



ALEUT

OWNER'S GUIDE



UNFOLD NEW ADVENTURES.™

www.folbot.com

FOLBOT OWNER'S TIPS

ADDING YEARS TO YOUR FOLBOT'S LIFE

- 1. As you become familiar with the assembly of the boat, pieces will fall into place naturally. Allow plenty of time for the first assembly and enjoy the process. Avoid forcing any parts as you are learning.**
- 2. Should you experience any difficulty in assembly, please check with us at the factory: 800/533-5099, 8:30-4:30 Eastern Time, M-F.**
- 3. If using the boat extensively in salt water, there are several things you can do ahead of time to eliminate maintenance later: sliding parts that are shock-corded together should be sprayed occasionally with silicone spray. After use in salt water, disassemble the boat, rinse all parts with fresh water, allow to dry, and reapply silicone. This will prevent oxidation and sticking of these parts.**
- 4. Sand should always be rinsed out of the boat thoroughly when disassembled. Sand can hinder the operation of the lower shock-corded joints and the tensioning mechanism, so care should be taken to ensure that they are rinsed free of sand after use.**
- 5. While the fabrics used on both the deck and hull are very ultra-violet resistant, protect the boat from sunlight when not in use.**

USING YOUR FOLBOT

- 1. Take a little extra care when launching your kayak. Though the hull fabric is tough, you should not drag a boat from the shore into the water. Launch from a bank or dock if possible. If not, carry the kayak into the water until the bottom clears and it floats. Use this procedure when landing also. It will add years to the life of the hull.**
- 2. You may step on the tubing or the fabric when entering the boat. Stay low and grasp the washboards as soon as possible and lower yourself into the seat. This is a learned skill and you will become very adept at this with a little practice.**
- 3. It is possible to enter the boat from the water, but this requires some practice. A wet entry should be practiced in shallow water to determine your ability to re-enter the boat. Entering the boat from the bow or stern requires a bit of dexterity as you slide across the bow or stern deck into the cockpit. Using a paddle float properly will enable you to enter the boat more easily, but lessons in this procedure should be taken.**
- 4. The proper paddle length for a kayak is determined more by the beam (width) of the boat than any other factor.**
- 5. The basic kayak paddle stroke is unlike that used to paddle a canoe. Rather than reaching straight down into the water, the kayak paddle enters the water at about a 45-degree angle. Rather than pulling the blade through the water with the arm closest to the submerged paddle blade, that arm remains straight and stiff and becomes a fulcrum while the other arm pushes, much like a boxer's motion.**
- 6. A gradual turn can be accomplished by paddling only on one side of the kayak. A sharper turn is made trailing the paddle at an angle, just like a rudder. An abrupt turn can be achieved paddling forward on one side of the kayak and then quickly backwards on the opposite side.**
- 7. If the boat has capsized, it is best to stay with it and swim it to shore before attempting to empty it of water. Emptying the boat should be done by gently rocking it back and forth toward a position where the boat is on its side, and then rolling it completely upside down. If it is impossible to get a capsized boat to shore, it can be bailed with an open container or bilge pump, but this is quite time consuming. Safety bladders or float storage bags are a must. The larger the safety bladders, the better, as less water can enter the boat.**

8. A foot rudder is best used when paddling in large, open bodies of water, particularly when it is necessary to counter a cross wind or cross tide. You can usually make a sharper turn with the paddles than with a rudder.

9. Avoid towing the FOLBOT behind a powerboat. Because of its light weight when empty, it is quite easy to flip the boat at high speeds. In an emergency, tow it at an idle, and leave some small amount of weight in the boat.

AFTERCARE OF YOUR FOLBOT

1. It is very important that your boat be completely dry when it is packed away for longer than a day or two. As soon as convenient after using, allow all parts to dry thoroughly before storing in the bag.

