MANUAL

T20

EN

IMPORTANT INFORMATION

Before riding, please read these instructions carefully and respect the recommendations in order to fully enjoy this beautiful product!
We highly recommend you ask your LOOK retailer for advice regarding installation and assembly.

In a constant effort to improve performance, LOOK reserves the right to modify product specifications without prior notice.

LOOK products are protected by industrial property rights.

For more information, please refer to www.lookcycle.com/patents

Warning : LOOK products are designed and optimised for cyclists weighing no more than 100kg (220,5 lbs).

Counterfeit product warning: Using counterfeit products is extremely dangerous as these can fail and cause you or third parties to fall, resulting in serious injury or even death.

For more information, please refer to our website **www.lookcycle.com,** WARRANTY POLICY > COUNTERFEIT.
For more in-depth details related to IMPORTANT INFORMATION, please refer to our website **www.lookcycle.com,** WARRANTY POLICY > IMPORTANT INFORMATION.

If you are unable to access our website, your LOOK retailer can provide you with a print version of our warranty policies.

PRODUCT INTRODUCTION

Your frame has been manufactured according to the technical specifications of the LOOK engineering department.

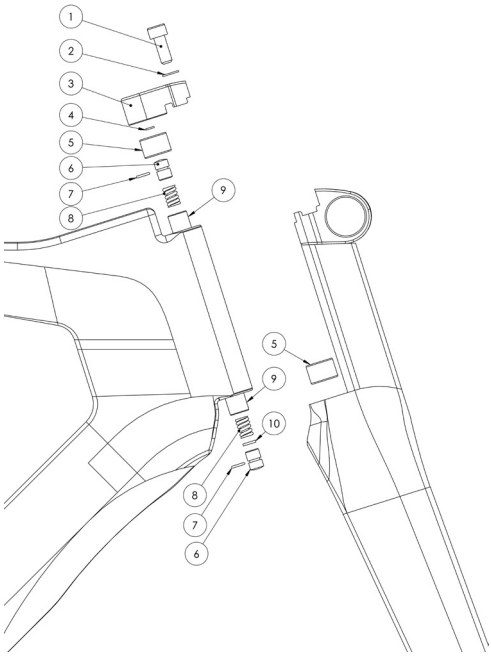
Your frame is delivered with a ZED crankset specially developed for track cycling, an offset fork, a carbon track stem and aero carbon handlebars.

The frame also comes with a profiled seatpost and two carbon saddle clamps. Your T20 bike is compatible with standard and thru-axle front and rear wheels.

INSALLING THE FORK

When assembling, disassembling and/or servicing your bicycle, please refer to the diagram below to ensure all the headset parts are in the correct position and order.

1	CHC M8x20 screw - Allen HEX 6 - **8Nm - threadlocker ex.: LOCTITE 243**	x1
2	Steerer tube I stem spacer	x1
3	Headset cap	x1
4	Spacer 6.2x1*	x1
5	Needle roller bearing*	x2
6	Steerer spring block	x2
7	Piston seal	x2
8	Steerer spring	x2
9	Steerer tube*	x2
10	Spacer 9.5x1.5	x1



* Upper parts 3, 4 & 5 are delivered pre-assembled.

* Lower part 5 is delivered fitted into the fork.

* The steerer tube (9) fits into the frame.

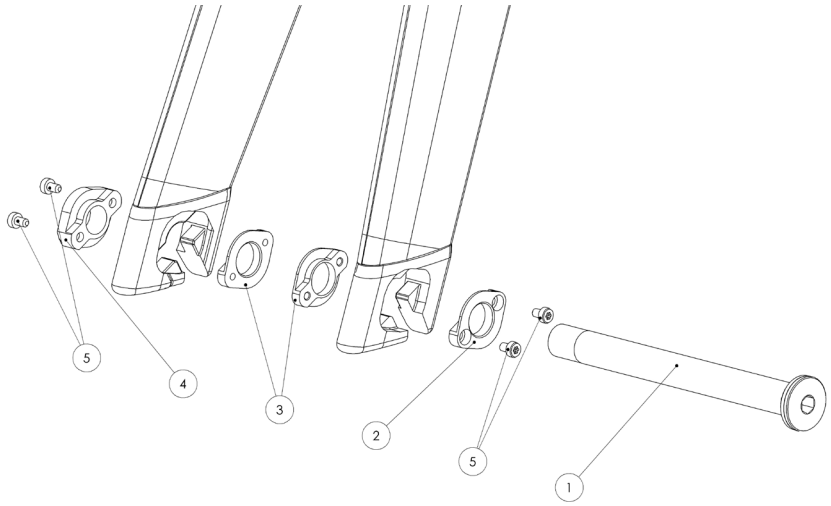
Note : The CHC M8x20 screw (1) must be coated with a medium threadlocker such as **LOCTITE 243™** and tightened to a torque of **8 Nm**

INSTALLING THE FRONT WHEEL FITTINGS

In the case delivered with your bike, you will find a bag containing all the necessary parts to install the fittings compatible with your wheels.

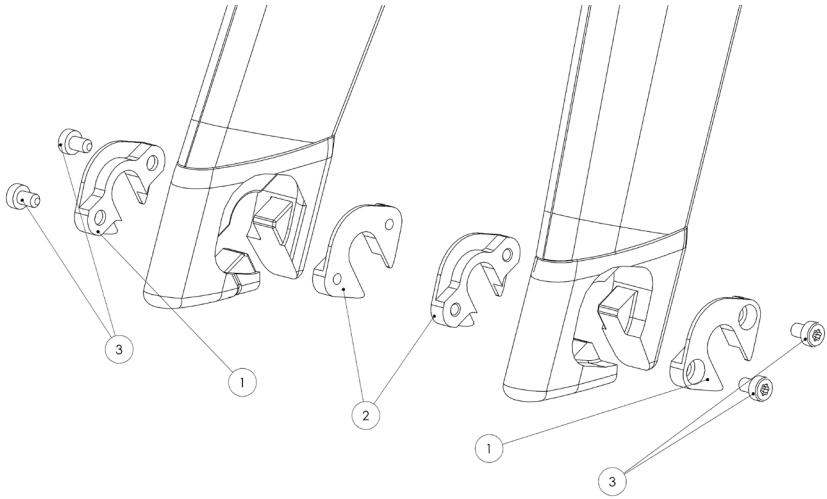
These fittings allow you to mount a Ø12mm, flat seat thru axle or a standard axle depending on the type of wheels used.

