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## GENESIS

The new top-rated cocoon harness Genesis is designed for sportsmen and cross-country paraglider pilots, who seek comfort and safety with a minimal resistance of the harness to the air-flow. The Genesis harness system is the result of two years of flying tests, development work and experiments. A lot of prototype models were made in order to bring the strap system and the seat to perfection. We managed to create comfortable conditions for a pilot during long hours of flight, so that the pilot doesn't feel tired. At the final stage of conception the World Cup pilots were involved in order to make the most comfortable harness system for competitions. An optimal control, an innovative seat, an aerodynamic shape and a clean profile make this harness system an interesting object both for pilots in competitions and XC.

Innovative ideas and hard work on their realization brought brilliant results.

### Special characteristics and innovations:

- a new seat concept;
- balanced steering;
- a comfortable, ergonomic and individually adjustable seat back;
- a variety of adjustments, which allow to adjust the seat individually and optimally for the pilot;
- an improved leg support;
- an easy to use accelerator system;
- a reclined position and three-quarters recumbent pilot's position;
- an ideally fixed cockpit at a 90° angle to the pilot's line of sight assuring minimal glare and reflections;

- an aerodynamic shape of the rear fairing

### Safety:

- a front container for a rescue parachute with the possibility of deployment with any hand and in any direction (optional);
- a build-in container of a rescue parachute is situated under the right hand;
- ABS system;
- 18 cm multiple-unit protector.





### Equipment and harness elements:

- a large front container (48) with a big removable control panel (49);
- storage compartment in the frontal cockpit (50);
- three ballast compartments (2, 29, 50) with a total capacity of 15 l ballast;

- ballast drain valve (51);
- possible installation of drinking water system (29);
- a large rear compartment with a pocket for important things (4);
- a side pocket (42);
- a pocket for AntiG (43);
- get-up system;
- light-weight buckles (24);
- cockpit support system (20);
- length adjustment of the leg straps (21);
- a cocoon front fairing made of elastic windproof material (11);
- the inflatable front part of the harness contributes to its aerodynamic shape (7);
- a two-step accelerator (8);
- big bearing pulleys (53);
- self-locking bearing pulleys (optional);
- aluminium adjusters (56);
- locking leg straps for leg support in the cocoon (10, 6);
- a lightweight footrest made of perforated plywood (9);(optional (fiberglass /carbon;))
- a foam protector (3,11);
- an air intake that has a built-in reinforcement rib, which is attached with a velcro. Before packing into a rucksack the reinforcements must be unbuckled (41);
- flexible rod (5);
- a fixing mechanism of flexible hardness (60);
- plastic plates (61);
- seat hardness



## The Genesis Harness system is produced in three versions:

- with a front container for a rescue parachute;
- with a front and a built-in side container for a rescue parachute;
- with a built-in side placement of a rescue parachute.

## Specifications

Size	Pilot height (cm)
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XS	145-155 cm
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S	155-165 cm
---	------------

M	165-175 cm
---	------------

L	175-185 cm
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XL	185-200 cm
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- The weight of middle-sized models with a front rescue parachute placement is approximately 4,5 kg.
- The weight of middle-sized models with rescue is approximately 6 kg.
- The weight of middle-sized models with a side placement of a rescue parachute is approximately 5,5 kg.

## Airbag

An airbag (1) made of a lightweight material is filled during the flight

### Front container

There are 2 options for the front container (48) : The Flight Deck Genesis with a 10L ballast pocket or the Rescue Deck Genesis with a 5L ballast. The Genesis was designed with the front rescue deck container in mind and has been shaped specifically for a second. For pilots who don't need a second rescue we made the Flight Deck Genesis to incorporate a larger volume pocket.

The Rescue Deck Genesis container features a reserve deployment handle located on the center, used by two hands . The deployment handle has been strategically placed to help prevent accidental deployment. Now with two reserves, the risk of deployment failure is greatly decreased.



The front containers also feature a detachable instrument panel.



