

**Assembly Instructions for the Triton Ladoga 2 Advanced
Touring/Sea Kayak**



QR code for assembly video:



Assembly Instructions for Triton Ladoga 2 Advanced

Dear Customer,

You have purchased a ***Triton Ladoga 2 Advanced***—a high-performance sea kayak with exceptionally **high stability and hull rigidity**. This is due, on the one hand, to the high **structural strength** of the frame, and on the other hand, to the fact that the kayak skin is cut to fit the frame with extremely high **precision**.

As a result, the first few setups require more effort, as the frame and skin still need to adjust to each other (the skin stretches minimally during and after the first few setups).

Assembly becomes easier with each subsequent attempt.

Please allow **sufficient time for the initial setup**, even if this requires some discipline. Please read the instructions carefully first and then begin the setup 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: 0731 – 4007675, Email: kontakt@faltboot.de)

Please also note the **care instructions at the end of the manual**. Special care is required, especially if you are planning extended trips in **saltwater!**

We hope you enjoy your new kayak!

NOTE

For better visualization, the silver frame is still shown in some of the detailed images below.

1) Package Contents

Please first remove all parts from the pack sack and lay them out. It is best to sort the parts according to the contents list.

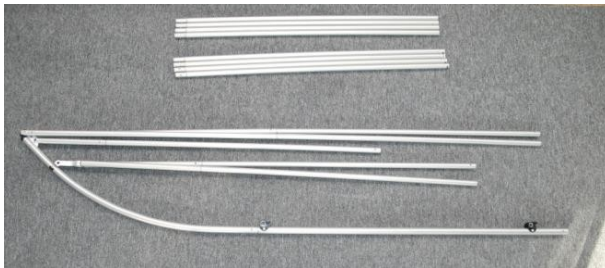


- 1) 4x Sente female
4x Sente male
- 2) 13x Sente
- 3) 4x sliding sleeves, small
- 4) Keel ladder with riveted half-pipe
- 5) Keel bar (with 2 clips)
- 6) Keel fork (one open end, one hemispherical end)
- 7) 2x curved coaming tubes (wider diameter)
- 8) 4x straight coaming tubes (2x with D-ring; wider diameter)
- 9) 2x sliding sleeves, large
- 10) 2x ridge pole (identical)
10 a) Deck rod (later supports the raised canopy between the cockpits)
- 11) Bow section
- 12) Stern section
- 13) Half-frames for in front of the seat (upper, flatter = aft seat, lower = bow seat)
- 14) 2x seat and 2x backrest
- 15) 6x frames (#1 - #6)
- 16) Hull
- 17) Canopy
- 18) Cover for cargo hatch
- 19) Steering system
- 20) Repair kit
- 21) Packing backpack and hip belt (not shown)

2) Bow assembly



1x bow section 9x Sente
4x female Sente
1x keel tube (with 2 clips)
1x keel fork with hemispherical end 1x ridge pole
1x Frame #1
1x Frame #2 with steel hook on top



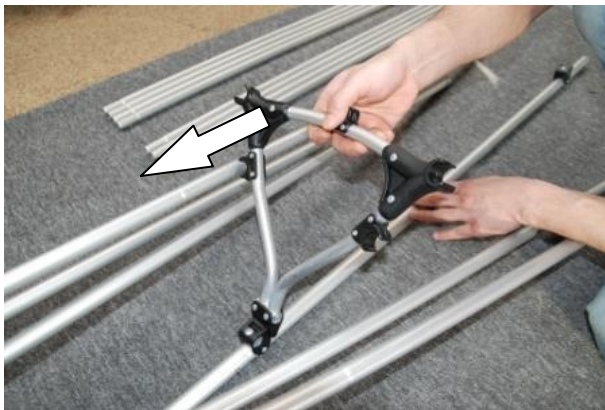
First, attach a strut to each of the 5 mounts on the bow section
The pins snap into place via the spring tabs on the mounts.
Also attach the keel tube to the bow section.

