder or something else because of the stronger springs [more difficult to compress]? ~Mike Schoepke in Wisconsin 86 LX

The increase in the pressure of the Barnett springs is not that much. A slave cylinder seal in good condition will not fail earlier due to the increase in pressure of the Barnett springs. This goes the same for the hose. The hose fails due to age and the large number of cycles that it's subjected to. The clutch is used so many times in relation to the brakes and, even though it's at a much lower pressure, the cycles are much higher. The hose itself might be a lower quality than the brake hoses.

If you need to change out the clutch hose, I have a stainless steel braided replacement that replaces the upper portion (the part that normally fails) for \$49. It requires that the old clutch line be cut and flared in the metal portion where it runs along the frame beside the air box. ~Tracy

## **CHANGING THE OIL**

I have just over 20,000 miles. I just started using the synthetic. When I talked with Tracy, he suggested it. I was hoping to quiet the lifters just a little. No problems with the 10w40. I may have to go to 20w50 in the summer. ~Phillip

There is no reason to go to the 20W50 in summer if you use the Amsoil 10W40. Trust me! The viscosity retention of the Amsoil far surpasses that of dino oils. Yeah, if you run dino oil you would probably have to use 20W50 but not the Amsoil. ~Tracy

## **CLUTCH ISSUES**

Just out of curiosity, I've been out for a couple drives with my Cade (you know how cold it is in Montreal), everything is going fine but I find that the valves are very noisy...I've been told that the Cade has hydraulic valves that auto-adjust...I was riding a Yamaha Venture for 10 years prior to buying the Cade and I was just curious to know if the Cade is normally a "clacker". ~Patrick, Montreal

Some Cades have a valve tick. It can be related to the hydraulic adjusters or possibly the cams. There was some talk about soft cams in some engines. I know that a switch to Amsoil synthetic has quieted the valves down considerably in bikes that I've had through here. It's not a cure-all if the lifters are really stuck or if the cams are worn but it does make a difference. ~Tracy

I would like to start by saying "Thank You" to Tracy for the quick provision of the parts needed to do the job. I also replaced the plug in the secondary; the plug and instructions with it made it a snap to install. The only remnants of the original plug I could find were a couple bits of well mangled metal in the bottom of the case. Definitely a future disaster averted.

I have however run into an unexpected development. The additional hydraulic pressure of a working slave cylinder has revealed a leak in the hose that runs from the master cylinder to the slave cylinder. Just below the round collar where the tube connects to the fitting appears to be leaking. I checked carefully to be sure it was not the fitting itself leaking and it is not. My question is, is a replacement hose available? I have considered an epoxy solution attempt like JB Weld, but would prefer a new or professionally repaired hose. Any info would be greatly appreciated. ~Mike

Hi all, first thank all of you for the great advice & ideas posted here & Tracy should get an award or at least a gift cert. to a good dinner. His advice on clutches has been awesome. I found out things I never new existed. Now enough sucking up, I still have a clutch problem same as described by many others, it does not engage till almost all the way out and if I really get into the throttle it will slip bad, to the point of having to back out of it. Bike sat for 2 + yrs before I bought it in Oct.05 had no clutch at all, master was full of gook I rebuilt it bled 6 ways to Sunday no more air cleaned return passage & most recently THX T the vent hole on the master cover. Now it's as described above I am thinking maybe springs are weak? Any advice would be appreciated. ~Steve

You're thinking in the right direction. Get the Barnett springs from TRACY also the gasket. Simple work solves the problem. ~Old coot N Maryland

Well Steve, if you have slippage my first thought is to install the Barnett springs. However, the not engaging till all the way out is a little weird if you have taken care of the vent issue. I would look at the lever, specifically the pivot bushing. It might be worn out to the point that the lever is no longer pivoting in the right arc. I've had to replace a couple of levers because of that.

While it would be low on my list, you might want to check the clutch plate thicknesses. There are only a few Cade clutches that have worn out to the point of needing replacement you might have thin plates. Will that cause the condition you describe? Hard to say. Since the clutch is hydraulic, it never needs adjustment as the system always takes up the slack every time you release the clutch. I suppose you could have a slave problem in that the piston is not being held up to the pushrod when the clutch is out (slave might be gooked up). But I think that would cause the opposite problem (clutch engaging too close to the bar). You might have a hose expanding but, again, I think that would give you the opposite problem.

