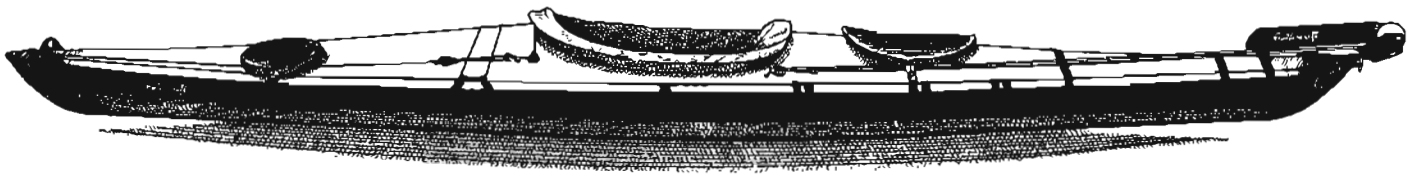


K1 Expedition Single folding Kayak



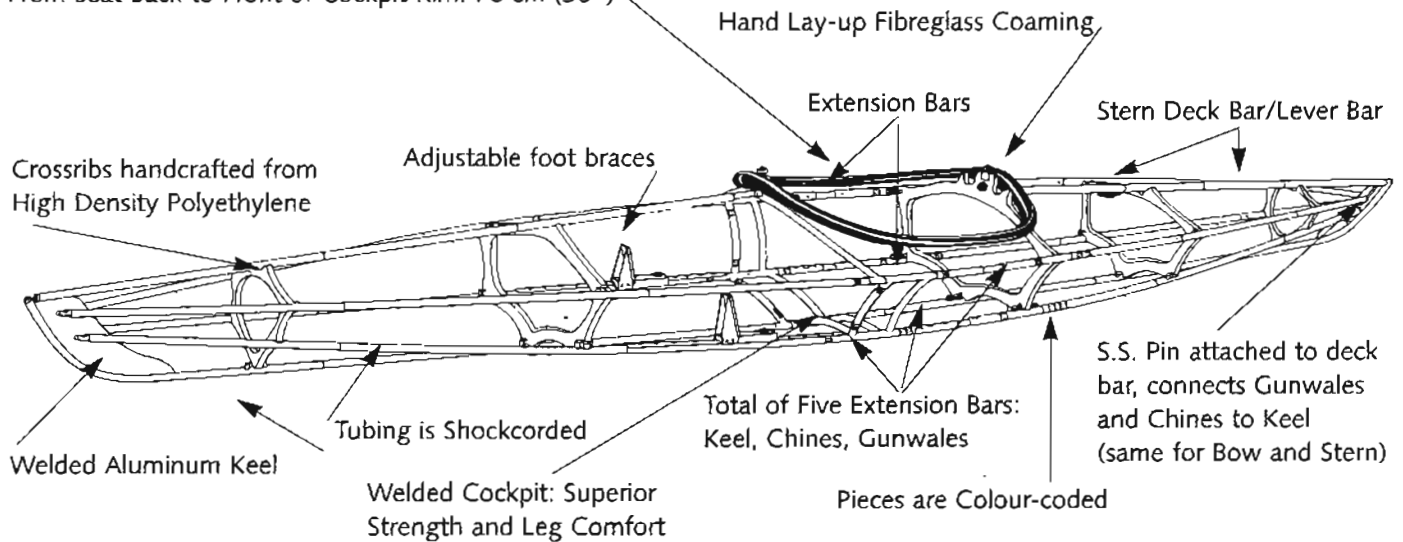
FEATHERCRAFT FOLDING KAYAKS are the culmination of many years of design development and testing. The Feathercraft K1 is a high volume, 16-foot, ocean touring kayak that performs well in rough conditions. Due to its modified 'V' cross-section and slightly rockered ends, the kayak tracks well, is stable, responsive and fast. The kayak is easy to assemble and folds down to one compact pack-bag.

K1 Frame: 6061-T6 ANODIZED SEAMLESS DRAWN ROUND TUBING

Cockpit Rim Dimensions: 94 x 50 cm (37 x 19 3/4")

Inside Rim: 84 x 41 cm (33 x 16")

From Seat Back to Front of Cockpit Rim: 76 cm (30")



Specifications

LENGTH:	4.8 m (15'11")	SEAT:	Closed Cell Regalite Foam Padding; 3/16" High Density Polyethylene Back Support
BEAM AT COCKPIT:	64 cm (25")	SPONSONS:	Urethane
PACK SIZE:	94 x 45 x 28 CM (37 x 18 x 11")	STANDARD ACCESSORIES:	Nylon Spray Skirt Sea Sock Frame Carrying Bag (Stern Sling) Adjustable Foot Braces/Rudder Controls Repair Kit Internal Frame Pack Assembly Video and Written Instructions Flip-Up Surf Rudder Bow-Line Shockcord Cross-deck Tie-downs Perimeter Deck Line
WEIGHT:	25 kg (55 lbs)		
FRAME:			
Main Members	3/4" O.D. 6061-T6 Aluminum Alloy Tubing		
Inserts	5/8" O.D. 6061-T6 Aluminum Alloy Tubing		
Stern Deck Bar	7/8" O.D. 6061-T6 Aluminum Alloy Tubing		
RIVETS AND SPACERS:	Aluminum and Nylon		
SCREWS AND BOLTS:	Stainless Steel		
COCKPIT COAMING:	Fibreglass		
PROTECTIVE COATING:	Clear Anodized		
DECK:	Coated Cordura Nylon, 1000 Denier, 11 oz.		
HULL:	Hypalon rubber		

FeathercraftTM

FOLDING KAYAKS AND ACCESSORIES

4-1244 Cartwright Street on Granville Island, Vancouver British Columbia Canada V6H 3R8 (604) 681-8437

Care and Maintenance

THE EXTENSION BARS

The Extension Bars should be washed out with fresh water regularly. This ensures that they will slide easily and that the spring buttons will function properly. Included in your repair kit is a tube of teflon lubricant – “Super Lube.” (This type of lubricant can be found at any bike shop.) Always apply to frame inserts for easy disassembly. WD40 can be used for cleaning purposes.

