

Assembly Instructions for the Nortik Scubi 2
Recreational Kayak



QR code for assembly video:



Assembly instructions for the Nortik Scubi 2

Dear Customer,

You have purchased a **Nortik Scubi 2**, an innovative recreational folding kayak that offers exceptional versatility, excellent performance, a compact pack size, and low weight.

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 ones, once you've gotten to know the system.

The assembly system of **the Nortik Scubi 2** is extremely simple, and after just a few setups, you'll need barely more than 10 minutes.

Please take plenty of time for the initial setup and follow the instructions. Even though this requires some discipline, it helps you learn the assembly system properly. Please read through the instructions carefully first!

Then, using the instructions, start the assembly step by step. You will always find the explanation for the images on the left-hand side on the right-hand page.

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).

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, etc. Due to these unusual conditions, the hull often develops 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 time in the box.

You'll often notice small indentations that appear white—known as “white break”—on both the colored material and the black hull. These disappear over time, especially if the boat has been set up or in use for a while. The material “relaxes,” so to speak, particularly when exposed to heat. If you want to get rid of these marks quickly, you can gently warm them up with a heat gun.

Two things are important to us here:

- This does not impair the function at any time; in other words, the skin is no less durable as a result. It occurs 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 inside the box.

We hope you enjoy your new boat!

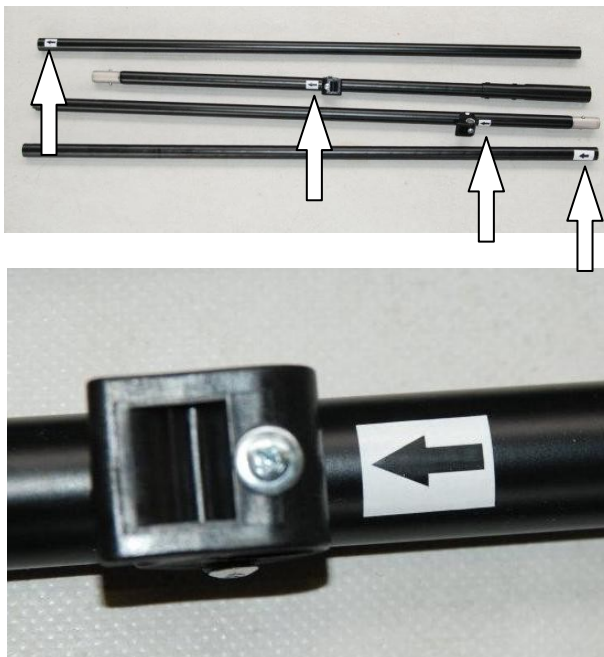
1) Scope of Delivery



The following assemblies and parts are included in the delivery:

- 1) **1x boat cover**
- 2) **2x stem**
(Bow and stern = identical)
- 3) **4x keel struts**
- 4) **1x open frame**
(deeper than for the rear seat) and **1x closed frame** (wider than for the rear seat) for **the front seat**
- 5) **1x open frame** and **1x closed frame** for **rear seat**
- 6) Carrying backpack/bag (not shown)
- 7) Repair kit (not shown)
- 8) Double-action pump (not shown)

2) Markings



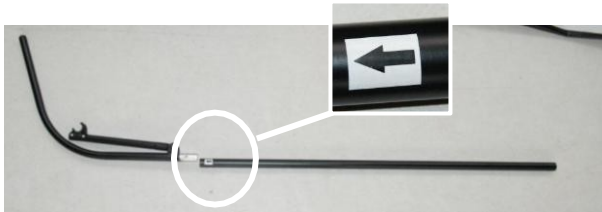
The **4 keel rods** are marked with arrows. This helps you identify where each rod belongs.

You will find an arrow on each rod. The **arrow** must always point from the stern **toward the bow** of the boat.

