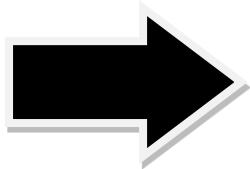


Assembly Instruction - Triton Vuoksa 2 advanced
Touring kayak



QR-Code assembly video:





You can find many assembling videos to our boats on our YouTube channel:
<https://www.youtube.com/c/faltbootde>

Assembly Instructions Triton Vuoksa 2 advanced

Dear Customer,

At first: please do not be alarmed by the extent of these instructions!

The assembling instructions are very detailed and almost every step is illustrated. You will notice that it will help you at one point or another. After a few times and with a little practice you won't need the manual anymore.

You have purchased a **Triton Vuoksa 2 advanced** - a powerful touring kayak with extremely high stability and stiffness, which has been one of the best-selling folding kayaks in Europe in recent years.

The body stiffness results from the high structural performance of the frame; on the other hand the hull is designed to fit the frame perfectly. This is why the first few setups are power intensive, since frame and skin have to adapt to another (the hull expands a bit while/after assembling the first couple of times). The assembling gets then easier each time.

Please take your time for the first assembling to learn about the special features. **It is strongly recommended following the single steps in the instructions carefully!** Otherwise, it will be unnecessarily difficult. After some practice you will build it up without much hassle in about 20-30 minutes. Always keep in mind that no one is born a master, and the individual assembling has to be learned for each folding boat. As a "reward" of the assembling you get a fast, stiff and stable touring kayak, which is characterized by excellent handling and a strong hull!

Please check the assembly videos in our YouTube channel: <https://www.youtube.com/faltbootde>

If you have any questions, your dealer will be happy to assist you. Otherwise, you can also contact us directly - as an importer (call: 0049/731/4007675, mail: kontakt@out-trade.de).

Please also consider the instructions of "Care and Accessories" at the end of this manual. Especially if you are planning extensive tours in salt water, which requires special care!

We hope you will enjoy your new kayak!

Brief overview of assembling:

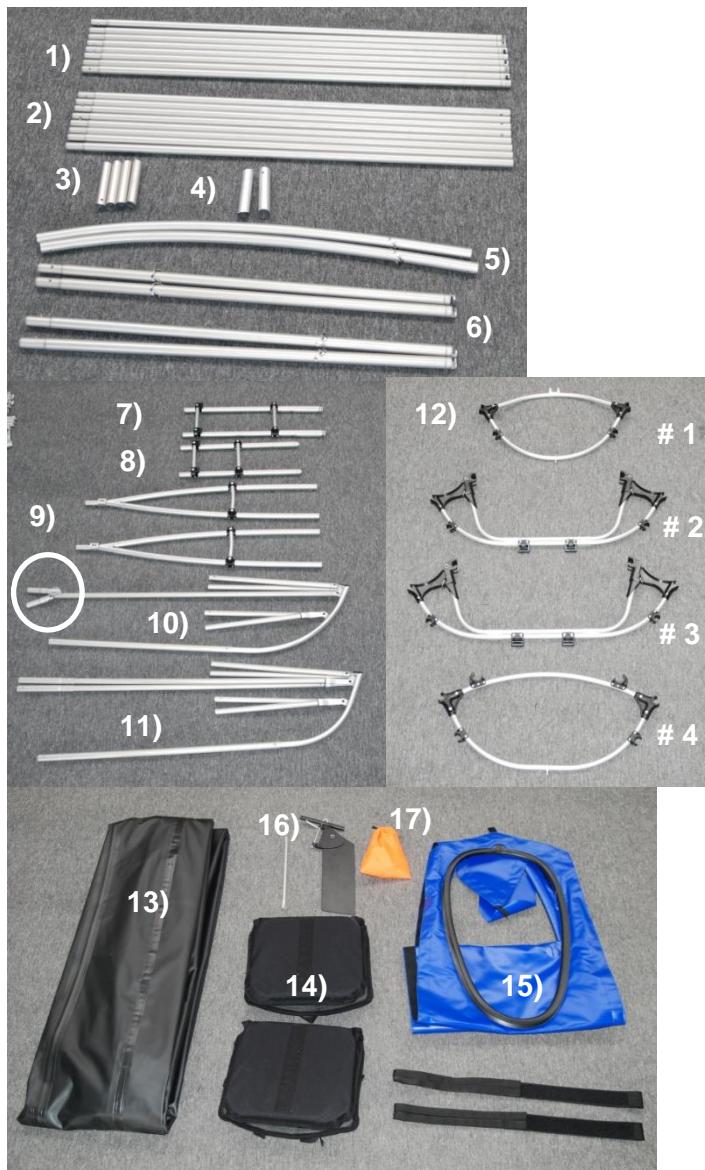
1. Assembling bow: Attach 4x stringer elements without lock, 4x stringer elements with lock and install cross rib #1
2. Assembling stern: Attach 4x stringer elements without lock, Attach 4x stringer elements with lock and install cross rib #4
3. Insert bow and stern into the hull and tension the keel
(Therefore take the stringer elements out of the skin!)
4. Close the stringer
5. Insert and close the coaming
6. Install cross ribs #3 and #4
7. Insert seats (and if necessary the rudder system)
8. Inflate sponsons