## Back protection

The Genesis harness is delivered with a foam protector (3) under the seat, comfort foam in the back and a fitted speedbag, footboard and speed lines. These parts can be removed for replacement or repair. Foam protector and comfort foam The foam protector compartment is under the seat, between the reserve and the ballast stowage. Open the zip fastener, and take out the foam protector. The comfort foam is in its own compartment in the back pocket. Open the zip fastener, and take out the comfort foam.

## Speed bar & Big pulley

Supplied with the Genesis is the 2 step speed bar (8). The multiple steps offer the pilot a greater range of speed control while using less energy. The speed system also utilizes the Viadana pulley to reduce the bar pressure and save energy on those longer flights.

## Storage

### Back pocket

There is a large back pocket (4) located inside the aerocone (rear fairing). The large back pocket can be used to store your rucksack and any extra gear you want to carry with you while flying. Sewn into the pocket is one pouch for a hydration pack. At the top of the pocket is a hole for your hydration hose. This can be passed through the reserve attachment points at the top of your shoulder straps for extra comfort.

### IMPORTANT:

- Overfilling the back pocket could prevent the correct inflation of the aerodynamic part of the harness.
- Arrange the objects evenly throughout the entire space of the dorsal pocket, so that the harness profile is not deformed.
- Do not place any objects inside between the inflatable section and the pocket.
- Remember to close the zip of the aerodynamic part of the harness, in order to ensure correct inflation.



### Hydration packs (e.g. Camelbak)

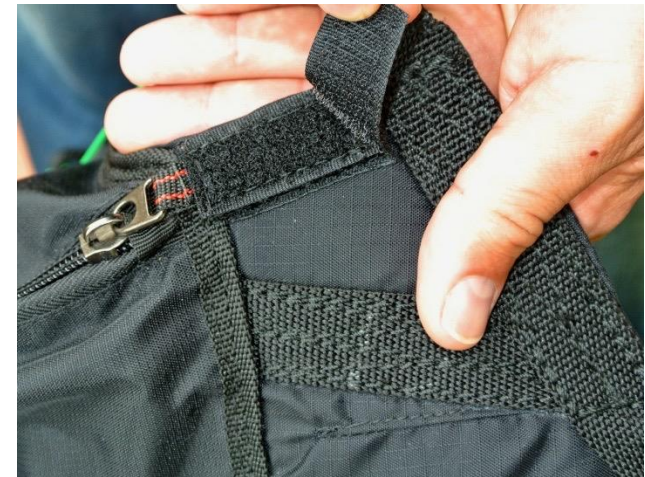
Located inside the large back pocket you will find a large pocket (29) for a hydration pack or



Camelbak . Place the water bag into the pocket and then pass the hose through one of the holes located at the top of the pocket and thread it out the hole at the top of the shoulder strap.

### Accessory Pockets

Located on the sides of the harness, under the carabiners, are two pockets (42) to keep your belongings safe while allowing easy access in flight. These pockets are ideal for quick access to small items. Inside the pocket you will see a loop of black cord, this can be used to secure something small like a camera.



### Seat Pocket

Underneath the seat is a zippered pocket that is designed as a ballast container (2). It is located in the ideal position for weight balance. Be careful not to overload as this may interfere with the deployment of your rescue. Attach the Velcro tab on the zipper to the pocket.

### Hook Knife (Optional)

Included with your Genesis is a hook knife installed into the right shoulder strap.



### Radio Pocket

Located on the left shoulder strap is a pocket designed to be used for radio

### Before USE

The harness system is supplied with basic settings and can be used for its intended purpose straight away. However, the harness can be adjusted according to the requirements of any pilot. It is recommended to begin all the adjustments from the basic adjustments specified by the



manufacturer in accordance with the instructions. These guiding principles help to adjust all important criteria, such as back support, even pressure distribution, angle of attack.

The rescue parachute must be fitted with great care by a qualified professional, such as your instructor. Only after this operation should the pilot adjust the harness for optimum comfort.

