

**Assembly Instructions for the Nortik Scubi 3  
Recreational Kayak**



QR Code Assembly Video:



## Assembly instructions for the Nortik Scubi 3

Dear Customer,

You have purchased a **Nortik Scubi 3**, an innovative recreational hybrid kayak offering exceptional versatility, excellent performance, a compact pack size, and low weight for a boat of this size.

We have made the assembly instructions very detailed, and every step is illustrated. However, you will find that after 2–3 assemblies, you won't need the instructions at all.

Experience shows that the first few setups are a bit more difficult than later once you've gotten to know the system. The assembly process for the **scubi 3** is extremely simple, and after just a few setups, it will take you no more than **15 minutes**.

Please take your time during the initial assembly and follow the instructions carefully. Even though this requires 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. You will always find the explanation for the images on the left-hand side on the right-hand page.

Every boat is assembled and inspected once before it leaves the factory. However, if you believe there is something wrong with your boat, please contact us and provide the serial number. The serial number is located on the outside of the stern.

If you have any questions, your dealer is always available to assist you. Otherwise, you are also welcome to contact us directly—as the manufacturer.  
(Phone: +49 (0) 731 - 4007675; Email: [kontakt@faltboot.de](mailto:kontakt@faltboot.de) ).



More assembly videos on our YouTube channel: \_

<https://www.youtube.com/c/faltbootde>

**An important note regarding your scubi:**

By the time the boat reaches you from the factory, it will inevitably have been **stored in its packaging** for an extended period, shipped, and possibly stored again, and so on.

Due to these unusual conditions, the hull may exhibit so-called **creases or pressure marks**. This is caused by the installed mounts, D-rings, seats, thigh straps, etc., and is due precisely to the long storage period in the box.

Minor **pressure marks** that appear white (so-called "**white break**") may occur on both the colored material and the black underwater hull. These **will disappear over time**, especially if the boat has been set up or in use for a while. The hull "relaxes," so to speak, especially under the influence of heat.








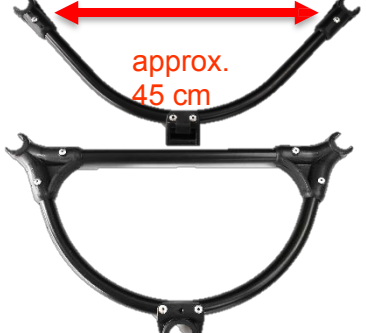
If you want **to get rid of** these spots **quickly**, you can gently warm them up with a **heat gun**.

**Two things are important to us here:**

- This does not **impair** the product's **functionality at any time**—in other words, the material remains just as durable. This happens with every product and is not a cause for concern.
- You can always store or transport the boat in its packaging in the future. These pressure marks only occur initially due to the tight packing in the box.

**We hope you enjoy your new boat!**

## Scope of Delivery / Parts List

(a)		<p>2x scubi 3 – <b>Stern</b> (bow and stern are identical)</p>
(b)		<p>scubi 3 – <b>Keel Rods 1 &amp; 5</b> (identical)</p>
(c)		<p>scubi 3 - <b>Keel rod 4 stern</b> (with clip)</p>
(e)		<p>scubi 3 – <b>Keel rod 3</b> (with half-tube)</p>
(d)		<p>scubi 3 – <b>Keel bar 2</b> (with hemisphere)</p>
(f)		<p>scubi 3 – <b>Frame 1</b> (front seat)</p> <p>scubi 3 – <b>Frame 2</b> (rear front seat)</p>
(g)		<p>2x scubi 3 – <b>Frames 3 &amp; 4</b> (identical – center seat)</p>
(h)		<p>scubi 3 – <b>Frame 5</b> (rear seat, front)</p> <p>scubi 3 – <b>Frame 6</b> (rear seat, rear)</p>

**ATTENTION!**  
The arrows  
always point  
toward the bow!

**ATTENTION!**  
Frame 1 IS NARROWER THAN Fra

**NOTE:**  
Hull, double-action pump (with pressure gauge), repair kit, and packing backpack NOT SHOWN.  
The valve adapters for inflation are included in the repair kit!

