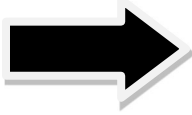


Assembly Instructions for the Triton Vuoksa 2 Advanced
Touring and hiking kayak



QR code for assembly video:





You can find assembly videos for many of our boats on our YouTube channel: <https://www.youtube.com/c/faltbootde>

Assembly instructions for the Triton Vuoksa 2 Advanced

Dear Customer,

First things first: Please don't be intimidated by the length of the manual. The assembly instructions are very detailed, and nearly every step is illustrated. You'll find that this helps you at one point or another. After a few assemblies, you'll generally no longer need the manual at all.

You have purchased a **Triton Vuoksa 2 Advanced**—a high-performance touring kayak with exceptionally high stability and hull rigidity. The Advanced series, and in particular the **Triton Vuoksa 2 Advanced**, is among the best-selling folding kayaks in Europe in recent years. The hull stiffness of the boat results, on the one hand, from the high structural strength of the frame, and on the other hand, from the fact that the kayak skin is cut to fit the frame with extremely high precision. As a result, the first few setups require a bit more effort, as the frame and skin still need to adjust to each other (the skin stretches minimally during or after the first few setups). Assembly then becomes easier with each subsequent use.

Please take plenty of time for the initial setup so you can familiarize yourself with the specifics. **It is absolutely essential that you follow the assembly instructions exactly**—otherwise, you'll make the process unnecessarily difficult for yourself. With a little practice, you'll be able to set it up without much hassle in about 20–30 minutes. Always remember that no one is born a master, and with every folding boat, you first have to get to know the assembly system.

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 importer:
Phone: 0731/4007675; Email: kontakt@faltboot.de

As a “reward” for setting it up, you'll receive a fast and stable touring /touring kayak that features excellent handling characteristics and a durable hull. Please also note the care instructions at the end of the manual. Special care is required, especially if you plan to tour in saltwater!

We hope you enjoy your new kayak!

Assembly overview:

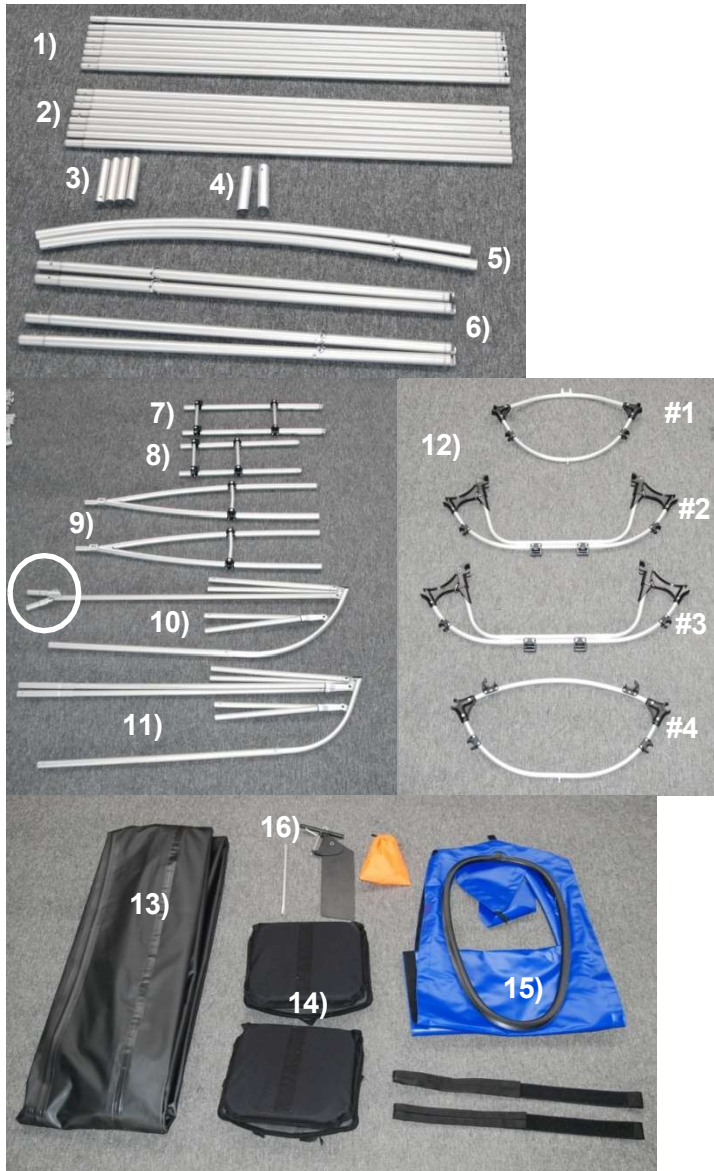
1. Bow assembly: Attach 4x stringers without locks, attach 4x struts with locks and install frame #1
2. Stern assembly: Attach 4x stringers without locks, attach 4x struts with locks and install frame #4
3. Insert the bow and stern into the hull, tension the keel (*remove the struts from the hull to do this*)
4. Close the thwarts
5. Insert the coaming (and close it)
6. Install frames #3 and #4
7. Install seats and, if applicable, the steering wheel
8. Inflate the air tubes

