

Assembly Instruction nortik navigator
High performance touring kayak



QR code assembly video:



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Assembly Instruction nortik navigator

Dear Customer,

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

The assembly 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 **nortik - navigator** - an innovative single kayak with extremely high performance, small packing size and little weight.

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 15-20 minutes.

Always keep in mind that no one is born a master, and the individual assembling has to be learned for each folding boat.

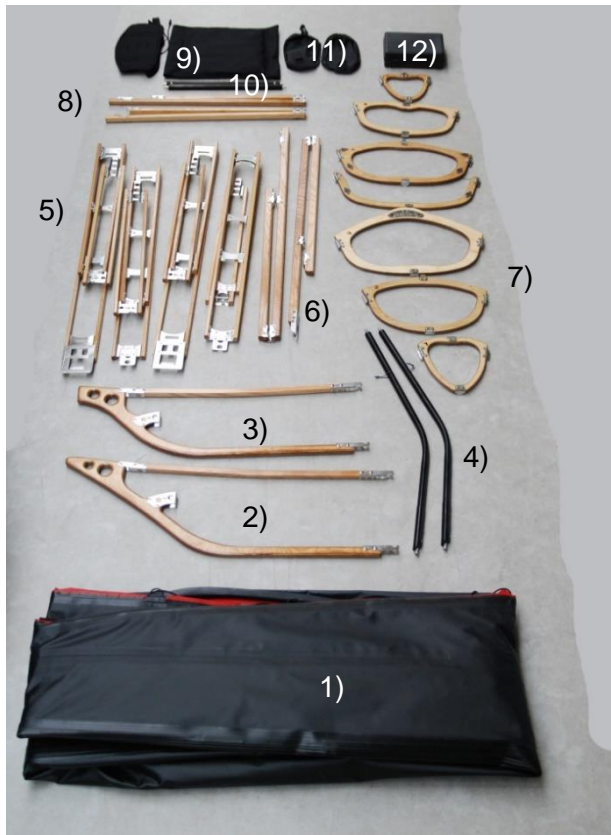
If you have any questions, your dealer will be happy to assist you. Otherwise you can also contact us directly - as an importer (call: 0049/731/4007675, mail: kontakt@nortik.de).

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 enjoy your new kayak!

Please note that there is an assembly video on YouTube:

https://www.youtube.com/faltboot_de

1) Overview parts



- 1) 1x Hull
- 2) 1x Bow element
- 3) 1x Stern element
- 4) 2x Thigh brace
- 5) 4x Side element
- 6) 2x Keel rod (18mm x 24mm)
- 7) 7x Cross rib
- 8) 2x Ridge bar (18mm x 18mm)
- 9) 1x Seat & Backrest
- 10) 2x Seat-Tubes
- 11) 2x Hatch-Covers
- 12) 1x Repair-Kit

2) Marking



All side elements have an arrow. These arrows have to point towards the bow.

3) Assembly of the stern



You need:

- 1) Stern element
- 2) cross ribs #7 und #6
- 3) Keel with the steel-fitting (see picture)
- 4) Ridge bar (the shorter one)
- 5) 2x Side elements with the steel-fittings (marked on the picture)

Note: You will see that the arrows on all parts will point towards the bow after the installation. This will help you to figure out which parts and pieces are needed during your further assemblies.



Connect the stern to the keel.

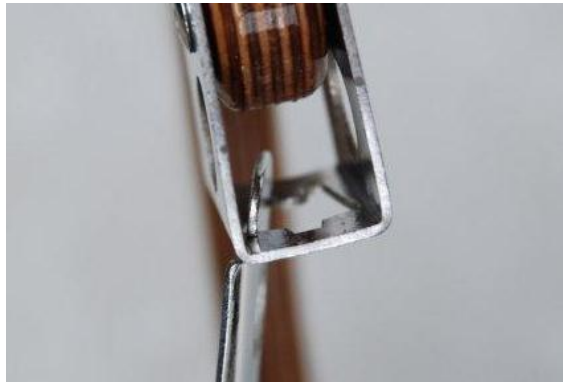


Take the side elements and unfold them.

