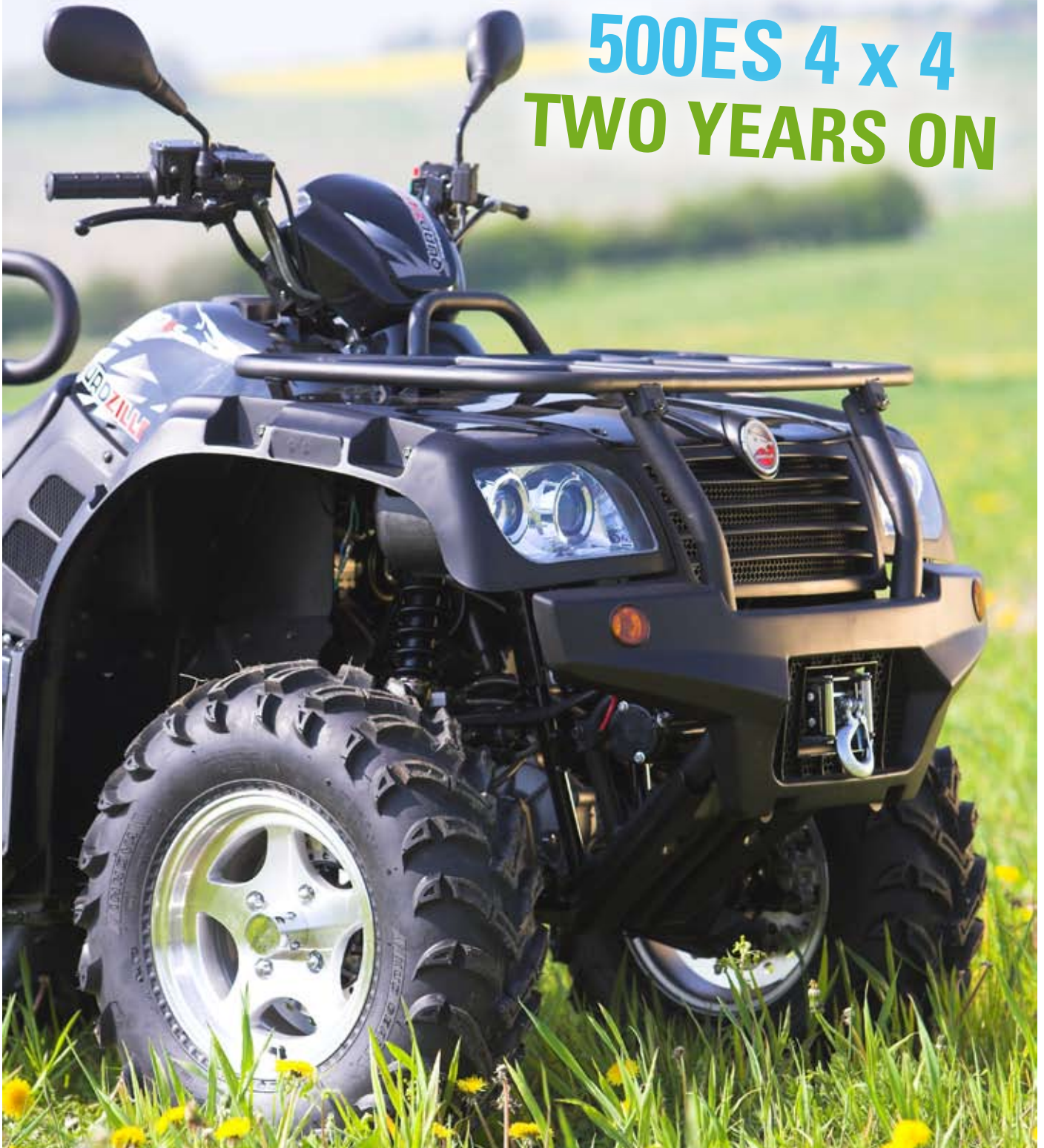


Quadzilla

500ES 4 x 4

TWO YEARS ON



An early version of the Quadzilla 500 4x4 was put to the test by *QUAD*, way back in December 2006. It won the confidence of the *QUAD* test team and also found many new friends. The workhorse was found to be strong and tough, able to work all day without attracting too much attention to itself, and above all, *QUAD* reckoned it wasn't far off the build-quality of some of the big names in the utility business. In fact, when put to work in a real scenario, few could fault what it did, and how it executed its duties. Now, two years on, the latest variant of this model has been released, and the major players in the utility sector had better take note

Words and photography: Chris Pearson

Fitted with a hefty winch up front, and a tow ball at the rear as standard, and now sporting a pair of trendy headlights, the 500ES looks trick. The quality of the visual appearance is carried through to the feel of the machine once the button is pressed and the liquid-cooled, single-cylinder, four-stroke bursts into life.

