

**Assembling Instruction - nortik scubi 1**  
recreational kayak



QR-Code assembly video:



## Assembling Instruction - nortik scubi 1

*(With integrated stiffening plates in bow and stern)*

Dear customer,

You have purchased a **nortik scubi 1** – a hybrid of an inflatable and folding boat, which has been designed for recreational use.

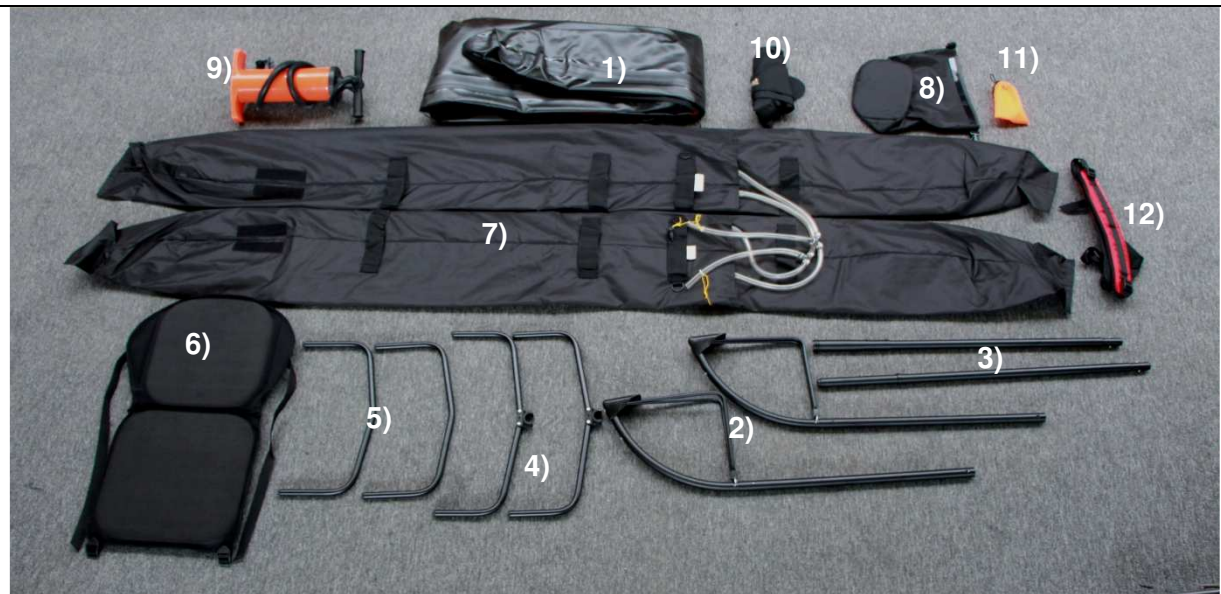
The body stiffness results from the frame structure on the one hand, on the other hand from the sponsons. It is crucial for the sponsons to have the right pressure.

Please keep that in mind while assembling and read the manual carefully.

The experience shows that the first assembly needs more time than you will need later and we ask you to assemble the boat step by step according to this instruction. After some practice, you will assemble the **nortik scubi 1** easily within 8-10 minutes!

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).

### 1) Overview parts



- 1) Hull
- 2) 2x Stem (bow and stern = identical)
- 3) 2x Keel rod, one of them with a riveted half tube
- 4) 2x bigger cross rib with clip on it
- 5) 2x smaller cross rib
- 6) Seat
- 7) 2x air sponson
- 8) Bag with plate inside
- 9) Air pump
- 10) Spray skirt
- 11) Repair kit
- 12) Shoulder straps for attaching to the packing bag
- 13) Packing bag (no pic)

## 2) Assembling

Please read the assembling instruction carefully and follow each step as described.  
After a few times of assembling you won't need the instruction anymore.

**Bow**

**Stern**



Unfold the sponsons (*left picture*). Right behind the middle the sponsons are connected by the inflating tubes. This will provide a pressure equalization. The tubes will be behind the cockpit, the Velcros are in the bow.



Take the two stems (identical) and connect one of the keel rods to each one of them.



