

**Assembly Instructions for the Nortik Navigator
Touring Kayak**



QR Code Assembly Video:



Assembly instructions for the Nortik Navigator

Dear Customer,

You have purchased a Nortik Navigator, an innovative wooden-frame single-seater folding kayak with outstanding performance, a compact pack size, and low weight.

Experience shows that the first few setups are a bit more difficult than later ones, once you've gotten used to the system. The navigator's setup system is extremely simple, and after just a few setups, you'll need barely more than 15 minutes.

Please take your time during the initial setup and follow the instructions carefully. While this may require some discipline, it will help you learn the assembly system properly. Please read through the instructions carefully first, and then begin the assembly step by step, following the instructions.

If you have any questions, your dealer will certainly be happy to assist you. Otherwise, you are also welcome to contact us directly—as the manufacturer. (Phone: +49 (0) 731 - 4007675; Email: kontakt@faltboot.de).

1) Contents of



The following assemblies and parts are included in the scope of delivery:

- 1) 1x Hull
- 2) 1x Bow stem
- 3) 1x stern
- 4) 1x strut
- 5) 4x side panels
- 6) 2x keel strips (18 mm x 24 mm)
- 7) 7x frames
- 8) 2x ridge strips (18 mm x 18 mm)
- 9) 1x Seat & backrest & seat rails
- 10) 2x seat rails
- 11) 2x cargo hatch covers
- 12) 1x repair kit

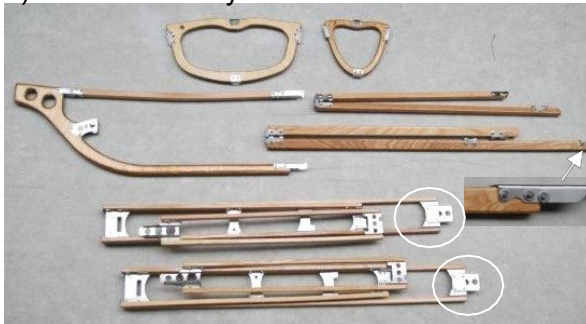
2) Markings



All components are marked to indicate their installation direction.

The engraved arrows always point forward. You will find these arrows on the side walls as well as on the keel and ridge beams.

3) Rear assembly



You will need:

- 1) Stern
- 2) Frames #7 and #6
- 3) Keel strip (with protruding fitting, see image)
- 4) Ridge beam (the shorter one)
- 5) 2 x side walls with narrow fittings at the ends (circled, see picture)



Now connect the stern stem to the keel strip.



Now take the side panels and unfold the first section. To do this, open it up and then slide it into place (slide-and-fold hinge).



Now insert the side panels into the mounting bracket as shown in the pictures.

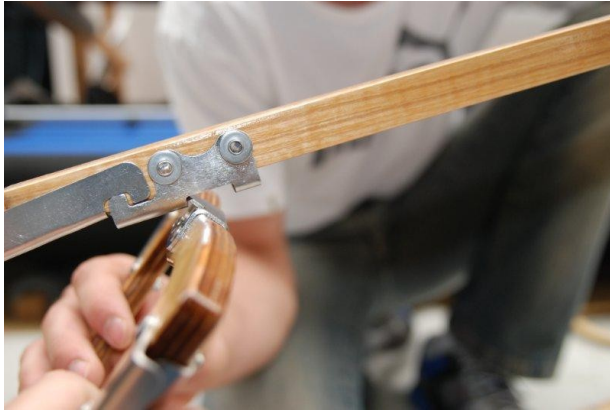
Then fully unfold the side panel.

Make sure that the side panel is inserted from the bottom and that the fittings face inward!



Now install the remaining ridge beam





Next, insert the frames. Start at the stern section with frame #7 (the smallest one with a curved top)

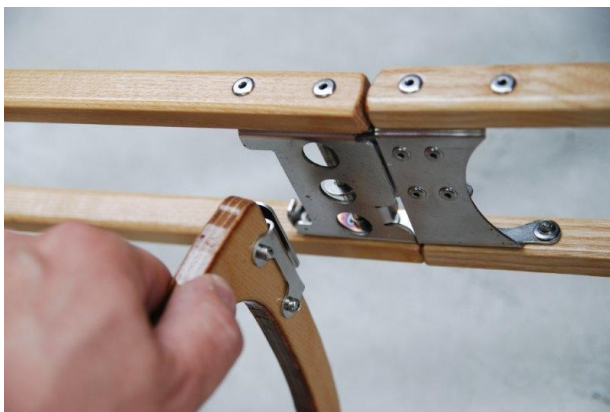
The small “nose” at the top and bottom points toward the stern, while the wings of the side fitting point toward the cockpit. Proceed by first positioning the upper “nose” at an angle against the ridge strut and threading it in.



