

# TM300

## THE EXOTIC ENDURO

By Don Thurber

After drooling over the new TM's motorcycles at the International Dealer Expo in Indiana this winter, I knew I had to test ride the TM 300 two stroke. We contacted Dave Evans from MotoXErotica- TM racing's US importer. Evans provided us with some words of astuteness, and a week later a TM was delivered fresh to our door! A quick glance at this machine and it was apparent that it was loaded with trick "works" parts. This Italian made machine is like a fine wine of off road motorcycles. It is hand made for the elite, not a mass produced machine for the ordinary. This machine resembles the splendor of a chromed out Harley- such that people just can't help to stop & stare!

### THE PACKAGE:

The TM300 is loaded with billet components, complete with gorgeous billet triple clamps, hubs and a billet rear sprocket. Even the fasteners, bolts and hardware are Mercedes S500 quality. It is Enduro ready with a dual beam headlight and tail light. The package also is readily available for street legal worthiness. The bike comes standard with brake light sensors, a horn, and turn signal switches! Our machine also was delivered with a bag full of goodies including front and rear turn signals. We elected not to bolt them on due to the fact we intended to fully abuse our test bike in ugly off-road scenarios. We slapped on a WB handguard kit and we were pumped for the first ride!

### ENGINE:

Hang on, as this motor absolutely rips! The TM engine is a mega-blast that produces mammoth power. The low end power is fairly mild and allows the machine to find traction before an enormous midrange surge. For tight gnarly conditions one learns quickly to short shift and tractor through ugly terrain. In wide open landscape or when traction is available, this machine can just about outrun anything! The supply of 2-stroke rip carries right through the top end and nothing holds it back. The five speed wide ratio transmission is spaced well and stock gearing 14/52 is decent for most scenarios. The sand cast cases give the engine a works like appearance. The chromemoly tubular frame cradles a translucent 2.1 gallon fuel cell-very low and compact. The chrome plated HGS performance exhaust is first rate and tucks in high and out of harms way. V-force intake is standard equipment and assists in the crisp throttle response.



### HANDLING AND SUSPENSION:

Our machine came equipped with Marzocchi forks and Ohlin's rear shock. We are told for an additional \$500, one can purchase the Ohlin's front forks as an option. However we were quite pleased with the Marzocchi setup. Bumps, rocks, erosion ditches and basically any off road obstacle were soaked up comfortably with these suspenders. The TM craves to be ridden aggressively, and the harder you push it, one is rewarded with factory level suspension action. We also noticed a very wide range of adjustment. A



The 52 tooth rear sprocket is CNC machined out of one big chunk of billet aluminum!