It sounds like there is some pressure being left in the system when the lever is out. I would check to make sure that the lever pivot is in good shape and that the lever is not being held from returning completely out by some wires off the left control or that the body of the control isn't hitting it. If the master cylinder is turned too much in relation to the left control it might be keeping the lever from returning. The piston in the master cylinder might also be held in by some crud between the piston and the circlip that retains it. If the master cylinder was really gooked up, you may still have some stuff in there keeping it from returning to the resting position where the system pressure goes to 0 psi. ~Tracy

## **FORK HEIGHT**

Need a little answer to a little problem. Before our weekend trip I decided to replace my sagging front springs with Progressives from my wrecked bike. That raised the front of the bike. The auto level raised the back. Long story short (like my legs) I dumped it twice on our trip. I did it once in a parking lot and once doing a u-turn on the highway after taking pictures of some deer. How high above the triple tree can I raise the forks safely. I've got to get taller boots, longer legs etc. But until then, need to lower the bike. ~Red

Raising the forks will have some effect on handling so I wouldn't go too far. You might be able to do an inch without too much problem. When you do that, it will tend to quicken the steering some and might lead to a little instability under some conditions as the forks will be standing up a little straighter, but not much. You could also probably get the auto level to drop the ass-end a little by playing with the location of the window on the lower section of the auto level sensor. Keeping the window the same size, you could take a little out of the bottom and put some JB weld in the top. Be aware that a slight change of the window location will have a fairly large change at the wheel due to the sensor location near the front of the swing-arm so don't go too much (use a little math and you can figure out the ratio). ~Tracy

## **INTSTALLING THE TRACY BRACE**

Tracy: Just received the Fork Brace and other items. That solid shiny Billet is indeed a work of art! They just don't make too many things to that degree of excellence anymore. The old early-style came off hard. The screws were very tight and slightly corroded--had to soak with WD-40 for a while to get them out. I have run into a problem however. The new brace fits perfect except for the last three-sixteenths of an inch. The bike does have rotor covers. Yet it seems like the bottom of the forks [near the axle] need to be spread out slightly in order for the brace to drop into place. I mean, this is what it looks like from eye-balling the brace in relation to the forks. I'm sure I could probably knock it into place with a rubber mallet--but it wouldn't go easy. I don't think I should force it. Do you suppose a spacer or bushing is worn, or a washer missing? The old original brace goes on easy and can jiggle around with plenty of room to spare. I haven't loosened the axle or anything else. Don't want to mess anything up. The bike has never shimmied at any speed. Front wheel has never vibrated back and forth [with hands off the bars] at any speed. Thanks again T. Any help will be greatly appreciated. ~Mike in Wis. 86 LX Brown on Gold

The brace is machined to much more exact tolerance than the fork placement is. The distance from arc to arc (where it contacts the forks) doesn't vary by more than .001-.002. I measure that dimension all the time to make sure that it doesn't vary. The billet brace is designed to fit a snug as possible between the forks. The stock brace was sloppy and relied completely on the bolts. The billet brace uses the bolts and a close fit to the forks to help stiffen up the front end.

You need to look at the wheel nut. If there is no gap between the hex of the nut and the forks then the bottoms of the forks are pulled together and the brace will not fit. I have seen bikes where the washer or rotor covers were in place and the hex of the nut still dug into the side of the fork causing them to be pulled together. I have also seen where the pinch clamp has been put on backwards and it was sticking out too far and the nut hits it. In each of these cases, the bottoms of the forks are being pulled together. Not only will the brace not fit properly, the bushings in the forks are seeing unneeded pressure and will cause them to wear prematurely.

