



# Five alive

Back in February, we tested Quadzilla's prototype RS7. Well, things move fast in Far Eastern quad factories, even in a recession... The range has already expanded - the big RS now has a little brother, the RS5

Words & photography: Chris Pearson

**B**ased upon the top-selling 500E and ES agricultural quads, the RS5 represents a further level of refinement. It retains its siblings cracking go-anywhere transmission, but sports a wider set of A-arms, all round, for sweeter on-road handling. The RS5 also offers increased rider comfort for longer bouts in the saddle. Like the 'E' model, this quad is available in two versions, short and long wheelbase, at 2,120 and 2,320mm respectively.

Its specification makes the RS5 a versatile, do-anything animal. Equally as happy on the road as it is on the rough, the all-new design from the Quadzilla camp should prove to be a popular machine for those looking for a great all-rounder. Although it is part of the new RS range and, as such, aimed at serious dual-purpose use, the RS5 is manufactured by a different company from the larger-capacity RS7 - still, of course, to the Quadzilla team's stringent specifications. The RS7 is a product of the Taiwanese Dinli concern, while the new machine is purely Chinese, built by the massive CF Moto factory.

#### Small but perfectly formed?

Despite being built thousands of miles apart, the similarities between the two RS models are to be praised; the RS5 is, as expected, a smaller and less powerful version, yet it retains the great handling and ride characteristics of the RS7. Powered by the awesome and recently revised CF188, four-valve, liquid-cooled engine, the RS5 is smooth and easy to use, with a well set up and highly developed transmission, giving great pick-up and feel, especially off the throttle. A serious amount of engine-braking is fed through the belts and pulleys when you roll off the throttle, aiding slowing down with good stability.

Like the RS7, the '5' stands tall, placing the rider high in the saddle for a commanding, peerless view of the road or trail. The bodywork doesn't vibrate

and looks tough, with the tucked-in headlight well out of harm's way, sitting behind the sturdy bull-bars up front. Pillions are well catered for with a roomy seat/leg area and combined backrest/carrier. The rest can be easily removed if more area is needed on the carrier. Once again, like the headlights, the rear lights benefit from the protection of metal guards, meaning all but the heaviest of impacts will be shrugged off.

#### Gorgeous growler

Without actually seeing the RS5 and judging by its description and specification sheet, you'd be forgiven for thinking it's a real agricultural bruiser. But, in the flesh, it is anything but ungainly. It's business-like, yes, but the bodywork is smooth and sweeping, while the alloy wheels (fitted as standard) give it the sporty air it deserves.

An all-new digital dash has been designed for this model. It is smart, easy to read while on the move, informative, and every piece of crucial information is presented in a colourful and clear manner. This clear, well-thought-out design is in keeping with the rest of the machine; ergonomics obviously play a large part if the CF Moto way of doing things. The wealth of knowledge within the Quadzilla camp provides further quality control, so it's no surprise that the RS5 is an easy machine to get along with. I did get caught out on first mounting-up, however; the usual, trigger-type starter button (mounted on the forward face of the left-hand switch) has been done away with. Now, a large, round, green button does the job, but it's situated on the rear of the switch. A small change, yes, but it certainly had me fazed for a few seconds.

Aside from the large gear selector knob on the left of the bodywork, the drive modes are further honed, with the array of switches mounted on the right-hand switch console. Here, you can choose the number of wheels you want to do the driving. There is optional differential lock, which is a doddle



The RS5 behaves itself on the road but doesn't mind a bit of the rough stuff too

to get along with. For extra load-carrying, there is a built-in tow-bar, with a maximum load capacity of 600kg, and a handy winch is mounted on the front. With these hard-working features, this cost-effective machine has all bases covered. The front and rear carriers can handle 50 and 70kg respectively, so a couple of bales of hay, or a brace of sheep, well balanced, will pose no problem.

### Verdict

The RS5 is another winning machine from the already impressive, and ever expanding, Quadzilla stable. By using well-established factories and stipulating exactly the needs of UK and European quadders, a whole new breed of quad is being produced for the brand in the Far East. The idea behind the new RS range is to give the end-user the very best utility and touring usability possible. This is a tall order, as the different requirements for each application type aren't always complementary. All we can say is the Quadzilla team have succeeded in the challenge, creating a superb all-rounder; both RS models perform well on and off road. The RS7 is the real star of the show, particularly on the hard stuff, but the '5' isn't too far behind. Like its larger-capacity sibling, it accelerates and handles as well as the best road-legal machines available. Even so, it can take a sharp turn off road and go about its business without a care or modification.

### RS7 – the production model

We featured the prototype of the RS7 in the February issue of *QUAD*. Well, the real deal has now arrived in the UK. Although it is essentially the same machine, the



improvements made (motivated by the prototype shortcomings) are staggering. The road-holding, albeit good before, is now top-notch, while something has changed in the way the engine is fuelled; the big, 700cc single feels even more powerful than before. Of course, it is important to remember that the prototype had been in the hands of the Quadzilla team for the best part of a year, undergoing testing and development, before the final draft was sent over to Taiwan. That makes the final outcome no less impressive; an impressive machine has just got a whole load better.





### CF Moto? Who are they, then?

Formed over 20 years ago, CF Moto – the easier-to-pronounce, working name of the Chun Feng Holding Group – is one of the world's leading engine manufacturers. The firm produces a wide range of power-plants for the motorcycle, scooter and quad world, as well as complete vehicles. CF Moto was the very first Chinese factory to even think about producing high-performance, liquid-cooled motors. The company was the first in China to begin building original designs developed in house with their own intellectual property rights and patents.

### Specifications: Quadzilla RS5

- Price:** £4,399
- Engine:** Single-cylinder, liquid-cooled, four-stroke SOHC
- Capacity:** 493cc
- Bore Stroke:** 87.5 x 82mm
- Power:** 20bhp @ 7000rpm (36bhp unrestricted)
- Torque:** 22ft-lb @ 4500rpm (26ft-lb unrestricted)
- Transmission:** Automatic CVT High, Low and reverse ratios 2 and 4 wheel drive, front axle differential lock
- Starter:** Electric and pulley
- Frame:** Steel cradle
- Front suspension:** Double wishbone, adjustable oil-damped shock absorbers
- Rear suspension:** double wishbone, adjustable oil-damped shock Absorber, anti roll bar
- Front brake:** 220mm disc single-piston floating-calipers
- Rear brake:** Drive shaft mounted 180mm disc single-piston floating-caliper
- Front wheel:** 185/88-12
- Rear wheel:** 220/60-12
- Length:** 2,120mm
- Width:** 1,250mm
- Wheelbase:** 1290mm (1490mm LWB)
- Dry weight:** 335kgs
- Fuel tank capacity:** 19ltrs
- Colours:** Red, black, silver
- Contact:** 01507 522900; [www.fasttoys.co.uk](http://www.fasttoys.co.uk)