2. The hull fabric is easily repaired using a service kit available from our factory. Detailed instructions are included with the service kit. Generally a small nick in the bottom layer of the hull that does not penetrate the fabric is best ignored or touched up with clear Aqua Seal or Shoe Goo, a material sold at sporting good stores for mending tennis shoes. Any hole that goes completely through the fabric should be patched following the instructions included with the service kit.

3. The hull and deck can be cleaned with soap and warm water as needed.

4. The deck is made of urethane-coated polyester and is quite UV resistant. The deck fabric can be patched from the underside if it is ever damaged using a fabric patch and contact adhesive.

MISCELLANEOUS TIPS

1. Car-topping a setup boat is fine, but the boat should be secured across the body of the boat rather than from the bow and stern. A light line can be run from the bow of the boat to the front bumper or other attachment point on the front of the vehicle to prevent weathervaning. Use V-shaped foam pads under the hull of the Cooper or kayak cradles that are available for most racks.

2. When paddling in very cold water, your legs will stay warmer if a thin foam pad, such as used under sleeping bags, is spread out on the bottom of the boat.

3. When carrying your boat as baggage aboard a commercial airline, no additional protection should be needed. A small lock should be used to lock the zipper pulls or at least the zipper pulls tied together.

4. While we are happy to make repairs or solve problems you may have with your boat, items can often be cured by the owner without having to send the boat back to us. Call us before shipping a boat back to be sure we don't have an easy solution.

Remember: we are here to help if you need us!

Call 800/533-5099, 8:30-4:30 M-F Eastern Time, or visit www.FOLBOT.com

ASSEMBLY INSTRUCTIONS

Before assembling your Folbot, take time to familiarize yourself with all the parts and the terminology used. You should find the following contents when you unpack your boat for the first time.

SHORT BAG CONTENTS

1 seat – Made of closed-cell mini-foam.

2 inflatable safety bladders

1 boatskin – Note how the boatskin is folded so you can put it back correctly when disassembled.

3 crossframes – Made of black tubular aluminum and marked A, B and C.

1 cockpit nose – Made of black urethane; attached to the top of crossframe A.

LONG BAG CONTENTS

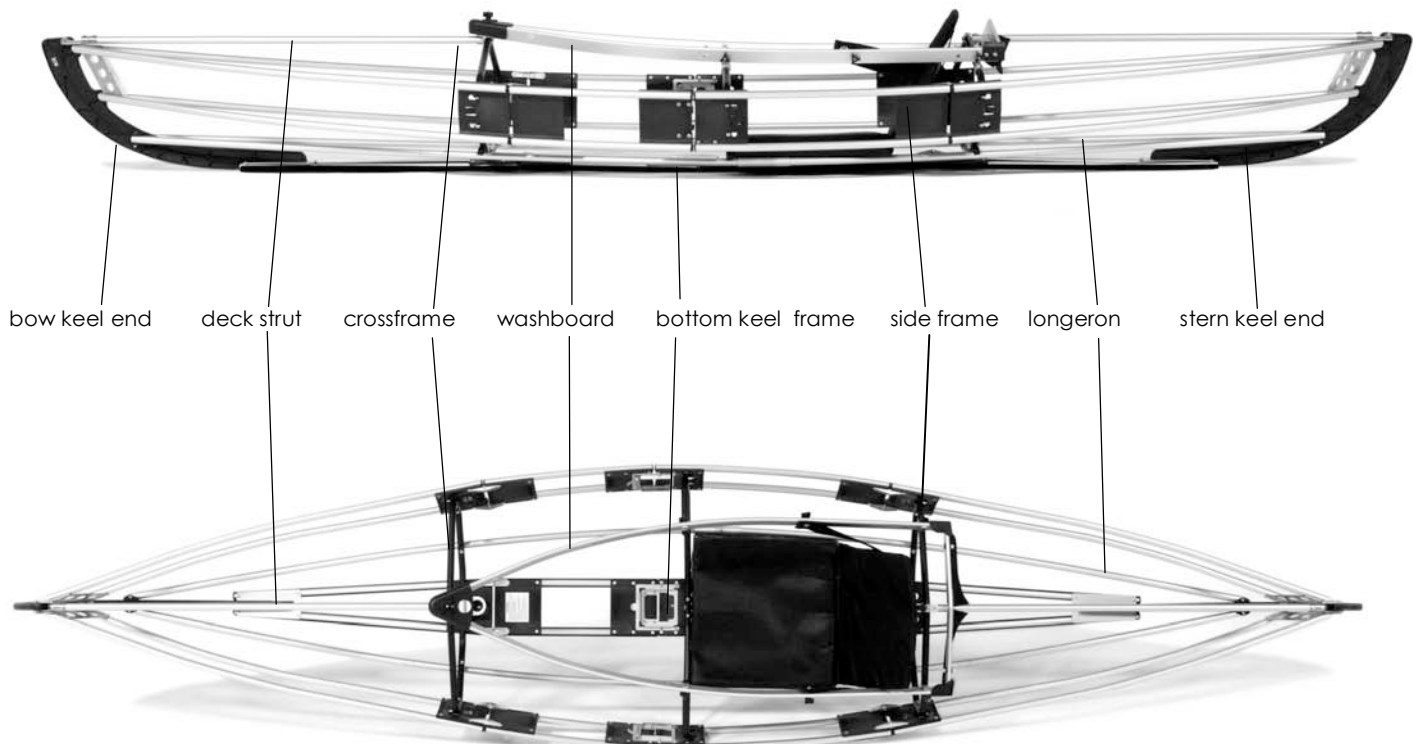
4 sections of side frame – Identified by the words *right bow*, *right stern*, *left bow* and *left stern*.

