

# CROSS BLADE

brings the iconic style of the Switchblade forks back to your bike. The clever double clamping of the CNC-manufactured crown allows you to adjust the installation height and even change the steerer tube and the two blades. You don't have just a fork but one in whole kit. So different blades for Gravel, Bikepacking, Race and other adventures.

## WHAT'S THE TRICK?

The slotted design of the fork crown not only looks cool. It also enables a very flexible modular system and offers the properties of a leaf spring. A good balance between suspension comfort and steering stiffness was achieved. With the CROSS BLADE **TI** up to 20mm spring travel is possible without sacrificing steering precision.

## VARIANTS

CROSS-BLADE **OR**: Columbus CrMo Blades 0,9mm wall thickness  
CROSS-BLADE **TI**: Titanium Blades 1.2mm wall thickness

## SCOPE

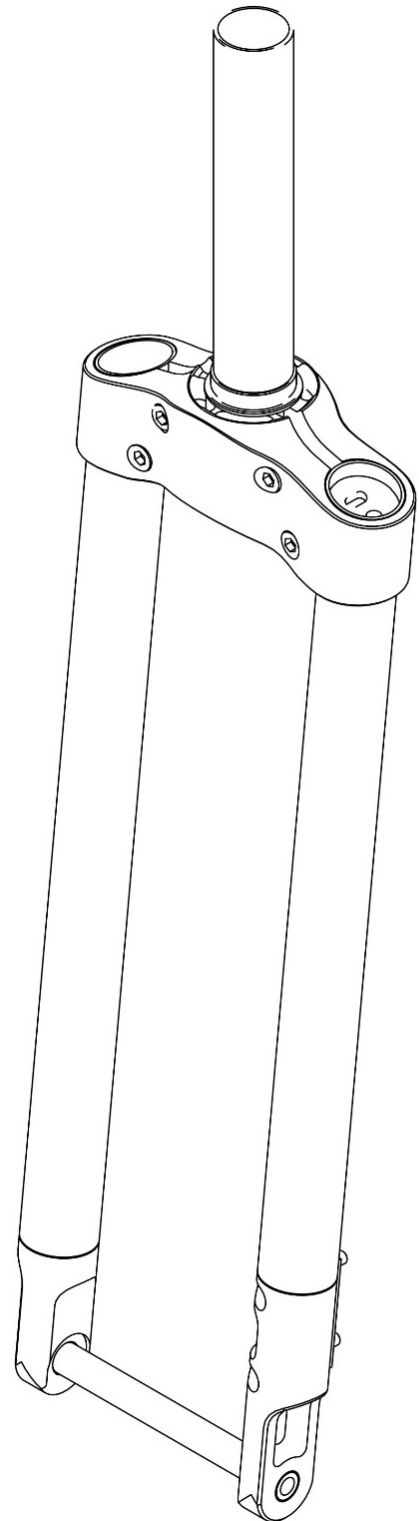
CROSS BLADE Fork  
DT Swiss Thru Axle  
Plug for brake hose

## INTENDED USE

The CROSS BLADE fork has been developed and tested for use in Gravel and XC areas. Enduro or Downhill use is not recommended and is not covered by the warranty.

## SPECS

Installation height: max. 430mm  
Offset: 45mm @430mm  
Hub standard: 12x100mm  
Tire clearance: 15mm @29x2,25" @430mm  
Brake mount: Flat Mount Direct 160mm  
Shaft: Columbus lite - 28.6mmx 300mm  
Crown and dropouts: Al 7075T6  
Blades **OR**: 4130 CrMo (0,9mm)  
Blades **TI**: Ti3Al2.5V (1.2mm)  
Cross Blade weight **OR**: 1130g  
Cross Blade weight **TI**: 1020g



## ASSEMBLY

The fork consists of the following components:

Fork crown (2)  
Fork legs with dropouts (1) and (8)  
Steerer tube (3)  
thru axle (6)  
Plug for cable routing  
Clamping bolts (4)  
Retaining ring (5)

The legs and fork crown are clamped with 4 M6x25mm bolts. All M6 threads are designed as threaded inserts. In the event of a defect or wear, the inserts can be replaced.

