

**Assembly Instructions for the Nortik Scubi 2 XL
Recreational Kayak**



**QR code for
assembly video**

Assembly instructions for the Nortik Scubi 2 XL

Dear Customer,

You have purchased a **Nortik Scubi 2 XL**, 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 assembling it 2–3 times, you won't need the instructions at all.

Experience shows that the first few setups are a bit more difficult than later once you've gotten to know the system. The assembly process for the **nortik scubi 2 XL** is extremely simple, and after just a few setups, you'll need barely more than 15 minutes.

Then start setting it up again step by step using the instructions. You'll 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 makes its way from the factory to you, it is inevitably stored in its packaging for an extended period, shipped, and possibly stored again, and so on. 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 see small pressure marks that appear white (so-called "white break") on both the colored material and the black hull. These disappear over time, especially once the boat has been set up or in use for a while. The hull "relaxes" again, so to speak, particularly under the influence of 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 remains just as durable. 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!

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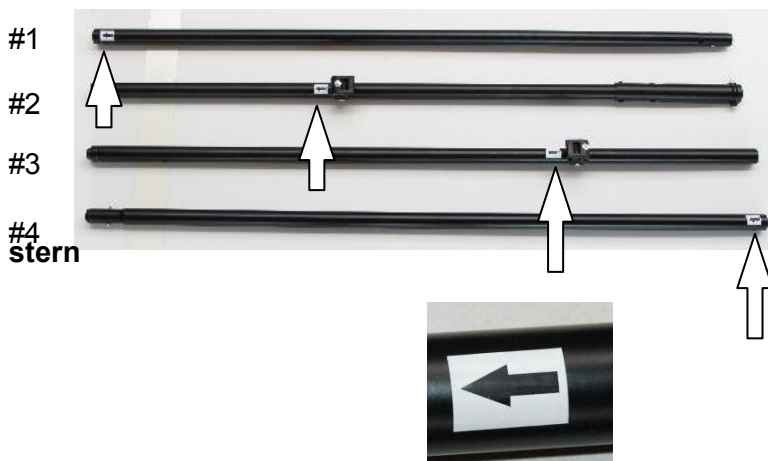
1) Scope of Delivery



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

- 1) **1x boat hull**
- 2) **Bow stem** (higher, more curved)
- 3) **Stern stem** (lower, flatter)
- 4) **4x keel stringer**
- 5) **1x open frame for front seat** (lower than the open frame for rear seat) and **1x closed frame for front seat** (wider than the closed frame for rear seat)
- 6) **1x open frame and 1x closed bulkhead for rear seat**
- 7) Bow and stern frames
- 8) Carrying backpack/bag
- 9) Repair kit
- 10) Double-action pump with pressure gauge (not shown)

2) Markings



The **4 keel rods** are marked with arrows. This helps you with the Assignment of where each rod is located place.

You will find an arrow on each rod. The **arrow** must always **point from the bow** of the boat. On the rearmost rod, the arrow is also in 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 XL**.

Note: Except for the arrow, keel rods #1 and #4 are identical—so they can also be swapped.

3) Assembly

Basic procedure:

1. First, the stem sections are slid into place at the bow and stern and connected with two keel struts each.
2. Next, the keel is connected in the middle.
3. Next, the frames are installed (two under each seat).
4. Finally, the high-pressure hoses are inflated.

The instructions explain the procedure step by step:

A note in advance:

The **scubi 2 XL** comes with so-called “foam pads.” These are placed in the center of the designated, welded-on “channel” and, in addition to the keel strip, protect your kayak from abrasion and damage.

On a new boat, the foam pads are usually already in the designated channel.

You can leave them in place during setup and takedown.



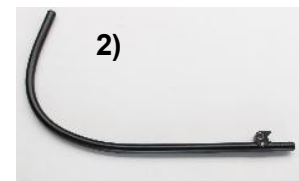
Setting up the scubi 2 XL:

From time to time, the foam pads should be removed as needed and the channel cleaned. You can easily remove and reinsert them through the openings.



First, unfold the boat skin.

Then take the bow stem



and the front keel rod #1



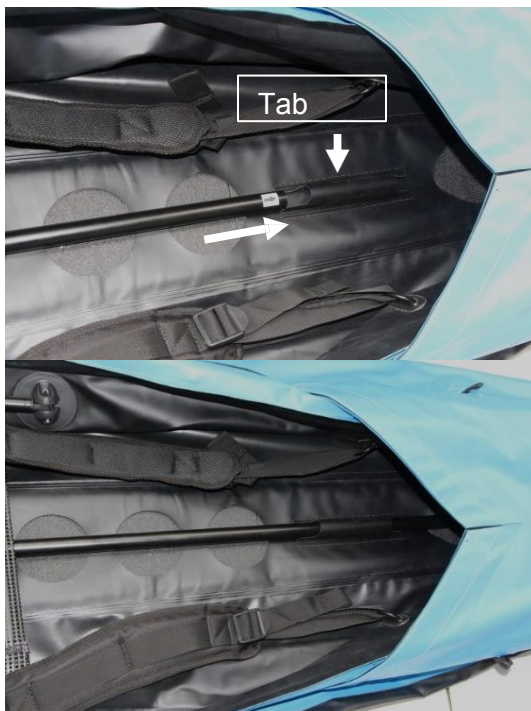
(this has an arrow at the very front; the arrow points toward the bow).



Push the bow stem far forward into the bow so that it rests against the inner hull.



First, feed keel **rod #1** **under the front seat** toward **the stern** so that you can then push the keel rod through the tab on the boat's hull toward the bow (with the open end leading the way)



On the left, you can see the bracket welded securely to the hull, through which you slide keel bar #1 toward the bow

Then snap the keel bar onto the bow stem. The two parts are connected using the spring tabs.

