





GENIE RACE⁶ COMPETITION HARNESS

Whilst Gin Gliders has made every effort at the time of publication to provide accurate information, product specifications are subject to change without notice and may vary from those shown.

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Genie Race 6

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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 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.

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

INTRODUCING THE **GENIE RACE 6**

The Genie Race 6 is GIN's latest competition harness, developed to deliver maximum aerodynamic efficiency while improving usability, protection and comfort for long-distance racing.

Building on the proven performance of its predecessor, the Genie Race 6 introduces several key innovations. Its Dual Cockpit Concept allows pilots to fly with the cockpit either open for maximum visibility and quick access, or fully enclosed for optimum aerodynamic performance while maintaining convenient access to instruments in flight.

A newly developed multilayer protection system delivers high impact performance without increasing the harness cross-section, preserving the slim aerodynamic profile required for competition. Together with an aerodynamically optimised shape and refined internal pressure management, this helps maximise glide efficiency, particularly at high speed.

Developed with the input of renowned harness designer Denis Cortella, the Genie Race 6 also features a new structural concept that minimises unwanted torsional movement, allowing more direct pilot inputs and creating a stable, efficient flying platform.

Practical improvements throughout the harness, including simplified adjustment, organised storage and dedicated routing for competition equipment, make preparation and in-flight operation easier than ever.



SPECIFICATIONS

Size	XS	S	M	L	XL
Pilot height (cm)	<160	160-175	170-185	180-190	190-200
Rescue volume (L)	4.6 + 4.6	4.6 + 4.6	4.6 + 4.6	4.6 + 4.6	4.9 + 4.9
Carabiner distance (cm)	45	45	45	45	47
Seat plate width (cm)	31	32	33	35	35
Seat plate lenght (cm)	43	44	45	47	47
Ballast container volume (L)	10	10	10	10	10,5
Under seat pocket volume (L)	3.8	3.8	3.8	3.8	3.8
Rescue bridle length (mm)	1220	1220	1220	1220	1220

* Delivered with 2 inner containers and 2 rescue bridles

* Delivered with 3 foot pads: 2.5cm / 5cm / 7.5cm

CERTIFICATION

The Genie Race 6 is **EN** max load 120 daN and **LTF** certified,

max load 110 daN

Certification number: **PH_520.2026** certification

DELIVERY PACKAGE

- 1 Harness
- 1 Seat plate
- 1 Flight deck (removable)
- 2 Rescue inner bag
- 2 Rescue deployment handles
- 2 Rescue bridles
- 2 GIN 30mm carabiners
- 1 Ballast container (10L)
- 3 Footpad (2,5, 5, 7,5 cm)

BACK PROTECTION

Multilayer protector

35.45 G

CE EN and LTF Certified

HARNESS COMPONENT WEIGHTS

COMPONENTS	XS	S	M	L	XL
Rescue handle 2 sets (kg)	0.110	0.110	0.110	0.110	0.110
Rescue inner bag 2 sets (kg)	0.052	0.052	0.052	0.052	0.052
Rescue bridle 2 sets (kg)	0.094	0.094	0.094	0.094	0.094
Carabiners 2 sets (kg)	0.126	0.126	0.126	0.126	0.126
Multilayer protector (kg)	0.268	0.268	0.268	0.268	0.268
Cockpit plate (kg)	0.134	0.134	0.134	0.134	0.134
Ballast container (kg)	0.264	0.264	0.264	0.264	0.264
Seat plate (kg)	0.240	0.250	0.263	0.270	0.280
Harness weight (kg)	-	7.958	8.277	8.538	-

VIDEO MANUAL

- You also can check the video manual of the Genie Race 6
<https://youtu.be/xdhb2leidFc>



COMPONENTS OF THE GENIE RACE 6

1 BACK PROTECTION

The Genie Race 6 is equipped with an advanced multilayer back protector designed to provide high impact performance while maintaining a slim aerodynamic profile. The protector extends across the back and seat area to provide comprehensive protection over a wide range of impact angles.

The protection system must be inspected after any impact and assessed for damage. A damaged protector must be replaced before the next use. Although designed to reduce the risk of injury, no back protector can eliminate the possibility of injury in an accident.

The Genie Race 6 back protection is EN and CE certified.

2 TRIPLEX SEAT PLATE

Included with your harness is a triplex seat plate and a triplex foot plate.

Both are durable and strong while providing you with a much lighter and durable alternative to wood.

3 GIN CARABINERS

Included with your harness is a pair of GIN 30mm carabiners. The Genie Race 6 is not compatible with quick release carabiners. Automatic aluminium carabiners have a limited lifetime due to metal fatigue.

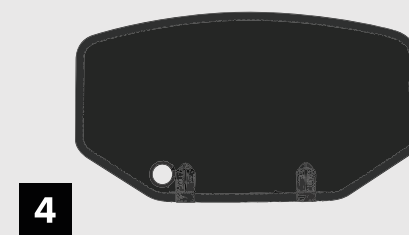
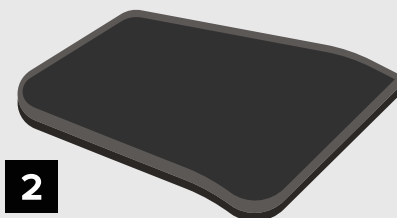
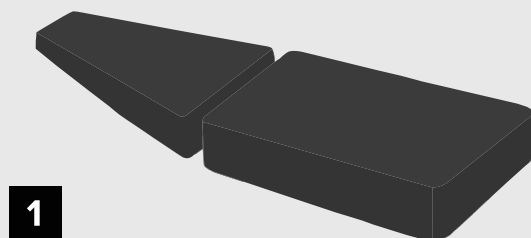
They must be replaced after 5 years or 500 flight hours, whichever is soonest. They should never be used between spreaders and tandem wing risers as main carabiners.

They should also never be used to connect bridles to the reserve.

4 FLIGHT DECK

The flight deck attaches securely to the harness using a magnetic system and provides ample space for a GPS, variometer and other flight instruments such as tablet or phones.

Check the “measures” section at our website in order to check the flight deck measures.

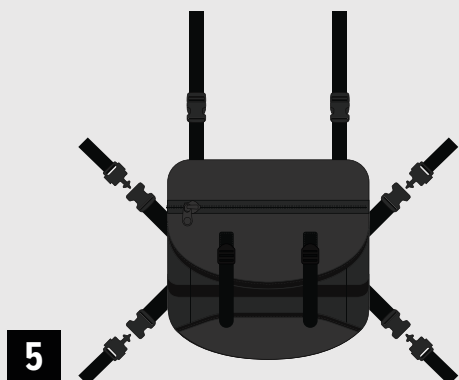


5 BALLAST CONTAINER

Genie Race 6 is supplied with a 10 L ballast container. A zippered opening at the top allows easy filling, while six attachment straps ensure an optimal hanging position and improved comfort in flight. The upper straps attach to the shoulder straps to help support the ballast while on the ground.

We recommend always flying with the ballast container installed, as it contributes to the overall stability of the harness.

For ballast container installation, please refer to page 17.

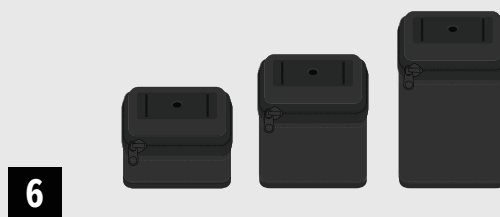


6 FOOTPAD

In order to adjust the inner structure to the outershell of the harness, pilots must adjust the base length with a footpad.

We're supplying 3 different lengths: 2.5, 5, and 7,5cm footpads to match the length of the pilot with the outershell.

Please, read page 23 for the footplate installation.

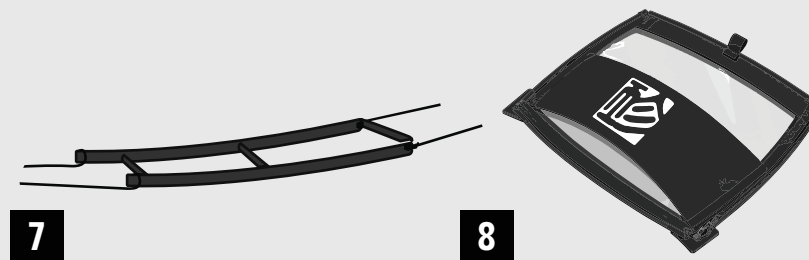


7 SPEEDBAR

Included with your harness is an asymmetric speedbar.

This enables the pilot to use it with only one leg for each step and thus maintain the speedbar pulleys in a symmetrical position at all times.

Please, read page 11 for the speedbar installation.



