



**Assembly instructions for the Nortik
Scubi Speed**

Recreational Kayak



QR Code Assembly Video (Scubi 1XL)



Assembly instructions for the Nortik Scubi Speed

Dear Customer,

You have purchased a **Nortik Scubi Speed**, 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 setups, 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 **Scubi Speed's** setup system is extremely simple, and after just a few setups, you'll need barely more than **10 minutes**.

Please take your time for the initial assembly, however, and follow the instructions. Even if this requires a bit of discipline, it helps you learn the assembly system properly. Please **read through the instructions carefully first!** Only then should you begin the assembly step by step, following the instructions. You will always find the explanation for the images on the left-hand side on the right-hand page.

Every boat is assembled and inspected once before it leaves the factory. If you nevertheless believe that something is wrong with your boat, please contact us, providing the serial number. The serial number is located on the outside of the boat in the stern area.

If you have any questions about the product, assembly, or accessories, your dealer will certainly be happy to assist you. Otherwise, you are also welcome to contact us directly—as the manufacturer—at (phone number +49 (0) 731 - 4007675; email: kontakt@faltboot.de).



More assembly videos on our YouTube channel: _

<https://www.youtube.com/c/faltbootde>

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 may show 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.

Minor **indentations** that appear white (known as "**white break**") may occur on both the colored material and the black underwater hull. These **will disappear over time**, especially if the boat has been assembled or in use for a while. The skin "relaxes," so to speak, particularly when exposed to heat.

If you want **to get rid of** these spots **quickly**, you can gently warm them up with a **heat gun**.


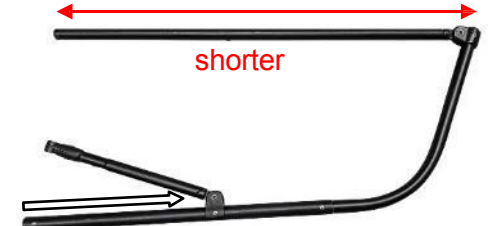







Two things are important to us here:

- This does not **impair the boat's functionality at any time**; in other words, the hull remains just as durable. This happens 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 due to the tight packing in the box.

We hope you enjoy your new boat!

1) Scope of Delivery / Parts List

NOTE:
 Boat cover, double-action pump (with pressure gauge), repair kit and packing backpack NOT SHOWN.

| | | |
|-----|---|---|
| (a) |  | scubi speed – Bow stem (longer ridge pole) |
| (b) |  | scubi speed – stern (shorter ridge pole) |
| (c) |  | scubi speed - Keel bar 1 (with clip) |
| (d) |  | scubi speed - Keel rod 2 (with ball) |
| (e) |  | scubi speed - Keel rod 3 (with half-tube) |
| (f) |  | scubi speed - Keel rod 4 (with clip) |
| (g) |  | 2x scubi speed – Bow frame and stern frame (identical) |
| (h) |  | 2x scubi speed – seat frame (identical) |
| i) |  | 2x scubi speed – seat bar scubi speed – seat cover |

ATTENTION!
 The split pins with O-rings used for the keel bar and the seat, as well as the valve adapter for inflating, are included in the repair kit!

1) Inserting the frame



1. Push the bow stem (a) as far as possible into the bow of the hull.
2. Erect the support rod
3. Clip in the ridge bar

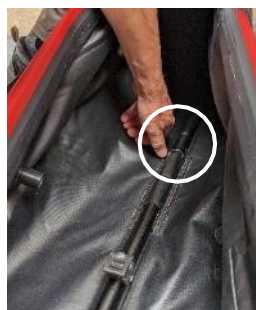


Feed **keel rod 1 (c)** through the **bottom tab** and connect it to the bow stem.

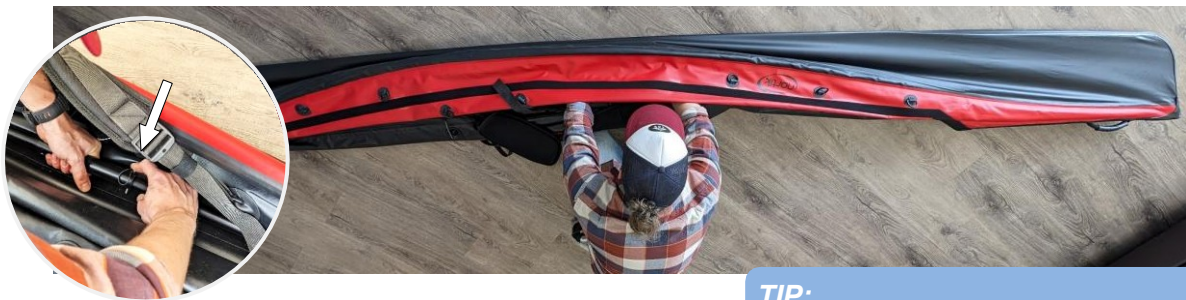


Connect **keel rod 2 (d)** (with ball) to **keel rod 1 (c)**.

