EN

User manual

v1.2 - 02/2026

Yeti Race

Yeti Race COCOON HIKE & FLY

CONTENTS

Yeti Race

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

GIN

! 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 100kg, 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!

GIN

SPECIFICATIONS

Size	XS	S	M	L	XL
Pilot height (cm)	<165	165-175	170-180	180-190	190-200
Weight of harness (kg)	1.80	1.90	1.95	2.05	2.15
Volume of rescue container (L)	3.4	3.75	3.75	4.1	4.1
Certification	EN+LTF+CE	EN+LTF+CE	EN+LTF+CE	EN+LTF+CE	EN+LTF+CE

CERTIFICATION

The Yeti Race has **EN** certification, max load 100 daN
Certification number: **PH_481.2025**

DELIVERY PACKAGE

1 Harness
1 Rescue handle and inner container
2 Rescue bridle
2 Carabiner
1 Speedbar (3 steps)
1 air protect

BACK PROTECTION

Inflateable protector

FEATURES YETI RACE

1 PERFORMANCE

The overall aerodynamics of the harness has been optimized in order to get the maximum performance possible for this kind of harness.
The height and shape of the aero cone have been optimised to reduce the parasitic drag caused by the pilot's head and to reorganise the airflow, resulting in improved performance.

2 SAFETY

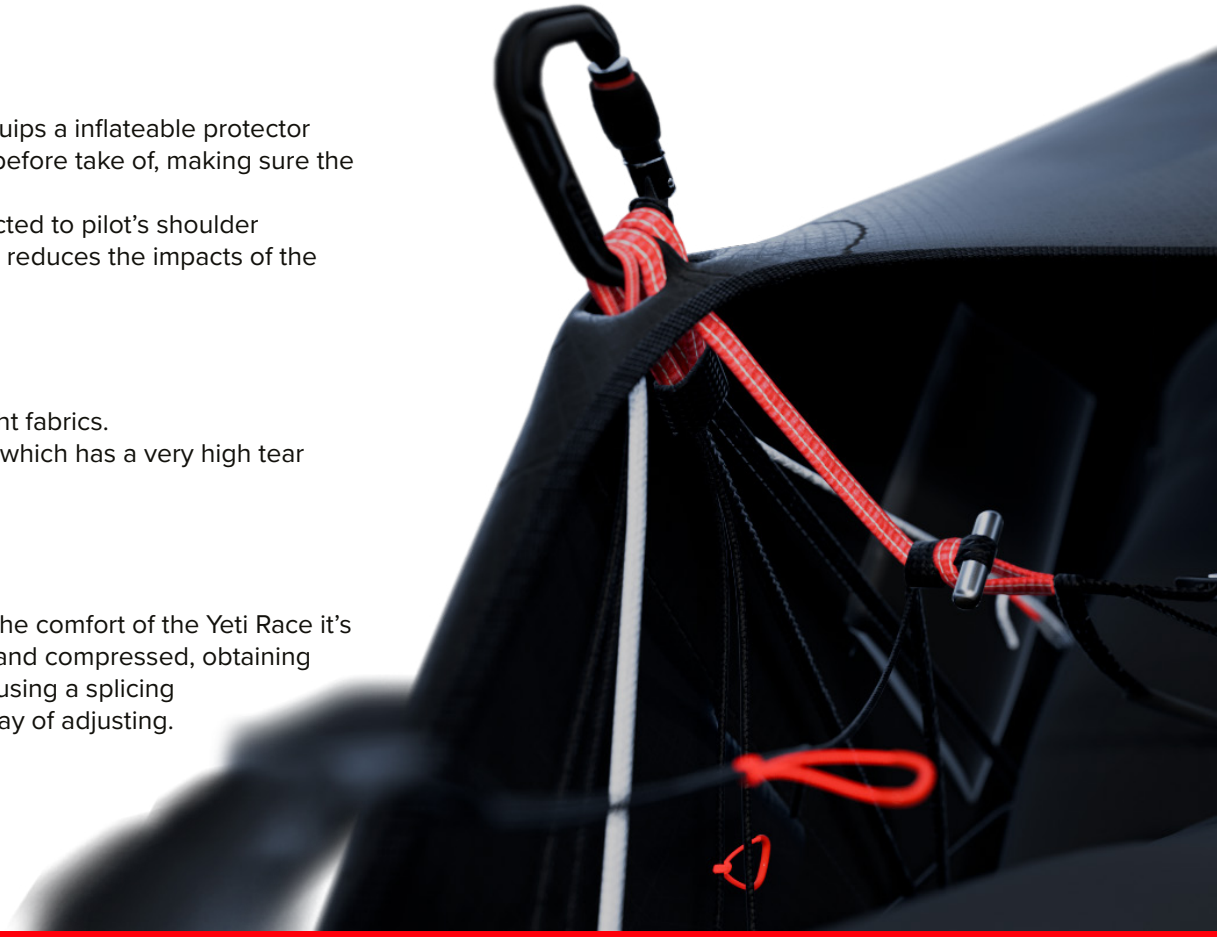
Despite being the lightest pod harness we have ever produced the Yeti Race equips a inflateable protector which offers high level of safety after impacts. The protection system is inflated before take of, making sure the pilot is protected at any flying phase.
The Yeti Race has underseat rescue container and the rescue bridles are connected to pilot's shoulder attachment points. This rescue position simplify the clipping in process, and also reduces the impacts of the rescue while manipulating on ground operations.