EXPLODED VIEW OF THE FRONT WHEEL FITTINGS FOR A Ø12MM THRU AXLE



1	12mm front thru axle - Allen HEX 6 **- 10Nm - greased**	x1
2	Smooth washer	x1
3	Threaded washer	x2
4	M12 nut	x1
5	M3x5 screw - Torx T10 **- 1Nm - threadlocker ex.: LOCTITE 243**	x4

EXPLODED VIEW OF THE FRONT WHEEL FITTINGS FOR A STANDARD AXLE



1	Smooth washer, diameter 10	x2
2	Threaded washer, diameter 10	x2
3	M3x5 screw - Torx T10 **- 1Nm - threadlocker ex.: LOCTITE 243**	x4

BEFORE ASSEMBLING

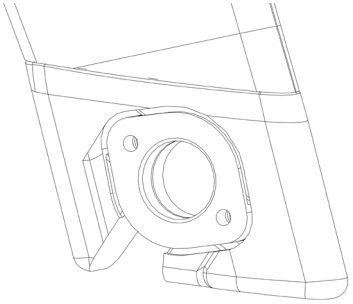
1 I Set aside all the parts you will need for your selected build.

2 I Clean and degrease the parts and the fork ends with a suitable degreaser, excluding the M3x5mm screws already coated with threadlocker.

3 I Prepare a torque wrench with both HEX 6 and TORX T10 heads.

INSTALLING THE THRU AXLE FITTINGS

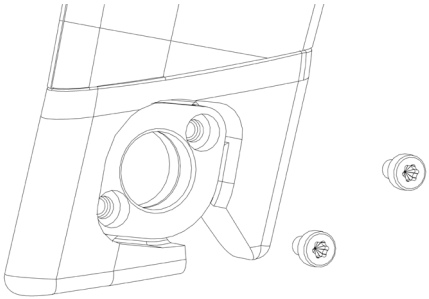
1 I Place the threaded washer on the inside of the left fork end and press it firmly into place.



Inside

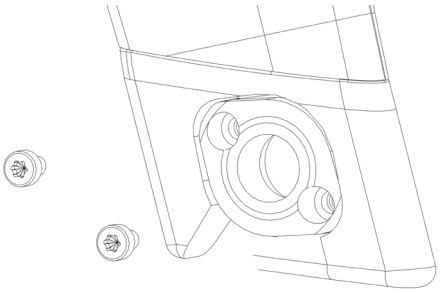
2 I Place the smooth washer on the outside of the left fork end and press it firmly into place. Pre-tighten using 2 M3x5 screws.

3 I Repeat step 1 on the right side (the threaded washer is a symetrical piece and can be mounted on either side).



Outside

4 I Insert the M12 nut on the outside of the right fork end and press it firmly into place. Pre-tighten using 2 M3x5 screws.

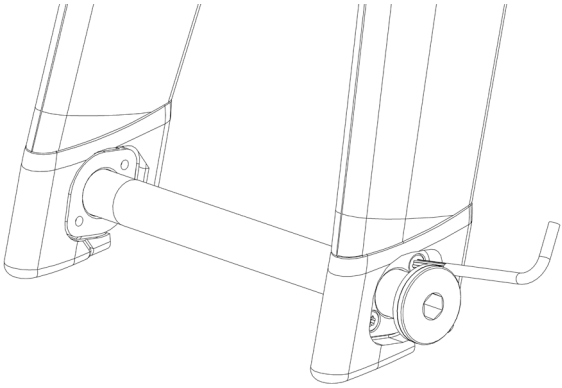


Outside

5 I Before tightening the 4 screws completely, grease the thread of the thru axle and screw it partly into the M12 nut while still allowing access to the M3x5 screws. This will ensure that the fittings are aligned.

Remove the thru axle and tighten all 4 M3x5 screws to a torque of **1 Nm**.

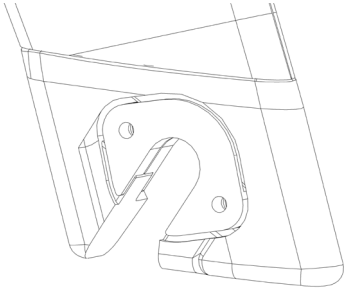
WARNING: Ensure the screw heads do not protrude beyond the counterbore, or the axle will rest on the screw heads rather than on the flat surface of the washer.



6 I Grease the thru axle thread. Install the wheel and tighten the axle (H6 Allen wrench) **to a torque of 10Nm**.

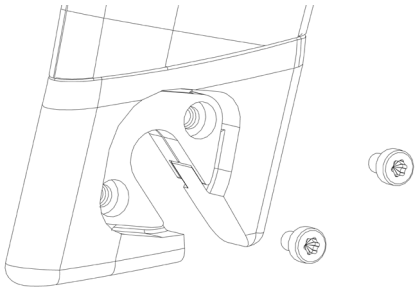
INSTALLING THE STANDARD AXLE FITTINGS

1 I Place the threaded washer on the inside of the left fork end and press it firmly into place.



Inside

2 I Place the smooth washer on the outside of the left fork end and press it firmly into place. Using 2x M3x5 screws, tighten to a torque of **1Nm.**



Outside

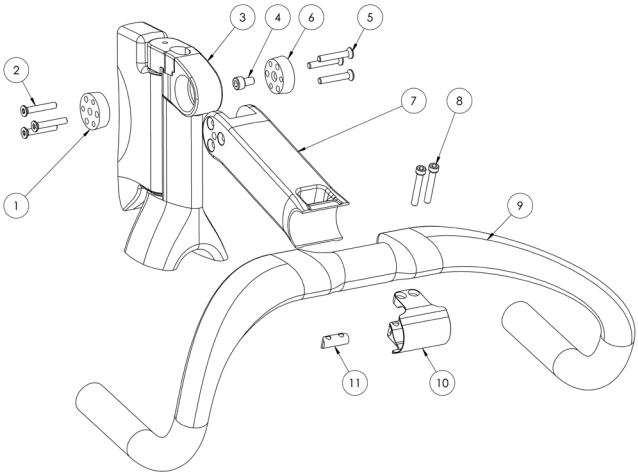
3 I Repeat steps 1 & 2 on the right fork end (the washers are symmetrical and can be mounted on both the right and left hand side).

WARNING : Ensure the screw heads do not protrude beyond the counterbore, or the axle will rest on the screw heads rather than on the flat surface of the washer.

IMPORTANT CONSIDERATION FOR ALL SETUP OPTIONS

Using wheels with different axle types requires swopping the fittings regularly. After assembling/ disassembling three times it is important to recoat the screw threads with a standard threadlocker such as LOCTITE 243™. Do not grease or lubricate the screws !

ASSEMBLING THE STEM

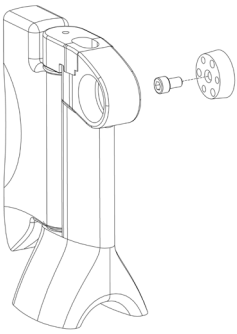


1	Right hand cone	x1
2	FHCX M5x30 screw - Torx T25 **- 8Nm - threadlocker ex.: LOCTITE 243**	x3
3	Headset cap	x1
4	M6x10 extraction screw - Allen HEX 5	x1
5	FHCX M5x30 screw - Torx T25 **- 8Nm - threadlocker ex.: LOCTITE 243**	x3
6	Left hand cone	x1
7	Stem	x1
8	CHC M5x30 screw - Allen HEX 4 **- 8Nm - threadlocker ex.: LOCTITE 243**	x2
9	Handlebars	x1
10	Stem face plate	x1
11	Plate barrel	x1

1 I Degrease the cones (1 & 6), the headset cap (3) and the stem with a clean cloth.

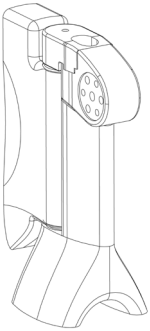
2 I Grease the M6x10 extraction screw (4).