Do this. Jack up the front end to take the weight off the front tire. Loosen the pinch clamp and see if the brace drops in then. A little help with a few taps of a rubber mallet will be fine. Obviously, you don't want to hammer it in place, just give it a little help. If it still doesn't go in, let me know. ~Tracy

## **FRONT END WOBBLE**

Has anyone ever had a front end wobble? I have an '86 Cade that the front end shakes and wobbles between 20 to 35 MPH. If I release the handlebars for just a couple of seconds the front ends wobbles and shakes more and more. I have tried several different brands of tires. Dunlop touring elites, Avon's with no difference. Wheel bearings are fine. Triple tree bearings are also OK. Fork brace installed with no difference. Is this a common problem? Has anyone mounted a dampening brace on their Cade? ~Alan

If you are not under power (the cruise is not on) then you will probably never get rid of that no matter what you do. When you let go of the bars at that low a speed and the throttle closes the weight is being transferred to the front wheel and the forks are being compressed some which changes the angle making it less stable. Also, at that slow a speed, the rotating wheel doesn't have a lot of gyro effect. I think you're asking it to do something it won't. But, make sure that the front axle was tightened properly (axle nut first, then pinch clamp, then fork brace) with the weight OFF of the front end. Make sure that the swing arm bearings are properly preloaded and lubricated and that you don't have a bent fork tube or a bent frame. Any of those will lead to an instability problem. But, at low speeds and decelerating, I think what you describe is normal. If you try it at a faster speed (say 50+) with the cruise on and it still does it, then you definitely have a problem. ~Tracy

## **REAR SHOCKS**

I was riding and parked at a store came out and there was fluid on my back tire, so I figured it was my brakes leaking so I drove home (carefully) and first checked the rear drive fluid it was O.K. then checked the rear brake fluid O.K. so I looked at the rear shock and it seems to be leaking. Is there oil in the air shocks? ~Eral

Yes. There's oil in them there shocks. That's what makes them shock absorbers, controlled flow of fluid through an orifice. ~Tracy

## **REAR WHEEL REMOVAL TO CHANGE WHEEL BEARINGS**

I'm getting ready to change my rear wheel bearings and spacer (thanks, Tracy, for the quick delivery on the parts). My question is, does the bike have to be on a cycle lift to get the rear wheel off or can it be done with it on the center stand and do both saddle bags have to come off? ~Jim Nelson, '86 LX 102,000 miles but on HOLD right now till the bearing are replaced. Madison, WV

The bike needs to be high enough that the tire will have room to clear the saddlebag frame. On a lift is fine. The tire can be angled out of there once you get it away from the final drive. Yes, both bags must come off to get the axle out. You will also have to undo the rear caliper from the torque rod and lay it to the side (you can leave the hose attached) so that the tire will clear it. ~Tracy

Jim, does your LX have a trailer hitch? If so, often your best bet is to get a piece of chain, wrap it around the center stand up to the forward light bars so that the center stand cannot retract, then pull off the front wheel, pivot the bike forward until the forks touch the ground. Then the rear wheel and everything else back there is up high and easy to get to, without taking the trailer stuff off. ~spike

OK The rear wheel is off. Spacer was exactly as pictures on the web site. Bearing seemed to be OK (not bad enough to make noise) but I am replacing them anyway. Two new questions.....

1. Can I check the U-joint by taking the four bolts that are just in front of the rear drive loose and pulling the shaft out or what?

2. Will I need new seals/gaskets before going back in?

No, you cannot check the u-joint from the back. However, you can check it by taking off the clamp on the boot up front. Pull the boot away from the secondary and look down in there with a flashlight and you will see the u-joint. Rotate the tire back and forth and look for movement between the 2 yokes. If one yoke moves in relation to the other when you rock the wheel back and forth then it's shot.

You can change out the needle bearing in the rear wheel with a socket of the right diameter to drive it out from the right side (hafta take out the right side bearing first). I have used a 1/2" drive extension into a socket that will catch the bearing from the backside. I use a larger socket turned over (so the backside is against the bearing) to drive the new one in.

