



*Genie Race*

## Owner's Manual



Please read this manual before flying with the Genie Race 2 for the first time.

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**Gin Gliders Inc.**

285-1 Galdam-Ri, Mohyun-Myun, Yongin-City, Kyunggi-Do, Korea  
[www.gingliders.com](http://www.gingliders.com), [gin@gingliders.com](mailto:gin@gingliders.com)

## Thank You...

Thank you for choosing the Genie Race 2 harness. We are confident that this harness will provide you with enhanced comfort, control, performance and fun in flight. This manual contains all the information you need to set up, trim, fly and maintain your harness. A thorough knowledge of your equipment will keep you safe and enable you to maximize your full potential.

Please pass on this manual to the new owner if you do resell your harness.

Happy Flights and Safe Landings,

The GIN Team

## Safety Notice

By the purchase of our equipment, you are responsible for being a certified paraglider pilot and you accept all risks inherent with paragliding activities including injury and death. Improper use or misuse of GIN equipment greatly increases these risks. Neither Gin Gliders Inc nor the seller of GIN equipment shall be held liable for personal or third party injuries or damages under any circumstances. If any aspect of the use of our equipment remains unclear, please contact your local GIN reseller or importer in your country.

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# 1. Gin Gliders

Gin Gliders was formed in 1998 by paraglider designer and competition pilot Gin Seok Song and his team of engineers and test pilots.

Gin's philosophy is simple: to design paragliding equipment that he and any other pilot love to fly. This philosophy applies equally for a harness such as the Genie Race 2, as for the world-beating competition glider, the Boomerang. No product is released to the market without Gin's complete satisfaction. Gin Gliders produce a complete range of accessories and can provide you with many useful items for flying which are all manufactured in Gin Gliders own production facility to guarantee highest quality standards.

Gin has over 20 years' experience of designing and manufacturing paragliders and is backed up by an equally experienced team, both within the company in Korea and throughout a worldwide network of distributors and dealers. The "GIN Team" has won the Paragliding World Cup overall several times and has had countless other competition successes in World Cups, World and National Championships. This high level of expertise provided by dedicated professionals ensures that you get the best possible product support and after sales service.



## 2. Introducing the Genie Race 2

The Genie Race 2 was developed by the R&D team of Gin Gliders to meet the highest standards of the most demanding pilots - the Genie Race 2 is the harness used by GIN test pilots during the development of high performance paragliders. The Genie Race 2 is suitable from the experienced pilot to the cross country or competition pilot.



The Genie Race 2 can be flown with all types of paragliders unless the manufacturer of your paraglider requires a specific harness to be used with his paraglider. Please refer to the manual of your paraglider to find out if this might be the case. The Genie Race 2 is a sleek and easy harness, designed for maximum comfort and ease of use. The elegant design focuses on simplicity, eliminating the need for complicated adjustments.

The overall geometry of the harness enables the pilot to feel the feedback from the glider sensitively, whilst retaining a secure feeling in flight. This increases the precision of turns while thermalling and aids active flying. On long flights, the comfort of the Genie Race 2 is second to none.

Leg and chest straps are integrated into the "Get-up system" to prevent the pilot from falling out of the harness if he forgets to fasten the leg straps. The pilot has to fasten the leg straps first in order to fasten the chest strap, so it helps the pilot not to forget fastening the leg straps.



The safety has also been improved by optimising the position of the back protection; the rear pocket has been moved upwards, offering protection for the pilot in case he accidentally falls on his back.

The bottom rescue container is designed to enable a fast and easy deployment of the parachute while using the included rescue parachute deployment bag. The bottom position is ideal because the weight of the rescue stays near the centre of gravity and therefore provides you with the most balanced comfort and feeling in flight.

The cocoon covers the legs with neoprene in an aerodynamic shape to reduce the drag during flight. You can adjust the angle of the cocoon to be optimized compared to the wing's angle of attack using the 4 attached straps. The Aerocone (AIF system) helps to push away the turbulence from the back of the harness that would normally create drag, and it also enhances stability during flight.





The Neoprene speed vest reduces drag and helps keep you warm during your flight. It is easily removable.

