

Assembly instructions for Nortik Scubi 1 XL

Recreational kayak



QR code Assembly video



Assembly instructions for the Nortik Scubi 1 XL

Dear Customer,

You have purchased a **nortik scubi 1 XL**, an innovative recreational folding kayak that is extremely versatile, offers good performance, has a small pack size, and is lightweight.

We have provided very detailed assembly instructions with illustrations for each step. However, you will find that after 2-3 assemblies, you will no longer need the instructions.

Experience has shown that the first few assemblies are a little more difficult than later once you have familiarized yourself with the system. The assembly system of **the scubi 1 XL** is extremely simple, and after a few attempts, you will hardly need more than 10 minutes.

However, please take your time for the initial assembly and follow the instructions. Even if this requires a little discipline, it will help you to learn the assembly system properly. Please read the instructions carefully first! Then start the assembly step by step according to the instructions. You will always find the explanation for the pictures on the left-hand side on the right-hand side.

Each boat is assembled and checked once before it leaves the factory. However, if you still think that something is wrong with your boat, please contact us with the serial number. The serial number can be found on the label permanently attached to the boat's hull.

If you have any questions about the product, assembly, or accessories, your dealer will be happy to provide you with advice and assistance. Alternatively, you can contact us directly as the manufacturer. (Phone number: +49 (0) 731 - 4007675; email: kontakt@faltboot.de).

An important note about your scubi in advance:

Before the boat reaches you, it will inevitably be stored in its packaging for a long period of time, shipped, and possibly stored again, etc.

These unusual conditions can cause creases or pressure marks on the skin. This is caused by the installed brackets, D-rings, seats, thigh straps, etc., and is due to the long storage time in the box.

Minor **pressure marks** may appear on both the colored material and the black underwater hull, which appear white (known as **white breakage**). These **disappear over time**, especially if the boat has been assembled or in use for some time. The skin "relaxes" again, so to speak, especially under the influence of heat. If you want to get rid of these marks quickly, you can carefully warm them up with a hot air gun.

Two things are important to us here:

- This does not **impair the function at any time**, i.e., the skin is no less resilient as a result. This occurs with every product and is not critical.
- You can always store/transport the boat in its packaging in the future. These pressure marks only occur at the beginning in the box.

We hope you enjoy your new boat!

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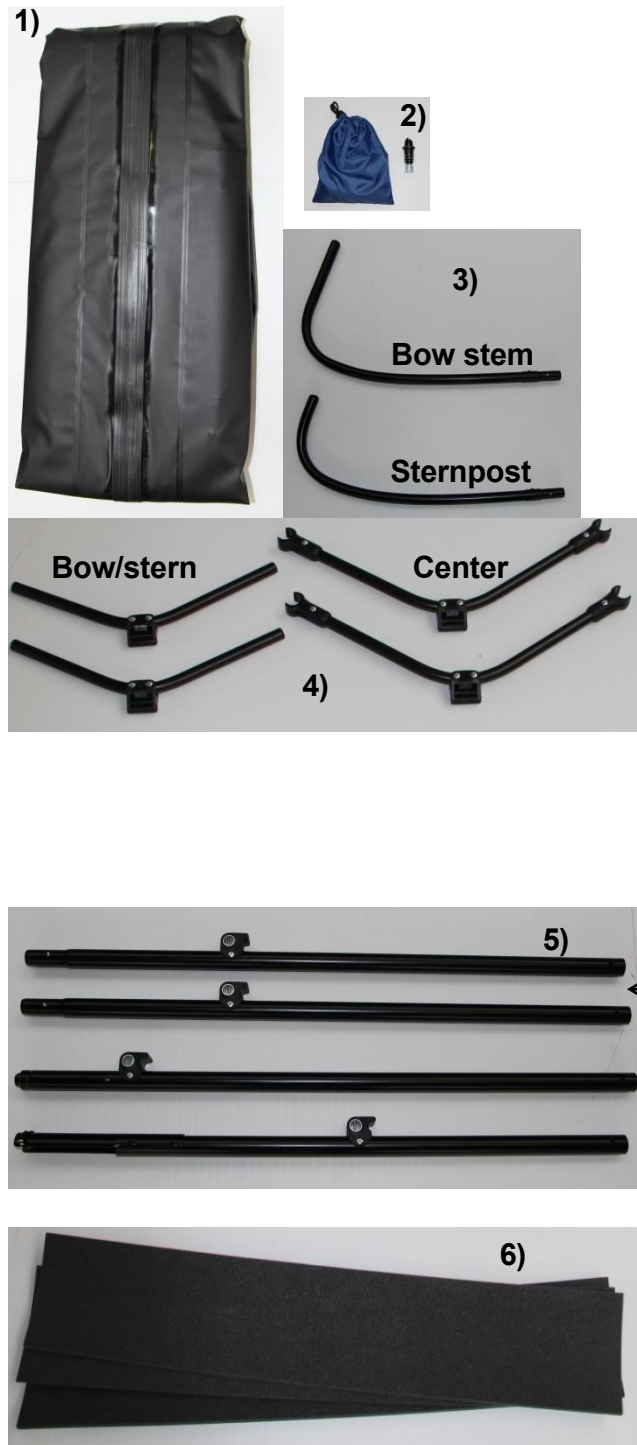
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First, remove all parts from the packing bag and sort them according to the following list:

1) Scope of delivery



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

- 1) 1x boat skin
- 2) Repair kit including valve attachment
- 3) 2x Stern (bow = higher, stern = flatter)
- 4) 4x frames 2x bow/stern (=identical) 2x middle (=identical)
- 5) 4x keel bar (2x identical, 1x with spherical end, 1x with riveted half-tube)
- 6) 3x foam pads to insert into the boat skin
- 7) Carrying backpack/bag (not shown) incl. hip belt
- 8) Double-action pump (not shown)

← 2x identical keel tubes, open on each side

← 1x keel tube with spherical end

← 1x keel tube with riveted half tube

2) Inserting the foam pads



First, insert the three foam pads into the channel in the boat hull along the keel. These provide additional protection against abrasion under the keel, in addition to the reinforcement strips welded on the outside. Press the first of the three identical foam pads together slightly at the front and insert it through the fourth recess of the channel from the bow towards the bow.



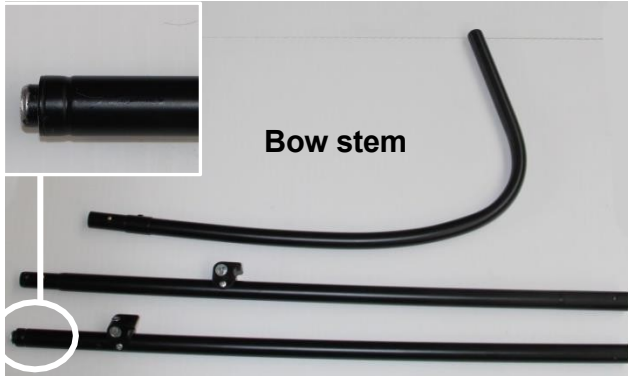
Take the second foam pad and insert it through the same opening towards the stern.



Then push the third foam pad from the stern into the channel towards the bow.

Next, insert the linkage.

3) Inserting the linkage – bow



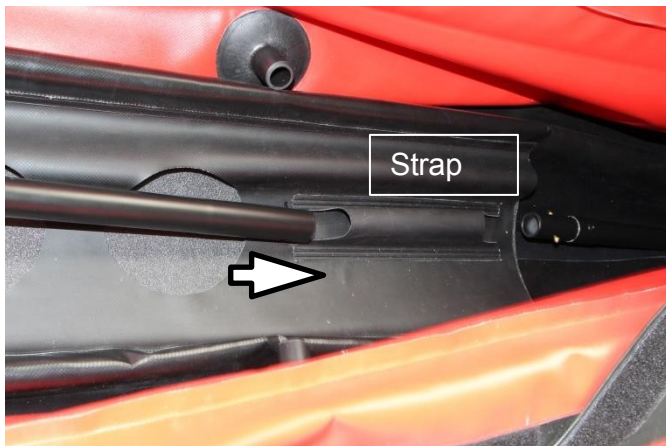
For the bow, you will need the bow stem, one of the two identical keel rods, one of the keel rod with a spherical end. The bow stem differs from the stern stem in that it has a "nose" that is pulled significantly further upward.

