



U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

DOT Auto Safety Hotline
Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 1374

Date Received

Repository ☐

2003 MAR 13 PM 1: 54 JAN 2003

Reference No.
10005081

OWNER INFORMATION (Type or Print)

Name

Address

City LYNNWOOD

State WA

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☐ YES ☒ NO
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.
Signature of Owner _____ Date 1 / 1

VEHICLE INFORMATION

Make SUZUKI		Model CAVALCADE		Model Year 1986	
Date Purchased 1987		Dealer's Name and Telephone Number Cole Brothers		Engine: 1700 cc No: Cylinders 4	
Original Owner ☒		Dealer's City N. Hollywood		State CA	
Zip Code		Fuel Type: GAS			
Transmission Type ☐ Antilock Brakes ☐ Cruise Control		Powertrain		Vehicle Component Code 013100 STEERING: GEAR BOX-SHAFT SECTOR	
Multiple Failure:					

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)	Failure Mileage	Failure Speed	See Accident Report
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ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make	Tire Model (Name or Number)	Tire Size (Example P215/65R15)
DOT No. (Example: DOTM15ABC036)	☐ Original Equipment ☐ Prior Repair	Failure Location:
Tire Component Code	Tire Failure Type	

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:	Date Manufactured:	Model No./Name:
Seat Type:	Installation System:	
Child Seat Component Code:	Failed Part:	

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)

Crash ☐ Yes ☒ No	Fire ☐ Yes ☒ No	Number of Persons Injured	Number of Deaths	Reported to Police N
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Narrative Description of Incident(s), Crash(es), and Injury(ies).
Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure.
i.e., parts repaired or replaced (and if old part is available).

WHILE RIDING THE SECONDARY GEAR LOCKED UP CAUSING THE BIKE REAR WHEEL TO LOCK. PLEASE PROVIDE ANY ADDITIONAL INFORMATION. TS

IN 1991 I WAS INFORMED OF 2 DEATHS AND 2 OTHER LOCKUPS AFTER TIME OF MINE. FROM THE LETTER FROM SUZUKI, THEY KNEW ABOUT THEIR PROBLEM THEY JUST CHOSE TO TURN THEIR BACK ON US SINCE WHO LISTEN'S TO MOTOR CYCLISTS.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974 (Public Law 93-579) This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

SIERRA PACIFIC INSURANCE CO.

HOME OFFICE

August 29, 1991

Suite 880 S. Napa Valley Corporate Way
P.O. Box 2430
Napa, California 94558
(707) 255-8800

[REDACTED]
Burbank, CA [REDACTED]

Re: Motorcycle Claim No. 91-490
1986 Suzuki GV1400 Cavalcade
s/n JS1VX71A7G2102689
Policy No.: RRP002552-4
Date of Loss: 08/11/91

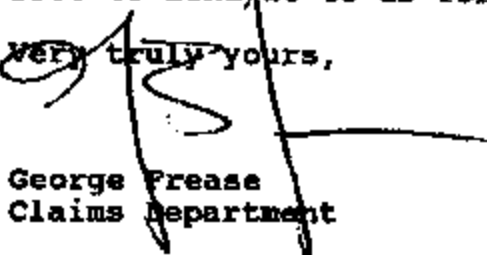
Dear [REDACTED]

We have thoroughly reviewed your claim for property damage resulting from the accident on 08/11/91.

Based on the information received, this loss was caused by the drive train locking up. This is clearly a product liability claim and should therefore, be directed to the manufacturer.

We regret our inability to be of service at this time. If there is additional information which we are unaware of, please feel free to send it to us for further review.

Very truly yours,


George Prease
Claims Department

GF/ch

cc: Sullivan & Sullivan
1160 Chestnut Street
Menlo Park, CA 94025



AMERICAN SUZUKI MOTOR CORPORATION
MOTORCYCLE

September 24, 1991

[REDACTED]
Burbank, CA [REDACTED]

Dear [REDACTED]

This will be a follow-up to our inspection of your Suzuki Cavalcade, model GV1400GDG VIN #1G2102689. We conducted our inspection at Anaheim Suzuki on September 10, 1991. Your motorcycle had at that time 44,060.1 miles on the odometer.

Our inspection revealed that you sustained secondary bearing failures caused by excessive heat, typical of operation with insufficient oil.

While we are indeed sorry that you have experienced any problem while operating a Suzuki product [REDACTED], American Suzuki will respectfully decline any financial consideration or participation, for the following reasons:

Your motorcycle is substantially beyond the expiration of its limited warranty. You have further failed to act responsibly to early warning indications that you were having problems in this area. Specifically, first on May 25, 1990 you presented your Cavalcade to Van Nuys Suzuki with 36,033 with an electrical problem and a "leak at the drive shaft". The leak at the drive shaft for some reason was not addressed, according to the service order. On January 12, 1991, which was your first contact with American Suzuki, you complained again of the "drive shaft leaking". We suggested that you immediately present your Suzuki motorcycle to our dealer in Azusa, Bert's Motorcycle Mall, for proper repair and service. It is our understanding that you failed to do this and that you simply added oil and continued to ride the motorcycle. On August 19, 1991, in your second contact with American Suzuki, you described that you had experienced an accident and that the bike locked up. Finally, it is our understanding that you have already collected a substantial amount of money for the repair/restoration, in settlement of this accident, from your insurance carrier.

In summary [REDACTED] it appears that from the time that you were aware of a leak, which was reported to Van Nuys Suzuki On May 25, 1990 until your accident on/or about August 19, 1991, 8,000 plus miles had accumulated within some fifteen months without your taking positive action in resolving this problem.



AMERICAN SUZUKI MOTOR CORPORATION
MOTORCYCLE

We regret that you have experienced this problem [REDACTED]
however, American Suzuki will decline financial participation.

Thank you for giving us the opportunity to review the matter and
respond

Sincerely,

AMERICAN SUZUKI MOTOR CORPORATION

A handwritten signature in cursive script, appearing to read 'Phil Epler'.

Phil Epler
Service Administration Manager

PE/mm

COLLISION REPORT
Department of California Highway Patrol

(213) 868-0503

M-F

California Highway Patrol
10051 Orr & Day Road
Santa Fe Springs, CA 90670

Date	Time	NCIC number	Officer's I.D. number
081191	1627	9550	13094

Your vehicle was removed to:

A copy of the collision report can be obtained from the above address and will normally be available within 10 days from the date of the collision. A request by mail is preferred and must include: date, time, NCIC number, and Officer's I.D. number printed above. The certification for purchase information (see reverse) must also be completed, signed and attached to your written request with your check for payment. Make your personal check or money order payable to the California Highway Patrol (CHP) for \$8.00.

Reports may also be obtained in person during the office hours stamped above. Please call to determine if the report is ready. In the event the cost exceeds \$8.00 you will be notified. Reports are retained 4 years.