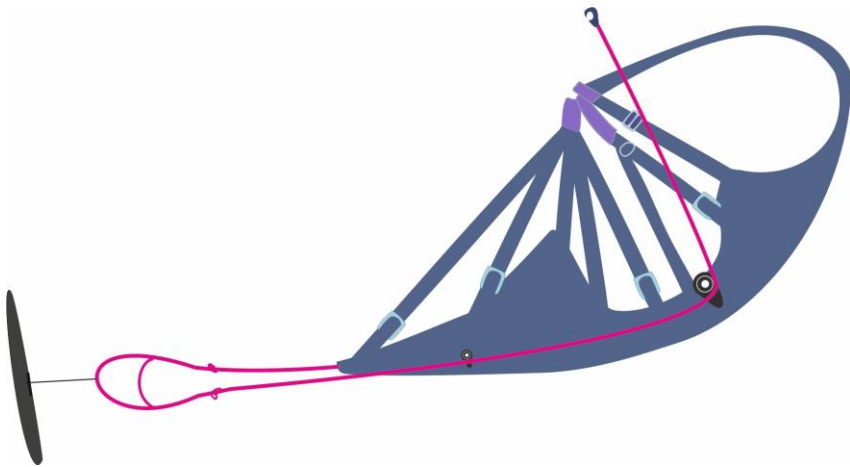
NearBirds recommends if you are in any doubt whatsoever about this procedure, please seek professional advice from your instructor, NearBirds dealer or importer.

### Speed-bar adjustment

Genesis is already equipped with a 2 step speed bar (8): the first and second steps are flexible. The length of the speed-bar system should be adjusted only after the optimum harness adjustments have been completed. To set the speed-bar correctly, the pilot should sit in the harness in a simulator, hook in to the paraglider risers, and, with a helper supporting the risers, adjust the length of the speed-bar straps. Shortening the cord excessively could cause the speed-system to be constantly under tension and therefore unintentionally operational during the flight. It is safer to begin by launching with the speed-bar a little too long, shortening it progressively on the next flights. It is important to perform each adjustment symmetrically, in other words equal on both sides.

If you wish to change the footrest, we can inform you that this harness can be used with all normal types of speed-bar. The footrest cords should be threaded first through the pulleys fixed to the cord at mid-seat, on through the big pulleys near the back corners of the seat, and then up to the fastening points on the paraglider risers, passing through the small holes in the leg cover.

In addition, the elastic cord that NearBirds supplies with all its speed-bar/footrests have to be fitted. These elastic cord should be fastened, with simple knots, to the one loop on the underside of the footrest. This ensures that the speed-system is always properly extended and ready for use.



### Cocoon adjustment

The cocoon length is adjusted by four locking leg straps (6, 10), which must have the same tension and be symmetric. By means of locks (56) the footrest (9) angle in cocoon and the length of locking leg straps (6, 10) can be adjusted. It is important to remember that even slight changes in adjustment of any strap or leg strap can influence a general pilot's position, system resistance to air-flow and comfort to a great extent.