2 sections of bottom keel – The bow (front) section has the letter A printed on a black nylon plate. The stern (back) section has the letters B and C.

1 rear washboard – About 14” long, shaped in a shallow “V”.

1 washboard set (two pieces) – Each aluminum piece (one left, one right) has two black knobs attached and a black corner casting.

2 keel ends, including lower longerons and deck struts – Identified by the words *bow* and *stern*. There are two sets of longerons (two parts each, shockcorded together) and a deck strut attached to each black nylon keel end.



The general assembly procedure is to complete both halves of the frame, which are then inserted into each end of the skin. The frames are joined together and expanded until the skin is tight lengthwise. The remaining crossframe is installed, followed by the washboard set and finally the seat. Please read all the instructions, assemble slowly, and pay attention to all the details.

It may take an hour to assemble the Aleut for the first time, but with a little practice you should be able to put the boat together in under 20 minutes. Enjoy!

1. Before assembling, begin by checking the contents of the bag to be sure all parts are present.

2. Locate both the bow keel end and the bottom keel section (marked with the word *bow* and the letter A). At the end of this bottom keel section is a slotted aluminum plate. Slide the black keel end into the slotted plate. Next, assemble the lower longerons by folding them out and clicking them together.



3. Fold the deck strut back so it is out of the way. Locate the two side frames marked *right bow* (starboard) and *left bow* (port). Beginning with one side frame, engage the metal keyhole bracket onto the two screws mounted in the keel end (see photo at left). Do not tighten these screws! Repeat with the other side.

Tip: You may find it easier to attach the side frames while they are folded.

4. Now fold back down the deck strut.



5. Locate crossframe A and temporarily remove the cockpit nose. Position the crossframe at the black nylon plate of the bottom frame marked A. This crossframe must be oriented so that the U-bracket attached to the top faces toward the bow (front) of the boat.

Install the crossframe by inserting it into one of the side frames (see photo at left). The metal fixture must completely engage in the keyhole slots of the black plate. Adjust the crossframe so that the tab on the black plate clicks up and holds the frame securely in place. Repeat at the other side frame.

6. Now install the crossframe into the bottom keel frame. Don't be afraid to use some force to ensure the crossframe is properly engaged! You may find it helpful to grasp the black plate from behind, using its flexibility to persuade the crossframe into place.