The speed system works through a large ball bearing auto lock pulley (Ronstan® RF56101) that offers a huge advantage when using the speed bar, it reduces the force required to maintain accelerated flight, reduces wear when used often and also reduces pilot fatigue during long flights.



You will find extra storage space under the seat plate. This space gives you the possibility to store 2 litres of extra ballast or an












emergency kit.

The main webbing used on the Genie Race 2 is made from Dyneema that is both stronger and lighter than the conventional webbing used in most harnesses.

The ballast container can be emptied during flight through the large hole that is covered with a flap on the side when not in use.

## Features of the Genie Race 2

### Components of the Genie Race:

Aerocone Inflatable Fairing system (AIF)		Polycarbonate sheet to protect back protection	
Rescue parachute deployment bag with handle		GIN carabiners	
Back protection(Gin soft R)		Speed vest	
Carbon seat plate		Flight deck that takes up to 10L ballast	
3 step speed bar, lines , Brummel hooks and elastic speedbar and cord		Auto & manual ratchet pulley	
Hook Knife			

The Genie Race 2 is available in sizes S, M and L.

Weight: 8.9 kg (M size, complete with aerocone, speed vest, carabiners, speed system and flight deck).

Weight of "Gin soft R" back protection for Genie Race 2: 1.1 Kg

## Back protection

The Genie Race 2 is equipped with a new back protection of 17cm thickness. A hard foam layer to protect the Genie Race 2 back protection against punctures is integrated into the Genie Race 2 harness. The back protector is divided into separate compartments, to prevent air being dissipated too rapidly in the event of a hard impact.

The Genie Race 2 back protection is designed to protect the pilot in case of an impact and to reduce the energy of the impact as much as possible, but it cannot completely eliminate the risk of injury.



## Aerocone Inflatable Fairing system



The Aerocone is inflated, and maintains its aerodynamic shape when air passes through the inlet on the side of the harness during flight. The Aerocone is attached with a zipper and Velcro and can be removed for storage or transportation. The Genie Race 2 can also be flown without AIF system.

The inlet of the aerocone is attached with velcro, removing it for transportation and storage will help keep the form of the inlet.



## Speed bar

The Genie Race 2 is compatible with all common types of speed system. The Genie Race 2 is supplied with a 3 step speed bar that allows more accurate speed control for acceleration.

The new speed bar is designed to twist less. The additional elastic cords are attached from the harness to the foot plate and pass through guides on the new speed bar. This stabilizes the speed bar and allows you to use it in a more convenient way.



## Flight Deck

The Genie race Flight Deck remains comfortable during take off due to its direct connection to the shoulder straps of Genie Race 2. The angle of view is automatically adjusted and remains optimally positioned through all positions in flight. You have an unobstructed view of your instruments if you attach the speed vest to the Velcro tape on the flight deck.

If you don't use ballast, you can minimize your flight deck by zipping out the ballast container. In this case, you use the flight deck only for your instruments. The instrument panel of the



flight deck is detachable, and it allows you to take all necessary instruments etc. to your competition briefing. There is a pocket for your notes and a holder for your pen, keeping everything convenient.

You can use your flight deck without the instrument panel and the Flight Deck is also compatible with all other common types of harness.



### Rescue parachute deployment bag and Handle

We deliver the Genie Race 2 harness with 2 rescue parachute deployment bags. This rescue parachute deployment bag is designed to make the pulling out process easier for the pilot. When using bigger rescue systems this rescue parachute deployment bag is essential. **When fitting bigger rescue systems, this included rescue parachute deployment bag must be used.**



### Speed vest

The speed vest covers the pilot's upper body in order to improve aerodynamics and to help keep you warm during your flight. The vest can be easily attached and detached using the attached Velcro tapes.



### Storage/Pockets

The Genie Race 2 contains several useful pockets for all your essential gear. There is a large back pocket and 2 smaller side pockets on the outer neoprene cover, easily accessible due to a magnetic closure. There are also small additional side pockets next to the hips, integrated within the material which covers the lateral straps. They are positioned to prevent contents from falling out during flight if the pocket is opened. There is also a radio compartment inside the back pocket and a hole to pass the cable through for a handheld speaker-microphone or a Camel Back.

