

The NRS logo is rendered in a bold, white, sans-serif font. The letters are thick and blocky, with a slight shadow or depth to them. The 'N' and 'R' are connected at the top, and the 'S' has a curved, dynamic feel. The logo is centered horizontally in the upper half of the page.

NRS

OWNER'S MANUAL

Pike Inflatable Kayak

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Welcome to the NRS family of boat owners. We take great pride in building high-performance inflatables that provide many years of enjoyment. Give us a call at 800.635.5202 or drop us a line at service@nrsweb.com if we can help in any way. We love talking about boats!

INFLATION

There are three top-quality Leaffield C7 inflate/deflate valves in your NRS Pike Fishing Inflatable Kayak (IK): one in each side chamber and one in the drop-stitch floor insert. To properly inflate your boat, valves need to be in the closed position. Push the valve stem in and turn it clockwise so that the stem pops up, sealing the valve.

Inflate the side tubes until they take shape, then top them off to 2.5 psi.

Next, inflate the drop-stitch floor insert. You can loosely secure the front and back tie-down straps over the insert. Align it so that the drain holes in the floor are positioned under the cutouts along the edges of the floor insert. Inflate the insert, making sure it expands out under the bottom edge of the side tubes. Start out with 3 psi in the floor. If you find you need it to be more rigid, go ahead and add more air. The unique drop-stitch technology we use in

constructing the insert allows you to go up to 10 psi for the rigidity you need. Finish by tightening the front and back tie-down straps.

As the outside air temperature and altitude change, the air pressure inside your Pike will also change. You may need to make adjustments to the pressure in the chambers throughout the day. Transporting an inflated boat on a hot day or when gaining altitude can lead to overinflation; check the pressure regularly. Cold air and water temperatures will reduce the air pressure inside the raft. Always bring a hand pump along for adjusting air pressure as needed. Later in the day, as the air temperature outside warms up, the pressure inside the boat will increase. As this happens, you'll need to release a small amount of air from each chamber. Check the air pressure in your boat regularly throughout the day, and adjust accordingly.

We build all NRS boats to withstand substantially higher pressures than we recommend. However, overinflation puts strain on the seams and shortens the life of your boat. An overinflated boat is also in danger of explosive decompression (blowing apart at the seams). The NRS warranty (see page 6) does not cover damage caused by explosive decompression.



OUTFITTING

Start by attaching the seat. The seat attachment D-rings are easy to identify; they're located low on the inside of the side tubes and tilted slightly upward to align with the seat straps. Use the seat straps to adjust the seat forward or back for your most comfortable position.

Your Pike comes with three Scotty® Mount Pads – one up front on the drop-stitch floor insert and one on each side tube, just behind the seat. There are a wide variety of rod and accessory holders that attach easily to the Mount Pads. Check with NRS or your local Scotty dealer for the ones that fit your needs.

There are two skegs, or fins, that come with your Pike. Attach one in the skeg pocket located on the underside of the boat at the stern to improve tracking on flat water. The different skeg lengths let you choose what's best for the type of water you're paddling. You can lock the skeg in place with the attached locking tab. Remove the skeg before deflating the Pike for transport or storage.

Important Note:

- Place only Scotty brand mounts on the Mount Pads
- Use only the 7/8" x 1/4" machine bolts that Scotty recommends
- Screw bolts into the Mount Pads ONLY when adding a Scotty attachment
- Damage caused by failure to follow these directions is not covered by the warranty

CLEANING VALVES

If the inner parts of the Leaffield C7 inflate/deflate valves become dirty, the seal may not shut completely against the valve body, allowing air to escape. You can clean the inner valve parts to restore the airtight seal. Your repair kit contains a valve wrench you can use to remove the valve from the raft. Threads on the valves are: clockwise to tighten, counterclockwise to loosen. The outer half of the valve unscrews from the inner half. When you remove the outer half of the valve, take care not to lose the inner half inside the chamber. With the outer half in your hand, push down and turn the valve stem counterclockwise. This lifts the rubber seal off the valve base. Use a cotton swab to remove any dirt and grime that has built up on the rubber seal. Hand tighten the top half back into the valve base. Inflate the chamber fully and then use the valve wrench to completely tighten the valve.

Note: Try to avoid removing the C7 valve in the floor insert. We have removed the threads that form the interior structure of the drop-stitch from around the valve area. However, there may be stray threads present which, if caught between the valve body and the floor material when you screw it back together, can create a leak. First try to clean out any debris that is causing a leak by inflating the insert to high pressure, then opening the valve to blow out the debris. Also, with the valve locked open, you can reach down with a cotton swab and wipe off the surface of the rubber seal. If you do have to take the valve out to clean or repair it, be very careful to avoid trapping any of the inner threads under the valve body when reassembling.



MAINTENANCE AND CLEANING

Proper care and maintenance will improve your boat's appearance and longevity. Clean and inspect the boat after each use. We recommend you coat your boat with 303 Protectant (available through NRS or your local dealer) every few months during the season and before long-term storage to protect against UV damage and degradation.

You should take care to keep moisture from getting inside the air chambers. Water can enter the chambers during in-the-field repairs or if the valves are left open during wet weather. If you find that moisture and mildew have accumulated in your boat's air chambers, the chambers must be aired out. Remove the valve of the affected chamber. Pour out any liquid water, then run the hose of an electric air pump or vacuum exhaust through the valve hole. Allow dry air to circulate into the chamber and out the valve hole until all the moisture is gone.

PVC MATERIAL REPAIR

The side tubes, floor and floor insert have a PVC outer coating. Use only adhesives and solvents recommended for use with PVC. Repair adhesives and cleaners are toxic. When repairing your boat, always work in a well-ventilated area and use a good respirator if possible. Always use proper chemical protection for your skin and eyes.