← 1 x keel tube, open on each side

← 1 x keel tube with spherical end



First, push the stem all the way forward into the hull so that the "nose" sits nicely at the front of the boat hull.



Then push the keel rod with the open end through the tab on the skin ...



...and clip it onto the stem.



Then take the keel bar with the spherical end and push it with the open side forward under the seat and through the strap towards the bow.



Clip the keel bar with the spherical end onto the keel bar that you have already inserted.

Then continue with the very similar insertion of the three stern elements.

4) Inserting the stern linkage



For the stern, you will need the stern stem, the other of the two identical keel rods, and the keel rod with the half-tube riveted to it.

The stern stem differs from the bow stem in that it has a significantly flatter and shorter "nose."

← 1 x keel tube, open on each side

← 1 x keel pipe with riveted half tube



First, position the sternpost so that it sits at the very back of the hull. The "nose" will then be at the very rear.



Then push the other keel rod with the open ends through the welded tab on the skin towards the stern ...



...and clip it onto the stern post.



Then take the keel rod with the riveted half-tube, push it under the seat and clip the rod into the keel rod you just inserted.

Note: The keel rod with the riveted half-tube must be inserted so that the **open side** of the half-tube faces **downwards**.



Then go to the seat. The two front brackets of the seat can be released by pulling out the safety pin.



Please release one side.

This is necessary so that you have enough space to tension the keel in the next step.

The seat is then reattached.



Remove the seat bracket from the bracket.



Then remove the split pin from the riveted half-tube.

Next, connect the bow and stern sections. To do this, lift the rods, hook them in, and press them down again. This creates the necessary basic tension.



Caution:
First lift the rod with the riveted half-tube upwards!
The rod with the spherical end is placed **under** the half-pipe!

Please refer to the image on the left.



Then slowly and carefully press the rods down until they lie on top of each other on the boat floor. This creates good longitudinal rigidity, as the rods are "pressed" into the boat.



Again, make sure that the rods are lying straight on top of each other and that you press them straight down



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

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

5) Inserting the frames



When assembling the new boat, it may help to **remove both split pins** from the seat rails (front) in order to mount the seat frames.



Fold the seat up slightly.

Now insert the **rear frame** under the seat.



Both frames are identical.



First pull the seat surface toward the bow.

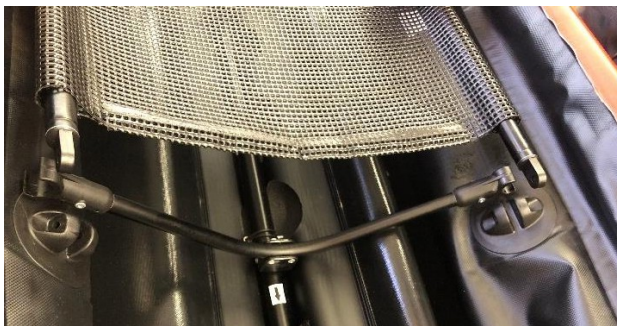
The frame is placed at an **angle** to the clip on the keel and then **pushed** into an **upright position**.

This causes the clip on the frame to engage with the clip on the keel bar.



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

Then pull the seat back toward the stern.

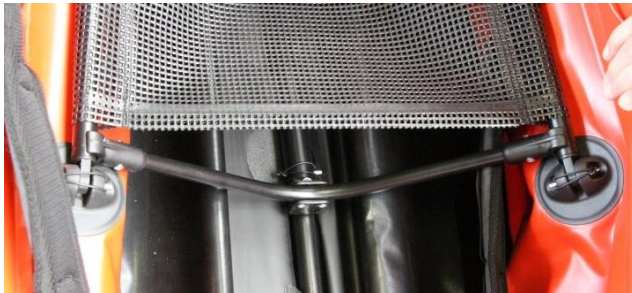


Repeat the same procedure with the **front frame**.



