

KODIAK **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.

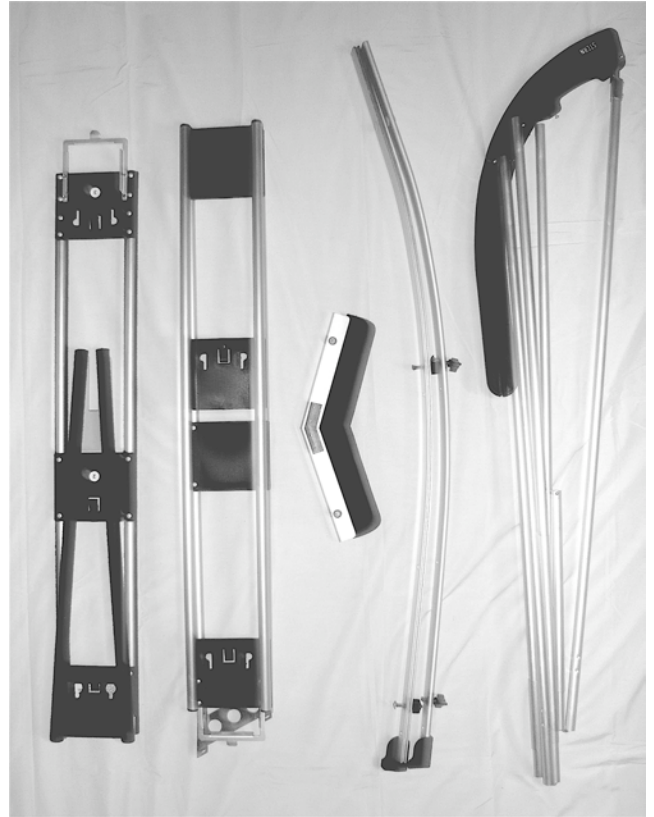
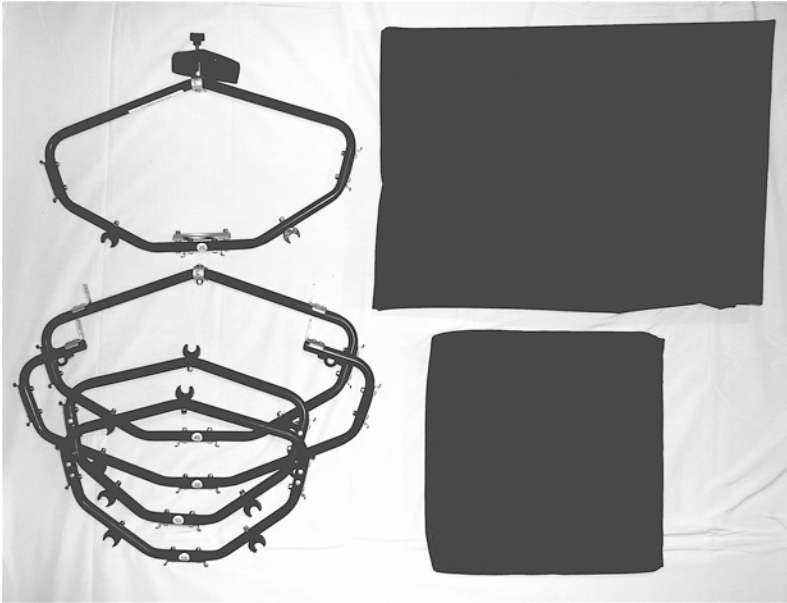
3. When carrying your boat as baggage aboard a commercial airline, no additional protection should be needed. A small lock should be used to lock the zipper pulls or at least the zipper pulls tied together.

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 (pictured above)

5 crossframes — Anodized black and numbered 1-S, 2-S, 3-S, 4-S and 5-S.

1 cockpit nose — Made of black urethane and temporarily attached to crossframe 2-S.

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

1 seat — Made of closed-cell mini-foam. The bottom and back are joined together.