Next, take keel **bar #2**. It has a **riveted** half-tube:



Remove the split pin from the half-tube



First, slide **keel rod #2** under the **front seat toward the bow**, with the half-tube pointing toward the center of the boat.

Then guide the half-tube through the tab on the keel.



Once you have pushed the keel rod through (with the half-tube leading the way), connect it to the already installed keel rod #1 using the spring tabs



Now take the **stern stem 3)**



and keel rod **#4** (this one has the arrow at the very back; the arrow points toward the bow).



Push the stern stem far into the stern so that it rests against the inner hull.

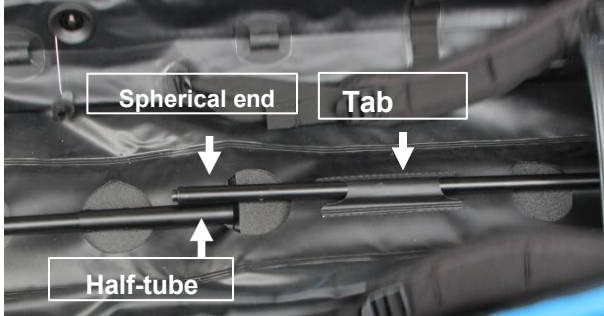


Then guide keel rod #4 first **under the rear seat toward the bow** so that you can then push the keel rod through the tab on the boat's hull toward the bow. With the open end facing forward (the other end is tapered and has two spring tabs).

Then clip keel bar #4 onto the stern stem



Then take keel bar #3 with the spherical end.



The spherical end points toward the center of the boat. Slide keel bar #3 back **under the rear seat through the strap in front of the seat toward the center of the boat.**



Next, connect keel rod #3 to keel rod #4. This is done under the rear seat.



Make sure once again that the bow and stern transoms are centered and seated far enough into the hull.



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

Make sure that the **keel rod with the riveted half-tube** is at the top. Pull both rods up far enough so that you can “hook” the lower one into the upper one.



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



"Hook" the rod with the spherical end into the half-tube from below, and **then slowly press the rods downward** until they rest on top of each other on the boat's floor. This creates good longitudinal stiffness, as the rod assembly is



Here, too, make sure that the rods lie straight on top of each other and that you **press** them **straight down**.



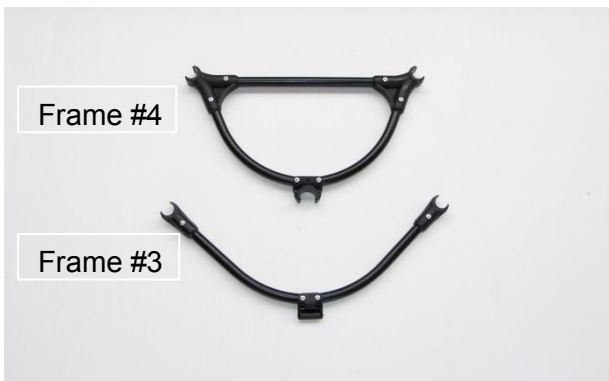


Once you have pressed the rod flat against the surface, please secure it by **reinserting the cotter pin**. Stretch the rubber band over the tube to secure the cotter pin.



If the cotter pin doesn't go through the holes right away, slide the keel bar back and forth a bit until it passes through the holes easily. With a little practice, this is very easy to do.

Next, **insert the frames** under the seats. Place two frames under each seat. The front frame under each seat does not have a crossbar—that would be uncomfortable when sitting.



The image on the left shows **frames #4 and #3** from **the rear seat**.

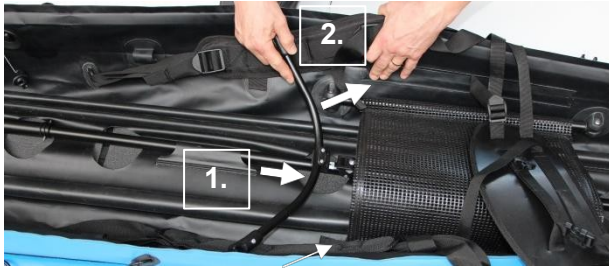
The **wider open** one and the **narrower one with a crossbeam**.



Here you can see **frame #1** and **frame #2** from **the front seat**.

The **narrower open** one and the **wider closed** one.

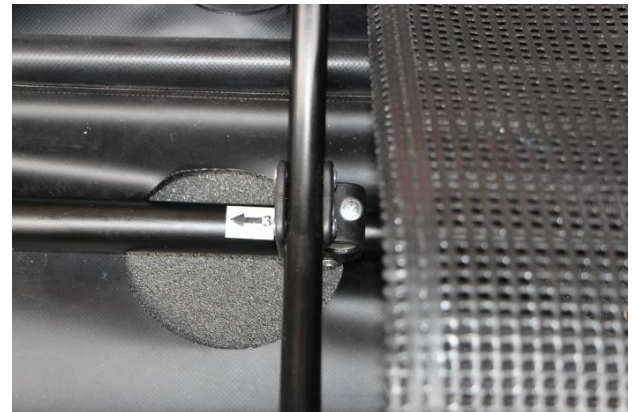
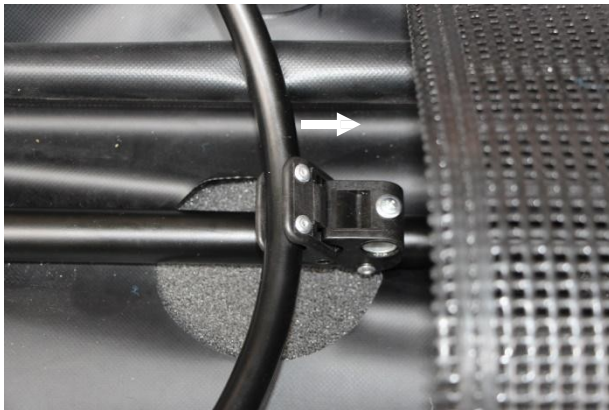
You can also visualize the order of the frames based on the boat's shape: from narrow to wide to narrow. And the open frame is always located in front of the seat.



