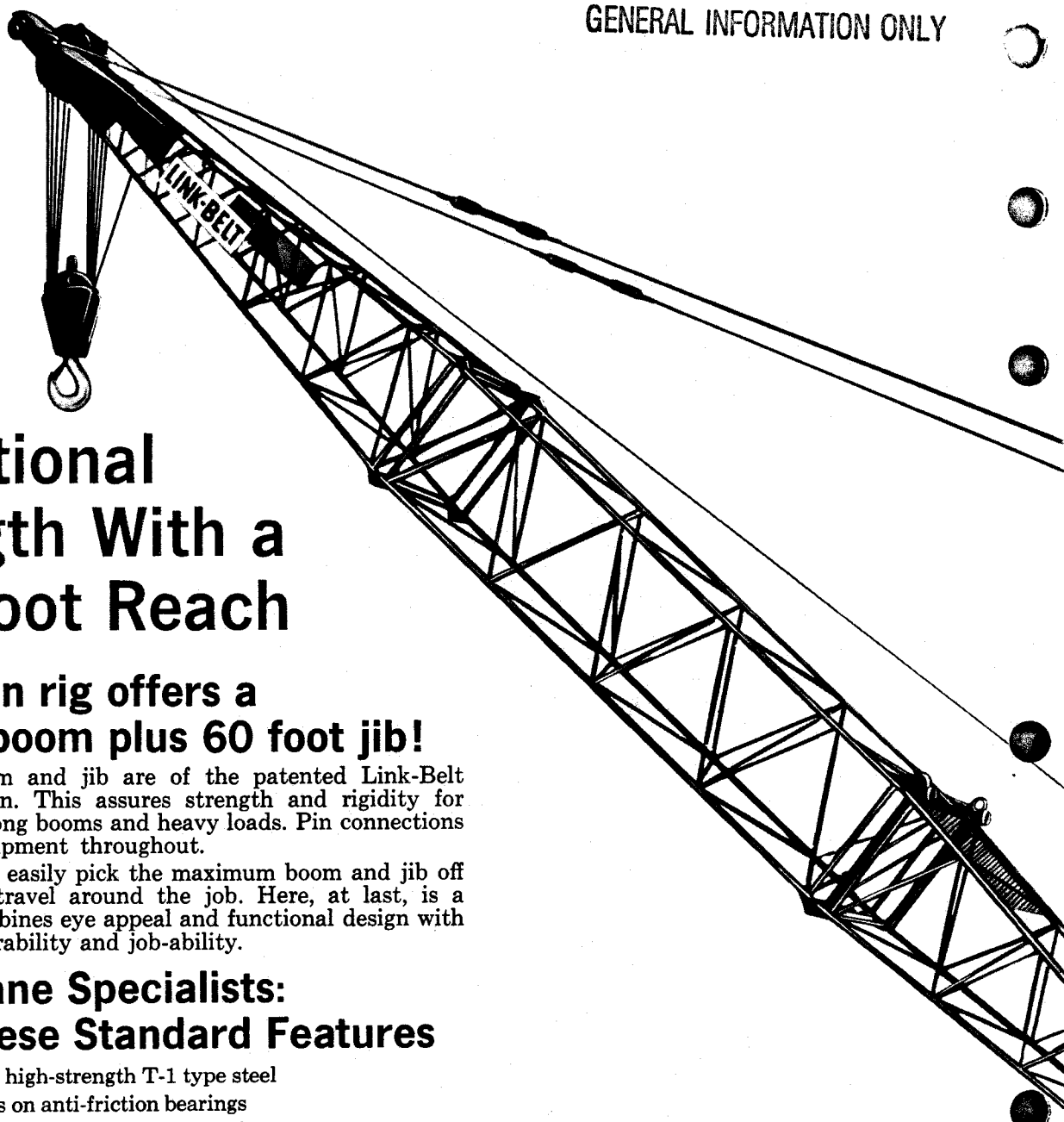




70 TON
HC-208

GENERAL INFORMATION ONLY



Exceptional Strength With a 240 Foot Reach



This 70-ton rig offers a 180 foot boom plus 60 foot jib!

The tubular boom and jib are of the patented Link-Belt tetrahedron design. This assures strength and rigidity for safe handling of long booms and heavy loads. Pin connections are standard equipment throughout.

This machine will easily pick the maximum boom and jib off the ground and travel around the job. Here, at last, is a machine that combines eye appeal and functional design with dependability, durability and job-ability.

