

Adly Moto CrossXRoads 200-R

Mike Van Scoyk, Ripper Racing



Adly Moto is produced by Her Chee Industrial, a well-known Taiwanese company that has been an OEM for some of the major manufacturers in the powersports industry. Her Chee has recently entered the American market, bringing in its own vehicles under the name of Adly Moto. Each Adly Moto product is manufactured using the same state-of-the-art CNC machining, single-line engine production and multiple-axle drilling techniques that have made Her Chee quality famous worldwide.

Since Adly Moto is a new offering in the US, we were not sure what to expect as we uncrated the CrossXRoads 200-R. Soon after the truck left we got some time to kick the tires, and found what looked like Japanese OEM quality from a

relatively unknown company. With a little more investigating we found that our initial impressions were dead on. A stout-looking square tubing frame, gullwing A-arms matched to smooth, well-dampened shocks out front and a Honda-style swingarm in back with an equally impressive linkaged rear shock indicated that we were about to be favorably impressed by a relative newcomer to the off-road industry.

The chassis is the CrossXRoads' shining star, its beautiful square tube framing featured impressive welds that were definitely on par with the big OEMs. These nice welds don't stop there, either; the swingarm and A-arms feature the same workmanship. Adly didn't reinvent anything on this chassis; it took what has worked in the past and

shaped it to its standards. Everything is laid out where it's supposed to be. Simple things like the Honda-style chain adjustment, heavy-duty ball joints and tie rods mean just one thing--this is an impressive ATV from an engineering standpoint. Nothing is overly complicated, it just is.

Appearance. The quality and thickness of the plastic is right up there with that of the big OEMs, and are pliable without breaking. Our testers had mixed reviews on the body styling at first look, but most later changed their minds and agreed the styling does "grow on you" and is "current". The front fenders flow from the dual front headlights and end in a knife-edge out back. The seat is wide and somewhat firm, putting the rider up on top of the controls as in many of

today's sport ATVs. Ergonomics and controls are definitely up to snuff and seemed to be placed spot on for a comfortable ride, although riders larger than 5'10" will start to feel cramped after a while. A backlit digital dash with speedometer is incorporated neatly into the handlebar shroud and features a trip meter, indicators for reverse and neutral as well as a combination oil pressure and temperature light. The thumb-operated mechanical slide on the carburetor is heated by the engine for quick warm-ups in cold climates.

Under the seat where you would expect to find a battery or airbox we found an interesting lockable compartment about the size of a shoebox—a great size for hauling your lunch, beverages and the “yet to be needed” tool kit supplied by Adly. The fuel tank also features a lockable gas cap; with the prices of gas these days, that may be a good idea (but probably isn't really needed). One thing we did find interesting is the lockable steering stem, which could come in handy, since ATV thefts or “roll-offs” are at an all-time high. The air filter can be seen just peeking out and is protected by a plastic sleeve rather than a conventional “tub” airbox. The lack of an airbox could be a problem when going through water over ankle high, since both the CVT breather tube and filter are located in the same area under the rear of the fuel tank.

Braking. Disc brakes front and rear have stainless steel braided brake lines standard—braided lines offer a much better braking feel to the operator since the lines do not flex or expand like the rubber hoses some OEMs use, and offer the rider total input over how much braking pressure is applied.

Engine. We were impressed with the chassis and components so far, but a 176cc four-stroke engine? In this day and age of ever-bigger-displacement ATVs, is it still possible to have fun with a small-displacement quad? From what we can tell, the water-cooled, electric-start engine and CVT transmission in the CrossXRoads 200-R were adapted from a scooter (Her Chee is a major scooter manufacturer). Can the same motor that powers small, lightweight scooters on public highways and byways be adapted to conquer punishing tracks and trails?

