



#eisenbeisser

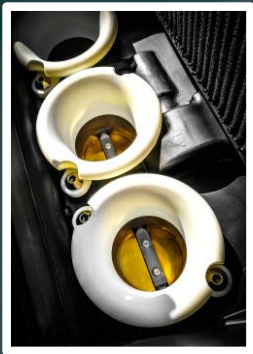
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m2s.Parts

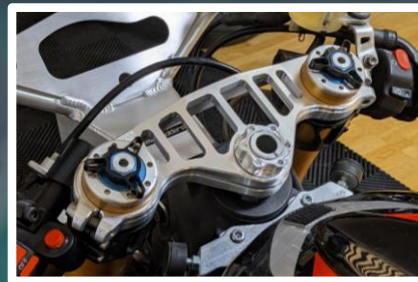
Fender Raiser



kit Intake
Funnel



Preload
Adjuster
& Triple
Clamp



m² RACE fairing



Brake Force
Adjuster



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Fits all Triumph Daytona & Street Triple models from 2006 onwards



m² RACE FAIRING



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especially developed
for stock bikes

inspired by KALEX role model

#moto2style
developed fairing stay

increased air-intake
(approx. 150%
compared to Daytona
2006 – 2012)

Belly
optimized for
many exhausts

top fairing separate
from side panels (easy
exchange after crash)



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Fits all Triumph Daytona & Street Triple models from 2006 onwards



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Universally applicable fairing specially developed for stock bikes. All parts can be ordered separately with.

- Fits all TRIUMPH STREET TRIPLE & DAYTONA models from 2006 and the 765 series
- Designed explicitly according to the KALEX model from the moto2 world championship
- Developed in Germany with focus on fitting accuracy and surface finish and stability

No adjustments to the standard motorcycle necessary and original side stand usable.

Details & Requirements

- Finish already glossy with high quality (directly applicable)
- Significantly enlarged air intake compared to the Triumph Daytona series model (approx. 150% compared to Daytona from 2006 to 2012) *...ideal in combination with our kit intake funnels*
- No narrow steering stops required; nevertheless generally recommended for racing
- Engine cover visible (temperature management – considerable for gen1 and gen2 Daytona; 2006 until 2012)
- OEM clock bracket can be used
- Compatible with the standard exhaust system
- Models 2013+ require a conversion of the standard expansion tank behind the cooler (will be delivered by us)
- The flap inside OEM ramair must be removed on models 06-12 (only noise-reducing fct.)

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... how to fit?

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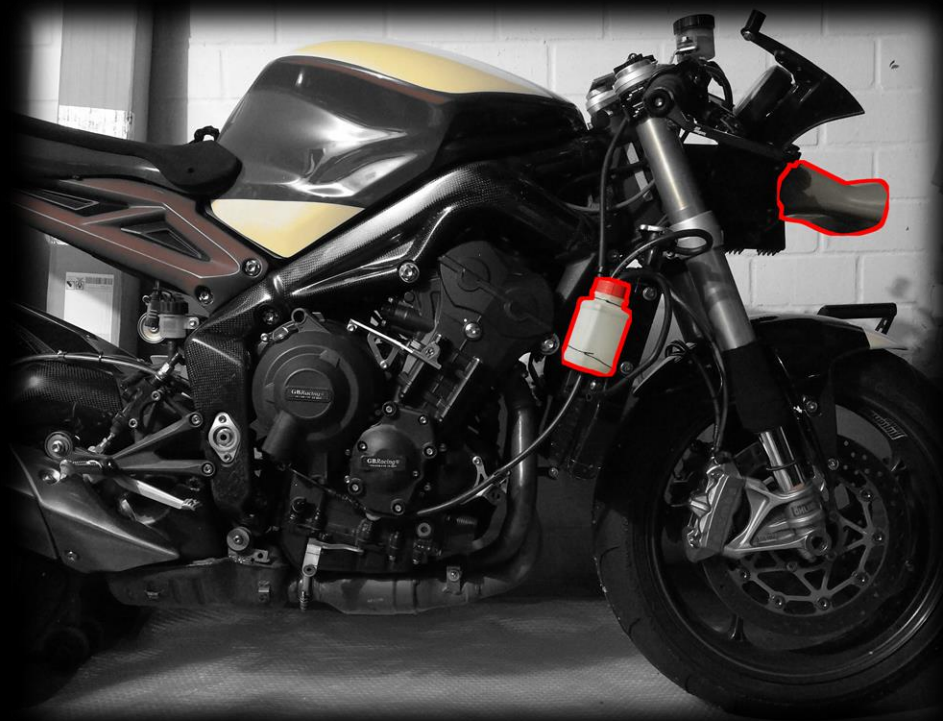
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» how to fit ...the fairing

