

# A CLASS ACT

ON  
TEST

Quadzilla CVT320E



Words & Photography: Chris Pearson

The range of Quadzilla quads supplied by Fast Toys covers all facets of the quad/ATV industry, from road-legal to leisure, to pure off-road and pukka race machines. The prowess of this Lincolnshire-based distributor has been well documented in the pages of QUAD, so when we heard about the latest 300cc fully-automatic offering, we had to get the first test in

**W**hile looking virtually identical to many other road legal quads in this capacity range, the Dinli built Quadzilla CVT320 is a class act, especially when on the road. The ride is smooth and rock steady too, with no wandering around when the fat tyres find differences in road level and surface. This sweet handling nature is maintained at all times, even under heavy braking - The quad sits squat and stable, stopping in eyeball-popping style, but never losing its composure, as some road legal quads can often do when pushed to the limit. The balance between front and rear stoppers is spot on with this design, as it will pull up nicely using just the front, or even more impressively by favouring the rear foot pedal, with all the discs spinning into action to great effect. It would be hard to get this quad out of shape when being used for roadwork; stability is better than good with little of the under steer usually found with a live axle design.

The transmission handles the liquid-cooled, single-cylinder engine's needs well too. Easily and effortlessly getting the quad away from a standstill with impressive speed, while maintaining this acceleration. The engine peaks

out around the 6500rpm mark. With just a shade more power and torque on tap than similar designs, and carrying less metal work too, the Quadzilla makes the most of its revvy single cylinder engine, topping out around 65mph with ease, leaving most traffic behind in its wake. With no gear shifts to worry about, it is just one long smooth and impressive transition from zero to top speed. The auto CVT system is so good it begs the question why anyone would want a manual gearbox on such a machine; such complexity can sometimes only serve to complicate the ride, while adding little to the overall experience. Far better to just operate the thumb throttle and let the transmission sort it out on your behalf, as this way the engine is always in sync with the rest of the world and the rider can get on with having a ball, allowing the quad to tackle the terrain or road ahead.

Maxxis dual-purpose tyres give benchmark grip on the road, and performance isn't too tardy off road either, making the Quadzilla machine a top-notch buy for serious dual-purpose use. This is one machine that would happily take you to most places without fuss or commotion. You may wish to stiffen the suspension pre-load up a notch or two for sustained high-speed enjoyment on the rough stuff. With the standard set-up intended mainly for tarmac use, it is a little soft, but this is easily remedied with adjusters on each of the three oil-damped suspension units. This makes the CVT320 a

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versatile machine, which, along with its top speed around the 65mph mark should mean it's a great all-rounder, especially for rural use.

The built-in rear rack is handy too, adding another dimension to this latest Quadzilla. It could simply be used as a cheap run-around for popping to the shops or even as a bale-shifter around an estate or small farm. It doesn't feel too sturdy though, looking more like a race quad with lights than a substantial multi-tasking vehicle.

A small single headlight sits in

the short nose section, while the indicators are mounted way up high in each mirror assembly. This, despite making the quad a little bit on the fragile side for serious off road use, where the stick-out indicators will come in for a bit of a bashing, makes the CVT320 that little bit safer on the roads. With a flashing orange light now around head height, there can't be many drivers who could genuinely say they didn't see you. I dare say many will still have a good go with that old excuse, but it shouldn't stick. A clear digital dash supplies all of the required information, while the handlebar controls are uncluttered and easy to find and operate. The parking brake, for example, is activated by slotting a small lever into the gap created when the lever is pulled back. This is a lot easier to operate than the large, fold over, parking brake devices found on some other machines, and does keep the bar area looking a bit tidier too.

In complete contrast to this ergonomic design and thinking, the reverse gear selector isn't in a great place for easy access. It is tucked down below the tank area and requires a major shift of leg position before going backwards is a real proposition. It may not seem a big issue until the first time a U-turn is attempted and you run out of steering lock to complete it in one go. You are soon left, sideways in the middle of the road trying to wiggle the big stick to get the quad moving rearwards

for another stab at getting around. Only then does the position of this lever become a tricky one. This is merely a minor niggle however, as the quad is a joy to use, making for a speedy and fun-packed ride over most terrain.

Having comfortably held the position as leading road-legal quad seller in the UK for some time now, Fast Toys Ltd is well ahead of the game when it comes to road-legal machinery. Despite its lofty status in the UK scene, Fast Toys remains a hands-on firm, run by a small band



of keen quad enthusiasts who have great insight into the four wheel sector. Such knowledge keeps them abreast of developments within the industry and enables the distributor to perform consistently at the top of many differing classes. The company's after-sales support and customer service is superb, and it offers a range of aftermarket bolt-on goodies, all bearing the QZ branding, along with quad clothing and rider accessories.

As with the Quadzilla Stinger 300 featured in last month's QUAD, the Quadzilla CVT320E is a delight and is well worth checking out if a good, all-round, go-anywhere quad is what you're looking for. Its ease of use and clever design features make it effortless to operate, while those good manners on the road add up to a safe and trouble-free ride. The only problem is which model to go for!

## SPECIFICATIONS

**Engine type:** liquid-cooled single-cylinder four-stroke  
**Capacity:** 299 cc  
**Bore x Stroke:** 72.7 x 64 mm  
**Power:** 20.1bhp @ 6500 rpm  
**Torque:** 15.5 ft-lb @ 5000 rpm  
**Transmission:** CVT Transmission, reverse gear, chain final drive  
**Starter:** electric  
**Frame:** steel cradle  
**Front suspension:** adjustable oil-damped shock absorbers  
**Rear suspension:** adjustable oil-damped shock absorber, Monoshock swing arm  
**Front brake:** 2 x 165mm disc single-piston floating-caliper  
**Rear brake:** 220mm disc single-piston floating-caliper  
**Front wheel:** 21 x 7-10  
**Rear wheel:** 20 x 11-9  
**Length:** 1820mm  
**Width:** 1050mm  
**Wheelbase:** 1200mm  
**Dry weight:** 198 kgs  
**Fuel tank capacity:** 12.6 litres  
**Colours:** Orange, Grey metallic

**RRP: £2899 inc vat plus on-the-road-charges**

**UK Distributor:**  
**Fast Toys Ltd**  
**Tel: 01507 522 900**  
**or 01507 523 900**  
**www.quadzillaquads.com**