THE FRAME

The tubular frame is very strong and corrosion resistant. We recommend that the frame be disassembled after extensive use (2-3 months) in salt water and the insides and outsides of the tubes be washed with fresh water. Try to keep the inserts and extension bars free of sand and grit. Use the teflon lubricant on all tube inserts.

THE SKIN

The surfaces of the skin will not rot. They are stable in sunlight and are very tear-resistant. The skin loosens slightly when wet, and contracts after drying. Areas likely to be exposed to abrasion have been reinforced. However, we recommend care when approaching shore. Sharp rocks, barnacles, etc. can penetrate the skin. Never haul the boat over rocks. A patch kit is provided. Seam-sealer is supplied for waterproofing all deck seams. We recommend that you seal the gunwale and deck sponson seams from the outside; and other seams from the inside. The skin comes complete with keel and chine reinforcements. Replacement strips are available.

IF THE SKIN IS TOO TIGHT

On hot days, or if the skin has been stored folded, it may be helpful to thoroughly wet the skin before stretching the frame.

Tie-Downs

The shockcord that tensions the bow-line is very handy for holding a paddle or a chart temporarily. There are four strong web loops for attaching gear near the cockpit. The two diamond-shaped Fast tabs and rear cross-straps are useful for attaching a spare paddle. Along the seam between deck and hull are web loops for attaching shockcord.

Sponsons

Due to the tight fit of the skin, the sponsons are under considerable pressure and some seepage of air may occur. It is advisable to periodically reinflate the sponsons. After paddling on hot days, release air from sponsons.

TO REPAIR/REPLACE SPONSON

The sponsons can be completely removed from the sleeve sewn to the inside of the skin. Turn the skin inside out. The sponson chamber is open at bow and stern ends. Tie a long string through the hole in the tab at the end of sponson. Pull sponson through the center opening of the chamber (where sponson hose is attached). To reinstall, pull the cord attached to the new sponson back through the chamber. Ensure sponson is not twisted in the chamber. Repeat with the opposite side. Urethane glue and patches are included in the repair kit.

Disassembly

Let the air out of the sponsons. Remove Cockpit Coaming and Hatch Rims. Remove Gunwale and Chine Extension bars. Install Stern Deck Bar onto Keel Extension Bar. Take up tension with the Lever in order to remove the Keel Extension Bar. Follow the rest of the assembly steps in reverse order.

Packing the kayak in the bag

Put the seat cushion in the bag first, with the cushion facing down, to give padding for your back. Next arrange the white plastic crossribs and hatch rims over the seat. Stretch the sprayskirt over the fibreglass coaming. Place this in the bag, over the crossribs. Roll the kayak skin up tightly – fold the ends to the center of the kayak; fold in half; roll tightly; secure with webbing ties. Place rolled up skin in center of welded cockpit. Fold cockpit around skin; secure cockpit ends with bungee-ties. Place this bundle in one side of the bag. Put all aluminum frame parts in the stern-sling bag. This bag is placed beside the rolled up skin. With all additional pieces (ie: rudder, sea sock, repair kit) tuck this into any available space.

Carrying a loaded Kayak

Do not hold at either end or lift with the bow and stern painters. It is better for one person to position themselves halfway between the cockpit and the bow and the other halfway between the cockpit and the stern.

