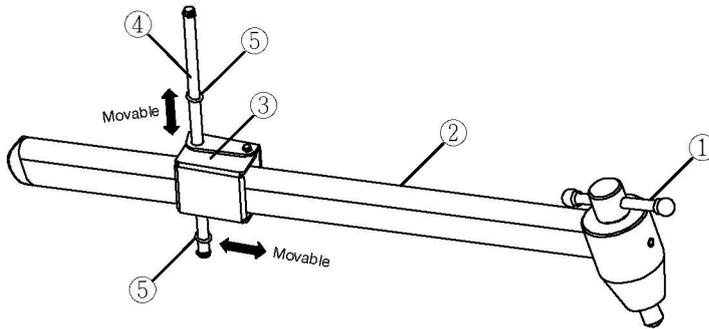


## 1 Parts description



Visit operation detail at Super B  
Website: <http://www.superbiketool.com/>,  
Click Product ➔ Frame & Fork ➔ 4. ➔ TB-1946

NO	PARTS	Q'TY
①	Positioning handle	1
②	Alignment bar	1
③	Sliding base	1
④	Gauge	1
⑤	O-ring	2

## 2 Instruction

1. Remove the rear derailleur first and rotate the positioning handle ① clockwise to tighten with rear hanger. (see picture 1)
2. Rotate the rim to make the valve to position A. (see picture 2)
3. Rotate the alignment bar ② to position A. (see picture 2), make the gauge ④ contacted the rim, and move the o-ring ⑤ to be against the sliding base ③ to set the benchmark. (see picture 3)
4. Rotate the alignment bar ② and valve to positions A, B, C and D (see picture 2) for measurement. There will be 2 situations:
  - 4-1. If there is NO gap between the o-ring ⑤ and sliding base ③ or gauge ④ and rim (see picture 3), it means the distance between rim and sliding base ③ of positions A~D are the same. Therefore, the hanger and rim are parallel.
  - 4-2. If there is any gap between o-ring ⑤ and sliding base ③ or gauge ④ and rim (see picture 4 & 5) it means the hanger and rim are not parallel.
5. If the gap differences of hanger are small, you can fine-tune it by alignment bar ② until the distance between the rim and sliding base ③ of positions A~D are the same. Therefore, the hanger and rim are parallel. If the gap differences of hanger are large, replacing a new hanger is suggested.



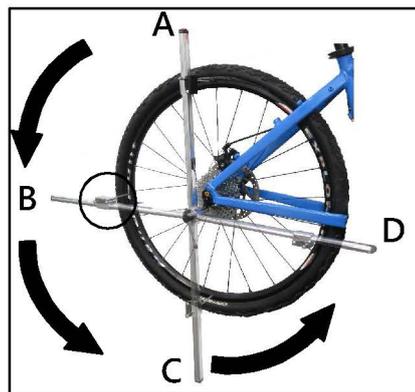
Keep the same measuring benchmark of the rim to avoid causing differences from rim deformation and rim angles



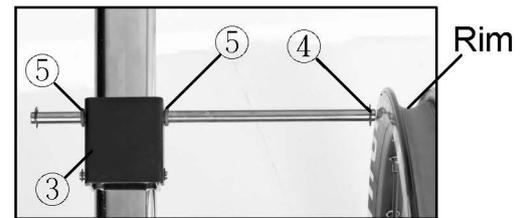
Consult the frame manufacturer to make sure the frame can be trued before truing



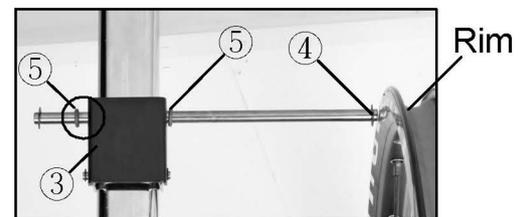
(Picture 1)



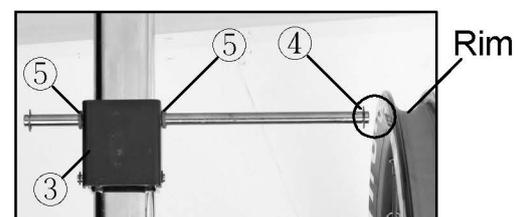
(Picture 2)



(Picture 3)



(Picture 4)



(Picture 5)

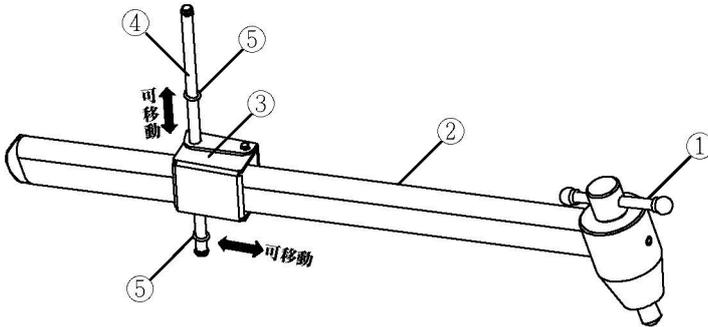
## 3 Notice

1. Read the instruction before operation.
2. To ensure the alignment result is accurate, please operate as instructed.
3. The steel frame and aluminum hanger can be measured and fine-tuned by derailleur hanger alignment gauge.
4. It is out of obligation of manufacturer, distributor or dealer if any abuse or improper operation causes frame damage.

