

Assembling Instruction - Triton advanced Canoe
Folding Canoe



QR-code assembly instruction:



Assembling instructions *Triton advanced Canoe*

Dear customer,

you have purchased a ***Triton advanced Canoe*** - a high performance folding canoe with exceptionally high stability and stiffness. The ***advanced*** series has been one of the best-selling folding kayaks in Europe in recent years.

Please take your time for the initial set up, so that you can learn about the special features. **It is strongly recommended to follow the single steps in the instructions carefully!** Otherwise it will be unnecessarily difficult. The assembling of the ***Triton advanced Canoe*** is one of most simple in its class. After some practice you will build it up without any great hustle within about 20 minutes. Always keep in mind that no one is born a master, and the individual assembling has to be learned for each folding boat.

Please note that there is an assembly video on youtube:

https://www.youtube.com/faltboot_de

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, E-Mail: kontakt@out-trade.de).

Please also consider the instructions of "Care and Accessories" at the end of this manual. We hope you enjoy your new canoe!

Brief overview of assembling:

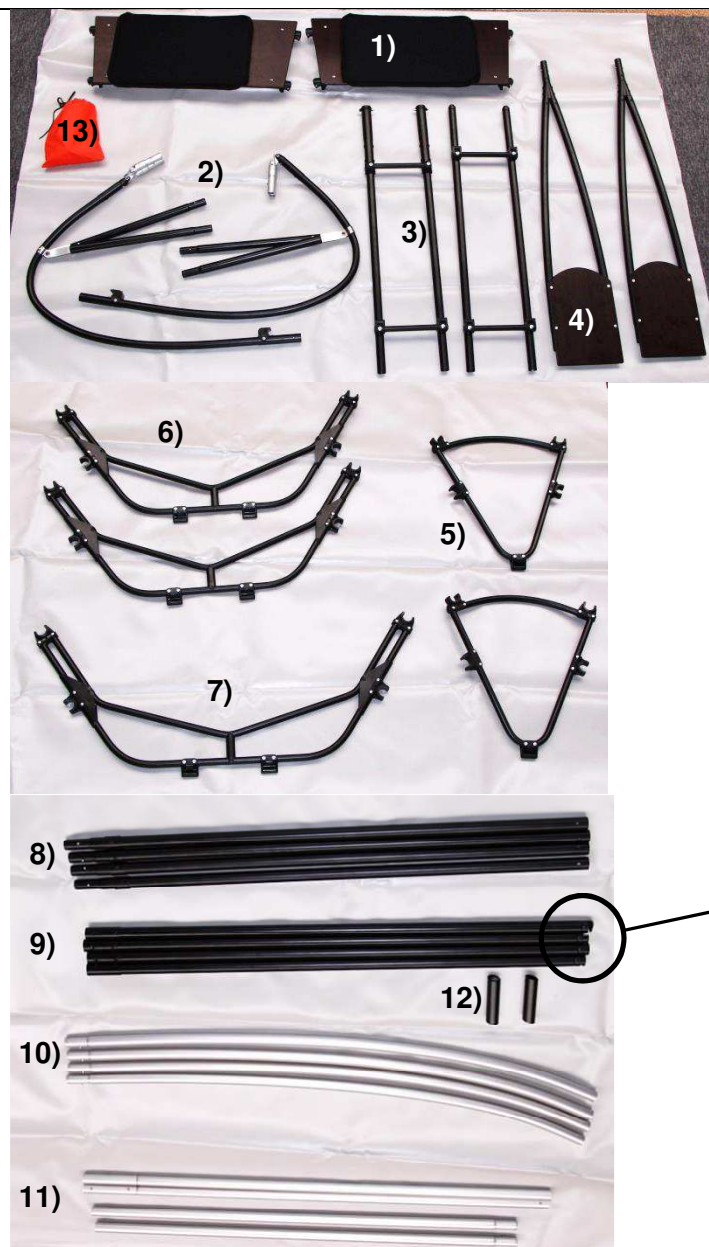
1. Assembling bow:
Attach to one of the stem elements: 1x keel "fork" and 1x keel "ladder"
2x stringer elements without lock, 2x stringer elements with lock
2. Assembling stern:
Attach to one of the stem elements: 1x keel "fork" and 1x keel "ladder"
2x stringer elements without lock, 2x stringer elements with lock
3. Insert the bow and stern into the hull, tighten the keel and close the stringer elements
4. Connect and install the coaming
5. Install the cross ribs and fit in the seats
6. Inflate the sponsons

The brief description will give you an overview of the basic assembling system.