3 I Manually screw the M6x10 screw into the left cone and tighten until it rests on the small diameter of the cone.



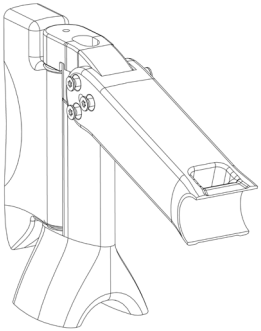
4 I Line up the cones in the headset cap. The hole in the right hand cone must be aligned with the thread of the left hand cone.

5 I Apply light pressure to the cones to ensure they stay in place in the headset cap. **The cones must not protrude from the headset cap before mounting the stem.**



6 I Position the stem on the headset cap.

7 I Align the holes in the stem with the holes in the cones. Then pre-tighten the 6 M5x30 screws **(coated in threadlocker such as LOCTITE 243)** to hold the stem in place.



8 I Adjust the stem angle. Stem angles can vary between +20° and -9° (horizontal reference).

9 I Evenly tighten each of the FHCX M5x30 screws **to a torque of 8Nm** using a torque wrench with a T25 head. To ensure the screws are evenly tightened, alternately tighten the left and right screws.

The right hand screws go through the right side of the stem and tighten into the left cones and vice versa.

MOUNTING THE HANDLEBAR ON THE STEM

Approved handlebar width : 31.8mm. Minimum clamp area width: 45mm.

1 I Degrease the face plate (10), the handlebars (9) and the stem (7).

2 I Grease the M5x30 screw (8) threads and heads.

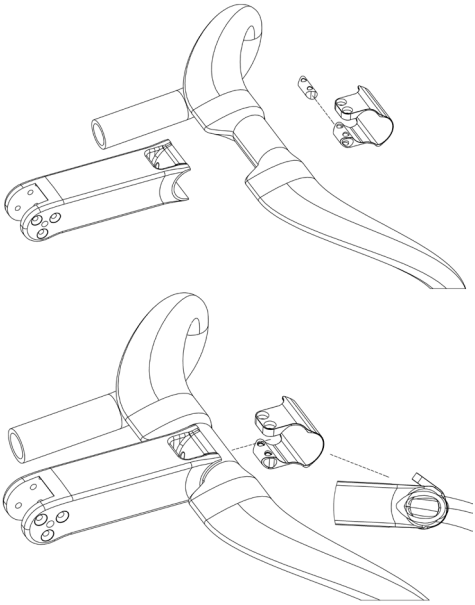
3 I Place the barrel in the face plate. The barrel sits under the stem (see diagram opposite).

4 I Pre-position the handlebar in the stem.

5 I Place the lower part of the face plate against the stem.

6 I Fold the upper part of the face plate onto the stem.

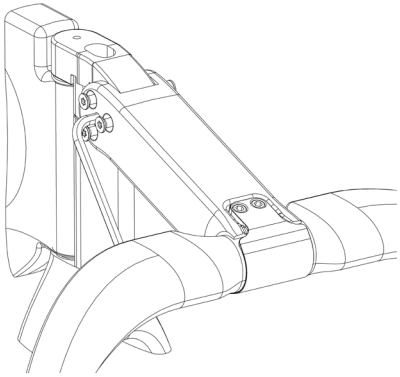
7 I Fit the stem screws (CHC M5x30 **coated in threadlocker such as LOCTITE 243**) into the stem from above and tighten to a torque of 8Nm using a torque wrench fitted with an Allen HEX4 head.



ANGULAR ADJUSTMENT I REMOVING THE STEM

1 I Loosen the 6 FHCX screws (by approx. 3mm) without removing them completely.

2 I Place a 5mm Allen key in the central stem hole, on the right hand side.



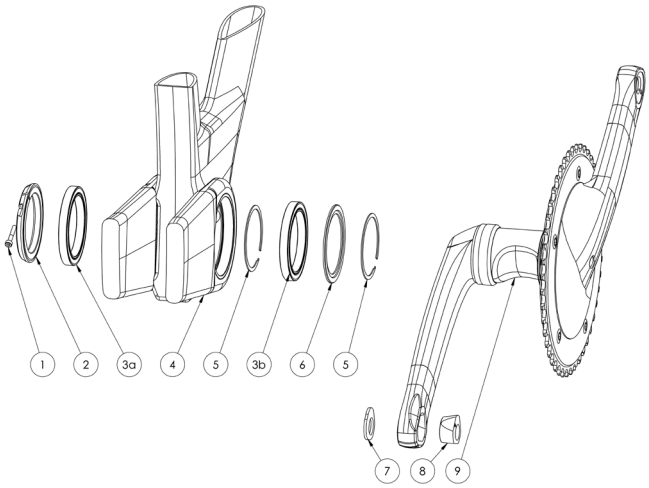
3 I Loosen the central M6x10mm screw until one of the 2 cones comes away from the headset cap.

4 I Continue unscrewing until the second cone detaches from the headset, taking care not to pull the composite arms away from the stem.

5 I Once you have removed both cones, the stem angle can be adjusted. The stem can also be removed by completely unscrewing and removing the 6 FHCX screws.

6 I Do not forget to tighten the M6x10 screw in the left cone before tightening the stem on the fork again.

ZED CRANKSET FEATURES



1	M3x20 screw - Allen HEX 2.5 - **2Nm - threadlocker ex.: LOCTITE 243**	x1	
2	Locking ring	x1	
3a	6810 bearing	x1	Pre-installed in the frame
3b	6810 bearing	x1	Pre-installed on the crankset
4	Frame	x1	
5	Split ring	x2	Pre-installed on the crankset
6	Support washer	x1	Pre-installed on the crankset
7	Tri-lobe washer	x2	
8	Tri-lobe nut	x2	
9	ZED track crankset	x1	

The ZED track crankset is the first carbon monobloc track crankset in history. The crank arms and spider are integrated with the bottom bracket axle to achieve a stiffness that is unequalled on the market today. Built solely from carbon fiber, the crankset is lightweight and extremely stiff. The ZED track version is the result of many years of research and development, and features many of LOOK's patented technologies, including the adjustable crank arm length thanks to the tri-lobe system. This means that one crankset can offer crank lengths of 165 - 167.5 - 170mm (size 1) or 172.5 - 175 - 177.5mm (size 2), simply by twisting the locking nut on the pedal by one third of a turn. The adjustment is fast, easy and does not require any special tools.