8 DUAL COCKPIT

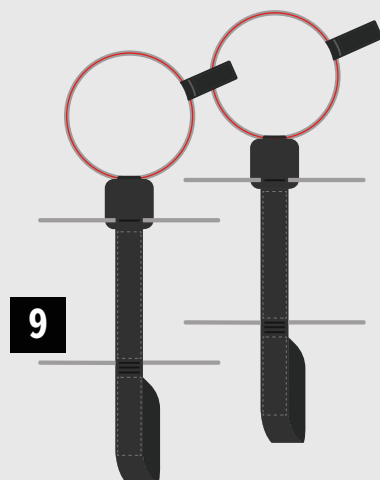
The Genie Race 6 features the Dual Cockpit Concept, allowing the harness to be flown either with the cockpit open for maximum visibility and immediate access to instruments, or fully enclosed with the dedicated aerodynamic cockpit cover.

When the cockpit cover is installed, the side zips and magnetic openings allow convenient access to the instruments during flight while maintaining a clean aerodynamic profile.

9 RESCUE DEPLOYMENT HANDLES (2)

The Genie Race 6 comes with 2 rescue deployment handles. One for the right side and another one for the left side. The rescue deployment handle comes with 2 parachord plastic rods to close the outershell layer and the inner container located in the harness.

Check the parachord loops before every take off and make sure the rescue container is closed before taking off.

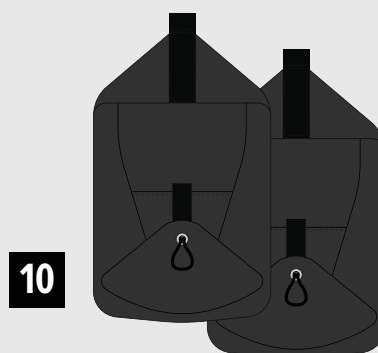


10 RESCUE INNER BAGS (2)

Included with your harness there are two rescue inner bags.

You need to install your rescues inside the supplied inner bag in order to guarantee the correct extraction of the rescue.

Make sure you install the rescue following the correct procedure, shown on page 18



11 RESCUE BRIDLES (2)

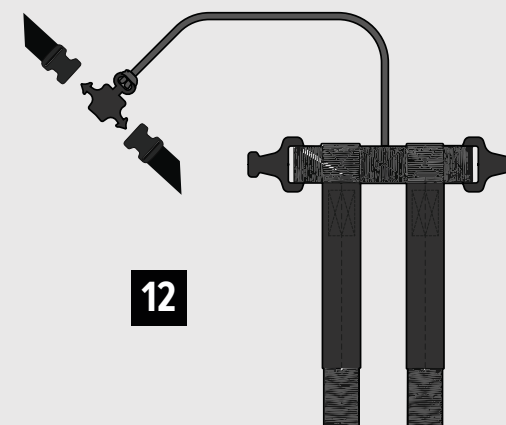
Included with your harness is a pair of 300 mm rescue bridles.

They are supplied already attached to the harness, please attach them to your rescue riser following the instructions shown on page 21



12 ANTI-FORGET SYSTEM

The Genie Race 6 features a new anti-forget system connected to the ballast container. We recommend always flying with the ballast container installed. The anti-forget system has been tested to withstand loads of up to 6 G.



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.

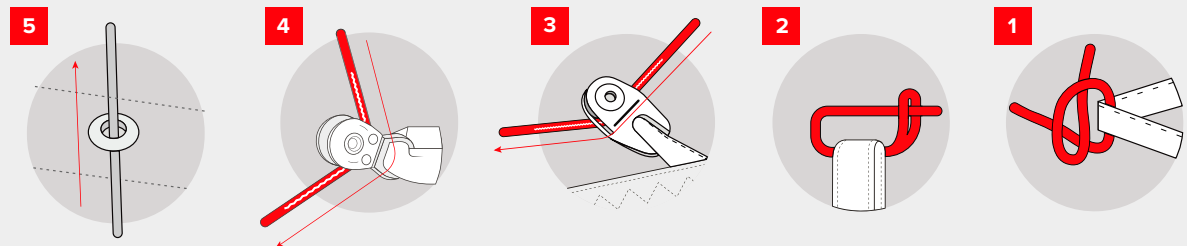
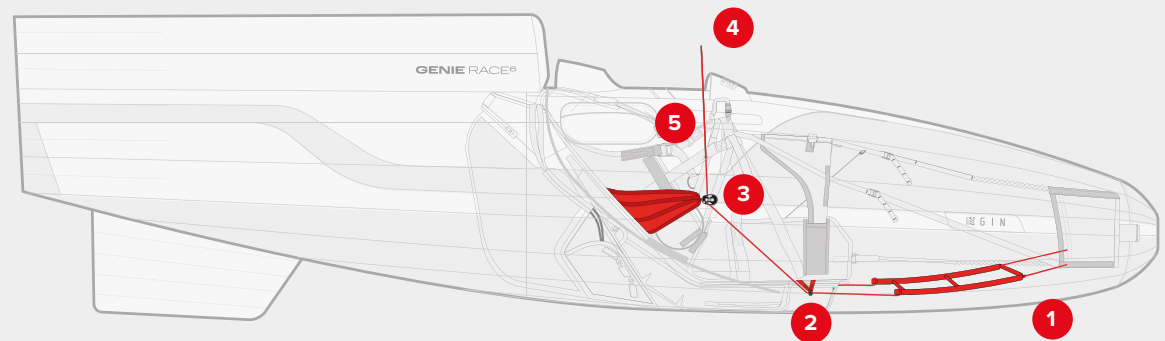
Gin Gliders recommends that assembly be carried out in the following order. If you are in any doubt whatsoever about this procedure, please seek professional advice from your instructor, GIN dealer or importer.

INSTALLING THE SPEED SYSTEM

Assemble the speed system from bottom to top. Attach the elastic cord of the speedbar to the foot plate of the cocoon (1). Connect the cord to the speedbar using a secure knot (2). From the speedbar, route the cord through the small pulley at the bottom of the seat (3). Pass the cord along the inside of the harness and route it through the metal eyelet (4). Connect the chord to the glider riser (5) see page 12 for the riser connection.

Hanging in the simulator, adjust the length of the speed bar cord so that the bar hangs at least 15cm below the front of the harness. Making the cord 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.

 See page 22 for speed system adjustment



! 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.

INSTALLING THE SPEEDBAR ON THE GLIDER RISER

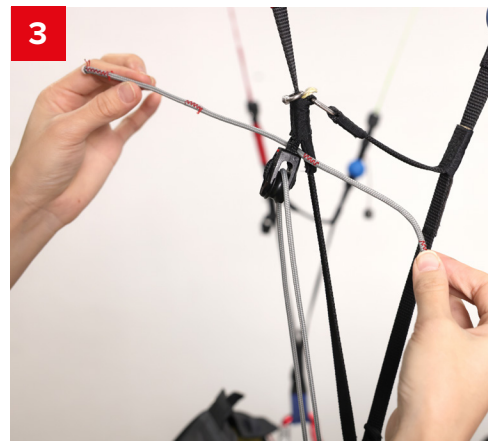
In order to improve the aerodynamics of the harness, the Genie Race 5 comes with an integrated speedbar line, which is connected from the harness directly to the glider riser. Please install it following the steps below.



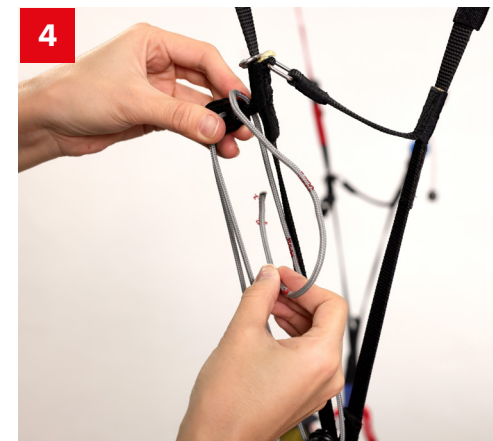
Once the riser speed line has been removed, pass the speedbar line through the top pulley



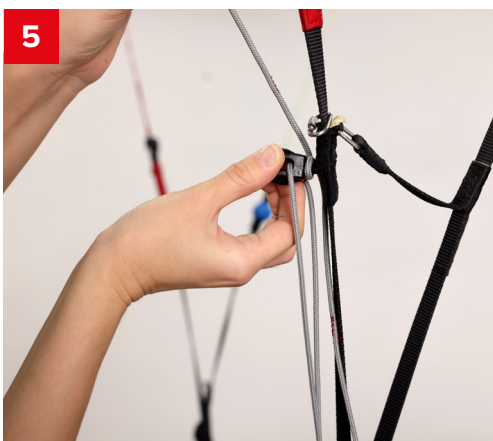
After passing it through the top pulley, pass the line through the bottom pulley