Please pay attention to the following detailed instructions and read them carefully before you start:

A) 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) 2x Seat (slim = stern)
- 2) 2x Stem element (bow and stern identical)
- 3) 2x Keel ladder, (one with riveted half tube, one with hemispherical end)
- 4) 2x Keel ladder (identical)
- 5) Cross rib #1 und #5 (identical)
- 6) Cross rib #2 und #4 (identical)
- 7) Cross rib #3 (widest rib)

- 8) 4x Stringer element without lock (black) and with riveted ring



- 9) 4x Stringer element with lock (black):



- 10) 4x bent coaming rod (aluminum colored)

- 11) 4x straight coaming rod, (aluminum colored) two with extension:



- 12) 2x Sleeves

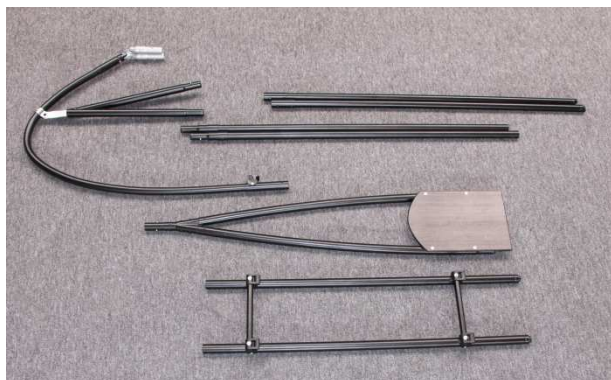
- 13) Repair set

- 14) Packing bag, hip belt (no pic)

B) Assembling

Note: With the ***Triton advanced Canoe*** many parts are "interchangeable" because the boat is symmetrical. The parts such as bow and stern element, keel forks and even the keel ladders can be used on the bow and on the stern equally. The stringer elements without and with lock can (in the right place!) also be used on both sides. The coaming tubes also are for the most part identical. This makes the assembling very simple and clear.

Step 1: Assembling Bow



You need:

1x Stem element (no matter which one, both are identical)

1x Keel fork (no matter which, both are identical)

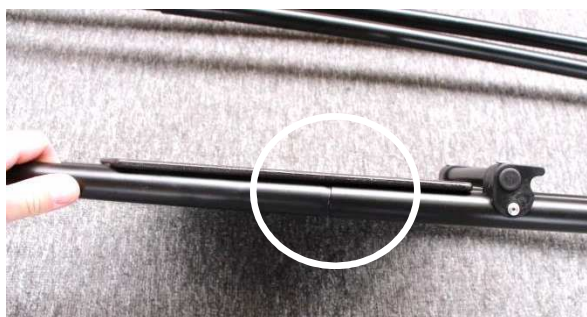
1x Keel ladder (in the picture the one with hemispherical end, but you can also use the ladder with the riveted half-tube, which does not matter)

2x Stringer element without lock (no matter which one, they are identical)

2x Stringer element with lock (no matter which one, they are identical)

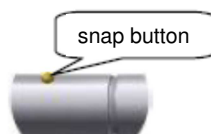


First mount the keel fork onto the stem element. The plug-in connection is locked with snap button.



Then place the keel ladder on the end of the keel fork.

Please make sure that the keel ladder is completely pushed onto the keel fork.



Then insert one stringer element without lock on each of the black pick-up elements on the stem element and then a stringer element with lock.

(This should result in the picture on the left.)

Step 2: Assembling Stern



You need the same parts as above, only take the remaining part of the keel ladder. All other parts are the same as the bow segment. In detail you need again:

- 1x Stem element
- 1x Keel fork
- 1x Keel ladder (here the one with riveted half tube)
- 2x Stringer element without lock
- 2x Stringer element with lock

Please assemble these parts in the same way as the bow segment

Step 3: Insertion of stern and bow / Tensioning of the the hull



First spread out the skin. Then take the bow segment and push it into the hull.

Please ensure that you push the frame straight and as far as possible into the hull.

For this, it is best to step into the hull and push it forward into the skin. Then check if the frame is centered and straight in the front of the bow area.



Proceed in the same way with the stern segment



Then remove the two split pins, which you find on the riveted half-tube of the keel ladder.