The result is shown in the adjacent image.



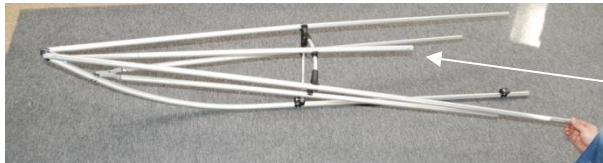
Then take frame #1. All frames are installed using the same method:

Position the frame at an angle. Make sure that the open side of the receiver on the frame points toward the receiver on the keel:



Then slowly slide the frame onto the receiver while simultaneously standing it upright.

This locks the frame in place and secures it to the receiver.

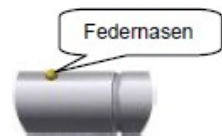


Then clip the battens into the C-clips on the frame. Similarly, clip the center batten onto the top clip on Frame #1. This serves as an extension of the ridge pole.

Now please attach one male connector to each of the side connectors (4 in total), and then attach one female connector to each of those (again, 4 in total).

Please attach the keel fork with the hemispherical end to the keel tube so that the clips are facing upward.

Please make sure that all the spring tabs are facing the inside of the kayak.



Please then take frame #2 and a ridge pole.

Please hook the frame onto the ridge pole. To do this, position the frame at an angle with the hooks facing forward and thread them into the two openings on the ridge pole, see the illustrations on the left

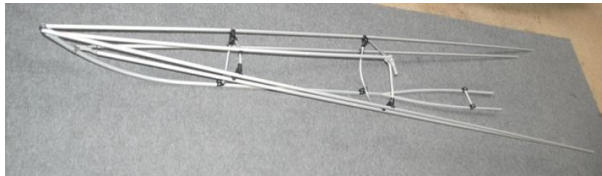


Now, simultaneously place frame #2 (the wider of the two frames with steel hooks at the top) onto the keel tube and insert the ridge pole into the extension strut.

To do this, please release the extension rail from the clip on the frame and then clip it back in.



The installation of frame #2 and the insertion of the ridge pole into the extension strut must be done simultaneously.



The bow section is now fully assembled, as shown in the adjacent image.

3) Assembling the Stern

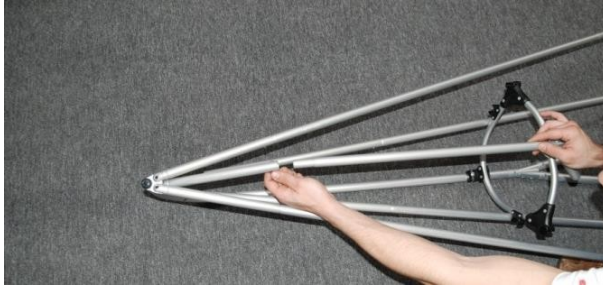


You will need:

- Stern section 4
- x slats
- 4 x male slats
- 1 x keel fork with open end
- 1 x keel ladder with riveted half-tube
- 1 x Frame #6 (the smaller of the two frames with steel hooks)
- 1 x ridge pole

First, reattach a sante to each of the four side mounts on the stern section, then a male sante to each.

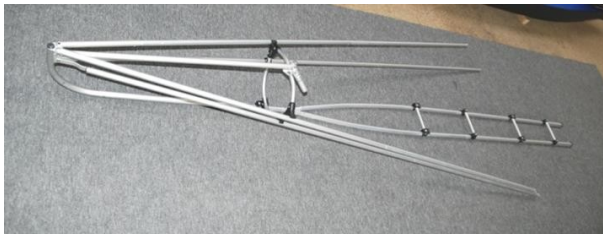
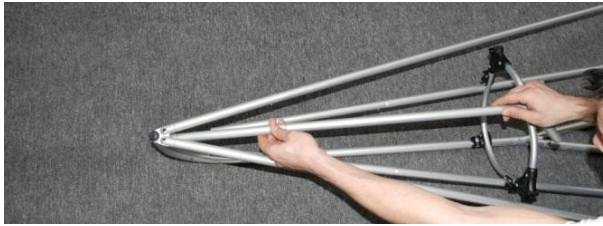
Please also attach the keel fork with the open end to the keel of the stern section. Next, attach the keel ladder to the keel fork.