CHP 418 (Rev 12-88) 042

88 88219

Mileage

915

TRAFFIC COLLISION REPORT

SPECIAL CONDITIONS

PAGE 1 of 6

PLATE NUMBER 1		HT & PLM 0		CITY UNION		JUDICIAL DISTRICT POMONA MUNI		LOCAL REPORT NUMBER 8-192	
PLATE NUMBER 0		HT & PLM 0		CITY LOS ANGELES		REPORTING DISTRICT 603		STATE CA	
COLLISION OCCURRED ON SR-60 E/B (POMONA FWY)						MO. DATE YEAR 08/11/91		TIME (24HR) 1627	
MILEPOST INFORMATION 50 MILES W. 60 LA 2232						DAY OF WEEK SAT		TOW AWAY YES ☒ NO ☐	
AT INTERSECTION WITH 50 MILES W. LEMON AVE						STATE NOT REL. YES ☒ NO ☐		PHOTOGRAPH BY NONE ☒	
PARTY 1 DRIVER'S LICENSE NUMBER [REDACTED]				STATE CA		CLASS AM		SAFETY BORN	
DRIVER NAME (FIRST, MIDDLE, LAST) [REDACTED]				YEAR 86		MAKE / MODEL / COLOR SUZUKI / 1400 LX / GOLD		LICENSE NUMBER [REDACTED]	
STREET ADDRESS [REDACTED]				OWNER'S NAME [REDACTED]		SAME AS DRIVER ☒		STATE CA	
CITY / STATE / ZIP BURBANK CA				OWNER'S ADDRESS [REDACTED]		SAME AS DRIVER ☒		STATE CA	
SEX M				HAIR BRN		EYES BRN		RIGHT 5-06	
WEIGHT 150				DOB 04/28		YEAR 59		RACE X	
DISPOSITION OF VEHICLE ON CRASH OF POMONA VALLEY				OFFICER ☐		DRIVER ☒		OTHER ☐	
HOME PHONE [REDACTED]				BUSINESS PHONE [REDACTED]		FROM MECHANICAL DEFECTS NONE APPARENT ☒		REFER TO NARRATIVE ☐	
INSURANCE CARRIER [REDACTED]				POLICY NUMBER [REDACTED]		CIP USE ONLY VEHICLE TYPE 021		SPECIFIC VEHICLE DAMAGE NONE ☐ MOD. ☐ MAJOR ☐ TOTAL ☒	
DIR. OF TRAVEL E				ON STREET OR HIGHWAY SR-60		SPEED 55		PCP "C"	
PARTY 2 DRIVER'S LICENSE NUMBER [REDACTED]				STATE CA		CLASS AM		SAFETY BORN	
DRIVER NAME (FIRST, MIDDLE, LAST) [REDACTED]				YEAR [REDACTED]		MAKE / MODEL / COLOR [REDACTED]		LICENSE NUMBER [REDACTED]	
STREET ADDRESS [REDACTED]				OWNER'S NAME [REDACTED]		SAME AS DRIVER ☐		STATE CA	
CITY / STATE / ZIP [REDACTED]				OWNER'S ADDRESS [REDACTED]		SAME AS DRIVER ☐		STATE CA	
SEX [REDACTED]				HAIR [REDACTED]		EYES [REDACTED]		RIGHT [REDACTED]	
WEIGHT [REDACTED]				DOB [REDACTED]		YEAR [REDACTED]		RACE [REDACTED]	
DISPOSITION OF VEHICLE ON CRASH OF [REDACTED]				OFFICER ☐		DRIVER ☐		OTHER ☐	
HOME PHONE [REDACTED]				BUSINESS PHONE [REDACTED]		FROM MECHANICAL DEFECTS NONE APPARENT ☐		REFER TO NARRATIVE ☐	
INSURANCE CARRIER [REDACTED]				POLICY NUMBER [REDACTED]		CIP USE ONLY VEHICLE TYPE [REDACTED]		SPECIFIC VEHICLE DAMAGE NONE ☐ MOD. ☐ MAJOR ☐ TOTAL ☐	
DIR. OF TRAVEL [REDACTED]				ON STREET OR HIGHWAY [REDACTED]		SPEED [REDACTED]		PCP [REDACTED]	
PARTY 3 DRIVER'S LICENSE NUMBER [REDACTED]				STATE CA		CLASS AM		SAFETY BORN	
DRIVER NAME (FIRST, MIDDLE, LAST) [REDACTED]				YEAR [REDACTED]		MAKE / MODEL / COLOR [REDACTED]		LICENSE NUMBER [REDACTED]	
STREET ADDRESS [REDACTED]				OWNER'S NAME [REDACTED]		SAME AS DRIVER ☐		STATE CA	
CITY / STATE / ZIP [REDACTED]				OWNER'S ADDRESS [REDACTED]		SAME AS DRIVER ☐		STATE CA	
SEX [REDACTED]				HAIR [REDACTED]		EYES [REDACTED]		RIGHT [REDACTED]	
WEIGHT [REDACTED]				DOB [REDACTED]		YEAR [REDACTED]		RACE [REDACTED]	
DISPOSITION OF VEHICLE ON CRASH OF [REDACTED]				OFFICER ☐		DRIVER ☐		OTHER ☐	
HOME PHONE [REDACTED]				BUSINESS PHONE [REDACTED]		FROM MECHANICAL DEFECTS NONE APPARENT ☐		REFER TO NARRATIVE ☐	
INSURANCE CARRIER [REDACTED]				POLICY NUMBER [REDACTED]		CIP USE ONLY VEHICLE TYPE [REDACTED]		SPECIFIC VEHICLE DAMAGE NONE ☐ MOD. ☐ MAJOR ☐ TOTAL ☐	
DIR. OF TRAVEL [REDACTED]				ON STREET OR HIGHWAY [REDACTED]		SPEED [REDACTED]		PCP [REDACTED]	

DISPATCH NOTIFIED

REPORTED BY

DATE RECEIVED

Martinez

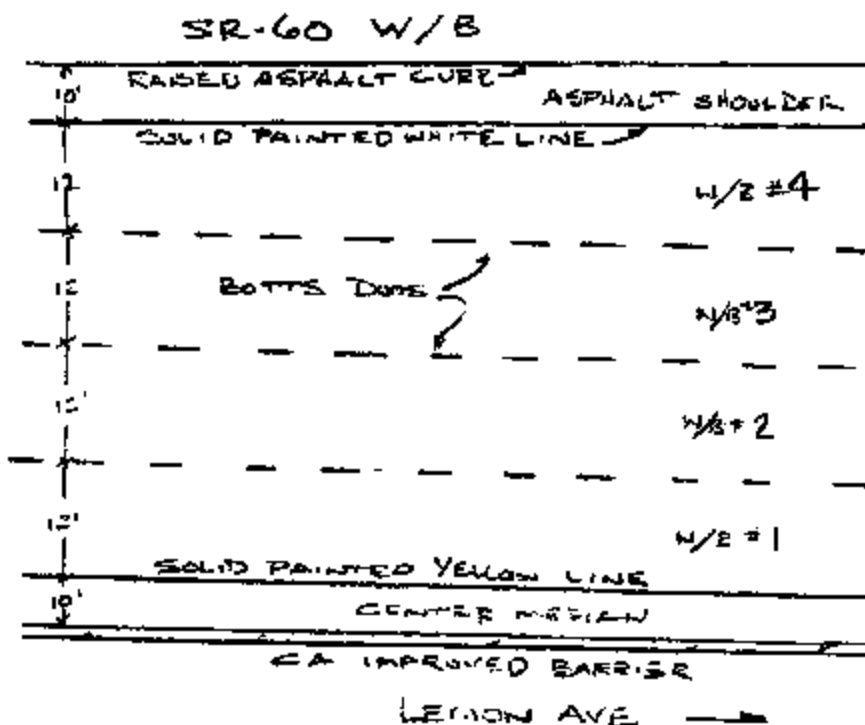
08/16/91

STATE OF CALIFORNIA
FACTUAL DIAGRAM

PAGE 4

DATE OF COLLISION	TIME (H:M)	REG NUMBER	OFFICER I.D.	NUMBER
MO. <u>8</u> DAY <u>11</u> YR. <u>91</u>	<u>1627</u>	<u>95E0</u>	<u>13094</u>	