You can find an extra pocket under the seat plate that can store 2 litres of extra ballast or an emergency kit. This pocket is hidden by the leg





cover, but you can access it via the zip from the side.



Integrated with the left shoulder strap there is a pocket for a GPS tracking device such as the SPOT®. On the right shoulder, there is a hook knife which is connected with a rubber string and stored inside an integrated cover. This can be used to cut the lines or risers of your main canopy in case of emergency.

## Carbon seat plate

The Genie Race is available with either a wooden or a carbon seat plate, which each come in 4 sizes. When you order the Genie Race, you should choose the correct seat plate size according to your build (rather than simply your height). If in doubt, choose a smaller seat plate. This will give you greater stability in the harness.

## Optional Extras

The following items are available as optional extras.

### Rescue parachute

The Genie Race 2 is designed for use with GIN rescue parachutes, like the Yeti Rescue or ONE G. Other manufacturers' rescue systems may also be suitable provided that they are not larger than the ONE G 42(26 X 22 X 13cm; 7,500 cm³). 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. This is called a "compatibility check". In this compatibility check the pilot himself, who will be flying with this harness, must always sit in the harness while hanging from a simulator and test deploy the rescue from the harness container. This check must also be done after each time the rescue has been repacked and re-installed.



YETI Rescue



ONE-G

## Adjustable height of foot pad

Gin gliders support any pilot that needs a thicker foot pad in order to fit the harness on their body size correctly. If you need this panel then please contact your local GIN dealer or the distributor in your country.



## Other Accessories

For up-to-date information on additional accessories, visit [www.gingliders.com](http://www.gingliders.com) or contact your local GIN dealer or the distributor in your country.

### 3. Before you fly

The Genie Race 2 must be assembled by a suitably qualified paragliding professional, for example your instructor. In particular great care and attention must be paid to the fitting of the rescue parachute into the harness. The pilot should then adjust the harness for comfort.

#### Assembly

Genie Race 2 is delivered with the back protection, speed bar and the aero-cone already installed from the factory. But when it is necessary to assemble the harness by yourself, Gin Gliders recommend that assembly be carried out in the order below. If there is any doubt whatsoever about this procedure, please seek professional advice from your instructor, GIN dealer or importer.

#### Back Protection

If you receive the Genie Race 2 back protection folded, then please let it lay open for several hours before you install it into the harness. To install, open the Velcro cover at the left side of your harness, open the zip and insert the Genie Race 2 back protection between the upper and lower protector pockets. It needs to slide into the space underneath the seat plate and sit behind the reserve container and the back support. Do not put it underneath the cross straps in the back of the harness. Attach the Velcro tapes together, found on the back of the Genie Race 2 back protection and on the inside of the Genie Race 2. The protection should be not be compressed in normal use and should not hamper the space of the rescue or be able to move into an incorrect position.



#### Rescue Installation

The Genie Race 2 is compatible with GIN rescue parachutes. Other manufacturer's rescues may be used as well, provided they are no larger than a ONE G 42, and as already mentioned earlier in this manual:

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. Prior to the installation, you should also ensure that you have the necessary materials to complete the procedure, for example, suitable maillons and thread.

Rescue parachutes should be repacked at least once every 6 months or as recommended by the manufacturer of your reserve; so installing your rescue into a new harness may also provide a good opportunity for a repack. Check your rescue manual for further details.

### **To attach the rescue bridle to the harness webbing**

A Maillon Rapide type connector is recommended. The connector should be rated at least 9 times the maximum weight, for example, a correctly fitted 7mm Stainless Steel square Maillon – 3125 Kg - provides a suitable connection.

**After tightening, the Maillon should be held in place with rubber bands, tape or plastic heat shrink tube.** Webbing to webbing connections are not recommended, due to the potential danger of friction and melting of the webbing during a deployment, which would significantly weaken or even cut the connection.

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

The Genie Race 2 rescue parachute deployment bag, delivered with your harness, should be connected with the delivered handle at the correct point, this is shown by a red marker on the deployment bag.