1) Install your accessory expansion tank (see next page) and the air intake bridge onto your OEM or accessory dash holder ...



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» how to fit ...the expansion tank



Exchange hose touching the bottom of the expansion tank; use a regular safety wire to fasten the expansion tank
(advise: cut the lower end of the hose to a peak shape to ensure the absorption of liquid)



Outlet hose stuck into header area of expansion tank; use a regular safety wire to fasten the expansion tank

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» **how to fit** ...the intake for both, our #m2s and also OEM fairing stay

1...



install the fairing stay

2...



allocate the intake

...use a 8 mm drilling

3...



finally allocate the mask

...position the upper lit of the carbon intake inside the corpus of the fairing stay

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» **how to fit** ...the intake for both, our #m2s and also OEM fairing stay

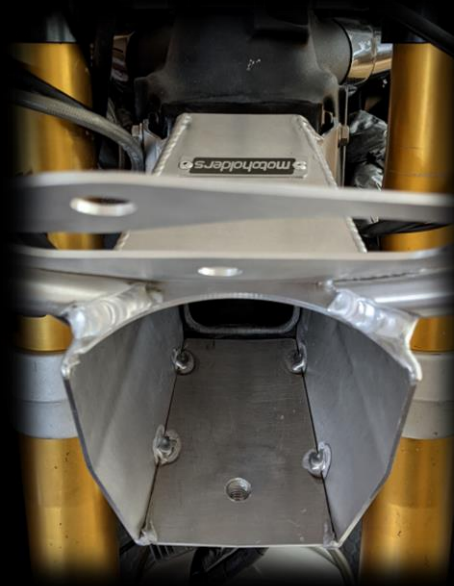
1...



install the fairing stay

...use a 8 mm drilling

2...



allocate the intake

3...



finally allocate the mask

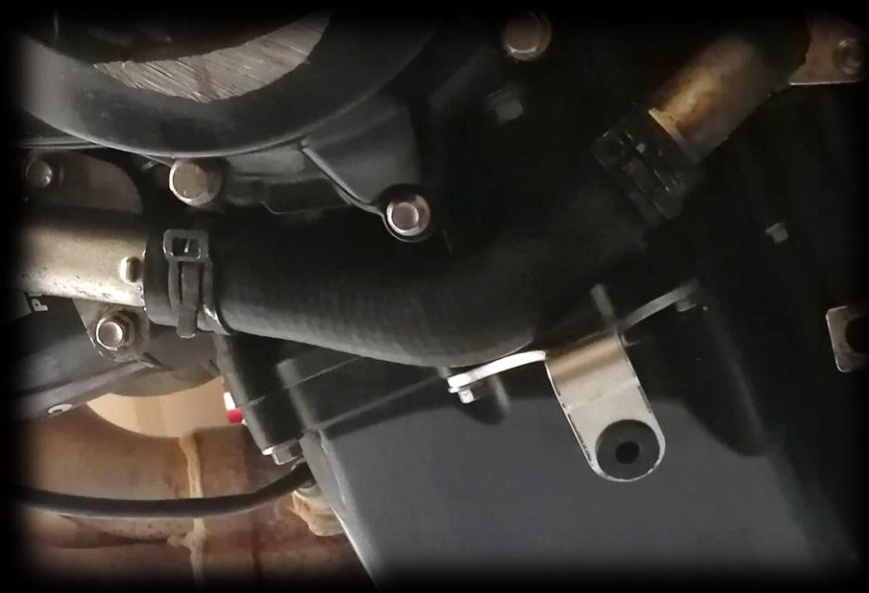
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» **how to fit** ...the lower brackets



lower bracket left Daytona 2006 till today



lower bracket right Daytona 2006 till today

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» how to fit ...the fairing

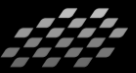
2) mount the lower brackets onto your oil sump (see next page) and prepare the lower fairing ...