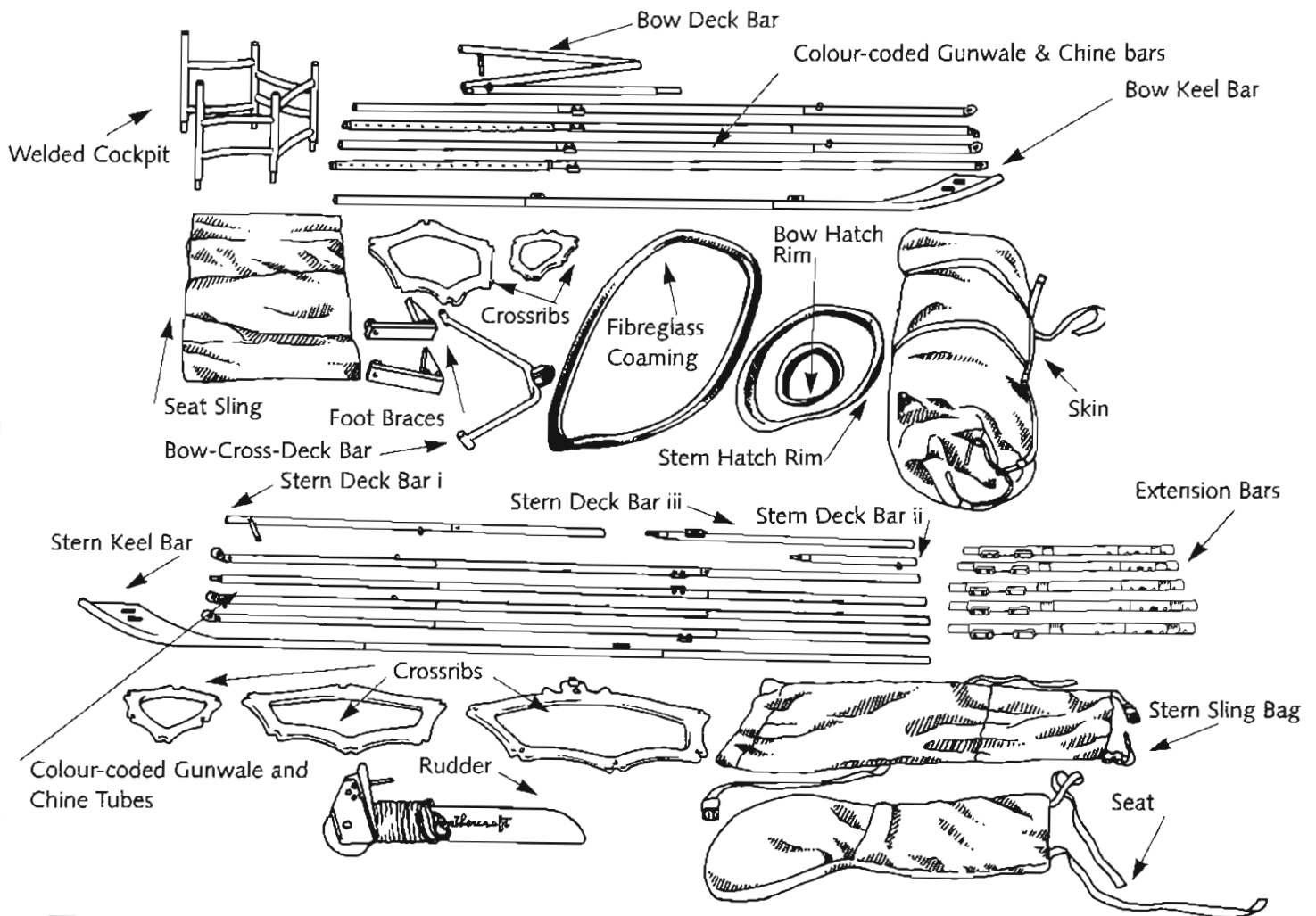
Storage

Once dry, the kayak can be stored assembled or disassembled in a shaded, dry place.

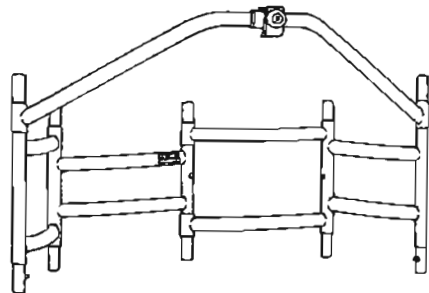
K1 Assembly Instructions

1 Set out frame parts as illustrated. The Bow Tubes have a single band of coloured tape (red, green, yellow, blue and black). The Stern Tubes are three-sections long and have two bands of coloured tape (red, green, yellow, blue and black). Extension Bars have one band of coloured tape. The Stern Deck Bar has two shock-corded sections. There are five high density polyethylene crossribs. Each one is numbered.

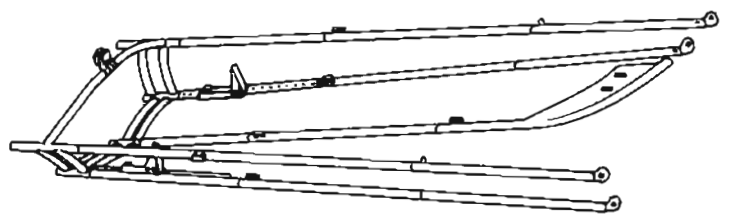
- #1 Bow End
- #2 Mid Bow
- #3 Stern Cockpit
- #4 Mid Stern
- #5 Stern End



2 Attach Cockpit Deck Bar.
 a) Open cockpit and stand it on stern end (the end without the tape).
 b) Slide Cockpit Deck Bar evenly over both ends at the same time.

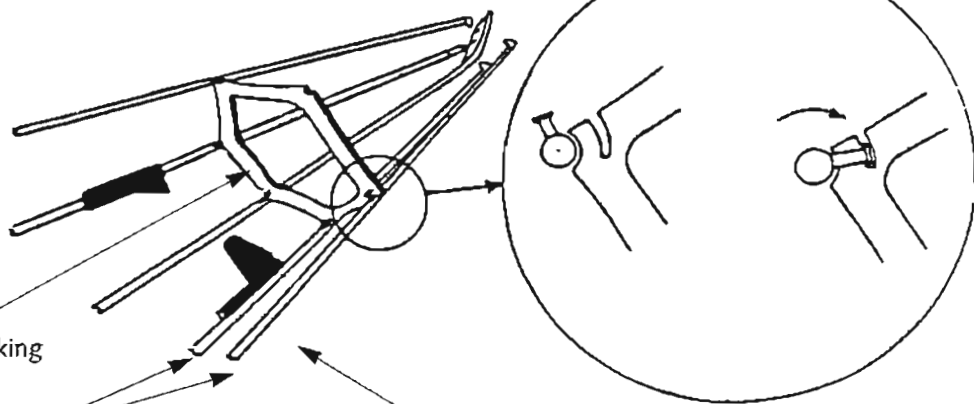


3 Attach Bow Tubes, matching colours on the cockpit. Slide Foot Braces on to track.



4 Attach #2 Crossrib.

a) Attach Keel Tube to Crossrib (turning and locking in place.)

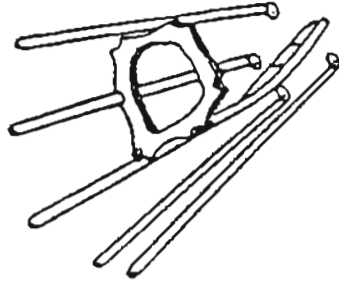


Footrests face inward

b) Attach remaining four tubes. Foot rests should be facing in towards the Keel Bar.

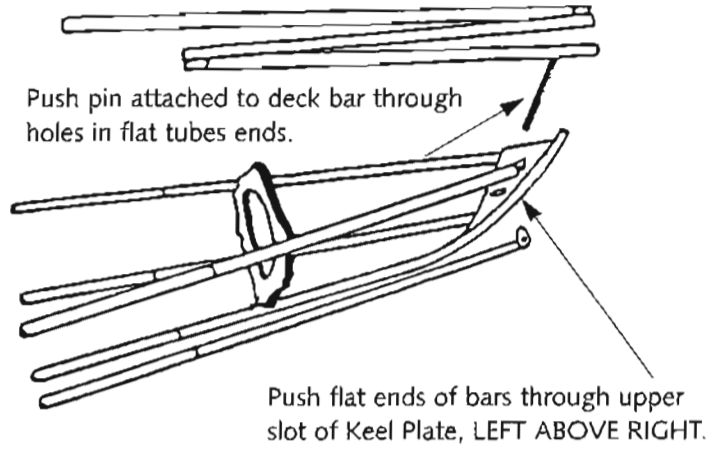
NOTE: When attaching crossribs, have the stamped numbers facing towards the cockpit, for both bow and stern ends.