This short description should provide a general overview of the basic structure of assembling.

For the first few times please consider the following detailed assembly instructions and read them carefully before you get going:

1) Overview parts

Please first get all parts out the pack and spread them out. It is best to sort the parts according to the content list.



1) 8x Stringer element with lock:



2) 8x Stringer element without lock

3) 4x Sleeves, small

4) 2x Sleeves, big

5) 2x Bent coaming rod (wider diameter)

6) 4x Coaming rod (wider diameter)

7) Keel ladder with riveted half tube

8) Keel ladder with hemispherical ends

9) 2x Keel fork (identical)

10) Bow segment (with two pickups)

11) Stern segment

12) Cross rib #1 - #4

13) Hull

14) 2 Seats

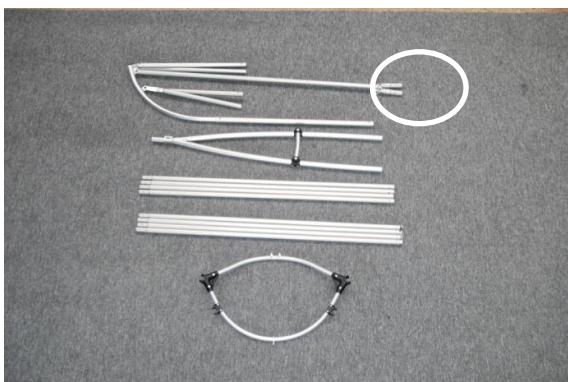
15) Deck

16) Rudder system

17) Repair kit

18) Backpack and waist belt (no pic)

2) Assembling Bow



You need:

- 1x Bow element with a long fixed rod with two flexible pickups (*encircled on the left*)
- 1x Keel fork (*both identical*)
- 4x Stringer element without lock
- 4x Stringer element with lock
- 1x Cross rib #1 with steel hooks on top



First mount the keel fork on the keel rod of the bow element. The plug-in connections all have all so-called snap buttons, which snap into place when plugging on. The clips of the keel have to show upwards.

Attach a stringer element without lock to each of the 4 pickups of the bow element.

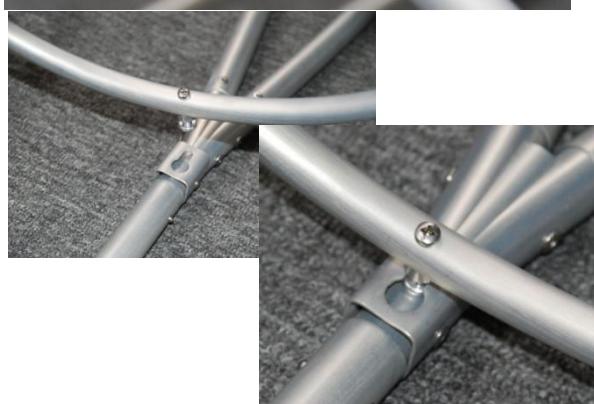
Then attach one stringer element with lock to each of them.

