



**PakCanoe
Assembly
Instructions**



QR Code Assembly Video:

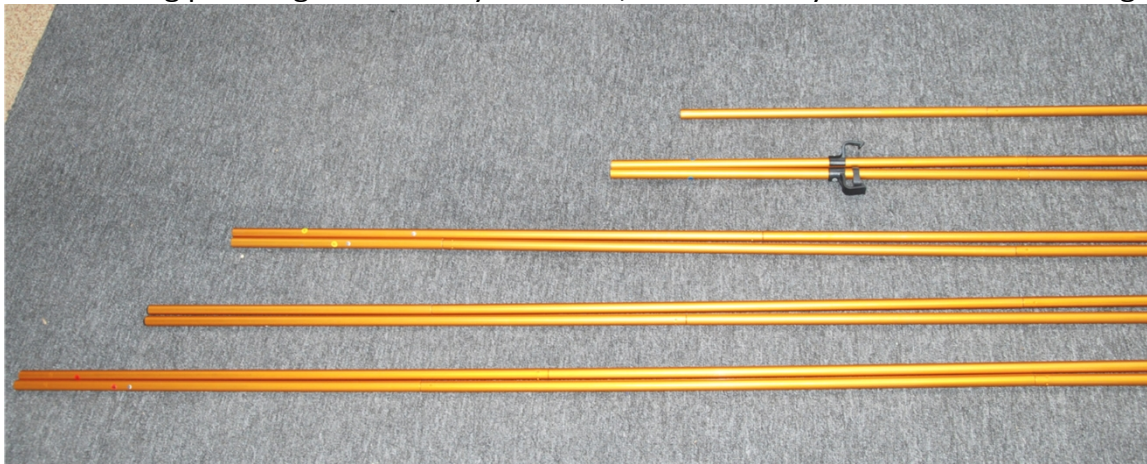


Note: Please read these assembly instructions carefully before you begin assembling your PakCanoe.

Assembling the Canoe

Note: You can easily climb inside the canoe while assembling it. This makes many steps easier.

1. Unpack the canoe and assemble the long rods (connected with rubber cord). Put all the matching parts together and lay them out, sorted first by size and color markings.



2. The longest rods (color-coded: red) are the coaming rods. Insert one of these rods into each of the two channels provided along the canoe skin (along the upper edge). To make this step easier, it is recommended that you fold the canoe skin aside and align the coaming channels as straight as possible.



3. Next, install the two horseshoe-shaped coaming end pieces. Slide one end piece onto one of the coaming rails. Now slide the other coaming rail into the remaining opening of the end piece (this step requires a bit of force). Now push the both coaming rails so far apart, that both rails with the respective

align the end piece sections parallel to each other. You can now easily slide the end piece into its final position. This step is easiest to perform while you are inside the canoe, using your legs to push the gunwales apart. Finally, pull the outer skin of the canoe up over the end piece. Then repeat this step with the other end piece at the opposite end of the canoe. Please make sure that you have threaded the U-piece in exactly parallel alignment (i.e., the U-piece is inserted the same distance into the channels on both sides).

Note: Both coaming edges must be inside the canoe hull before you can proceed to step 4!



4. The two curved pieces with riveted “forks” are the bow and stern stevens. Clip the stern stevens to the center of the U-piece on both sides.



The shortest of the straight rods (without color coding) is the keel. This is inserted into the stems on both sides. To do this, lift the gunwales slightly. As you do so, let the keel curve to create enough “space” to fit it into the

other stem. The keel bends to the right or left; for now, just leave it in the boat as is.

IMPORTANT: Always make sure to position the keel centrally between the stems, rather than pushing it all the way into the stem on one side and barely at all on the other. The **keel is slightly shorter** than the overall length, and there's a reason for that: This allows the keel to "work," which is essential, especially in moving water. This lets the boat move with the water a bit more, thereby reducing the overall load. So if the keel seems too short to you, that's correct, and all you need to keep in mind is to position the keel in the center.