Frame #6 is installed similarly to Frame #2. That is, it is first threaded onto the remaining ridge rod and then, while sliding it onto the receiver on the keel, inserted into the receiver tube on the stern section.

Then clip the struts into frame #6.

Please make sure that all the spring tabs are facing the inside of the kayak!



The result is shown in the adjacent image, and the stern section is now fully assembled.

4) Tensioning the frame in the hull / Installing seats



Spread out the boat skin. Open the loading hatch at the bow and open the roll-up closure. Then insert the bow section into the boat skin. Make sure to position the frame centrally.



Then slide the frame **flat** into the bow. The best way to do this is to kneel inside the boat and hold the frame by the struts.



Use the ridge pole and the deck reinforcement strip as guides to ensure the frame is inserted straight and centered. Looking through the cargo hatch can also help.

Then push it firmly into the bow as far as you can. Make sure that the two mounts on the ridge pole point toward the center of the kayak (this is where the coaming will be threaded on later).



Proceed in the same way with the stern. Here, too, insert the frame **flat** and as far as possible. Make sure to place the inflation tubes for the side air tubes between the struts.



Now the bow and stern are braced together. To do this, please first remove the two cotter pins from the keel ladder. Then please proceed exactly as described **and read through the section first** before you get to work:

The bow keel fork, with its hemispherical end, is received by the stern keel ladder with its riveted half-tubes.



This means you pull the bow and stern upward (“stern over bow”), hook the keel fork under the keel ladder, and then carefully press the whole assembly downward.

IMPORTANT: Remove the senten **from the skin** before proceeding. This relieves pressure on the keel and prevents any blockages.

You can pull the bow and stern upward without obstruction; the hull may crease, but no rigging will get stuck inside the hull. You can see this very clearly in the two adjacent pictures.



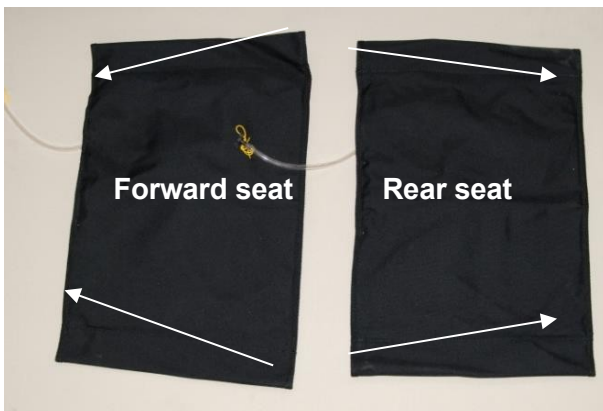
After hooking the keel fork into the keel ladder, slowly press both down. **Then reinsert the thimbles into the boat's skin**, as shown in the left image.



Especially the first time, this creates a lot of tension. This is normal and will ease up a bit after a few setups.



Then reinsert the two cotter pins through the holes and loop the rubber band over them at the top.



Threading the seats

Assigning the seats – front and rear seats:

The inflation tube used to inflate the seat cushion always points forward, i.e., toward the bow.

The front seat is narrower at the front than at the back—the rear seat is (slightly) wider at the front than at the back. This is illustrated by the arrows on the left. Each seat follows the shape of the boat (narrow to wide at the front; wide to narrow at the back).



Take the front seat and thread it onto the lower stanchions (the ones closest to the keel) and simply slide it far toward the bow.

It will be easier if you push the two lower thwart's slightly into the interior of the boat.

