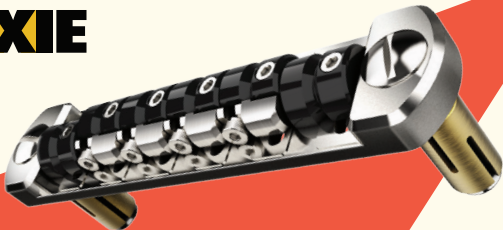


INSTALLATION GUIDE

FIXIE



FIXED-POST OFFSET GUITAR BRIDGE

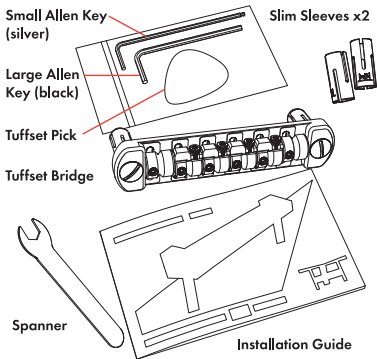


MADE IN THE UK

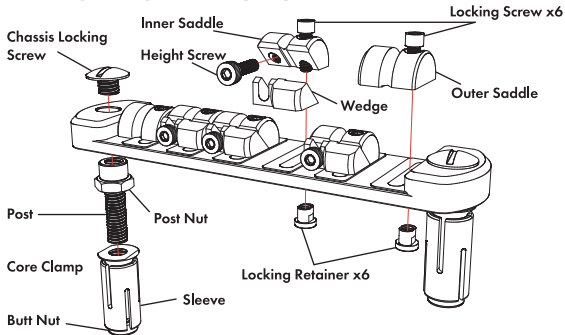
Tuffset

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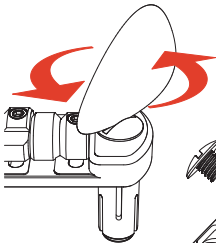
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ANATOMY OF THE TUFFSET FIXIE



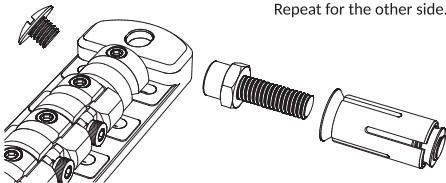
PREPARE TUFFSET FIXIE FOR INSTALL



Before starting, unlock and remove the Chassis Locking Screw with your Tuffset Pick.

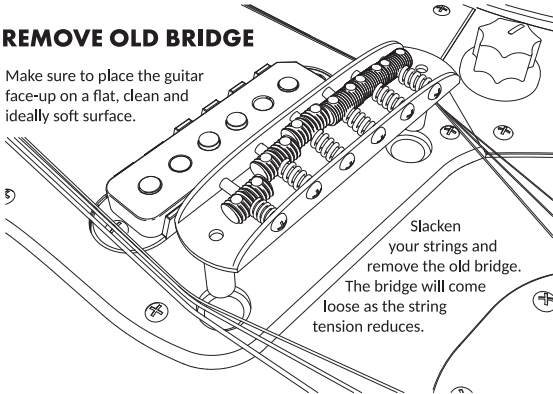
Unscrew the Post from the Core Clamp, and keep the Post Nut attached.

Repeat for the other side.



REMOVE OLD BRIDGE

Make sure to place the guitar face-up on a flat, clean and ideally soft surface.



Slacken
your strings and
remove the old bridge.
The bridge will come
loose as the string
tension reduces.

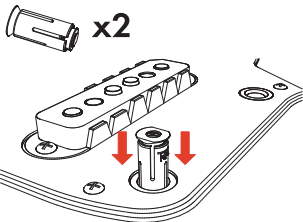
INSTALL CORE CLAMPS

Your Tuffset Fixie doesn't just reduce your thimble / post gaps and sit there under string tension.