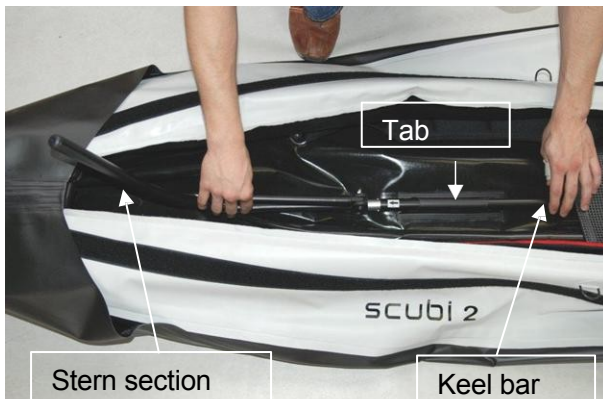
On the rearmost rod, the arrow is also at the rearmost position on the rod. On the second rod from the rear, the arrow is slightly further forward, and so on. On the frontmost rod, the arrow is placed at the very front—and it always points toward the bow of the **Nortik Scubi 2**.

In the adjacent image, the bottom rod is the one that goes in the stern. The top rod is the one for the bow. The two middle keel rods each have a clip installed.

3) Assembly



First, unfold the boat's hull. Then take one of the **stern sections** (both are identical) and the **front keel rod** (the one with the arrow at the very front; the arrow points toward the bow).



Slide the **keel rod** under the **front seat** and thread it through the welded tab on the bottom of the hull. Then take the stem element and clip the keel bar onto it.



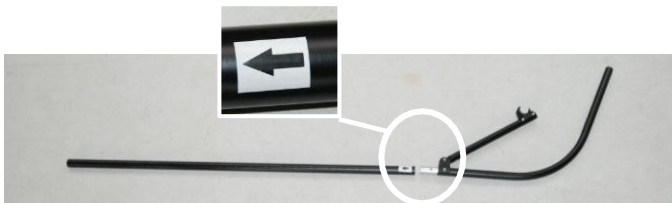
Then slide the stem element forward into the bow.



Make sure everything is centered.

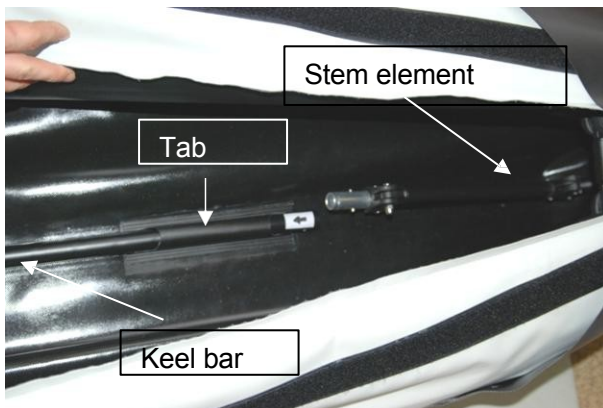


Then flip up the bracket for the cross tube attached to the boat and clip it into the cross tube from below.



Then take the **second stern element** and the **keel bar** for the **stern**.

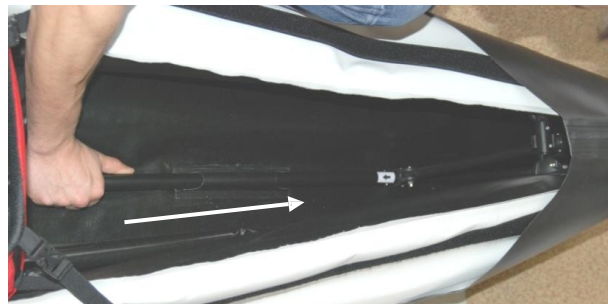
*(On the keel bar, the **arrow** pointing toward the bow is located **at the very back**.)*



Now repeat the process from the bow in the stern area:

Slide the stern keel **bar under the rear seat** and thread it **through the tab** welded to the boat's floor.

Position the stern section in the stern area and attach the keel rod to the stern section.



Push the entire element back into the stern, centering it all the way to the rear.



