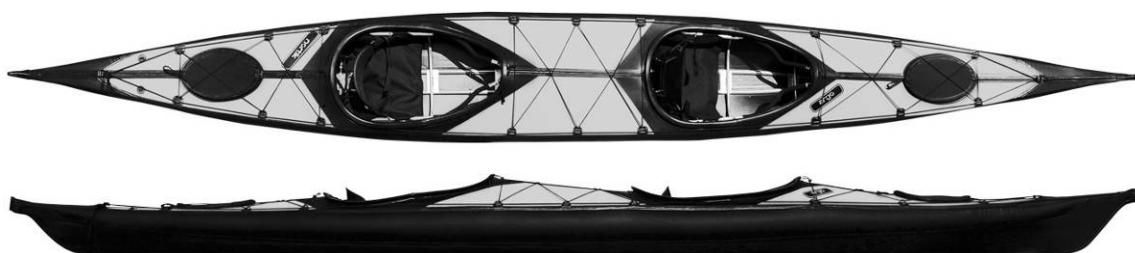


**Assembly Instructions for the Nortik Argo 2
Touring Kayak**



Assembly video:



Assembly instructions for the Nortik Argo 2

Dear Customer,

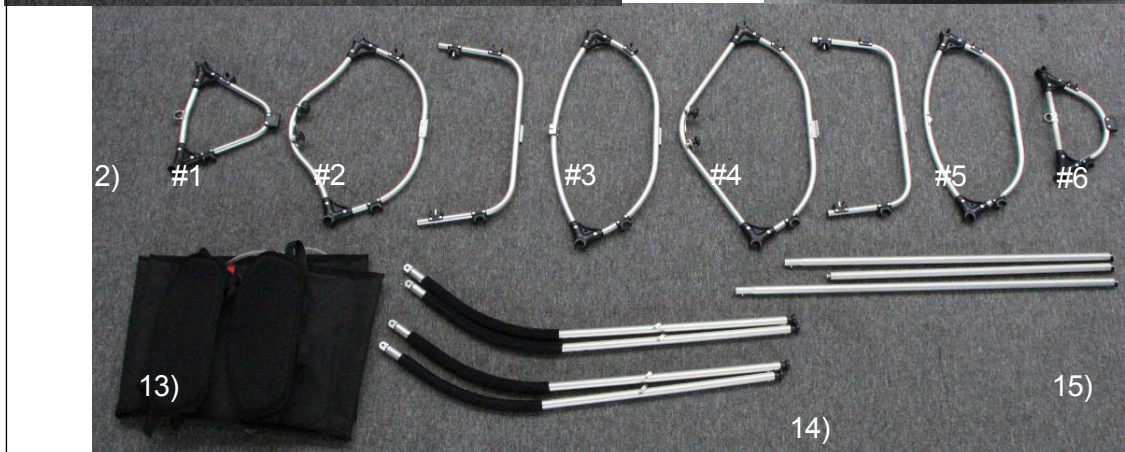
You have purchased a Nortik Argo 2, an innovative two-person folding kayak with outstanding performance and a compact pack size and weight.

Experience shows that the first few setups tend to be a bit more time-consuming than those you'll do later on, once you've gotten the hang of the system. The argos setup process itself isn't particularly complicated, and after just a few setups, you'll hardly need more than about 25–35 minutes.

Please take your time with the initial assembly and follow the instructions carefully. Even though this requires a bit of 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. Please note that your frame is already black anodized. We have updated the text in the assembly instructions accordingly; the images will follow.

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) Scope of delivery



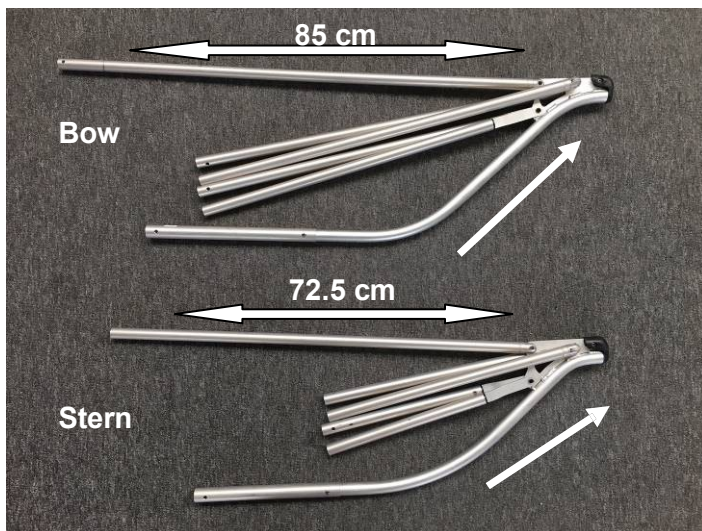
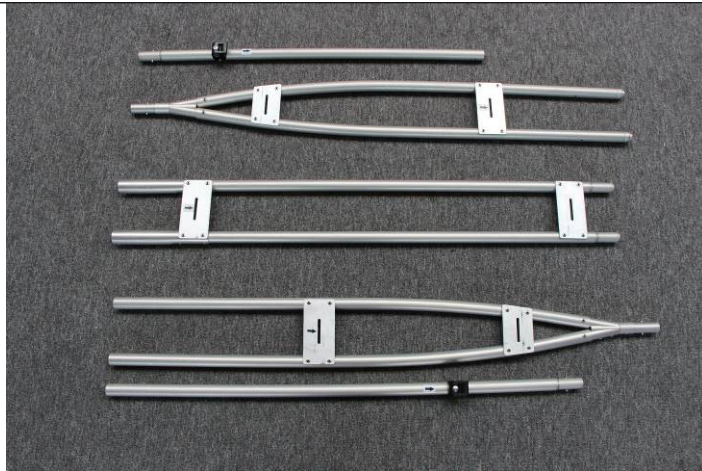
The following assemblies and parts are included in the scope of delivery:

- 1) Bow stem (= steeper than the stern stem and with a longer keel stringer at 85 cm)
- 2) Bow keel
- 3) Keel Fork (Bow)
- 4) Keel ladder
- 5) Stern keel fork
- 6) Stern keel bar
- 7) Stern stem (= flatter than the bow stem and with a shorter ridge beam measuring 72.5 cm)
- 8) 4x male connectors (2 of which have a stop ring)
4x female connecting lines
- 9) 12 x laces, 2 of which have stop rings

- 10) 4 x sliding sleeves
- 11) Hull
- 12) 6 frames + 2 half-frames
- 13) 2 x seats (bow and stern)
- 14) 4 x identical struts
- 15) 3 x ridge poles (different)
- 16) Covers for cargo hatches (not shown)
- 17) Repair kit (not shown)
- 18) Hip belt (not shown)

2) Markings / Sorting

Please unpack everything first and sort it as shown in the overview. If any of the terms in these instructions are unclear, please refer to the "Contents of the package."



Sorting keel elements:

The keel elements are marked with arrows. This helps you identify where each element belongs.



The arrow must always point from the stern to

Point toward the bow of the boat!
If an element is installed, the arrow must never point toward the stern.

Distinguishing the bow and stern transoms:

The two transoms can be clearly distinguished by two features. The **bow transom** has a steeper shape and a **longer ridge pole** that is firmly attached to the transom—this is the top rod. On the left, you can see the distinguishing features.

You can also use the arrows and the different stern sections to lay out all the keel components and stern sections in the correct order. From stern to bow, this would be:
Stern stem – Stern keel bar – Stern keel fork – Keel ladder – Bow keel fork – Bow keel bar – Bow stem

The **keel bar** that belongs to the **bow** is also the **longer** of the two. All arrows always point from the stern toward the bow.

Ridge battens:

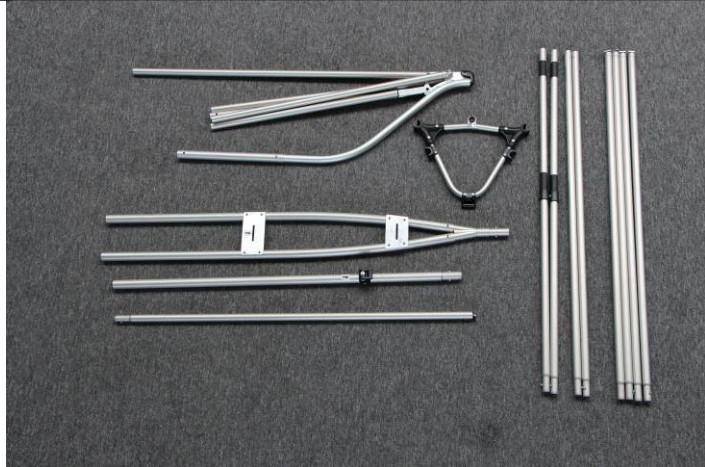
There are three different ridge beams. The distinction here is simple:

The longest ridge beam belongs to the stem (mnemonic: The stem itself also has the longest permanently installed ridge). The shortest ridge bar belongs to the stern.

The ridge pole with the ball mount goes in the midsection later.

To summarize: Bow stem = longer permanently installed ridge, corresponding longest ridge rod, and longer keel rod. Arrows on the elements always point toward the bow.

3) Building the Bow



- For this, you will need:
- Frame #1 (Note: Bow frame #1 is larger, i.e., taller, than stern frame #6)
 - Bow member
 - 1 x ridge batten (= the longest) with a hanging bracket at the end
 - 4 x battens, two of which have a riveted stop ring
 - 4 x female connecting strakes
 - Bow keel rod (= the longer one)
 - Bow keel fork (= open ends)

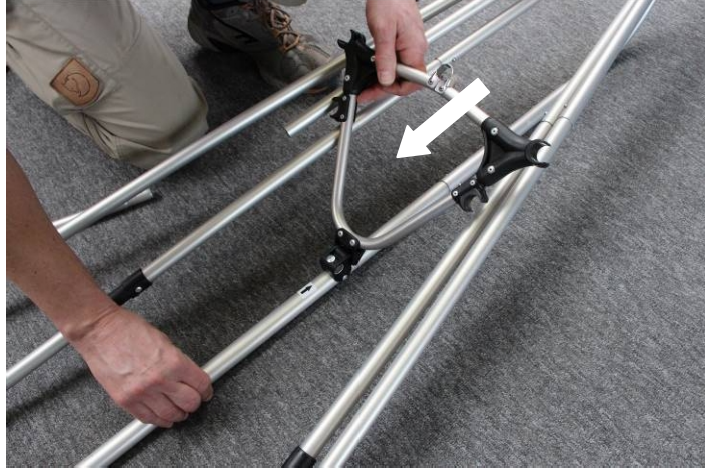


Insert the bow keel rod onto the keel of the bow stem. Then insert the bow keel fork onto the open end of the bow keel rod. The arrows on the keel fork and keel bar point toward the stem.



