

Assembly Instruction - *nortik scubi 3*
recreational kayak



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Dear customer,

You have purchased a ***nortik scubi 3*** – 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 3*** easily within 15 minutes!

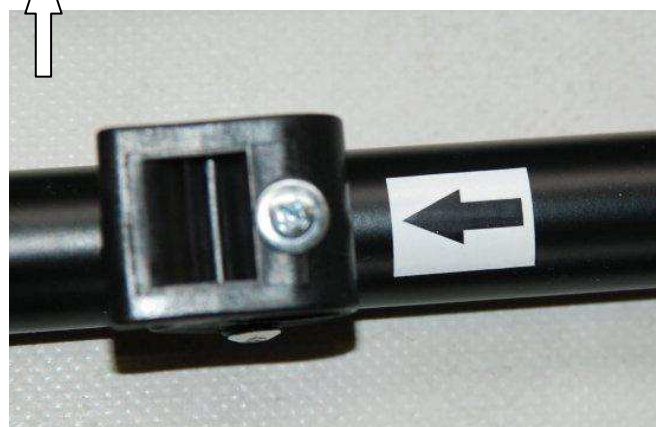
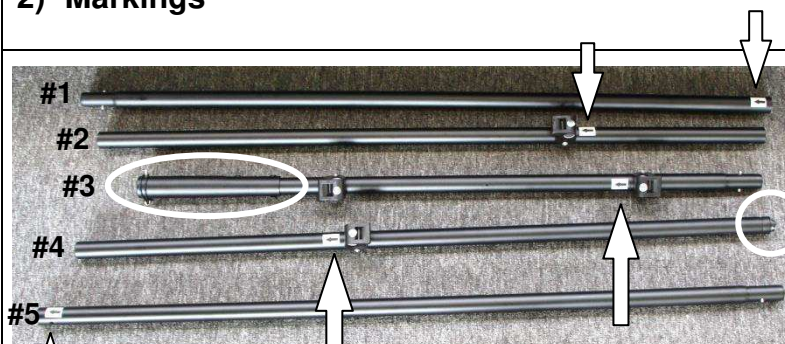
If you have any questions, your dealer will be happy to assist you. Otherwise, you can also contact us directly - as an importer (call: 0049/731/4007675, mail: kontakt@nortik.de).

1) Overview parts



- 1) **1x Hull**
- 2) **2x Stem element** (bow and stern = identical)
- 3) **5x Keel rod**
- 4) **6x Cross rib**
(A & B under the front seat, E & F under the back seat.
DIFFERENTIATION:
A=narrower/deeper than E,
B=wider/lower than F
C&D= identical)
- 5) **Packing bag** (no pic)
- 6) **Repair Set** with adapter for valves (no pic)
- 7) **Double action pump** (no pic)

2) Markings



All keel rods have little marks with arrows. Sort the rods in a way that all arrows point in the same direction.

The arrow always points in direction of the bow.

On the first rod (1) the marking is right in the front. On the last rod (5) it is in the back.

- #1 Marking in the front
- #2 Hemispherical end
- #3 Riveted half tube
- #4 Only the clip
- #5 Arrow in the back

3) Assembly

General proceeding: First you assemble the keel rods and the stem and insert them into the hull. Then mount the cross ribs and at last inflate the sponsons.