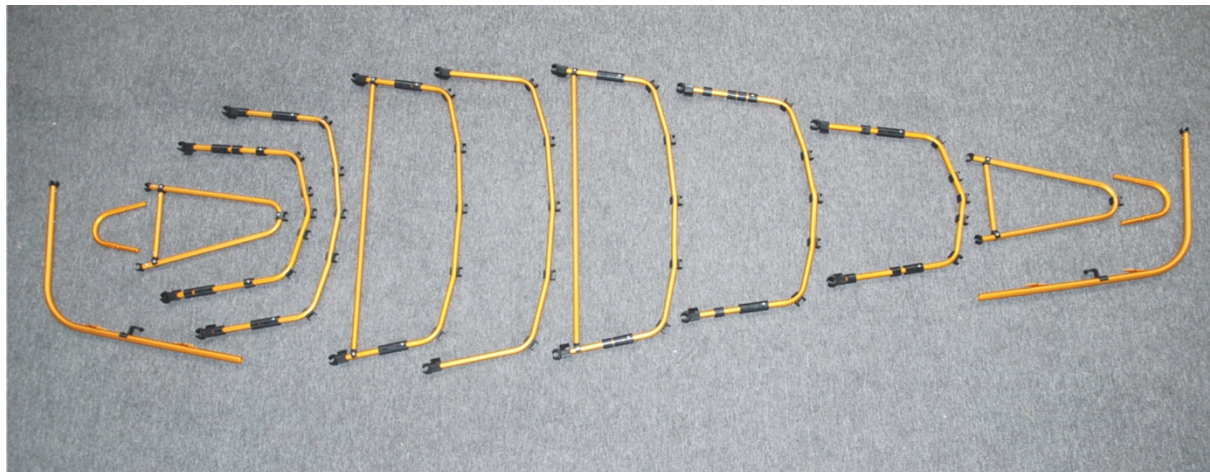
5. The longest remaining rods (yellow color-coded) are the outer longitudinal struts. They are connected to the fork pieces on the ends, which are also marked in yellow (please always make sure the color codes match!). Slide the longitudinal struts onto the fork pieces. Once you have attached one end of a longitudinal strut, bend the strut into a slight curve and slide the other end onto the corresponding fork piece at the opposite end of the canoe.

Press the strut down and outward so that the entire strut lies flat inside the boat. Repeat this step with the second longitudinal strut. Then repeat the step with the blue-coded struts. Please make sure that the snap fasteners in the middle of these rods are facing the same direction on both rods. The fasteners should be on the top of the rods; if necessary, rotate them into the correct position.



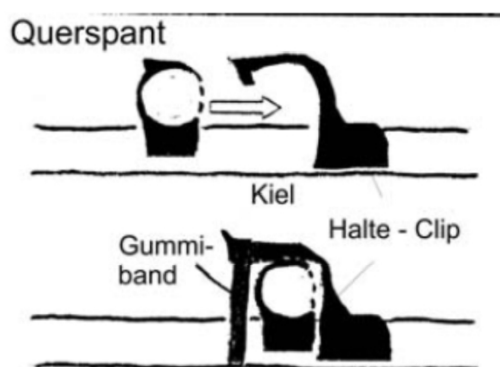
6. Now lay out the frames next to the canoe. Depending on the boat type, there will be either nine (150, 160) or ten (165, 170) frames. The narrowest frames go at the bow and stern of the canoe, and the widest ones toward the middle. If you install the widest frame first, it requires the most effort but makes it easier to install the narrower frames. You can also work your way from narrow to wide. Try

Choose whichever option you prefer! Note: At the end of the instructions, you'll find a model overview showing the number and positioning of the frames.



NOTE: The parts shown here are for a 150. This may vary slightly depending on the boat type (though this does not affect the assembly sequence). For the 165 and 170 models, for example, there are two wide frames in the middle without a crossbeam. Please sort your frames from narrow to wide and then back to narrow. On the last page, you will also see an overview of the different boat types. In addition to the frames sorted by size, the image also shows the U-pieces and stems that you have already installed in the canoe.

7. Get into the canoe and position yourself so that the latch clips on the longitudinal struts are facing you. The latch clips should be about 30 cm away from you. These clips will hold the frames in place. Take one of the widest frames and rotate it so that the open end of the clip on the frame faces the latch clips on the longitudinal struts:



First, clip one of the twist locks into the gunwale. Repeat this step on the other side of the canoe. Now slide the lower end of the frame away from you toward the clips on the keel bars (you will feel some tension in the canoe skin). Align the longitudinal struts inside the canoe so that their position matches the clips on

align with the frames. Then slide the frame further until it snaps into the snap fasteners on the longitudinal struts. Next, turn the twist lock on the frame. This prevents the frame from popping out of the



coaming. See the following images:



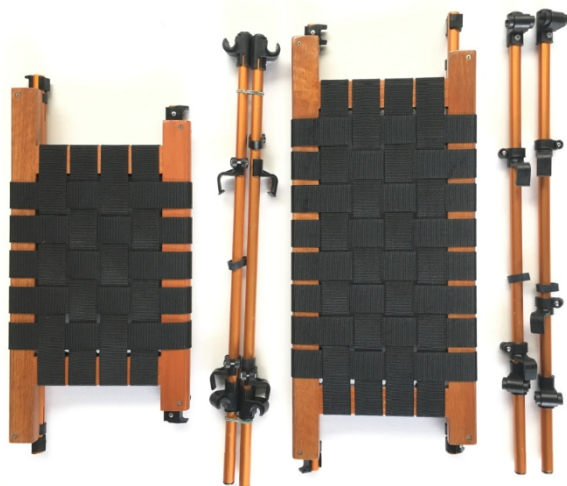
8. Once you have installed three frames, take one of the long rods with the black end caps and slide it past the frame you just installed, centering the rod so that it protrudes an equal distance from both ends of the canoe. Repeat this step on the other side of the canoe. Once the air chambers are inflated, these longitudinal rods will automatically remain “wedged” between the chambers (between the lower and middle ones).

9. The remaining crossbars are now much easier to install. The process is exactly the same as for the first crossbar. Once all the crossbars are installed, you can fully inflate the air chambers. Use the included pump for this. When inflating, please make sure to position the two longitudinal bars with the black end caps between two air tube chambers. The pressure will hold them in place. You can inflate the air tubes until they feel firm and well-filled.

Note: Even if you inflate the air chambers by mouth, the canoe's performance will not be affected.

10. Attach the end caps to the bow and stern of your canoe.

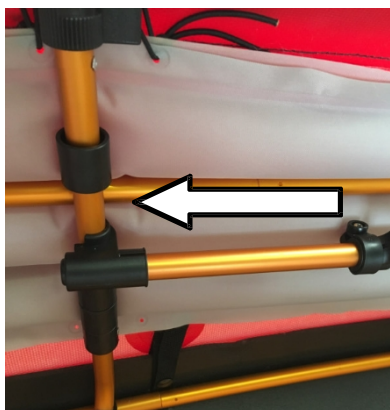
11. Installing the PakCanoe Bench Seats



The narrower bench seat goes at the stern, and the wider one at the bow. First, take the crossbars (known as “support rods”) with the attached brackets. These are secured to the frames and form the support for the bench seats.

At each end of the crossbar is a permanently attached clip that is secured to the rear of the two seat mounting frames. Depending on the (height) position in which you place the crossbar between the plastic rings, you will achieve a slightly higher or lower (i.e., more stable) seating position. Please make sure that the mounts are facing upward.

First, decide how high you want to install the seat. Then, on the rear of the two frames between which you want to install the seat, slide the plastic rings upward at that point and clip the crossbar into place:

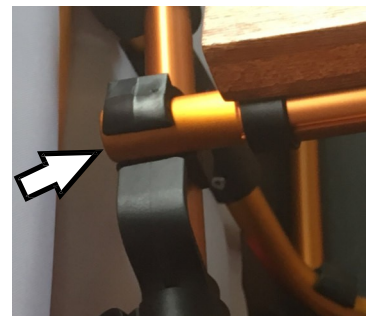
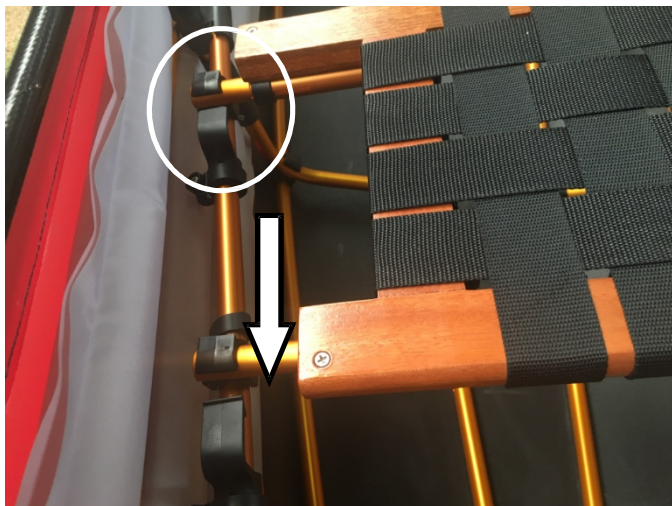


At the other end of the crossbar, you will also find a clip for the frames, though it is not secured. Slide this clip toward the front frame between which you want to install the seat, and snap it into place as described above. See image:



Proceed in the same manner on the opposite side.