3 QUALITY

Choosing only the best quality materials, buckles, zippers and state of the art light fabrics.
The Yeti Race has been made out of Extreema fabrics, a durable ultralight fabric which has a very high tear resistance and great resistance to abrasion.

4 COMFORT

Thanks to an innovative base structure with strategic structural reinforcements, the comfort of the Yeti Race it's outsanding for it's category. All the basement components are able to be blend and compressed, obtaining a very low packed volume. The harness counts with multiple adjustment points, using a splicing system on the 4mm dyneema webbings that offers full adjustments in an easy way of adjusting.



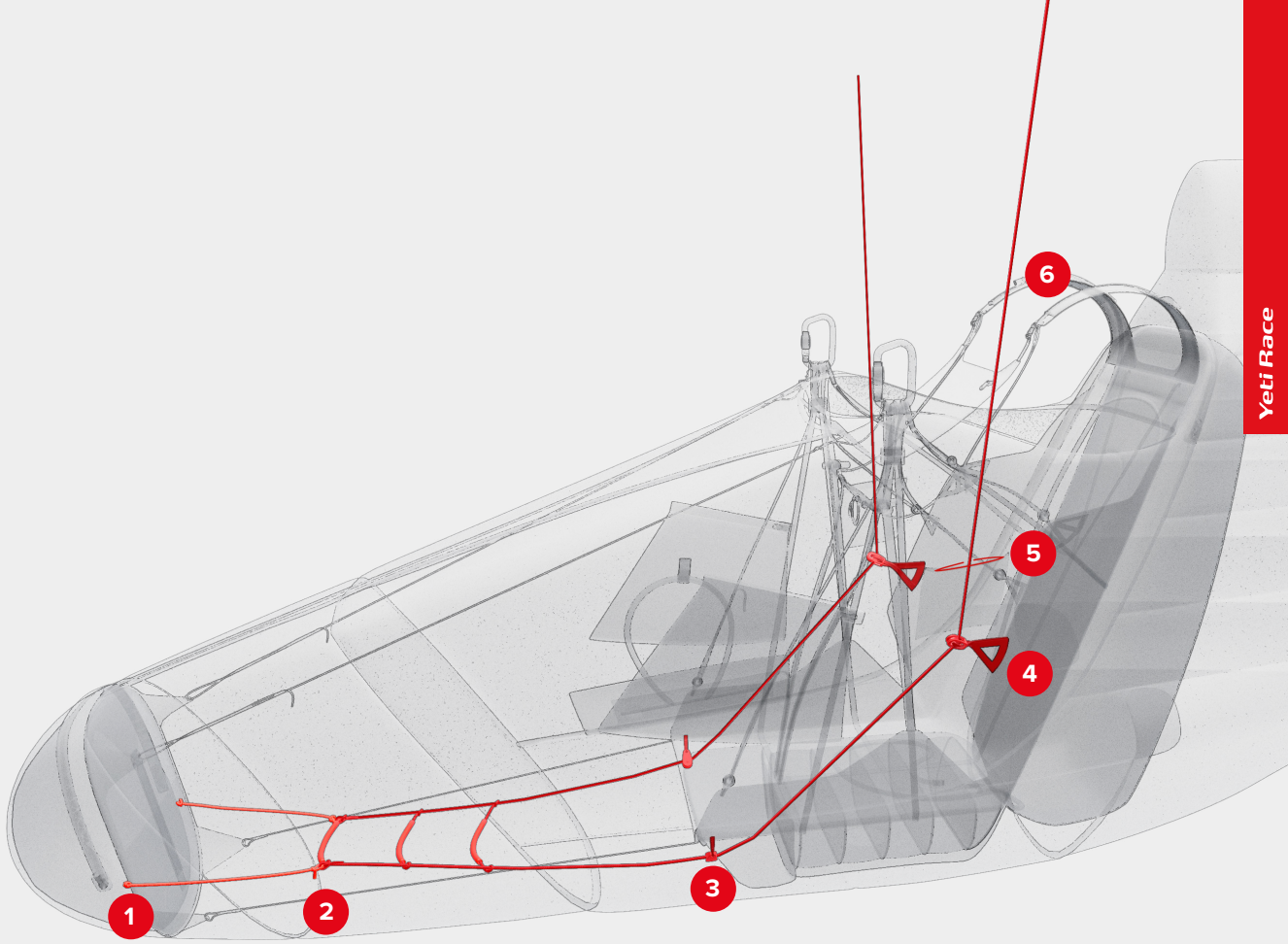
BEFORE YOU FLY

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

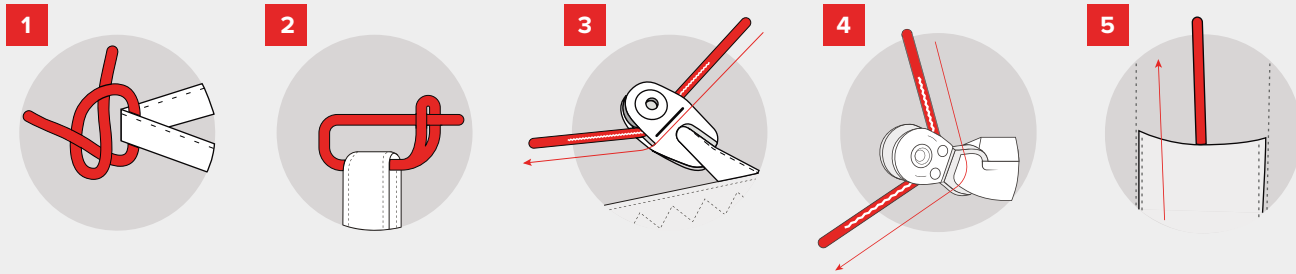
Gin Gliders recommends that assembly be carried out in the following order. If you are in any doubt whatsoever about this procedure, please seek professional advice from your instructor, GIN dealer or importer.

INSTALLING THE SPEED SYSTEM

Assemble the speed system from top to bottom. Pass the chord along the inside of the harness and route it through the Speed pulley (1). From the pulley, route the chord through the second pulley at the bottom edge of the seat (2). Route the chord through the final metal ring and connect to the speed bar (3). Connect and adjust the supplied elastic chord to fix the speedbar to the foot plate for easy access.