...do not finally tighten the main screw but only tighten it slightly!
Use a 8 mm drilling.



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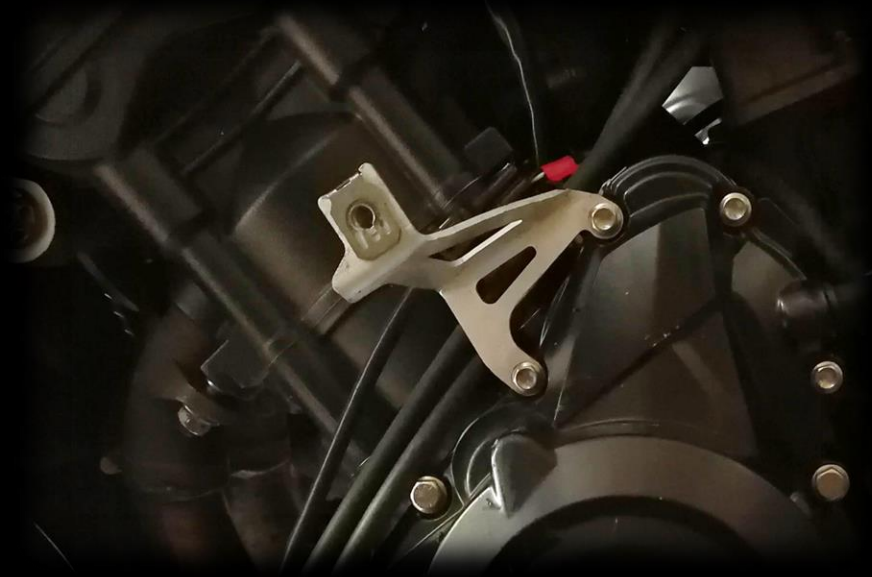
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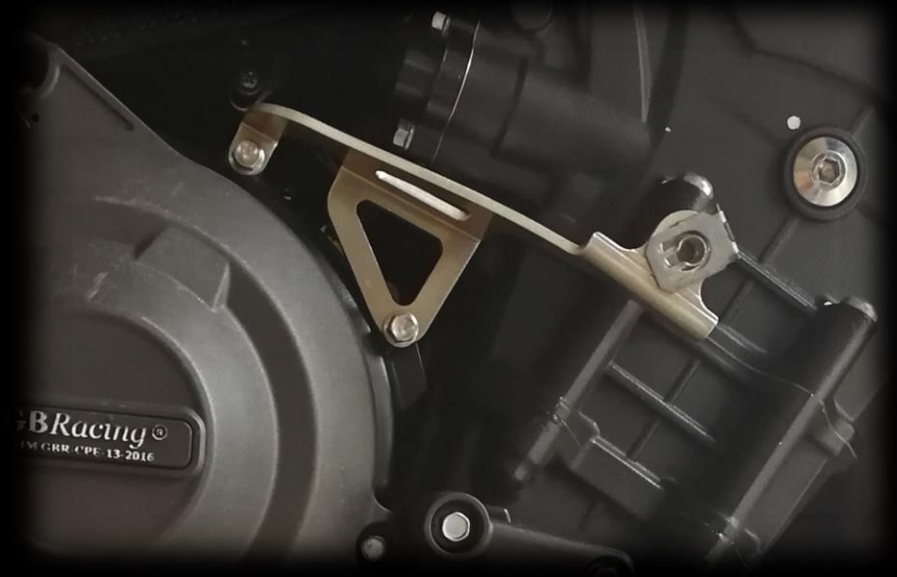
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» **how to fit** ...the upper brackets



