

Genie Race⁴

THE CHAMPION'S CHOICE



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The Genie Race 4 is a World Cup Superfinal winning harness. It's for serious competition and XC pilots who seek the ultimate in performance.



The Genie Race 4 is packed with drag-reducing features:

- patented back protection technology from Neo-Koroyd for a super sleek profile
- extended aerocone leaves no gap with the helmet
- adjustable visor reduces non-directional eddies and ensures a smoother airflow
- improved nose and aerocone sections
- new low drag materials

Details

- Double-bladed hook knife can even cut webbing
- G-chute pocket (for “Anti-G” type drag chute)
- 9cm Neo-Koroyd protector

- windshield and improved aerocone section

- large back pocket with pouches and routing for a hydration system (e.g. Camelbak) and radio, plus a zipper pocket for secure storage of small items

- 2 zipped side pockets

- 3L under seat pocket

- 8L flight deck pocket

- ballast spout

- 3 step speed bar

- Front mounted 2nd rescue

- 5cm removable footpad to adjust the length of the cocoon

- compatible with “Quick-outs”



Specifications

SIZE	S	M	L
Harness weight (kg)	8.5	8.7	9.2
Plot height (cm)	160-175	170-185	< 180
Weight of removable footpad (g)	310g	360g	390g



Delivered with front rescue handle and inner conatainer, main rescue handle and inner container, main rescue bridle, front rescue bridle, 2 carabiners, 3 step speedbar, instrument deck, windshield, removable foot pad.

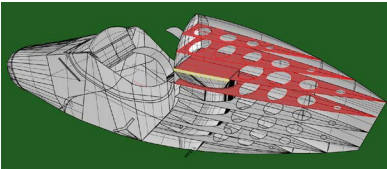
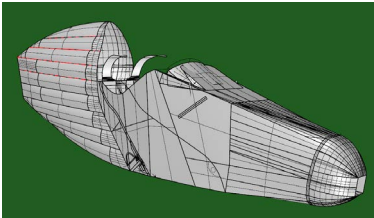
Sizing

Compared to the Genie Race 3, the Race 4 is slightly narrower in the body and thighs. The closer fit provides increased comfort and control.