! *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.*



CONNECTING THE RISER CARABINER

The riser carabiner connection has only one harness strap that must be attached, this is more easy to connect and the carabiner does not rotate inside the webbings. The RIGHT side of harness has BLUE webbing connection, the LEFT side of the harness has a RED webbing connection to match GIN Glider risers for a safe and easy connection. QUICK-OUT Carabiners are not compatible with the Yeti Race.

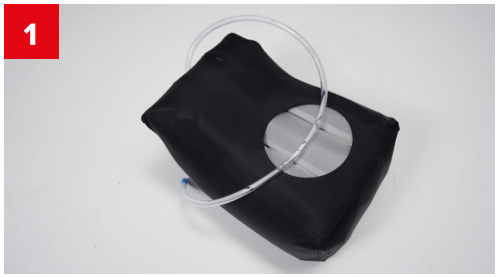
BLUE webbing indicates the RIGHT side of the harness

BACK PROTECTION

To install the back protector in the Yeti Race harness, first open the zipper compartment under the seat. Insert the back protector with the narrow end first.

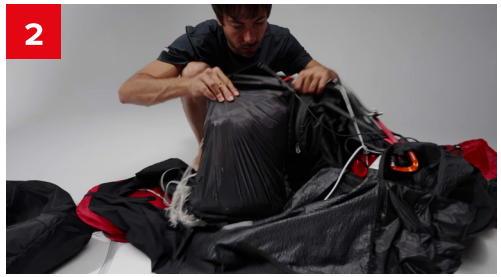
Help guide the back protector into the proper position. The back protector should fit snuggly into the container. Once you are sure the protector is in stalled correctly, close the protector compartment.

1



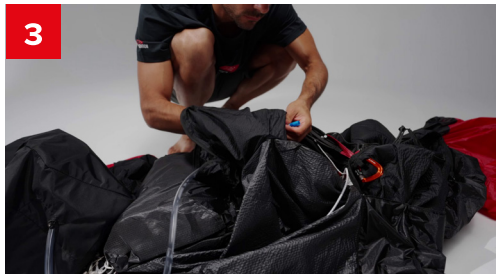
Make sure the hole is facing the seat

2



Open the pocket located underneath the seat

3



Pass the inflation tube through the side hole

4

Place the protector inside

5

Close the pocket

6

Pass the inflation tube through the side of the back pocket

7

Place the tube on the shoulder pad through the indicated hole.