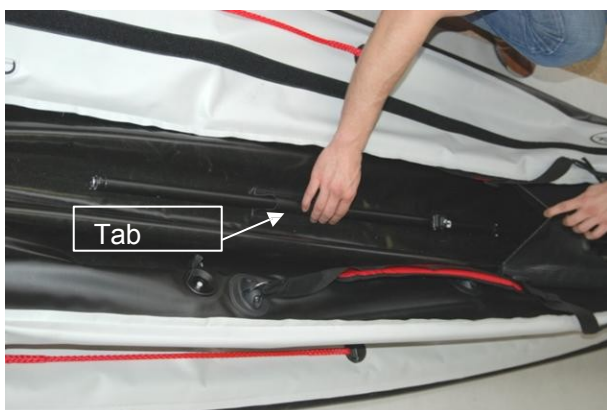
Then flip the bracket for the cross tube attached to the boat upward and clip it into the cross tube from the rear.

(Same procedure as for the bow.)



Then please take the last two keel rods.

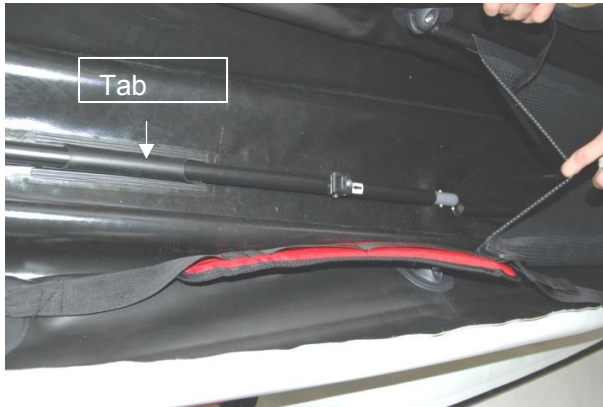
The one that is attached to the **bow section** (shown on the left in the picture) has a **riveted half-tube**.



The **keel rod** with a clip and **without a riveted half-tube** serves as an extension for the **stern**.

Please slide this **from behind the seat through the tab** on the boat floor, which is located in front of the rear seat.

Then clip it onto the stern keel rod.



The picture shows the keel bar with the clip but without the riveted half-tube, which is clipped onto the rear section already assembled under the rear seat.



There is now one **keel bar** left with a clip and **a riveted half-tube**.

Please clip this onto the **bow section** that has been assembled so far.



Please check now to make sure **the bow and stern elements** are still properly and **centrally** positioned!

Then please remove the **split pin from the half-tube**, as it will be used later to connect the two rods.

Then take the two ends of the assembled bow and stern elements and carefully pull them upward.

Make sure that the **keel rod with the riveted half-tube** is **at the top**. Pull both rods upward far enough so that you can

Please also make sure here that the bow and stern sections do not twist sideways, but that you pull the rods straight upward as much as possible.



Then slowly press the rods down until they rest on top of each other on the boat's floor. This creates good longitudinal stiffness, as the rods are "pressed" into the boat.



Make sure that the rods are lying straight on top of each other and that you **press** them **straight down**. If the rods twist slightly, it will make it difficult to connect the two rods with the split pin in the next step.



One rod now engages with the other. Please take the split pin and slide it through the holes in both rods.

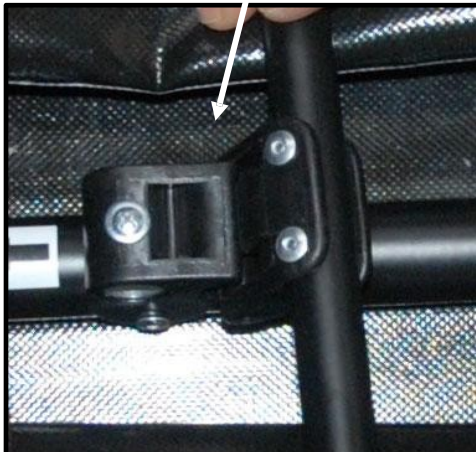


Stretch the rubber band over the tube to secure the split pin.



Now please insert the frames. First, please take the **closed frame for the front seat (4) in the parts list**.

The order is important here, as it will otherwise be much more difficult.



Position the frame at an angle to the clip on the keel.

(see image on the left)



Then slowly tilt it toward the bow. This will cause the clip on the frame to engage with the clip on the keel bar.

Make sure that the frame is pushed up **beneath the two cross brackets** of the seat—this makes it easier to clip it into place.



Once the frame is straight, please clip the seat's support bars into the side mounts on the frame.