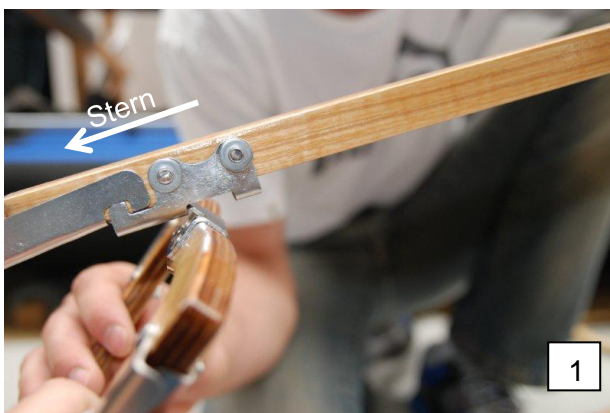


Connect the side elements to the stern as shown on the pictures.





Please install the ridge bar.



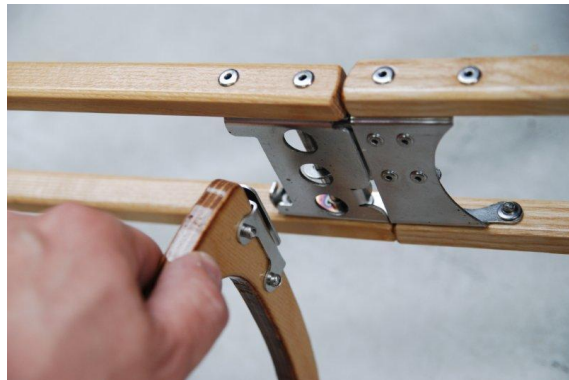
Now you can start the installation of the cross ribs. Start with Cross rib #7 (*the smallest*).

There are little “hooks / noses” on the top and the bottom of the cross ribs. They have to “look” to the stern of the Kayak. Install it first to the ridge bar (*like shown on the pictures 1 and 2*)

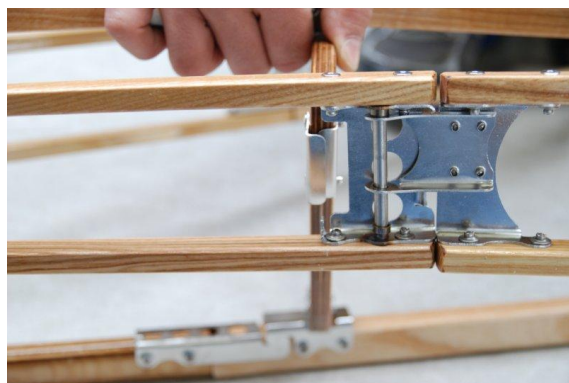
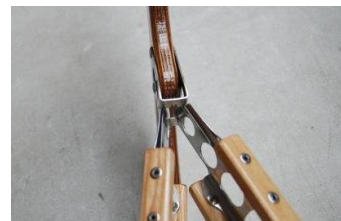


After installation of the cross rib to the ridge bar you can connect it to the keel.

This can be a little tricky. If so, just bend the hook/nose **a little** more downwards with pliers.

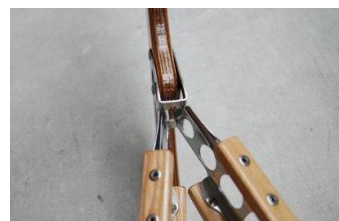


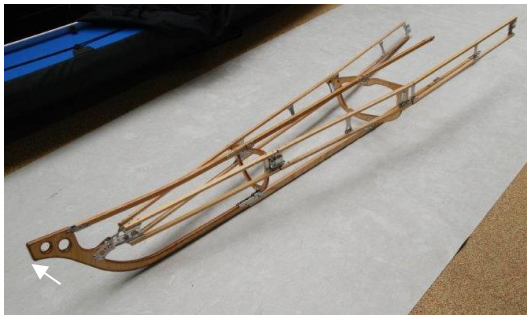
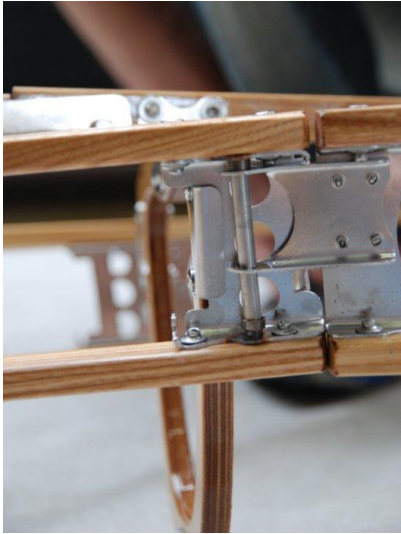
Take one side element and hook the cross rib into it. Please make sure that the side element is still correct connected to the stern:



Then hook the cross rib into the side element on the other side.