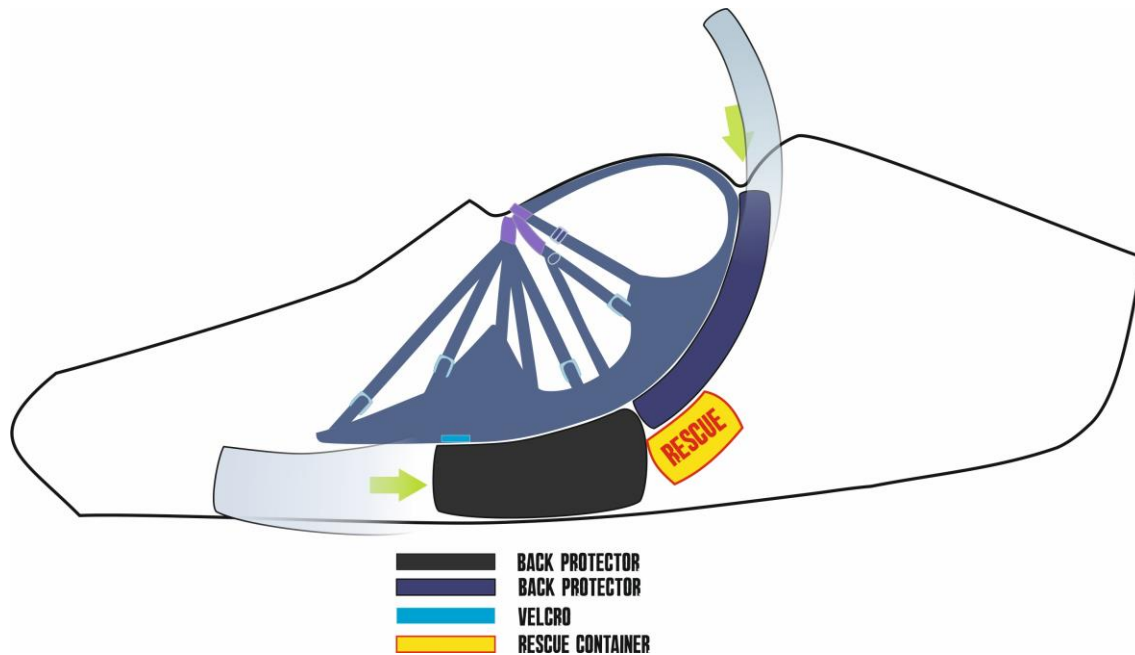
As soon as two legs are put upon the footrest inside the cocoon, the fairing is closed. In order to open the cocoon, you have to release the straps (57). The cocoon is opened and you can easily, one by one, put out your legs.

A quick-detachable cocoon is equipped with a special closing system, adds comfort and improves aerodynamics in the air. The harness can be used either with a cocoon or without it. The front part of the cocoon next to the footrest (7) is equipped with an inflatable valve, which ensures an aerodynamic shape.

The cocoon is detachable and the harness can be used without it. Instead of it a specially designed footrest Must be used ( Not optional).



Installing the back protector



## Main Rescue

The main rescue comes pre-installed into the harness, sewn into the shoulder anchors. After connecting the rescue to the Y-bridle, close the bridle tunnel using the easy open zipper system. Make sure the bridle is packed cleanly, free of knots or tangles as you close the zipper. Be sure to run the bridle tunnel zipper ALL the way to the end of the zipper track! Failure to do so will result in failure of the bridle tunnel opening and could cause serious injury or death.

In the rear part of the harness system there is a compartment for a reserve parachute (25). The system's kit includes a cover for a rescue parachute. The parachute is fixed to the shoulder straps by means of a V-shaped webbing (58). The reserve parachute release handle (26) is attached to the

side loop of the of the parachute container pod. It is important to make sure that the release handle of a rescue parachute is in the right position. In order to deploy a rescue parachute it is necessary to pull the release handle of a rescue parachute out of the container and throw it away from you aiming for free space.

### Connecting harness V-connection and reserve bridle

Connect the harness V-connection and the reserve bridle using a Maillon of at least 2400 daN safe working load. Stabilise V-connection and bridle on the Maillon using rubber O-rings: this is to prevent them slipping round and side-loading the Maillon when the reserve is thrown. To make this connection by direct looping should only be done by the harness manufacturer or a trained and qualified person. If the loops are not positioned correctly there is a risk that slipping, heating by friction and failure may occur when the reserve opens.







### Rescue Installation and compatibility check

The Genesis race comes with two options for a rescue. The main rescue is located under the pilots seat (25) , and a front secondary reserve is located in the optional flight deck (48). 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 NearBirds dealer.

Open the zip fastener on the side (46) all the way to its start, then close it completely.

Then secure the loop (A) through the eyelet (B)

Connect the rescue handle (26) with the side of the magnets. Close the Velcro.







### Attaching the front container

The Genesis has been engineered with an interchangeable flight deck. To change between the two options follow the instructions below.