Then take the **open frame** (*without the top crossbar*) for the **front seat**.
(4) (*see parts overview*)



Clip it into the seat support bars on the left and right in front of the seat cushion.



Then clip the C-clip onto the keel, see image.



Then take the last two frames.
(5) (*in the parts overview*)

First, position the closed frame diagonally behind the rear seat, slide it onto the clip on the keel, and slowly press it into place.

Here, too, clip the two side brackets of the frame into the seat's support rods.



Now place the last open frame in front of the seat, just as you did with the front seat.



Then clip this one onto the keel as well.



Now **inflate** the side **high-pressure air hoses**. The repair kit includes the adapter for the inflation valves. Attach it to the double-action pump.

Then insert the adapter into the valve and turn it halfway so that it sits securely on the valve.

The **valves have two positions**, which can be adjusted by pressing in and turning the white pin. In one position, you can inflate and remove the pump without losing air. If you want to let the air out, press the pin in and turn it halfway. The valve will then remain open.

It's best to inflate one side to about 50%, then the other to about 50%. Then switch back to the other side and inflate both tubes fully.

The operating pressure is **0.25 bar**. **Please do not exceed this limit.**

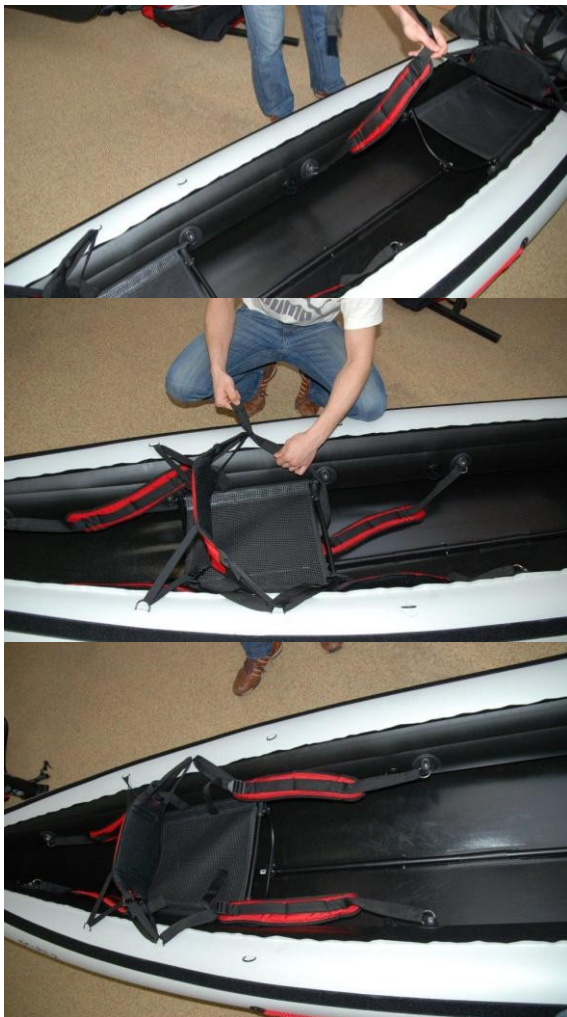
Your boat is now fully assembled and ready for use.



Below are a few additional notes and instructions for solo use, installation of the optional canopy, and the steering system.

At the end of the assembly instructions, you will also find information on safety, disassembly, and stowing the boat in the carry bag.

4) Solo Use



If you want to paddle the **nortik scubi 2** alone, you can do so from the front seat by facing the opposite direction.

To do this, please detach the backrest, simply move it to the other side, and attach it to the D-rings, which are located behind the seat.

If you also want to use the thigh straps, simply detach those from the rear seat, move to the other side, and attach the thigh straps to the D-rings.

On the left, you can see what is actually the front seat—converted into a solo seat.

Since a steering control is installed on both sides, the steering system can also be used in the solo configuration. The bow effectively becomes the stern.

A solo canopy is also available as an option, featuring a single cockpit.

5) Installing the canopy



Please pull the optional self-supporting canopy onto the **Nortik Scubi 2** from the rear so that it just covers the Velcro on the boat.