upper bracket left Daytona 2006 till 2012



upper bracket right Daytona 2006 till 2012

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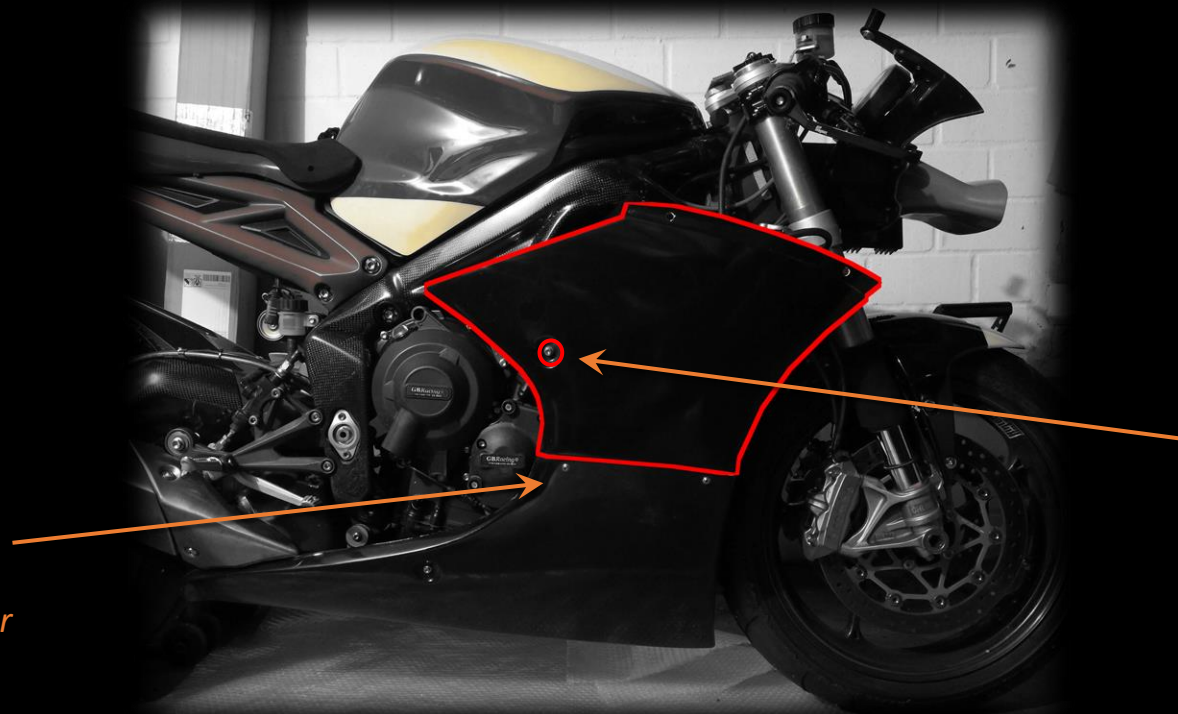


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» how to fit ...the fairing

2) mount the upper brackets onto your engine (see next page) and prepare the side panels ...



...connect your side panels with the lower fairing!

...do not finally tighten the main screw but only tighten it slightly!
Use a 8 mm drilling.

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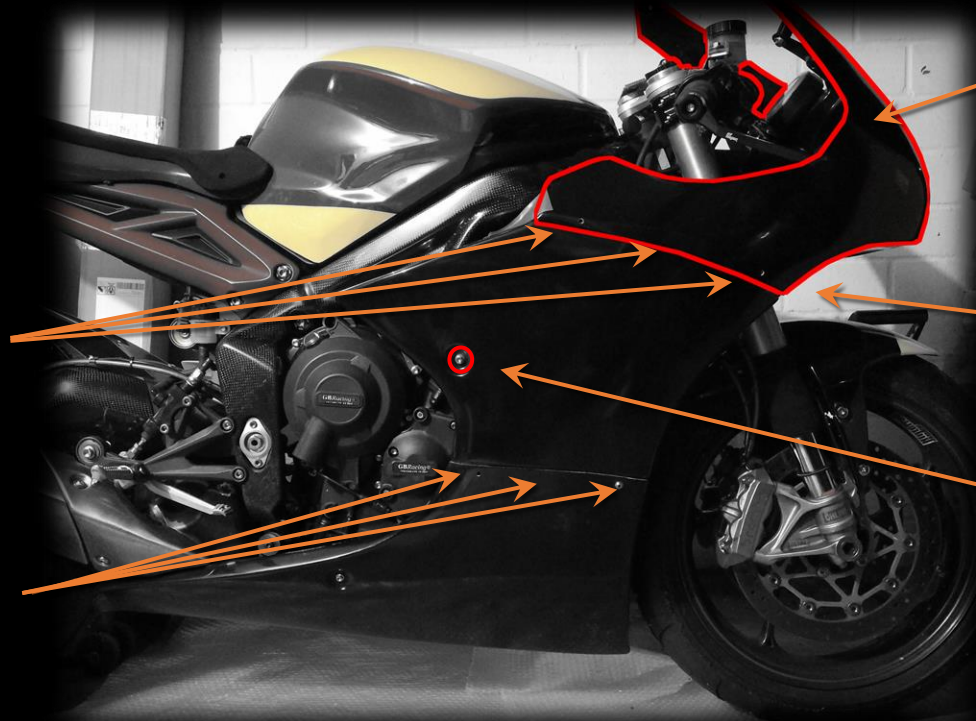
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» how to fit ...the fairing