Now attach the four struts to the four mounts on the stem—the upper strut, the ridge strut, is not used at this stage. Please attach the two struts with the riveted stop ring to the lower mounts

This results in the image shown here.



Now install the first frame.

Position frame #1 at a slight angle and guide it into the first keel slot.



Then please slide it upward into the straight position.



Next, take the longest of the three ridge rods. This is now inserted through the bracket on frame #1 and simultaneously pushed into the ridge rod, which is securely installed on the stem.





Installed ridge pole together with the installed frame #1.

Then clip the Senten into the brackets on the frame.

Now insert the 4 female connectors into the 4 connectors to make the connection.



Now take the front seat. You can identify it by the small label with the inscription "Front" refers to the front. The front seat (where the tubes come out) is also slightly narrower than the back.

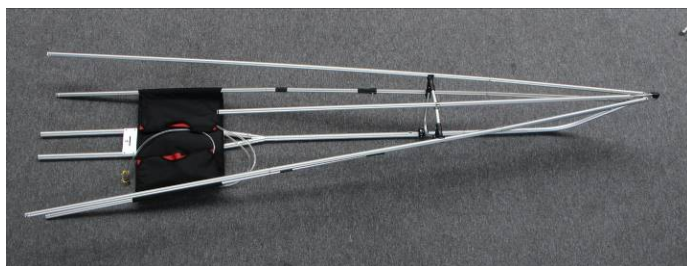
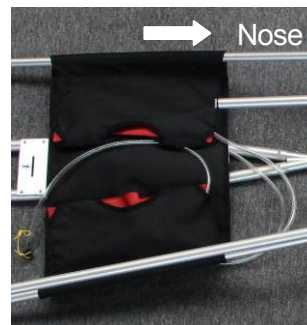
Now slide the seat onto only the two lower rails. The side cushions are threaded onto the thigh supports at the very end—not onto the rails!

IMPORTANT: The tubes for the inflatable elements always exit the seat cover at the very front! These are designed to allow you to adjust the seat cushions even while driving.



Hoses exit the seat toward the bow!

The seat is threaded onto the lower struts through these channels



The bow section is fully assembled.

4) Assembling the Stern



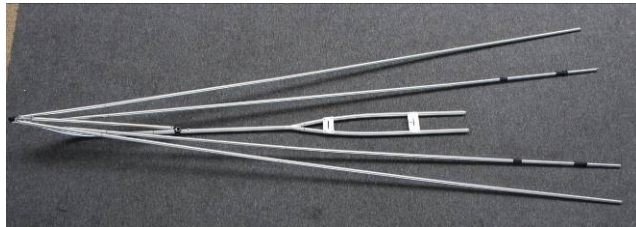
You will need:

- Stern
- Frame #6 (the smaller one compared to Frame #1)
- 1 x keel stringer with a mounting bracket at the end (the shorter one)
- 8 thimbles
- 4 male connectors, two of which have a riveted stop ring
- Stern keel rod (= shorter)
- Stern keel fork (= with spherical ends)

Note: Stern stem = shorter, permanently installed stem, with a corresponding shorter stem rod featuring a mounting bracket and a shorter keel rod. Arrows on the elements always point toward the bow.



First, attach the stern keel rod to the stern stem. Then attach the stern keel fork to the keel rod.



Then attach 4 planks to each of the middle supports, followed by another 4 planks.



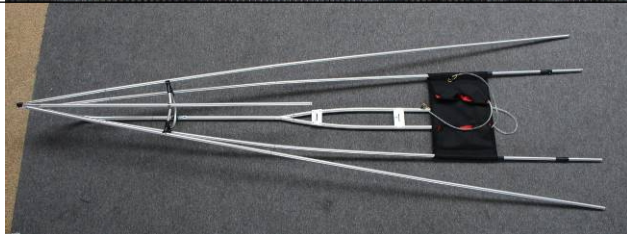
Now take frame #6, place it diagonally on the corresponding clip on the keel, and bring it into an upright position.



Just like at the bow, the ridge pole is inserted through the bracket on the frame and simultaneously slid into the ridge pole, which is securely mounted on the stem.



Next, take the rear seat (labeled "rear") and slide it onto the lower rails. Here, too, make sure that the tubes extend toward the bow from the seat and that you thread the seat onto the two lower channels only. The rear seat is slightly wider at the front than at the back. The side inflatable cushions are not threaded onto the thigh supports until the very end!



The rear section is now fully assembled.

5) Inserting the frame into the boat hull and securing it



First, insert the **stern section** into the boat hull. This is pushed into the hull through the **front seat hatch**.

Push the stern section all the way to the back. Push the frame **straight and flat** into the boat hull, using the keel and the reinforcement strip of the ridge pole on the upper deck as guides.



Then stand or kneel in the rear seat hatch, grasp the rear section by the straps, and push it firmly back into the skin. Make sure it is centered, and always push the frame in flat!



Inserting the frame isn't quite so easy at the very beginning, when the frame has never been in the fabric before. It is important that you push the frame as far as possible into the fabric.



Then insert the **bow section** into the boat's hull. This is pushed into the hull through the **rear seat hatch**.

Push the frame **straight and flat** into the boat's hull, use the keel and the reinforcement strip of the ridge pole on the upper deck as guides.



Kneel down in the seat hatch again, grasp the frame at the struts, and push it firmly, keeping it flat and centered, all the way to the tip.

Please check to make sure the filling hoses are positioned in the stern area between the keel blocks so they do not get pinched.