Take frame #3 (the open one for in front of the rear seat) in your hand.

1. Place the frame at an **angle to the clip** on the keel.
2. Then slowly straighten it toward the stern. This causes the clip on the frame to engage with the clip on the keel bar

(see also the following pictures)



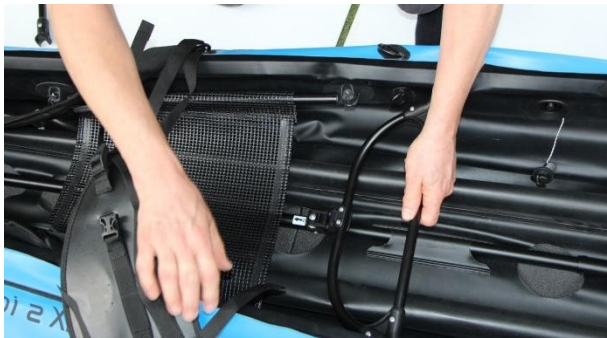
Once the frame is straight, please clip the seat support rods into the side mounts on the frame.





Next, take **frame #4** (*the rear frame for the rear seat*).

This is simply clipped onto the keel bar and then clipped back into the side seat bars.



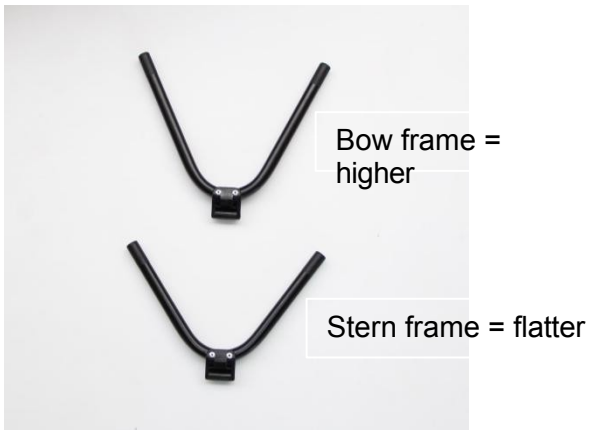
Next, install **frames #2 and #1** for the **front seat**.

Start with the closed frame (*position = rear frame under the front seat*). This is anchored to the keel again.

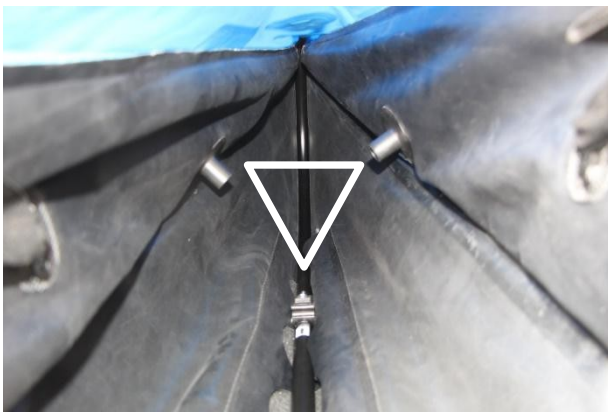




Next is **frame #1**. This is simply attached to the keel. Then clip each frame back into the side seat rails.



Now the two frames for the bow and stern remain. The **bow frame** is higher than the stern frame.



The two frames are secured to the keel again, and the open rods are then inserted into the sockets, which are firmly welded to the hull.



Once you have secured the frame to the keel, slide the open ends into the mounts. It helps to apply a little pressure from the outside so you can slide the frame securely into the mounts.



Now inflate the high-pressure air hoses on the sides. Each side has two high-pressure hoses that are inflated separately.

The repair kit includes an adapter for the inflation valves. Attach this to the double-action pump.

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.



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

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

The operating pressure is 0.20 (up to a maximum of 0.25) **bar**. Please adhere to this specification to prevent damage to the boat caused by incorrect air pressure.

The pressure relief valves are located at the stern. These prevent excessive pressure from building up, for example, if your boat is left unattended in the sun. If the pressure gets too high, these valves automatically release air.



Your boat is now fully assembled and ready for use. Below are the installation instructions for the following (optional) accessories:

- Steering system
- Canopy
- Center seat
- Drop Stitch floor
- Extra-high backrest
- Nortik kayak sail

This is followed by **important instructions** regarding disassembly, transport, saltwater use, and safety.