2) mount the mask to your air intake bridge and screw it to your side panels...

We are suggesting to use 3 connectors to assemble the mask and the belly to the sides. This reduces vibrations and reduces the possibility for cracks through crashes. Furthermore we suggest flat-head-screws in order to reduce the forces against the assembling spits while sliding throughout a crash.



...find the right positioning of the upper screw connection considering the type of clock mount!
Use a 8 mm drilling.

...connect your mask with the side panels!

...finally tighten the main screws for the side panels!

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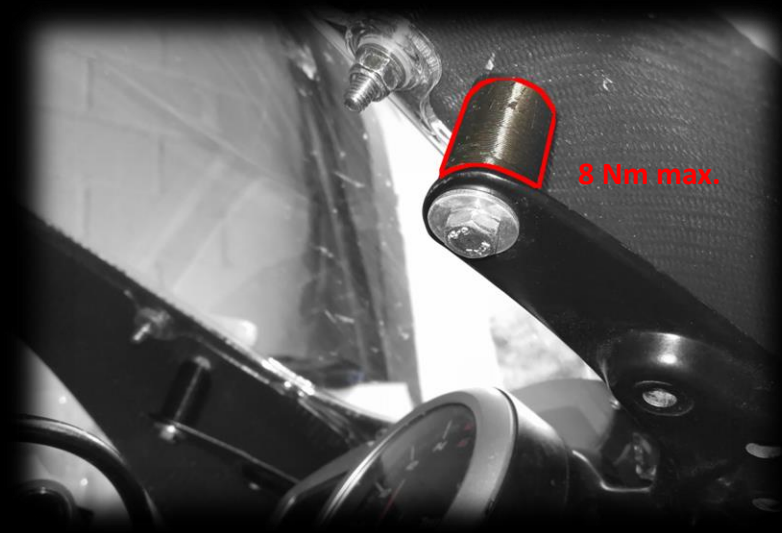
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» how to fit ...your aerodynamic package

We definitely suggest to use these spacers in order to improve your wind protection massively but also to protect your mask and the dash holder from damage during crashing since this part is designed to be the designated breaking point against excessive forces.



*substructure of the mask (use approx 8 Nm)
...this part is the designed breaking point which is supposed to crack during crashing in order to protect the mask and the fairing stay.*



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Fits all Triumph Daytona & Street Triple models from 2006 onwards