*This should result in the left picture.*



The stem with the keel rod **with the riveted half tube** on is now the **bow** segment.

The **stern** segment consists of the other stem and the keel rod **with the hemispherical end and a clip** that has to **point upwards!**

### **Attention:**

The open side of the half tube has to face downwards!  
(*see picture on the left*)





Now attach the sponsons with the Velcros at the end to the small rods at the bow stem.

Attention: The sleeves for the cross ribs and the two longer Velcros (see *arrow on the left*) have to face inwards.



Put the Velcros around the small rods at the stem and close them.

(see pictures on the left)



Proceed identically on the other side and at the stern.



*This should result in the left picture.*

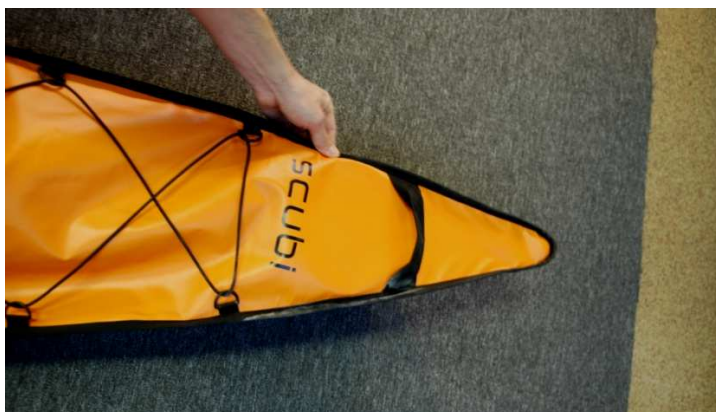


Insert the bow and the stern segments (with the attached sponsons) in the hull. (*see above*)

**Important for the insertion:**

There have been "stiffening plates" integrated into bow and stern. They lay inside a sleeve inside the hull. You can feel it, when you touch the plates from inside or outside the hull. The plates stay inside the sleeves. But should it be necessary, they can easily be replaced.

Please make sure, that the stiffening plates sit correctly and **symmetrical** inside the sleeves, while inserting the stem. Make also sure to position the stem neatly **under the plates**, without pushing against them. Insert the stem with the sponsons **as much as you can (under the plates)** into bow and stern. Check always that the frame is in a straight position.



Pay attention to the sponsons not being jammed under the keel, but laying neatly to the left and the right inside the hull.

If necessary, adjust the stiffening plate by pushing/pulling the skin, in order to lie neatly and symmetrical in the hull.





Then bow and stern segment are connected.

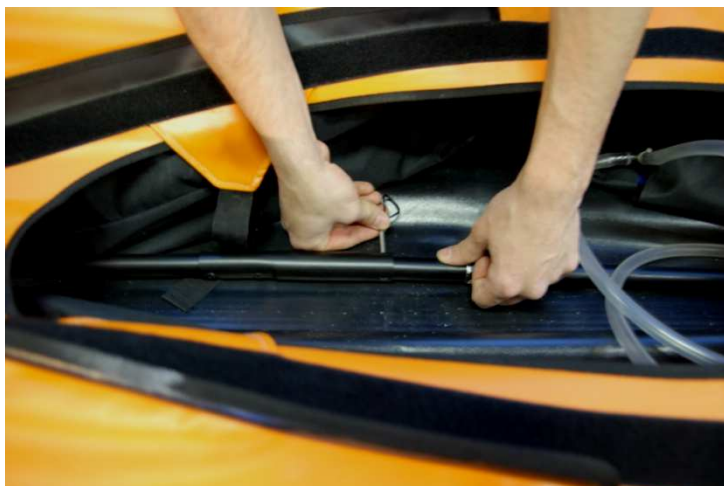
Therefore, take out the split pin from the keel rod. Pull the to keel rods upwards outside the hull and join them (as shown in the picture).

The rod with **the riveted half tube** **has to be "on top"** of the other, and the hemispherical end has to be joined "under" the half tube.



Ensure that the stem still sits neatly and symmetrical inside the hull, then slowly press the keel rods downwards into the hull.

Especially during the first few assembling this can be a little difficult, because of the high tension. But it gets easier each time.



The keel rods then get connected with the split pin.