This monobloc technology links the crank arms and axle to a solid spider, which supports the chainring. The seamless continuity between the chainring and the spider improves the aerodynamics of the entire component.

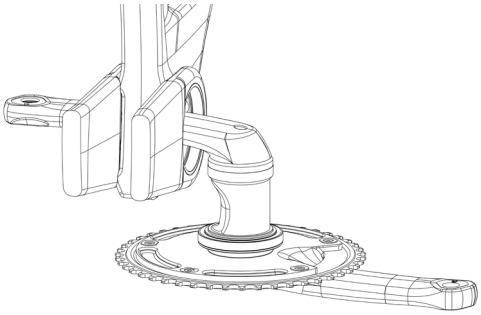
INSTALLING THE ZED CRANKSET IN THE FRAME

As the ZED track crankset is made of one single piece, installing it requires sliding the left crank arm through the frame. The right hand pedal can be fixed to the crank before the crankset is fitted into the frame. This is not the case for the left hand pedal, which can only be attached once the ZED crankset is correctly installed.

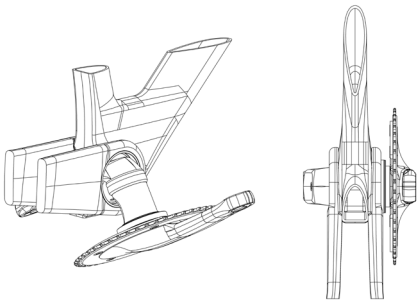
- Installing the ZED crankset does not require specific tools, however we recommend you contact your certified LOOK retailer when installing or removing it.
- Before fitting the crankset into the frame, ensure the left bearing is correctly and firmly positioned in the left hand side of the frame, and that there are no parts missing from the pre-assembled components on the crankset. - The chainrings do not interfere in any way with the crankset installation procedure. The crankset can be mounted in the frame with or without the chainrings.

CAUTION :
- Dust, clean and grease the crankset bearing seats with the recommended lubricant.
- Never clean your bike with a high pressure cleaner. Pressurized water, even coming from a simple garden hose and despite the seals, can penetrate into the ZED crankset and cause irreparable damage to the components and bearings. Gently wash the crankset when it is mounted on the bike, using a soft cloth, water and neutral detergent.
- Never leave the ZED track crankset inside a car parked in direct sunlight, close to a radiator or any other source of heat.

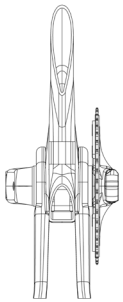
1 I Insert the crankset into the frame, starting with the left hand crank arm.



2 I Rotate the crankset to pre-position the right hand bearing in its seat.



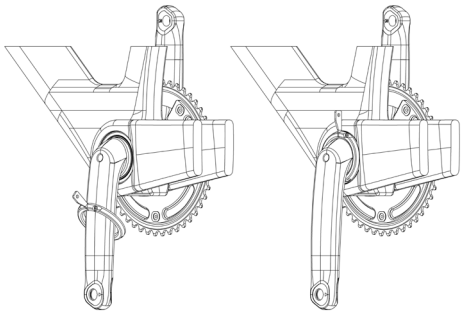
3 I In a smooth and linear movement, slide the whole crankset leftward to bring the right hand bearing into its seat.



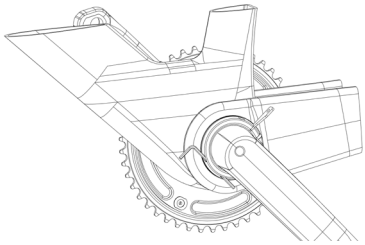
4 I Prepare the locking ring by inserting the mounting aid into the 1mm slit and locking it in using the M3x30mm screw.

5 I Slide the above ring + aid + screw combination over the left-hand crank and lightly screw the ring onto the crankset thread.

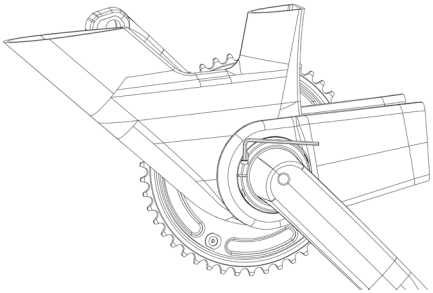
CAUTION : Do not apply force at any time as this may cause irreparable damage.



6 I Fit a 2.5 Allen key into the hole opposite the M3 screw for additional leverage, and tighten the ring.



7 I After removing all play in the crankset by tightening the locking ring, remove the Allen key, loosen the M3 screw, remove the mounting aid and re-tighten the M3 screw to a torque of 2Nm.



REMOVING THE CRANKSET

To remove the crankset, follow the assembly procedure described above in reverse order.

MOUNTING THE CHAINRING ON THE CRANKSET

Chainring compatibility :

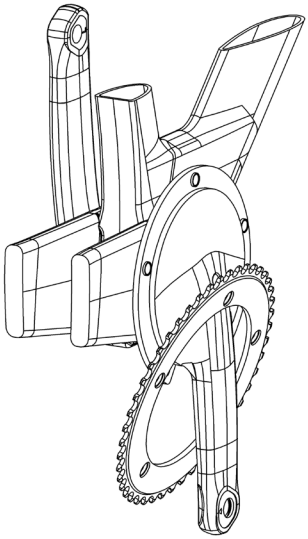
Chainrings with the following properties are compatible with the ZED TRACK crankset :
- 5 bolt holes
- 144mm bolt circle diametre (BCD)
- 4mm thickness in all bolt areas

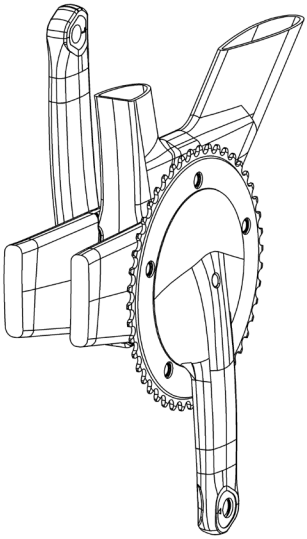
Most current chainrings meet the above specifications.

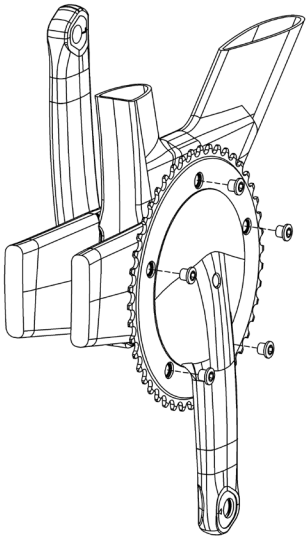
Mounting the chainring on the crankset :

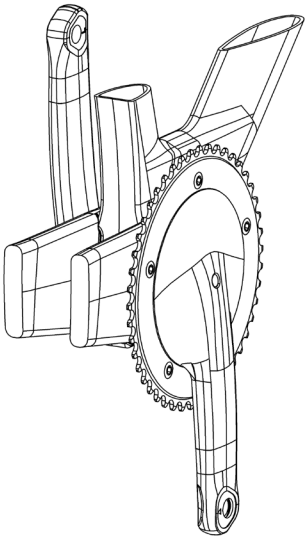
With the crankset installed on the bike, slide the chainring over the right hand crank and tighten the mounting screw to a torque of **6Nm**.

