

GENERAL INFORMATION ONLY

**LINK-BELT  
SPEEDER**

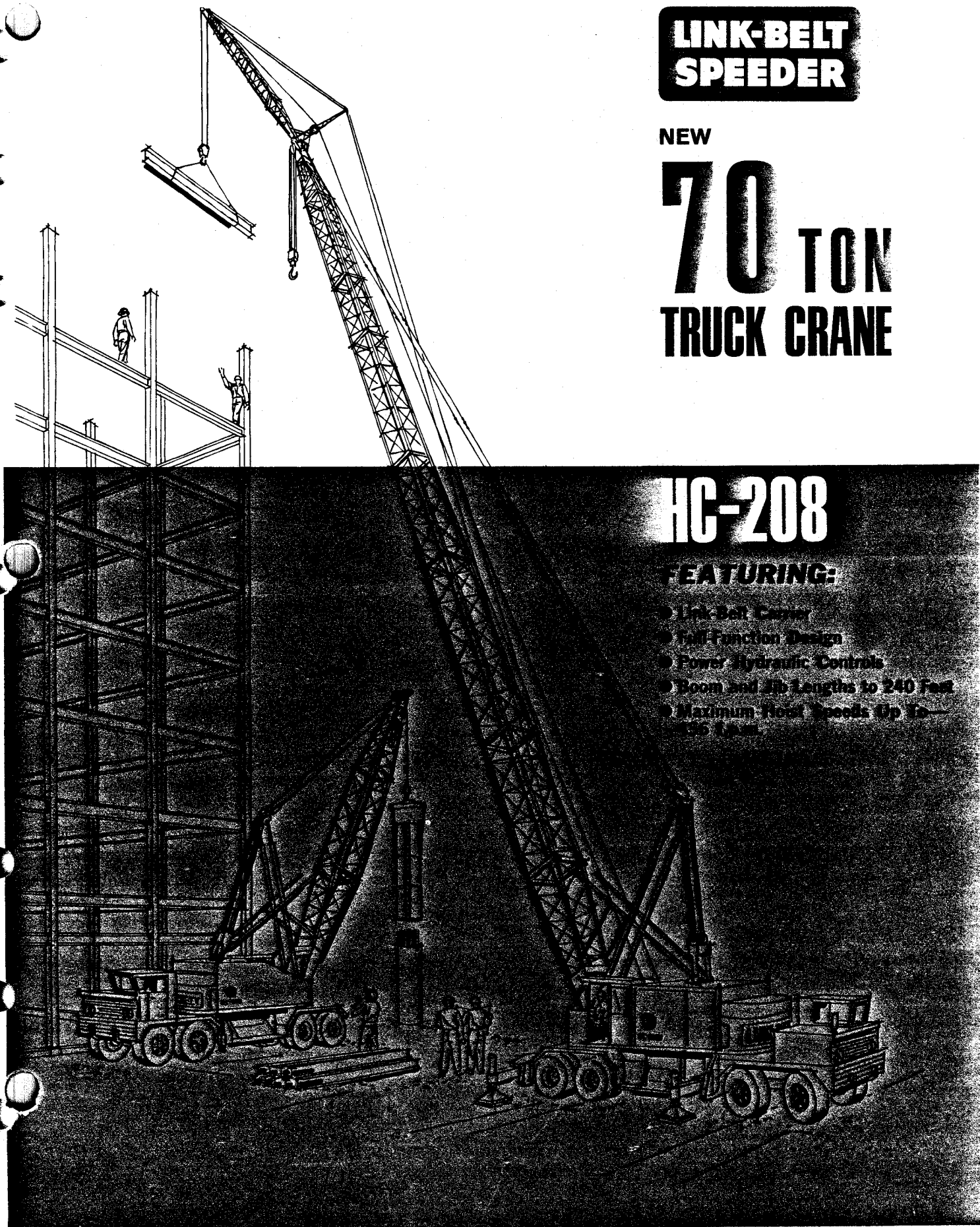
NEW

**70 TON  
TRUCK CRANE**

**HC-208**

**FEATURING:**

- Link-Belt Crane
- Full-Function Design
- Power Hydraulic Controls
- Boom and Jib Lengths to 240 Feet
- Maximum Hoist Speeds Up to 150 FPM