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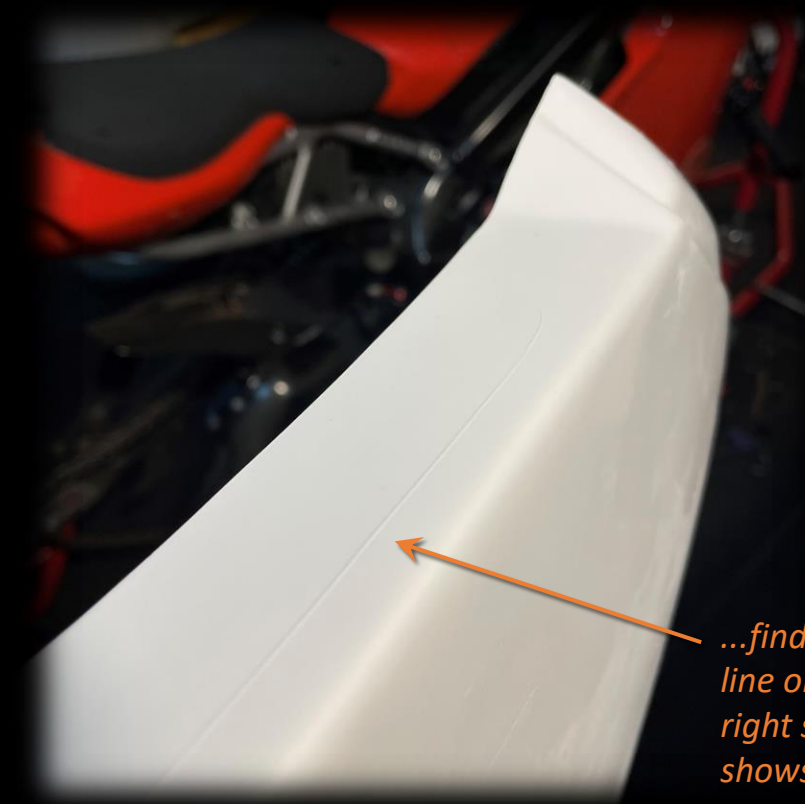
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» improve your aero ...decide yourself



...we never suffered the issue of overheating. Also, there was not a single customer complaining about such an issue within our 3 years of marketing this product. Nevertheless, we have created a possibility for everyone who is thinking about to allow the air flow to escape easier.



...find this thin cutting line on the left and right side panel that shows where to cut.

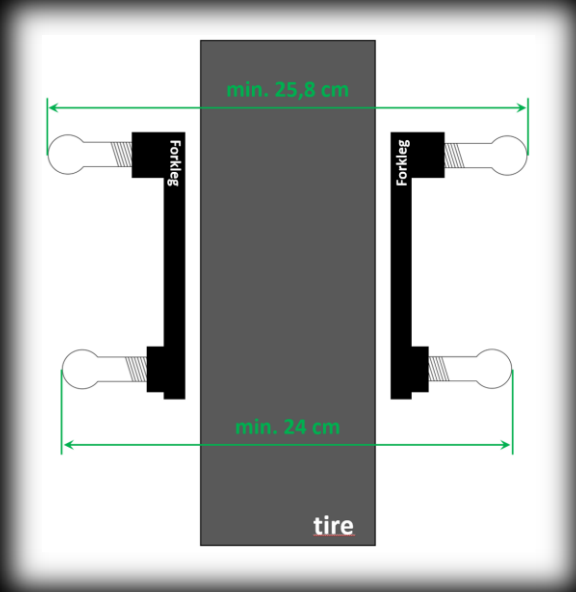
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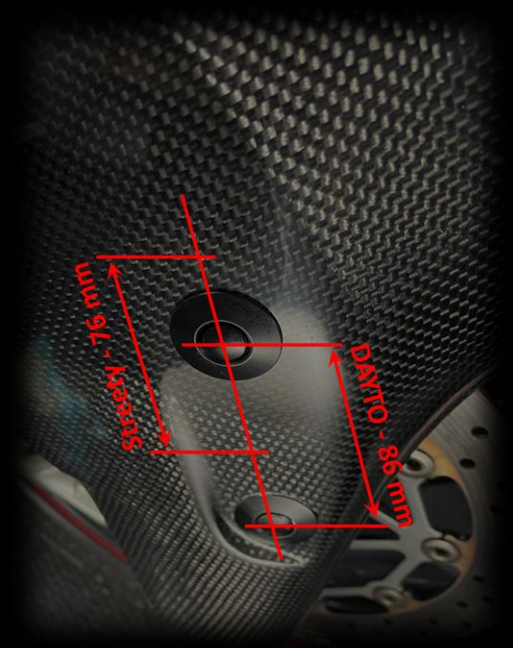
» your #m2s front FENDER ...how to install

1...



screw the lock heads to your fork legs with a minimum spread of 25,8 cm for the upper and 24 cm for the lower allocations

2...