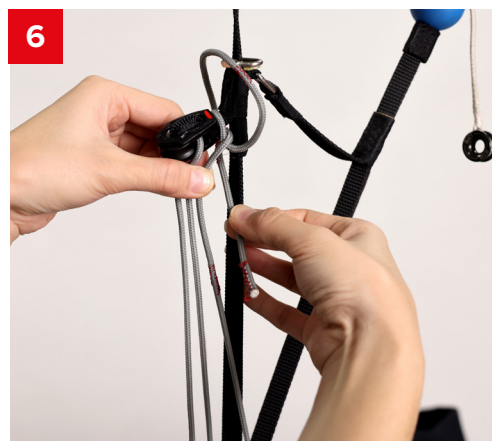
Pass the line through the top webbing of the top pulley



Make a loop around the pulley webbing



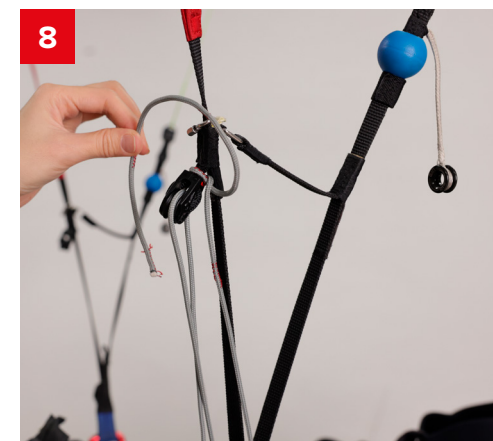
Tighten the loop to keep the speedbar line in position



Make a second loop over



Pass the line inside the second loop

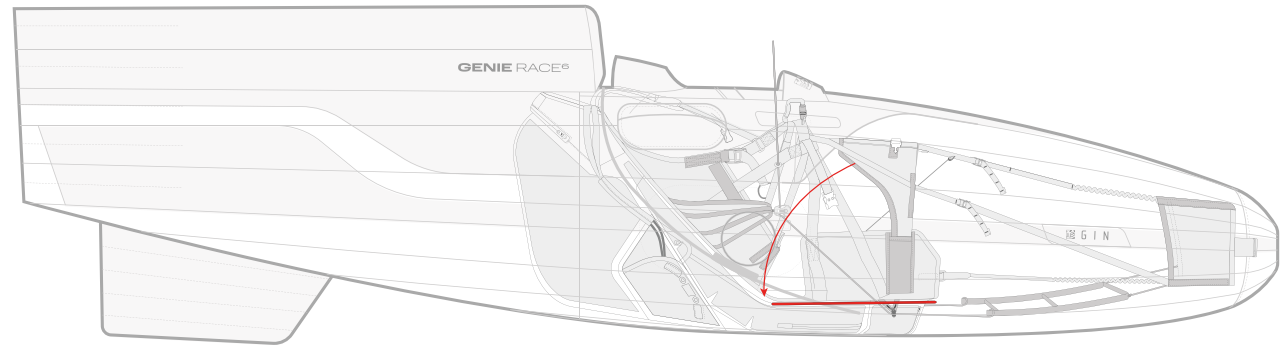


Tighten the knot on the second loop and make sure the line is securely fixed

INSTALLING THE SEAT PLATE

The seat plate is removable and can be accessed by a panel at the back edge of the seat. The seat plate should be installed with the round corners orientated to the rear of the harness and the square corners at the front. After installation be sure to close the velcro flap properly.

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



INSTALLING THE BACK PROTECTOR

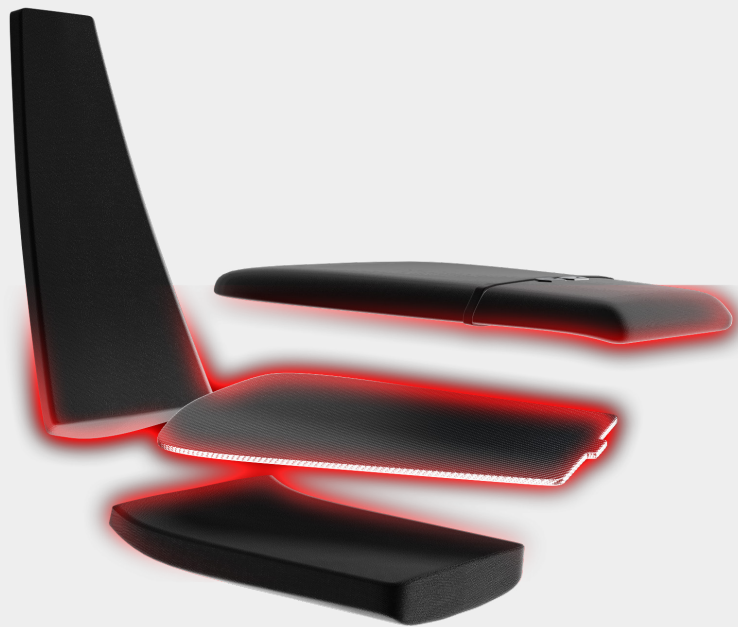
To install the back protector in the Genie Race 6, first open the zipper compartment under the seat. The new back protector consists of two separate parts: the upper lumbar protector and the lower protector.

Insert the upper lumbar protector first, guiding it into position so that it sits correctly between the back support and the rescue container. Then insert the lower protector, ensuring it fits snugly against the upper section and fills the protector compartment correctly.

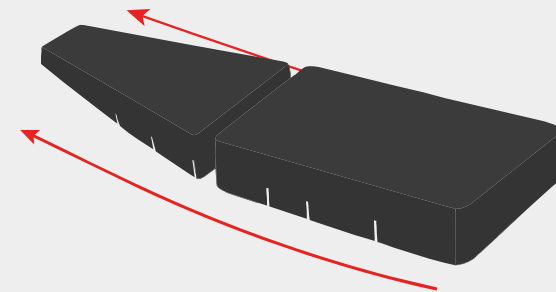
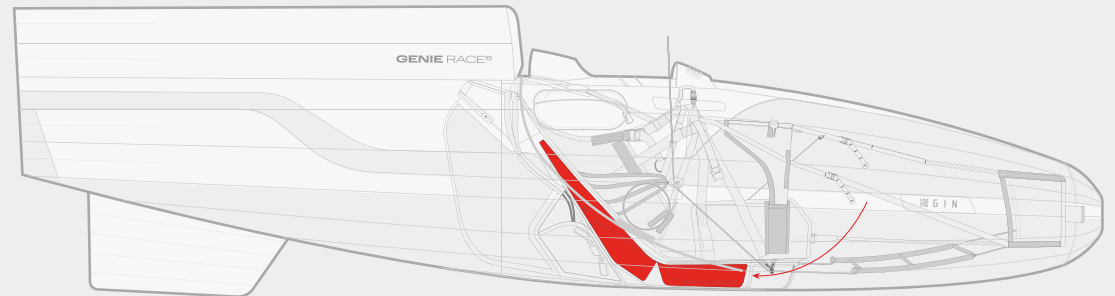
Make sure both protector sections are properly seated and fit snugly inside the compartment. Once you are sure the protectors are installed correctly, close the protector compartment zipper.

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

⚠ WARNING: If the back protection zip is not fully closed, the protector will not work effectively



MULTILAYER PROTECTOR



MAINTAINING THE BACK PROTECTOR

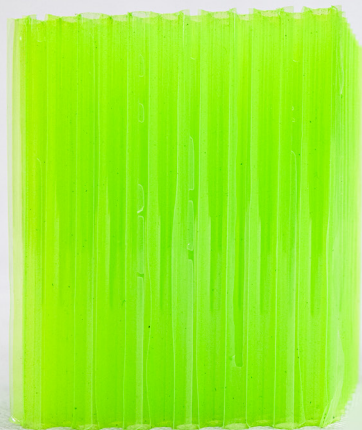
We recommend inspecting your back protector periodically, especially after rough handling during take-off, landing or transportation (e.g. by airport baggage handlers).

The back protector is enclosed in a fabric cover, so the Koroyd cells are not visible. Inspection should therefore be carried out by touch. Carefully run your hand over the entire protector, checking for any areas that feel crushed, collapsed or permanently deformed as a result of an impact.

If any deformation or damage is detected, the entire back protector must be replaced. Do not fly with a damaged back protector.

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.



Undamaged cell
(No need to be replaced)



Damaged cell
(Needs to be replaced)



SUPPORT PILLARS INSTALLATION

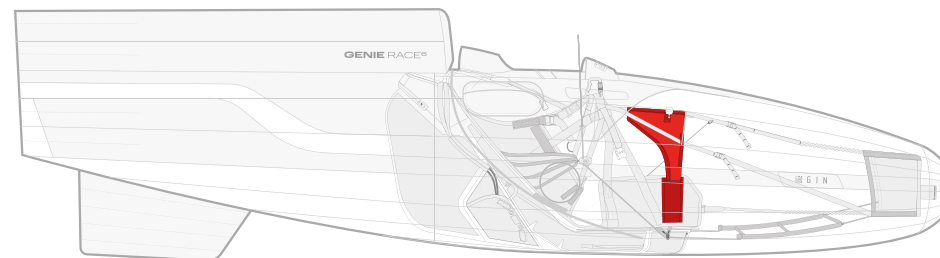
The support pillars are designed to hold the weight of the ballast and offer the pilot full comfort even while carrying a full ballast container. In flight, the weight of the ballast will rest on the base structure through the support pillars.