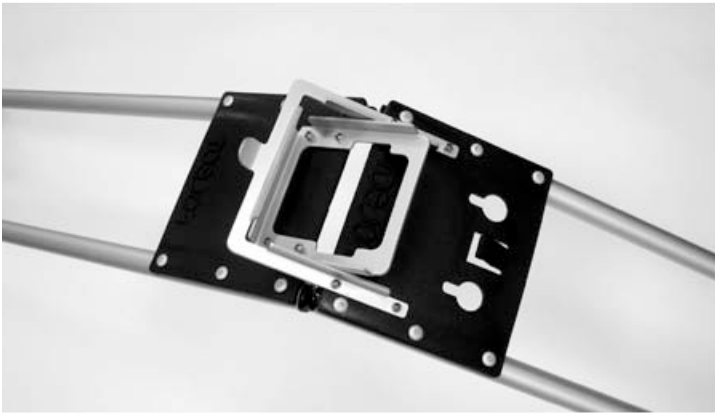
7. Insert the end of the deck strut into the U-bracket attached to the top of the crossframe, making sure the snap button pops into place. Finally, click the lower longerons into the crossframe's crescent-shaped clips.

8. Assemble the stern in the same way you assembled the bow, using the stern keel end, the bottom stern keel section marked with letters B and C, and the two side frames marked *right stern* (starboard) and *left stern* (port). Complete the assembly with crossframe C.

At this point you should have both halves of the frame assembled. Well done! Now it is time to insert the frame halves into the boatskin.

9. Unfold the boatskin and open it up as much as possible with the hull side down. Note that Folbot patch is sewn into the bow end of the deck fabric.

10. Now insert the bow end of the frame into the skin. There is an aluminum track on the inside of the skin that aligns with the keel end of the frame. Move the frame into the skin as far as possible, keeping everything on center. Make sure all the aluminum tubing ends are tucked into the skin, and that the keel ends are properly set in the aluminum tracks. Repeat with the stern end of the frame.



11. You should now have three frame latches in the middle of the boat not yet engaged, and two sets of lower longerons not yet connected.

Assemble the bottom keel latch by inserting the smaller bow end into the larger stern end of the latch (see photo at left). Slowly press it down toward the bottom of the boat to stretch out the boatskin. Don't worry—nothing will break! The latch may pop back up when you relieve it, but this is okay for now.

Note: check that the keel ends are still within the aluminum tracks on the inside of the skin by feeling the alignment on the outside of the skin.



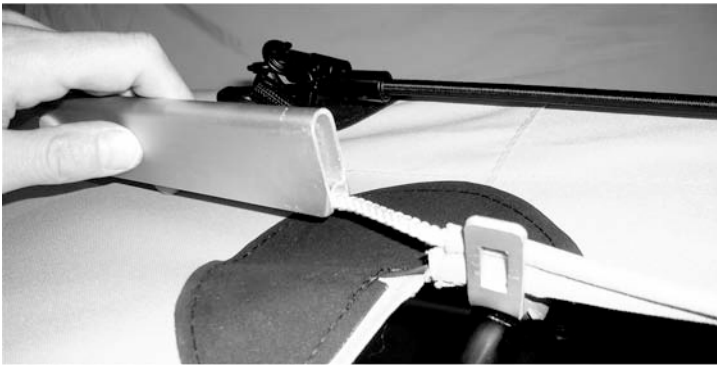
12. Join the side frame latches in the same way as the bottom keel latch. You will need to push downward slightly as you close each latch. Avoid trapping the clear sponson inflation tubes in the latches—they should run underneath the black plates and exit into the cockpit from behind the sideframes.

13. Now join the two sets of lower longerons. From the opposite side of the boat, reach in and grab the longeron with the external tube slider. Slide the tube out of the way (you may need to disengage the snap button first), and line up the two ends of the longeron. The tubing must be straight so that you can now slide the external tube back over the joint. Engage the snap button by twisting the pieces until the button pops up into the hole provided (see photo at left).