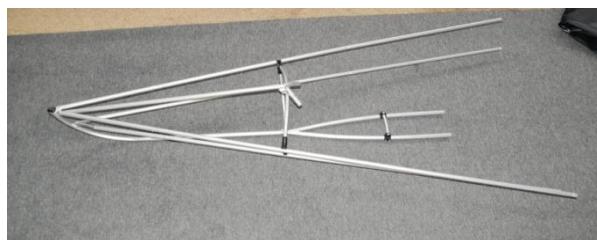
Install cross rib #1. Therefore, insert the two steel hooks diagonally from underneath into the pickup on the ridge bar. Then bring the cross rib in an upright position.

Then insert the bottom of the cross rib into the pickup on the keel rod. (*NOTE: This has to be the SECOND step AFTER having connected it to the ridge bar!*)

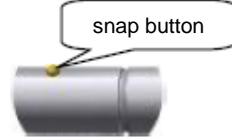
Insert the small pin into the receiver and then slide it backwards into the opening towards the center of the boat (*as shown on the left*).

Then clip the stringer elements into the C-clips of the cross rib.



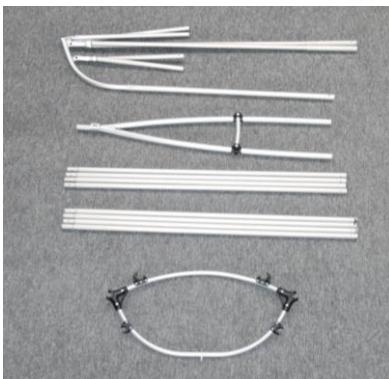


Ensure, that **all snap buttons face inside** the kayak:



The bow element is fully assembled and should result in the image on the left.

3) Assembling stern



You need:

1x Stern element with two long fixed rods
1x Keel fork (*both identical*)
4x Stringer element without lock
4x Stringer element with lock
1x Cross rib #4 with two clips on top

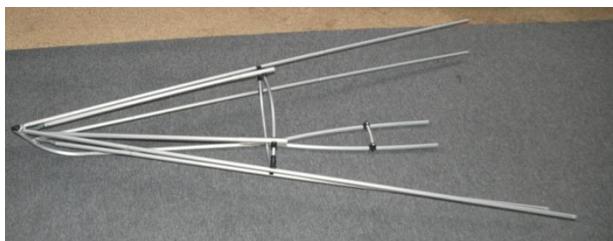


Proceed likewise as with the bow element:

Attach a stringer element without lock to each of the 4 pickups of the bow element. Then attach one stringer element with lock to each of them.
Mount the keel fork on the keel rod of the stern element. Again, make sure, the clips of the keel show upwards.



Insert cross rib #4 into the receiver on the keel and clip all the stringer into the C-clips. The two fixed rods of the stern element have to be clipped into the two clips on top of the cross rib. Make sure, that they overlap equally (*as shown on the left*).



Again, make sure, **all snap buttons face inside** the kayak:

The stern element is fully assembled and should result in the image on the left.

4) Inserting bow and stern element / tensioning the hull



Spread out the hull.

Then insert the bow element into the hull.

Make sure to place the frame centered



Now push the frame **flatly** into the bow.

It is best to kneel inside the boat and take the frame at the back ends of the stringer elements.

Try to orientate at the ridge bar and the reinforcement strip on the deck to insert the frame centrally.

Push the frame firmly into the bow as far as you can.



Make sure, the two pickup elements at the ridge bar are pointing towards the center of the kayak (*this is where the coaming is inserted later on*).



Proceed likewise with the stern.
Push the frame **flat** into the bow and as far as you can.

