

Assembly instructions *nortik scubi 1 XL*
Recreational kayak

V2.2016



QR-Code assembly video:



Assembly Instruction - *nortik scubi 1 XL*

Dear customer,

You have purchased a ***nortik scubi 1 XL*** – an innovative hybrid kayak for recreational use. With great performance, little packing size and weight for a boat of this size, it is extremely versatile in use.

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.

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 XL*** easily within 15 minutes!

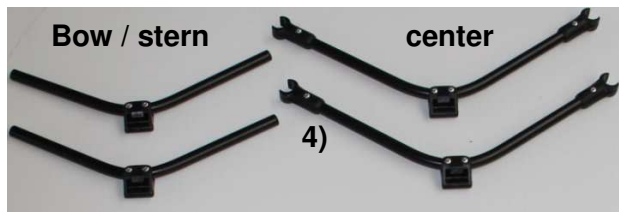
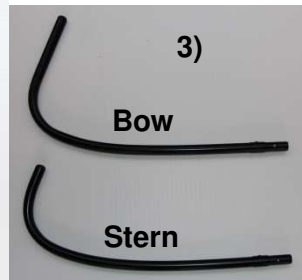
Please note that there is an assembly video on youtube:

https://www.youtube.com/faltboot_de

Each boat is assembled and checked before it leaves the factory. Should you believe that something is wrong with your boat, please contact us quoting the serial number. The serial number is located on a label inside the hull.

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) **1x Hull**
- 2) **Repair Set** with adapter for valves
- 3) **2x Stem element** (bow and stern)
- 4) **4x Cross rib**
(2x bow/stern = identical,
2x center = identical)
- 5) **4x Keel rod**
(2x identical, 1x hemispherical
end, 1x with riveted half-tube)
- 6) **3x "Foam pad"**
(keel reinforcement)
- 7) **Packing Bag** (*no pic.*)
- 8) **Double action pump** (*no pic.*)

← 2x identical keel rod, open at each side

← 1x keel rod with hemispherical end

← 1x keel rod with riveted half-tube

2) Inserting the "foam pads"



First, the three "foam pads" are inserted into the channel in the hull along the keel. These pads protect the hull (*in addition reinforcement strips welded on the outside of the hull*).

Fold the pads slightly for better insertion.



Insert the first pad through the fourth hole from the bow and push it towards the bow.

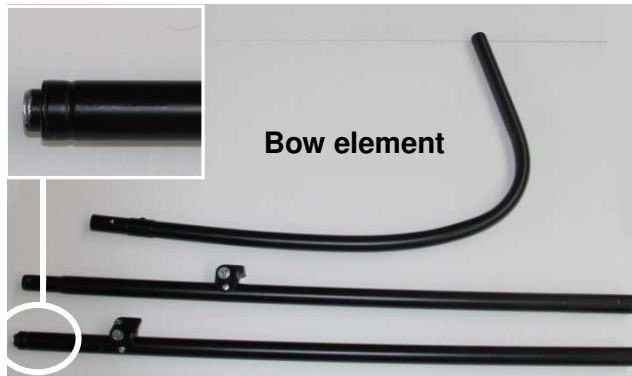


Take the second foam pad and slide it through the same opening towards the stern.



Then slide the third foam (from the stern) towards the bow.

3) Assembly of the bow



You need the bow element, one of the two identical rods and the keel rod with the hemispherical end.

← 1x keel rod, open at each side

← 1x keel rod with hemispherical end



Insert the bow element as far as possible into the **bow**.



Then push the keel rod with the open end through the sleeve...



...and clip it onto the bow element.

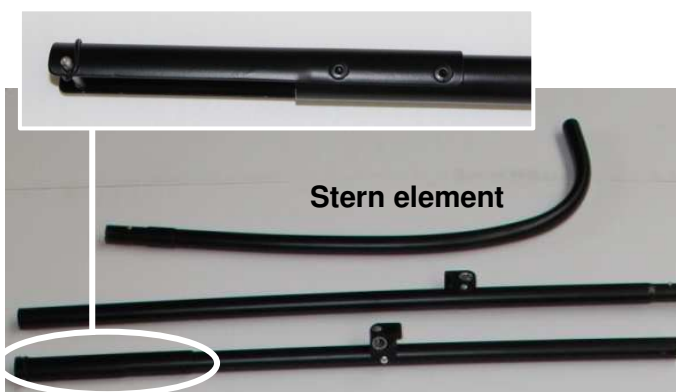


Take the keel rod with the hemispherical end and push it with the open end through the sleeve on the hull (*under the seat*) **towards the bow...**



...and clip it onto the previously installed keel rod.

