



GIN

User manual

v3.0 - 06/2018



 **Genie Race**

*Competition Harness*

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# Thank you...

...for choosing Gin Gliders. We are confident you'll enjoy many rewarding experiences in the air with your new GIN harness.

This manual contains important safety, performance and maintenance information. Read it before your first flight, keep it for reference, and please pass it on to the new owner if you ever re-sell your rescue.

Any updates to this manual, or relevant safety information, will be published on our website: [www.gingliders.com](http://www.gingliders.com). You can also register for e-mail updates via our website.

Happy flying and safe landings,  
GIN team

# Warning

Like any extreme sport, paragliding involves unpredictable risks which may lead to injury or death. By choosing to fly, you assume the sole responsibility for those risks. You can minimize the risks by having the appropriate attitude, training and experience and by properly understanding, using and maintaining your equipment. Always seek to expand your knowledge and to develop self-reliance. If there is anything you do not understand, consult with your local dealer as a first point of contact, with the GIN importer in your country or with Gin Gliders directly.

Because it is impossible to anticipate every situation or condition that can occur while paragliding, this manual makes no representation about the safe use of the paragliding equipment under all conditions. Neither Gin Gliders nor the seller of GIN equipment can guarantee, or be held responsible for, the safety of yourself or anyone else.

Many countries have specific regulations or laws regarding paragliding activity. It's your responsibility to know and observe the regulations of the region where you fly.

**INTENDED USE:** Lightweight air sports equipment with a maximum mass of less than 120kg, operated in the paragliding division.

# About Gin Gliders

## *Dream*

In forming Gin Gliders, designer and competition pilot Gin Seok Song had one simple dream: to make the best possible paragliding equipment that pilots all over the world would love to fly—whatever their ambitions.

At Gin Gliders, we bring together consultant aerodynamists, world cup pilots, engineers and paragliding school instructors, all dedicated to fulfilling this dream.

## *Touch*

We're a "hands-on" company that puts continuous innovation and development at the center of everything we do.

At our purpose-built R&D workshop at head office in Korea, we are able to design, manufacture, test-fly and modify prototypes all in a matter of hours. Our international R&D team is on hand both in Korea and at locations worldwide. This guarantees that your equipment has been thoroughly tested to cope with the toughest flying conditions.

Our own production facilities in East Asia ensure the quality of the finished product and also the well-being of our production staff.

## *Believe*

We believe that the product should speak for itself. Only by flying can the pilots understand their equipment and develop trust and confidence in it. From this feeling comes safety, comfort, performance and fun. The grin when you land should say it all!

# Specifications

Size	S	M	L
Harness weight (kg)*	8.5	8.7	9.2
Pilot height (cm)	160-175	170-185	>180
Removable foot plate (kg)	0.31	0.36	0.39

## Certification

The Genie Race 4 has EN certification, max load 120daN  
Certification Number: PH 193.2017

## Delivery package (approx. weights)

- 1 Harness
- 1 Front rescue handle and inner container (50g)
- 1 Main rescue handle and inner container (100g)
- 1 Main rescue bridle (75g)
- 1 Front rescue bridle (105g)
- 1 Neo Koroyd Back protector (480g)
- 2 Carabiner (130g)
- 1 Speedbar (3 step) (100g)
- 1 Instrument deck (70g)
- 1 Wind shield (500g)

## Sizing

Compared to the Genie Race 3 you will find the Race 4 to be slightly narrower in the body and thighs, this gives a closer fit to the body and enables complete control over the harness.

# New features...

## *Performance*

The Genie Race 4 is the most aerodynamic harness on the market. Comparing to the Genie Race 3 we have reduced the drag massively by a reduction of the cross-sectional area. This was achieved by a revolution in back protection technology. We were able to fit a back protector with a width of 9cm that passes the EN certification with very good results. In addition, through modeling and optimisation software the aero-cone shape has been completely re-designed.

The lack of air intake vents on the sides of the harness is another leap forward in drag reduction. These features coupled with low drag materials will show noticeable performance increases for competition pilots.

## *Comfort*

The new ABS system allows the pilot to make adjustments to the stability in-flight with one hand. Throughout the rigorous testing of this harness we found that this new system is perfect for competition pilots enabling you to make the harness more roll stable to optimise your performance on glides and also allowing you to have a sensitive, precise thermal sniffer with the touch of one hand.

The 3D back support has been re-engineered to increase the comfort whilst gliding and thermaling. The harness fits more tightly to the pilot than the Genie Race 3. Giving better comfort and control in the harness.

## *Safety*

As usual safety is a priority for Gin Gliders. The front mounted 2nd rescue allows deployment with either hand. Not only is it easy to see, it is also easy to reach and deploy in a high-g situation. The under-seat main rescue has a new opening configuration which allows easy opening in all extreme flight configurations. Using the latest technology, the structural webbings used in the Genie Race 4 are stronger and more durable, this will extend the maximum life the harness more than ever before.

## *Quality*

Choosing only the best quality materials, buckles, zippers and state of the art neoprene. The Genie Race 4 is our most complex and technologically advanced harness to date. Our materials experts focused on more durable materials with complex structures to also have less weight and more aerodynamically efficient surfaces.





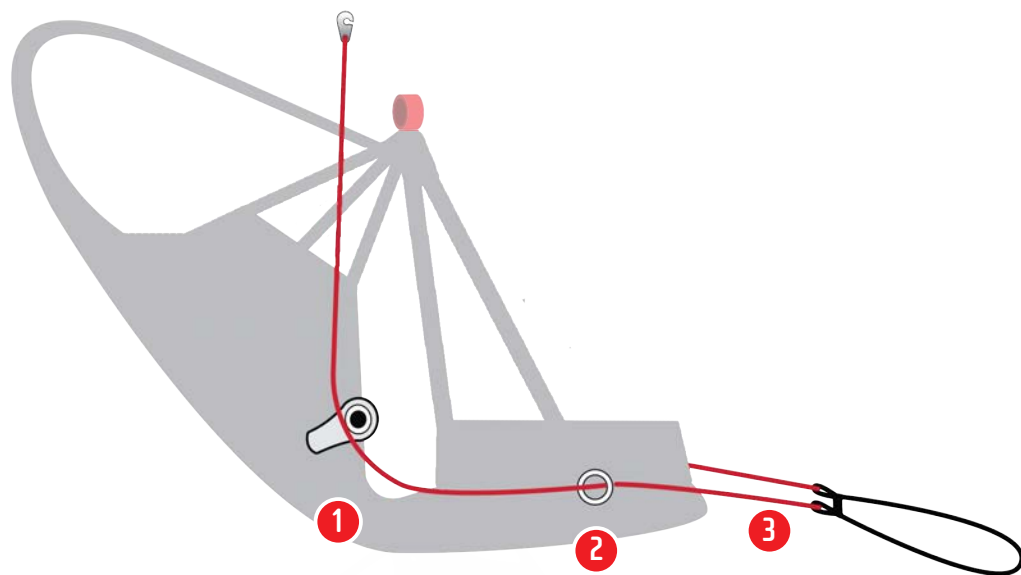
# Before you fly

Make sure your dealer has checked the harness for completeness and basic settings. Your harness must be assembled by a suitably qualified paragliding professional, for example, your instructor.