This brief description is intended to give you an overview of the basic assembly system.

Please be sure to follow the detailed assembly instructions below the first few times and read through them thoroughly before you begin!

1) Scope of delivery

First, please remove all the parts from the carrying bag and lay them out. It's best to sort the parts according to the contents list.

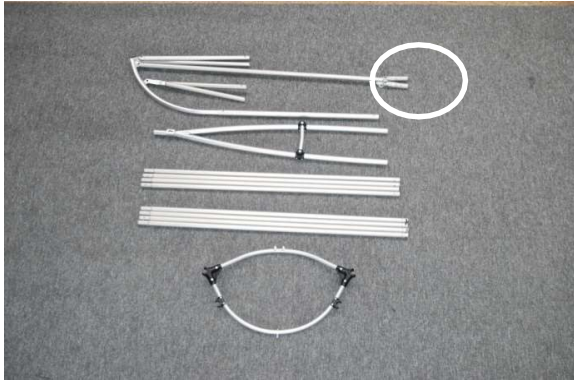


1. 4x Sente female 4x Sente male
2. 8x Sente
3. 4x small sliding sleeves
4. 2x sliding sleeves, large
5. 2x curved coaming tube (*wider diameter*)
6. 4x straight coaming pipe with lock (*wider diameter*)
7. keel ladder section (with riveted half-pipes)
8. Keel guide piece (with hemispherical end)
9. 2x keel forks (*identical*)
10. Bow section with two sensors (*circled in the image on the left*)
11. Stern section
12. Frames #1–#4
13. Hull
14. 2 seats
15. Canopy
16. Steering system
17. Repair kit
18. Packing backpack and hip belt (*not shown*)

NOTE

For better presentation, the silver linkage still shown

2) Assembling the bow element



You will need:

1x bow section with a long, fixed rod that has two movable supports (*circled on the left*)

1x keel fork (*both identical*) **4x Sente**

4x male shrouds

1x Frame #1 with steel hook on top



First, attach the **keel fork to the keel of the bow section**. The snap-fit connections all have so-called spring tabs that snap into place when attached.

The clips on the keel fork face upward. Then attach **a line to each of the 4 brackets on the bow section**. The lines snap into place on the brackets via the spring tabs.

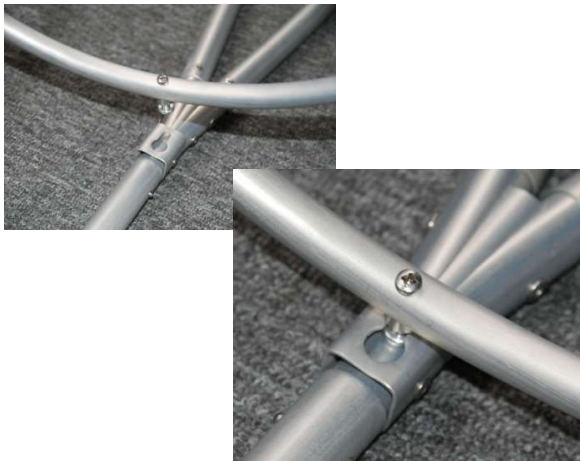
Next, attach **one male Sente** to each of the Sentes you just installed.



Next, install **frame #1** (*two metal hooks at the top*). Position the frame at an angle and first thread the metal hooks into the receiver on the ridge pole (*securely attached to the bow section*). You must thread the hooks in slightly at an angle from below and then rotate the frame into a straight position.

On the keel, the frame is also threaded into a receiver.

IMPORTANT: You can only do this after you have threaded the frame at the top!