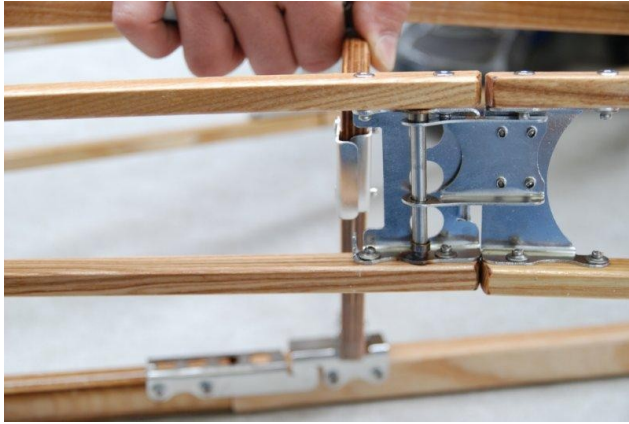
The series of images on the left shows the general procedure for installing the frames.



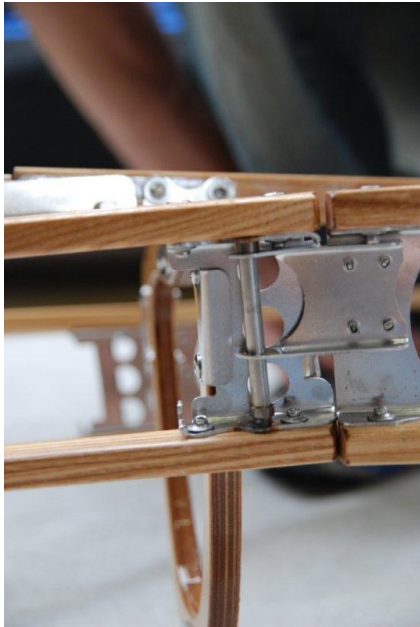
Next, slide the lower “nose” into the fitting on the keel. (Note: If this is not possible, you can carefully bend the nose down slightly with pliers. Be careful to bend the “nose” only minimally.)



Then hook the frame onto the side wall on one side.



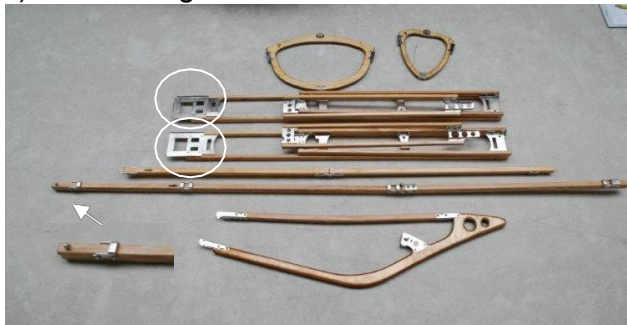
Proceed in the same way on the other side.



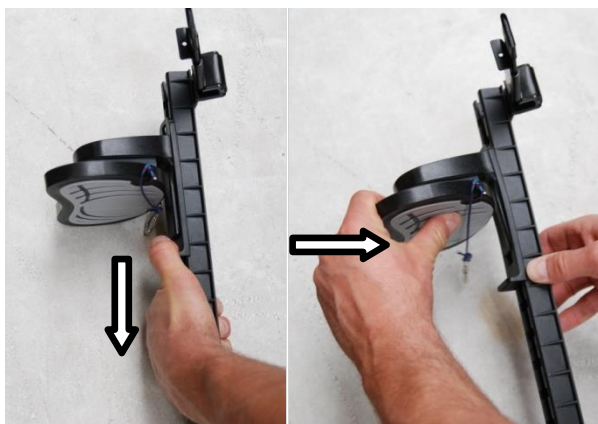
Install frame # 6 in the same way. The result is shown in the adjacent illustration. The assembly of the stern section is complete.



4) Assembling the Bow



5) Installation of control rails / footrest rails



You will need:

- 1) Bow stem
- 2) Frames #1 and #2
- 3) Keel strip (with screw head, see image)
- 4) Ridge beam (the longer one)
- 5) 2 x side panels with wide fittings at the ends (circled, see image)