LONG BAG CONTENTS (pictured above right, listed left to right)

2 sections of bottom keel — The bow (front) section has the numbers 1, 2 and 3 printed on the black nylon plates. The stern (back) section has the numbers 4 and 5.

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

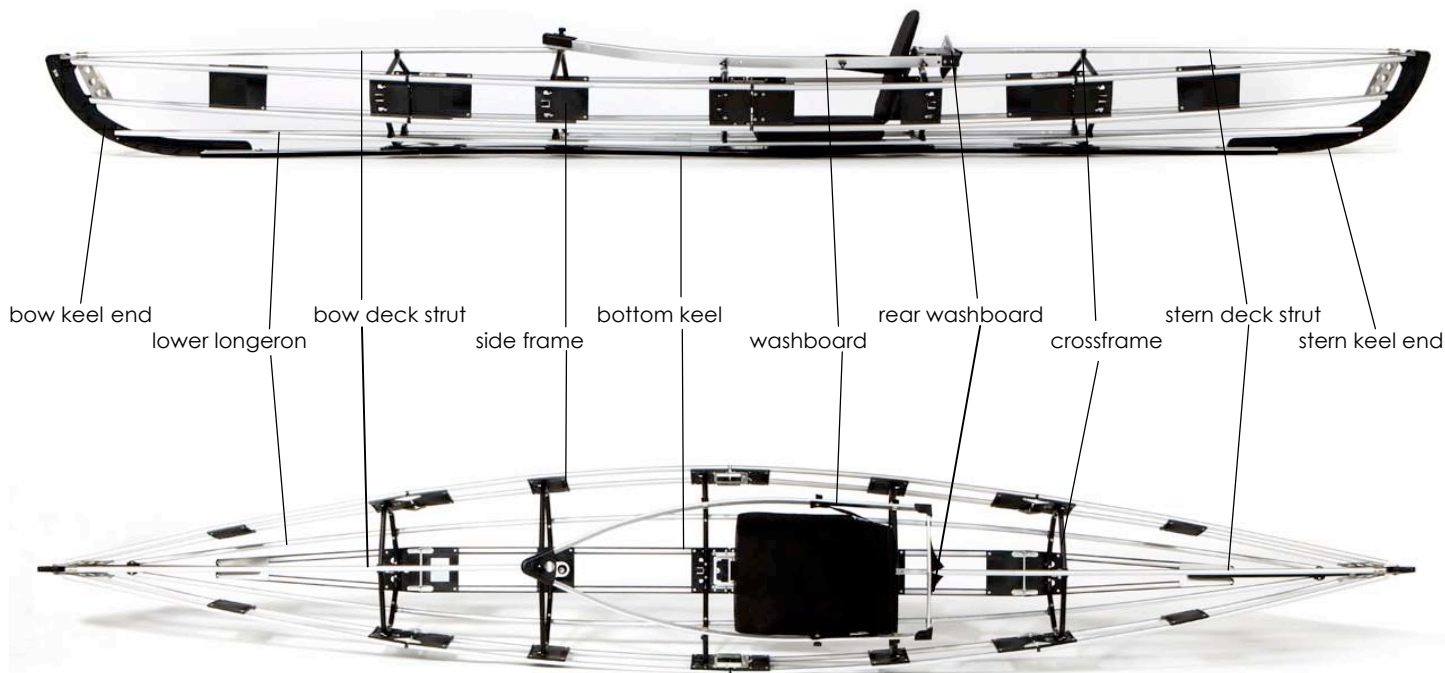
1 rear washboard — About 14” long, shaped in a shallow “V”.

2 washboards — Each piece (one left, one right) has two black knobs attached.

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 (two parts) attached to each black nylon keel end.

The general assembly overview is to partially complete both halves of the frame, which are then inserted into each end of the skin. The frames are then joined together and expanded until the skin is tight lengthwise. The remaining crossframes are installed, followed by the washboard and finally the seat. Please read all the instructions, and assemble slowly and carefully the first time, paying close attention to all details.

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



1. 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 numbers 1, 2 and 3. At the end of this bottom keel section is a slotted aluminum plate. Slide the keel end and this plate completely together.