Truck Crane Specialists: Check These Standard Features

- 40-ft. basic boom, high-strength T-1 type steel
- Five head sheaves on anti-friction bearings
- 14-part boomhoist for precise boom control
- Hydraulic boomhoist kick-out safety device
- Dual boom backstops
- Boom gantry extends from 20' to 24'; hydraulically controlled from operator's position. Used as short boom for stripdown.
- Midpoint suspension cables for booms longer than 160'
- Tapered rear carrier frame gives clearance for lowering base boom section to ground

OPTIONAL BOOM EQUIPMENT

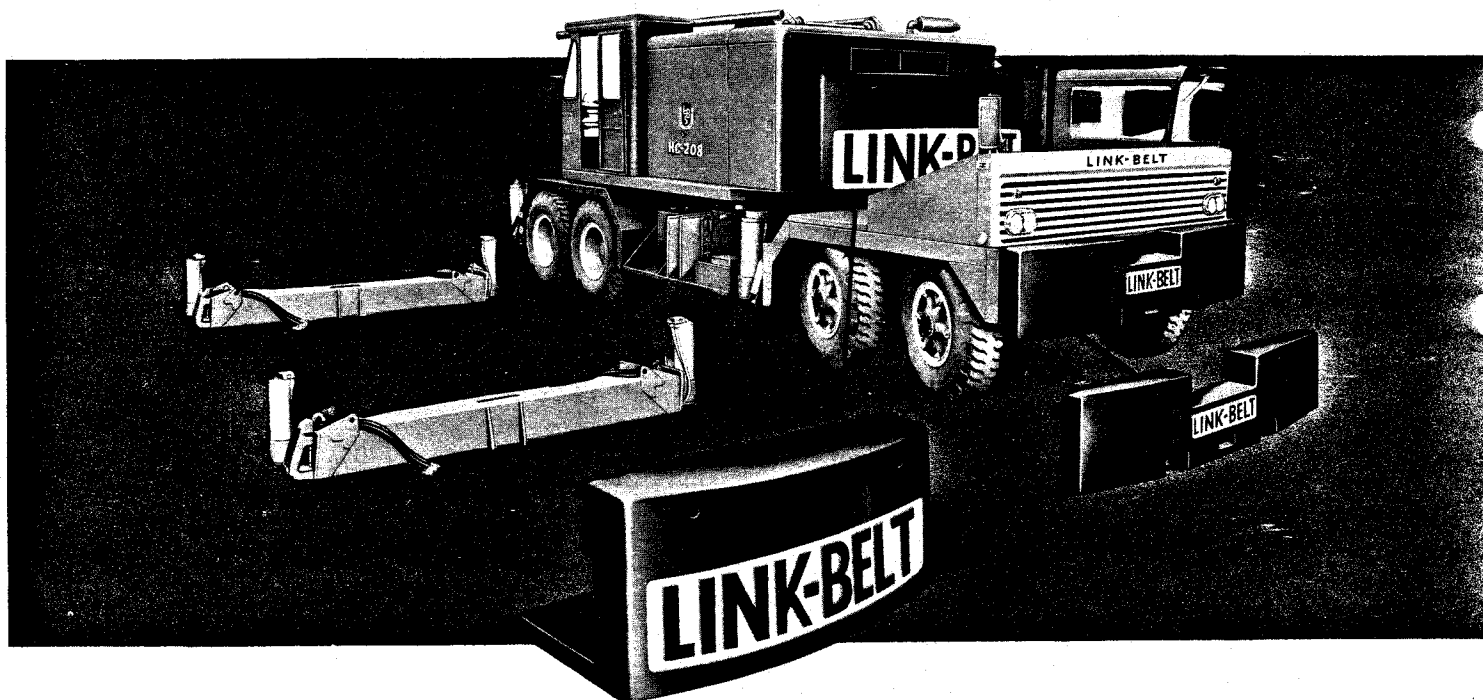


- 10-, 15-, 20- and 30-foot boom extensions
- 30-foot basic jib, high-strength T-1 type steel with 15-ft. extensions
- Boom angle indicator
- Hoist line boom deflector rollers



