

**Work horse,
party animal**



Quadzilla XLC500e



Words: Chris Pearson Photography: Fran Lovely

The Quadzilla model range is constantly expanding, and now encompasses a whole gamut of quadricycles. Regular readers of QUAD will know that there is hardly a month that passes without the Lincolnshire-based Fast Toys gang announcing something new... and, usually, exciting. This month, it's the road-legal XLC500e

This time around, Quadzilla has responded, with precise judgement, to the demands of the market. In fact, the introduction of the XLC500e takes the road-legal sector to a new level. This quad is the bigger brother of the recently up-rated 300e XLC, first tested in the November 2006 issue of *QUAD*. The sports-quad-riding fraternity had better sit up and take note of this latest 'Zilla, and they should take it fairly seriously too. It's big, brash and, above all, seriously powerful – with performance levels that will get you double-checking the modest price tag.

Drawing on their considerable experience, garnered over the years, the team at Fast Toys has given the XLC the

feel of a pure race machine. The chassis and power-plant are ideally matched to make this a great dual-purpose quad. Ride it to work during the week, and then give your mates a good run for their money at the weekend. It's equally at home on tarmac and mud, ploughing through the latter with surprising ease. It has good off-road agility, too, happily leaping into the air, before shooting off like a scalded cat once back in contact with terra firma.

In standard trim, the suspension does a very good job. Granted, it's not made by Ohlins or any other swanky brand, but the front and rear units are functional and business-like. Each of the three struts are, it appears, closely based on



the established designs from the opposition; they're well-made, multi-adjustable, and do a great job without the need for much fettling. OK, they are a little on the stiff side as standard, probably because they're dialled in ready for road action, but they can easily be backed off a bit for some serious rough stuff.

The rest of the chassis is well designed and well set up, too, feeling not dissimilar to a Honda TRX or comparable mid-weight sports-leisure quad. It sits squat and rides the rough like a true pro. That said, like most machines in this class, it would benefit from an extra inch or so of track-width, particularly at the rear end. Even so, the 500e really isn't very far off performing like a proper racer. Simply strip down the unnecessary bits, and away you go.

Endorsing its versatility, the Quadzilla manages to strike the balance between off and on-road, doing a cracking job on the hard stuff. The knobbly Kenda tyres allow just the right amount of slip necessary in the on-road

Quadzilla XLC500e



“Not at all for the faint-hearted”

cornering process, while the chassis just gets on with it, taking it all in its stride. Naturally, the brakes are an important part of the XLC's road-going success story – they kick in better than first expected. The triple-disc set-up is well balanced, and effectively gathers up the forces from the low-lying chassis, forcing the wheels and tyres to dig into the road. In other words, it stops rather well.

It is when you're on road, hard on the brakes, that you start to appreciate the stiffness and capability of the suspension. It holds everything nicely square, with little in the way of unnerving dive, even with all brakes biting hard. Everything works as it should; the whole package looks and feels as sturdy as the best of 'em. Nerf bars come fitted as standard, as do alloy wheels, locking fuel-cap, and a clear LCD dash.

We've saved the best until last. The real star of this show is the Fuji engine. You'll have to forgive your tester for being slightly star-struck here, but the single-cylinder, liquid-cooled motor is better-than-superb in all areas. It's deceptively lazy in the way it develops its power, and peak torque is produced surprisingly low in the rev range, thereby limiting the need to race up and down the gear box. On most occasions, the engine will pull effortlessly from low-down to screaming red-line – with a useful over-rev removing the need for an extra shift up on those short, sharp stints of acceleration between closely coupled corners. This user-friendly flexibility leaves the rider free to get on with, and enjoy, what quad-riding is all about. Namely, the thrill of the adrenaline rush and, above all, the fun. There really are no major complaints to be made about this excellent machine. It's well built and designed, hassle free, incredibly easy to use – and, once liberated

Not many quads are capable of having serious fun off-road and then getting you to work on time the next day; the Quadzilla does it all





to its full potential, stunningly powerful.

After sampling this new quad, it's hard to image what could possibly come next from Quadzilla. The firm has got so much right with this model that it should appeal to a wide audience. It's a quad that is capable of performing well in a variety of different scenarios, thanks largely to its designers' attention to detail – they have created a corking combination of chassis, engine and set-up. Well done, lads.

Looking for a versatile and highly capable sports machine that'll also get you to work on a day-to-day basis? Look no further. We might just have found the very one.

The XLC is an all-rounder pretending to be a racer; its Fuji engine (above) certainly doesn't spoil the routine



Specifications

- Engine:** Single-cylinder liquid-cooled four-stroke DOHC
- Capacity:** 499cc
- Bore x stroke:** 99.2 x 64.6mm
- Power:** 20bhp @ 5500rpm (45bhp unrestricted)
- Torque :** 23ft-lb @ 3500rpm (42ft-lb unrestricted)
- Transmission:** 5-speed manual plus reverse
- Starter:** Electric
- Frame:** Steel cradle
- Front suspension:** Adjustable oil-damped shock absorbers
- Rear suspension:** Adjustable oil-damped shock absorber, monoshock swing arm
- Front brake:** 165mm disc single-piston floating-caliper
- Rear brake:** 220mm disc single-piston floating-caliper
- Front wheel:** 21 x 7-10
- Rear wheel:** 22 x 10-10
- Length:** 1,795mm
- Width:** 1,140mm
- Wheelbase:** 1,250mm
- Dry weight:** 198 kg
- Fuel tank capacity:** 12 litres
- Colours:** Black or Red

Recommended retail price £4,599.00 including VAT and on-the-road costs. Includes 12-months' warranty.

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