At the rear, there will be some overlap with the stern cover. *(see image on the left)*

Then place the canopy completely over the boat and pull it nice and tight.



Afterward, please tuck the overlap under the black cover.



The two openings are the passages for the steering cables of the steering system, should you use them.

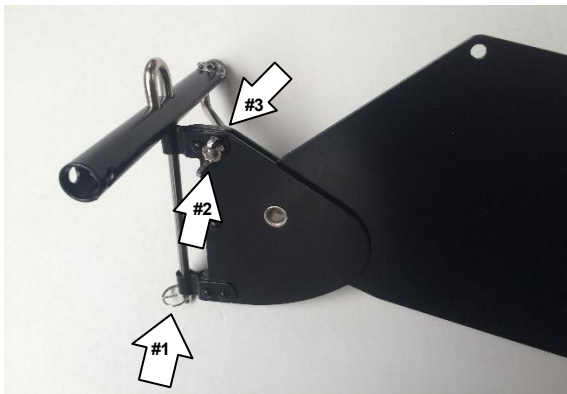
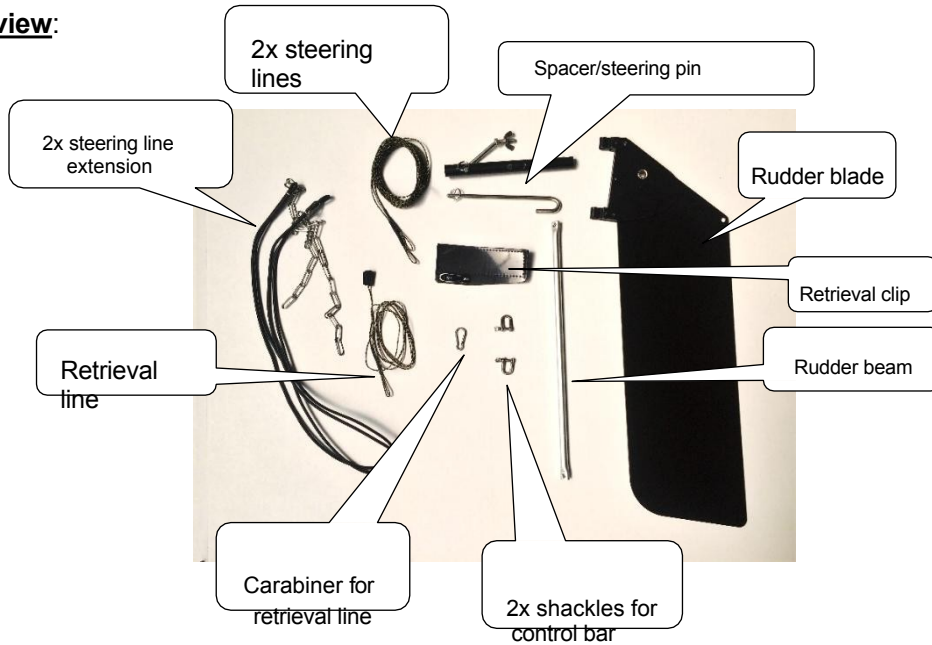


The canopy is fully installed. You can now also attach the optional skirts available for the two-person canopy. A solo canopy is also available as an option, as is a cockpit hatch cover.

6) Installation of the steering system

The steering system can be used on both sides of **the Nortik Scubi 2**. Both the bow and the stern have a mount for the rudder blade. This allows you to use the steering system in both solo mode and when paddling with a partner.

Parts overview:

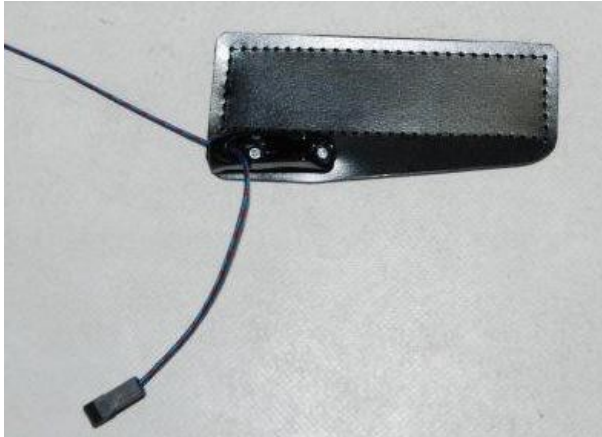


During initial installation, hold the rudder blade and **remove the small ring (1.)** from the steering pin, then pull the pin out.