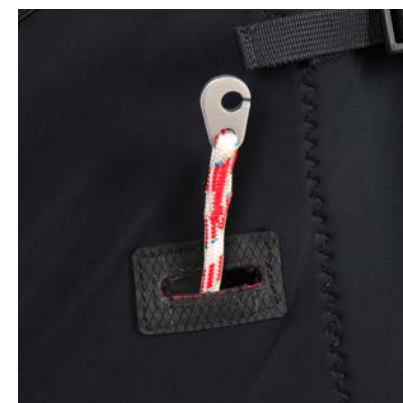
GIN Gliders recommends that assembly be carried out in the following order. If you are in any doubt whatsoever about this procedure, please seek professional advice from your instructor, GIN dealer or importer.

## Installing the speed system

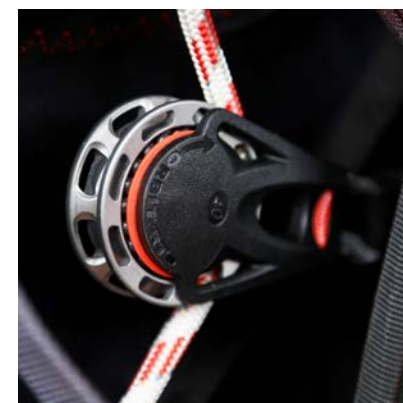
Assemble the speed system from top to bottom. Pass the cord along the inside of the harness and route it through the Ronstan pulley (1). From the pulley, route the cord through the metal ring at the bottom edge of the seat (2). Connect the cord to the speedbar using a secure knot (3). Finish by attaching the speedbars elastic cord to the foot plate of the cocoon.



**CAUTION:** Make sure that the speed system is not too short. The front risers of your paraglider must not be pulled down in normal (unaccelerated) flight.

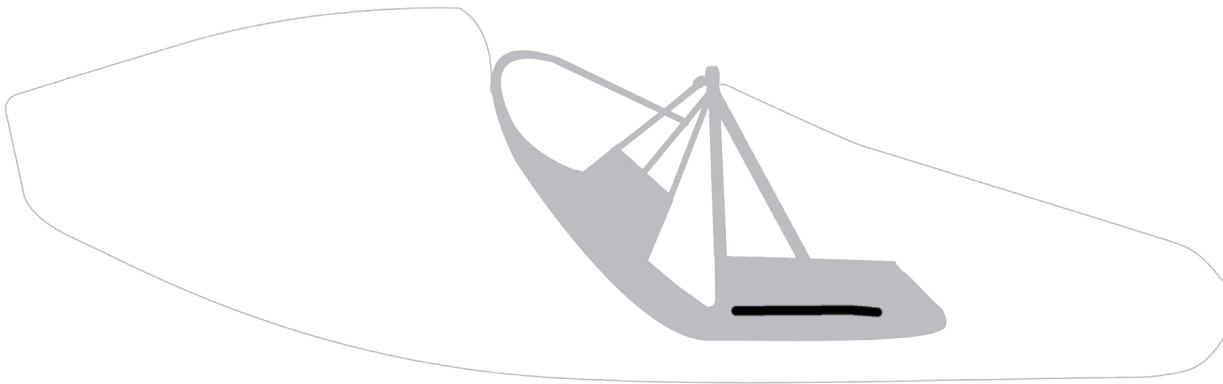


- Insure that the pulley is orientated so that the arrow is on the upper side (see picture).
- The auto locking pulley works correctly in this orientation only.



### Installing the seat plate

The seat plate is removable and can be accessed by a panel at the rear of the seat. Simply remove by separating the leg straps and pulling it out the back. When installing the seat plate be sure to loop the leg straps over the back edge of the seat (covered in Velcro). The seat plate should be installed with the Velcro edge to the back and the front curve facing down. When installing check that the leg straps are positioned at the back center of the seat plate pocket.



### Connecting the Riser Carabiner

The riser carabiner connection has 4 harness straps that must be attached. Follow the image to the RIGHT to properly connect the riser carabiner to the harness webbing. RIGHT side of harness has BLUE webbing connection, LEFT side of the harness has RED webbing connection to match a GIN Glider wing's risers for safe and easy connection.

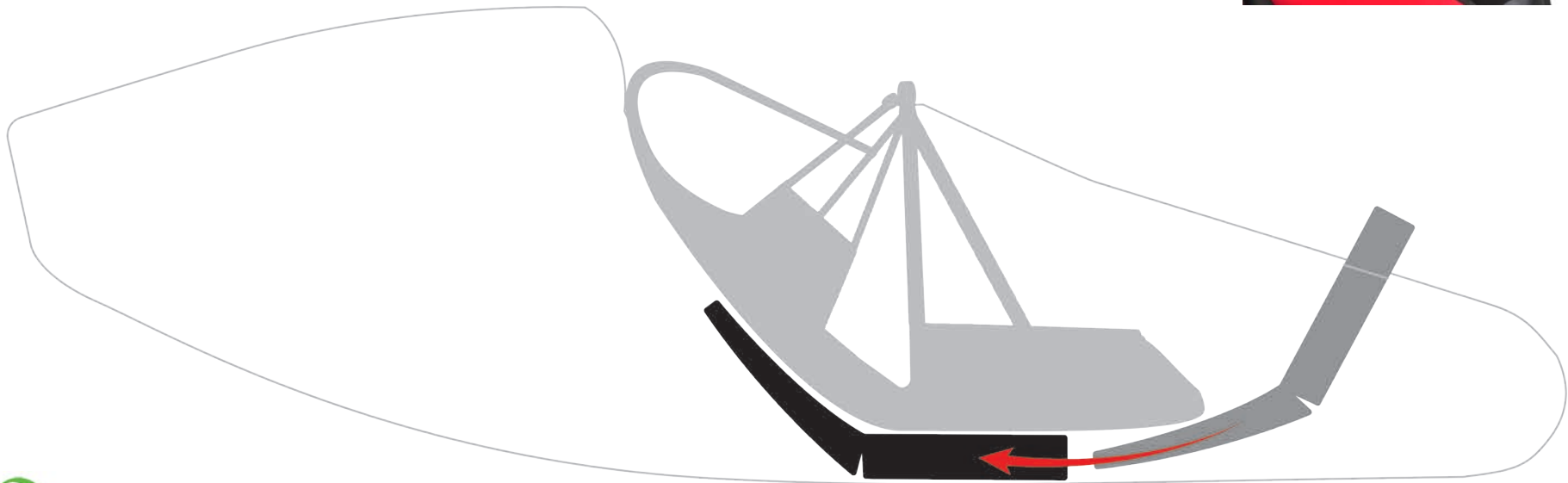
**WARNING:** Forgetting to loop the leg straps behind the seat plate may place the pilot at risk of falling out of the harness.