Securing the keel:



Now take the keel ladder. Slide it onto the open ends of the keel fork on the bow section that you just pushed into the boat.

Make sure that the keel ladder is fully (seamlessly) slid onto the bow keel fork.



Now first remove the two split pins, each of which is inserted into the half-tubes.

Then take the keel fork from the stern and the keel ladder you just attached, and pull them upward.

Make sure that the **keel ladder** is positioned with the riveted half-tube **at the top**.

Caution:

The senters tend to block this process (at the beginning). If this is the case and it is difficult to hook the keel in, please remove the senters from the hull so that they pass through the cockpit "look" and do not obstruct the way. Or remove the four bolts from the bow section again. This makes it easier at the start in that spot!



Now place the stern keel fork with the two spherical ends under the half-tubes as shown on the left.



Once you've done that, you can slowly push both down. This will press the frame fully into the skin and create the initial tension. Please make sure your hands are not under the half-tubes or the keel while tightening!



Then secure the keel rods again with the split pin.

Note:

This process requires much more effort when you first launch the boat than it does after the first use. The rigging and the sail need to “break in” a bit, and it will then become much easier. Please always make sure that the keel ladder is fully slid onto the bow keel fork—otherwise, it will not be possible to tension the keel.



Connecting the sheets:



Slide the **sliding sleeve** onto one end of the shroud.



Pull (or push) the oars **upward** (or toward the inside of the boat)



Align the two shrouds so **they run in a straight line**.



Slide the sliding sleeve over the joint so that it is **centered**. Repeat the process with the remaining lines.

Side Note: Installation of Control Rails / Footrest Rails

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



Now take the control rails and the pedals.

You can adjust the pedals/footrests along the rail or remove them completely by releasing the lock—that is, pulling it toward you (far left in the illustration) (pull toward you)—and then pushing the pedal toward the rail. This allows you to slide the pedal and remove it (see next image)



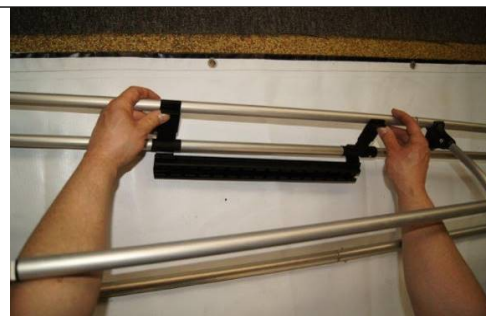
You can install a footrest for just the rear paddler, just the front paddler, or for both paddlers. The steering system—if desired—is installed exclusively for the rear paddler. This section describes the general procedure and does not cover every single position.

Please take the rail(s) in hand. The rails are mounted at each end using the riveted stop rings. The rail brackets are then placed onto the attached rubber protectors.

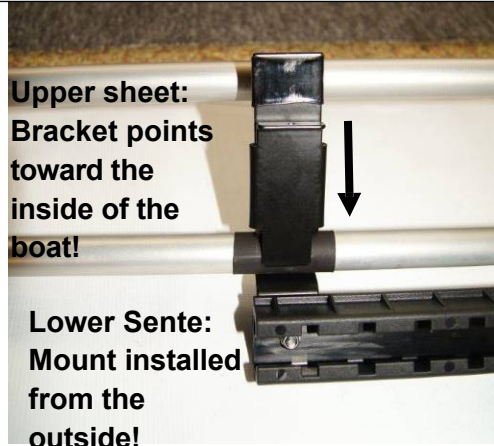
Position the rail at an angle **from the outside** and slide it between the thwarts. Wrap the rail around the thwart from the outside—the top edge of the bracket should face toward the inside of the boat! This allows the rail to lock into place inside the boat. Then close the latch by pressing it down. Below you will see the procedure:



Sente with stop rings



Attach the rail from the outside

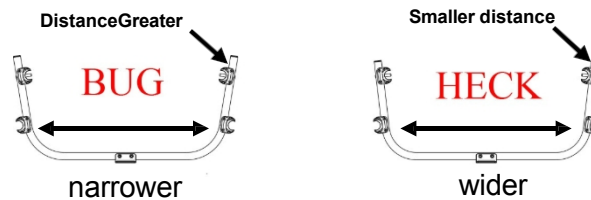


End of digression

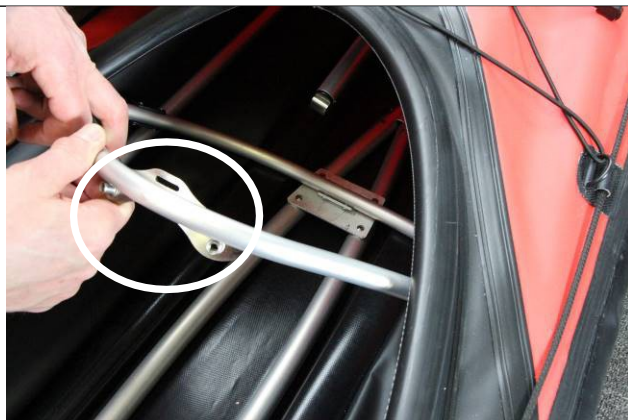
Inserting the frames



The remaining frames are now installed. Above, you can see their basic positions. Frame #2 and Frame #4 have brackets for the strut supports, with Frame #4 being the significantly wider one. Frame #3 is the only frame that has the fitting for the middle ridge pole (the one remaining) with the spherical end. Furthermore, Frame #3 is wider than Frame #5. Please note the following regarding the two half-spans:



Please sort the frames according to the diagram above.