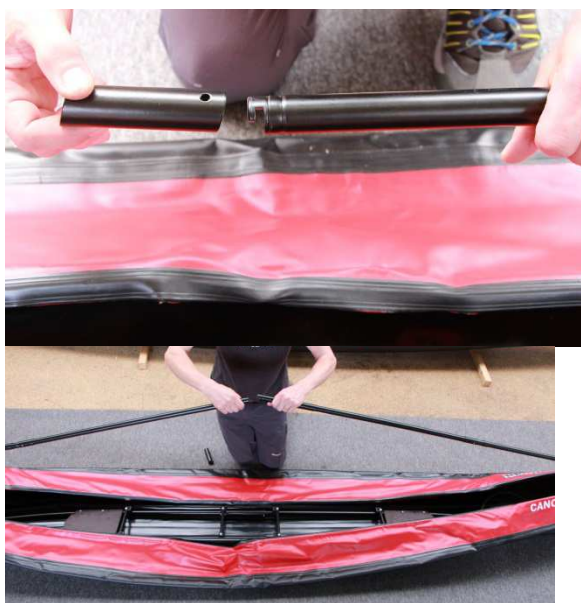
Then take the two keel ladders upwards. Place the riveted half-tube above the keel ladder with the hemispherical end. Then hang the hemispherical end under the half-tube and push the whole slowly downwards.



The frame is thereby "pressed" into the hull.



Then secure the ladders by reinserting the two split pins.



Now the two stringer elements with lock on each side are connected to each other.

First slide the sleeve onto the rod.

Then pull the two stringer elements (with lock) up, until they no longer overlap.



Important:

Align the movable locks exactly one against the other

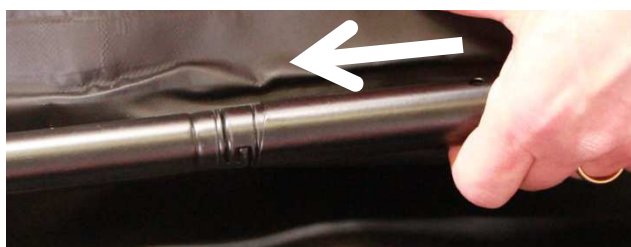


Then secure the locks with your thumb, to ensure that nor stringer element nor the lock can slide off while pressing them down afterwards.

Then press both elements down until you have the two stringer elements in a straight line.



In a straight line the two locks can easily interlock.



Slide the sleeve over the lock. Proceed identically on the other side.

This connection may at first require some practice, but it is stable both on pressure and on tension. A great advantage on the water!

Step 4: Installing the coaming



The coaming consists of four rods (on each side) and is aluminum colored for better distinction. It is completely inserted from one side and in one piece (or piece by piece, as you prefer).

The coaming consists of two (identical) bent rods and two straight rods, on each side of which one has a small extension sleeve clipped on.



One thing is absolutely essential: Place the straight element with the extension sleeve at the same position on both sides! The sleeve must always be attached to one of the straight elements.



So take two bent and two straight elements. One of the straight rods has an extension sleeve. All are aluminum.



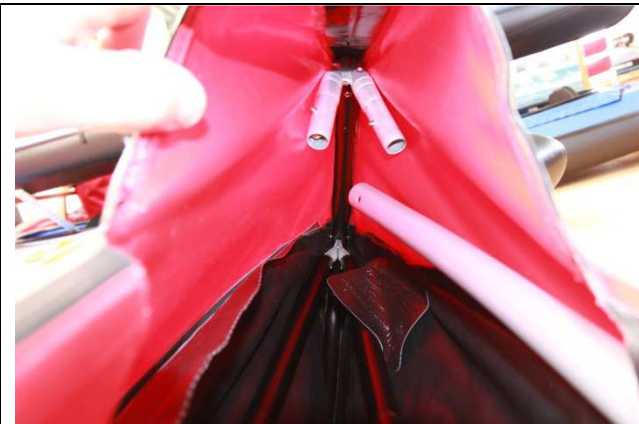
Connect the coaming rods as shown in the overview above. The order is as follows:

Bent rod - straight rod with extension sleeve - straight rod - bent rod.

Then insert it completely into the channel from one side. If it (space wise) suits you better, you can also insert it segment by segment, considering the correct order (see above).

Slide it as far as possible through the channel to the other end of the hull.