8

Anchor the tube in the resting position

9

Test the system by inflating it

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

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

WARNING: After any strong impact the back protection should be professional inspected for external or internal damage. Any damage can decrease the effectiveness of the back protection.

NOTICE: The back protection is EN / LTF certified.

RESCUE INSTALLATION AND COMPATIBILTY CHECK

Gin Gliders recommend that rescue installation is performed properly by a competent person. The rescue parachute is a pilots 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 rescue parachutes. Other manufacturers'ultra-light rescues may also be used but we cannot guarantee their function.
The pilot is responsible for checking compatibility. Every first installation of a rescue system into the harness (that means every new combination of harness and rescue system) must be checked by a qualified paragliding professional for compatibility. To verify the installation, you must perform a test deployment by sitting in a simulator. Rescue parachutes should be repacked at least every 150 days; so installing your rescue in a new harness may also provide a good opportunity for a repack.

After every repack of the rescue parachute you should also do a compatibility check.

RESCUE COMPATIBILITY

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

VIDEO MANUAL

You also can check the video manual for the rescue installation of the Yeti Race:

https://www.youtube.com/watch?v=Nx1BoxJSX1k

! *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.*

THE RESCUE DEPLOYMENT BAG AND THE HARNESS DEPLOYMENT HANDLE

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

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

The rescue handle and inner container supplied with the Yeti Race should already be connected.
The rescue handle should be connected to the central connection point on the deployment bag.

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

INNER BAG

1

Handle attachment

2

Pass the handle through the center loop

3

Pass the handle through itself

4

Pull to make a clean, tight knot

RESCUE INNER BAG PACKING

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

1

Place the folded rescue into the inner bag

2

Cover the left and right sides and secure the rubber ring to the eyelet.

3

Cover the top side down and pass the rubber ring through the eyelet

4

Make a loop about two sections of the rescue line and fix it to the rubber ring that has passed through it.

5

After organizing the lines, cover the bottom and pass the rubber ring through the eyelet

6

Make a loop about two sections of the bridle line and fix it to the rubber ring

CONNECTING THE RESCUE BRIDLE

To connect a rescue to your harness we recommend using a GIN Rescue Carabiner or using a webbing connection. If you choose to use different type of connector, it should be rated at least 9 times the maximum weight. For example, our recommended 8mm Stainless Steel screw-gate maillon (square) connector has a minimum breaking load of 28kN (2855 Kgf). It is the pilot's responsibility to check the compatibility of the rescue system and ensure that it is installed properly. To save weight it is possible to connect the rescue and harness together with a webbing connection. Tape the connected to ensure it does not slip over time.

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.

Webbing connection (Recommended by Gin Gliders)

6MM SQUARE MAILLON
BREAKING LOAD: >28KN

MAILLON CONNECTION *(RECOMMENDED BY GIN GLIDERS)*

SHOULDER ATTACHMENT POINT

The Yeti Race 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 bridles are not secure they may burn or cut from excess friction.*

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

If the inner container used is not supplied with the harness, the user must check that the length between the handle and the container does not allow .

RESCUE INSTALLATION GUIDE

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

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.

RESCUE INSTALLATION GUIDE

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

Using parachord install your rescue into the harness in the order shown and on the next page:

RESCUE COMPARTMENT VOLUMES

Size	XS	S	M	L	XL
Volume of rescue container (L)	3.4	3.75	3.75	4.1	4.1

RESCUE INSTALLATION GUIDE

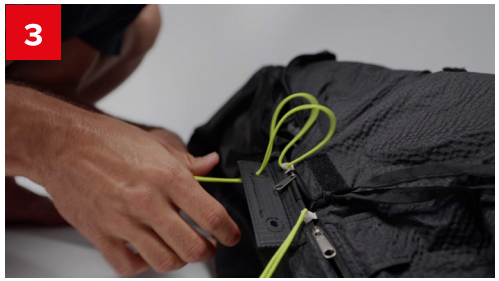
1

Tie the ready rescue with the brides

2

Put in the Rescue so that the handle is up

3

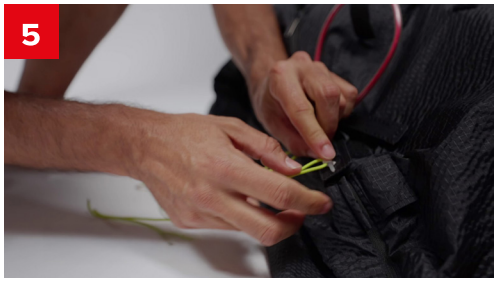


Place the Rescue Handle in place through Velcro. Keep plastic wires through both white straps