Proceed in the same way with the stern seat, threading it toward the stern and pushing it backward.

The result is shown in the adjacent image (the inflation hoses always point toward the bow)



5) Connecting the stanchions



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



Pull (or push) the straps **upward** (or into the interior of the boat).



Align the two pins **so they are** in a **straight line**.



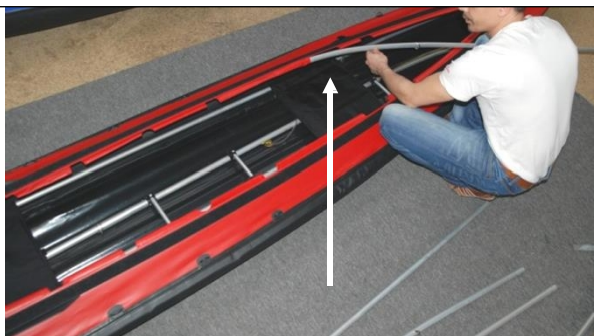
Slide the sliding sleeve over the joint so that it is **centered**.

Repeat the process with the remaining stanchions.

6) Installing the gunwale



For the coaming, you will need 2 bent coaming tubes (each with a D-ring) and 4 straight coaming tubes (2 of which have D-rings)



Connect one of the curved tubes to one of the straight tubes **with** a D-ring.

Then insert these two into the coaming channel with the curved one leading the way—specifically at the point with the largest recess in the rear third, see image on the left.



Then push the first half of the coaming through the channel all the way to the front. Especially during the initial setup, you must ensure that the tube runs through the channel.

You can make this easier by bringing the coaming frame **down and back** into the boat, see arrows on the left. This creates a straight line and prevents it from “getting stuck”

. This makes it much easier to push the frame into the channel!



Then connect the coaming tube to the receiver in the bow by sliding it onto it. Here, you can pull the movable receiver slightly toward you so that a straight line is formed, making it easier to thread the coaming tube.



Proceed in the same way on the other side.

NOTE: You can also insert the two coaming tubes—which are each pushed in toward the bow on one side—separately—that is, before they are connected to each other. First insert the curved tube, then the straight tube, and finally connect them inside the channel. If that works better for you, just do it that way!



Then slide the remaining two coaming tubes without D-rings into the channel toward the stern and connect them to the movable fittings in the stern



Next, take one of the two larger sliding sleeves and slide it onto the coaming tube.



Align both locks precisely with each other. Then press the tubes slightly downward or upward—whichever helps you make the connection better. Let the locks snap into place and the tubes return to their original position.



Then place the two locks on top of **each other**. They must **be precisely aligned** so they don't get stuck. Perform the entire process as slowly as possible, especially the first few times, and without rushing.



Important: Here, too, it is crucial that you **align the pipes in a straight line** and then slide the sliding sleeve over the locks. You can also pull the two pipes slightly toward you if you prefer to do this from the other side; see the image on the left.



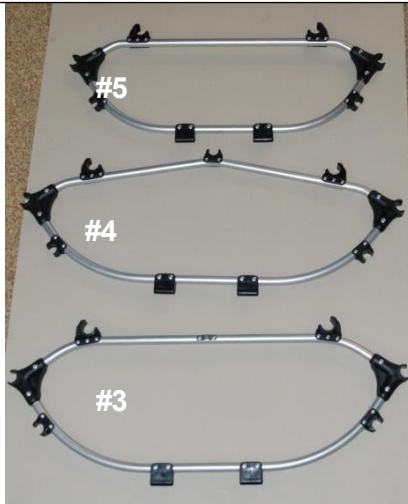
NOTE:

Some customers reverse the order of the thwarts and gunwale. That is, they connect the bow and stern in the hull and **do not** connect the thwarts **yet, but first thread the gunwale in (without connecting it)**. Then the thwarts are connected, and only **then** the gunwale.