Connect it with the loop at the side of the deployment bag when installing it into the Genie Race 2. If your parachute's deployment bag does not have the proper loop, please contact your parachute dealer or a qualified professional to attach the deployment handle by sewing or to add a new loop in the correct position on the deployment bag.

The deployment handle must be fitted onto the correct position on the rescue parachute deployment bag and the deployment bag must be fitted the correct way round in the harness rescue container. This makes it easier to deploy the rescue from the harness rescue container.

In any case a qualified professional must check the compatibility of the system; harness and rescue parachute, when a rescue parachute is installed for the first time. After every repack of the rescue parachute you can do this compatibility check yourself. Please observe carefully how the professional installs the rescue system, so that you can remember the procedure when you have to do it yourself the next time.

This compatibility check - that means to test if the rescue can be released from the rescue container in the harness - must be done by the pilot himself, sitting in the harness hanging from a simulator. It must be done after every repack of the rescue parachute to be sure that the rescue can be released without problems in case of an emergency



## Rescue Installation guide

Take special care:

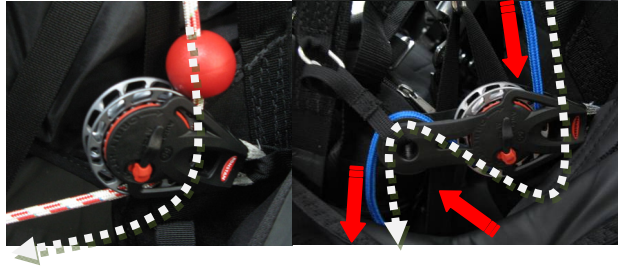
To ensure easy extraction; you must connect the rescue handle to the point marked red on the rescue parachute deployment bag that is delivered with the harness. The packed deployment bag should be fitted into the harness so that the position of the handle connection is on the outer and upper side of harness rescue container.



## Speed system

### *Installing the speed system:*

1. Pull the speed line down through the hole on the side of your harness from above, and thread it through the ratchet pulley as shown in the illustration.
2. Pull the line through the exit ring at the front of your seat
3. Tie the end of the line to your speed bar making sure that the line length is correct.

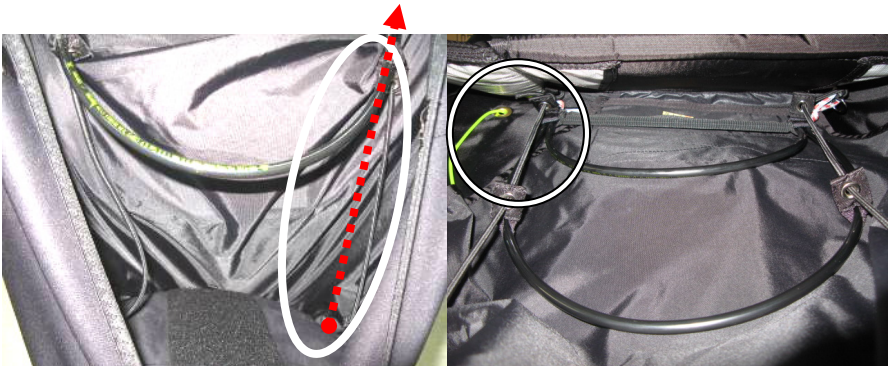


Take care that the speed bar line lies free in your harness without any tangles. Check that the arrow on your Ratchet pulley is pointing downwards. The holes for the elastic cords on your speed bar have to face downwards

### *Installing the elastic cords:*

1. Connect the cords to the side and lower loops of your footplate
2. Pull it through the two holes of your speed Connect elastic cords to the ○ ring under your seat plate

To control the length of the cord: Sit in your harness and stretch your feet to full extension, tie the cords so that they are under slight tension. Not too loose, not too tight. If you tie the string too short, then, the elastic cord will pull up your footplate making it difficult to put your legs into your harness.