Note : the chainring locknuts are integrated in the crankset. Only the mounting screws need inserted and tightened to attach the chainring.





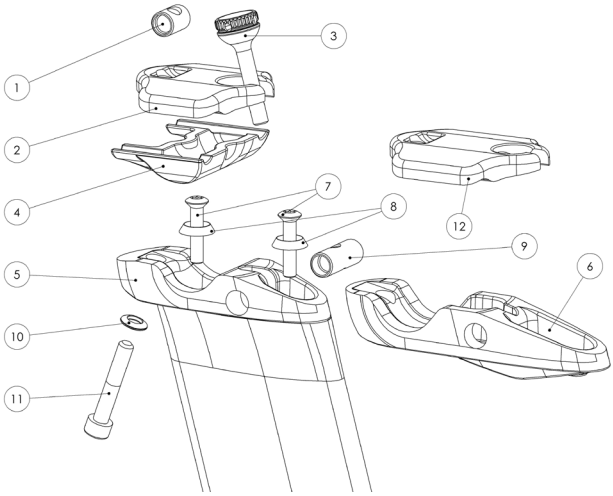




INSTALLING THE SADDLE CLAMP

Before cutting your seat tube, please assemble the saddle clamp with the provided fittings.

Select either the short or long saddle clamp depending on the fore-aft position required. These saddle clamps are reversible to achieve the desired position and virtual seat post angle. Each must be used with its respective clamp plate: short clamp + short clamp plate / long clamp + long clamp plate.



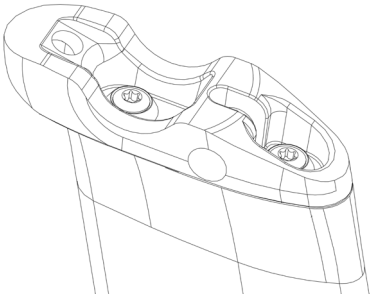
1	M6 10x14 barrel nut	x1
2	Short clamp plate	x1
3	Adjustment roller - **threadlocker ex: LOCTITE 243**	x1
4	Asymmetrical cradle	x1
5	Short clamp	x1
6	Long clamp	x1
7	TBXF M5x25 screw - Torx T25 **- 5Nm - threadlocker ex: LOCTITE 243**	x2
8	Conical M5 washer	x2
9	M6 10x25 barrel nut	x1
10	Spherical washer	x1
11	M6x35 screw - Allen HEX5 **- 8Nm - threadlocker ex: LOCTITE 243**	x1
12	Long clamp plate	x1

Assembly precautions :

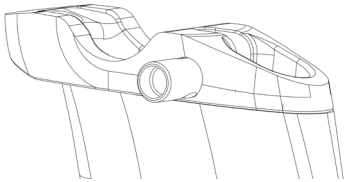
Coat both TBXF M5x25 screw (7) threads with a standard threadlocker such as **LOCTITE 243™** and tighten to a torque of **5Nm**.
Also apply standard threadlocker such as **LOCTITE 243™** to the M6x35 screw (11) and the barrel nut (3).
Take care to reapply standard threadlocker such as **LOCTITE 243™** to the M6x35 screw (11) whenever you are assembling, disassembling or adjusting the saddle.

INSTALLING THE SADDLE CLAMP

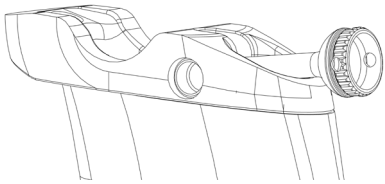
1 I Install the selected saddle clamp using the 2 conical M5 washers and the 2 TBXF M5x25 screws. Tighten to a torque of **5Nm** using a torque wrench fitted with a Torx T25 head.



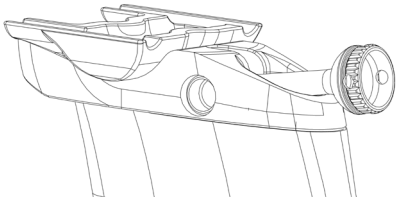
2 I Insert the M6 10x25 barrel nut into the side hole of the saddle clamp.



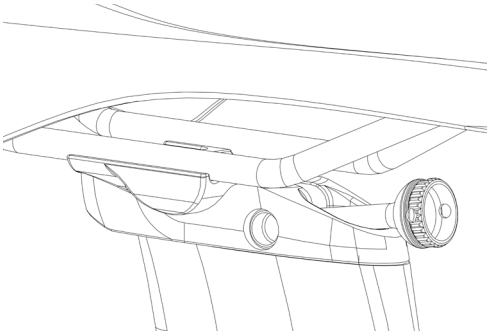
3 I Screw the roller into the barrel.



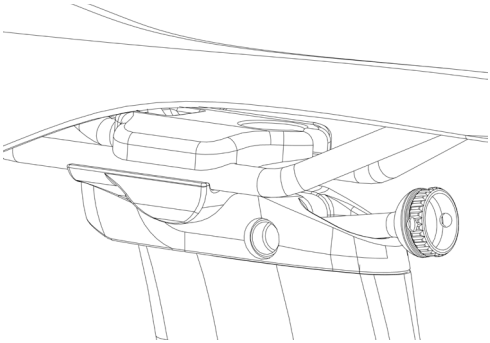
4 I Place the asymmetrical cradle in the curved seat of the clamp after coating the contact area between the two with carbon assembly paste (such as VAR NL-78300). **Do not grease.**



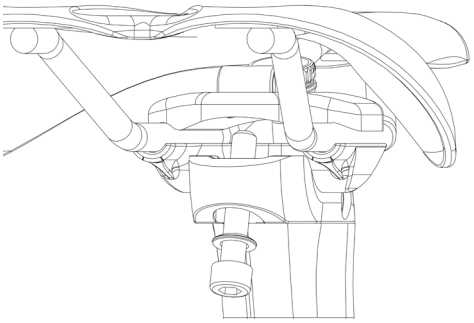
5 I Place your saddle in the cradle (the fittings are compatible with all saddle rail types).



6 I Position the clamp plate over the saddle rails so that they are locked between the plate and the asymmetrical cradle.



7 I Insert the spherical washer and M6x35 screw into the M6 10x14 barrel nut and pre-tighten. Lift the roller in the saddle clamp and use it to adjust the saddle tilt. Tighten to a torque of **8Nm** using a torque wrench fitted with an Allen HEX5 head..