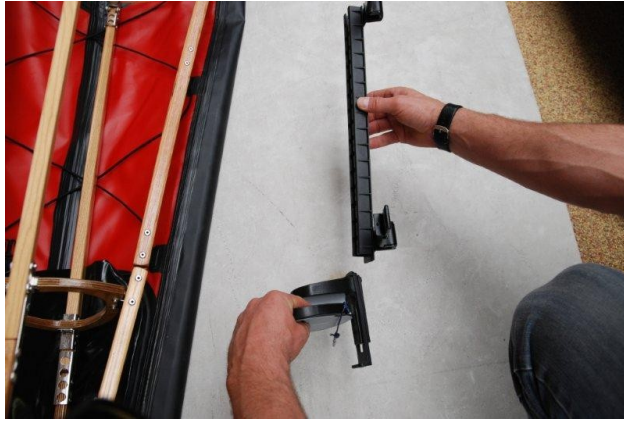
The bow is assembled in the same way as the stern. Fold out the side panels and thread them into the bow stem. Insert the ridge batten and the keel strip. Install frame #1 and frame #2 (wings pointing toward the cockpit). The bow section will look as shown in the illustration on the left.

Then please unfold the skin.

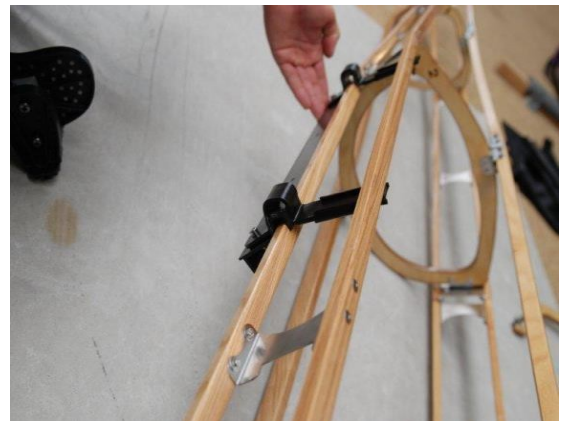
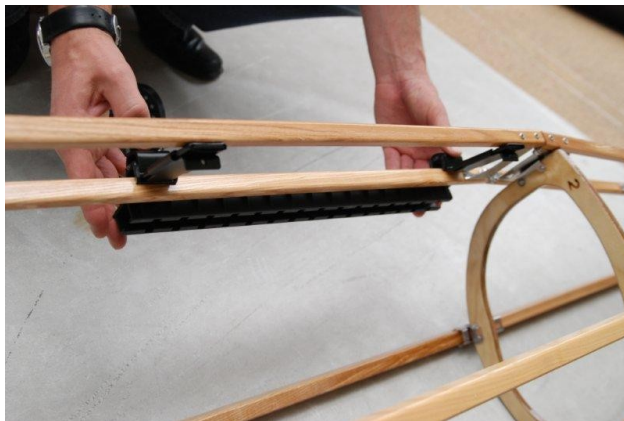
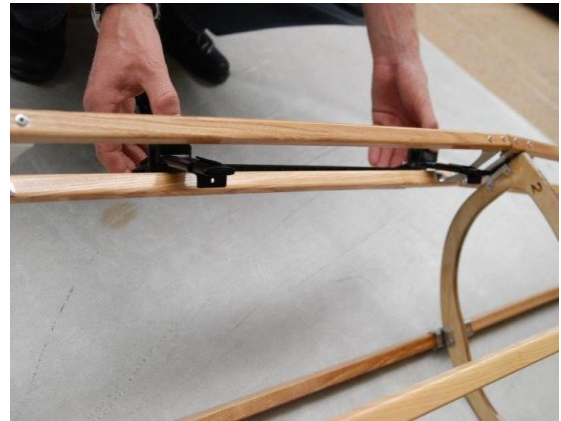
Note: If you are not installing a steering system, you can skip this step

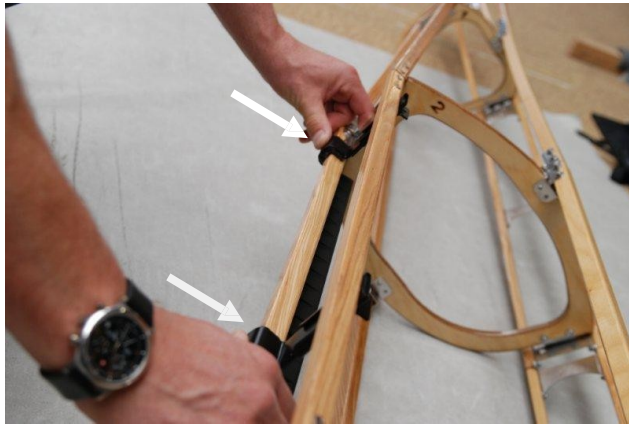
Take the steering rails and the pedals.