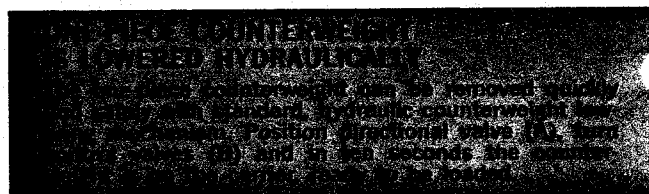
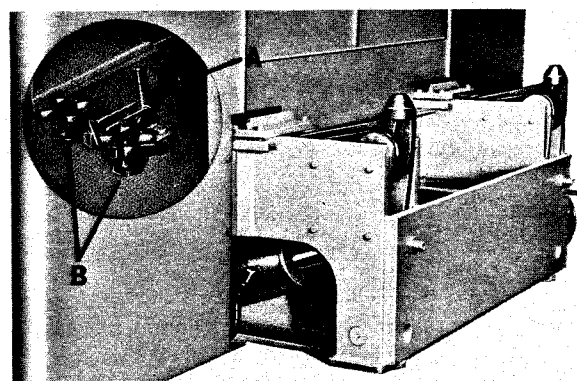
70 TON
HC-208

***The Specialist of the Industry
Demands Job-to-job Mobility***



Job Finished? In Minutes, You're on The Road and Ready To Travel

With high costs and tight schedules, stripdown time is money. The faster you move, the more money you make. All major components including front and rear outrigger boxes, bumper counterweight, upper counterweight and crane boom are easily removed. Assembly and disassembly are "208" specialties.



LINK-BELT SPEEDER

Cedar Rapids, Iowa • Woodstock, Ontario, Canada

Power cranes and shovels . . . diesel pile hammers . . . all hydraulic excavators



These specifications comply with the recommended Commercial Standard CS90-58 developed under the National Bureau of Standards issued by the United States Department of Commerce.

GENERAL INFORMATION ONLY



HC-208 AXLE LOADING CHART 4-AXLE L-BEAM CARRIER

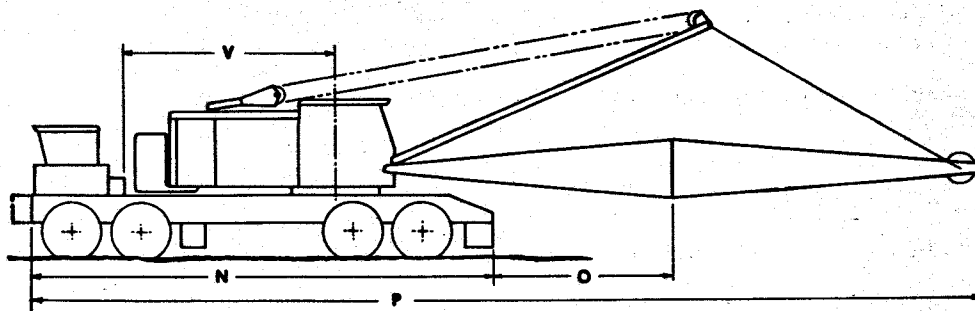
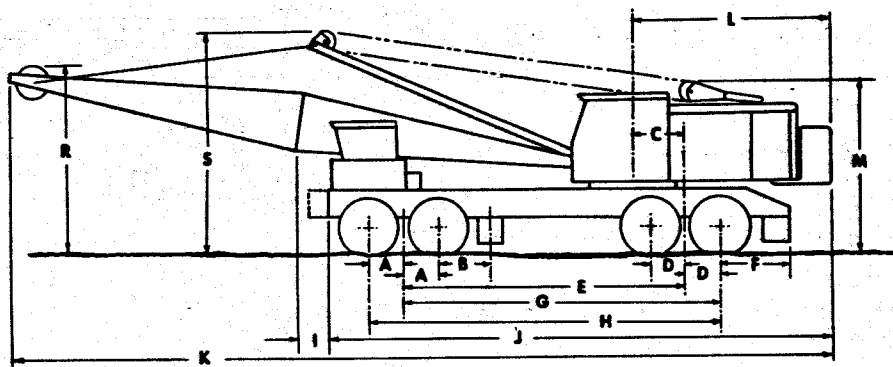
**LINK-BELT
SPEEDER**

INDEX TO ILLUSTRATIONS

Dimensions:

A	- 2' 5"
B	- 3' 7"
C	- 3' 8"
D	- 2' 5"
E	- 19' 8" Wheelbase
F	- 4' 11"
G	- 22' 1"
H	- 24' 6"
I	- 1' 2" (1)
I	- 1' 9" (2)
J	- 36' 4" (1)
J	- 35' 9" (2)
K	- 59' 5"
L	- 14' 0"
M	- 11' 4" (3)
N	- 33' 4" (1)
N	- 32' 9" (2)
O	- 12' 6"
P	- 67' 9" (1)
P	- 67' 2" (2)
R	- 13' 6" (3)
S	- 15' 0" (3)
V	- 14' 9"
Over-all Width - 11' 0" (3)	