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE -



LEGEND

VEH. POINTS OF REST

V-1 WAS MOVED UPON CHP ARRIVAL TO EXPEDITE TRAFFIC

PHYSICAL EVIDENCE

DAMAGE TO V-1

DATE OF COLLISION		TIME (MM)	PLATE NUMBER	OFFICER I.D.	NUMBER													
08-11-91		1627	9550	13094														
WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ("W" ONE)				INJURED WAS ("X" ONE)					PARTY NUMBER	HEAT PCK.	SAFETY BOUL.	DISTED		
				FATAL INJURY	SEVERE INJURY	OTHER VEHICLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER						
☐	☐	32	M	☐	☐	☒	☐	☒	☐	☐	☐	☐	1	1	W	2		
NAME / D.O.B. / ADDRESS																	TELEPHONE	
INJURED ONLY TRANSPORTED BY:																	TAKEN TO:	
WILL SEEK OWN AID																		
DESCRIBE INJURES																		
MISC. CHTS. SCRAPES TO RIGHT FOREARM																		
TREATED AT SCENE BY LACO #119 AND CRIPPEN FMR.																		
☐ VICTIM OF VIOLENT CRIME NOTIFIED																		
☐	☐			☐	☐	☐	☐	☐	☐	☐	☐	☐	☐					
NAME / D.O.B. / ADDRESS																	TELEPHONE	
INJURED ONLY TRANSPORTED BY:																	TAKEN TO:	
DESCRIBE INJURES																		
☐ VICTIM OF VIOLENT CRIME NOTIFIED																		
☐	☐			☐	☐	☐	☐	☐	☐	☐	☐	☐	☐					
NAME / D.O.B. / ADDRESS																	TELEPHONE	
INJURED ONLY TRANSPORTED BY:																	TAKEN TO:	
DESCRIBE INJURES																		
☐ VICTIM OF VIOLENT CRIME NOTIFIED																		
☐	☐			☐	☐	☐	☐	☐	☐	☐	☐	☐	☐					
NAME / D.O.B. / ADDRESS																	TELEPHONE	
INJURED ONLY TRANSPORTED BY:																	TAKEN TO:	
DESCRIBE INJURES																		
☐ VICTIM OF VIOLENT CRIME NOTIFIED																		
☐	☐			☐	☐	☐	☐	☐	☐	☐	☐	☐	☐					
NAME / D.O.B. / ADDRESS																	TELEPHONE	
INJURED ONLY TRANSPORTED BY:																	TAKEN TO:	
DESCRIBE INJURES																		
☐ VICTIM OF VIOLENT CRIME NOTIFIED																		
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NAME / D.O.B. / ADDRESS																	TELEPHONE	
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DESCRIBE INJURES																		
☐ VICTIM OF VIOLENT CRIME NOTIFIED																		
☐	☐			☐	☐	☐	☐	☐	☐	☐	☐	☐	☐					
NAME / D.O.B. / ADDRESS																	TELEPHONE	
INJURED ONLY TRANSPORTED BY:																	TAKEN TO:	
DESCRIBE INJURES																		
☐ VICTIM OF VIOLENT CRIME NOTIFIED																		
☐	☐			☐	☐	☐	☐	☐	☐	☐	☐	☐	☐					
NAME / D.O.B. / ADDRESS																	TELEPHONE	
INJURED ONLY TRANSPORTED BY:																	TAKEN TO:	
DESCRIBE INJURES																		
☐ VICTIM OF VIOLENT CRIME NOTIFIED																		
☐	☐			☐	☐	☐	☐	☐	☐	☐	☐	☐	☐					
NAME / D.O.B. / ADDRESS																	TELEPHONE	
INJURED ONLY TRANSPORTED BY:																	TAKEN TO:	
DESCRIBE INJURES																		
☐ VICTIM OF VIOLENT CRIME NOTIFIED																		
☐	☐			☐	☐	☐	☐	☐	☐	☐	☐	☐	☐					
NAME / D.O.B. / ADDRESS																	TELEPHONE	
INJURED ONLY TRANSPORTED BY:																	TAKEN TO:	
DESCRIBE INJURES																		
☐ VICTIM OF VIOLENT CRIME NOTIFIED																		
☐	☐			☐	☐	☐	☐	☐	☐	☐	☐	☐	☐					
NAME / D.O.B. / ADDRESS																	TELEPHONE	
INJURED ONLY TRANSPORTED BY:																	TAKEN TO:	
DESCRIBE INJURES																		
☐ VICTIM OF VIOLENT CRIME NOTIFIED																		
☐	☐			☐	☐	☐	☐	☐	☐	☐	☐	☐	☐					
NAME / D.O.B. / ADDRESS																	TELEPHONE	
INJURED ONLY TRANSPORTED BY:																	TAKEN TO:	
DESCRIBE INJURES																		
☐ VICTIM OF VIOLENT CRIME NOTIFIED																		
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NAME / D.O.B. / ADDRESS																	TELEPHONE	
INJURED ONLY TRANSPORTED BY:																	TAKEN TO:	
DESCRIBE INJURES																		
☐ VICTIM OF VIOLENT CRIME NOTIFIED																		
☐	☐			☐	☐	☐	☐	☐	☐	☐	☐	☐	☐					
NAME / D.O.B. / ADDRESS																	TELEPHONE	
INJURED ONLY TRANSPORTED BY:																	TAKEN TO:	
DESC																		

STATE OF CALIFORNIA NARRATIVE/SUPPLEMENTAL

PAGE 5

DATE OF INCIDENT / OCCURRENCE	TIME / DATE 1627	INCIDENT NUMBER 9550	OFFICER ID 13094	NUMBER
TYPE	TYPE	TYPE SUPPLEMENTAL (IF APPLICABLE)		
☒ NARRATIVE	☒ COLLISION REPORT	☐ SA UPDATE	☐ FATAL	☐ HIT & RUN UPDATE
☐ SUPPLEMENTAL	☐ OTHER	☐ HAZARDOUS MATERIALS	☐ SCHOOL BUS	☐ OTHER

CITY / COUNTY / JUDICIAL DISTRICT	REPORTING AGENCY / BEAT 603	CITATION NUMBER
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LOCATION / SUBJECT	STATE HIGHWAY RELATED ☒ YES ☐ NO
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1. FACTS

2.

3. NOTIFICATION

4.

5. WHILE ON ROUTINE PATROL W/B ON SR-60 W/O LEMON AVE.
6. I OBSERVED A MOTORCYCLE ON THE GROUND IN THE
7. #2 LANE. I ARRIVED AT THE SCENE AT 1628 HRS.

8.

9. ALL TIMES, MEASUREMENTS, AND SPEEDS ARE
10. APPROXIMATE. ALL MEASUREMENTS WERE MADE
11. BY FAC NO

12.

13. SCENE

14.

15. SR-60 IS A TWO-WAY, FOUR-LANE, E/W, STATE
16. ROUTE. AT THE COLLISION SCENE SR-60 IS
17. STRAIGHT AND LEVEL. THE W/B LANES ARE
18. BORDERED TO THE SOUTH BY A 10FT CENTER
19. MEDIAN AND A CONCRETE CENTER DIVIDER
20. WALL. THE W/B LANES ARE BORDERED TO THE
21. NORTH BY A 10FT RT SHOULDER AND A RAISED
22. ASPHALT CURB. REFER TO FACTUAL DIAGRAM.

23.

24. PARTIES / VEHICLES

25.

26. P-1 (COHEN) WAS CONTACTED IN THE #2 LANE. HE WAS
27. IDENTIFIED BY HIS VALID CDL.

28.

29. V-1 (SUZUKI) WAS LOCATED ON ITS RIGHT SIDE IN THE #2
30. LANE. V-1 SUSTAINED MINOR RT-SIDE DAMAGE. V-1 HAD NO
31. OBSERVED OR ALLEGED PRIOR MECHANICAL DEFECTS OR
32. DAMAGE.

STATE OF CALIFORNIA
NARRATIVE/SUPPLEMENTAL

PAGE 6

DATE OF INCIDENT	TIME (2400)	NGC NUMBER	OFFICER I.D.	NUMBER
	1627	9550	13094	

TYPE	TYPE	TYPE SUPPLEMENTAL (IF APPLICABLE)		
☒ NARRATIVE	☒ COLLISION REPORT	☐ INMATE	☐ FATAL	☐ INT. & EXH. UPDATE
☐ SUPPLEMENTAL	☐ OTHER	☐ HAZARDOUS MATERIALS	☐ SCHOOL BUS	☐ OTHER

CITY/COUNTY/JUDICIAL DISTRICT

REPORTING AGENCY / BEAT

603

CITATION NUMBER

STATE HIGHWAY RELATED

☒ YES ☐ NO

LOCATION / SUBJECT

1. PHYSICAL EVIDENCE

2.

3. 1. DAMAGE TO V-1.

4.

5. STATEMENTS

6.

7. P-1 (COHEN) RELATED HE WAS DRIVING V-1 (SUZUKI) W/R

8. ON SR-60 W/O LEMON AVE. IN THE #2 LANE

9. AT 50MPH. FOR AN UNKNOWN REASON THE

10. REAR WHEEL OF V-1 LOCKED CAUSING P-1 TO

11. LOSE CONTROL. V-1 FELL TO THE RIGHT PARTIALLY

12. EJECTING P-1.

13.

14. OPINIONS AND CONCLUSIONS

15.

16. SUMMARY

17.