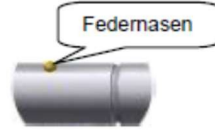
Insert the small bolt into the receptacle and then slide the frame backward into the opening, which tapers toward the center of the boat.

(*see image on the left*)

Then clip the struts into the C-clips on the frame; there are two on each side.

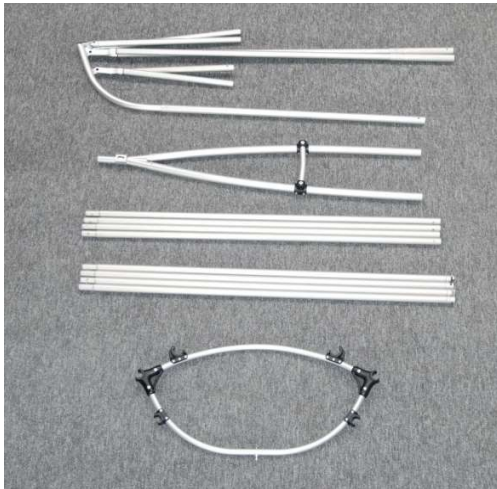


Please check that **all spring tabs are pointing toward the inside of the boat!**



(This results in the image shown here)

3) Assembling the Stern Section



You will need:

- 1x stern section** (with two long, permanently attached rods)
- 1x keel fork** (both identical) **4x senten**
- 4x female senten**
- 1x Frame #4** (with clips on the top)



Now please attach one side stringer without a lock to each of the side stringers (4 in total), and then attach one side stringer with a lock to each of these (again, 4 in total).

Please reattach the keel fork to the keel tube so that the clips face upward *(up to this point, everything is identical to the assembly of the bow section and is not illustrated).*

Please then take **frame #4**. Place it into the mount on the keel. *(see upper left illustration)*



Then clip the two long tubes, which are firmly attached to the stern section, into the two C-clips located at the top of frame #4. Please make sure that both **long tubes protrude the same distance** after clipping them in. *(see illustration on the left)*



Please make sure that **all the spring tabs** are facing **the inside of the kayak!**

The result is shown in the illustration on the left. The stern section is now fully assembled.

(See the adjacent image)

4) Inserting and securing the frame into the hull



Now spread out the boat skin completely. Then insert the bow section into the boat skin. Make sure to position the frame **centrally**.



Push the frame **flat** into the bow. The best way to do this is to kneel inside the boat, grasp the frame at the ribs, and push it forward. It is important to always push at a **flat angle**.

Use the ridge pole and the deck reinforcement strip as guides to ensure the frame is inserted straight and centered.

Make sure that the two mounts on the ridge pole point toward the center of the kayak (this is where the coaming will be threaded on later).



Proceed in the same way with the stern. Here, too, insert the frame **flat** and as far as possible.

Make sure to place the **inflation tubes** for the side air tubes **between the struts**.

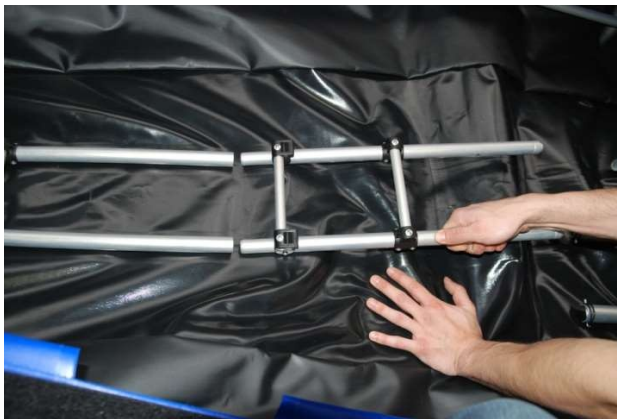


Press the stern section flat against the hull as well.

(as with the bow section)

Make sure to insert the stern section in the center.

You can easily orient yourself using the two outer rods that you previously clipped onto frame #4. These should be equidistant from the sides.



Now please take the keel guide piece with riveted half-tubes and the second **keel guide piece** with a hemispherical end.

These are each placed **on the end of the keel fork**. It doesn't matter which piece you attach where (whether to the bow element or stern element).

(In our example on the left, the keel ladder section with the hemispherical end is placed on the bow element, and the keel ladder section with riveted half-tubes is placed on the stern element.)