**BLUE** webbing indicates the **RIGHT** side of the harness.

### Installing the back protector

To install the back protector in the Genie Race harness, first open the zipper compartment under the seat. Insert the back protector with the narrow end first. Help guide the back protector into the proper position making sure that the narrow top piece properly sits between the back support and the rescue container. The back protector should fit snugly into the container. Once you are sure the protector is installed correctly, close the protector compartment.



### Maintaining the back protector

Maintaining the back protector is important for pilot safety. The certification tests the safety of the back protection for 2 high impact events. After one impact the back protection of your Genie Race 4 may have been compromised and a successive impact may result in a higher force occurring on the pilot. Therefore it is important to inspect your back protection after any event where its structure could be damaged. A visual inspection is enough. Remove the back protection and inspect it for any evidence of deformation to the inserts or foam structure. If one of the inserts is damaged you should contact your dealer to order a replacement.

We recommend that you inspect your back protection periodically in case it was damaged by rough handling at the take-off/landing or transportation (e.g. Airport handlers).

We recommend that you do not fly with a back protector that shows signs of damage. A new/normal back protection will look like the picture (below).

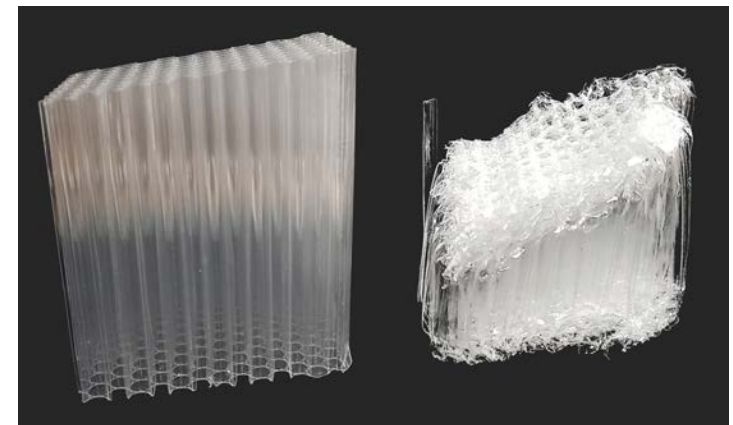


**WARNING:** The back protection does not eliminate the chance of injury as a result of a crash.

**WARNING:** If the back protection zipped is not fully closed the protector will not work effectively.

**WARNING:** If the harness is subjected to temperatures exceeding 70 degrees Celsius the integrity of the back protection may be compromised.

**WARNING:** The Koroyd 1.0 back protection has a valid lifetime of 5 YEARS. The lifetime is a guide and may change depending on use, care and maintenance.



Example of a new cell (left) and a damaged cell (right) that needs replacing.



**NOTICE:** The Koroyd 1.0 back protection is CE kite certified and conforms to: 89/686/CEE : 0501

### Rescue Installation and compatibility check

Gin Gliders recommend that rescue installation is performed properly by a competent person. The rescue parachute is a pilot's last resort and failure to pack or connect the reserve parachute in the correct way may cause death or severe injury. The pilot is responsible for ensuring proper installation.

This harness is compatible with the G-Lite, Yeti and Yeti Cross rescue parachutes. Other manufacturers' rescues may also be used but we cannot guarantee their function. The pilot is responsible for checking compatibility.

Every first installation of a rescue system into the harness (that means every new combination of harness and rescue system) must be checked by a qualified paragliding professional for compatibility. To verify the installation, you must perform a test deployment by sitting in a simulator.

Rescue parachutes should be repacked at least every 150 days; so installing your rescue in a new harness may also provide a good opportunity for a repack. After every repack of the rescue parachute you should also do a compatibility check.

#### Rescue compatibility

**MAKE SURE THAT THE RESCUE PARACHUTE CAN BE RELEASED FROM THE RESCUE CONTAINER**—it must be done by you, the pilot, sitting in the harness hanging from a simulator.

**WARNING:** If you are in any doubt about any aspect of rescue installation, seek professional advice!

**IMPORTANT:** You must perform a test deployment from a simulator to verify the installation.



### Attaching the rescue deployment bag to the harness deployment handle

The rescue container for this harness comes with its own deployment handle. This handle and its strap must be connected to the deployment bag of the parachute. In particular, check the length of the strap connecting the rescue deployment handle to the rescue inner container. It should be long enough that the reserve can be extracted without the danger of the pins not being pulled before the strap tightens on the reserve, but not so long that there is excessive slack that extends the movement required for deployment.

The deployment bag of other manufacturers' rescue systems (i.e. non-GIN rescue systems) may have different loop positions which may cause a deployment failure. Be sure to contact your parachute dealer or a qualified professional to check the connection, position and secure deployment, and refer to the rescue manual for details.

**IMPORTANT:** The deployment bag of other manufacturers' rescue systems may have different loop positions which may cause a deployment failure.

### Inner bag



Handle attachment

Pass the handle through the center loop

Pass the handle through itself

Pull to make a clean, tight knot

\* Rescue and handle may differ



## Rescue Inner Bag packing

Your rescue should be repacked into the supplied inner containers as follows.

### Main Rescue container



Place the folded rescue into the inner bag.



Fold 60cm of line under the rescue. Secure the suspension line using the central elastic band.



Fold the para-cord into symmetrical bundles the approximate width of the bag.  
Use elastic bands to hold the loops and neatly stack the bundles at the bottom of the bag.



Close the bottom flap in the order shown.

There should be around 40cm of suspension line remaining to connect with the harness.

### Front Rescue Container



### Connecting the rescue bridle

To connect a rescue to your harness we recommend using a GIN Rescue Carabiner. If you choose to use different type of connector, it should be rated at least 9 times the maximum weight. For example, our recommended 8mm Stainless Steel screw-gate maillon (square) connector has a minimum breaking load of 28kN (2855 Kgf). It is the pilot's responsibility to check the compatibility of the rescue system and ensure that it is installed properly.

Be sure to inspect your connector during normal maintenance and safety checks. Replace it whenever there are any signs of wear and check your rescue system with a professional after any deployment. We recommend that you cover the connection using the Maillon rapid cover to prevent excess friction. Rubber-bands should also be used to secure the attachment and prevent excess friction.

**Recommended by GIN: 8mm stainless steel screw-gate maillon**

**8mm square maillon**  
**Breaking load: 28kN**

**Maillon connection (Recommended by Gin Gliders)**



**WARNING:** When connecting the rescue bridle be sure to secure the connection using tape, rubber bands or heat shrink wrap. If the lines are not secure they may burn or cut from excess friction.