Repeat these steps with the **stern stem (b)**, **keel rod 4 (f)**, and **keel rod 3 (e)** (with half-tube):



CAUTION!
Make sure that **keel rod 3 (e)** (with half-tube) is threaded through the **floor plate** under the seat!



CAUTION!

Make sure that the rigging is pushed as far as possible toward the bow and stern into the boat's hull to avoid unnecessary stress!

Pull **keel rod 3 (e)** (with half-tube) and **keel rod 2 (d)** (with ball) upward.

Keel rod 3 (e) (with half-tube) must be at the TOP.

Hook the ball head below the half-tube.

Press both rods **down slowly** and evenly...

...and **secure them** with the **split pin**.

NOTE:

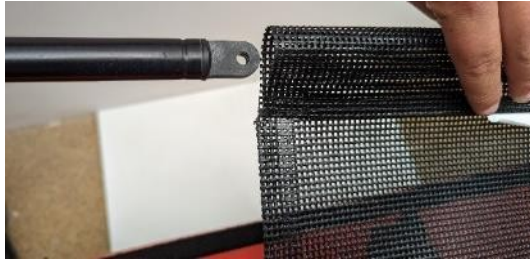
The **split pins with O-rings** are included in the **repair kit!**

TIP:

To make connecting with the split pin easier, it can be helpful to **tilt the entire boat hull toward you**. This allows the holes in both rods to align correctly on their own.

2) Seat Installation

This procedure is **only** necessary **during the initial installation** of the boat!
The seat and thigh straps can remain in the boat during disassembly.

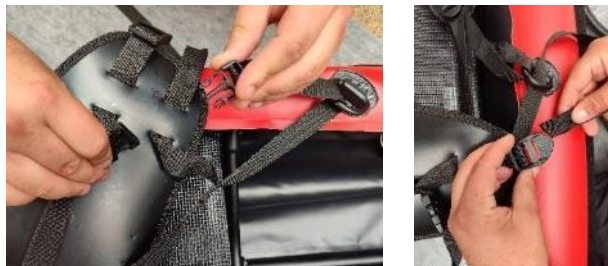


Insert the **seat poles** into the tabs of the **seat cover** (i) and insert them into the **receptacles** in the boat's hull.



Secure all four ends with a **split pin** and **O-ring**.

NOTE:
*The **split pins with O-rings** are included in the **repair kit!***



Attach the backrest to the boat's hull using the four D-rings.

CAUTION!
Do not tighten the **backrest** until **after inflation!**
This prevents unnecessary strain on the D-rings.



Attach the included **leg straps** to the D-rings and tighten them to your desired level.

For optimal comfort, the curve should face inward.

3) Inserting the frames



Place the **bow frame (g)** at an angle on the counter-hinge on the keel, **straighten** it, and insert the ends into the holders of the side tubes.

Repeat the process with the **stern frame (g)**:



First clip the **seat frame (h)** onto the keel bar and the seat bars.

Make sure the clips are located below the seat bar (*lift slightly!*)

TIP:

Alternatively, position the seat frame at an angle and "slide it toward the seat" on the keel bar, then clip it in.

Repeat the process with the **rear seat frame (h)**.

4) Inflating the tubes

The **repair kit** includes the necessary **adapter** for the inflation valves.

When **inflating** the **4 air tubes**, make sure the **pin** inside the valve is **not pushed in!** If necessary, push it in and let it pop out by turning it a quarter turn.

*(To **deflate**, **press the pin in** and turn it a quarter turn. The valve will then remain open.)*



Ideally, inflate one side to about 50%, starting with the upper tube, then the other side to about 50%. Then fully inflate all tubes.

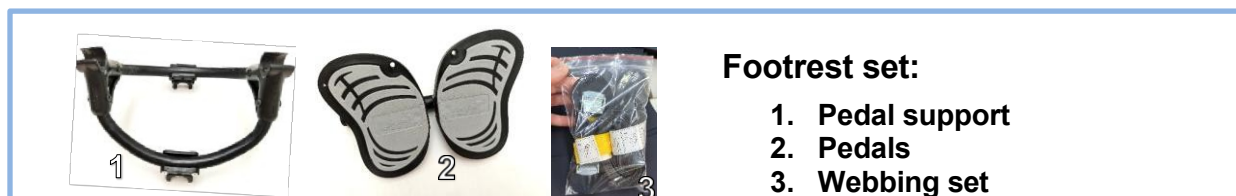
The ideal **operating pressure** is approximately **0.5 bar**.