5 Attach #1 Crossrib to Keel.



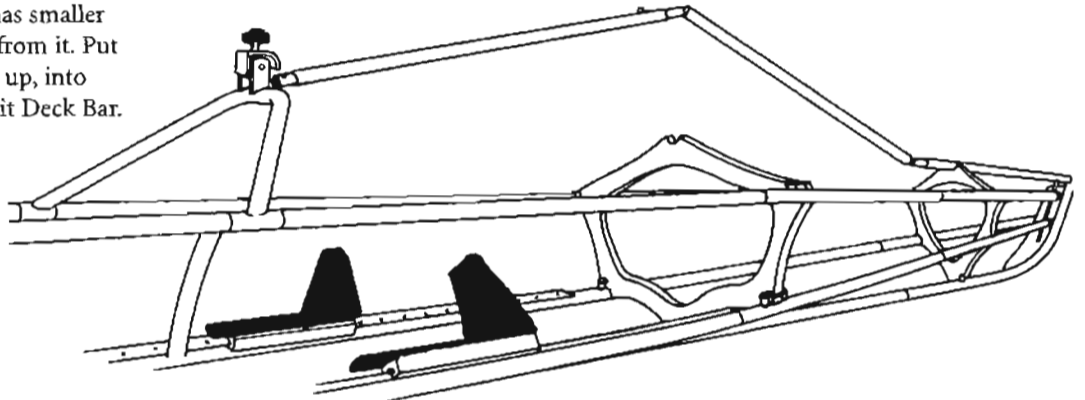
6 Attach Gunwales (upper tubes)

- a) Push flat ends of bars through upper slot of Keel Plate, LEFT ABOVE RIGHT.
- b) Push pin attached to deck bar through holes in "P's".
- c) Attach Chines (lower tubes); push flat ends of bars through lower slot of Keel Plate LEFT ABOVE RIGHT.
- d) Complete by sliding pin in deck bar section, all the way through flat tube ends, connecting tubes to keel section.

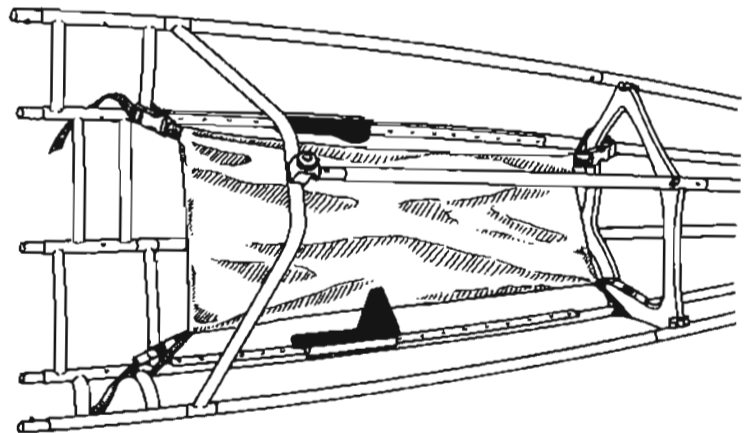


7 Complete Bow Section.

- a) Unfold deck bar.
- b) End of bow deck bar has smaller diameter tube extending from it. Put this end, with hole facing up, into welded bracket on Cockpit Deck Bar.

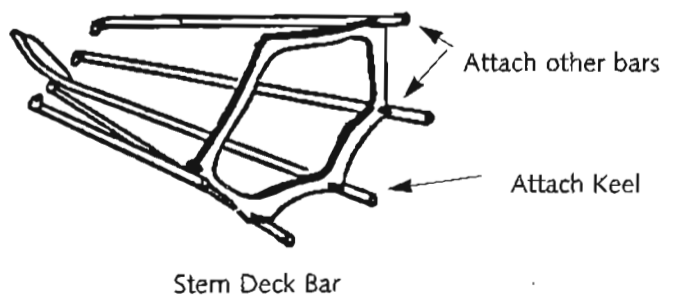


8 Attach Bow Sling with Buckles. Cinch tight. (The Bow Sling is a section of black cloth with webbing and buckles sewn to each corner.)

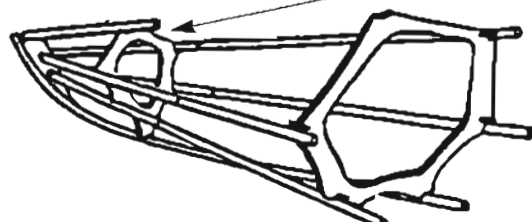


9 Attach Stern tubes and Keel to #4 Crossrib matching colours to cockpit.

- Left Gunwale: Red
- Right Gunwale: Green
- Left Chine: Yellow
- Right Chine: Blue
- Keel: Black



10 Complete Stern Section as you did Bow Section.



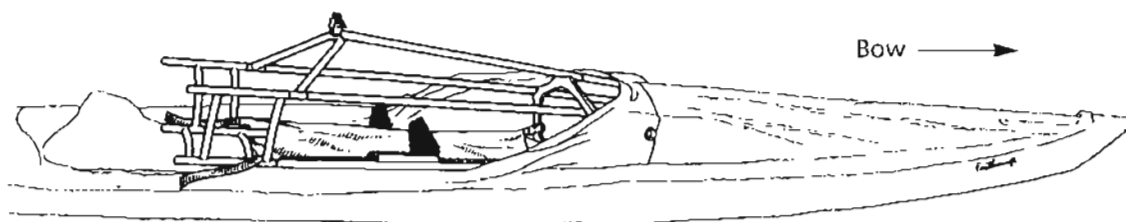
11 Roll out the skin.