**IMPORTANT:** Be sure to connect both rescue bridles to the rescue.



### Rescue installation guide

It is very important to properly install the rescue parachute. If the parachute is not folded correctly or the lines are not placed properly then a serious if not fatal accident could result. If you have any doubts speak with your instructor or GIN dealer.

#### Main rescue installation guide

Begin by first connecting the Y bridle and the rescue handle to the rescue parachute . Install the rescue into the harness with the handle connection FACING UP and the extra para line neatly folded on the bottom of the container. Be sure that the inner bag is installed so the rescue handle loop is facing the opening of the rescue container.

Using the paracord included with your harness pull the built in loop through the metal rings in the order shown below:

- 1) After connecting reserve to rescue bridle insert reserve with handle facing UP
- 2) Make sure all lines are neatly on bottom of the container
- 3) Close Flap "A"
- 4) Close zipper, make sure to run zipper to the end of the zipper track BOTTOM TO TOP
- 5) Use paracord to pull the closure loop through "B"
- 6) Insert flap "C" into pocket in flap "A"
- 7) Pass closure loop through the eyelet "D"
- 8) Insert rescue handle plastic wire through the eyelet "E" and pass the wire through the closure loop, place handle into neoprene pocket, secure with Velcro.

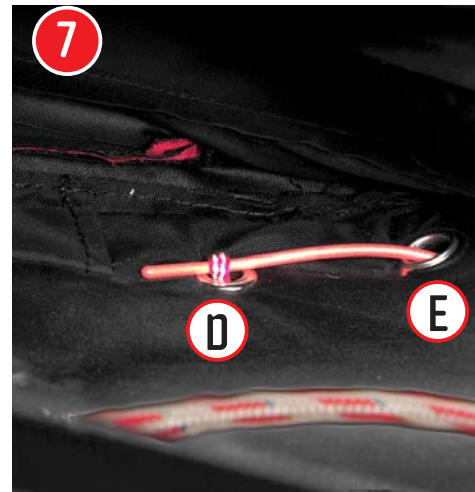
Rescue compartment volumes:

	S	M	L
Front Rescue	4.6 L	4.6 L	5.1 L
Main Rescue	8.2 L	8.6 L	9.7 L

**WARNING:** When installing the reserve make sure the reserve handle is up and the reserve lines are facing down.

**Caution:** Check the zipper of the rescue bridle cover after any hard landing or dragging at takeoff, as it might opened.





### Front rescue installation guide

Begin by first connecting the Y bridle and the rescue handle to the rescue parachute. Install the rescue into the harness with the handle connection FACING UP and the extra para line neatly folded on the bottom of the container. Be sure that the inner bag is installed so the rescue handle loop is facing the opening of the rescue container.

Using the paracord included with your harness pull the built in loops through the metal rings in the order shown below (see pictures on next page):

- 1) After connecting reserve to rescue bridle insert reserve with handle facing to the right side (red carabiner webbing side)
- 2) Make sure all lines are neatly on bottom of the container
- 3) Move the zip to the starting position between flaps C and B
- 4) Use paracord to pull elastic closure loop through flap A and B, C
- 5) Move the zip to the position shown
- 6) Close flap D and close the zip completely
- 7) Close flap E and insert the rescue handle plastic wires through the closure loops, only one wire should pass through each closure loop
- 8) Secure the handle in place and close the Velcro flap to give a clean finish to the pod

**WARNING:** Do not connect the instruments or removable deck to the black loop shown in the photo. It will prevent the rescue from being deployed. (The black loop is only used to aid in peeling back the Velcro flaps)



**WARNING:** When installing the reserve make sure the reserve handle is up and the reserve lines are facing down.





### Rescue Bridle Tunnel

There are 2 attachment points for reserve parachutes on the Genie Race 4. Both are located near the upper shoulder connection point, between the back pocket and the harness.

The Genie Race 4 uses zipper bridle tunnels for both the main and front rescue. The zipper bridle tunnel offers superior opening and reduced drag in flight. When using a zipper bridle tunnel it is very important to run the zipper closure ALL the way from END-to-END to prevent damage to the harness or opening failure during rescue deployment.

#### Main Rescue Bridle (1)

The main rescue bridle and rescue bridle tunnel is located just behind the harness shoulder connection point. The rescue bridles are connected using a “figure 8” knot and can be replaced if damaged.

#### Front Rescue Bridle (2)

The front rescue bridle and rescue bridle tunnel is located just behind the Main Rescue Bridle. The rescue bridles are connected using a “figure 8” knot and can be replaced if damaged.

**IMPORTANT:** the rescue bridle tunnel zipper must be closed from end-to-end.



## Storage

### Back pocket

The back pocket is designed to store the pilots rucksack and other light accessories during flight.

### Hydration pocket / personal belongings

Located inside the back pocket is a smaller pocket that can hold a camelback or other small belongings.

### Radio Pocket

Located inside of the back pocket is a radio pocket. At the top of the back pocket there are 2 holes that can be used for a radio wire and/or hydration hose.

### Side pocket

Located on both sides of the harness, just under the carabiners, are two zippered pockets that can be used to store small items such as a snack or small digital camera during your flight.

### Under-seat Pocket

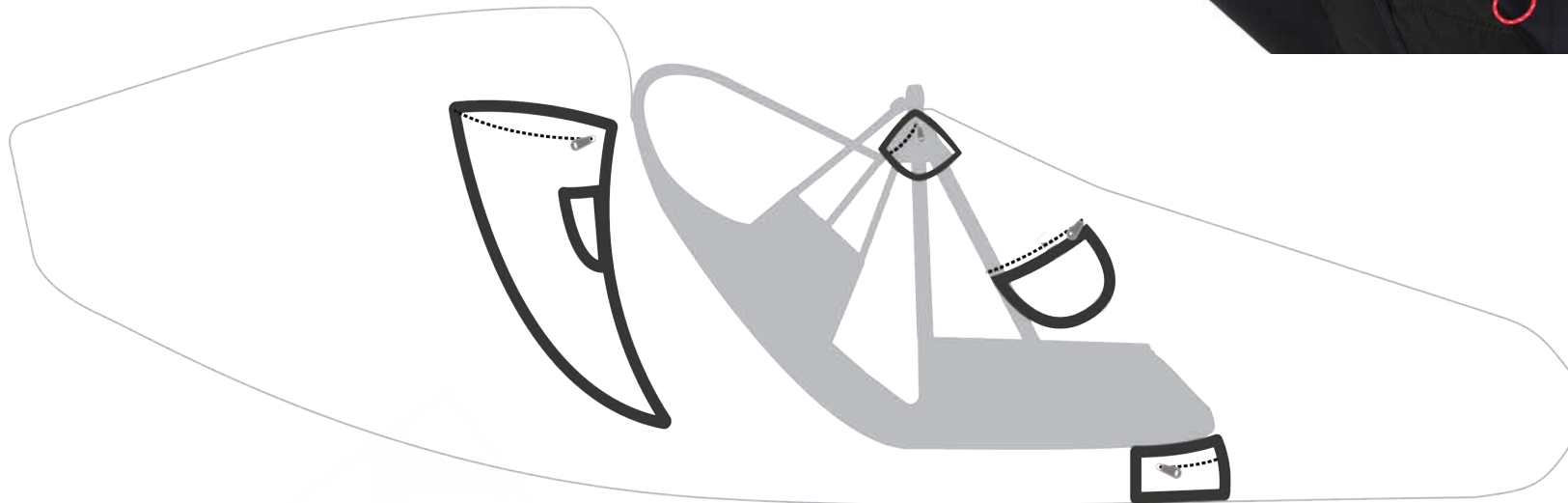
Located under the seat is a small pocket that can be used for storing ballast or rescue equipment (i.e. rope).