Tightening or loosening the roller allows you to precisely adjust the saddle angle. **Before every adjustment, loosen the rear M6x35 screw, twist the roller to adjust the saddle angle and re-tighten the rear screw.**

The holes through the side of the roller allow you to slide an Allen key or other tool through the roller to assist with rotation if it is difficult to do so with your fingers.

The roller also allows you to memorise your saddle angle for future reference. Simply remove the rear M6x35 screw and tilt the roller forward without unscrewing it. When reassembling your components, tilt the roller back into position in the saddle clamp and tighten the rear screw again to a torque of **8Nm**.

Please not that it is important to always follow the mounting instructions described above.

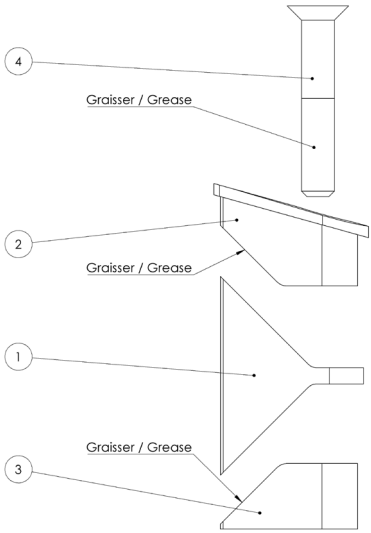
INSTALLING THE SEATPOST

The seatpost is supported on a stopper inside the seat tube, and held in position by a wedge.

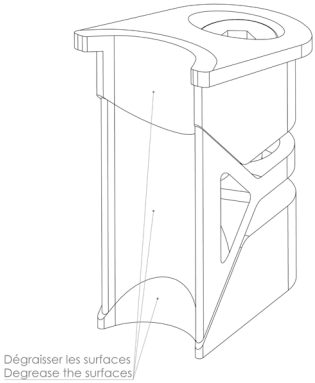
INSTALLATION PROCEDURE

1 I Grease the surfaces of the wedge sections and the lower half of the wedge bolt as indicated in the illustration opposite.

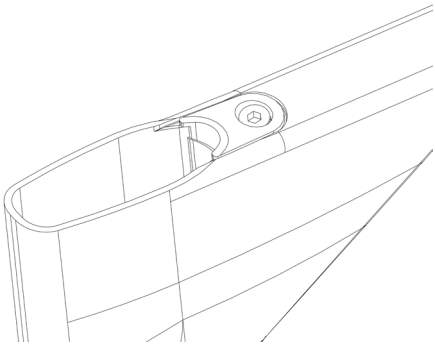
1	Center wedge	x1
2	Upper wedge	x1
3	Lower wedge	x1
4	FHC M6x30 screw - **8Nm**	x1



2 I In order to prevent slippage, degrease the surfaces that will be in contact with the seatpost.

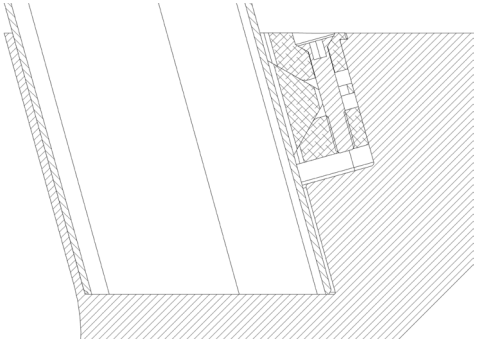


3 I Slide the loosened wedge into position inside the frame.

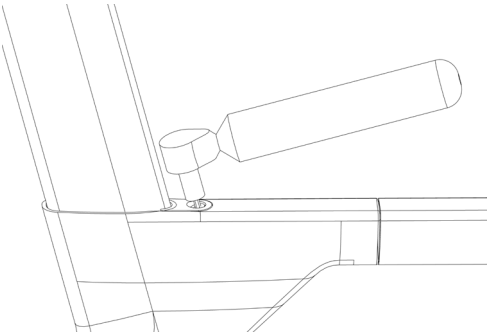


4 I Apply a thin coat of carbon assembly paste (such as VAR NL-78300) to the inner surfaces of the seat tube. **Do not use grease.**

5 I Insert the seatpost until it comes to rest on the stopper inside the seat tube.



6 I Tighten the wedge bolt to a torque of 8Nm using a torque wrench fitted with an Allen HEX4 head.



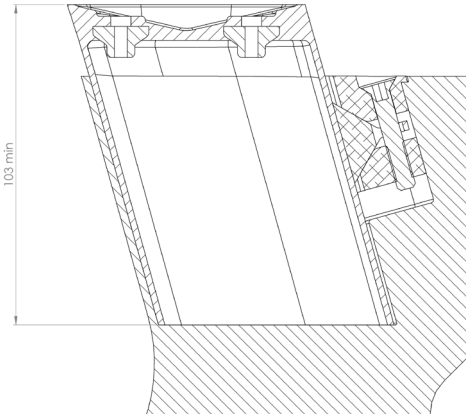
7 I Measure the saddle height and cut the seatpost to the desired length using the tube cutter provided.

Cutting recommendations:

Cutting the seatpost is a delicate procedure. To ensure a clean finish:
- using a tube cutter ensures the cut is correctly angled. - Clamp the tube cutter firmly in a vice, and position it so that the cut is made vertically.
- use a special carbon saw or, if not available, a used metal saw blade. - After cutting, remove any burrs with fine sandpaper.

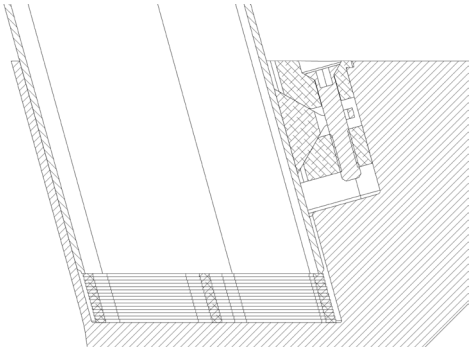
CAUTION : observe the maximum cutting limits specified on the products.

CAUTION : the minimum seatpost height is 103mm without spacers.



7 I If necessary, you will find 15 1mm spacers in the case delivered with the bike. They can be used following a change in the rider's position and must be placed between the seat post and the stop in the seat tube.

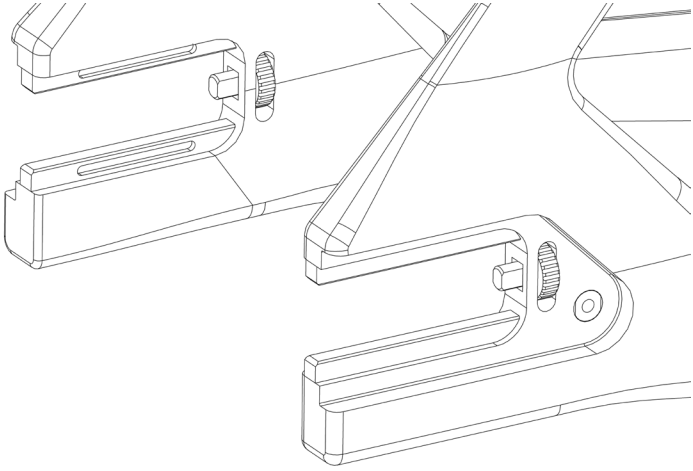
CAUTION : It is forbidden to use more than 15 spacers per bike as the minimal seatpost insertion length would no longer be met. This could pose a serious risk to the rider.