First, insert frame #2 (it goes at the front of the forward cockpit).

The bracket for the roof batten points toward the bow, and the two screw threads for the strut supports point toward the stern.

Position the frame at an angle and insert the lower fitting into the slot on the keel fork.

Then slowly push it into the upright position. At the same time, at the same time, push the ridge pole slightly upward and let it snap into place at the



top of the bracket.



Interior view of the locked-in ridge pole.



Take the half-frame that belongs to the bow (see above for how to distinguish between the two half-frames!!).

Push the seat back slightly and place the half-frame into the bracket on the keel so that the fitting faces the stern.



Important: The senters must not yet be locked into place on frame #3!

Align the half-frame.

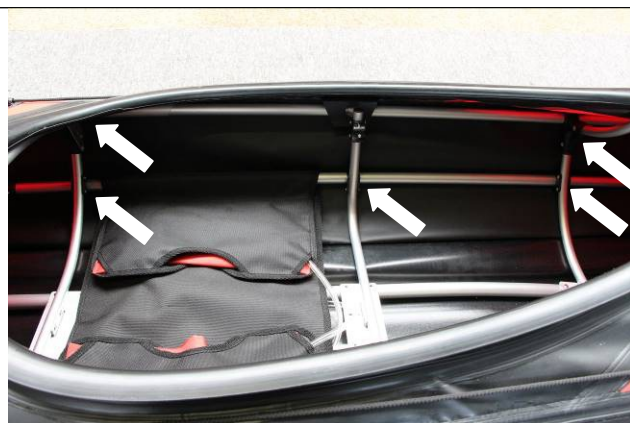
Then slide the seat toward the half-frame and pick up frame #3.



Place it back into the keel mount at an angle, as shown. The fitting attached to the top of the frame for mounting the center ridge strut should point toward the stern.



Stand the frame upright again.



Now, please clip the shrouds into the side brackets at the top and bottom of frames #2 and #3.

Note: The straps tend to pop out of their holders, especially at the bottom ones. This isn't a problem and will resolve itself once the air tubes are inflated, as the straps will be pressed back into place.



The easiest way to clip the lines in is to place your thumbs on top of the C-clip on the frame and use your other fingers to push the line from the bottom up.

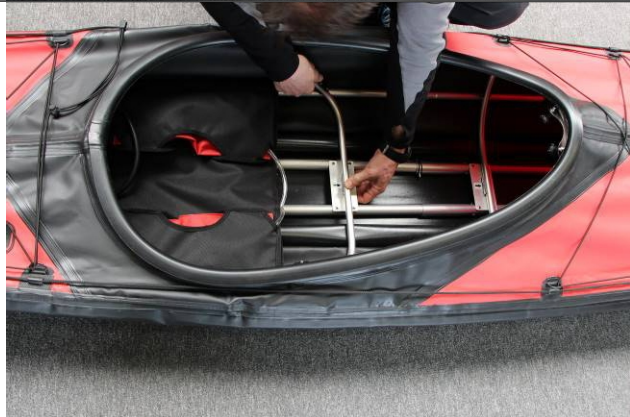
Pull the seat back slightly toward frame #3

Next, install frame #4, the second half-frame, and frame #5. All of these belong in the rear cockpit area. Please refer again to the image at the beginning of the chapter.



The procedure is essentially the same as the one you just learned for the front cockpit.

Position frame #4 at an angle so that the fitting on the frame engages with the receiver on the keel. The screw threads for the strut should again face toward the stern. (Do not clip the struts into the side C-clips of the frame yet!)



Then insert the half-frame. This frame has no markings and is slightly wider than the front half-frame, which has an "H" stamped into the upper end.

The fitting on the frame points toward the stern.



Next is frame #5. The fitting for the rear ridge strut must point toward the stern.



As with the bow section, the ridge strut must be pushed upward at the same time as the frame is raised so that it can engage with the frame's mounting in the next step.



Then clip the stringers back into the frames' holders.



When installing the footrests/steering system: Please check again to make sure the rails are properly seated and adjust them if necessary.



Now take the remaining center ridge rod. On the side facing the bow, it has a "tab" that hooks into frame #3. The other side has the familiar mounting bracket.



Install the ridge strut by sliding it in from the rear cockpit and inserting it into the mount at the front of frame #3:



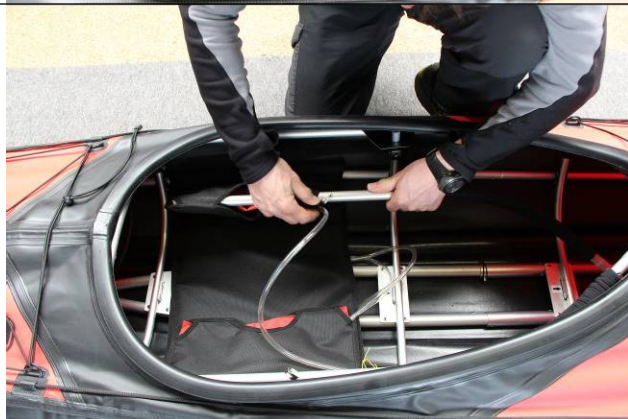
Then attach the other side to frame #4 using the familiar method.

Leg supports, air tubes, seats

Now install the four thigh supports
. Two in each cockpit. The leg supports are all identical.



You will then need one of the short screws (usually located on the frame) for each leg support and one long screw that is screwed into the rear end of the leg support
. Remove each of these.