1. Pass the strap through the square ring and the double slider on both sides
2. Connect the zipper of the flight deck to the matching zipper on the cocoon

### Rescue parachute (in a front container)

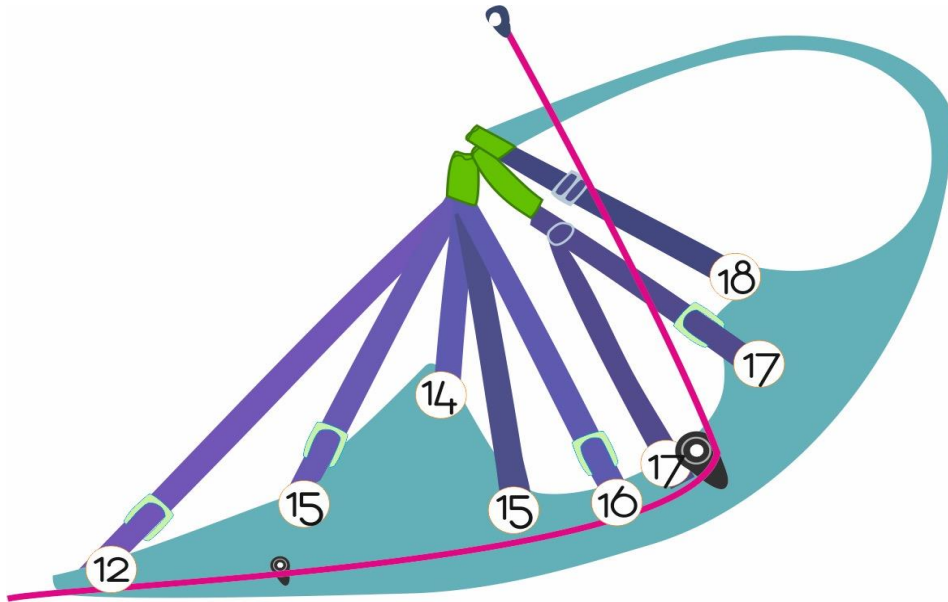
The front container is fixed with a lead (48) to the upper part and with a rear fix (30) to the ventral strap. It is fixed to the container support (20) with a strap (47), which is located at the bottom of the front container. This kind of attachment holds the front container in a stable position and takes away pressure on the legs.

The rescue parachute is fixed to the carabiners by means of a V-shaped webbing (27).

The release handle of the rescue parachute (59) is attached to the central loop of the parachute container pod o. It is important to make sure that the release handle of the reserve parachute is in the right position. In order to deploy the rescue parachute it is necessary to pull the release handle of a rescue parachute, put it out of the container and throw it away from you, aiming for free space.

## Adjustments

Genesis has 7 adjustable straps (12, 15, 14, 16, 17, 18, 19), which allow to choose the most comfortable flying position. The straps (17, 18, 19) adjust the back angle. The straps (12, 15, 16) adjust the seat angle. The front strap (23) adjusts the distance between the carabiners and can be adjusted during flight. The strap (54) adjusts the cockpit angle.



### Adjusting seat and back position (12,15,16,17,18)

This photo shows how the lateral adjustments are arranged, and the many points at which the pilot is actually supported, from the upper back down to the lumbar area. All these adjustments improve pilot support and enable the harness to be adjusted to all back types.

Adjust the Genesis 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 (19)

The optimum setting for the shoulder straps depends on the height of the pilot. Stand upright with the chest/leg straps closed, and symmetrically adjust the shoulder straps until they are a snug fit, but not tight. To tighten, pull on the black loop forward and down. To loosen, pull the red loop at the top of the shoulders up and backwards. If you wish to work on the adjustments, the first strap should be loosened before adjusting the main strap to the point of optimum comfort. Once you have completed these steps, tighten the covering strap again in order to lock the adjustment setting.



### Chest strap adjustment (23)

The chest strap which controls the distance between the two karabiners can be adjusted from 40 to 55 cm. When the chest strap is shorter and tighter, stability is greater. An excessive distance between karabiners does not improve glider performance, and tightening the chest strap excessively may exacerbate the "twist" effect that may follow an asymmetric collapse of the sail.

### Leg Straps (21)

The correct adjustment of the leg straps allows the pilot to easily reach the sitting position after take-off without using his hands. In the standing position, use the buckles under the chest strap to adjust the leg straps so that they fit comfortably without being tight; make sure you do it symmetrically. If you need to lengthen the leg straps, first check that the shoulder straps are not too tight. It is not normally necessary to make large adjustments from the default leg strap setting.