There are four Velcro-tab closures on the inside of the hull:

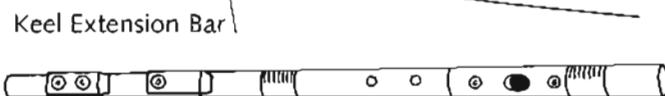
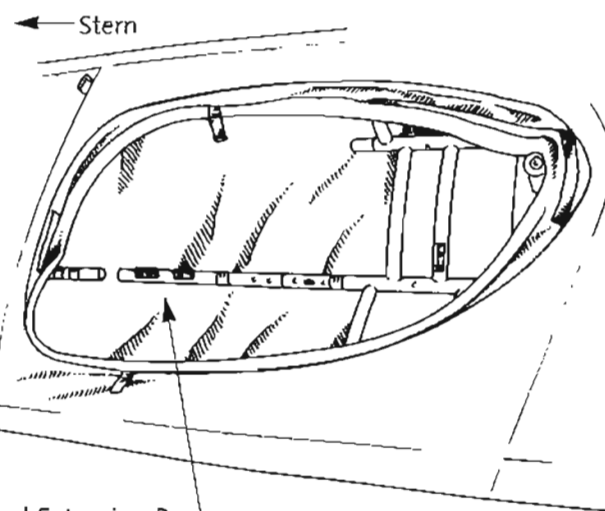
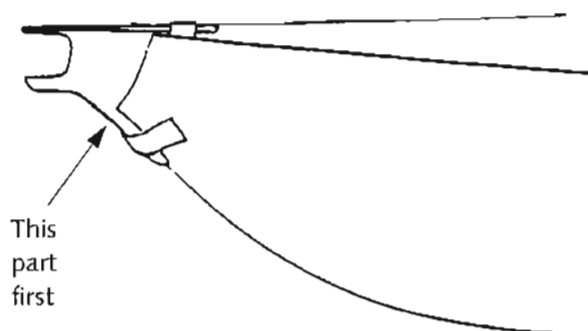
- one can be reached through the bow hatch;
- one through the stern hatch;
- and just bow and stern through the main cockpit opening.

Before inserting the frame into the skin, ensure the tabs are open. Insert stern frame section into the skin through the cockpit, using a slide/lift motion. Reach through access hatch, centering frame, using the tabs as guides. Align and centre the frame. Secure Velcro closure around the keel bar.

12 Insert Bow Section into Skin through Cockpit. Align frame as you did in Step 11.



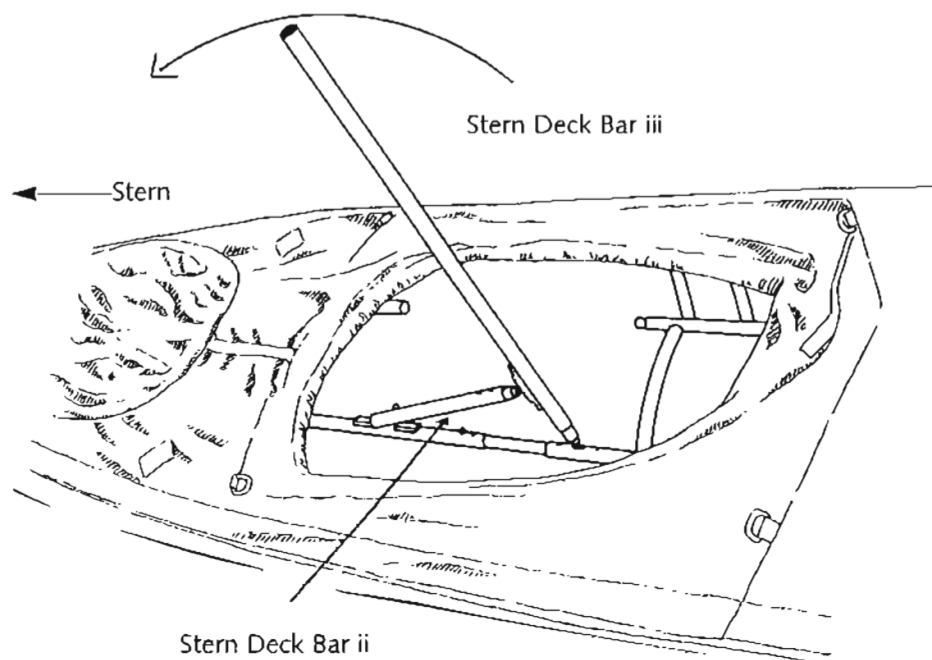
13 Attach rudder bracket and rudder tongue. These can be found in your repair kit. Complete installation of surf rudder will be done later. The rudder bracket/casting must be placed on skin BEFORE frame is extended.



14 Slide Keel Extension Bar (black tape) onto Cockpit Keel section first.

Note: Always install the forward cockpit end of the Extension Bars first, then the stern ends. To align the chine and gunwale bars (in steps to follow), pull the stern bars in towards the centre of the kayak.

- Attach end to Cockpit Keel Bar.
- Attach end to Stern Keel Bar.
- Expand the frame. Use the Stern Deck Bar (ii) and (iii) as Lever Bars (as shown).
- Push on (iii) in direction of the arrow, forcing the Keel extension Bar to expand, until a spring button pops up in first hole.