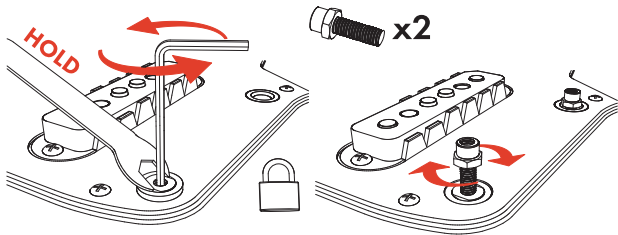
It debuts our brand new CoreClamp locking post system that securely locks your bridge into the thimbles at the very heart of your instrument.

TIP

If the CoreClamp is too large to fit, you need to swap the sleeves for the smaller ones found in the box's foam insert - turn to next page for instructions.



Place the CoreClamp loosely into the pre-existing metal thimble in your guitar body. The top edge should locate around the rim of the thimble.



Holding it still with the Spanner, Feed the Black Allen Key down the hole and turn counter-clockwise to tighten it. It should only take a few turns, and you'll feel it lock.

Loosely screw each post into its CoreClamp by hand. Set them both low with just a small gap at the bottom - not tightened all the way down to contact the CoreClamp. 6

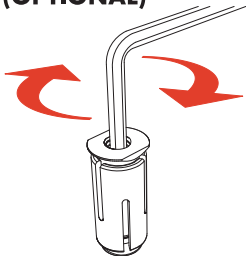
SWAP CORE CLAMP SLEEVES (OPTIONAL)

This step is only necessary if you were unable to fit the Core Clamps into your thimbles on the previous step.

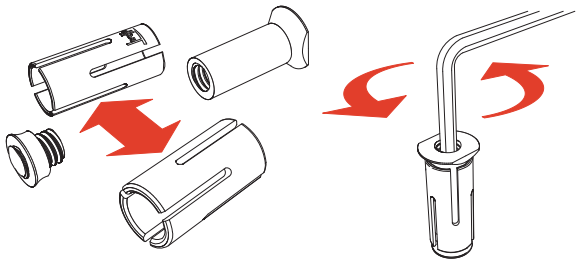
Some Offset Guitars (particularly those made in Mexico) have thimbles with a smaller interior diameter than usual.

To make the Core Clamps fit, you will have to swap for the smaller diameter sleeves found in the foam insert from the box. This page shows you how.

Once completed, go back and repeat Page 5 and everything should fit and lock correctly.



Feed the Black Allen Key down the hole in the Core Clamp and turn clockwise to loosen it until it comes apart.



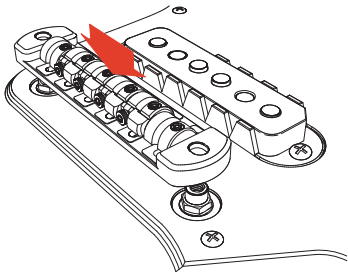
Swap the sleeves and screw in each Butt Nut by hand. Insert the Black Allen Key again and this time turn counter-clockwise to tighten it. Don't over-tighten it before inserting it into the thimble hole in your guitar or it won't fit! Now go back and repeat Page 5

INSTALL TUFFSET FIXIE

Place the chassis on top of the posts so the heads of the posts are located within the underside of the chassis.

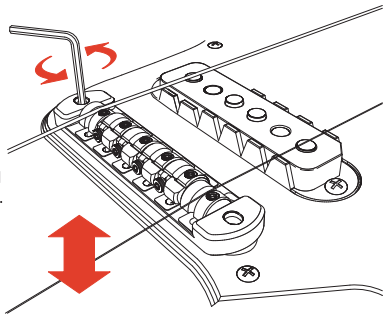
The bridge can be oriented with the saddle height screws facing the neck or the vibrato - it's completely up to you.

It is normal for there to be some movement side-to-side; this will allow you to fine tune the alignment of the strings to your fretboard.

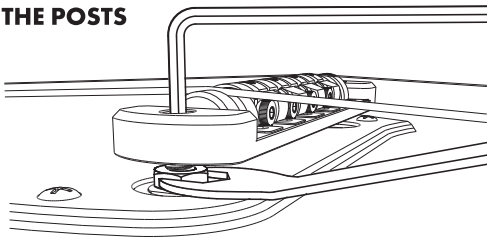


Install the outer (E and e) strings and place them in their saddles' string slots, then tune them roughly to pitch.