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



Now place the rudder on the mount at the stern and secure it with the rudder pin by pushing it through from above. **Secure the pin at the bottom with the ring.**



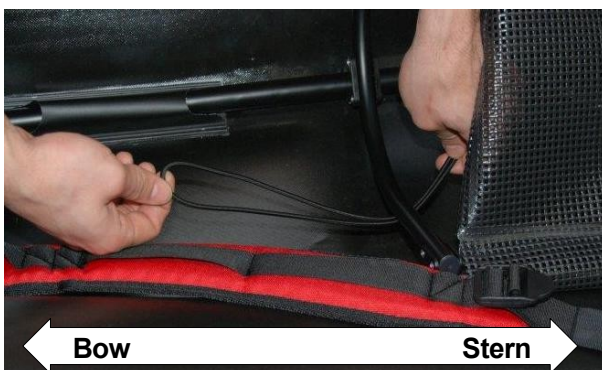
Next, please take the retrieval clip. It has a Velcro surface on the bottom. First, thread the **retrieval line** through the clip.



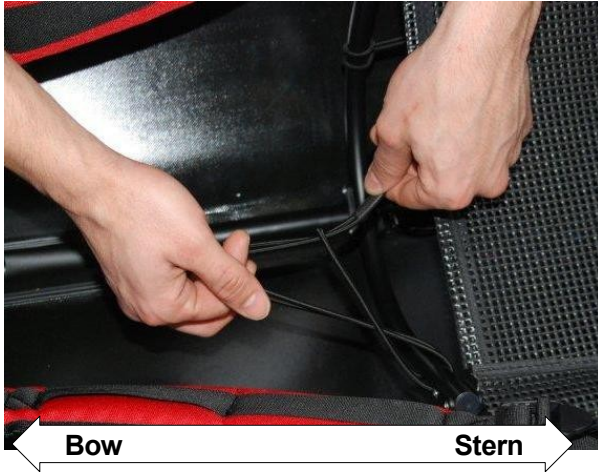
Then please thread both **control lines** through the holes on the crossbar of the steering system.



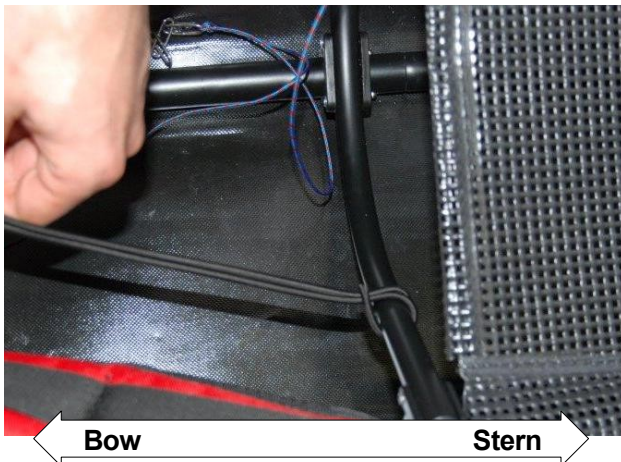
Then loop the line around once. This will automatically secure the control line, as it will be under tension later.



Now please feed the **extensions for the control lines (with chain)** from the rear once under the frontmost frame (*front frame of the front seat*).



Then pull the entire extension through the loop once.



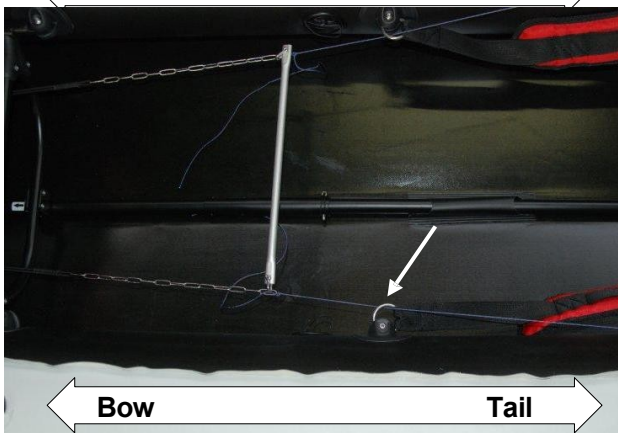
This secures the extension at the first frame.