Control again the connection of the side element to the stern:

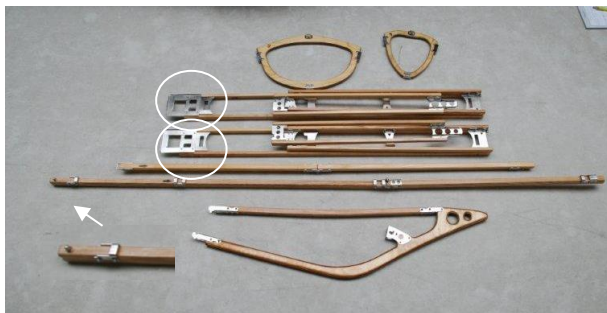




Proceed equally with cross rib #6.

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

4) Assembly of the Bow



You need:

- 1) Bow element
- 2) Cross rib #1 and #2
- 3) The remaining keel-rod
- 4) Ridge bar (*the longer one*)
- 5) 2x Side elements

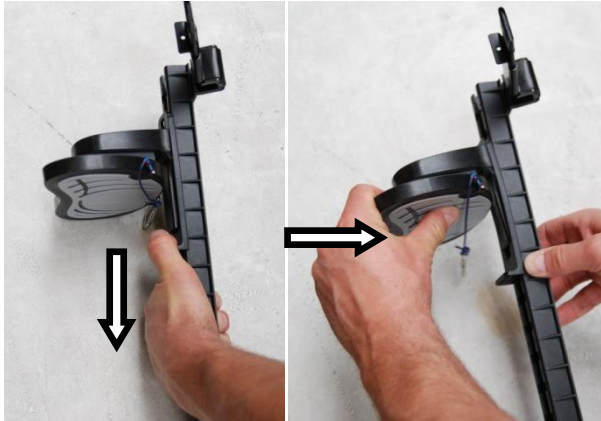


Please proceed analogously to the assembly of the stern.

(The only difference is, that the hooks/noses on top and bottom of the cross ribs have to point towards the stern)

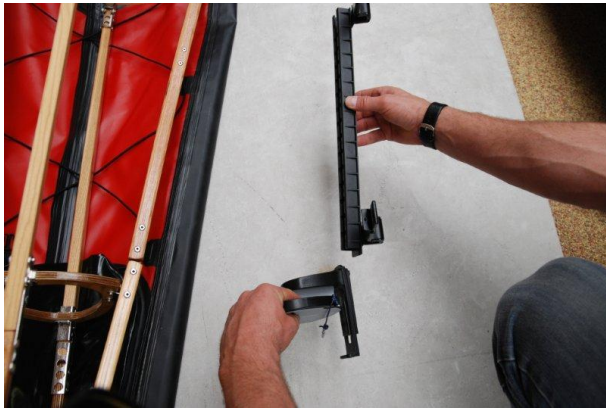
5) Installation rudder rails / rails for the foot pegs

Note: If you are not installing any rudder system / foot rest, you can skip this step