4

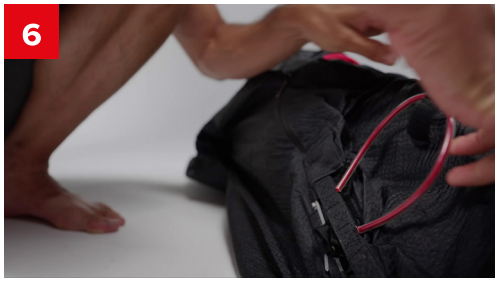
Pass both wires through the holes prepared

5



Pull the wire through the handle plastic, then remove the wire

6

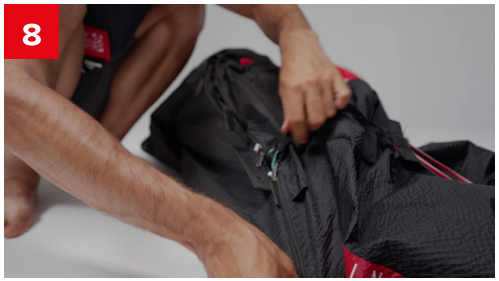


Cover the plastic handle and both ends of the support with fixing fabric

7

Unzip the back of your neck and tie the bridle to a red loop

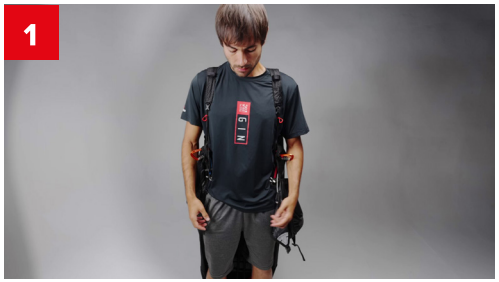
8



Close the zipper connection to wrap up

HARNESS CLIP IN GUIDE

1

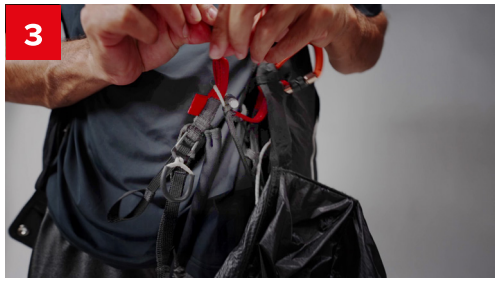


Put your arms through your suspenders. Control the length of the strap according to the size of your body

2

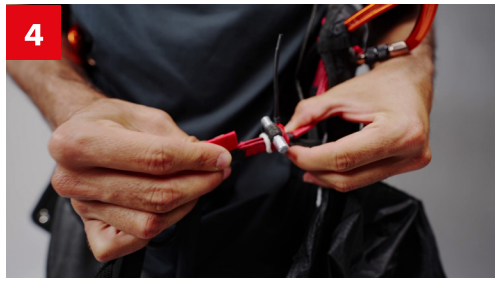
Hold a red loop in your right hand, and a metal rod in your left hand

3



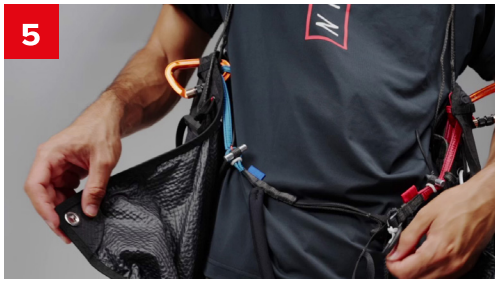
Pass the red loop through the white loop attached to the metal rod

4



Pass the metal rod through the red loop and pull both sides to fix

5



The right blue loop can be connected like the left red loop

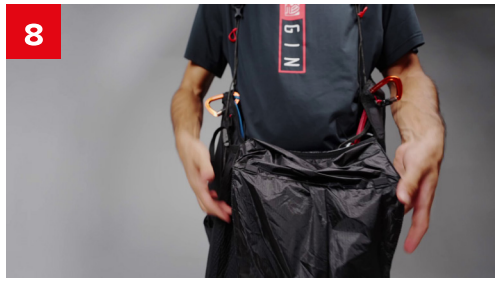
6

Then you can connect the safety line as shown in the picture

7

Attach the magnet on the safety line to the cockpit

8



Connect the buckle attached to the cockpit to the shoulder strap
Then you're done wearing the harness

STORAGE

BACK POCKET (1)

The back pocket is designed to store the pilots rucksack and other light accessories during flight.
The back pocket is closed by a draw string chord and has 24L of storage space.