You will need the patch material and adhesive (provided in the repair kit), medium-grit wet/dry sand paper and a solvent to clean off any oils or contaminants that can interfere with the glue bond. An aggressive solvent, like methyl ethyl ketone (MEK) or acetone, works best. However, they are toxic, flammable and difficult to carry with you on the water. A satisfactory field alternative is small individually wrapped alcohol wipes.

Measure and cut a patch to cover the area that requires repair. The patch should be bigger than the repair area, extending an extra 2" or so past the edge of the tear or abrasion. Round off the corners of the patch. Lay the patch over the area to be repaired, and trace the outline onto the boat material. Use the sandpaper to lightly buff the area inside the traced outline and on the backside of the patch. Only buff off the shiny finish of the material; do not sand down to the point where the internal fabric threads are exposed. Use a solvent to rid the surfaces of any grease or oils and to prep the surfaces for best glue adhesion.

Do the repair out of direct sunlight, if possible. Avoid doing repairs when the humidity is over 70%. Apply a thin, even coat of adhesive to both the back of the patch and the repair area on the boat. Wait 3 to 5 minutes to allow solvent vapors to evaporate, then apply another thin coat of adhesive. Wait an additional 3 to 5 minutes before bonding. Touch the glued surface with your knuckle to ensure the surface is tacky, but not wet. Do not touch with your fingertips; this will leave oils that interfere with the glue bond. If the surface is no longer tacky, apply another thin coat of the adhesive.

Carefully align the patch and press both surfaces together, avoiding trapping air under it. Remember, this is a contact adhesive; once the two surfaces touch you will not be able to rearrange them. Apply pressure to the entire glued surface using a narrow roller wheel or similar device. Roll over the patch in multiple directions, working from the inside to the outside of the patch. This step is important because it really helps the two pieces of material bond. If you have a more aggressive solvent like MEK, you can dampen a lint-free towel and use it to wipe off excess glue around the patch.

Allow the repair to cure for as long as possible. In an emergency, you could inflate the boat after only an hour or so, but this will put stress on the patch, possibly requiring the repair to be re-done later. If you must inflate the raft quickly after the repair, try to limit the air pressure in the patched chamber. Ideally, you should allow the glue to cure for 8-12 hours; full cure can take up to 24 hours, depending on conditions.

Many difficult repairs are best performed by a professional repair center. Please call or email NRS Customer Service for more information about repair centers in your area. Our phone number is 800.635.5202, and our email address is service@nrsweb.com. You can also see a list of authorized NRS repair facilities on our website at www.nrsweb.com.

A great emergency field repair material is Tear-Aid® Repair Patch. It's a transparent urethane peel-and-stick material that makes a durable, flexible, airtight repair. Use only Type B Tear-Aid for PVC (vinyl) repair. Use Type A on all other materials. Tear-Aid is available from NRS or your local dealer.

TRANSPORT

If you are transporting an inflated boat, remember to slightly deflate the chambers. Temperature and altitude changes affect the air pressure in the boat, especially in direct sunlight. Whether transporting your boat inflated or deflated, make sure to inspect the load for any areas that could rub, abrade or puncture the boat's fabric. Remember that sand or other debris left in the boat could cause wear on the fabric during transport. Putting your deflated boat in the included boat bag for transport will help prevent wear and damage from other gear.

STORAGE

If possible, let your boat dry thoroughly before deflating it. Do not use a vacuum or deflator to suck all the air out of the chambers unless absolutely necessary. The ideal storage position is unfolded in a cool, dry location, with a small amount of air left in the chambers. If space is limited, store the boat loosely rolled, with the valves open, in a protective bag or cover. Keep the boat off dirt or concrete floors. Rodents have been known to burrow into stored boats, so take precautions to prevent this.

CAUTION

Safety Warning

Paddlesports can be dangerous and physically demanding. Participating in paddlesports may cause serious injury or death. Follow these safety standards when using this product:

- Get paddlesports instruction and First Aid training. Carry First Aid and rescue equipment.
- Always wear a Coast Guard Approved Personal Flotation Device. Dress for cold water and weather as appropriate to guard against hypothermia.
- Check your equipment prior to each use for signs of wear or failure. Do not impair entry or exit.
- Never paddle alone. Scout unfamiliar waters. Portage where appropriate. Do not exceed your paddling ability.
- Do not paddle in high water or flood conditions.
- Read owner's information booklet prior to using this product.

The user of this product acknowledges both an understanding and an assumption of the risk involved in paddlesports.

LIMITED WARRANTY

NRS Pike Fishing Inflatable Kayaks are guaranteed to the original owner of the boat to be free from defects in workmanship and materials for three years from the date of purchase under normal recreational use. If, after inspection, we find that the boat failed due to a covered defect, it will be repaired or replaced at our option without charge.

No product lasts forever and we do not guarantee against wear, tear, improper care, abuse, or neglect. Any structural change automatically voids this limited warranty. Except expressly set forth herein, NRS disclaims all warranties, express or implied, including but not limited to the implied warranties of merchantability and fitness for a particular purpose.

EXCLUSIONS FROM LIMITED WARRANTY: Deterioration of a boat increases dramatically when water is allowed to stand in the tubes. Since this condition can be remedied only by the owner's care, any problems attributed to water left in the tubes are excluded from this limited warranty. As noted in this manual, explosive decompression tears are also excluded from this limited warranty. Inflatable boats shipped outside the USA may incur additional restrictions.

EXCEPT TO THE EXTENT PROHIBITED BY LAW, IN NO EVENT SHALL NRS BE LIABLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES.

EN REGISTER YOUR PRODUCT: nrs.com/warranty

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DE AKTIVIEREN SIE IHRE GARANTIE: nrs.com/warranty

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