GENERAL INFORMATION ONLY



- (1) With front bumper counterweight
 (2) With front bumper counterweight removed
 (3) These dimensions increase by 2" when machine is equipped with optional 14:00 x 24" tires

	TOTAL WEIGHT	AXLE LOADINGS IN POUNDS			
		UPPER FACING FRONT		UPPER FACING REAR	
		FRONT	REAR	FRONT	REAR
Basic Machines					
Upper and carrier with hydraulic outriggers	112,850	22,590	90,260	62,990	49,860
Upper and carrier with manual screw type outriggers	108,750	21,790	86,960	62,190	46,560
Basic Removable Components and Effect					
Upper counterweight	-21,000	+9,800	-30,800	-17,600	-3,400
Bumper counterweight	-10,800	-14,100	+3,300	-14,100	+3,300
Front outrigger box with hydraulic beams and jacks	-5,600	-3,860	-1,740	-3,860	-1,740
Rear outrigger box with hydraulic beams and jacks	-5,600	+1,790	-7,390	+1,790	-7,390
Front hydraulic outrigger beams and jacks only	-3,500	-2,400	-1,100	-2,400	-1,100
Rear hydraulic outrigger beams and jacks only	-3,500	+1,100	-4,600	+1,100	-4,600
Front outrigger box with beams and manual screw type jacks	-4,540	-3,160	-1,380	-3,160	-1,380
Rear outrigger box with beams and manual screw type jacks	-4,540	+1,450	-5,990	+1,450	-5,990
Front outrigger beams and screw jacks only	-2,440	-1,700	-740	-1,700	-740
Rear outrigger beams and screw jacks only	-2,440	+760	-3,200	+760	-3,200
Pontoons - set of four	-400	-200	-200	-200	-200
Front End Attachments and Effect					
*Crane attachment - 40' "Hi-Lite" boom with boom gantry	+9,300	+12,700	-3,400	-9,200	+18,500
Above attachment less boom upper section and extender cables	+6,180	+4,550	+1,630	-3,620	+9,800
Boom gantry only (30° above horizontal) ..	+3,150	+3,200	-50	-2,000	+5,150

*As described in the current HC-208 price list

(Over)



OPTIONAL COMPONENTS AND EFFECT	TOTAL WEIGHT	AXLE LOADINGS IN POUNDS			
		UPPER FACING FRONT		UPPER FACING REAR	
		FRONT	REAR	FRONT	REAR
Front drum lowering clutch	+ 400	+ 50	+ 350	+ 100	+ 300
Front drum lowering clutch and third drum unit	+ 2,100	+ 450	+ 1,650	+ 350	+ 1,750
(1) two speed planetary unit on front drum shaft	+ 450	+ 60	+ 390	+ 110	+ 340
(1) two speed planetary unit on rear drum shaft	+ 450	—	+ 450	+ 180	+ 270
General Motors 7087-7040 (8V71-N) carrier engine	+ 2,200	+ 2,400	- 200	+ 2,400	- 200
14:00 x 20 road lug type tires	+ 650	+ 220	+ 430	+ 220	+ 430
14:00 x 20 rock type tires	+ 420	+ 140	+ 280	+ 140	+ 280
14:00 x 24 transport type tires	+ 1,720	+ 310	+ 1,410	+ 310	+ 1,410
14:00 x 24 road lug type tires	+ 2,750	+ 650	+ 2,100	+ 650	+ 2,100
14:00 x 24 rock type tires	+ 2,390	+ 530	+ 1,860	+ 530	+ 1,860

NOTE: Due to variances in weights of castings and fabrications, and because the weights used are based on computations, these axle loadings should be considered approximate.

GENERAL INFORMATION ONLY

LINK-BELT SPEEDER

Link-Belt Speeder
Cedar Rapids, Iowa

Link-Belt Speeder (Canada), Ltd.
Woodstock, Ontario

PRINTED IN U.S.A.