The boat is now fully assembled and ready for use.

5) Footrests / Steering System (optional accessories)

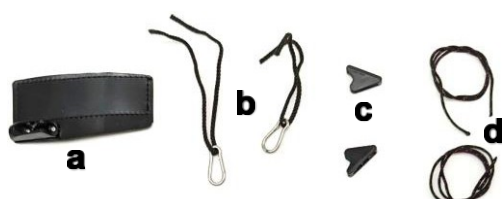
PARTS LIST:



Rudder blade with **sensor** and return line



2x **Bowden cables** with **control cables**



a) **Clamping plate** for retrieval line
b) 2x **carabiners** with 2x **cords** (stern)
c) 2x **rope clamps**
d) 2x **twine** (bow)

Installation of footrests:



Clip the **pedals** onto the **support**, then clip the support **onto the keel bar** about a leg's length away from the seat.



Pass both **ends of ONE webbing strap** crosswise **under the keel bar**...
 ...**behind the front clip** of the support pull upward...
 ...and **pull both ends of the webbing** through the resulting **loop**.

Pull both ends of the webbing toward the seat until the resulting Prusik knot tightly encircles the support and the keel bar.

Repeat the process at the front seat frame (h).



Pull the **neoprene sleeve** over the **double turnbuckle** and **fold the ends** toward the center.

Thread two **webbing ends** through each of **the turnbuckles**...

...until it tightly connects both webbing straps. Fold the neoprene cover back to cover the turnbuckles.

Now the footrest can be slid along the keel bar and adjusted to fit your leg length.

NOTE:
 The footrests are part of the steering system but can also be used separately.

Steering System Installation:



NOTE:

Many of the installation steps are only necessary during the initial installation. The Bowden cable, for example, can be pre-installed on the boat.

Unclip the carabiner from the cord (b) and thread it through the hole on each side of **the** mount...

...reattach the **carabiner** to the loop (b).



Insert the rod of **the rudder blade mount vertically** into the **bracket** at **the stern**...

...and **secure** it on the underside with the **ring**.



Push **the Bowden cable** with the **looped end** through the grommet **under the Velcro**...

...and pull it slightly **toward the tail**.

NOTE:

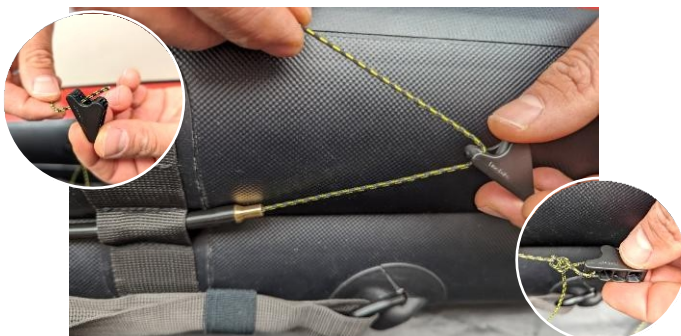
The Bowden cable runs only a few centimeters along the tail, see image on the left!



Thread the **other end** of the Bowden cable/control cable through the **1st tunnel/channel** (*behind the seat*)...

...then through the **second tunnel/channel** (*above the seat*),...

...finally, pull it through the **webbing loop** between the **two air tubes** so that the end sticks out slightly.



Thread the loose end of the **control cable** through the **cable clamp** (d) and **tie a knot** about a hand's width behind the Bowden cable end.



Thread the cord (e) through the outer hole of the pedal...

...and tie a knot on the back.



Guide the loose end of the cord to the back and feed it through the cable clamp.



Pulling it backward will now clamp the cord in place.

Repeat the process on the other side.



Attach the ends of the loops to the carabiners (b) at the stern and tension both control lines evenly.

CAUTION!
Tighten the control cables only enough to allow sufficient play for the control blade to move!
The system cannot function under full tension!



Attach the clamping plate (a) to a suitable spot on the cockpit and thread the pull cord through it.

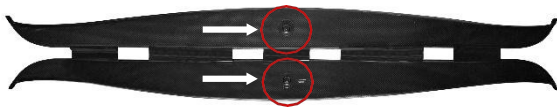
6) Installation of the Drop Stitch Insert Floor (optional accessory)

*The optional drop-stitch insert floor gives your scubi a **very firm 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, you just place the floor into the scubi and then set it up as usual. At the very end, inflate the drop-stitch floor.

