Assembly Instructions for the Triton Advanced Canoe
Folding Canoe

TRITON
advanced

QR code for assembly video:

Assembly Instructions for the Triton Advanced Canoe

Dear Customer,

You have purchased a ***Triton Advanced Canoe***—a high-performance folding canoe with exceptionally high stability and hull rigidity. The Advanced series has been among the best-selling folding kayaks in Europe for several years.

Please take plenty of time for the initial assembly so that you can familiarize yourself with its unique features. **It is absolutely essential that you follow the steps in the assembly instructions exactly**—otherwise, you will make the process unnecessarily difficult. Assembling the ***Triton Advanced Canoe*** is among the simplest in its class, and with a little practice, you'll be able to set it up without much hassle in about 20 minutes. Always remember that no one is born a master, and the assembly system for every folding boat must first be learned.

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 importer—
(phone number 0731/4007675; email:kontakt@out-trade.de).

Please also note the care and accessory instructions at the end of this manual. We hope you enjoy your new Canadian canoe!

Assembly Overview:

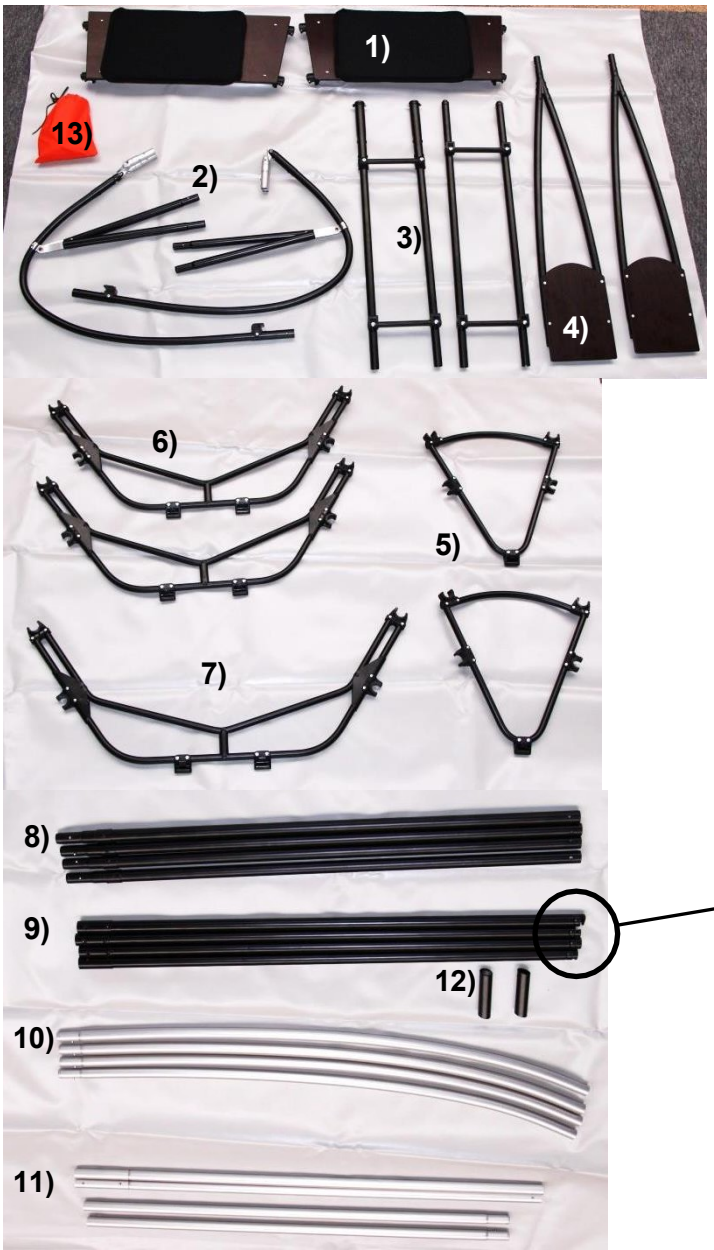
1. Bow Assembly:
   Attach **1x keel fork** and **1x keel ladder** to one of the stem elements
   Attach **2x thwarts without locks**, attach **2x thwarts with locks**
2. Stern Assembly:
   Attach **1x keel fork** and **1x keel ladder** to one of the stem elements.
   Attach **2x keel struts without locks**, then attach **2x keel struts with locks**
3. Insert the bow and stern into the hull, **secure the keel,** and close the thwarts
4. Assemble and install **the gunwale**
5. Install **the frames** and insert **the seats**
6. Inflate **the air tubes**