Now the bow and stern are braced together. **To do this, please first remove the two cotter pins from the keel ladder**. Then please proceed exactly as described **and read through the section first** before you get to work:

(In our case, the bow keel bracket with its hemispherical end is connected to the stern keel bracket with its riveted half-tubes.)



This means lifting the bow and stern upward (“**stern over bow**”), hooking the keel fork under the keel ladder, and then carefully pushing the whole assembly downward.

IMPORTANT: Before doing this, remove the **battens from the sail**. This relieves pressure on the keel and prevents jamming. You can pull the bow and stern upward without obstruction; the sail can bend, and no rigging will jam inside the sail.

(You can see this very clearly in the two adjacent pictures.)



After hooking the keel fork into the keel ladder, slowly press both down. **Then reinsert the senten into the boat skin.**

(see left image)



Then reinsert the two cotter pins through the holes and secure the rubber strap over them at the top.

5) Connecting the sheets



Slide the **sliding sleeve** onto one end of the line.



Pull (or push) the lines **upward** (or into the interior of the boat)



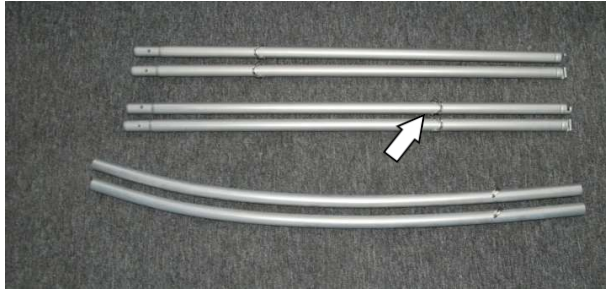
Align the two lines so **they run straight**.



Slide the sliding sleeve over the joint so that it is **centered**.

Repeat the process with the remaining clamps.

6) Installation of the coaming



Please then take the 6 coaming pipes:
2x curved coaming tubes
with open ends
4x straight coaming tubes with locks

Please attach one straight coaming rod to each of the curved coaming rods, with the ring for the backrest closer to the lock (see arrow).



Then insert these two, with the curved part leading the way, into the coaming channel—specifically at the point with the large recess in the rear third.

(see image on the left)

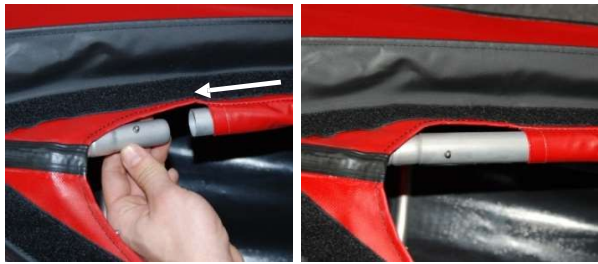


Then push the first half of the coaming through the channel all the way to the front. Especially during the initial setup, you must ensure that the **tube** runs **through the channel**.

You can make this easier by bringing the coaming frame **down/back** into the boat (see arrows on the left).



This creates a straight line and you won't "get stuck." This makes it much easier to slide the rod into the channel!



Then connect the coaming tube to the receiver in the bow by sliding it onto it. Here, you can pull the movable receiver slightly toward you so that a straight line is formed here as well, making it easier to thread the coaming tube.



Proceed in the same way on the other side.

NOTE: You can also insert the two coaming tubes (before connecting them) separately. First the curved tube, then the straight tube. Then connect them together inside the channel.

Try out which method is easier for you.



Then take the two remaining coaming tubes and slide each one into the coaming channel **toward the stern**.



The two rods are inserted onto the corresponding parts of the stern element.



Next, take **one of the two larger sliding sleeves** and slide it onto the coaming tube. Connecting the two coaming tubes with the lock is similar to the process for the side rails.

*(NOTE: The procedure shown in the pictures is based on a **Triton Ladoga 2 Advanced** model that already has the seat cover attached.)*



Align both locks precisely with each other. Then press the tubes down slightly (or up, depending on which way makes it easier to connect them).

Let the locks snap into place and the pipes spring back.



Important: Here, too, it is crucial that you **form a straight line** and then slide the sliding sleeve over the locks. You can also pull the two tubes slightly toward you if you prefer to do this from the other side.
(see image on the left)

NOTE:
Some customers reverse the order of the thwarts and coaming. This



means they connect the bow and stern in the skin and do not connect the keel yet, but **first thread in the coaming (without connecting it)**. Then the keel is connected, and only **then** the coaming.