Built to Quadzilla's specification by leading Chinese engine and vehicle manufacturer, CF Moto, the 500ES feels sturdy and, on inspection, appears to be very well assembled. The power plant is smoother than a big thumping single has any right to be and is well fuelled and controlled. Right from the off, it has willingness to go wherever it is pointed, particularly in four-wheel drive mode, when it makes short work of most obstacles in its path. Power is plentiful, as is torque, the latter, arguably the most important part of the equation for utility vehicles. Allied to a perfectly set up CVT transmission, it uses the power to best effect, with the wheels happy to dig in and pull out anywhere in the rev range. It is just a matter of selecting the correct mode, via the car-like gear selector on the left-hand side, when faced with anything out of the norm, and away you go.

The new Quadzilla is available in two versions, the SWB one seen here, and a LWB model for work environments where a greater load-carrying ability may be required. Not that the abridged version struggles too much in that department, with a hefty rack located on the front and rear of the machine, capable of holding 50 and 75 kilos respectively. What's more, a tow hook is fitted, which can lug a whopping 500kgs with ease.

Up front is a handy, electrically operated, winch that can be used to

drag large items such as logs and the like backwards, or even pull the 500ES out of a hole on the rare occasion it could ever get stuck. All around this vehicle there is clear evidence of strong attention to detail, arguably the best seen from China to date. Good, strong welds at every junction where steel meets steel, and the plastics have as good a finish as most Japanese machines. The seating area is made all the more substantial by the inclusion of a back rest that safely separates the rider from any load attached to the back, whilst also preventing anyone toppling off the back while traversing steep inclines - something this 4x4 loves to do.

The only thing on this machine that doesn't come as standard is the all-singing, all-dancing dash,



Its price-tag is the only thing 'budget' about the big Quadzilla

although it is available as an additional accessory and well worth the extra spend if the quad is intended for any serious road use. On that score, of course, the 500ES is also fully road-legal, thereby greatly extending the model's usefulness and making it even more cost-effective as a work and leisure tool. Supplied fully restricted for on-road use, the 500ES can be liberated from this constraint for serious off-road work. The extra few horses that this sets free are well worth having in the bag for those times when only power can get you out of trouble.

For those of a sporting nature, eyeing the ever-growing 4x4 class in enduros, remember that Quadzilla sales manager Henry Maplethorpe rode the previous model to a fine 16th place in the 2007 Weston Beachrace 4x4 class. And it was practically unmarked at the finish.

It's hard to say a great deal more about this latest Quadzilla without it sounding



Tough to fault: The 500ES has quality touches not before seen on Chinese quads



like a PR puff or sales brochure. Suffice to say, the proof of the pudding is in the eating, so get your spoon out and try one. Only by actually using this machine, and feeling how it goes about its business, will the message get across. Gone are the days of the 'Chinese flake-away' as the build-quality and overall working ability of this quad belie the critics of Far Eastern products and, what's more, the end user gets a whole lot more equipment and value for his money.

The combination of the efforts made by the importer, Fast Toys, and the close relationship it has with the manufacturer has helped to make this big quad a real and attractive proposition for anyone considering the purchase of a practical, low-cost workhorse.

Finally, inflation doesn't appear to figure in the Quadzilla dictionary as, unlike many other products spanning numerous markets, the uprated version of the 500ES 4x4, with all its extras fitted as standard, carries an inflation-beating price tag of £3999.00 – exactly as it was back in 2006.

Who is CF Moto?

Established in 1989, ChunFeng Holding Group Co Ltd is a huge concern specialising in manufacturing engines and complete vehicles. The group now has eight wholly-owned subsidiary companies, engaged in the manufacture of advanced design, liquid-cooled engines, along with original scooters and motorcycles, vehicle parts, and accessories.

CF Moto has its own R&D centre and is currently producing engines to a high standard for a wide variety of Far Eastern scooter and quad manufacturers.



SPECIFICATIONS QUADZILLA 500ES 4X4

- Engine:** single-cylinder liquid-cooled four-stroke
- Capacity:** 493 cc
- Bore Stroke:** 87.5mm & 82mm
- Power:** 32bhp @ 7000rpm (unrestricted)
- Torque:** 26ft-lb @ 5500rpm
- Transmission:** 2/4wd, automatic CVT hi and low ratio plus reverse, independent shaft drive
- Starter:** electric and recoil
- Frame:** steel cradle
- Front suspension:** twin A-arm oil-damped shock absorbers
- Rear suspension:** twin A-arm oil-damped shock absorbers, anti roll bar
- Front brake:** 220mm disc single-piston floating-caliper
- Rear brake:** 200mm disc single-piston floating-caliper
- Front wheel:** 25 x 8 -12
- Rear wheel:** 25 x 10 -12
- Length:** 2116mm
- Width:** 1175mm
- Wheelbase:** 1280mm
- Dry weight:** 325kgs
- Fuel tank capacity: 19 litres
- Colours:** Red, black

Recommended retail price:
Standard £3999. LWB £4299. All prices include VAT and 12 months' warranty but exclude on-the-road costs.

Contact: Fast Toys. Tel: 01507 522900. Web: www.fasttoys.co.uk