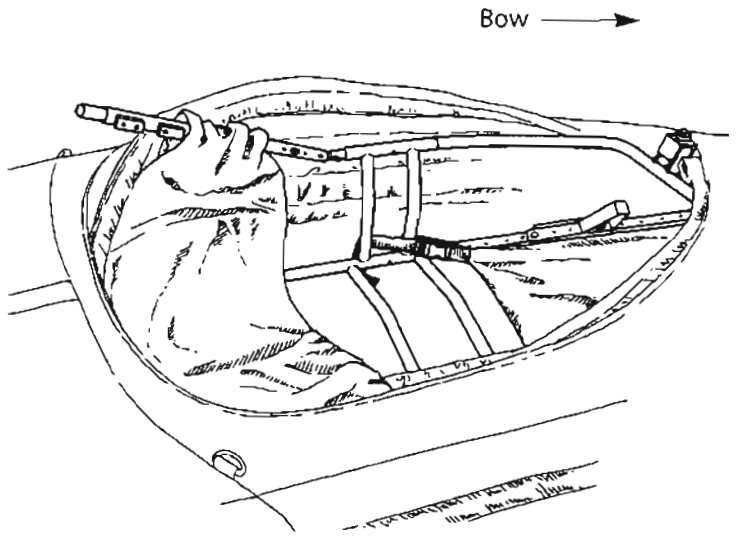
NOTE:

There are two black plastic blocks on each extension bar. One is attached with one screw. DO NOT PUSH AGAINST THIS WITH STERN DECK BAR ii.

The second block has two rivets. Lever against this block.

15 COMPLETE EXPANSION OF THE FRAME.

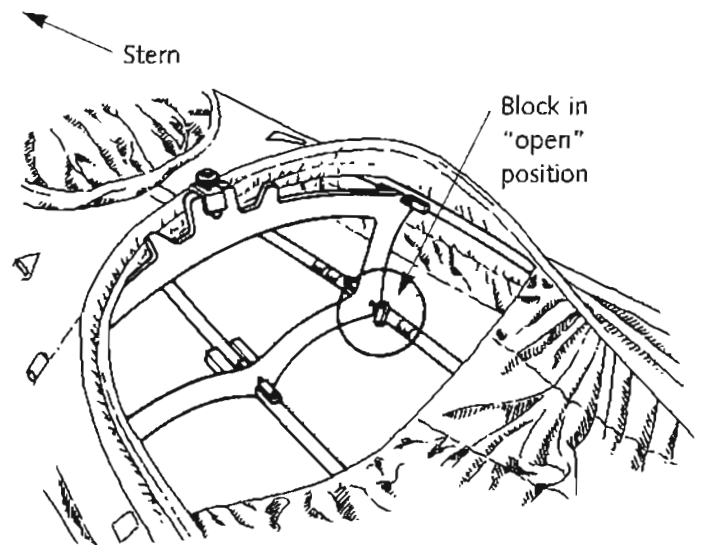
- a) Attach Chine Extension Bars. Expand using deck bars as lever system until spring button pops up.
- b) Return to Keel Extension Bar. Use levers to expand to the second hole, until spring button pops up.
- c) The seat sling is made of black packcloth. The upper part has two "looped" sides. The front of the seat sling is wider than the rear. Slide the Left Gunwale Extension Bar (red) into the upper left loop of the seat sling and the Right Gunwale Extension Bar (green) into the right loop. Attach the Left Gunwale Extension Bar to the cockpit so that the spring button snaps into place. Repeat with the right one. Slide the sling forward until you can see the oval holes in the two Gunwale Extension Bars. Attach the female ends of the two Gunwale Extension Bars to the Stern Bars and extend with Lever Bars.



- d) Inserting #3 Crossrib

NOTE: Each extension bar has two black plastic blocks. One is mounted with a screw and can be rotated. When rotated away from the other block, it is in the "open" position. Have blocks set in the "open" position.

The #3 crossrib can be put into place so that the stainless steel screw-pin on the crosspiece inserts into the hole of the second plastic block. Insert the right gunwale side of the #3 rib between the two blocks on the "Right Gunwale Extension Bar" (green). Swing the left gunwale side of the #3 rib until it rests directly above the two blocks on the Left Gunwale Extension Bar (red). Push down on the left side of the #3 rib until it fits over all five Extension Bars. Slide #3 rib back until the five screws extending from the rib are resting in the holes in the second block on each extension bar. Rotate the five blocks to lock in place. Note: You may have to rotate the extension bars slightly in order to properly align the holes in the blocks with stainless steel pins on the crossrib.

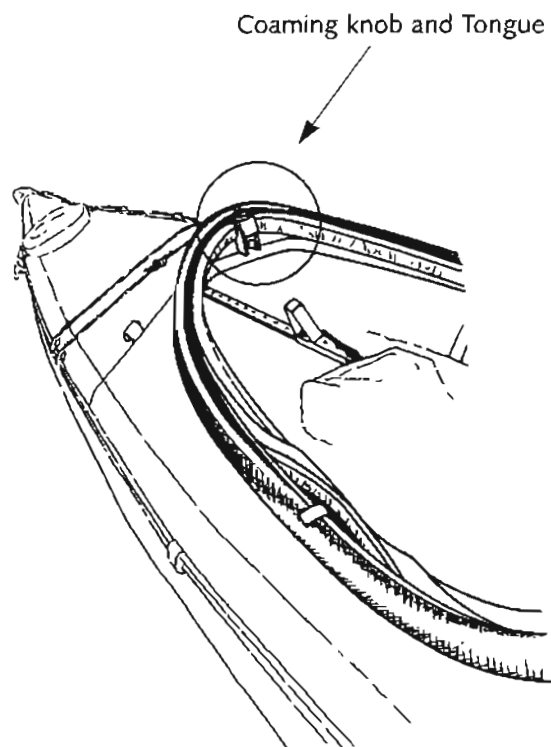


- e) Complete the Seat Sling.

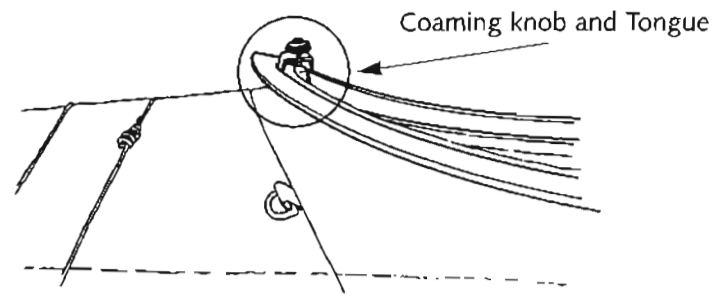
Slide the sling back smoothly over the Gunwale Extension Bars. Reach under the sling and slide the left lower section under the Left Chine Extension Bar (yellow). Fold up into the velcro "Sandwich". Repeat with the other side.