Before we set off to our main proving ground in the hills of Pennsylvania, we spent some time getting acquainted with the ATV's handling, braking and engine



power in an open grassy field. It didn't take us long to give CrossXRoads the “all systems go!” with one exception—the turning radius. We all agreed that the large turning radius could be a problem on technical

trails. The chassis, tires, suspension, brakes and controls all felt very solid and familiar, like the offerings from the major Japanese manufacturers. Our concerns about the small engine quickly faded away when



we rode the ATV and found the engine was actually impressive for under 200cc of displacement. Some of the grunt this engine produces can be attributed to the continuously variable transmission which keeps the engine at optimum rpm during acceleration. The belt-driven CVT transmission performed flawlessly and can be easily shifted from forward to neutral and reverse using the shifter lever near the operator's right foot. The lever and mechanism

do work well even under conditions like a slight incline or high idle, where a little rocking back and forth might be necessary in other manufacturers' linkage designs. Shifting from forward to reverse and vice-versa gives good feedback so you know you're in the gear you selected (neutral and reverse also have indicator lights on the dash panel).

We were pleased to find a well-balanced machine that offered us an enjoyable

yet sporty ride in the torturous hills of Pennsylvania. We were able to push this machine to its limits without a whimper from the "little engine that could". The final gear ratio of the CrossXRoads seemed perfect to us and complimented the small-displacement engine, there wasn't much lag off idle and it had a moderate top speed of 45 mph and enough power in between to tackle anything we pointed it at, except the steepest of hills. The CrossXRoads did shine on a few hilly inclines with large rocks scattered throughout. We were able to point the tires at boulders when we could not go around and the suspension soaked up the beating with very little jarring back to the rider through the bars. The dual A-arm front suspension works very well with the chassis geometry to feel very stable in corners at almost any speed. The shocks up front are dampened enough to handle anything the trail can throw at it, but on a motocross track they would hit their limits out of the first turn. Since this is a trail machine we would rather see it this way and have a smoother ride rather than have one that's harsh and unforgiving but doesn't bottom out. After each riding session we gave it a quick once-over, and found one rock-solid ATV--no matter how much we abused the CrossXRoads it would not break down or give up, and continued to impress us. For our test ride we had a mix of entry-level and advanced riders; all were impressed with the quality of this ATV's build, ease of use and its all-out fun factor. We had so much fun testing the Adly that we continued on into the night, discovering, for example, that CrossXRoads' headlights are exceptional. Night lighting is far above what we see from other manufacturers, with spot-on aiming of the bulbs where you need them that doesn't bounce around or shadow in front of the machine.

After some time with the Adly Moto CrossXRoads 200-R we were reminded of the success story of the KYMCO Mongoose 250 (reviewed in 2005). We think the Adly CrossXRoads 200-R is on a similar track to success. Its durability in our testing, its handling and its displacement put it in the same class as the KYMCO Mongoose. Even though the Adly Moto CrossXRoads is an entry-level machine, it can surprise even veteran riders who'll be wondering if the engine is really only 176cc.

SPECIFICATIONS: ADLEY MOTO CROSSROADS 200-R

- **Displacement:** 176.3cc
- **Type:** 4 stroke, SOHC, 4 valves, liquid cooled
- **Starting:** Electric (actual production models will also have back-up pull start)
- **Lubrication:** Wet sump with replaceable oil filter
- **Transmission:** CVT with reverse
- **Oil Capacity:** 1.35 L (1.43 US quarts) SAE 5W-40 or 10W-40
- **Fuel Tank:** 2.13 gallon 8.2 Liter
- **Overall Length:** 70.3 in 1803mm
- **Overall Width:** 42.9 in 1100mm
- **Overall Height:** 42.5 in 1090mm
- **Seat Height:** 31.2 in 800mm
- **Wheel Base:** 47.6 in 1220mm
- **Claimed Dry Weight:** 448.8 lbs 204kg
- **Brake:** Front: R/L disc brake - Rear: disc brake
- **Suspension**
- **Front:** dual A-arm with 5-wat preload-adjustable shocks
- **Rear:** Swing arm with continual preload-adjustable shock
- **Front tire:** 21x7-10
- **Rear tire:** 22x10-10

MSRP: \$3,099 ■