Now secure the seat bars again with the split pins.

It may help to press against the skin from the outside to push the splint into the holder.



The seat frames are now fully installed.



Now insert the frames into the bow and stern. These are also identical.



Slide the frames onto the keel bracket in the same way as the previous two.

The bow and stern frames are then inserted into the brackets attached to the sides.



Proceed in the same way at the bow and stern.



Now inflate the high-pressure air hoses on the sides. **You will find the adapter for the filling valves in the repair kit.** Attach this to the double-action pump.

Then insert the adapter into the valve and turn it halfway so that it sits firmly on the valve. The valves have two positions, which can be adjusted by pressing and turning the white pin. In one position, you can inflate and remove the pump without losing air.



If you want to release the air, press the pin in and turn it halfway. The valve will then remain open.

It is best to inflate one side to approx. 50%, then the other to approx. 50%. Then switch back to the other side and inflate both tubes completely.

The pressure relief valves are located in the stern. These ensure that too much pressure cannot build up, e.g. when your boat is left unattended in the sun. If the pressure becomes too high, these valves automatically release air.

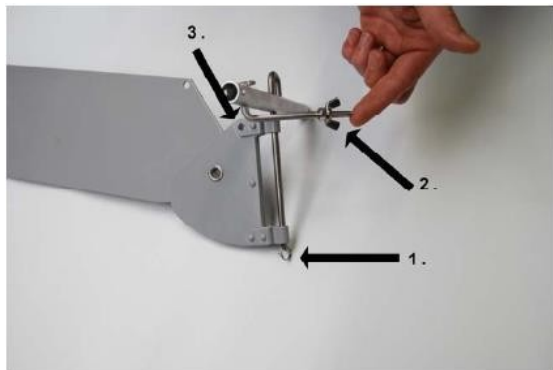
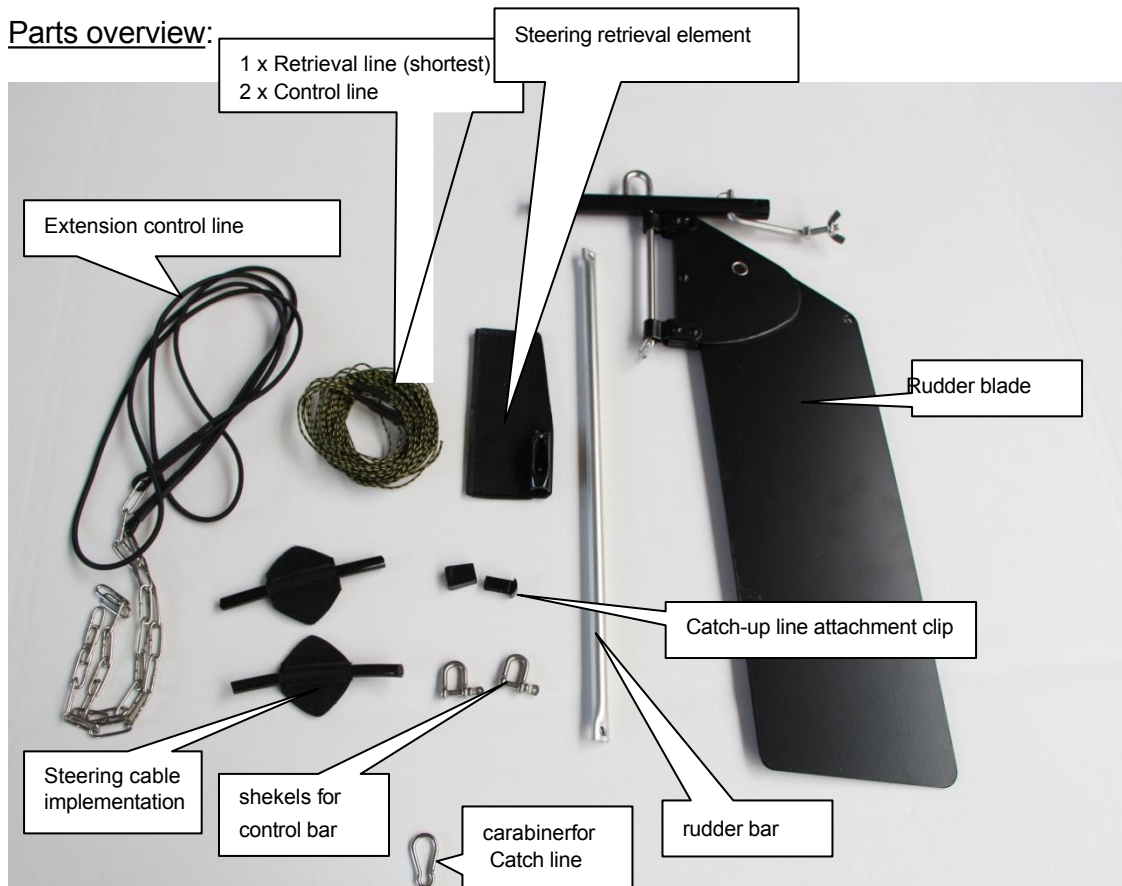
The operating pressure is 0.25 (up to a maximum of 0.35) bar. Please adhere to this to prevent damage to the boat due to incorrect air pressure.