## 1) Assembly (Keel Struts)



Push the **stem** as far as possible into the **stern of the hull**.

**CAUTION!**

*The **hose ends** must run to the left and right of the stern tube and must **not** be pinched!*



Fold the **movable tube** upward and **clip it** into the **cross tube** attached to the hull.



Push **keel rod 5** (*arrow at the very back*) through the **bottom tab** and **connect it to the stem**.

**Push** both as far back as possible **toward the stern**, making sure they are **centered**.

**Rear**



First, slide **keel bar 4 (rear)** (with clip) **forward through the floor flap** (behind the middle seat).

**Rear**



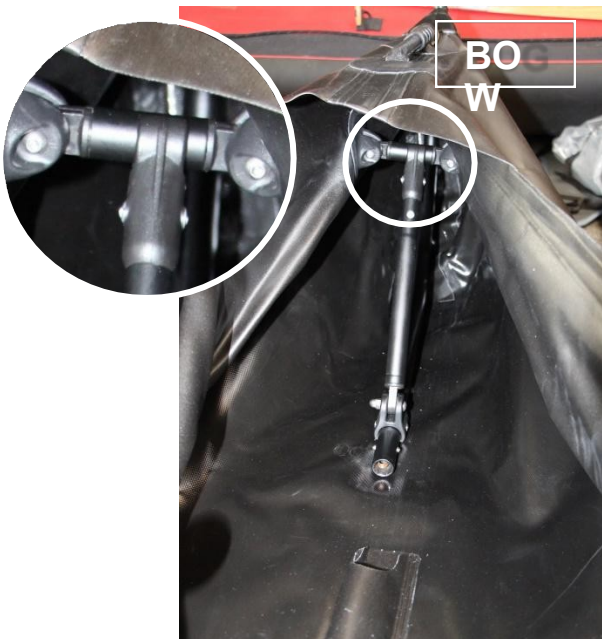
Then push the rod **back toward the rear through the floor strap** (under the rear seat).

Again, make sure everything is **centered**.

**Rear**



**Slide keel rod 3 (with half-tube)** from the front **under the center seat** and connect it to keel rod 4.

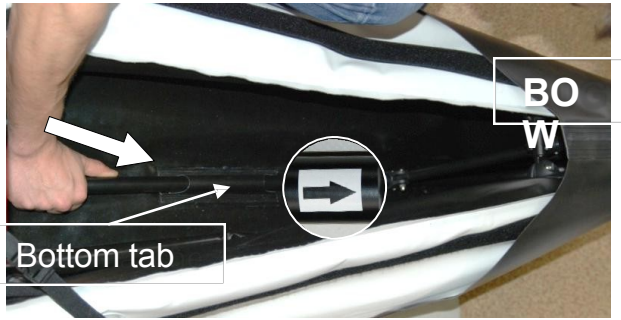


**Bow installation** is the same as the stern installation:

**Insert the second stem as far as possible into the bow.**

Fold the **movable tube** upward and **clip it into the cross tube** attached to the hull.

**CAUTION!**  
The **hose ends** must run to the left and right of the stem tube and must **not be pinched!**



Push **keel rod 1** (*arrow at the very front*) through the **bottom strap** and **connect it to the stem**.

**Push** both as far forward as possible **toward the bow**, making sure they are **centered**



Push **keel rod 2** (*with hemisphere*) through the **floor strap** (*under the front seat*) with the open end and **connect it to keel rod 1**.

*TIP:*  
Check again to make sure all the rods are centered over the keel strip!