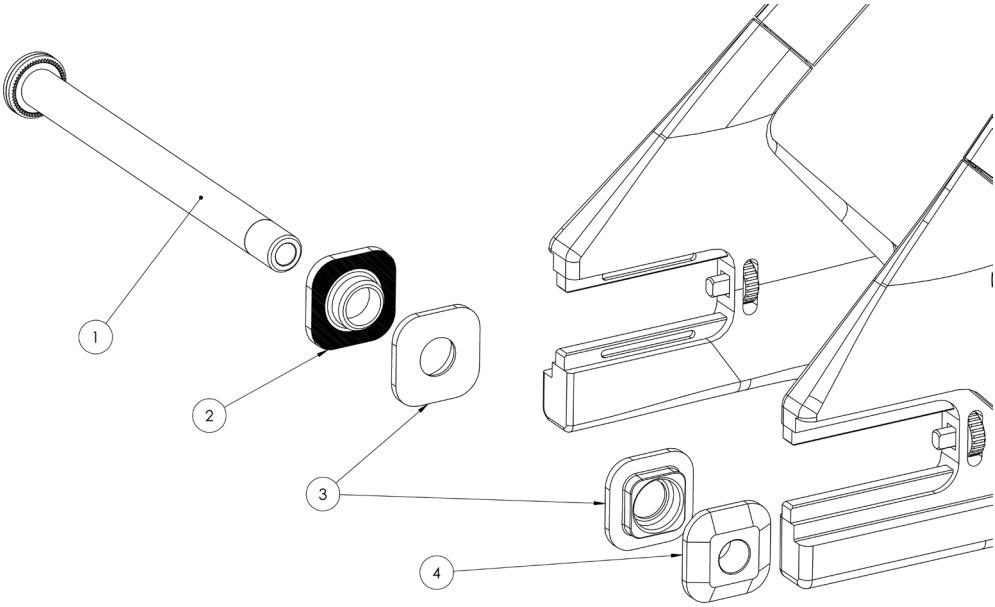
INSTALLING THE REAR WHEEL

n the case delivered with your bike you will find the fittings required to install and tighten the rear wheel. These fittings allow you to mount a Ø12mm, flat seat thru axle or a standard axle depending on the type of wheels used.

The bike is fitted with adjustment rollers and screws on each rear dropout.



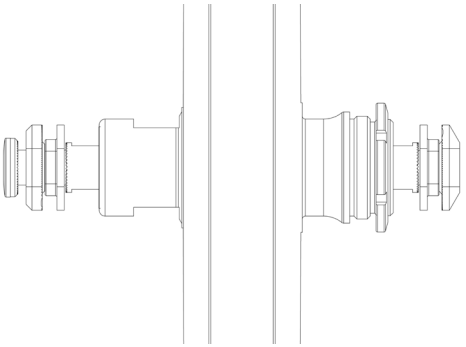
EXPLODED VIEW OF THE FITTINGS FOR A Ø12MM THRU AXLE



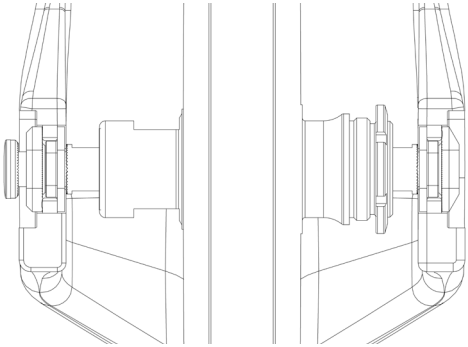
1	Rear Ø12 thru axle - Allen HEX 6 **- 10Nm - greased**	x1
2	Support plate	x1
3	Counter plate	x2
4	Left support plate	x1

INSTALLING THE THRU AXLE FITTINGS

1 I Install the thru axle and fittings on the thru-axle compatible wheel.

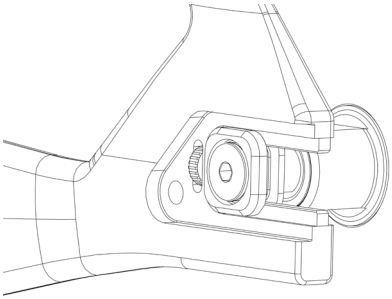


2 I Place the wheel in the frame so that the metal surfaces of the rear dropouts fit between the counter plates (inside) and support plates (outside).

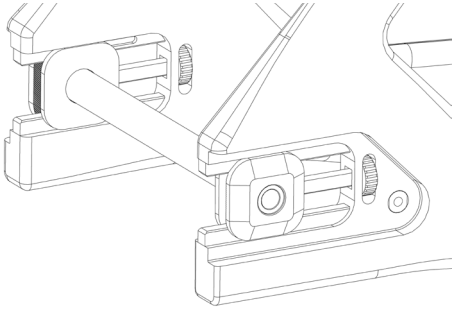


3 I Adjust the chain tension and tighten the thru axle to a torque of **10Nm**. The thru axle head slots into the dedicated recess.

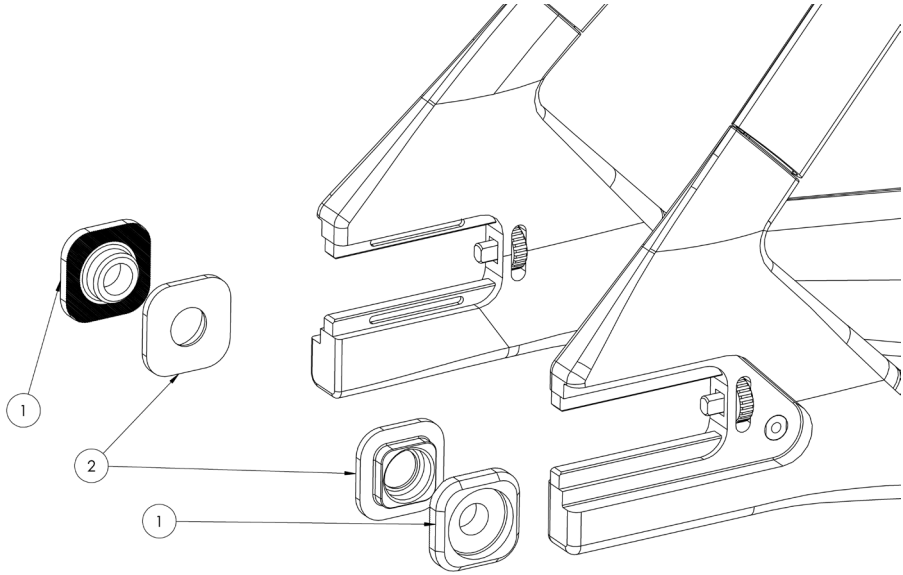
CAUTION : the plates must rest on the metal surfaces, not on any carbon part as this could sustain damage.
Excessive tightening of the axle (torque above **10Nm**) can cause permanent damage or deformation of the fittings, and affect the efficiency of the wheel locking system.