Don't worry if you cannot engage the button in the hole, as this is not mandatory. Just make sure the sliding tube is positioned directly over the point where the two longerons meet. The tube will not move when the longeron is in its natural curved position.

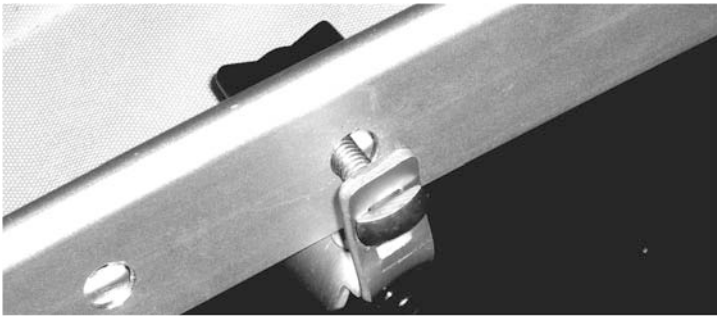
14. To complete the frame, install crossframe B into position across the middle of the boat. The front/back orientation of this frame does not matter. Tip: You may find it easier to attach the crossframe to the sideframe from the opposite side of the boat.

15. Now locate the washboards and place them temporarily along the cockpit edge to be sure you have the left and right sides properly identified. Each washboard has a grooved track along the bottom, and a black urethane corner that locates at the rear corner of the cockpit. Also, find the rope ends that stick out of the deck fabric at the rear of the cockpit.



16. Insert the rope into the open end of the grooved channel at the bottom of the washboard (see photo at left). Push the washboard along the roped edge toward the front of the cockpit until the brass T-bolts line up with the brackets on the crossframes.

17. Locate the rear washboard, which is shaped like a shallow “V”. Place it within the black corners of the side washboards so that the rubber flap trails away from the cockpit and toward the back of the boat.



18. When all washboards are in place, engage the T-bolts into the crossframes brackets by pushing them through the slots and turning them 90 degrees so they don't pull back through (see photo at left). You may find it helpful to unscrew the black star knobs a little, but don't remove them completely, and don't tighten the black star knobs all the way just yet.

19. Locate the cockpit nose removed in step #5. Re-attach it by squeezing the ends of the side washboards together and dropping the nose over the threaded stud sticking out from the top of crossframe A. Secure it in place by replacing the black knob and tightening it.

20. Complete the washboard assembly by tucking the loose rope ends under the cockpit nose, and tightening the black knobs on the washboard T-bolts.

21. Almost done! Inflate the sponsons by blowing into the clear tubes. This should take about eight breaths each, and you should hear the frame tightening as you blow. Hold the tube with one hand while you inflate so that you can fold it over and twist the valve closed without letting any air escape.

22. Position the seat between crossframes B and C by engaging the Velcro on the seat bottom to the Velcro on the bottom keel. Insert the washboard straps through the loops on the seat back, and secure by snapping the clasp together. Adjust seat position as needed.

23. Finally, hook the trailing deck bungees across the boat at each end. The shorter bungees hook straight across the boat; the longer ones connect diagonally.

Disassembly of your Folbot is the exact reverse of this procedure, but here are some tips:

To disengage the crossframes from the black nylon plates, first depress the center tab to allow the metal fixture to move into the free position.

Fold the boatskin up as follows:

- 1. Tuck the deck fabric into the hull fabric.**
- 2. Fold the keel ends in toward the cockpit so the black urethane castings almost touch at the center of the skin.**
- 3. Make the next folds the same way you did the previous folds, so the castings are hidden.**
- 4. Finally fold the skin in half and place it in the short bag.**

When packing your Folbot back into its bags, generally speaking the crossframes are stacked so that the smaller frames are placed within the larger frames. Some trial and error may be needed to determine the best fit and nesting arrangements. It should be noted that you can get more into the bag than it first appears. Don't give up until you've tried to zip up—you will be surprised at what can fit in!

Remember: we are here to help if you need us!
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