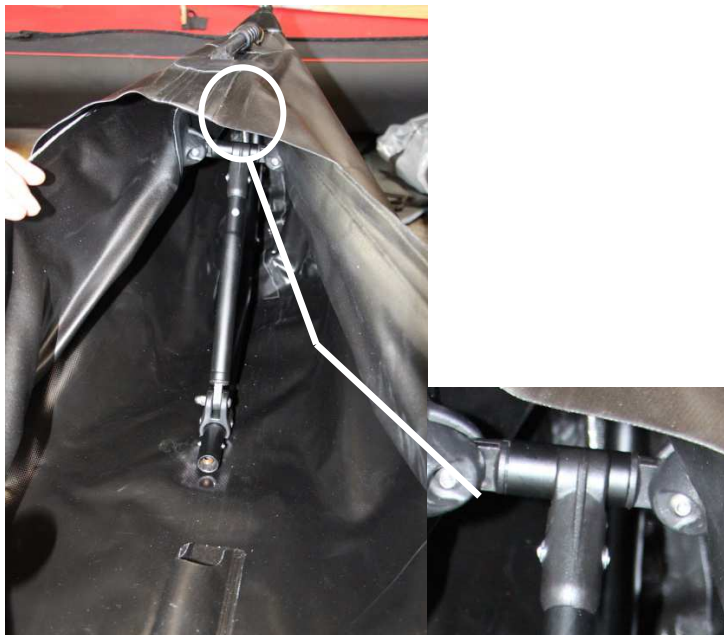


First unfold the hull and take out one of the stem elements (they are identical).



Insert the stem element as far as possible into the **stern**.

Fold up the flexible rod and clip it to the cross tube, attached to the hull.





Take the **keel rod #5** (*the arrow pointing towards the bow is on the rearmost position*) and push it through the sleeve on the hull before clipping it to the stem element.

Push both as far as possible into the stern. Make sure **everything sits centrally**.



Take the **keel rod #4** (*two open ends and a riveted clip*) and push it through the sleeve on the hull (*behind the middle seat*) **towards the bow**.



Push it then backwards **towards the stern** through the sleeve under the back seat.



Again, make sure everything sits **centrally**.



Now the **keel rod #3** (with a riveted half-tube) is clipped to it.

Push it **from the front** under the middle seat and clip it onto keel rod #4.





Now install the **second stem element in the bow**. Proceed in the same way as in the stern

Slide the stem element as far as possible into the bow.

Then fold the flexible rod upwards and clip it from below into the cross-tube installed in the hull.



Install **keel rod #1** (*two open ends and the arrow pointing towards the bow is on the forward position*).

Push it from behind through the sleeve on the hull before clipping it to the stem element.

Again, push both as far as possible **into the bow**. Make sure everything sits **centrally**.



Take **keel rod #2** (*with a hemispherical end*) and push it with the open end through the sleeve under the front seat. Then clip it onto the stem element.

The keel elements of bow and stern are getting connected now and will so provide an essential part of the longitudinal tension.



First make sure, that bow- and stern element still are **in a central position**.

Then take out the **split pin**.
Pull up keel rod #2 and #3 with the riveted half-tube on top.

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)*

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

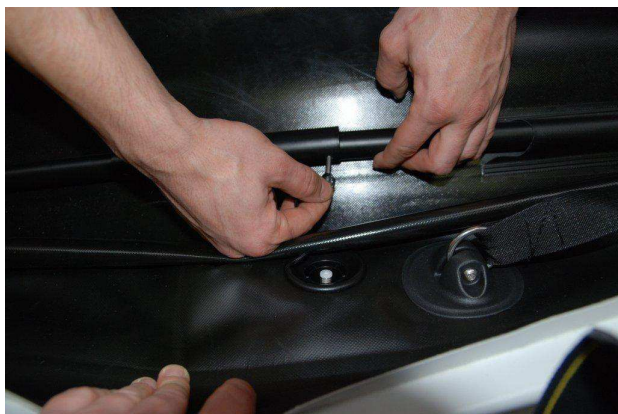
Make sure that **bow and stern do not twist sidewise**, but stand as much as possible upright.



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.



Now install the cross ribs.

First take one of the two identical open **cross ribs C & D**.

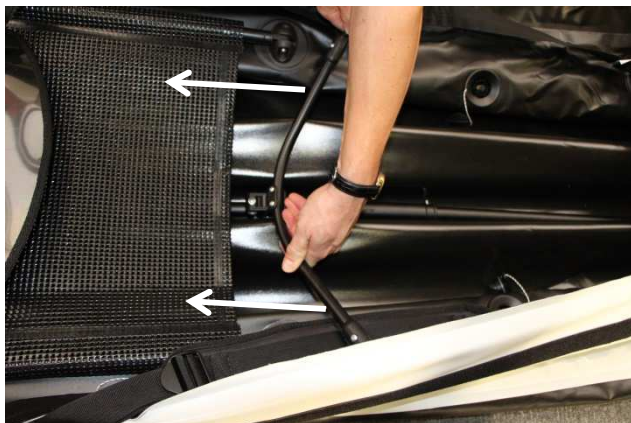
Push the boat skin a bit aside and place the cross rib behind the middle seat diagonally onto the clip on the keel rod.
(see picture on the left)



Then right it slowly up, while the clips interlock.