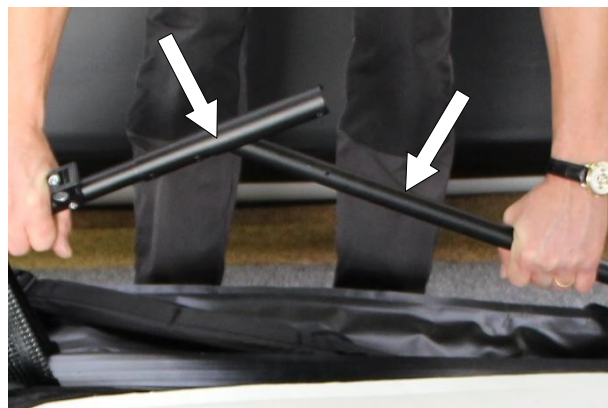


**Remove the cotter pin** from the half-tube.

Carefully **pull** both ends of **keel rods 2 and 3 upward**.

**Keel rod 3** (*with half-tube*) must be at the TOP.

Pull the rods up far enough so that you can **hook** the **ball head** underneath the half-tube.



**Slowly** and evenly **press** both rods downward...



...and **secure** with the **cotter pin**.

**TIP:**

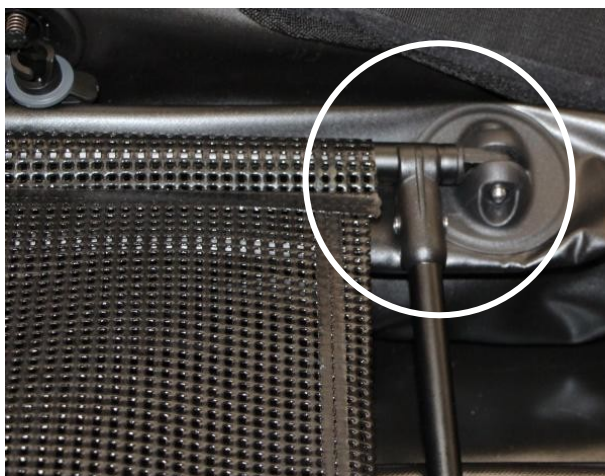
*To make it easier to secure with the cotter pin, make sure the bow and stern don't twist! Either have a second person hold them steady or lean them against something (e.g., a tree).*

## 2) Assembly (frames)



Push the boat hull apart slightly in the middle and insert **frames 3 & 4** (identical – **center seat**):

Place the frame behind the center seat **at an angle** against the counter-hinge on the keel, then straighten it up...



...and **clip it** into the seat rails.



**Repeat the process** with the second frame in front of the center seat.



For the **front seat**, repeat the process with **frame 1 (front seat, front)** (*narrower than frame 5*) and **frame 2 (front seat rear)**.

For the **rear seat**, repeat the process with **frame 5 (rear seat front)** (*wider than frame 1*) and **frame 6 (rear seat, rear)**.

Simply **clip** the open **frames 1 and 5** onto the **keel bar**

### 3) Inflating the air tubes

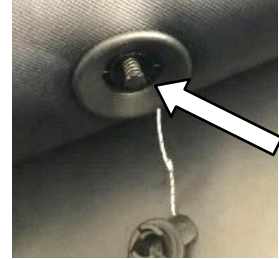
The **repair kit** includes the necessary **adapter** for the inflation valves.

When **inflating** the **4 inner tubes**, make sure the **pin** inside the **valves** (in front of and above the center seat) is **not pushed in!** If necessary, press it in and let it pop out with a quarter turn.

Ideally, inflate one side to about 50%, starting with the upper tube, then the other side to about 50%. Then fully inflate all tubes.

The ideal **operating pressure** is approx. **0.25 bar**.

(To **release air**, **press the pin in** and lock it in place with a quarter-turn. The valve will then remain open.)



#### **IMPORTANT:**

The boat is equipped with **pressure relief valves** (in the stern). These ensure that air escapes should the pressure increase excessively. This is purely a **safety mechanism** that, in extreme cases, releases air before too much pressure builds up. Please do not test this intentionally; instead, adhere to the pressure specifications!