Then insert the leg support into the upper channel of the “Hip-Fit-Pads” (lateral hip pads) as shown in the two pictures.



First, position the thigh support at the front and secure it to the frame with the short screw.

Note: If necessary, you can use pliers to gently bend the tab into shape once so that the angle fits the bracket better.



Then insert one of the longer locking screws from the rear through the rear frame in the cockpit



Next, please place the leg support on top and tighten the locking screw.

Note:

At the very beginning, this often requires a bit more effort. You need to push the frame back slightly while simultaneously sliding the thigh support onto the bracket. **If this is very difficult, please remove the center ridge rod from its mount on frame #4 and reinsert it only after the thigh supports have been installed.** This will release the tension and give you more room to work with the frames!

Repeat the installation process with the remaining three struts.



The leg supports have a hole at the level of the half-frame, into which the half-frame's pin fits.

You may need to adjust the position of the half-frame slightly (by gently "pushing" it) to ensure a precise fit.

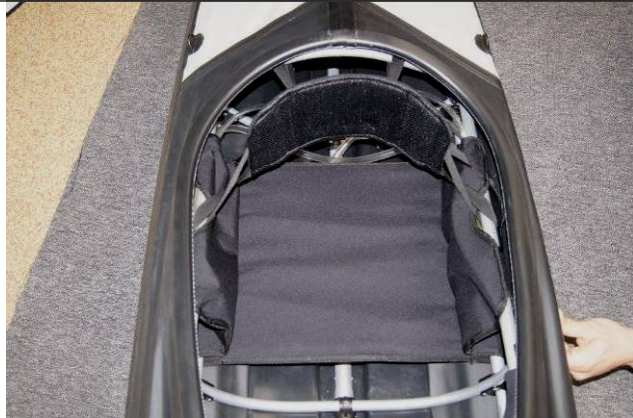


Snap each leg support into the half-frame's brackets.



Installing the backrest:

Important: Thread each of the side straps through the D-ring on the thigh support and then through the buckle on the backrest.



Attach the two middle straps to the rear cockpit frame.

Then inflate the seat. You can also inflate the side hip pads as needed, for example, to provide even better support in the boat.



Deck lines:

If the deck lines are not already pre-installed, they must also be installed once when setting up the new boat. You can thread them through the D-rings and attach them there.



Installation of the two cargo hatch covers:
This process also only needs to be done once. Turn the cover upside down, slide the loop under the installed deck lines, and then pull the entire cover back through the loop. This prevents the covers from getting lost:



Inflating the air tubes:



Now inflate the air tubes. It is **important** to maintain **the correct pressure**. If the pressure is too low or too high, the material and/or the boat's rigidity will suffer. Therefore, please proceed with great care when inflating.

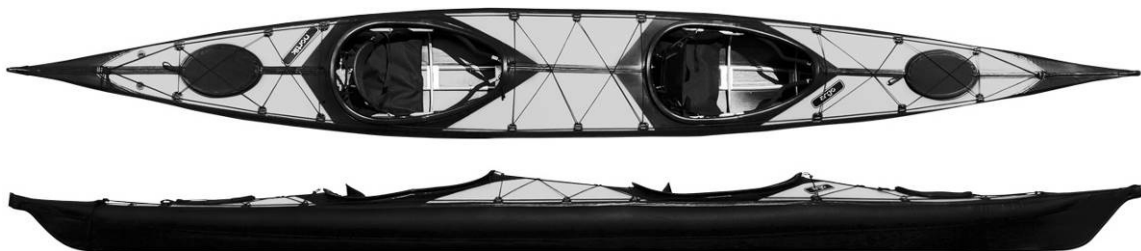
The guideline is simple and effective: Inflate the tubes until the thwarts **between the first and second frames** are **just about to** start bending inward. If the thwarts begin to bend inward, the pressure is too high. After a few setups, you'll get a good feel for it. Please use this guideline as a reference when you first start out.

When inflating, please make sure that all the struts are securely locked into their designated clips. During setup, the lower struts in particular tend to pop out of their mounts. As the tubes inflate, they will be pressed back into the mounts. Therefore, please be sure to check that the struts are in the correct position while inflating.

General procedure: First fill one side to about half to two-thirds full, then the other side, and then the first side again. Then connect both filling hoses together. This creates pressure equalization and ensures a symmetrical underwater hull.

If you are not installing a steering system, the assembly is now complete. **Please** refer to the **general notes and information on disassembly** at the end of the instructions.

The installation of the steering system follows in the next step.



Control System

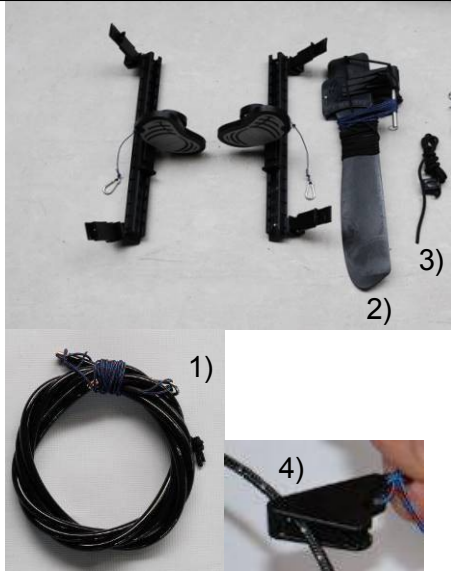
When **installing the control system**, there are a few one-time steps you need to complete. These steps are not required for subsequent installations.

