



### Settings:

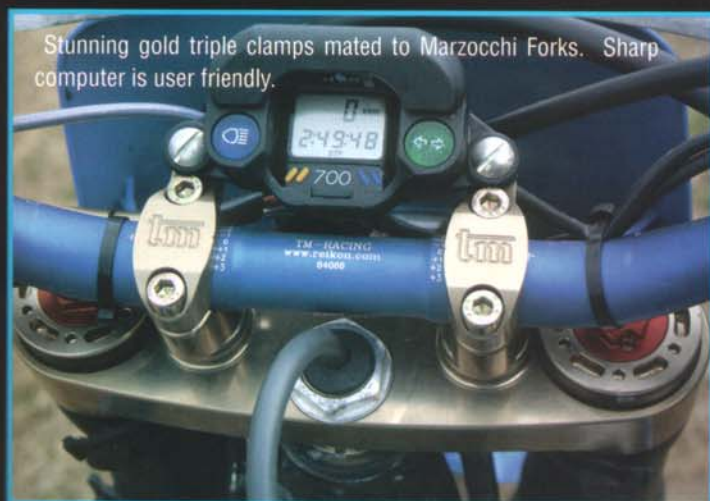
Our machine started easy and ran extremely well. For optimum settings for our conditions (65 degrees 1400 ft) we leaned the pilot jet one smaller and dropped the needle to its lowest position. Air screw was set at 1 3/4 turns out. We used a mixture of 93 pump gas combined with Blendzall's Gold Label-Racing Castor/Octane booster

very good testament to adjustability, as our test riders ranged from 170 – 220 pounds and we were able to find a setting that would satisfy everyone. The fork is firm in the initial part of the stroke, but smooth and progressive throughout the action. The shock is excellent as well. It will basically soak up everything you throw at it without excessive bottoming or rear end swap. Handling and cornering are also first rate. The bike is super light and coupled with the low fuel tank and perimeter frame, the low center of gravity makes the TM's steering very predictable and sharp.

### ERGONOMICS:

Stylish may be an understatement for the looks of this machine. The all blue appearance, including blue Excel rims definitely turn heads. The hydraulic clutch action is good and progressive. The pull is a bit harder than the new KTM's, but never faded or made any funny noises. The seat height to foot peg relationship is very compact and suitable for most riders under 5'10". For taller riders a tall seat and low boy pegs (such as Fastway) are a must. Front and rear brakes are strong and progressive. The trick TM blue handlebars had a comfortable bend.

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Stunning gold triple clamps mated to Marzocchi Forks. Sharp computer is user friendly.

