I’m always looking for something different, and when the guys at TM Racing offered to help with a Garage In stock project, I was stoked. Who wouldn’t want to build an exotic Italian two-stroke?

Faster USA
Custom Billet Red Hubs, Black DID Fmms, Red Spike Nipples
www.fasterusa.com

Pro Circuit
Works Pipe, Carbon T12 Silencer
www.procircuit.com

Galfers
Oversize Front and Rear Motors, Steel Braided Brake Lines
www.galfersusa.com

Pro X Chain Kit
Pro X Gold Chain, Pro X Sprocket
www.pro-x.com

VHM
Custom Racing Head
www.vhm.net

Renthal
959 Handlebars
www.renthal.com

Twin Air
Air Filter and Filter Cage
www.twinair.com

Dunlop
Mo35 Front and Rear Tires
www.dunlop motardcycle.com

To see how the 2017 TM 144 performs with these mods, head over to
www.renthalusa.com/category/Racer-X-flims
Ralf Schmidt, the American importer, did the heavy lifting for the build, and I was a big fan of the 144 to start with. Those few extra cubic centimeters might not seem like much, but they sure are nice when you need to get out of a deep corner or up a hill. And unlike a 125 that has a big-bore cylinder, the entire TM powerplant is designed around the 144 cylinder. TMs also come standard with V-Force reed blocks, and it doesn’t get any better than that.

For this build, Ralf added a VHJ cylinder head with slightly increased compression to add a little more horsepower without pushing the limits too much. We used SM Project engine covers, which have a cool, finned look. We also mounted a Pro Circuit Platinum pipe and carbon-fiber silencer in order to finish the look and performance of the machine. We used VP Race Fuels C12 mixed half-and-half with pump gas for a blend of performance and cost effectiveness.

The suspension was done by Lanier Racing, a local Southern California company. The wheels were built by Faster USA and are a work of art. They took black DID rims and mounted them to their custom red billet hub with silver spokes and red nipples. It was a shame to even get those things dirty. Galfer sent us oversized rotors and steel-braided brake lines to give the brakes a factory feel and finish with unreal stopping power. We mounted Dunlop MX3S tires to finish off the wheelset.

Rental bars and grips graced the controls, and the chain and sprocket were Pro X. Twin Air supplied the filter, and MotoSeat built our seat cover, which matched the graphics from Thunder Design Decals. We used Vroam oil exclusively on this build and added C84 hand guards as a finishing touch. We also want to say thanks to Spider Energy for their support of TM and this build.

You’ll have to watch the video to get the full review, but I’ll tell you, this thing absolutely rips. We rode it at Glen Helen, and it felt like some of the best 125cc race bikes I ever had. The extra cc’s help the bike pick up out of turns without completely hammering the clutch, and the high-revving Italian engine pulls to the moon when you get it wound up. And the sweet music of the Pro Circuit shorty silencer would make Mozart’s pants tighten up. The handling is quick and light—one of the best qualities of smaller bikes. The brakes are incredible thanks to the guys at Galfer. Overall, this bike is a blast and a real head-turner when you pull into the pits. Check out the full video at www.raceroxonline.com.