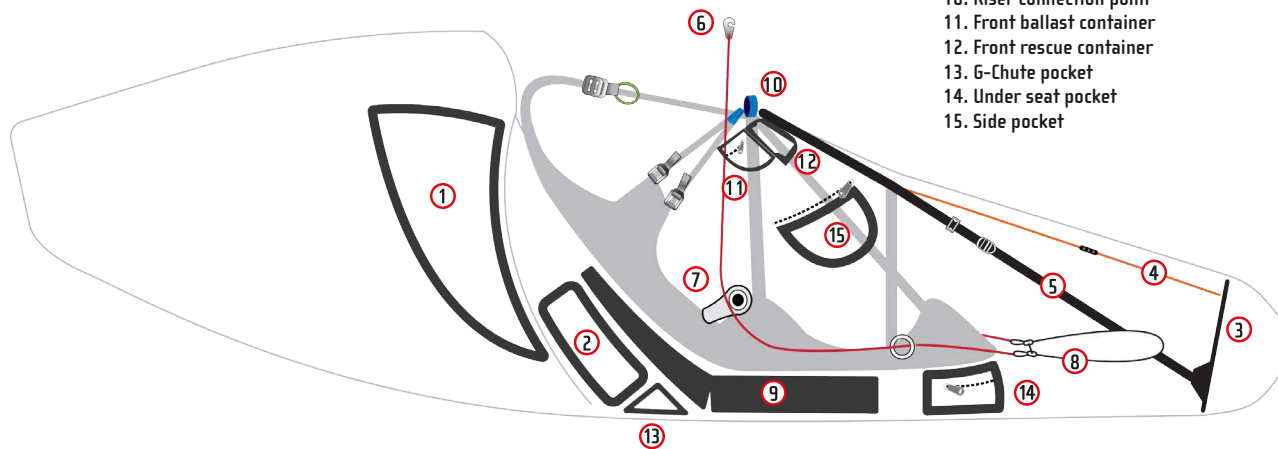


Adjustment

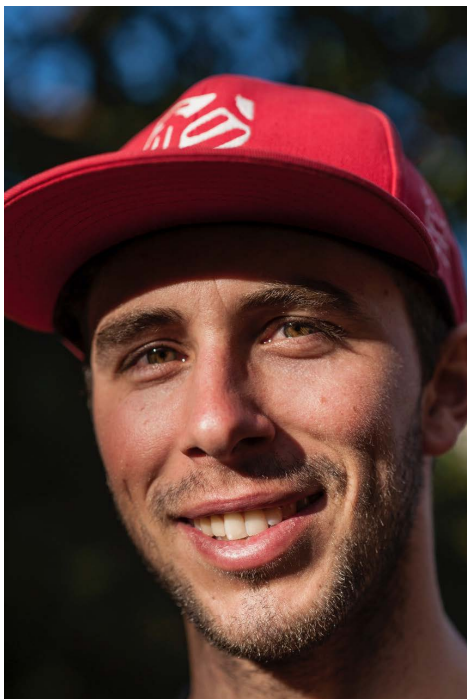
For the best possible aerodynamic performance and comfort, be sure to spend some time ensuring that your Genie Race 4 is correctly adjusted.



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



GIN test pilot and 2017 World Cup Champion Michael Sigel tells the story of the development of the Genie Race 4.

“Our goal was to reduce the drag as much as possible. The most obvious way was to reduce the cross-sectional area by reducing the volume of the back protection. We got very good safety results with a revolutionary 9cm back protector from Neo-Koroyd. We then applied our modelling and optimisation software to the nose and aerocone sections. The aerocone now covers the entire helmet, with no gap between the aerocone and the helmet. An adjustable visor reduces non-directional eddies and ensures a smoother airflow towards the aerocone. We then reduced the drag even further by removing the side air intakes and by using lower drag materials.

Besides the drag reduction, we worked a lot on pilot efficiency and comfort on



long XC flights. The new ABS system allows the pilot to adjust in-flight stability with just one hand. This makes it easy to switch between a sensitive thermal-sniffing set up and a more roll-stable set up for glides.

In terms of comfort, the 3D back support fits more closely to the pilot compared to the Genie Race 3, giving better feedback and control. The cocoon closes in the middle again, which makes it easier to get in and out. New support pillars help to keep the legs straight with almost no effort.

We also worked a lot on the cockpit. We made the pocket in the cockpit bigger and if you prefer to fly without the front rescue, you can use this space to put even more ballast inside. Because of the support pillars, you won't feel the weight of the ballast however much you put. The enlarged cockpit will hold all your instruments and a hook knife. The

viewing angle has also been improved and fine tuning is possible with two adjusting straps.

Safety was also a vitally important consideration. We made the main under seat rescue easier to deploy, thanks to an improved opening configuration. The 2nd rescue is front-mounted and easy to see, and deploy with either hand.

Finally, we chose the highest quality materials we could find. The main structural webbings are stronger and more durable than ever and the neoprene and shell materials are the most aerodynamic materials of their type.

The end result is an overall performance gain of 3% compared to the Genie Race 3. In a tight competition, this could be the difference in a podium place!"



Revolutionary protection



Patented Koroyd technology is a revolution in energy absorption, first introduced in the aeronautics and aerospace industries. The NEO-Koroyd 1.0 back protection is an assembly of Polymer tubes and Polyethylene material.

Koroyd consistently outperforms existing materials, absorbing more energy and reducing final trauma levels.

Such high performance means that we have been able to reduce the thickness of the back protection to just 9 cm, offering significant reductions in drag whilst maintaining excellent protection. The NEO-Koroyd 1.0 back protection is certified LTF09 + CE.

The NEO-Koroyd protector offers protection of the entire spine. The impact is absorbed by damage of the material. The material is only damaged in severe impacts and is easy to inspect and replace if necessary.

Thin and light

The NEO-Koroyd protector offers the best ever ratio of volume / weight / impact absorption

Comfort and rigidity

The natural rigidity of the protector offers comfort and support and eliminates harness torsion with speed bar.

Details

- Certified LTF + CE
- 9 cm thickness
- 480 g
- covers the whole spine



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