Feel free to try this variation.

7) Installation of the center frames and installation of the seats



Take the two remaining **open** frames:

Frame #2

(the narrower one, the upper one in the illustration)

Frame #3

(the wider one, shown at the bottom of the illustration)



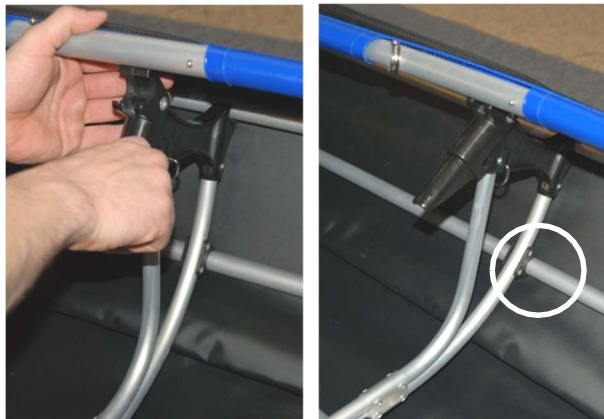
Frame #2 goes in the **front section** of the cockpit.

Place frame #2 at an angle against the clips and then slowly push it into an upright position.

Please make sure the frame does not get caught on the coaming edge or the skin.



*(On the left, you can see the method of positioning at an angle and pushing upward in detail, using a frame from **the Triton Ladoga 1 Advanced** as an example.)*



Then please open the frame latches. To do this, press the **small safety ring upward**; only then can the latch be opened.

Simply flip the latch upward (do not close it yet!)

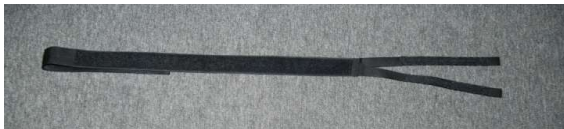
Snap the struts into the C-clips on the frame.

Then insert **frame #3** in the same manner.

Only now should you close the fasteners by hooking the coaming edge into the fastener and then pressing the fastener down, making sure again that the small safety ring falls into the designated position and securing the latch.



8) Installing the seats



Please take the Velcro strips.



The two-part ends are wrapped around frame #1 (or frame #4 at the stern) and secured back onto the strap itself.



Please wrap the closed end around the crossbeam on the keel ladder

(see pictures)



Place the seat on the Velcro strap and thread the fastening straps through the rings on the coaming. Feed them back through to the rear and secure them. Adjust the tension as desired.



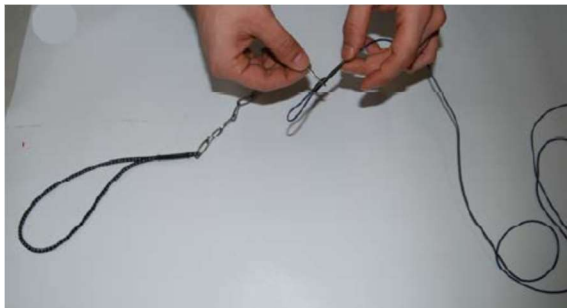
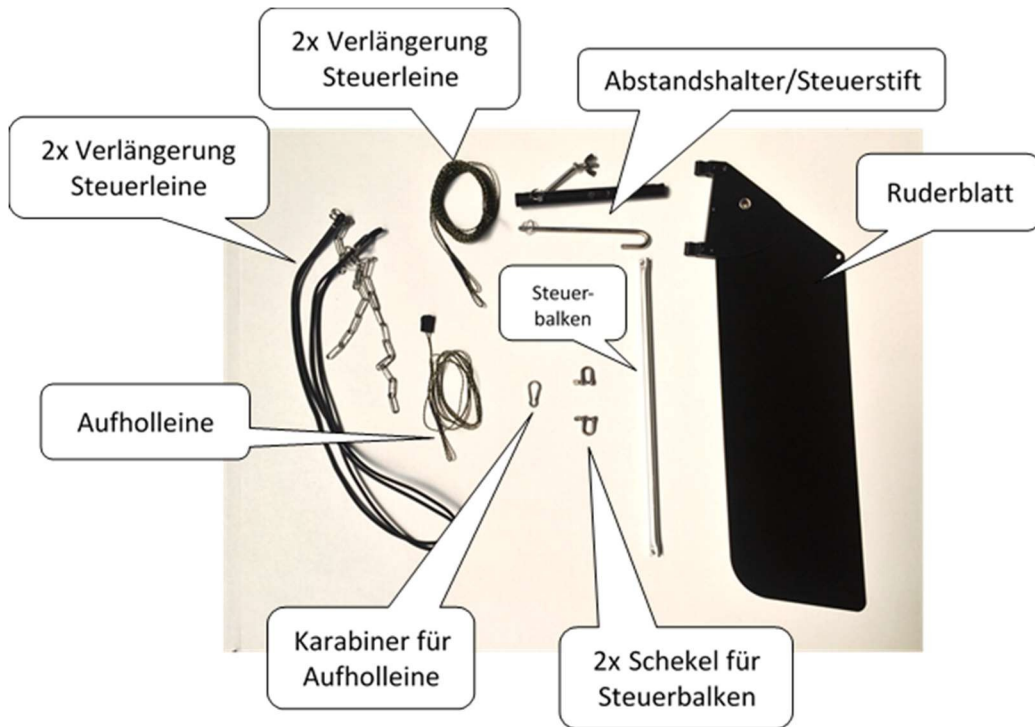
Pass the elastic strap with the quick-release fastener around the frame behind the seat and fasten it again.