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



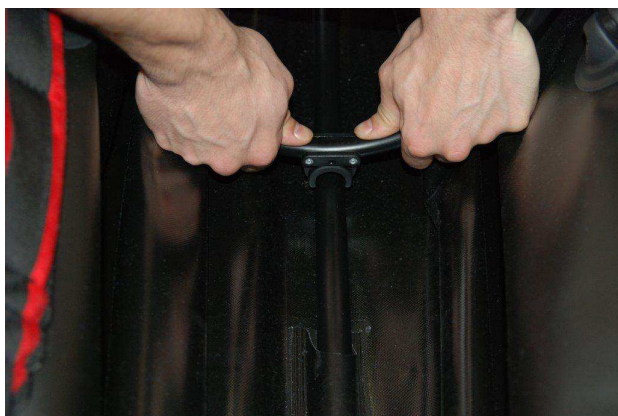
Proceed likewise with the second cross rib:
Join it diagonally to the counterclip on the keel in front of the middle seat and right it up.



Clip in the front of the seat tubes.



Now install the **cross ribs E & F** to the back seat.
Proceed with cross rib E like before.



The closed **cross rib F** is placed behind the back seat.
This one doesn't have a counterclip on the keel. It **is clipped directly onto it** (see picture on the left).

Follow the same procedure with cross rib A & B for the front seat.

4) Inflating the sponsons



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.

Now inflate the high pressure sponsons.

IMPORTANT:

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

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

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.

The ideal pressure is 0.2-0.25 bar (2.9-3.63psi)

Do not exceed it!

IMPORTANT:

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.

Your boat is now fully assembled and ready for action.

In the following there will be described further instructions for optional deck and rudder system. At the end of the manual you will find more instructions for safety, disassembling and stowing the boat into the packing bag.

5) Installing the deck

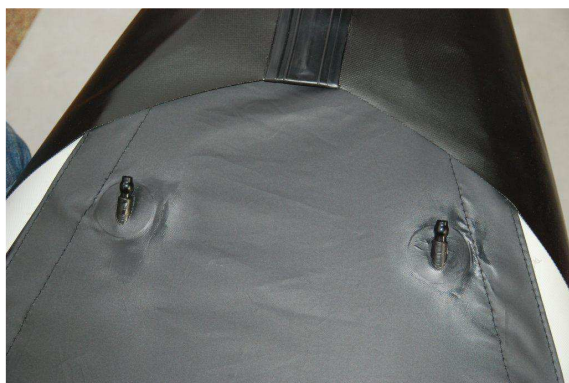
Mount the optionally available deck from the stern. Place it in such wise, the deck just covers the Velcro on the boat.

It will overlap a little in the back.
(see picture on the left)

Then mount it completely and make sure to tauten it.



Then shove the overlap underneath the black cover at the stern.