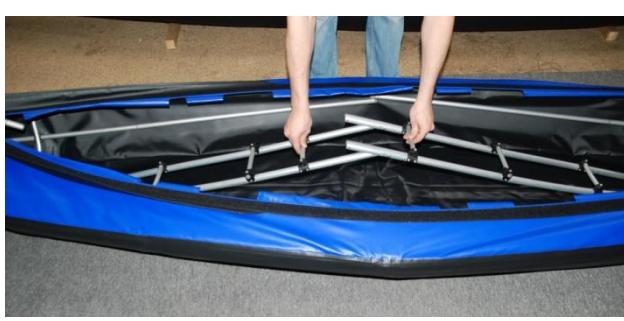
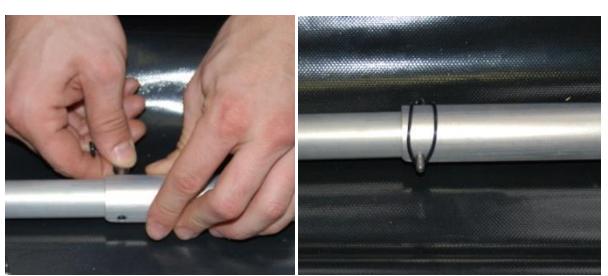
Make sure to take the filling tubes for the sponsons **between** the stringer elements.



Again, make sure to insert the stern element centrally. Orientate at the two ridge bars on top of the cross rib. They should have the same distance to the sides.



Now attach the two keel ladders to the keel forks. (It doesn't matter, where to attach which part.)

	<p>Now bow and stern are getting connected and tensioned. In order to do this, remove the split pins on keel ladder. And then proceed exactly as described.</p> <p>Please read through the following section before going to work:</p> <p>The keel ladder part with the hemispherical ends is placed "UNDER" the ladder with the riveted half tubes.</p>
 	<p>IMPORTANT:</p> <p>Prior to this operation take the stringer elements out the skin. This will relieve the keel and will avoid any blockage. You can pull up bow and stern without any problem. The skin can flex and the frame won't jam.</p> <p>(You see this very clearly on the pictures on the left).</p> <p>If the stringer elements are not removed from the skin, an unfortunate pressure on the keel rods is created, which may damage them.</p>
	<p>Slowly press the aligned keel ladders down.</p> <p>Put the stringer elements back into the hull (see the left picture).</p> <p>Especially the first time a high tension occurs. This is normal and will decrease with further assembling.</p>
	<p>Then insert the split pins back through the holes and wrap the rubber around it.</p>

5) Connecting stringer



The connecting of the stringer elements is a process that you have to learn. Especially the precise alignment of the "locks" to another is crucial to prevent jamming. This connection technology adds a lot to the overall stiffness of the boat.

For one, you "press" the excess length, the two stringer element with lock of bow and stern have, "into the boat length" and on the other hand, this connection is stable, both on pressure and on tension. **A huge advantage on the water!**



Note: You can connect the stringer elements both by pushing them into the boat, or by pulling them into the boat from the opposite side.

Give it a try, what suits you better.



Work your way from the bottom up. Start with the lower stringer elements.

First take one of the four small sleeves and slide it onto one of the stringer element (see top picture).

Then take the stringer element (as in the second picture) and **align the locks exactly to another**.

The mouths have to "look at each other". This is crucial, otherwise it will be unnecessarily difficult.



Push both stringer elements towards the boat's center. This requires some strength (especially for the first few times). The process can also be done - as mentioned earlier - from the other side, by pulling the stringer elements to yourself.

Then connect the two locks. You must **align the locks exactly to another, in order to prevent jamming**.

Do the whole process - especially the first few times - as slowly as possible and without hassle.



Let the stringer then slowly come back and make sure that the two **elements form a straight line**.

This is very important, too. Once there is no straight line, the stringer elements will jam.

If they form a straight line, you still can adjust some little imprecision, by pressing with your thumb.

Then slide the sleeve over the connection.



Repeat the process with the remaining 3 stringer elements, from bottom to top.



Especially at the beginning you have to practice a bit until you find the right way.

But then it is surprisingly easy. The gratitude is an extremely stiff and strong connection that contributes a lot to the performance of your folding kayak.

6) Installation of the coaming



For the coaming you need:

2x bent coaming rod with open ends
4x straight coaming rod with lock

Connect the one straight rod (with the D-rings for the back rest) to each of the two bent coaming rods.