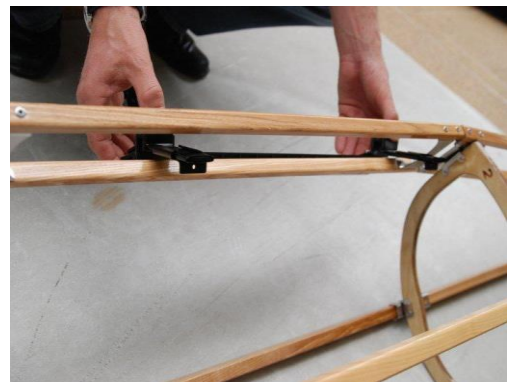


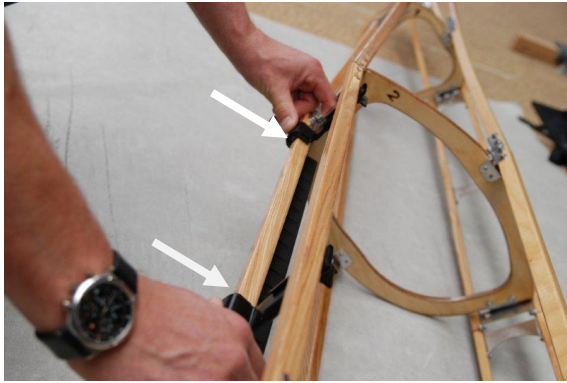
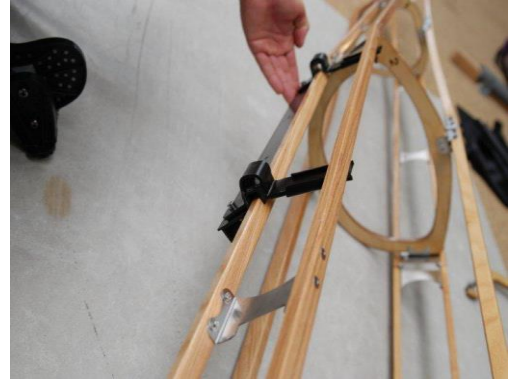
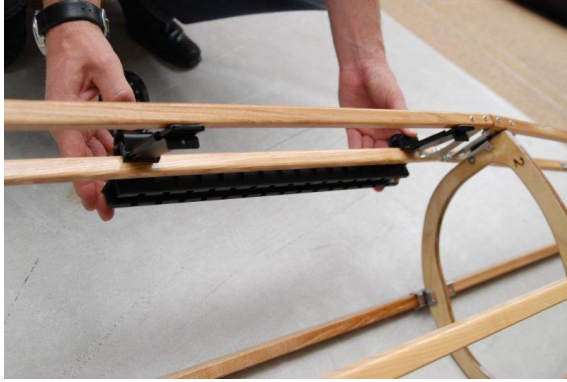
Take the steering/rudder rail.
You can adjust the pedals on the rail or
take it out completely by releasing the
locking (pull towards you) and pushing the
pedal towards the rail.

(see next picture)



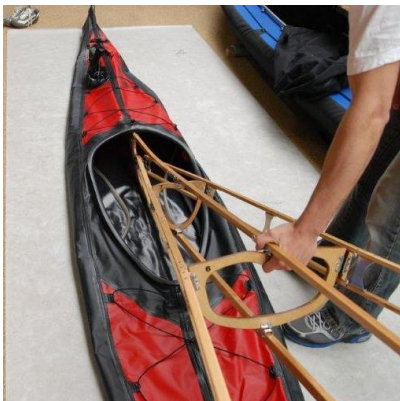
Now take the rail and install it at the bow frame.
In the following you can see the procedure:





The result should look like the image on the left.

6) Inserting the frame into the hull



Roll out the hull.

First insert the stern element into the hull. If needed, twist the frame by doing so, but **make sure to place the frame (ridge bar and keel) centered!**



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



The result should look like the picture on the left.



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



Proceed likewise with the bow element.

NOTE:

At the beginning the bow sits very tight inside the hull and it can get difficult to get it out again (see notes for disassembling). By lubricating or by putting a thin plastic bag around the frame you reduce the friction.



Again: Make sure, that the frame lays flat and centered inside the hull.



Then take the side walls and insert the narrow fitting into the larger fitting and press the side elements outwards.



Take the two keel rods upwards and place the one with the overlapping fitting over the other one.



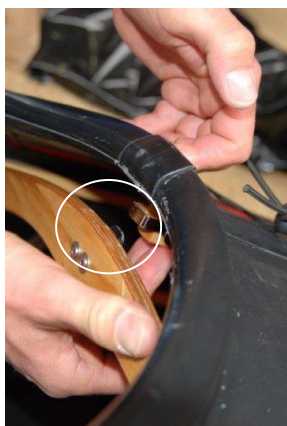
Gently push the two rods downwards.



Now take cross rib #5 and install it.

Important: Install the frames #5 and also #3 so that the ridge bar can snap into the fitting on the top of the cross rib. The fitting points away from the cockpit.

Make sure that the side fittings of the cross rib are properly positioned into the side elements. In order to do this, you may have to push it into the right position towards cross rib.



Insert ridge bar into the cross rib.



Now take the seat with the inflating tubes facing to the front of the cockpit. Insert the two seat rods into the seat.

Note: Your seat has inflatable "hip-fit-pads" on the sides, which will provide more contact with your boat.
(not shown on the pictures)



Push the two seat rods into the cross rib #5.



Then take half cross rib #4 and push it onto the two seat rods,...



...and by keeping them in place, install the half cross rib first to the side elements...



...before pushing it onto the pickup on the keel rod.
The "nose" has to point towards the bow.



Make sure, that the flaps for the thigh braces are not jammed behind the side elements.



Install cross rib #3 just as #5.



Insert ridge bar into the cross rib.



Take the thigh braces and slide on the neoprene sleeves.

Note: This is a one-time installation for your new boat.

TIP: Put some dish liquid into the neoprene sleeve to put it on easier.

(shown on the thigh braces of the nortik argo)



Push the thigh brace through the flaps and the loops from the "hip-fit-pads" of the seat into the hole in cross rib #5 towards the stern.