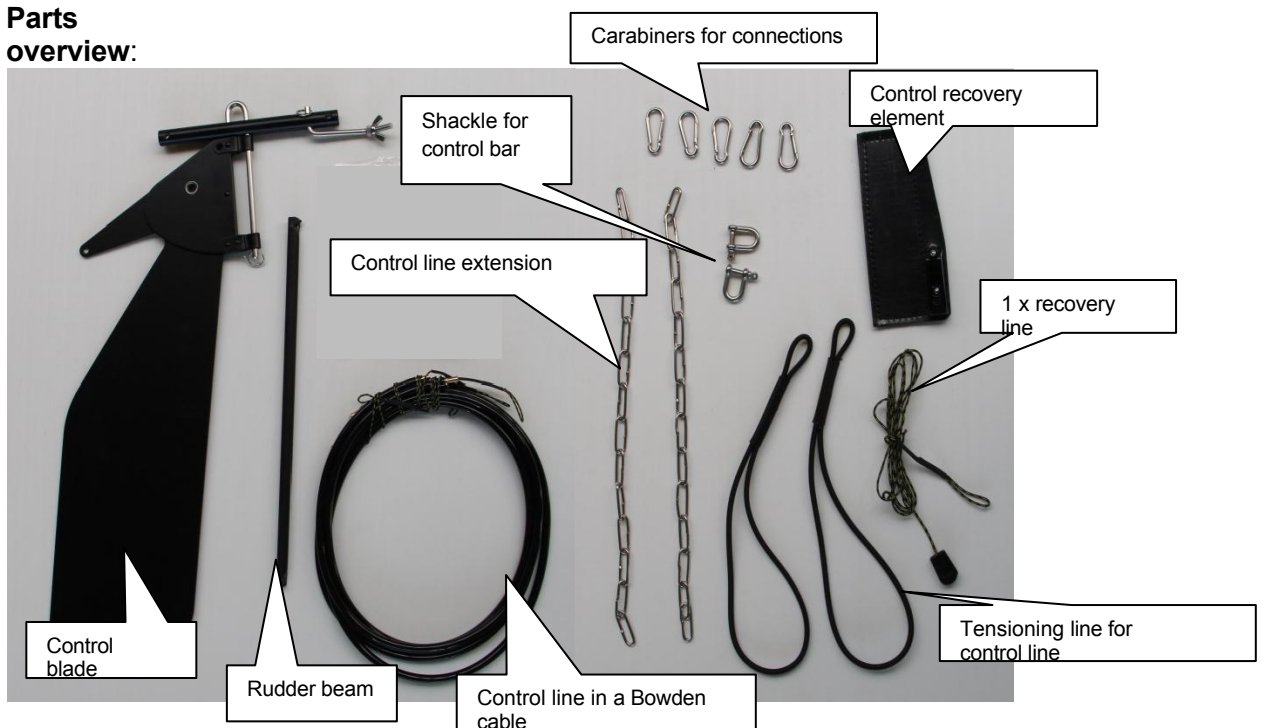
4) Steering system

QR code for assembly video:



During the initial installation of the steering system, a few simple steps must be performed, which do not need to be repeated later. The initial installation is therefore explained here.

Parts overview:





First, use one of the **carabiners** to connect the control line extension (**metal chain**) to the control line tensioning (**rubber loops**).

This only needs to be done during the initial installation.



Then take the two **control lines in the Bowden cable**. These must first be threaded through the channel next to the rear seat. It doesn't matter which end you use.

It is easiest to thread them when the tubes are not inflated.

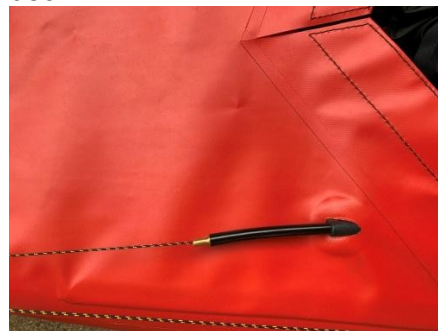


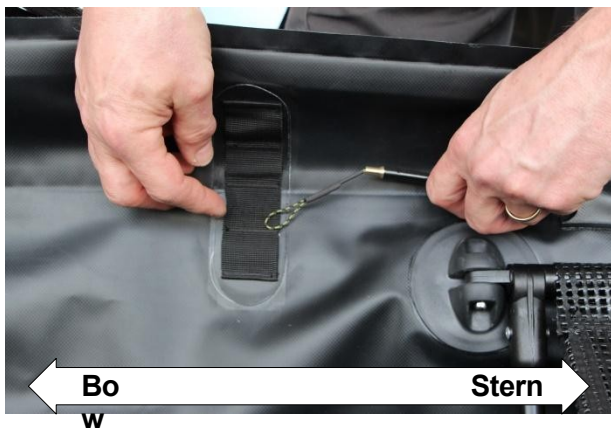
Then push the end of each Bowden cable through the control outlet unit on the boat's hull. This is easiest if you push the end of the Bowden cable **almost vertically from bottom to top** through the unit.

Move the Bowden cable end back and forth slightly until you have pushed it through.

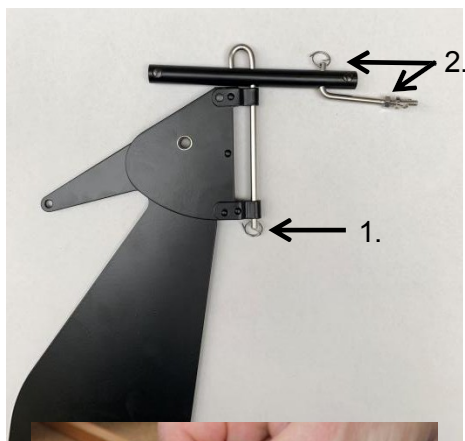


The Bowden cable runs about 10 cm along the deck:





The other end, in front of the seat, passes through one of the tabs so that the Bowden cable stays in place and doesn't get in the way when you're sitting in the boat.



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

Then loosen the small ring and the wing nut (2.) on the **spacer** and set it aside.



Now place the **control on the sensor** at the rear and secure it with the control pin by pushing it through from above.



Secure the pin at the bottom with the ring.



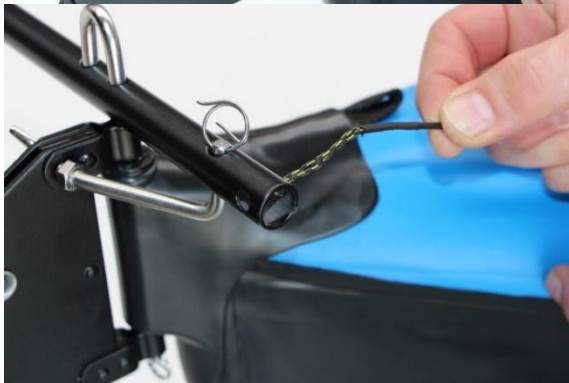
Now slide the spacer through the hole in the control surface and the other end through the hole in the crossbeam.

Now screw the wing nut back on...



...and secure the other end of the spacer with the ring.

You only need to do this during the initial setup.