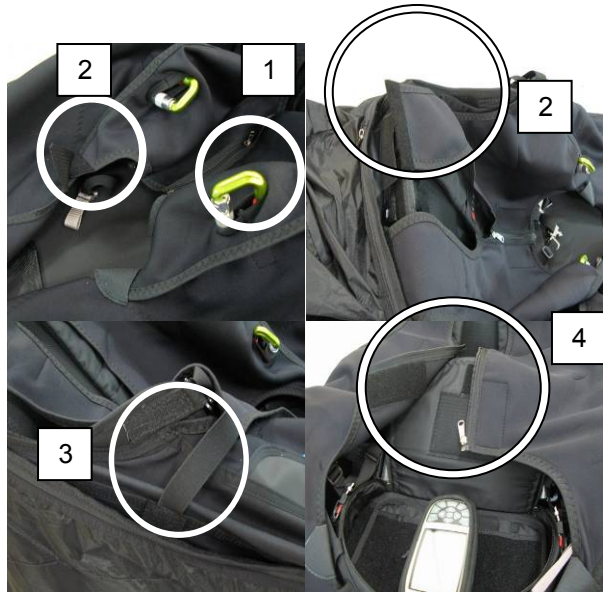




## Speed Vest

To assemble your speed vest:

1. Put the carabiner through the hole in your speed vest.
2. Attach the Velcro tapes onto the leg cover and onto the top of the harness behind your shoulder.
3. Connect the side straps of your vest to the Velcro tape at the side of your harness. You have room to choose the correct positioning on the Velcro tape.
4. Open out the top piece of your flight deck in order to fix the vest and the flight deck.



## Adjustments

The Genie Race 2 should be adjusted 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 takeoff.

Adjustments should ideally be tested by hanging in a simulator prior to the first flight. Additional fine-tuning can be done during your first few flights.

Ensure that the rescue system, back and side protection have been installed correctly before making adjustments.

Please follow the following steps to adjust your harness:

### Leg straps

First of all, if you shorten the leg straps make sure that they aren't pulling the chest strap downwards.

The correct adjustment of the leg straps allows the pilot to easily reach the sitting position after take-off without using the hands. If the length isn't correctly adjusted you may also experience problems putting your legs into the harness. If it is set too long in the standing position, use the buckles under the chest strap to adjust the leg straps





so that they fit comfortably without being tight; make sure you do it symmetrically. If it is necessary 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.

### Lateral straps

The lateral straps adjust the angle between the thighs and the back. This angle can be set between 110° and 130°. 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”, which means leaning back, reduces the stability of the harness and increases the risk of twisting after an asymmetric deflation.



### Seat depth adjustment straps

The seat adjustment straps allow you to adjust the depth of the seat. You can control the angle of the seat and the seat position with the straps under the pulley. To get the optimum setting you can loosen these straps to the maximum in the sitting position and start pulling the straps until you get the comfort from the back support depending on the flying style of the pilot. Don't tighten these straps too much; otherwise you take the load from the main straps. In this case the strap can slip out or break out of the material during flight.



### Side straps to control angle of seat

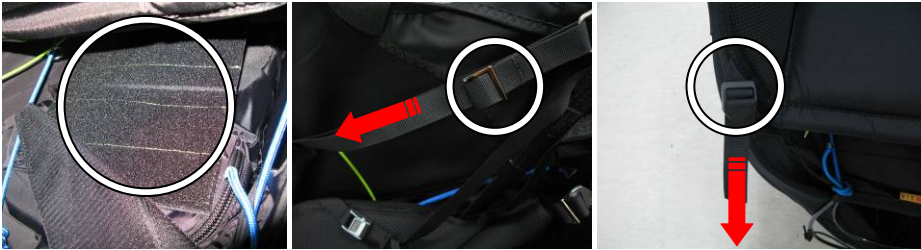
The seat adjustment straps allow you to adjust the angle of the front of the seat. You can control the angle of the seat and the seat position with the straps beside the seat. To get the optimum setting you can loosen these straps to the maximum in the sitting position and start pulling the straps until you get the comfort from the leg support depending on the flying style of the pilot. Don't tighten this strap too much; otherwise you take the load from the main straps. In this case the strap can slip out or break out of the material during flight.



### Side straps to control angle of legs

These straps help you to adjust the angle of the knee support and give support for your legs on long flights. They also help you to feel more feedback from the glider by transmitting the gliders movements. To adjust these straps you first must adjust the length of the fabric that is under the seat attached with Velcro. You may need some assistance to save time to get the correct adjustment. For best results the 4 straps at each side of the harness should be pulled at

the same time, pull the upper straps to raise the angle of the legs and pull the lower straps to lower the angle of the legs depending on the flying position of the pilot.