**70 TON**  
**HC-208**

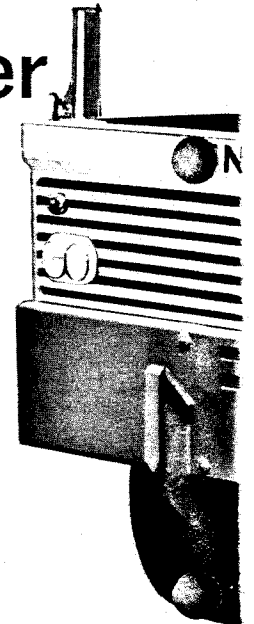
## A New Concept in Heavy-Duty Truck Carriers

GENERAL INFORMATION ONLY

# Completely Designed and Manufactured by Link-Belt Speeder

## Meets the demands of heavy-duty applications

Application engineered throughout — the HC-208 carrier with a box-section frame provides a sturdy base for heavy loads. Exceptional stability, ease of handling and durability were built in and proven during six months of rigorous testing and experimentation. Outrigger beams and boxes are removable to reduce unit weight. Take the HC-208 to any job and travel at road speeds up to 44 m.p.h. or on-the-job creeping speeds as low as 1.0 m.p.h. Note bumper counterweight wedge lugs facilitating fast counterweight removal.

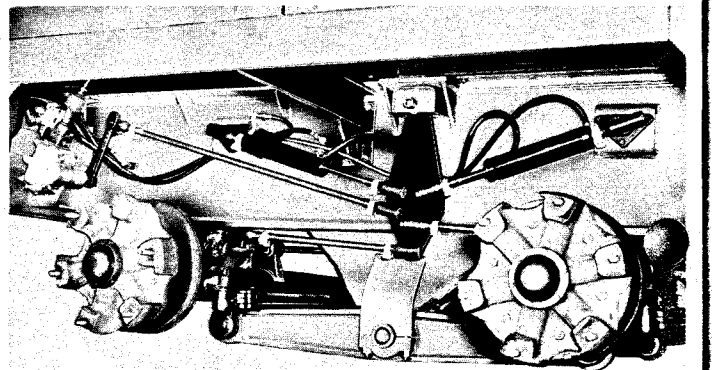


### With More Advanced Carrier Features As Standard Equipment:

- Balanced fuel tanks
- Hydraulic Outriggers — Both two and four-point control from either side of carrier
- Gas Engine — 260 h.p.
- Clutch — Two-plate disc type
- Transmission — 20 speed 2 section transmission with four reverse; delivers a wide range of on- and off-the-road speeds
- Brakes — Eight-wheel air brakes; deliver maximum braking effort to eight wheels
- Tandem Front Axles — Wide 104" track, tubular axles with bogie beam suspension
- Tandem Rear Axles — Wide 100" track, axles with bogie beam suspension
- Steering — Power hydraulic
- Tires — Super Hi-Miler 14:00 x 20, 18 ply for on and off highway service
- Cab — A first in comfort and luxury
- Bus-type Mirrors
- 150 P.S.I. tire inflation air system
- Protected (separate) air system for parking brake and emergency brake with automatic emergency brake and lock
- Tachometer