This brief description is intended to give you an overview of the basic assembly system.

Please be sure to follow the detailed assembly instructions below the first few times and read them carefully before you begin:

1. Contents

First, please remove <u>all</u> parts from the pack sack and lay them out. It is best to sort the parts according to the contents list.



1) **2x Seat** *(narrow = rear)*

2) **2x stern element**
(bow and stern = identical)

3) **2x keel ladders:**
1x with riveted half-tube 1x with hemispherical end

4) **2x keel fork** *(identical)*

5) **Frame #1 and #5** *(identical)*

6) **Frame #2 and #4** *(identical)*

7) **Frame #3** *(the widest frame)*

8) **4x Sente without lock**
(black, with riveted ring)

9) **4x Sente with lock**
(black):

10) **4x curved coaming rail**
(aluminum-colored)

11) **4x straight coaming rail**,
(aluminum-colored, two of them with extensions):

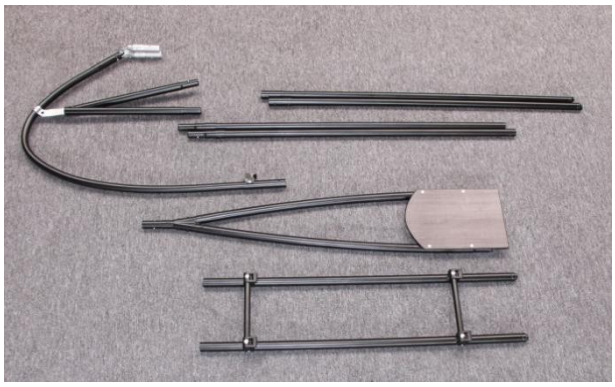
12) **2x sliding sleeves**

13) **Repair kit**

14) **Packing bag** and hip belt *(not shown)*

2. Bow Assembly

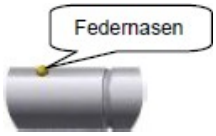
GENERAL: Many parts of ***the Triton Advanced Canoe*** are “interchangeable” because the boat is symmetrical. Parts such as the bow and stern sections, keel forks, and even the keel ladders can be installed on both the bow and the stern. The thwarts, with or without locks, can also be used on both sides (in the correct position!). The coaming tubes are also largely identical. All of this makes assembly very simple and straightforward.

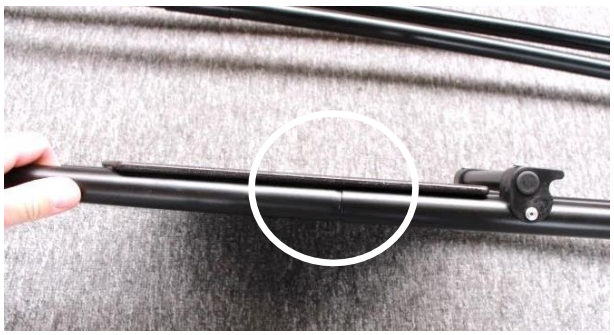


You will need:

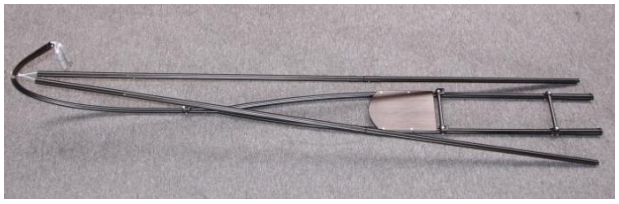
1x stem element *(both identical)* **1x keel fork** *(both identical)*
1x keel ladder *(either one; the one with the hemispherical end is shown on the left in the illustration)* **2x cleats** without **a lock**
2x keel rails with **locks**

First, please attach the keel fork to the stem element. The connection snaps into place using spring tabs.