**Your boat is now fully assembled and ready for use.**

#### 4) Installing the canopy

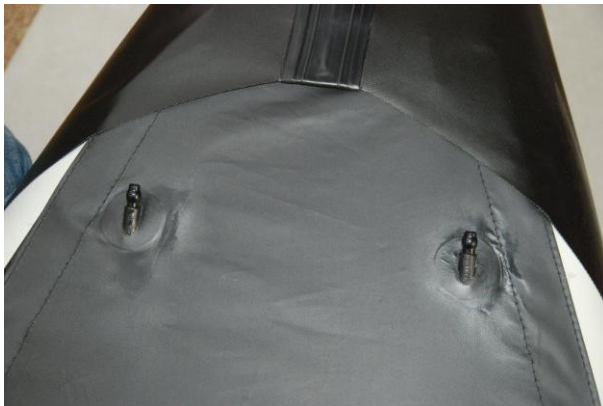


Secure the **optional canopy tightly** from stern to bow using **Velcro**.

*Note **the overlap**.*



Then tuck the **overlaps** at the bow and stern **under** the black covers.



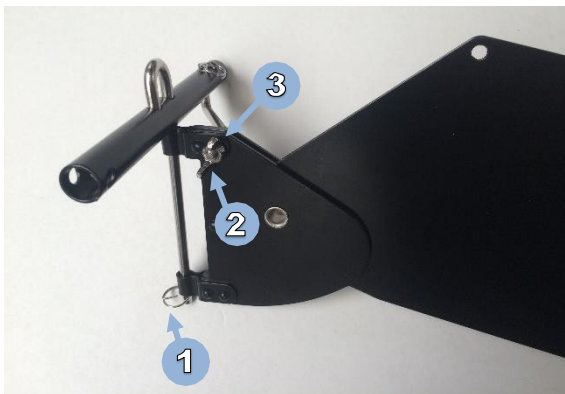
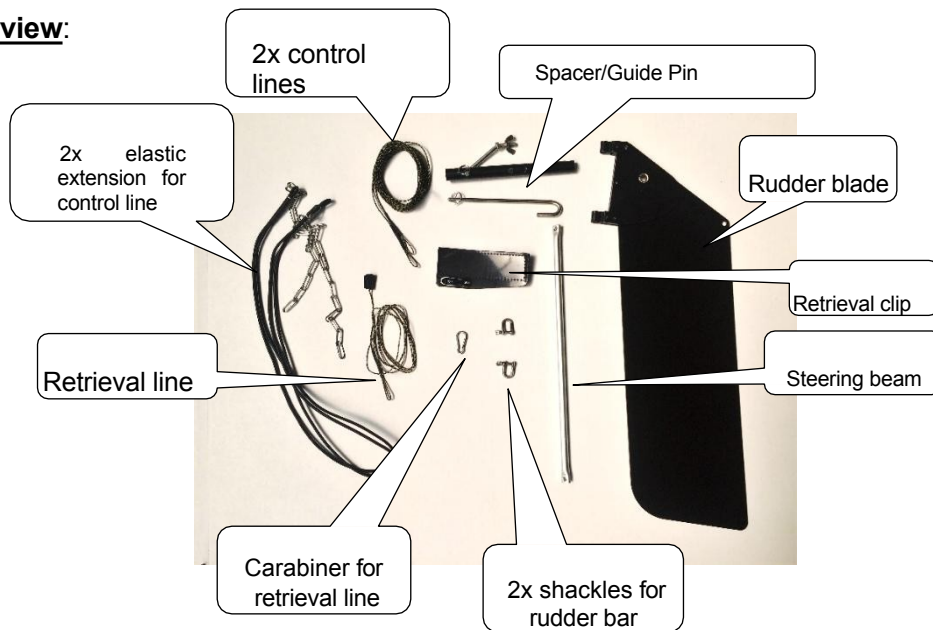
The two openings are the passages for the control cables of the optional steering system.