Then insert the two smaller cross ribs behind and in front of the cockpit from the top into the sleeves on the sponsons.

It is important to insert the cross ribs completely.

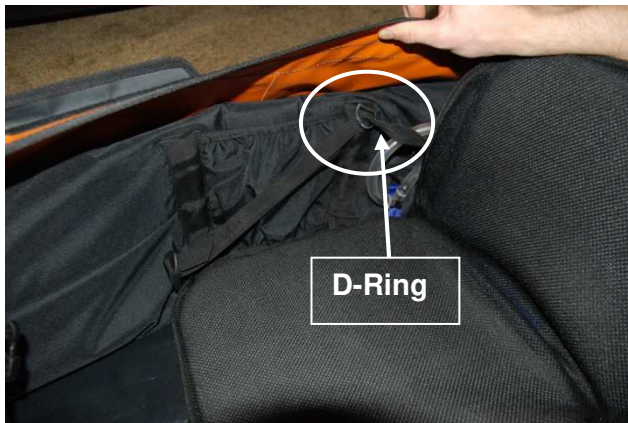


Then thread the two bigger cross ribs through the straps underneath the seat.



Now install the seat.  
Therefore, insert the cross ribs from the bottom into the sleeves at the sponsons.

Clip the cross ribs to the keel rod. The one in the front sits right before the upward facing ring on the keel.



Attach the straps of the back rest to the seat, by pulling it through the D-rings on the sponsons and clamp it securely.

Adjust the seat as you like it best.

Now there is the **bag with the plate inside** left. It has two functions: On the one hand you can stow the packing bag of your *nortik scubi 1*. On the other hand you push the whole bag inside the bow with the plate pointing to the cockpit and attach it to the Velcros. Thus, the sponsons (which are not inflated, yet!) are pushed apart, which provides more space for your feet. Especially for persons taller than 1,80m that can be relevant. Shorter people might not use this bag at all, or even might prefer to paddle without it. Just try, what suits you best!



## Inflate the sponsons

**Important:** Start with the upper sponsons and pump this one up to 2/3. Please ensure, that the cross ribs are still in the right position and that the sponsons are symmetrically in the hull. Adjust, if necessary. You can also reinsert the (half) cross ribs into the sleeves if necessary. Then pump up the lower sponsons up to 1/2. Then pump up the upper completely and then the lower completely.

**Please note:** The whole construction of the **nortik scubi 1** depends on the right pressure of the sponsons, which will give additional tension and stiffness to the frame. With too less pressure, the construction gets flexible and there will be too much load on the frame and the stiffening plates. Is there too much pressure in the sponsons, these can be damaged.

Please ensure that you let air out when your **nortik scubi 1** is in the sun for longer time.

**The perfect pressure is 0.25 bar (3.63 psi).** You can buy the nortik manometer for your air pump to control this exactly. If you don't have it, please inflate the sponsons as far, until it gets hard to fill in more with the delivered pump. Don't use your **nortik scubi 1** with less than 0.2 bar (2.9 psi) and not with more than 0.3 bar (4.35 psi)!

Your **nortik scubi 1** is now ready. If you want, you can put on the skirt with the Velcro.

**Have fun on the water!**

## 3) Disassembling:

For disassembling proceed in the same way as for assembling but in reverse order. First deflate the sponsons, take out the seat,...etc.

## 4) Care, Safety, Storage and further Information:

### In general:

If the boat is used in the sun please check regularly the pressure of the sponsons. Reduce the pressure by opening the valves a bit, if necessary. Air expands, getting warm.

Board the boat only when it is completely in the water and has no contact to the ground anymore. **The maximum allowed load (incl. paddler) is 110 kg.**

**Important:** If the boat is to be stored for a longer time, take the air out of the sponsons! Ensure that the boat skin and rods are dry when packed and stored.

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

**The nortik scubi 1 is a boat for recreational use on calmer waters.**

### **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.

The boat skin itself 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.

### **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 boat 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 boat 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.

**We are looking forward to review, praise, or whatever else you want to share about your *nortik scubi 1*! Please contact us: [kontakt@nortik.com](mailto:kontakt@nortik.com)**



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