When packing and storing the harness in the rucksack, we recommend removing the support pillars after landing and installing them again prior to take off.

We always recommend flying with the support pillars installed even if not using the ballast container.

For the right installation of the support pillars, please follow the guide displayed here:

1 WARNING: If the harness is stored and compressed in the rucksack with the support pillars installed, it might damage the basement of the harness.



Make sure the support pillars are not wrapped or locked by any webbing or lines



Make sure the support pillar is inserted in the right pocket, otherwise the fabric could be damaged



Insert the support pillar in the right pocket



Pull the support pillar until the end of the pocket, and check it's fitted in the right position

BALLAST CONTAINER INSTALLATION

On the Genie Race 6 there is a dedicated ballast container with a capacity of 10 L (M size). We recommend using it for water ballast. The Genie Race 6 may be flown with or without the water ballast container. However, we recommend always flying with the ballast container installed, as it contributes to the overall stability of the harness. The anti-forget system is also integrated into the ballast container, meaning this safety feature is not available when the ballast container is not installed. The ballast container has 6 attachment points to the harness:

2 plastic buckles connected to the shoulder straps.

These help the pilot to hold the weight of the ballast on the ground.

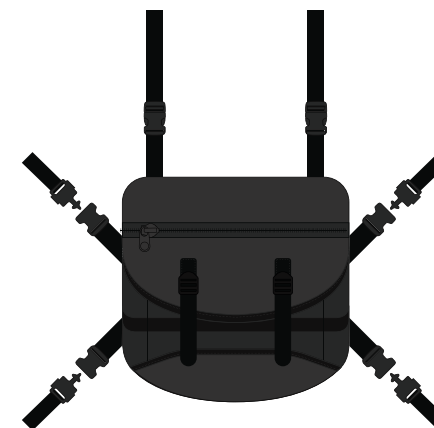
2 metal buckles on the rear part of the support pillars. One, connected to the anti-forget system.

These hold the weight of the ballast during flight

2 metal buckles on the front part of the support pillars

These stabilize and distribute the load along the length of the support pillars.

Should you wish to remove some water from the ballast compartment during flight, access the ballast container through the central cockpit pocket. The ballast routing port is connected to this pocket, allowing water to be removed without opening the cocoon. There are 2 compression straps in order to adjust the volume of the container to the volume of the ballast. The ballast container should be installed before closing the outershell zipper.



Attach the shoulder strap with the orange plastic buckle



Connect the front support pillar metal buckle and adjust the volume of the container with the red straps



Connect the upper metal buckle to the male buckle of the **anti-forget system**.



Connect the two buckle halves and ensure they are fully engaged before take-off. After hearing the "click", perform a tension check by pulling firmly on the connection to confirm it is securely locked.

ANTI-FORGET SYSTEM

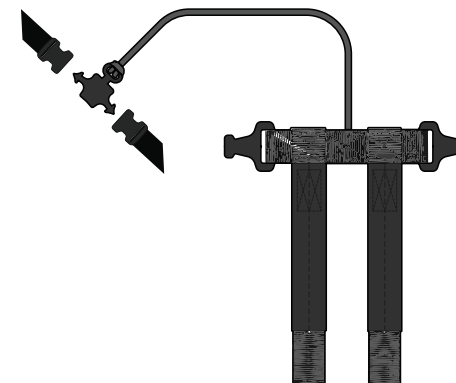
The Genie Race 6 features a new anti-forget system integrated into the ballast container. To use this safety system, the ballast container must be installed, even when flying without water ballast. We therefore recommend always flying with the ballast container fitted.

The anti-forget system is directly connected to the leg straps. When the system is connected, lifting the ballast container automatically raises the leg straps, making it significantly less likely that the pilot will forget to fasten them before take-off.

The ballast container is attached to the harness using a combination of six attachment points. Their arrangement allows the container to be installed only in the correct orientation, ensuring that the anti-forget system is always connected when the ballast container is properly fitted.

In addition to preventing leg strap omission, the anti-forget system has been tested and certified to withstand loads of up to 6 G. As a result, it not only functions as an anti-forget device but also provides an additional level of retention, helping to prevent the pilot from falling out of the harness under high-load situations.

1 WARNING: The anti-forget system is integrated into the ballast container. If the ballast container is not installed, the anti-forget system will not function. We strongly recommend always flying with the ballast container fitted, even when not carrying water ballast.



Connect the upper metal buckle to the male buckle of the **anti-forget system**.



Connect the two buckle halves and ensure they are fully engaged before take-off. After hearing the “click”, perform a tension check by pulling firmly on the connection to confirm it is securely locked.



RESCUE INSTALLATION

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 Yeti UL, G-Lite 2 (please check rescue size and volume), Yeti and Yeti Cross 2 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.

The harness is delivered with its own rescue deployment bag. This bag **MUST** be used when installing the rescue. The use of other rescue deployment bags may cause deployment failure.

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.

RESCUE DEPLOYMENT

To deploy the rescue; locate the handle, with a firm grip pull the handle towards the pilot and slightly away from the harness to extract the rescue from the harness compartment. In the same motion that pulls the rescue from the compartment swing the rescue by the handle while looking for clear airspace (clear of lines, glider and harness). Release your grip of the handle and allow both handle and rescue to travel through the air extending the rescue lines as it goes. The rescue should come out of the deployment bag and start to inflate once the rescue lines have been extended.

In a negative spin the decent speed of the the pilot and wing is much less than in a spiral situation. Therefore it is very important to throw the rescue away from the pilot with as much power as possible to quickly extend the lines and prevent the rescue from becoming entangled with the paraglider.

For further information on rescue deployment please refer to your rescue manual.



VIDEO MANUAL

- You also can check the video manual for the rescue installation of the Genie Race 6
 - <https://youtu.be/xdhb2leidFc>



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

I 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, which **MUST** be used. 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 pin 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.



INNER BAG

IMPORTANT: Use only the rescue deployment bag supplied with your Genie Race 6. The use of other rescue deployment bags may cause deployment failure.



Handle attachment



Pass the handle through the center loop



Pass the handle through itself



Pull to make a clean, tight knot

INNER CONTAINER PACKING

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



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 paracord 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 top flap in the order shown

Close the flap which is opposite to the suspension lines



Close the bottom flap in the order shown

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

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 20 times the maximum weight. For example, our recommended 6mm Stainless Steel screwgate maillon (square) connector has a breaking load in excess of 28kN. 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: 6mm stainless steel screwgate maillon

6MM SQUARE MAILLON
BREAKING LOAD: >28KN

MAILLON CONNECTION *(RECOMMENDED BY GIN GLIDERS)*



SHOULDER ATTACHMENT POINT

The Genie Race 6 comes with shoulder strap rescue bridles pre-installed. Please check before flight that both rescue bridles are correctly installed.

To access to rescue bridle connection, first open the top zipper and then the velcro tunnel.

Both velcro tunnel and rescue bridle zippered tunnel must be closed before take off.

⚠ 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.



Place the rescue in the container with the line loops facing DOWN



Pass the parashord through the fabric loops (White). Then, close the side flaps first



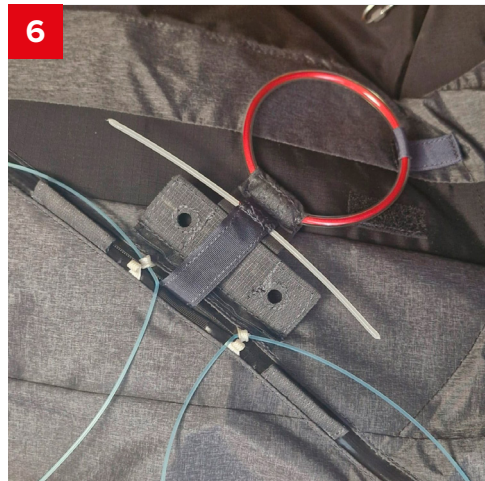
Close the main rescue flap



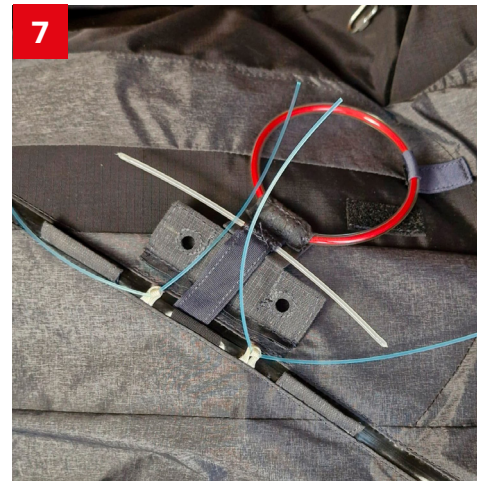
Pass the parashords through the fabric loop