Feel free to try this variation. If you find it more convenient, go ahead and use this method.

7) Installation of the cockpit frames and final installation of the hanging seats



Please also follow the exact order for this step!

You can see frame #3 at the bottom left with a steel bracket at the top

In the center, you'll see frame #4 with a clip at the top (for the deck first rod to be installed later)

And at the very top, frame #5—it's the flattest and will later be positioned behind the rear seat



Push the front seat all the way forward into the bow area. Then take frame #3 and position it at an angle as usual.

Provide a little support by “pulling” the frame toward the mounts with your other hand, see image on the left.



Slowly straighten the frame. Please make sure that the frame does not get caught on the coaming channel while you are straightening it.



Then clip the lines into the line holders on the frame. The best method is to reach over the clip on the frame with your thumbs from the opposite side and then use your hand to push the line upward into the clip, see image on the left.

Please **do not** clip the coaming edge in **yet**

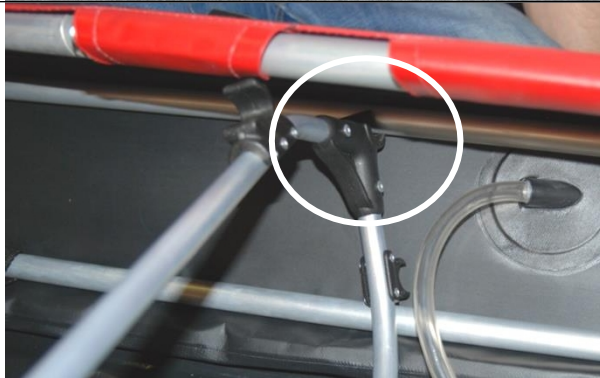


Now pull the front seat back slightly toward frame #3 (leave about 8 cm of space—you'll have to figure out the ideal position for yourself).



Please slide the rear seat forward toward the center. Ideally, slide it until it is just before the sliding sleeves.

Next, take frame #5 and install it.



You can try to guide the top two side clips into the sockets as soon as you position the frame. This will save you from having to push the sockets up into the clips later.

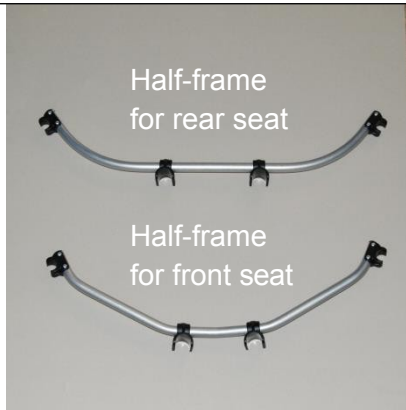
Then pull the seat back toward frame #5 (leaving about 8 cm).

Then install **frame #4** in the same manner as the previous ones.

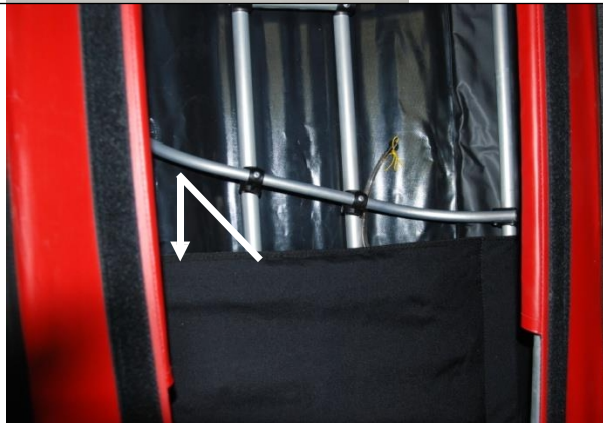


Then press the coaming edge into the top, large C-clips on the frames.





Now take the two half-frames. These serve to support the seat and ensure that the paddler's weight does not press down on the thwarts. The flatter half-frame belongs to the rear seat, the deeper one to the front seat.