You can adjust the pedals/footrests on the rail or remove them completely by releasing the lock (pulling it toward you) and then pushing the pedal toward the rail. This allows you to slide the pedal and remove it (see next image)



Next, please take the rail and install it on the bow frame. The rail is mounted on the side bulkhead in front of the second frame (as viewed from the cockpit). To do this, position the rail at an angle from the outside and slide it between the battens. The brackets are then pressed against the side bulkhead from the outside. Finally, close the latch. The rail attaches directly to the fitting on the side bulkhead. Below you can see the procedure:

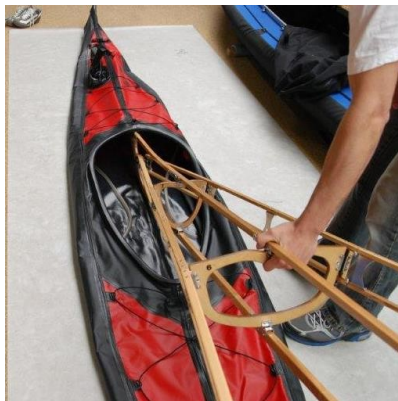




The rail fits directly onto the fitting on the side wall.



6) Inserting the frame into the boat hull and securing



First, insert the stern section into the boat.



Push the frame straight into the boat hull. Use the keel and the reinforcement strip of the ridge pole on the upper deck as guides. Grasp the side walls and push the frame as far as possible into the boat hull.



Place the inflation tubes for the air tubes between the side walls so they do not get pinched.



Then slide the bow element into the hull.

Note: Especially when launching a new boat, it is highly recommended to grease the bow tip of the frame slightly and, if necessary, the inner bow tip of the hull as well.

Teflon spray is a commonly used product for this purpose. The bow fits very tightly in the bow at the start, which can make it somewhat more difficult to pull it out again during disassembly. (See also the instructions for disassembly.) It has also proven helpful to slip a thin garbage bag over the bow at the start.

This also reduces friction between the frame and the hull.

Here, too, make sure that the frame lies straight against the boat skin.





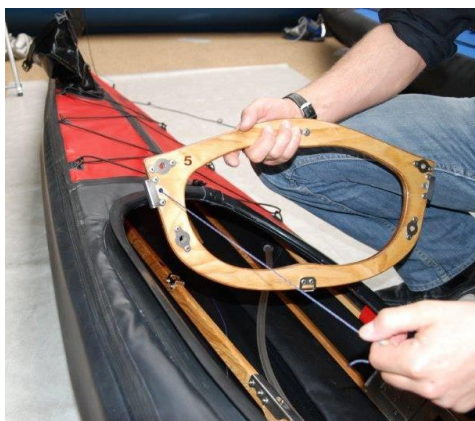
Then take the side panels in hand, thread the narrow fitting into the larger fitting, and press the side panel outward.



Lift the two keel strips upward and place the one with the screw head under the one with the protruding fitting.



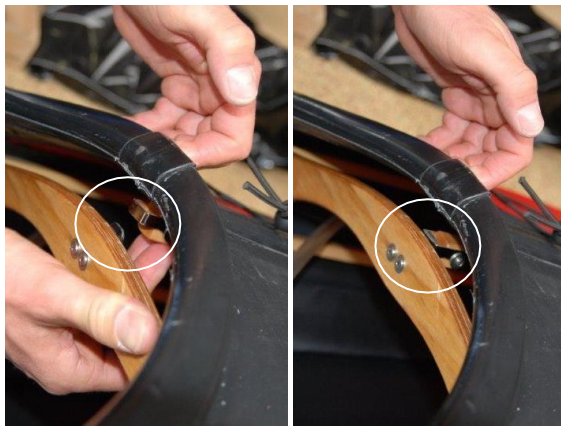
Slowly press both strips downward.



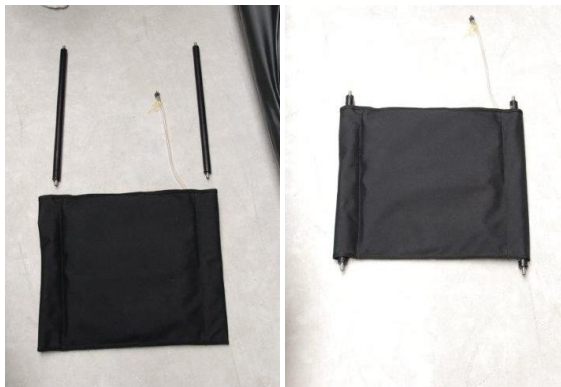
Now take frame #5 and install it. Important: Position frames #5 and #3 so that the ridge rod can engage with the fitting on the top of the frame. The fitting should therefore face away from the cockpit.



Make sure that the side wing fittings engage properly with the side walls. To do this, you may need to press the side wall slightly toward the frame to get it into the correct position.