### ABS adjustment (44)

This adjustment affects flying performance. The looser it is, the less stable the harness becomes, and therefore the more sensitive to pilot movements. Vice versa, the tighter it is adjusted, the more stable the harness becomes, requiring more pronounced pilot movements in flight. Genesis is supplied with this adjustment set to a position that is suitable for most pilots. If you wish to change this setting, take great care and make very small changes, just a few millimetres every time. Ensure that adjustments are made with absolute symmetry.





## Flying with the GENESIS

### 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.

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!

### Rescue Deployment

In the event of an emergency, you must quickly evaluate your height and the seriousness of the incident. A second of 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: Look for the rescue handle and grasp it firmly with one hand.

Pull sideways and upwards on the handle to release the deployment bag from the harness container.

Look for a clear area, and in a continuous motion, throw (and RELEASE!) the rescue away from yourself and the glider, preferably into the air stream or against the direction of spin. After 36 IMPORTANT: Each time you land, always be prepared to perform a PLF (Parachute landing fall). deployment, avoid entanglement and pendulum motions by promptly pulling in the glider as symmetrically as possible with the B, C, D or brake lines.

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 low, then throw".

### Getting into the Genesis

For your safety it is important to connect each buckle (24, 30, 57,63, 64) before launch. We recommend the following order for securing your buckles when preparing for launch





## Landing

Landing with the Genesis Before landing, slide your legs out and off the seat surface, so that you take up a standing position. Never land in the seated position; it is very dangerous for your back even if you have foam dorsal protection, which provides exclusively passive protection. Standing up before landing is an active safety precaution, and it is much more effective than passive forms of protection.

## Miscellaneous

### Towing

The Genesis can be used for towing. Be sure to use the proper towing bridle equipment.

## Tandem Flying

The Genesis is not 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.

## Rucksack:

- side pockets for small things and documents (31);
- waist strap (32);
- loops for fingers at the shoulder straps;
- a tip-over protection system (36);
- The rucksack's stabilizing straps prevent swaying while walking (34);
- three constricting straps on each side for reducing the rucksack's volume if necessary (33);
- a zipper-fastener (38);
- a relieving tie rod (39);
- a constricting strap (35) for shoulder straps (37);
- available colours: green, blue.



### Description of the rucksack:

The side pockets provide space for small things and a bottle of water. At the top of the rucksack there is an exit for a drinking system. The bottom, side pockets are easily accessible while walking.

Do not fasten the basic "zipper" of the rucksack with force! Use the relieving tie rod.



## Care and maintenance

It is recommended to protect the harness system from any damages. The right maintenance prolongs the lifetime of the harness system. If any damage of the harness system is noticed, it should be sent to an authorized repair shop to be fixed.

### Important remarks:

- Do not modify the harness system and never fly with damaged straps.
- The straps and buckles of the harness system have to undergo a full inspection at least once a year. It is recommended to fully check the harness system at least once a year.
- Keep the harness system away from sea water or other aggressive substances.
- Protect the harness from direct sunlight when not in use.
- An inspection by a qualified person should be done after a strong hit.
- A reserve parachute has to be checked and re-packed every six months according to most manufacturers' recommendations.

### Checks:

All paraglider equipment should be checked every two years. If the equipment is used intensively (more than 150 hours per year), the check should be done annually. The check of the equipment includes the visual inspection of materials, mounts and joints which are essential in sewn equipment as well as the areas around the carabiners. The inspection should include the check for tears, fracture, abrasion of the seams and fabric and general damage. Do not try to fix the harness system yourself.

### Warranty:

You will find a label with the description of the main purpose and the serial number of the harness system in the rear pocket of the harness. In case of any problems with wear and tear, disruption of seams or materials, please let us know the serial number of the harness, so that we can check the other harness systems of the same series.

In addition to the warranty period of 12 months for the harness we are ready to fix the damaged product free of charge if the damage was caused by a factory or construction defect.