18. P-1 (COHEN) WAS DRIVING V-1 (SUZUKI) W/R ON SR-60 W/O

19. LEMON AVE IN THE #2 LANE AT APPROX 50MPH.

20. FOR AN UNKNOWN REASON THE REAR WHEEL

21. OF V-1 LOCKED. P-1 LOST CONTROL AND V-1 FELL

22. ONTO ITS RT. SIDE PARTIALLY EJECTING

23. P-1. THE SUMMARY IS BASED UPON THE STATEMENTS

24. OF P-1.

25.

26. POINT OF IMPACT (POI)

27.

28. THE POI WAS DETERMINED TO BE 50FT W/W

29. EDGE OF LEMON AVE AND 18FT N/S ROWY EDGE

30. OF W/R SR-60.

31.

32.

NARRATIVE/SUPPLEMENTAL

PAGE 7

DATE OF INCIDENT / OCCURRENCE 08-11-91	TIME (24HR) 1627	INCIDENT NUMBER 9550	OFFICER ID 13094	NUMBER
☒ NARRATIVE ☐ SUPPLEMENTAL		☒ COLLISION REPORT ☐ OTHER		
☐ BA UPDATE ☐ HAZARDOUS MATERIALS ☐ FATAL ☐ SCHOOL BUS ☐ VET & PLAN UPDATE ☐ OTHER				

CITY / COUNTY / JUDICIAL DISTRICT	REPORTING AGENCY / UNIT 603	STATION NUMBER
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LOCATION / SUBJECT	STATE WAGON / RELATED ☒ YES ☐ NO
--------------------	--

1. CAUSE

2.

3. THE CAUSE OF THIS COLLISION WAS DETERMINED

4. TO BE DEFECTIVE VEHICLE EQUIPMENT. THE

5. CAUSE IS BASED UPON THE STATEMENT OF

6. P-1 AND THE FACT THAT THE REAR WHEEL

7. OF U-1 WAS LOCKED IN PLACE UPON MY ARRIVAL.

8.

9. RECOMMENDATIONS

10.

11. NONE.

12.

13.

14.

15.

16.

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18.

19.

20.

21.

22.

23.

24.

25.

26.

27.

28.

29.

30.

31.

32.

PREPARED BY T. L. SIMMONS	NO. NUMBER 13094	DATE / TIME / YEAR 08-11-91	REPORTING AGENCY	REPORTING AGENCY / UNIT
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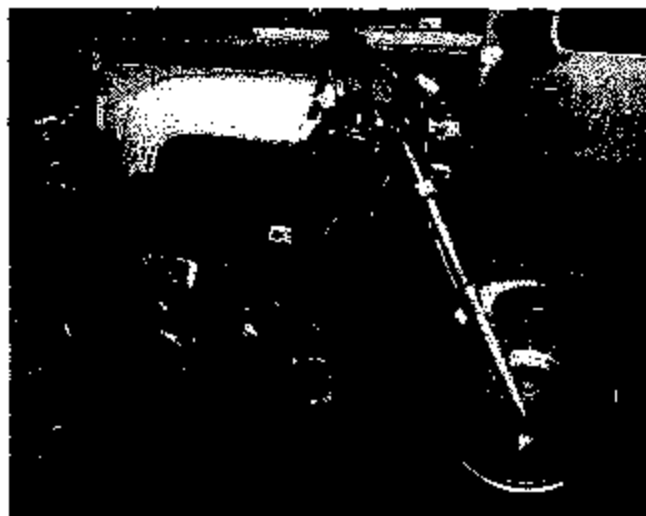


Dwaine Marston
<bigblue@ccade@yahoo.co
m>

To: ccavalcade <ccavalcade_usa@yahoogroups.com>
Cc:
Subject: [Ccavalcade_USA Email] secondary failure

02/25/03 07:57 PM
Please respond to
Ccavalcade_usa

GV1200 PARTS BIKE FOR SALE:



(posted 9/11/02) I bought this bike new in 1986 and have been riding it ever since. In May of this year the secondary drive bevel gear bearings froze. I have since learned that some of the parts are obsolete and would like to sell the bike in parts. I have a complete set of new bearings to rebuild the secondary bevel drive gears but the gear itself is obsolete.

Hi group,

I was surfing the net...looking at maduras and I ran across this one...thought you might find it interesting.....glad the guy's around to sell it..





"grillcade
<mark@wvibq.com>"
<mark

03/04/03 03:47 AM
Please respond to
Cavalcade_usa

To: Cavalcade_usa@yahoogroups.com
cc:
Subject: [Cavalcade_USA Email] another plugging

Spike

Here's another secondary plug redo for your list.

86 LX
40,700 miles
#3918
[REDACTED]

The old plug was intact but came out w/ one bump.

Thanks to Tracy for making these parts so easy to get and tech support.

A question: Any suggestions on getting the clutch to bleed?

R U L E S:

1. Political discussions not permitted.
2. Forwarded internet emails not permitted.
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Michael Buchinski
<mikeb1@comcast.net>
et> <mikeb1@comcast.net>

[REDACTED]
CC:
Subject: [Cavalcade_USA Email] Final Drive

03/02/03 01:38 PM
Please respond to
Cavalcade_usa

Tracy,

Call it timing or whatever, but the last couple of times I ran the Cade in the garage, I noticed oil pooling under the final drive output at the front of the drive shaft and some drops at the rear of the shaft (on the garage floor). I was tooling with the idea of holding off on installing your repair kit untill it was really necessary. Well, it looks like it's really necessary. With all the other maintenance/replacing I'm doing this spring, I can't wait to ride my new Cavalcade.

[REDACTED]

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*Art Grotzenhuls
origymn1@peakpeak.com
* origymn1

To: Cavalcade_usa@yahoo.com
cc:
Subject: [Cavalcade_USA Email] Re: Another Plug Completed

02/02/03 11:18 AM
Please respond to
Cavalcade_usa

Spike, Put me down for another "Tracy's Plug" completed. VIN # 4186, and yes it was mfrd. in 12/85. Orig. plug was still in place and good shape. I can send it to you, if you're still collecting these. Mileage = 26K mi. I also replaced a bad R/R and did rebuild and replace the rear brakes. Front brakes are still original, but will get worked on later this spring. You can also update my address, Loveland, CO and email "rkymtn1@peakpeak.com" Thanks to Tracy and all the great info on this website, I couldn't have done it without everyone's input and help, especially info on bleeding the clutch slave cylinder.... Thanks Again
Art in CO 86 LX

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"Tracy Pruned"
<adnet@upks.net>
12/10/02 07:22 PM
Please respond to
Cavalcade_usa

To: <Cavalcade_usa@yahoogroups.com>
cc:
Subject: Re: [Cavalcade_USA Email] Tragedy in England during Branson Cade Raid

Secondary plug. Confirmed.

Tracy

----- Original Message -----

From: [REDACTED]
To: <Cavalcade_usa@yahoogroups.com>
Sent: Tuesday, December 10, 2002 16:38
Subject: [Cavalcade_USA Email] Tragedy in England during Branson Cade Raid

> Has anyone heard any thing more on the cause of the accident in
> England?

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with Paul's passing.



"David Hobbie" <davidhobbie@me.com>

To:

Subject: [Cavalcade_USA Email] Fw: Re: tragedy in UK

12/12/02 01:58 PM

Please respond to

Cavalcade_usa

----- Original Message -----

From: [REDACTED]
To: Guy Follet ; Cavalcade USA
Sent: Wednesday, December 11, 2002 6:24 PM
Subject: Re: tragedy in UK

Hi folks,

I contacted the police as soon as I saw the email and sent them my Cade disk for them to use.

The police have confirmed that the accident occurred due to lock up of the rear wheel. As far as I know it was the plug that came adrift and the police have been in touch with several Cade owners warning them of the problem.

I have contacted the people that I know and told them about this problem and the solution, Tracy's plug, but only two people have responded. Needless to say I will be buying the plug and dipstick from Tracy before we venture on to the road again next year.

The only trouble is that Suzuki GB will take no action because the Cade is a grey import and so is not their responsibility. However, I think that notices should be put out in the USA as you planned and possibly we as a group should contact Suzuki USA about the problem.

At the end of the day Suzuki have a vehicle that has a problem that has and will lead to deaths if not rectified.

Dave
UK

[Non-text portions of this message have been removed]

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 selling items, please describe the rust, cracks and other damage to the buyers.