- f) INSTALL FIBREGLOSS COAMING

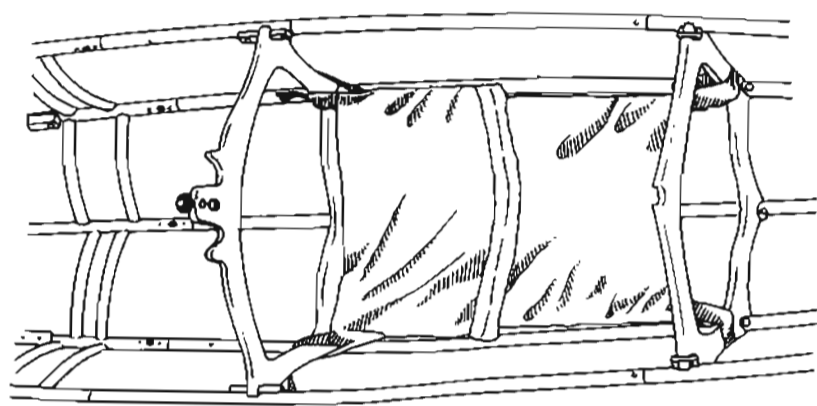
Unscrew the two "tongues" on the Bow Cockpit Deck Bar and the top of the #3 rib. (This screw is longer.) Place the coaming over the cockpit opening. Push the edge of the fabric into the groove in the coaming. Insert the bow first, then the stern, followed by the sides. Note that at the stern there are two black tabs. Ensure that these are pushed into the groove so that the ends stick slightly up above the coaming. During disassembly these are used to help pull the cloth strip from the groove.



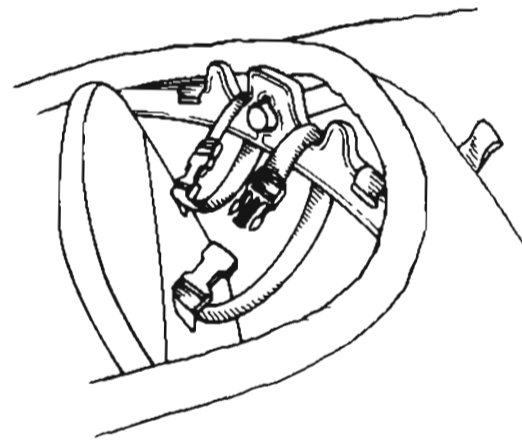
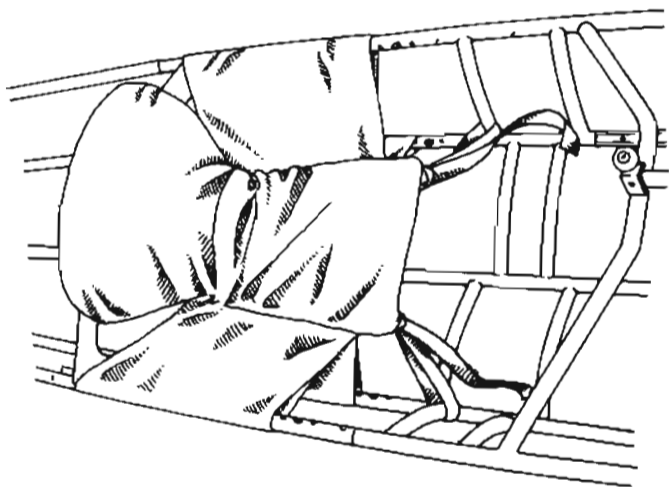
- 16** Install the Stern Deck Bar ii by first sliding the smooth end from the stern hatch through the hole in the #3 rib and then back over the Stern Deck Bar ii.
Screw on the Bow and Stern tongues removed in 15 (f).



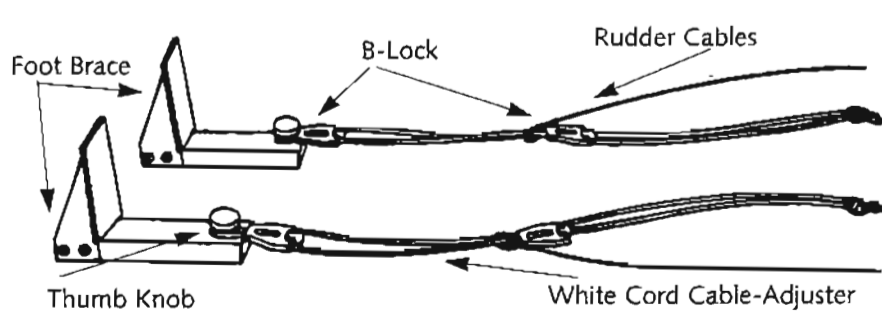
- 17** Attach stern sling/bag with buckles. Cinch tight. Fold flap back and fasten. (This step is shown without skin for illustration purposes.)



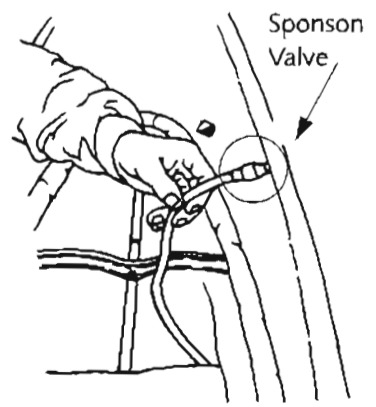
- 18** Install seat. Attach webbing at front to welded cockpit. Attach webbing at back to #3 crossrib. (This step is shown without skin for illustration purposes.)



- 19** FOOT BRACES/RUDDER CONTROLS:
Rudder cable adjusters (white cord) are attached to foot brace by slipping loop around black thumb knob. B-locks are then pushed into place to secure position.



