

Features of the New Flaming Star Harness with Draft Collar



This harness has been designed to correct problems that have surfaced with other harnesses, i.e., saddles that create sore spots on the spine, loose straps that dangle and flop around, inadequate padding, and limited adjustability.

The **Saddle** has been completely re-designed to provide the same spinal clearance as has existed on the Flaming Star pack saddles since 1992. A separate pad is not needed nor recommended for the saddle. Inside the saddle is closed cell foam and poly felt that conforms to the shape of your llama's back, and will compress as you tighten the cinch. Therefore, you may need to snug the cinch a little tighter than you're used to.

The **Shaft Loops** are available in two lengths and are covered in fleece to protect the finish on the shafts.

The **Cinch** is adjustable over a wide range. It is fastened at the left side with a 1" nickel-plated steel roller buckle (with tongue). A slip lock adjustment on the right side will lengthen or shorten it. Both ends of the cinch attach to the saddle with a heavy duty spring clip. The belly pad slides on the cinch for easy centering and is removable to facilitate shortening the cinch. If the belly pad needs to be removed, a ruler can be pushed under the clip to aid in re-threading onto the cinch (see photo at the right). The belly pad features four D-rings (one on the right and left for attaching the hold down straps, and one in front and rear for team driving). When team driving, the front D-ring connects to the draft collar with an adjustable strap, and the hold back straps connect to the rear D-ring.



Colors - Except for the draft collar, which is 1/2", all felt padding is 1/4" thick and covered with fabric in your choice of color. This prevents the felt from picking up debris which is more comfortable for your llama and keeps the harness cleaner. Fabric choices range from 1000d nylon in red, burgundy, hunter green, royal blue, teal, purple, navy, or black to 420d nylon in red, electric blue, hunter green, royal purple, fl. orange, teal, brown, black. The 420d pack cloth is smooth and lustrous, the 1000d nylon is textured and more durable. There is no extra charge for stock colors. Free color samples are available upon request.

All parts except the saddle are **machine washable** in mild detergent. Place in a pillow case and close with a rubber band. Do not use bleach. Remove from washer immediately and hang up to dry. The saddle has oak stabilizers under the terrets, and therefore, submersion in water is not recommended.

The **Traces** are detachable from the draft collar. The type of cart you have will determine how long your traces need to be. Typically, the Eagle Cart takes 54" traces, and four-wheel carts take up to 76" traces. The oblong holes in the traces are four inches apart, and there is a **Micro-Adjuster** in front of the first hole for more precise fitting if needed.

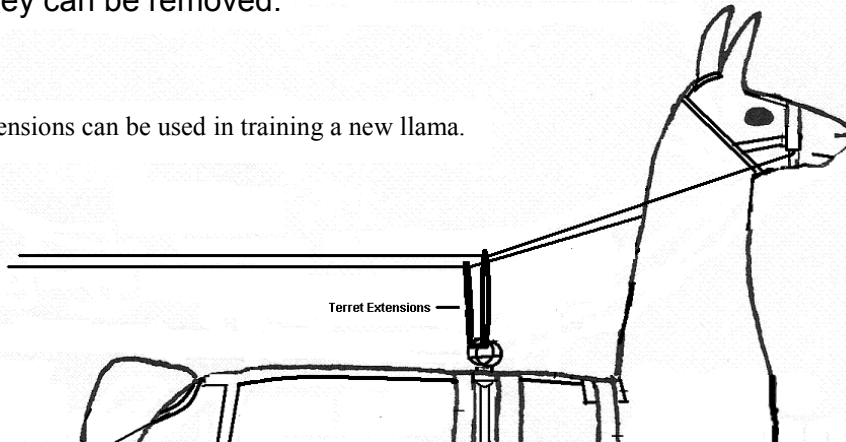
The **Back Strap** is adjustable with a slip lock and connects to the saddle with a streamline side release buckle. The **Crupper** is removable from the back strap by a streamline side release adjustable buckle. The **Hold Back Straps** come in several lengths, are adjustable with a slip lock, and have a swivel snap bolt on each end for quick connecting.