*Skirts and a cockpit cover are also available as options, for example, to close off the center cockpit.*

## 5) Installation of the steering system

### Parts overview:



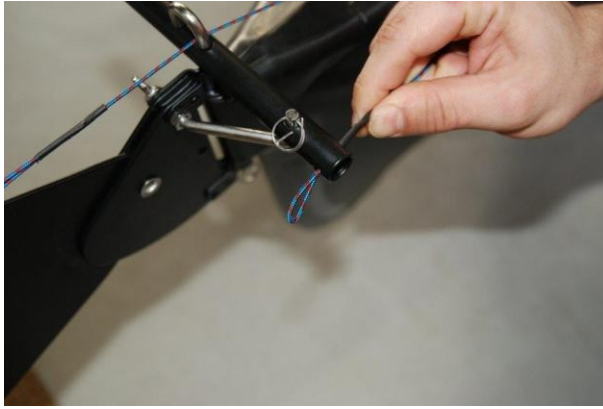
During initial installation, **remove** the **small ring** from the control pin **on the rudder blade (1)** and pull the pin out.

Then **loosen the wing nut (2)** and insert the **spacer through the hole (3)**. Then screw the wing nut back on.



Now place the **control** on the **receiver at the tail** and secure it with the control pin (push it through from above).

**Secure the control pin** at the bottom with the **ring**.

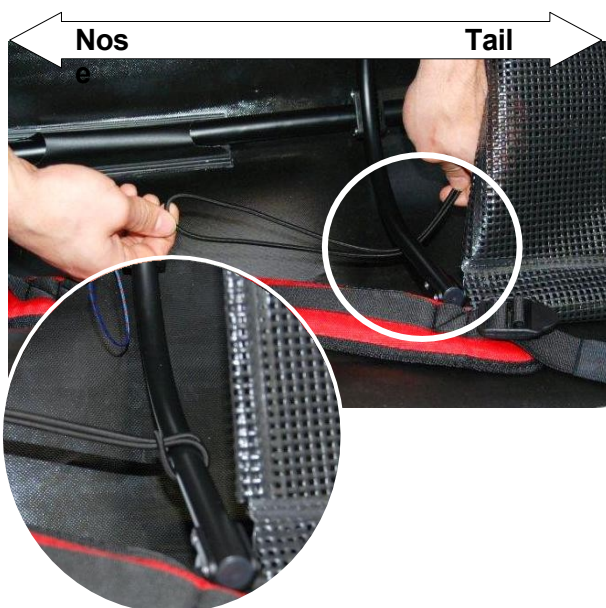


Feed both **steering lines** through the **holes** in the steering system's **crossbar**...



... and **fold the loop over once**.

This causes the control line to lock itself automatically when tension is applied.



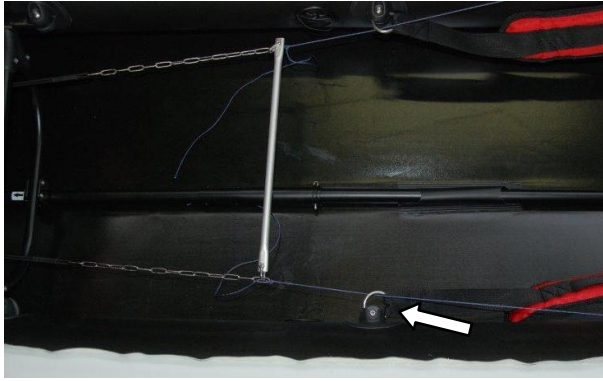
Attach the **elastic extensions** (with chain) to the **front frame of the middle seat**.

Route the **extension under the seat toward the rear**.

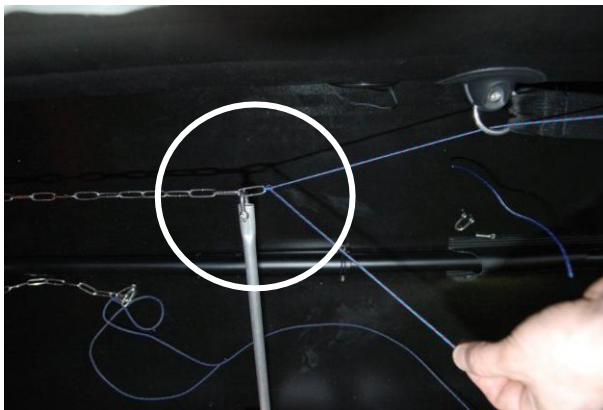
**Repeat the process** with the **second extension** on the other side of the keel at the same frame.