### Hook Knife

Located on the removable flight deck panel is a pocket for the hook knife included with your harness. The hook knife can be used in emergencies to cut away line or webbing. The central location for the knife allows for pilots to easily access with either hand.

### Front Pocket

The pocket in the front container located behind the front rescue can store up to 9 litres of water (approx.) or other items.



## Adjustments

After choosing a harness that is close to your body size, adjust your harness to suit your physique and flying style. It is important to adjust it correctly to ensure you can easily slide into the sitting position after take off. A poorly adjusted harness can adversely affect the flying characteristics of your paraglider.

Perform adjustments before your first flight by hanging in a simulator and fine-tune the settings if necessary during your first few flights.

### Shoulder straps

The optimum setting for the shoulder straps depends on the height of the pilot. Step into the harness and stand upright with the breast strap closed, symmetrically adjust the shoulder straps until they are a snug fit, but not tight.

*Tighten:* pull down on the black and green loop

*Loosen:* pull up on the BLACK loop on the top of the shoulder strap.

### Leg straps

The correct adjustment of the leg straps allows the pilot to easily reach the sitting position after take-off without using his hands. Use the buckles under the seat plate to adjust the leg straps so that they fit comfortably without being tight; make sure you do it symmetrically. If you need to lengthen the leg straps, first check that the shoulder straps are not too tight. It is not normally necessary to make large adjustments from the default leg strap setting.

Adjustment located between protector and seat plate.

### Chest Strap

The Chest strap can be adjusted while in flight to match the flying condition and pilots flying style.

*Wide:* the pilot will feel more feedback from the glider and will have more body weight control.

*Narrow:* the pilot will feel less turbulence and is a better position for long glides on speedbar.

## IMPORTANT

The pilot must make a conscious effort when closing the chest strap buckles to listen for “2 clicks” from each buckle. These 2 clicks will ensure that both sides of the buckle are correctly inserted.

**NOTE:** Make sure that the rescue system has been installed before making adjustments.



Underseat leg strap adjustment



### Lateral Straps (1)

The lateral straps adjust the angle between the thighs and the back. Lengthening the straps increases the angle and vice-versa. The easiest way to adjust them correctly is during a flight in calm air. Remember that flying in the supine position (i.e. leaning back), reduces the stability of the harness and increases the risk of riser twists after a deflation.

To tighten, pull forward on the loop. To loosen, pull backwards on the nose of the buckle.

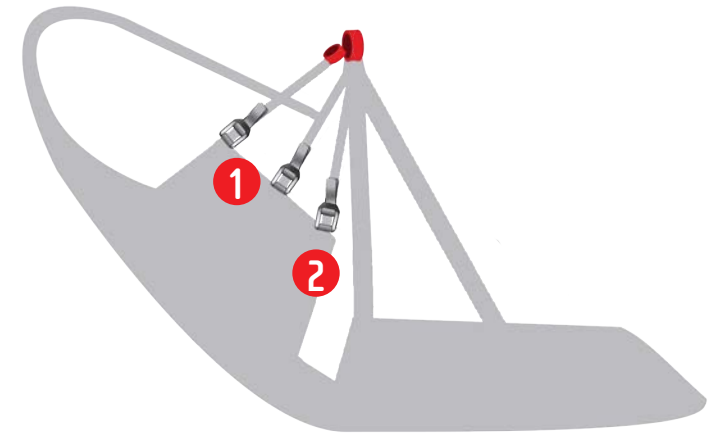
### Seat Straps (2)

The seat straps change the depth of the seat. Adjust to find a comfortable position. In the sitting position, lengthen the straps to their maximum at first and then use the buckles to shorten the straps to find a comfortable position with good back support. Lengthening the straps also helps you to slide easily into the harness at take off, while shortening the straps helps you to be in the standing position for landing.

To tighten, pull up on the webbing loop. To loosen, pull on the buckle.

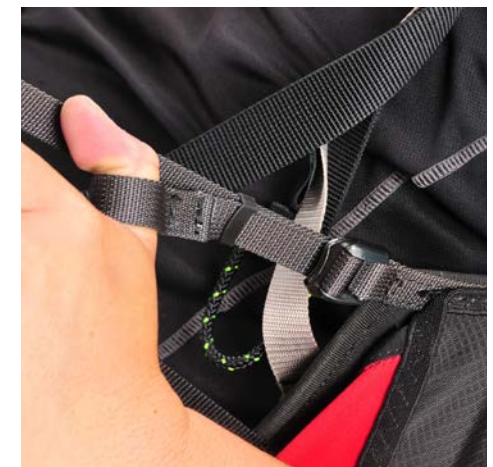
### Speed Bar

Hanging in the simulator, adjust the length of the speed bar chord so that the bar hangs at least 15cm below the front of the harness. Making the chord too short could result in the speed system being constantly or unintentionally engaged during flight. It is safer to start with the speed bar a little long and shorten it following your first flights. Test the speed bar in flight only after you are comfortable with your new harness, and always do so in calm conditions with enough clearance above the ground.