Your boat is now fully assembled and ready for use. Next, install the optional steering system and then follow the important instructions for dismantling, transport, and safety.

6) Installation of the steering system

Parts overview:



For the initial installation, take the rudder blade and remove the small ring (1.) from the control pin and pull out the pin. Then loosen the wing nut (2.) and insert the spacer through the hole (3.) and screw the wing nut back on.



Now place the rudder on the receiver at the stern and lock it in place with the rudder pin by pushing it through from above.

Secure the pin at the bottom with the ring.



Then take the retrieval line (*the shortest of the three lines*) and the Velcro-fastening rudder retrieval element.

Pass the recovery line with the open end (*as shown on the left*) through the clamp once.

This installation is only necessary once.



Also thread the line (*as shown on the left*) through the two parts of the fastening clip.

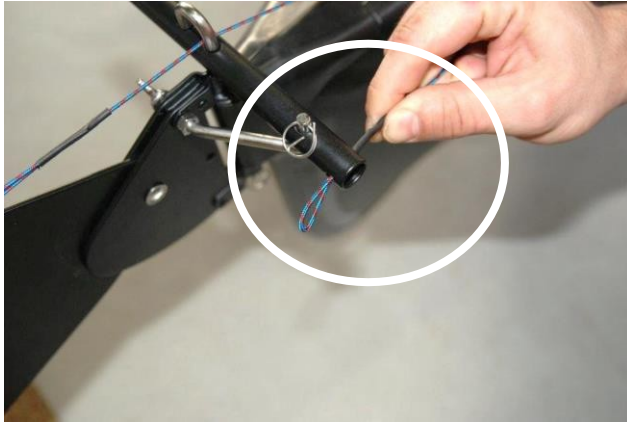


Pass the line back through one part of the clip and then push the attachment into the clip.

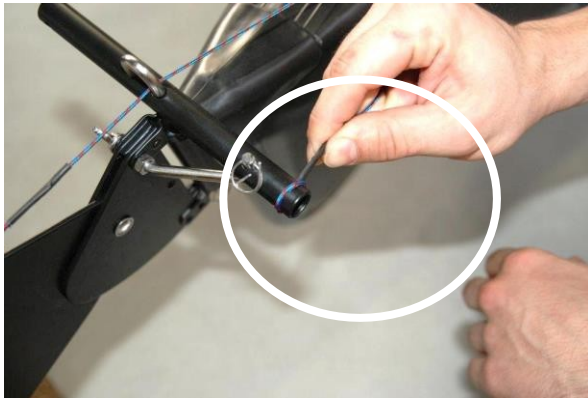
The clip will later be used to conveniently retrieve the control.