## Shoulder straps

The optimum setting for the shoulder straps depends on the height of the pilot. Stand upright with the chest/leg straps closed and symmetrically adjust the shoulder straps until they are just tight. To loosen the shoulder straps, pull the narrow webbing loop that protrudes backwards from the neoprene buckle cover on the shoulder strap.



## Chest strap

The adjustment of the chest strap controls the distance between the carabiners and affects the handling and stability of the glider. Widening the distance between the carabiners increases feedback from the wing and allows for easier weight shifting. Closing the strap gives you a more stable feeling in turbulence but increases the risk of stable spiral and also the risk of twisting!

We advise pilots of GIN paragliders to fly with a distance between the carabiners of approximately 42 to 50 cm.

The chest strap may also be adjusted in flight according to the conditions; for example, it may be tightened in turbulent air and flown at a looser setting in more stable or weak conditions.



## Speed bar

Hanging in the simulator, adjust the length of the speed bar according to your needs. Making the cord too short could result in the speed system being constantly and 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 ample clearance above the ground.

### Leg cover straps

After finishing all other adjustments, attach the flight deck. Then pull the leg cover straps through the loops on the front of your flight deck as shown in the picture. Optimal length is when both sides of the cocoon cover symmetrically. If so, the magnetic clips will connect to each other. If you tighten too much, the cocoon will not cover correctly and it will be difficult to get your legs in. If you set it up correctly, you won't need to adjust again after take-off.



## 4. Flying with the Genie Race 2

### Pre-flight checks

For maximum safety, use a complete and consistent system of pre-flight checks and repeat the same mental sequence every flight.

Check that:

- There is no visible damage to the harness or carabiners that could affect its airworthiness.
- The rescue parachute container is closed correctly and the pins are in the right position.
- The deployment handle is completely inserted into the elastic pockets.
- All buckles, belts, zips are 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.
- The paraglider is connected correctly to the harness and both carabiners are secured by their locking mechanisms.
- The speed bar is attached correctly to the glider.
- All pockets are closed properly and any loose items are tied down safely.
- Check the Aerocone air intake is open and free from obstruction.
- Check again that you have closed your leg and chest straps before you take off!
- Before zipping the speed vest check that your leg straps are connected!**

### Take off with Genie Race 2

Check that the cocoon straps are loose enough so that you can put your legs inside the cocoon without any problem after takeoff. When you put your legs into your harness put your knees together to help get your legs in easier!

Fasten the straps during flight in calm conditions.

### Rescue Deployment

It is vital to periodically feel the position of the rescue handle in normal flight, so that the action of reaching for the rescue handle is instinctive in case of an emergency.

In the event of an emergency, the pilot must quickly evaluate his or her height and the seriousness of the incident. Deploying the rescue when the glider is recoverable may increase the danger of injury. If you have sufficient height and the glider is in a flat spin, it is preferable to first try to stop the spin (e.g. full stall), due to the risk of entanglement. On the other hand, a second's hesitation in deploying the reserve could prove costly if there is insufficient height.



If the rescue is to be deployed, the procedure is as follows:

- Look for the rescue handle and grasp it firmly with one hand

- Pull the handle firmly outwards and upwards to release the deployment bag from the harness container

- 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 and against the direction of spin

- After deployment, avoid entanglement and pendulum motions by pulling in the glider as symmetrically as possible with the B, C, D or brake lines

- On landing take an upright body position and be sure to do a PLF (Parachute Landing Fall) to minimize the risk of injury

## Landing with the Genie Race 2

Before landing, slide your legs forward in the harness so that you adopt the standing position. NEVER land in the seated position; it is very dangerous for your back even if you have back protection. Standing up before landing is an active safety system, and is much more effective than the passive system of back protection.

## 5. Miscellaneous

### Towing

The Genie Race 2 is not recommended for towing.

### Tandem flying

The Genie Race 2 is not recommended for tandem flying.

