

More is more

Words & photography: Chris Pearson

The ever-evolving, and expanding, Quadzilla range has again moved on in double-quick time with the introduction of the RS6. It's a replacement for the RS5, which we tested in May '09



There wasn't much wrong with the RS5 but, in typical Quadzilla fashion, they made a superior replacement anyway...

The need for a replacement for the RS5 isn't easy to understand... until, that is, you see the new RS6 in the flesh. There are numerous improvements and detail changes all over this quad, effectively making it a new model, rather than a mere revision. Responsible for the development is the CF Moto Company, one of the world's leading engine manufacturers that also makes a very good job of creating bikes, quads and buggies. Using a revision of the already successful and highly developed CF188 engine, the RS6 now has more of everything. The new motor has an 8.5mm-wider piston sliding up and down its cylinder walls, increasing the bore size and capacity without the need to develop a completely new power-plant. The extra 101cc that the bore has created has had little impact upon the overall power figures but it has boosted the low-down grunt, with the torque figure now up to a whopping 36.5ft/lbs. The new machine's torquey thrust is very impressive, especially from a standstill or negotiating steep inclines.

Fuel is fed to the engine via an advanced electronic fuel-injection system; this allows even greater control and response to the rider's throttle inputs and is easily on a par with any similar setup from the leading brands. The bottom-end doesn't appear to have come in for the same extent of revision; it's still a superb, belt-driven, CVT unit that is always ready to provide the maximum amount of drive whatever the vehicle is doing. This in turn drives the shafts that supply the power to the wheels, front and rear; the result is a machine that is incredibly easy to use.

Available in short and long wheelbase versions, the RS6 is a capable workhorse, with a real go-anywhere attitude. Certainly the LWB model that we tested is hard to get out of shape off-road, even in two-wheel-drive mode and a real mud-plugger when all four are dragging it along. The drive modes are selectable while on the move, providing a seamless transition between two and four wheel drive. There is a handy diff lock switchable via the right-hand handlebar, which greatly increases the off-road ability. All drive modes are easy to spot, not only from the position of the relevant switches, but also clearly indicated on the digital dash. No matter how many wheels being driven, or indeed which ratio you have selected, the dash will tell you, so the chances of getting it wrong are remote.

On the move, and at speed, the ride has been upgraded too. The RS5 was, and still is, a real high-performer when on tarmac, thanks to some clever steering-geometry design and the use of high-spec components, but these fine

The RS6 is physically bigger and more powerful than its predecessor



On the move, there is never any shortage of low-down grunt



attributes have been improved further still with all four shock absorbers now using nitrogen gas and oil to give effective damping control, while the front end is held in place with a brace of alloy A-arms. Considering the price bracket in which this machine sits, it is indeed a high-specification piece of equipment, particularly when you add a stainless exhaust system and set of tasty-looking alloy wheels into the equation.

Further investigation around the machine reveals a hefty belly-plate to protect the underneath from harm and also, a first for any quad I've seen, a conventional tow socket mounted under the left rear guard, enabling trailer electrics to be powered up when hitched up on the built-in tow ball. It's a great and well thought-out addition that will find favour with many, and it's typical of the attention to

"It's arguably the best Chinese quad to date. Everywhere you look, there are signs of high build-quality and attention to detail"





Tow bar plus hitch is a welcome first



With these controls, there's no mistaking which drive mode you're in



QUADZILLA RS6... >>>

detail found in this machine. The handy winch, mounted up front, is still included, as are the extensive and sturdy racks front and rear, the latter with its passenger-friendly seat back and grab rails. The RS6 has grown a bit, tipping the scales at 19kg more than its predecessor, but it's not noticeable; the extra grunt more than makes up for it.

Hand-guards are fitted as standard. The test machine was a pre-production model and some parts were missing and still in development, but the final spec has now been established. This latest version of the middleweight RS is the finest machine yet to emerge from CF Moto and, in turn, that makes it arguably the best Chinese quad to date too. Everywhere you care to look, there are clear signs of high build-quality and attention to detail; this is one quad that is going to serve well long into the future.

The all-new RS6 will be available from March 2010, and we are willing to bet that stocks will be moving pretty fast. It's a high-specification machine that is priced well below the main competition, and well worth a test ride.



SPECIFICATIONS:

Cost: £4,699 (LWB); £4,499 (SWB) including one-year parts and labour warranty

Engine: single-cylinder, liquid-cooled, four-stroke DOHC 4 valve

Capacity: 594cc

Bore x stroke: 96 x 82mm

Power: 37.5bhp @ 6,300rpm

Torque: 34.5 ft-lb @ 5,500rpm

Transmission: Automatic CVT. High, Low and reverse ratios, Two and four-wheel drive, diff lock and shaft final drive

Starter: electric and recoil back up

Frame: steel cradle

Front suspension: double alloy wishbone, adjustable Nitrogen / oil-damped shock absorbers

Rear suspension: double alloy wishbone, adjustable Nitrogen / oil-

damped shock absorbers

Front brake: 220mm disc single-piston floating-calipers

Rear brake: 150mm drive shaft-mounted disc single-piston floating-caliper

Front wheel: 25x8-12

Rear wheel: 25x10-12

Length: 2300mm

Width: 1180mm

Wheelbase: 1490mm (1290mm SWB)

Dry weight: 354kg

Fuel tank capacity: 19l including 3.5l reserve

Colours: Red, Black and Silver

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