Attach the control retrieval element to the Velcro strip at seat height.



Then thread the two control lines through the holes in the crossbar of the control system.

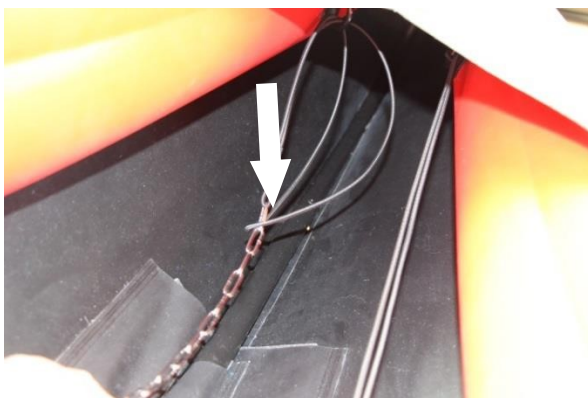


Then fold the loop over once. The control line will lock itself in place as it will be under tension later.



Then go to the bow. Under the cover in the front bow area, you will find two installed brackets.

Please thread the extensions for the control lines (with chain) through the ring once ...



...and then pull the entire extension with the chain through the loop.



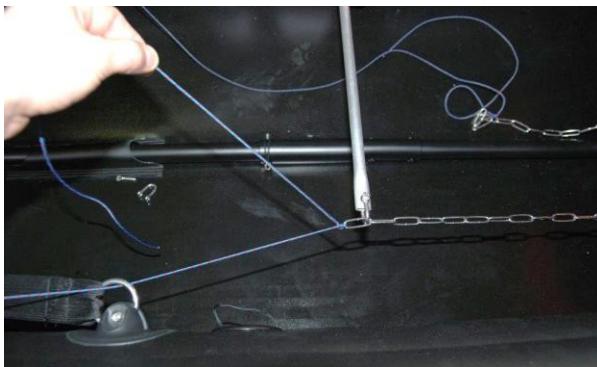
Both extensions are installed on the brackets in the bow area.



Then attach the two control cable guides in the stern to the Velcro (as shown on the left).

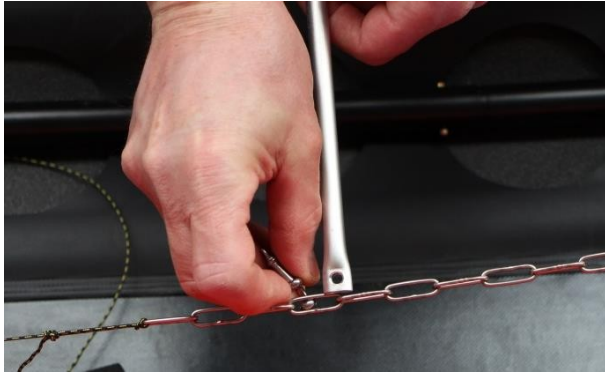


Feed the two steering cables through the guides towards the bow.

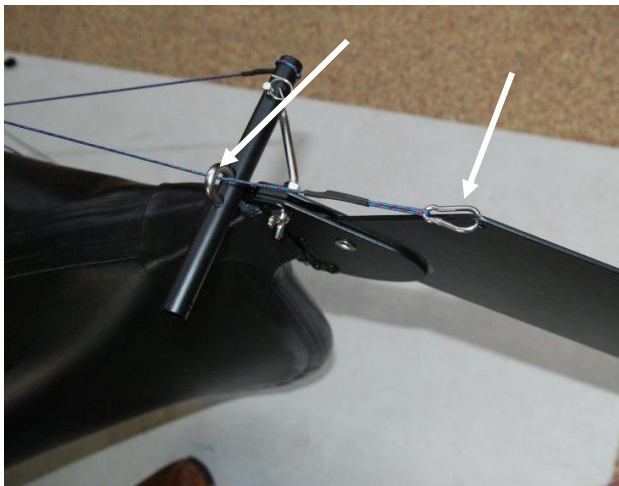


Then thread the steering line through the last link of the chain on the extension and tie it securely there.