When assembling, please ensure that these four bolts are tightened similar. Start with the inner bolts and then tighten the outer bolts. The tightening torque is 12Nm.

The brake hose is routed through the left fork leg and emerges above the brake. The plug in the upper fork leg is inserted and can be removed with an allen key. Make sure that the brake hose is not damaged during assembly. It is recommended to protect the brake hose with tape or rubber where it passes through.

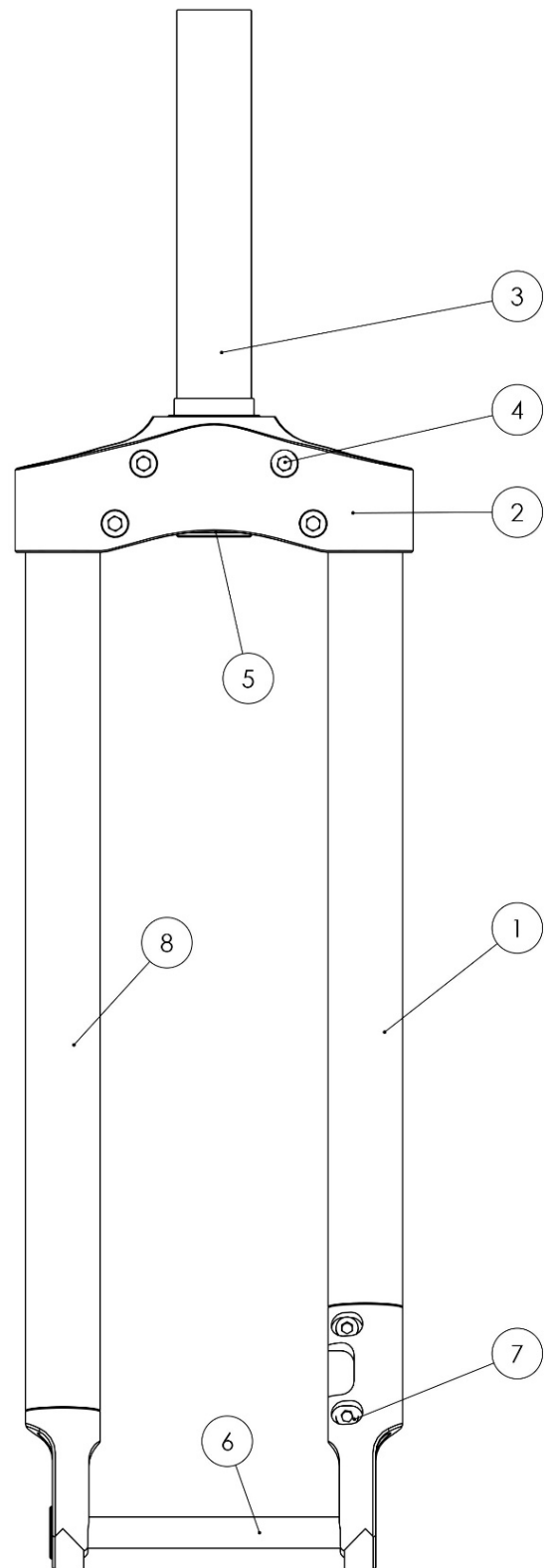
To change the steerer tube, the retaining ring underneath the crown must be removed. You can use pliers or a flat-blade screwdriver to do this. No special tools are required to fit the retaining ring. It can be pressed into the groove by hand.

## MAINTENANCE

When replacing the fork legs or the steerer tube, it is imperative that the tightening torque of the bolts is observed and checked again after approx. 50 km of use.

## WARRANTY

The product is guaranteed for 2 years for the original purchaser. The warranty claim is excluded in the event of improper assembly, improper use or accidents.



## cybercycles

07743 Jena  
Germany  
[www.cybercycles.de](http://www.cybercycles.de)

©2024 cybercycles