Please proceed as follows:

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

In addition to the pedals themselves, there are still 2 coiled Bowden cables (1), the rudder blade (2), the recovery line (3), 2 rope clamps (4), and 2 additional loose ropes (not shown).



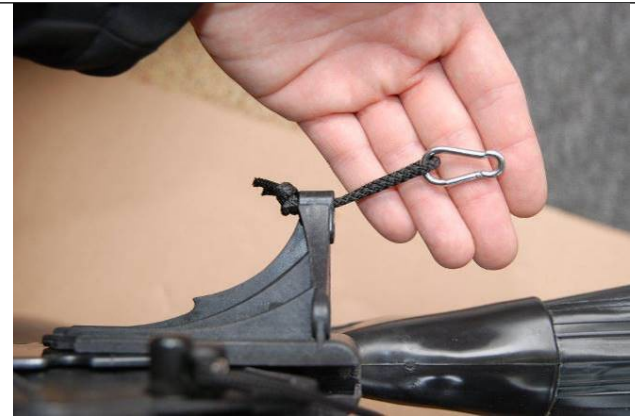

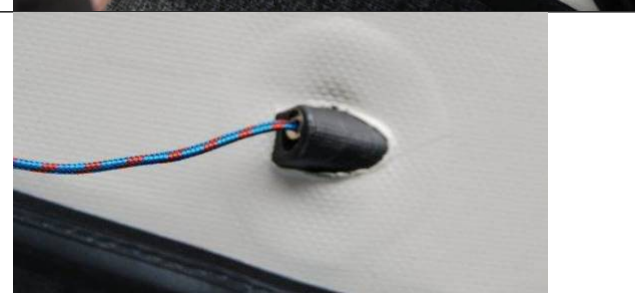
First, take the rudder blade.



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:



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

	<p>Detach the short rope from the Bowden cable and remove the carabiner as well.</p>
	<p>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.</p>
	<p>Then reattach the small carabiner to the end of the short rope that has been pulled through. Repeat the same procedure on the other side with the other Bowden cable. The rope and carabiner will now remain attached to the steering block at all times.</p>
	<p>Next, take the Bowden cable 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.</p>
	<p>Then push the Bowden cable through the outlet. The easiest way is to make some circular motions while pushing firmly at the same time, until the Bowden cable comes through.</p>

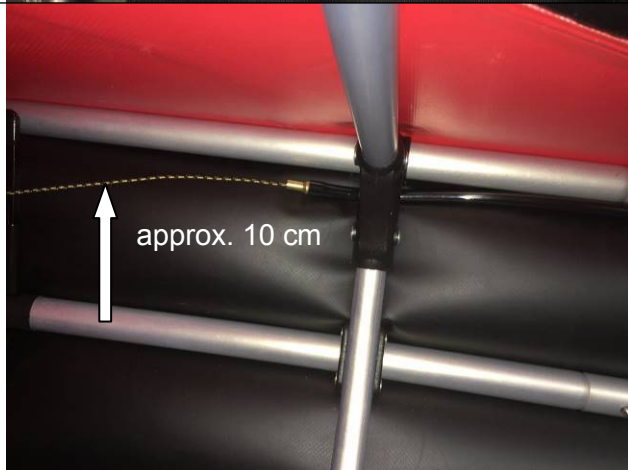


The Bowden cable is then pulled out a few centimeters toward the rudder.



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 frames #6 and #5 toward the front. In this position, it will not interfere in any way, even when the aircraft is loaded.

Also route it on the outside, behind the side inflatable seat elements and behind the half-frame.



Finally, clamp the Bowden cable between the air tube and frame #4 so that it stays in place and doesn't get in the way in the cockpit.



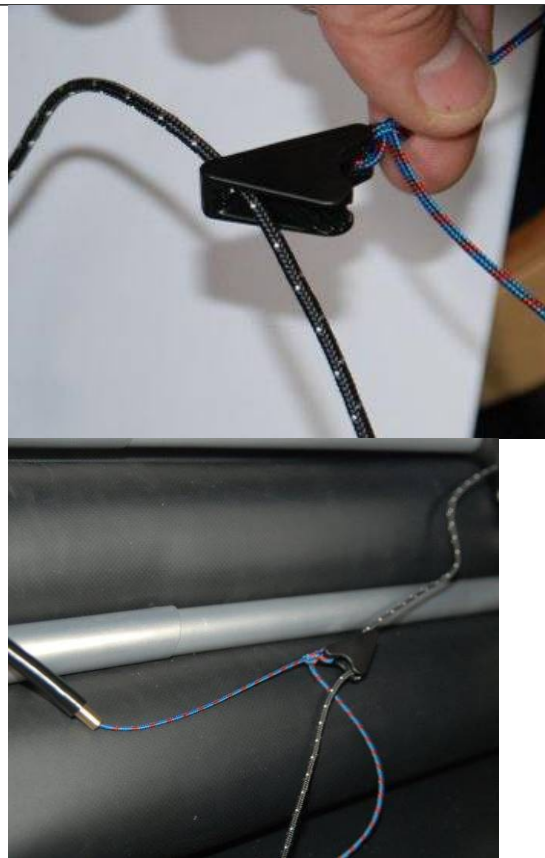
Tie the end of the control line to one of the two rope clamps so that about **10 cm** of the control line remains after frame #4.

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



Then please take the pedals and the two loose 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 forwardmost position or position it in the footwell in front of frame member 4 and route it toward the cable clamp.



Then pull the pedal cable through the cable clamp.