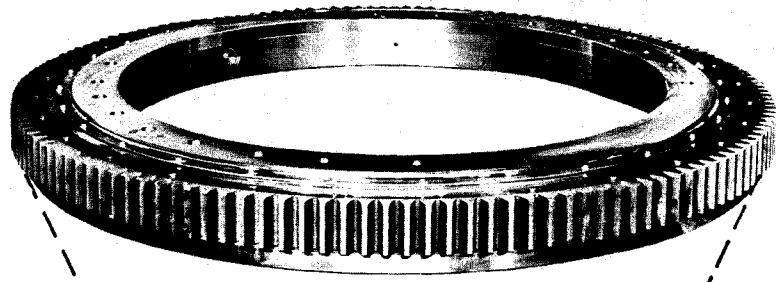
### Optional Carrier Features:

- 8V-71 Diesel engine — Up to 280 h.p.
- Additional hydraulic outrigger control — From truck cab and/or upper cab (Manual outriggers available)
- Tires — 14:00 x 24, 18-ply
- Larger rear brakes with 24:00 tires



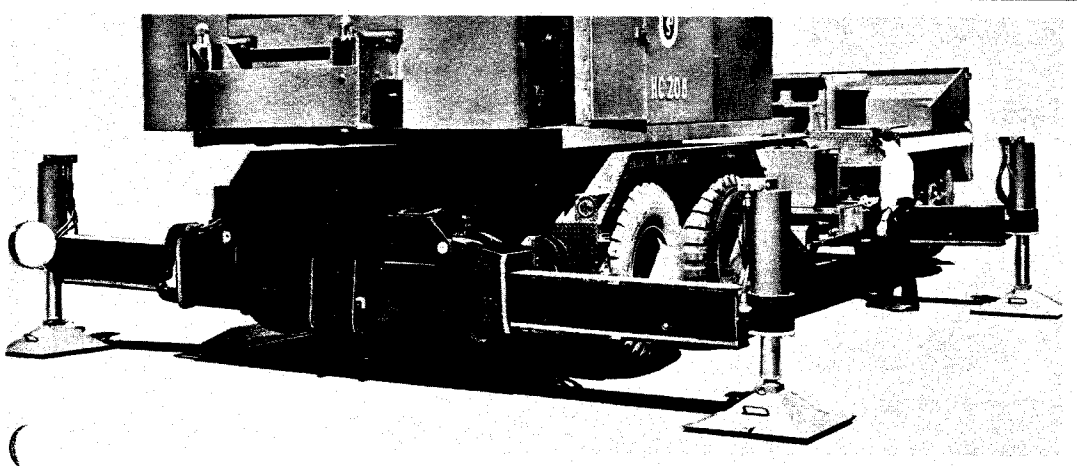
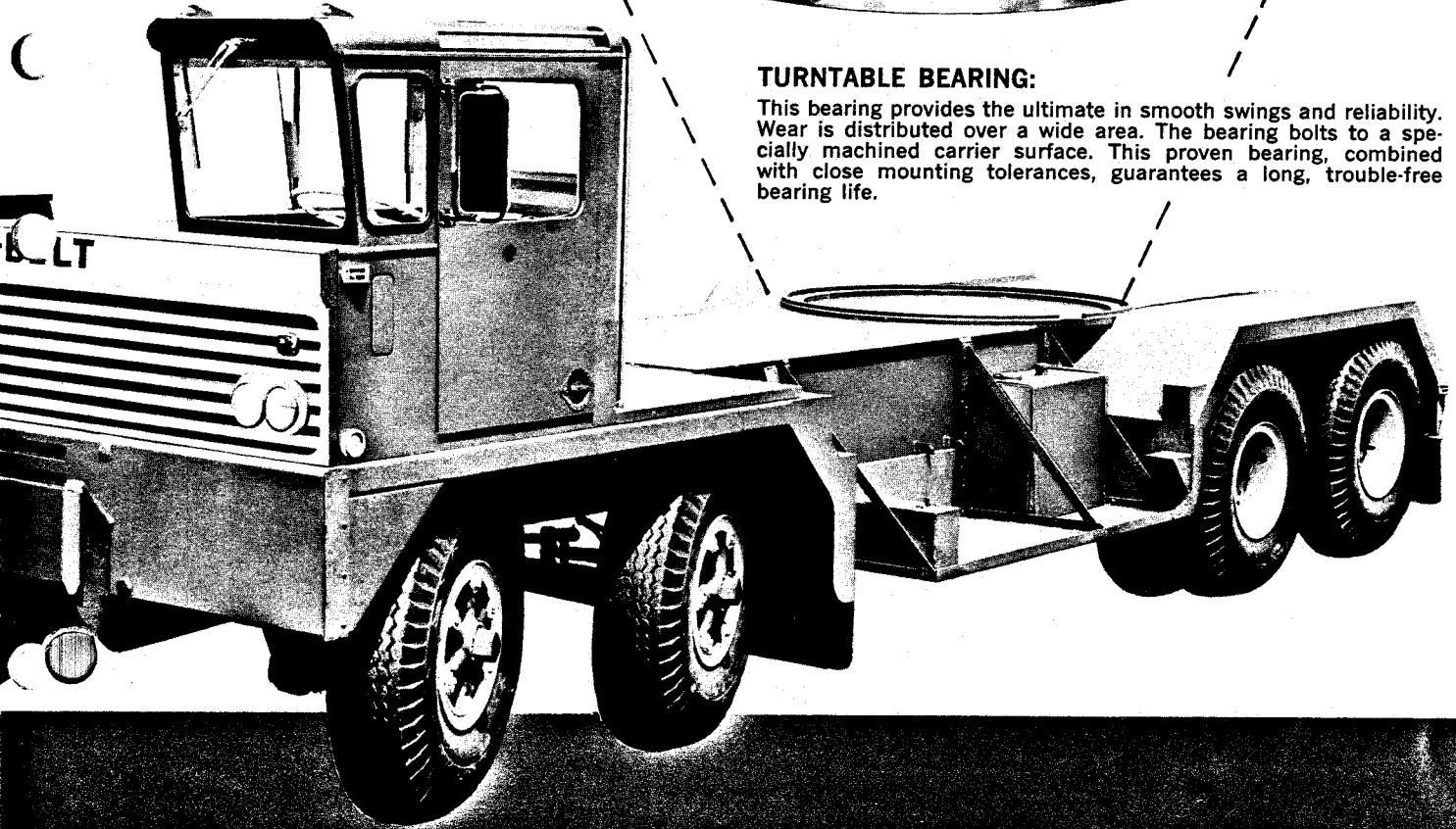
### FRAME-MOUNTED POWER STEERING:

Here's a new benefit. Cylinders, hoses and tie rods are frame-mounted — up out of the way — to provide maximum protection. Steering is actuated by two double-acting inter-connected hydraulic cylinders.



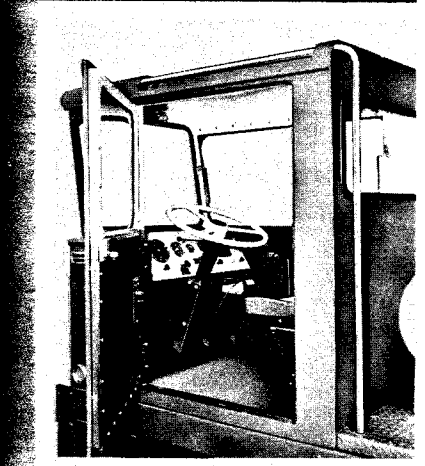
**TURNTABLE BEARING:**

This bearing provides the ultimate in smooth swings and reliability. Wear is distributed over a wide area. The bearing bolts to a specially machined carrier surface. This proven bearing, combined with close mounting tolerances, guarantees a long, trouble-free bearing life.



**HYDRAULIC OUTRIGGERS (Removable)**

Hydraulic outriggers, powered by the truck engine, are standard equipment. The pump is accessible and driven by the transmission and can be shifted in or out of engagement. All four outriggers can be operated individually from either the right or left side by dual hydraulic controls. A safety valve on each lock prevents creep under load. Outrigger boxes are connected by four pins to the truck frame. Lock type for maximum outrigger spread and stability. Pontoon are fabricated from lightweight aluminum for easy handling. The low-profile pontoons can be raised with the jacks for on-the-job moves.

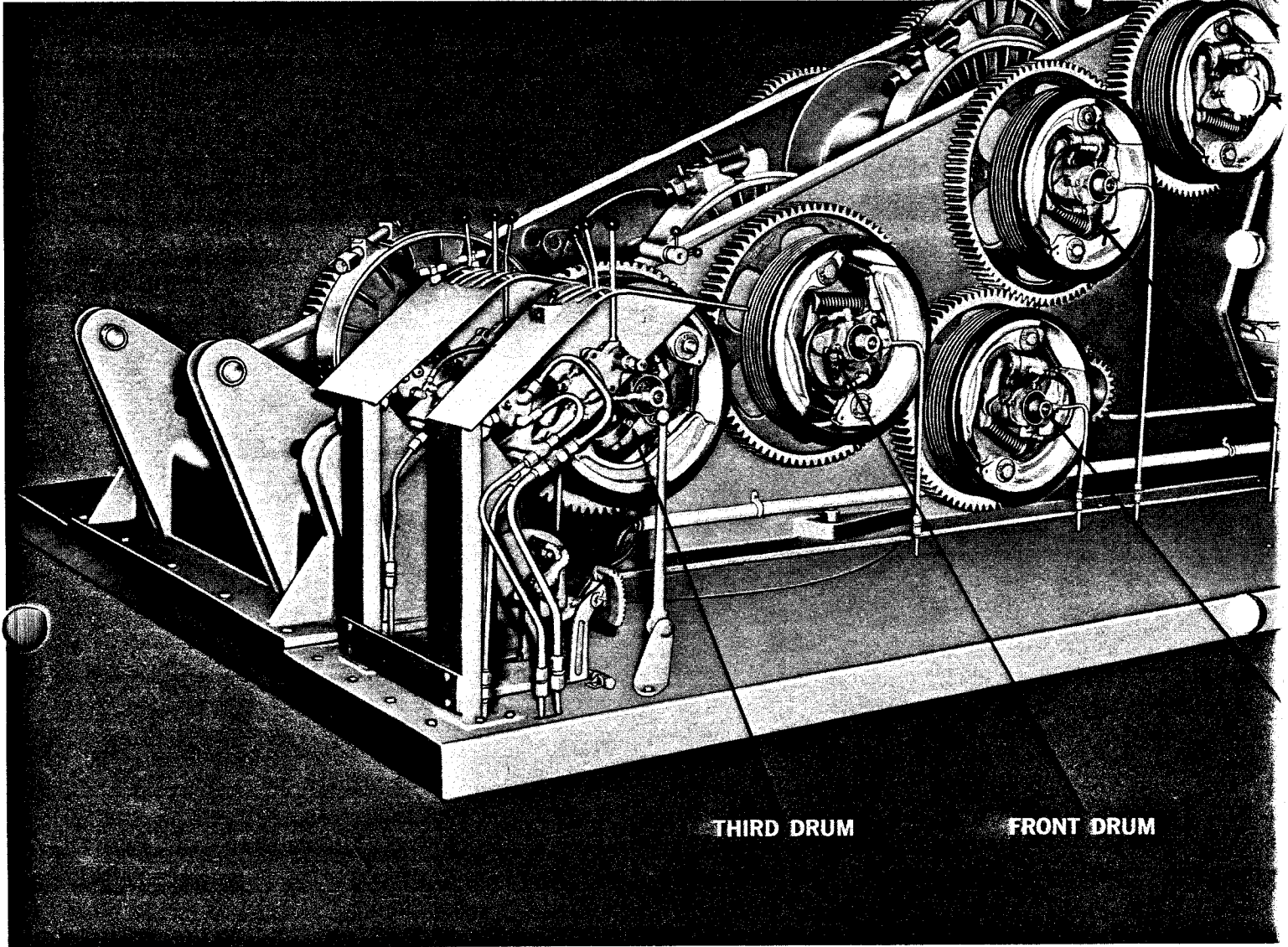


**TRUCK CAB:**

The ultimate in safety, comfort and efficiency. Padded operator's bucket seat, tachometer, ash tray, hand rail around floor, bus-type mirrors.