This allows you to vary the position of the chain slightly and adjust it to your leg length.



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



Then guide the end of the pull-up line backwards through the retaining pin and attach the carabiner to the rudder.

7) Installation of the drop stitch insert floor (optional)



The optional drop stitch insert gives your scubi XL a very firm and rigid floor. This ensures even better handling and a solid base in the boat. The insert can be retrofitted to any scubi XL at any time.

The floor consists of two halves connected in the middle by a strap. The strap has sections that are left open so that the tabs welded into the boat skin can protrude between them.

Basically, the floor is simply inserted into the scubi XL and then assembled as usual. At the very end, the drop stitch floor is inflated (*the procedure is shown in detail using a differently colored mat for better visibility*):



Spread out the boat skin and the drop stitch insert floor.

The valves should be facing upwards.

Push the insert floor under the seat(s) until it reaches the tips of the skin.



Make sure that the floor is centered in the boat skin.



You can also recognize the centered position by the fact that the tabs welded firmly to the boat skin appear exactly between the two drop stitch halves.



Top view of scubi XL with inserted floor.



Important:

Now assemble the boat as normal. As usual, the keel rod is pushed through the tabs welded firmly onto the boat skin.



The keel rod always lies **on** the connecting strip of the two drop stitch halves and passes through the tabs.

(see detailed image on the left)



Keel rests on the connecting strap

Keel goes through the strap

Assemble the scubi XL as usual and then inflate the side air tubes of the scubi XL.

Only then should you inflate the drop stitch insert floor:

Inflate **the floor to a pressure of 0.7 bar.**



drop stitch floor is installed

The

8) Installation of extra high backrest (optional)



If you want a higher backrest, the extra high backrest is the best solution.

It is placed on top of the existing seat.

To do this, first **remove** the **backrest that is already installed**.



Place the seat with the high backrest on the existing seat cover installed in the boat.

Thread the side tabs between the side seat bars and the air hose.

Important: The air tubes are not yet inflated!



Then tension the backrest as usual at the front and rear – in the same way as the backrest included in the scope of delivery.

However, please make sure to maintain **as upright a position as possible when paddling**. This is the correct and most efficient posture. A backrest should only provide light support.

9) Installation of the optional nortik kayak sail

QR Code Assembly Video



First, take the **2-part mast** and **put it together**.

The guy ropes are attached to the lower part of the mast, which also has a receiver at the bottom.

Then push the assembled mast **through the clip** into the canvas:



Clip the support rod onto the keel, just before the cover begins at the bow. The sail plate is then attached to the support rod.

(On the left is a picture "outside the boat skin".)



Here you can see the sail plate attached to the support rod



And again, step by step:

1. Place the support rod on the keel. If you are using the nortik kayak sail with a cover, open it in the bow area.



2. Place the sail plate on the support rod and the front area of the Velcro



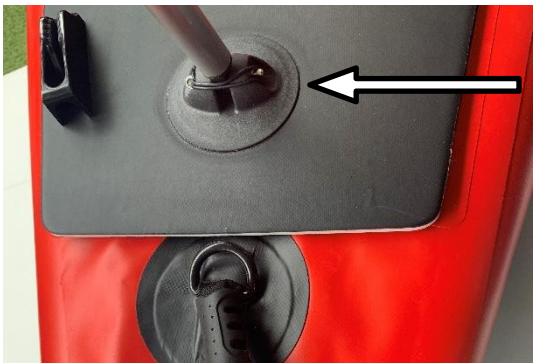
...if necessary, close the cover up to the mast base. Fold the protruding tip of the cover in front of the mast base inwards.

The following pictures show the installation of the nortik kayak sail on the scubi 2XL; the procedure is identical



Remove the safety pin from the mast holder

Then place the sail in the mast holder so that the **eyelet** riveted to the mast points **towards the stern** and secure the mast with the pin.



Make sure that the **safety rubber** runs past the **front**.



On the left, you can now see how the lines are attached. Let's first look at the **black retrieval line** attached to the elastic loop.

Please thread this **through the D-ring (1) at the tip** and then **towards the stern (2)**.