The front end of the thigh brace is pushed into cross rib #3.



Therefore push the sliding sleeve towards the cross rib until the snap button locks into the hole.



Install the back rest.
The straight side faces downwards, the curved upwards.



Lead the strap through the D-ring on the thigh brace, then lead it back through the counterpart on the back of the back rest.



Attention:

Unlike shown on the pictures is your boat already equipped with a reinforced backrest and quick fastener.



Lead the two straps on the back around cross rib #5 and close them with the quick fastener.



If you are not installing a rudder system, **you can now inflate the sponsons** by using the filling tubes.

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.

First inflate one side only a little, then the other side. Then inflate the one side completely, and finally the other.



Make sure, that the stringer don't get pushed into the cockpit. That means too much pressure on the sponsons.

The filling tubes are then connected with the connecting pipe. By connecting the tubes you will provide a pressure equalization, which guarantees an ever symmetrical underwater hull.



Install the deck lining:

If the deck lining isn't already preinstalled, you will have to do it once on your new boat.

The deck lining can be installed in different ways.

One suggestion is, to form a loop, lead it through the middle D-ring and lead the two ends back through the loop.

But you are free to attach the lining as you want.



Cover for the loading hatch:

Please secure the hatch cover at the first assembling to the deck lining on the fore ship. It can stay there, and you won't lose it.

Lay it "on the back", run one hanger under the lining and then the whole cover through it.

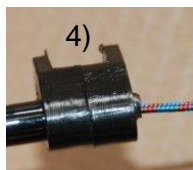


Now the hatch cover is securely connected to the lining and stays on board.

If you haven't installed a rudder system, the assembling is done. Please see the notes for disassembling.

The next step is the installation of the rudder system. A few things have to be done here only once. It is not necessary to redo them at further assembling.

7) Installation of the rudder system

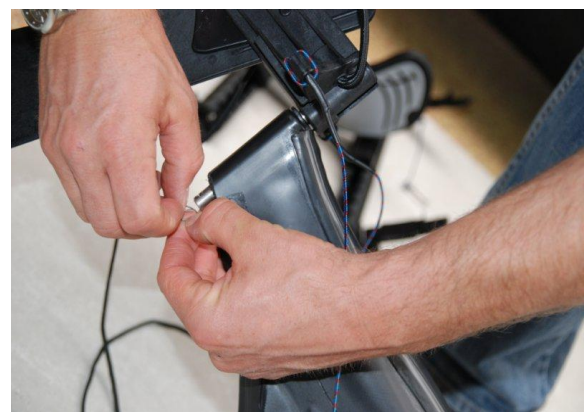


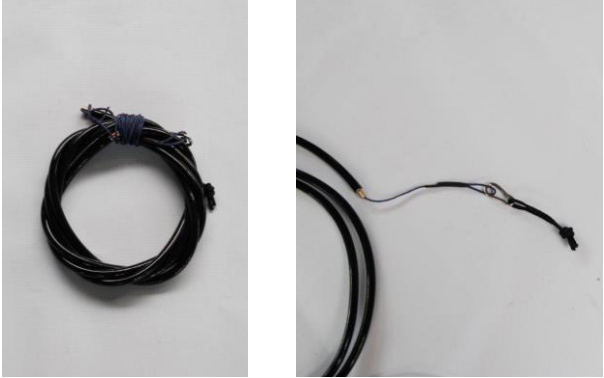
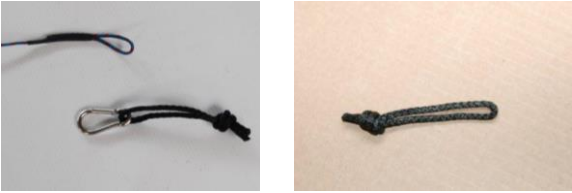


You have already installed the two rails
(see *installation steps above*)

It remains:

- 2x pedals
- 2x rolled up bowden wire (1)
- 1x rudder blade (2)
- 1x pull-up cord (3)
- 2x holding clip for cockpit (4)
- 2x cable clamp (5)
- 2x loose ropes (no pic)

Take the rudder blade and insert it on the pickup on the stern. Therefore take off the secure ring, slide the rudder into the pickup and re-secure it with the ring:



	<p>Unroll the two bowden wires. They both have a little rope and a carabiner at the end.</p>
	<p>Detach the short rope and the carabiner from the bowden wire.</p>
	<p>Lead the short rope from behind through the bigger hole in the side of the rudder head.</p> <p>NOTE: The rope will just squeeze through the hole. If necessary help along with a small screw driver or similar. This has to be done only once!</p>
	<p>Now re-attach the carabiner.</p> <p>Proceed identically on the other side. The rope and the carabiner always stays on the rudder.</p>



Now lead the bowden wire from the inside of the boat (through the loading hatch) through the small tube at the stern's deck.