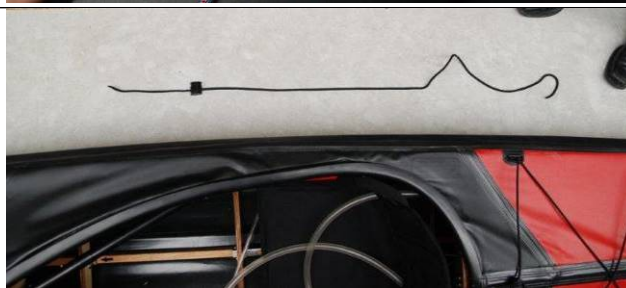
Then place the pedal in the desired position on the control rail and tighten the cable in the cable clamp. However, only tighten it enough so that the pedals still have enough play to trigger a steering movement. Then, for safety, thread the cable through the clamp again.



Cut off the excess cable (which comes from the Bowden cable) and slightly melt the cut end with a lighter.

Note: You can leave the cable clamp on the control cable from now on.

The rope clamp allows you to adjust the steering rope, even while riding. This way, you can always maintain the necessary tension.



The final step is to install the recovery line. First, take the rope with the sliding clip and attach it to the D-rings in front of and behind the cockpit, ensuring it is taut (shown here on the Nortik Navigator model).



Next, thread the recovery line—which is attached to the rudder—through the rearmost D-ring. Continue threading the line past the cargo hatch and through the three D-rings.



Then thread the rope through the sliding clip, pull it tight, and tie a knot in the rope approximately at the height of the seat end.









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



The Nortik Argo 2 is now fully assembled with the steering system.

Instructions for dismantling / folding the hull

- Dismantling is essentially the same as assembly, but in reverse order.
- **When disassembling, please remove the front cockpit 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 hull. By tapping against it, you loosen the frame slightly from the hull, making it easier to pull out. You can also reach through the front loading hatch and loosen the frame a bit from there.

	<p>When folding the canopy, lay it flat, slide the cockpits to one side, and fold the canopy in on the other side.</p>
	<p>Then fold the tail once so that the tip lies in front of the rear cockpit.</p>
	<p>Then fold the tail once more so that the fabric lies almost at the end of the rear cockpit</p>
	<p>Do the same from the bow: fold it in once until it's almost at the cockpit</p>
	<p>Fold it again so that the skin lies almost at the front of the cockpit</p>
	<p>Then pull the skin piece up slightly in the middle...</p>
	<p>... and fold it over to the side toward the bow</p>
	<p>Then fold the skin over itself once more. Done.</p>



You'll also find a hip belt in the pack sack—this is especially handy if you ever want to carry the boat on your back for longer distances. Install it by threading it through the strap on the pack rucksack ...



... and then fasten it at the front once you have put on the pack rucksack.

Care / Safety / Storage / Repair

- **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 hull.
- On **longer trips**, **deflate the** boat in the evening or when it is no longer in use. This also applies if the boat is left set up for an extended period of time.
Constant high pressure is not ideal for a folding boat!
- **Do not** expose the boat to **high heat for longer than necessary** and/or let some air out if needed.
- When using the boat in saltwater, **be sure** to apply **corrosion protection** to and inside the **frame!** For example, **CorroFilm** (a transparent, waxy, dry protective film). After use, **clean thoroughly with fresh water.**
- The kayak **hull** is resistant to saltwater. Nevertheless, **clean it with fresh water from time to time.** Sand or small pebbles can cause **significant abrasion** inside the kayak.
- Store the hull and frame only when they are **completely dry!**
- When **storing the kayak in its assembled state**, avoid concentrated pressure points as much as possible. **Check the frame connections** from time to time. Temperature fluctuations can promote corrosion.



Repair

If the boat's hull suffers an **abrasion**, **tear**, or **hole**, it can be easily patched using the **repair tape provided**. 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.

- To do this, 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** containing **original skin material** in the boat's color and the appropriate **adhesive** is available in stores.

REPAIR PROCEDURE USING THE OPTIONAL 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 **dry** for approx. 10–15 minutes.
 - **Press the patch firmly** onto the area to be repaired. If possible, **heat it** with a heat gun or similar tool and press it down again.
- The kayak can be used again shortly after the repair.
 - The adhesive and protective properties improve within a few hours once the **adhesive** has **completely dried**.
 - 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 you have any further questions regarding repairs, please contact your dealer or the manufacturer directly: kontakt@faltboot.de

Note: Accessories



Multifunctional Mount:

Your kayak comes factory-equipped with a multifunctional mount installed on the bow. This makes it “ready for Nortik Kayak Sails.” This is an extremely effective and lightweight (< 1 kg) sailing system for your kayak.



Sea sock

The cockpit cover is an accessory that many people wouldn't want to be without. You hang it over the cockpit and then sit, so to speak, inside a “sock.” This prevents dirt and water from getting into the boat. Not only does this protect the boat itself but also provides greater safety in the event of a capsize. A clever idea.



Thermal-PU Spray Skirt

The elastic and lightweight thermal PU material provides maximum waterproofing, a secure grip on the gunwale, and packs down small.

	<p>Steering system</p>
	<p>Hatch Cover</p> <p>The practical hatch cover protects your boat from splashing water, dirt, and small animals. Material: Nylon.</p>
	<p>CorroFilm</p> <p>Protects aluminum frames from corrosion—ideal for saltwater use with folding boats and a must-have for all aluminum frames!</p>



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

FALTBOOT.DE