Then run the **extension under the seat toward the rear.**

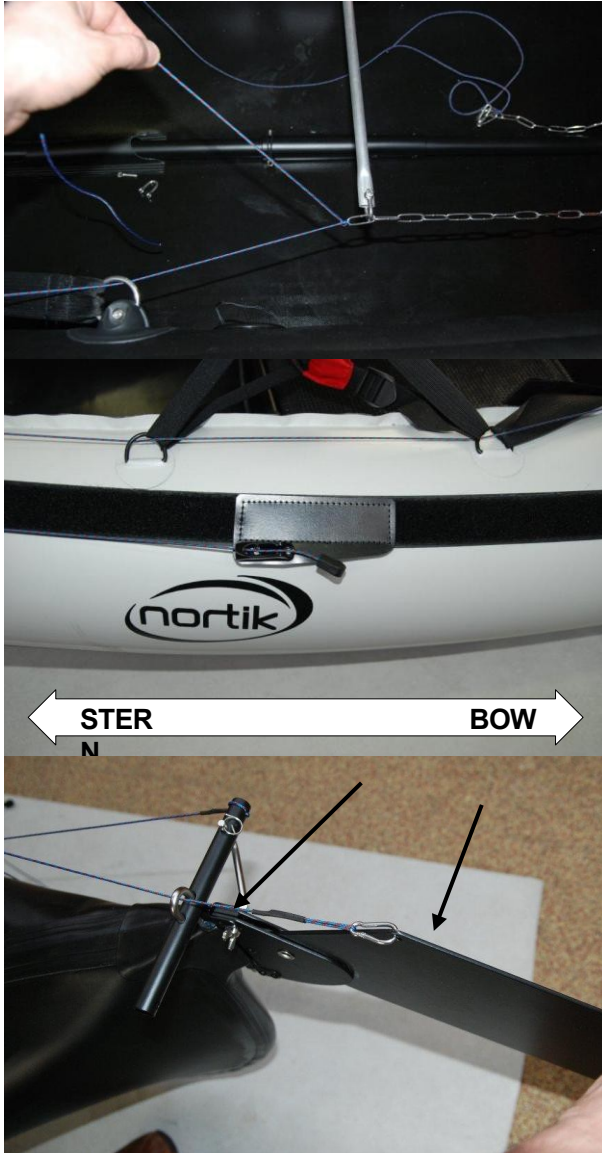
Repeat the process with the second extension on the other side of the keel at the same frame.



Then thread the **two control lines from back to front through the two D-rings** to which the backrest is also attached.



Then thread the line **through the D-ring on the leg straps.**



Now you can thread the steering line through the **last link of the chain on the extension** and tie it securely there.

(This allows you to adjust the position of the chain slightly to suit your leg length. The same applies if you want to move the steering system to the other side for solo operation.)

Then please position the **control bar** in the desired position and secure it with the two **shackles**.

You can position the retaining clip for the rudder blade retrieval as desired.

Then thread the end of the **retrieval line through the eyelet of the retaining pin** at the rear and attach the carabiner to the rudder.

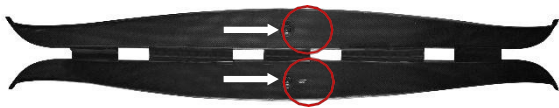
7) Installation of the Drop Stitch Insert Floor

The optional drop-stitch insert floor gives your scubi a **very sturdy and rigid floor**. The insert floor can be **installed** in your scubi **at any time, even after the fact**.

The floor consists of two halves connected in the middle by a strap. This ensures the keel structure and the necessary draft to maintain good handling characteristics.

Basically, the floor is simply placed inside the scubi and then set up as usual. At the very end, the drop-stitch floor is inflated.