The half-frames are inserted crosswise and then pushed into position!

Clip one side of the strap into the lower strap just before the seat. Attach the other side diagonally further forward on the opposite strap.

Then slide the half-strap into position.

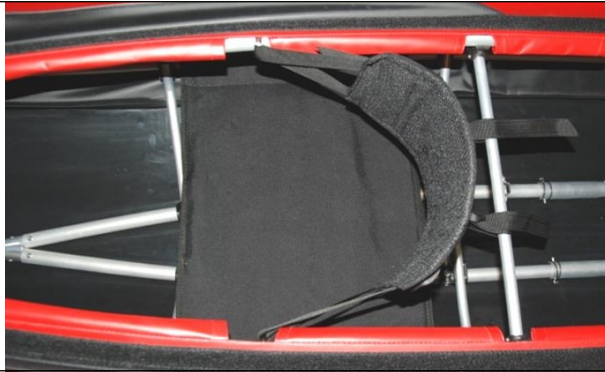


The half-frames are positioned directly in front of the seats.



Next, please install the backrests. Thread the upper tension strap through the D-ring on the coaming.

Adjust to the desired position.



The lower tension straps are each attached to the frame behind the seat.



Now please inflate the side air tubes. These are then connected to each other using the connecting tube. This creates pressure equalization, which ensures a consistently symmetrical underwater hull.

8) Deck rigging / canopy / steering system



The repair kit includes the deck rigging and other accessories for the steering system.

For installation of the steering system, please refer to the last pages of the manual!



There are several ways to install the deck lines. One suggestion is to form a loop, thread it through the center D-ring, and then thread both ends of the line back through the loop, as shown in the pictures on the left. However, you can also thread the lines however you prefer.





Cover for the loading hatch:

Caution: The tension is very high at first! Pull the cover for the cargo hatch open once and leave it on the hatch for a while. This allows the rubber to stretch slightly, making it easier in the future. Some tension is normal to ensure the cover stays in place.

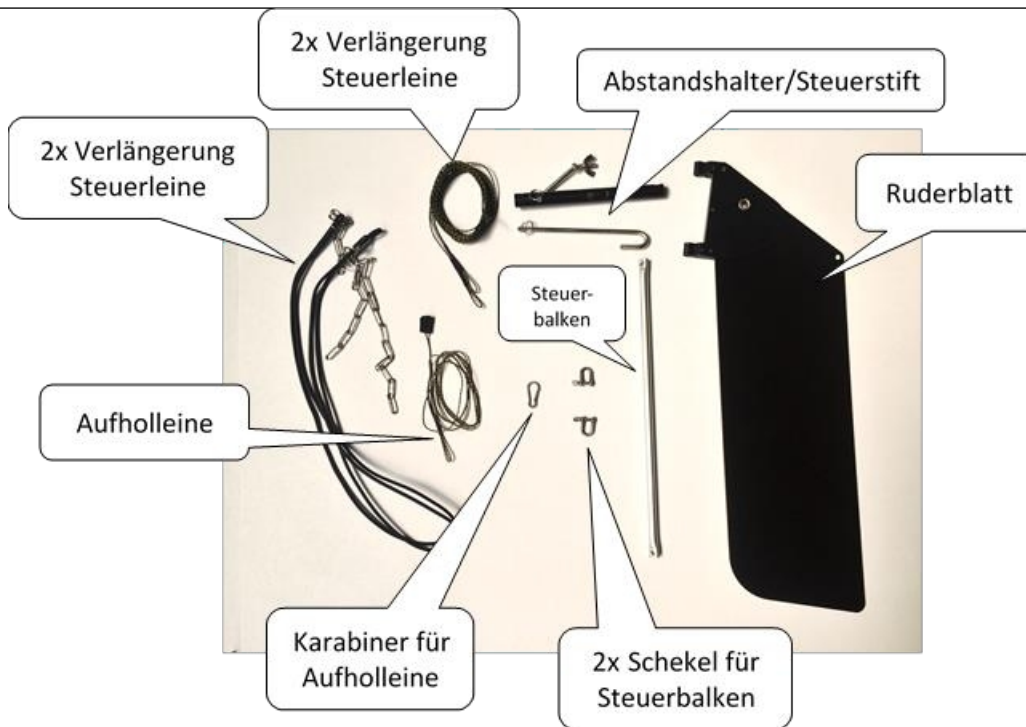
During the initial setup, please secure the hatch cover to the deck lines at the bow. It can simply remain that way in the future. This prevents you from losing the hatch cover.