**Thread both steering lines from the rear** through the two **D-rings** (backrest)...



...then guide them **through the D-ring of the leg straps**.



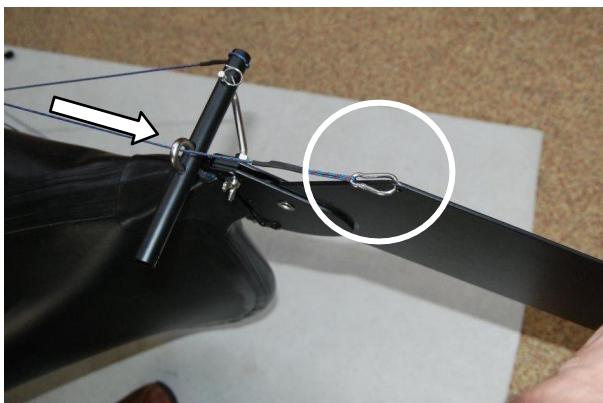
Feed the control line through the **last link of the extension chain** and tie it off there.

**Position the control bar** in the desired position and secure it with both **shackles**.



Feed the **recovery line through the retaining clip**.

**Position the retaining clip** for the control blade on the Velcro strap as desired.



Feed the end of the **retrieval line backward through the eyelet of the retaining pin** and secure it to the control

## 6) Note on using the scubi 3 with two people

If two people are using the scubi 3, you can also **remove the seat cover** from the middle seat. To do this, please open the two front brackets on the middle seat that hold the side seat bars in place. You will need an **Allen wrench** for this. Then you can remove the side seat bars and pull out the seat cover. If you plan to do this frequently, you can also order two cotter pins (similar to the keel connecting cotter pin).

**Important: Be sure to reinstall the side seat rails after removing the seat cover. Also, please leave the two frames installed. Both provide the necessary longitudinal and transverse stiffening.**

## 7) Disassembly

**Completely deflate the tubes (air can also be removed using the included pump). Remove the frames and keel rods.**



**Fold each side** of the skin (lengthwise) **toward the center.**

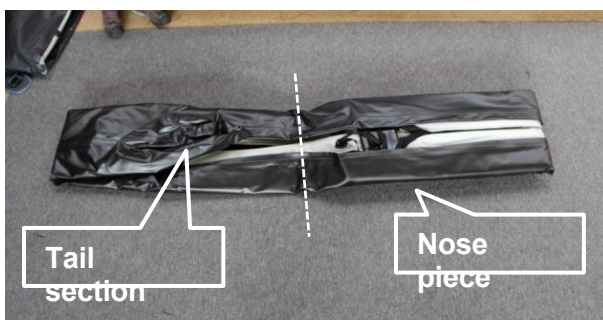
Then fold the **bow section** over once.



**Fold the skin down** in front of the folded bow tip.



**Fold the tail section over** once.



Now **fold the skin in the middle**



## 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 hull.
- 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 **high heat for unnecessarily long periods** and/or deflate it slightly if necessary.
- 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). **Clean thoroughly with fresh water** after use.
- The **boat's 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 **completely dry!**
- When **storing the kayak in its assembled state**, avoid point contact wherever possible. **Check the frame joints** 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 during your trip **without** any additional **tools** and, in most cases, will last well beyond the duration of your 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** with **original hull 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 **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 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 added** to areas subject to heavy wear (additional keel strips or partial reinforcements). Please note that handling characteristics may change

If you have any further questions regarding repairs, please contact your dealer or the manufacturer directly: [kontakt@faltboot.de](mailto: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**