1 Lateral straps

2 Seat strap



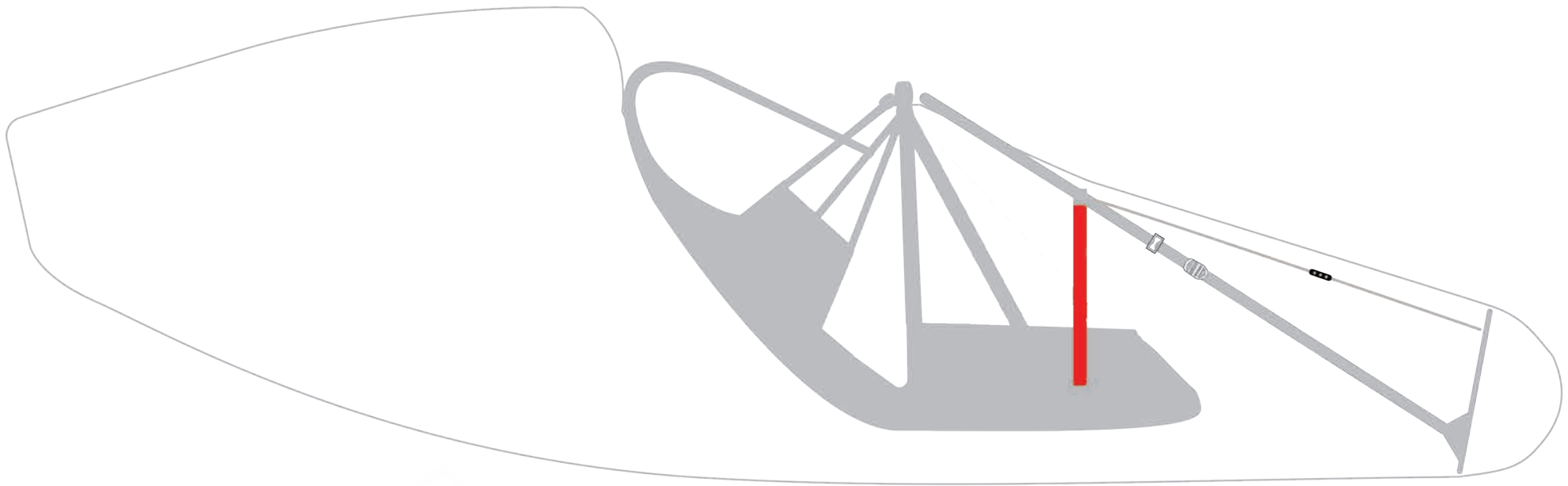


### Support Pillars

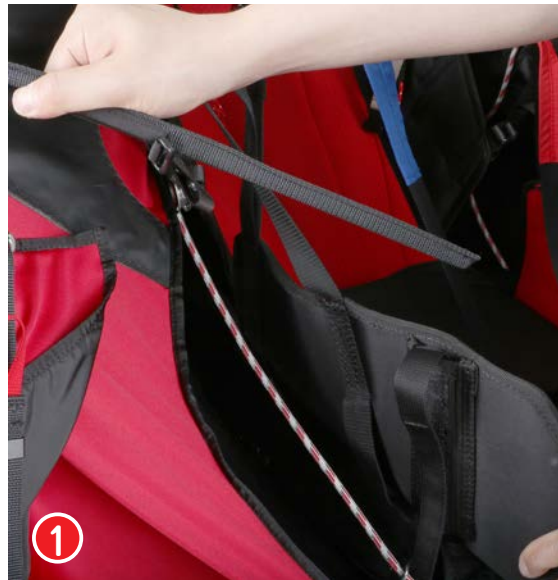
The Genie Race 4 has much improved leg support and cockpit ballast support compared to previous models. This has been achieved with the aid of support pillars installed each side of the pilots thighs.

The pillars balance the weight of the ballast and front rescue and the force from the feet on the footplate. This keeps the ballast weight away from the stomach of the pilot and requires less pushing from the legs to keep the pod extended.

**NOTE:** Harnesses are shipped to distributors with the pillars removed from their pockets to enable a smaller packing volume. It is the distributors and dealers responsibility to install the pillars.



## Support Pillars - Installation



## Cocoon Adjustment

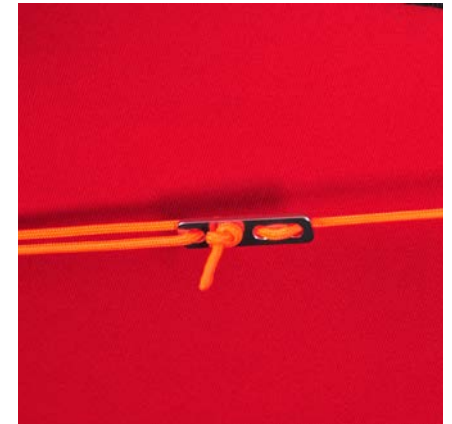
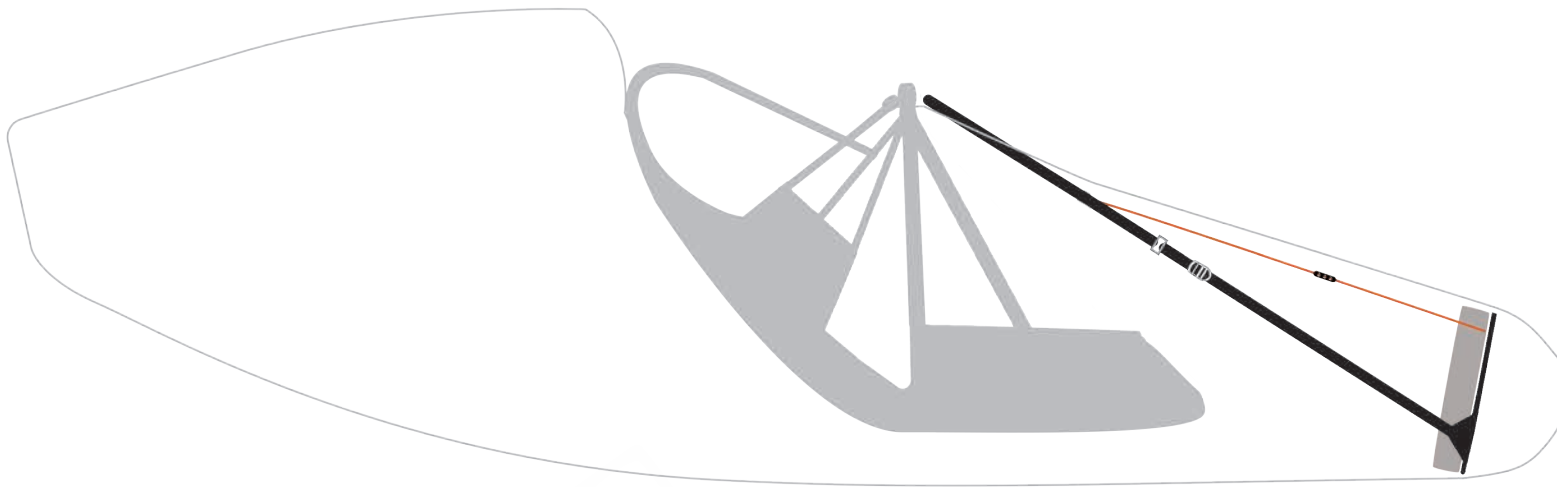
The cocoon should be tight and the harness fabric should be smooth and wrinkle free to create the best aerodynamic shape. The nose of the cocoon should form a straight line.

Tighten the ORANGE line to raise the nose of the cocoon, loosen to allow the nose to drop and extend the length of the cocoon.

Tighten the BLACK webbing to pull the nose down, loosen to allow the nose to pull up and lengthen the cocoon.

Cocoon adjustments must be done on the ground before flight or adjusted after landing.