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From: [REDACTED]
Date: Sat Apr 8, 2000 5:50 pm
Subject: The Cavalcade in Finland

Hi Group,

Remember Harri? He is the guy who emailed us regarding something he called the "corner gear." His English was not very good. I noticed that his email address was from Finland and I just happen to have friends from that country. So I had him email me in Finnish and my friend translated. If we are correct, what he needs is the bevel gear assembly and case. The Cavalcade he has there was wrecked so I'm sure the case is the most important part he needs to replace. The gears, barings and the rest of

assembly may be obtainable or repairable over there. If anyone has the case (with or without its contents) from a wrecked or parted out Cavalcade you wish to sell it, let me know and I will pass on the information.

(my friend translates it to Finnish) Isn't it nice to know that Cavalcade ownership knows no borders?

Takk Skal Du Har,

Jay
 Sammamish, Washington

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Msg #

From: [siboleth@s...](#)
Date: Mon Apr 10, 2000 2:58 pm
Subject: Re: [Cavalcade_USA] The Cavalcade in Finland

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Gerry
Mine were leaking badly last summer. I had my mechanic replace the seal. I am mechanically challenged. It took a couple months to get the parts. Good luck.
Dick

GERMANN1@a... wrote:

> Speaking of seals, has anyone done the seals in the secondary gear box yet ?
> Mine seems to have a small leak.
>
> Gerry

> High rates giving you headaches? The 0% APR Introductory Rate from Capital One. 9.9% Fixed thereafter!
> <http://click.egroups.com/1/3010/7/ /433623/ /955406089/>

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From: [REDACTED]
 Date: Tue Apr 11, 2000 3:56 am
 Subject: Re: [Cavalcade_USA] The Cavalcade in Finland

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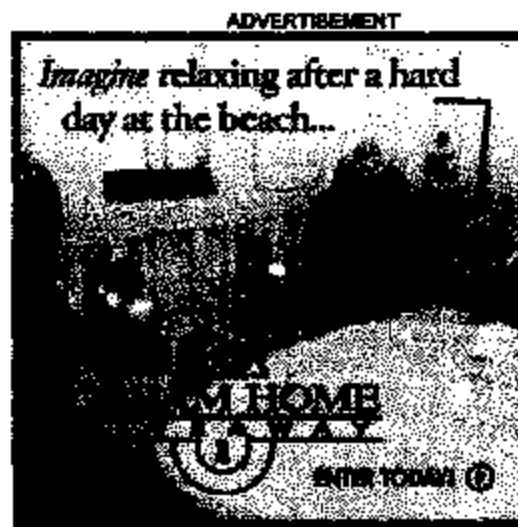
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> Speaking of seals, has anyone
 done the seals in the secondary
 gear box yet
 ?
 > Mine seems to have a small leak.
 >
 > Gerry
 >
 > -----

> Not a hard job to do but I
 suggest that the easiest way to
 find out how
 bad it is is to check the oil
 level in the secondary box if it
 contains any
 engine oil there is a good chance the output shaft bearing is collapse
 and
 stripping out the seal. Not such an easy or cheap fix. On top of the
 box
 is fitted a breather tube watch for oil here after a good ride its the
 first
 sign of trouble

Steve


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From: [REDACTED]
Date: Sun Jan 9, 2000 3:24 pm
Subject: Re: Drive shaft noise

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I have had this same noise that you describe, and the front u-joint on the drive shaft was getting bad. My suggestion is do not drive it until you replace the drive shaft or at least find out what the noise is. Good Luck

Jeff

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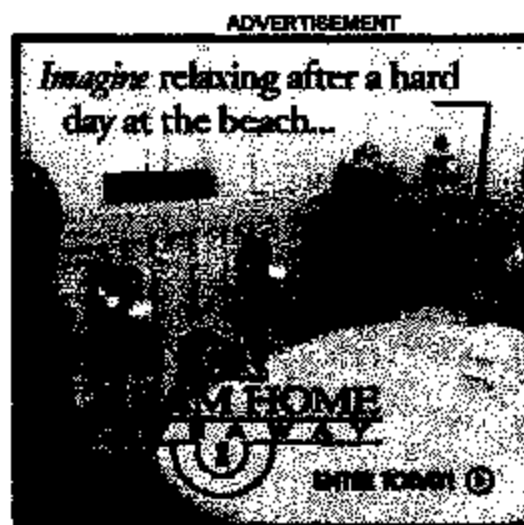
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Date: Sun Jan 9, 2000 1:26 pm
Subject: Drive shaft noise[Home](#)
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Greetings all

First and foremost I have just had a great weekend touring the scenic wonderland of the west coast of New Zealand's West coast. BUT during this adventure I developed an alarming clunk in the universal area of the drive shaft. The noise is a harsh knock at acceleration and gear changes. The gears are working fine and there is no increase in gear or drive shaft noise at a constant speed. If any one has any bright ideas I would appreciate your response.

Cheers
Murray 86LX

[Non-text portions of this message have been removed]

**Replies**

Name/Email	Yahoo! ID	Date
Mrcade@a...		Sun 1/9/2000

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 From: [REDACTED]
 Date: Tue Dec 7, 1999 6:49 pm
 Subject: Paul Weldon's address

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 Date: Mon, 6 Dec 1999 21:32:45 EST
 From: Mrcade@...
 Subject: Very sad news

I received a phone call from Tina Cox, daughter of Paul Weldon, that Paul was involved in a fatal motorcycle accident on Friday, December 3rd at 2:40 PM. He died on Saturday, December 4th at 6:00 PM. His daughter told me that his 48 birthday would have been on Sunday, December 5th and his wedding anniversary is this Wednesday. I do not know any more of the details. His daughter resides in Tulsa, Oklahoma.

Jeff,

Thank you very much for letting the group know about this tragedy. Paul was one of our original members and joined us on April 20, 1999. This group was only 1 day old when he joined us.

I've talked to Paul on the phone on numerous occasions. He was a very personable person, with the highest degree of honesty and integrity. This sad news puts a numb feeling in me and at the same time, reinforces the fact how vulnerable we all are. Paul will be sadly missed.

I would encourage the members of this group to send cards to the family to let them know that we are thinking about them. They have suffered a great



I would address the cards to:

The Family of Paul Weldon
4119 South Ironwood Avenue
Broken Arrow, OK 74011

Be at rest Paul and may God strengthen your family during this difficult time.

Bob Ramsey
Charlotte, NC

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Msg # []

From: [REDACTED]

Date: Wed Jul 28, 1999 12:14 am

Subject: Re: Leak from secondary drive oil breather tube?

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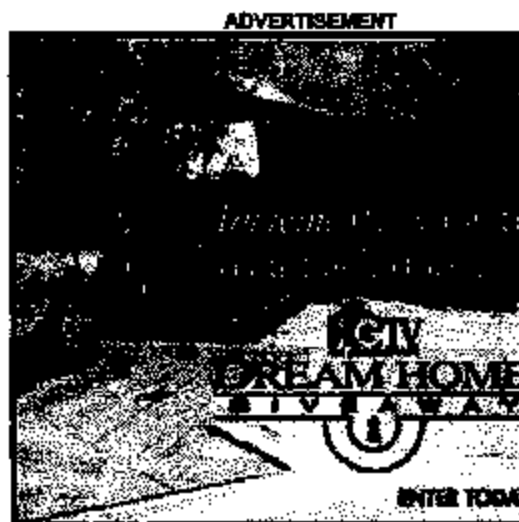
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Yes, I have... it meant the rear engine seal went. You can ride it,

but keep an eye on your oil level until you get the seal replaced. BTW, if the breather is clogged, it'll also shoot oil out the breather. The tube can go anywhere it'll drop oil on the ground, preferably away from the rear tire.

DB

>
 > Anyone ever have an oil leak coming out of the secondary drive oil
 > breather tube? I think I had one or at least that what I traced it
 > to. Also the oil breather tube was routed together with the wire h
 > that goes up under the false tank. Is that where it is supposed to
 > The
 > shop manual routing guides did not indicate that the oil breather t
 > was
 > suppose to go there.