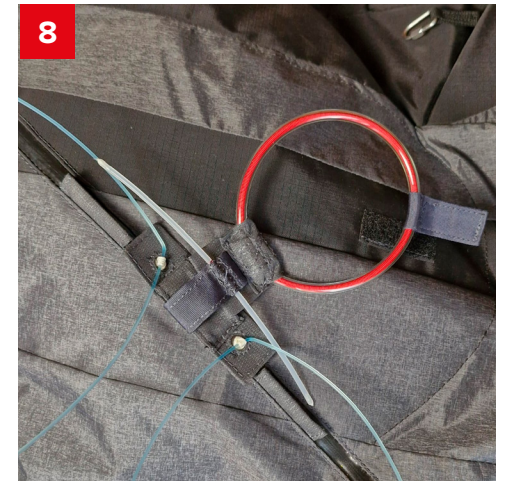
Introduce the parashord tips through the fabric tunnel



Pass the plastic parashord through the upper fabric loops



Pass the parashord into the bottom fabric loops



Pass the parashord through the fabric holes and pull



Pass the parachord through the fabric loop. Insert the remaining plastic parachord into the fabric tunnel and close the zipper until the end



Make sure the zipper puller has been introduced into the zipper tunnel pocket



Stick the velcro to the outershell velcro to maintain the handle position in flight



FOOTPAD INSTALLATION GUIDE

The Genie Race 6 comes with 3 different sizes of footpads, 2,5cm, 5cm, 7,5cm. The footpad should be installed* in the nose of the harness. The purpose of the footpad is to adjust the length of the outershell according to the length of the pilot legs. The footpad sets the tension on the outershell skin. If the outershell is too tight or too loose, the harness will develop wrinkles. Inflate the harness with an air source after installing the footpad to make sure the correct length was chosen.

*Follow the installation instructions on the next page.

Guide for the size of footpad according to pilot height, the table data might differ depending on the leg length of the pilot

FOOTPAD / SIZE	XS	S	M	L	XL
ORIGINAL SIZE	< 160	160 - 175	170 - 185	180 - 190	190 - 200
2.5 (cm)	160 - 165	170 - 175	180 - 185	185 - 190	195 - 200
5 (cm)	155 - 160	165 - 170	175 - 180	180 - 185	190 - 200
7.5 (cm)	150 - 155	160 - 165	170 - 175	175 - 180	185 - 200





1 Connect the white line through a larkshead know on the metal piece. Pass the plastic paracord through the white line



2 Pass the bar through the footpad webbing loop



3 Introduce the paracord through the chosen footpad and the bars



4 Pass the white loop to the opposite side of the footpad (Velcro part).



5 Insert the bars into the crossed pockets



6 Make sure the 4 bars are locked into the fabric pockets



7 Pass the paracord through the harness foot plate



8 Introduce the metal pin through the white loop



Close the metal pin with the velcro layer

1



Too loose outershell, too short footpad

If you install a footpad which is too short, the outershell will be loose and without tension

Too tight outershell, too long footpad

If the footpad installed is too long, the outershell will show stress wrinkles because of the high tension

Correct tension

Once you install the correct size of footpad, the inflated outershell should be wrinkle free with the correct balance of tension between the base structure and outershell

STORAGE

BACK POCKET (1)

The back pocket is designed to store the pilots rucksack and other light accessories during flight. with 30 L capacity and compression rope. To secure the proper inflation of the harness, the compression rope has to be pulled before flight.

UNDER SEAT POCKET (2)

The under seat pocket has a capacity of 3.8 L (M size) for ballast or other items. Bear in mind that any ballast placed here will affect the flying angle of the harness... you can use this to your advantage in fine tuning the harness; even 1kg will make a difference.

SIDE POCKET R (3)

Large hook-and-loop closure pocket, optimised for storing the G-Chute, with an attachment loop for secure connection. When the G-Chute is not installed, it can also be used to store gloves, snacks or other small essentials.

SIDE POCKET L (4)

Large pocket with a secure closure. Ideal for storing gloves, snacks or other small essentials during flight.

CHEST POCKET R (5)

The right chest pocket is a smaller pocket that can hold a tracker with good reception, radio, a camera, snacks or other small belongings. It has very easy access in flight and it's closed with a zipper

CHEST POCKET L (6)

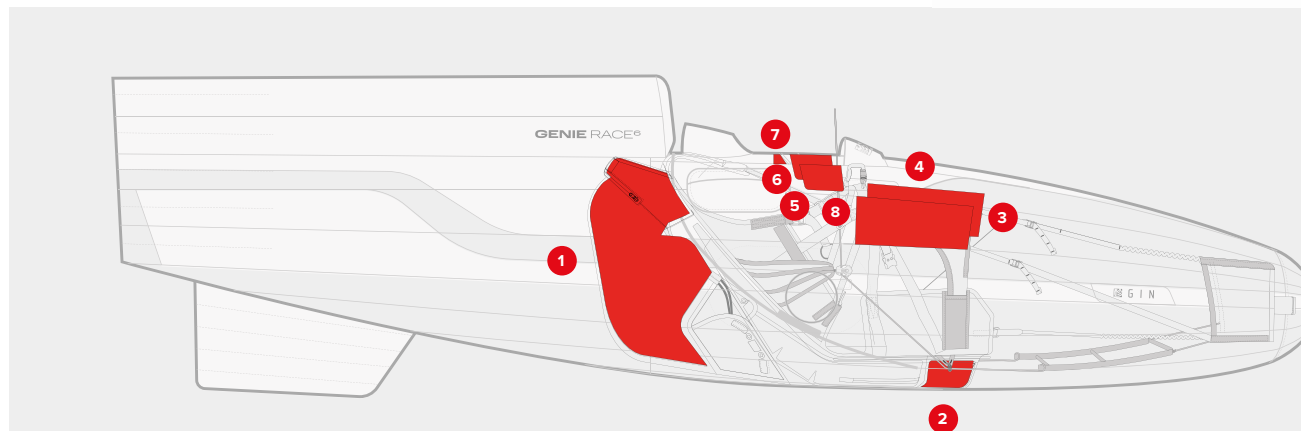
The left chest pocket is designed to hold a power bank or other small essentials. It features internal routing channels for a hydration tube or radio PTT cable, as well as a sealed cable pass-through to the cockpit for power bank charging cables. Its position provides easy access during flight, and the pocket is secured with a zipper.

CHEST POCKET F (7)

The front chest pocket is positioned close to the flight instruments, providing quick and easy access during flight. It is ideal for storing snacks, a power bank or other items you may need while flying. An integrated routing channel connects the pocket to the inside of the harness, allowing cables or hydration tubes to be routed neatly and securely.

BALLAST CONTAINER (8)

The ballast container has a capacity of 10L. It is not accessible in flight. It may also be used to store other items to be used after landing.



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 (1)

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.

To tighten: pull down on the red dotted loop

To loosen: pull up on the BLACK loop on the top of the shoulder strap.

LEG STRAPS (2)

The leg strap lengths are not adjustable.

ABS STRAPS (3)

The ABS system can't be adjusted on the Genie Race 6

LUMBAR STRAPS (4)

Below the chest straps are three lumbar adjustment straps for fine-tuning back support and comfort. The upper strap adjusts the seating angle, while the two lower straps distribute pressure evenly across the lower back, helping to achieve balanced support and improved comfort throughout the flight.

SEAT HEIGHT ADJUSTMENT (5)

The Genie Race 6 introduces a new rear seat height adjustment. This system changes the height of the rear section of the seat, allowing you to fine-tune lower leg support and the seat angle in flight for improved comfort and a more personalised flying position.

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

VIDEO MANUAL

- You also can check the video manual for the harness wearing guide of the Genie Race 6
- <https://youtu.be/xdhb2leidFc>



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 BLACK AND RED LOOP. TO LOOSEN, PRESS THE BUTTON ON THE METAL TRIMMER.

SIDE STRAP (2)

The side adjustment straps allow you to adjust the angle of the lower back. 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 best comfort depending on the flying style of the pilot.