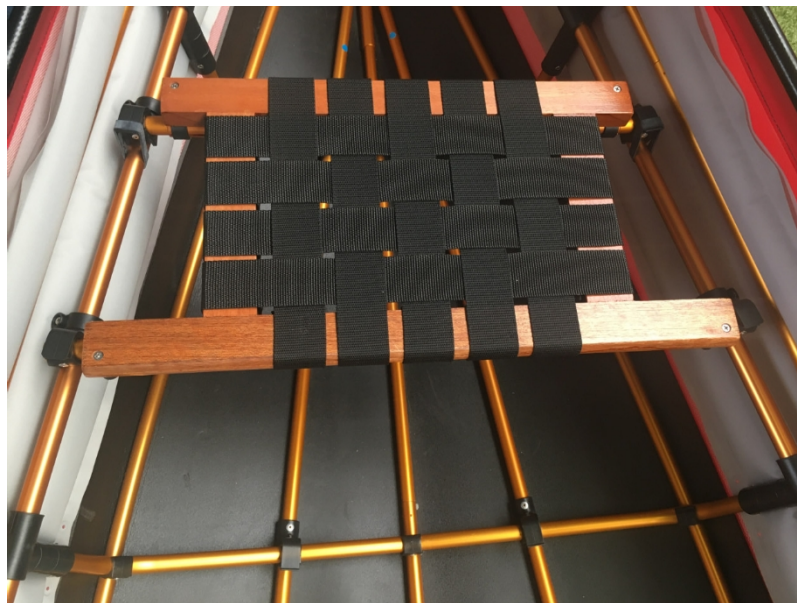
Then place the bench seat on the two bars, position it as desired, and slide the seat bars into the brackets on the crossbars. Make sure to always slide the open end into the clip (the seat bars can be removed and swapped out if necessary).





There are two locking mechanisms: one secures the clip to the crossbar, and the other secures the seat post to the seat itself. Once the initial setup is complete, you'll only need to do this once. From then on, simply place the corresponding crossbars in their designated positions. Of course, all seats can be adjusted at any time if desired.

Now tighten the corresponding screws **on both sides** of the crossbar **and** the bench seat, as shown in the pictures above. Then secure the rubber straps over the rear clip. The bench seat is now installed.



Disassembly and packing the canoe:

1. Deflate the tubes and remove the seats and their crossbars
2. Remove the fabric caps at the bow and stern.
3. Remove the cross struts by loosening the twist locks and sliding them out of the clips along the keel.
5. Remove the longitudinal struts by lifting them in the middle of the boat and removing them from the forks.
6. To remove the coaming pieces, slide the coaming bars apart until the U-shaped end pieces can be easily removed. Perform this step at both ends of the canoe.
- 7. To remove the coaming rails (dollborde), it helps if you pull them slightly toward you as you pull them out, that is, pull them out in a slight arc toward you. This creates a slight tension that prevents the coaming rails from coming loose from each other in the channel.**
8. Fold all the longitudinal struts together. Start in the middle and work your way toward the ends.
9. Lay out the outer skin with the bottom facing down. Fold the side walls inward. *Do not fold the boat's foam bottom!* Place all the longitudinal struts crosswise at one end of the canoe skin, opposite the air chamber valves. Roll up the skin with the struts in the middle and tie everything together with a strap.
10. Place the rolled-up canoe in the carrying bag with the vertical seam facing up. Pack the remaining pieces (it's easier to pack all the parts separately).

Some general tips for your PakCanoe

Bottom material

A distinctive feature of your PakCanoe is the foam floor, which is bonded to the inside of the canoe. This foam lining protects your canoe from abrasion and punctures by providing cushioning and flexibility to the canoe's hull. Due to the nature of the production process, cosmetic irregularities may occur in the canoe skin (especially at the weld seams). However, this does not affect the functionality of your canoe and should not be a cause for concern.

Repairs and Reinforcements

Holes and abrasions in the canoe's hull can be easily repaired using the included repair kit. Cut a patch that is the size of the damaged area plus 2 cm in width. *Round off the corners of the patch.* This prevents the repaired area from catching on obstacles and potentially tearing off. Clean the repair patch and the area on the boat that needs repair. Apply a thin layer of adhesive to both surfaces to be bonded and wait until the adhesive has dried. Only then should you press the repair patch onto the surface and press both surfaces firmly together.

Note: The smooth side of the repair patch should face outward, and the adhesive should be applied to the rough side. The canoe can be used immediately after the repair. However, the bond will become even stronger over the next few hours as the adhesive cures.