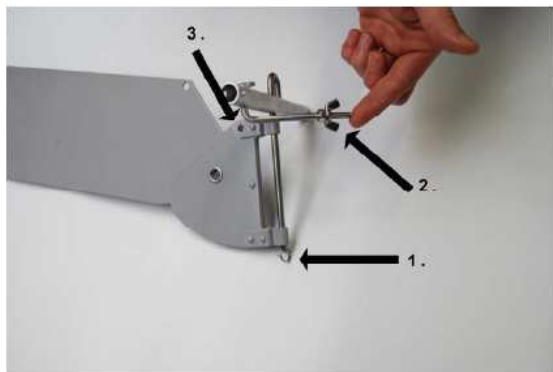
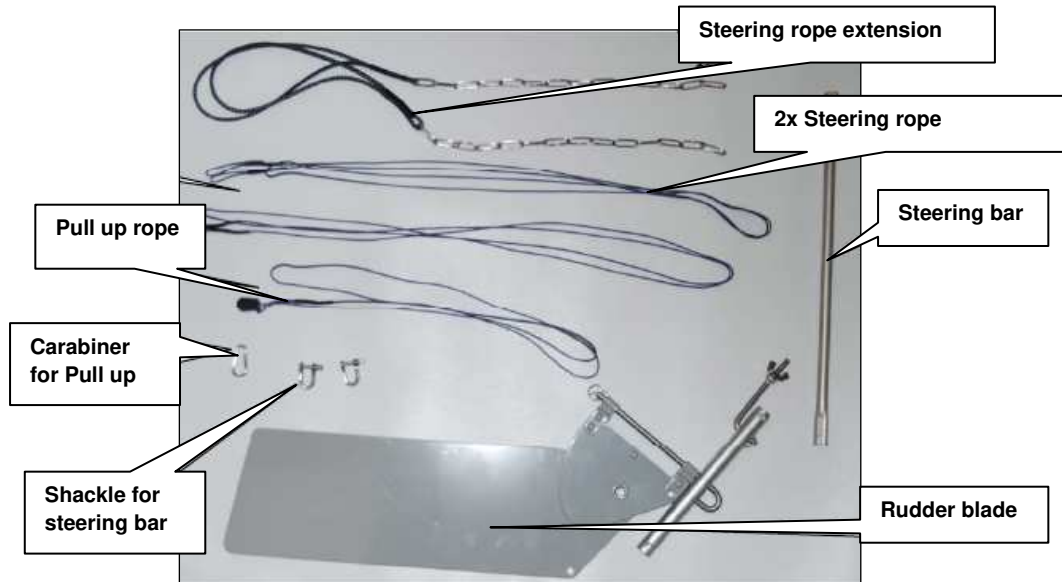


The two little tubes are the openings for the tripping lines of the rudder system, in case you want to use it.

The deck is fully installed. Now you can attach the sprayskirts, which come with the 3-person deck. Also optionally available is a cockpit cover for the middle cockpit.

6) Installing the rudder system

Overview parts:

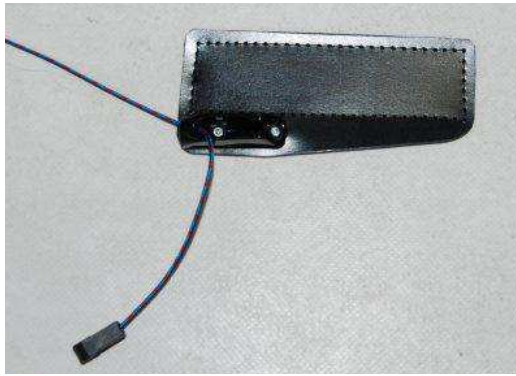


At the first assembling take the small security ring (1.) off the rudder blade.

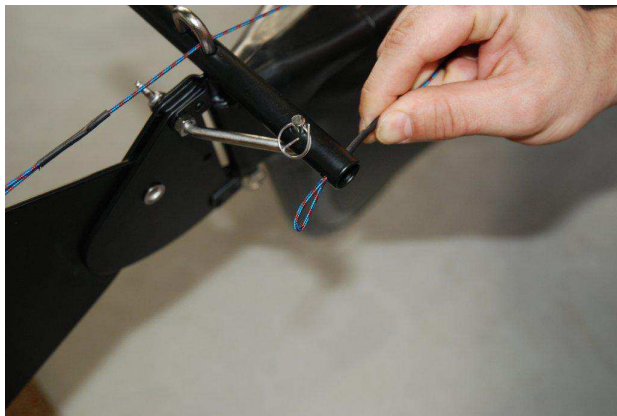
Then open the wing nut (2), put the distance piece through the hole (3) and reclose the wing nut.



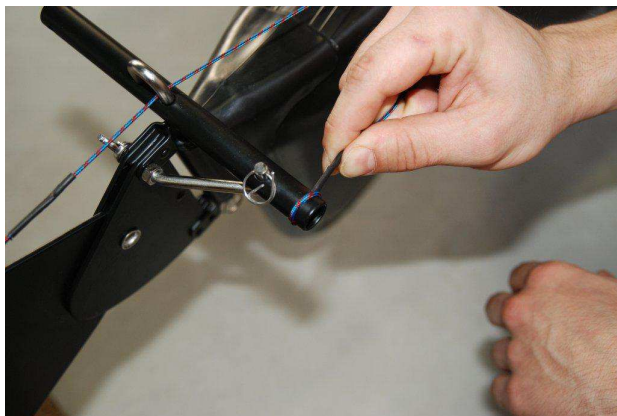
Now place the rudder onto the cavity at the stern and secure it with pin, by pushing it through from above. Secure the pin at the bottom again with the little ring.