**COMPETITIVE TRUCK CRANE ANALYSIS of the Link-Belt HC-208**Truck Crane capacity: 70 ton PCSA Class: 14-373 Date: March 1, 1967**UPPER FRAME**

	Weldment or Casting	Stress Relieved	Integral or Bolted
Main Frame:	Weldment	Yes	Integral
Mach. side housings:	Weldment	Yes	Integral
Gears, chain, etc. (briefly describe lay-out, in oil, etc.): <u>Full function W/ independent two-directional power thru two pinions on two-piece jack shaft & 2 size spur gear, same size used on both sides of shaft.</u>			

SWING SHAFT:

Stationary

Constantly turning w/3-bevel arrangement: W/2bevel Bevels encl. in oil: Yes Mounted in line bores-anti-friction bearings: Also furnishes power for: Swing only

STANDARD BOOMHOIST:

Power source: machine location: Top rear of mach. side housing
 Independent: Yes Method of raising: Internal expanding 2-shoe clutch
 Lowering (describe): Internal expanding 2-shoe clutch
 Brake (describe): External contracting automatically spring applied, hyd. released
 Optional (describe): None

DRUM SHAFTS:

Power source: Swing spur gear
 Mounted in: Line bores-anti-friction bearing Constantly turning: No
 Dual or Tandem drums: Tandem Drums mounted on: involute splined to shaft
 Removal laggings: --- Laggings mounted to: ---

CLUTCHES:

Interchangeable:	<u>Yes</u>	Mounted outside side housings:	<u>Yes</u>
Clutch Size and Type		Clutch Size and Type	
Swing:	<u>20" x 5" Internal expanding 2-shoe</u>	Load Low Front:	<u>20" x 5" Internal expanding 2-sh</u>
Boomhoist:	<u>20" x 5" " " " "</u>	Load Low Rear:	<u>20" x 5" " " " "</u>
Drum:	<u>20" x 5" " " " "</u>	3rd Drum:	<u>20" x 5" " " " "</u>

DRUM BRAKES:

Mechanical, hydraulic, etc.: Mechanical Size: 34" x 5"
 Mounted over clutches: No-mounted inside side housing

CONTROLS:

Standard: Speed-o-Matic power hydraulic Optional: None

HORSEPOWER:

Make & Model Std. Engine: Waukesha 140GZ Engine h.p. @ (F.L.S.) (Net) (77) 127 hp.
 Line speed & pull: Inhaul drum 21,500# @ 179 f.p.m. Hoist drum 21,500# @ 179 f.p.m.
 Drum horsepower: Inhaul drum 105 Hoist drum 105 Trans. & clutch Chain
friction clutch Optional engines: GM4030-N, GM6082 torque converter

SPEEDS:

Swing: 2.98 rpm Boomhoist: 132 fpm Load Lowering: 179 fpm

COUNTERWEIGHT:

Crane: 21,000# Hoist: None
 Removable (Explain): 2 hyd. cylinder lower on carrier bed

OPTIONS**LOAD LOWERING CLUTCHES:**

Power source: machine location: swing spur gear
 Inhaul: Yes opt. Hoist: Std Gear or chain drive: Gear
 Restrictions: None

THIRD DRUM:

Power source: machine location: From drum spur gear
 Line pull & speed: 26,700# @ 132 fpm Gear or chain drive: Gear
 Restrictions: None

SWING BRAKE: (How applied & location): Spring applied hyd. released located on reverse shaft

OTHER: 2-speed planetary

GENERAL INFORMATION ONLY

**ATTACHMENTS**MAX.DRAG-CLAM: Capacity - Drag: None Clam: None Boom - Drag: None Clam: NoneFAIRLEADER: Type: None Bearings: None Vert. rollers: None

CRANE: Type boom: Tube chord & lattice Basic boom: 40'
 Type boom: None Basic boom: None
 On Outriggers: Max boom 180' Max boom & jib 240'
 On Tires: Max boom (Rear) 150' (Side) 110' Max boom & jib (Rear) 165' (Side) 150'
 Jib: Type Tube Basic lgth. 30' Max lgth. 60' Max Rating 24,000#
 Midpoint Cables required: Yes Boom stops: retractable Gantry (Type): Telescopic boom gantry
 Max boom & jib lift off ground: Outriggers 240' Tires 165' Travel Yes 165'