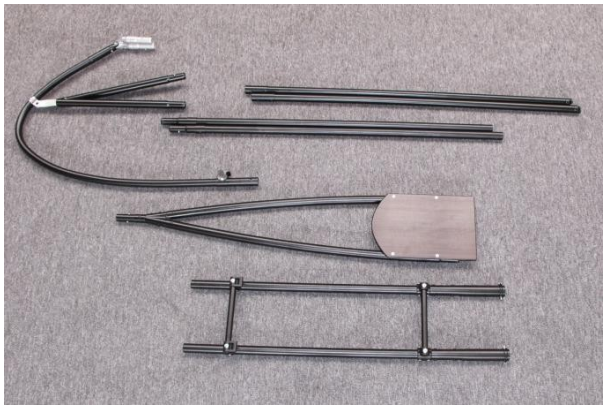
Then slide the keel ladder onto the end of the keel fork.
Please make sure that the keel ladder is fully slid onto the keel fork.



Then attach **one line without a lock** to each of the black receivers on the stern element, **followed** by **one line with a lock to each**.

(This results in the image shown here.)

3. Stern Assembly



(You will need the same parts as for the bow, but please use the remaining keel ladder here.)

1x stern element
1x keel fork
1x keel ladder *(here with a riveted half-tube)*
2x Sente without **lock**
2x Sente with **lock**

Please assemble these parts in the same way as for the bow section.

4. Inserting into the hull and tensioning

Please first lay the hull flat. Then take the **bow section** and slide it into the hull.

Please make sure to push the frame straight and **as far as possible into the boat hull**. The best way to do this is to step into the boat hull and push the frame forward into the hull. Then check that the frame is **centered and straight** at the bow.

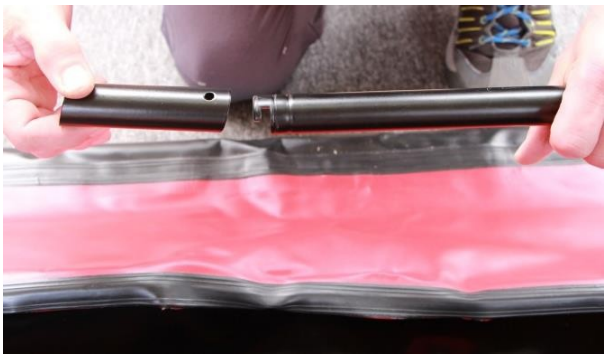
Proceed in the same manner with the stern section.

Then please remove the two **retaining pins** located on the riveted half-tube of the **keel ladder**.

Then lift the two keel ladders upward. Do this so that the **riveted half-tube** is positioned **above** the keel ladder with **the hemispherical end**.
Then hook the spherical end under the half-tube and slowly press the whole assembly downward.

This will “press” the frame into the boat’s hull.

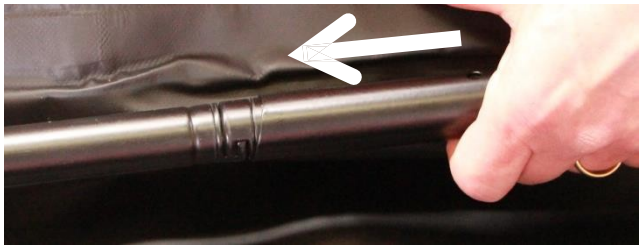
Finally, secure the keel ladders by reinserting the two **retaining pins**.



Now connect the two **lock-type thimbles** on each side to one another.

To do this, first slide the **sliding sleeve** onto the line.

