

TM EN450Fes



SCORECARD

Motor	6th
Handling	4th
Ergos	5th

TOTAL PACKAGE	
79.2 (out of 100)	4th

COMMENT

Our pro testers were all over the TM, it instilled the kind of confidence needed to go straight into competition. Clubman testers were intimidated by its raw power and aggressive handling traits.

FIRST MODS

- Pro: Handguards (\$100)
Bashplate (\$300)
- Clubman:
Re-valve (\$160)



TRICK BITS

The sight glass is strategically placed behind the frame rail and is big enough to view the oil condition. We also liked the rubber-mounted bar clamps which house a set of TM-specific Reikon bars, anodised metallic-blue to coordinate with a funky set of Excell rims. The TM is the only bike with billet hubs.

Now equipped with the the new generation off-road spec suspension, the TM is looking more at home in the bush than its MX-oriented predecessors did. The offroad spec Gualdi pipe has taken the TM well below the decibel limit without losing a hint of its raw power.

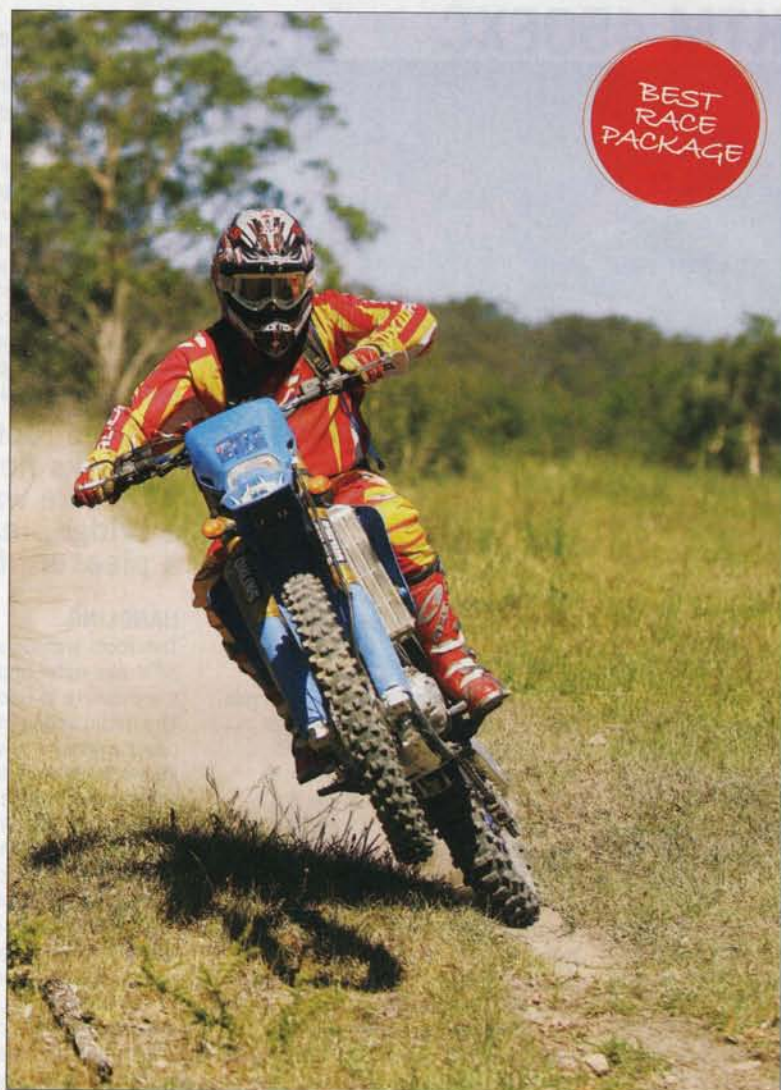
MOTOR

"Power on tap" would best describe the TM engine. Its bottom-end is very strong and requires precise throttle control to put the power down on anything but loamy surfaces. If not for the compliant Ohlins shock, the rear end of the TM would be difficult to keep in line, as the power delivery pulps strong right through to the top-end.

In the hands of a pro on a grass track, the TM engine is seriously fast. Once you've found traction, the engine has enough flywheel inertia to maintain it, utilising the awesome bottom to mid grunt for maximum acceleration. In tight bush the TM is a little eager to accelerate from idle, making it hard to weave through very tight trails.

Clubman riders would struggle to hang on to this bike after a few hours in the saddle as the nature of its power is aggressive. The EN450 is by no means a light switch but the power of this motor is much more at home in open terrain or in a motocross situation.

While it is easily short shifted during its mid-range power, it didn't like to be chugged along in tall gears at low speed and would demand a little clutch to prevent it stalling or dropping off the power. This trait seemed to contradict the engine's strong bottom-end power, though it was more a case of jetting than engine temperament. The gearbox has a tight feel and requires a positive shift to the lever to engage the next gear, especially when accelerating. The hydraulic clutch gives great control over the engine's torque, though it does engage erratically when taking off from a standstill. We suspect that one of our testers had given the clutch a good hiding and warped the friction plates



a little, as this only became apparent on our second day of testing.

“If you've got the will to go ballistic, the TM has got you covered. Push it hard and the Ohlins shines!”

HANDLING

If you've got the will to go ballistic, the TM has got you covered. Push it hard and the Ohlins suspension shines. The geometry of this bike is very motocross-orientated and responds extremely well to an aggressive riding style. We'd go so far as to say that it's the best suspension we've felt on a TM since we began testing them. The set-up is definitely firm for most riders in the bush, though its action remains compliant over rocks and tree roots. Under brakes or accelerating at high speed the TM tracked straight as an arrow, which further inspired you to slam erosion ditches or irregular obstacles.

While we didn't encounter any mud or slick clay in this test, we suspect the TM would benefit from some softer compression adjustment as it was a little bit flighty on the skatey hardpack surfaces where more of its suspension travel could be utilised. As a package, the TM is race-ready from the crate but would prove a little intimidating for clubman-level trailriders.

ERGOS & BRAKES

The TM is still an exotic head turner with ergos and frame geometry that are easily adaptable for riders of all levels. The brakes are still the Nissin/Brembo combo which are strong and offer a good feel.

VERDICT

Any rider that weights over 90kg would have a great time on this bike in the bush, but unless you're a pro, lightweight guys will struggle to stay on the TM. Of all the bikes, the TM is definitely armed and ready for enduro competition.