Photo #1

3. Fold the deck strut back away from the boat so it is out of the way. Locate the two side frames marked *right bow* and *left bow*. Beginning with one side, engage the metal keyhole bracket onto the two screws mounted in the keel end (see photo #1). Repeat with the other side.

The side frames are held in place by folding the deck strut back into position. Note that this strut is in two parts—allow these pieces to snap together.

4. Locate crossframe 1-S and insert it into the black nylon plate, marked #1, in the bottom frame. It is positioned so that the “1-S” sticker faces AWAY from the keel end, and the metal fixture must completely engage in the keyhole slots of the black plate (see photos #2 and #3). Adjust the crossframe so that the tab on the black plate clicks up and holds the frame securely in place.



Photo #2



Photo #3

5. Repeat this process with the side frames. 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.

6. Finally, click the deck strut and the lower longerons into the crescent-shaped clips attached to the crossframe.

7. Now assemble the stern in the same way you assembled the bow, using the stern keel end, the bottom stern keel section marked with the numbers 4 and 5, and the two side frames marked *right stern* and *left stern*. Complete the assembly with the crossframe marked 5-s. Don't forget that the “5-S” sticker must face AWAY from the stern end (toward the middle of the boat).

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

8. Unfold the boatskin and open it up as much as possible with the hull side down. Note that the bow (front) end of the skin has a FOLBOT patch sewn in place. Unzip both zippers.

9. Now insert each frame half into the skin. There are aluminum tracks on the inside of the skin that align with each 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. Zip up both zippers.

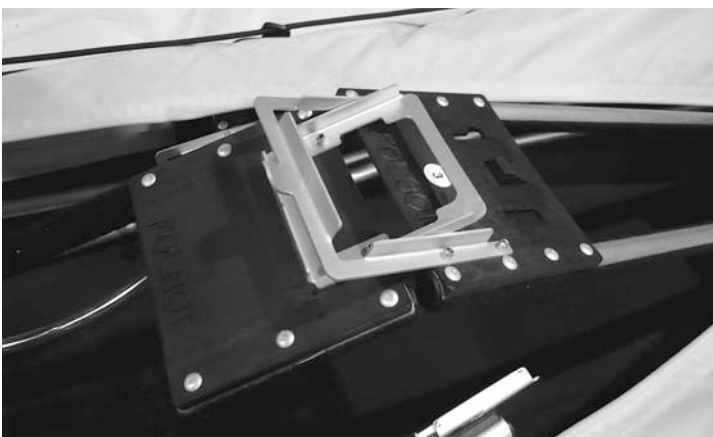


Photo #4

10. 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 stern end into the larger bow end of the latch (see photo #4). 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.

Check that the keel ends are within the aluminum tracks on the inside of the skin by feeling the alignment on the outside of the skin.

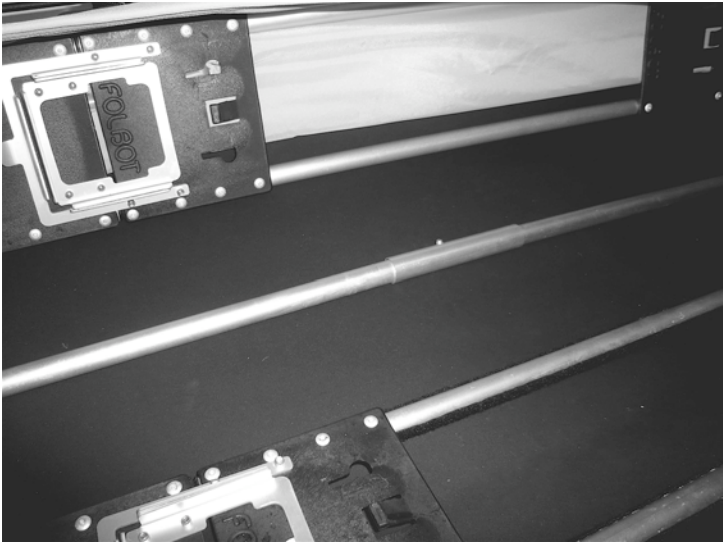


Photo #5

11. The side frame latches are joined in the same way as the bottom keel latch. You may need to push downward slightly as you close each latch. Avoid trapping the clear sponson tubes in the latches, but don't worry if this happens as you can free them afterward.