*The procedure is illustrated in detail using a mat with slightly different colors (for better visibility) on **the example of a scubi 1XL**:*



Spread out the hull and the drop-stitch insert floor.

The floor is generally **symmetrical**.

The **inflation valves** are located **the top** and belong in the rear section.



A shelf under the seat(s) extending all the way to the tips at the skin

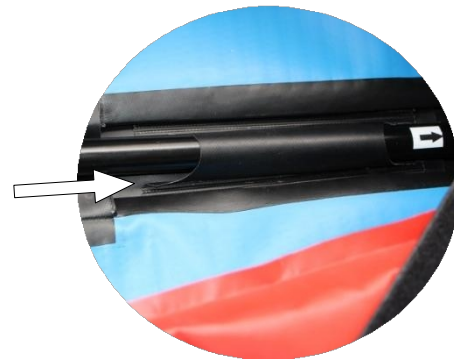
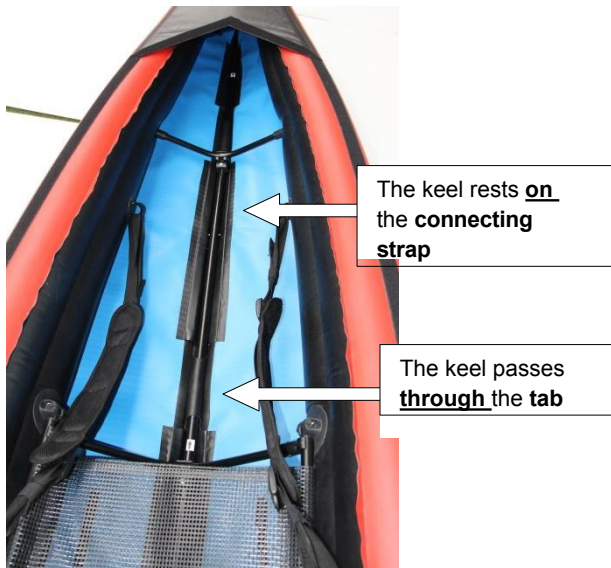


Make sure the floor is **centered in the boat hull**.

To do this, pull the **air tubes** slightly **upward** if necessary to ensure the floor can be positioned correctly.



The **centered position** can also be recognized by the fact that the **tabs** for the **keel rod guide**, which are firmly welded to the boat hull, appear exactly **between** the two drop-stitch **halves**.



The keel rod always rests **on** the **connecting strip** between the two drop-stitch halves and passes **through** the **tabs**.



Once the **boat is fully assembled** and the air tubes are inflated...

...the floor is inflated to a pressure of **up to 0.7 bar** using the **included pump adapter**.

TIP:
If you want to make your scubi **more maneuverable**, install the **foam pads** under the drop-stitch floor as well.

8) Instructions for disassembly

Disassembly is essentially the assembly process in reverse order.

When folding the skin, please lay it flat. Completely deflate the tubes. *You can also do this with the included pump, as it has a suction function.*

Then fold each side toward the center (*lengthwise*).



Then fold the bow section over once.



Then lift the skin and fold it over again...



...and then lay it flat on the floor with the fold facing inward.



Then fold the rear section once



and place it on top of the other. This makes it easy to put the skin back in the packing bag.

Care / Safety / Storage

- **Always wear a life jacket** on the water! Be aware of sudden **changes in weather!**
- Always **carry** the boat **by the keel frame** from **below** to avoid localized stress on the boat's hull.
- On **longer trips**, **deflate the** boat in the evening or when it is no longer in use. This applies even 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 the **frame**, both on the outside and inside! 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

- In the event of an **abrasion, tear, or hole** in the hull, this can be easily patched using the **included repair tape**. These patches can be applied directly on the trip **without** any additional **tools** and, in most cases, will last well beyond the duration of the trip.
 - To do this, the damaged area should be as **dry** and **free of dirt** as possible.
 - **Press** the repair tape **firmly into place** (especially at 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

For further questions regarding repairs, please contact your dealer or the manufacturer directly:
kontakt@faltboot.de



For more information about this and other products, as well as where to buy them and downloads, please visit:

FALTBOOT.DE