*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 skin and the drop-stitch insert floor.

*The floor is generally **symmetrical**.
The **inflation valves** are located on the **top** and belong in the **stern** area.*



*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.

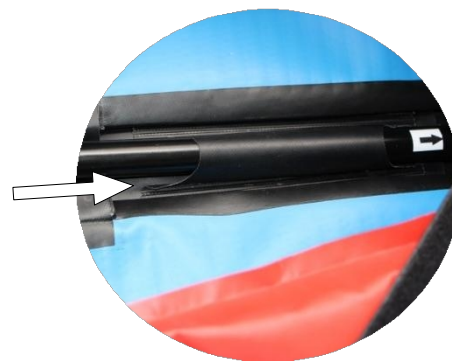
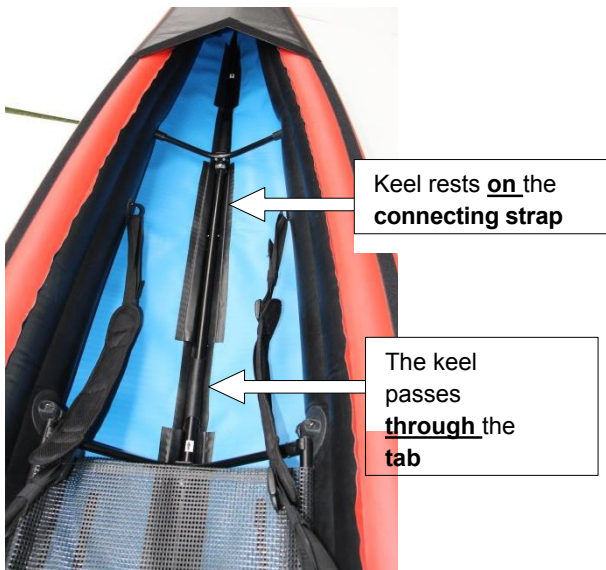


The **centered position** can also be recognized by the fact that the **tabs** for the **keel rod guide**, which are firmly welded onto the boat hull, appear exactly **between** the two drop-stitch halves.

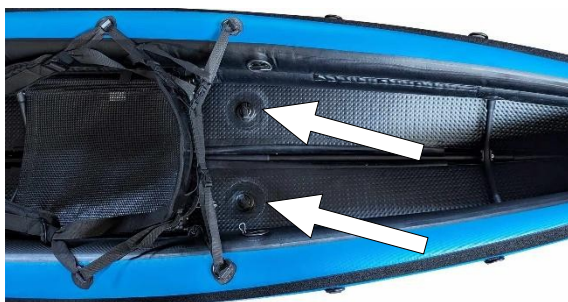
- ASSEMBLY -

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

The **keel rod assembly** is **inserted**—as usual—**through** the **tabs** welded securely to the boat hull.



The keel frame always rests **on** the **connecting strap** between the two drop-stitch halves and passes **through** the **loops**.



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 panel.*

7) Installation of Nortik Kayak Sail (optional accessory)

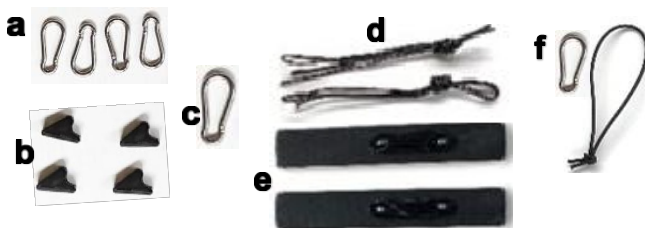


SCOPE OF DELIVERY:

1x sailcloth
2-2-piece mast Stays
(approx. 90 cm)