4) Assembly of the stern



You need the stern element, one of the two identical rods and the keel rod with the riveted half-tube

← 1x keel rod, open at each side

← 1x keel with riveted half-tube



First insert the stern element as far as possible into the hull.



Then push the keel rod with the open end through the sleeve towards the stern...



...and clip it onto the stern element.



Take the keel rod with the riveted half-tube, lead it under the seat and clip it onto the rod you just installed .

NOTE:
Make sure, the open part of the riveted half-tube points downwards.

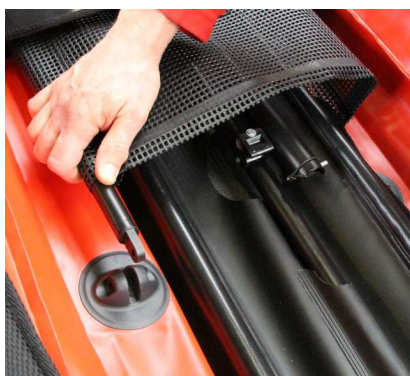


Now get to the already mounted seat. the supporting seat bars can be detached by taking off the split pin.



Take out the split pin ON ONE SIDE.

That is necessary to provide enough space for tensioning the keel in the next step.



Take out the seat bar.



Then take out the split pin of the riveted half-tube on the keel rod and pull up the two middle keel rods.



Pull them both up, until you can fit the lower (with hemispherical end) in the upper (with the riveted half-tube) rod.

IMPORTANT:

Do not grab the rods too close to the ends, but at least a length of the riveted half-tube away from it! (*see picture on the left*)

Make sure that bow and stern do not twist sidewise, but stand as much as possible upright.



Slowly push both rods downwards into the hull. This is how the longitudinal tension is provided by pressing the frame into the hull.



Make also sure not to twist the rods while pushing them down. If the rods are twisted, it can be difficult to re-enter the split pin in the next step.



Push the split pin through the two rods and put the rubber band around to secure it.



Then slide the seat bar back into the fitting and secure it again with the pin.



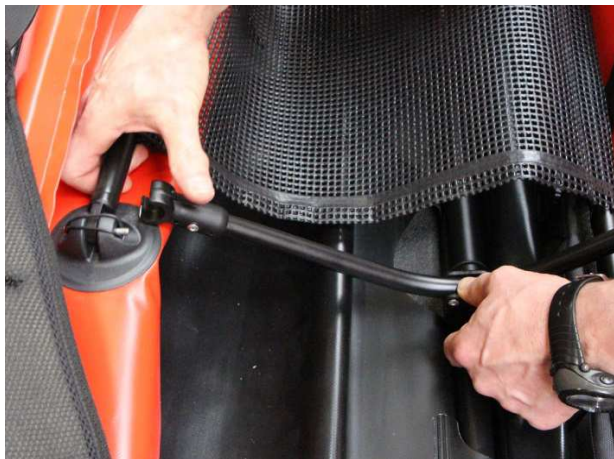
Now the two identical cross ribs are installed behind and in front of the seat.



Push the boat skin a bit aside and place the cross rib in front of the seat diagonally onto the clip on the keel rod. *(see picture on the left)*



Then right it slowly up, while the clips interlock.



When the cross rib sits upright, clip in the seat bars on the back side of it. (*see picture*)

Note: If this is hard to do, slide the seat cloth as far as possible towards the stern.