	<p>Insert these with the bent part ahead into the coaming channel. And that into the part with the largest gap in the rear third (see the left picture).</p>
	<p>Then slide this first half of the coaming through the channel to the front. Especially at the first assembly you have to make sure, that the rod runs through the channel.</p> <p>It is much easier to push the coaming rod "from the inside of the boat", rather than "from above". This creates a "straight line" and prevents jamming inside the channel. Thus, the rods are much easier to push into the channel!</p>
	<p>Then connect the coaming rod with the pickup element in the bow by sliding it onto it. Just pull the flexible part a bit toward you, so that there is also a straight line. Thus, the connection of coaming rod is much easier.</p>
	<p>Proceed likewise on the other side.</p> <p>NOTE: You can also insert the coaming rods separately (before you connect them). First the bent rod, then the straight one and connect them inside the channel. Proceed how it suits you best!</p>



Then insert the two remaining coaming rods without D-rings in the channel towards the stern.



Connect them with the pickup element in the stern.



Take one of the two bigger sleeves and put it onto the coaming rod.

The connection of the coaming rods is done similarly to the connection of the stringer.

*(NOTE: On the pictures you see the same procedure done on a **Ladoga 2 advanced**, where the seat cloths are already installed)*



Align both locks exactly on another. Then press the rods slightly downward or upward - depending on how the connection works better.
Snap the locks and return rods. Then slide the sleeve over it.

Important:

Again, it is crucial to form a straight line and then slide the sleeve over the locks. You can also pull the two rods towards you, if you want to do it from the other side.



NOTE:

Some customers proceed in reverse order, connecting stringer and coaming.

That is, they connect bow and stern, THEN connect the stringer elements first and insert the coaming afterwards and connect it.

Try that variation, if you want and proceed how it suits you best!

7) Installation of the cockpit cross ribs and installation of the seats



Now you will need the two remaining cross ribs.

Cross rib #2 (narrower, the upper one in the picture on the left)

Cross rib #3 (wider, the lower one in the picture on the left)



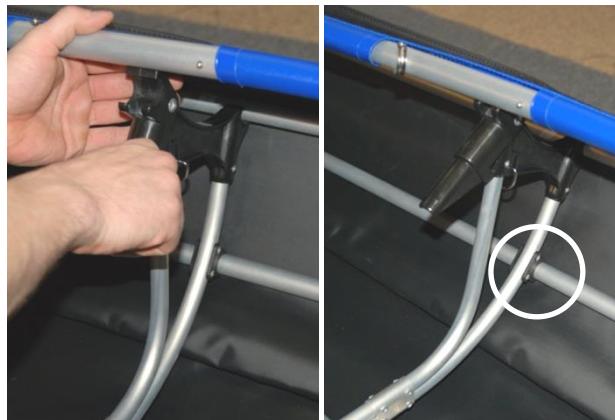
Cross rib #2 is positioned in the front area of the cockpit.

Join it diagonally to the clips on the keel ladder and raise it slowly.

Please make sure, not to snag the cross rib on the coaming channel



(On the left you see it done in detail at the installation on a **Triton Ladoga 1 advanced.**)

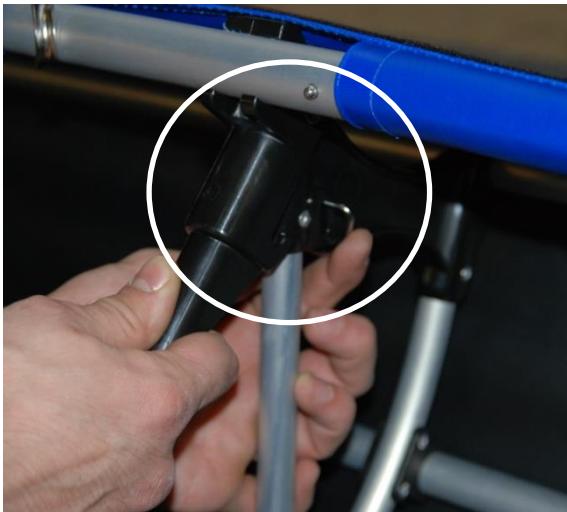


Now open the closure on the cross ribs. Therefore, push the little security ring upwards, otherwise the lock won't open.