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Msg #

From: [REDACTED]
Date: Fri Apr 23, 1999 6:07 am
Subject: Re: drive shaft seals

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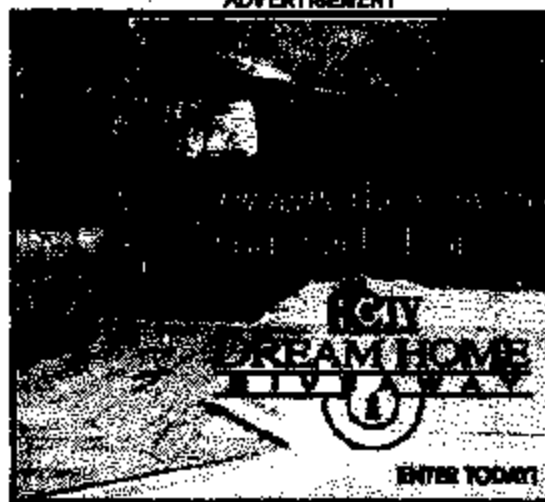
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If you have a service manual (recommend) the seal is shown on page 4-2 item 15. You don't have to remove the rear wheel. You remove the secondary gear assy. You have to pull it out away and the driveshaft should pivot enough to allow you to remove the assy. The seal is between the secondary and the transmission. When it starts to leak, the oil passes through to this assy and then leaks out the back of the secondary. Appears as if the secondary rear seal is bad. (Should replace it at the same time though). Like anything on a bike....not the easiest. Takes a mechanic a couple of hours.

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 From: [REDACTED]
 Date: Wed May 12, 1999 9:22 am
 Subject: LXE Oil leak.

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Hi all, just picked up a 86 LXE with 13k on it. Only problem I can see is that there is an oil leak (where for lack of proper terms) the rear pumpkin attaches to the drive shaft tube. This oil leak has been there for awhile since the bottom of the exhaust pipe has a thick layer of oil baked on it.

(hope this comes off!) Any ideas on why oil would be leaking there and if

the repair is extensive?

Oh yea, noticed one more thing - when driving it home the water temp

indicator barely raised at all.

I figured I'd let it run in the garage to see if when it got really hot if

the fan would come on. Well the fan came on when the gage was maybe 2/3 the way in the normal zone. Coolant began to run out of the overflow and the fan didn't turn off until the temp gage was back to the very end of normal - Any ideas?

Thanks,

Dave
 Racine, WI

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From: [REDACTED]
Date: Wed Apr 21, 1999 4:00 pm
Subject: Re: drive shaft seals

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Ya mine is starting to leak some too. I ordered the seal through my mechanic a couple of weeks ago. How hard is this baby to replace? I'll probably do it when I do the back tire. Any body have any suggestions on the exhaust downturns. Mine have a couple of dents in them and I would like to replace them. Will a Gold Wing 1200 work? I measure about 2 1/8 dia..



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From: [REDACTED]
Date: Tue Jan 28, 2003 9:29 pm
Subject: Yet another plug failure

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Group,

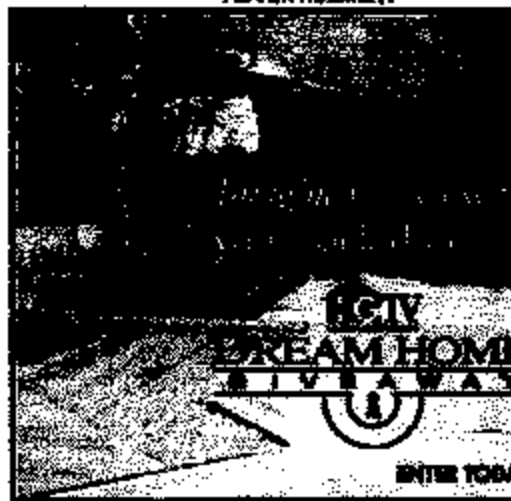
Dennis Nottingham just did the plug fix and he found the stock plug had fallen out and wedged into the cam dog spring.

As Walter constantly screeches, err, preaches, CHECK DEM LEVELS! ALL OF EM!

Tracy

[Non-text portions of this message have been removed]

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Welcome, motor_mike2000 (motor_mike2000 - motor_mike2000@yahoo.com)

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Cavalcade_usa · BlueRoom Email Group

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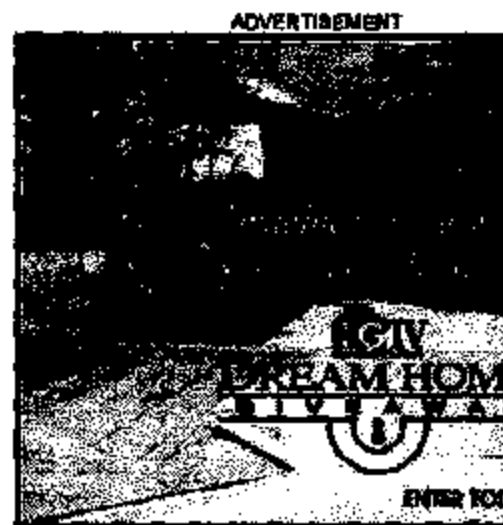
From: [REDACTED]
 Date: Sun Jan 19, 2003 6:36 pm
 Subject: Re: [Cavalcade_USA Email] Secondary

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--- In Cavalcade_usa@yahoogroups.com, grubfodder@a... wrote:
 > In a message dated 1/19/03 1:04:44 AM Eastern Standard Time, adnet8m...
 > writes:
 >
 >> Couple of things, if it's the last bolt and you've removed all of the other
 >> bolts, put them back in and tighten them. Right now there is a ton of
 >> stress
 >> on that bolt and you stand a chance of breaking it off if it's the only one
 >> tight. You should always loosen all of the bolts a little at a time until
 >> they are no longer under stress then you can back them out freely. More
 >> then
 >> one Cader has busted a bolt off and had to dig the piece out of the motor
 >> case.
 >>
 >>
 > This is the best tip you got so far, ...!
 > larry 86 lxe
 >
 >
 I got it out today. Ground the edges down a little and drove a smaller socket on it. Found the plug was completely out of the gear as expected. A question to Tracy (or anyone for that matter). I haven't pulled the clutch cylinder apart yet but can't find what some of the seals sent to me are for. I think at least one is for the



clutch. I am questioning part 2316-05A00 and 09285-12002. Also the two small washers in the packet together. Looks like one is for connecting the clutch line back up. What would the smaller, black washer/seal be for? All the others are obvious.

Thanks in advance. Looking forward to getting it back together.

> [Non-text portions of this message have been removed]

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"Jay D. Johnson"
<jay@treefarmtapes.com>

10/17/02 11:14 PM
Please respond to
Cavalcade_usa

To: cavalcade_usa@yahoo.com
cc: Knut Anders Karlsen <knutaka@online.no>, Tommy Karlsen <styro@seem.no.no>,
Rick Gervasi <seemgor@se.net>, David Ronnie Hobbiehlwale
<drehobbiehlwale@ukstamp.co.uk>
Subject: [Cavalcade_USA Email] CAVALCADE LOCK-UP FATALITY

Group,

Very sadly I must inform you of a fatal accident resulting from the lock-up of the rear drive in a Cavalcade. There have been several e-mails off the group between Tracy, Spike, Andy Anderson and myself over the past couple of days. We have been in communication with an investigating policeman looking for answers in this case. I was traveling when this matter broke. I received the first e-mail that is posted below on Monday when I checked my in-box from a friend's house in Denver. I forwarded it to Tracy and Spike, who replied to the investigator and also contacted Andy because of his efforts to document this potential hazard with these aging bikes and take steps to inform the public.

Here are copies of three of the e-mails that give all the details we have at this time. I'm sure more will come out as this investigation continues.

Please say a prayer for the victim and the families affected. Then let's get busy spreading the word in a responsible manner to reach every Cavalcade owner. ~
Jay

~~~~~  
Dave Dyer <dave.dyer@dal.pipex.com> wrote:  
From: "Dave Dyer" <dave.dyer@dal.pipex.com>  
To: <jay@treefarmtapes.com>  
Subject: Cavalcade lock-up  
Date: Sun, 13 Oct 2002 18:45:42 +0100

I am an UK traffic police officer investigating a fatal accident involving a 1985/86 Suzuki Cavalcade that suffered a back wheel lock-up at about 70-mph. This only happened yesterday (12th October) and we have yet to dismantle the rear bevel gear. Is there any history of this model of motorcycle suffering from such a catastrophic failure? Any information that you may have would be much appreciative.  
Many thanks. PC 2292 Dave Dyer. Hampshire  
Constabulary. United Kingdom.