4 I Ensure the adjustment screws rest against the assembled plates by turning the adjustment rollers on each side. This will prevent the wheel sliding forward under intense pressure.



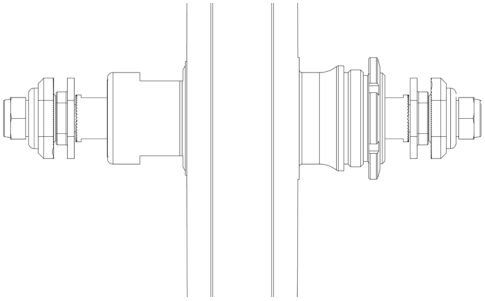
EXPLODED VIEW OF THE FITTINGS FOR A STANDARD AXLE



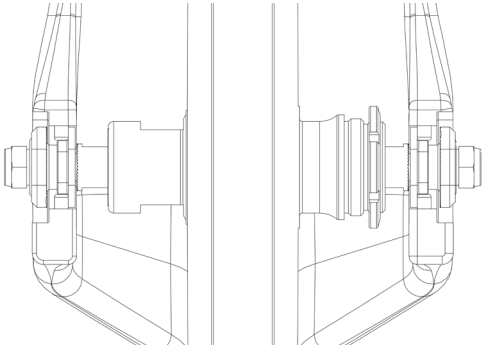
1	10mm support plate	x2
2	Counter plate	x2

INSTALLING THE STANDARD AXLE FITTINGS

Mount the standard axle fittings on the axle (the counter plates are used on both the thru axle and standard axle setups), without tightening completely.

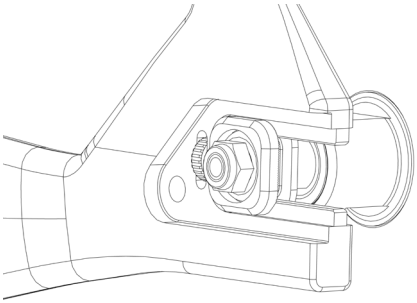


1 I Place the wheel in the frame so that the metal surfaces of the rear dropouts fit between the counter plates (inside) and support plates (outside).

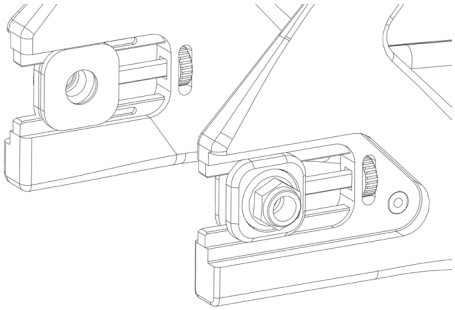


2 I Adjust the chain tension and tighten the axle nuts. The axle nuts slot into the dedicated recesses.

CAUTION : the plates must rest on the metal surfaces, not on any carbon part as this could sustain damage.
Excessive tightening of the axle nuts (torque above **10Nm**) can cause permanent damage or deformation of the fittings, and affect the efficiency of the wheel locking system.



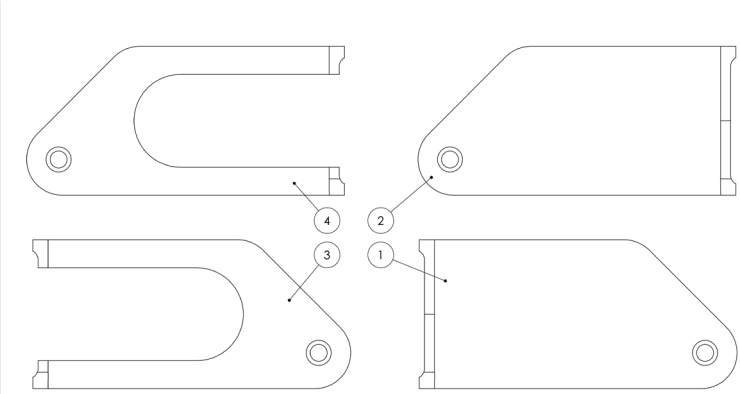
4 I Ensure the adjustment screws rest against the assembled plates by turning the adjustment rollers on each side. This will prevent the wheel sliding forward under intense pressure.



INSTALLING THE STIFFENERS

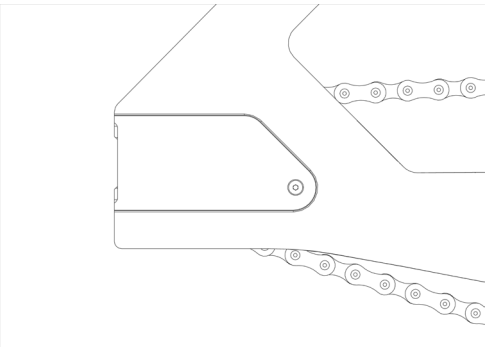
To finalise wheel installation, you will find 2 types of stiffeners in the case delivered with the bike, compatible with either standard or thru axle setups.

These stiffeners must be installed after tightening the chain, wheel and adjustment rollers.



1	Right stiffener for thru axle
2	Left stiffener for thru axle
3	Right stiffener for standard axle
4	Left stiffener for standard axle

The stiffeners are held in place by 2 FHC M4x10mm screws which you will find in the case with the fittings. Tighten to a torque of **1Nm** using a torque wrench fitted with an Allen HEX2 head.



MAINTENANCE

Regular inspection and maintenance are important for your safety and the lifespan of your product.

A poorly maintained bicycle or components may fail or break, putting you at risk of an accident that could result in serious injury, paralysis or even death.

For further information regarding compulsory maintenance, please refer to our website **www.lookcycle.com**, WARRANTY POLICY > MAINTENANCE

CUSTOMER SERVICE

Despite all care taken with our products, if a defect should appear of repair be necessary, please consult your certified LOOK retailer, who is the only person authorized to contact us directly. Ensuring you bring the defective product as well as your purchase invoice and a detailed description of the issue.

WARRANTY

LOOK, through its authorized agents and distributors in the country in which the product was purchased, guarantees its bikes/frames against nonconformity and hidden defects (1) for a period of two years (2) from the date of purchase.

(1) Hidden defects only apply to French legislation § 1641 to 1649 of the civil code.

(2) Some countries or states allow a longer period of implicite warranty and/or the exclusion or limitation of direct or consequential damages, which implies that the above period does not apply. This limited warranty grants you specific legal rights, and may also give you additional rights which vary according to local laws.

For further information regarding legal warranty coverage, please refer to our website **www.lookcycle.com**, WARRANTY POLICY > LEGAL WARRATY

This material complies with the provisions of Directive 93/42/EC.