Then thread the end of the control line through the side hole in the crossbar

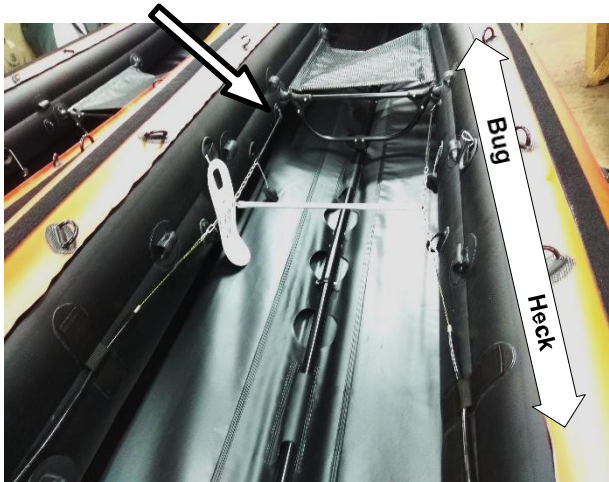


and simply wrap it around the crossbar once. Repeat the same process on the other side.



Now secure the **extension of the control line** to the D-ring behind the frame of the front seat.

To do this, please thread the elastic loop through the D-ring, then pull the entire extension—with the chain leading the way—through the loop once toward the stern.



Repeat the process on the other side.

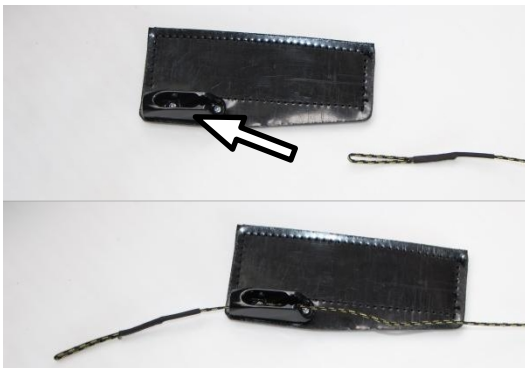


Then use a carabiner on each end to connect the chain to the ends of the control line.



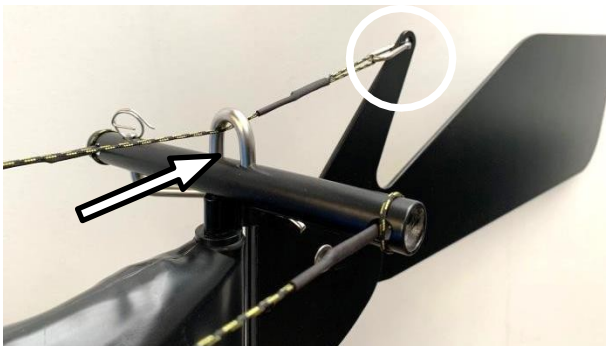
Now position the **control bar** where you want it. You can secure it along the chain using the two **shackles**.

You will then have your feet on the control bar and can comfortably operate the rudder at the stern.



Next, take the retrieval line and the retrieval device.

Next, thread the retrieval line through the retrieval element (*as shown on the left*).



Feed the **retrieval line** through the opening of the control pin on the control panel, and then secure the line to the control panel using the last carabiner.



You can then position the retrieval element next to or behind the rear seat on the Velcro in whatever way suits you best.

In the future, you'll only need to unfasten a few carabiners and remove the control pin to take off the control sheet. You can simply leave the rest of the installation in or on the boat.

5) Installation of the canopy



The optionally available canopy is **first attached at the bow, then at the stern**. Only then should you secure it to the sides with the Velcro.

The scubi 2 XL has overlaps at the bow and stern. The canopy is attached between these overlaps. This prevents water from entering the boat at these points, for example, when waves wash over the boat.



So open the Velcro ...



... and position the soft top exactly there.



Then close the overlap again.

Proceed in the same way at the stern, and only then pull the canopy over the sides and secure it with the Velcro.

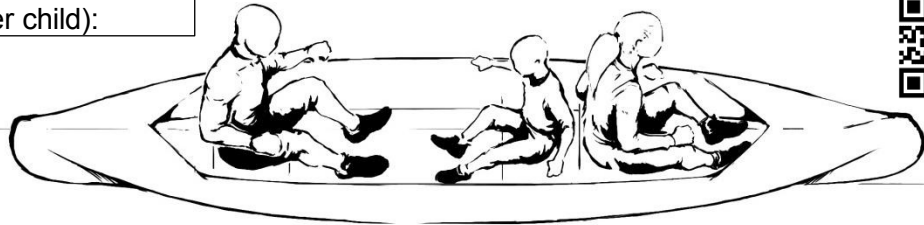


The canopy is now fully installed. You can now also attach **the optional splash guards** and/or **sea socks**. A **solo canopy** is also available, as are **hatch covers** for the cockpit openings.

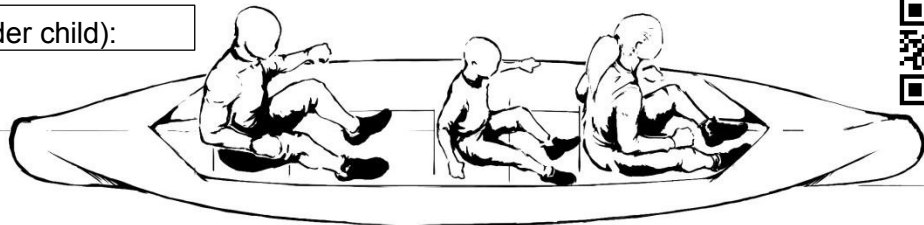
6) Installing the third seat

There are **three positions** where you can install the third seat. One for a small child facing the person sitting behind, one for a slightly larger person/child facing forward, and one for the **solo position**:

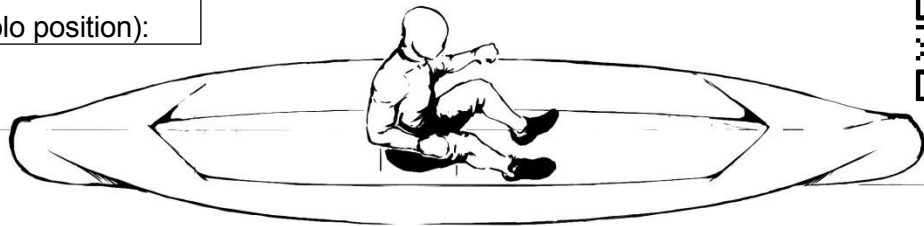
Part 1 (younger child):



Position 2 (older child):

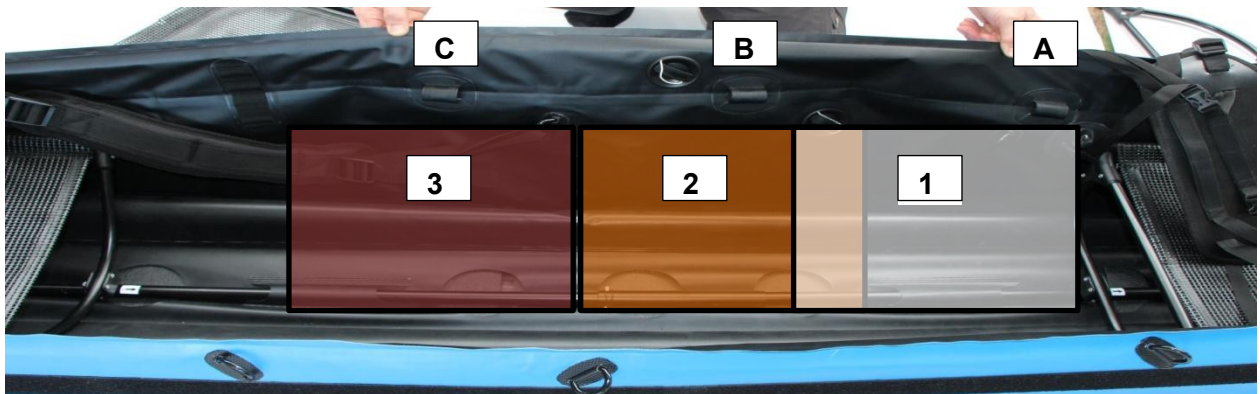


Position 3 (solo position):



The third seat is secured to the welded brackets using the side seat rails.





Above you can see a diagram of the three positions described.

- For **position 1** (small child), the side seat bars are inserted into **tabs A and B**.
- For **position 2** (older child), the side seat bars are inserted into **bracket B**.
- For the **solo position**, slide the side perches into **slot C**.

Note: *These are the ideal positions. There is no reason why you cannot adjust the positions, for example by positioning the seat bar in tabs C and B (e.g., for use with the Solo canopy). Installation must always be performed with the air tubes deflated.*

The installation of **position 1** is shown here.



The third seat consists of two frames, one of which is open and one closed (i.e., with a crossbar), two seat rails, and a seat cover.

The **open frame** is always positioned **in the direction of seating** so that there is no obstructing crossbar when sitting. You are already familiar with this system from the bow and stern seats.



First, slide the seat rods into the side channels of the seat cover.

Then slide the perch first into one of the welded **tabs (A)** ...

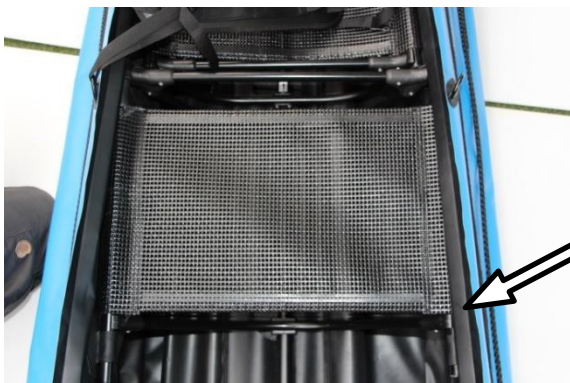


... then into the second one **(B)**.



Then click the **closed frame onto the keel**. The position is almost directly behind the front seat.

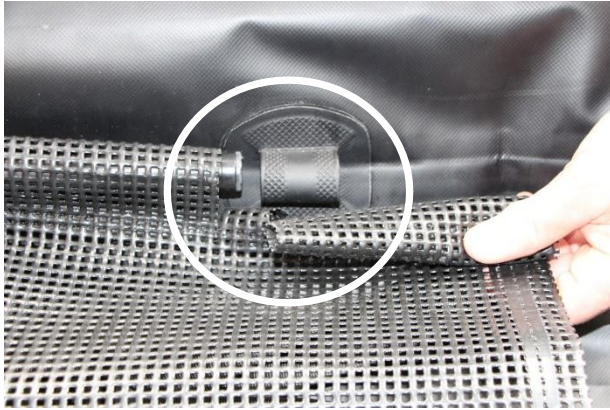
Then slide or press the side bar of the third seat into the clip on the frame. Do the same on the other side.



Then clip the **open frame in front of the seat** (the child faces toward the stern).

Clip the side seat bars into the frame there as well.

The third seat is now fully installed for Position 1.



Note regarding Position 3 (solo position):

When threading the side seat bar, make sure to thread the bar through the tab welded onto the boat at the same time.



Then reinstall the frames in front of and behind the seat cover as usual:



7) Installing the Drop Stitch Insert Floor

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for assembly
video:

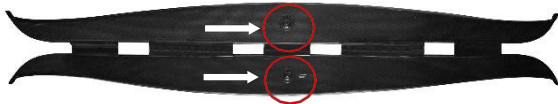


*The optional drop stitch insert floor gives your scubi a **very solid and rigid floor**. The insert floor can be **installed** in your scubi **at any time**, even **after the fact**.*

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 boat hull and the drop-stitch insert floor.

