

# TM EN300



## SCORECARD

Motor	3rd
Handling	1st
Ergos	3rd

**TOTAL PACKAGE**  
81.6 (out of 100) 3rd

## COMMENT

If this shootout was based on uncovering the best race bike, the TM would be damn hard to beat. Its race-ready performance out of the crate would satisfy pros and could easily be tuned for Clubman-level riders as well.

## FIRST MODS

- Handguards (\$100)
- Bottom-end pipe (\$500)

## MOTOR

Hang on! The TM engine is the mega-blaster of the three-hunge brigade. Its bottom-end power is very mild, which lets the engine find traction before an overwhelming surge of horsepower develops in the mid. This supply of two-stroke grunt carries right through to the top-end and nothing holds it back. Acceleration bumps, rocks and erosion ditches are simply processed when this thing's on the pipe – with a little help from the supple Öhlins shock, no doubt. You can hold big slides without the need to up-shift as it keeps producing drive well into its top-end over-rev. The TM revs quickly as it develops mid-range power, making it accelerate hard on loamy or grippy surfaces. If you can put the power to the ground with a little throttle control, this bike will outrun just about anything!

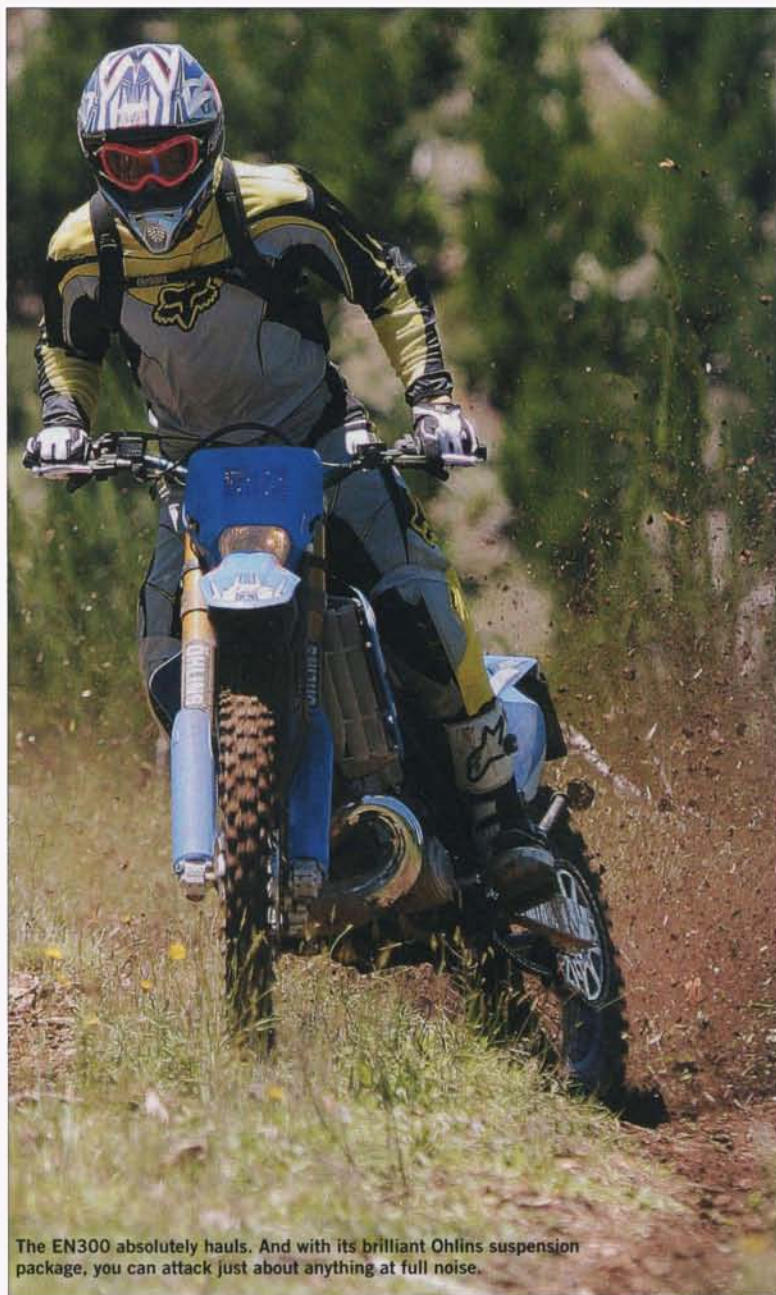
In the hands of a pro on a grasstrack, it could easily be king of the paddock.

## SUSPENSION & HANDLING

The TM likes to be ridden hard, yet, despite this pro-oriented trait, it was voted best suspension and steering. The more aggressive you are with attacking rugged terrain, the better the Öhlins package works. Of the three bikes the TM definitely feels the most hardcore-race-oriented, and would even cope with the big hits inherent in motocross. Jake Stapleton's influence on the development of the EN300 is very apparent in the handling

**“This bike is a full-blown race weapon with rego ... mount it at your own risk!”**

department: it turns exceptionally well under power and literally pushes itself around flat corners. This is a standout feature of the TM and one that would make it hard to beat on a grasstrack special test – typical of what you'd find



The EN300 absolutely hauls. And with its brilliant Öhlins suspension package, you can attack just about anything at full noise.

in European enduro. You can't be lazy with the Italian stallion; it demands your most aggressive posture when the going gets tough or you'll get spat off. While the initial feel of the Öhlins is supple and behaves well when you're cruising around, the TM's package is more suited to the fast guys.

## ERGOS & BRAKES

The TM's exotic styling catches the eye and has a very compact look. The plastics, tank and seat arrangement is sleek and lets you move around the cockpit easily. It feels the smallest of the three bikes and promotes an easy transition from sitting to standing, which will suit smaller riders. All of its

road rego gear is trick and compact, with a digital speedo not much bigger than a watch. The TM brakes are sturdy and once you have a feel for their action, you can pull the bike up really quick. The rear brake is quite resistant to boiling, enabling you to tame some of its horsepower in slick turns.

## THE PACKAGE

If you're not the fittest specimen on two wheels then you won't be able to keep up with the TM. While it will give you a grin on the open trails, it'll have you hangin' on for dear life in the tighter, rougher stuff. This bike is a full-blown race weapon with rego ... mount it at your own risk.



## HANDLING

TM's engineers had run a shorter rear shock in the past based on feedback from its European riders. Since the arrival of Jake Stapleton in TM's factory team, developments based on Jake's feedback have seen them return to a longer rear shock for a better steering action, which is very apparent for '06.