



GIN

User manual

v1.0 - 11/2017

Introducing the Yeti Convertible 2

The Yeti Convertible 2 is a lightweight reversible harness. It is ideal for hike 'n fly, para-alpinism, travel, and soaring. The Yeti Convertible 2 features new advancements in lightweight materials combined with excellent geometry to maximise comfort and usability.



 **Yeti**

Convertible

Reversible 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 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 harness.

Any updates to this manual, or relevant safety information, will be published on our website: 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.

The Yeti Convertible 2 harness is certified according to EN 1651 with a max load of 120kg. This harness is for paragliding use only, extreme flight manoeuvres including SIV safety training are not recommended.

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!

Development & Philosophy

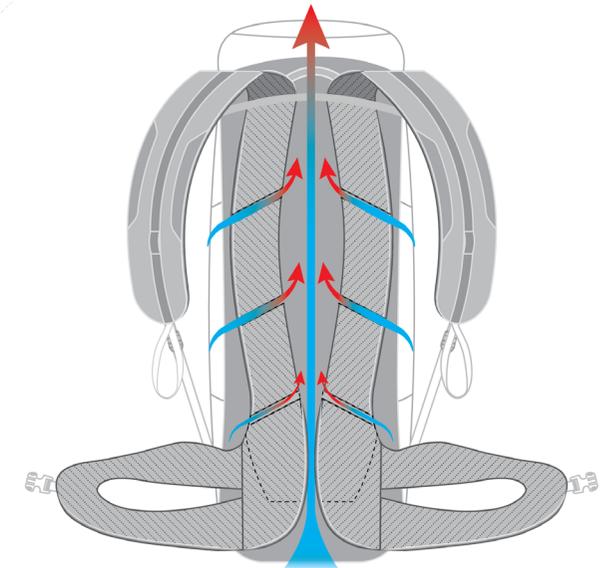
The Yeti Convertible 2 our latest lightweight reversible harness. It is a development from the original highly successful Yeti Convertible. We took your feedback onboard throughout the development. As a result we have managed to improve in all aspects.

The materials used for the rucksack have been upgraded a specially designed Air-Flow System has been incorporated. This new system dramatically increases the comfort for the wear and rapidly wicks away sweat.

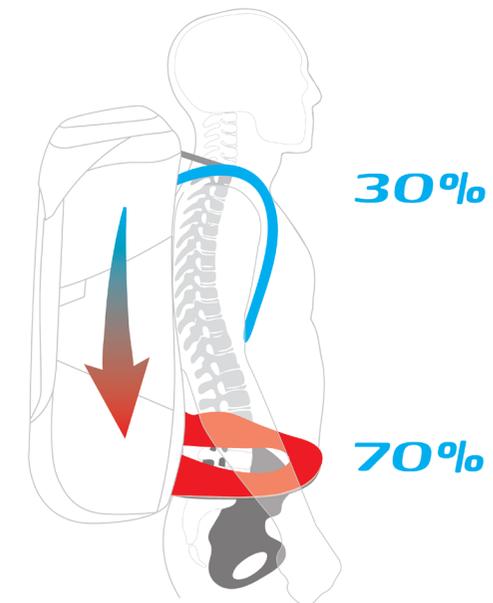
The reversible rucksack has been redesigned to appropriately re-distribute the load of your flying gear from the shoulders to the waist strap for a 30 / 70 weight distribution.

The new, optional, airbag has been designed with an integrated rescue compartment that can be used with all GIN lightweight rescues. This feature will improve the pilots experience as a front mounted rescue can be cumbersome and many pilots prefer an under seat rescue. However some pilots do prefer the front mounted rescue, on the right side of the harness there is a bridle tunnel to allow front mounted rescues to be connected to the shoulder attachment points. Or the pilot can connect the rescue bridles directly to the carabiners.

The front air intake of the air bag improves inflation and the internal structure of the airbag helps to reduce impact forces and maximise efficiency. The new titanium wire structure improves pre-inflation and is resistant to bending or retaining improper shape, making packing easier and flying safer.



Air-Flow System



Load Distribution

Specifications

Size

One Size

Harness weight

1.4kg

Certification

The Yeti Convertible has EN certification, max load 120daN
Certification Number: PH 192.2017

Delivery package

- 1 Harness
- 2 Carabiner (30mm)
- 1 Speedbar
- 1 Helmet cover
 - Delivery weight- 1.6kg

Optional

- Airbag (rescue combo)
- Light Yeti rescue bridle (125 / 80cm)
- Soft shackle



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.