~~~~~  
Officer Dyer,
My name is Tracy Presnell and Jay Johnson has forwarded your message to me for a reply concerning the rear-wheel lockup of a Cavalcade. The occurrence of a rear-wheel lock on the Cavalcade is most likely due to the loss of lubricant in the secondary drive unit, not in the final drive. Historically, that has been the primary cause of a locked rear wheel. The lubricant loss is generally from one or more places

but either leak path can result in a dangerously low lubricant level in approximately 1500-2000 miles of riding. A leak path can open up rather unexpectedly and riders of the Cavalcade must check the level of lubricant in the secondary drive fairly often to assure that it is correct. While I can't speculate any further as to the actual cause of the lock-up, my suspicion is probably correct and you would do well to check the secondary drive unit. There is a small article on checking the unit at www.billydump.com/cav/instruct/instruct.htm. Also, there are some photos of 2 secondary drive unit bearing failures at <http://www.billydump.com/cav/issues/failures.htm>. I trust that this information will be helpful in your investigation. If you have any other questions, please feel free to contact me. ~ Tracy

~~~~~  
(From Dave Dyer)

Jay, thanks for that. Tracey Presnell and Spike66 have been in touch and the information they have given me has been really useful. The person who died was the female pillion (do you use that word in the States? - it's the passenger sat behind the rider.) She didn't let go of the bike and she was crushed by the bike as it flipped over. She was only 23 yrs. of age and she and the rider were to get married on 1st November. There is obviously a problem with the oil level in the gearbox. As you may not be aware, the Cavalcade was never officially imported into the United Kingdom and so I am fairly unfamiliar with it's set up. From what I can gather, there are two gearboxes? - a primary and secondary? Where does the oil escape from - is there a seal we need to look at? Do you have any pictures from the workshop manual that you could perhaps scan in and e-mail over to me, to give a better idea of the layout of the transmission (drive-train) Thanks for what you've given me so far. ~ Dave D.

~~~~~  
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~~~~~  
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1. Political discussions not permitted.
2. Forwarded internet emails not permitted.
3. Cute internet programs are not permitted.
4. Use of adult language is not permitted.



Michael Cohen  
02/05/03 09:10 AM

To: Michael Cohen/Charlilly/CACI@CACI  
DC:  
Subject: Unified Document

**Notice!** The opinions expressed in the following article are solely those of the author and are not endorsed by the owners or moderators of [www.suzukicavalcade.com](http://www.suzukicavalcade.com) or Suzuki Motor Ltd.

The article is provided only to inform readers of some of the possible causes of a rear-wheel lockup and in no way represents an expert opinion on the subject nor details every possible scenario that might lead to a rear-wheel lockup condition. This article is simply the author's interpretation and summation of the many e-mails that transpired between the 550+ members of the Cavalcade e-mail group on the subject of rear-wheel lockup and his personal experience. This article is presented "as-is" and is for informational purposes only.

Since any action, or lack thereof, taken by readers of this article is completely out of the direct control of the author, the author assumes no liability whatsoever. The author cautions readers to make their own determination as to the suitability of the information. And, while the author believes that the information within the article are accurate and offer sound advice, he makes no claims to the completeness or absoluteness of any of the information.

The author trusts that readers will understand that this article is made available to bring attention to this issue for all Cavalcade owners, specifically those outside of the Cavalcade e-mail group. By bringing this issue to the forefront, it is the author's hope that informed Cavalcade owners will help to limit to the greatest extent possible, or even eliminate the occurrence of a rear-wheel lockup.

## Lockup Article Disclaimer

I have read and understand the disclaimer and I wish to read the article - Yes

I have read the disclaimer and I DO NOT wish to read the article - No

---

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## Rear Wheel Lockup - Minimizing the Threat

By: Tracy Presnell

(note: this article is written primarily for the GV1400 Suzuki Cavalcade but the GV1200 Su G model utilizes the same rubber-coated metal plug noted in the article and owners of that encouraged to read the article)

### Preface:

Proper maintenance of your Cavalcade is important for many reasons. Of paramount importance are things that can limit or prevent a catastrophe while riding your bike. Simple things such as a cotter pin on a wheel nut, an under-inflated tire or worn-out brake pads can all have serious consequences when riding at high speeds. If the wheel falls off or a tire blows or you can't stop when you need to, often than not the result is going to be a crash, possibly severe. But there are less obvious maintenance issues that can lead to similarly disastrous results.

This article intends to address the known issues with the Cavalcade that can lead to a rear wheel lockup. Unfortunately, and depending on the speed one is traveling when it happens, a locked rear wheel can lead to serious injury or worse yet, death. This is not meant to scare you away from riding your own Cavalcade, it is, however, the truth. There are numerous cases of rear wheel lockup that led to injury and, in October of 2002, a young woman in the UK lost her life as a passenger on a Cavalcade when the rear wheel instantaneously locked at around 70 MPH. This is an important issue.

After reading numerous horror stories of locked rear wheel experiences, the moderators of the Cavalcade website asked me to write this article as an informational piece for ALL owners of a Cavalcade and for those contemplating a purchase.

I want to make one thing perfectly clear, the Cavalcade is not prone to instantaneous locking of the rear wheel! However, if proper maintenance is not performed regularly, then the possibility of a rear wheel lockup at speed increases significantly. What will be discussed in this article are simple and regular maintenance issues that should be performed anyway. However, many riders have been complacent with the comfort and relatively low maintenance of the Cavalcade and may overlook "hidden" items that are extremely important if a rear wheel lockup is to be avoided.

Readers must also understand that this article addresses the known issues that can lead to rear wheel lockup but there is no way to be absolutely, positively certain that some other issue might have caused the result. A motorcycle is, clearly, a mechanically complex device with many, many moving parts. A motorcycle with a motor and wheels is going to have something break eventually. However, if riders follow the advice presented here, the author believes that the occurrence of a rear wheel lockup becomes unlikely and extremely remote.

Cavalcade riders have logged millions of miles of uneventful riding. However, there is some chance that ANY bike can experience a locked rear wheel.

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### **What Causes a Rear wheel Lockup?**

From what I have been able to gather from the 550+ members of the Cavalcade e-mail group primary causes that have led to a locked rear wheel:

- 1) Bearing failure in the secondary gearbox (due to lack of lubrication),
- 2) Failure of the driveshaft u-joint (due to excessive wear)

While any failed component in the drive system might lead to a locked rear wheel, those listed above appear to dominate.

Of the listed failures, the secondary is due to a simple lack of lubrication. Unless the rider is aware of the location of and the lubrication needs of the secondary drive unit, it's easily overlooked during normal maintenance. Even mechanics with years of experience can overlook it if they aren't familiar with the Cavalcade. Discussion within the e-mail group indicates that this is the case more often than not. Many bike shops are simply limiting their service to newer models. That's why Cavalcade owners need to become familiar with the bike to insure that items requiring regular maintenance receive it.

As for the driveshaft u-joint, it appears to fail due to excessive wear. Replacement driveshafts from Suzuki feature a larger u-joint. And, while the larger u-joint still cannot be lubricated, the additional bearing surface area seems to have solved the wear issue to a great degree. Driveshaft u-joint failure is commonly preceded by an audible "clank" as the drivetrain is loaded and unloaded.



*A failed bearing in the secondary gearbox due to loss of lubricant*



*A driveshaft u-joint that was run wax*

If the u-joint becomes audible, it is important that it be inspected and/or replaced as soon as possible to prevent a catastrophic failure that could lock the driveshaft and also the rear wheel. Since the

problem is developing again, and since the u-joint is staked in, it is replaced only by installing an entire driveshaft assembly. Fortunately, the replacement driveshaft features a larger u-joint that may mitigate wear problems to a great degree.

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## **How to Reduce the Chance of a Rear wheel Lockup**

### ***Secondary Gearbox***

The most common failure of the secondary gearbox is from a lack of lubrication. This lack of about in a couple of ways.