Instructions are at [http://www.billydump.com/cav/instruct/rear\\_bear\\_1.htm](http://www.billydump.com/cav/instruct/rear_bear_1.htm)

You don't need any new gaskets at this point. Just don't forget to pack the needle bearing with grease.  
~Tracy

## COOLING SYSTEM IS TOO HOT

I tried draining the radiator, took the screw out on the bottom hose, drained about a gallon out and could only get about a half gallon back in. The reservoir is full, but now the bike runs hot, over in the red. The fan comes on but bike is still hot. Could I have an air lock? ~Don

Refilling is best done in stages. Fill the radiator and run it until it gets warm (but not hot) with the cap off filling it up if the level drops. Put the cap on. Fill the tanks and start it and let it run until it gets pretty warm, but not hot. Shut it off and let it cool. Fill the tanks and do that again. Don't let it get to the point where the fan comes on, just good and warm. Shut it off and let it cool. Fill the tanks again and you should be good. I would check the level again after you let it get to the fan coming on and it cools down.  
~Tracy

## COOLANT LEAK?

I recently added coolant to my top coolant reservoir tank and now it seems every time I stop I see a little bit of coolant on the ground. It does not seem to run hot. The top reservoir seems to be empty again but continues to spew a little coolant. Is it possibly the cap or t-stat? ~Pat 86 LX in MO.

If the coolant is on the left side, that is generally a lower reservoir tank that is cracked. If it's on the right side it could be the overflow from the upper tank or a water pump seal that's gone bad. I would look to the lower tank first. I have them in stock of yours is cracked. ~Tracy

~~~~~

## CADES FOR SALE

~~~~~

**Editor's Note: We are a bit with this month's issue. Some of these bikes were listed a few weeks ago and may have been sold by now.**

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 synched. 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

### **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](http://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!!** I'm located in New Jersey. Buyer must arrange for delivery. Pictures and answers to questions provided by sending to [pba76delegate@patmedia.net](mailto:pba76delegate@patmedia.net) ~Rick Mickles

### **Iuka, Mississippi**

My Cade is for sale, 1987 maroon, 50,000 miles great bike. It runs and rides great. \$4000.00 for the motorcycle and \$500.00 for the trailer. I would think it is worth the money call me at 662 423 2781 ~Fred Dobbs

### **Beaver Dam, Wisconsin**

This is not easy for me but I've decided to sell my 86 LXE. I bought it this past spring with hopes of doing some serious touring. However, my wife's recent health problems make this look like this will not be possible. This Cade is an '86 LXE in beautiful condition. It's brown on brown with all the goodies including a Markland driver's backrest. No scratches, no dings, no dents. It's never been put down to the best of my knowledge. 50298 miles. Everything and I mean everything works and works properly. I am not sure if it has the Tracy plug or not. Had plans of checking that out and doing it this winter if needed. I have ordered the updated brace from T and it will either be installed or included in the sale. I'm asking \$3995.00. I will be putting some pictures on the site as soon as I can. Cade is located in Beaver Dam, WI. (75 miles northwest of Milwaukee or 35 miles northeast of Madison) She's ready and able to ride anywhere. Email me with any questions or contact me on my cell...920-344-6106. Please help me find her a good home! ~Jeff

### **Dracut, Mass.**

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

### **Paducah, Kentucky (Western KY)**

'86 Suzuki Cavalcade LX with 21,404 actual miles. Last 500 miles: (1) New Tires; (2) New brake pads; (3) New seals & bushings in from forks; (4) New seals in 2d drive/clutch; (5) Carb rebuilt. Total:

\$2,020.00 (receipts available). All original trunk and side carrying bags, tool kit, sew on patch, pen & cover. Pin strips and front and rear light bars. Radio works, but will not change stations (buttons stuck?). Cracks in fairing plastic pockets. \$3,500. Email: [jacksonj38@yahoo.com](mailto:jacksonj38@yahoo.com)

## **Tulsa, Oklahoma**

This Cade has everything! \$3,500 firm, don't contact me unless you're willing to spend \$3,500. WILL NOT NEGOTIATE!!!! ~ "Stan Lockhart" <stosch@wans.net>

Secondary Plug Replaced ~ Tracy's SS switch installed ~ Tracy's Passenger Volume Control installed ~ New Tires with less than 1500 miles ~ Tracy's switches for the Clarion (works great including cassette) Tracy's CD manual ~ Will have Tracy's late fork brace within 2 weeks ~ Cruise works ~ Trailer Hitch with wiring ~ Intercom works, no CB ~ Cade has been garaged and just eats the road ~ Will send pix on request via email. I have a Harley and a Seca and need to move the Cade quickly; babies need to go to summer camp! Can be seen in Tulsa, will deliver within 500 mile radius for gas money plus \$3,500.