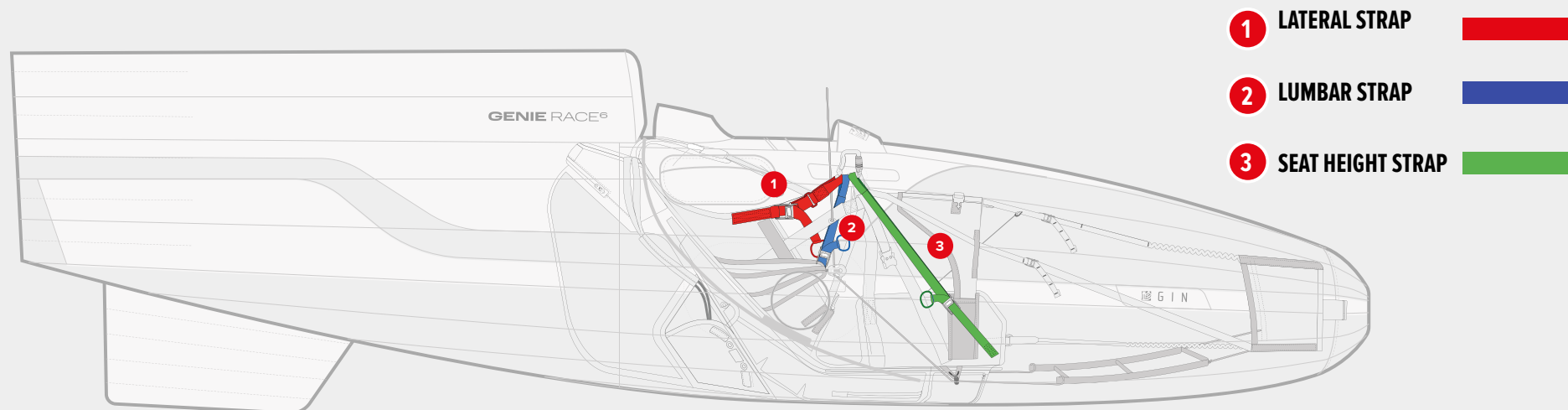
TO TIGHTEN, PULL UP ON THE BLACK WEBBING. TO LOOSEN, PULL UP ON THE BUCKLE.

SEAT HEIGHT STRAP (3)

The seat height straps allow you to adjust the support under the back of your thighs by changing the height of the rear section of the seat. The correct setting provides gentle support without creating excessive tension. If the straps are too tight, it will be difficult to keep your feet comfortably on the footplate. If they are too loose, the seat will not provide adequate leg support.

The adjustment is made using a metal cam buckle. To tighten or loosen the strap, simply operate the buckle lever and slide the webbing to the desired position. Reference marks on the webbing help you set both sides symmetrically.

TO TIGHTEN, PULL FORWARD ON BLACK AND RED LOOP. TO LOOSEN, PRESS THE BUTTON ON THE METAL TRIMMER.



COCOON ADJUSTMENTS

The cocoon should be tight and the harness fabric should be smooth and wrinkle-free to create the most aerodynamic shape. The nose of the cocoon should form a straight line and point slightly down.

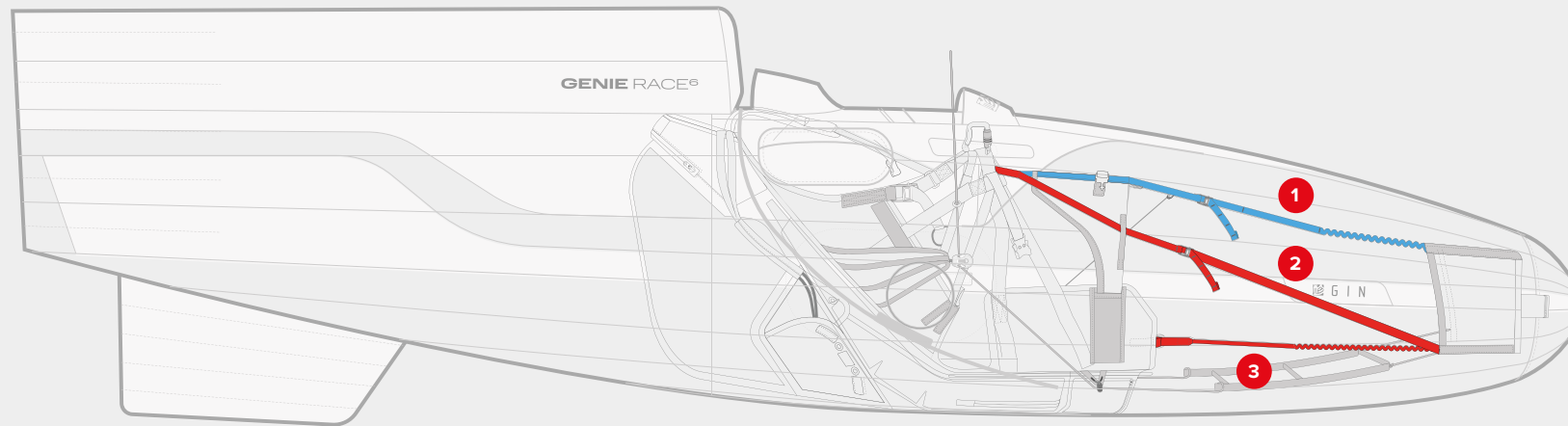
(1) Tighten the upper line to raise the nose of the cocoon, loosen to allow the nose to drop and extend the length of the cocoon. There are 7 markers on each adjustment line to help maintain symmetry.

(2) Tighten the lower line to adjust the overall length of the pod

There are 7 markers on each adjustment line to help maintain symmetry.

SPEED BAR

Hanging in the simulator, adjust the length of the speed bar cord so that the bar hangs at least 15cm below the front of the harness. Making the cord 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.



COCOON ANGLE OF ATTACK

In order to get the maximum of performance out of your harness, the angle of attack should be 0° , compared to the horizon line. Having the nose too high will not only affect performance, but also vision. Having the nose too low will have a detrimental effect on performance.



LEGS TOO HIGH

Release the upper line



LEGS TOO LOW

Pull the upper line



RIGHT POSITION

GUIDE TO PUTTING ON THE HARNESS

It is very important to put on the harness in the correct order and in the right way. Forgetting the leg straps or wearing the harness incorrectly may result in a fatal accident.

Please follow the following guide to learn how to put on the harness.

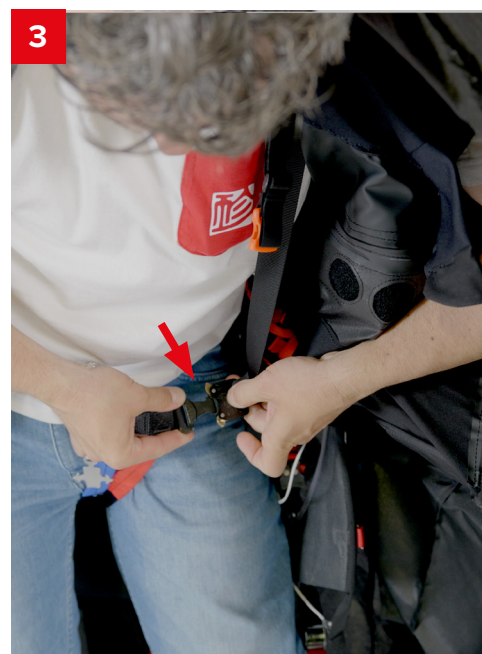
⚠ WARNING: Forgetting to connect the leg straps will place the pilot at risk of falling out of the harness, which may be fatal.



Introduce your arm inside the **shoulder strap** and take it out through the vest arm hole. Take care the shoulder strap is also being worn.



Introduce the other arm.



Close the first chest main aluminium buckle



Close the next buckle



VIDEO MANUAL

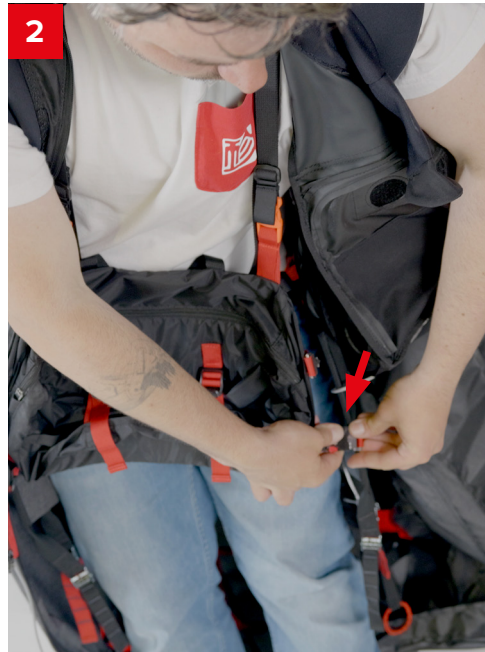
- You also can check the video manual for the harness wearing guide of the Genie Race 6
 - <https://youtu.be/xdhb2leidFc>

ATTACHING THE BALLAST CONTAINER (OPTIONAL)

We always recommend to fly with the ballast container even if it's empty, as it helps for the overall stability of the harness.