	Then lift the two lock-equipped lines on one side so that the lines no longer protrude.
	**Important**: Align the movable locks **precisely** with each other
	Then hold the locks in place with your thumb to ensure that the latch or lock cannot slip when you press down. Then press both latches down again—so that the two latches form a straight line.
	When aligned, the two locks can easily engage with each other.



Then slide the sliding sleeve over them. Repeat the process on the other side.

(Connecting the pins is a process that takes some practice. Above all, it is important to align the "locks" precisely with each other to prevent them from jamming. This connection technique contributes significantly to the boat's overall rigidity. On the one hand,
you "press" the protrusion that the two senten with locks at the bow and stern have "into the length of the boat," and second, this connection is stable under both tension and compression.
A huge advantage on the water!)

5. Inserting the gunwale

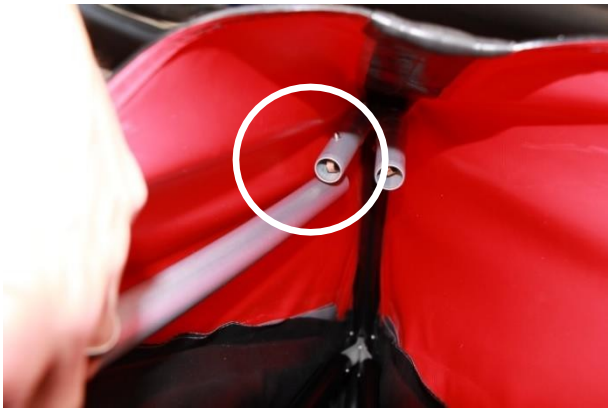
The coaming consists of four rods on each side and is aluminum-colored for easier identification. The coaming is inserted from one side*, either* all at *once or piece by piece, whichever you prefer*.

The coaming consists on each side of two (identical) curved rods and two straight rods, one of which has a small extension sleeve clipped onto it.

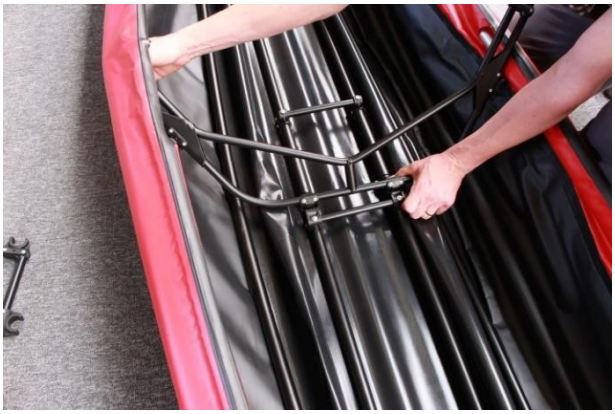
<u>One thing is absolutely essential:</u> Please position the **straight rod with the extension sleeve in the same spot** on **both sides,** and the sleeve must **always** be attached **to one of the straight rods**.

So please take two curved and two straight rods. One of the straight rods has the extension sleeve. All are aluminum-colored.

	Please assemble the rods as follows: Curved rod – straight rod with extension sleeve – straight rod – curved rod. Then insert the coaming edge completely into the coaming channel from one side. *If you prefer, you can of course do this segment by segment, making sure to follow the correct order (see above).*
	Please push the coaming as far as possible through the channel to the other end of the hull. Then you can also press the end you are holding into the hull. The coaming is then on both sides “under” the hull at the bow and stern.
	Then slide one end of the coaming onto one of the two aluminum-colored holders that are securely attached to the bow or stern panel.
	Let the spring tab snap into place. Please wait **before connecting** the other end. First, thread the coaming on the other side and attach it to the corresponding holder as well. Proceed in the same way as before.

	On the opposite side, you can see that there is now a small overhang (coaming / transom).
	The support is movable, and if you stand parallel to the boat and pull the coaming slightly backward/outward, you'll gain some space. This is necessary and applies the required initial tension to the coaming.
 	After you have pulled or pushed the coaming back/outward, it can be threaded onto the receiver. Secure the connection here as well using the spring tab. Please now proceed in the same manner with the coaming on the other side.

