



On the face of it, the team at Quadzilla created its new beast, the X7R, just by lowering and fitting road tyres to an existing model. But there was a good deal more to it than that. So, exactly what has the Lincolnshire-based company done, and what has it achieved?

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QUADZILLA X7R

Words & photography: Chris Pearson

The X7R is a superb road-legal quadricycle, with chunky, car-like wheels and tyres. It has a lowered stance, similar to the radical Cectek Quadrift but easier to get along with, especially for riders who are new to on-road riding. The X7R is based on the existing (and indeed successful) RS7, which we tested in February. Its 4x4 option is pure 'go anywhere, do anything', which isn't really in keeping with the ethos of the road-going design. In fact, it seems like pure overkill. When all four wheels are receiving drive, it's a bit of a handful on the tarmac, partly because of its hefty front wheels. That said, the four-wheel-drive mode does enable the RX to go off road, even with its sports-car-like rubber.

Feeling the strain

A whole week after riding at high speed in four-wheel-drive, and I am still aching, having found muscles in my arms and upper body long since forgotten about. On the hard stuff, the machine is much happier in two-wheel-drive mode. With black alloy wheels fitted as standard, and sporting Maxxis Victra MA-Z1 radial tyres, the look is one of top-quality thoroughbred. The combination of sticky rubber and superb on-road handling offers insane levels of grip. In dry conditions, you'd have to do something very silly to slide off the road on this quad. Thankfully, the brilliant grip is matched by tons of feel and feedback through the bars, and I felt at one with the Quadzilla from the outset.

As single-cylinder power-plants go, this one has incredible smoothness. It's like sitting in a top-of-the-range car, such is the lack of vibration and mechanical noise. The twin balance-shafts inside the Dinli power-plant, one ahead of the crankshaft, the second behind it, keep engine vibration to a minimum, even when rewing hard. Which means you're always keen to extract maximum power and torque, through generous use of the throttle. The method of operation is identical to the RS7 version, with gears selected via the big lever on the left-hand leg shield, and the two/four-wheel-drive options chosen by

a small lever near the throttle. Using these controls is picked up intuitively, with little need to even worry about the low drive option.

Grunt 'n' grip

The grunty engine pulls like a steam train on the hard stuff, and the tyres seem to find grip no matter what demands you ask of them. The throttle-action is smooth and precise; it's easy to forget how large an engine is operating beneath you, such is the ease of control. Peak torque and power are reached conveniently low down, with a punch that's both predictable and impressive. Likewise, the transmission is well set up, and I experienced no glitches in its operations. The CVT, belt and pulley inside the bulbous right-hand engine casing easily handle all that is thrown at them. Waves of throbbing power make their way seamlessly through the transmission to the hefty shaft-drive, before bursting out to the freedom of the open road. This machine would be at home on relatively smooth grass or flat terrain, even using its standard tyres. On rougher ground, though, this rubber would soon lose its composure – but the X7 would run out of ground clearance, anyway.

As for the rest of the equipment, it's identical to the pure off-road version. The digital dash, built-in compartments and luggage space are all the same, minus the hefty racks. There is a stylish pair of grab-rails fitted to the rear of the seat for passenger comfort. And that's it, just a clean, sweeping look that is totally in keeping with the rest of the styling. With the front and rear racks missing, you do lose a whopping 140kgs of secure carrying capacity, but



'Smooth as a twin'. Pearson was impressed with the vibe-free motor



Like the RS7, the X7 feels at home on the road



the mounting points are still in place, so you can retro-fit racks if needed. Indeed, all is not lost if you do need the X7 to do a bit of work, as the towing capacity is 650kg, making the machine a great alternative to a small tractor.

Verdict

It's hard to nail down exactly who will be attracted to the X7R. It is more focused than anything else the Quadzilla team has previously produced. As we've said before, this Dinli-built range is top-notch and will surely cause a few headaches for some of the more established manufacturers. In the case of the X7, though, there aren't many other machines out there quite like it. The price is absolutely bang-on and, for the level of equipment and build-quality, is very hard to beat. Considering the way the engine goes about its business, as well as the overall ride, then this machine – or its all-rounder RS7 brother – is well worth checking out.



Specifications Quadzilla X7R

Price: £5,499
Engine: single-cylinder, liquid-cooled, four-stroke DOHC 4 valve
Capacity: 698cc
Bore Stroke: 102 x 85mm
Power: 40bhp @ 4500rpm
Torque: 39ft-lb @ 4500rpm
Transmission: Automatic CVT
 High, low and reverse ratios 2 and 4 wheel drive, shaft final drive
Starter: Electric and recoil back up
Frame: steel cradle
Front suspension: double magnesium alloy wishbone, adjustable
 oil-damped shock absorbers
Rear suspension: double magnesium alloy wishbone, adjustable
 oil-damped shock absorbers

Grip without gripes: The Quadzilla's low-profile tyres keep you out of trouble on Tarmac

oil-damped shock absorbers
Front brake: 220mm disc single-piston floating-calipers
Rear brake: drive shaft mounted 180mm disc single-piston floating-caliper
Front wheel: 215/45-17
Rear wheel: 215/45-17
Length: 2,208mm
Width: 1,211mm
Wheelbase: 1,280mm
Dry weight: 285kgs
Fuel tank capacity: 20litrs
Colours: Black, White

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