*The floor is generally **symmetrical**.
The **filling valves** are mounted on the **top** and are located at the rear.*



*Insert floor under the seat(s) **extending all the way to the tips of the skin***



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

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

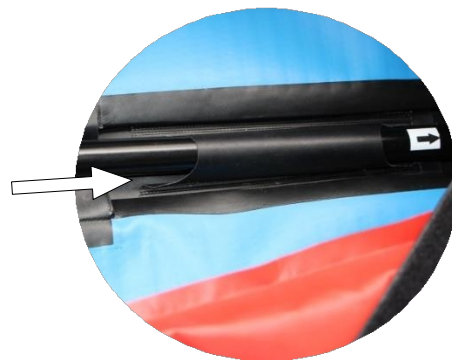
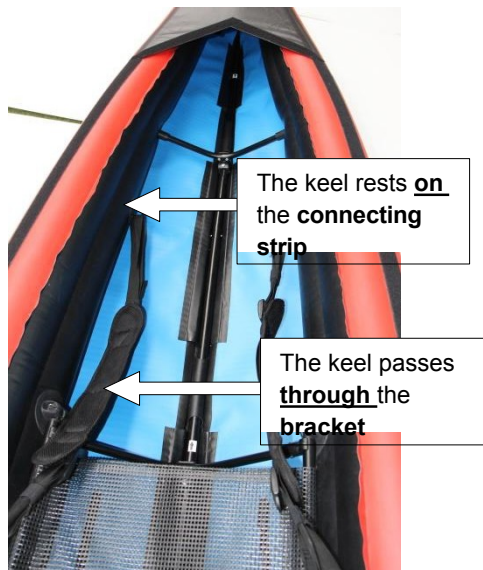


The **centered position** is also indicated by the fact that the **tabs** for the **keel rod guide**, which are firmly welded to the boat skin, appear exactly **between** the two drop-stitch halves.

- ASSEMBLY -

Now **set up** the **boat** as usual.

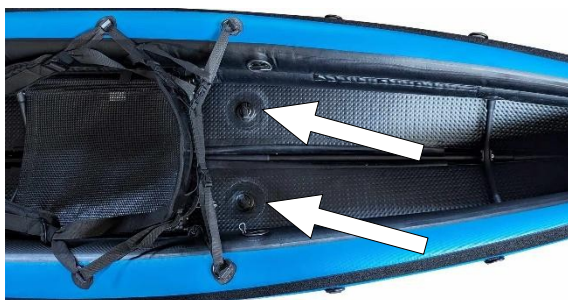
The **keel frame** is **slid through** the **brackets**—as is usually the case—which are permanently welded to the hull.



The keel frame 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 give your scubi **more maneuverability**, install the **foam pads** under the drop-stitch floor panel.*

8) Installation of an extra-high backrest



If you want a taller 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 onto the existing seat cover already installed in the boat.

Thread the side straps through the side seat rails and the air tube.

Important: The air tubes are not yet inflated!

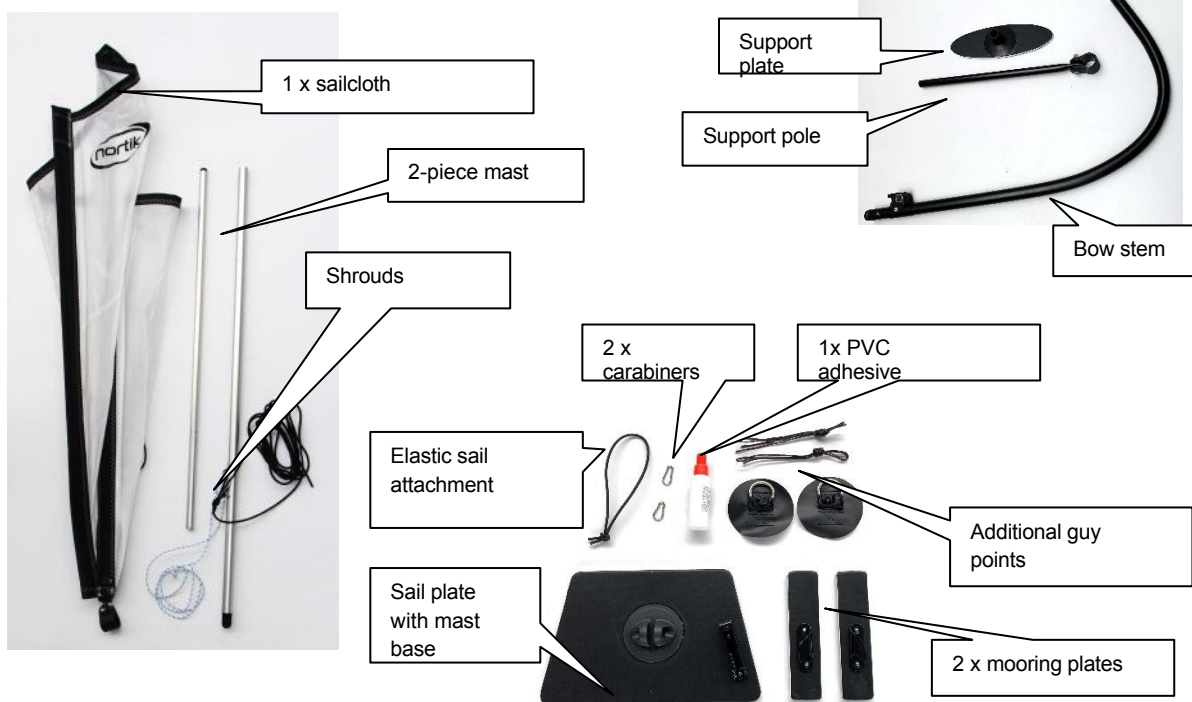


Then adjust the backrest forward and backward as usual—just like the backrest included in the package.

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

9) Installation of the Nortik Kayak Sails

QR code for assembly video:



First, take the **2-piece mast** and **assemble it**. The guy lines are attached to the lower mast section, which has a receiver at the bottom.