Hook the ridge pole onto the top of the frame.



Then take the seat cover and the two seat bars. Slide them into the channels on the left and right sides of the seat cover.

Note: Your seat already has side “Hip-Fit-Pads” installed—inflatable side panels for better contact with the boat when needed.



Next, attach the seat rails to the rear cockpit frame #5.



Then take the half-frame (#4) and install it first on the side bulkheads.



Only then should you slide the lower mount onto the keel. The "nose" points forward toward the bow.



Please make sure that the tabs, into which the leg supports will later be threaded, are exposed and not pinched behind the sidewall.



Then take frame #3 and install it in the same way as frame #5



Hang the ridge pole.



One-time installation: Please take the strut supports and pull the neoprene cover on from the front. This only needs to be done once at the beginning when assembling a new boat.



TIP: Spray a little dish soap or dish soap mixed with a small amount of water onto the neoprene cover. This makes it very easy to put on (shown here on the thigh supports of the Nortik Argo).



Next, take the thigh supports and thread them through the side panels (with inflatable elements) of the seat and through the two-part strap on the cockpit side on the inside. Note: The image shows the seat without the Hip-Fit pads.



Slide the thigh support into the mounting hole in frame #5.



The front end of the thigh support is inserted into frame #3.



To do this, slide the sliding sleeve forward until the spring tab on the sleeve snaps into the third hole.



Then install the backrest. The straight end of the backrest should face down, and the curved end should face up.



Thread the tension strap through the bracket on the thigh support. Then thread the strap into the counterpart on the back of the backrest.



Please wrap the other two tension straps once around frame #5 and snap the quick-release fastener back into place.



The result is shown in the adjacent image (Note: Your boat already has the reinforced backrest with quick-release buckles).

If you are not installing a control system, you can now inflate the air tubes. First, inflate one side slightly, then the other side, and then the first side again. The air tubes should not be fully inflated, but only slightly—just enough to ensure good initial tension.

Please make sure that the side walls in the cockpit do not



into the cockpit—if they do, there is too much air in the tubes.

Then connect both inflation hoses to each other. This creates pressure equalization.



Then take the two cargo hatch covers and attach them to the deck lines. This is done once, and in the future, simply leave the covers attached.



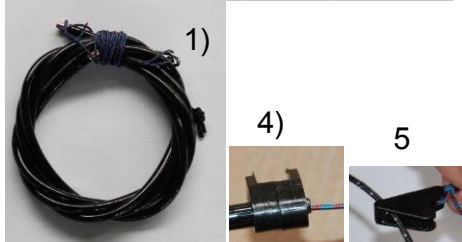
Feed the loop once under the deck line, then thread the entire cover through the loop and pull it tight.



The cover is now securely attached to the deck line.

Unless you are installing a steering system, the assembly is now complete. Please note the disassembly instructions at the end of this guide.

The installation of the control system follows in the next step. There are a few things that need to be done just once. This will no longer be necessary for subsequent installations.



For the installation of the control system
Please proceed as follows:

You have already installed the two rails in
the boat; see the assembly steps above.

You still have 2 coiled Bowden cables
(1), the rudder blade itself (2), the pull
line (3), 2 x retaining clips
for the cockpit (4), 2 x rope clamps (5),
and 2 additional, slightly thicker pieces
of rope (not shown)

First, take the rudder blade in
hand.

Please attach the rudder blade to the mount at the stern. To do this, remove the
retaining ring, slide the rudder onto the mount, and secure it again with the ring:



Next, take the two coiled Bowden
cables and unroll them. At one end,
you'll find a short rope and a carabiner.



Detach the short rope from the Bowden
cable and remove the carabiner as well.



Please thread the short rope through the larger hole on the side of the oar head from the back. Note: The rope will barely fit through the hole; you may need to use a small screwdriver or similar tool to help guide it through. This step only needs to be done once.



Then reattach the small carabiner to the end of the short rope that has been threaded through. Repeat the same process on the other side with the other Bowden cable. The rope and carabiner will now remain attached to the rudder at all times. The steering cable, which you will route to the rear in the next step, is hooked into the carabiner.



Then take the Bowden cable in hand and feed the other end from inside the boat (through the rear hatch) through the steering outlet tubes. Proceed as follows:
First, feed the steering cable through yourself.



Then push the Bowden cable through the outlet. The easiest way is to make slight circular movements while pushing firmly at the same time. Continue until the Bowden cable comes through.



It is sufficient if the Bowden cable protrudes a few centimeters.