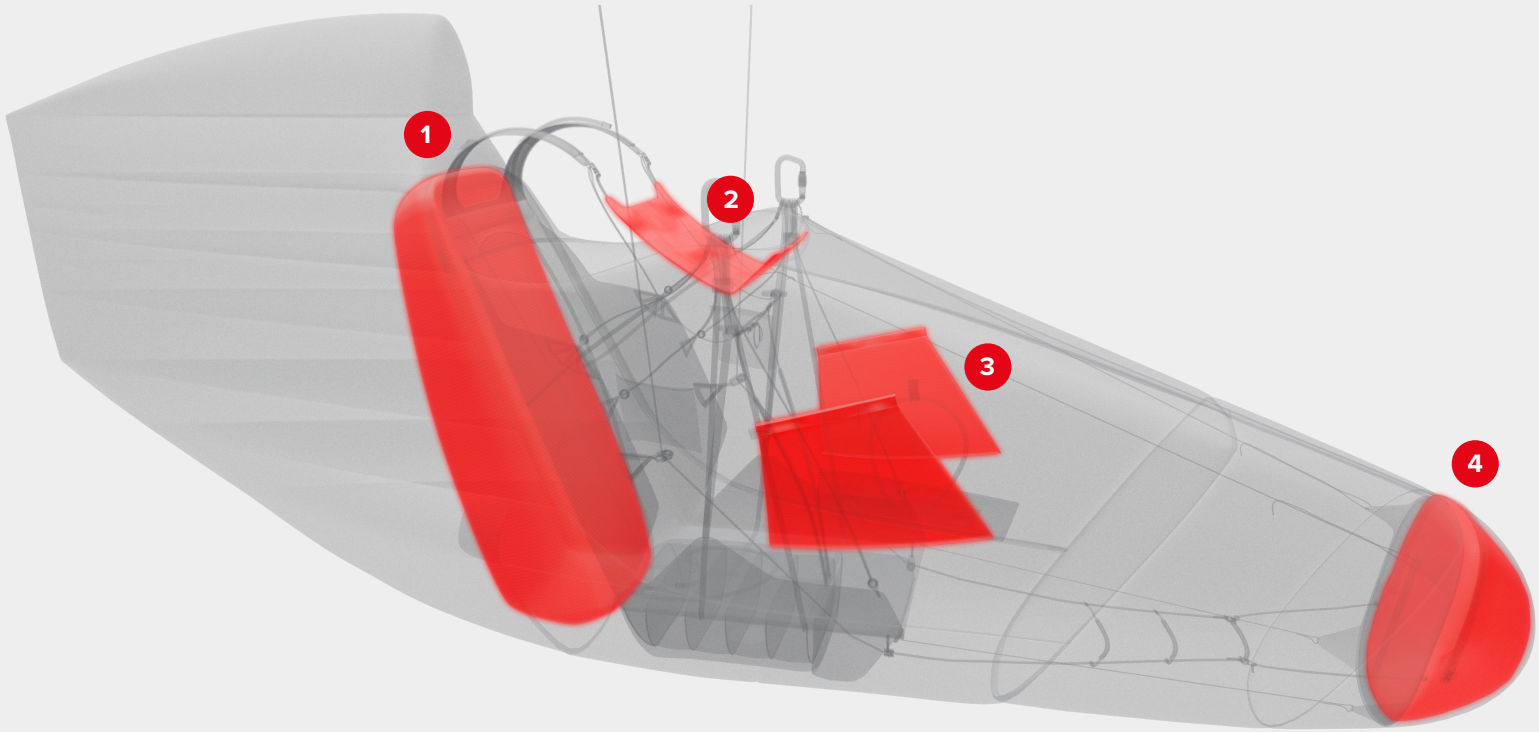
CHEST POCKET (2)

SIDE POCKETS (3)

Two zippered side pockets accesible during fly.

FRONT POCKET (4)

Frontal zippered pocket.



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.

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 line with the blue webbing on the end.
To Loosen: pull down on the red line loop on the top of the shoulder strap.

LEG STRAPS (2)