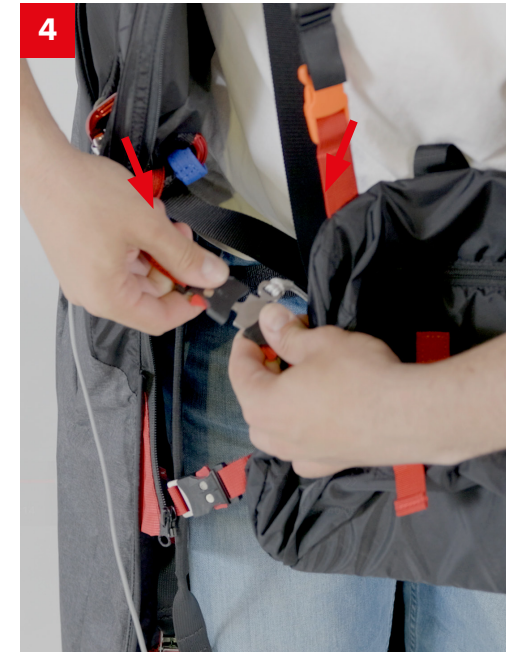
Attach the shoulder strap with the orange plastic buckle



Connect the front support pillar metal buckle and adjust the volume of the container with the red straps



Connect the upper metal buckle to the male buckle of the **anti-forget system**.



Connect the two buckle halves and ensure they are fully engaged before take-off. After hearing the “click”, perform a tension check by pulling firmly on the connection to confirm it is securely locked.

CLOSING THE TOP ZIPPER

Attach the zipper slider and fully close the zipper until the end. If the zipper is not fully closed, the air pressure of the harness will be reduced. This will influence the external shape and may result in a loss of performance.



Attach the zipper slider at the bottom of the top zipper



Pull the slider until the top of the zipper
(To the neck)

ATTACHING THE FLIGHT DECK

The flight deck is designed to securely carry your flight instruments while keeping them easily accessible during flight. It is removable, allowing you to take your instruments with you after landing without disconnecting them from the flight deck.



The flight deck attaches to the harness with a magnetic connection at the top. For added security, a safety attachment loop is located at the lower left corner to prevent the flight deck from being lost in flight.



To secure the safety loop, pass the aluminium pin through the attachment loop located at the bottom left of the panel.



Once the safety loop is secured, simply bring the panel close to the container. The magnetic connection will automatically align and attach it in place.

G-CHUTE CONNECTION

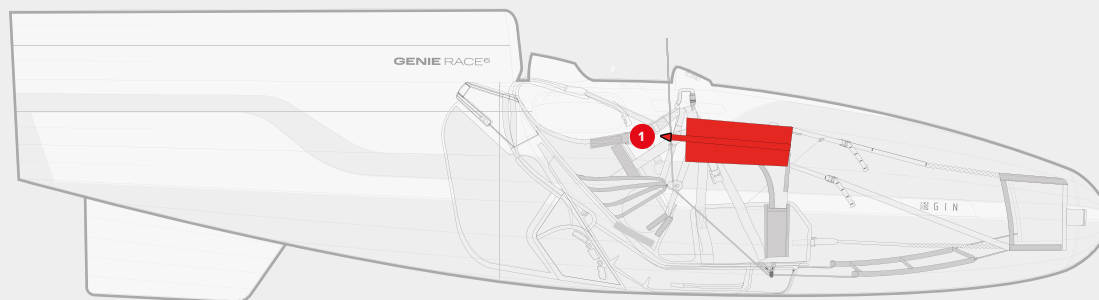
On high-performance paragliders, a spiral dive can generate very high G-forces, exposing the pilot to significant physical strain. A G-Chute is a drag parachute designed to reduce these forces, allowing the pilot to achieve a high rate of descent without being subjected to the same level of G-force as in a steep spiral dive.

The side pocket includes a dedicated compartment specifically designed to hold the new lightweight G-Chute.

Inside the compartment, a webbing strap fitted with a Maillon is provided for attachment. Connect the G-Chute to the Maillon and ensure that it is fully closed and correctly tightened before flight.

Once connected, place the G-Chute inside the dedicated compartment, making sure that the attachment strap is not twisted and that the deployment handle remains easily accessible.

NOTE: This compartment is specifically designed for the new lightweight G-Chute. GIN cannot guarantee that drag parachutes from other manufacturers will fit correctly. It is the pilot's responsibility to assess and verify that any alternative drag parachute can be safely accommodated in the compartment without affecting its correct deployment or operation.



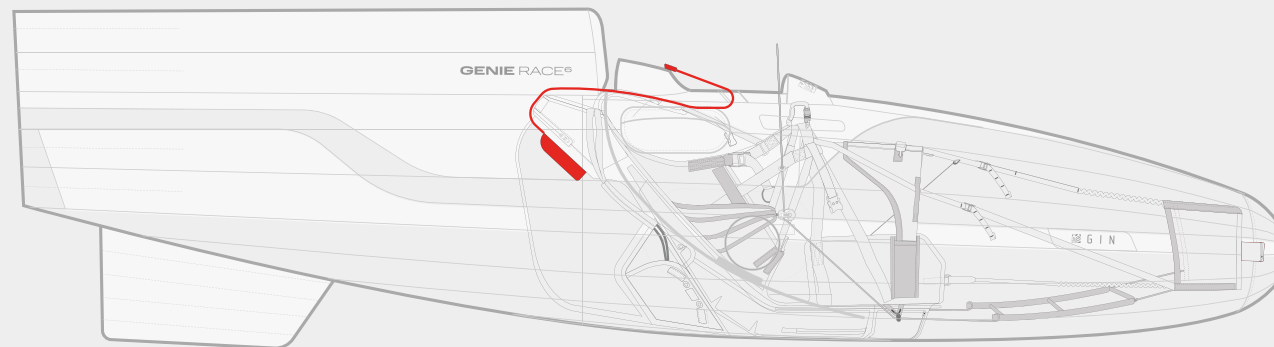
HYDRATION SYSTEM ROUTING

The hydration bladder is stored in a dedicated zipped compartment located inside the rear pocket of the harness.

Route the drinking tube from the rear compartment along the shoulder strap. Pass it through the retaining loop on the shoulder strap to keep it securely in position and prevent it from moving during flight.

The front chest pocket includes a dedicated routing channel for the tube. Pass the tube through this channel so that the mouthpiece remains easily accessible to the pilot throughout the flight.

Before take-off, make sure that the tube is routed correctly, is not twisted or trapped, and does not interfere with any adjustment straps, buckles or safety systems.

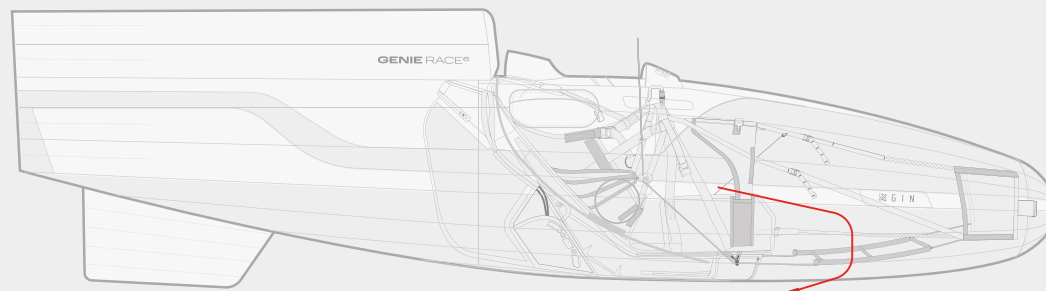
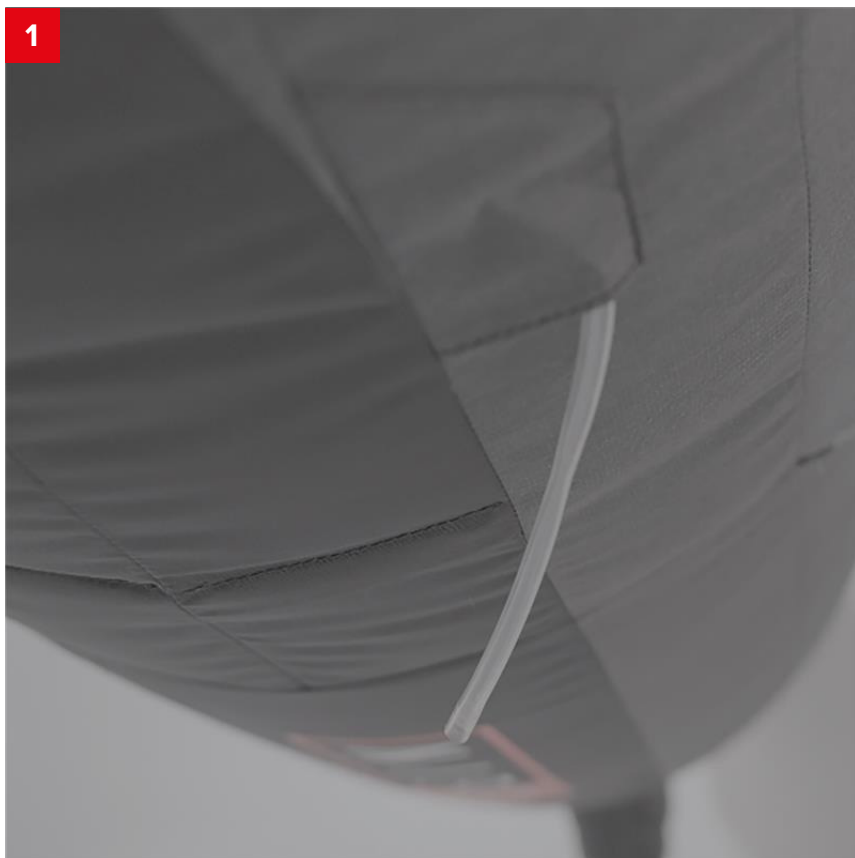


OUTLET FOR CATHETER SYSTEM

The harness features a dedicated catheter tube outlet at the rear. The outlet is directed towards the back of the harness to allow the tube to exit cleanly without interfering with the pilot or other components.