Then thread the retrieval line **from the bow towards the stern** through the rope clamp.



Two of **the two light-colored lines** are attached to the **loops** on the sides. knotted. The other two lines (included separately) are knotted to the other two loops:



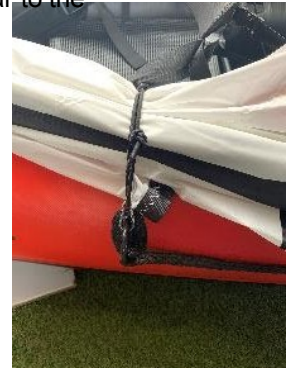
Then you have **another black line** that is attached directly to the canvas.



Position the **two mooring plates** in a place that is easily accessible to you and attach the line to one of them.



To stow the sail when not in use, you will find an **elastic sling** and two small D-rings included in the delivery. You can stick these on wherever you like (similar to the adhesive strips at the beginning) and then use them to attach the stored sail, see the following pictures:



The nortik kayak sail is now fully assembled.



10) Instructions for dismantling/transport

Disassembly is basically the reverse of assembly.



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



Then fold each side toward the center (lengthwise) so that only the black underwater hull material is visible from above.

Then fold the skin twice on both sides (bow and stern).



Now fold the bow or stern piece once. Approximately at the last third of the black span.



Fold the skin in once more.

(You can also place the pack sack next to it to estimate how large the fold should be.

After 2-3 assemblies/disassemblies, this is no longer necessary, but it may be helpful at the beginning).



Please do the same on the other side. Fold the nose once...



...and then a second time to the size of the pack.



Your **scubi 1 XL** also comes with a hip belt. This is particularly useful if you want to carry the boat on your back for longer distances. Install it by threading it through the strap on the pack backpack ...



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

11) Care / Safety / Storage / Repair

- **Always wear a life jacket** on the water! Be aware of rapid **weather changes!**
- Always **carry** the boat from **underneath the keel** to avoid putting pressure on the boat's hull.
- For **longer trips** in the evening / when the boat is no longer in use, **deflate it**. Even if the boat remains assembled for a longer period of time.
Permanently high pressure is not ideal for a folding boat!
- **Do not** expose the boat to **excessive heat for long periods of time** and/or deflate it slightly if necessary.
- When using in salt water, **be sure to apply corrosion protection** to and inside the **frame!** For example, **CorroFilm** (transparent, wax-like dry protective film). **Clean thoroughly with fresh water** after use.
- The **boat skin** is resistant to salt water. Nevertheless, **clean with fresh water from time to time**. Sand or small pebbles can cause **high abrasion** in the kayak.
- Only store the boat skin and frame when they are **completely dry!**
- When **storing in assembled condition**, avoid point loads as much as possible. **Check the frame connections** from time to time. Temperature fluctuations can promote corrosion.



12) Repair

In the event of **abrasion**, **tears**, or **holes** in the boat skin, these can be easily repaired with the **repair tape provided**. These patches can be applied directly during the tour **without** any additional **tools** and, in most cases, will last well beyond the tour.

- 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).
- Apply repair tape to **holes** on **both sides**.

For a **permanent repair**, an extended **repair kit** with **original skin material** in the color of the boat 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/degrease** the area to be repaired and the repair strip.
- **Apply a thin layer of adhesive** to both surfaces and allow **to dry** for approx. 10-15 minutes.
- **Press the patch firmly** onto the area to be repaired. If possible, **heat** with a hot air gun or similar and press again.

- The kayak can be used again shortly after repair.
- The adhesive and protective effect improves within a few hours once the **adhesive** has **dried completely**.
- The boat is equipped with a **keel strip**. Additional **reinforcements can be applied** to areas subject to heavy wear (additional keel strips or partial reinforcements). Please note that the handling characteristics may change.

If you have any further questions about repairs, please contact your dealer or the manufacturer directly: kontakt@faltboot.de



Further information about your product and other products, as well as sources of supply and downloads, can also be found at any time at:

FALTBOOT.DE