Place the hatch cover “face down,” thread a strap under the deck lines, and then thread the entire hatch cover through once.

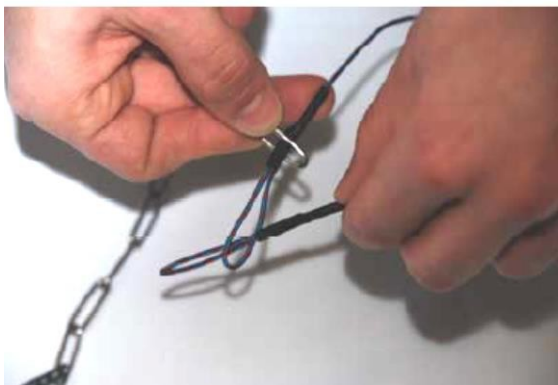
This securely attaches the hatch cover to the lines, ensuring it always stays safely on the boat.

Now pull up the canopy (you can, of course, paddle the Ladoga 2 Advanced in “open” mode under suitable conditions). If you use the canopy, please insert the deck rod (10a in the overview) between the cockpits for support.

8) Steering System



First, take the steering line and the extension for the steering line and thread one end through the last chain link



Then thread the other end through the loop you just passed through the chain and pull the entire control line through. This connects the control lines to the extension (chain).

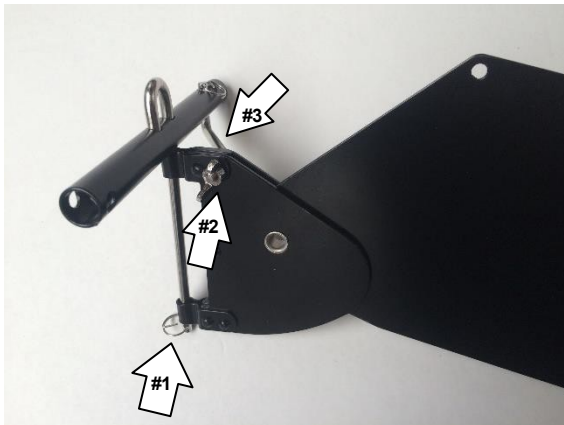


Then guide the loop around frame 2 using the same principle (“push through and thread”)

ATTENTION:
THE PICTURES HERE SHOW THE INSTALLATION ON THE VUOKSA 2!



Then carefully feed each control line over the frames at the rear through the control line guides (outlet hoses).



During the initial installation, take the rudder blade in hand, **remove the small ring #1** from the control pin, and pull the pin out.

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

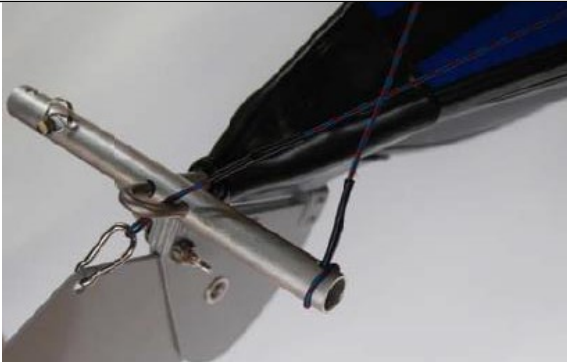


Then take the control line and attach the small carabiner to the end.
Now place the rudder on the mount at the stern and secure it with the control pin.

