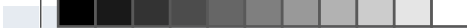


E-ATV 990 SUPER DUKE

Germany's Ferrari of Quads



How'd you like to fang down the Hume Highway on this at 160-plus? With lots of tacky rubber on the ground and amazing power, the Super Duke is easily the fastest production street quad in turns.



Quadwelt, Germany's leading ATV magazine, feels the seat is a little high on the E-ATV, but it felt pretty good to us.



ABOVE: Check out the stainless rear axle and Brembo with wave rotor. E-ATVs (the "E" stands for company director Clemens Eicher) have been in development for 10 years and we've often seen them at France's famous 12 Hours of Pont de Vaux. But they've been on the market for only two years. BELOW: Welds and powdercoating are immaculate. Note the alternate lower shock mount.

I peered through the camera lens, waiting for photo rider Ralf Hoorman to blast into view and fulfill my request for a massive powerslide on pavement. The 235kg, E-ATV 990 street quad is wide and has ridiculous power, but it also comes with softer-compound racing tyres and it was certainly gonna stick like glue on the tacky tarmac. Ralf shifted through the gears, committed to the turn, punched the throttle, and pulled off one perfect powerslide after another. (I wondered if, after the photos, I'd be able to ride the beast with anything close to that level of authority.)

Germany is big on street ATVing and 80 percent of all quads there are licensed for street use, which kinda makes sense in a country with not even one hectare of public land for off-roading, and only a half-dozen small, privately owned off-road parks. Street quads in Germany come in four categories, starting with entry-level machines for cruising around town, then the 450-500cc supermoto quads, which will get you up to around 135kph on the Autobahn. A little larger in physical size are the low-slung roadsters—super-modified Can-Am Outlanders with side-pipes

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are notable—which provide a comfy, fast ride for long road trips.

But for the Ferrari of street quads Germany turns to E-ATV Racing, with its facility in a rural area five hours from Munich. Among E-ATVs 10 models, including an 85cc kids quad and 250/450 MXers, the E-ATV 990 Super Duke R is the top dog. Of the eight street quads I rode during my five days in Germany, it's hands down the fastest, best-handling, most solid, predictable, and it's a total blast. My question of whether I'd ever get comfortable on the beast was answered when, at 120kph, I spontaneously thrust both fists into the air and screamed with delight.

E-ATV's distribution manager Gerhard Arzberger told me he's had the Duke up to 230kph and is comfortable taking his hands off the bars at 157. Based on the minimal two or three degrees of front end caster, you'd expect the Duke to be twitchy as hell on pavement, like all the dirt-to-street conversions I rode. But just the opposite is true. The motocross width plays a part, but the super-long 1495mm wheelbase is certainly a big factor.

In building this quad, E-ATV starts with parts from



KTM's Super Duke R street motorcycle, including the engine and engine cradle. To this it adds, among other components, the front end, rear end, nerfs, and fiberglass nosepiece. A German vehicle inspector—regulations are very strict over there—confided that E-ATV handmade manufacturing is some of the best he's ever seen. Welds are gorgeous, components seem to fit well, and E-ATV's color matching to the KTM is spot on. Early on, E-ATV had to buy entire bikes from KTM and then re-sell the left-over parts. Now, KTM sells to E-ATV just the OEM parts it needs. The rear shock is from the donor

motorcycle, while the fronts come from WP. Front ride height can be quickly changed via alternate shock mounting points on the A-arms. To allow racing on bumpier supermoto circuits, suspension travel is 200mm in front, 100 in back. Suspension action on pavement is reasonably plush.

Steering action is a little stiff, but there's no hint of freeplay, thanks in part to two taper roller bearings on the column. And, at my top speed of 135 kph (due to the winding road and traffic), the wheels run absolutely true and there's almost no vibration. Unlike some of the other street quads I rode, which have hard compound, long-life tyres and slide more easily, the Duke sticks in turns and is ultimately way faster. Also, you can brake much harder going into turns. Braking feel at the lever is smooth and positive, and it's possible to lock up all the tyres.

About the only drawbacks to the Duke are a very wide turning radius and lack of reverse. Fortunately, it's not that tough to push the big quad around on level pavement. The layout is roomy and ergos are

excellent, with the exception of the hard seat on the single-seater version. Seat width is comparable to other quads. The tank area is wide, but at the level of my knees (I'm 175 cm), it's fine.

Motor sound is fat but not too loud. And power? Yeow! It's massive and, by comparison, made the street Raptor I rode later that day feel pokey. But the Duke is also smooth and controllable; wheelies are predictable. In dirt (with whoops and jumps) I totally suck with a twist throttle, but on pavement that's the way to go, and all E-ATVs come with a twist.

The V-twin with EFI is claimed to produce 132 horses, making it at least twice as potent as the fastest production quads. But the E-ATV is geared low enough for tight urban riding. The six-speed tranny is manually modulated by a hydraulic clutch and the lever feel is excellent.

Oh yeah, I forgot about another big drawback. The Duke will set you back 24,000 Euros. On the other hand, that's not very much to shell out for a half-scale Ferrari.

"A GERMAN VEHICLE INSPECTOR—REGULATIONS ARE VERY STRICT OVER THERE—CONFIDED THAT E-ATV HANDMADE MANUFACTURING IS SOME OF THE BEST HE'S EVER SEEN".



After photos we rode past big wind turbines, little villages, and woody areas. On a break from testing the 990, Ralf (multi-time German quad champ) and I stopped at this plaza in downtown Geldern. People in these parts have seen E-ATVs before, but still took notice of our two 990s. That's the single-seat model in the foreground.

RAP SHEET

E-ATV 990 SUPER DUKE R

ENGINE

Type: Twin-cylinder 4-stroke
 Displacement/bore x stroke:.....999ccm / 101 x 62.4mm
 Compression ratio: 11.5:1
 Control:..... 4 V / DOHC
 Carburetion:..... Keihin electronic fuel injection
 Horsepower: 132
 Torque: 102 Nm @ 8000rpm
 Starter: Electric / 12 V 11,2 Ah

TRANSMISSION

Type: 6 speed (no reverse), wet multi-disc
 hydraulically operated clutch
 Drive: ..2WD, O-ring chain, solid stainless-steel
 rear axle
 Frame: Shaft Powder-coated chromoly
 Tyres front / rear: 165x70-10 / 225x40-10
 Wheels: DWT Litecast Street-Rok

CHASSIS

Tank capacity: 18.5 litre
 Weight (no fuel): 235kg
 Track width: 1295mm
 Wheelbase: 1495mm

SUSPENSION

Suspension: Fully-adjustable WP
 Suspension travel f/r: 200 / 120
 Brakes: Brembo 2-piston floating caliper,
 stainless steel lines, wave discs

OTHER

Front bumper nerfs: Aluminum
 Seating: Optional 1 or 2 person
 Track width: 1295mm
 Handlebars: Magura
 Color: Orange/black/white, selectable frame
 color
 Price: 23.990,00 (incl. VAT)
 Warranty: 3 years chassis and components
 For more: www.eatv.de; info@eatv.de