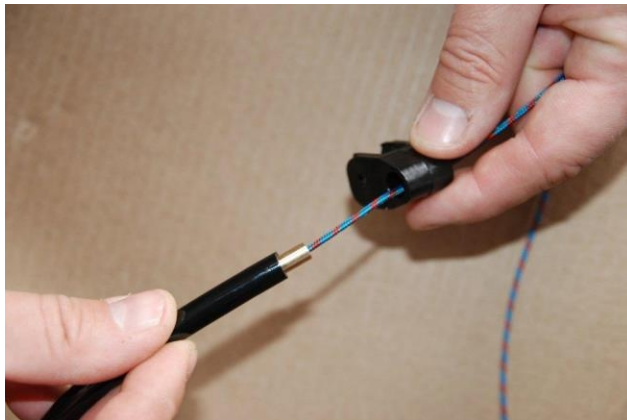
Please tie a loop at the end of the cord so you can attach the steering cable to the carabiner on the steering system at the stern.



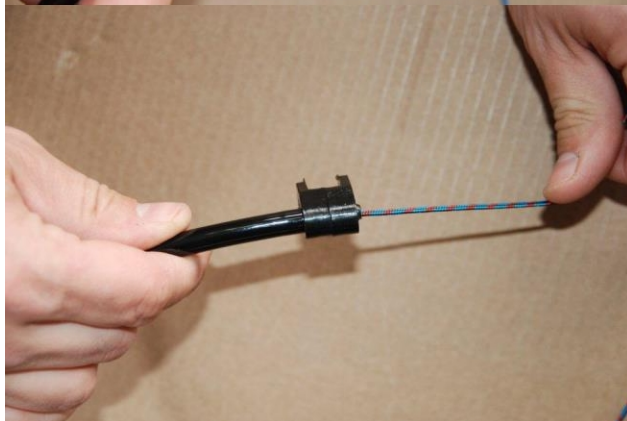
Then route the Bowden cable from the rear to the front of the cockpit. Route it along the outer edge and to the side above the frames toward the front. In this position, it will not interfere in any way, even when the boat is loaded.

Guide it along the top outside of frame 5 and behind the side inflatable seat cushions.

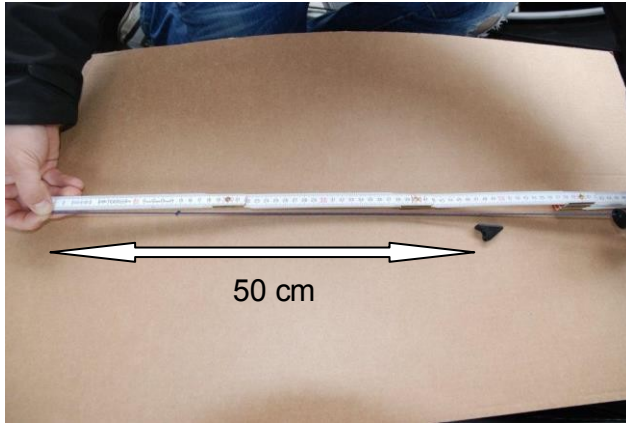
Note: If you use the steering system regularly, you can leave the Bowden cables in the boat permanently.



Then take the end of the Bowden cable and the cockpit retaining clip. First, thread the control line through the wider hole in the clip.



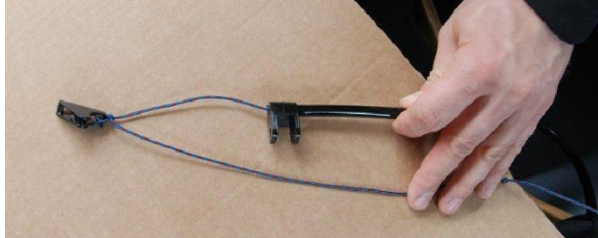
Then insert the end of the Bowden cable as far as possible into the clip as well. It goes in halfway and then locks securely in the clip.



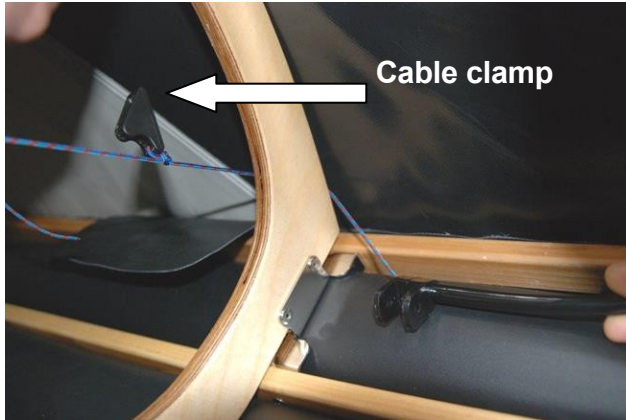
Then measure 50 cm from the end of the steering cable and tie the cable clamp at that point.