The outlet is constructed with a double layer of fabric. This helps to hold the tube securely in position and prevent it from moving during flight, while also minimising air leakage and helping maintain the correct pressurisation of the harness.

Route the tube carefully through the outlet and make sure it is not twisted, trapped or excessively tensioned. Before take-off, check that the tube is correctly positioned and does not interfere with any straps, buckles, rescue systems or moving parts.



FLYING WITH THE GENIE RACE 6

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!



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

i IMPORTANT: The maximum clip in weight of the Genie Race 6 is 120kg, we do not recommend you fly with more than this weight.

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.

Landing with the Genie Race 6

Before landing, open the magnetic cocoon closure to free your legs. Then slide your legs forward into the standing position. NEVER land in the seated position. It is very dangerous, even with back protection. Standing up before landing is an essential active safety precaution.



i 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 in doubt, get it out!".

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.



Towing

The Genie Race 6 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 6 is not designed for tandem flying. See 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.

Remember to take out the legs from the cocoon before any water landing.

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.

If minor damage occurs, you can order specific sticky fabric for the outershell of the Genie Race 6. Please get in touch with your local dealer to order.

If major damage occurs to your outershell, it can be ordered separately and easily fitted to your base structure. Please get in touch with your local dealer to order.

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.

! 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.*

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.
- ⊙ 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.
A sticky repair fabric is available that you can order to fix small tears to the outershell

Storage

Store 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.

If you find your Aerocone not inflating well, consider putting fewer items in the back pocket, as the air intake might be blocked



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 any important safety updates.

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!



G | N

Fly safely, and...**ENJOY!**

GIN team

MATERIALS

Harness fabric				
Outer	Oxford 210D Ripstop PU 60” BLACK	NP 70D HEATHER PU2 58” (vol.12 #76) Dark Grey	NFD BABY R/S (vol.11#63) Dark Grey	MJ40 30*30 R/S MF 62” Black
Inner	Nylon HD 210			
Webbing	Nylon HD 210 20mm	Polyester 30mm/25mm/20mm		
Thread	100% Polyester	P/F 210D/9 bonded	P/F 210D/4 bonded & P/F 210d/6 boned	

PILOT DETAILS / PROOF OF OWNERSHIP

1. Owner

Name:

Address:

Phone:

Email:

2. Owner

Name:

Address:

Phone:

Email:

3. Owner

Name:

Address:

Phone:

Email:

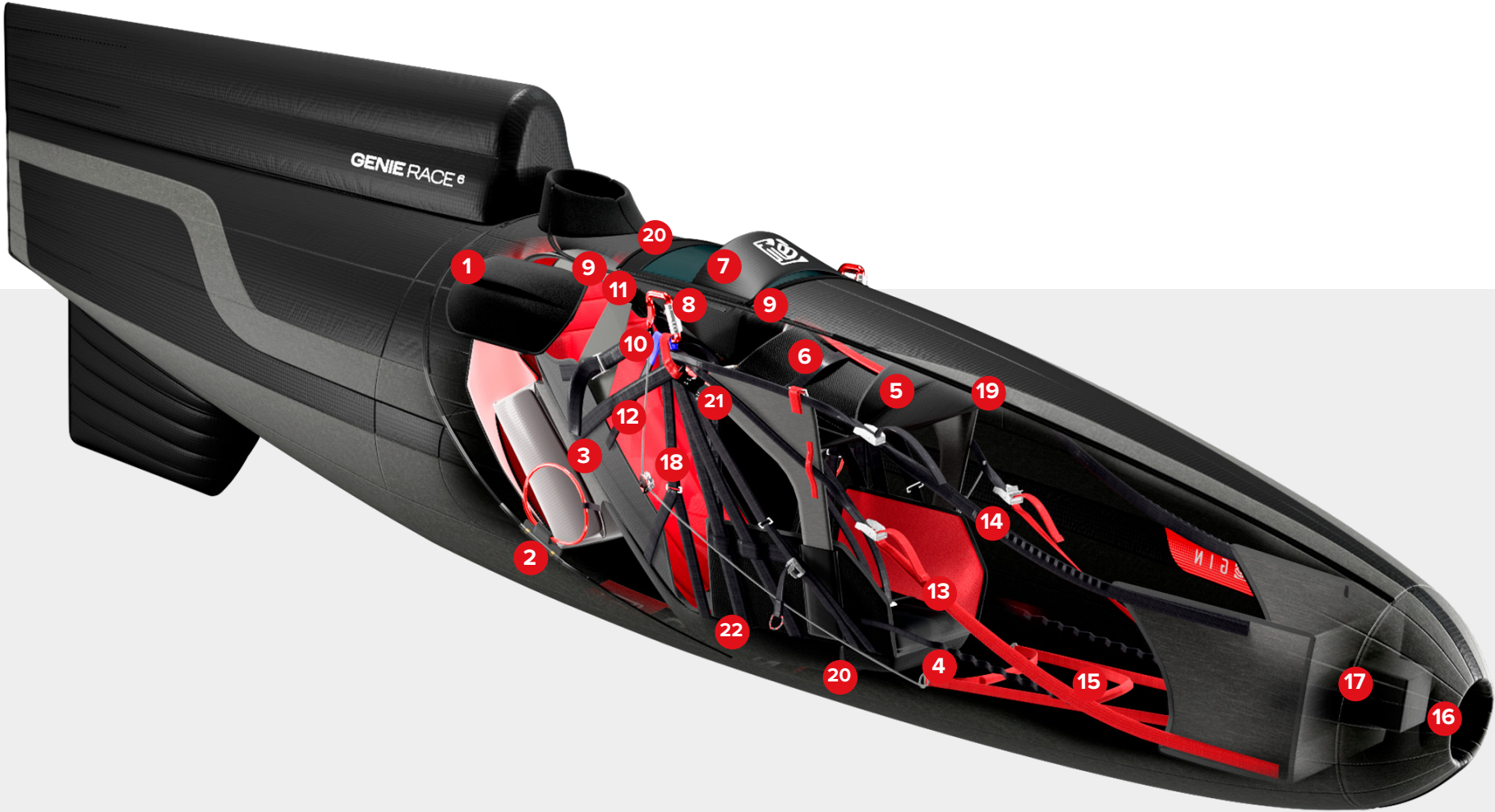
HARNESS DETAILS

Size	Colour	Serial Number
Check flight (date):		
Mark and signature:		

INSPECTIONS AND REPAIRS OVERVIEW

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

HARNESS DIAGRAM



HARNESS DIAGRAM

- | | | | |
|---|---|---|--|
| 1 Back pocket
<i>30L capacity</i> | 8 3 Chest pockets
<i>For food or small items</i> | 15 3 Step asymmetric speedbar
<i>Included</i> | 6 Ballast container
<i>10 L capacity</i> |
| 2 2 Rescue containers
<i>4.6 + 4.6 L (M Size)</i> | 9 H2O + radio mic routing
<i>Chanel to back pocket</i> | 16 Front air inlet | |
| 3 2 Rescue handle and innerbag | 10 30mm Gin aluminium carabiner | 17 Foot plate with foot pad
<i>3 different lengths: 2.5cm / 5cm / 7.5cm</i> | |
| 4 Underseat pocket
<i>3L capacity, suitable for ballast</i> | 11 Adjustable shoulder straps
<i>Adjustable in flight</i> | 18 Rostan pulleys
<i>40 mm ratchet pulley</i> | |
| 5 2 External side pockets
<i>With G-Chute attachment</i> | 12 Lateral straps
<i>Adjustable in flight</i> | 19 Side magnet closing
<i>Easy opening and closing system</i> | |
| 6 Ballast container
<i>10L capacity</i> | 13 Leg length trimmer | 20 Outlet for catheter system
<i>(pee tube)</i> | |
| 7 Dual cockpit
<i>Easy access during flight</i> | 14 Cocoon angle trimmer | 21 Cobra buckles
<i>Get up system</i> | |
| | | 22 Multilayer full back protector | |





Gin Gliders

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Mohyeon-myeon, Cheoin-Gu,
Yongin-city, Gyeonggi-Do,
17036 Korea

www.gingliders.com