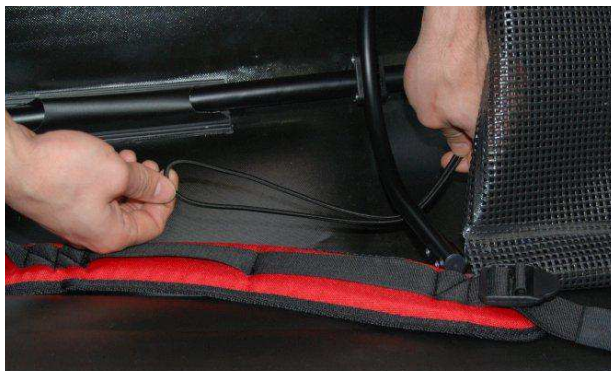
Take the pull-up clip (*with Velcro underneath*) and lead the pull-up line through it.



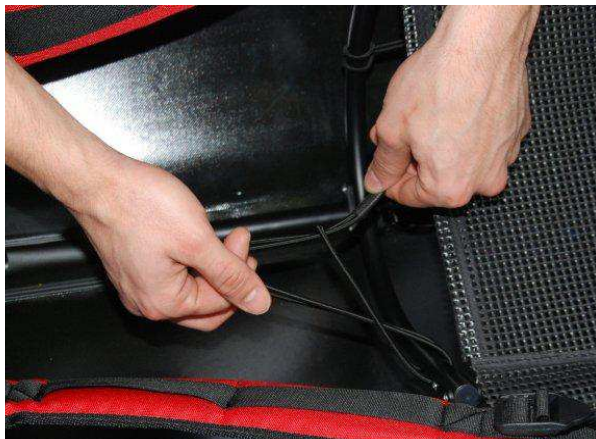
Then lead the two steering ropes through the holes of the cross beam...



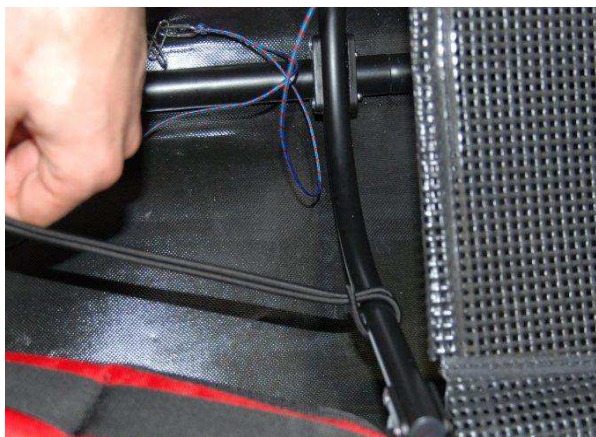
...and turn them around. They will lock themselves by being tensioned.



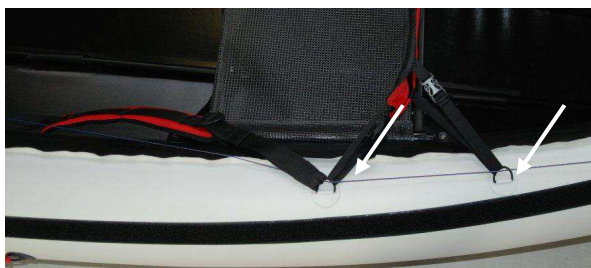
Now lead the extensions of the steering lines (with chains) from behind under the cross rib of the middle seat.