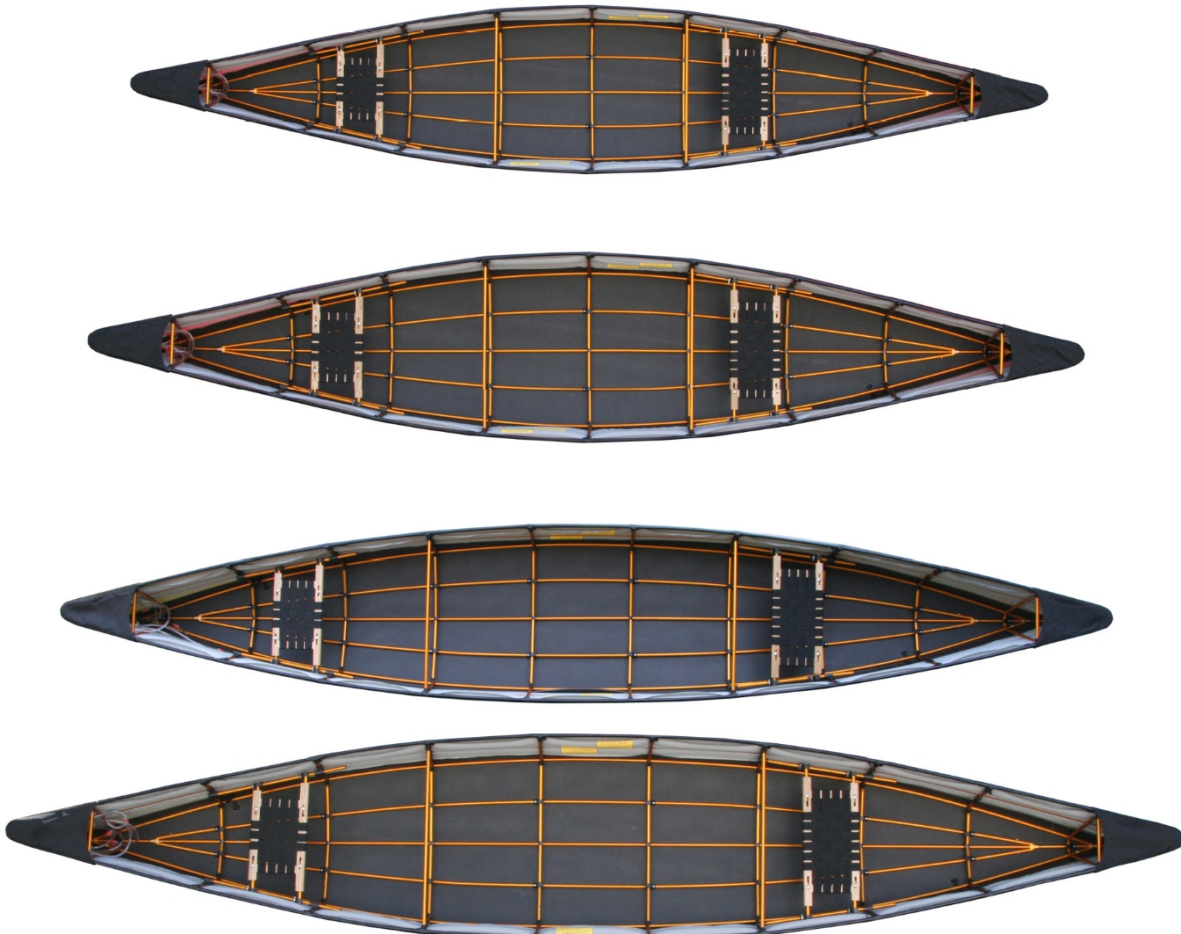
For heavy-duty use or longer trips, you can also apply additional reinforcements to high-stress areas. After using your canoe for a while, you'll easily be able to identify where such reinforcements should be applied. For this, we generally recommend the Pakboat keel strip reinforcement kits.

Note: Adhesives work best on a rough surface. It's best to roughen up the area to be repaired first with fine-grit sandpaper.

Knee pads

A kneeling position gives the paddler better control and stability compared to a seated position. We recommend using knee pads to protect your knees and shins. To install PakBoats knee pads, thread both knee pads under the crossbars in front of and behind your knees. Then fold the front part of the knee pads back over the crossbar and connect both ends together. Both crossbars are now padded, and your knees rest on more than 2.5 cm of foam.

Model Overview: 150, 160, 165, and 170 at the bottom



You can also find accessories, instructions, and lots of other interesting information at any time at:

FALTBOOT.DE