#### ***Plug Failure***

Inside the secondary gearbox there are two hypoid-design gears, the drive gear, driven by the output shaft of the motor, and the driven gear which transmits the power to the driveshaft. In the end of the driven gear is a rubber-coated steel plug that seals a hole through the gear. It is common for that plug to simply fall out into the box leaving a rather gaping hole for the gear-lube to escape from. Luckily, at the other end of that hole is the driveshaft and, since it inserts into the driven gear with splines, there is at least some resistance to gear-lube escape and it may take some time for it to become dangerously low. Reports from several Cade owners indicate the level can get to a dangerous level in about 2000 miles or less.

Ultimately, when the lube reaches a dangerously low level, heat buildup within the gearbox will cause the tapered roller bearings (primarily the drive-gear, inside bearing) to overheat and they will either start shedding bits of their surface or will start to weld themselves to the races. This can stop the rear wheel in its tracks instantly.

Riders should not depend on an external visual indication of lubricant loss. Since the boot seals the rear of the secondary drive to the driveshaft tube, a leak may not be visually detectable as a drip or spotting on the garage floor. The level of the fluid in the secondary must be checked at regular intervals. Even though there are several reports of approximately 2000 miles before the gear oil reached a dangerous level, that should not be used as a guideline for checking the lubricant level. In an instance that might include rider and passenger of substantial size, with loaded bags and trunk and a trailer, heat buildup due to a less-than-full level of gear oil could reduce that mileage drastically.



*The secondary drive unit is chrome cover just behind the*





*Factory, rubber-coated steel,  
falling out and into the second  
allowing gear oil to escape o  
gear.*

Author recommends that the gear-oil level in the secondary be checked frequently. Maybe every 1000 miles or less. I check the level each time I check air pressure in the tires. One member of the mail group has designed a simple but very effective dipstick that can be inserted into the fill plug in the secondary to negate the need to remove the chrome cover over the secondary and withdraw the fill plug screw. You can see a picture of the dipstick by [clicking here](#). Author is making dipsticks according to this design and offering them for purchase. Click [here](#) to see it and its use.

While Suzuki has increased the length of the rubber-coated plug to expose more surface area of the ID of the driven gear, the fact remains that the rubber, over time, will lose its elasticity and compress. As the rubber takes a set, it exerts much less force on the ID of the gear and, in most cases, it allows oil to leak into the gearbox.

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## Solutions to the Plug Problem

There are several solutions to the problem of the factory plug.

1) Replace the stock plug with the machined aluminum "Cade Cork" (click [here](#) to view the installation instructions)

*Author's note: The Cade Cork tested on the GV1200 Mad*

2) Fill the hole with a heat-resistant epoxy such as JB Weld (surfaces must be squeaky clean and you must leave room for the driveshaft)

3) Install some other type of metal, pressed-in plug

*Author's Note: Of the 3 noted solutions, the Author has only installed the Cade Cork and has not attempted either of the other solutions. However, they are noted since one or more members of the e-mail group stated that they had used them.*



*The "Cade Cork" is machined aluminum bar stock and is a gear with an included instal*

Each of these solutions requires some disassembly to implement. The Cade Cork fix requires r the secondary drive but does NOT require that the unit be disassembled. The epoxy fix, with done with the secondary still on the bike but the drive gear housing must be unbolted and rem the gearbox. The inside of the driven gear must be carefully cleaned with a solvent and someth be placed inside the driven gear hole as a backer (such as cotton balls or a wadded paper towel the epoxy from flowing into the driveshaft splines.

*Author's Note: According to the member that told us of the epoxy fix, he stated that after mixin (JB Weld in his case), it should be allowed to set up some (to be less runny) before spooning it hole. The epoxy must be fully cured before refilling the gearbox with gear-lube.*

Installation of an other type of metal, pressed-in plug requires the secondary to be removed fr and gearbox will most likley need to be disassembled to install it if it is being pressed into pla

While none of these solutions is an absolute guarantee that no gear-lube will ever escape out o the driven gear, they all reduce the potential of lubricant loss to an extremely low level. Remet after implementing one of these solutions (or another), the gear-lube in the secondary must be changed regularly. The owner's manual recommends replacing the gear-lube in the secondary

mile break-in point and then inspecting the level every 7500 miles. The author believes that the mileage (especially if you have not implemented one of the fixes for the plug) is much too long; should be checked much more often. Also, the gear-lube needs to be changed every year or two; recommends a synthetic lubricant (such as Amsoil) which may extend the replacement interval; potentially lower the friction (and heat) in the gearbox, but any good quality 80-90W gear-lube GL-5 specification will do. Bikes that are heavily loaded and/or pull a trailer regularly put more on the lubricant and may require shorter intervals for its replacement.

The most important thing is to be aware that there is gear-lube in the secondary drive and the level is inspected regularly and it must be changed at the recommended interval.

**IMPORTANT NOTE:** Some riders have reported an increase in gear-oil level in the secondary drive generally caused by a failure of the seal between the motor and the secondary drive and is allowing oil to be forced into the secondary drive. If you experience an increase in the gear-oil level then it is important to replace the seal between the motor and the secondary as the dilution of the gear-lube with engine oil can have damaging effects since motor oil is not designed to endure the high forces in the secondary drive system. The part number for that seal is listed at the end of this article.

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## **Other Potential Leakpaths**

### ***Driven Gear Seal***

The seal that rides on the driveshaft end of the secondary-drive driven gear can also be a problem. It has been indicated that this seal is prone to leakage and should be inspected and replaced as needed. Even a small amount of gear-lube that can escape out of the seal is generally small, it can still allow the lubes on the secondary to reach a dangerously low level if left unattended.

Replacement seals from Suzuki are generally reddish-brown in color probably indicating a color change from the original black seal. The author believes that the reddish-brown color indicates a compound with a higher temperature tolerance and it may therefore last longer. The new seals are slightly taller moving the seal lip to a new location on the shaft surface in the event the shaft has worn at it where the original seal lip rode.

The installation of this seal requires the secondary to be removed from the bike. The author recommends a Cade Cork fix (or other noted fix) and seal replacement be done together. Also, there are several other seals that are exposed when the secondary drive unit is removed and those should also be replaced. The seals and gaskets needed to do a secondary R&R are listed at the end of this article.

And, while the secondary is off, you can remove the driveshaft and inspect the u-joint for looseness and replace if needed.

### **Other Things to Minimize the Risk**

- 1) Check the gear-lube (80-90W) in the final drive regularly for proper level and change it in accordance with the manufacturer's recommendation. Author recommends synthetic or semi-synthetic gear oil.
- 2) Tightness of all bolts pertaining to the drive system should be checked regularly. Use of a torque wrench is recommended.
- 3) Turn off the stereo and listen to the bike now and then. You may want to ride it without a helmet to do this only in the most controlled situations when there are no other vehicles on the road you can rely on to pick up any strange noises that may be damped by helmet and its lining.
- 4) Check the wear of the brake pads and replace the brake fluid in the system at a minimum every 2 years.
- 5) Lubricate the brake pedal pivot and linkage regularly to prevent sticking.
- 6) Be aware of any strange feel. If something doesn't feel right, look into it before riding further.

This article in no way intends to address all of the possible causes of rear wheel lockup. It does attempt to address the most common issues that have been expressed by the 550+ members of the e-mail group. Any motorcycle can experience a locked rear wheel due to any number of causes expressed here. However, when a bike is well-maintained with particular attention given to the

the occurrence of a locked rear wheel at speed becomes extremely unlikely.

Happy Riding

#### OEM Parts List

##### *Secondary R&R*

Output seal - 09283-29005

Secondary to Motor seal - 09283-48012

Clutch Pushrod seal - 09285-06016

Shifter Shaft seal - 09285-12002

Clutch Slave Cylinder seal - 23163-05A00

Stator Cover Gasket - 11483-24A00-H17

Secondary to Motor gasket - 24936-24A01-H17

Stator Cover bolt gasket - 09168-06023

Clutch Line crush washers (2) - Russell (Parts Unlimited) #49005 (or OEM 09161-10009)

Note: A kit containing all of the items above is available from the Author. Click [here](#) and follow the ROM link at the top left corner of the next page.

Replacement Driveshaft - 27100-24A06

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