Setting up

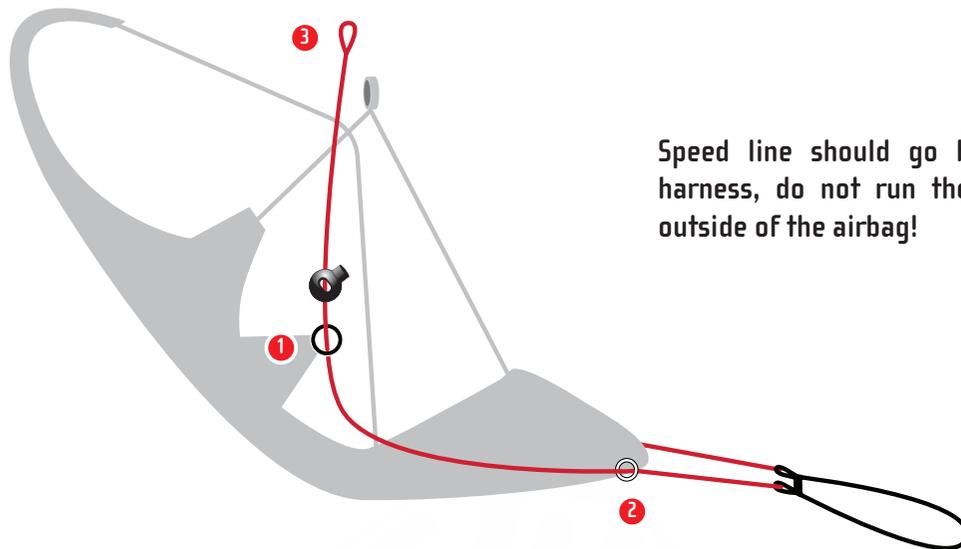
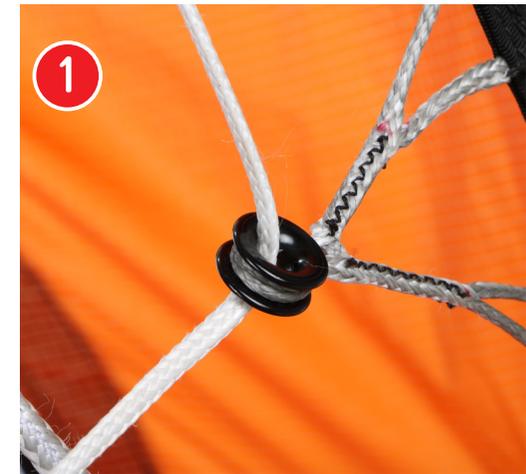
Speed system assembly

The Yeti Convertible 2 is fitted with a fully functional, easy to use and lightweight speed bar. Careful attention has gone into the precise position for maximum comfort and usability. To assemble the speed system, first pass the line through the ceramic ring (1). Next, pass the line through the metal ring at the bottom edge of the seat (2). Connect the line to the speedbar using a secure knot.

The black plastic stopper on the speed system should be placed above the ceramic ring during assembly. This can be used to hold the speed bar close to the harness during ground handling and take off. Once in the air simply push the speed bar and the stopper will slide out of the way.

To connect the speedbar to your glider riser use a simple loop knot (3).

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.



Speed line should go between airbag and harness, do not run the speed line on the outside of the airbag!

Connecting the main carabiner

The carabiner attachment points are colour coded to match your GIN Glider. BLUE on the right and RED on the left to match your GIN glider. To connect your carabiner to the attachment points be sure to pass the carabiner through all 3 webbing loops on each side. Each loop is sewn together to make assembly easier and safer for the pilot.

It is important that the carabiner remains in the upright position so the load is distributed lengthwise. Be sure to check that your carabiner gates are securely closed before takeoff to ensure they do not open or break during flight.

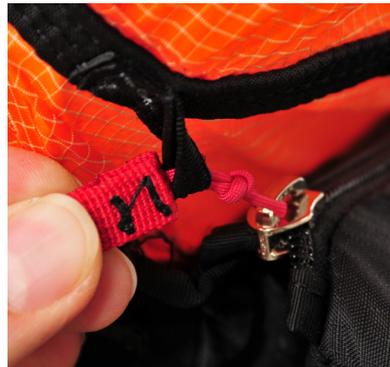


Connecting the Airbag

The Yeti Convertible 2 can be flown with an optional airbag. The Convertible 2 airbag is designed with a reserve container with a volume of 7 liters.

There is one zipper and 3 connection points on each side of the airbag.

