

# TM

## TM MX 144

Ignore the "125" sticker on this bike's rear fender; in the U.S. market, the bike that normally would be TM's MX 125 is now the MX 144. That's because the AMA's new rules allow overbored 125 two-strokes to compete with the 250cc four-strokes in the Lites class. The 144 achieves its added displacement through a 4mm bore increase, but the rest of the bike remains exactly the same as on the 125. Suspension is via first-rate Öhlins fork and shock, with top-quality Excel alloy wheels at both ends.



na  
Engine type: **two-stroke Single**  
Bore x stroke: **58.0 x 54.5mm**  
Displacement: **144cc**  
Transmission speeds: **6**  
Front wheel travel: **na**  
Rear wheel travel: **na**  
Fuel capacity: **2.4 gal.**  
Seat height: **na**  
Front brake: **disc**  
Rear brake: **disc**  
Claimed dry weight: **na**

## TM SMR 125



In all probability, there's a very limited demand for a 125cc two-stroke, non-street-legal supermoto bike in this country, but TM is going to give its SMR 125 a shot here anyway. The SMR is a slightly modified version of the company's EN 125 enduro but with engine tuning specs more like that of the motocross model. It also is fitted with 17-inch wheels and sticky sport tires, naturally, and trades the Nissin brakes of the EN and MX for a set of Brembos (a 320mm front rotor instead of 270mm, and a 240mm rear replacing a 245mm unit).

na  
Engine type: **two-stroke Single**  
Bore x stroke: **54.0 x 54.5mm**  
Displacement: **125cc**  
Transmission speeds: **6**  
Front wheel travel: **na**  
Rear wheel travel: **na**  
Fuel capacity: **2.1 gal.**  
Seat height: **na**  
Front brake: **disc**  
Rear brake: **disc**  
Claimed dry weight: **na**

## TM MX 85 Jr.

TM hasn't forgotten about up-and-coming motocross riders and so produces the MX 85 Jr., a two-stroke bike for the stars of the future. This is no foo-foo playbike but instead is a for-real racer with a 43mm Paioli inverted fork, a fully adjustable WP piggy-back-reservoir shock and a potent liquid-cooled 85cc engine. The frame is a chrome-moly-steel cradle type, the swingarm is an aluminum extrusion and the bodywork mimics that of TM's bigger racebikes. The Jr. rolls on a 17-inch-front/14-inch-rear tire combination.



na  
Engine type: **two-stroke Single**  
Bore x stroke: **47.9 x 47.0mm**  
Displacement: **85cc**  
Transmission speeds: **6**  
Front wheel travel: **na**  
Rear wheel travel: **na**  
Fuel capacity: **1.8 gal.**  
Seat height: **na**  
Front brake: **disc**  
Rear brake: **disc**  
Claimed dry weight: **na**  
Front brake: **disc**  
Rear brake: **disc**  
Claimed dry weight: **143/152 lb.**

## TM SMM 530 Black Dream

Looking for something dreamy? Not boy-band dreamy, but rather a beautiful, out-of-this-world supermoto bike that's sure to attract admiring gazes from all who see it? Despite being equipped with full lighting and sticky 17-inch sport tires, the Black Dream is not street-legal here in the U.S. Still, the single-sided swingarm, star-pattern cast wheels, high-intensity headlights and black-and-gold graphics give the SMM 530 a distinct look. And with 528cc of arm-straightening power mated to top-shelf Öhlins suspension, the Black Dream lacks nothing on the performance side of things.



na  
Engine type: **four-stroke Single**  
Bore x stroke: **98.0 x 70.0mm**  
Displacement: **528cc**  
Transmission speeds: **5**  
Front wheel travel: **na**  
Rear wheel travel: **na**  
Fuel capacity: **2.1 gal.**  
Seat height: **na**  
Front brake: **disc**  
Rear brake: **disc**  
Claimed dry weight: **na**