The Flaming Star Llama Harness with Draft Collar

Parts, Function, and Adjustment

1. The **Draft Collar** is made to take the place of the breast strap for the purpose of driving a team of two or more llamas. It can also be used instead of the breast strap for driving a single llama. Adjust the draft collar so it rests just in front of the shoulder blade. Check that it's not pressing against the trachea, by placing two fingers behind the collar at the bottom of the "V". Attach the traces to the side D-rings, and connect the traces to the single tree. This is what pulls the cart along.
2. Attach the **Collar-to-Cinch strap** to the front D-ring on the belly pad, as it keeps the draft collar in place when the cart stops.
3. **Surcingle** - Sometimes called the saddle, this is the foundation of the harness. The buckle on the left side is used to tighten snugly, with the slider on the right side used to adjust to approximate length. The buckle is also padded for the llama's comfort. The belly band slides on the cinch for easy centering. The foam in the saddle will compress and adapt to the shape of your llama as you tighten, so the tighter you get the cinch, the better it will stay in place.
4. **Terrets** - are the chrome rings on the surcingle that are the guide for the driving lines. **Terret extensions** are the 1" webbing with side release buckle and O-ring that are attached to the terrets. These can be used when training a new llama until you and he get used to the angle of the lines as they are threaded through the terrets. Once, the llama drives will without the extensions, they can be removed.

Terret Extensions can be used in training a new llama.



5. **Shaft Loops** - are attached to the surcingle and hold the shafts of the cart up. As the cart is wheeled up behind the llama, place the ends of the shafts through this loop on each side and adjust up or down so that the shafts are parallel to the ground. The shafts should never point downwards. When using a team pole, the shaft loops are empty and can be left on or removed.
6. **Belly Pad** - contains 4 D-rings, front, back, right, and left. The right and left D-rings are used to secure the hold down straps to the shafts when driving a single llama. The D-ring on the front is used to hold down a draft collar when it is used in place of a breast strap. The rear D-ring is connected to both hold back straps when driving two or three llamas abreast and a team pole is used in place of the shafts. Most team poles do not have a ring to connect the hold back straps to, thus they are secured to the belly pad.
7. **Hold Down Straps** - are located on the belly band to keep the shafts from tipping upward. They should be adjusted somewhat loosely by wrapping once or twice around each shaft and buckling back onto itself. The shafts should be able to raise up no more than two inches when the hold down straps are in place. When using a team pole, the hold down straps are removed.

8. **Back Strap** - is attached to the surcingle and keeps the hip strap/breeching unit in place. Adjust the length of the back strap so that the hip strap crosses directly over the pelvic bone.
9. **Hip Straps** - are attached to the back strap to adjust the height of the breeching.
10. **Crupper** - is attached to the back strap and keeps it centered on the back bone and prevents the back strap from moving forward. The crupper can be loose under the tail as it is not used to stop the cart. That is the job of the breeching. The crupper is detachable if your llama really objects to it.
11. **Breeching** - is attached to the hip straps and keeps the cart from running into the llama. The height of the breeching can be adjusted by the buckles on the hip straps. The breeching should be parallel to the ground and be placed over the area where the testicles once were on a gelding. For intact males, the breeching must be placed just below the testicles. For females, the breeching should go below the genitals. The breeching strap should not be so low as to interfere with leg action.
12. **Hold Back Straps** - are attached to the breeching at the D-rings and clip to the loop on the cart shafts. When adjusted properly, this keeps the cart from running into the llama. The adjustment of the hold back straps and the traces determine how much “play” the cart will have. The cart should be able to roll about 3 inches between the tightening of the two straps. For driving doubles, the hold back straps are connected to the rear D-ring on the belly band with clip side facing out.
13. **Traces** - are attached to the draft collar “D” on one end and the single tree on the cart at the other end. The traces should be tightened enough so that the llama is pulling the cart with them and not pushing against the neck yoke. In conjunction, the hold back straps should be adjusted to a length that allows the cart to roll about three inches between the traces becoming tight and the breeching stopping the cart.

If unfamiliar with fitting the harness or training your llama to drive, the training DVD “**Harness the Fun**” by Jim & Amy Logan is highly recommended. It covers training the llama, fitting the harness to the llama, and the cart to the harness, how to select llamas and equipment, and much more.