Make sure the retrieval line runs through the control pin.



Then thread the ends of the control line through the hole in the crossbar...



...and wrap the end around the crossbar once.



Then position the control bar in the desired location by threading the shackles through the desired chain link and the pin through the hole in the control bar.

The control bar will then "float" in the cockpit due to the tension.

Your boat is now fully assembled—we hope you have a great time on the water!



Note on the multifunctional mount:

Your kayak comes factory-equipped with a multifunctional mount installed on the bow. This allows you to use the “nortik kayak sail.” This is an extremely effective and lightweight (< 1 kg) sail system for your kayak.

Notes on disassembly

- Disassembly is essentially the assembly process in reverse order.
- Please open the cargo hatches and fold them outward so that the rigging cannot get caught on them.
- If it is a bit difficult at first to pull the frame out of the hull at the bow, you can **reach through the hatch, flip the first frame backward (in the opposite direction from how you inserted it), and thereby tension significantly.** Once the first frame is “folded back,” the tension in the bow is reduced enough that you can easily pull the frame out.
- Alternatively, tap the lower front section 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 back, you loosen the frame slightly from the skin, making it easier to pull out. You can also reach through the front cargo hatch and loosen the frame slightly from there.



Folding the skin

When folding the skin, please lay it flat and then fold it in half lengthwise. Next, fold back about 25 cm at the tip (the left side in the picture below). Then fold the skin in from both the bow and the stern, each about the length of the pack sack:



Then fold it in again from the stern by approximately the length of the pack sack:



Then fold the skin from the bow again onto the folded side of the stern:



Care, Safety, Storage, and Additional Notes:

Saltwater:

If you plan to use your boat in saltwater, treating the frame with “CorroFilm” is highly recommended if you want to prevent damage to the aluminum frame. CorroFilm can be sprayed onto (and, if necessary, into) the frame and forms a transparent, dry protective film that provides excellent protection for the aluminum against the “corrosive effects” of saltwater. Ask for CorroFilm at a specialty retailer. After use in saltwater (e.g., after a trip), clean the frame and boat skin with plenty of fresh water.

Important: If you plan to store the boat in its assembled state for an extended period, be sure to deflate the side tubes! Store it flat; do not hang it or set it down supported by only a few points.

Make sure the boat skin and frame are dry before packing and storing the boat.

The boat skin is resistant to saltwater. Nevertheless, it should also be rinsed after returning from

The kayak should be rinsed with fresh water after each trip. This is especially important if sand or small pebbles can cause significant wear inside the kayak.

Please make sure not to hold the kayak only by the carrying straps when carrying it. **Always** reach **under the boat as well** to take the strain off the carrying straps.

Always wear a life jacket when you are on the water in your kayak. Be aware of sudden changes in weather.

Repairs and Reinforcements

The PVC/PU skin 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/PU material from the included repair kit. Make sure it extends generously beyond the damaged area.
- Round off the corners of the strip 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, but you can do without it if necessary
- 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.

If you can do the repair at home: Let the adhesive dry for an hour, place the patch over the area, and carefully heat both with a heat gun. Then press the patch firmly onto the boat's hull.

On the water: The kayak can be used again shortly after the repair. However, the adhesive and protective properties improve further 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.

Your kayak is equipped with keel strips. You can still add additional reinforcements to areas subject to heavy wear. Depending on how you use your kayak, you may want to consider adding more keel strips or partial reinforcements to the hull. If needed, ask your local specialty retailer for advice.

Other useful accessories for your boat include:

- Nylon spray skirt
- Thermal PU spray skirt (instead of neoprene)
- Hatch cover for the cockpit
- Thermal-PU sea sock
- CorroFilm corrosion protection spray
- Sailing system with outrigger
- nortik kayak sail - Sails

TRITON



a d v a n c e d

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