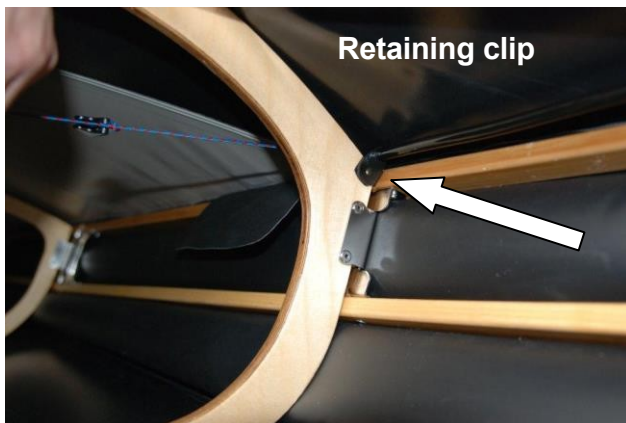
Important: Tie the cable clamp securely at the lower point (the one with the small notch). This step also only needs to be done once.



The result is shown in the adjacent image.



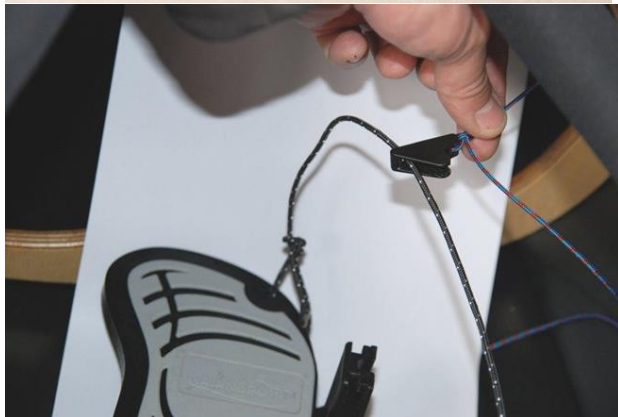
Then guide the knotted rope clamp over frame 3 in the cockpit toward the bow.



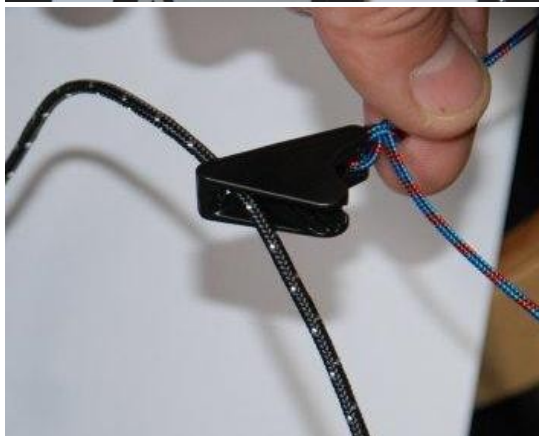
Please position the retaining clip at an angle at the top of the side near frame 3, slide it onto frame 3, and twist it downward so that it is securely in place.

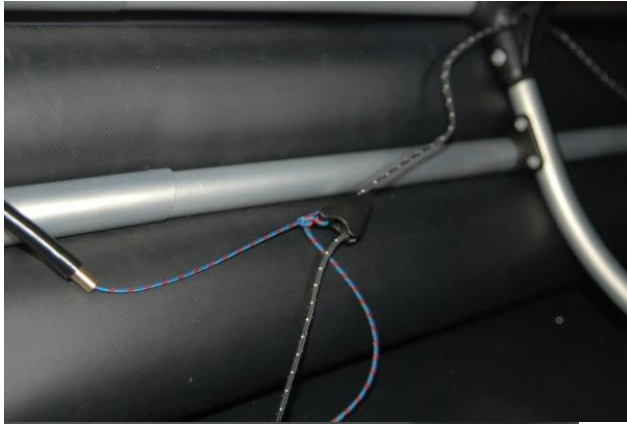


Next, please take the pedals and the two thicker ropes. Tie one end of each rope to the hole on the far right or far left of the pedal.