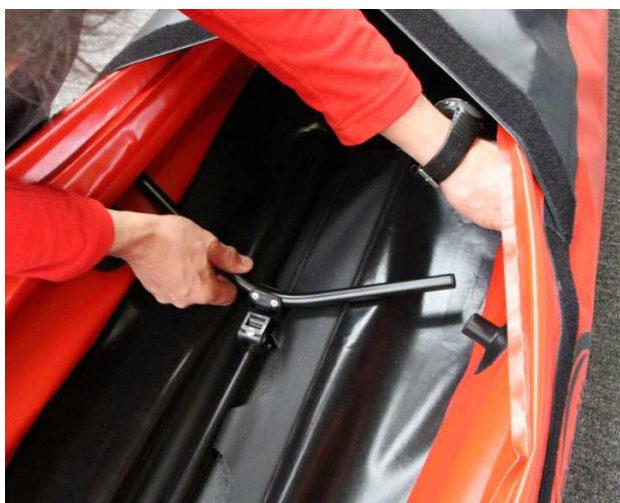


Proceed likewise with the other cross rib behind the seat.





Now you have to install the cross-ribs of bow and stern.



Slide the ribs in the same way onto the clip on the keel as you did it before. Then push the ends into the fittings mounted on each side of the hull.



Proceed likewise on the other end.



Now inflate the high pressure sponsons.

Best is first to inflate the lower sponson on one side to around 50%, then on the other side equally. Then change again and fully inflate them in turns. Proceed likewise with the upper sponsons.

Then insert the adapter into the valve and with a half turn screw it to it.

IMPORTANT:

There is an adapter for the filling valves in the repair kit. Put it onto the double action pump.

The inflating valves have two positions, that you can adjust by pushing and turning the white pin in the middle.

In one position you can inflate and disconnect the pump without letting the air out again.

If you want to deflate, push in the pin and do a half turn. The valve stays open.

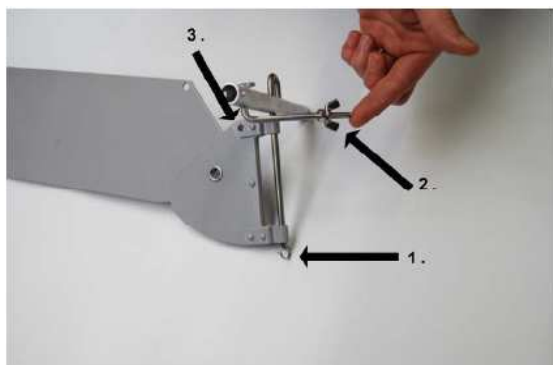
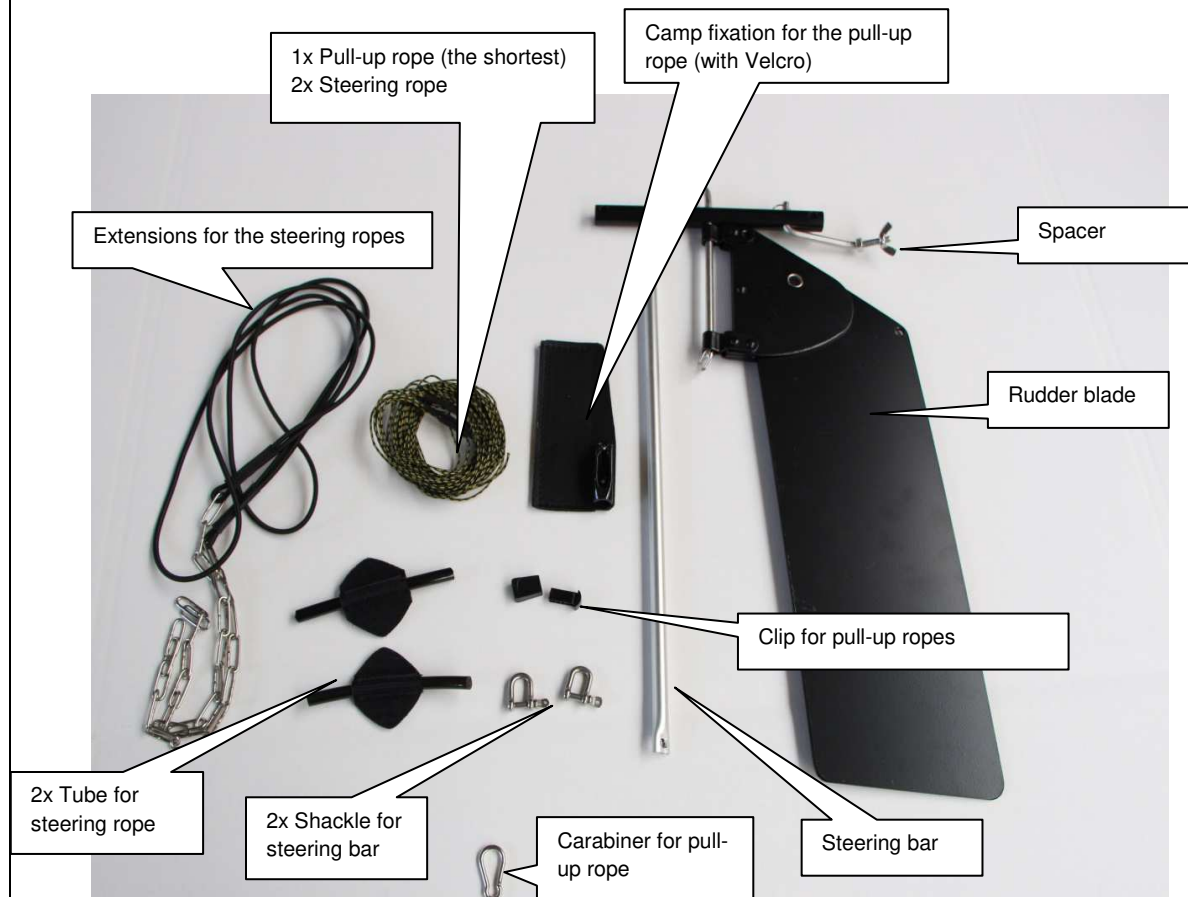
The ideal pressure is 0.25 - 0.35 bar (3.63 - 5.07psi)

