

TM

TM SMX 450/SMX 530



na

Engine type: **four-stroke Single**
 Bore x stroke: **95.0/98.0 x 63.4/70.0mm**
 Displacement: **449/528cc**
 Transmission speeds: **5**
 Front wheel travel: **na**
 Rear wheel travel: **na**
 Fuel capacity: **2.1 gal.**
 Seat height: **na**
 Front brake: **disc**
 Rear brake: **disc**
 Claimed dry weight: **na**

TM is a big believer in the sport of supermoto, evident by its heavy involvement in the World Supermoto Championship and the several bikes it builds specifically for that purpose. The SMX 450 is more than just a 450-class MX bike converted to supermoto with the usual 17-inch wheels, powerful front brake and sport tires; it incorporates numerous other modifications that make it more suitable for that form of competition. **Also available:** *The SMX 530, a larger-displacement version of the same machine intended for the Unlimited supermoto class.*

TM EN 450 4T/530 4T/250 4T



na

Engine type: **four-stroke Single**
 Bore x stroke: **95/98/77 x 63.4/70/53.6mm**
 Displacement: **449/528/249cc**
 Transmission speeds: **5**
 Front wheel travel: **na**
 Rear wheel travel: **na**
 Fuel capacity: **2.1 gal.**
 Seat height: **na**
 Front brake: **disc**
 Rear brake: **disc**
 Claimed dry weight: **na**

TM produces some of the world's most exotic off-road motorcycles, bikes hand-built one at a time rather than assembled on a production line. The EN 450 is a four-stroke, electric-start enduro that rides on a 50mm Marzocchi inverted fork (a 48mm Öhlins fork is optional) and an Öhlins shock. Power arrives via a thoroughly modern 449cc four-valve dohc Single equipped with a spark arrester for legal off-road riding. **Also available:** *The EN 530 4T and EN 250 4T, both of which are identical to the 450 except for engine size and tuning.*

TM MX 450 4T/250 4T/530 4T



na

Engine type: **four-stroke Single**
 BxS: **95/77/98 x 63.5/63.5/70mm**
 Displacement: **449/249/528cc**
 Transmission speeds: **5**
 Front wheel travel: **na**
 Rear wheel travel: **na**
 Fuel capacity: **2.1 gal.**
 Seat height: **na**
 Front brake: **disc**
 Rear brake: **disc**
 Claimed dry weight: **na**

TM isn't exactly a household name in the American motocross culture, but the Italian company makes some very good MX bikes nonetheless. The 450 4T is a light and fast Motocross- and Supercross-class four-stroke that spares no expense when it comes to equipment, with high-end Öhlins, Brembo and Excel pieces complementing TM's own home-built 449cc Thumper powerplant. **Also available:** *The 250 4T and 530 4T. As is common throughout the TM line, all three of these four-stroke MX models differ from one another only in displacement and a few scant pounds of weight.*

TM EN 300/EN 250/EN 125



na

Engine type: **two-stroke Single**
 Bore x stroke: **72/66.4/54 x 72/72/54.5mm**
 Displacement: **294/249/124cc**
 Transmission speeds: **5/5/6**
 Front wheel travel: **na**
 Rear wheel travel: **na**
 Fuel capacity: **2.1 gal.**
 Seat height: **na**
 Front brake: **disc**
 Rear brake: **disc**
 Claimed dry weight: **na**

Despite the growing popularity of four-stroke dirtbikes, two-stroke enduros are still in demand by many riders, and TM's EN 300 is a fantastic one. It combines practically unstoppable torque and sheer power with top-grade Öhlins suspension and superb handling for an unforgettable off-road experience. As is the case with all TM models, the EN 300 is hand-assembled. **Also available:** *The EN 250 and EN 125, which are identical to the EN 300 except for their respective displacements. Plus, the 125 has a six-speed gearbox instead of the five-speed gearboxes in the 300 and 250.*

TM

TM MX 144

Ignore the "125" sticker on this bike's rear fender; in the U.S. market, the bike that normally would be TM's MX 125 is now the MX 144. That's because the AMA's new rules allow overbored 125 two-strokes to compete with the 250cc four-strokes in the Lites class. The 144 achieves its added displacement through a 4mm bore increase, but the rest of the bike remains exactly the same as on the 125. Suspension is via first-rate Öhlins fork and shock, with top-quality Excel alloy wheels at both ends.



na
Engine type: **two-stroke Single**
Bore x stroke: **58.0 x 54.5mm**
Displacement: **144cc**
Transmission speeds: **6**
Front wheel travel: **na**
Rear wheel travel: **na**
Fuel capacity: **2.4 gal.**
Seat height: **na**
Front brake: **disc**
Rear brake: **disc**
Claimed dry weight: **na**

TM SMR 125



In all probability, there's a very limited demand for a 125cc two-stroke, non-street-legal supermoto bike in this country, but TM is going to give its SMR 125 a shot here anyway. The SMR is a slightly modified version of the company's EN 125 enduro but with engine tuning specs more like that of the motocross model. It also is fitted with 17-inch wheels and sticky sport tires, naturally, and trades the Nissin brakes of the EN and MX for a set of Brembos (a 320mm front rotor instead of 270mm, and a 240mm rear replacing a 245mm unit).

na
Engine type: **two-stroke Single**
Bore x stroke: **54.0 x 54.5mm**
Displacement: **125cc**
Transmission speeds: **6**
Front wheel travel: **na**
Rear wheel travel: **na**
Fuel capacity: **2.1 gal.**
Seat height: **na**
Front brake: **disc**
Rear brake: **disc**
Claimed dry weight: **na**

TM MX 85 Jr.

TM hasn't forgotten about up-and-coming motocross riders and so produces the MX 85 Jr., a two-stroke bike for the stars of the future. This is no foo-foo playbike but instead is a for-real racer with a 43mm Paioli inverted fork, a fully adjustable WP piggy-back-reservoir shock and a potent liquid-cooled 85cc engine. The frame is a chrome-moly-steel cradle type, the swingarm is an aluminum extrusion and the bodywork mimics that of TM's bigger racebikes. The Jr. rolls on a 17-inch-front/14-inch-rear tire combination.



na
Engine type: **two-stroke Single**
Bore x stroke: **47.9 x 47.0mm**
Displacement: **85cc**
Transmission speeds: **6**
Front wheel travel: **na**
Rear wheel travel: **na**
Fuel capacity: **1.8 gal.**
Seat height: **na**
Front brake: **disc**
Rear brake: **disc**
Claimed dry weight: **na**
Front brake: **disc**
Rear brake: **disc**
Claimed dry weight: **143/152 lb.**

TM SMM 530 Black Dream

Looking for something dreamy? Not boy-band dreamy, but rather a beautiful, out-of-this-world supermoto bike that's sure to attract admiring gazes from all who see it? Despite being equipped with full lighting and sticky 17-inch sport tires, the Black Dream is not street-legal here in the U.S. Still, the single-sided swingarm, star-pattern cast wheels, high-intensity headlights and black-and-gold graphics give the SMM 530 a distinct look. And with 528cc of arm-straightening power mated to top-shelf Öhlins suspension, the Black Dream lacks nothing on the performance side of things.



na
Engine type: **four-stroke Single**
Bore x stroke: **98.0 x 70.0mm**
Displacement: **528cc**
Transmission speeds: **5**
Front wheel travel: **na**
Rear wheel travel: **na**
Fuel capacity: **2.1 gal.**
Seat height: **na**
Front brake: **disc**
Rear brake: **disc**
Claimed dry weight: **na**