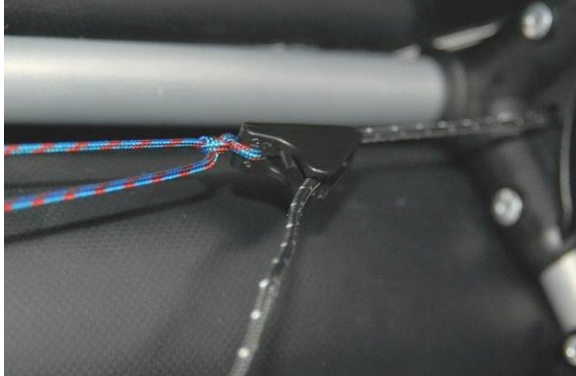


Then place the pedal in the boat and thread the rope through the rope clamp





Then place the pedal in the desired position and feed the rope through the rope clamp (shown on the left on the Nortik Argo)



Tighten the rope and secure it with the rope clamp (shown on the left on the Nortik Argo)



Cut off the excess rope and melt the cut end with a lighter

Note: You can leave the retaining clip and the rope clamp on the steering rope permanently.



The final step is to install the recovery line. First, take the rope with the sliding clip and tie it to the D-rings in front of and behind the cockpit so that it is taut.



Next, thread the retrieval line—which is attached to the rudder—through the rearmost D-ring. Continue threading the line (possibly past the cargo hatch, depending on which side you're installing the retrieval line) through the three D-rings.



Then thread the rope through the sliding clip, approximately between frames #3 and #4, pull it tight, and tie a knot in the rope.

By pressing and sliding the retrieval clip, you can raise and lower the rudder.

The navigator is now fully assembled with the steering system. Have fun on the water!

Notes on disassembly

- Disassembly is essentially the assembly process in reverse order.
- When disassembling, **please be sure** to remove **frame #3 before the half-frame**.
- Please open the loading hatches and fold them outward so that the frame doesn't get caught on them. If the bow section is difficult to pull out at first, tap the front of the lower part of the bow with the flat of your hand. The boat should be lying flat, and the stern should already be removed from the skin. Especially the first 2–3 times, the bow may be very firmly seated in the skin. By tapping against it, you loosen the frame slightly from the skin, making it easier to pull out. You can also reach through the front loading hatch and loosen the frame a bit from there.



When folding the skin, please lay it flat, slide the cockpit to one side, and fold the other side in. Then start at the tips and fold the skin

each side as shown here.



Care / Safety / Storage

- **Always** wear a **life jacket** on the water! Be aware of sudden **changes in weather!**
- Always **carry** the boat **by the keel frame** from **below** to avoid localized stress on the boat's skin.
- On **longer trips**, **deflate the** boat in the evening or when it is no longer in use. This also applies if the boat remains set up for an extended period.
Constant high pressure is not ideal for a folding boat!
- **Do not** expose the boat to **intense heat for longer than necessary** and/or let some air out if needed.
- The **kayak hull** is **resistant to saltwater**. Nevertheless, it should also be rinsed with fresh water after returning from a kayaking trip. This is especially important if sand or small pebbles can cause significant abrasion inside the kayak. Also rinse the **wooden frame** and, above all, the **stainless steel fittings** to remove saltwater.
- Store the hull and frame only when they are **completely dry!**
- When **storing the kayak in its assembled state**, avoid localized pressure points as much as possible. **Check the frame joints** from time to time. Temperature fluctuations can promote corrosion.



Repair

- In the event of a **tear**, **crack**, or **hole** in the hull, this can be easily patched using the **included repair tape**. These patches can be applied directly on the trip **without** any additional **tools** and, in most cases, will last well beyond the duration of the trip.
 - The damaged area should be as **dry** and **free of dirt** as possible.
 - **Press** the repair tape **firmly into place** (especially along edges and corners).
 - For **holes**, apply repair tape on **both sides**.

- For a **permanent repair**, an extended **repair kit** with **original skin material** in the boat's color and the appropriate **adhesive** is available in stores.

REPAIR PROCEDURE WITH OPTIONALLY AVAILABLE REPAIR KIT

- **Cut a strip of PVC/PU material.** (If possible, extend 1–2 cm beyond the damaged area).
 - **Round off the corners** of the strip.
 - **Clean and degrease** the area to be repaired and the repair strip.
 - **Apply a thin layer of adhesive** to both surfaces and let **it dry** for about 10–15 minutes.
 - **Press the patch firmly** onto the area to be repaired. If possible, **heat it** with a heat gun or similar device and press it down again.
 - The adhesive and protective properties improve within a few hours once the **adhesive** has **completely dried**.
- The kayak can be used again shortly after the repair.
 - The boat is equipped with a **keel strip**. Additional **reinforcements can be applied** to heavily stressed areas (additional keel strips or partial reinforcements). Please note that the handling characteristics may change
 - If the paint on the scaffolding is damaged, you should touch up any paint damage from time to time to ensure the scaffolding has a very long service life.
 - For further questions regarding repairs, please contact your dealer or the manufacturer directly: kontakt@faltboot.de



You can also find more information about your product and other products, as well as where to buy and downloads, at any time at:

FALTBOOT.DE