6. Installation of the Frames and Seats

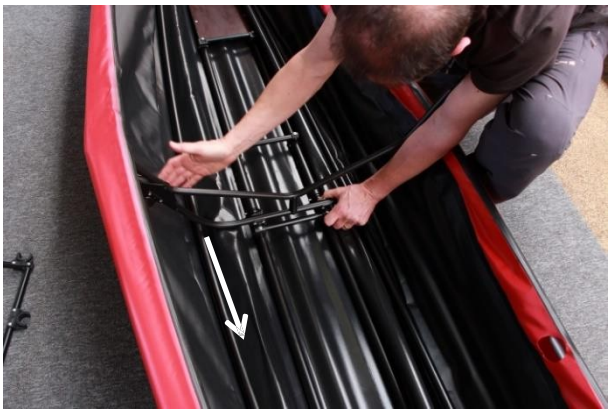


The ***Triton Advanced Canoe*** has 5 frames. The middle one is the widest (frame #3). Frames #2 and #4 are located next to the middle frame and are identical. The two outer frames, #1 and #5, are also identical.

It is best to **start** with the **widest** one, the **center frame #3**.

The frames are all installed using the same method:

First, position the frame at an angle so that the clip on the frame can be slid diagonally onto the “counter-clip” on the keel ladder.

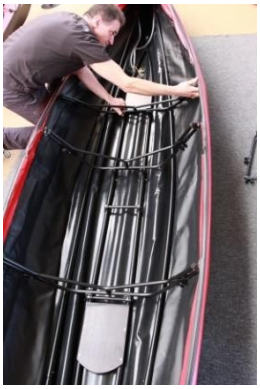
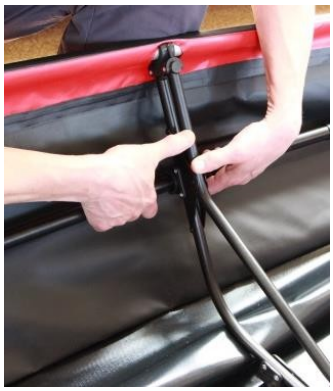


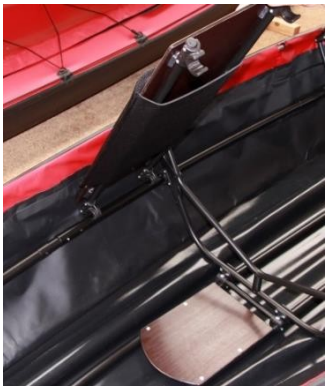
Then slowly and carefully slide the frame into a straight position.

(**Note**: If necessary, press the skin slightly to the side so that the frame does not put unnecessary strain on it)

Once the frame is fully seated on the two brackets on the keel, it is securely attached to the keel ladder.

*(**Note**: Of course, you can also start with the smaller frames and work your way toward the center. Try out what you prefer.)*

	Then clip the frame into the coaming on both sides.
 	Proceed in the same way with the remaining frames. Then clip the side struts into the side clips on the frames.
	Now install the seats. The first time, please carefully pull the seat upholstery into place. Both seats are identical in construction. **Important**: The seats must always be installed **before inflating the air tubes**!
	Please place the **narrower seat** in the **stern**; the bow seat is wider. Viewed from the front, the **bow seat** is positioned directly **in front of the second frame**, and the **stern seat** is positioned directly **in front of the fifth** frame.



Then position the bow seat on one side and clip it onto the side struts directly in front of frame #2.

(left in the illustration)

Then clip the seat onto the frame on the other side as well.

Proceed in the same way with the second seat for the rear. This seat is positioned directly in front of the fifth frame.

Now please inflate the side air tubes. **Be sure not to put too much pressure in the tubes**.