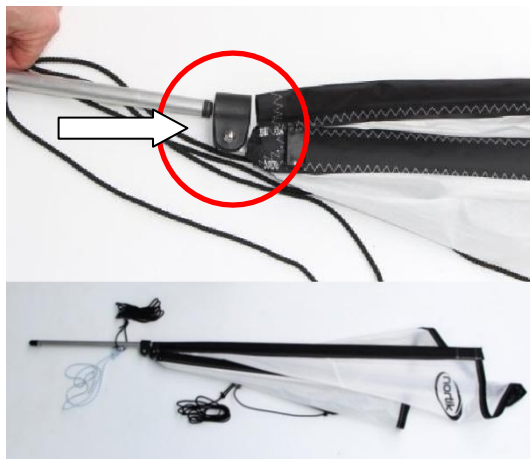


3-2-piece sail mount

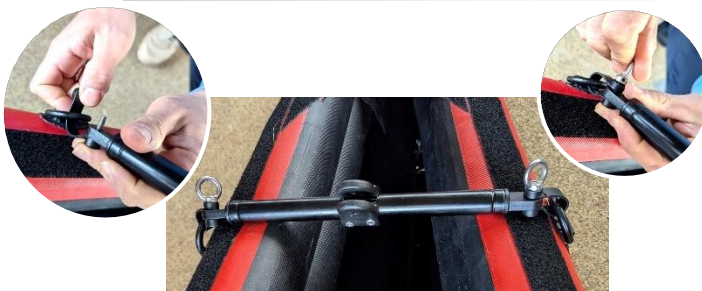


a) 4 x small carabiners
b) 4x cord tensioners/rope clamps
c) 1x large carabiner
d) 2 x guy lines (approx. 60 cm)
e) 2 x mooring plates
f) Lanyard attachment with carabiner
g) Cotter pin with rubber (not shown)

INSTALLATION:



Assemble the 2-piece mast and slide it through the clip into the sail



Attach the **short pole (a)** (with mast mount) to the front D-rings.

To do this, screw on the ring nuts, slide the plastic clamps over the D-rings, and screw them back on.



Attach the **longer pole (b)** to the next D-rings.



Hook the **third pole (c)** (with rope clamp installed) between the two sail mounts.

NOTE:

Make sure the opening of the rope clamp faces toward the stern!



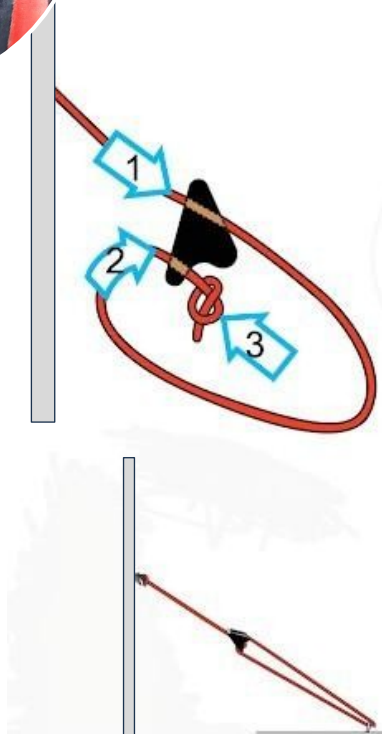
Attach the **large carabiner** to the **bow handle**.



Attach the sail to the front sail mount on the **mast base** using the **split pin**.



Feed the **pull line** (attached to the elastic loop on the mast) through the **carabiner (1)** attached to the bow handle, and then toward the stern **(2)** through the **rope clamp (3)**



Attach the four **cord tensioners** to the guy lines (see *diagram*).

Use four carabiners to attach the two **shorter lines** (approx. 60 cm) to the **front ring nuts** and the two **longer lines** (approx. 90 cm) to the **rear ring nuts**.



Position the **two lashing plates** in an easily accessible spot and attach the **steering line**.



To **stow the sail when not in use** (*during the paddle tour*), secure it to a **D-ring** in front of the seating area using the **elastic loop** and **carabiner** (included).



The Nortik Kayak Sail is now fully assembled!

8) Disassembly

Disassembly follows the **assembly steps in reverse order**.

Completely **deflate** the **tubes** (if necessary, using the suction function of the included pump).

TIP:

It is advisable to **detach the backrest** for transport to prevent creases.



When folding, **lay the cover flat**.



Fold the lower section toward the center to the width of the seat.



Fold the bow and stern in toward the seat.



Fold it down to the size of the stuff sack.



You'll also find a hip belt with your boat. This is especially handy if you ever want to carry the boat on your back for longer distances. Attach it by threading it through the strap on the pack sack ...



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

9) Additional accessories

Canopy



Nylon skirt / Thermal
PU skirt / Hatch cover
/ Sea sock



Steering system



Extra-high backrest



Corrofilm (for saltwater
use)

Super Cleaner



10) Safety / Storage / Care

- **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 the boat 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 **high heat for longer than necessary**. Do not store it in the sun!
- When using in **saltwater**, be sure to apply **CorroFilm corrosion protection** (transparent, waxy dry protective film) on (and in) to the **(keel) frame!** **Clean 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 they are **completely dry!**
- When **storing the kayak in its assembled state**, avoid point contact wherever possible. **Check the frame connections** from time to time. Temperature fluctuations can promote corrosion.



11) 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).
- Apply repair tape to **both sides of the hole**.

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 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 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