- 1) Connect zipper and anchor to the harness loop
- 2) Connect Side harness toggle
- 3) Connect front harness toggle
- 4) Connect rear harness toggle



Adjustments

The Yeti Convertible harness is designed with full feature adjustments to allow you to adjust to your harness to your individual 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 (1)

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

To tighten: pull **DOWN** on the **BLACK** webbing

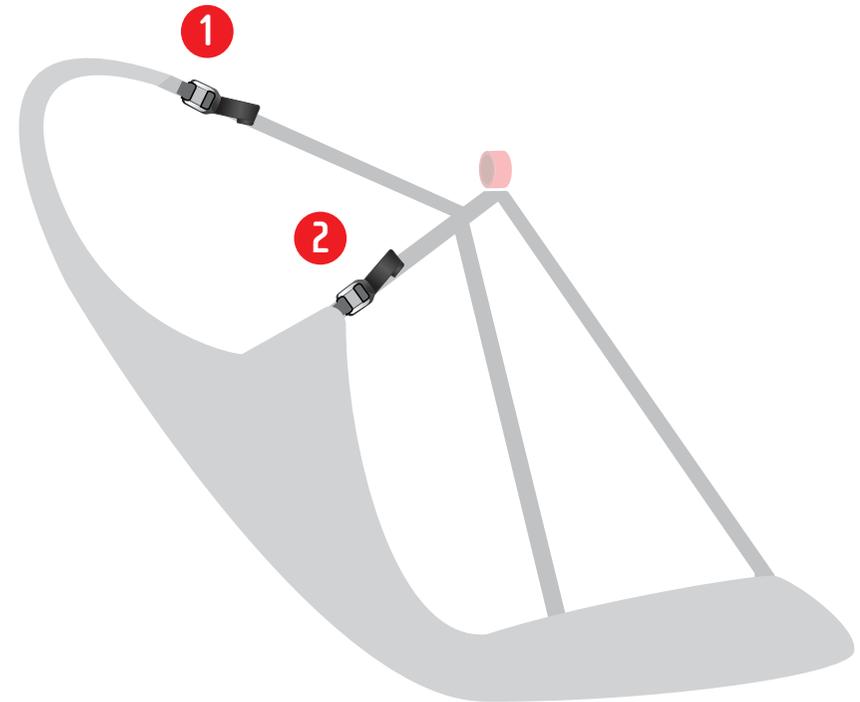
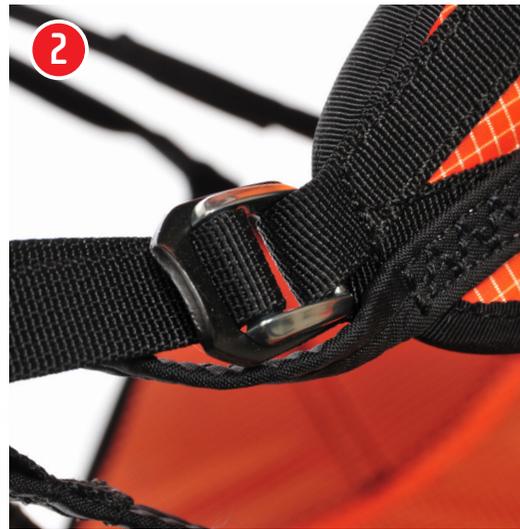
To loosen: pull **UP** on the buckle

Lateral straps (2)

The Lateral straps can be tightened or loosened to adjust the sitting angle of the pilot.

To tighten: pull **FORWARD** on the **BLACK** webbing

To loosen: pull **BACK** on the buckle



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 should be repacked upon the recommendations of the rescue manufacturer. 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.

The deployment bag and handle

The rescue container for this harness comes with its own deployment handle. The handle and inner bag are already connected.

Be sure to 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.

WARNING: The rescue parachute inner container of other manufacturers' may have different loop positions which make it impossible to deploy the rescue correctly.



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 screwgate maillon (square) connector has a minimum breaking load of 24kN (2400 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. Rubberbands should also be used to secure the attachment and prevent excess friction.

Recommended by GIN: 8mm stainless steel screwgate maillon

8mm square maillon

Breaking load: 28kN

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



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.

Close the rescue container in the following order.

- 1) Insert reserve with rescue bridle on bottom and handle attachment facing out
- 2) Connect the LEFT zipper and bring both zippers to the center of the rescue container
- 3) Pull the anchor loops through the outer container cover grommets
- 4) Pass the rescue handle wire through the anchor points and hide the ends in the wire covers
- 5) Close both zippers.

IMPORTANT: Make sure both zippers are fully closed! The LEFT zipper must run all the way off the zipper track or it will interfere with rescue deployment.