CARRIERS

Mfg. by: Link-Belt Speeds: Low None High None
 Wheelbase None Length None Width None Tires None Steer None Front Axle None
 6 x 4 None
 8 x 4 19'8" 33'4" 11" 14.00x20, 18 ply power hyd bogie
 Outriggers: Manual Opt deduct Hydraulic (Explain power source) Std-hyd pump driven
 from carrier engine
 Engine: (Type & H.p.) Waukesha F817G 260 hp Opt. Engine: GM 7087-7040 (8U71-N) 280 hp
 Main Trans: None Aux. Trans: None No. Speeds: None
 Clutch: Friction Brakes: Service Air Emergency: None
 Rear Axles: (Type & Width) Bogie-100" track Bumper Cwt: 10,800# Turning Radius None
 Air pressure drop to 40psi applies brakes

TURNABLE ROLLERS:Type: Ball bearing Mounted fnc: None**OVERALL TRAVEL HEIGHT**Cab: 11'3" Gantry: Raised 31'3" Lowered 11'4"**WEIGHTS & PRICES**

	Price	Weight		Price	Weight
Carrier only:	<u>None</u>	<u>60,800#</u>	Hoe Attachment:	<u>not</u>	<u>available</u>
Std. Basic Unit:	<u>None</u>	<u>50,680#</u>	Load Lowering:	<u>std</u>	<u>rear drum</u>
Crane Attachment:	<u>None</u>	<u>11,910#</u>	Front drum:	<u>None</u>	<u>400#</u>
Hyd. Outriggers:	<u>std</u>	<u>std</u>			

LIFTING CAPACITY**GENERAL INFORMATION ONLY**

Boom	Radius	W/Outrgs. Side or Rear	On Tires	
			Side	Rear
40'	14'	140,000	60,290	92,630
	20'	102,000	39,650	57,270
	25'	77,990	29,270	43,000
	30'	57,660	22,910	34,140
	40'	37,230	15,510	23,750
60'	20'	101,000	39,280	56,890
	30'	57,400	22,530	33,760
	40'	36,930	15,130	23,370
	50'	26,700	10,960	17,460
	60'	20,560	8,280	13,650
80'	20'	95,000	38,920	56,510
	30'	57,140	22,160	33,380
	40'	36,630	14,750	22,490
	60'	20,230	7,900	13,270
	80'	13,200	4,660	8,650
100'	20'	85,000	38,550	56,130
	30'	56,880	21,790	33,000
	40'	36,330	14,380	22,610
	60'	19,890	7,570	12,890
	80'	12,850	4,280	8,260
90'	10,650	3,230	6,750	
	100'	8,930	2,390	5,560

Boom	Radius	W/Outrgs. Side or Rear	On Tires	
			Side	Rear
120'	30'	56,620		32,620
	60'	19,560		12,510
	80'	12,500		7,880
	100'	8,580		5,180
	120'	6,080		3,400
140'	30'	50,870		32,240
	60'	19,230		12,130
	100'	8,230		4,800
	120'	5,720		3,020
	140'	3,990		1,770
160'	30'	42,500		
	60'	18,900		
	100'	7,870		
	140'	3,630		
	160'	2,320		
180'	30'	34,000		
	60'	18,560		
	100'	7,520		
	120'	5,000		
	140'	3,270		
150'	2,530			
	160'	1,930		

Capacities based on 50% of tipping load. Yes**GENERAL COMMENTS**

With Link-Belt's exclusive independent shaft design, each operating shaft is mounted on anti-friction bearings & remains stationary unless performing its specific function. Two-directional power is available at each shaft. Shaft involve applied shafts can be removed without major disassembly.

Above analysis compiled from latest literature available.

C-208 LIFTING CAPACITIES⁽¹⁾ WITH TUBULAR "HI-LITE" BOOM

SERIAL NO.