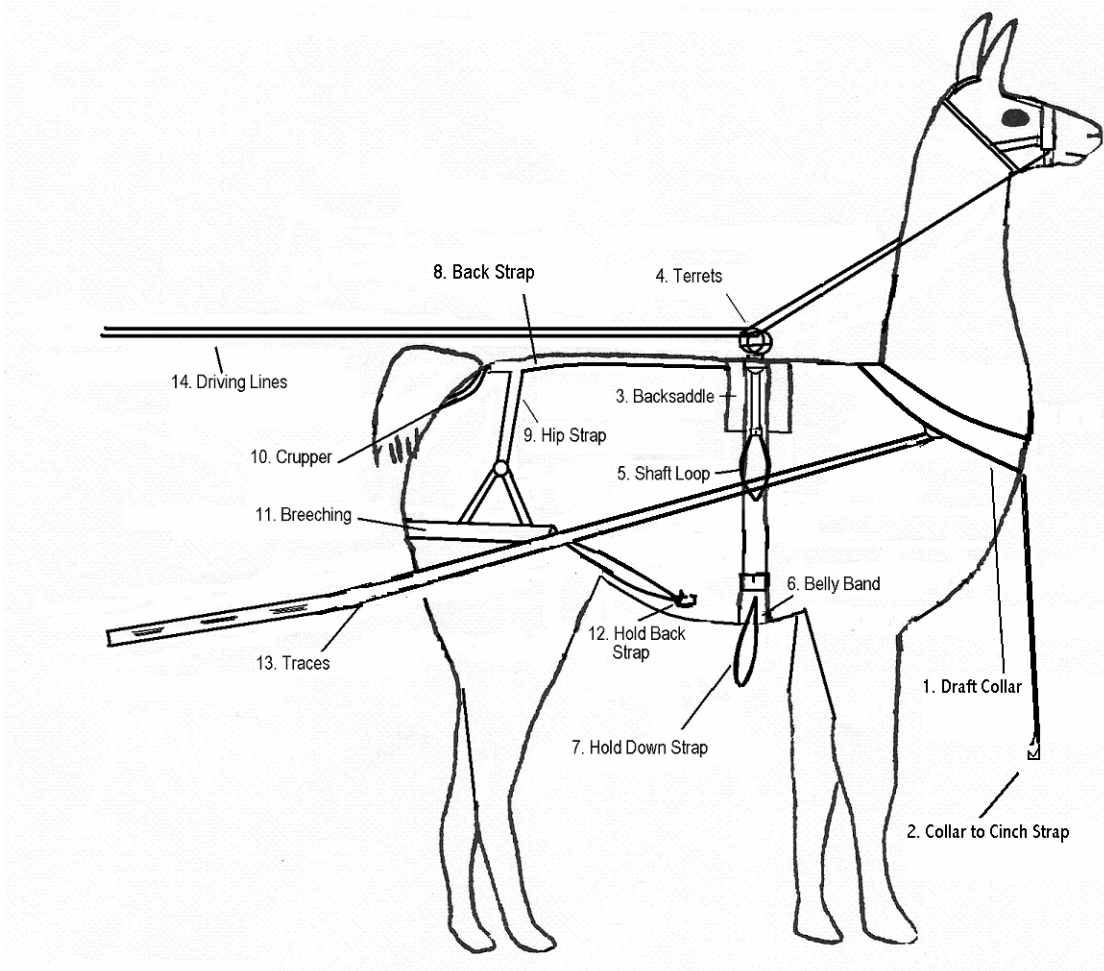
Disclaimer

Although every effort has been made to ensure the information within this manual is accurate, Llama Hardware cannot be held responsible for any injury or property damage that occurs in the course of using this equipment.

Quick Start

Place the harness on the llama. Tighten the surcingle making sure the belly band is centered on the animal. Put on the draft collar. Clip the Collar-to-Cinch strap to the front D-ring on the belly band and tighten so you can still place three fingers behind the strap. Adjust the length of the back strap. Adjust the height of the breeching. To get the llama used to the harness before connecting to the cart, the hold back straps can be clipped to the shaft loops, and the traces can be woven through the terrets to keep them from dragging the ground.

Once the llama is ready for the cart, connect the large snap on the draft collar to the neck yoke on the end of the team pole, attach the traces to the single tree, and clip the hold back straps to the rear D-ring on the belly pad. The hold back straps should be adjusted so that when the cart is rolled backwards and puts pressure on the breast strap, there should be about three inches of play between the breeching and the llama's back legs. Make sure that the llama is standing squarely along the team pole to perform this adjustment.



If you have any questions, please call:

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