Then slide the assembled mast **through the clip** and into the sail:



Attach the mast base support to the bow stem **BEFORE assembling the boat**.

To do this, thread the plastic clamp onto the **bow stem** from the front and slide it up to the frame mount. Screw it in place there and attach the plate.





The mast base support is designed to better transfer the pressure from the mast to the keel.

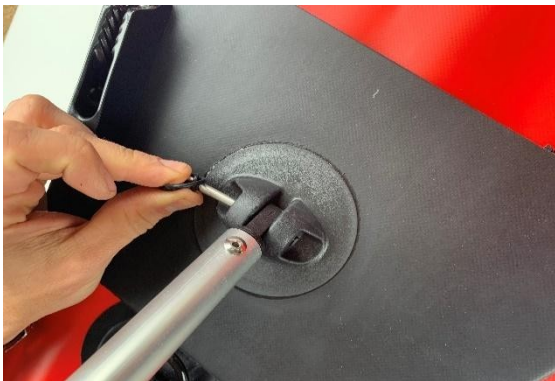
It can remain on the bow stem after disassembly. Simply remove the support plate and fold the pole down.



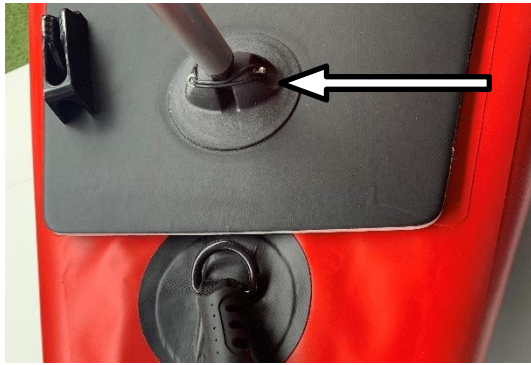
Then open the **Velcro strips** on the bow of your scubi 2 XL.



Place the **sail plate** on top and remove the retaining pin from the mast mount.



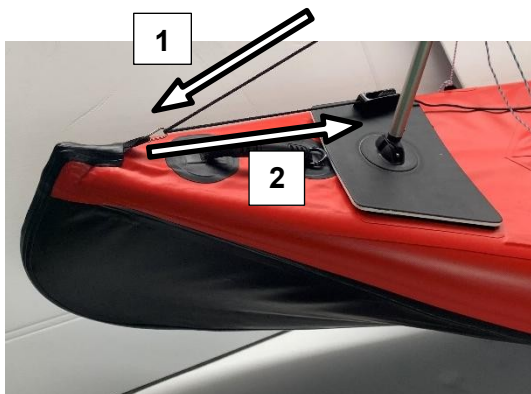
Then place the sail into the mast bracket so that the **eyelet** riveted onto the mast points **toward the stern**, and secure the mast with the cotter pin.



Make sure the **safety rubber strap** runs over **the front**.



Attach one of the two **metal carabiners** to the front loop at the bow.



You can now see on the left how the lines are attached. Let's first look at the **black haul line** attached to the elastic loop.

Please thread this **through the carabiner at the bow (1.)** and then **toward the stern (2.)**.



Then thread the recovery line **from the bow toward the stern** through the rope clamp.



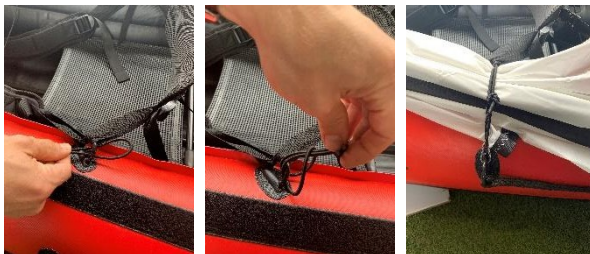
The **two light-colored lines** are each tied to the **loops** attached to the sides.



You also have **another black line** that is attached directly to the sail.



Position the **two lashing plates** in a spot that is easily accessible to you and hook the line onto one of them.



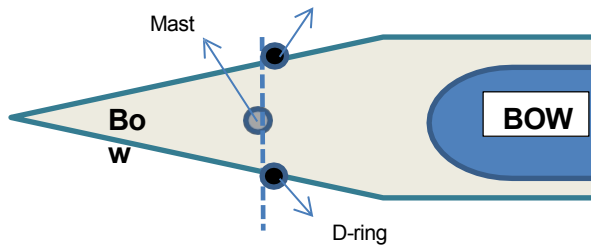
To stow the sail when not in use, thread the **elastic loop** through a D-ring on the backrest and attach the **second carabiner**.





If you want to sail close to the wind, you can attach additional attachment points.

Glue the two additional metal rings in place using PVC glue, as shown in the sketch below.



Either exactly on the line of the mast or slightly in front of the mast (approx. 1–2 cm).

The Nortik kayak sail is fully assembled.



10) Instructions for disassembly

Disassembly is essentially the assembly process in reverse order.

When folding the sail, please lay it flat. Completely deflate the tubes. You can also do this with the included pump, as it has a suction function. The sail is then simply “folded into quarters”:



Then fold the sides in slightly.



Fold the stern once—roughly to the length of the pack rucksack.

Tip: Place the backpack next to it, and you'll immediately see the right size.



Do the same at the bow.



Both sides are folded in.



Now fold the whole thing in half again.

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 hull.
- On **longer trips**, **deflate the** boat in the evening or when it is no longer in use. This also applies 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 **intense heat for longer than necessary** and/or let some air out if needed.
- When using in saltwater, **be sure** to apply **corrosion protection** to the outside and inside of **the frame!** For example, **CorroFilm** (a transparent, waxy, dry protective film). **Rinse thoroughly with fresh water** after use.
- 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 **completely dry!**
- When **storing the kayak in its assembled state**, avoid point contact wherever possible. **Check the frame joints** 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