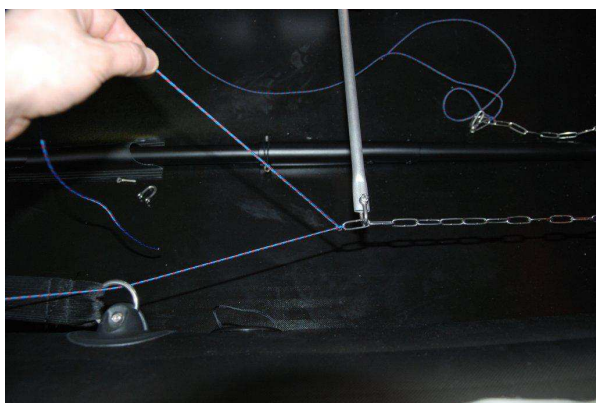
Then lead the whole extension through the loop.



Now you have attached the extension to the cross rib.



Lead the two steering lines from behind through the two D-rings, on which the back rest is attached.



Now knot the steering line to the last chain link of the extension. You can adjust the length of the line to your requirements.

Then position the steering bar as you favour and secure it with the shackles.

By pushing the bar with your feet you can now change the direction of the rudder blade.



The clip for pulling up the rudder blade can be positioned as you like on the Velcro.



Lead the end of the pull-up rope back through pin and attach it to the rudder with the carabiner.

7) How to use the *nortik scubi 3* with 2 persons

If you use the *nortik scubi 3* for two people, you can also remove the seat cloth from the middle seat. To do this, open the two front brackets of the center seat, which hold the side seat bars. For this you need an Allen key. Then you can remove the side seat bars and pull out the seat cloth. If you want to do this frequently, you can also order two splints (similar to the keel connecting pin).

Important: Always reinsert the side seat bars after removing the seat cloth. Also, please leave the two cross ribs installed. Both ensure the necessary longitudinal and transverse stiffness.

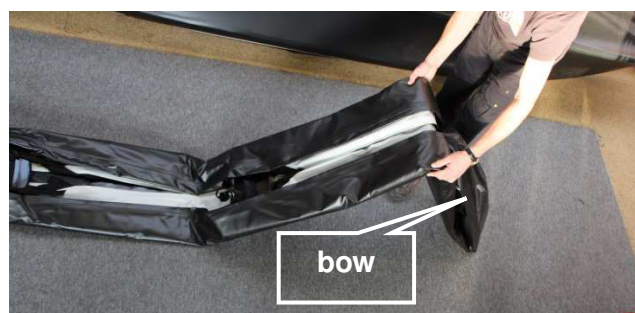
8) Instructions for disassembling

The disassembling corresponds the assembling in reverse order.



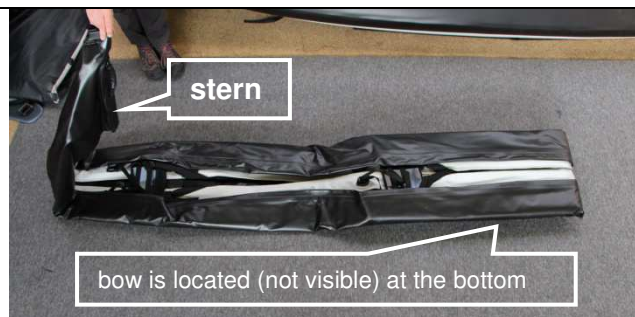
Before folding the hull, lay it out flatly. Fully drain the air from the sponsons. You can also do this with the supplied pump, since it has a suction function. Then fold the sides in the middle (lengthwise) as shown.

Then fold the bow once.

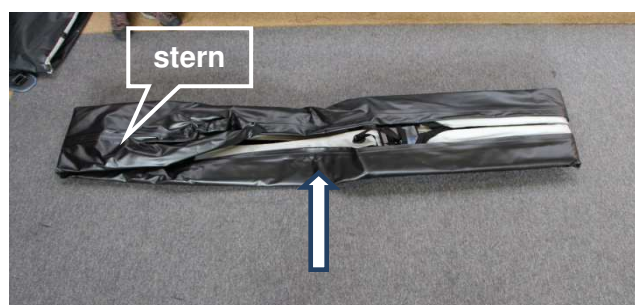


Then, lift the skin up where the bow piece is on top and fold the skin again (as shown in the picture)

Then place the skin flat on the floor. The bow piece is then at the bottom.



Then fold the stern part once.



And then fold the skin once again on the skin, which is folded from the bow



So you can get the hull back into the bag easily.

9) 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 3** 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 3** 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 3** 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.



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

FALTBOOT.DE