4-AXLE CARRIER WITH 10,800 POUND FRONT BUMPER COUNTERWEIGHT

Boom				With Outriggers		On Tires	
Length	Radius	Angle	Side or Rear	Boom		On Tires	
				Radius	Angle	Side	Rear
10'	12"	78°	140,000*	69,250*	108,330*		
	13"	76°	140,000*	64,480*	102,950		
	14"	75°	140,000*	60,290*	92,630		
	15"	73°	130,000*	56,580*	84,140		
	20"	66°	102,000*	39,650	57,270		
	25"	57°	77,990	29,270	43,000		
	35"	38°	57,660	22,910	34,140		
	35"	38°	45,400	18,610	28,120		
	40"	24°	37,230	15,510	23,750		
	40"	24°	37,230	15,510	23,750		
50'	12"	80°	140,000*	68,930*	107,950*		
	13"	79°	140,000*	64,170*	102,760		
	14"	78°	140,000*	59,980*	92,440		
	15"	77°	130,000*	56,280*	83,950		
	20"	71°	101,320*	39,470	57,080		
	25"	64°	77,700*	29,080	42,810		
	30"	58°	57,530	22,720	33,950		
	35"	51°	45,260	18,420	27,930		
	40"	43°	37,080	15,320	23,560		
	50"	22°	26,860	11,150	17,650		
50'	15°	79°	130,000*	55,970*	83,760		
	20°	74°	101,000*	39,280	56,890		
	25°	69°	77,170*	28,900	42,620		
	30°	64°	57,400	22,530	33,760		
	35°	58°	45,120	18,230	27,740		
	40°	52°	36,930	15,130	23,370		
	50°	39°	26,700	10,960	17,460		
	60°	20°	20,560	8,280	13,650		
	15°	81°	118,000*	55,670*	83,570		
	20°	76°	100,500*	39,100	56,700		
70'	25°	72°	76,640*	28,710	42,430		
	30°	68°	57,270	22,350	33,570		
	35°	63°	44,980	18,040	27,550		
	40°	59°	36,780	14,940	23,180		
	50°	48°	26,540	10,770	17,270		
	60°	36°	20,390	8,090	13,460		
	70°	18°	16,300	6,220	10,800		
	20°	78°	95,000*	38,920	56,510		
	25°	74°	76,110*	28,530	42,240		
	30°	71°	57,140	22,160	33,380		
80'	35°	67°	44,840	17,860	27,360		
	40°	63°	36,630	14,750	22,990		
	50°	55°	26,380	10,580	17,080		
	15°	80°	118,000*	55,670*	83,570		
	20°	76°	100,500*	39,100	56,700		
	25°	72°	76,640*	28,710	42,430		
	30°	68°	57,270	22,350	33,570		
	35°	63°	44,980	18,040	27,550		
	40°	59°	36,780	14,940	23,180		
	50°	48°	26,540	10,770	17,270		
100'	60°	36°	20,390	8,090	13,460		
	70°	18°	16,300	6,220	10,800		
	20°	78°	95,000*	38,920	56,510		
	25°	74°	76,110*	28,530	42,240		
	30°	71°	57,140	22,160	33,380		
	35°	67°	44,840	17,860	27,360		
	40°	63°	36,630	14,750	22,990		
	50°	55°	26,380	10,580	17,080		
	15°	80°	118,000*	55,670*	83,570		
	20°	76°	100,500*	39,100	56,700		
120'	25°	72°	76,640*	28,710	42,430		
	30°	68°	57,270	22,350	33,570		
	35°	63°	44,980	18,040	27,550		
	40°	59°	36,780	14,940	23,180</		

GENERAL INFORMATION ONLY

LIFTING CAPACITIES SHOWN ARE IN POUNDS AND ARE NOT MORE THAN 85% OF THE MINIMUM TIPPING LOADS WITH MACHINE STANDING ON FIRM LEVEL GROUND AND ARE BASED ON MACHINE EQUIPPED WITH TWO PAIR OF LIFTING LUGS ON THE BOOM EXTENSIONS. USE OF MORE THAN TWO PAIR IN ANY BOOM WOULD DECREASE THE LIFTING CAPACITIES DUE TO INCREASED BOOM WEIGHT. A DEDUCTION MUST BE MADE FROM THE LIFTING CAPACITIES FOR WEIGHT OF HOOK BLOCK, HOOK, SLING, GRAPPLE, ETC.

(2) MID-POINT SUSPENSION CABLES ARE REQUIRED IN CONJUNCTION WITH BOOM GANTRY TO SUPPORT THE CENTER OF ALL BOOMS 160 FEET OR LONGER AT INITIAL LIFT OFF GROUND.

★ INDICATES THESE LIFTING CAPACITIES ARE BASED ON FACTORS OTHER THAN THOSE WHICH WOULD CAUSE A TIPPING CONDITION. SEE NOTE (1).

WE ARE CONSTANTLY IMPROVING OUR PRODUCTS AND THEREFORE RESERVE THE RIGHT TO CHANGE DESIGNS AND SPECIFICATIONS. FOR CERTIFIED DIMENSIONS, CONSULT FACTORY.

LINK-BELT SPEEDER COMPANY

CEDAR RAPIDS, IOWA

(DUP)