Insert the Black Allen Key into each post through the slots in the bridge. It should engage with the Post heads. Turn it clockwise to lower that post, or counter-clockwise to raise that post. Repeat for both posts until the action of the E and e strings is correct.

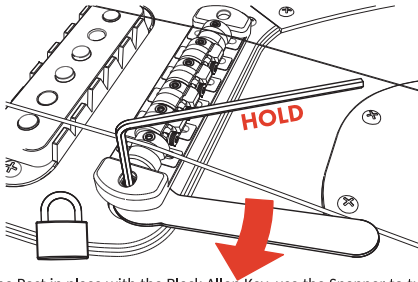


LOCK THE POSTS



When the action is correct for the E and e strings, it's time to lock the posts.

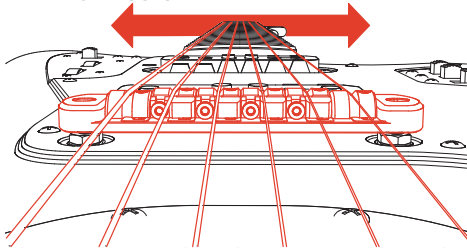
Keep the **Black Allen Key** engaged with the Post to maintain the correct height while you tighten the Post Nut.



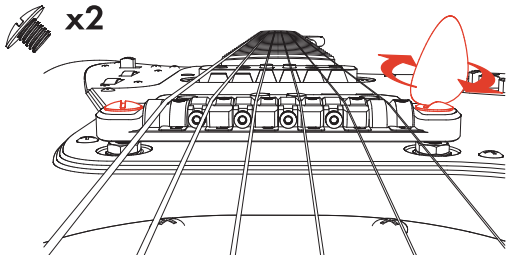
Holding the Post in place with the Black Allen Key, use the Spanner to turn the Post Nut clockwise until it is firm against the CoreClamp.

Double check the action is correct before moving on to the other post.

LOCK THE CHASSIS



Install the remaining strings and bring them up to tension. There will be some wiggle room side-to-side between the posts and the chassis. Take a moment to make sure that the strings are centred appropriately on the fretboard before locking the Chassis.



Install the Chassis Locking Screws through the slots in the bridge, so they engage with the threads in the Post Heads. Use your Tuffset Pick to tighten the screws clockwise until firm. Test the vibrato - the bridge should not rock. If it does, you need to tighten the Post Nuts or Chassis Locking Screws further.

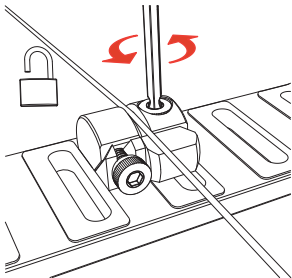
SET INNER FOUR SADDLE HEIGHTS

RAISE THE SADDLE

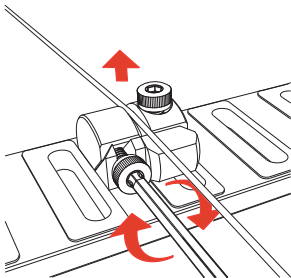
Now it's time to adjust the inner 4 saddles.

The string height (action) will need to be raised or lowered for each saddle in turn. Use your Silver Allen Key.

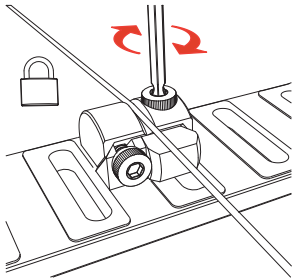
Before you continue, check that the strings are centred on the fretboard.



Turn the Locking screw counter-clockwise to loosen it. This introduces slack - the more you turn it, the more slack you have.



Turn the Height Adjustment Screw clockwise to raise saddle. If screw goes tight before desired height, you might need more slack.



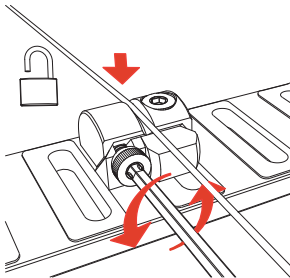
When the height is correct, turn Locking Screw clockwise until snug. This takes up the remaining slack and locks the saddle.