Proceed as follows:

First lead the rope through the tube...



...then push the bowden wire through the opening.

It is best to do some circling movements while pushing firmly, until the bowden wire comes through the opening.



Now lead the bowden wire from the back to the front inside the cockpit. Lead it out- and side wards above the cross ribs to the front. At that position it won't bother you, not even while loading the boat.

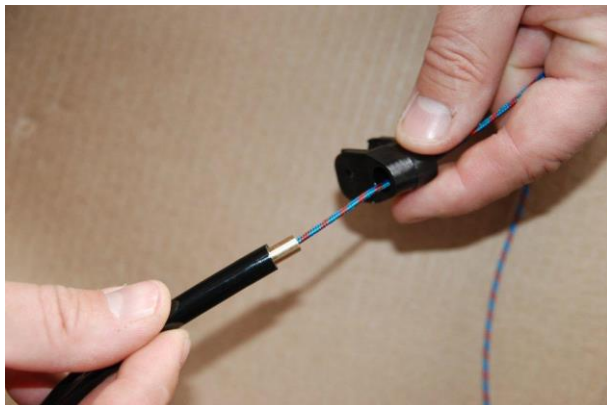


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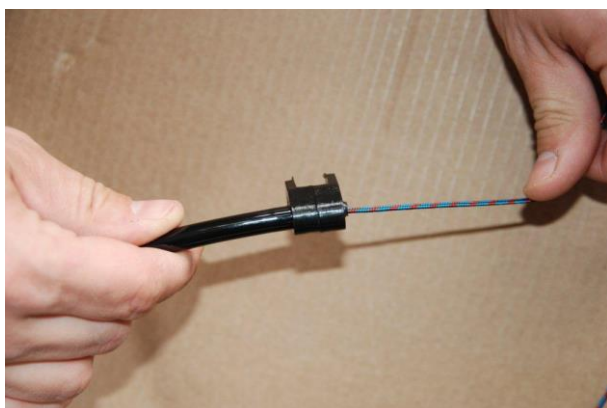
Also lead it outward cross rib #5 and behind the "hip-fit-pads".

NOTE: If you use the rudder system regularly, you can leave the bowden wires in the boat.

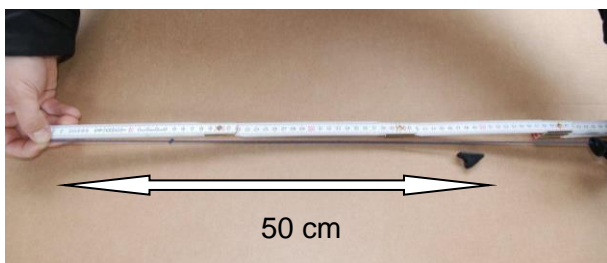
The bowden wire ends in the cockpit.



Take the end of the bowden wire and lead the rope through the bigger hole of the holding clip...



...then push the end of the bowden wire as far as possible into the holding clip.



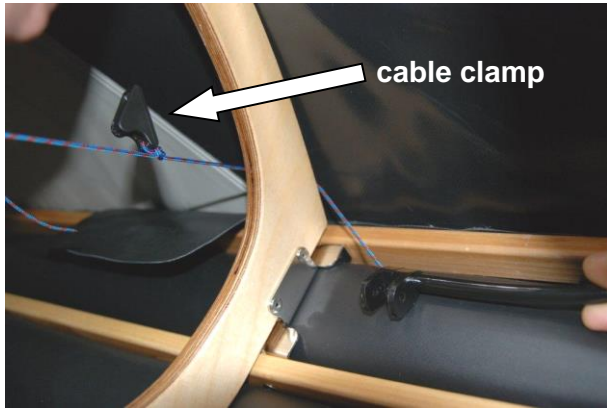
Measure 50 cm from the end of the wire and knot it to the cable clamp.