## **Windsor, Ontario**

I'm selling my 86' 2tone brown LX. Lot's of new parts and well maintained. 151000ks , new stator and rectifier, new speakers and speaker covers. New inner cowlings, radio switches have been changed. New clutch plates and springs, rear air shocks brand new. Asking 4000can. location: Ontario, Canada near Detroit bridge. ~Blake Email: [emarsh87@mnsi.net](mailto:emarsh87@mnsi.net)

## **Parma Ohio**

I am selling my wife's LX. She does not ride it so it must go. Any interest I will let it go for \$3,000 or trade for a farm tractor with a loader. If anyone has any questions or wants a photo, email me at [raf39@aol.com](mailto:raf39@aol.com). ~Randy

## **Galesburg, Illinois**

I am putting my 86, brown on brown, Cavalcade LX with Terraplane sidecar up for sell. Price=\$3,000 Mileage= 45,658 New tires, front and back New regulator New stator New "Tracy" brace New front and back brakes and rotors New fork seals Bike needs exhaust replaced; I have all the needed parts for the job. Currently the bike is running very rough and smoking, I was told it probably needs new rings. Email me at: [burlvarner@insightbb.com](mailto:burlvarner@insightbb.com)

## **Winslow, Arizona**

Well it's with regret that I believe I must sell my two (old friends) Cavalcades. I have diabetes and lost a lot of weight. I can no longer handle them like I used to. One is a dark blue on blue Cavalcade LXE with 43,336 miles with a Markland trailer hitch. Everything works and it has new tires with less than 200 miles or so. The asking price is \$2,800. It also has a new stator along with other regular maintenance items. The other is a gold LX with 74,000 miles also with a trailer hitch. Everything works and the asking price is \$2,500. I also have a camper trailer that sleeps two for \$1,200. Also I have a utility trailer for \$300.00 I can be reached through my email: [neveragainhs@yahoo.com](mailto:neveragainhs@yahoo.com). ~Hugh Tel: 928-289-9516

## **Auburn, Washington**

I have come to the realization that I simply do not have enough time these days to do this beauty justice. I simply don't have the time to ride her like she should... on those long stretches of road. So, it's time to sell her to a good home. I would prefer to have someone from this group or a GOOD friend of someone buy her. Outside of this group I will be asking \$3900. For a Member buyer I will drop the price to \$3200.

Now the details; '86 Blue LXE, 32000 miles on her. Has the usual LXE stuff plus a luggage rack, front fork lights, added Road king pipes 2 years ago but still have the original pipes that are in excellent shape. New voltage regulator, the secondary "plug" was Set in JB Weld just before Tracy came out with his plug. (though I do have the plug kit that I bought in case I ever had reason to break into the secondary again.) The bike has been garaged it's entire life and looks it. Replaced lower radiator tank last year. Original seat still in perfect condition. Radio has all new switches. Front fork springs replaced by Rick Gervasi. New progressive rear air shocks. Seals on the secondary and final gear assembly replaced three years ago. I can send pictures if you like. E-mail me at [maury6024@yahoo.com](mailto:maury6024@yahoo.com) for all questions and pictures. I hate to part with her but she deserves a better home. This is a great bike for someone that has time for her. ~Maury

## **Philadelphia, Pennsylvania**

I'm selling my 87 LXE Cavalcade. It has 125K miles on it and runs very good. I am using it every day and just came back from Americade. All the accessories work. It has front rotor covers with lights; rider's floor boards; highway foot boards; new windshield and battery; rear bumper lights; fog lights; trunk rack; the color is maroon and silver/gray; home made trailer hitch; I have some extra parts, electrical, extra seat. Asking \$1500. Anyone interested, please contact me. ~Bart Sklar ~ Email: [bsklar\\_19149@yahoo.com](mailto:bsklar_19149@yahoo.com)