LOWER THE SADDLE

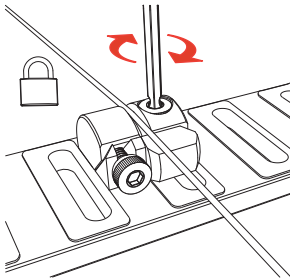
Lowering the saddle is a slightly different process from raising the saddle, because turning the Height Adjustment Screw counter-clockwise has the additional effect of unlocking the bridge and creating slack.

TIP

If you adjust the action too low before locking, you can turn the screw clockwise to raise it back up - but not above the height it started from.



Turn the Height Adjustment Screw counter-clockwise and the saddle height (action) will gradually fall.



When the height is correct, turn Locking Screw clockwise until snug. This takes up the remaining slack and locks the saddle.

INTRODUCTION TO INTONATION

Intonation adjustment is needed to ensure that the fretted notes sound in tune as well as the open notes. It allows you to control the precise speaking length of each string individually.

Tune the open string, then sound the 12th fret. If the 12th fret is sharp, the saddle must be moved away from the neck. If it is flat, it must be moved towards the neck. If the 12th fret is in tune, the string is intonated correctly.

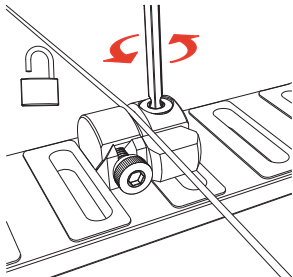
ADJUST INTONATION

The process for adjusting intonation and locking the saddles is the same for all six saddles.

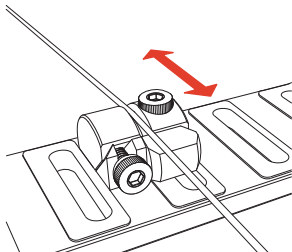
TIP

Unlike traditional bridges, adjusting the intonation involves sliding the saddle by hand whilst it is under string tension.

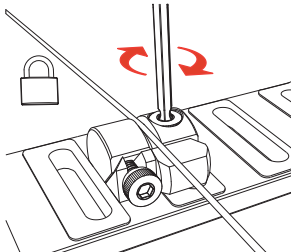
Depending on your break angle and string gauge, you might have to lift the string with one hand whilst sliding the saddle with the other.



Using the Silver Allen Key, turn the Locking Screw counter-clockwise to loosen it - one turn should be enough.



Lifting the string slightly with one hand, carefully slide the saddle with thumb and forefinger of the other to make the desired adjustment.

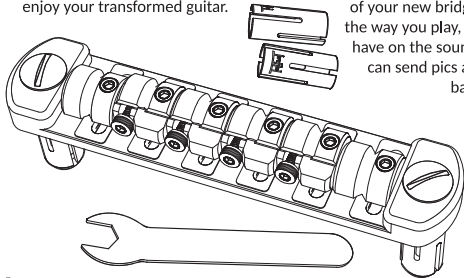


When the intonation is correct, turn the Locking Screw clockwise until snug. The saddle's height and intonation are now locked in place.

FINISHING UP

You're all set! Now to plug in, play and enjoy your transformed guitar.

Use this QR code to tell us what you think of your new bridge! How did it change the way you play, and what effect did it have on the sound of your guitar? You can send pics and tell us about your band, we'd love to hear from you.



THANK YOU

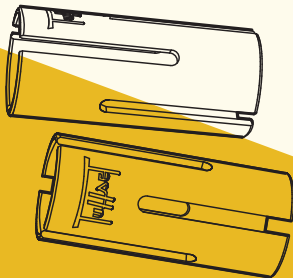
for the trust you have placed in us by choosing the Tuffset Bridge for your treasured instrument.

It has been a labour of many years for us - but **the Tuffset story won't have begun until it's in your guitar, helping to delight and inspire you as a musician.**

We wish you many years of playing enjoyment, wherever the music takes you. It is our great privilege that you chose to take us along on your journey!

Sincerely, Dan and the whole Tuffset team





FULLY ADJUSTABLE • LOW FRICTION • FULLY LOCKING