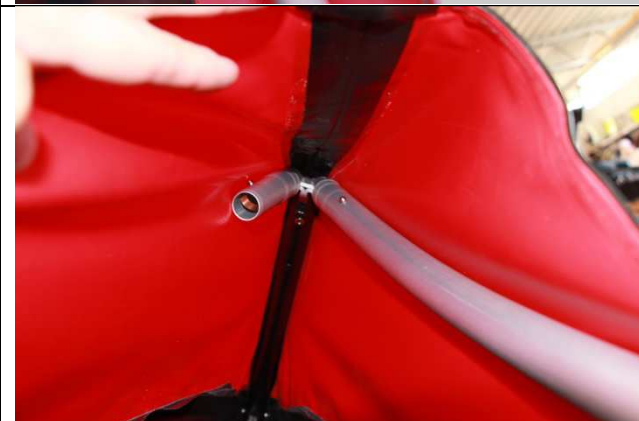
Then you can also push the end, holding in your hand, into the hull.



The coaming rod then is on both sides "under" the hull in bow and stern.



Then plug the one end of the coaming onto one of the two aluminum pickup elements that are fixed to the bow and stern stem element.





Snap the snap buttons.

Please wait with connecting the other end. First insert the coaming rod on the other side and also plug it onto the correspondent pickup element.

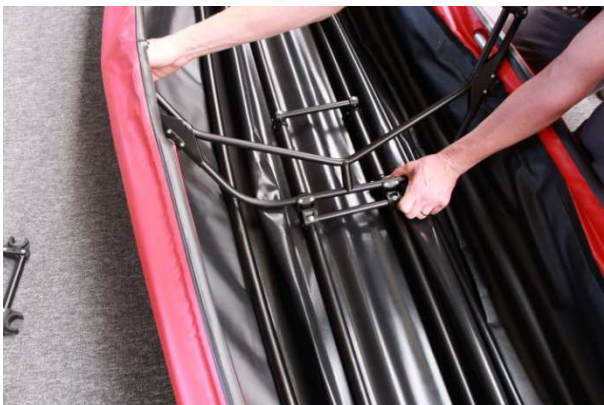
Proceed as before.



At the other end you will notice that rod and pickup element slightly overlap.

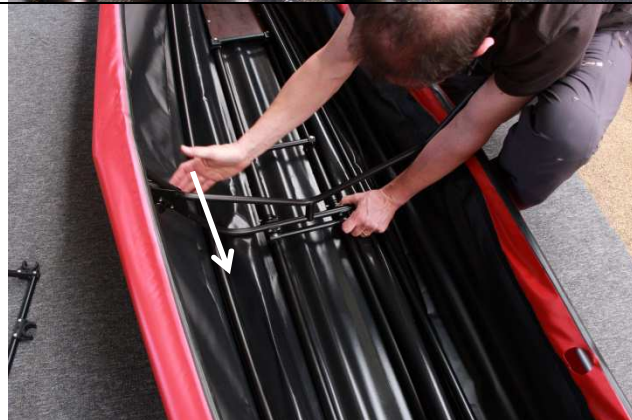
	<p>The pickup element is movable and if you stand beside the boat and pull the coaming rod back-/outwards, you'll create enough space.</p> <p>That is necessary and thereby you provide the requested tension to the coaming.</p>
	<p>After pulling the coaming rod back-/outwards, you can easily plug it onto the pickup element.</p> <p>Also lock the connection with the snap button.</p> <p>Proceed equally with the coaming rod on the other side.</p>

Step 5: Installation of cross ribs and seats

	<p>The <i>Triton advanced Canoe</i> has 5 cross ribs. The middle one is the widest. (cross rib #3)</p> <p>Cross ribs #2 and #4 are identical and placed on both ends to the middle one.</p> <p>The two outer ones (#1 and #5) are identical, too.</p> <p>It is best to begin with the widest cross rib in the middle (#3)</p> <p>The cross ribs are inserted all in the same way:</p>
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First place the cross rib diagonally, so you can slide the clip onto the “counter clip” on the keel ladder.