Rescue container volume: 3000-7000cm³

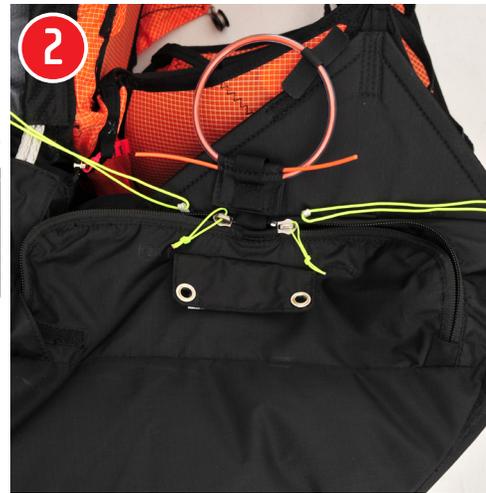
*Follow the instructions on the next page.

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





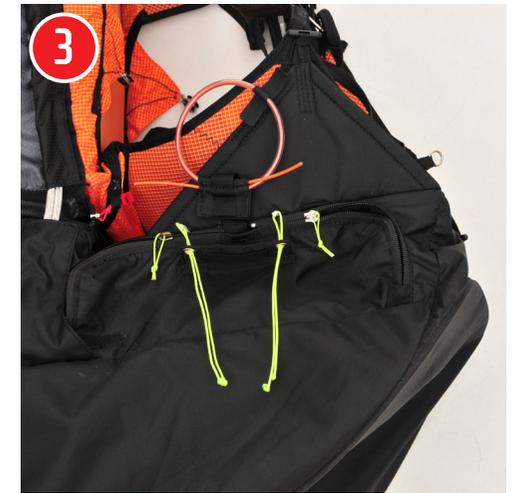
1 Insert reserve with rescue bridle on bottom and handle attachment facing out



2 Connect zipper



3 Make sure the rescue handle is in the middle



4 Pass anchor loops through outer cover eyelets



5 Pass the rescue handle wire through the anchor loops



6 Place the rescue handle into outer cover pocket



7 Close zipper



IMPORTANT: The zipper head must go to the end of the zipper track!

Rescue shoulder connection

To connect the rescue bridle to the harness shoulder attachment point we recommend using the GIN Soft Shackle.

- 1) Use a maillon or soft shackle to connect the rescue bridle to the shoulder attachment point.
- 2) Use the BLACK elastic band fixed to the shoulder attachment to hold the attachment point close to the harness.
- 3) Run the rescue bridle through the bridle tunnel.

IMPORTANT: Make sure the connection is clean and secure with no twists or knots in the line.



Connecting a front reserve

The reserve risers can be connected to:

- 1) Main carabiner (as shown in the photo)
 - Be sure that the carabiner gate is facing the pilot to allow the reserve to freely slide up the carabiner in the event of a rescue deployment.
- 2) Shoulder attachment points
 - To connect to the shoulder attachment points we recommend using the Light Yeti Rescue "Y" Bridle 80cm
 - Pass the rescue bridle along the RIGHT side of the harness and through the rescue bridle tunnel.

CAUTION: Make sure that carabiner gate faces the rear of the harness to allow the reserve risers to move unimpeded.



Helmet Packing

We realise that there are a huge number of equipment combinations that pilots use these days. To accommodate for this we have made this our most versatile hike and fly harness yet.

After packing the harness there are several ways to pack the helmet into or onto the bag. Provided with your Yeti Convertible 2 you will find a helmet cover, this cover can be used to secure the helmet on to the top or rear of the back pack. Or if you prefer you can store the helmet inside the back pack along with the glider.



Flying with the Yeti Convertible 2

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 harness?
- 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. If you have any doubt about your harness then you should not fly until you have consulted an expert.

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?
- 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.

WARNING: During an incident in flight, always monitor your altitude. If you doubt that you have enough time and height to recover your glider, throw your rescue. "If low, then throw".

ATTENTION: After each rescue opening, you need consult a specialist to insure there is no damage to the safety connections or other parts.

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.

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) 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
- 4) On landing take an upright

Landing with the Yeti Convertible 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 even if you have back protection.

Miscellaneous

Towing

The Yeti Convertible 2 can be used for towed launches. You can use a towing adapter directly hooked 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 Yeti Convertible 2 is suitable to be used as a tandem passenger harness.

Flying over water

Water landings should be avoided at all costs. 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.

Maintenance and repairs

The materials used in this harness have been carefully selected for saving weight. The harness is certified to meet the demands of normal flight but not extreme conditions or aerobatics. Handle your harness with care 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 container and verify all of the attachments are secure.

Inspection checklist

The harness 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 (such as: open seams, tearing or cutting), especially the areas that are not easily seen.
- All sewing must be intact and any anomalies attended to immediately to avoid exacerbation of the problem.
- 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.

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.

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.

Storage

Stored at a temperature between 10° and 25° C and in relative humidity between 50 and 75%. Make sure too 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 (e.g. in the car during summer). 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



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

Inspections and repairs overview

Date	Work carried out	General conditions on delivery	Completed by (name)	Stamp and signature



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Dream. Touch. Believe