Do not exceed it!

Your boat is now fully assembled and ready for use



5) Installation of the rudder system (Accessory)



1. Take off the little security ring and take out the pin
2. Unscrew the wing nut and
3. put the spacer through the hole. Then screw the wing nut back on again.



Place the rudder onto the cavity and secure it underneath with the little ring.



Lead the pull-up rope through the clamp.



Then lead the cord through the two parts of the fastening clip.
(as shown on the picture)

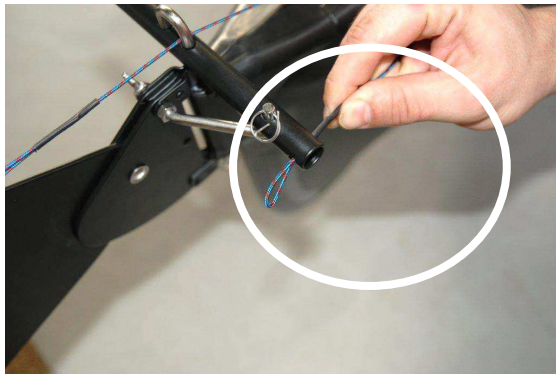


Run it back through the fastening clip and then slide the one part of the clip into the other part (as shown on the picture).

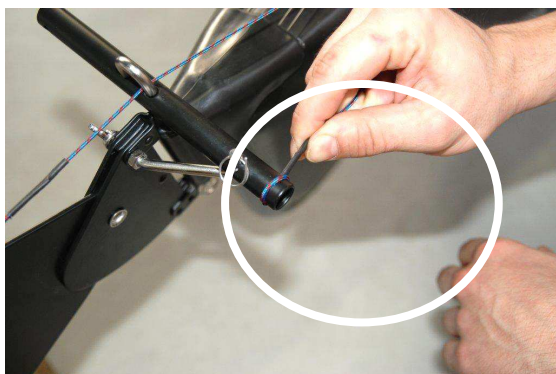
The clip is later on used for easier pulling up the rudder-blade.



Attach the clamp of the pull-up rope on the Velcro beside the seat.



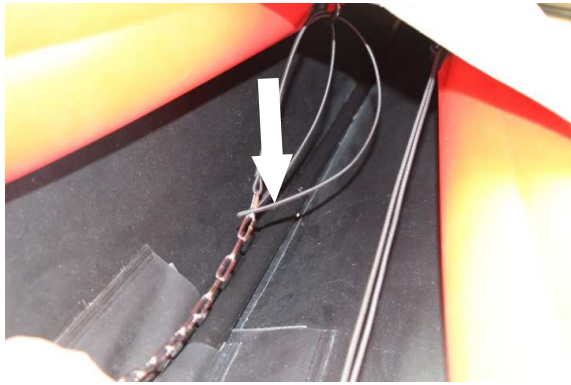
Then lead the two steering ropes through the holes in the cross beam of the rudder system *(as shown on the picture)*...