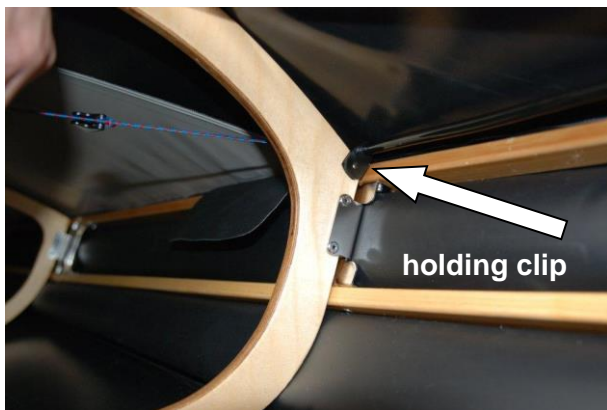
IMPORTANT:
Knot the cable clamp at the bottom (at the little notch).
This you also have only to do once.



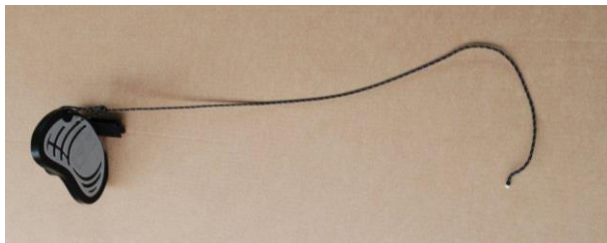
(This should result in the image on the left.)



Lead the tied cable clamp over the cross rib #3 towards the bow.

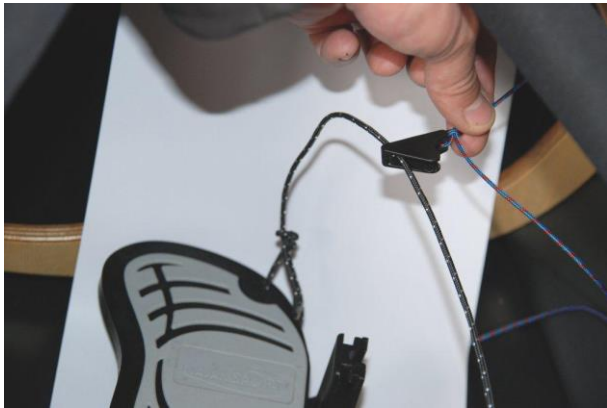


Attach the holding clip on top of cross rib #3.

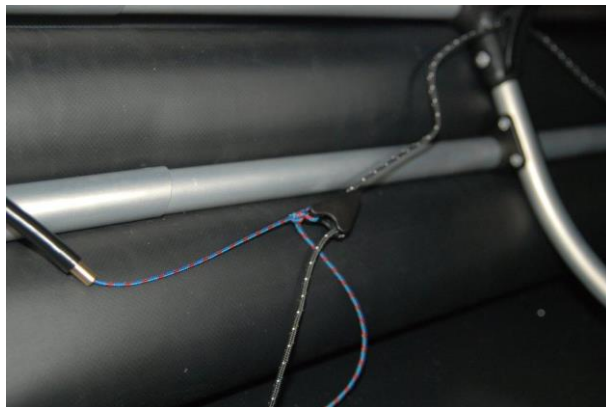
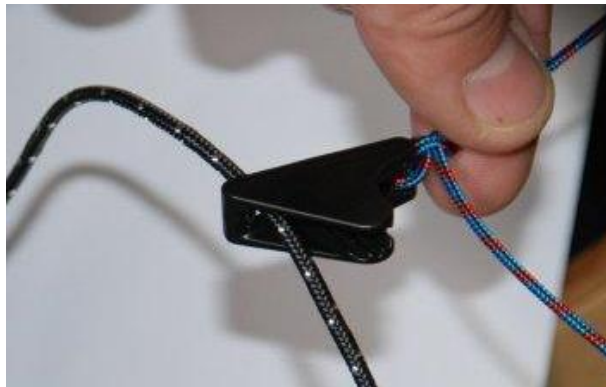


Then knot the bigger ropes to the holes on the pedal's side.





Put the pedal into the boat and lead the bigger rope through the cable clamp.



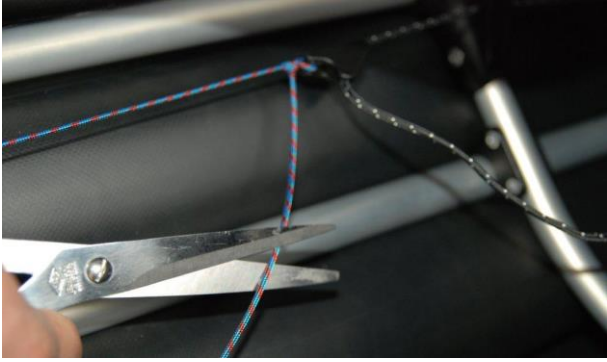
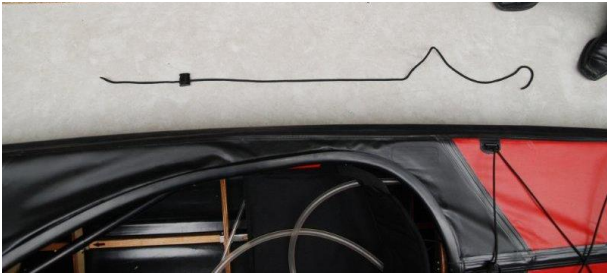



Place the pedal in the desired position onto the rail and tighten the rope in the cable clamp.