**70 TON**  
**HC-208**

*A Unique Method of Power Application*

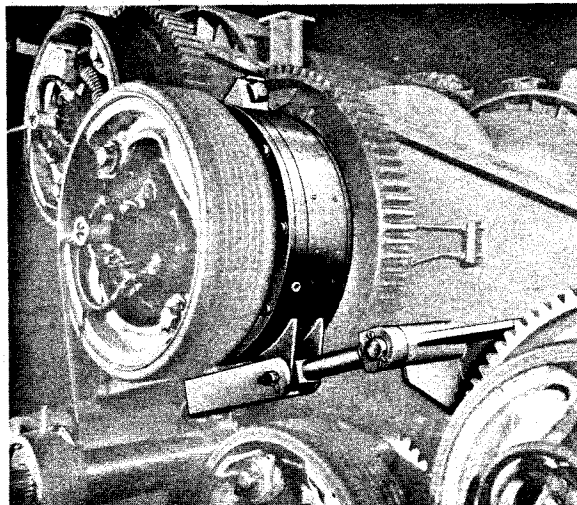


THIRD DRUM

FRONT DRUM

**PLANETARY TWO-SPEED DRUMS**

This new, exclusive option increases production on the job by making it possible to tailor hoist line speeds to the job and load conditions. Hoist line speed can be increased from the standard speed by 70% or for precision lowering, reduced by 40% without affecting the speed of other functions. Can be installed with or without load lowering.



**SPEED-SENSITIVE  
CONTROL**

This new, exclusive option increases production on the job by making it possible to tailor hoist line speeds to the job and load conditions. Hoist line speed can be increased from the standard speed by 70% or for precision lowering, reduced by 40% without affecting the speed of other functions. Can be installed with or without load lowering.



# Full-Function Design Provides Independent Power For All Functions

All machine operations can be performed separately or simultaneously

Here is an exclusive power train design proven on the job, year after year, to be far superior to conventional crane designs. Only the Link-Belt Speeder upper is engineered to utilize separate gears, shafts and clutches for two-directional independent power for every machine function.

## STANDARD MACHINERY FEATURES

- All shafts and gears mounted in line bores and on anti-friction bearings for permanent alignment
- Two-shoe clutches throughout
- All clutches interchangeable
- Large, cool running brakes
- All functions gear driven
- Mechanical drum brake linkage on needle bearings
- Brakes separated from clutches
- Clutches mounted outside side housing
- Swing brake and swing lock
- Boomhoist raising and lowering clutch
- Rear drum load lowering clutch
- Cable drum capacity — up to 1,008 ft.
- Over-all travel height only 11'4"
- Foot throttle
- Automatically spring applied, hydraulically released boomhoist brake
- Waukesha gas engine; 127 h.p. @ 1810 r.p.m.

## OPTIONAL MACHINERY FEATURES TO ADAPT THE HC-208 TO ANY JOB

- Front drum load lowering clutch
- Two-speed hoist or lowering on front and rear drums and boom lowering
- Independent gear-driven third drum — with or without reversing clutch, 26,700-lb. line pull
- GM 4-71 diesel; 130 h.p. @ 1850 r.p.m.
- GM 6-71 diesel with Allison torque converter; 165 h.p. @ 1800 r.p.m.
- Hand throttle
- Two-speed Cotta transmission