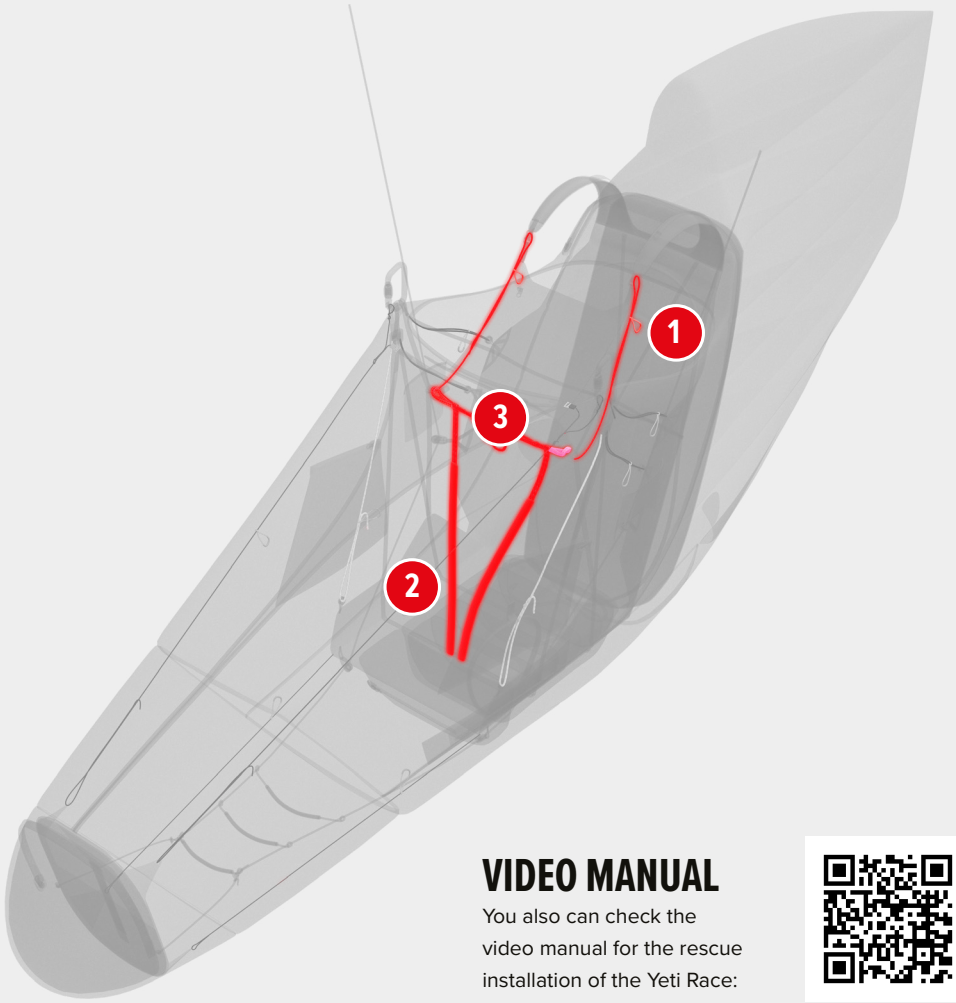
The leg straps are not adjustable on the Yeti Race .

CHEST STRAP (3)

The Chest strap can be adjusted to match the flying conditions and pilots flying style. The left leg loop is coloured red and the right is coloured blue to avoid twisting when connecting.

Wide: the pilot will feel more feedback from the glider and will have more body weight control.
Narrow: the pilot will feel less turbulence and is a better position for long glides on speedbar.

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



VIDEO MANUAL

You also can check the video manual for the rescue installation of the Yeti Race:

https://www.youtube.com/watch?v=Nx1BoxJSX1k

LATERAL LINES

The lateral lines adjust the angle between the thighs and the back. Lengthening the lines increases the angle and vice-versa. The lines cannot be adjusted while under tension, so it is best to adjust before flying on the simulator. 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, release your weight from the line and then pull the red tabs. To loosen pull the line in the other direction.