The harness is delivered with a 5cm thick footpad. It can be used to adjust the cocoon or removed if not needed. Some pilots with shorter legs or wider hips may wish to choose a larger size harness than recommended for their height. With the footpad there is more flexibility between the different body sizes in different harness sizes.



## Windshield

An optional windshield is available for the harness. The windshield further increases the aerodynamic efficiency of the harness. It is stowed during take-off and the pilot can deploy it when safely away from the ground. We advise that you stow it again before landing because of the slight possibility of the wind shield moving near the face of the pilot. Stowing also prevents the windshield from becoming scratched

- 1) During front rescue installation, connect the windshield strap like shown below. The strap should not be connected with or tangled with any part of the rescue or rescue lines/bridle
- 2) Complete the front rescue installation like normal
- 3) Before closing the final Velcro flap from the pod, flip the windshield into place like shown



# Flying with the Genie Race 4

## General warnings and advice

Before every flight, check the following:

- Are you in good physical and mental condition?
- Are you familiar and compliant with all applicable laws and regulations in your area?
- Are you within the certified weight range of your paraglider?
- Do you have the necessary valid insurance cover (e.g. liability, medical, life)?
- Are you briefed thoroughly about the site, airspace and expected weather conditions of the day?
- Is your equipment and choice of site suitable for your level of experience?
- Do you have a suitable helmet, gloves, boots, eye-wear and adequate clothing?
- Are you carrying some form of identification, so that people know who you are in case of an accident? Take along a radio and mobile phone if possible.
- Do you fully understand how to safely use your new equipment? If not, have your instructor or dealer explain anything you are not sure about.

When you go for your first flight on your new harness, be sure to pick a day and site that does not present you with any unfamiliar challenges. During your first flight, familiarize yourself with the in-flight characteristics of your new harness.

## Pre-flight checks

As part of your normal pre-flight check routine, check:

- Is there any damage to the harness or carabiners that could affect its airworthiness?
- Is the rescue parachute container closed correctly with the pins in the right position?
- Is the deployment handle correctly inserted or attached?
- Are all buckles, belts, zips securely fastened? Buckles should click into place as you close them, and a gentle pull on the fastened buckle verifies this. Secure any zips after fastening the buckles. Take extra care in snowy or sandy environments.
- Is the paraglider connected correctly to the harness with both carabiners secured by their locking mechanisms?
- Is the speed bar attached correctly to the glider?
- Are all pockets closed properly and any loose items tied down safely?
- Is the air chamber intake open and clear?
- Have you closed your leg and chest straps? Double check before you take off!

**IMPORTANT:** Use a complete and consistent system of pre-flight checks and repeat the same sequence every flight.

**IMPORTANT:** The maximum clip in weight of the Genie Race 4 is 120kg, we do not recommend you fly with more than this weight.

**G-Chute Pocket:** The Genie Race 4 come with a built in G-Chute pocket. It is located on the left side of the harness, after opening the zip you will find a dedicated riser and carabiner to connect the G-Chute.

Next to the G-Chute pocket zip there is a small opening to pass a small, thin ballast release pipe.

## Rescue Deployment

In the event of an emergency, you must quickly evaluate your height and the seriousness of the incident. A seconds hesitation in deploying the reserve could prove fatal if there is insufficient height. On the other hand, deploying the rescue when the glider is recoverable may result in needless injury.

If you decide to deploy the rescue:

- 1) Look for the rescue handle and grasp it firmly with one hand
- 2) Pull forwards and upwards on the handle to release the deployment bag from the rescue container.
- 3) Look for a clear area, and in a continuous motion, throw (and RELEASE!) The rescue away from yourself and the glider, preferably into the air stream or against the direction of spin. After deployment, avoid entanglement and pendulum motions by promptly pulling in the glider as symmetrically as possible with the B, C, D or brake lines.
- 4) On landing take an upright body position and be prepared to do a PLF (Parachute Landing Fall) to minimize the risk of injury.

**IMPORTANT:** In normal flight, periodically feel the position of the rescue handle so that the action of reaching for the rescue handle is instinctive in an emergency.

**WARNING:** During any incident in flight, always monitor your altitude. If you have any doubt that you have sufficient height for recovery, deploy your reserve without hesitation. “If low, then throw”.

**NOTE:** After any rescue deployment, it is essential to have your harness thoroughly inspected by a qualified professional to be sure there is no damage to the rescue connection points, rescue bridle or any other parts.



### **Landing with the Genie Race 4**

Before landing, slide your legs forward and out of the pod in the harness so that you adopt the standing position. NEVER land in the seated position—it is very dangerous even if you have back protection. Standing up before landing is an active safety precaution.

### **Miscellaneous**

#### **Towing**

The Genie Race 4 can be used for towed launches. The Gin Towing Bridle can be hooked directly to the main carabiners. For further details, refer to the documentation provided with your tow release, or ask a qualified towing instructor at your flying site.

#### **Tandem Flying**

The Genie Race 4 is not designed for tandem flying. See [www.gingliders.com](http://www.gingliders.com) for details of our harnesses specifically designed for tandem flying.

#### **Flying over water**

Water landings should be avoided at all costs, as the back protection increases the risk of the pilot floating in a head-down position. For safety training over water, we recommend wearing a proper flotation vest with a head support holding the wearer's head above the surface even when unconscious.

#### **G-Chute Pocket**

The Genie Race 4 has a dedicated G-Chute pocket located on the left side of the harness, the harness is delivered with a foam insert which should be kept in the pocket if a G-Chute is not installed. The connection strap and carabiner can be found inside the pocket. It is not possible to use the G-Chute on the right side of the harness because of the main rescue location.

# Maintenance and repairs

The materials used in this harness have been carefully selected for maximum durability. Nevertheless, keep your harness clean and airworthy to ensure the longest possible period of safe operation.

## Care and maintenance

Don't drag your harness over rough or rocky ground. Avoid unnecessary exposure to UV rays, heat and humidity. Keep the folded harness in your rucksack when not in use.

Store all your equipment in a cool, dry place, and never put it away while damp or wet. Regularly clean off dirt with a plastic bristled brush and/or a damp cloth. If the harness gets exceptionally dirty, wash it with water. Make sure you first remove the entire sub-components for example, rescue parachute etc. Allow the harness to dry naturally in a well ventilated area away from direct sunlight. If your rescue parachute ever gets wet (e.g. in a water landing) you must separate it from the harness, dry it and repack it before putting it back in its separate deployment bag.

After a hard landing you must check your harness and back protector for damage, pay close attention to the rescue container and verify all of the attachments are secure.

## Inspection checklist

The pilot should perform the following inspection on every repack of the rescue and should be checked by a professional after 24 months or 200 hours of flying. (Whichever comes first). Additional inspections should be performed after any crash, bad landing or take off, or if there are any signs of damage or undue wear. Always seek professional advice whenever in doubt.