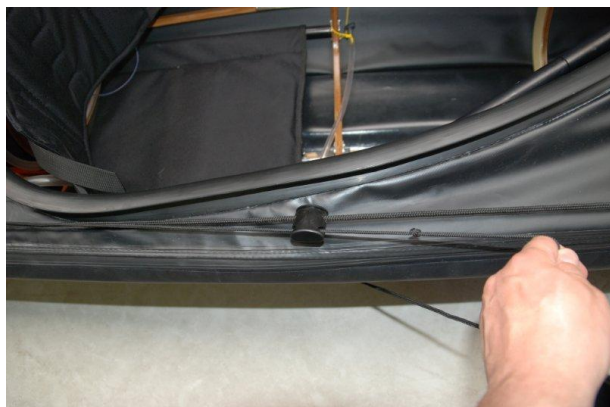
(here shown on the nortik argo)



Tighten it only that much, that you have enough space to do perform the steering movement. Then again lead the rope through cable clamp.

(here shown on the nortik argo)

	<p>Cut the surplus rope and seal the cut with a lighter.</p> <p>NOTE: The cable clamps can stay on the steering rope.</p> <p><i>(here shown on the nortik argo)</i></p>
	<p>Last but not least install the pull-up cord. First take the rope with the sliding clip...</p>
	<p>... and knot it tight to the D-rings behind and in front of the cockpit.</p>
	<p>Then lead the pull-up cord, which is fastened to the rudder through the sternmost D-ring.</p>
	<p>Lead it all the way through the 3 D-rings beside the loading hatch.</p>



Then lead the pull-up cord through the sliding clip app. between cross rib #3 and #4. Tighten it and make a knot.

By pushing or pulling the clip you can lift or lower the rudder.

Your **nortik navigator** is now fully assembled with rudder system.
Have fun on the water!

Instructions for disassembling:

- For the disassembling proceed in the same way as for assembling but in reverse order.
- For the disassembling it is **absolutely necessary to take out cross rib #3**.
- Open the hatches and slip them outward, so that the rods won't get caught up in it.
- Should it be a little hard - especially in the beginning - to pull out the frame from the hull, tap with your flat hand on the front of the lower part against the bow. Here, the boat should lay flat and the stern should already be taken out of the skin. Especially the first 2-3 times, it may be that the bow frame sits very tight in the skin. By tapping the frame should slightly loose itself from the skin and it then gets easier to pull out. You can also grab through the front hatch and slightly loosen the frame.



Folding the hull

Before folding the skin, spread it out flatly, push the cockpit to one side and fold in the other side.

Then you start with the tips and fold them in from each side.

Proceed as shown in the pictures...



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:



Multifunctional attachment:

Your kayak comes with an already mounted multifunctional attachment on the bow. So it is "ready for flat earth". Flat earth is a very effective and light (<1kg) sailing system for your kayak.
(see picture below)

You can also use it for an all round light from "Navisafe". There are special attachments for this.
(see top picture)

For further information:
www.faltboot.de



Sea sock

Many customers won't go without that accessory anymore.
You attach it to the cockpit and sit so to say inside a sock. This provides dirt and water getting into the boat.
That doesn't only protect the boat from getting dirty, but also provides more safety in case of capsize.
A very clever idea!
(The picture shows the sea sock for the **nortik navigator**, which is identical for both boats (**nortik argo** / **nortik navigator**).)



Spray skirt Thermal-PU

The elastic and lightweight Thermal-PU-material provides a maximum of water protection, a secure grip on the coaming and has a very small packing size.

	<p>Rudder system</p>
	<p>Hatch cover</p> <p>The handy hatch cover protects your boat from dirt, splash water and small insects. Material: Nylon.</p>
	<p>CorroFilm</p> <p>Protects your aluminum frame against corrosion. Ideal for tours on salt waters and a must have for all aluminum rods!</p>



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

FALTBOOT.DE