



Beauty in blue: The EN530Fes stands out from the crowd – even when it's on its own. The engine's a gem – big smooth power with an ultra linear power curve. Just a tickle of the decompression lever helps the starter push the huge piston over TDC.



EN530Fes SPECS

RRP: \$13,990

ENGINE

Type: Single-cylinder, 4-stroke

Capacity: 528cc (98 x 70mm)
(bore x stroke)

Cooling: Liquid

Valve train: DOHC, 4-valve head, chain-driven

Compression ratio: 11:1

Transmission: 5-speed

Final gearing: 13/50

Clutch type: Wet multi-plate, hydraulic

Carb: Mikuni TDMR40

Fuel capacity: 8 litres

DIMENSIONS

Weight: 119.6kg
(fluids but no fuel)

Wheelbase: 1490mm

Seat height: 970mm

Ground clearance: 360mm

SUSPENSION

Fork: Öhlins USD

Shock: Öhlins

BRAKES

Front: Nissin/Brembo, 270mm

Rear: Nissin/Brembo, 245mm

CONTACT INFO

Dealer: Cross Country Action

Website: www.tmracing.com.au

Some bikes you just don't stop and look at twice. The TM EN530Fes is not such a bike. It cries out for attention and wears its top-notch componentry as proudly as a punk wears his flesh-piercing safety pins and tattoos. All the big-hitters are here: Öhlins stickers dangle off the bike's bouncy bits, the anodised rims are clearly branded Excel, Brembo owns the braking duties and your hands rest on Reikon bars. If you were gunna build your own special project, chances are that the shopping list would be pretty similar.

The 2006 EN530Fes benefits from a host of improvements. The cylinder head goes on a diet, which helps reduce the engine's weight by half a kilo. There's also a wider cam-chain, which increases service life, an automatic cam-chain adjuster, and rubber-mounted bars. The Öhlins forks have revised internals, as has the shock, and the seat gets a new profile. Add in the new graphics and you have the updated bike.

So the TM does a fine job of elevating itself above the pack. But, as life shows, just being beautiful doesn't cut it long-term – there's gotta be a bit more goin' on.

Swing a leg over and it's clear

the TM means business. It's a company trait that the bikes err more towards competition than just plodding around; the 530 feels fit at a standstill. The seat supports, without being too sumptuous, the bars feel right for enduro (though a bit too high for more serious, twisty stuff) and it carries its sub-120kg self well. The pegs feel just right, as does the transition from standing to being seated.

“... if you get unexpectedly launched into the air, the TM will fly flat and true with a predictable trajectory.”

The TM has a kickstarter but the button becomes second nature. With a piston the size of a baby's head, it can struggle a tad up in the height of TDC, but a tickle on the manual decompression lever helps it through and it fires easily from there. Throughout the test, the battery pumped strongly, never giving us any concern that it would run flat.

And when it does fire, boy does it fire. With the burnt gases exiting through the Giannelli can, the TM bursts into life, its voice loud and low. Even with that massive piston trying to tear its way to freedom, there's less vibration than you'd think from the engine. It actually feels smoother than its baby

brother 450.

Simply grab a gear and your arse is very quickly launched out of there. With the motor's abundance of torque, gear selection becomes a novelty rather than a necessity. On our four-minute test loop, it was so easy to ride the straights and berms using only two of the five gears. For tighter stuff, the TM is over-geared. Show it a fire trail though and the well-spaced ratios will have your nose running red

before you can shout “bloody hell!” The hydraulic clutch can feel notchy in the middle of its action though it's constant and something you can easily live with.

The motor lays down torque in huge, predictable waves. The power curve is as linear as a jet leaving Sydney Airport, with no real surges along the way. Loading the bike up in the dry and fine-sand conditions could coax the motor into the beginnings of bogging and the bike felt slightly rich at our altitude. It's an easy motor to use and is fairly hard to stall. This will see you right as your body tires with distance.

The chassis is well balanced and suited to the weight and power of