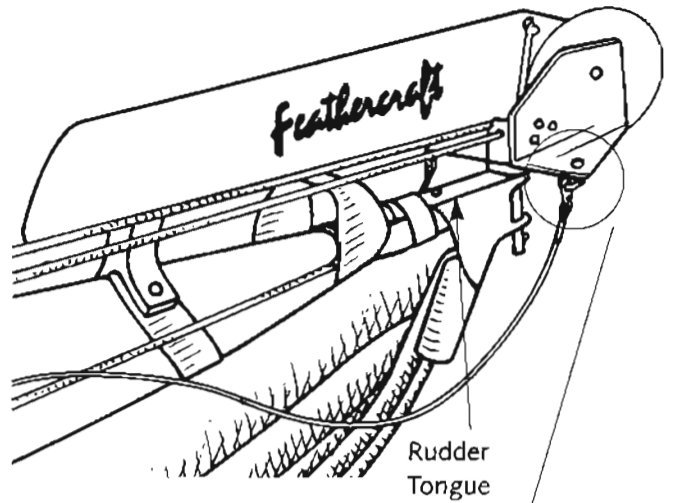
- 20** INFLATE SPONSONS.
Turn to open sponson valve and blow.



21 INSTALLING SURF RUDDER

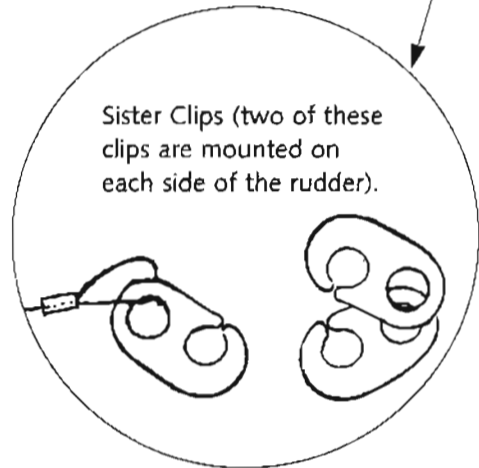
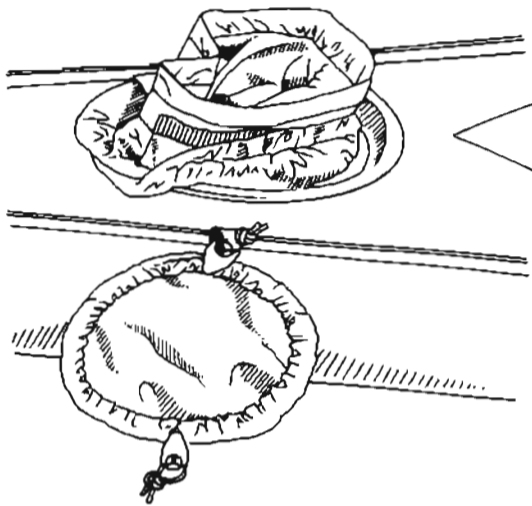
Insert "curved tongue" with keyhole under web strap on top of rudder bracket/casting. Push bottom of rudder with small pin sticking out of stainless steel shaft through the "key hole". Rotate rudder 180°. Attach cables with Sister Clips. White haul-cord is attached to clip near stern-end of cockpit.

NOTE: Ensure protective cable-housing covers the stainless steel rudder cable past the welded cockpit bars. This will protect the aluminum from being scored by the stainless steel.



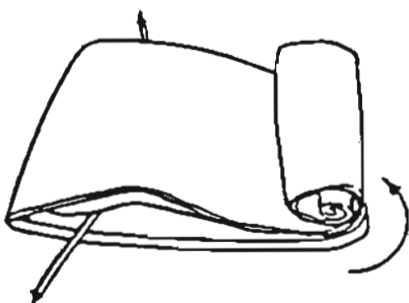
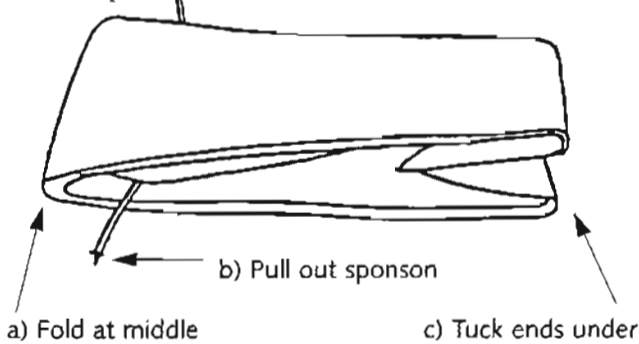
22 Attach plastic Bow Hatch Rim by folding sleeve sewn to deck over rim. Roll down inner closure and secure velcro. Attach hatch over. Repeat with stern.

During disassembly, do not roll up skin with rims still in place.



Folding skin:

- Fold at middle
- Pull out sponson hoses and open valves.
- Tuck ends under
- Roll up tight
- Close valves
- Tie up



THE FEATHERCRAFT SEA SOCK

Made from high-quality coated nylon, the sea sock is a great safety item. The top of the sock fits tightly around the cockpit coaming rim. Contoured to fit along the seatback and bottom, the "foot" is loose through the cockpit, creating a "pod". The paddler then sits in the sock. Legs and feet are not constricted. The spray skirt fits as usual. In the event of a capsize, water will only enter the sock, and not the whole boat. It's also great for keeping the inside of your kayak clean.

TIPS ON USAGE AND INSTALLATION

- The shiny side of the fabric faces in towards the kayak frame.
- When facing the bow of the kayak, the Feathercraft label should be on the right side.
- The center seam on the up-side of the Sea Sock should be centered on the bow point of the coaming.
- Once the Sea Sock is in place, sit in the sock, and "burp" it by lifting the edges, releasing trapped air that causes the sock to billow up.

Feathercraft™

FOLDING KAYAKS AND ACCESSORIES

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