### Flying over water

The Genie Race 2 is not recommended for the extreme manoeuvres. But in any case, for all other flights over water, the back protection should be removed, due to the increased possibility of drowning after a water landing.

### Act responsibly and help preserve your flying sites

Please observe all local rules at the flying sites you use. It is important not to endanger the preservation of flying sites that are a vital necessity to the enjoyment of our beautiful sport.

## 6. Care, Maintenance and Repairs

The materials used in the Genie Race 2 have been carefully selected for maximum durability. Nevertheless, keeping your harness clean and airworthy will ensure a long period of continuous safe operation.

### Care and Maintenance

Caution! Take extra care of the main webbing of your harness. Protect it from any source of heat or friction. They are made out of Dyneema, which has a low melting point.

Avoid dragging your harness over rough or rocky ground.

Unnecessary exposure to UV rays, heat and humidity should be always avoided.

Keep the harness in your rucksack when not in use.

Store all your paragliding equipment in a cool, dry place, and never put it away while damp or wet.

Keep your harness as clean as possible by regularly cleaning off dirt with a plastic bristled brush and/or a damp cloth. If the harness gets exceptionally dirty, wash it with water and a mild soap. Make sure you first remove all the sub-components: seat board, back plate, back protection, 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 remove it from the harness, dry it and repack it before putting it back in the container.

After a hard landing you must check your back protection for damage. A tear in the GENIE RACE 2 BACK PROTECTION could significantly reduce the efficiency of the protection it provides.

The zips and buckles may be occasionally lubricated with silicone spray, no more than once a year.

When storing the AIF system, insert the cardboard tubes supplied with the harness, or something like foam or your gloves, into the air intake to maintain it's shape. The Aerocone air intake is made from plastic and it is important to take good care of it. Do not forget to remove the obstruction before flight.

When you store your harness, detach the inlet from the Velcro tape or put something, such as gloves into the inlet to preserve it's form. Before take-off, don't forget to re-attach the inlet to the Velcro tape making sure that it is clear.

### Inspection checklist

In addition to regular pre-flight checks, the Genie Race 2 should be inspected thoroughly on every rescue repack, normally every 150days. Additional inspections should be performed after any crash, bad landing or take off, or if there are any signs of damage or undue wear.

Every 2 years or 200 hours your harness has to be inspected from your dealer or a professional repair shop.

Always seek professional advice whenever in doubt. The following checks should be carried out:



Check all webbing, straps and buckles for wear and damage, 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 seat and back plates must be free from cracks.

**The main aluminium carabiners must be replaced *at least* every 5 years *or* after 500 hours *or* if they have suffered any damage no matter how slight.** Impacts may create undetectable cracks that could result in structural failure under continuous load.

## Repairs

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

Contact your dealer to buy a replacement AIF system if yours becomes damaged or worn after use.

## Environmentally friendly disposal of the harness

When this paragliding harness cannot be used any longer after an extended period of life time, then you must ensure that it will be disposed in an environmentally friendly way. Please observe the existing regulations and laws in your country.

## 7. Technical Data

### Specification

Size	S	M	L
Pilot Height (Cm)	Below 175	170~185	Over 180
Height of main attachment points above seat plate (Cm)	41	42	43
Weight (without parachute & back protector) Kg	8.6	8.9	9.3
Carabiner Distance	35-55 cm		
Parachute Container	Integrated container underneath the seat plate		
Back protector	Gin soft R with 14cm foam bag		

### Certification

Genie Race2 harness: EN 1651 & LTF 91/09, Nr. EAPR-GZ-7309/10

### Description of material

Fabric:

Outside: Nylon 330D kodura, Neoprene 1.7T

Inside: 420D HD N/OXFORD PU

Webbing: DYNEEMA 25mm / 30mm

Buckle: Cobra Quick release BUCKLE

Thread: P/F 210 D/9 Bonded, P/F 210 D/4 & 210 D/6 Bonded POLYESTER

Every effort has been made to ensure that the information in this manual is correct, but please remember that it has been produced for guidance only.

This owner's manual is subject to changes without prior notice. Please check with [www.gingliders.com](http://www.gingliders.com) for the latest information regarding the Genie Race 2 and other GIN products.