Now please inflate the side tubes. Be careful **not** to put **too much pressure** in the tubes. If you see that the side tubes in the cockpit area begin to bend inward, the pressure is already too high.

The inflation tubes are then connected to each other using the connecting tube. This creates pressure equalization, which ensures that the hull remains symmetrical at all times.

8) Steering System



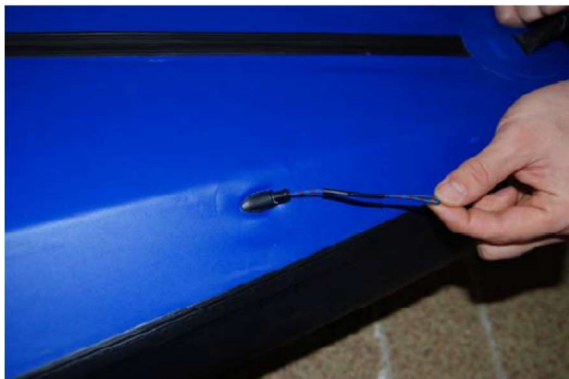
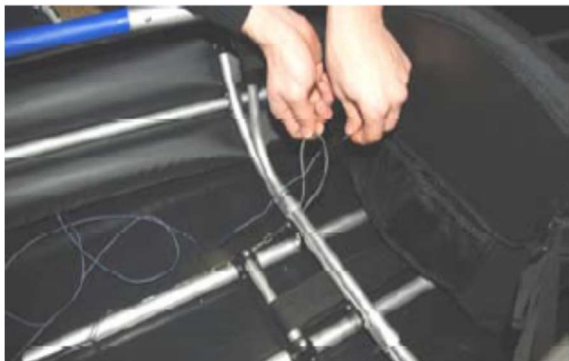
First, take the steering line and the extension for the steering line and thread one end through the last link of the chain.



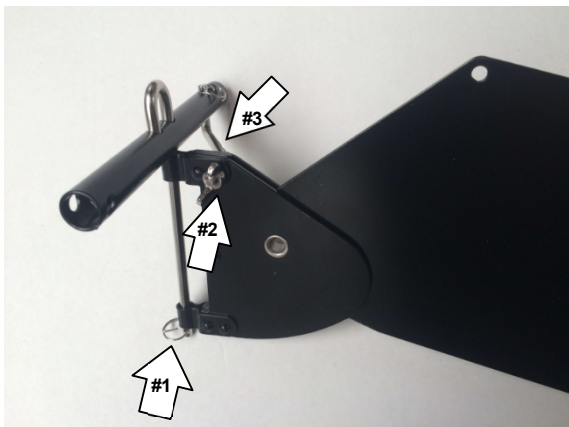
Then thread the other end through the loop you just passed through the chain and pull the entire steering line through. This connects the steering lines to the extension (chain).



Then guide the loop around frame #2 behind the front seat using the same principle (“push through and thread”).



Then carefully feed each control line over the frames at the rear through the control line grommets (outlet hoses).



During the initial installation, hold the rudder blade, **remove the small ring #1** from the control pin, and pull the pin out.