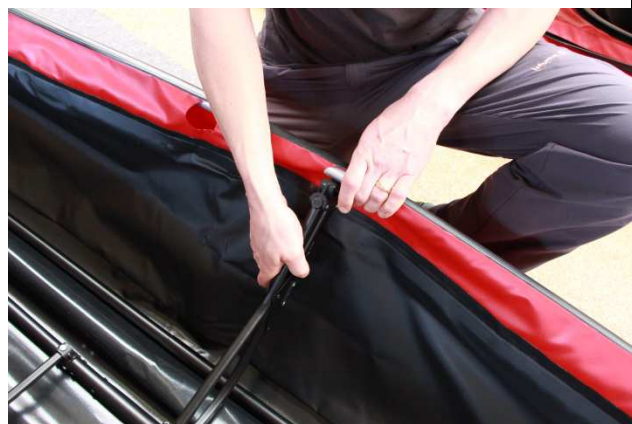
Then push the cross rib slowly and carefully into an upright position.

(Attention: As needed push the skin outwards in order not to stress the material unnecessarily.)

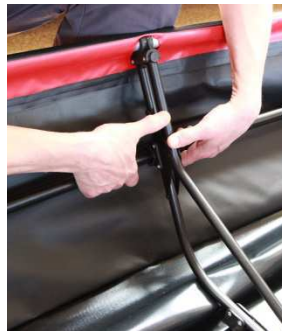
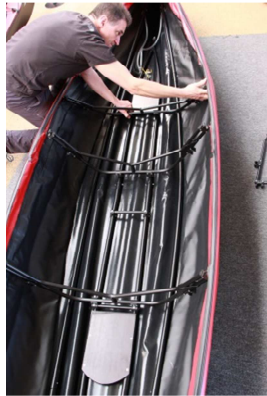


When the cross rib is placed correctly into the sockets on both parts of the keel ladder, it is firmly connected to it.

(Note: Of course you can begin with the smaller cross ribs and “work your way” to the middle. Just try, what suits you best!)



Then clip the cross rib to the coaming on both sides.



Proceed identically with the other cross ribs.

Then clip the stringer elements to the cross ribs.



Now install the seats.

At the first assembling please carefully mount the cushion onto the seats.

Important: The seats have to be installed before inflating the sponsons!



Install the slim seat in the stern.
The bow seat is wider.

Looking from the front the bow seat is exactly placed in front of cross rib #2, the stern seat in front of #5.



Place the bow seat at one side and clip it onto the stringer rod directly in front of cross rib #2 (like seen on the picture)



Then clip the seat to the stringer rod on the other side as well.

Proceed identically with the stern seat in front of cross rib #5



Now inflate the sponsons.

Please keep in mind, not to add too much pressure to the air hoses!

Therefore 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.

With a pump you tempt to put too much pressure on the sponsons. The acceptable operating pressure is 0.1 bar (1.45 psi) to max. 0.15 bar (2.17 psi).

The filling tubes are connected with a little connecting pipe. (That connecting pipe might eventually be packed separately in the repair kit.)

By connecting the tubes you will provide a pressure equalization, which guarantees an ever symmetrical underwater hull.

Your boat is now completely assembled! Enjoy your ride!



Please note the advices for the disassembling and for optional accessories.

Instructions for disassembling:

For the disassembling proceed in the same way as for assembling but in reverse order. The disassembling of the coaming rod must be done before the longitudinal tension is taken off the boat.

Therefore follow this order:

Always let the air out of the hoses first

Uninstall the seats

Uninstall the cross ribs

Uninstall the coaming

Then the rest of the frame

Folding the hull

Before folding the skin, spread it out flatly. Then fold it lengthwise, so that you cannot see the color of the top anymore (fold a little):



Then fold the top (left side on the following pic) a bag length:



Then fold from the other side again one bag length to the middle:



Then fold both sides together. Done.



Care, Safety, Storage and further Informations:

Brackish / 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.

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.

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 canoe 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:

For the ***Triton advanced Canoe***, the following accessories are available at the retailer:

Deck:

Equip your ***Triton advanced Canoe*** with a deck and make it even more versatile. It protects against splashing water, cold and dirt. The deck has always three cockpit sections. For example, if the middle one is not needed, there is a hatch cover available.

Floor mat:

This is placed under the frame and is another cushioning between the skin and the frame. Especially when you go into whitewater, this is absolutely recommended to protect the skin. Furthermore, the mat is a further lifting body

Seats for kneeling paddles:

Especially for the paddling in the kneeling position, there are specially suitable seats.

Middle seat:

If you would like to take another person with you, or if you would like to paddle the Canoe from the center alone, a wider center seat is available.

Find more information about your boat and everything about the topic at:

FALTBOOT.DE