...and loop it back around the end of it.



Then attach the extension cords to the D-rings under the cover in the bow in a similar way.
(as shown on the pictures).



Both extensions are now attached to the D-rings in the bow.

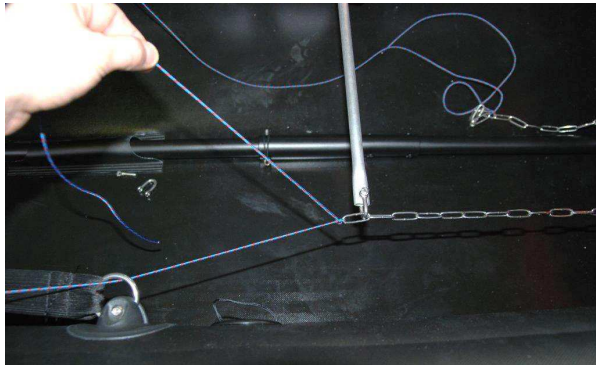


Now place the two tubes for the steering ropes onto the Velcro in the stern (*as shown on the picture*).



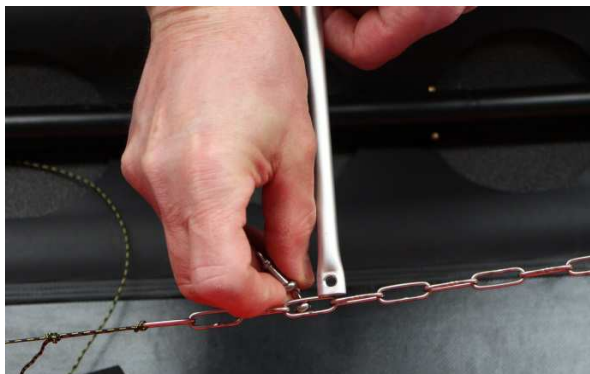
Lead one steering rope through each of them towards the bow...

...and then lead them through the stainless D-Rings of the knee-rests.

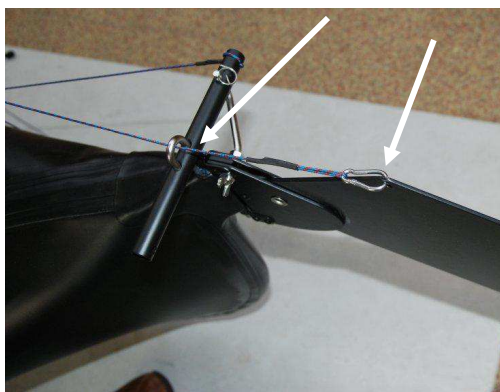


Knot the end of the steering ropes to the last link of the extension's chain.

This gives you the possibility to vary the position of the chain to suit your leg length.



Then position the steering bar to the desired position and secure it with the two shackles.



Attach the pull-up rope to the rudder blade with the carabiner.



6) Disassembly

The disassembling corresponds the assembling in reverse order.



Drain the air completely from the hull by using the deflate function of the pump.



Then fold the sides longitudinally to the center. In the result you should only be seeing the black hull material from above.



Fold it like shown on the next pictures.





7) 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!

IMPORTANT:

If you are on tour for longer, be sure to check the air pressure in the sponsons. Air expands when heated. The operating pressure must not be exceeded. In the case of doubt, be careful to carefully let out some air.

Your boat is equipped with overpressure valves (the two red valves in the stern).

These will let out air in case the pressure exceeds too much. It is a security mechanism for the extreme case. Do not test it willingly, but follow the guidelines.

You can store your **nortik scubi 1 XL** built up or disassembled in the bag.

Please make sure that your boat is not exposed to unnecessarily long heat. If it is built up, take the pressure from the sponsons by deflating them a bit.

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 **nortik scubi 1 XL** 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 **nortik scubi 1 XL** 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.



Further information about your and other products and sources of supply and
downloads are available at any time to:

FALTBOOT.DE