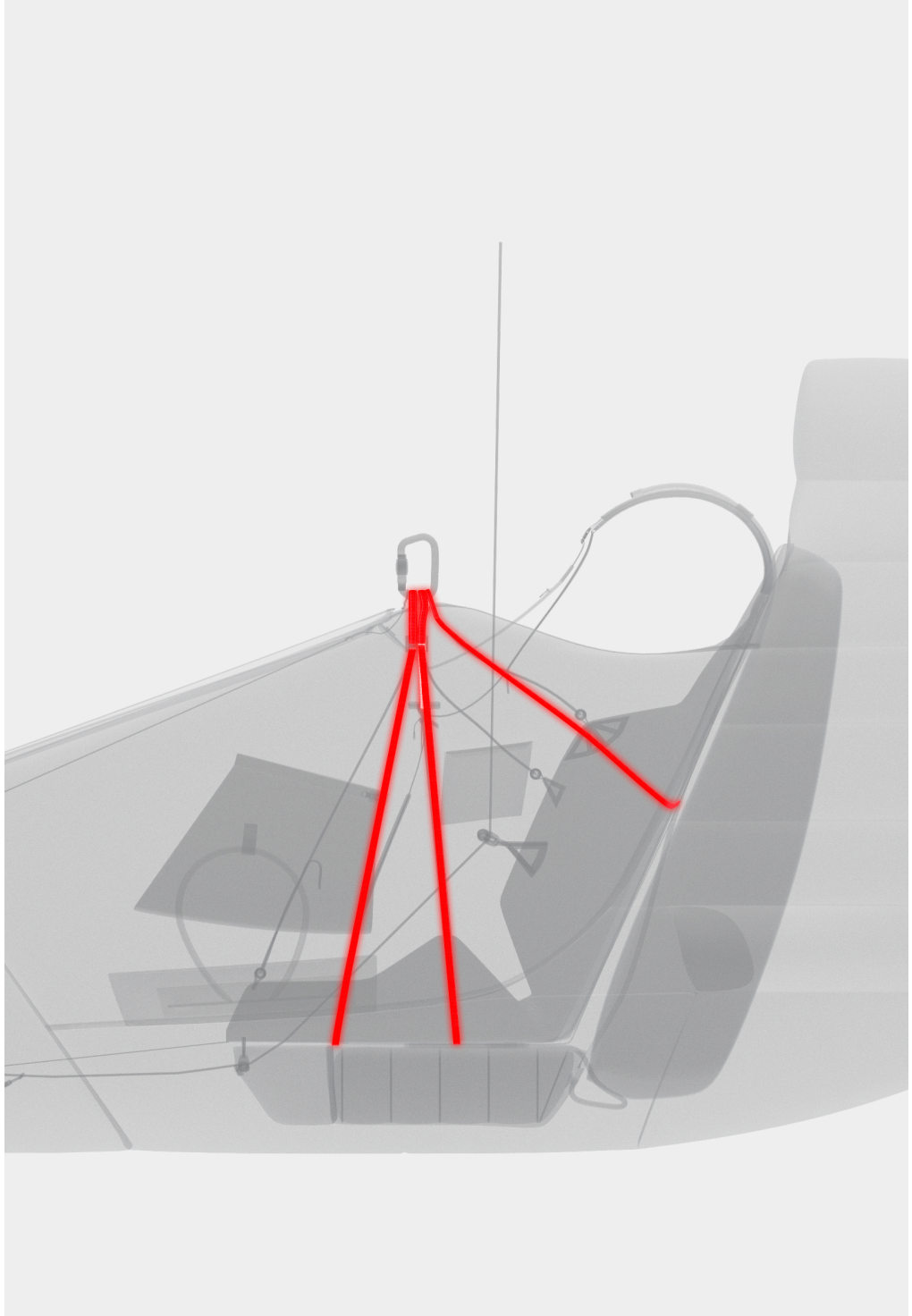
The lower lateral line cannot be adjusted in the air, to adjust you must slacken the loop at the connection on the body of the harness and then adjust the line, insure the loop is tight again before flying.

SEAT DEPTH

The seat depth cannot be adjusted due to the construction of the body of the harness and as such has been designed to be comfortable for all pilots.

SPEED BAR

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



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. 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

FLYING WITH THE YETI RACE

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 Yeti Race is 100kg, 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 Yeti Race

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. Standing up before landing is an active safety precaution.

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.

Miscellaneous

TOWING
The Yeti Race 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 Yeti Race 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. Don't land in the water with the cocoon zipper closed.

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 Yeti Race. 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.

https://www.gingliders.com/en/about/support/register-gear/

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...**ENJOY!**
GIN team

GIN

TECHNICAL DATA

Size	XS	S	M	L	XL
Carabiner distance (cm)	42 - 56	42 - 56	42 - 56	42 - 56	42 - 56

MATERIALS

HARNESS FABRIC	
Outer	70D Extreema
Inner	70D Extreema
WEBBING	4mm Dyneema
	Polyester 20mm
THREAD	100% Polyester, P/F 210D/9 bonded, P/F 210D/4 bonded & P/F 210D/6 bonded

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

1 Back pocket
16L capacity

2 Rescue container
3500 cm³ volume (M size)

3 Rescue handle and innerbag

4 Removable back protection
For large vivac storage

5 2 Side pockets

6 3D Shaped baquet seat

7 Fiber glass frame
For optimum back support

8 Nose cone pocket
Zippered pocket for small items

9 Carbon fiber footplate

10 Edelrid Aura carabinners

11 Neoprene cover leg staps
For high comfort in the ground

12 Speedbar
Ultralight 3 steps speedbar

13 Leg length trimmer
Easily adjusteable

14 Cocoon angle trimmer
Easily adjusteable

15 Adjustable main strap
Easy adjust during flight

16 Side air inlet (2)

17 *Lumbar strap*
Can be trimmed in flight

18 *Allen 25mm Pulley*
(Single Til-On 8mm)

19 Protector intake pipe
To be able to inflate in flight

20 Outlet for catheter system
(pee tube)

21 Aluminum toggle main buckles
Double looping system

22 Adjustable shoulder straps
Easy adjust during flight

23 Internally stitch mini ribs
No external sewing for enhance durability

24 *Ultralight stretch fabric*

25 *70D Extreema fabrics*

26 MJ 29 MF
Aerocone fabric

27 Anti forget system
Easy opening and closing system

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