Drill for the locks ...
76 mm for Street Triple
86 mm for Daytona

3...



click, click ...done

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» your #m2s front FENDER ...further suggestions



we suggest using a medium screw tightener in order to make sure that the locks are positioned safely



especially on a DAYTONA it makes sense to cut the thread of the lower allocation by approx.10mm to prevent the brake disk from being affected

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» your new #m2s seat unit ...how to install

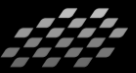
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Fits all Triumph Daytona & Street Triple models from 2013 onwards

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» install your seat unit



If you don't want to drill the holes, in order to realise a thread or if you do not have the right tools to realize it in a decent manner, you also can use a dual-lock velcro.

The solution on the pictures provides a minimum of 10 lbs. allocation force (realized with the 3M dual-lock velcro). In combination with the other two allocations from the seat unit which are attaching it directly to the frame, this can be a alternative compared to drilling the threads shown on the previous slide.

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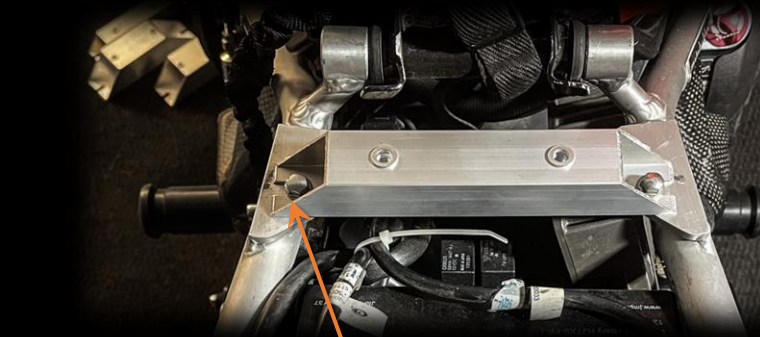
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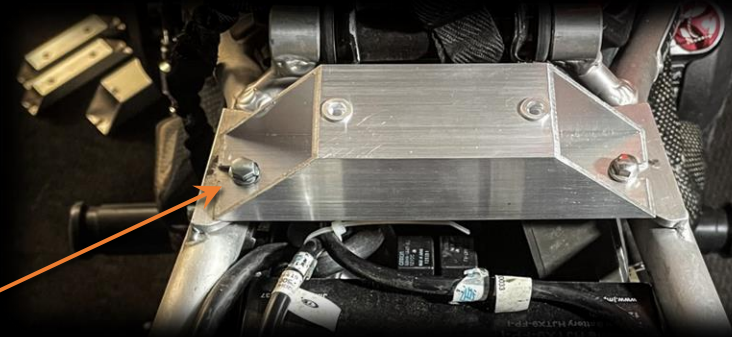
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» install your seat unit

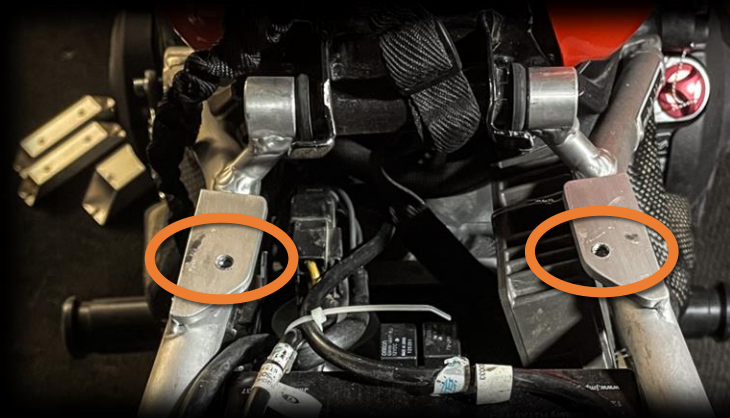


Decreased height by 10 mm



OEM height

The bracket comes with a slide cut in order to provide a maximum of flexibility for your convenience!



...it may be possible that your frame does not have the 2 allocation threads behind the tank. This is very typical for Daytona bikes and not a mistake from our side. Especially with aftersales frames you probably have to thread in the allocations into the frame.

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