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

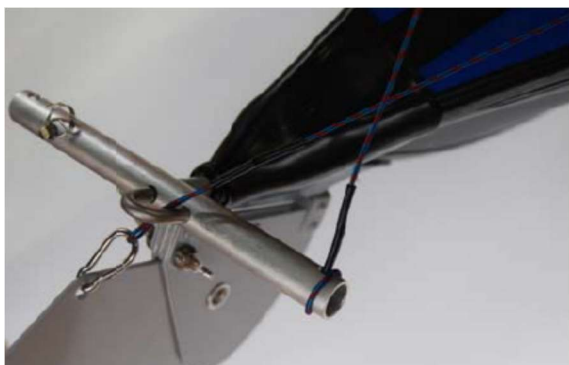


Then take the control line and attach the small carabiner to the end.
Now place the rudder on the mount at the stern and secure it with the control pin.

Make sure the control line runs through the control pin.



Then thread the ends of the control line through the hole in the crossbar...



...and wrap the end around the crossbar once.



Then position the control bar in the desired location by threading the shackles through the desired chain link and the pin through the hole in the control bar.

The control bar will then “float” in the cockpit due to the tension.

9) Canopy

Now pull the canopy into place. Start at the front of the cockpit and slowly and firmly secure the canopy with the Velcro fasteners all the way to the stern.

Of course, you can paddle the *Triton Vuoksa 2 Advanced* in “open” mode when conditions allow.

Your boat is now fully assembled—we hope you have a great time on the water!



Instructions for disassembly

- Disassembly is essentially the assembly process in reverse order.
- Always let the air out of the tubes first

9) Folding the skin

When folding the skin, please lay it flat, then fold it lengthwise so that the color of the top layer is no longer visible (fold it in slightly).

Then fold the tip (the left side in the picture below) back by the length of the stuff sack:



Then fold it in again from the stern by about the length of the stuff sack:



Then fold the skin from the bow back onto the folded side of the stern:



Done.

10) Care, Safety, Storage, and Additional Notes:

Important: If you plan to store the boat in its assembled state for an extended period, be sure to deflate the side tubes! A folding boat should always be set up and taken down several times during the season.

Make sure the boat's fabric and frame are dry when packing it up—and especially when storing it. Clean the boat and frame regularly.

Saltwater

The boat's skin is resistant to saltwater. Nevertheless, it should also be rinsed with fresh water after returning from a kayaking trip. This is especially important if sand or small pebbles can cause significant abrasion inside the kayak. Also clean the aluminum frame of saltwater.

To protect the frame from corrosion, it is essential to treat the frame with **CorroFilm** (an anti-corrosion agent) **before using it in saltwater**. Ask your dealer about this.

Please make sure you don't just grab the kayak by the carrying straps when lifting it. **Always reach under the boat as well** to take some of the weight off the carrying straps.



Always wear a life jacket when you are on the water with your kayak! Be aware of **sudden changes in weather!**

You can store your **Triton Vuoksa 2 Advanced** in the stuff sack, either assembled or disassembled.

Please make sure your boat is not exposed to high heat for an unnecessarily long time. If storing it assembled, please deflate the air tubes by releasing the air.

Repairs and Reinforcements

If the PVC cover gets scuffed, develops a small tear, or has a hole, it can be easily repaired using the included repair kit.

- To do this, cut a strip of PVC material from the included repair kit.
- Make sure it extends well beyond the damaged area.
- Round off the corners of the strip with scissors or a similar tool.
- Clean the strip and the area to be repaired. Both must be free of grease.
- It is best to roughen the area with fine-grit sandpaper.
- Apply a thin layer of adhesive to both surfaces.
- Wait a moment until the adhesive has dried slightly, then press the patch firmly onto the area to be repaired. Ideally, gently heat the patch again (e.g., with a heat gun).

The kayak can be used again shortly after the repair. However, the adhesive and protective properties improve within a few hours once the adhesive has completely dried. The air tube can be repaired and patched in the same way as described above. Please ensure the surface is clean and free of grease.

The **Triton Vuoksa 2 Advanced** is equipped with a keel strip. You can still apply additional reinforcements to heavily stressed areas. Depending on the type of use, additional keel strips or partial reinforcements of the hull may be recommended. Ask your dealer if you need materials.

Other useful accessories for your boat:

Hatch covers,

spray skirts,

Sails



TRITON
advanced

You can also find more information about your product and other products, as well as where to buy and downloads, at any time at:

FALTBOOT.DE