

Quadzilla 450 Sport R

WORDS AND PHOTOGRAPHY:
CHRIS PEARSON



This latest, Dinli-built offering from Quadzilla is a substantial-looking machine. Even before it turns a wheel, it's imposing and meaty-looking. You feel sure the ride is going to be heart-stopping. And it is. The liquid-cooled, single-cylinder engine bursts into life like an over-active child. It is ready for action from the outset, burbling into a fast tickover, and

hungry for a gear to be thrown into its pen for it to play with. Once in gear, the whole bike comes alive, ready to pounce at the mere whiff of throttle. It's keen and more than ready to go. Feeding out the super-light clutch soon has the rear wheels spinning with eagerness and, once fully liberated, you do have to be careful with the thumb-throttle. If

not, the wheels will spin out in the first couple of gears – on tarmac. Developed by Fuji, the parent company of Subaru, who apparently know a thing or two about getting four-strokes going well, the thumper engine is a real delight. For a big single, it is willing to rev, and keen to consume the five gears with a voracious appetite, getting on with the job like a true pro and with a fine turn of speed. There is power aplenty.

In fully unrestricted form, the Quadzilla boys report that this model will outrun all of the Japanese race bikes in this capacity class and, having sampled it for myself, I believe that's true.

This machine comes fitted with an impressive list of kit, all included within the very reasonable price. Alloy wheels and sturdy nerf bars complete the racy-looking package, while up front a comprehensive digital dash provides the necessary information to the rider. All that is missing from the line-up is a hefty bumper bar, although there is a small one languishing behind the stylish plastic front cover. Looking around the chassis a little deeper, a lot of effort has gone into its design and construction: neater-than-neat welding and metal work hold the plot together, while impressive-looking, multi-adjustable, Nitro gas suspension units provide a high level of control over the bouncy bits. The plastics are as well finished



Sharp plastics are racy and aggressive-looking



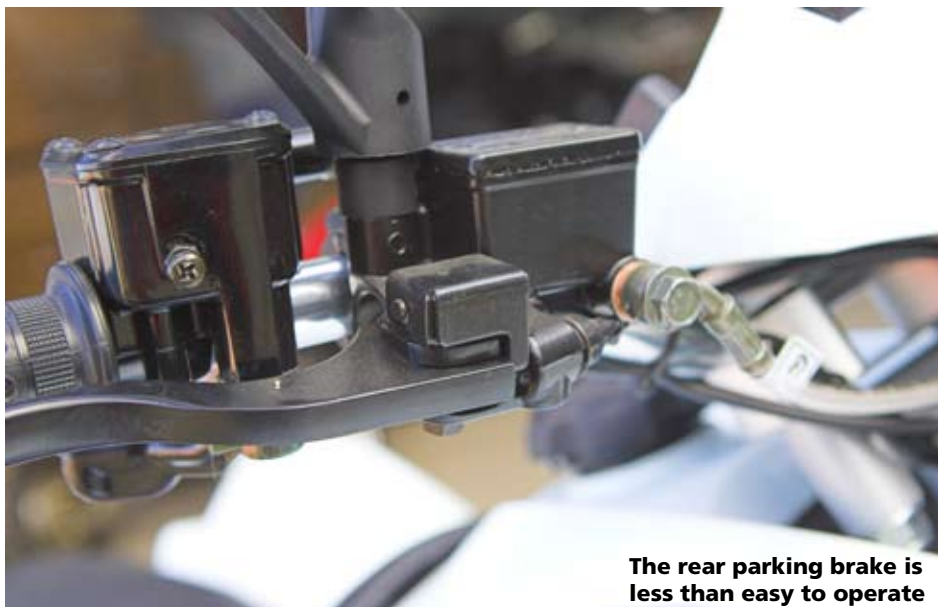
Nitro gas shocks do a plush damping job



and designed as any quad on the market, no matter its country of origin. On the move, the chassis feels taut and well set up. On tarmac, it holds the road with confidence, even at speed – something this powerful road-legal quad will easily achieve. The wide, competition-like, wheelbase adds to the stability without unduly affecting cornering on the smooth stuff, making for a rock-steady way of travelling.

In use, the lever area is a shade busy, particularly on the left side, which accommodates the clutch lever and a parking-brake lever. Applying this brake isn't an easy task, the lever having to be pulled in with one hand while the other drops a large pin in to place to lock it in position. Thankfully, releasing it is a whole load easier. There is also a parking brake facility on the front brake – a simple flip-down lever, folding over and down between the pulled-back lever and the master-cylinder body, holding the hydraulics firmly on. The master brake is still the right-hand foot pedal, as required by law. In this mode, the Sport R really hauls itself up fast, all three discs burning off the energy and speed with accomplished ease, while the chassis keeps itself square and un-fluttered by even the hardest of braking.

A locking fuel-cap is an added extra which could save much hassle, should some reprobate decide to tamper with your bike while it's parked in a town centre or other scally-prone location. It's a small touch that many neglect, but the peace of mind provided (when the machine is left unattended) is immense. Looking around the Sport R, there are examples of fine design



The rear parking brake is less than easy to operate



and ergonomic thinking, from the superbly finished and business-like engine to the high-mounted indicators. This is one well thought-out and smartly put-together quad. It is almost as if the Taiwanese have found out how to add a dose of Japanese class to the proceedings. The end result is impressive, even before the price is considered.

The Quadzilla team has got a lot of things right. Unsurprisingly, the company holds a huge market share in the UK road-legal sector, not to mention its impact in the leisure and utility sectors too. No one works harder to get their machines developed and on to the market place than they, and they clearly also enjoy a good rapport with the manufacturers. Anything demanded by the UK headquarters seems to filter through in double-quick time. The result is machinery like the 450 Sport R, a complete package at a low price, fast and sweet handling, great-looking and well finished. If only I had more room in the garage.

Dinli? Who are they?

Founded in 1983, the Dinli Metal Industrial Co. initially began supplying parts to the emerging Taiwanese car market. In 1996, the company began making complete vehicles – among them, various ATV models that soon found their way into Europe. In May 2003, Dinli merged with the US company Cannondale, and became more focused on the worldwide ATV market, making a wide range of quads for both the leisure and utility markets. In 2006, a second factory was opened in Taiwan and, more recently, a third has been added, greatly increasing numbers of machines produced and allowing for some great developments for the future. An all-new, 700cc, single-cylinder CVT motor is currently in development, although its intended use is not clear as yet. Dinli's current range continues to win praise the world over. Working closely with UK importer Quadzilla, the end product is fine-tuned, further creating the high levels of performance and quality that we in the UK have come to expect from this brand.

SPECIFICATIONS

Engine: Single-cylinder, liquid-cooled, four-stroke DOHC
Capacity: 448 cc
Bore Stroke: 94 x 64.6mm
Power: 45bhp @ 8250rpm
Torque: 30ft-lb @ 7500rpm
Transmission: 5-speed + reverse
Starter: electric
Frame: steel cradle
Front suspension: fully adjustable, oil-damped shock absorbers
Rear suspension: fully adjustable, oil-damped shock absorber Monoshock swing arm
Front brake: 160mm disc single-piston floating-caliper
Rear brake: 220mm disc single-piston floating-caliper
Front wheel: 22 x 7-10
Rear wheel: 22 x 11-9
Length: 1789mm
Width: 1160mm
Wheelbase: 1268mm
Dry weight: 210kgs
Fuel-tank capacity: 12.8ltrs
Colours: White, Black

RRP: £3,999 + OTR, including one-year warranty

Contact: Fast Toys

Tel: 01507 522900

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