All latches should now be closed and the boatskin tight.

12. Now join the two sets of lower longerons. For each set, slide the external 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 #5).



Photo #6

13. Now unzip both zippers. Locate crossframe 2-S, and temporarily remove the black cockpit nose by unscrewing the knob. This crossframe will be installed at the front of the cockpit, located at the black plate marked with the #2 on the bottom frame, and positioned so that the "2-S" sticker faces toward the cockpit.

14. Begin by attaching the crossframe to the side frames, just as in step #4. Again, make sure the entire metal fixture is properly engaged in the keyholes and that the tab pops up to hold the frame in place. You may find it helpful to grasp the black plate from behind, using its flexibility to persuade the crossframe into place.

15. Next, insert the bottom metal bracket of the crossframe into the black plate on the bottom keel section.

16. Insert the end of the deck strut into the U-bracket attached to the top of the crossframe (see photo #6), twisting the strut so the snap button pops into place. Finally, click the lower longerons into the crescent-shaped clips.

17. Repeat this process with crossframe 4-S, which installs at the back of the cockpit (with the sticker "4-S" facing the cockpit). Finally install crossframe 3-S across the middle, with the sticker "3-S" facing the stern (back) of the boat. When complete, zip up both zippers.



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

Photo #7

19. To install each washboard, insert the rope end into the open end of the grooved channel at the bottom of the washboard (see photo #7 on the previous page). 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.

20. 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 (see photo #8, below).



Photo #8

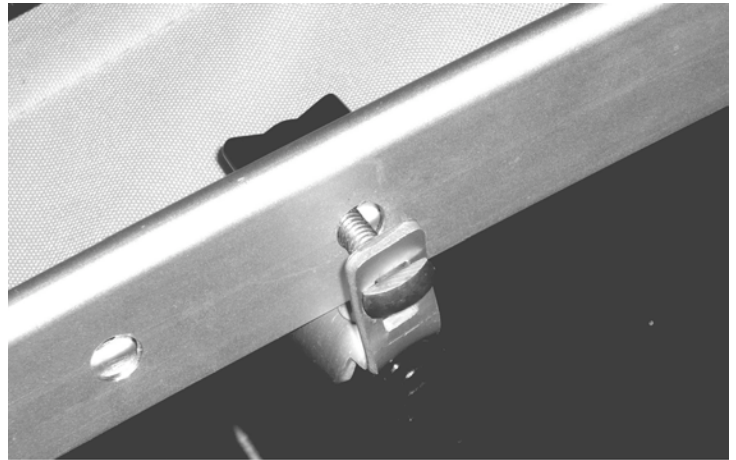


Photo #9

21. 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 #9, above). You may find it helpful to unscrew the black knobs a little, but don't remove them completely, and don't tighten the black knobs all the way just yet.



Photo #10

22. Locate the cockpit nose removed in step #11. 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 2-S. Secure it in place by replacing the black knob and tightening it (see photo 10).

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

24. 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.

25. Locate the seat and place it in the cockpit with the Velcro on the bottom of the seat mating with the Velcro on the bottom keel. Insert the washboard straps through the loops on the back of the seat, and secure by snapping the clasp together.

26. Finally, hook the deck bungees across the deck. The shorter lengths go straight across, the longer ones diagonally. The ends with the closed clips should remain connected, while those with the open clips can be taken off and on as needed.

Disassembly of your Kodiak is the exact reverse of this procedure, but here are some helpful 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.**

Always make sure the fabric is dry before folding it up! If this is not possible, reassemble the boat at the next available opportunity and allow it to dry out.

When packing your Folbot back into its bag, 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 in 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!

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