The following checks should be carried out:

- Check all webbing, straps and buckles for wear and damage (ex. open seams, tearing or cutting), especially the areas that are not easily seen, such as the inside of the carabiner hook-in points.
- All sewing must be intact and any anomalies attended to immediately to avoid exacerbation of the problem.
- Special attention should be paid to the rescue installation, particularly the elastic and Velcro parts.
- The main carabiners must be replaced at least every 5 years or after 500 hours, whatever comes first. Impacts may create undetectable cracks that could result in structural failure under continuous load.

**IMPORTANT:** Any repairs should only be carried out by the manufacturer or by an approved agent. This will ensure that the correct materials and repair techniques are used.

**IMPORTANT:** No harness should ever be flown if there is any kind of damage to the webbing.



☑ A careful visual inspection of the protector should be made, airbags should be filled with air and checked for leaks, mousbag should be inspected for tears and foam recovery.

### **Repairs**

The manufacturer or an official GIN dealer should carry out any repair that involves critical parts of the harness. This will ensure that the correct materials and repair techniques are used.

### **Storage**

Stored at a temperature between 10° and 25° C and in relative humidity between 50 and 75%. Make sure that the harness is not stored in a place where animals such as mice or cats could use it as a place to sleep.

Do not store the harness near any chemicals (including water). Petrol, for example, causes the material to disintegrate and can cause considerable damage to your harness. When your equipment is in the car boot, keep it as far away as possible from any spare petrol cans or oil containers.

The harness should not be exposed to extreme heat. High temperatures accelerate the process of hydrolysis, particularly when combined with moisture, which damages fibers and coating. Do not store your harness near radiators or other heat sources.

### **GIN quality and service**

We take pride in the quality of our products and are committed to putting right any problems affecting the safety or function of your equipment and which are attributable to manufacturing faults. Your GIN dealer is your first point of contact if you have any problems with your equipment.

If you are unable to contact your dealer or GIN importer, contact Gin Gliders directly via our website.

### **GIN lifetime guarantee**

Gin Gliders are proud to guarantee the quality, craftsmanship and performance of all our products. Equipment with defects in materials or manufacturing will be repaired or replaced at the discretion of Gin Gliders for the practical lifetime of the product. Equipment damaged through wear and tear, misuse or neglect may be repaired at a nominal charge.

If you have any problems with your equipment, please contact your GIN dealer in the first instance, or Gin Gliders directly via our website.

### **Care of the environment**

We are privileged to fly in areas of outstanding natural beauty. Respect and preserve nature by minimizing your impact on the environment. When visiting an area, contact the local club for details of environmentally sensitive areas and local restrictions.

Gin Gliders gives consideration to the entire life cycle of its harnesses, the last stage of which is recycling in an environmentally-friendly manner. The synthetic materials used in a harness must be disposed of properly. If you are not able to arrange appropriate disposal, Gin Gliders will be happy to recycle the harness for you. Send the harness with a short note to this effect to Gin Gliders Inc.

### **Product registration**

Register this product to receive safety updates, and improved guarantee and repair service.

[www.gingliders.com/register](http://www.gingliders.com/register)



## Final words...

Most of us today live in a dependent society where we are regulated and protected. There are few opportunities for individuals to develop the self-responsibility that is the foundation of safety in extreme sports such as paragliding.

Most accidents are caused by getting into situations that are too demanding for your level of experience. This happens if you lack fundamental understanding, are incapable of assessing the risk or simply do not pay sufficient attention to your surroundings or your own state of mind.

To stay safe, the best you can do is to increase your understanding, skill and experience at a rate you can manage safely. There is no substitute for self-responsibility and good judgment.

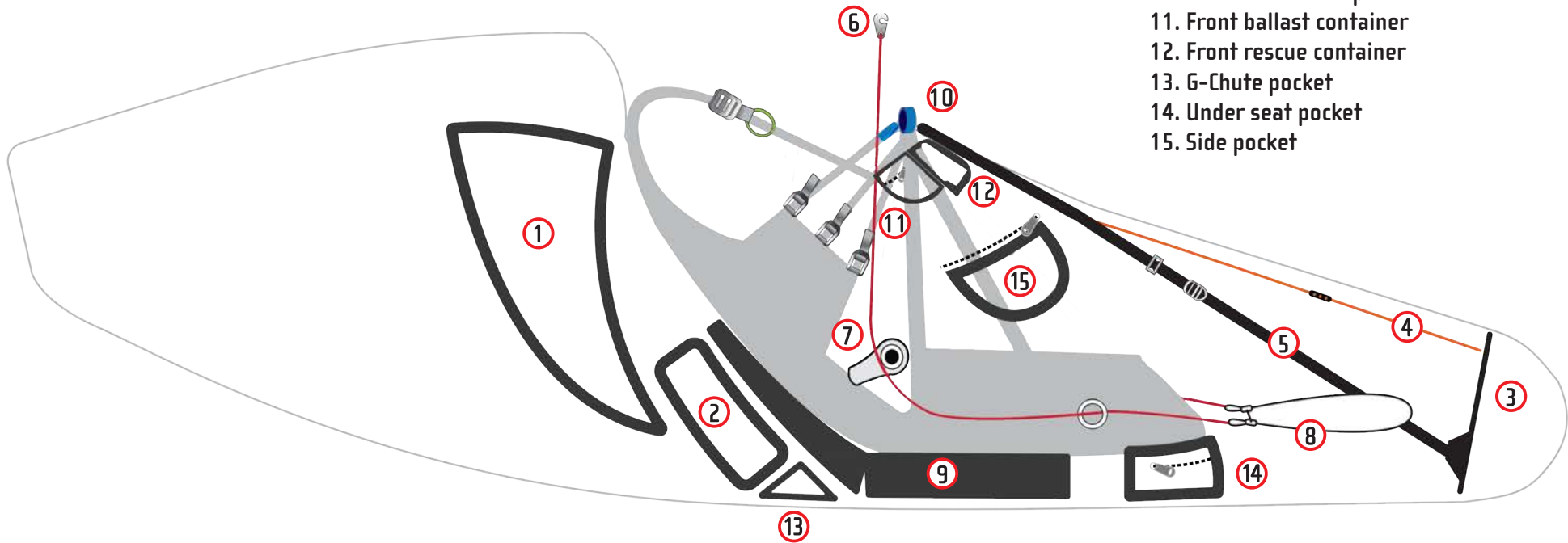
In the end, paragliding offers a unique opportunity to learn to take control of your own destiny.  
Memento mori, carpe diem!

Fly safely, and...E N J O Y!

GIN team

# Harness diagram

1. Back pocket
2. Main Rescue container
3. Foot plate
4. Upper cocoon adjustment
5. Lower cocoon adjustment
6. Speed system hook
7. Speed system Pulley
8. Speed bar
9. Back protector
10. Riser connection point
11. Front ballast container
12. Front rescue container
13. G-Chute pocket
14. Under seat pocket
15. Side pocket





G I N

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*Dream. Touch. Believe*