It's best to inflate the **tubes by mouth**. You'll notice when it becomes harder to blow more air into them. That's usually exactly the right pressure.

Using a pump can lead to putting too much pressure in the tubes. The permissible operating pressure in the tubes is **0.1 to a maximum of 0.15 bar**.

The inflation tubes are then connected to each other using the small **connecting tube** (you may find the connecting tube packaged separately in your shipment or in the repair kit).
This connection allows for pressure equalization, which ensures that the hull remains symmetrical underwater at all times.

Your boat is now fully assembled—we hope you enjoy it on the water!

Please also note the instructions for disassembly and the available accessories.

7. Instructions for disassembly

Dismantling is essentially the same as installation, but in reverse order.
The coaming must be **removed before** the boat is taken out of the water. Therefore, please follow this sequence:

- Always let **the air out of the hoses first**
- Remove the **seats**
- Remove the **frames**
- Remove the **coaming**
- Then the **remaining rigging**

8. Folding the fabric

When folding the skin, please lay it flat, then fold it lengthwise so that the color of the upper deck is no longer visible (fold it in slightly):

Then fold the top *(the left side in the picture below)* back by the length of the stuff sack:

Then fold in from the other side again by about the length of the stuff sack:

Then fold the two sides together. Done.

9. Care, Safety, Storage, and Additional Notes:

<u>Brackish water/saltwater</u>:
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 clean the aluminum frame of saltwater.

To protect the frame from corrosion, it is essential to treat it with **CorroFilm** (an anti-corrosion agent) **before using it in saltwater**. Ask your dealer about this.

IMPORTANT: If you plan to store the boat in its assembled state for an extended period, be sure to deflate the side tubes! A folding boat should always be set up and taken down several times during the season.

Make sure the boat's fabric and frame are dry when packing it up—and especially when storing it. Clean the boat and frame regularly.

Always wear **a life jacket** when you are on the water with your boat! Be on the lookout for sudden changes in weather!

Repairs and Reinforcements

The PVC hull can be easily repaired in the event of an abrasion, small tear, or hole using the included repair kit.

- To do this, cut a strip of PVC material from the included repair kit.
- Make sure it extends well beyond the damaged area.
- Round off the corners of the patch with scissors or a similar tool.
- Clean the strip and the area to be patched. Both must be free of grease.
- It's best to roughen the area with fine-grit sandpaper.
- Apply a thin layer of adhesive to both surfaces.
- Wait a moment until the adhesive has dried slightly, then press the patch firmly onto the area to be repaired. Ideally, gently heat the patch again (e.g., with a heat gun).

The canoe can be used again shortly after the repair. However, the adhesive and protective properties improve within a few hours once the adhesive has completely dried. The air tube can be repaired and patched in the same way as described above. Please ensure the surface is clean and free of grease.

If you can perform the repair at home: Let the adhesive dry for an hour, place the patch on the spot, and carefully heat both with a (craftsman's) heat gun. Then press the patch firmly onto the boat's hull.

The ***Triton Advanced Canoe*** is equipped with keel strips. You can still apply additional reinforcements to heavily stressed areas. Depending on the type of use, we recommend In some cases, additional keel strips or partial reinforcements of the hull may be required. If needed, ask your local specialty retailer about these options.

The following accessories for the **Triton Advanced Canoe** are available at specialty retailers:

Canoe cover:
Equip your ***Triton Advanced Canoe*** with a canopy to make it even more versatile. It protects against splashes, cold, and dirt. The canopy always has three cockpit openings. If, for example, the middle one is not needed, a hatch cover is available for it.

Floor mat:
This is placed under the frame and acts as an additional buffer between the hull and the frame. It is highly recommended, especially when paddling in rougher waters, to protect the hull. Furthermore, the mat serves as an additional buoyancy aid

Seats for kneeling paddling:
There are seats specifically designed for paddling in a kneeling position.

Center seat:
If you'd like to bring along another person or prefer to paddle the canoe from the center seat, a wider center seat is available.

TRITON
advanced

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