Push it upwards and let it stay open.

Then clip the stringer elements into the C-clips on the cross rib.

Install cross rib #4 in the same way.



Only now insert the coaming into the upper closure and close it by pushing the handle downwards.

Make sure, the small security ring falls back down into position to secure the closure.



Installing the seats



Take the Velcros...



...and fasten the split end to cross rib #1 (to cross rib #4 in the stern).



The closed end is fastened around the cross bar of the keel ladder.
(see pictures on the left)



Now place the seat onto the Velcro and lead the upper strap through the D-ring on the coaming, then lead it back through the clip.

Set the desired position.



The elastic straps are fixed on the cross rib behind the seat.



Now inflate the sponsons by using the filling tubes. These are then connected with the connecting pipe. By connecting the tubes you will provide a pressure equalization, which guarantees an ever symmetrical underwater hull.

It is best to inflate the sponsons with the mouth. When you notice, that it gets harder to inflate, it is usually the right pressure.

8) Deck

Now attach the deck onto the Velcros on the coaming. (*You can paddle also paddle your Triton Vouksa 2 advanced "open" in good conditions*)

Your boat is now fully assembled. Have fun on the water!



Instructions for disassembling:

- For the disassembling proceed in the same way as for assembling but in reverse order.
- At first: Deflate the sponsons!

9) Folding the hull

Before folding the skin, spread it out flatly and fold it lengthwise.

Then fold the bow to the middle (app. one length of the packing bag):



Fold from the stern again to the middle (app. one length of the packing bag)...



...and finally fold the hull again from the bow on the folded side of the stern:



Done!

10) Care, Safety, Storage and further Information:

Salt water:

If you want to use your boat in the brackish water / salt water, the treatment of the rod with "CorroFilm" is absolutely recommended. Ask your local Dealer for it!

CorroFilm can be sprayed onto (and if necessary also in) the rods and generates a transparent, dry protective film which protects the aluminum perfectly against the "attack" of salt water. Ask your dealer about CorroFilm. Clean the rods and boat skin after exposing it to salt water (e.g. after the tour) with sufficient fresh water.

Important: If the boat is to be stored for a longer time, take the air out of the sponsons! A folding boat should be built up and removed several times a year.

Ensure that the boat skin and rods are dry when packed and stored.

The boat skin is resistant to salt water. Nevertheless, it should also be cleaned with fresh water after the return from a tour in brackish or salt water. Especially when sand or small stones can cause high abrasion.

Please make sure to carry the boat not only by the handles, but also support it from the bottom, in order to relieve the handles from tension.

Always wear a life jacket when you are using your boat on the Waters! Beware of rapid weather changes!



Repairing and reinforcements

The PVC / PU skin can easily be repaired in case of abrasion, a small crack or hole with the included repair kit.

- Cut a strip of PVC / PU material from the supplied repair kit.
Make sure that it extends generously over the damaged area.
- Round the corners of the strip with scissors or similar.
- Clean the strip and the area to be patched. Both must be free of grease.
- It is best to roughen the spot with a fine sandpaper (but in a pinch it will also work without it)
- Apply a thin layer of glue on both surfaces
- Wait for the glue to dry slightly, then press the patch firmly onto the area to be repaired.

If you can make the repairing at home: Let the glue dry for an hour, place the patch on the spot, and gently warm both with a hot air dryer. Then push the patch firmly onto the hull.

On tour: The canoe can be reused shortly after repair. However, the adhesive and protective effect still improves within 12 hours when the adhesive is completely dried. The sponson can be repaired in the same procedure as described above. Please pay attention to a clean, grease-free surface.

Your kayak is equipped with a keel strip. However, you can apply additional reinforcements at much stressed points. Depending on the type of use, other keel strips or partial reinforcements of the skin are recommended. If necessary, ask for it in specialized dealers.

More useful accessories for your boat:

Hatch cover, Sprayskirts, Sails





For more information about your and other products, sources of supply and downloads at
any time:

FALTBOOT.DE