## 1 零件名稱及數量

詳細操作影片請至 Super B

官網 <http://www.superbiketool.com/> 觀看，點擊  
Product → Frame & Fork → 4. → TB-1946



編號	名稱	數量
①	定位旋柄	1
②	校正桿	1
③	滑座	1
④	量測桿	1
⑤	O型環	2

## 2 使用說明

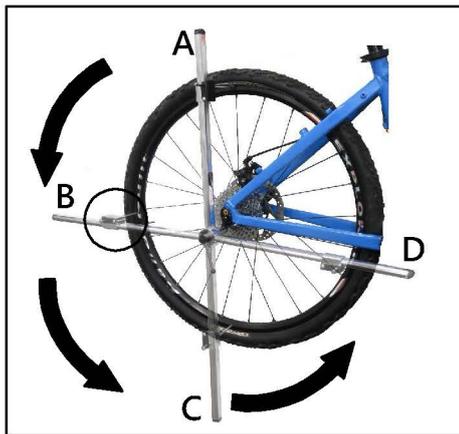
- 將後變速器拆下，順時針旋轉定位旋柄 ① 與後變吊耳鎖緊。(如圖一所示)
- 旋轉輪圈，將輪圈上氣嘴位置調整到 A 點位置。(如圖二所示)
- 轉動校正桿 ② 到 A 點位置(如圖二所示)，再移動量測桿 ④ 前端接觸輪圈，並移動 O 型環 ⑤ 貼齊滑座 ③ 以完成基準點設定。(如圖三所示)
- 旋轉校正桿 ② 到 A, B, C, D 四點進行量測(如圖二所示)，會產生以下兩種情況：
  - 4-1. 若 O 型環 ⑤ 與滑座 ③ 間或量測桿 ④ 與輪圈之間都沒有間隙(如圖三所示)，表示輪圈到滑座 ③ 的距離在 A~D 四點皆相同，代表後變吊耳與輪圈平行。
  - 4-2. O 型環 ⑤ 與滑座 ③ 間或量測桿 ④ 與輪圈之間出現間隙(如圖四、五所示)，表示後變吊耳與輪圈不平行。
- 若間隙誤差較小，可直接使用校正桿 ② 調整後變吊耳，直到 A~D 四點輪圈到滑座 ③ 的距離皆相同，表示後變吊耳與輪圈平行。若誤差較大，建議更換後變吊耳。

⚠ 請以輪圈上同一點為定位基準點，以減少因為輪圈偏擺或是輪圈角度造成的誤差

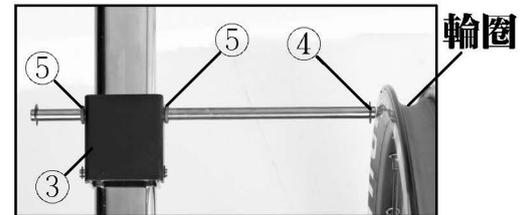
⚠ 校正前請先與車架製造商  
確認車架是可以被校正的



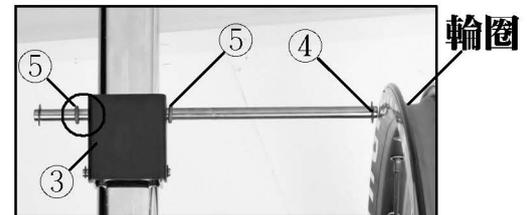
(圖一)



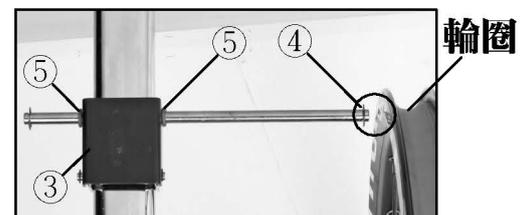
(圖二)



(圖三)



(圖四)



(圖五)

## 3 注意事項

- 使用前，請詳讀說明書。
- 請確實安裝後變吊耳校正規，以確保校正準確。
- 後變吊耳校正規，可用於測量及微調鋼製車架和鋁合金材質的後變吊耳。
- 若因人為不當操作導致車架超過負載而造成的損傷，則製造商、代理商或經銷商將不負擔其相關責任。